

P-51B Mustang™

Malcolm Hood canopy

eduard

1/48 Scale Plastic Model Kit



Produced under license

Boeing, P-51 Mustang, their distinctive logos, product markings and trade dress are trademarks of The Boeing Company.

ProfiPACK edition



item No. 82176

The P-51 Mustang is one of the best fighters of all time and although an American airplane, its genesis owes a lot to Great Britain. The main change in the development of the type was the replacement of the original Allison engine with the Merlin one. The new unit literally unlocked the whole potential of the already excellent airframe.

It started 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 the development of a much better plane instead. The Committee agreed and so the design team led by chief designer Edward Schmued, who was a German immigrant with Austrian roots, started to 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 one-stage, one-speed supercharged liquid-cooled in-line engine rated at 1,100 HP was chosen for the new fighter and the designers creating as narrow and sleek a fuselage as possible did their best to lower the drag. For the same reason they decided to use an innovative laminar flow airfoil, which lowers the drag indeed, but, on the other hand, requires a smooth surface to work well. That necessitated putty and sand the leading area of the wing. Another innovative design feature was the radiator belly under the fuselage which even developed some additional thrust thanks to the Meredith effect. 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 USAAF as well. The RAF received the 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 (3,597 m) because of its 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 the US Army Air Corps, interested in the new type as well (but bound to the contract 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 engineering began in Great Britain to fit the Mustang with the two-stage, two-speed supercharger Merlin 61 engine. The trials of the Mustang X

prototype, fitted with Merlin 65 finally, found the level speed increased to 433 mph (697 km/h) at 22,000 ft (6,700 m), thus 100 mph (161 km/h) better than Mustang Mk.I. As it was obviously the way to further develop the Mustang, the NAA started its own work, using license-built Packard-Merlin engines. The need for an intercooler of the two-stage supercharger necessitated a bigger radiator duct and the intake for the carburetor moved from the top of the nose to the bottom. Another change included the removal of the fuselage guns and adding two to the four in the wing.

The production started at the Inglewood plant as P-51B on May 1943 and at the new production line at NAA Dallas plant as P-51C in August 1943. The supplies of the new version to RAF continued as Mustang Mk. III.

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 4,950 enemy aircraft shot down by Mustang pilots during World War II. Of them, 251 achieved the "ace" status. The most successful pilot of P-51 was George Preddy Jr., recording 24 of his 27 aerial victories flying Mustang, followed by John C. Meyer and John J. Woll with 21 kills each. Famous Charles Yeager, the first man to break the sonic barrier in 1947, was the first pilot of P-51D to become ace in just one day, after recording five kills on October 12, 1944.

The kit: P-51B Mustang Malcolm Hood canopy

The P-51B/C were great fighters but lacked backward visibility and their guns jammed far too often. The solution to the first weakness was the Perspex frameless semi-bubble canopy sliding to the rear on rails, which was invented by NAA engineers working in the UK. Their proposal was accepted by officials and manufactured by R. Malcolm & Co. It was then retrofitted on most of the RAF Mustangs Mk.III. Also, many USAAF aircraft received them, but not all, as the "Malcolm Hood" canopies were in short supply and group, squadron and flight leaders usually had "first grabs" as these gave the pilot much more room and better view. The idea was, indeed, to fit as many Mustangs as possible with the new canopy, but the introduction of the P-51D version changed the situation and it was no longer a top priority. The P-51D/K version also solved problems with gun jamming.

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 započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře 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. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

OPTIONAL
VOLBABEND
OHNOUTSAND
BROUSITOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODRÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVITPLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com

PARTS



DÍLY



TEILE

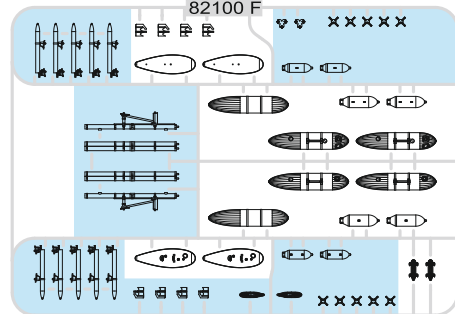


PIÈCES



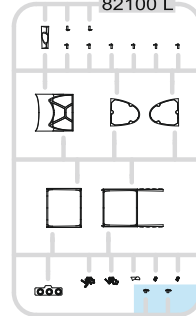
部品

F>

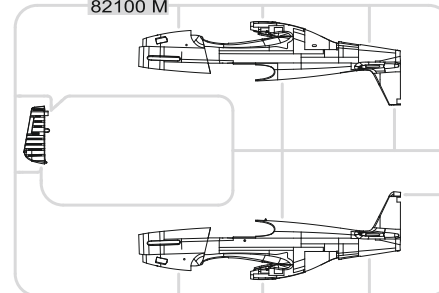


PLASTIC PARTS

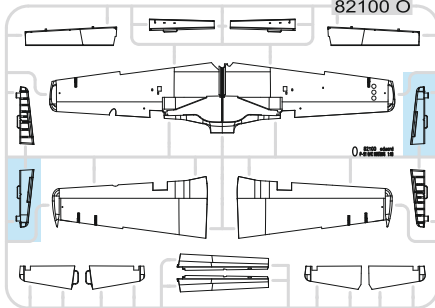
L>



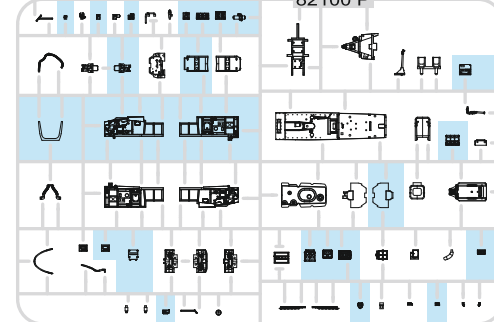
M>



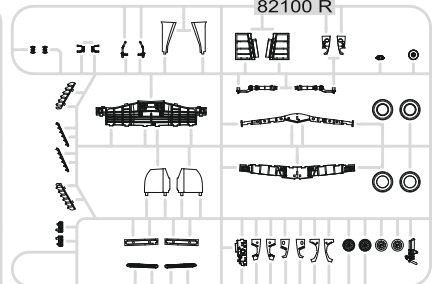
O>



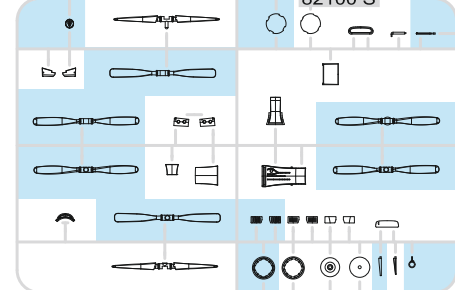
P>



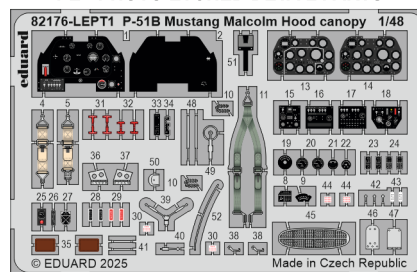
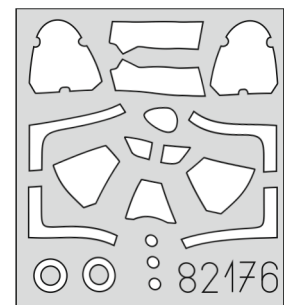
R>



S>



PE - PHOTO ETCHED DETAIL PARTS

eduard
MASK

-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



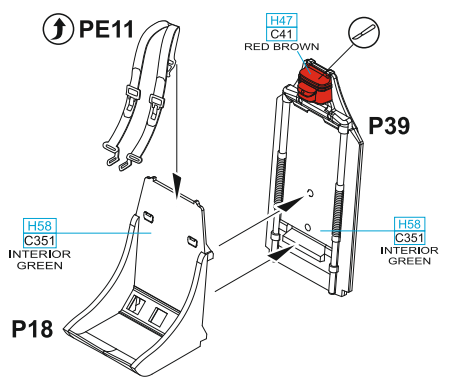
色

| GSI Creos (GUNZE) | | |
|-------------------|----------|----------------|
| AQUEOUS | Mr.COLOR | |
| H1 | C1 | WHITE |
| H8 | C8 | SILVER |
| H11 | C62 | FLAT WHITE |
| H12 | C33 | FLAT BLACK |
| H15 | C65 | BRIGHT BLUE |
| H27 | C44 | TAN |
| H47 | C41 | RED BROWN |
| H52 | C12 | OLIVE DRAB |
| H53 | C13 | NEUTRAL GRAY |
| H58 | C351 | INTERIOR GREEN |
| H77 | C137 | TIRE BLACK |
| H90 | C47 | CLEAR RED |

| GSI Creos (GUNZE) | | |
|-------------------------|----------|-------------------|
| AQUEOUS | Mr.COLOR | |
| H92 | C49 | CLEAR ORANGE |
| H94 | C138 | CLEAR GREEN |
| H327 | C327 | RED |
| H329 | C329 | YELLOW |
| H330 | C361 | DARK GREEN |
| H335 | C363 | MEDIUM SEAGRAY |
| | C352 | CHROMATE YELLOW |
| Mr.METAL COLOR | | |
| | MC214 | DARK IRON |
| Mr.COLOR SUPER METALLIC | | |
| | SM201 | SUPER FINE SILVER |
| | SM203 | SUPER IRON |

1 = 90% + 10%

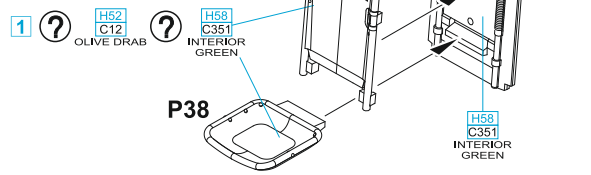
| | |
|----------------------------------|--------------------------|
| H58 C351 INTERIOR GREEN | H12 C33 FLAT BLACK |
|----------------------------------|--------------------------|



P18, P39 - MARKING F ONLY

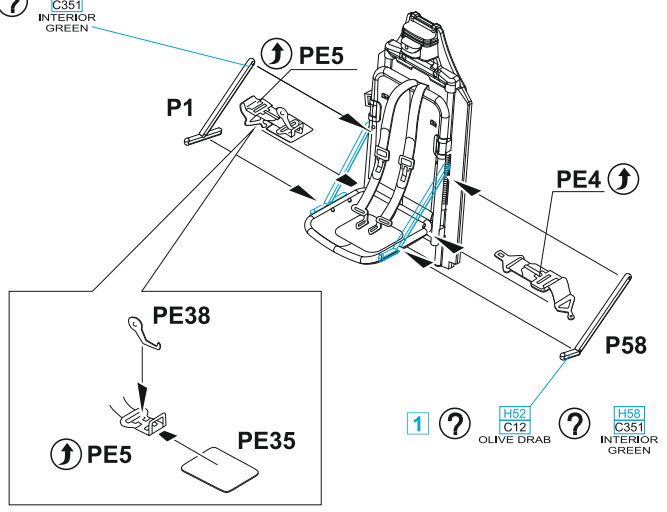
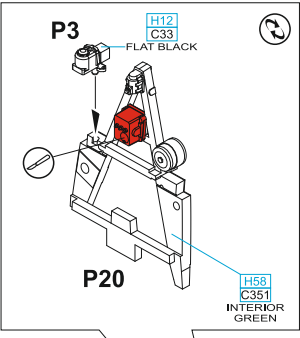
MARKINGS A, B, C, D ONLY

?

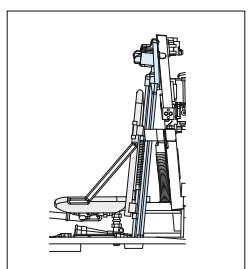
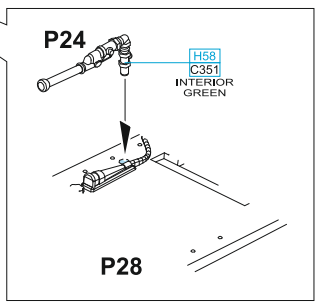
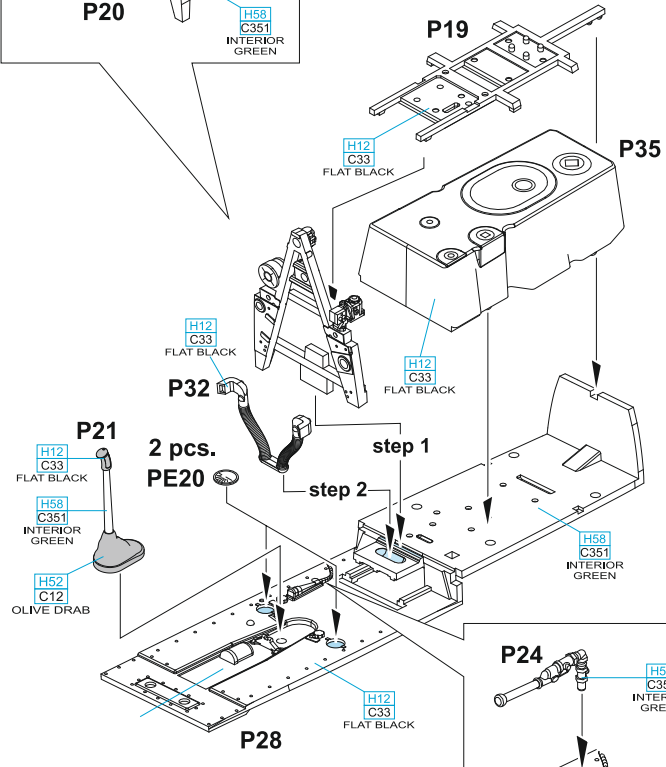


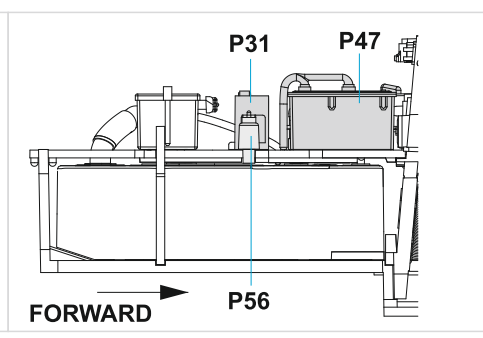
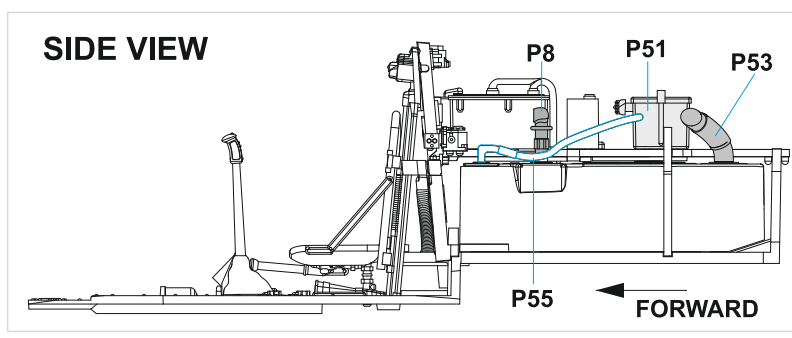
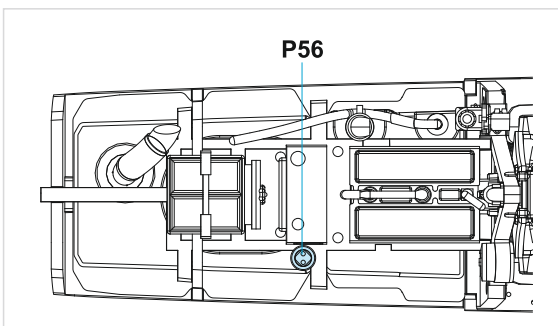
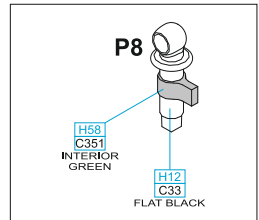
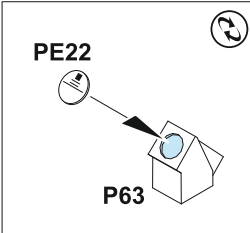
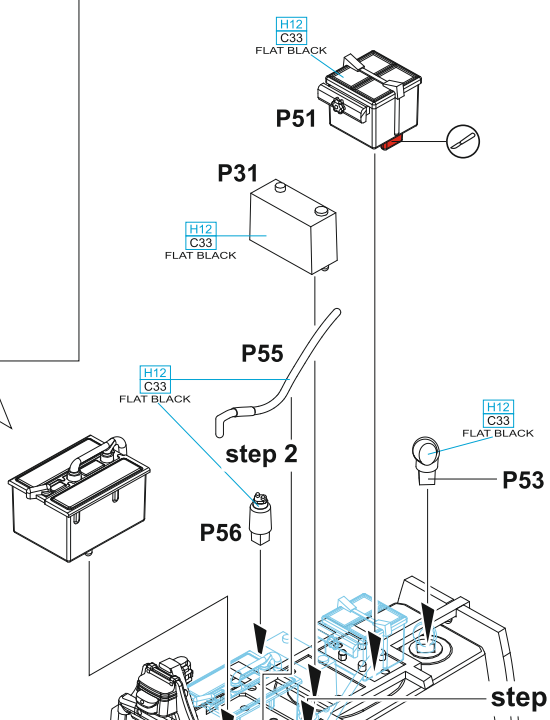
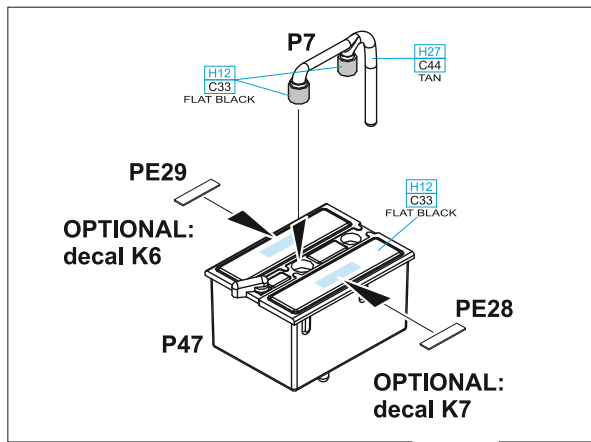
P29, P38, P39 - MARKINGS A, B, C, D, E

