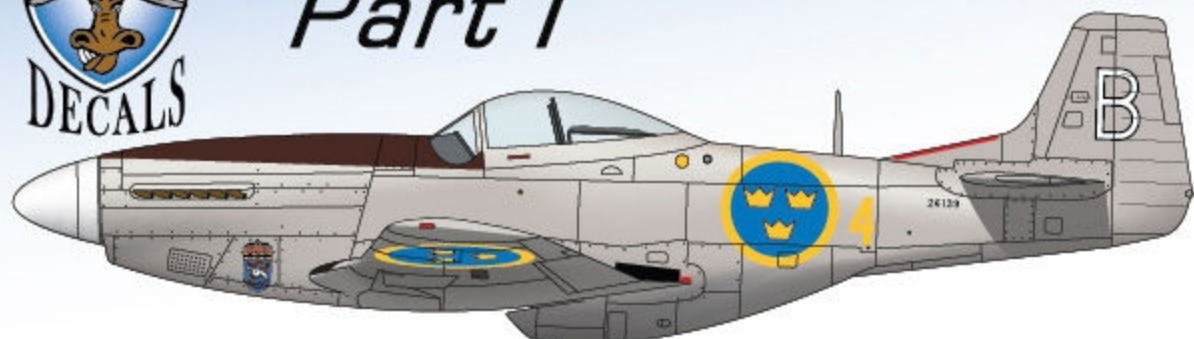


J 26 Mustang Part I



J 26, 26139, white Bertil - F4 Frösön 1950. Staff squadron. The aircraft was equipped with an (AN/APS-13) antenna on vertical stabilizer. Straight walkways on both wings. The coat of arms below the exhaust stacks were probably applied in left version only, i.e. the moose was facing rearwards on the right side. A right version of the heraldry is supplied anyway (for later aircraft such as J29 Tunnan or J35 Draken).



J 26, 26108, blue Filip - F16 Uppsala. Second squadron's early wolf badge on the left side. This aircraft later got the horse badge (without blue background) and the text 'Essie Mae' was kept. The horse decal can be found on J 26 Part II decal sheet.



J 26, 26115, blue (most likely) Kalle - F4 Frösön/Östersund. Exercise markings in 1951, orange marking on fuselage and wings, top and bottom. Latest type of angled walkways on wings.



J 26, 26015, red Martin - F16 Uppsala. Note low placement of the serial number, call sign on landing gear door and the somewhat unusual painting of walkway on left wing (only). It goes in a straight sloping line along the fillet plate (compare with 26108 for example).



J 26, 26152, yellow Kalle - F4 Uppsala. This was former "Sierra Sue II" serving with the 402 FS 370th FG and this was one of the aircraft where the earlier markings could be read very easily. It was common to paint (or use tape to mark?) the call sign on the landing light at F4. Not known if 26152 had it but a suitable 'K' is supplied on the decal sheet.



J 26, 26122, yellow Harald - F4 Frösön/Östersund. Straight walkways on left and right side. The aircraft had earlier been equipped with AN/APS-13 antenna from the time in 401 FS and the squadron code 9D was still visible on the airframe. It was common to paint (or use tape to mark?) the call sign on the landing light at F4. Not known if 26122 had it but suitable H is supplied on the decal sheet.



J 26, 26056, green Niklas F8 - Barkarby/Stockholm. The black walkways on the wings are of the last design, i.e. angled out towards the gun ports. The gun ports were also covered since these were liaison aircraft. This is the aircraft the general Nordensköld frequently used. The a/c earlier had an AN/APS-13 antenna.



J 26, 26139 green Kalle or "Kleopatra" - F8 Barkarby. From the concurrent cinema movie with the same name. The walkways were of the latest design and the gun ports were covered just like 26056.



S 26, 26146, 6 - F21 Kallax/Luleå. Reconnaissance version of the J 26 with sKa10/50 camera in the fuselage. Call signs on both sides of the nose instead of underneath the nose which was standard. Blue and yellow fields on wing tips, top and bottom. The spinner was painted silver dope, just like the wings. The walkways on the wings were of the latest design, i.e. angled towards the gunports. Also notice that all S 26 had their antenna mast moved forward and to right due to the camera installation. The anti-glare panel on the nose was black on some S 26.

