

eduard

LIMITED
EDITION



OVERLORD

D-DAY MUSTANGS / P-51B MUSTANG

INSTRUCTION SHEET

DUAL COMBO

1/48

11181-NAV

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
NABARVITPLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com

PARTS



DÍLY



TEILE



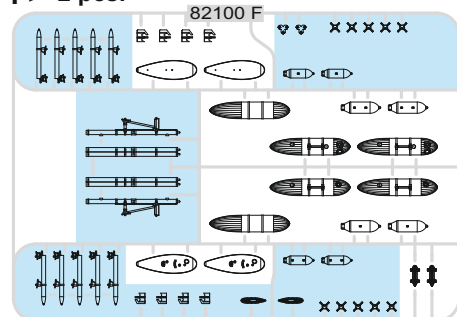
PIÈCES



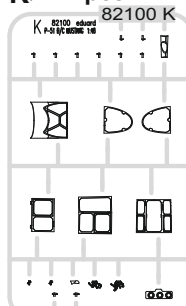
部品

PLASTIC PARTS

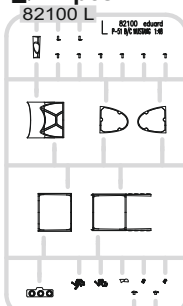
F> 2 pcs.



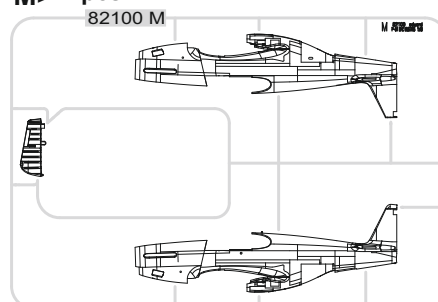
K> 2 pcs.



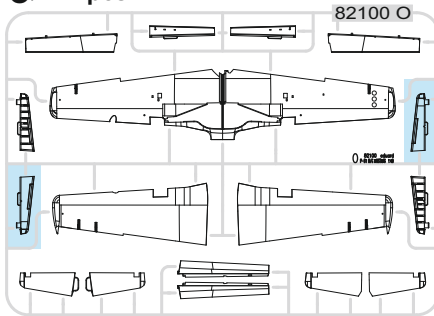
L> 2 pcs.



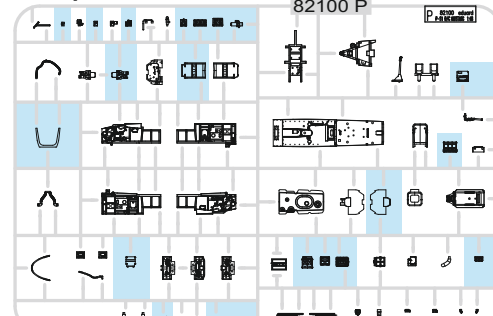
M> 2 pcs.



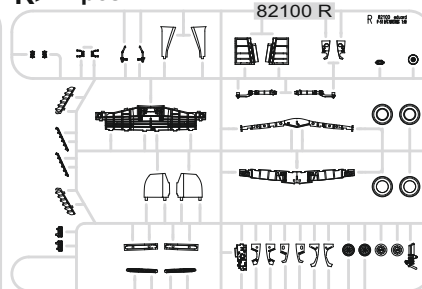
O> 2 pcs.



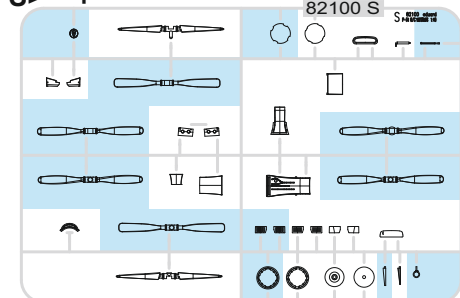
P> 2 pcs.



R> 2 pcs.

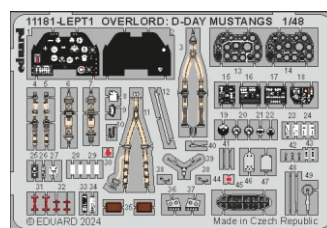
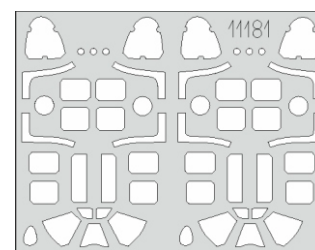


S> 2 pcs.



2 pcs.

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



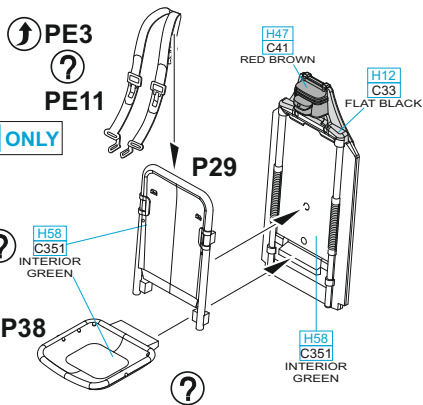
色

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H1	C1	WHITE
H4	C4	YELLOW
H8	C8	SILVER
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H15	C65	BRIGHT BLUE
H27	C44	TAN
H47	C41	RED BROWN
H52	C12	OLIVE DRAB
H53	C13	NEUTRAL GRAY
H58	C351	INTERIOR GREEN
H74	C368	SKY
H77	C137	TIRE BLACK
H90	C47	CLEAR RED

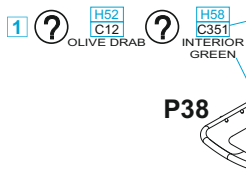
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H92	C49	CLEAR ORANGE
H94	C138	CLEAR GREEN
H327	C327	RED
H329	C329	YELLOW
H330	C361	GREEN
H335	C363	MEDIUM SEA GRAY
H422	C122	GREEN
	C352	CHROMATE YELLOW
	C362	OCEAN GRAY
Mr.METAL COLOR		
	MC214	DARK IRON
Mr.COLOR SUPER METALLIC		
	SM201	SUPER FINE SILVER
	SM203	SUPER IRON

1 = 90% + 10%

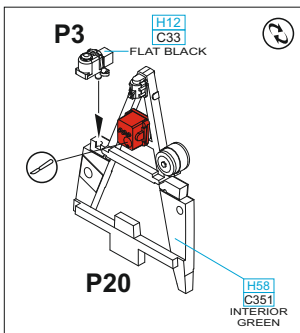
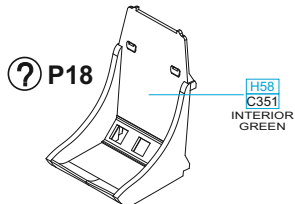
H58 C351 INTERIOR GREEN	H12 C33 FLAT BLACK
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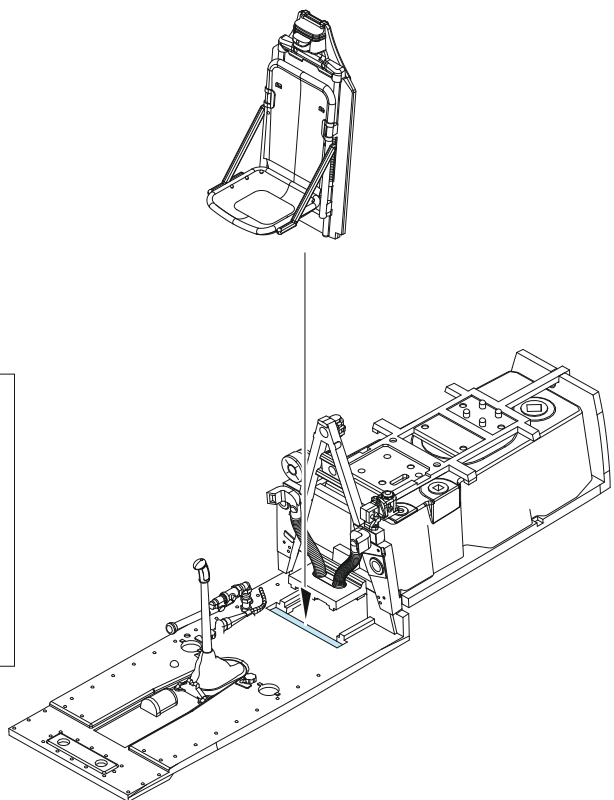
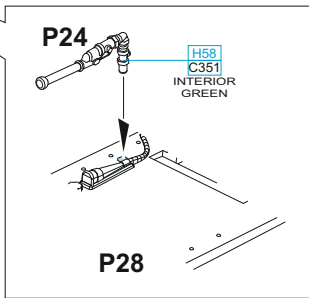
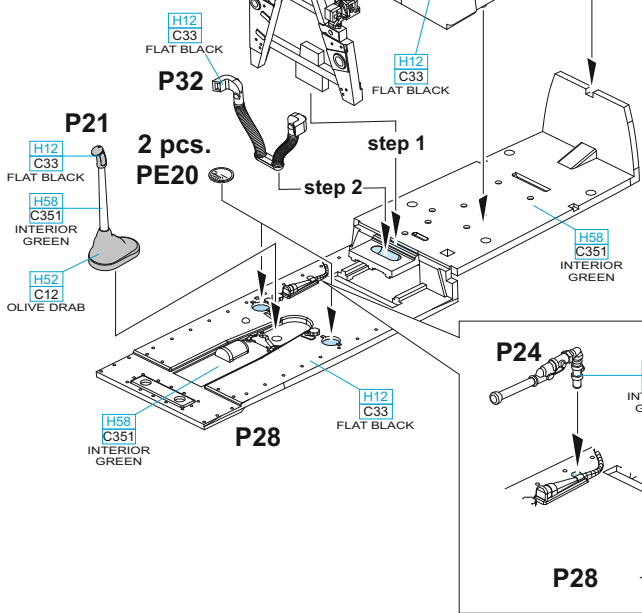
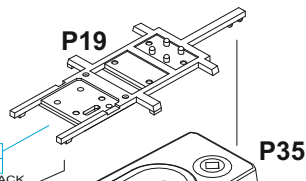
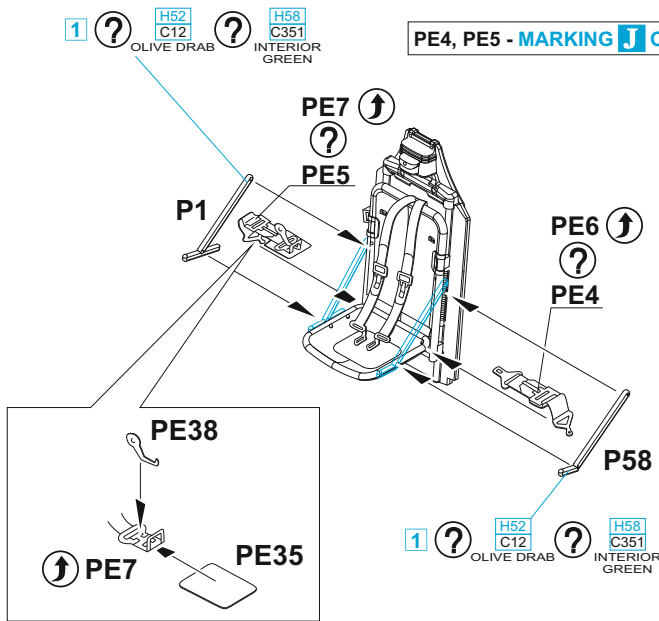
PE11 - MARKING J ONLY



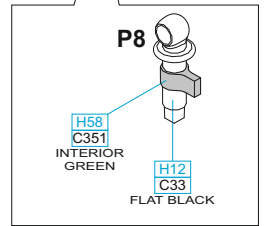
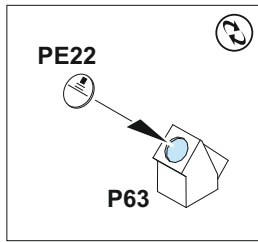
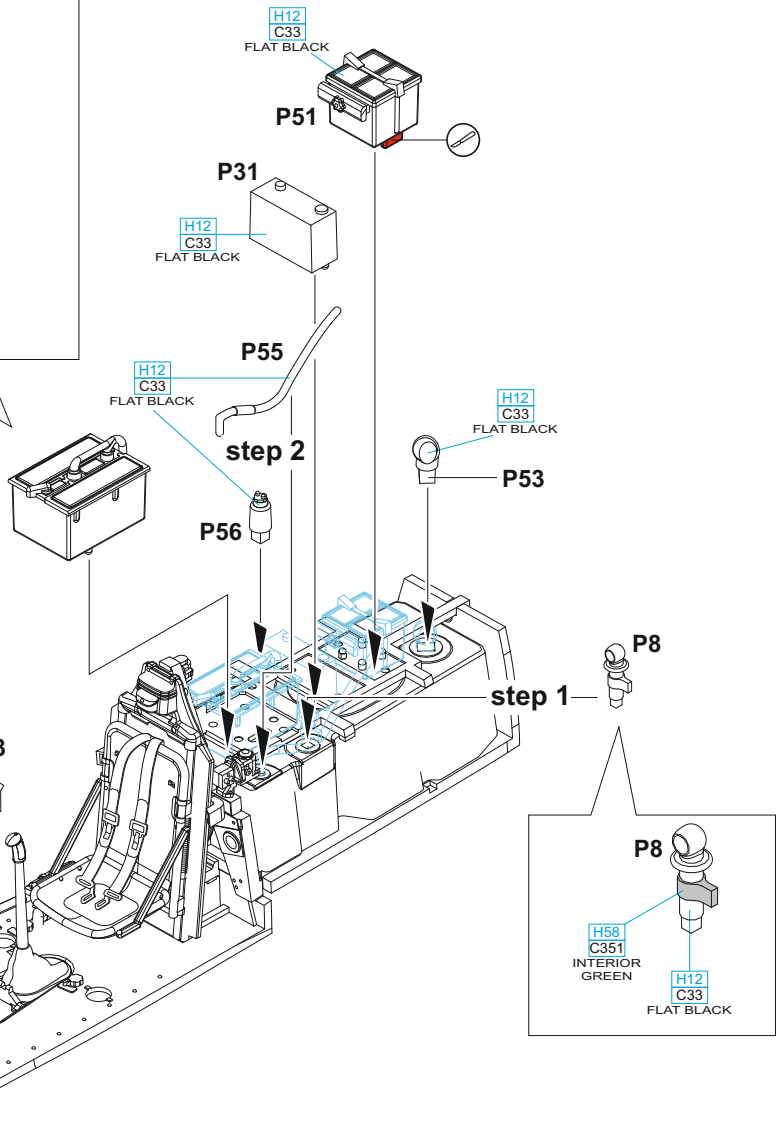
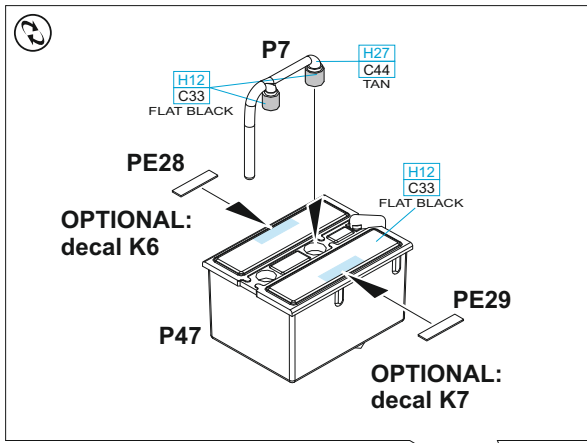
P18 - MARKINGS C,G ONLY



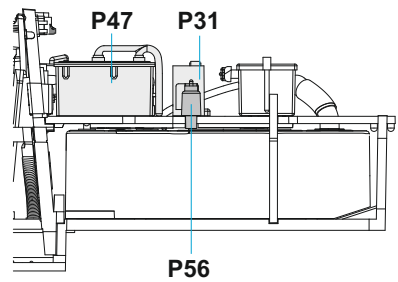
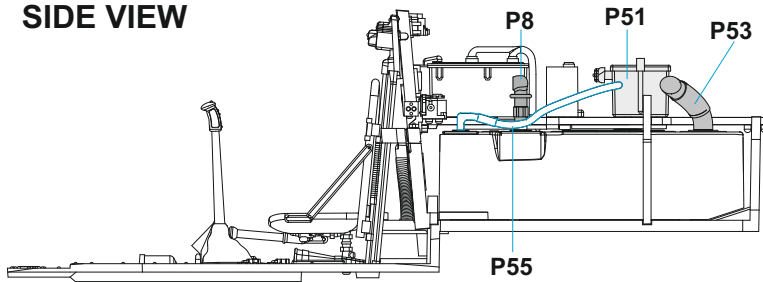
PE4, PE5 - MARKING J ONLY



