P-51B/C Mustang Malcolm Hood canopy

eduard

1/32 Scale Plastic Model Kit

item No. 932013



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EDUARD BRASSIN HYBRID

The P-51 Mustang is one of the best fighters of all time and although an American airplane, its genesis owes a lot to Great Britain. The main change in the development of the type occured when the original Allison engine was replaced by the R&R Merlin one. The new unit literally unlocked the whole potential of the already excellent airframe as the P-51B/C version was born.

It started 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 the development of a much better plane instead. The Committee agreed and so the design team led by chief designer Edward Schmued, who was a German immigrant with Austrian roots, started to work. The preliminary design was approved on May 4, 1940, final assembly and installation of the engine began on September 9 (just 127 days after approval). The very first flight of the NA-73X prototype followed on October 26.

Innovative fighter

The Allison V-1710-39 one-stage, one-speed supercharged liquid-cooled in-line engine rated at 1,100 HP was chosen for the new fighter and the designers creating as narrow and sleek a fuselage as possible did their best to lower the drag. For the same reason they decided to use an innovative laminar flow airfoil, which lowers the drag indeed, but, on the other hand, requires a smooth surface to work well. That necessitated putty and sand the leading area of the wing. Another innovative design feature was the radiator belly under the fuselage which even developed some 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 the first Mustangs Mk.I in October 1941. The performance was found satisfactory, as the Mustang was faster than the Spitfire Mk.V and had more than double the range. On the other side, the Allison engine reached its maximum power at only 11,800 ft (3,597 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 the US Army Air Corps, interested in the new type as well (but bound to the contract to buy P-40, P-39 and P-38 pursuits), asked the NAA to convert the Mustang as a dive bomber with wing dive brakes (the A-36 variant).

Merlin magic

To solve the high altitude weakness, the engineering began in Great Britain to fit the Mustang with the two-stage, two-speed supercharger Merlin 61 engine. The trials of the Mustang X prototype, fitted with Merlin 65 finally, found the level speed increased to 433 mph (697 km/h) at 22,000 ft (6,700 m), thus 100 mph (161 km/h) better than Mustang Mk.I. As it was obviously the way to further develop the Mustang, the NAA started its own work, using license-built Packard-Merlin engines. The need for an intercooler of the two-stage supercharger necessitated a bigger radiator duct and the intake for the carburetor moved from the top of the nose to the bottom. Another change included the removal of the fuselage guns and adding two in the wing.
The production started at the Inglewood plant as P-51B on May 1943 and at the new production line at NAA Dallas plant as P-51C in August 1943. The supplies of the new version to RAF continued as Mustang Mk. III.

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 4,950 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 each. Famous Charles Yeager, the first man to break the sonic barrier in 1947, was the first pilot of P-51D to became ace in just one day, after recording five kills on October 12, 1944.

The kit: P-51B/C Mustang Malcolm Hood canopy

The P-51B/C were great fighters but lacked backward visibility and their guns jammed far too often. The problems with visibility were down to the so called Birdcage canopy, which was aligned with the high ridge of the rear fuselage, thus preventing pilot to observe the area behind. Still, the P-51B/C was genuine long-range fighter changing the daytime bomber escorts over the occupied territory dramatically. The problem with visibility was partly solved by so called „Malcolm Hood" frameless semi--bubble canopy sliding to the rear on rails instead of opening on hinges to the right side. The canopy was not a factory solution, it was in fact invented by NAA engineers working in the UK. The other teething problem of P-51B/C, jamming of the guns, was solved a little bit later with the P-51D/K version.

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ATTENTION • UPOZORNĚNÍ

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 dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

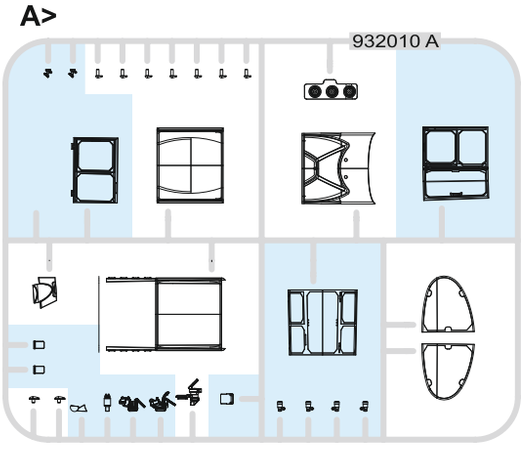
INSTRUCTION SIGNS • INSTR. SYMBOLY



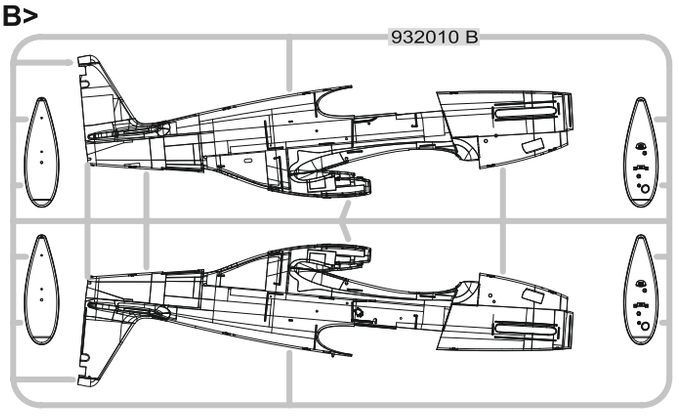
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PARTS • DÍLY

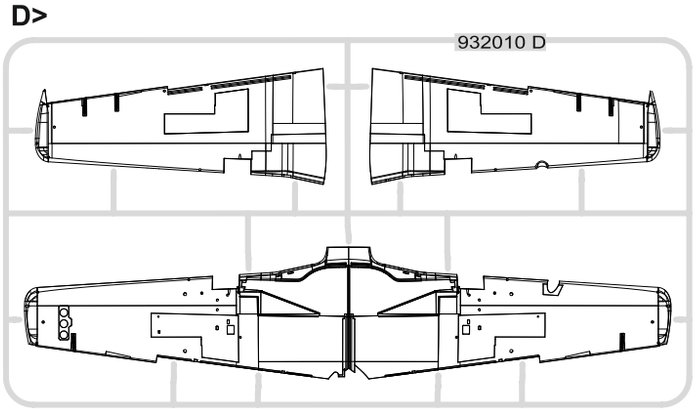
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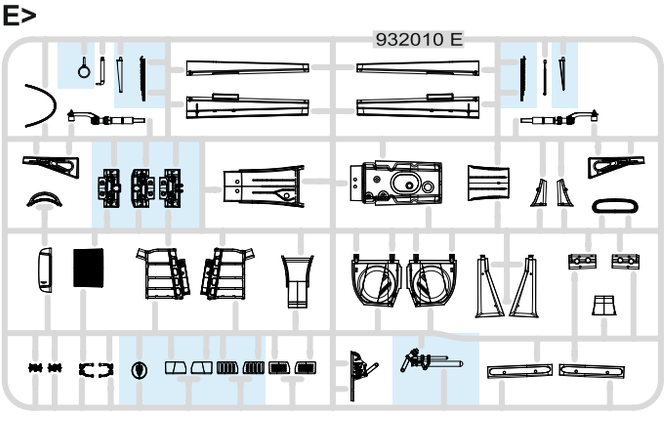
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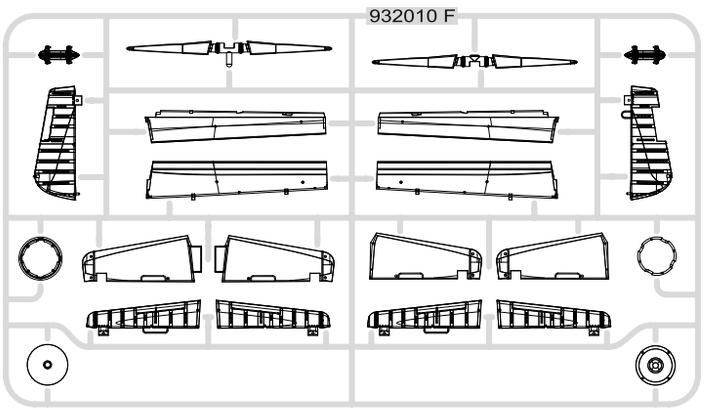
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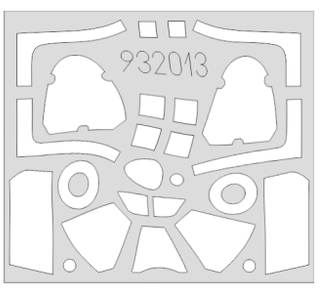


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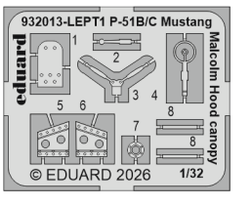


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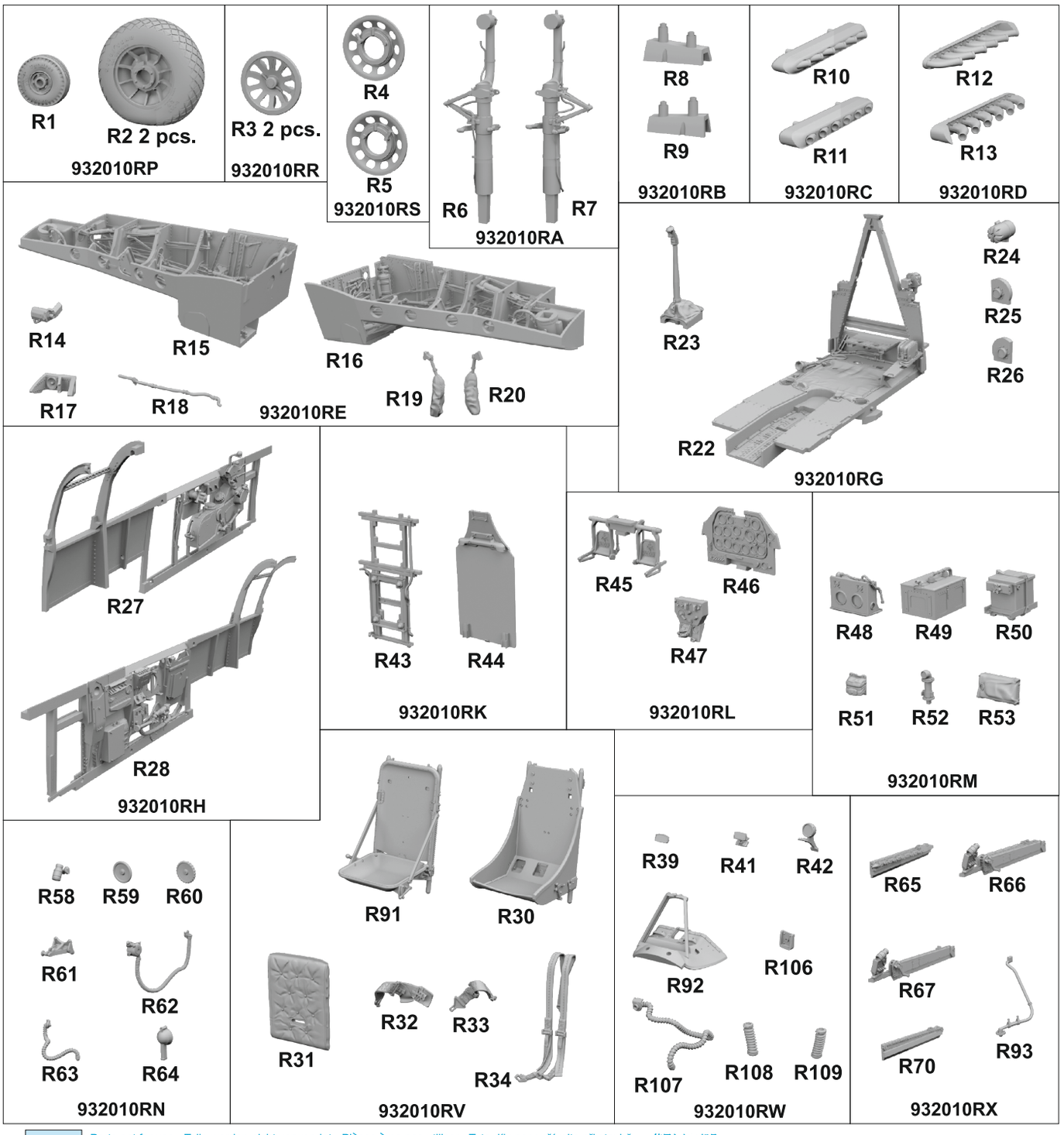




PE - PHOTO ETCHED DETAIL PARTS



RESIN PARTS • RESINOVÉ DÍLY



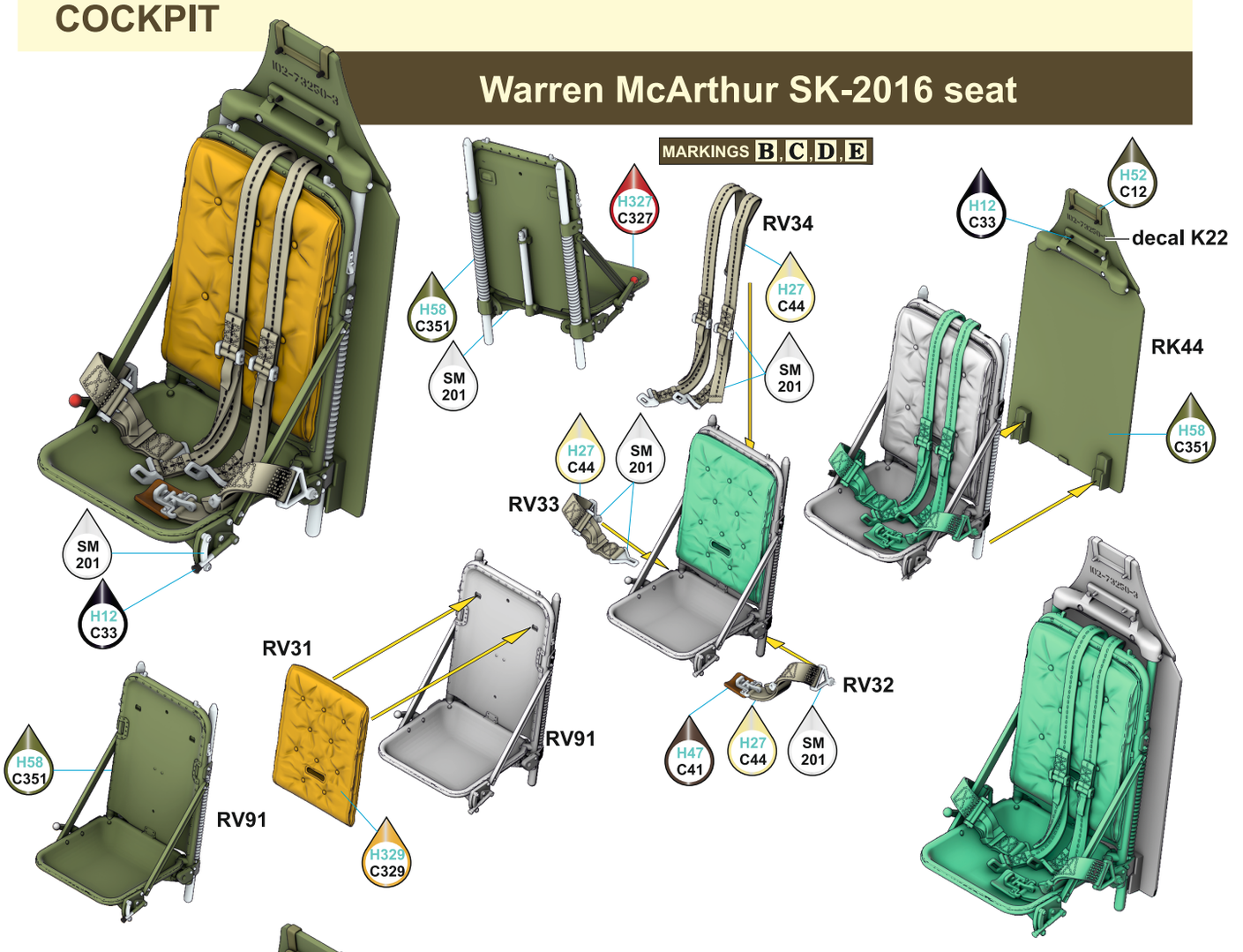
-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLORS • BARVY



