

P-51K Mustang™

eduard

1/48 Scale Plastic Model Kit



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ProfiPACK
edition



item No. 82105

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 producing some additional thrust. 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 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 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, double-speed supercharged 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 was removal of the fuselage guns. Production started at the Inglewood plant as P-51B on May and at the new production line at Dallas plant as P-51C in August, 1943. Supplies to RAF continued as Mk. III. After just han-

ful 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. Some of the P-51s produced in Dallas factory were given K indication due to minor changes. The P-51D/K became the true ruler of the skies, serving as the escort and patrol fighter, and also in ground attack or reconnaissance role (F-6 conversion). In total, 8,102 units of P-51D and 1,500 of P-51K were produced. Mustang stayed operational after the War and served in pursuit and attack role even during the Korean War. The last P-51 retired from USAF service in 1978, while in foreign services was operational until 1984 (Dominican Republic). Some 55 nations used the Mustang.

Ace maker and infinite warrior

The first Mustang aerial victory was achieved on August 19, 1942, when Flight Officer Hills shot down an Fw 190. It was the beginning of the incredible tally of 4950 enemy aircraft shot down by Mustang pilots during World War II. Of them, 251 achieved the „ace“ status. The most successful pilot of P-51 was George Preddy Jr., recording 24 of his 27 aerial victories flying Mustang, followed by John C. Meyer and John J. Woll with 21 kills. Famous Charles Yeager, the first man to break the sonic barrier (1947), was the first pilot of P-51D to become Ace in just one day, after recording five kills during October 12, 1944.

The kit: P-51K

Due to the short supply of the Hamilton Standard alloy propellers of 11 ft 2 in diameter used on Merlin powered P-51s, the Dallas Factory was fitting their Mustangs also with steel Aeroproduct 11 ft diameter ones with hollow blades. These aircraft were distinguished as the K variant. The Aeroproduct propellers were causing higher vibrations than Hamilton Standard and the aircraft had reportedly slightly inferior performance to the P-51D. Different shapes of canopies produced in Dallas were in contrary no sign of the D or K variant, as they were used on both and more to it - they were interchangeable with the Inglewood produced P-51Ds. Rocket stubs were introduced from the P-51K-10-NT. All the P-51Ks produced had already the additional dorsal fin fitted.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



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



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

INSTRUCTION SIGNS

* INSTR. SYMBOLS

* INSTRUKTION SINNBILDEN

* SYMBOLES

* 記号の説明

OPTIONAL
VOLBABEND
OHNOUTSAND
BROUSITOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



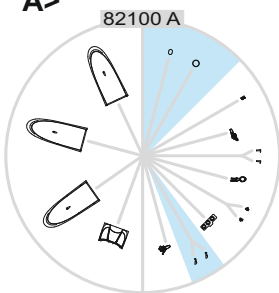
PIÈCES



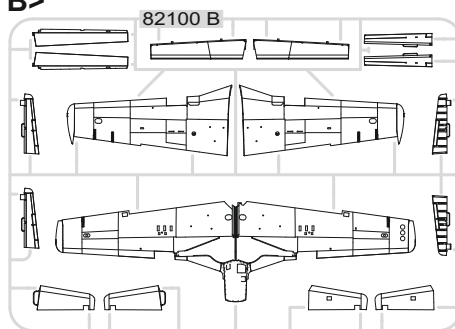
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PLASTIC PARTS

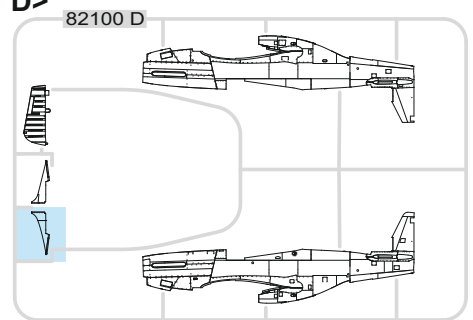
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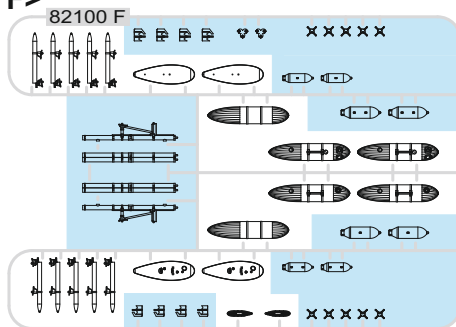
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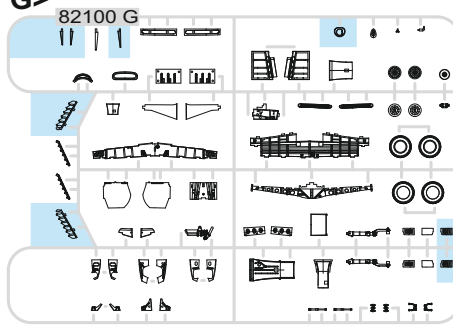
D>



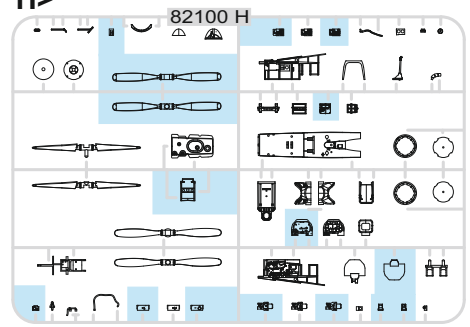
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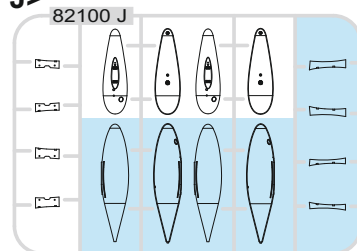
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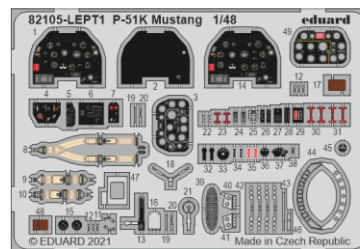
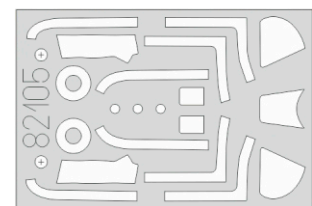
H>



J>



PE - PHOTO ETCHED DETAIL PARTS

eduard
MASK

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

COLOURS



BARVY



FARBEN



PEINTURE

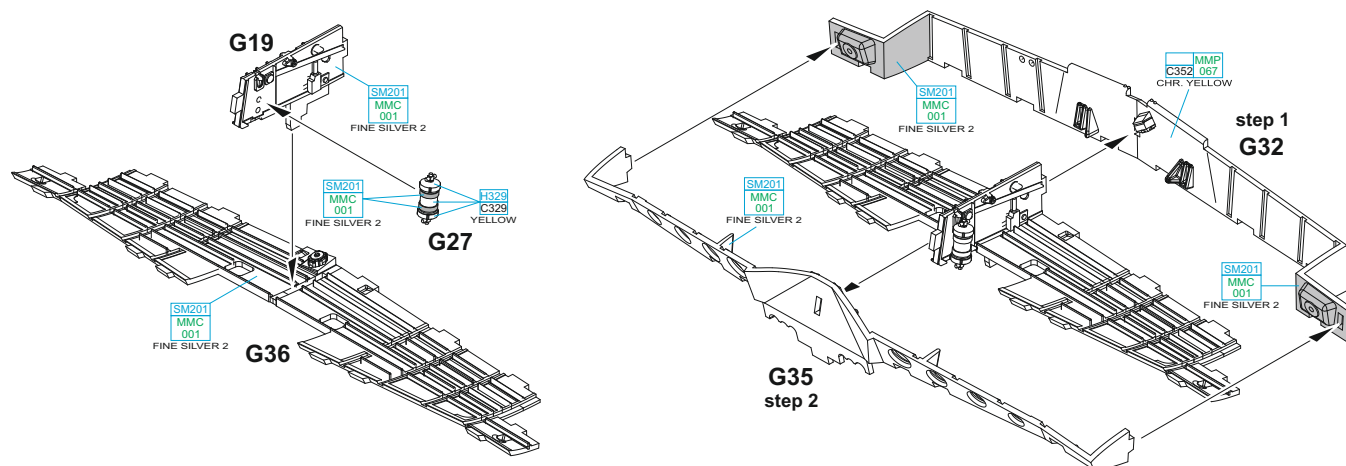
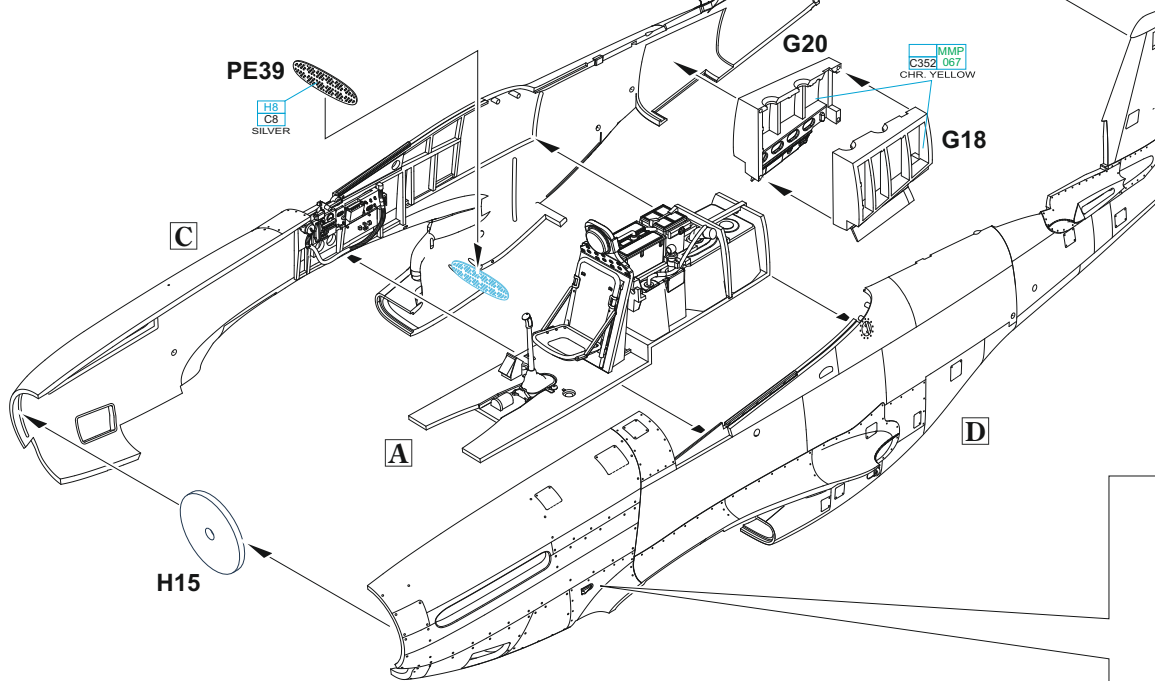
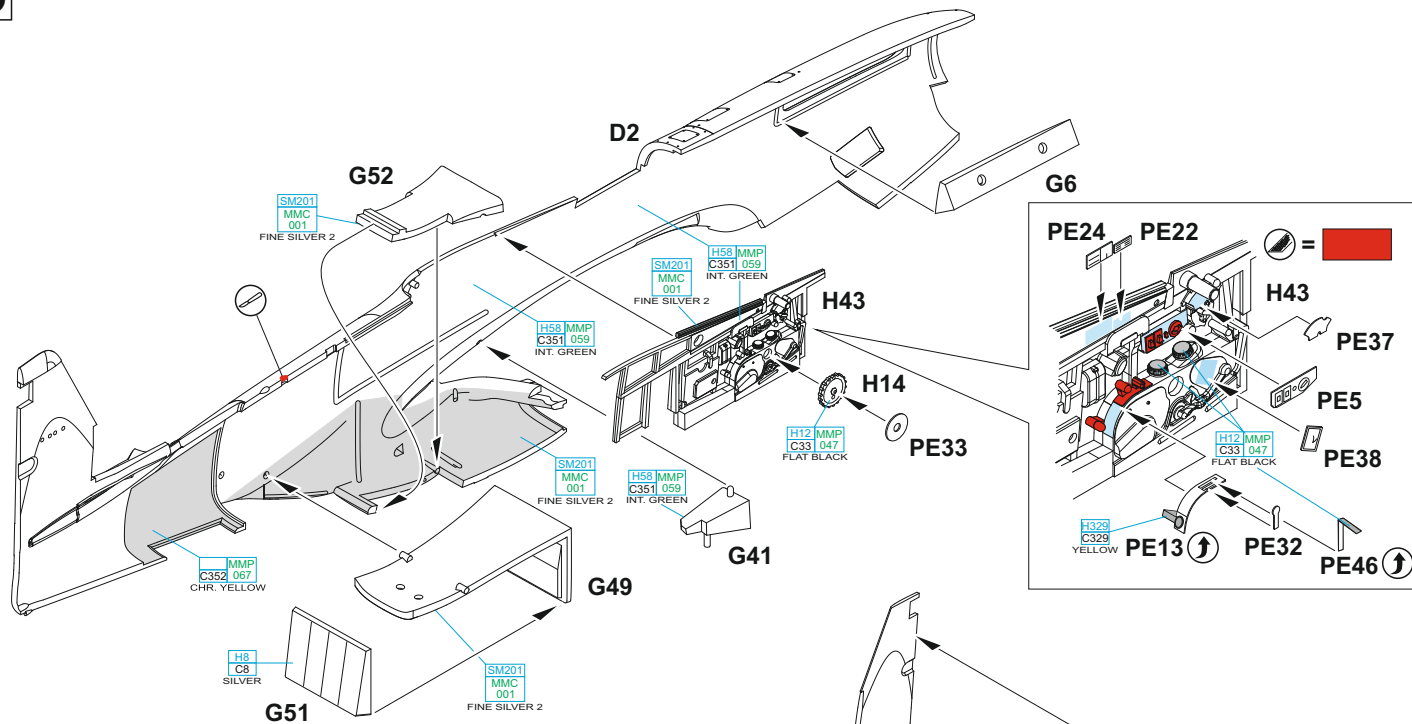


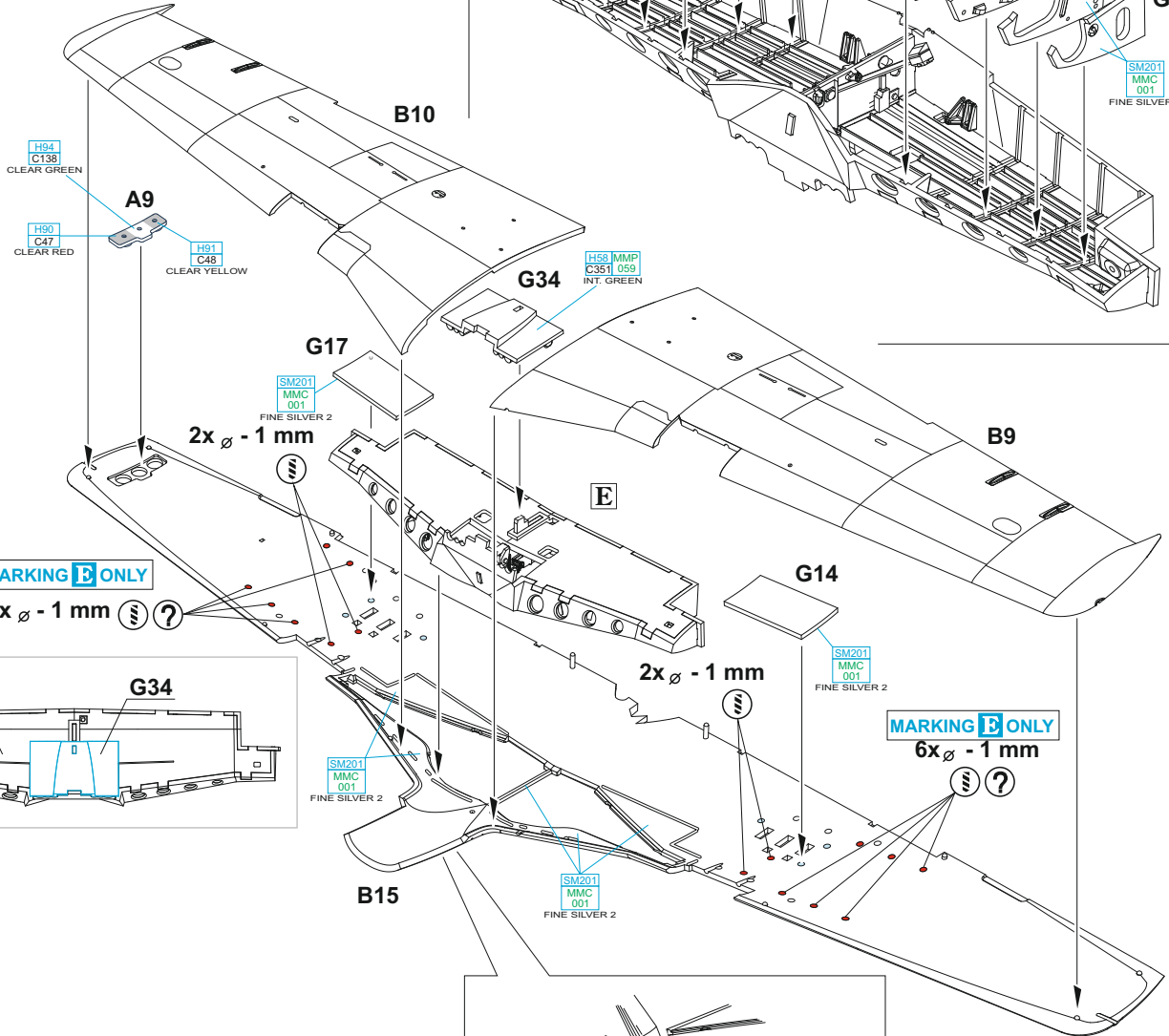
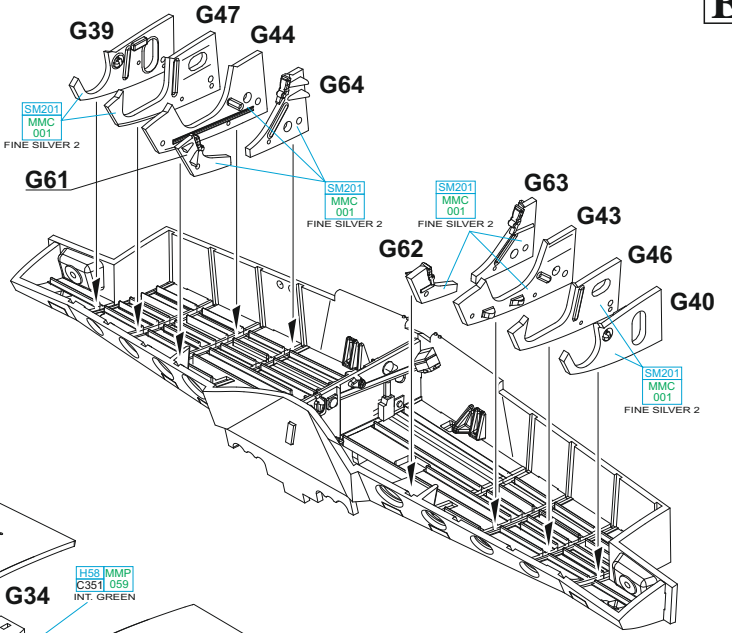
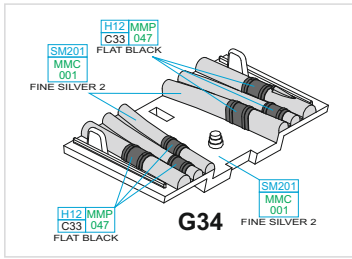
色

