

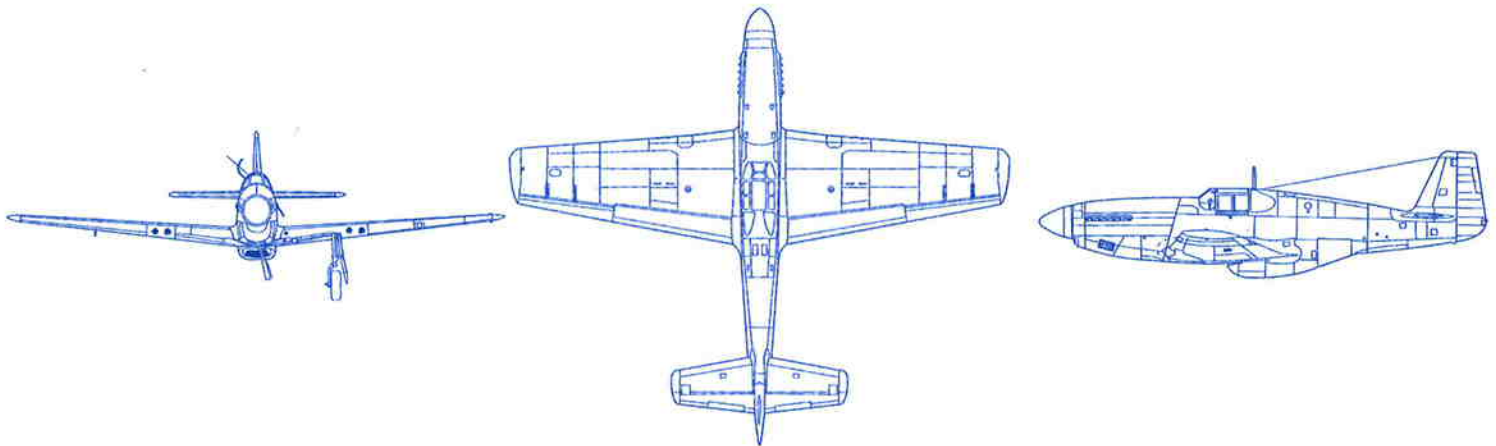
# NORTH AMERICAN TP-51C MUSTANG



## *The Greatest Fighter Aircraft in the World*

### Specifications

<b>Wingspan</b>	37 feet, 0 inches	<b>Max Speed</b>	440 mph
<b>Length</b>	32 feet, 3 inches	<b>Service Ceiling</b>	30,000 ft
<b>Height</b>	13 feet, 8 inches	<b>Range</b>	1,600 miles with two drop tanks
<b>Empty weight</b>	7,450 pounds	<b>Armament</b>	4 .50 cal. Browning Machine Guns
<b>Max. weight</b>	11,200 pounds	<b>Crew</b>	1
<b>Powerplant</b>	1450 hp Rolls-Royce Merlin Series		



### Background

Fast, well made with the ability to fly long distances, the North American P-51 Mustang became one of the world's most successful and recognizable aircraft. The bombing missions over the skies of Europe were taking very heavy losses from Luftwaffe fighters. The allied aircrews desperately needed an escort fighter that could stay with the bombers deep into enemy territory and back to base on every mission. The P-51 Mustang was the immediate choice. Within a very short period, the P-51 was affectionately nicknamed by the bomber crews as their "Little Friend". The P-51 Mustang and the pilots who flew them saved countless lives in the skies and on the ground, and perhaps turned the tide of the war.

North American developed the P-51 in the early 1940s. The first prototype flew on October 26<sup>th</sup>, 1940 and was designated the NA-73X. The British ordered 620 of the aircraft and designated them the Mustang I. The aircraft entered service starting in February 1942. The United States Army Air Force evaluated two Mustang I's that they designated XP-51's. They placed an order for 500 of the aircraft and used in a dive bomb role. In this function the USAF designated them A-36A Apaches before delivery. The P-51A was brought into production when the USAAF replaced the 1,150 horsepower Allison V-1710-F3R in the A-36 Apache with the improved 1,200 horsepower Allison V-1710-81. The Collings Foundation's P-51C is powered by the Packard built Rolls-Royce Merlin engine. The P-51B and C were the first fighters to escort the allied bombers all the way to Germany and back.

Starting in 1943 North American Aircraft started with production of 1,988 P-51Bs from its Inglewood, CA factory. They built an additional 1,750 aircraft from their Dallas, TX facility and designated them as P-51Cs. Starting with the P-51C-5 production block, North American switched to the more powerful Merlin V-1650-7 engine.

The Collings Foundation's Mustang #42-103293 "Betty Jane" was built in Dallas, TX. #42-103293 went through a meticulous restoration from 2000 to 2004. During restoration the Mustang was rebuilt as a two-seat version of the P-

51C. The two-seat P-51C was a field modification that added a second seat for use as a high-speed transport and to allow ground crew to fly. At least 5 P-51B/Cs were converted during WWII for VIP transport. One of the most famous of these modified two seat fighters was used by Dwight Eisenhower and was named "The Stars Look Down". Ike rode in the back seat of that Mustang over the beaches of Normandy to direct the invasion during D-Day. The Collings Foundation's Dual Control TP-51C "Betty Jane" is the only one of its type in existence today that features a full set of dual controls.

The Collings Foundation's P-51C was named "Betty Jane" to honor Col. Charles M. McCorkle, P-51 pilot and Commander of the 31<sup>st</sup> fighter group based in Algeria, Tunisia, Sicily and Italy. C.M. McCorkle was an excellent fighter pilot and commander, with 11 confirmed kills under his belt – 6 of them in a P-51 Mustang named "Betty Jane". The 31<sup>st</sup> led the Mediterranean Theatre of Operation in air combat victories with a total of 571 kills.

Today, the TP-51C Mustang flies escort to the bombers as part of the Wings of Freedom Tour, visiting over 110 cities nationwide annually with the B-24 Liberator, B-17 Flying Fortress and B-25 Mitchell. The purpose of the Foundation is to organize and support "living history" events like the Wings of Freedom Tour so Americans have the rare opportunity to learn more about their heritage through direct participation. Taking control of the P-51 Mustang while in flight is one of the most memorable history lessons imaginable.

At each location the P-51 Mustang is available for an unprecedented flight training program. This is a once in a lifetime opportunity for both pilots and non-pilots to experience one of the most important fighters of WWII. Since the P-51C "Betty Jane" is dual control, trainees are able to get some "stick time" while flying in this incredible fighter aircraft.

Collings Foundation relies solely on contributions and donations to off set the operation cost of several thousand dollars per flying hour. These contributions ensure the future of the aircraft and keep "Betty Jane" flying, as a symbol of American patriotism and as a educational tool for our future generations to learn more about World War II and aviation history.

For More Information:  
**The Collings Foundation**  
P.O. Box 248  
Stow, MA 01775

Tel: 978.562.9182  
Fax: 978.568.8231  
Email: [info@collingsfoundation.org](mailto:info@collingsfoundation.org)  
Website: [www.collingsfoundation.org](http://www.collingsfoundation.org)