

USAAF pilots delivered the first 26 aircraft to Dübendorf in February 1948 and by the end of August of the same year, Switzerland had 100 P-51 (D-20 & D-25) in the inventory. The remaining 30 aircraft had to be brought up to flying condition by Swiss personnel during September and instructor pilots ferried them to Switzerland since the USAAF was busy with the Berlin blockade. The 130 P-51 included 15 aircraft with reconnaissance equipment and 3 two seaters.

The range of J-901 to J-1000 was assigned for the Mustangs while the numbers J-1001 – J-1200 were reserved for the Vampires on order. However, being Swiss, the 30 'spare part' Mustangs were implemented into the fleet and the required spare parts were cannibalised from other aircraft at Oberpfaffenhofen during October 1948, thus the Swiss Air Force had their own airlift with the Ju-52 transport aircraft. This operation had the consequence that the assigned range for the registration numbers was insufficient and the aircraft had to be re-numbered in the Range J-2001 – J-2130.

Originally, squared national insignia that offered higher visibility were applied on both, bottom and top of the wings as on the rudder. Those days after the war, unpainted aircraft became popular and it was deemed, that for fast aircraft, the control surfaces should remain unpainted. The switch back to the round national insignia was implemented during 1949.

There is an on-going dispute about the color on top of the engine cowling. While the Americans favoured blue and olive drab amongst other bright colors, it is believed that Swiss Mustangs sported dark blue noses - other sources state simply silk gloss black. The available maintenance manuals define the color as Art. Nr. 603233 - this could be close to silk gloss dark sea blue or RLM 24.

Different low visibility paint schemes were tested during 1952 on 12 airframes, consisting of dark green over light blue or unpainted lower surfaces. The colors are the same as used on the Me-109 or D-3802. In 1955, neutrality markings were tested again with the intention that the aircraft could be identified from a distance of 1000 meters.

Unique to a number of Swiss P-51 were the straight 'Ziellinien' applied on top of the wings from 1950 onwards. Some Aircraft originally had angled lines that aided the pilot to hit the target on low level bombing missions. These were duly replaced with the straight version.

'Manöver Kennzeichnung' was common to a number of airframes in the shape of red, blue and yellow bands behind the cockpit and on the nose. The bands had a width of 1000mm or 500mm. These markings were kept until the phase out in 1957.

The main reference for this decal sheet is the sole preserved P-51D (J-2113) at the Flieger und Flap Museum in Dübendorf. However, I would not have succeeded without the excellent book by Georg Hoch : Farbgebung und Kennzeichen der Schweizer Luftwaffe 1914 – 1959. See www.georg-hoch.ch

This decal sheet has been printed by Fantasy Printshop in the UK. They must be applied onto a glossy painted surface to avoid the unwanted silvering. Decal softeners like Micro Sol & Micro Set work very nice with these decals. Once dry, excess glue from the decals should be removed with a soft damp cloth.



Robert Schneider
Müllheim, September 2012

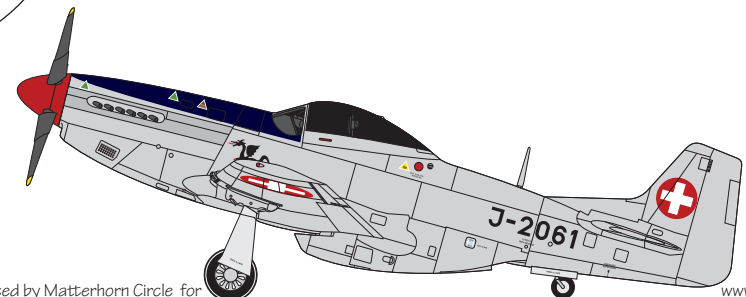


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1/32 scale
includes paint masks



