

# P-51D-20 Mustang™

eduard™

1/48 Scale Plastic Model Kit



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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 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. 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 Aero product 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 P-51 in various versions and modifications.

#### 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-20

After solving the longitudinal stability problems of the early P-51D-5 series with the additional dorsal fin, the Mustang was equipped with the new gyroscopic gunsight K-14 instead of older N-9 reflexive one starting with the -10 series. For the -20 series the cover of the elevator changed from fabric to duraluminium (from February, 1945). During production of these series also the battery moved from rear-side of the cockpit to the nose, thus making space for the IFF system (Identification Friend or Foe) under the canopy.



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. SYMBOLS \* 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  
POUŽIT EDUARD MASK  
NABARVIT

## PARTS



## DÍLY



## TEILE



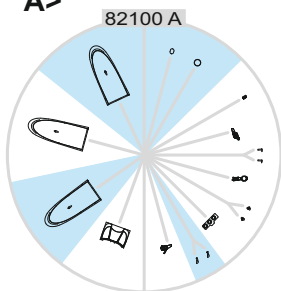
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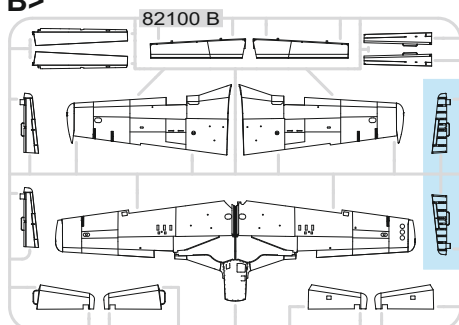
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## PLASTIC PARTS

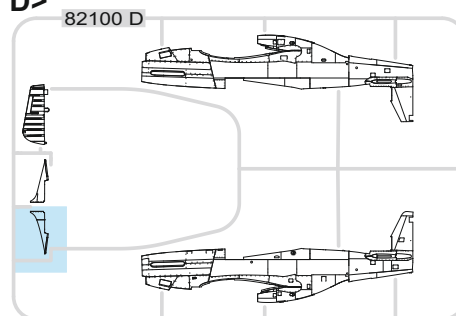
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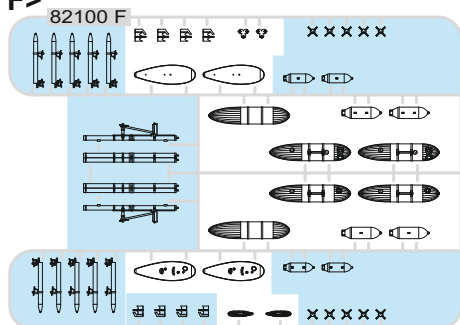
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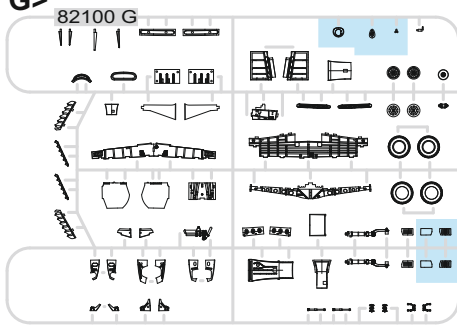
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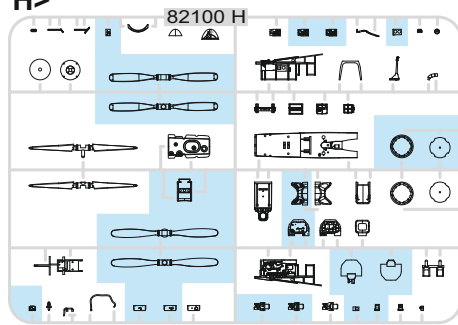
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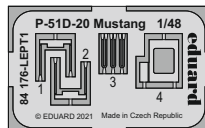
G&gt;



H&gt;



## PE - PHOTO ETCHED DETAIL PARTS



-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

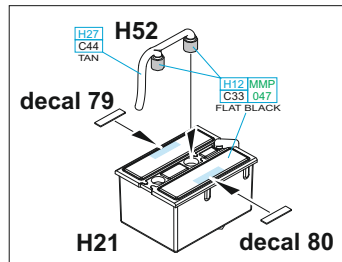
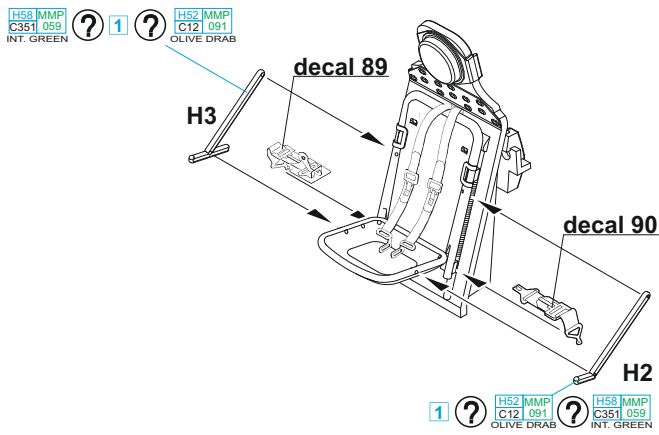
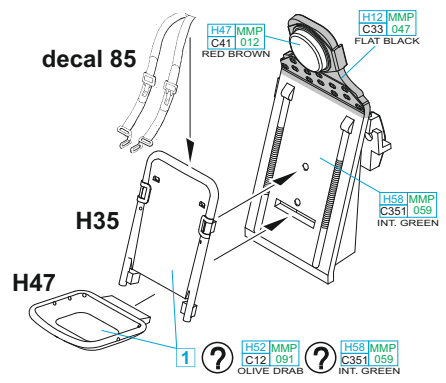
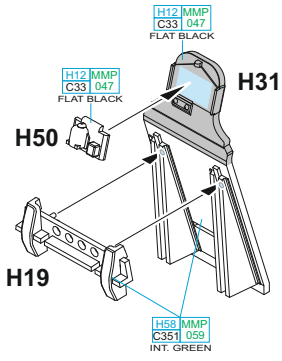
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H1	C1	MMP-001	WHITE
H8	C8		SILVER
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H15	C65		BRIGHT BLUE
H27	C44		TAN
H37	C43		WOOD BROWN
H47	C41	MMP-012	RED BROWN
H52	C12	MMP-091	OLIVE DRAB
H58	C351	MMP-059	INTERIOR GREEN
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H91	C48		CLEAR YELLOW
H94	C138		CLEAR GREEN
H327	C327	MMP-101	RED
H329	C329		YELLOW
	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

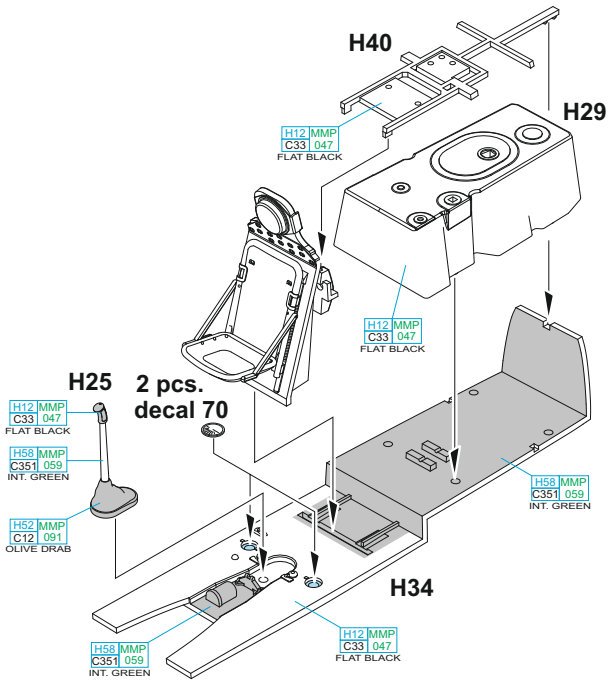
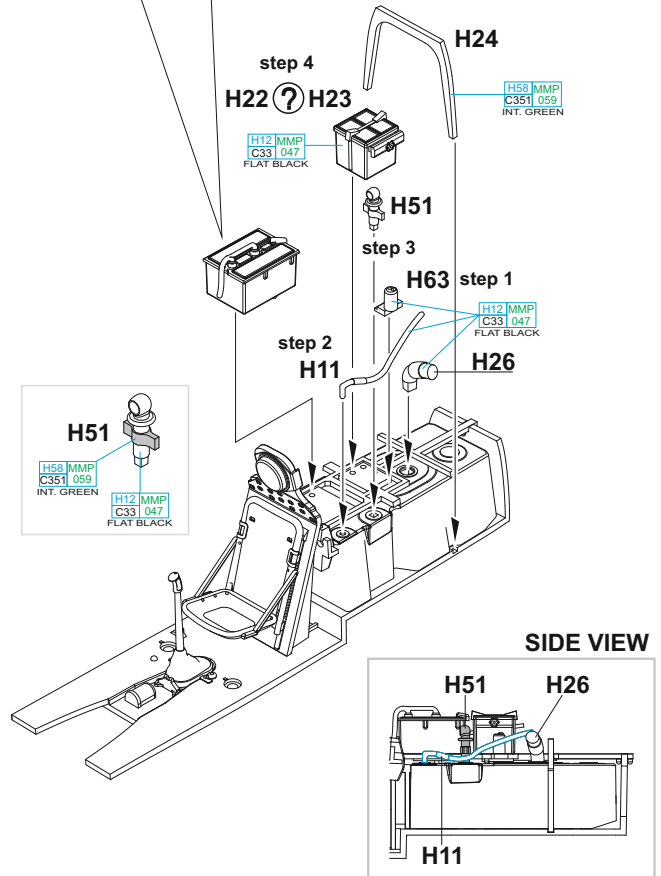
**A**

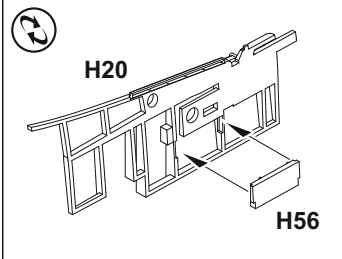
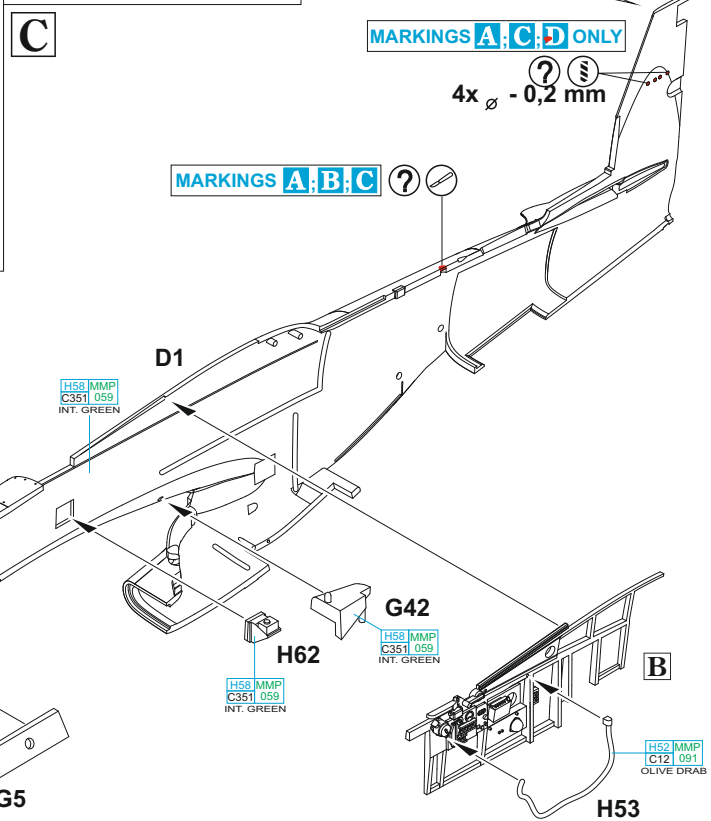
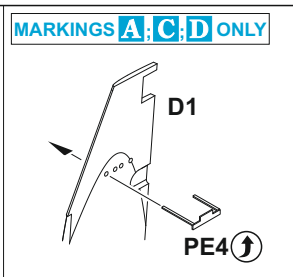
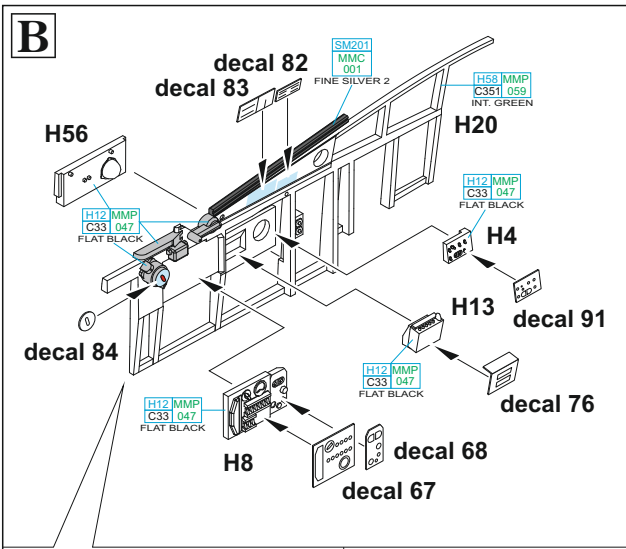
**1** = 90% + 10%  
H58 MMP C351 ZINC-CHROMATE TYPE I  
H12 MMP C33 FLAT BLACK

