

TWIN MUSTANG F-82

MONOGRAM[®]

KIT NO. 7501



1/72 SCALE

The Twin Mustang was officially credited with shooting down the first enemy aircraft in the Korean conflict. The pilot was Lt. William G. Hudson flying an F-82G of the 68th All-Weather Fighter Squadron on June 27, 1950.

A radical departure from the conventional single fuselage airplane, the Twin Mustang was not, as is commonly believed, two P-51 Mustangs coupled together. It was largely a new airplane based on the P-51 design with many aerodynamic changes made to achieve greater range at higher speeds.

Both engine throttles and both propellers were controllable from either cockpit by manually operated levers. The pilot's cockpit on the left contained the normal flight and engine instruments, while the co-pilot on the right had sufficient instruments for relief and emergency operation.

A simplified cockpit arrangement had been worked out to improve pilot comfort, including a tilting, adjustable seat to reduce fatigue during long flights.

Versatility of the F-82 made it adaptable to a wide variety of roles. It could be used as a fighter, a long range escort, long range reconnaissance, night fighter, attack bomber, rocket fighter or an interceptor.

The F-82E was a long range escort fighter. The F-82G was the "all weather" night fighter version of the F-82. The center nacelle was utilized for search radar equipment in these models.

Although six .50 caliber machine guns were standard armament, the F-82E also could carry eight additional guns in a special center section nacelle. Five rocket launching racks carrying five rockets each gave the F-82 a firepower equivalent to a light cruiser's broadside. The plane also could carry 7,200 pounds of bombs, a photographic nacelle, radar nacelle, rocket gun nacelle or a 2,000-pound torpedo.

Powered by two 12-cylinder V-1710-G6 engines manufactured by the Allison Division of General Motors, the F-82 utilized two full-feathering four bladed Aero products propellers. Each engine generated approximately 2,200 horsepower, enabling the craft to operate efficiently up to 42,200 feet.

With a speed of more than 475 miles an hour, the Twin Mustang had a combat range of over 1,600 miles with full armament. Range could be extended by use of external drop tanks on the wings.

PLEASE READ CAREFULLY BEFORE YOU BEGIN

Read the instructions and study the assembly drawings to become familiar with all the parts. As your F-82 may be built to any one of two versions, you must decide on which version you want before you begin. The assembly procedure is written for the F-82E and F-82G versions. The assembly of the versions is the same with the exception under Step 12 or Step 13.

Each "tree" of plastic parts is molded with identifying numbers, appearing on the part or on a tab next to the corresponding part. In the assembly instructions, identifying numbers are indicated. This method makes it easy for you to locate parts during the assembly.

Do not detach parts from the trees until you are ready to use them. After cutting or breaking off the required parts, trim away any excess bits of plastic. Use a small sharp knife, such as a modeling knife, available at your hobby counter. Check the fit of each part before you cement it in place.

Keep in mind the importance of not rushing the assembly of your model and avoid the use of excessive amounts of cement. All plastic cements contain solvents that dissolve plastic in order to form a weld between the cemented parts. Too much cement can soften and distort the plastic, spoiling your model's appearance. When applying cement to small or confined areas, use cement on the end of a toothpick instead of the tube nozzle to better regulate the amount of cement being applied.

If you plan to build the F-82E ESCORT FIGHTER, refer to the PAINTING instructions on the rear page. Detail painting for both the F-82E and F-82G version is also included.



MONOGRAM MODELS, INC. Morton Grove, Ill.

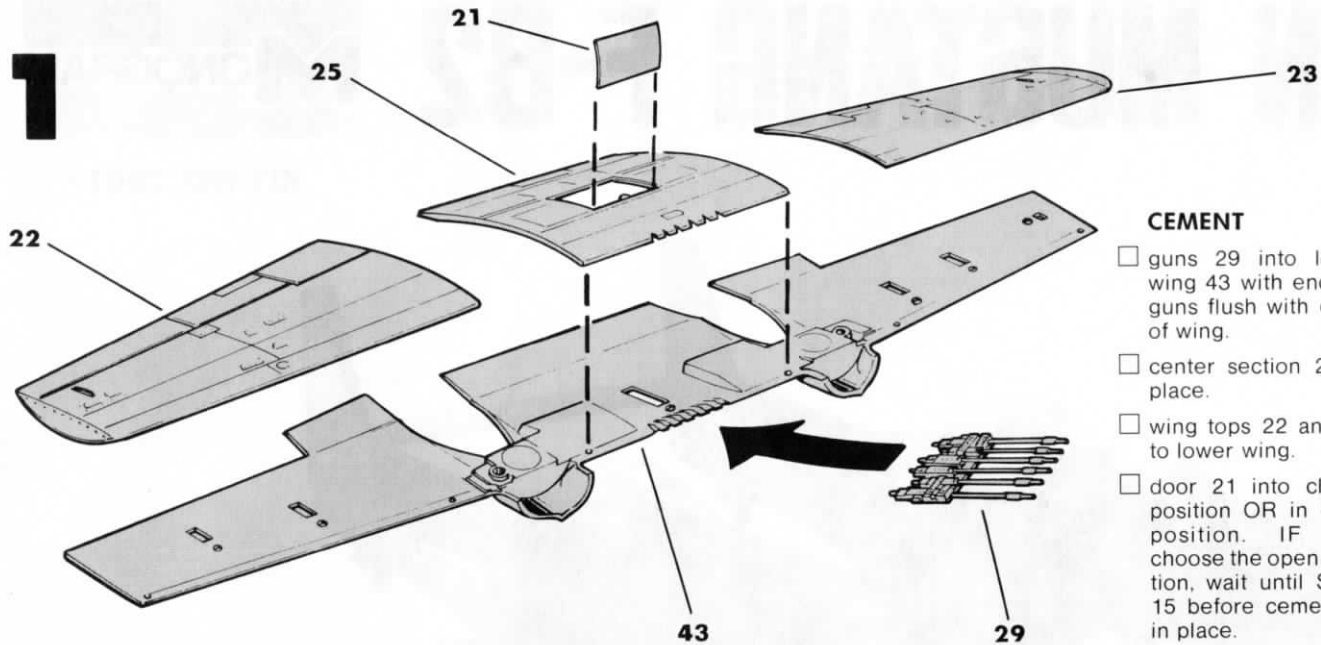
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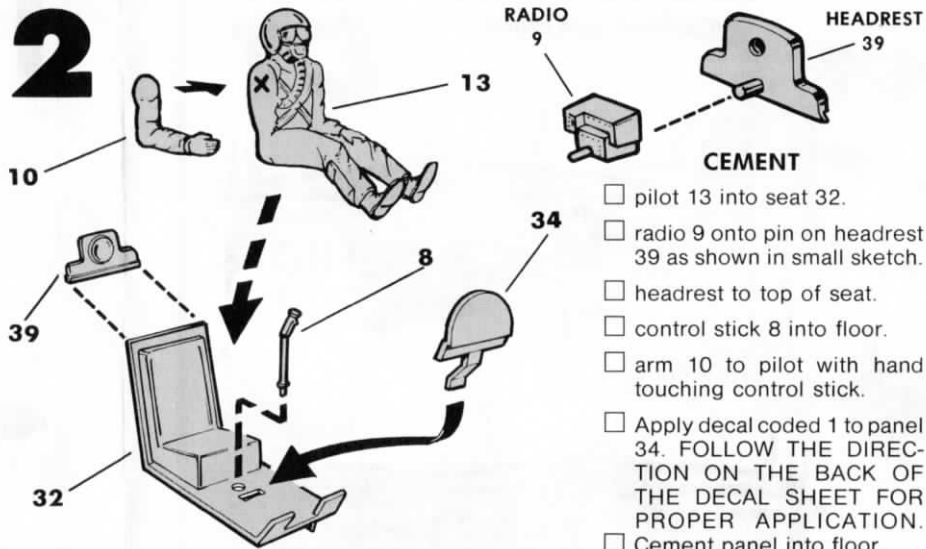
1



