

P-51D-5 Mustang™

eduard

1/48 Scale Plastic Model Kit



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WEEKEND
edition



item # 84172

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 development 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 chosen 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 innovative laminar flow airfoil, which lowers the drag, but, on the other hand, requires smooth surface. 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 contracts 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 compressor 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), 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. The supplies to RAF continued as Mustang 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 accommodate 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 Inglewood (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). Some 55 nations used the Mustang.

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 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. Famous Charles Yeager, the first man to break the sonic barrier (1947), was the first pilot of P-51D to become Ace in just one day, after recording five kills during October 12, 1944.

The kit: P-51D-5

The D-5 was the first production batch apart of the -1NA (100 unassembled Mustangs shipped for 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.



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 započatím 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. 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

PARTS

*

DÍLY

*

TEILE

*

PIÈCES

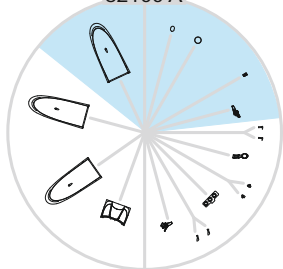
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PLASTIC PARTS

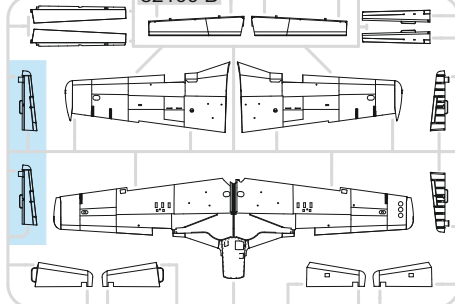
A>

82100 A



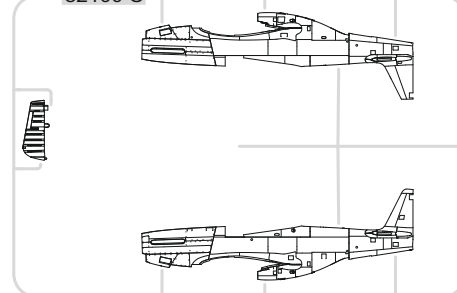
B>

82100 B



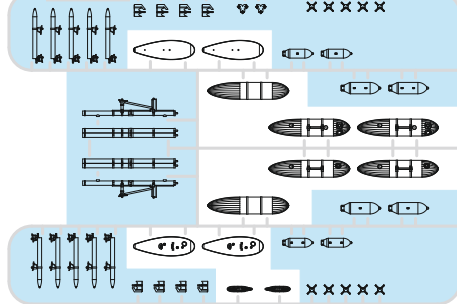
C>

82100 C



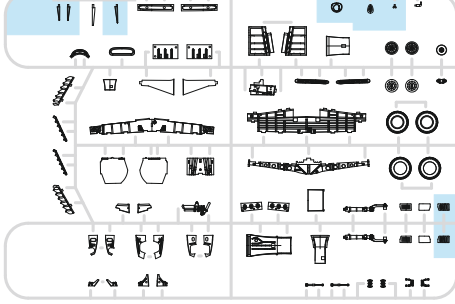
F>

82100 F



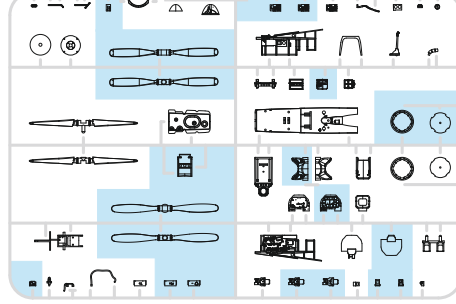
G>

82100 G



H>

82100 H



-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)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H1	C1	MMP-001	WHITE
H8	C8		SILVER
H12	C33	MMP-047	FLAT BLACK
H15	C65		BRIGHT BLUE
H27	C44		TAN
H37	C43		WOOD BROWN
H47	C41	MMP-012	RED BROWN
H52	C12	MMP-091	OLIVE DRAB
H58	C351	MMP-059	INTERIOR GREEN
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED
H91	C48		CLEAR YELLOW

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H94	C138		CLEAR GREEN
H316	C316	MMP-104	WHITE
H327	C327	MMP-101	RED
H329	C329		YELLOW
H330	C361	MMP-077	GREEN
	C352		YELLOW CHROMATE
Mr.METAL COLOR		METALLICS	
MC214		MMM-001	DARK IRON
Mr.COLOR SUPER METALLIC		METALLICS	
SM201		MMC-001	SUPER FINE SILVER
SM203			SUPER IRON
SM206		MMC-001	SUPER CHROME SILVER

