

P-51D-5 Mustang™

eduard™

1/72 Scale Plastic Model Kit



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ProfiPACK
edition



item No. 70171

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 Aero-product 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-5

The D-5 was the 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 rear 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.

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 započítím 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
ODRÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT**PLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com**

PARTS



DÍLY



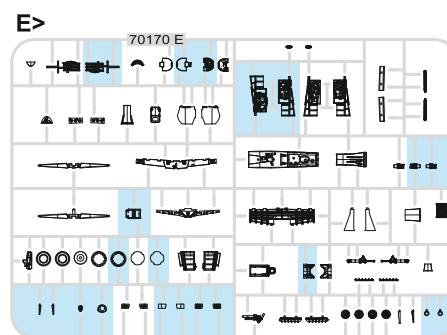
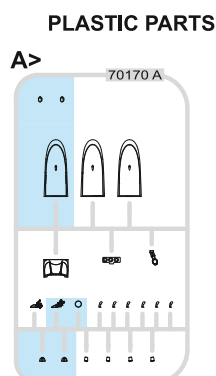
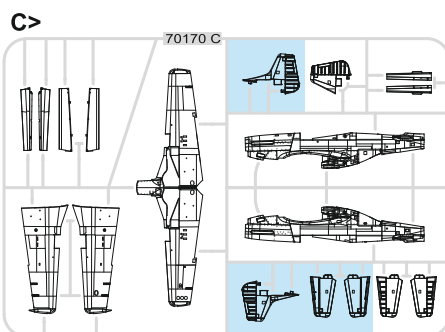
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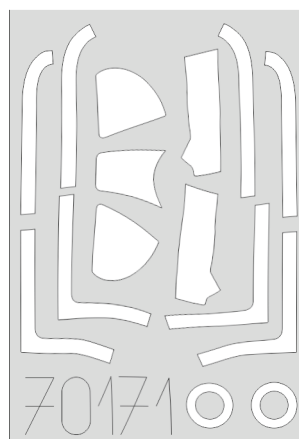
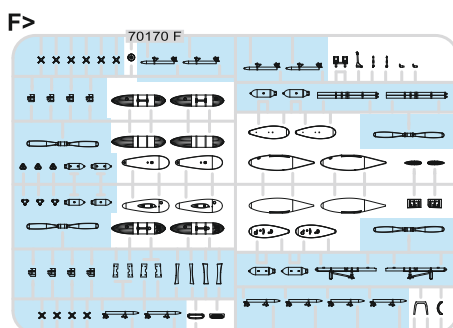
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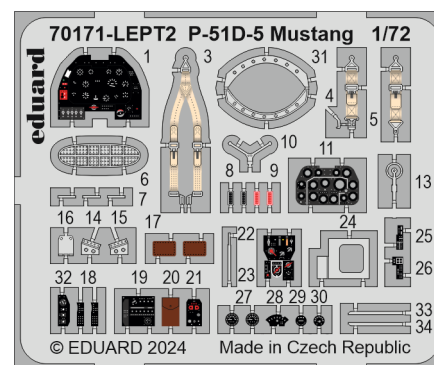
部品



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MASK



PE - PHOTO ETCHED DETAIL PARTS



-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



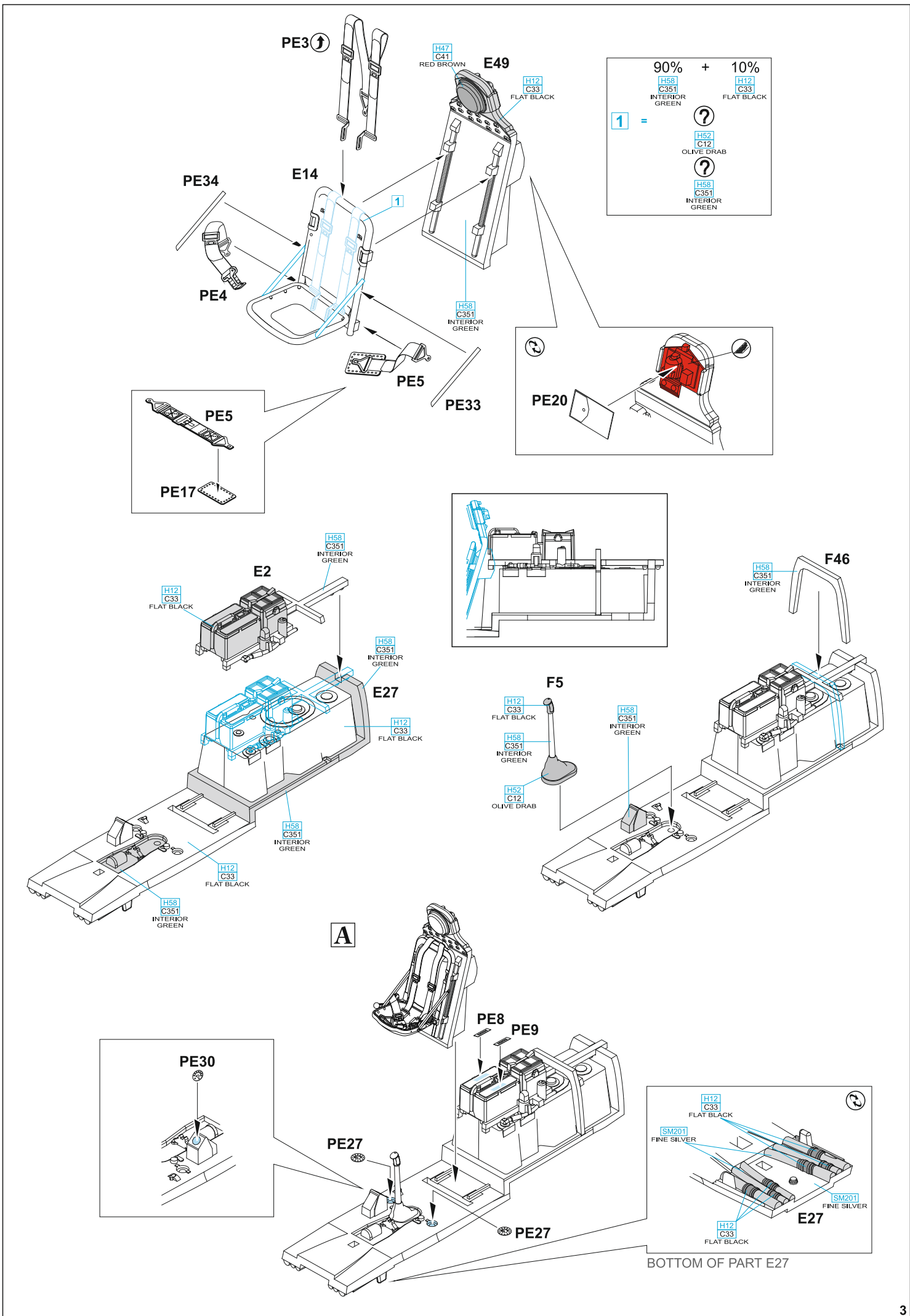
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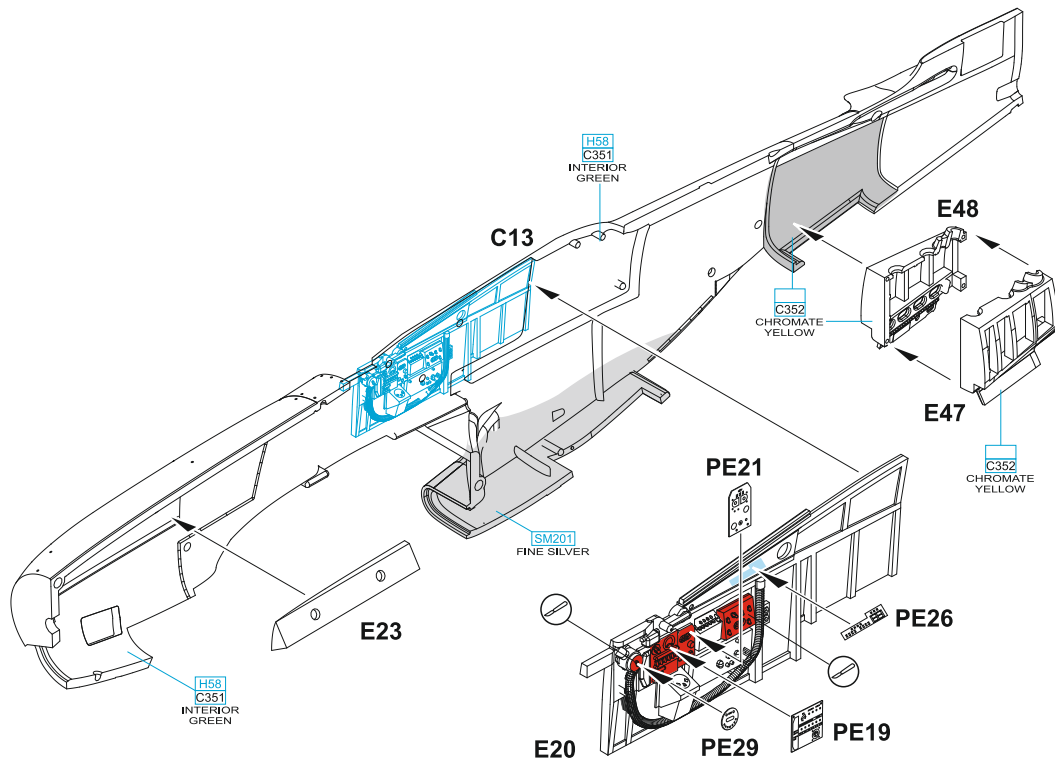
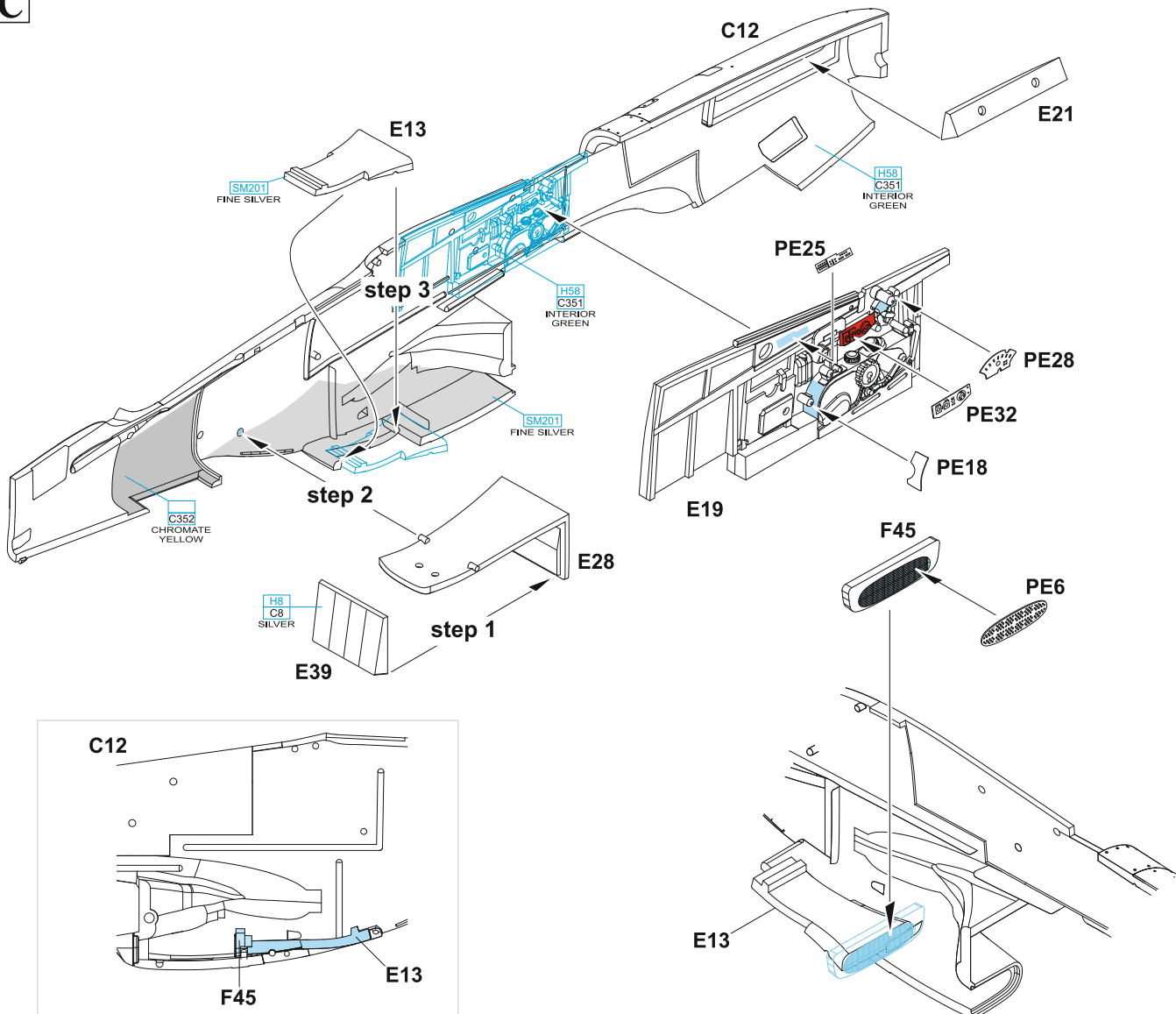


