

**eduard**

**LIMITED  
EDITION**



# **Aces of The Eighth** P-51D Mustang

**INSTRUCTION SHEET**

**1/72**

2147-NAV1



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 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

PLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON [www.eduard.com](http://www.eduard.com)

## PARTS



## DÍLY



## TEILE

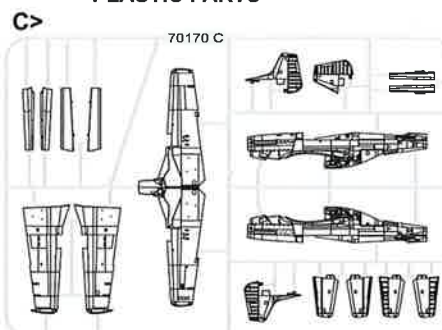
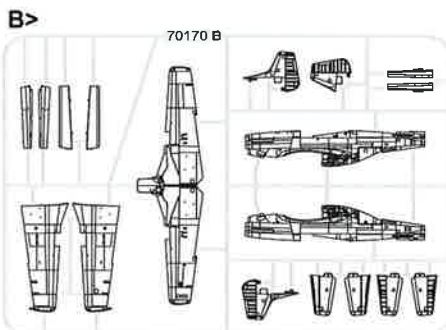


## PIÈCES

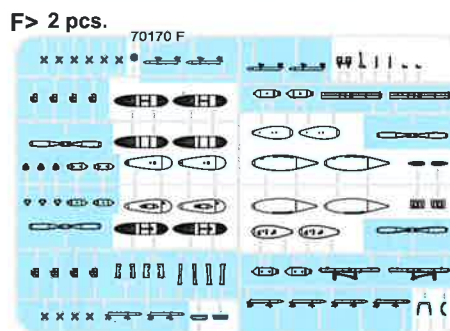
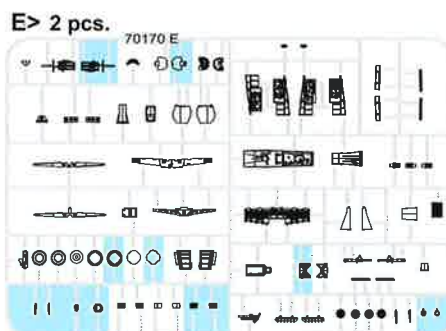


## 部品

## PLASTIC PARTS



A> 2 pcs.  
70170 A



2 pcs.  
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



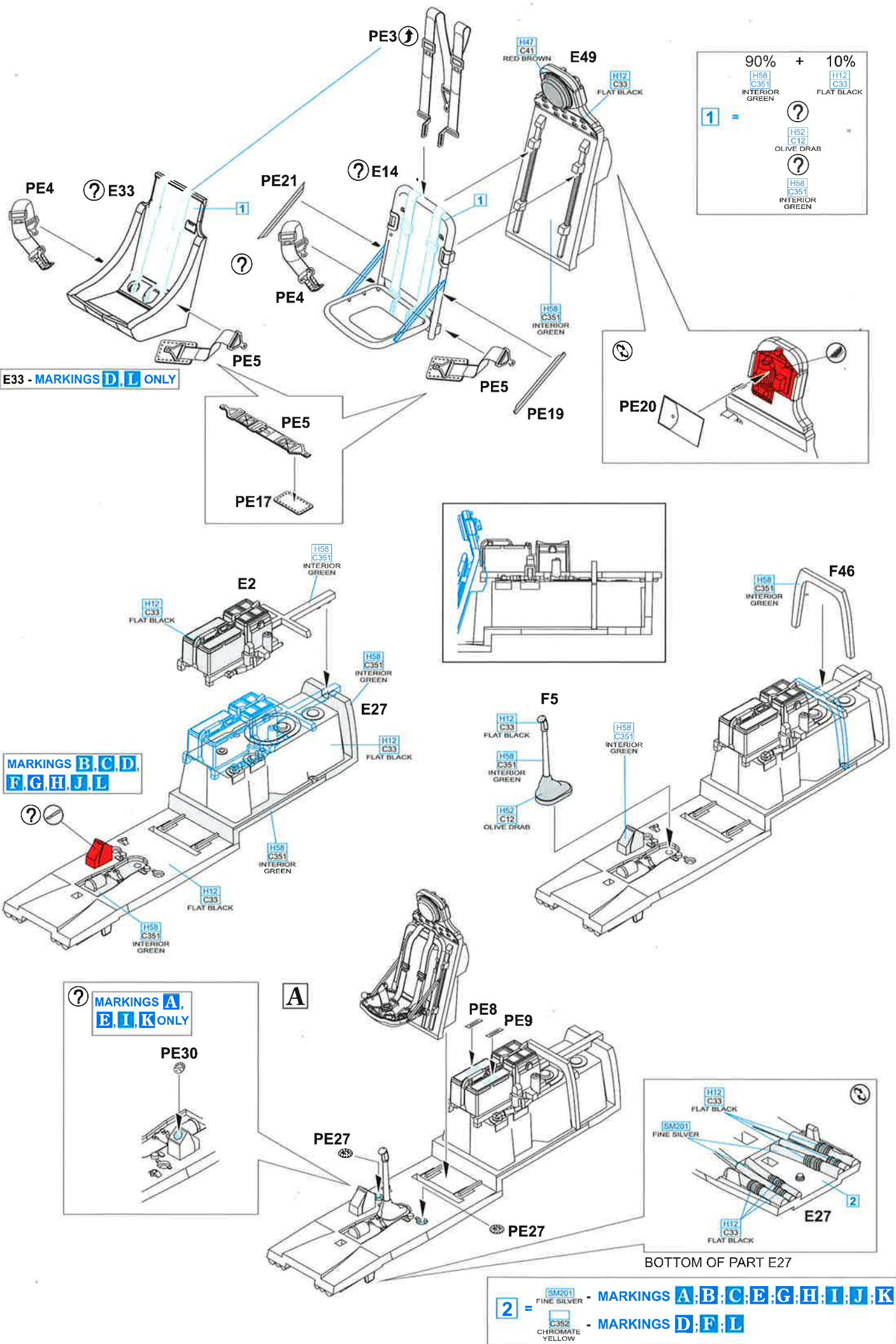
## PEINTURE



## 色

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H1	C1	WHITE
H6	C6	GREEN
H8	C8	SILVER
H12	C33	FLAT BLACK
H15	C65	BRIGHT BLUE
H25	C34	SKY BLUE
H37	C43	WOOD BROWN
H47	C41	RED BROWN
H52	C12	OLIVE DRAB
H53	C13	NEUTRAL GRAY
H58	C351	INTERIOR GREEN
H77	C137	TIRE BLACK
H85	C45	SAIL COLOR
H90	C47	CLEAR RED

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H92	C49	CLEAR ORANGE
H94	C138	CLEAR GREEN
H316	C316	WHITE
H327	C327	RED
H329	C329	YELLOW
H330	C361	GREEN
	C352	CHROMATE YELLOW
Mr.METAL COLOR		
	MC214	DARK IRON
Mr.COLOR SUPER METALLIC		
	SM201	SUPER FINE SILVER
	SM203	SUPER IRON



90%	+	10%
H58 C351 INTERIOR GREEN		H12 C33 FLAT BLACK
<b>1</b>	=	H52 C12 OLIVE DRAB
		H58 C351 INTERIOR GREEN

E33 - MARKINGS D, L ONLY

MARKINGS B, C, D, F, G, H, J, L

**A**

MARKINGS A, E, I, K ONLY

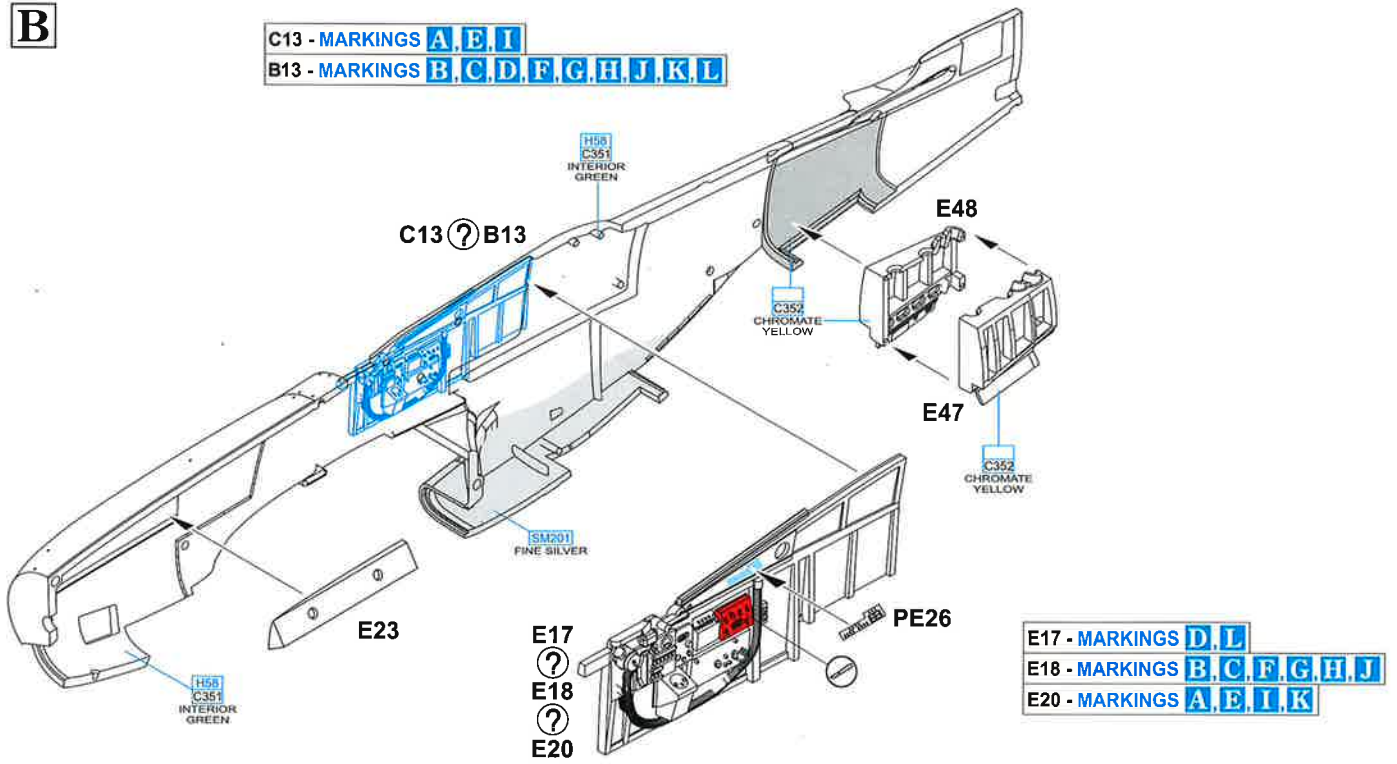
PE30

BOTTOM OF PART E27

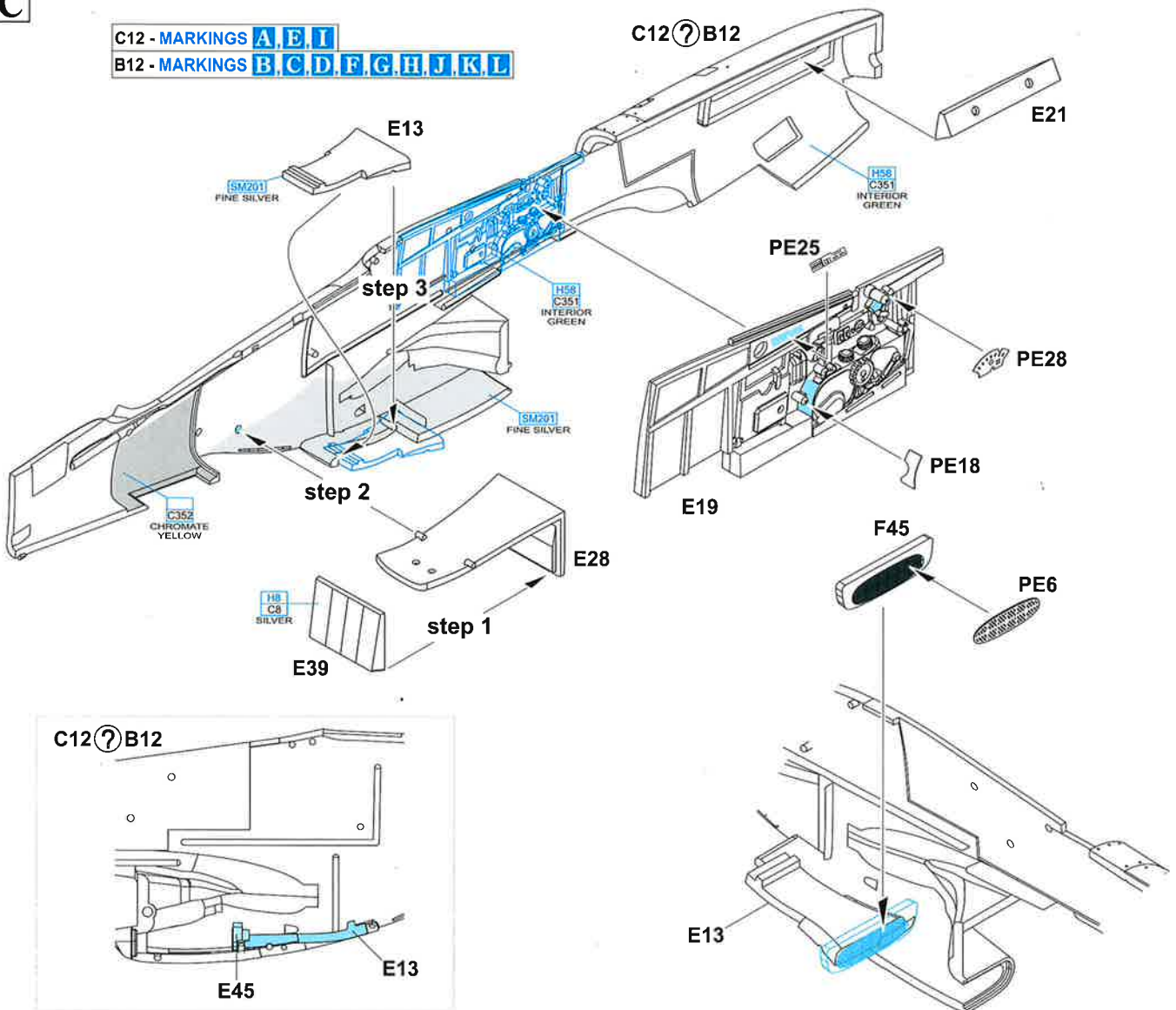
**2** = SM201 - MARKINGS A, B, C, E, G, H, I, J, K  
C352 - MARKINGS D, F, L

**B**

C13 - MARKINGS **A, E, I**  
 B13 - MARKINGS **B, C, D, F, G, H, J, K, L**

**C**

C12 - MARKINGS **A, E, I**  
 B12 - MARKINGS **B, C, D, F, G, H, J, K, L**



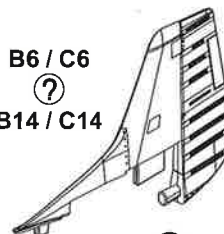
B6 / C6

?

B14 / C14

B6, C6 - MARKINGS B, C, F, G, H, J, K

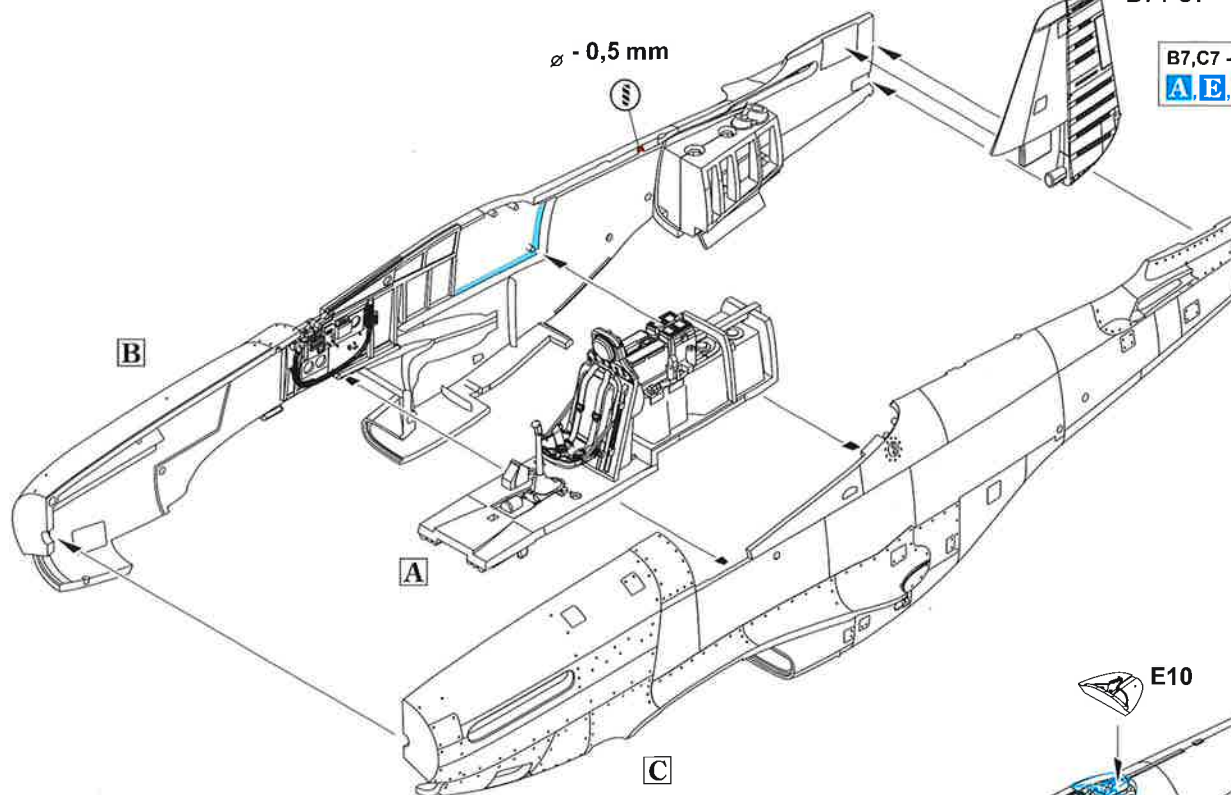
B14, C14 - MARKINGS D, L



?

