

P-51B Mustang™ Birdcage Canopy

eduard

1/48 Scale Plastic Model Kit



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ProfiPACK edition



item No. 82107

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 with wing dive brakes (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.

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
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

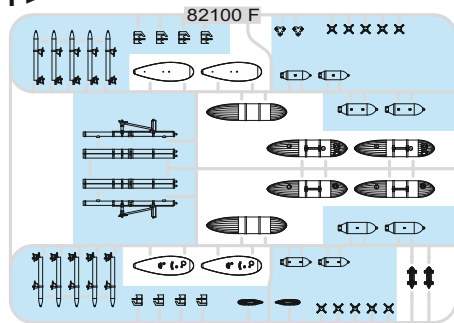


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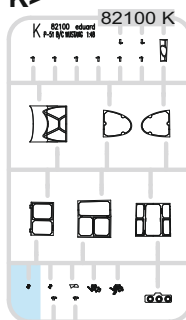


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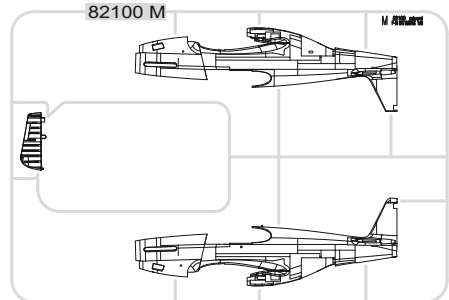
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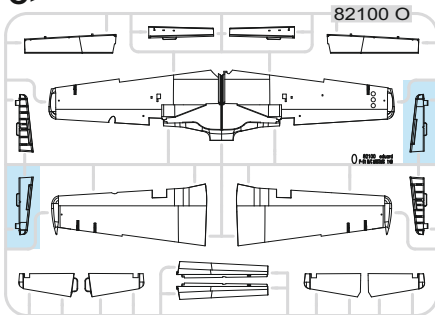
K> PLASTIC PARTS



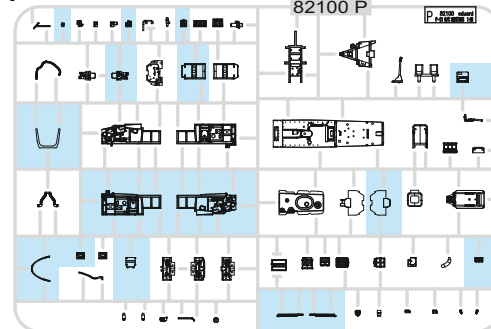
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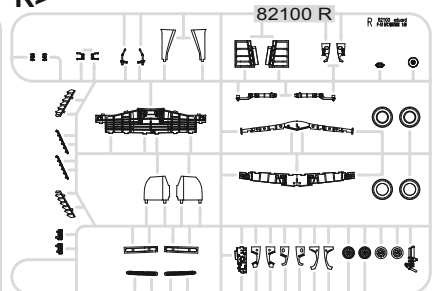
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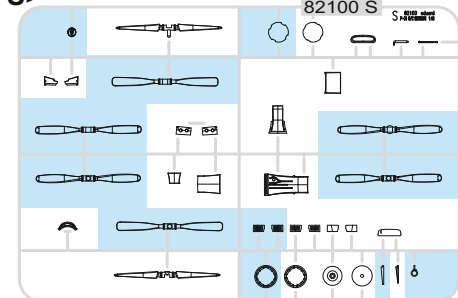
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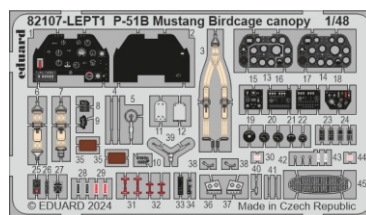
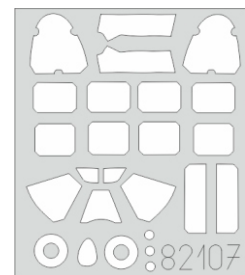
R>



S>



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



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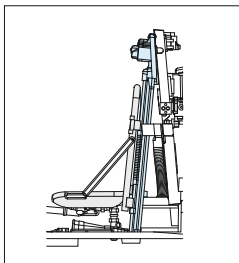
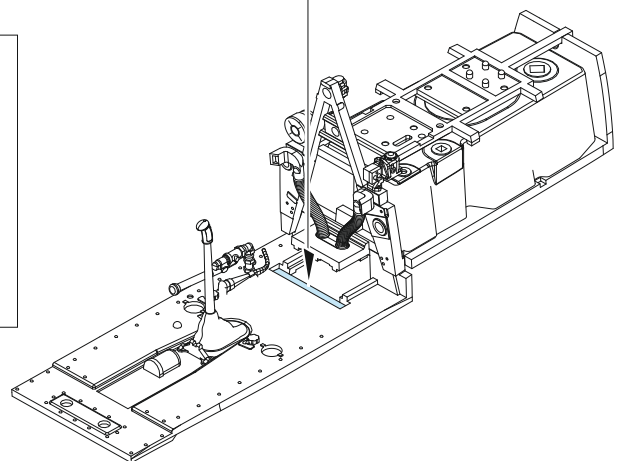
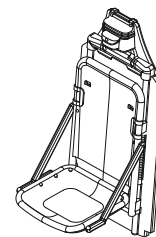
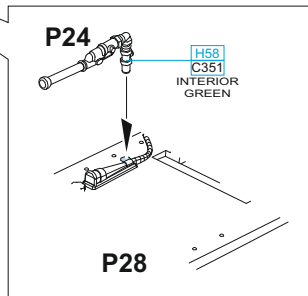
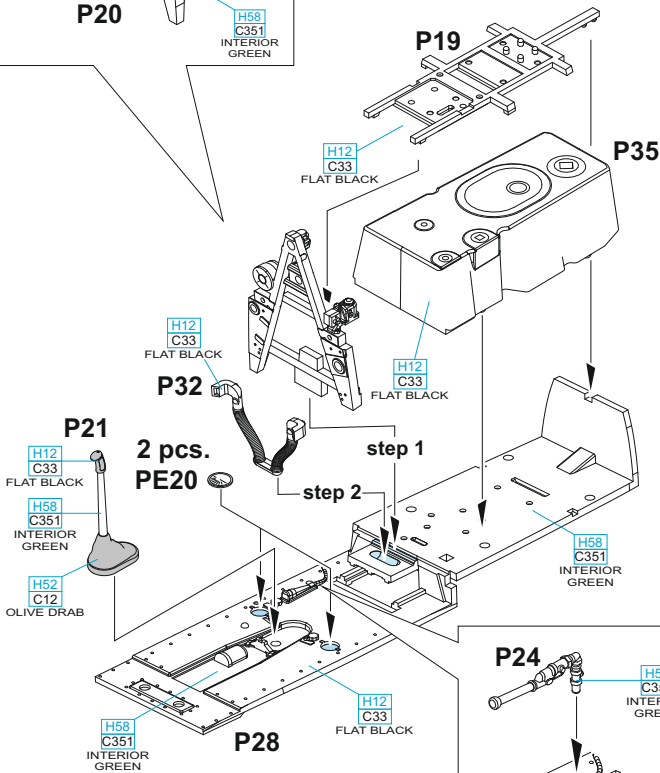
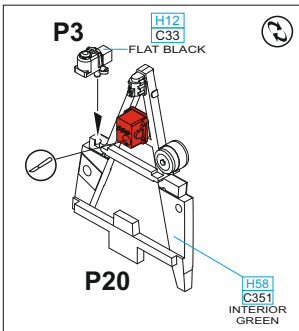
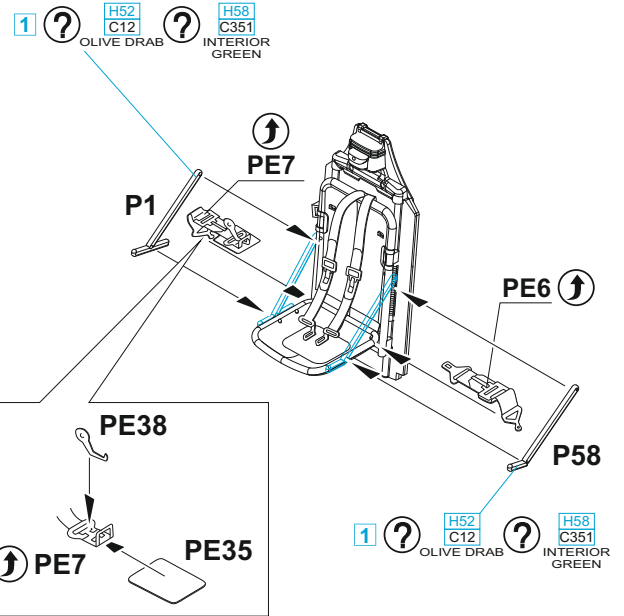
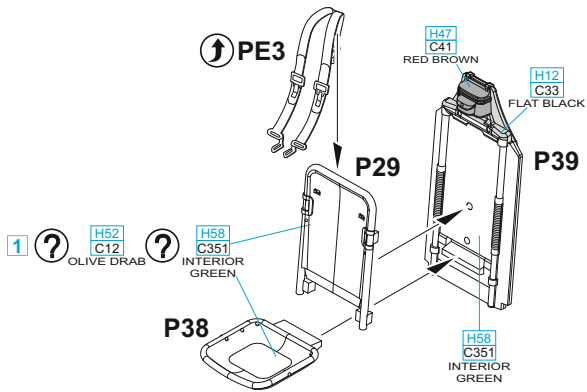
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H1	C1	WHITE
H5	C5	BLUE
H6	C6	GREEN
H8	C8	SILVER
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H27	C44	TAN
H47	C41	RED BROWN
H52	C12	OLIVE DRAB
H53	C13	NEUTRAL GRAY
H58	C351	INTERIOR GREEN
H77	C137	TIRE BLACK

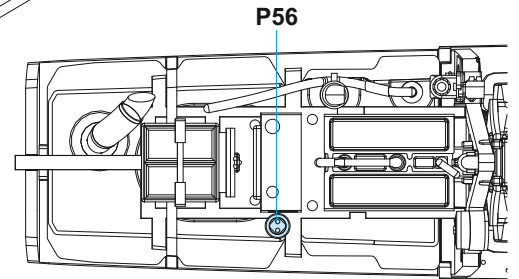
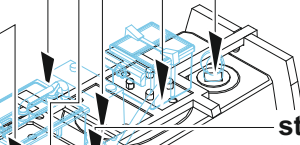
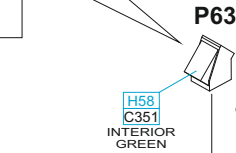
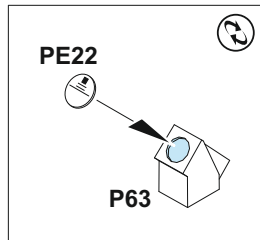
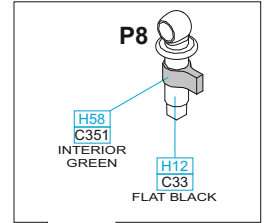
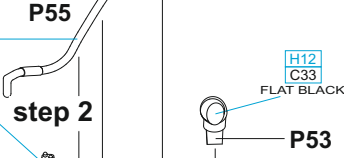
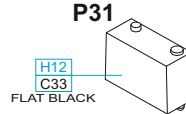
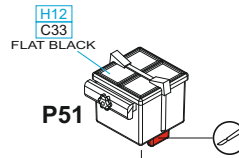
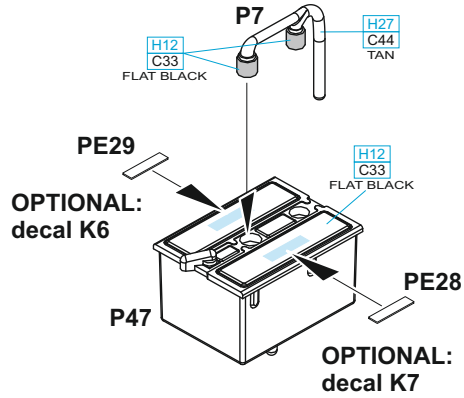
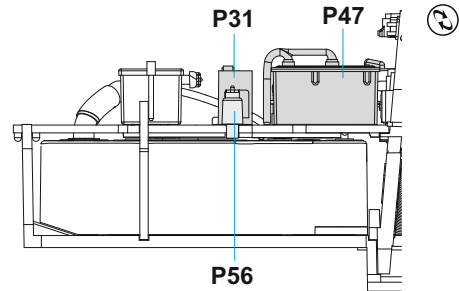
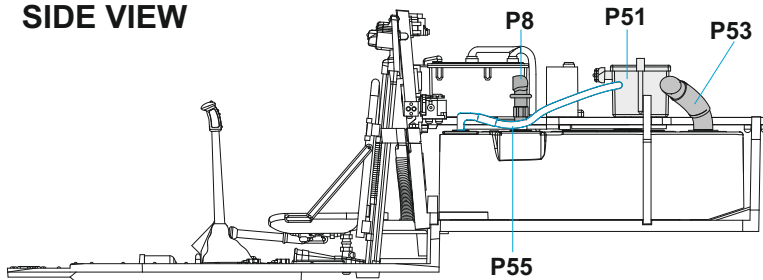
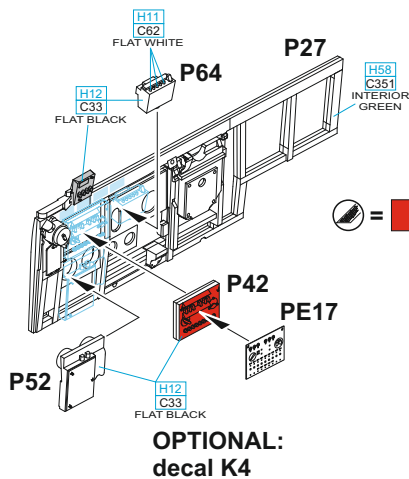
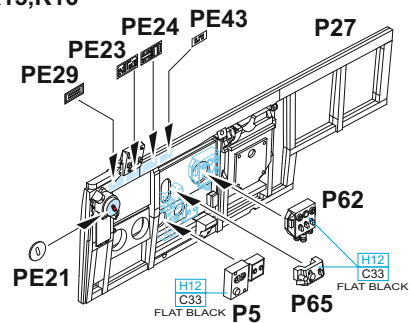
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H90	C47	CLEAR RED
H92	C49	CLEAR ORANGE
H94	C138	CLEAR GREEN
H327	C327	RED
H329	C329	YELLOW
	C352	CHROMATE YELLOW
Mr.METAL COLOR		
	MC214	DARK IRON
Mr.COLOR SUPER METALLIC		
	SM201	SUPER FINE SILVER
	SM203	SUPER IRON