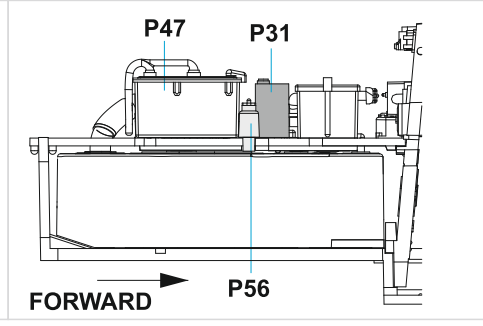
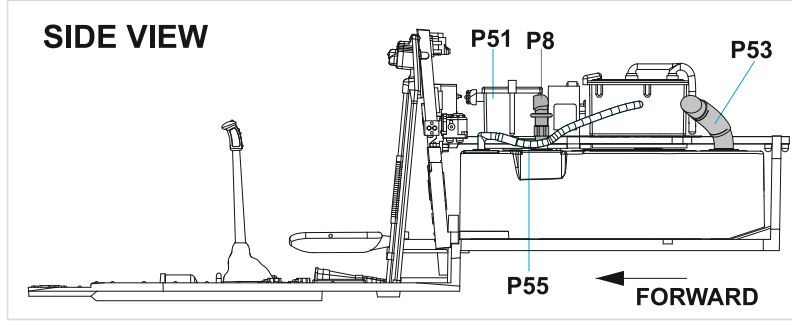
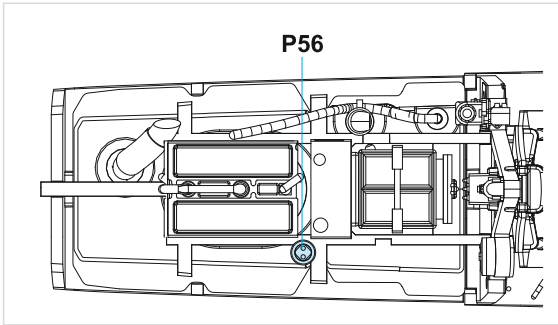
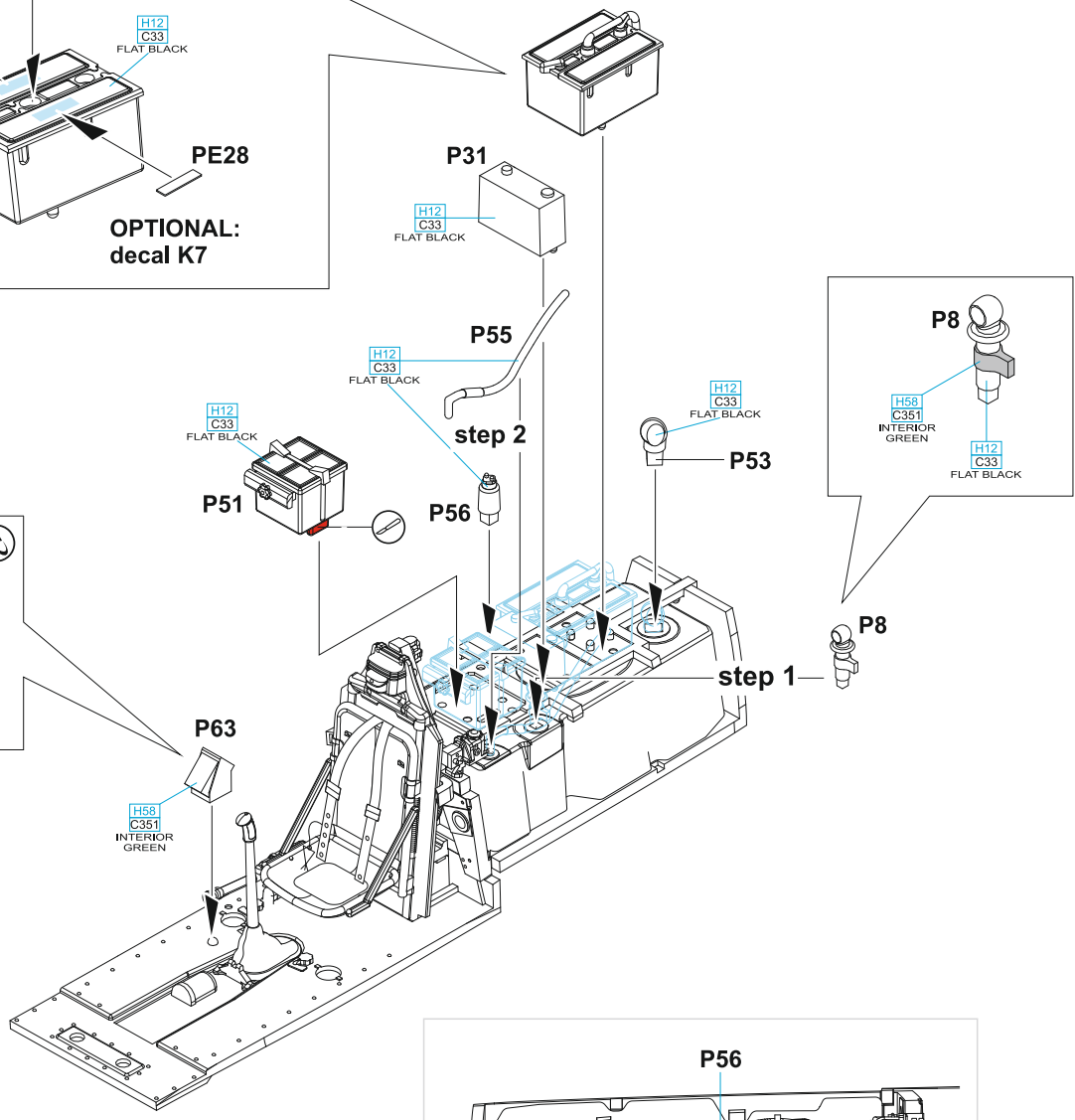
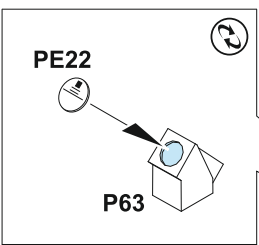
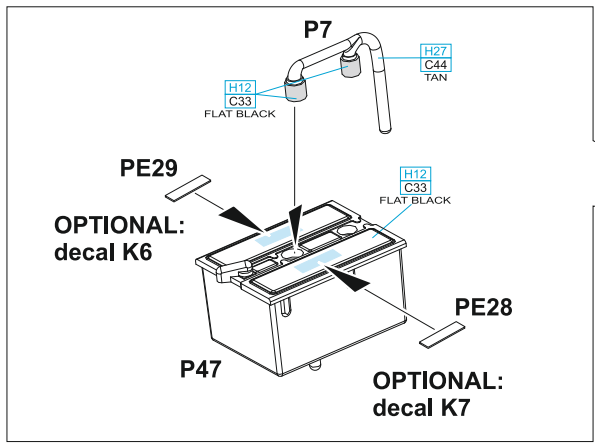
1 ? H52 C12 OLIVE DRAB ? H58 C351 INTERIOR GREEN

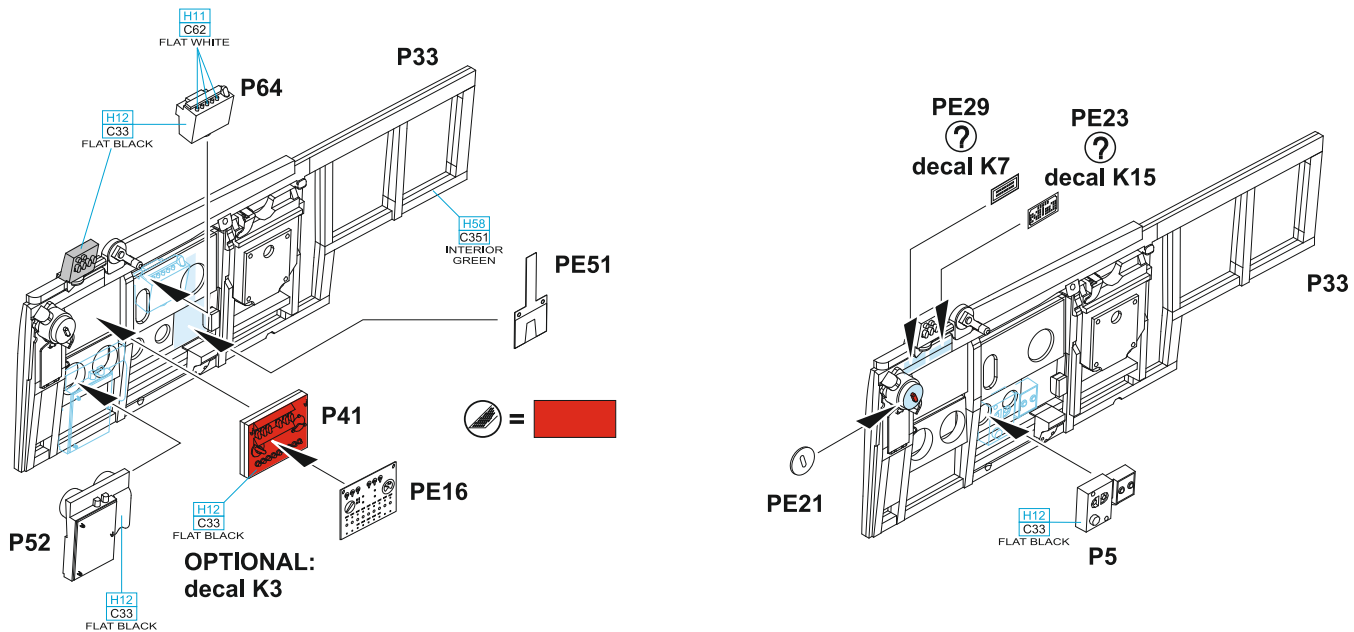
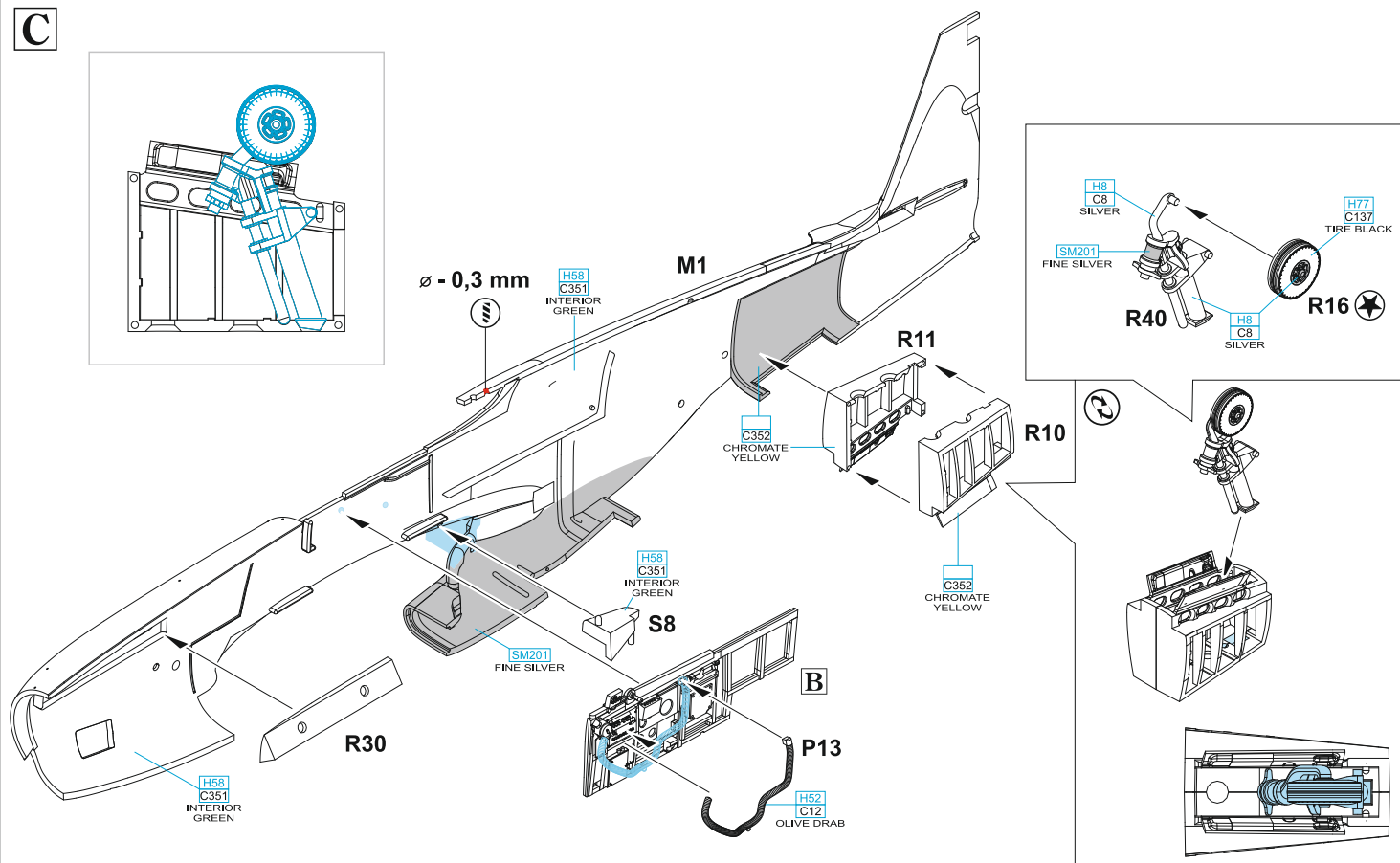