B7 / C7

B7, C7 - MARKINGS A, E, I ONLY



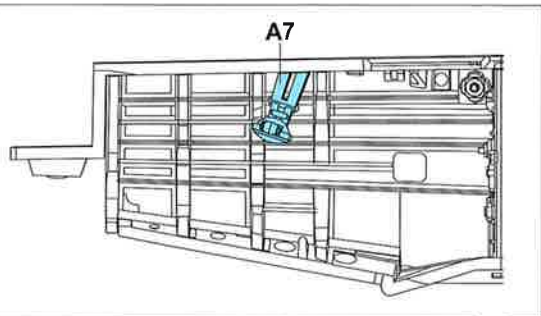
∅ - 0,5 mm

B

A

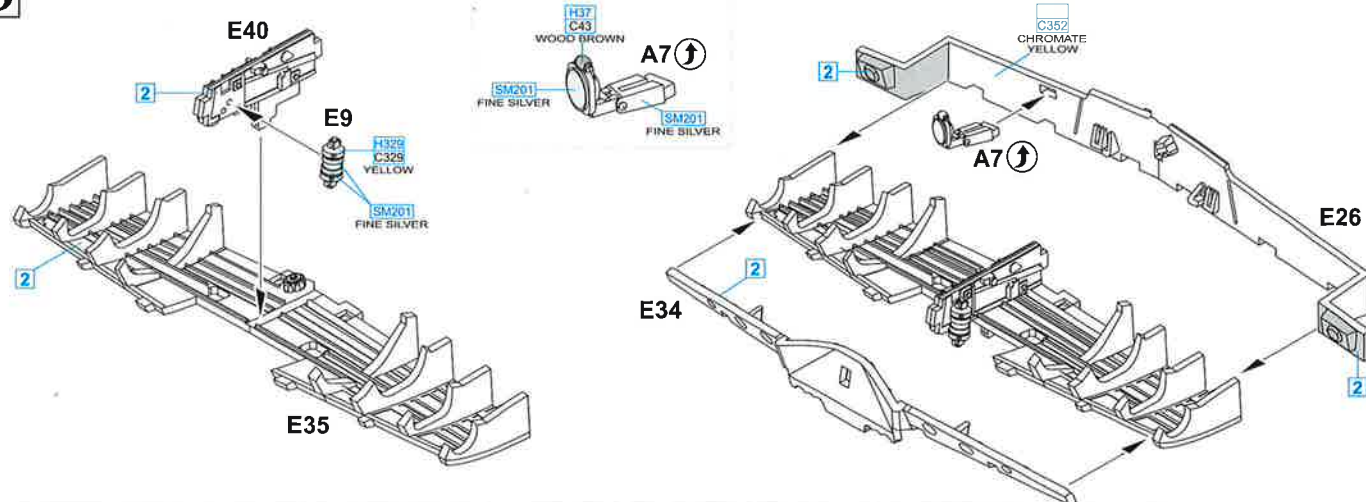
C

E10



A7

D



E40

E9

H329  
C328  
YELLOW  
SM201  
FINE SILVER

H37  
C43  
WOOD BROWN

SM201  
FINE SILVER

A7

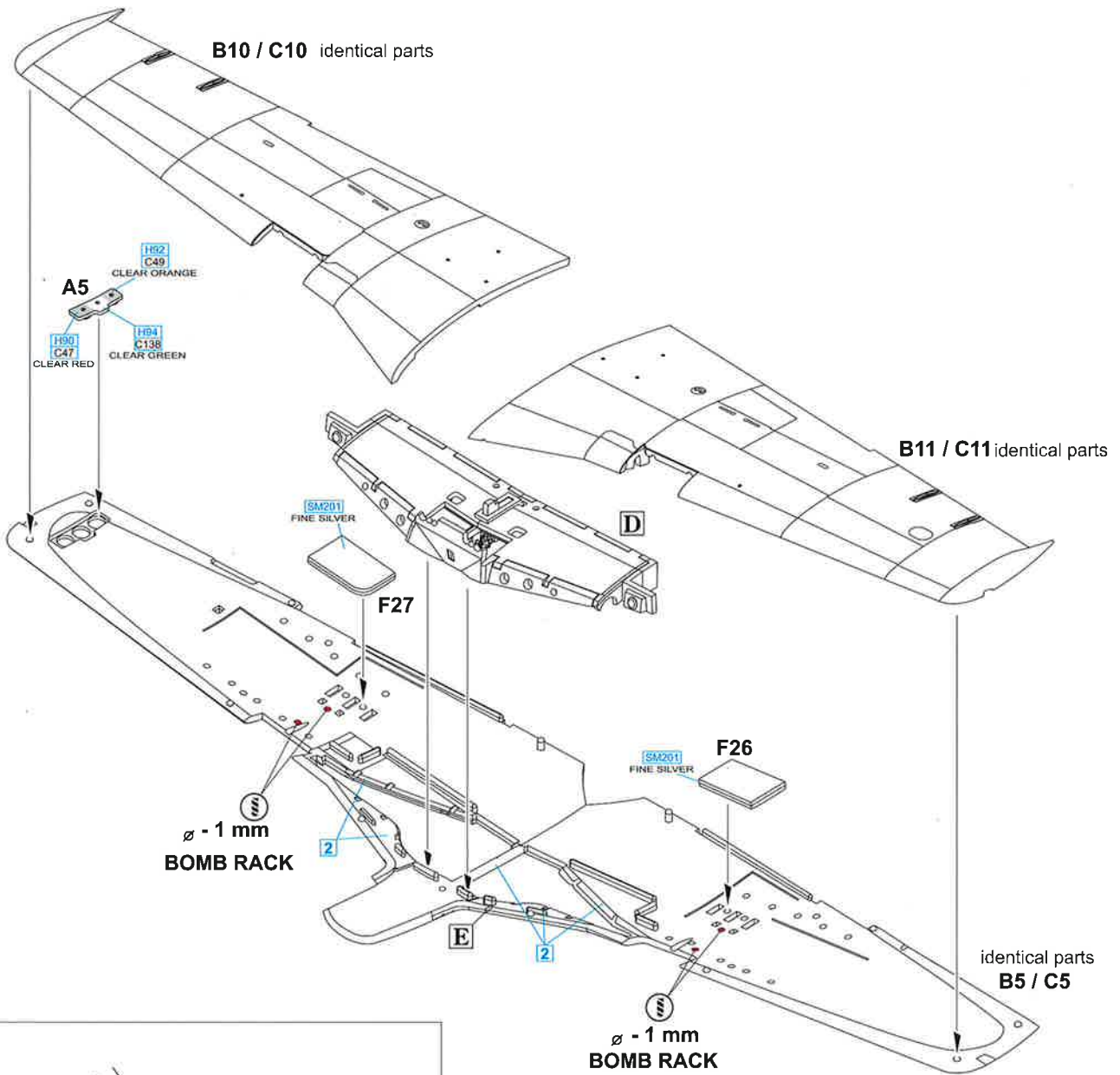
SM201  
FINE SILVER

C352  
CHROMATE  
YELLOW

E26

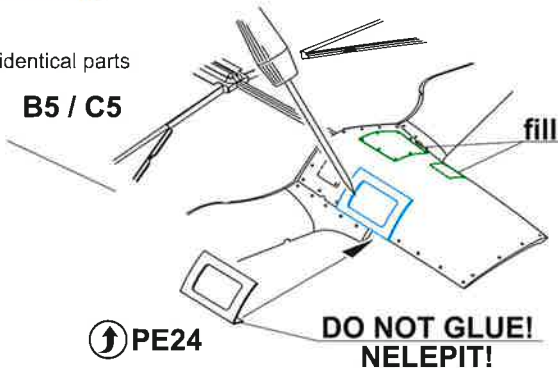
E34

E35

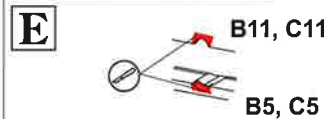


**MARKING D**

identical parts  
**B5 / C5**

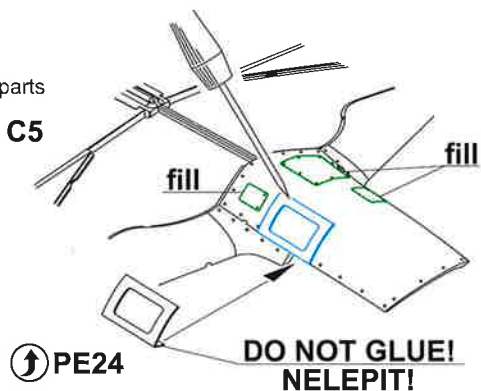


**MARKINGS D, F, L ONLY**



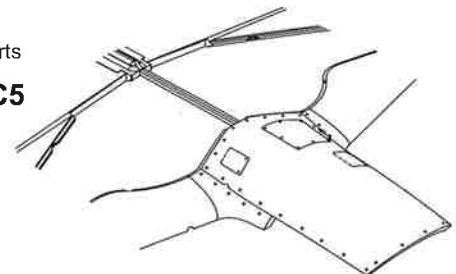
**MARKINGS A, B, C, E, F, G, H, I, J, K**

