P-51D Mustang™

eduard

1/72 Scale Plastic Model Kit



item # 7477

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WEEKEND edition

The P-51 Mustang is one of the best fighters of all the time and although American design, it owes a lot to the Great Britain for its genesis.

It was in 1940, when British Buying Committee asked North American Aviation (NAA) to build the Curtiss P-40s for the RAF. NAA president James Kindelberger offered Britons developement of much better plane instead. Britons agreed and the design team led by chief designer Edward Schmued, who was German immigrant with Austrian roots, commenced their work. The preliminary design was approved on May 4, 1940, final assembly and engine installation began on September 9 (just 127 days after approval) and the first flight of the NA-73X prototype followed on October 26.

Innovative fighter

The Allison V-1710-39 liquid cooled in-line engine rated at 1,100 HP was choosen for the new fighter and the designers did their best to create as narrow and sleek fuselage as possible to lower the drag. For the same reason they decided to use an inovative laminar flow airfoil, which lowers the drag, but, on the other hand, requires smooth surface to work properly. That necessitated to putty and sand the leading area of the wing. Another design novelty was the radiator belly under the fuselage. Armament consisted of two guns in the nose and four in the wings, all of them .50 caliber Brownings (the Mk. Ia variant had four 20mm cannons). Britons chose the name Mustang for the new aircraft, later adopted by US side as well. The RAF received first Mustangs Mk.I in October, 1941. The performance was found satisfactory, as the Mustang was faster than the Spitfire Mk.V and had more than double the range. On the other side, the Allison engine reached its maximum power at only 11,800 ft (3597 m) because of only one stage supercharger. Above this level the engine performance decreased rapidly. As the aerial combats occurred much higher, the RAF decided to use their Mustangs in the reconnaissance role and US Army Air Corps, interested in the new type as well (but bound to the contracs to build P-40, P-39 and P-38 pursuits), asked the NAA to convert the Mustang as a dive bomber with wing dive brakes (the A-36 variant).

Merlin magic

To solve the high altitude weakness, the work had begun in Britain to fit the Mustang with the double-stage supercharged Merlin engine. The trials of the Mustang X prototype found the level speed was 433 mph (697 km/h) at 22,000 ft (6700 m), thus 100 mph (161 km/h) faster than Mustang Mk.I. As it was obvious this is the way to further develop the Mustang, NAA started the work, using Packard V-1650-1 (license-built Merlins 61). As the Packard unit sported some design changes, it was not possible to fit the Mustangs with original Merlins anymore. The need of intercooler for two stage supercharger necessitated bigger radiator duct. Another change included removal of the fuselage guns. The production started at the Inglewood plant as P-51B on May and at the new production line at NAA Dallas plant as P-51C in August, 1943. Supplies to RAF continued as Mk. III.

After just handful of the new Mustangs were produced, the then commander of US Air Forces in Europe General Henry Arnold asked for even greater range. NAA responded with additional 85gallon tank installed behind the pilot's seat.

The P-51B/C were great fighters but lacked backward visibility and suffered with gun jamming. The RAF found particle solution of the visibility issue with a "Malcolm Hood" semi-bubble canopy, but the design team of NAA decided to rework the Mustang again. The main change was the bubble canopy with lowered rear fuselage. The wing was reworked to accomodate six .50 cal guns and the new arrangement of ammo chutes eliminated the jam problem. Together with some other changes, the new P-51D, the "definitive" Mustang, was born at the end of 1943 and the production started at both Inglewod (serials with -NA suffix) and Dallas (-NT) plants. Due to the short supply of the Hamilton Standard alloy propellers used on Merlin powered P-51s, the Dallas Factory was fitting their Mustangs with steel Aeroproduct ones with hollow blades as the P-51K.

The P-51D/K became the true ruler of the skies, serving as the escort and patrol fighter, and also in ground attack or reconnaissance role (F-6 conversion). In total, 8,102 units of P-51D and 1,500 of P-51K were produced. Mustang stayed operational after the War and served in pursuit and attack role even during the Korean War. The last P-51 retired from USAF service in 1978, while in foreign services was operational until 1984 (Dominican Republic). Altogether 55 air forces used the Mustangs.

Ace maker and infinite warrior

The first Mustang aerial victory was achieved on August 19, 1942, when Flight Officer Hills shot down an Fw 190. It was the beginning of the incredible tally of 4950 enemy aircraft shot down by Mustang pilots during World War II. Of them, 251 achieved the "ace" status. The most succesfull pilot of P-51 was George Preddy Jr. (achieving 24 of his 27 aerial victories flying Mustang) followed by John C. Meyer and John J. Woll with 21 kills. Famous Charles Yeager, the first man to break the sonic barrier (1947), was the first pilot of P-51D to became Ace in a day, after achieving five kills during October 12, 1944.

The kit: P-51D Mustang

The D-5 was the first production batch apart of the -1NA (100 unassembled Mustangs shipped in crates to Australia). There were 800 P-51D-5NA produced at Inglewood and the Dallas plant added 200 of P-51D-5NT. The -5 series was the only to retain the shape of the vertical fin from P-51B/C. But as the lowered fuselage behind the bubble canopy reduced the rearside surface area, the directional stability of P-51D suffered. Due to that, starting with the P-51D-10 series, the dorsal fin was added to the stabilizer to remedy the problem and the field conversion kit was distributed to the units already using P-51D-5s. The sliding canopy received a modified opening handle and differently shaped canopies were also utilized. The D-10 series Mustangs kept the older N-9 reflex gunsight, but 8th AF were retrofitting their older Mustangs with more accurate gyro sight K-14 during 1944. Aircraft of this production block were also leaving the production lines with canvas rudders and elevators, but at the end of February 1945 the Technical Order T. O. 01-60-100 was issued, ordering all the canvas rudders to be changed for the all--metal ones.

ATTENTION ✶ UPOZORNĚNÍ ✶ ACHTUNG ✶ ATTENTION ✶ 注意

Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.

Před započetím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobre větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS ✶ INSTR. SYMBOLY ✶ INSTRUKTION SINNBILDEN ✶ SYMBOLES ✶ 記号の説明

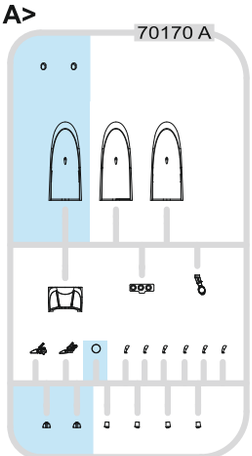
OPTIONAL VOLBA	BEND OHNOUT	SAND BROUSIT	OPEN HOLE VYVRTAT OTVOR	SYMETRICAL ASSEMBLY SYMETRICKÁ MONTÁŽ	REMOVE ODŘÍZNOUT	REVERSE SIDE OTOČIT	APPLY EDUARD MASK AND PAINT POUŽÍT EDUARD MASK NABARVIT

PLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com

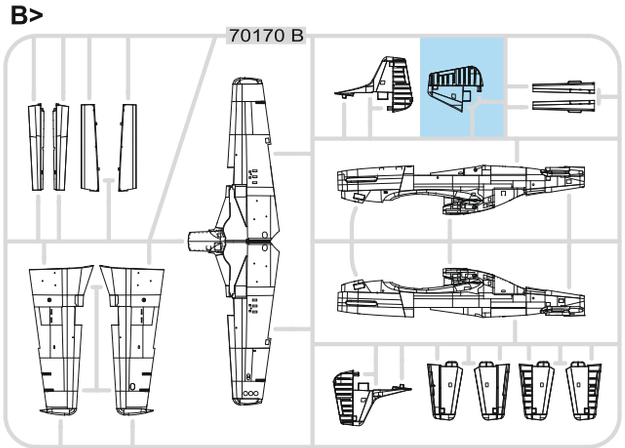
PARTS ✶ DÍLY ✶ TEILE ✶ PIÈCES ✶ 部品

PLASTIC PARTS

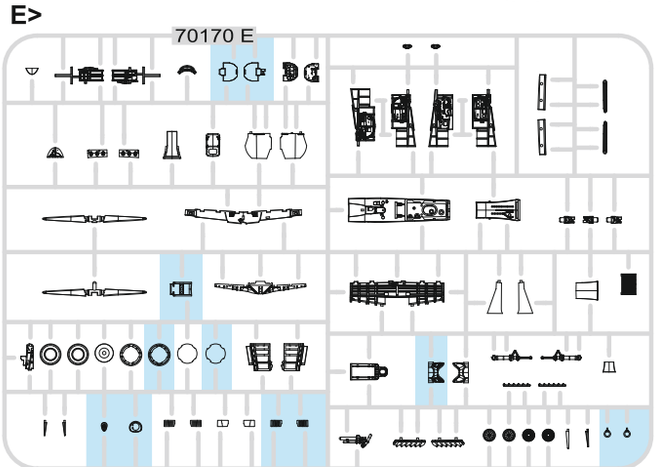
A>



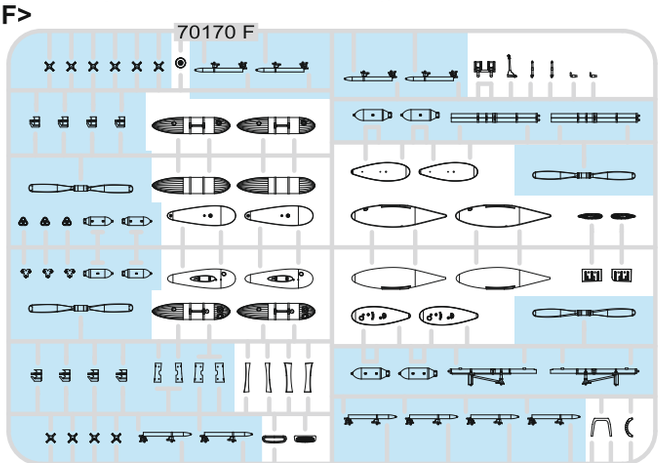
B>



E>



F>

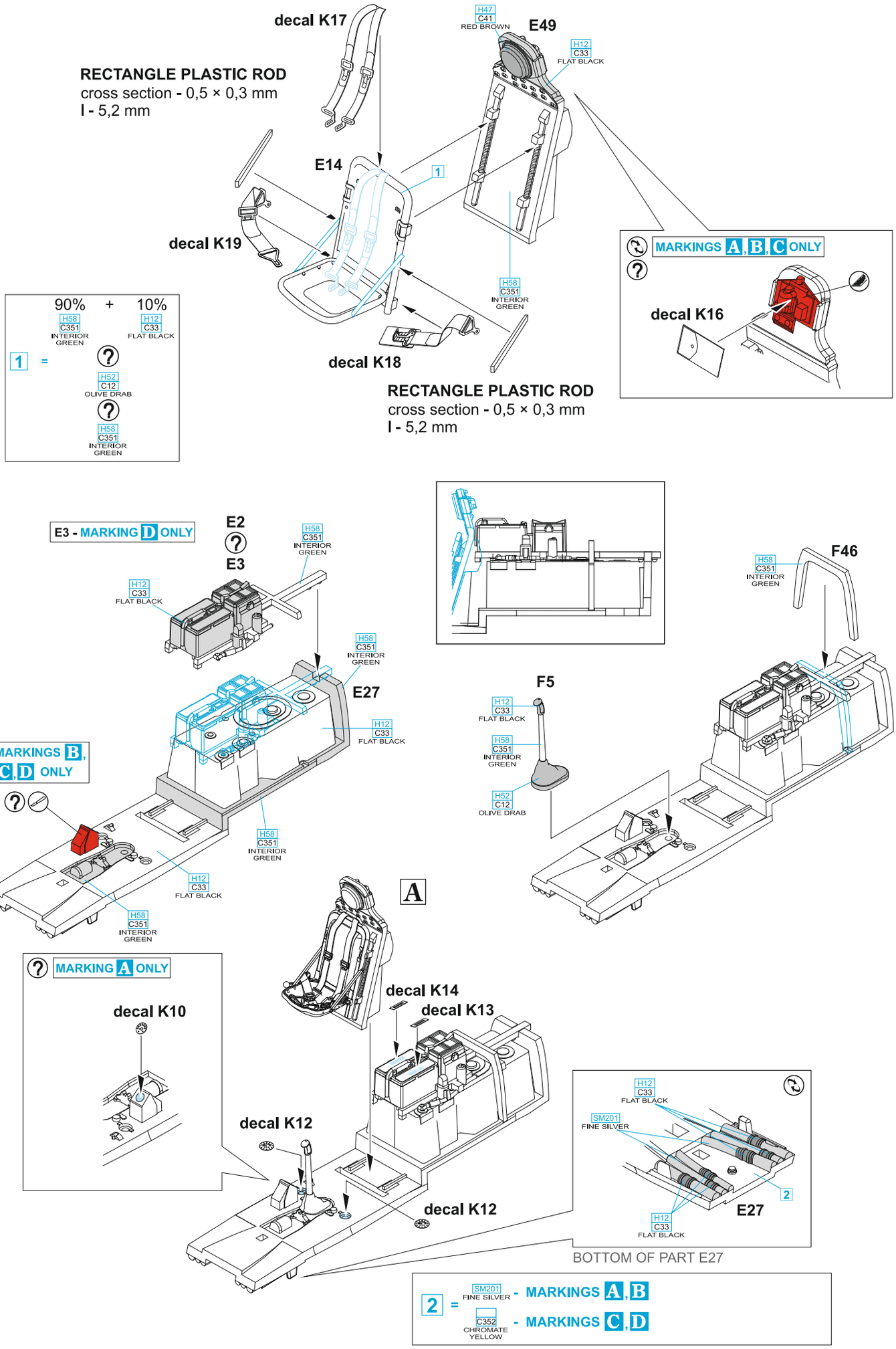


-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

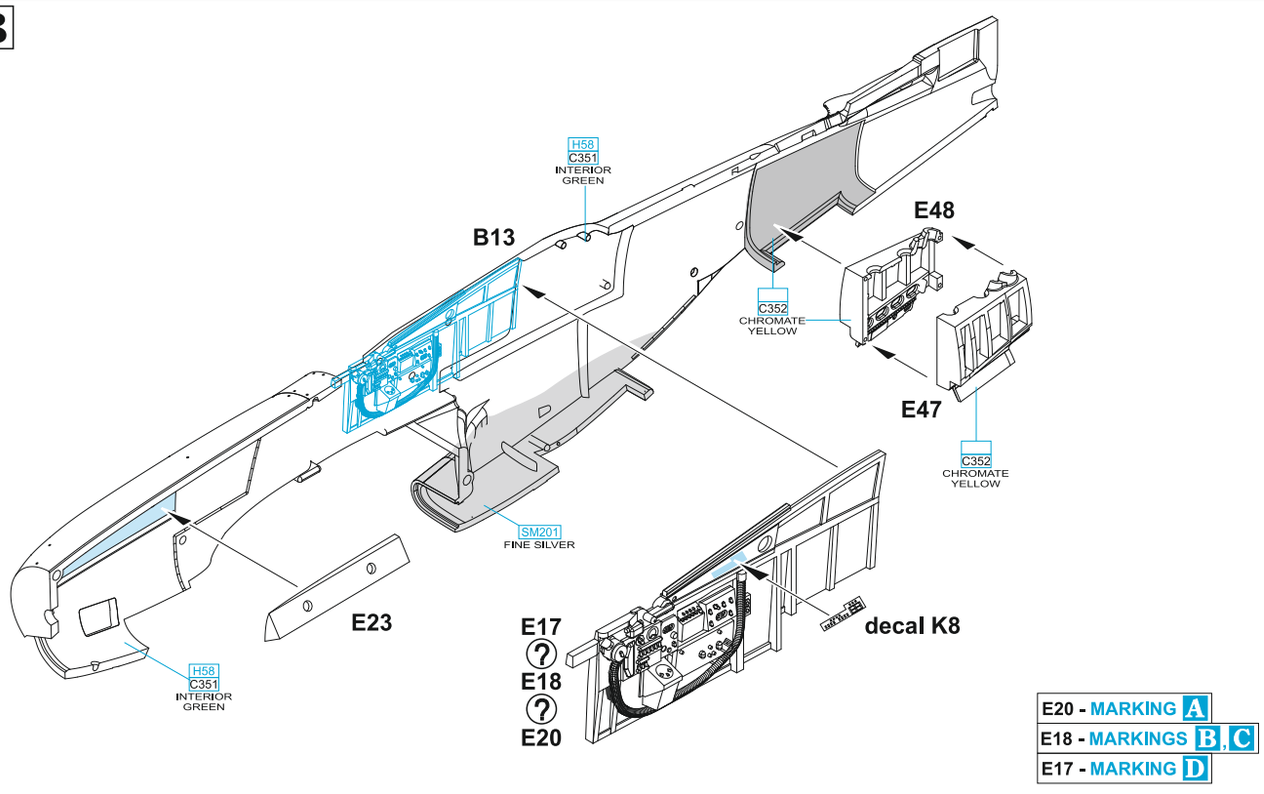
COLOURS ✶ BARVY ✶ FARBEN ✶ PEINTURE ✶ 色

GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H1	C1	WHITE
H8	C8	SILVER
H12	C33	FLAT BLACK
H11	C62	FLAT WHITE
H37	C43	WOOD BROWN
H47	C41	RED BROWN
H52	C12	OLIVE DRAB
H53	C13	NEUTRAL GRAY
H58	C351	INTERIOR GREEN
H76	C61	BURNT IRON
H77	C137	TIRE BLACK
H90	C47	CLEAR RED

GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H92	C49	CLEAR ORANGE
H94	C138	CLEAR GREEN
H323	C323	LIGHT BLUE
H327	C327	RED
H329	C329	YELLOW
H330	C361	GREEN
H335	C363	MEDIUM SEAGRAY
	C135	RUSSIAN GREEN
	C352	CHROMATE YELLOW
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER
SM203		SUPER IRON

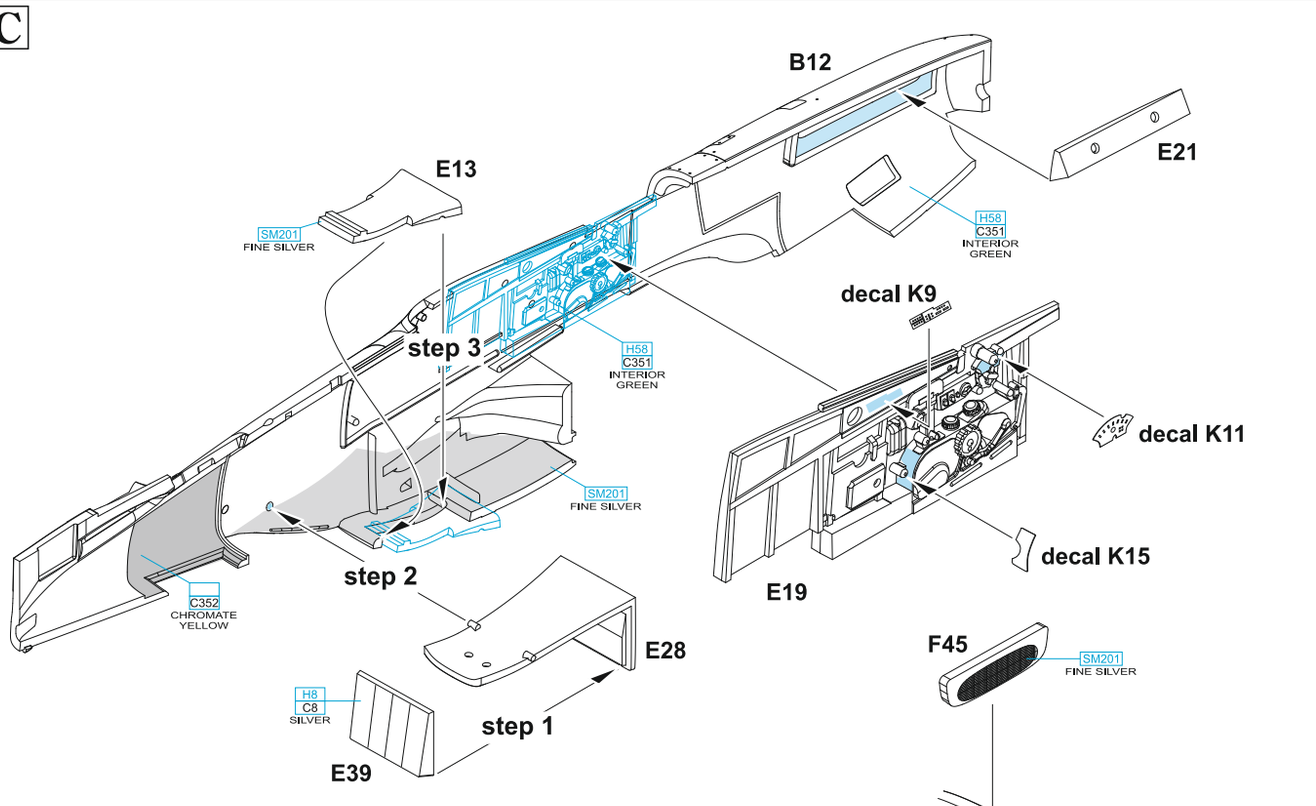

decal K17
RECTANGLE PLASTIC ROD
cross section - 0,5 × 0,3 mm
l - 5,2 mm
H47
C41
RED BROWN
E49
H12
C33
FLAT BLACK
E14
1
decal K19
H58
C351
INTERIOR
GREEN
decal K18
MARKINGS A, B, C ONLY
decal K16
90% + 10%
H58
C351
INTERIOR
GREEN
H12
C33
FLAT BLACK
1 =
H52
C12
OLIVE DRAB
RECTANGLE PLASTIC ROD
cross section - 0,5 × 0,3 mm
l - 5,2 mm
E3 - MARKING D ONLY
E2
E3
F46
F5
E27
MARKINGS B, C, D ONLY
A
MARKING A ONLY
decal K10
decal K14
decal K13
decal K12
decal K12
SM201
FINE SILVER
2
BOTTOM OF PART E27
2 = SM201 FINE SILVER - MARKINGS A, B
C352 CHROMATE YELLOW - MARKINGS C, D

