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| | J6487A-24 | “ | “ |
| | 6547A-6 | “ | “ |
| | V-1650-3 Engine | | |
| | Blades | Stop settings at 42” sta. | |
| | | Low | High |
| | J6523A-24 | 23.2 degrees | 65.2 degrees |
| | J6487A-24 | “ | “ |
| | K6523A-24 | “ | “ |
| | J6487A-24 | “ | “ |
| | 6547A-6 | “ | “ |
| | P-51K, Diameter 11’0”, Aeroproducts A-542A-1, blade number A20-156-24M | | |
| | | Stop settings at 42” sta. | |
| | Engine | Low | High |
| | V-1650-7 | 22.8 degrees | 57.8 degrees |
| | V-1650-3 | 21.0 degrees | 56.0 degrees |
| Airspeed limits | (See note 2 for additional placarded limitations.) | | |
| | Altitude | Maximum Glide or Dive Speed | |
| | 0 to 10,000 | 505 mph | |
| | 10,000 to 20,000 | 400 mph | |
| | 20,000 to 30,000 | 325 mph | |
| | Level flight or climb speed | 325 mph | |
| C.G. Range | 21 percent to 31 percent MAC gear down. (Landing gear retraction has negligible effect on C.G. movement.) | | |
| Datum | 139 inches forward of jig point (Tapped hole on bottom of wing center rib.) | | |
| M.A.C. | 79.6 inches, L.E. MAC 119.1 inches | | |
| Leveling means | P-51C: Longitudinal Leveling: Lugs mounted on left longeron aft of pilot seat Lateral leveling: Lugs mounted on upper left and right longeron located aft of pilots seat | | |
| | P-51D and P-51K Longitudinal Leveling: Lugs mounted in cockpit on the side of the upper left longeron Lateral leveling: Lugs mounted on upper left and right longeron located aft of engine fire wall. | | |
| Maximum weight | 10,500 lbs. | | |
| Minimum crew | One Pilot | | |
| Number of seats | One | | |
| Maximum Baggage | None | | |
| Fuel capacity | Forward two wing tanks, 92 U.S. gal., each. 163.0 inches aft of datum; aft fuselage tank, 65 U.S. gal., 210.0 inches aft of datum | | |
| Oil capacity | Oil tank capacity | 12.5 U.S. Gal., | 116.0 inches aft of datum |
| | Total oil system capacity. 21.2 U.S. Gal. | | |
| Coolant Capacity | Engine Coolant System, | 16.7 U.S. Gal. | |
| | After Coolant System | 4.8 U.S. Gal. | |
| | Total Coolant System capacity | 20.8 U.S. Gal. | 124.0 Inches aft of datum. |
| Maximum Operating Altitude | 41,900 feet | | |

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| Other operating limitations | P-51C, Army T.O. AN-01-60JD-1 P-51D and P-51K, Army TO AN01-60JE |
| Serial numbers Eligible | All original block serial numbers P-51C, P-51D (USAF F-51D), P-51K (USAF F-51K) models. P-51B-1-NA serial number 43-12252 (see note 6) |
| Certification basis | CAR 09 effective November 21, 1946 (Limited Type Certificate No. 11 issued April 10, 1947) |
| Production basis | Production certificate 724NM. Production of parts allowed under this PC. Production of new aircraft not allowed. |
| Export Eligibility | New parts produced under PC 724NM are eligible for a Certificate of Airworthiness for export. Complete aircraft not eligible for a Certificate of Airworthiness for export. |

Equipment:

No Equipment other than engines and propellers are specified. However, such equipment as required by Federal Regulations for the particular operation authorized for civil registered aircraft must be installed. Also, any additional equipment necessary for the proper operation of the aircraft must be installed. In addition, the aircraft may incorporate such military equipment (except armament) as was originally incorporated in the type for military or naval service. Additional equipment may be installed as can be substantiated on the basis that it presents no obvious hazard to safety.

Note 1. – Weight and Balance Report including list of equipment included in the certificated empty weight must be submitted for each aircraft. Army or Navy weight records in current condition may be submitted in lieu of an actual weight. The equipment list need include no more than the following:

- (a) Required equipment as defined under “Equipment” above.
- (b) Additional items as may be reasonably considered removable and are so located or of such weight that their removal or addition could noticeably affect the weight and balance of the aircraft. Items built into the aircraft structure need not be listed. The equipment list must be prepared by the applicant for the approval of the certificating FAA representative, and in such form that it can be attached to the FAA Operating Limitations.

