

P-51D Mustang™

eduard

1/48 SCALE PLASTIC KIT



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ProfiPACK #82102 edition

INTRO

The P-51 Mustang is one of the best fighters of all time, and although it was an American aircraft, it owes a lot to Great Britain for its genesis. In 1940, the British Purchasing Committee requested North American Aviation (NAA) to build the Curtiss P-40 for the RAF. NAA president, James Kindelberger, offered the British the development of a much better plane instead. The British agreed, and the team led by chief designer Edward Schmued, who was a German immigrant with Austrian roots, went to work. The preliminary design was approved on May 4th, 1940, final assembly and engine installation began on September 9th (just 127 days after approval), and the first flight of the NA-73X prototype followed on October 26th.

Innovative fighter

The Allison V-1710-39 liquid cooled in-line engine, rated at 1,100hp, was chosen for the new fighter and the designers did their best to create as narrow and sleek a fuselage as possible to lower drag. For this same reason, they decided to use an innovative laminar flow airfoil, which lowered drag, but, on the other hand, required a smooth surface. That necessitated puttying and sanding the leading areas of the wing. Another design novelty was the radiator below the fuselage. Armament consisted of two guns in the nose and four in the wings, all of which were .50 caliber Brownings (the Mk.Ia variant had four 20mm cannons). The British chose the name Mustang for the new aircraft, later adopted by the US as well. The RAF received its first Mustang Mk.Is in October 1941. The performance was found to be satisfactory, as the Mustang was faster than the Spitfire Mk.V and had more than double the range. However, the Allison engine achieved its maximum power at only 11,800ft (3597m) because of its single stage supercharger. Above this level, engine performance decreased rapidly. Since air combat occurred at higher altitudes, the RAF decided to use their Mustangs in the reconnaissance role. The US Army Air Corps, interested in the new type as well (but contractually bound to P-40, P-39 and P-38 interceptors), asked NAA to convert the Mustang to a dive bomber with wing mounted dive brakes (the A-36 variant).

Merlin magic

To solve the high altitude weakness, work had begun in Britain to outfit the Mustang with the turbocharged Merlin engine. Trials of the Mustang X prototype indicated a level speed of 433mph (697km/h) at 22,000ft (6700m), 100mph (161km/h) faster than the Mustang Mk.I. As it was obvious this was the way to further develop the Mustang, NAA continued further work, using the Packard V-1650-1 (a license built Merlin 61). Since the Packard unit sported some design changes, it was no longer possible to fit the original Merlin. The need for an intercooler for the two stage supercharger required a larger radiator duct. Another change brought about the removal of the fuselage guns. Production started at the Inglewood plant of the P-51B in May and at a new assembly line at NAA Dallas of the P-51C in August 1943. Supplies to the RAF continued as the Mustang Mk.III. After just a handful of the new Mustangs were produced, then commander of US Air Forces in Europe, General Henry Arnold, requested even greater range. NAA responded with the additional an 85gallon fuel tank installed behind the pilot's seat.

The P-51B/C were great fighters but lacked rearward visibility and suffered from gun jamming. The RAF found a partial solution to the visibility issue with the introduction of the 'Malcolm Hood' semi-bubble canopy, but the design team at NAA decided to rework the Mustang yet again. The main change was the introduction of a bubble canopy with a lowered rear fuselage. The wing was reworked to accommodate six .50 cal guns and a new arrangement of the ammunition chutes eliminated the jamming problem. Together with some other changes, the new P-51D, the 'Definitive' Mustang, was born at the end of 1943 and production started at both the Inglewood (with -NA suffixed serials) 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 Aero product units with hollow blades as on the P-51K.

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

Ace Maker and infinite warrior

The first Mustang air victory was achieved on August 19th, 1942, when Flight Officer Hills shot down an Fw 190. It was the beginning of the incredible tally of 4,950 enemy aircraft shot down by Mustang pilots during World War II. Of them, 251 achieved ace status. The most successful P-51 pilot was George Preddy Jr., recording 24 of his 27 aerial victories flying the Mustang, followed by John C. Meyer and John J. Voll with 21 kills. Charles Yeager, famously the first man to break the sound barrier (1947), was the first P-51D pilot to become an 'ace in a day', after recording five kills on October 12th, 1944.

This kit: The P-51D-10 and Later

After solving the longitudinal stability problems of the early P-51D-5 series with the addition of a dorsal fin extension, the P-51D-20 series also received a new K-14 gyroscopic gunsight, replacing the older N-9 reflector type unit. In the Dash 20 series, the elevators became aluminium covered as opposed to fabric (from February 1945). During production, the battery moved from the rear of the cockpit to the nose, making room for the IFF (Identification Friend or Foe) system. Starting with the 20th series, the wings were fitted with attachment points for various types of rockets and rocket for extra ground attack punch.

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 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. 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

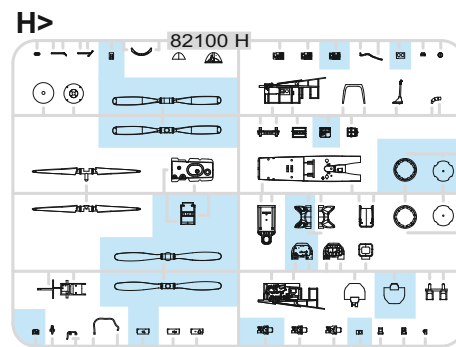
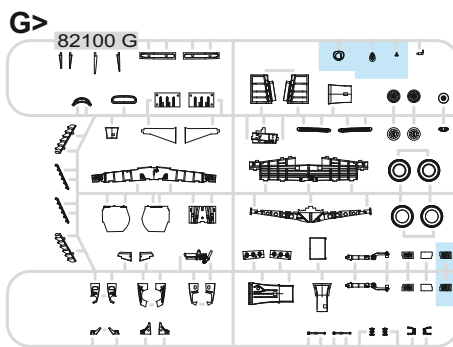
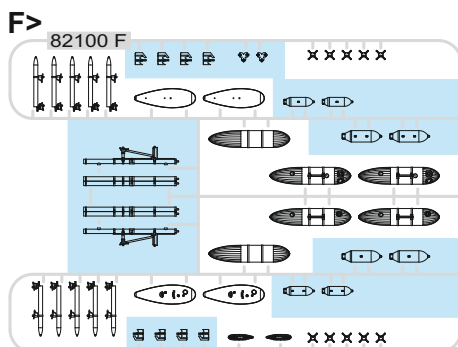
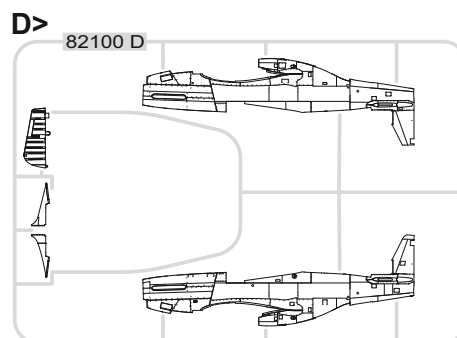
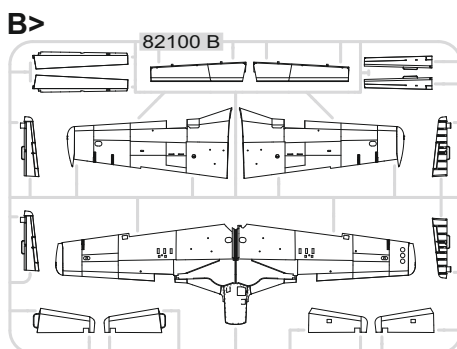
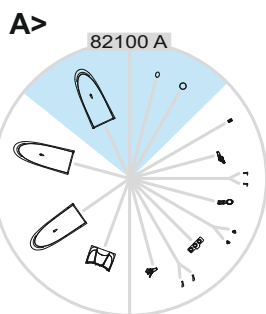


PIÈCES

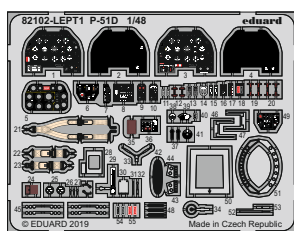
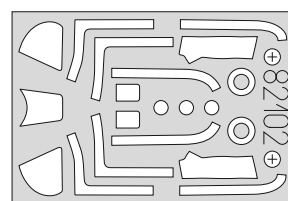


部品

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



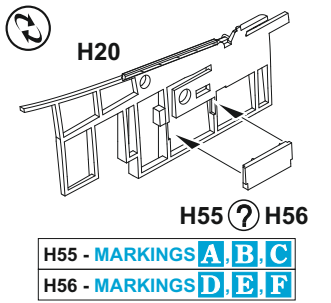
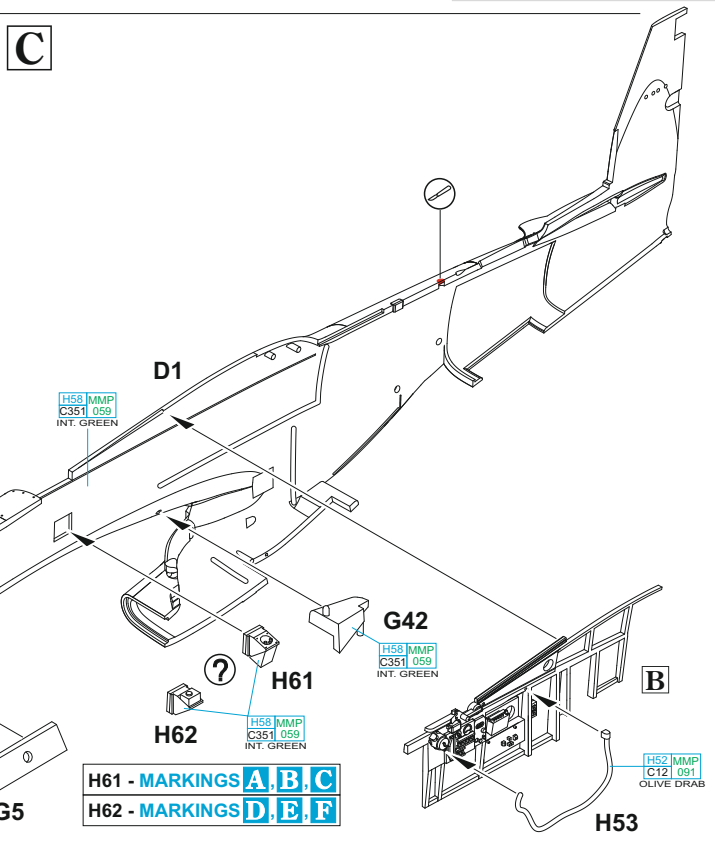
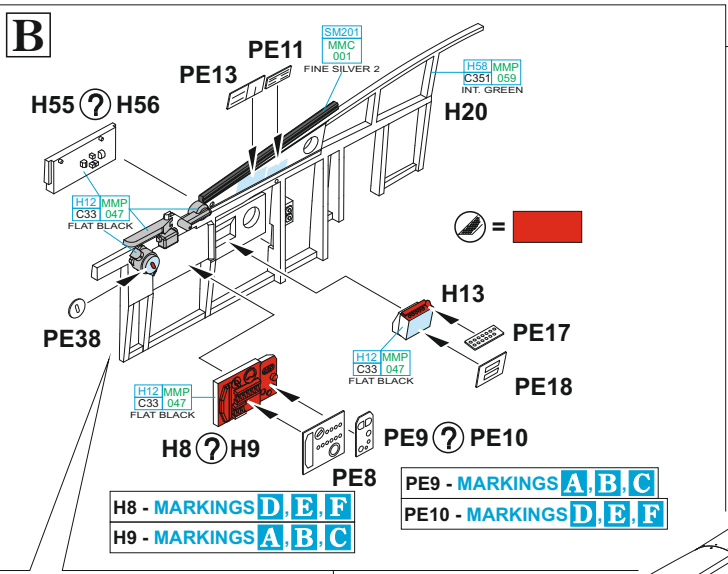
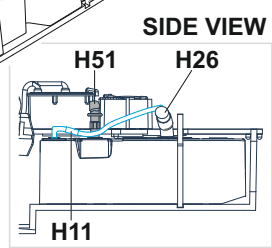
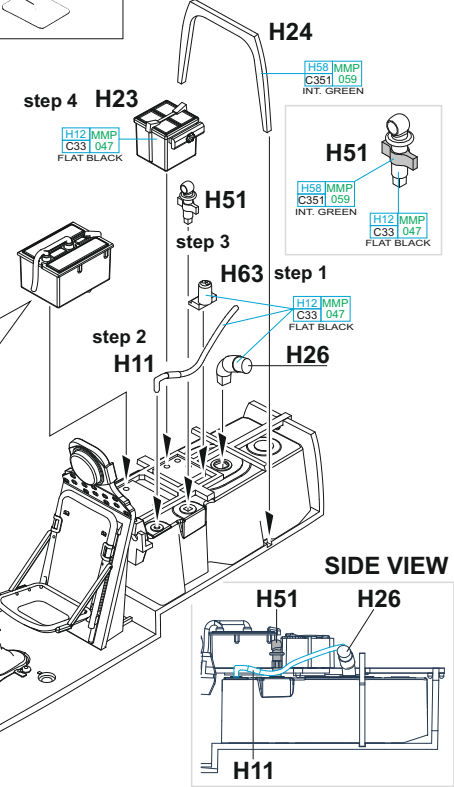
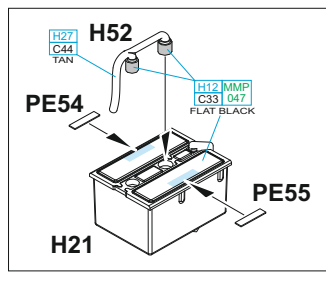
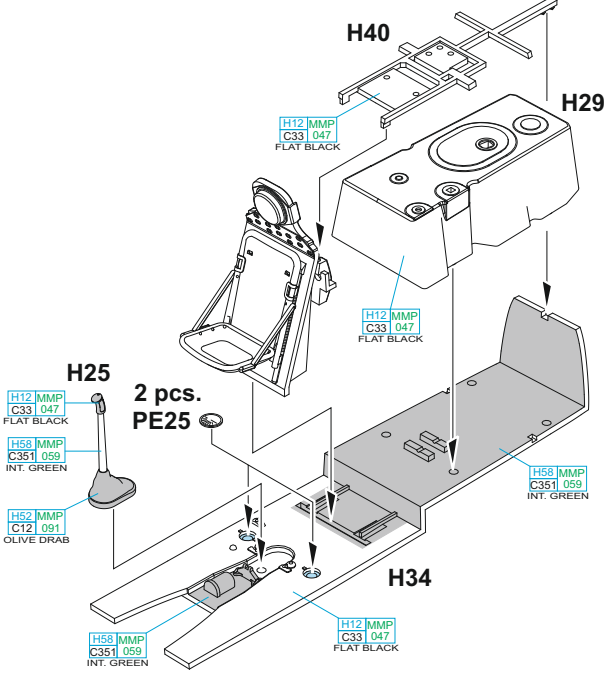
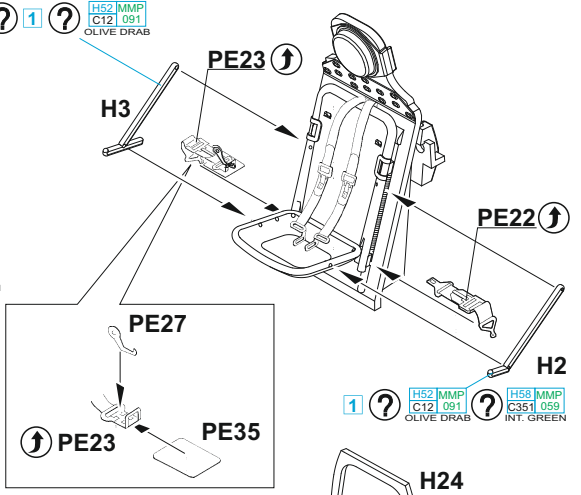
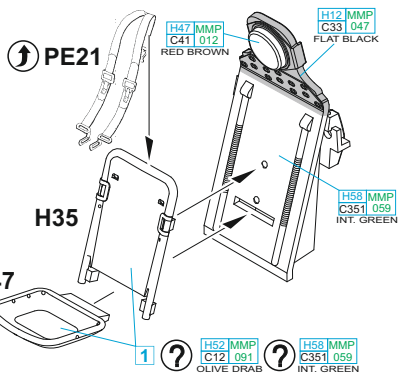
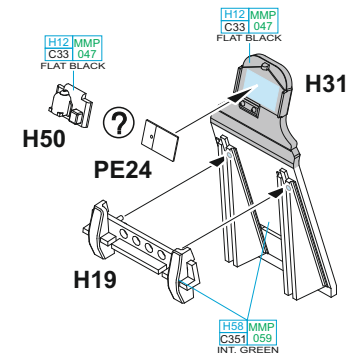
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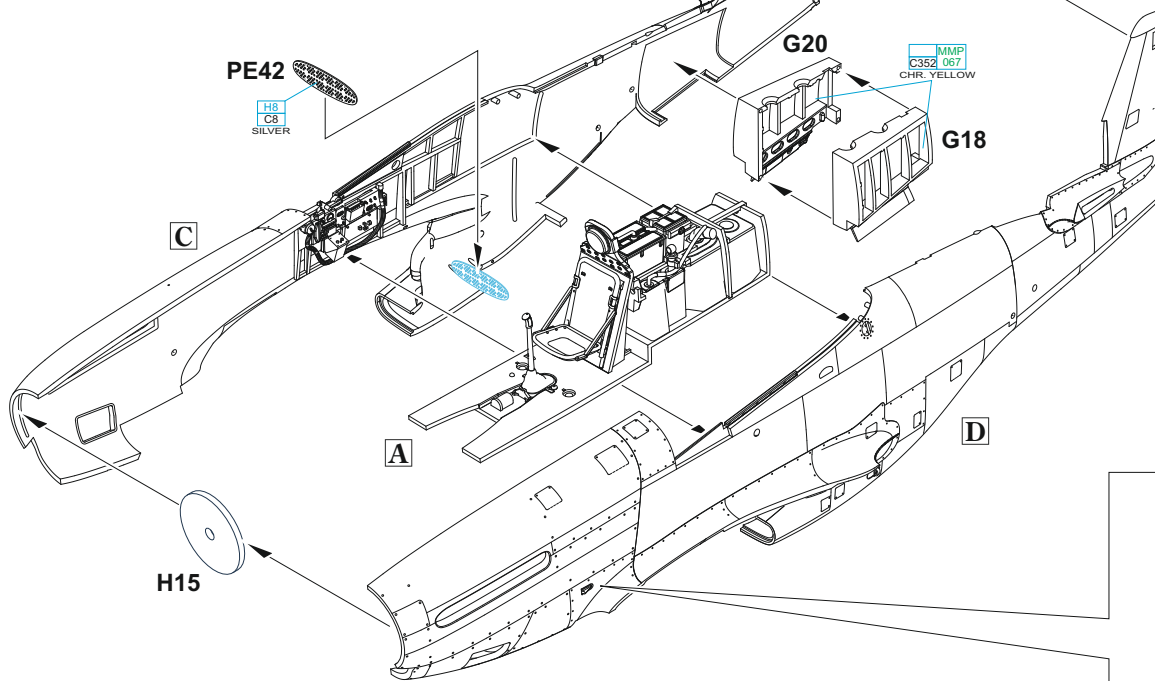
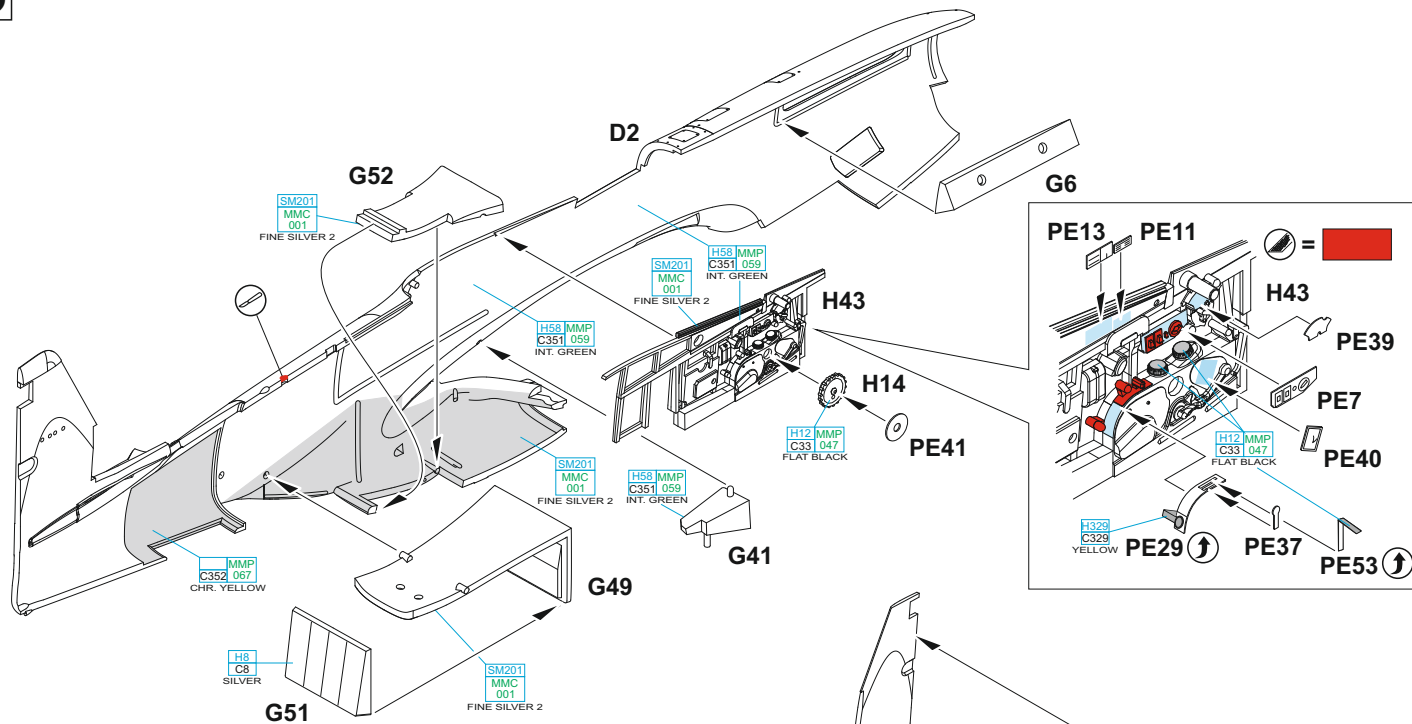
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AQUEOUS	Mr.COLOR	PAINTS	
H1	C1	MMP-001	WHITE
H8	C8		SILVER
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H15	C65		BRIGHT BLUE
H27	C44		TAN
H37	C43		WOOD BROWN
H47	C41	MMP-012	RED BROWN
H52	C12	MMP-091	OLIVE DRAB
H58	C351	MMP-059	INTERIOR GREEN
H77	C137	MMP-040	TIRE BLACK