**H50 - MARKING D ONLY**



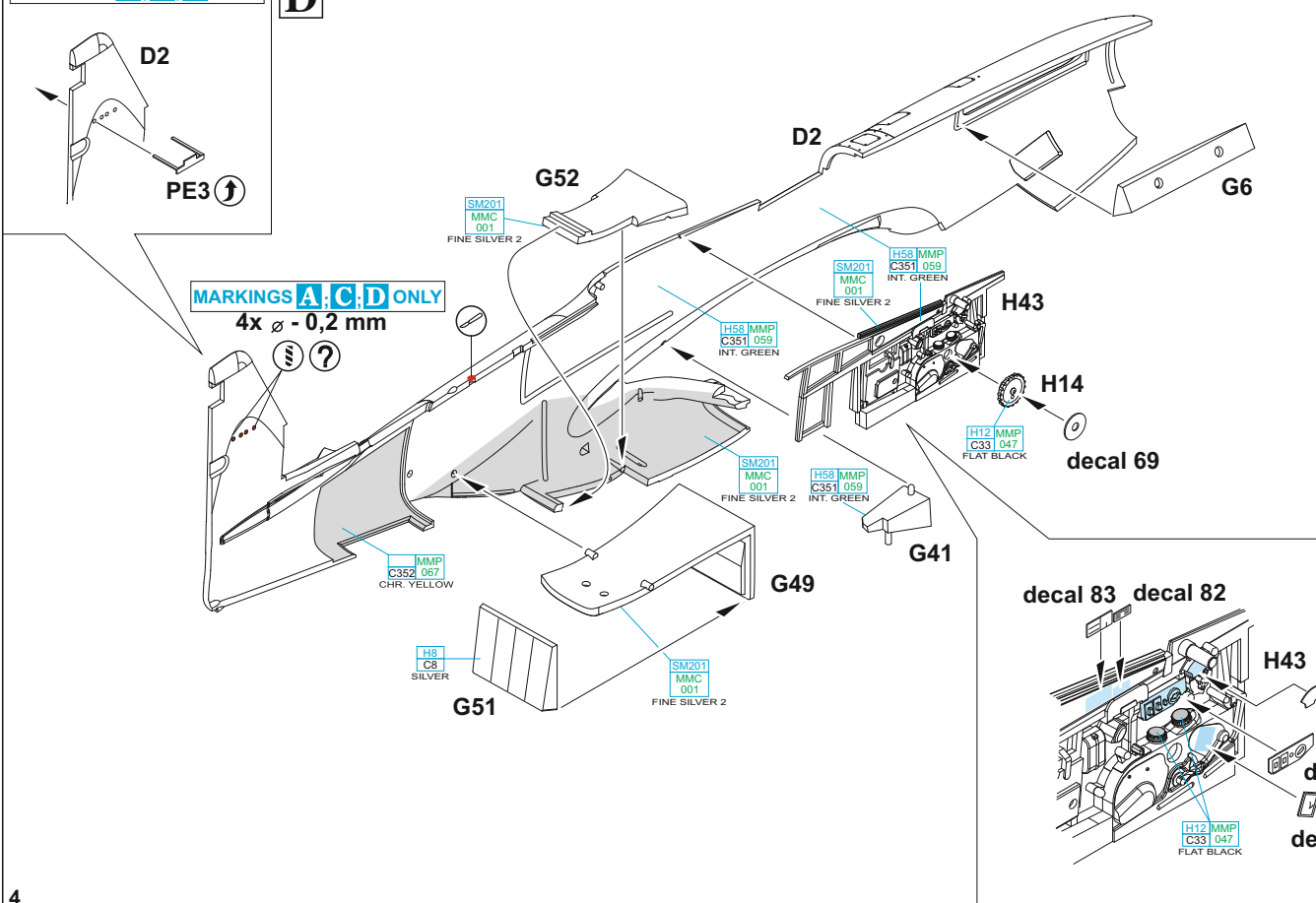
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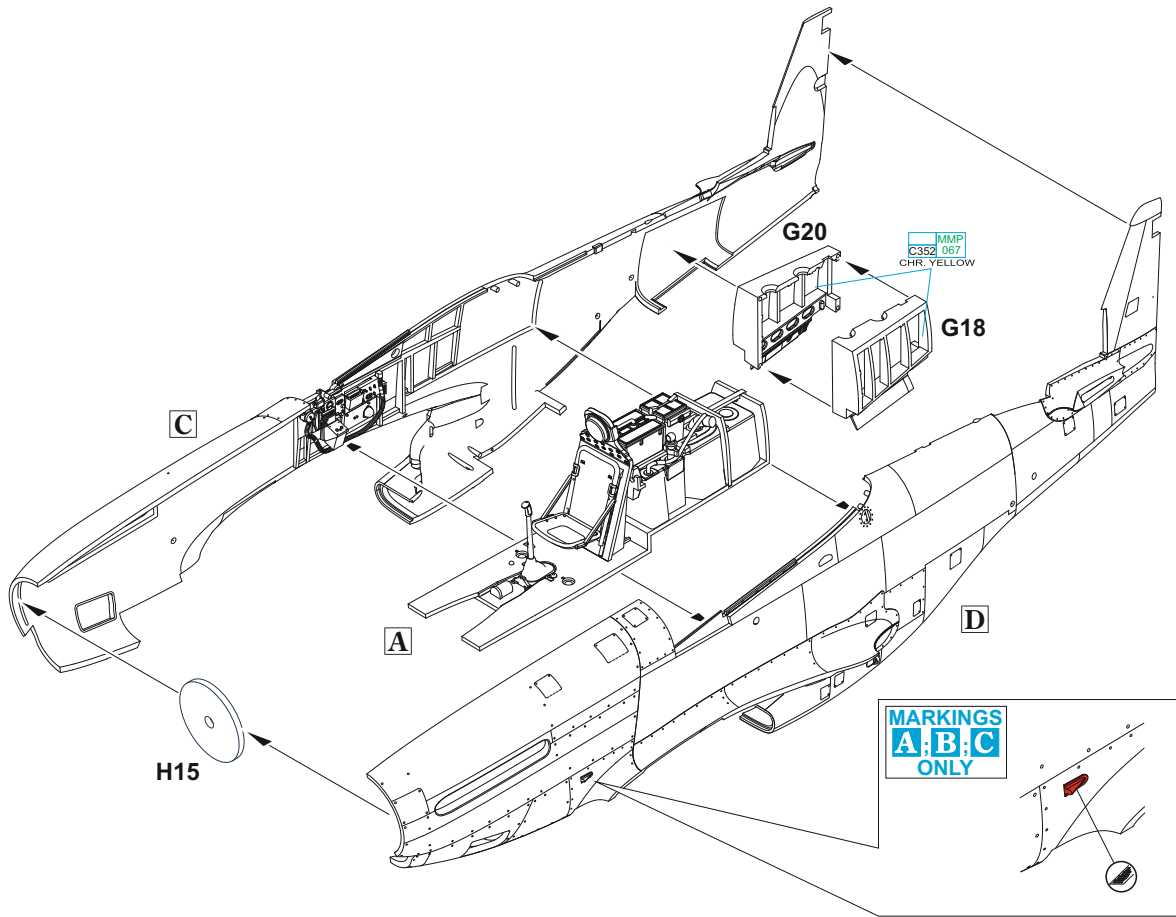




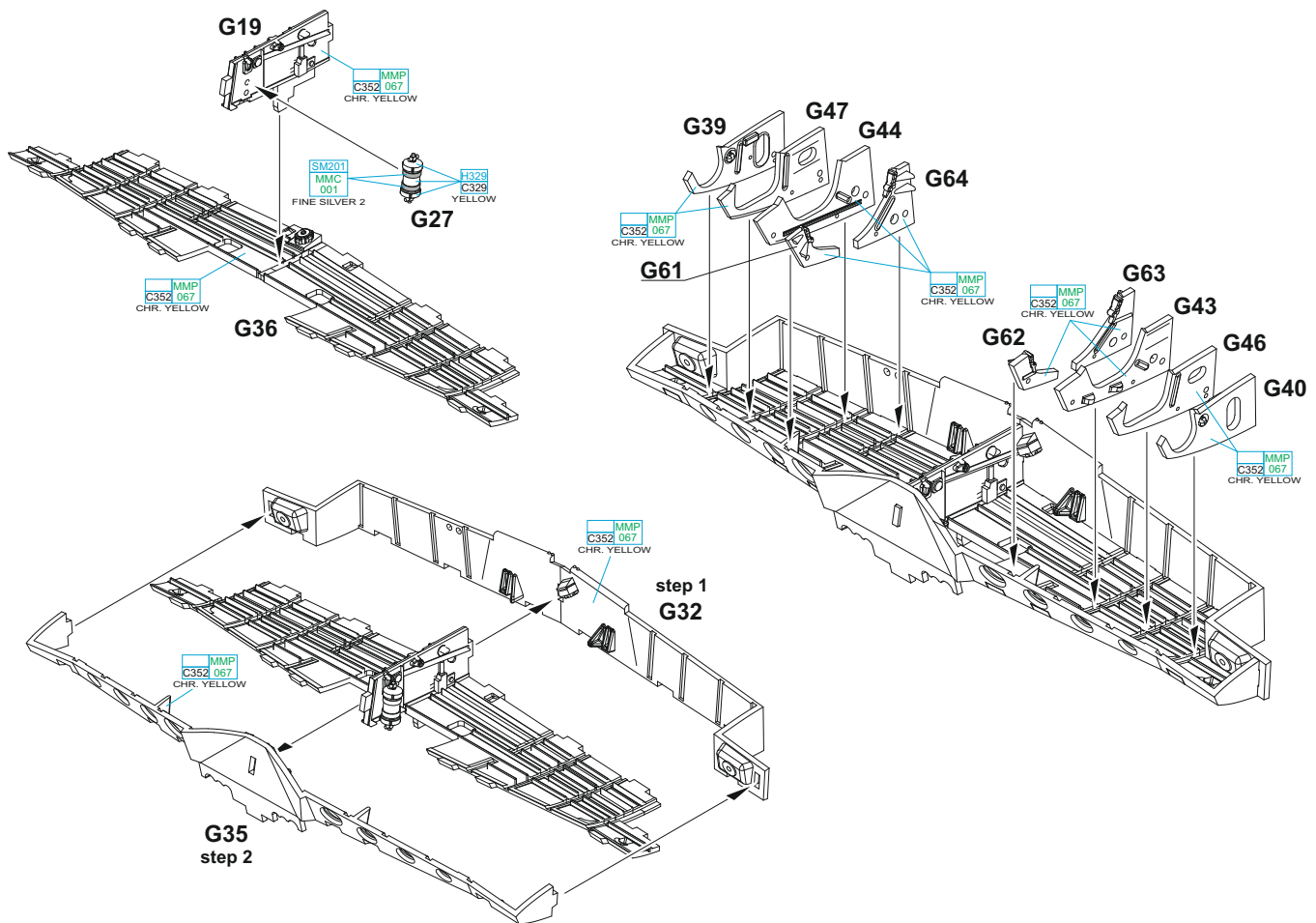
**MARKINGS A;C;D ONLY**

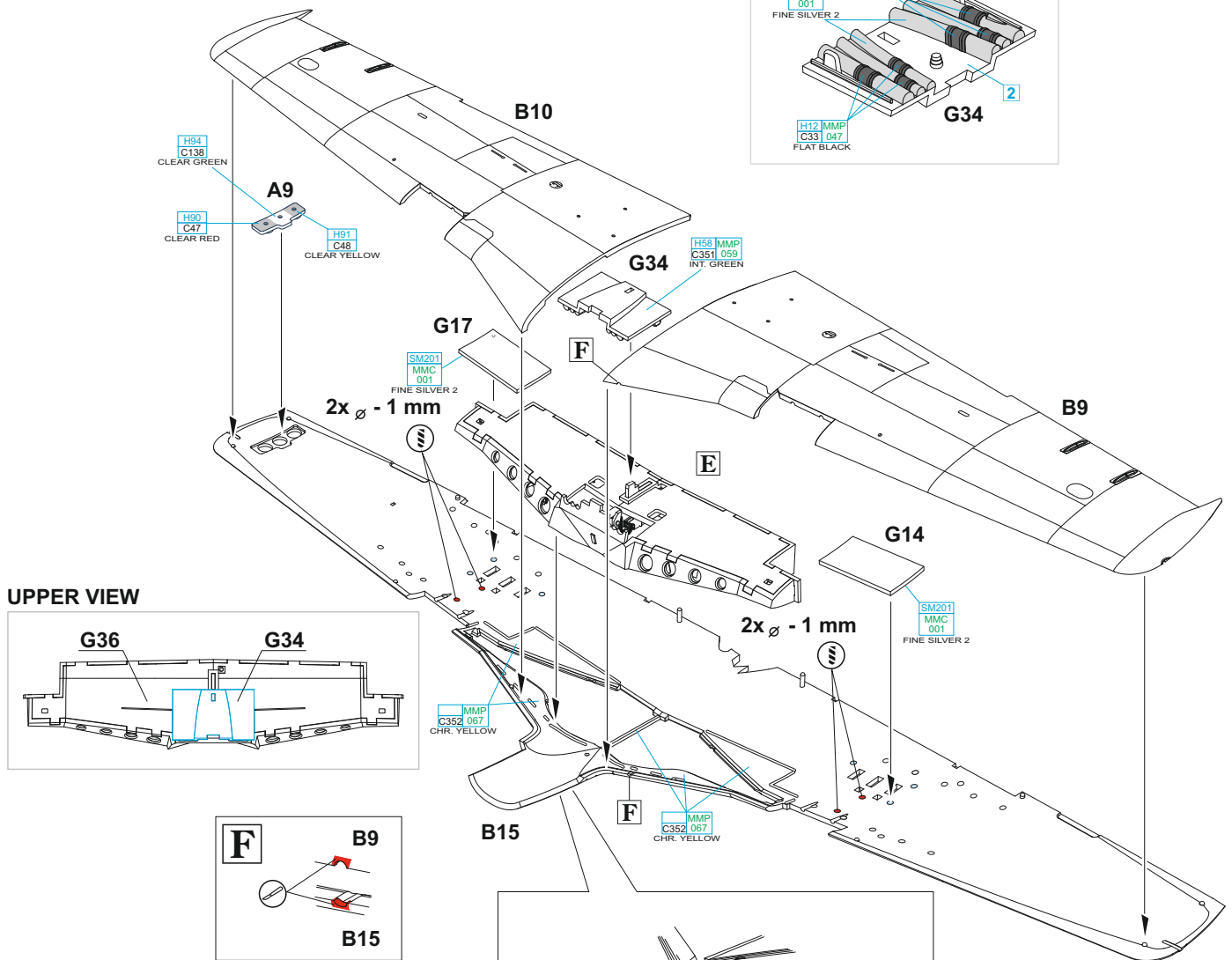
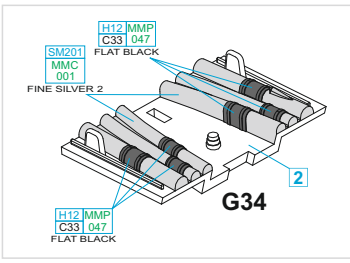
**D**



