



MUSTANG FACTS:

2018

Mustang engineering team was lead by North American Aviation engineers Raymond Rice and Edgar Schmued.

The P-51 Mustang was built by North American Aviation (NAA) and produced in their factories in Inglewood California and Dallas, Texas.

The engineering prototype was designed and built in 120 days.

The Mustang incorporated the new NACA designed laminar flow wing.

The Mustang's new radiator design utilized the heated air exiting the radiator as a form of jet propulsion. Called the "Meredith Effect".

The NAA prototype, NA-73X, was first flown on October 26, 1940.

The first Mustangs, P-51A, were powered by the Allison V-1710 single stage V-12 engine.

The Merlin powered XP-51B fighter was test flown November 30, 1942, adding speed and ceiling in excess of 40,000 ft to the Mustang's performance. Flight tests confirmed the potential of the Merlin powered.

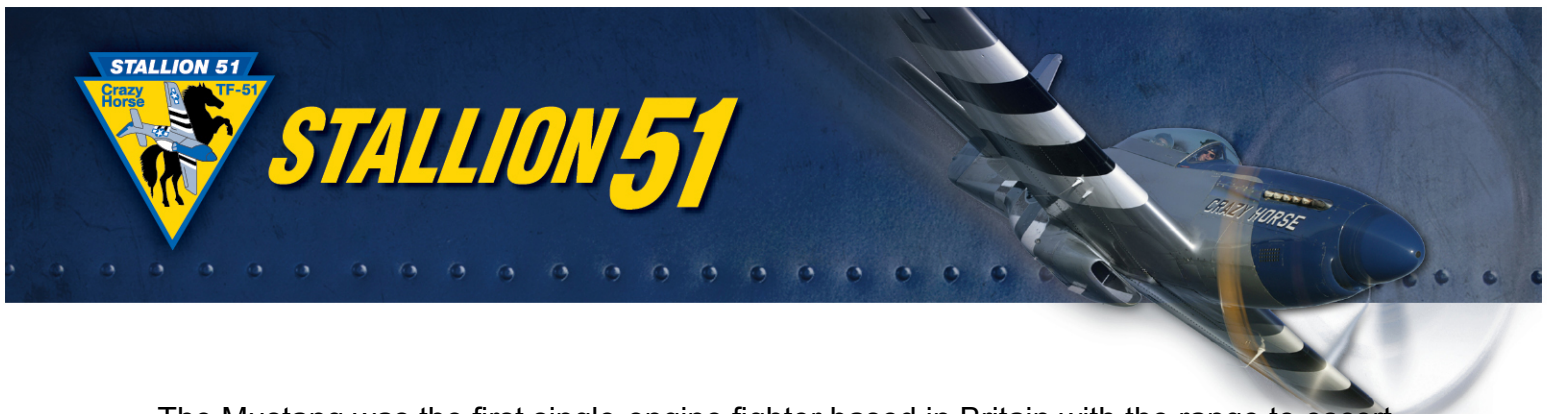
There were approximately 16,000 P-51 Mustangs produced in various models.

The P-51D model with the "bubble" canopy with the Rolls Royce Merlin engine was the most widely produced variant of the Mustang.

The P-51D was armed with six 50 cal. Browning machine guns with a total of 1880, 400 rounds each inboard and 270 rounds each outboard.

P-51D with Rolls Royce 1650-7 V-12
Horsepower - 1490 at take-off
Maximum speed at level flight - 438 mph
Gross weight - 10,800 lbs
Range - 500 to 1000 miles with drop tanks
Fuel - 92 gal. each wing tank
Fuel Burn - 60 gal. per hour average

The P-51 cost approximately \$50,000.00 to produce in 1944



The Mustang was the first single-engine fighter based in Britain with the range to escort and protect the bombers all the way to Nazi, Germany and home again. The bomber crews called them their “Little Friends”.

Crazy Horse and Crazy Horse 2 wear the authentic colors of the 48th Fighter Squadron, 352nd Fighter Group, 8th Air Force at Asche, Belgium, 1945.

The 352nd Fighter Squadron was known as the “Blue Nose Bastards of Bodney”. Major George Preddy Jr. was the highest scoring P-51 Mustang Ace with 27.5 aerial victories.

P-51 Mustangs flew in both the Pacific and European theaters. After WWII the P-51 served in the air forces of more than 55 nations.

The last Mustang retired from US service in 1978. The last Mustang retired from foreign service was in 1984 by the Dominican Republic Air Force.

P-51 accounted for almost half of the enemy aircraft destroyed in Europe during WWII.

P-51 was re-designated as the F-51 during the Korean War. The F-51 was retained by reserve units until 1957.

Crazy Horse N851D TF-51D NT 44-84745 was built in the North American Aviation Ingelwood, California plant and was sold for surplus in 1957 as a P-51D for \$1,150.00. David Lindsay of Cavalier Aircraft Corp. took the stock single seat airframe and modified her to dual cockpit/dual control TF-51 standards. This was the last TF off the Cavalier production line. In 1984, Bob Byrnes purchased her and named the plane *Rascal III*. Doug Schultz and Lee Lauderback purchase the plane in 1987 and changed the name to *Crazy Horse*. Stallion 51's *Crazy Horse* is one of the most recognizable aircraft in the world.

Crazy Horse 2 NL351DT TF-51D-30NA 44-74502A was built in the North American Aviation Ingelwood, California plant and served in the Royal Canadian Air Force from 1950 to 1960 and was then released into civilian hands. The aircraft was highly modified in the early 1970s and raced by Ken Burnstine as #34 *Miss Foxy Lady*. John Crocker flew the aircraft from 1978 until 1990, racing it as *Sumthin 'Else* when he won the Reno National Championship Air Races Unlimited class in 1979. In 1997, Dick Thurman purchased and had Richard and Peter Lauderback of Stallion 51 Maintenance rebuilt the Mustang as a dual controlled TF-51, naming it *Kentucky Babe*. It won the best P-51 at both Sun N Fun and Oshkosh in 2000. In 2005, Stallion 51 purchased the aircraft and repainted it like the original *Crazy Horse*.



** Reference Source:*

Mustang Designer; Edgar Schmued and the Development of the P-51
by Ray Wagner

Mustang; The Story of the P-51 Fighter
by Robert W. Gruenhagen