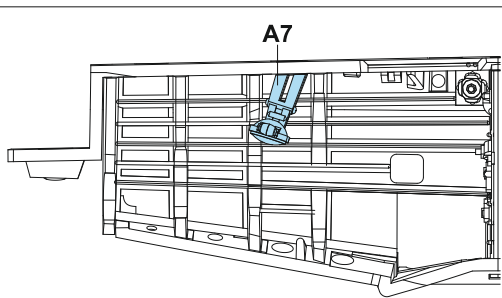
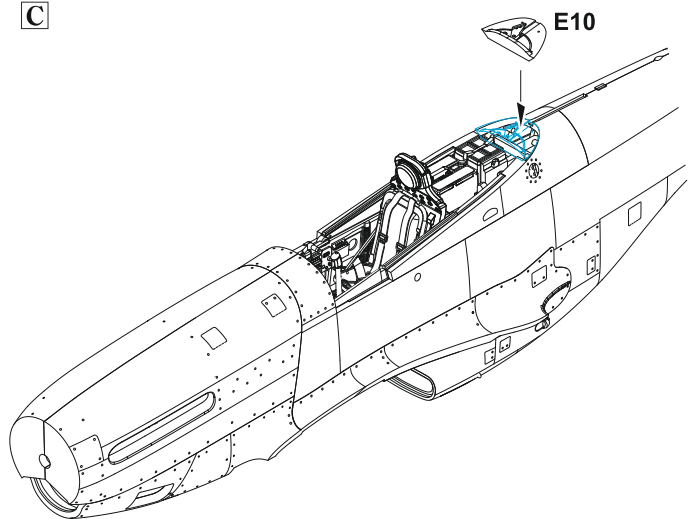
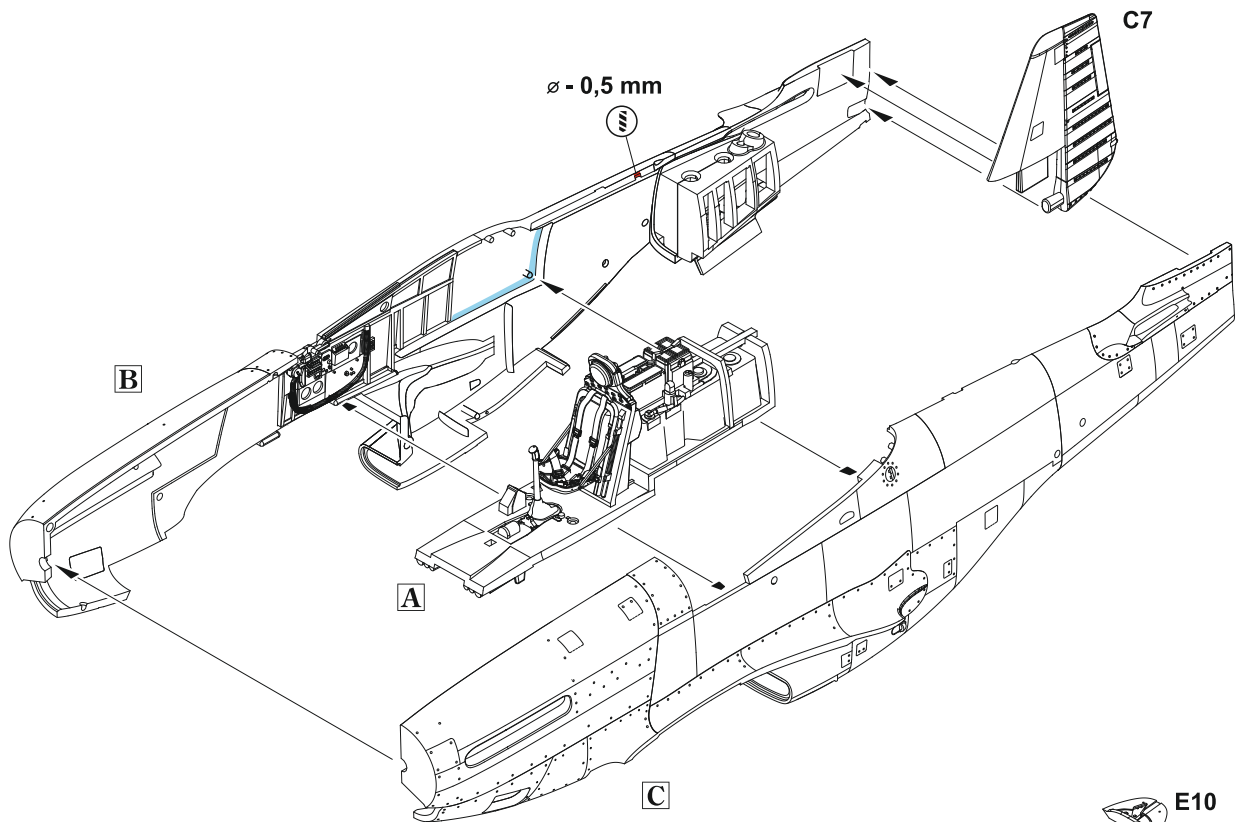
色

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H1	C1	WHITE
H8	C8	SILVER
H12	C33	FLAT BLACK
H15	C65	BRIGHT BLUE
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

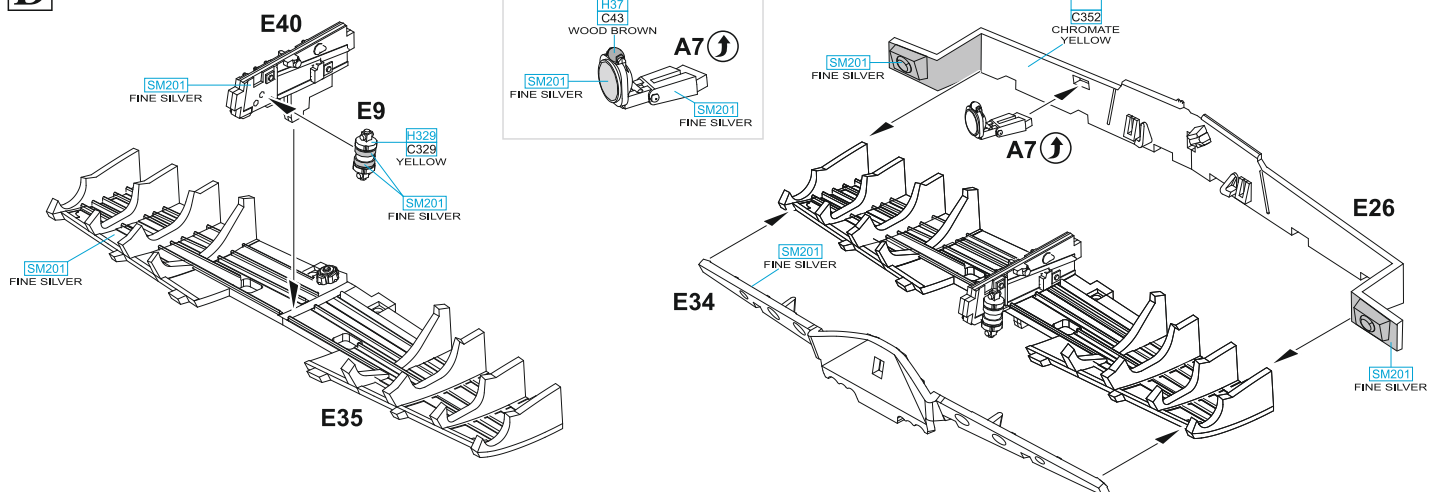
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H327	C327	RED
H329	C329	YELLOW
H330	C361	GREEN
H335	C363	MEDIUM SEAGREY
H422	C122	RLM82 LIGHT GREEN
	C352	CHROMATE YELLOW
Mr.METAL COLOR		
	MC214	DARK IRON
Mr.COLOR SUPER METALLIC		
	SM201	SUPER FINE SILVER
	SM203	SUPER IRON

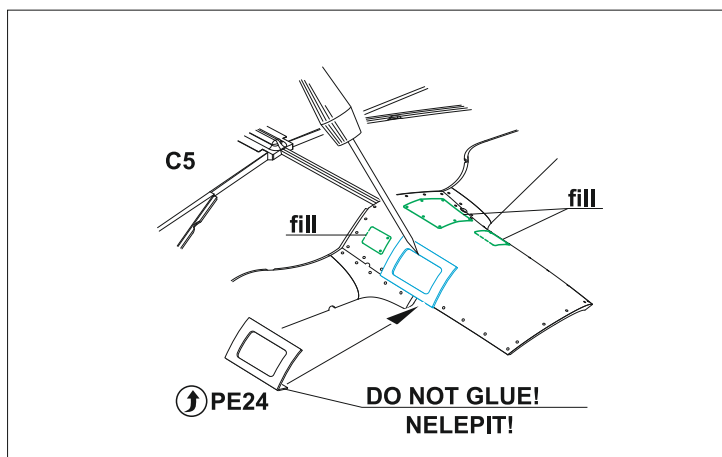
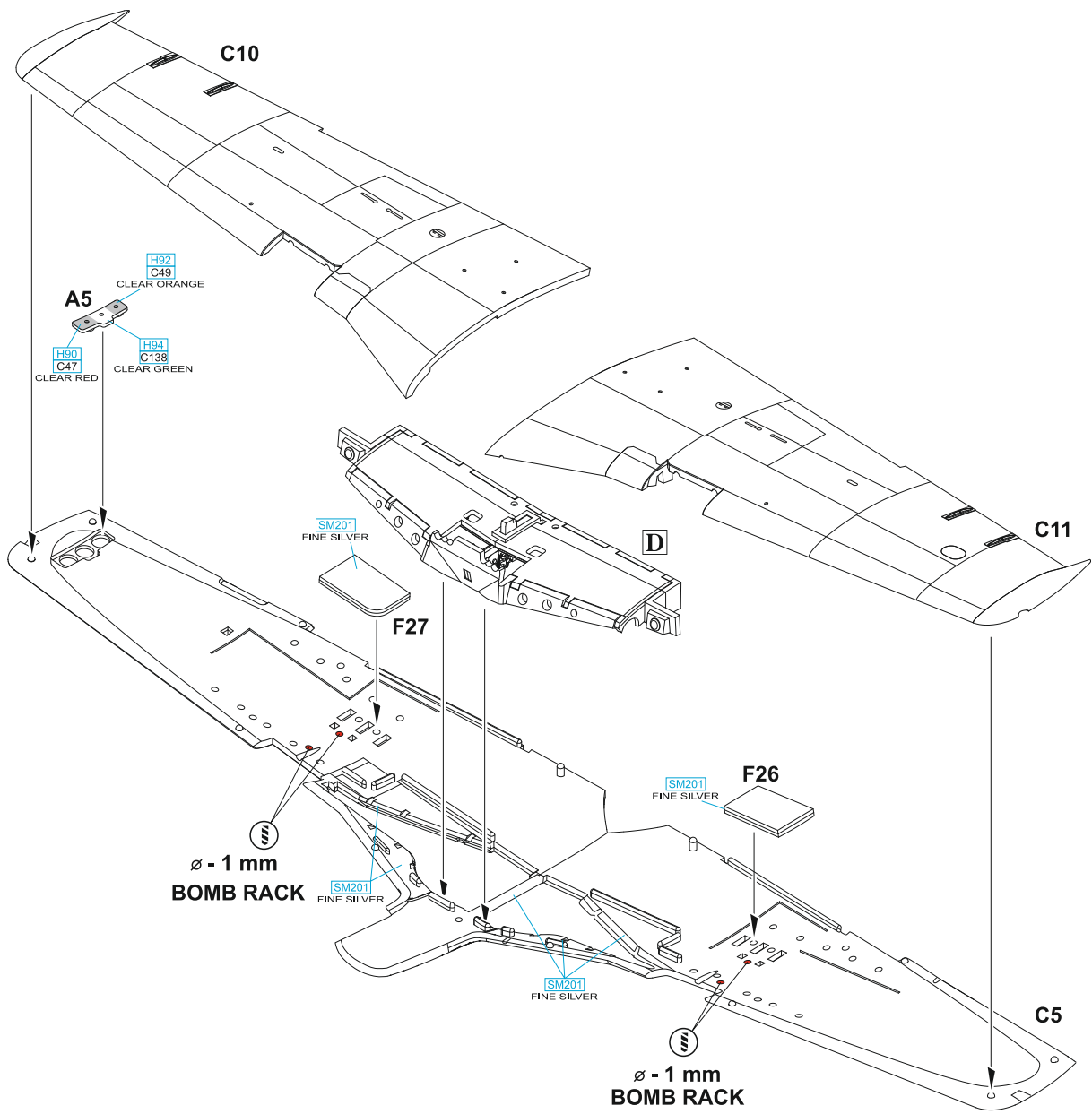