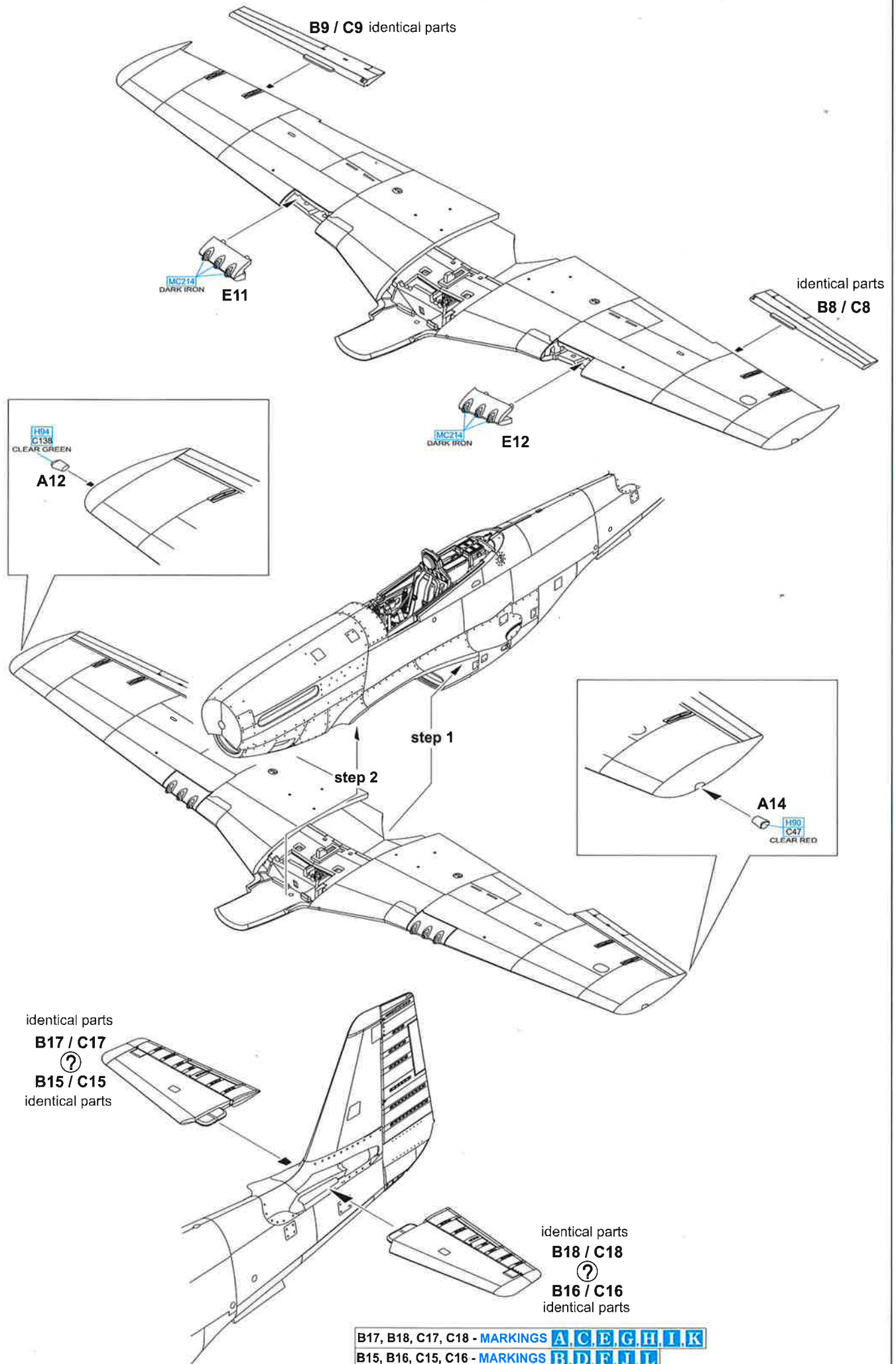
identical parts  
**B5 / C5**



**MARKING L**

identical parts  
**B5 / C5**



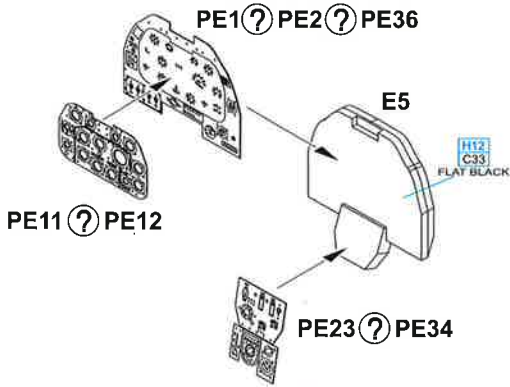


B17, B18, C17, C18 - MARKINGS **A, C, E, G, H, I, K**  
 B15, B16, C15, C16 - MARKINGS **B, D, F, J, L**

PE1, PE11 - MARKINGS **A, E, I, K**

PE2, PE12 - MARKINGS **D, L**

PE36, PE12 - MARKINGS **B, C, F, G, H, J**

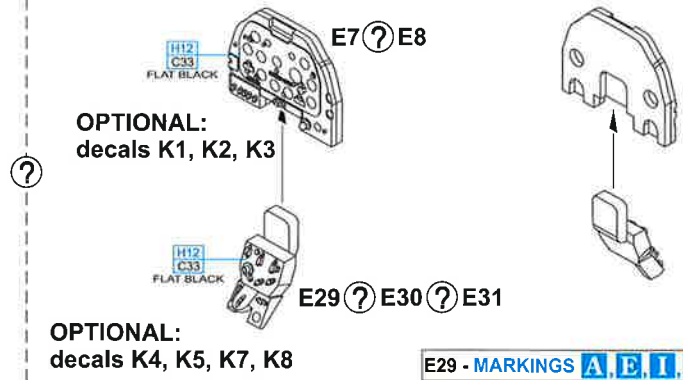


PE23 - MARKINGS **A, B, C, E, F, G, H, I, J, K**

PE34 - MARKINGS **D, L**

E7 - MARKINGS **B, C, D, F, G, H, J, L**

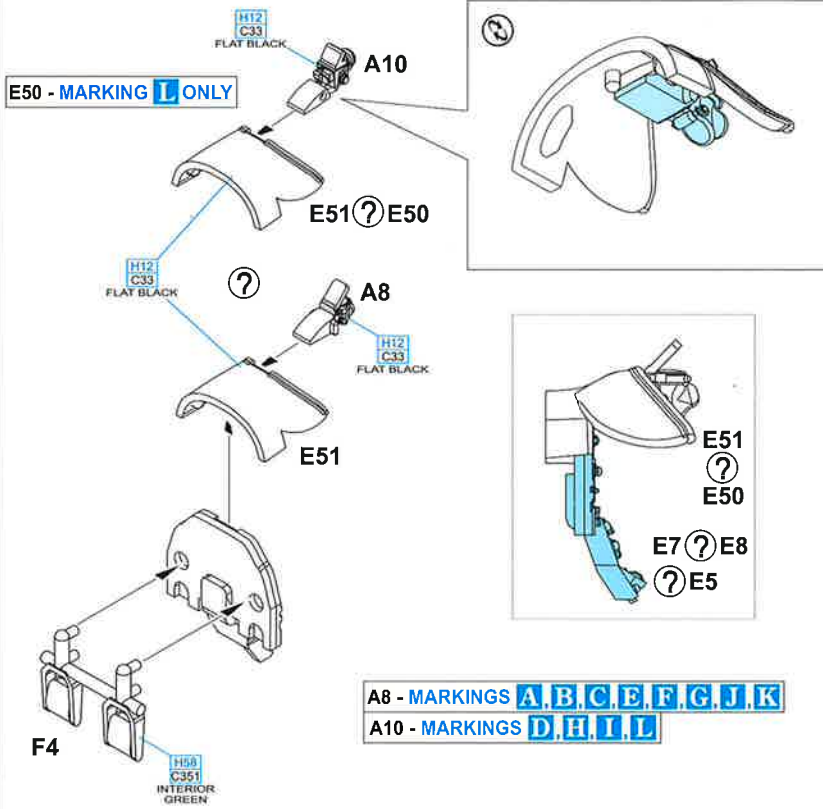
E8 - MARKINGS **A, E, I, K**



E29 - MARKINGS **A, E, I, K**

E30 - MARKINGS **B, C, F, G, H, J**

E31 - MARKINGS **D, L**



decals K1 - MARKINGS **A, E, I, K**

decals K2 - MARKINGS **B, C, F, G, H, J**

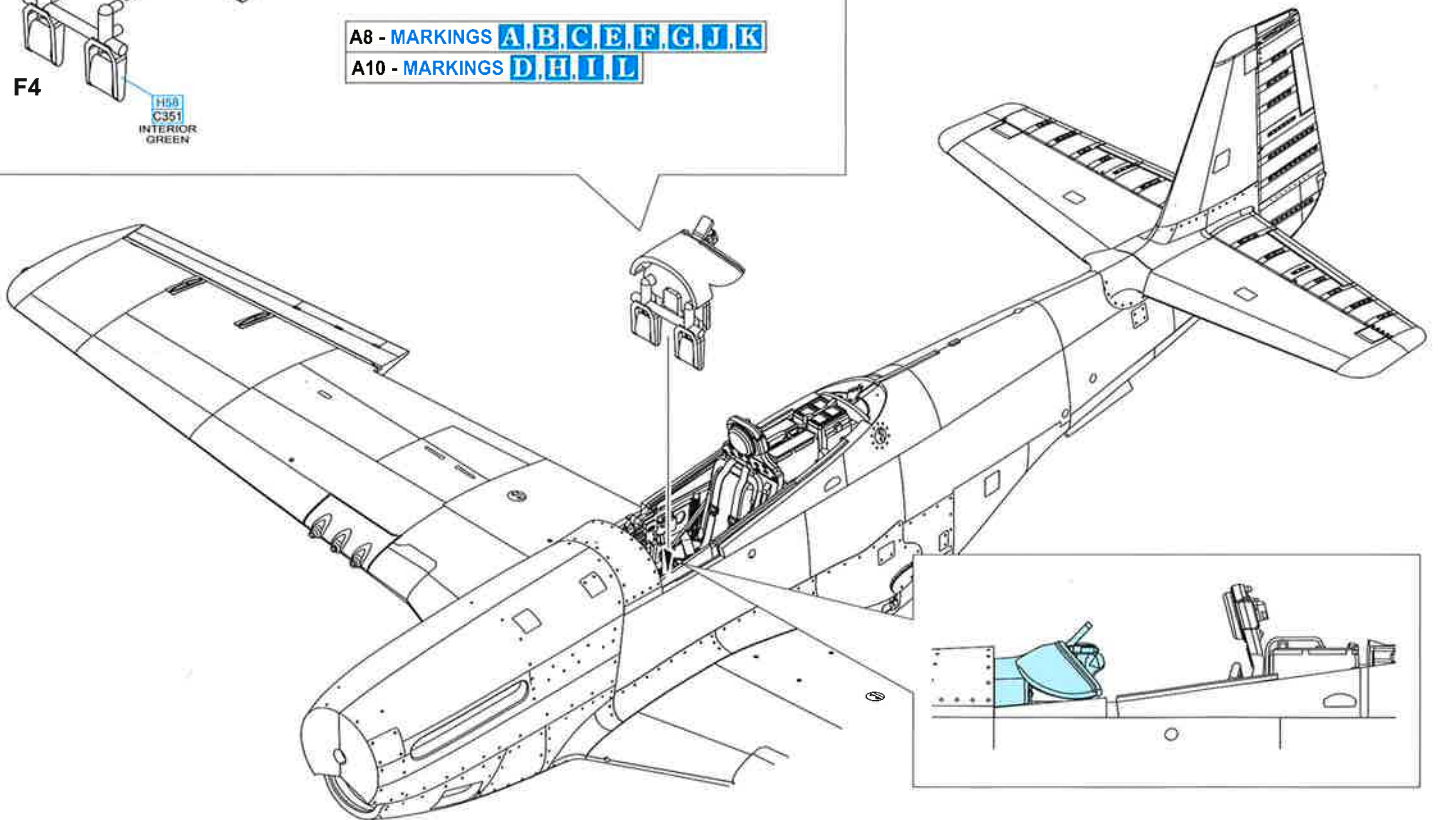
decals K3 - MARKINGS **D, L**

decals K4 - MARKINGS **A, B, C, E, F, G, H, I, J, K**

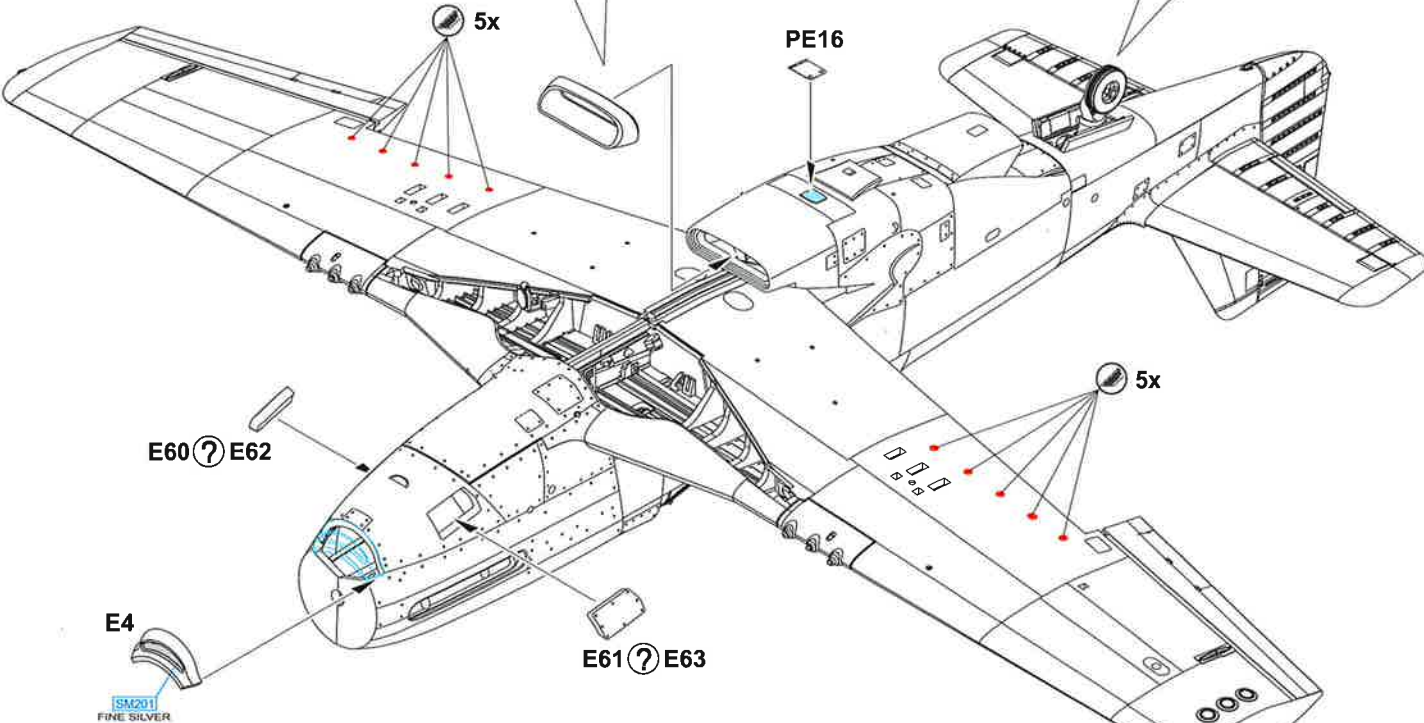
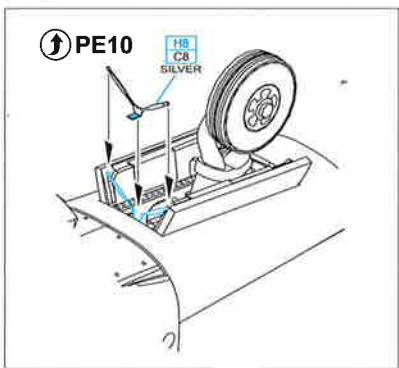
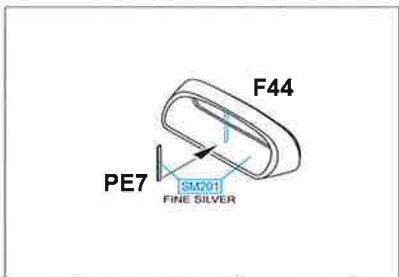
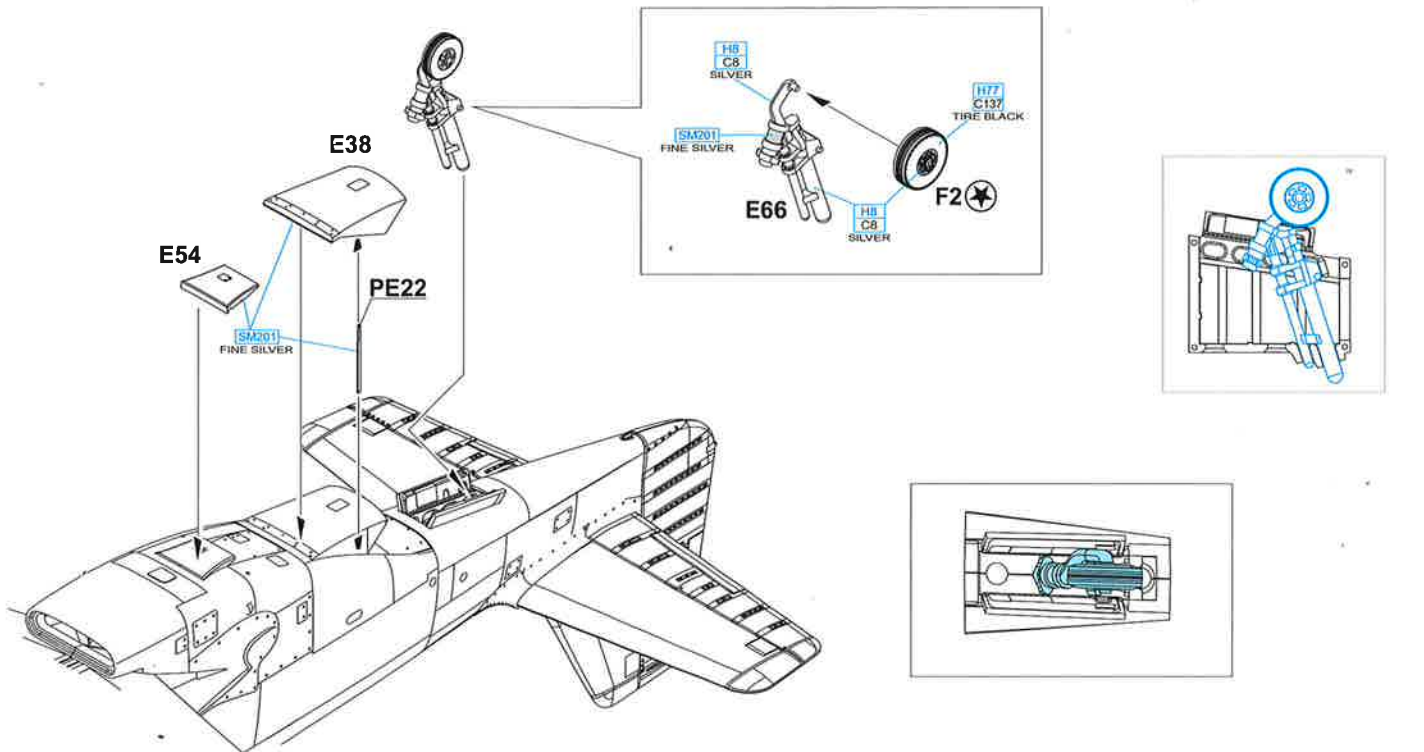
decals K8 - MARKINGS **D, L**

A8 - MARKINGS **A, B, C, E, F, G, J, K**

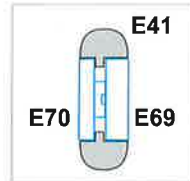
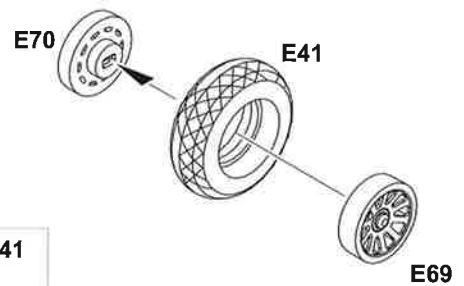
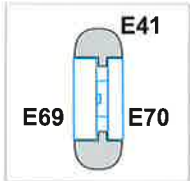
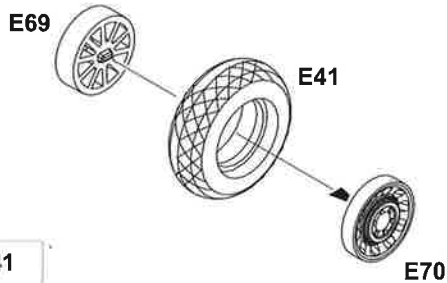
A10 - MARKINGS **D, H, I, L**



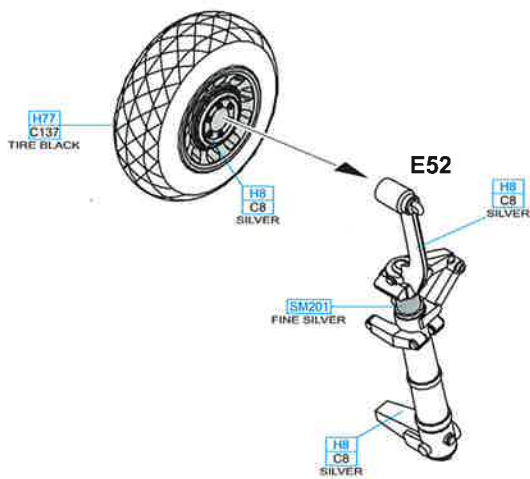




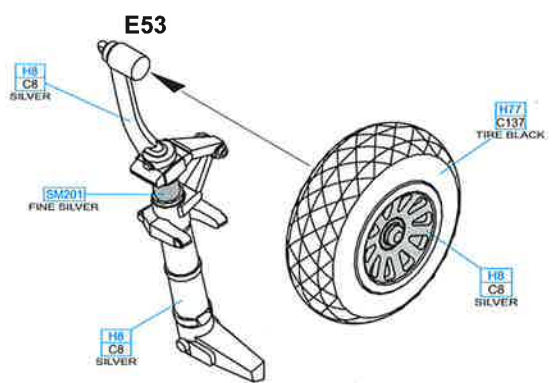
E60,E61 - MARKINGS **A C E F G I L**  
 E62,E63 - MARKINGS **B D H J K**



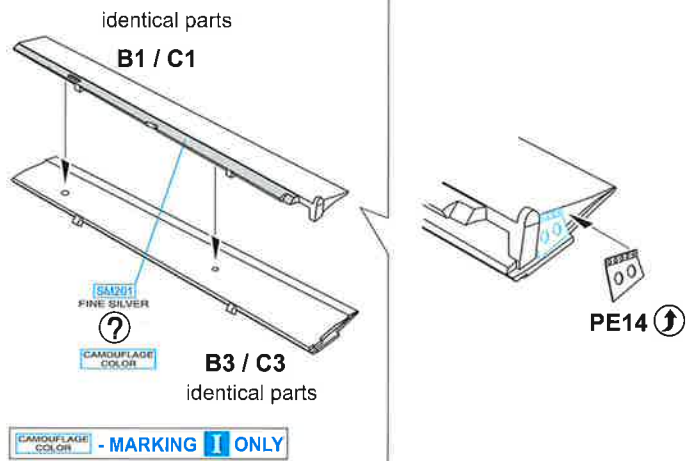
**F**



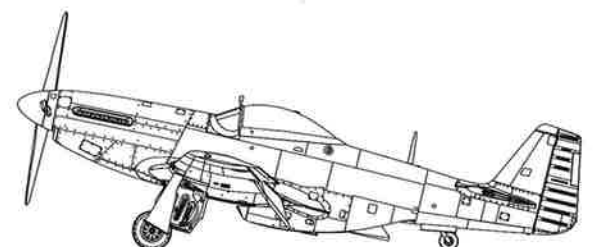
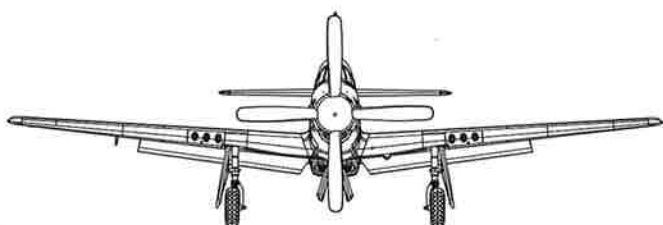
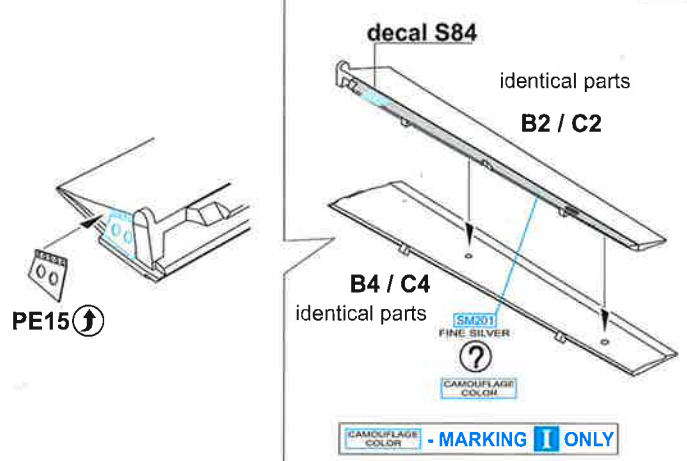
**G**

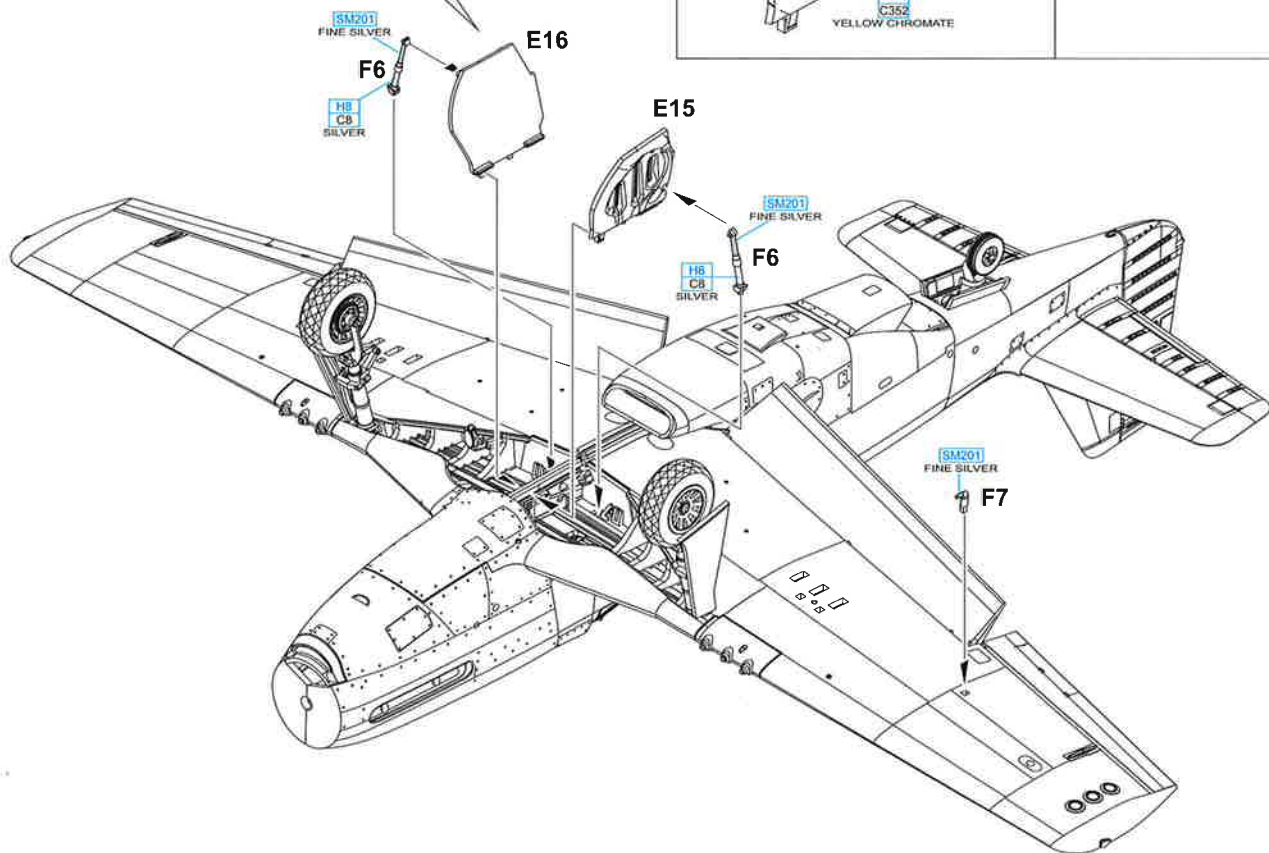
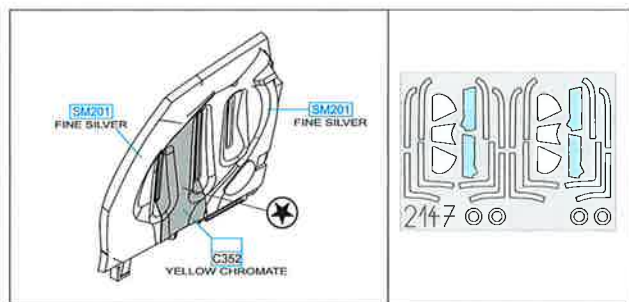
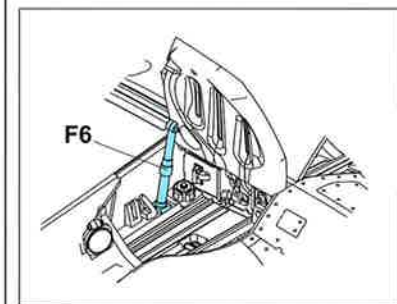
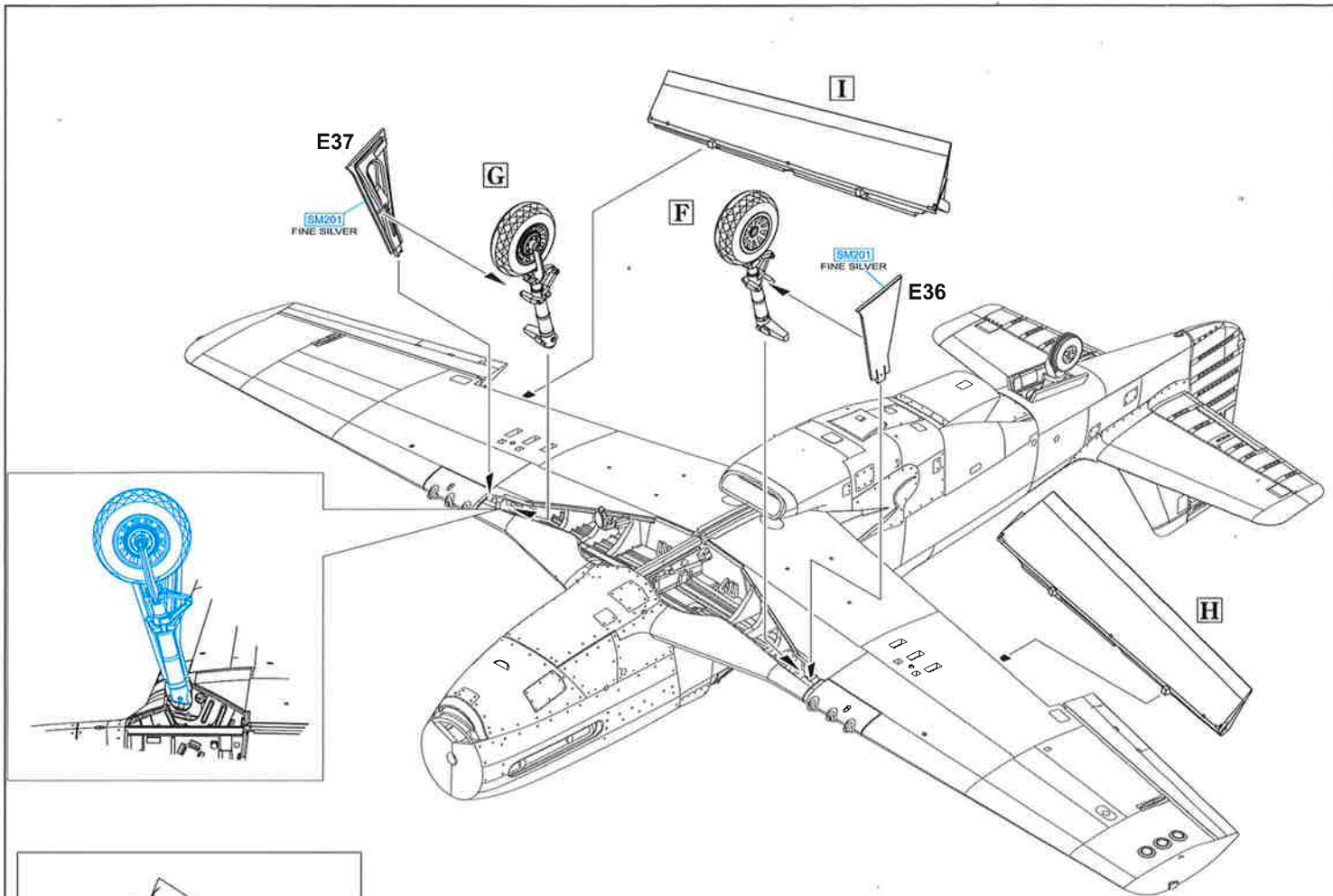