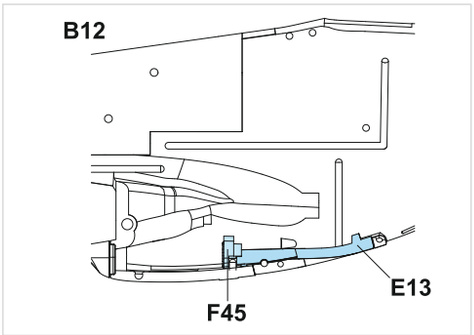
B

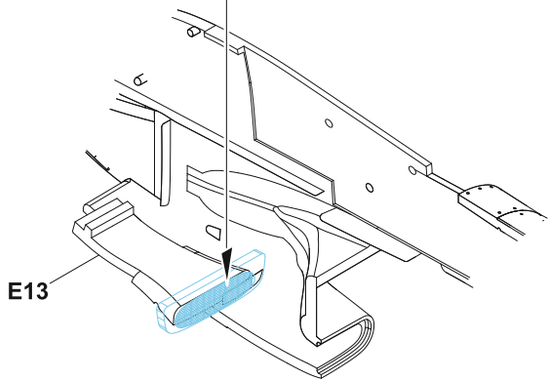


E20 - MARKING A
E18 - MARKINGS B, C
E17 - MARKING D

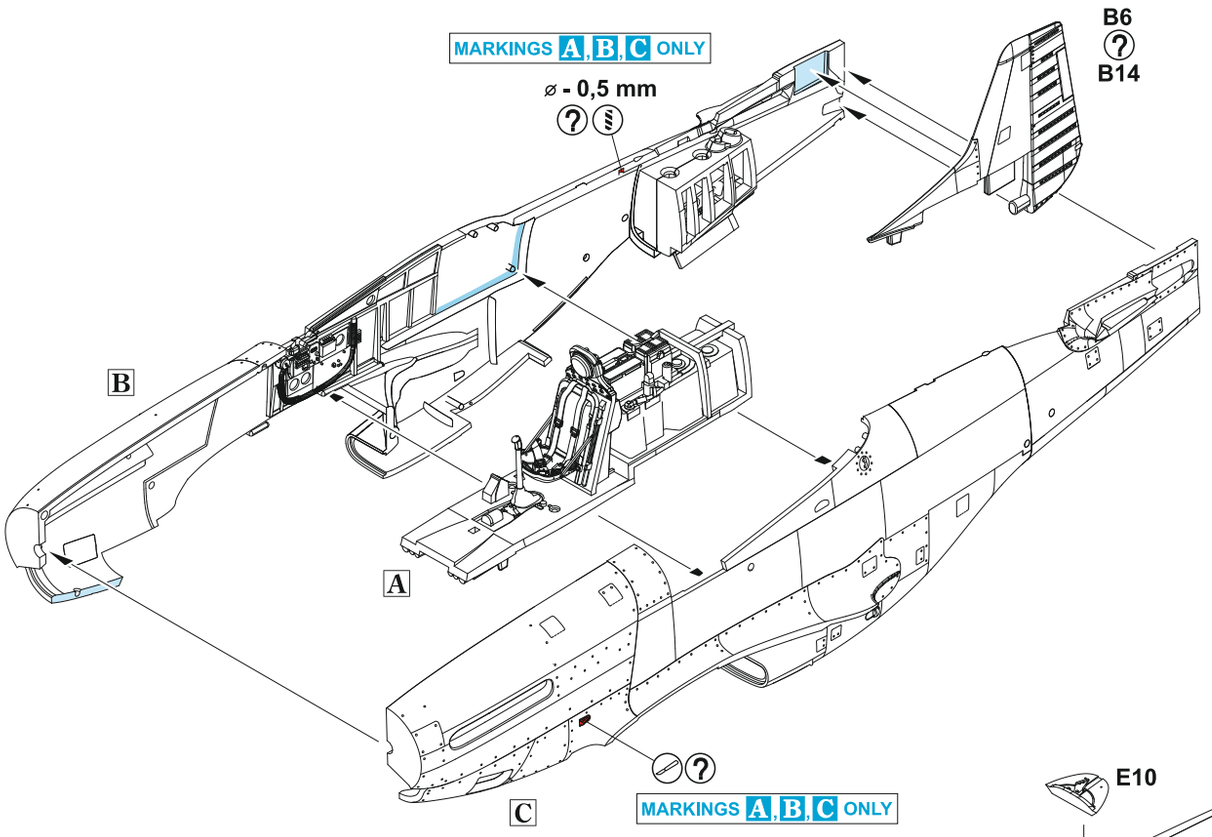
C

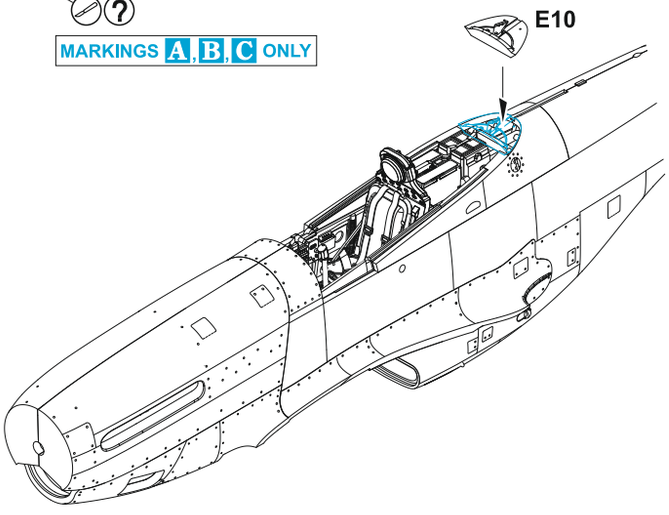


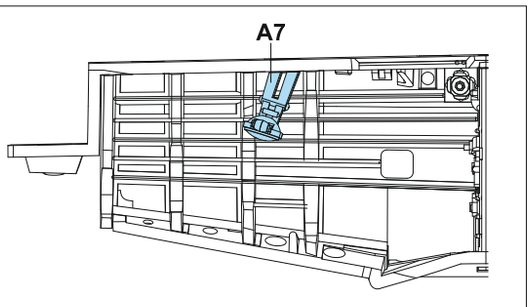




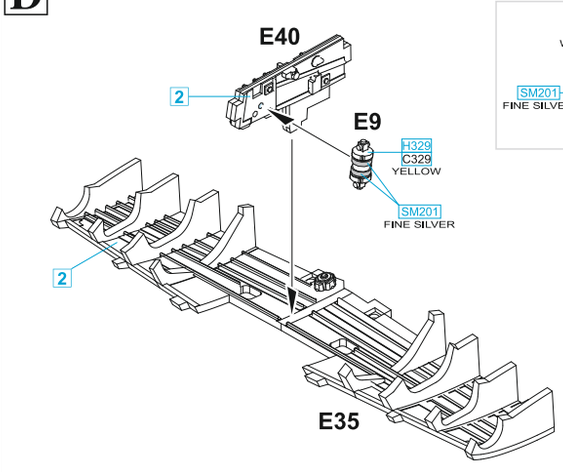
B6 - MARKINGS A,B,C
B14 - MARKING D

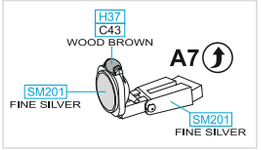


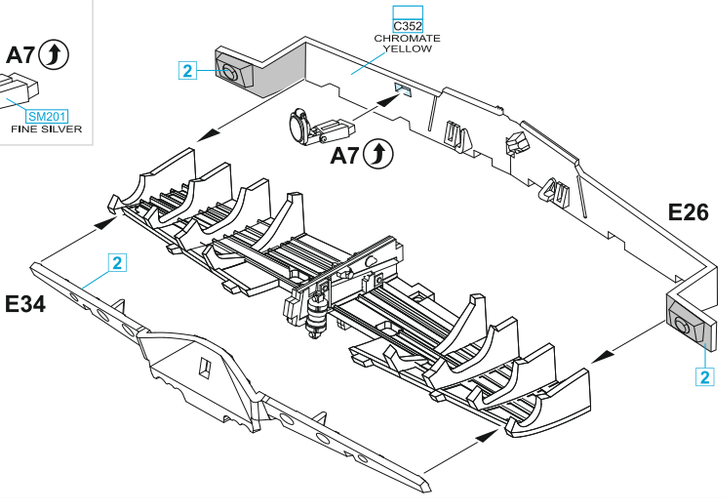


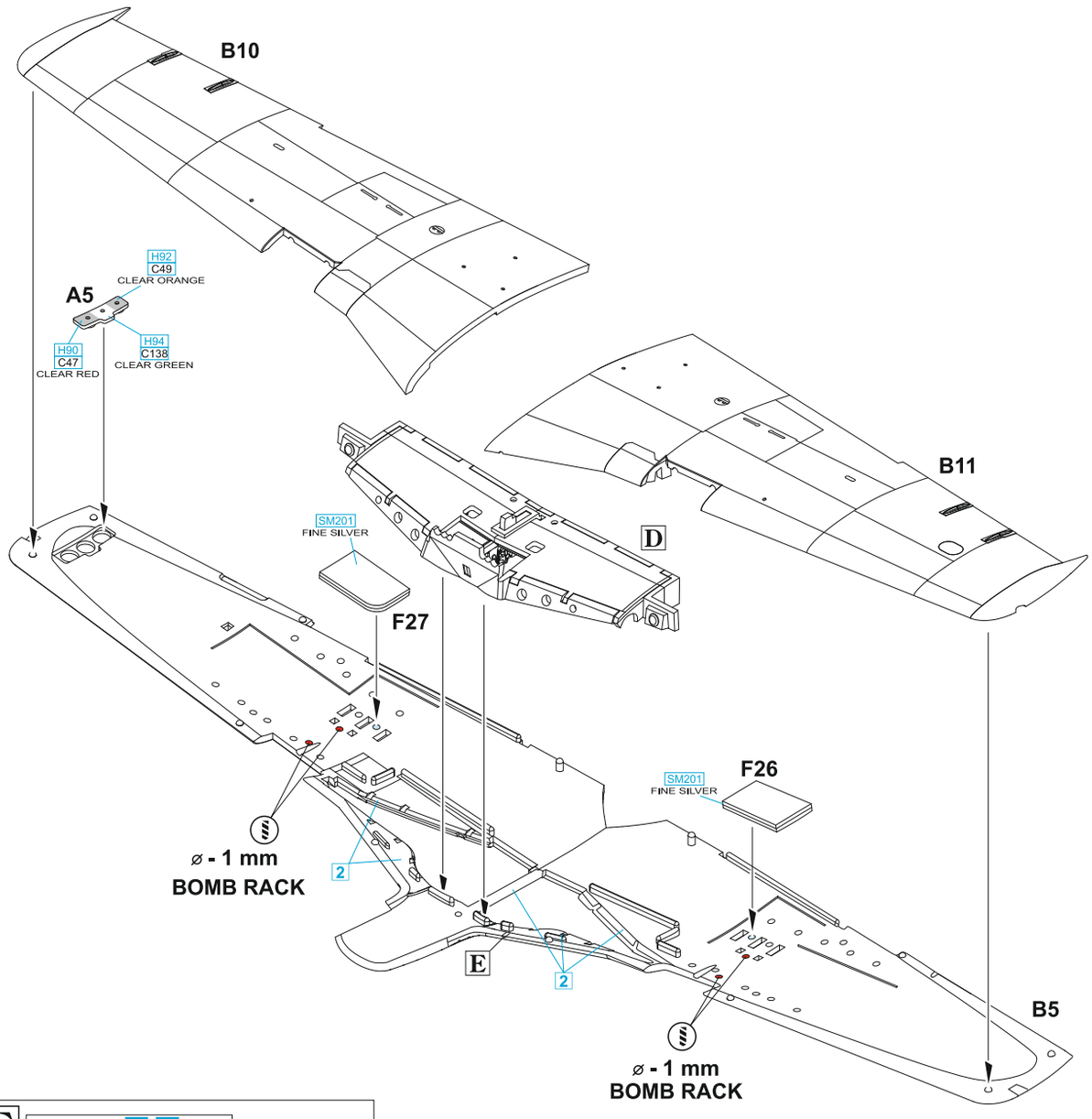


D

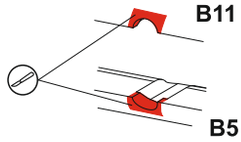






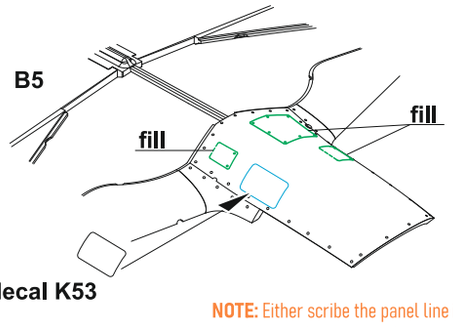


E MARKINGS C,D ONLY



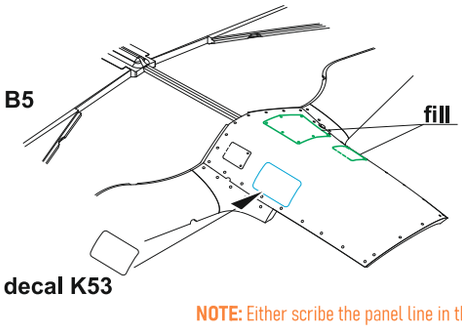
NOTE: create rectangle shape

MARKINGS A,B,C

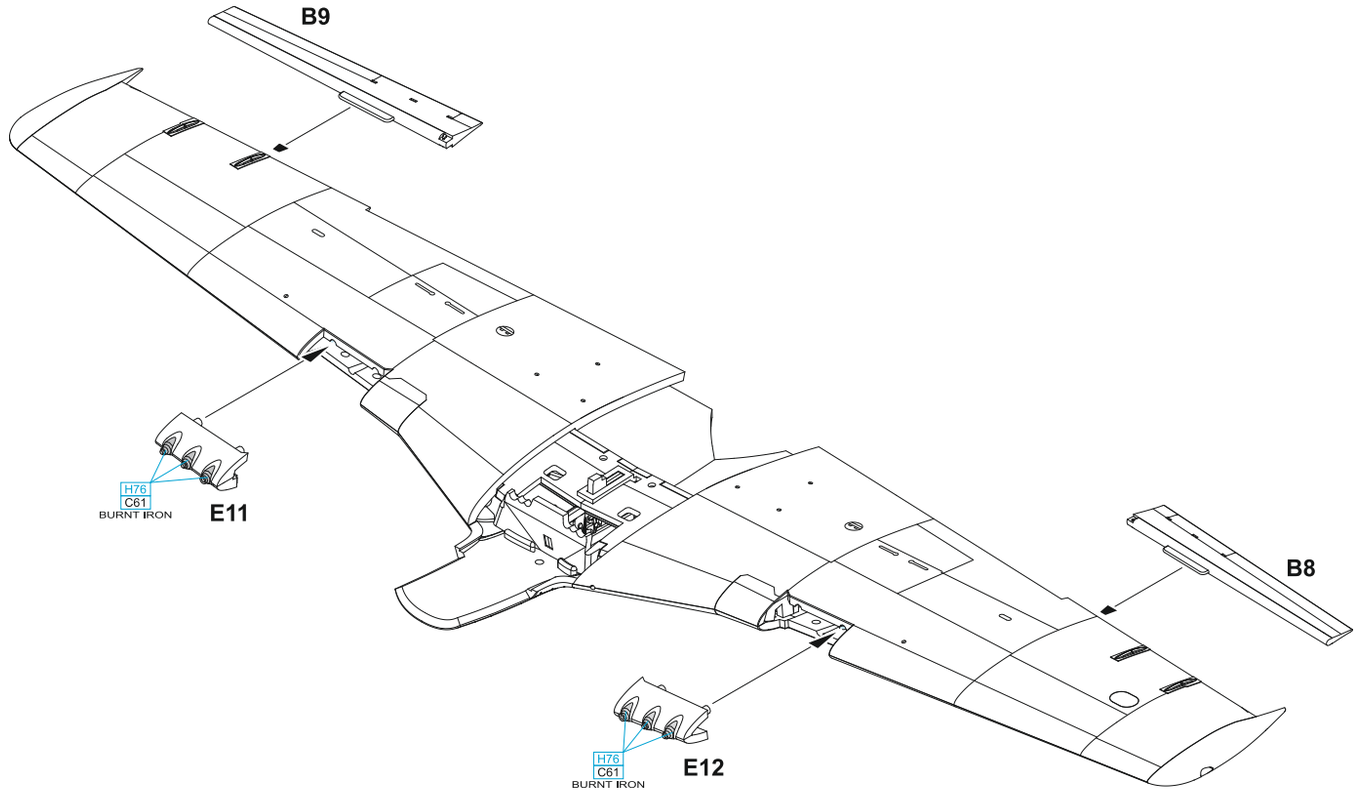


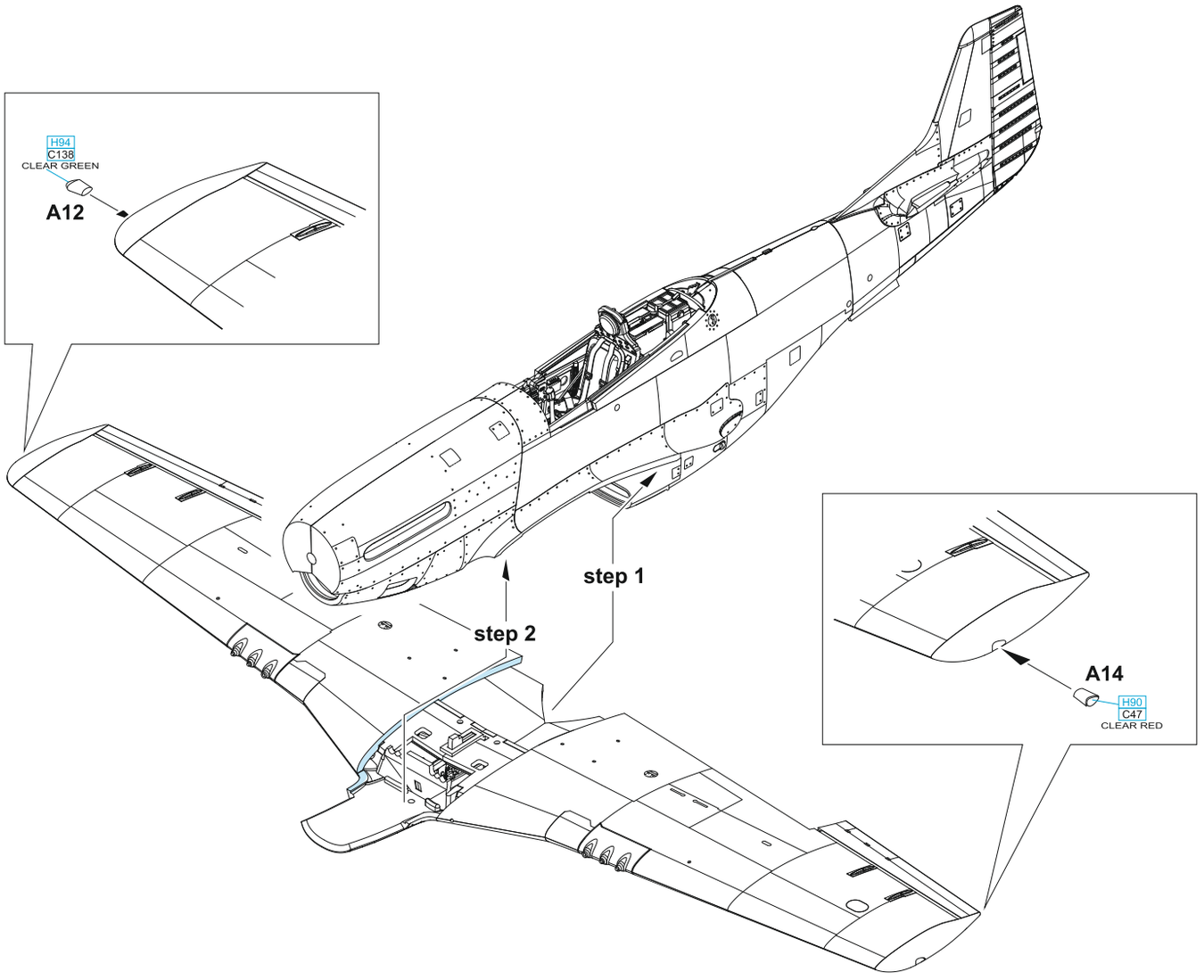
NOTE: Either scribe the panel line in the area highlighted with the blue line or use the decal K53 after painting the model to imitate the cover line.

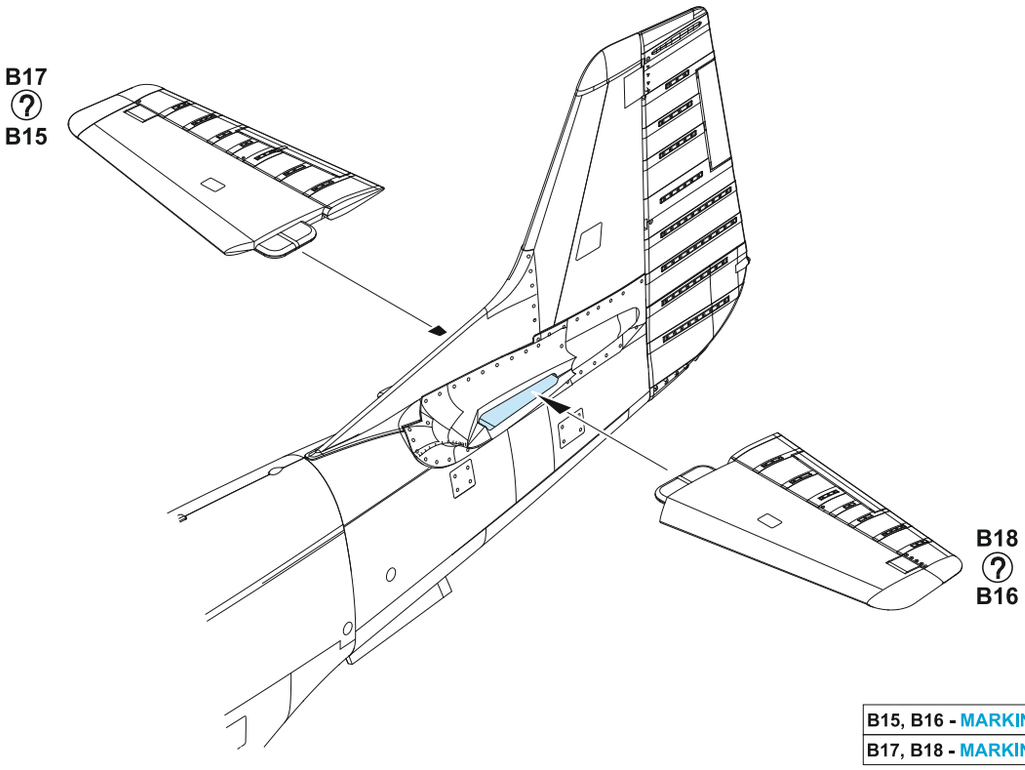
MARKING D



NOTE: Either scribe the panel line in the area highlighted with the blue line or use the decal K53 after painting the model to imitate the cover line.

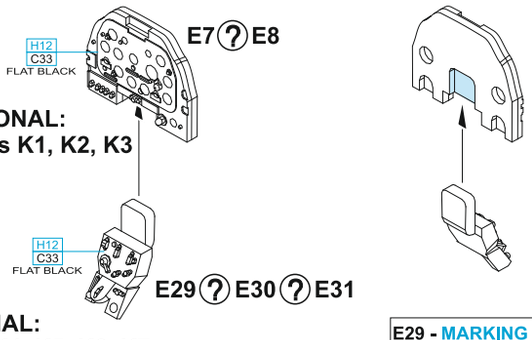

B9
H76
C61
BURNT IRON
E11
B8
H76
C61
BURNT IRON
E12


H94
C138
CLEAR GREEN
A12
step 1
step 2
A14
H90
C47
CLEAR RED



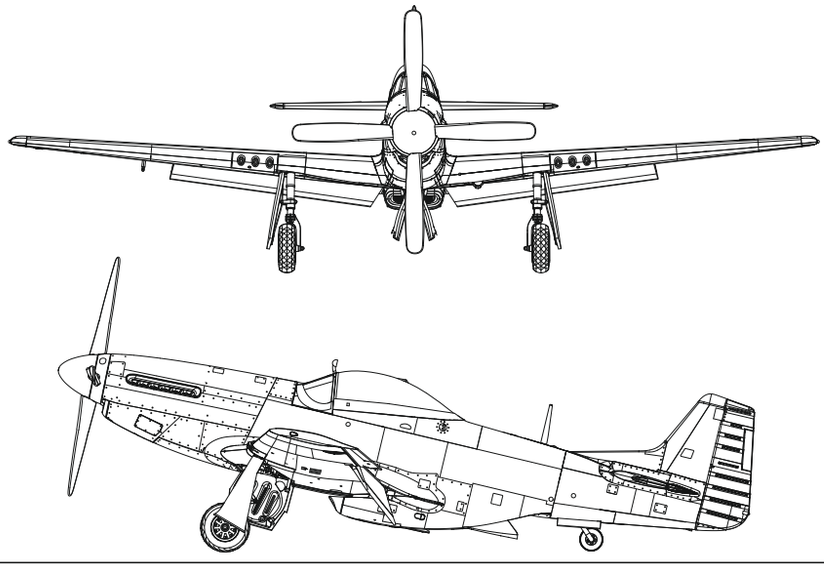
B15, B16 - MARKINGS A, C, D
B17, B18 - MARKING B

