

Mustang™ Mk.III

eduard

1/48 Scale Plastic Model Kit



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ProfiPACK
edition



item No. 82109

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
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



TEILE

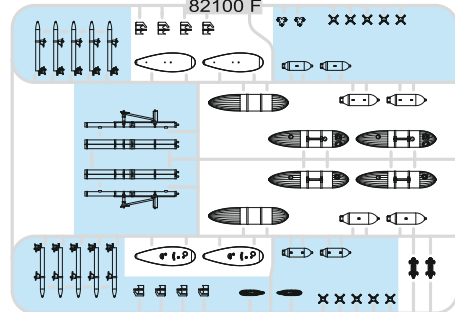


PIÈCES

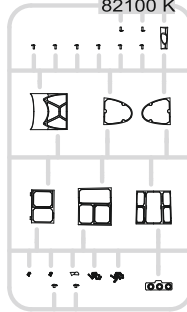


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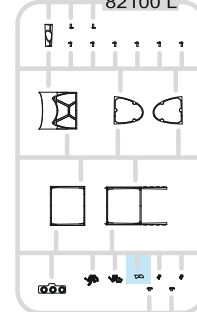
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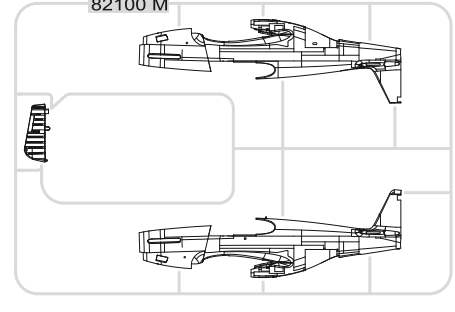
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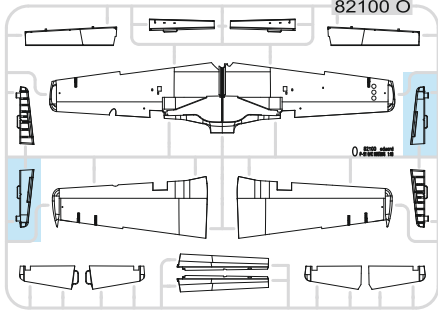


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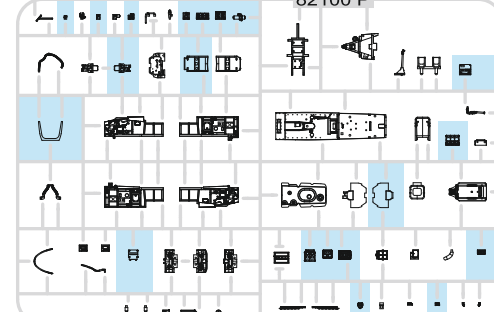


PLASTIC PARTS

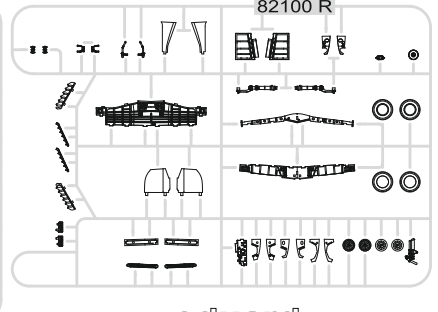
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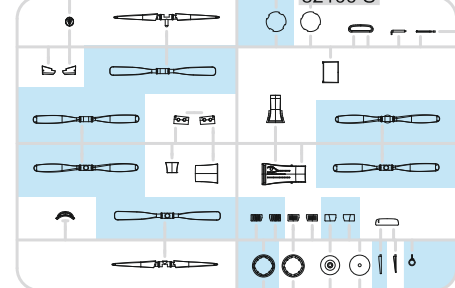
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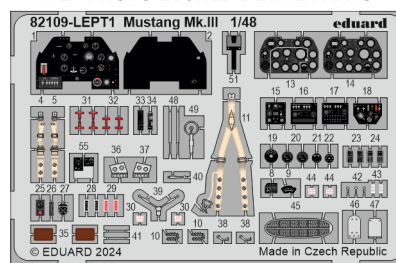
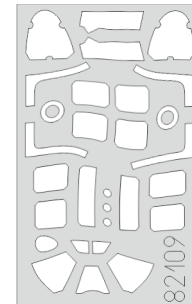
R>



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

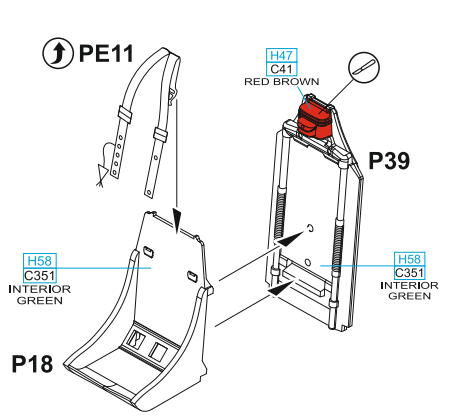


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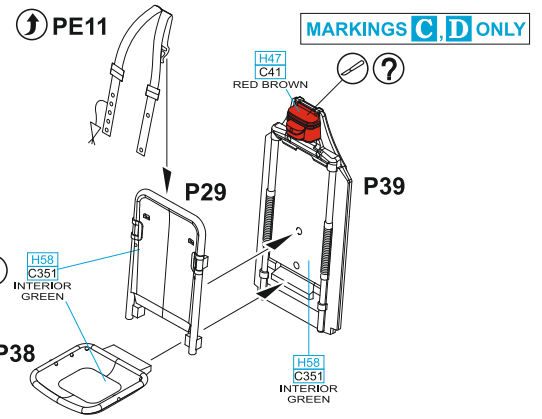
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H1	C1	WHITE
H4	C4	YELLOW
H8	C8	SILVER
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H27	C44	TAN
H47	C41	RED BROWN
H52	C12	OLIVE DRAB
H53	C13	NEUTRAL GRAY
H58	C351	INTERIOR GREEN
H74	C368	SKY
H77	C137	TIRE BLACK
H90	C47	CLEAR RED
H92	C49	CLEAR ORANGE

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H94	C138	CLEAR GREEN
H327	C327	RED
H329	C329	YELLOW
H330	C361	DARK GREEN
H335	C363	MEDIUM SEAGRAY
H417	C117	RLM76 LIGHT BLUE
	C352	CHROMATE YELLOW
	C362	OCEAN GRAY
Mr.METAL COLOR		
	MC214	DARK IRON
Mr.COLOR SUPER METALLIC		
	SM201	SUPER FINE SILVER

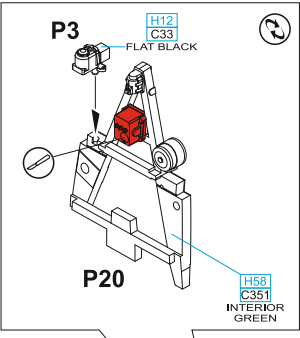
1 = 90% + 10%
 H58 C351 INTERIOR GREEN H12 C33 FLAT BLACK



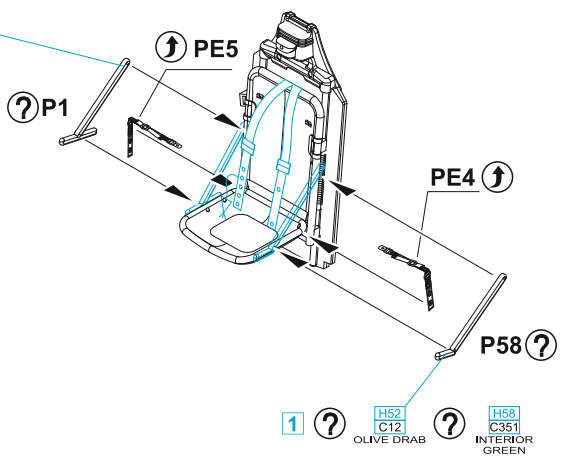
P18, P39 - MARKINGS A, B



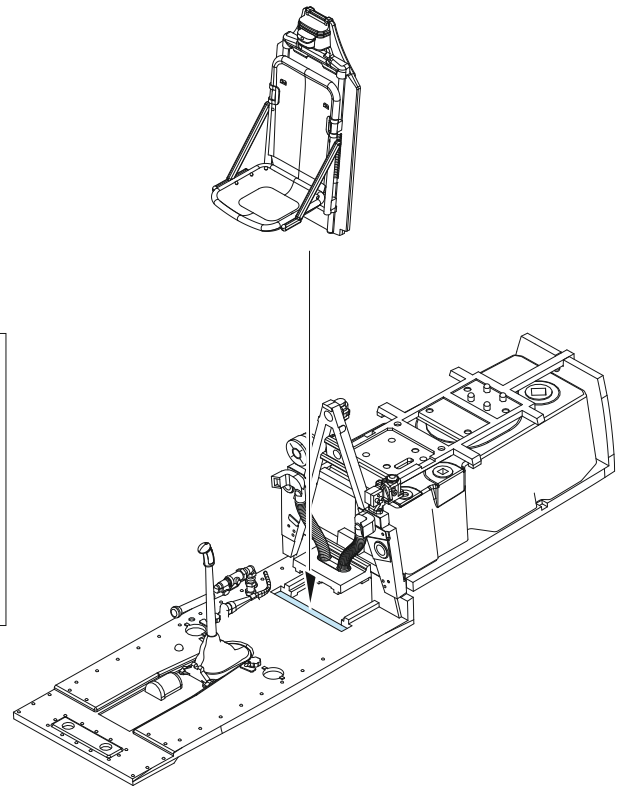
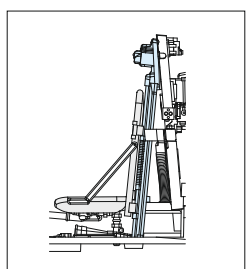
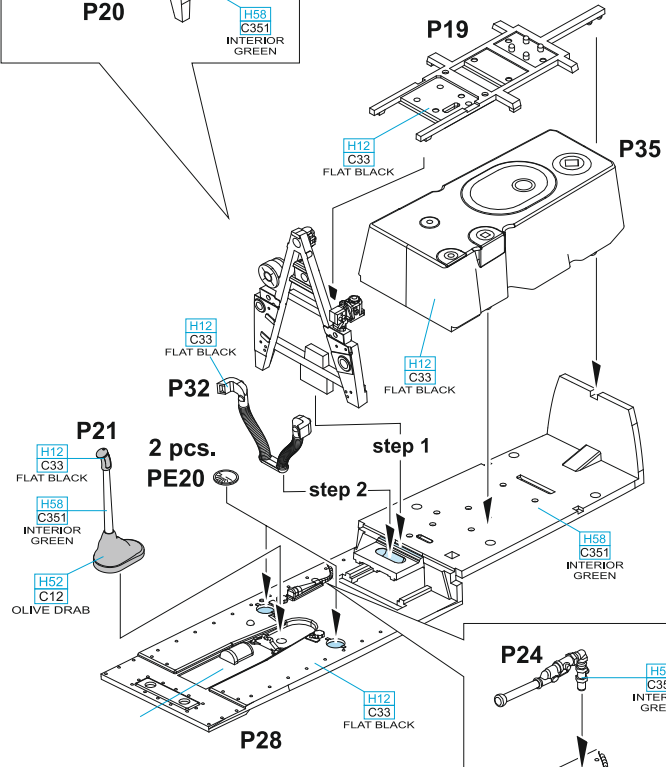
P29, P38, P39 - MARKINGS C, D, E, F, G

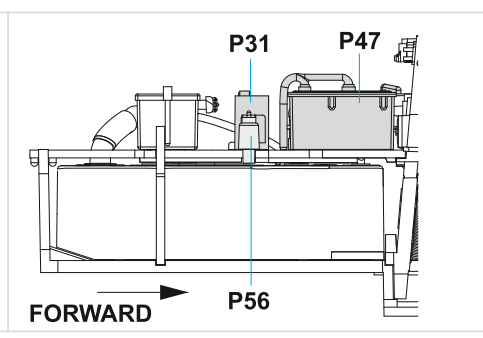
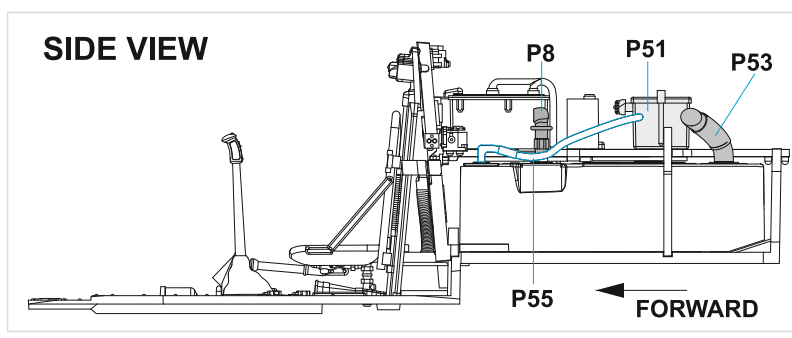
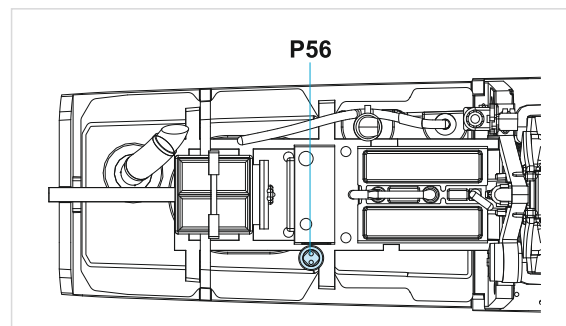
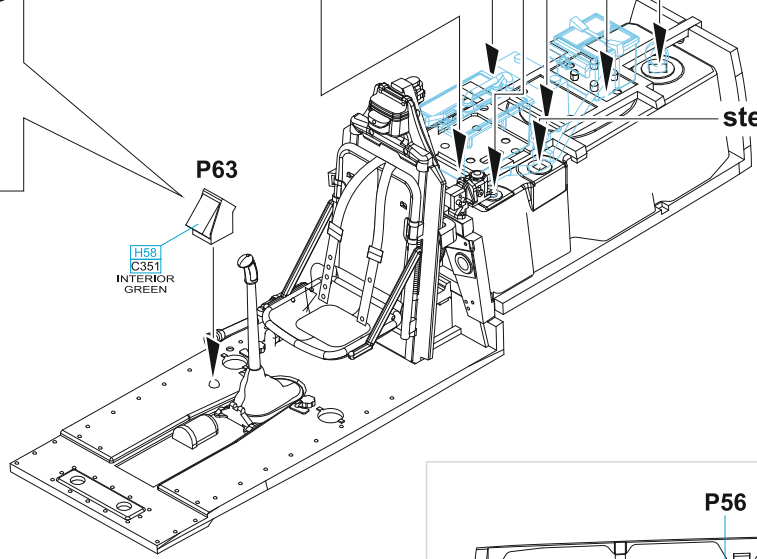
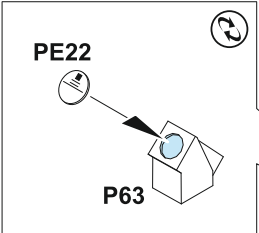
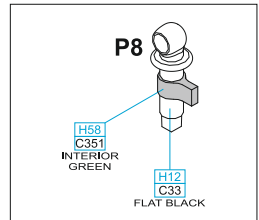
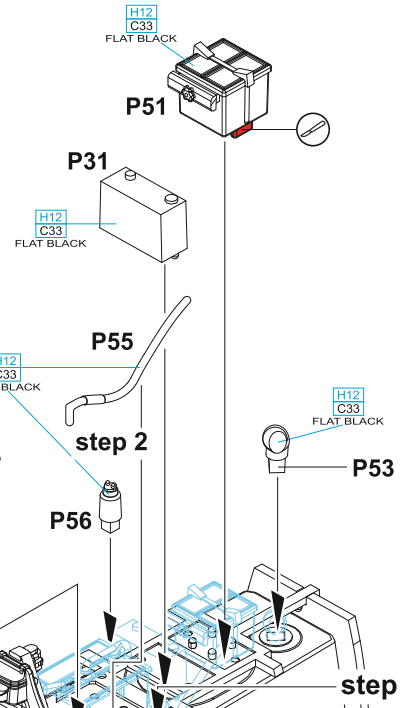
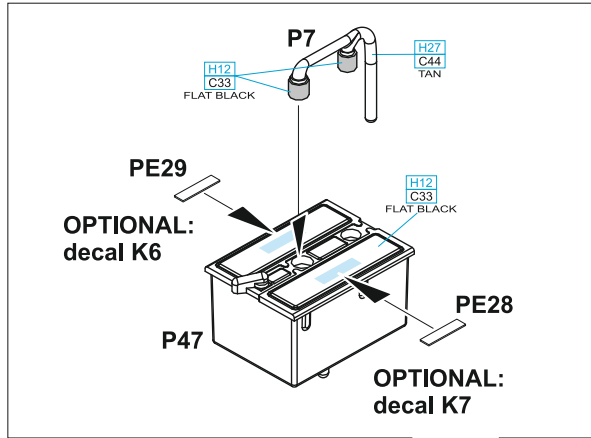


