F-6D/K

eduard

1/48 Scale Plastic Model Kit

item No. 82103

ProfiPACK edition

The P-51 Mustang is regarded to be one of the best pursuit aircraft of all time and although an American design, it owes a lot to Great Britain for its genesis. Mustangs served primarily as an escort fighters but proved their qualities also as a strafer or reconnaissance planes.

It was in early 1940, when British Buying Committee asked North American Aviation (NAA) to build the Curtiss P-40s for the RAF but NAA president James Kindelberger offered development of a much better plane instead. Britons agreed and the design team led by chief designer Edward Schmued, who was, by the way, a German immigrant with Austrian roots, did not waste time. 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 (857 kW) was chosen for the new fighter. The designers did their best to create as narrow and sleek a fuselage as possible around it to lower the drag. For the same reason, the laminar flow airfoil was used for very first time on a production aircraft. On the other hand, such a profile requires clean wing surface, so it was puttied and smoothed by sanding. Another design novelty was the radiator belly under the fuselage, providing some additional thrust thanks to the Meredith effect. The armament consisted of two guns in the nose and four in the wings, all of them were .50 caliber Brownings (while the British Mk.Ia version had four 20mm cannons in the wings). Britons chose the name Mustang for the new aircraft, later adopted by USAAF as well. The RAF received their first Mustangs Mk.I in October 1941. The performance was found satisfactory, as it was faster than the Spitfire Mk.V and provided more than double range. On the other side, its engine reached maximum power at only 11,800 ft (3,597 m) as it was fitted with single-stage one-speed supercharger only. Above this level the engine performance decreased rapidly. As the aerial combats over Europe occurred at much higher altitude, 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 by contracts to buy P-40, P-39 and P-38 pursuits), asked the NAA to convert the Mustang to a dive bomber version with wing dive brakes (the A-36 Apache variant) and also started to use the new type for reconnaissance and photo-reconnaissance purposes.

Merlin magic

To solve the high-altitude weakness, the work had begun in Britain to fit the Mustang with the two-stage two-speed supercharged Merlin engine. The trials of the Mustang X prototype revealed maximum speed of 433 mph (697 km/h) at 22,000 ft (6700 m) which was 100 mph (161 km/h) faster than Mustang Mk.I. Thanks to that, NAA started the design work using Packard V-1650-1 (license-built Merlin 61), but as the Packard unit sported some design changes, it was not possible to fit the resulting Mustangs with original Merlins. The needed aftercooler for a two-stage supercharger required a bigger radiator duct and the carburetor intake was moved from above to underneath the nose. Another main change was 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. Also, the supplies to RAF continued as Mustang Mk.III. After just a handful of these new Mustangs were produced, the commander of US Air Forces in Europe, General Henry Arnold, called for an even greater range and NAA responded with an additional 85-gallon tank installed behind the pilot's seat.
The P-51B/C were great fighters but lacked backward view and suffered with gun jamming. The RAF proposed a partial solution to the visibility issue with the "Malcolm Hood", a semi-bubble canopy, but the NAA design team decided to rework the Mustang again. The main change comprised a new bubble canopy and a lowered rear fuselage. The wing was also reworked to accommodate six .50 cal guns and the new arrangement of ammo chutes that eliminated the jam problem. Together with some other changes the new P-51D 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 Hamilton Standard alloy propellers used on Merlin powered P-51s, the Dallas Factory was then fitting their Mustangs with steel Aeroproduct ones with hollow blades. These aircraft were designated P-51K.

This kit: F-6D

During WW2, the USAAF used fifteen different aircraft specifically created for photo reconnaissance or mapping duties. These aircraft were designated with the F prefix (phonetically for Photo, as the P was already used for Pursuit planes). The Mustang received the F-6 designation and 481 of these were manufactured. The production started in July 1941 with F-6A variant based on the initial Allison powered P-51A and culminated with F-6D and F-6K based on their appropriate pursuit variants (P-51D and P-51K). Special fuselage openings and housings were created at the factory and the aircraft were sent to the modification centers for their cameras and other special equipment fitting. For photo reconnaissance purposes, two K-24 cameras were fitted, first one being oblique, placed in the rear section of the fuselage on port side, pointing to the left rear of the airplane, the other one was mounted underneath as a vertical camera. There were also changes in radio or oxygen system installations (the long-range oxygen system was fitted). Altogether 136 of F-6D and 164 of F-6K were built. Later, a few P-51Ds were converted to the recce standard becoming FP-51D and RF-51D. The reconnaissance Mustangs were used in all regions of USAAF operations and, as the guns and flight performance were retained, they did not need any fighter escort. Thanks to that, several of the recce Mustang pilots recorded aerial victories, led by William A. Shomo, with eight victories to his tally.

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 započetím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobre 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. SYMBOLY ✶ INSTRUKTION SINNBILDEN ✶ SYMBOLES ✶ 記号の説明