COCKPIT

Warren McArthur SK-2016 seat

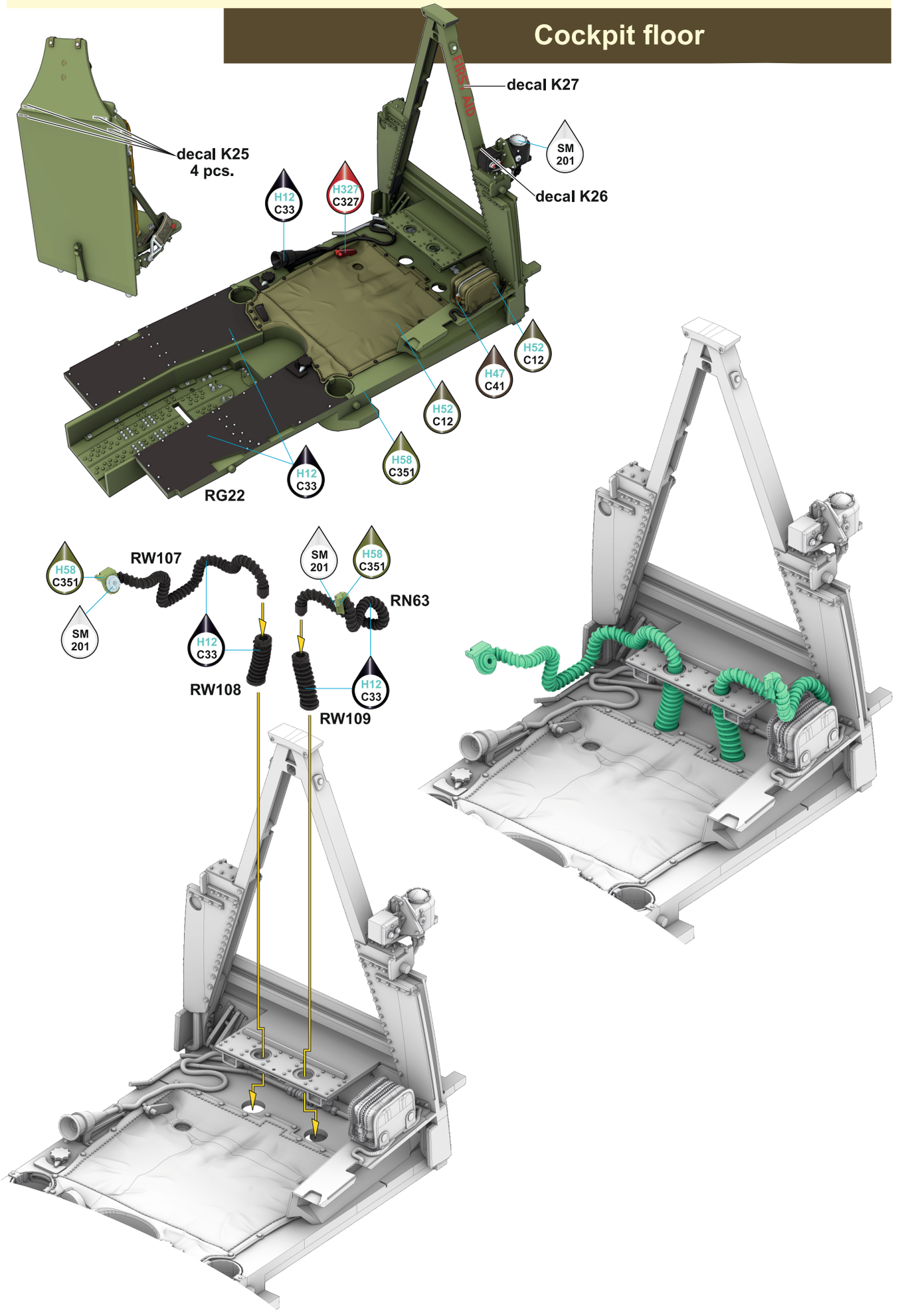


Shick-Johnson S-9153074 seat

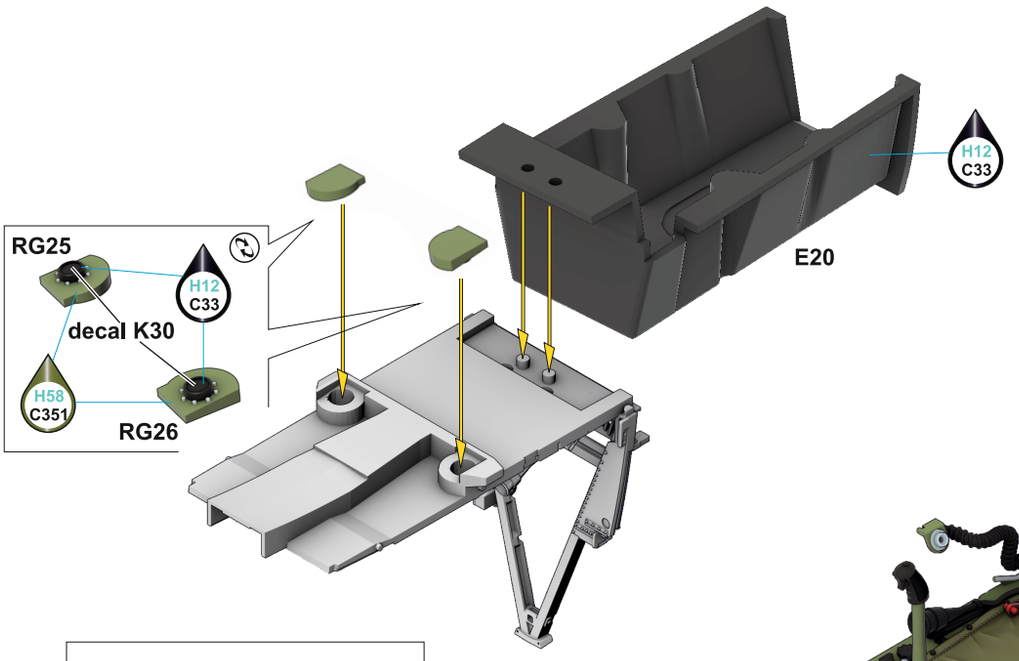


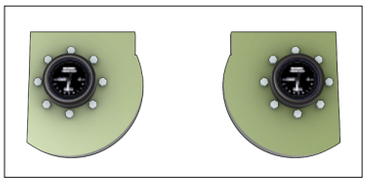
COCKPIT

Cockpit floor

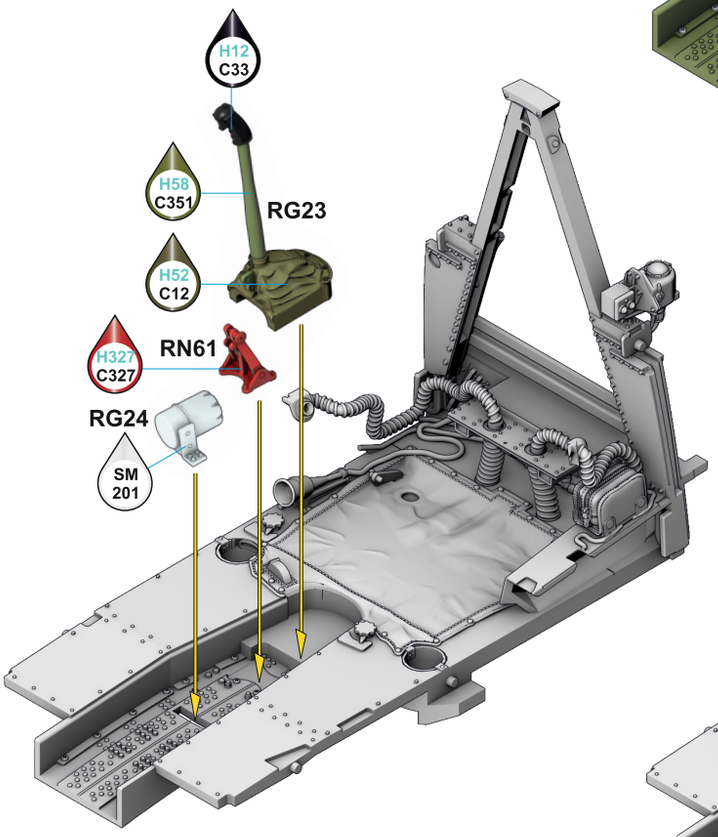


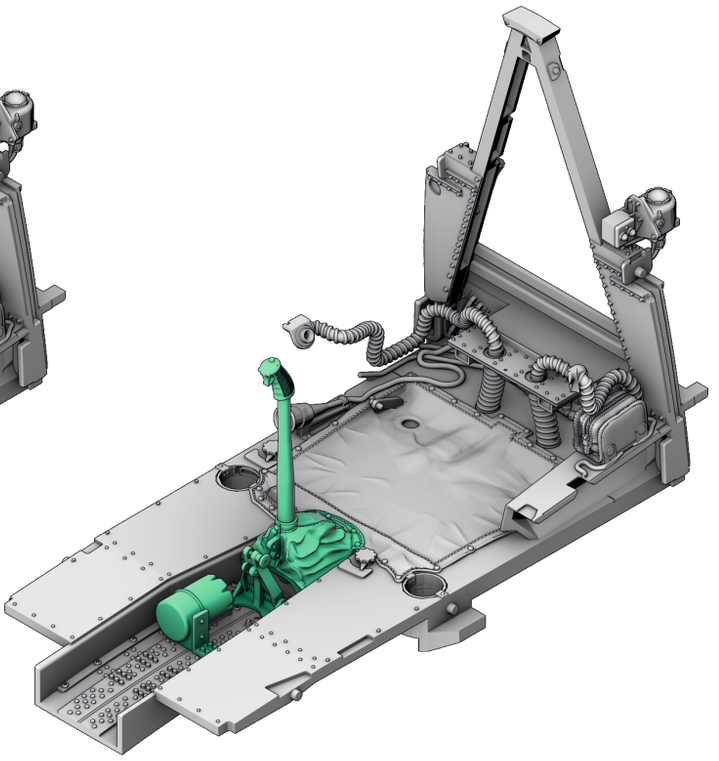
Cockpit floor



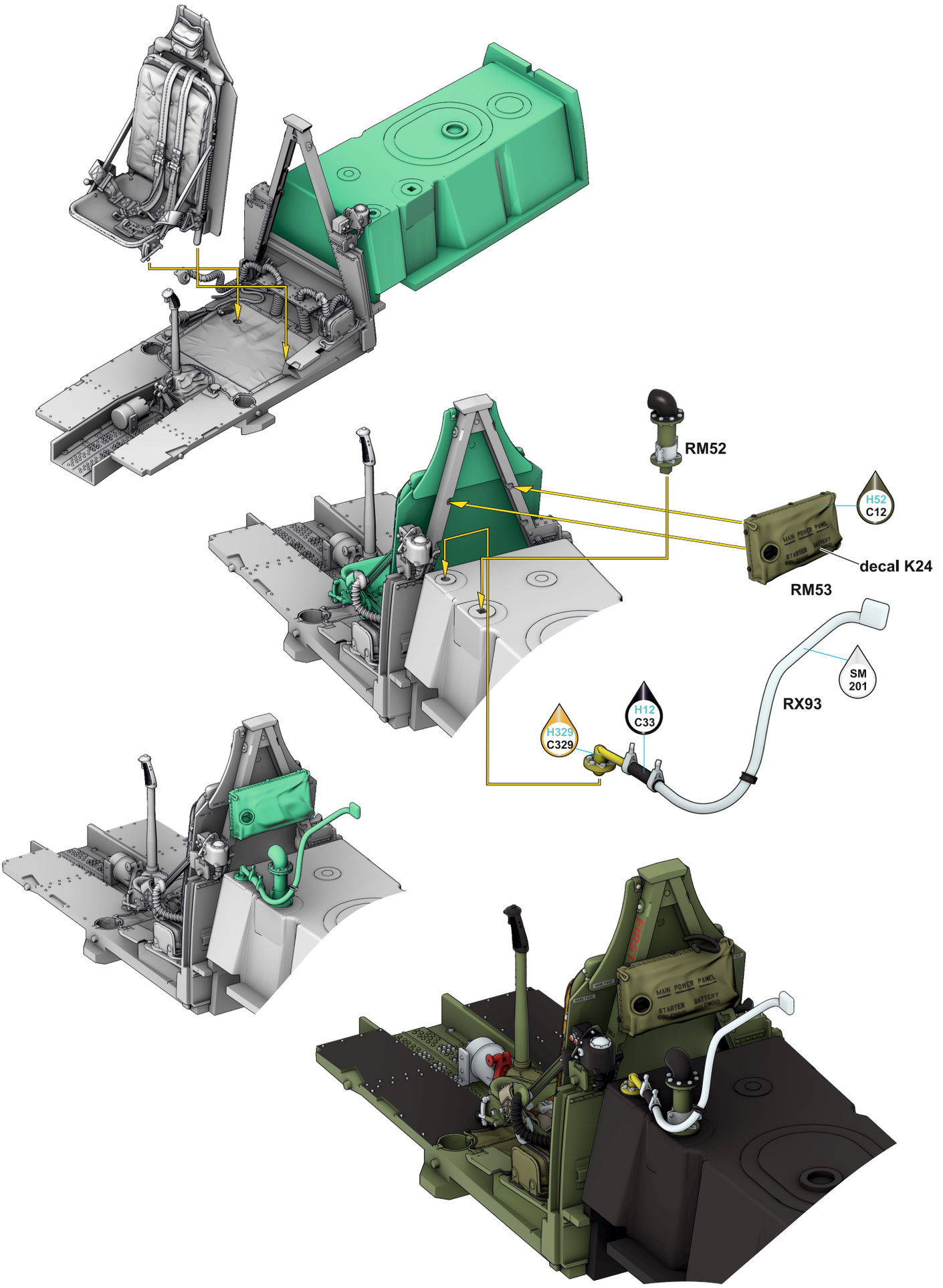




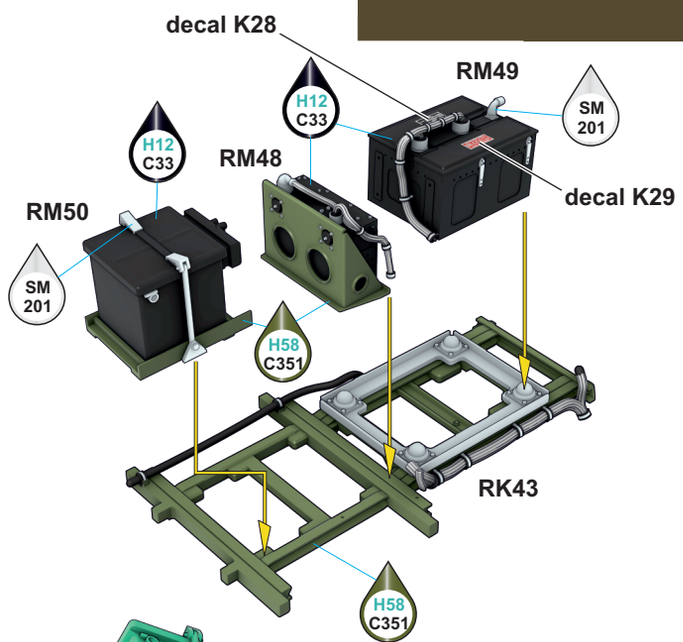


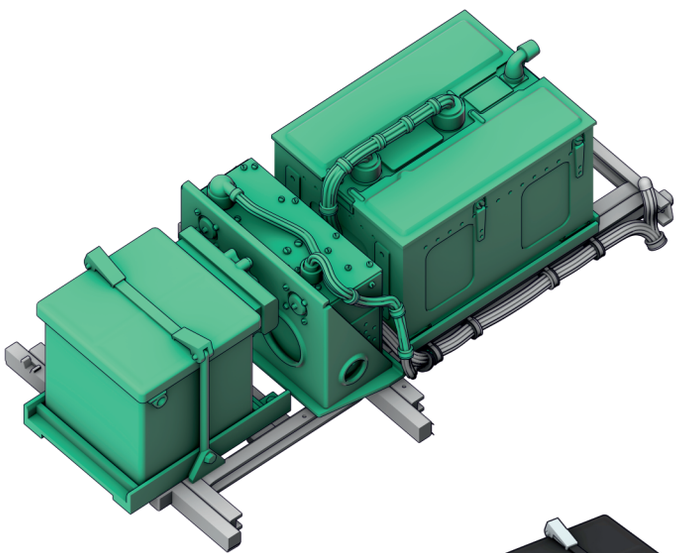


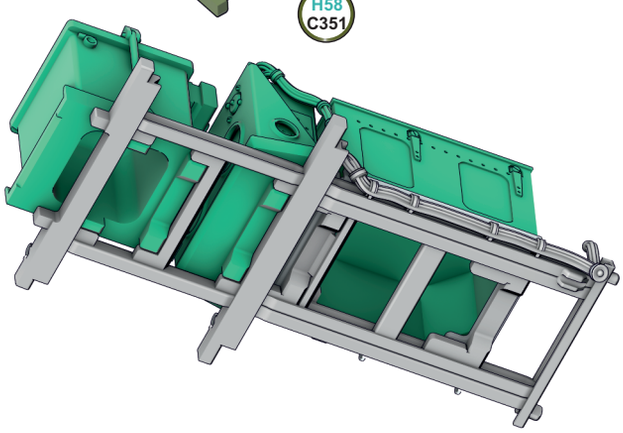
COCKPIT


RM52
H52
C12
MAIN POWER PANEL
STARTER
BATTERY
decal K24
RM53
SM
201
RX93
H12
C33
H329
C329
MAIN POWER PANEL
STARTER
BATTERY