CEMENT

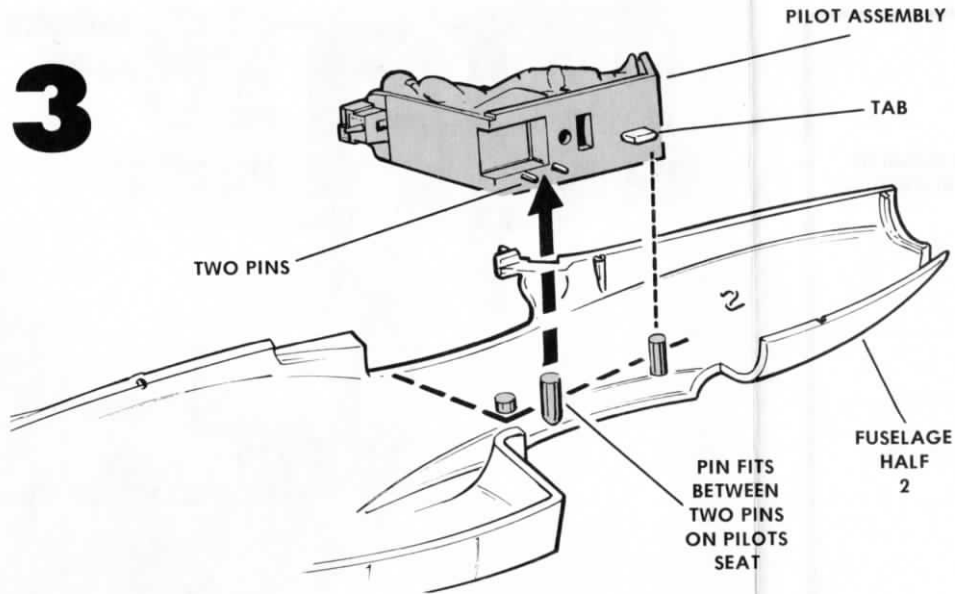
- guns 29 into lower wing 43 with ends of guns flush with edge of wing.
- center section 25 in place.
- wing tops 22 and 23 to lower wing.
- door 21 into closed position OR in open position. IF you choose the open position, wait until STEP 15 before cementing in place.

2



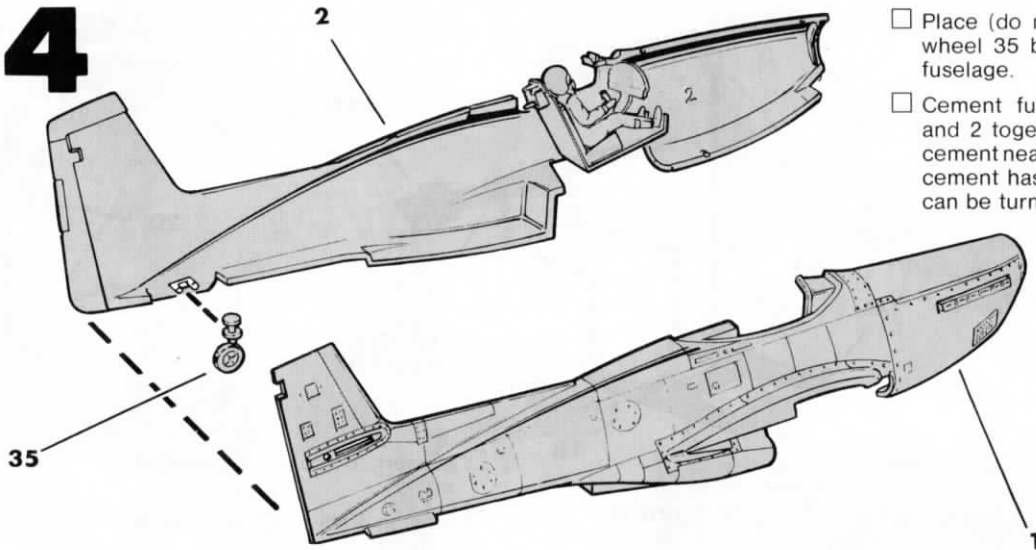
- pilot 13 into seat 32.
- radio 9 onto pin on headrest 39 as shown in small sketch.
- headrest to top of seat.
- control stick 8 into floor.
- arm 10 to pilot with hand touching control stick.
- Apply decal coded 1 to panel 34. FOLLOW THE DIRECTION ON THE BACK OF THE DECAL SHEET FOR PROPER APPLICATION.
- Cement panel into floor.