OPTIONAL VOLBA

BEND OHNOUT

SAND BROUSIT

OPEN HOLE VYVRTAT OTVOR

SYMETRICAL ASSEMBLY SYMETRICKÁ MONTÁŽ

REMOVE ODŘÍZNOUT

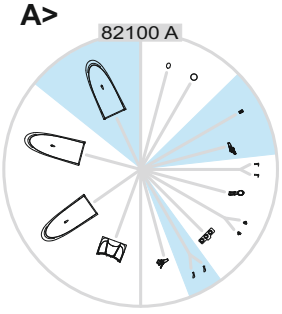
REVERSE SIDE OTOČIT

APPLY EDUARD MASK AND PAINT POUŽÍT EDUARD MASK NABARVIT

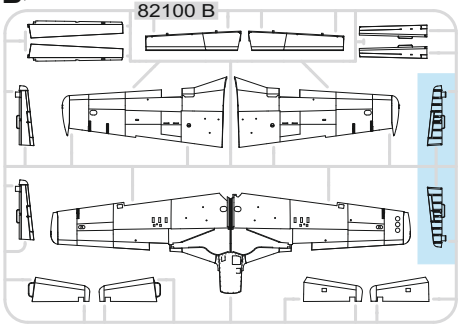
PARTS ✶ DÍLY ✶ TEILE ✶ PIÈCES ✶ 部品

PLASTIC PARTS

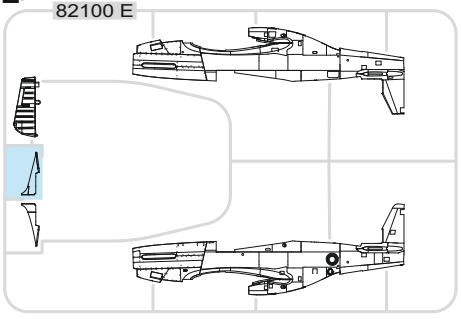
A>



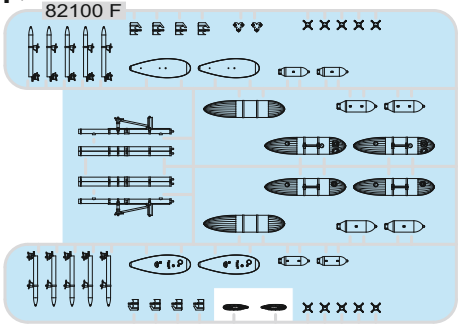
B>



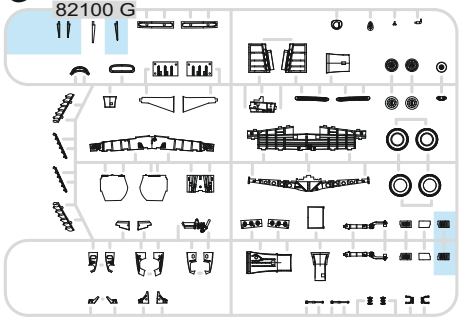
E>



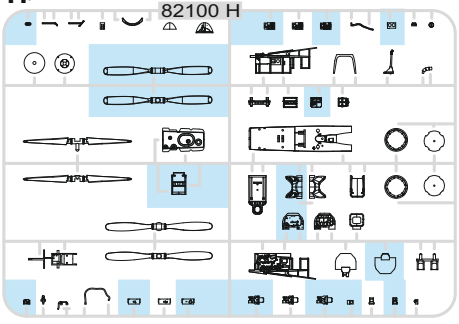
F>



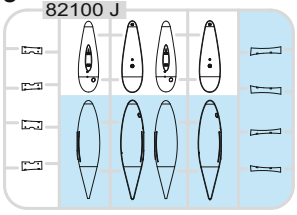
G>



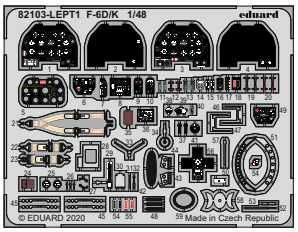
H>

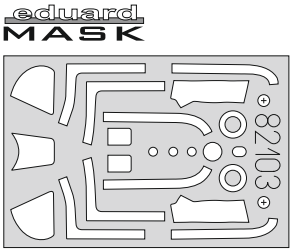


J>



PE - PHOTO ETCHED DETAIL PARTS



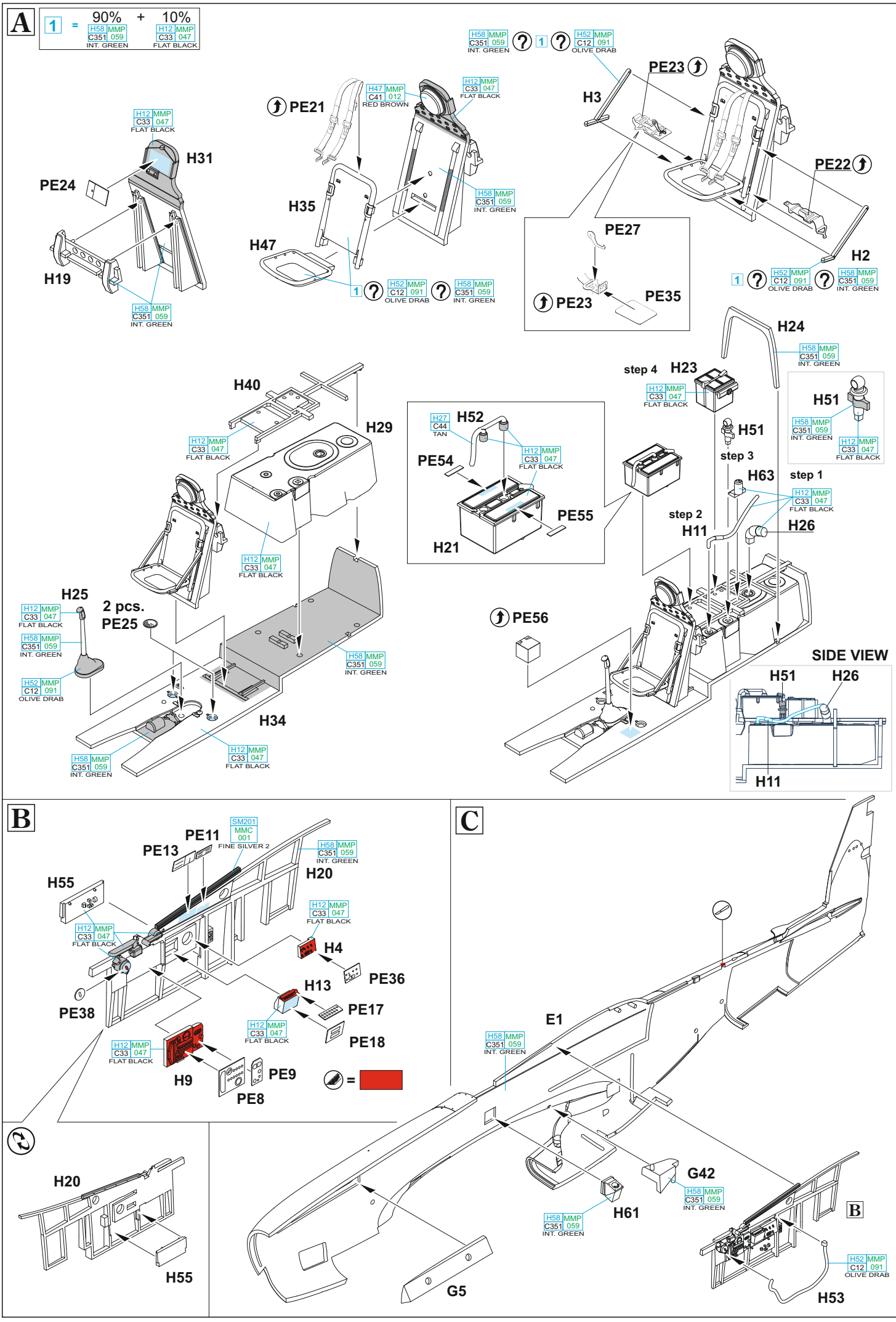


-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

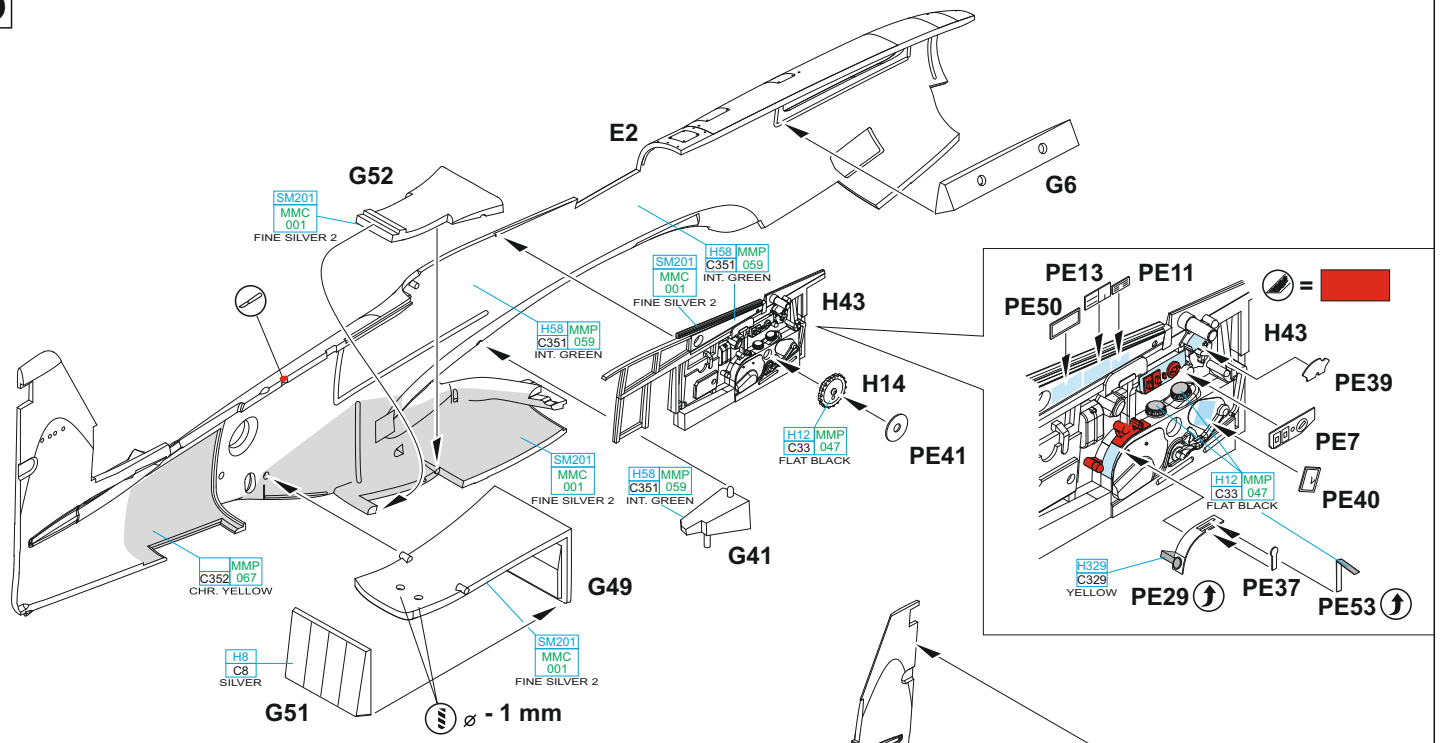
COLOURS ✶ BARVY ✶ FARBEN ✶ PEINTURE ✶ 色

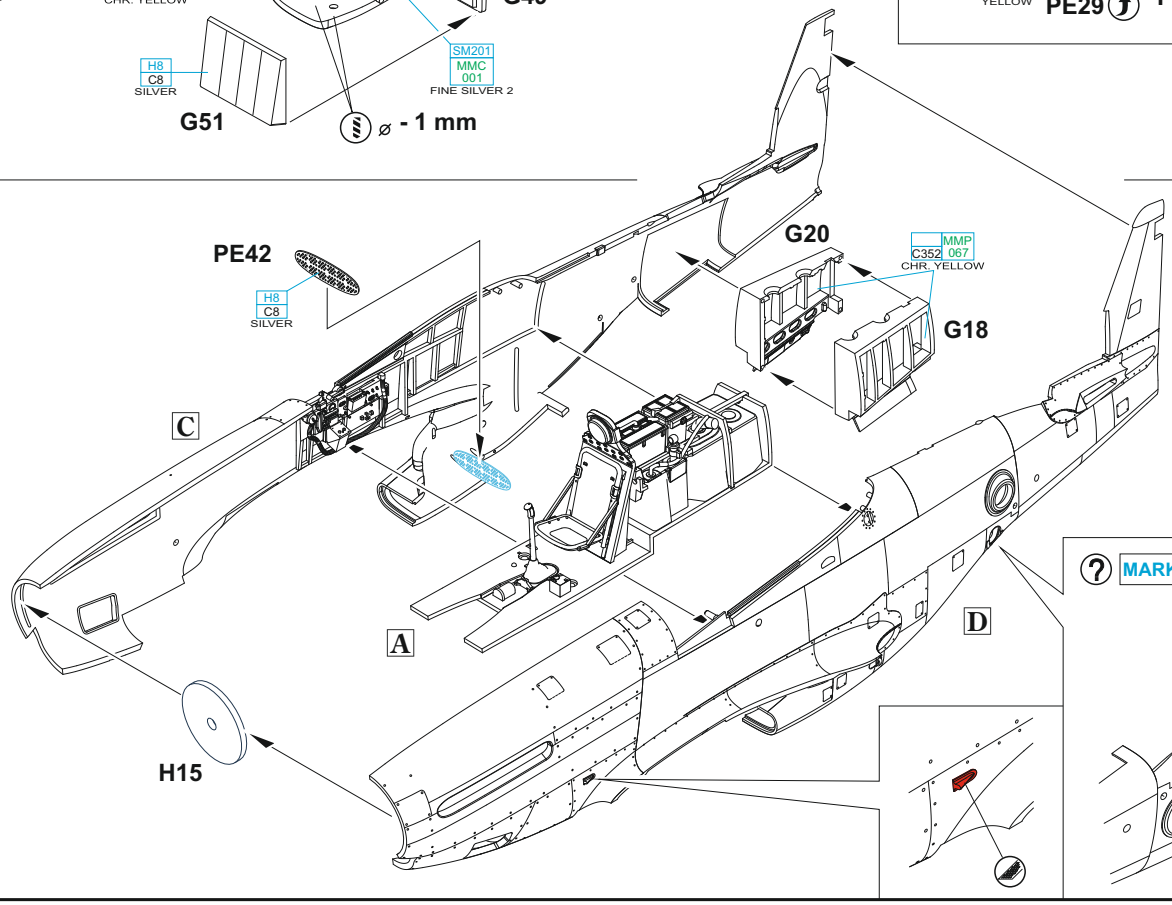
GSi Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H1	C1	MMP-001	WHITE
H8	C8		SILVER
H12	C33	MMP-047	FLAT BLACK
H27	C44		TAN
H37	C43		WOOD BROWN
H47	C41	MMP-012	RED BROWN
H52	C12	MMP-091	OLIVE DRAB
H58	C351	MMP-059	INTERIOR GREEN
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED

GSi Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
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%
H58 MMP C351 059 INT. GREEN
H12 MMP C33 047 FLAT BLACK
PE24
H31
H19
H35
H47
PE21
H47 MMP C41 012 RED BROWN
H52 MMP C12 091 OLIVE DRAB
PE23
H3
PE22
H2
PE27
PE35
H24
step 4
H23
H51
step 3
H63
step 1
step 2
H11
H26
H40
H29
H25
2 pcs.
PE25
H34
H27 H52 TAN
PE54
PE55
H21
PE56
SIDE VIEW
B
PE11
PE13
SM201 MMC 001 FINE SILVER 2
H55
H20
H4
PE36
H13
PE17
PE18
PE38
H9
PE9
PE8
C
E1
G42
H61
G5
H53
H20
H55

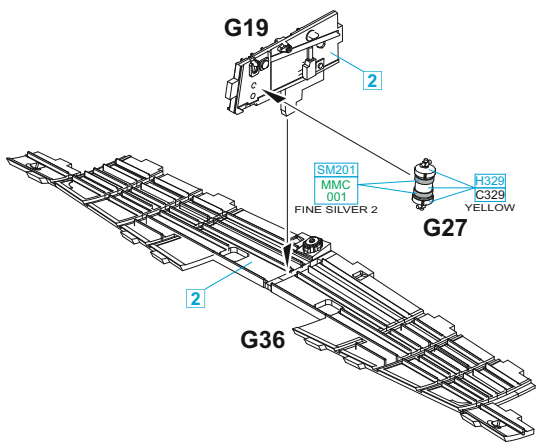
D

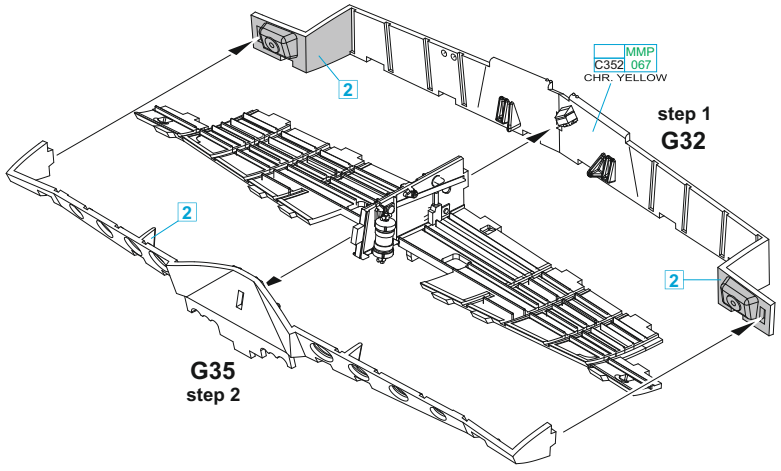


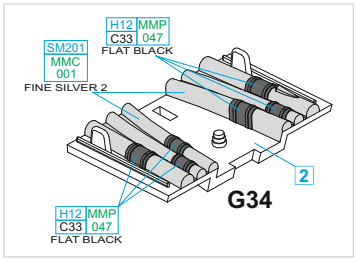


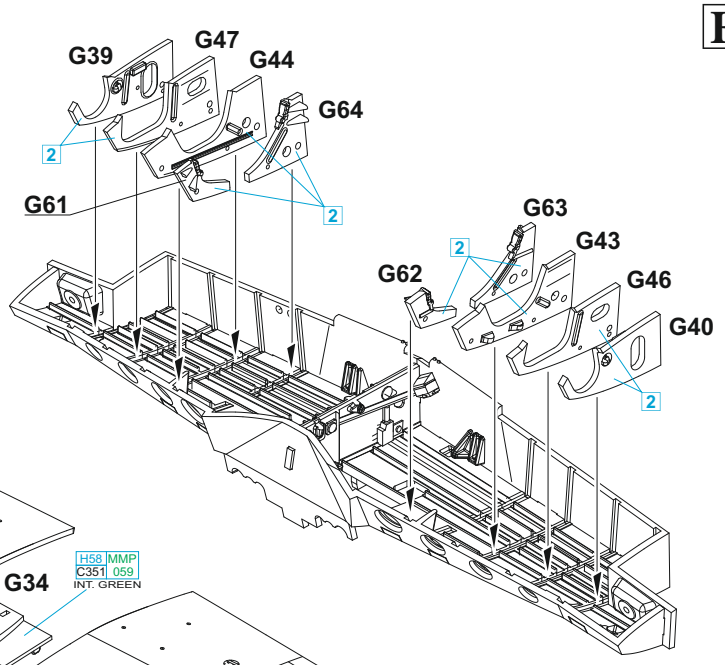
2 = SM201 MMC 001 FINE SILVER 2 - MARKINGS B;C;F

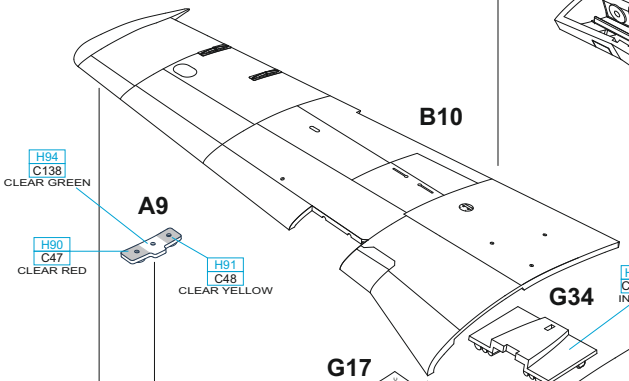
2 = MMP C352 067 CHR. YELLOW - MARKINGS A;D;E