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H90	C47		CLEAR RED
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

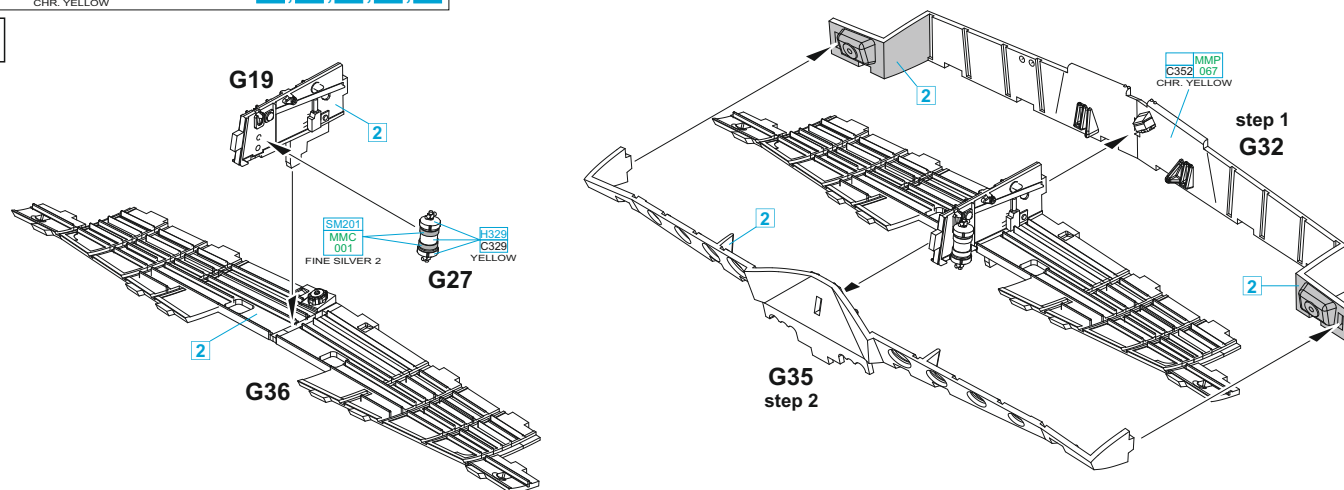
A 1 = 90% + 10%

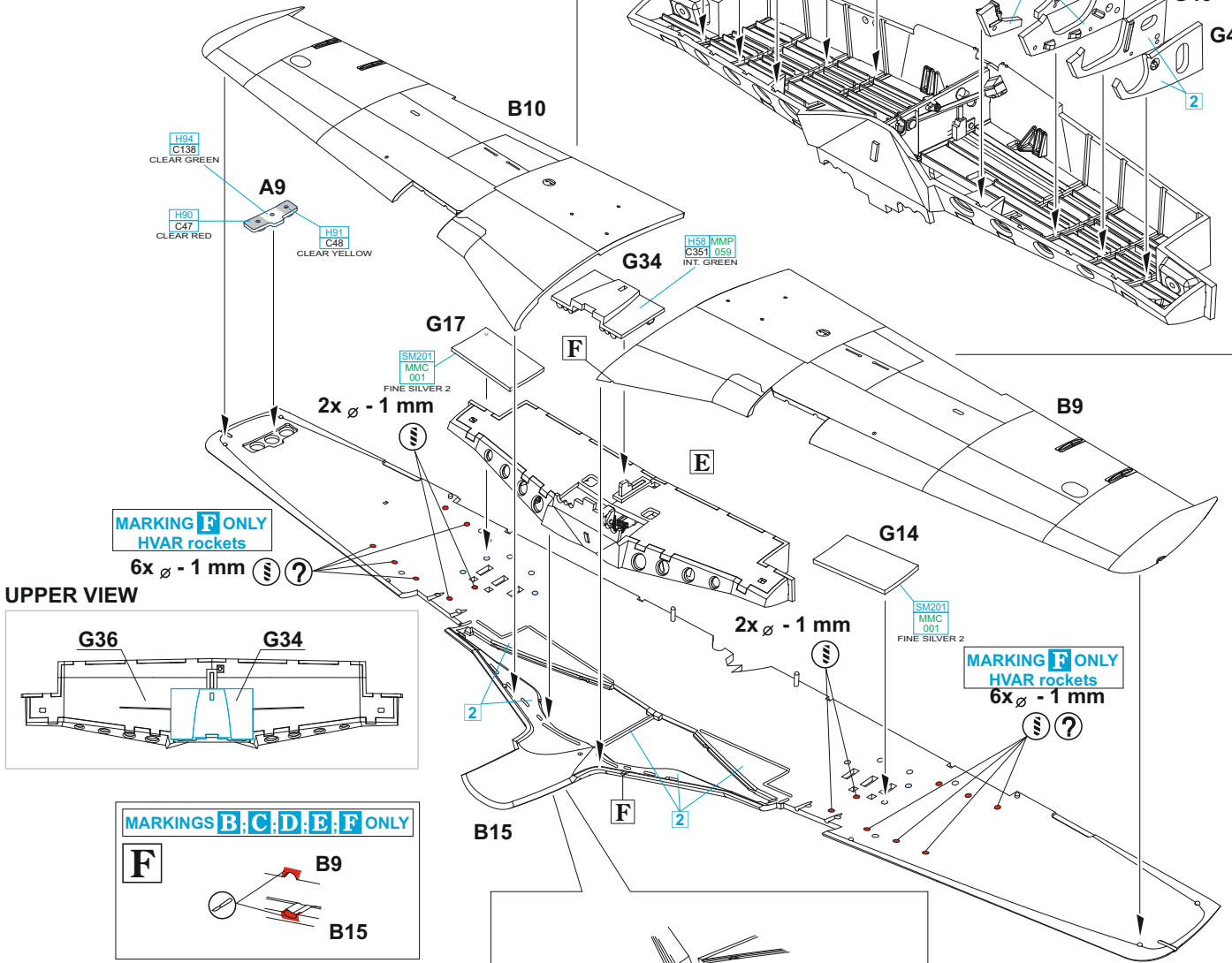
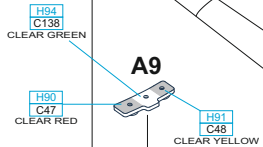
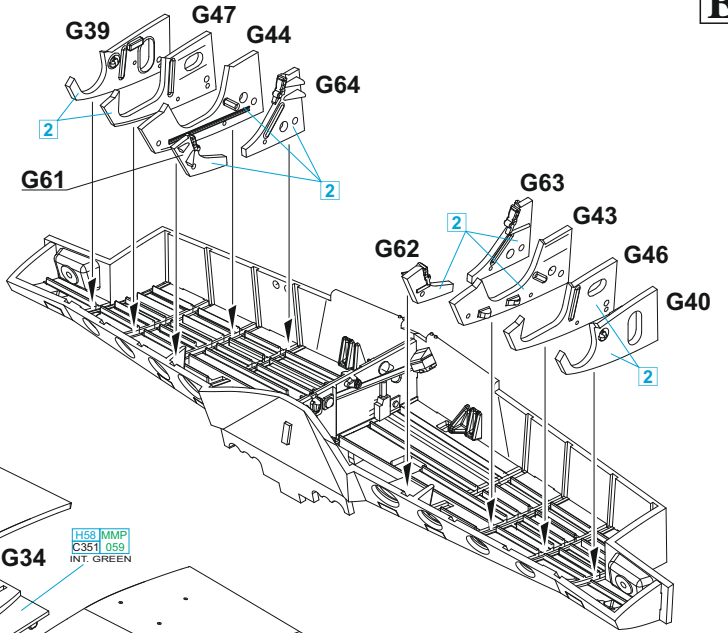
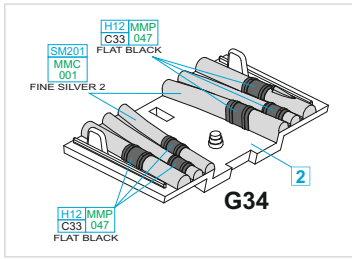
H50 - MARKING F ONLY



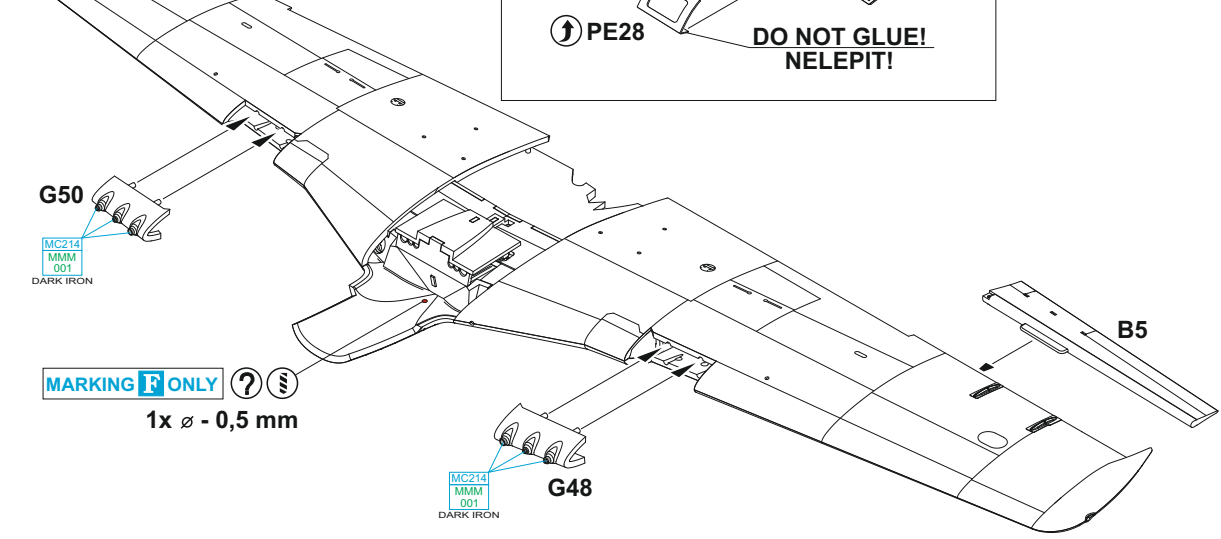
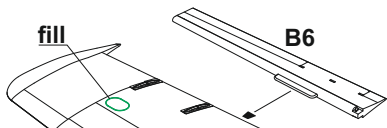
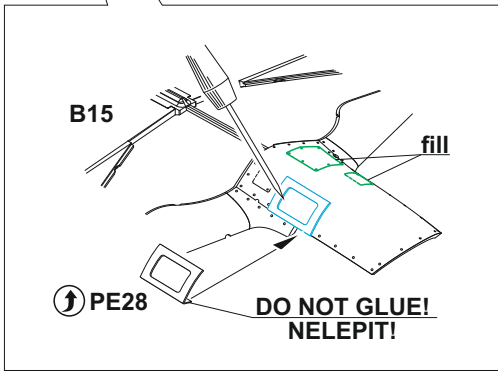
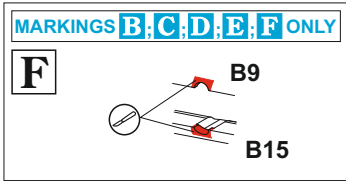
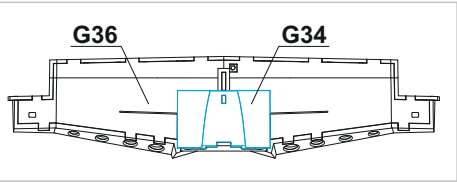
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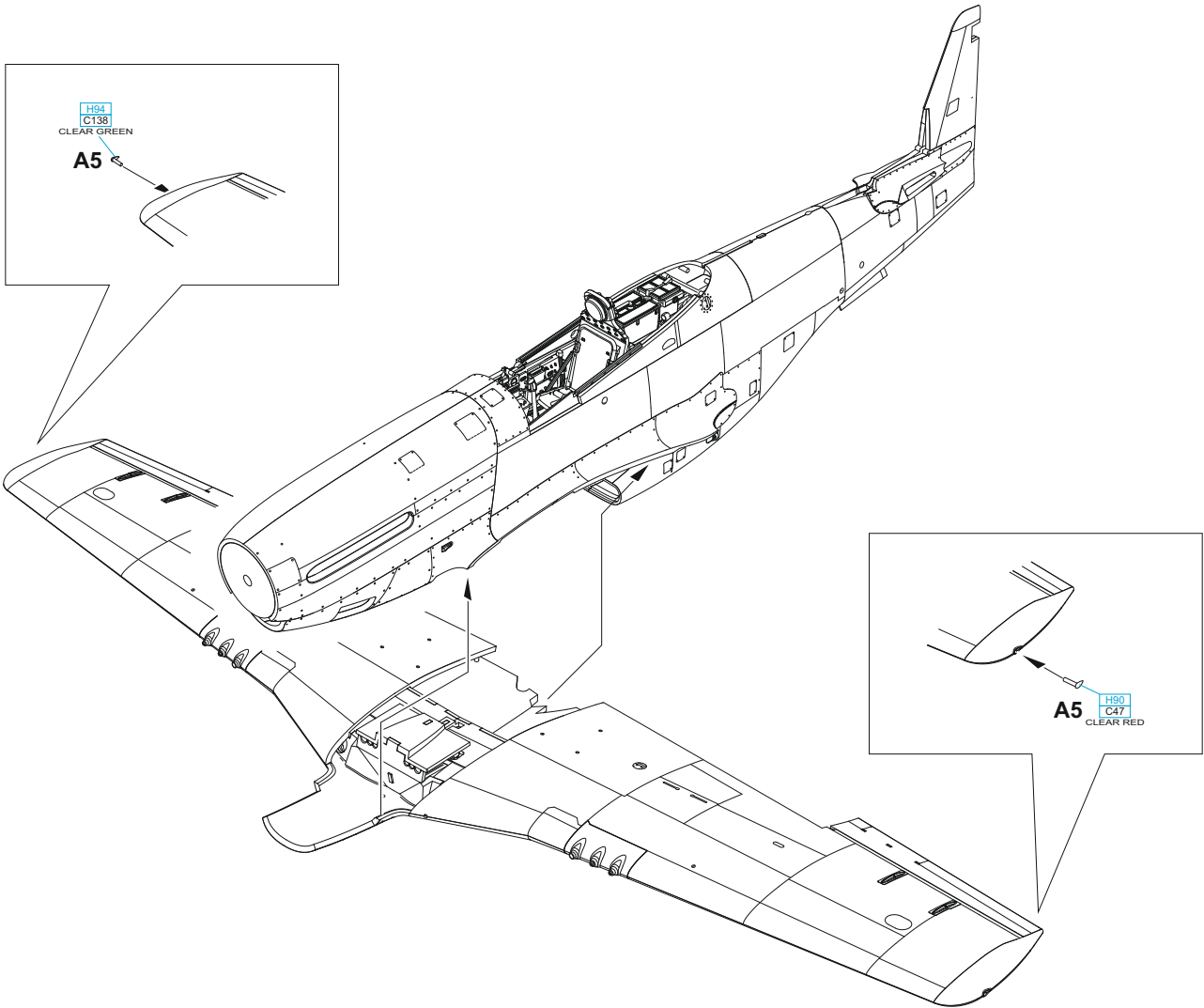
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 MMP C352 067 CHR. YELLOW - MARKINGS **B; C; D; E; F**

