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Revision: from NAA and Yamashita drawings

Approved: BOD

## NORTH AMERICAN P-51D (VENDETTA)

SPECIFICATION	MODEL MINIMUM
<b>WING</b>	
SPAN *	86 1/4"
ROOT CHORD @ fuselage side	21 1/2"
TIP CHORD @ span station 40 (40" outboard of C/L)	14"
ROOT THICKNESS @ fuselage side	2 1/8"
TIP THICKNESS @ span station 40	1 3/8"
<b>STAB</b>	
SPAN	32 1/2"
ROOT CHORD @ fuselage side	12 3/4"
TIP CHORD @ span station 15	8 3/4"
ROOT THICKNESS @ fuselage side	1 1/4"
TIP THICKNESS @ span station 15	7/8"
<b>SPINNER</b>	
DIAMETER	6"
<b>FUSELAGE</b>	
LENGTH (including spinner) *	86 3/8"
HEIGHT @ canopy	17"
WIDTH @ pilot shoulder	8"
VERTICAL FIN HEIGHT @ rudder hinge line	17"

\* Span and OAL have a tolerance of plus or minus one inch. Scale factor: 22.5%

\* P-51D with Lear 23 wing and horizontal tail. Though the same wing was later used on Miss Ashley II, the wing span of Vendetta is less because of its Hoerner style wing tip caps. Miss Ashley II was fitted with longer, tapered wing tips. The wing panel dimensions of both airplanes are identical from center to the end of the structural box, just outboard of the aileron. The commonality ends at span station 40 on the models, so the tip chord and thickness dimensions are measured there. A span station is the lateral distance, in inches, measured from the centerline.