

# P-51D Mustang™

eduard

1/72 Scale Plastic Model Kit



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**ProfiPACK**  
edition



item No. 70173

**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 reducing drag, but, on the other hand, requiring smooth surface to work properly. That necessitated to putty and sand the leading area of the wing. Another design novelty was the radiator belly under the fuselage, which also developed 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 first Mustangs Mk.I in October, 1941. The performance was found satisfactory, as they were faster than Spitfires Mk.V and had more than double the range. On the other side, the Allison engine reached its maximum power output at 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 buy P-40s, P-39s and P-38s), asked the NAA to convert the Mustang to dive bomber variant A-36.

#### Merlin magic

To solve the high-altitude lack of power, the work had begun in Britain to fit the Mustang with the double-stage supercharger Merlin engine. The trials of the Mustang X prototype revealed the level speed of 433 mph (697 km/h) at 22,000 ft (6700 m), thus 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 Merlin 61). As the Packard unit sported some design changes, it was not possible to retrofit Mustangs with original Merlins. The need for intercooler for two-stage supercharger necessitated bigger radiator duct. Another change included removal of the fuselage guns. The production started at the Inglewood plant as P-51B on May and at the new production line at NAA Dallas plant as P-51C in August, 1943. Supplies to RAF continued as Mustang

Mk. III. After just handful of 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 85-gallon tank installed behind the pilot's seat.

The P-51B/C were great fighters but lacked backward visibility and suffered with gun jamming. The RAF found particle solution of the visibility issue with a „Malcolm Hood“ semi-bubble canopy, but the design team of NAA decided to rework the Mustang again. The main change was the bubble canopy with lowered rear fuselage. The wing was reworked to accommodate six .50 cal guns and the new arrangement of ammo chutes eliminated the jam problem. Together with some other changes, the new P-51D, the „Definitive“ Mustang, was born at the end of 1943 and the production started at both Inglewood (serials with -NA suffix) and Dallas (-NT) plants. Due to the short supply of the Hamilton Standard alloy propellers used on Merlin powered P-51s, the Dallas Factory was fitting their Mustangs with steel Aeroproduct ones with hollow blades as the P-51K.

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

The first first production batch apart of the -1NA series (100 examples of unassembled aircraft shipped for Australia). There were 800 P-51D-5NAs produced at Inglewood and the Dallas plant added 200 of P-51D-5NT. The „5“ series was the only to retain the shape of the vertical fin of the P-51B/C. But, as the lowered fuselage behind the bubble canopy reduced the rearside surface area, the directional stability of P-51D suffered. Due to that, starting with the P-51D-10 series, the dorsal fin was added to the stabilizer to remedy the problem and the field conversion kit was distributed to the units already using P-51D-5s.



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



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

## INSTRUCTION SIGNS \* INSTR. SYMBOL \* 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



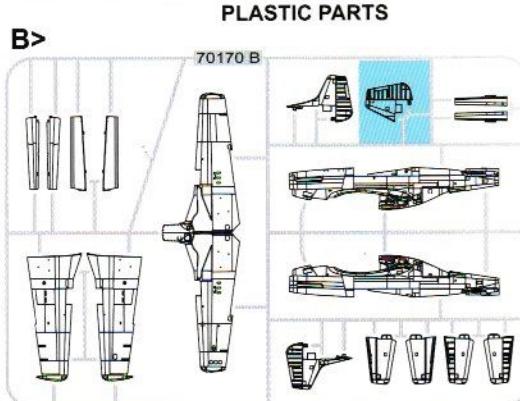
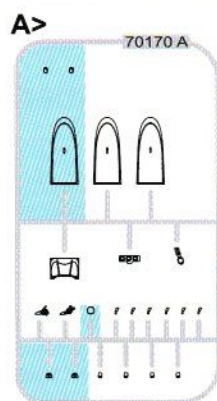
## TEILE



## PIÈCES

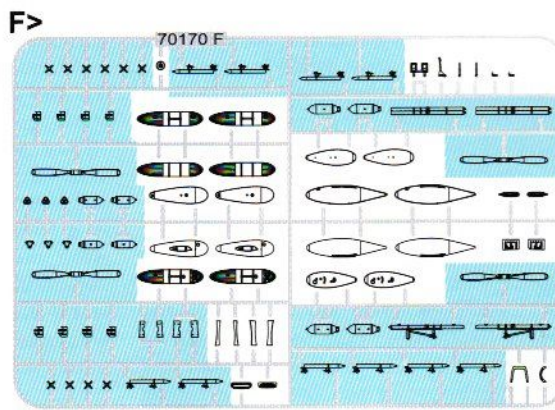
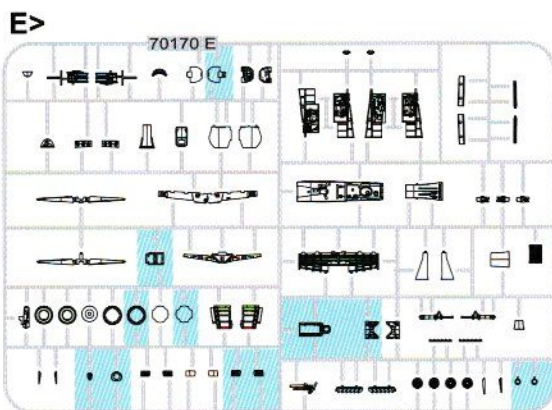


## 部品

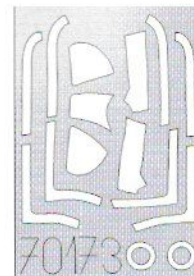


## PLASTIC PARTS

## 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)		
AQUEOUS	Mr.COLOR	
H1	C1	WHITE
H8	C8	SILVER
H12	C33	FLAT BLACK
H11	C62	FLAT WHITE
H37	C43	WOOD BROWN
H47	C41	RED BROWN
H52	C12	OLIVE DRAB
H53	C13	NEUTRAL GRAY
H58	C351	INTERIOR GREEN
H77	C137	TIRE BLACK
H90	C47	CLEAR RED
H92	C49	CLEAR ORANGE
H94	C138	CLEAR GREEN

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H327	C327	RED
H328	C328	BLUE
H329	C329	YELLOW
H330	C361	GREEN
H335	C363	MEDIUM SEAGRAY
	C135	RUSSIAN GREEN
	C352	CHROMATE YELLOW
Mr.METAL COLOR		
MC214		DARK IRON
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER
SM203		SUPER IRON

90% + 10%

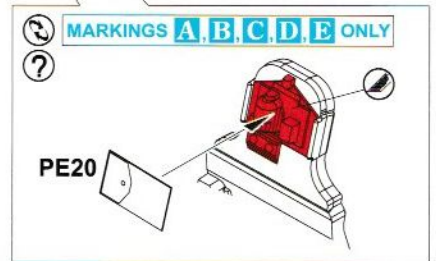
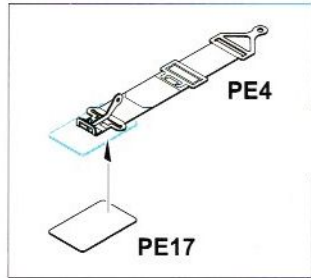
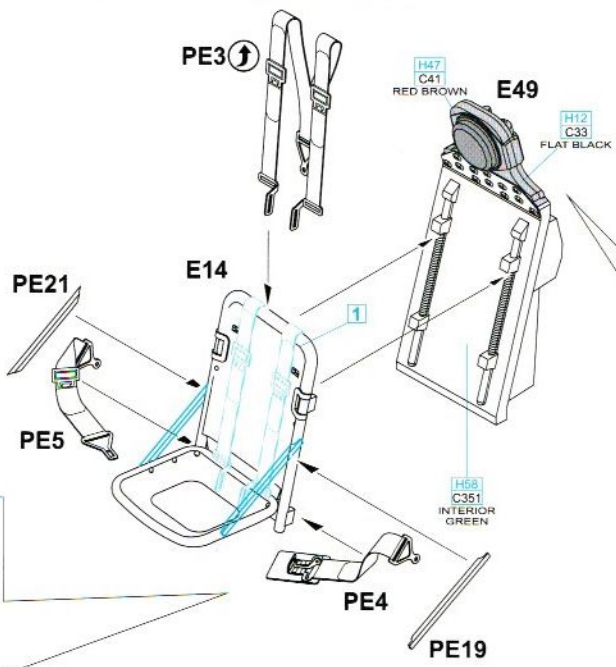
H58 C351 INTERIOR GREEN

H12 C33 FLAT BLACK

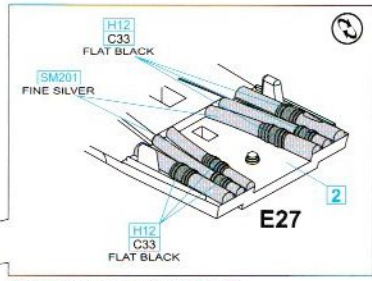
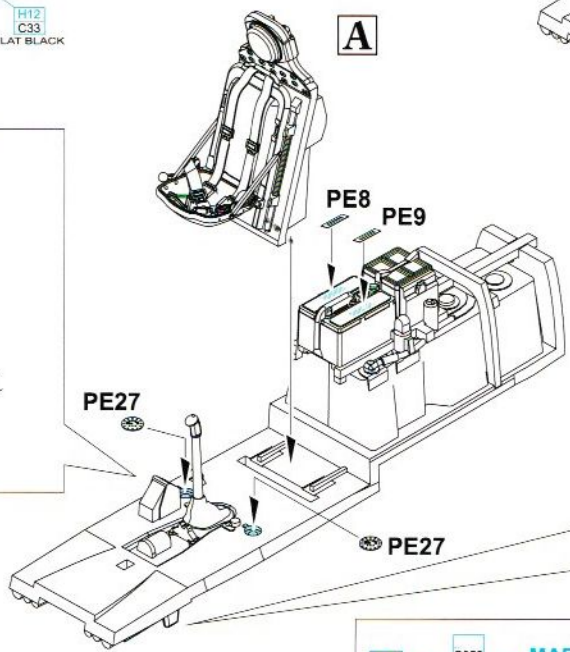
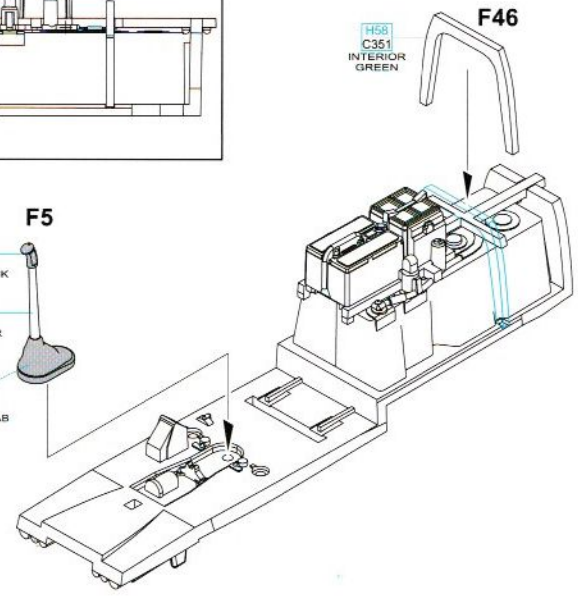
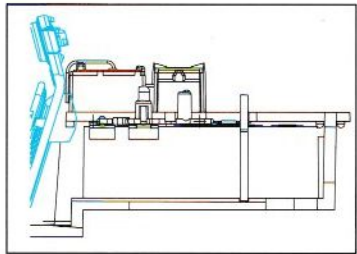
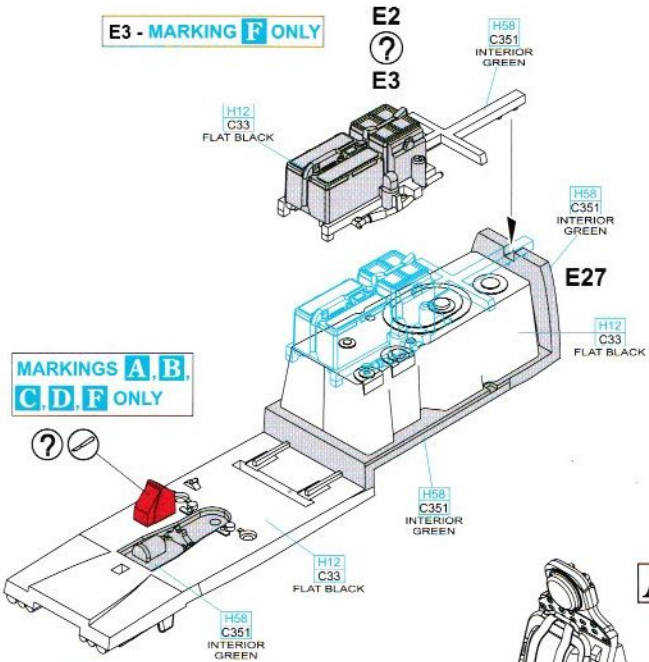
1 = ?

H52 C12 OLIVE DRAB

H58 C351 INTERIOR GREEN

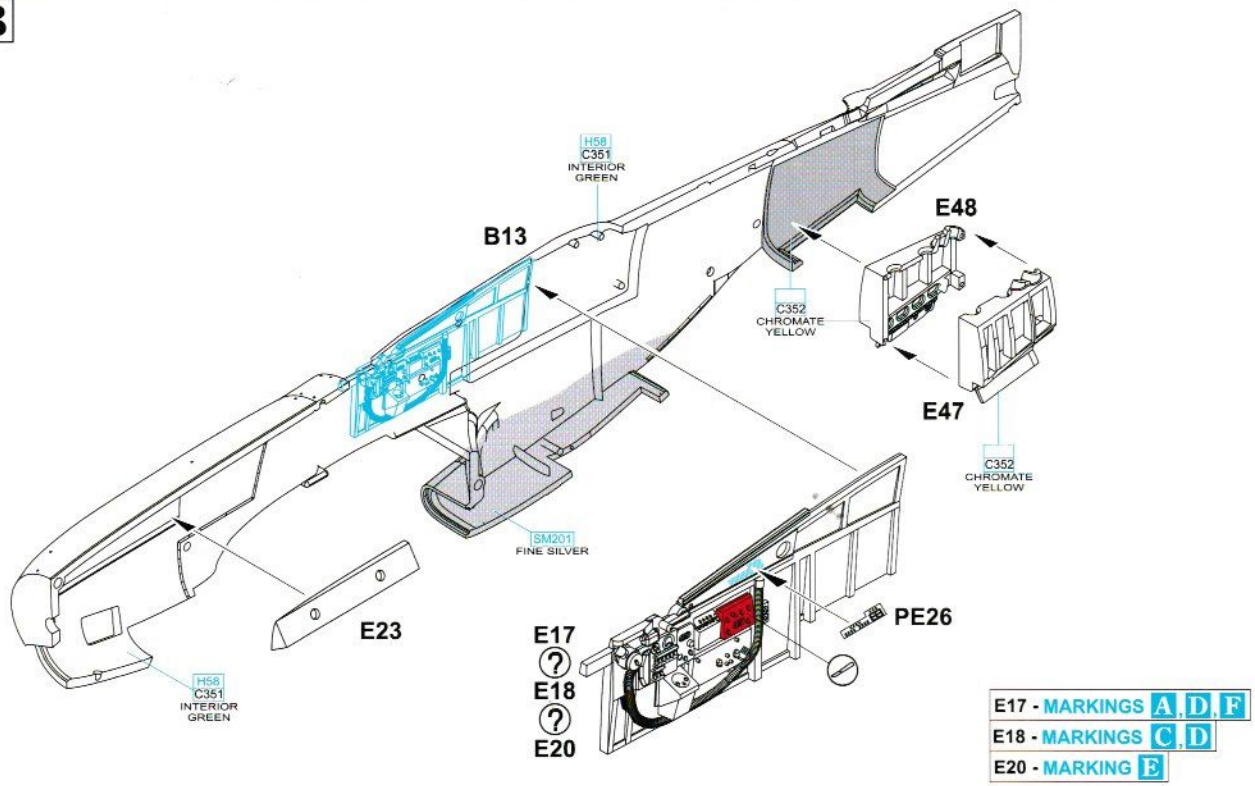
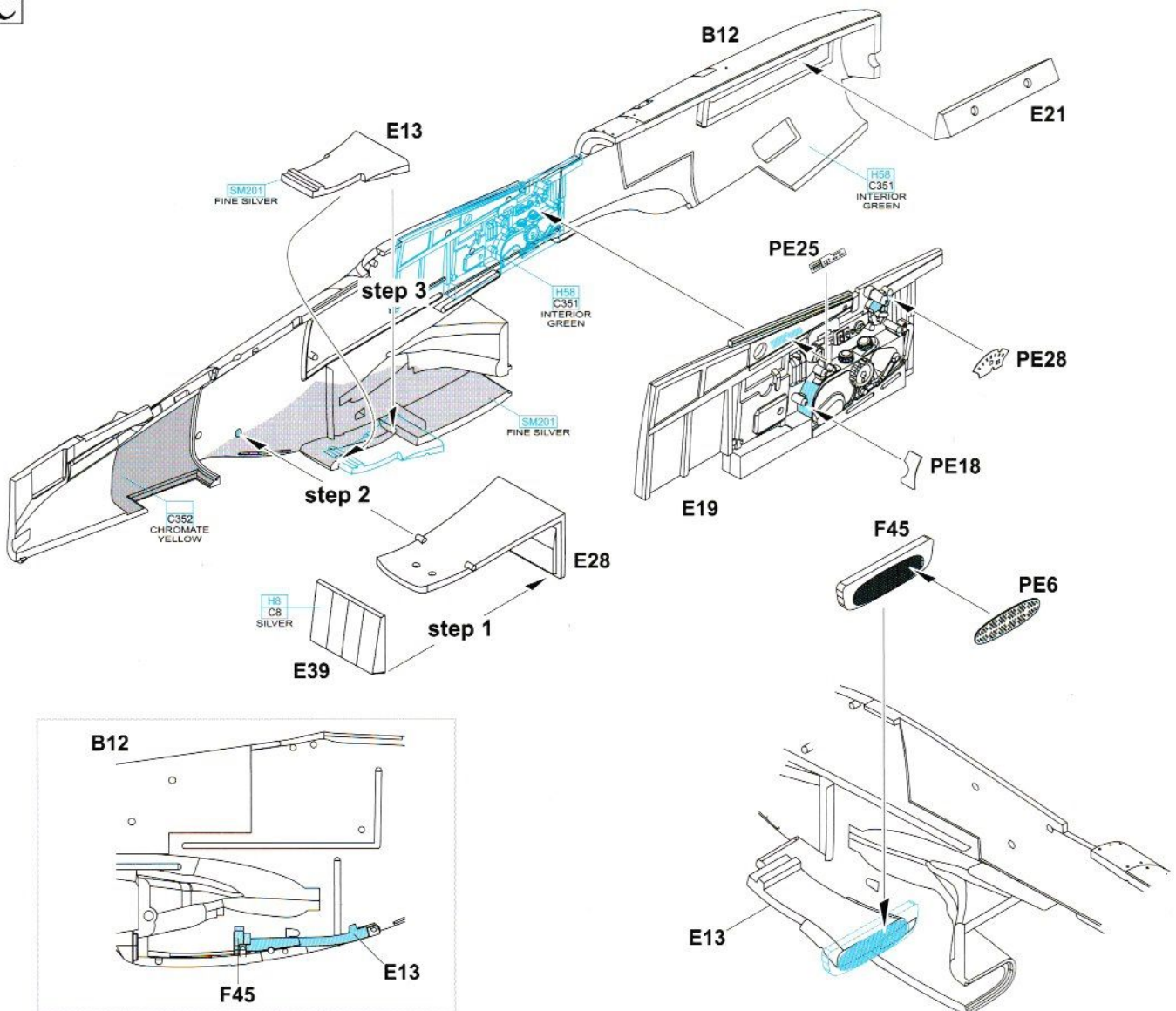