E

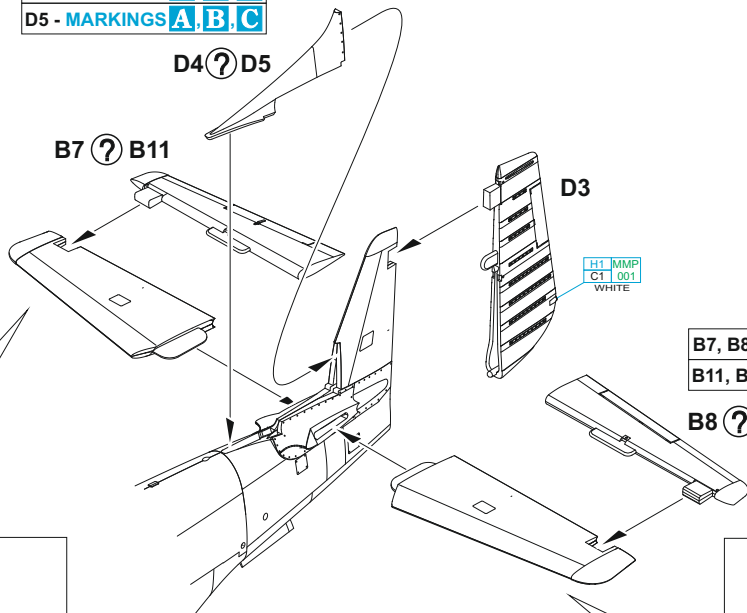


UPPER VIEW

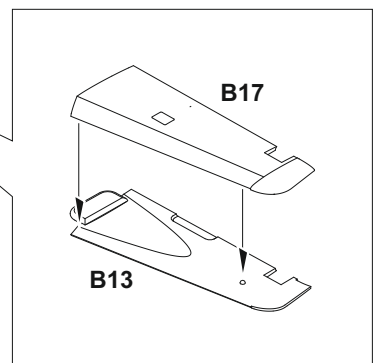
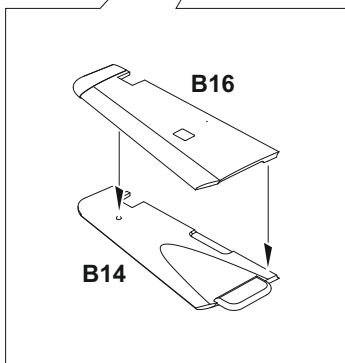




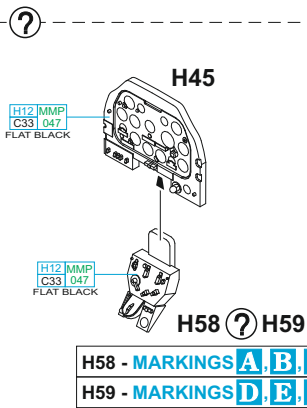
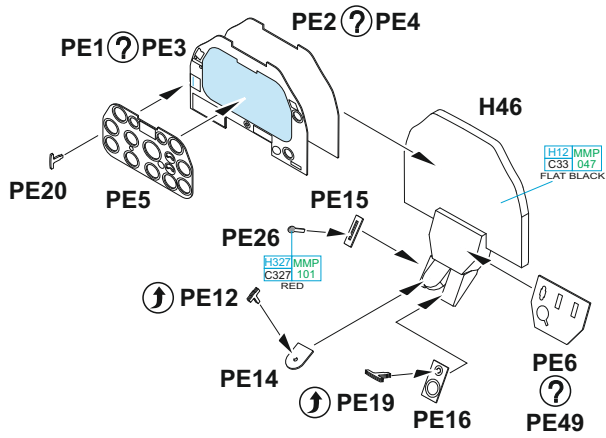
D4 - MARKINGS **D, E, F**
 D5 - MARKINGS **A, B, C**



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

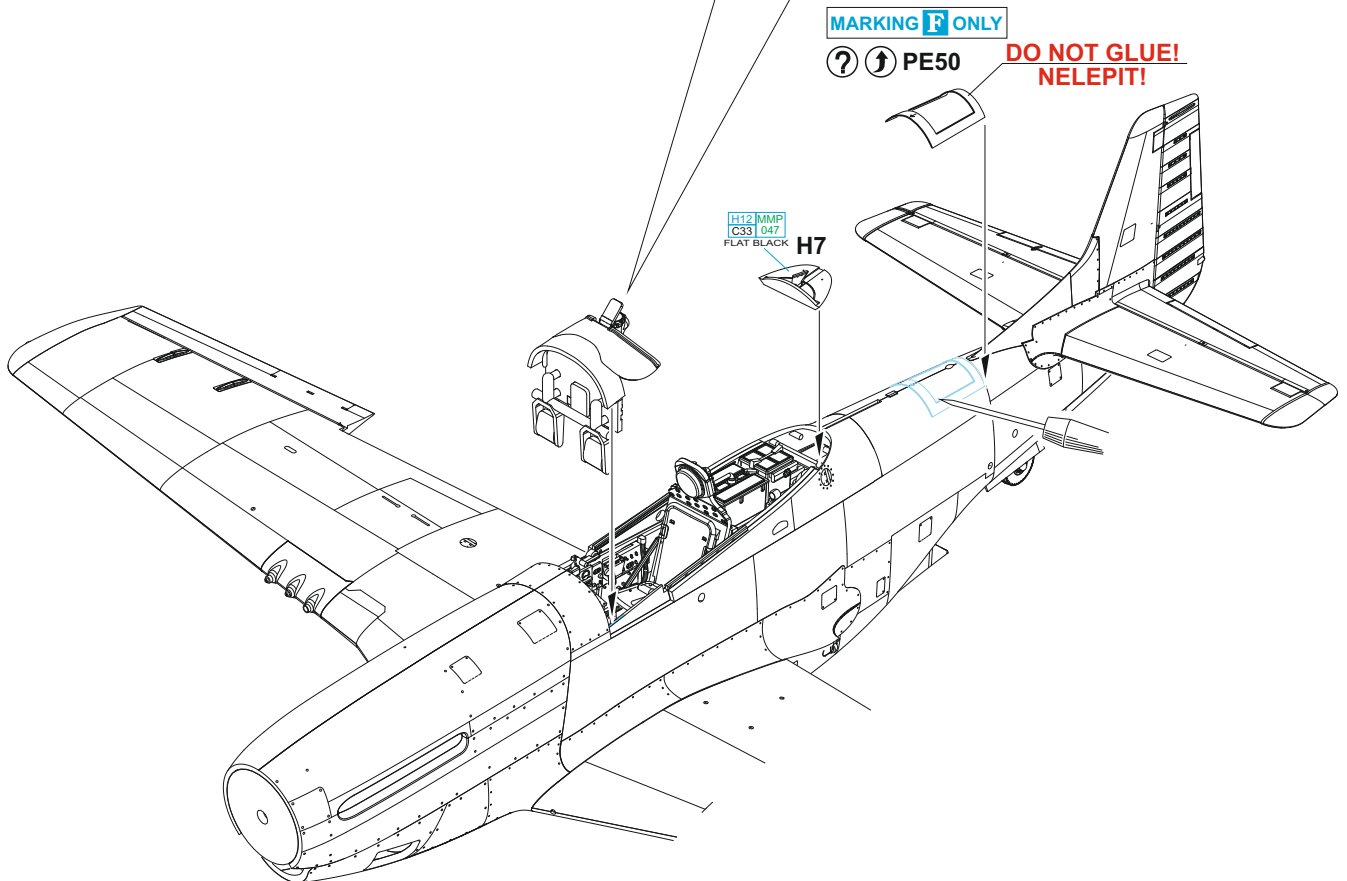
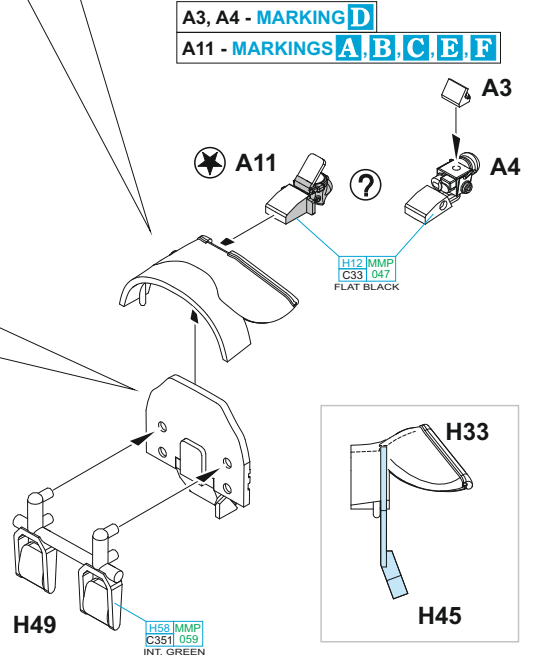
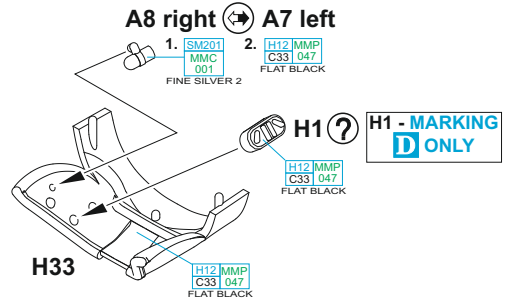


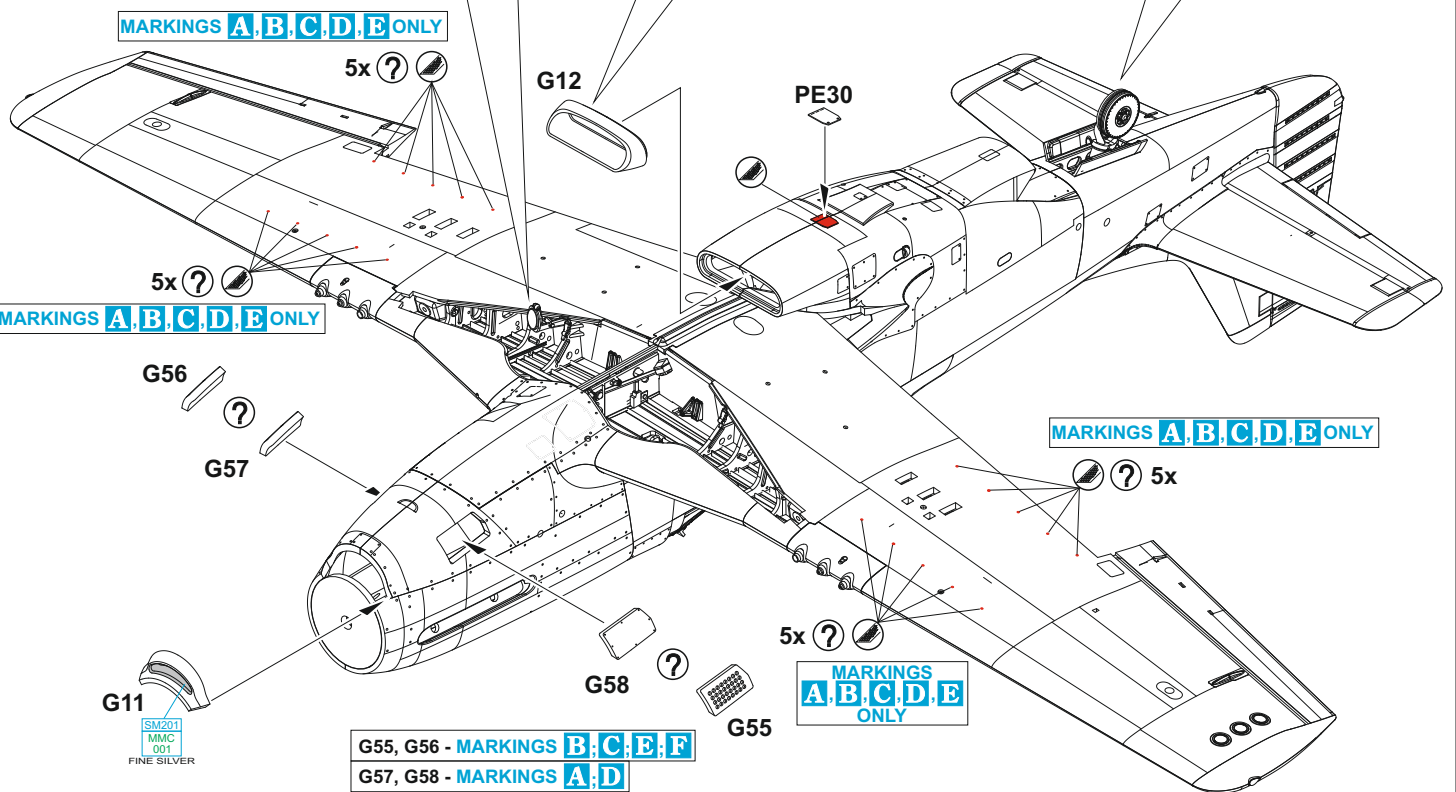
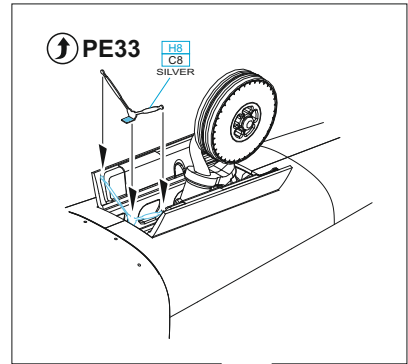
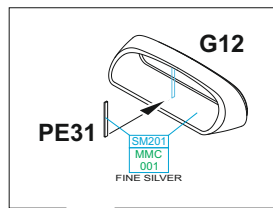
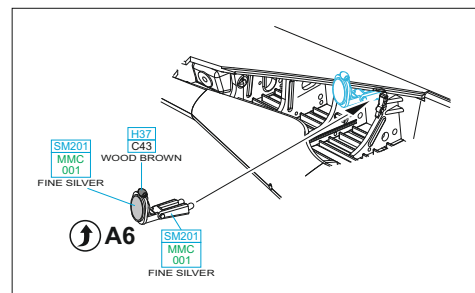
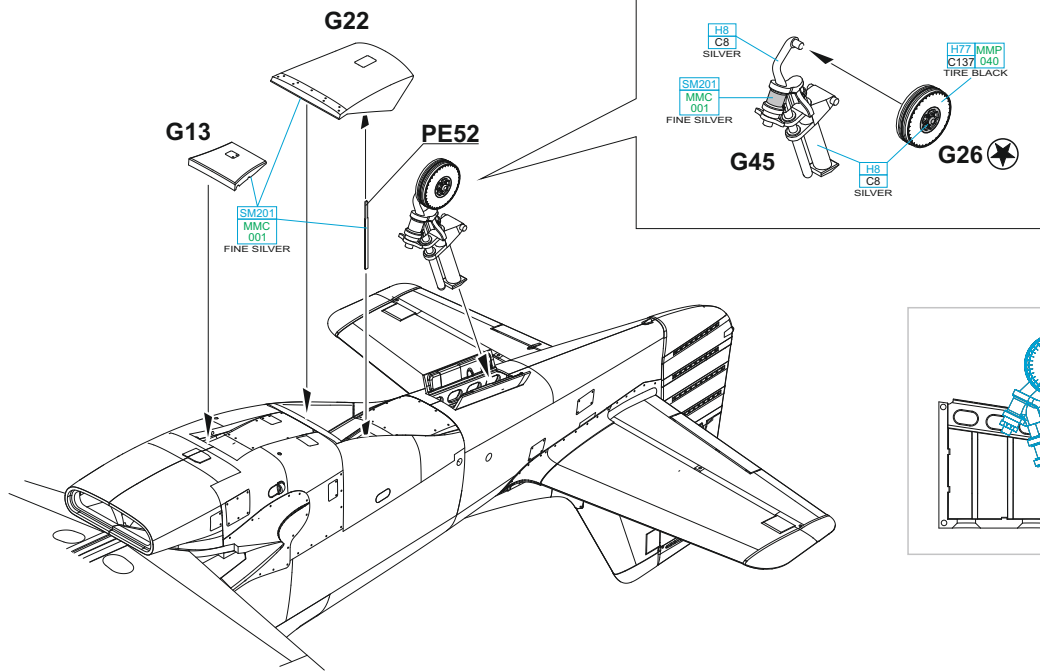
PE1, PE2, PE6 - MARKINGS **A, B, C**
 PE3, PE4, PE49 - MARKING **D, E, F**



