P-51B/C Mustang™ Malcolm Hood canopy

eduard

1/48 Scale Plastic Model Kit



item # 84214

Produced under license

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

WEEKEND edition

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 occured when the original Allison engine was replaced by the R&R Merlin one. The new unit literally unlocked the whole potential of the already excellent airframe as the P-51B/C version was born.

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 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 became ace in just one day, after recording five kills on October 12, 1944.

The kit: P-51B/C Mustang Malcolm Hood canopy

The P-51B/C were great fighters but lacked backward visibility and their guns jammed far too often. The problems with visibility were down to the so called Birdcage canopy, which was aligned with the high ridge of the rear fuselage, thus preventing pilot to observe the area behind. Still, the P-51B/C was genuine long-range fighter changing the daytime bomber escorts over the occupied territory dramatically. The problem with visibility was partly solved by so called „Malcolm Hood" frameless semi--bubble canopy sliding to the rear on rails instead of opening on hinges to the right side. The canopy was not a factory solution, it was in fact invented by NAA engineers working in the UK. The other teething problem of P-51B/C, jamming of the guns, was solved a little bit later with the P-51D/K version.

© Eduard - Model Accessories, s.r.o. 2026

ATTENTION ✶ UPOZORNĚNÍ ✶ ACHTUNG ✶ ATTENTION ✶ 注意

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

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

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

OPTIONAL VOLBA

BEND OHNOUT

SAND BROUSIT

OPEN HOLE VYVRTAT OTVOR

SYMETRICAL ASSEMBLY SYMETRICKÁ MONTÁŽ

REMOVE ODŘÍZNOUT

REVERSE SIDE OTOČIT

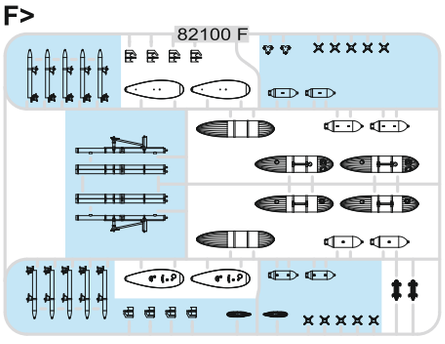
APPLY EDUARD MASK AND PAINT POUŽÍT EDUARD MASK NABARVIT

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

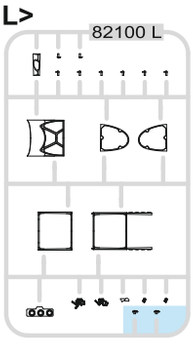
PARTS ✶ DÍLY ✶ TEILE ✶ PIÈCES ✶ 部品

PLASTIC PARTS

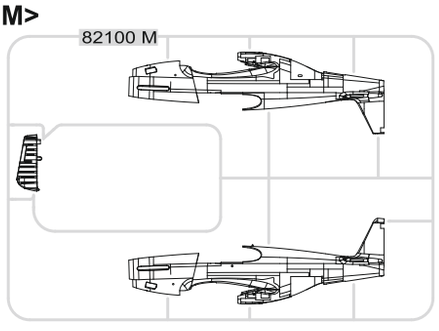
F>



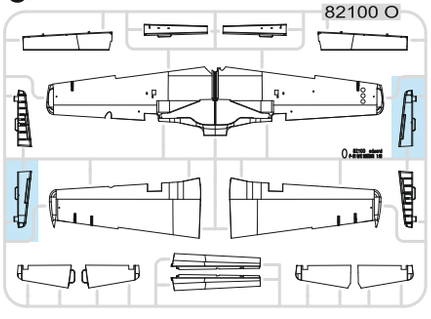
L>



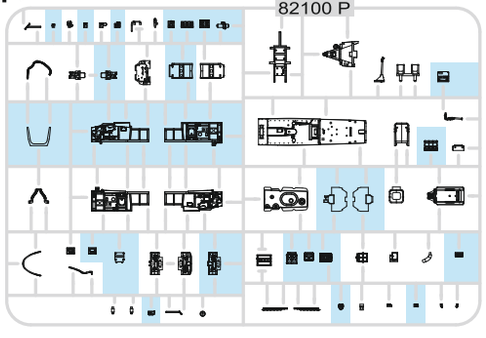
M>



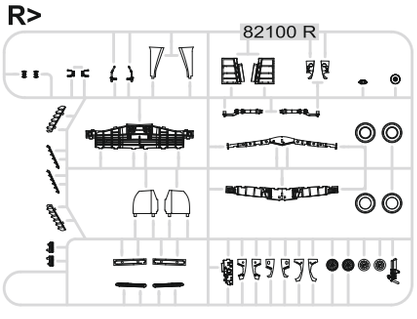
O>



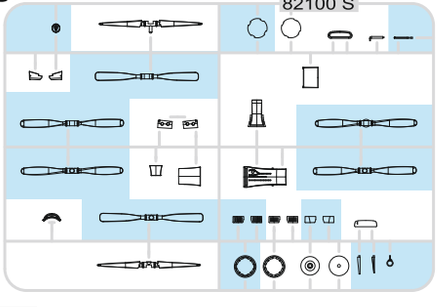
P>



R>



S>

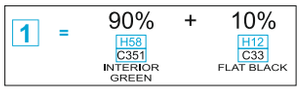


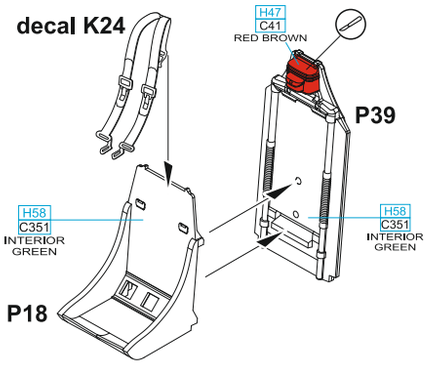
-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS ✶ BARVY ✶ FARBEN ✶ PEINTURE ✶ 色

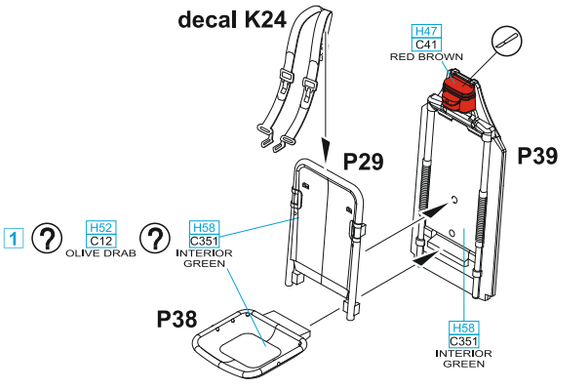
GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H1	C1	WHITE
H8	C8	SILVER
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H27	C44	TAN
H47	C41	RED BROWN
H52	C12	OLIVE DRAB
H53	C13	NEUTRAL GRAY
H58	C351	INTERIOR GREEN
H76	C61	BURNT IRON
H77	C137	TIRE BLACK
H90	C47	CLEAR RED

GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H92	C49	CLEAR ORANGE
H94	C138	CLEAR GREEN
H327	C327	RED
H329	C329	YELLOW
H330	C361	DARK GREEN
H335	C363	MEDIUM SEAGRAY
	C352	CHROMATE YELLOW
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER
SM203		SUPER IRON
SM212		ALUMINIUM