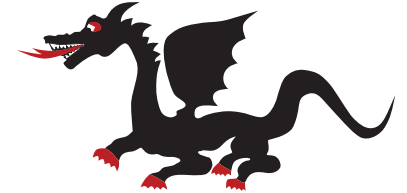
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P-51D Mustang

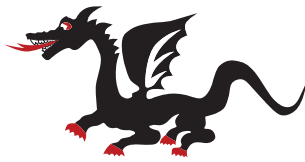


After WW2 Switzerland stepped into the jet age in the summer of 1946 and tested the DH-100 Mk.1 Vampire. Subsequently, a large number of these fast jets (DH-100 Mk.6) were ordered to replace the ageing Messerschmitt Me-109 and Morane D-3801 fighters. To fill the gap until the advanced version of the Vampire became available, a quick and economic solution was found in the North American Aviation P-51D Mustang.

The US Army Air Force Europe had large numbers of surplus P-47 & P-51 fighters stored at Nurnberg and Oberpfaffenhofen and did not intend to return them to the US. Having flown and tested a captured P-51B during the war, the choice was swift and favourable conditions for a purchase of 100 aircraft plus 30 aircraft for spares could be negotiated for a price tag of US \$ 4000.- (approx. CHF 17'000.-) per aircraft.

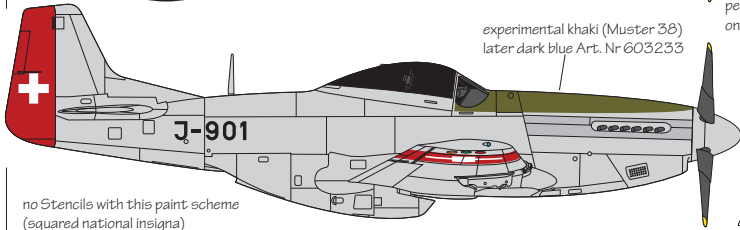
P-51D Mustang

Printed by Fantasy Printshop



Dragon 'Pegasus' of the Fighter Squadron 16

The Munggi of Fighter Squadron 21



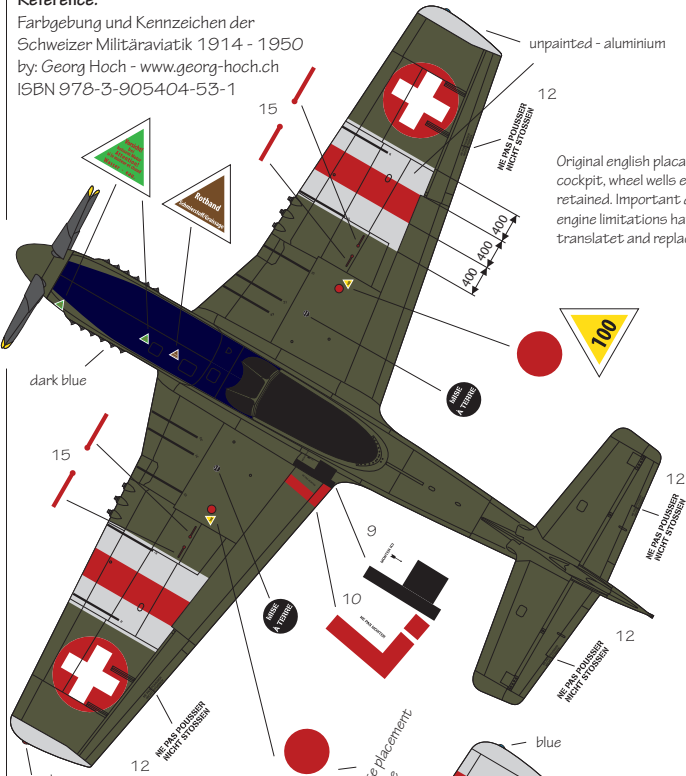
experimental khaki (Muster 38) later dark blue Art. Nr. 603233

no Stencils with this paint scheme (squared national insignia)

J-901 at Dübendorf in 1948. The registration was changed to J-2001 in the same year. In 1949 the national insignia were replaced with roundels