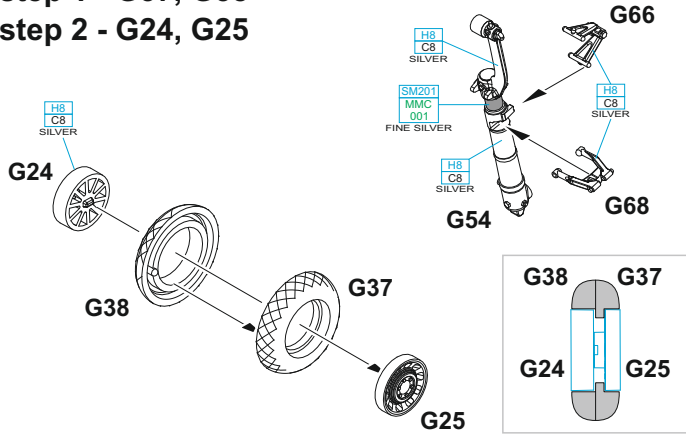
OPTIONAL:

decals 69, 70, 71, 72, 73 - MARKINGS **A, B, C**
 decals 52, 71, 72, 73, 81 - MARKING **D, E, F**

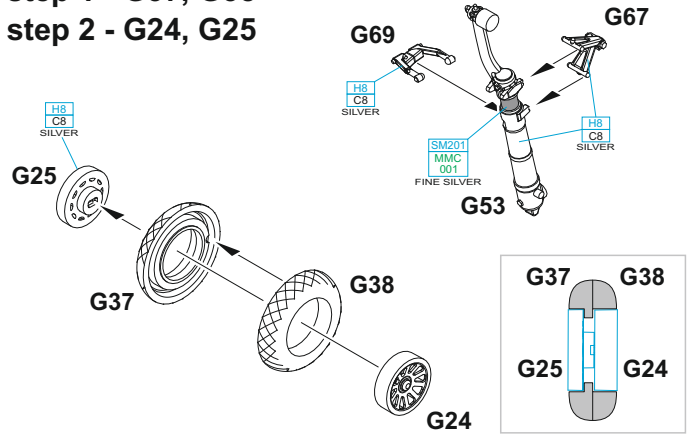




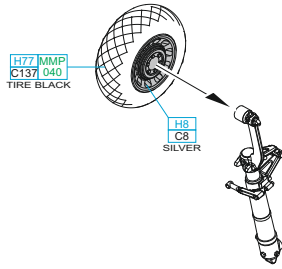
step 1 - G37, G38
step 2 - G24, G25



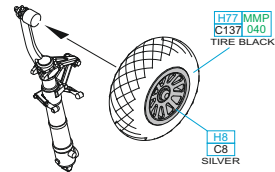
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step 2 - G24, G25



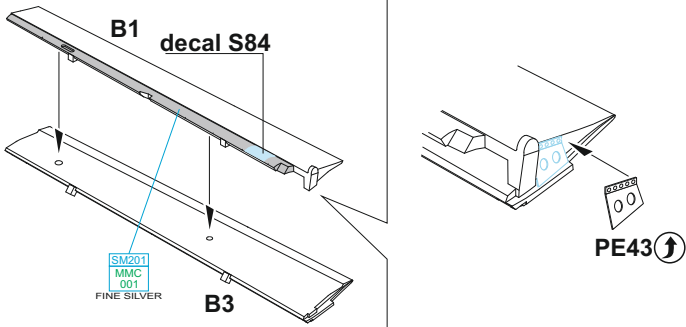
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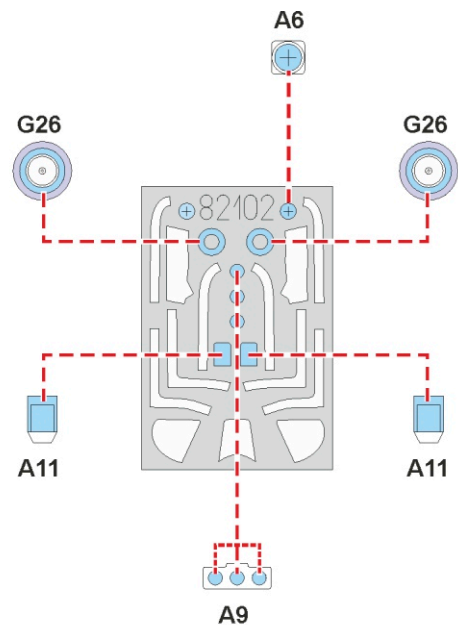
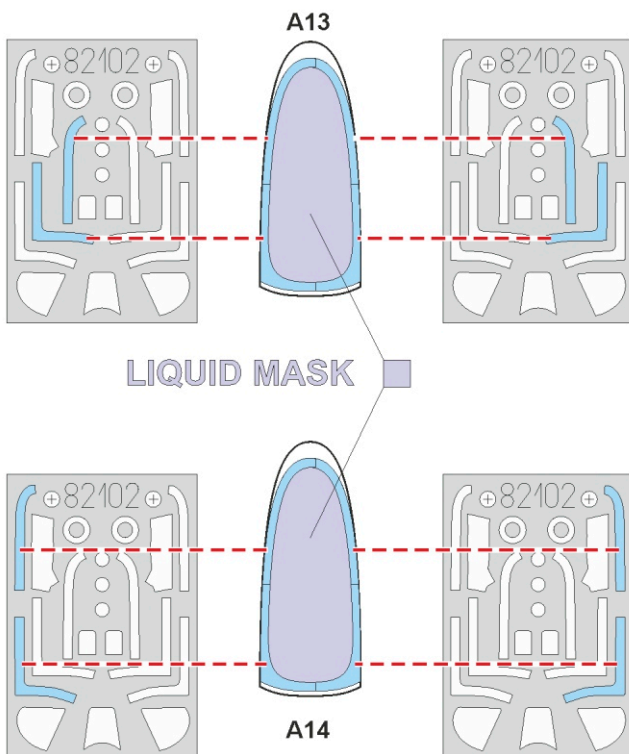
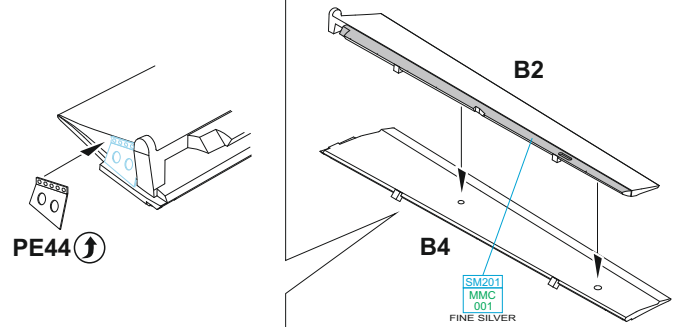
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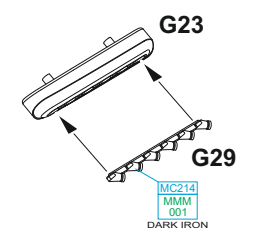
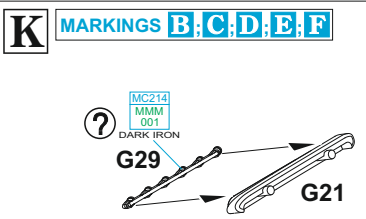
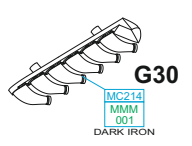
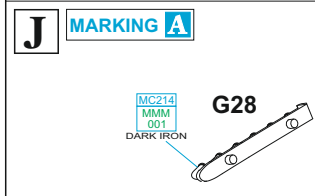
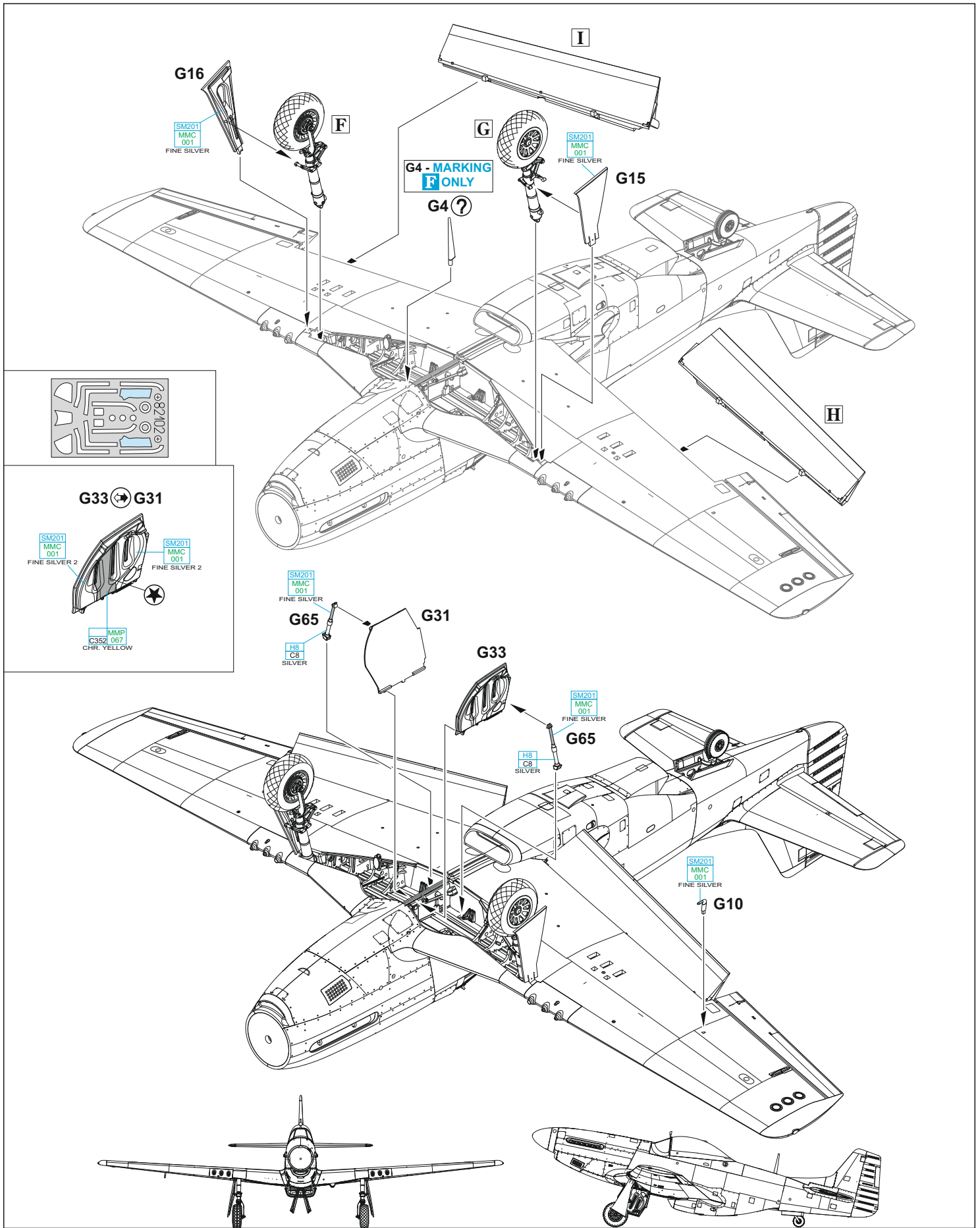


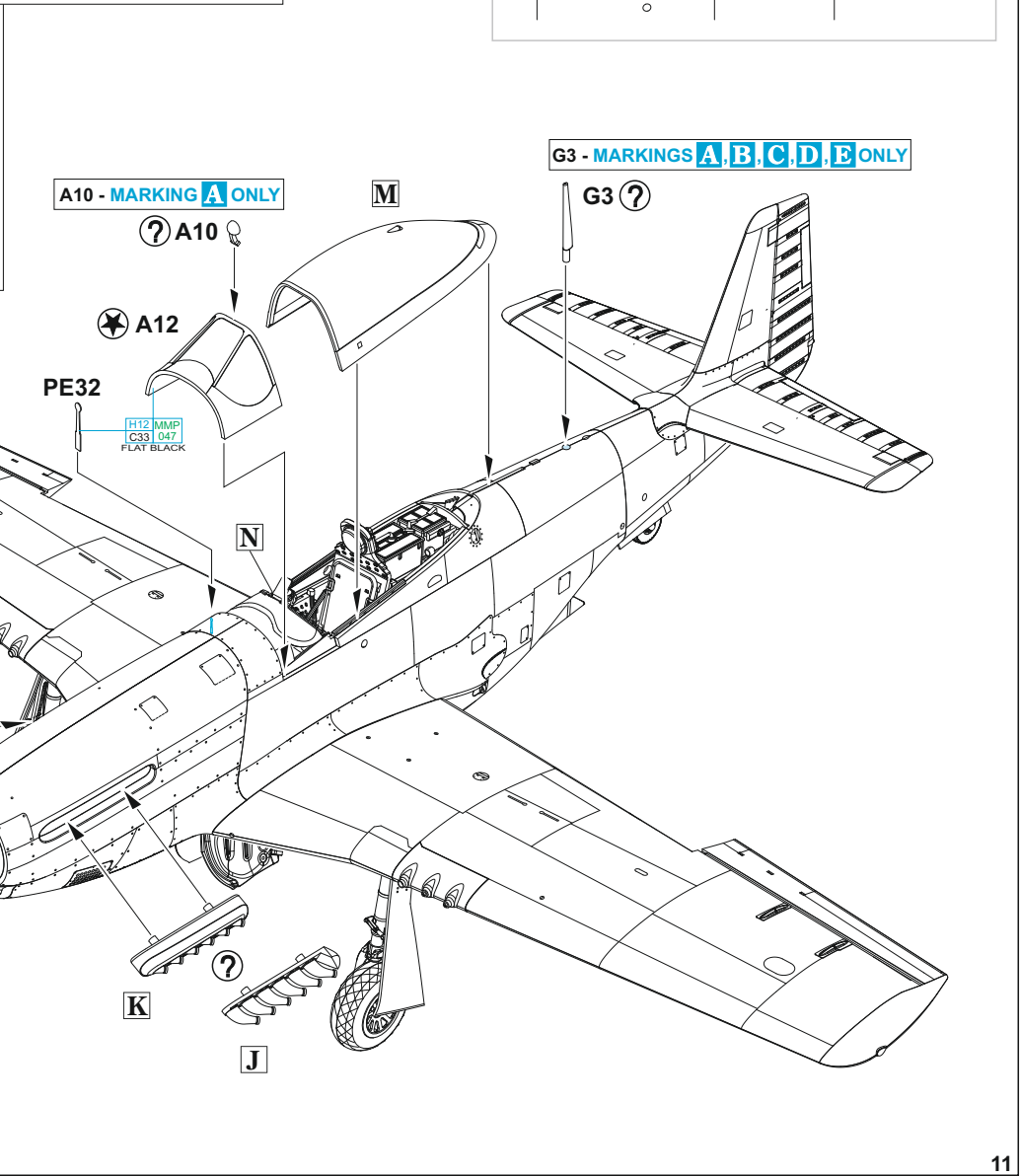
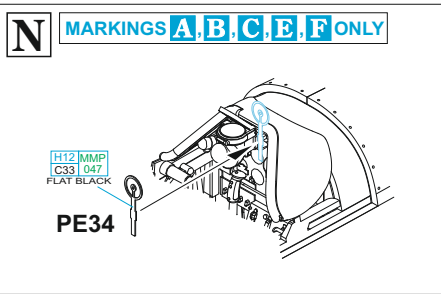
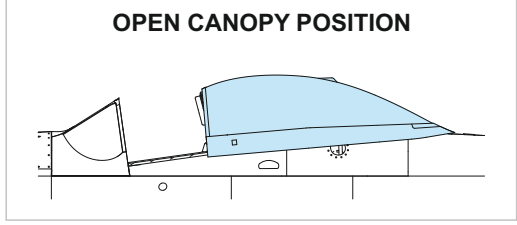
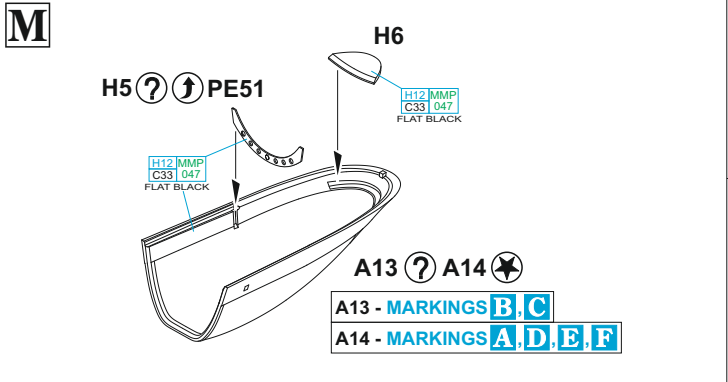
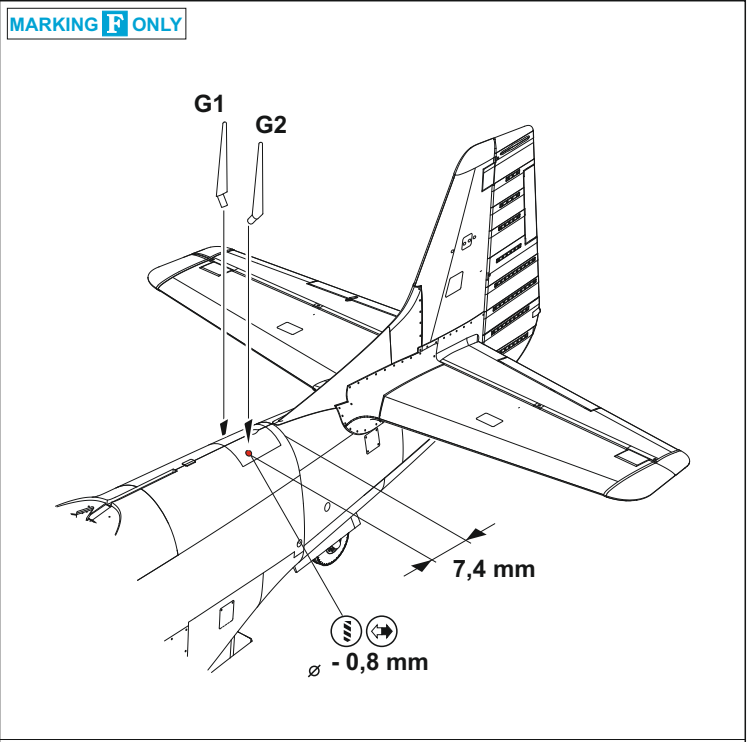
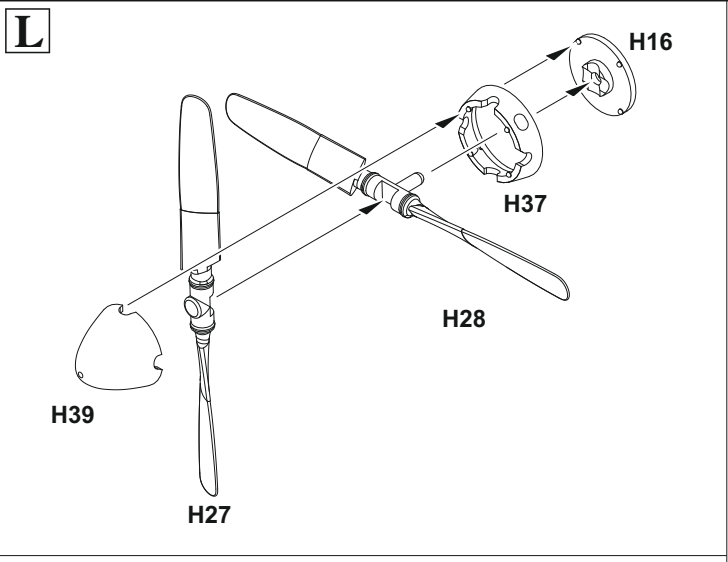
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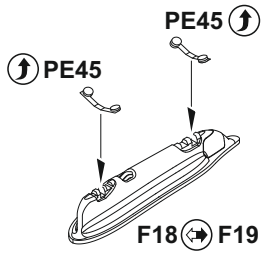
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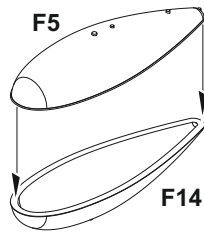




