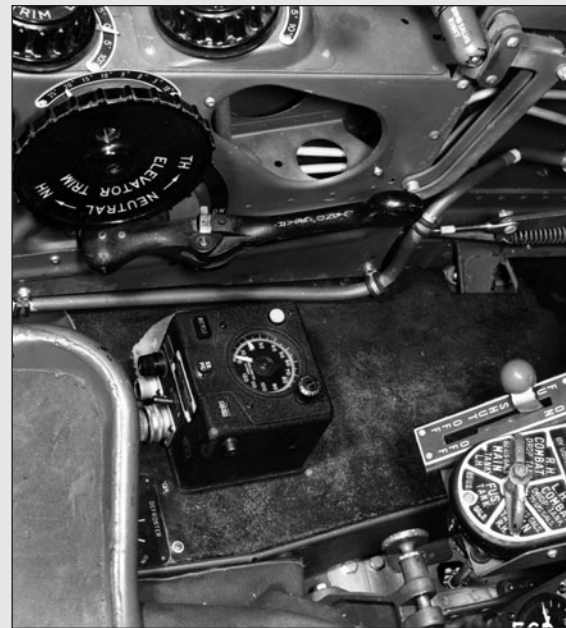


The cockpits of the F-6D/K series carried various placards relating to the operation of the cameras, such as this one next to the pilot's left shoulder that gave specific camera operation instructions. A point of note is that the manufacturer's data plate refers to the aircraft as a P-51D-5-NA. Some aircraft, especially Dallas-built F-6Ks, had the plates labeled as F-6K.



The intervalometer in place on the cockpit floor by the pilot's left leg where it could be reached with relative ease.



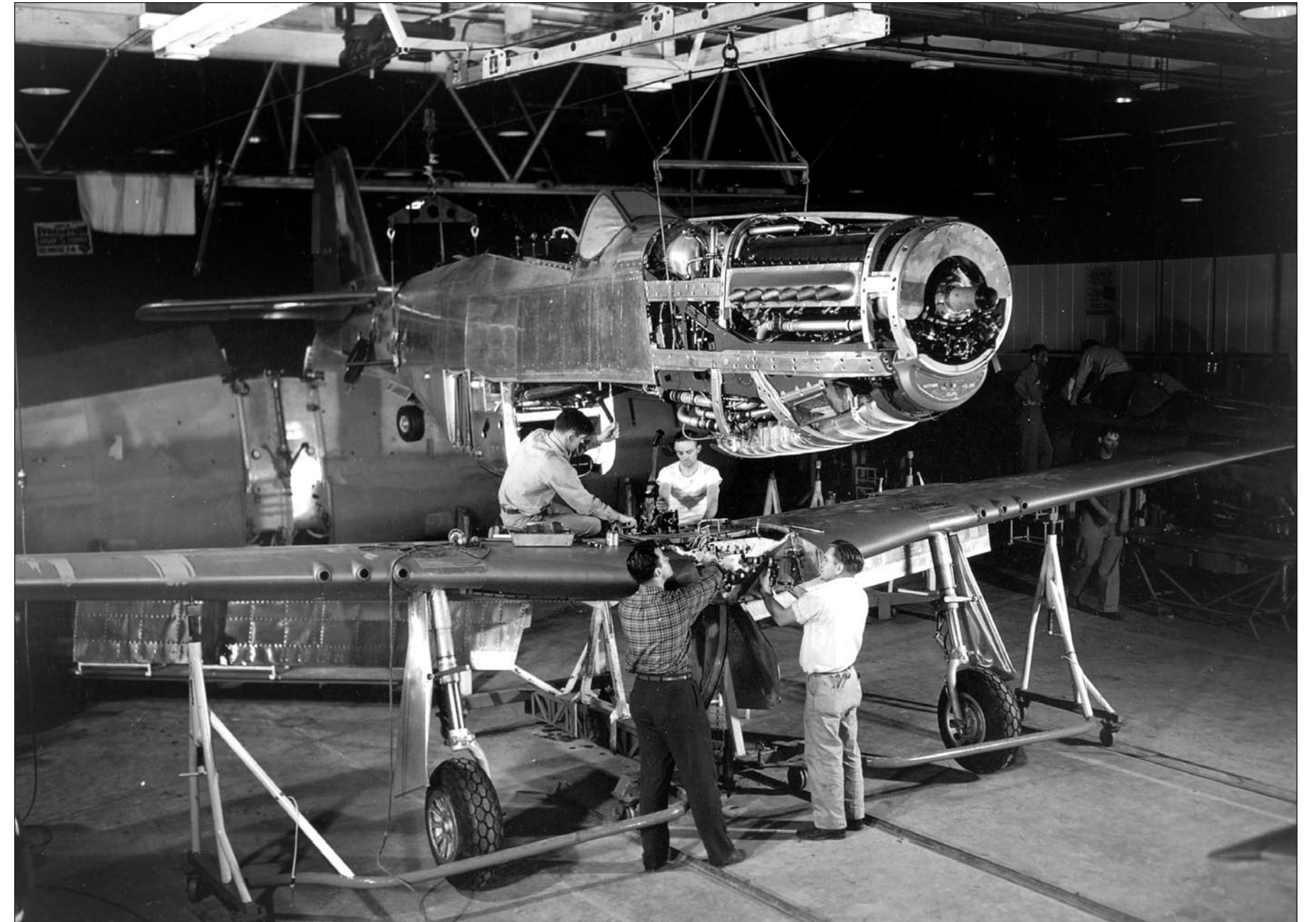
This large panel on the right side of the fuselage allowed access to the cameras and ADF. The placard notes that if cameras and MX-241 were installed, then the fuselage tank had to be empty.



Parked under the camouflage netting at Inglewood (the more subdued light shows how different types of aluminum contrasted with each other). The aircraft's wing was still in primer finish and national markings and serial had yet to be applied. The Automatic Direction Finder (ADF) was directly above the camera port. ADF is a radio receiver equipped with direction-sensing antenna used to take bearings on a radio transmission.



F-6K 44-11907 awaits delivery on the broad concrete ramp of the Dallas facility. Note how the national insignia wrapped around the camera port. Although difficult to see, the third camera port was located directly in front of the tail wheel doors.



The P-51D fuselage was carefully lowered onto the wing. Note how following wings were moving along with leading edge down.