GSI Creos (GUNZE)		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

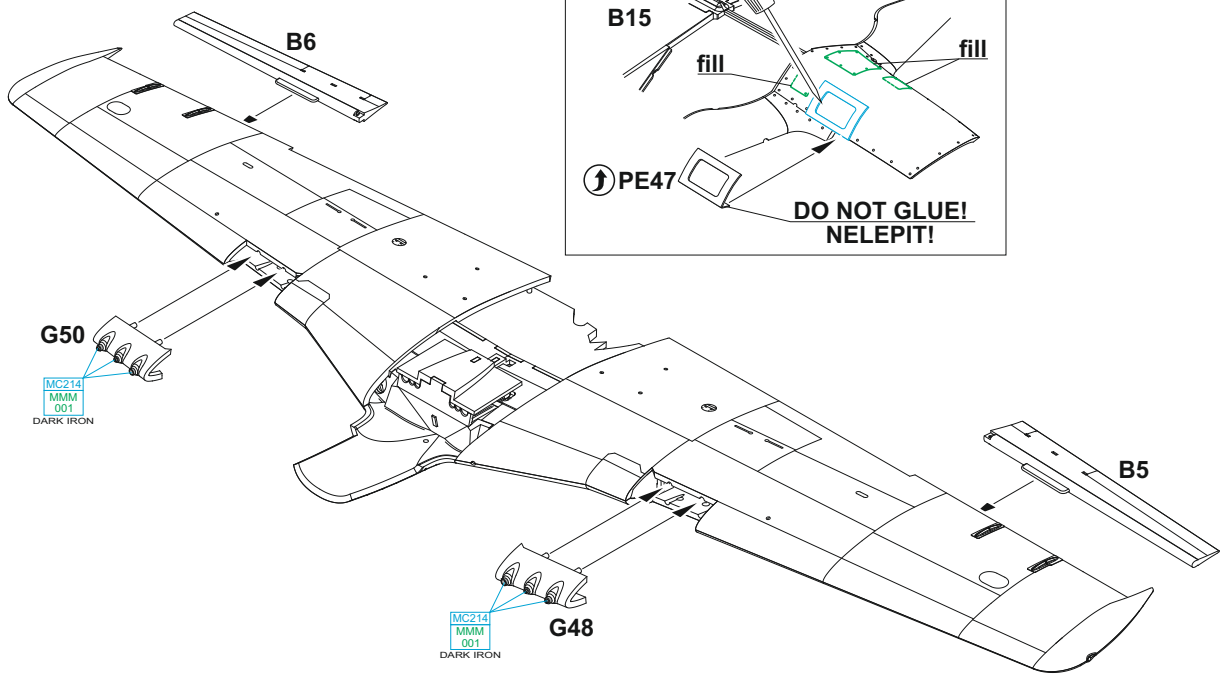
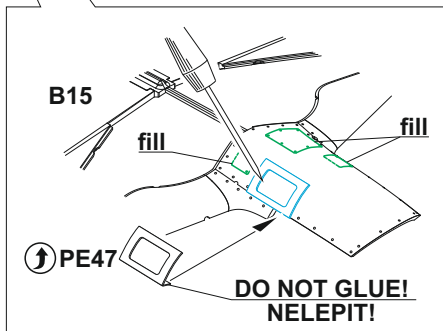
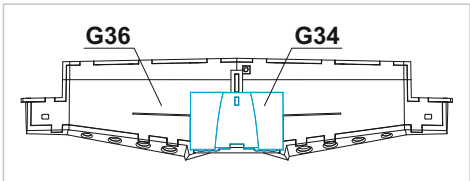
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H91	C48		CLEAR YELLOW
H94	C138		CLEAR GREEN
H327	C327	MMP-101	RED
H329	C329		YELLOW
	C352		YELLOW CHROMATE
Mr.METAL COLOR		METALLICS	
MC214		MMM-001	DARK IRON
Mr.COLOR SUPER METALLIC		METALLICS	
SM201		MMC-001	SUPER FINE SILVER
SM203			SUPER IRON
SM206		MMC-001	SUPER CHROME SILVER

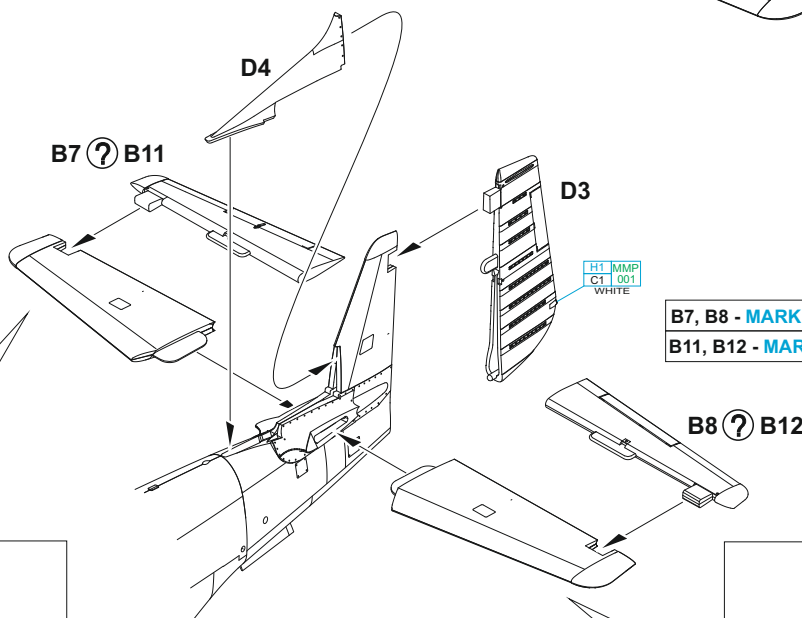
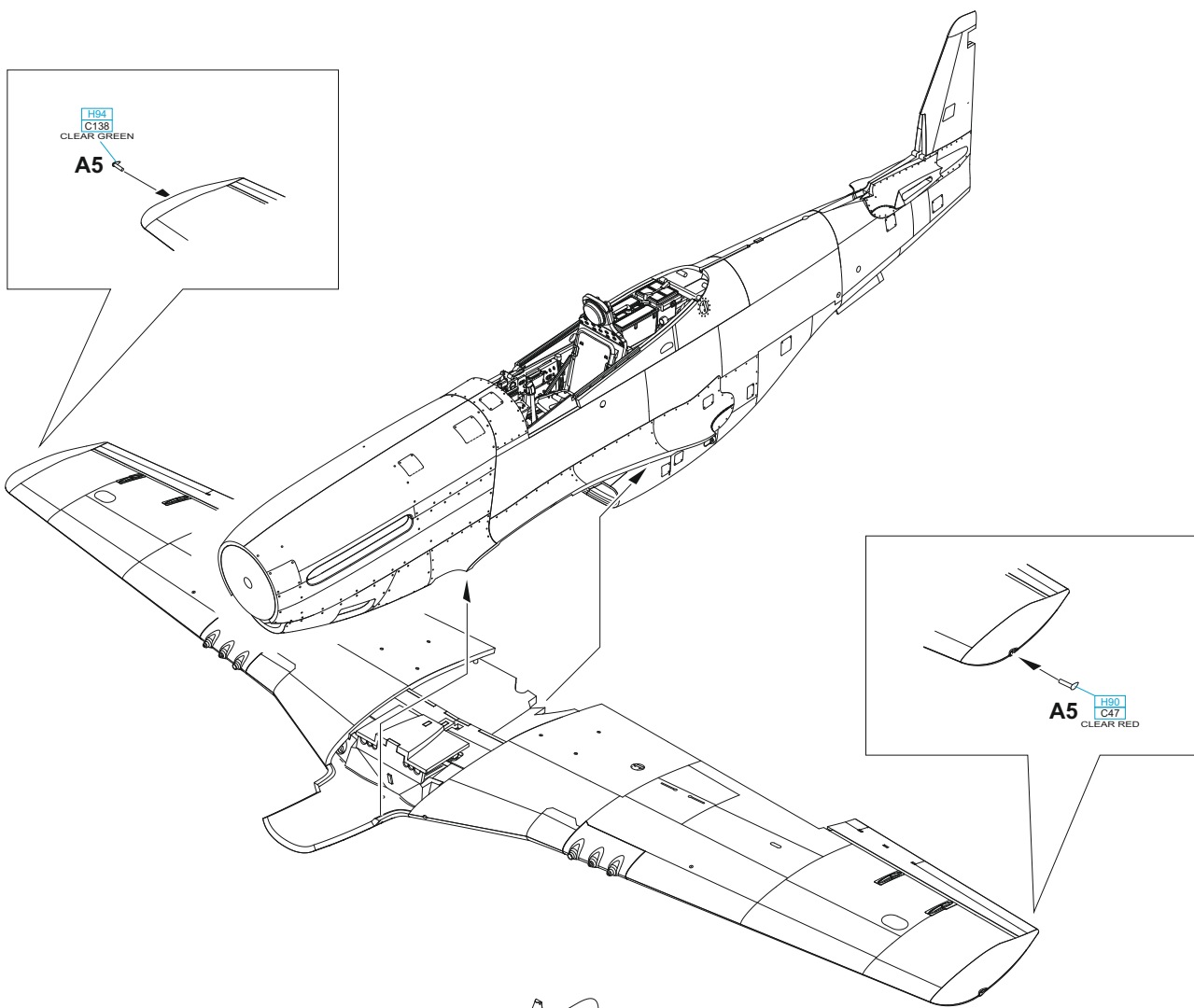
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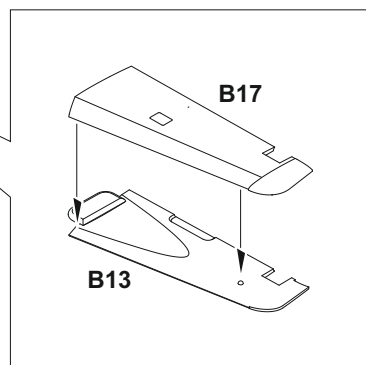
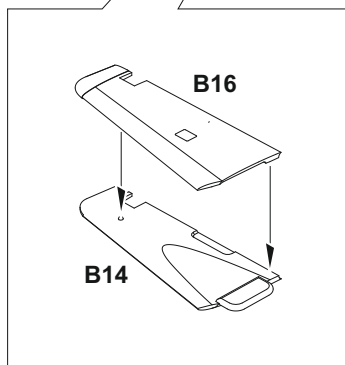


UPPER VIEW



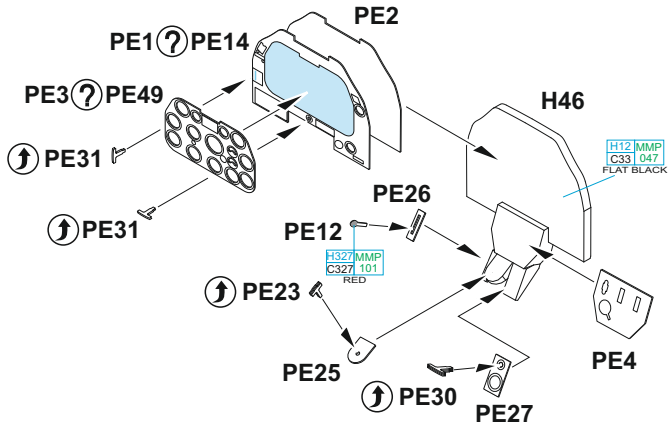


B7, B8 - MARKINGS C, D, E, F
B11, B12 - MARKINGS A, B

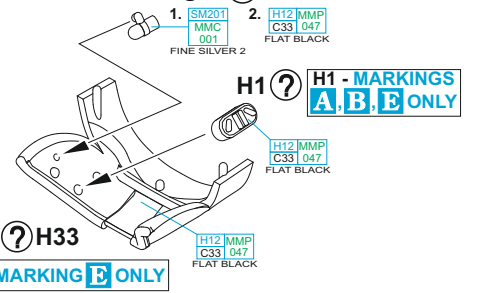


PE1, PE3 - MARKING D

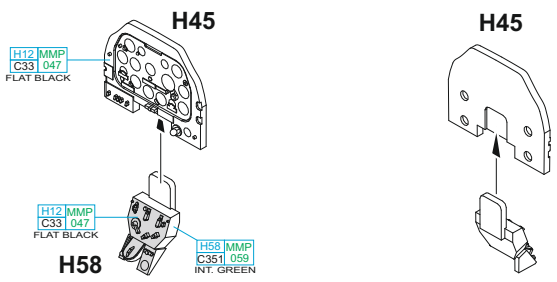
PE14, PE49 - MARKINGS A, B, C, E, F



A8 right ↔ A7 left



?