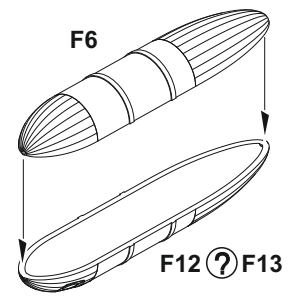
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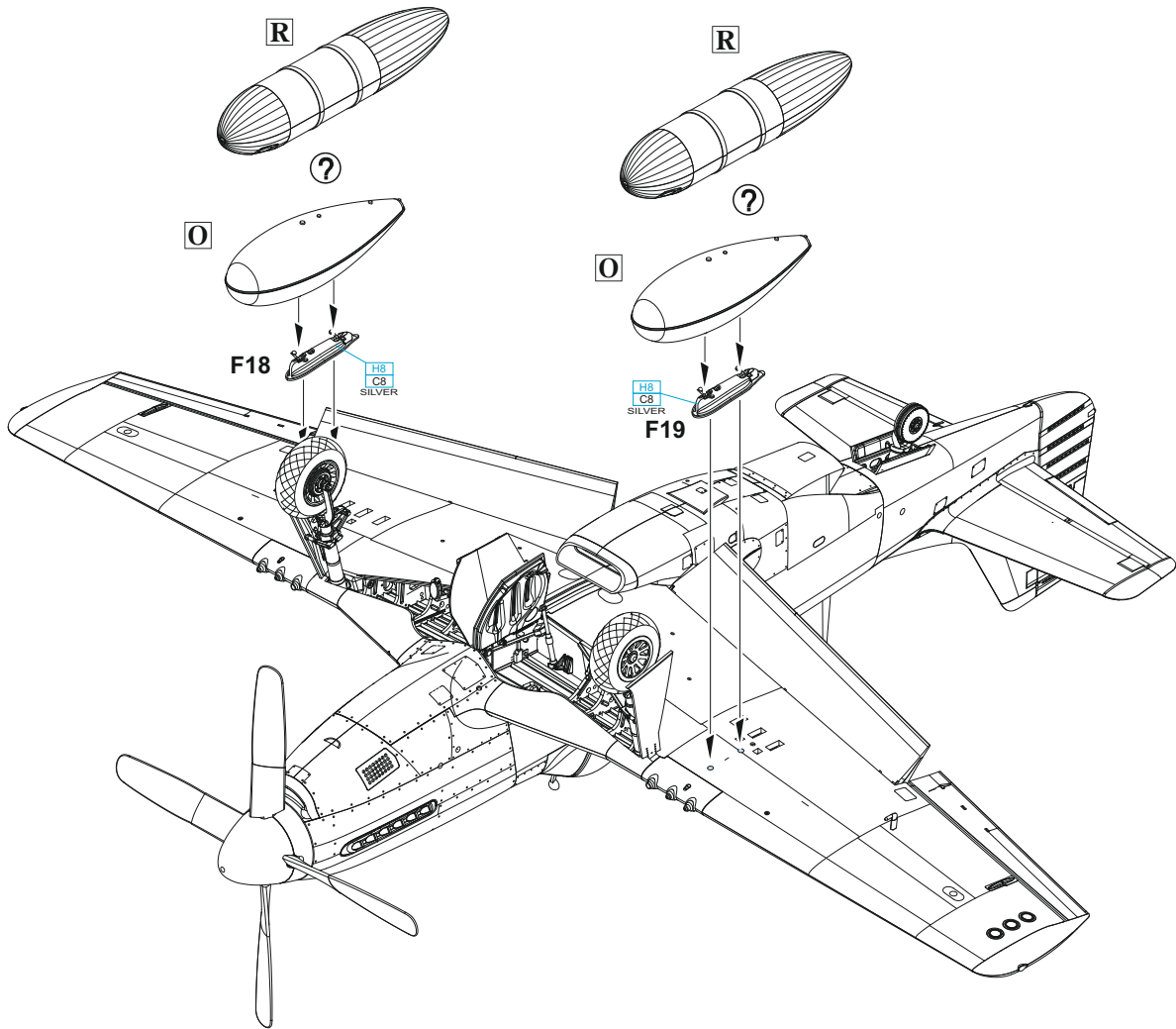
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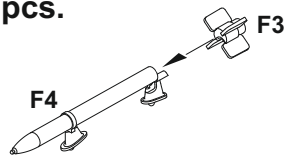


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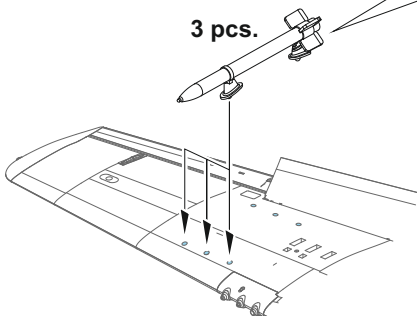


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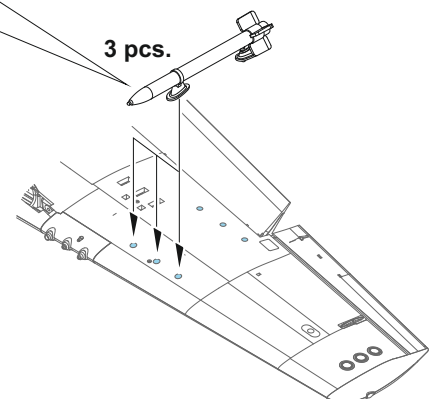
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3 pcs.

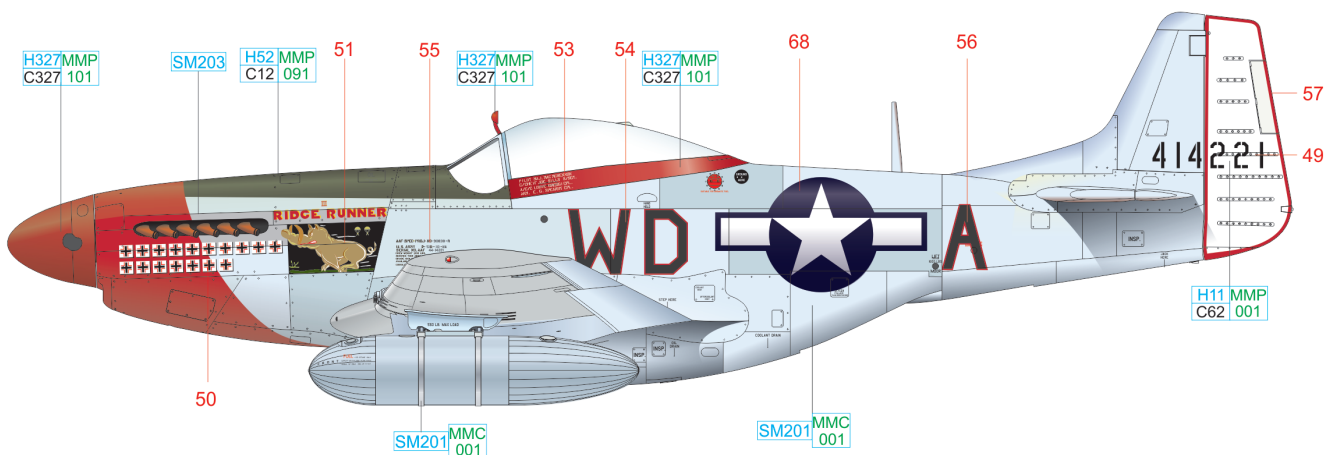


3 pcs.

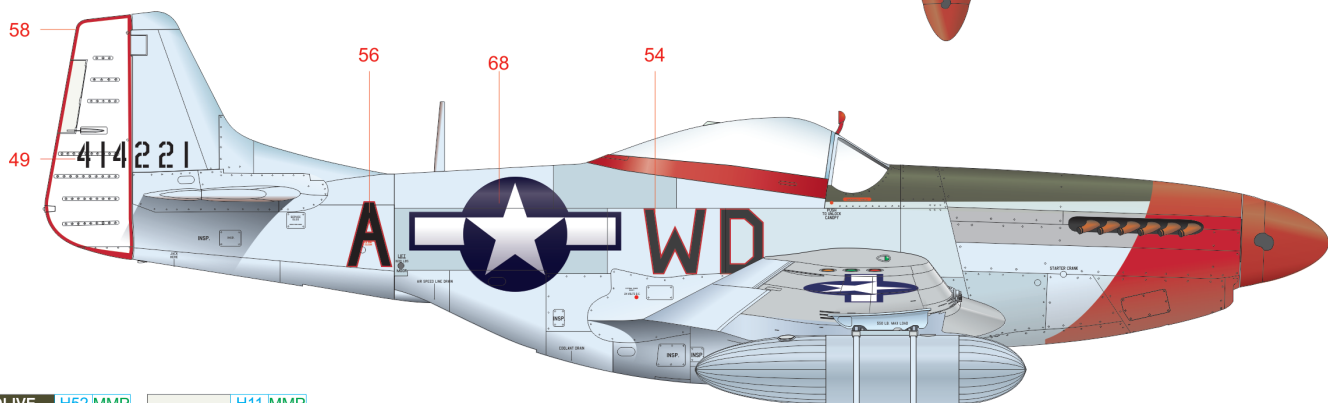
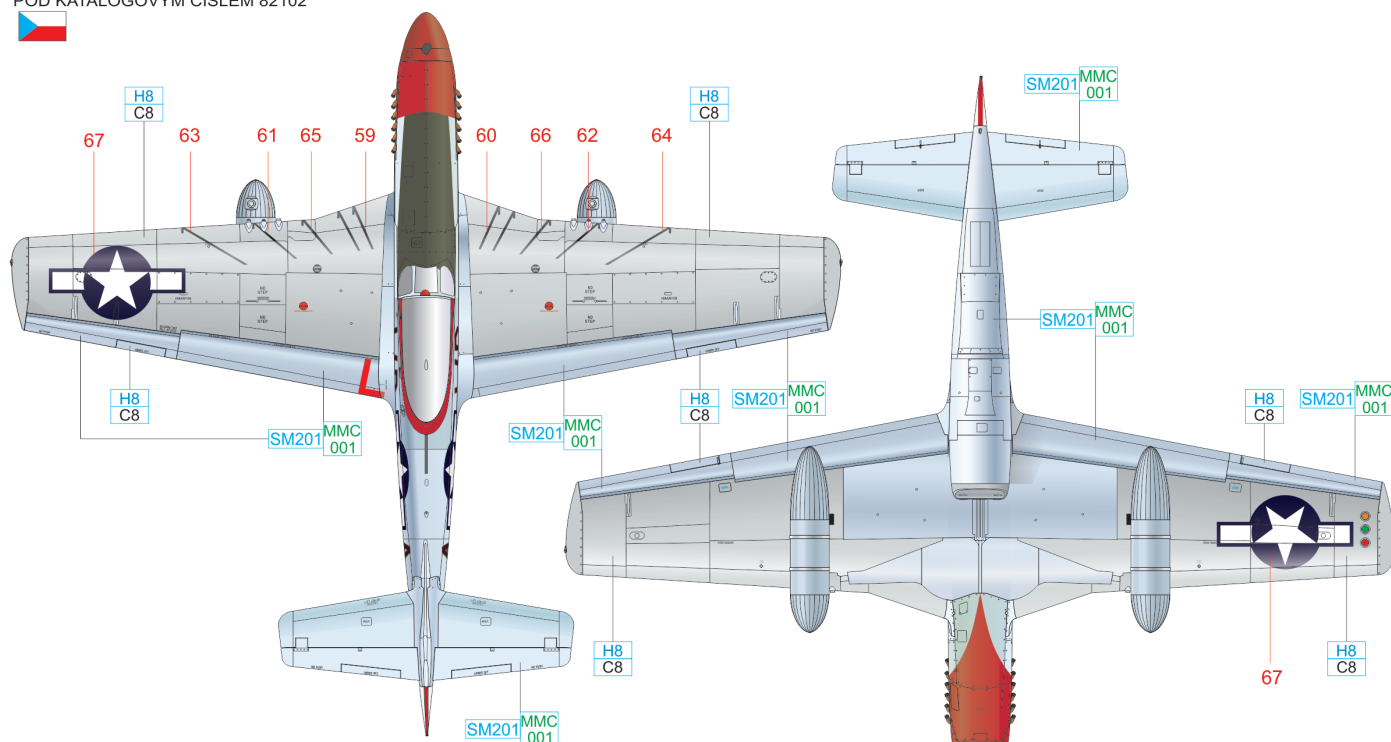


A P-51D-10, 44-14221, flown by Maj. Pierce W. McKennon, CO of 335th FS, 4th FG, 8th AF, Debden, United Kingdom, April 1945

Future Second World War twelve kill ace Pierce Winnigham McKennon was born on November 30th, 1919 in Clarksville, Arkansas. Although his ability to play the piano awarded him a scholarship at the University of Arkansas, he did not complete those studies and in 1941, he entered the USAAF with the wish to be a fighter pilot. After two months, however, he was let go due to his nausea, but he refused to let go of 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 22nd, 1943 with the rank of 2nd Lieutenant, and was assigned to the 335th FS, armed with the P-47, which were later replaced by the phenomenal Mustang. He was not only an excellent pilot, but due to the piano playing skills, 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 remained with the Air Force, serving as an instructor. He was killed on June 18th, 1947, together with a student pilot in an AT-6D near San Antonio, Texas.