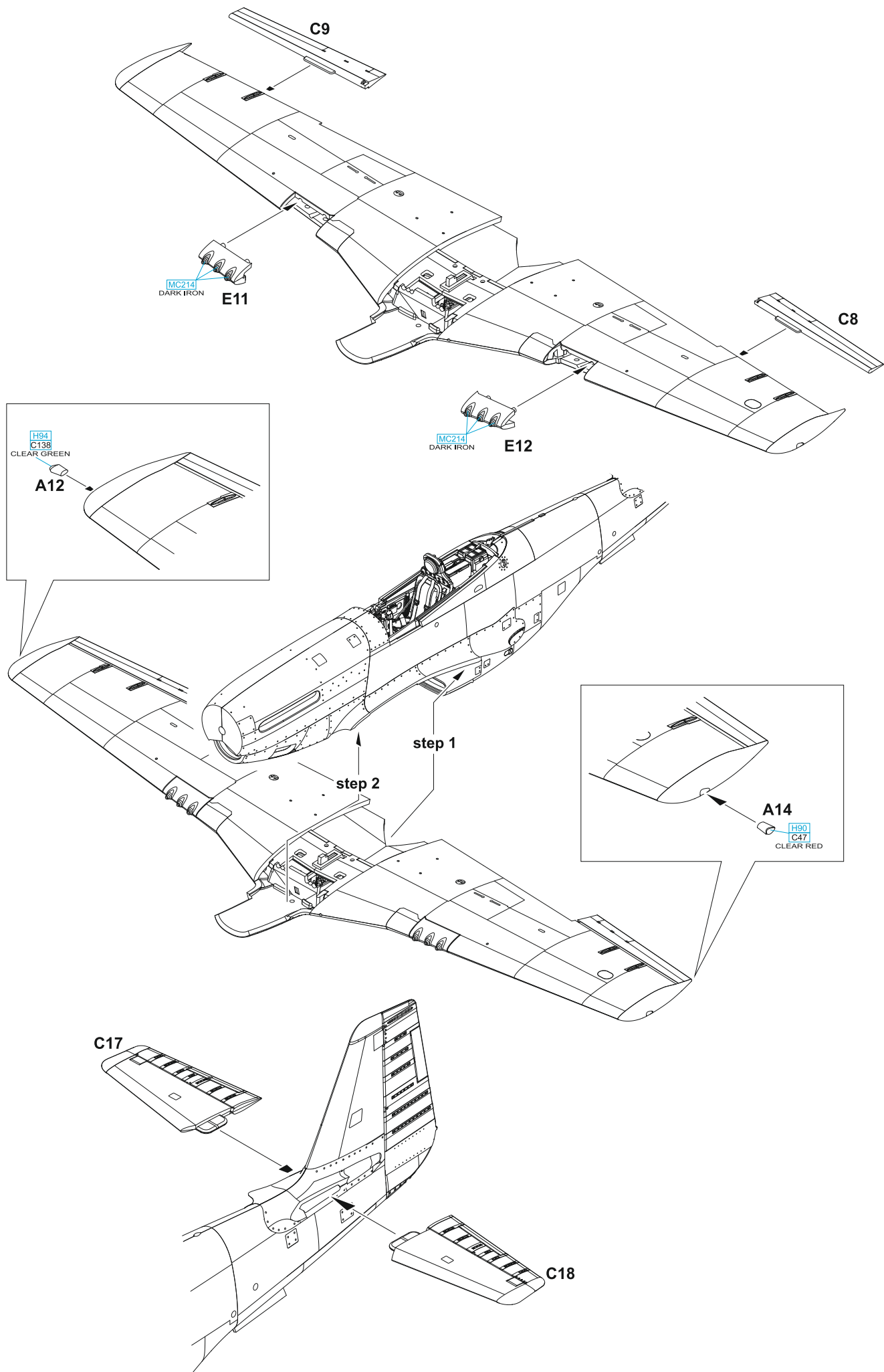
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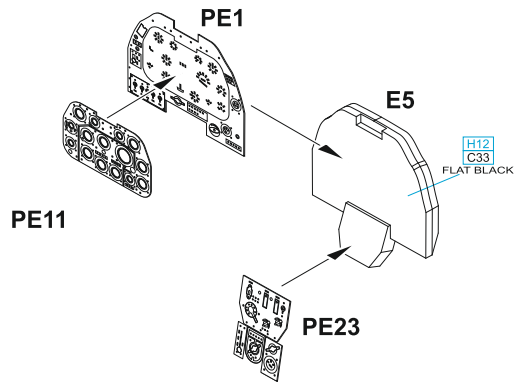


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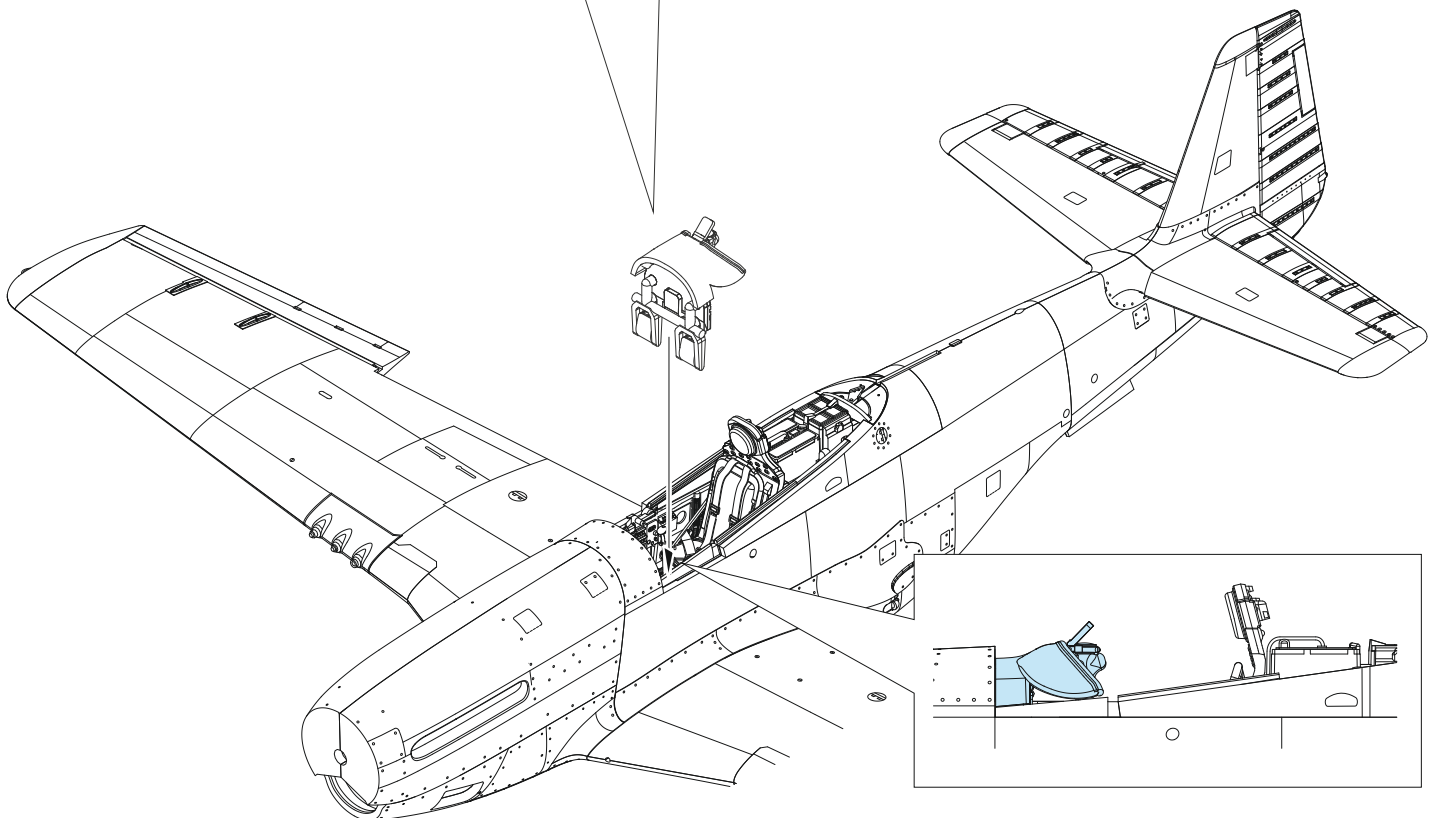
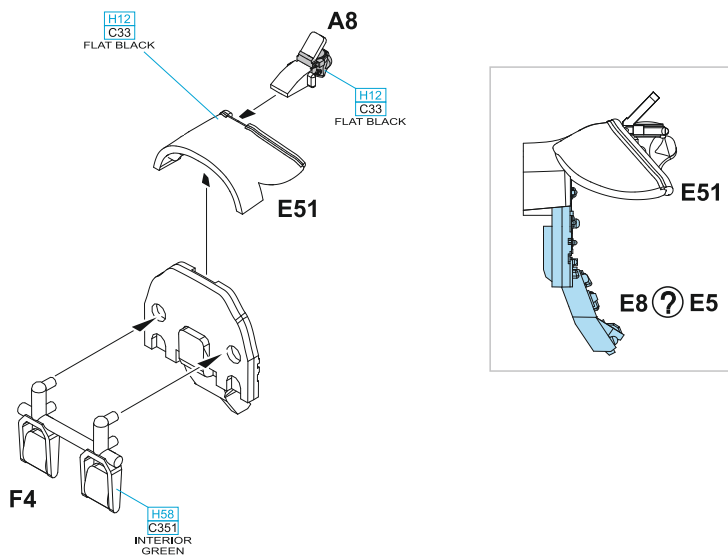
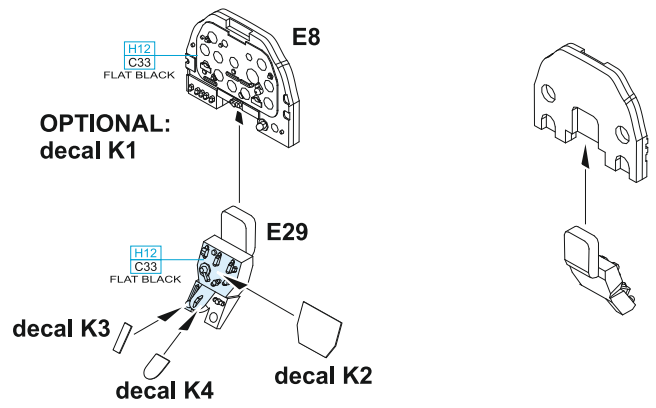