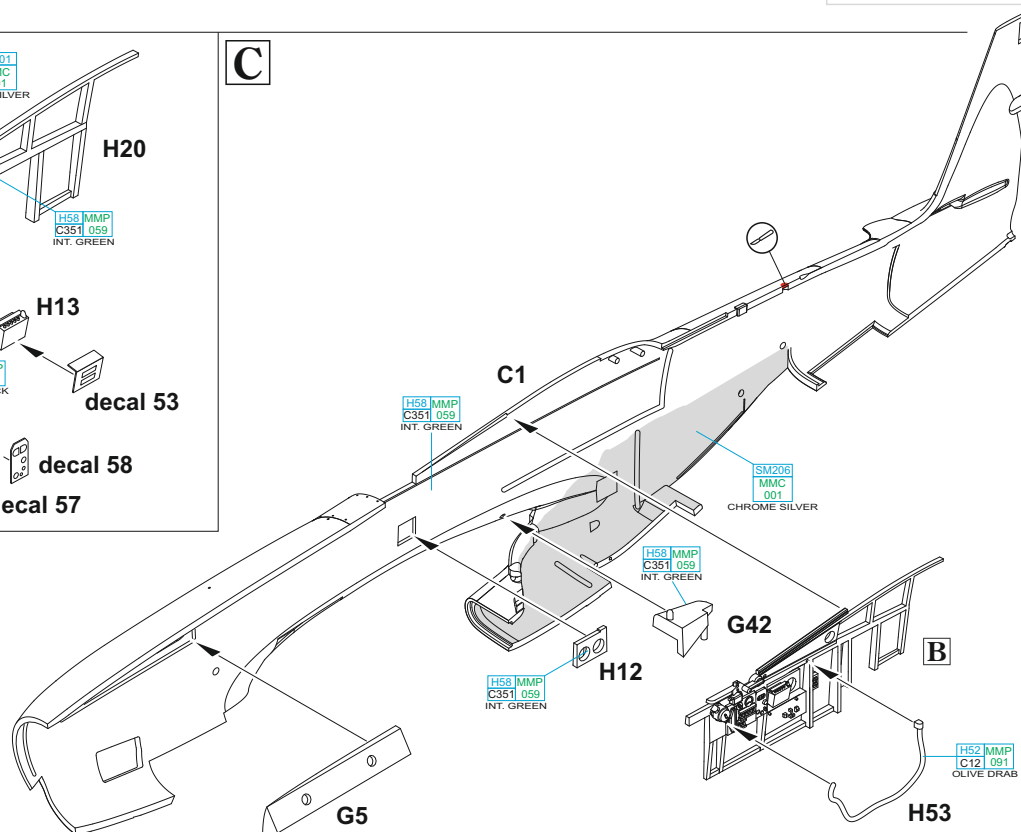
90% + 10%

H58
C351

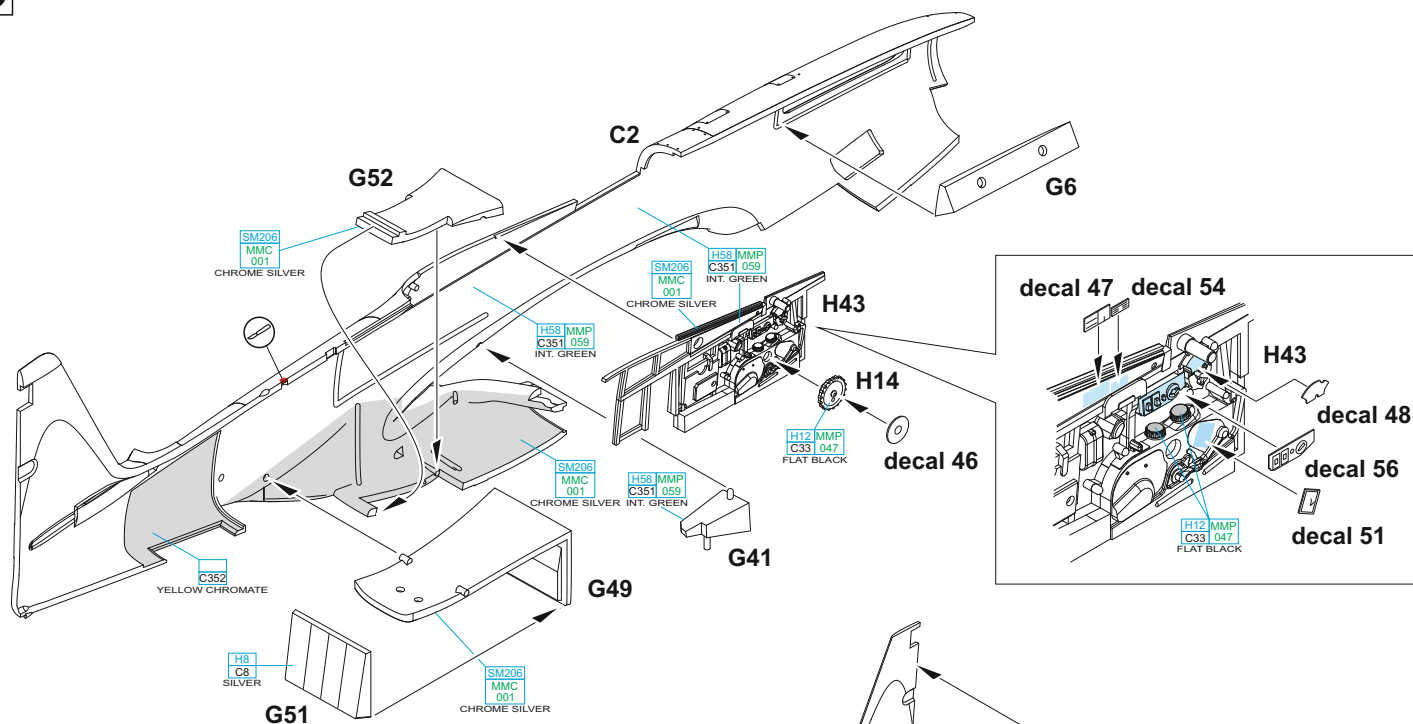
ZINC-CHROMATE TYPE I

H12
C33

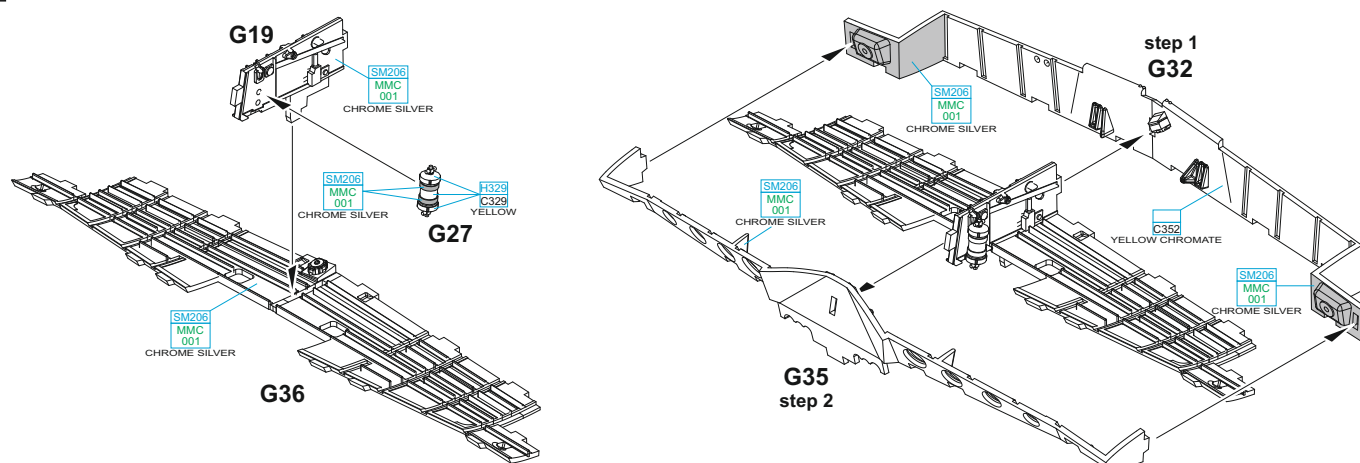
FLAT BLACK

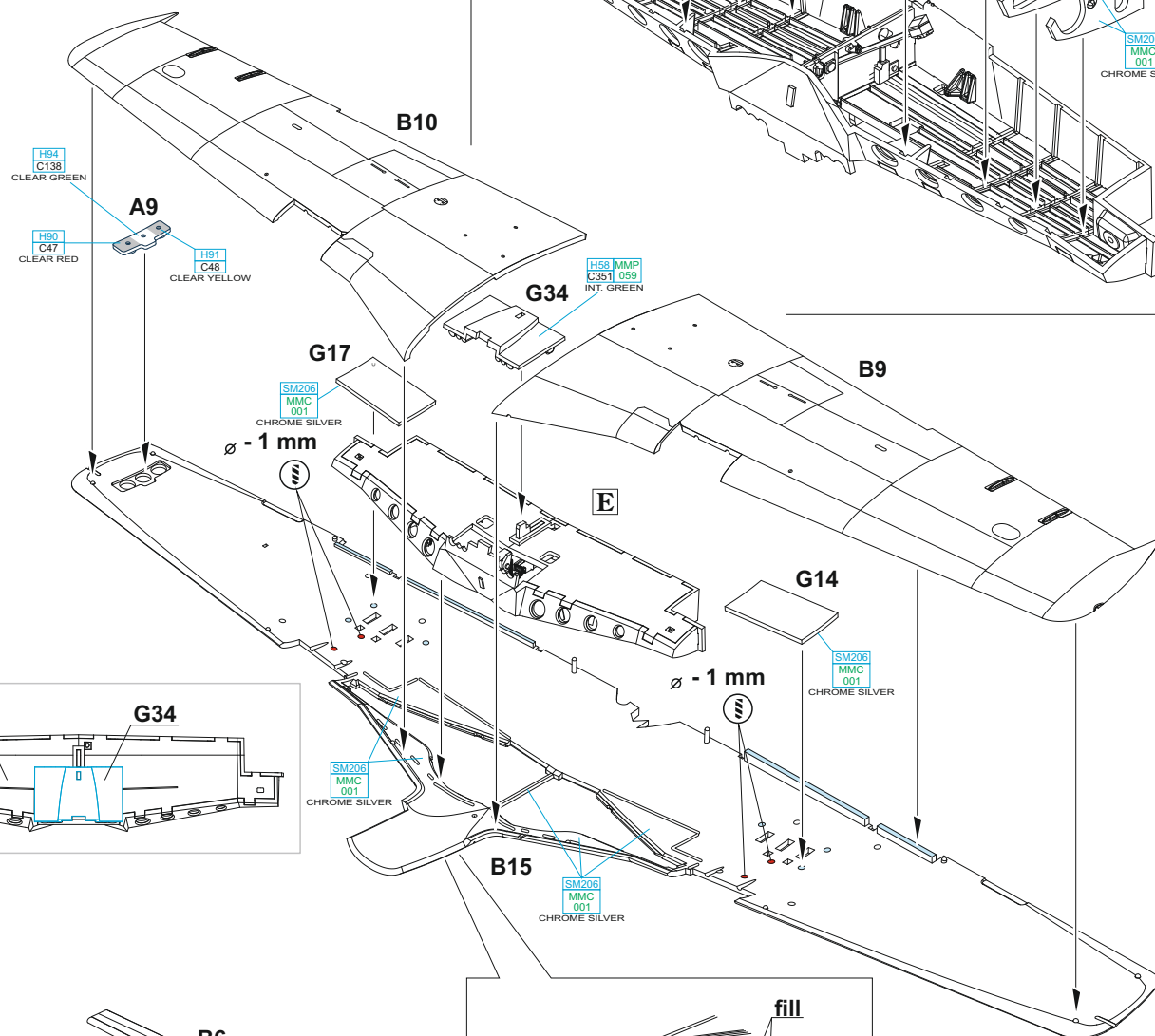
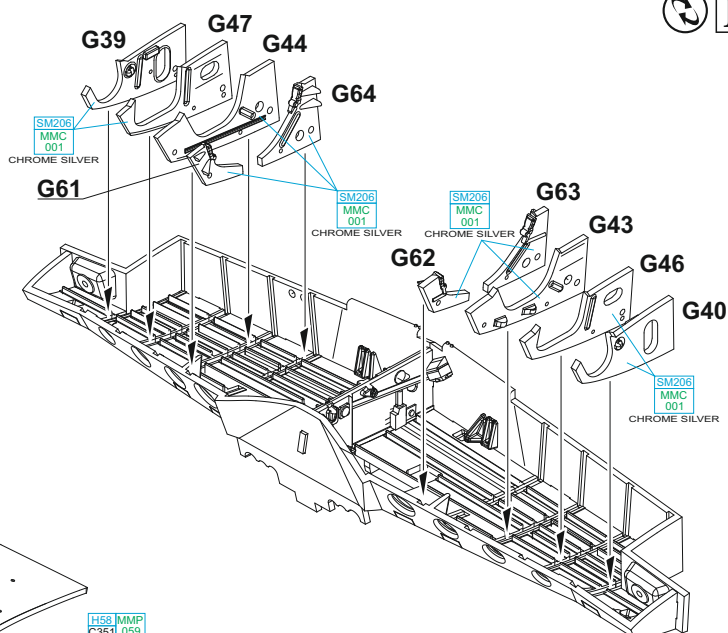
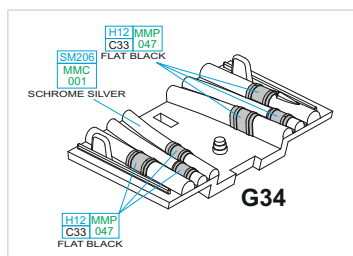


D

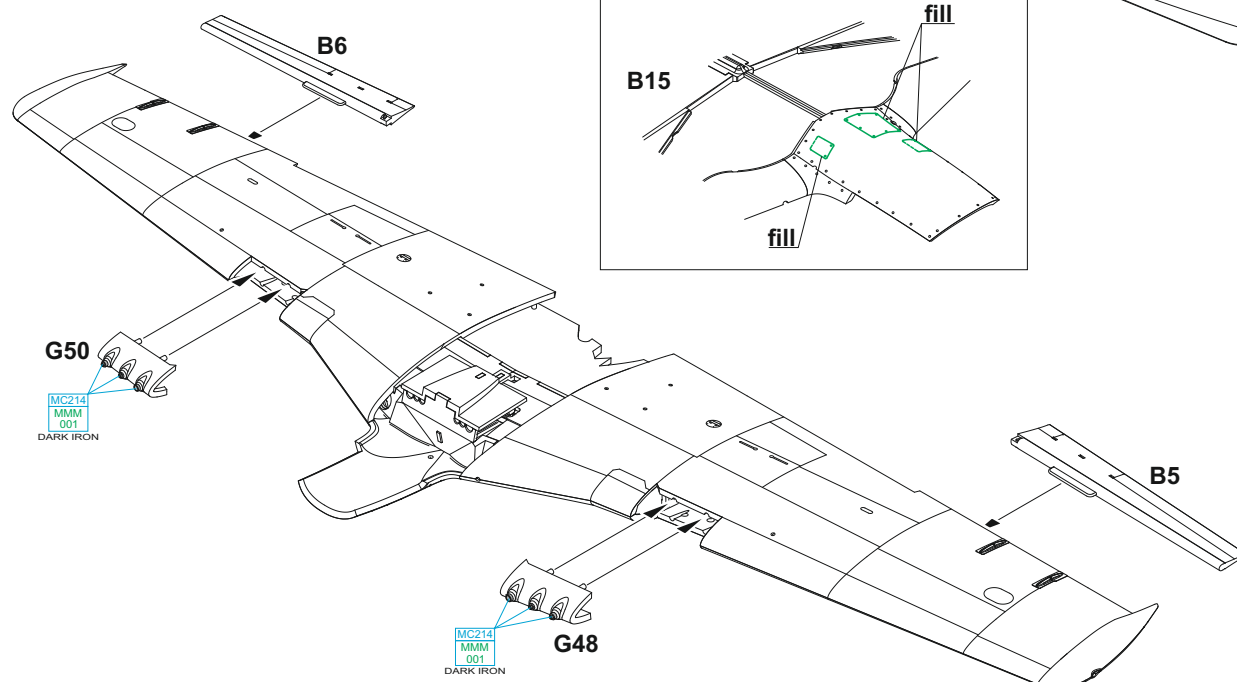
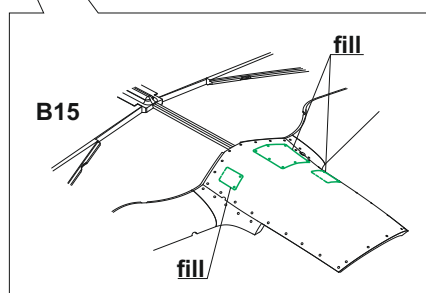
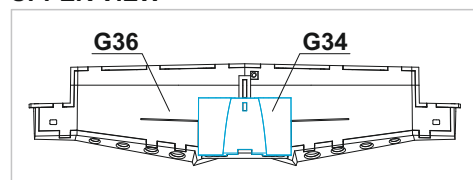