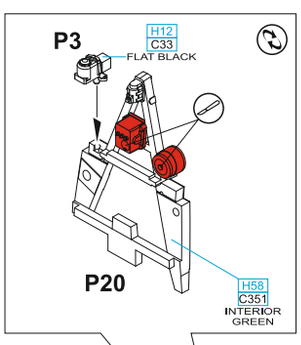


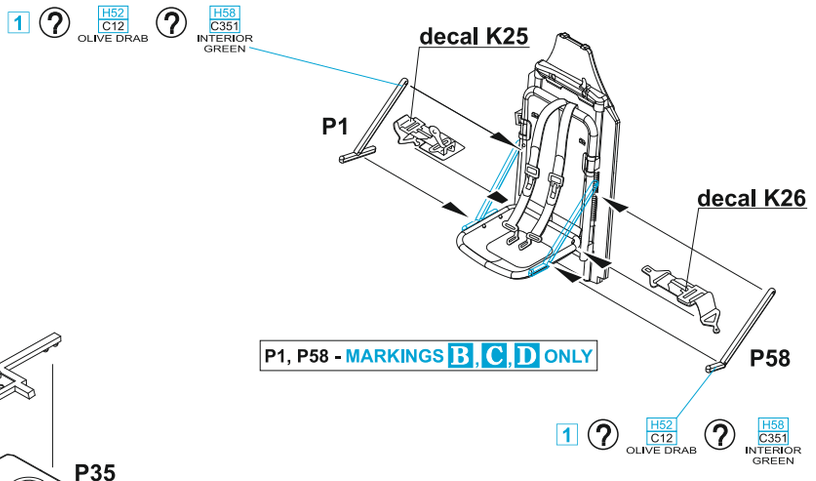


P18, P39 - MARKING A ONLY

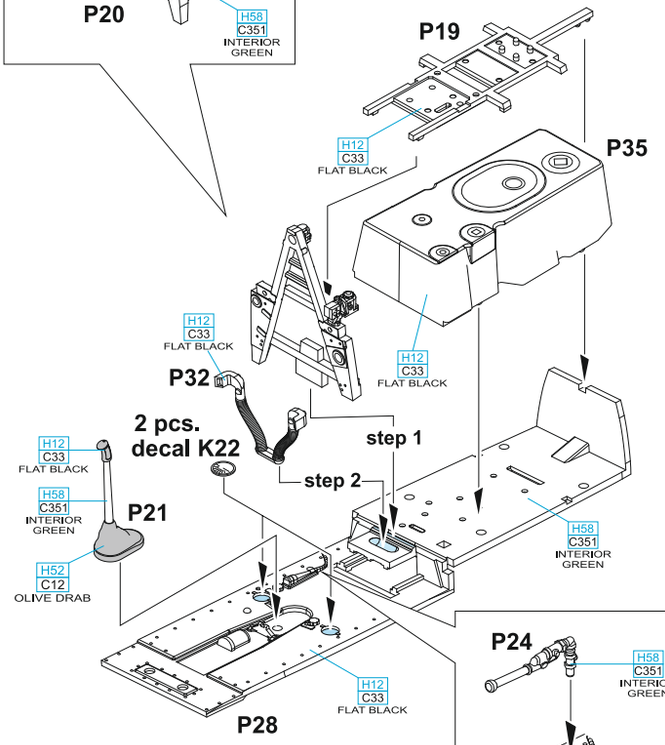


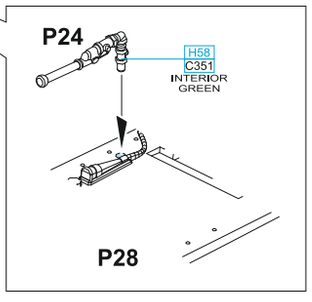
P29, P38 - MARKINGS B, C, D ONLY

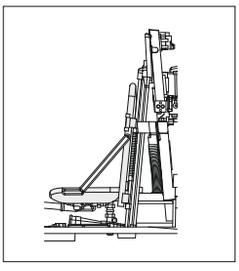


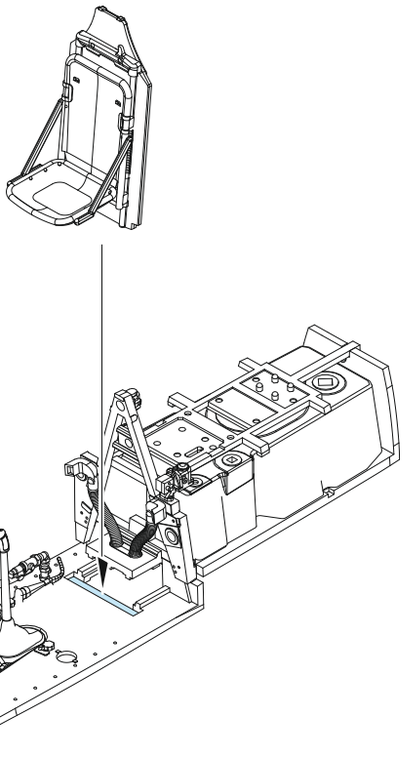


P1, P58 - MARKINGS B, C, D ONLY

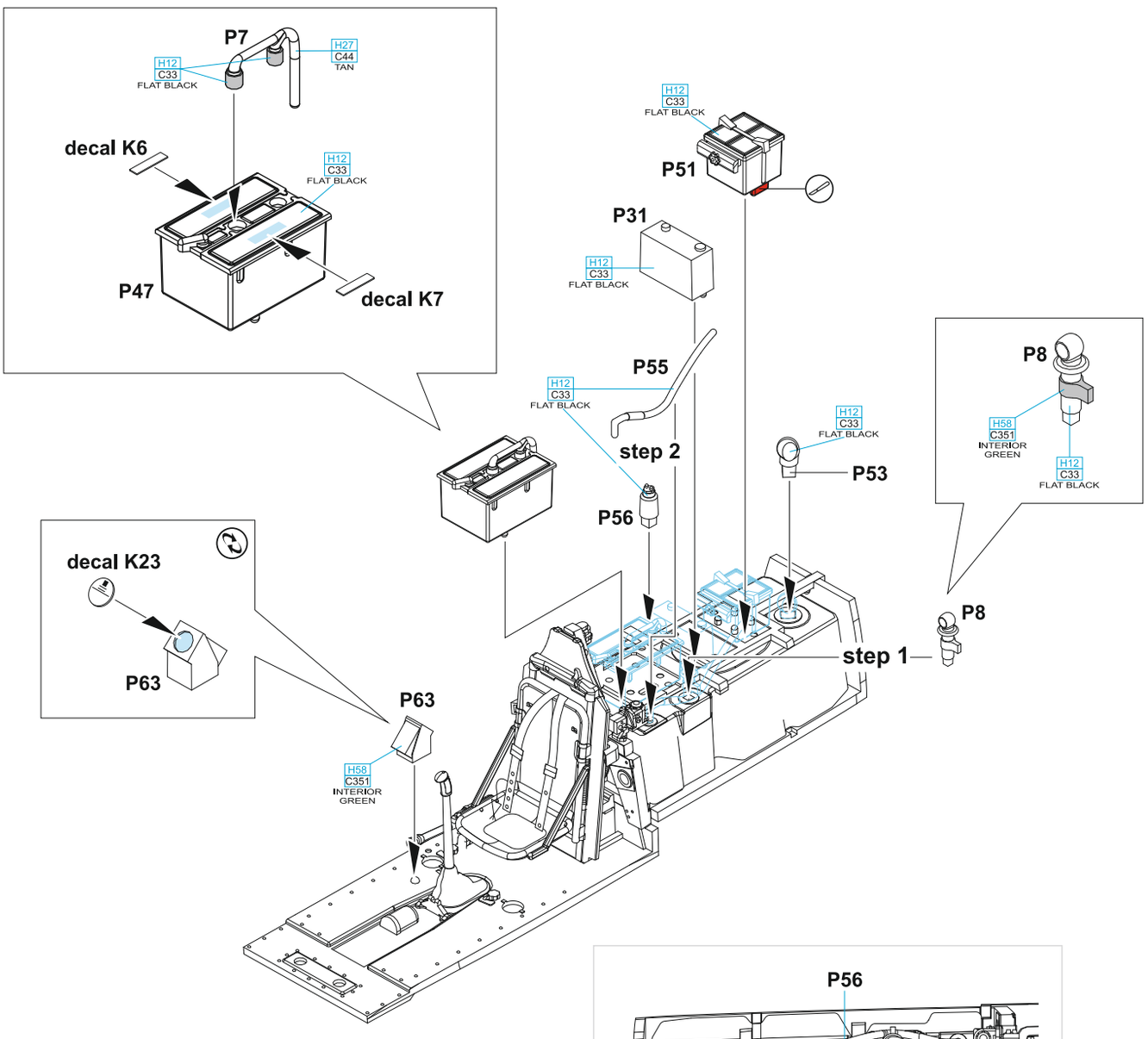


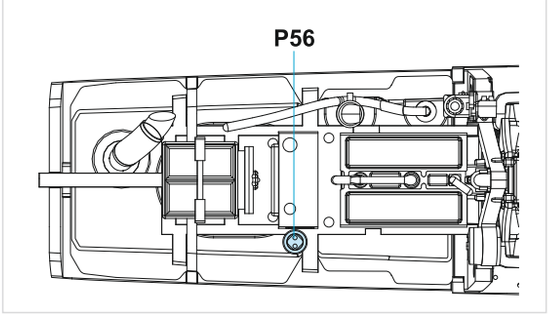


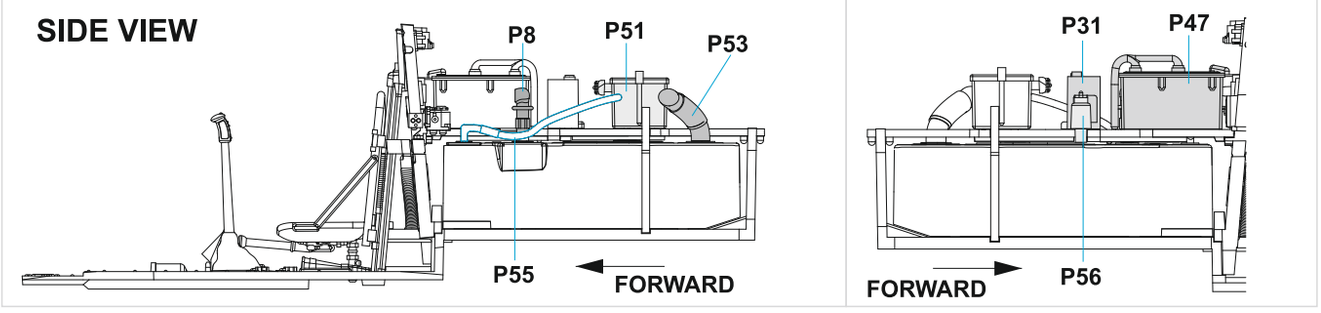




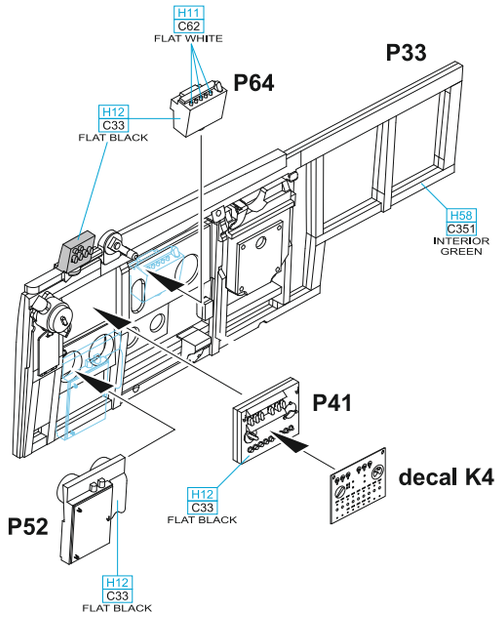
A


P7
H12
C33
FLAT BLACK
H27
C44
TAN
decal K6
H12
C33
FLAT BLACK
P47
decal K7
H12
C33
FLAT BLACK
P51
P31
H12
C33
FLAT BLACK
P55
H12
C33
FLAT BLACK
step 2
H12
C33
FLAT BLACK
P53
P56
P8
H58
C351
INTERIOR
GREEN
H12
C33
FLAT BLACK
P8
decal K23
P63
P63
H58
C351
INTERIOR
GREEN
step 1

