

AIRFIX - 72 SCALE MUSTANG P-51D



NORTH AMERICAN P-51D MUSTANG

In 1940 the North American Aviation Company was approached by the British Air Purchasing Commission and asked to produce the Curtiss P-40; rather than do this they suggested that they produced an entirely new and superior fighter. This they proceeded to do in the record time of 117 days to the appearance of the prototype.

The new fighter, dubbed Mustang by the R.A.F., flew in October 1940 and entered service with the R.A.F. early in 1942. The Allison engine fitted to the first Mustangs was efficient only at low altitudes, and the first Mustangs were therefore used by Army Co-operation Command for reconnaissance and ground support.

Because of the great potential shown by the Mustang, further British, and later American, orders were given and in order to improve the high altitude performance the Rolls-Royce Merlin engine was installed; this gave an enormous increase in speed and the Merlin-engined Mustang proved a life-saver for the U.S. Air Force, being able to escort the heavy bombers as far as Berlin and back.

The P-51D was the version produced in the largest numbers, 8,000 of the total production of 15,000 Mustangs. It featured a cut-down rear fuselage and a bubble canopy for improved vision, and could carry bombs or rockets as well as long range tanks: 280 P-51D's and 590 of the almost identical P-51K's were used by the R.A.F. as the Mustang IV. The actual aircraft depicted on this kit was flown by the 363rd Fighter Group of the U.S. 9th Air Force in France. Mustangs were supplied to Sweden and to many of the Allied Air Forces and production was undertaken in Australia, the first aircraft flying just after the war. An interesting development of the Mustang was the P-82 produced by North American after the P-51 was completed; the P-82 "Twin-Mustang" was basically the fuselages and outer wing sections of two P-51H's joined by a new centre section. This type went into service in Korea alongside late production Mustangs.

The P-51D was powered by a Packard-built Merlin engine of 1,695 h.p. giving a top speed of 437 m.p.h. and range, with drop tanks, of 2,080 miles. Armament consisted of six 0.5 in. machine guns and provision for bombs or rockets. Wing span was 37 ft. and length 32 ft. 3 ins.

PLEASE OPEN CAREFULLY—INSTRUCTIONS OVERLEAF

Ask for other AIRFIX Models in this series

AIRFIX

CONSTRUCTION KIT

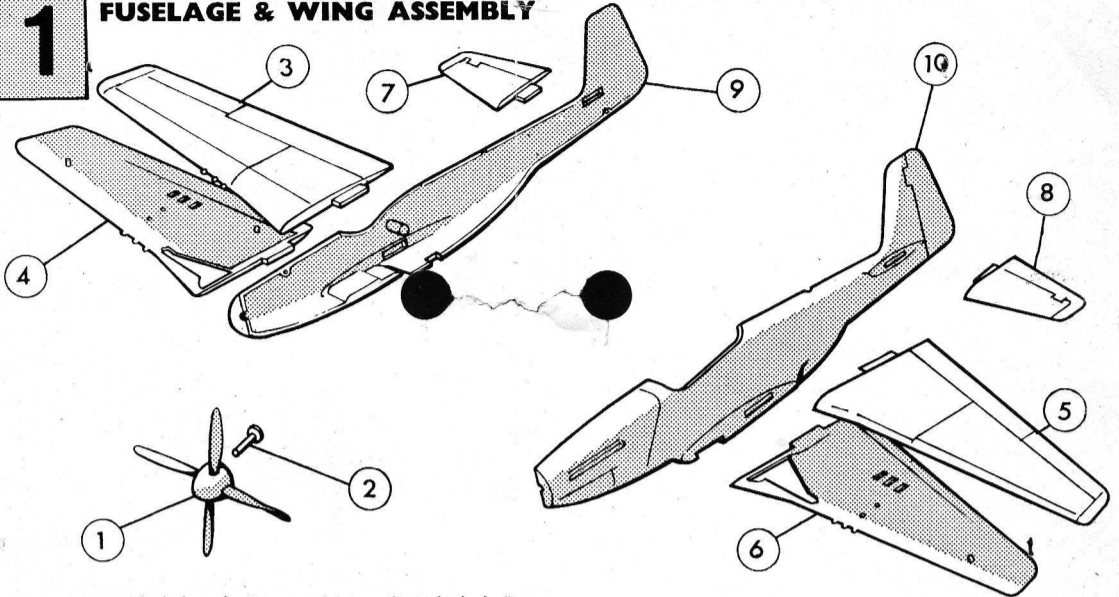
1/72 SCALE MODEL CONSTRUCTION KIT

MUSTANG P51D

INSTRUCTIONS

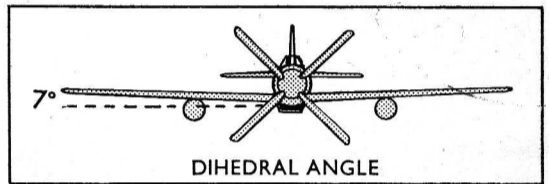
PAINT ALL DETAILS AND LET DRY BEFORE ASSEMBLING (SEE SECTION 4)
N.B. FOR PAINTING USE "AIRFIX" PAINTS, FOR FIXING USE "AIRFIX" POLYSTYRENE CEMENT