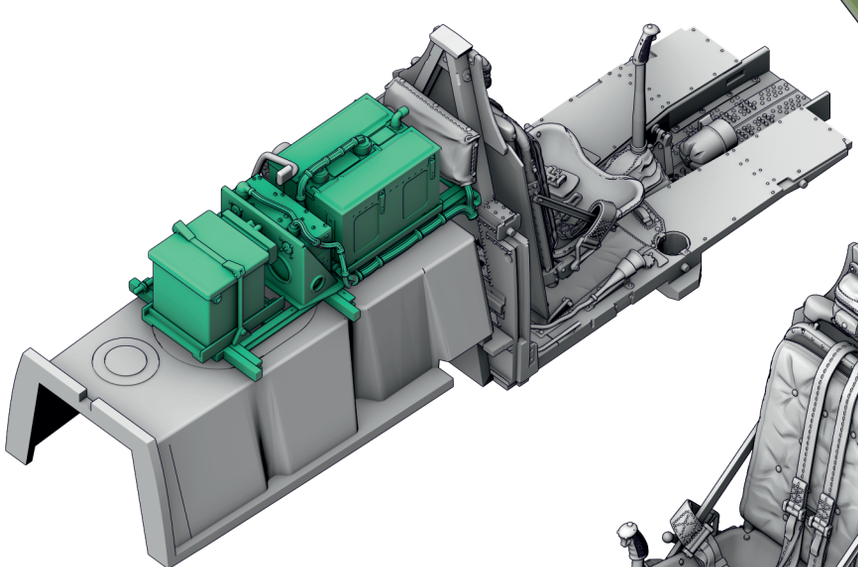
Radio equipment

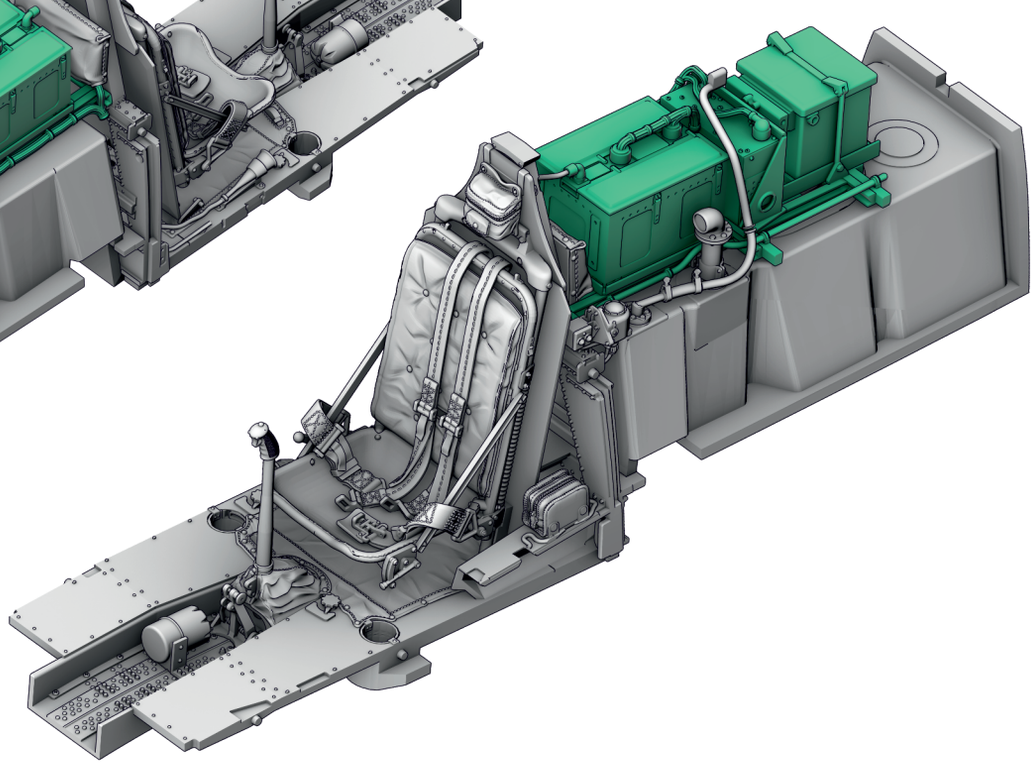






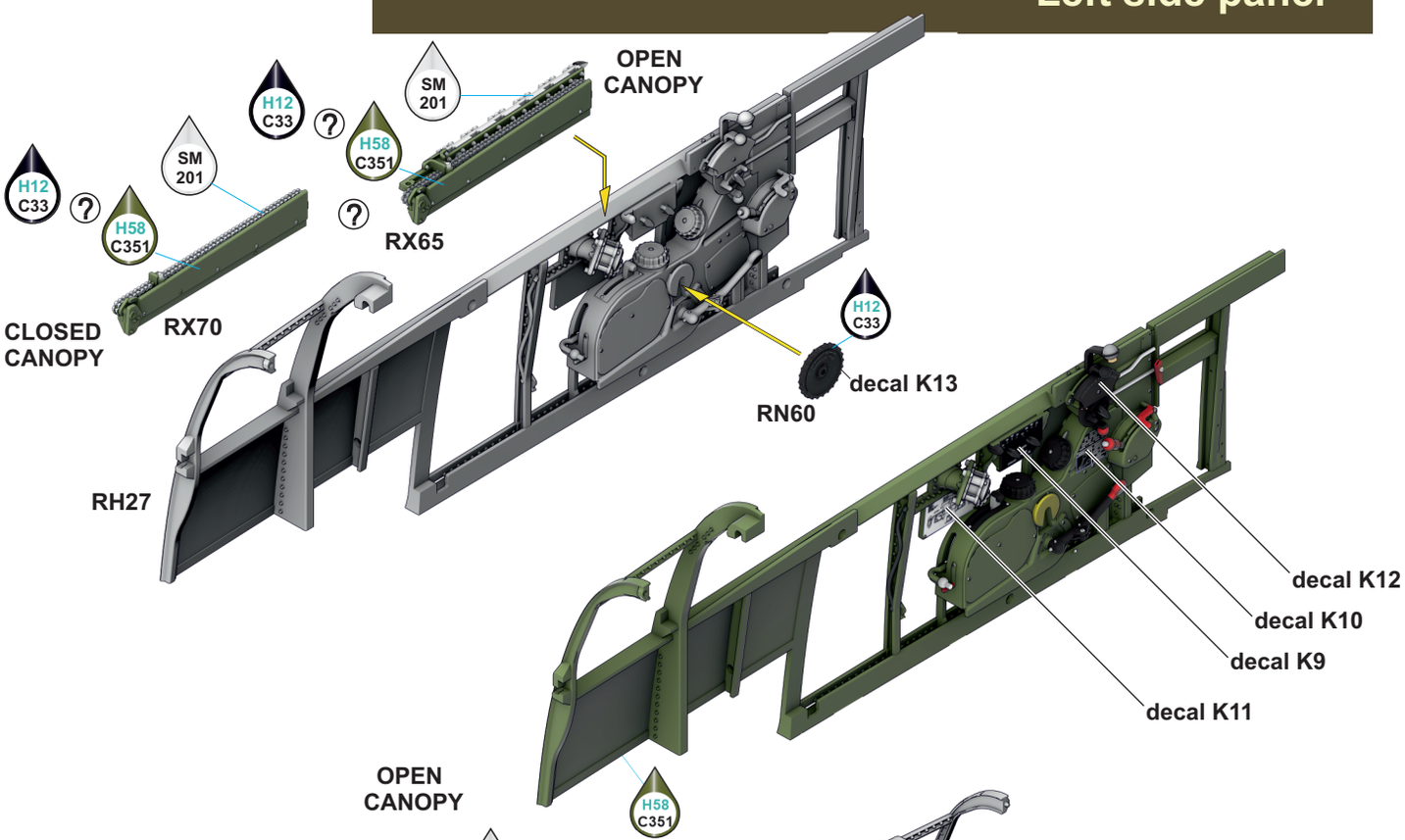




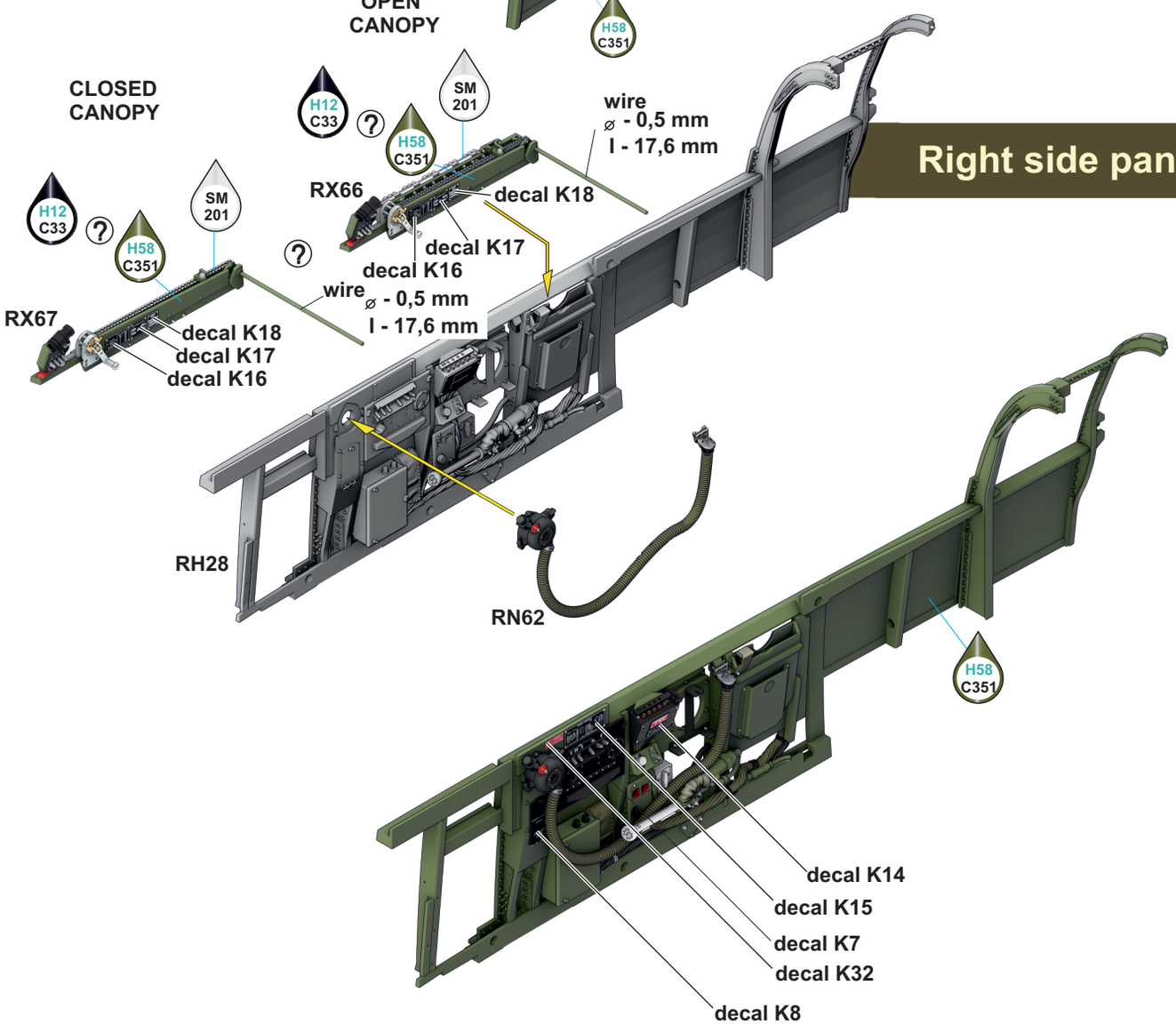


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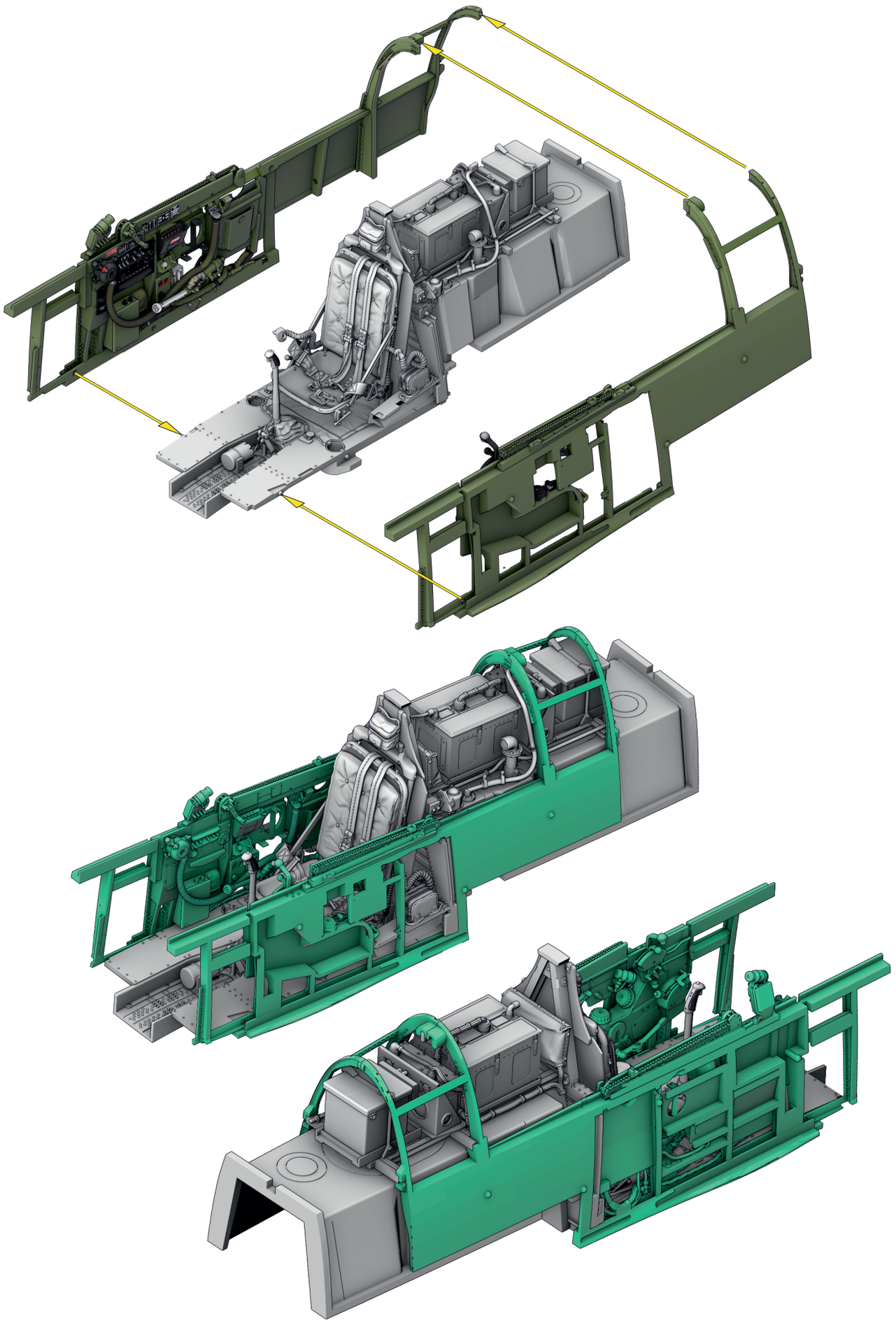
Left side panel



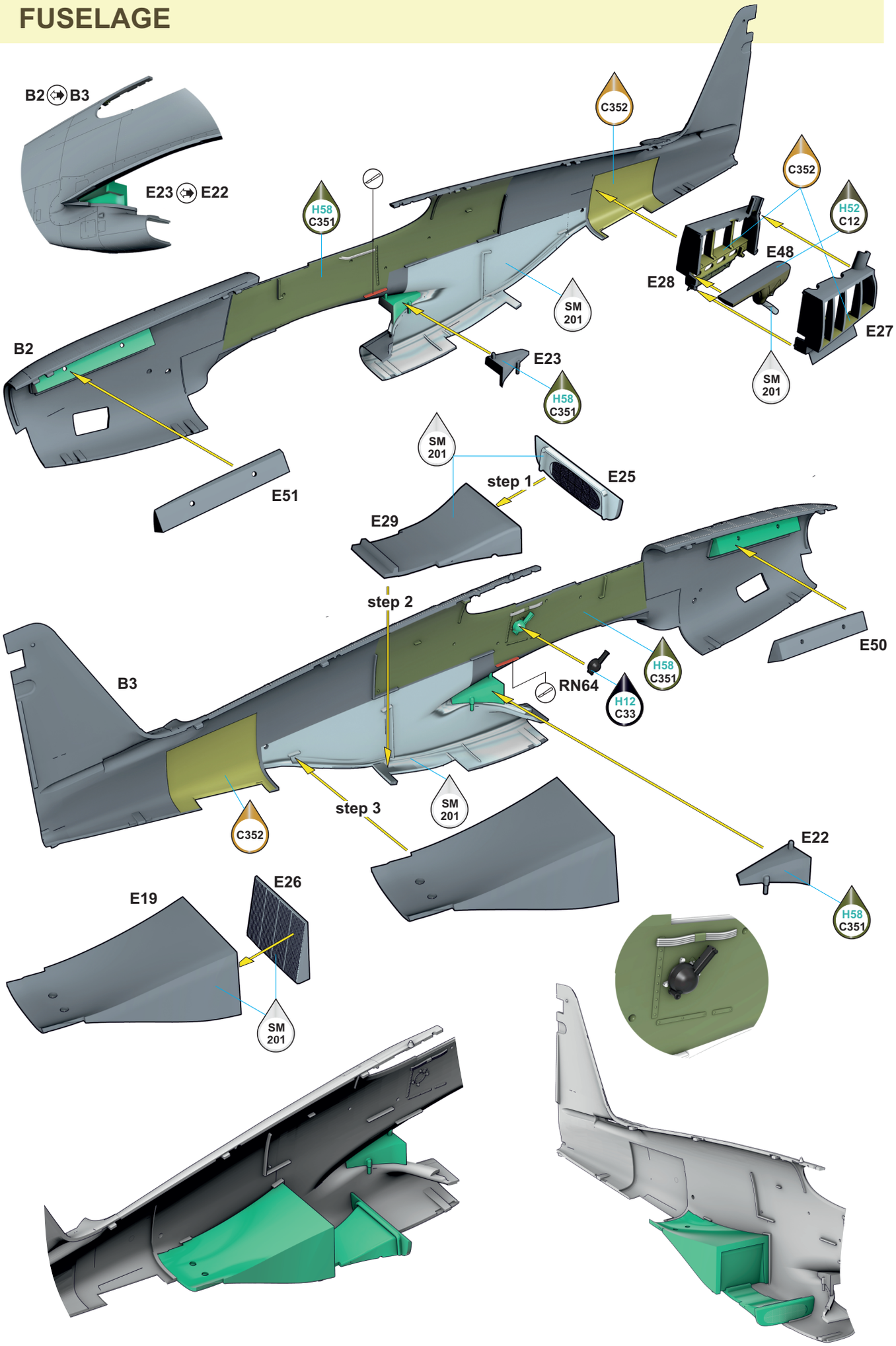
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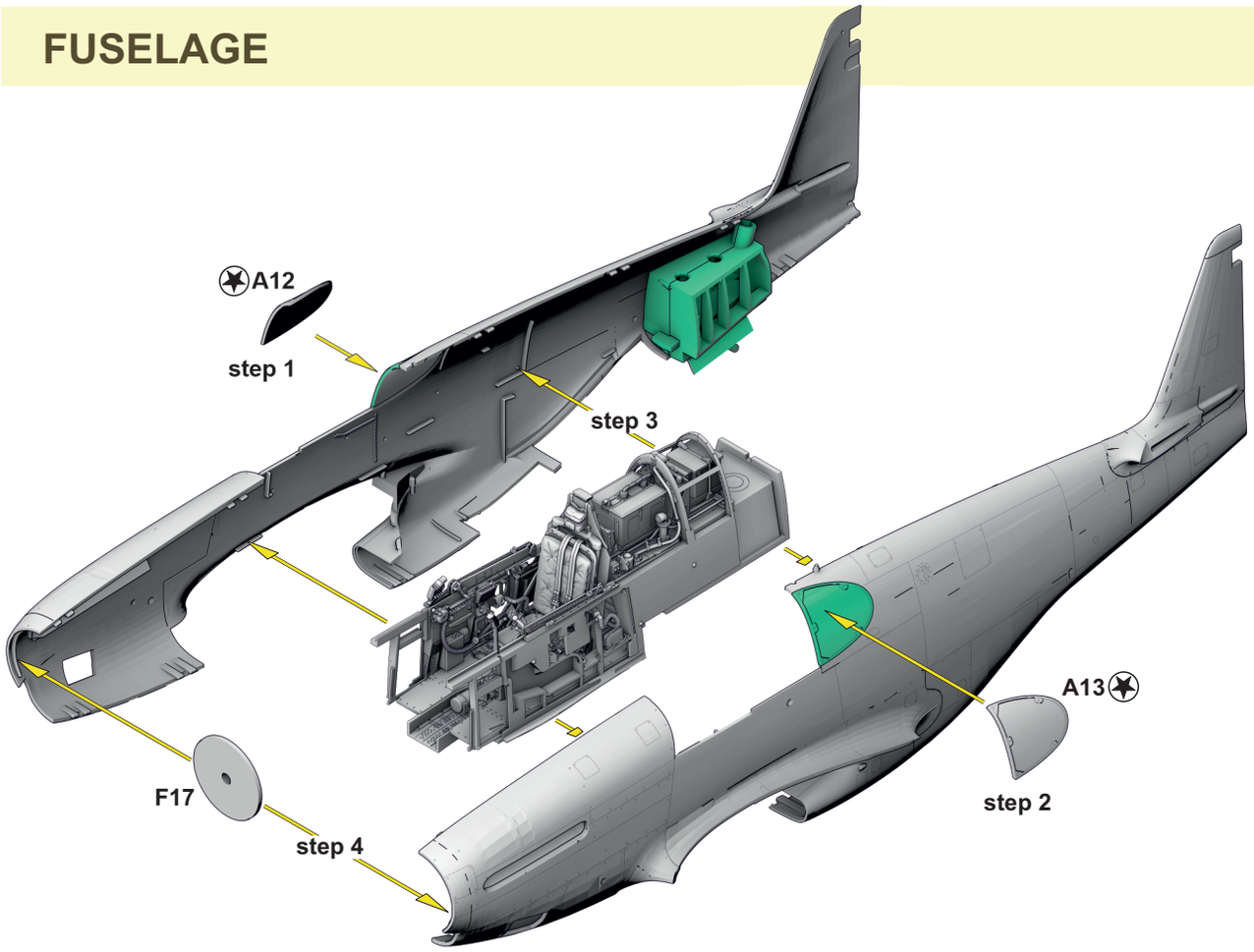