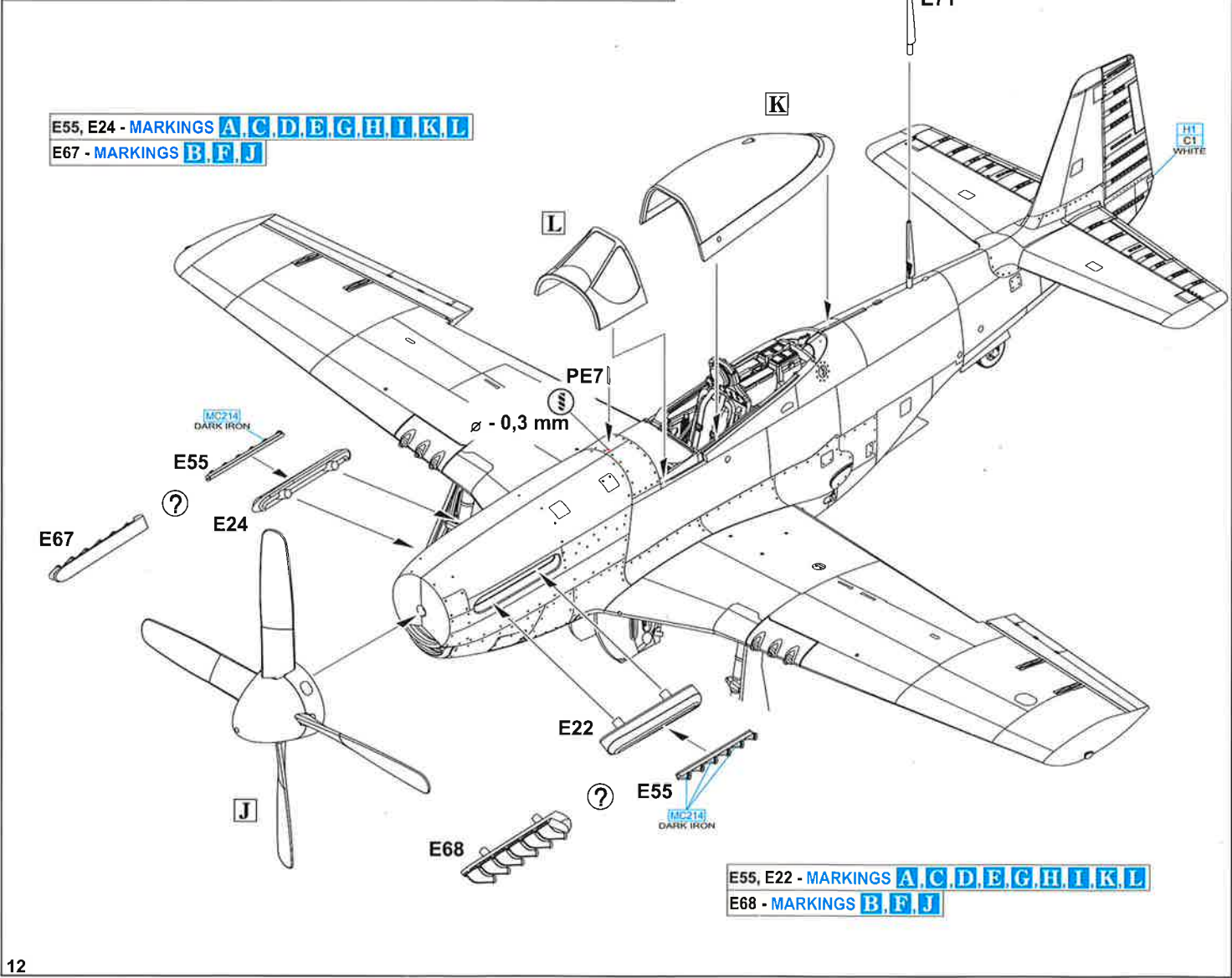
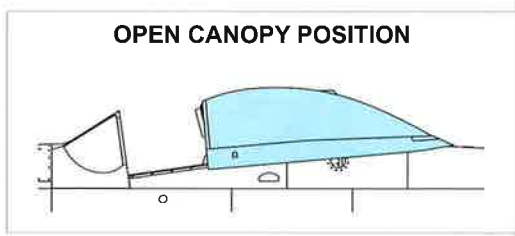
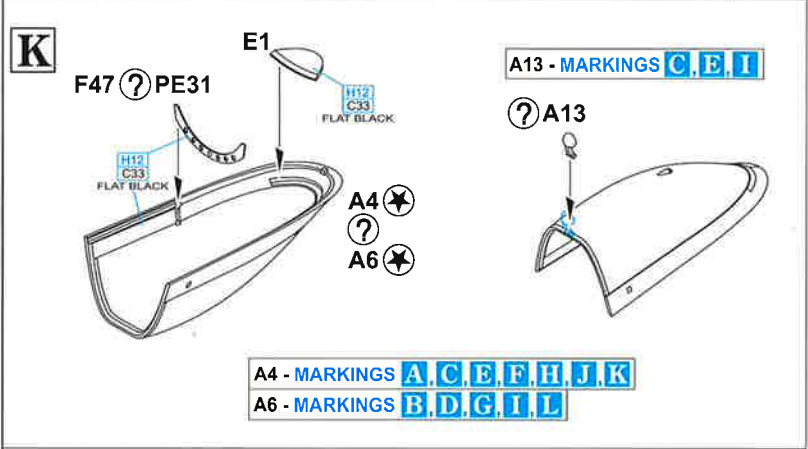
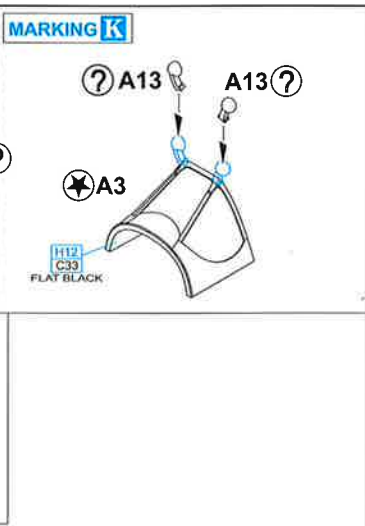
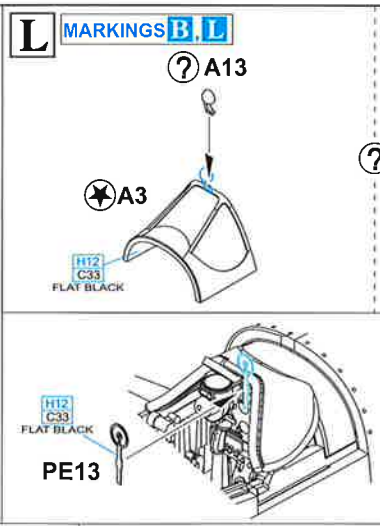
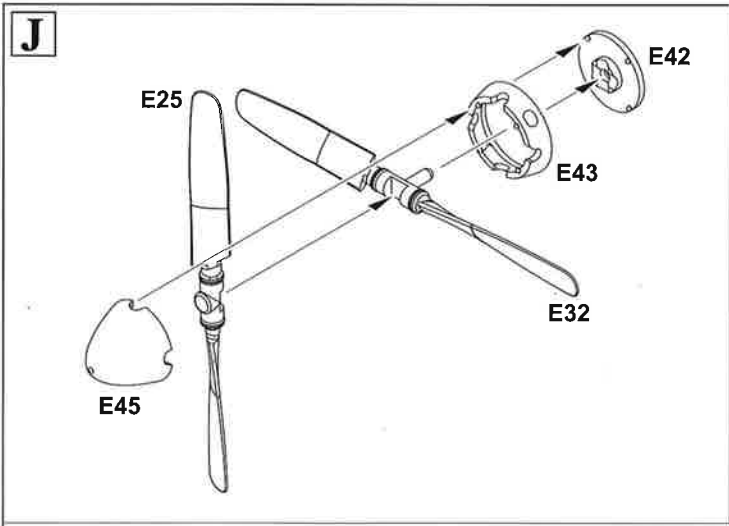
**H**



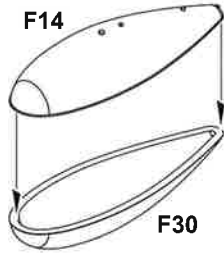
**I**



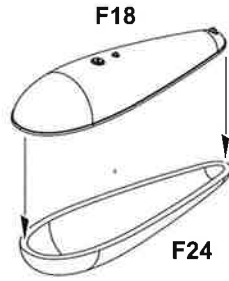




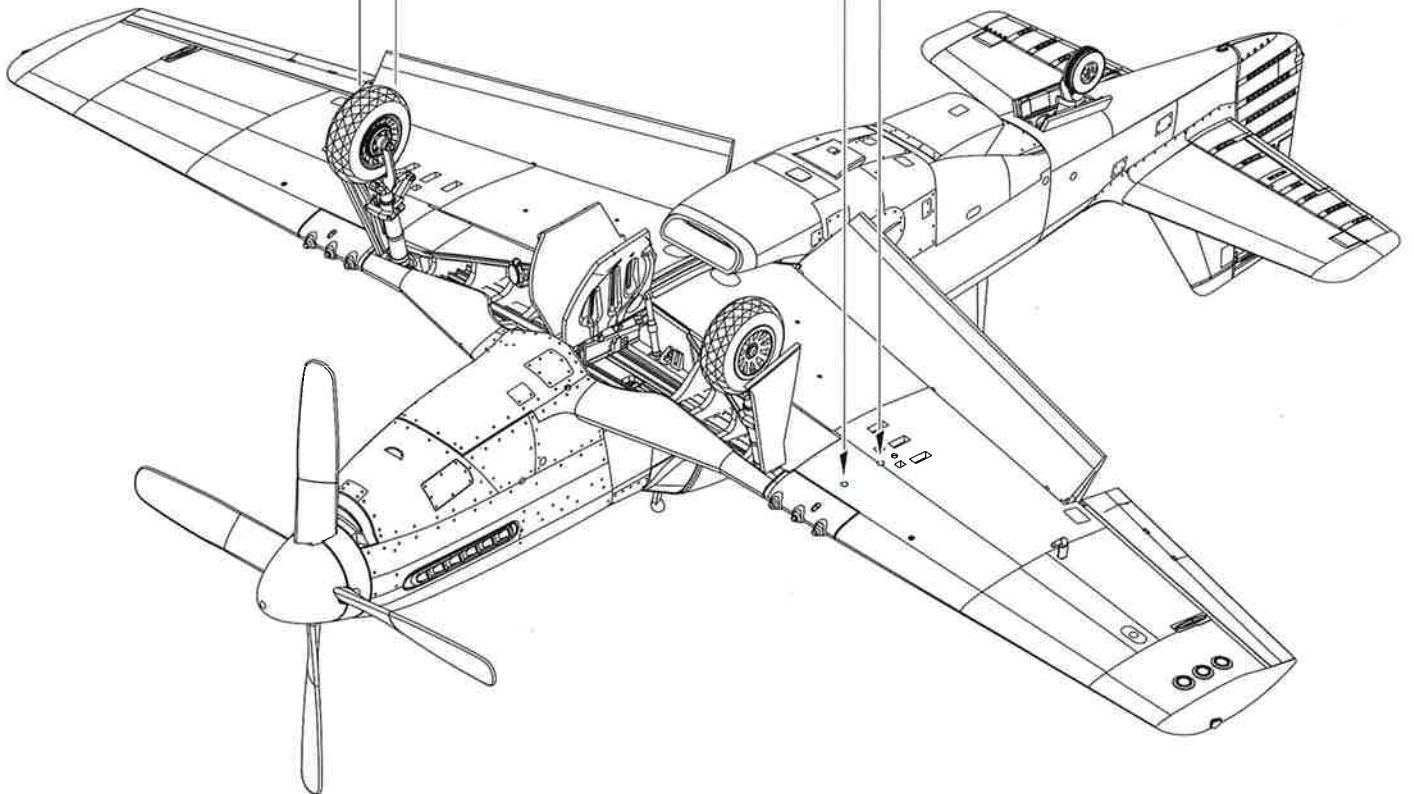
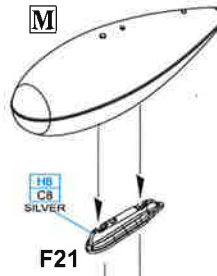
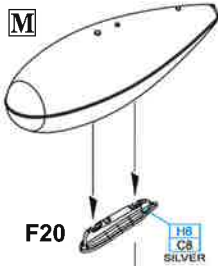
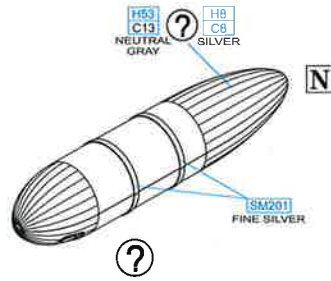
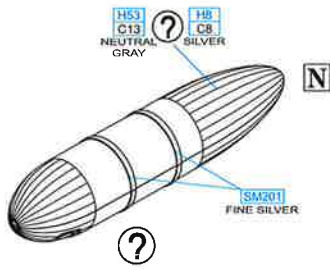
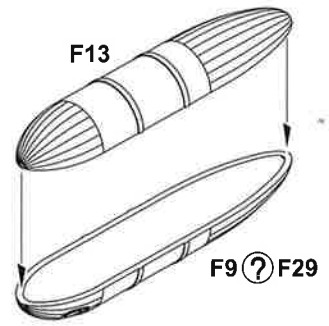
**M** 2 pcs.

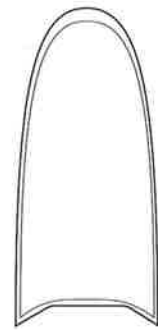
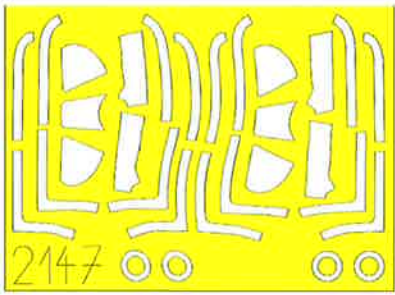


2 pcs.

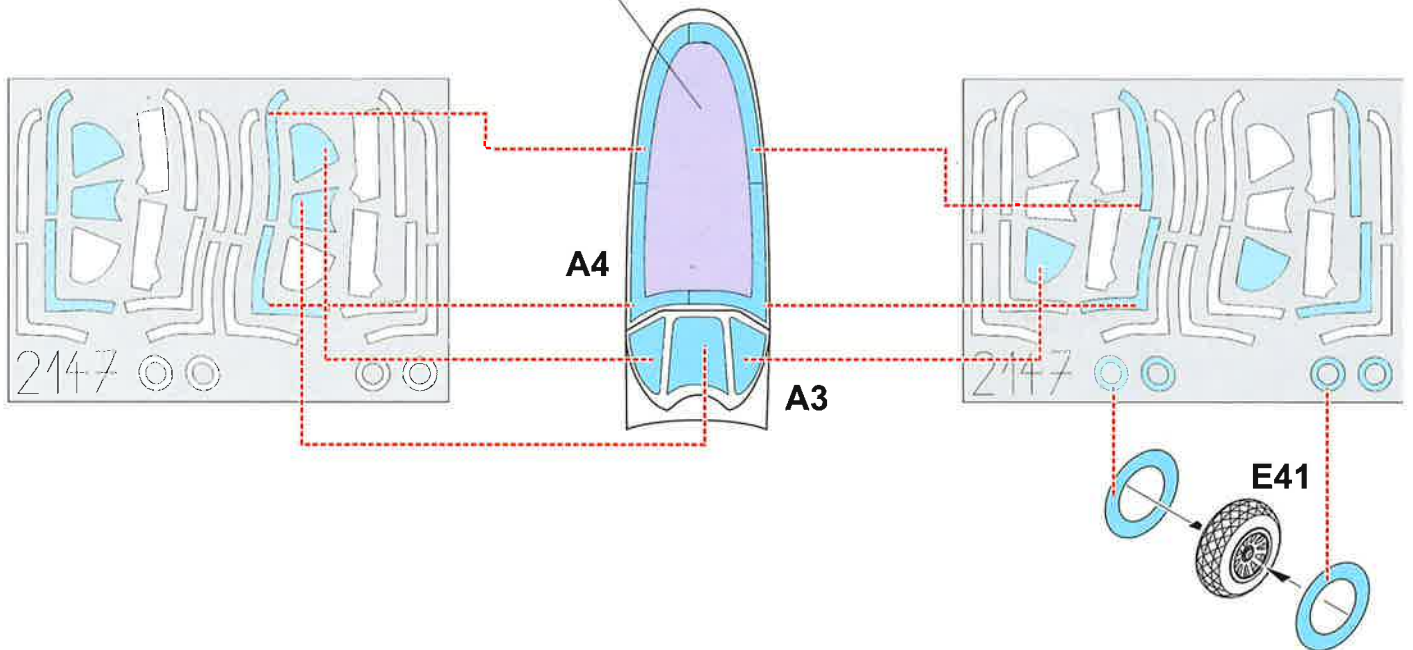


**N** 2 pcs.

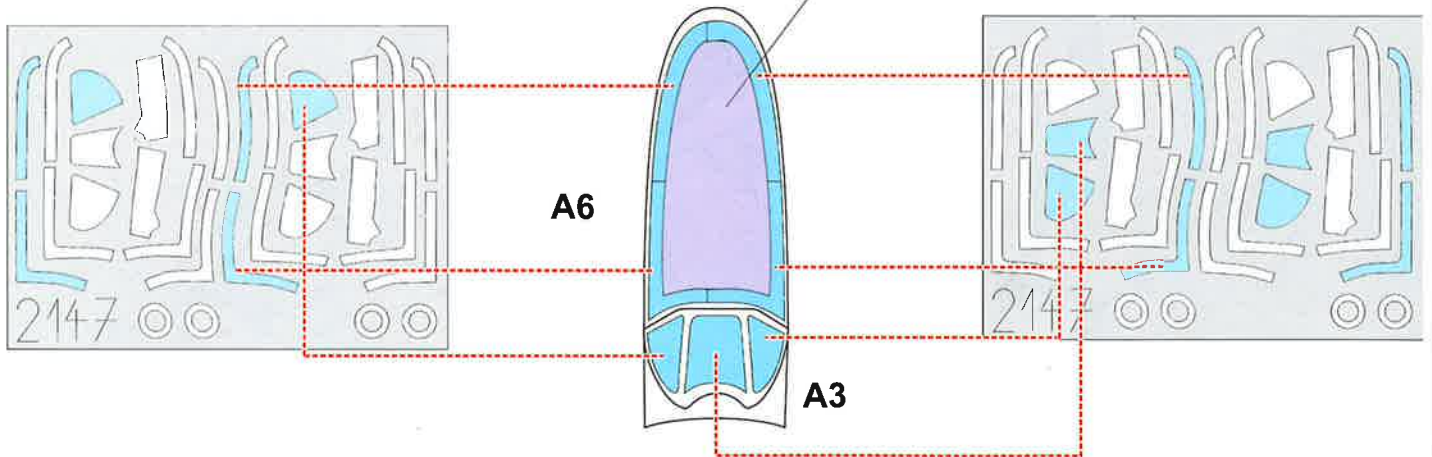




■ LIQUID MASK

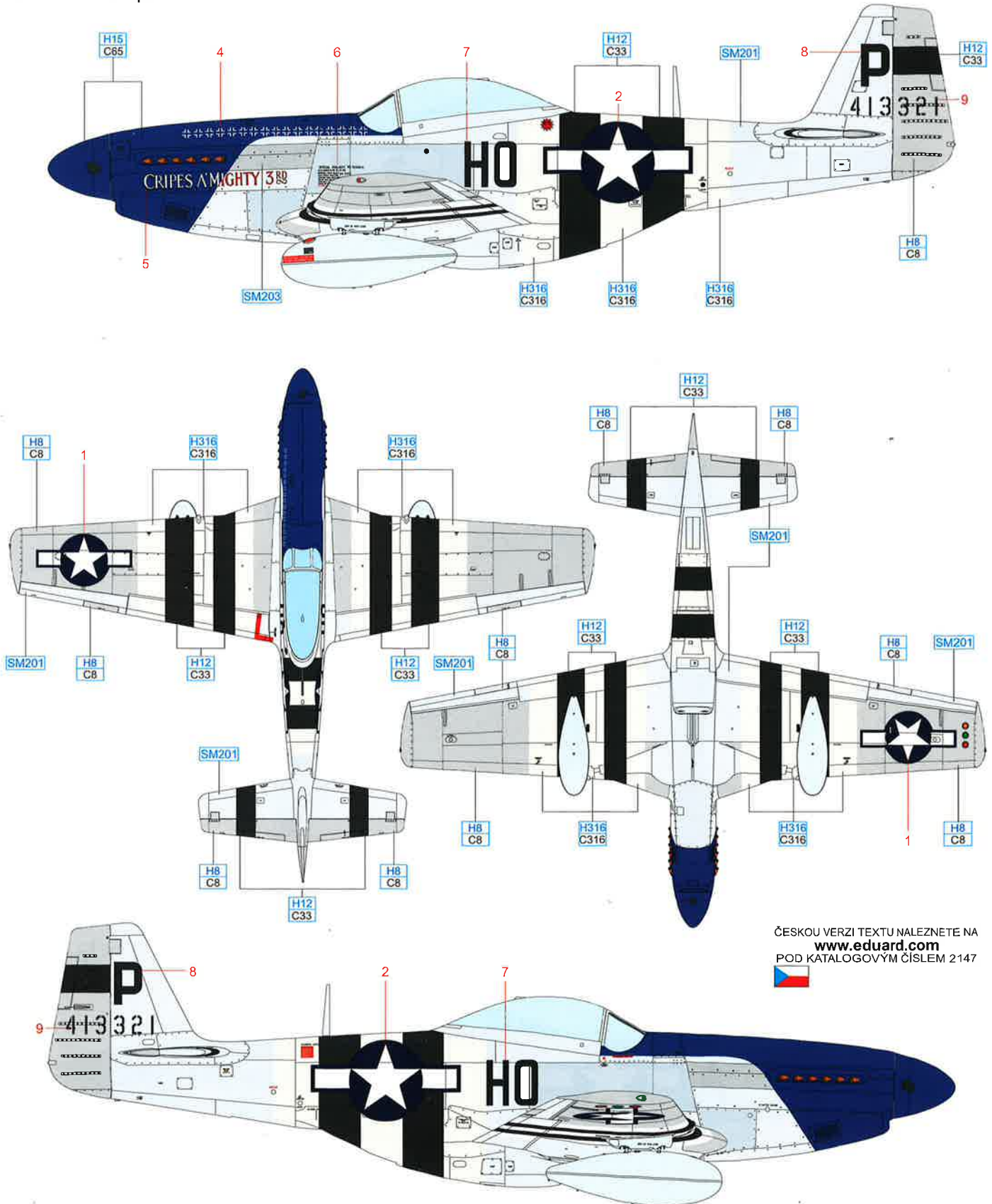


■ LIQUID MASK



# A P-51D-5, s/n 44-13321, Maj. George Preddy Jr., 487<sup>th</sup> FS, 352<sup>nd</sup> FG, Bodney, United Kingdom, July 1944

The future fighter ace with the highest score achieved on Mustang among all the pilots was born on February 5, 1919, in Greensboro, North Carolina. He had completed the pilot training before the War and tried three times to enlist in the US Navy in 1940. But he was refused every time. For the fourth try he applied to enlist in the USAAC and was accepted in 1940. He completed the fighter training consequently and after his assignment to 49<sup>th</sup> PS was dispatched to Australia. Flying P-40E in the defense of Darwin he was credited with two Japanese airplanes damaged. In July 1942, after the mid-air collision during the training flight, he was wounded and sent back to the United States. As of September 1943, his next combat assignment awaited him in Europe with 352<sup>nd</sup> FG, where he was flying P-47 Thunderbolts providing cover for heavy bombers of the 8<sup>th</sup> AF. In April, the unit converted to P-51 Mustangs. In June, the war photographer snapped Maj. Preddy's aircraft sporting seventeen kills painted on the aircraft nose in the form of the white crosses. The aircraft lacked any camouflage and sported the blue-painted nose, same as other 352<sup>nd</sup> FG aircraft. The fuselage and wings were still carrying so-called invasion stripes.