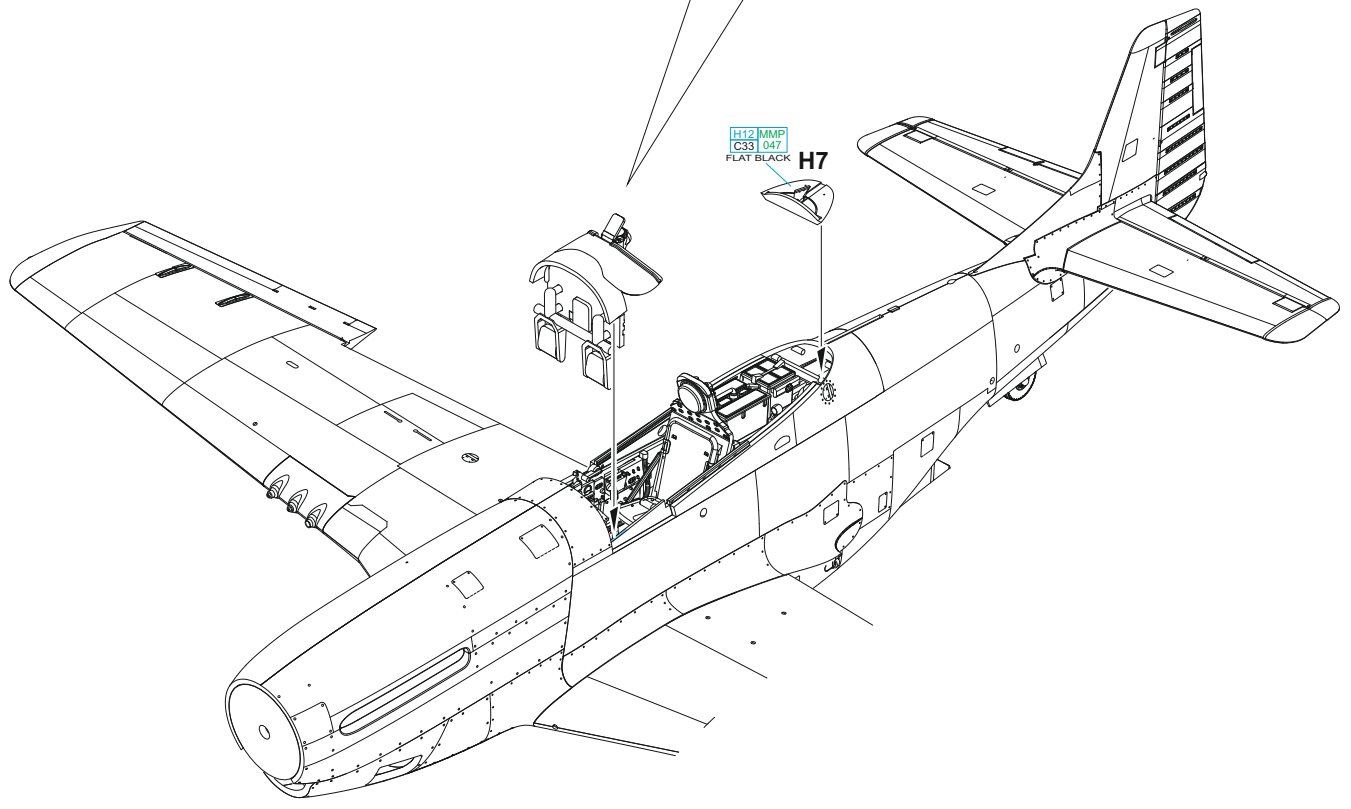
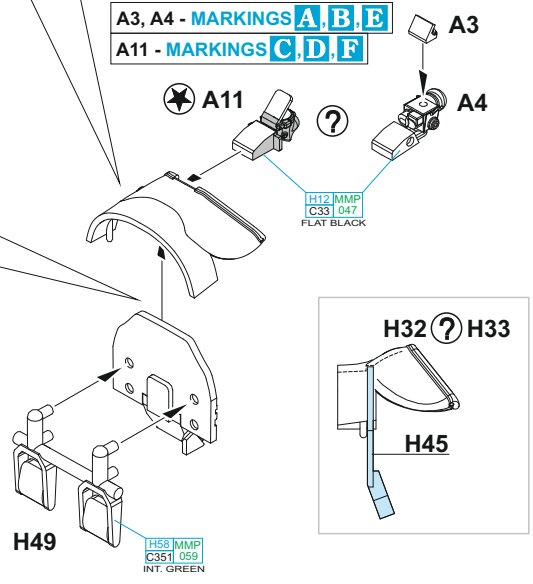


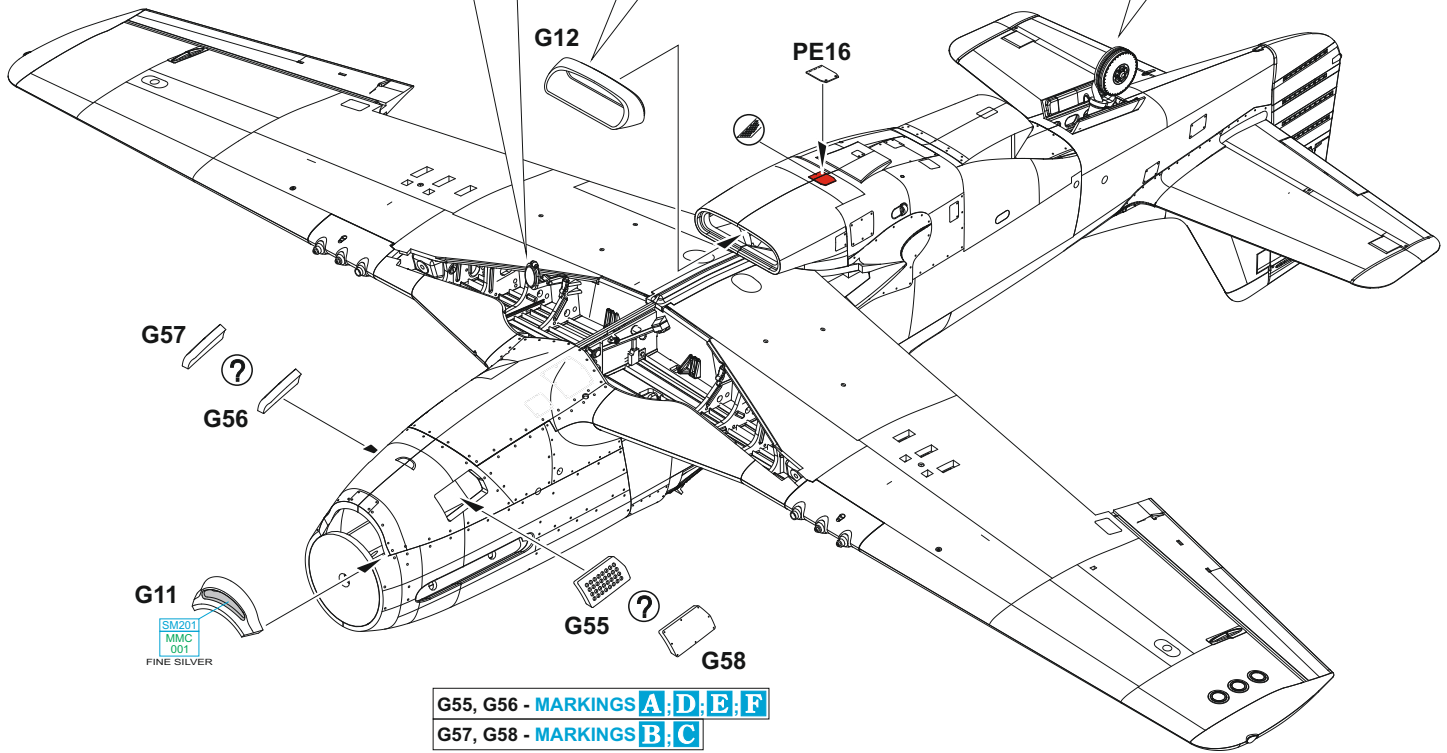
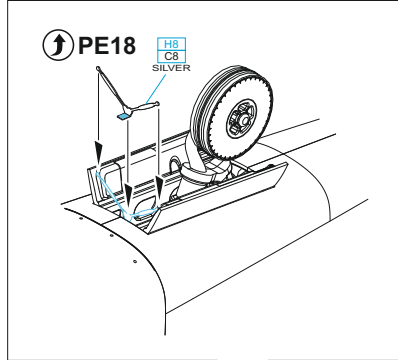
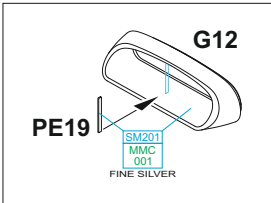
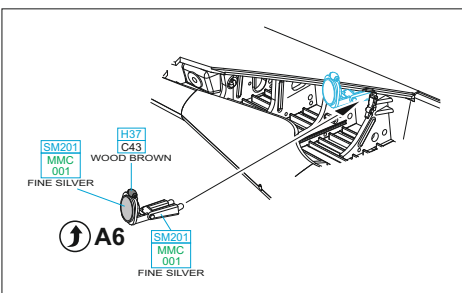
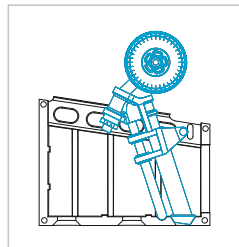
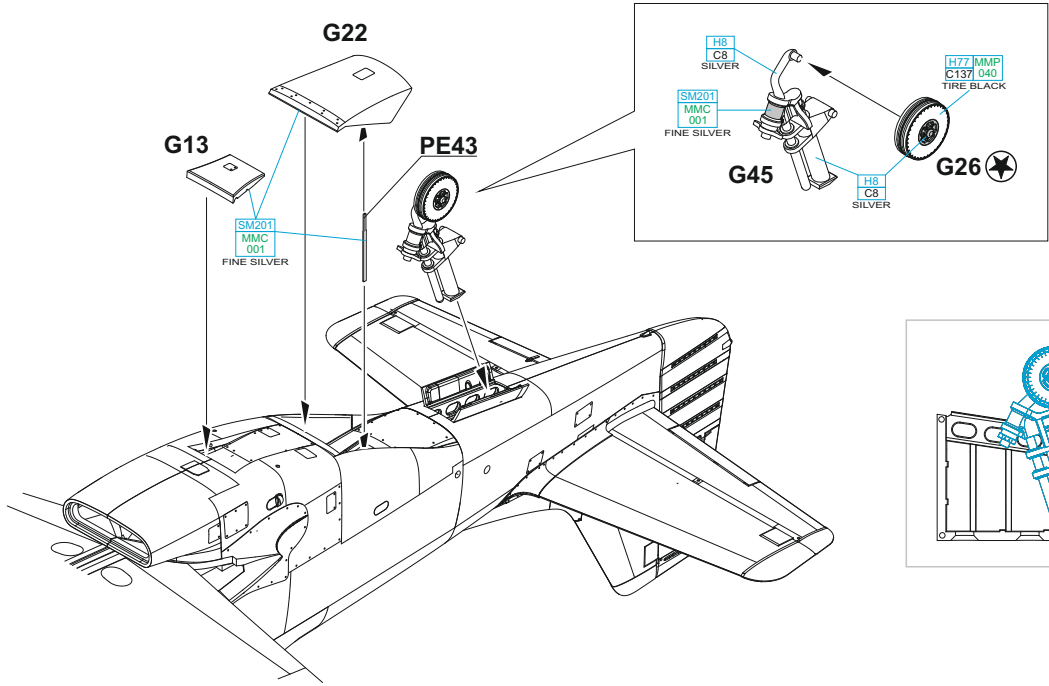
OPTIONAL:

decals 49, 50, 51, 52, 53 - MARKINGS A, B, C, E, F

decals 50, 51, 52, 53, 91 - MARKING D

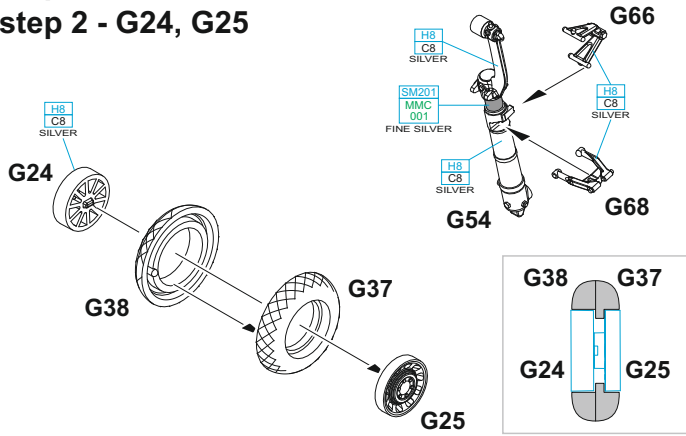
A3, A4 - MARKINGS A, B, E
A11 - MARKINGS C, D, F



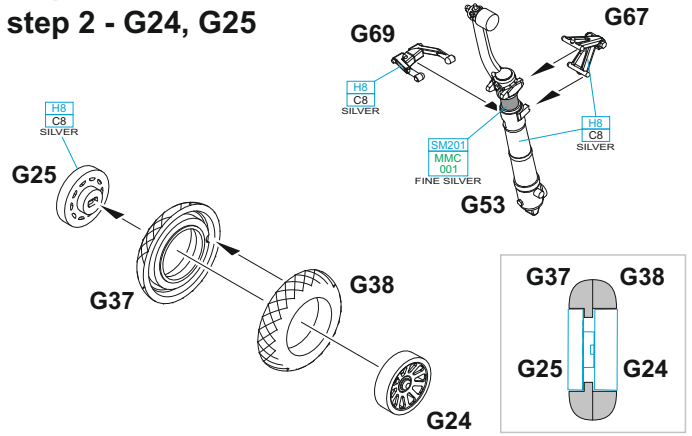


G55, G56 - MARKINGS **A, D, E, F**
 G57, G58 - MARKINGS **B, C**

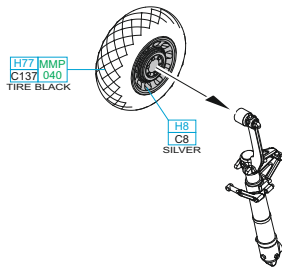
step 1 - G37, G38
step 2 - G24, G25



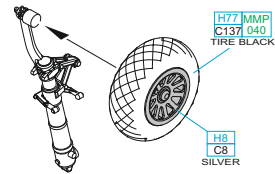
step 1 - G37, G38
step 2 - G24, G25



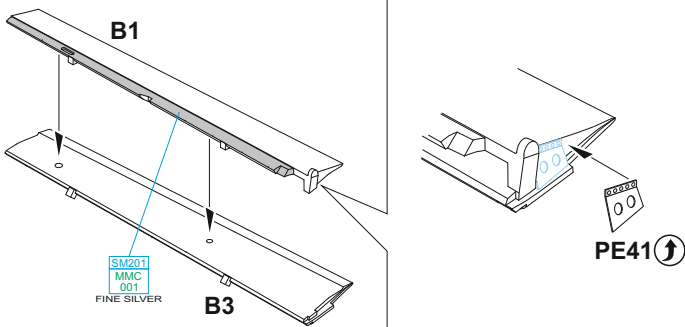
F



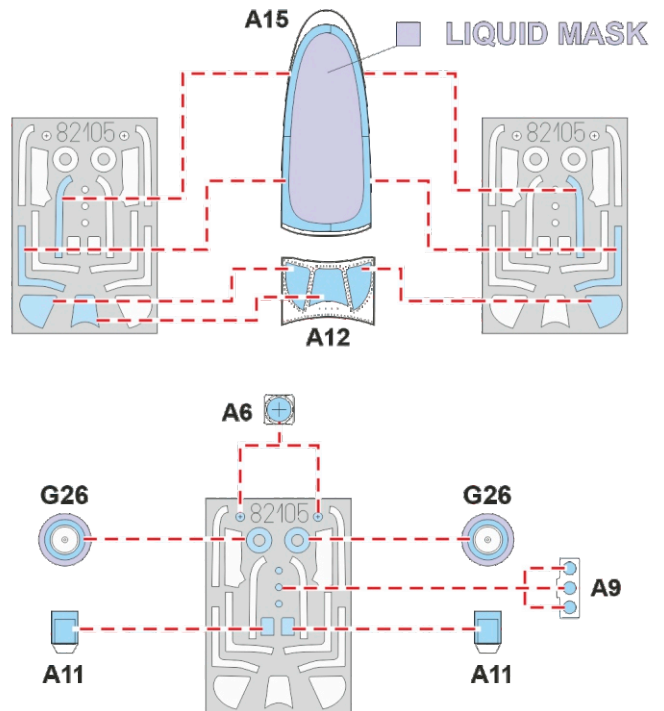
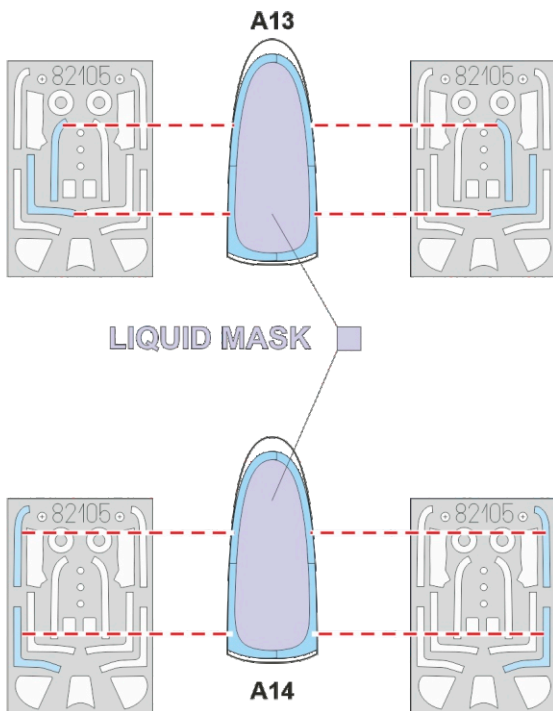
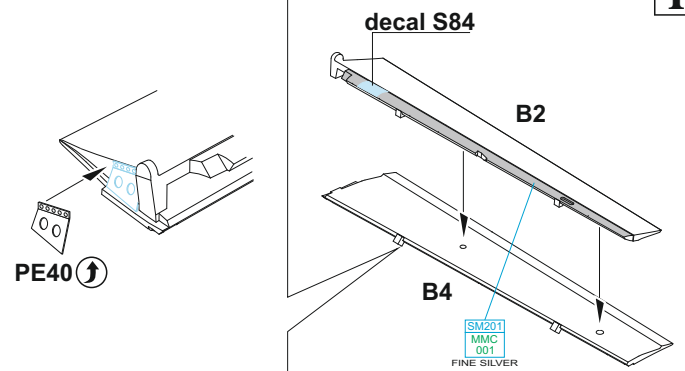
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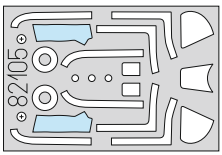
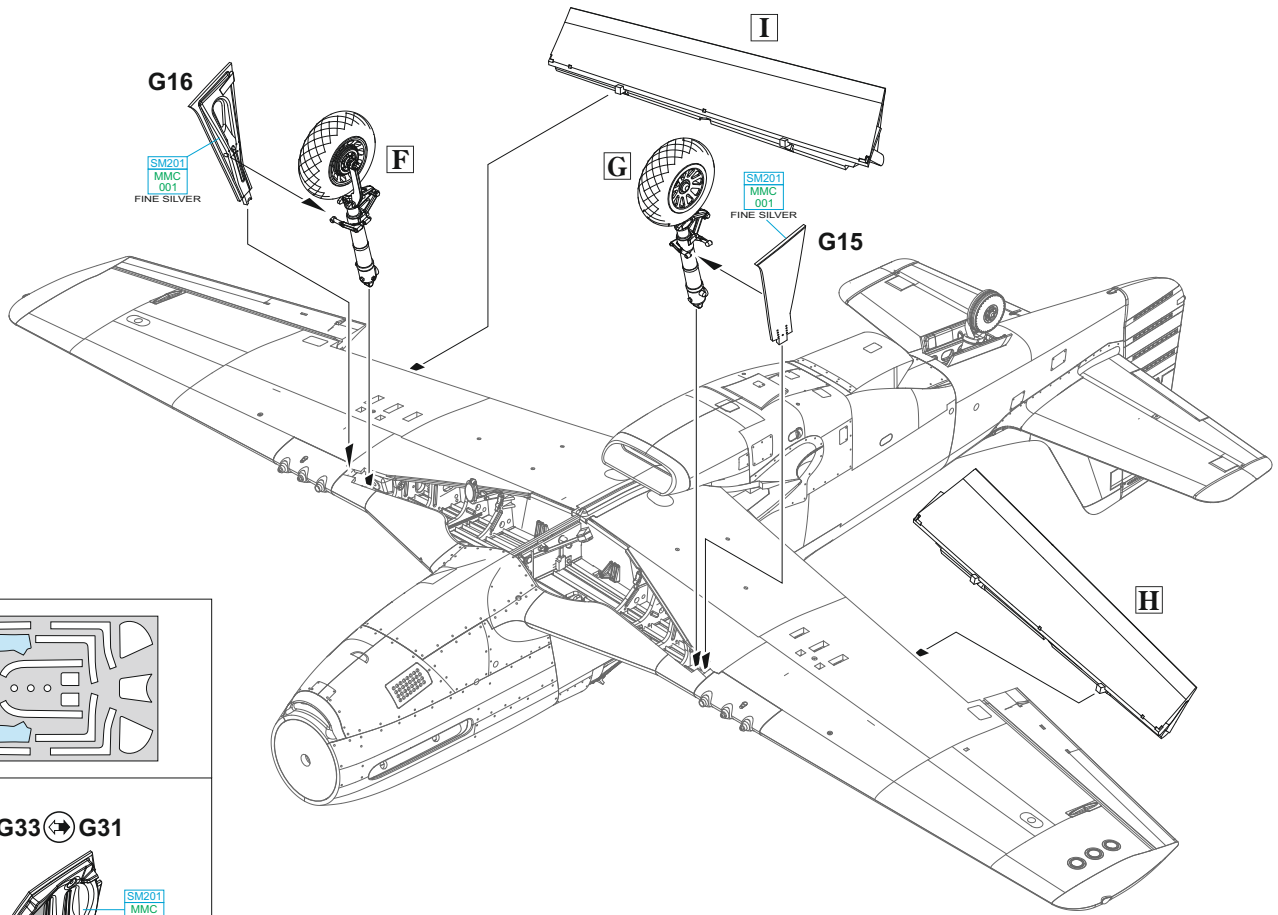