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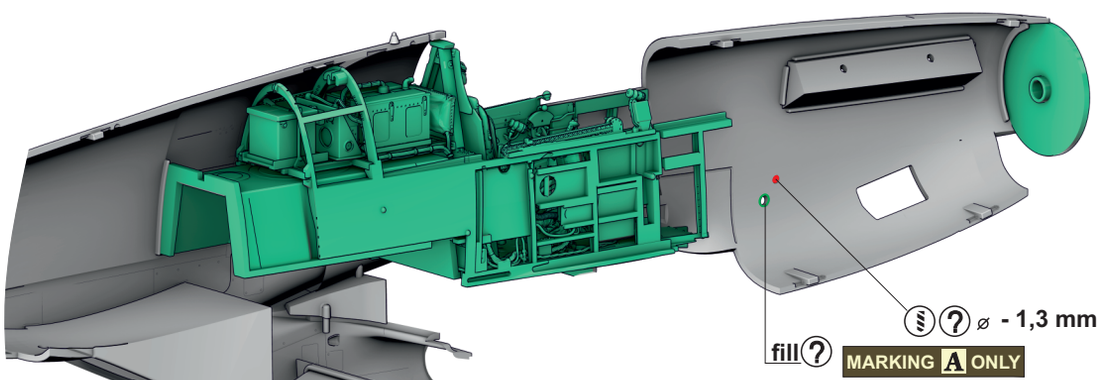


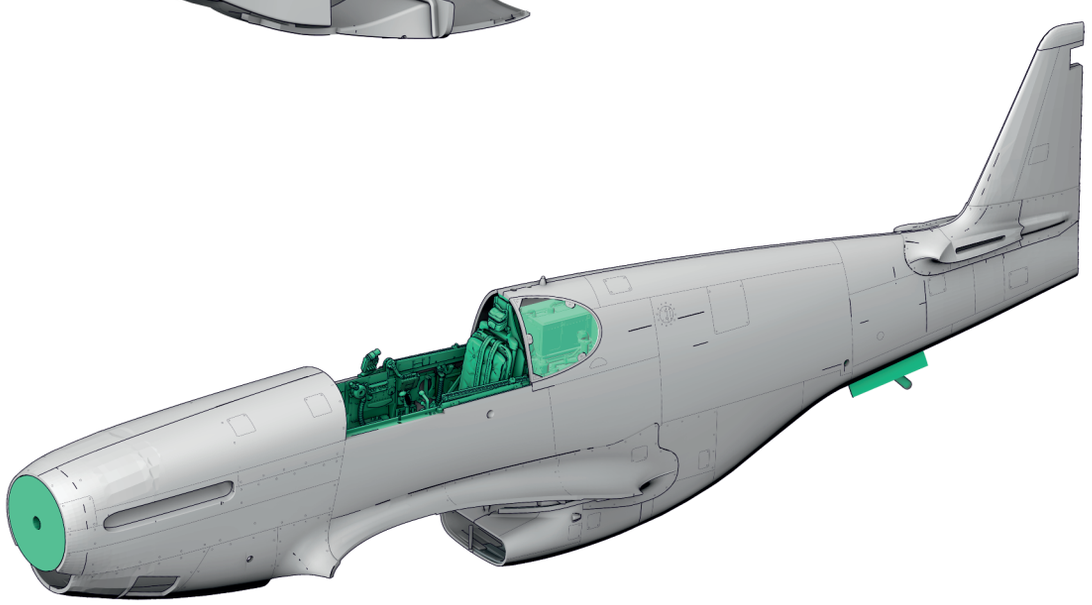
FUSELAGE


B2 B3
E23 E22
H58 C351
C352
C352
H52 C12
E48
E28
SM 201
E27
B2
E23
H58 C351
SM 201
SM 201
E25
step 1
E51
E29
step 2
E50
B3
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H58 C351
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step 3
SM 201
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E22
E26
E19
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SM 201