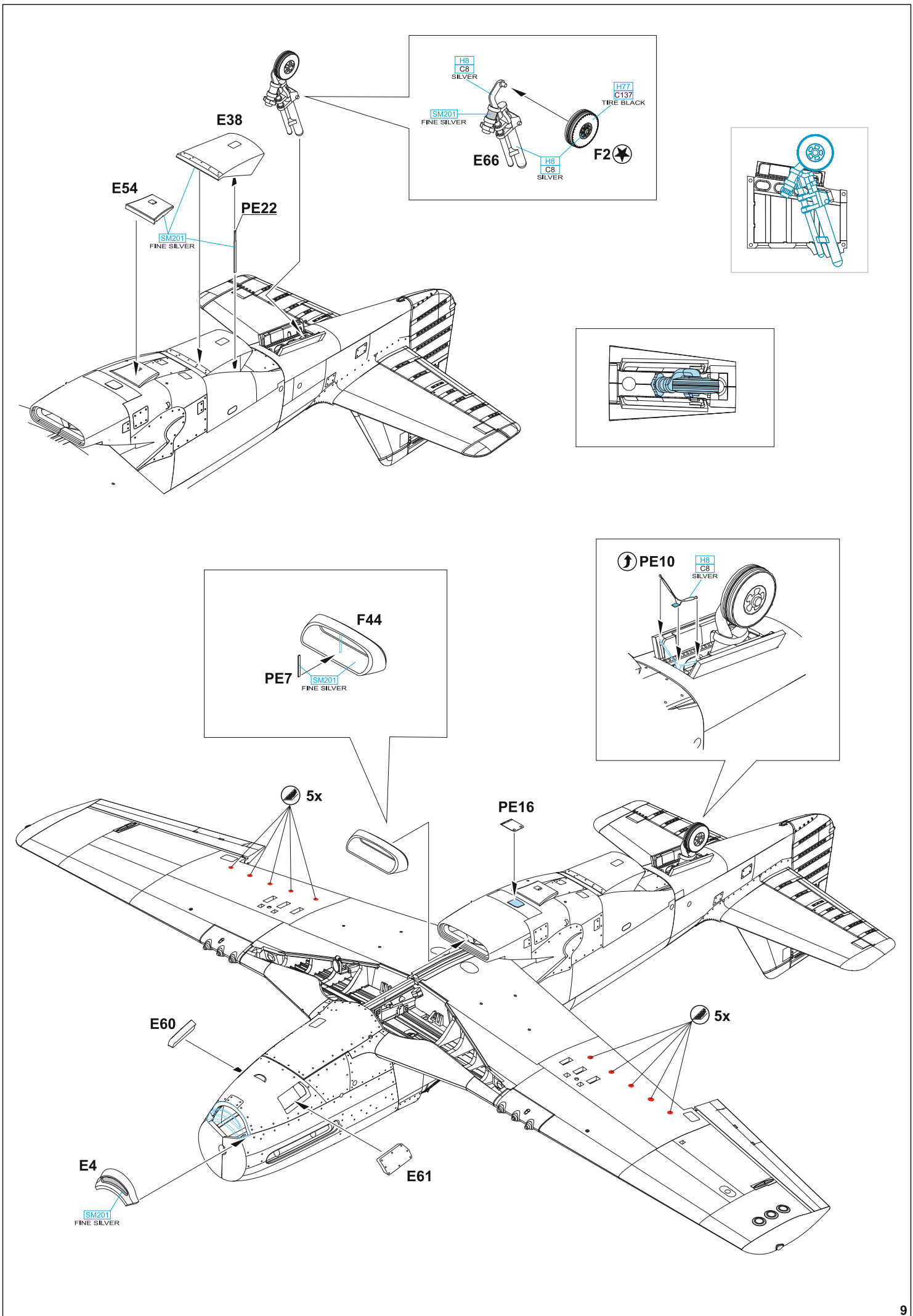


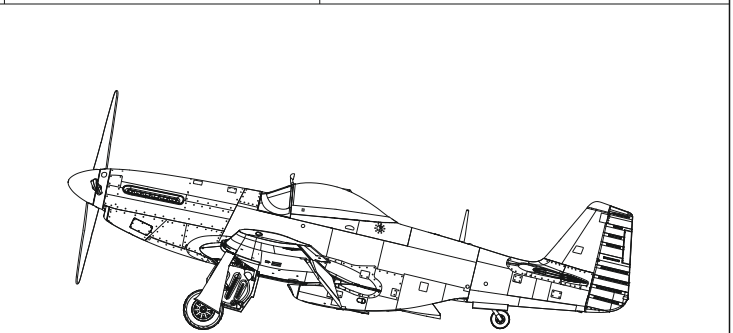
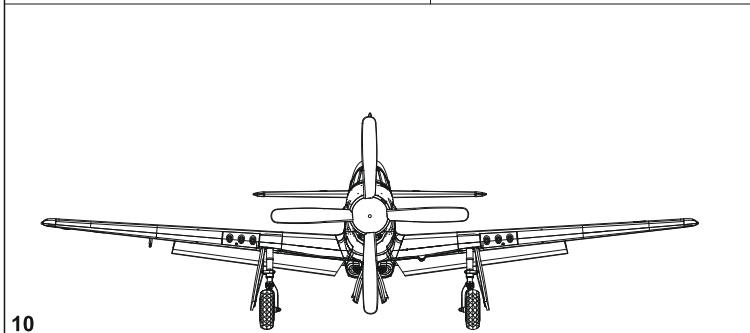
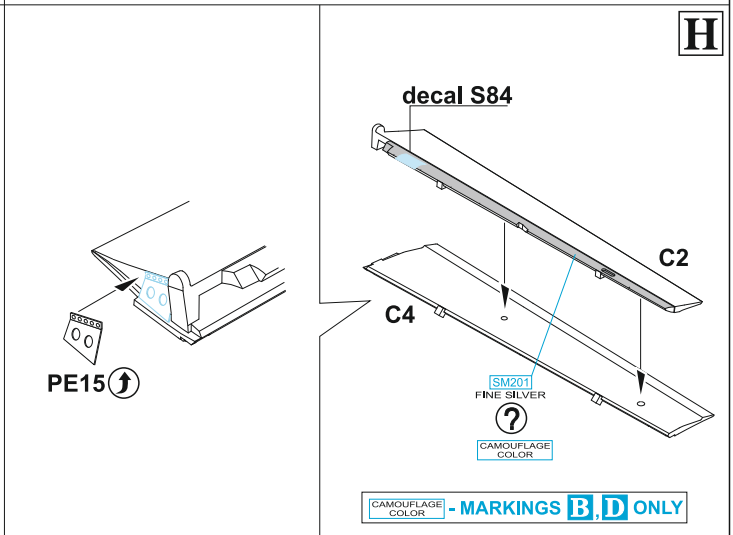
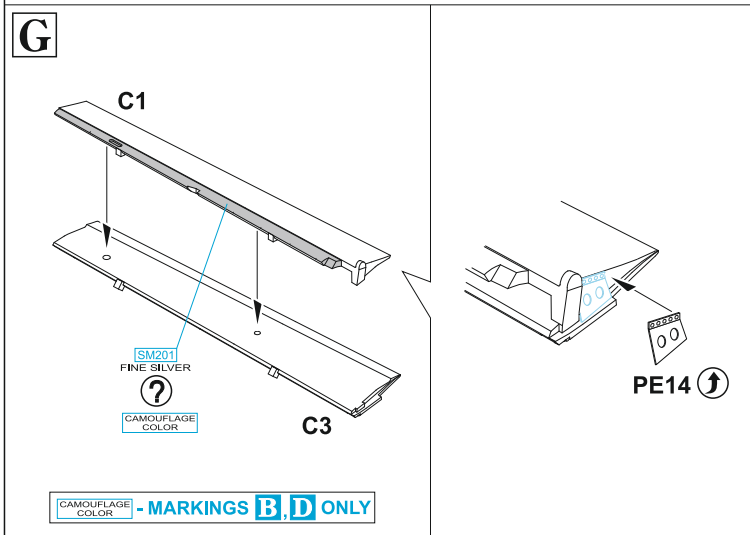
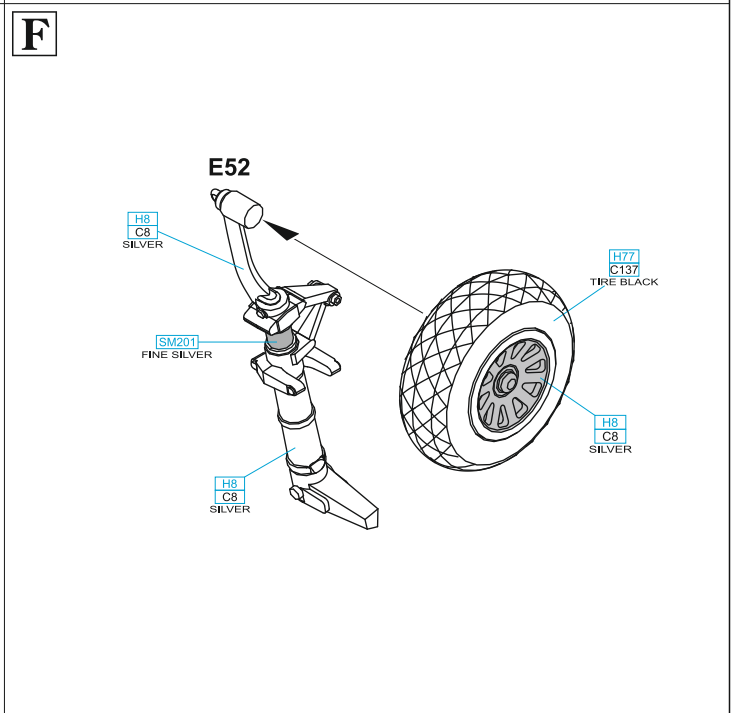
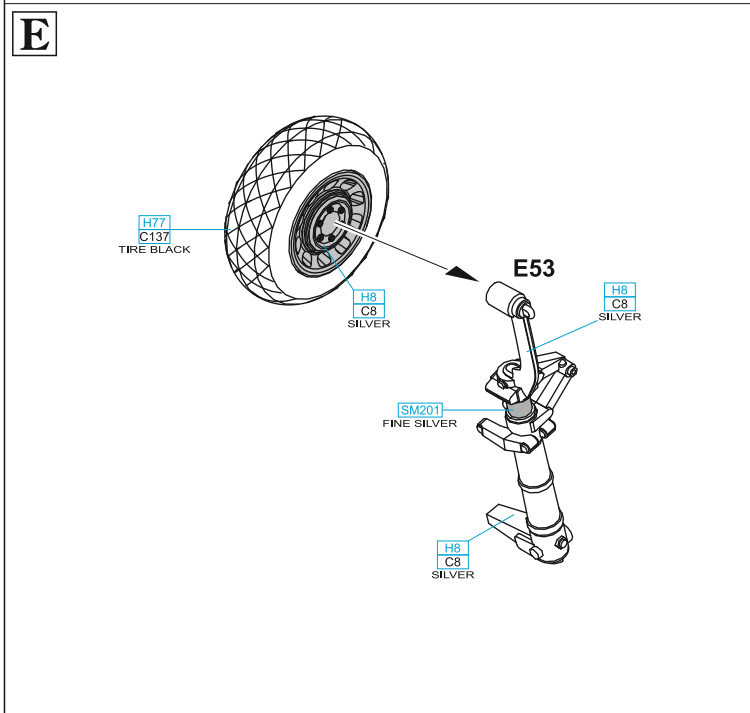
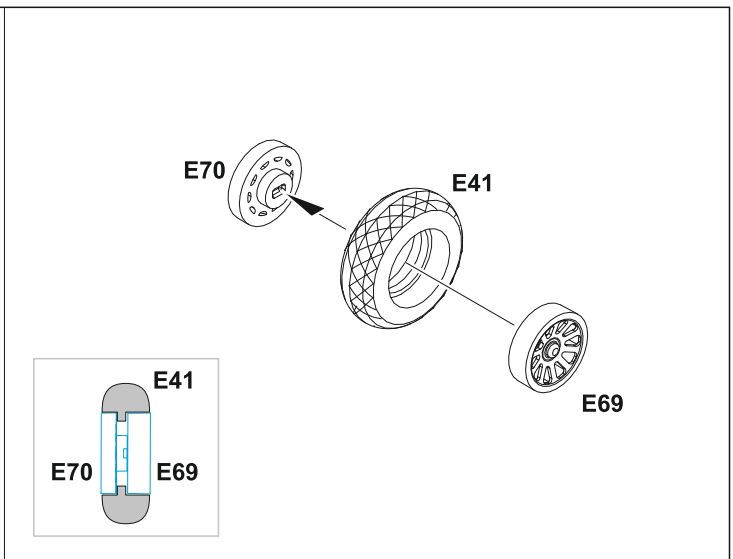
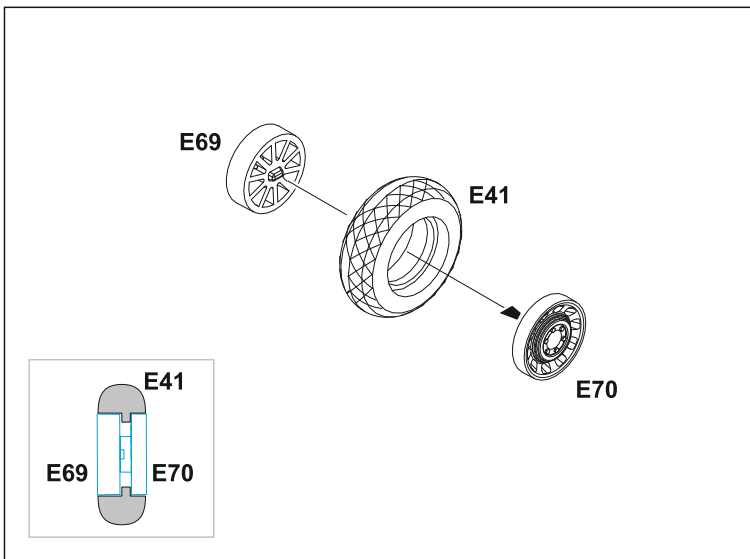


