

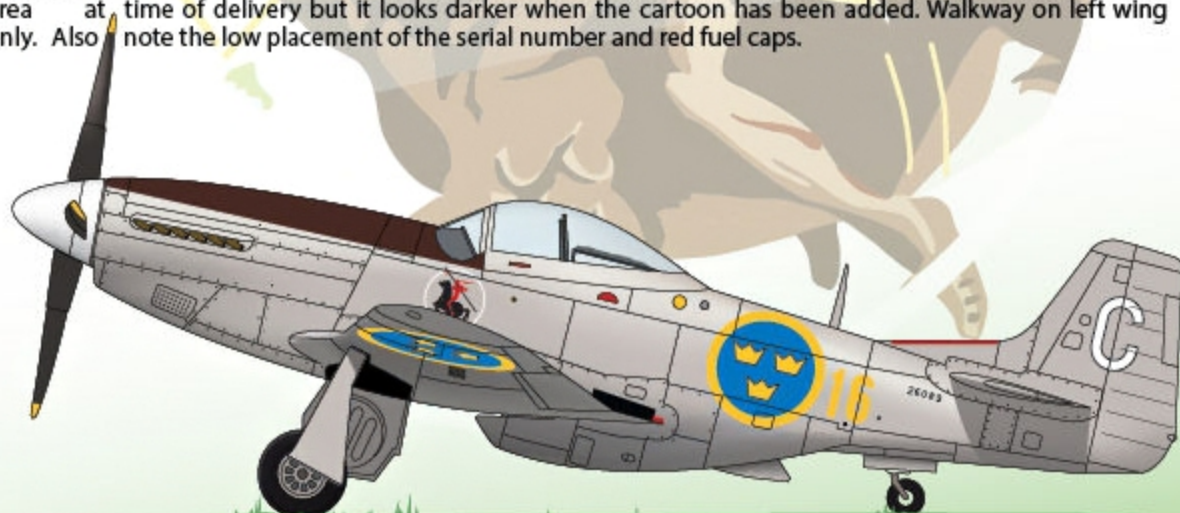
J 26 Mustang Part II



J26, 26046, white Adam (later red A with the same badge) F16 Uppsala. Note that the anti-glare area continued up and around the windshield frame. Walkway on left wing only. Also note the low placement of the serial number and red fuel caps just like the rest of the first fifty delivered.



J 26, 26009, red Erik F16 Uppsala. Elvira female figure at wing root and cartoon figure painted by aircraft weapons mechanic Sture Mattson. It's very uncertain if the figure was ever finished with a gun in his left hand as no pictures show that. The revolver is included separately on decal sheet. The aircraft had green antiglare area at time of delivery but it looks darker when the cartoon has been added. Walkway on left wing only. Also note the low placement of the serial number and red fuel caps.



J26, 26087, white Cesar F16 Uppsala, staff squadron. Most likely (straight) walkway on left wing only.



J26, 26140, blue Martin, F4 Frösön/Östersund. Slumbering rabbit which most likely was painted on this aircraft. (It may be another blue M at F4 but at this time this is not certain.) Another detail with F4 Mustangs is that they sometimes had their call sign painted (or marked with tape?) on the landing light, a suitable 'M' decal is included on the decal sheet. 26140 had an AN/APS-13 antenna mounted from factory but it's uncertain for how long it remained in place.



J26, 26075, blue Martin, second squadron F16 Uppsala. Propeller without cuffs (the thick part at the blade rot) Most likely walkway on left wing only. Detached AN/APS-13 antenna on vertical stabilizer (this left a little panel that a/c without the antenna didn't have). The horse badge is separated in two parts to make it possible to use with a/c that did not have the background, blue D for example.



J26, 26006, red Adam or "Aurora" at F16 Uppsala. During the mid forties. Walkway on left wing only. Also note the low placement of the serial number and red fuel caps. Red F "Fay" 26010, red T "Honky Tonk" 26019, and red S "Star Dust" had analogous markings. Some of them had aiming lines on the wings but it's somewhat hard to say which specific a/c's were so marked.