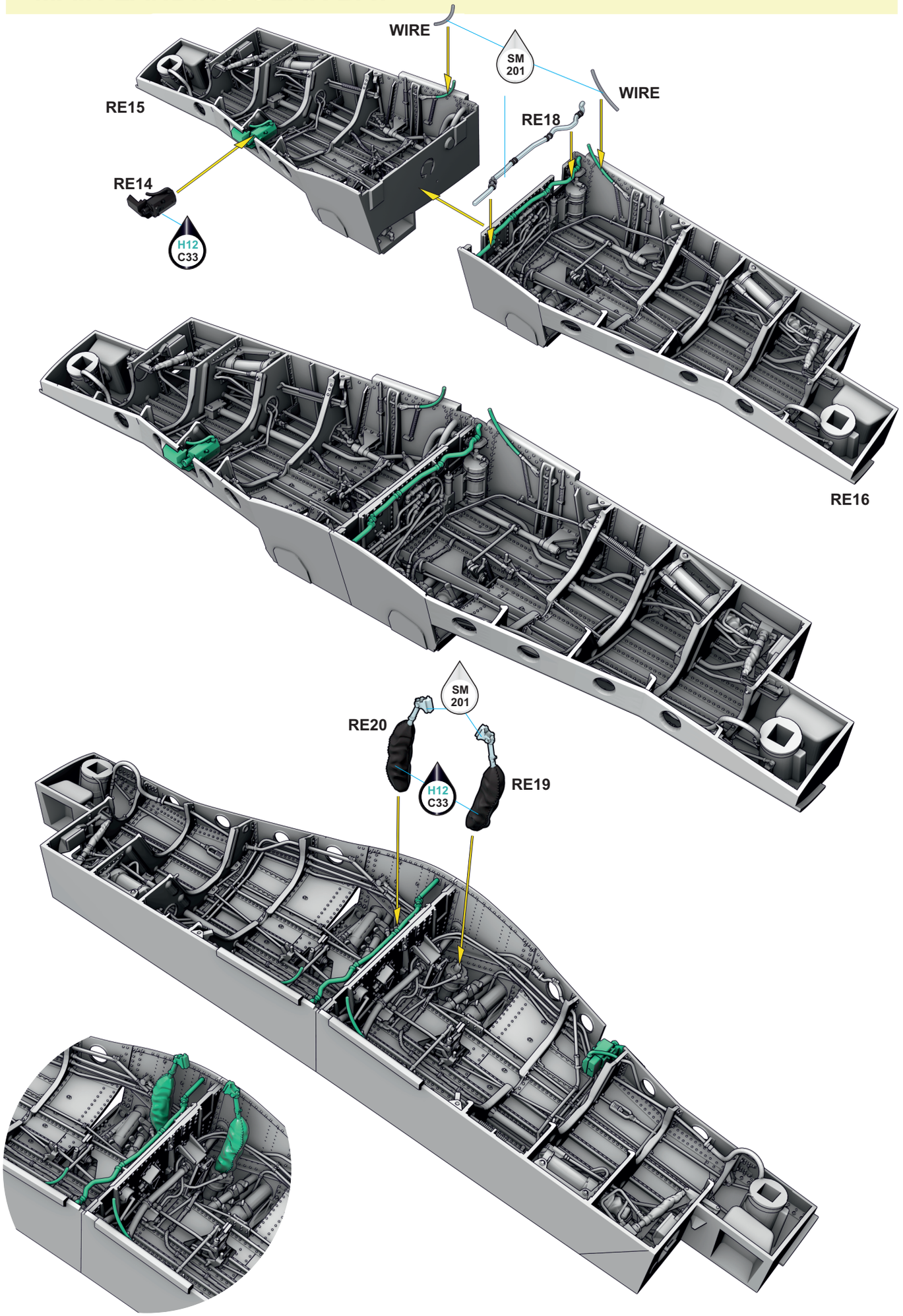
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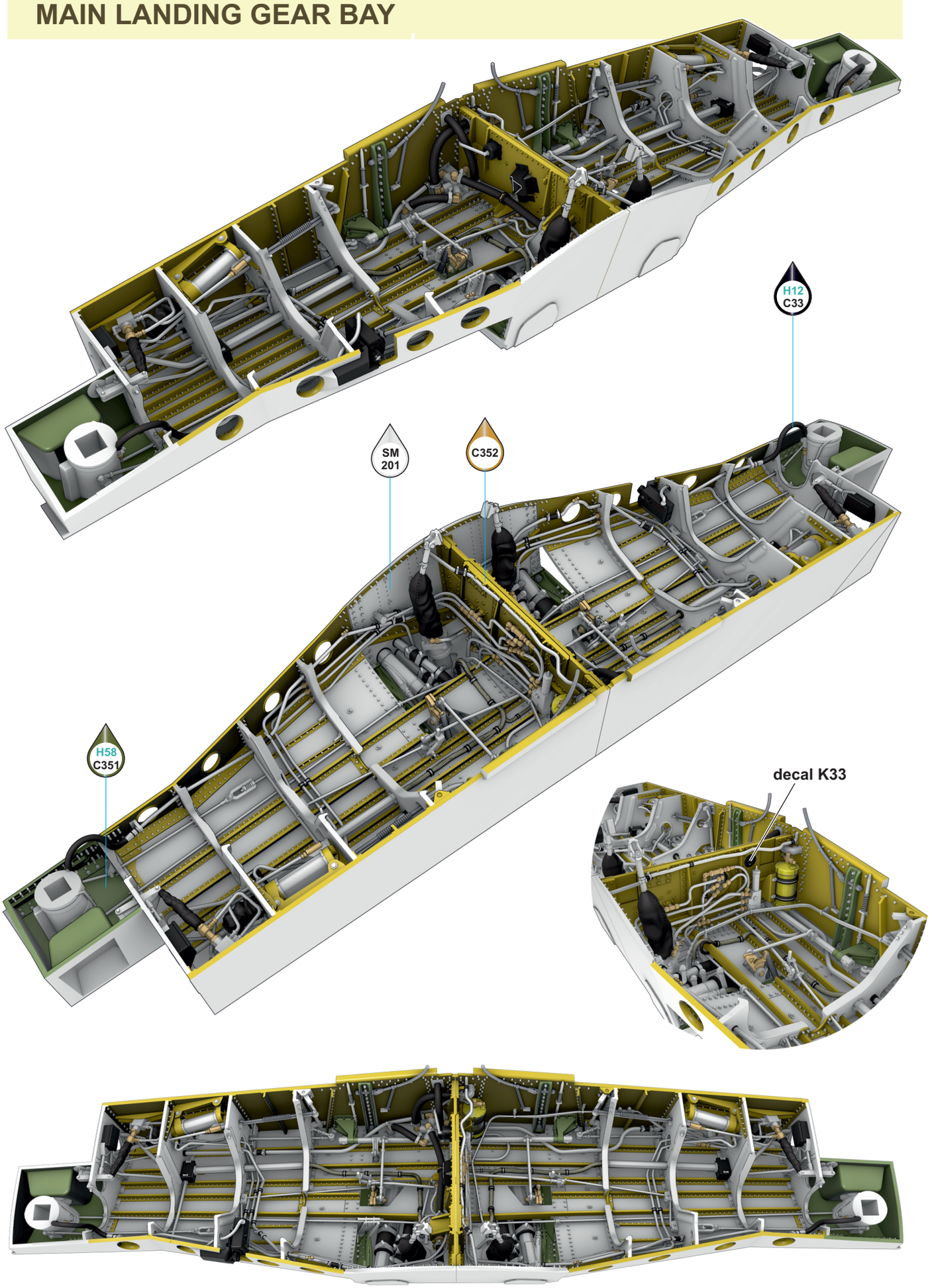




