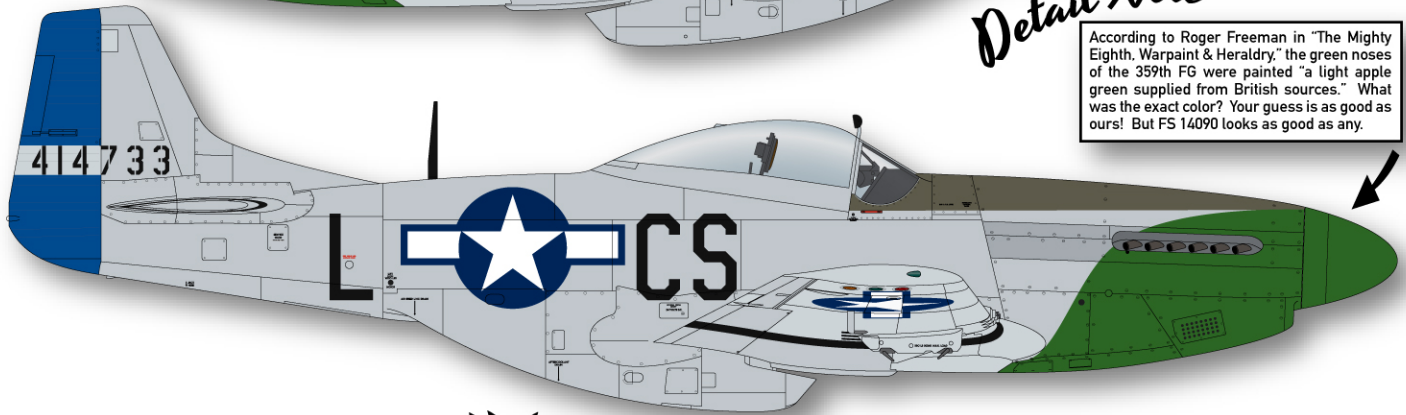


Detail Note





According to Roger Freeman in "The Mighty Eighth, Warpaint & Heraldry," the green noses of the 359th FG were painted "a light apple green supplied from British sources." What was the exact color? Your guess is as good as ours! But FS 14090 looks as good as any.