H

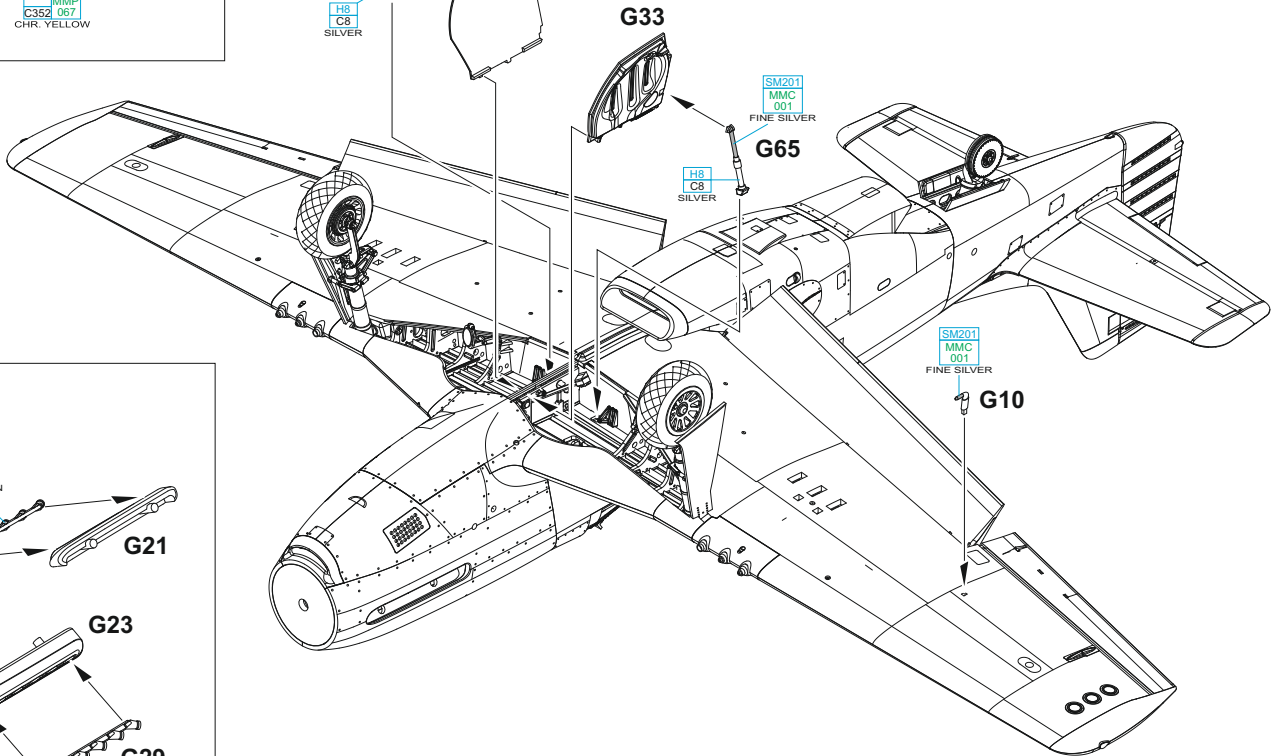
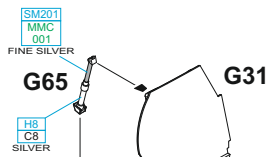
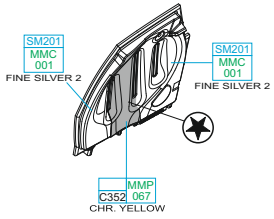


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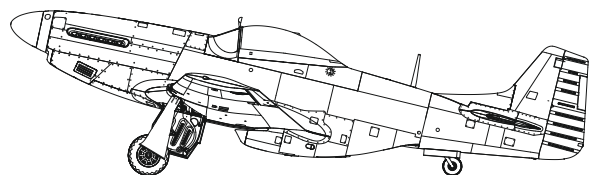
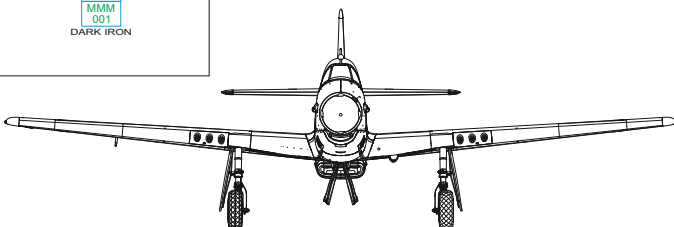
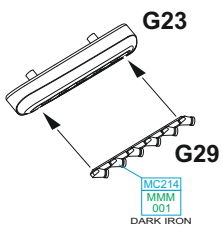
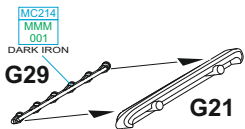




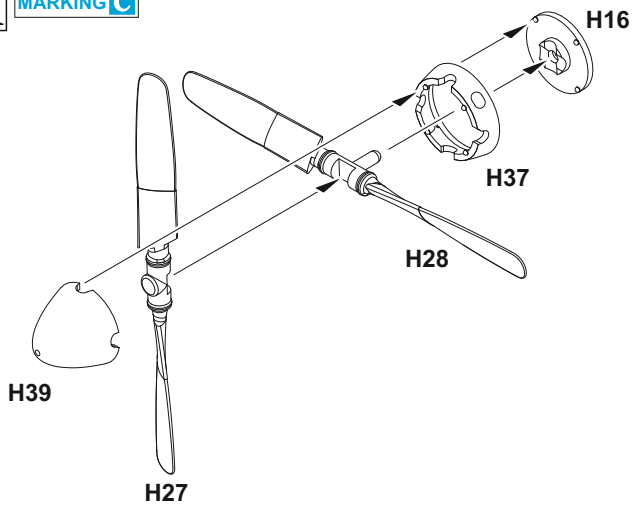
G33 → **G31**



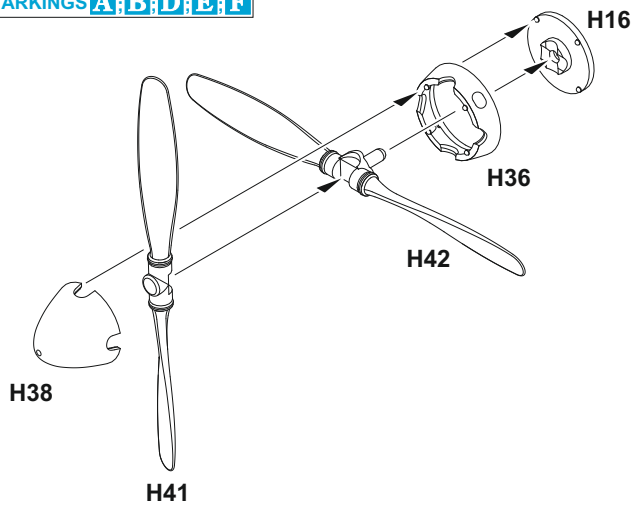
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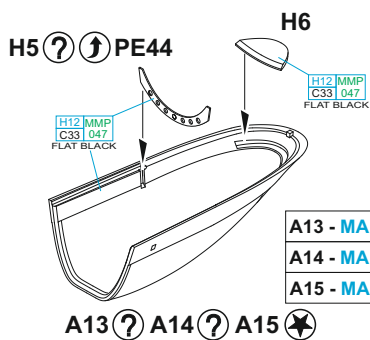
K MARKING C



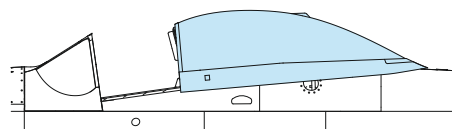
MARKINGS A, B, D, E, F



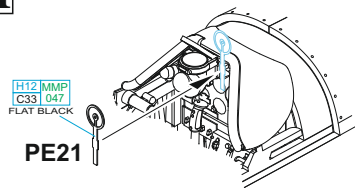
L



OPEN CANOPY POSITION



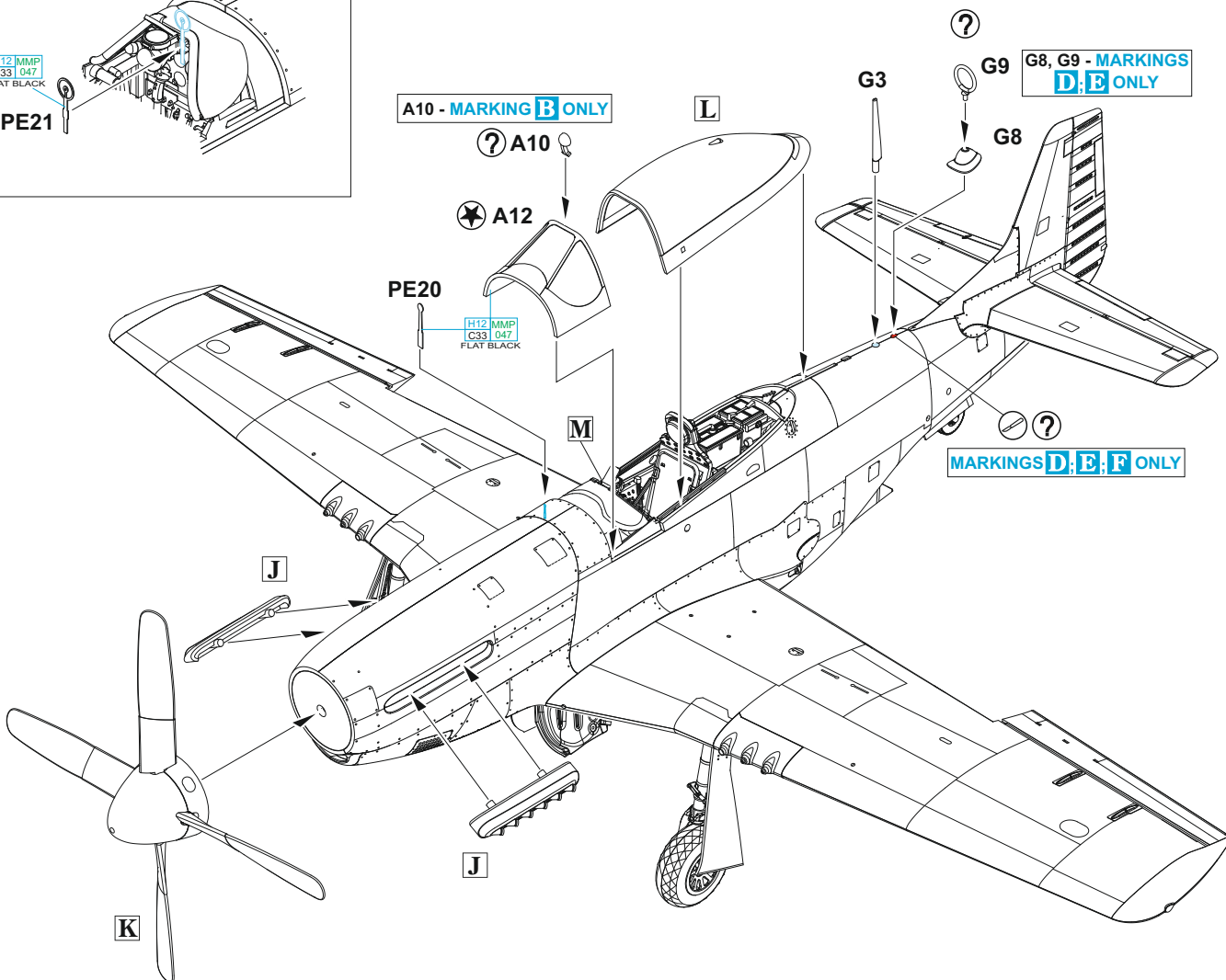
M



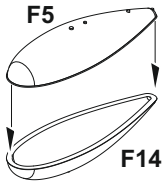
wire - MARKING F ONLY

wire \varnothing - 0,2 mm
l - 7 mm

A10 - MARKING B ONLY

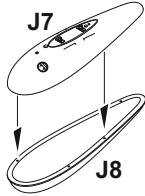


N 2 pcs. MARKING C

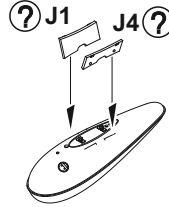


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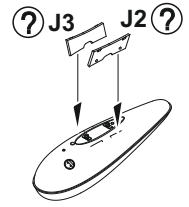
MARKINGS D, F 2 pcs.



