

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
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AIRWORTHINESS

Group Chairman's Factual Report

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Addendum 2
(2 pages)

A. ADDITIONAL INFORMATION

The following information supplements the information documented in section D, 1.0 Airplane, paragraph 2.

The airplane had various paint schemes during its early racing career with Mr. Leeward; it was polished/gray with a yellow, red, and orange upper forward fuselage and turtle deck as Race X, Spectre, all polished/gray as Race 44, Leeward Air Ranch Special, and all yellow with red stripes as Race 9, Leeward Air Ranch Special. The all yellow paint scheme was applied prior to the 1985 NCAR.

The following information supplements the information documented in section D, 2.0 Accident Aircraft Examination, paragraph 4, sentences 1-4.

The grease fitting was not installed in the upper half of the left trim tab push rod guide and there was no evidence of fresh grease in the guide. The additional structure was installed on the aft side of the rear spar and connected to the spar with the lower trim tab guide attachment bolt as shown in Figure 19. No evidence of the additional structure was noted in any of the assembly photographs from 2009 supplied to the investigation.

The following information should be appended to section D, 8.1 Technical Orders.

The P-51D airplane was also used by other militaries including the Royal Australian Air Force (RAAF). On November 16, 1951, the RAAF issued Mustang Order No. 78 to modify the elevator and rudder trim tab systems. The modification involved the installation of additional guides on the elevator and rudder trim tab control rods to “minimize the backlash, the vertical free play movement and bending of the actuating rods.” For the elevator trim tab system, a trim guide similar in dimensions to the existing guide installed on the horizontal stabilizer rear spar was installed between the upper and lower stringers at the trailing edge of the stabilizer as shown in the order.

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