E3 - MARKING F ONLY

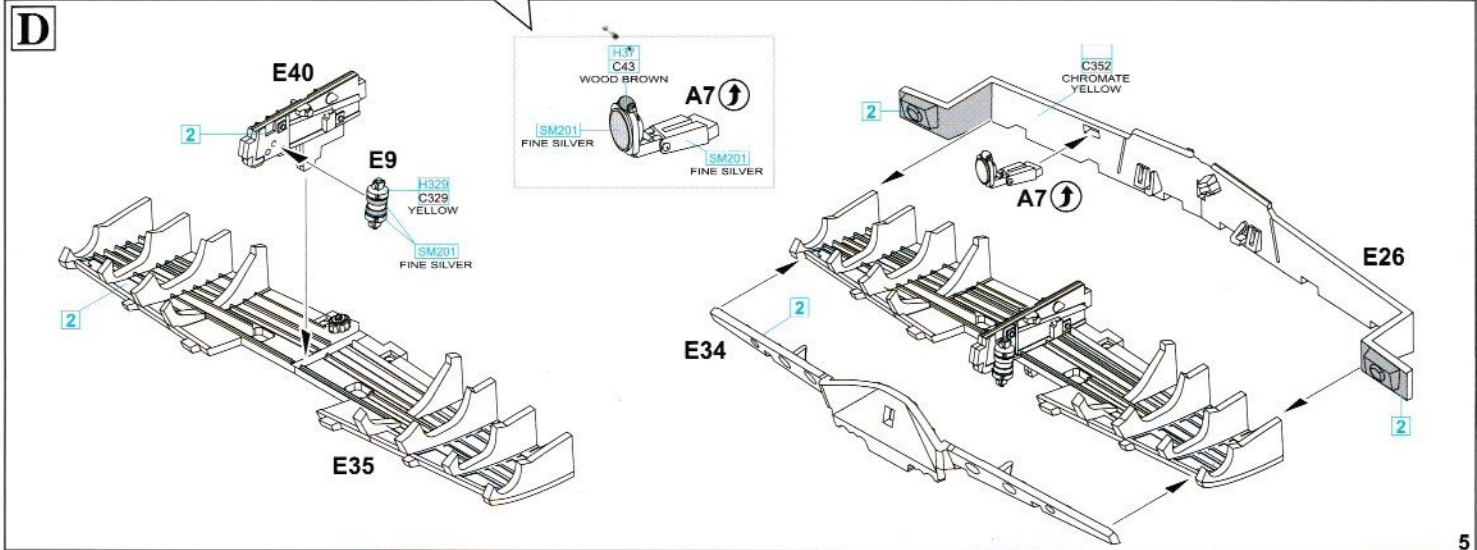
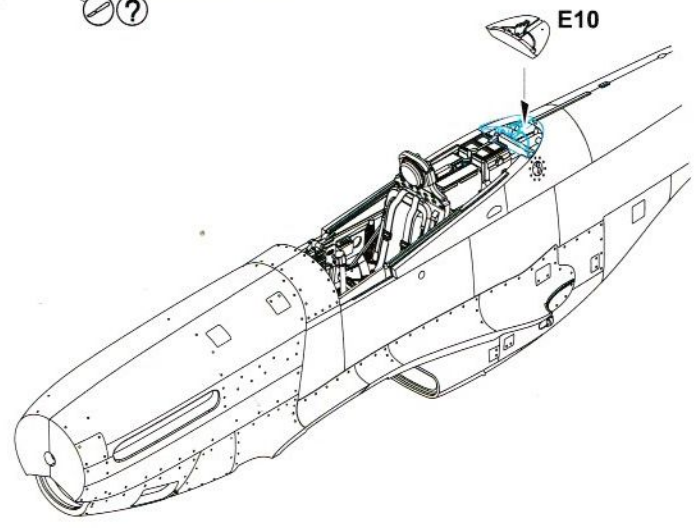
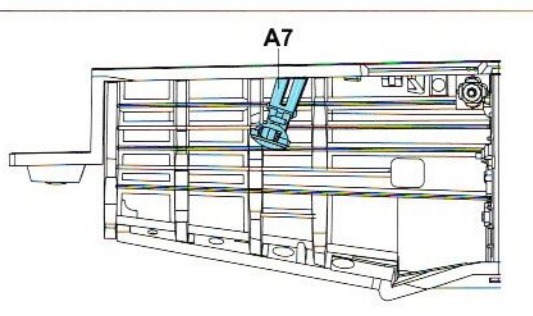
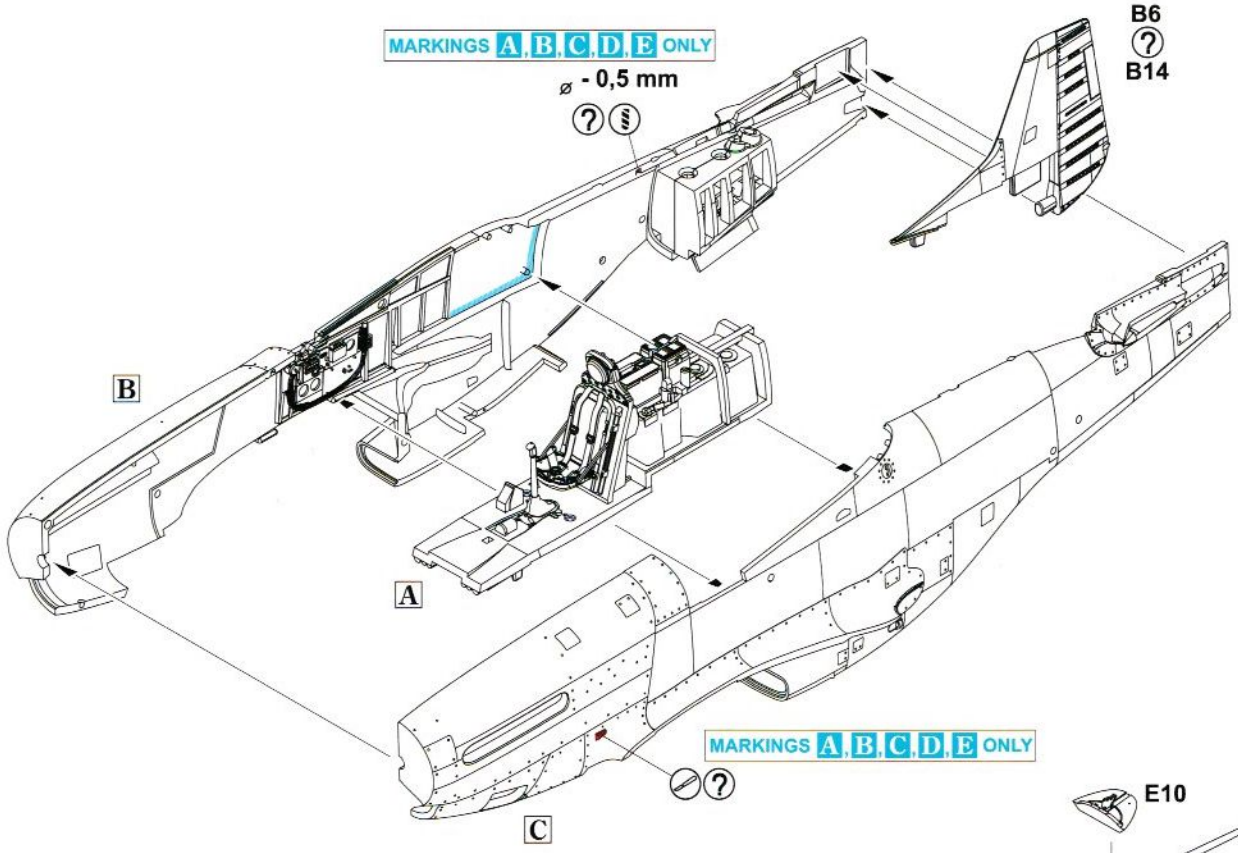


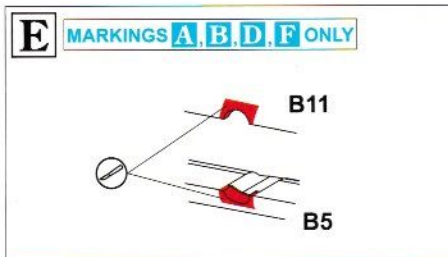
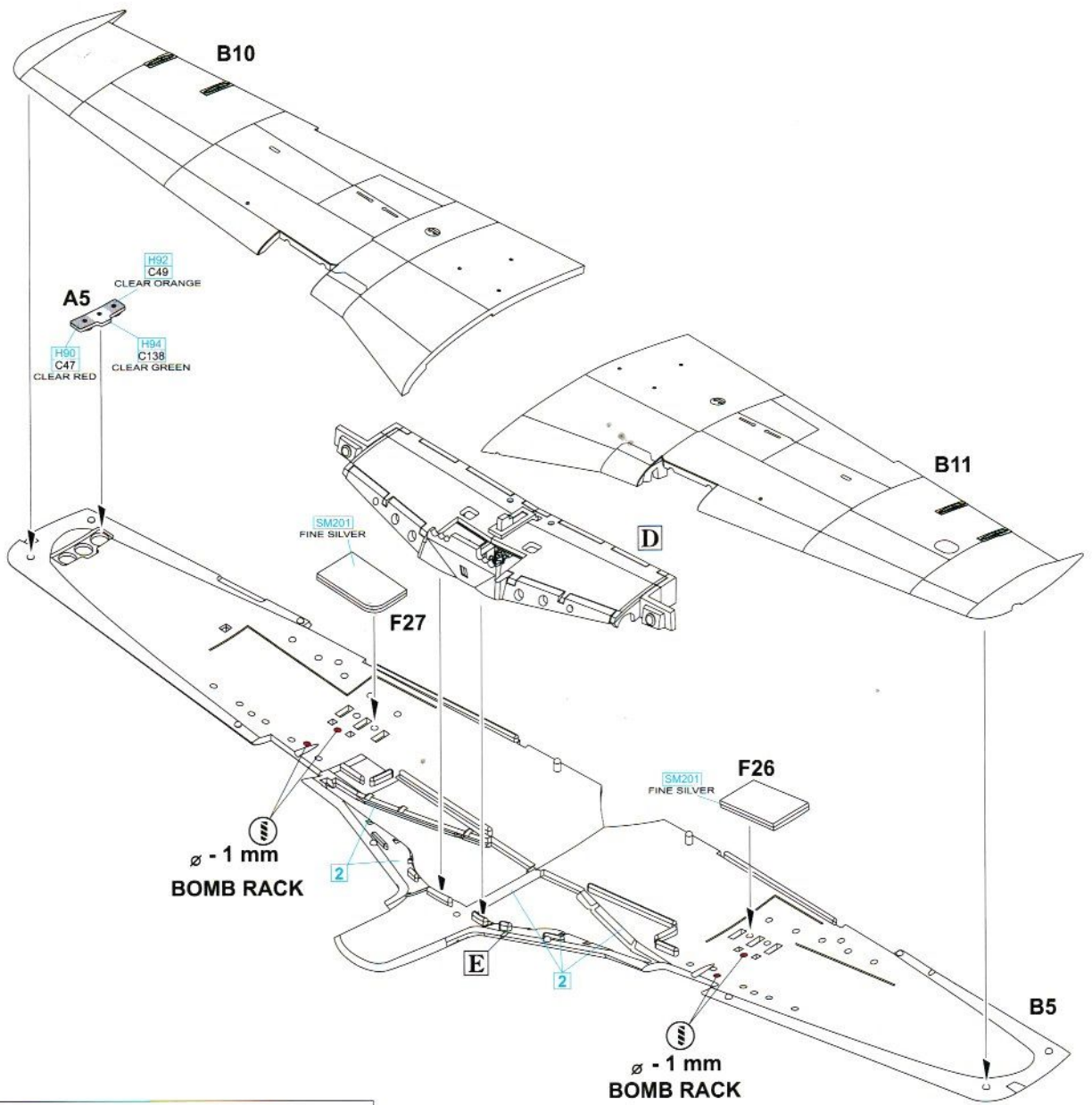
2 = C352 CHROMATE YELLOW - MARKINGS A, B, D, F

SM201 FINE SILVER - MARKINGS C, E

**B****C**

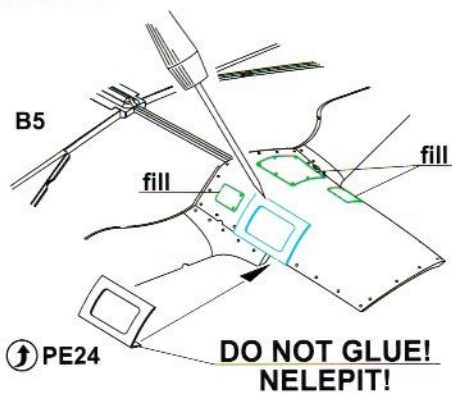
B14 - MARKINGS **A, D, F**  
 B6 - MARKINGS **B, C, E**



