



The North American P-51

HISTORY

The Mustang is probably the most recognized fighter of World War II and has proven to be a popular and widely used civilian Warbird. Most of the Mustangs in use today have been in civilian hands for many years. The U.S. Military and the Royal Canadian Air Force made the largest surplus releases of these aircraft in the late 50's and early 60's. A number of aircraft previously served with the forces of overseas countries. The aircraft sold as surplus in 1958 for prices ranging from \$800-1500. While there have been various models of the P-51 produced, the majority of aircraft today are the P-51D version.

MODEL DIFFERENCES

Since the P-51D is the most popular model, the following comments will highlight systems and features of the "D" model. Many people refer to the "Cavalier" Mustang as the ultimate conversion for civilian use. This conversion was performed by Trans Florida Aviation of Sarasota in the mid 60's to the early 70's. While this conversion was very nice at that time, most restorations done in the last 10-15 years are of superior quality. There are very few original "Cavaliers" left today. Unless they have been rebuilt recently, they are becoming fairly worn. The TF-51D was originally built by TEMCO aircraft and incorporated a full rear cockpit with Dual Controls. In the last several years this conversion has been produced by a California company and is very popular. It adds about \$750,000 to the price of a Mustang.

BASIC SPECIFICATIONS

Engine: Packard built V-1650-7 Rolls-Royce Merlin Engine, 1490 HP

Propeller: Hamilton Standard 4-Blade 24D50 Propeller

Wing Span: 37'

Length: 32' 3"

Height: 8' 8"

Normal Gross

Weight: 9450 lbs.

G Loading: +8.0, -4.0

Controls: Single control- some aircraft have been converted to dual controls via a TF-51 conversion or add-on dual controls produced by several companies.

No. in Civilian Registry: 155 (USA)

Avg. No Sold Per Year: 7



CERTIFICATION BASIS

The Mustang is normally certified in the "limited" category. The only limitation is that the aircraft must not be used for compensation or hire. If properly equipped the aircraft can be flown IFR and at night. Due to the lack of de-icing equipment (other than pitot heat), most P-51's fly very limited IFR.



PERFORMANCE

The maximum speed is 437 MPH at 25,000'. Normal cruise is 240 Knots at 65 GPH at 8000'. The aircraft is stressed for aerobatics and is capable of most all maneuvers with the exception of sustained inverted flight, snap rolls, outside loops, and inverted spins.



WATCH THE P-51 IN ACTION!



MUSTANG Training: Warbird Aerobatics
P-51 / Division FLYYY presents: How to Fly a P-51
Mustang! Briefing by famous instructor pilot Steve Larmore
By: Pete Ruppert Cinematography

Flight Characteristics of the North American P-51
Mustang: How to Fly the P-51 Fighter

**SHOULD YOU BE INTERESTED IN THE NORTH AMERICAN
P-51 MUSTANG, CONTACT MARK CLARK AT 815-229-5112 OR
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