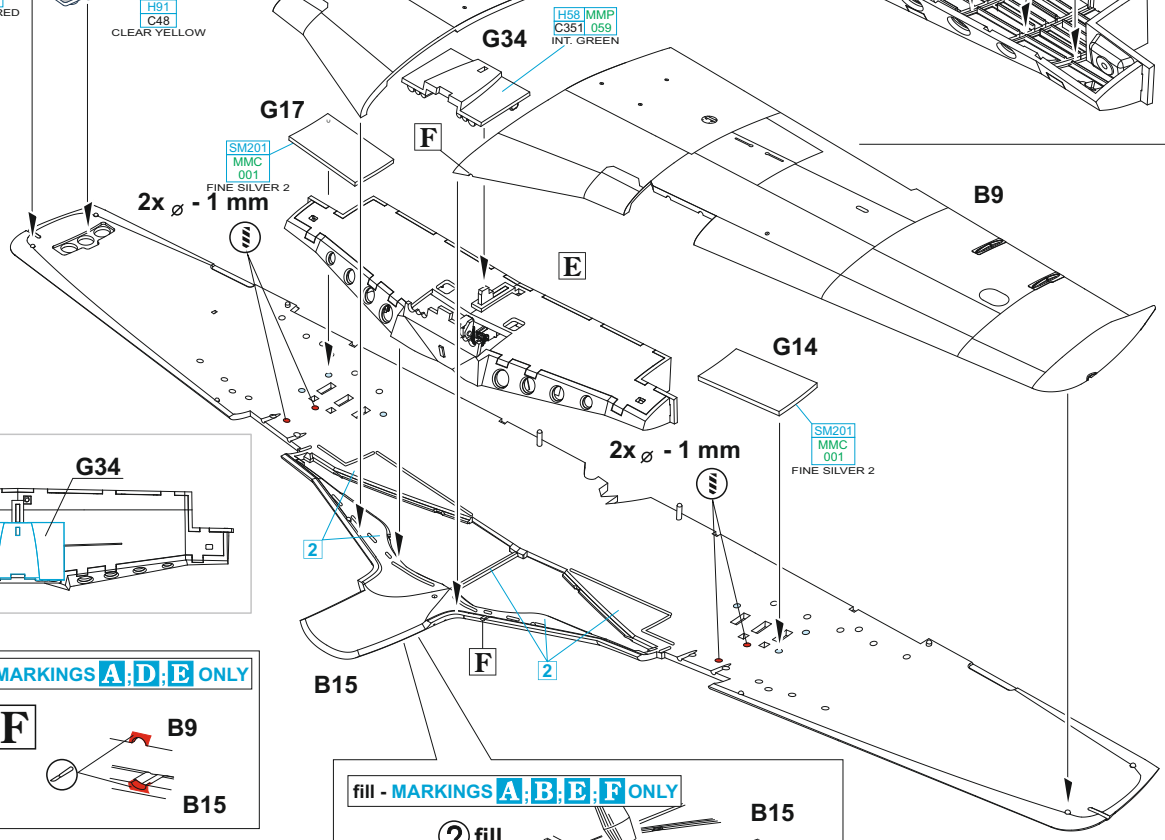





H12 MMP C33 047
FLAT BLACK
SM201 MMC 001
FINE SILVER 2
2
G34
H12 MMP C33 047
FLAT BLACK

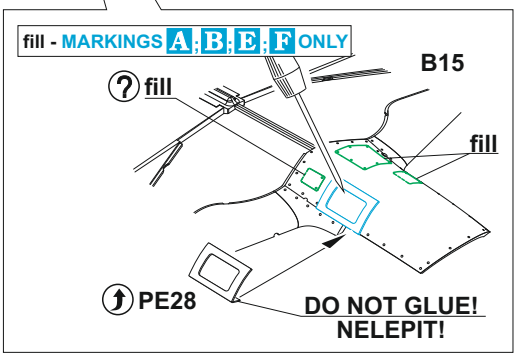

E
G39
G47
G44
G64
2
G61
2
G63
2
G43
G62
G46
G40
2


B10
H94 C138
CLEAR GREEN
A9
H90 C47
CLEAR RED
H91 C48
CLEAR YELLOW

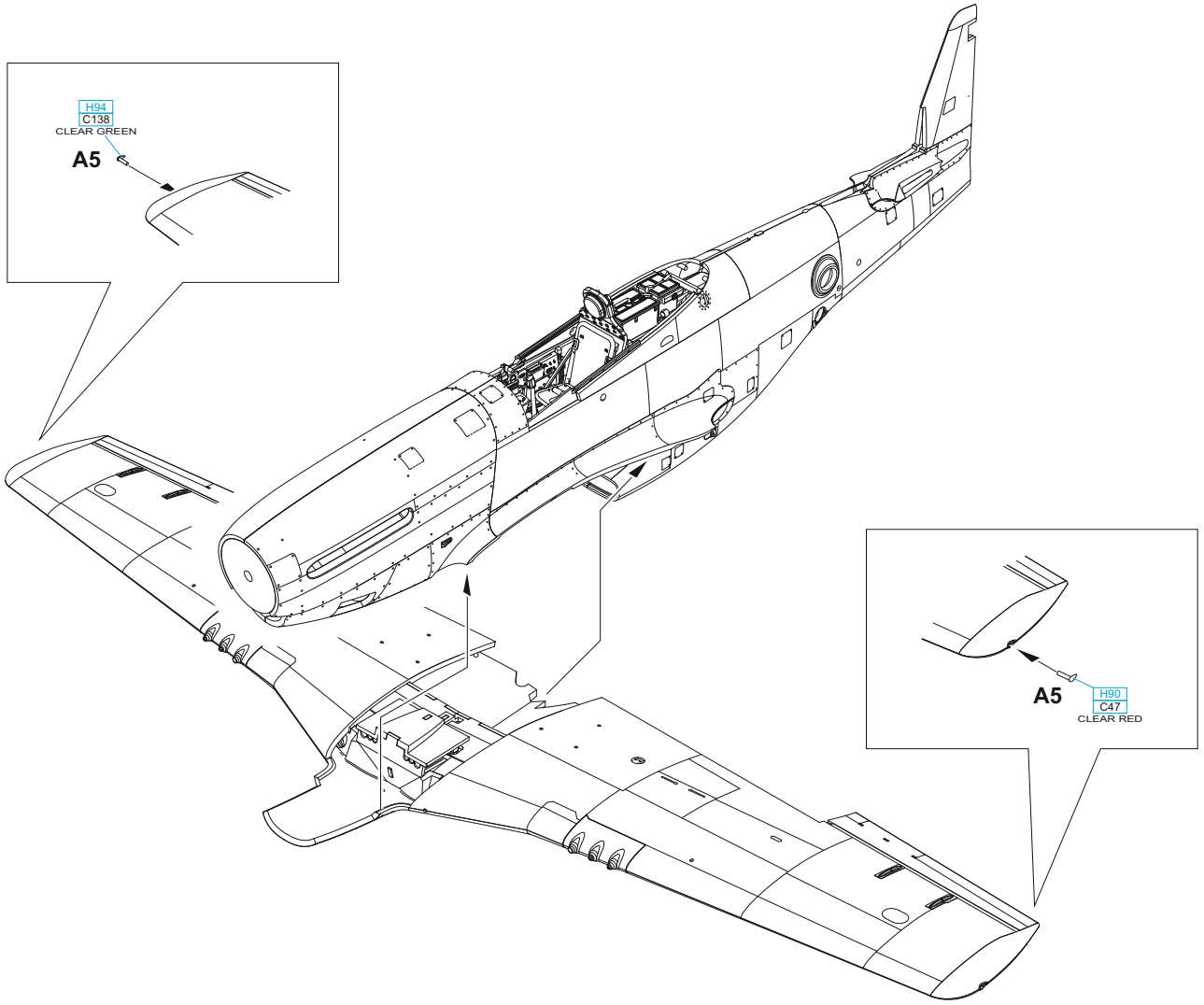

H58 MMP C351 059
INT. GREEN
G34
G17
F
SM201 MMC 001
FINE SILVER 2
2x ⌀ - 1 mm
B9
E
G14
2x ⌀ - 1 mm
SM201 MMC 001
FINE SILVER 2
2
F
2
B15

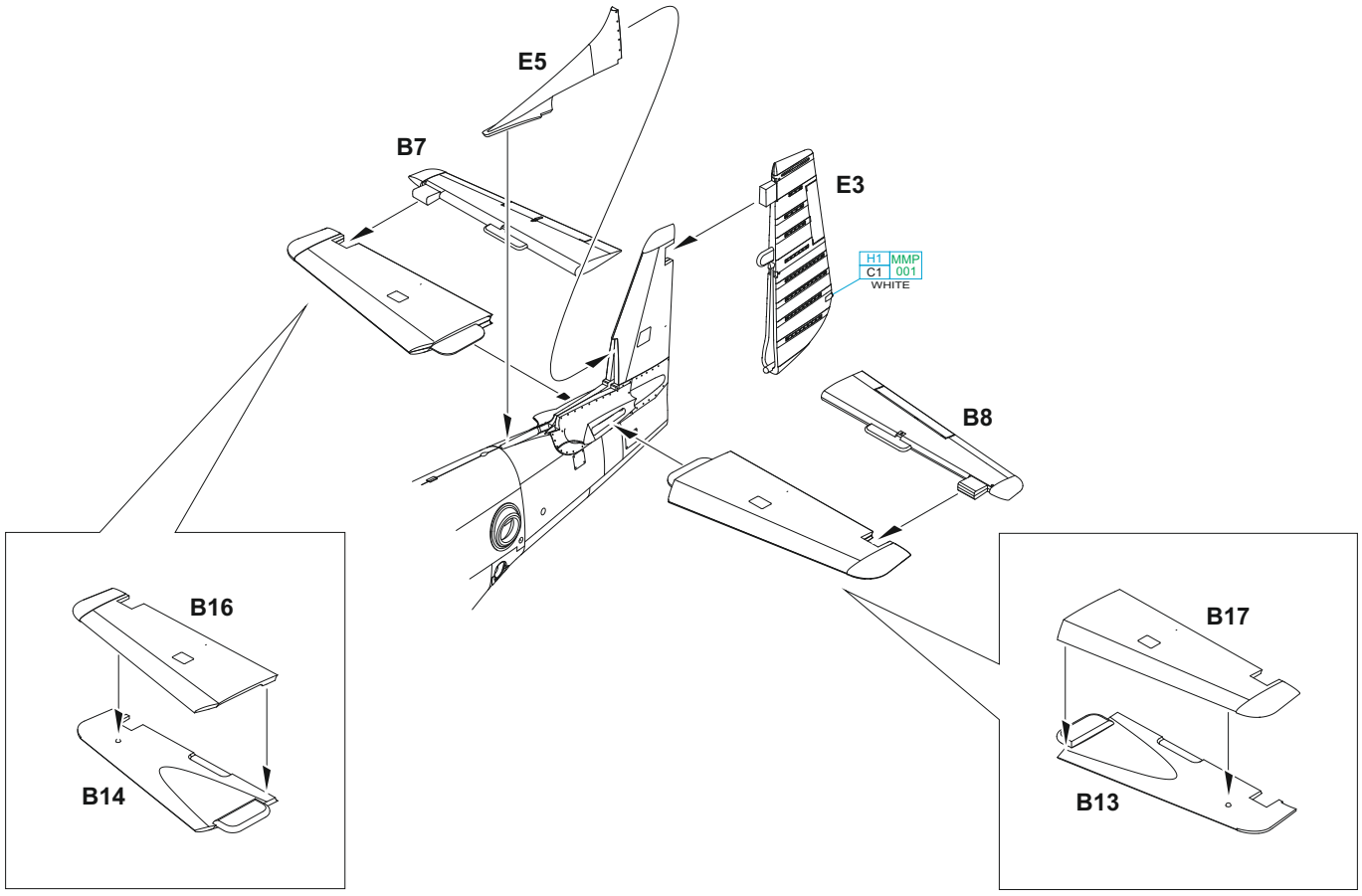
UPPER VIEW
G36
G34

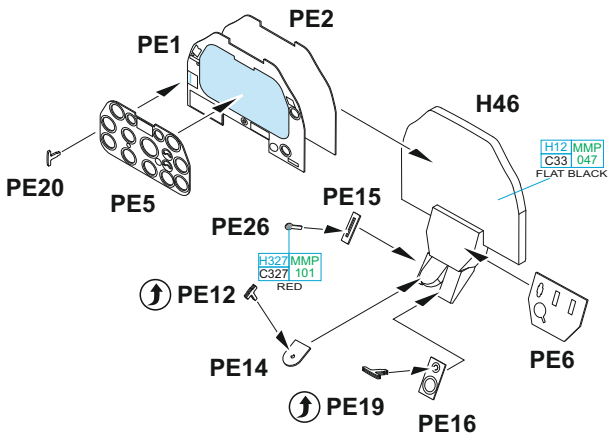
MARKINGS A;D;E ONLY
F
B9
B15

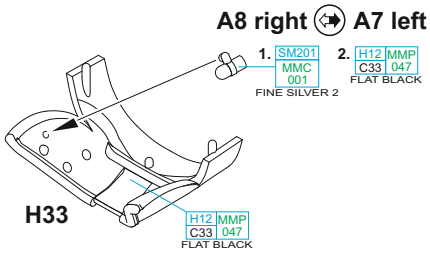

fill - MARKINGS A;B;E;F ONLY
B15
fill
fill
PE28
DO NOT GLUE!
NELEPIT!