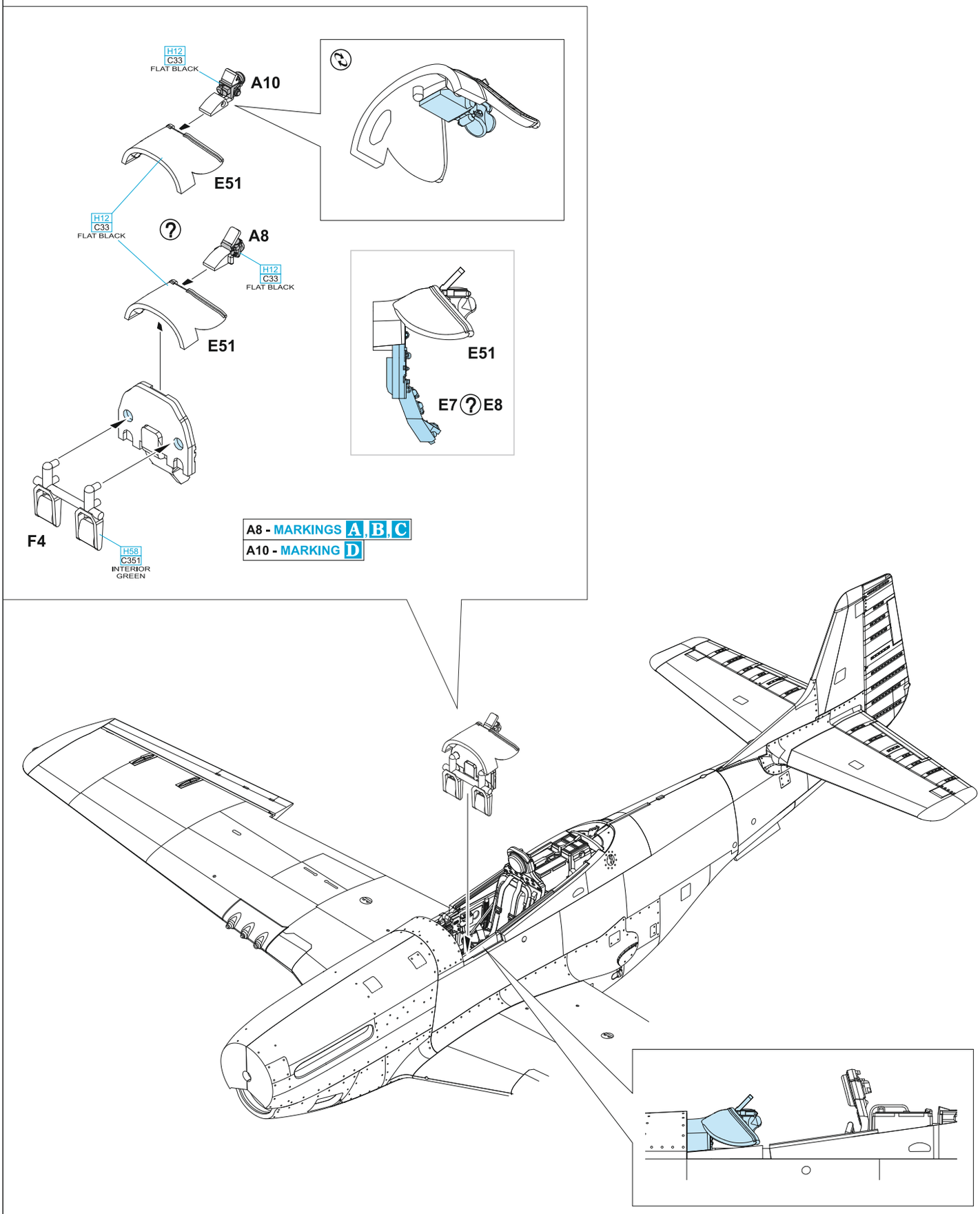
E8 - MARKING A
E7 - MARKINGS B, C, D

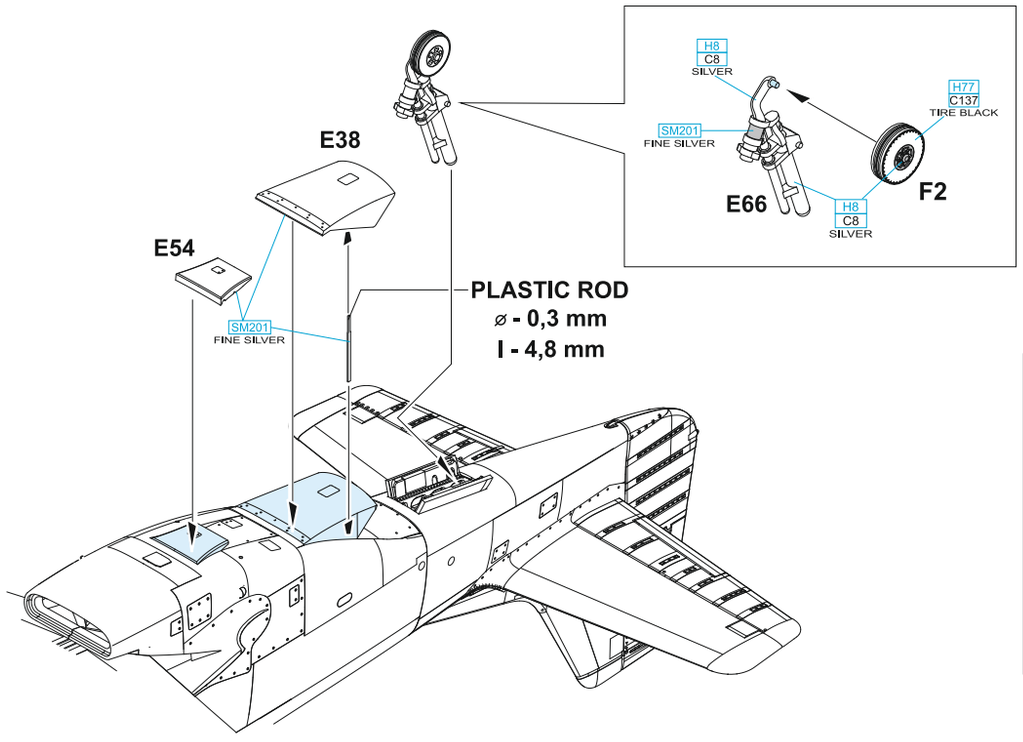


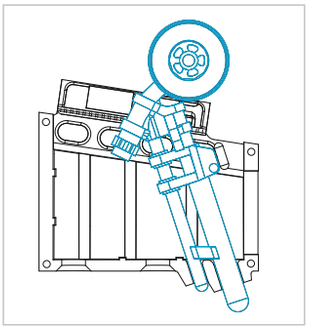
decal K1 - MARKING A
decal K4 - MARKINGS A, B, C
decal K2 - MARKINGS B, C
decal K3, decal K7 - MARKING D

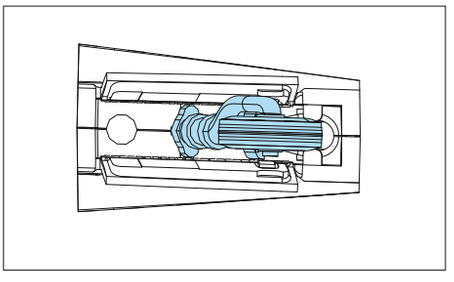
E29 - MARKING A
E30 - MARKINGS B, C
E31 - MARKING D

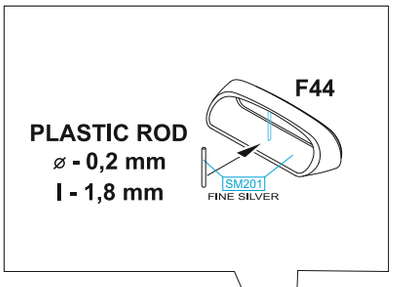


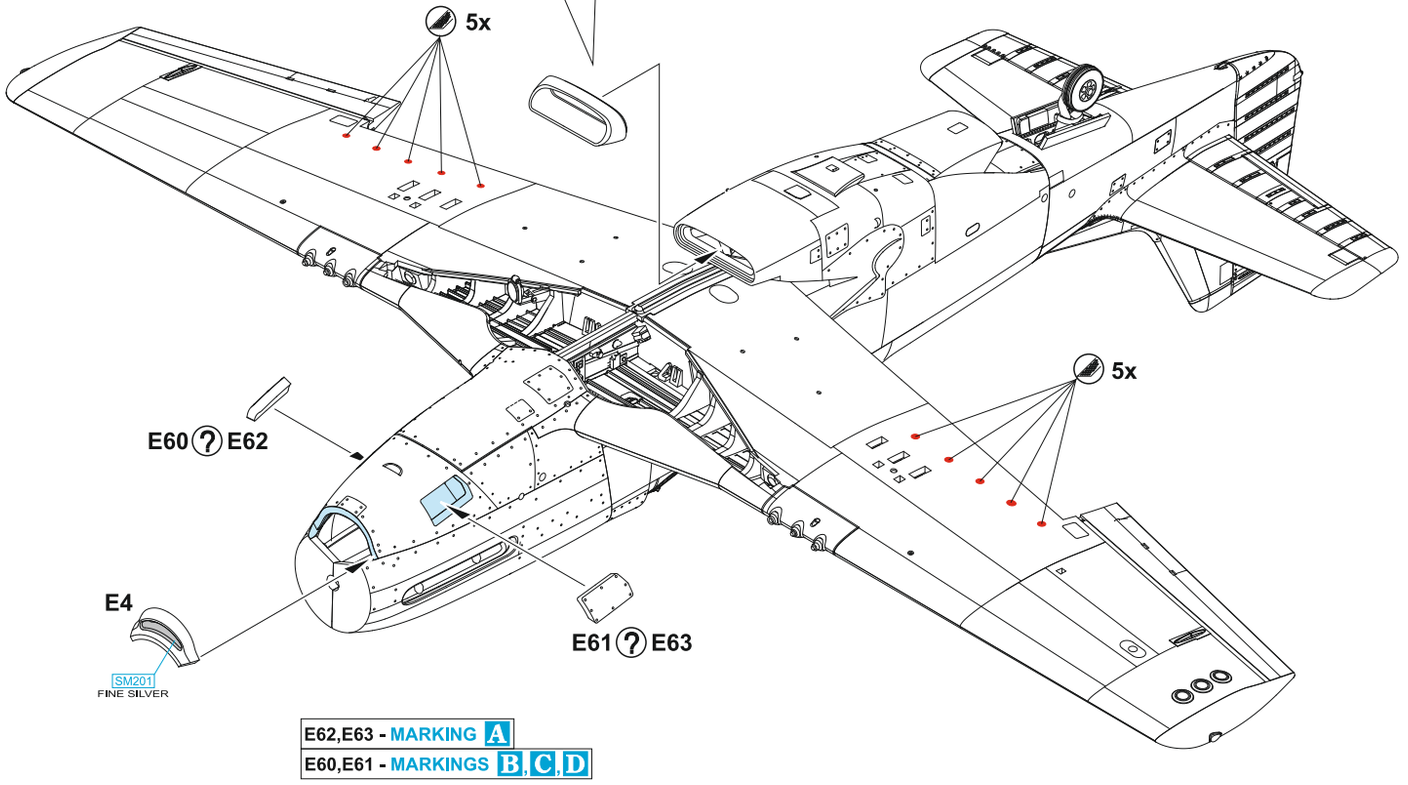

H12
C33
FLAT BLACK
A10
E51
H12
C33
FLAT BLACK
A8
H12
C33
FLAT BLACK
E51
E51
E7 E8
F4
H58
C351
INTERIOR
GREEN
A8 - MARKINGS A, B, C
A10 - MARKING D