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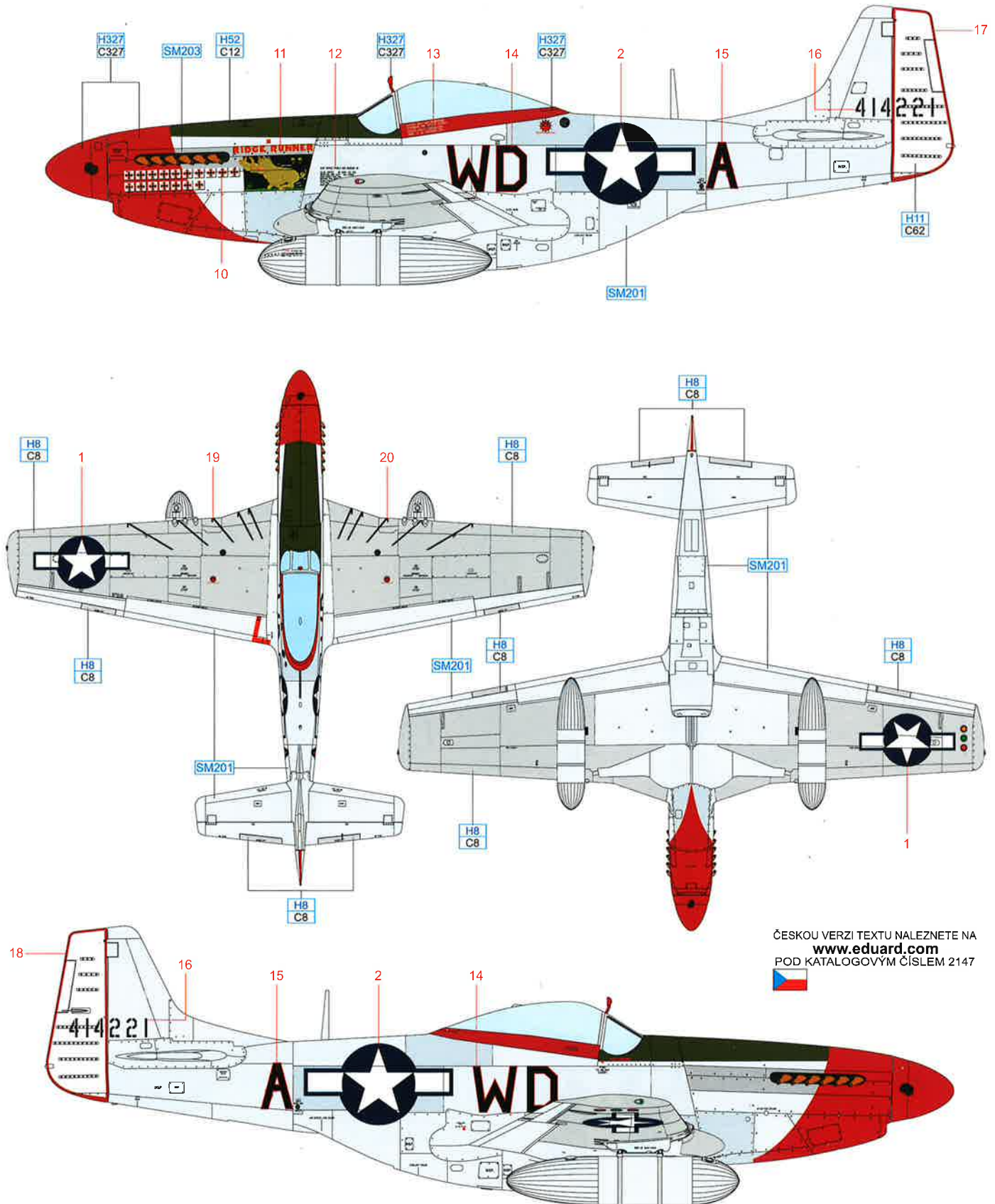


BLUE H15 C65    BLACK H12 C33    WHITE H316 C316    SILVER H8 C8    SUPER FINE SILVER SM201    SUPER IRON SM203

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**B** P-51D-10, 44-14221, Maj. Pierce W. McKennon, CO of 335<sup>th</sup> FS, 4<sup>th</sup> FG, Debden, United Kingdom, April 1945

Future Second World War twelve kill ace Pierce Winnigham McKennon was born on November 30, 1919, in Clarksville, Arkansas. Although his ability to play the piano awarded him a scholarship at the University of Arkansas, he did not complete studies and entered USAAF in 1941, with the wish to become a fighter pilot. After two months he was let go due to his nausea, but he refused to give up on his dream. He joined the RCAF, where he finished his training and was assigned to an Operational Training Unit in Europe. He was reintegrated into the USAAF on February 22, 1943, with the rank of 2<sup>nd</sup> Lieutenant, and was assigned to the 335<sup>th</sup> FS, which was flying P-47 at that time, but were later replaced by Mustangs. He was not only an excellent pilot, but due to the piano playing skills he was also a regular invitee to social functions. His final sortie came about during a squadron-wide raid on an air bases around Prague, when his aircraft was hit in the canopy, and a piece of Plexiglass narrowly missed his eye. After the war, he stayed with the Air Force, serving as an instructor. He died together with a student pilot in a crash of their AT-6D near San Antonio, Texas, on June 18, 1947.



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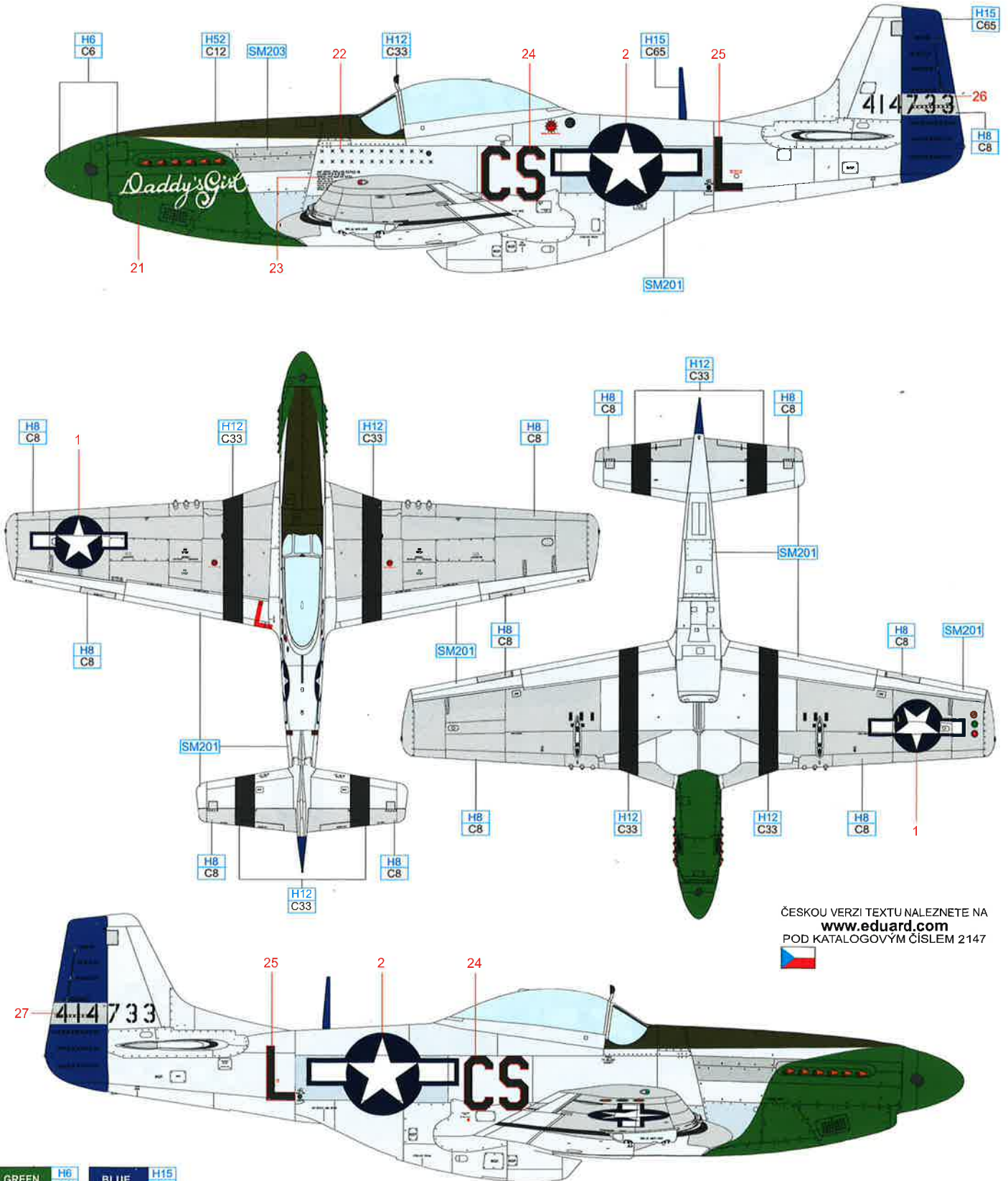


RED	H327 C327	OLIVE DRAB	H52 C12	WHITE	H11 C62	SILVER	H8 C8	SUPER FINE SILVER	SM201	SUPER IRON	SM203
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Ray Shuey Wetmore became one of the most successful Mustang fighter pilots, as he scored 21.25 aerial victories. He was born on September 30, 1923, and upon commissioning in March 1943, he joined the newly formed 359<sup>th</sup> Fighter Group which was sent to England in October that year. As a member of the 370<sup>th</sup> FS he scored his first 4.25 victories during February and March 1944. All of them were achieved on the P-47. After retraining to P-51 Wetmore achieved status of ace after he shot down two Bf 109s on May 19, 1944, and by the end of May 1944, the number of Wetmore's victories raised to 8.25. In a little over a year, he shot down 15 enemy aircraft and was promoted to the rank of Captain. He added more during his second tour of duty, his last victory came on March 15, 1945, near Wittenberg. His victim was a very rare bird, the Me 163 Comet. When chasing this rocket plane, speed of Wetmore's P-51D reached 600 MPH (965 km/h)! During both operational tours he flew 142 combat missions. His final score was 21.25 aerial victories, one damaged aircraft and 2.33 destroyed on the ground. This made Wetmore the highest scorer within 359<sup>th</sup> FG and eighth best of all American flying aces in Europe. All of Wetmore's aircraft sported the Daddy's Girl name on the nose. He continued to serve with US Air Force after the war. His last appointment was CO of the 59<sup>th</sup> FIS at Otis AB. On February 14, 1951, Maj. Wetmore took off from Los Angeles in F-86 Sabre to fly it to Otis AB. When he was on his final approach, the plane violently raised nose, then turned towards the ground and crashed. He was reporting handling problems prior to the crash.



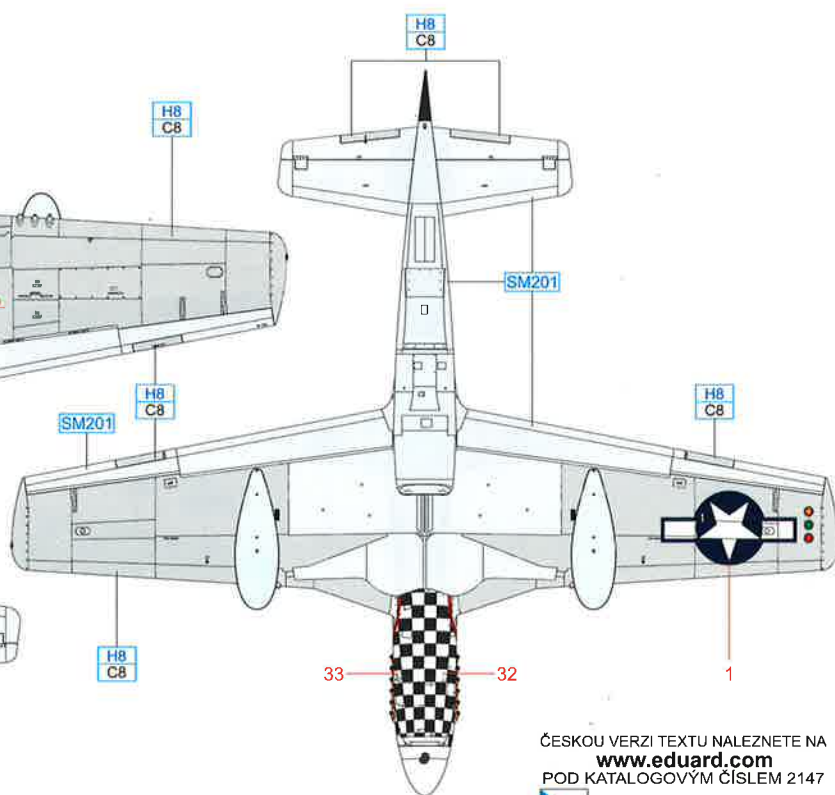
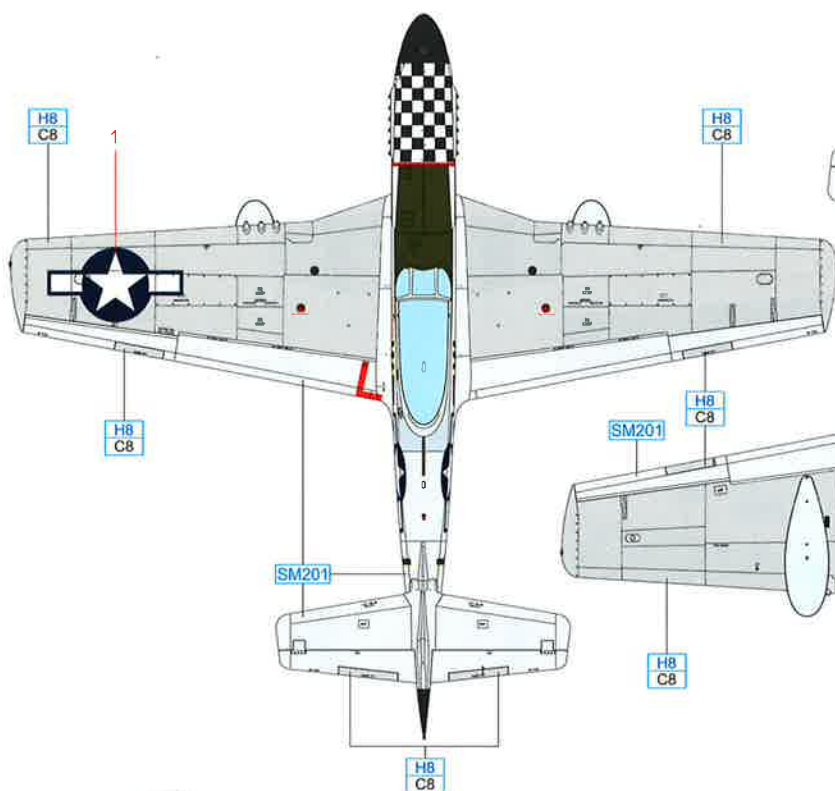
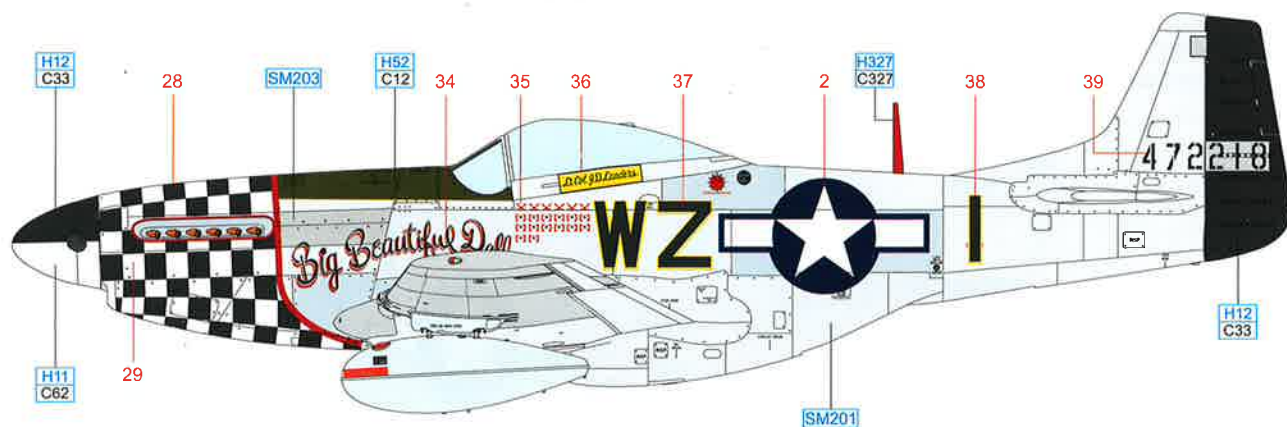
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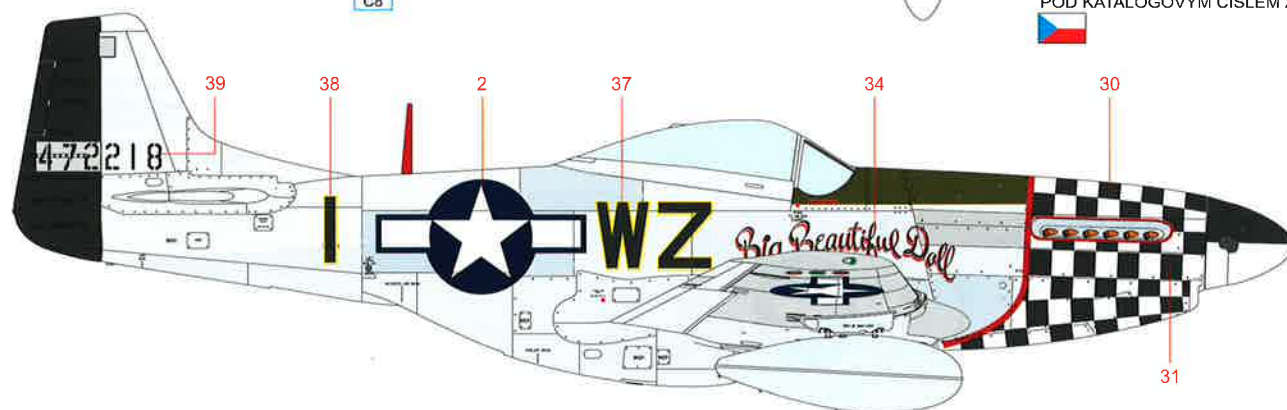
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OLIVE DRAB	H52 C12	BLACK	H12 C33
SILVER	H8 C8	SUPER FINE SILVER	SM201
		SUPER IRON	SM203

# D P-51D-20, 44-72218, Lt Col. John D. Landers, CO of 78<sup>th</sup> FG, Duxford, United Kingdom, March 1945

John Dave Landers was born on August 23<sup>rd</sup>, 1920, in Joshua, Texas. He joined the Army Air Force in April 1941. After undergoing pilot training, he was assigned to the 9<sup>th</sup> FS in Australia in January 1942, a unit that flew P-40s. In the Pacific theatre, he gained six aerial victories and in January 1943, he was called back to the United States. There, he served as a flight instructor, but by his own request, he was reassigned to a combat unit in April 1944. That combat unit was the 38<sup>th</sup> FS based at Wormingford, which flew the P-38s and re-equipped with the P-51s from July 1944. After being promoted to Lieutenant Colonel rank, he took over command duties of the 357<sup>th</sup> FG, which he led from October to December 1944. After some downtime in the United States, he returned to Great Britain and was named CO of 78<sup>th</sup> FG, holding this post until the end of the Second World War. In December 1945, he left the military and worked in construction. John Landers passed away on September 12, 1989.