1 ? H52 C12 OLIVE DRAB H58 C351 INTERIOR GREEN

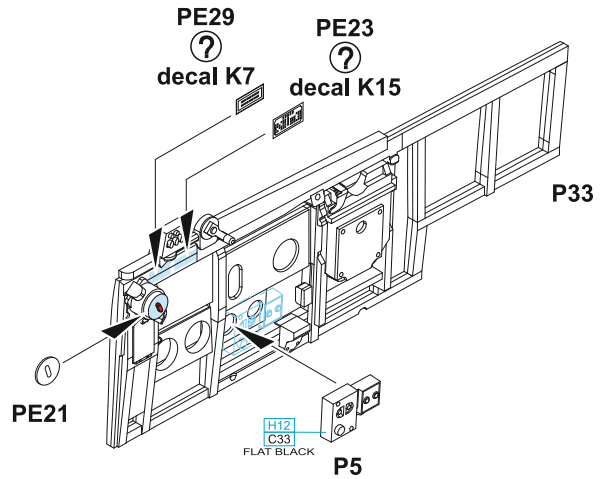
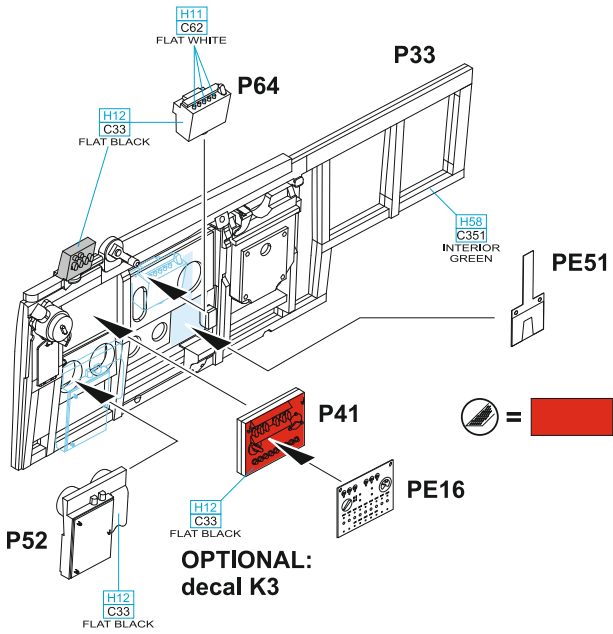


P1, P58 - MARKINGS C, D, E, F, G ONLY

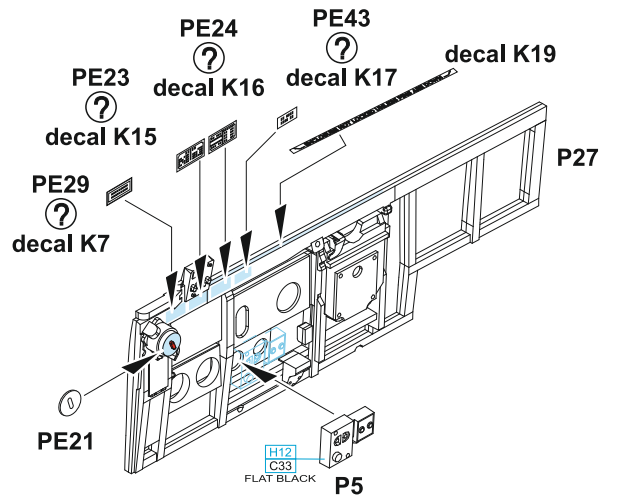
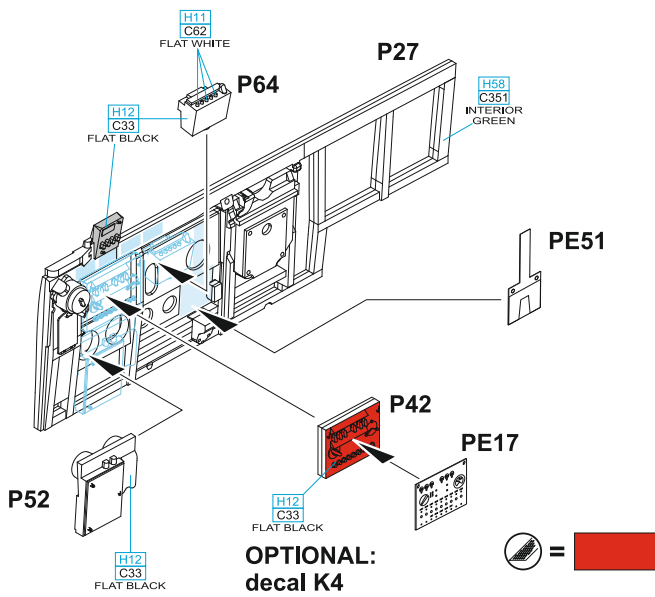




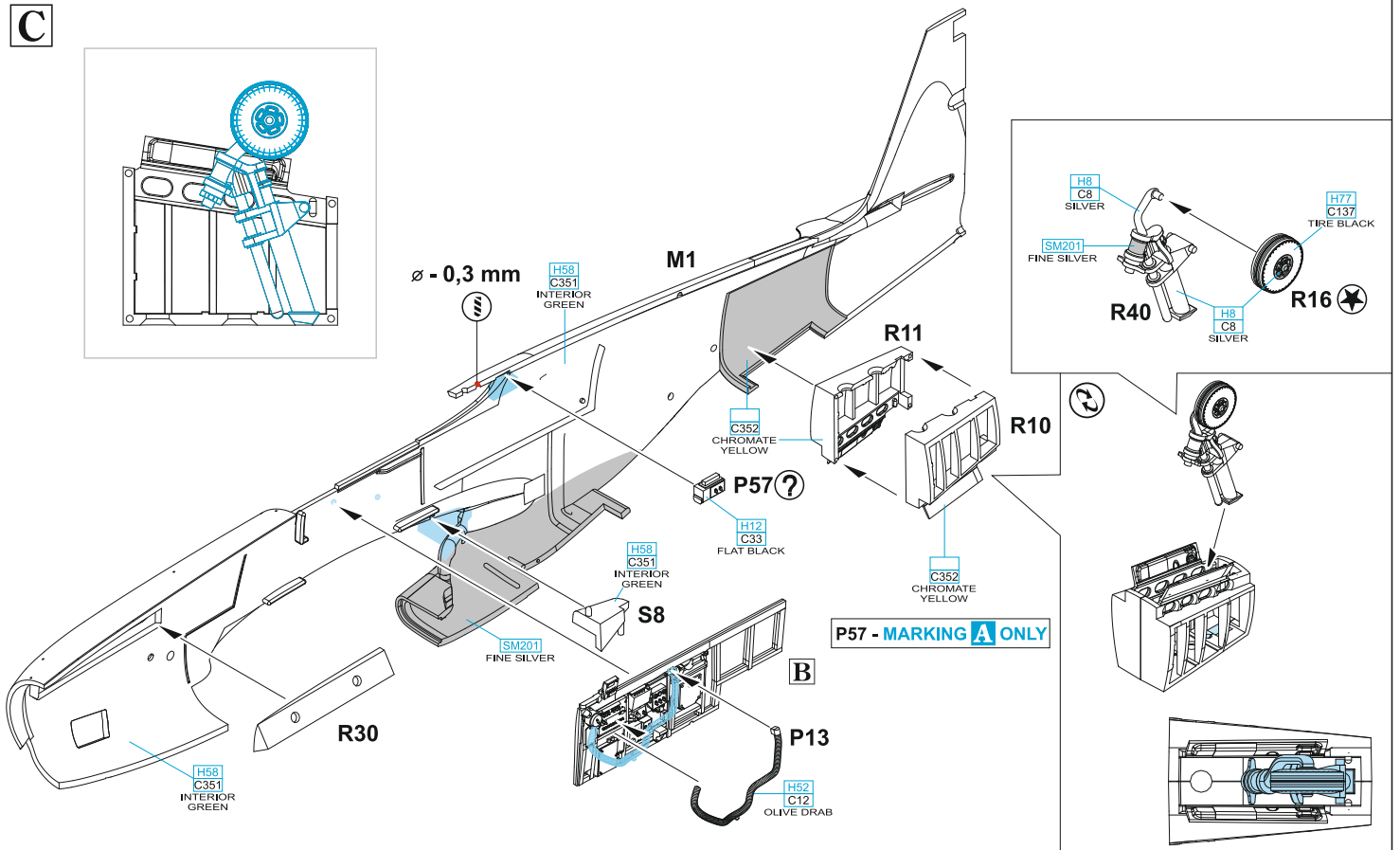
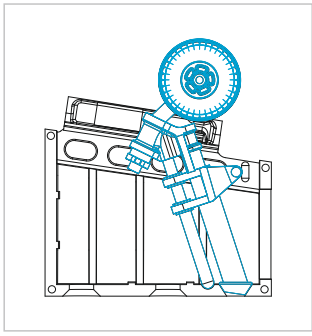
B MARKINGS **A, B, C, D**