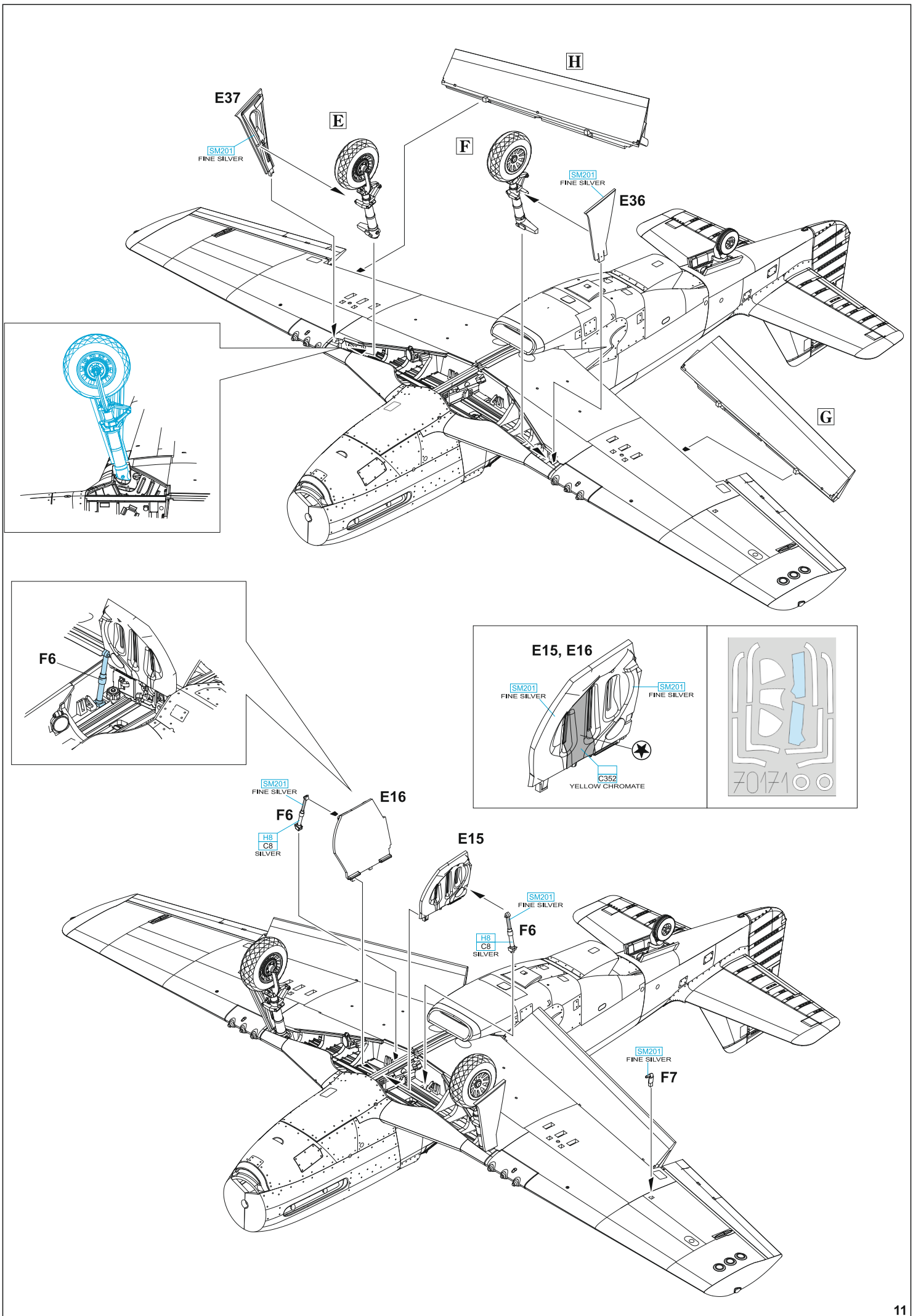


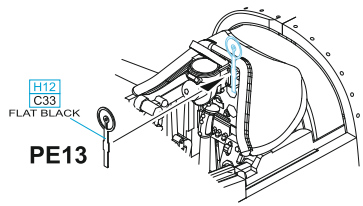
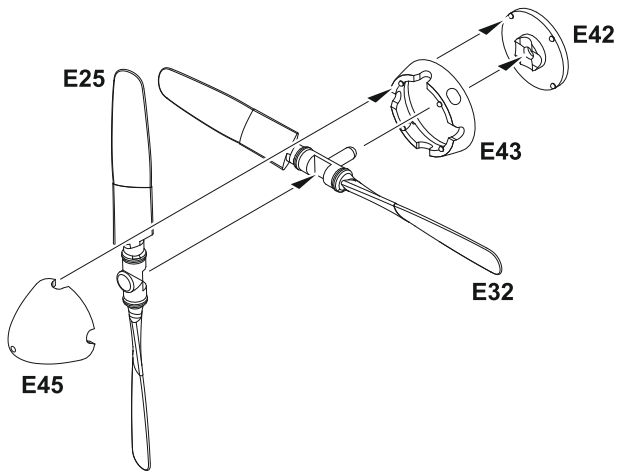
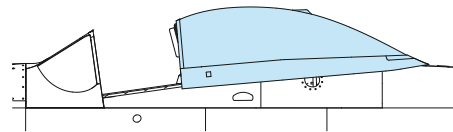
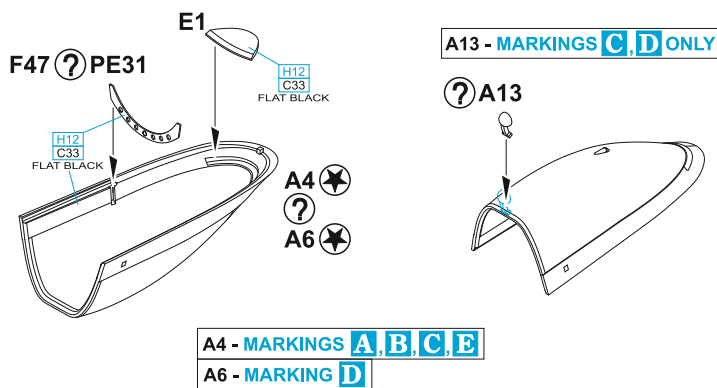
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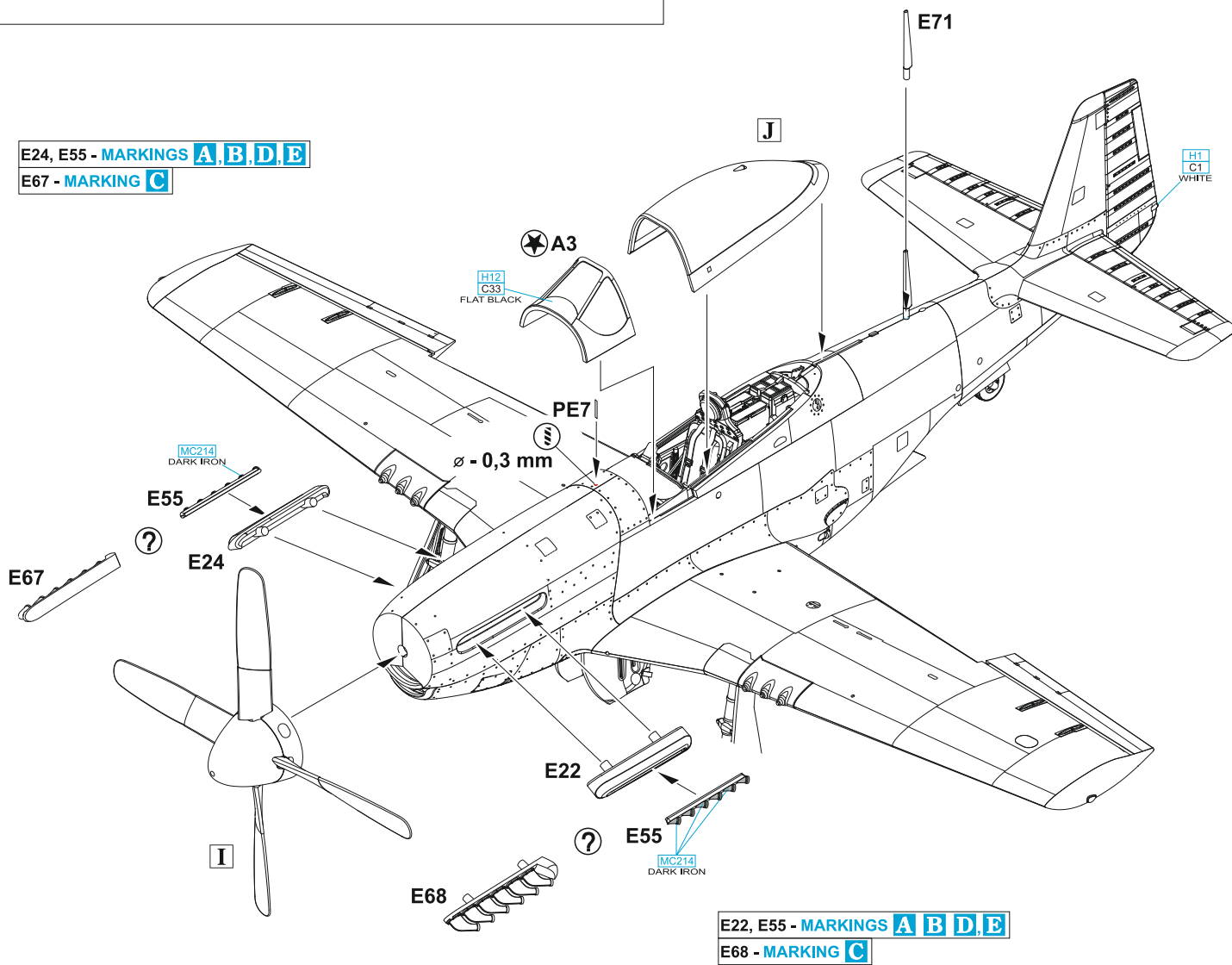




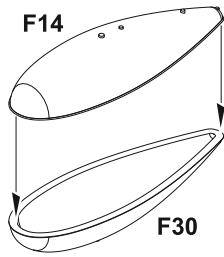


I**OPEN CANOPY POSITION****J**

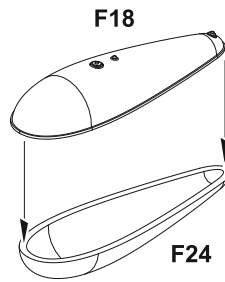
E24, E55 - MARKINGS **A, B, D, E**
 E67 - MARKING **C**



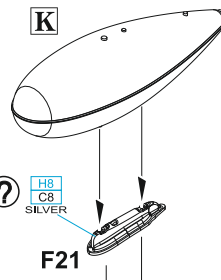
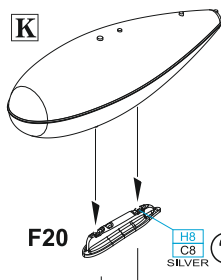
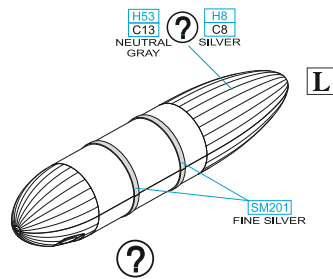
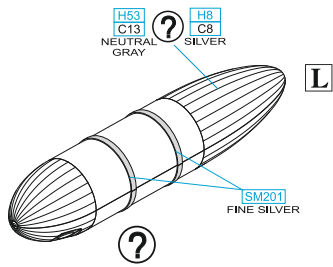
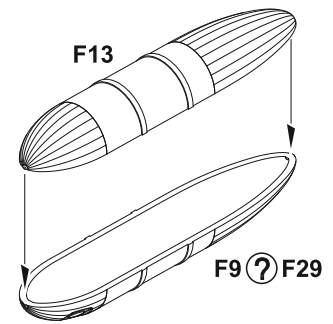
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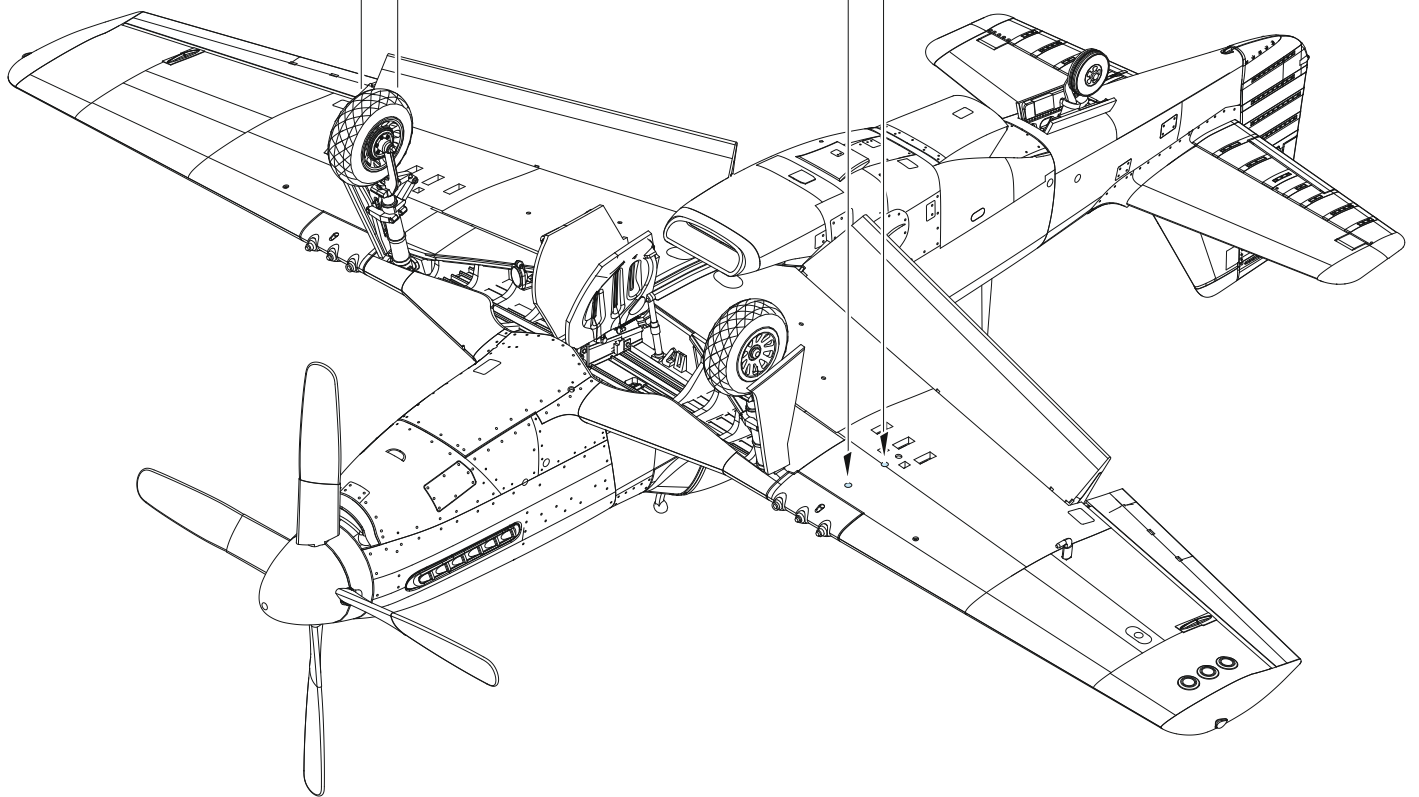
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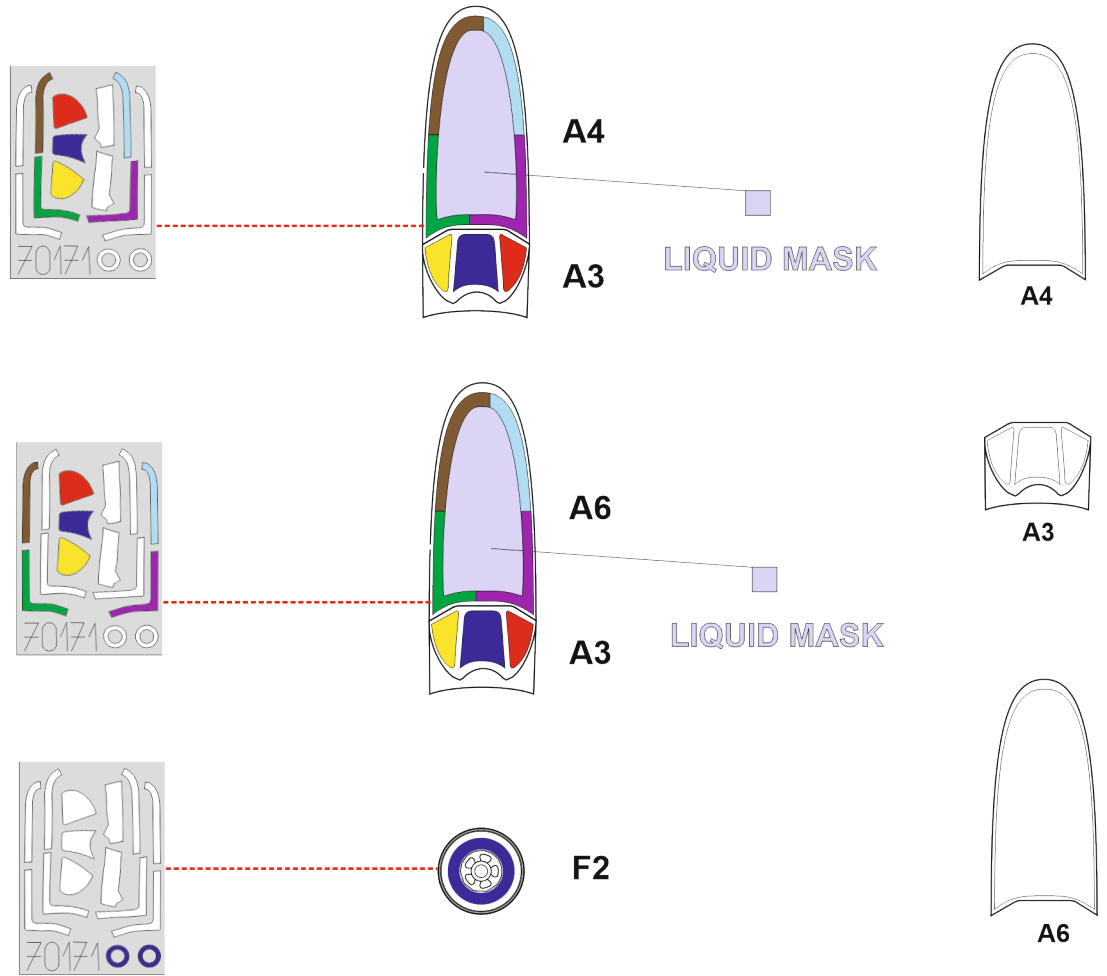
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H8 C8 SILVER - MARKINGS C, D, E
 H12 C33 FLAT BLACK - MARKINGS A, B