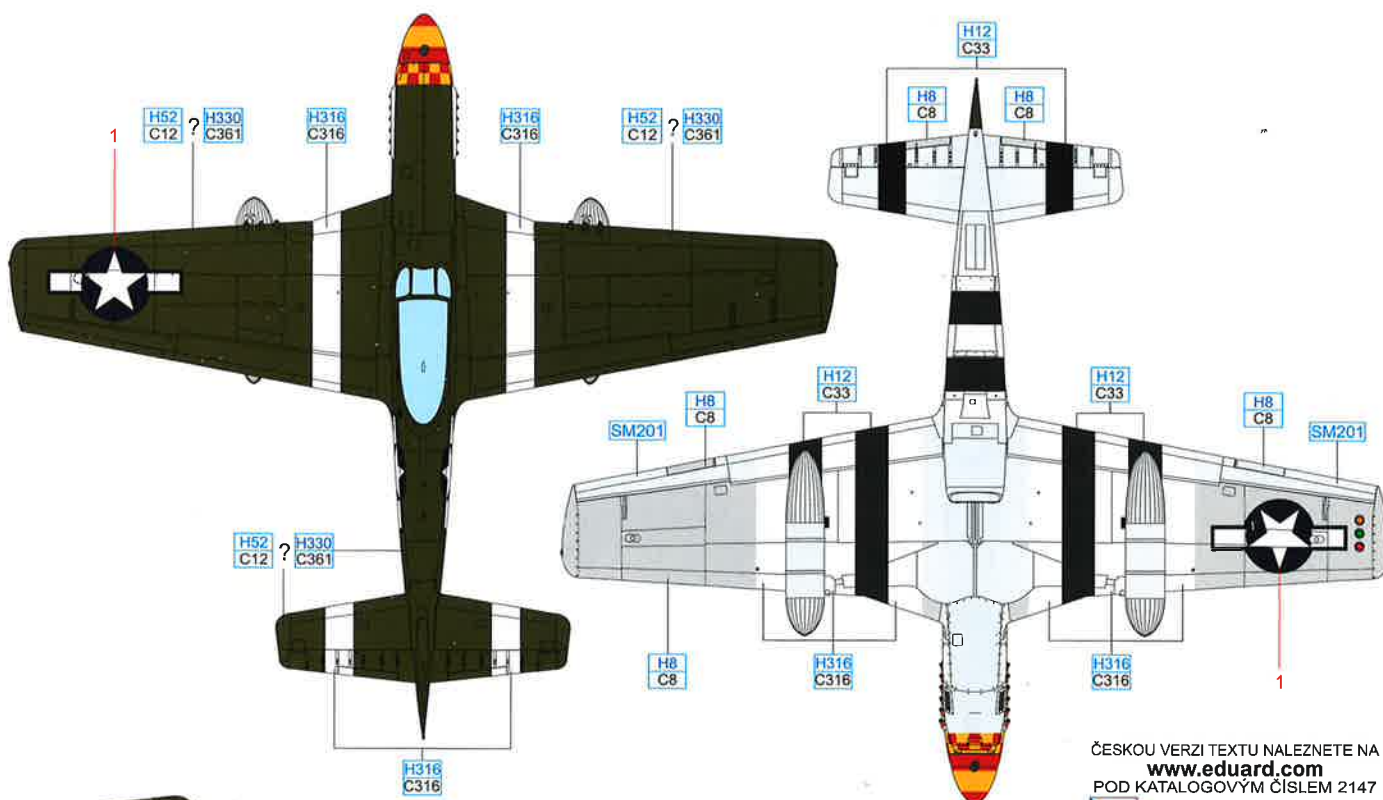
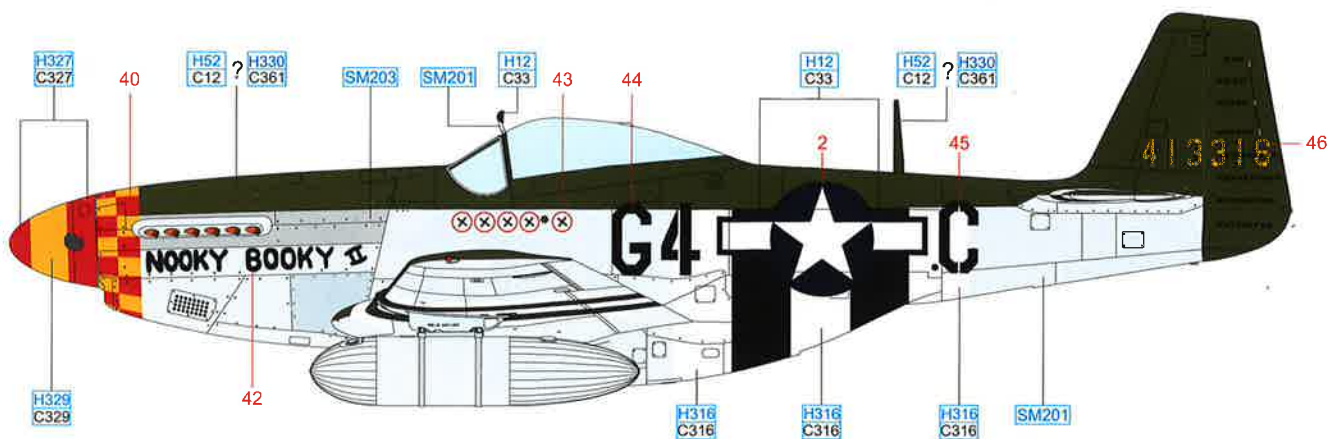
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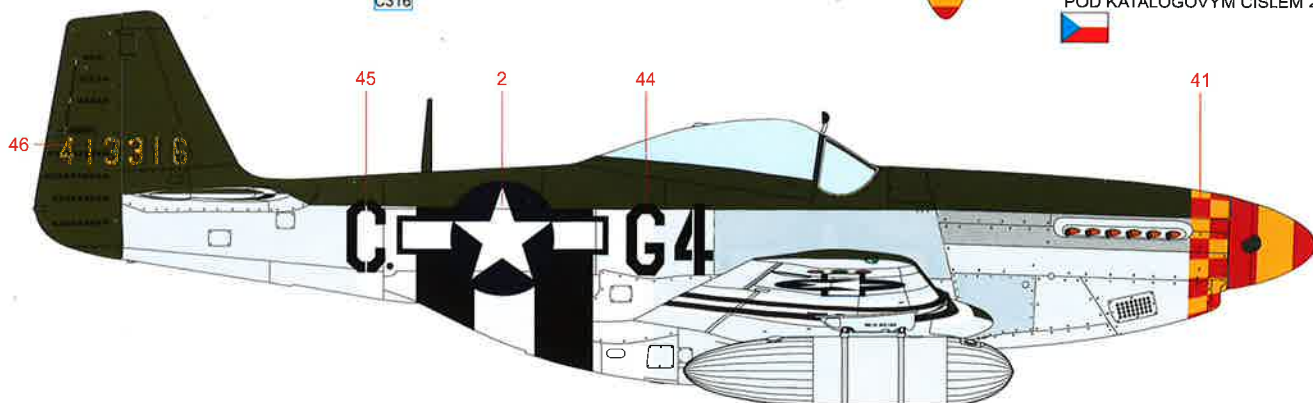
RED	H327 C327	OLIVE DRAB	H52 C12	BLACK	H12 C33	WHITE	H11 C62	SILVER	H8 C8	SUPER FINE SILVER	SM201	SUPER IRON	SM203
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**E** P-51D-5, 44-13316, Maj. Leonard K. Carson, 362<sup>nd</sup> FS, 357<sup>th</sup> FG, USAAF Station 373 Leiston, Suffolk, United Kingdom, June 1944

The second top scoring Fighter Group of the 8<sup>th</sup> USAAF and the top scoring FG equipped with P-51D Mustangs was 357<sup>th</sup> FG, credited with 609 German aircraft destroyed in the air and 106 on the ground, with their own losses of 128 aircraft. Altogether 35 aces served with the unit. The most successful of them was Major Leonard Kyle "Kit" Carson with 18 aerial victories. He became 362<sup>nd</sup> FS CO on April 8, 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 362<sup>nd</sup> 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 aluminum/natural metal bottom surfaces with border between green and NMF surfaces high on fuselage sides. The colors were probably RAF paints from RAF stock. The Nooky Booky II wore full D-day stripes, as the aircraft was delivered to the unit probably around June 6, 1944. The previous name of this plane was Mildred.



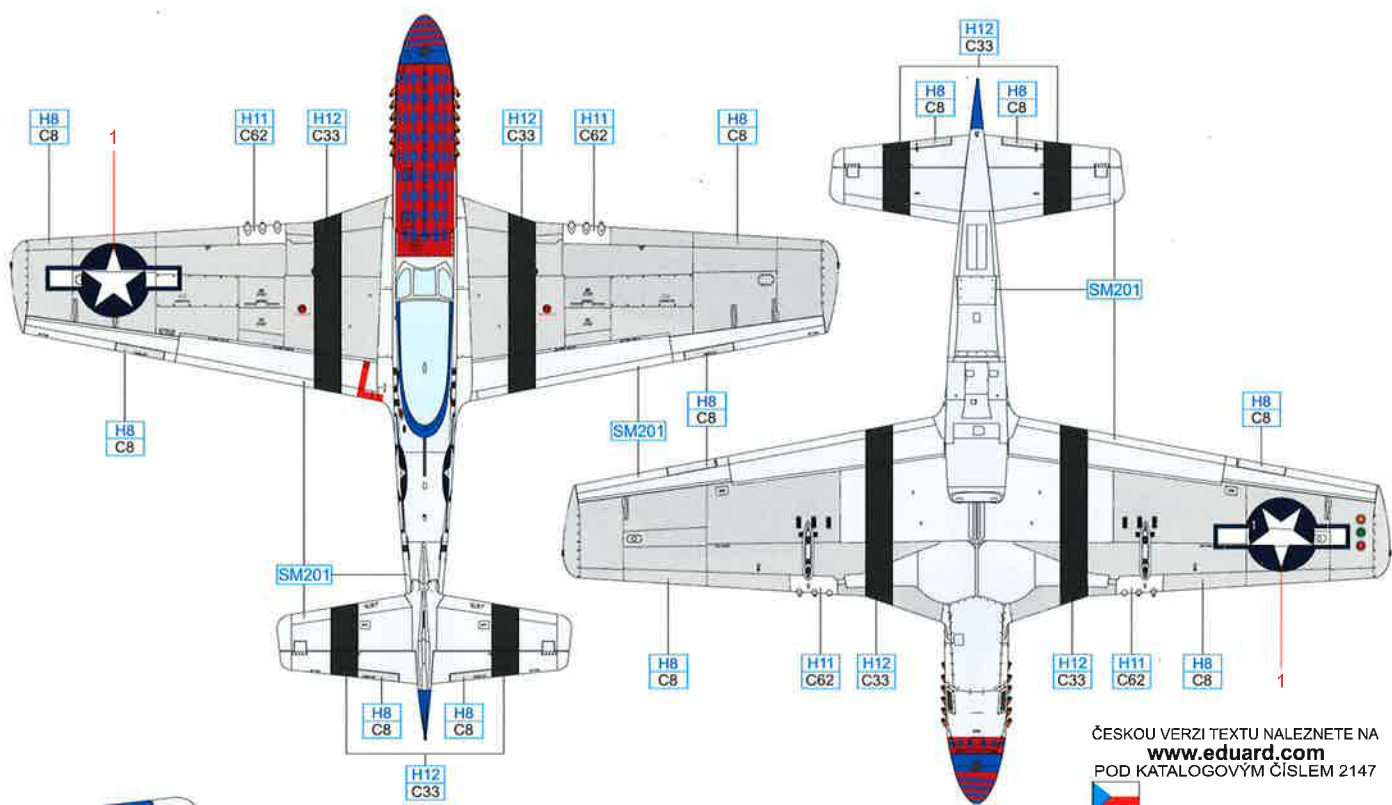
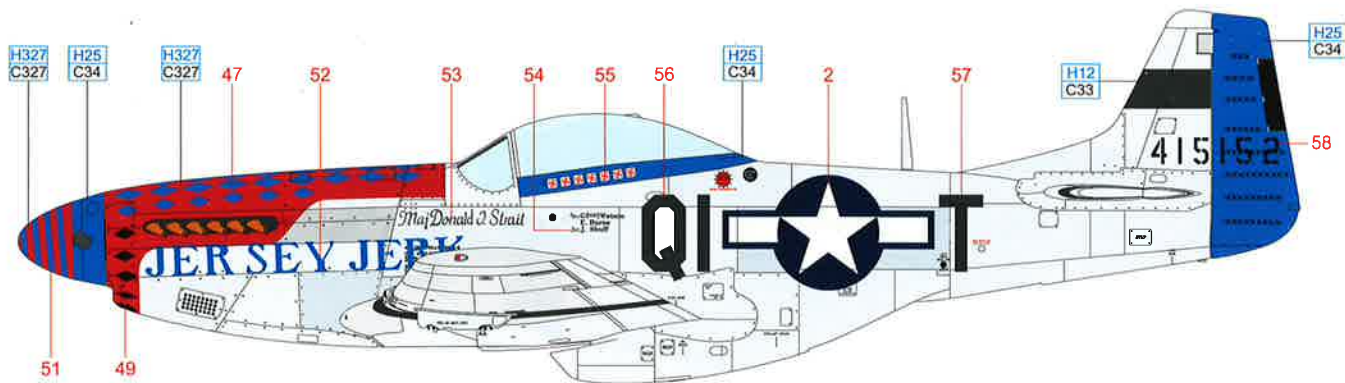
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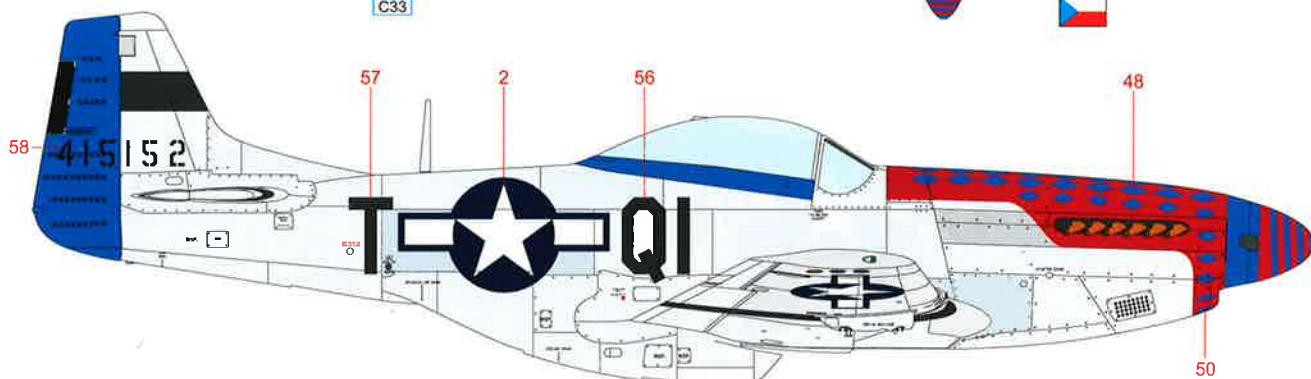
<b>YELLOW</b>	H329 C329	<b>RED</b>	H327 C327	<b>WHITE</b>	H316 C316
<b>OLIVE DRAB</b>	H52 C12	<b>DARK GREEN</b>	H330 C361	<b>BLACK</b>	H12 C33
		<b>SILVER</b>	H8 C8	<b>SUPER FINE SILVER</b>	SM201
				<b>SUPER IRON</b>	SM203

# F P-51D-15, 44-15152, Maj. Donald J. Strait, 361<sup>st</sup> FS, 365<sup>th</sup> FG, United Kingdom, February 1945

Donald Jackson Strait was born on April 28, 1918, in East Orange, New Jersey. He was a baseball player during high school studies, but also was interested in aviation. He took the bother to ride his bicycle eight miles (13 km) to observe flying aircraft and speak to pilots at the Caldwell Wright Airport. He enlisted with the New Jersey National Guard in 1940 and flew observation planes as member of the 119<sup>th</sup> Observer Squadron prior to entering US Army's aviation cadet program in 1942. He completed his training in March 1943 as a pilot of P-47 Thunderbolt and was assigned to combat duty in England. He became member of the 356<sup>th</sup> FG and flew his first operational missions in October 1943 with P-47 he named Jersey Jerk. He later gave the same rather unflattering name to his Mustangs. From October 1944 he led 361<sup>st</sup> Squadron and continued in that role for the rest of the war. Altogether he flew 122 missions and achieved 13.5 aerial victories. Later after the war, in 1968, he was hired by Fairchild-Republic company as an expert for the development of A-10 Thunderbolt II. He passed away on March 30, 2015.

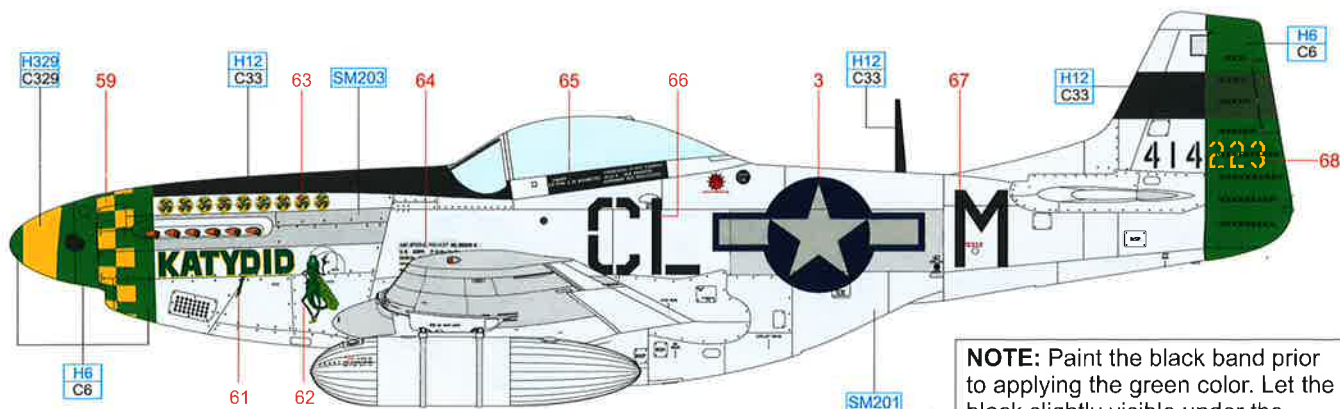


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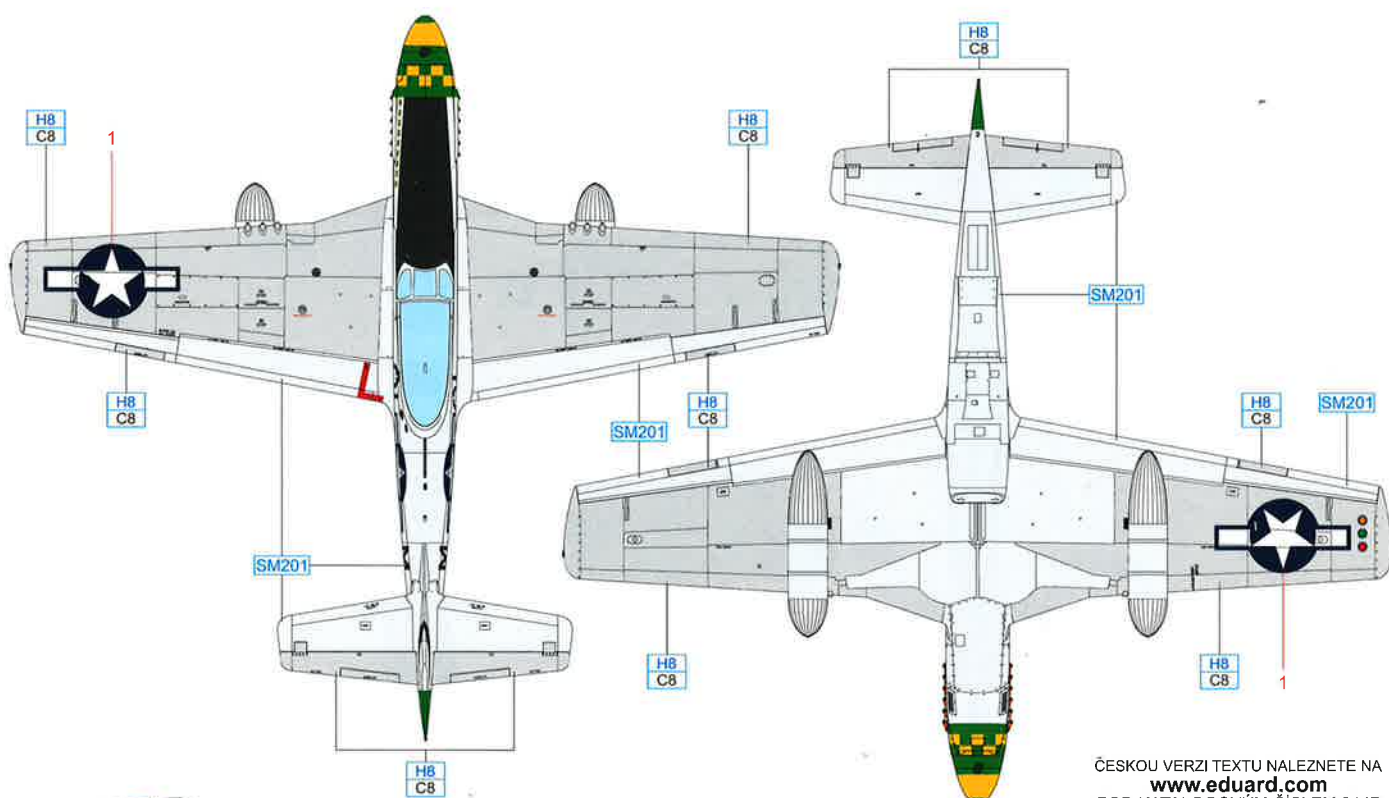