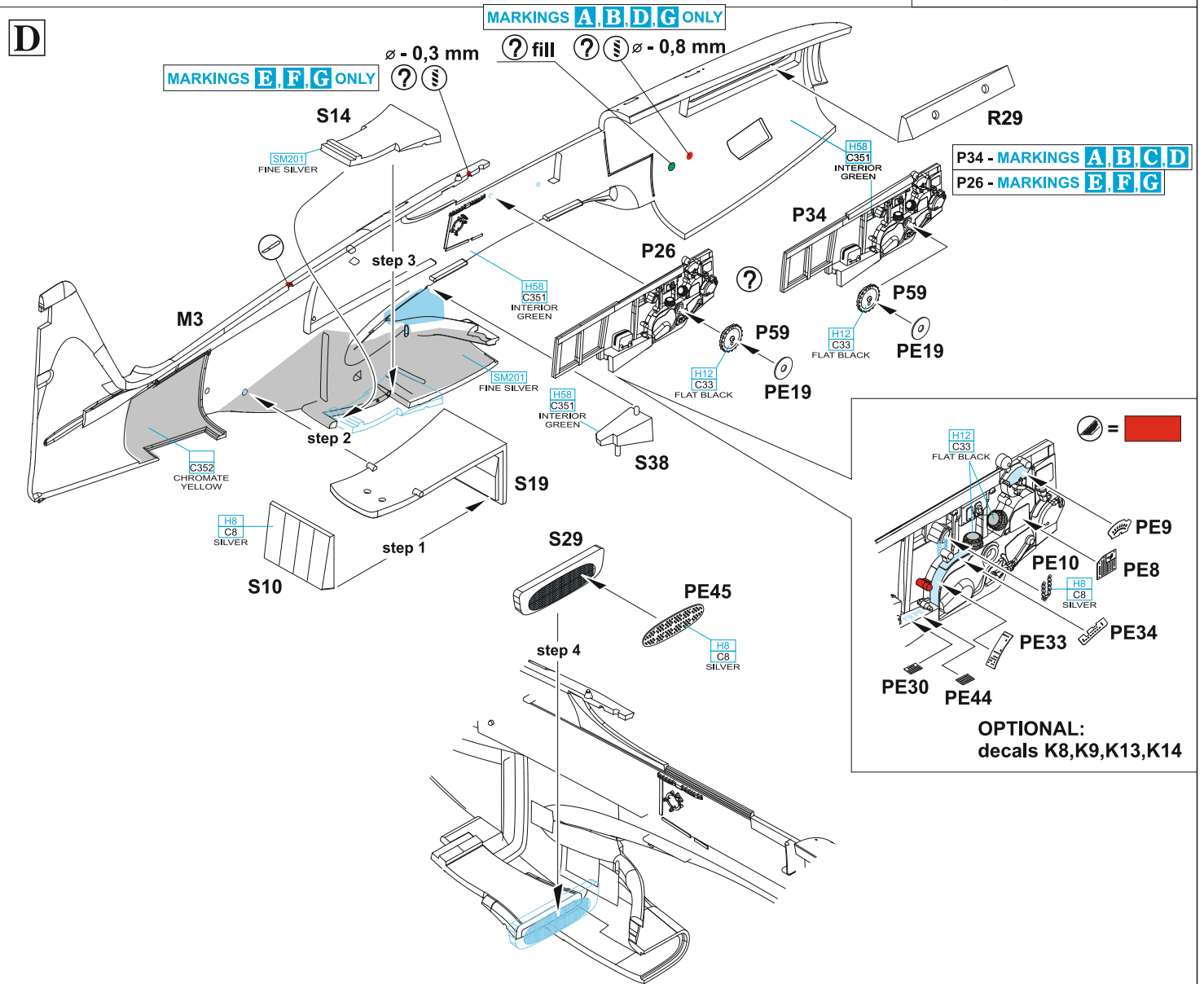
MARKINGS E, F, G



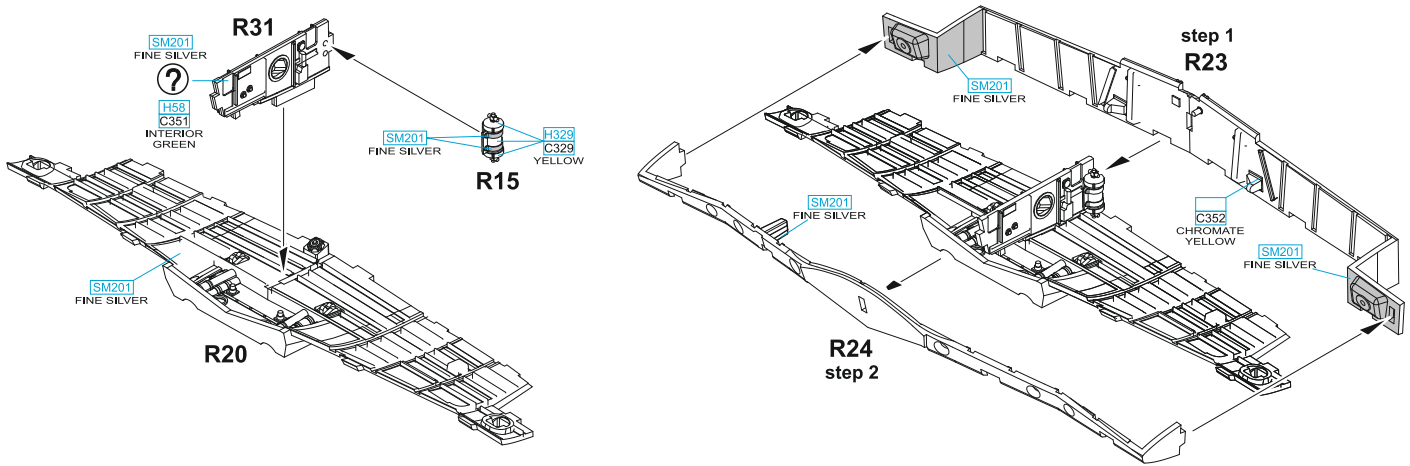
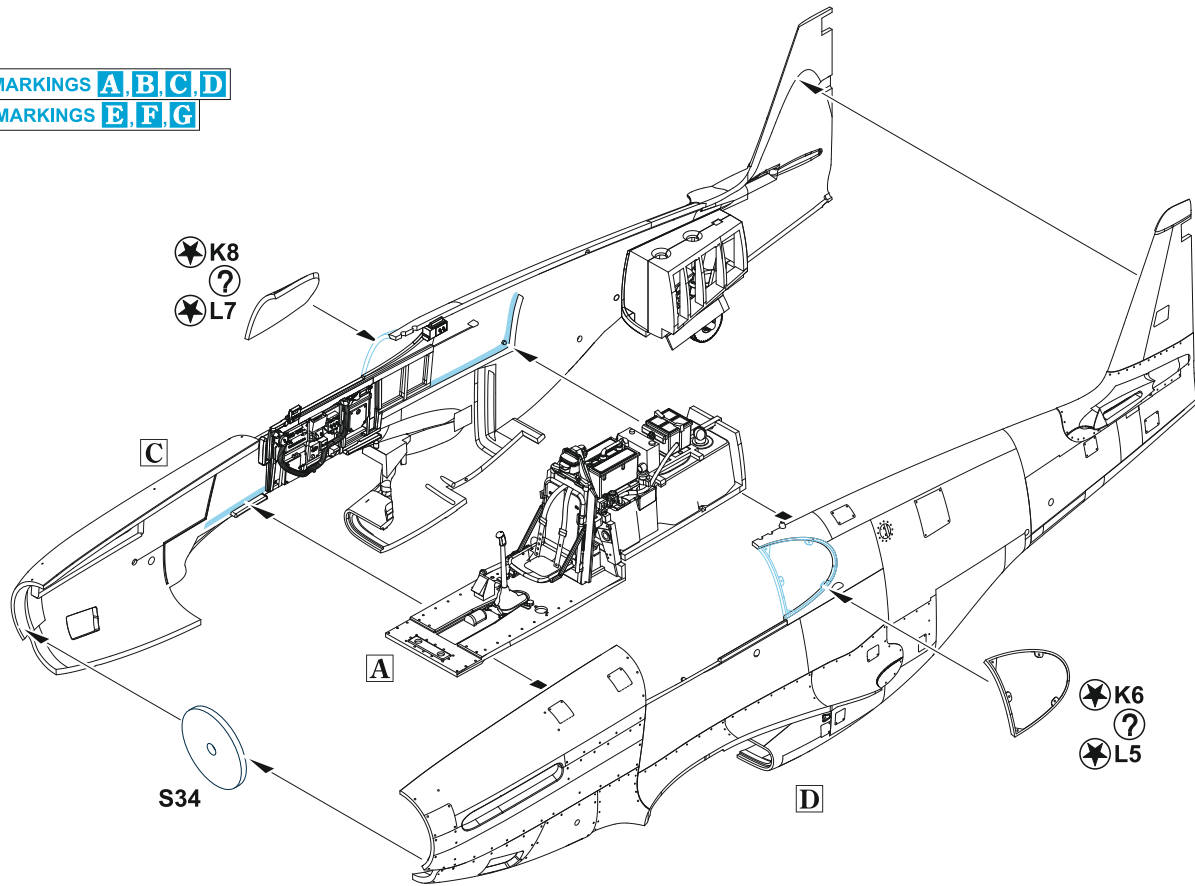
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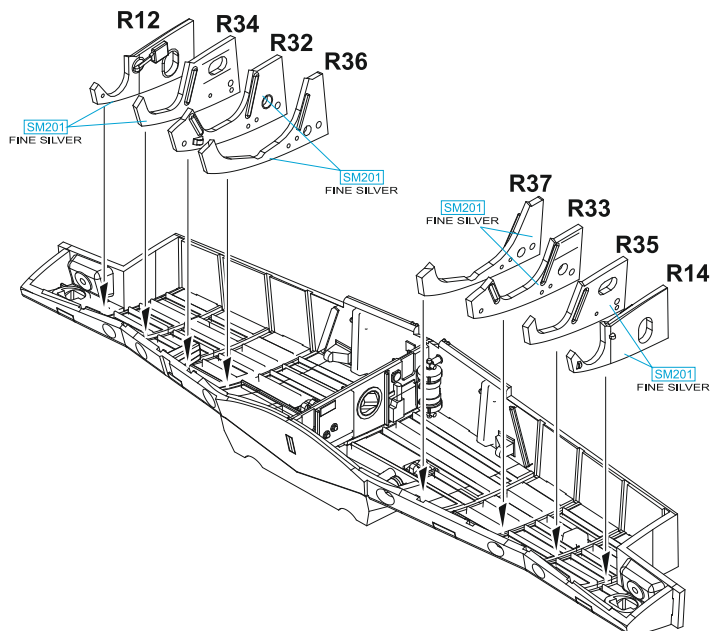
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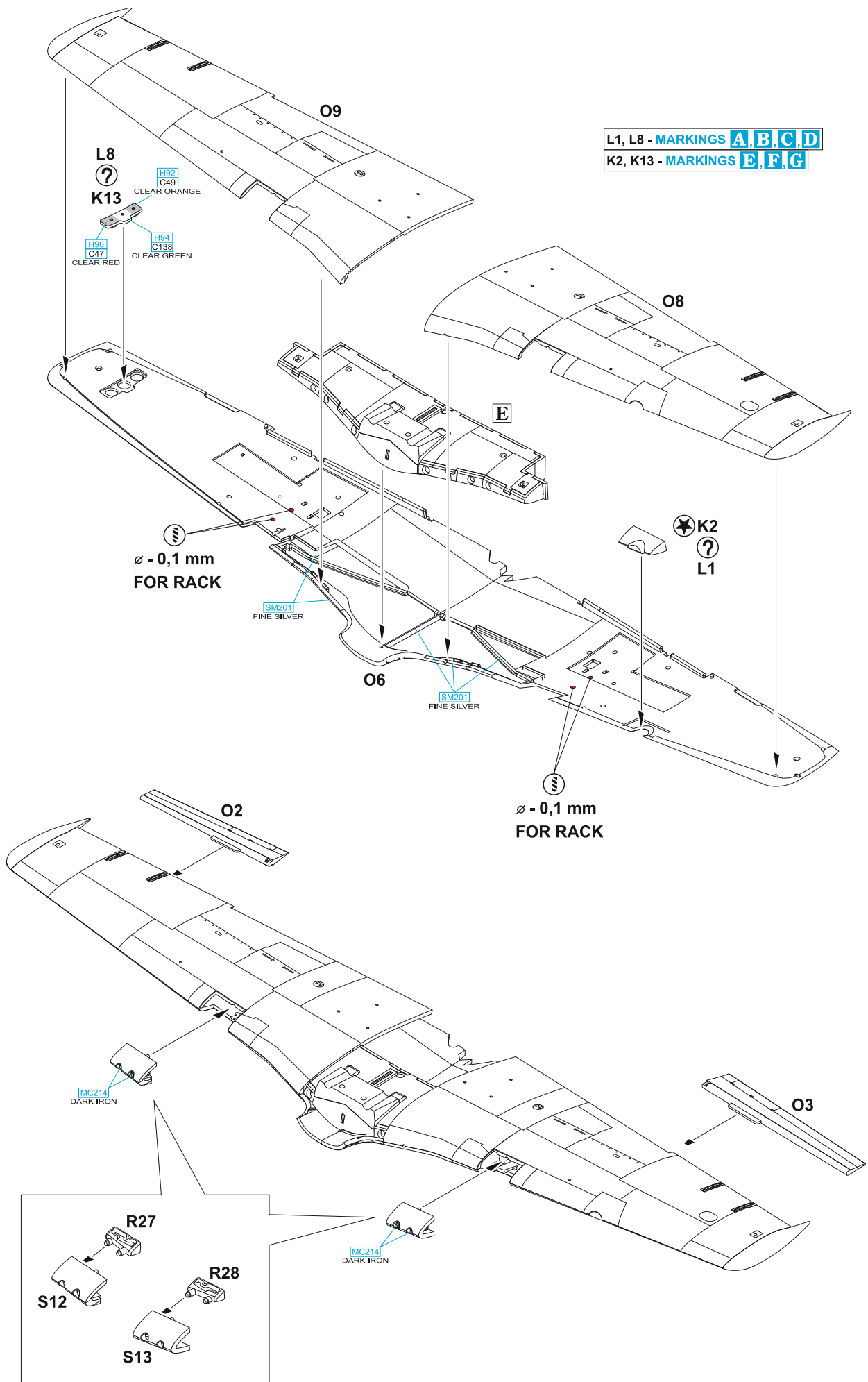


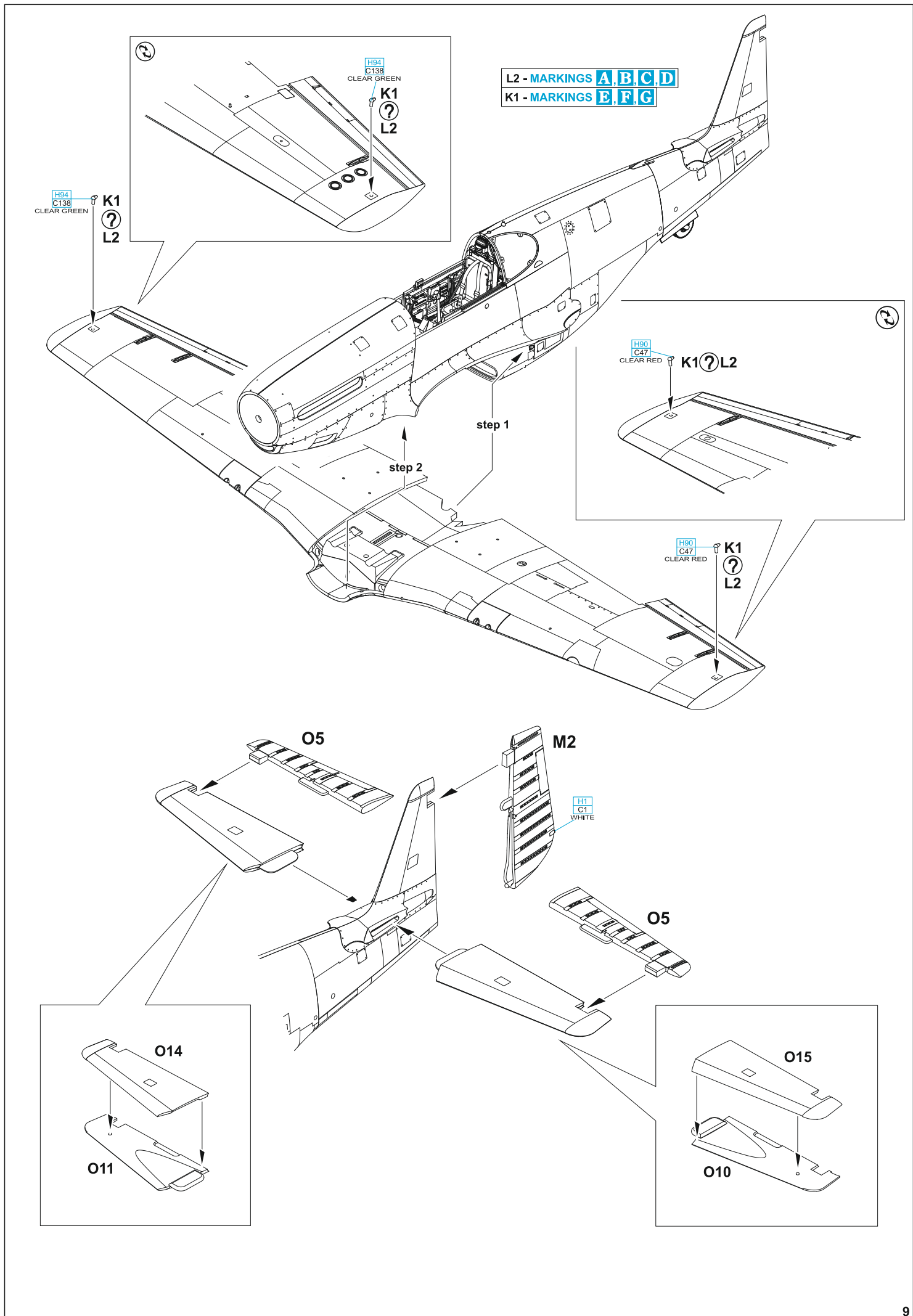
L5, L7 - MARKINGS **A, B, C, D**
 K6, K8 - MARKINGS **E, F, G**