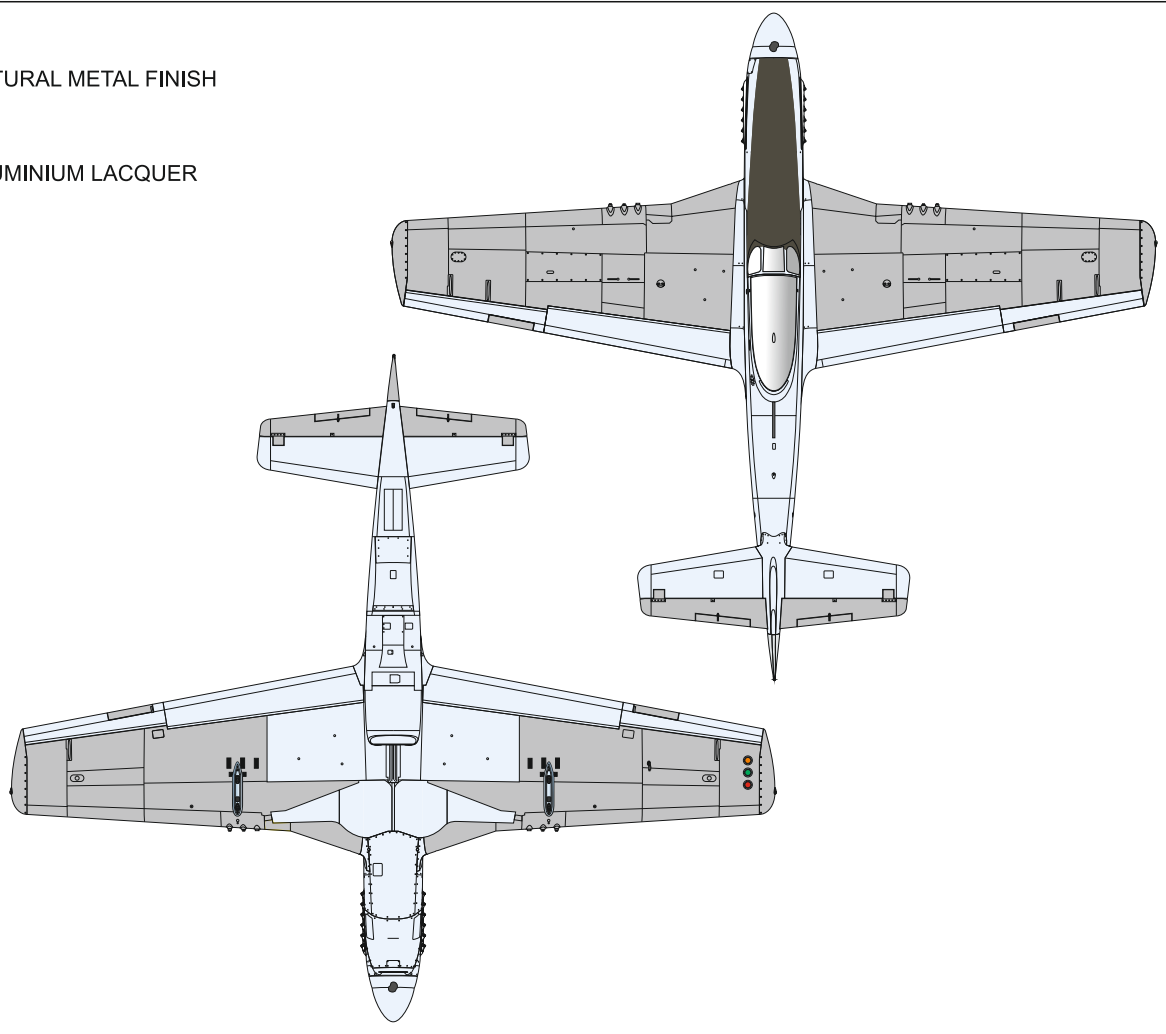


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MASK
70171



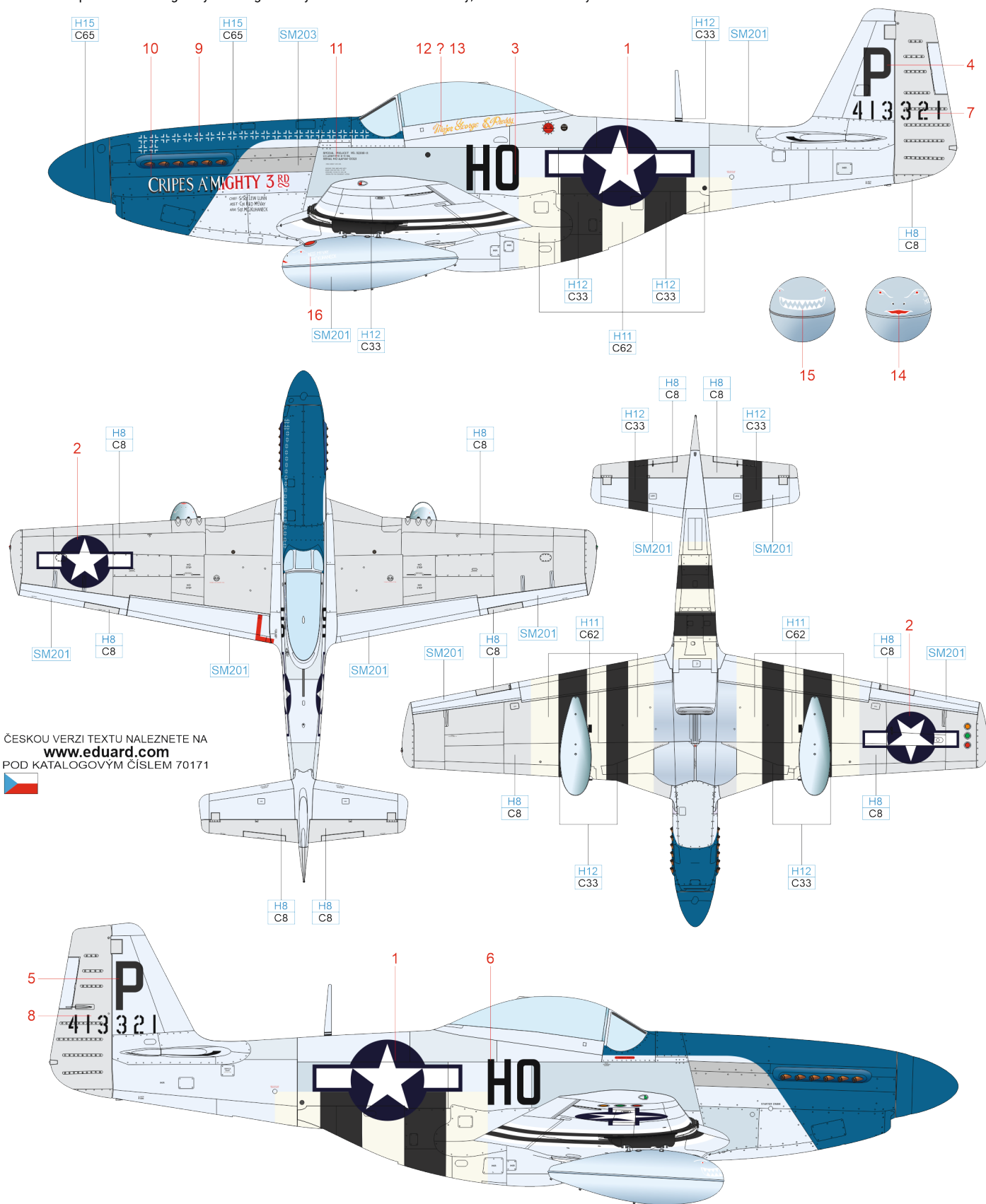
P-51D-5 ALUMINIUM LACQUER PAINTED AREAS

- NATURAL METAL FINISH
- ALUMINIUM LACQUER



A s/n 44-13321, Lt. George E. Preddy, 487th FS, 352nd FG, 8th AF, Bodney, United Kingdom, July 1944

George Earl Preddy, the future fighter ace with the highest score achieved on Mustang, was born on February 5, 1919, in Greensboro, North Carolina. He had completed the pilot training before the War and tried three times to enlist in the US Navy in 1940 unsuccessfully. Fourth time he tried to enlist in the USAAC and was accepted in 1940. He was assigned to 49th PS and dispatched to Australia after training. Flying P-40Es in the defense of Darwin he was credited with two Japanese airplanes damaged. He was wounded in a mid-air collision in July 1942 and sent back to the United States. As of September 1943, his next combat assignment awaited him in Europe with 352nd FG, where he was flying P-47s. In April, the unit converted to P-51 Mustangs. This aircraft lacked any camouflage and sported the blue-painted nose, same as other 352nd FG aircraft. In the photography taken at the end of July, there are already 23 kill marks painted on Preddy's aircraft nose. The plane was already missing invasion stripes on the upper side of the wing, they remained on the bottom of the wing and fuselage. In August 1944, Maj. Preddy was sent back to United States for a rest. After his return in October the same year he took command of 328th FS, part of 352nd FG. On December 25, in vee hours when chasing Fw 190 over the front line was Preddy's Mustang hit by the American anti-aircraft fire. He attempted the emergency landing nearby the anti-aircraft battery, but he was fatally wounded and crashed.



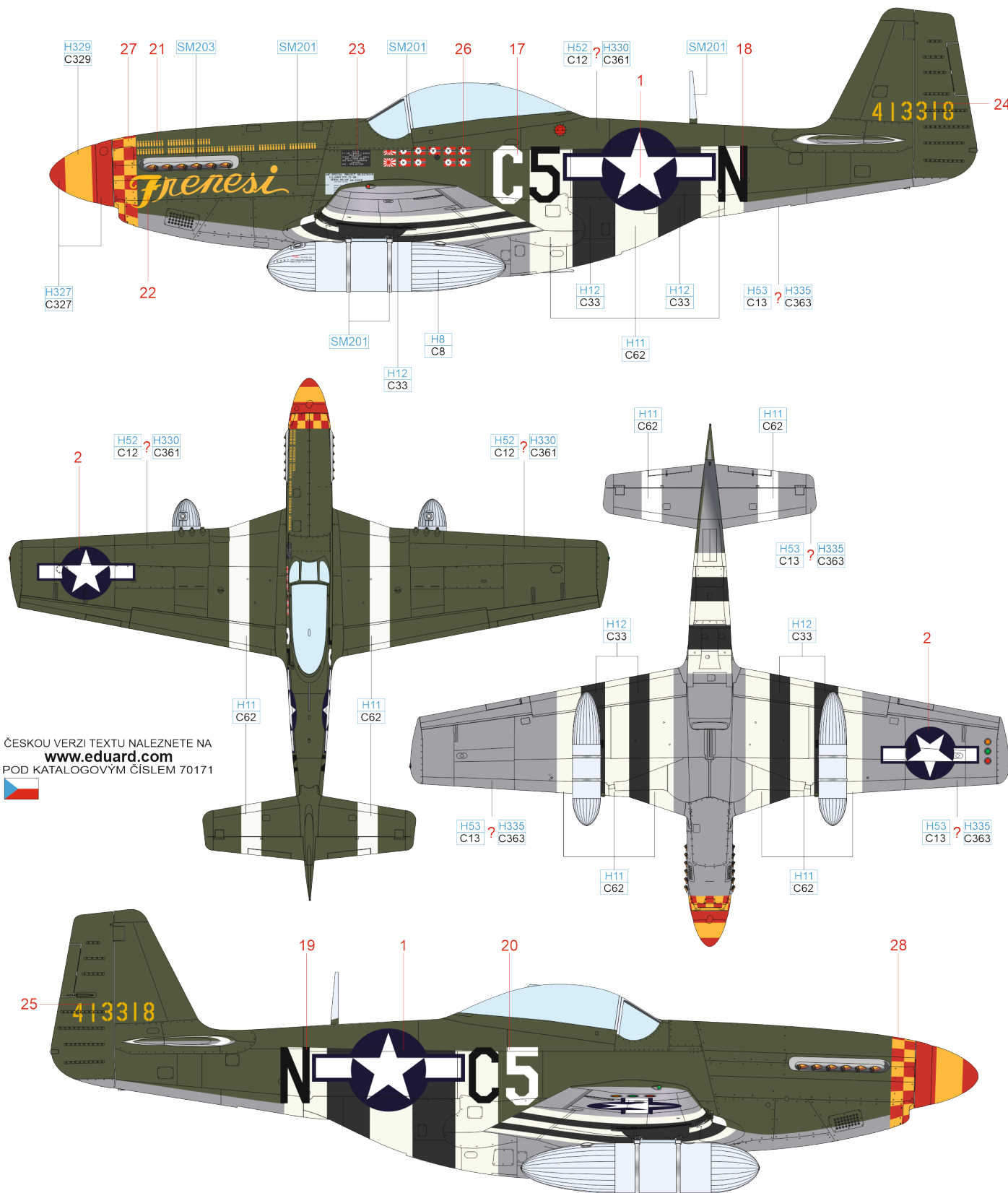
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BRIGHT BLUE H15 C65 FLAT BLACK H12 C33 FLAT WHITE H11 C62 SILVER H8 C8 SUPER FINE SILVER 2 SM201 SUPER IRON 2 SM203