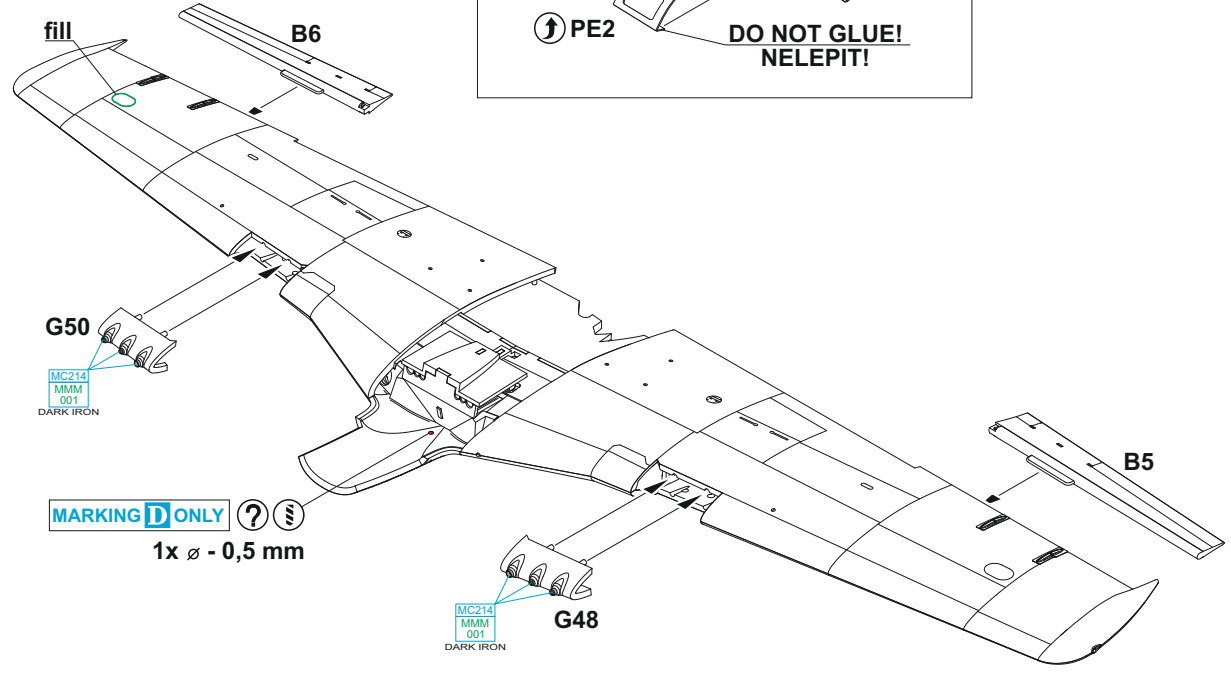
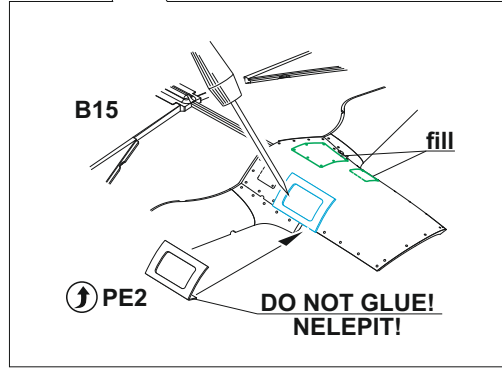
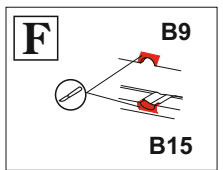
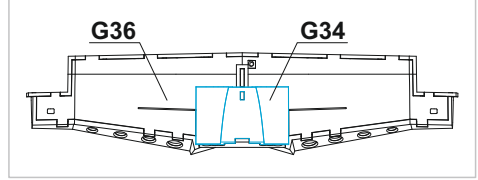


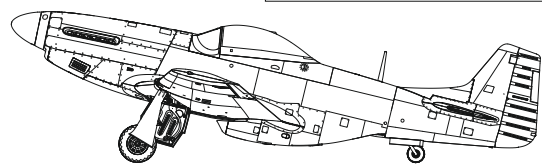
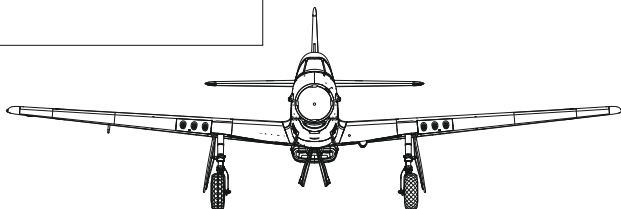
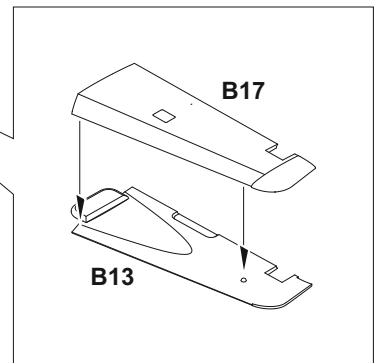
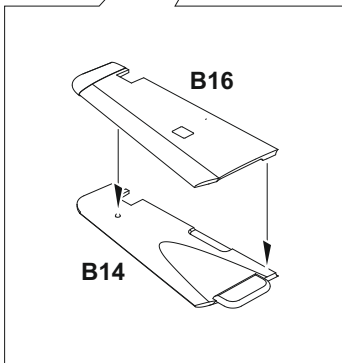
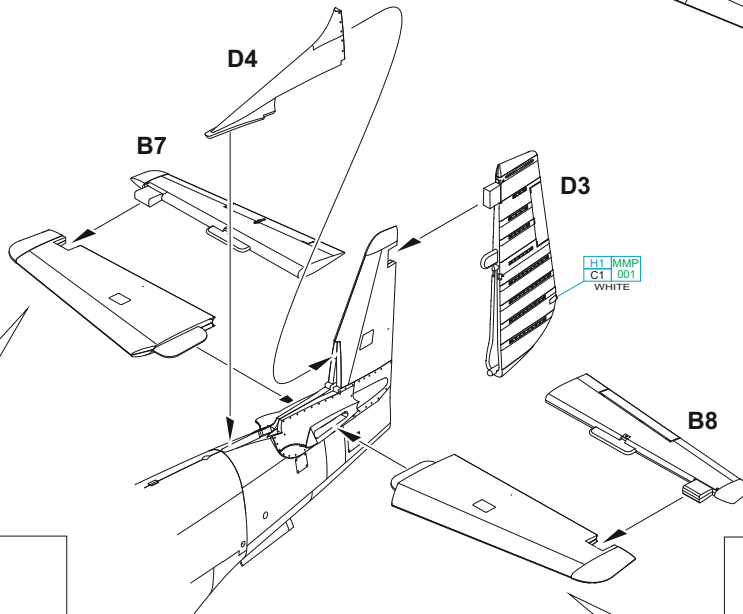
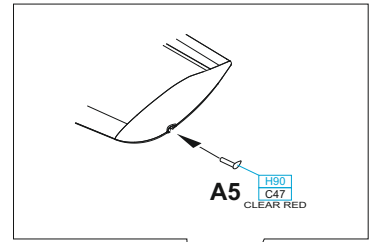
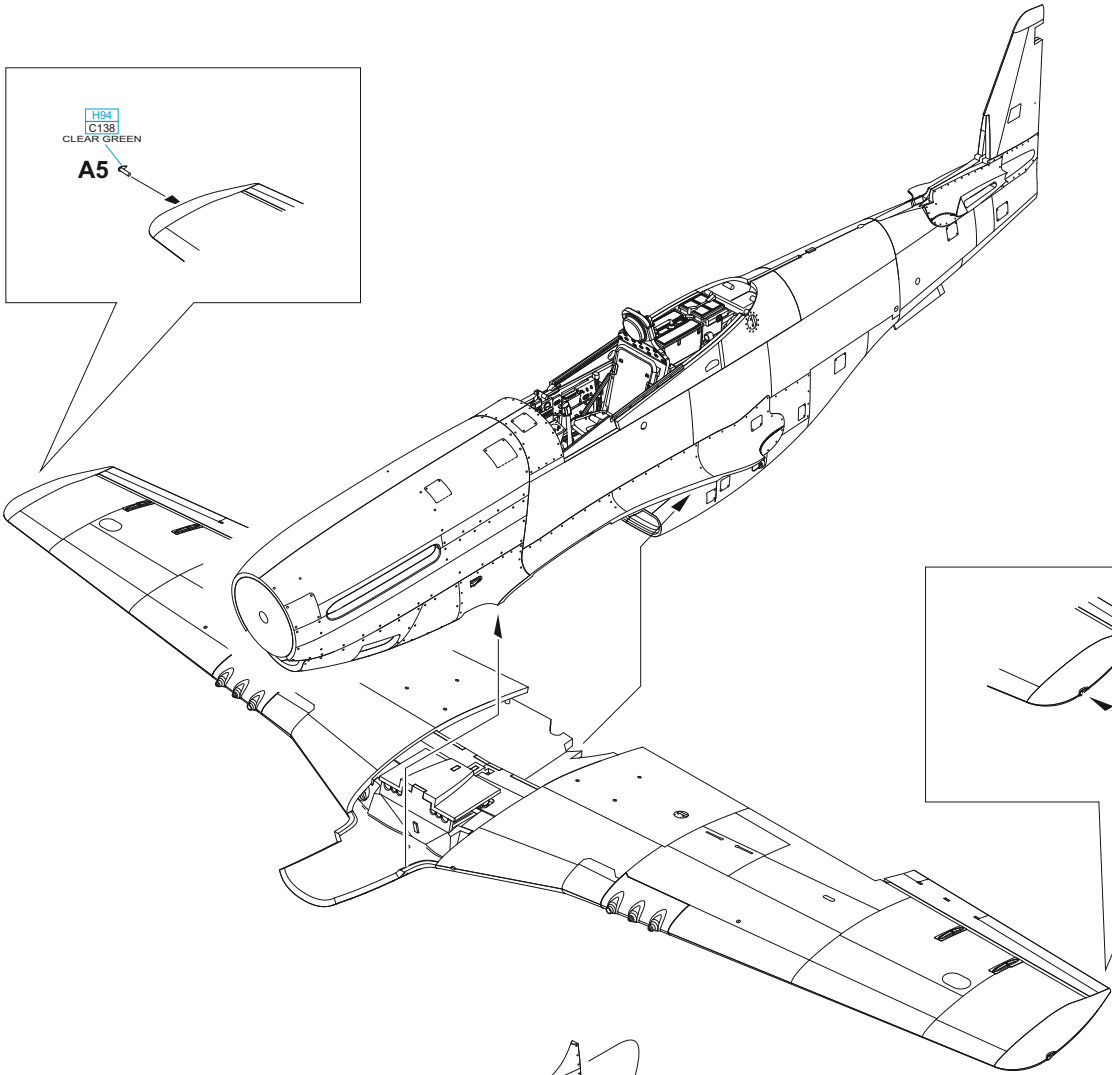
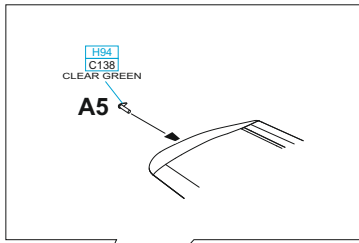
**E**



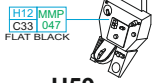
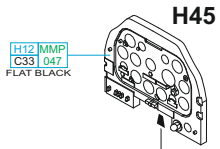