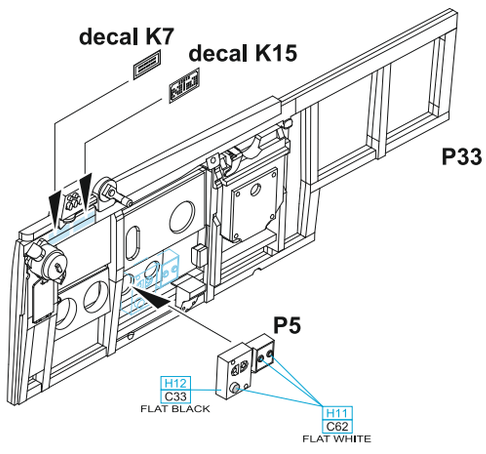

P56


SIDE VIEW
P8
P51
P53
P55
FORWARD
P31
P47
FORWARD
P56

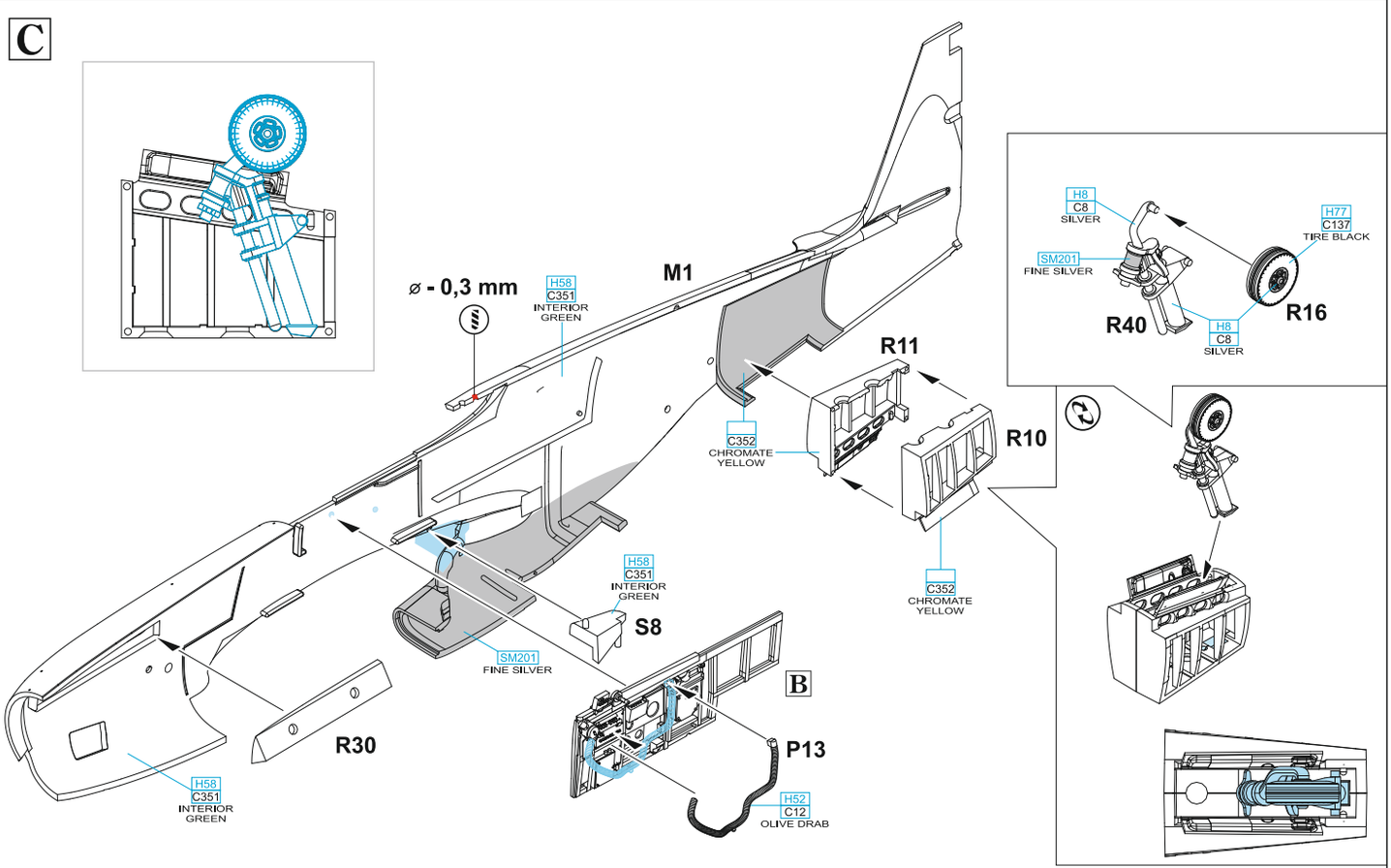
B



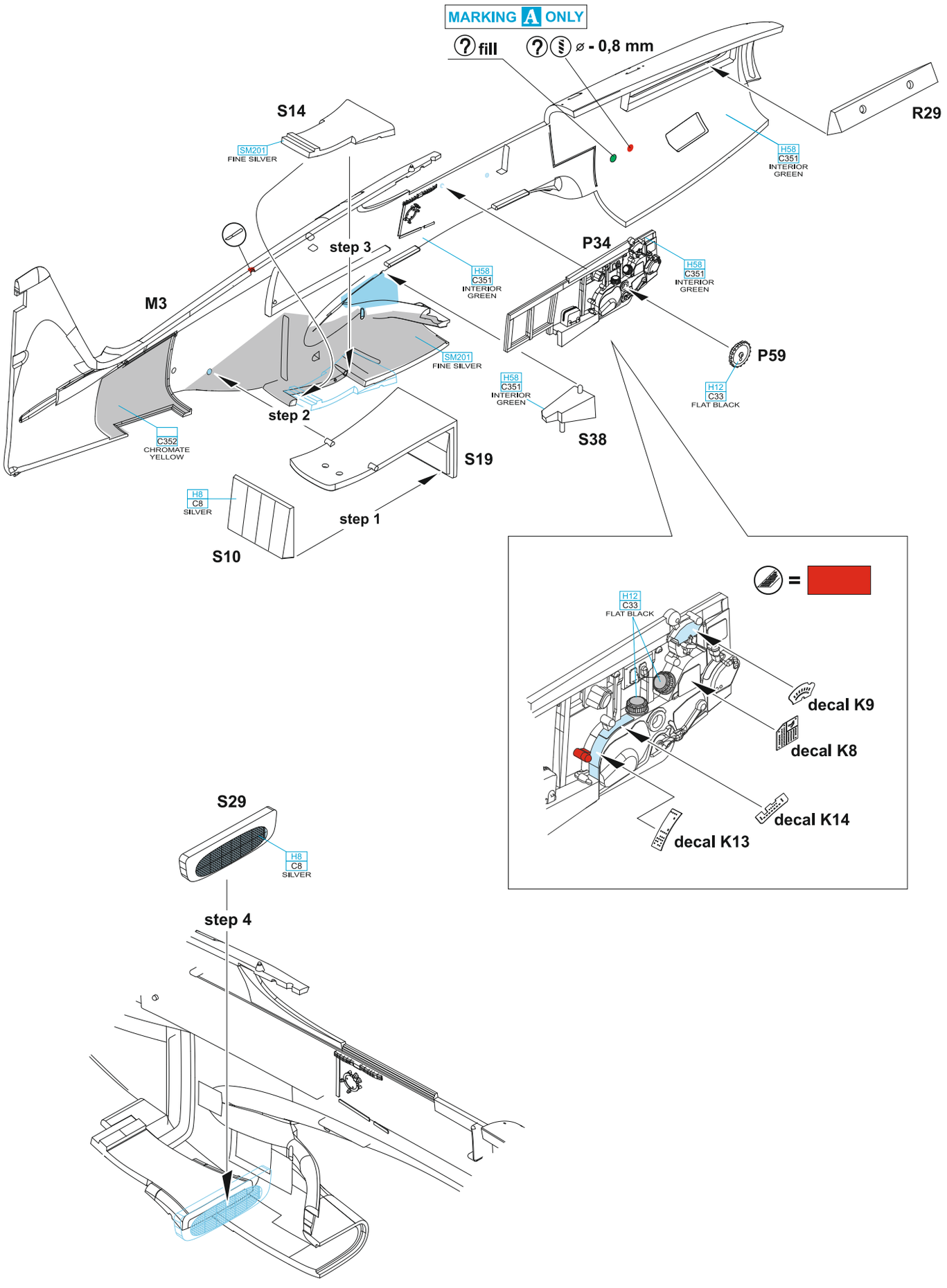
OPTIONAL:
decal K3

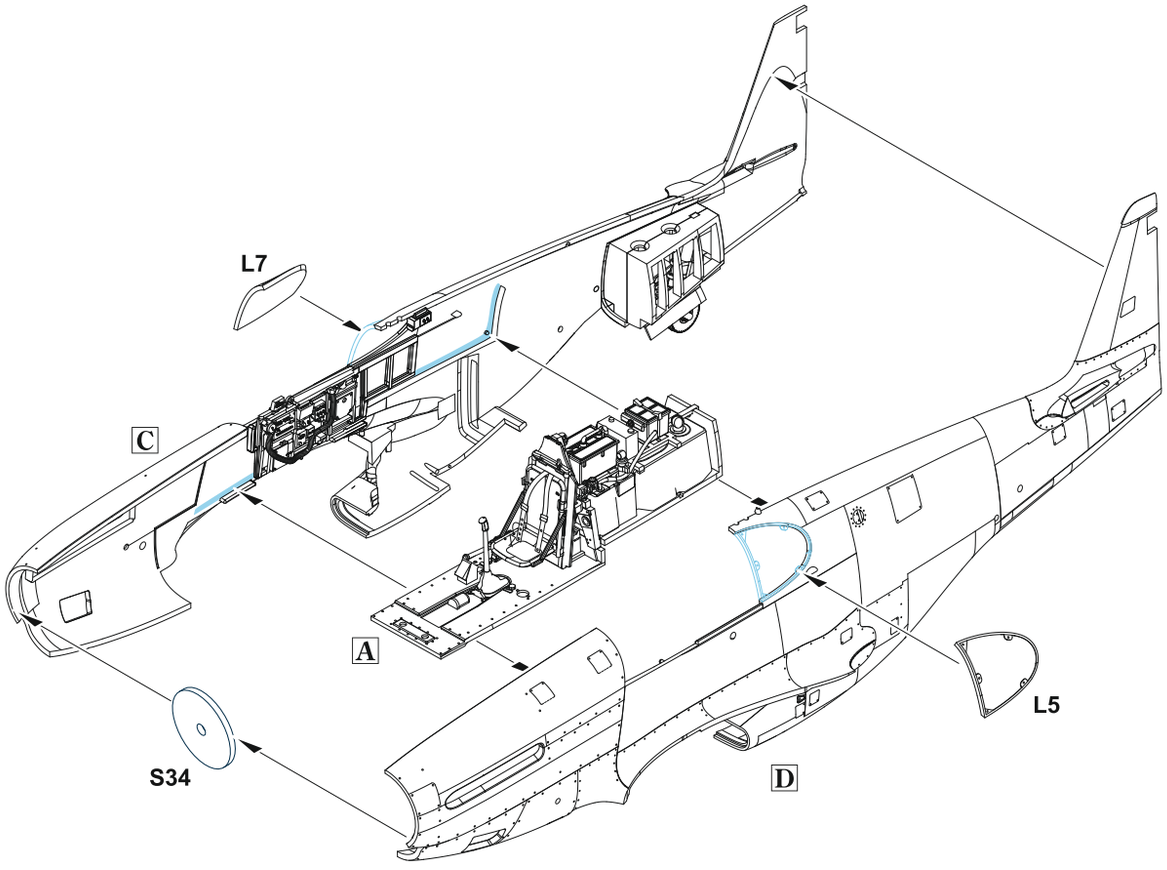


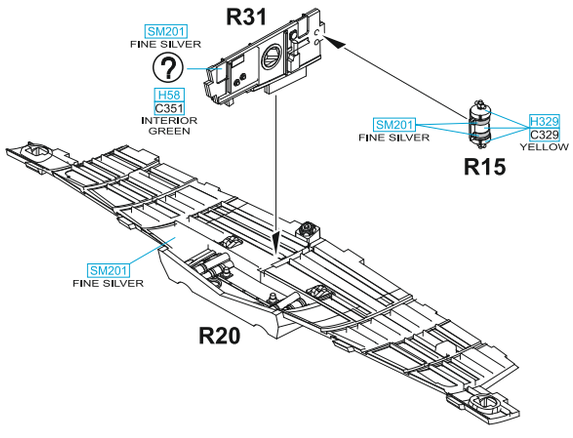
C

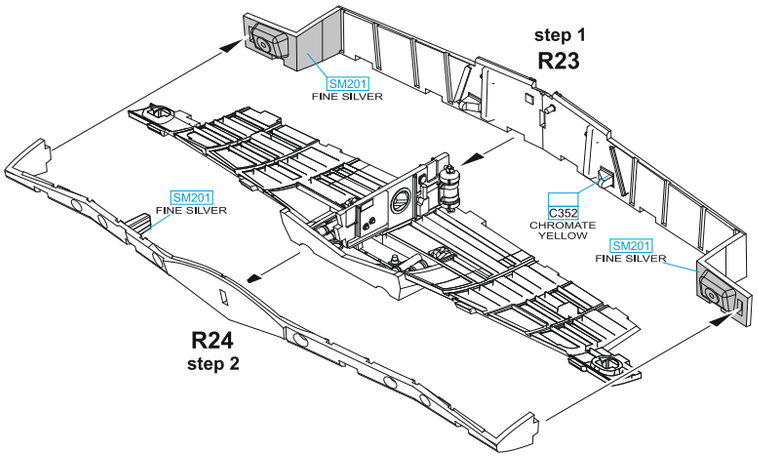


D

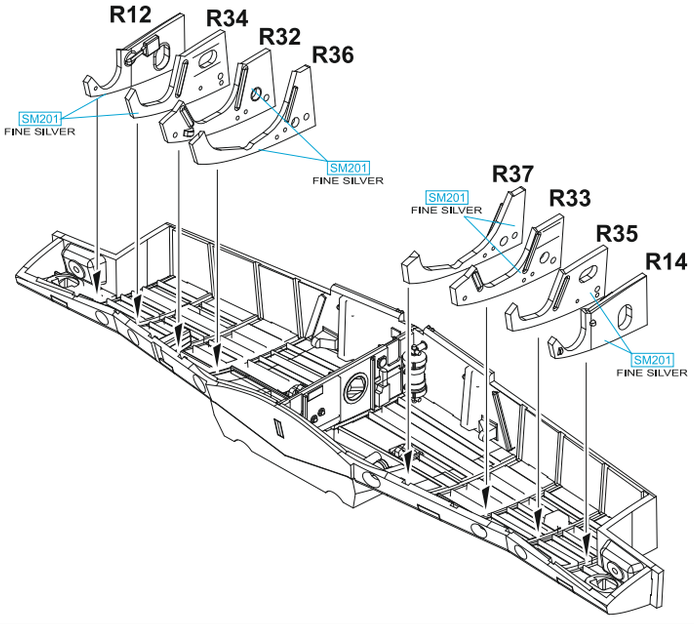

MARKING A ONLY
fill
⌀ - 0,8 mm
S14
SM201
FINE SILVER
R29
H58
C351
INTERIOR
GREEN
step 3
P34
H58
C351
INTERIOR
GREEN
M3
H58
C351
INTERIOR
GREEN
SM201
FINE SILVER
P59
H12
C33
FLAT BLACK
step 2
H58
C351
INTERIOR
GREEN
S38
C352
CHROMATE
YELLOW
S19
H8
C8
SILVER
step 1
S10
=
H12
C33
FLAT BLACK
decal K9
decal K8
decal K14
decal K13
S29
H8
C8
SILVER
step 4

