

MORE ABOUT SERIAL NUMBERS

The P-51 and its variants have probably intrigued more of our Members than any other airplane, as witness the following bibliography of items appearing in the JOURNAL.

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During the past several months we have had correspondence from Robert T. O'Dell, George J. Letzter and Rober Besecker submitting complete serial number lists for publication. And William T. Larkins had a hand in it, too. So here, for all to see, is a compilation of the various groups of data concerning the P-51/A-36/F-6 types.

NAA Model	Service Designation	Number Procured	Serials	C/N	Remarks
73X	NA-73X	1		73-3097	orig a/c crashed
73	"Mustang I"	320	AG345/664	73-3098/3100	To RAF
				73-3102/3106	
				73-3108/3416	
				73/4767/4768	
				73/7812	
73	XP-51	2	41-38 & 39	73-3101 & 3107	4th/10th to USAAC for test
83	"Mustang I"	300	AL958/999	83-4769/5068	RAF refinement of NA-73
			AM100/257		
			AP164/263		
91	P-51	150	41-37320/37351	91-11981/12130	Purchased by USAAC for RAF
			41-37353/37420		2 as XP-51B
			41-37422/37469		
97	A-36	500	42-83663/84162	97-15581/16380	NA-73 w/dive brakes
99	P-51A-1-NA	100	43-6003/6102	99-22106/22415	As NA-73 but w/4-.50's
	P-51A-5-NA	55	43-6103/6157		
	P-51-1C-NA	155	43-6158/6312		
101	XP-51B	2 cv	41-37352/37421	91-12013/12082	From NA-91
102	P-51B-1-NA	400	43-12093/12492	102-24541/24940	As NA-101
103	P-51C-1-NT	350	42-102979/103328	103-22416/22765	NA-102 built in Texas
	P-51C-5-NT	50	42-103329/103378	103-22766/22815	
	P-51C-10-NT	600	42-103379/103978	103-25933	
	P-51C-10-NT	350	43-24902/25251	/26882	
104	P-51B-5-NA	400	43-6313/6712	104-24941/25340	Improved NA-102
	P-51D-5-NA	400	43-6713/7112	104-22816	
	P-51B-10-NA	90	43-7113/7202	/23305	
	P-51B-10-NA	110	42-106429/106538	104-24431/24540	
	P-51B-10-NA	198	42-106541/106738	104-25343	
	P-51B-15-NA	240	42-106739/106978		
	P-51B-15-NA	150	43-24752/24901	/25930	
105	XP-51F	3	43-43332/43334	105-26883/26885	Light weight version
105	XP-51G	2	43-43335/43336	105-25931/25932	w/Merlin RM-145M
105	XP-51J	2	44-76027/76028	105-47446/47447	w/Allison V-1710-119
106	P-51D	2	42-106539/106540	106-25341/25342	
109	P-51D-5-NA	800	44-13253/14052	109-26886/28885	As NA-106
	P-51D-10-NA	800	44-14053/14852	&	
	P-51D-15-NA	900	44-14853/15752	109-35536/36035	
110	P-51D	100	No. U.S. Serials	110-34386/34485	To Australia unassembled
111	P-51C-10-NT	400	44-10753/11152	111-23886/29285	As NA-109
	P-51D-5-NT	200	44-11153/11352	111-29286/29485	
	P-51K-1-NT	200	44-11353/11552		
	P-51K-5-NT	400	44-11553/11952		
	P-51K-10-NT	600	44-11953/12552		
	P-51K-15-NT	300	44-12553/12852		
	P-51D-20-NT	400	44-12853/13252	111-36036/36135	

NAA Model	Service Designation	Number Procured	Serials	C/N	Remarks
122	P-51D-20-NA	1000	44-63160/64159	122-30886/31885	
	P-51D-20-NA	100	44-72027/72126	122-31886/31985	
	P-51D-20-NA	500	44-72127/72626	122-35856/39085	
	P-51D-25-NA	1000	44-72627/73626	122-39086/40085	
	P-51D-25-NA	600	44-73627/74226	122-40167/40766	
	P-51D-30-NA	800	44-74227/75026	122-40767/41566	
124	P-51D-25-NT	600	44-84390/84989	124-44246/44845	
	P-51D-30-NT	401	45-11343/11743	124-48096/48496	(See note 124 at bottom)
126	P-51H-1-NA	20	44-64160/64179	126-37586	
	P-51H-5-NA	280	44-64180/64459		
	P-51H-10-NA	255	44-64460/64714	/38140	
138	P-51D	post-war contract for 629 cancelled			
129	P-51H; P-51L	post-war contract for 2500 F & L models cancelled (P-51H - 45-31456/32236, P-51L- 45-32237/33935)			

124 Note: P-51D-30-NT 45-11743 C/N 124-48496 was redesignated P-51N-1-NT

Add note: Altho 1500 P-51K serial numbers were assigned as shown above, there were 43 conversions to F-6K types.