1 = 90% + 10%

H58 C351 INTERIOR GREEN	H12 C33 FLAT BLACK
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MARKINGS A, B, C, D, E

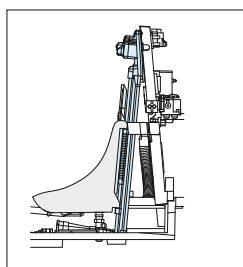
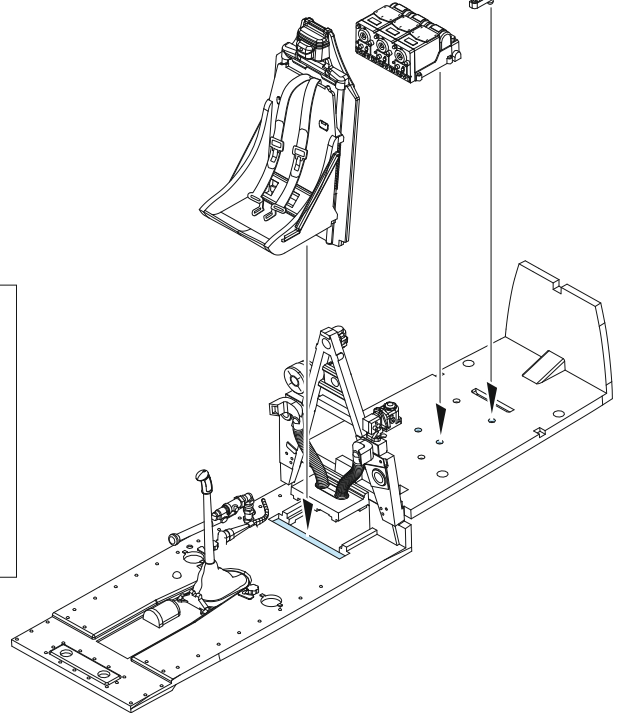
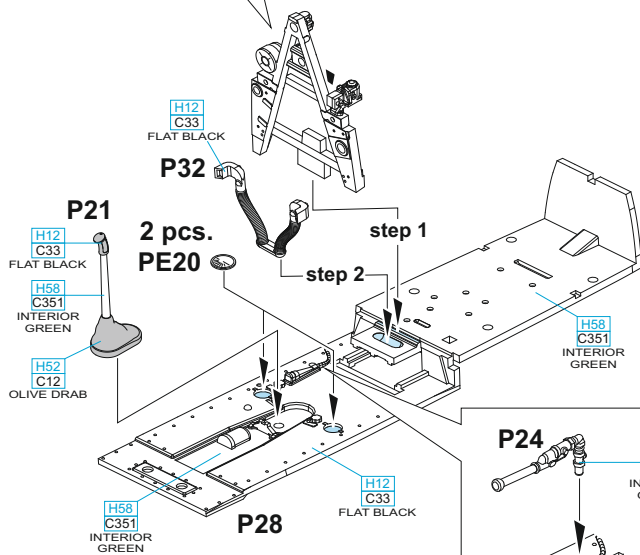
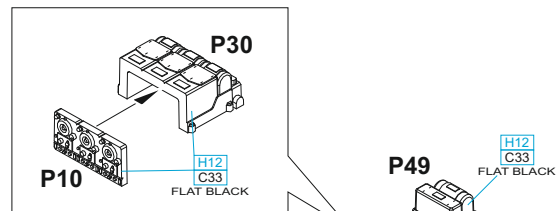
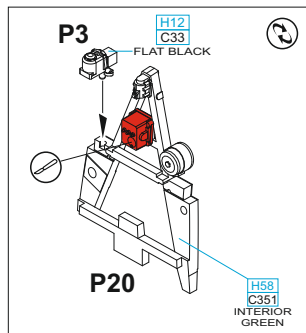
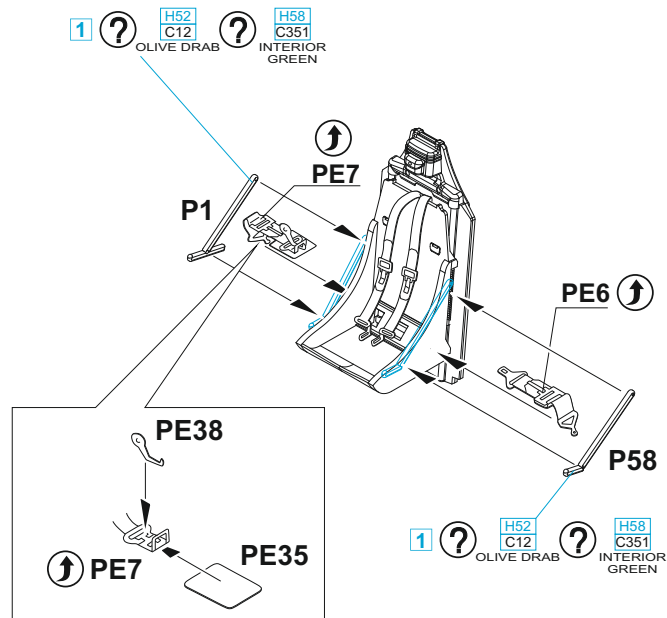
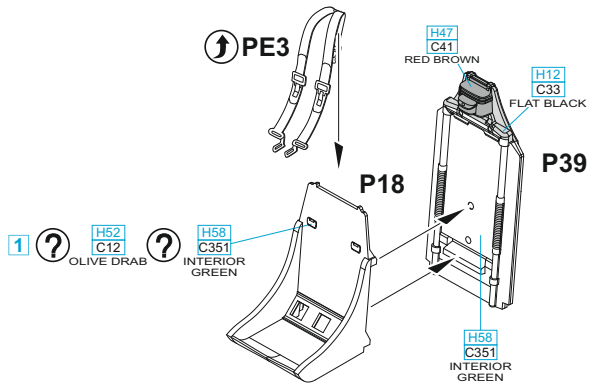


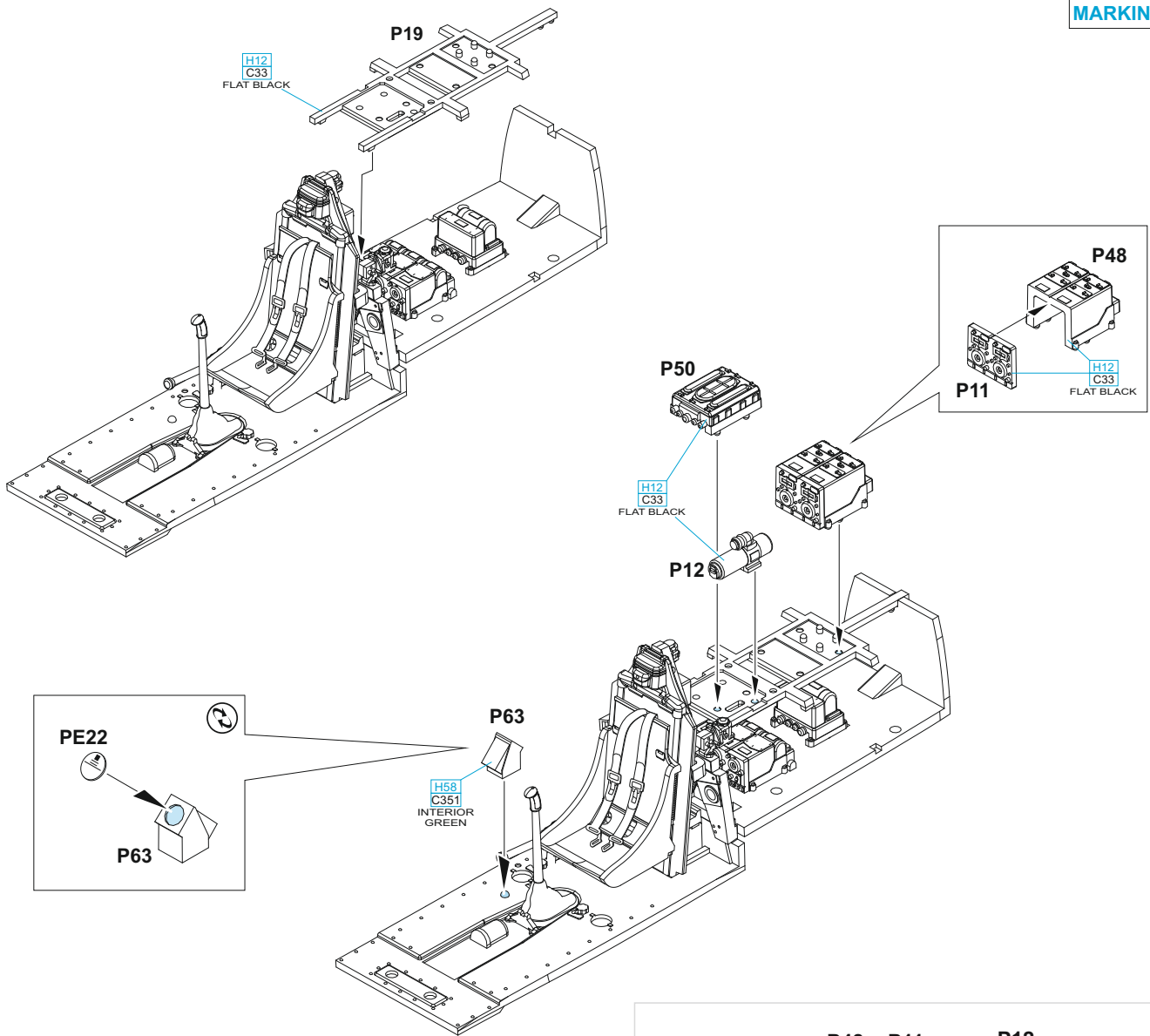
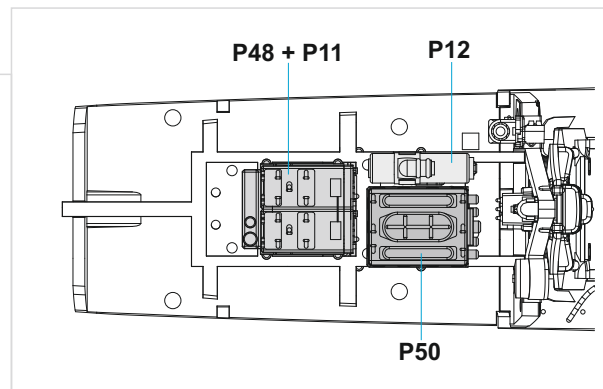
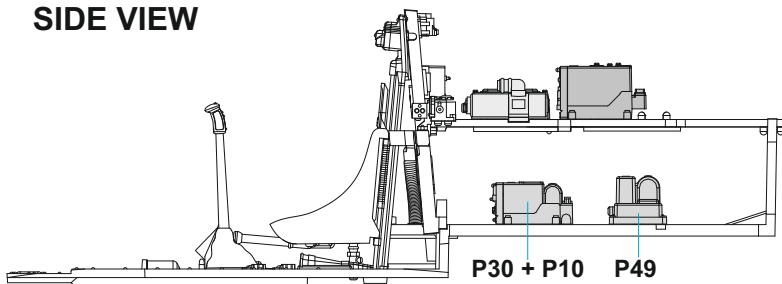
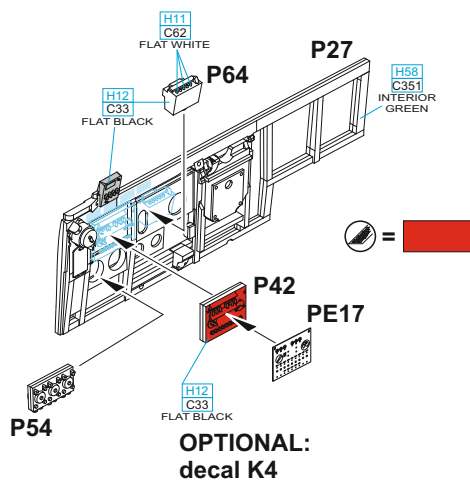
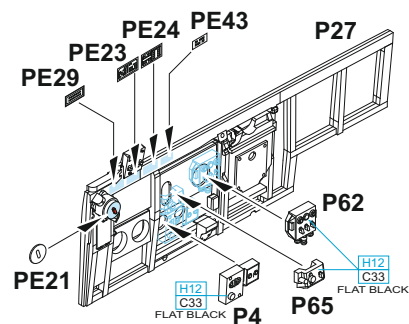
A**MARKINGS A, B, C, D, E****SIDE VIEW****B****OPTIONAL: decals K7, K15, K16**

1 = 90% + 10%

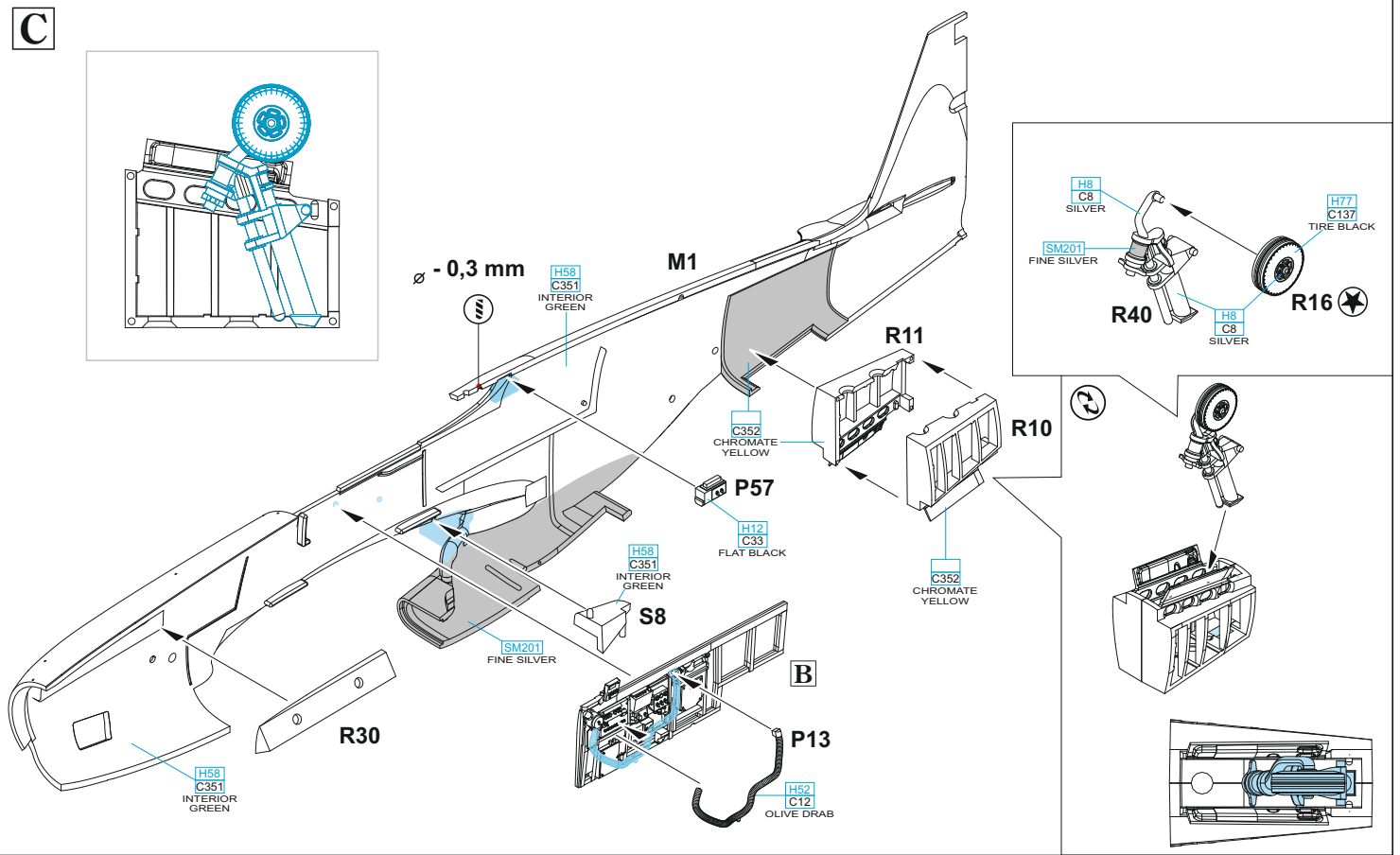
H58 C351 INTERIOR GREEN	H12 C33 FLAT BLACK
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MARKING F