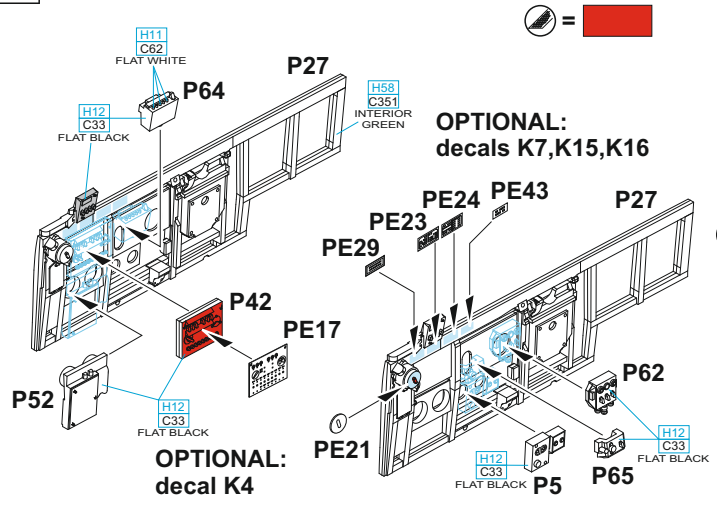
A



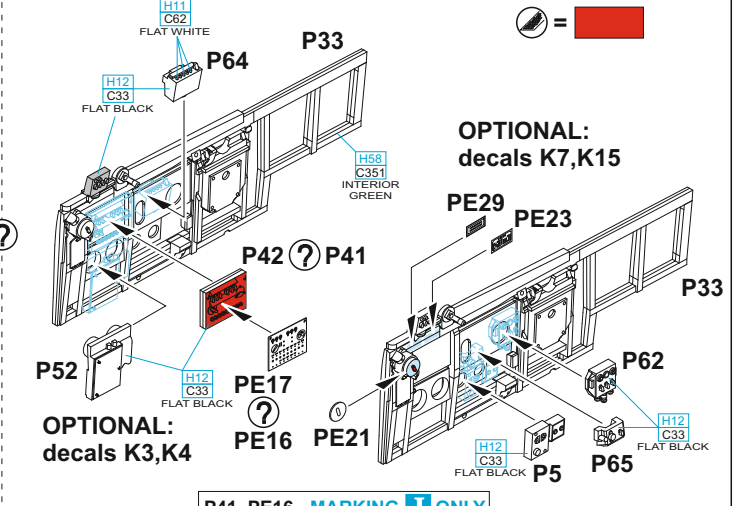
SIDE VIEW



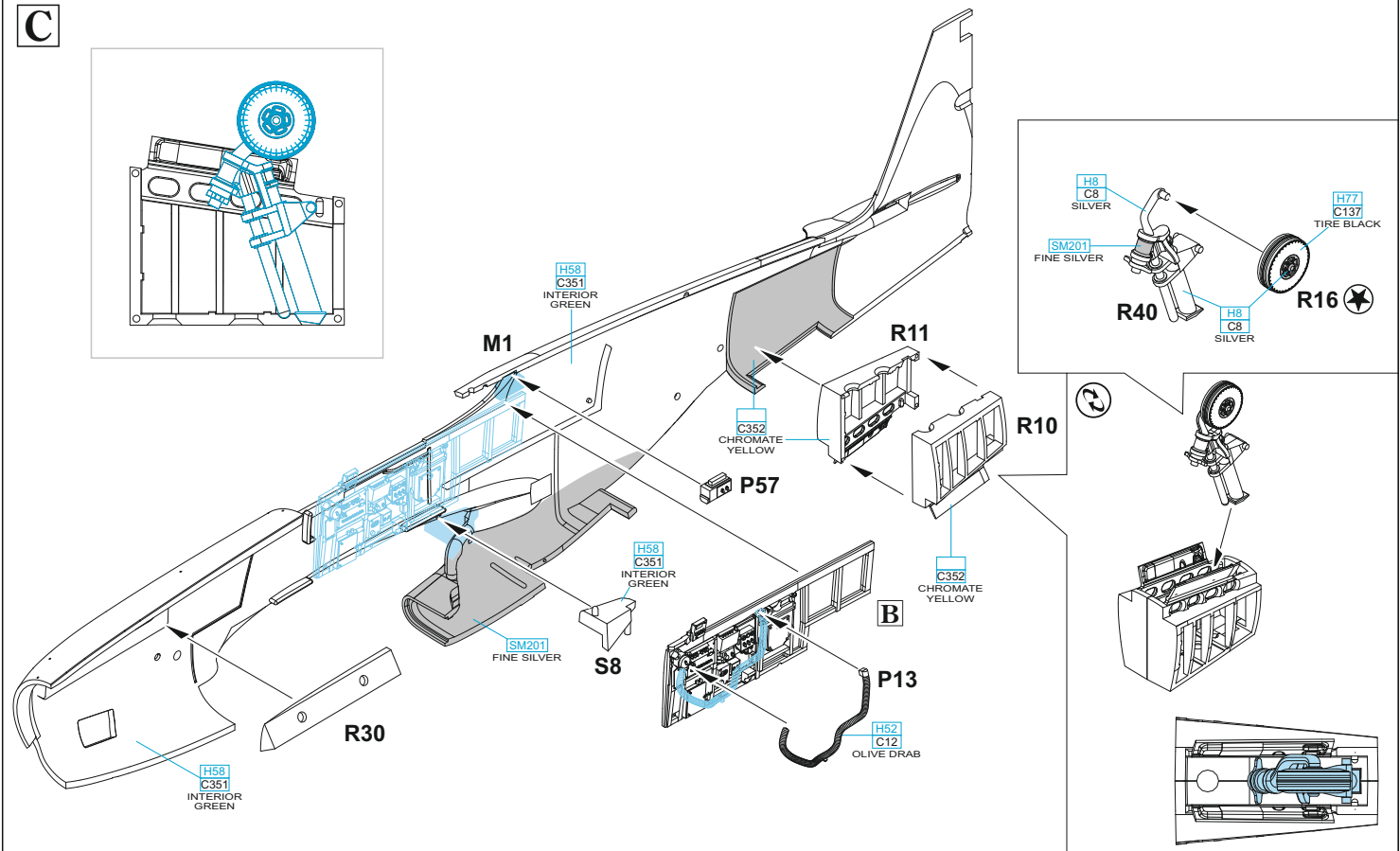
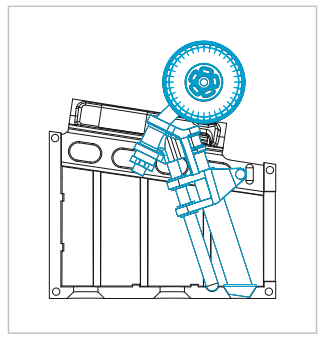
B MARKINGS A,B,D,E



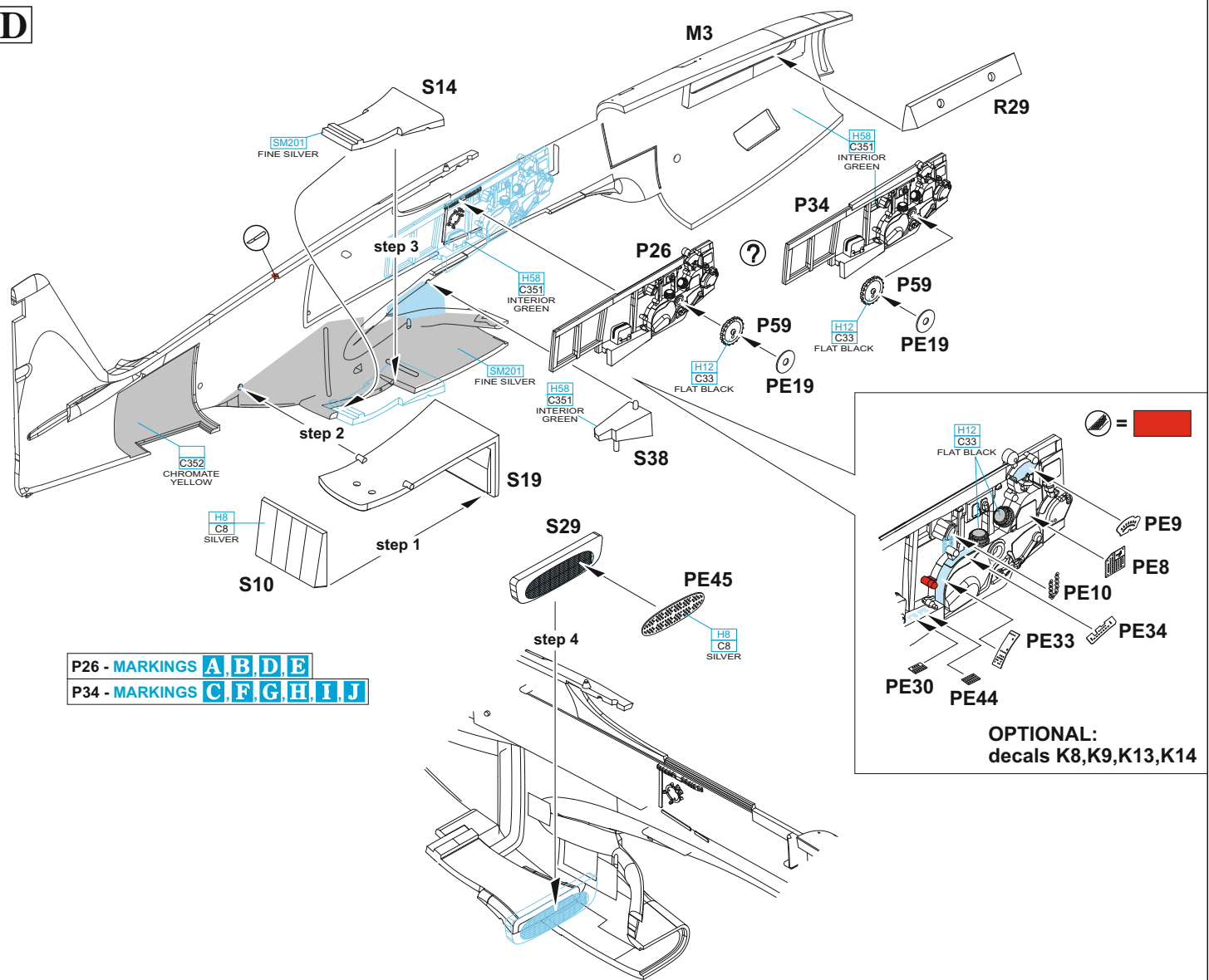
MARKINGS C,F,G,H,I,J



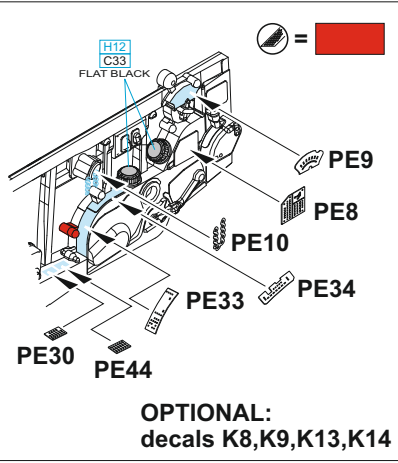
C



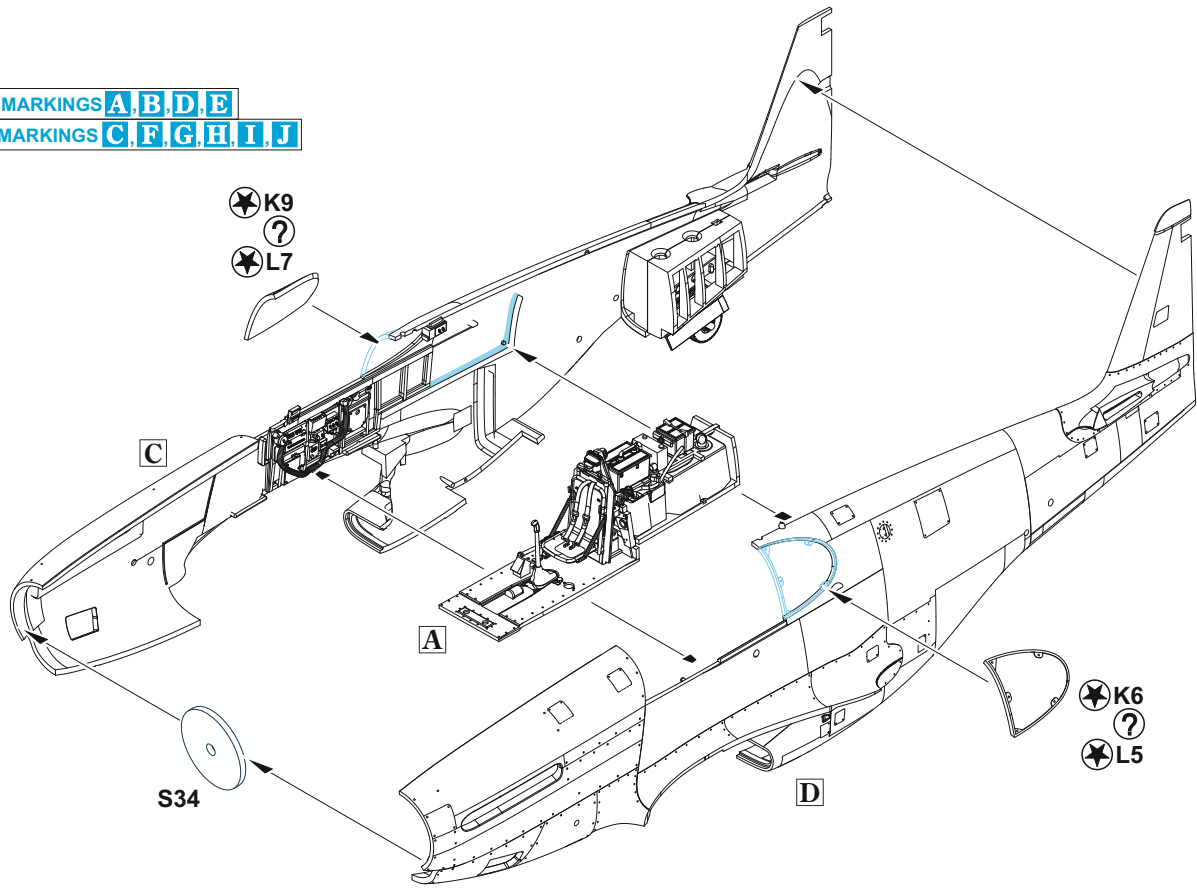
D



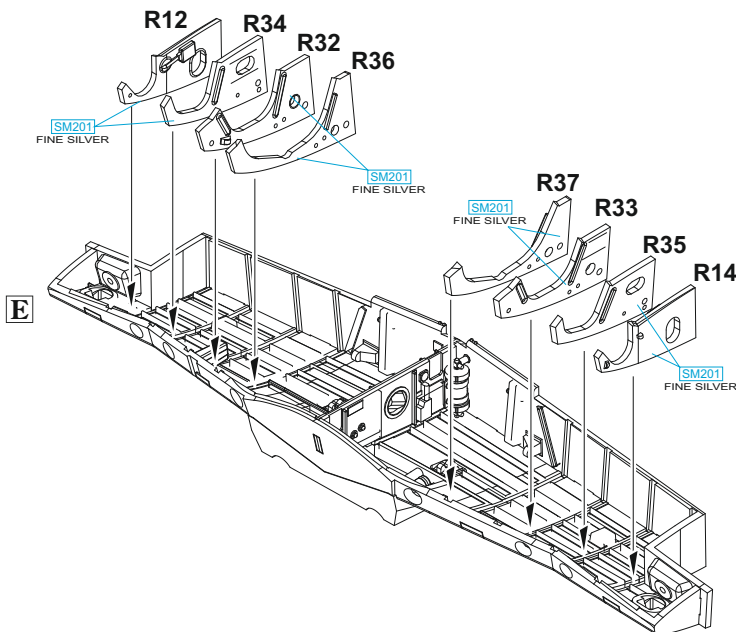
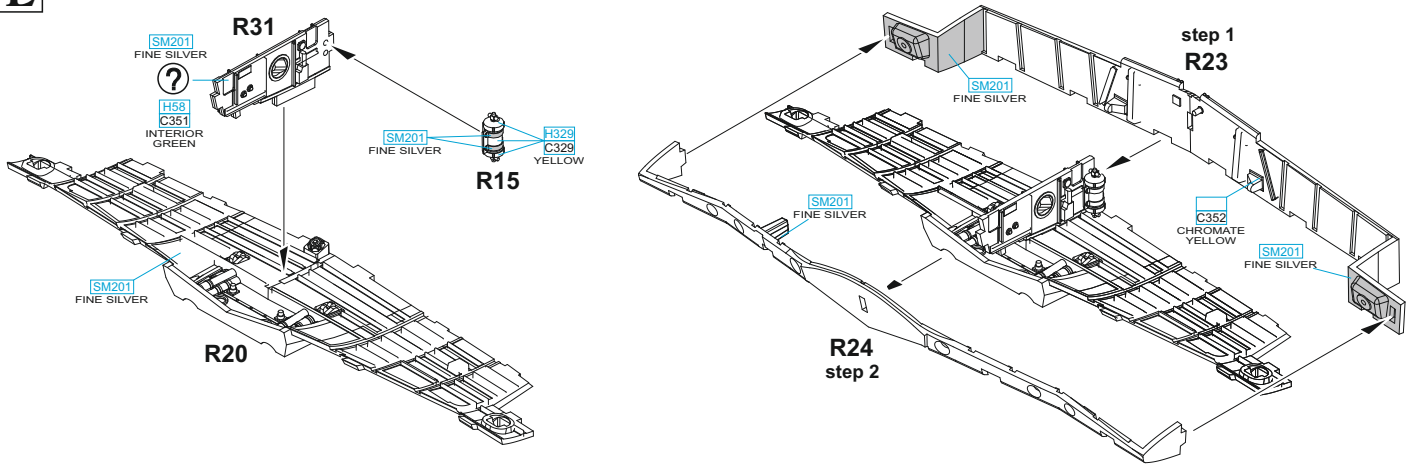
P26 - MARKINGS **A, B, D, E**
 P34 - MARKINGS **C, F, G, H, I, J**