**UPPER VIEW**

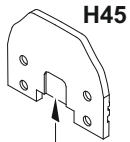




**OPTIONAL:**  
decal 71, 72, 73, 74, 75

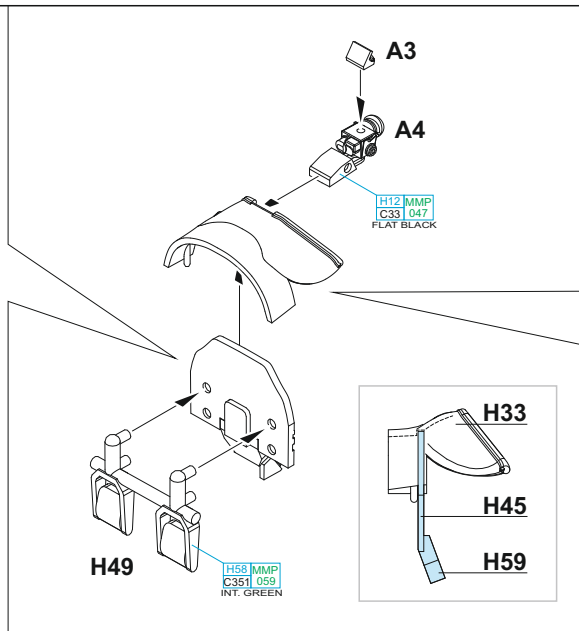


**H59**



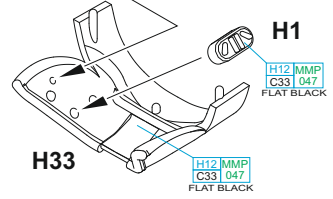
**H45**

**H59**



**A8 right** (↻) **A7 left**

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

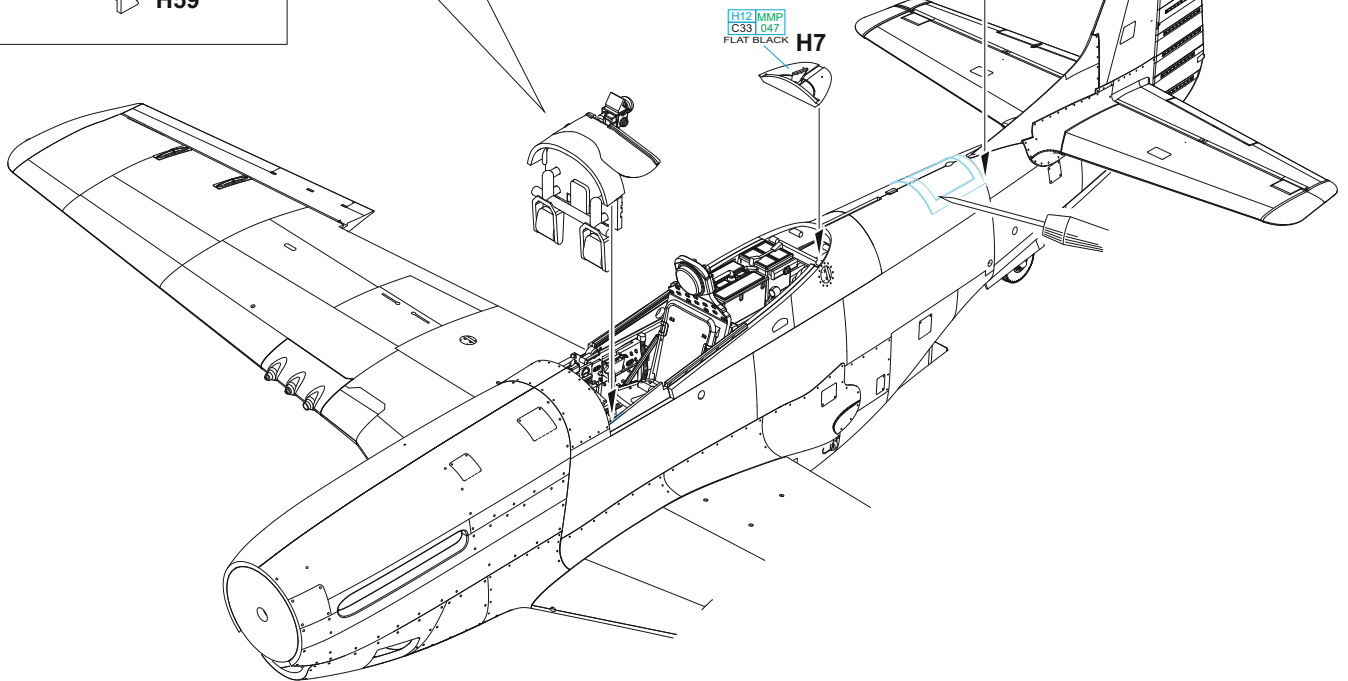


**H33**

**DO NOT GLUE!**  
**NELEPIT!**

PE1 (↑) (?) MARKING D ONLY

MARKING D ONLY

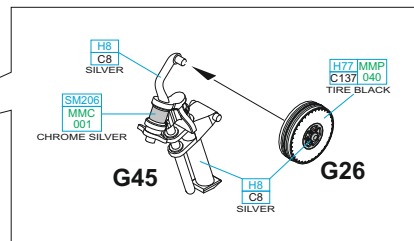


H12 MMP C33 047 FLAT BLACK  
**H7**

**G22**

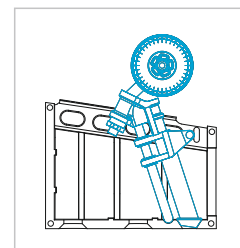
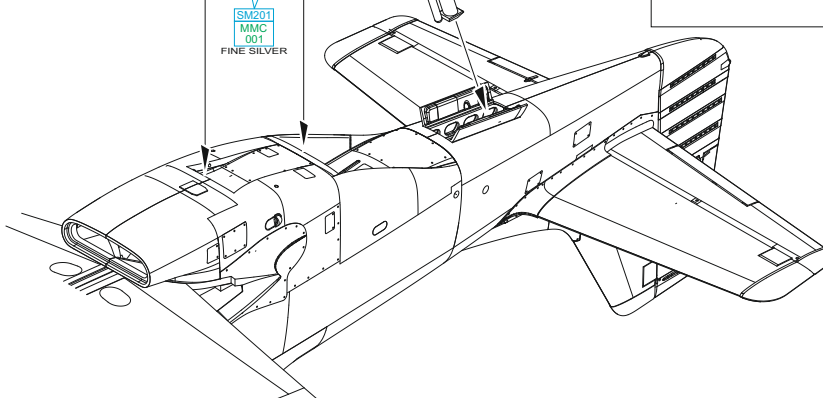
**G13**

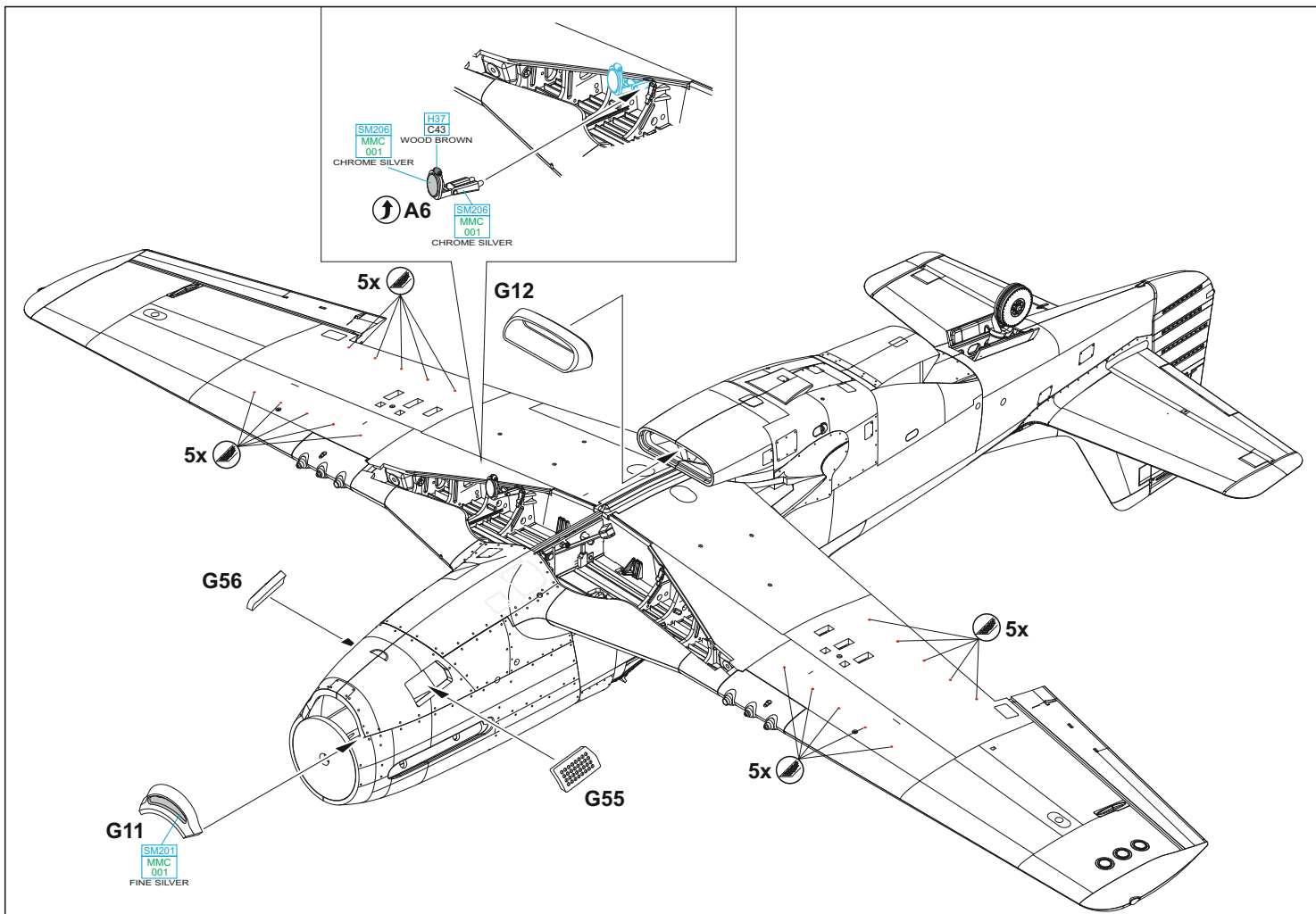
SM201 MMC 001 FINE SILVER



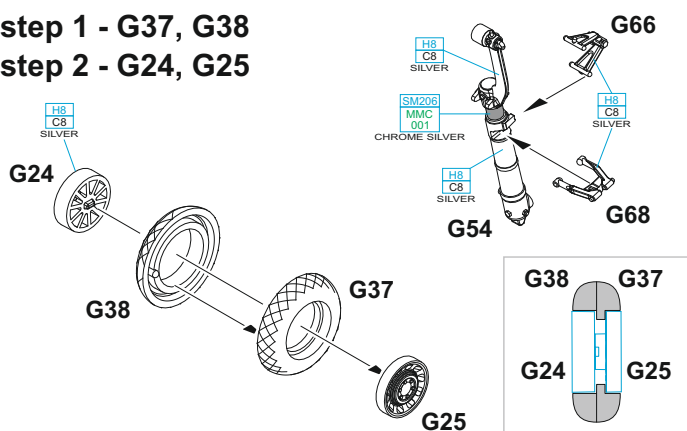
**G45**

**G26**

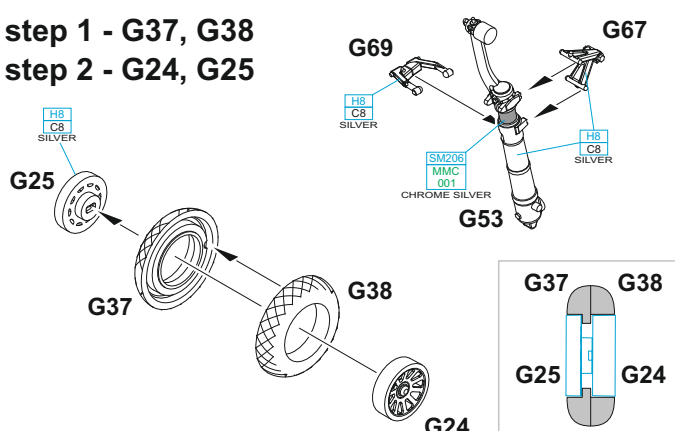




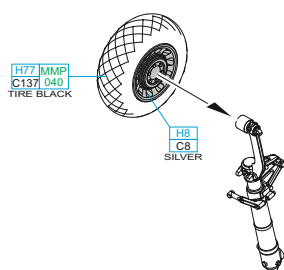
**step 1 - G37, G38**  
**step 2 - G24, G25**



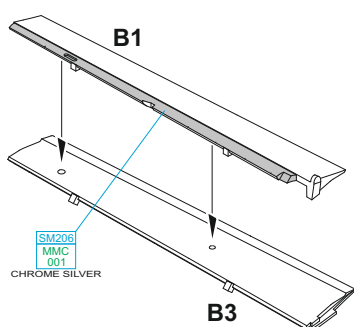
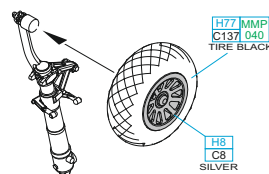
**step 1 - G37, G38**  
**step 2 - G24, G25**



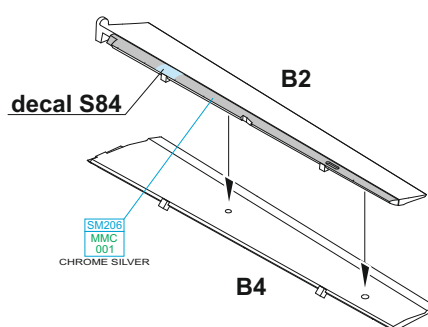
**G**

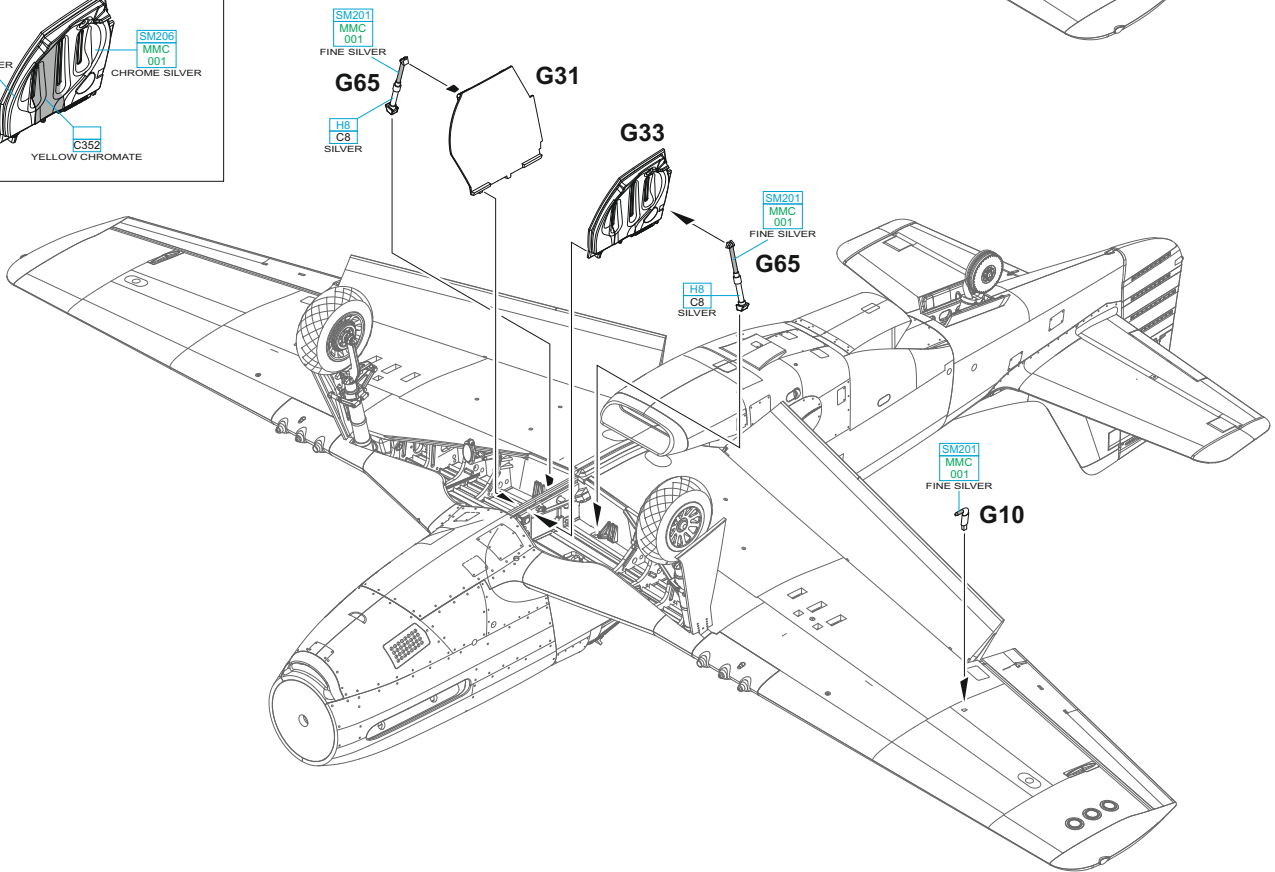
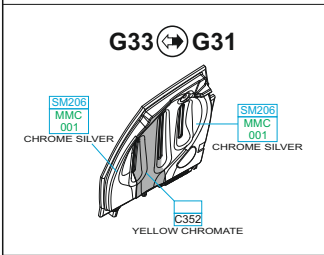
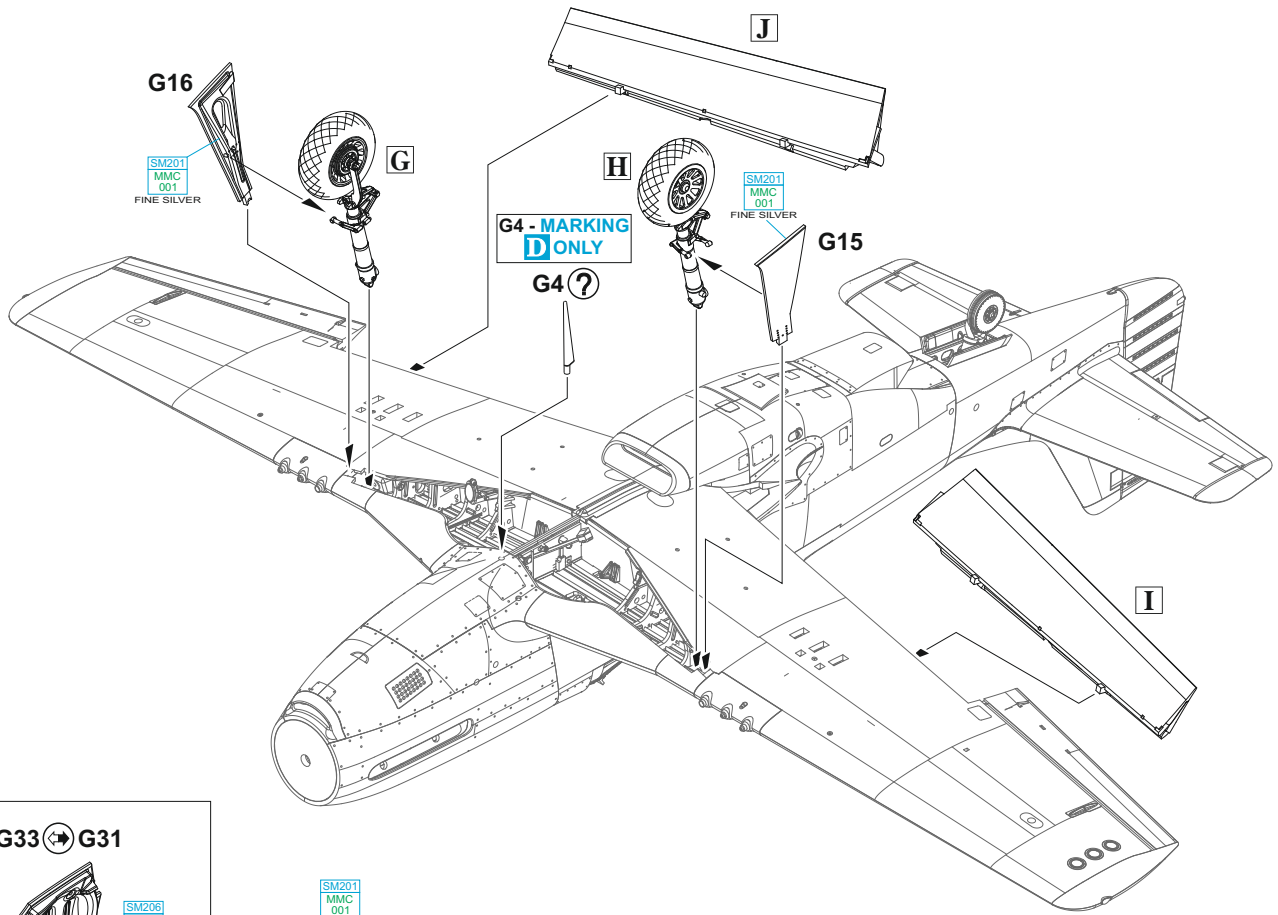