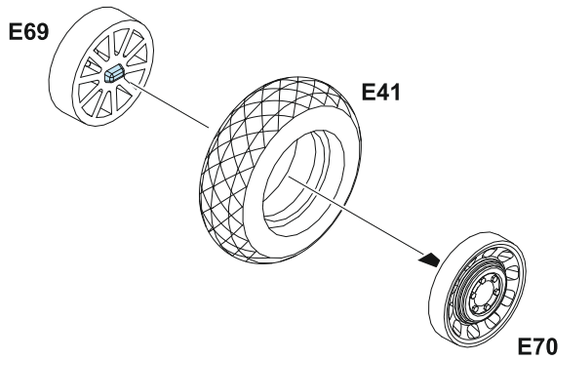


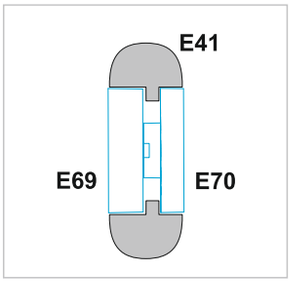


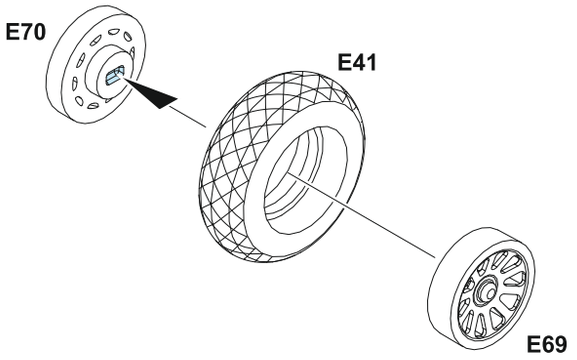


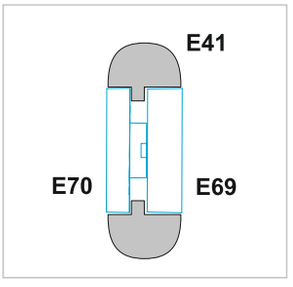


E62,E63 - MARKING A
E60,E61 - MARKINGS B, C, D

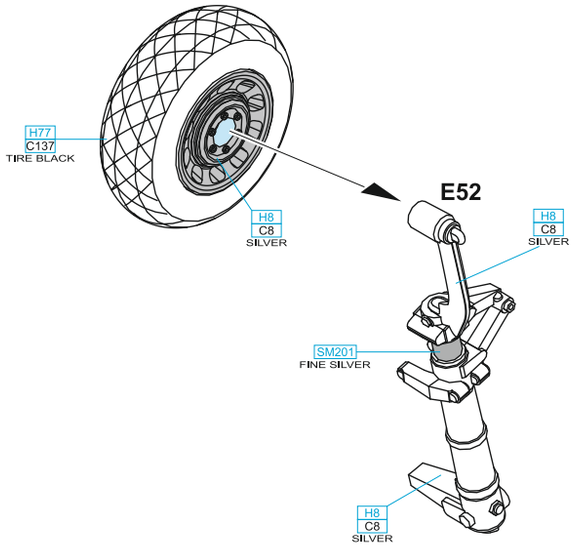




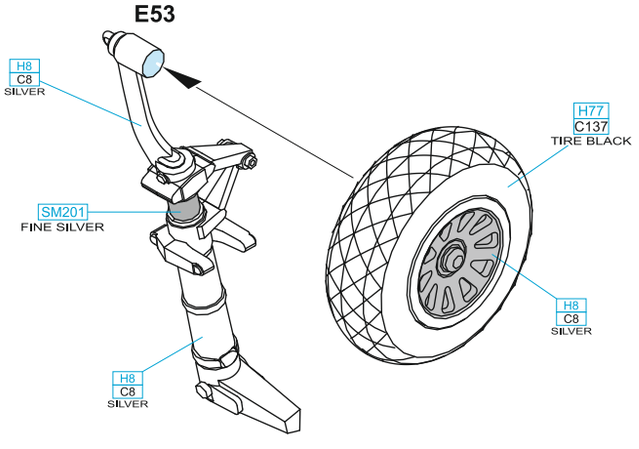




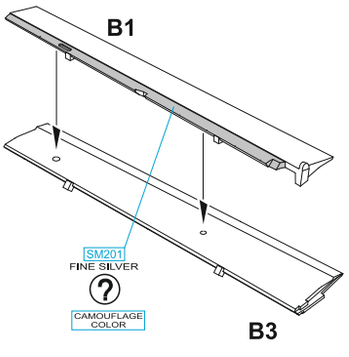
F



G

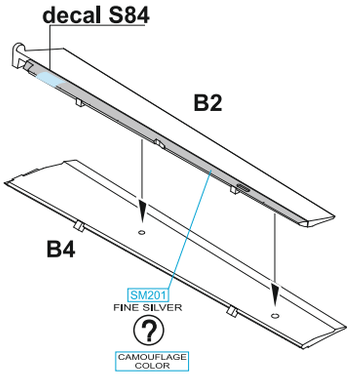


H

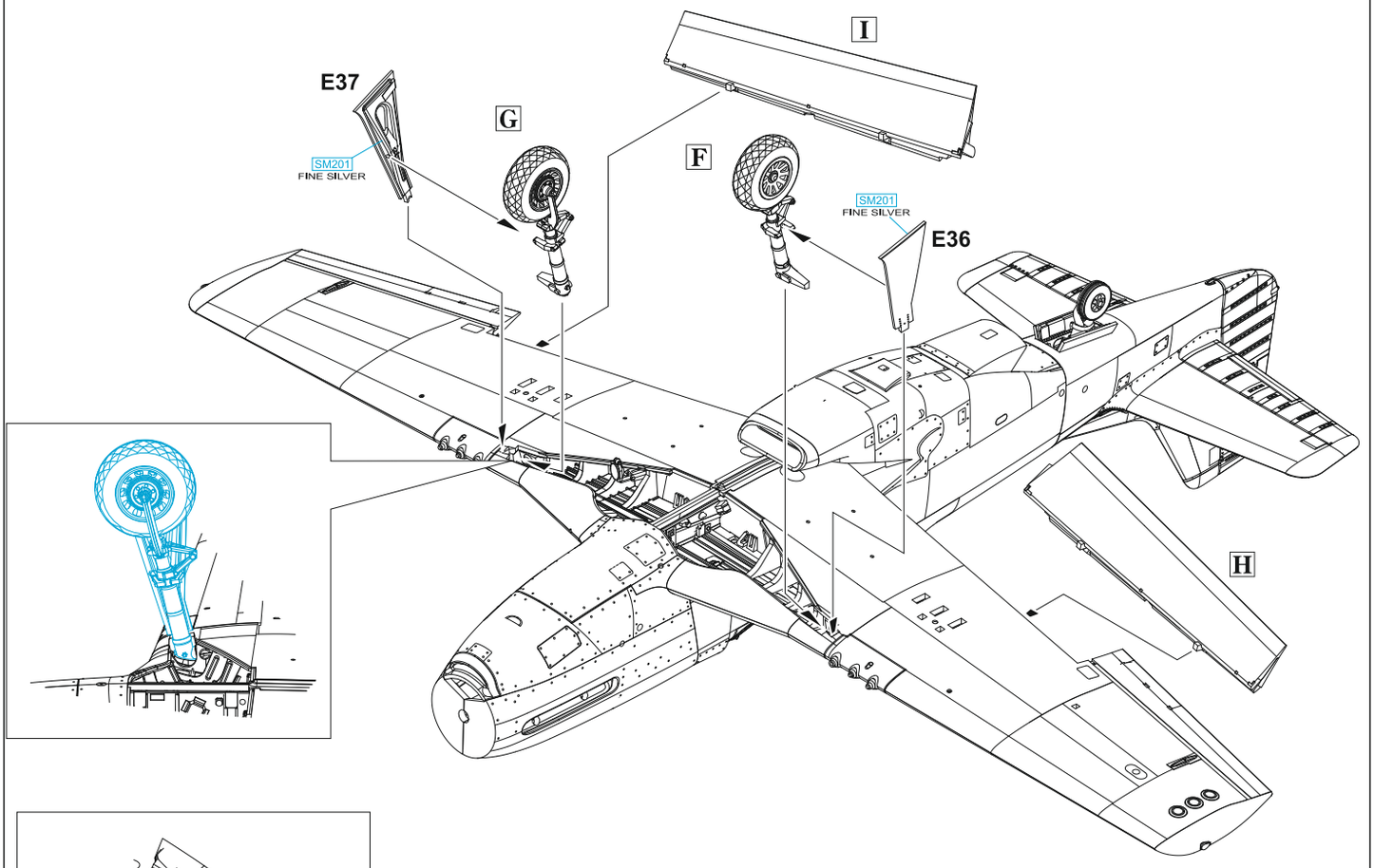


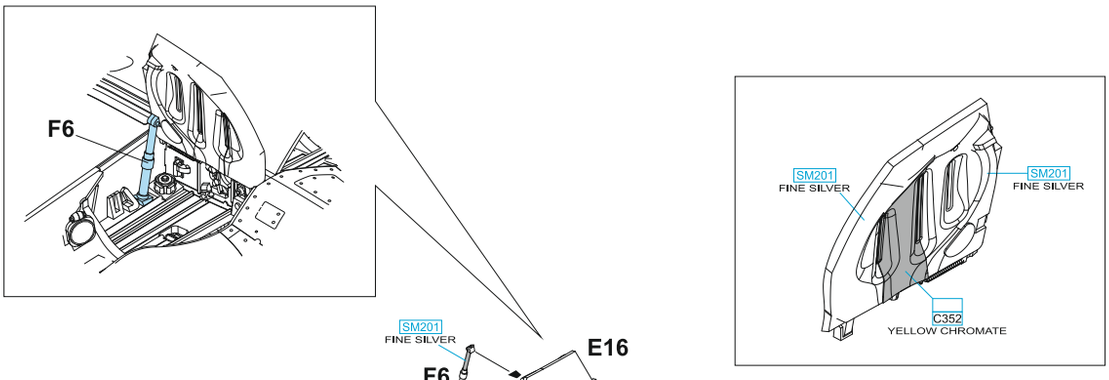
CAMOUFLAGE COLOR - MARKING B ONLY

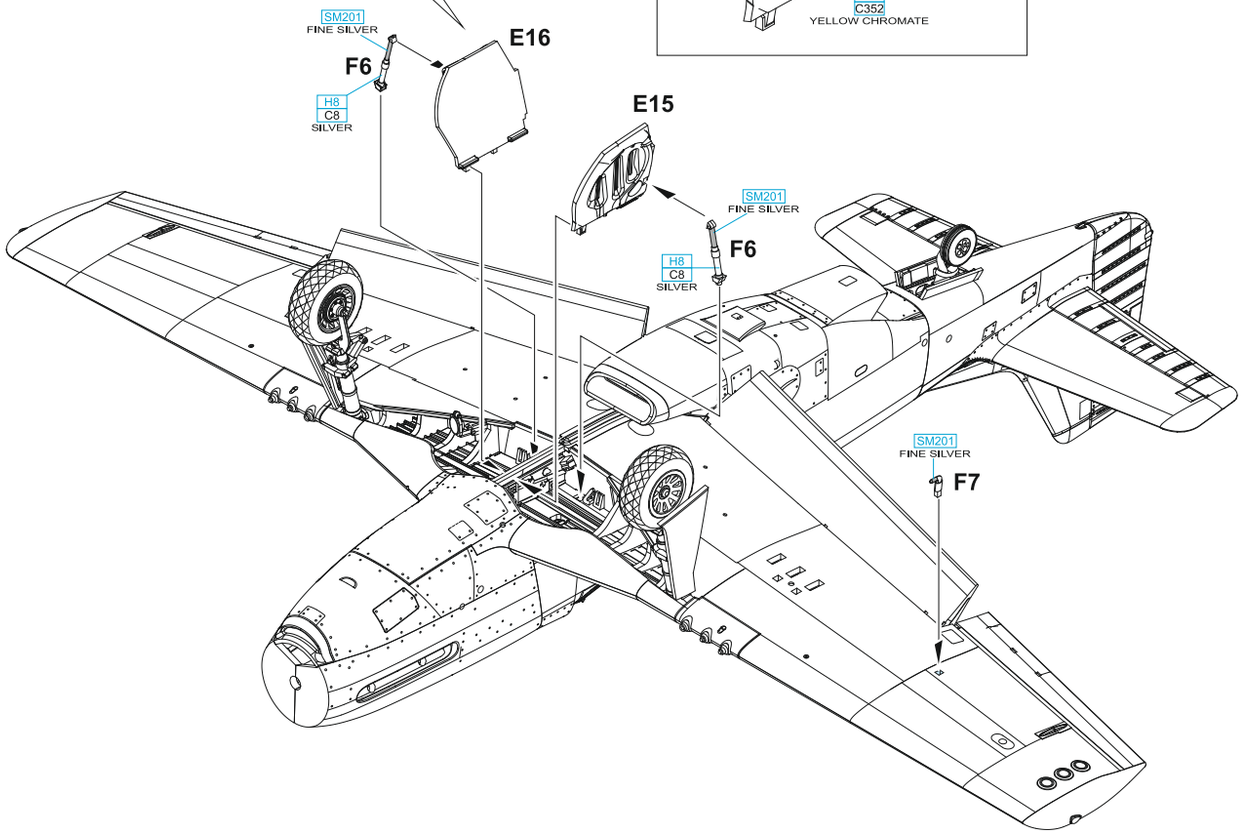
I



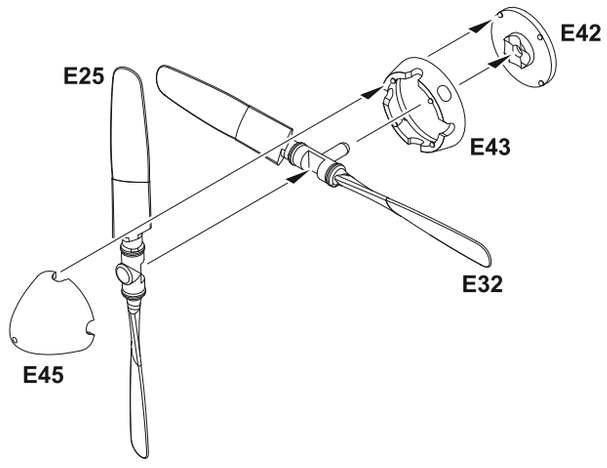
CAMOUFLAGE COLOR - MARKING B ONLY


I
E37
G
F
SM201
FINE SILVER
SM201
FINE SILVER
E36
H

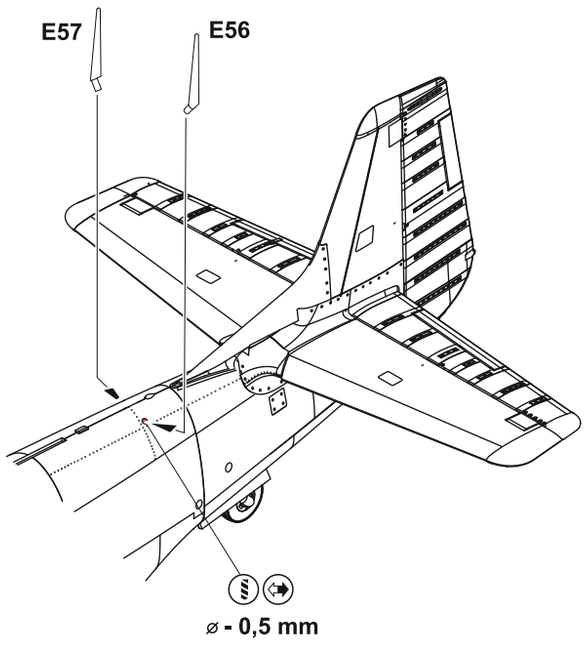

F6
SM201
FINE SILVER
SM201
FINE SILVER
C352
YELLOW CHROMATE


SM201
FINE SILVER
E16
F6
H8
C8
SILVER
E15
SM201
FINE SILVER
F6
H8
C8
SILVER
SM201
FINE SILVER
F7

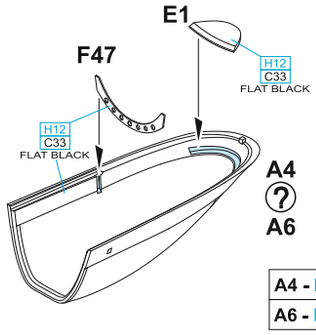
J



? MARKING D ONLY

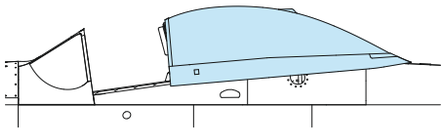


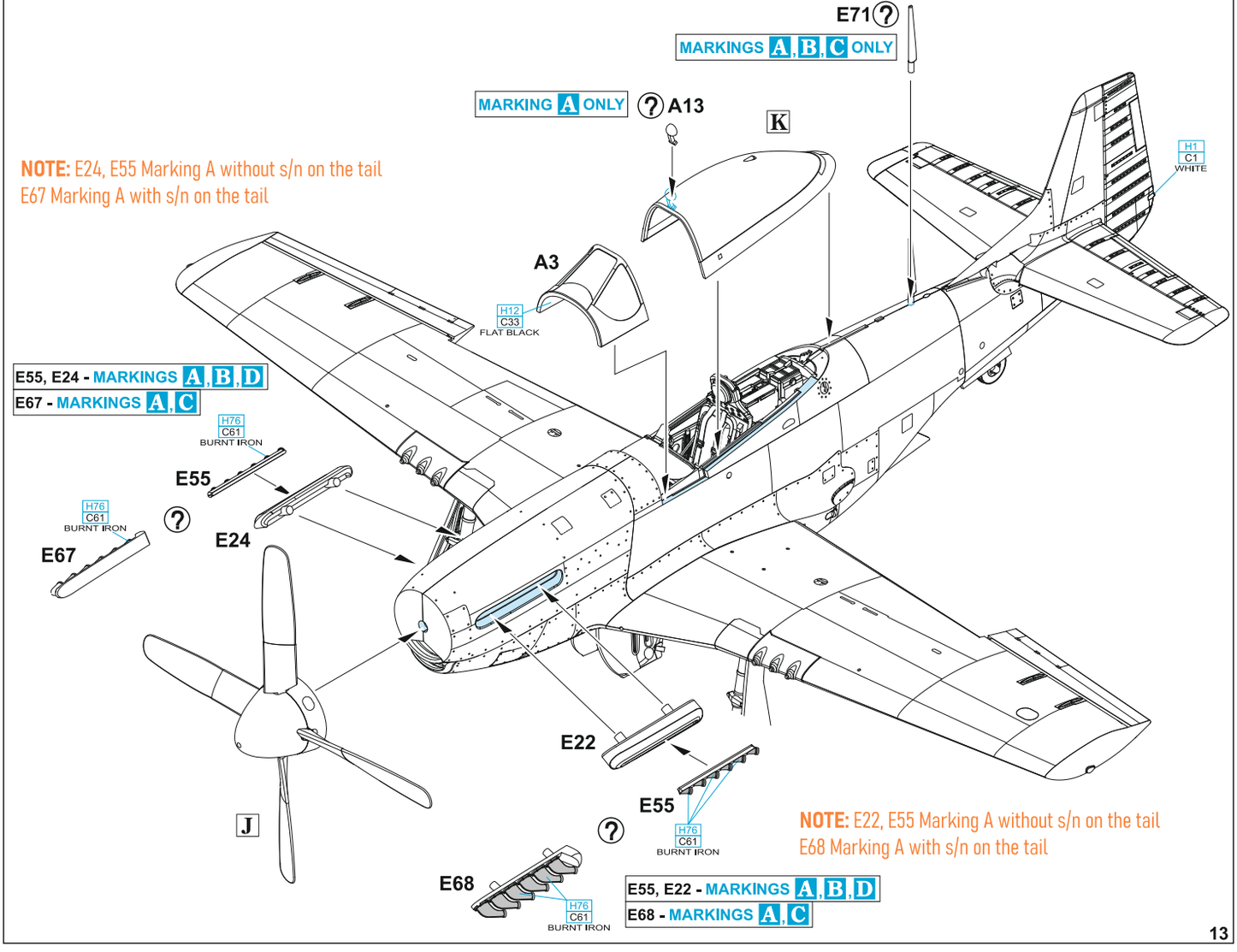
K



A4 - MARKINGS A,B
A6 - MARKINGS C,D

OPEN CANOPY POSITION

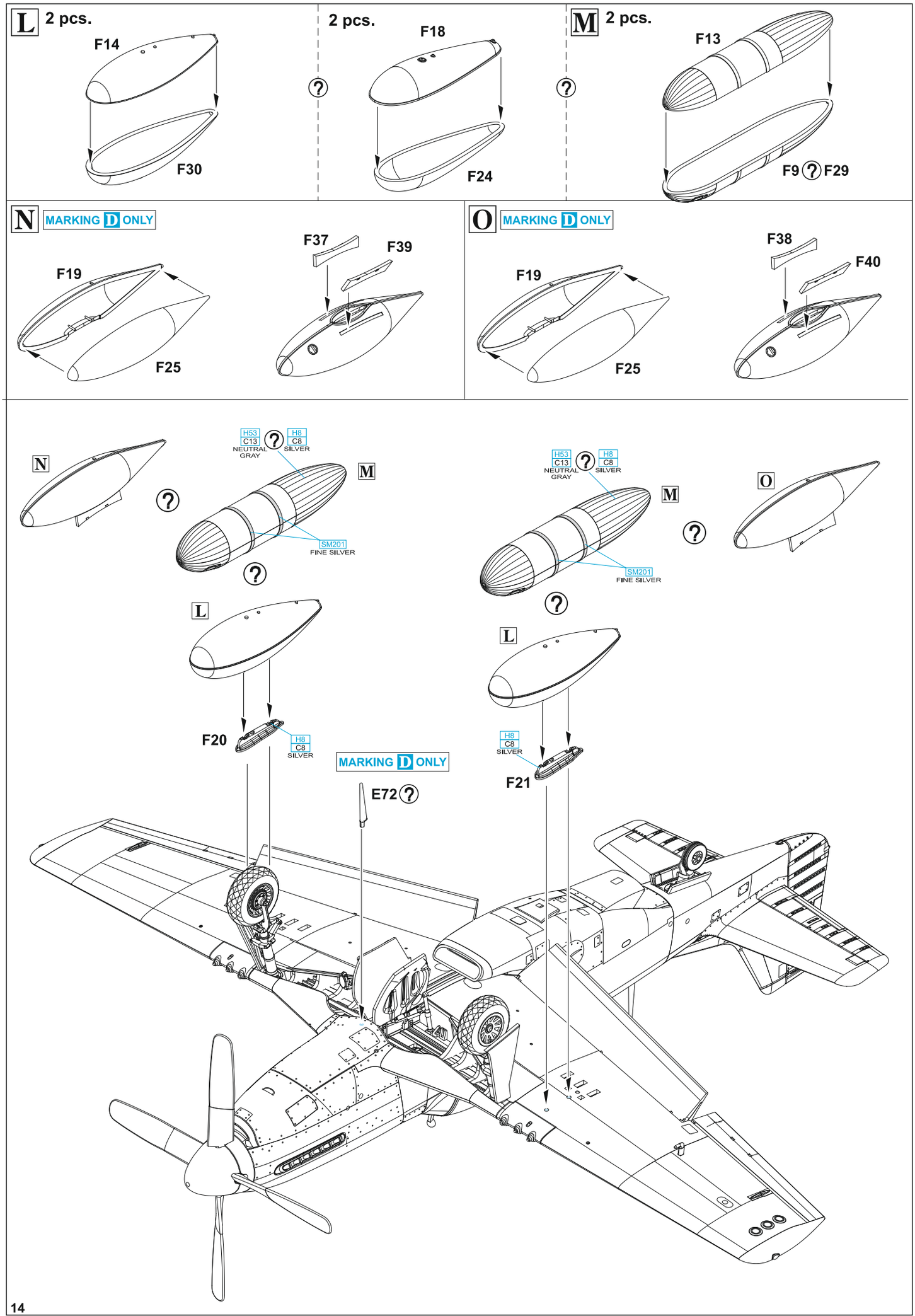




NOTE: E24, E55 Marking A without s/n on the tail
E67 Marking A with s/n on the tail

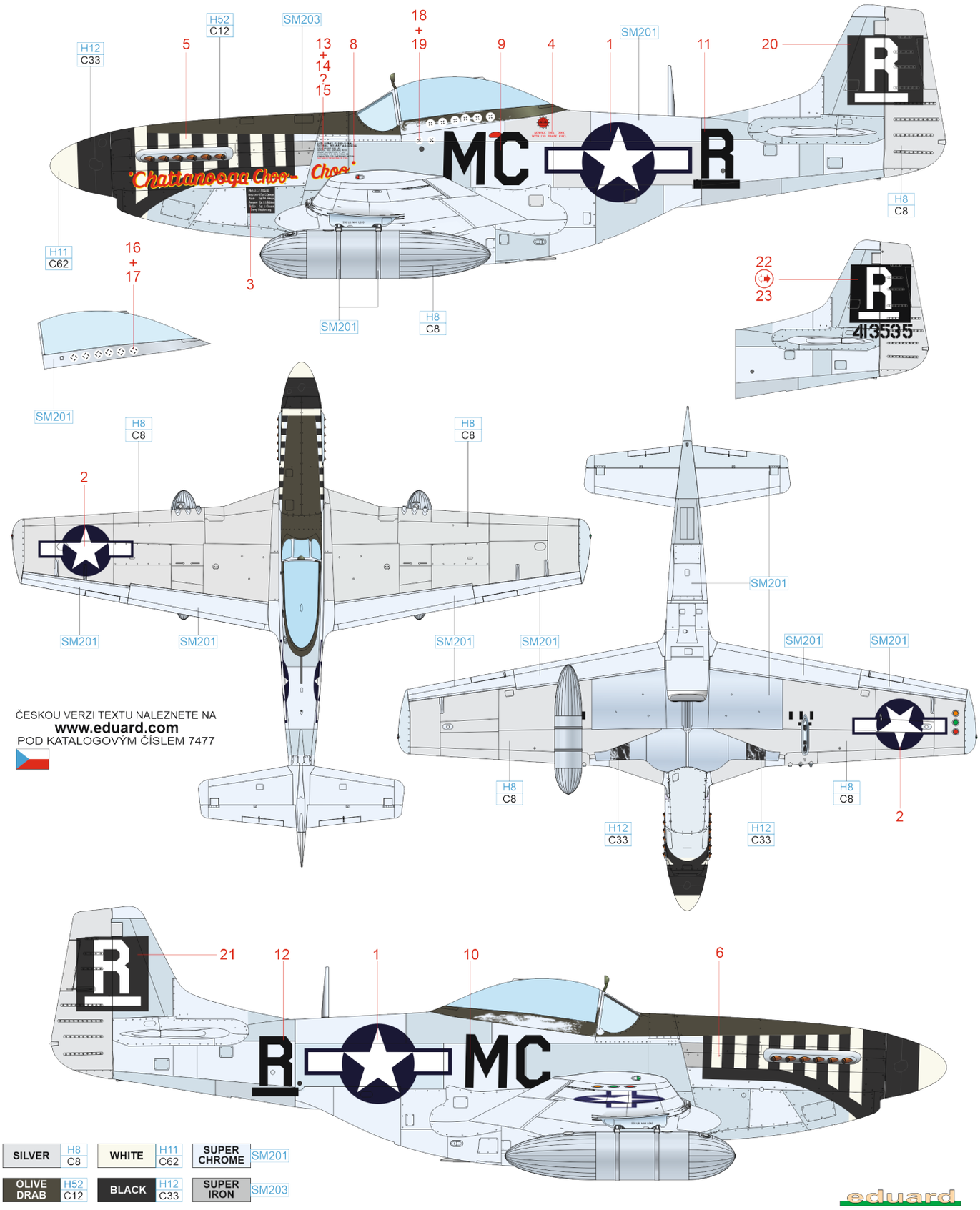
NOTE: E22, E55 Marking A without s/n on the tail
E68 Marking A with s/n on the tail

E55, E22 - MARKINGS A,B,D
E68 - MARKINGS A,C


L 2 pcs.
F14
F30
2 pcs.
F18
F24
M 2 pcs.
F13
F9 ? F29
N MARKING D ONLY
F19
F25
F37
F39
O MARKING D ONLY
F19
F25
F38
F40
N
M
O
H53
C13
NEUTRAL GRAY
H8
C8
SILVER
SM201
FINE SILVER
L
F20
F21
MARKING D ONLY
E72

A P-51D-5, s/n 44-13535, Lt. Edward F. Pogue, 79th FS, 20th FG, 8th AF, Kings Cliffe, United Kingdom, 1945