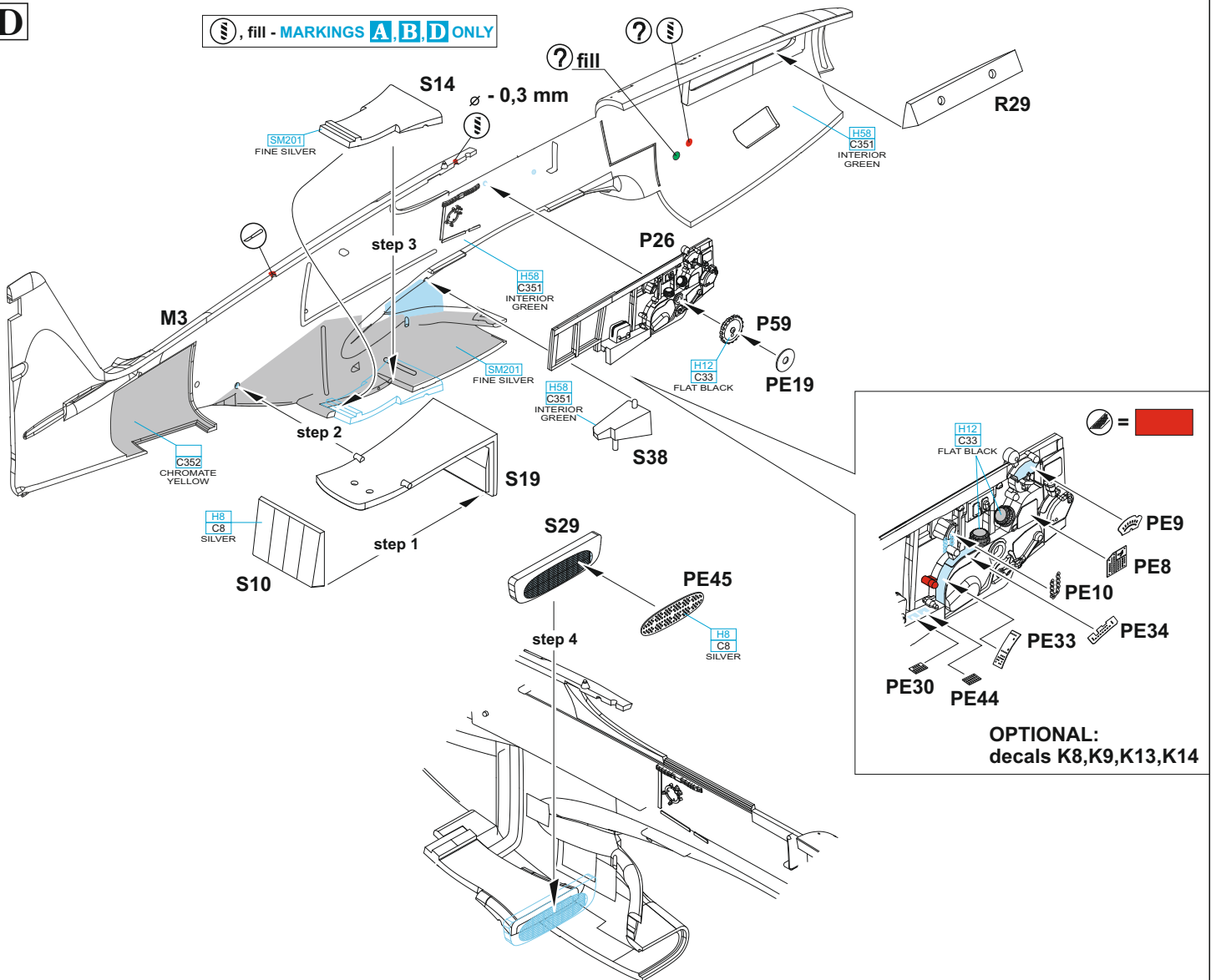
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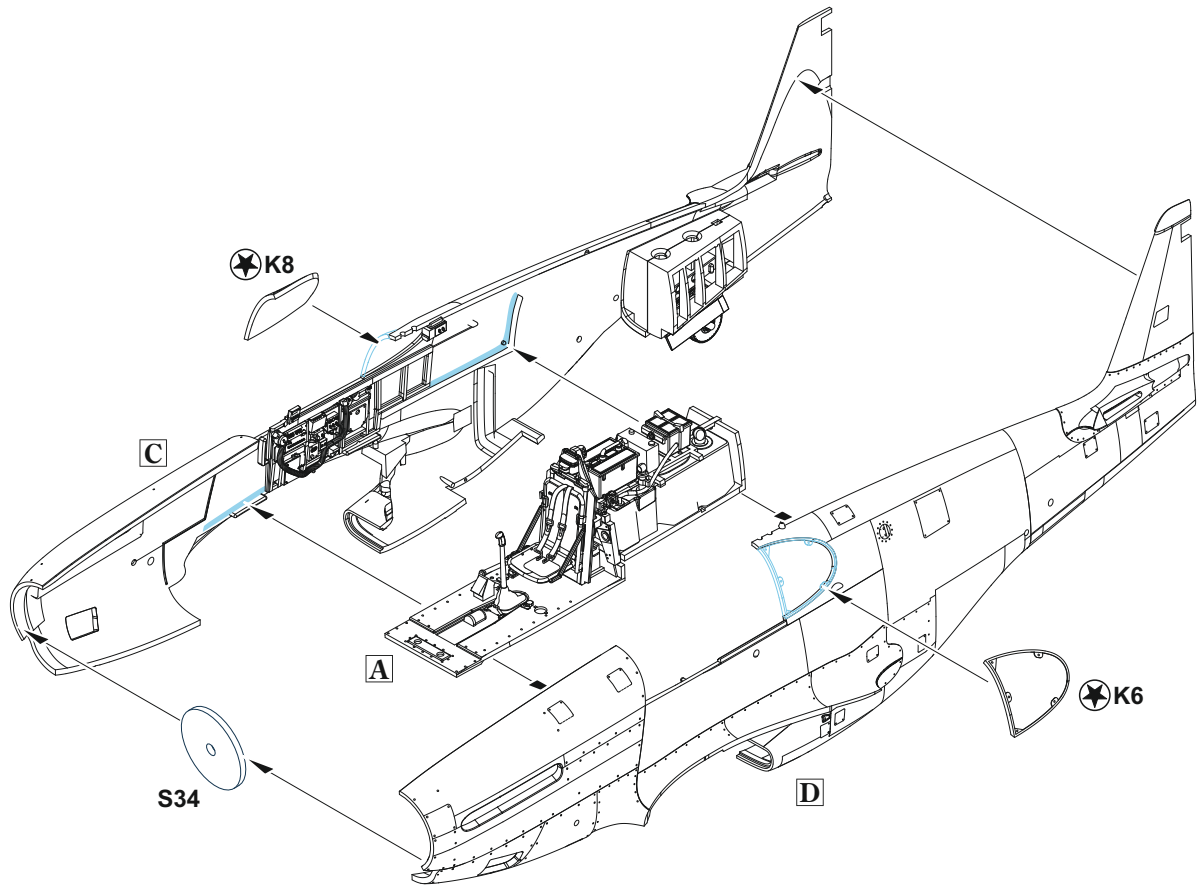
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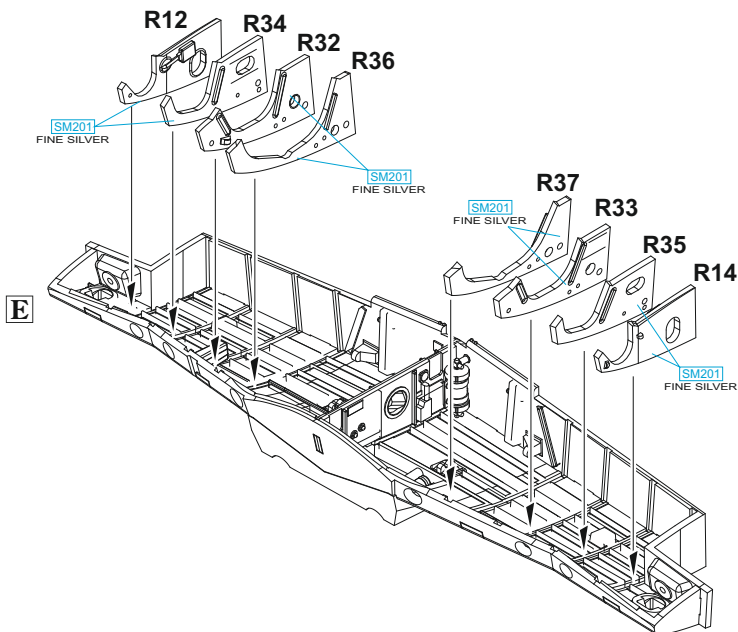
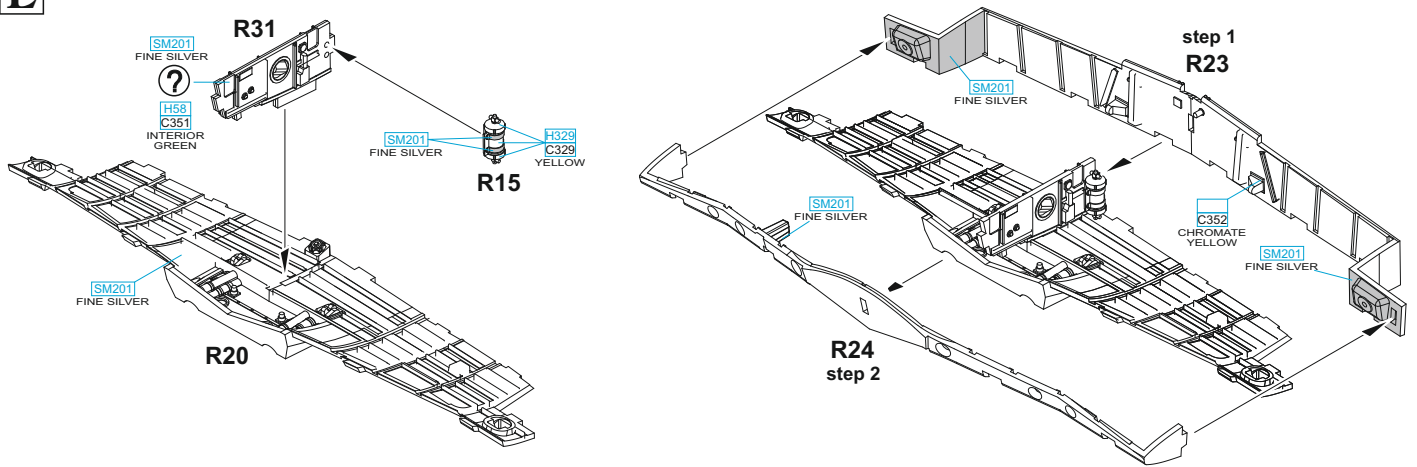
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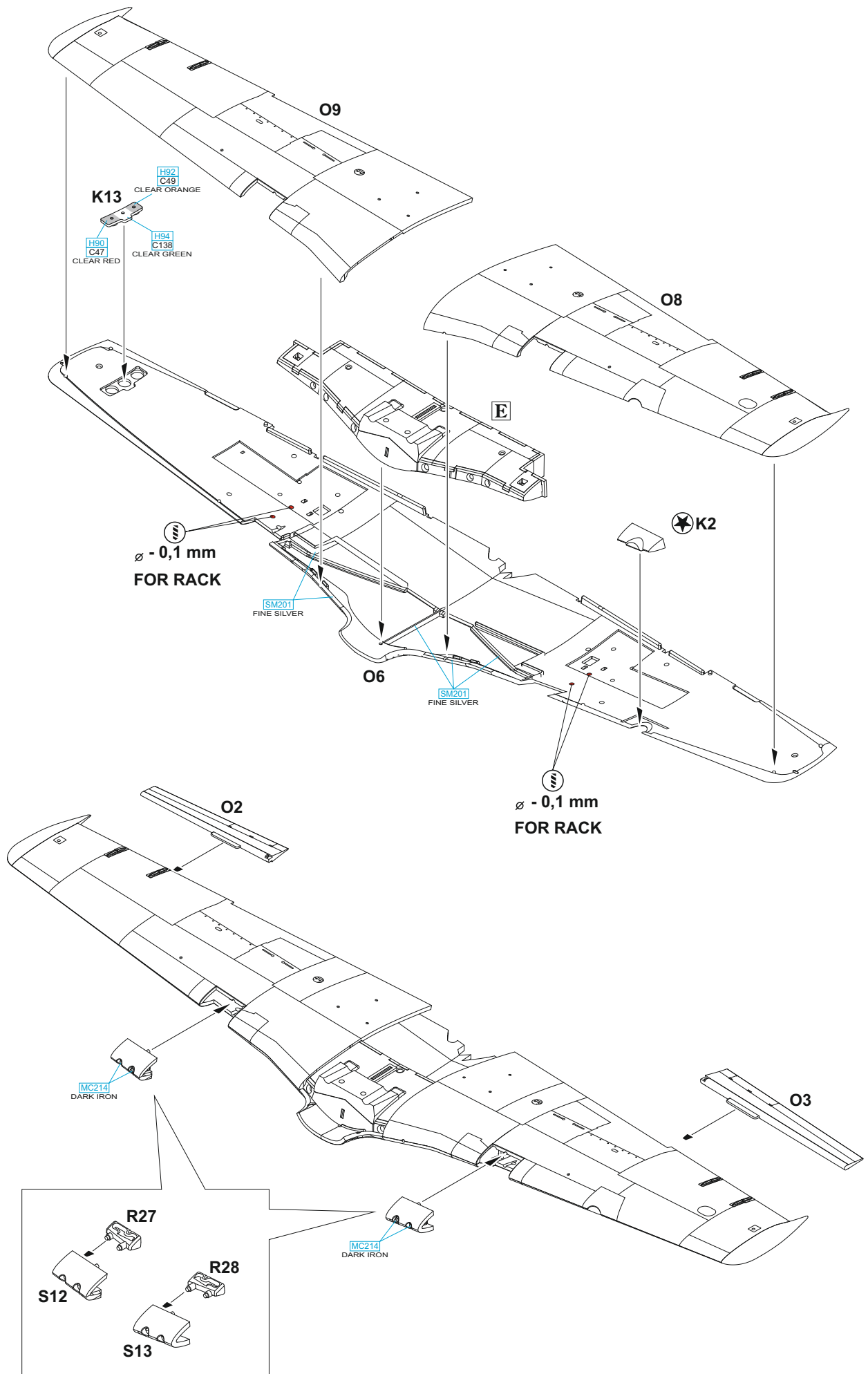
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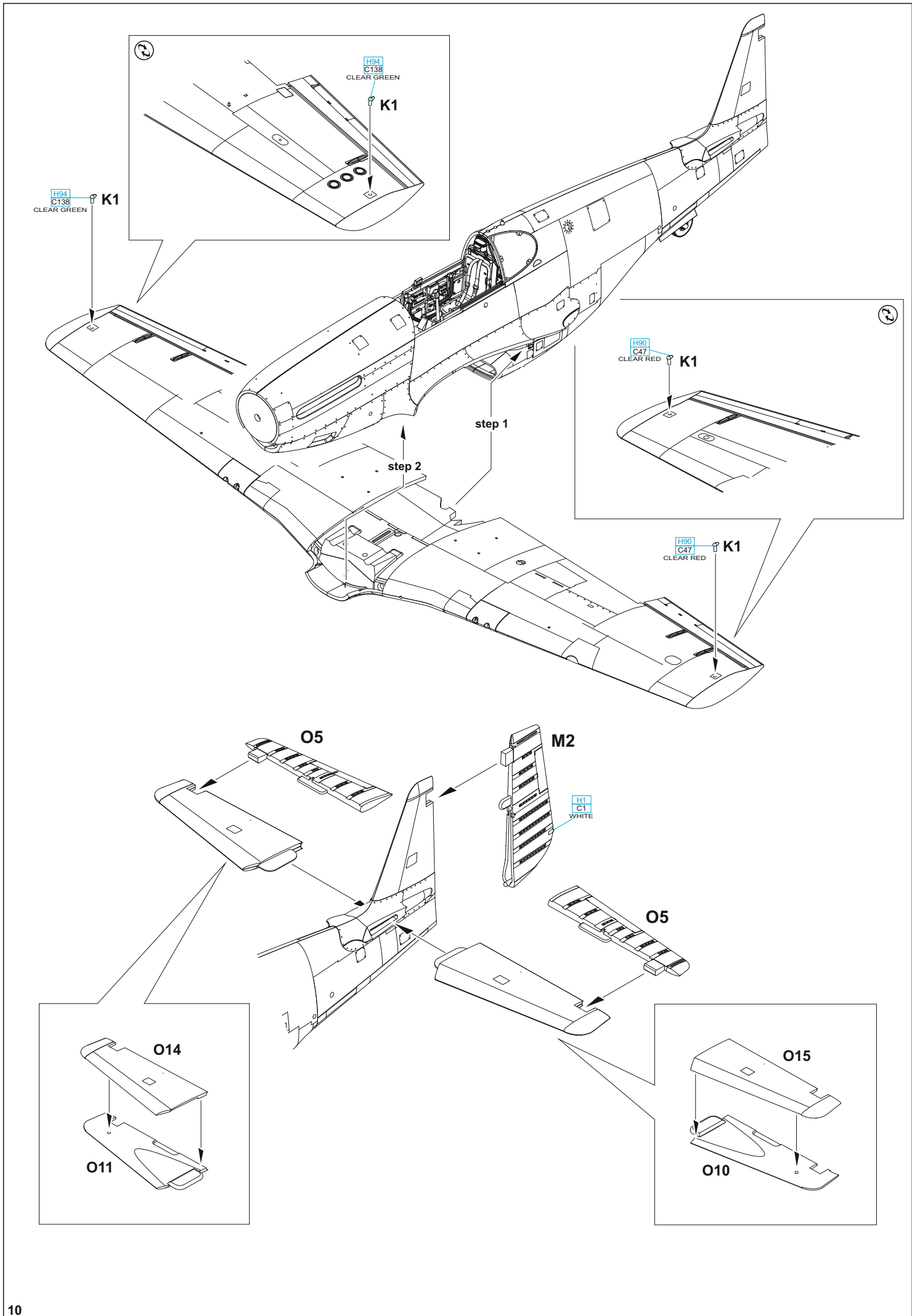