3



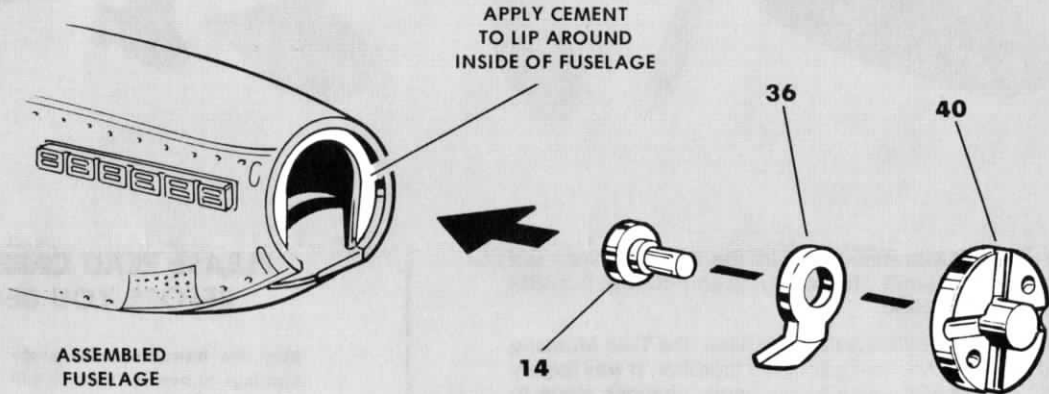
- Cement assembled pilot against pins in fuselage half 2. Dashed lines show position of seat.

4



- Place (do not cement) tail-wheel 35 between pins on fuselage.
- Cement fuselage halves 1 and 2 together. Do not get cement near tailwheel. When cement has dried, tailwheel can be turned.

5

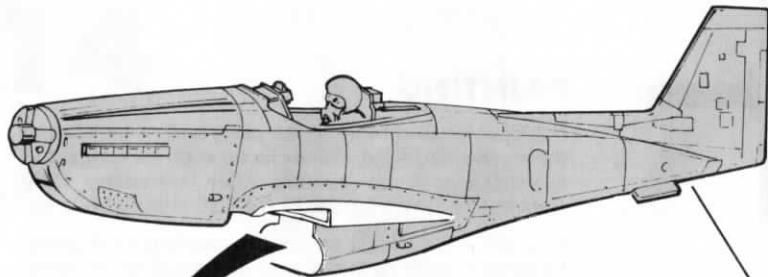


Place (do not cement) bearing 14 into support 36, then press (do not cement) plate 40 onto the bearing.

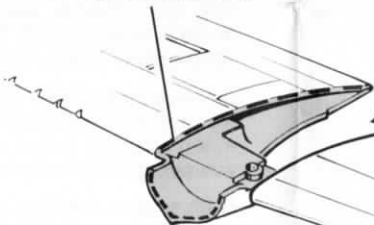
Carefully apply cement to lip around inside of fuselage. Press support into place. DO NOT get cement onto bearing.