P1, P58 - MARKINGS A, B, C, D, E ONLY





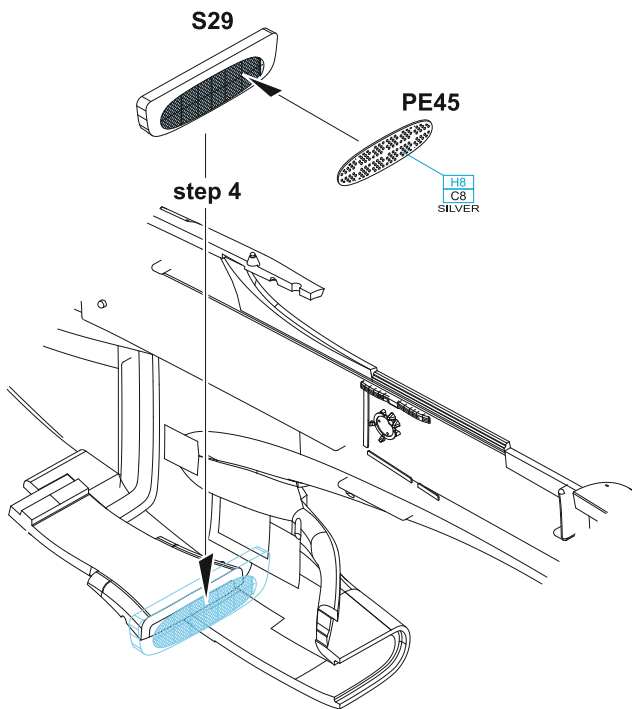
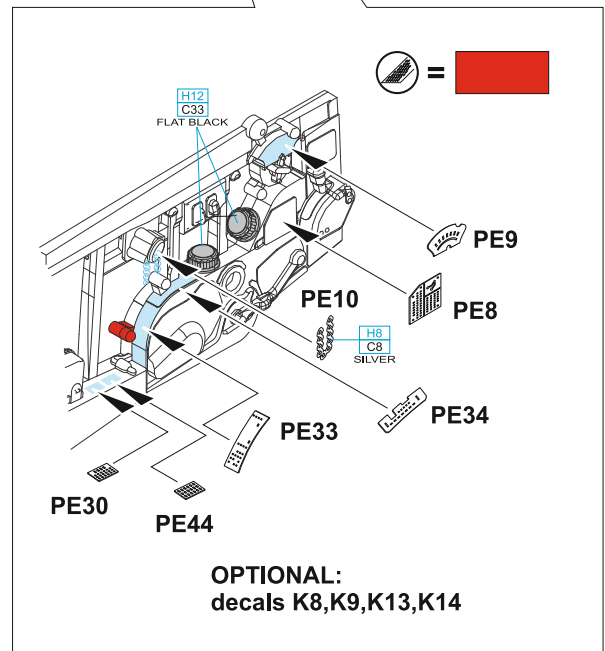
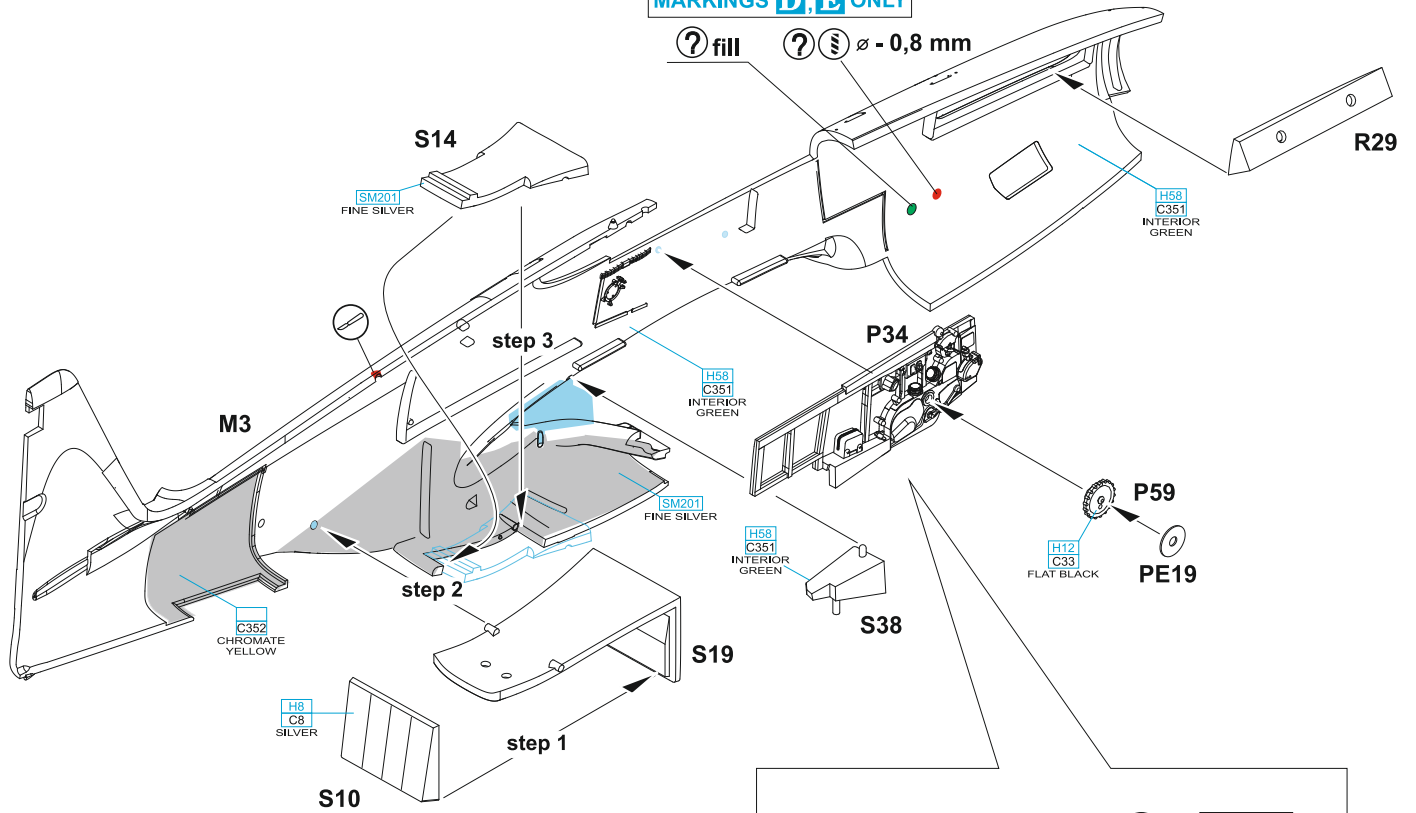


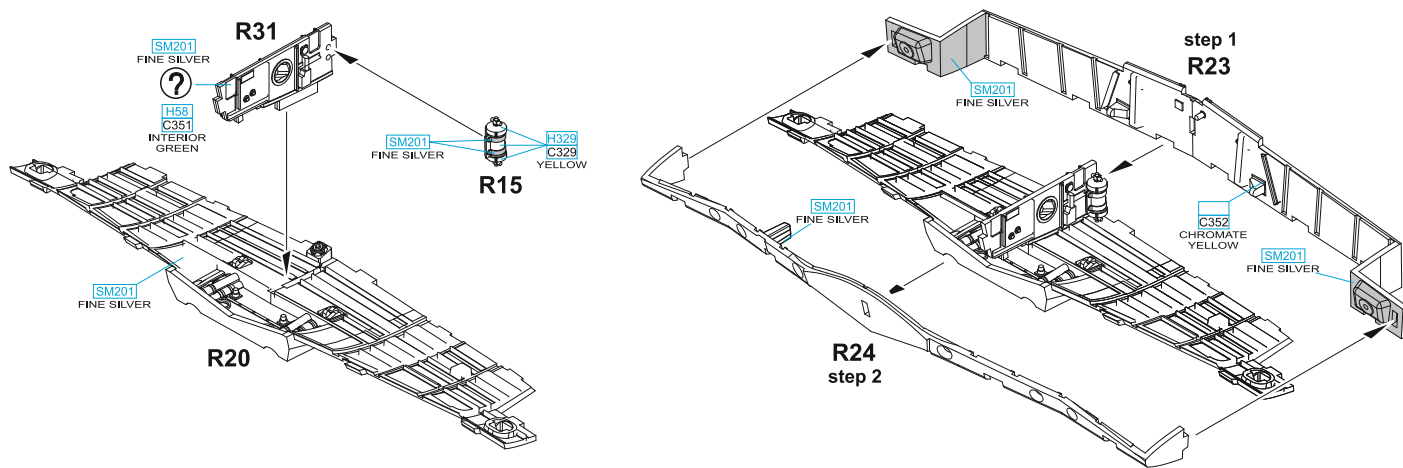
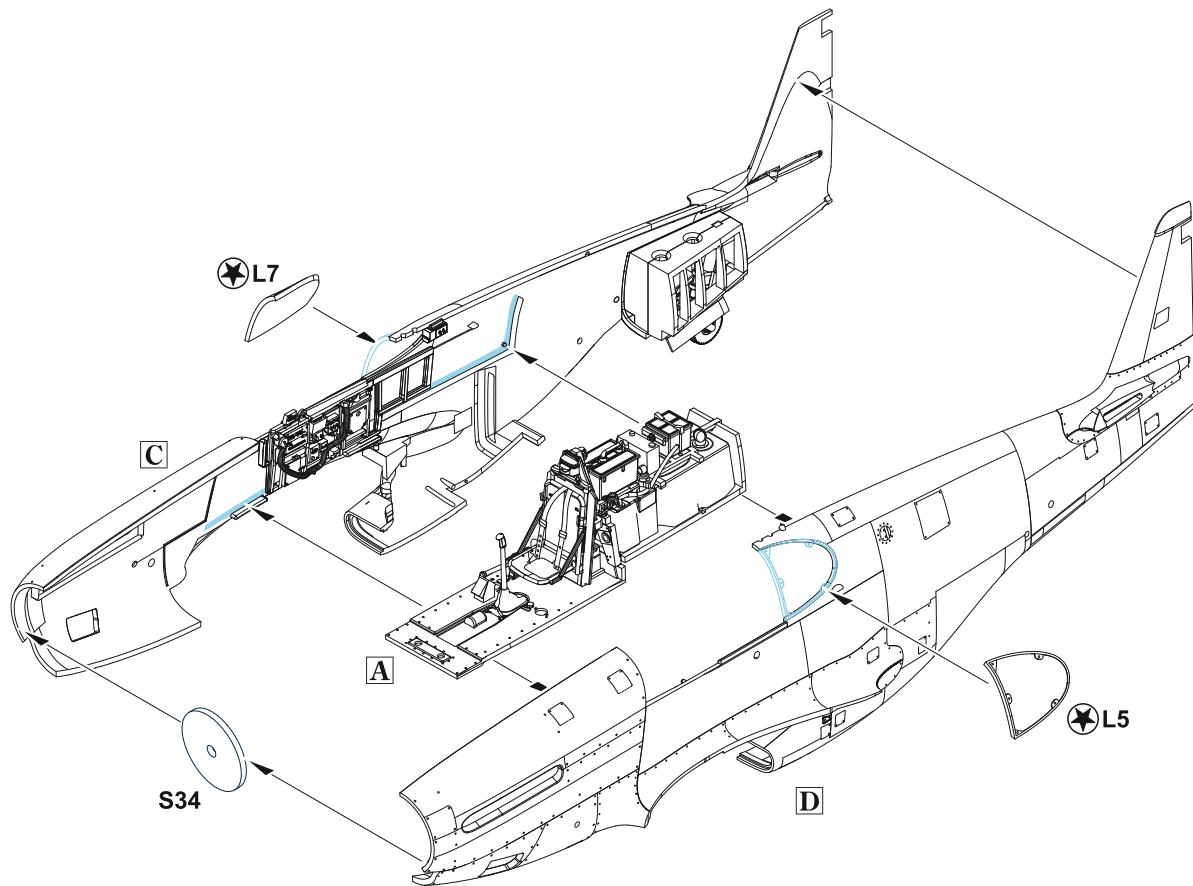
B**C**