Conversions to F-6 Model (by serial number only)

F-6A	} Field modifications of fighter, serial numbers unrecorded.			
F-6B				
F-6C				
F-6D-20-NT		44-13020/13039	F-6D-30-NT	45-11655/11689
F-6D-20-NT		44-13131/13140	F-6K-5-NT	44-11554
F-6D-20-NT		44-13181	F-5K-5-NT	44-11897/11952
F-6D-25-NT		44-84509/84540	F-6K-10-NT	44-11993/12008
F-6D-25-NT		44-84566	F-6K-10-NT	44-12216/12237
F-6D-25-NT		44-84773/84788	F-6K-10-NT	44-12459/12471
F-6D-25-NT		44-84835/84855	F-6K-10-NT	44-12523/12534
			F-6K-15-NT	44-12810/12852

There were also a total of 10 factory made TP-51's, designated:

TP-51D-25-NT	44-84610/84611
	45-11443/11450

Several months ago Member Bernard C.F. Klein had sent in the following article about the P-51's in the RAF, entitled:

THE P-51 "MUSTANG" IN RAF SERVICE

"Mustang Mk. 1"

The first production order was fitted with the Allison V-1710-F3R engine and the airplanes were used by the Army Cooperation Command of the RAF.

AG345 - AG664	(320)	
AL958 - AL999	(42)	
AM100 - AM257	(158)	total 620
AP164 - AP263	(100)	

"Mustang Mk. 1A"

The second order called for machines similar to Mk. 1 except that they used four 20 mm. cannon. Its USAAF equivalent was the P-51.

FD418 - FD567	(150)
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"Mustang Mk. 2"

The engine in this version was the Allison V-1710-81 and the armament was changed to four 0.5-inch machine guns. The USAAF model was the P-51A.

FR890 - FR939	(50)
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"Mustang Mk. 3"

In the Mark 3 the engine was changed to the U.S.-built Rolls-Royce "Merlin", known as the Packard V-1650-3 engine. Its USAAF equivalent was the P-51B-1-NA.

FEL00 - FEL24	(25)	
FX848 - FX999	(152)	
FZ100 - FZ147	(48)	total 274
FZ149 - FZ197	(48)	
FR411	(1)	

This was the last specifically British order; all the later "Mustangs" were Lend-Leased.

"Mustang Mk. 3"

An initial allotment was for 636 airplanes, but why they were designated Mk. 3 is a question since they did differ from the former Mk. 3 by the installation of a semi-bubble hood, known as the "Malcolm Hood". It was developed from the "Spitfire" type hood to improve rear vision. Although it is equivalent to the Dallas-built P-51C-NT, very few of the P-51B's and C's were fitted with the Malcolm Hood and Mr. Klein would appreciate receiving a photo of any one of these, in USAAF markings.

FEL25 - FB399	(275)	
HB821 - HB961	(141)	total 636
KH421 - KH640	(220)	

"Mustang Mk. 4"

Equivalent to USAAF P-51D-1-NA, 281 airplanes. This had a new series engine, the Packard V-1650-7, the new bubble canopy and six machine guns.

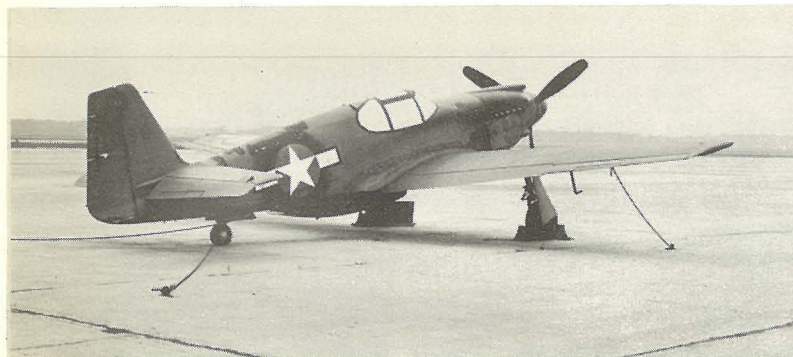
KH641 - KH670	(30)	
KM493 - KM743	(251)	total 281

The second lot of Mk. 4 airplanes used the Aero-products propeller, and was equivalent to the P-51D-5-NA.