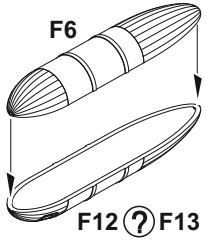
O



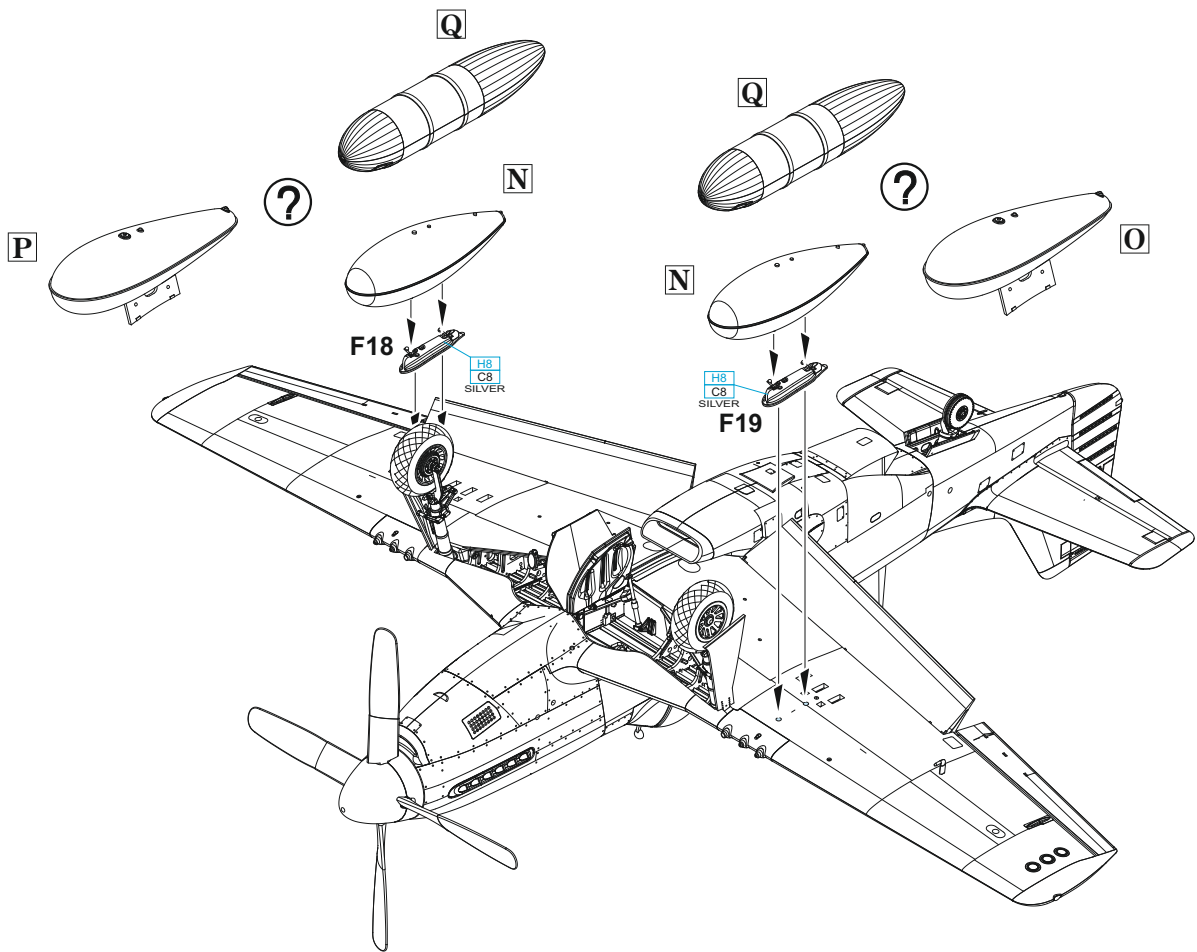
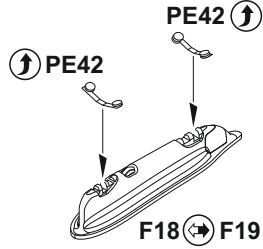
P



Q 2 pcs. MARKINGS A, B

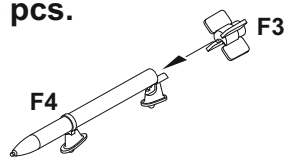


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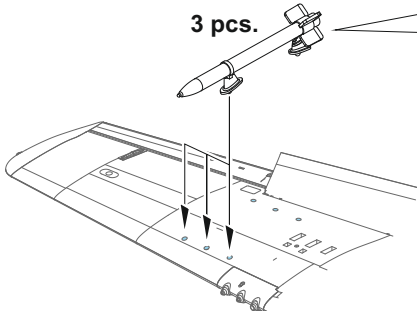


MARKING D ONLY

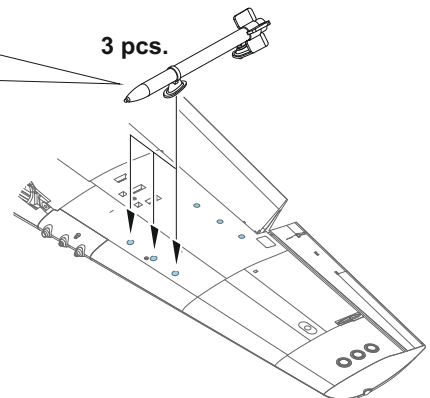
6 pcs.



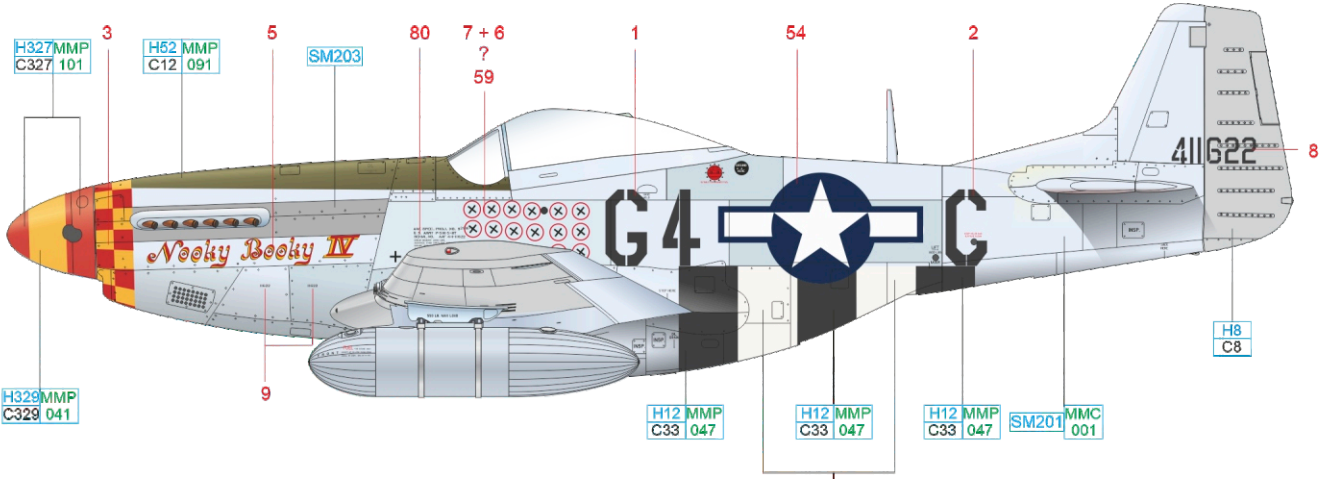
3 pcs.



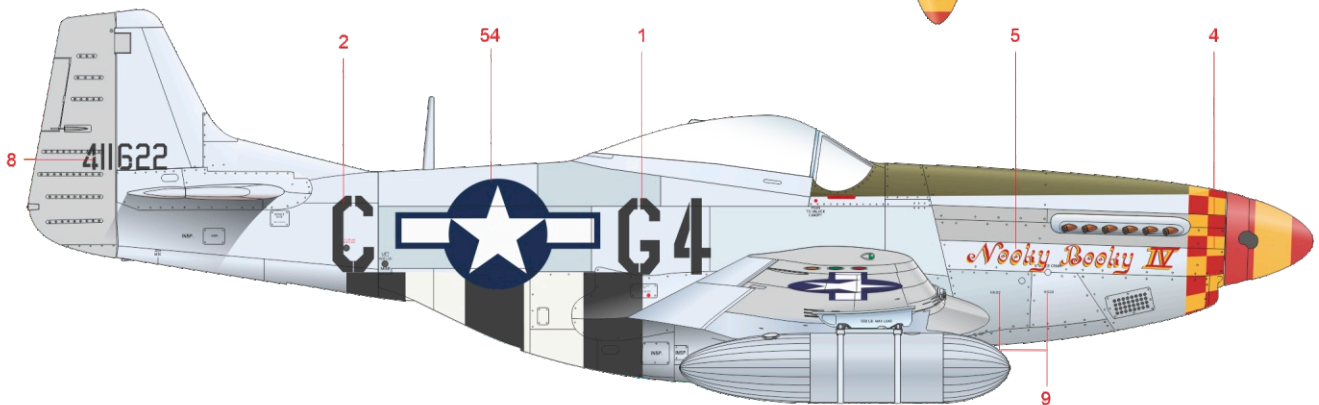
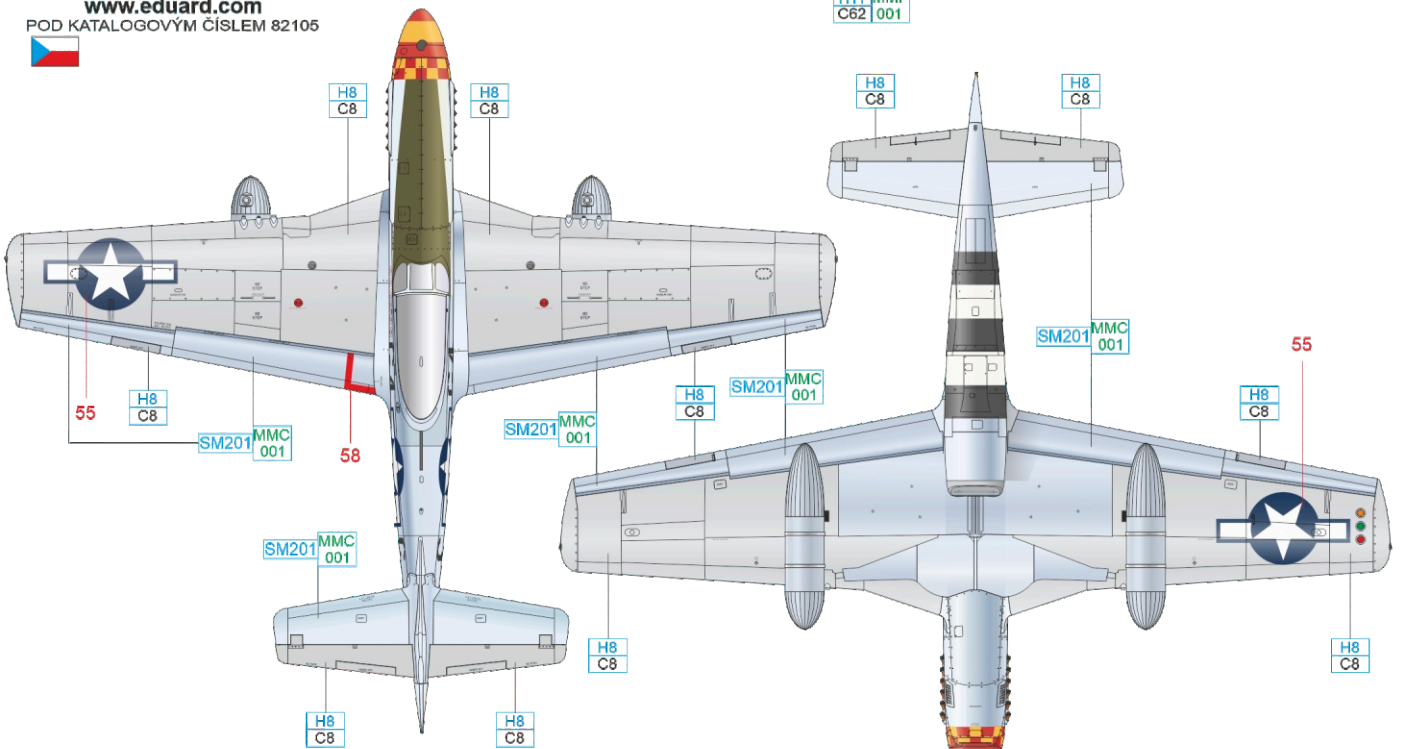
3 pcs.



The second most successful fighter group of the USAAF 8th AF and the most successful group equipped with P-51D and K Mustangs was 357th FG. During the conflict the unit destroyed 609 German aircraft in the air and 109 on the ground losing 128 of its own. 35 fighter aces served with 357th FG, Major Leonard Kyle Carson being the most accomplished one credited with 18.5 kills. Since January 1944 he served with 362nd FS and as of April 8, 1945 he became its commander. Secret of 357th FG success was its tactical training center nicknamed „Clobber College“ (possibly referring to tedious and detail oriented shoe repairing job) where the seasoned veterans passed their combat experience on the novice pilots. 362nd FS received its first P-51D only couple of days before the invasion to Normandy. „Kit“ Carson named all his aircraft „Nooky Booky“. In this case it was the airplane nr. 4. In the fall 1944 his aircraft sported eighteen kill markings in the form of the black swastikas in the red circle painted on the port side of the fuselage. The fuselage rear part still carried the traces of the invasion stripes. The nose was decorated with red and yellow checkerboard, spinner was in the same colors. Both were recognition markings of the 357th FG aircraft.



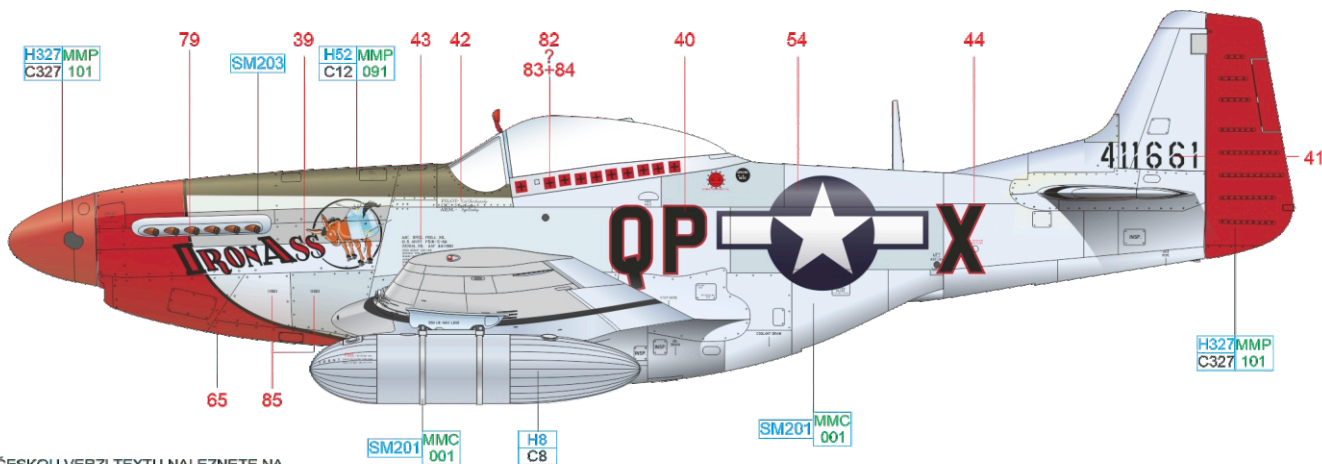
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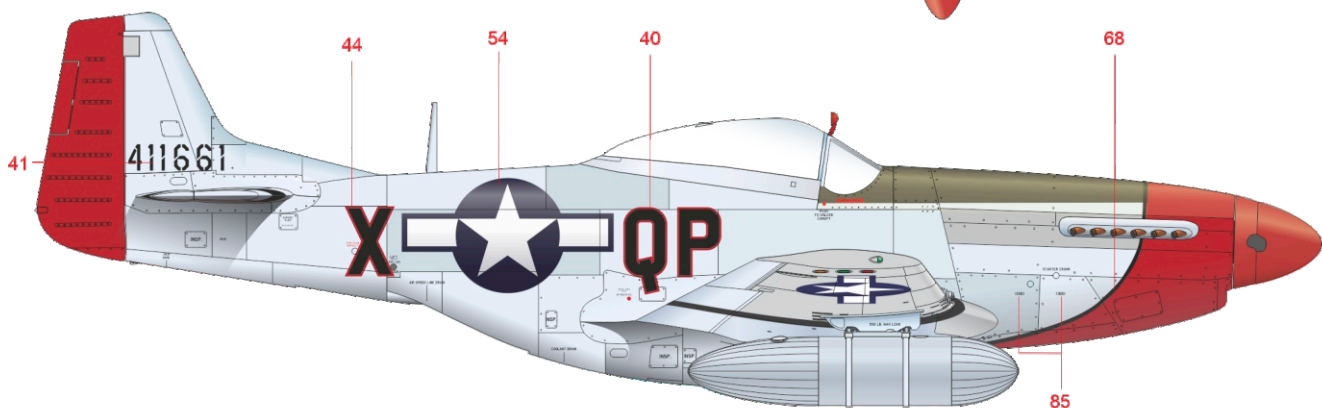
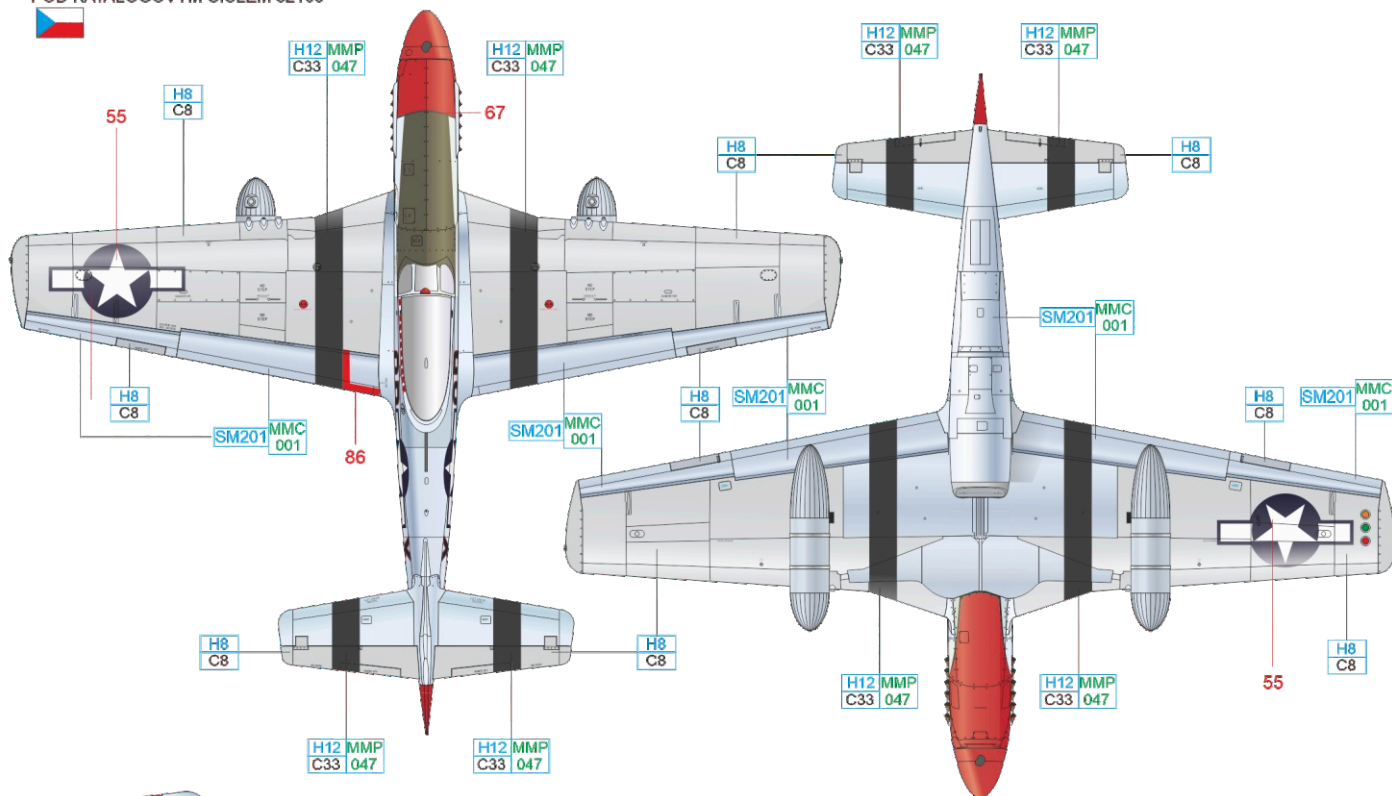
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203	SILVER	H8 C8
BLACK	H12 MMP C33 047	RED	H327 MMP C327 101	YELLOW	H329 MMP C329 041
				OLIVE DRAB	H52 MMP C12 091
				WHITE	H11 MMP C62 001