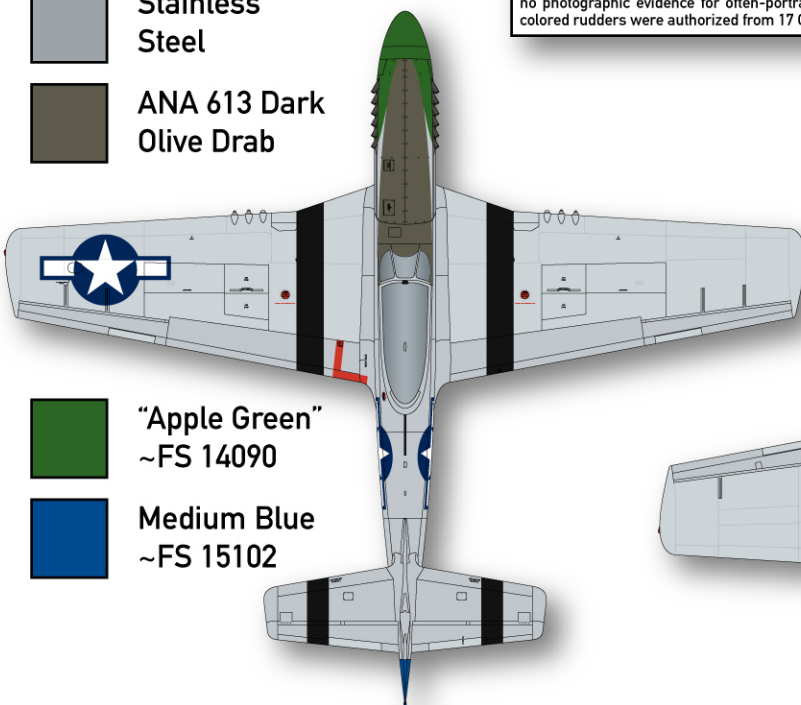




Detail Note

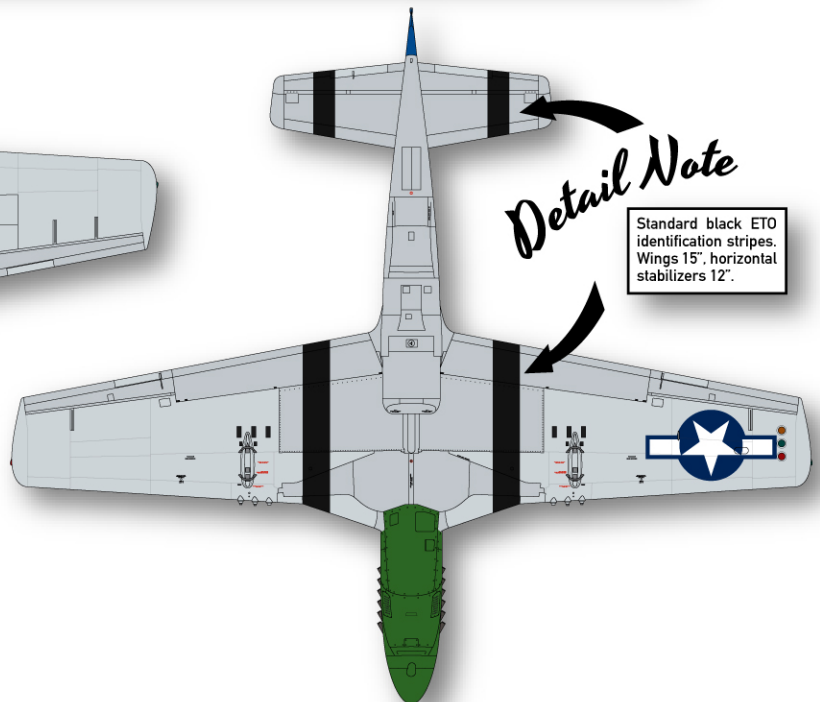
Ray Wetmore's "Daddy's Girl", named for his daughter Diane, was an Inglewood-built P-51D-10-NA. It was fitted with the early style "swayback" dorsal fin fillet. While similar at first glance to the later style straight edged fillet, the early style was different in both shape and detail. See page 3 for specifics. She carried a hemispherical Spitfire type rear view mirror mounted on the sliding canopy front bow, and her signal flare port was uncovered on the outer skin of the aircraft. The antenna mast on the spine appears very dark in photos, so we have depicted it in black. Note that while the aircraft lacks the homing beacon receiver and its associated wire antenna from the vertical fin to the back of the armor plate, the roller assembly in the top of the canopy appears to be in place.

Wetmore's markings are a bit of a mystery. He flew this aircraft from November 1944 through the end of the war, scoring victories through March 1945. It appears that the German flags on the main canopy frame were his initial scoreboard, and that the swastikas on the fuselage are a later version when his kill tally outpaced the room available on the canopy. Prior to 31 December 1944 she carried black and white ID stripes on the lower fuselage. See page 2 for details. We have found no photographic evidence for often-portrayed red outlines on the squadron codes for Wetmore's aircraft. Squadron colored rudders were authorized from 17 October '44, prior to the aircraft being assigned to Wetmore.