J26, 26048 yellow Sigurd or "Eva", third squadron F16 Uppsala 1945-46. Green anti glarepanel and red fuel caps from former owner. Straight walkway on left wing only.

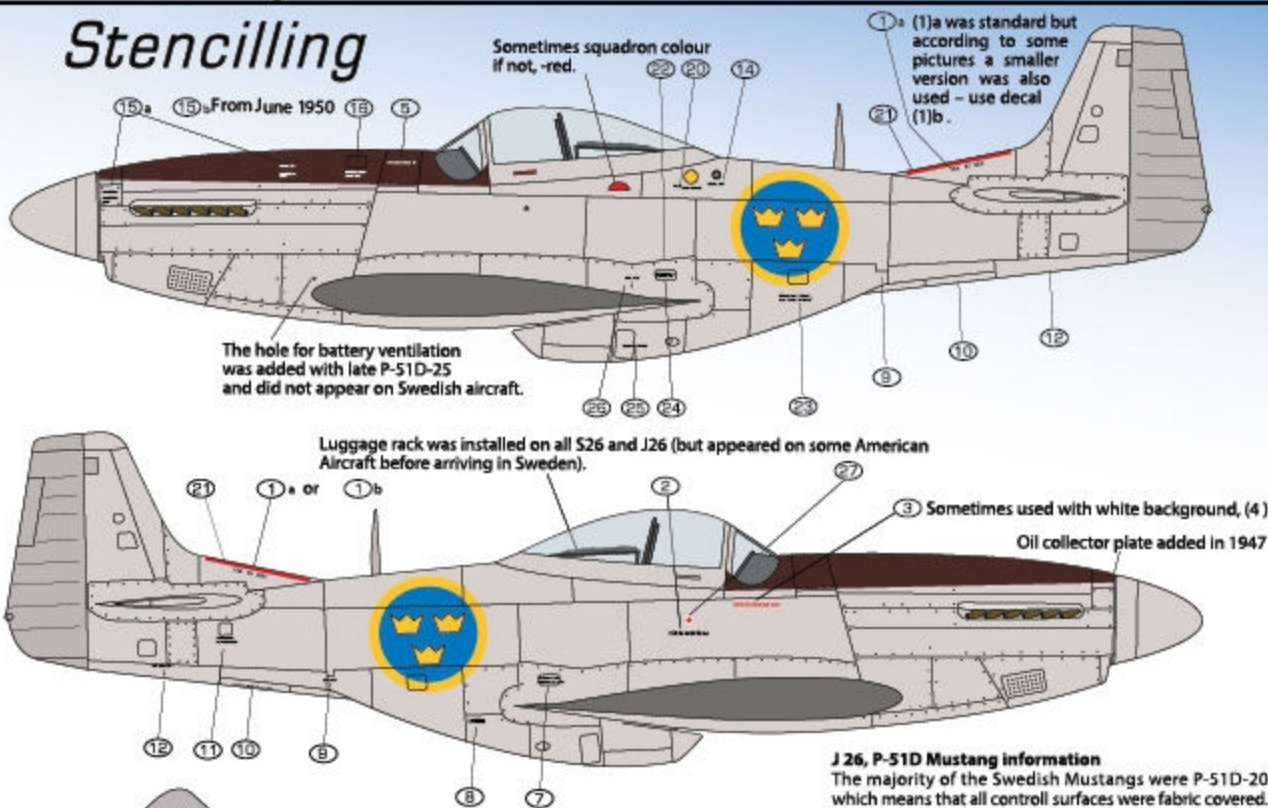


J26, 26016, red Niklas or "The nightmare" in mid forties at F16 Uppsala. First squadron F16 Uppsala. Aiming lines on the wings and straight walkway on left wing only.



J26, 26049, yellow Tore, third squadron F16. Red fuel caps, low placing of serial number and straight walk-way on left wing only. Most likely green antiglare panel.

Stencilling



J 26, P-51D Mustang information

The majority of the Swedish Mustangs were P-51D-20 which means that all control surfaces were fabric covered. The Tamiya model is an example of a later model and have the elevators in aluminium outcome. There is also a group of rivets in the region of the landing gear attachment on the upper side of the wing which could not be found on Mustangs in service with the SwAF.