Reference:

Farbgebung und Kennzeichen der Schweizer Militäraviatik 1914 - 1950
by: Georg Hoch - www.georg-hoch.ch
ISBN 978-3-905404-53-1

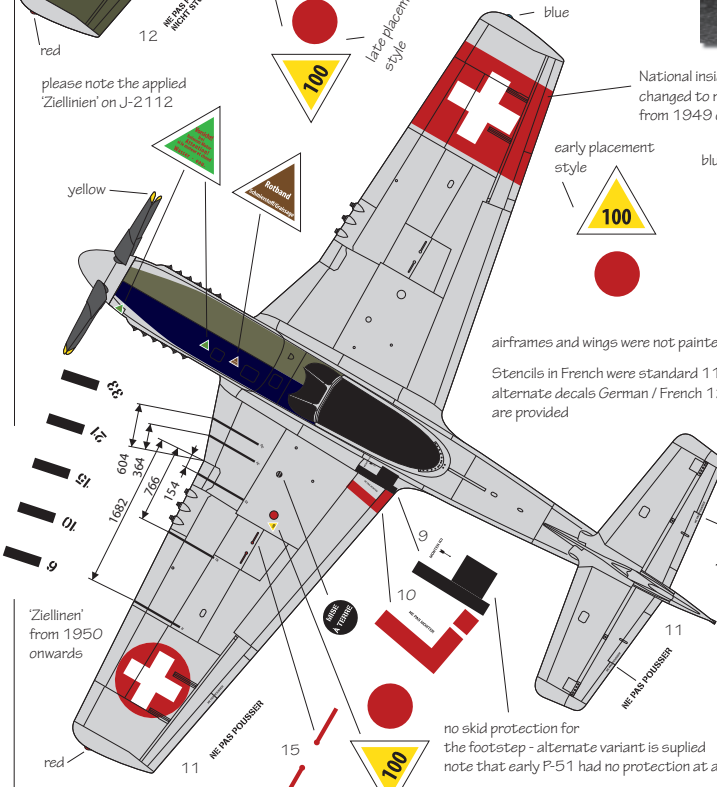


Original english placards for cockpit, wheel wells etc. were retained. Important data like engine limitations have been translated and replaced

please note the applied 'Ziellinien' on J-2112

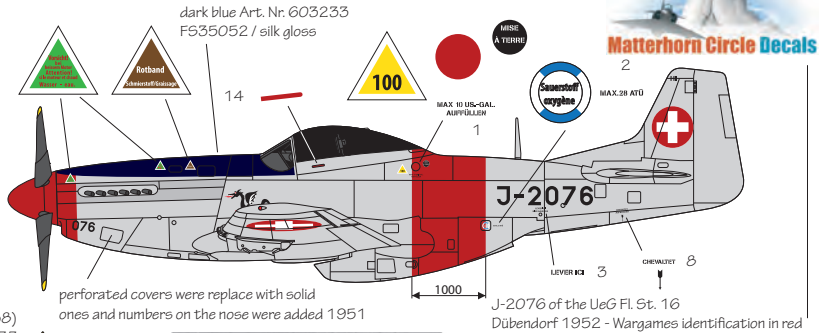
National insignia in 1948 changed to round insignias from 1949 onwards

airframes and wings were not painted - NMF
Stencils in French were standard 11, 3 & 8 alternate decals German / French 12, 7 & 4 are provided



'Ziellinien' from 1950 onwards

no skid protection for the footstep - alternate variant is supplied note that early P-51 had no protection at all



perforated covers were replaced with solid ones and numbers on the nose were added 1951