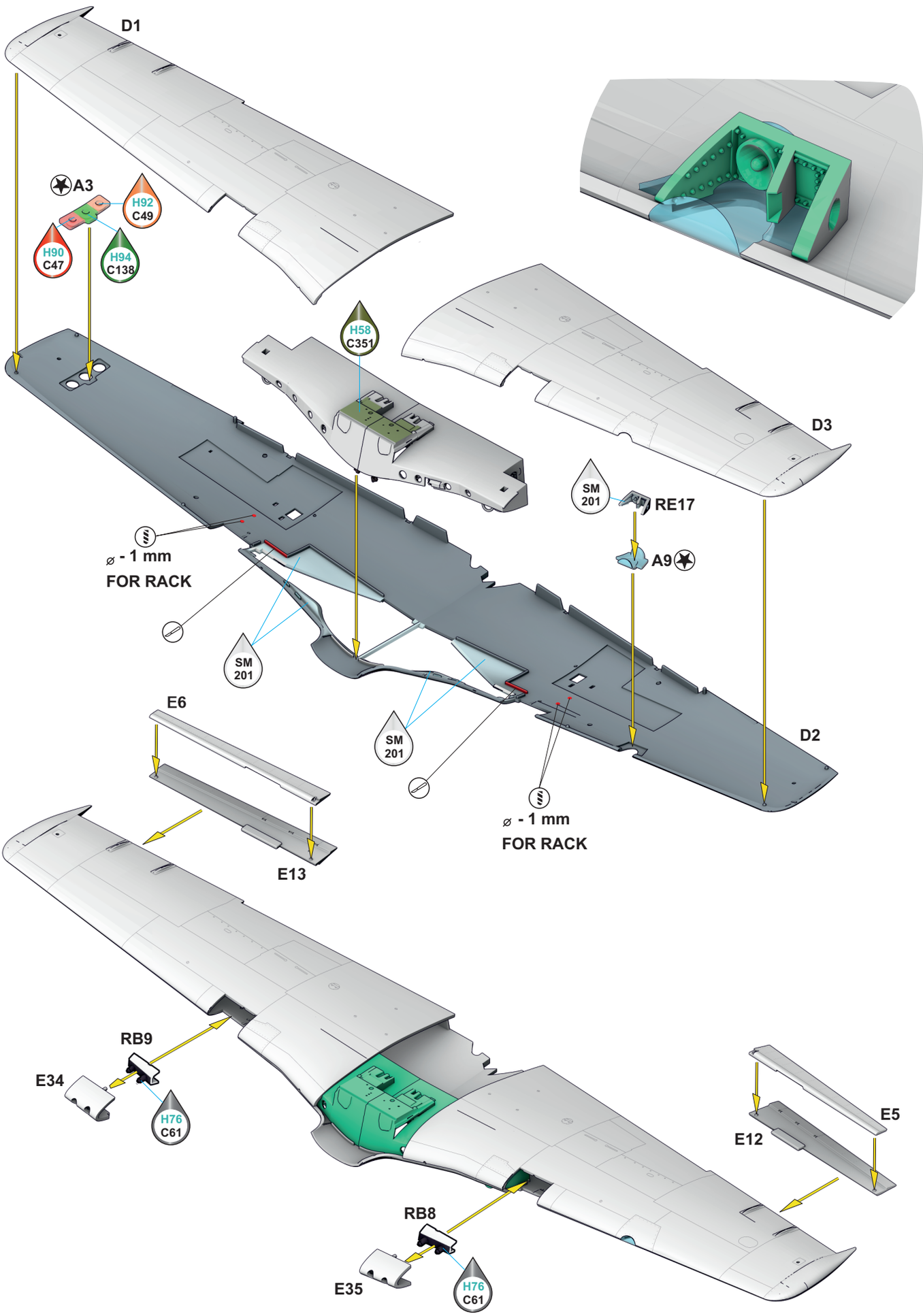
MAIN LANDING GEAR BAY



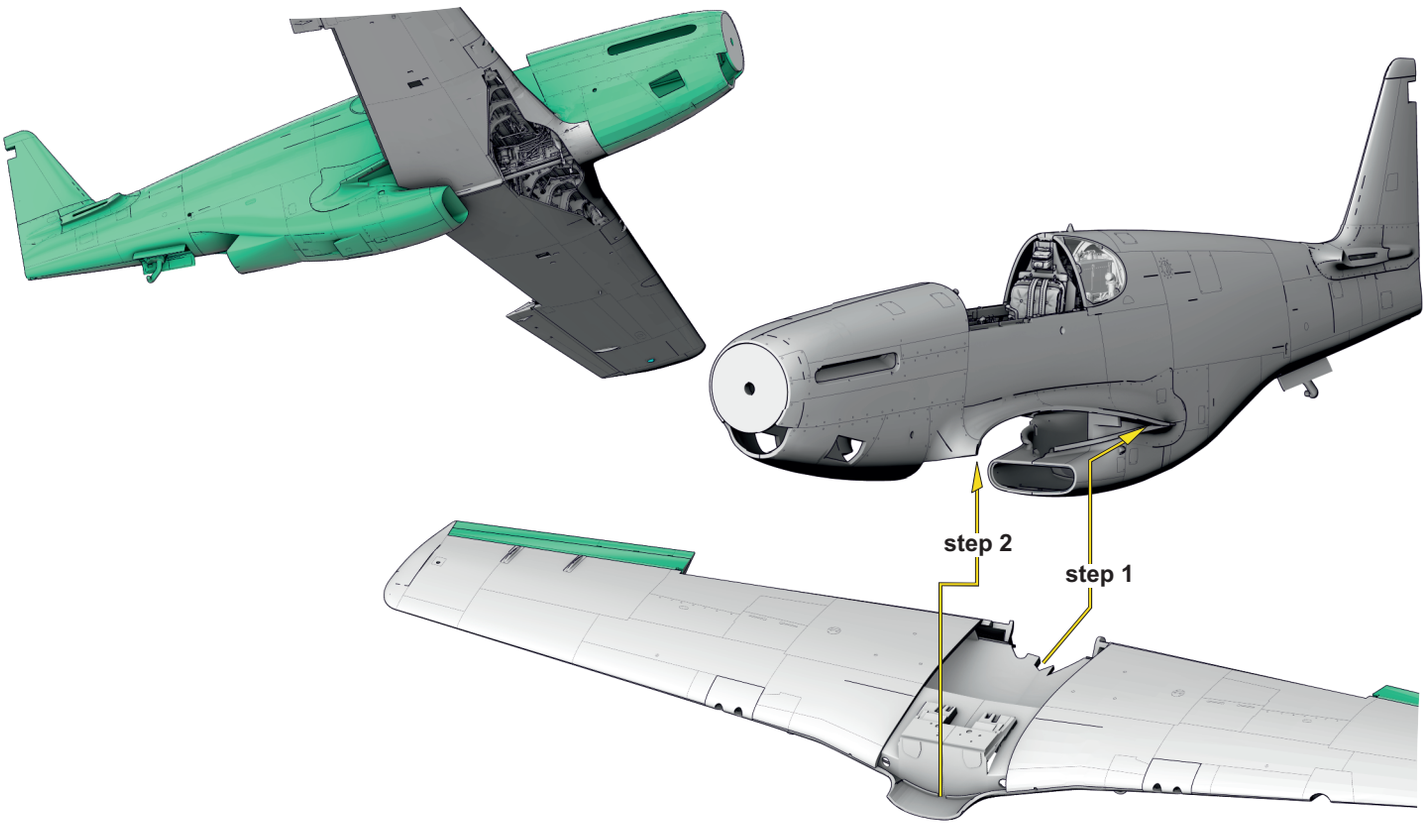
MAIN LANDING GEAR BAY



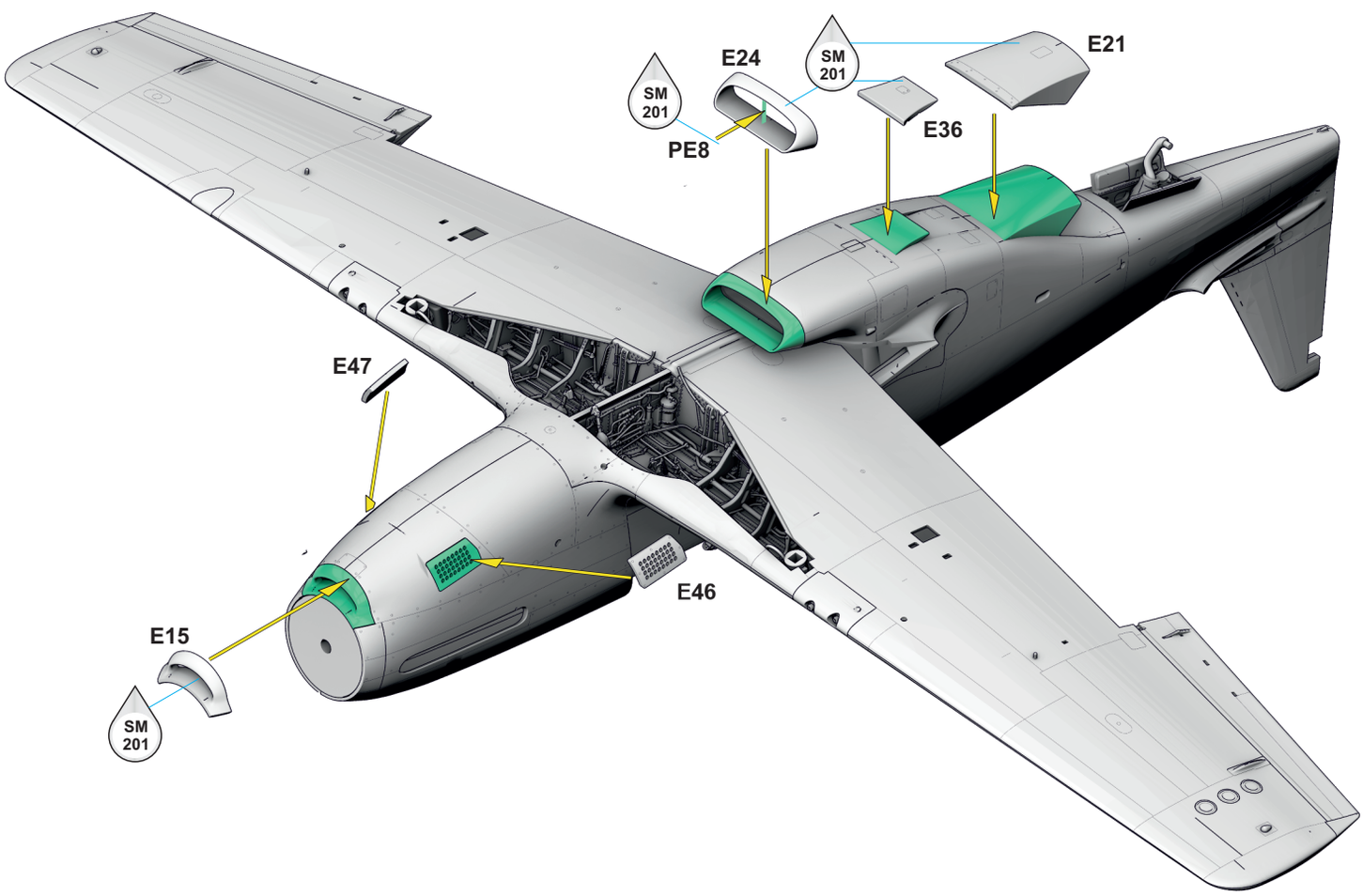
WINGS


D1
A3
H92
C49
H90
C47
H94
C138
H58
C351
D3
SM
201
RE17
A9
⌀ - 1 mm
FOR RACK
SM
201
SM
201
D2
E6
E13
⌀ - 1 mm
FOR RACK
RB9
E34
H76
C61
E5
E12
RB8
E35
H76
C61

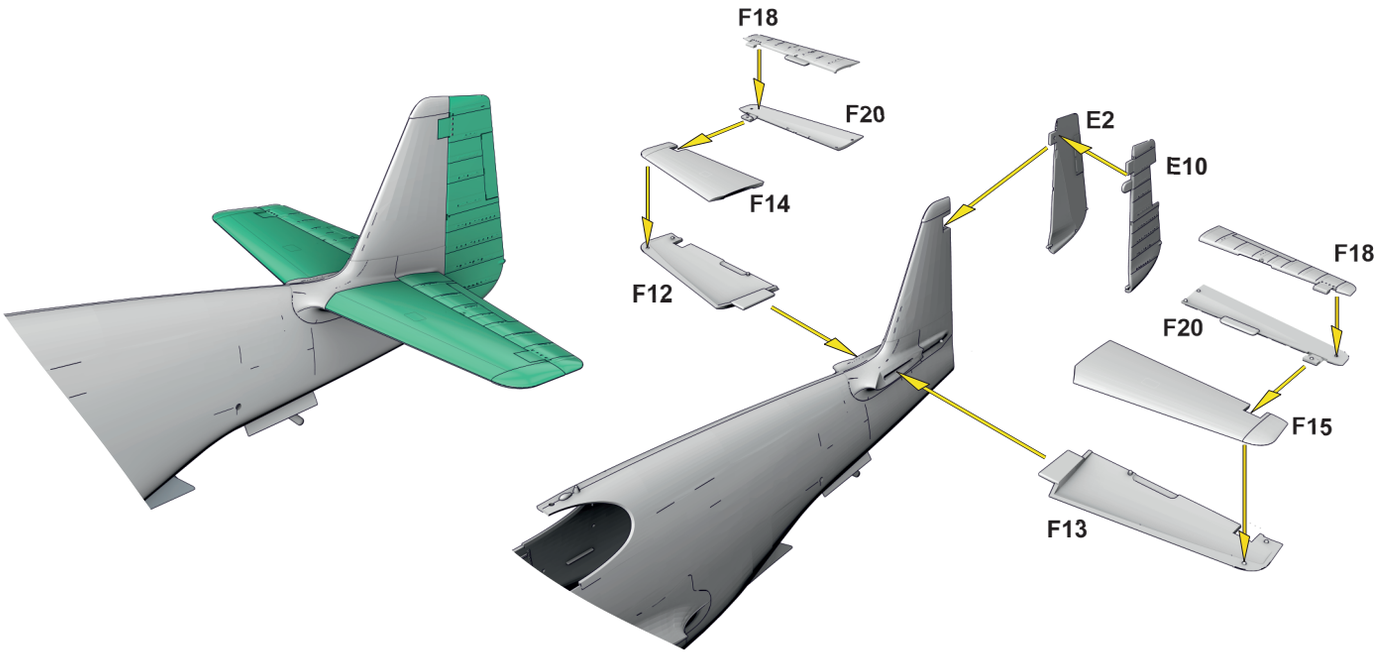
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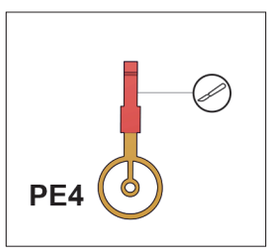
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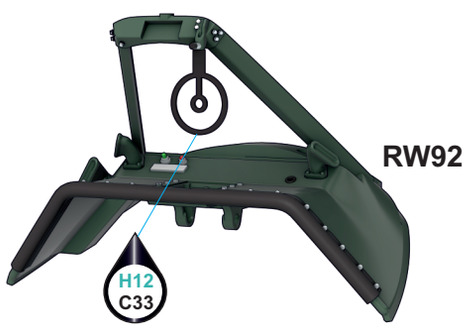


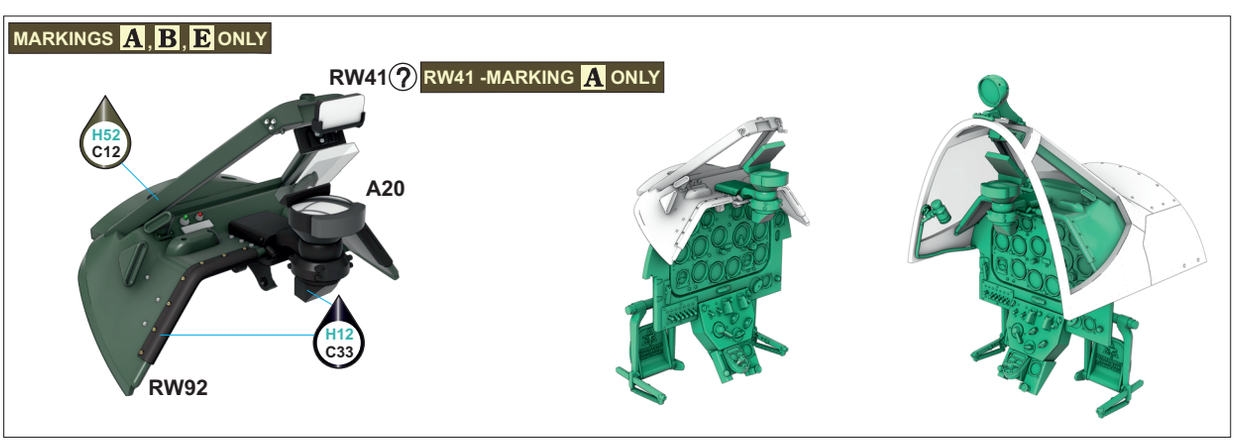
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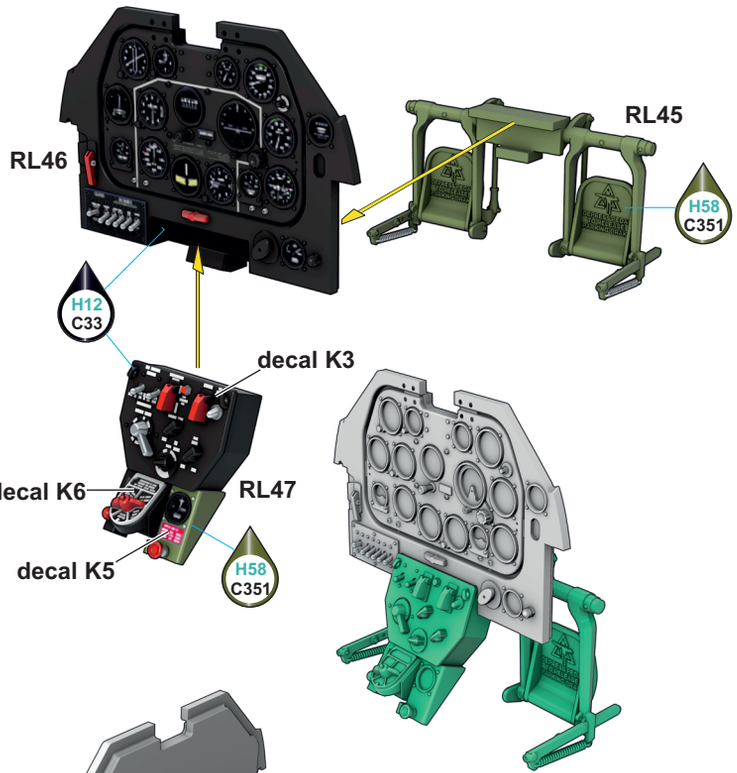
FORWARD COCKPIT ASSEMBLY