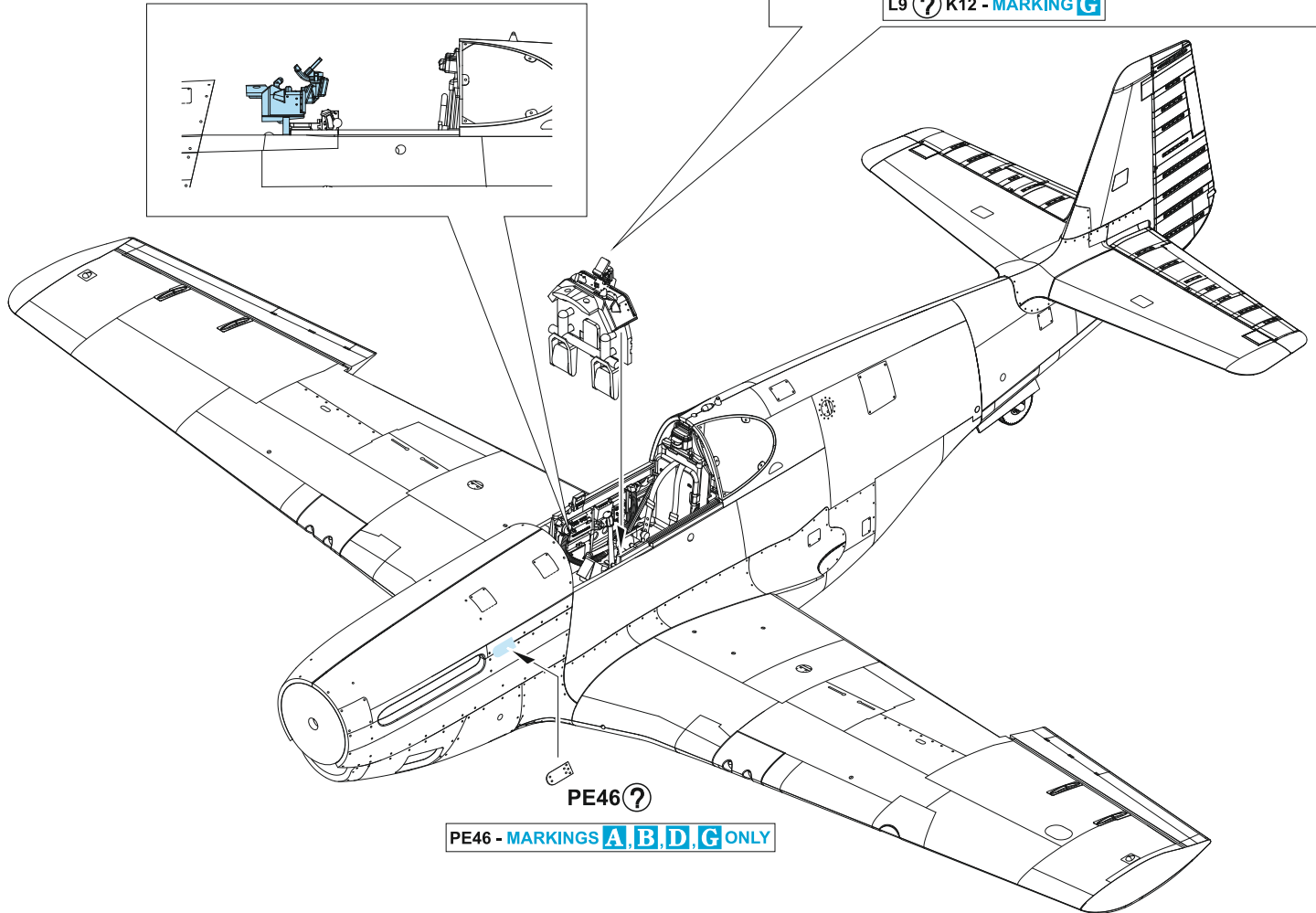
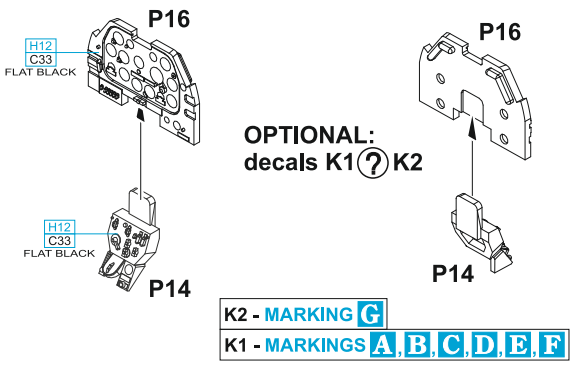
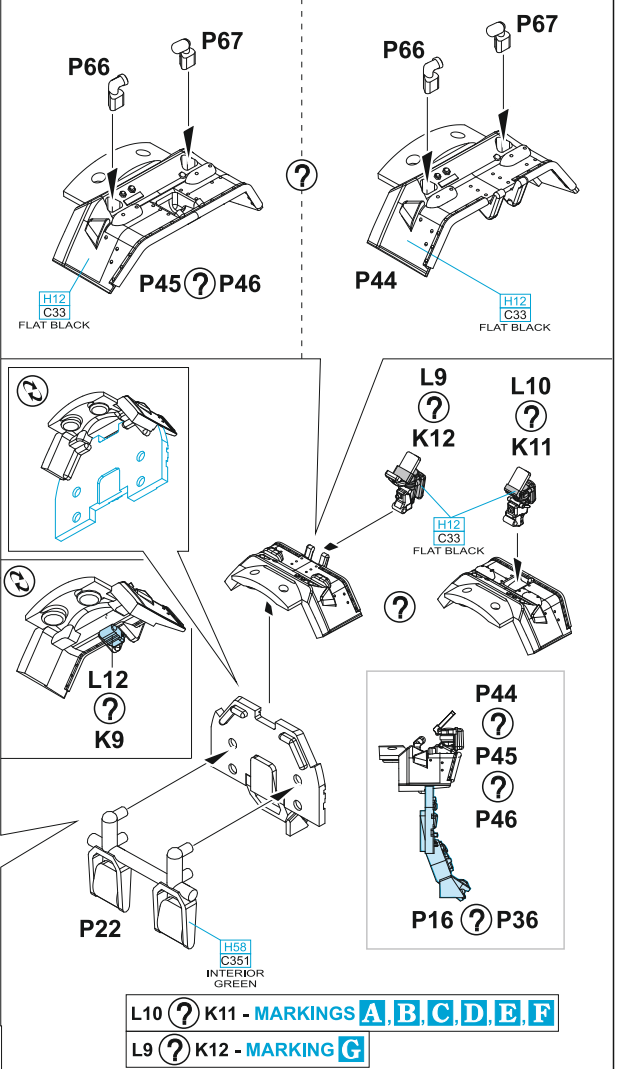
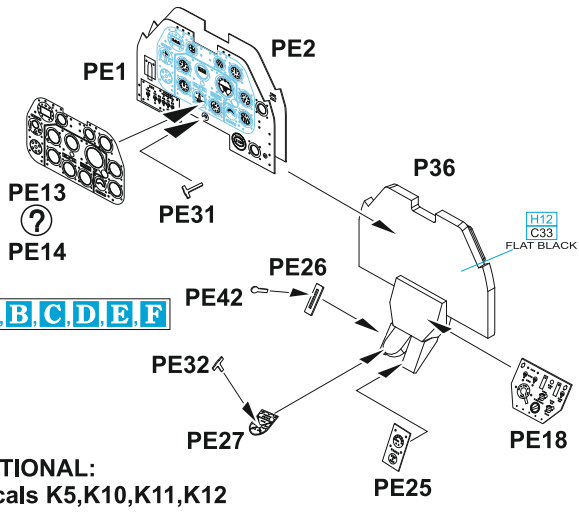


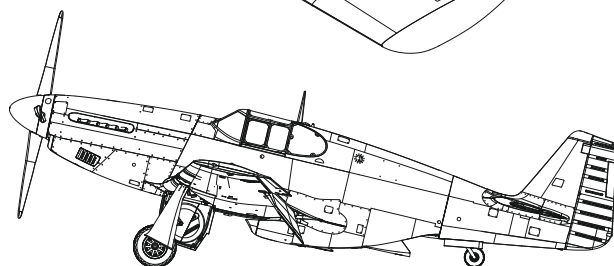
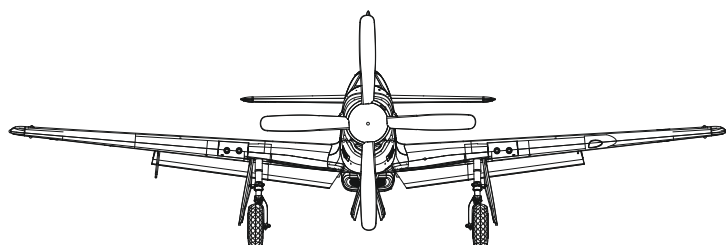
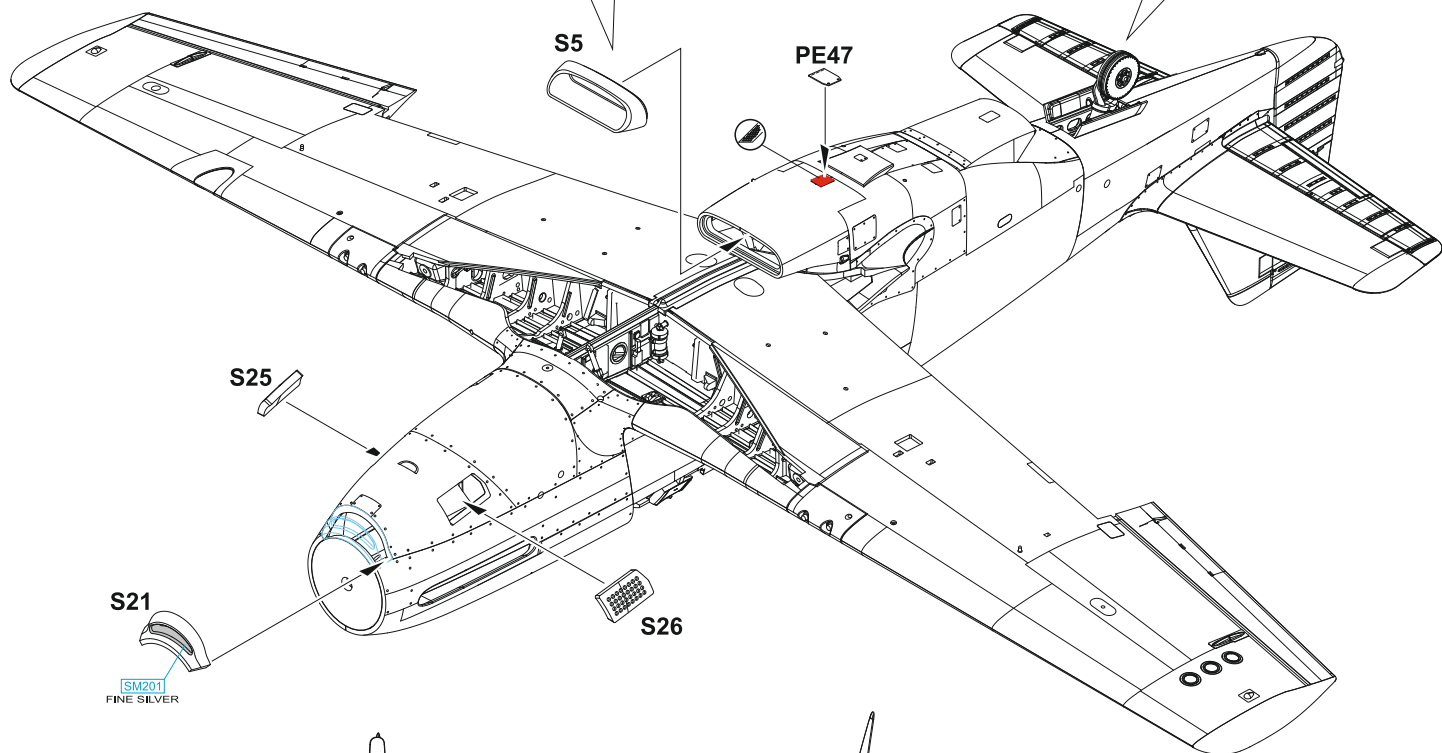
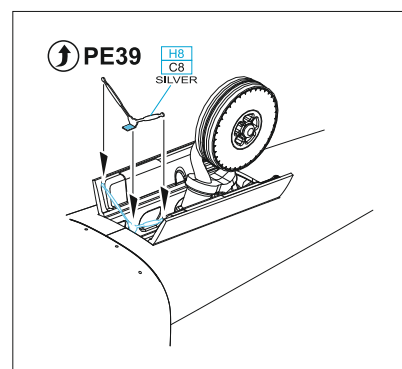
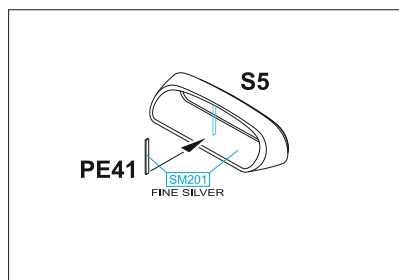
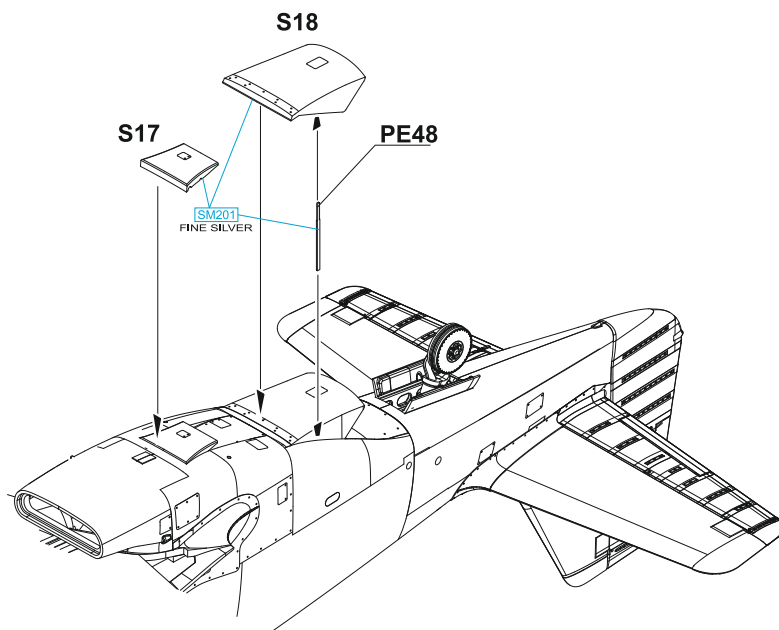
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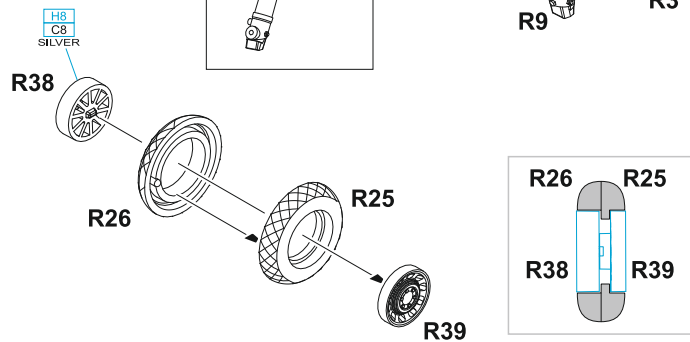




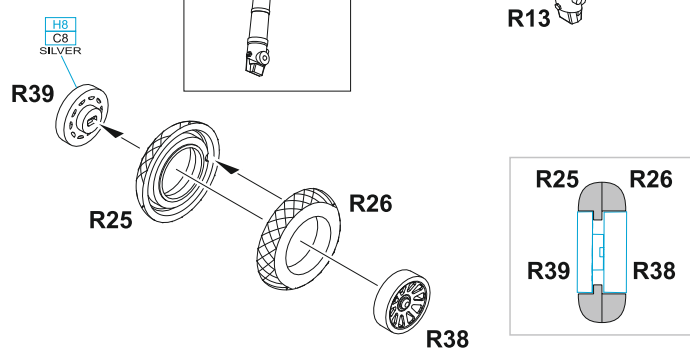




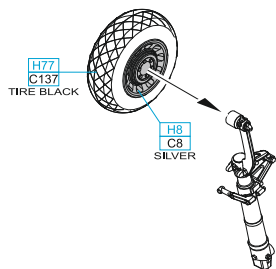
step 1 -
R25, R26
step 2 -
R38, R39



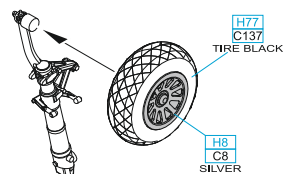
step 1 -
R25, R26
step 2 -
R38, R39



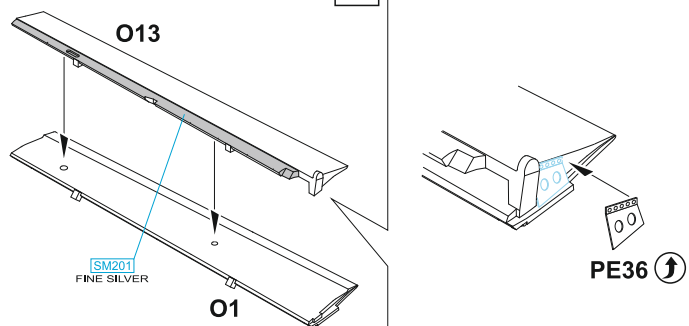
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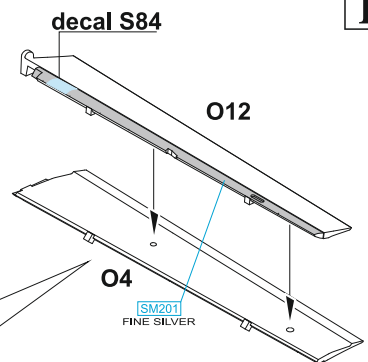
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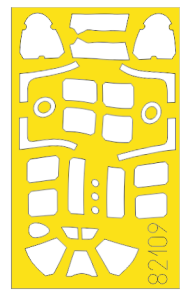
H