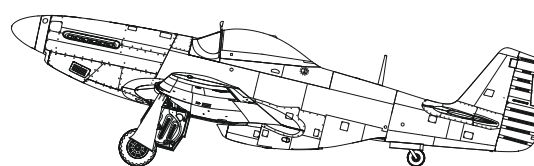
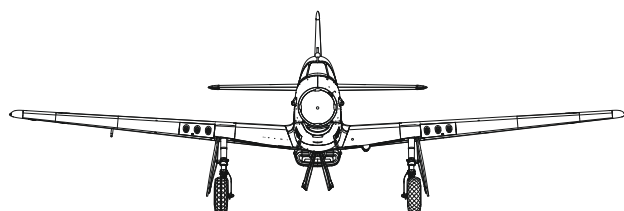
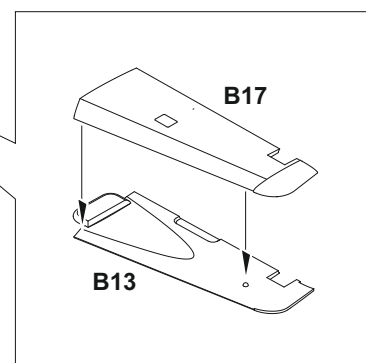
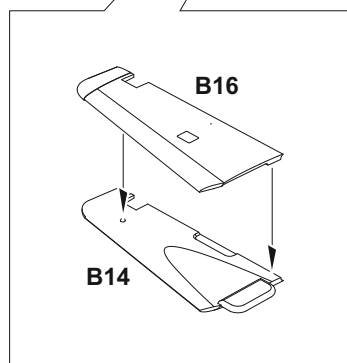
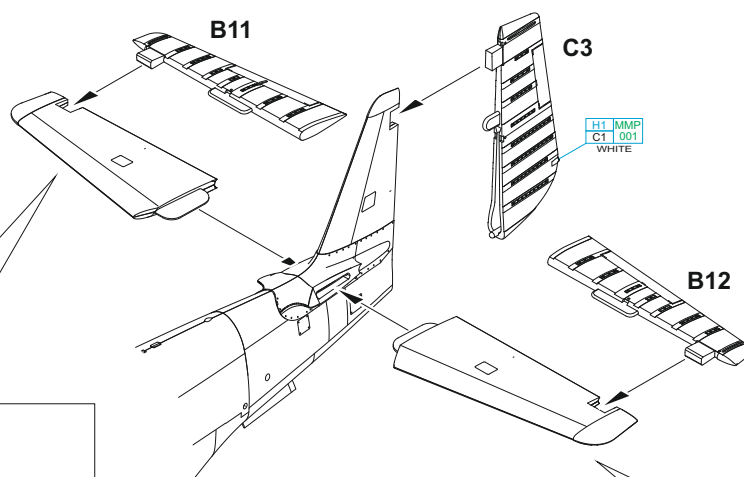
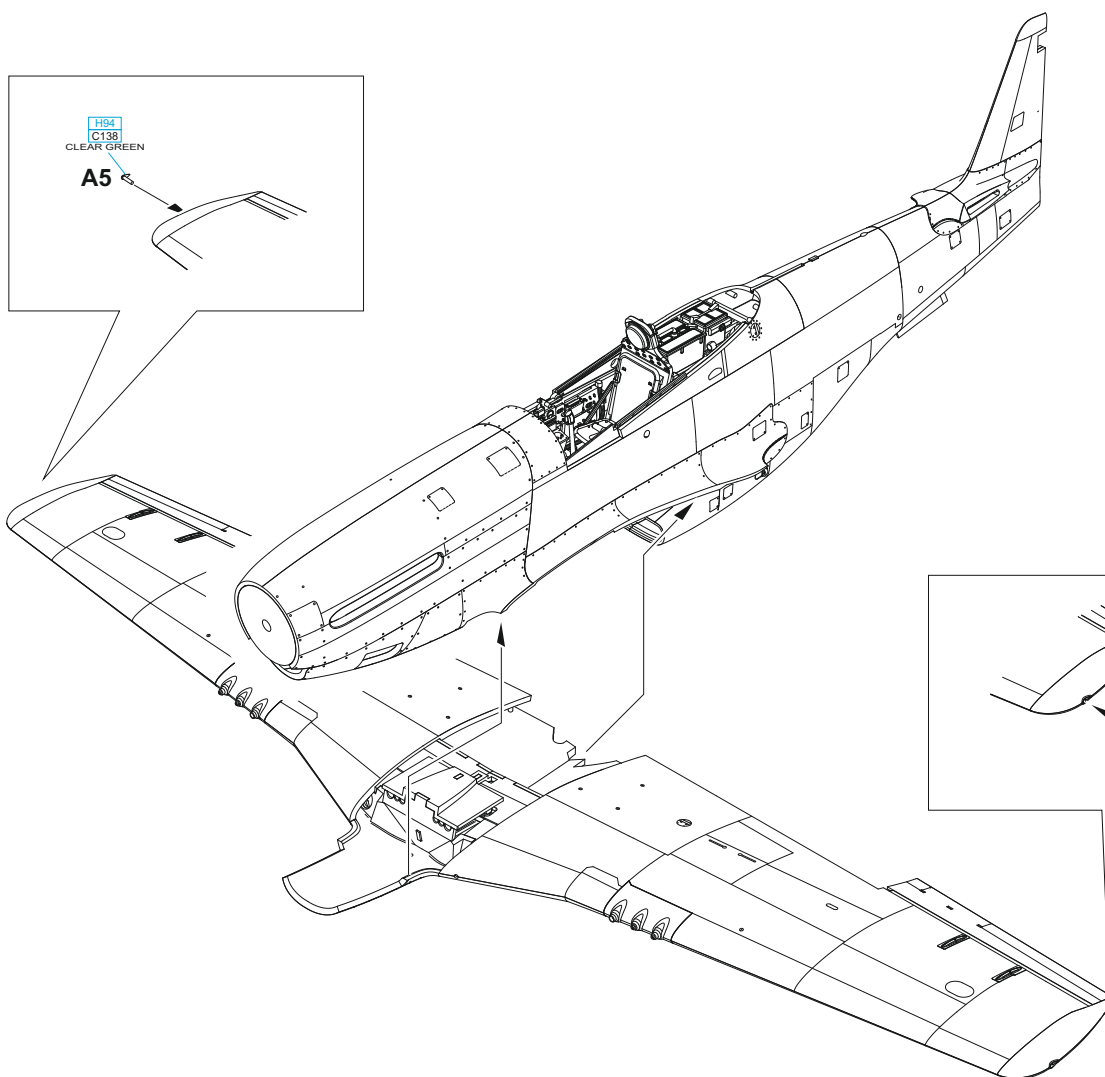
E



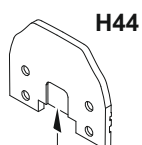
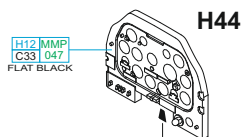


