

# 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  
*Names:* Mustang; Apache & Invader (A-36A)

*First official flight:* NA-73X 26/10/1940  
*Factory production period:* 1940 – 1945  
*Primary service period:* 1942 – 1953  
*Last official flight:* F-51D 27/01/1957

## P-51 VARIANTS

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

## P-51 VARIANTS – TYPE COMPARISON

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

## P-51 PRODUCTION

### **NA-73X**

*Company owned single-seat fighter prototype.  
produced 1940*

North American Inglewood, California (NA)  
NX19998 (civil reg.) 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*

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 1941*

North American Inglewood, California (NA)  
41-37320 / 41-37469      91-11981 / 12130  
*2 retained by NAA to become **XP-51B**.  
55 retained by USAAF.  
150 ordered as **Mustang Mk. IA** for:  
(RAF) FD418 / FD567  
93 only delivered to RAF.*

150 **Total: 00150**

**A-36A Apache / Invader**

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

310 **Total: 00310**

**P-51B**

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

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*

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**

*As P-51B, bubble canopy, dorsal fin, engine upgrade.*

*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*

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*

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*

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*

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 1945 – 1946*

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

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**

### **Military Conversions**

#### **USAAF / USAF**

<b>XP-51D</b>	<b>1</b>	P-51B(43-12101), 1943, prototype with bubble canopy. Tests led to conversion of 2 further P-51B's temporarily as XP-51D.
TP-51D	19	P-51D, factory converted, 2-seater, dual control conversion trainer, armed.
<b>(TF-51D)</b>	19	1948, redesignation of TP-51D.
(ETF-51D)	1	TF-51D, conversion for shipboard landing tests.
<b>F-6A</b>	<b>57</b>	P-51, 1942, photo reconn. aircraft, 2 cameras, armed.

<b>F-6B</b>	<b>35</b>	P-51A, factory modified, photo reconn. aircraft, 2 cameras, armed.
<b>F-6C-NA</b>	<b>71</b>	P-51B, factory modified, 2 cameras in rear fuselage.
<b>F-6C-NT</b>	<b>20</b>	P-51C, factory modified, 2 cameras fitted in rear fuselage.
<b>F-6D-NA</b>	<b>1+</b>	P-51D-NA, factory modified, 2 cameras fitted in rear fuselage.
<b>F-6D-NT</b>	<b>136</b>	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.
<b>F-6K</b>	<b>163</b>	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.
<b>ZF-51B</b>	<b>1+</b>	P-51B, 1948, redesignation as "obsolete".
<b>(NA-101) XP-51B</b>	<b>2</b>	P-51(41-37352, 41-37421), 1942, conversion with Packard-Merlin engine and minor changes, original designation was <b>XP-78</b> .

#### **British RAF**

<b>Mustang Mk. III</b>	<b>952</b>	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 back to USAAF upon delivery.
<b>Mustang Mk. IV</b>	<b>283</b>	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.
<b>Mustang Mk. IVA</b>	<b>595</b>	P-51K, aircraft in service with the RAF. Assigned RAF s/n: KH671 / KH870, KM100 / KM492, TK586, TK589. 56 additional conversions cancelled.
<b>Mustang Mk. V</b>	<b>1</b>	XP-51F, transfer to RAF for test duties. Assigned RAF s/n: FR409.
<b>Mustang Mk. X</b>	<b>4</b>	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***

*1959, rebuilt F-51D's as civil executive tandem seaters,  
aircraft renamed as **Cavalier** in 1967.*

#### ***Cavalier Mustang II***

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

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

N4222A (civil reg.)	F-51D, prototype.	1	
67-14862 / 67-14866	TF / F-51D, sold to Bolivia.	5	
67-22579 / 67-22582	TF / F-51D, sold to Bolivia.	4	
68-15795, 68-15796	F-51D, used as chase planes by US Army.	2	
72-1536 / 72-1541	F-51D, sold to Indonesia.	6	<u>Total: 18</u>