Note 2. – The following placards must be prominently displayed in the position indicated:

- (a) In the cockpit full view of all passengers: “This is a military type aircraft and under the Federal Regulations shall not be used for the carriage of passengers or cargo for compensation or hire.” The placard and lettering shall be of type which can be read easily from any seat in the cabin.
- (b) In the cockpit in full view of the pilot:
 - (1) A dive limits placard in accordance with, T.O. AN-01-60J-25 for all models.
 - (2) “Do not extend full flaps above 165 mph.”
 - (3) “Do not operate landing gear above 170 mph.”
- (c) The airspeed indicator shall be marked as follows:
 - (1) A red radial line at 505 mph.
 - (2) A green radial line at 325 mph.
 - (3) A yellow arc (precautionary range) shall extend from the green radial line to the red radial line.

Note 3. – The following statement must appear on the operations Limitations:

“This airplane must be operated at all times within the limitations set forth in Army Technical Order No. AN-01-60JD-1 for the P-51C, AN-01-60JE-1 for the P-51D (F-51D) and P-51K (F51-K), and T.O. 01-60-123, 01-60-126 and 01-60J-26 for applicable models, except for limitations specifically called out in LTC-11 in which case the values given in LTC-11 must be observed. A copy of the applicable Army Technical Orders and LTC-11 must be carried during flight.” In all cases it will be the responsibility of the applicant to secure a copy of the correct Technical Orders. The FAA does not have these documents available for distribution.

Note 4. – All structural repairs should be made in accordance with Army Technical Orders AN-01-60-3 for all models, or alternately use AN-01-60JD-3 for the P-51C and AN-01-60JE-3 for the P-51D and P-51K. If any repairs or modifications are made prior to or subsequent to airworthiness certification, it is the responsibility of the owner to furnish sufficient evidence to an FAA representative to show that the modified airplane maintains the same degree of airworthiness as the original. The FAA can give no technical assistance on such matters since complete structural data for surplus military aircraft LTC’s is not required by the regulations and is therefore not available in the FAA

Note 5. – Prior to obtaining certification for night operation, the following modifications to the exterior lighting must be made in order to comply with the general requirements of the Civil Air Regulations.

- (a) Position Lights:

- (1) Wing tip – If Type A-7 or A-8 light assemblies are installed, they must be replaced with type certificated light assemblies. If Type A-9 (AN-3033-10 or AN-3033-5 through 8) light assemblies are installed, they may be satisfactorily modified by painting the sand blasted portion of the inner surface of the AN-1042-3 and -4 covers black. The AN-3033-9 or AN-3033-1 through -4 light assemblies are satisfactory without modification.
 - (2) Tail – the Type D-1 (AN-3091-1 through -3) and the Type D-2 (AN-3092-1 through-3) light assemblies are unsatisfactory and must be replaced with type certificated units.
- (b) Position Light installation: The position lights shall be installed to comply with the requirements of the CAR, Parts 15.2 and 003.538.
 - (c) Position Light circuit and control: The Position light (wing tips and tail) shall be controlled by one SPST switch,. The circuit should be protected by its own fuse or circuit breaker. The individual wing tip and tail light switches with dim and bright positions shall be removed and the dimming resistors presently installed shall be disconnected.
 - (d) Other exterior lights: With the exception of the landing lights, any other exterior light are not required and may be removed if so desired.

Note 6. - The P-51B-1 and P-51C-1 series of aircraft are identical in dimension and performance, having minor and insignificant differences in internal configuration. The noted P-51B-1 serial numbers are included based on a finding of identity with the P-51C-1 model. All information on this TCDS for the P-51C model is applicable to the P-51B model

Note 7. - The following Mandatory Technical and Service Change orders pertinent to models and serial numbers as indicated are listed for your information and must be complied with prior to certification. The FAA does not have copies of these publications available for distribution. Also, FAA inspectors do not have such material. The applicable Technical Orders and compliance data are also listed in the airplane's "Historical Records", A.A.F forms 60A, 60B, and 61 accompanying the airplane. All serial number references to the P-51C and P-51K models also apply to the F-51C and F-51K models respectively. Refer to Technical Order for serial no's if not indicated in the following table.

