

FINISHING YOUR MODEL

PAINTING

A realistic and attractive model can be completed without painting. However, if you wish to paint additional details suggestions are given here.

It is best to paint most of the parts before cementing them. The large outside surfaces such as wings and fuselage may be painted after assembly. Only ENAMEL or PAINT FOR PLASTICS should be used. All colors used should have a flat finish. A small pointed brush is best for painting small parts. Larger areas are best covered with a soft brush about $\frac{1}{4}$ 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 painted surfaces.

BLACK — Tires — propeller blades — inside air scoops — radio equipment — gun sight

SILVER — Wheels — landing gear — details in cockpit.

ZINC CHROMATE — Cockpit interior —

wheel wells — inside of wheel doors.

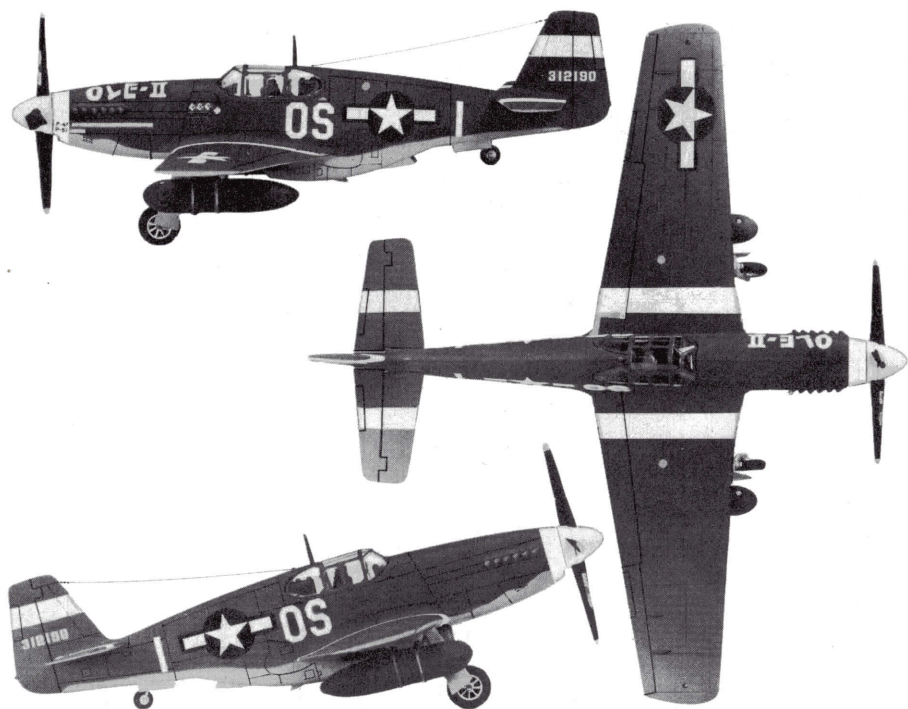
YELLOW — Tips of propeller blades.

NAVIGATION LIGHTS — Left red — right green — rear white.

PILOT — Flesh face — brown helmet, jacket, pants, mittens, and boots — silver buckles and goggles — olive drab oxygen mask and tube — white parachute harness and safety belt — cream fur collar and boot tops.

APPLYING DECALS

Refer to photos for proper location. To apply decals, select the item you wish to apply and cut it from the sheet with scissors. For a neat job work with one subject at a time, and trim it close to color outline. Dip the decal in water for a few moments until it slides easily on the paper backing. Next, slide the decal into correct position. After the decal is in correct position, press out trapped air bubbles and blot with a soft rag. Before they are completely dry, decals should be pressed firmly against surface contours, such as rivets and lines.



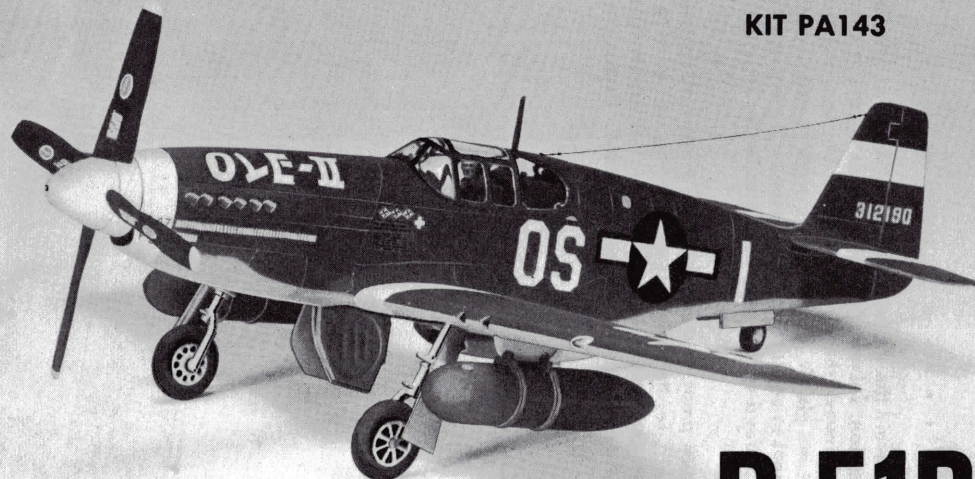
MUSTANG

Monogram®

quality hobby kits



KIT PA143



1/72 SCALE
1" = 6'

P-51B

The North American Mustang has had unmatched versatility. Designed as a short range fighter, the P-51 ultimately served with distinction in the role of Long Range Escort Fighter, Fighter-Bomber, Photo Reconnaissance, Close Support, and Dive Bomber. Other fighter types have equalled the Mustang in one or more of the varied combat roles but none have ever equalled it in all of its assigned roles.

The Mustang owed its origin to the British Air Purchasing Commission which stipulated that, due to the serious war situation, a prototype must be completed within 120 days. The prototype, designated the NA-73X was designed and pushed out of the assembly shed in 117 days! The first test flight was made October 26, 1940.

It was one of the first fighters to employ a laminar flow wing which had its maximum thickness well aft and resulted in greatly reduced drag. Drag was further minimized by positioning the intake for the radiator beneath the rear of the fuselage and keeping the fuselage cross-section to a minimum. It differed from nearly all contemporary fighter designs in having square cut tips on the wings and tail surfaces which simplified production.

The Mustang had been handicapped from the outset by the low-rated altitude of its Allison engine so experiments were conducted to utilize the U.S.-built Packard Merlin V-1650-3. Flight tests with the Merlin powered plane designated XP-51B began in September, 1942. It was found to possess the phenomenal maximum speed of 441 m.p.h. at 29,800 feet, and it climbed to 20,000 feet in 5.9 minutes compared with 9.1 minutes for the P-51A.

A total of 1,988 P-51B's were built at Inglewood, California and 1,750 identical P-51C's were built at Dallas, Texas. Production at both plants was subsequently switched to the P-51D.

The P-51B was 32' 3" long, had a span of 37' and was powered by a Merlin liquid cooled V-12 producing 1,620 horsepower aided by a two-stage supercharger. Maximum speed was 435 m.p.h. at 30,000 feet. Maximum range was over 2,000 miles with the external fuel tanks. Armament consisted of four wing mounted Browning .50 caliber machine guns and two 1,000-lb. bombs could be carried in place of the drop tanks.

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