This Mustang was flown by Lt. E. F. "Pogie" Pogue at the end of 1944, it already had a long and rich service career that saw a list of 20th FG pilots in its cockpit. The aircraft carried names like Black's Bird and Wilma, but it was under the name of Chattanooga Choo Choo that the airplane made its mark, a name taken from the popular song made famous by Glenn Miller. As the names of the plane changed, so did its appearance. The original 20th FG markings consisting of black and white stripes on the nose behind the spinner were later supplemented by vertical black and white bands, the 20th Fighter Group identifier. The black square on the tail indicated service with the 79th Fighter Squadron. Later on, the serial number of the aircraft also made a return on the fin and rudder. The illustration here captures the look of the aircraft as it appeared in the spring of 1945, by then carrying the name Chattanooga Choo Choo. The application of the invasion stripes also went through an evolution. By this time, the invasion stripes had been removed, and so were the ETO quick identification markings, the remnants of which are only visible on the main gear covers. The underlined individual aircraft letter indicated that, at the time, there was already an airframe coded MC-R flying. During this period, it was flown almost exclusively by Lt. Pogue and according to available sources, was used in achieving all of his six destroyed enemies. After the end of the Second World War, Lt. Pogue piloted F-80s in Japan and later flew F-84s during the Korean War. He ended his career as a Lt. Colonel. For his outstanding service, he received nine Air Medals and two DFCs, among others.

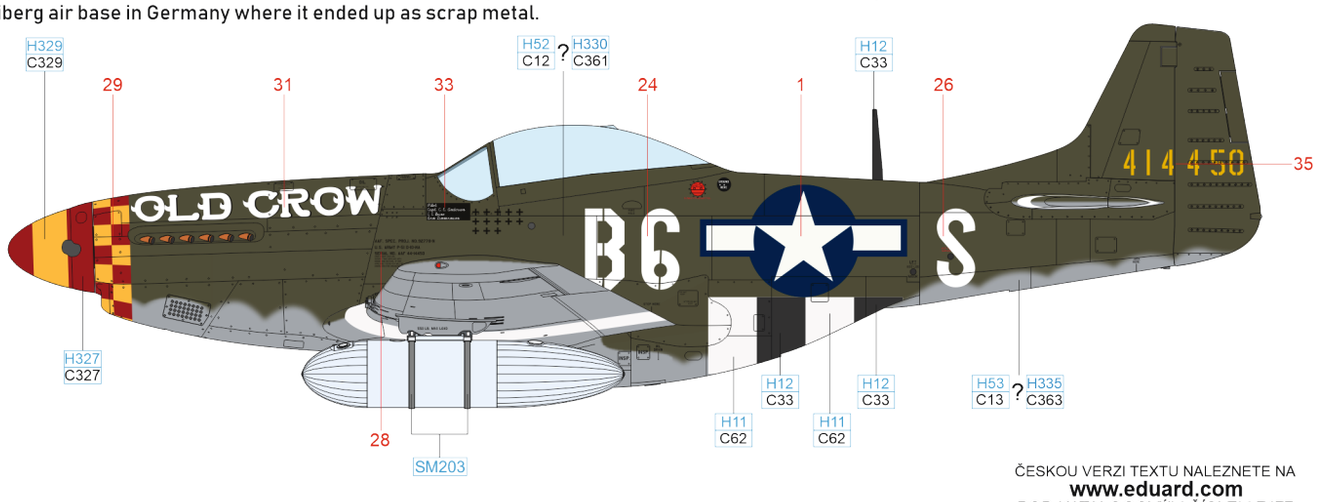


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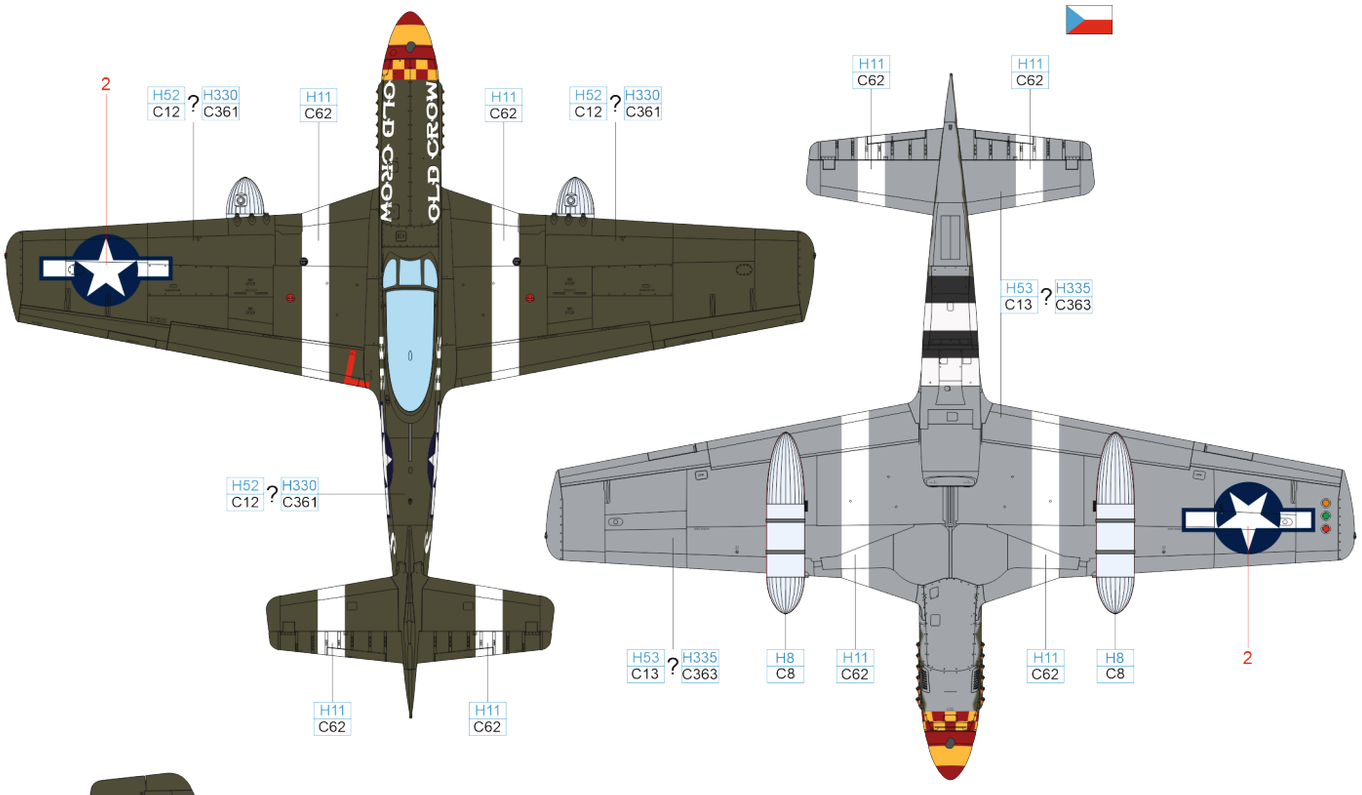
SILVER	H8 C8	WHITE	H11 C62	SUPER CHROME	SM201
OLIVE DRAB	H52 C12	BLACK	H12 C33	SUPER IRON	SM203