BLUE	H25 C34	RED	H327 C327
BLACK	H12 C33	WHITE	H11 C62
	SILVER	H8 C8	SUPER FINE SILVER
			SM201
			SUPER IRON
			SM203

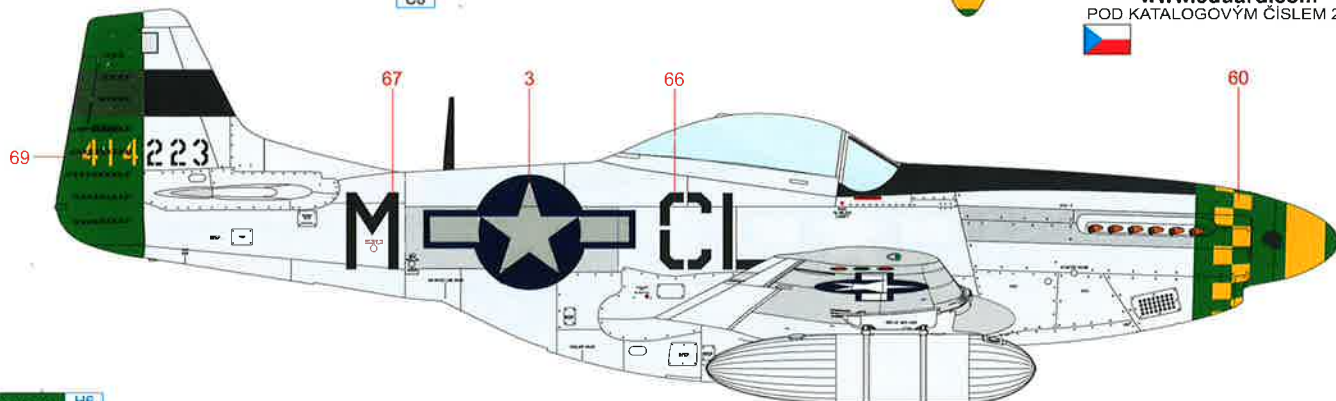
Elwyn Guido Righetti, also known as "Eager El", was not only the 55<sup>th</sup> FG top fighter ace but also the most successful strafing ace in the whole ETO. Righetti joined the 338<sup>th</sup> FS, 55<sup>th</sup> FG in October 1944. At the age of 29, he was already a matured pilot, however he lacked the combat experience. Despite his age he was eager and aggressive, so he was able to boost morale of his rather tired group. One of Righetti's "hobbies" was destroying the locomotives. He also managed to shoot down two Mistels and destroyed several Me 262 jets on the ground. Unfortunately, Righetti's outstanding achievements were cut short right before the end of war. On April 17, 1945, exactly on his 30<sup>th</sup> birthday, Righetti was shot down by flak while raiding the airfield near Dresden. He successfully performed the emergency landing and advised his friends over the radio that he was okay, just had broken his nose. Since then, no one ever heard about Righetti again. Supposedly he was murdered by the enraged German civilians. During his short combat career, he scored 7.5 kills and destroyed 35 enemy aircraft on the ground. He flew two personal Mustangs (44-14223 and 44-47222), both of them were decorated with the inscription KATYDID and grasshopper artwork on the port side of the fuselage.



**NOTE:** Paint the black band prior to applying the green color. Let the black slightly visible under the green coat.



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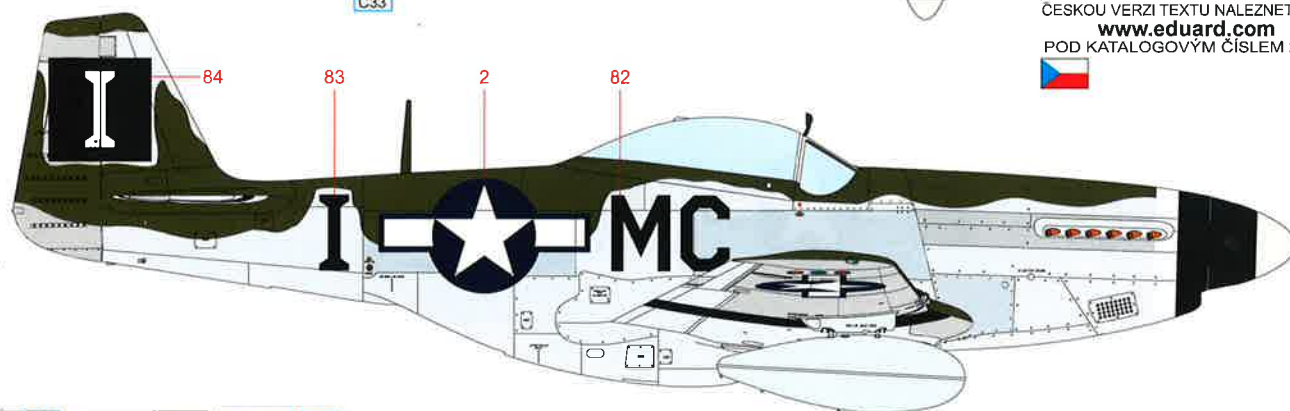
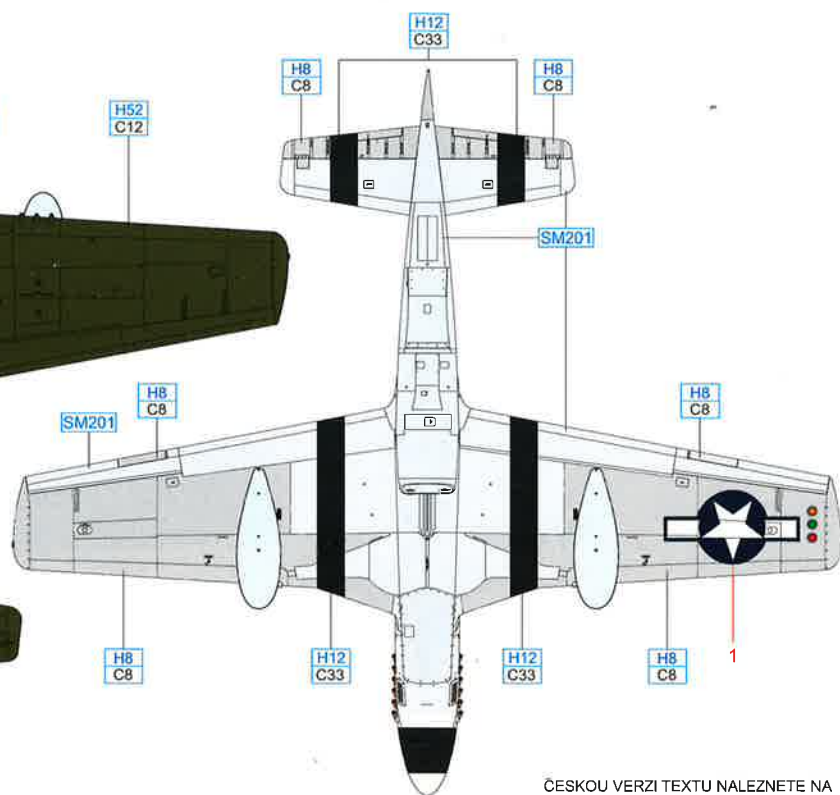
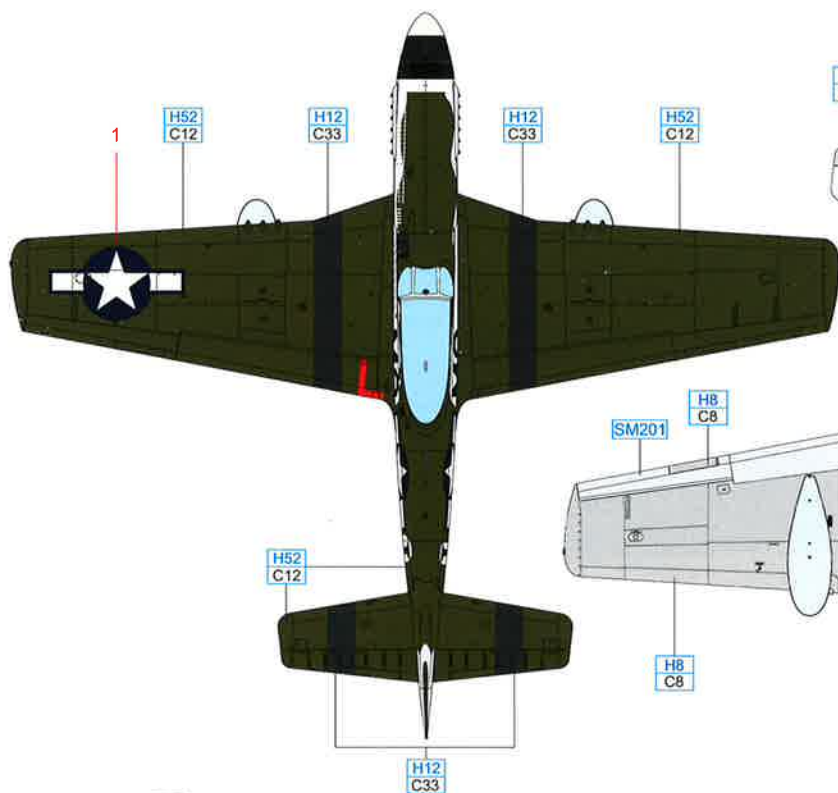
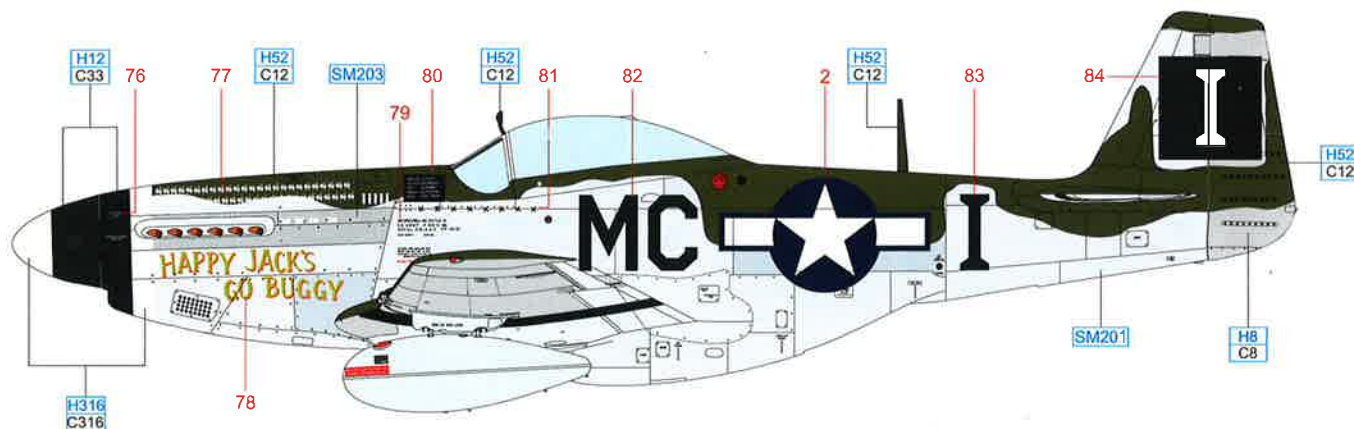


GREEN	H6 C6	BLACK	H12 C33	SILVER	H8 C8	SUPER FINE SILVER	SM201	SUPER IRON	SM203
ORANGE YELLOW	H329 C329								



P-51D-5, 44-13761, Capt. Jack M. Ilfrey, 79<sup>th</sup> FS, 20<sup>th</sup> FG, 8<sup>th</sup> AF, USAAF Station 367 Kings Cliffe, Great Britain, autumn 1944

Captain Jack Ilfrey became an ace in North Africa, where he claimed 5 kills (plus two damaged enemy aircraft) while flying P-38F Texas Terror. He joined 20<sup>th</sup> FG, 79<sup>th</sup> FS at USAAF Station Kings Cliffe in England on April 20, 1944 and served as an Operations Officer from June 14, 1944. He claimed two more Bf 109Gs on May 24, flying P-38J Happy Jack's go Buggy. He was shot down behind enemy lines in France on June 12, but he successfully evaded capture walking and cycling 150 miles to Allied lines in Normandy with a help of French civilians. He became 79<sup>th</sup> FS CO on September 7, leading the unit until December 9, 1944. He completed 142 combat missions over ETO and MTO. The 20<sup>th</sup> 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 20<sup>th</sup> 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 20<sup>th</sup> FG was nicknamed "Loco Busters" because the unit made significant number of attacks against railroad network.

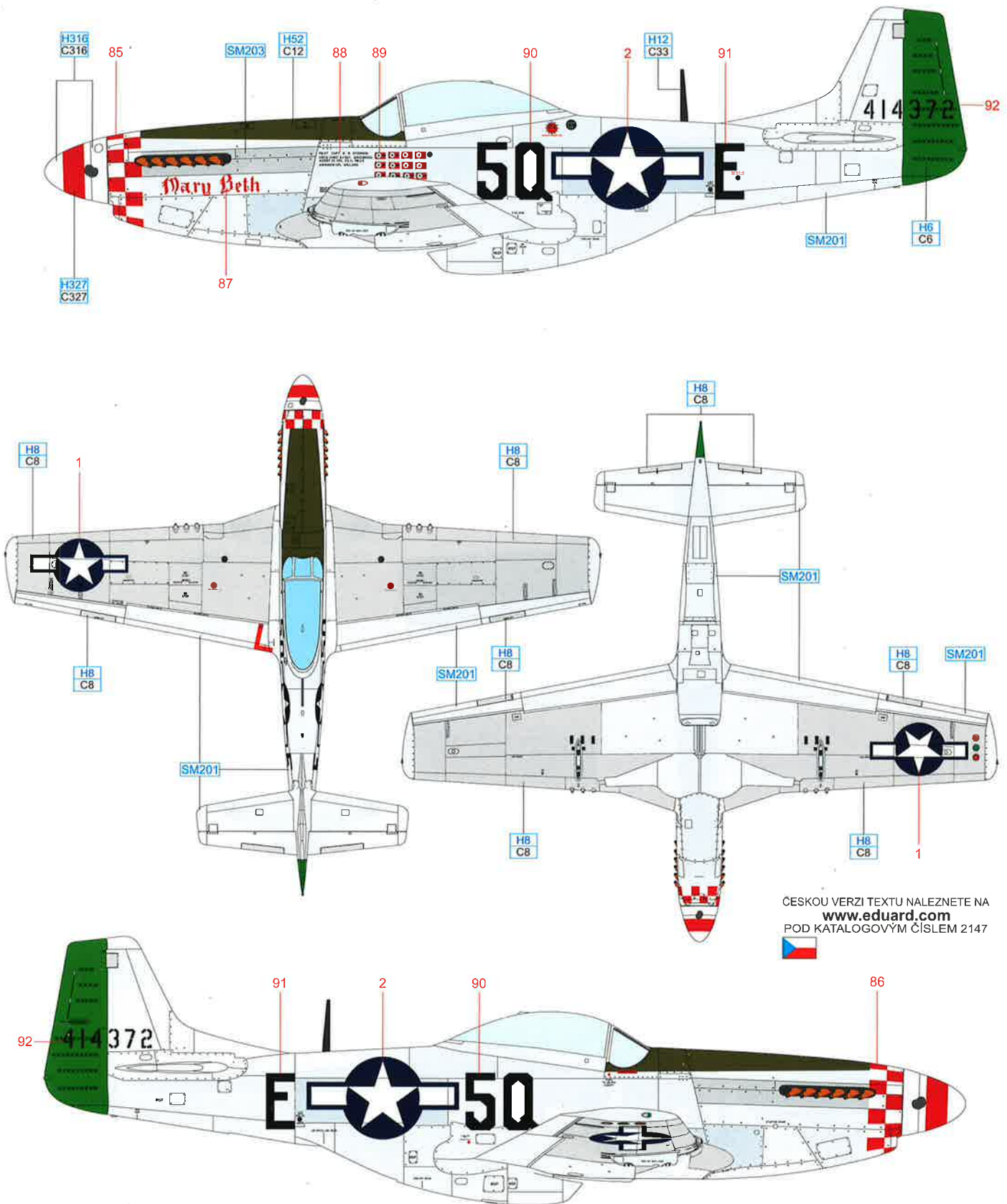


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WHITE	H316 C316	BLACK	H12 C33	OLIVE DRAB	H52 C12
SILVER	H8 C8	SUPER FINE SILVER	SM201	SUPER IRON	SM203

Kirk Everson's war career took off in 1945 only. Regardless, he achieved great successes in the numerous diving strikes on the German-occupied airfields. The Mustang he regularly flew was inherited from Richard C. Penrose who had christened it Beaver Chant nad Everson renamed it Mery Belt. On April 4, 1945, he shared a victory over Me 262 above Parchim. Three days later he shot down a Bf 109 nearby Celle. On April 10, during the strafing attack on the Neuruppin airfield, he destroyed three enemy aircraft and on April 16 three Fw 190 fell victims to his guns at Klatovy airfield. On the following day Everson re-appeared over the Klatovy airfield and this time he claimed the destruction of seven airplanes.