B P-51K-5, 44-11661, Lt. Col. Jack J. Oberhansly, 334th FS, 4th FG, 8th AF, Debden, United Kingdom, February 1945

Jack Junior Oberhansly was born on January 21, 1919 in the little town of Payson in Utah. He received his „wings“ on December 21, 1941 and after further training he was posted to 48th PS. In May 1942 he was ordered to 82nd FS with which was under the 78th FG command and with this unit, in November 1942 he was deployed to the Great Britain. In April the unit converted from P-38 to Thunderbolts with which it escorted 8th AF bombers on their missions over the occupied Europe. On August 7, 1943 Jack Oberhansly assumed the command of the 82nd FS and held this post until May 1944. From August 28 till December 3, 1944 he served as deputy commander of the whole 78th FG. On December 4, 1944 he was posted to 4th FG where he served as a deputy commander until February 26, 1945. After the end of hostilities he continued his career in the Air Force. From 1946 till August 1948 he commanded the 191st FS of the Utah ANG. During the WWII he was credited with six kills, all while flying with 78th FG. Jack J. Oberhansly passed away on September 6, 1982 in San Clemente, California. Oberhansly's aircraft sported the nose painted in red which was the 4th FG recognition marking, the red tails identified 334th FS airplanes.



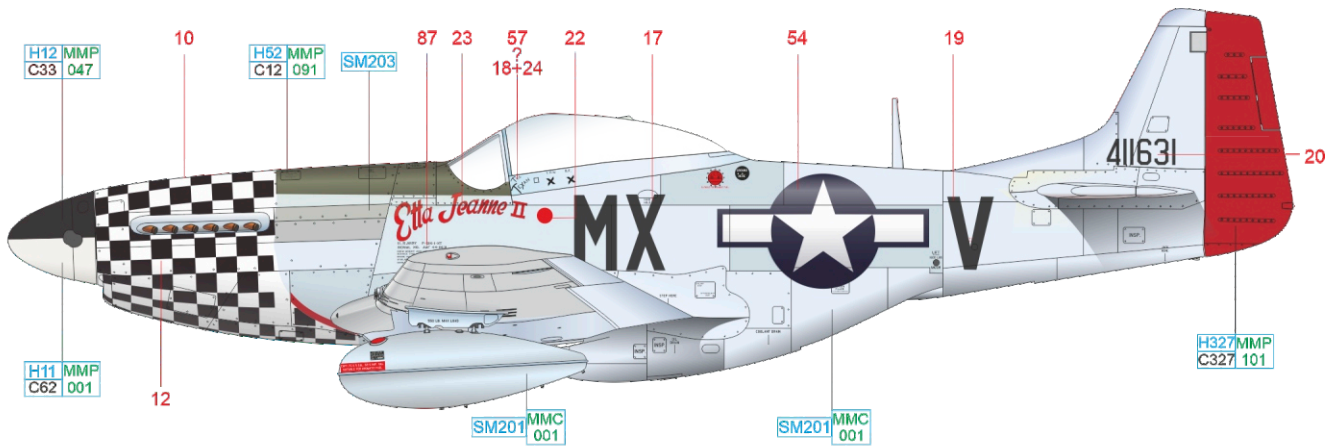
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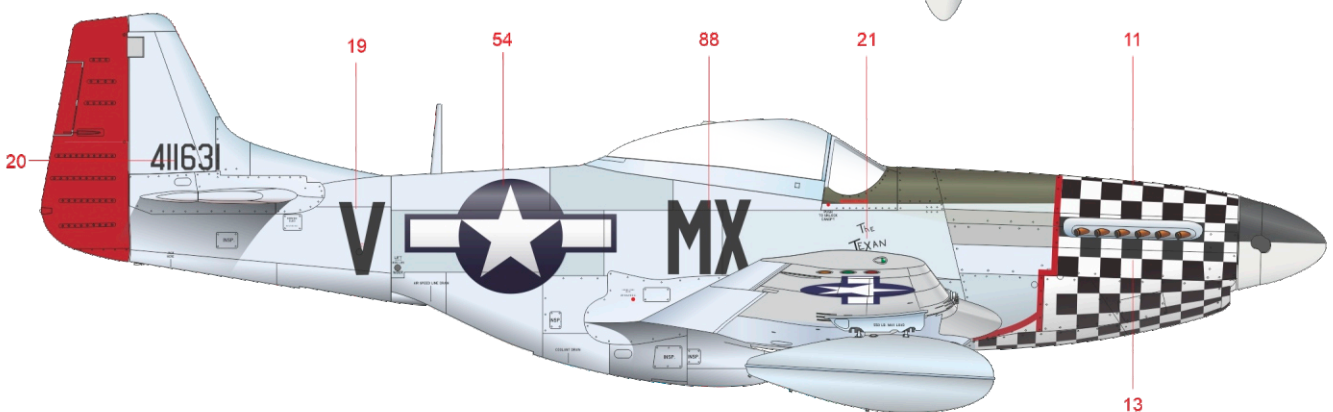
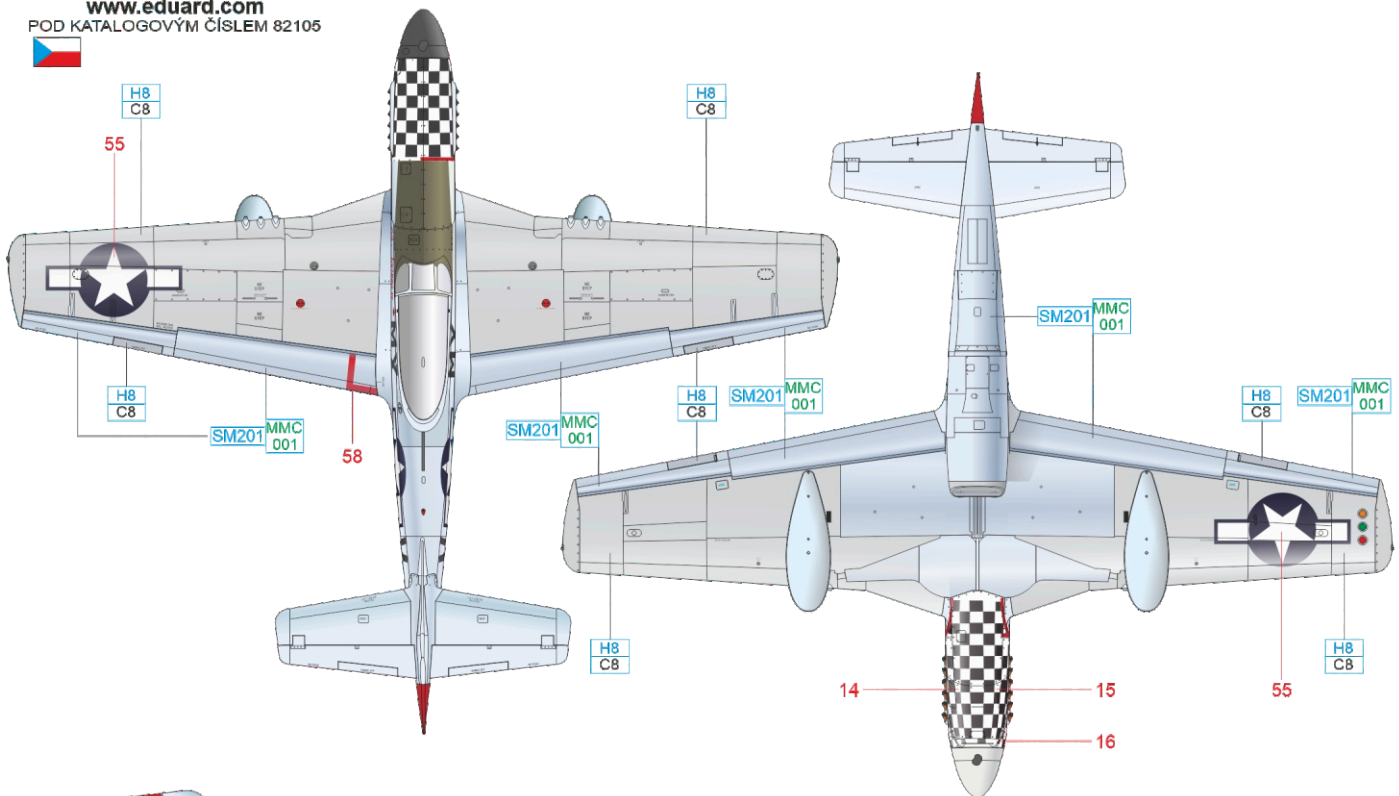
SUPER FINE SILVER	SM201	MMC 001	SUPER IRON	SM203	SILVER	H8 C8
OLIVE DRAB	H52 MMP C12 091	RED	H327 MMP C327 101	BLACK	H12 MMP C33 047	

C P-51K-5, 44-11631, Lt. Huie Lamb, 82nd FS, 78th FG, 8th AF, Duxford, United Kingdom, March 1945

Native of Abilene, Texas, Huie Lamb, flew with 82nd FS since August 1944, first on Thunderbolts and then, after the unit's re-equipment in December 1944, on the Mustangs. Huie Lamb's first combat mission on P-51 on December 29, 1944 ended up with the involuntary „swimm“ in the Channel's waves as a result of the radiator malfunction. He was rescued by the British Walrus whose crew had been alerted by Lamb's wingman John C. Childs. At the end of the war Lamb's score stood at 2.5 enemy aircraft shot down and three more destroyed on the ground. One of his aerial kills was Me 262 jet shot down on October 15, 1944. On March 19, 1945 he was credited with ½ kill of the Arado Ar 234 jet. Mustangs flown by Huie Lamb were named Etta Jeanne after his younger sister. The nose of his Etta Jeanne II (previous one ended up in the ocean) was decorated with 78th FG recognition markings consisting of black and white checkerboard. P-51K Mustangs manufactured in Dallas, Texas left the production line equipped with Aero products propellers but Etta Jeanne II is demonstrably equipped with Hamilton Standard propeller.



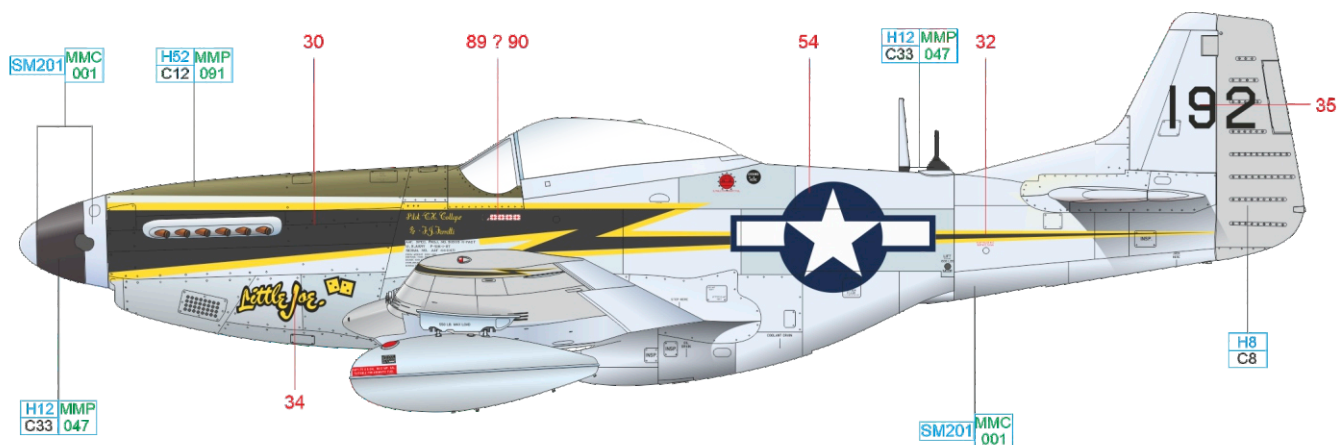
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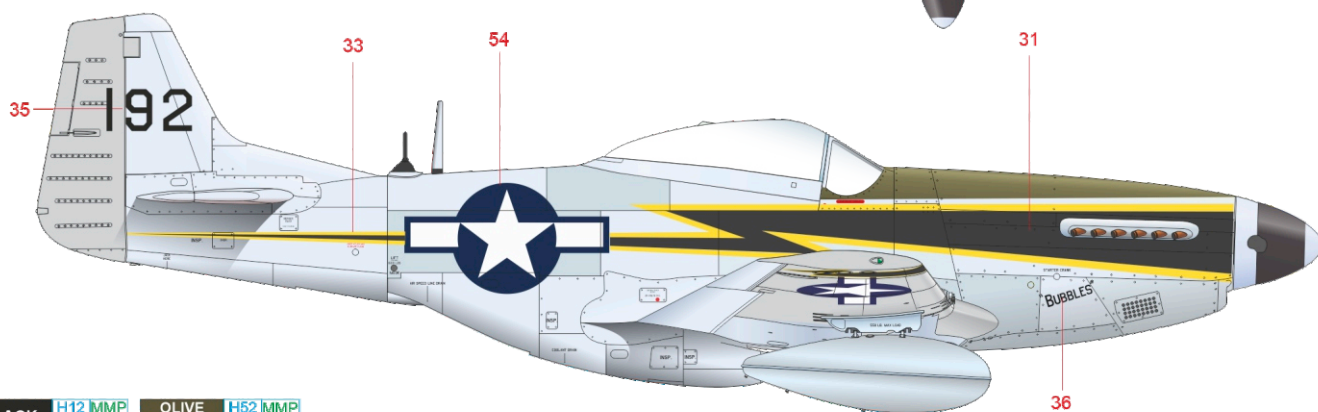
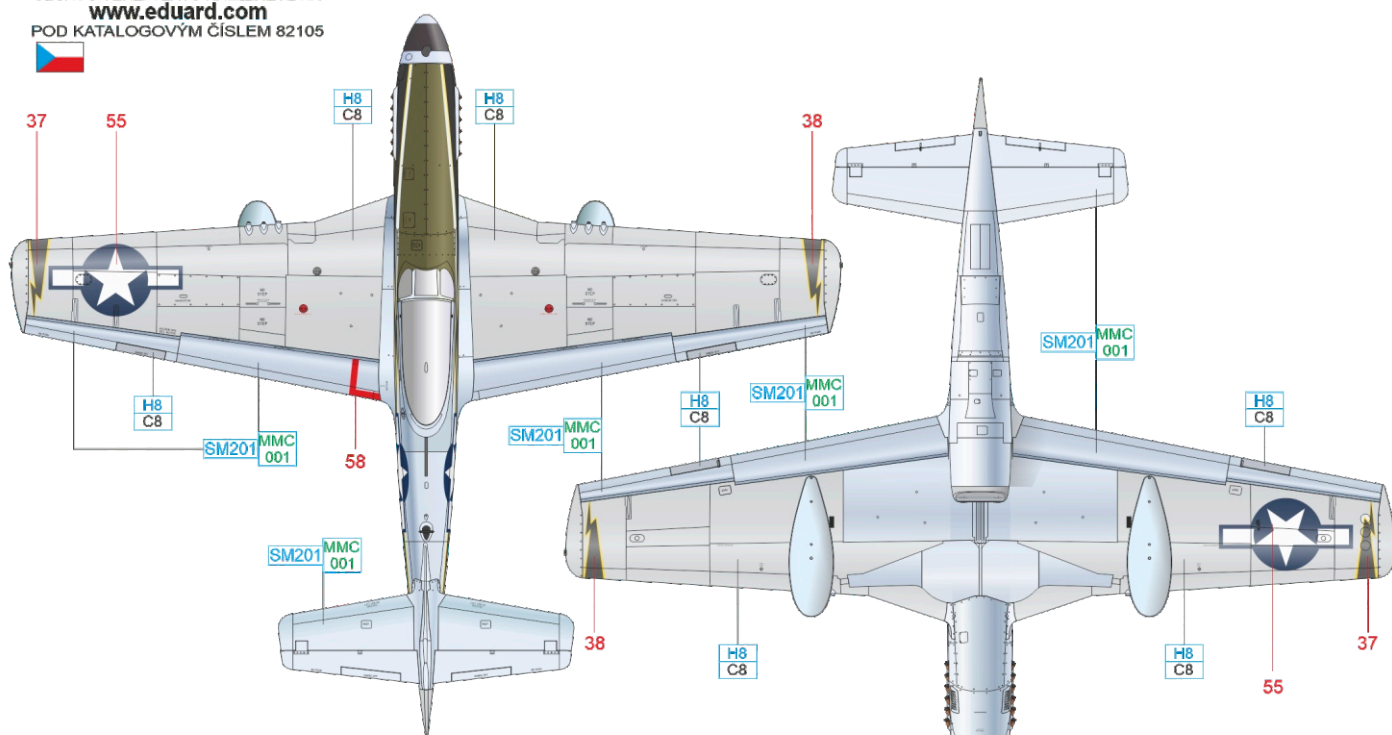
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203	SILVER	H8 C8
OLIVE DRAB	H52 MMP C12 091	RED	H327 MMP C327 101	BLACK	H12 MMP C33 047
				WHITE	H11 MMP C62 001