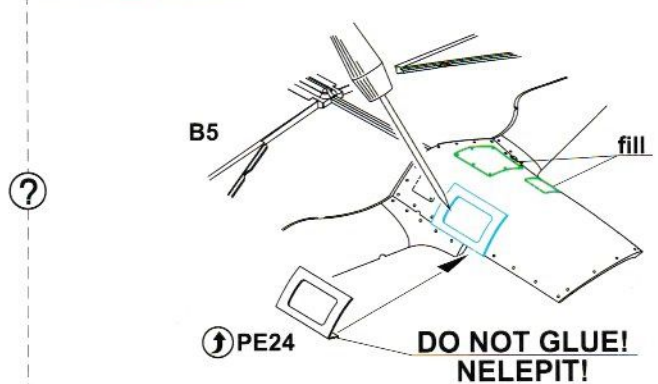


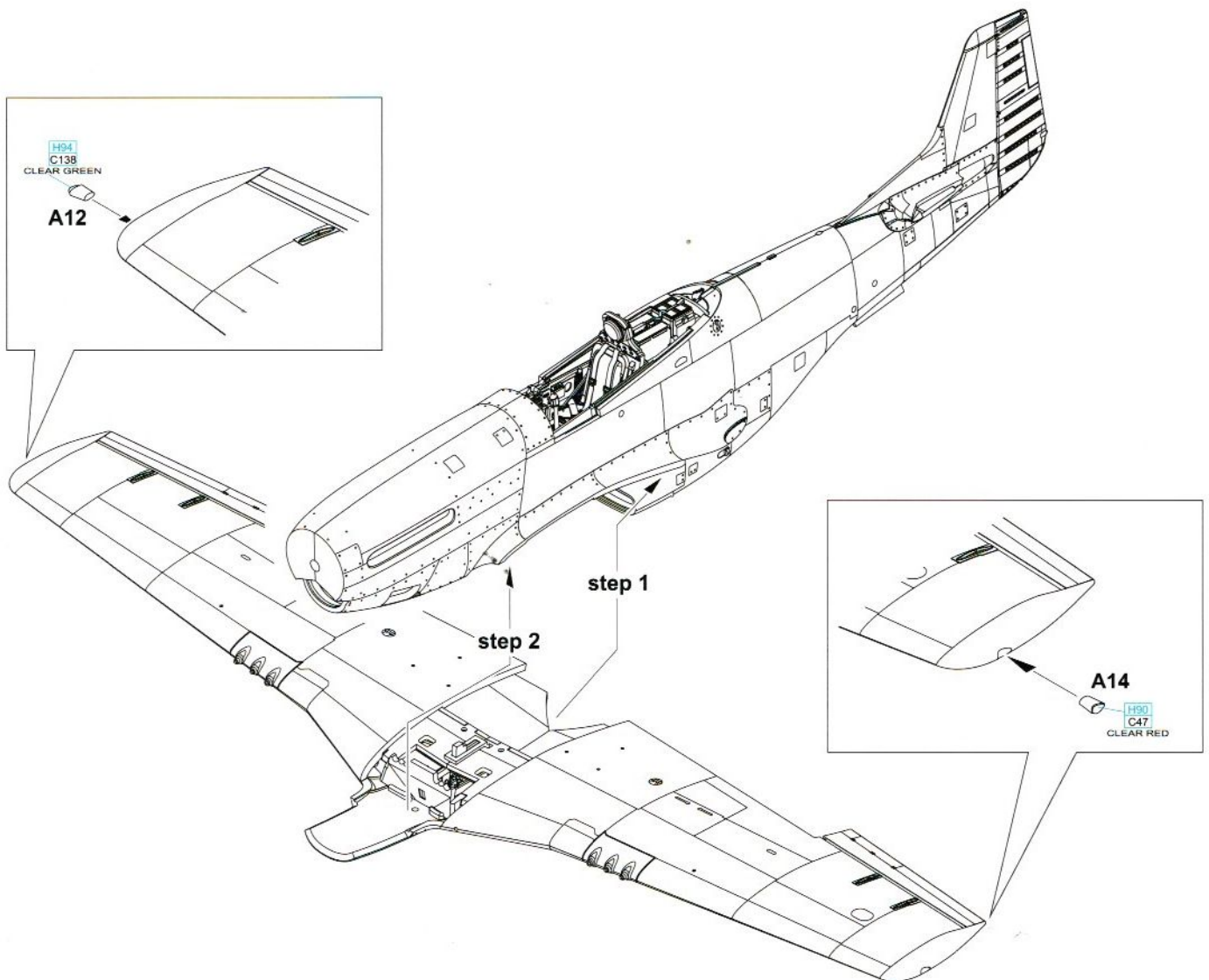
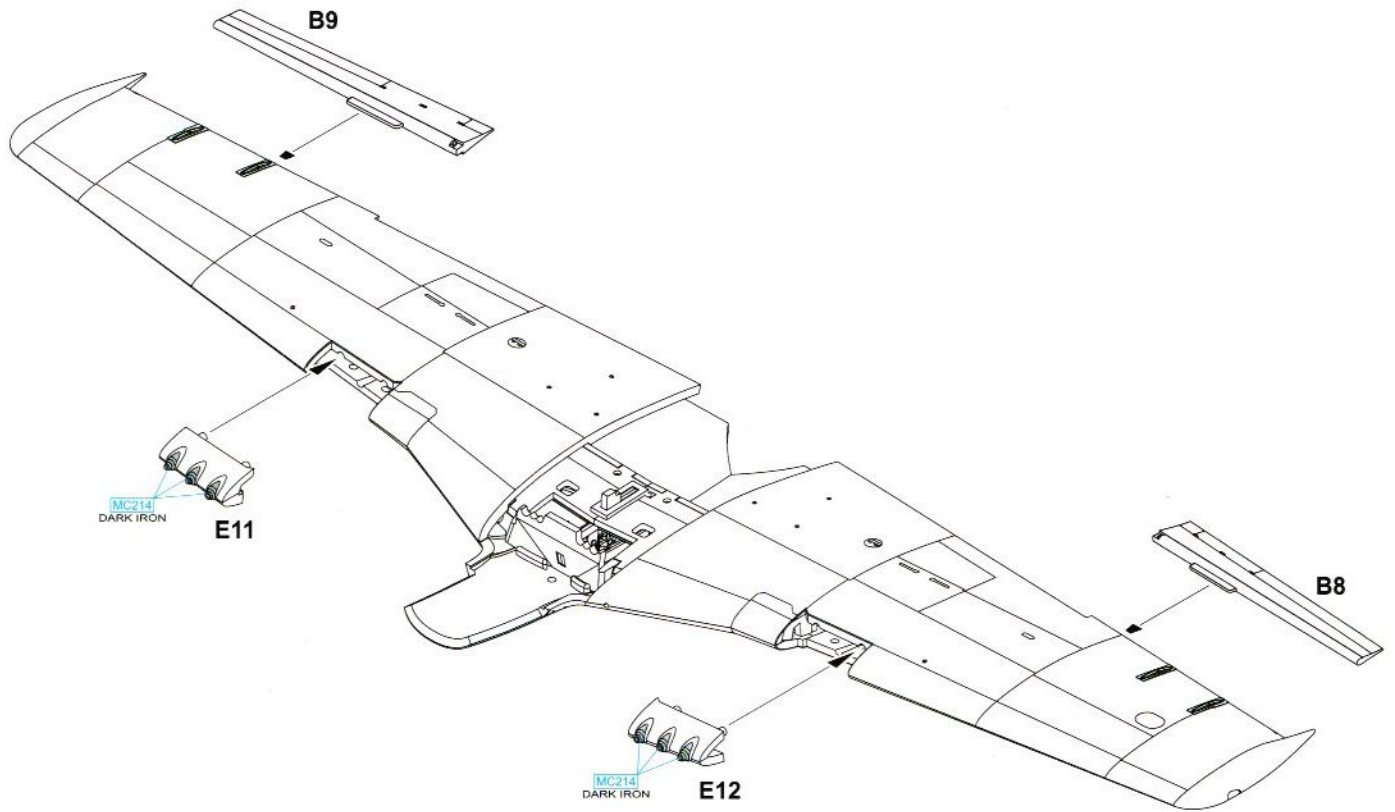
NOTE: create rectangle shape

MARKINGS **B, C, E**

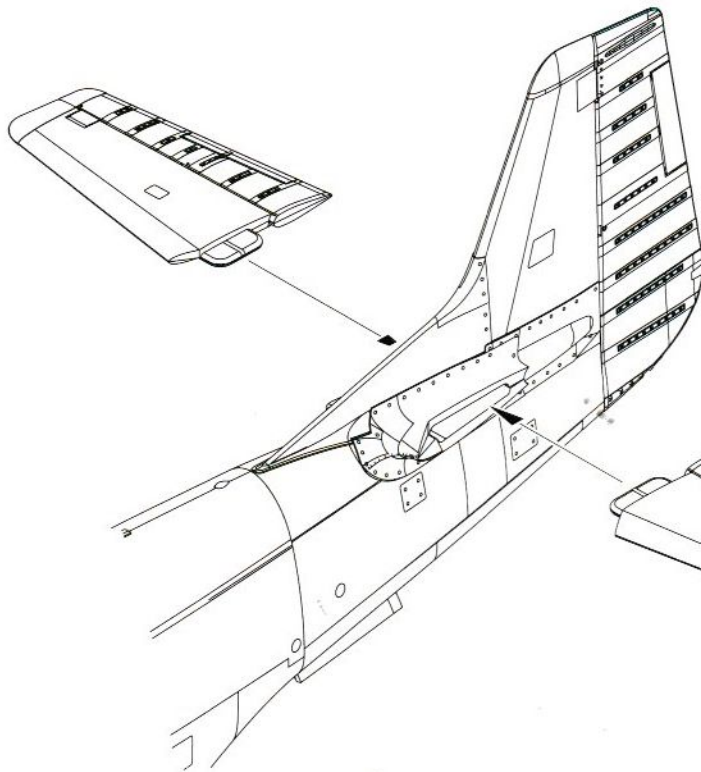


MARKINGS **A, D, F**





B17  
 ?  
 B15

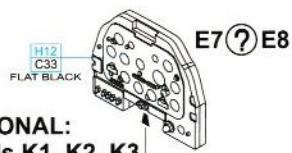


B18  
 ?  
 B16

B15, B16 - MARKINGS **A, D, F**  
 B17, B18 - MARKINGS **B, C, E**

E7 - MARKINGS **A, B, C, D, F**

E8 - MARKING **E**



OPTIONAL:  
 decals K1, K2, K3



OPTIONAL:  
 decals K4, K5, K7, K8

decals K8 - MARKINGS **A, D, F**  
 decal K3 - MARKINGS **A, D, F**  
 decal K2 - MARKINGS **B, C**  
 decal K4 - MARKINGS **B, C, E**  
 decal K1 - MARKING **E**

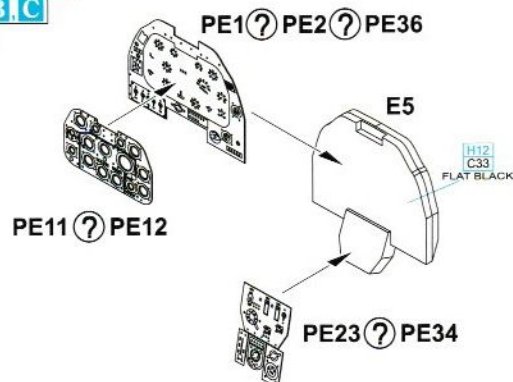
E31 - MARKINGS **A, D, F**  
 E30 - MARKINGS **B, C**  
 E29 - MARKING **E**

?

PE2, PE12 - MARKINGS **A, D, F**

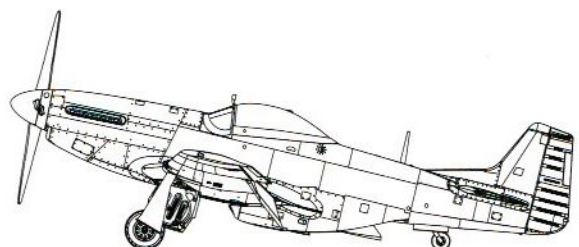
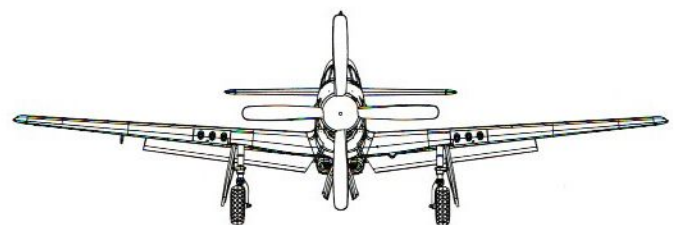
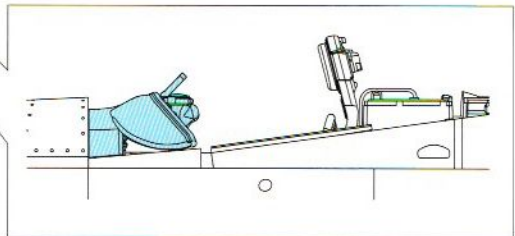
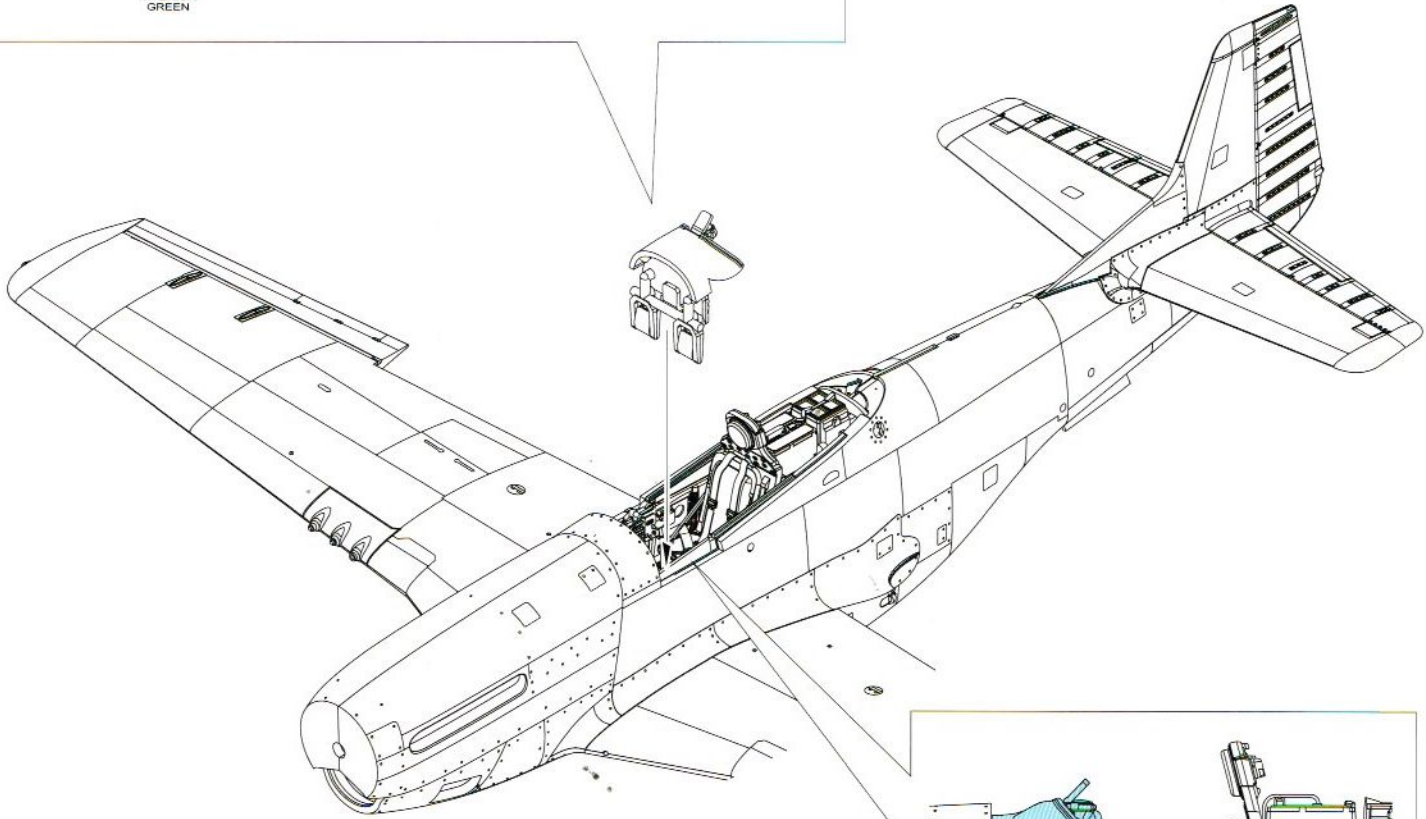
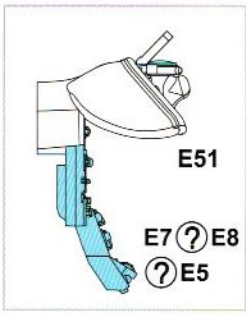
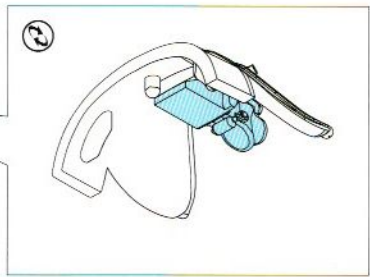
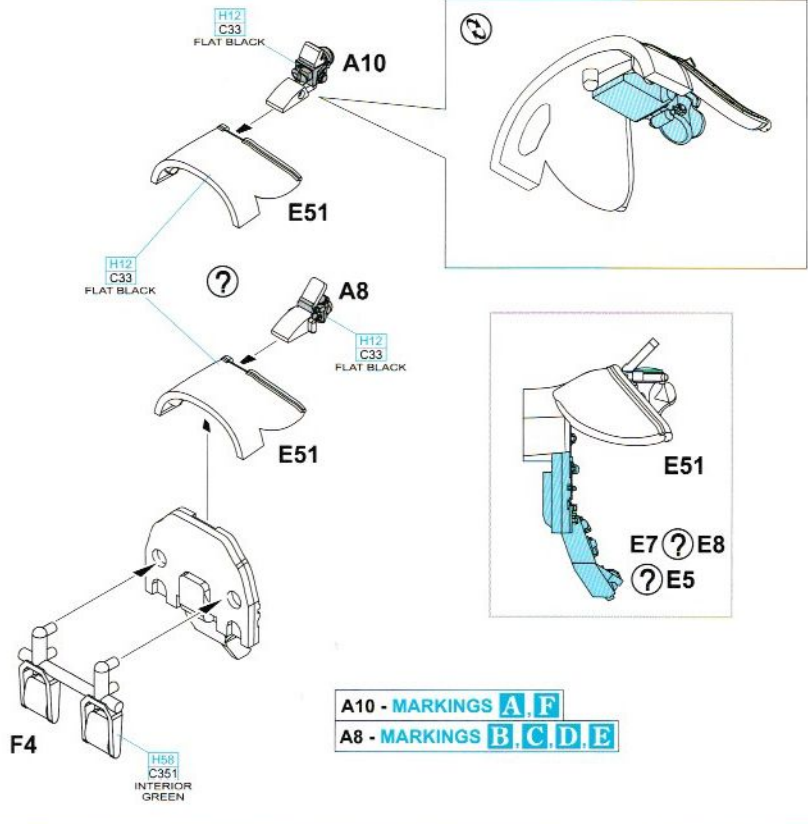
PE36, PE12 - MARKINGS **B, C**

