

NORTH AMERICAN P-51 MUSTANG

P-51 SERVICE

Manufacturer: North American Aviation Inc., Inglewood, California, USA
Models: NA-73, NA-83, NA-91, NA-97, NA-99, NA-101, NA-102, NA-103, NA-104, NA-105, NA-106, NA-107, NA-109, NA-110, NA-111, NA-112, NA-117, NA-122, NA-124, NA-126, NA-127, NA-129, NA-138, NA-139
Designations: P-51; A-36, F-6, F-51, P-78
Name: Mustang

First official flight: NA-73X 26 Oct 1940
Factory production period: 1940 – 1945
Primary service period: 1942 – 1953
Last official flight: F-51D 27 Jan 1957

P-51 VARIANTS

| | | | | |
|------|--------------------------------------|-------------------------|------|----------------------------|
| 1940 | NA-73X | NA-73X Prototype | 1 | Total: 00001 |
| 1941 | NA-73 / -83 | Mustang Mk. I | 620 | |
| 1941 | NA-73 | XP-51 | 2 | Total: 00622 |
| 1942 | NA-91 | P-51 | 150 | |
| 1942 | NA-97 | A-36A | 500 | |
| 1943 | NA-99 | P-51A | 310 | Total: 00960 |
| 1943 | NA-102 / -104 | P-51B | 1988 | |
| 1943 | NA-103 / -111 | P-51C | 1750 | Total: 03738 |
| 1943 | NA-106 | XP-51D | 2 | |
| 1943 | NA-109 / -111 -122 / -124 | P-51D | 8100 | Total: 08102 |
| 1944 | NA-105 | XP-51F | 3 | |
| 1944 | NA-105A | XP-51G | 2 | |
| 1945 | NA-105B | XP-51J | 2 | Total: 00007 |
| 1944 | NA-126 | P-51H | 555 | |
| 1944 | NA-111 | P-51K | 1500 | |
| 1945 | NA-124 | P-51M | 1 | Total: 02056 |
| | | | | <u>Total: 15486</u> |
| | <i>Foreign built – Australia:</i> | | | |
| 1945 | NA-110 | P-51D | 200 | <u>Total: 00200</u> |

P-51 VARIANTS – TYPE COMPARISON

| <u>USAAF</u> | | <u>British RAF</u> | |
|---------------------|-------|--------------------|------|
| NA-73X | 1 | - | |
| <hr/> | | | |
| XP-51 | 2 | Mustang Mk. I | 620 |
| <hr/> | | | |
| P-51 | 57 | Mustang Mk. IA | 93 |
| A-36A | 500 | - | |
| P-51A | 260 | Mustang Mk. II | 50 |
| <hr/> | | | |
| P-51B | ~1714 | Mustang Mk. III | 274+ |
| P-51C | ~1124 | Mustang Mk. III | 626+ |
| <hr/> | | | |
| P-51D | 7821 | Mustang Mk. IV | 281 |
| <hr/> | | | |
| XP-51F | 2 | Mustang Mk. V | 1 |
| XP-51G | 1 | Mustang Mk. IV | 1 |
| XP-51J | 2 | - | |
| <hr/> | | | |
| P-51H | 554 | Mustang Mk. IV | 1 |
| P-51K | 905 | Mustang Mk. IVA | 595 |
| P-51M | 1 | - | |
| Total: 12892 | | Total: 2594 | |

P-51 PRODUCTION

NA-73X

Company owned single-seat fighter prototype.

produced 1940

North American Inglewood, California (NA)

NX19998 73-3097

1 Total: 00001

Mustang Mk. I

As NA-73X, 3-bladed prop, new windscreen, 6 wing guns, 2 nose guns, NA-83 had minor changes.

produced 1941 – 1942

North American Inglewood, California (NA)

(RAF) AG345 / AG347 73-3098 / 3100

(RAF) AG348 / AG352 73-3102 / 3106

(RAF) AG353 / AG661 73-3108 / 3416

(RAF) AG662, AG663 73-4767, 4768

(RAF) AG664 73-7812

(RAF) AL958 / AL999 83-4769 / 4810

(RAF) AM100 / AM257 83-4811 / 4968

(RAF) AP164 / AP263 83-4969 / 5068

620 Total: 00620

XP-51

As Mustang Mk. I, to USAAF for evaluation.

produced 1941

North American Inglewood, California (NA)

41-038, 41-039 73-3101, 3107

2 Total: 00002

P-51

*As Mustang Mk. I, engine upgrade,
4 long wing cannons.
produced 1942*

North American Inglewood, California (NA)
41-37320 / 41-37469 91-11981 / 12130

150 **Total: 00150**

*150 ordered as **Mustang Mk. IA** for:
(RAF) FD418 / FD567
92 only delivered to RAF.
2 retained by NAA as **XP-51B**.
55 retained by USAAF.
1 to US Navy.*

A-36A

*As Mustang Mk. I, dive bomber version,
engine upgrade, dive brakes, 6 guns.
produced 1942 – 1943*

North American Inglewood, California (NA)
42-83663 / 42-84162 97-15881 / 16380
- 3 to RAF, 1 as (RAF) EW998.