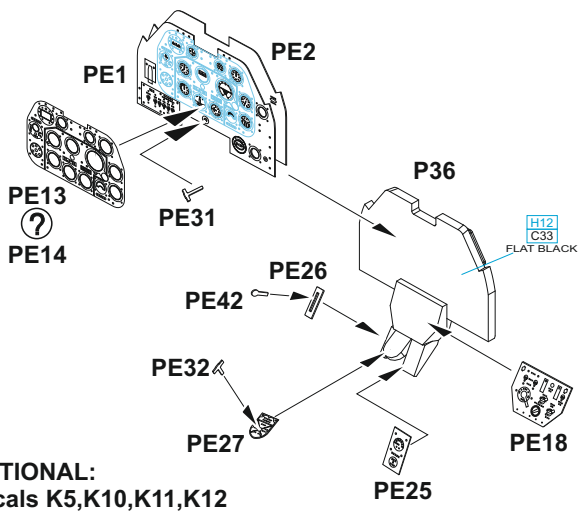


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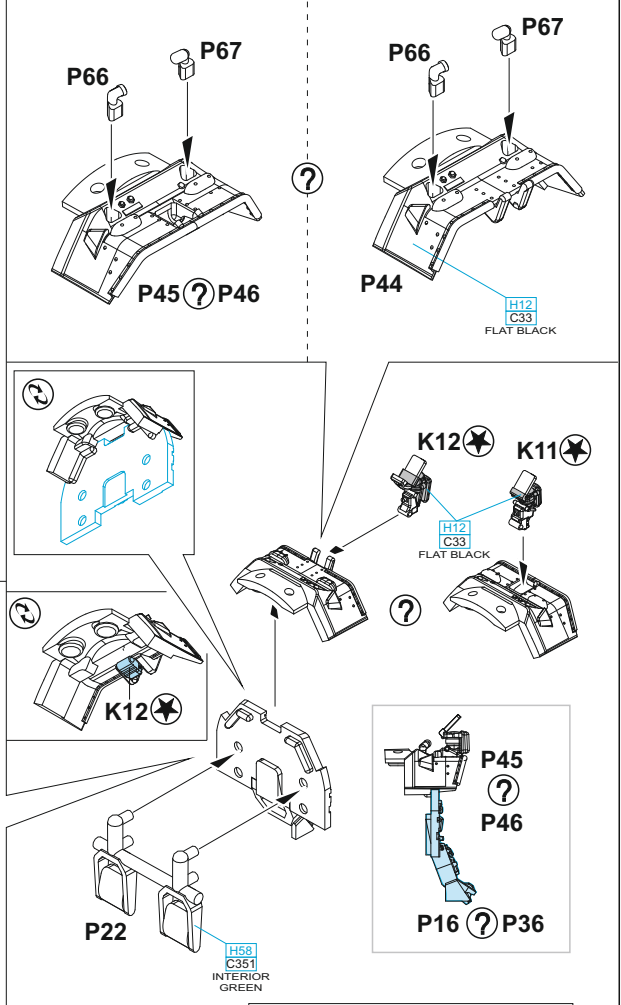




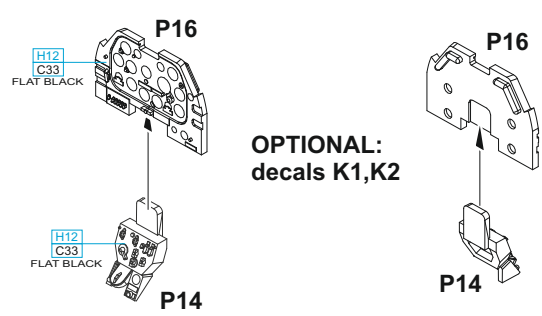




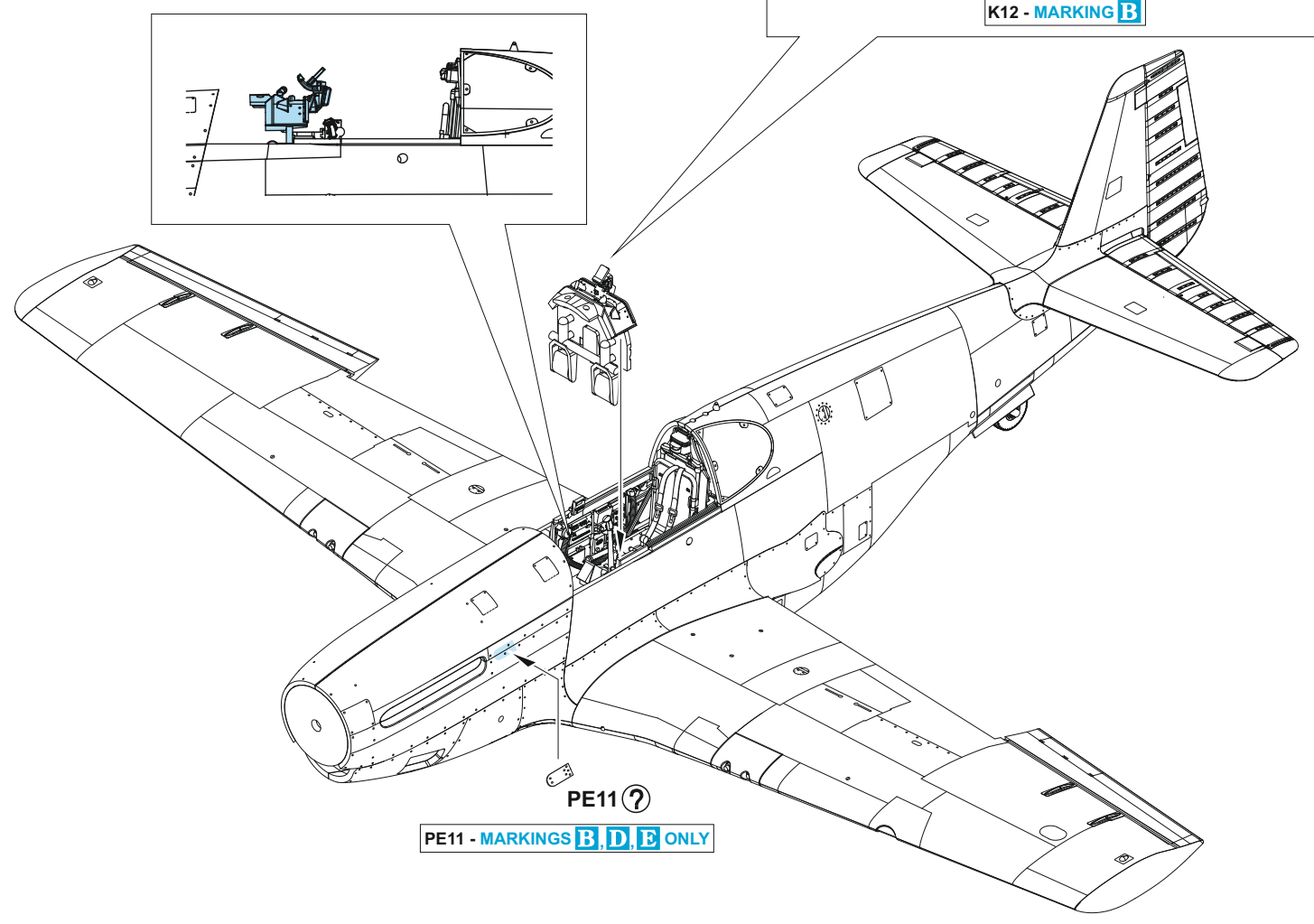
OPTIONAL:
decals K5,K10,K11,K12



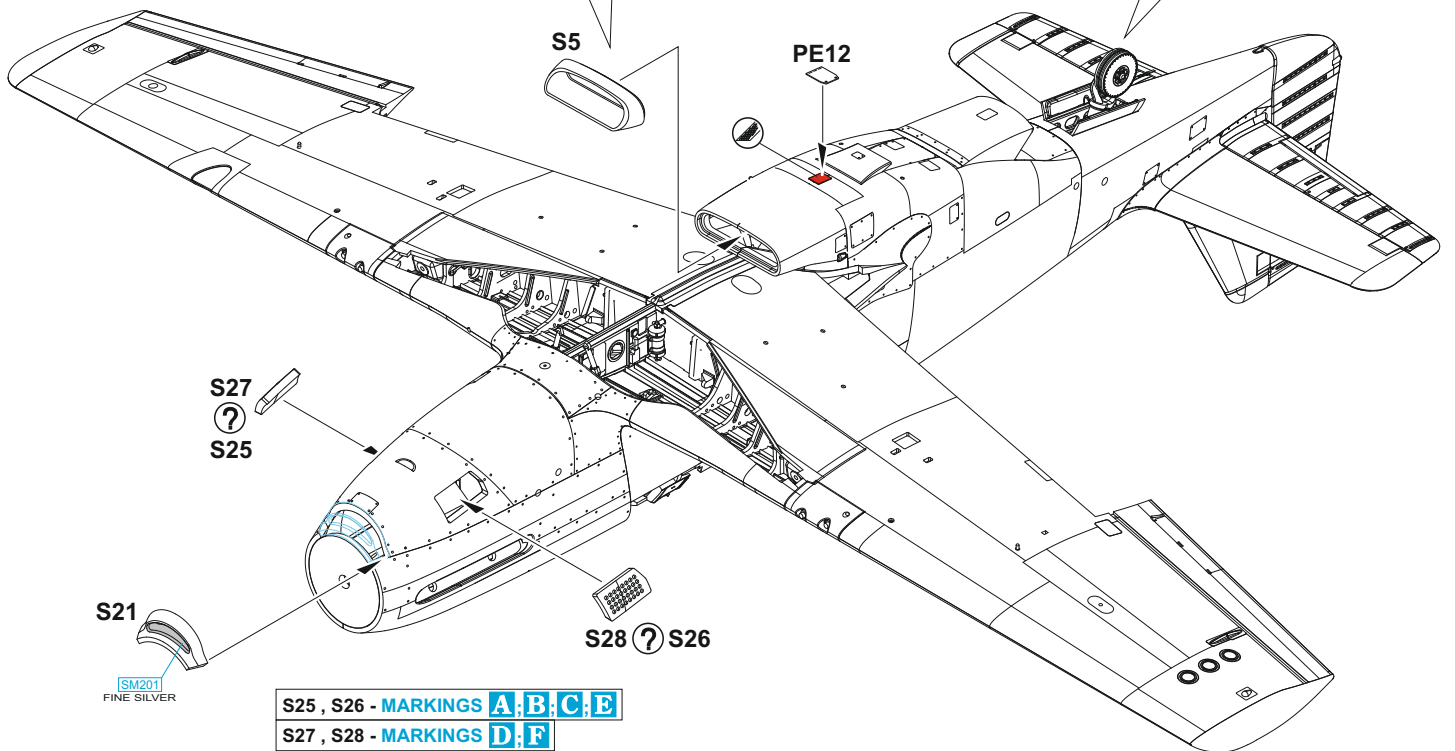
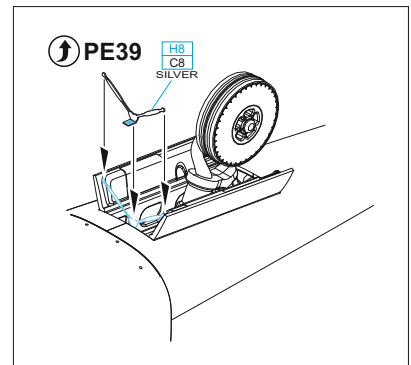
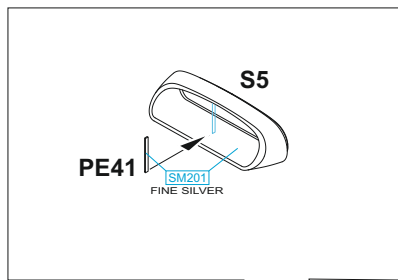
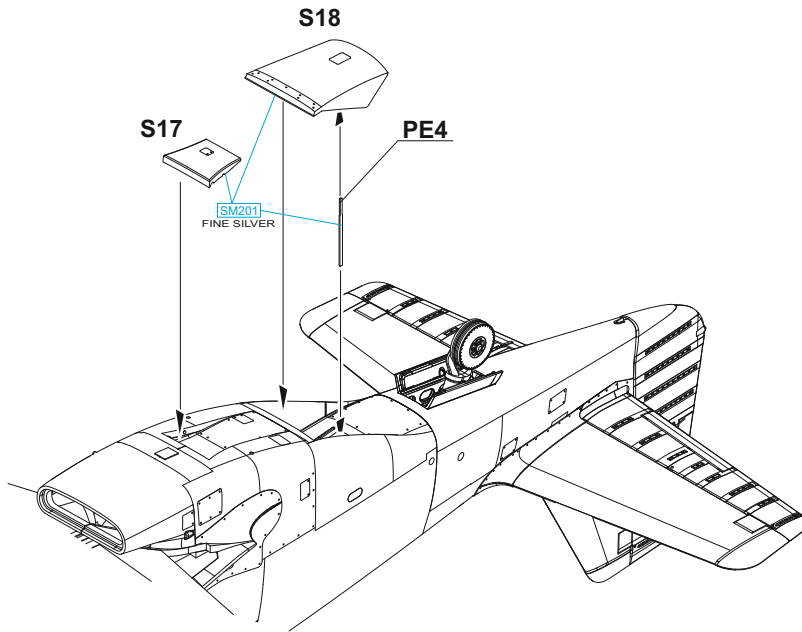
K11 - MARKINGS **A, C, D, E, F**
K12 - MARKING **B**