1 FUSELAGE & WING ASSEMBLY



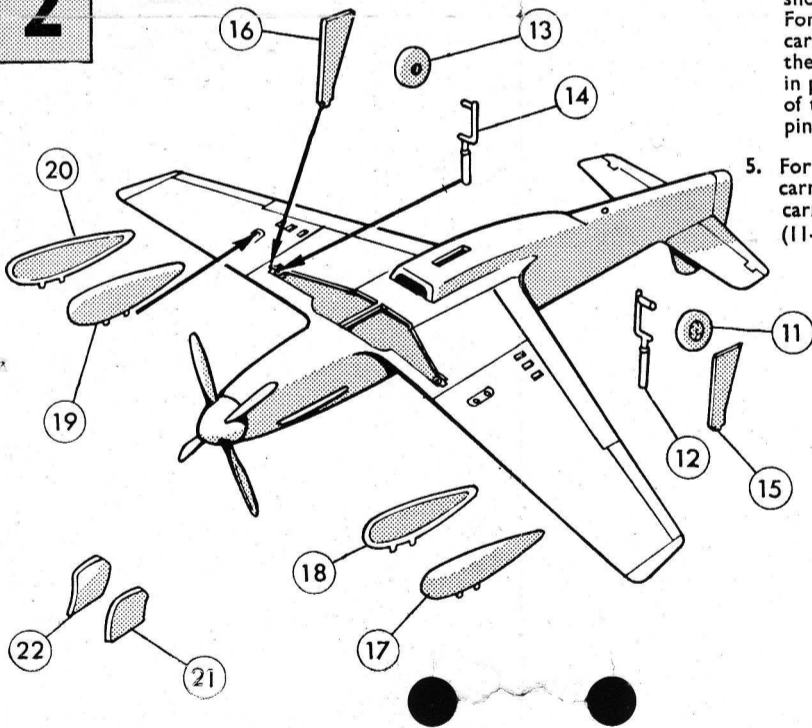
It is recommended that the instructions and exploded view are studied before assembly. If it is wished to paint internal details such as pilot and cockpit interior it should be done before assembly.

1. Cement propeller shaft (2) into propeller (1) and allow to dry.
2. Place pin in cut out in nose of starboard fuselage half, then cement together fuselage halves, (9 & 10) ensuring no cement comes into contact with propeller shaft.
3. Cement together upper and lower halves of port and starboard wings and allow to dry (3-6).
4. Cement port and starboard wings to fuselage,



by inserting wing tabs into fuselage slots, and applying cement to the tabs. Repeat procedure for tailplane (7 & 8) and allow assemblies to dry.
NOTE.—The small strut running across the wheel well should be removed

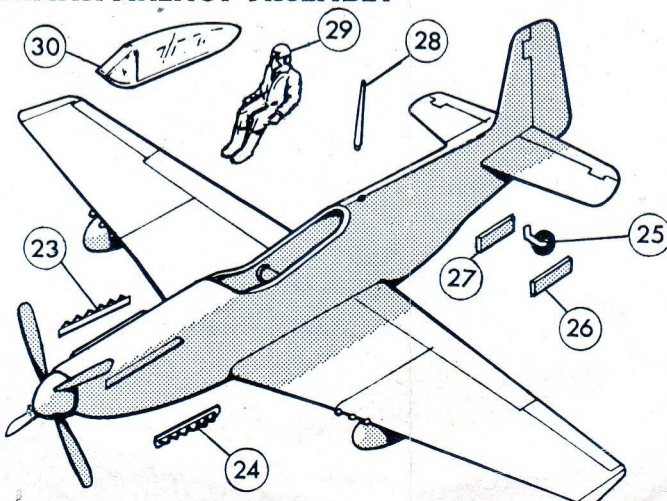
2 UNDERCARRIAGE ASSEMBLY



The desired undercarriage position should now be selected.
For a model with retracted undercarriage the wheels are omitted and the undercarriage doors cemented in place flush with the undersurface of the wing, after first breaking off pins at top of each main door.