| No. and Date | Title | Serial No's Applicable |
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| 01-60-95 May 29, 1945 | Rework of landing gear fairing door actuator mechanism | P-51D 44-11153 to 44-11352 44-13253 to 44-15752, 44-63160 P-51K 44-11353 to 44-11952 |
| 01-60-97 February 27, 1945 | Inspection and rework of elevator and rudder front beams | P-51B 43-12093 to 43-12492 43-6313 to 43-7202 42-106429 to 42-106538 42-106541 to 42-106978 43-24752 to 43-24901 P-51C 42-102979 to 42-103978 43-24902 to 43-35251 44-10753 to 44-11152 P-51D 44-13253 to 44-15752 44-63160 to 44-63161 44-63162 to 44-63559 44-11153 to 44-11352 P-51K 44-11353 to 44-11752 44-11753 to 44-12052 |
| 01-60-100 August 31, 1945 | Installation of metal covered elevators | P-51D 44-11153 to 44-11352 44-13253 to 44-15752 44-63160 to 44-64159 44-72027 to 44-73826 P-51K 44-11353 to 44-12752 |

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| 01-60-102 November 2 1945 | Installation of cotter pin in main landing gear operating Strut end fitting | P-51D 44-11153 to 44-11352 44-12853 to 44-13252 44-13253 to 44-15752 44-63160 to 44-64159 44-72027 to 44-73026 P-51K 44-11353 to 44-12852 |
| 01-60-113 September 20, 1945 | Inspection and re-work if windshield frame and canopy mechanism | All P-51D and P-51K Series |
| 01-60-116 July 7, 1945 | Inspection and replacement of rudder, elevator trim tabs | P-51D 44-12853 to 44-13252 44-72328 to 44-74498 44-84390 to 44-84614 P-51K 44-12473 to 44-12852 |
| 01-60-128 September 23, 1946 | Modification of landing gear warning and indicating system | P51D 44-12853 to 44-13019 44-13040 to 44-13130 44-13141 to 44-13180 44-13182 to 44-13252 44-63160 to 44-64159 44-72027 to 44-75026 45-11690 to 45-11742 45-11343 to 45-11654 44-13020 to 44-13039 44-13131 to 44-13140 44-13181 45-11655 to 45-11689 |
| 01-60J-12 February 12, 1944 | Rework of tail wheel idler Camshaft declutching cable | P-51C 42-102979 to 42-102988 |
| 01-60J-17 April 2, 1945 | Installation of fuselage fuel tank grounding jack | P-51B 43-12093 to 43-12492 43-6313 to 43-7202 42-106429 to 42-106538 42-106541 to 42-106638 P-51C 42-102979 to 42-103778 P-51D 44-13253 and 44-13254 |
| 01-60J-18 January 15, 1945 | Reinforcement of horizontal and stabilizer fin | P-51B 43-6313 to 43-7202 43-12093 to 43-12492 42-106429 to 42-106538 42-106541 to 42-106765 42-106766 to 42-106963 42-106964 to 42-106996 42-106967 to 42-106978 43-24752 to 43-24901 P-51C 42-102797 to 42-103307 42-103308 to 42-103538 42-103539 to 42-103578 43-24902 to 43-25251 44-10753 to 44-11152 |

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| | | P-51D 44-13253 to 4-13256 44-13257 and 44-13258 44-13259 to 44-13267 44-13268 to 44-15052 44-11153 to 44-11352 42-106540 P-51K 44-11353 to 44-11376 |
| 01-60J-21 June 2, 1944 | Inspection of engine mount attaching nuts | P-51B series P-51C Prior to AF No. 43-25051 P-51D Prior to AF No. 44-13832 |
| 01-60J-22 June 1, 1944 | Inspection of landing gear uplock & main gear fairing door locks | P51C and D Series |
| 01-60J-23 January 18, 1945 | Modification of coolant expansion tank assembly | P-51B 43-6713 to 43-7202 42-106429 to 42-106538 P-51C 42-103579 to 42-103978 43-24902 to 43-25112 P-51B, P-51D 42-106539 to 42-106978 43-24752 to 43-24899 P-51C 43-24902 to 43-25112 P-51D 44-13253 to 44-13962 |
| 01-60J-24 November 2, 1944 | Rework of coolant and oil exit flap actuators, types R-4250 | P-51B 43-12093 to 43-12492 43-6313 to 43-7202 42-106429 to 42-106978 43-24752 to 43-24901 P-51C 42-102979 to 42-103978 43-24902 to 43-25251 44-10753 to 44-11152 P-51D 44-13253 to 44-14789 44-11153 to 44-11226 |
| 1-60J-27 October 20, 1944 | Replacement of main fuel cell drain nipple | P-51B 42-106429 to 42-106538 42-106541 to 42-106978 43-7113 to 43-7202 43-24752 to 43-24840 P-51C 42-102979 to 42-103653 P-51D 44-13253 to 44-13258 |
| 01-60J-29 September 18, 1944 | Installation of elevator inertia weight | P-51B 42-106429 to 42-106538 42-106541 to 42-106978 43-6313 to 43-7202 43-12093 to 43-12492 43-24752 to 43-24901 P-51C |