**H**



**I J**



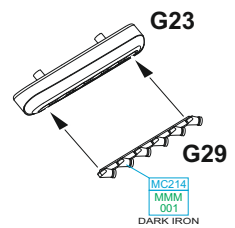
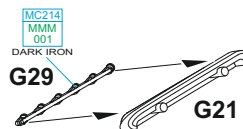


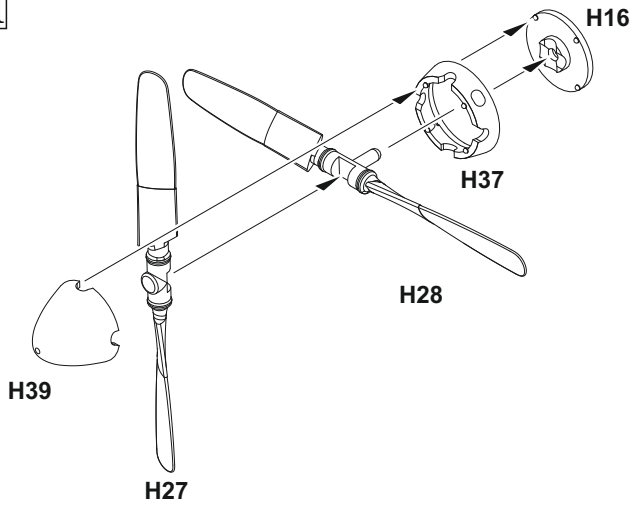
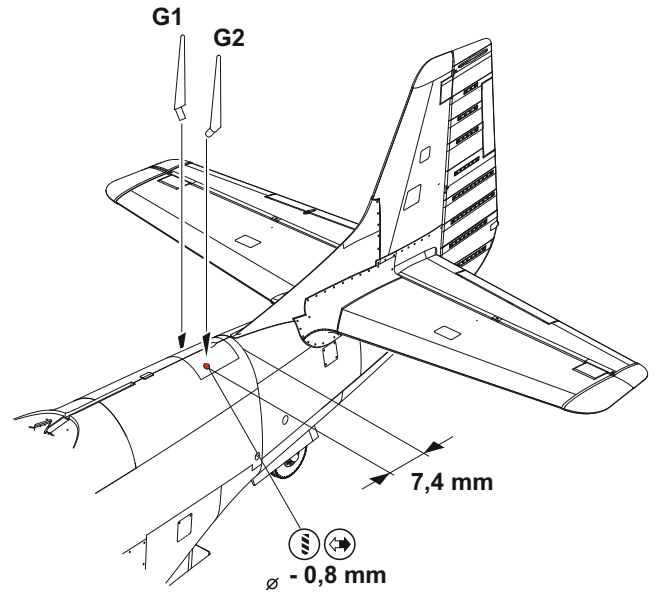
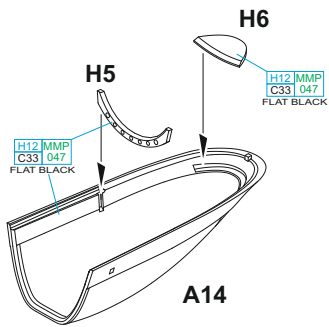
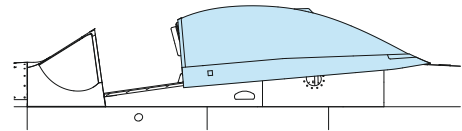
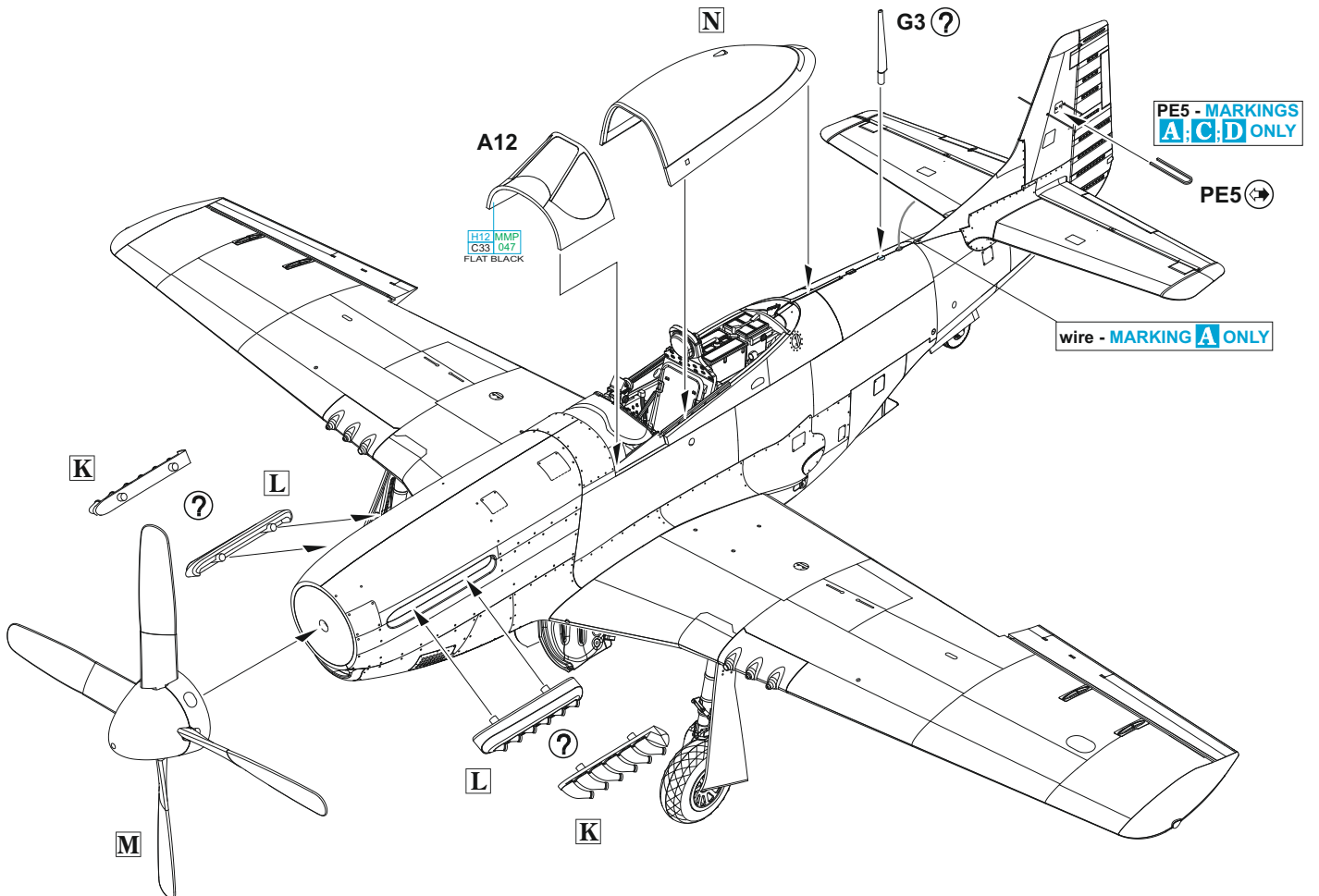
**K MARKING B**



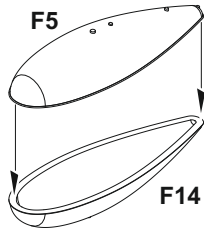
?

**L MARKINGS A; C; D**



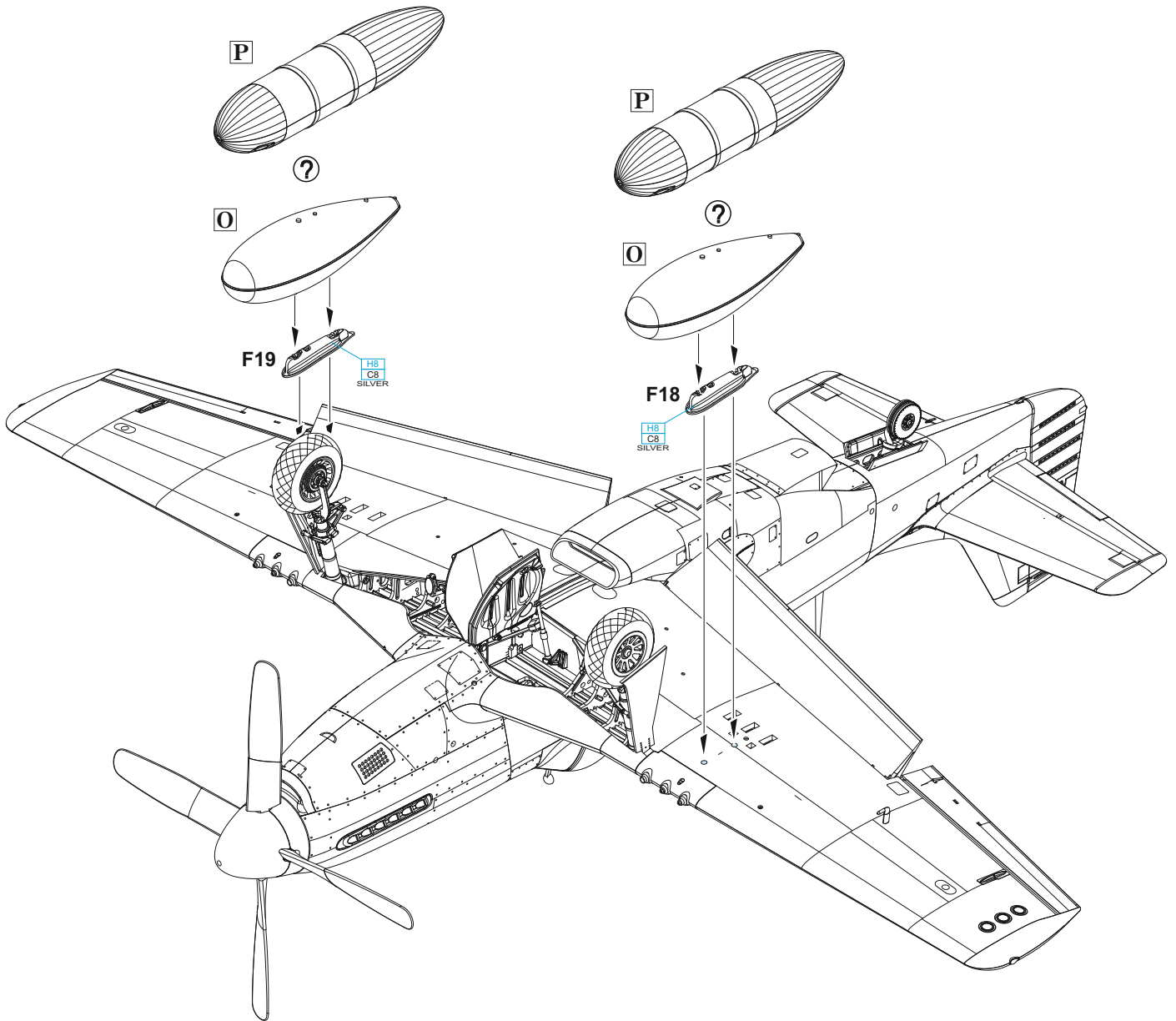
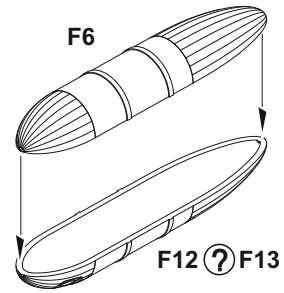
**M****MARKING D ONLY****N****OPEN CANOPY POSITION****G3 - MARKINGS A, B, C ONLY**