5. For a model with lowered undercarriage position wheels on undercarriage legs and cement in place (11-14).
6. Locate and cement undercarriage legs into holes in wing.
7. Locate and cement undercarriage covers (15 & 16) to wing slots outside each undercarriage leg.
8. Cement together halves of long range fuel tanks (17-20) and cement assembled tanks to lower wing locations.
9. Locate wheel doors (21 & 22) to inside of wheel wells in fuselage and cement.

3 TRANSPARENCY ASSEMBLY

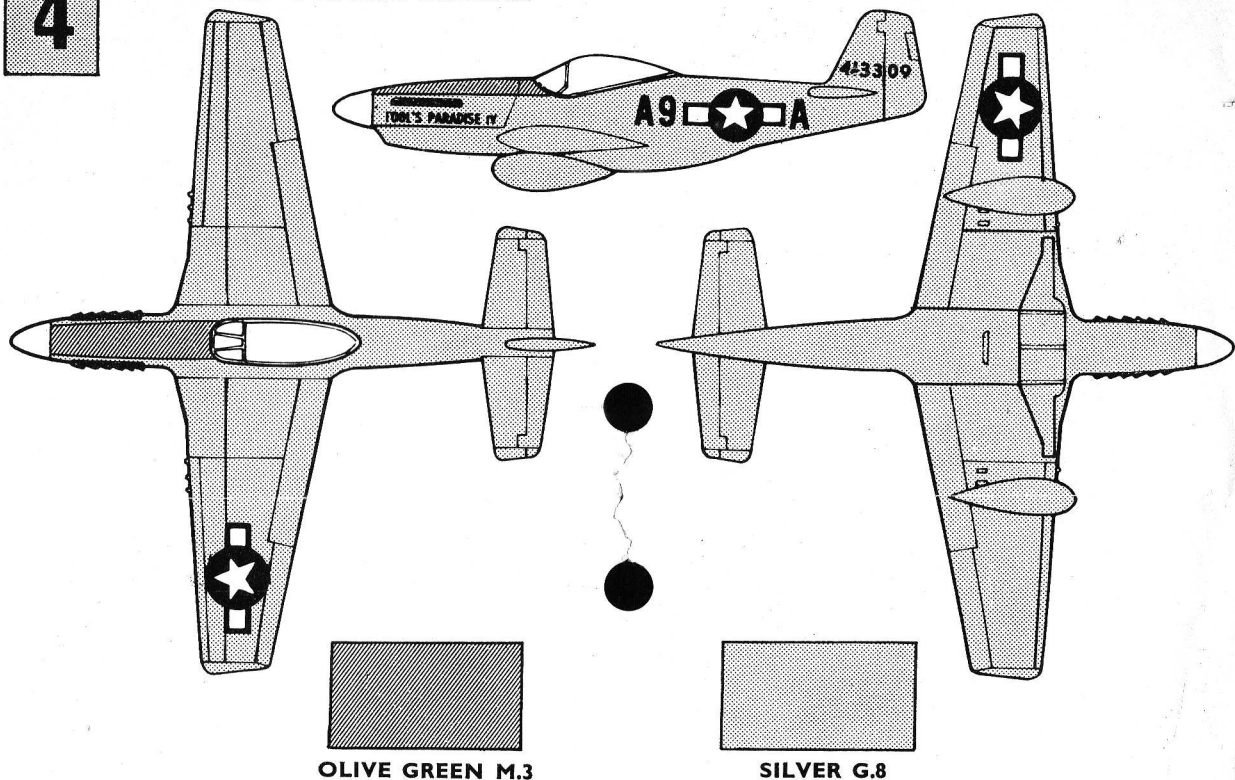


10. Cement exhaust outlets (23 & 24), in position on nose sides.
11. Cement tail wheel (25) into location beneath fuselage.
12. Cement tail wheel doors (26 & 27) in position on either side of wheel.
13. Locate and cement radio antenna (28) behind cockpit.
14. Cement pilot (29) in position on support provided.
15. Cement canopy (30) in position, applying cement carefully to edges of canopy.
16. Cement together both parts of stand.
17. Cement arm of stand into slot provided in fuselage.

NOTE.— If it is wished to paint the model it should be done at this stage.

4

SUGGESTED COLOUR SCHEME



18. Apply transfers. First cut the sheet into eight separate subjects. Then dip each in hot water for a few minutes, slide off backing into position as indicated on illustration. The large insignia are applied above the port and below the starboard wings. The small insignia, with squadron letters, are applied to either side of the rear fuselage. The small serial numbers are affixed to either side of the fin, and the slogan "Fools' Paradise IV" to the aircraft's nose. The aircraft name is applied to the transparent base.

SILVER G.8

Complete aircraft, except detailed below.

BLACK M.6

Tyres, propeller blades and gun muzzles.

OLIVE GREEN M.3

Anti-dazzle panel in front of cockpit.

YELLOW G.2

Propeller spinner.