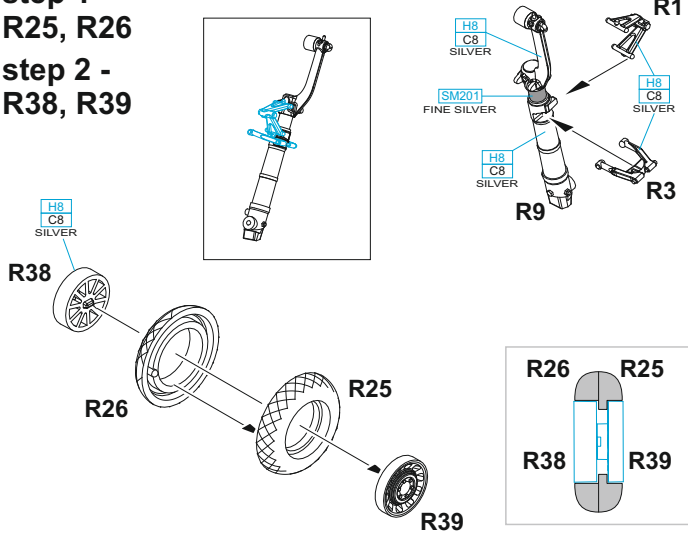
OPTIONAL:
decals K1,K2



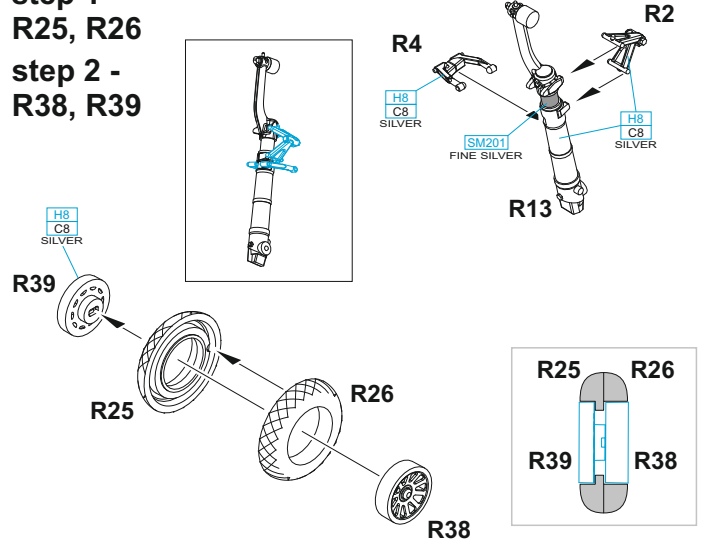
PE11 - MARKINGS **B, D, E** ONLY



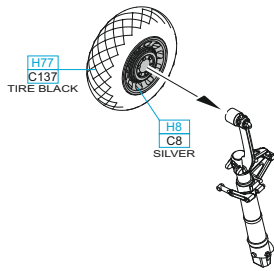
step 1 -
R25, R26
step 2 -
R38, R39



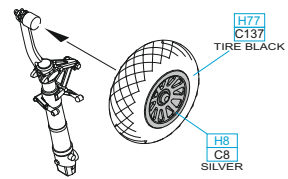
step 1 -
R25, R26
step 2 -
R38, R39



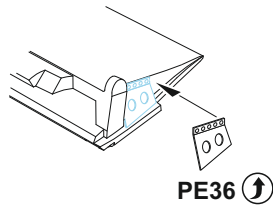
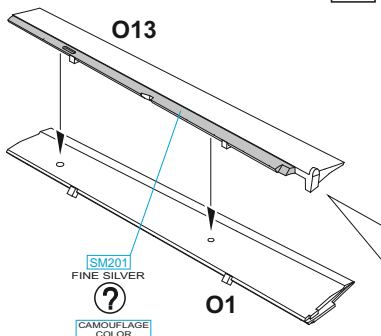
F



G

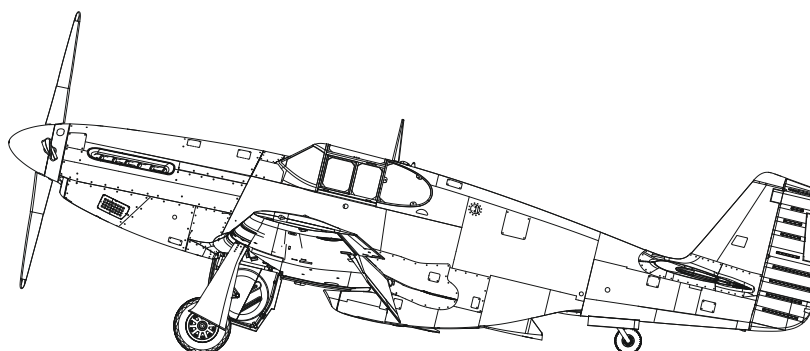
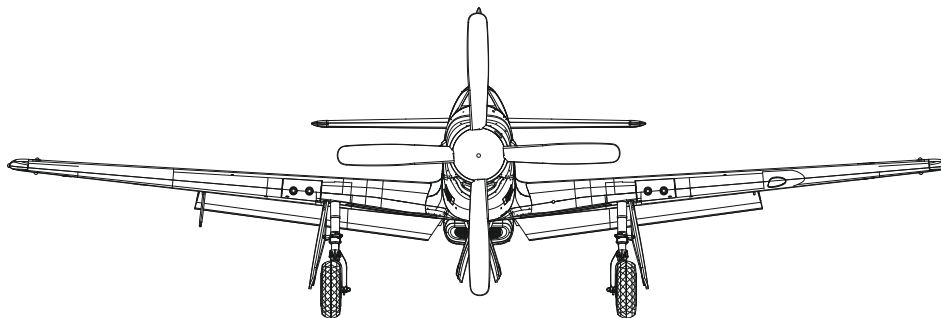
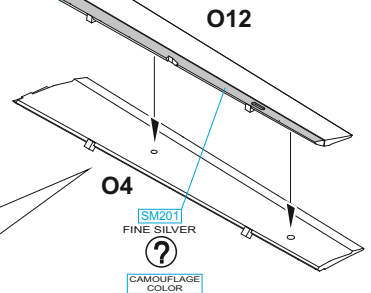


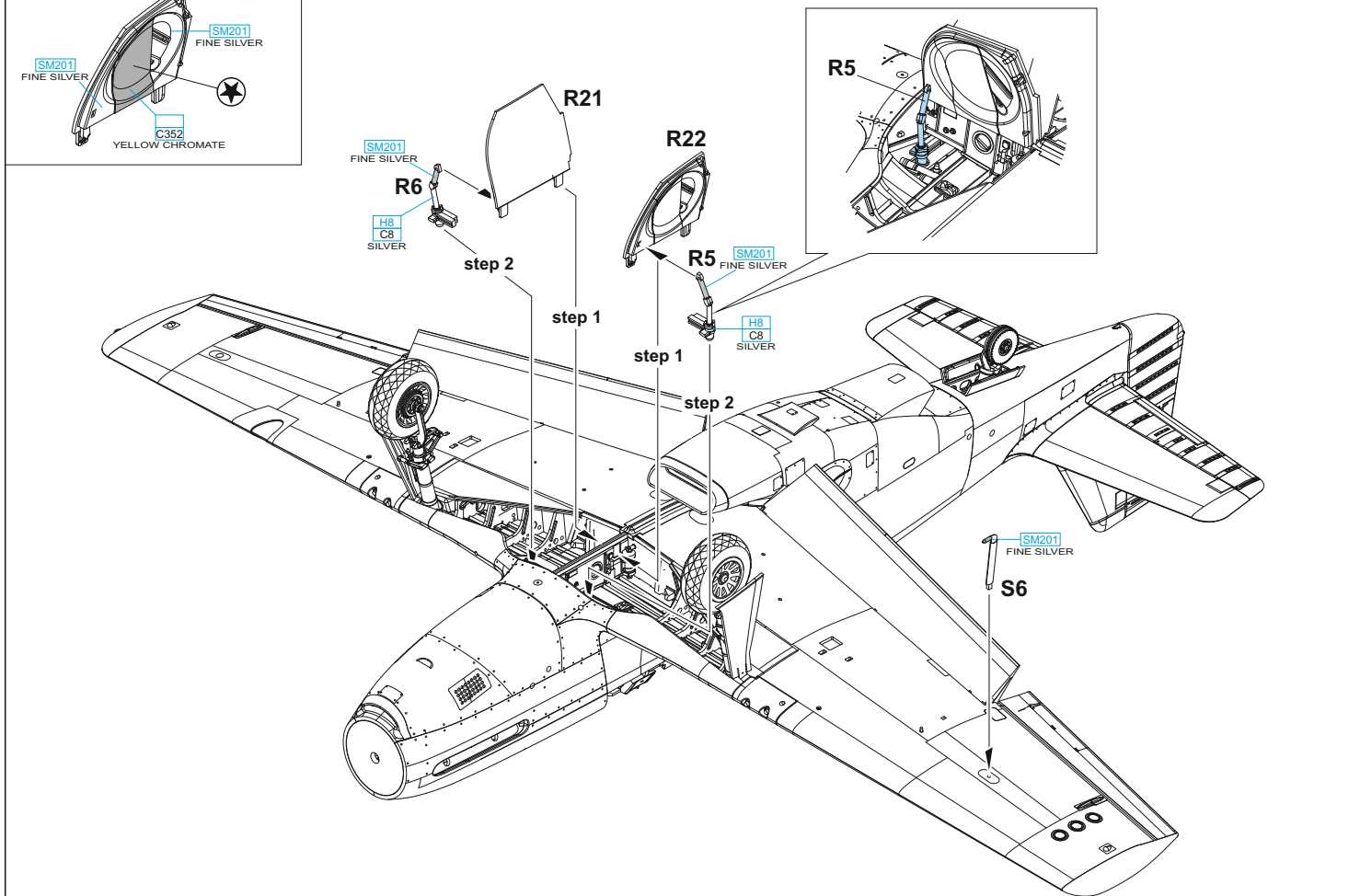
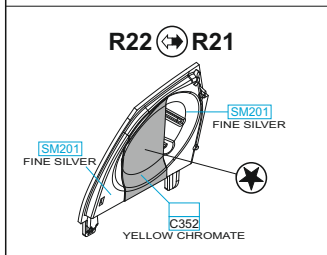
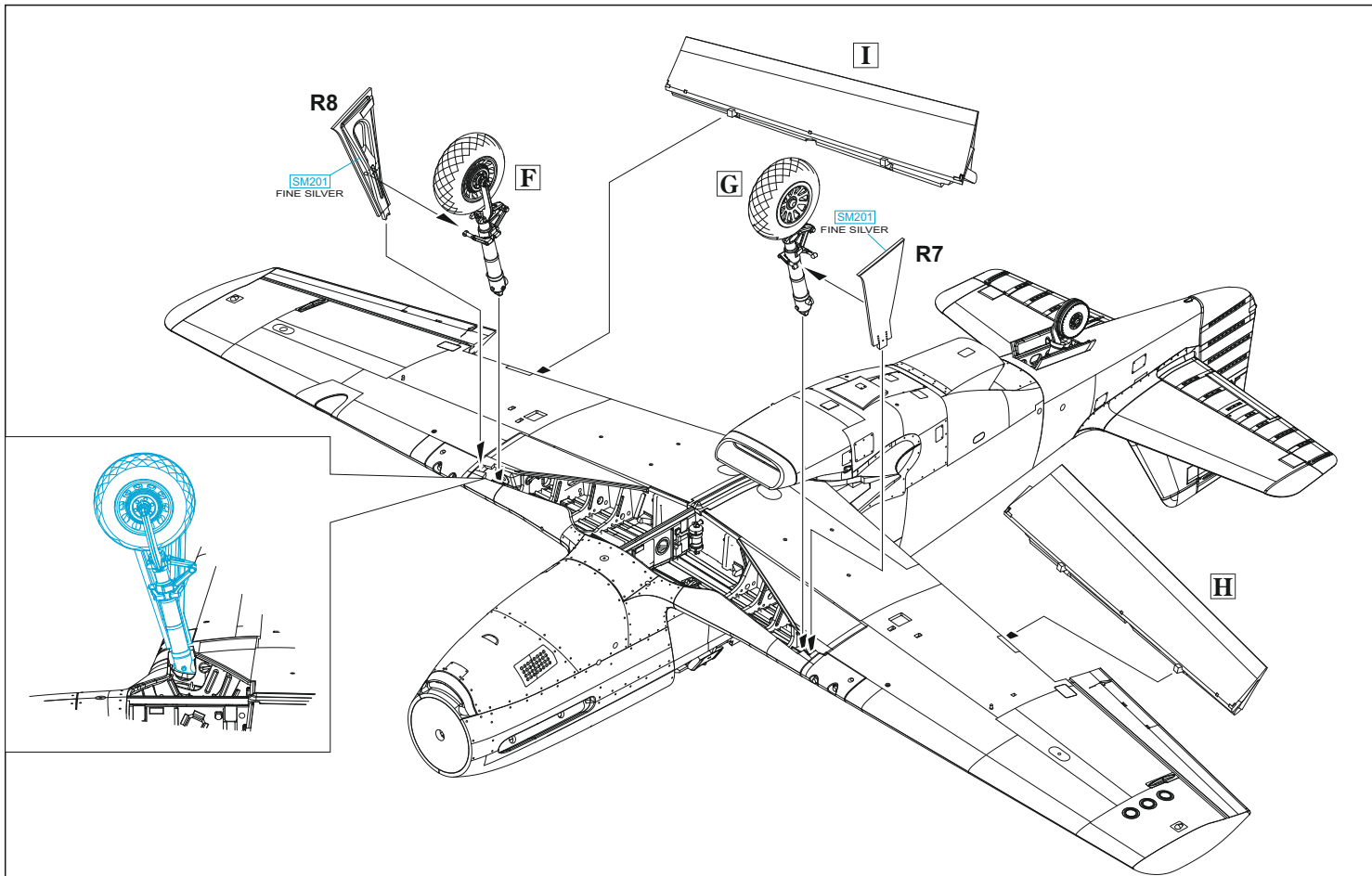
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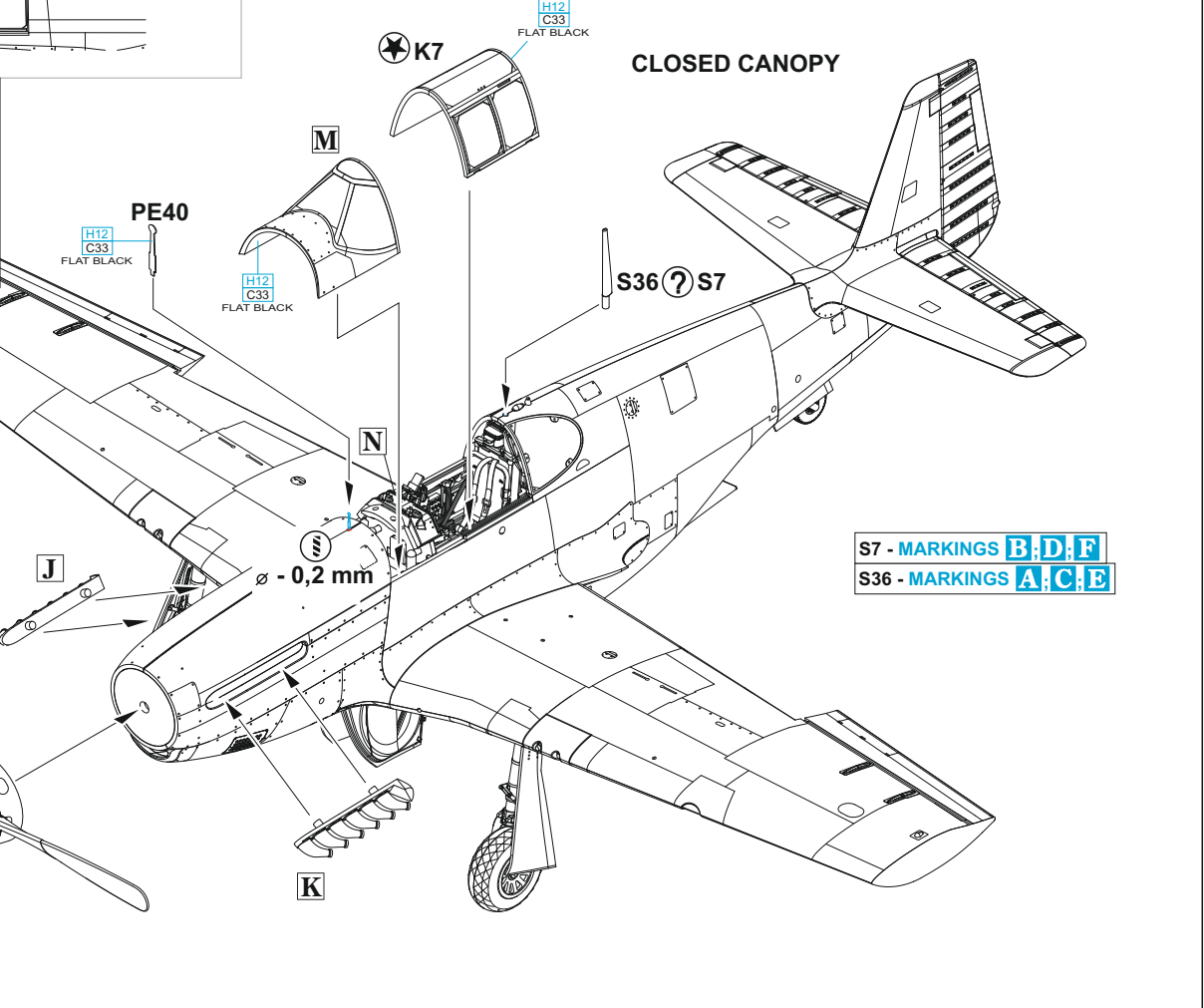
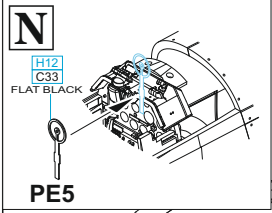
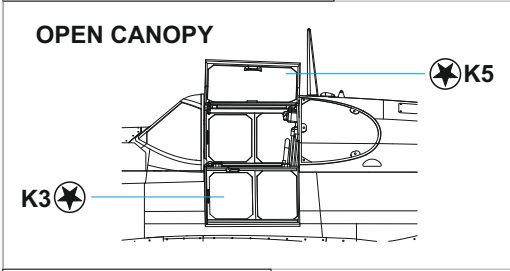
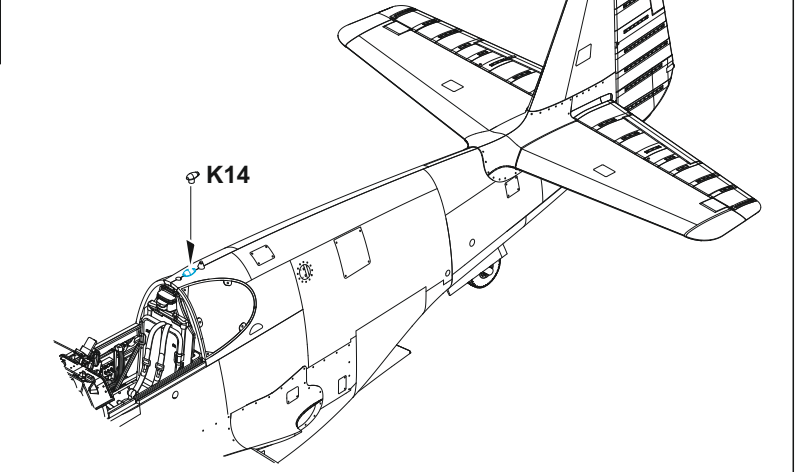
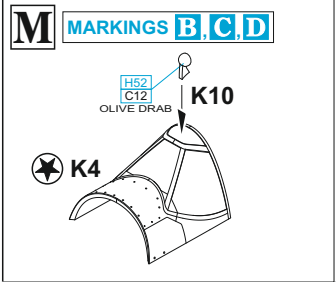
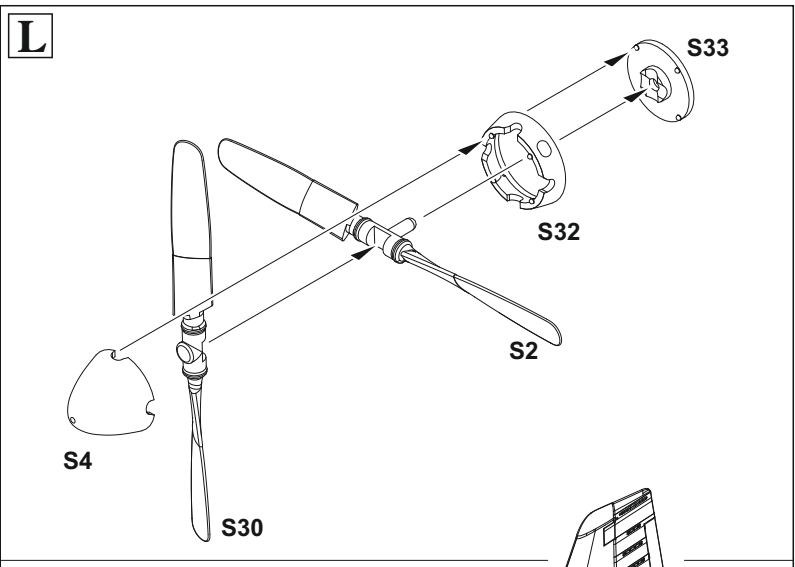
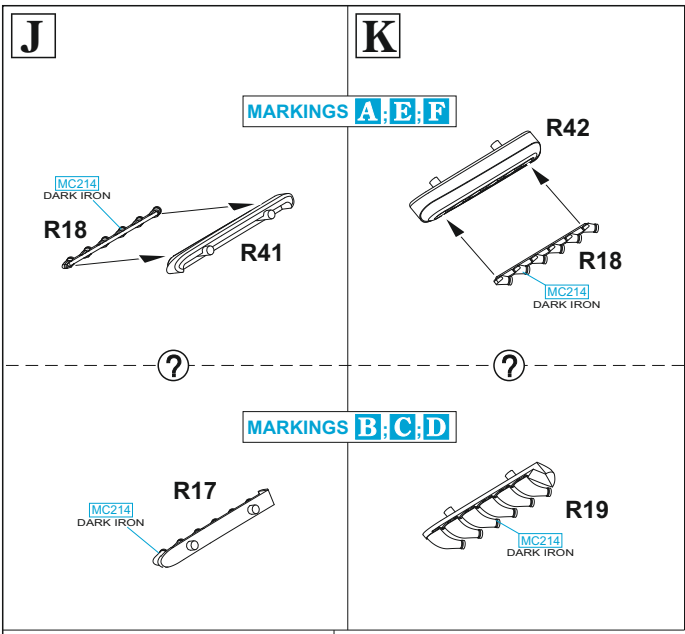