-  Natural Aluminum
-  Aluminum Lacquer
-  Stainless Steel
-  ANA 613 Dark Olive Drab

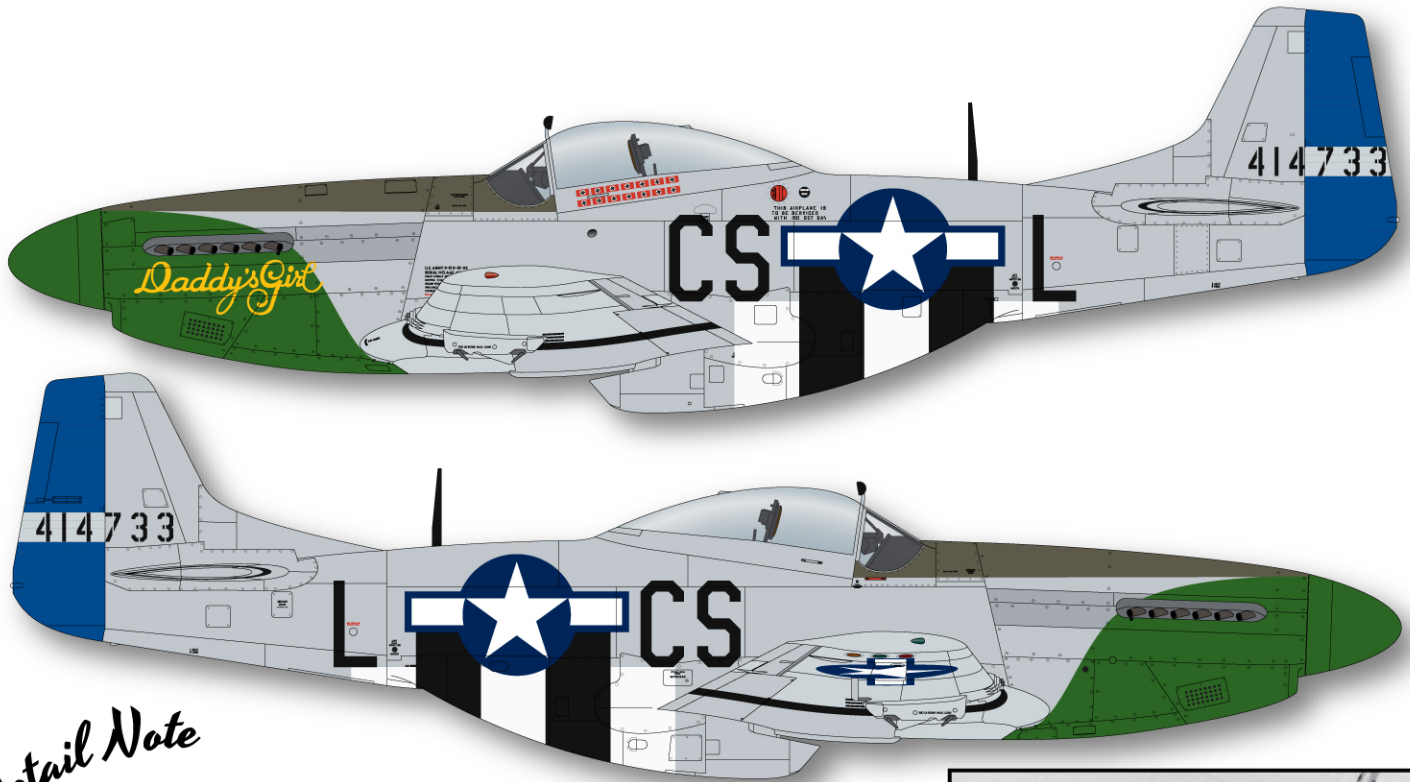


-  "Apple Green"
~FS 14090
-  Medium Blue
~FS 15102



Detail Note

Standard black ETO identification stripes. Wings 15", horizontal stabilizers 12".