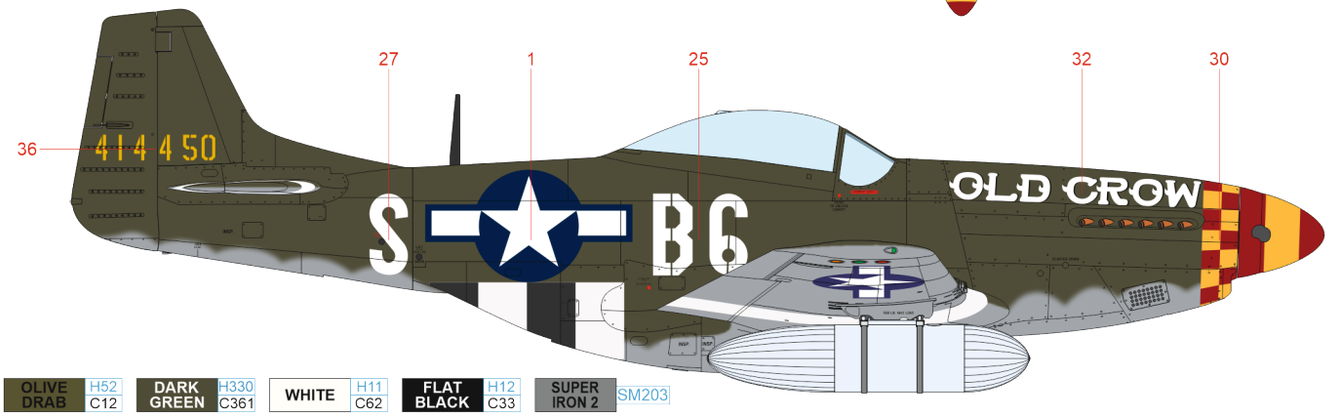
B P-51D-10, s/n 44-14450, Capt. Clarence E. Anderson, 363rd FS, 357th FG, 8th AF, Leiston, United Kingdom, October 1944

"Bud" Anderson was born on January 13, 1922, in Oakland, California. In January 1942 he joined the Army and till September 28, 1942, served as an Air Cadet. In November 1943 he was assigned to the 363rd FS, 357th FG. He finished his first tour of duty in June 1944 and returned to the United States for two months. In September 1944 he returned to his original unit. In the beginning of December 1944, he was promoted to Major and in January 1945 finished his second tour of duty. In total he flew 116 combat missions and logged 1423 flight hours. His final score was 17 confirmed aerial victories. After the war he mostly flew as a test pilot, and he retired from the Air Force on March 31, 1972. The Mustang flown by Clarence "Bud" Anderson during his second tour was initially camouflaged on all upper surfaces, including the landing flaps interiors, in dark green paint, probably RAF Dark Green. The lower surfaces were painted in Medium Sea Grey. In the end of 1944 Bud had the camouflage paint removed from his Mustang and flew it in the natural metal finish. "Bud" Anderson named his new Mustang the same as the previous ones, Old Crow and shot down four more German aircraft while flying it. After he finished his second tour of duty, his Old Crow was handed over to Lt. James Taylor from the 363rd FS and renamed Pretty Pix. After the war the aircraft was transferred to Neubiberg air base in Germany where it ended up as scrap metal.



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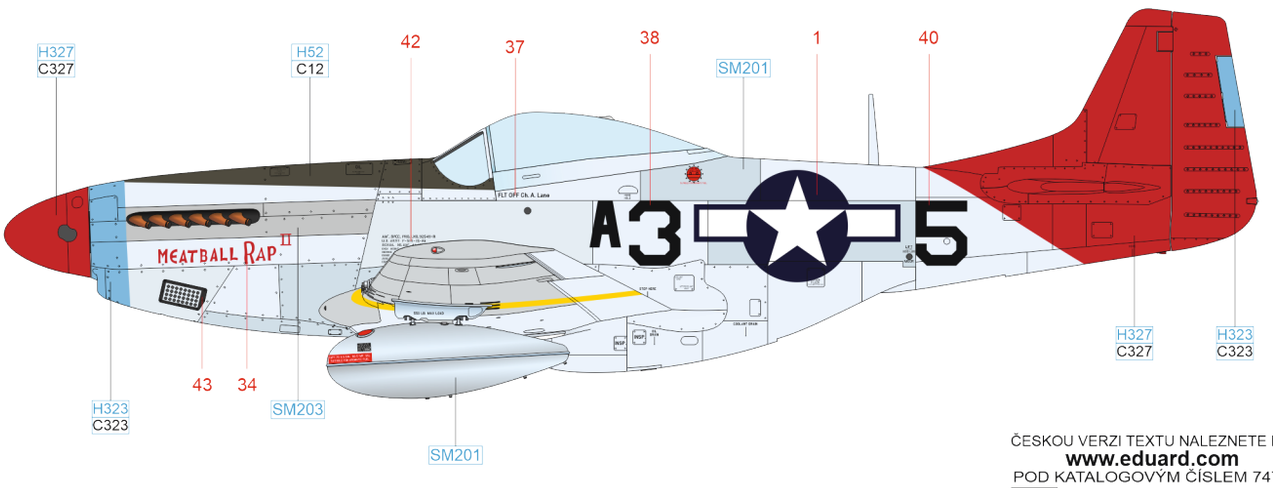




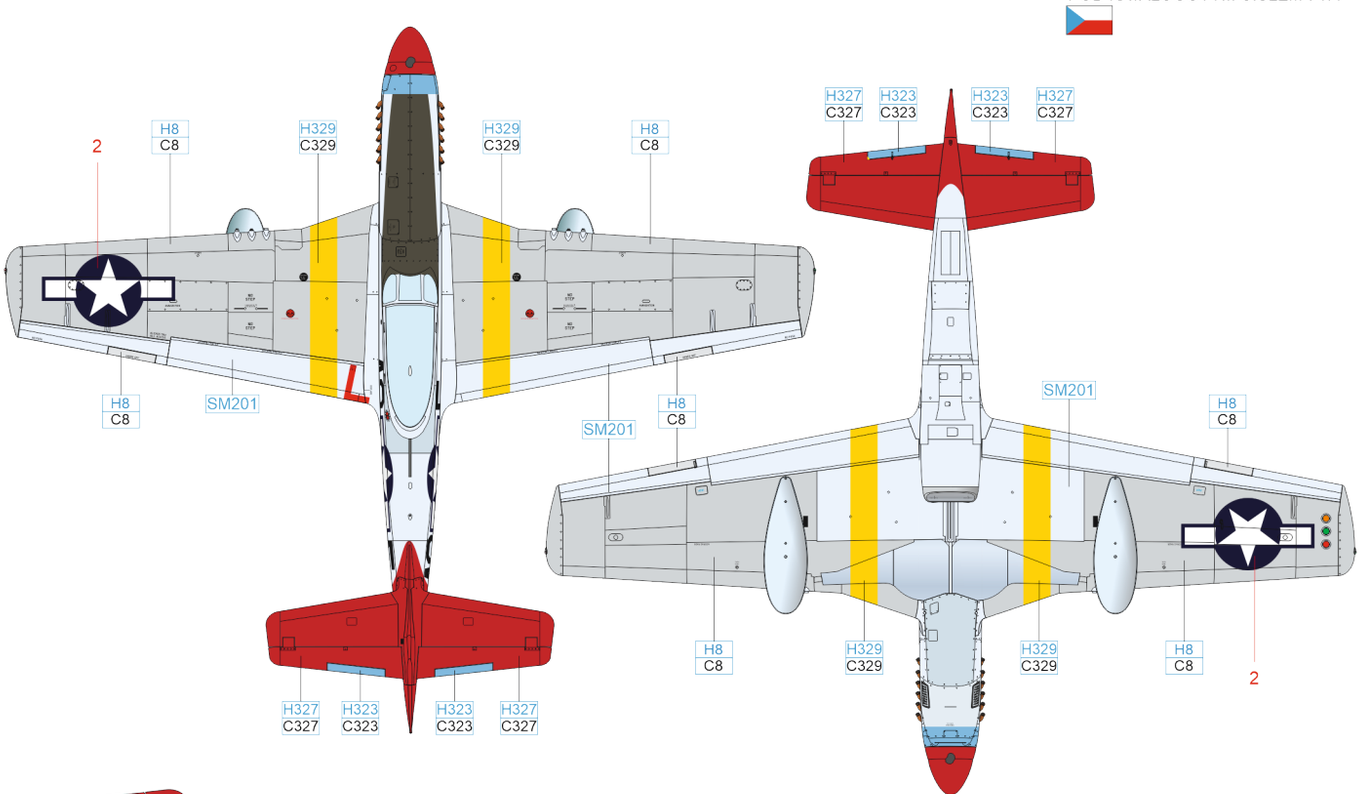
OLIVE DRAB	H52 C12	DARK GREEN	H330 C361	WHITE	H11 C62	FLAT BLACK	H12 C33	SUPER IRON 2	SM203
NEUTRAL GRAY	H53 C13	MEDIUM SEAGRAY	H335 C363	SILVER	H8 C8	YELLOW	H329 C329	RED	H327 C327

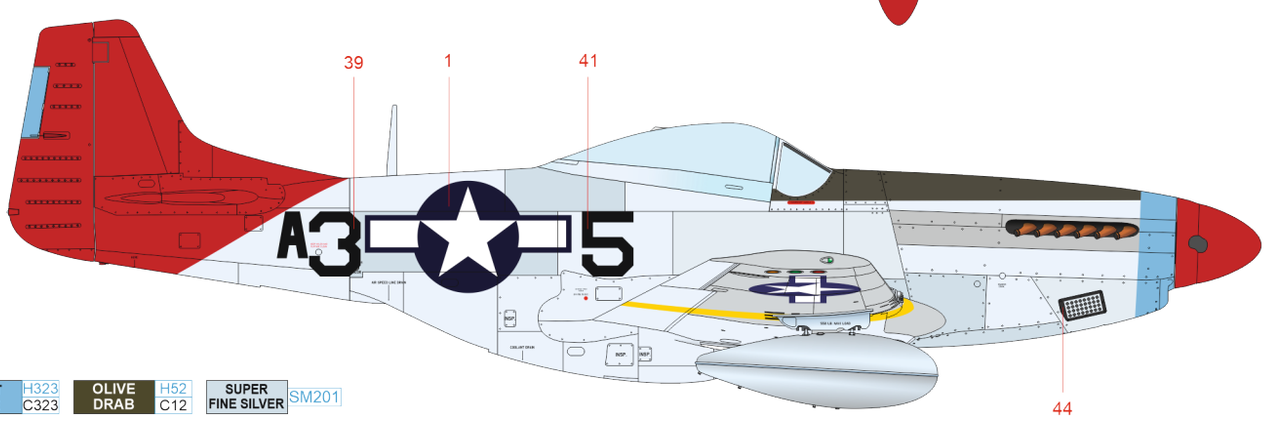
C P-51D-15, Flt. Off. Charles A. Lane, 99th FS, 332nd FG, 15th AF, Ramitelli, Italy, March 1945

Charles Lane, a St. Louis, Missouri, native started his pilot training in 1943 in Tuskegee, Alabama. After its completion he was ordered to 99th FS where, until the end of war, he completed 26 missions on P-47 and P-51. He continued in the military career after the war and spent altogether 27 years flying fighters, transports and even B-52 bombers. In 1970 he retired with the rank of Lieutenant Colonel. He passed away in 2016. Same as the other sister squadrons of the 332nd Fighter Group, the 99th Fighter Squadron aircraft marking was the rear fuselage and tail surfaces painted in eye-catching overall red which helped the crews of the escorted bombers to recognize their own fighters. The marking gave the unit the nickname Red Tails.



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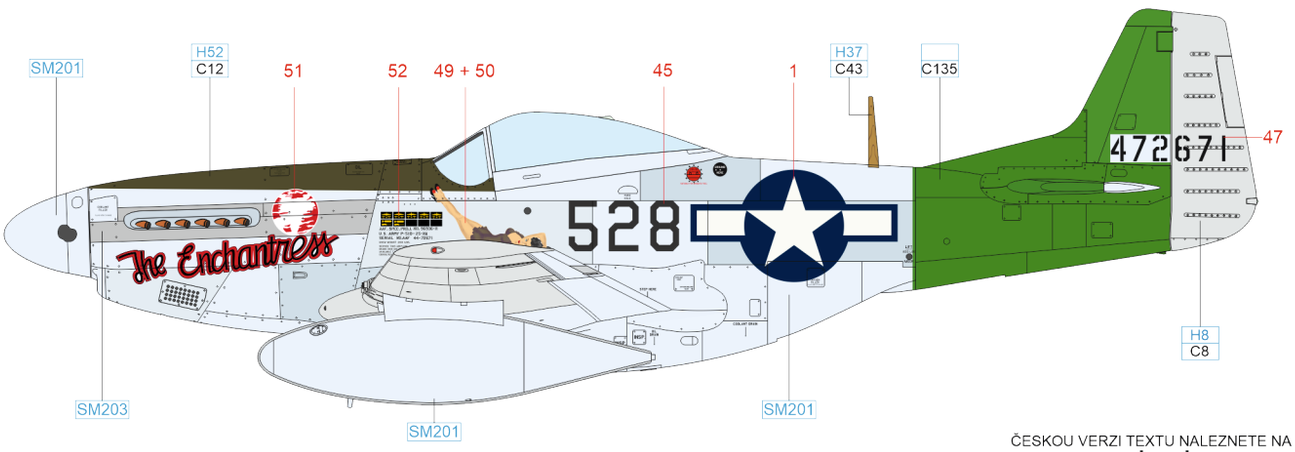




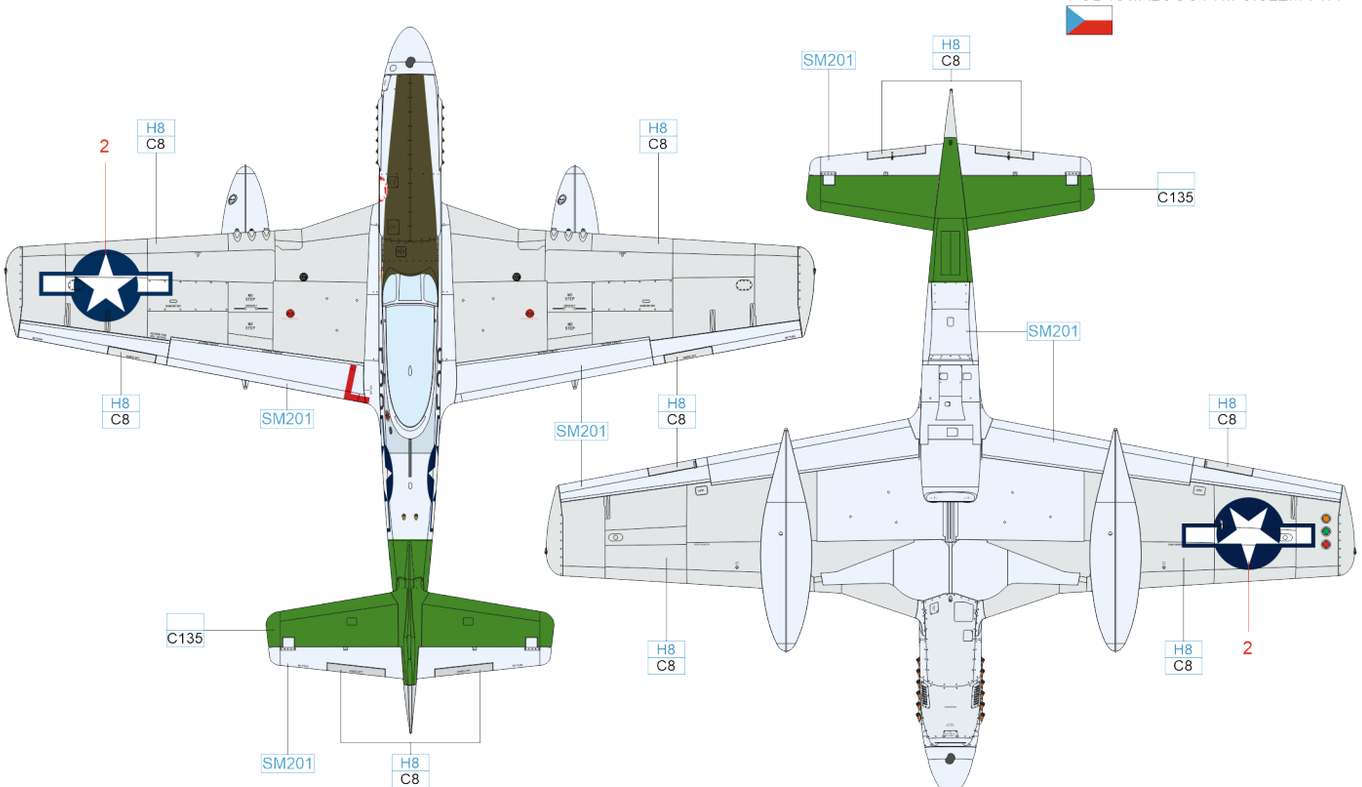
LIGHT BLUE	H323 C323	OLIVE DRAB	H52 C12	SUPER FINE SILVER	SM201		
YELLOW	H329 C329	RED	H327 C327	SILVER	H8 C8	SUPER IRON	SM203