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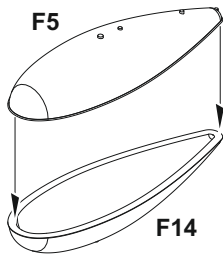




S7 - MARKINGS B;D;F
 S36 - MARKINGS A;C;E

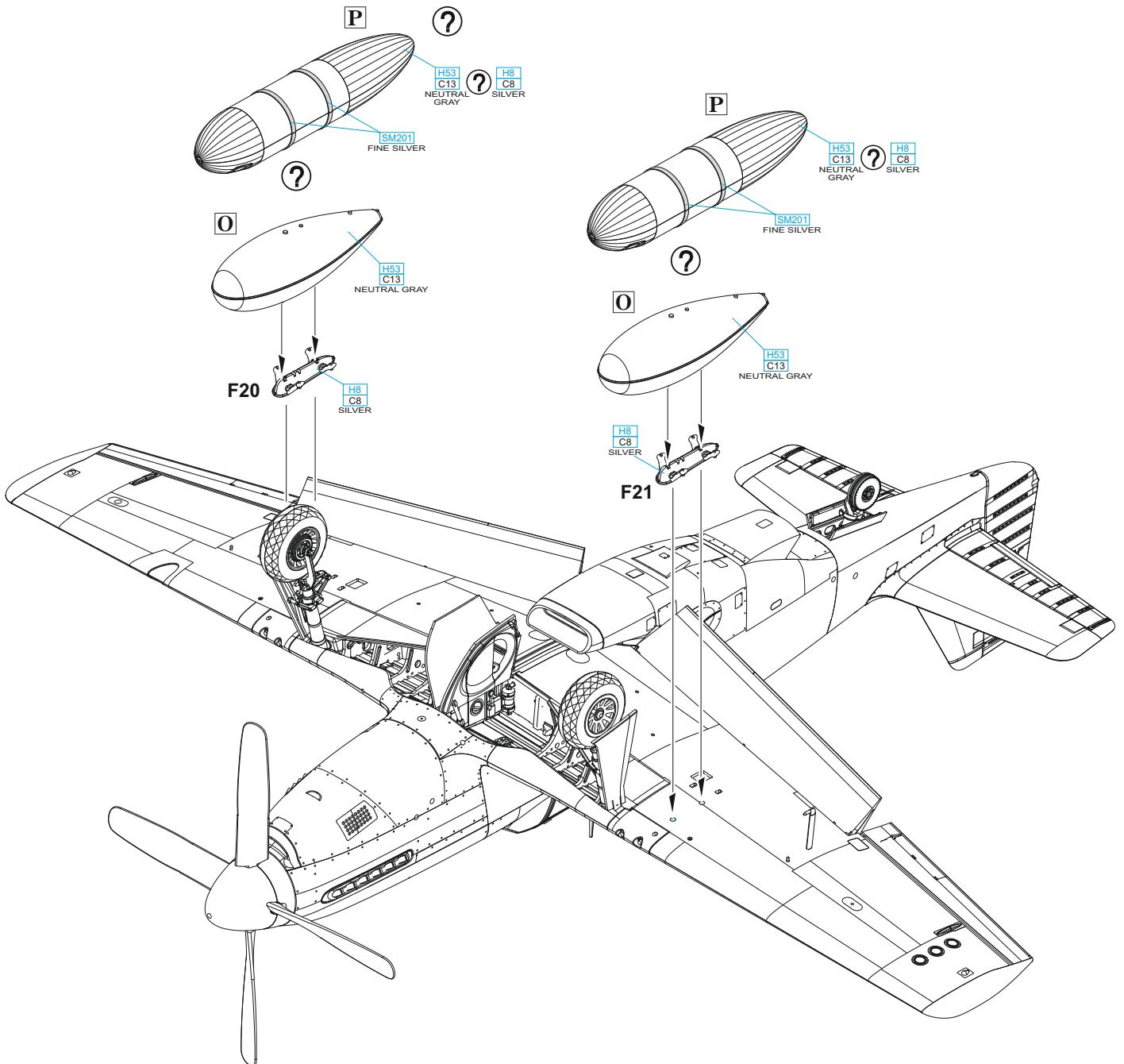
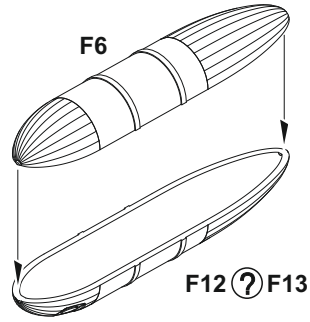
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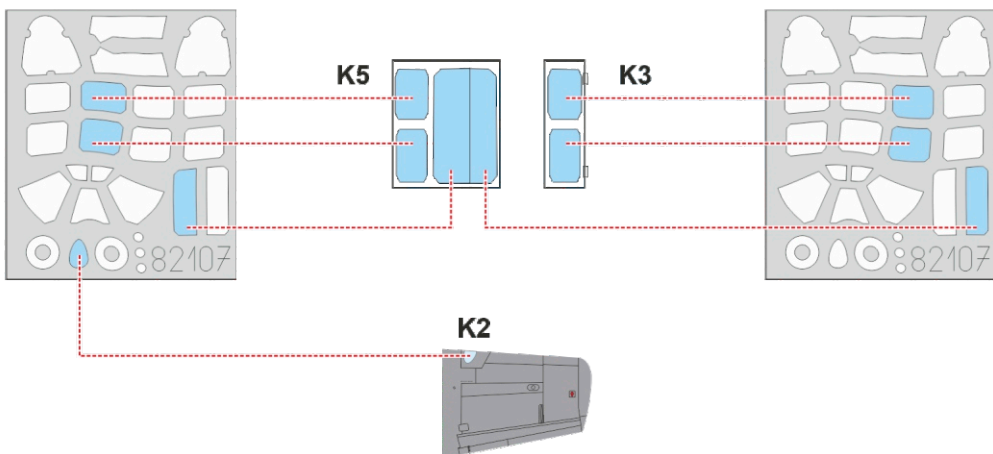
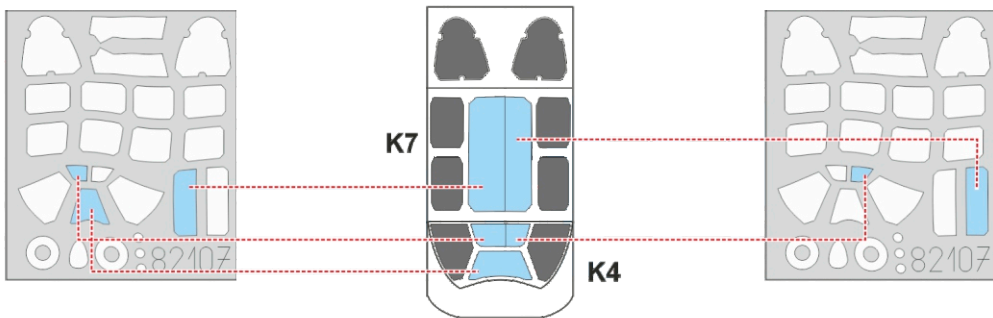
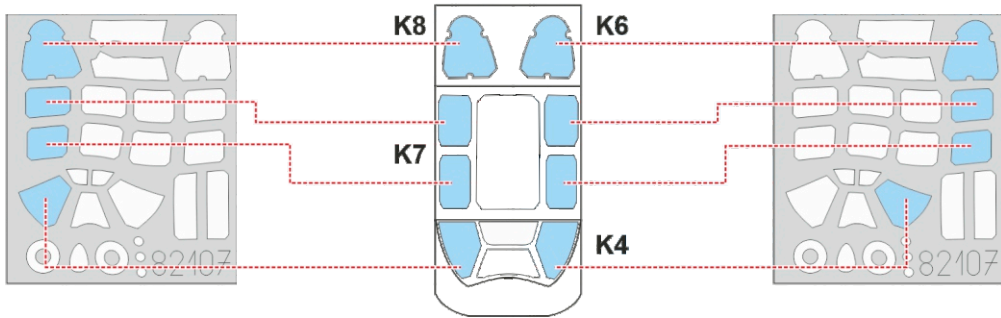
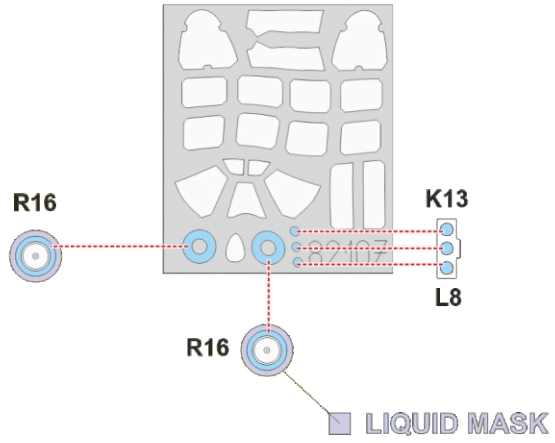
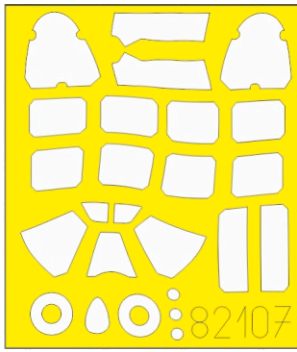
2 pcs.