6

APPLY CEMENT
AS INDICATED
BY DASHED LINE



LEFT FUSELAGE
ASSEMBLY



WING
ASSEMBLY

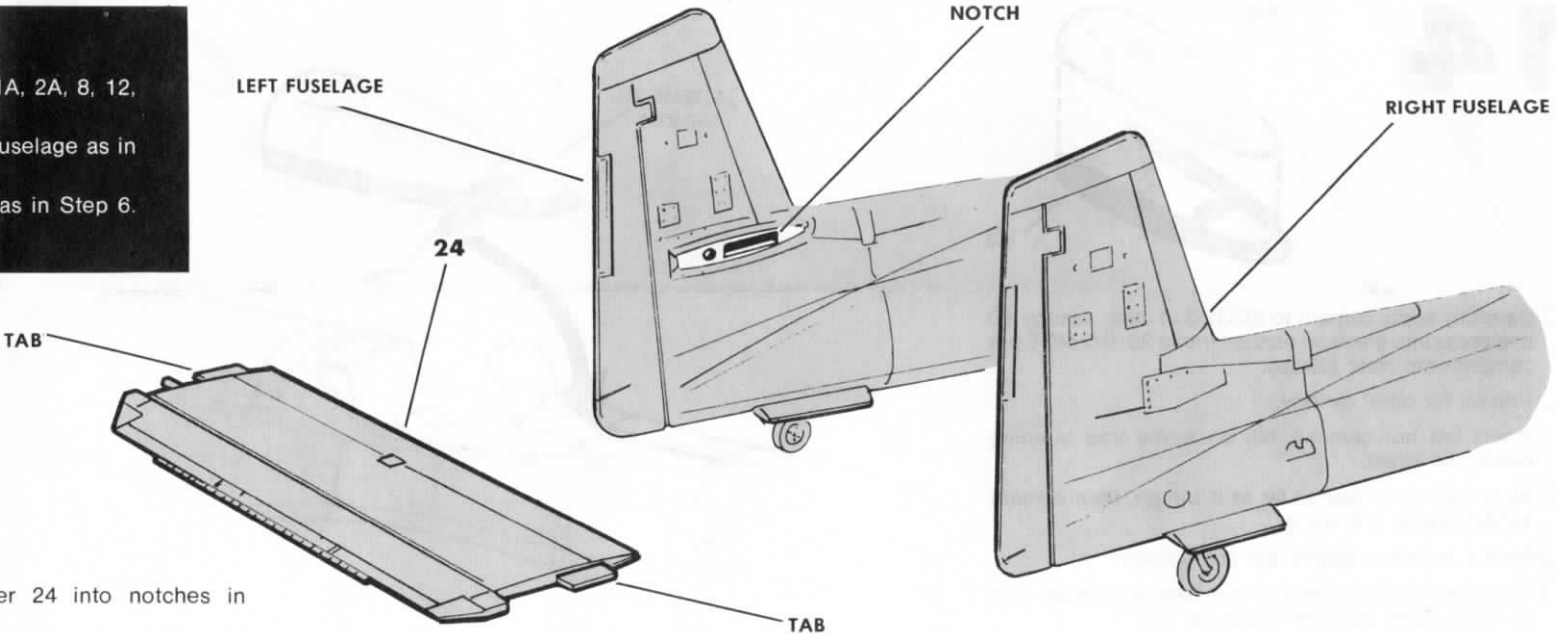
- Apply c
by dash
- Press c
opening

7

- Cement RIGHT FUSELAGE together using pieces 1A, 2A, 8, 12, 32, 34, 35, 39A and decal 2.
- Assemble parts 14, 36 and 40. Cement to front of fuselage as in Step 5.
- Cement completed RIGHT FUSELAGE into place as in Step 6.

together using pieces 1A, 2A, 8, 12,
2. 40. Cement to front of fuselage as in
FUSELAGE into place as in Step 6.

8



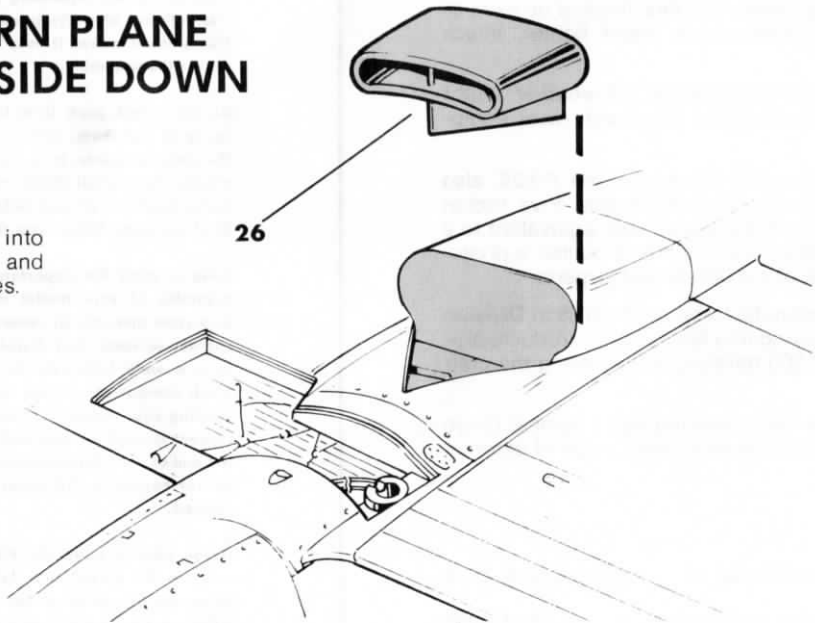
Cement stabilizer 24 into notches in both fuselages.

9

TURN PLANE UPSIDE DOWN

CEMENT

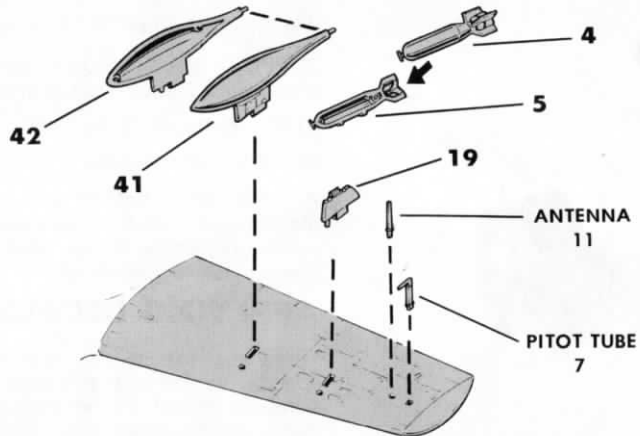
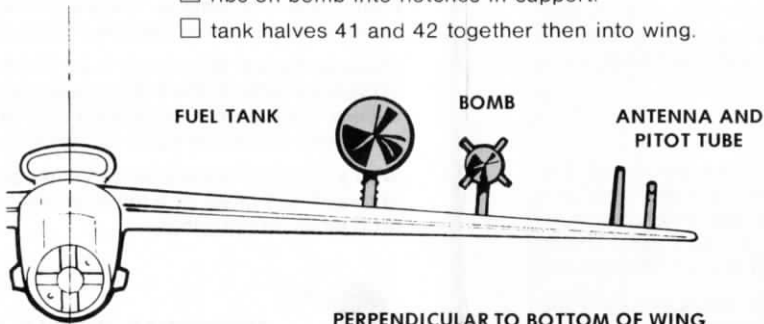
- two scoops 26 into wing openings and against fuselages.



10

CEMENT

- pitot tube 7 and antenna 11 into slots in right wing as shown.
- support 19 into slot.
- bomb halves 4 and 5 together.
- ribs on bomb into notches in support.
- tank halves 41 and 42 together then into wing.