I



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K13 L8



K5 K3



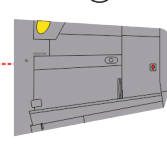
R16



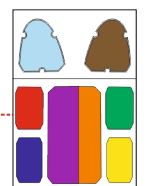
K4 L3



K2 L1

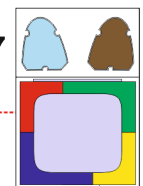


K6 K8



K7

L7

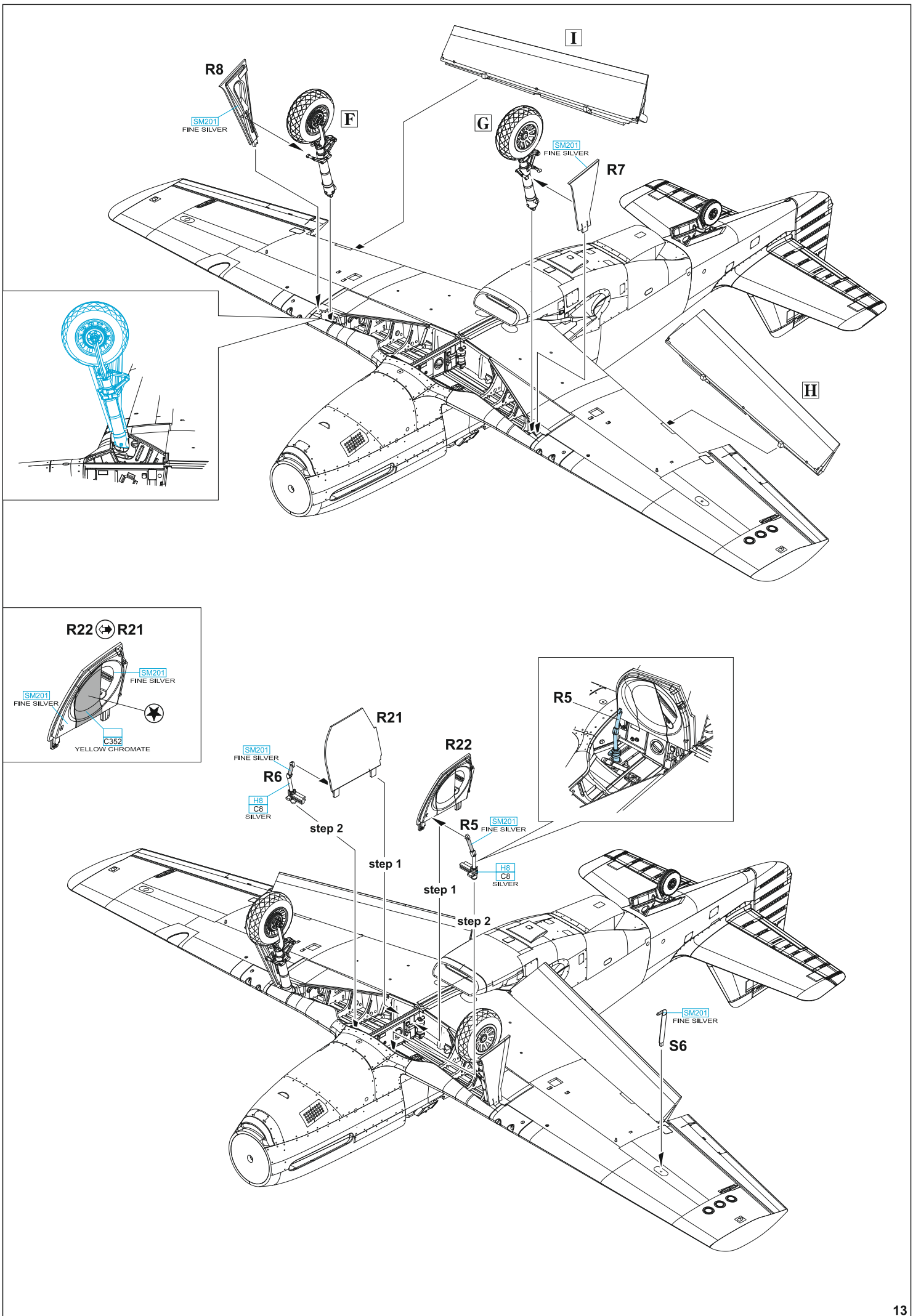


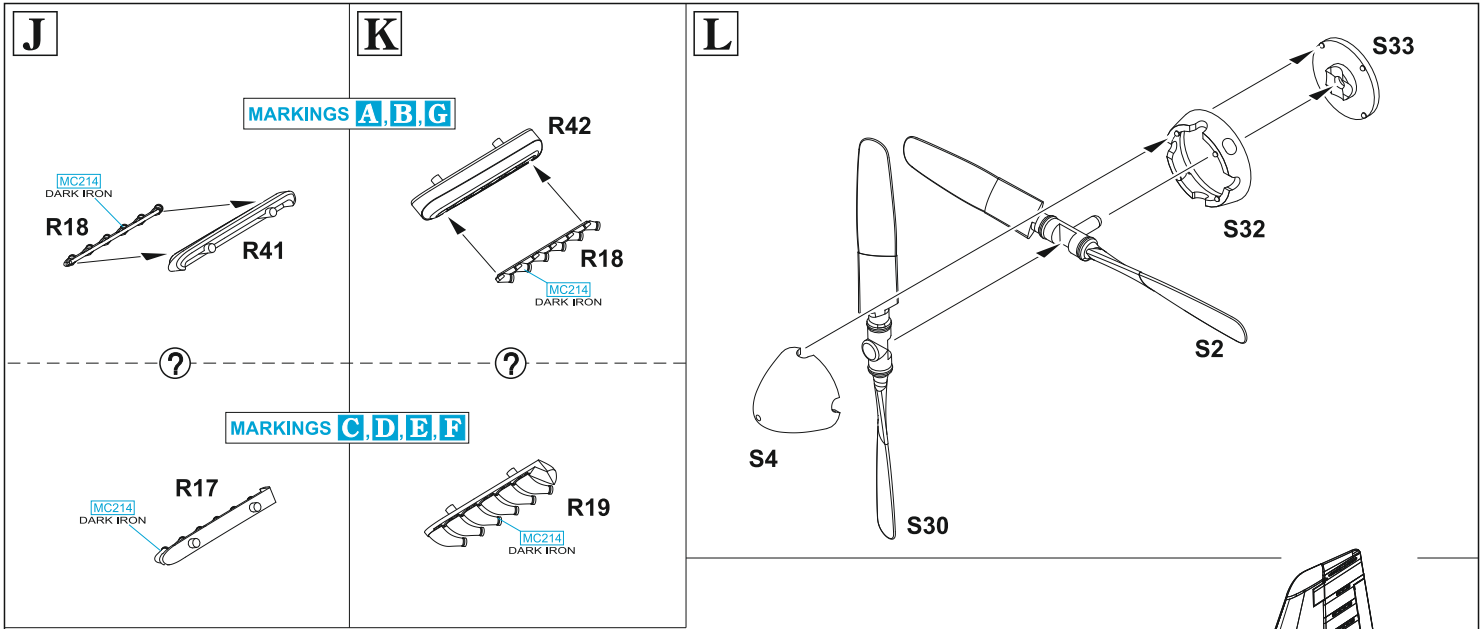
L5

L4

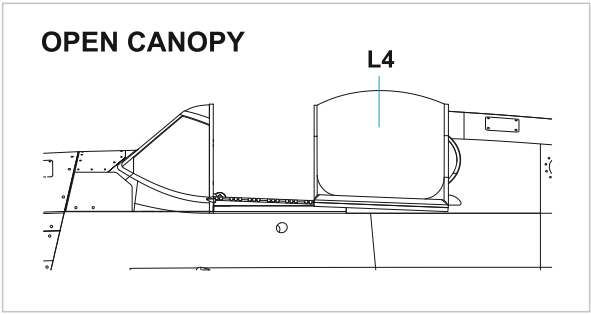
L6

LIQUID MASK

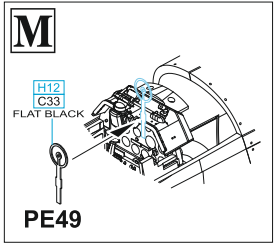
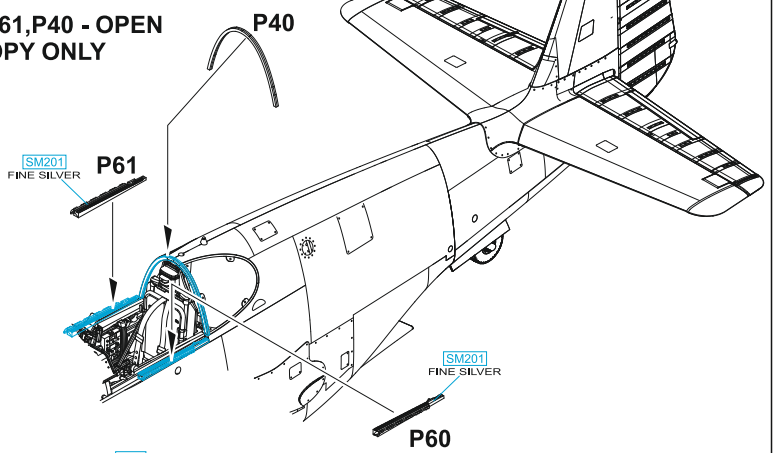