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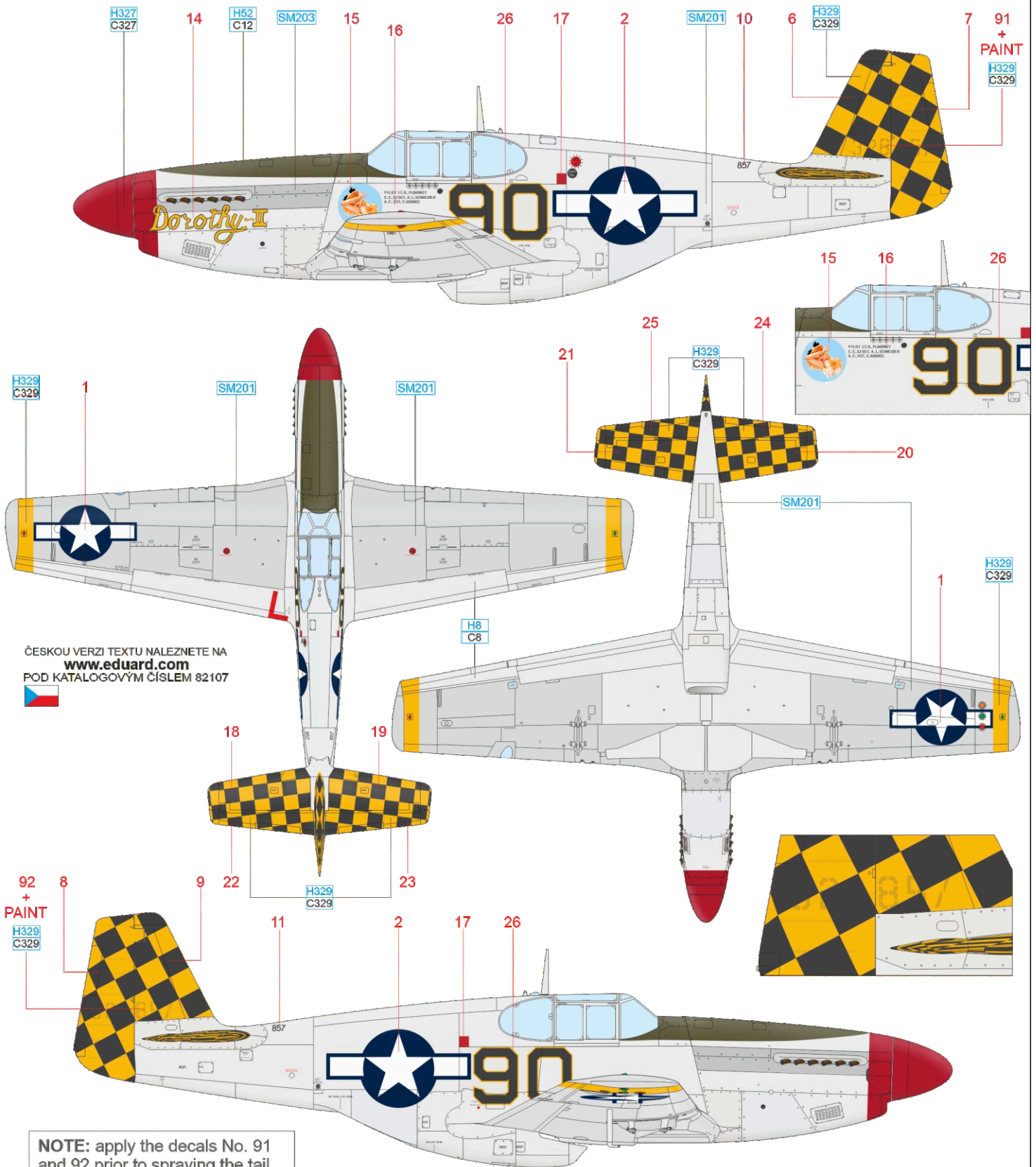
2 pcs.





A P-51B-15-NA, 43-24857, Capt. Robert M. Barkey, 318th FS, 325th FG, 15th AF, Lesina, Italy, June 1944

Robert Barkey, after initial training, was assigned to a unit called the Checkertail Clan (319th FS, 325th FG) flying P-40s in Africa. After retraining on P-47s in late 1943, he was transferred to Italy with the unit. Barkey's first victory came on February 22, 1944, when he shot down two Bf 109s, both flown by the aces of the elite German JG 26. After the unit switched to P-51B Mustangs, Barkey scored his fifth and final victory on June 6, 1944. He retired with the rank of Major in 1961. During World War II, he flew 53 combat sorties and achieved five confirmed victories and one probable victory. Barkey's Mustang number 90 bore his wife Dorothy's name on the left side of the engine cowling.



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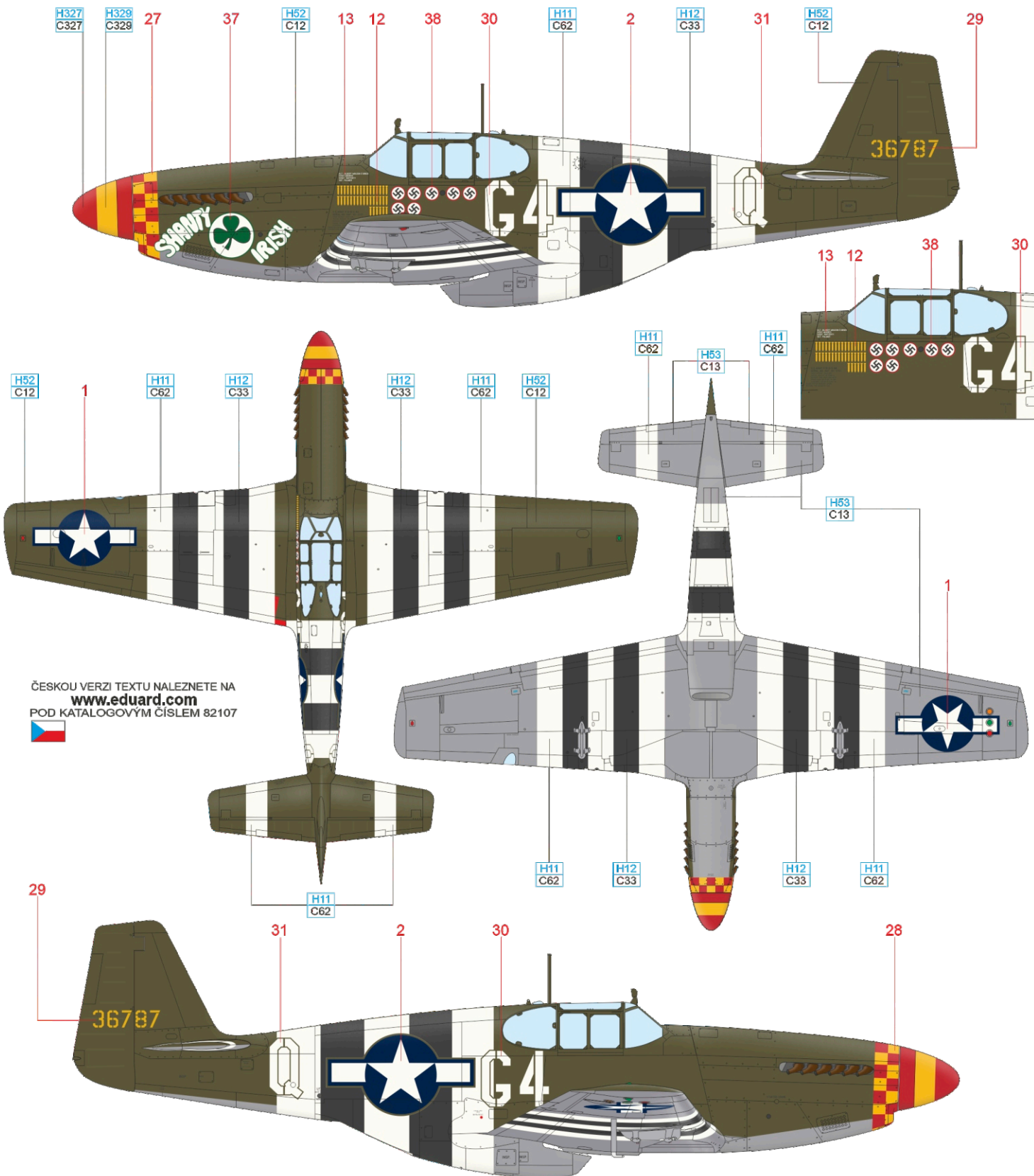


NOTE: apply the decals No. 91 and 92 prior to spraying the tail. Leave the serial number slightly visible under the coat of red color.

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

B P-51B-5-NA, 43-6787, Capt. Gilbert O'Brien, 362nd FS, 357th FG, 8th AF, Leiston, United Kingdom, June 1944

Gilbert O'Brien was born on August 24, 1916, in Charleston, South Carolina. He joined the Army Reserves in April 1942 and served as an air cadet from August 1942 to May 1943. On May 20, 1943, he qualified as a pilot with the rank of second lieutenant. In 1943 he was assigned to the 362nd Fighter Squadron and by the end of the year had flown 476 hours. He was promoted to lieutenant on March 26, 1944 and to captain in September. He returned to the United States at the end of September. During the war years he scored eight confirmed aerial victories, two of them shared. His personal aircraft was a Mustang named Shanty Irish. This Mustang was converted to a two-seater in late 1944 and served with the 364th Fighter Squadron, 357th Fighter Group with the codes C5-H and the inscription Eager Beaver on the left side of the engine cowling.