UPPER VIEW



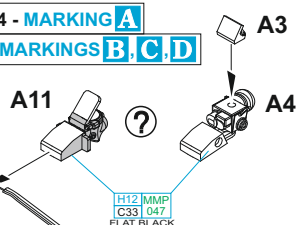


OPTIONAL:
decal 33, 34, 35, 36, 37



H57

A3, A4 - MARKING A
A11 - MARKINGS B, C, D



H49

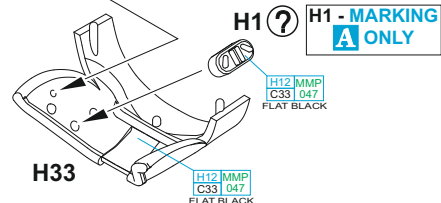
H58 MMP
C351 059
INT. GREEN

H12 MMP
C33 047
FLAT BLACK

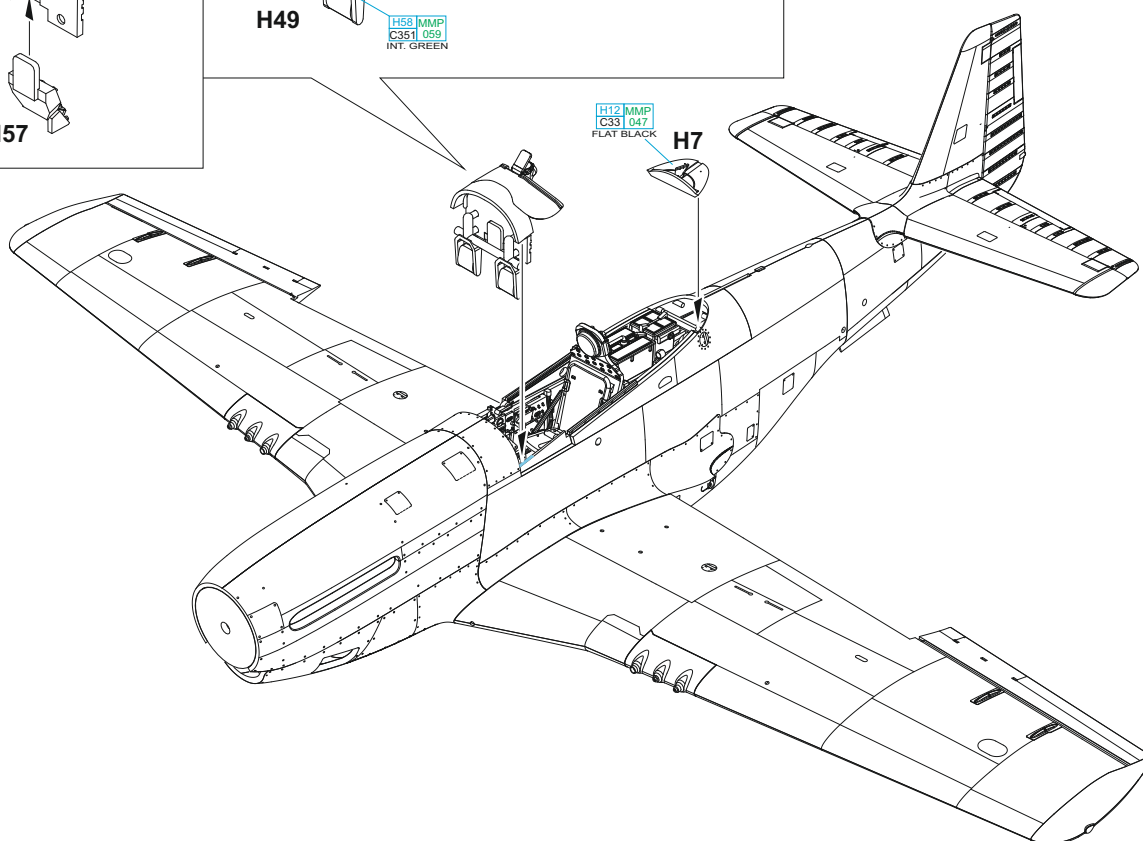
H7

A8 right A7 left

1. SM201
MMC
001
FINE SILVER 2
2. H12 MMP
C33 047
FLAT BLACK



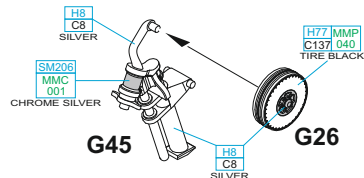
H1 - MARKING
A ONLY



G22

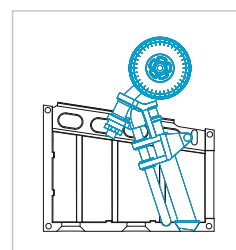
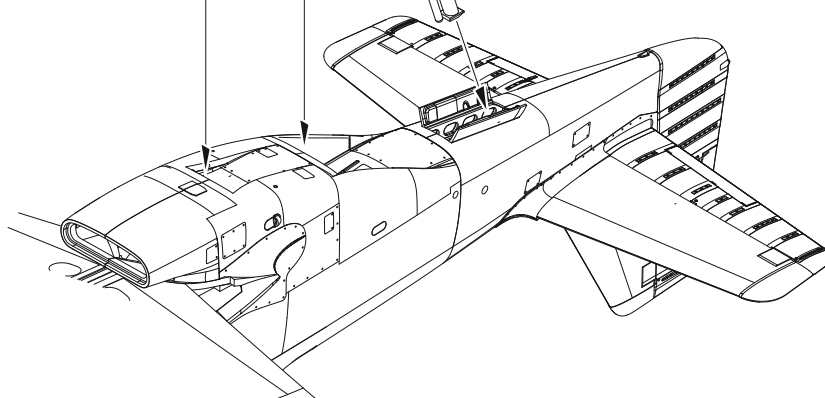
G13