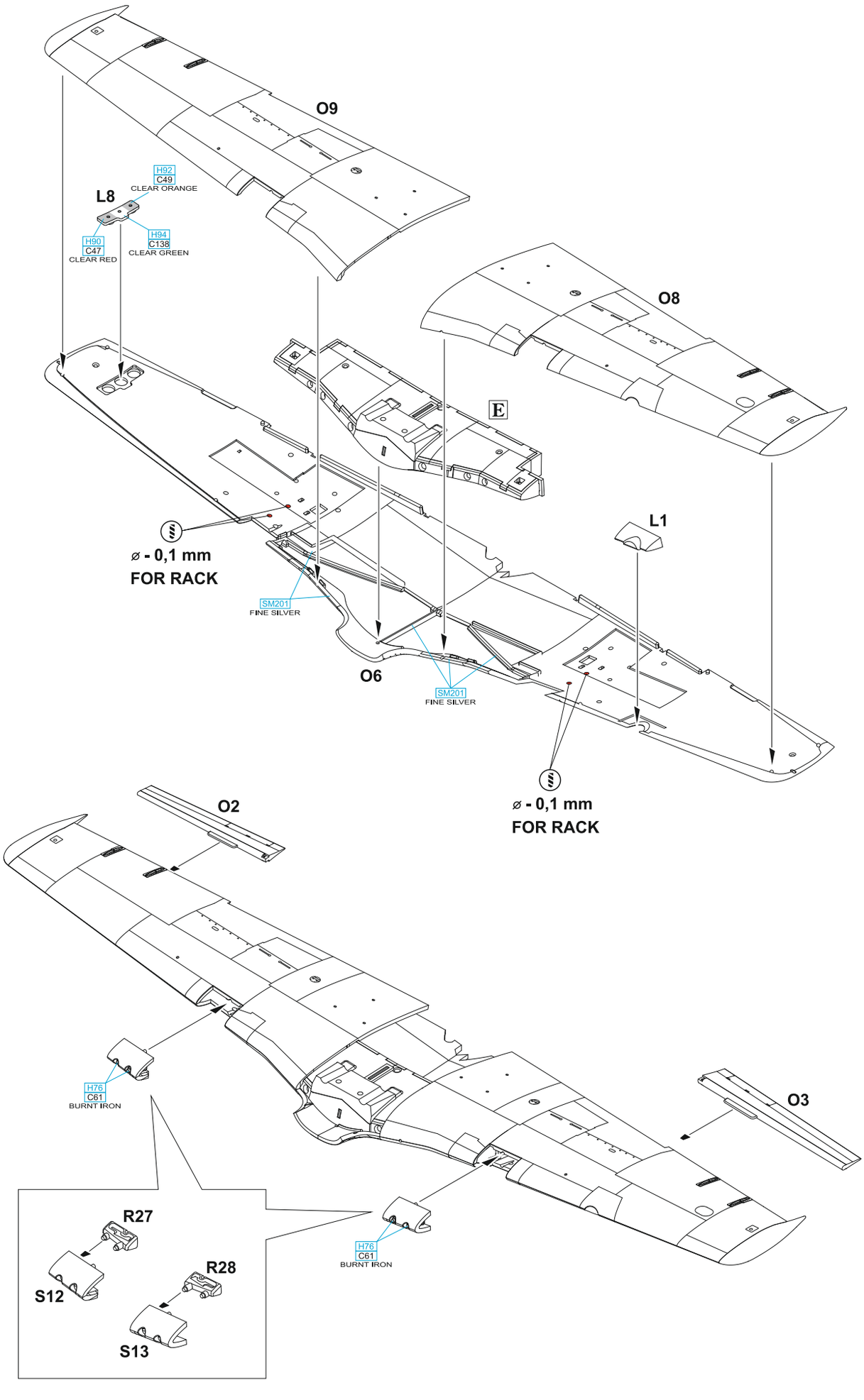

L7
C
A
S34
D
L5

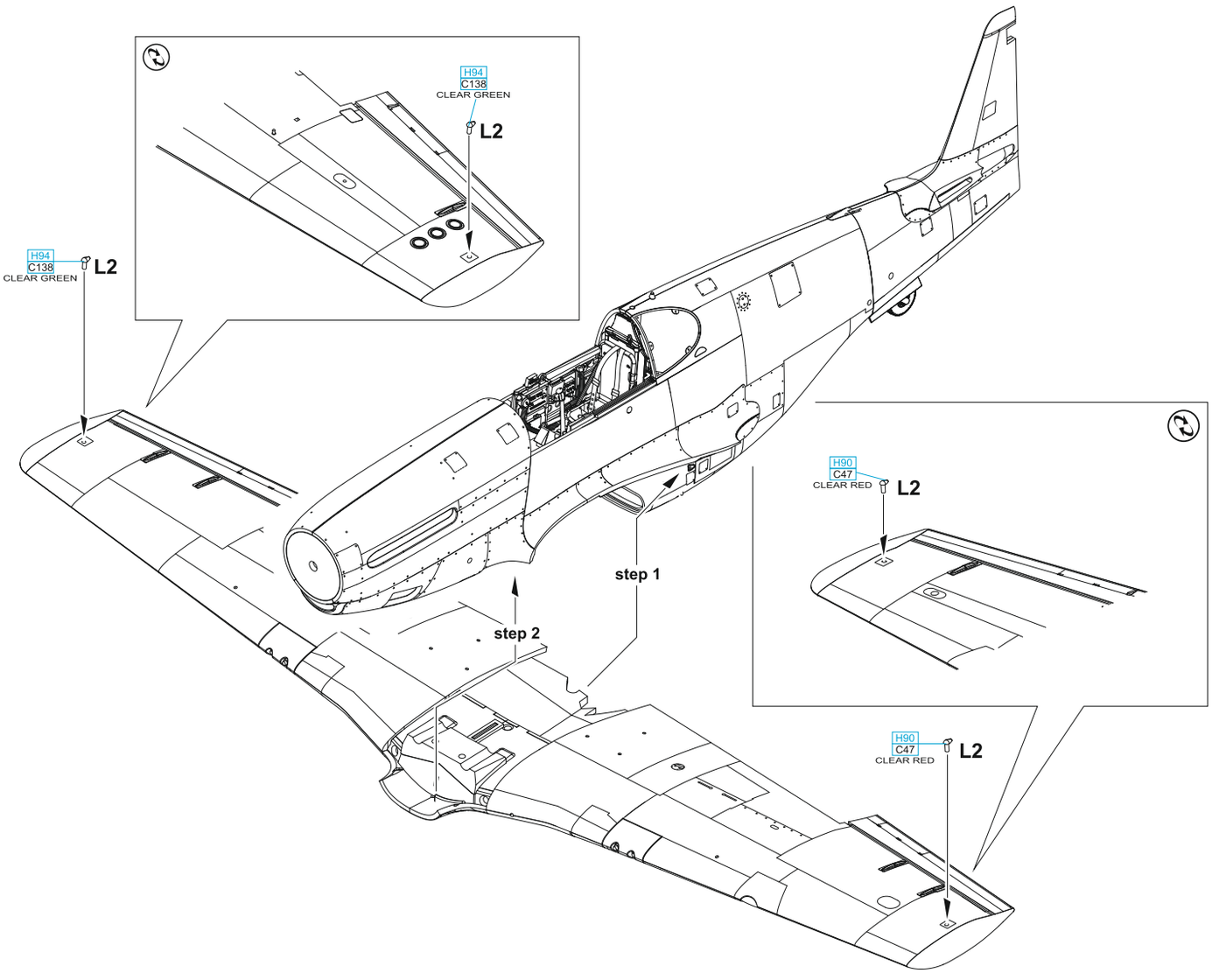

R31
SM201
FINE SILVER
H58
C351
INTERIOR
GREEN
SM201
FINE SILVER
H329
C329
YELLOW
R15
SM201
FINE SILVER
R20

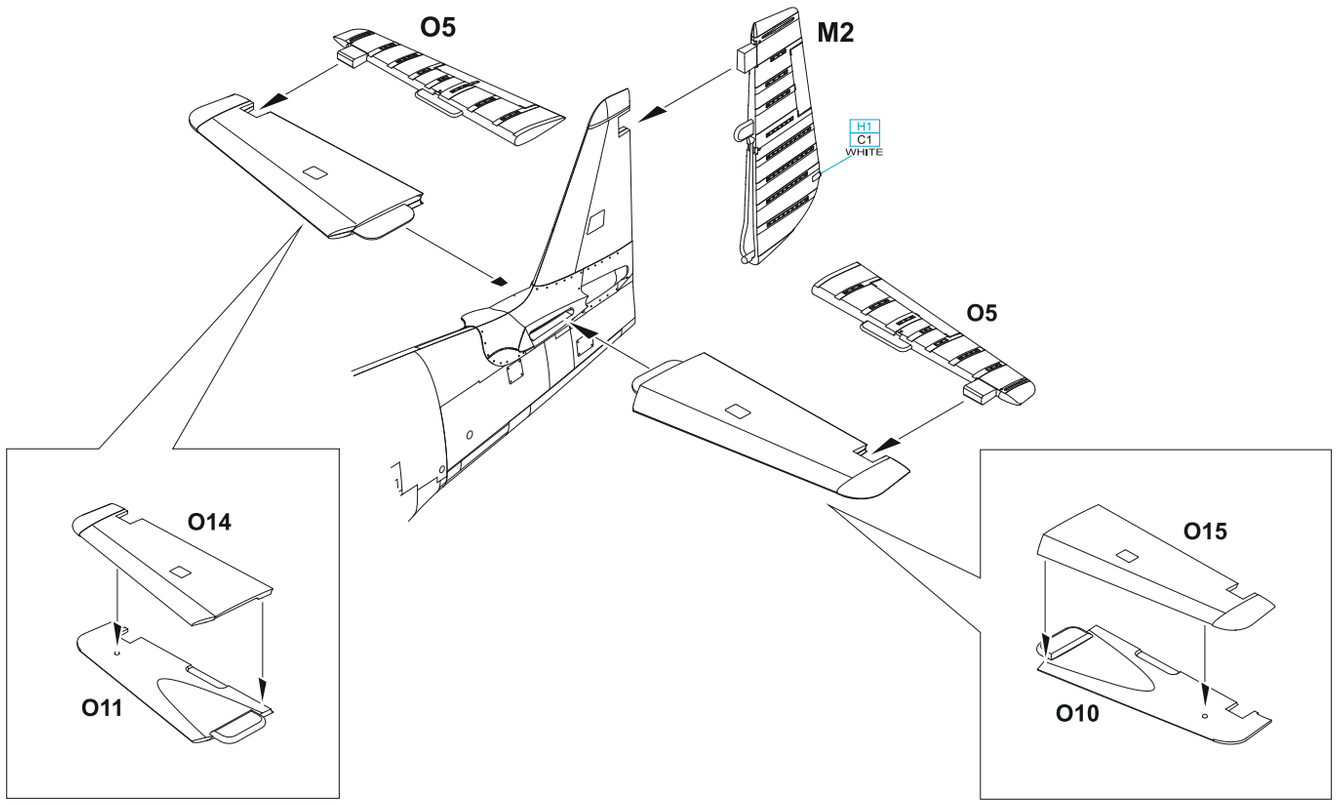

step 1
R23
SM201
FINE SILVER
SM201
FINE SILVER
C352
CHROMATE
YELLOW
SM201
FINE SILVER
R24
step 2

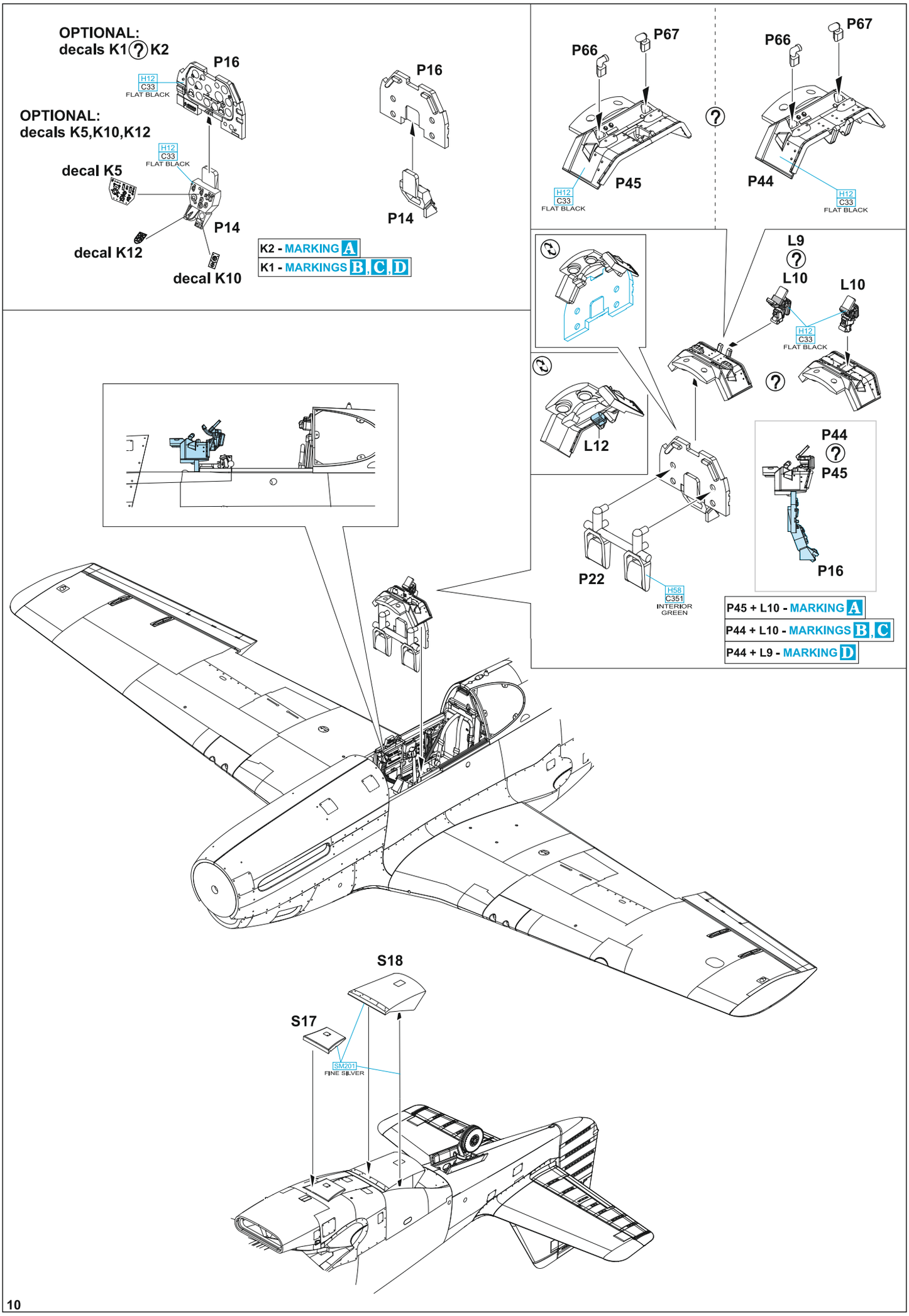
E

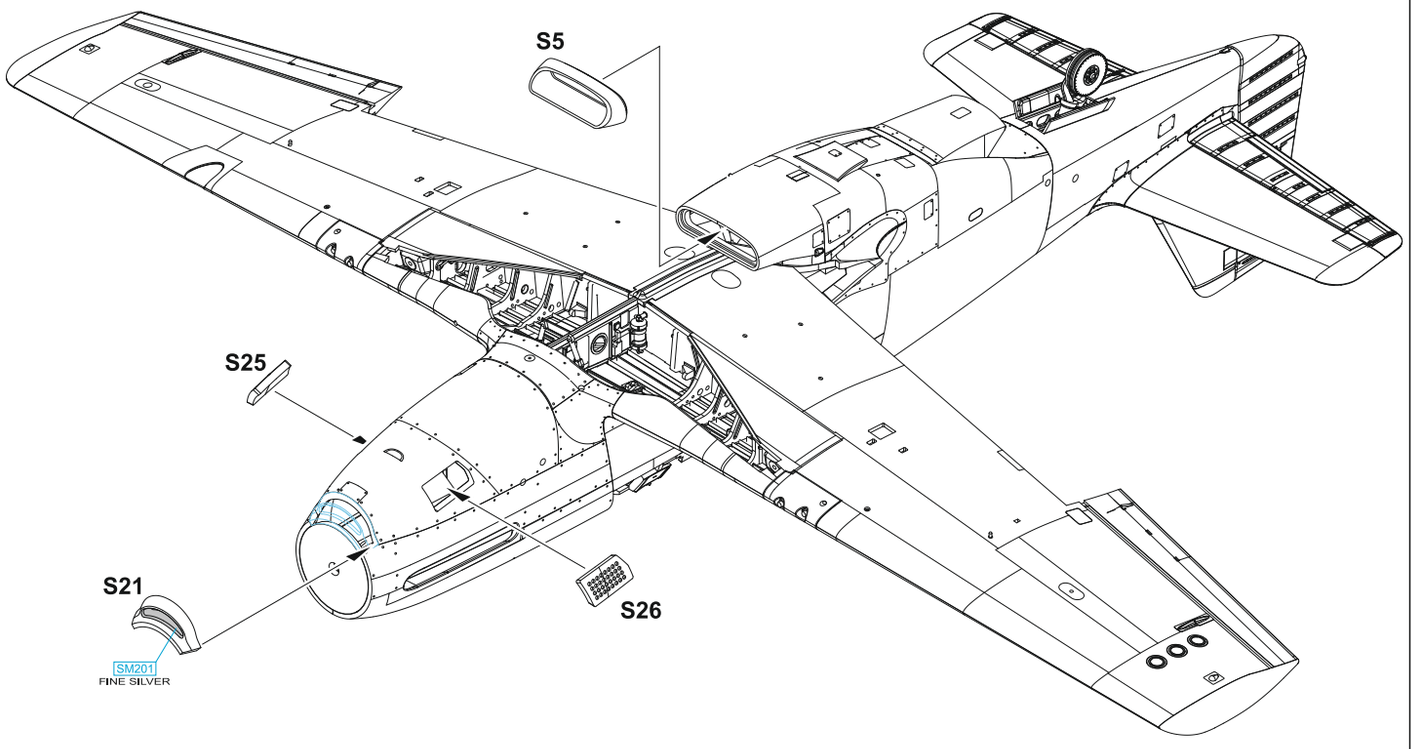

R12
R34
R32
R36
SM201
FINE SILVER
SM201
FINE SILVER
R37
SM201
FINE SILVER
R33
R35
R14
SM201
FINE SILVER


O9
H92
C49
CLEAR ORANGE
L8
H90
C47
CLEAR RED
H94
C138
CLEAR GREEN
O8
E
L1
⌀ - 0,1 mm
FOR RACK
SM201
FINE SILVER
O6
SM201
FINE SILVER
⌀ - 0,1 mm
FOR RACK
O2
H76
C61
BURNT IRON
O3
R27
R28
S12
S13
H76
C61
BURNT IRON

