AIRPLANE AND ENGINE RECORD

AIRPLANE: XP-51 North American
SERIAL NUMBER: AC 41-38
ENGINE TYPE: 
ENGINE SERIAL NUMBER: Arrived: 40-4395 Departed: AC 41-36402
RECEIVED FROM: Wright Field
DATE RECEIVED: 12-28-41
TIME ON ARRIVAL (airplane): 
TIME ON ARRIVAL (engine): 
TIME ON DEPARTURE (airplane): 
TIME ON DEPARTURE (engine): 
DATE OF DEPARTURE: 11-2-42
AUTHORITY FOR TRANSFER: 
TRANSFERRED TO: Wright Field

NOTE: This plane was returned here from Wright Field 12-11-42 and returned to Wright Field 8-2-43.
Above plane returned here from Wright Field 1-11-44 and left here for Seymour Fld Freeman, Indiana 7-25-45. In both movements the Engine Serial Number was AC 41-36402.
AIRPLANE AND ENGINE RECORD

AIRPLANE: XP-51 North American
SERIAL NUMBER: AC 41-36
ENGINE TYPE: 4 Mustang I production
ENGINE SERIAL NUMBER: Arrived: 40-L395 Departed: AC 41-36402
RECEIVED FROM: Wright Field
DATE RECEIVED: 12-28-41
TIME ON ARRIVAL (airplane):
TIME ON ARRIVAL (engine):
TIME ON DEPARTURE (airplane):
TIME ON DEPARTURE (engine):
DATE OF DEPARTURE: 11-2-42
8-2-43 7-25-45
AUTHORITY FOR TRANSFER: Wright Field
TRANSFERRED TO:

NOTE: This plane was returned here from Wright Field 12-28-41 and returned to Wright Field 8-2-43.
Above plane returned here from Wright Field 1-11-44 and left here for Seymour Field Freeman, Indiana 7-25-45. In both movements the Engine Serial Number was AC 41-36402.
New Engine

Allison V1710-F3R
AC Model - 1710-39
AC # A1-36402
Mfg. No. 6635


Prop. Rotation - Right hand
Prop gear ratio 6.5:1
Blower ratio 6.65:1
Comp. 8.85:1 simplex dia. 9.5

Max cruising oil press 55 lbs. 55/in.

Valve timing clearance
Int. .015
Exh. .020

1LC 62° ABC
Exh 0.76° BBC

Spark advance B.C.
Int. 28°
Exh 34°

Timing order 1L-2R-5L-4R-3L-1R-6L-5R-2L-3R
4L-6R

Date accepted 12-9-91
North American XP-51 Army
AC No. 41-39

Engine: Allison V1710-F3R 150 H.P.

AC Model 1710-39 AC No. 40-4395M

Blower ratio 8:80:1 Comp ratio 6:65:1

Imp. Dia. 9.1
Prop. Gear ratio 3:1

Prop direction - Right hand Carb. Model 80.272

Value timing clearance

Int. 0.10 Exh. 0.20

Int. Clearn 66° A B C Ex. Open 18° B B C

Choke Carb Value Clearance Int. 0.10 Ex. 0.20

Min. Cruising Oil Pressure 60 lb. 4"

Spark advance B.T.C. Ex, 0.038° Int. 0.058°
AIRPLANE AND ENGINE RECORD

AIRPLANE: XF-51 North American
SERIAL NUMBER: 41-39
ENGINE TYPE: #10 Mustang I production
ENGINE SERIAL NUMBER: 43-9523
RECEIVED FROM: Woodrum Field, Roanoke, Virginia
DATE RECEIVED: 3-9-43

TIME ON ARRIVAL (airplane):
TIME ON ARRIVAL (engine):
TIME ON DEPARTURE (airplane):
TIME ON DEPARTURE (engine):
DATE OF DEPARTURE:

AUTHORITY FOR TRANSFER:
TRANSFERRED TO:

NOTE: Surveyed for ALD test 1-15-44
AIRPLANE AND ENGINE RECORD

AIRPLANE: P-51B North American
SERIAL NUMBER: AC 49-12305A
ENGINE TYPE: V-3615-29
ENGINE SERIAL NUMBER:
RECEIVED FROM: Sur-Depot Engineering Langley Field
DATE RECEIVED: 6-16-43
TIME ON ARRIVAL (airplane):
TIME ON ARRIVAL (engine):
TIME ON DEPARTURE (airplane):
TIME ON DEPARTURE (engine):
DATE OF DEPARTURE:
AUTHORITY FOR TRANSFER:
TRANSFERRED TO:

NOTE: Surveyed by 362nd Maintenance & Supply Group Langley Field 1-5-51
1. Sonora Prophecy investigation M.R. March 1941
2. White & N. Air Char. April 6, 1941
3. Incl: 3 reports
4. Sealing guys in corns 11 N. Flower
5. Pan of bricked walls 11 N. Flower Aug 25, 1941
6. 6th Rev. H4 Final 11 Stalling Oct 22, 1941
7. White - Games Stalling
8. Apr 13, 1943
9. Stalling Williams Hot money 1038 4K01