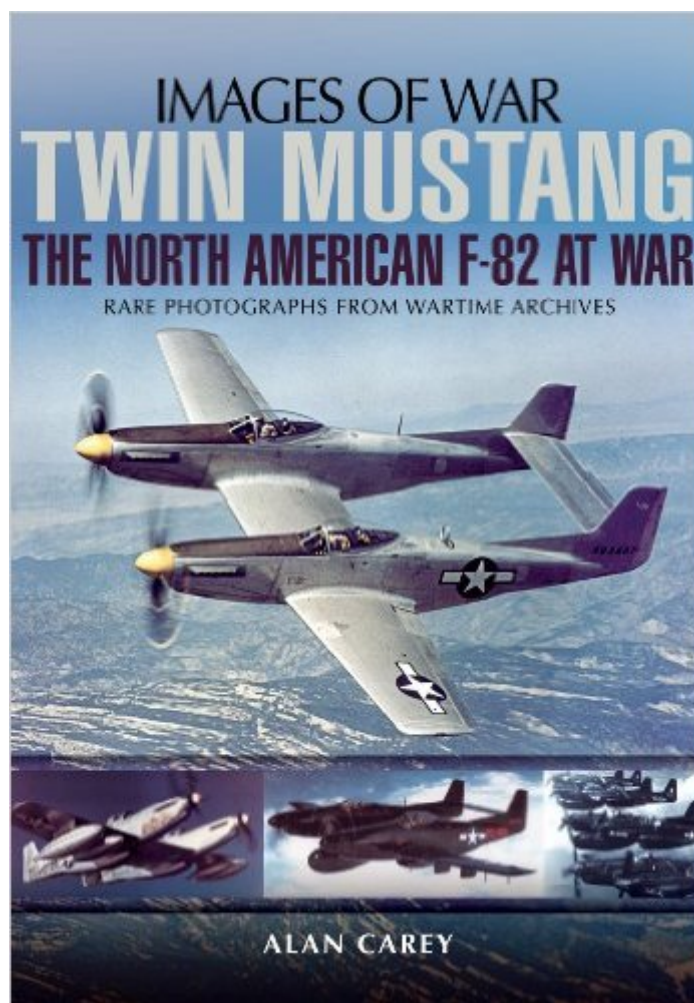


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Twin Mustang: The North American F-82 At War (Images Of War)



Synopsis

One of the most unusual and remarkable American fighter aircraft, the F-82 Twin Mustang was the last mass production propeller-driven fighter acquired by the U.S. Air Force. Originally intended as a very long-range fighter escort for the Boeing B-29 Superfortress during World War II, it arrived too late to see combat and evolved into a night and all-weather fighter during the post-war years. Combat operations in the Korean War followed, along with a host of other dynamic episodes of deployment. This work traces the developmental, operational, and combat history of this unique American fighter and features 120 photographs and illustrations, many of which have never been published before. Seven chapters, all extensively illustrated, cover the aircraft's development, descriptions of the variants and subtypes, details of initial entry into service, three chapters covering the F-82's service in the Korean War, and a final chapter detailing the type's removal from the Korean War Theater in February 1952, to see out its operational days in the Alaskan Air Defense Command. An appendix section follows, featuring tables of the different variants, an illustrated list of known nose art applied to F-82s, and an entry of losses suffered in the Korean War. All these additional details bring new points of interest to the popular Images of War format, making for a richer, more informative reading experience. Focusing on an overlooked type, deployed in a conflict often sidelined within mainstream war histories, this publication offers a much deserved platform upon which to appreciate this dynamic and immensely interesting aircraft.

Book Information

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Customer Reviews

Had WWII lasted another year, or design and testing started earlier, the F-82 Twin Mustang, might have become the best fighter plane of WWII, eclipsing the holder of that title, the P-51 Mustang! So says the author. So says I too, after research on the NAA product over the past few decades and reading this and every other source on the aircraft. As it was, the F-82 became an advanced all weather interceptor for the new USAF while the jet aircraft was being tested. The Twin Mustang soldiered into Korea, and was the aircraft that scored the first aerial victory over a North Korean aircraft in June, 1950 while covering evacuations of civilian population from on rushing Communist forces from North Korea. The aircraft was retired from combat due to lack of spare parts and rudimentary jet aircraft replacements finally came on line. And also due to the fact most the Allison engines that powered it were never perfected and tended to blow up after a few hundred hours of operation. Contemporary Air Force mechanics called them Allison Time Bombs! Today, there are only a few left in museums. Beautiful sleek lines, especially in the overall gloss black finish of the night fighter, as early all weather aircraft were called, give the bird a sexy quality...and so did the radar pod...read the book! This book is a pleasure to look at. It is a photographic history of the type. Text is minimal, but effective. Photos are from many sources, most have been previously published, but enough new images keep it interesting. My complaint is there are no color images except the small images on the paper covers of the volume. About 130 pages, including lists of aircraft and crew losses in Korean combat, lists of the fate of all built by serial number, and major characteristics for the aircraft.

It was a great pleasure to open Alan Carey's new book portraying the history of the North American Aviation P/F-82 Twin Mustang. Carey has produced a very concise record of the development and subsequent operations of the aircraft. Although the P-82 was called the "Twin Mustang", it was not two P-51 Mustangs joined together. It was refreshing to see author Carey squelch this historical myth and get this correct. The XP-82 was an entirely new aircraft based on the P-51H fuselage -- the twin fuselages of the XP-82 were about nine feet longer than a standard P-51 fuselage. Additionally, the only interchangeable parts with the original P-51 were the engines and cowl segments. There are interesting details provided by Carey, such as, the prop wash flow over the center wing causing a first flight lift-off problem. Additionally, the explanation of the Allison engine problems and their incorporation into the airframe is excellent. The book provides background details regarding the February 1947 5,000 mile non-stop record run from Hickam Field, Hawaii to LaGuardia Field, New York. At the time, the flight by a P-82B, nicknamed "Betty Jo" was the longest

non-stop flight for a piston-powered aircraft. Due to its introduction timing in history, the Twin Mustang arrived too late for service in WWII, but it did see service during the Korean War. It was a shame for this powerful piston-powered aircraft to see only limited service during the Korean War. The number of F-82s available for service at particular points in time, only emphasizes the apathy and mistakes made by the United States during the huge military drawdown after WWII. Hence, we were caught off-guard when North Korea invaded South Korea in June 1950.

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