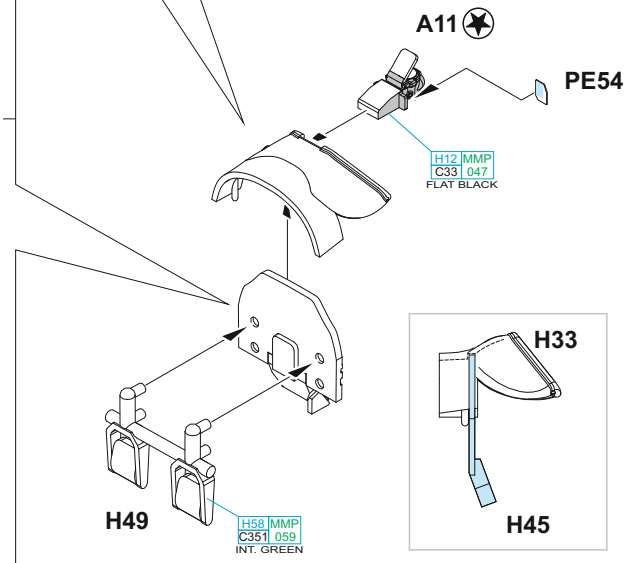
fill
B6
G50
MC214 MMM 001
DARK IRON
B5
MC214 MMM 001
DARK IRON
G48

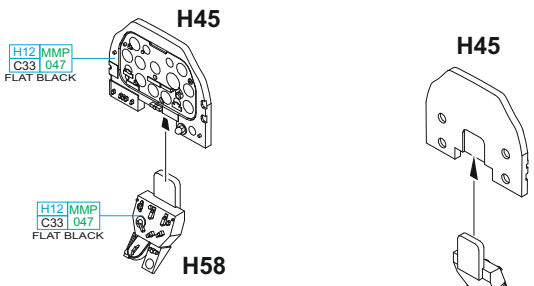

H94
C138
CLEAR GREEN
A5
A5
H90
C47
CLEAR RED


E5
B7
E3
H1 MMP
C1 001
WHITE
B8
B16
B14
B17
B13

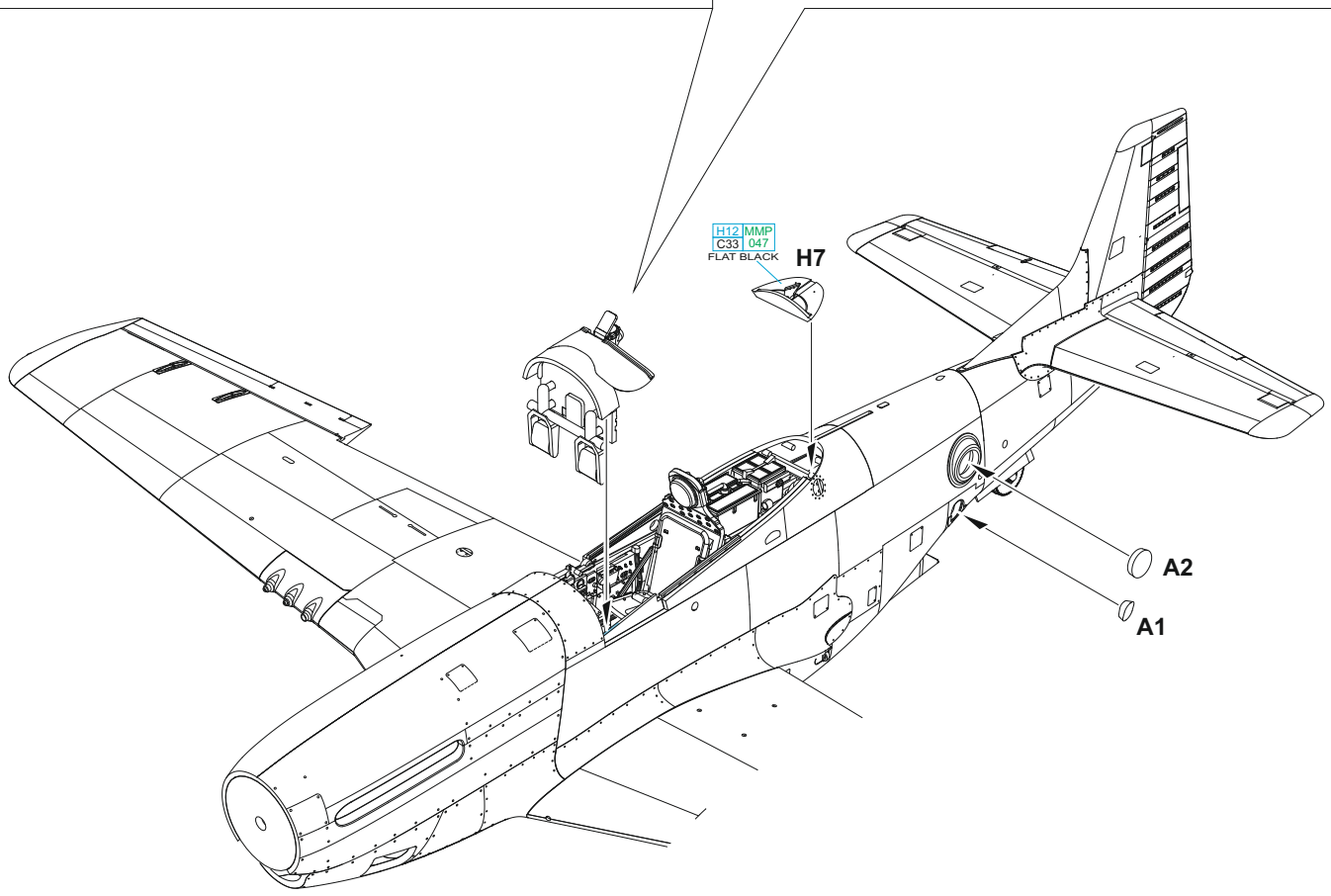


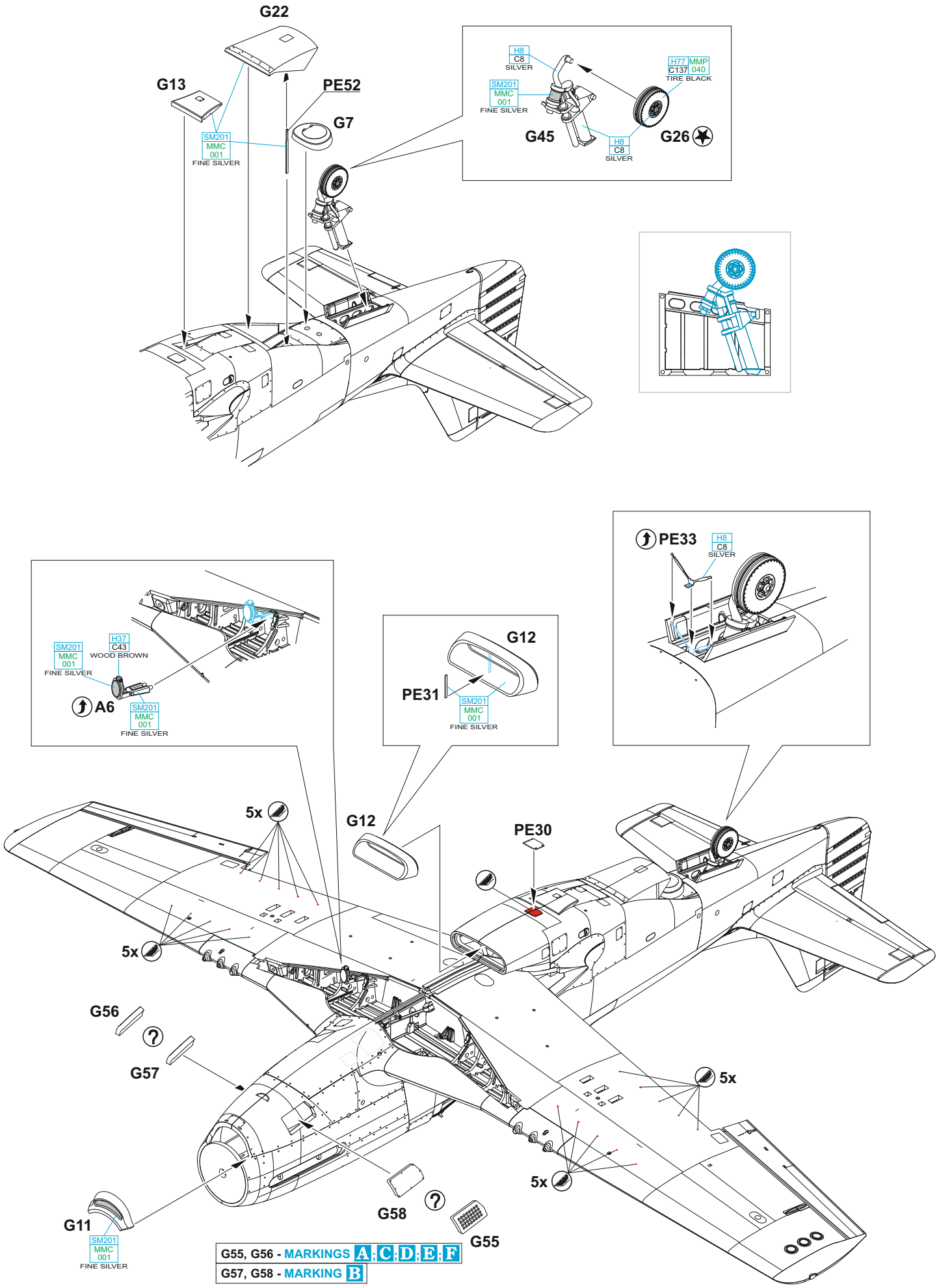




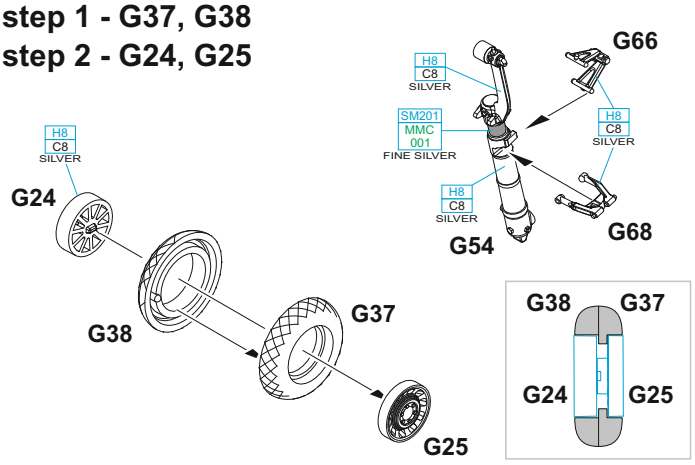


OPTIONAL: decals 58, 60, 62, 63, 64

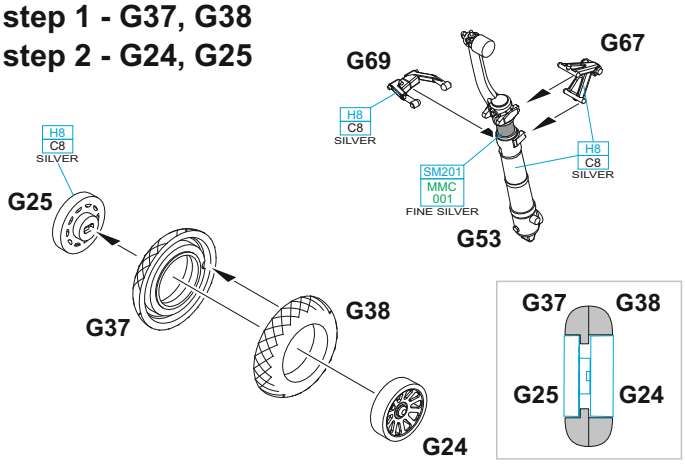



G22
G13
PE52
G7
SM201
MMC
001
FINE SILVER
H8
C8
SILVER
H77
C137
MMP
040
TIRE BLACK
SM201
MMC
001
FINE SILVER
G45
H8
C8
SILVER
G26
PE33
H8
C8
SILVER
H37
C43
WOOD BROWN
SM201
MMC
001
FINE SILVER
A6
SM201
MMC
001
FINE SILVER
G12
PE31
SM201
MMC
001
FINE SILVER
5x
G12
PE30
5x
G56
G57
5x
5x
G11
SM201
MMC
001
FINE SILVER
G58
G55
G55, G56 - MARKINGS A;C;D;E;F
G57, G58 - MARKING B