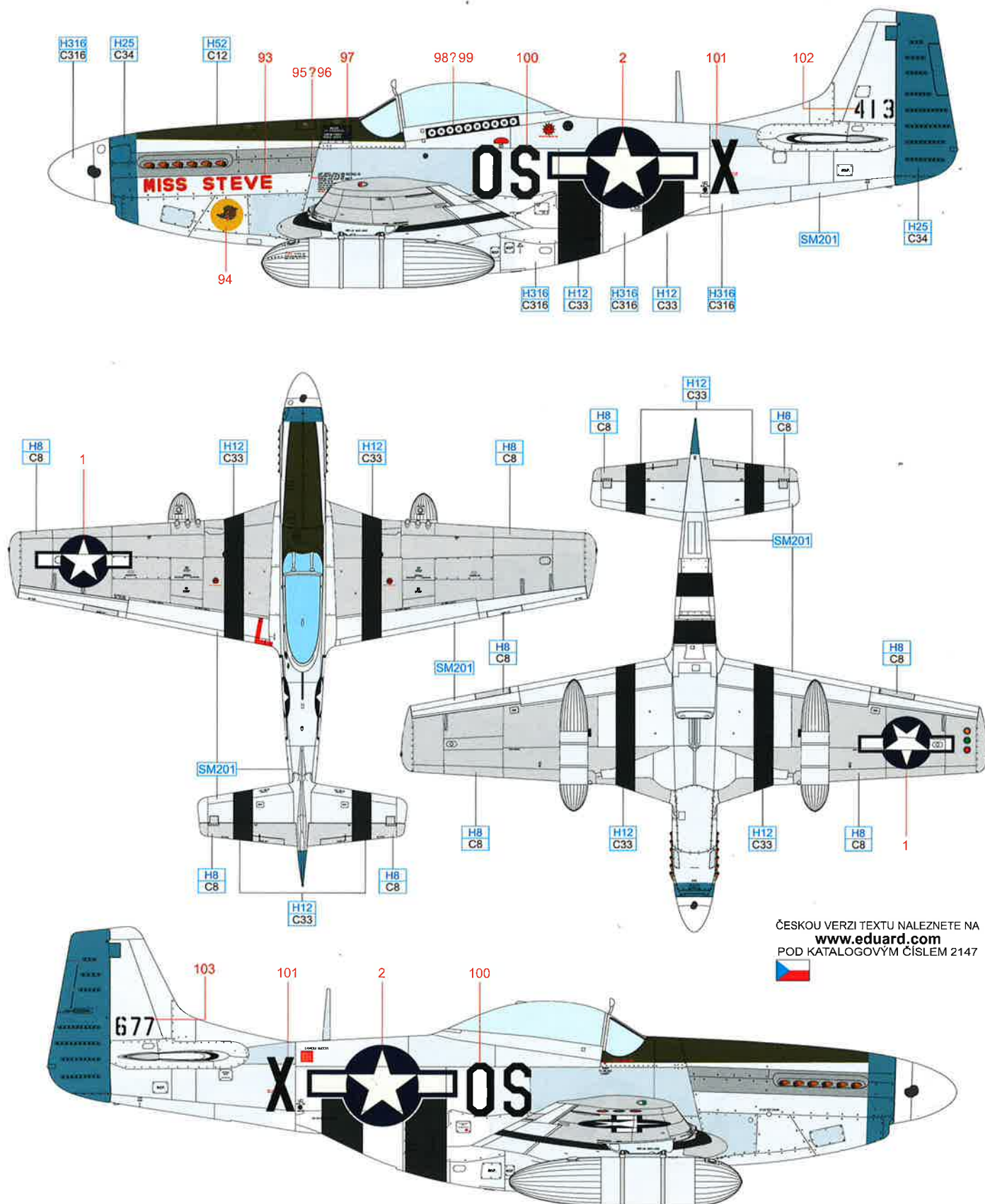
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GREEN	H8 C6	RED	H327 C327	WHITE	H316 C316	OLIVE DRAB	H52 C12
BLACK	H12 C33	SILVER	H8 C8	SUPER FINE SILVER	SM201	SUPER IRON	SM203



**K** P-51D-5, s/n 44-13677, Lt. William G. Cullerton, 357<sup>th</sup> FS, 355<sup>th</sup> FG, Steeple Morden, United Kingdom, 1944

William Cullerton, a native of Chicago, was born on June 2, 1923. He volunteered for the air service on America's entry into the war, underwent training and flew P-51B and P-51D Mustangs with the 357<sup>th</sup> FG. On April 8, 1945, he was hit during an attack on the field at Ansbach and was forced to belly-land. He was discovered by German soldiers who shot him in the stomach and left behind. He was found by a German farmer, who, thinking this was a German pilot, took him to the nearest hospital, from where the American was able to escape. After the war, he married Elaine Stephen and in the fifties, he formed Cullerton Co., a maker of outdoor and fishing products. He died on January 12, 2013. Over the course of the Second World War, he destroyed 21 enemy aircraft, five in the air and sixteen on the ground. His aircraft appeared as it was delivered, with the nose and tail painted at unit level in light blue. The nose bore an inscription relating to his fiancée Miss Steve.

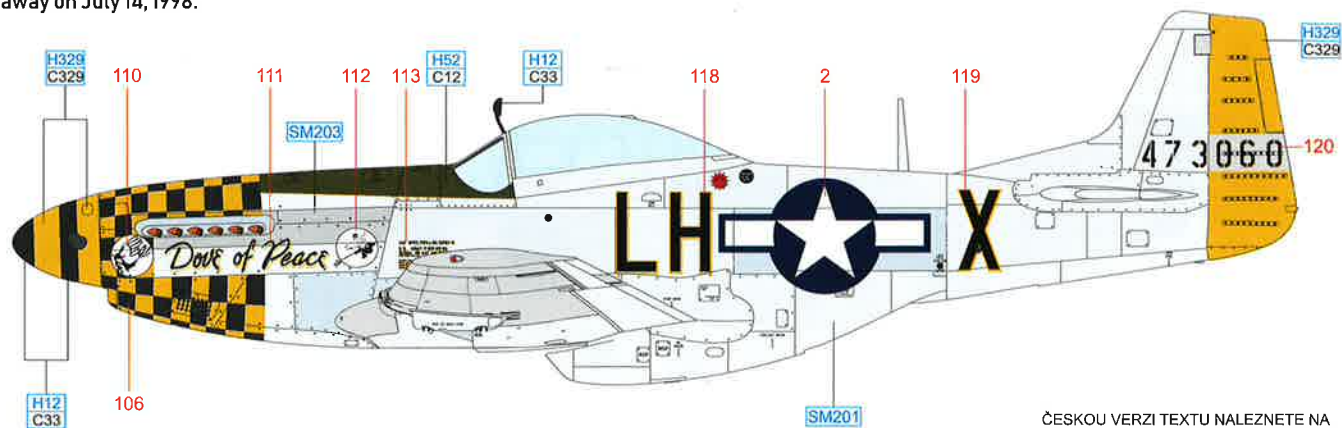


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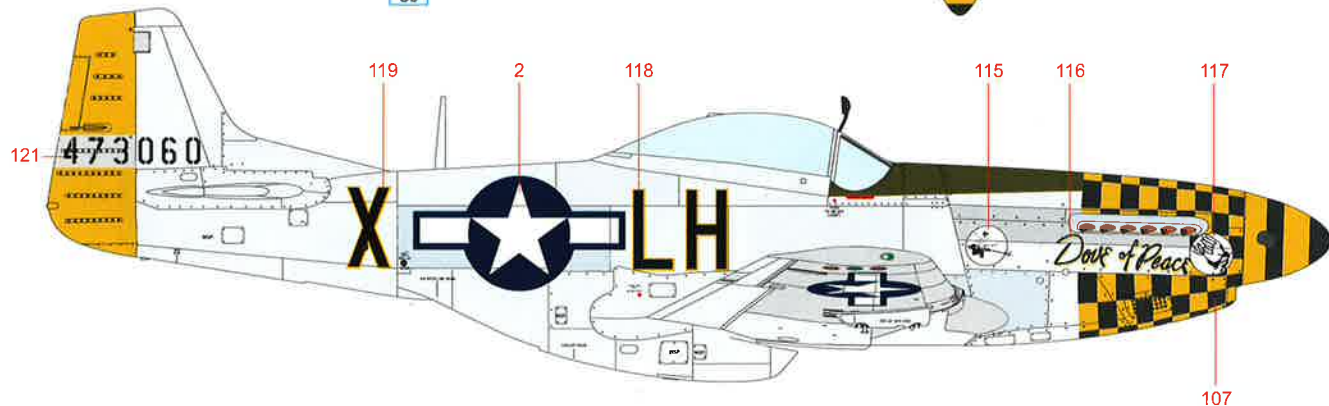
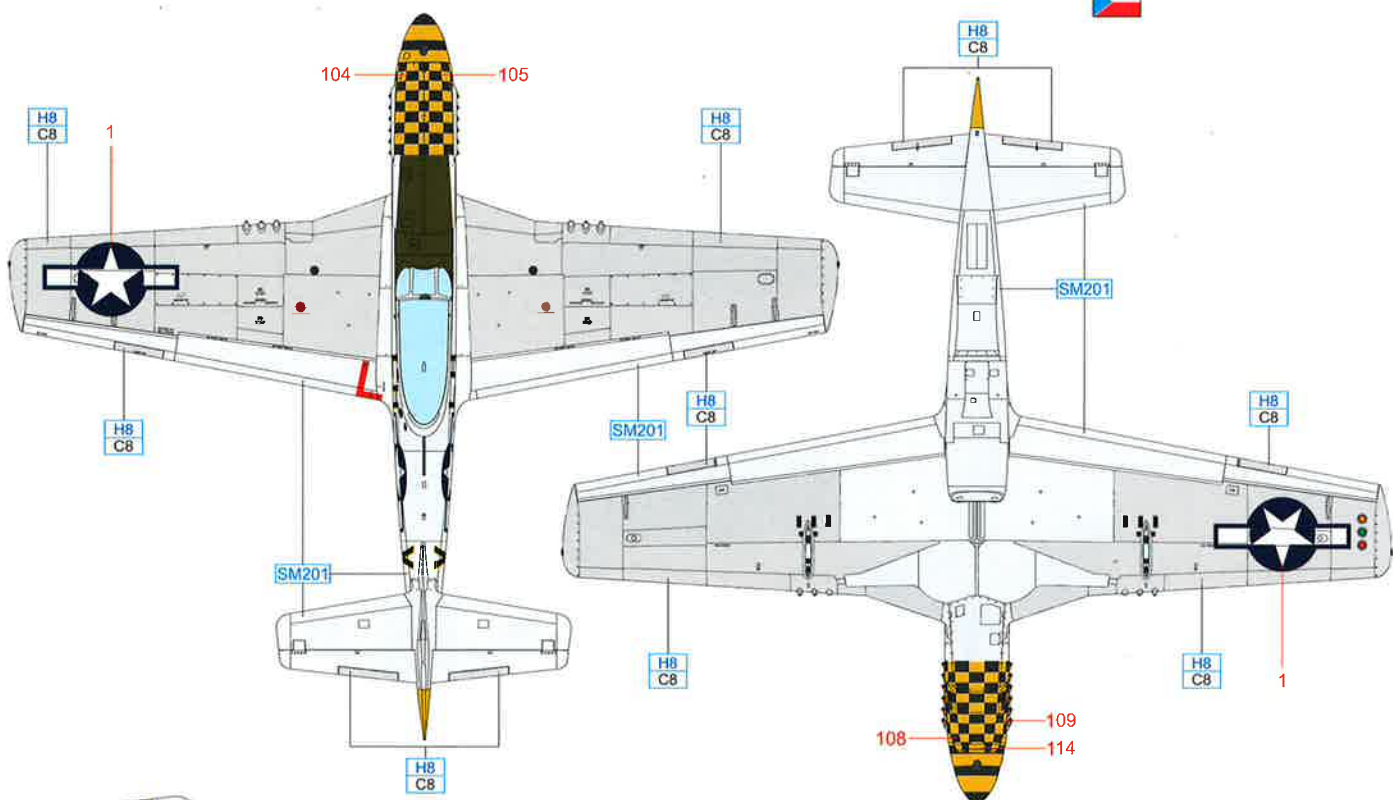


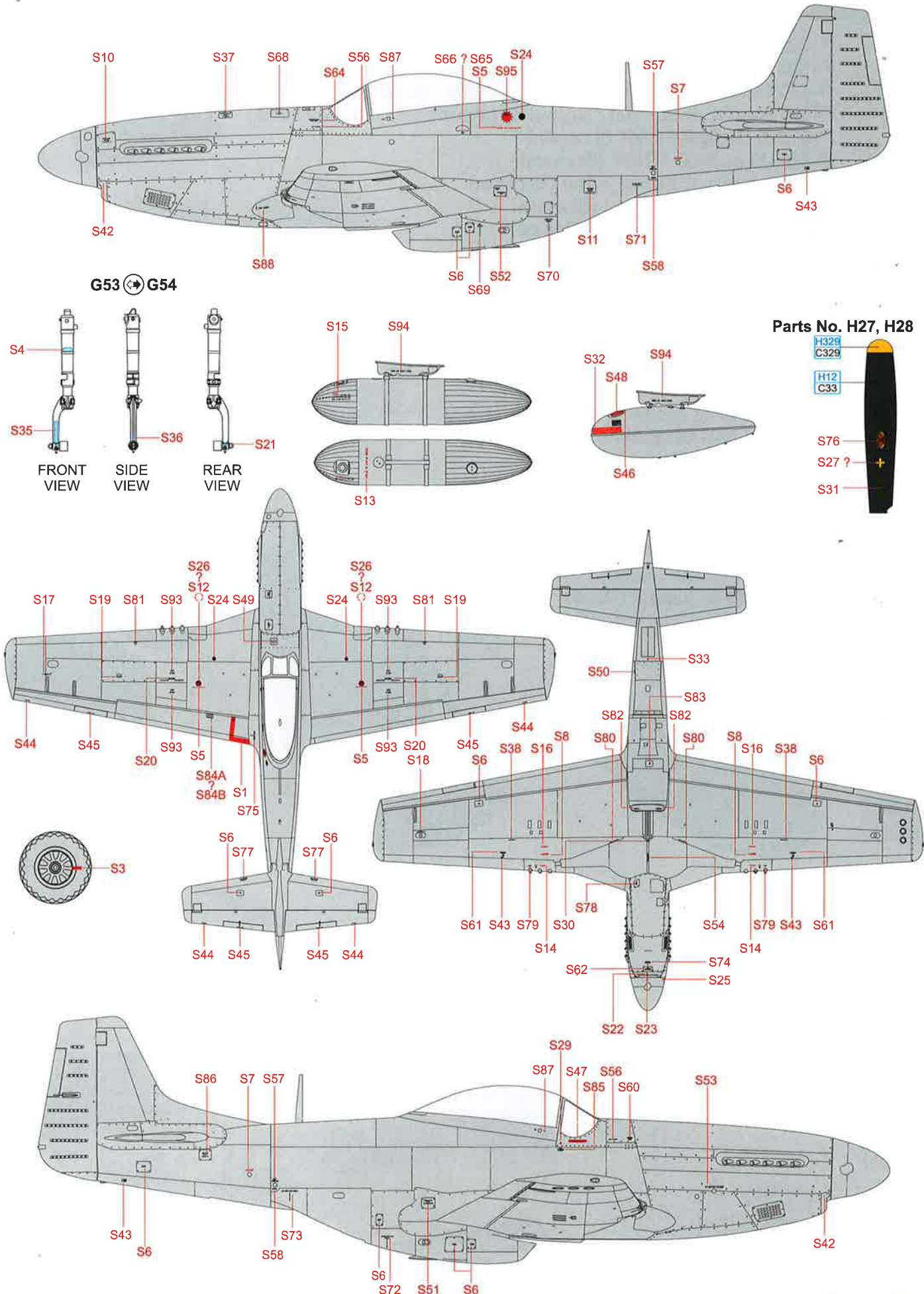
BLUE	H25 C34	WHITE	H316 C316	OLIVE DRAB	H52 C12	WHITE	H316 C316
BLACK	H12 C33	SILVER	H8 C8	SUPER FINE SILVER	SM201	SUPER IRON	SM203

Glenn Emile Duncan was born on May 12, 1918, in Bering, Texas. He enlisted in the aviation Cadet Program of the USAAF on February 9, 1940, and was commissioned a Second Lieutenant and awarded pilot wings on October 5, 1940. He served as instructor pilot prior and in Panama prior to conversion to P-47 and his assignment to 361<sup>st</sup> FG and successively to 353<sup>rd</sup> FG in England. He scored his first victory on September 23, 1943 and was promoted to the rank of Full Colonel in November 1944. He became the ace on December 20 that year when he destroyed a Fw 190 over Rastede. By June 7, 1944, he had accumulated 15,5 kills but a month later he was hit by AA fire and forced to belly-land near Nienburg, Germany. Duncan escaped captivity and joined the Dutch resistance for the time to liberation by Allies. He then rejoined the 353<sup>rd</sup> FG, now flying P-51s, and served as its CO from April 22 until October 1945. During WW II, Duncan destroyed 19.5 enemy aircraft in aerial combat plus one probable and seven damaged. This made him the most successful ace of 353<sup>rd</sup> FG. He recorded all his victories with P-47. His P-51D was named Dove of Peace like all his P-47s. The name came after the original Winged Death did not meet the understanding of the higher brass and Duncan renamed his aircraft sarcastically. The Mustang was number VIII of this name. After the war he became White House Liaison Officer, later he held several commanding posts in Japan and USA and retired on February 1, 1970. Glenn Duncan passed away on July 14, 1998.



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- 672358 P-51D exhaust stacks PRINT (Brassin)
- 672359 P-51D exhaust stacks w/ fairing PRINT (Brassin)
- 672361 P-51D Hamilton Standard propeller PRINT (Brassin)
- 672362 P-51D Hamilton Standard propeller uncuffed PRINT (Brassin)
- 672363 P-51D-5 cockpit PRINT (Brassin)
- 672364 P-51D-10 cockpit PRINT (Brassin)
- 672366 P-51D wheels diamond tread (Brassin)
- 672367 P-51D wheels oval tread (Brassin)
- 672368 P-51D wheels cross tread (Brassin)
- 672369 P-51D wheels block tread (Brassin)
- 672370 P-51D wheels diamond tread 2 (Brassin)
- 672371 P-51D wheels block tread 2 (Brassin)
- 672372 P-51D seat PRINT (Brassin)
- 672373 P-51D 75gal drop tanks PRINT (Brassin)
- 672375 P-51D 110gal fuel tanks PRINT (Brassin)
- 672377 P-51D gun sights PRINT (Brassin)
- 672378 P-51D bazooka rocket launcher (Brassin)
- 674012 P-51D-5 LööK (Brassin)
- 674013 P-51D-10 LööK (Brassin)
- 674014 P-51D-15+ LööK (Brassin)
- 3DL72035 P-51D-5 SPACE (3D Decal Set)
- 3DL72036 P-51D-10 SPACE (3D Decal Set)
- 3DL72037 P-51D-15+ SPACE (3D Decal Set)
- CX664 P-51D US national insignia (Mask)
- CX665 P-51D surface panels (Mask)



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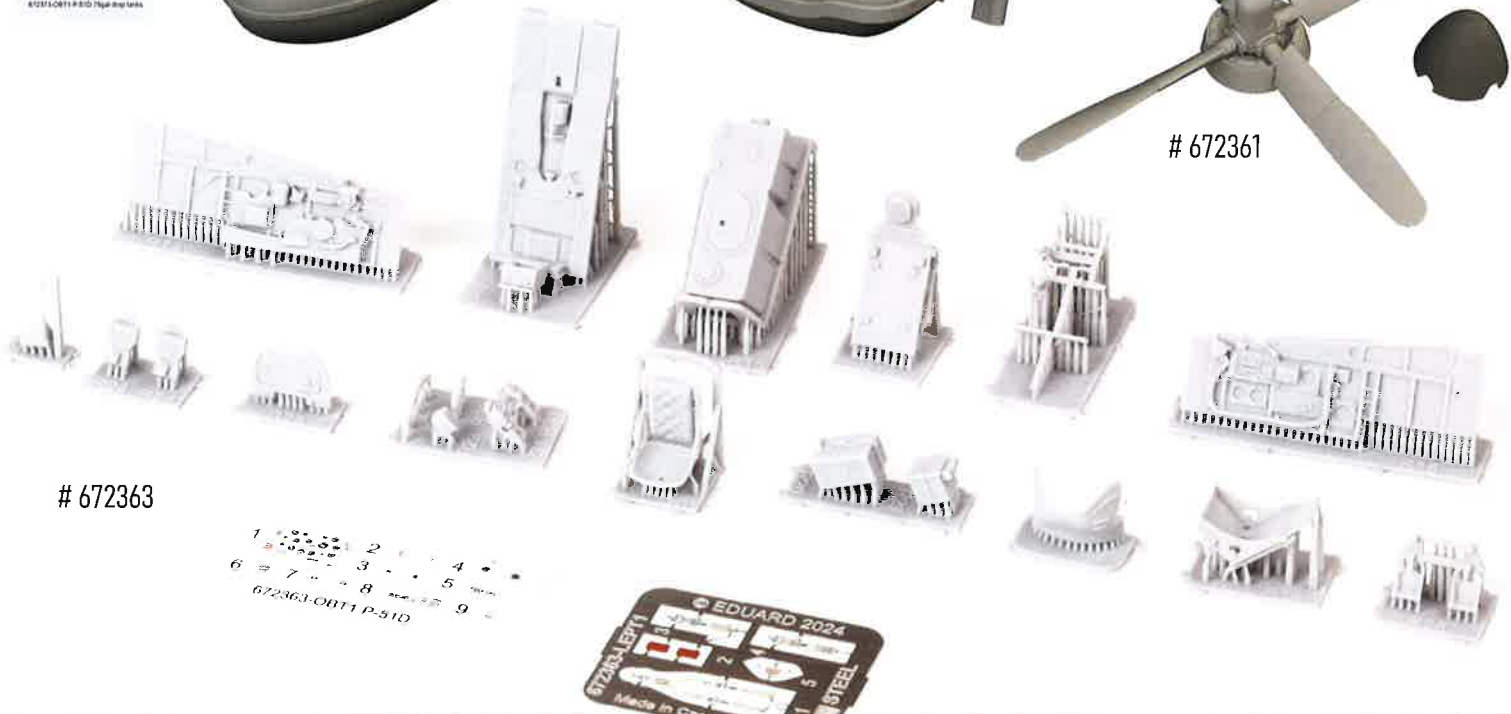
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