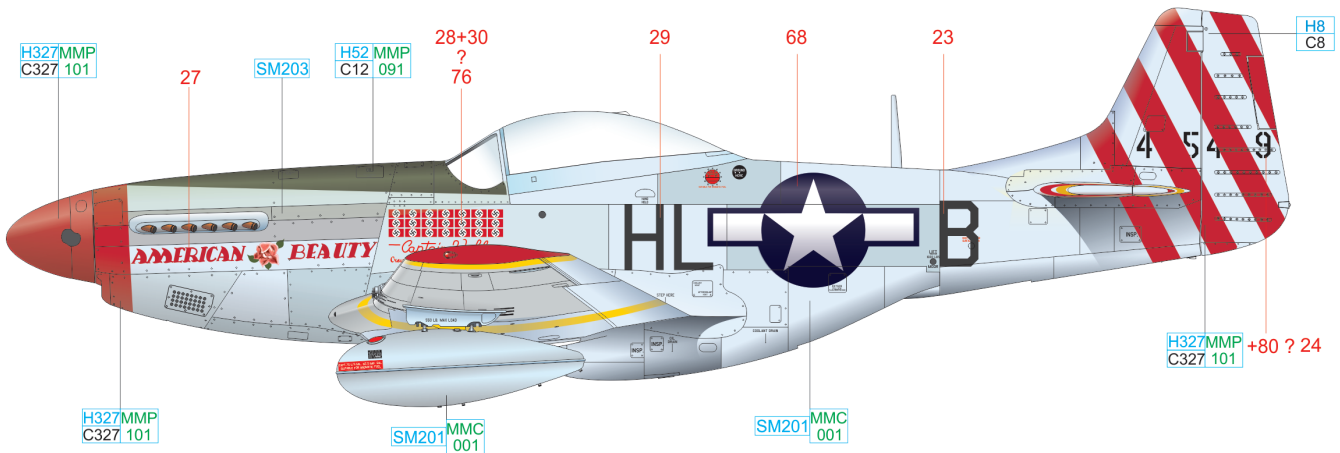
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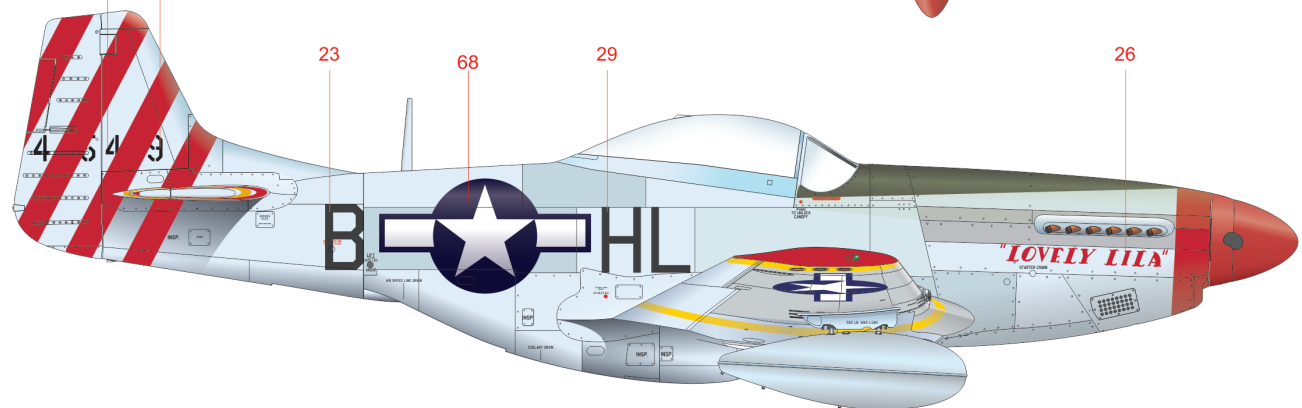
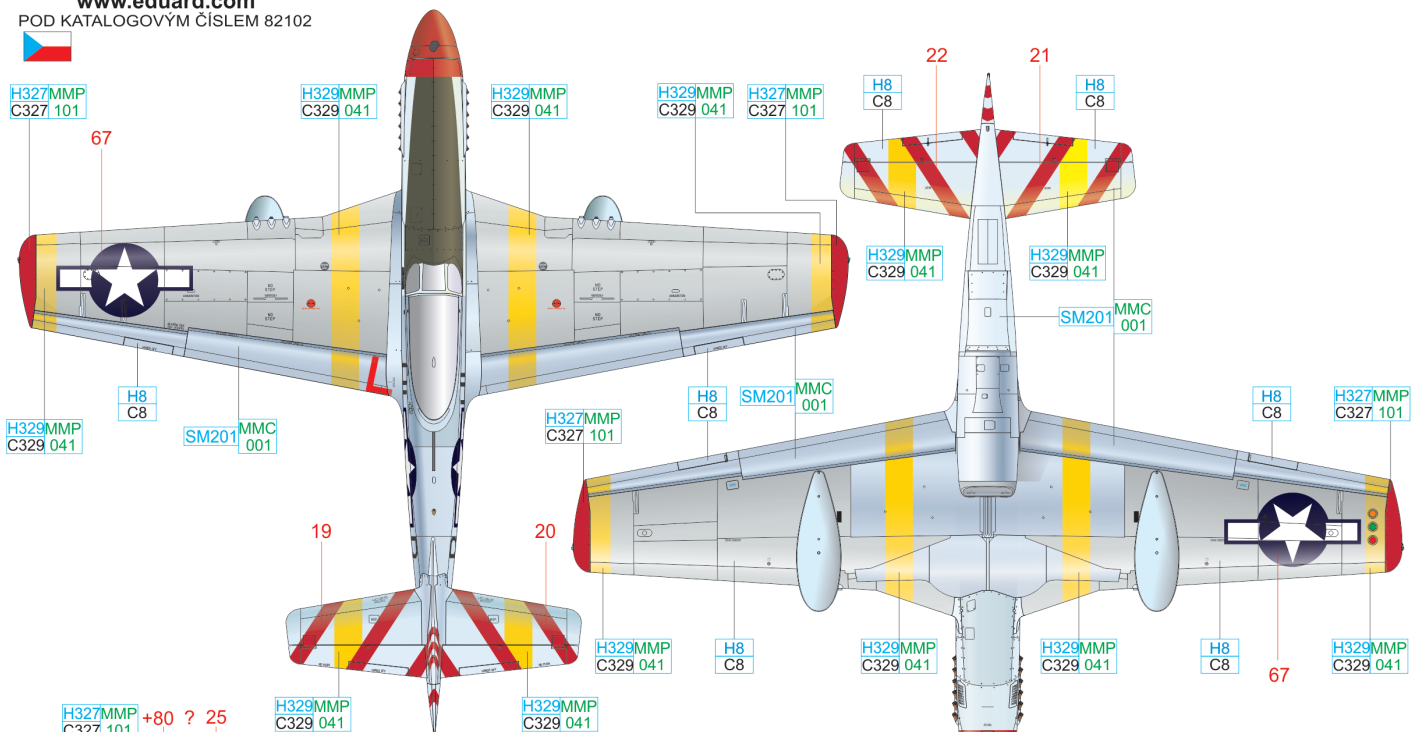
OLIVE DRAB	H52 MMP C12 091	WHITE	H11 MMP C62 001
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203
		SILVER	H8 C8
		RED	H327MMP C327 101

B P-51D-15, 44-15459, flown by Capt. John J. Voll, CO of 308th FS, 31st FG, 15th AF, San Severo, Italy, November 1944

John James Voll was born on May 3rd, 1922 in Cincinnati, Ohio, and he joined the Air Corps Reserve in 1942. He began his flight training on March 8th, 1943, and after its completion, he was assigned to the 308th Fighter Squadron in May 1944, tasked with escorting four engine heavies from bases in Italy. During these missions, he was able to down 21 enemy aircraft, and in doing so, he claimed third spot in terms of Mustang kills and became an ace with the highest number of kills in the Mediterranean theatre. He left the military after the war and taught at a highschool in Goshen, which was also his Alma mater. He was recalled to the military in 1948, and he remained with the Air Force until his retirement on July 31st, 1974. He died on September 12th, 1987.



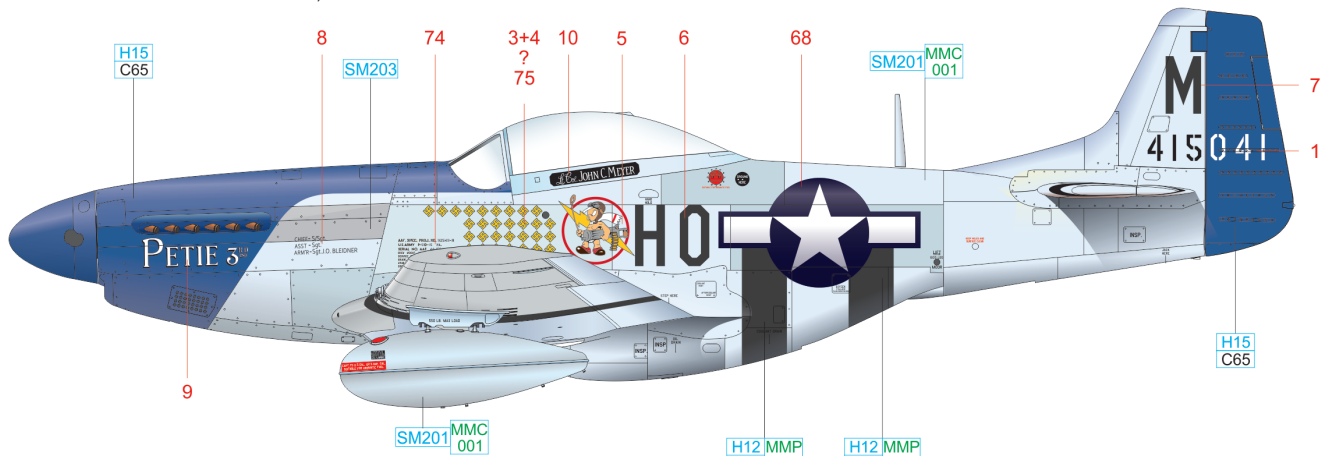
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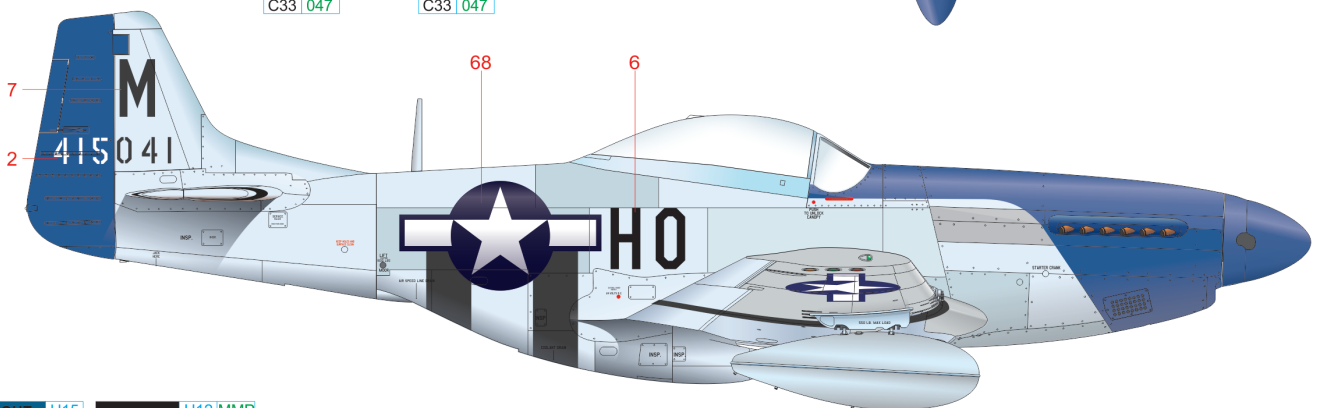
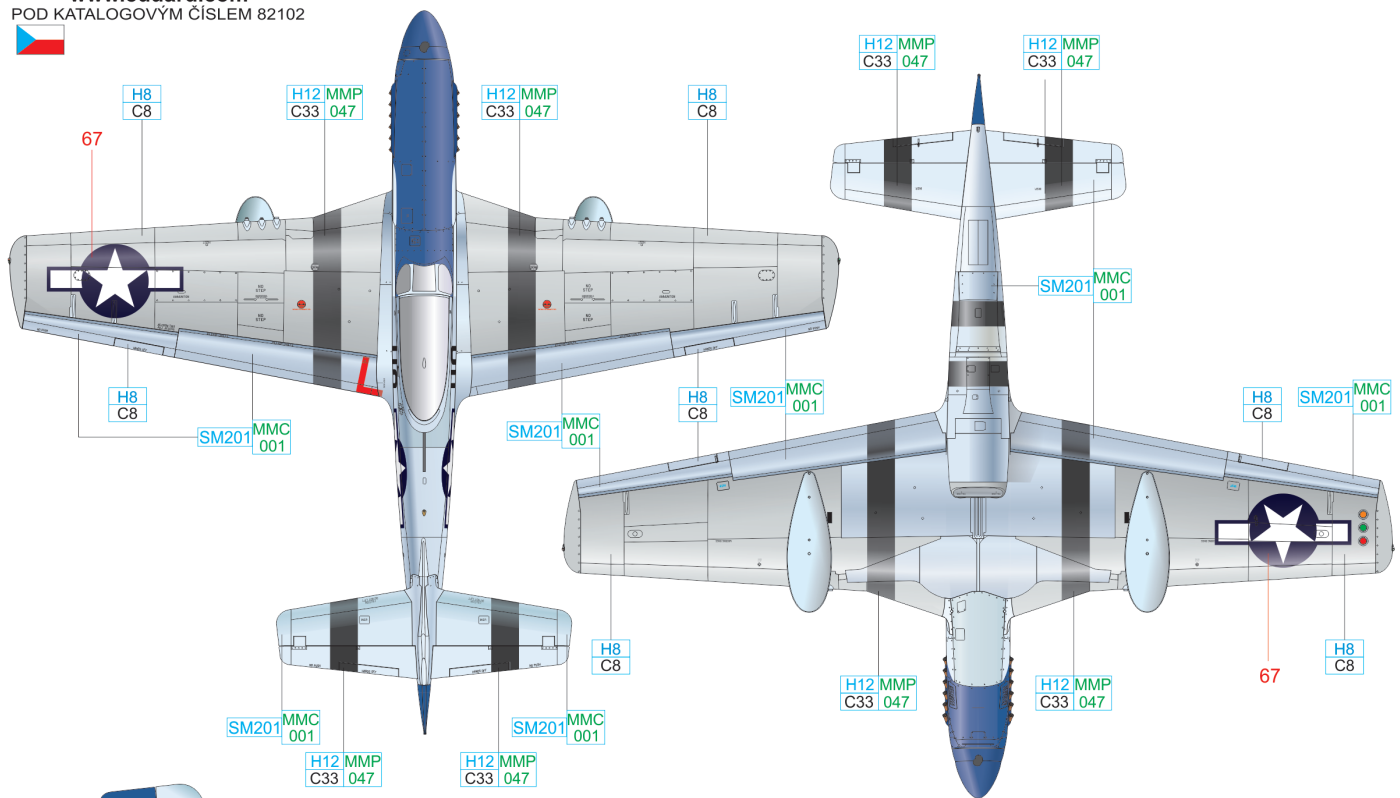
YELLOW	H329MMP C329 041	RED	H327MMP C327 101	OLIVE DRAB	H52 MMP C12 091
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203	SILVER	H8 C8

C P-51D-15, 44-15041, flown by Lt Col. John C. Meyer, 352nd FG, 8th AF, Y-29 Asch, Belgium, December 1944

Brooklyn native John Charles Meyer finished flight training on July 26th, 1940 at the age of 21, after which he was assigned to the 33rd PS on Iceland, a unit that was tasked with convoy escort duties, flying the P-40. After his return to the States, he was named the CO of the newly formed 487th 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 four engined heavy bombers over continental Europe. In April of 1944, the unit was rearmed with the Mustang, and the number of kills attributed to Major Meyer began to rise. In November 1944, he was named Deputy Commander of the 352nd FG, to which his own 487th FS was subordinate. Under his command, the 352nd FG was relocated to the forward base at Asch in Belgium. On January 1st, 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 4th, he suffered a major fracture of his left leg, the treatment of which required his return to the United States. After the war, John Meyer remained in the military, and took part in combat in Korea, and in Vietnam he led the Linebacker II campaign. Over the course of the Second World War, he shot down 24 enemy aircraft, 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 2nd, 1975.