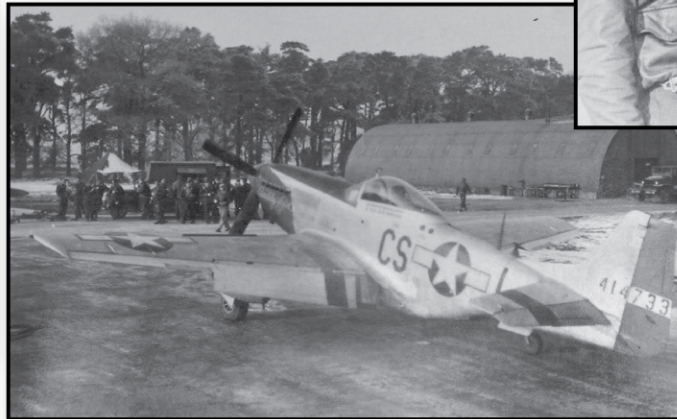


Detail Note

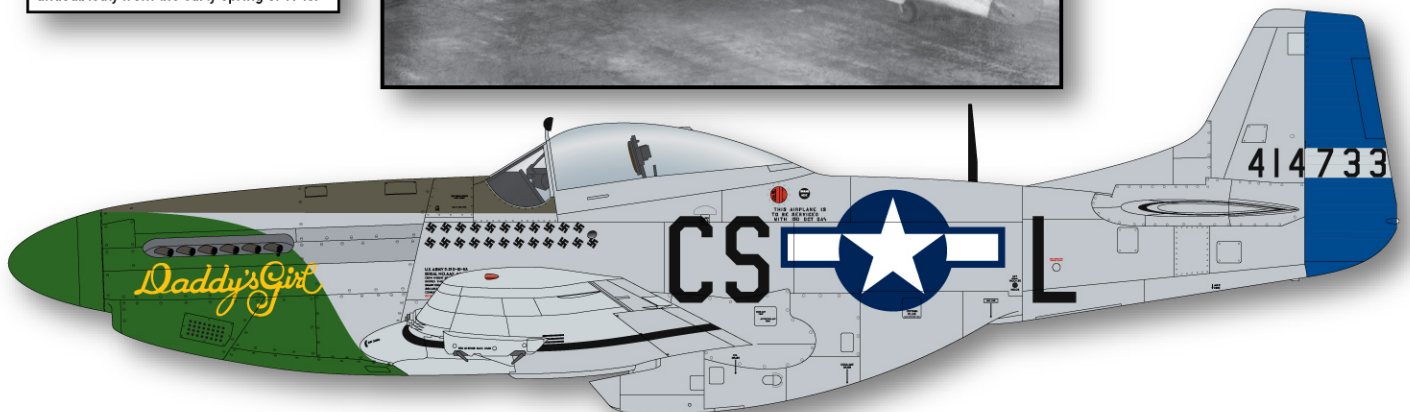
The profiles above show the aircraft as seen in an in-flight photo from an unknown date. The radio call number on the tail is still broken stencils, but there are 18" wide black and white ID bands under the fuselage. These bands were applied in 1944, but were ordered removed after 31 December 1944. It is not known for certain what the left side markings looked like at this point. We have shown it with 14 kills, as that was approximately where Wetmore's score stood at the end of 1944. He returned to the 359th in November after a stateside leave, at which point he was assigned 44-14733.

The profile below shows her with 23 kills, now depicted as swastikas on the side of the fuselage. There is one photo that appears to show these kills as they were being applied, with tape outlining them, while still carrying the 18 Nazi flags on the canopy rail. In those same photos the white star and bars in the fuselage insignia are taped off, indicating that it may have been touched up, or possibly repainted white where it may have been 'greyed out' before, although there is no photographic evidence for this. The radio call numbers on the tail have had their stencil breaks filled in neatly with black paint. This markings variation was undoubtedly from the early spring of 1945.

Daddy's Girl at East Wretham in the scheme shown on page 1, early 1945. Note the taped off white areas in the fuselage insignia. Perhaps it was being touched up after removal of the lower fuselage recognition stripes?