J-2076 of the UeG Fl. St. 16 Dübendorf 1952 - Wargames identification in red

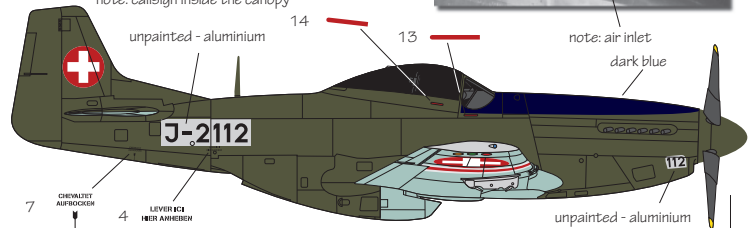


901
2061

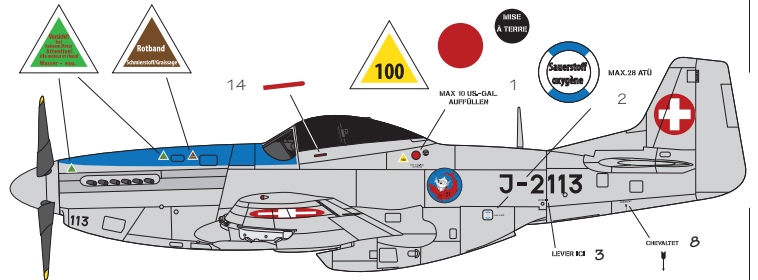
note: callsign inside the canopy



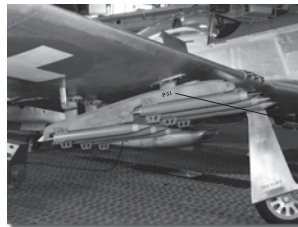
note: air inlet dark blue



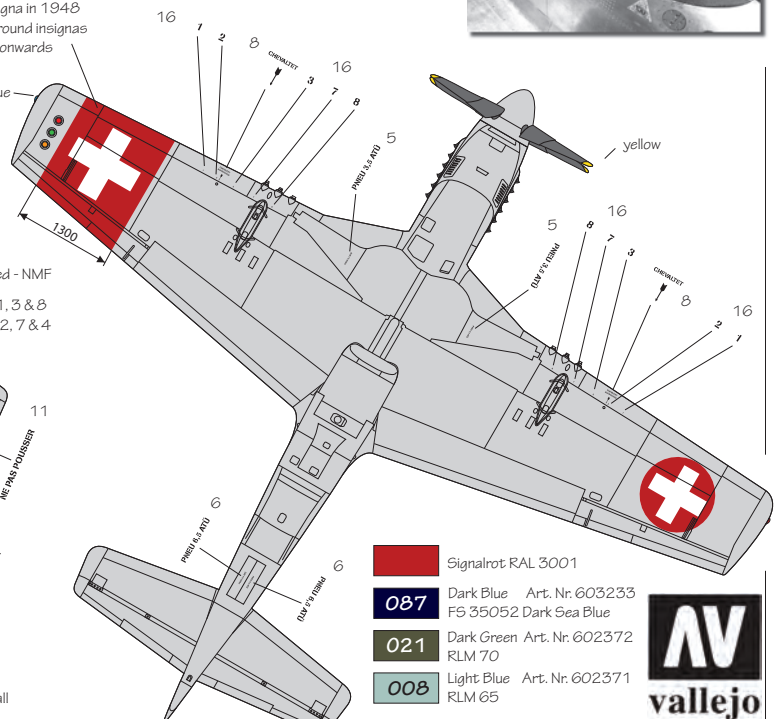
Experimental scheme in 1952 - the red and blanc stripes added 1955 identified the neutrality of Switzerland



J-2113 as preserved at Dübendorf in 2012. Squadron badge of Fl. St. 21. Note that the blue on the nose is of a lighter shade.



P-51
note: reference number on the battery pack



- Signalrot RAL 3001
- 087 Dark Blue Art. Nr. 603233 FS 35052 Dark Sea Blue
- 021 Dark Green Art. Nr. 602372 RLM 70
- 008 Light Blue Art. Nr. 602371 RLM 65