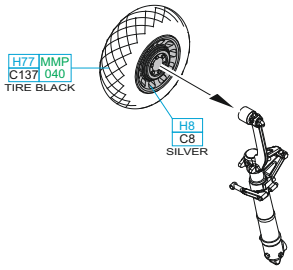
step 1 - G37, G38
step 2 - G24, G25



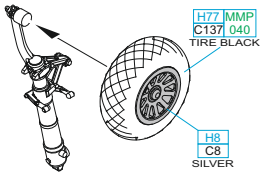
step 1 - G37, G38
step 2 - G24, G25



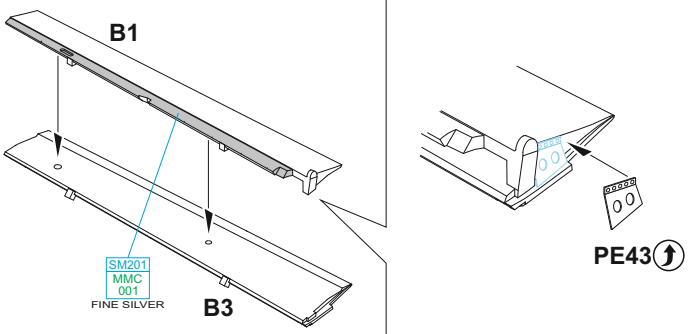
F



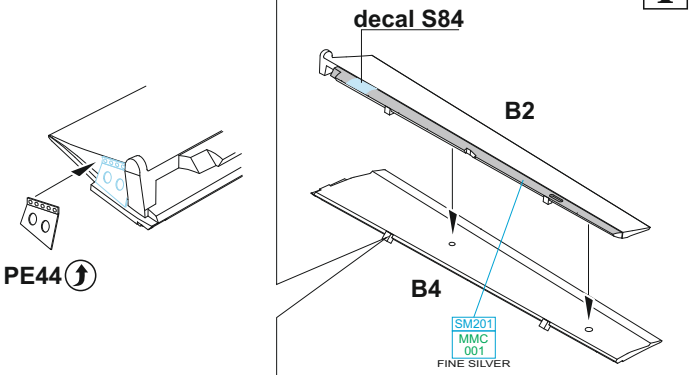
G

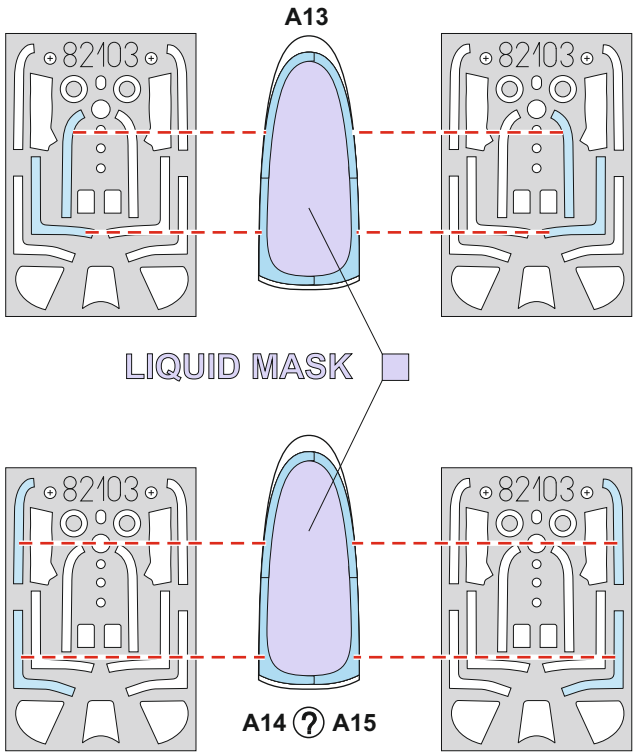


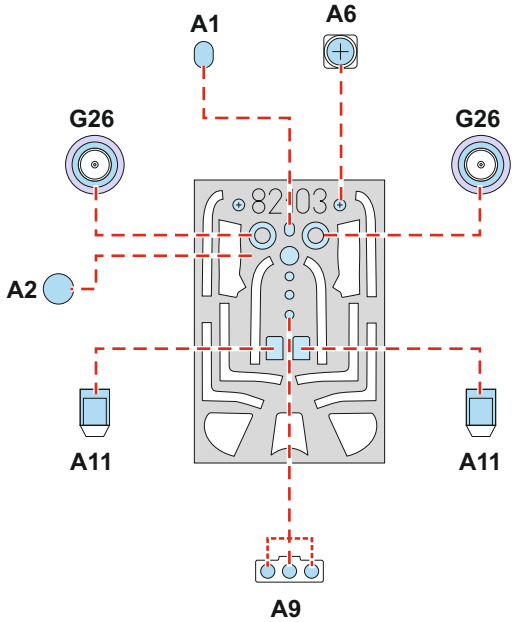
H

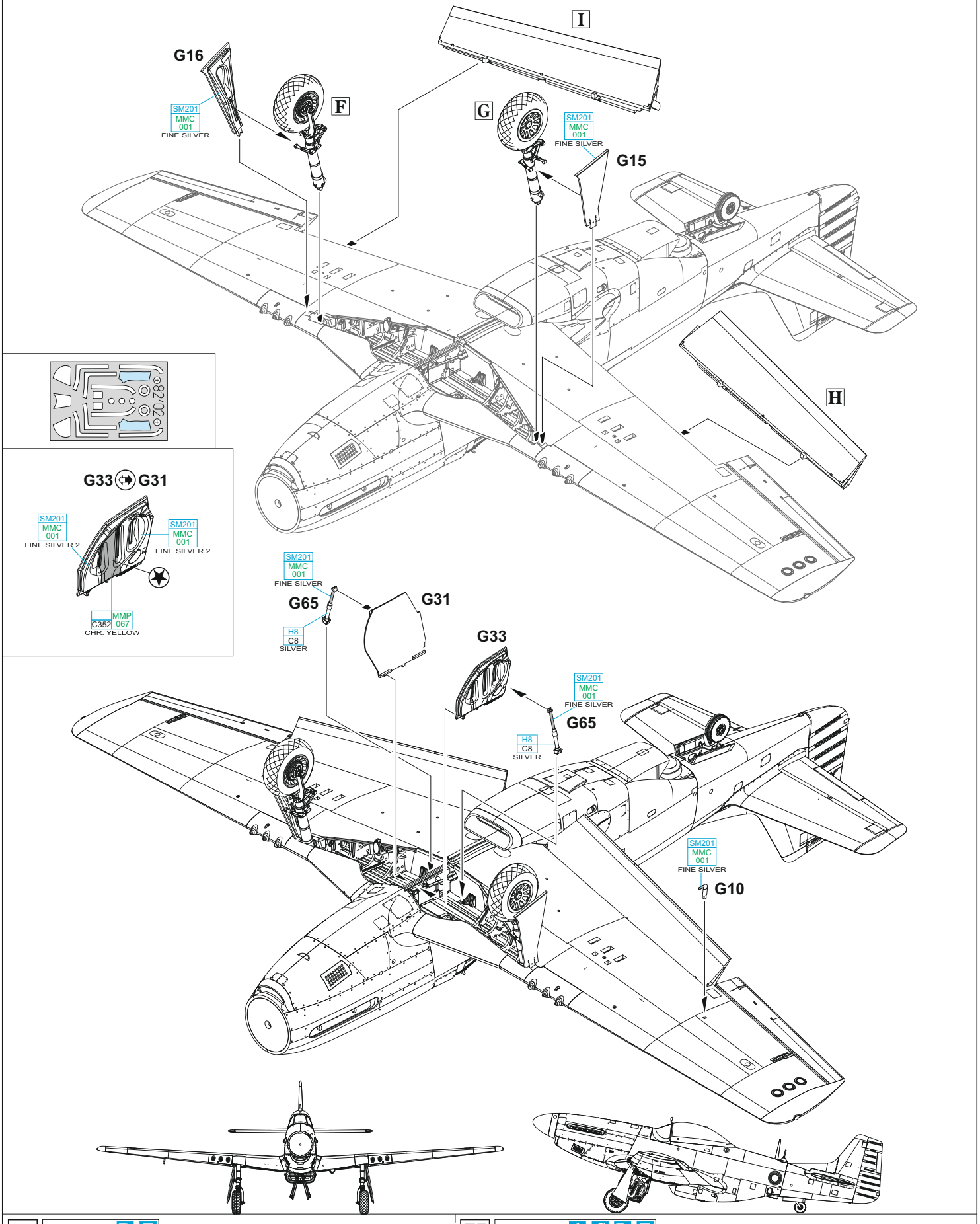


I

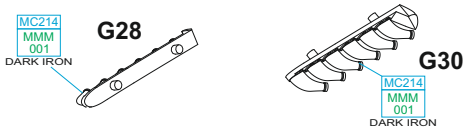




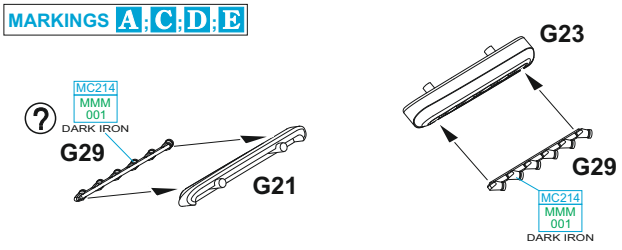


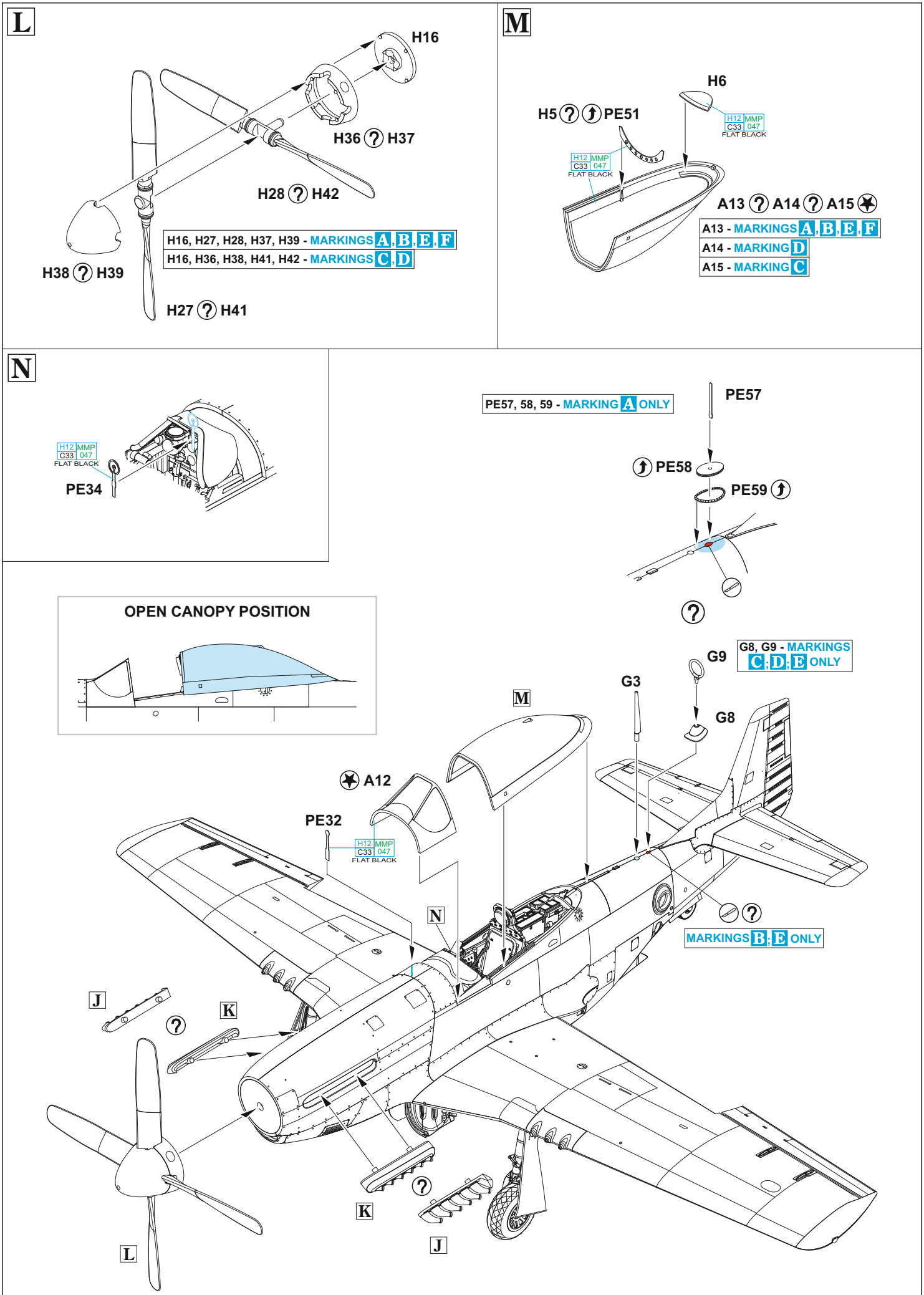


J MARKINGS B;F

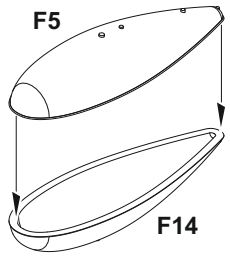


K MARKINGS A;C;D;E

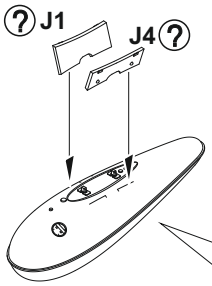



L
H16
H36 ? H37
H28 ? H42
H38 ? H39
H27 ? H41
H16, H27, H28, H37, H39 - MARKINGS A, B, E, F
H16, H36, H38, H41, H42 - MARKINGS C, D
M
H6
H5 ? PE51
H12 MMP C33 047 FLAT BLACK
A13 ? A14 ? A15
A13 - MARKINGS A, B, E, F
A14 - MARKING D
A15 - MARKING C
N
PE34
PE57, 58, 59 - MARKING A ONLY
PE57
PE58
PE59
OPEN CANOPY POSITION
G9
G8, G9 - MARKINGS C, D, E ONLY
G3
G8
M
A12
PE32
N
MARKINGS B, E ONLY
J
K
L

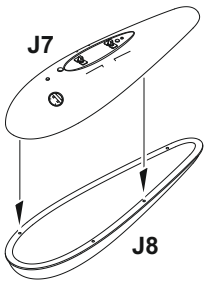
2 pcs. MARKINGS C;D;E ONLY



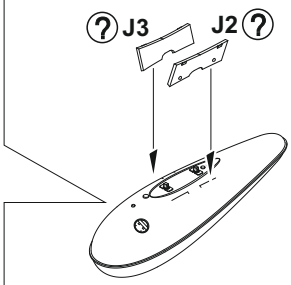
O MARKING A ONLY



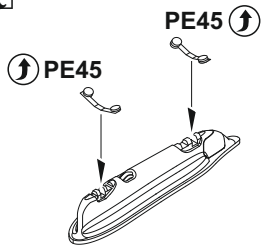
2 pcs.