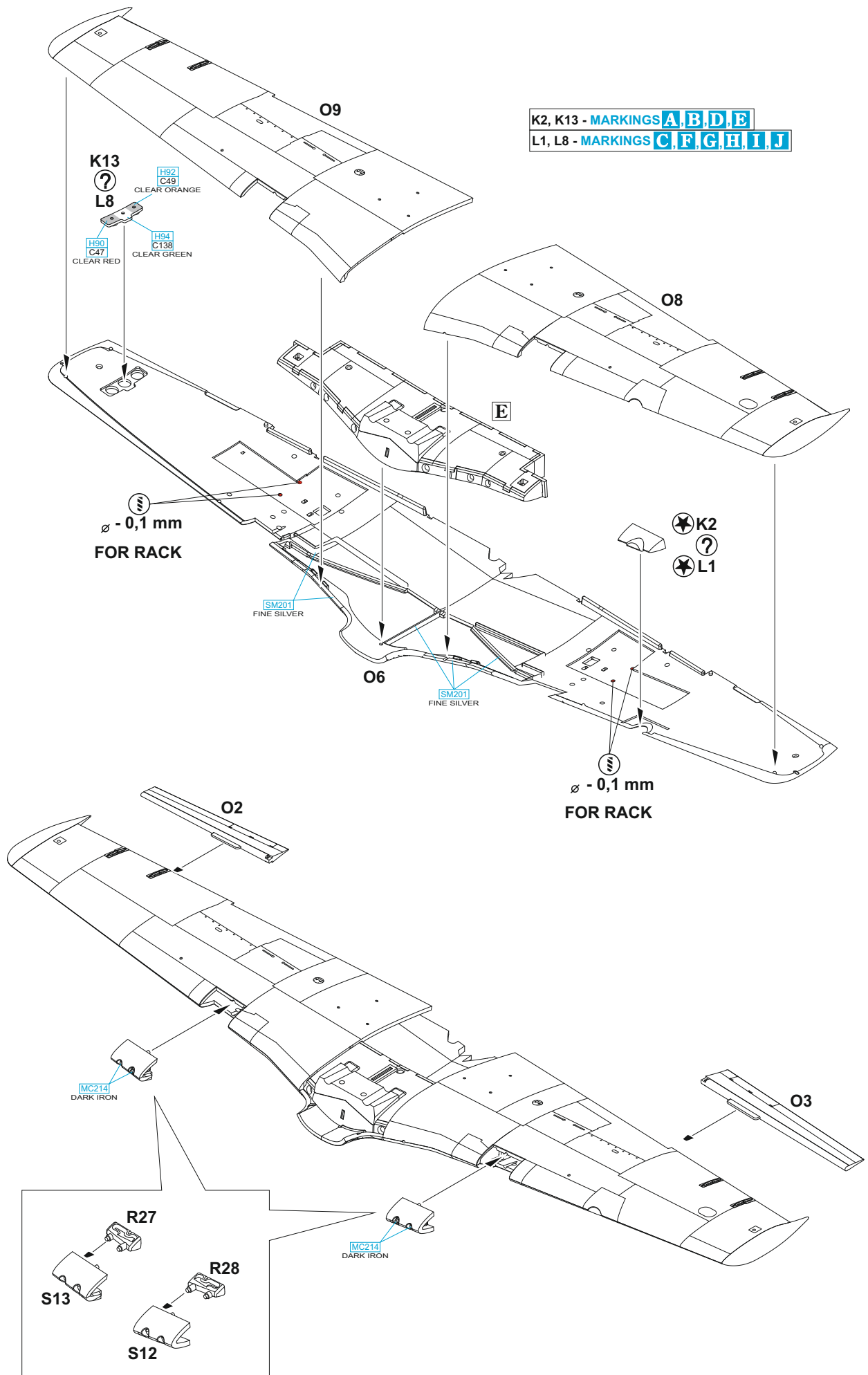


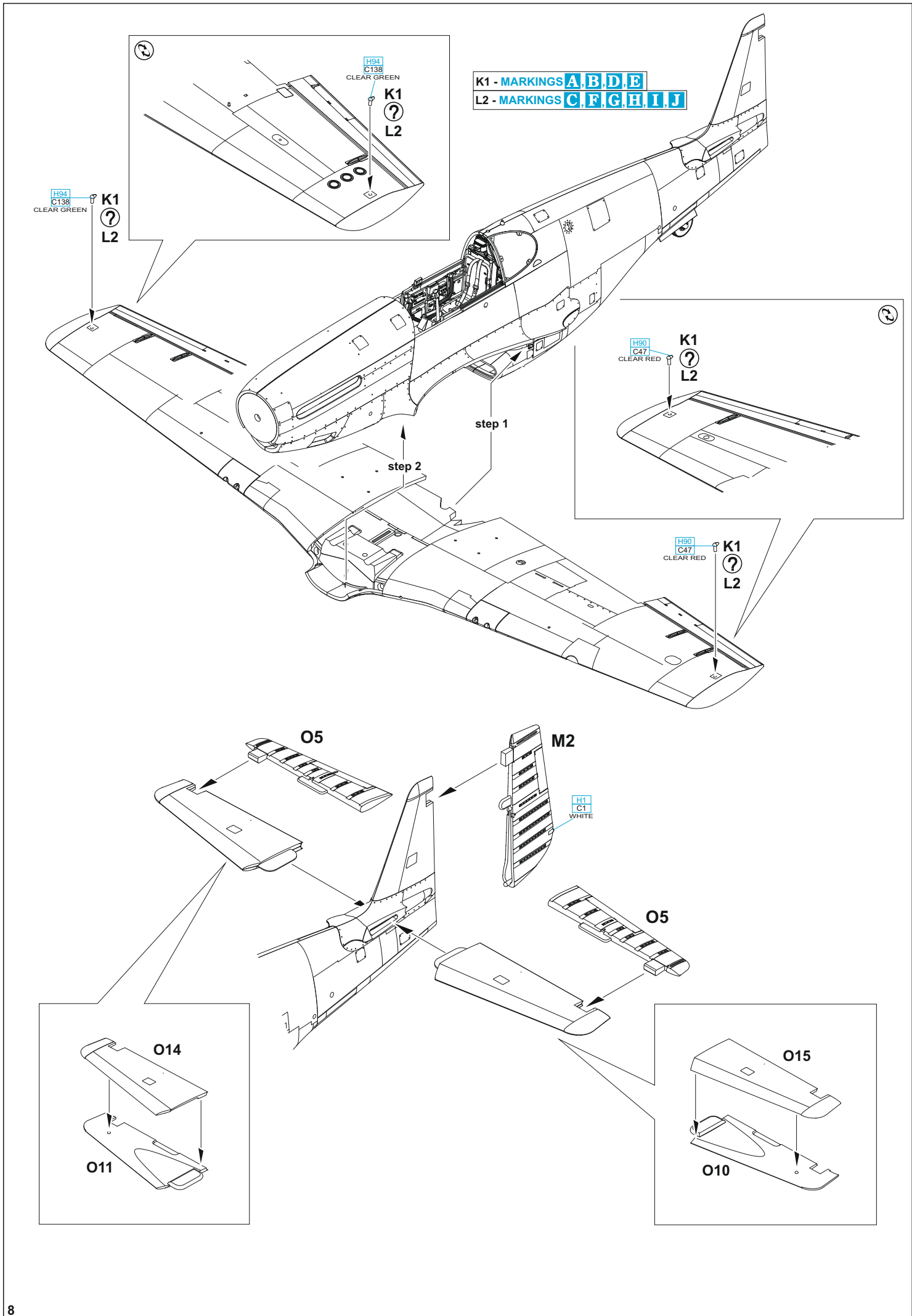
K6, K8 - MARKINGS **A, B, D, E**
 L5, L7 - MARKINGS **C, F, G, H, I, J**

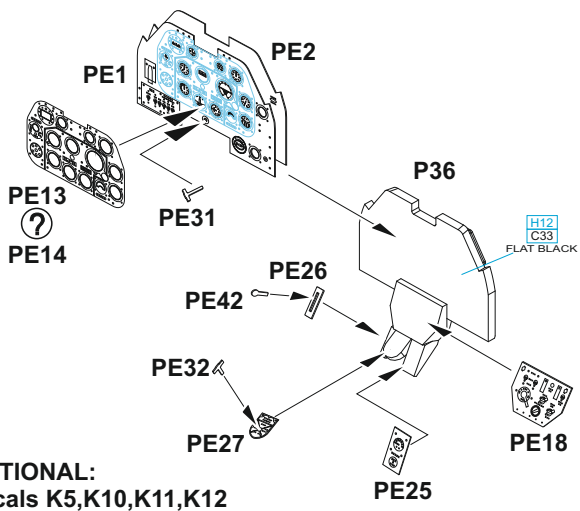


E

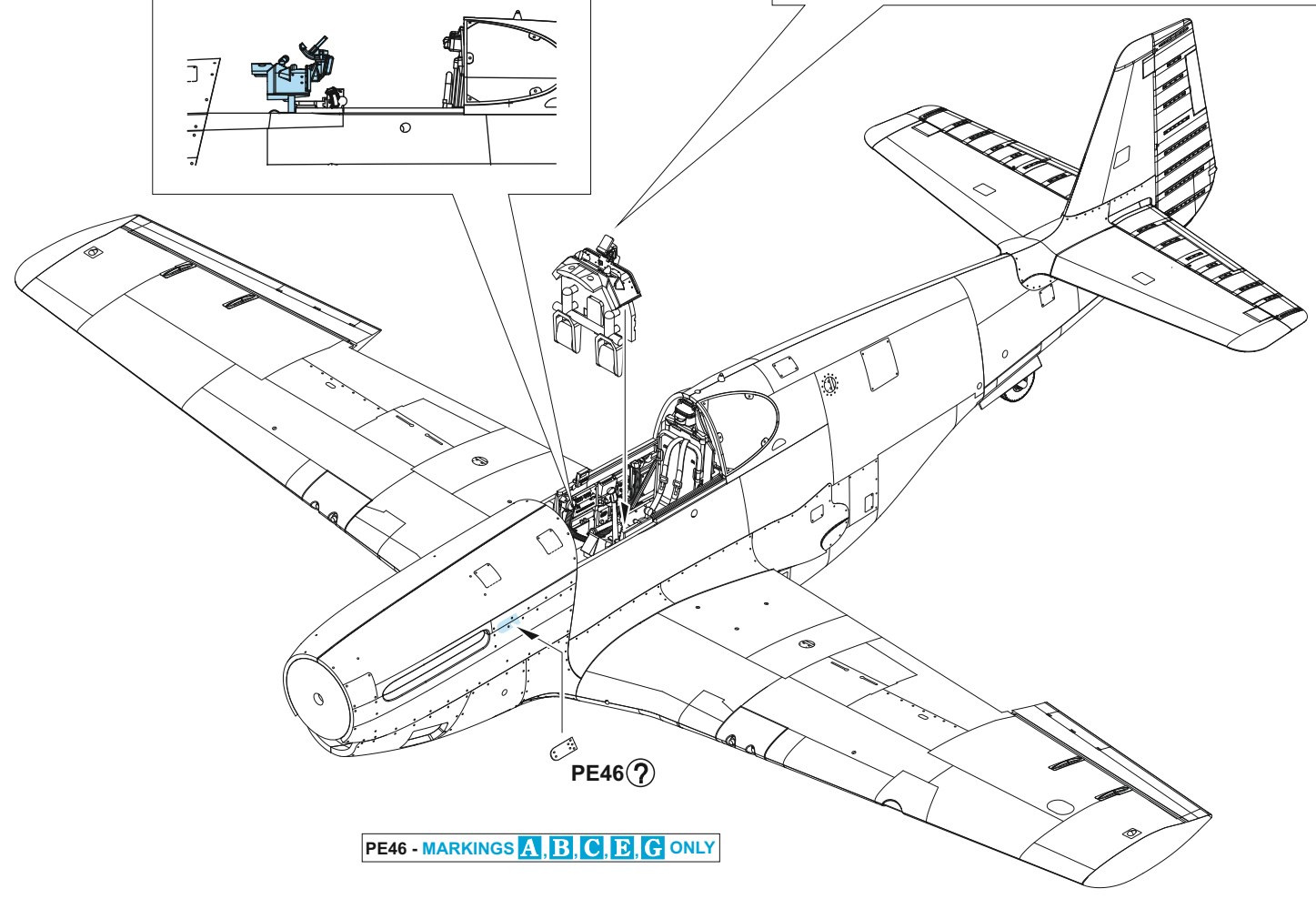
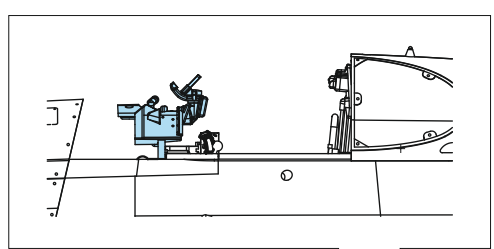
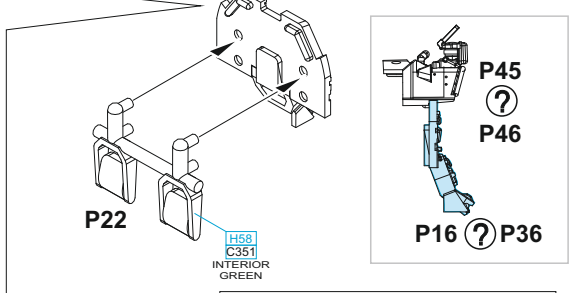
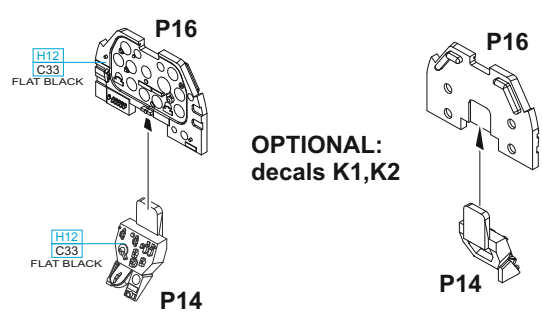
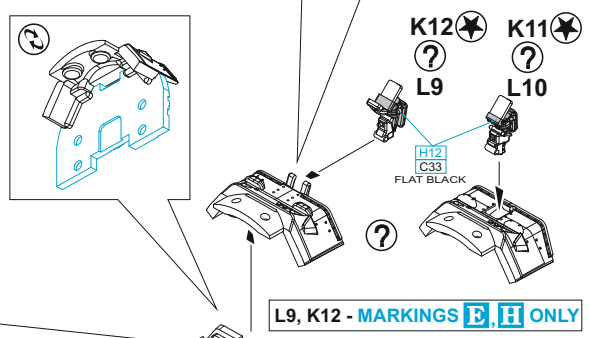
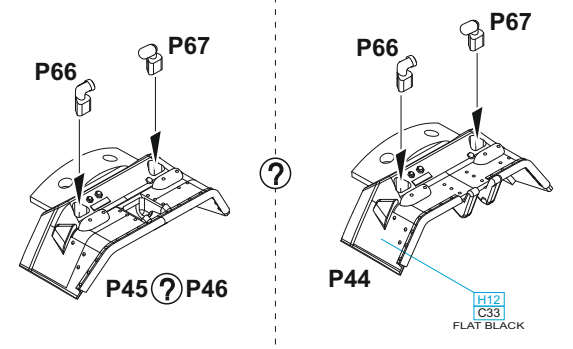




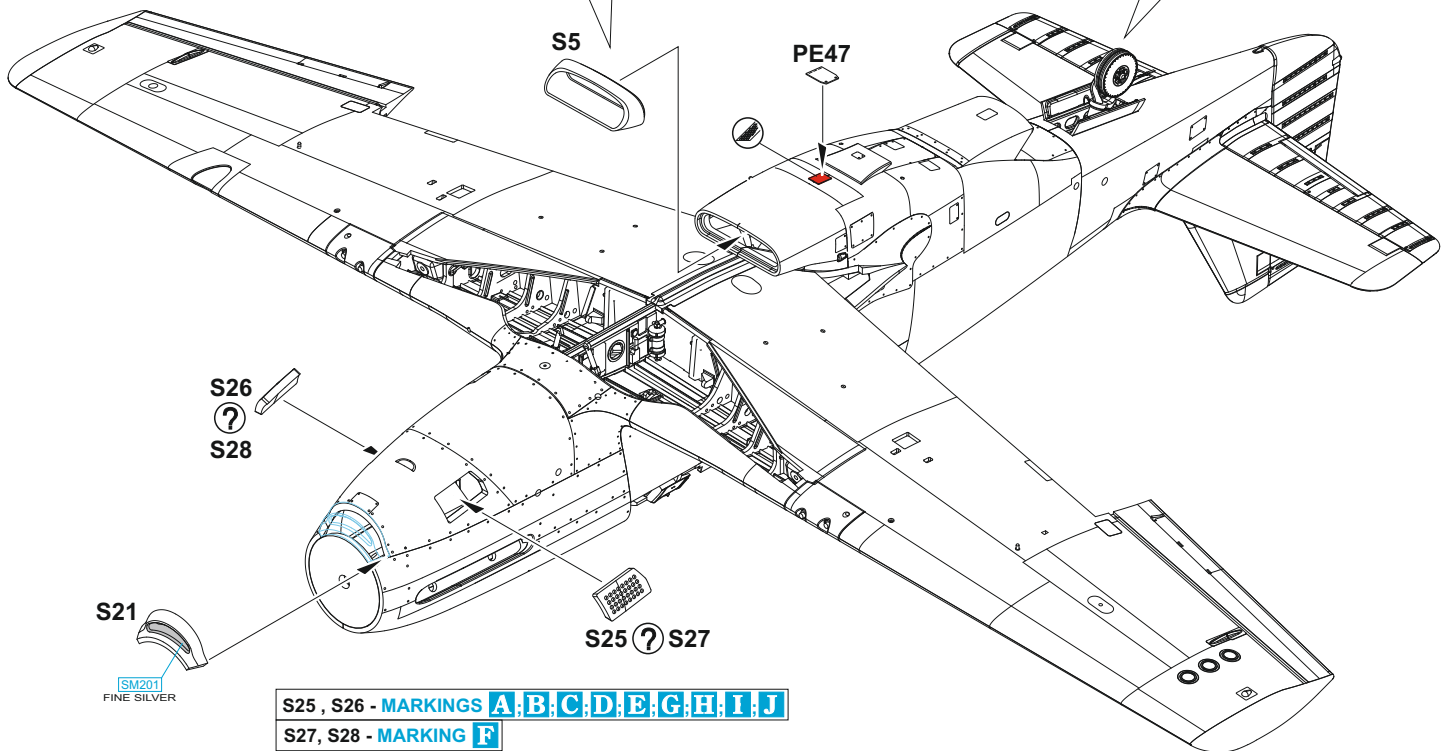
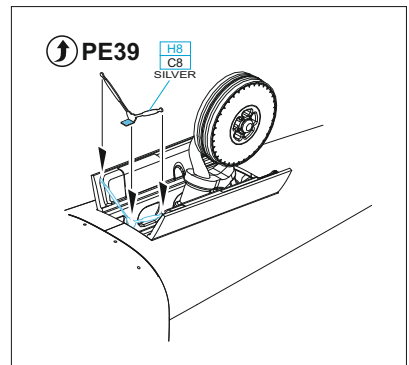
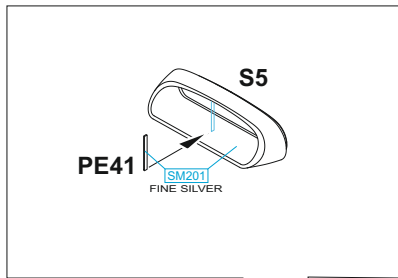
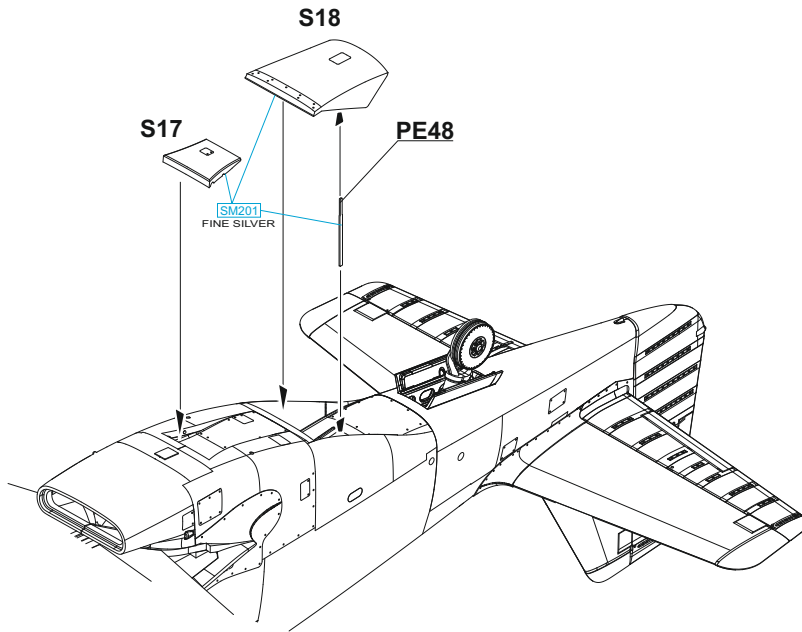