B s/n 44-13318, Lt. Col. Thomas L. Hayes Jr., CO of 364th FS, 357th FG, 8th AF, Leiston, United Kingdom, August 1944

Thomas Lloyd Hayes was born on March 31, 1917, in Portland, Oregon and after his studies at the Oregon State College he enlisted in the USAAF. After the training he was assigned to 35th PG where he was flying P-40s defending Java against Japanese forces. After being wounded in combat with Zeros of 3 Kōkūtai on February 20, 1942, he was dispatched to New Guinea. There, he was assigned to 41st PS flying Airacobras. In the fall of 1942, Thomas Hayes was sent back to the USA where, in May 1943, he was assigned to 357th FG with which he completed the advanced training. Already in command of 364th FS, he was sent to Great Britain where he flew combat missions until August 11, 1944, when he was sent back to the United States. During the World War II he was credited with 8.5 aerial kills. After the World War II he remained in the service with the USAF and retired in February 1970 in the rank of Brigadier General. Lt. Col. Hayes' aircraft carried inscription *Frenesi* on the nose port side after the then popular song *Free 'n Easy*. Number of missions was depicted in form of 85 little bombs painted above the exhaust stacks. It remains unclear which camouflage paint was used on the 357th FG aircraft. Some veterans speak of the British colors Dark Green and Medium Sea Gray, surviving color photographs indicate American Olive Drab and Neutral Grey colors theory. Noses of the 357th FG aircraft were decorated with yellow-red checkerboard, propeller spinner was painted in the same colors.



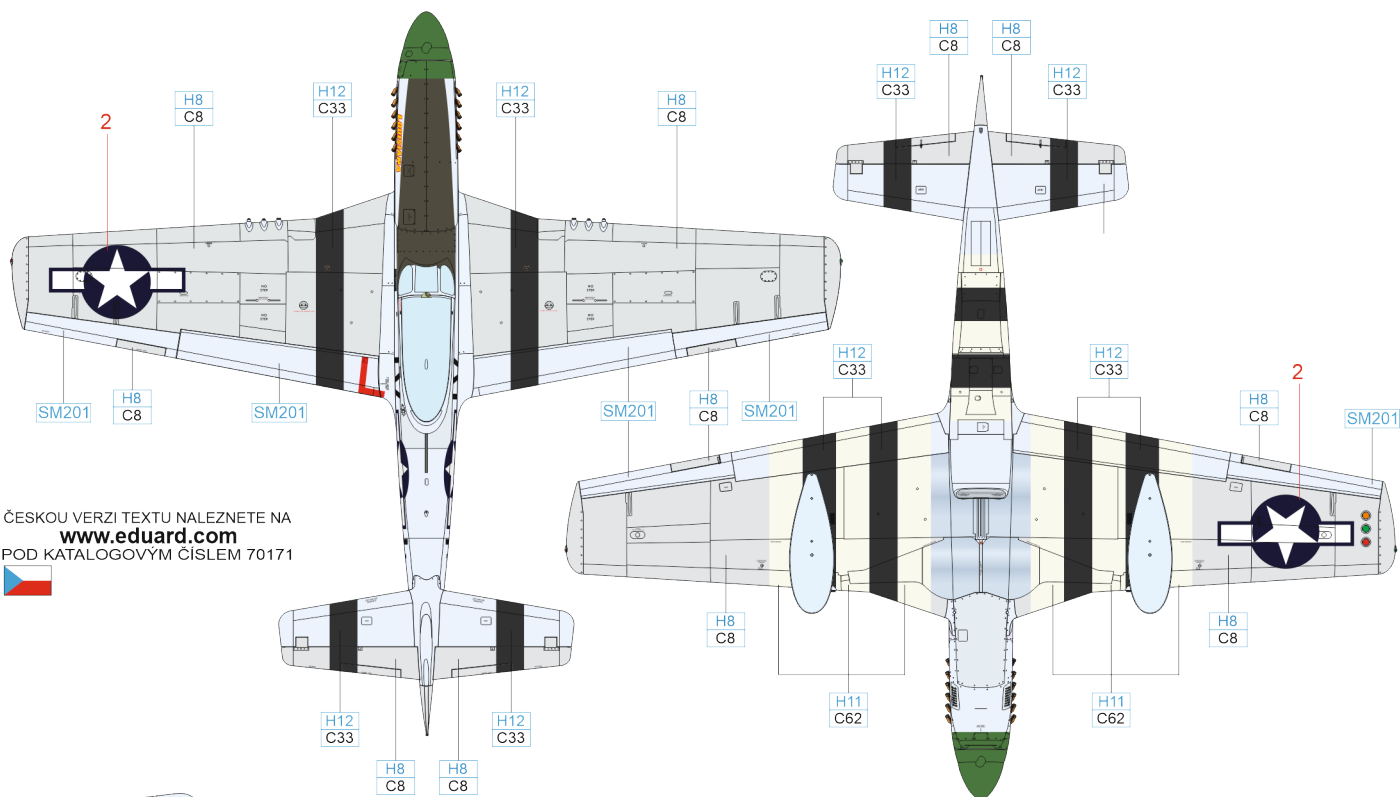
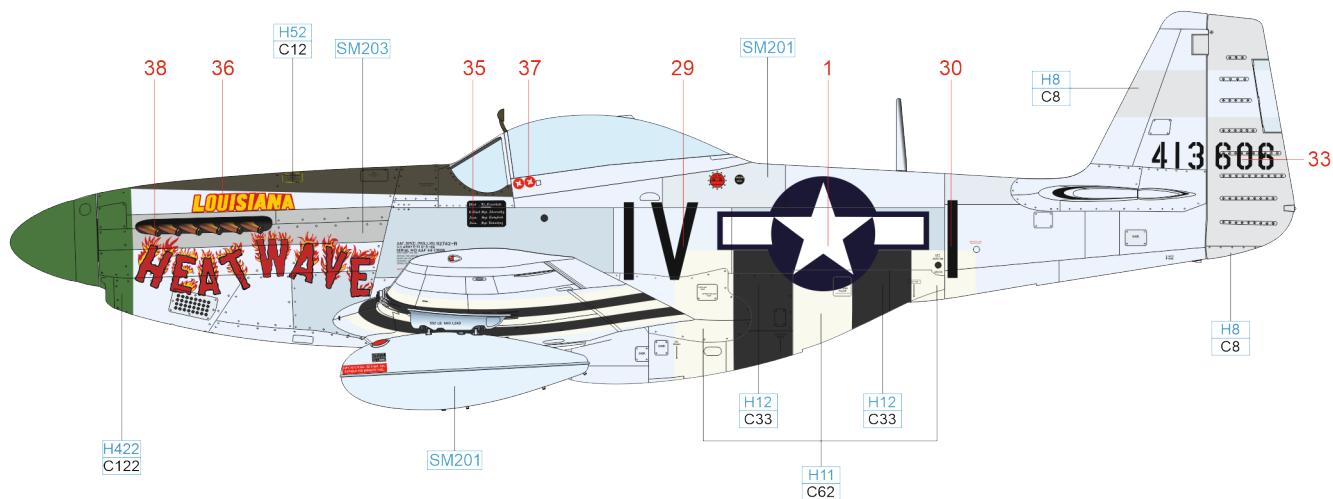
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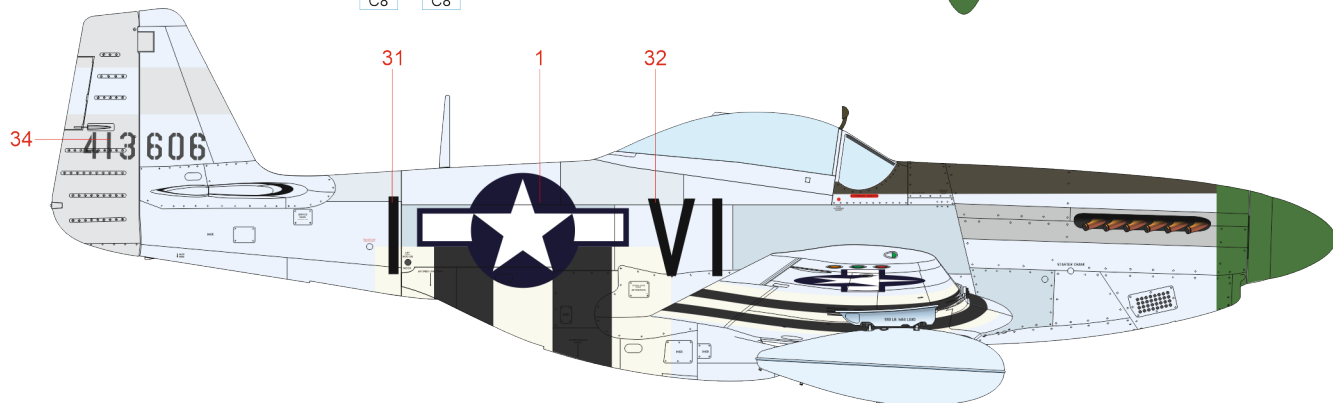
FLAT BLACK	H12 C33	FLAT WHITE	H11 C62	SILVER	H8 C8	SUPER FINE SILVER 2	SM201	SUPER IRON 2	SM203		
OLIVE DRAB	H52 C12	NEUTRAL GRAY	H53 C13	RED	H327 C327	YELLOW	H329 C329	DARK GREEN	H330 C361	MEDIUM SEAGRAY	H335 C363

C s/n 44-13606, Capt. Claude J. Crenshaw, 369th FS, 359th FG, 8th AF, East Wretham, United Kingdom, September 1944

Twenty-four years old native of Monroe in Louisiana, Claude James Crenshaw, joined the ranks of the Army Air Corps in December 1942. After his training he was assigned to 359th FG based on East Wretham in Great Britain. He completed nine-months long tour of duty there, during which he shot down seven enemies. After that, he was ordered back to the United States where he was serving as flight instructor. He also flew combat in Korea and Vietnam, retiring in 1965 with the rank of Lieutenant Colonel. The aircraft flew in its original factory finish. The green-painted nose was 359th FG marking the plane's so-called invasion stripes on the fuselage and wings were already removed as well as the black stripe painted on the vertical tail surface and the rudder.