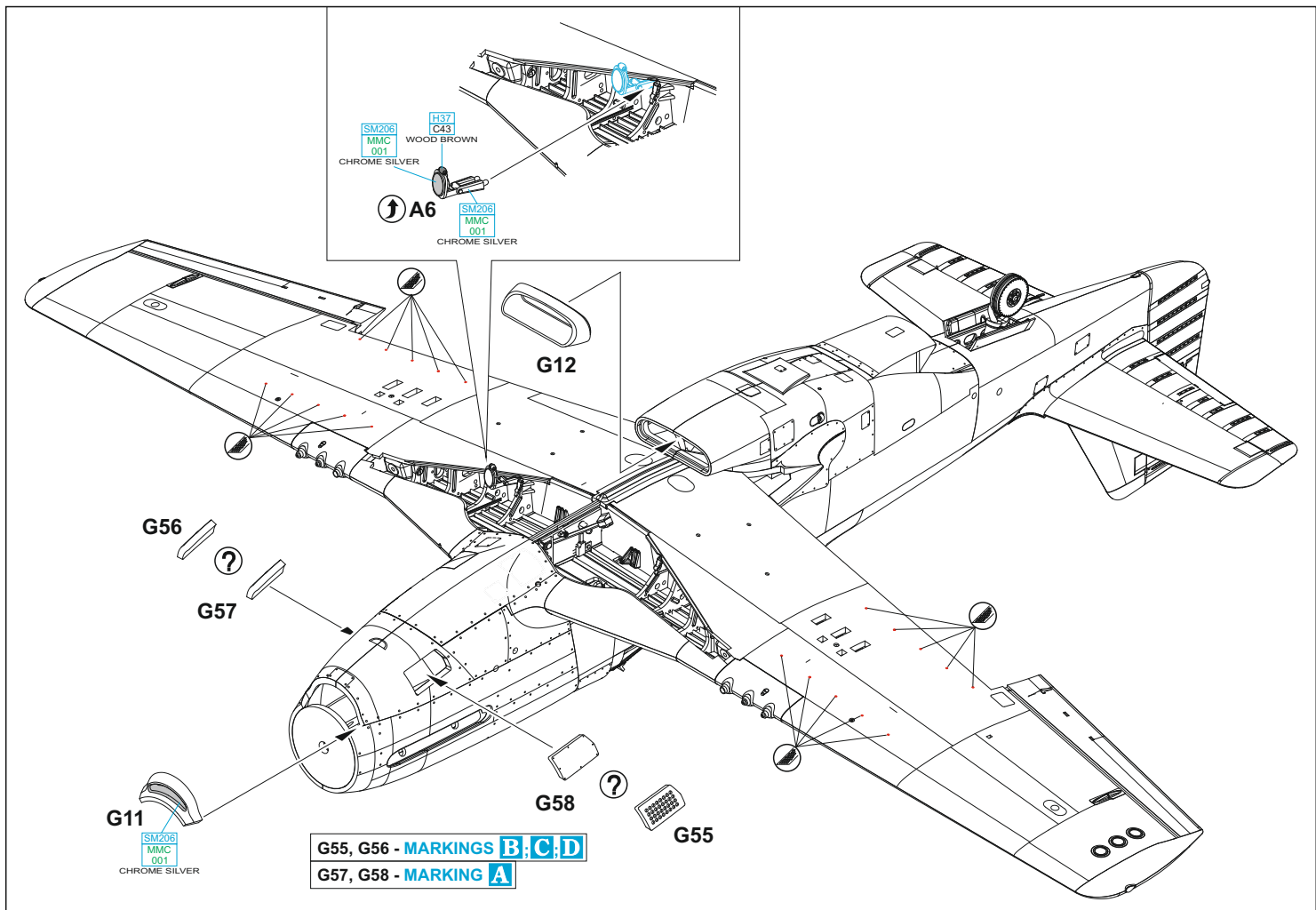
SM206
MMC
001
SUPER CHROME



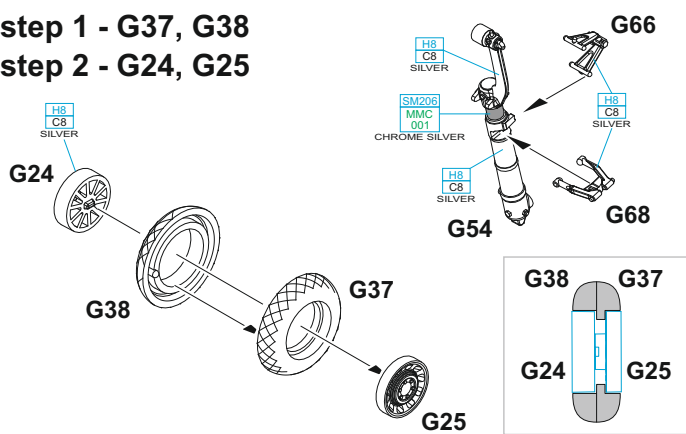
G45

G26

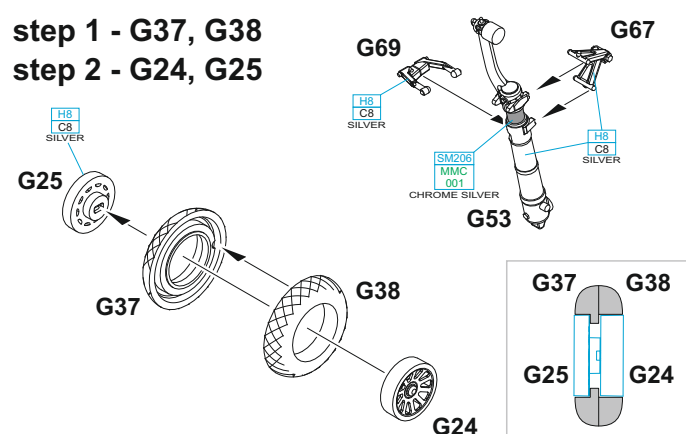




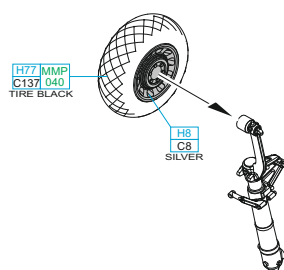
step 1 - G37, G38
step 2 - G24, G25



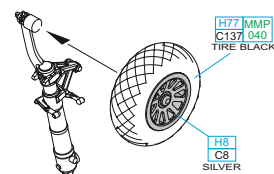
step 1 - G37, G38
step 2 - G24, G25



F

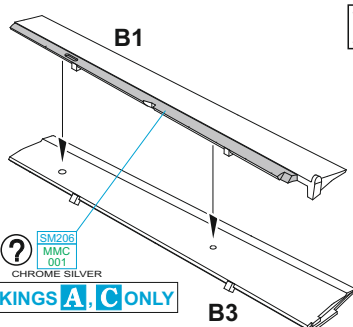


G



H

I



CAMOUFLAGE COLOR - MARKINGS A, C ONLY

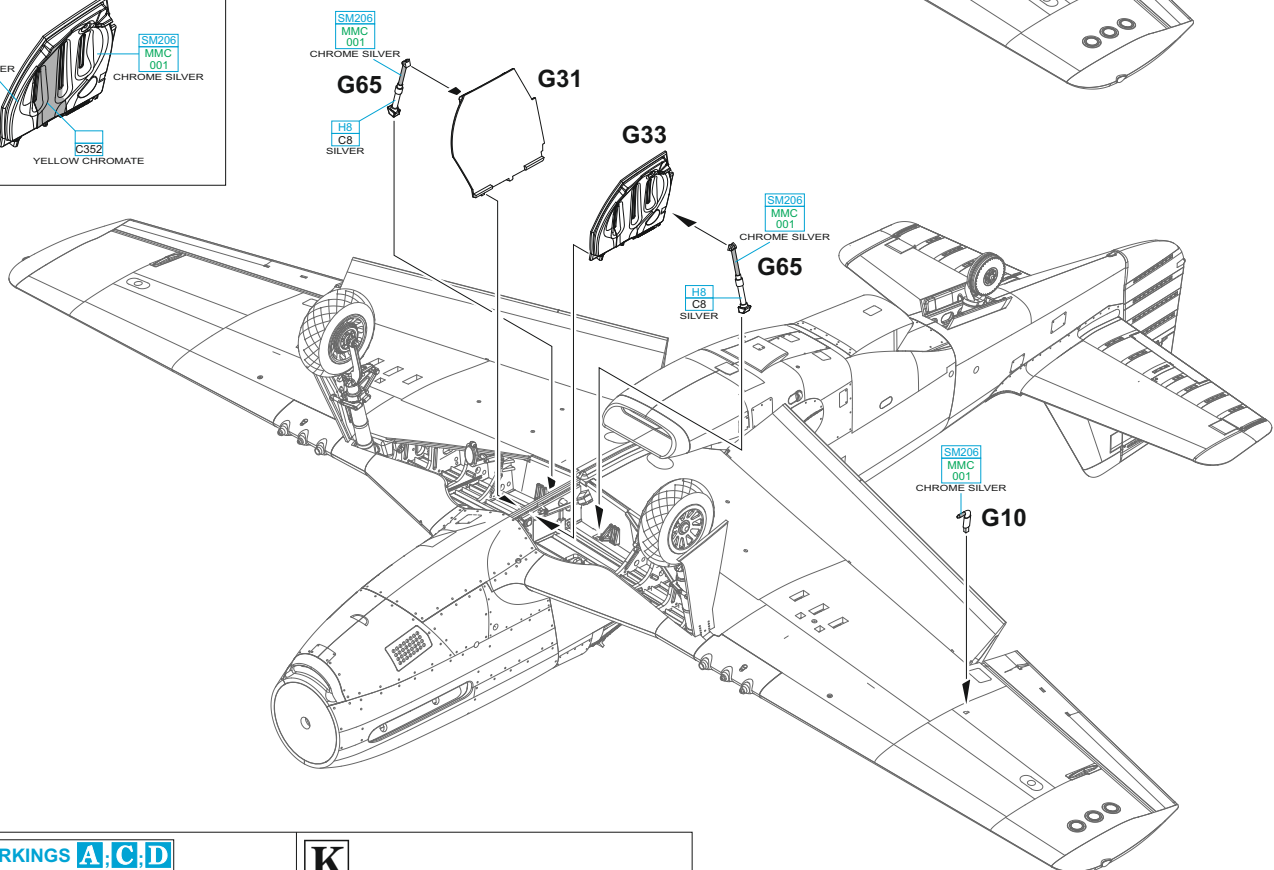
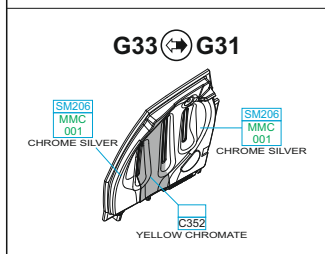
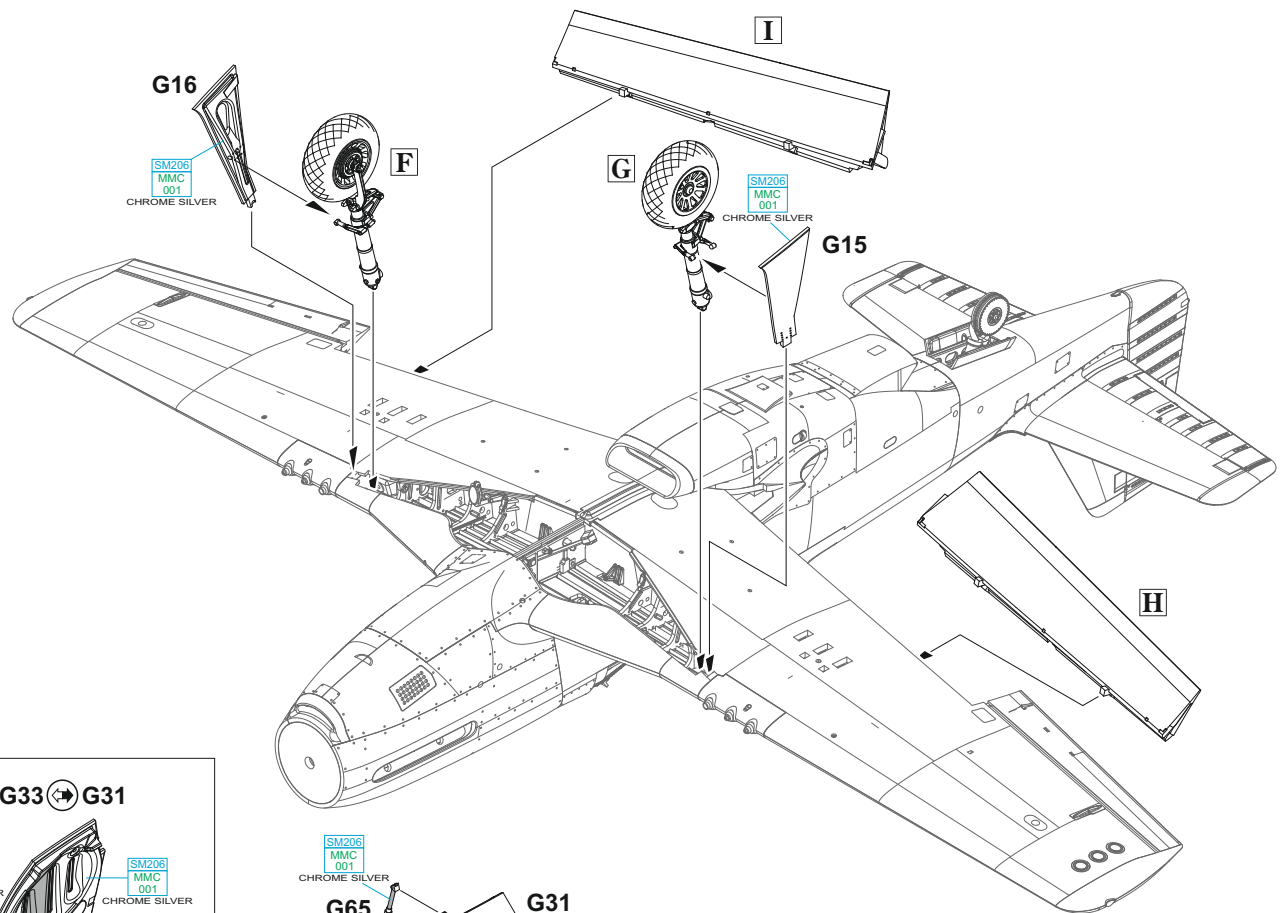
decal S84