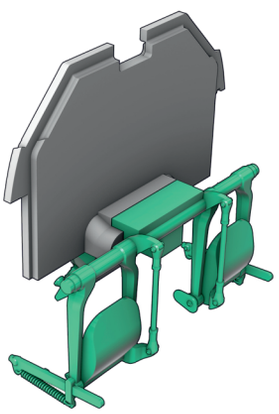


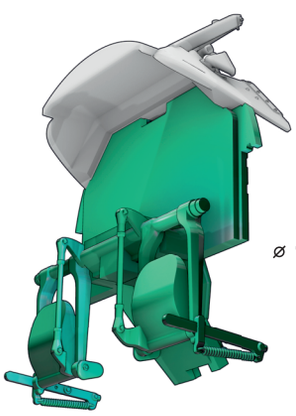


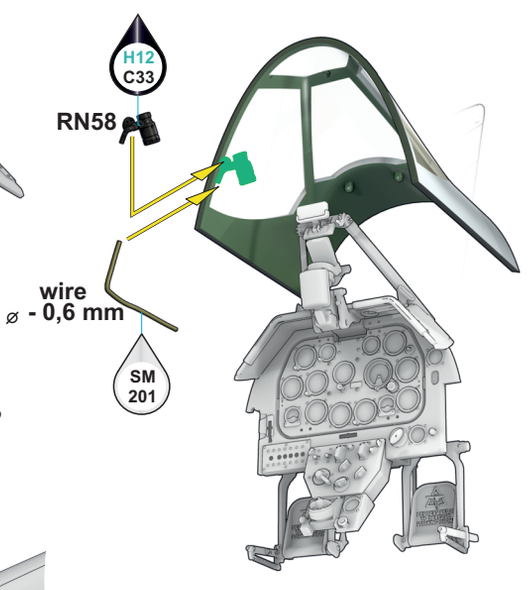


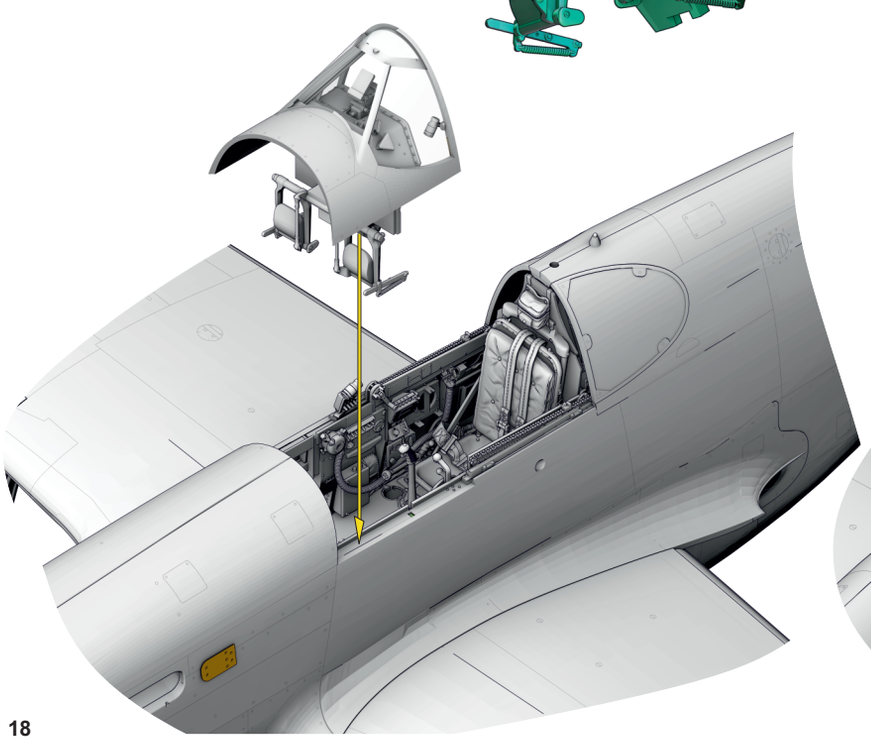
FORWARD COCKPIT ASSEMBLY

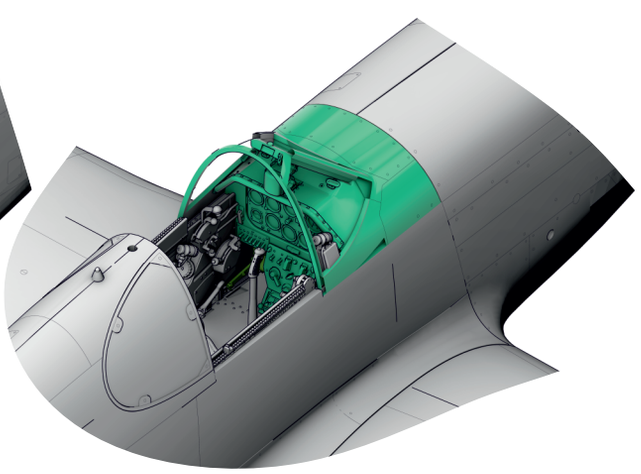












MARKINGS A, D, E

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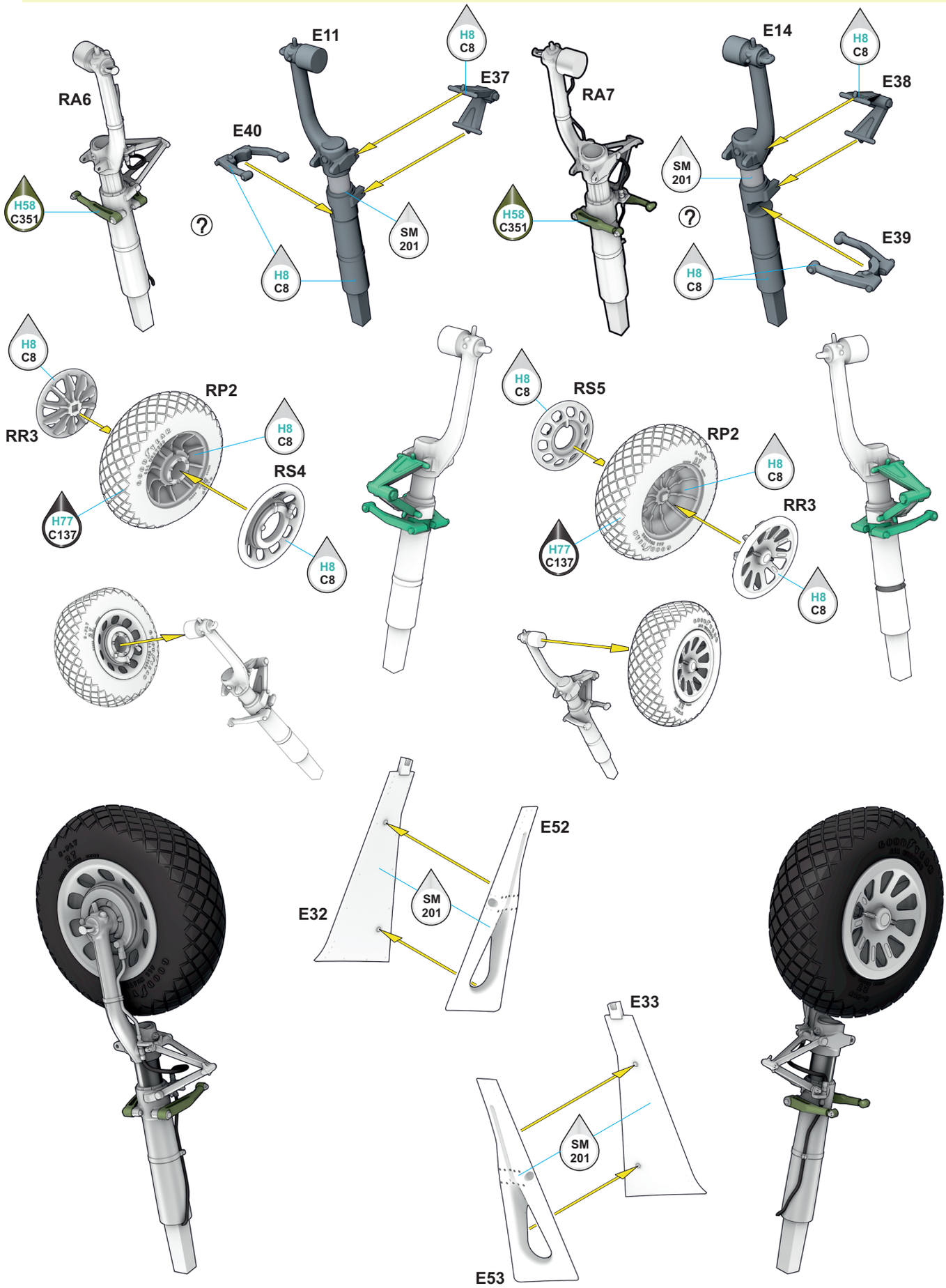


MARKINGS B, C

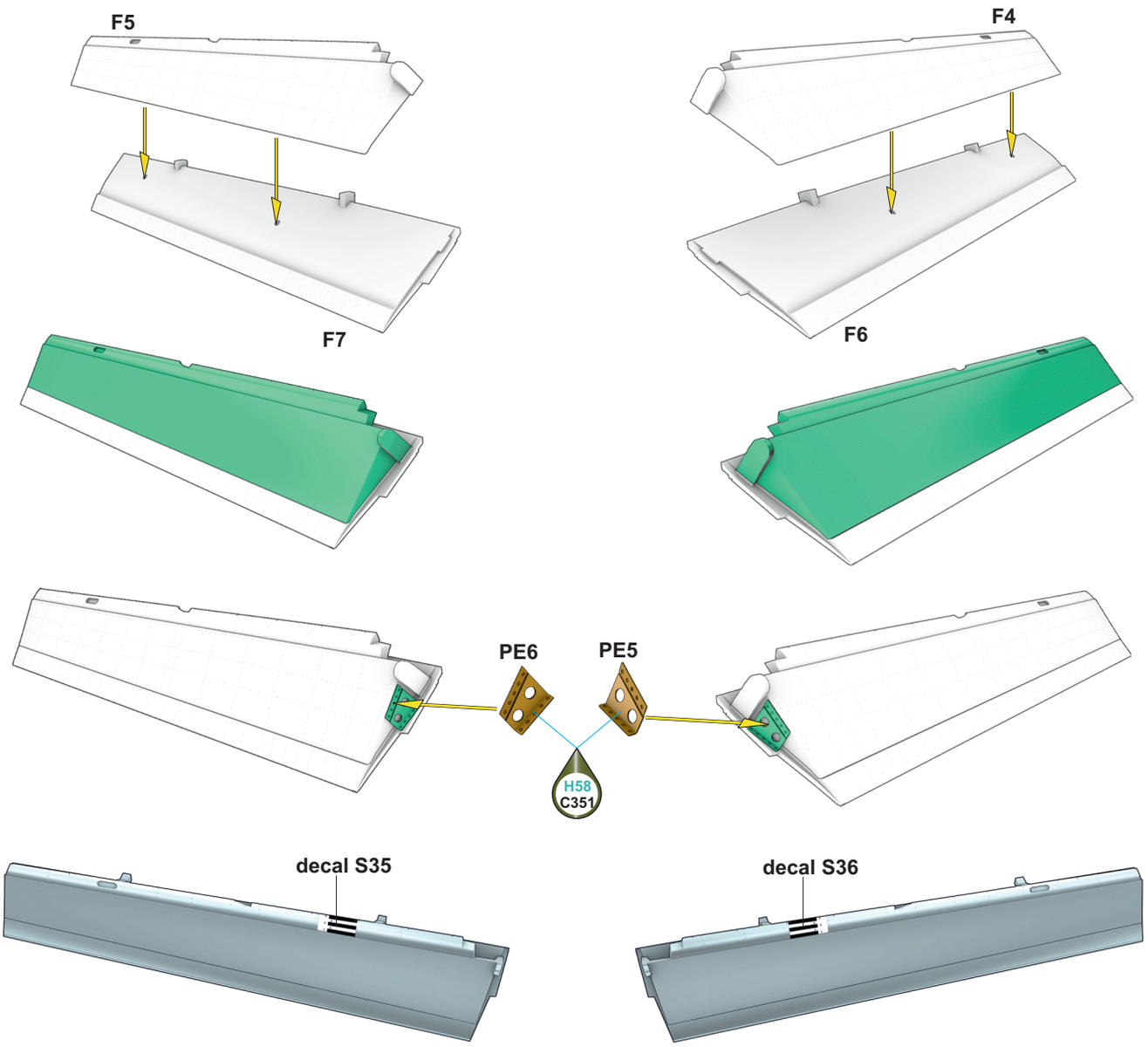
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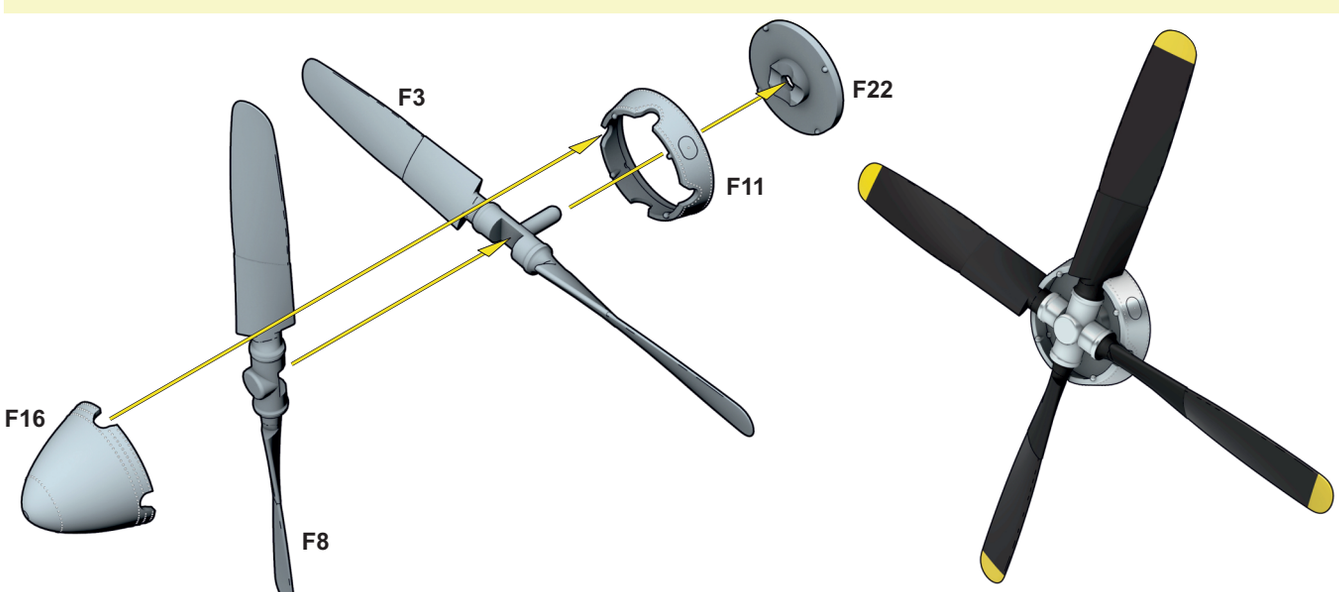
LANDING GEAR