The canopy on the Mustangs can be found in six different models. The two more well known types is a quite low standard canopy and the "Dallas canopy" which was somewhat higher in rear part.

Since the Mustang was one of the first aircraft with a wing profile based on laminar flow theory, panel lines on the wing panels were filled and sanded to achieve a smooth surface and then the wings were Painted silver dope (touched up with Swe AF standard Silver 714 as needed). Examples at museums often have their wings stripped of putty and paint. The paint got weathered over the years and is somewhat exaggerated in the drawings.

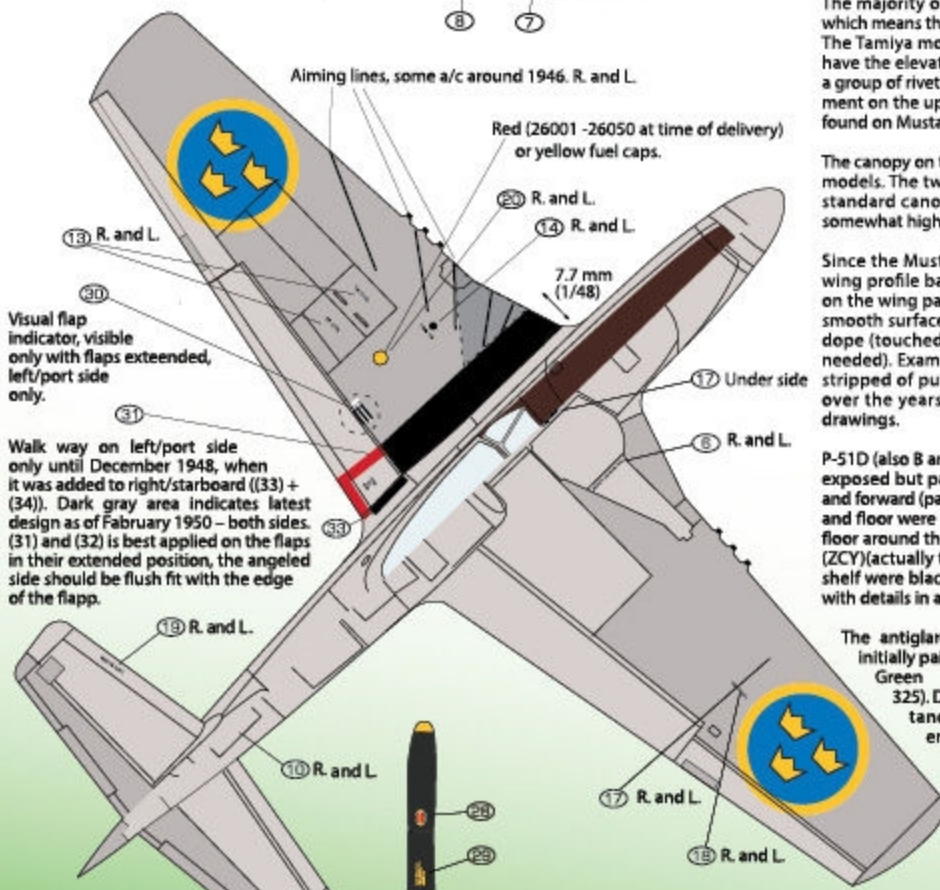
P-51D (also B and C) had wood floor, but the wood is not exposed but painted (black) from the seat attachment and forward (past the pedals). The rest of the cockpit walls and floor were Interior Green (IG). The depression in the floor around the control stick was Zinc Chromate Yellow (ZCY) (actually the top of the wing). Fuel tank and radio shelf were black. The landing gear bay was mainly ZCY with details in aluminium.

The antiglare area in front of the windshield was initially painted Olive Green (touched up with Olive Green 325). Dark Brown, (Mörkbrun 507H or 509H SwAF standard) was also widely used, and in the end black.

References:

Marking drawing ZD-5006
 J 26 Mustang, Leif Hellström
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Especially thanks to:
 Thord Jonsson, Leif Hellström,
 Sten Sundelin



The decals on propeller blades wore off over time but the Hamilton emblem, decal 28 seems to have survived the longest.