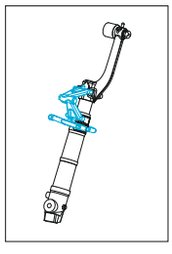

H94
C138
CLEAR GREEN
L2
H94
C138
CLEAR GREEN
L2
step 1
step 2
H90
C47
CLEAR RED
L2
H90
C47
CLEAR RED
L2

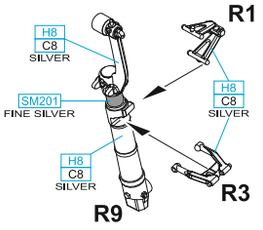

O5
M2
H1
C1
WHITE
O5
O14
O11
O15
O10

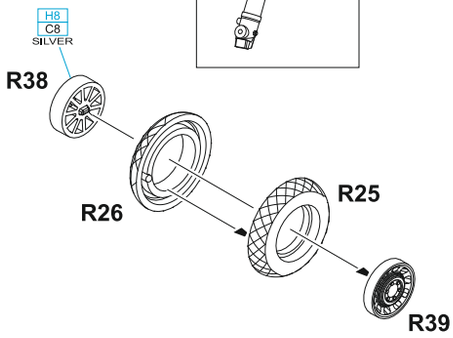

OPTIONAL:
decals K1 ? K2
P16
H12
C33
FLAT BLACK
OPTIONAL:
decals K5,K10,K12
H12
C33
FLAT BLACK
decal K5
P14
decal K12
decal K10
P16
P14
K2 - MARKING A
K1 - MARKINGS B, C, D
P66
P67
P45
H12
C33
FLAT BLACK
?
P66
P67
P44
H12
C33
FLAT BLACK
L9
?
L10
L10
H12
C33
FLAT BLACK
?
L12
P44
?
P45
P16
P22
H58
C351
INTERIOR
GREEN
P45 + L10 - MARKING A
P44 + L10 - MARKINGS B, C
P44 + L9 - MARKING D
S18
S17
SM201
FINE SILVER