D P-51K-1, 44-11471, Lt. Carl H. Colleps, 118th FRS, 23rd FG, 14th AF, Cheng Kung, China 1945

118th TRS history dates back to August 31, 1917 when the 118th Aero Squadron commenced its operations in France. In 1923 the unit was redesignated as 118th Observation Squadron operating within the Connecticut National Guards. After the Japanese attack on Pearl Harbor it was assigned a mission of anti-submarine patrols at the Atlantic coast. In August 1942 the unit was withdrawn from this assignment and ordered to prepare for the overseas deployment. In October 1943, already established as the 118th Tactical Reconnaissance Squadron it was attached to the 23rd Fighter Group flying within 14th AF in the CBI theatre of operations (China-Burma-India). Flying P-40s its mission was initially to defend the airports in India out of which B-29s operated. In May 1944 another transfer followed, this time to China. There the unit flew the fighter and fighter-bomber sorties, the reconnaissance missions were rather rare. The unit performed these type of missions until the end of hostilities. After the return to the USA the unit was again integrated into the Connecticut Air National Guards. It is still active currently flying C-130H Hercules under the designation of 118th Airlift Squadron. 118th TRS Mustangs recognition marking were black, yellow trimmed lightnings on the fuselage sides and smaller ones on the wingtips. The aircraft named Little Joe, carrying 192 numeral on the tail sports 5 Japanese flags painted under the windshield indicating five enemy aircraft destroyed on the ground as flown by Lt. Colleps.



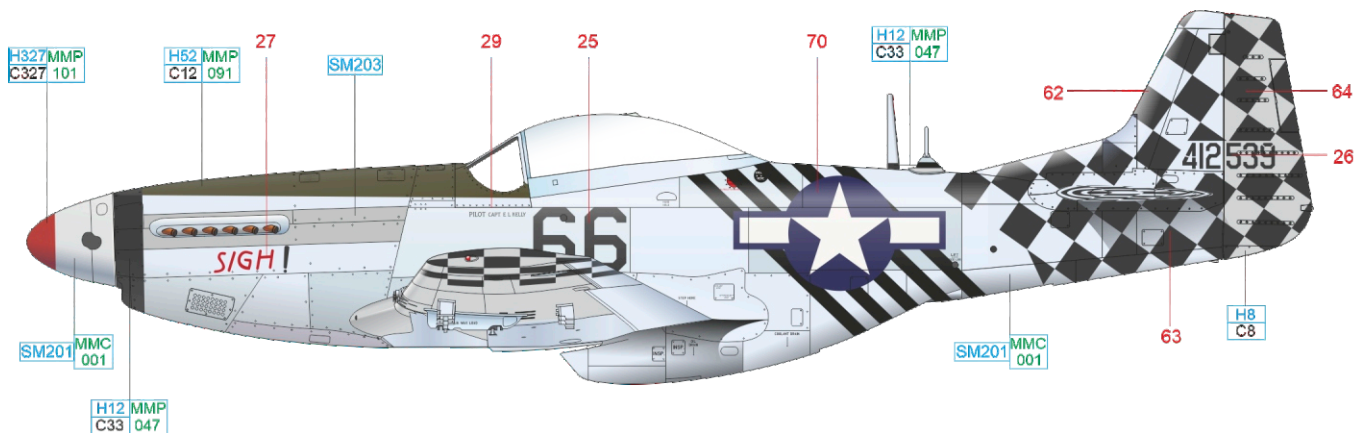
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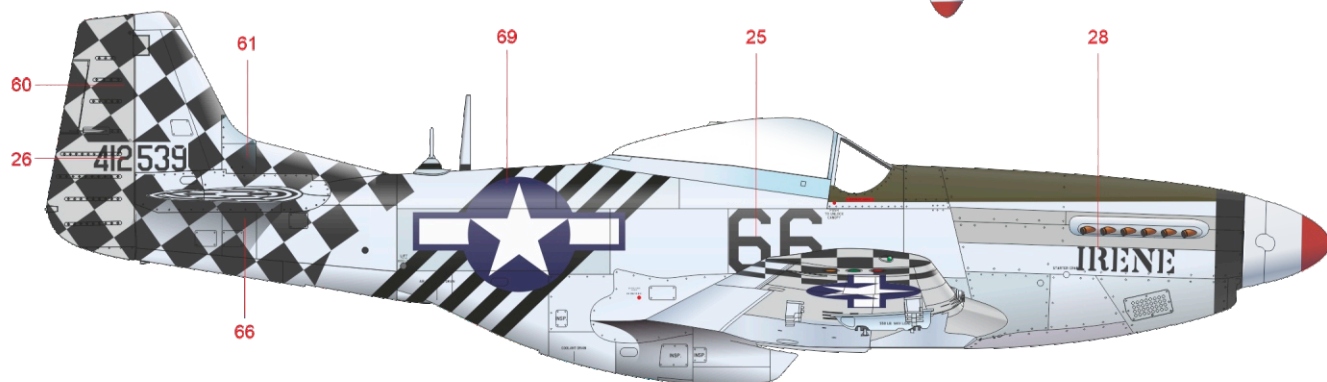
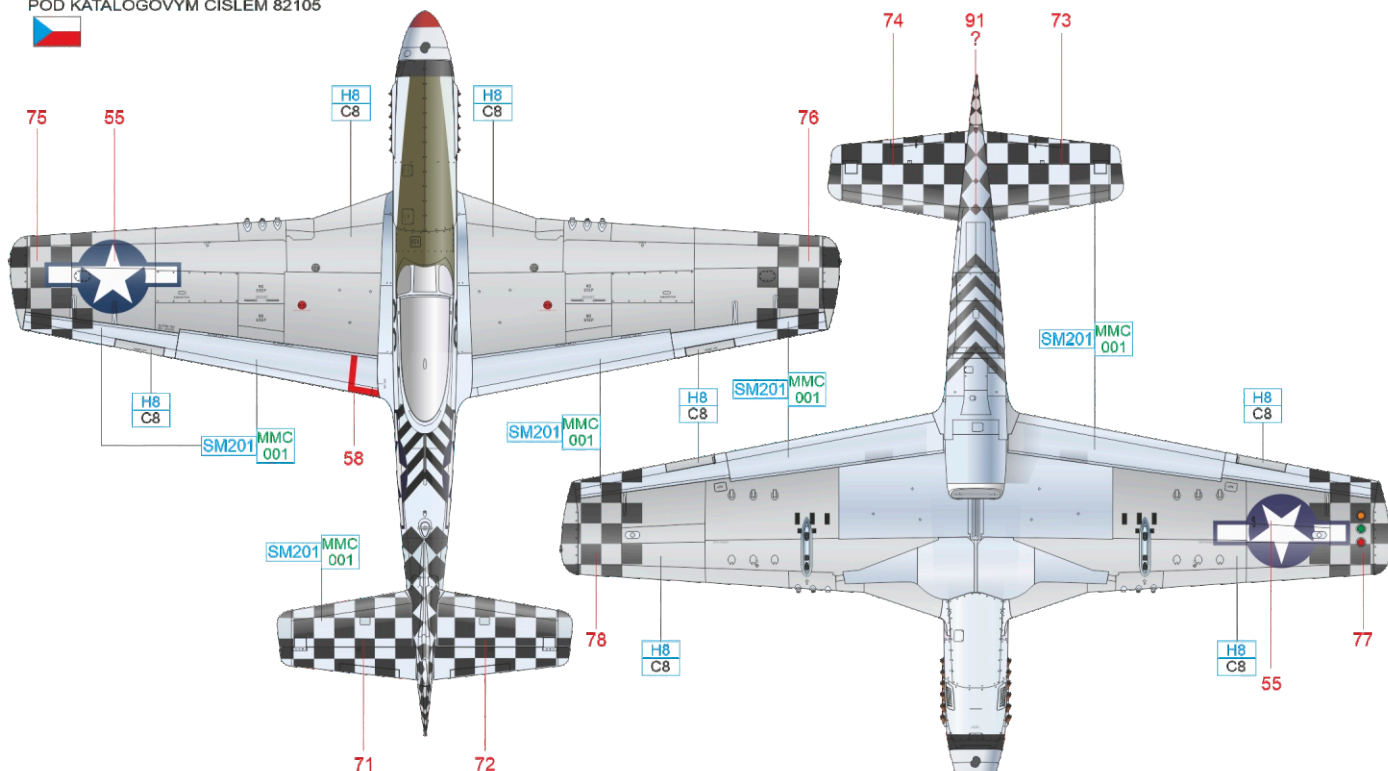
BLACK	H12 MMP C33 047	OLIVE DRAB	H52 MMP C12 091
SUPER FINE SILVER	SM201 MMC 001	SILVER	H8 C8

E P-51K-10, 44-12539, Lt. Everett Kelly, 6th FS, 1st Air Commando Group, 10th AF, Asansol, India, summer 1945

Everett Kelly took part in the air combat over Burma on October 14, 1944 within 1st Air Commando Group part of which was the 6th Fighter Group flying P-47D Thunderbolts. During his return from his first mission, the attack at the Mingaladon airport, he shot down a Japanese Ki-43. He failed to score afterwards. His unit was primarily focused on attacking the ground targets. 6th FS commenced its conversion to P-51D/K in the second half of May 1945 at Kalaikunda airport where it gave up their beloved but war-weary Thunderbolts. The unit did not see combat until the end of WWII and after its return to the USA on November 3, 1945 it was disbanded. Same as the 51st FS custom already fighting in CBI, 6th FS decorated its aircraft with the checkerboard on the tail surfaces. Kelly's Mustang carried the inscription „Sigh!“ on the nose port side and „Irene“ adorned the starboard side.



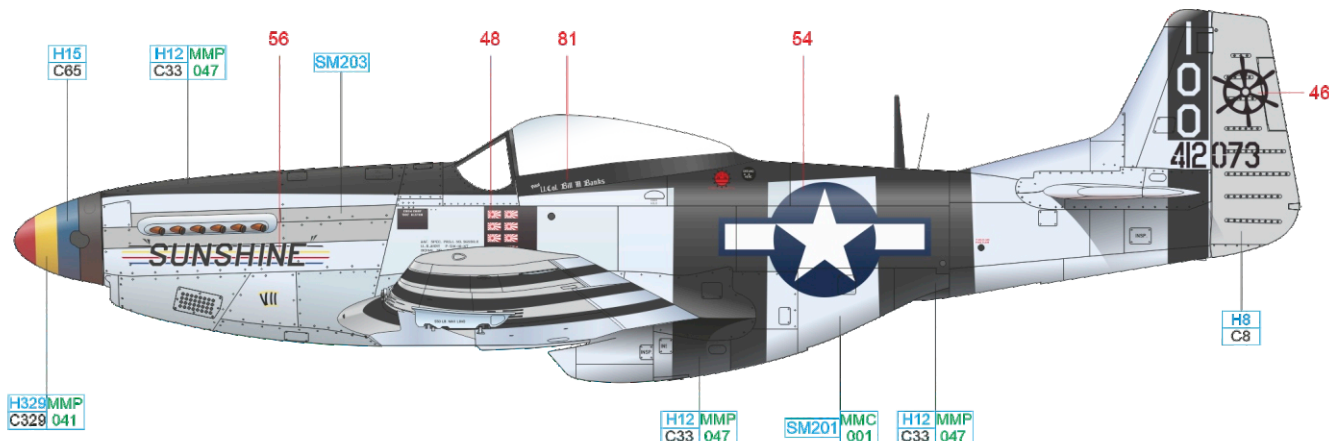
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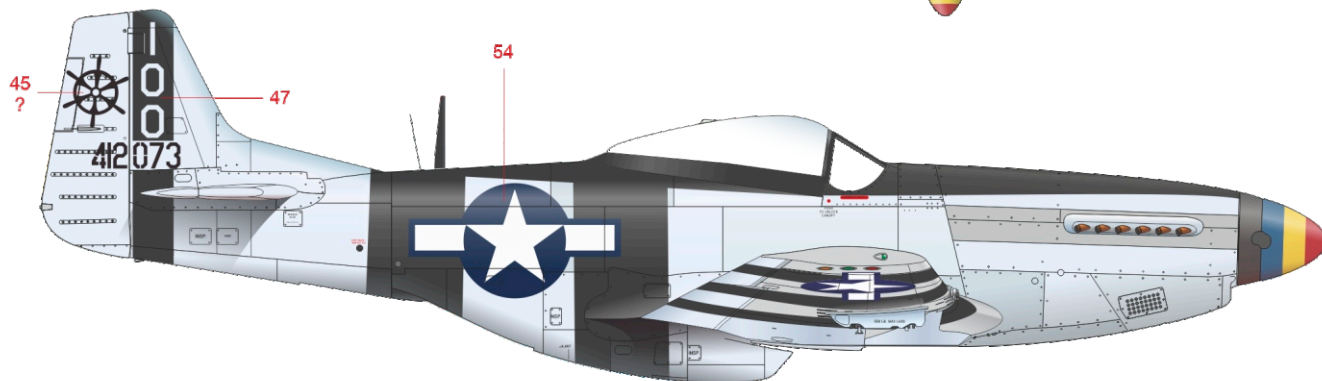
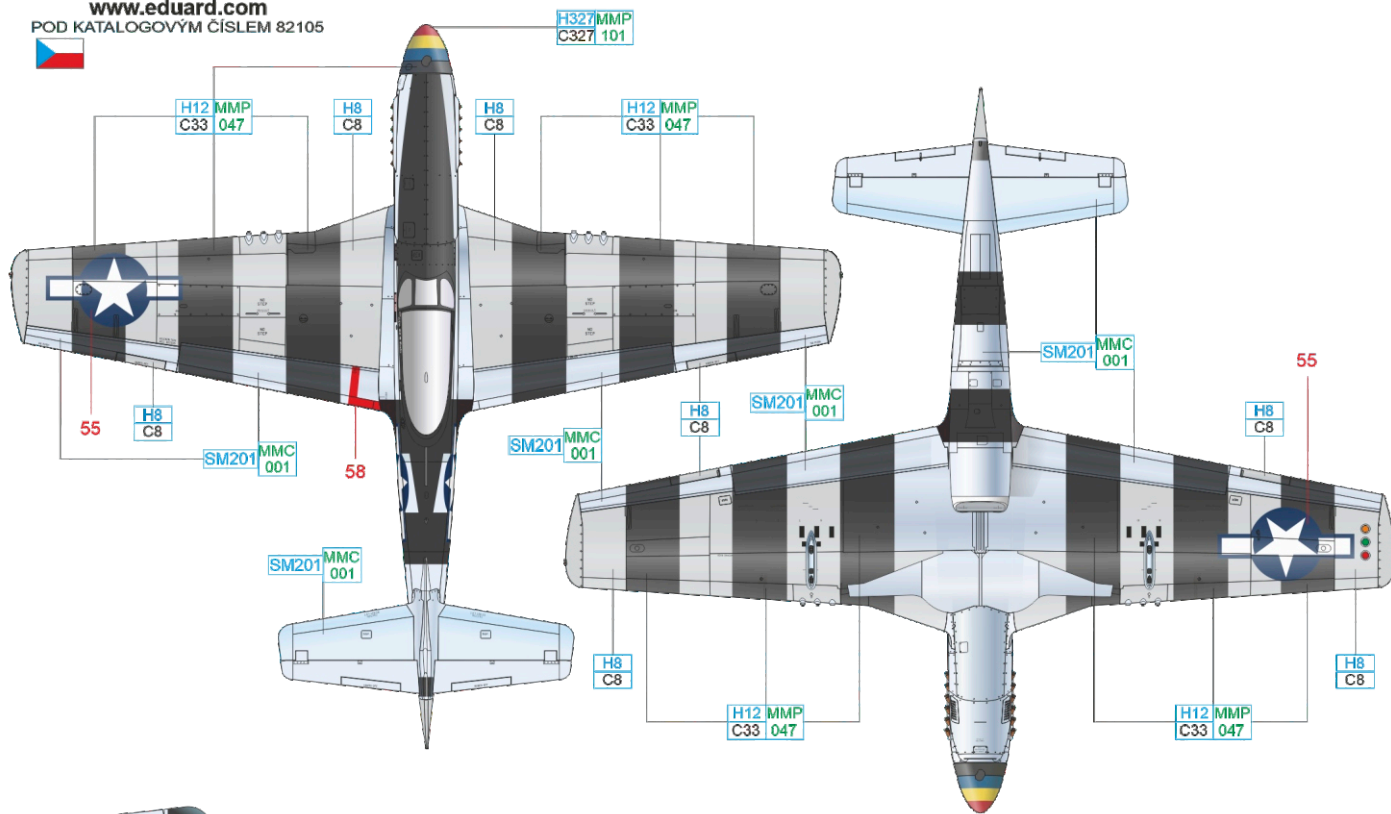
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203	SILVER	H8 C8
BLACK	H12 MMP C33 047	RED	H327MMP C327 101	OLIVE DRAB	H62 MMP C12 091