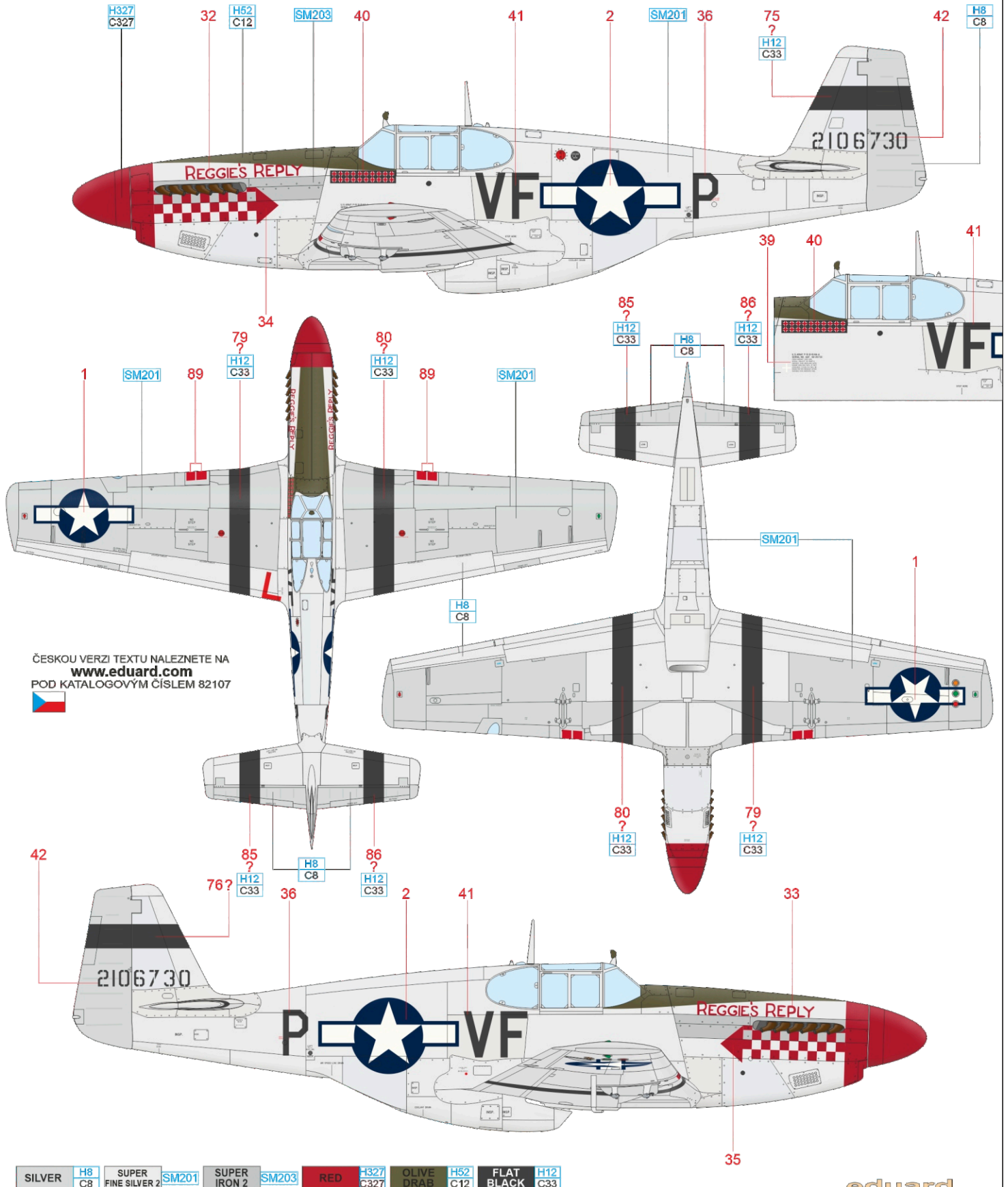


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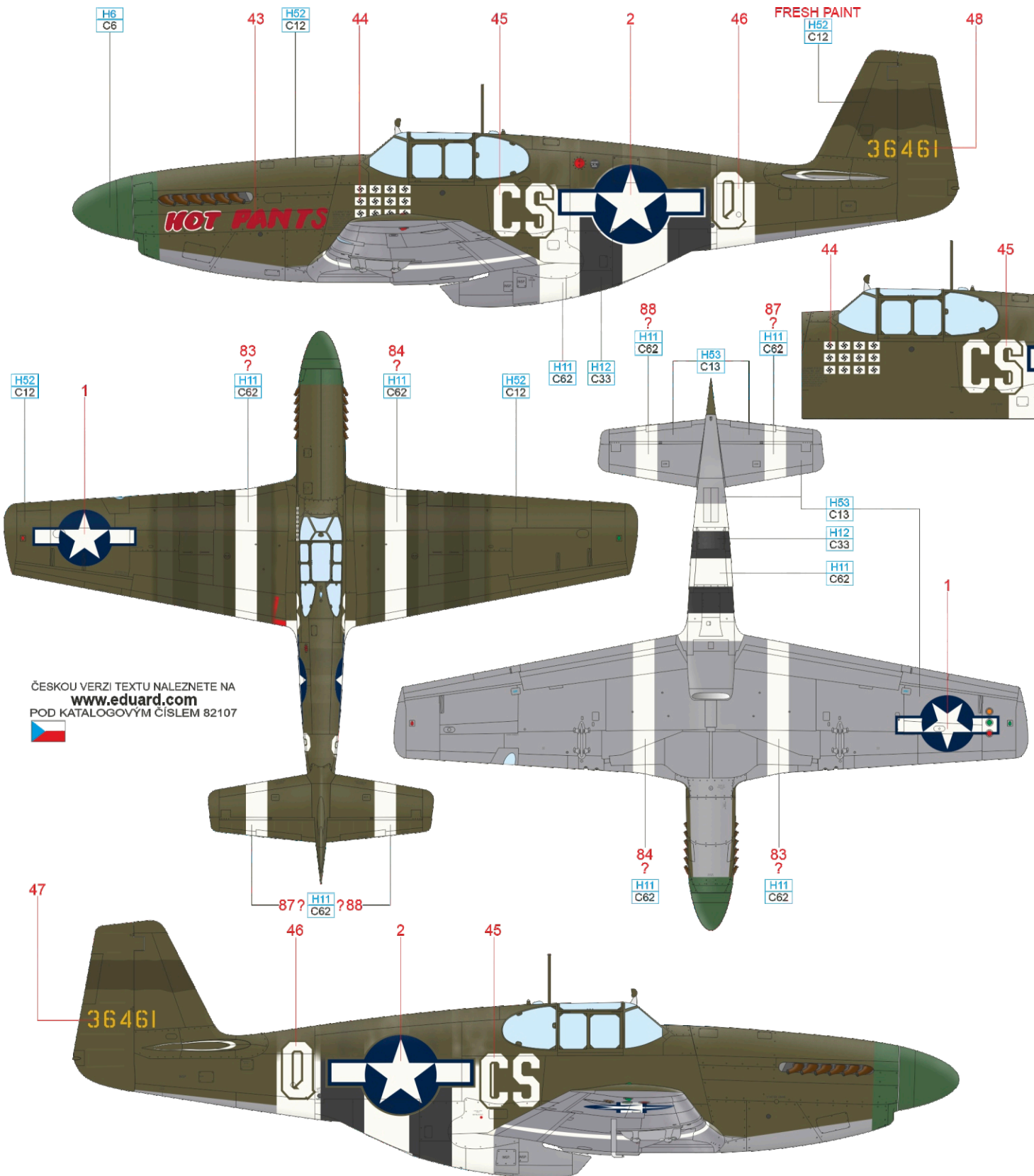
FLAT WHITE	H11 C62	NEUTRAL GRAY	H53 C13	YELLOW	H329 C329	RED	H327 C327	OLIVE DRAB	H52 C12	FLAT BLACK	H12 C33
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John Trevor Godfrey, one of the most successful fighter pilots on the European theatre of war, was born in Montreal on March 28, 1922. He joined the Royal Canadian Air Force (RCAF) in October 1941 and, after training, transferred to the United States Army Air Force (USAAF) in 1943. As a member of the 4th Fighter Group within the 8th Air Force USAAF, Godfrey was a friend and wingman of Don Gentile. Together they were known as "Captains Courageous", "The Two Man Air Force", "Messerschmitt Killers", and "Damon and Pythias". Godfrey achieved eighteen confirmed kills in combat against the Luftwaffe. On August 24, 1944, he was accidentally shot down by his wingman and captured by the Germans. Shortly before the end of the war, he managed to escape from Stalag Luft III prison camp. After the war, Godfrey served in the Rhode Island State Senate. Godfrey died on June 12, 1958, at his home in Freeport. Godfrey's autobiography, *The Look of Eagles*, was published posthumously in 1958.



D P-51B-5-NA, 43-6461, 1/Lt Wilson K. Baker Jr, 370th FS, 359th FG, 8th AF, East Wretham, United Kingdom, August 1944

The Mustang with the red Hot Pants inscription was one of three P-51Bs that landed in Sweden on August 4, 1944, while escorting a B-24 against Peenemünde. This was due to a cooling system failure on Division Commander Raymond Lancaster's aircraft on the return flight, forcing him to fly towards Sweden, where he subsequently made an emergency landing. Along the way, two other Mustangs followed to protect him and ensure he made it to Sweden without incident. When escort pilots saw that Lancaster had reached the Swedish coast, they made their way to England. Over Denmark, however, they encountered a German Messerschmitt Bf 110G, which was radar-guided towards the Mustangs, believing it to be an American bomber, not two fighters in close formation. The German aircraft was therefore attacked and shot down by 2/Lt Wilson Kirby Baker, Jr. flying a P-51B called Hot Pants. After the dogfight, both pilots realized that they had used so much fuel that they would have difficulty reaching England soil. Wilson Baker and Richard Rabb were interned at Mullsjö and sent back to England on November 1, 1944. On April 9, 1945, Hot Pants was sold to the Swedish Royal Air Force and was assigned the registration number 26002. However, it is almost certain that the aircraft was never painted in Swedish colors and was never flown. Instead, it served as a spare parts stock for other Mustangs and was scrapped on June 16, 1947.



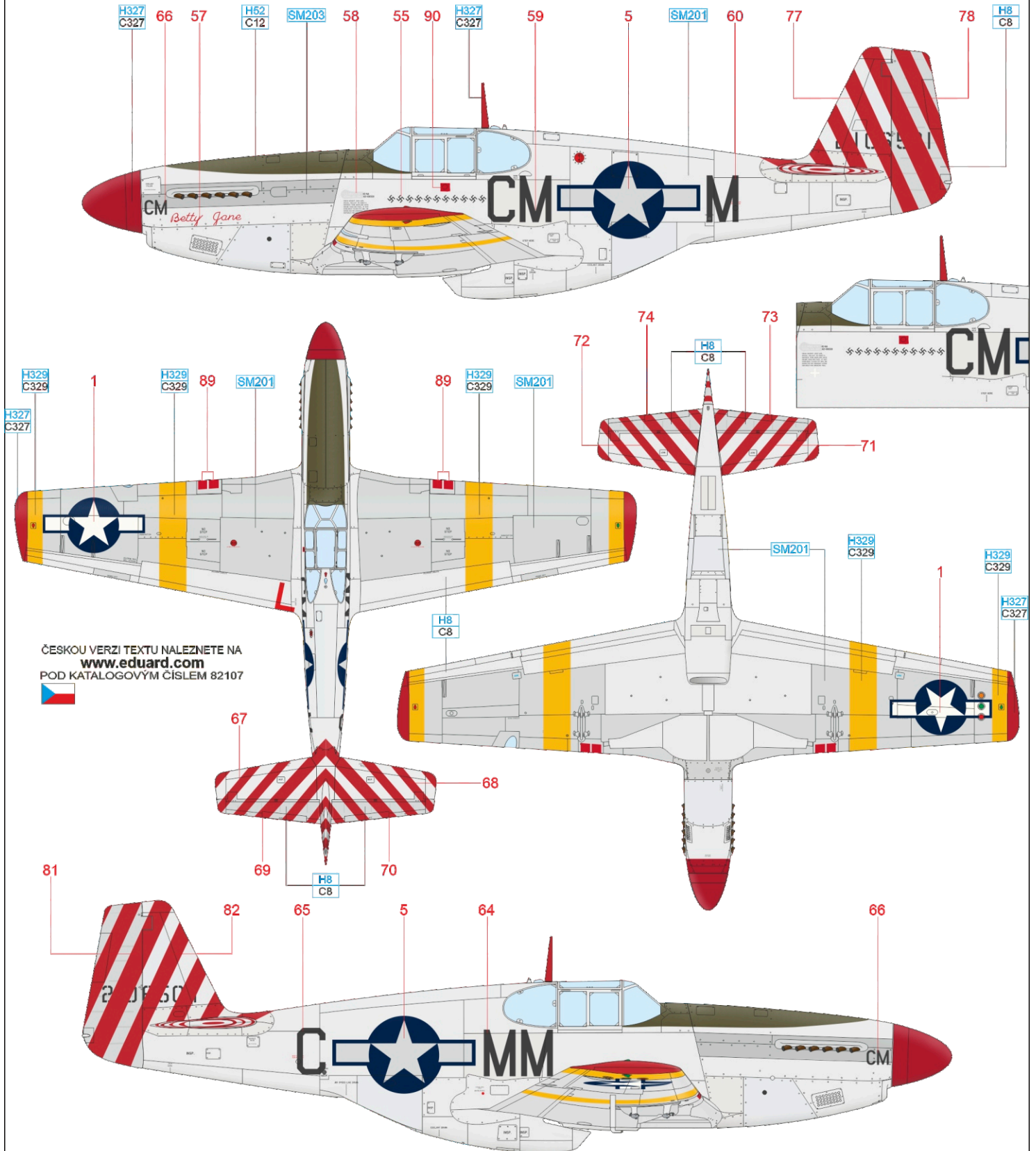
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FLAT WHITE	H11 C62	NEUTRAL GRAY	H53 C13	OLIVE DRAB	H52 C12	GREEN	H6 C6	FLAT BLACK	H12 C33
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E P-51B-10-NA, 42-106501, Col. Charles McCorkle, CO of 31st FG, 15th AF, San Severo, Italy, July 1944

As a fighter pilot in World War II, Charles "Sandy" McCorkle commanded fighter groups in two theaters of war. He was one of only seventeen American pilots to achieve ace status flying the British Spitfire. In 1942, at age 27, he became the youngest Colonel in the Army Air Corps. Charles McCorkle was born in Newton, North Carolina in 1915. He was accepted to the U.S. Military Academy in 1932 and graduated in June 1936. A year later he graduated from the Advanced Flying School at Kelly Field, Texas, and was assigned as a fighter pilot to the 24th Pursuit Squadron. At the beginning of World War II, he was transferred to the 54th Fighter Group (P-39) at Harding Field and Alaska. He assumed command of the 54th Fighter Group on June 3, 1942. In July 1943, McCorkle assumed command of the 31st Fighter Group (flying Spitfires and later P-51s) in Sicily. He participated in the air actions during the landings at Salerno and Anzio, fighter support of air attacks in Italy and Central Europe, and other typical missions assigned to fighter units during this period. When he returned to the United States and received a new assignment as Chief of Staff of First Fighter Command at Mitchel Field, he was credited with eleven victories, five of them were achieved with Mk.VIII Spitfires and six with P-51Bs.



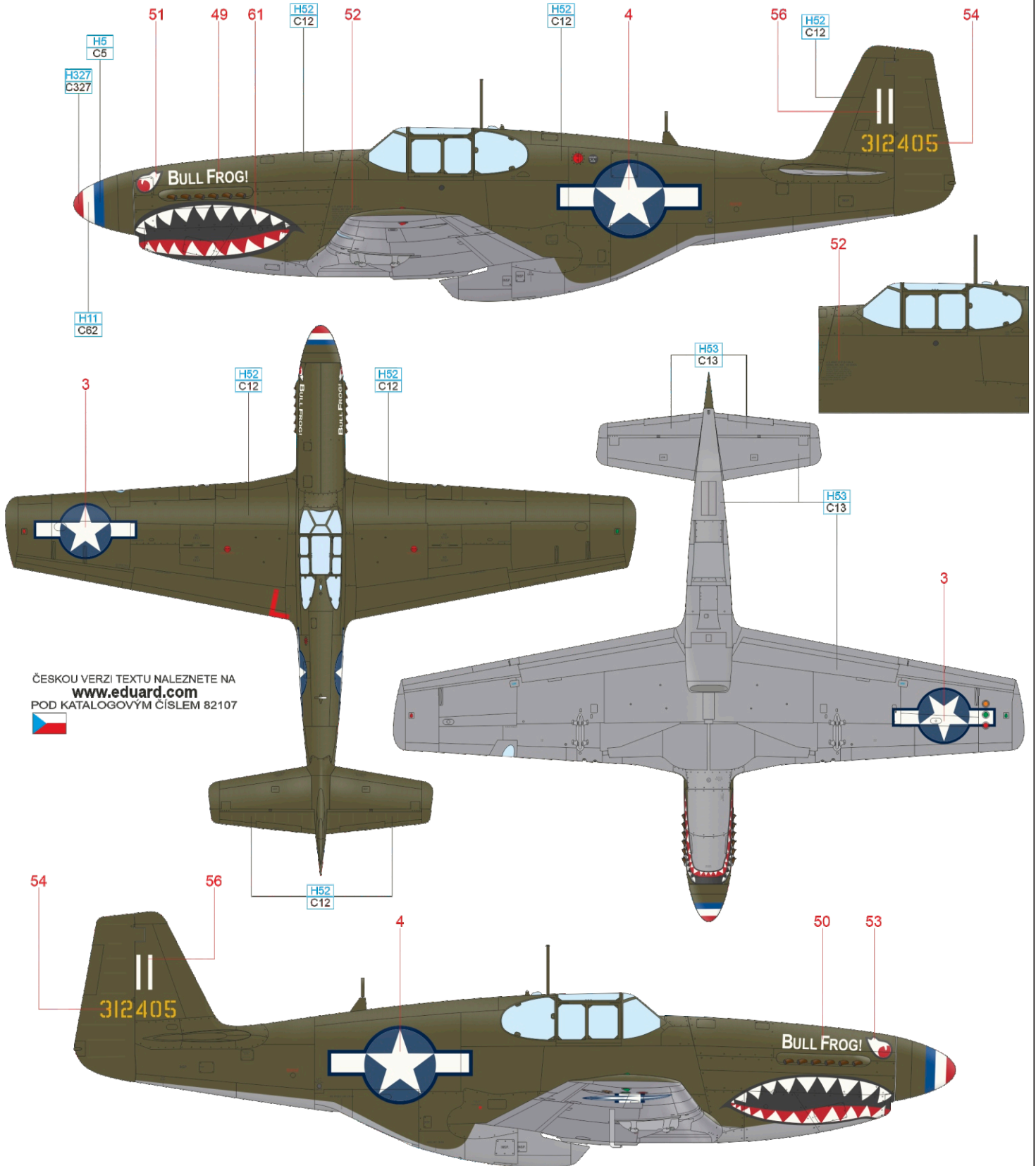
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SILVER H8 C8 SUPER FINE SILVER 2 SM201 SUPER IRON 2 SM203 YELLOW H329 C329 RED H327 C327 OLIVE DRAB H52 C12

F P-51B-1, 43-12405, Col. David L. Hill, CO of 23rd FG, 14th AF, China, 1944

David Lee "Tex" Hill was born on July 13, 1915, in Gwangju, Korea, to American missionaries. He entered the Navy in 1938 as an air cadet and earned his air wings in 1939 after graduating from Pensacola NAS. He was first assigned to Torpedo Squadron 3, flying the TBD Devastator from USS Saratoga (CV-3), then flew with Bombing Squadron 4, flying the SB2U Vindicator from USS Ranger (CV-4). In 1941 he was transferred to China to the Flying Tigers, where he flew first as a squadron leader and then as commander of 2nd Squadron AVG flying 250 combat hours in the P-40 Tomahawk. He was credited with 13 destroyed Japanese aircraft. In July 1942 the AVG disbanded, and Hill remained until the end of 1942 as commander of the 75th Fighter Squadron and assumed command of the 23rd Fighter Group later. He returned to the US in November 1944. In all, Hill scored 19 confirmed kills plus more than 20 probable ones and spent the rest of the war as commander of the 412th Fighter Group, operationally testing the first Bell YP-59 and Lockheed P-80 Shooting Star jets. In 1945, he left the Army Air Corps and joined the Texas Air National Guard to command the 58th Fighter Wing, becoming the youngest brigadier general ever to serve in the National Guard.



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FLAT WHITE	H11 C62	NEUTRAL GRAY	H53 C13	OLIVE DRAB	H52 C12	RED	H327 C327	BLUE	H5 C5
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