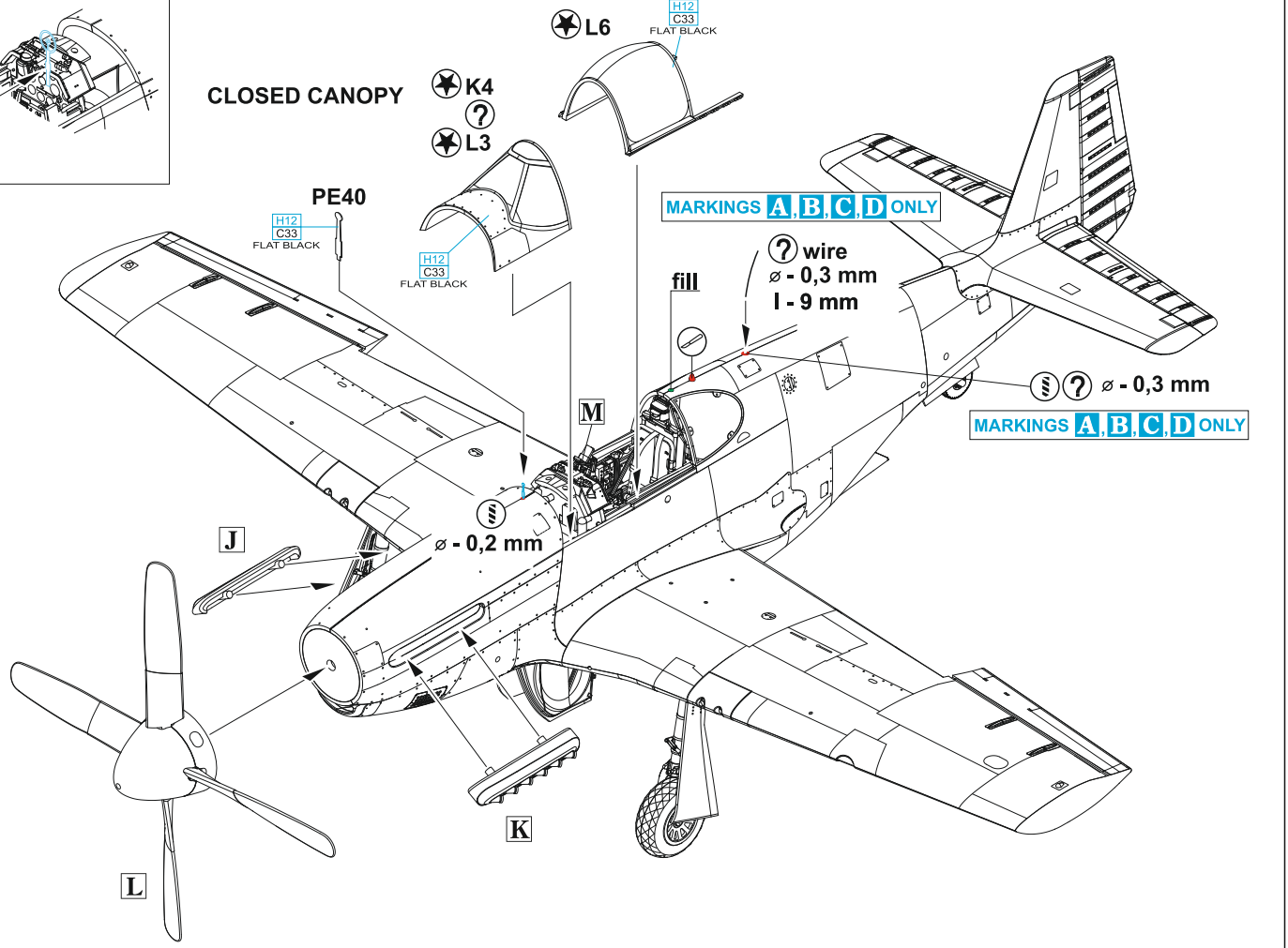
MARKINGS **A, B, C, D**



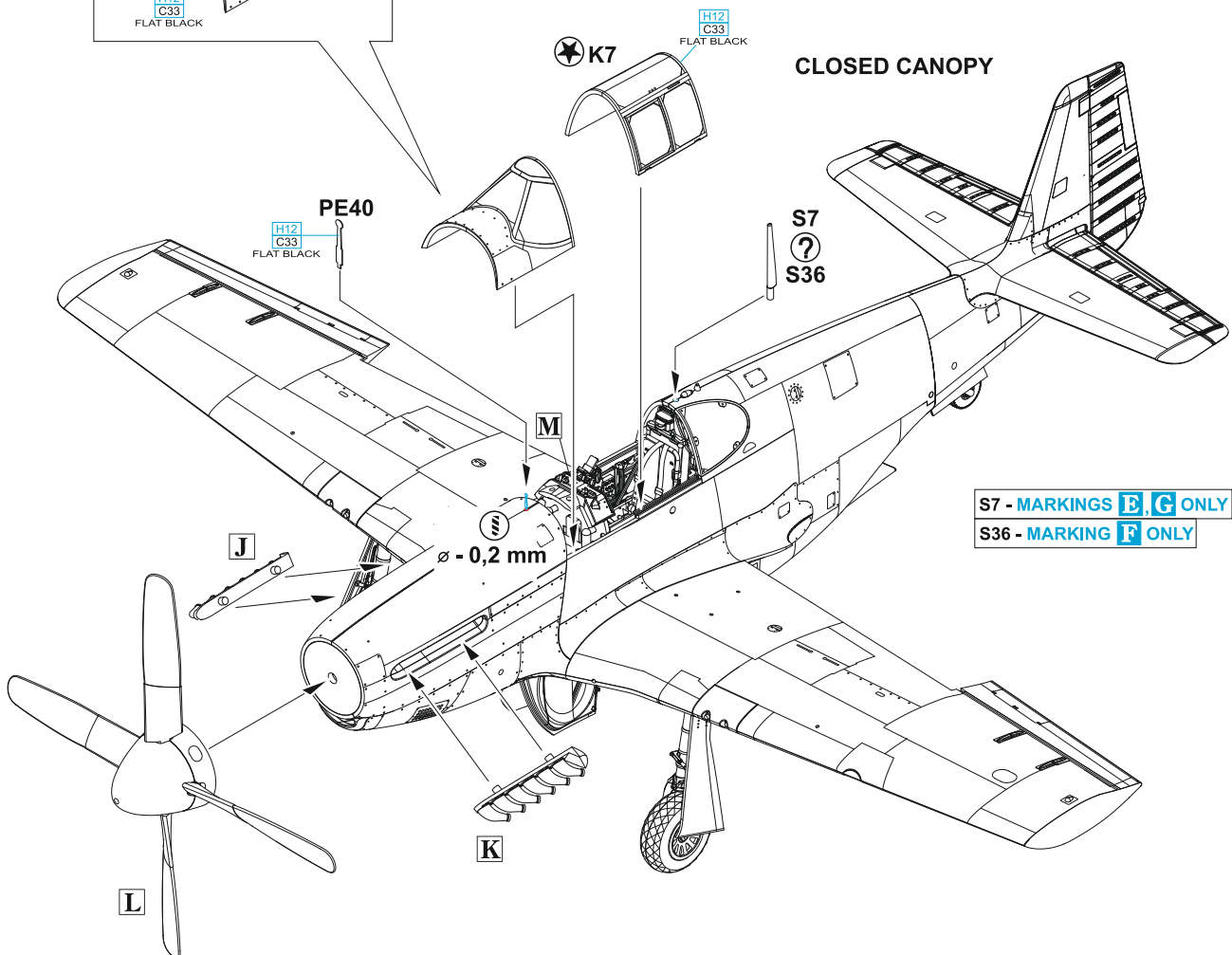
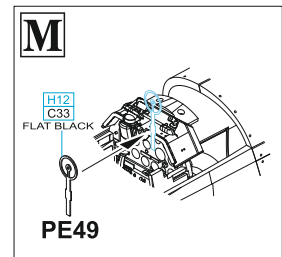
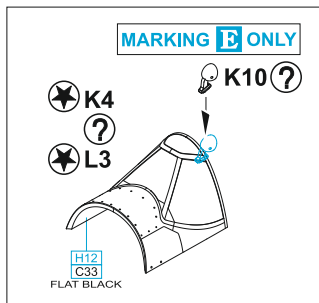
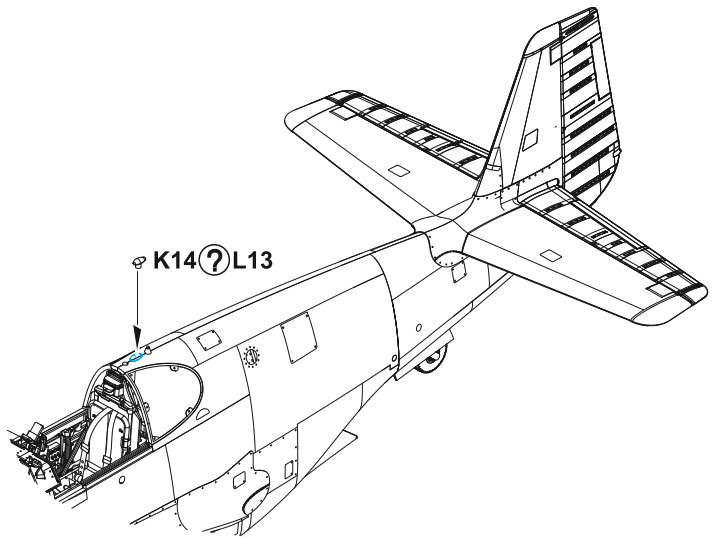
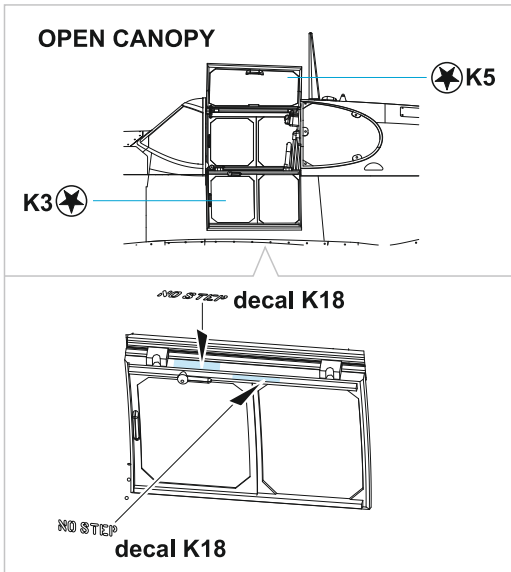
P60, P61, P40 - OPEN CANOPY ONLY



CLOSED CANOPY

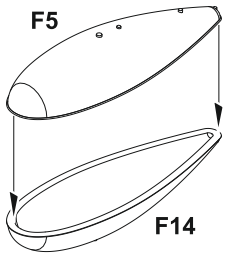


MARKINGS **E, F, G**

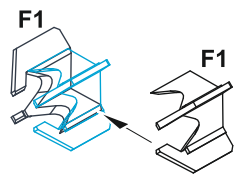
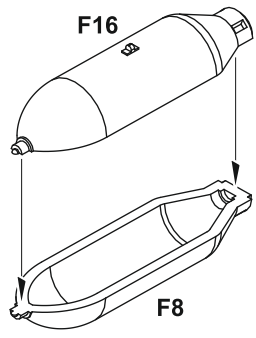


S7 - MARKINGS **E, G** ONLY
S36 - MARKING **F** ONLY

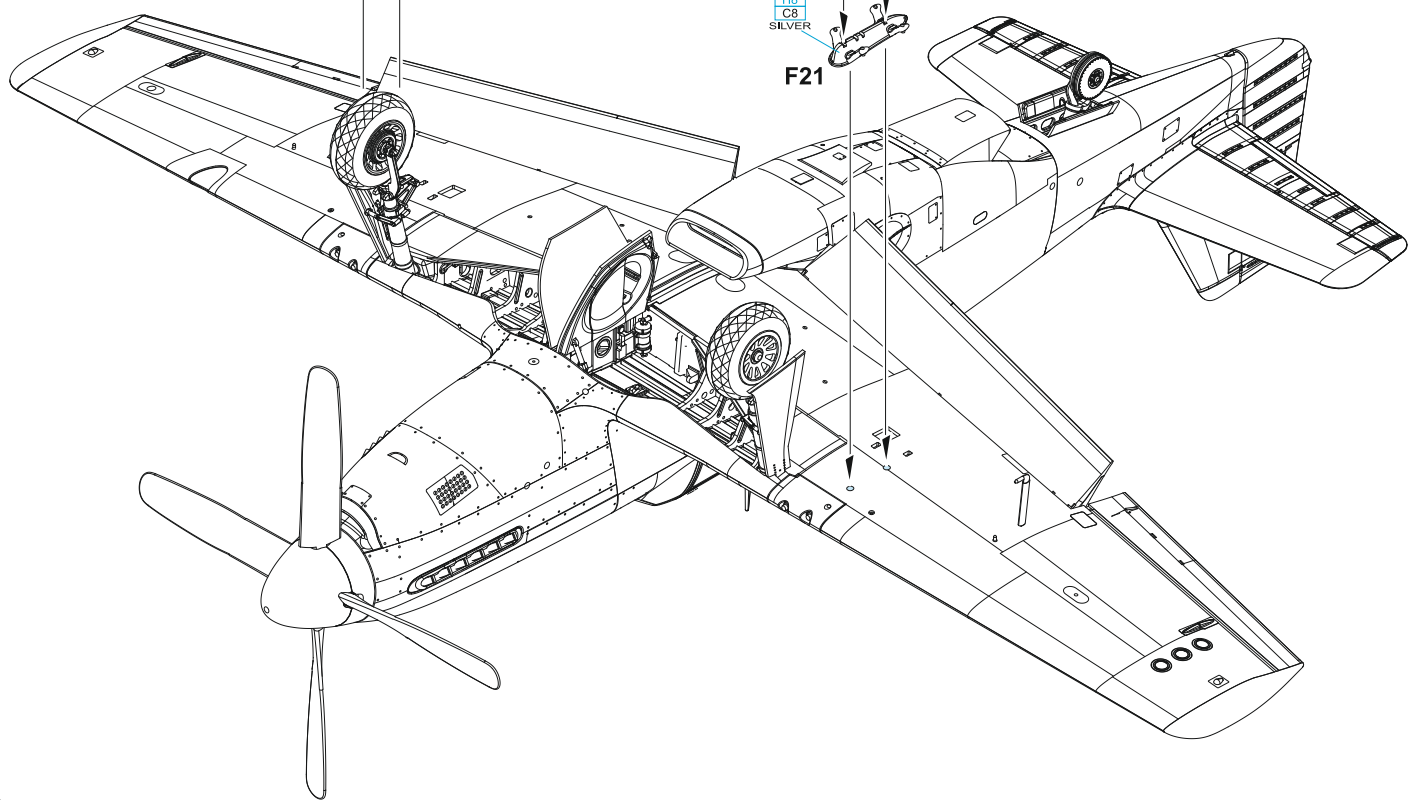
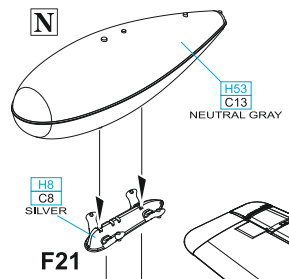
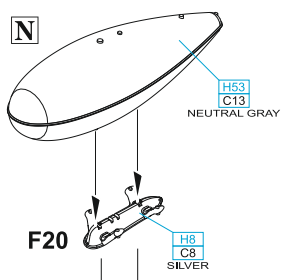
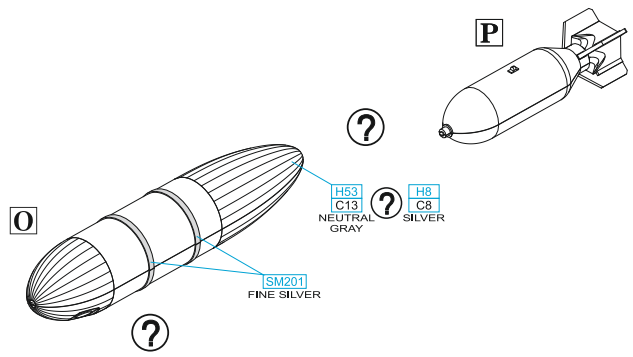
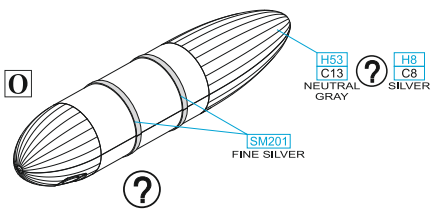
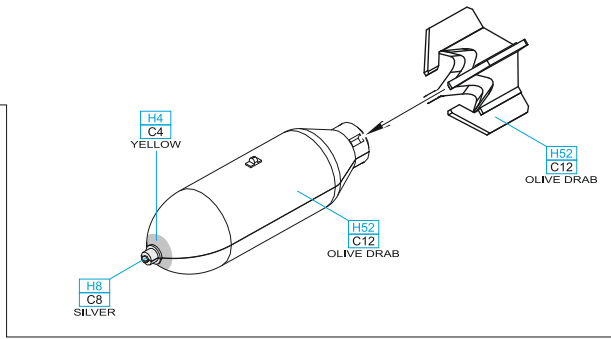
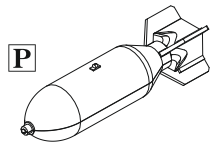
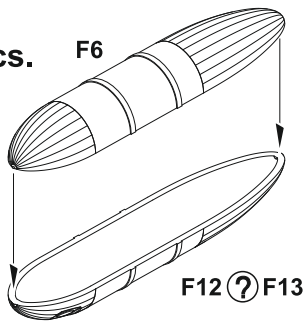
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2 pcs.



P MARKINGS **F, G** ONLY
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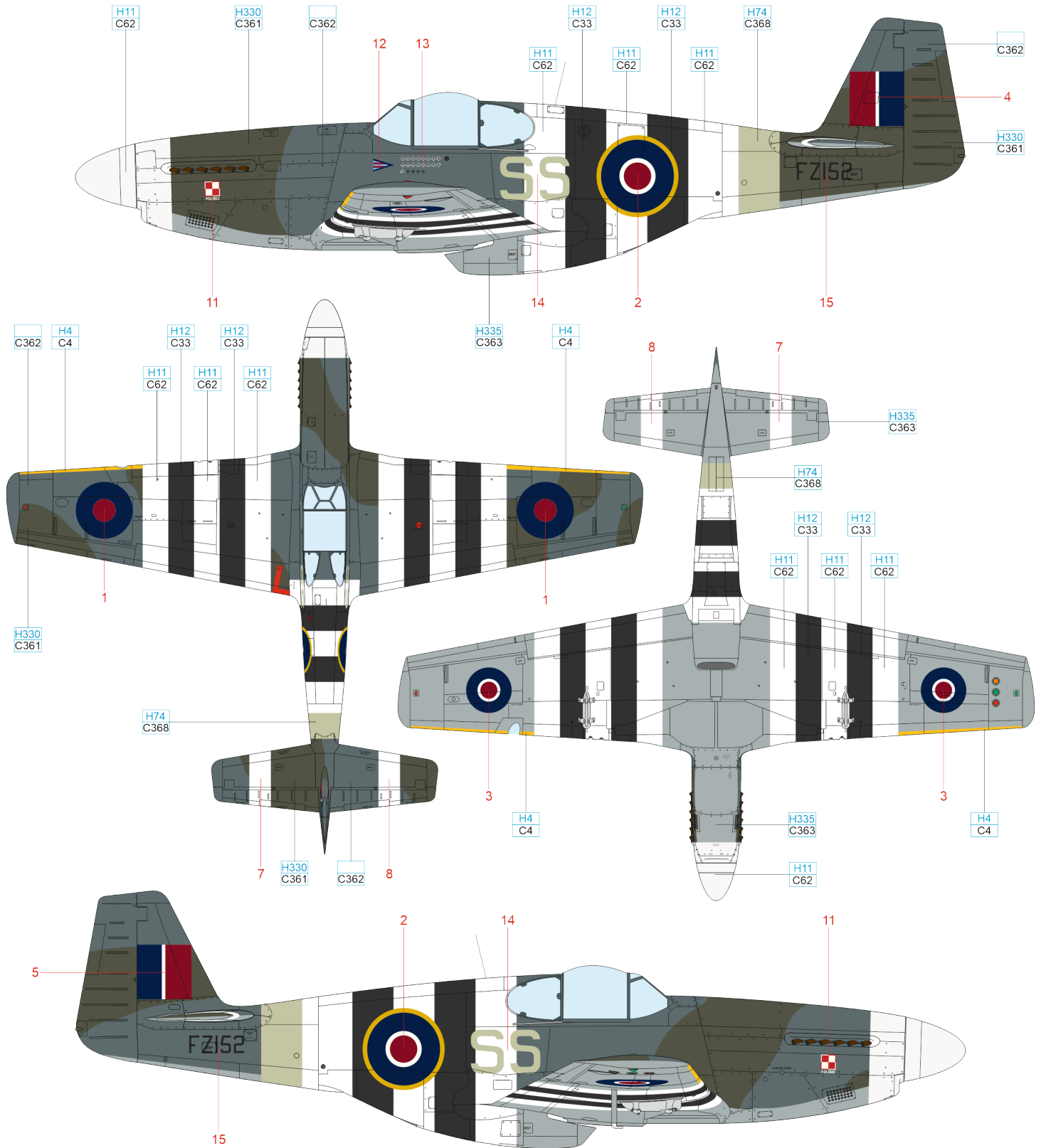


O
2 pcs.