OPTIONAL:
decals K5,K10,K11,K12

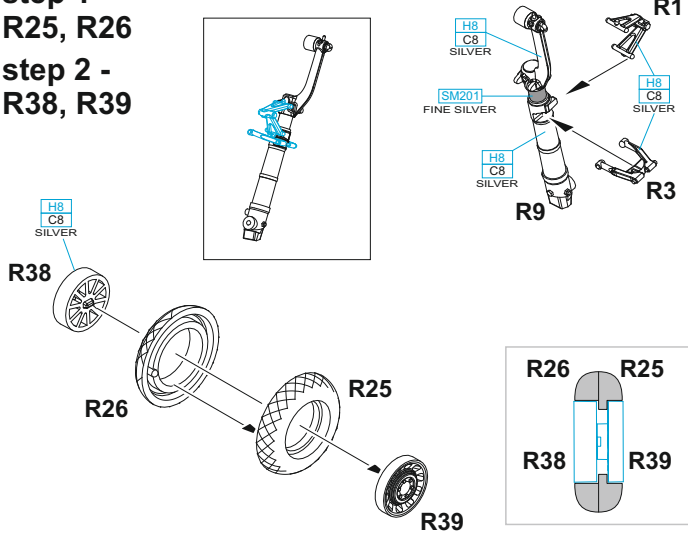


PE46 - MARKINGS A,B,C,E,G ONLY

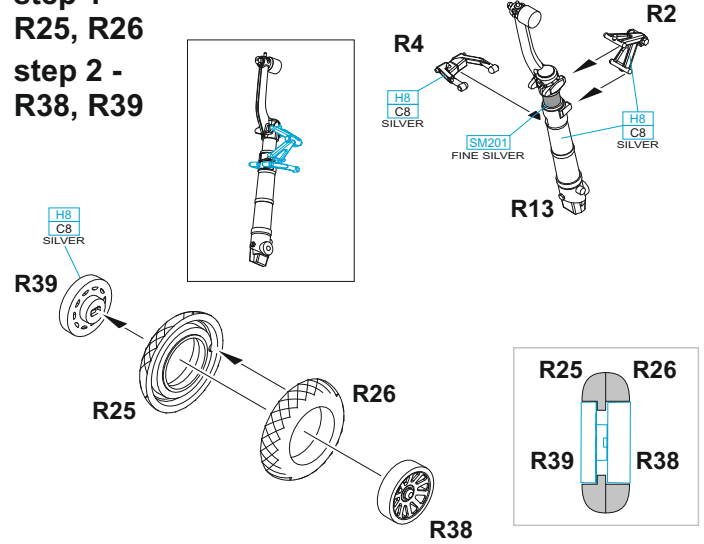


S25, S26 - MARKINGS **A|B|C|D|E|G|H|I|J**
 S27, S28 - MARKING **F**

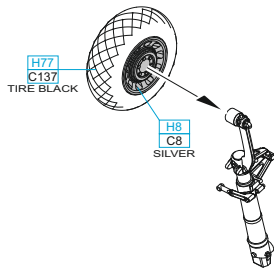
step 1 -
R25, R26
step 2 -
R38, R39



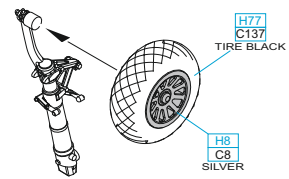
step 1 -
R25, R26
step 2 -
R38, R39



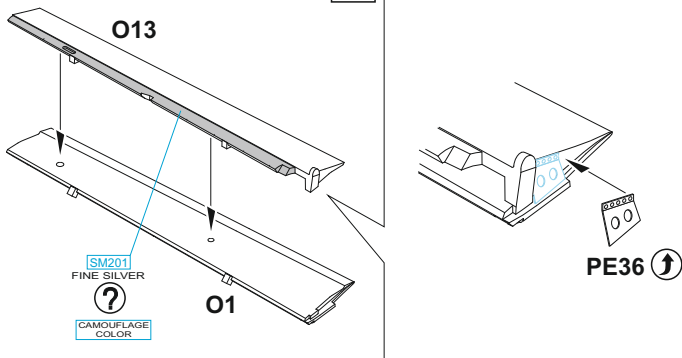
F



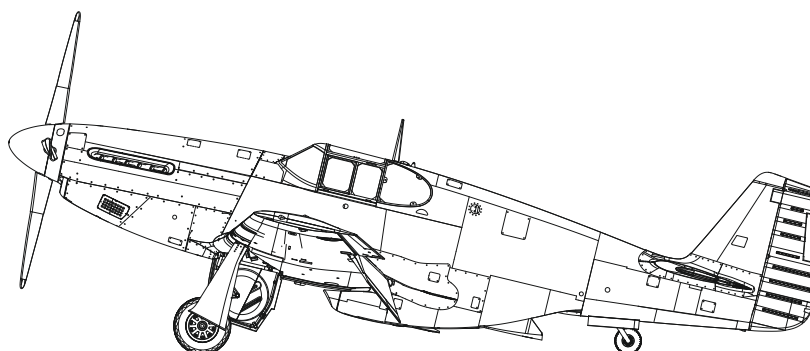
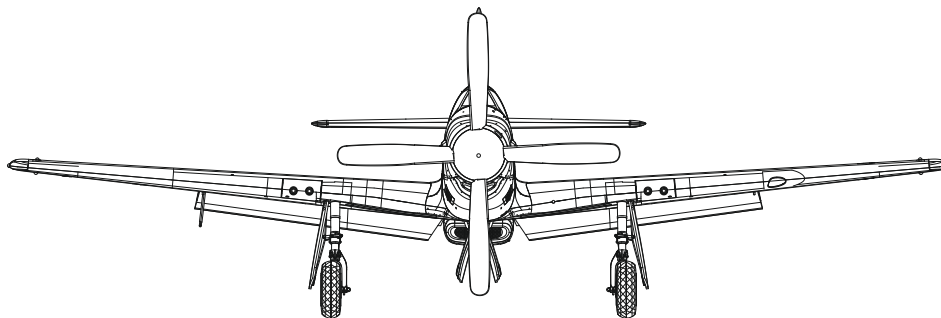
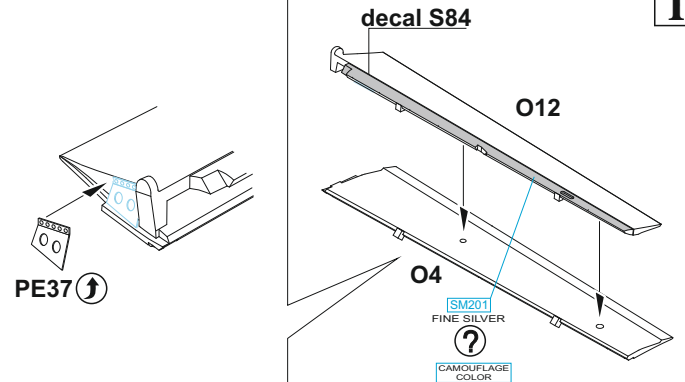
G

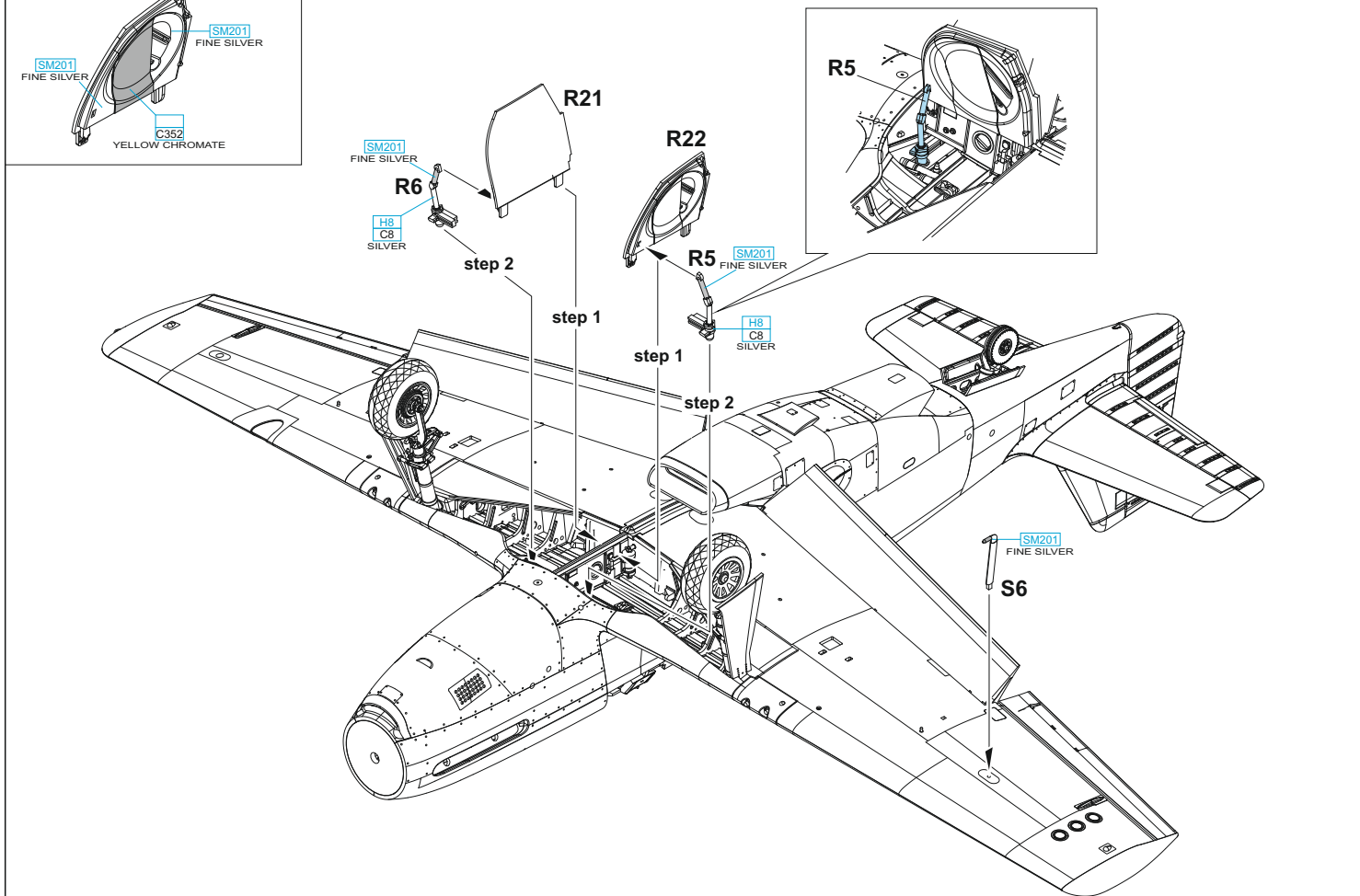
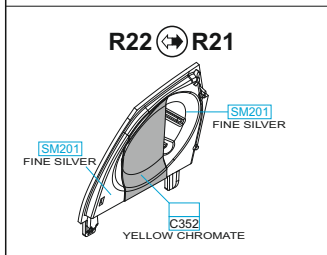
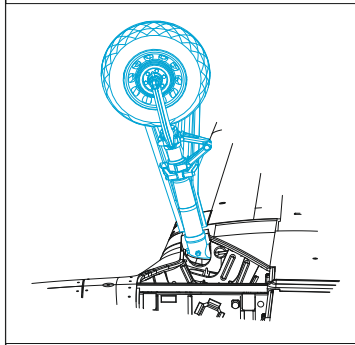
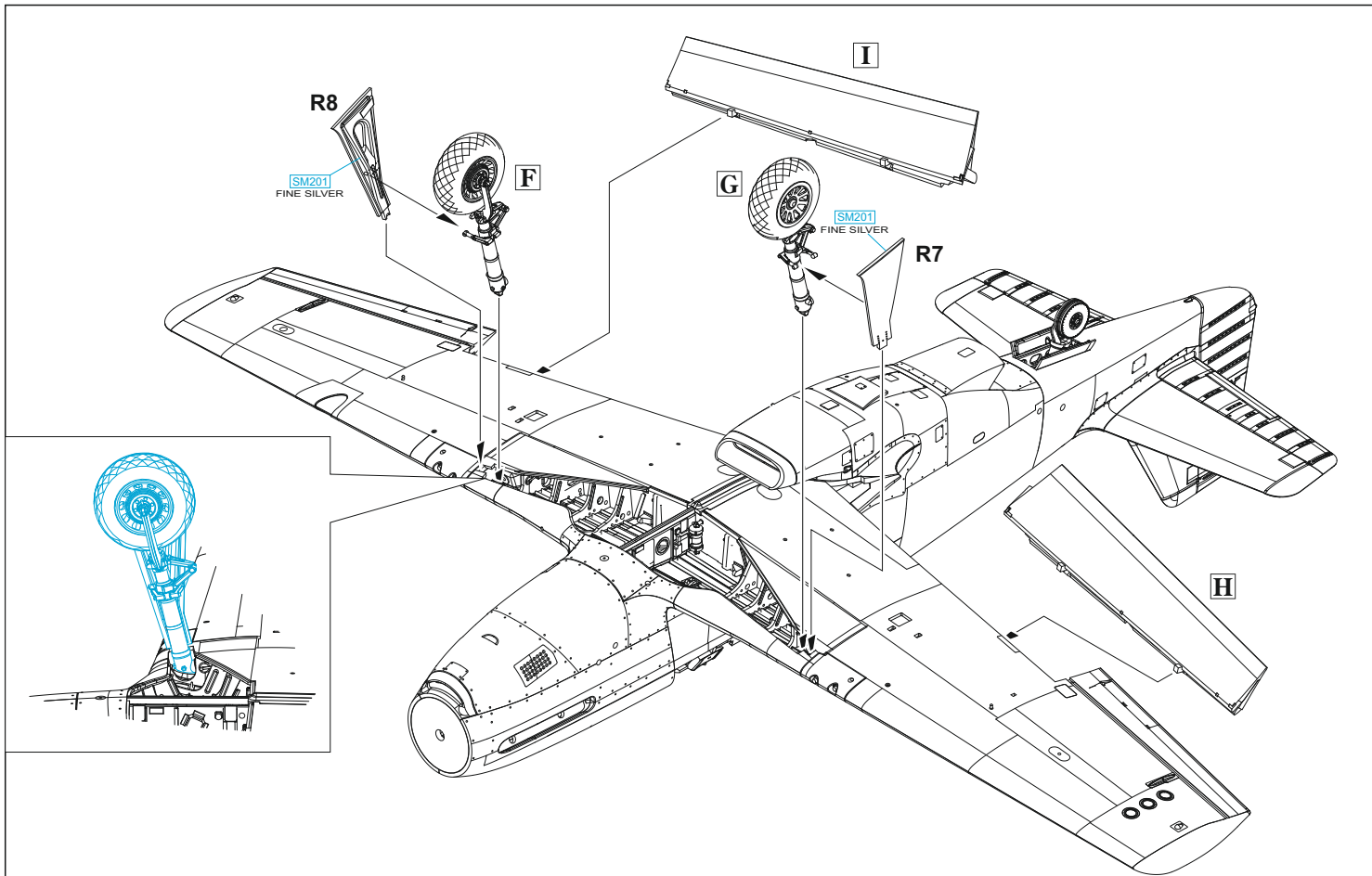


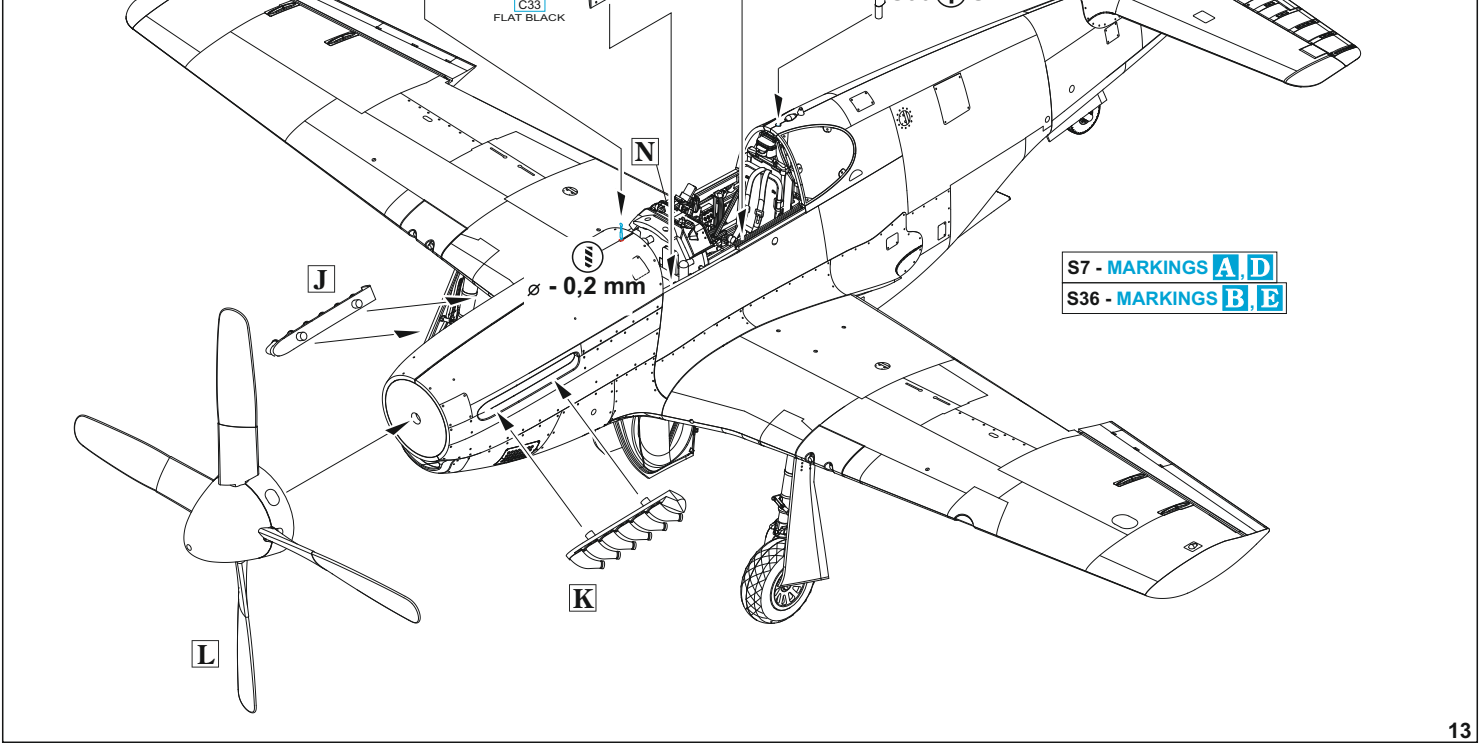
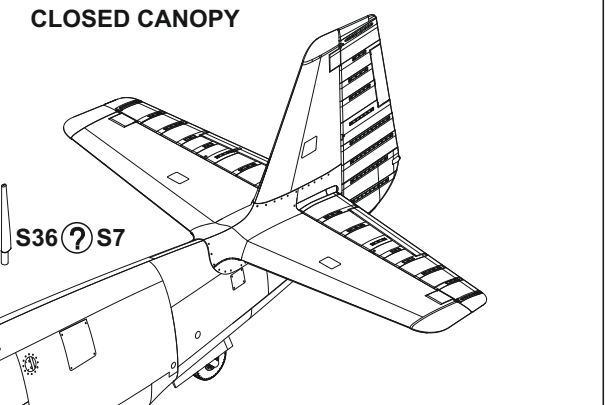
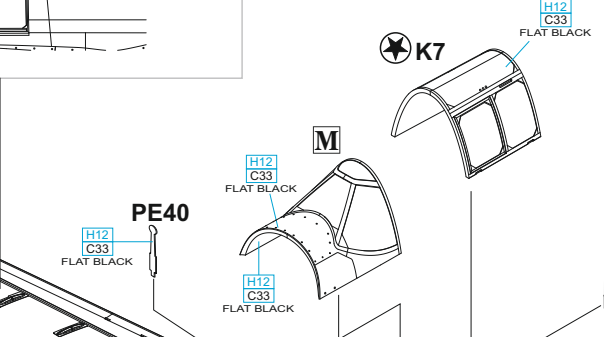
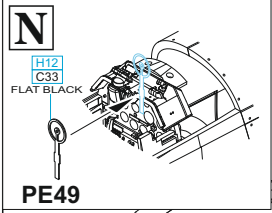
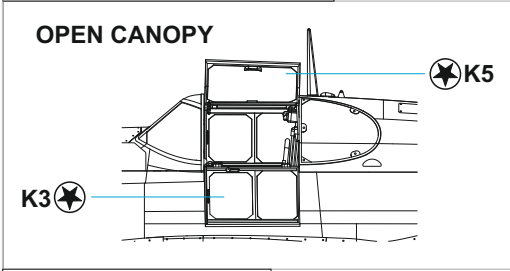
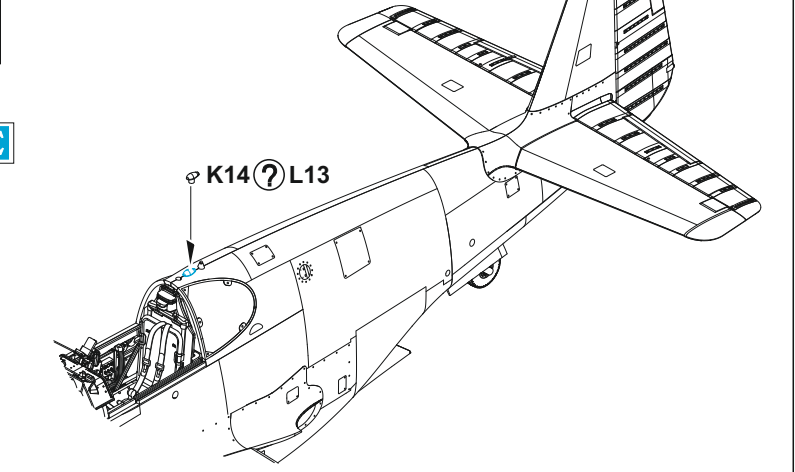
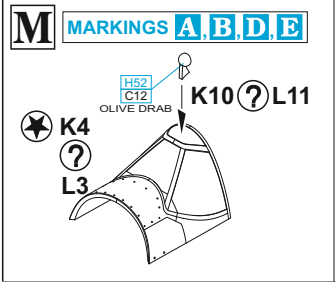
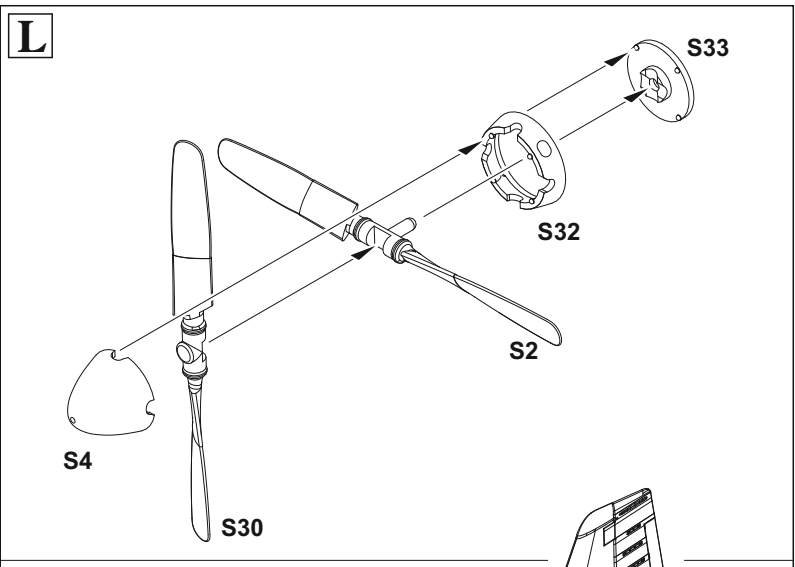
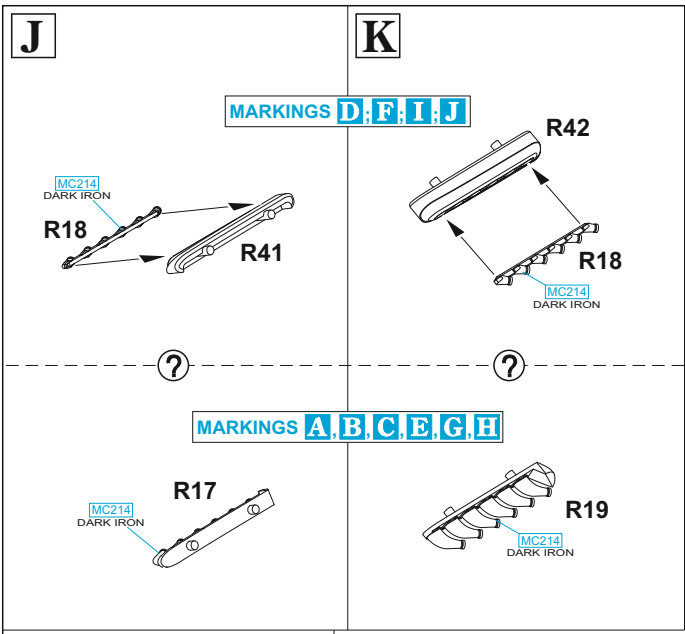
H