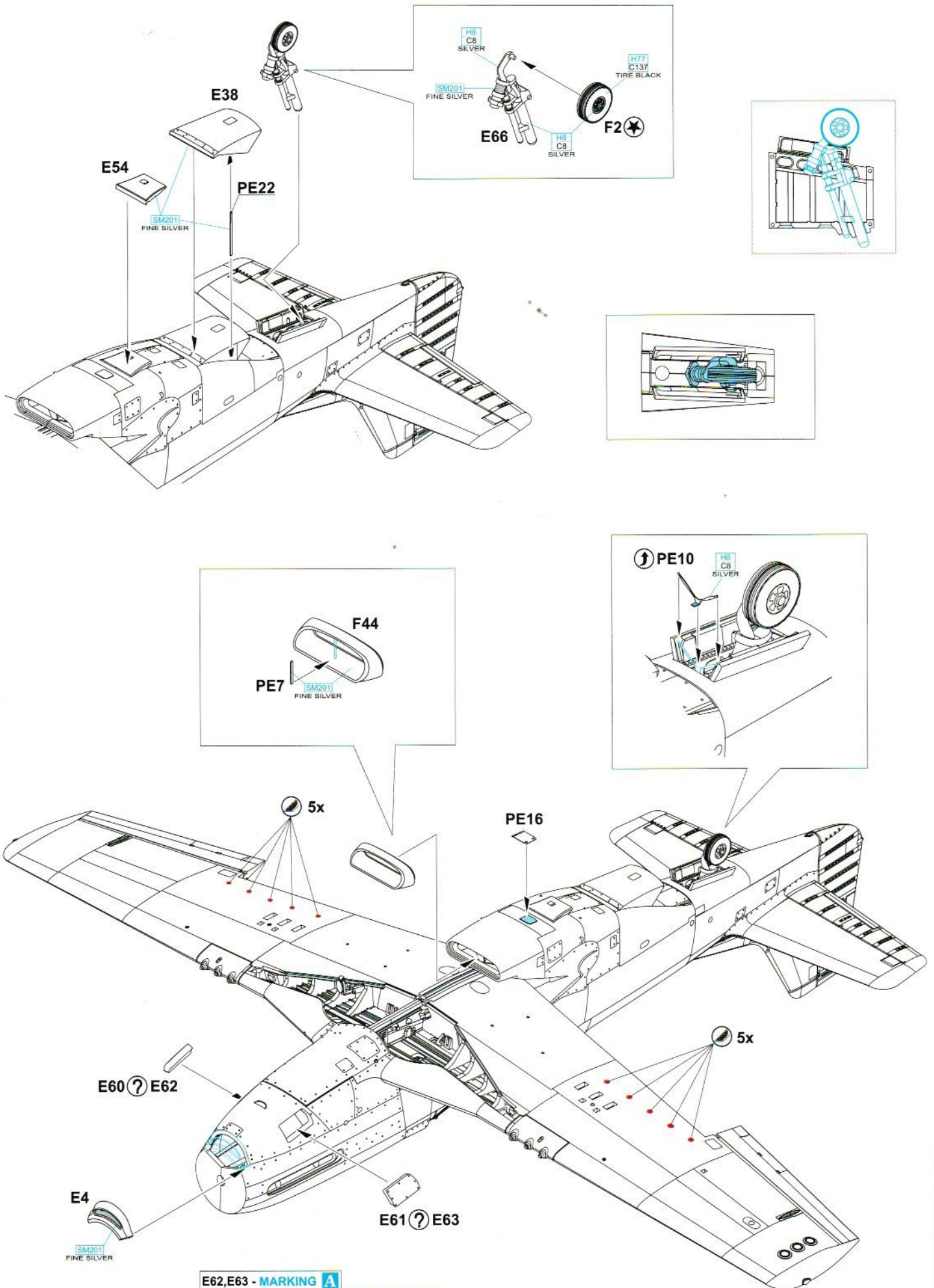
PE1, PE11 - MARKING **E**

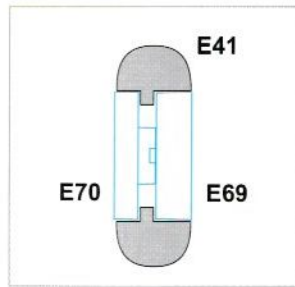
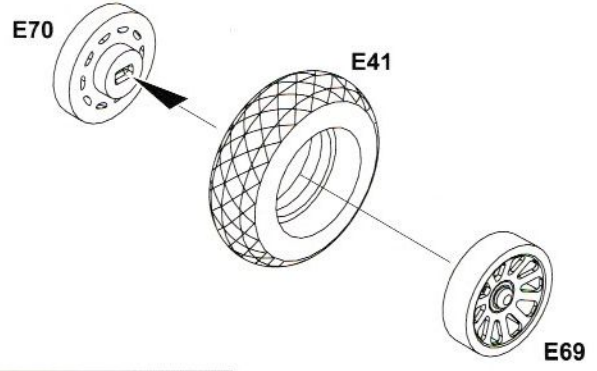
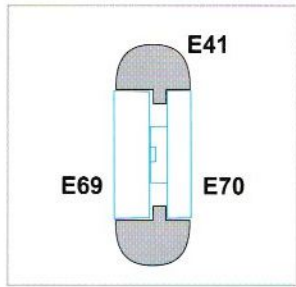
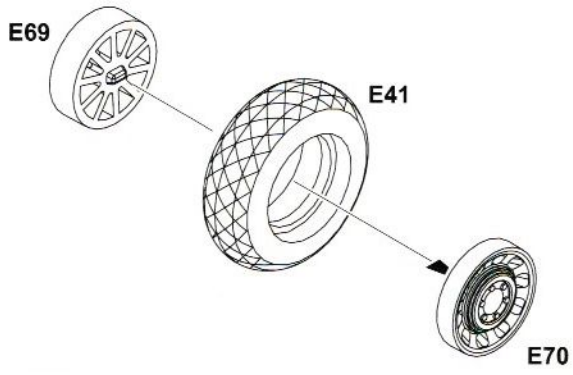


PE34 - MARKINGS **A, D, F**  
 PE23 - MARKINGS **B, C, E**

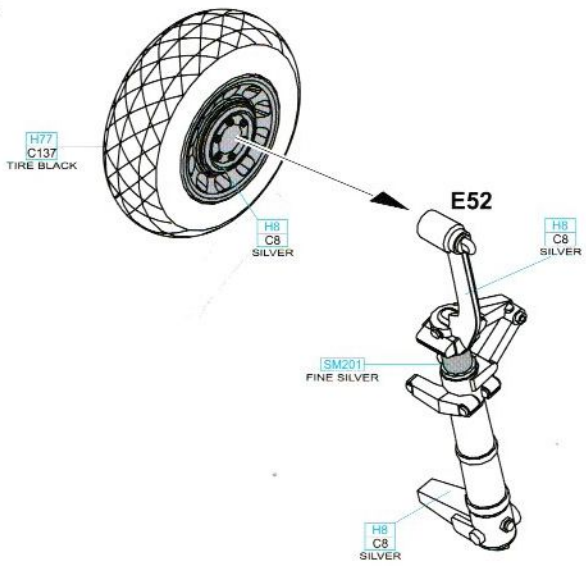




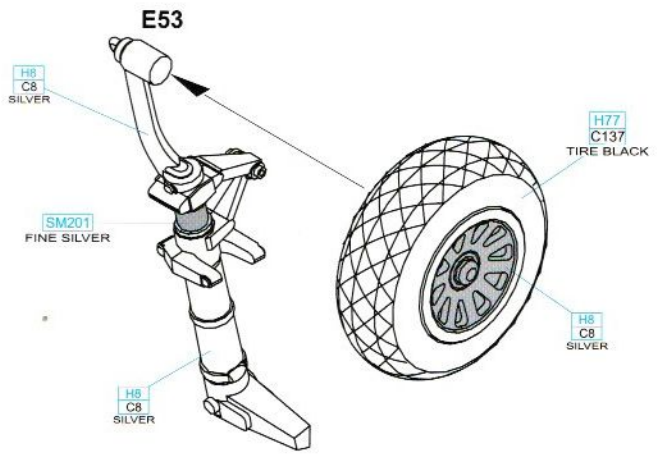




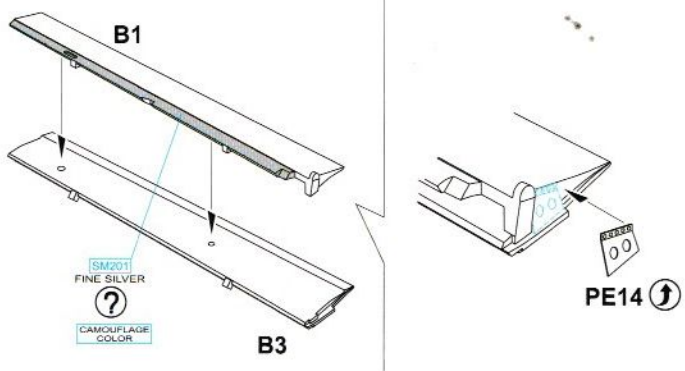
**F**



**G**

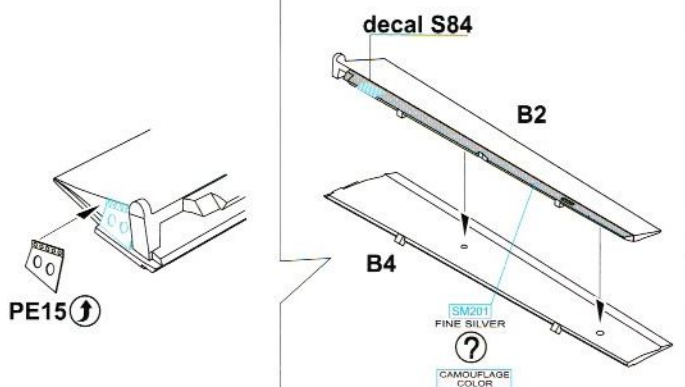


**H**

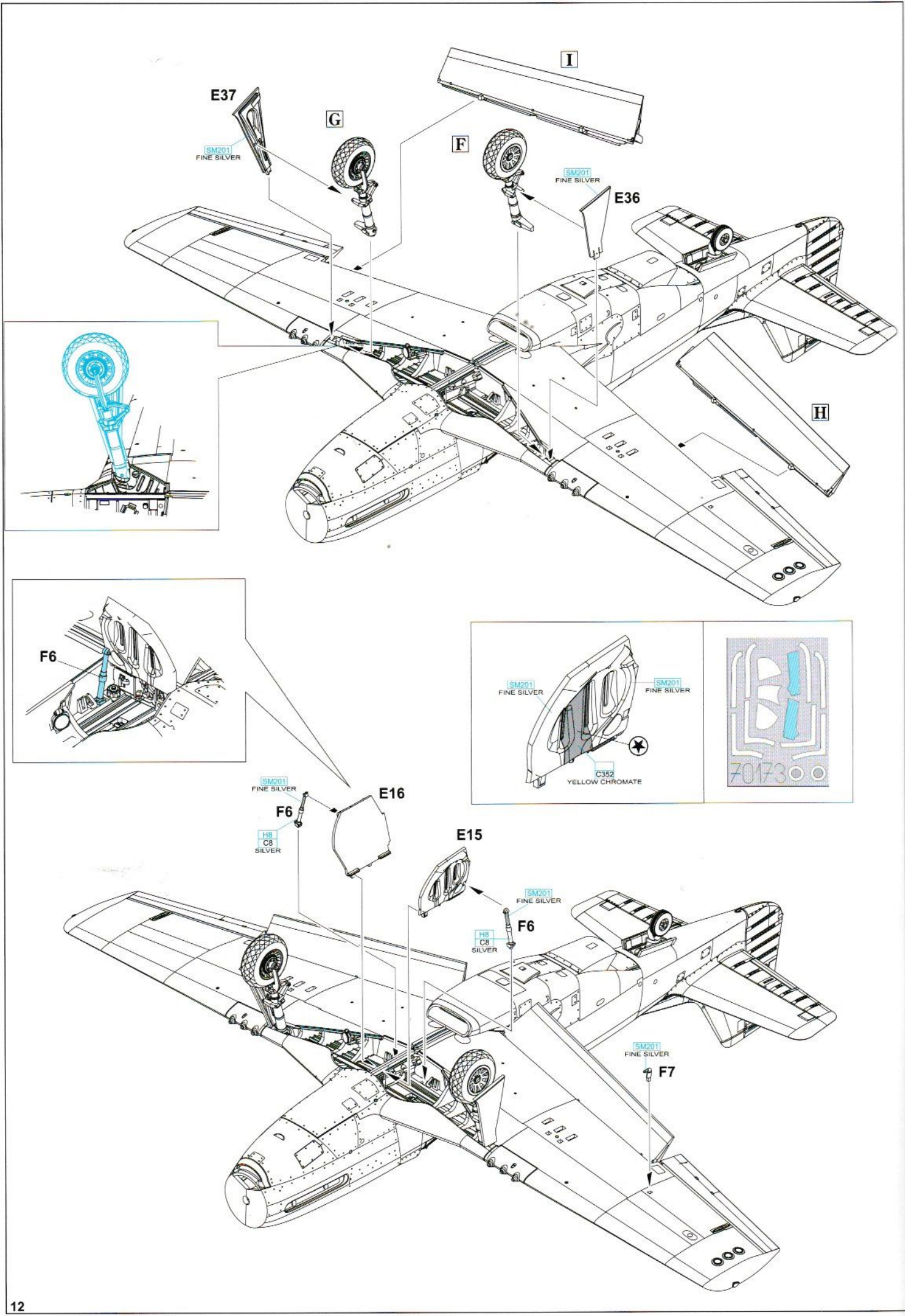


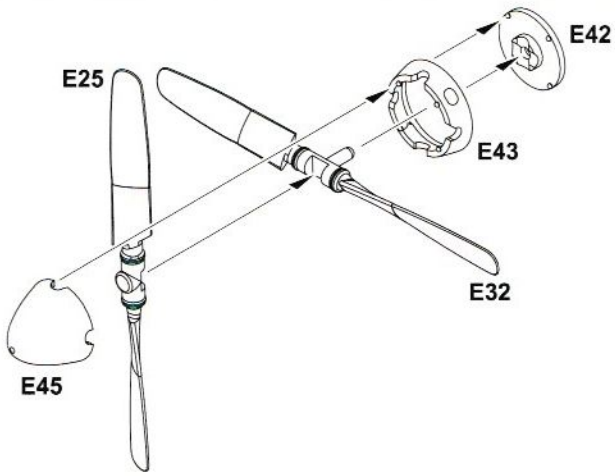
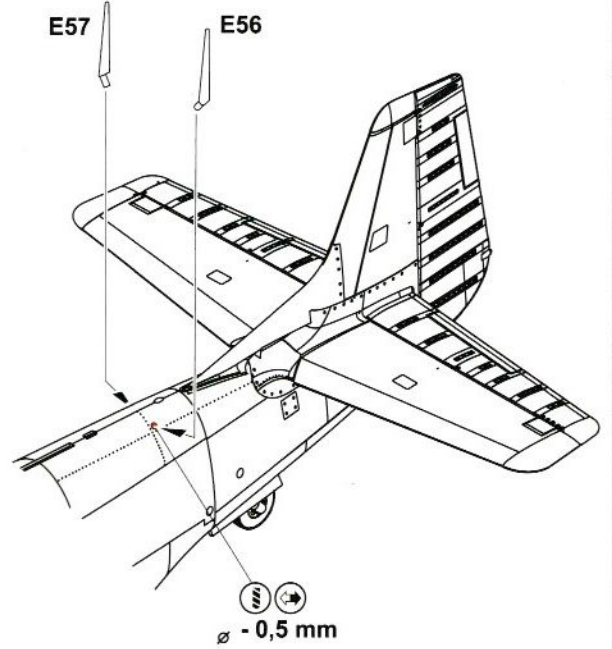
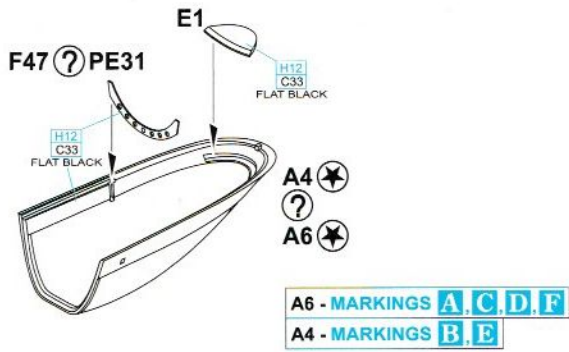
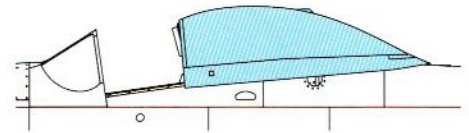
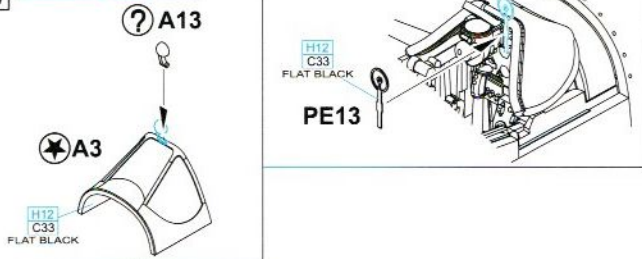
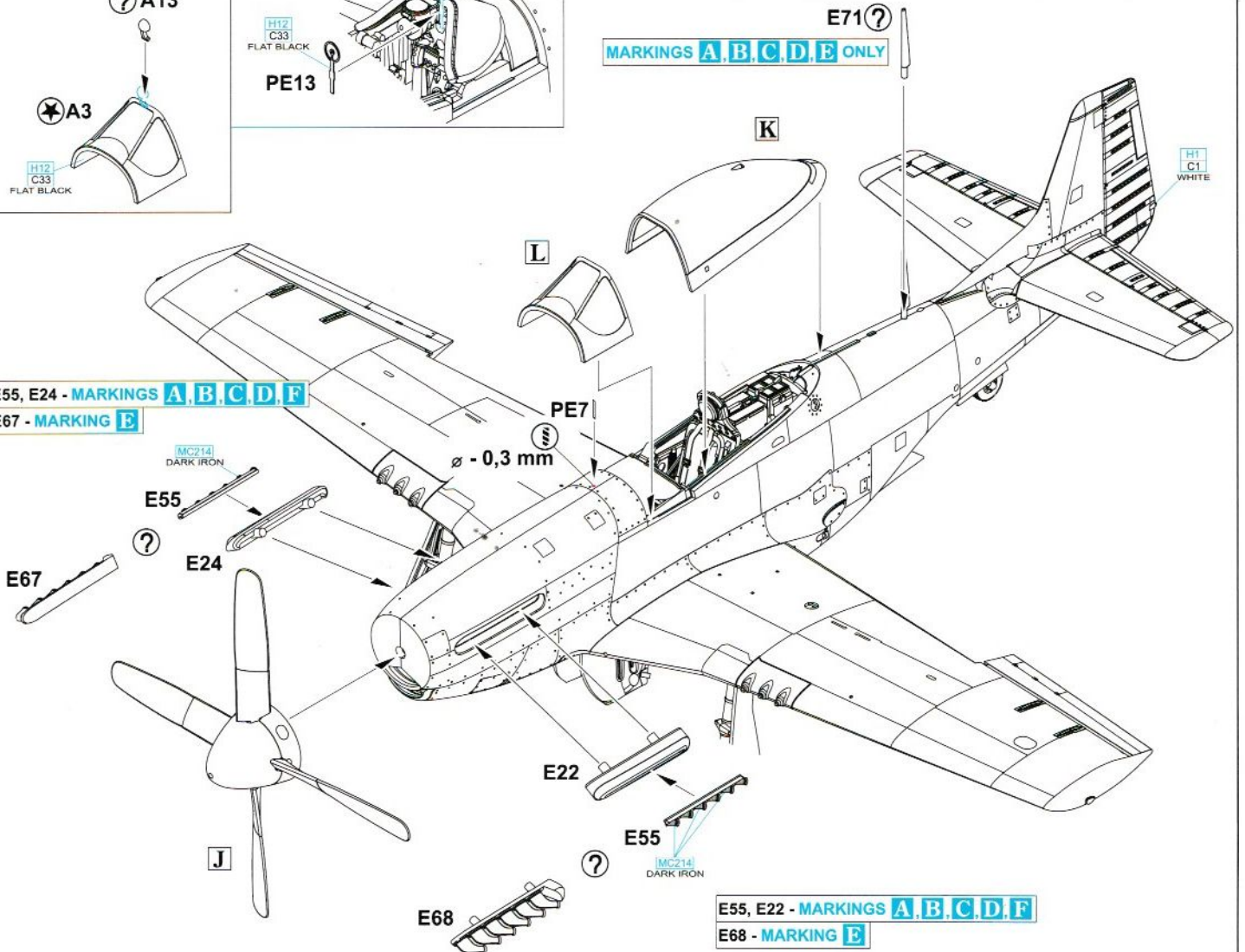
CAMOUFLAGE COLOR - MARKING C ONLY