D

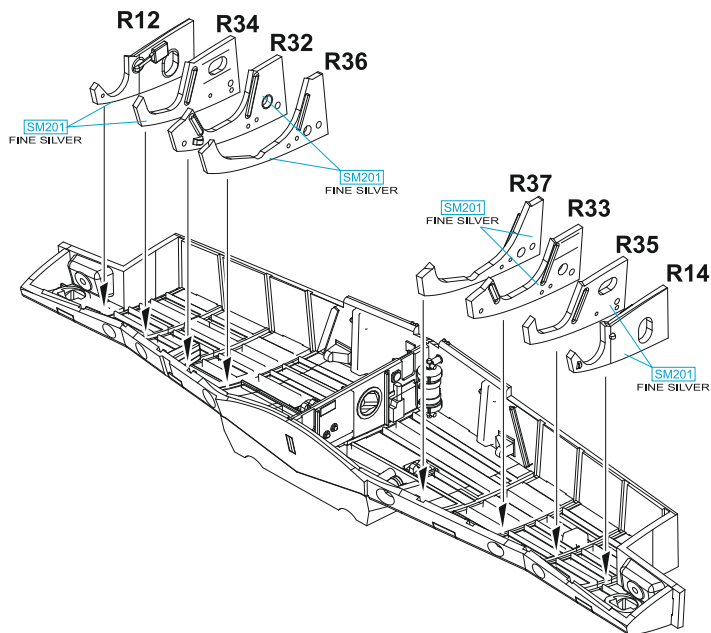
MARKINGS D, E ONLY

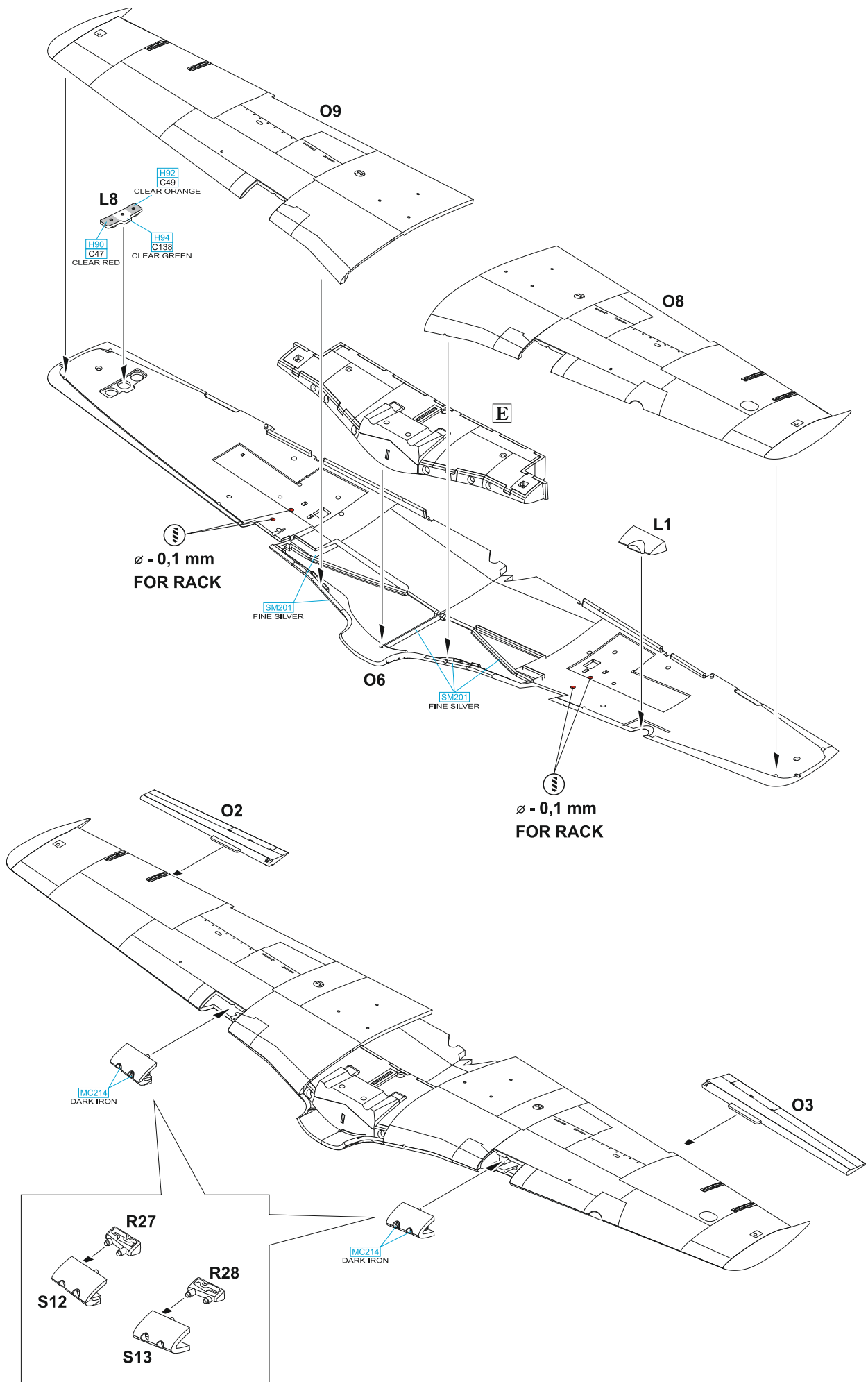
? fill **?** \varnothing - 0,8 mm

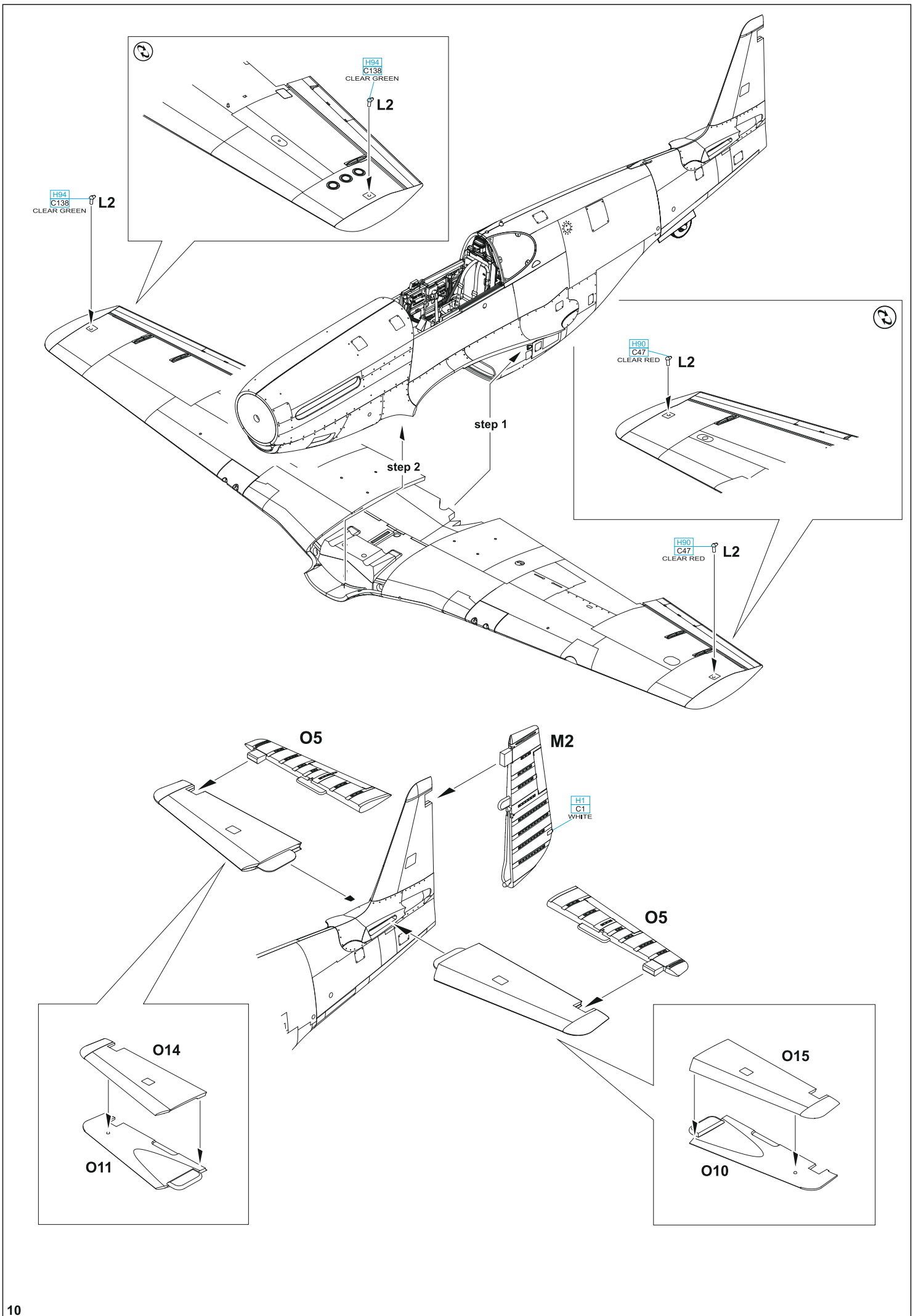




E







H94
C138
CLEAR GREEN
L2

H94
C138
CLEAR GREEN
L2

H90
C47
CLEAR RED
L2

H90
C47
CLEAR RED
L2

O5

M2

H1
C1
WHITE

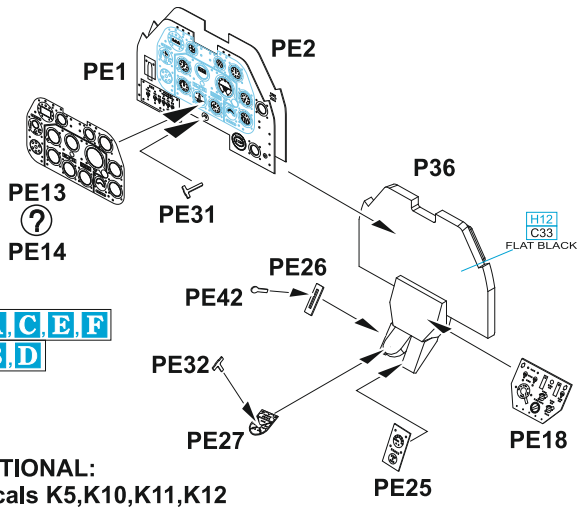
O5

O14

O11

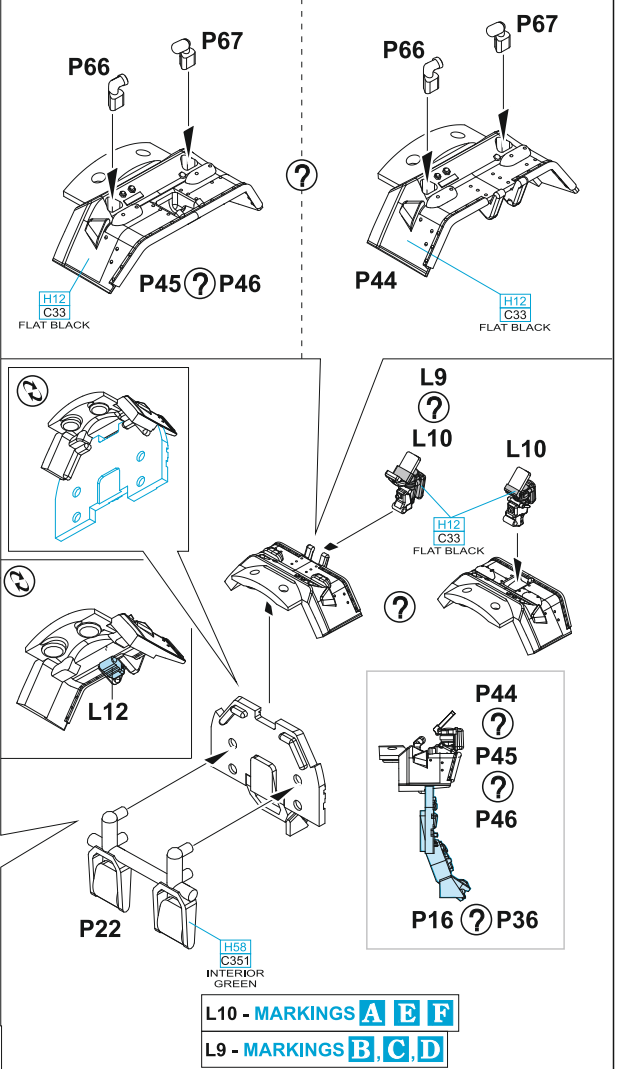
O15

O10

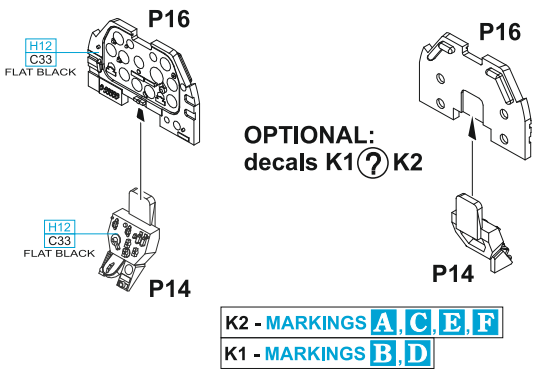


PE14 - MARKINGS **A, C, E, F**
PE13 - MARKINGS **B, D**

OPTIONAL:
decals K5, K10, K11, K12

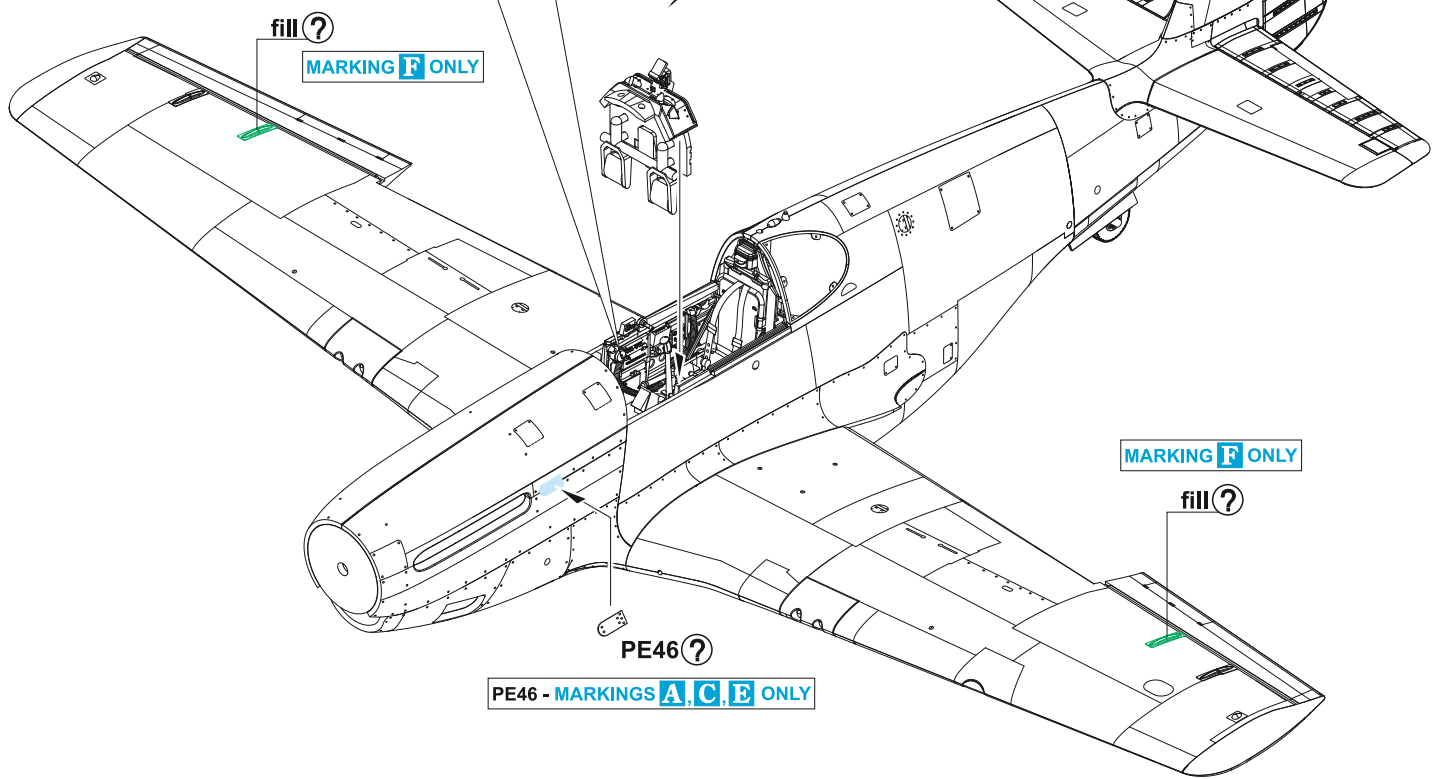
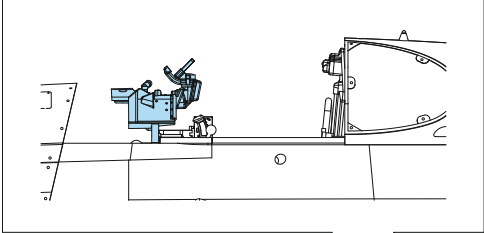


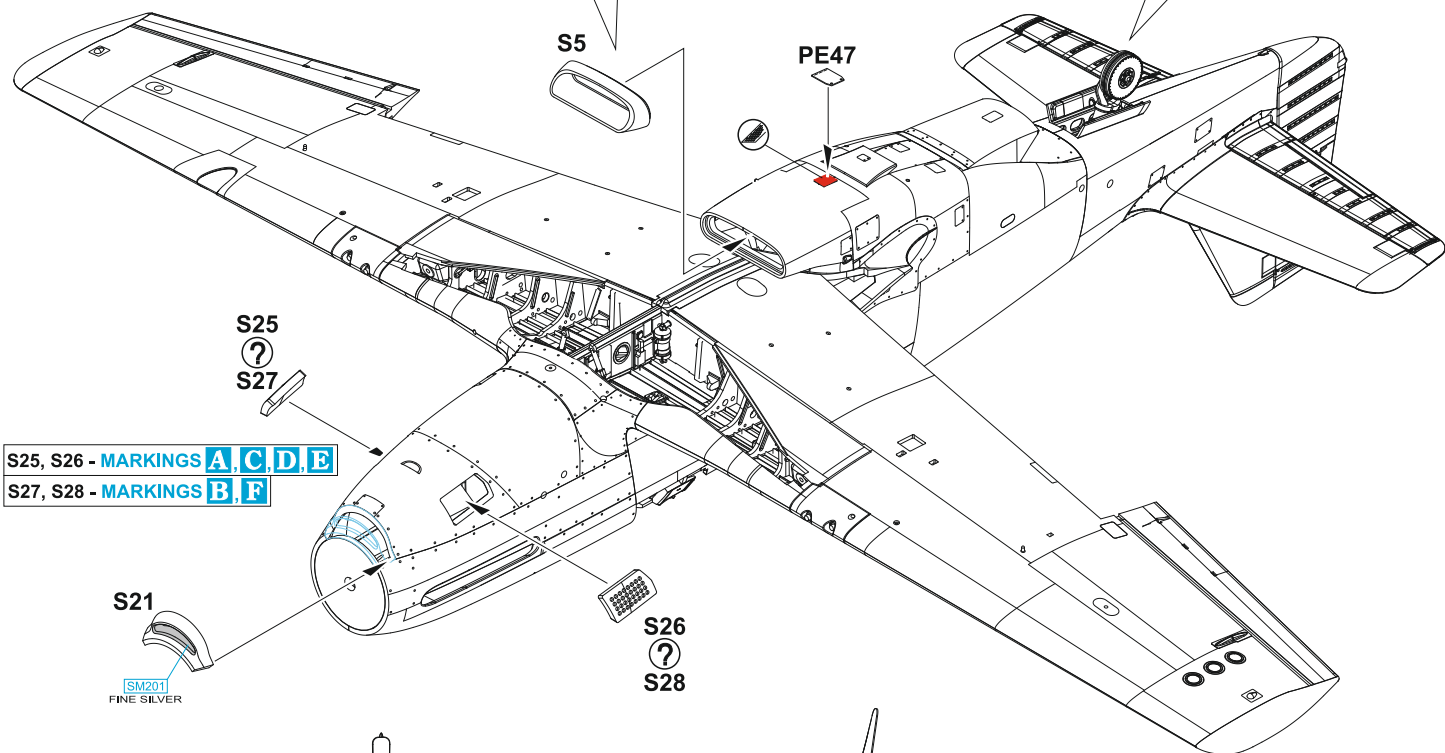
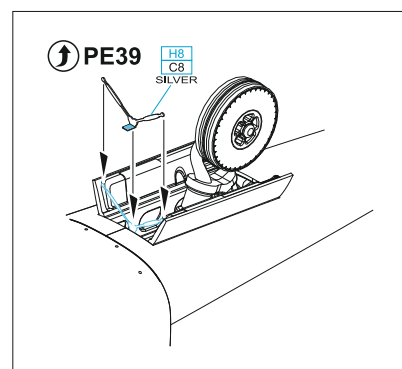
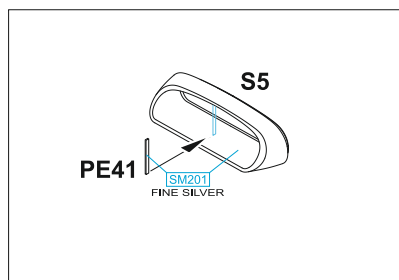
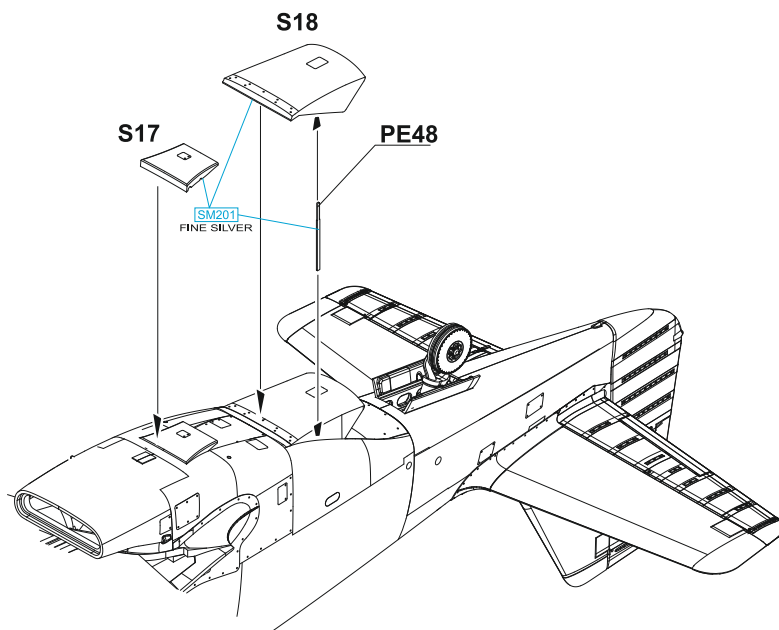
L10 - MARKINGS **A, E, F**
L9 - MARKINGS **B, C, D**