I

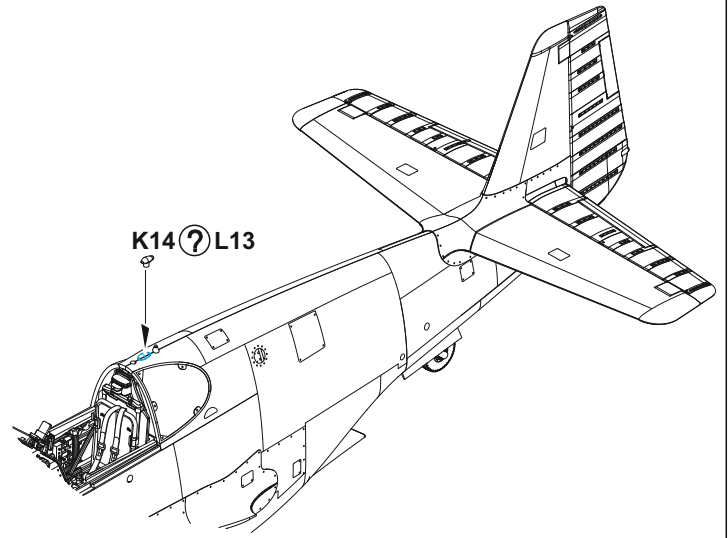
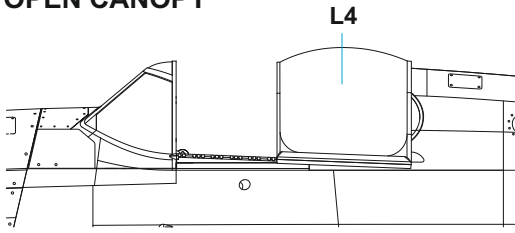




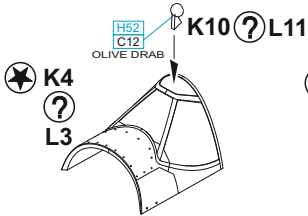


MARKINGS C, F, G, H, I, J

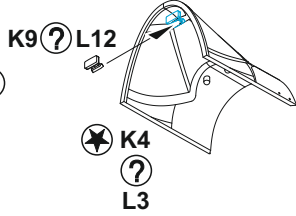
OPEN CANOPY



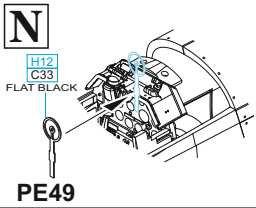
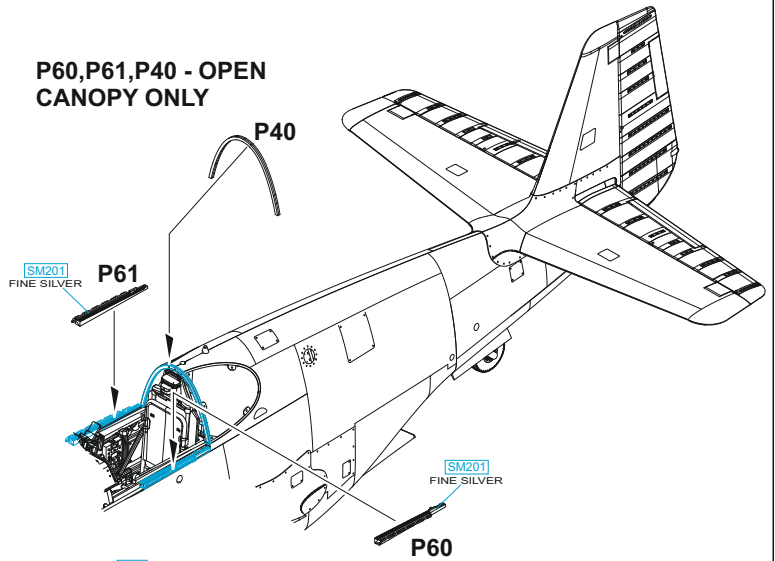
M MARKING I



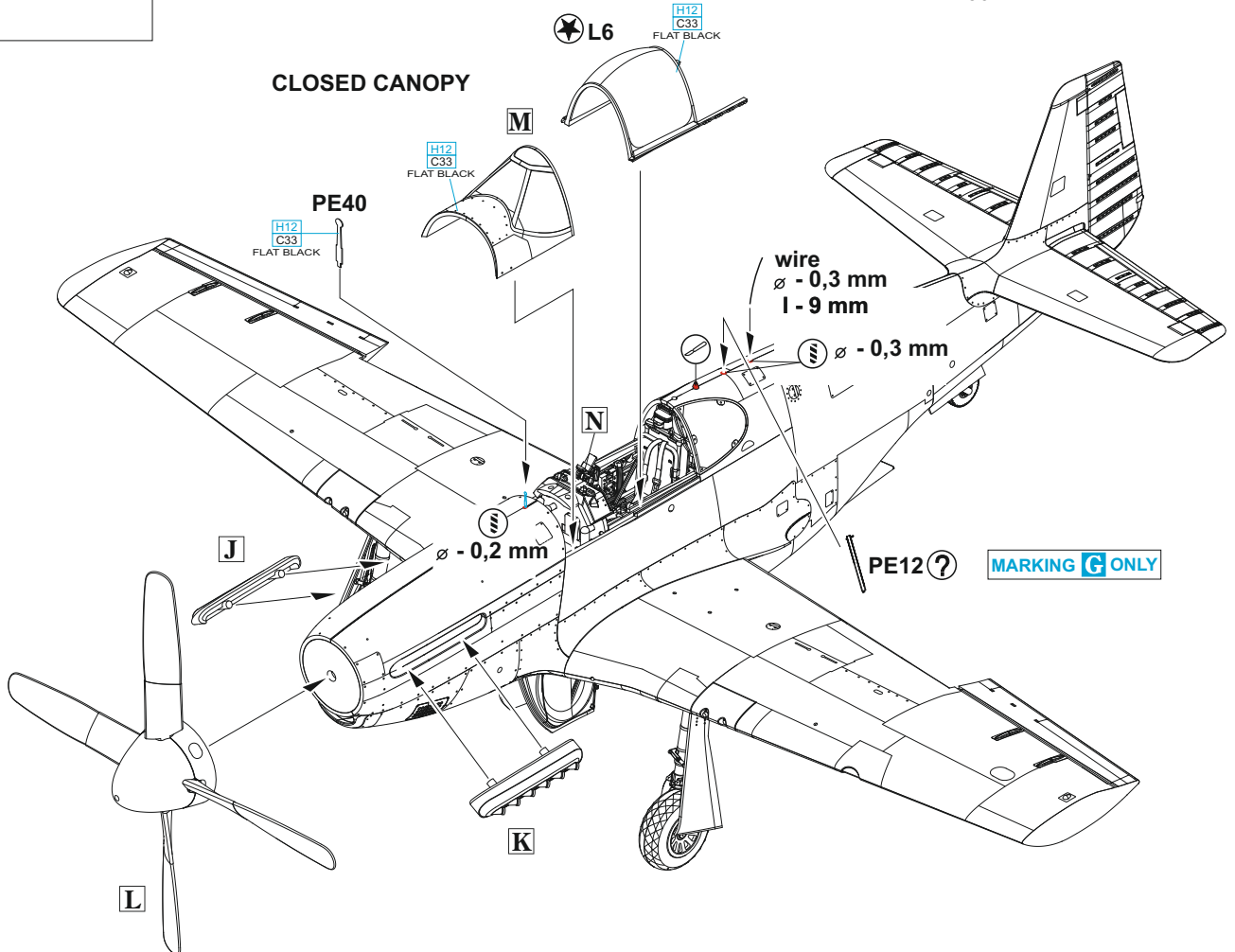
MARKINGS C, F, G, H, J



P60, P61, P40 - OPEN CANOPY ONLY

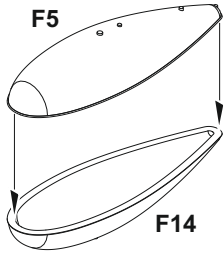


CLOSED CANOPY



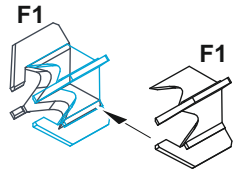
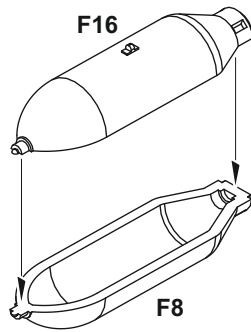
O MARKINGS **A, E, H, I**

2 pcs.



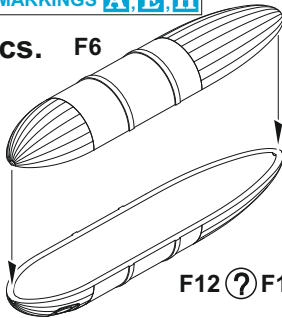
P MARKINGS **G, J**

2 pcs.

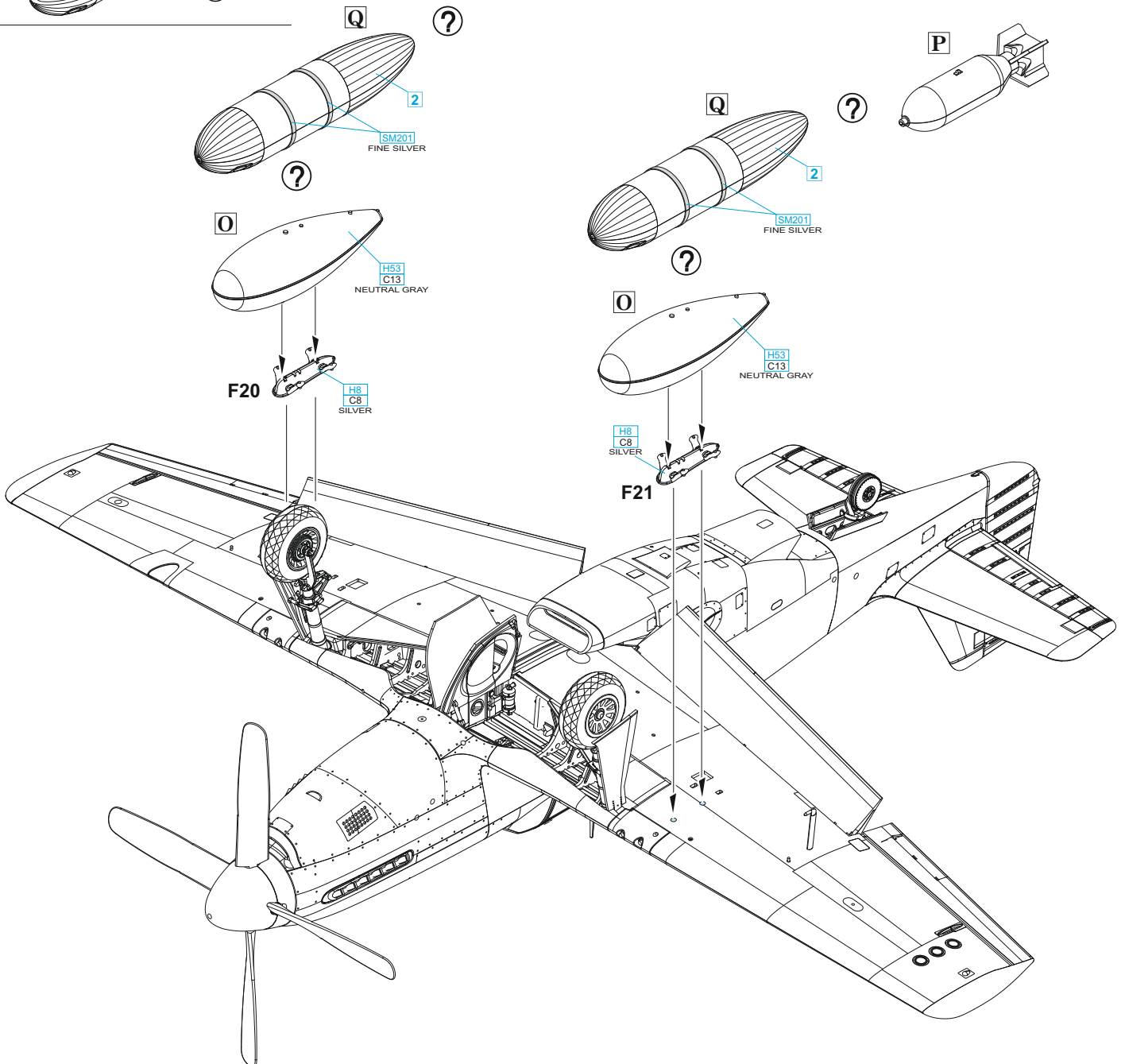
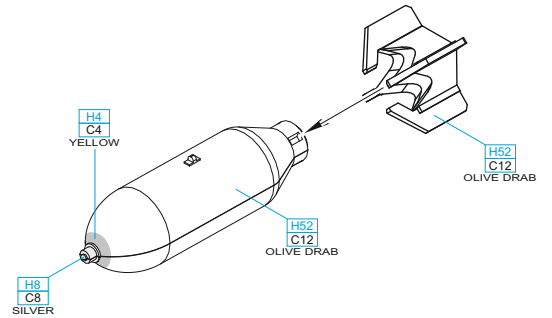
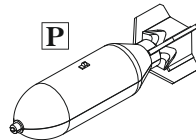