**I**

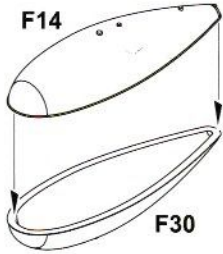


CAMOUFLAGE COLOR - MARKING C ONLY

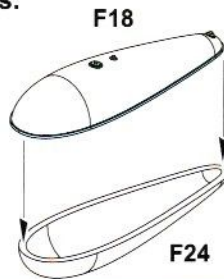


**J****MARKING F ONLY****K****OPEN CANOPY POSITION****L****MARKING C ONLY****MARKINGS A, B, C, D, E ONLY****E55, E24 - MARKINGS A, B, C, D, F****E67 - MARKING E**

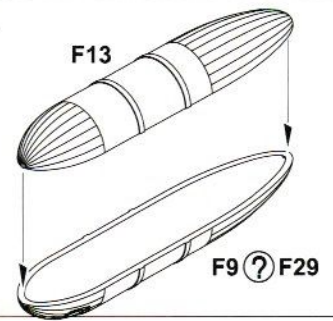
**M** 2 pcs.



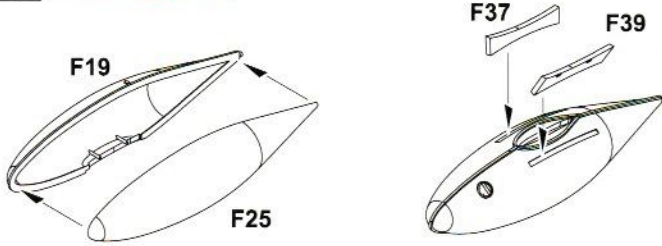
2 pcs.



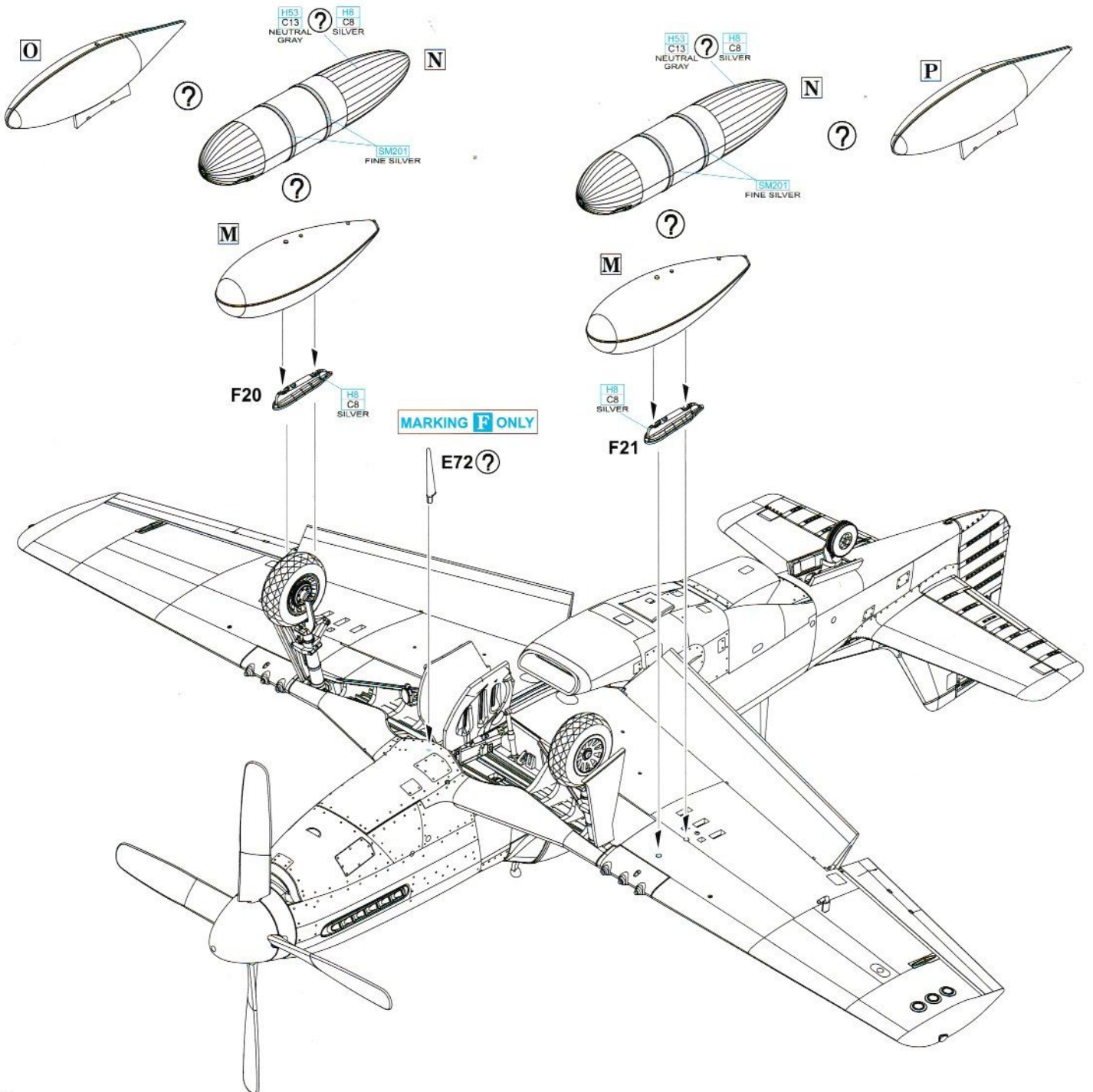
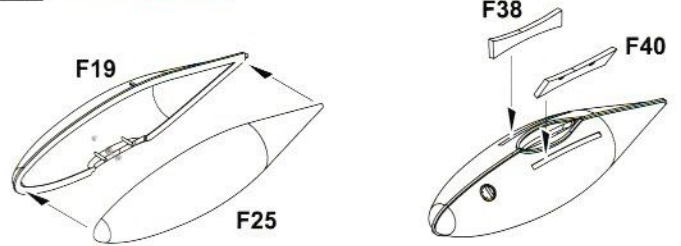
**N** 2 pcs.

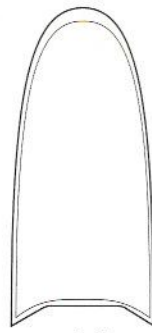
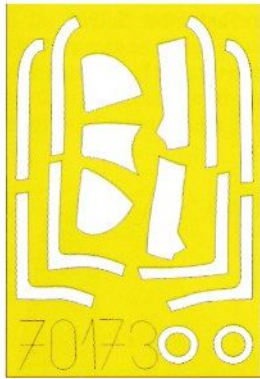


**O** MARKING F ONLY

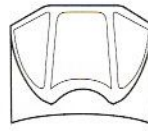


**P** MARKING F ONLY

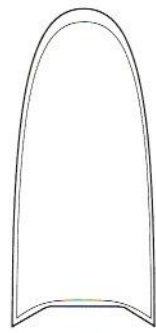




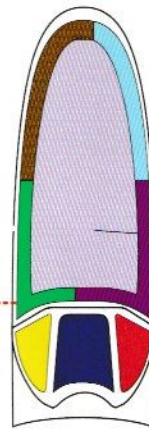
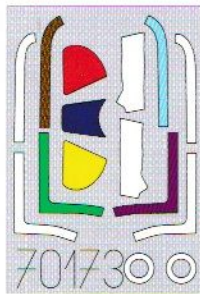
A4



A3



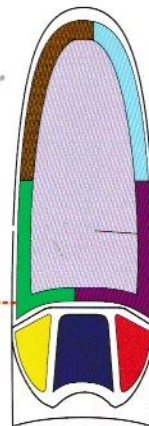
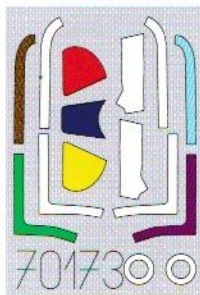
A6



A4

A3

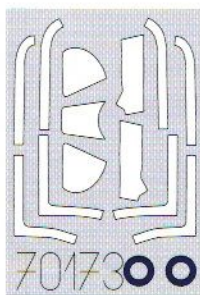
LIQUID MASK



A6

A3

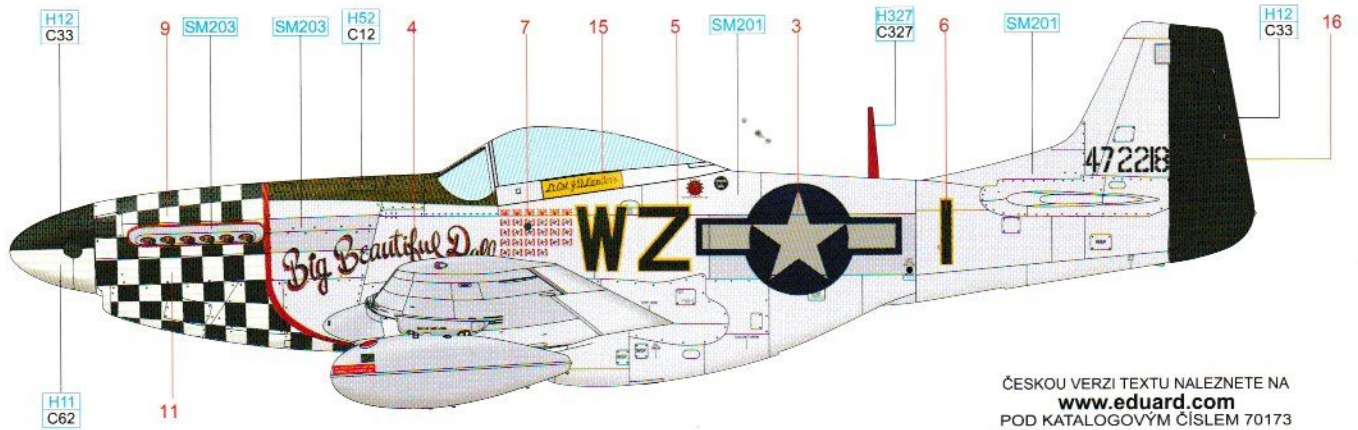
LIQUID MASK



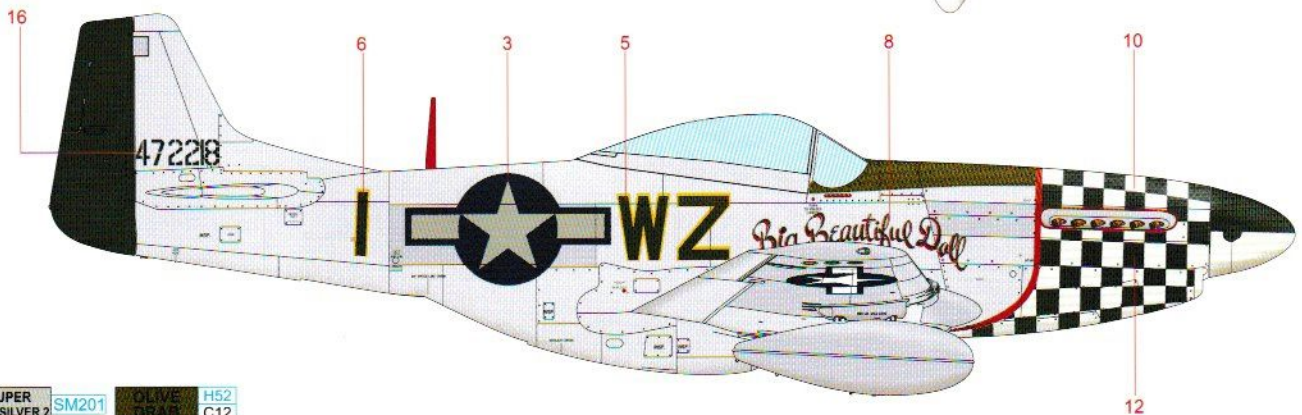
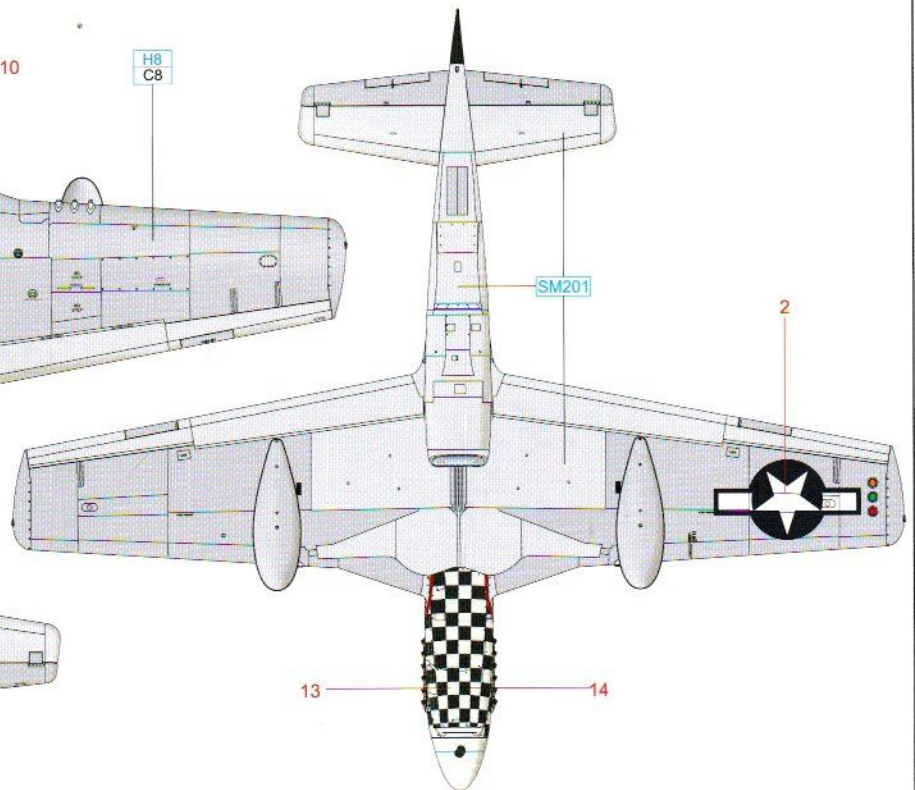
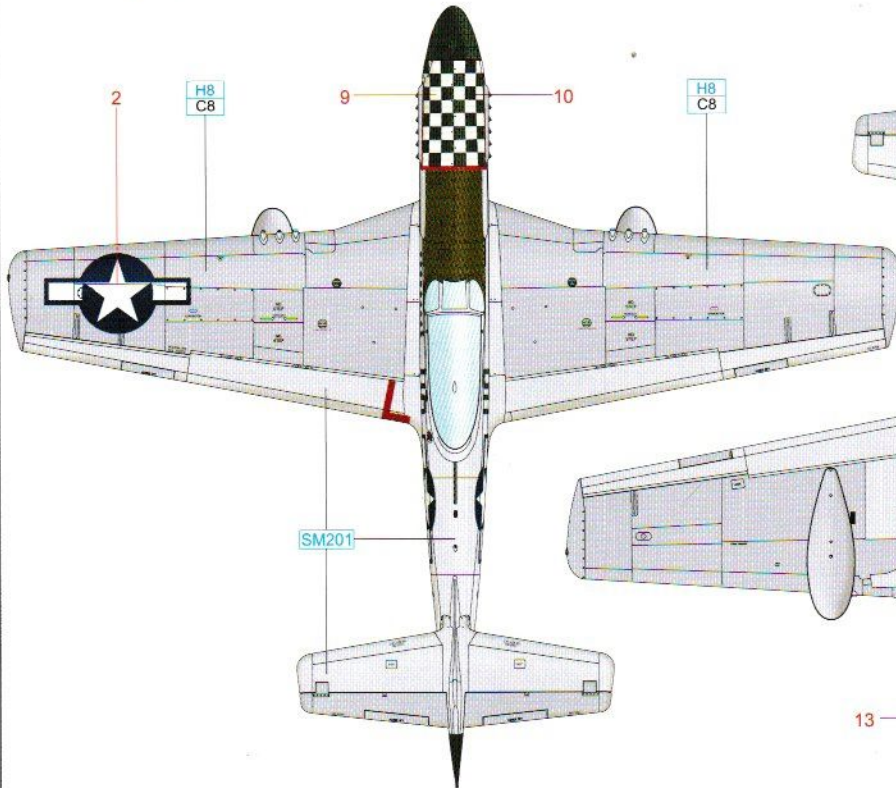
F2