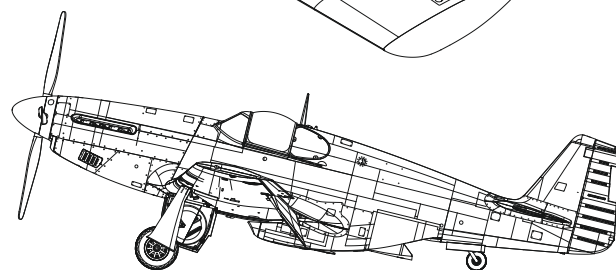
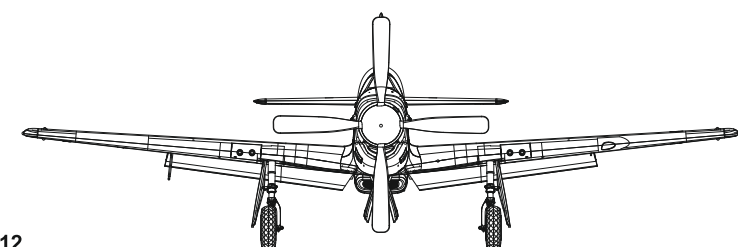
OPTIONAL:
decals K1, K2

K2 - MARKINGS **A, C, E, F**
K1 - MARKINGS **B, D**

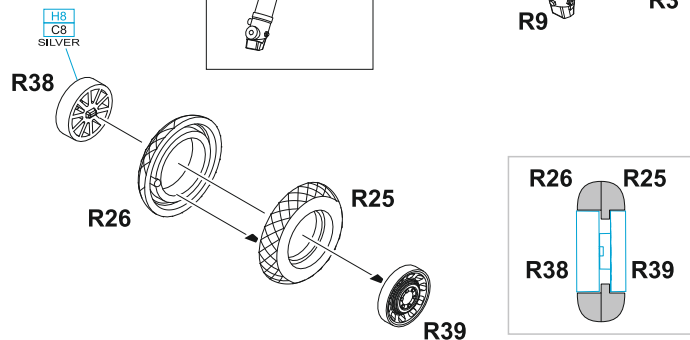




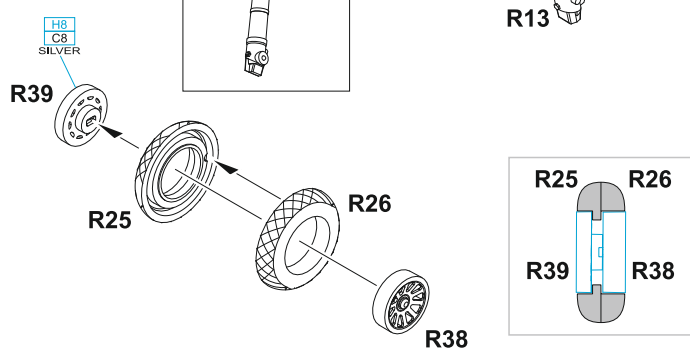
S25, S26 - MARKINGS **A, C, D, E**
 S27, S28 - MARKINGS **B, F**



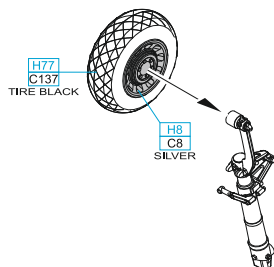
step 1 -
R25, R26
step 2 -
R38, R39



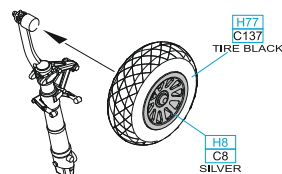
step 1 -
R25, R26
step 2 -
R38, R39



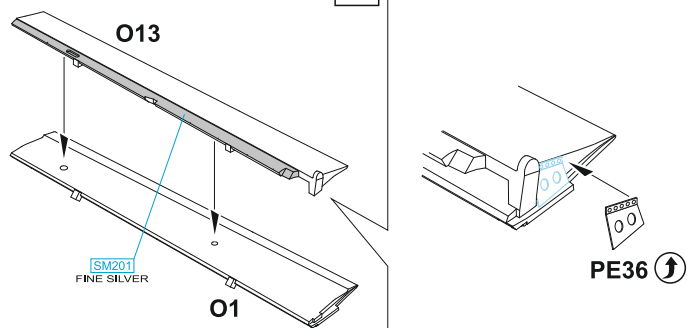
F



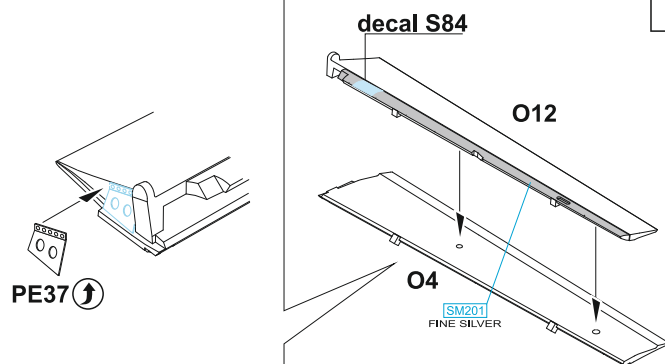
G



H

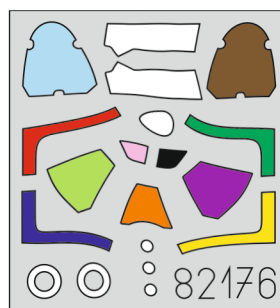
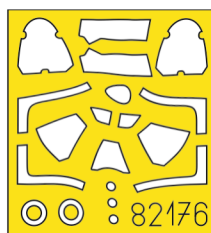
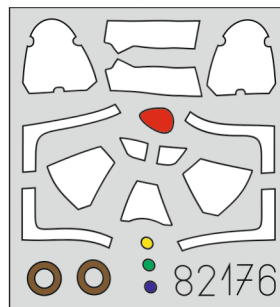


I

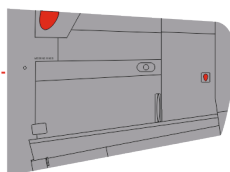


eduard

82176



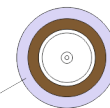
L1



L8

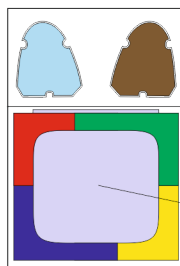


R16



LIQUID MASK

L7



L5

L4

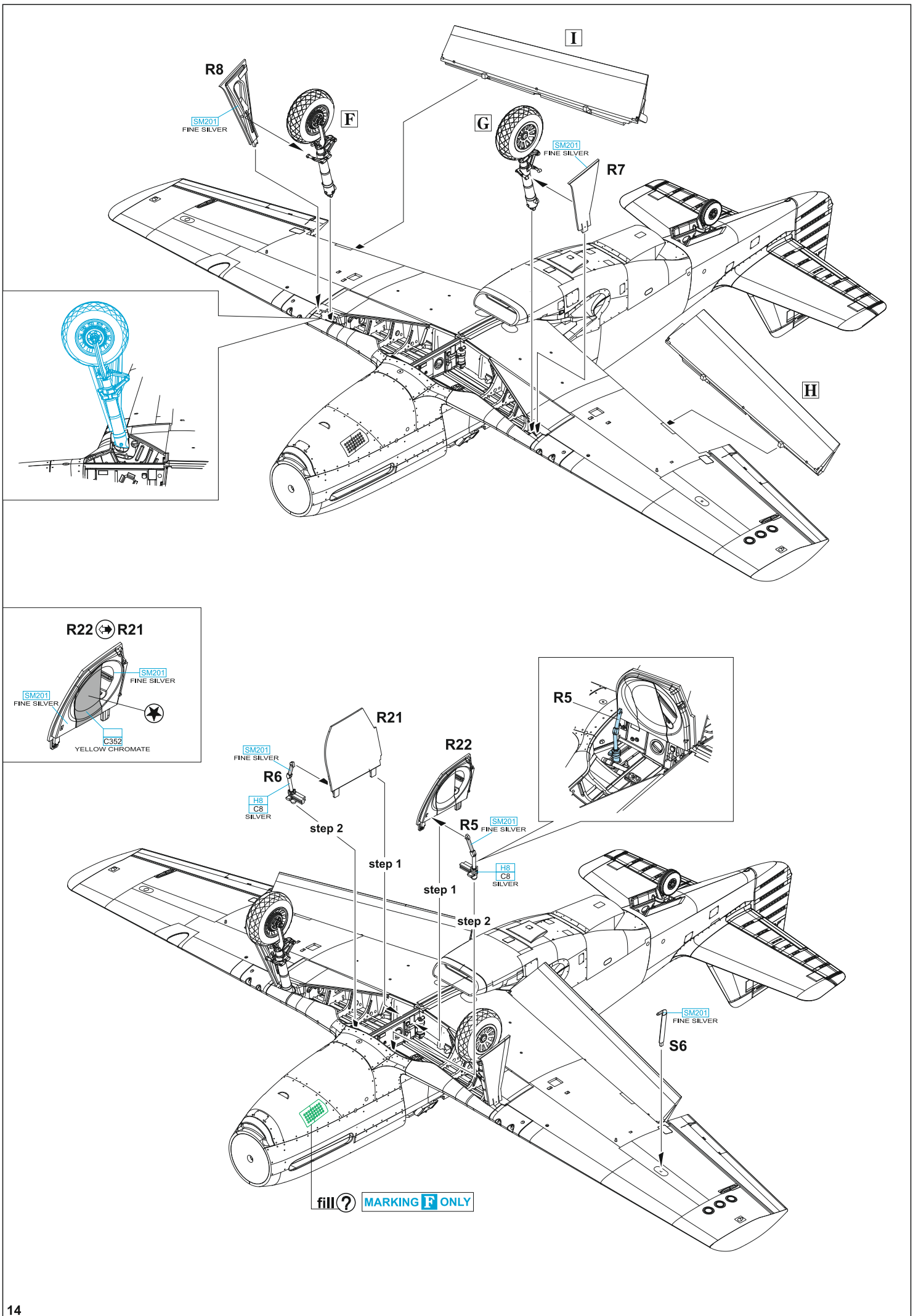
?

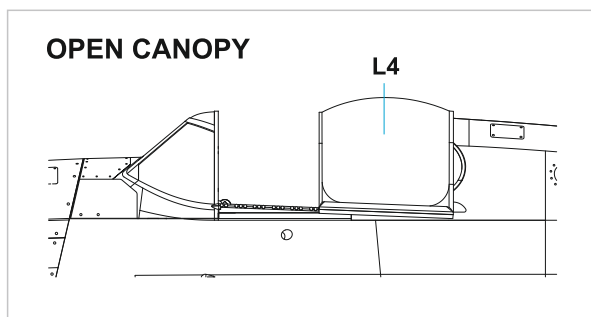
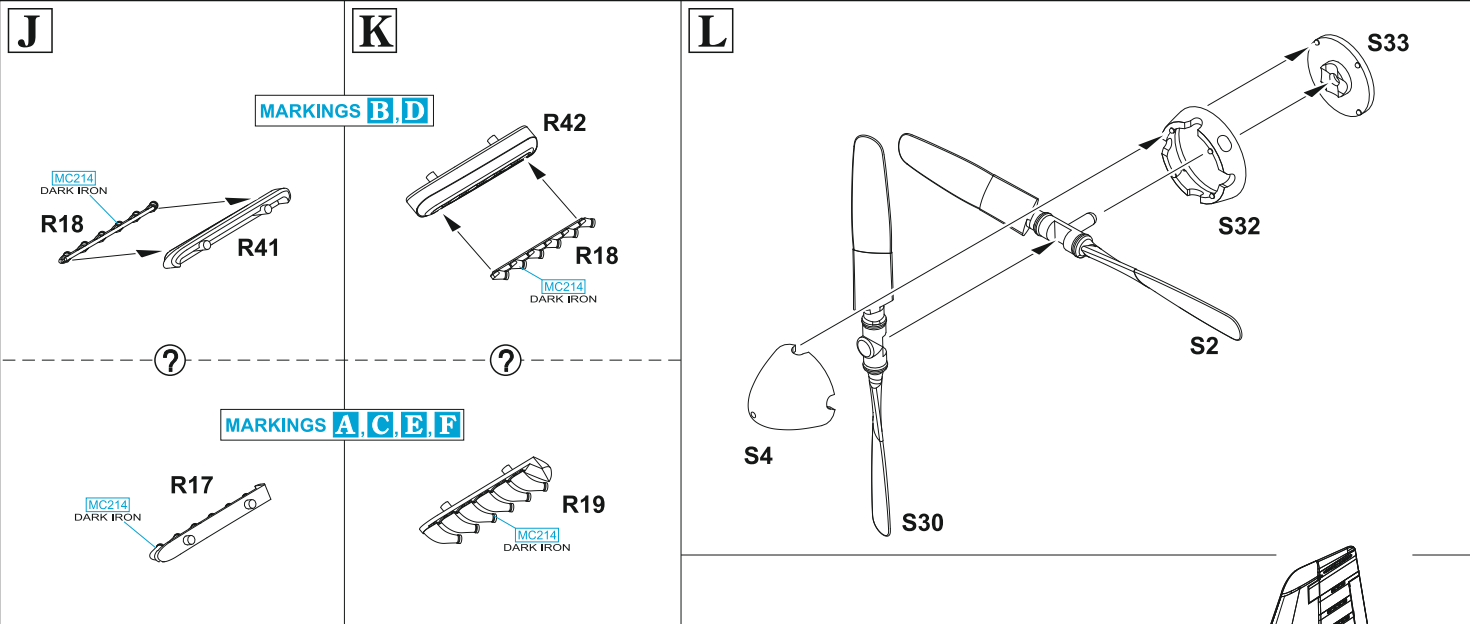
L6

LIQUID MASK

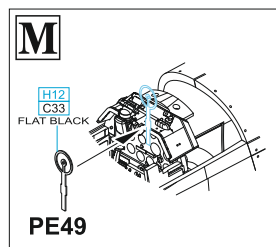
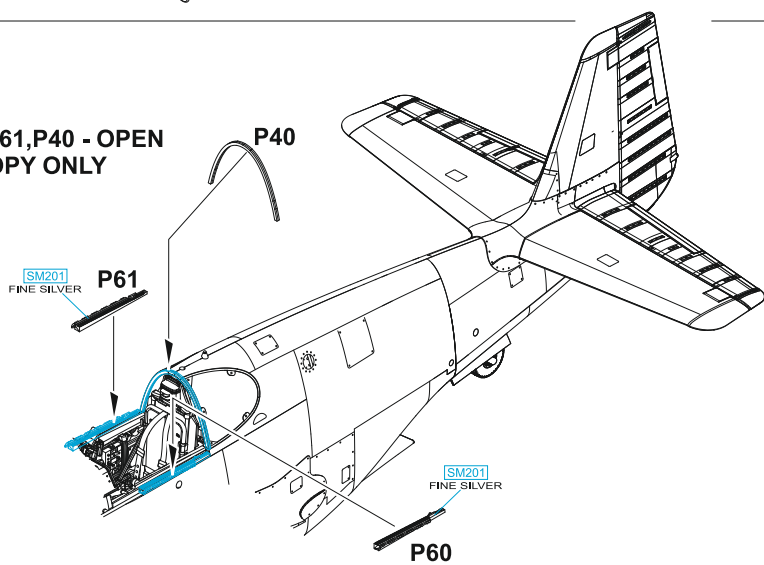
L3