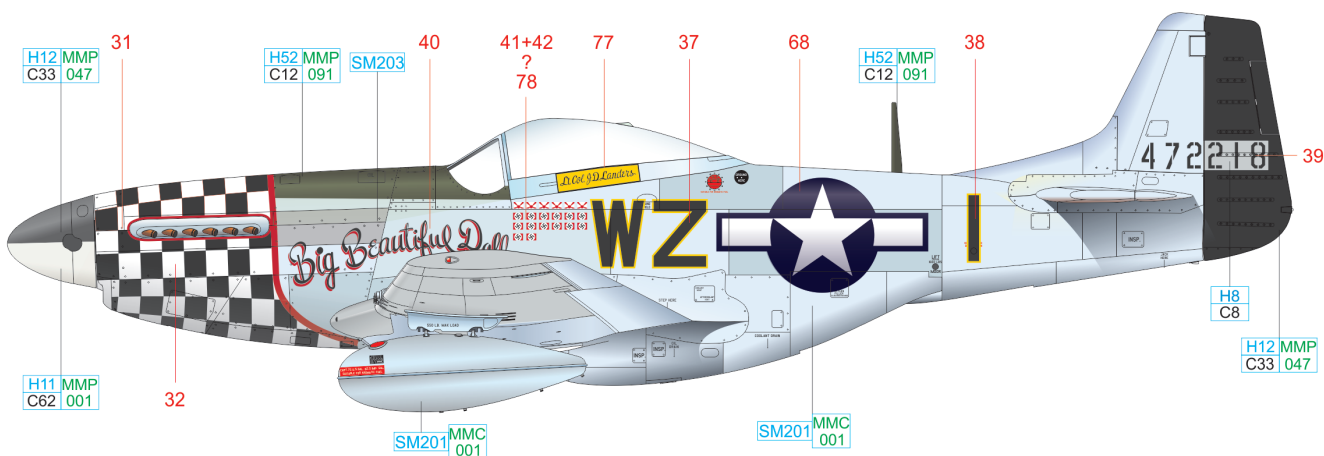
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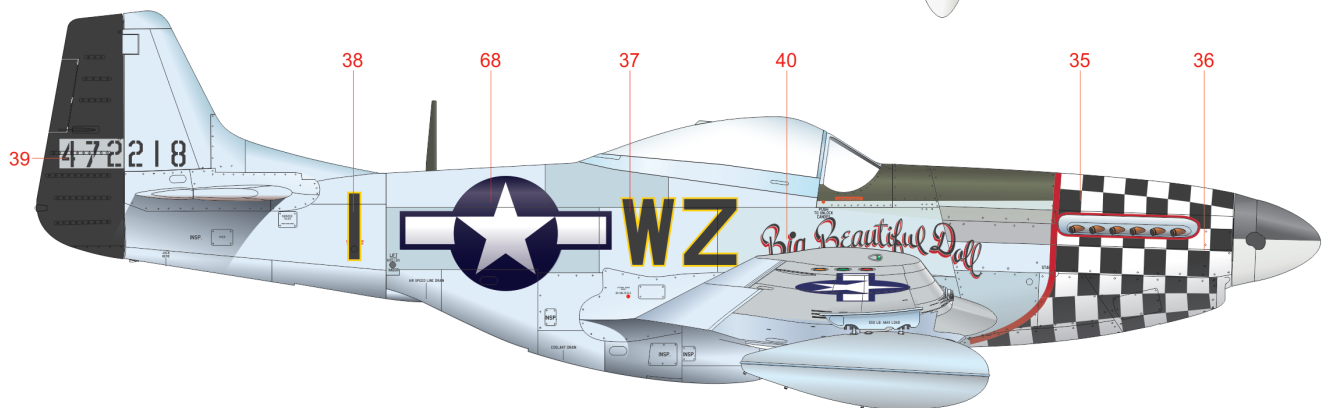
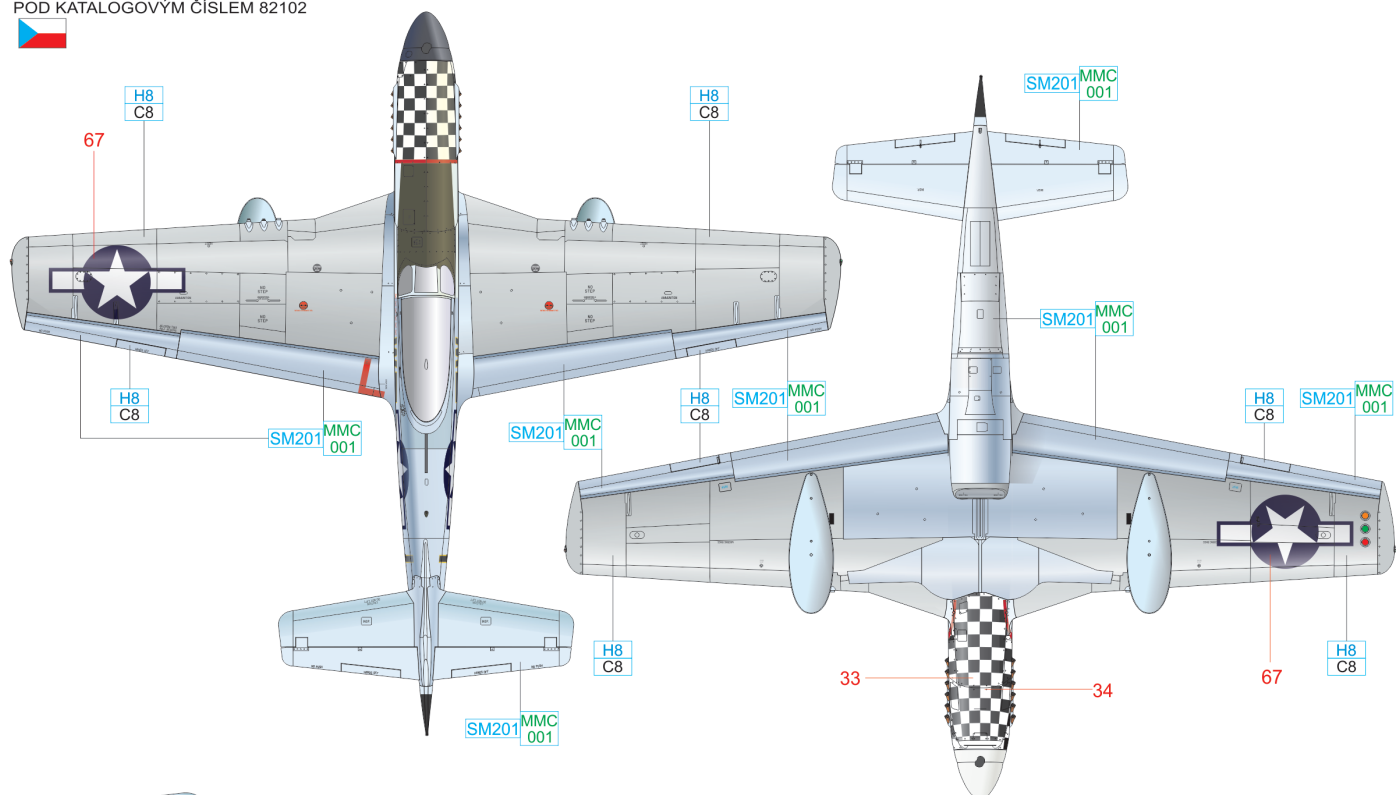
BRIGHT BLUE	H15 C65	BLACK	H12 MMP C33 047
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203
		SILVER	H8 C8

D P-51D-20, 44-72218, flown by Lt Col. John D. Landers, CO of 78th FG, Duxford, United Kingdom, March 1945

John Dave Landers was born on August 23rd, 1920 in Joshua, Texas. He joined the Army Air Force in April 1941. After undergoing pilot training, he was assigned to the 9th FS in Australia in January 1942, a unit that flew P-40s. In the Pacific theatre, he gained six kills, and in January 1943, he was called back to the 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 38th FS based at Wormingford, which flew the P-38, re-equipping with the P-51 from July 1944. After being promoted to Lt Col., he took over command duties of the 357th 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 78th 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 12th, 1989.



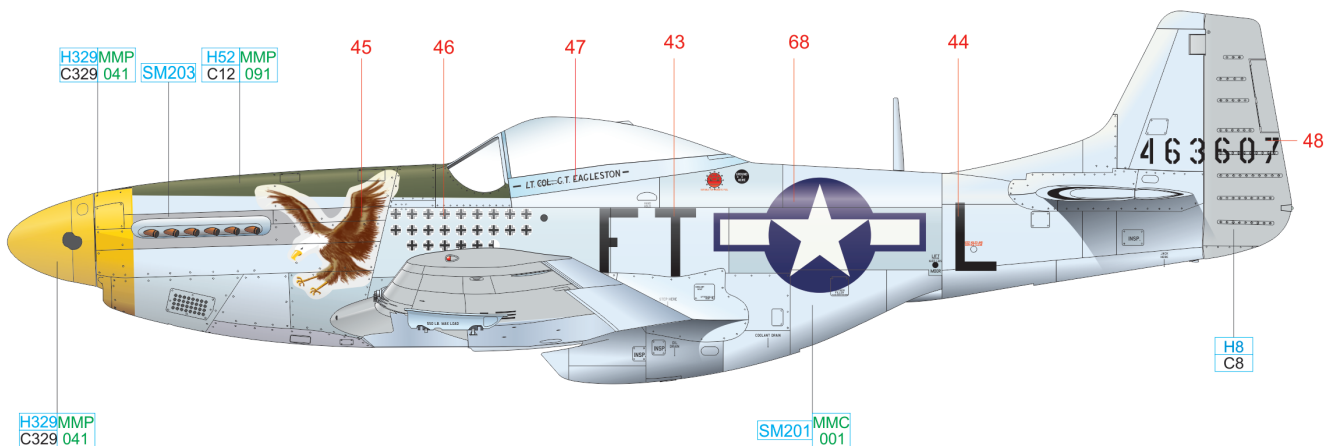
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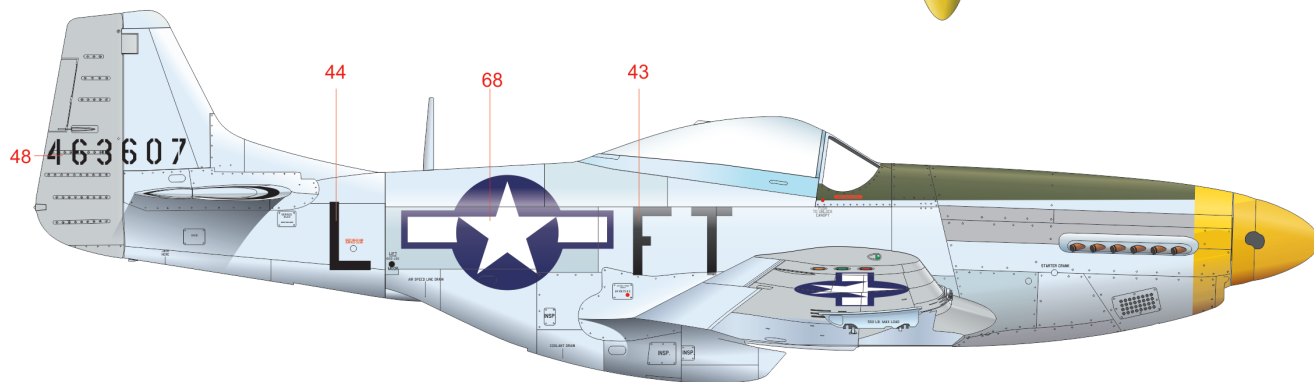
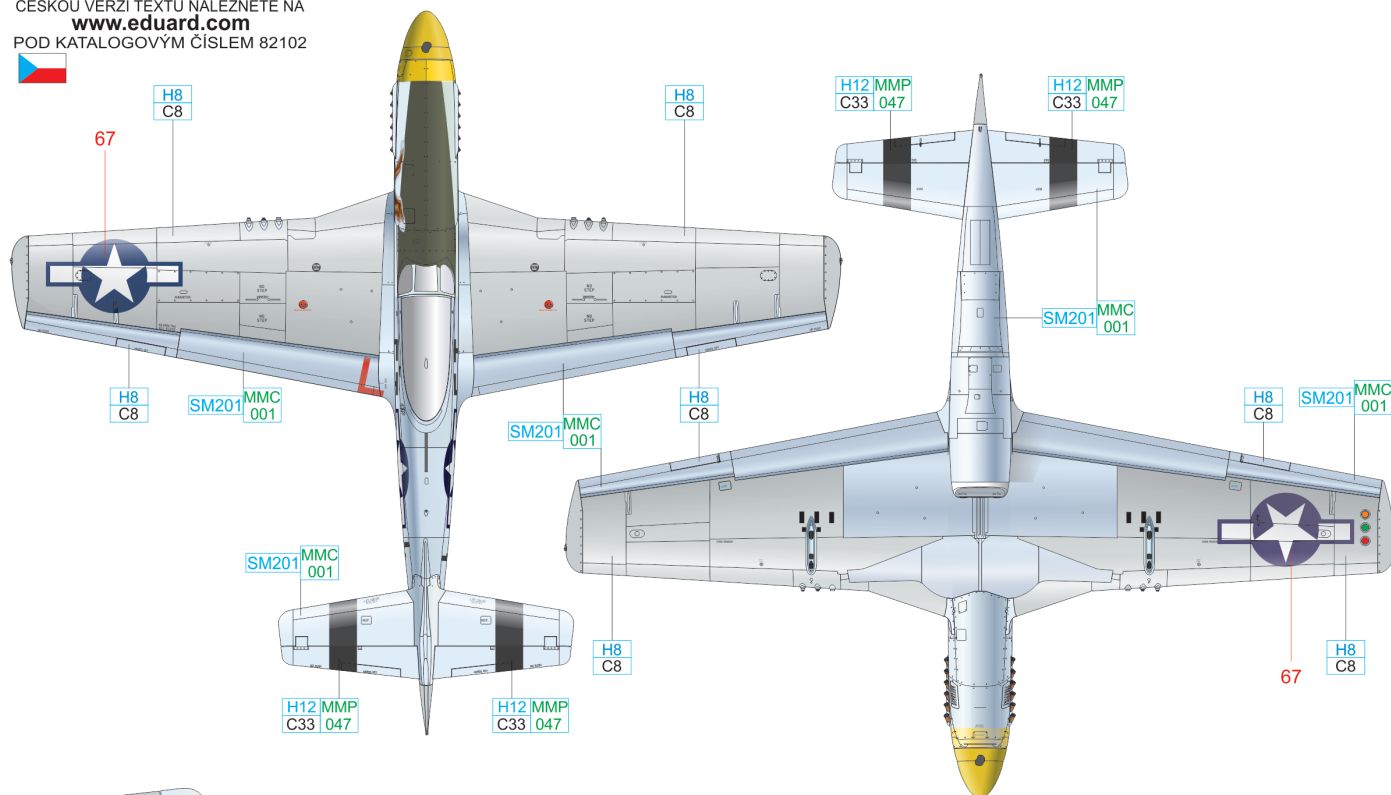
OLIVE DRAB	H52 MMP C12 091	BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203	SILVER	H8 C8

E P-51D-20, 44-63607, flown by Lt Col. Glenn T. Eagleston, CO of 353rd FS, 354th FG, 9th AF, Y-64 Ober Olm, Germany, April 1945

Glenn Todd Eagleston was born on March 12th, 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 79th FS, and then to the 353rd FS, which was transferred to Boxed in the UK with their Mustangs in October 1943. Although being a constituent of the 9th Air Force, the unit flew escort missions for 8th AF bombers. In the spring 1944 landing preparations, the 354th 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 353rd 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 Mustang. 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 7th, 1991.



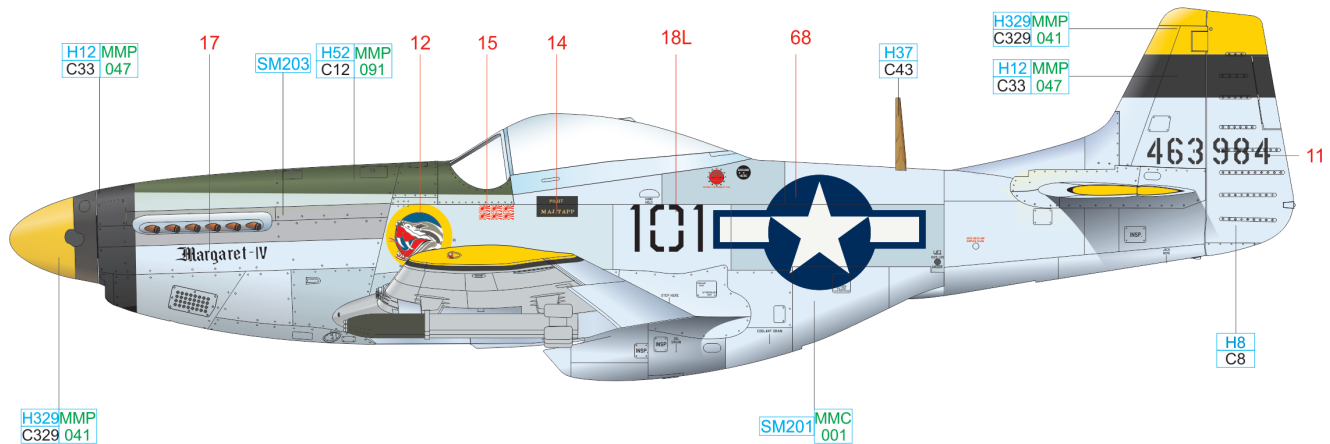
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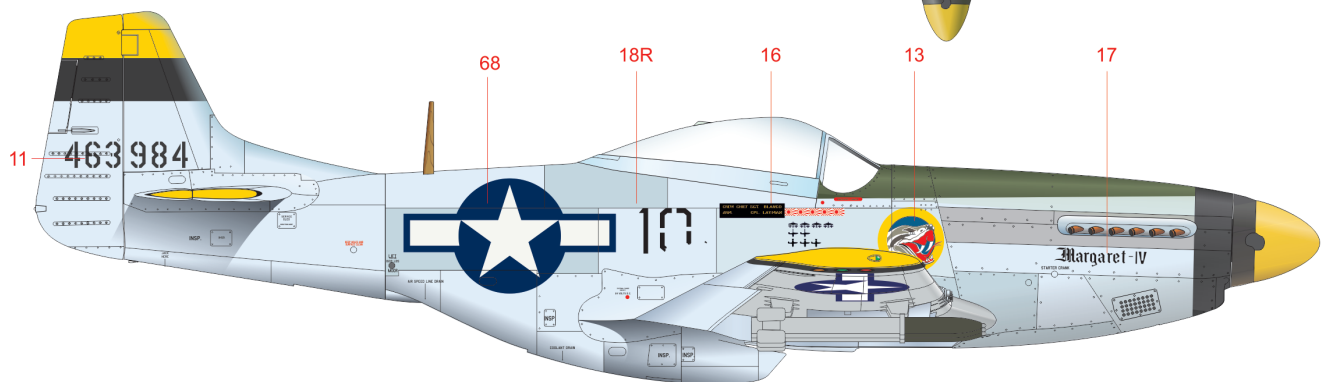
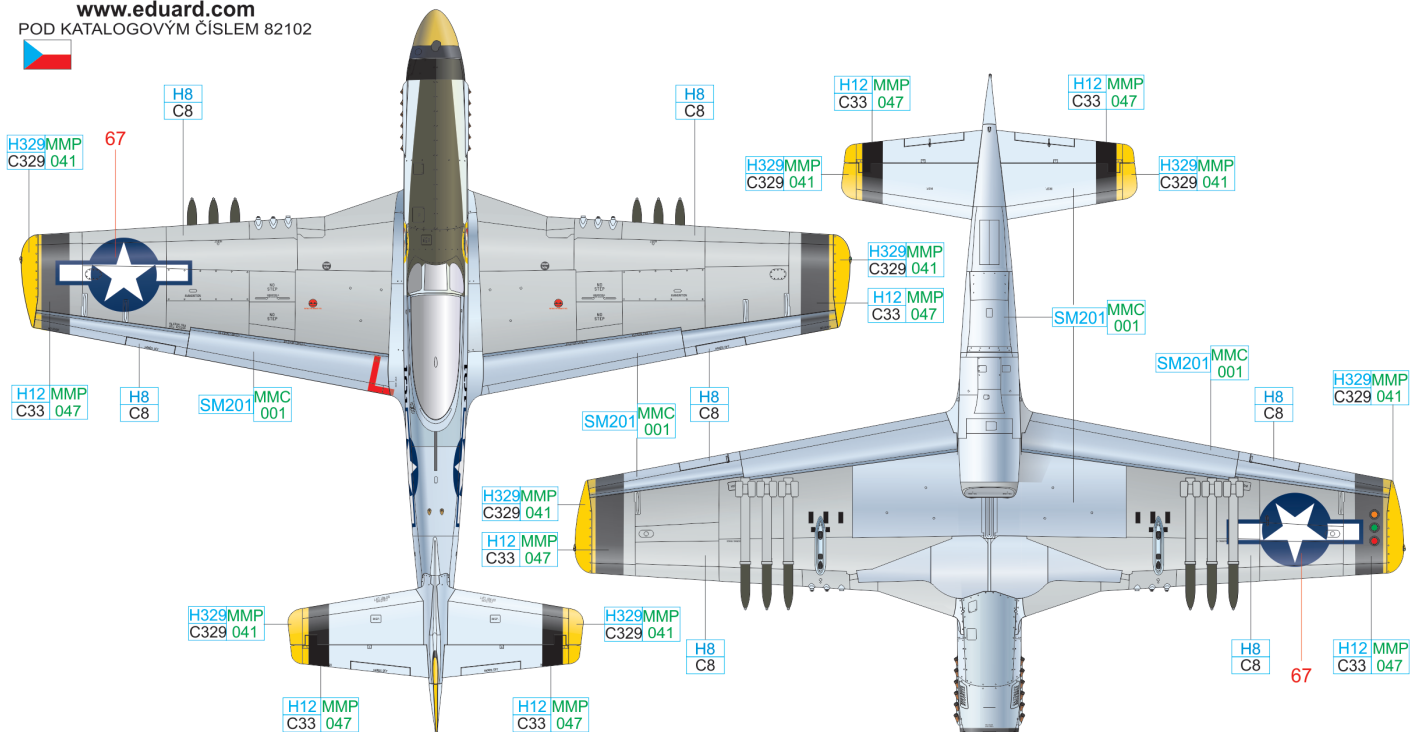
YELLOW	H329MMP C329 041	OLIVE DRAB	H52 MMP C12 091	BLACK	H12 MMP C33 047
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203	SILVER	H8 C8