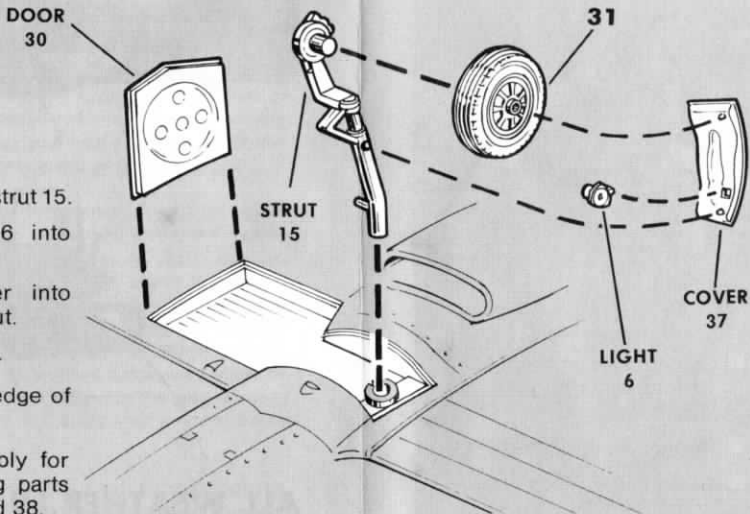


- Repeat assembly for bomb, support and fuel tank for other wing. **Before cement dries completely, check line up of pieces with bottom of wing.**

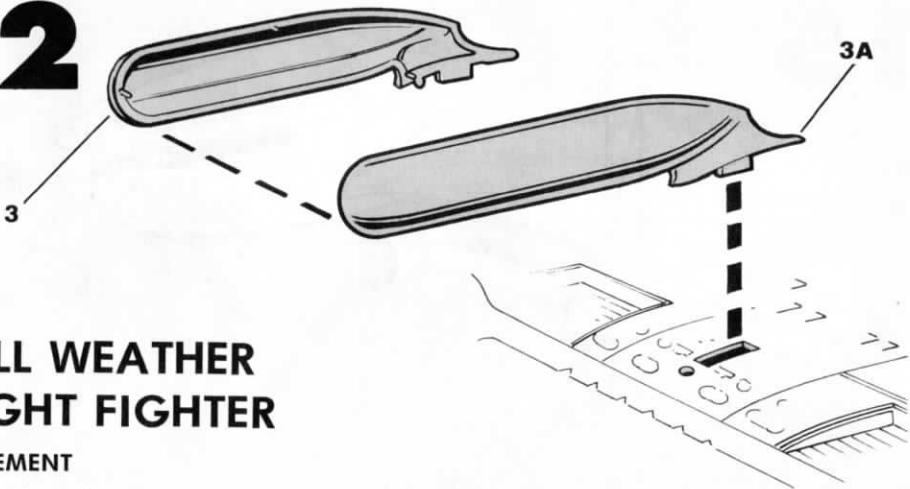
11

CEMENT

- wheel 31 onto strut 15.
- tab on light 6 into cover 37.
- pins on cover into wheel and strut.
- strut into wing.
- door 30 near edge of opening.
- Repeat assembly for left wing using parts 16, 30A, 31 and 38.



12



ALL WEATHER NIGHT FIGHTER

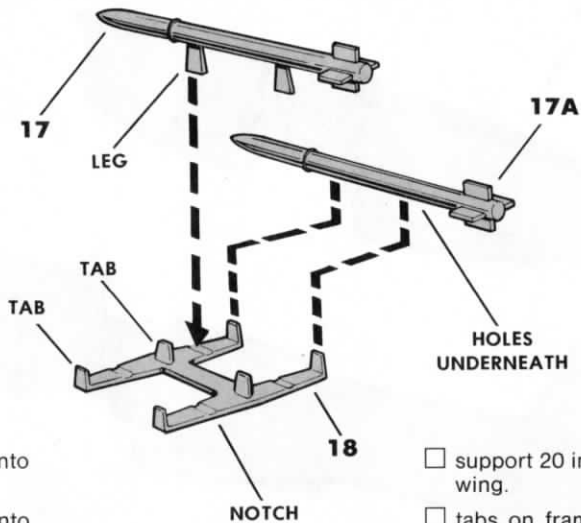
CEMENT

housing halves 3 and 3A together.

housing into slots in center of wing.

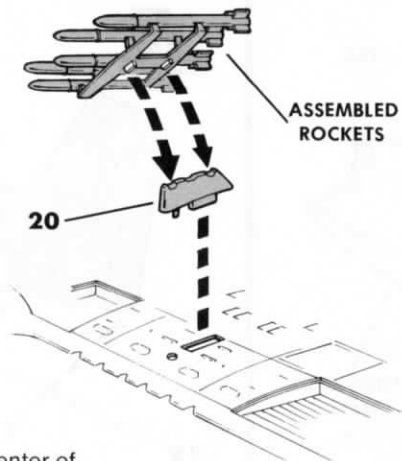
13

ESCORT FIGHTER



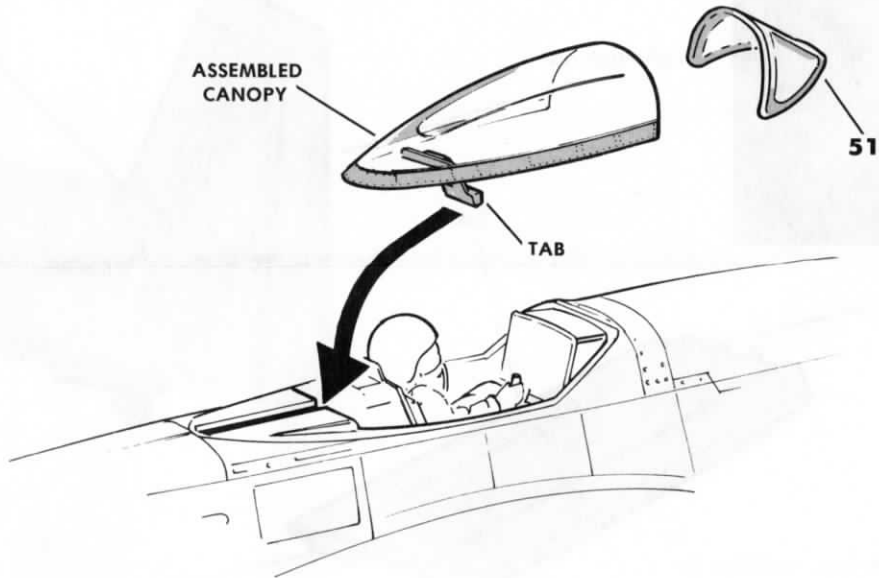
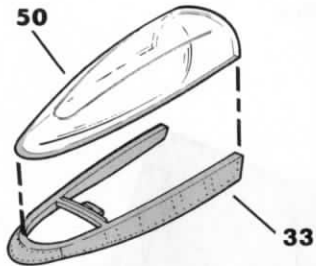
CEMENT

- legs on two rockets 17 into notches in frame 18.
- holes in three rockets 17A onto tabs on frame.