P MARKING A ONLY

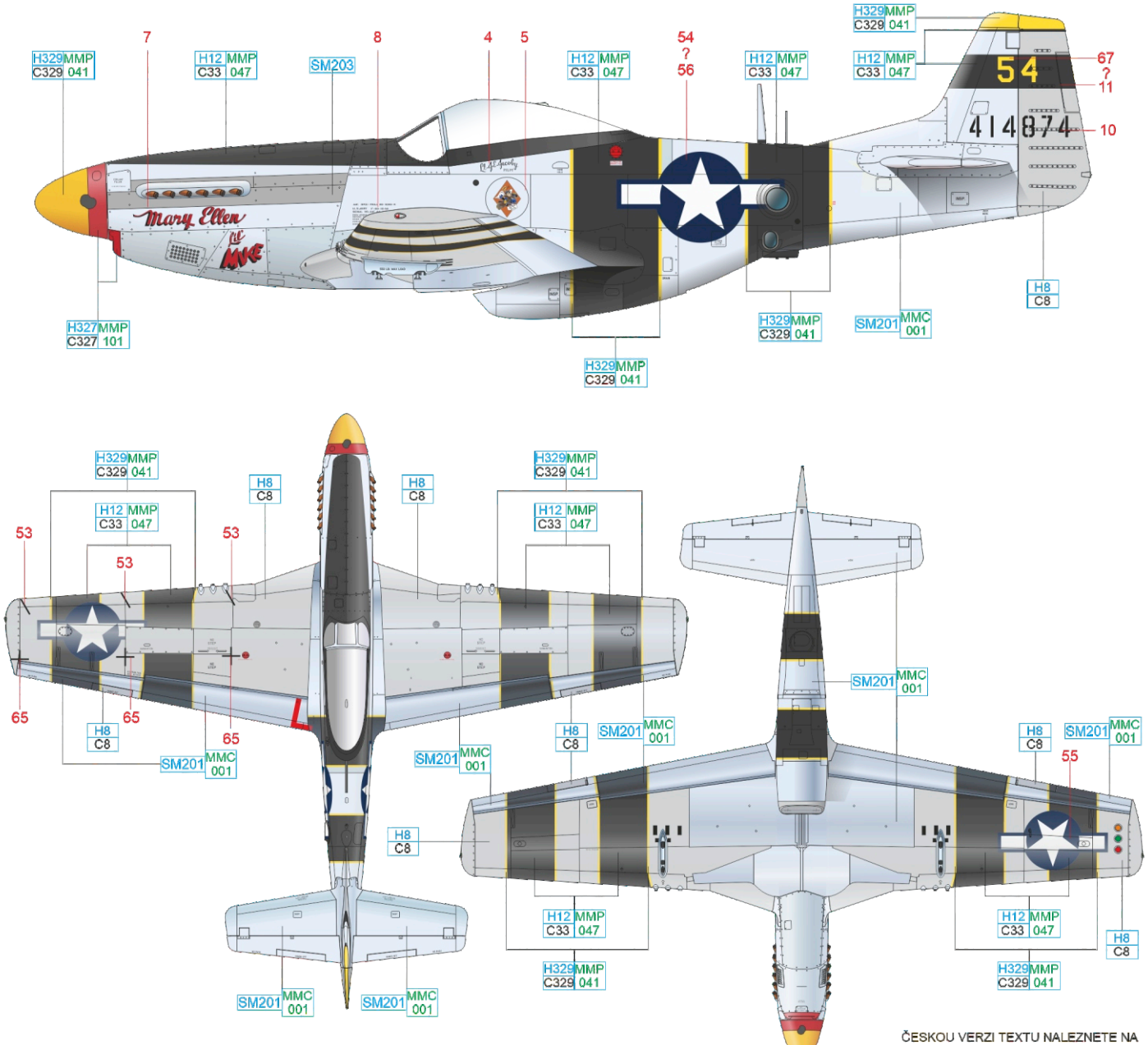


Q



A F-6D-15, 44-14874, Lt. John E. Jacoby, 82nd TRS, 71st TRG, 5th AF, Johnson Field, Japan, September 1945

Since November 1944, 82nd Tactical Reconnaissance Squadron, part of the 71st TRG, participated in reconnaissance missions over Philippines island of Luzon and also conducted close air support or photographing and bombing of the airports on Formosa and China. Its next base was the island of Ieshima from where pilots flew sorties over the Japanese island of Kyūshū. Since the deployment over the Philippines until the middle of June 1945 the unit was commanded by Capt. William Shomo, probably the most famous F-6D pilot. At the end of hostilities, the unit was transferred to Irumagawa airbase on the Tokyo outskirts. The aircraft No. 54 was deployed from the very beginning of the fighting on Philippines, and she remained in the unit inventory even after the end of the War as it served with occupying forces on Japanese territory. This aircraft appearance changed significantly during her service. At the beginning she carried only number 54 on the vertical tail surface, later the black stripes were added to the fuselage and wings. Anti-glare panel was repainted black, and the propeller spinner sported several variants of coloration. Inscriptions on the fuselage nose are also documented in two different layouts. There is an 82nd TRS marking on the port side of the fuselage, most probably applied after the end of War.



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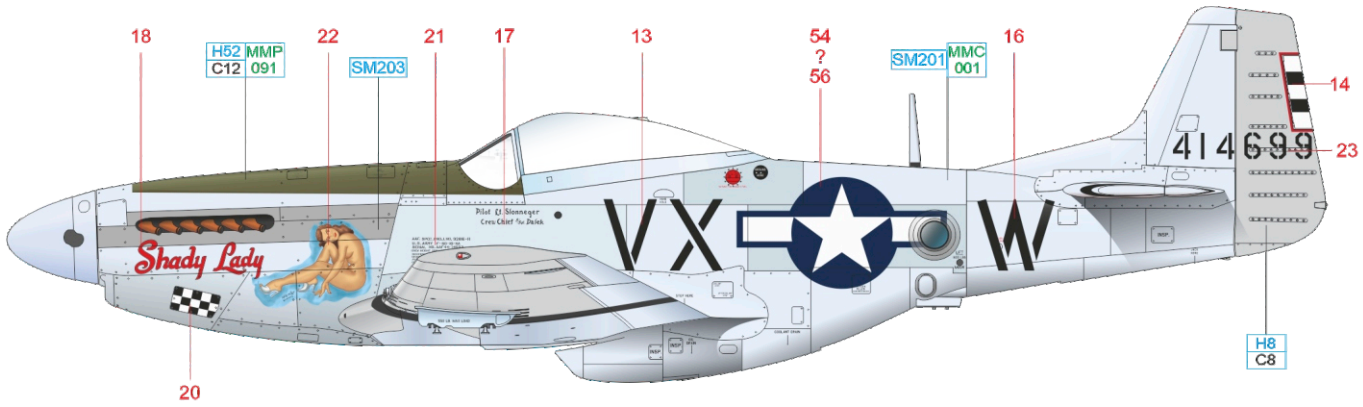
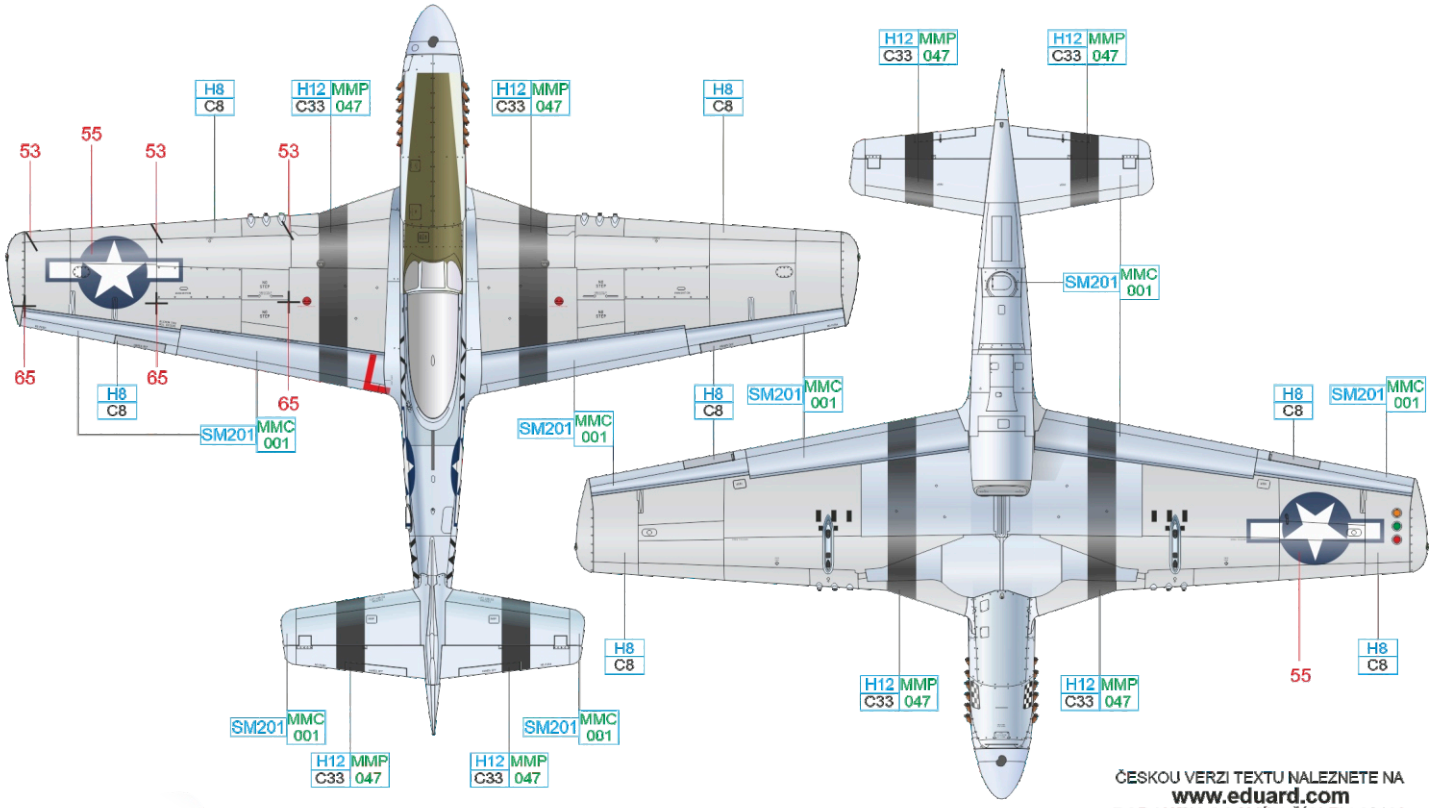
BLACK	H12 MMP C33 047	RED	H327 MMP C327 101	YELLOW	H329 MMP C329 041
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203	SILVER	H8 C8

B F-6D-10, 44-14699, Lt. Clifford S. Slonneger, 109th TRS, 67th TRG, 9th AF, Gosselies, Belgium, 1945

The story of the 67th TRG began in September 1941, when it was formed in Louisiana as an Observation Group. It was tasked with anti-submarine patrols alongside the United States East Coast, service it carried out until March 1942. Move to Great Britain followed in August 1942, where training continued. The unit was transferred under the 9th Air Force command in October 1943 and renamed 67th Tactical Reconnaissance Group. Both squadrons under its command, 107th TRS and 109th TRS, were equipped with F-6 Mustangs. Lt. Slonneger flew 54 missions with 109th TRS, the unit operated this type on photo-reconnaissance sorties until the end of hostilities. After the War, the unit was transferred back to the United States in August 1945 and disbanded in March the following year. F-6D from this unit had the oval window on the side of the fuselage often covered. It is highly probable that it was the case of the aircraft named Shady Lady as well.