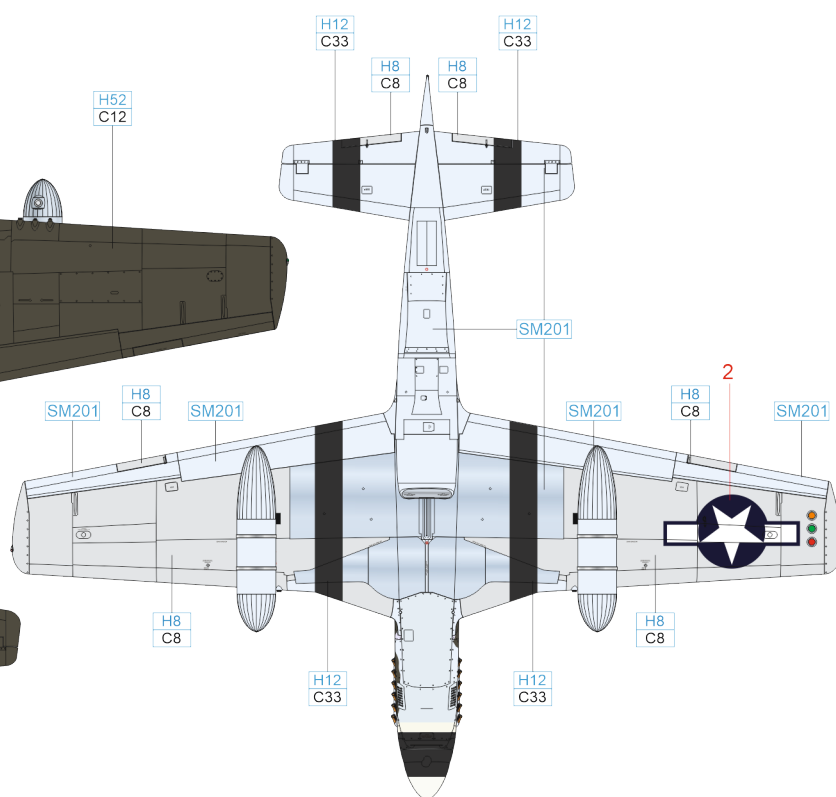
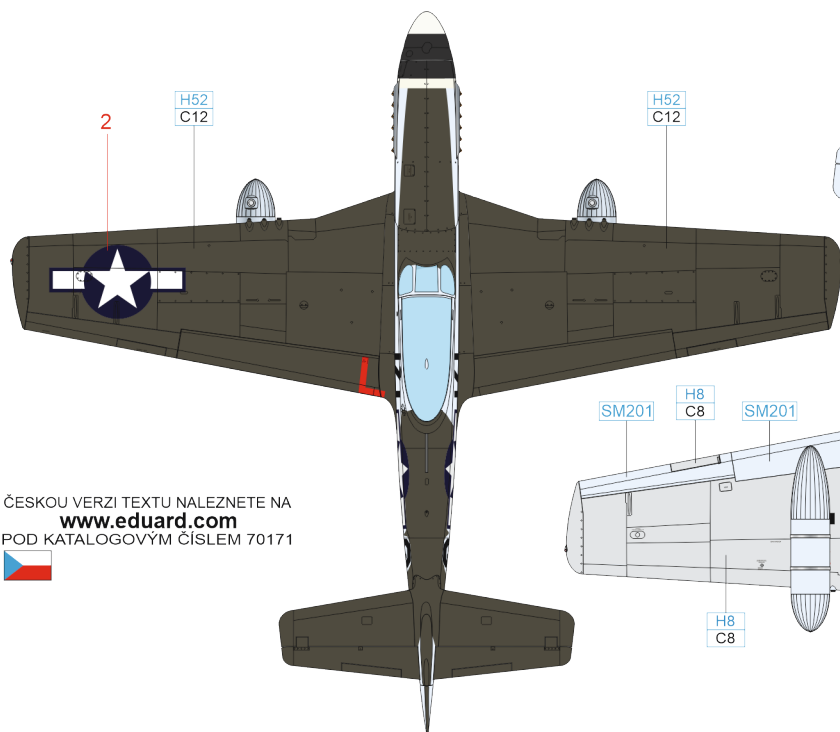
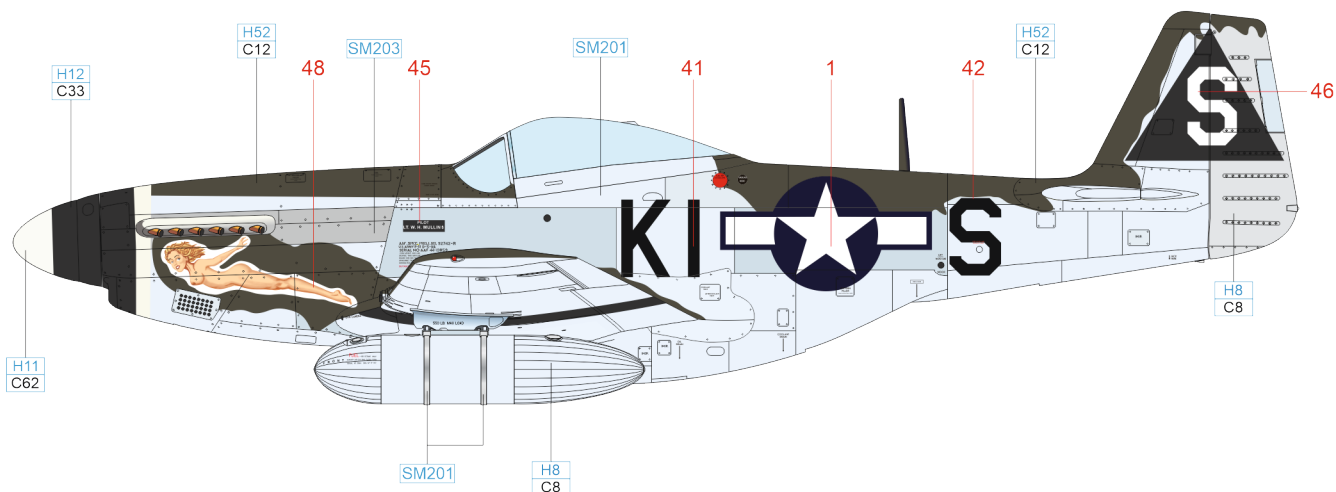
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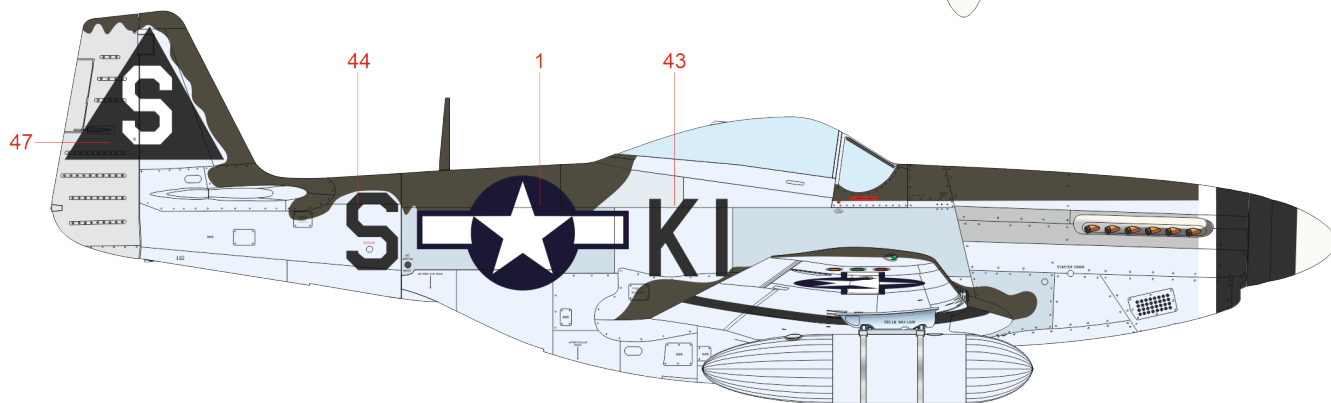
OLIVE DRAB	H52 C12	GREEN	H422 C122
FLAT BLACK	H12 C33	FLAT WHITE	H11 C62
SILVER	H8 C8	SUPER FINE SILVER 2	SM201
		SUPER IRON 2	SM203

D s/n 44-13859, Lt. Walter Mullins, 55th FS, 20th FG, 8th AF, Kings Cliffe, United Kingdom, September 1944

Besides decorating the aircraft with girlfriend's, children's or wife's names, drawings of the sparsely clad ladies decorated some aircraft noses as well. Its artistic appearance depended on the ground personnel skills, if any could be found at the unit level. One of the Mustangs that sported the "pin up girl" artwork was the aircraft belonging to 55th FS flown by Lt. Mullins. Factory finish was supplemented with the olive color coat on the fuselage and wings upper surfaces. 55th FS affiliation is further confirmed by the fuselage code KI as well as the black triangle on the vertical tail surface and the rudder carrying the plane's individual letter in white color.



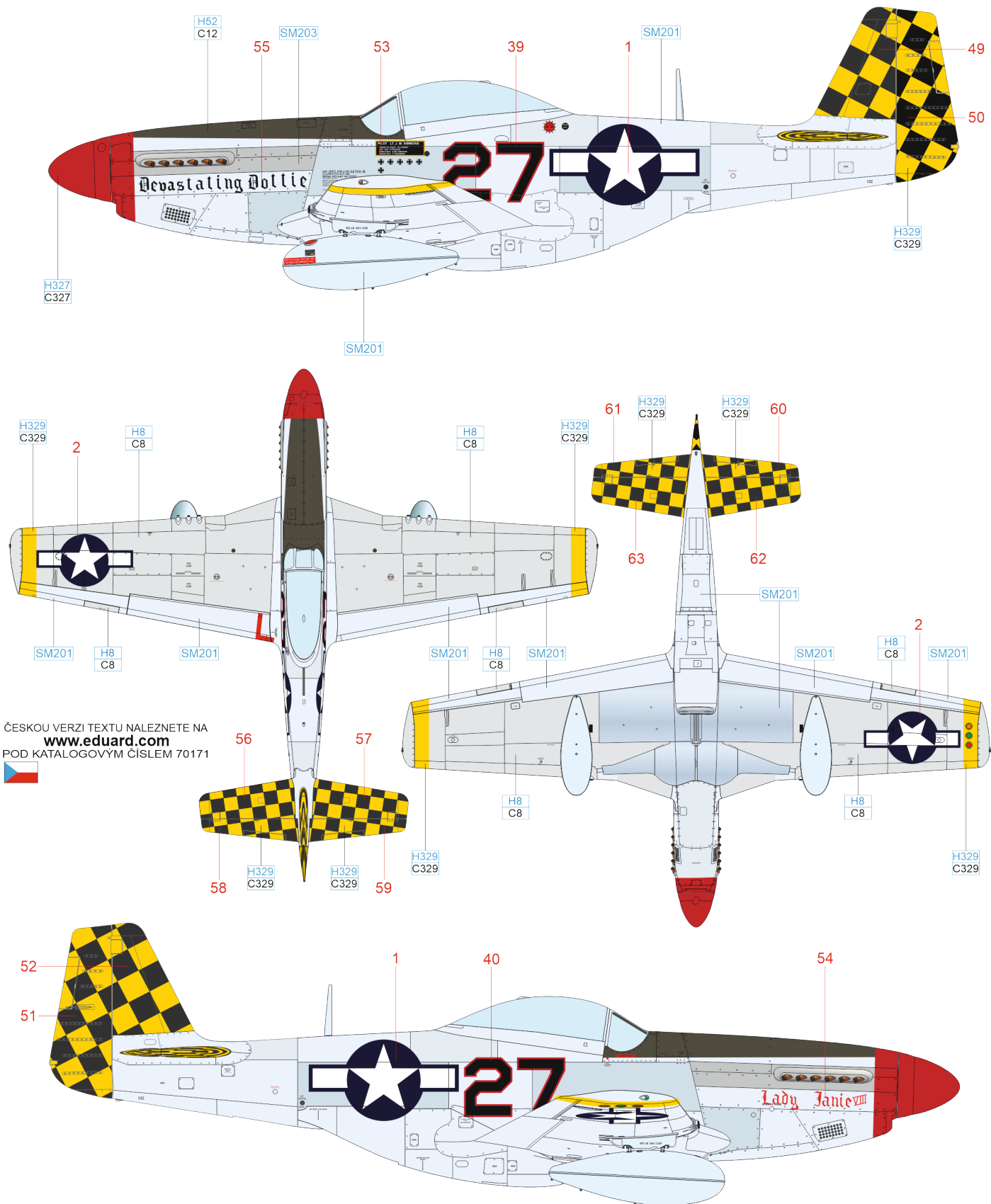
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FLAT BLACK	H12 C33	FLAT WHITE	H11 C62	OLIVE DRAB	H52 C12
SILVER	H8 C8	SUPER FINE SILVER 2	SM201	SUPER IRON 2	SM203

E s/n 44-13321, Capt. John M. Simmons Jr., 317th FS, 325th FG, 15th AF, Lesina, Italy, September 1944

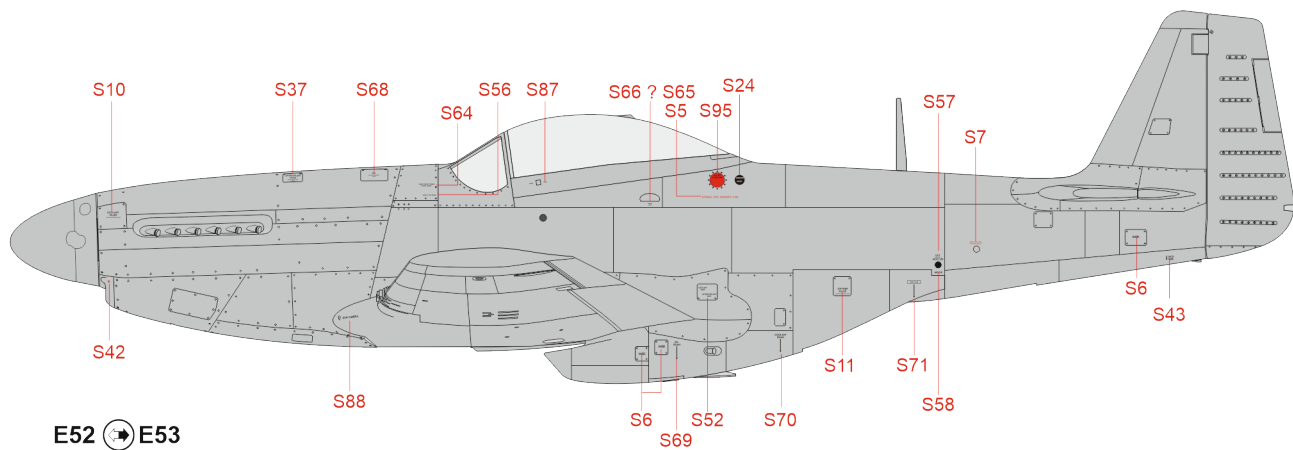
John Mack Simmons, native of Gadsden in Alabama, joined army reserves in June 1942 and in January 1943 started his pilot's training. After the graduation he was dispatched to 317th FS in the Italian theater. From the second half of April, he flew P-47s with this unit, in May, the whole 325th FG was re-equipped with superior Mustangs. While flying combats during the World War II, John Simmons shot down seven enemy aircraft and after it he remained in the USAF service. On January 18, 1961, he perished in the T-33 crash during the final approach. Since their African assignment the 325th FG aircraft were marked with yellow-black checkerboard painted on the tail surfaces to distinguish them from the bombers they covered, and which gave them the nickname Checkertails. The checkers' dimensions were 10 by 10 inches. The plane marked with number 27 carried the inscription *Devastating Dottie* on the port side of the nose, the starboard side sported the name *Lady Janie VIII* as all the aircraft of crew chief Ebert.



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OLIVE DRAB	H52 C12	RED	H327 C327	YELLOW	H329 C329
SILVER	H8 C8	SUPER FINE SILVER 2	SM201	SUPER IRON 2	SM203



E52 → E53