A FZ152, W/Cdr Stanisław Skalski, CO of No. 133 (Polish) Wing, Holmsley South, United Kingdom, June 1944

Stanisław Skalski was the commander of No. 133 Wing in the period from April 4, 1944, to August 3, 1944. During this period, he used the Mustang serial number FZ152 as his personal aircraft. Originally, the P-51B s/n 43-6533 carried a camouflage scheme in an unusual B scheme, which had the camouflage colors swapped. On the fuselage of his Mustang, Skalski had his initials SS painted by ground personnel, and on the left side of the fuselage below the cockpit was the wing commander's emblem, behind which there were 17 black crosses with white borders and four crosses without the borders painted. During the Allied landings in Normandy, Skalski's aircraft was painted with black and white invasion stripes on the wing and fuselage. W/Cdr Skalski scored the last two confirmed victories of his wartime career with his Mustang on June 24, 1944, without opening fire on his victims. In fact, on approach to 150 yards, the enemy Bf 109s made contact with their wings during an evasive maneuver and both crashed. Stanisław Skalski was the most successful Polish ace of World War II with a record of 23 confirmed kills, one probable kill and five damage to enemy aircraft. He was decorated three times by the British DFC and received numerous other awards.



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

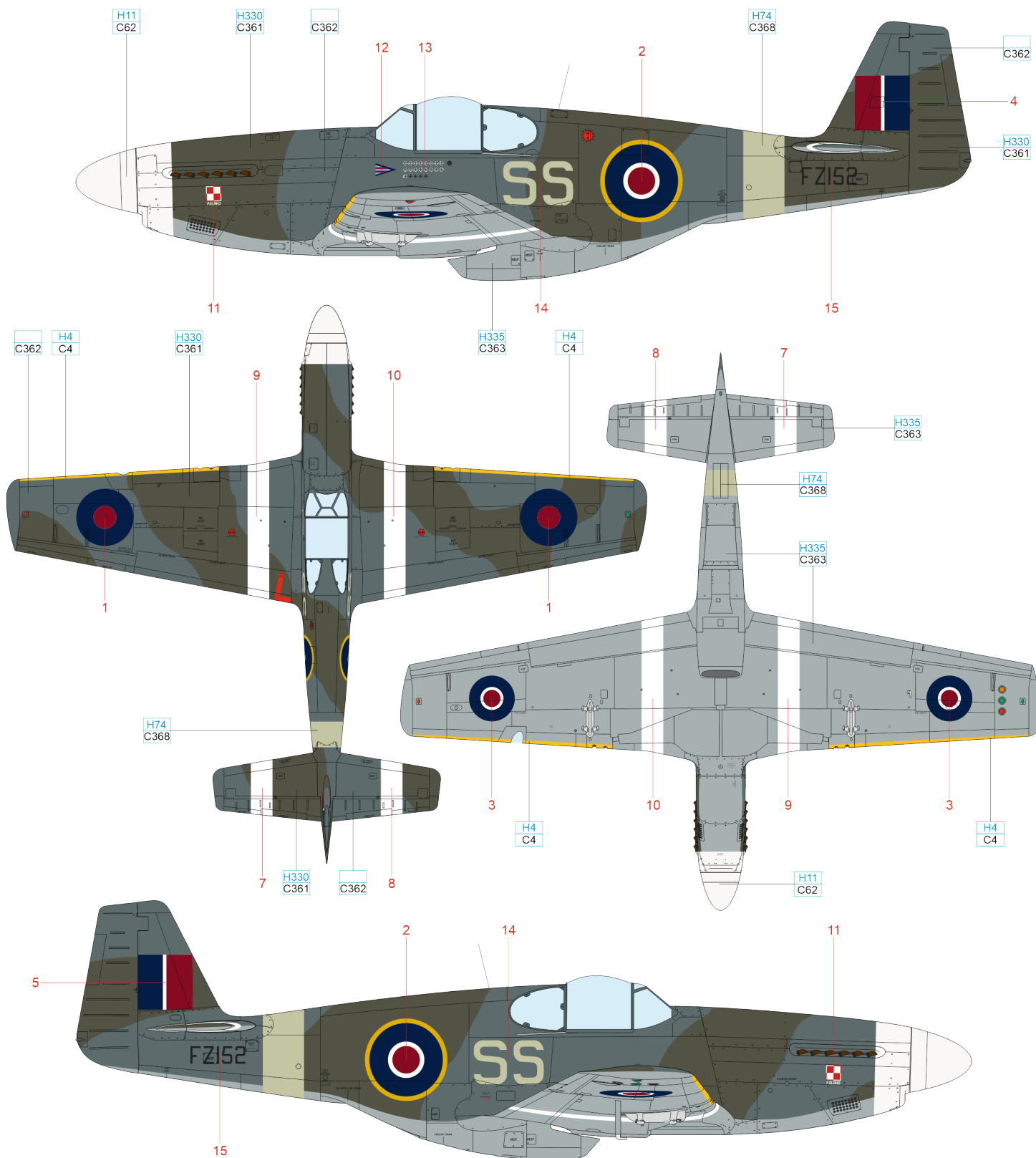
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B FZ152, W/Cdr Stanisław Skalski, CO of No. 133 (Polish) Wing, Coolham, United Kingdom, April-May 1944

Stanisław Skalski was born on November 27, 1915, in Lambushna near Kodyma (now in Ukraine). After the invasion of Poland by Nazi Germany, he became one of the two most successful Polish fighters who took part in the battles against the German forces. He fled to the UK via France, joined the RAF in January 1940 and took part in the Battle of Britain with No. 501 Sqn. In early March 1942 he was transferred to No. 306 Sqn as Flight B Commander. In May 1942 he was promoted and took command of No. 317 Sqn. In early 1943 he led a special group called the Polish Flying Team operating as part of No. 145 Sqn on Mk.IXc Spitfires in North Africa. In July 1943 he became commander of the British No. 601 Sqn. Late in the year he returned to the UK, flying as commander of No. 131 Wing at Northolt, but in April 1944 he moved to No. 133 Wing, which was rearmed with Mk.III Mustangs. He remained there until mid-August 1944. After the war he served at the headquarters of the British Occupation Air Force in Germany. On his return to Poland in 1949 he was imprisoned by the Communists on charges of spying for the West. He spent six years in prison awaiting execution. In 1956 was Skalski released and rehabilitated. In 1957 he rejoined the Polish Air Force. Later he was active in sport aviation, becoming secretary general and vice-president of the Polish Aero Club. In October 1988 he was promoted to the rank of General (retired). He died on November 12, 2004.



FLAT WHITE	H11 C62	MEDIUM SEA GRAY	H335 C363	OCEAN GRAY	C362	DARK GREEN	H330 C361	YELLOW	H4 C4
SKY	H74 C368								

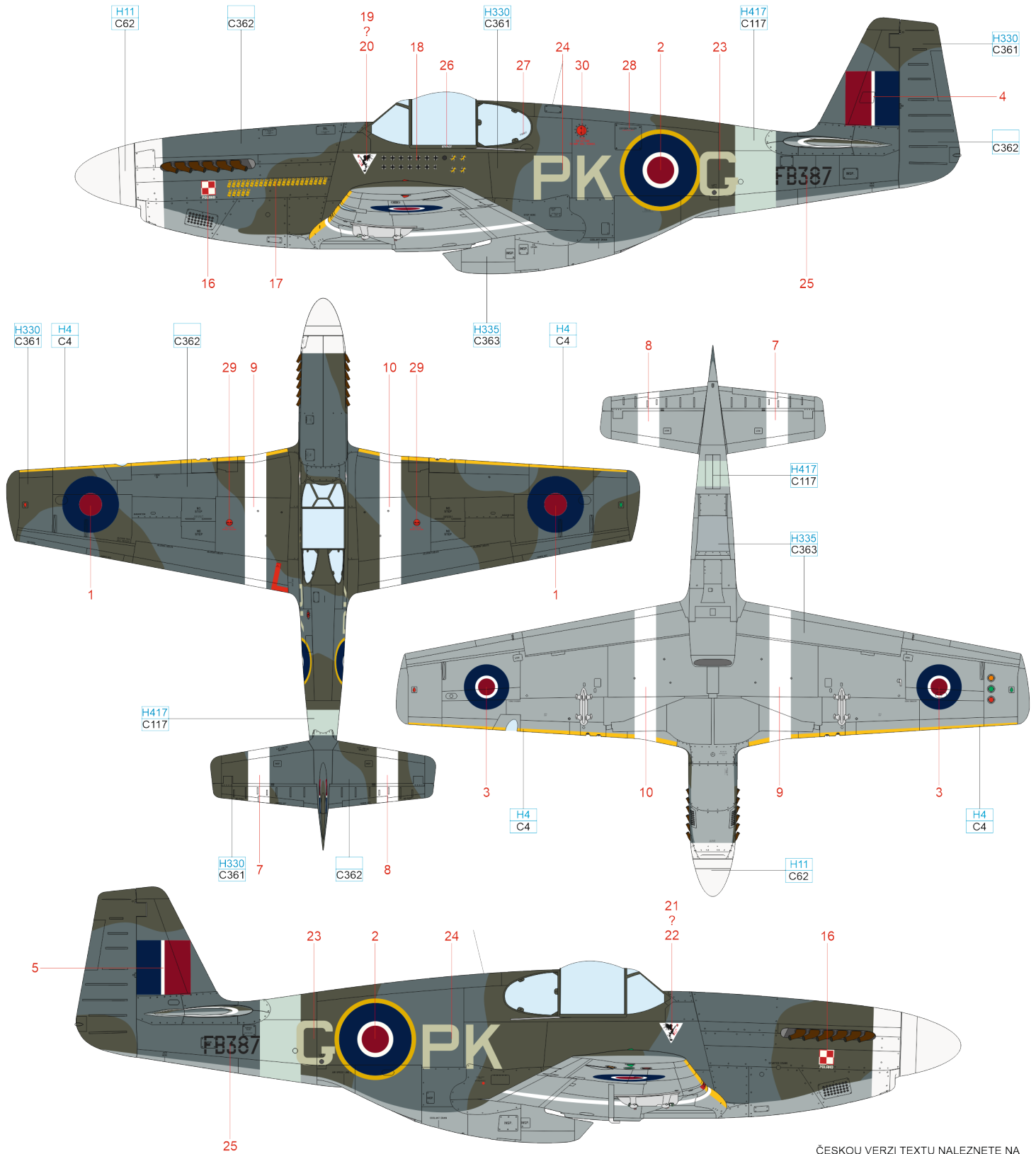
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C FB387, S/Ldr Eugeniusz Horbaczewski, CO of No. 315 Squadron, Brenzett, Kent, United Kingdom, August 1944

Mustang Mk.III serial number FB387 was manufactured as P-51C-10-NT (NA-103) 42-103537 and spent some time in storage before being shipped to No. 315 Squadron on July 28, 1944. Here it was selected by S/Ldr Eugeniusz Horbaczewski as a replacement for his original personal FB382. Like the previous Mustang, his new FB387 was codenamed PK-G, with yellow bomb symbols representing attacks on ground targets and scores of German aircraft destroyed (black crosses) and V-1s shot down (swastikas with superimposed V-1 silhouettes). Eugeniusz Horbaczewski was born on September 28, 1917, in Kyiv, educated in Brest-Litovsk and joined the Polish Air Force in 1937. In September 1939 he fled to France via Romania and from there he went to United Kingdom. After completing his training with the RAF, he was assigned to No. 303 Sqn in late 1940. In early 1943 he was selected for a special Polish Flying Team, formed by S. Skalski and operating as part of No. 145 Sqn on Mk.IXc Spitfires. Over Tunisia, Horbaczewski became the most successful pilot of this group with five victories in less than a month. After the disbandment of the Polish Flying Team, he was assigned to No. 601 Sqn operating in the Mediterranean area and in early July to No. 43 Sqn, which he led from August. On his return to the UK in February 1944 he took command of No. 315 Sqn, flying Mk.III Mustangs. On August 18, 1944, he was shot down in the Beauvais area and killed, having previously shot down three Fw 190s himself.



FLAT WHITE	H11 C62	MEDIUM SEA GRAY	H335 C363	OCEAN GRAY	C362	DARK GREEN	H330 C361	YELLOW	H4 C4
RLM 76	H417 C117								

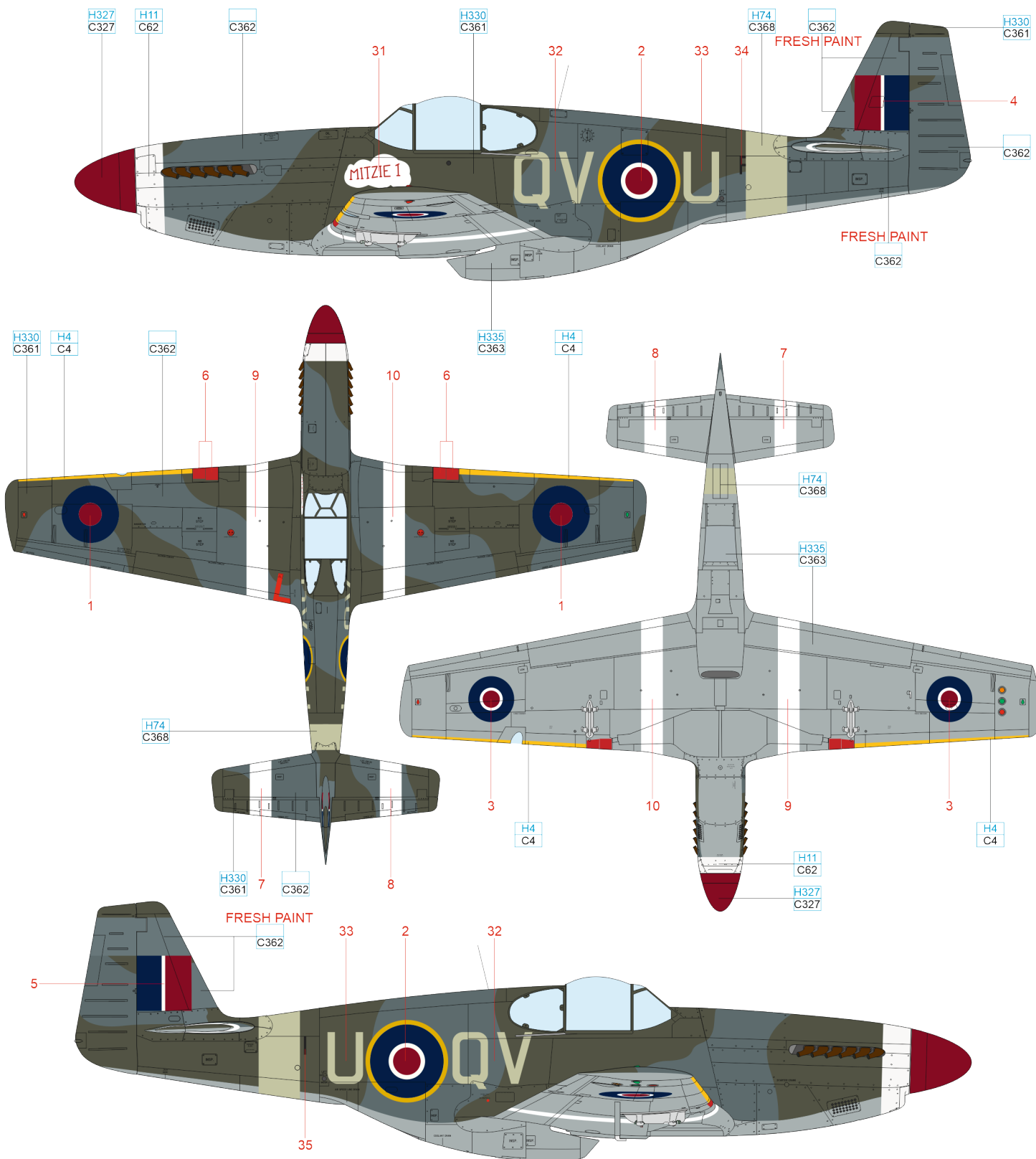
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D FZ181, F/Sgt A. J. Fellows, No. 19 Squadron, Funtington, United Kingdom, April–May 1944

The Mk.III Mustangs of No. 19 Squadron, like all Mustangs operating in 2TAF, had the white identification markings adopted in February 1944 and applied shortly after entering service. A month later, and after Allied crews had become sufficiently familiar with the new type, the white identification stripe on the rudder was repainted with camouflage color. The serial number FZ181 Mustang was most often flown by F/Sgt. A. J. Fellows of No. 19 Squadron, who had MITZIE I painted under the cockpit.