**A** P-51D-20, 44-72218, Lt Col. John D. Landers, CO of 78<sup>th</sup> FG, 8<sup>th</sup> AF, Duxford, United Kingdom, March 1945

John Dave Landers was born on August 23, 1920, in Joshua, Texas. He joined the Army Air Force in April 1941. After completing the pilot training in January 1942 he was assigned to the 9<sup>th</sup> FS in Australia, a unit that flew P-40s. In the Pacific theatre he scored six kills and was called back to the States in January 1943. There, he served as a flight instructor, but in April 1944, on his own request, he was reassigned to a combat unit. It was 38<sup>th</sup> FS based at Wormingford, operating P-38s, which they changed for P-51s as of July 1944. After being promoted to Lieutenant Colonel, he assumed command 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 United Kingdom 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. He died on September 12, 1989.



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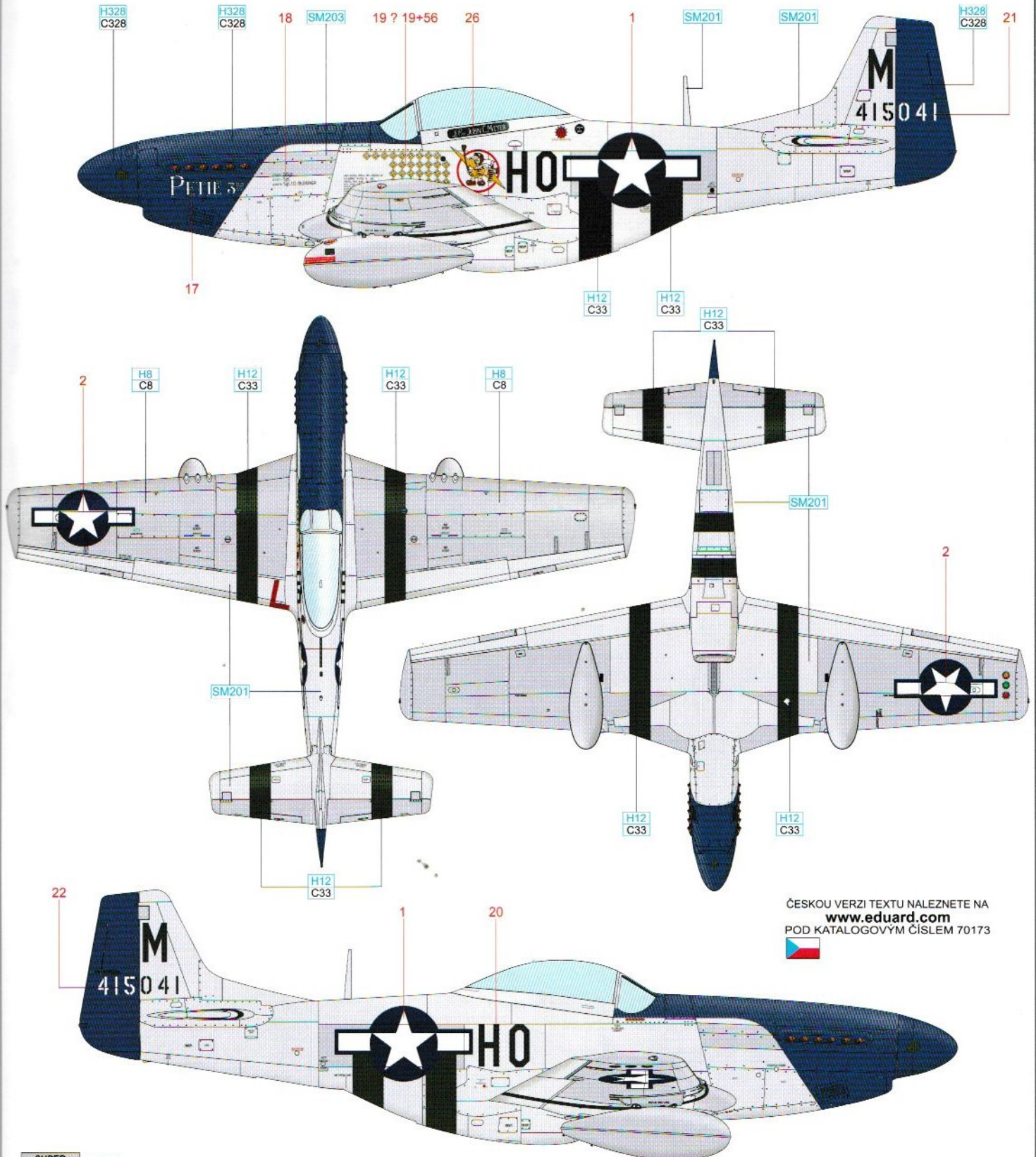


SUPER FINE SILVER 2	SM201	OLIVE DRAB	H52 C12
SUPER IRON 2	SM203	SILVER	H8 C8
		FLAT BLACK	H12 C33
		WHITE	H11 C62
		RED	H327 C327



# B P-51D-15, 44-15041, Lt Col. John C. Meyer, CO of 352<sup>nd</sup> FG, 8<sup>th</sup> AF, Y-29 Asch, Belgium, December 1944

John Charles Meyer finished flight training on July 26, 1940, at the age of 21, after which he was assigned to the 33<sup>rd</sup> PS on Iceland, a unit that was flying the P-40s. After his return to the States, he was named the CO of the newly formed 487<sup>th</sup> FS, which had undergone conversion training onto the P-47 and in June 1943 was transferred to United Kingdom, from where they performed escort missions for bombers over continental Europe. In April of 1944, the unit was rearmed with the Mustangs, and the number of kills attributed to Major Meyer began to rise. In November 1944, he was named Deputy Commander of the 352<sup>nd</sup> FG, to which his own 487<sup>th</sup> FS was subordinate. Under his command, the 352<sup>nd</sup> FG was relocated to the forward base at Asch in Belgium. On January 1, the Luftwaffe conducted a raid on this base, and Meyer was able to get his unit in the air to counter the raid, claiming a pair of Fw 190s in the process. These would be the last two kills that he would achieve during the war, because on January 4, he suffered a major fracture of his left leg, the treatment of which required his return to the United States. After the war, he saw combat in Korea, and in Vietnam he led the Linebacker II campaign. Over the course of the WWII, he shot down 24 enemies, and he added another two during the Korean War. He retired a General as the head of the Strategic Air Command. He passed away as the result of a heart attack on December 2, 1975.



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SUPER FINE SILVER 2 SM201

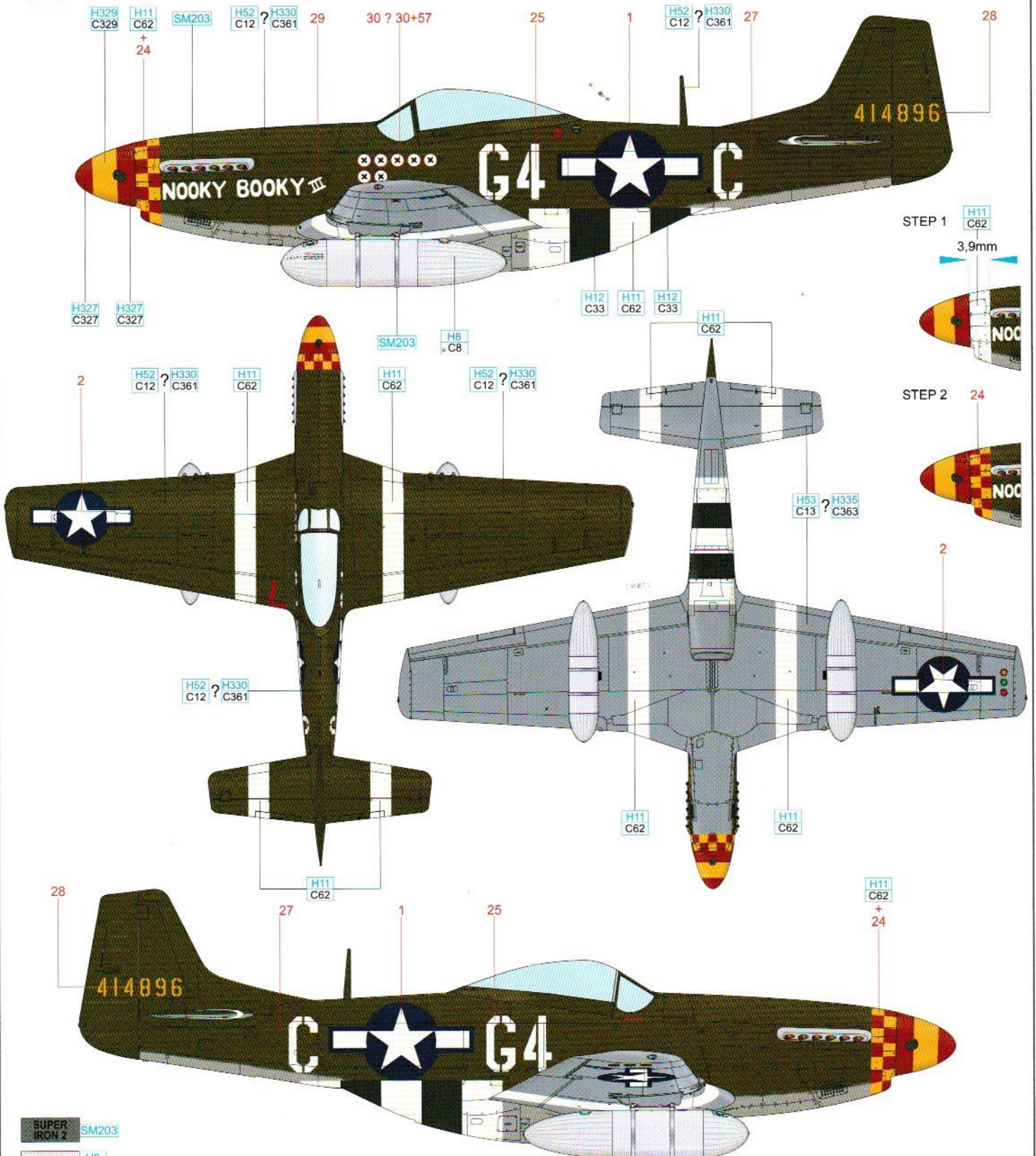
SUPER IRON 2 SM203 SILVER H8 C8 FLAT BLACK H12 C33 BLUE H328 C328

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**C** P-51D-10, 44-14896, Maj. Leonard K. Carson, 362<sup>nd</sup> FS, 357<sup>th</sup> FG, 8<sup>th</sup> AF, Leiston, United Kingdom, September 1944

Major Leonard "Kit" Carson was one of the most successful pilots of the 357<sup>th</sup> FG. He finished the war as a commander of the 363<sup>rd</sup> FS with 18.5 kills to which he added three airplanes destroyed on the ground. He flew four P-51 Mustangs, all of them carried his personal inscription Nooky Booky on the engine cowling. The aircraft s/n 44-14896 was his third. It sported seven kill markings on the side of the fuselage which Carson scored till the beginning of November 1944. The plane was marked with standard identification stripes including the invasion bands on the fuselage. Carson's Mustang was camouflaged in the Dark Green paint on the upper surfaces including the landing flaps' interiors. The paint was probably British RAF Dark Green. The lower surfaces were painted in Medium Sea Grey.

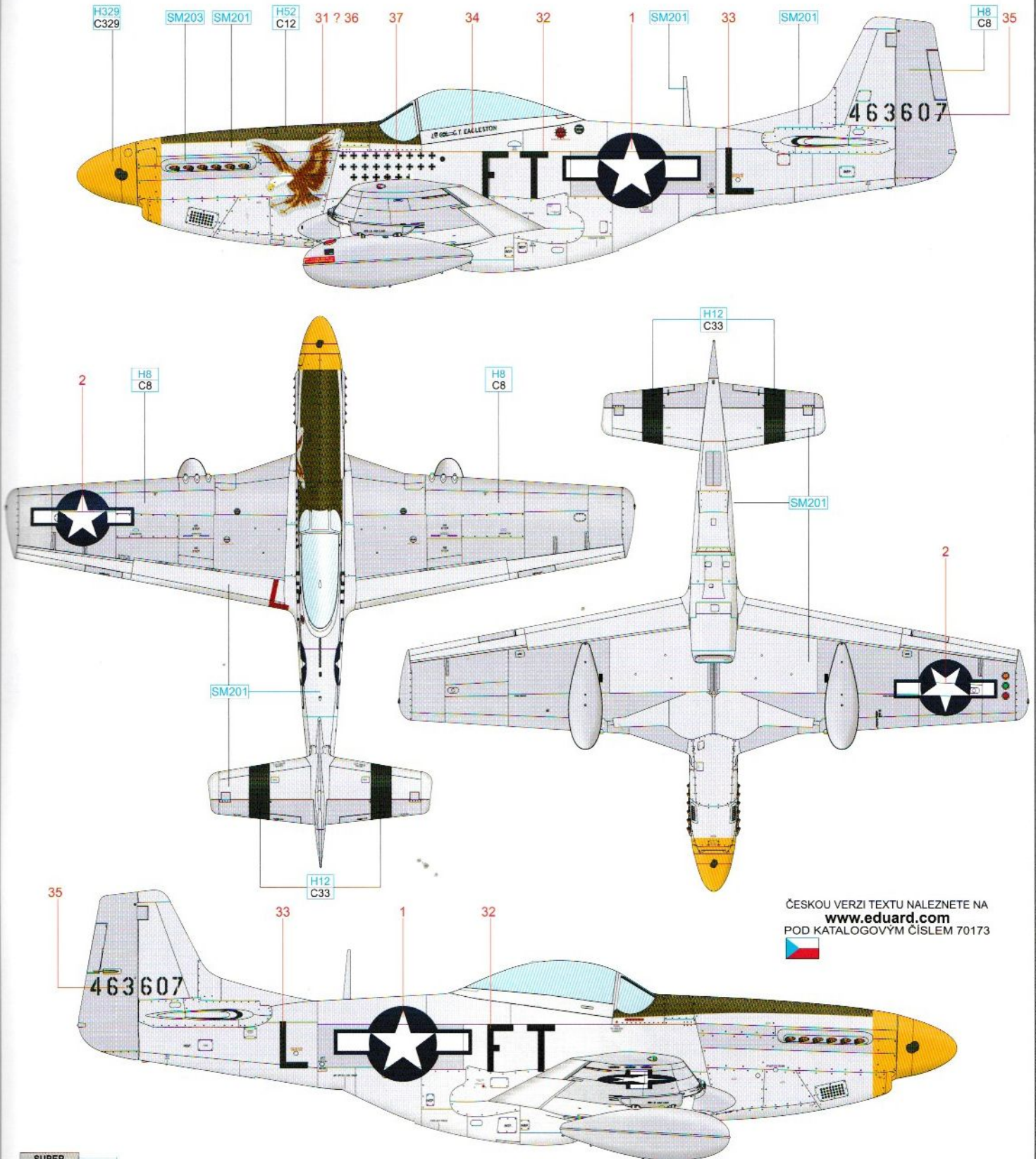
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|---------------------|------------|---------------------|------------|-----------------------|--------------|-------------------|------------|-------------------|--------------|---------------|--------------|------------|--------------|-------------------|------------|
| <b>SUPER IRON 2</b> | SM203      |                     |            |                       |              |                   |            |                   |              |               |              |            |              |                   |            |
| <b>SILVER</b>       | H8<br>C8   |                     |            |                       |              |                   |            |                   |              |               |              |            |              |                   |            |
| <b>WHITE</b>        | H11<br>C62 | <b>NEUTRAL GRAY</b> | H53<br>C13 | <b>MEDIUM SEAGRAY</b> | H335<br>C363 | <b>OLIVE DRAB</b> | H52<br>C12 | <b>DARK GREEN</b> | H330<br>C361 | <b>YELLOW</b> | H329<br>C329 | <b>RED</b> | H327<br>C327 | <b>FLAT BLACK</b> | H12<br>C33 |

**D** P-51D-20, 44-63607, Lt Col. Glenn T. Eagleston, CO of 353<sup>rd</sup> FS, 354<sup>th</sup> FG, 9<sup>th</sup> AF, Y-64 Ober Olm, Germany, April 1945

Glenn Todd Eagleston was born on March 12, 1921, in Farmington, Utah, and he joined the USAAF in 1940. In 1942, he underwent flight training, after which he was first assigned to the P-39 equipped 79<sup>th</sup> FS, and then to the 353<sup>rd</sup> FS, which was transferred to Boxed in the UK with their Mustangs in October 1943. Although being a constituent of the 9<sup>th</sup> Air Force, the unit flew escort missions for 8<sup>th</sup> AF bombers. In the spring 1944 landing preparations, the 354<sup>th</sup> FG returned to tactical support of ground forces, and eventually relocated to fields in liberated Europe to remain close to combat areas, and this included the 353<sup>rd</sup> FS. Squadron command was handed over to Capt. Eagleston in October 1944, and the unit used their Thunderbolts in support of ground forces. In mid-February 1945, the unit went back to using the Mustangs. After the Second World War, during which Glenn Eagleston amassed 18.5 kills over enemy aircraft, he remained in the service, and took part in combat over Korea, where he shot down a pair of Soviet MiG-15s. He retired at the end of February 1967 and died on May 7, 1991.