**O** MARKINGS **A, B, D** 2 pcs.

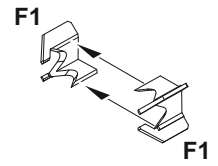
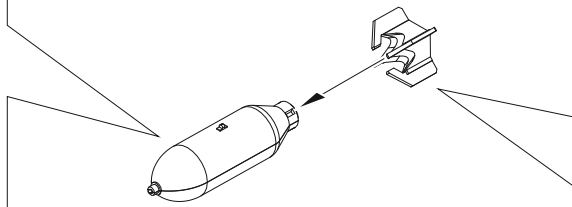
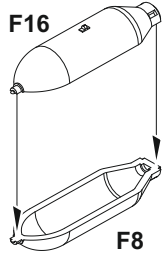


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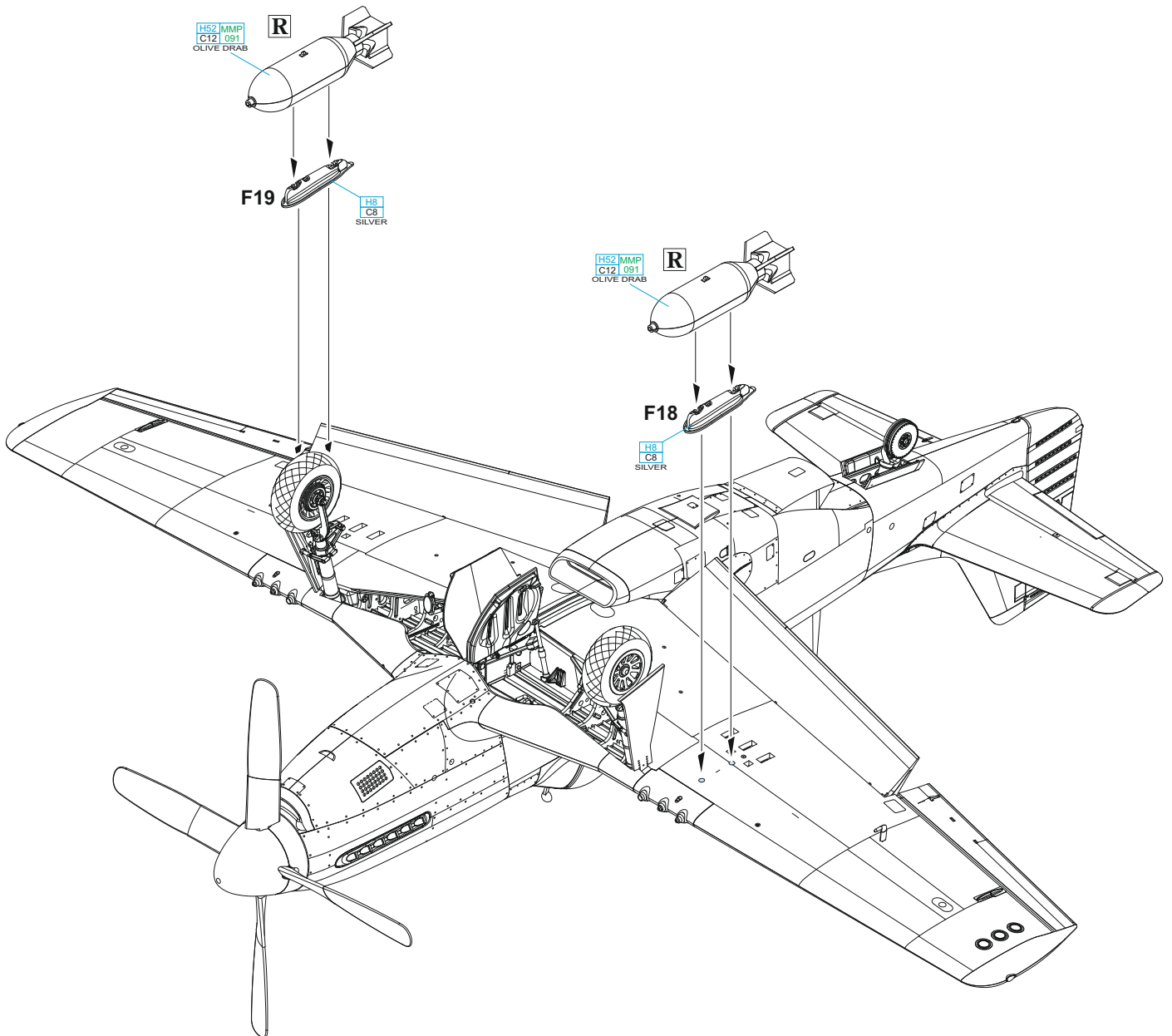
**P** MARKING **C** 2 pcs.



**R** 2 pcs.

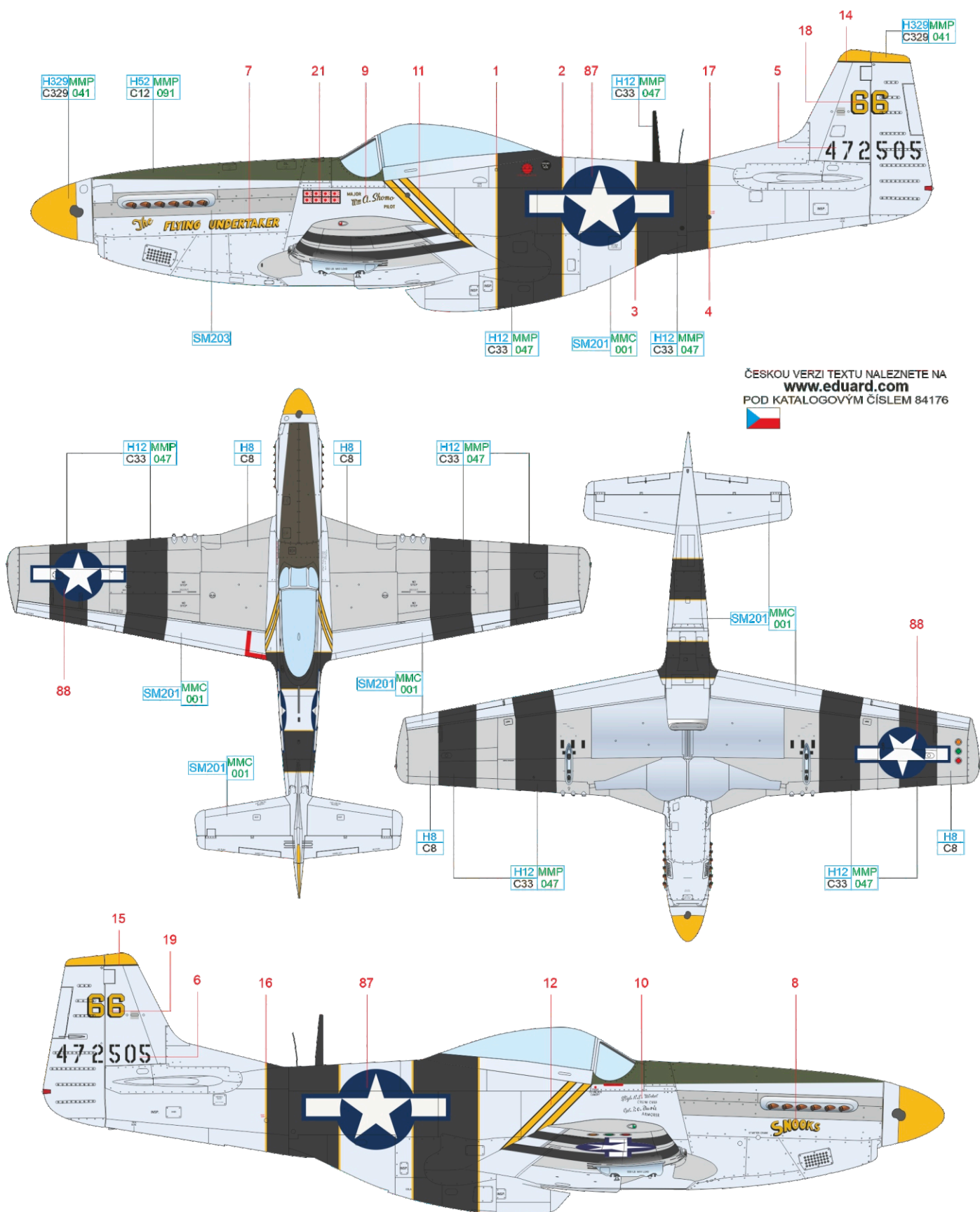


**MARKING A**



**A** 44-72505, Maj. William A. Shomo, 82<sup>nd</sup> TRS, 71<sup>st</sup> TRG, 5<sup>th</sup> AF, Lingayen, Luzon, The Philippines, May-June 1945

William Arthur Shomo was born on May 30, 1918, in Jeanette, Pennsylvania, and joined the USAAC (United States Army Air Corps) in August 1941. After over a year of training, he was assigned to the 82nd TRS, flying the P-39 and P-40, with which he made his way to New Guinea. On October 1, 1944, the unit was moved to the airfield at Morotai, located in the Maluku Islands. There, conversion training onto the F-6D was undertaken. On December 24, 1944, Captain Shomo was named Commanding Officer of the squadron, and the unit was transferred to Mindoro in the Philippines. January 11, 1945, became the most famous day of his career, when he downed seven Japanese aircraft, while his wingman Paul Lipscomb, got another three during the same mission. On June 17, 1945, he passed his command on to Capt. Harlan White and returned to the United States. The end of the war did not signal the end of his career in the USAAF, and he didn't retire until 1968 with the rank of Lieutenant Colonel. William Shomo passed away on June 25, 1990, in Greensburg, Pennsylvania.



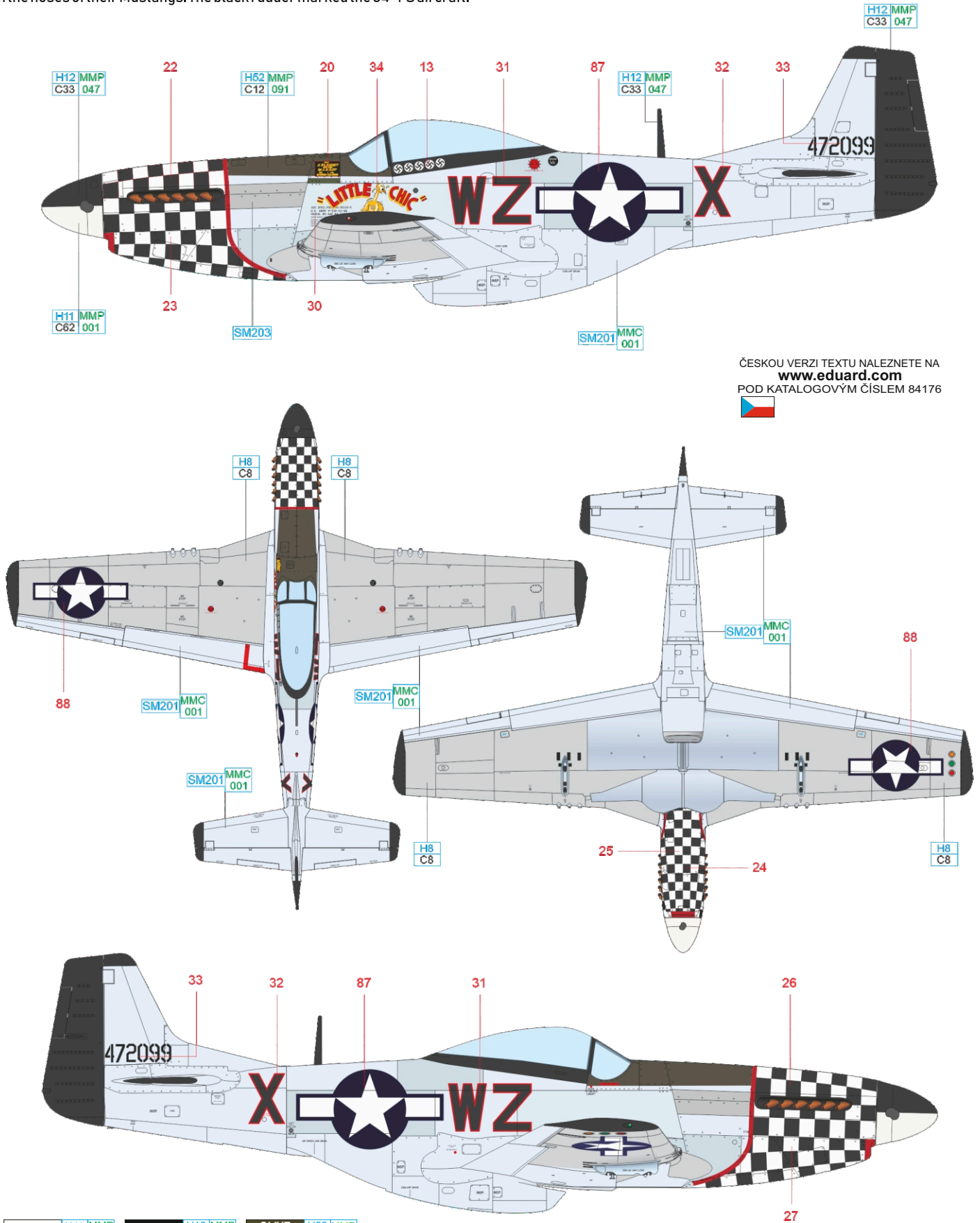
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 POD KATALOGOVÝM ČÍSLEM 84176



YELLOW	H329 MMP C329 041	BLACK	H12 MMP C33 047	OLIVE DRAB	H52 MMP C12 091
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203	SILVER	H8 C8

**B** 44-72099, Lt. Warren S. Blodgett, 84<sup>th</sup> FS, 78<sup>th</sup> FG, 8<sup>th</sup> AF, RAF Duxford, Cambridgeshire, Great Britain, April 1945

Warren Stephen Blodgett was born on January 12, 1924, in Cabot, Vermont. He joined the Army Air Corps in 1941, and after pilot training, his next steps led him to the United Kingdom to the 84<sup>th</sup> FS to which he was assigned on November 10, 1944. Along with 82<sup>nd</sup> FS and 83<sup>rd</sup> FS, the 84<sup>th</sup> FS was part of the famous 78<sup>th</sup> FG, flying P-47s until December 1944 when they changed their Thunderbolts for Mustangs. During the World War II, Lt. Blodgett destroyed five enemy aircraft on the ground. First one was a Bf 110 at the Lüneburg airfield on March 3, 1945. On April 16, 1945, he destroyed four other Luftwaffe aircraft at the Prague-Čakovice airfield. After the war he remained in the air force, where he served 27 years and kept flying for another 15 years as a corporate pilot. Blodgett retired in 1984 and died on August 27, 2014, in Montgomery, Vermont. The distinguishing marking of the 78<sup>th</sup> FG Mustangs was the checkerboard paint on the noses of their Mustangs. The black rudder marked the 84<sup>th</sup> FS aircraft.