F P-51K-10, 44-12073, Lt.Col. William M. Banks, CO of 348th FG, 5th AF, Ie Shima, July 1945

William McGowan Banks was born on September 1, 1915 in Raleigh, West Virginia. He enlisted in the Army Air Corps on March 15, 1941. After finishing the training he was posted to 62nd PS flying P-40s. In June he was attached to 90th FS, 80th FG. In October 1942 he was dispatched to New Guinea to join the 348th FG equipped with P-47s. In November 1942 he was given command of the 342nd FS. He also led this unit from November 1943 until May 1944. During the fighting in the area between October 1943 and February 1944 he shot down six Japanese aircraft. In December while attached to the 348th FG he participated in the liberation of Philippines where he scored three more kills flying P-47. On February 1945 the unit converted to Mustangs D and K. On June 8, 1945 he assumed the command of 348th FG. At that time the unit sortied out of the Ie Shima island for the raids on Japan. During a sweep flown on August 9, 1945 into the Fukuoka prefecture area Banks, leading the flight of four aircraft, eye witnessed the explosion of the atomic bomb dropped on the city of Nagasaki. With his flight he even circled the mushroom cloud billowed after the explosion. After the WWII Lt.Col. Banks continued his career in the USAAF. He retired in June 1963. He departed for aviator's heaven on May 6, 1983 in San Antonio, Texas.

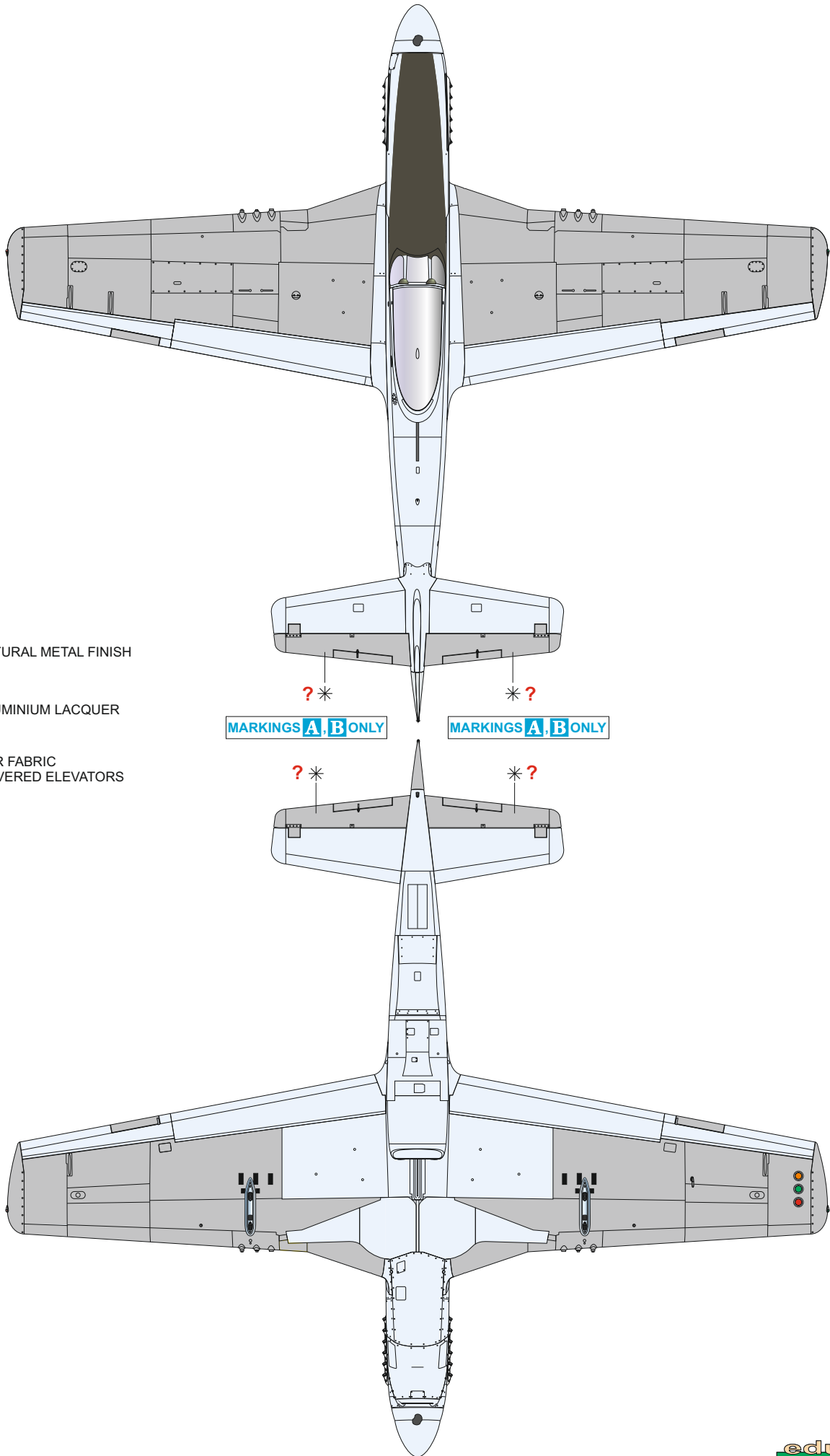


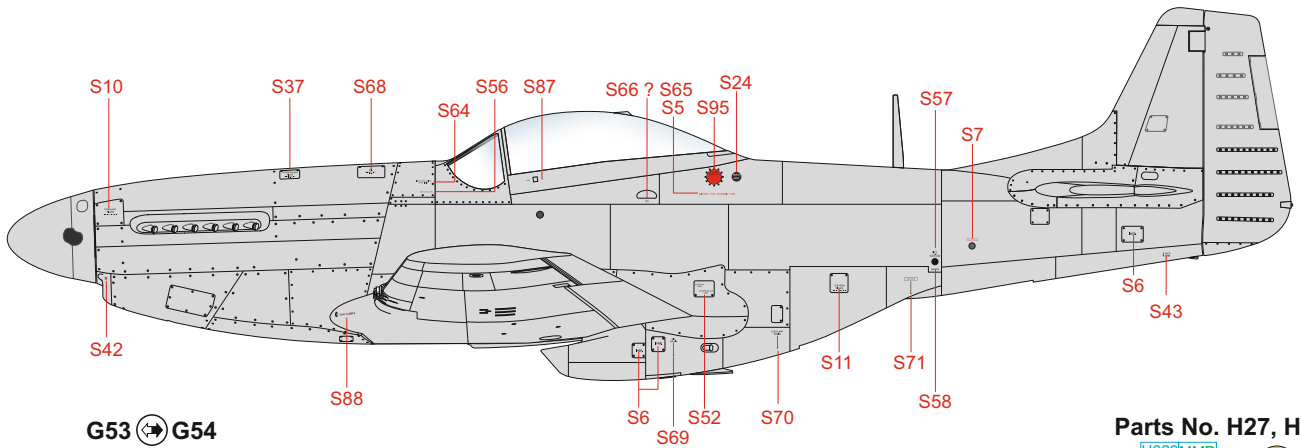
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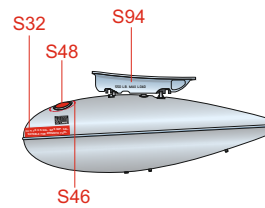
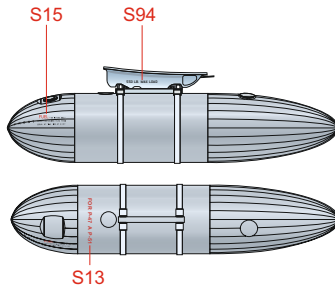
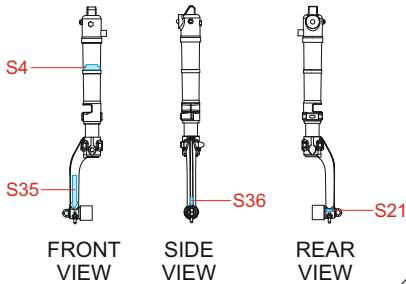
BLACK	H12 MMP C33 047	RED	H327 MMP C327 101	YELLOW	H329 MMP C329 041
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203	SILVER	H8 C8
				BRIGHT BLUE	H15 C65

P-51K Mustang ALUMINIUM LACQUER PAINTED AREAS





G53 ↔ G54



Parts No. H27, H28

H329MMP
C329 041

H12 MMP
C33 047

S76
S27 ?
S31

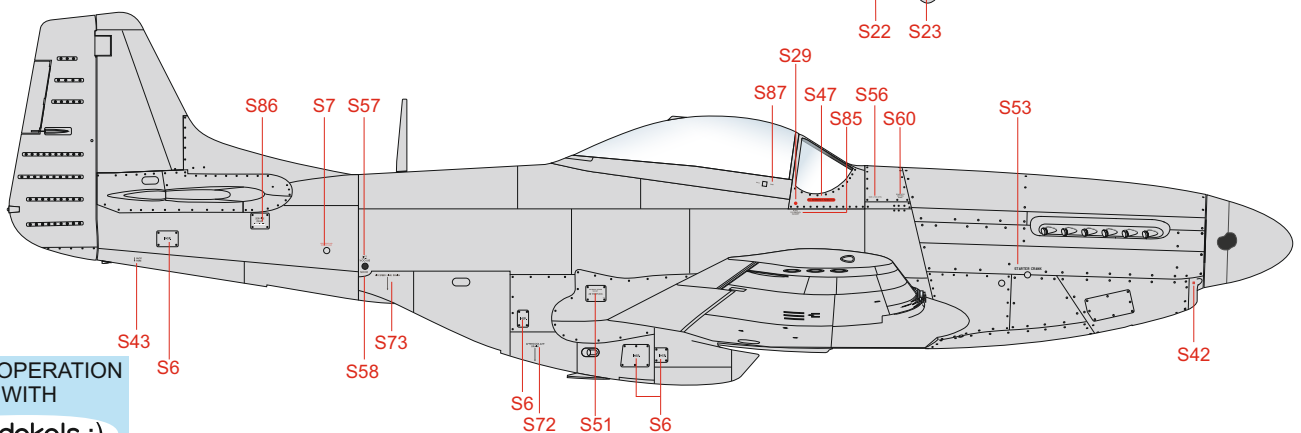
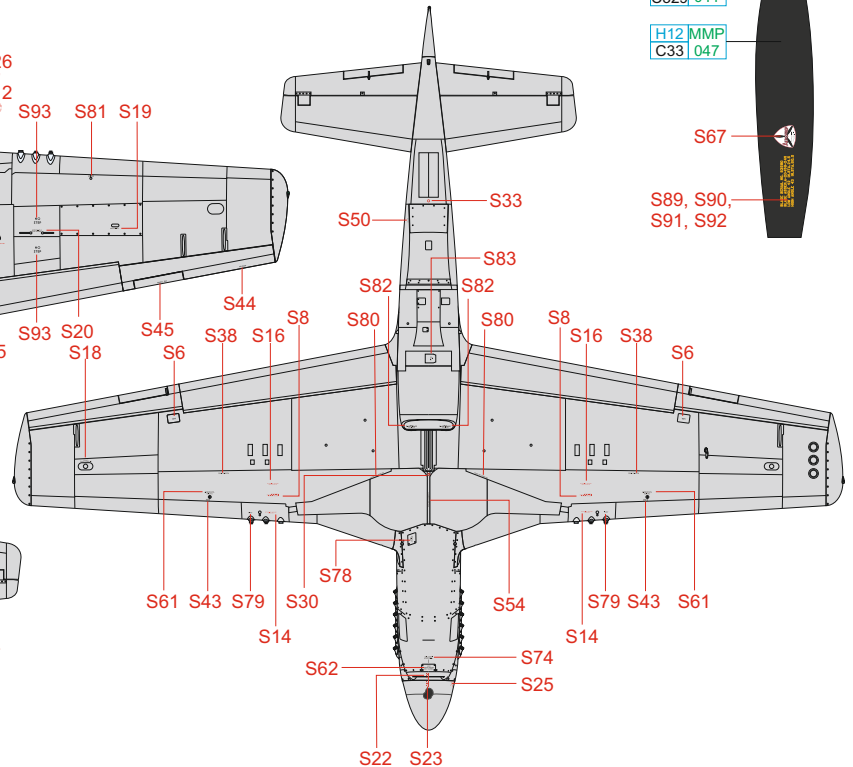
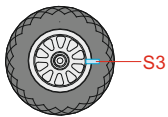
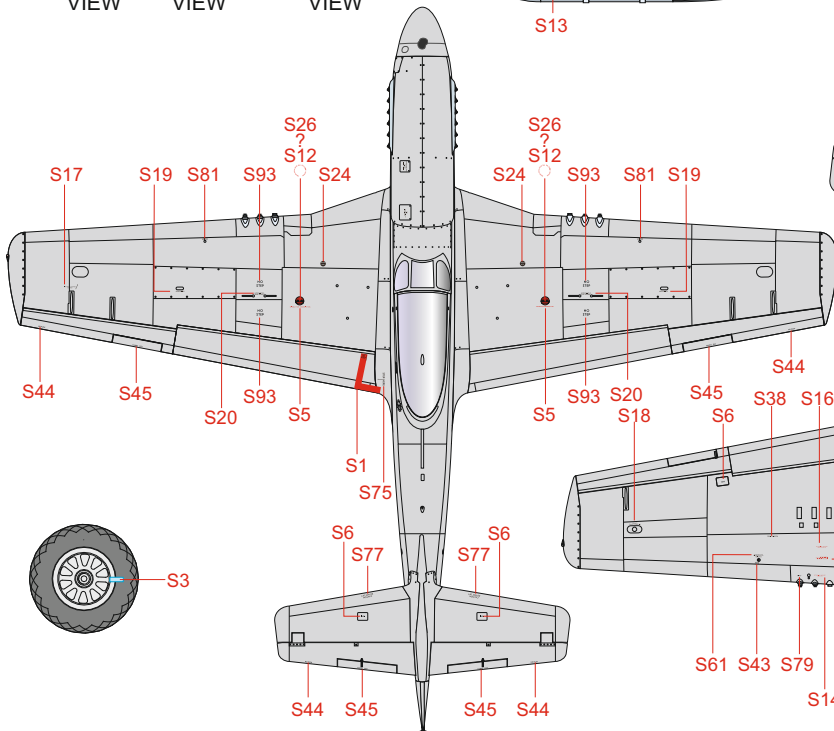


Parts No. H41, H42

H329MMP
C329 041

H12 MMP
C33 047

S67
S89, S90,
S91, S92



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