B2

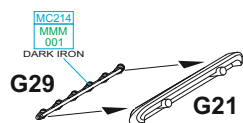
CAMOUFLAGE COLOR

CAMOUFLAGE COLOR - MARKINGS A, C ONLY

B4



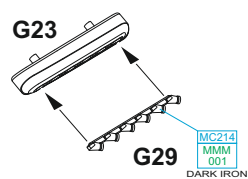
J MARKINGS A, C, D



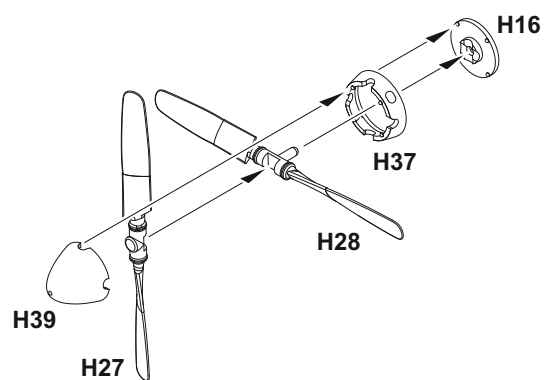
MARKING B



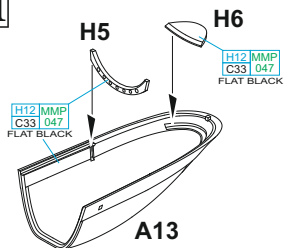
K



L



M



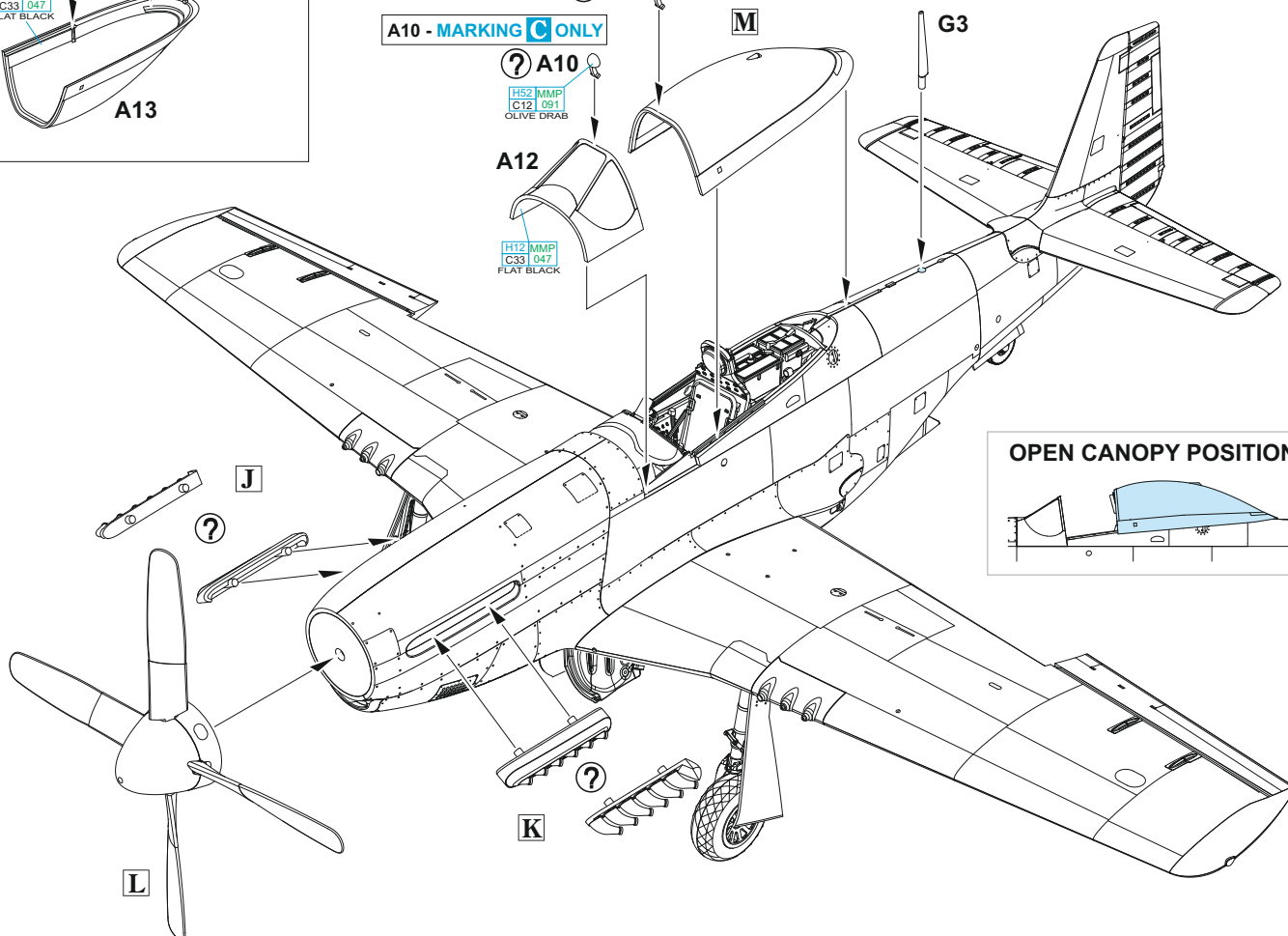
A10 - MARKING A ONLY

[H52 MMP C12 091] OLIVE DRAB

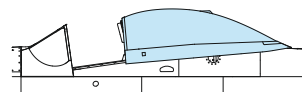
A10 - MARKING C ONLY

[H52 MMP C12 091] OLIVE DRAB

[H12 MMP C33 047] FLAT BLACK

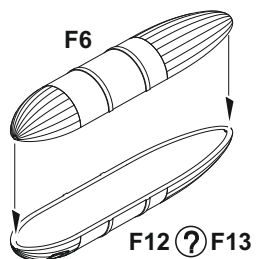


OPEN CANOPY POSITION



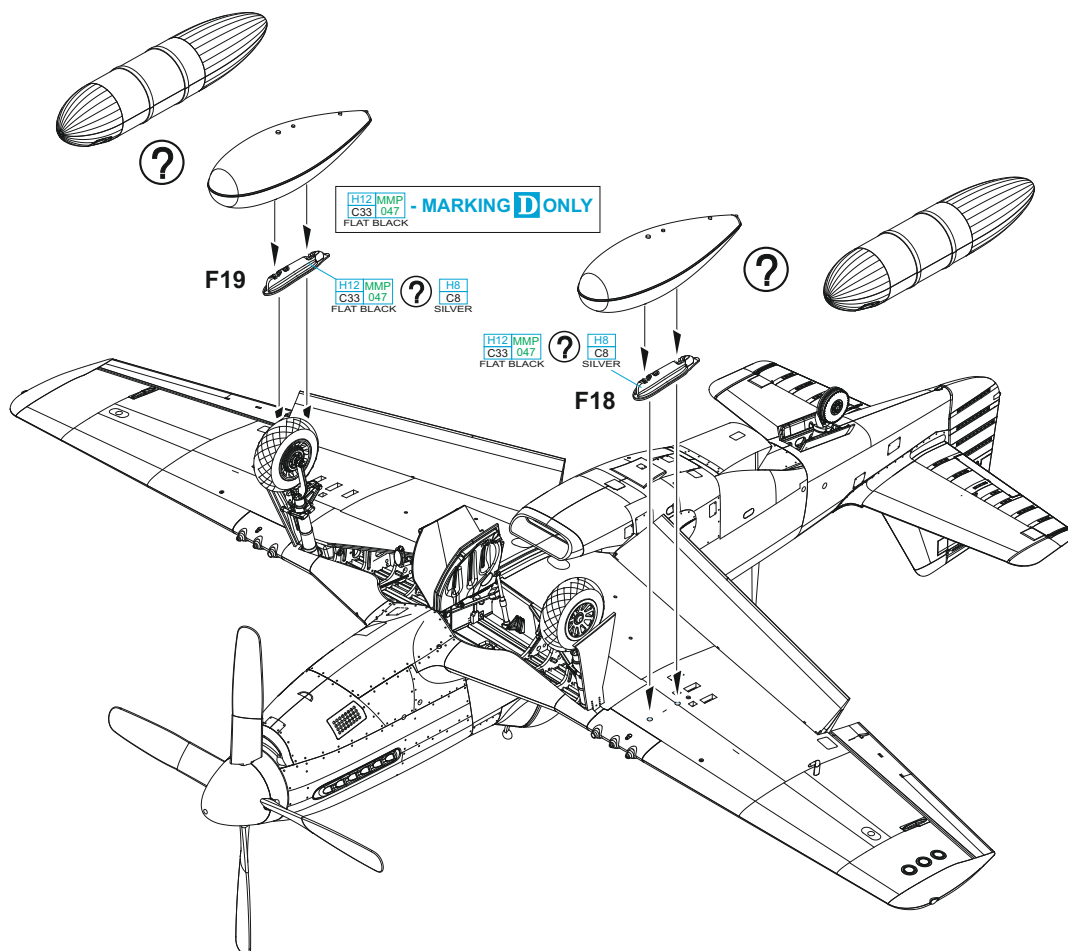
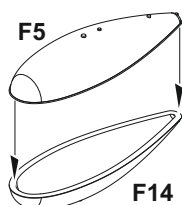
MARKINGS A; C ONLY

2 pcs.



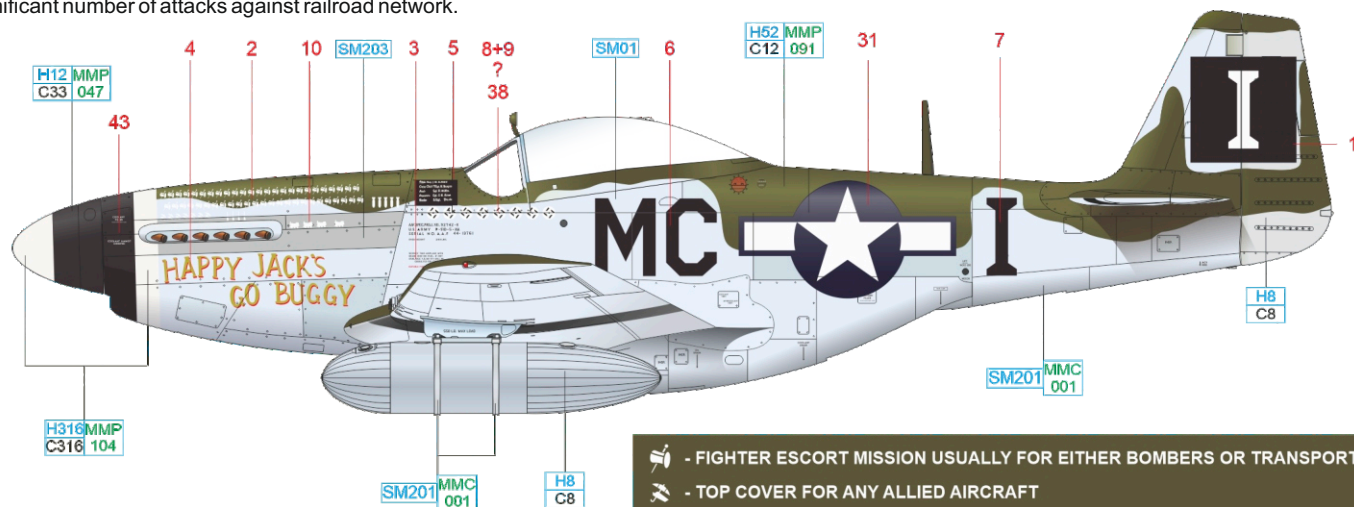
MARKINGS B; D ONLY

2 pcs.