500 **Total: 00500**

P-51A

*As P-51, engine upgrade, 4 wing guns.
produced 1943*

North American Inglewood, California (NA)
43-6003 / 43-6312 99-22106 / 22415

310 **Total: 00310**

*259 delivered to USAAF.
1 to US Navy as BuNo. 57987.
50 delivered as **Mustang Mk. II** to:
(RAF) FR890 / FR939*

P-51B

*As P-51A, engine upgrade, 4-bladed
prop, new scoops, minor changes.
produced 1943 – 1944*

North American Inglewood, California (NA)
42-106429 / 42-106538 104-25231 / 25340
42-106541 / 42-106738 104-25343 / 25540
42-106739 / 42-106978 104-25541 / 25780
43-6313 / 43-6802 104-22816 / 23305
43-6803 / 43-6912 104-24431 / 24540
43-6913 / 43-7112 104-24941 / 25140
43-7113 / 43-7202 104-25141 / 25230
43-12093 / 43-12492 102-24541 / 24940
43-24752 / 43-24901 104-25781 / 25930

1988 **Total: 01988**

P-51C

*Dallas built version of the P-51B-NA.
NA-107 order completed on NA-103.
produced 1943 – 1944*

North American, Dallas, Texas (NT)
42-102979 / 42-103378 103-22416 / 22815
42-103379 / 42-103978 103-25933 / 26532
43-24902 / 43-25251 103-26533 / 26882
44-10753 / 44-11152 111-28886 / 29285

1750 **Total: 01750**

XP-51D

Prototypes with P-51D features from P-51B airframes. Later redesignated as P-51D-NA. produced 1943

North American Inglewood, California (NA)
42-106539, 42-106540 106-25341, 25342

2 **Total: 00002**

P-51D

As P-51B, bubble canopy, dorsal fin, engine upgrade, 6 wing guns. P-51D-NT original designation was P-51E-NT. NA-112 order cancelled, completed on NA-109. Redesignated as F-51D in 1948.

produced 1943 – 1945

North American Inglewood, California (NA)

44-13253 / 44-15252 109-26886 / 28885

44-15253 / 44-15752 109-35536 / 36035

44-63160 / 44-64159 122-30886 / 31885

44-72027 / 44-72126 122-31886 / 31985

44-72127 / 44-73626 122-38586 / 40085

44-73627 / 44-75026 122-40167 / 41566

6500

1 to RAAF as A68-1001.

North American Dallas, Texas (NT)

44-11153 / 44-11352 111-29286 / 29485

44-12853 / 44-13252 111-36136 / 36535

44-84390 / 44-84989 124-44246 / 44845

45-11343 / 45-11742 124-48096 / 48495

1600 **Total: 08100**

214 to RAAF as A68-600 / A68-813.

30 to RNZAF as NZ2401 / NZ2430.

2029 NA-112, NA-138 additional airframes cancelled.

XP-51F

Prototype with redesigned fuselage, lengthened canopy, engine upgrade, 3-bladed prop, 4 wing guns.

produced 1944

North American Inglewood, California (NA)

43-43332 / 43-43334 105-26883 / 26885

3 **Total: 00003**

XP-51G

As XP-51F, engine upgrade (RR Merlin), 5-bladed prop.

produced 1944

North American Inglewood, California (NA)

43-43335, 43-43336 105-25931, 25932

2 **Total: 00002**

XP-51J

As XP-51F, engine upgrade, minor changes.

produced 1945

North American Inglewood, California (NA)

44-76027, 44-76028 105-47446, 47447

2 **Total: 00002**

P-51H

As XP-51F, thicker fuselage, taller tail.

Redesignated as F-51H in 1948.

produced 1944 – 1945

North American Inglewood, California (NA)

44-64160 / 44-64714 126-37586 / 38140

555 **Total: 00555**

5000 NA-117, NA-129 additional airframes cancelled.

P-51I – Not used.

P-51K

Dallas built version of the P-51D-NA,

larger canopy, smaller prop.

Redesignated as F-51K in 1948.

produced 1944 – 1945

North American Dallas, Texas (NT)

44-11353 / 44-12752 111-29486 / 30885

44-12753 / 44-12852 111-36036 / 36135

1500 **Total: 01500**

84 to RAAF as A68-500 / A68-583.

