



Not the best of photos but one of historical importance since it shows the development of what would become known as the Cavalier Mustang. P-51D 45-11489 is shown still wearing some of its Minnesota ANG gold trim while carrying the civil registration N5421V and fitted with early Cavalier tip tanks (these do not have the landing lights in the tips). The plane was being flown by William Brownell. Sold surplus at McClellan AFB, it would become the second Cavalier prototype. It was sold as N551D and was destroyed when the pilot was attempting to do aerobatics over Lincoln, Virginia, on 17 April 1966.

Sometimes civilian Mustang paint schemes could be less than appealing and that probably could be said of Dick Foote's N8676E *Tokefugo* (which was shorthand for "To keep from growing old). Dick was one of the early members of the Warbird Movement and, before that, had flown Curtiss P-36s in the Aleutians. Built as P-51D-25-NA 44-74008, this aircraft would eventually go into service with the Royal Canadian Air Force on 11 January 1951 as RCAF 9274 and was retired on 14 May 1959. As usual with most of the ex-RCAF Mustangs, it traveled to Intercontinental Airways before being obtained by Aero Enterprises. As usual, the plane went through several owners and in 1973 the registration was changed to N79AF. On 6 June 1975, the pilot took off for at a small airshow at Katama Airpark, Edgartown, Massachusetts. Having less than 5-hrs in type, the pilot failed to heed the briefing that stressed no negative G or vertical maneuvers. Shortly after takeoff, he began an aerobatic display under a 2000-ft overcast that resulted in a stall/spin that was fatal to aircraft and pilot.

On a summer day during 1976 at Aero Sport, Chino, California, P-51D N5411V awaits a new engine while receiving a variety of other maintenance work. We have illustrated this aircraft numerous times in various schemes. It was known as the "Whiteman Mustang" since it was based at Whiteman Airport in the San Fernando Valley and owned by the family of the same name.

Another Mustang visiting Aero Sport around the same time was P-51D-25-NA 44-73287/N5445V. Last seeing service with the 165th Fighter Squadron of the Kentucky Air National Guard, the Mustang was sold surplus in one of the 1957 auctions. When photographed, it was owned by Sherm Cooper who had just raced it as Race 4 at Reno. Today, the plane is flying as N951M.



CIVVIE Street

MUSTANG COLOR SCHEMES BEFORE TODAY'S MULTI-MILLION DOLLAR RESTORATIONS
BY DOUG FISHER