KH671 - KH870	(200)	
KM100 - KM492	(393)	total 593

There was another set of serial numbers issued for this version, SR406 - SR440, 35 airplanes, but the aircraft were either not built or not delivered. Mr. Klein states that there was a shipment lost through torpedoing of a cargo ship, which may have included this 35, but no confirmation has been obtained.

(Continued on Page 149)



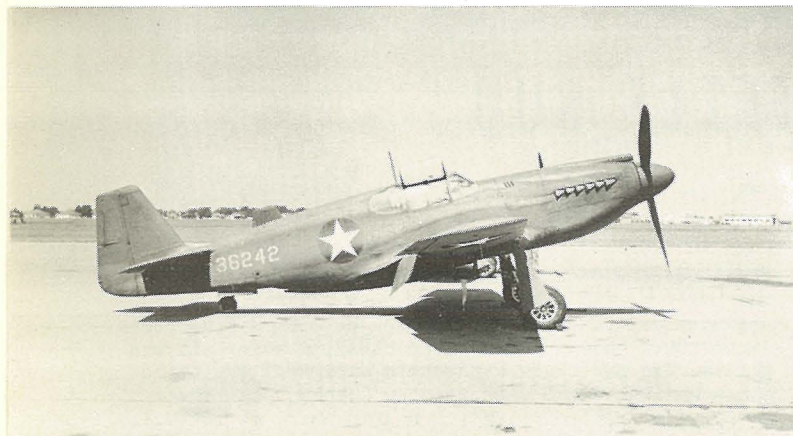
XP-51

Robert T. O'Dell



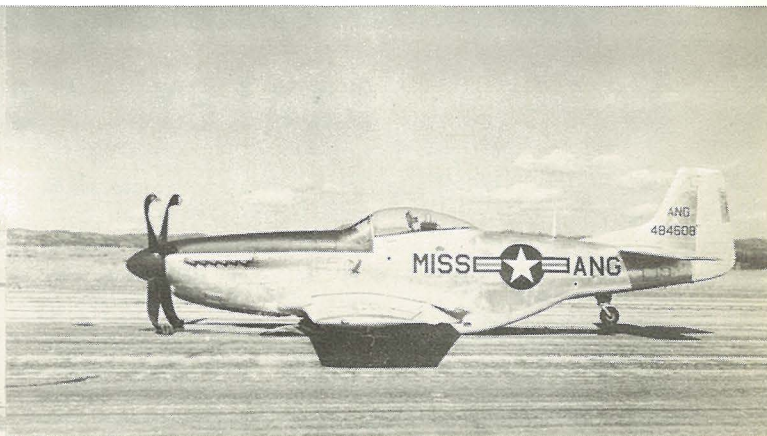
P-51

Howard Levy



P-51A-10-NA

R. O'Dell



TP-51D-25-NT

R. O'Dell



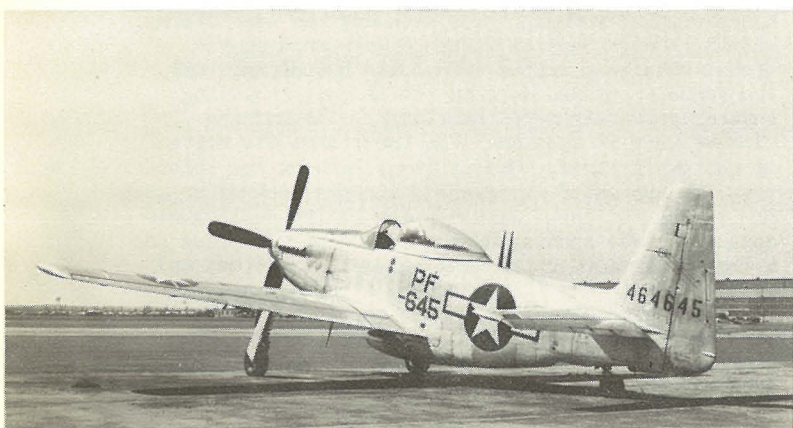
P-51D-30-NT

R. O'Dell



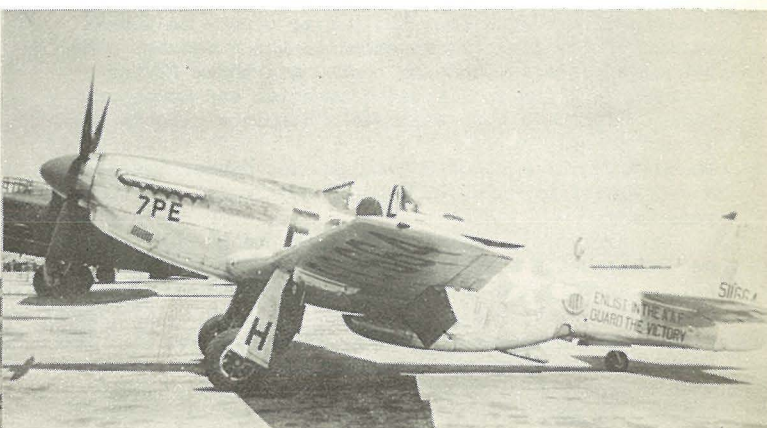
P-51K-1-NT

Peter M. Bowers



TP-51H-10-NA
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R. O'Dell



F-6D-30-NT

Hugh J.T. Young

SERIAL NUMBERS

(Continued from Page 118)

The RAF received eight more "Mustangs" during the War, as follows:

TK589	(1)	ex-USAAF P-51D-5-NA, #44-13332
FR409	(1)	ex-USAAF XP-51F
KN410	(1)	ex-USAAF XP-51G
KN987	(1)	ex-USAAF P-51H-?-NA
EW998	(1)	ex-USAAF A-36A
HK944 - HK946	(3)	ex-USAAF, taken over from 12th Army, remained in RAF until May, 1947.

The P-51 was also the only U.S. designed WWII fighter to be produced in quantity outside the U.S.: in Australia, by the Commonwealth Aircraft Corp., Port Melbourne. This company assembled 80 airplanes from 100 sets of parts sent there from North American Aviation Corp. and used the remaining 20 sets for spares and for tooling. This was Commonwealth model CA-17, but:

"Mustang Mk. 20"

was its designation assigned by the RAAF. Serial numbers allotted were:

A68-1 - A68-80 (80)

Commonwealth Aircraft also built entirely another 120 airplanes, in three groups as:

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"Mustang Mk. 21"

A68-81 - A68-106 (26)

"Mustang Mk. 22"

A68-107 - A68-120 (14)

A68-187 - A68-200 (14)

"Mustang Mk. 23"

A68-121 - A68-186