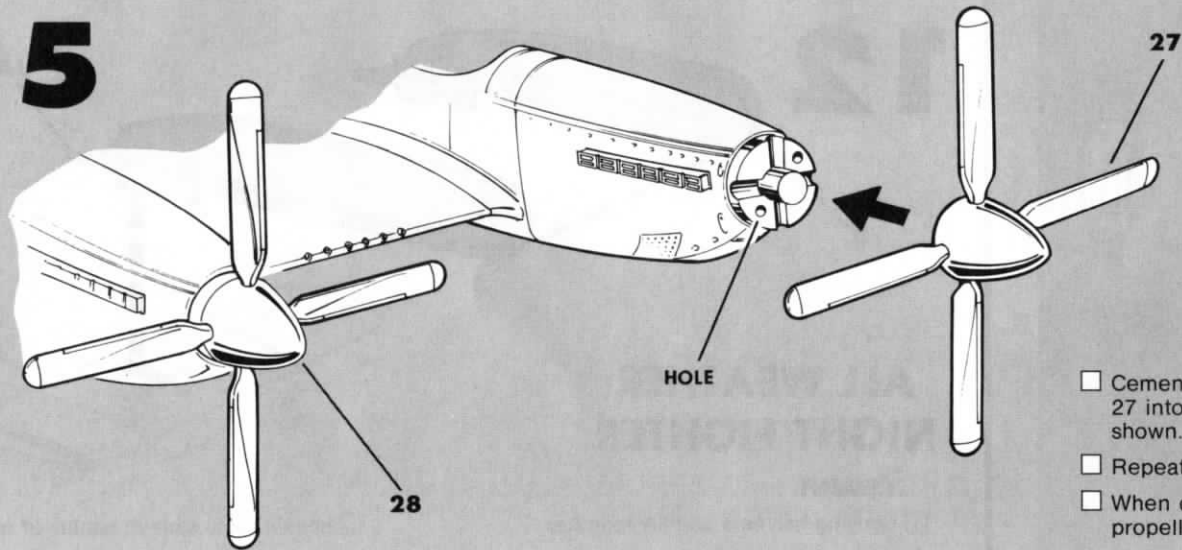
- support 20 into slot in center of wing.
- tabs on frame into notches in support.

14



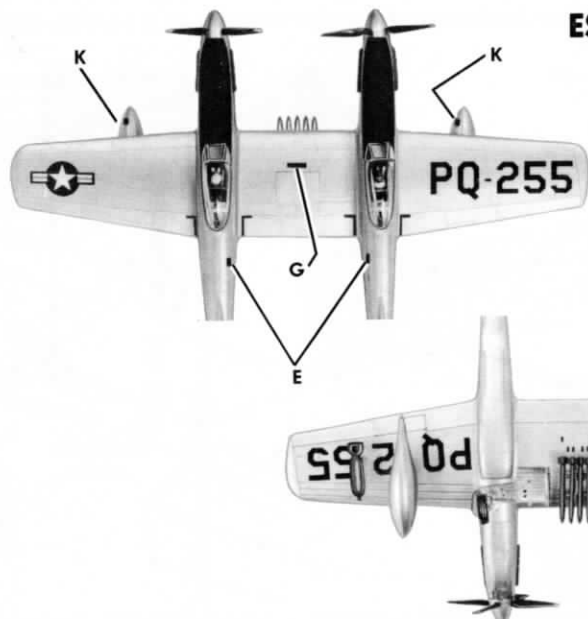
- Carefully apply cement to EDGES of clear canopy 50 and press into place on canopy frame 33. DO NOT get cement onto clear canopy.
- Repeat for other canopy.
- Insert (do not cement) tab on frame into opening behind headrest.
- Slide canopy to rear as far as it will go, then cement windshield 51 into place.
- Repeat for other windshield and canopy.
- After cement had dried on windshield, canopy may be left in open position or closed.

15

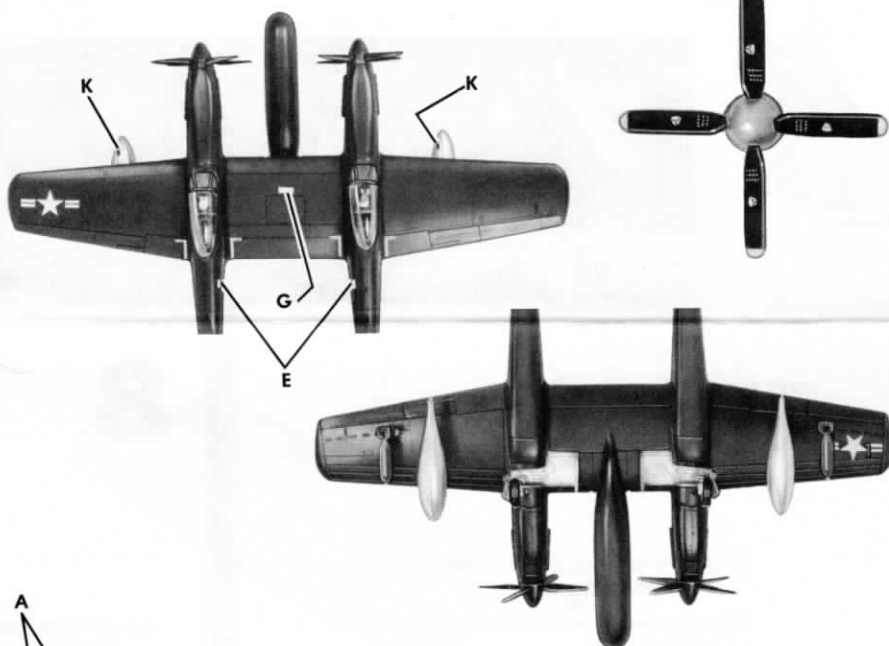
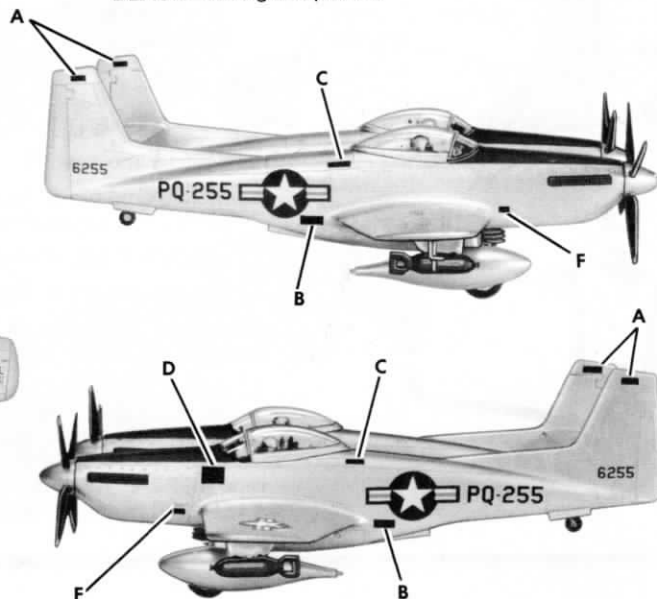