(NA-129) P-51L – NT version of P-51H-NA, 1700 ordered but later cancelled.

P-51M

Dallas built version of the P-51H-NA.

produced 1945

North American Dallas, Texas (NT)

45-11743 124-48496

1 **Total: 00001**

1628 additional airframes cancelled.

Total: 15486

Foreign built – Australia:

P-51D

CAC built version of the P-51D, 100 sets of components

built in the US as NA-110, c/n: 110-34386 / 34485.

produced 1945 – 1951

Commonwealth Aircraft Corp. (CAC),

Melbourne, Victoria, Australia

(CA-17) Mustang Mk. 20

A68-1 / A68-80 1326 / 1405

80

20 sets of components used to set up production.

80 aircraft only completed.

(CA-18) Mustang Mk. 21

A68-81 / A68-120 1406 / 1445

40

A68-81 / A68-94 converted to PR.Mk. 22.

(CA-18) Mustang Mk. 23

A68-121 / A68-186 1446 / 1511

66

(CA-18) Mustang PR.Mk. 22

A68-187 / A68-200 1512 / 1525

14 **Total: 00200**

50 additional airframes and 250 CA-21(P-51H) cancelled.

P-51 CONVERSIONS & TRANSFERS

Military Conversions

USAAF / USAF

| | | |
|------------------------|------------|--|
| XP-51D | 1 | P-51B (43-12101), 1943, prototype with bubble canopy. Tests led to conversion of 2 further P-51Bs temporarily as XP-51D. |
| TP-51D | 19 | P-51D, factory converted, 2-seater, dual control conversion trainer, armed. |
| (TF-51D) | 19 | 1948, redesignation of TP-51D. |
| (ETF-51D) | 1 | TF-51D, conversion for shipboard landing tests. |
| F-6A | 57 | P-51, 1942, photo reconn. aircraft, 2 cameras, armed. |
| F-6B | 35 | P-51A, factory modified, photo reconn. aircraft, 2 cameras, armed. |
| F-6C-NA | 71 | P-51B, factory modified, 2 cameras in rear fuselage. |
| F-6C-NT | 20 | P-51C, factory modified, 2 cameras fitted in rear fuselage. |
| F-6D-NA | 1+ | P-51D-NA, factory modified, 2 cameras fitted in rear fuselage. |
| F-6D-NT | 136 | P-51D-NT, factory modified, 2 cameras fitted in rear fuselage. |
| (TF-6D) | 1+ | F-6D, trainer conversions. |
| (FP-51D) | 1+ | 1946, redesignation of the F-6D. |
| (RF-51D) | 1+ | 1948, redesignation of the FP-51D. |
| (TRF-51D) | 1+ | RF-51D, 2 seater conversions. |
| F-6K | 163 | P-51K, factory modified, 1 camera in rear fuselage. |
| (FP-51K) | 1+ | 1946, redesignation of the F-6K. |
| (RF-51K) | 1+ | 1948, redesignation of the FP-51K. |
| ZF-51B | 1+ | P-51B, 1948, redesignation as "obsolete." |
| (NA-101) XP-51B | 2 | P-51 (41-37352, 41-37421), 1942-1946, conversion with Packard-Merlin engine and minor changes, original designation was XP-78 . |

British RAF

| | | |
|------------------------|------------|---|
| Mustang Mk. III | 952 | 274+ P-51B / 626+ P-51C, aircraft in service with the RAF. Assigned RAF s/n: FB100 / FB399, FR411, FX848 / FX999, FZ100 / FZ197, HB821 / HB961, HK944 / HK947, HK955, HK956, KH421 / KH640, SR406 / SR438, SR440. 36 returned to USAAF upon delivery. |
| Mustang Mk. IV | 283 | P-51D/G/H, aircraft in service with the RAF. P-51D assigned RAF s/n: KH641 / KH670, KM493 / KM743. XP-51G assigned RAF s/n: FR410. P-51H assigned RAF s/n: KN987. 130 to RCAF as Mustang TF.Mk. IV, 9221 / 9300, 9551 / 9600. |
| Mustang Mk. IVA | 595 | P-51K, aircraft in service with the RAF. Assigned RAF s/n: KH671 / KH870, KM100 / KM492, TK586, TK589. 56 additional transfers cancelled. |
| Mustang Mk. V | 1 | XP-51F, transfer to RAF for test duties. Assigned RAF s/n: FR409. |
| Mustang Mk. X | 4 | Mustang Mk. I, 1942, RAF conversions with RR Merlin engines. Assigned RAF s/n: AL963, AL975, AM203, AM208. |

Civil Conversions

Cavalier Aircraft Corp., Florida conversions:

(before 1967 was Trans-Florida Aviation Inc., Florida)

Executive Mustang 750, 1200, 1500, 2000, 2500 01+

1959, civil rebuilt F-51Ds as civil executive tandem seaters, conversions re-branded as the Cavalier in 1967.