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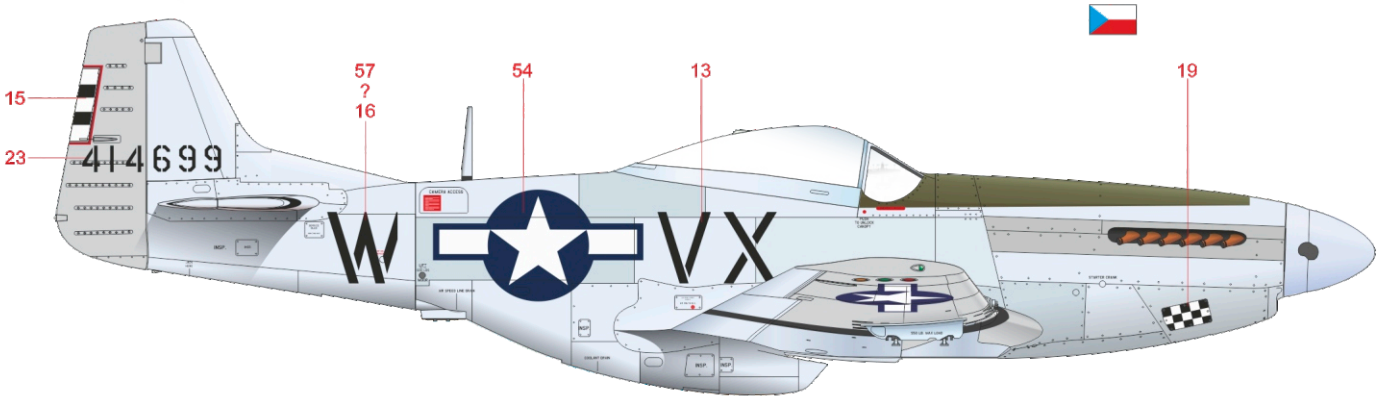
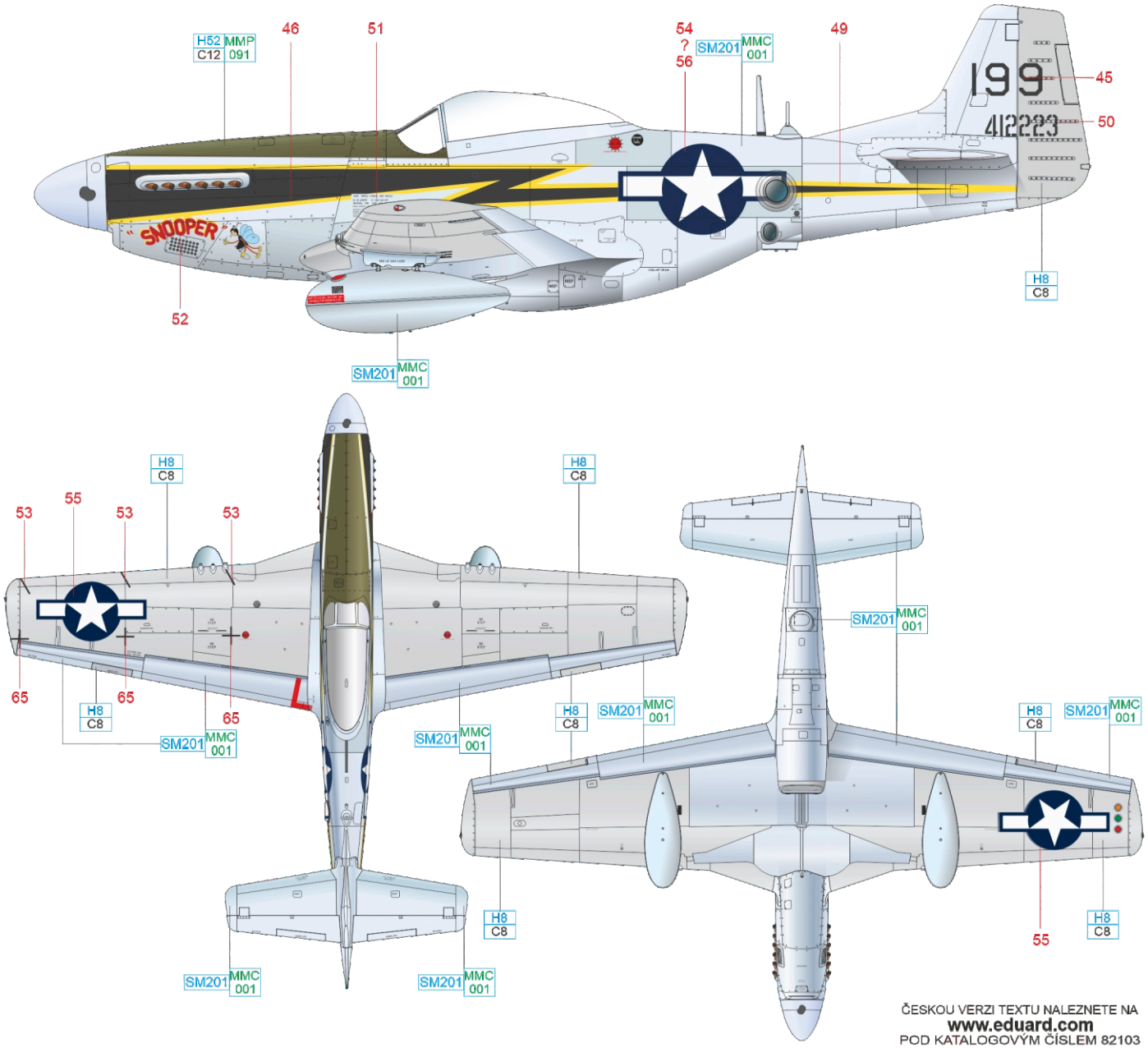


OLIVE DRAB	H52 MMP C12 091	BLACK	H12 MMP C33 047				
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203	SILVER	H8 C8		

C F-6K-10, 44-12223, 118th TRS, 23rd FG, 14th AF, Chengkung, China, 1945

118th Squadron was activated in March 1941 at Jacksonville airbase, Florida from where it flew anti-submarine sorties. In August 1942, it was relieved from these duties and started the preparations for overseas service. It was redesignated 118th TRS and assigned to China-Burma-India theatre for which specifics it prepared the following year. At the beginning of the 1944 the unit was transferred from the USA to India. Between May and June 1944 this unit supported the ground units, attacked the traffic centers, warehouses, troops gathering points, airports, and other ground targets. Initially the unit was equipped with P-40s, later it received P-51Ds including several reconnaissance F-6. 118th TRS aircraft recognition marking was a black lightning outlined in yellow, which was painted on both sides of the P-51 fuselage. Downsized, these markings were also applied on the wing tips, vertical and horizontal tail surfaces. The aircraft christened SNOOPER carried the lightnings on the fuselage sides only, the rest of the marking was not applied.



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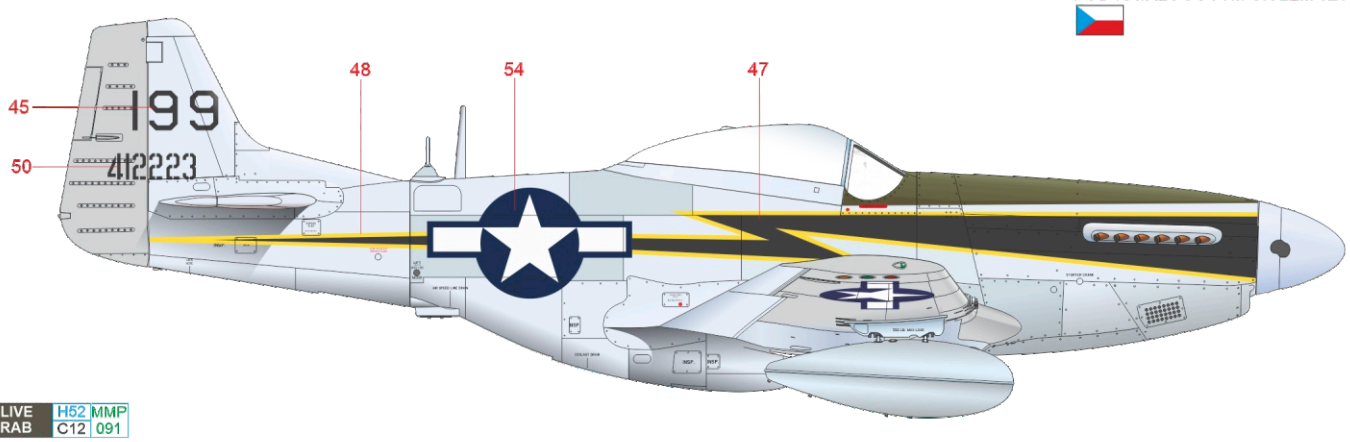
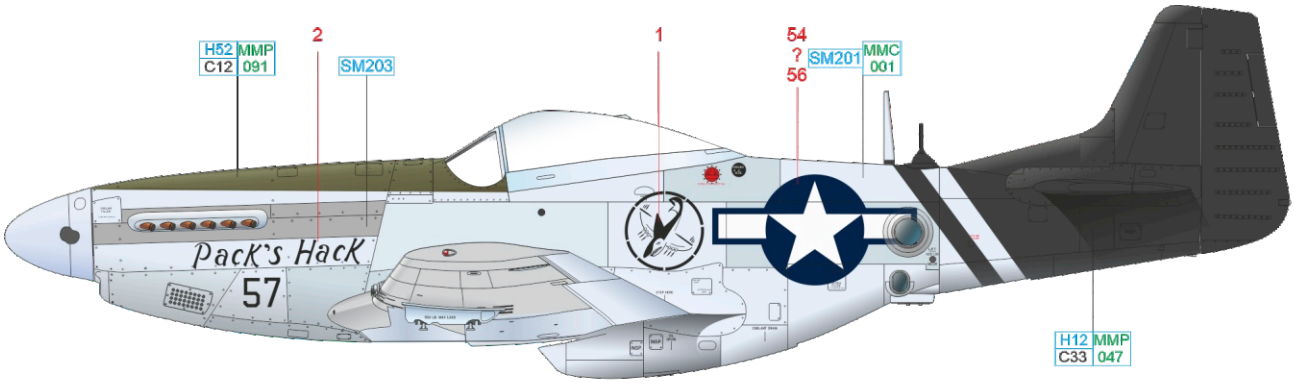
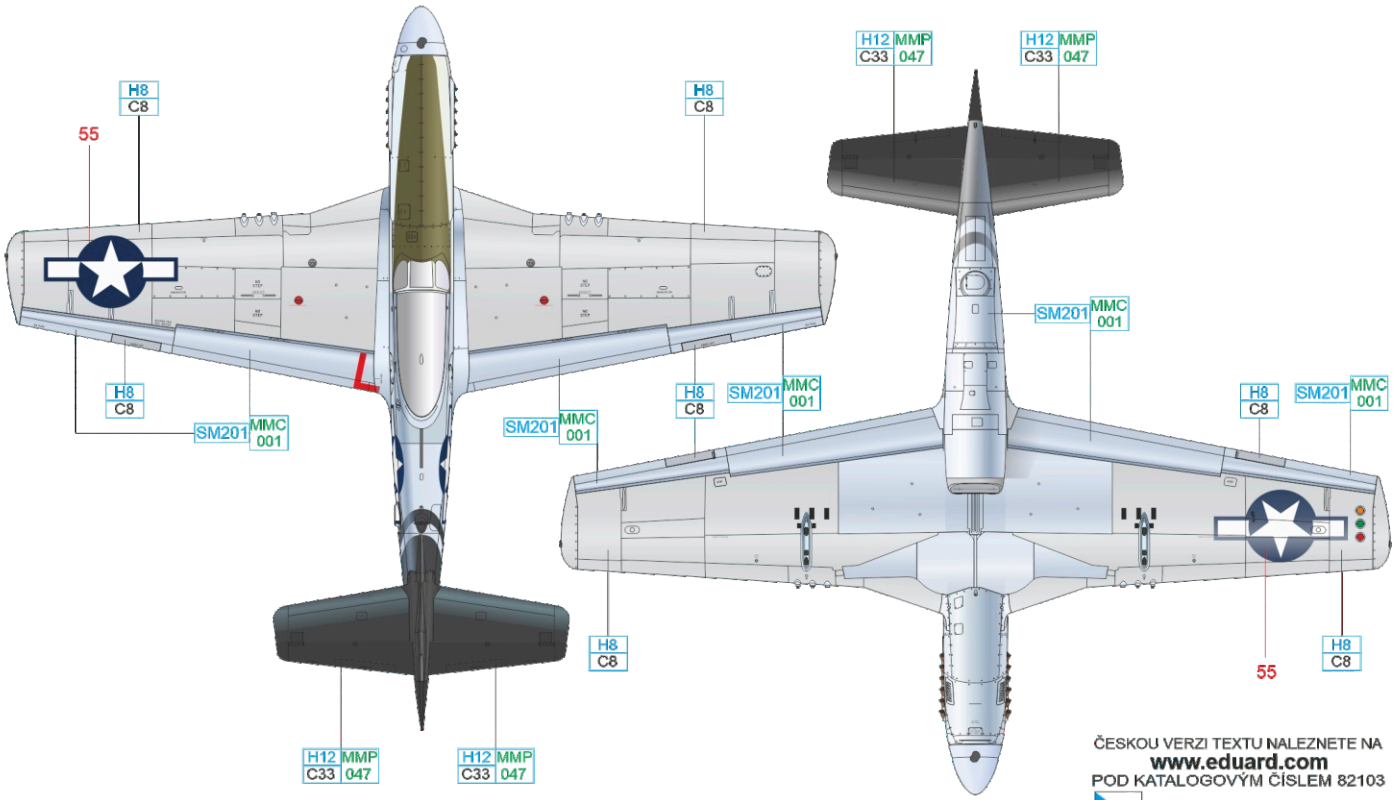


OLIVE DRAB	H52 C12	MMP 091			
SUPER FINE SILVER	SM201	MMC 001	SILVER	H8 C8	

D F-6K-15, 75th FS, 23rd FG, 14th AF, Luliang Airfield, China, 1945

After disbandment of the American Volunteer Group, the famous "Flying Tigers" fighting with their P-40s over the Chinese territory, most of its pilots joined 75th FS ranks. Same as its sister 118th TRS, also under 23rd FG command, 75th FS, equipped with P-51Ds engaged in close air support, attacks on the traffic centers, warehouses, troops gathering points, airports, and other targets. To verify the results of such combat missions 23rd FG squadrons were equipped with l a few reconnaissance F-6. Reconnaissance F-6K christened Pack's Hack had the rear part of the fuselage including the tail surfaces painted black like all the aircraft of the 75th FS. The simplified single-color black unit marking was sprayed on both sides of the fuselage under the canopy on the metal surface.