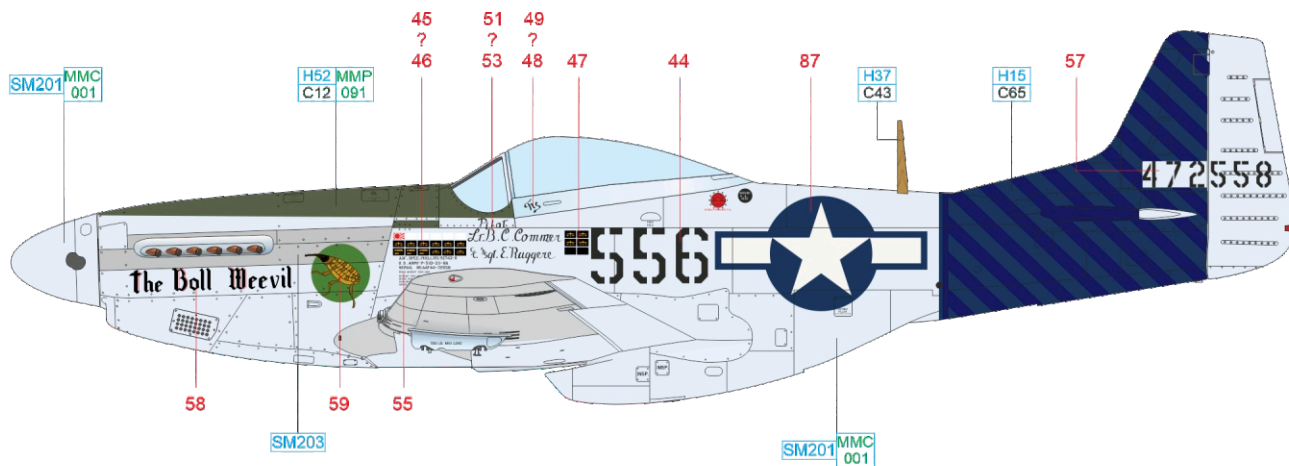
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WHITE	H11 MMP C62 001	BLACK	H12 MMP C33 047	OLIVE DRAB	H52 MMP C12 091
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203	SILVER	H8 C8

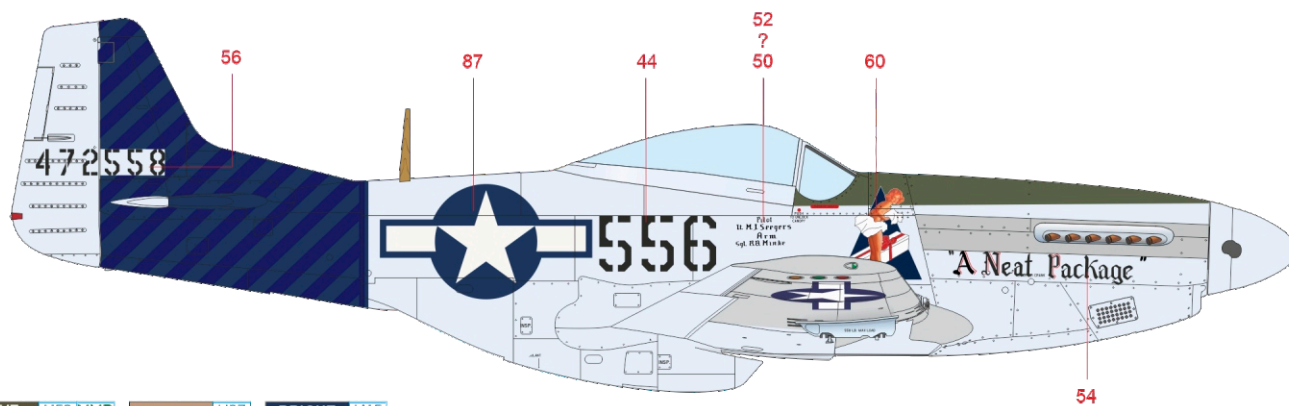
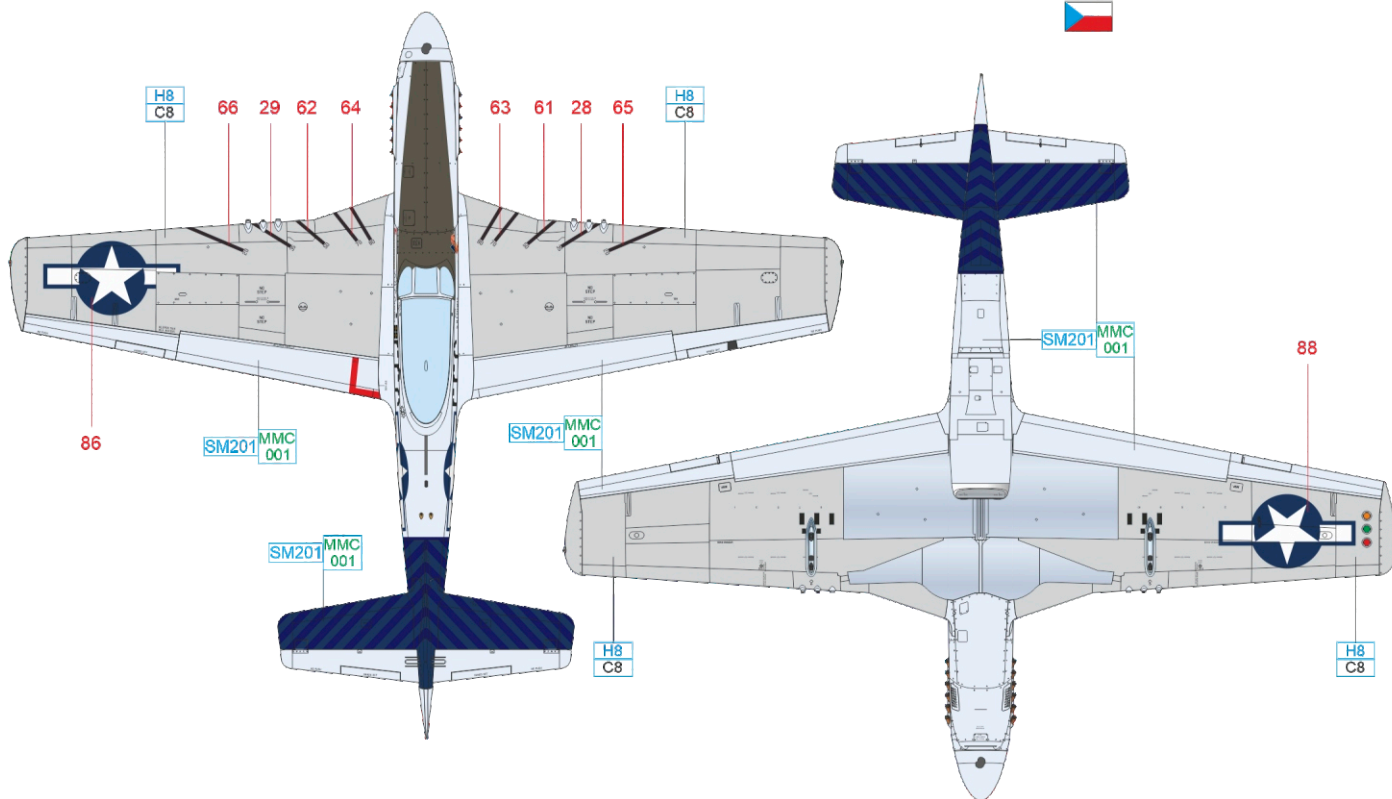


**D** 44-72558, 2<sup>nd</sup> Lt. Bennett C. Commer/2<sup>nd</sup> Lt. Henry C. Seegers jr., 458<sup>th</sup> FS, 506<sup>th</sup> FG, 20<sup>th</sup> AF, Iwojima, July 1945

One of the most colorful Mustangs from the 458<sup>th</sup> FS was this one, named The Boll Weevil / A Neat Package, with the requisite scantily dressed beauty on the starboard side. Two pilots, Lt. Commer of Pope, Mississippi, and Lt. Seegers of Atlanta, Georgia were alternating behind controls of this aircraft during 13 missions. Additional four pilots added six missions. The markings of Mustangs of the 458<sup>th</sup> FS, stationed at Iwo Jima's No. 3 Airfield, consisted of four inches wide dark blue stripes. The planes supplied as replacements for the lost ones had already received a solid blue paint job on their tail surfaces (except for the rudder). The photo of the aircraft No. 556 clearly shows that the original markings in the form of stripes have been overpainted in solid blue.

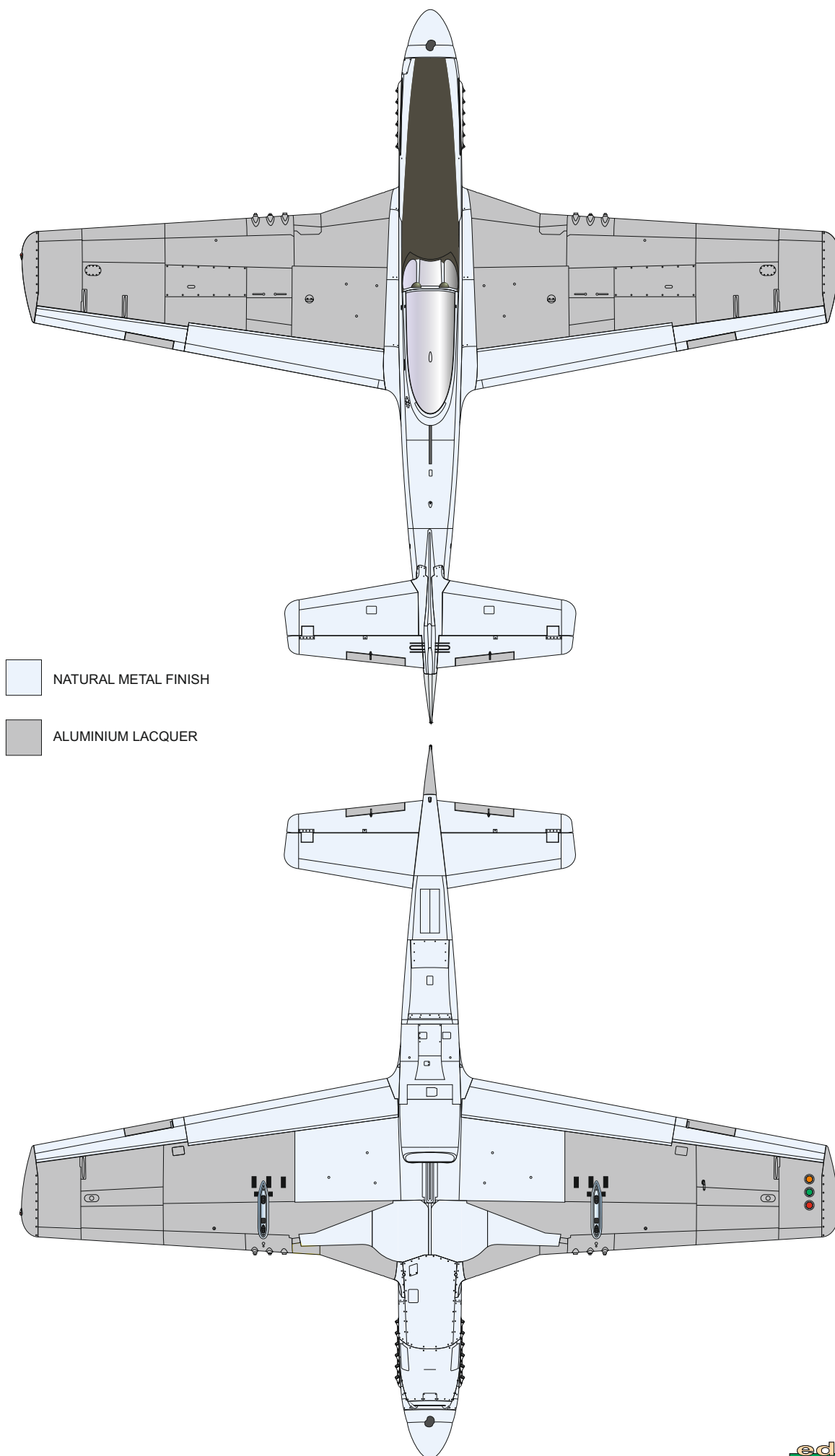


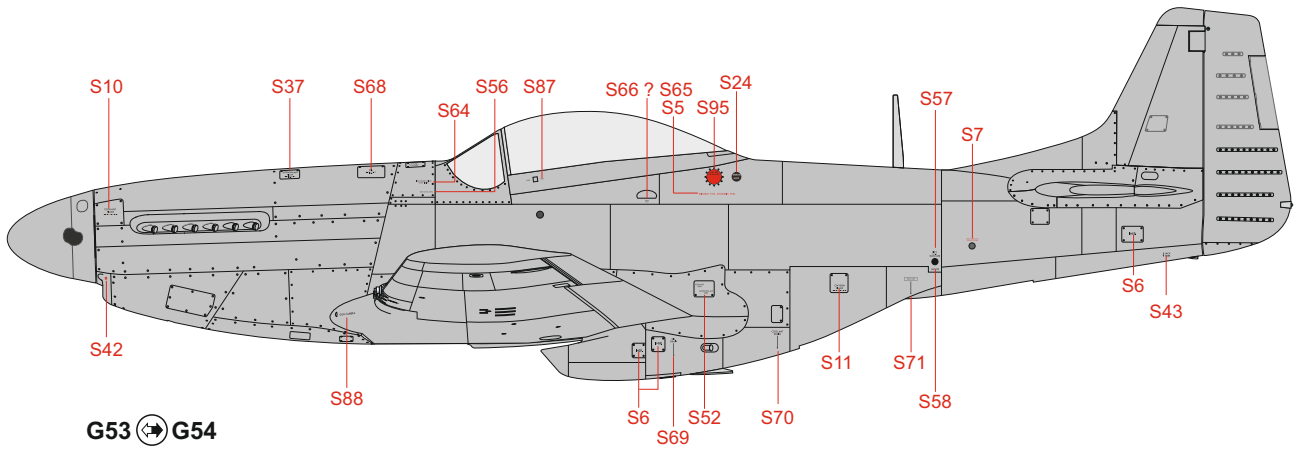
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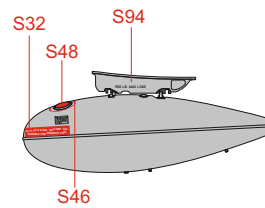
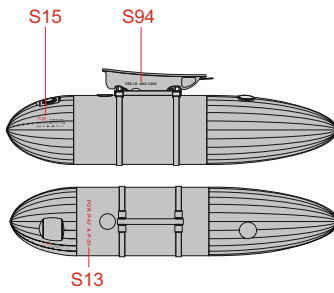
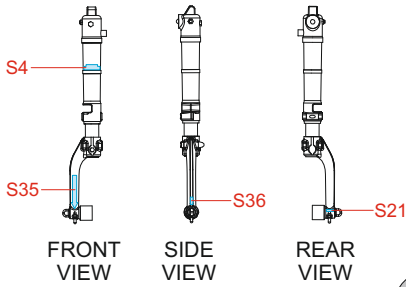
OLIVE DRAB	H52 MMP C12 091	WOOD	H37 C43	BRIGHT BLUE	H15 C65
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203	SILVER	H8 C8