- Cement pins on propeller 27 into holes in plate as shown.
- Repeat for propeller 28.
- When cement has dried, propellers will spin.

ESCORT FIGHTER



SILVER—Entire plane, rockets, brackets, supports, pitot tube, antenna, canopy and windshield frames.
BLACK—Anti glare panels.



PAINTING

It is best to paint most of the parts before cementing them. The large outside surfaces such as wings and fuselages may be painted after assembly. Only ENAMEL or PAINT FOR PLASTICS should be used.

A small pointed brush is best for painting small parts. Larger areas are best covered with a soft brush about 1/4 inch wide. Allow time for paint to dry thoroughly before handling parts. Scrape paint away from areas which will be cemented because cement will not hold to paint.

THE FOLLOWING SUGGESTIONS ARE FOR ALL VERSIONS:

SILVER—Wheel wells, wheel struts, tailwheel struts, wheels, inside of landing gear covers and doors, inside of tailwheel doors, fuel tanks.

BLACK—Seat cushions, some tubing in wheel wells (some copper colored).

RED—Headrest cushion, gas caps on wing — inboard and outboard, gas cap on fuel tanks.

APPLE GREEN—Seats, side of cockpits.

YELLOW—Propeller tips.

WHITE—Light (Part No. 6) on strut.

COPPER—Machine gun shell belts, some tubing in wheel wells (some black colored).

RUST—Exhaust stacks.

OLIVE DRAB—Bombs.

PILOTS—White helmet with black trim, light green glasses with black trim, dark brown jacket, light brown pants, grey chute straps, flesh face and hands, dark green mask, brown shoes.

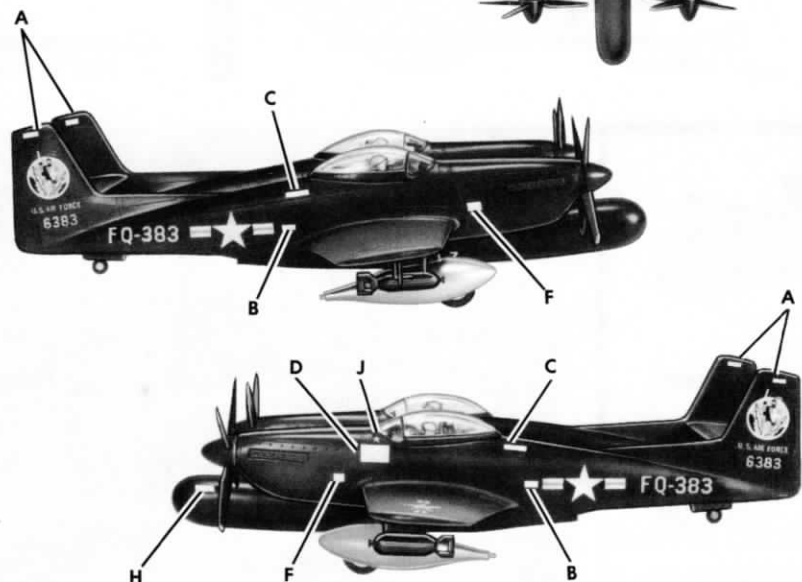
APPLYING DECALS

When applying decals, refer to the photos of the specific version you have assembled. The letters and numbers shown on the photos are in reference to those on the decal sheet. For the ALL WEATHER NIGHT FIGHTER, red stenciling is used throughout.

For a neat job, carefully follow the application instructions on the back of the decal sheet. Before they are completely dry, decals should be firmly pressed against surface contours.

ALL WEATHER NIGHT FIGHTER

BLACK—Entire plane except silver fuel tanks.