A 44-13761, flown by Capt. Jack M. Ilfrey, 79th FS, 20th FG, 8th AF, USAAF Station 367 Kings Cliffe, Northamptonshire, Great Britain, Autumn 1944

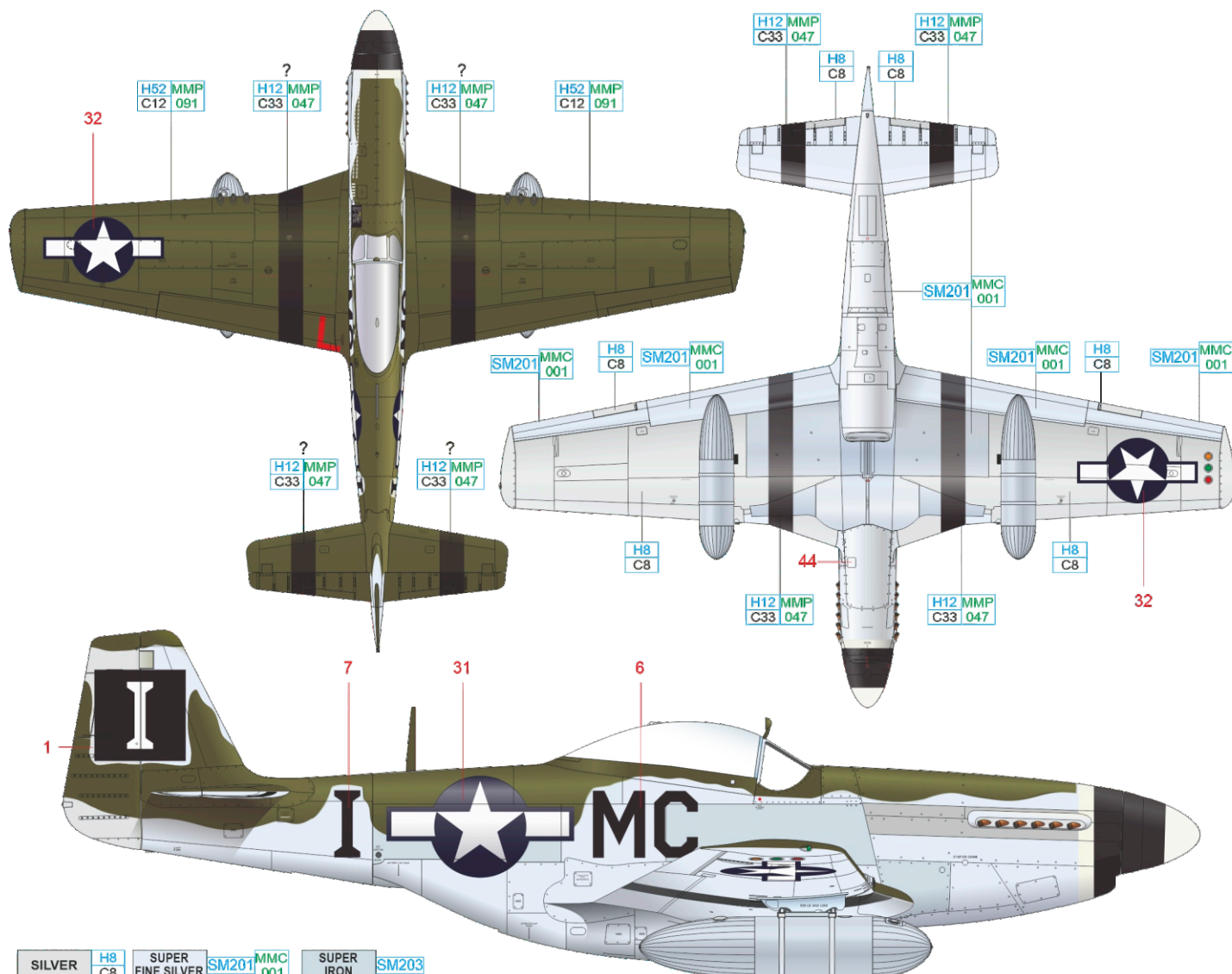
Captain Jack Ilfrey became an ace in North Africa, where he claimed 5½ kills (and 2 damaged) while flying P-38F "Texas Terror". He joined 20th FG, 79th FS at USAAF Station Kings Cliffe in England on April 20th, 1944, serving as Ops Officer from June 14th, 1944. He claimed two more Bf 109Gs on May 24th, flying P-38J "Happy Jack's go Buggy". He was shot down behind enemy lines in France on June 12th, but he successfully evaded capture walking and cycling 150 miles to Allied lines in Normandy with help of French civilians. He became 79th FS CO on September 7th, leading the unit until December 9th, 1944. He completed 142 combat missions over ETO and MTO. The 20th FG did not replace their P-38Js with P-51Cs until July 1944, changing them for P-51Ds shortly afterwards. The early Mustangs of the 20th FG are known to have upper surfaces overpainted with green color, probably with RAF Dark Green, with irregular splitting line between green upper surfaces and silver/natural metal bottom surfaces. The 20th FG was nicknamed "Loco Busters" because made significant number of attacks against railroad network.



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POD KATALOGOVÝM ČÍSLEM 84172



- FIGHTER ESCORT MISSION USUALLY FOR EITHER BOMBERS OR TRANSPORTS
- TOP COVER FOR ANY ALLIED AIRCRAFT
- COMBAT PATROL OR FIGHTER SWEEP OF ENEMY GROUND TARGETS
- ON A FIGHTER OR BOMBER, DENOTES A SUCCESSFUL ATTACK ON A RAILWAY
- BOMBING MISSION

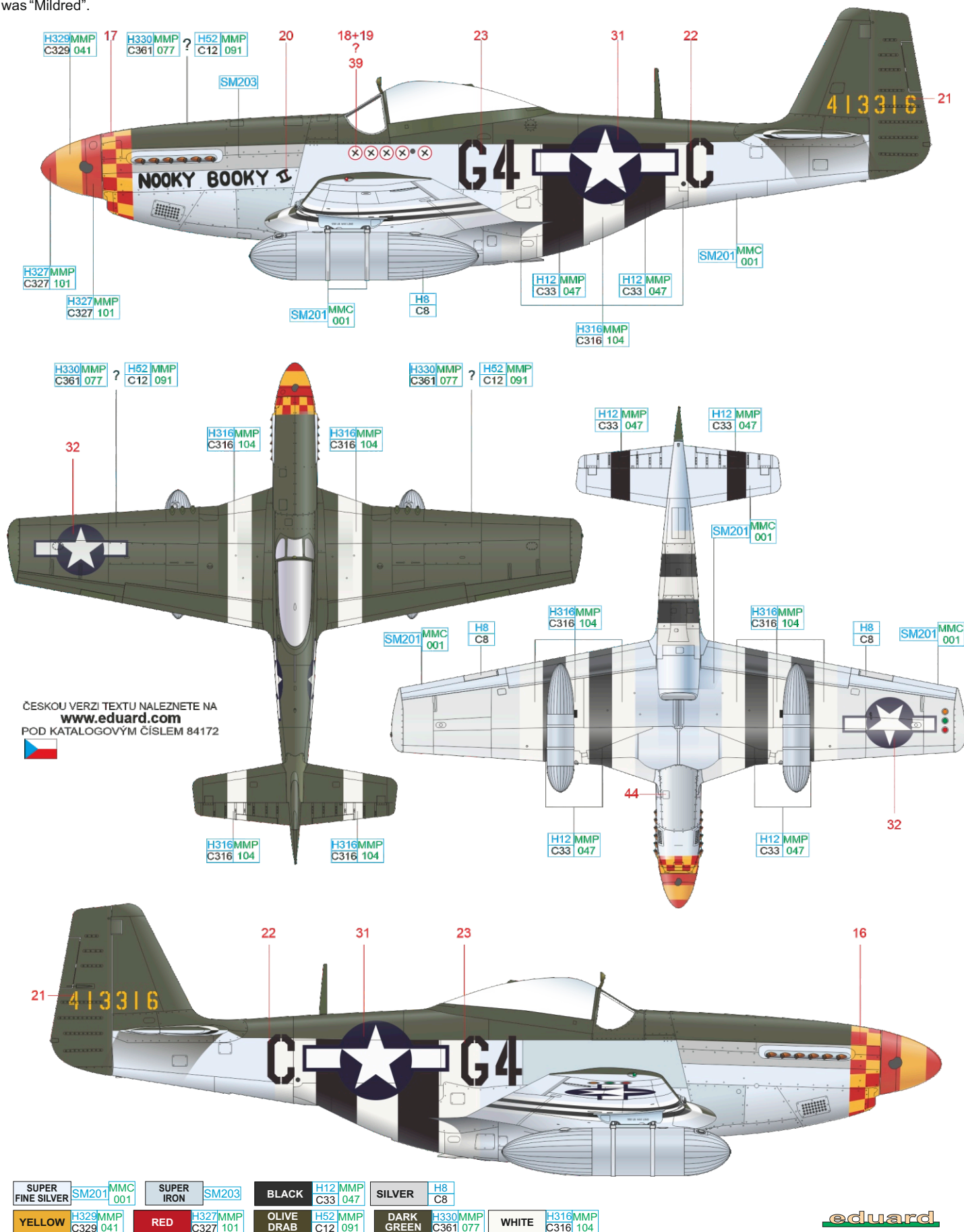


SILVER	H8 C8	SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203
OLIVE DRAB	H52 C12	BLACK	H12 C33	WHITE	H316 C316
	MMP 091		MMP 047		MMP 104