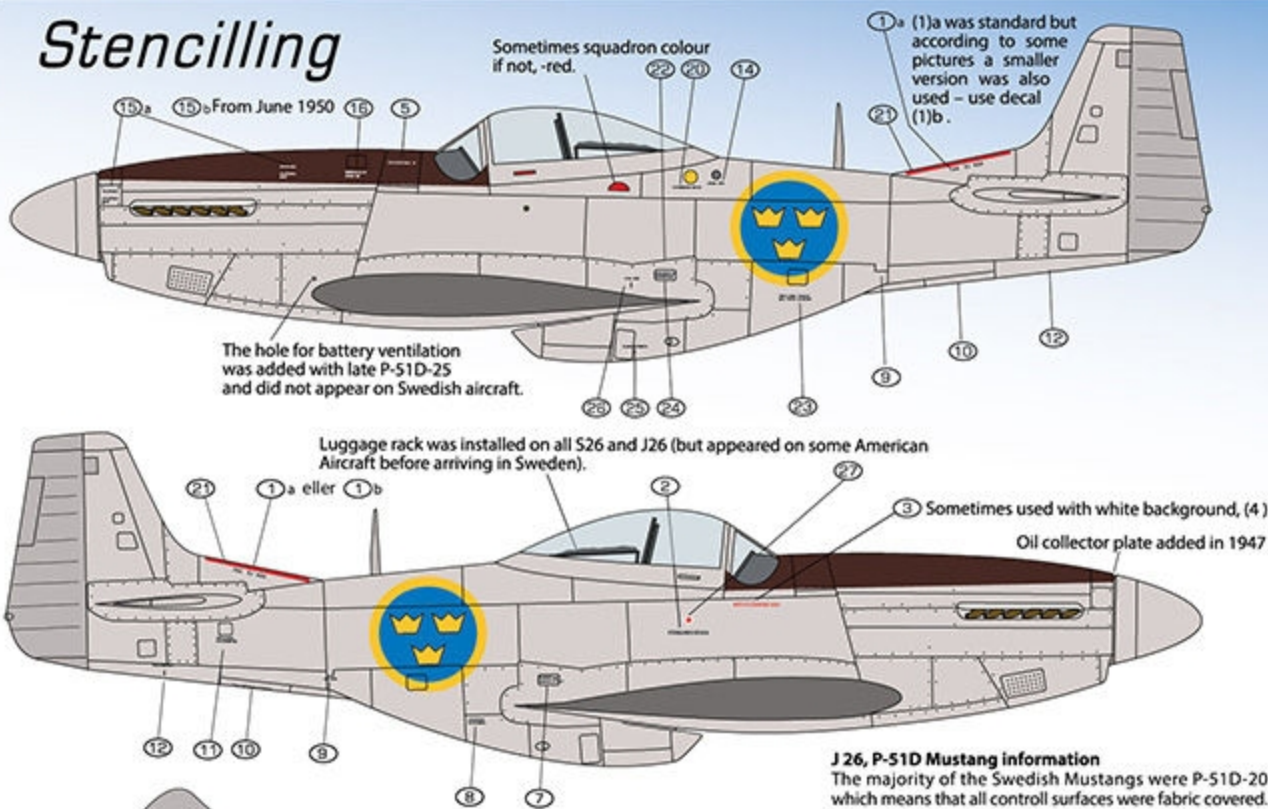


S 26, 26107, 2 - F21 Kallax/Luleå. Three blue stripes were painted on the wing tips, top and bottom. The size of the stripes was approximately 120 - 150 mm wide. The a/c had earlier been equipped with an AN/APS-13 antenna. Most likely the call sign was painted under the nose in standard fashion. It's hard to determine the size, later 800 mm was standard but as 26146 had 600 mm high numbers, this size may have been used under the nose of 26107.



S 26, 26043, red 14 - F21. The last Mustang in the Swedish air force. Most likely dark brown antiglare panel. Last design of walkways, i.e. angled toward the gun ports, see topside view, both port and starboard wing.

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.

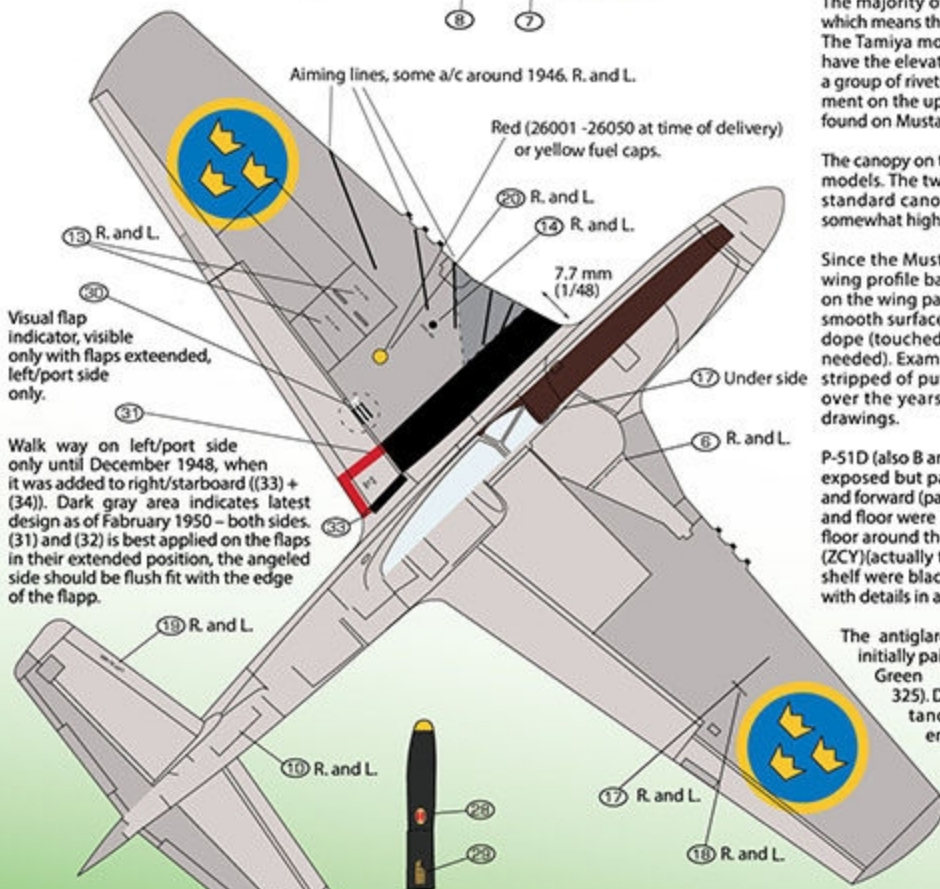
The antiglare area in front of the windshield was initially painted Olive Green (touched up with Olive Green

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
ISBN: 91-85496-31-6
www.silvervingar.se

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