# P-51D-20 ALUMINIUM LACQUER PAINTED AREAS

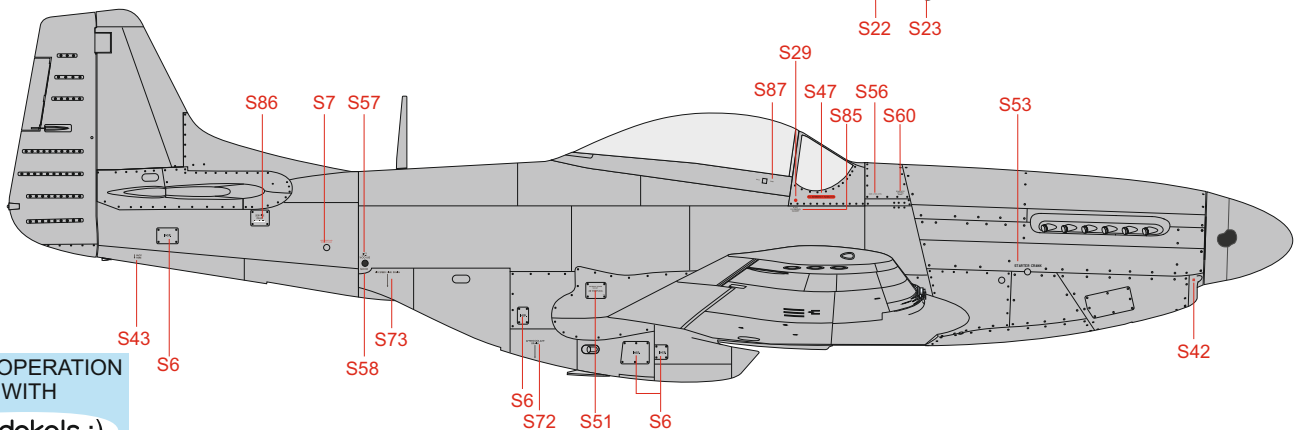
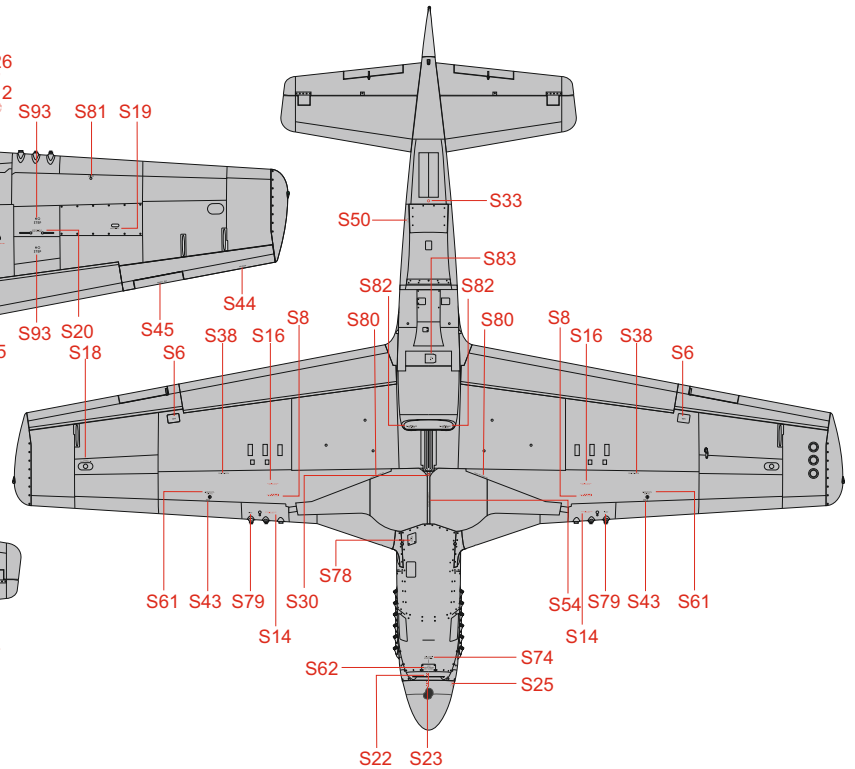
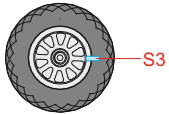
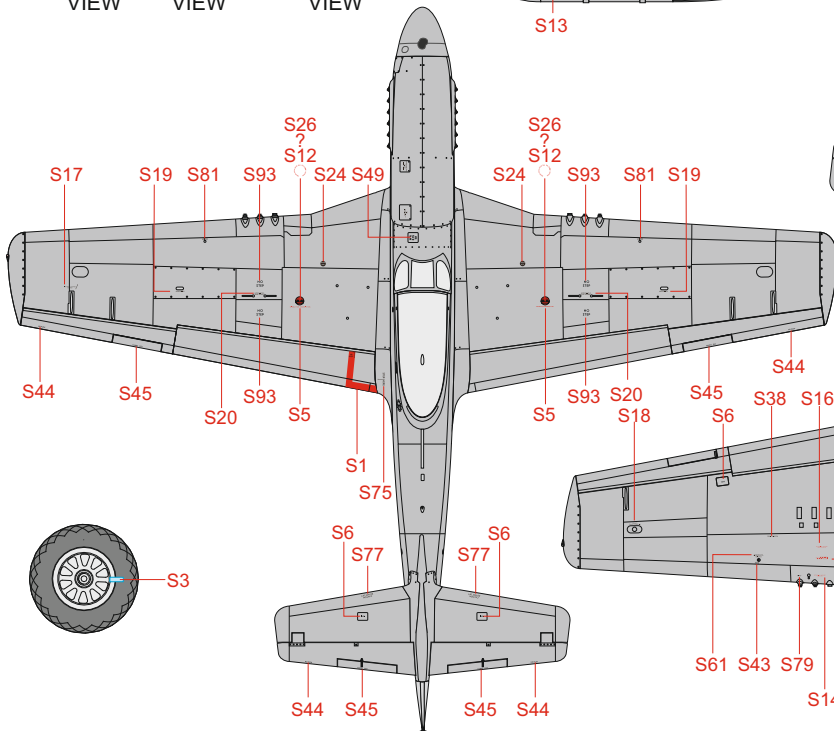
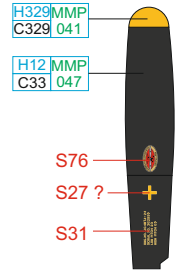




G53 ↔ G54



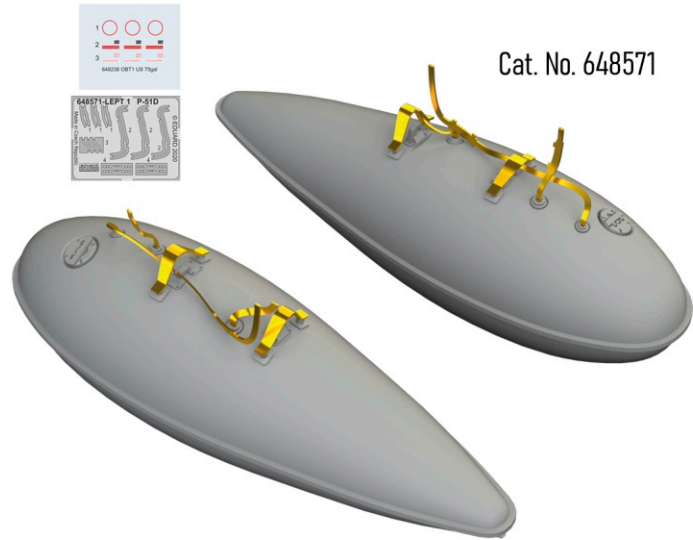
Parts No. H27, H28



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 fündekals :)

# Eduard goodies for P-51D-20 Mustang 1/48

- FE1021 P-51D seatbelts STEEL (PE-Set)
- FE1231 P-51D-20 Weekend (PE-Set)
- 648485 P-51D exhaust stacks (Brassin)
- 648486 P-51D exhaust stacks w/ fairing (Brassin)
- 648487 P-51D Hamilton Standard propeller (Brassin)
- 648494 P-51D wheels diamond tread (Brassin)
- 648495 P-51D undercarriage legs BRONZE (Brassin)
- 648503 P-51D wheels oval tread (Brassin)
- 648504 P-51D wheels cross tread (Brassin)
- 648505 P-51D wheels block tread (Brassin)
- 648511 P-51D wheels diamond tread 2 (Brassin)
- 648512 P-51D wheels rhomboid treat (Brassin)
- 648513 P-51D wheels pointed cross tread (Brassin)
- 648514 P-51D wheels grooved (Brassin)
- 648517 P-51D gun bays (Brassin)
- 648522 P-51D cockpit (Brassin)
- 648555 P-51D engine (Brassin)
- 648570 P-51D gun sights (Brassin)
- 648571 P-51D 75gal drop tanks (Brassin)
- 648572 P-51D 108gal drop tanks (Brassin)
- D48033 P-51D national insignia (Decal Set)
- D48034 P-51D stencils (Decal Set)
- EX663 P-51D TFace (Mask)



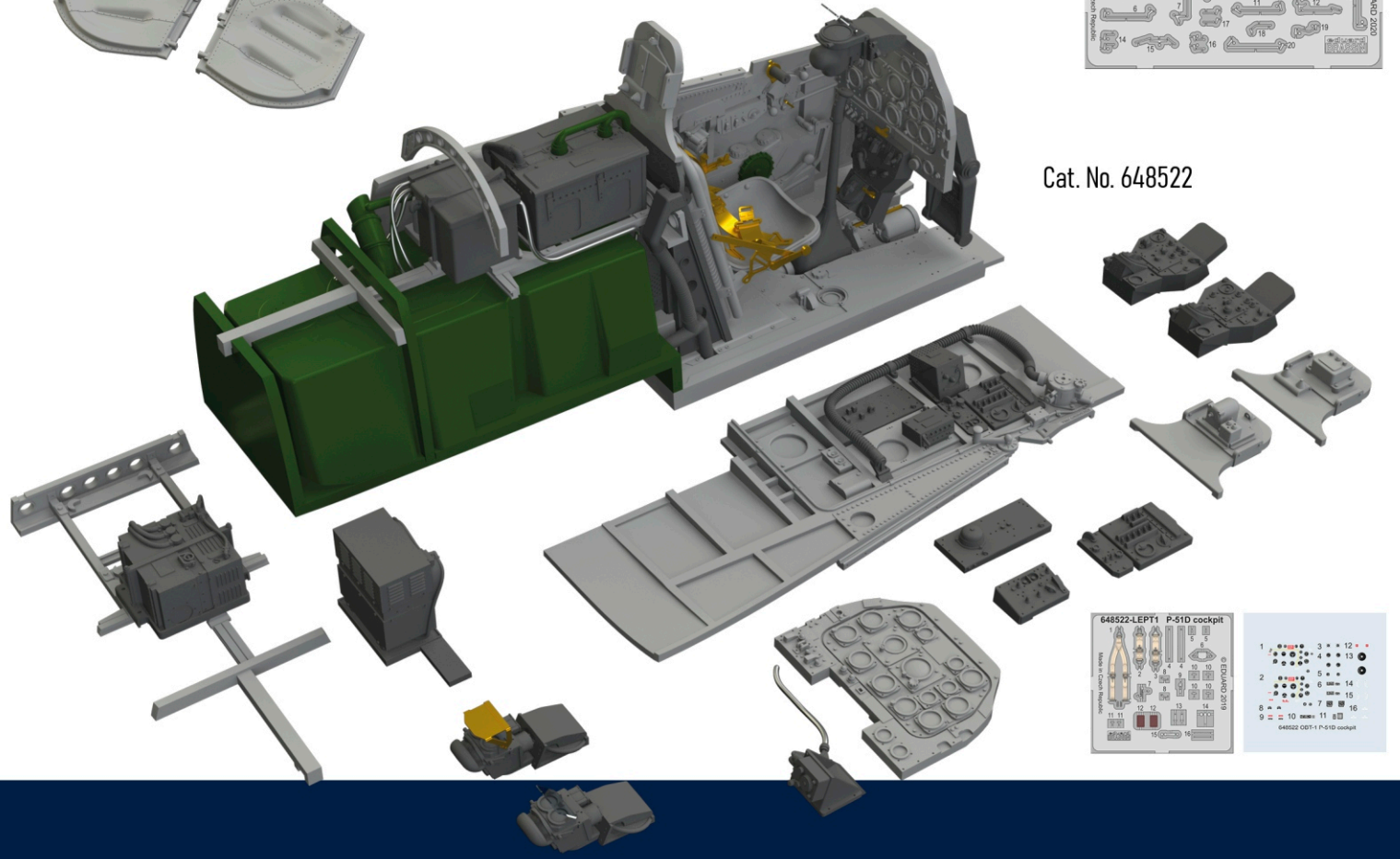
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Cat. No. 648555



Cat. No. 648495



Cat. No. 648522