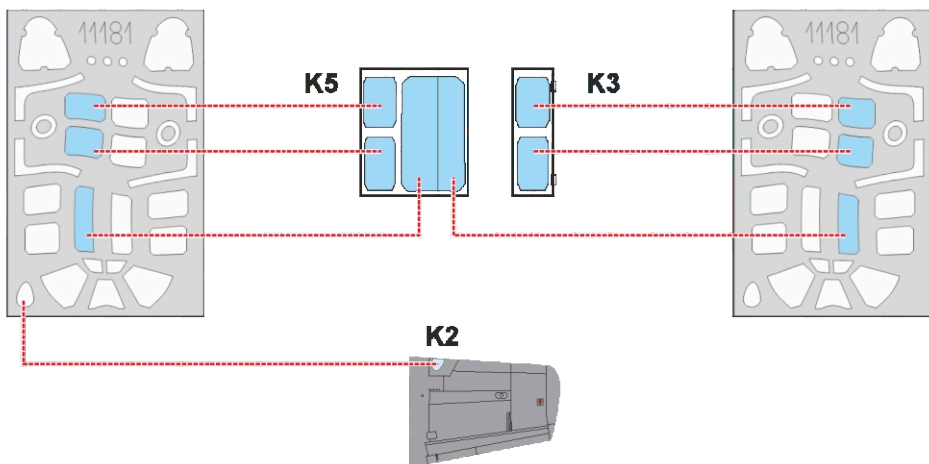
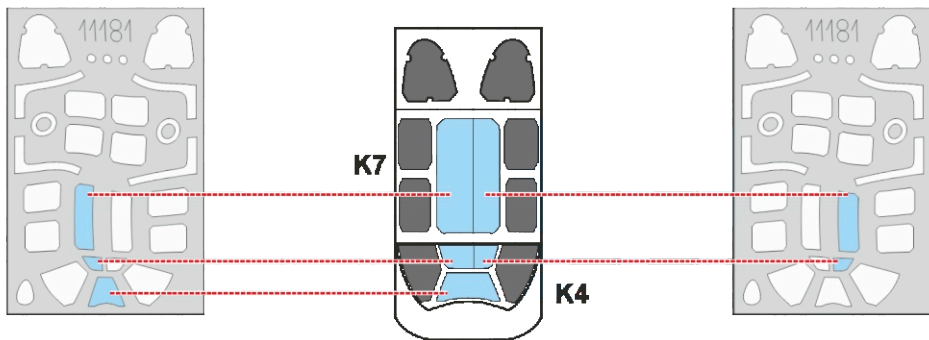
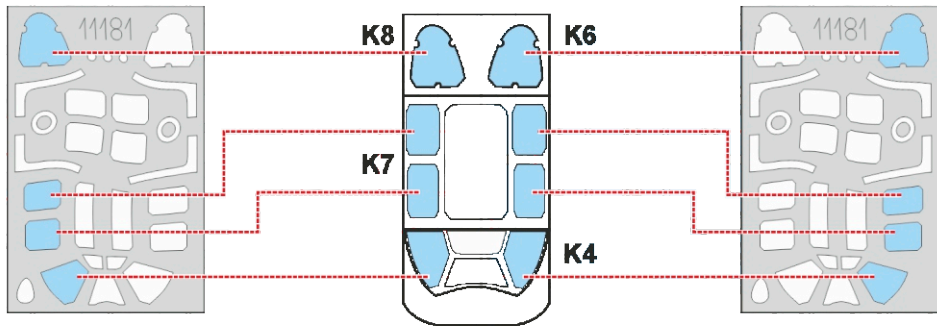
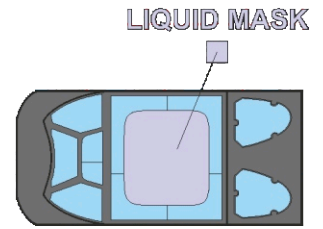
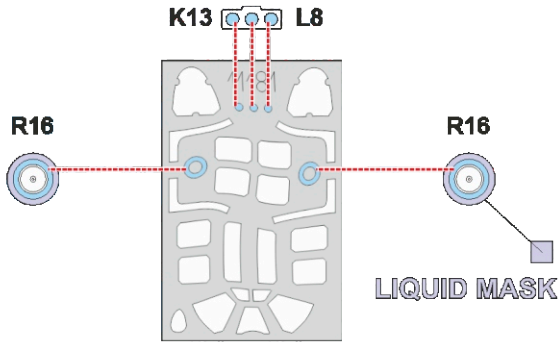
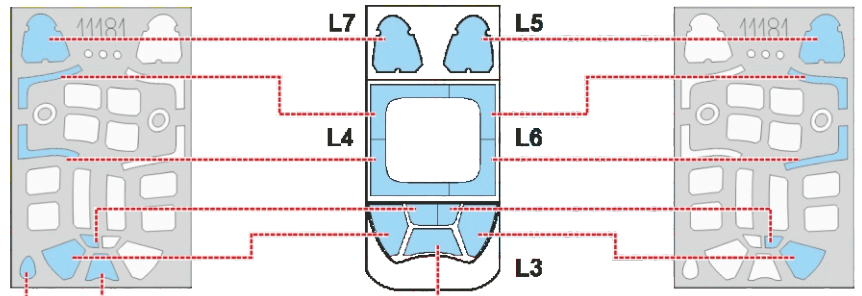
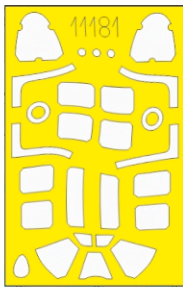
Q MARKINGS **A, E, H**

2 pcs. F6



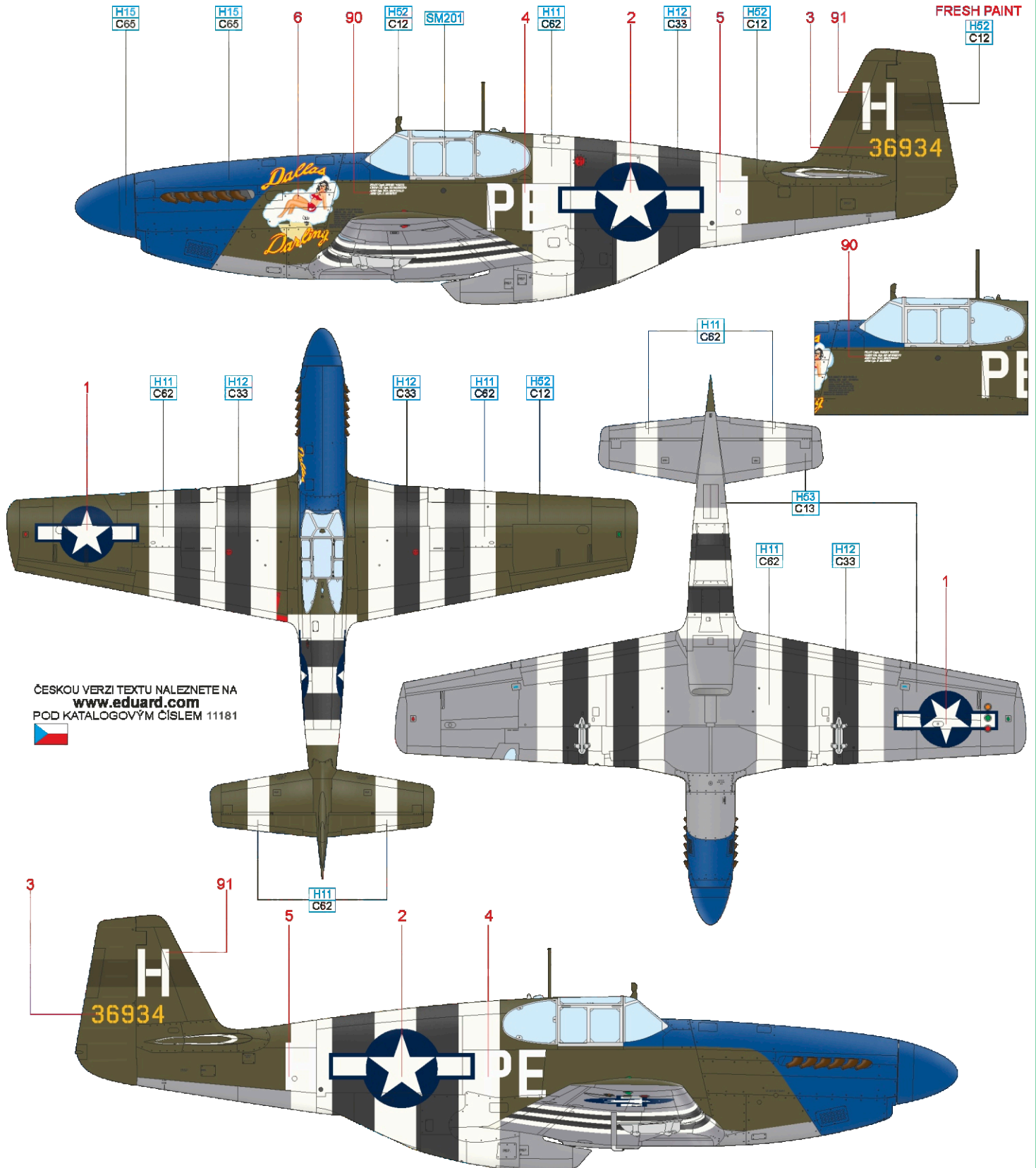
2 = **H8 C8 SILVER** - MARKINGS **C; D; E**
SM201 FINE SILVER - MARKING **I**
H53 C13 NEUTRAL GRAY - MARKINGS **B; E; H**





A P-51B-10-NA, s/n 43-6934, Capt. Henry White, 328th FS, 352nd FG, 8th AF, Bodney, Great Britain, June 1944

The 352nd Fighter Group was formed on September 29, 1942 and activated three days later on October 1. Its first commander was Lt. Col. Edwin M. Ramage. The 328th, 486th, and 487th Fighter Squadrons, all initially flying P-47s before rearming to P-51B, were part of the group. During June and July, the group moved from the USA to the UK. The first commander of the 328th Fighter Squadron was Capt. J. H. Posten, the most famous of the commanders was Maj. G. E. Preddy, the most successful American P-51 fighter pilot with 26.83 confirmed kills. Capt. Henry White flew a total of 89 operational sorties with the unit, recording two kills. He achieved the first on May 28, 1944, and the second on July 18. The entire squadron scored 143 kills, 14 were destroyed probably and 35 damaged by its pilots on the ground during the war. Captain White's P-51B bore the distinctive livery of "Blue-nosed Bastards of Bodney", as the 352nd FG was nicknamed after the blue noses of its aircraft. On the left side forward of the cockpit, a painting of a girl in a red bikini and the name "Dallas Darling" adorned the nose. Full invasion stripes are portrayed here.



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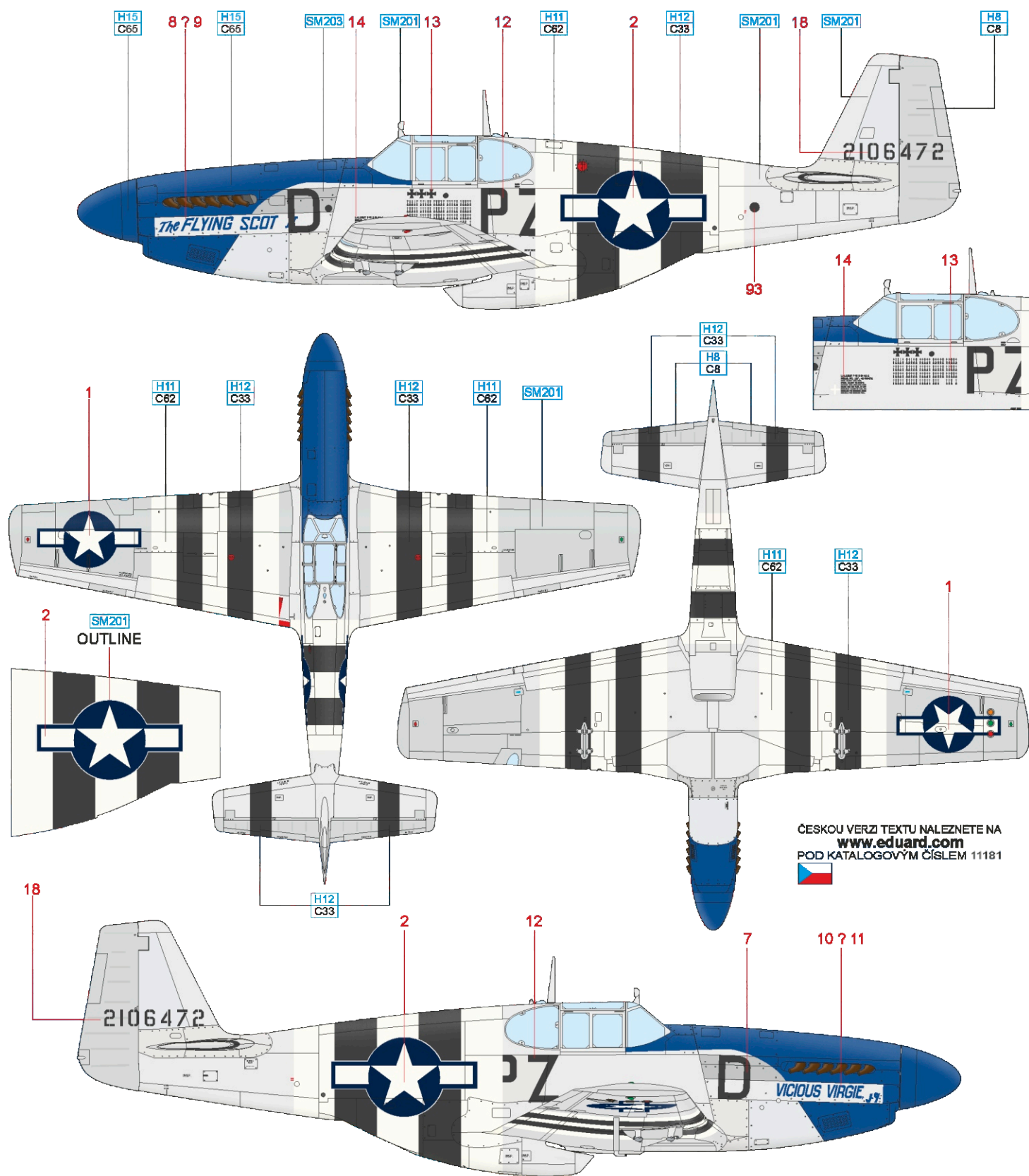


SUPER FINE SILVER 2 SM201

FLAT WHITE	H11 C62	NEUTRAL GRAY	H63 C13	OLIVE DRAB	H52 C12	BLUE	H15 C65	FLAT BLACK	H12 C33
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B P-51B-10-NA, s/n 42-106472, Lt. Carlton Fuhrman, 486th FS, 352nd FG, 8th AF, Bodney, Great Britain, June 1944

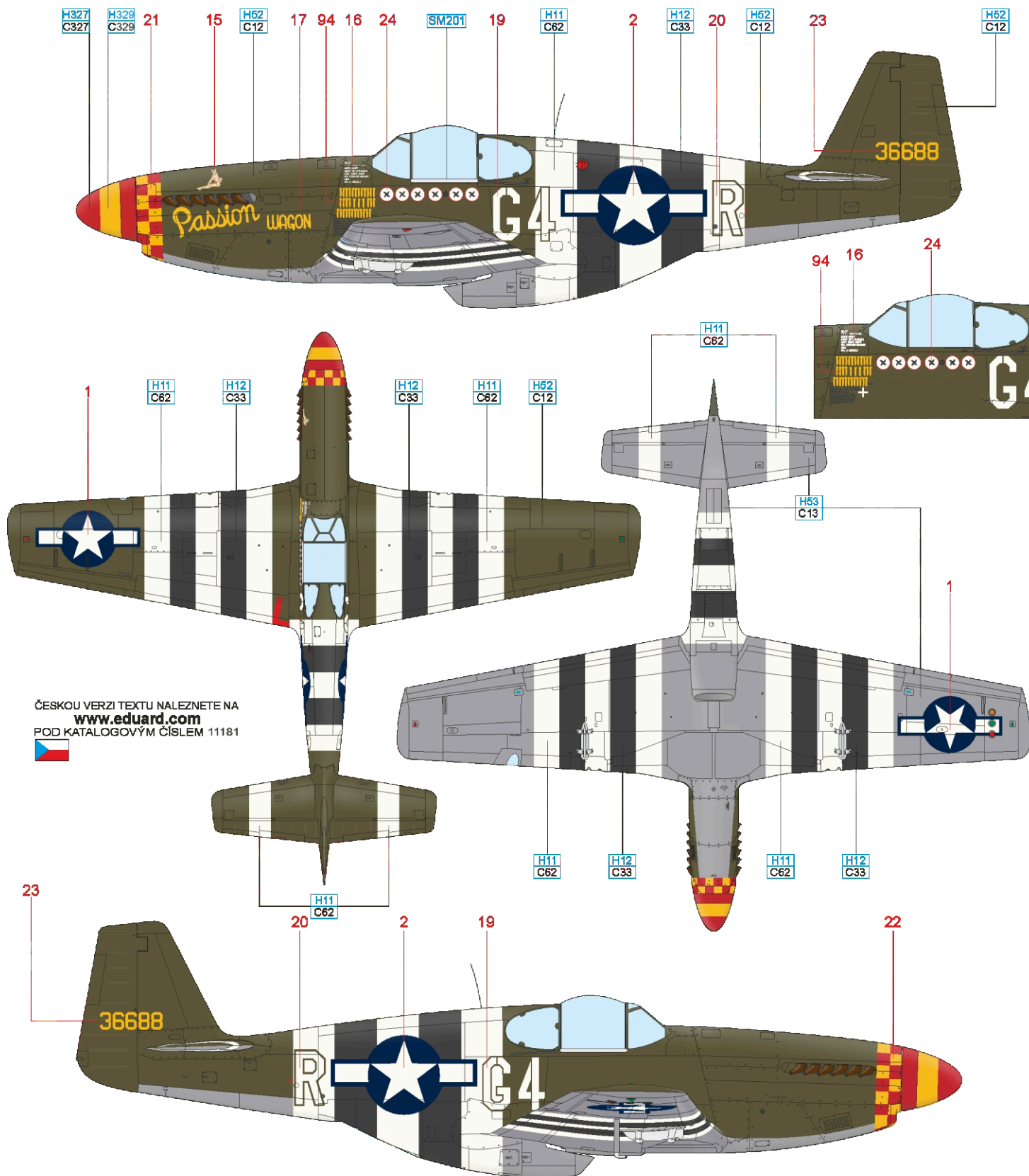
The aircraft, named *The Flying Scot II / Vicious Virgie J. G.*, was first assigned to Lt. Murdoch R. Cunningham, Lt. Carlton Fuhrman subsequently took it over and on September 12, 1944, it was written off on landing when it crashed into Lt. Glenn Wensch. The entire 486th FS shot down 114 enemy aircraft confirmed, five probably and 21 were damaged. Lt. Fuhrman, however, was not among the winners of any of the air combats.



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FLAT WHITE	H11						
	C62						
SILVER	H8	SUPER FINE SILVER 2	SM201	SUPER IRON 2	SM203	BLUE	H15
	C8					FLAT BLACK	H12
							C33

"Robby" Robertson joined the ranks of the Army Reserves in June 1942 and was officially an Army pilot on May 20, 1943. He was assigned to the 362nd FS, with which he subsequently flew 76 missions. In all, he scored six confirmed victories over German fighters, with another remaining unconfirmed. During the Korean War, he credited himself with another 100 combat missions as a member of the 12th FBS/18th FBG. Already at the rank of Lieutenant Colonel, he added 26 more missions with the C-47. Robertson retired in 1973 as the last commander of Otis Air Force Base before its closure. His P-51B Mustang, serial number 43-6688, was the first of two aircraft named the Passion Wagon (the other was P-51D 44-13691), and Robertson achieved all of his kills with it.