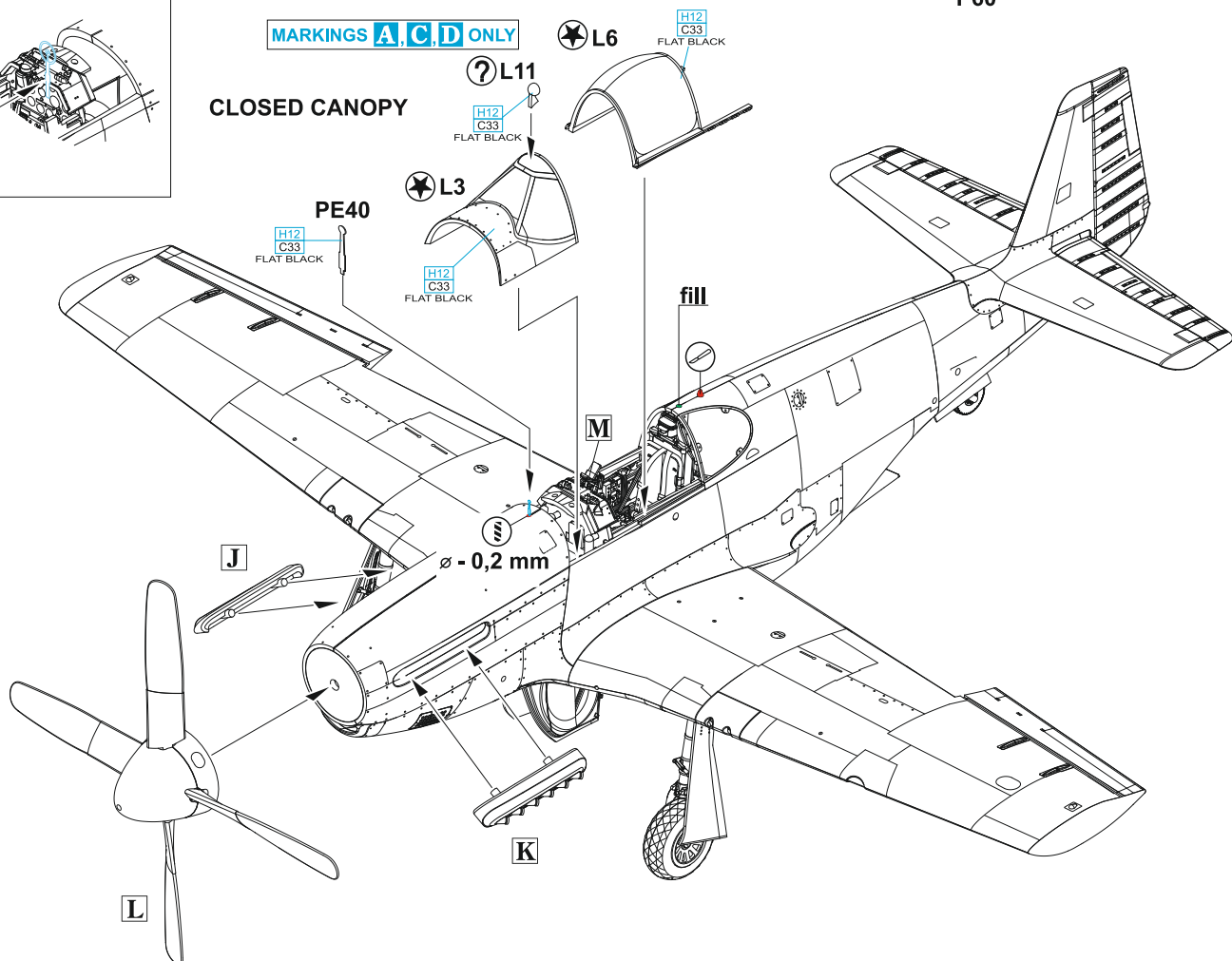


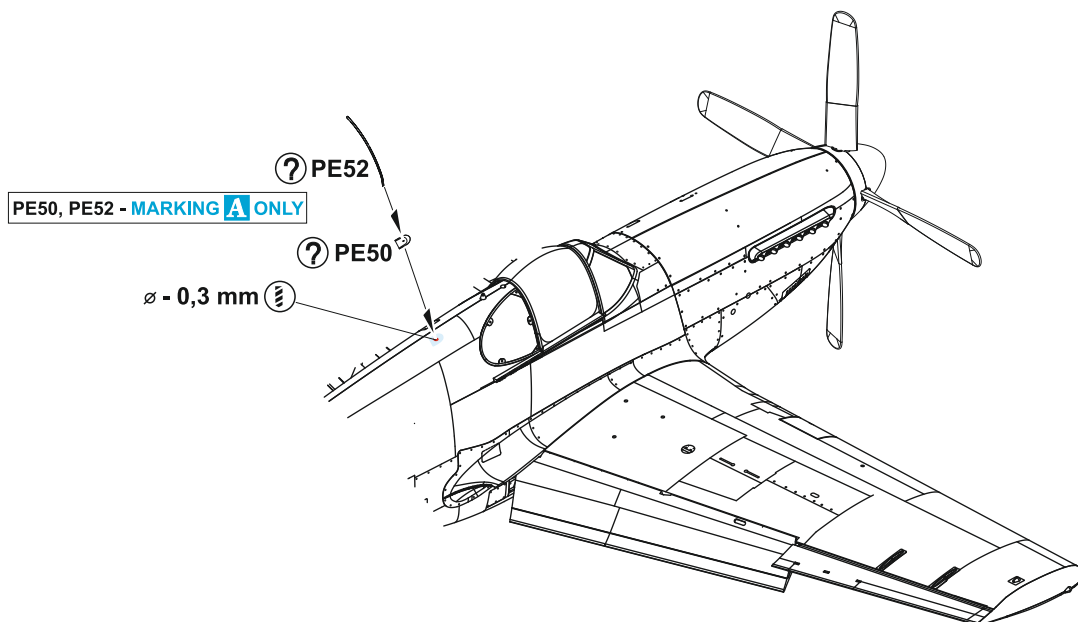
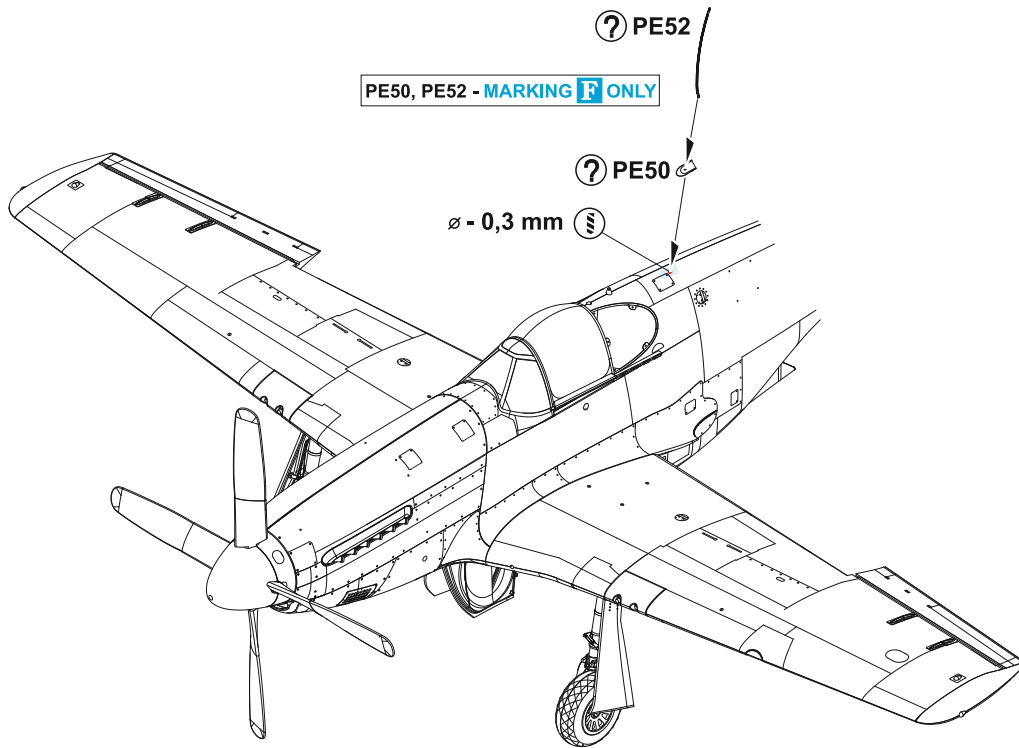
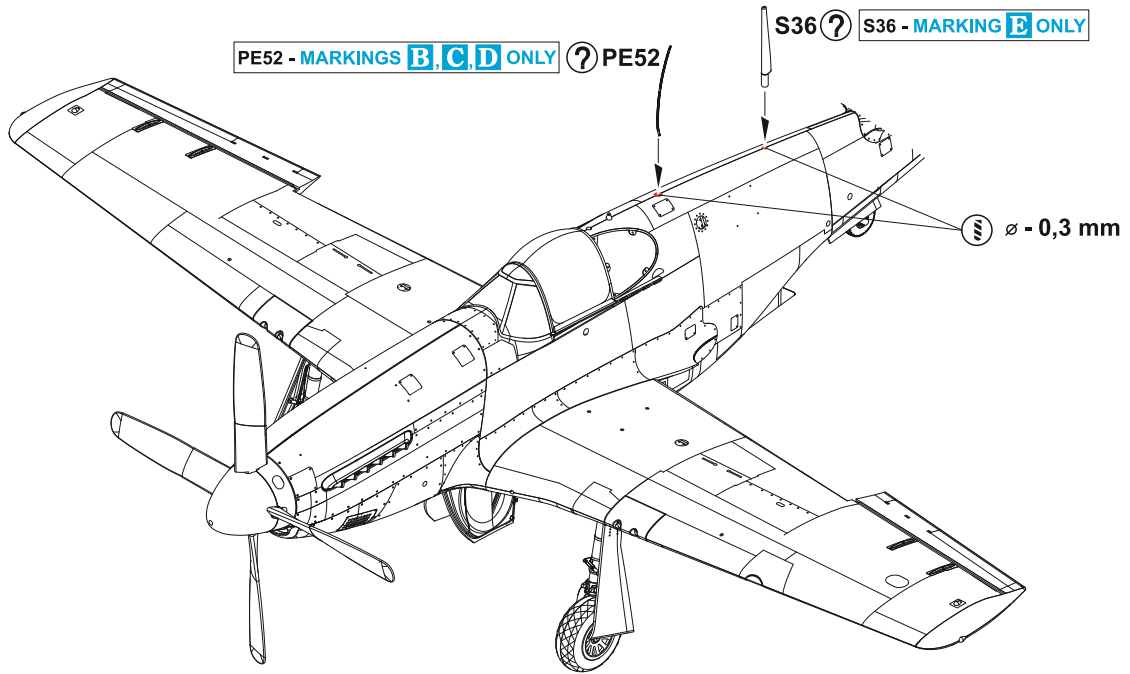
P60, P61, P40 - OPEN CANOPY ONLY



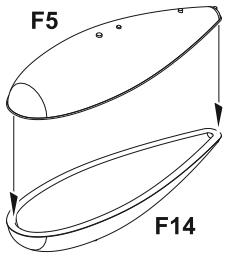
MARKINGS **A, C, D ONLY**

CLOSED CANOPY

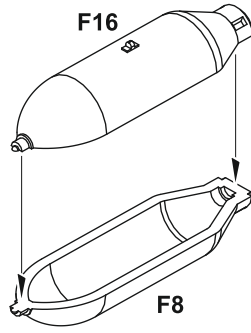




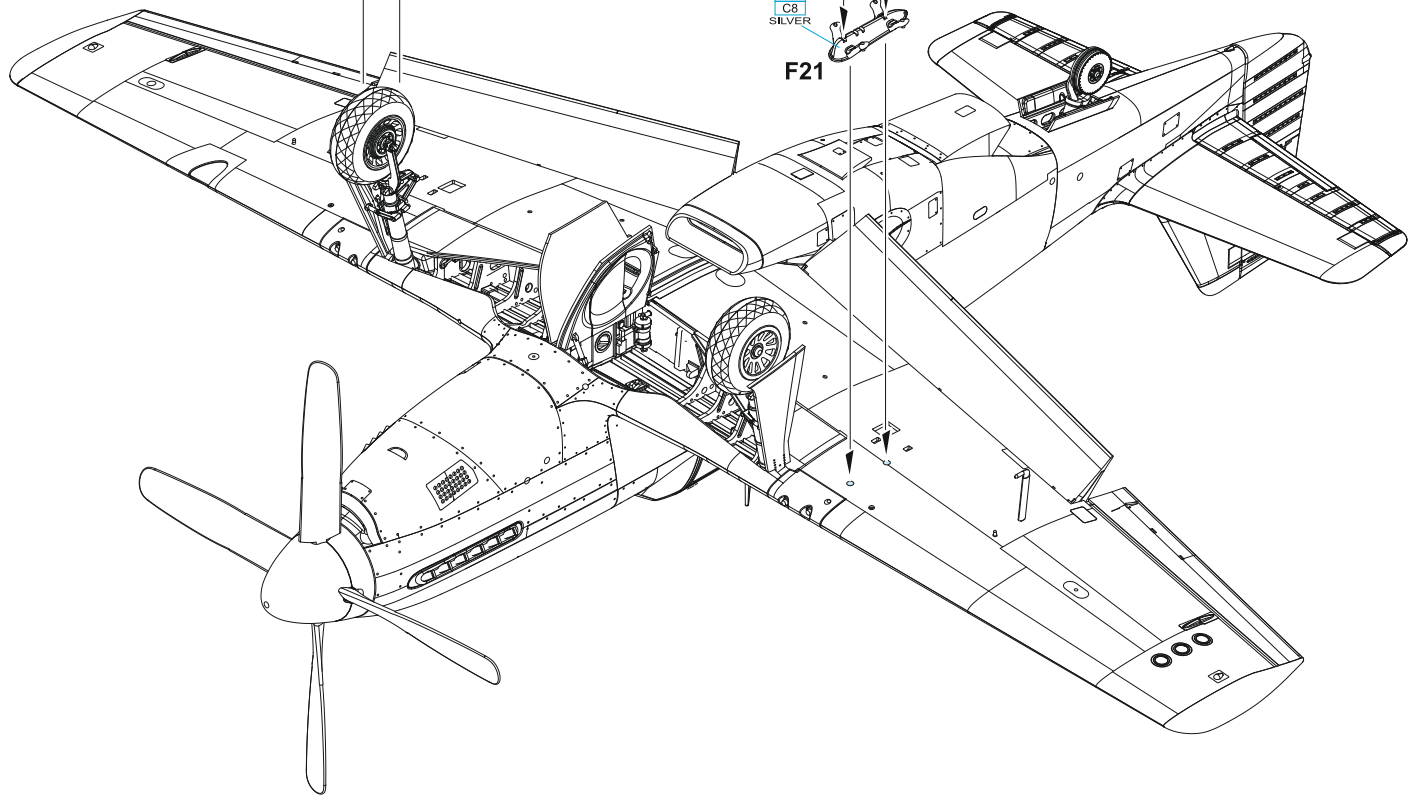
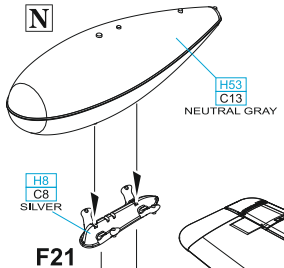
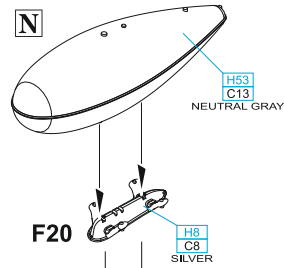
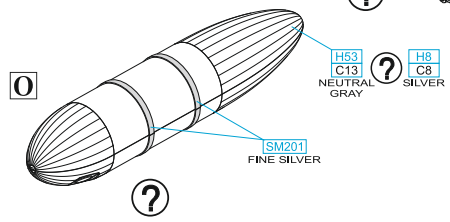
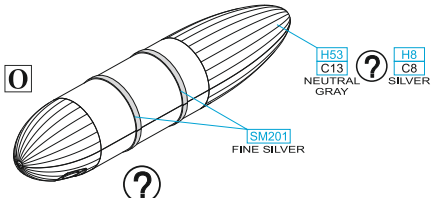
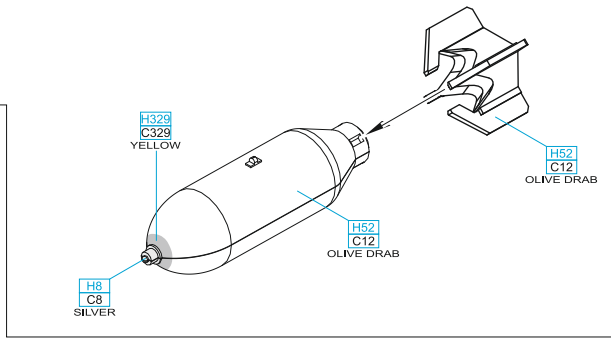
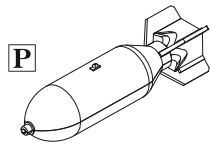
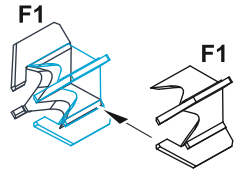
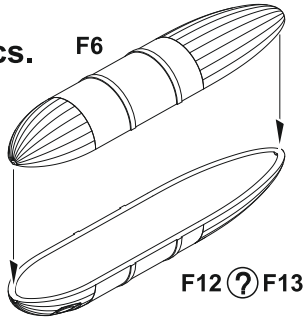
N
2 pcs.