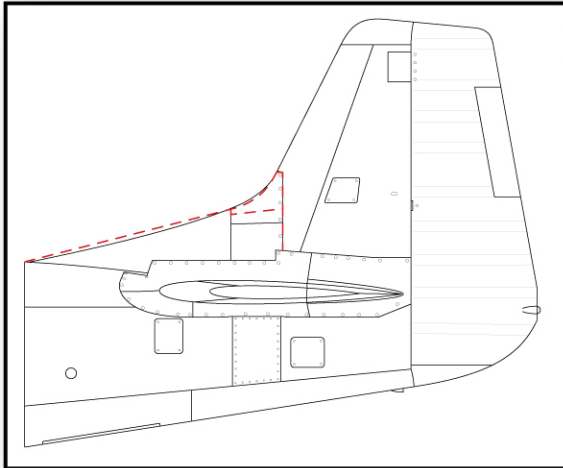


Capt. Ray Wetmore and his armorer. Note that the censor has blacked out the octane rating on the stencil. For much of the war the VIII Fighter Command used 100/150 octane fuel rather than the usual 100/130.



P-51D-10-NA "Swayback" Dorsal Fin Fillet

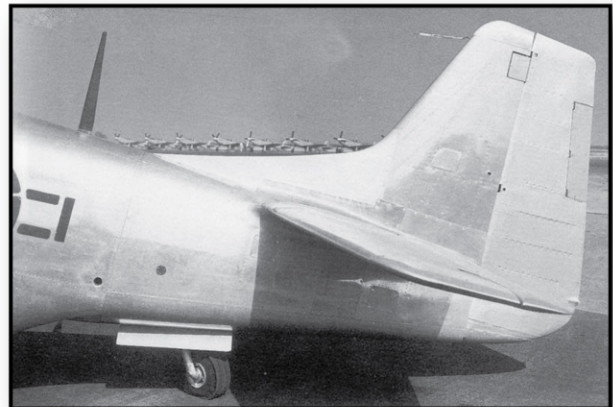
Detail Note



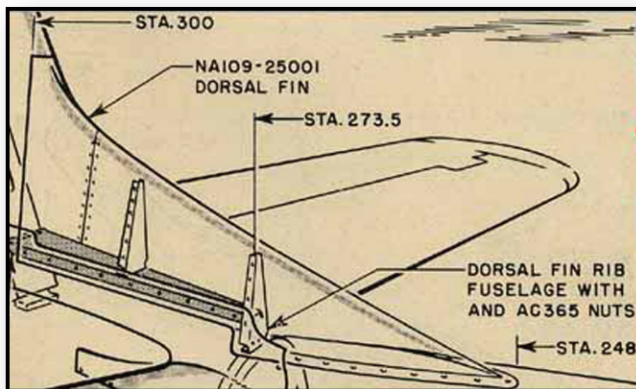
The initial P-51D dorsal fin fillet design, dubbed the "swayback" fillet by P-51 researcher Charles Neely, was fitted on the assembly line at Inglewood starting with P-51D-5-NA 44-13903, and all D-10 and D-15-NA's left the factory thus fitted.

There were several minor variations of the fillet, but the one shown here appears to be the most common. The outline of the later straight edged fillet as depicted by all P-51D kits is shown as a dashed red line. The black lines depict the earlier "swayback" design carried by the D-10-NA.

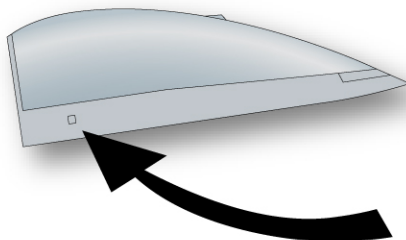
An anonymous P-51D with a factory installed swayback dorsal fin fillet. Note the subtle curve of the leading edge and the fact that it joins the upper fuselage about 2" aft of the production break.



Factory diagram showing the early style dorsal fin fillet.



Detail Note



P-51Ds well into the -15 production blocks were built with a different canopy handle from that depicted on most kits. The early handle was found only on the left side, and consisted of a nearly square spring loaded panel with rounded corners. "Daddy's Girl" was almost assuredly fitted with this type of canopy, although it is impossible to see this level of detail in existing photos of the aircraft.

Thank You!

Special thanks to Christian Alamy for his kind assistance on this project.