### **Cavalier Mustang III**

*F-51D (N6167U civil reg.), 1968, RR Dart turboprop prototype.  
Intended as close air support aircraft for MAP.*

Total: 01

### **Cavalier Turbo Mustang III (Enforcer)**

*1 F-51D (N201PE civil reg.), 1 TF-51D (N202PE civil reg.), 1971,  
further turboprop engine upgrade. Intended as close air support  
aircraft for MAP. Later cancelled and rights sold to Piper Aircraft.*

Total: 02

Piper Aircraft Co., Pennsylvania manufacture:

### **Piper (PA-48) Enforcer**

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

Total: 02

Temco Aircraft Co., Texas conversions:

*1951, TF-51D's rebuilt from F-51D's.*

Total: 15

## **FOREIGN MILITARY / CIVILIAN SERVICE**

- P-51's 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,  
Philippines, South Africa, Sweden, Switzerland and Uruguay.*
- Many P-51's sold on the civil market as circuit racers, private aircraft etc.*

## **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 15/04/1945  
Factory production period: 1944 – 1946  
Primary service period: 1946 – 1953  
Last official flight: - 1953*

### **P-82 VARIANTS**

1945	<b>NA-120</b>	<b>XP-82</b>	2	
1945	<b>NA-120</b>	<b>XP-82A</b>	1	<b>Total: 003</b>
1945	<b>NA-123</b>	<b>P-82B</b>	20	
1947	<b>NA-144</b>	<b>P-82E</b>	100	<b>Total: 120</b>
1948	<b>NA-149</b>	<b>P-82F</b>	100	
1948	<b>NA-150</b>	<b>P-82G</b>	50	<b>Total: 150</b>
				<b><u>Total: 273</u></b>

## **P-82 PRODUCTION**

### **XP-82**

*Twin-engined fighter, two P-51H airframes joined with a redesigned center wing section.*

*produced*

North American Inglewood, California (NA)

44-83886, 44-83887      120-43742, 43743

2      **Total: 002**

### **XP-82A**

*As XP-82, engine upgrade.*

*produced*

North American Inglewood, California (NA)

44-83888      120-43744

1      **Total: 001**

*1 additional prototype cancelled.*

### **P-82B**

*Production version of the XP-82, minor changes.*

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

*produced*

North American Inglewood, California (NA)

44-65160 / 44-65179      123-43746 / 43765

20      **Total: 020**

*480 additional airframes cancelled.*

### **P-82E**

*As P-82B, engine / armament upgrade.*

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

*produced*

North American Inglewood, California (NA)

46-255 / 46-354      144-38141 / 38240

100      **Total: 100**

### **P-82F**

*As P-82E, night fighter version with radar pod under center wing, 9 later converted to **P-82G-NA**.*

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

*produced*

North American Inglewood, California (NA)

46-405 / 46-504      149-38291 / 38390

100      **Total: 100**

### **P-82G**

*As P-82F, engine / radar pod upgrade.*

*9 also converted from **P-82F-NA**.*

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

*produced*

North American Inglewood, California (NA)

46-355 / 46-404      150-38241 / 38290

50      **Total: 050**

**Total: 273**



## **P-82 CONVERSIONS**

### **USAF**

ZXF-82	2	XP-82, 1948, redesignation as "obsolete".
P-82C	1	P-82B(44-65169), 1946, prototype night fighter conversion with radar pod. Production model was the P-82F.
<b>(ZF-82C)</b>	<b>1</b>	P-82C, 1948, redesignation as "obsolete".
P-82D	1	P-82B(44-65170), 1946, conversion as P-82C but with radar upgrade. Production model was the P-82G.
<b>(EF-82D)</b>	<b>1</b>	1948, redesignation of the P-82D.
P-82H	14	9 P-82F / 5 P-82G, winterised conversions for service in Alaska.
<b>(F-82H)</b>	<b>14</b>	1948, redesignation of the P-82H.