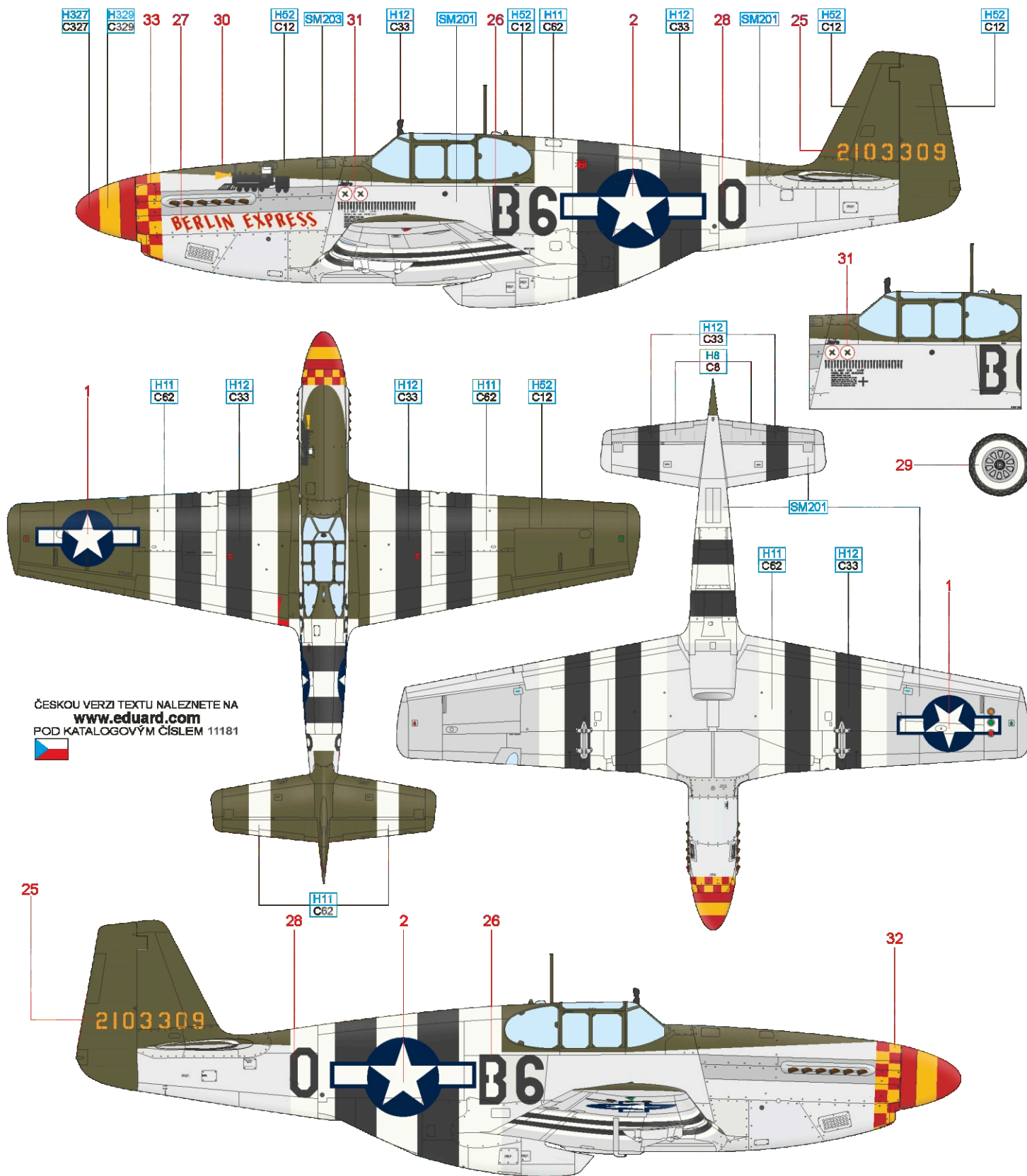


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D P-51C-1-NT, s/n 42-103309, Lt. William B. Overstreet, 363rd FS, 357th FG, 8th AF, Leiston, Great Britain, June 1944

"Bill" Overstreet became particularly famous for his story of chasing a German Bf 109 through the arches of the Eiffel Tower. The dogfight was supposed to have taken place sometime in the spring of 1944, but it is questionable whether the passage through the Eiffel Tower actually took place. Nor is the exact date of the duel known, and there is no mention in German records of such a strange event as a fighter plane crashing into the streets of Paris ... Overstreet was, however, an aggressive and capable pilot, and on September 3, 1944, for example, he took part in a top-secret mission in which a remote-controlled four-engine bomber attacked a heavily defended German heavily protected submarine base hidden in the cliffs. He subsequently flew other secret missions in support of the French Resistance, often landing behind enemy lines. His Berlin Express, with which he was to fly under and through the Eiffel Tower, bore a partial coat of olive drab paint on the upper surfaces, while the sides and undersides were left in a natural metal and aluminum paint.

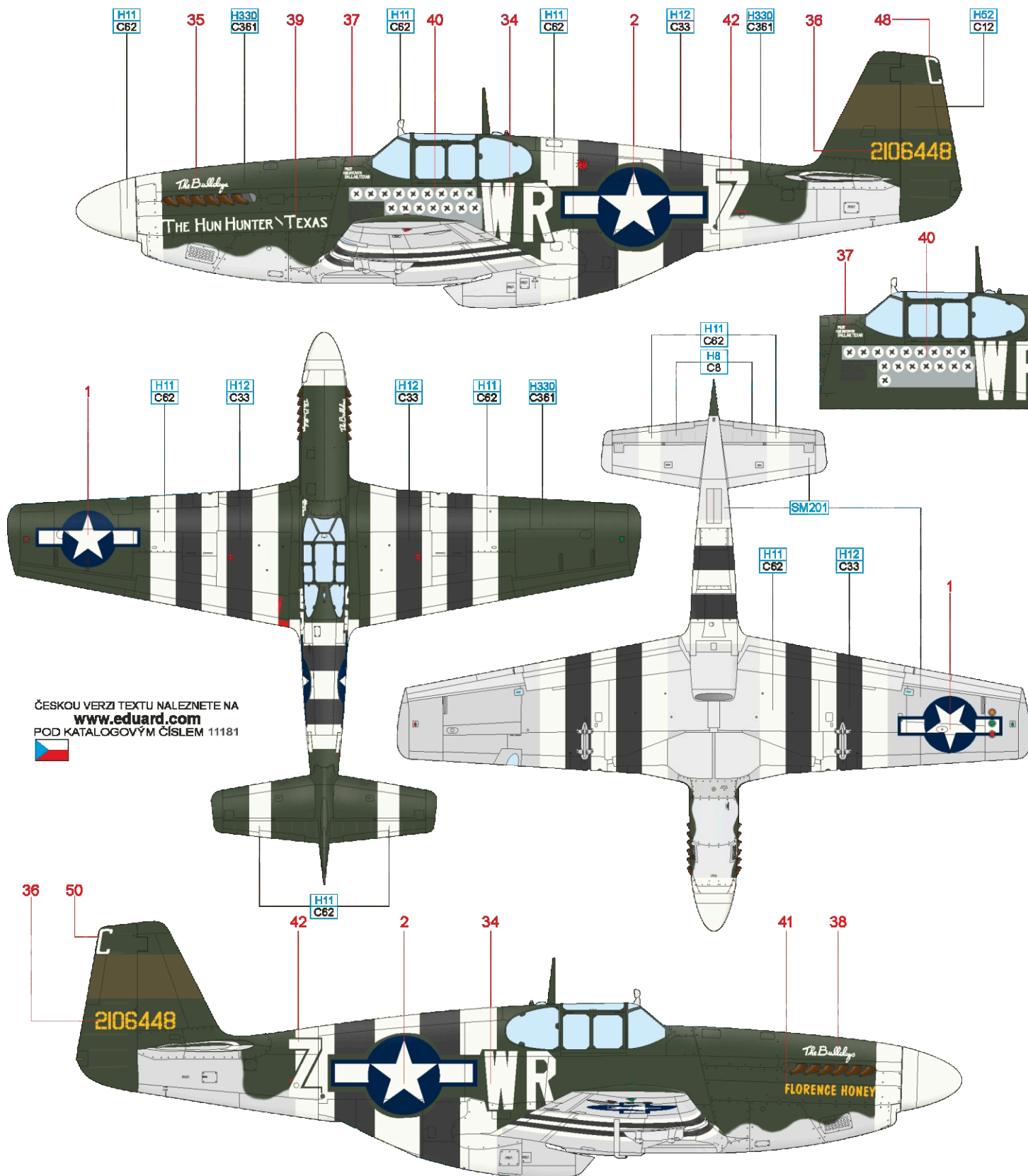


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FLAT WHITE	H11								
	C62								
SILVER	H8	SUPER FINE SILVER 2	SM201	SUPER IRON 2	SM203	OLIVE DRAB	H52	YELLOW	H327
	C8						C12		C327
									H12
									C33

"Baby" Brown was a fighter ace with 14.2 kills, damaging three other aircraft. On the ground he destroyed 14.5 and damaged 10. He achieved four wins with the Thunderbolt, the others on the Mustang. He became the 355th FG's fifth ace fighter on April 24, 1944, and by May 13, he even held the status of the most successful fighter of the entire group. Returning from leave, he then became the most successful fighter of the entire 8th Air Force in late August after destroying eight aircraft on the ground and seven in the air in a 30-day period. Further increases in his score were halted by a German flak hit that forced Brown to make an emergency landing on enemy soil on October 3, 1944. His commander, Maj. Chuck Lenfest (5.5 kills), landed nearby to rescue him, but his Mustang bogged down in the mud and both pilots eventually fell into captivity. He remained in the service after the war and led the F-111 development program at Nellis AFB. Later he was commander of the 48th TFW and deputy commander of operations for the 7th AF during the Vietnam War. He retired in 1974 and died on February 19, 2008 at the age of 85.



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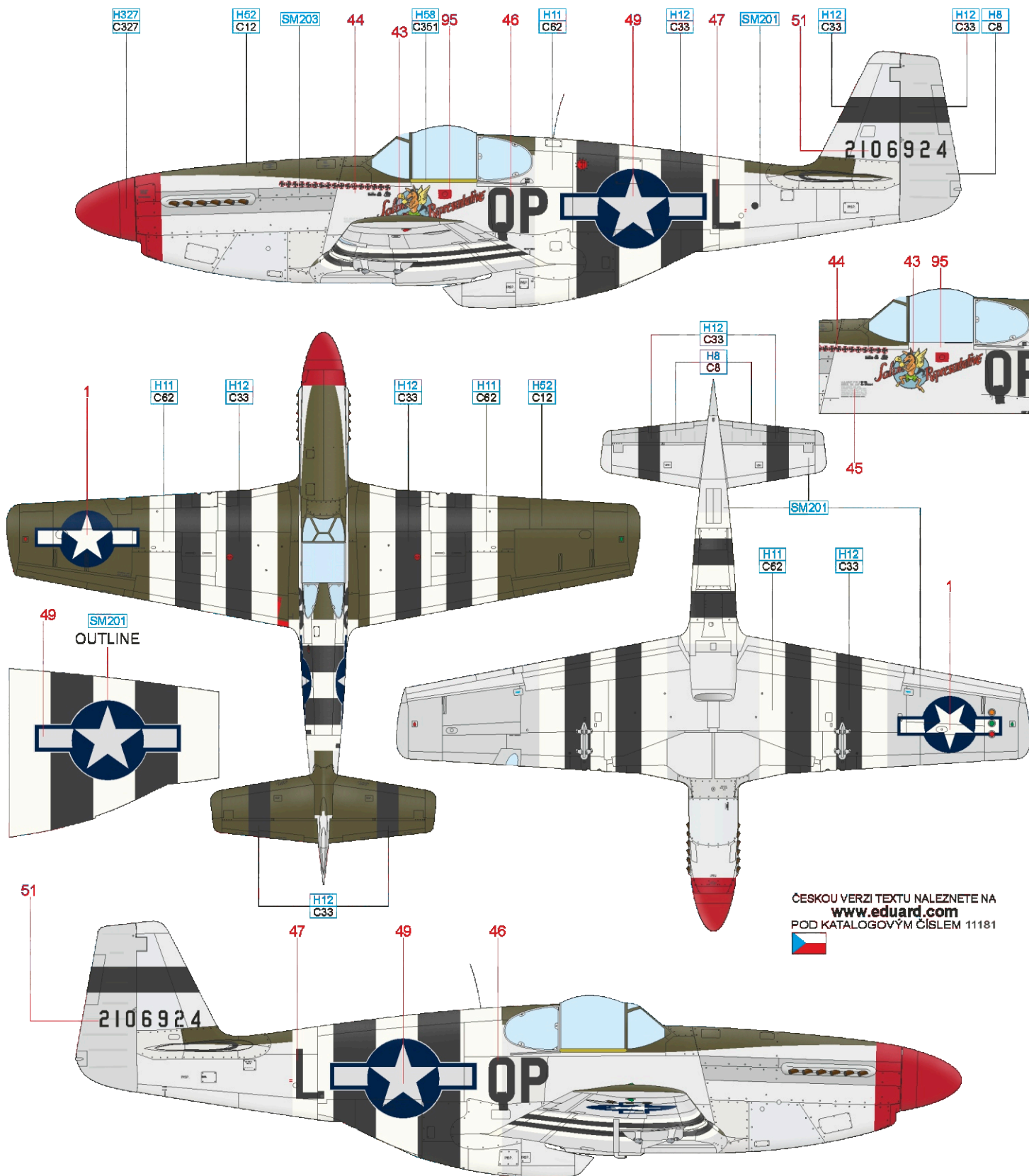


SUPER FINE SILVER 2 SM201

FLAT WHITE	H11 C62	SILVER	H8 C8	OLIVE DRAB	H52 C12	DARK GREEN	H330 C361	FLAT BLACK	H12 C33
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F P-51B-15-NA, s/n 42-106924, 2nd Lt. Ralph K. Hofer, 334th FS, 4th FG, 8th AF, Debden, Great Britain, June 1944

Light-hearted, perhaps undisciplined, but all the more courageous and charismatic was "Kid" Hofer, one of the USAAF's most successful fighters. The nickname was based on his youthful appearance and flowing and by Army standards long hair as well as his prevailing good humor. Until his death, he destroyed 15 enemy aircraft in the air, damaging two and destroying another 14 on the ground. On July 2, 1944, "Kid" participated in the escort of bombers to Budapest from the Italian base Foggia. Prior to reaching the target area, a group of Bf 109 entered the scene and the aerial battle started. Hofer's leader had to make an emergency landing due to a malfunction and watched from the ground as a Hungarian Bf 109, sitting on the tail of his Wingman, opened fire. Hofer's Mustang was apparently only damaged and so he tried to return to the base. Near Mostar, he decided to strafe a German airfield, his P-51B "Salem Representative" was hit by flak and "Kid" Hofer was killed.



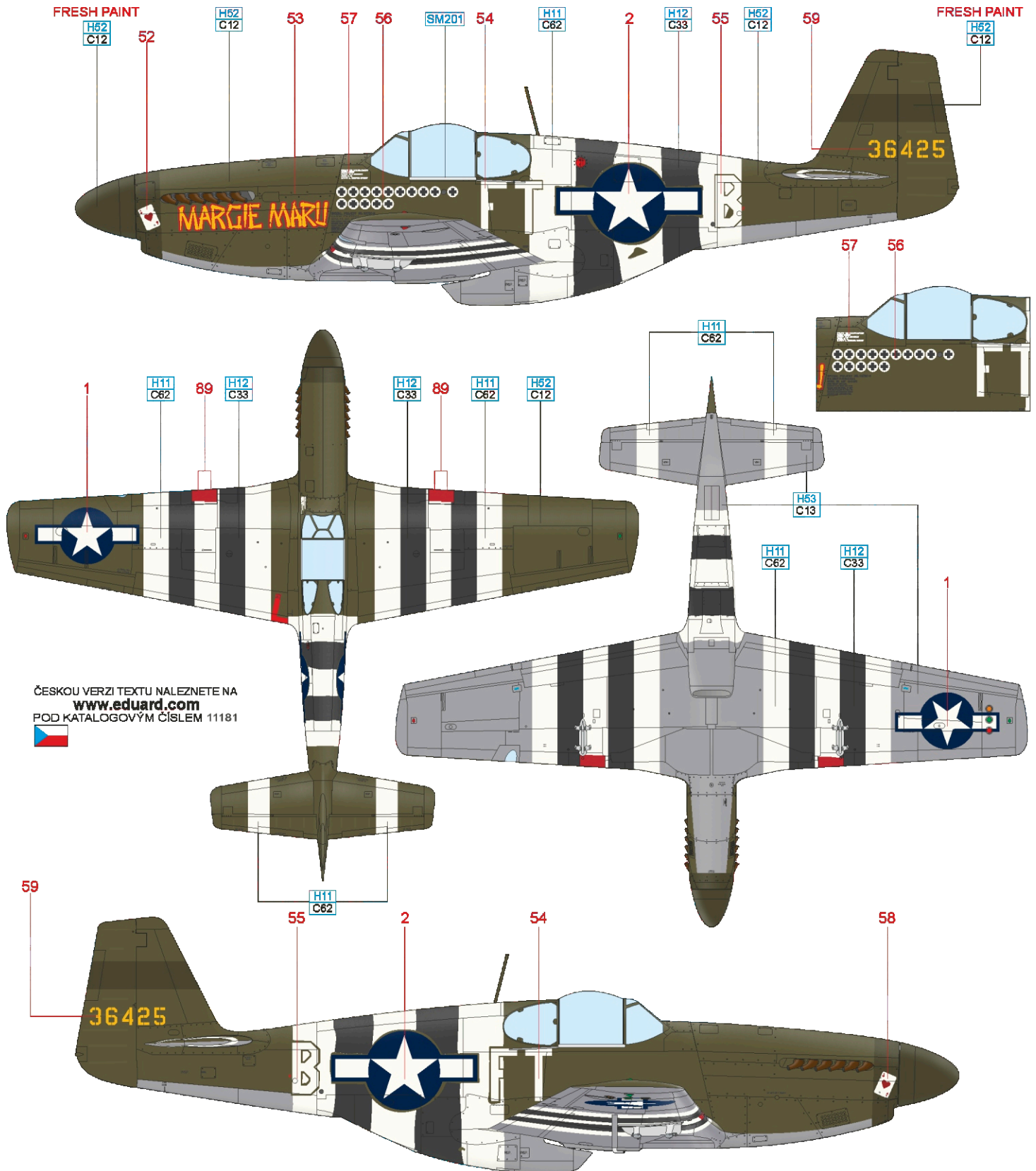
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FLAT WHITE	H11								
	C62								
SILVER	H8	SUPER FINE SILVER 2	SM201	SUPER IRON 2	SM203	OLIVE DRAB	H52	INTERIOR GREEN	H58
	C8						C12		C351
						RED	H327	FLAT BLACK	H12
							C327		C33

G P-51B-5-NA, s/n 43-6425, Maj. Jack T. Bradley, CO of 353rd FS, 354th FG, 9th AF, A.2 Criqueville, France, June 1944

Jack Bradley became an Army pilot with the rank of 2nd Lt on August 27, 1942, and was assigned to the 384th FG/353rd FS on January 18 the following year. After moving to England, he achieved his first kill out of 15 confirmed (plus three probable and 12.66 damaged) on December 20. With "Margie Maru" carrying code FT B, he achieved his first success on December 30, when he contributed a third of the damage to Do 217. Bradley was promoted to Captain in mid-January and took command of the 353rd FS at the end of the month. He kept the position until June 30, when he left for the USA for leave and took the post again on his return. He subsequently served as deputy CO of the 354th FG and at the end of the war, already at the rank of Lieutenant Colonel, became the CO. After the war he stayed with the Air Force, retiring from the Reserves in December 1962. His Margie Maru is shown in a state where it bore the symbols of 15 kills, the invasion stripes on the fuselage were painted very carelessly. The aircraft was subsequently given the designation FT W and the name "Edgewood's Entry".