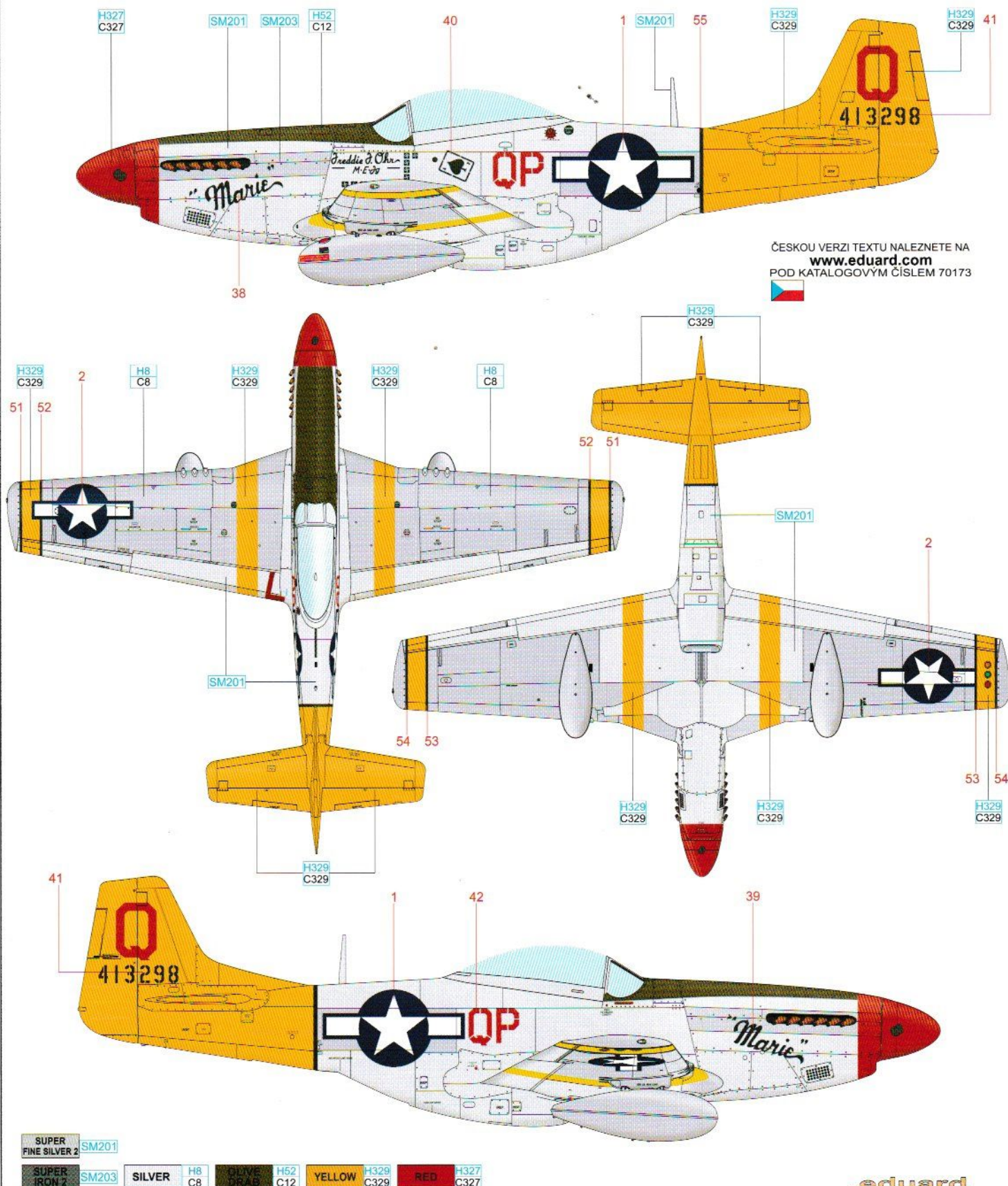
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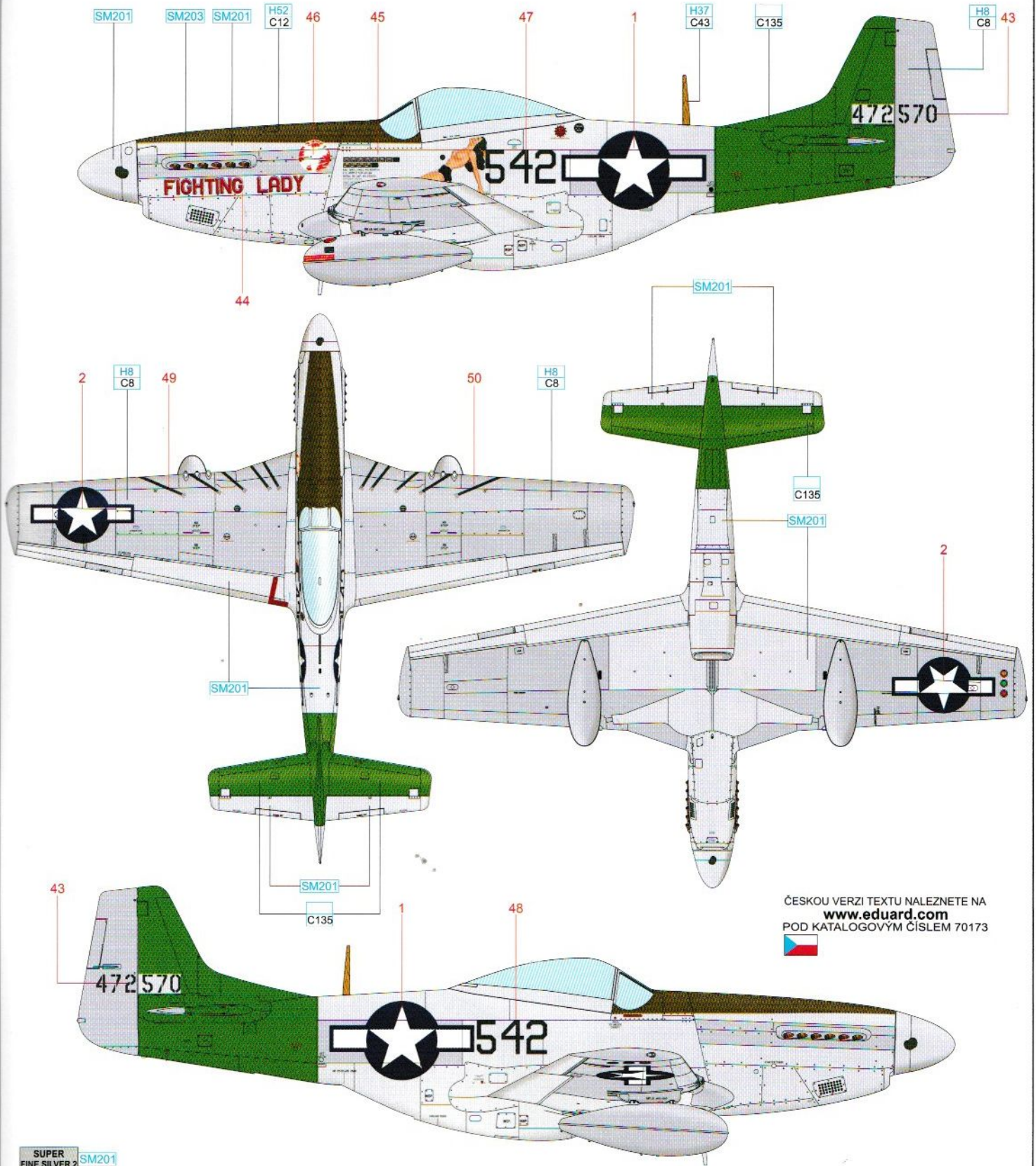
- SUPER FINE SILVER 2 SM201
- SUPER IRON 2 SM203
- SILVER H8 C8
- FLAT BLACK H12 C33
- OLIVE DRAB H52 C12
- YELLOW H329 C329

# E P-51D-5, 44-13298, Capt. Fredie F. Ohr, 2<sup>nd</sup> FS, 52<sup>nd</sup> FG, 15<sup>th</sup> AF, Madna, Italy, Autumn 1944

The 52<sup>nd</sup> Pursuit Squadron, known after May 1942 as the 52<sup>nd</sup> Fighter Group, was established in January 1941 at Selfridge Field in Michigan. Initial training was undertaken on the P-39 and was followed by a move to Northern Ireland in the summer of 1942, where the unit continued training on Spitfires, and this was in turn followed by a brief combat tour over western Europe under the command of the 8<sup>th</sup> AF. By November 1942, the entire unit was transferred to northern Africa. After arrival there, combat operations were undertaken through north Africa, Sicily and Italy while still flying Spitfires, but this time under the leadership of the 12<sup>th</sup> AF. In April 1944, the long awaited change to the Mustang arrived, along with a change in mission assignment and location under the 15<sup>th</sup> AF, tasking the 52<sup>nd</sup> FG with escort duties of this Army Air Force's strategic bombers. The aircraft flown by Freddie Ohr, an American ace of Korean origin, was as it was delivered from the manufacturing facility. The red nose and yellow rear fuselage distinguished aircraft of the 52<sup>nd</sup> FG and the yellow wing bands were reserved for aircraft of the 15<sup>th</sup> AF.



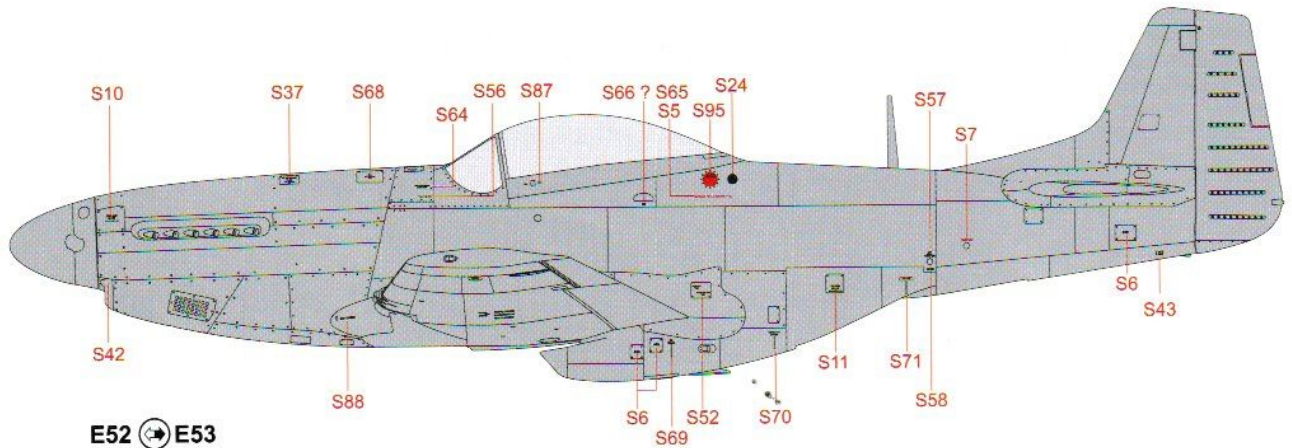
This aircraft was shared by Ralph Gardner and Chet Jatczak, named Fighting Lady on port side and later renamed to Broadway Gal with inscription on the nose. For Chet Jatczak this was Broadway Gal plane No.2, as he flew No.538 also named Broadway Gal previously in June and early July. The aircraft No.538 shot down near Suzuka on July 16, 1945, while being flown by Capt. John Benbow during the strafing of airfields in Nagoya area. He became most probably a victim of Maj. Yohei Hinoki flying a Ki-100. The Broadway Gal inscription style is not known. The original squadron color were green stripes on the tail, replaced by solid green paint after the squadron entered the operation for better visibility.