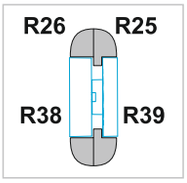


step 1 -
R25, R26
step 2 -
R38, R39

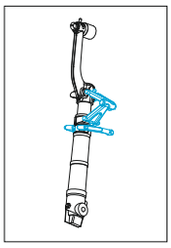


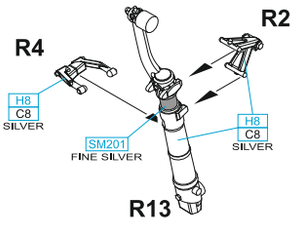


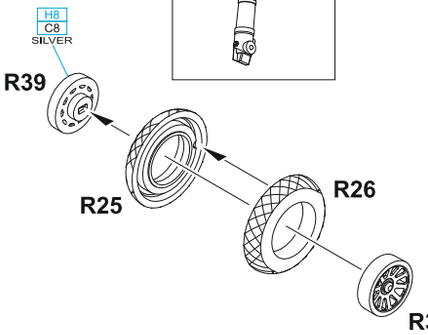


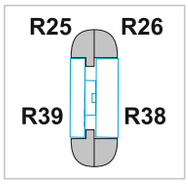


step 1 -
R25, R26
step 2 -
R38, R39

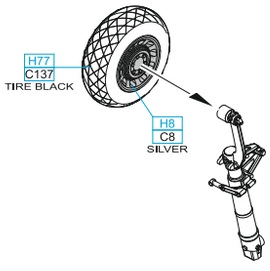




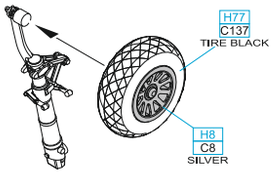




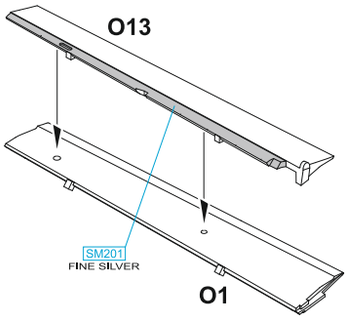
F



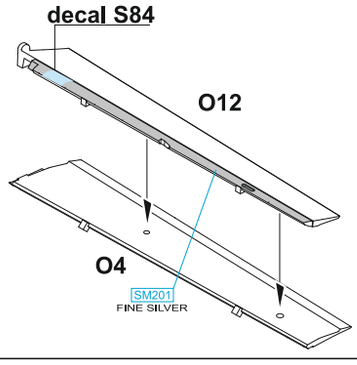
G

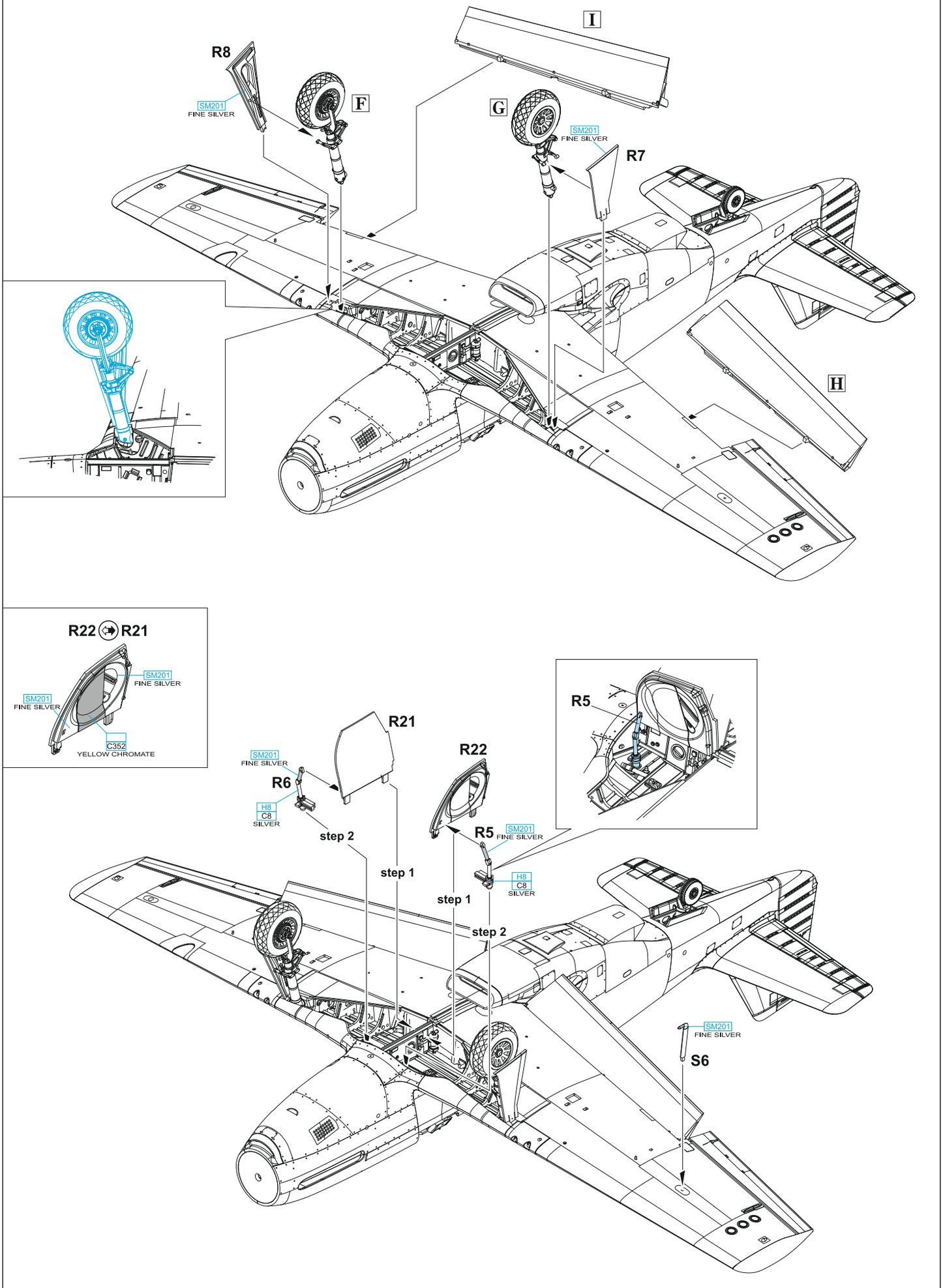


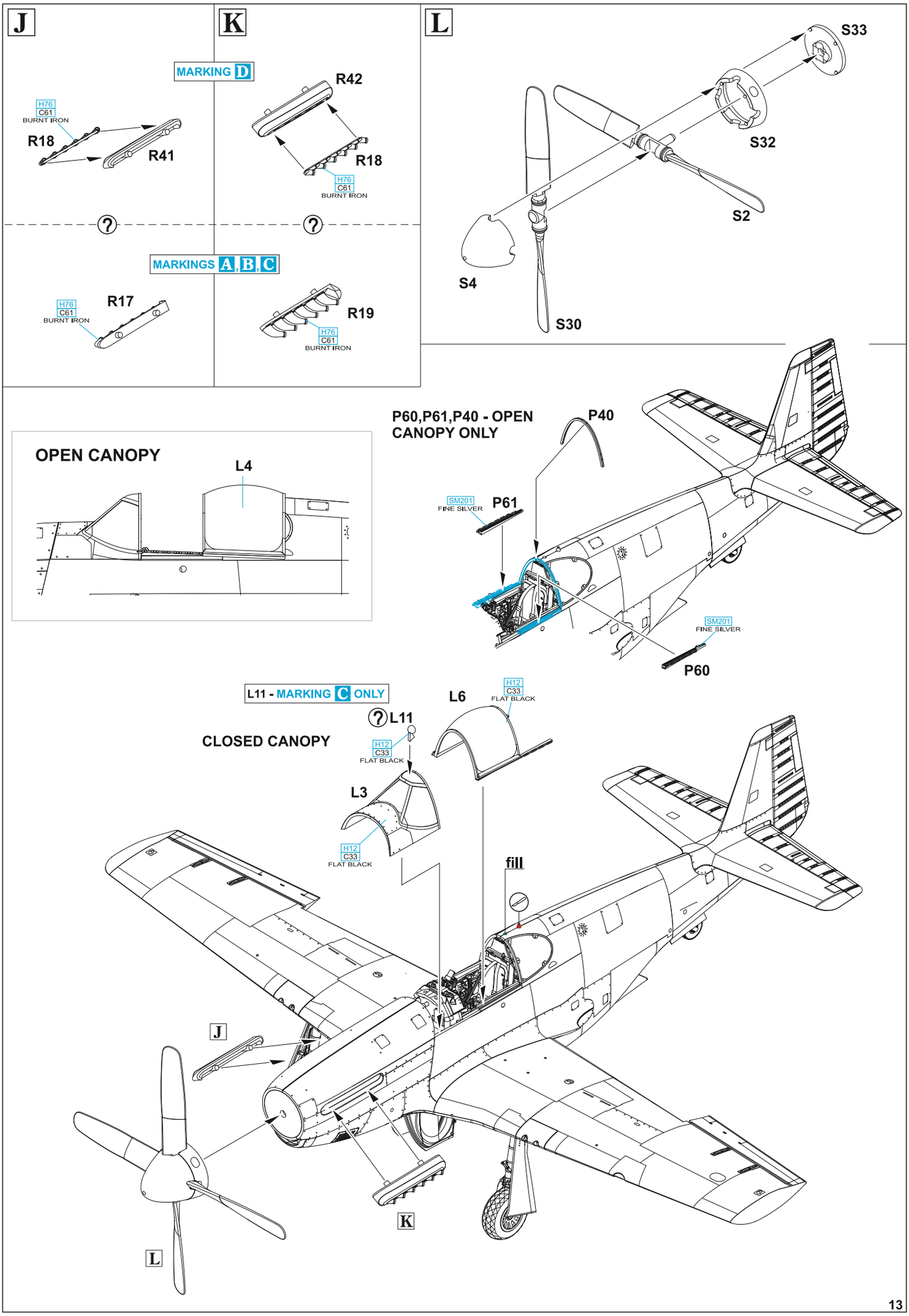
H

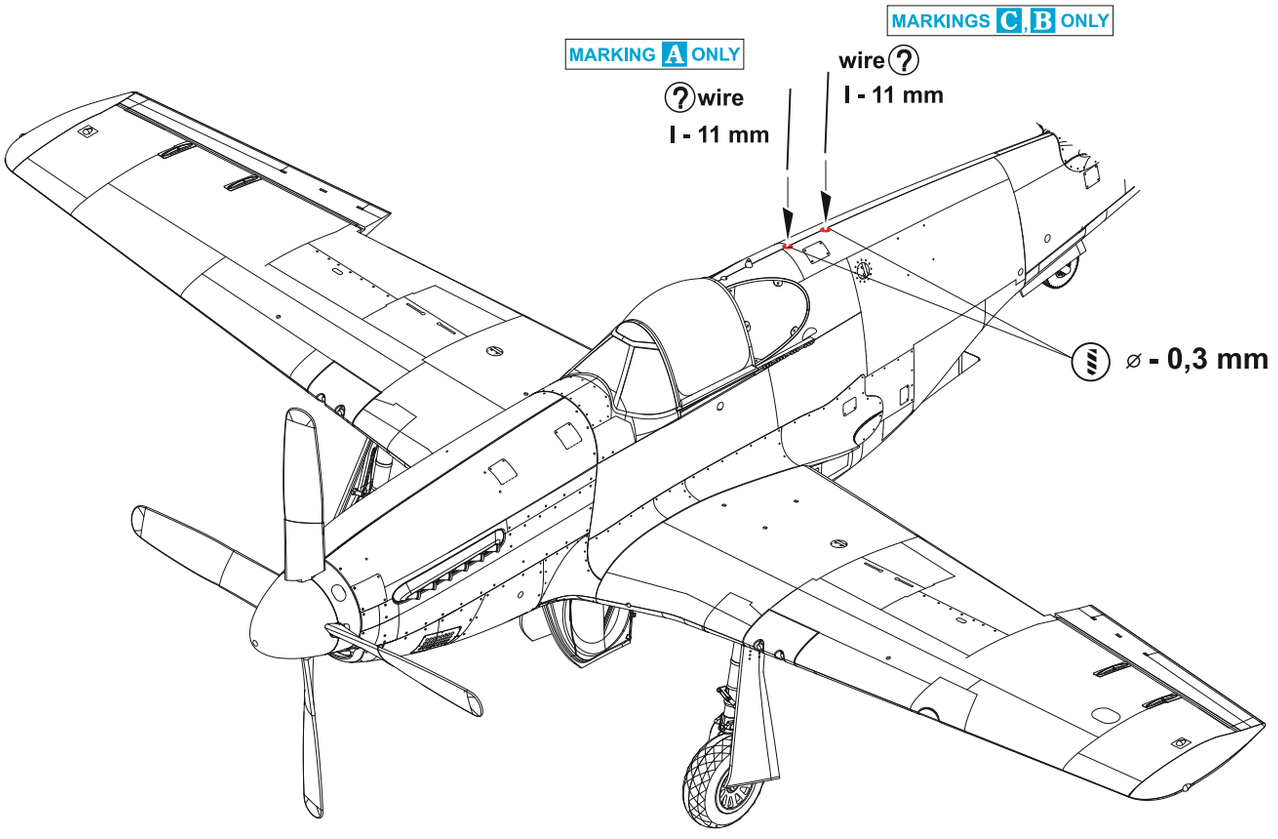


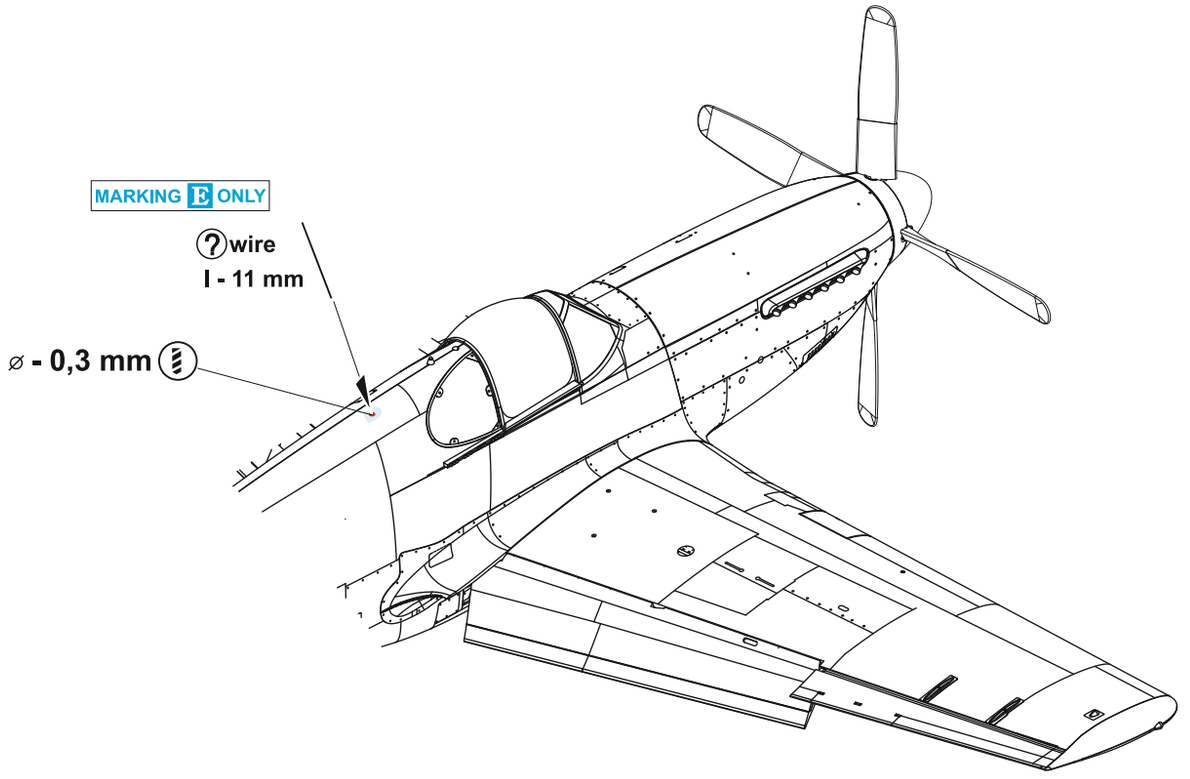
I

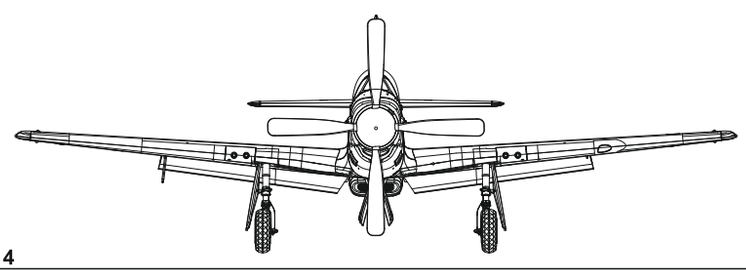


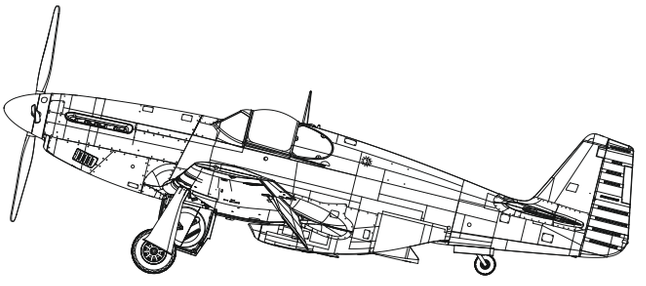

I
R8
SM201
FINE SILVER
F
G
SM201
FINE SILVER
R7
H
R22 R21
SM201
FINE SILVER
SM201
FINE SILVER
C352
YELLOW CHROMATE
R21
SM201
FINE SILVER
R6
H8
C8
SILVER
step 2
step 1
R22
R5
SM201
FINE SILVER
H8
C8
SILVER
step 1
step 2
R5
SM201
FINE SILVER
S6


J
K
L
MARKING D
H76
C61
BURNT IRON
R18
R41
R42
R18
H76
C61
BURNT IRON
MARKINGS A, B, C
H76
C61
BURNT IRON
R17
R19
H76
C61
BURNT IRON
S33
S32
S2
S4
S30
OPEN CANOPY
L4
P60,P61,P40 - OPEN CANOPY ONLY
P40
SM201
FINE SILVER
P61
SM201
FINE SILVER
P60
L11 - MARKING C ONLY
CLOSED CANOPY
L6
H12
C33
FLAT BLACK
L11
H12
C33
FLAT BLACK
L3
H12
C33
FLAT BLACK
fill
J
K
L


MARKING A ONLY
wire
l - 11 mm
MARKINGS C, B ONLY
wire
l - 11 mm
⌀ - 0,3 mm

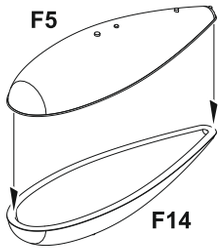

MARKING E ONLY
wire
l - 11 mm
⌀ - 0,3 mm





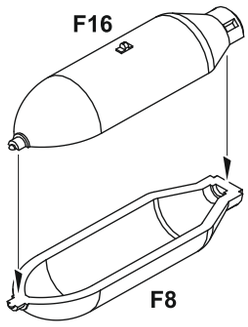
M

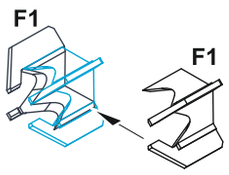
2 pcs.



O

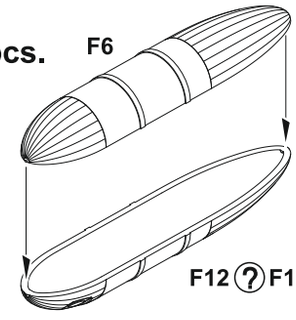
2 pcs.

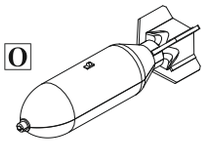


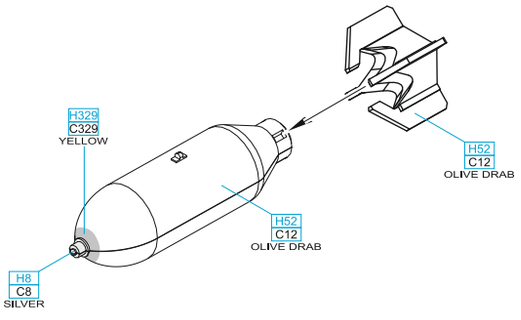


N

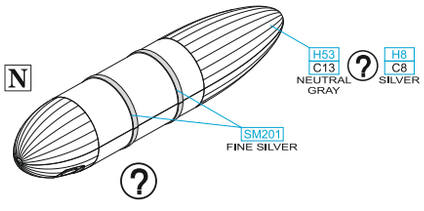
2 pcs.

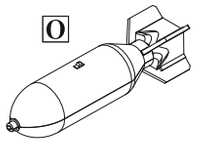




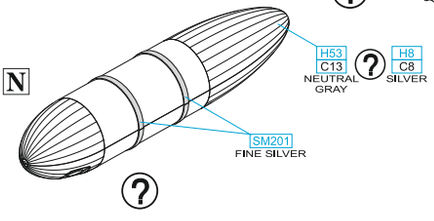


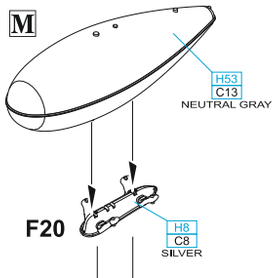
?