Cavalier Mustang II 18

1967, civil rebuilt F-51D, airframe / engine / armament / radio upgrade.

Designed as close support military aircraft for MAP, new s/n:

N4222A 1, F-51D, prototype.

67-14862 / 67-14866 5, TF / F-51D, to Bolivia.

67-22579 / 67-22582 4, TF / F-51D, to Bolivia.

68-15795, 68-15796 2, F-51D, US Army chase planes.

72-1536 / 72-1541 6, F-51D, to Indonesia.

Cavalier Mustang III 01

F-51D (reg: N6167U), 1968, RR Dart turboprop prototype.

Intended as close air support aircraft for MAP customers.

Cavalier Turbo Mustang III (Enforcer) 02

1 F-51D (reg: N201PE), 1 TF-51D (reg: N202PE), 1971,

further turboprop engine upgrade. Intended as close air support aircraft for MAP. Later cancelled and rights sold to Piper Aircraft.

Piper Aircraft Co., Pennsylvania manufacture:

Piper (PA-48) Enforcer 02

2 new built prototypes (reg: N481PE, N482PE), based on cancelled Turbo Mustang III. First flight: 1983, redesigned fuselage, engine upgrade. Production cancelled, placed in storage in 1986.

Temco Aircraft Co., Texas conversions:

1951, TF-51Ds rebuilt from the F-51D. 15

FOREIGN MILITARY / CIVILIAN SERVICE

- *P-51 Mustangs in service with numerous countries during and since WW2 including Australia, Bolivia, Canada, China, Costa Rica, Cuba, El Salvador, France, Guatemala, Haiti, Israel, Korea, The Netherlands, New Zealand, Nicaragua, The Philippines, South Africa, Sweden, Switzerland and Uruguay.*
- *Many Mustangs sold on the civil market as circuit racers and warbirds.*

NORTH AMERICAN P-82 TWIN MUSTANG

P-82 SERVICE

Manufacturer: North American Aviation Inc., Inglewood, California, USA

Models: NA-120, NA-123, NA-144, NA-149, NA-150

Designations: P-82; F-82

Name: Twin Mustang

First official flight: XP-82 15 Apr 1945

Factory production period: 1944 – 1948

Primary service period: 1946 – 1953

Last official flight: F-82H 30 Aug 1953

P-82 VARIANTS & PRODUCTION

XP-82

1945, **NA-120**, twin-engined fighter, two P-51H airframes joined with a redesigned center wing section.

produced 1945

North American Inglewood, California (NA)

44-83886, 44-83887 120-43742, 43743 2 **Total: 002**

XP-82A – 1945, 2 prototypes with engine upgrade, cancelled. Assigned s/n: 44-83888 (c/n: 120-43744), 44-83889 (c/n: 120-43745).

P-82B

1945, **NA-123**, as XP-82, minor changes.

Redesignated as **F-82B** in 1948.

produced 1945 – 1946

North American Inglewood, California (NA)

44-65160 / 44-65179 123-43746 / 43765 20 **Total: 020**

480 additional airframes cancelled.

P-82E

1947, **NA-144**, as P-82B, engine / armament upgrade. Redesignated as **F-82E** in 1948.

produced 1947 – 1948

North American Inglewood, California (NA)

46-255 / 46-354 144-38141 / 38240 100 **Total: 100**

P-82F

1947, **NA-149**, as P-82E, night fighter version with radar pod under center wing, 9 later converted to **P-82G**. Redesignated as **F-82F** in 1948.

produced 1947 – 1948

North American Inglewood, California (NA)

46-405 / 46-504 149-38291 / 38390 100 **Total: 100**

P-82G

1947, **NA-150**, as P-82F, engine / radar pod upgrade. 9 also converted from **P-82F**.

Redesignated as **F-82G** in 1948.

produced 1947 – 1948

North American Inglewood, California (NA)

46-355 / 46-404 150-38241 / 38290 50 **Total: 050**

Total: 272

P-82 CONVERSIONS & TRANSFERS

USAF

- | | | |
|--------------|---|---|
| P-82C | 1 | P-82B (44-65169), 1946-1948, prototype night fighter conversion with radar pod. Redesignated as F-82C in 1948. Production model was the P-82F. |
| P-82D | 1 | P-82B (44-65170), 1946-1951, conversion as P-82C but with radar upgrade. Redesignated as EF-82D in 1948. Production model was the P-82G. |

F-82H

14 9 P-82F / 5 P-82G, 1949-1953, winterised factory conversions for service in Alaska. Original designation was P-82H.