F P-51D-20, 44-63984, flown by Maj. James B. Tapp, CO of 78th FS, 15th FG, 7th AF, Iwojima, May 1945

During attacks on Tokyo vicinity airfields on May 25th, 1945, 7th AF Mustang pilots fired unguided HVAR rockets for the first time. A quartet of thusly armed Mustangs was part of a force that included initially some 128 fighters, but only a mere 67 aircraft found their mark. The flight of HVAR armed Mustangs was led by Maj. James Buckley Tapp, who hit a hangar with his rockets at Matsudo Air Base, and then shot down a Ki-44 Tojo in combat. This would be his 7th kill, while his first four came about during the first escort mission of Superfortresses over Japan on April 7th, 1945. These up to eight hour missions came to be known as VLR (Very Long Range) missions, and Maj. Tapp became the first USAAF ace to gain all his kills during these VLR flights on April 12th, 1945. With a total of eight confirmed kills and two damaged, Maj. Tapp is the second ranked Mustang pilot in the Pacific area during World War Two. Symbols applied by the ground crew of Margaret IV on the right side of the fuselage below the cockpit further indicate that this Mustang flew a total of nine combat missions to May 25th, 1945, during which the pilot destroyed five enemy aircraft.



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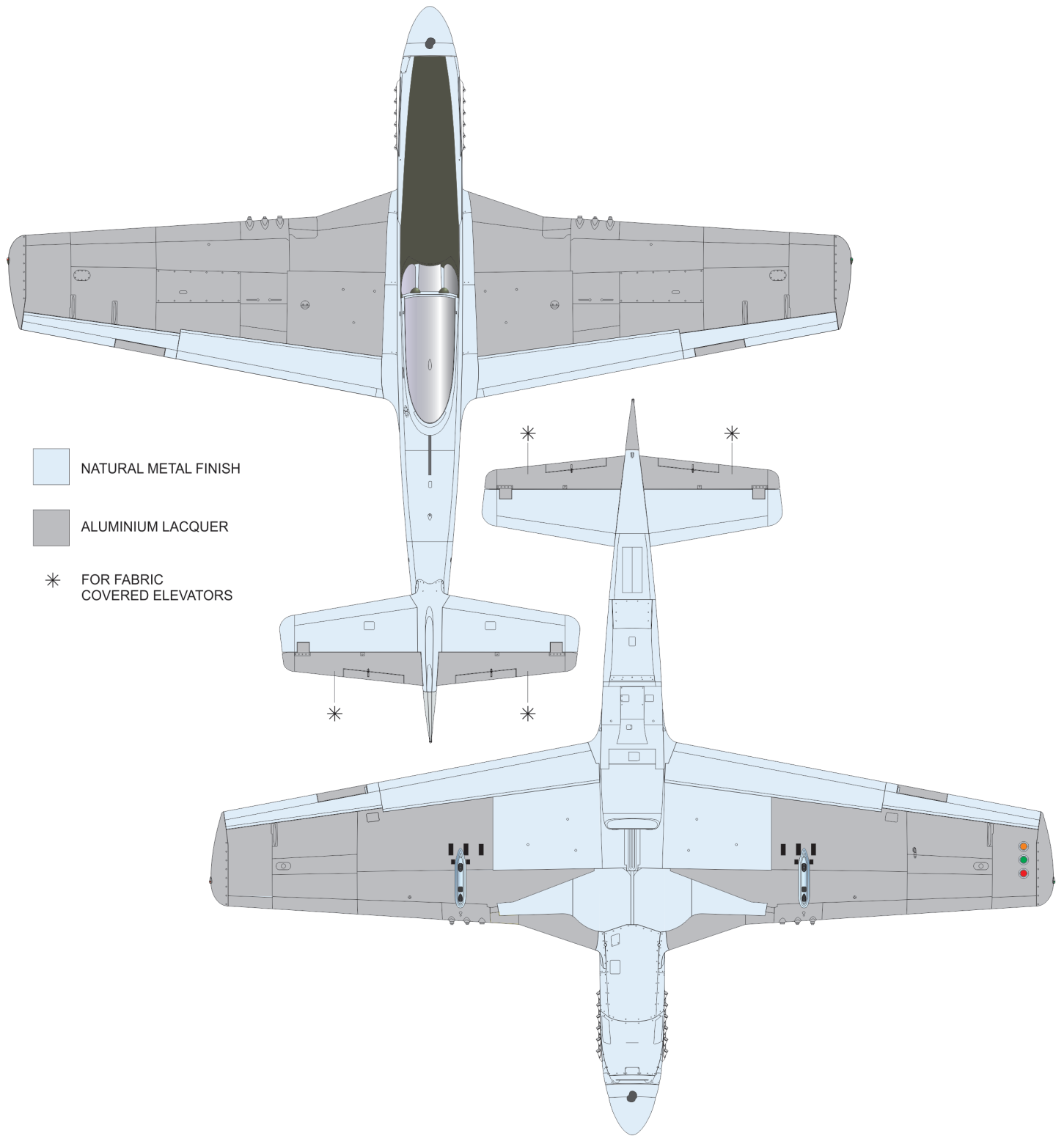


NOTE: The 165 gallon droptanks are not included in the kit. Should you like to have your model so equipped, we recommend the use of Set 82109X or 648532, available from our e-shop.

YELLOW	H329MMP C329 041	OLIVE DRAB	H52 MMP C12 091	BLACK	H12 MMP C33 047
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203	SILVER	H8 C8
				WOOD	H37 C43

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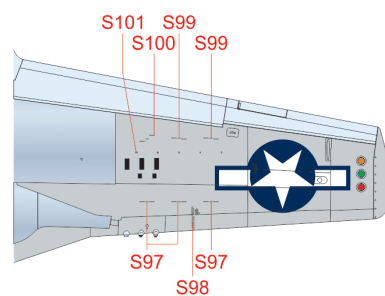
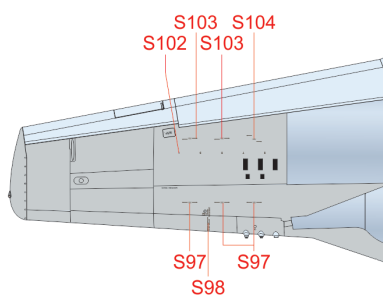
P-51D ALUMINIUM LACQUER PAINTED AREAS



P-51D

STENCILING POSITIONS

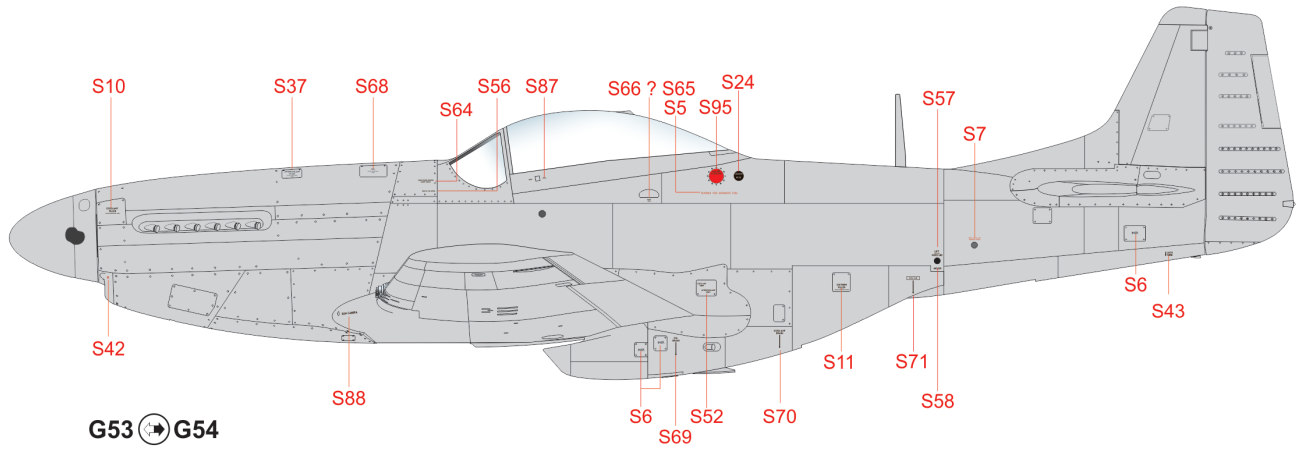
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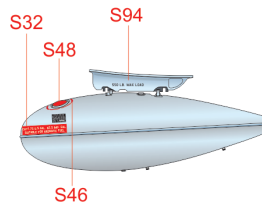
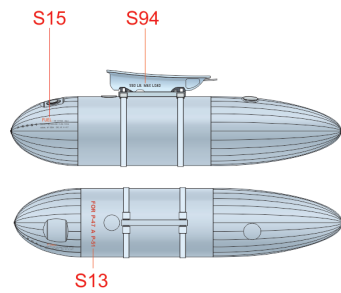
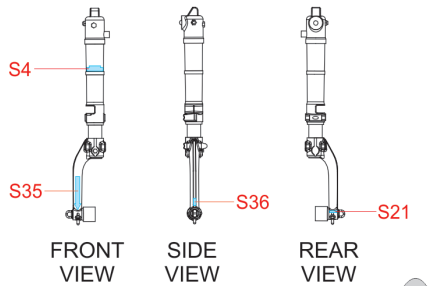
P-51D

STENCILING POSITIONS

decals No. S37, S62 - on late version only

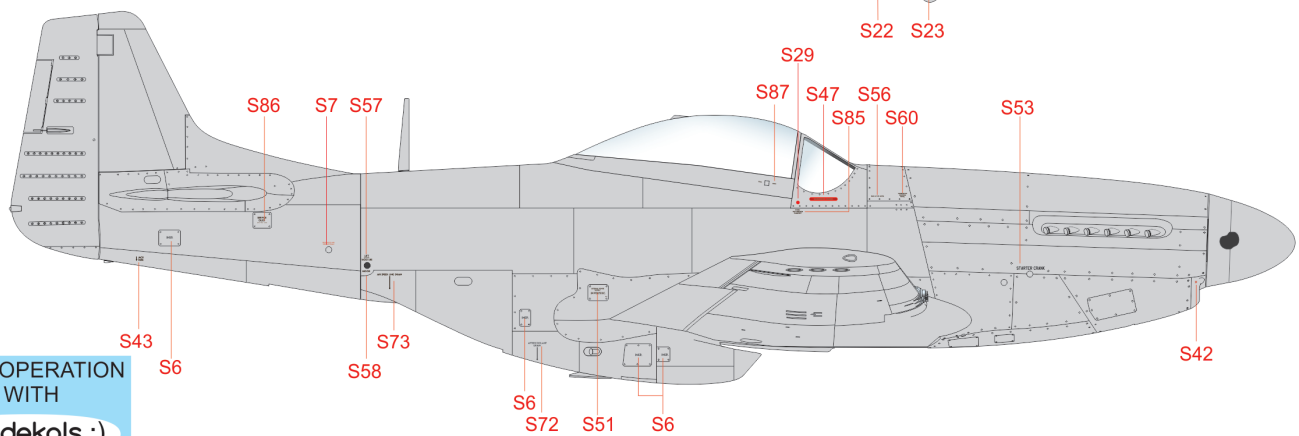
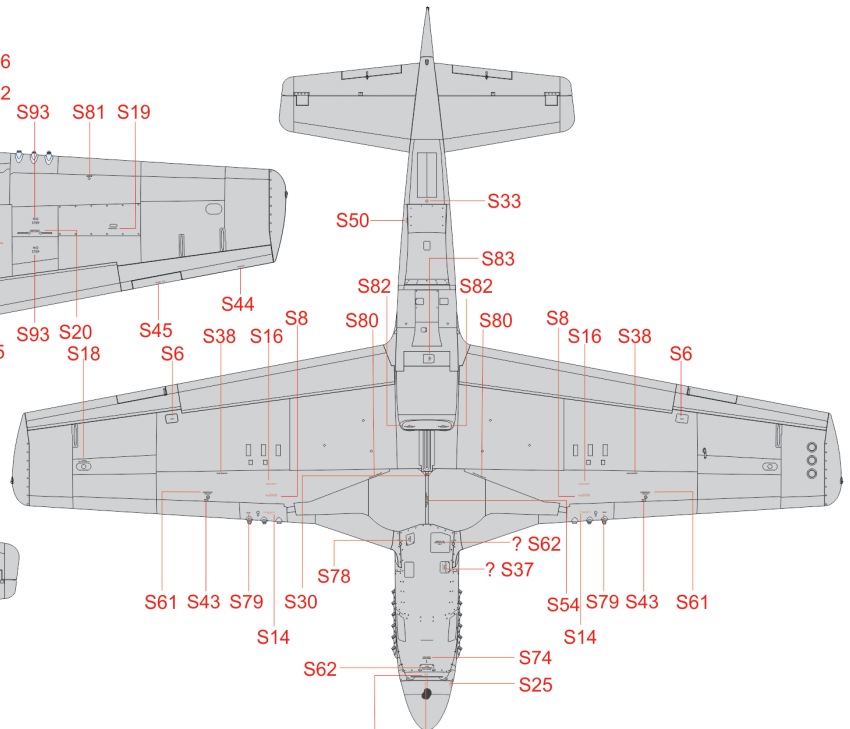
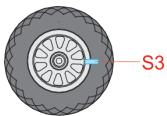
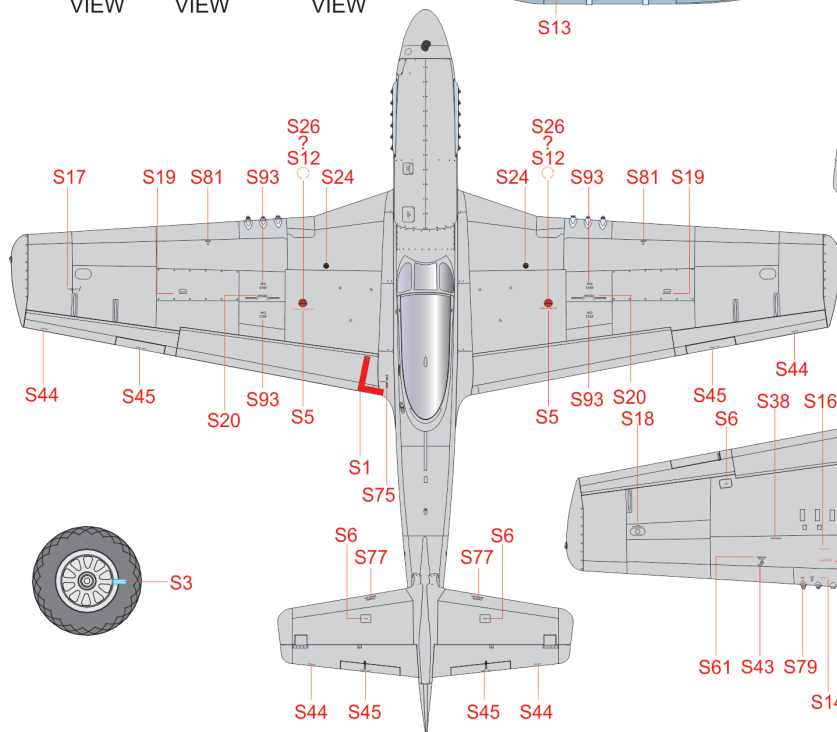


G53 → G54



Parts No. H27, H28

H329MMP
C329 041
H12 MMP
C33 047



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