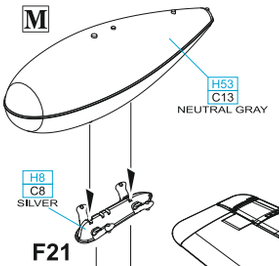


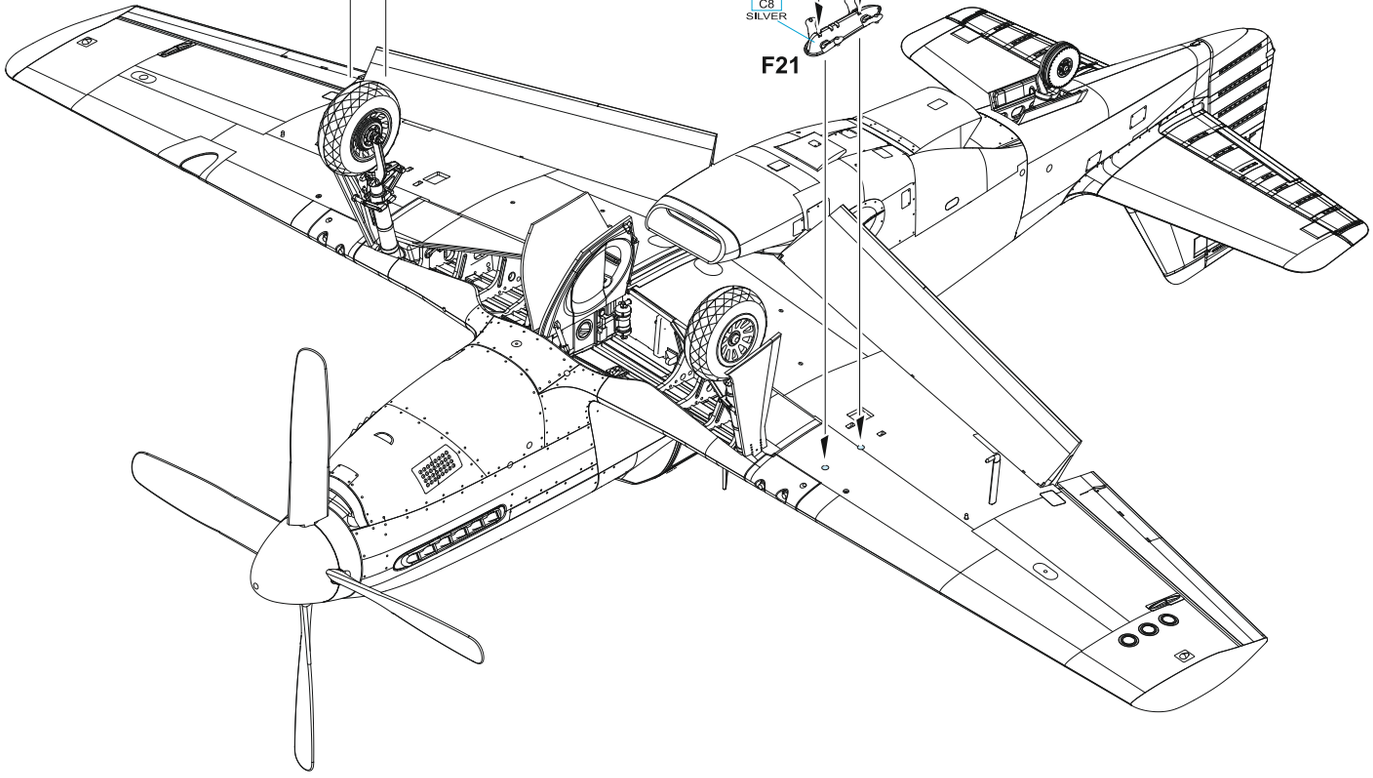


?



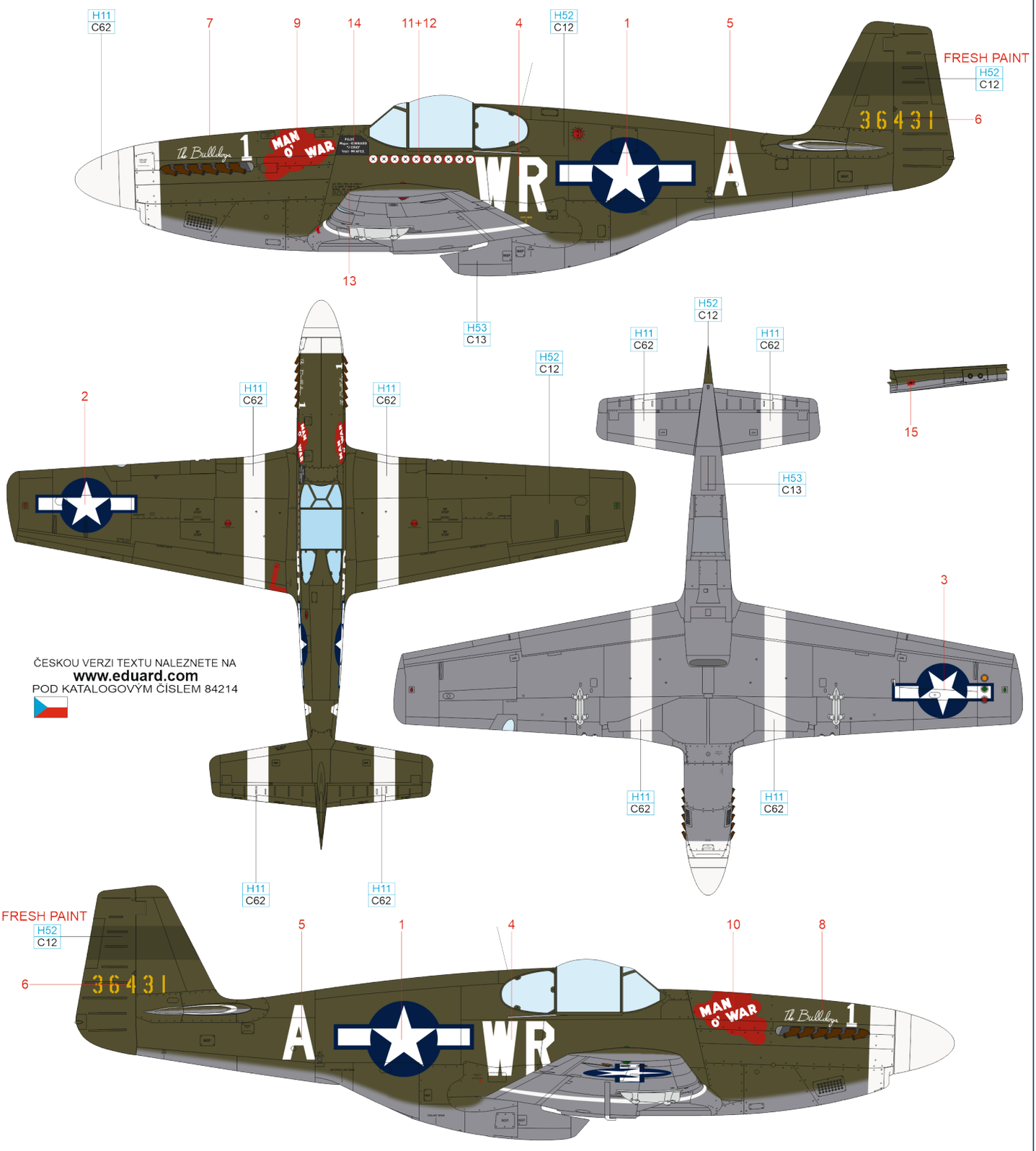






A P-51B-5-NA, s/n 43-6431, Mjr. Claiborne H. Kinnard Jr., 354th FS, 355th FG, 8th AF, Steeple Morden, United Kingdom, March 1944

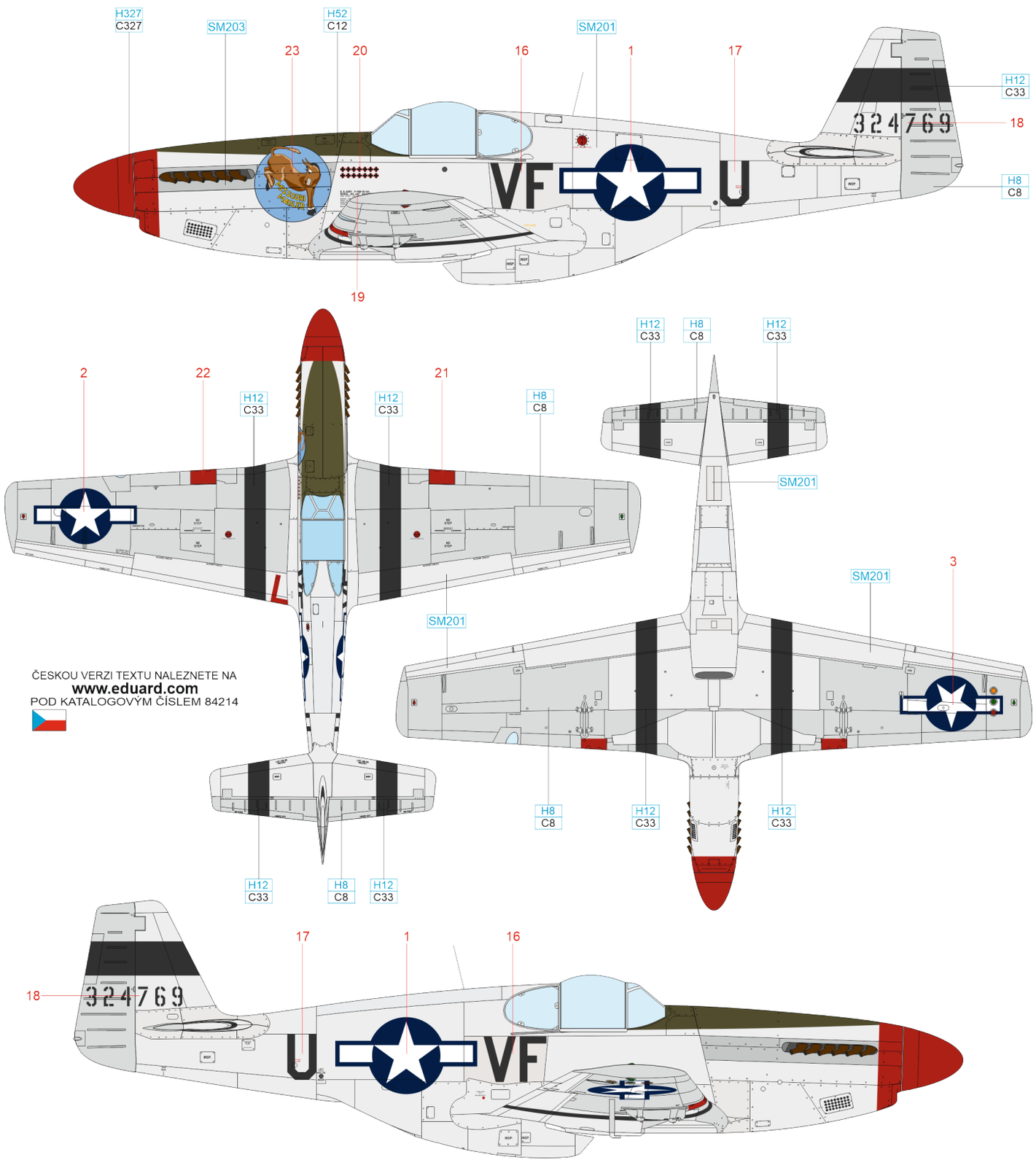
Claiborne Holmes Kinnard was one of the most successful ground targets strafer. From November 1943 to June 1944, he led the 354th Fighter Squadron. On June 12, 1944, he was placed in command of the 355th Fighter Group, which he led until the end of August. In September, he was transferred to the 4th Fighter Group, which he also led for a short time from November 3 to November 29, 1944. He then returned to the 355th FG, where he served until May 1945. During his career, he scored eight aerial victories and destroyed another seventeen aircraft on the ground. The P-51B shown here was Kinnard's first Mustang with the 354th Fighter Squadron, and between March and July 1944, he scored five aerial victories and the same number of ground victories with it. This aircraft bore the name "Man O'War" on both sides of the engine cowling, painted in white on a red background. Above the exhausts was the white inscription "Bulldogs 1." Under Kinnard's command, the 355th Fighter Group was the highest-rated group in ground-attack victories, earning it the nickname "Steeple Morden Strafers."



OLIVE DRAB	H52 C12
NEUTRAL GRAY	H53 C13
FLAT WHITE	H11 C62

B P-51B-15-NA, 43-24769, Capt. Willard W. Millikan, 336th FS, 4th FG, 8th AF, Debden, United Kingdom, May 1944

Willard Wesley "Millie" Millikan enlisted as an aviation cadet in the United States Army Air Corps on August 16, 1941. After failing his flight test, he went to England and joined the Royal Air Force, where he served as an F/Sgt with No. 133 Eagle Squadron flying Hurricane and Spitfire aircraft. After the United States entered the war, Millikan was transferred to the U.S. Army Air Forces and, with the rank of 2nd Lieutenant, served with the 336th Fighter Squadron, which he later commanded. He flew Republic P-47C Thunderbolt and P-51B Mustang aircraft named Missouri Mauler. On May 22, 1944, he scored his final, 13th aerial victory in the Mustang shown here. A few days later, on May 30, 1944, he had to bail out of his Missouri Mauler near Wittenberg, Germany, after colliding with the Mustang of his wingman, Lt. Sam Young, who was evading anti-aircraft fire. Millikan was captured by the Germans and held as a prisoner of war until April 1945, when, just before Victory in Europe Day in May 1945, he escaped back to his own lines. During World War II, he flew over 200 combat missions, during which he shot down 13 enemy aircraft in aerial combat and destroyed two more on the ground while strafing enemy airfields.