P
2 pcs.

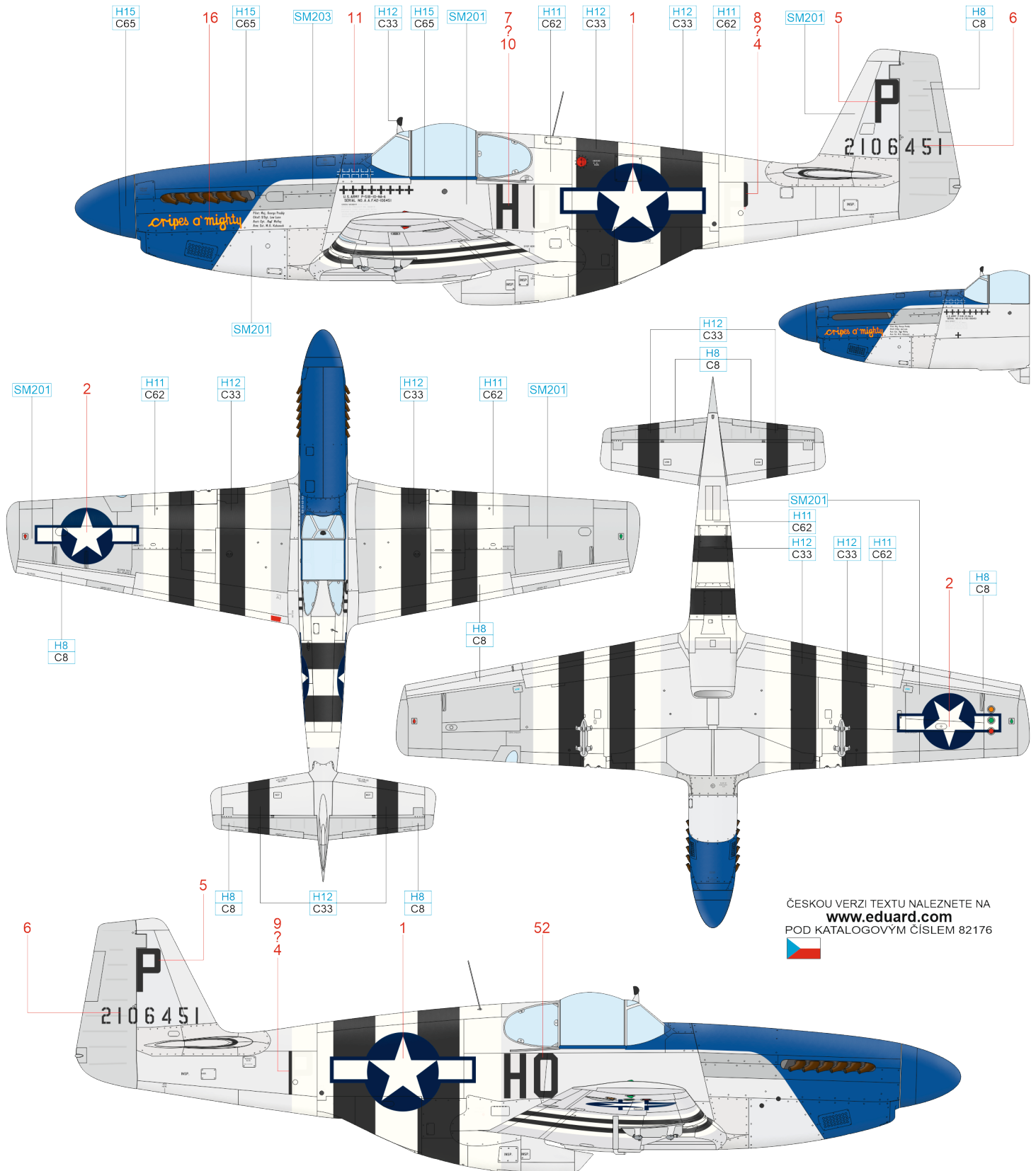


O
2 pcs.



A P-51B-10-NA, s/n 42-106451, Maj. George E. Preddy, 487th FS, 352nd FG, 8th AF, Bodney, Great Britain, June 1944

Preddy's first personal Mustang was a natural metal finish aircraft with blue nose adorned with the yellow inscription *Cripes A'Mighty*. The application of invasion stripes overlapped the HO-P fuselage code which was partially showing through under the white paint. So, an individual letter P was added to the tail surfaces as it was obscured by the invasion stripes on the fuselage. At the time of the invasion, Preddy's Mustang already had a new type Malcolm Hood cockpit canopy installed. The nose of Preddy's Mustang was decorated with 12 German crosses as symbols of his victories. Preddy made his last flight in a P-51B on June 12, 1944, six days after the invasion of France, when he claimed another destroyed Bf 109. He then took over the brand new P-51D-5 *Cripes A'Mighty* 3rd. In August 1944, Major Preddy was sent to the United States for retirement, and upon his return in October he assumed command of one of the subordinate squadrons of the 352nd FG, 328th FS. On December 25, in the early hours of the morning, while chasing an Fw 190 over the front, Preddy's aircraft was accidentally hit by American anti-aircraft fire. He still attempted an emergency landing near an anti-aircraft battery but, as he was fatally wounded, he crashed. In total George Earl Preddy achieved 25 victories and four shared, 22+4 when flying Mustangs (including 5+2 victories in P-51Bs).



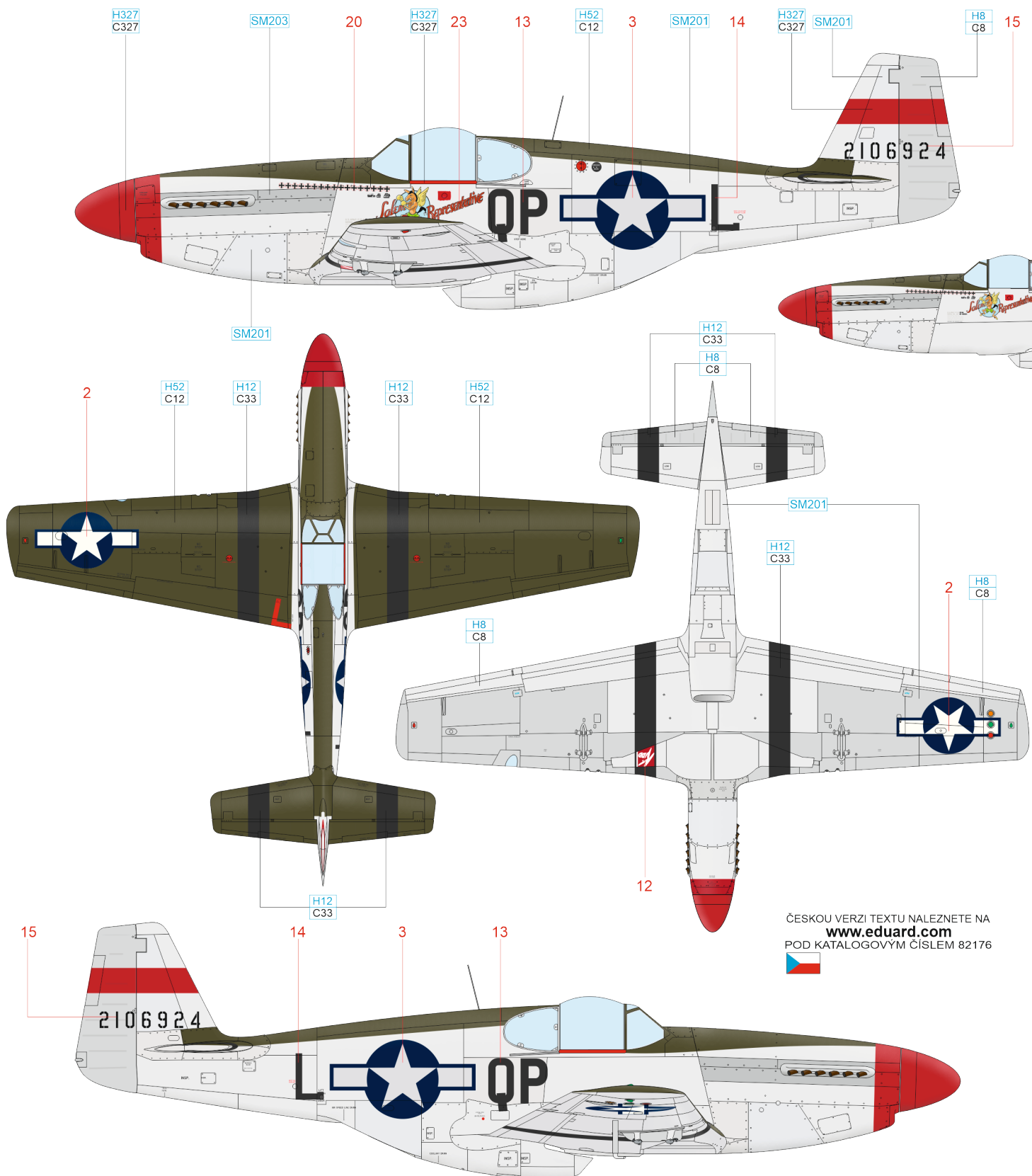
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82176



- SILVER
- H8 C8
- SUPER FINE SILVER 2
- SM201
- SUPER IRON 2
- SM203
- FLAT WHITE
- H11 C62
- BRIGHT BLUE
- H15 C65
- FLAT BLACK
- H12 C33

B P-51B-15-NA, s/n 42-106924, 2nd Lt. Ralph K. Hofer, 334th FS, 4th FG, 8th AF, Debden, Great Britain, June 1944

Light-hearted, perhaps undisciplined, but all the more courageous and charismatic was "Kid" Hofer, one of the USAAF's most successful fighters. The nickname was based on his youthful appearance and his flowing and by Army standards long hair as well as his prevailing good humor. Until his death, he destroyed 15 enemy aircraft in the air, damaging two and destroying another 14 on the ground. On July 2, 1944, "Kid" participated in the escort of bombers to Budapest from the Italian base Foggia. Prior to reaching the target area, a group of Bf 109 entered the scene, and the aerial battle started. Hofer's leader had to make an emergency landing due to a malfunction and watched from the ground as a Hungarian Bf 109, sitting on the tail of his Wingman, opened fire. Hofer's Mustang was apparently only damaged, so he tried to return to the base. Near Mostar, he decided to strafe a German airfield, his P-51B Salem Representative was hit by flak and "Kid" Hofer was killed.



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82176

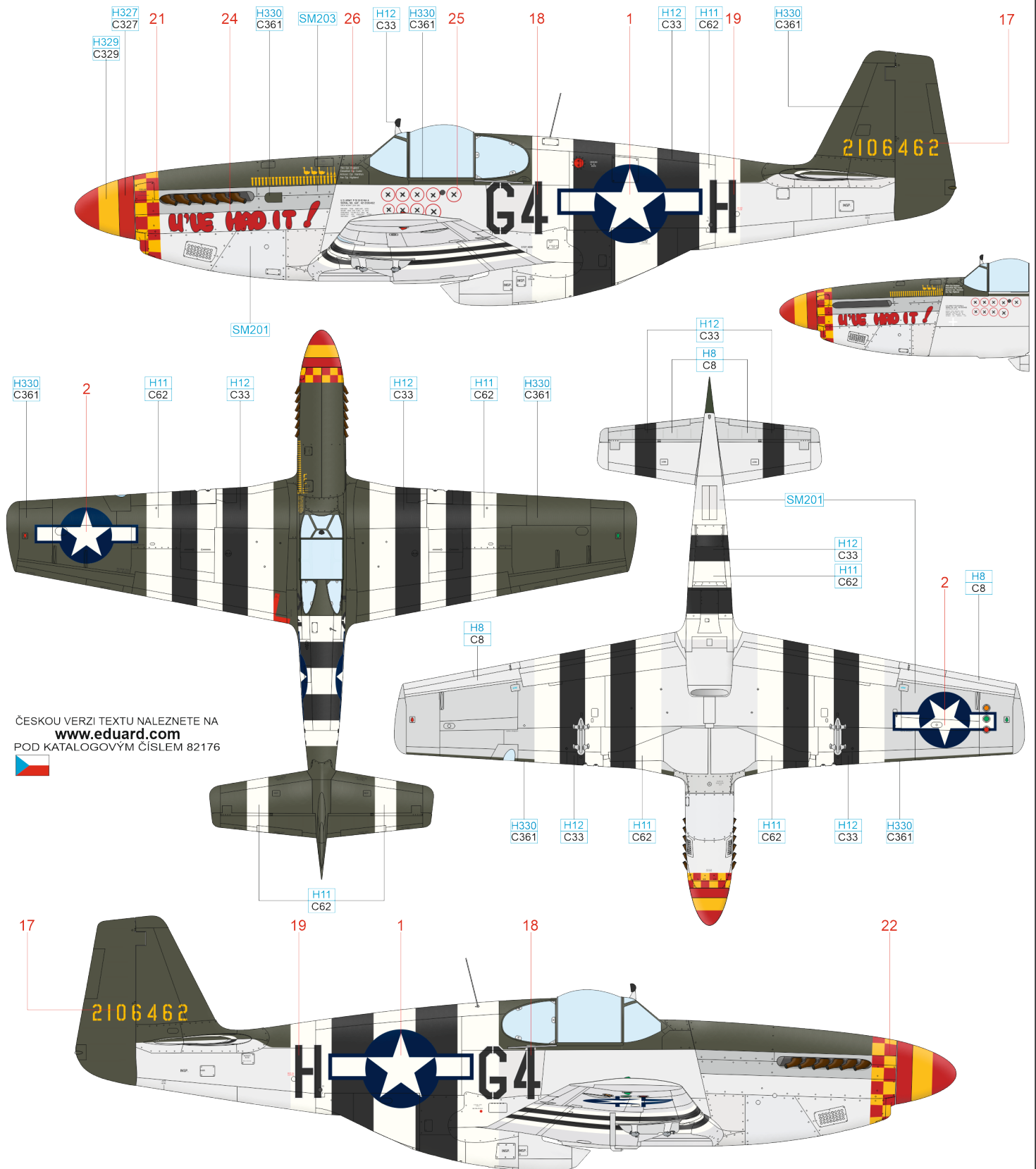


SILVER H8 C8 SUPER FINE SILVER 2 SM201 SUPER IRON 2 SM203 RED H327 C327 OLIVE DRAB H52 C12 FLAT BLACK H12 C33

eduard

C P-51B-10-NA, s/n 42-106462, Capt. John B. England, 362nd FS, 357th FG, 8th AF, Leiston, Great Britain, June 1944

The Mustang named U've Had It was assigned to the 357th FG at the end of the first week of March 1944 and became the personal aircraft of Capt. John England. It was one of several P-51Bs that received a hasty "half" camouflage paint job on the upper fuselage and wings in anticipation of operations from continental forward field airfields which ultimately did not occur due to the Mustangs' extraordinary range and endurance. England flew the U've Had It until June 1944, scoring three kills out of eight achieved in P-51B cockpits. In July, he received a new type, the P-51D. In all, England scored 19 kills during his wartime career, three of them in cooperation. The Mustang U've Had It remained with the 357th FG and was taken over by Eric Wooley. Its fate was fulfilled on October 4, 1944, when the tail section separated during a high-speed dive training flight and 2nd Lt. Richard Potter had to bail out with great difficulty.