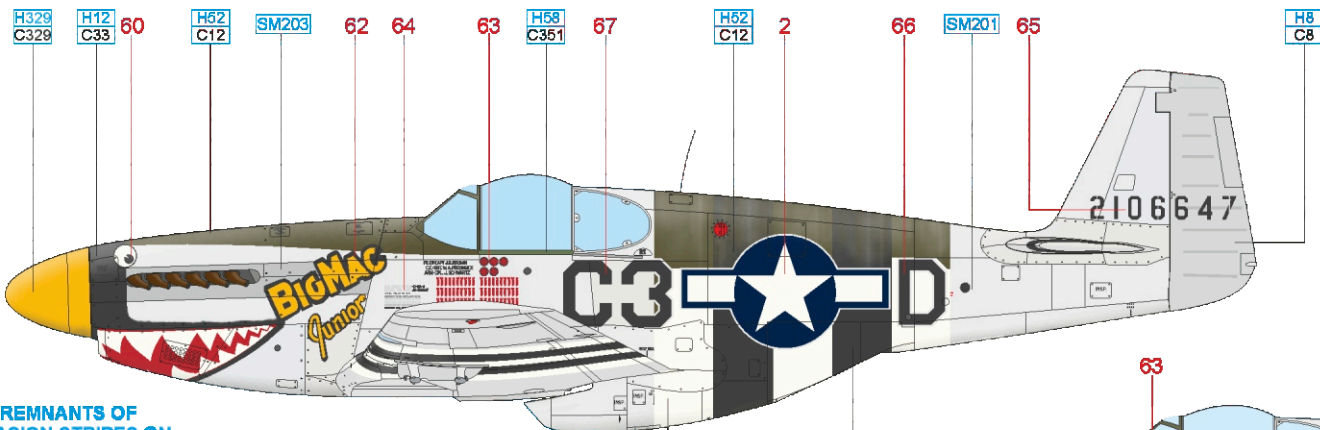


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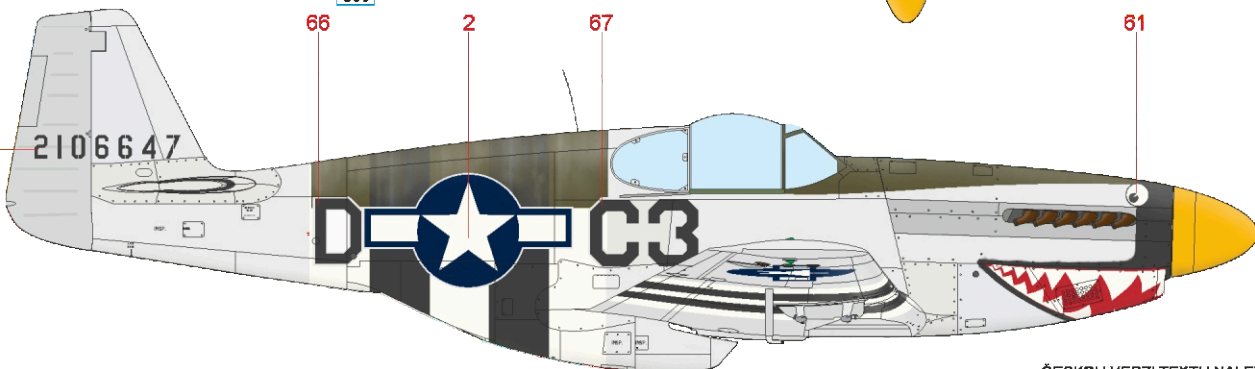
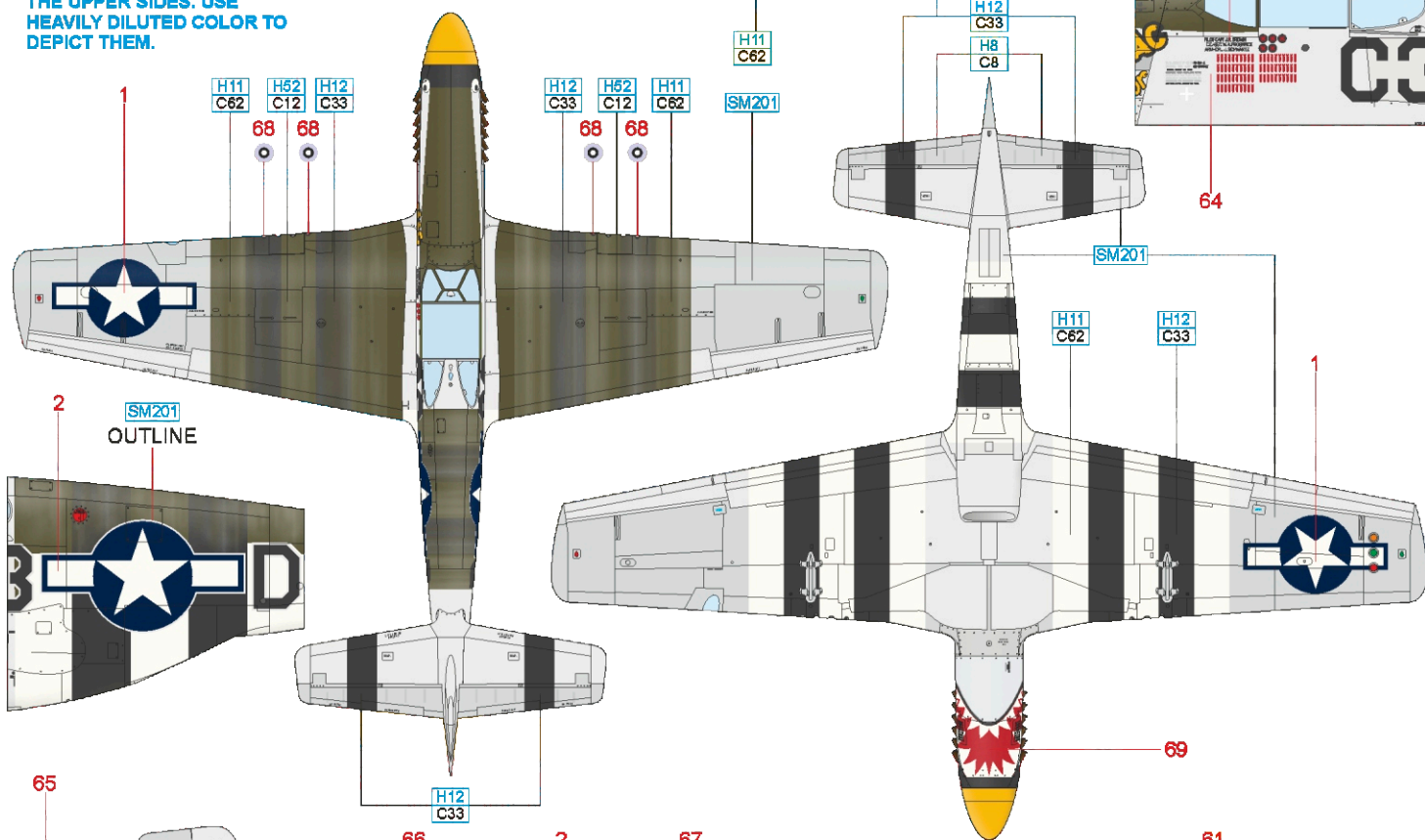
SUPER FINE SILVER 2 SM201

FLAT WHITE	H11 C62	NEUTRAL GRAY	H53 C13	OLIVE DRAB	H52 C12	FLAT BLACK	H12 C33
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Prior to the combat, John Brown had managed to destroy four aircraft and damage one in various accidents, so he claimed himself to be only three-fifths of an aircraft away from becoming a Luftwaffe ace. He flew successively in the 356th FG and 362nd FG, both with P-47s, then briefly became commander of the 382nd FS/363rd FG, flying the P-51B. He was shot down with his "Big Mac" on August 8, 1944, while leading a formation of eight P-51s in an attack on ships in Bedonet Harbor. It was his 99th mission. He made an emergency landing near Quimper after being hit by flak from a destroyer but managed to escape capture and slip back to the Allies within a week. He subsequently became commander of the 437th FS/414th FG, with which he moved to Guam, where he flew P-47Ns. After the war, he became an air attaché in Afghanistan and Pakistan, and completed a secret mission in the USSR. During his wartime career, he scored one aerial kill, destroyed four enemy aircraft on the ground, and damaged eight.



VISIBLE REMNANTS OF THE INVASION STRIPES ON THE UPPER SIDES. USE HEAVILY DILUTED COLOR TO DEPICT THEM.



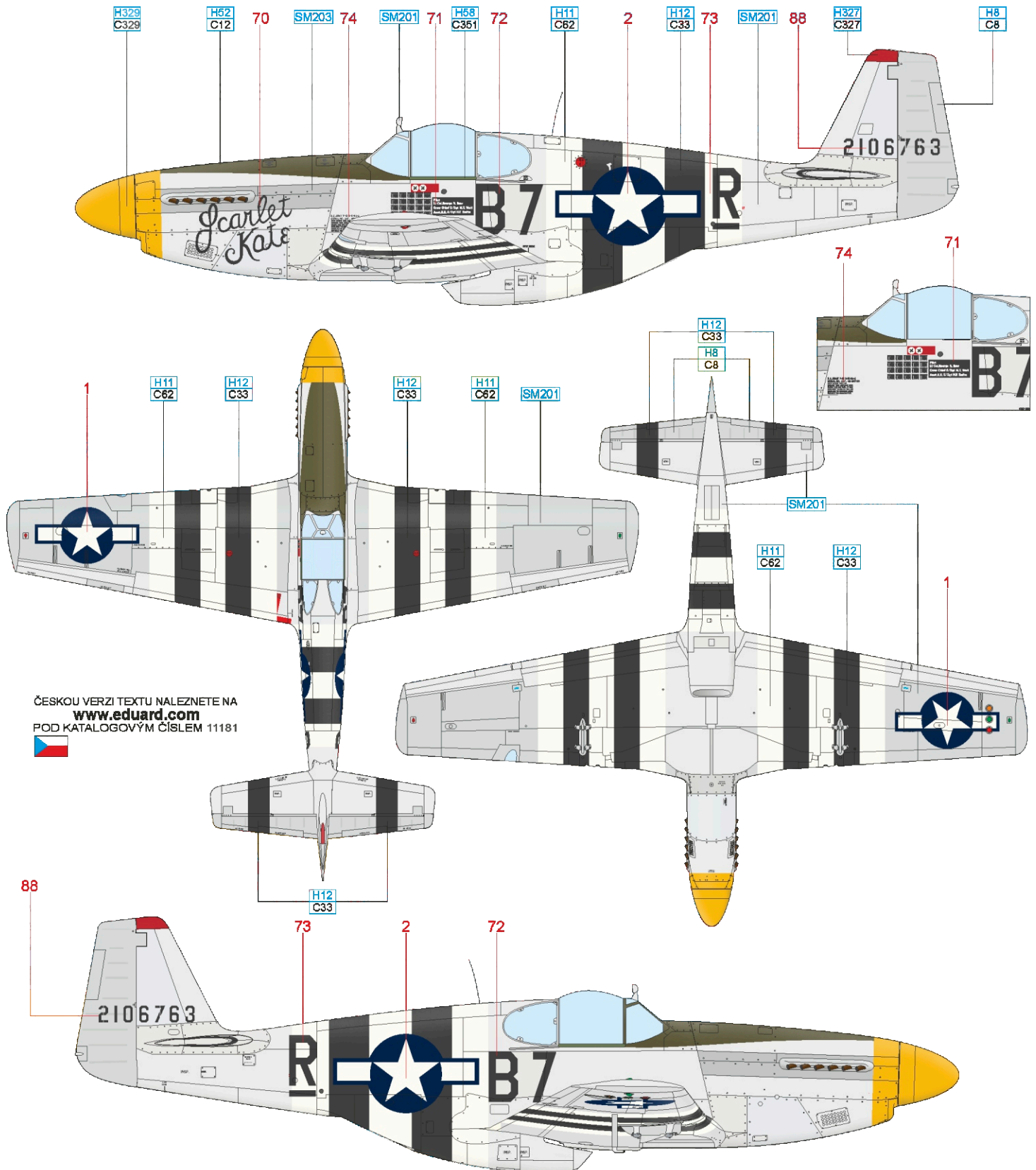
FLAT WHITE	H11	C62	SUPER FINE SILVER 2	SM201	SUPER IRON 2	SM203	OLIVE DRAB	H52	C12	INTERIOR GREEN	H58	C351	YELLOW	H329	C329	FLAT BLACK	H12	C33
SILVER	H8	C8																

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The 361st Fighter Group was activated on January 28, 1943, subsequently joining the 8th Air Force at RAF Bottisham, England. Initially flying P-47s, it rearmed to P-51s during May 1944. Although its pilots primarily provided long-range escort to bomber formations, they did not neglect attacks against ground targets, either by strafing or bombing. This is evidenced by one hundred of painted bomb symbols under the cockpit of the "Scarlet Kate" Mustang flown by Capt. George Robert Rew, who later commanded the 374th FS. The entire 361st FG achieved 226 aerial victories during World War II, and on the ground its pilots destroyed another 106 enemy aircraft.

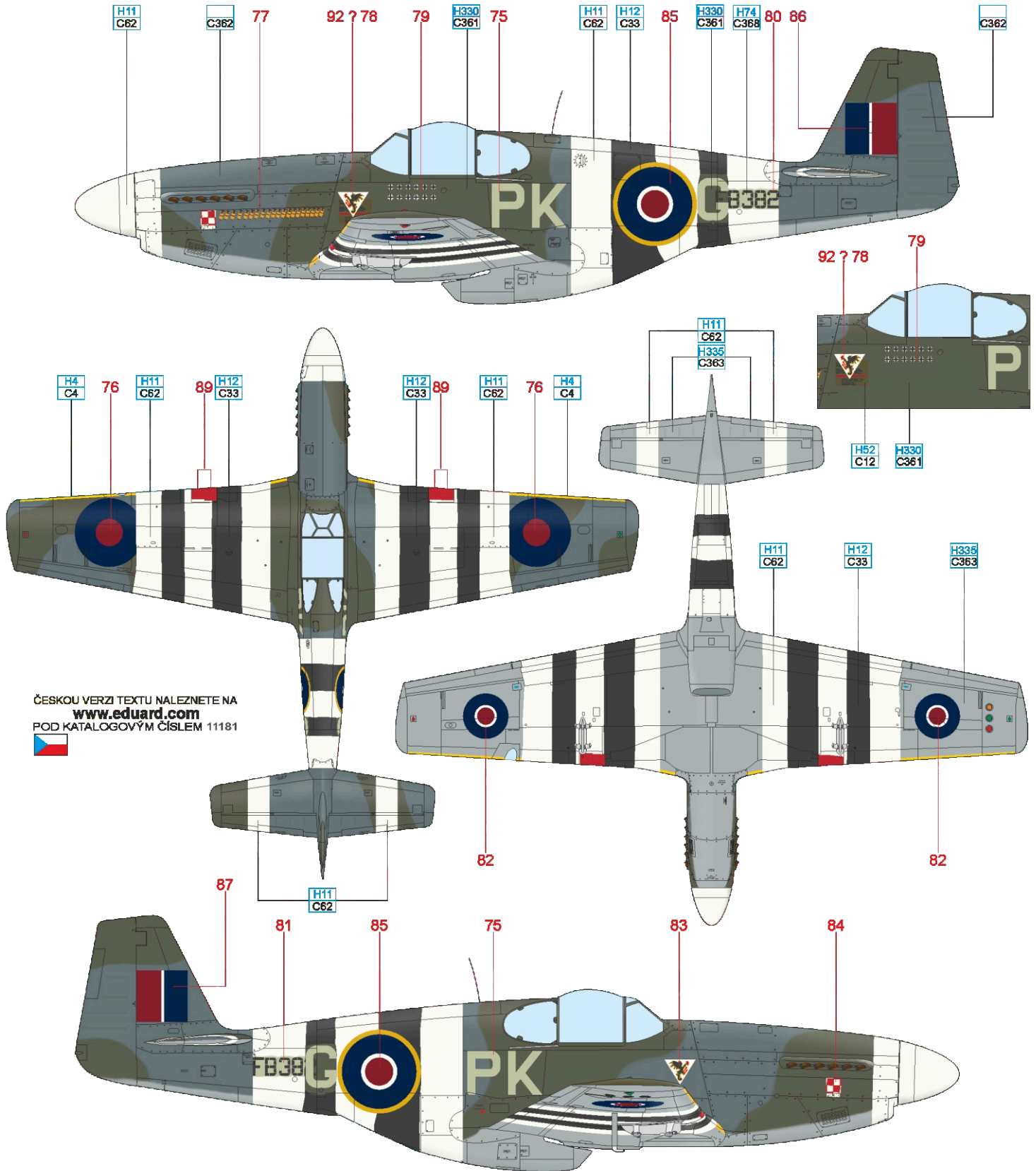


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FLAT WHITE	H11	SUPER FINE SILVER 2	SM201	OLIVE DRAB	H52	INTERIOR GREEN	H58	YELLOW	H329	RED	H327	FLAT BLACK	H12
SILVER	H8	SUPER IRON 2	SM203	DRAB	C12	GREEN	C351		C329		C327		C33

J Mustang Mk.III, FB382, S/Ldr Eugeniusz Horbaczewski, No. 315 (Polish) Squadron, RAF Coolham, Great Britain, June 1944

Eugeniusz Horbaczewski was born on September 28, 1917, in Kiev and educated in Brest-Litovsk. He joined the Polish Air Force in 1937. In September 1939 he fled to France via Romania and from there he came to the UK. After completing his training with the RAF, he was assigned to No. 303 Squadron in late 1940 and in early 1943 was selected for a special Polish Flying Team, formed by Stanislaw Skalski and operated under umbrella of No. 145 Squadron. Over Tunisia Horbaczewski became the most successful pilot of this group, achieving five victories in less than a month. After the Team was disbanded he was assigned to No. 601 Squadron operating in the Mediterranean area and in early July to No. 43 Squadron which he commanded from August. On his return to the UK in February 1944 he took command of No. 315 Squadron, flying Mustang Mk.III. On August 18, 1944, he was shot down in the Beauvais area and killed, having previously shot down three Fw 190s in the combat himself.



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FLAT WHITE	H11 C62	SKY	H74 C368	MEDIUM SEA GRAY	H335 C363	OCEAN GRAY	C362	DARK GREEN	H330 C361	OLIVE DRAB	H52 C12	FLAT BLACK	H12 C33
YELLOW	H4 C4												