PQ -2 55

PQ-255

PQ-255 PQ-255

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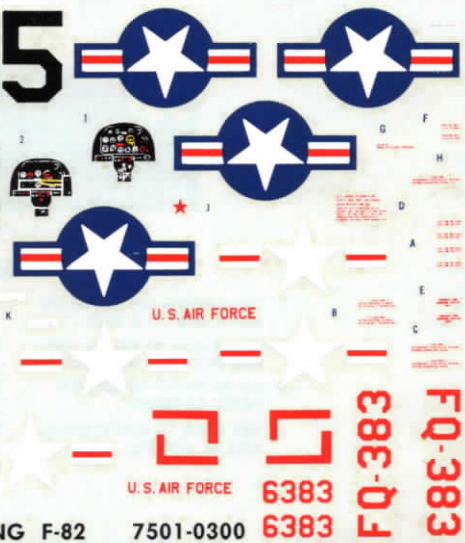
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TWIN MUSTANG F-82

U.S. AIR FORCE
7501-0300

6383
6383

FQ-383
FQ-383



G F
 H
 D
 A
 E
 C
 B



APPLICATION INSTRUCTIONS

1. CUT DESIRED DECALS APART
APPLY ONE AT A TIME.
2. TRIM CLOSE TO COLOR OUT-
LINE FOR NEAT APPEARANCE.
3. DIP IN WATER TO LOOSEN
PAPER BACKING.
4. WET AREA TO WHICH DECAL
WILL BE APPLIED.
5. SLIDE DECAL PARTLY OFF OF
PAPER BACKING.
6. PLACE DECAL ON MODEL FACE
UP, SLIDE BACKING AWAY.
7. PRESS OUT AIR BUBBLES WITH
SOFT CLOTH.
8. DO NOT TOUCH DECAL UNTIL
FULLY DRY.

9 7 3 1 4

7501-0300



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6823 BLUE ANGELS About \$1.50

6793 BADGER About 80¢

SCALE KITS

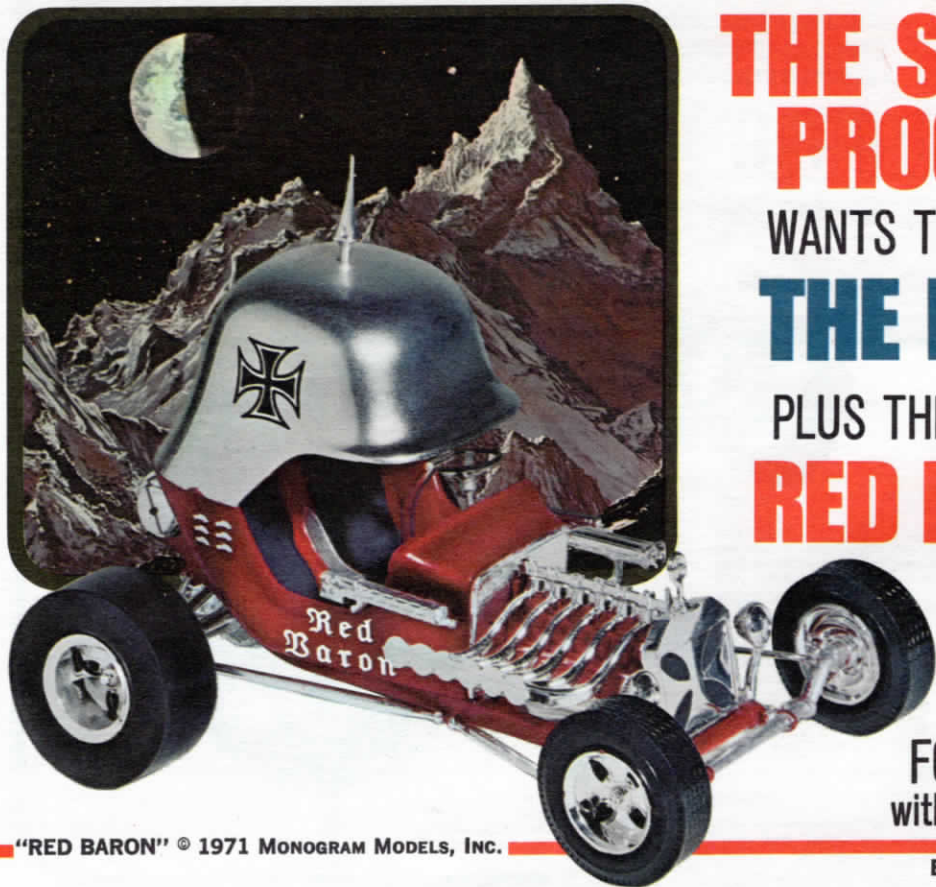
6827 DOUGLAS RB-66A

6822 PIPER TRI-PACER

6825 CESSNA 180

6821 HUSTLER B-58

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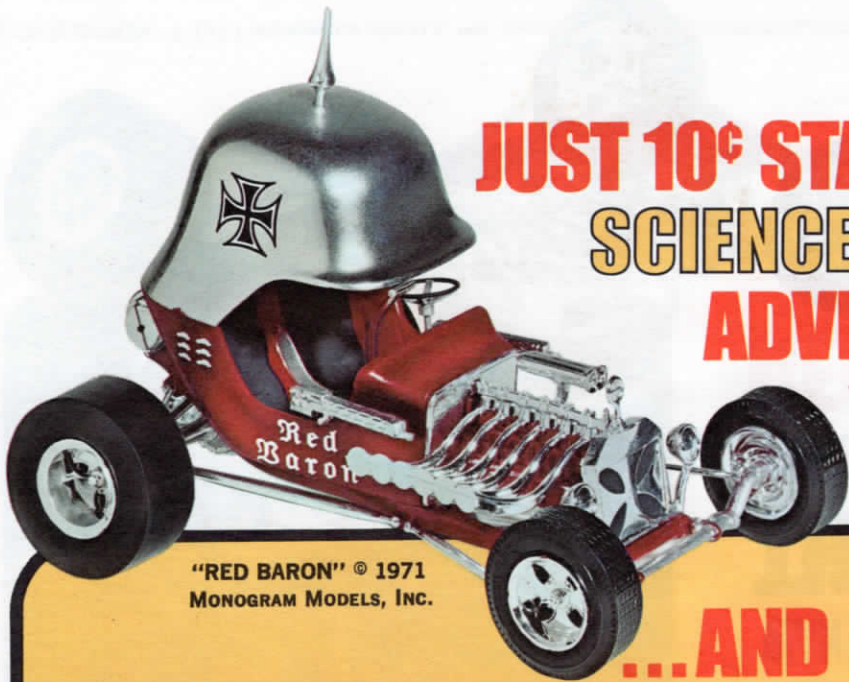
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