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
POD KATALOGOVÝM ČÍSLEM 82176

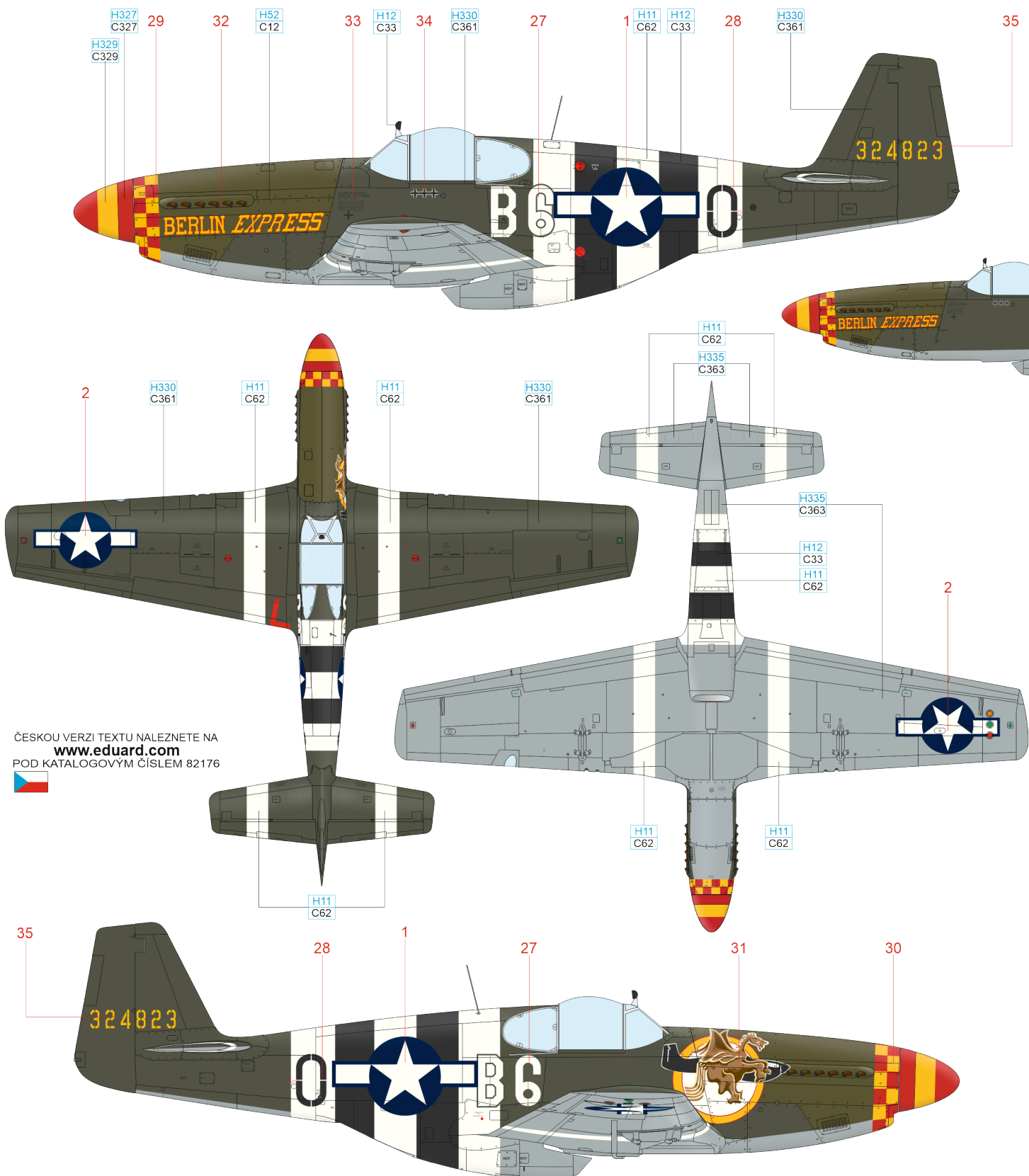


- | | | | | | | | | | | | | | | | |
|--------|----------|------------------------|-------|-----------------|-------|---------------|------------|--------|--------------|-----|--------------|---------------|--------------|---------------|------------|
| SILVER | H8 C8 | SUPER FINE SILVER 2 | SM201 | SUPER IRON 2 | SM203 | FLAT WHITE | H11 C62 | YELLOW | H329 C329 | RED | H327 C327 | DARK GREEN | H330 C361 | FLAT BLACK | H12 C33 |
|--------|----------|------------------------|-------|-----------------|-------|---------------|------------|--------|--------------|-----|--------------|---------------|--------------|---------------|------------|

eduard

D P-51B-15-NA, s/n 43-24823, Lt. William B. Overstreet, 363rd FS, 357th FG, 8th AF, Leiston, Great Britain, July 1944

P-51B Mustang s/n 43-24283 was originally assigned to Bud Anderson as the third and last P-51B he flew in combat. Like his previous P-51s, this one was also named Old Crow. When Anderson completed his tour with the 363rd FS in July 1944, the aircraft was assigned to Lt. William Overstreet. Overstreet had the name Berlin Express painted on the left side of the engine cowlings and a drawing of a winged Mustang horse in a circle on the right side of the cowlings. The identification letter was changed from S to O. Bill Overstreet became particularly famous for his story of chasing a German Bf 109 through the arches of the Eiffel Tower. The duel was supposed to have taken place sometime in the spring of 1944, but it is questionable whether the passage through the Eiffel Tower actually happened, nor is the exact date of the duel known, there is no mention in German records of such a strange event as a fighter plane crashing into the streets of Paris. Nevertheless, Overstreet was an aggressive and capable pilot and, for example, on September 3, 1944, he took part in a top-secret mission in which a remote-controlled four-engine bomber attacked a heavily defended German submarine base protected by cliffs. He subsequently flew other secret missions in support of the French Resistance, often landing behind enemy lines.



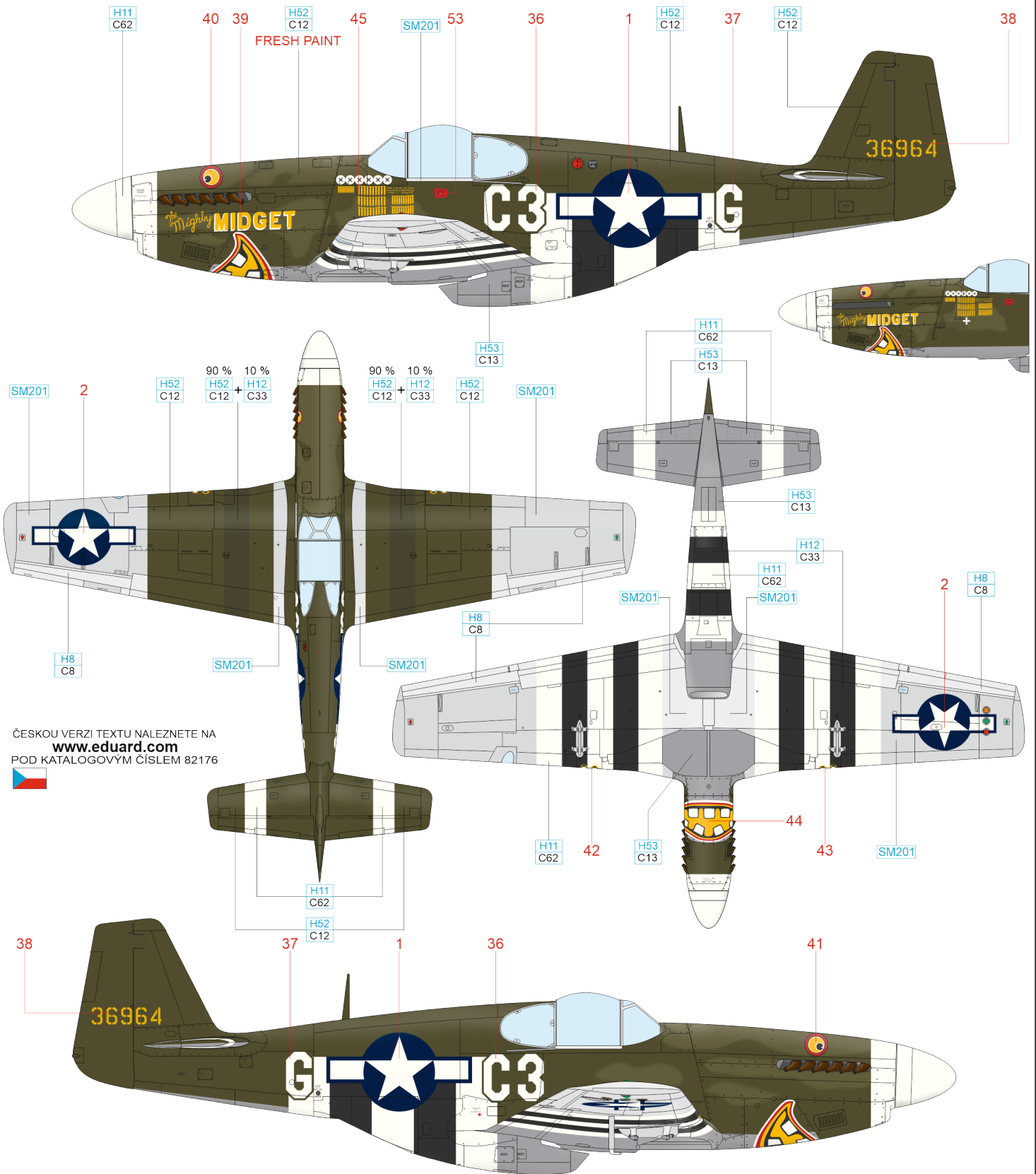
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82176



| | | | | | | | | | | | | | |
|------------|---------|--------|-----------|-----|-----------|----------------|-----------|------------|---------|------------|-----------|------------|---------|
| FLAT WHITE | H11 C62 | YELLOW | H329 C329 | RED | H327 C327 | MEDIUM SEAGRAY | H335 C363 | OLIVE DRAB | H52 C12 | DARK GREEN | H330 C361 | FLAT BLACK | H12 C33 |
|------------|---------|--------|-----------|-----|-----------|----------------|-----------|------------|---------|------------|-----------|------------|---------|

E P-51B-7-NA, s/n 43-6964, 1stLt. James H. Clark, 382nd FS, 363rd FG, 9th AF, Maupertus, France, July 1944

The very colorful Mustang that was flown by James Clark had probably its wings replaced. The new ones came from another P-51 and did not carry camouflage paint. Where it was planned to apply invasion stripes prior to D-Day, a base camouflage paint in the shade Olive Drab/Neutral Grey was applied to the wing and the invasion stripes were subsequently painted. Lt. James Clark flew 70 missions during the war, including escorting gliders on the D-Day Normandy landings. He achieved a total of five kills. He married a girl named Marjorie, and it was her nickname, Midge, that he painted on the nose of his Mustang.



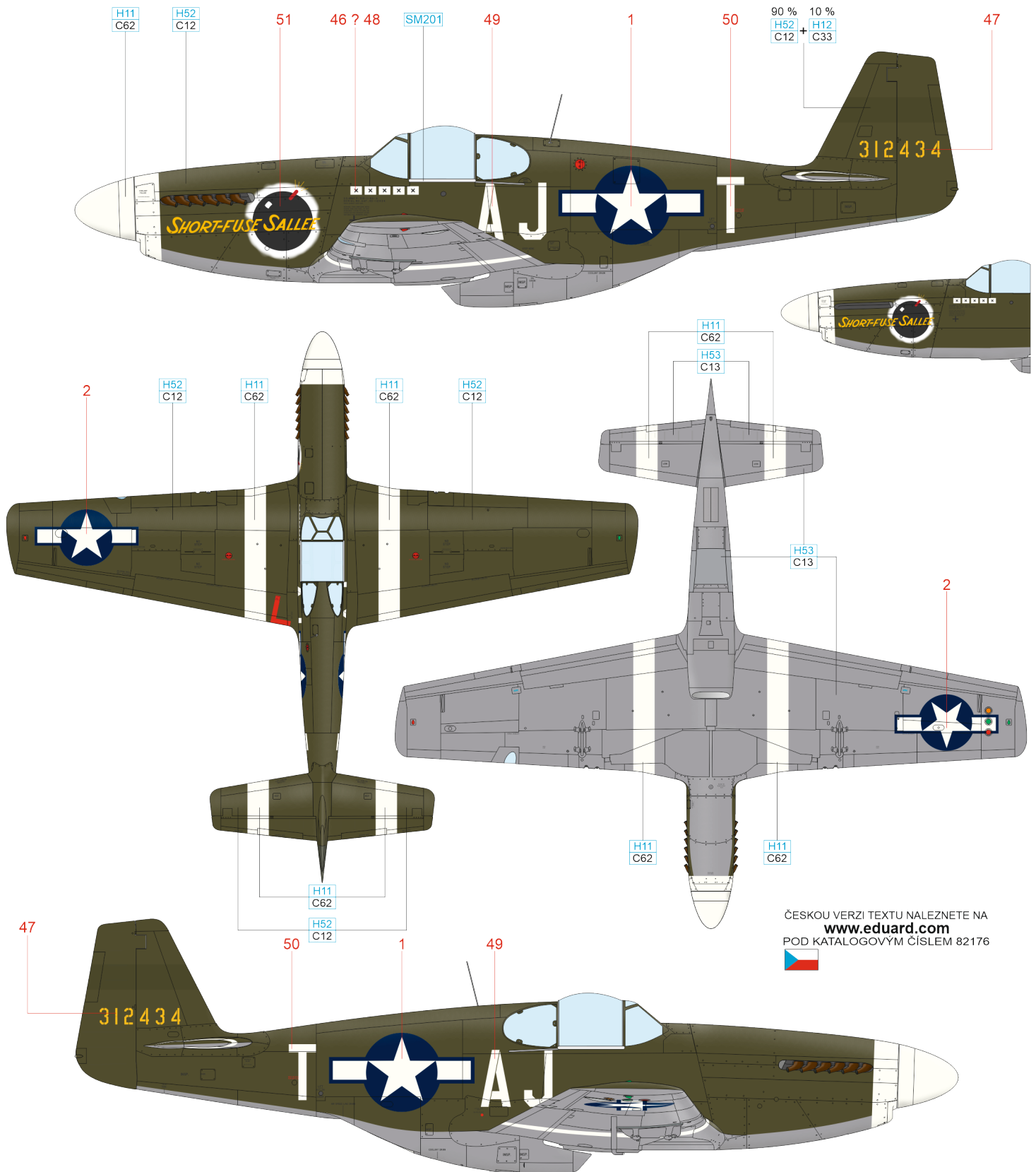
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82176



| | | | | | | | | | |
|---------------------|----------|------------|------------|--------------|------------|------------|------------|------------|------------|
| SILVER | H8 C8 | FLAT WHITE | H11 C62 | NEUTRAL GRAY | H53 C13 | OLIVE DRAB | H52 C12 | FLAT BLACK | H12 C33 |
| SUPER FINE SILVER 2 | SM201 | | | | | | | | |

F P-51B-1-NA, s/n 43-12434, Capt. Richard Turner, CO of 356th FS, 354th FG, 9th AF, Lashenden, Great Britain, May 1944

The Mustang named Short-Fuse-Sallee was assigned to Dick Turner in December 1943. Turner scored eight aerial victories with it between January 5 and April 11, 1944, plus 1.5 aircraft destroyed on the ground. This made him one of the most successful pilots in the 356th FS. In March 1944, Turner's Mustang was one of the first in the 356th FS to receive a new cockpit canopy called the Malcolm Hood. In late May 1944, to the chagrin of Turner himself, Short-Fuse-Sallee was turned over to the 369th FS, which at the time was changing to P-51 Mustangs from the P-47 Thunderbolts. Here the aircraft was assigned to Charles Stanley and renamed Dunquerque. Stanley flew 74 missions (300 hours) with it, but unlike Richard Turner, failed to achieve any confirmed kills, although he was credited with damaging ten enemy aircraft during escort missions. Upon Stanley's return to the US in August 1944, the Mustang was handed over to Thomas Burr, who flew it until he received a P-51D.



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82176

SUPER FINE SILVER 2 SM201 FLAT WHITE H11 C62 NEUTRAL GRAY H53 C13 OLIVE DRAB H52 C12 FLAT BLACK H12 C33