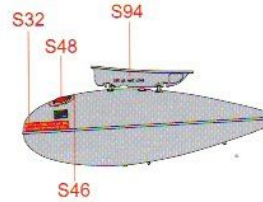
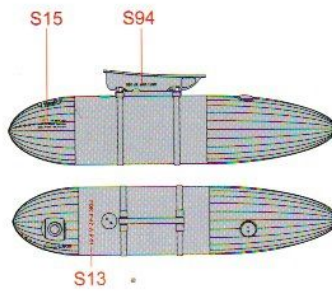
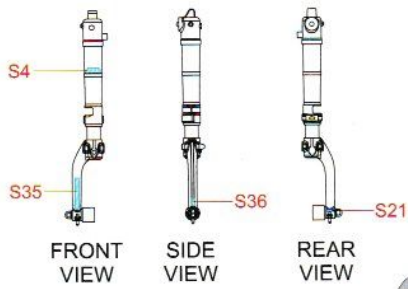
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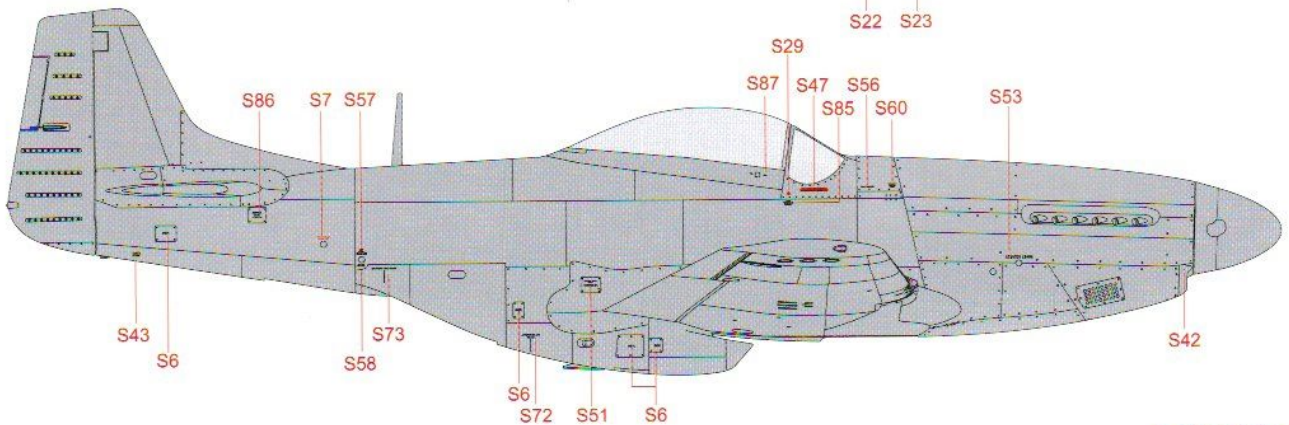
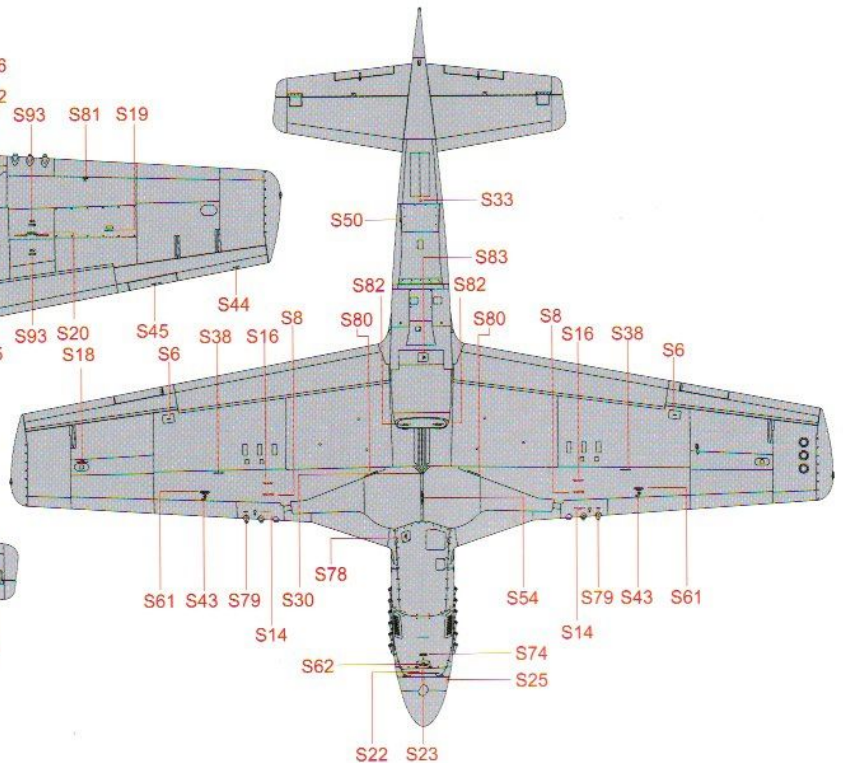
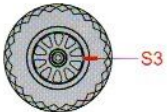
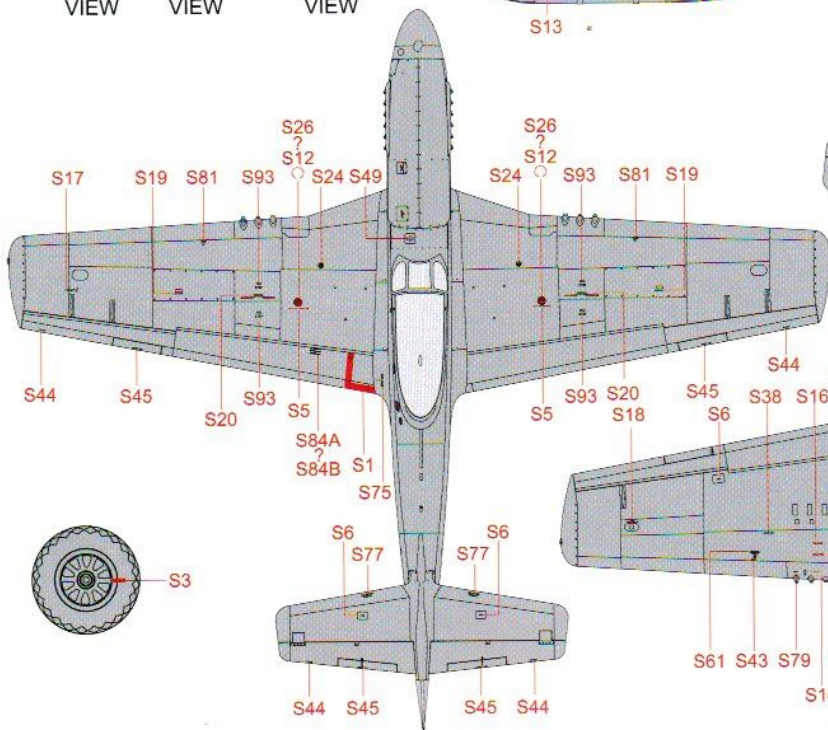
SUPER FINE SILVER 2	SM201	SILVER	H8 C8	OLIVE DRAB	H52 C12	WOOD	H37 C43	GREEN	C135
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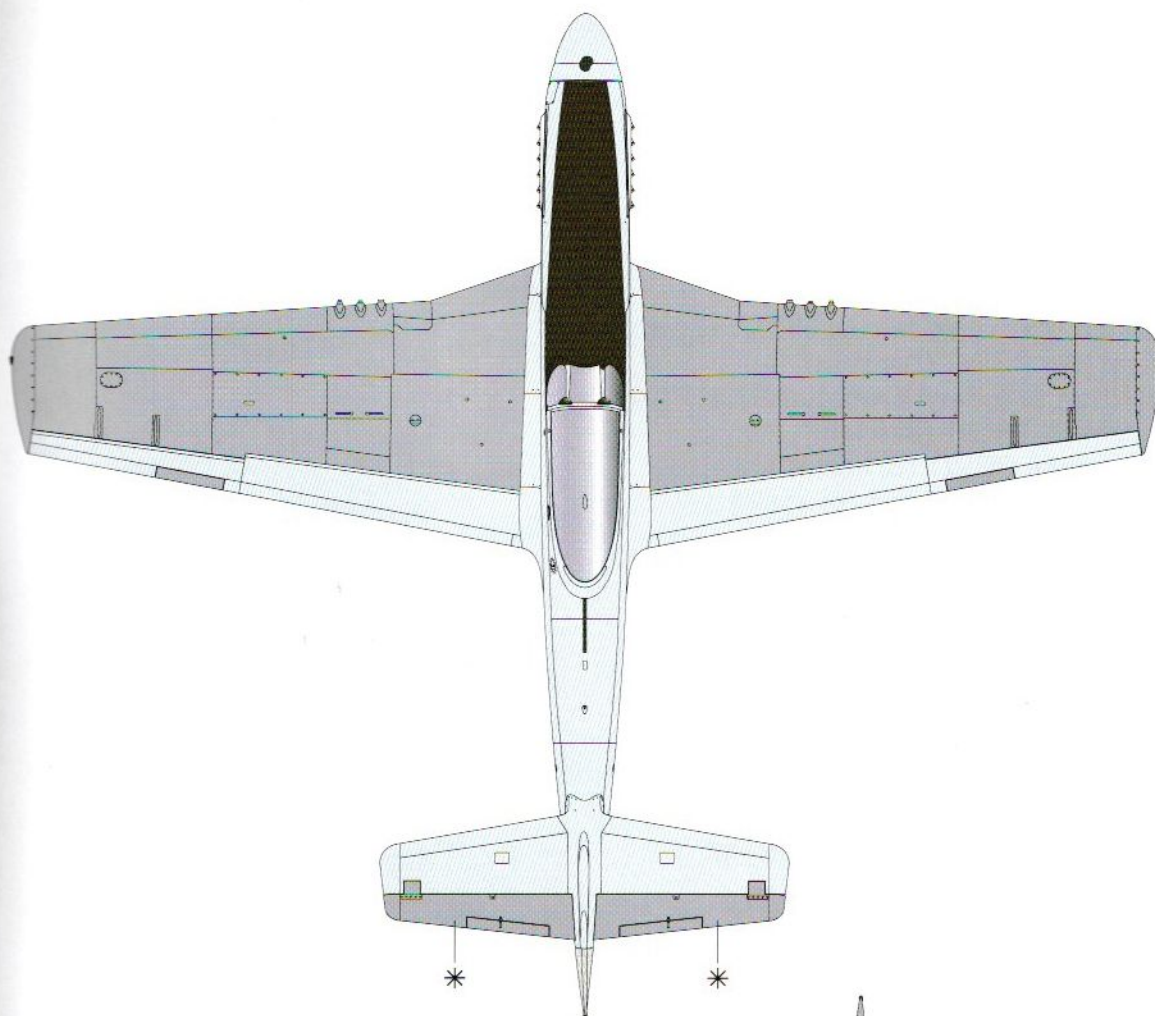
E52 E53



Parts No. E25, E32



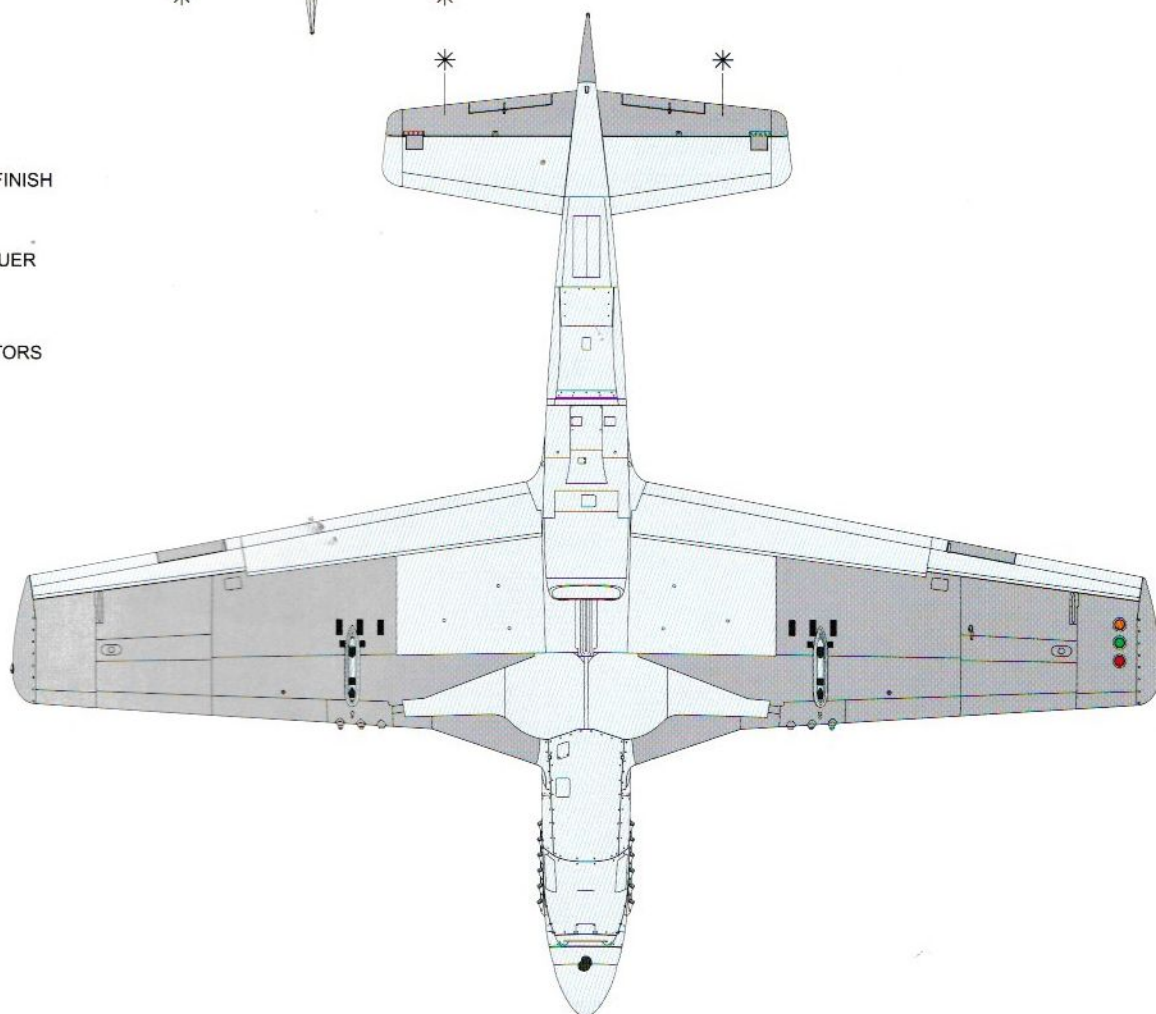
# P-51D ALUMINIUM LACQUER PAINTED AREAS



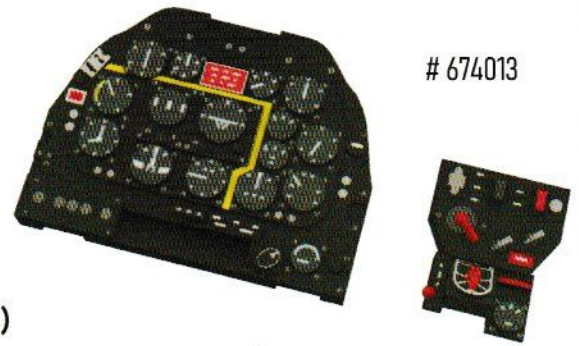
 NATURAL METAL FINISH

 ALUMINIUM LACQUER

\* FOR FABRIC COVERED ELEVATORS

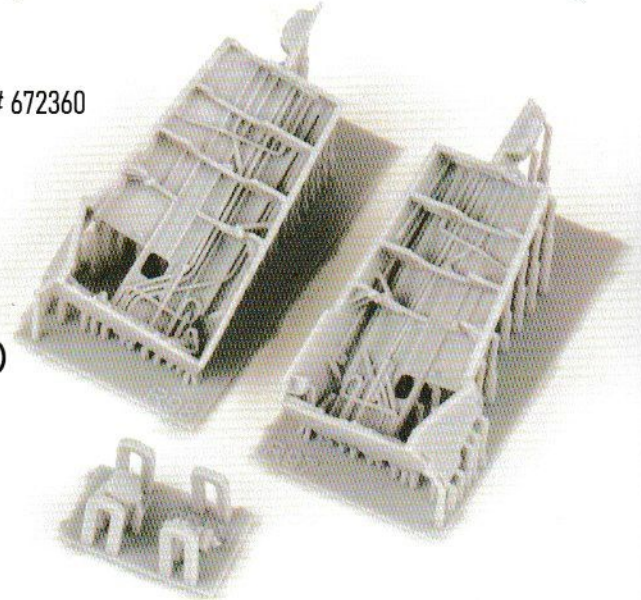


- SS826 P-51D seatbelts STEEL (PE-Set)
- 674013 P-51D-10 LööK (Brassin)
- 674014 P-51D-15+ LööK (Brassin)
- 674016 P-51D-10 LööKplus (Brassin)
- 674017 P-51D-15+ LööKplus (Brassin)
- 672358 P-51D exhaust stacks PRINT (Brassin)
- 672359 P-51D exhaust stacks w/ fairing PRINT (Brassin)
- 672360 P-51D wheel bay PRINT (Brassin)
- 672361 P-51D Hamilton Standard propeller PRINT (Brassin)
- 672364 P-51D-10 cockpit PRINT (Brassin)
- 672365 P-51D-15+ 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)
- 672374 P-51D 108gal paper drop tanks PRINT (Brassin)
- 672375 P-51D 110gal fuel tanks PRINT (Brassin)
- 672376 P-51D 165gal fuel tanks PRINT (Brassin)
- 672377 P-51D gun sights PRINT (Brassin)
- 672379 P-51D gun bays PRINT (Brassin)
- 672384 P-51D undercarriage legs PRINT (Brassin)
- 672389 P-51D engine PRINT (Brassin)
- SIN67227 P-51D-10 ESSENTIAL (Brassin)
- 3DL72036 P-51D-10 SPACE (3D Decal Set)
- 3DL72037 P-51D-15+ SPACE (3D Decal Set)
- D72050 P-51D stencils (Decal Set)
- D72051 P-51D US national insignia (Decal Set)
- CX664 P-51D US national insignia (Mask)
- CX665 P-51D surface panels (Mask)

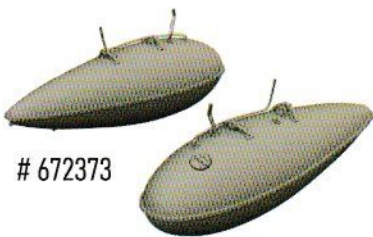
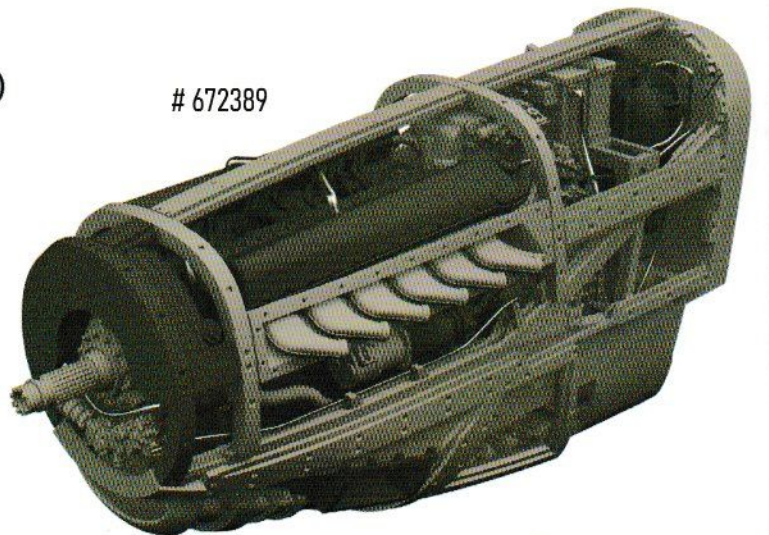


# 674013

# 672360



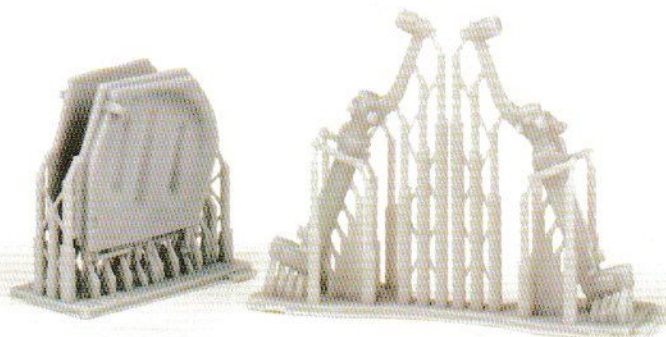
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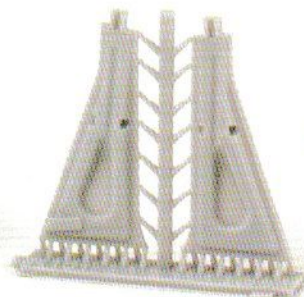
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# 672374



# 672384



# 672364