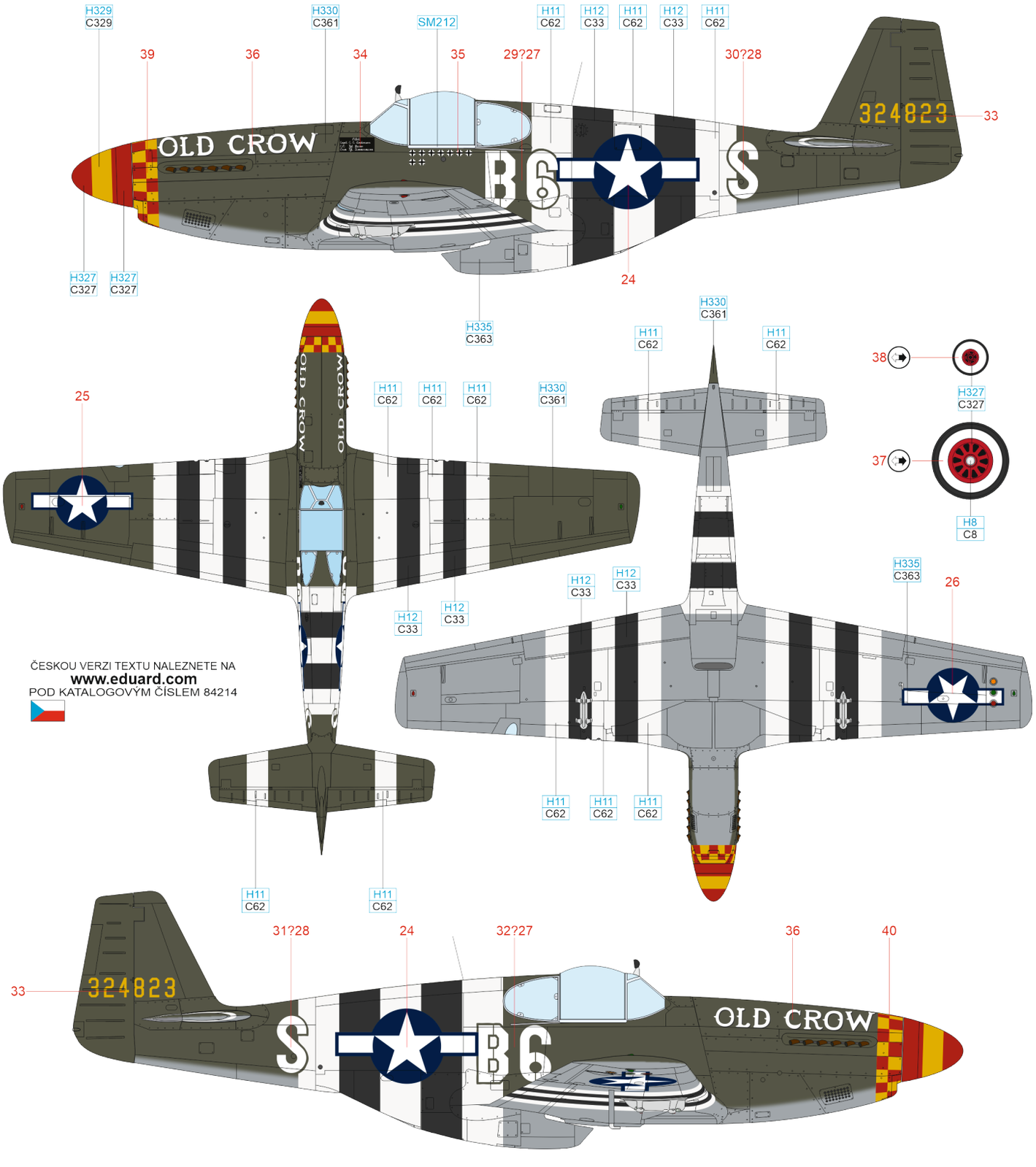


ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
POD KATALOGOVÝM ČÍSLEM 84214

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

C P-51B-15-NA, 43-24823, Capt. Clarence Anderson, 363rd FS, 357th FG, 8th AF, Leiston, United Kingdom, June 1944

The P-51B Mustang serial number 43-24283 was assigned to Clarence "Bud" Anderson as his third and final wartime P-51B. Like his previous P-51s, this one was named "Old Crow"; this time, the name was painted above the exhausts in large white letters outlined in black. The aircraft was camouflaged in the British colors Dark Green and Medium Sea Grey. Anderson scored nine of his seventeen confirmed kills with this Mustang, and when he completed his tour of duty with the 363rd FS in July 1944, the aircraft was assigned to Lt. William Overstreet. Overstreet had the new name "Berlin Express" painted on the left side of the engine cowling and a drawing of a winged Mustang in a circular crest on the right side of the cowling. The identification letter was changed from S to O.

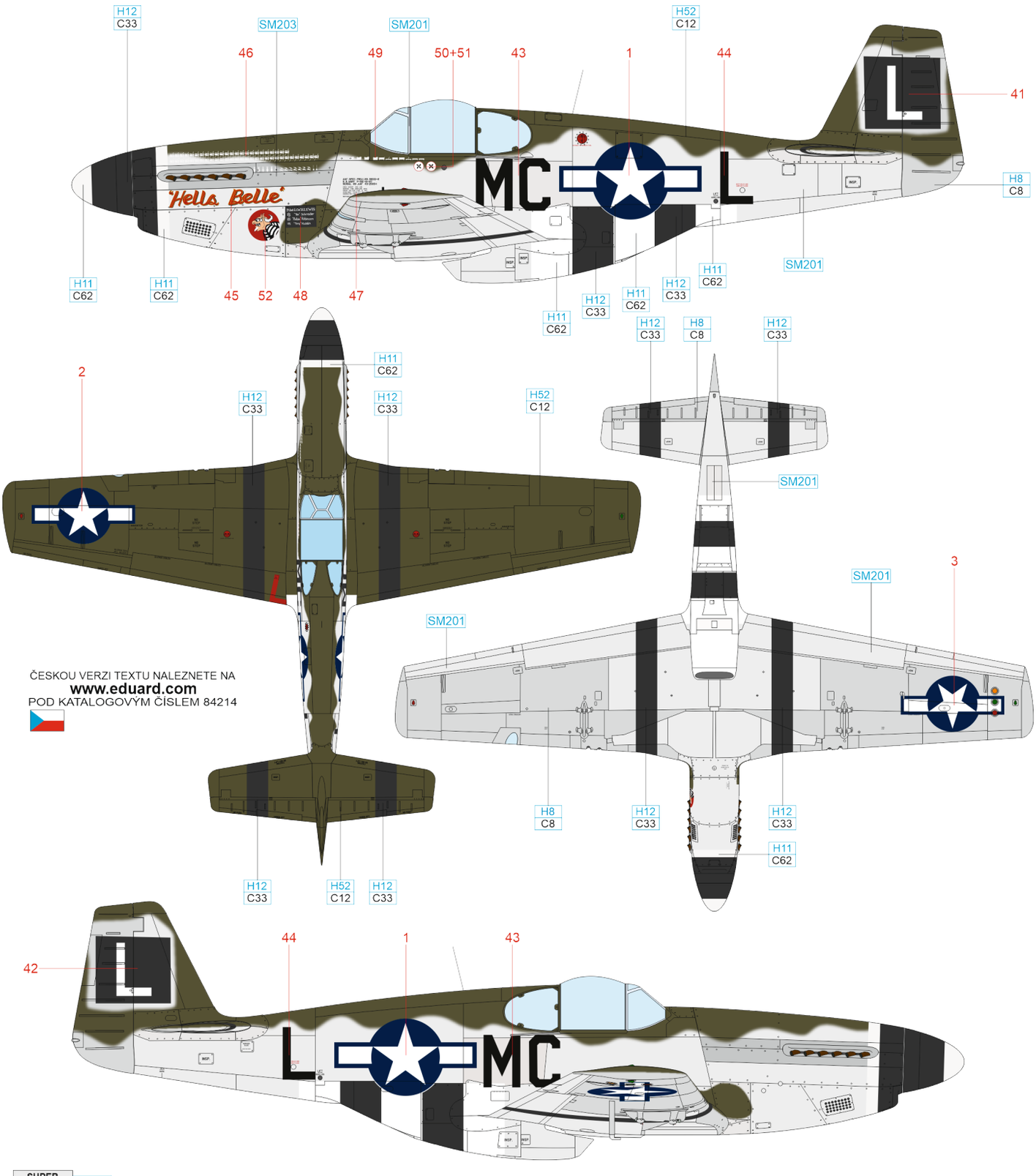


ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
POD KATALOGOVÝM ČÍSLEM 84214

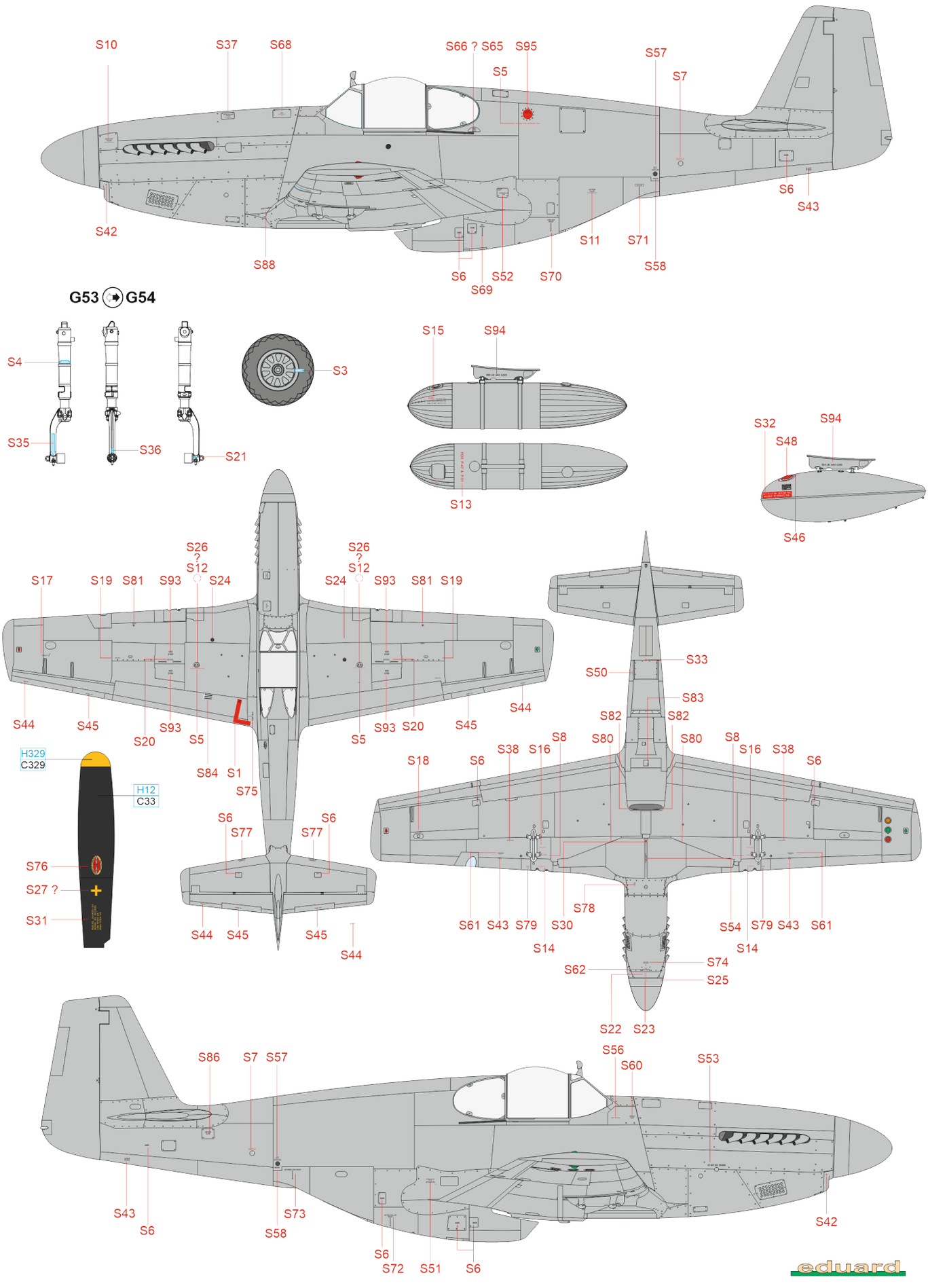
FLAT BLACK	H12 C33	FLAT WHITE	H11 C62						
DARK GREEN	H330 C361	MEDIUM SEAGRAY	H335 C363	RED	H327 C327	YELLOW	H329 C329	SILVER	H8 C8	ALUMINIUM	SM212

D P-51C-10-NT, 43-25054, 1st. Lt. Willard H. Lewis Jr., 79th FS, 20th FG, 8th AF, Kings Cliffe, United Kingdom, August 1944

The Mustang with Four Faces—that's how one might describe the history of the paint scheme on this P-51C, serial number 43-25054. After the 20th FS transitioned from P-38s to the new P-51 Mustangs, Lt. Willard "Joe" Lewis flew this aircraft from February to September 1944. At that time, the aircraft's upper surfaces were camouflaged in Olive Drab, and just like Lewis's previous P-38 Lightning, his new Mustang bore the inscription "Hell's Belle" and a devil emblem on the nose. With this aircraft, Lewis scored two Bf 109 kills and achieved numerous successes against ground targets during the 287 operational hours he flew during World War II. In the fall of 1944, after the addition of a dorsal fin fillet and the subsequent partial removal of the Olive Drab camouflage—primarily on the fuselage—the aircraft received black-and-white vertical stripes on the nose, and the inscription "Beaverhead Filly" was newly painted on the left side. Lt. Keith C. Price flew this Mustang, achieving his only aerial victory in it. Lt. Robert M. Scott was the next pilot to take over this aircraft, and he had the inscription "Shoot You're Faded" painted on the left side of the engine cowling, which he later supplemented with "Berties Bet." Throughout its wartime career, this Mustang was maintained by the same mechanics and armament specialists, Sgt. E. Schrader and Sgt. A. Kublin. Under their care, it logged over 700 flight hours during the war and survived until its end. Eventually, after the war, it crashed near Munich.



STENCILING POSITIONS



© EDUARD M.A. 2026

Printed in Czech Republic