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| | | 42-102979 to 42-103978 43-24902 to 43-25251 44-10753 to 44-11152 P-51D 42-106539 and 42-106540 44-11153 to 44-11252 44-13253 to 44-14552 |
| 01-60J-34 February 16, 1945 | Replacement of fuel hose from selector valve to shut off valve | P-51C 42-102979 to 42-103978 43-24902 to 43-25251 44-10753 to 44-10902 P-51D 44-13253 to 44-14252 |
| 01-60J-36 November 20, 1944 | Rework of coolant lines to prevent coolant lines chafing at fire wall. | P-51B 42-106429 to 42-106538 42-106541 to 42-106978 43-6313 to 43-7202 43-12093 to 43-12492 43-24752 to 42-24901 P-51C 42-102979 to 42-03978 43-24902 to 43-25251 44-10753 to 44-11152 |
| 01-60J-41 January 16, 1945 | Reposition of fuel booster resistor | P-51B 42-106429 to 42-106538 42-106541 to 42-106978 43-6313 to 43-7202 43-12093 to 43-12492 43-24752 to 43-24901 P-51C 42-102979 to 42-103978 43-24902 to 43-25251 44-10753 to 44-11152 P-51D 44-11153 to 44-11352 44-13253 to 44-14052 P-51K 44-11353 to 44-11552 |
| 01-60J-42 July 2, 1945 | Replacement of fuel selector switch | P-51B 43-12093 to 43-12492 43-6313 to 43-7202 42-106429 to 42-106538 42-106541 to 42-106978 43-24752 to 43-24901 P-51C 42-102979 to 42-103978 43-24902 to 43-25251 44-10753 to 44-11152 P-51D 44-13253 to 44-15752 44-63160 to 44-63959 44-11153 to 44-11352 P-51K 44-11353 to 44-12152 |
| 01-60J-45 February 22, 1945 | Inspection and replacement of coolant header tank inlet hose | P-51B, P-51C, P-51D and K Series |

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| 01-60J-49 March 31, 1945 | Replacement of spinner front section dowel retaining Plate | P-51K 44-11353 to 44-11552 44-11553 to 44-11555 |
| 01-60JD-17 June 12, 1944 | Replacement of propeller control front bell crank | P-51B 43-12093 to 43-12492 43-6313 to 43-6712 |
| | | P-51C 42-102979 to 42-103178 |
| 01-60JD-23 May 20, 1944 | Replacement of left aileron Counterbalance assembly | P-51B 43-6313 to 43-7012 43-7113 |
| | | P-51C 42-102979 to 42-103178 |
| 01-60JD-24 December 11, 1943 | Installation of rivets in upper longeron | P-51C 42-102979 to 42-103038 42-10305342-103040 to 42-103051 |
| 01-60JD-25 February 12, 1944 | Rework of fuel gage and addition of accumulators to fuel vent system | P-51B 43-12099 to 43-12103 43-12105 to 43-12106 43-12108 to 43-12109 43-12111 to 43-12112 43-12114 to 43-12119 43-12121 and 43-12131 43-12135 to 43-12136 43-12139 to 43-12144 43-12293 to 43-12295 43-12296 43-12298 to 43-12299 43-12333 43-12349 to 43-12350 43-12357 and 43-12369 43-12371 and 43-12385 43-12093 to 43-12095 43-12110 and 43-12150 43-12304 and 43-12334 43-12388 to 43-12389 43-12396 |
| | | P-51C 42-102979 42-102980 to 42-102988 |
| 01-60JD-43 December 20, 1944 | Installation of dorsal fin and reverse boost tab | P-51B 43-12093 to 43-12492 43-6313 to 43-7202 42-106429 to 42-106538 42-106541 to 42-106978 43-24752 to 43-24901 |
| | | P-51C 42-102979 to 42-103978 43-24902 to 43-25251 |
| 01-60JE-11 September 4, 1944 | Installation on landing gear fairing door cable | P-51D 44-13253 to 44-13612 |
| 01-60JE-31 July 4, 1945 | Inspection and replacement of Main coolant lines | P-51D 44-74536 to 44-74726 44-74728 to 44-74739 |

44-74741 to 44-74746
44-74748 to 44-74750
44-74752 to 44-74753
44-74755 to 44-74761
44-74763 to 44-74770
44-74778 to 44-74779
44-74781 to 44-74782
44-74784 to 44-74785
44-74792 to 44-74797

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