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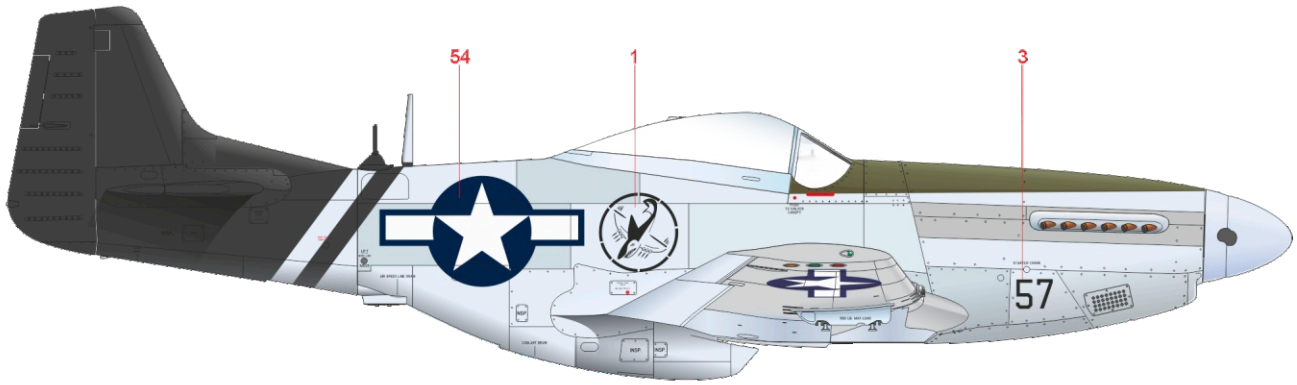
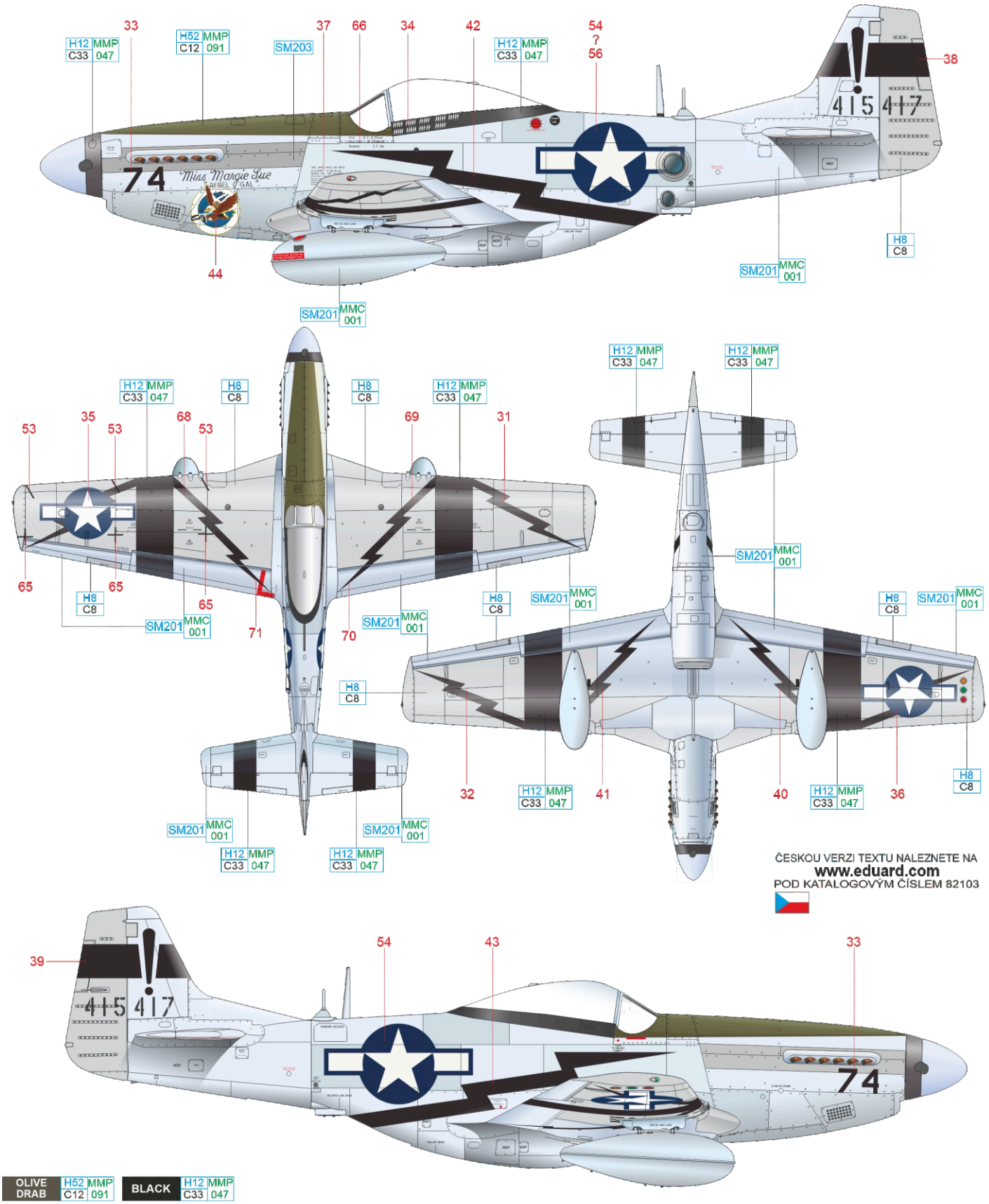


OLIVE DRAB	H52 MMP C12 091	BLACK	H12 MMP C33 047		
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203	SILVER	H8 C8

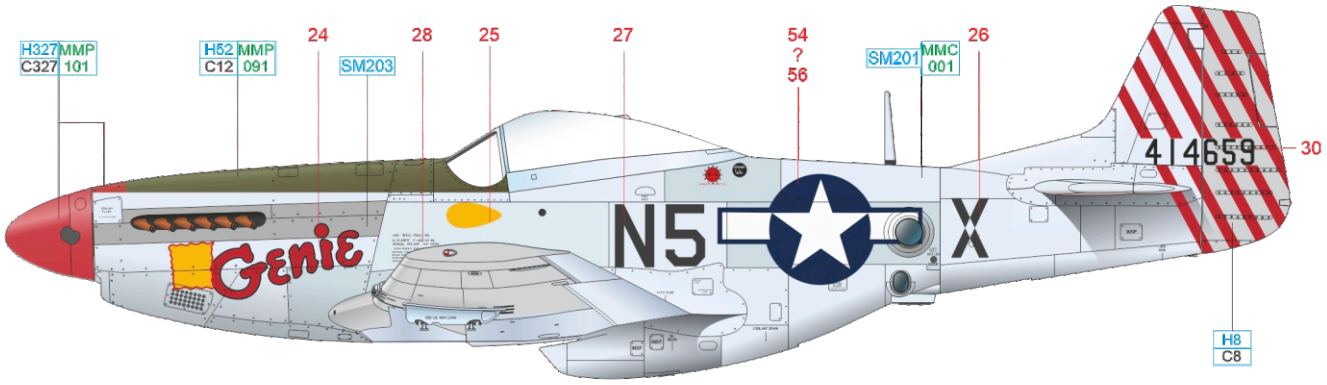
E F-6D-15, 44-15417, Lt. Edwin H. Pearle, 2nd FS, 2nd ACG, Cox´s Bazar, India, Spring 1945

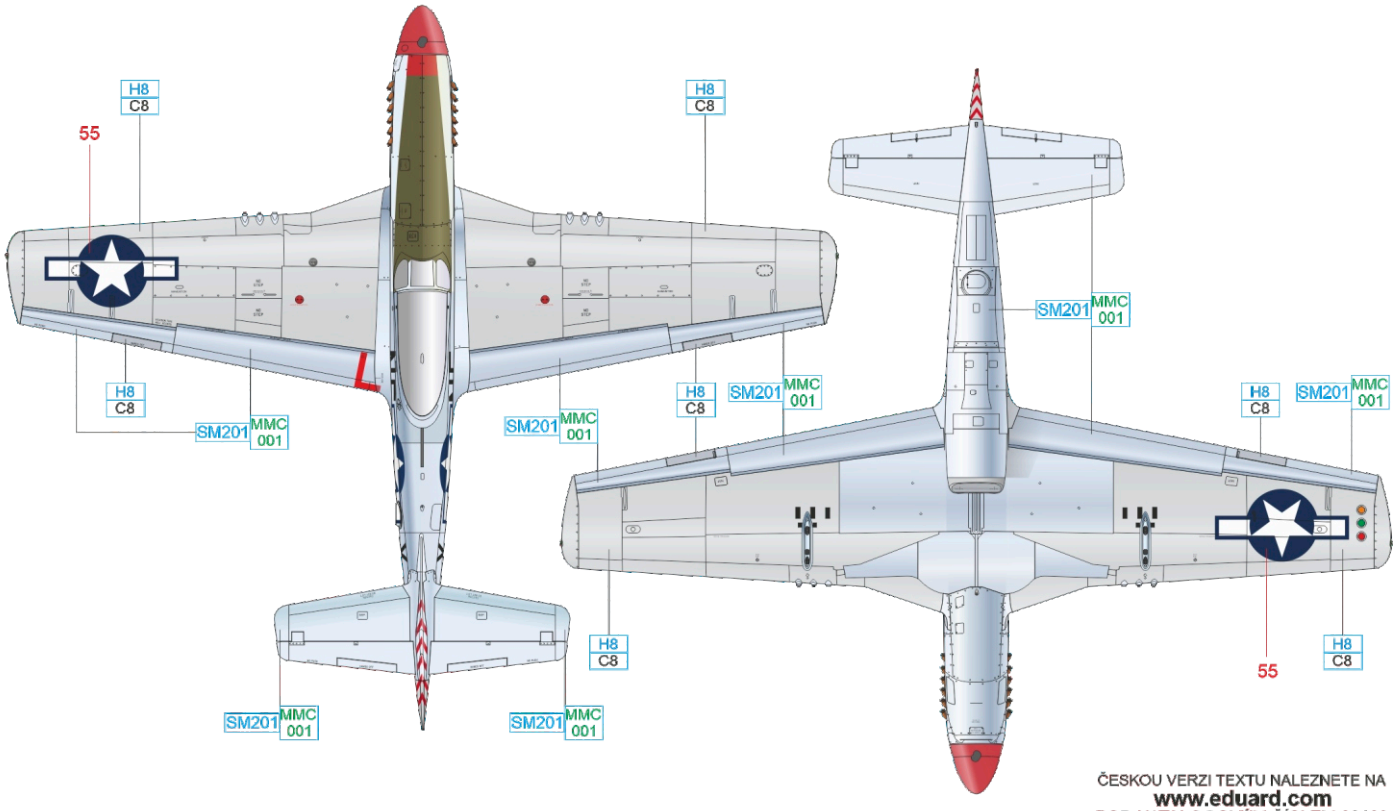
2nd Air Commando Group, equipped with P-51, C-47 and L-5 aircraft moved from the United States to India during the fall 1944. The main task of the group was support of the ground units operating on the territory of China and Burma, including resupplying these units with armament, equipment, and troops. Two fighter squadrons, 1st FS and 2nd FS, were also part of the group. Each one was equipped with 22 P-51D fighters and three reconnaissance F-6s. Both 2nd ACG fighter squadrons were mainly used for close air support tasks, but in the spring 1945 their pilots organized several extremely long distance attacks against the Japanese air bases. They claimed 60 enemy aircraft destroyed and 40 probably destroyed or damaged during these raids. Lt. Pearle contributed with one damaged bomber to this score. The main recognition marking of 2nd FS was black propeller spinner with natural metal tip. The Rebel Gal carried, like several other airplanes from this unit, its marking on the fuselage nose in form of an eagle grasping machine gun in his claws. The fuselage and wing sported lightnings, the marking of 2nd ACG.



F F-6D-10, 44-14659, 111th TRS, 68th TRG, 12th AF, Fürth, Germany, July 1945

After the attack on Pearl Harbor, the 111th Observation Squadron, part of the Texas Air National Guard, was sent to the south of USA to guard the Mexican border. The unit was transferred under 68th OG command as soon as February 1942 and started its preparations for service in Europe. In 1942 the unit relocated to Great Britain with its P-39s as part of the organization of the invasion of Algiers (Algiers is the city, Algeria is the country and it wasn't the only country that Allied Forces had to invade (Morocco, Tunisia...) so I would rather say "of the invasion of North Africa" or "of Operation Torch"). In 1943 the unit was renamed 111th TRS and equipped with F-6A and B aircraft. It participated in the Operation Husky (invasion of Sicily), Operation Dragoon (invasion of Southern France) and further campaigns of the ground forces through the Southern Europe. After the end of the War the unit returned into the ranks of the Texas Air National Guard. It is still active nowadays equipped with MQ-1B Predator.





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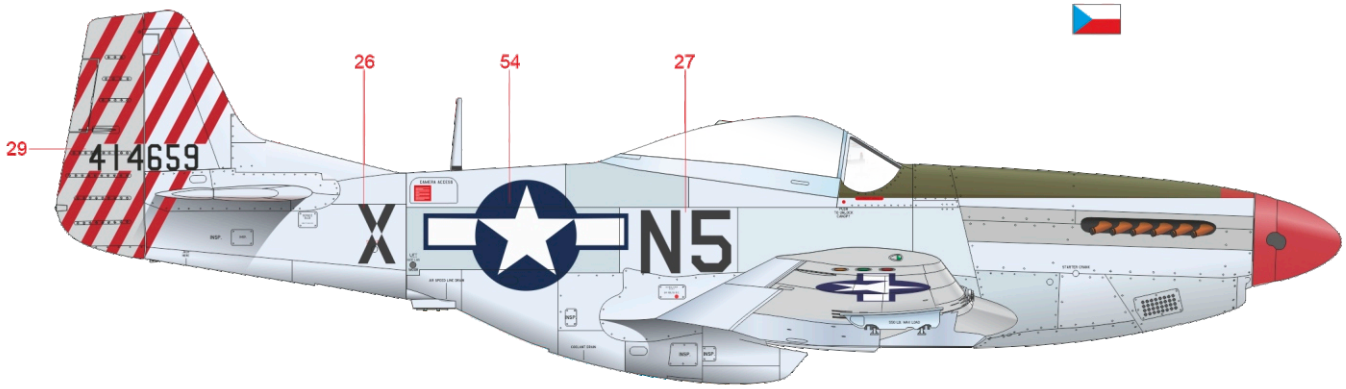

OLIVE DRAB	H52 MMP C12 091	RED	H327 MMP C327 101				
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203	SILVER	H8 C8		

F-6D/K ALUMINIUM LACQUER PAINTED AREAS