eduard

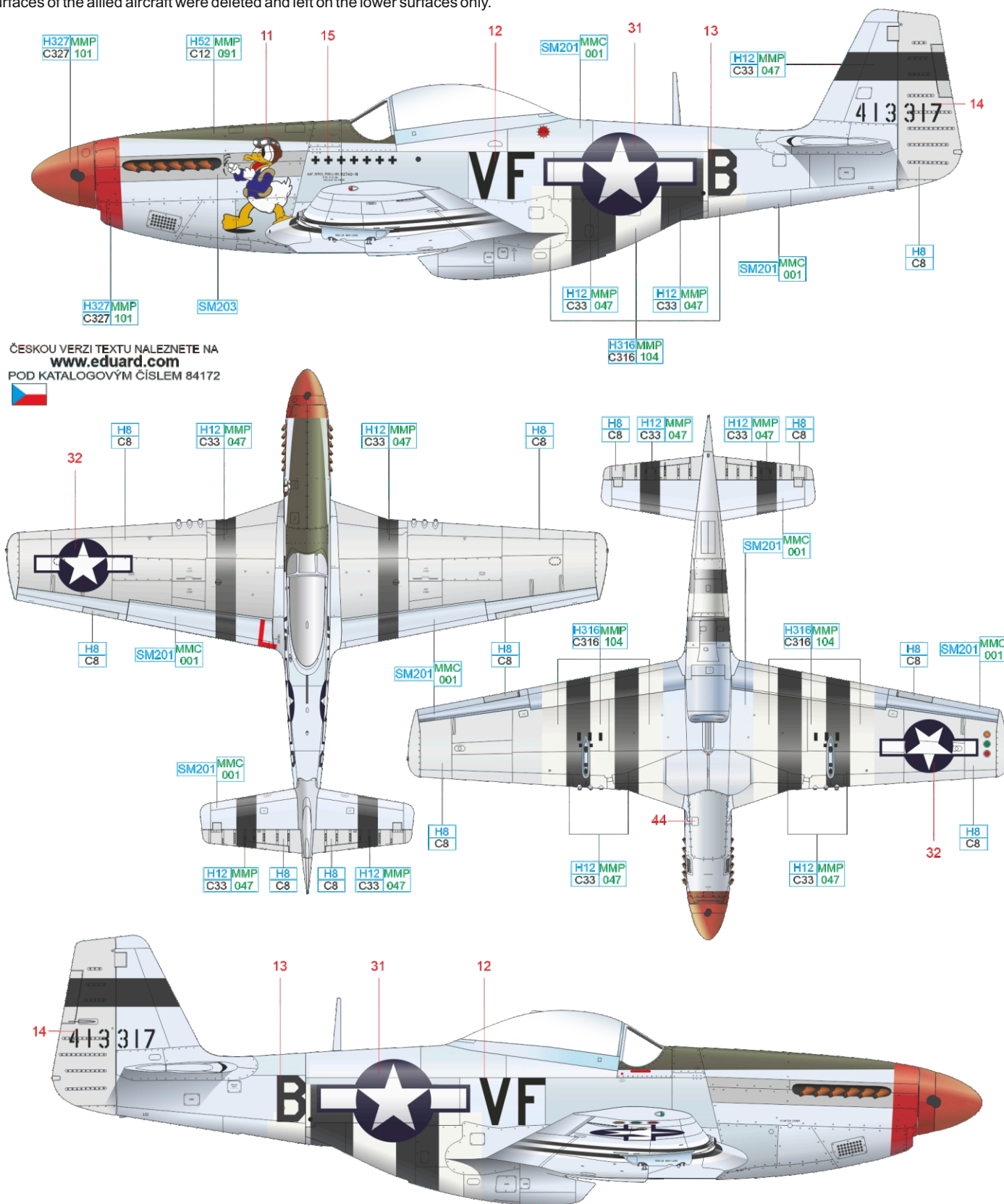
B 44-13316, flown by Leonard K. Carson, 362nd FS, 357th FG, 8th AF, USAAF Station 373 Leiston, Suffolk, Great Britain, June 1944

The second top scoring Fighter Group of the 8th USAAF and the top scoring FG equipped with P-51D Mustangs was 357th FG, credited with 609 German aircraft destroyed in the air and 106 on the ground, with their own losses of 128 aircraft. The unit had 35 aces, led by Major Leonard „Kit“ Carson with 18½ aerial victories. He became 362nd FS CO on April 8th, 1945. The key to the success of the unit was its fighting academy, called Clobber College, where the experienced pilots taught the newcomers the fighting tactics. The 362nd FS received their P-51Ds just a few days before D-day. Most of the unit's early Mustangs had upper surfaces camouflaged Dark Green with Neutral Grey bottom surfaces, or Dark Green upper surfaces over the aluminium/natural metal bottom surfaces with narrow border between green and NMF surfaces high on fuselage sides. The colors were probably RAF paints overtaken from RAF stock. The "Nooky Booky II" wears full D-day stripes, as the aircraft was delivered to the unit probably around June 6th, 1944. The previous name of this plane was "Mildred".



C 44-13317, flown by Capt. Donald R. Emerson, 336th FS, 4th FG, 8th AF, USAAF Station 356 Debden, Essex, Great Britain, September 1944

The 4th FG was nicknamed Debden Eagles thanks to its home base and origins, as it was formed from RAF Eagle squadron (71st, 121st and 133rd squadrons). After the incorporation into 8th AF the squadrons were re-named to 334th FS, 335th FS and 336th FS. As of April 1st, 1943 their Spitfires were replaced by P-47s and in February 1944 these were changed for P-51s. Donald Emerson joined the ranks of 4th Fighter Group on March 9th, 1944 and during the following eight months of duty he flew 89 sorties during which he was credited with 4½ enemy aircraft shot down. On December 25th, 1944 he perished returning from the bomber escort mission when he spotted six Bf 109s. During the ensuing combat he descended close to the terrain and was hit by the anti-aircraft fire over the front. Pilot was probably killed, and his aircraft crashed nearby the town of Sittard in The Netherlands. However, he had managed to shoot down two of his opponents. Capt. Emerson had the fuselage port side of his Mustang decorated with boxing Donald Duck in resemblance to his first name. There are seven kill markings painted under the windshield. From the beginning of September, the invasion stripes on the upper wings and fuselage sides surfaces of the allied aircraft were deleted and left on the lower surfaces only.



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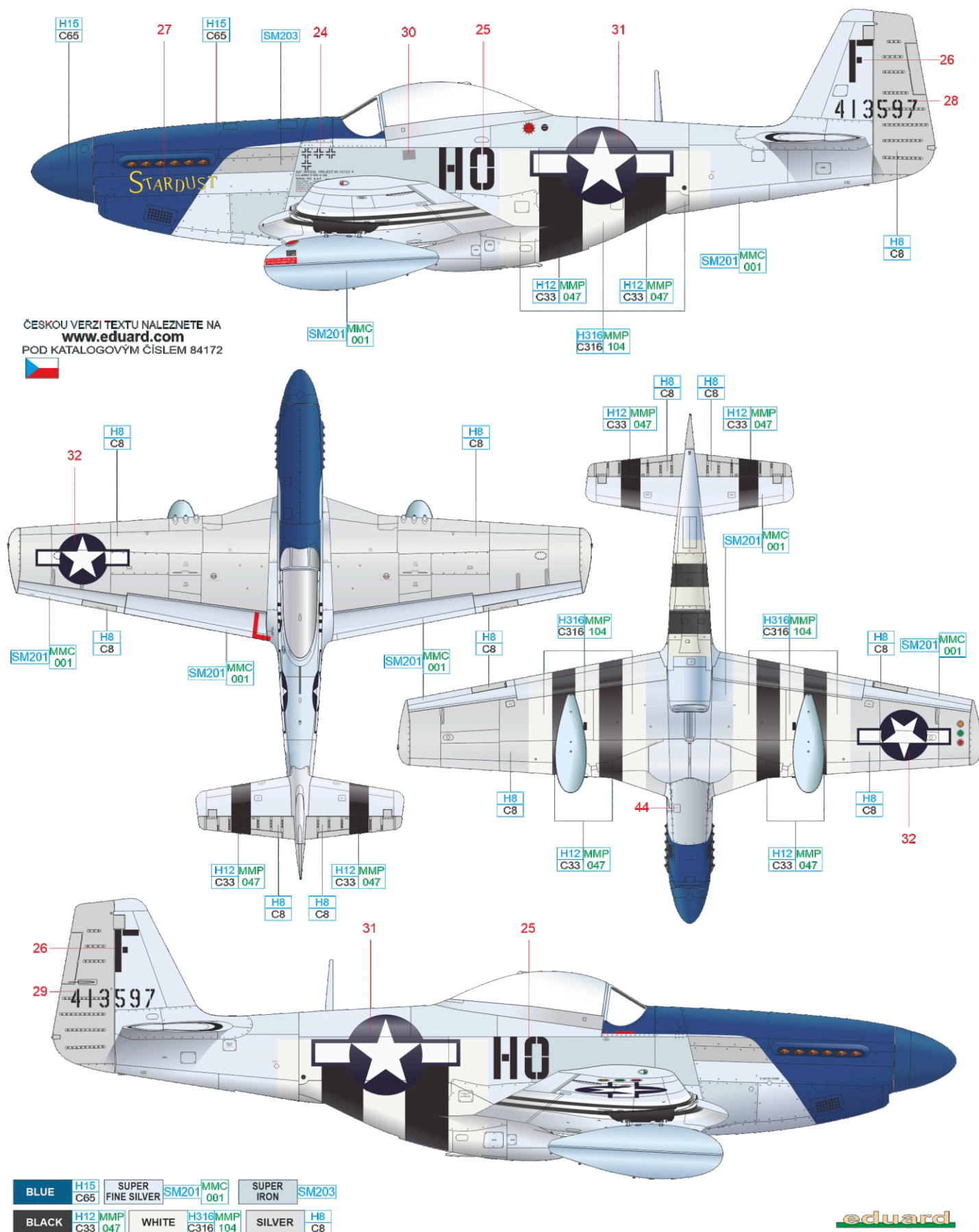


WHITE	H316MMP C316 104	BLACK	H12 MMP C33 047	RED	H327MMP C327 101
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203	SILVER	H8 C8
				OLIVE DRAB	H52 MMP C12 091

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D 44-13597, flown by Lt. William E. Fowler, 487th FS, 352nd FG, 8th AF, USAAF Station 141 Bodney, Norfolk, Great Britain, September 1944

Lt. Col. John C. Meyer, acting CO of the 487th FS and the ace credited with 37½ destroyed enemy aircraft, claimed four of his 24 aerial victories in cockpit of this mount on September 11th, 1944. Stardust was originally a personal aircraft of Lt. William E. Fowler, nicknamed „Flaps“, who ended his combat tour just three days before Meyer’s four-victory raid. The Stardust was then assigned to Lt. Jack „Moose“ Landrum, who renamed it „Moose“. He was shot down and killed on October 24th, 1944, while strafing at Hannover. The 352nd Fighter Group, based at USAAF Station Bodney, was fourth most successful FG of the 8th USAAF with 519 enemy planes destroyed in the air and 287 on the ground, with 119 losses of their own. All three squadrons painted noses of their Mustangs with blue colour. In September 1944, the paint of the noses was changed from Medium Blue to the Dark Blue, which remained the Group’s color until end of the War. Note the light area over the fuselage national insignia of the Stardust, which is clear natural metal surface after the washing of the invasion stripes on the upper surfaces including the upper surfaces of the wings.



P-51D-5 ALUMINIUM LACQUER PAINTED AREAS