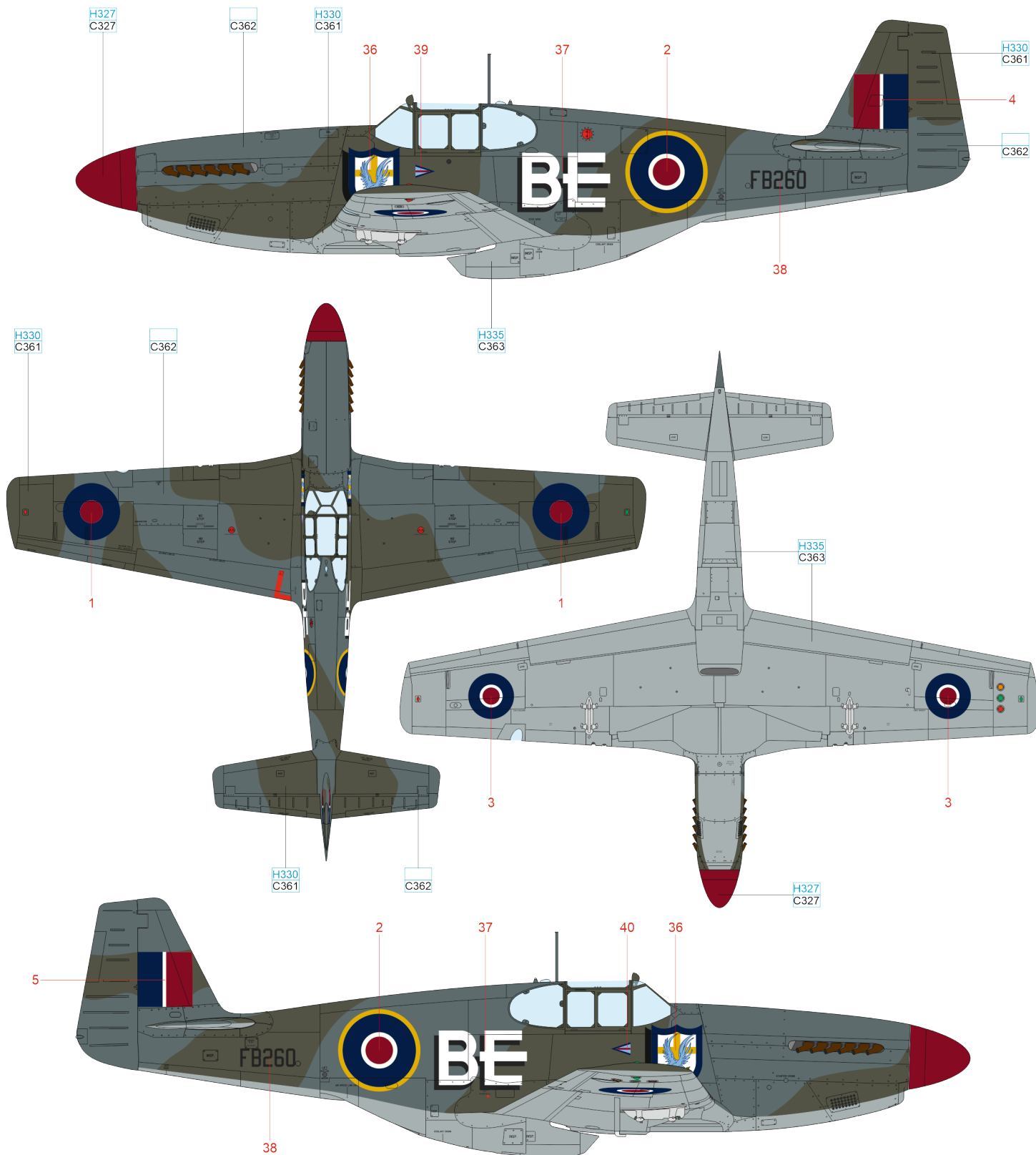
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FLAT WHITE	H11 C62	RED	H327 C327
SKY	H74 C368	MEDIUM SEA GRAY	H335 C363
		OCEAN GRAY	C362
		DARK GREEN	H330 C361
		YELLOW	H4 C4

E FB260, G/Cpt Brian A. Eaton, CO of No. 329 Wing, Italy, Autumn 1944

Australian Brian Alexander Eaton enlisted in the RAAF in January 1936. He served as a flying instructor until the outbreak of war and in Australia until October 1942 when he sailed to North Africa and joined the Australians operating on that front. In early 1943 he was assigned to No. 3 Sqn in North Africa, where he flew P-40 Kittyhawks. Despite being shot down three times in ten days shortly after his arrival, Eaton quickly rose to become the unit's commanding officer and by the end of the year was awarded the Distinguished Flying Cross (DFC). In August 1944 he returned to operational flying and assumed command of No. 239 Wing, replacing W/Cdr Larry Wilmot. He took over Wilmot's Mustang serial number FB260, to which he subsequently applied his BE initials and Wing emblem. Eaton led No. 239 Wing until the end of the war. He was awarded the DFC and DSO plus Bar. After the war he stayed in the RAAF and commanded No. 81 Squadron in Japan and No. 78 Squadron in Malta. From 1957 to 1959 he commanded the RAAF base at Williamtown, after which he held a number of senior command positions. He retired from the RAAF in December 1973 and became Managing Director of Rolls-Royce in Canberra. He died in 1992 at the age of 75.



RED	H327 C327	OCEAN GRAY	C362	DARK GREEN	H330 C361
MEDIUM SEA GRAY	H335 C363				

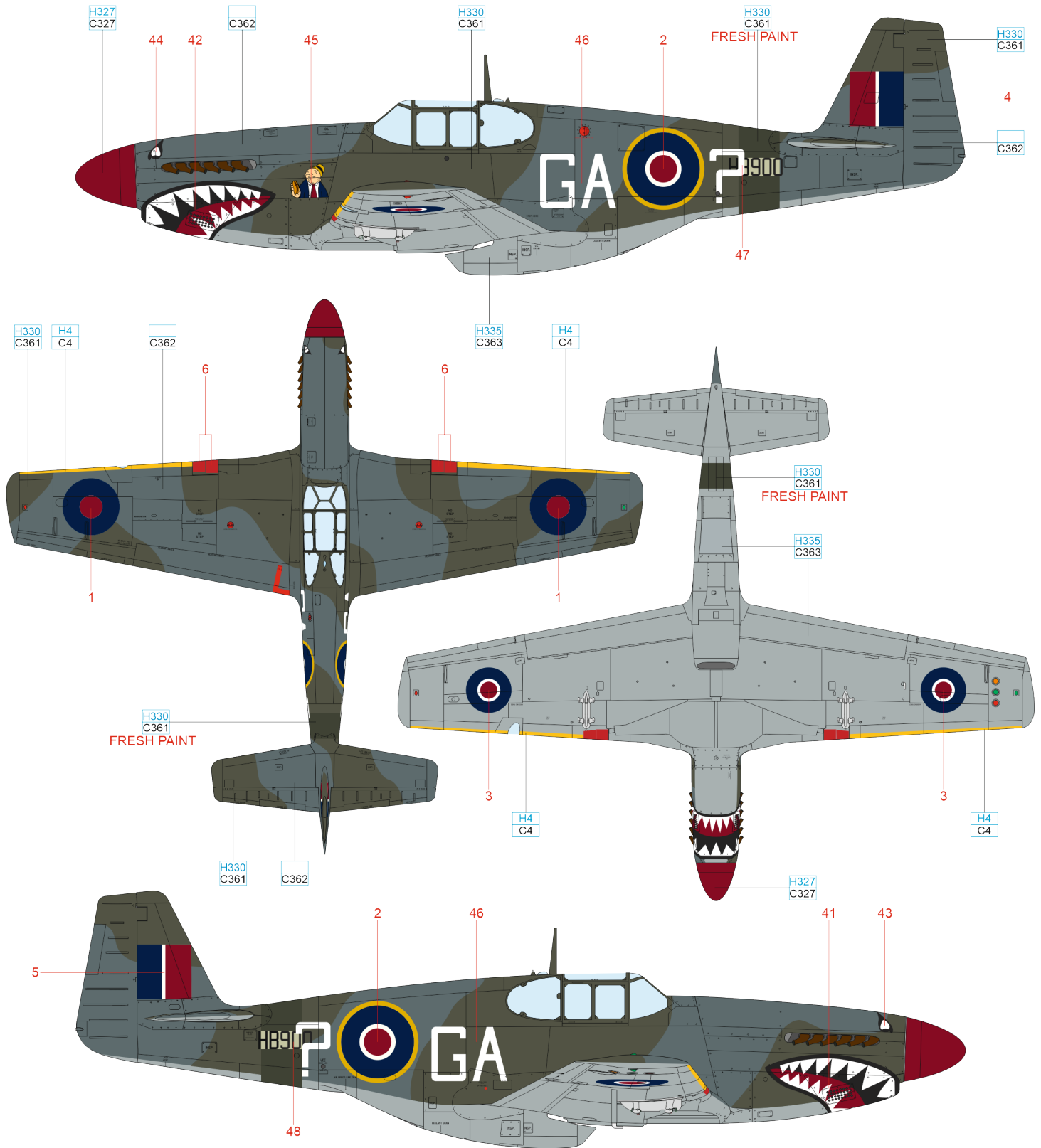
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F HB900, F/Lt Reginald A. Wild DFC, No. 112 Squadron, Creti LG, Italy, July 1944

Reginald Albert Wild was born on June 16, 1922, in Laura, South Australia and worked as a plumber before joining the RAAF. On February 1, 1941, he was posted to the Middle East where he completed two tours with No. 112 Squadron. F/Lt Reginald Wild joined his second tour of duty on June 1, 1944, with No. 112 Sqn as Flight A leader. The Squadron was freshly armed with new Mk.III Mustangs. Wild chose the serial number HB900 (s/n 42-103869) as his personal Mustang and flew it regularly until the end of his tour on October 14, 1944. In addition to the shark's mouth, the traditional identifying feature of all No. 112 Squadron aircraft, his Mustang featured a caricature of the character Wimpy painted on the left side of the nose, as well as the unusual "?" code marking previously worn by Kittyhawks of S/Ldr Billy Drake. Following S/Ldr Drake's departure from No. 112 Squadron, F/Lt Wild also took a liking to the question mark code and used it on his Kittyhawks. During World War II he achieved three confirmed kills, one probable kill and damaged one aircraft, for which he was awarded the DFC on July 23, 1943. All of his achievements were in Kittyhawks. After the war he joined the Royal Australian Navy and flew with No. 808 Squadron from HMAS Sydney in 1951-52 aboard Hawker Sea Fury aircraft during the Korean War. He commanded this unit from mid-1953 until its disbandment in 1954.



RED	H327 C327	OCEAN GRAY	C362	DARK GREEN	H330 C361	YELLOW	H4 C4
MEDIUM SEA GRAY	H335 C363						

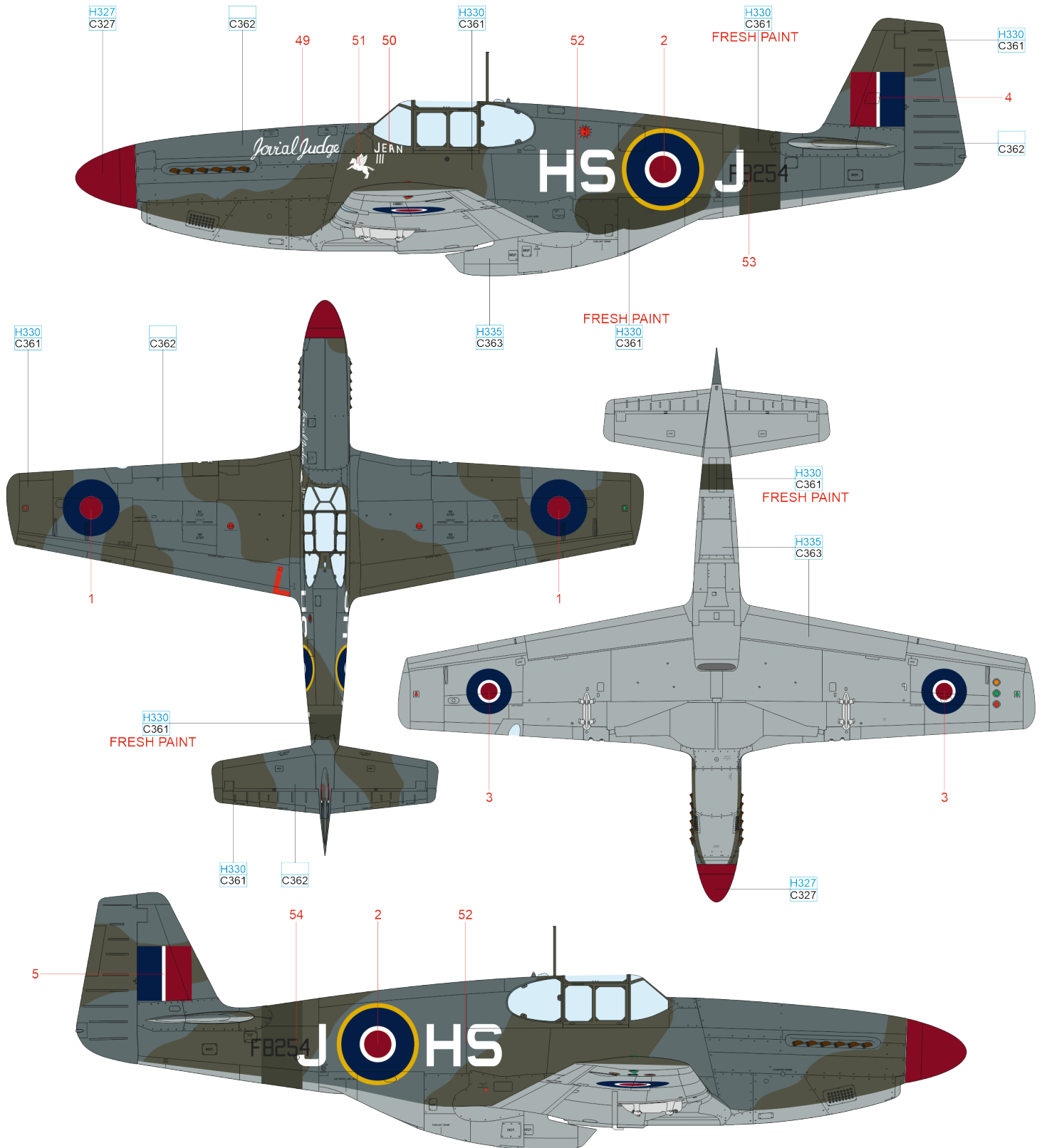
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G FB254, W/O J. S. Duncan, No. 260 Squadron, Cutella LG, Italy, April-May 1944

Mustang serial number FB254 (s/n 42-103148) was part of the first delivery of Series III Mustangs shipped to Italy. He was assigned to No. 260 Squadron with the codes HS-J, with which he carried the nickname Jovial Judge. Subsequently, FB254 was transferred to No. 112 Squadron, where it flew with code letters GA-Y until January 11, 1945, when it was damaged by flak and Canadian pilot W/O J. S. Duncan was forced to make an emergency landing with the burning Mustang. Severely burned, Duncan was rescued by an old Italian peasant and taken to a hospital in Ravenna.



RED	H327 C327	OCEAN GRAY	C362	DARK GREEN	H330 C361
MEDIUM SEA GRAY	H335 C363				

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