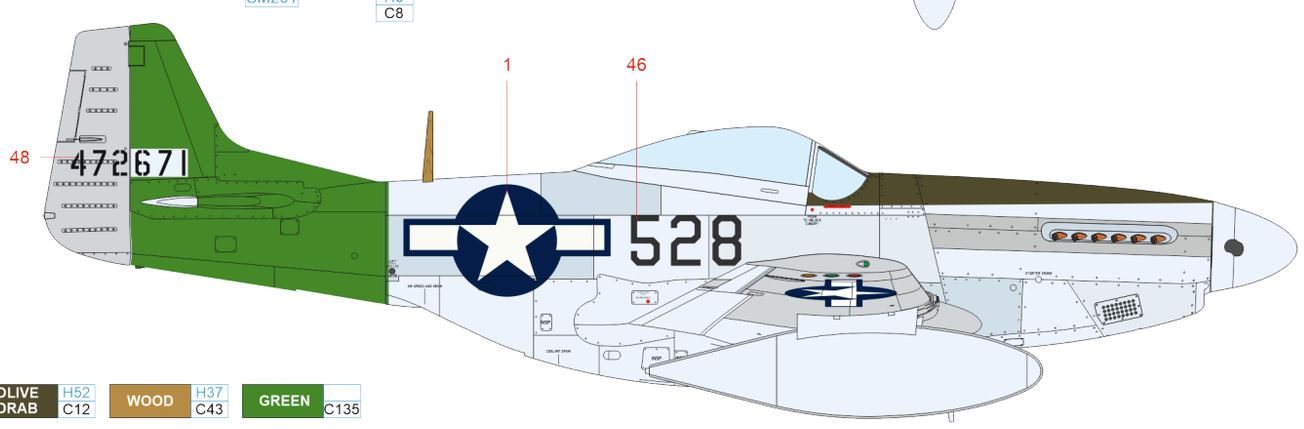
D P-51D-25, s/n 44-72671, 2nd Lt. William Saks, 457th FS, 506th FG, 20th AF, Iwo Jima, June 1945

2nd Lt. William Saks is better known among historians for his Mustang's decoration than his combat achievements and enemy aircraft kills. In the ranks of 457th Fighter Squadron he participated in the B-29 bombers escort sorties which were devastating Japanese islands and in the whole 506th FG Mustang fleet raids against the logistical centers and other military targets in Japan. His fate was sealed on June 1, 1945, when returning to Iwo Jima he perished together with another eleven pilots of his unit due to bad weather. The day is therefore called Black Friday in 506th FG records. William Saks flew this mission with aircraft 44-72885. Tails of the 457th FS aircraft were sprayed in green color for better recognition during the long range escort flights. 2nd Lt. Saks named his aircraft Enchantress. There was a sparsely-clad girl painted under the windshield inspired by Albert Varga's artwork.



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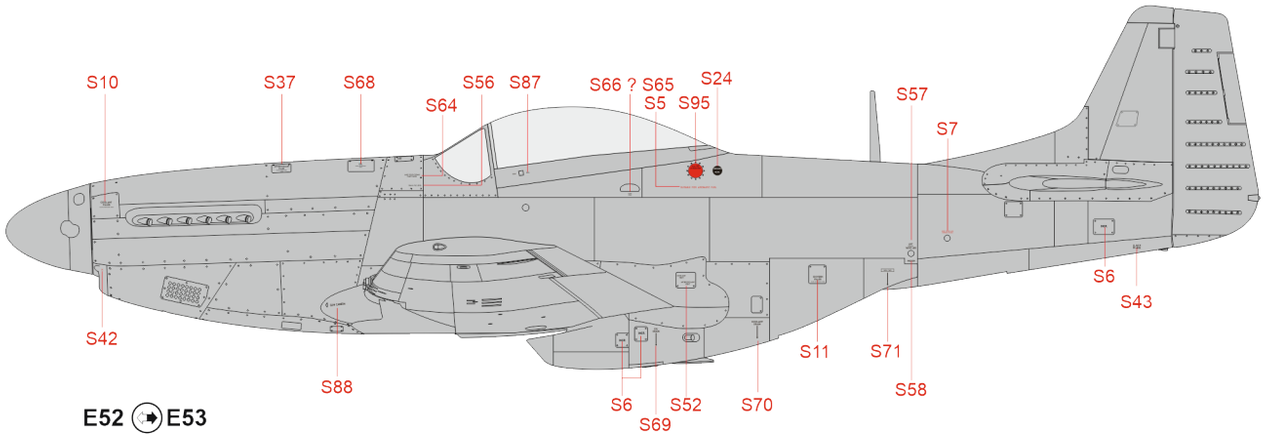




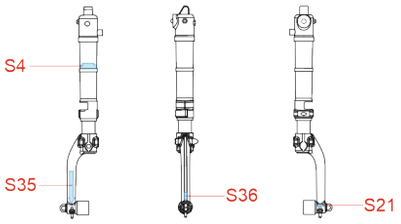
OLIVE DRAB	H52 C12	WOOD	H37 C43	GREEN	C135
SILVER	H8 C8	SUPER FINE SILVER	SM201	SUPER IRON	SM203

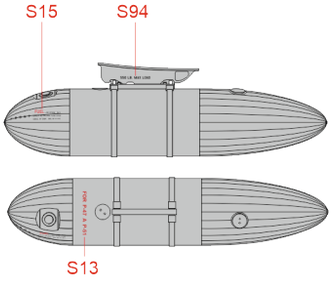
P-51D Mustang

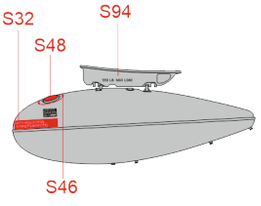
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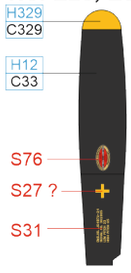
E52 E53

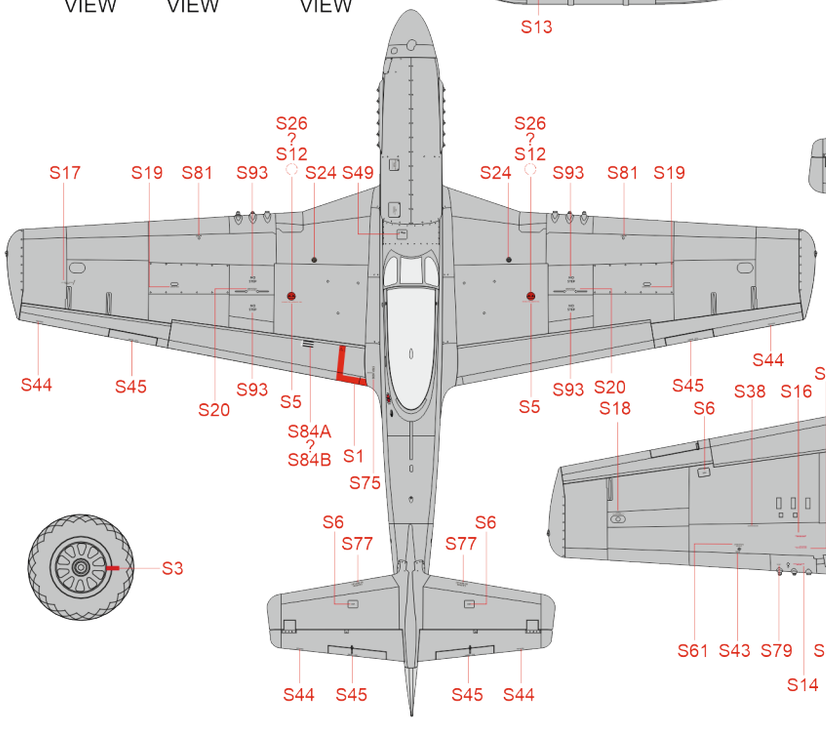


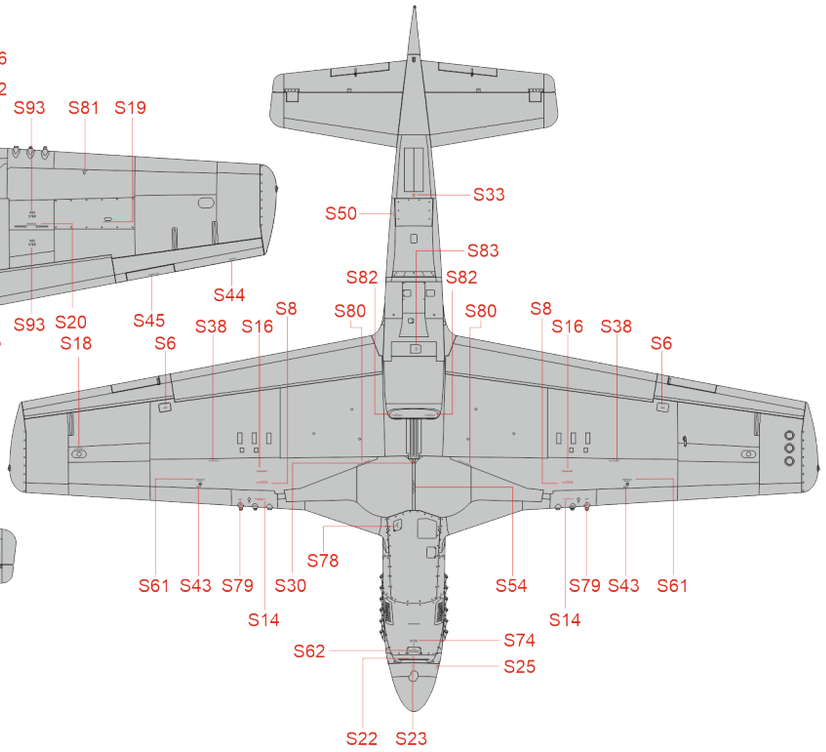


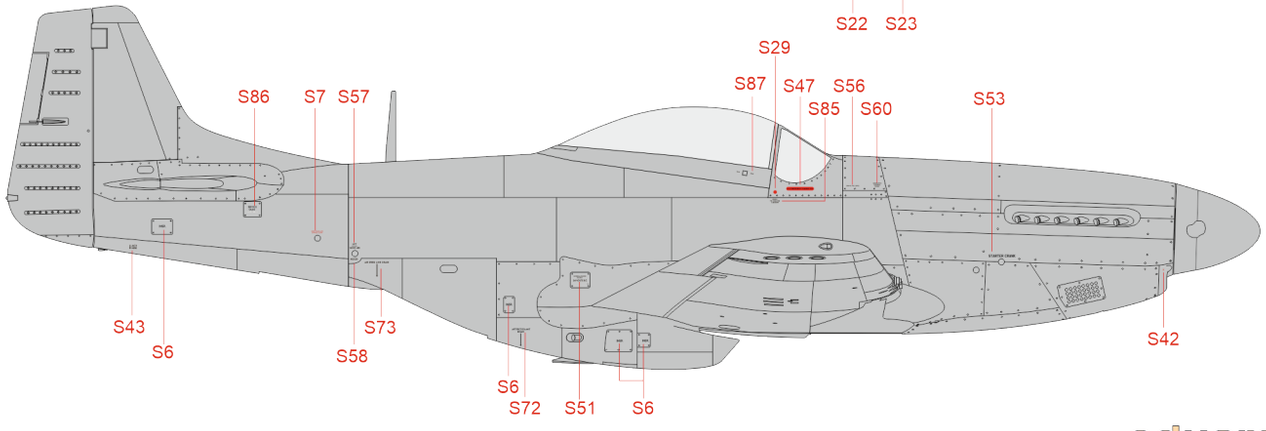


Parts No. E25, E32

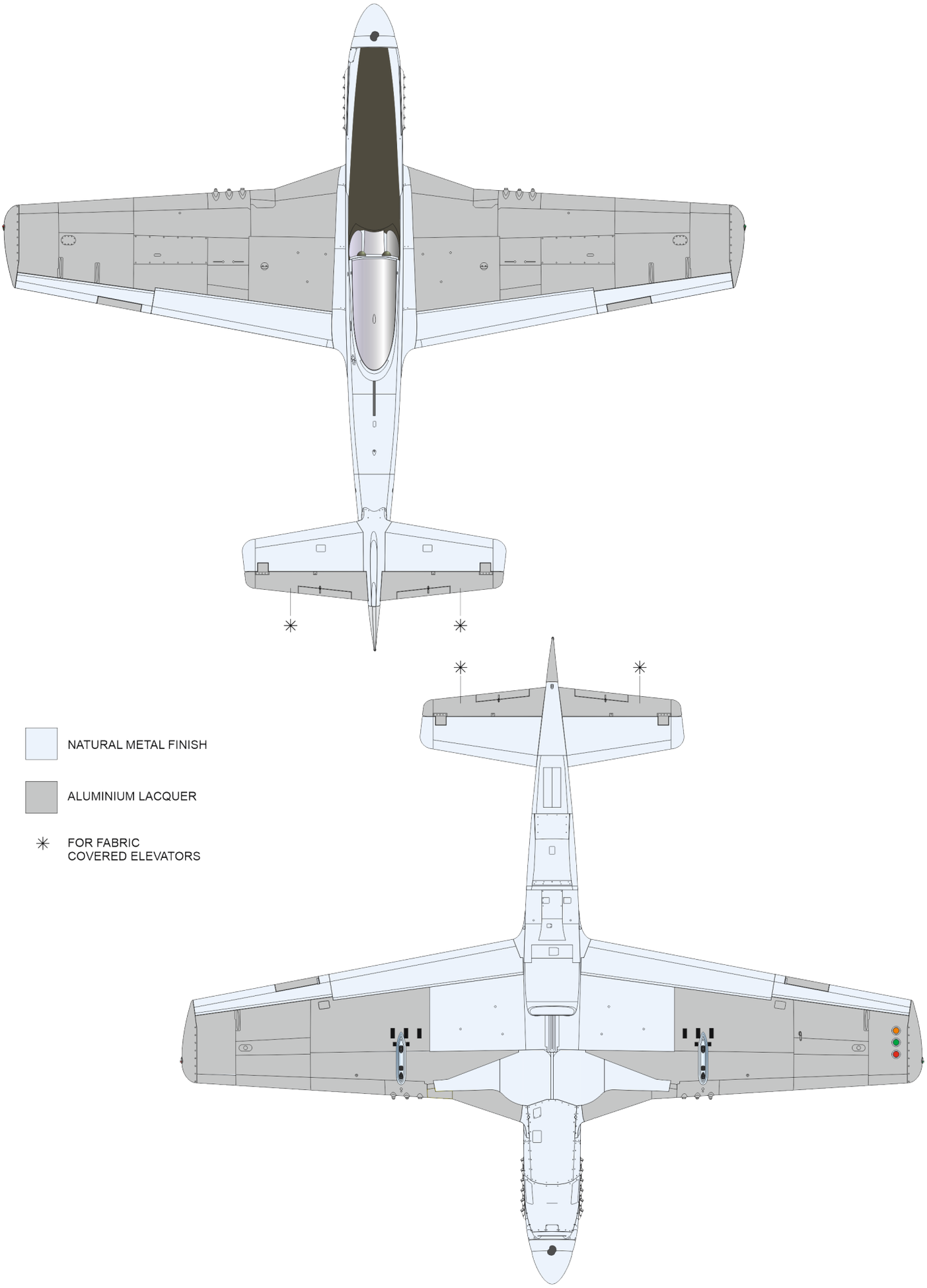








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