Marks 20 and 21 were similar. The Mark 22 had oblique and vertical cameras for tactical reconnaissance. Mark 23 had the Rolls-Royce "Merlin" 66 or 70 engine. Also, the RAAF received, after the War, some ex-USAAF P-51's. The quantity is unknown but they were in the A68-500 series of serial numbers. None of the Australian built airplanes served or were sold to another country.

FOOTNOTE: As can be seen from this listing, all of the details are not yet clear. William T. Larkins stated, in his list, that the "Mustang Mk. 4" airplanes, S/N KH671 - KH870 and KM100 - KM492 were P-51K models. He also lists one, TK586, as a P-51D equivalent which is not shown elsewhere.

(Continued on next page)

From J. R. Ellis of 380 Brock St., Peterborough, Ontario, Canada comes the following addendum:

You may be interested in adding the following notes to the "Mustang" story. The ex-RCAF aircraft are now registered as follows:

R.C.A.F. No.	U.S.A.A.F. No.	Canadian Registry
9223	44-74446	CF-LOR
9227	44-74466	N10607
9231	44-74506	CF-MWM
9232	44-74502	CF-MWC
9271	44-73843	N10601
9290	44-73435	CF-MWN
9586	44-74417	CF-MWB

P-47 SERIAL NUMBERS

Looking back through Volume 4 of the Journal, I came across an error on Page 194 in Mr. William T. Lar-kins' list of P-47 Serial Numbers. He lists "P-47D-25-

RA 42-26389 to 26773" and "P-47D-26-RE 42-28189 to 28438". Information I have in hand from Republic Aviation Corp. indicates that the correct listing should be "P-47D-25RE 42-26389 through 42-26773" and P-47D-26RA 42-28189 through 42-28438."

David H. Brazelton, 5007 W. Linda Curve
Bartonville, Illinois

R.A.F. P-38/P-322 Serials:

Member Bernhard Klein has sent in some additions to the P-38 serial listing in the Summer 1960 (Vol. 5, No. 2) issue of the JOURNAL.

Type	Serials	Quantity
Lightning I	AE 978-AF 220	143
	AF 221-AF 744	524

Only a few of the first group (AE 978-AF 220) reached Great Britain. The rest of the first group and all of the second group (AF 221-AF 744) were retained by the U.S.A.A.F. under the designation P-322. All retained aircraft kept their R.A.F. serial numbers.

B.C.F. Klein, 241 Glen Ave., Midland Park, N. J.