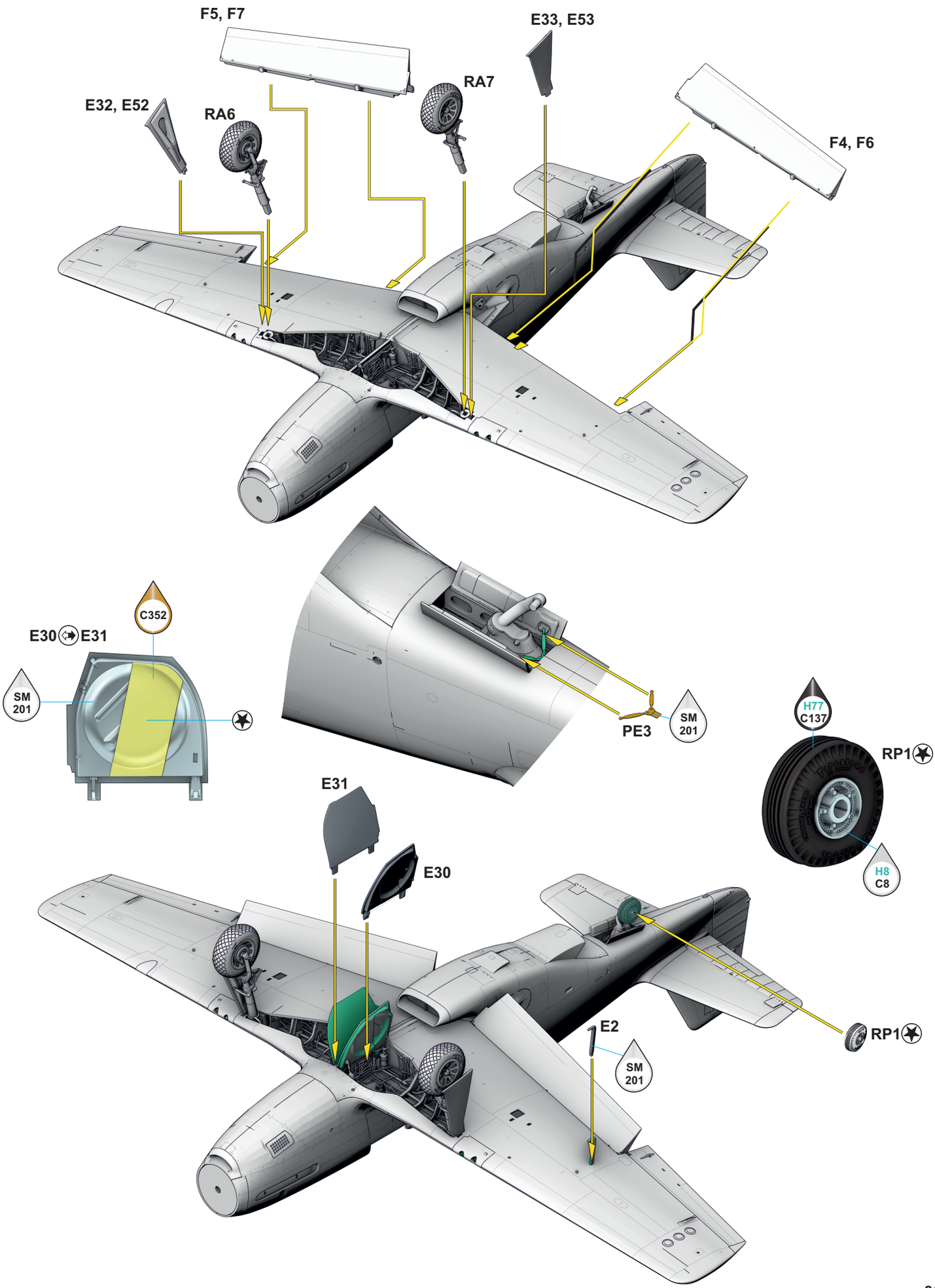
LANDING FLAPS



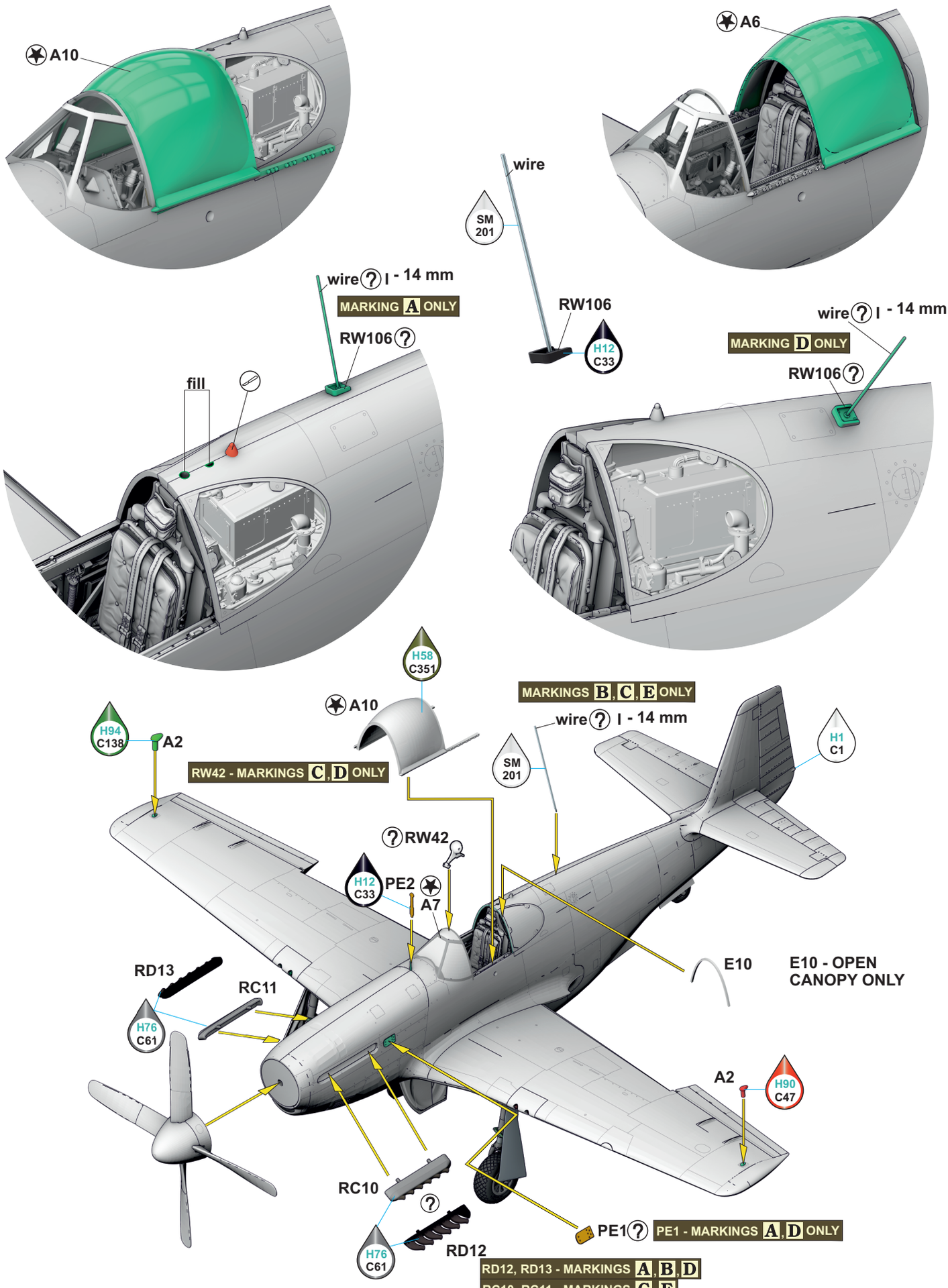
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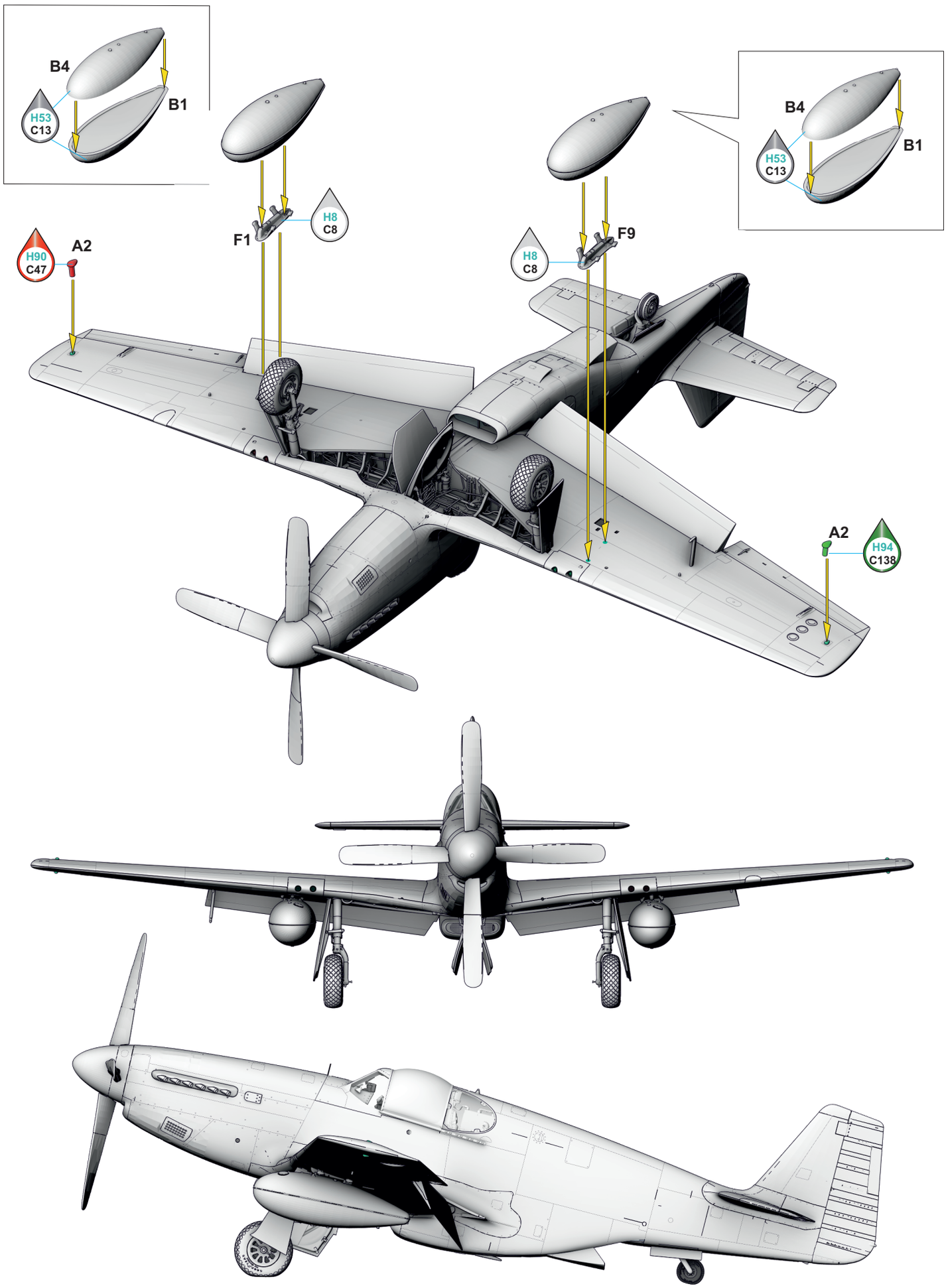
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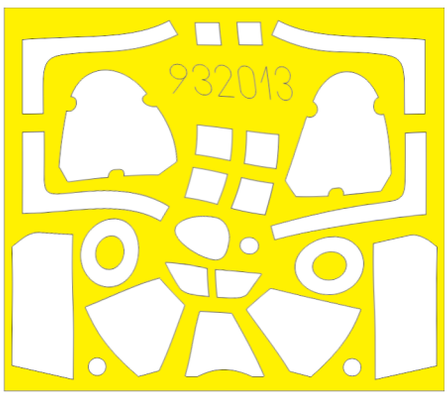
CANOPY

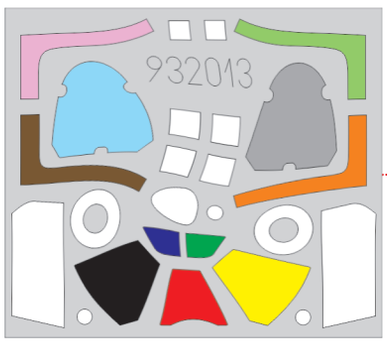

A10
A6
wire
SM 201
RW106
H12 C33
wire ? l - 14 mm
MARKING A ONLY
RW106 ?
fill
wire ? l - 14 mm
MARKING D ONLY
RW106 ?
H58 C351
A10
MARKINGS B, C, E ONLY
wire ? l - 14 mm
H94 C138
A2
RW42 - MARKINGS C, D ONLY
SM 201
H1 C1
? RW42
H12 C33
PE2
A7
E10
E10 - OPEN CANOPY ONLY
RD13
RC11
H76 C61
A2
H90 C47
RC10
?
H76 C61
RD12
PE1 ?
PE1 - MARKINGS A, D ONLY
RD12, RD13 - MARKINGS A, B, D
RC10, RC11 - MARKINGS C, E

DROP TANKS

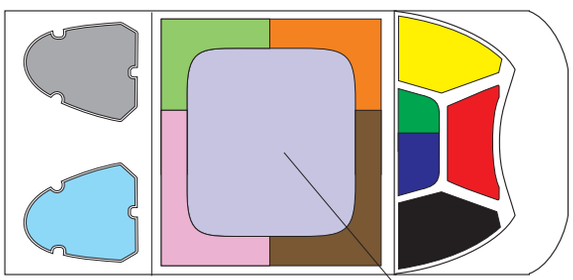


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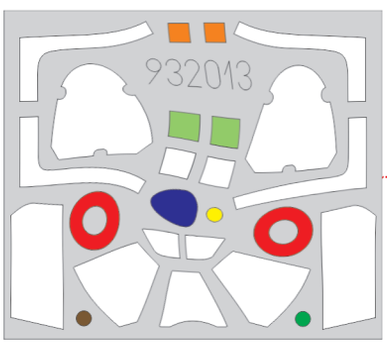


A6
?
A13 A10 A7

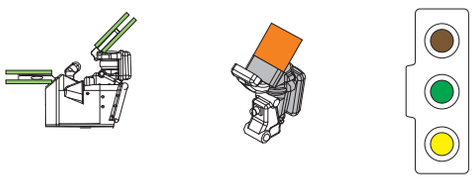


A12

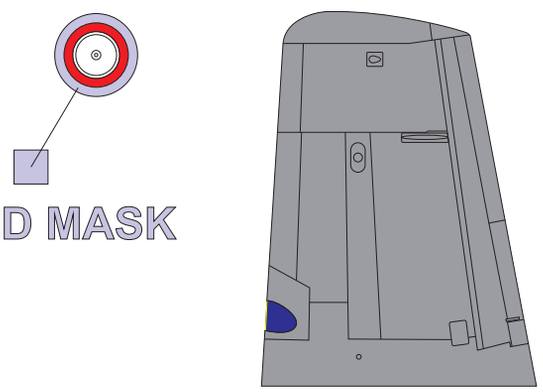
LIQUID MASK



A20 A19 A3



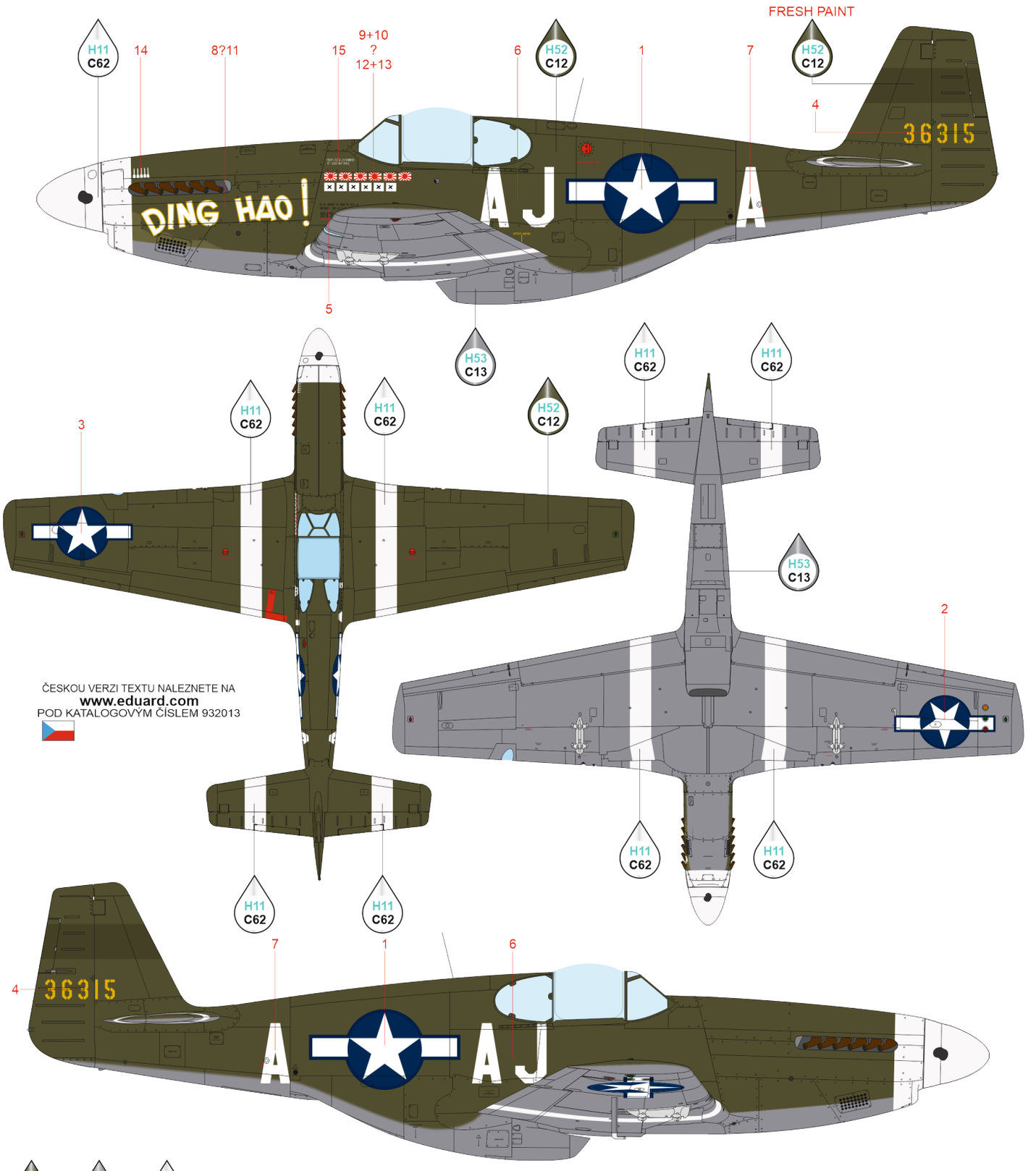
R1 A9



LIQUID MASK

A P-51B-5-NA, 43-6315, Lt. Col. James Howard, CO of 354th FG, 9th AF, Lashenden, the United Kingdom, April 1944

The nickname Ding Hao was a Chinese expression for good luck that Jim Howard brought to Europe from his service in the Far East, where he flew with the AVG. The number of kill marks on his aircraft is misleading, as Howard did not actually down six Japanese aircraft during his service with the Flying Tigers in 1941-1942. The official number of kills with the AVG was two plus one shared, to which he added four enemy aircraft destroyed on the ground. On January 11, 1944, he single-handedly faced a group of about 30 Luftwaffe fighters while protecting a group of bombers. During the action, he shot down four aircraft and damaged several others and in the following days he added two more victories. Due to the pressure from the USAAF propaganda department, he had allowed S/Sgt Marcus Hanson to paint six "rising suns" on his aircraft in addition to six swastikas, even though this did not correspond to his combat achievements with the AVG. Howard's Mustang later became one of the first aircraft of this type in the 354th FG to be equipped with a Malcolm Hood canopy, which was highly valued by P-51B pilots.



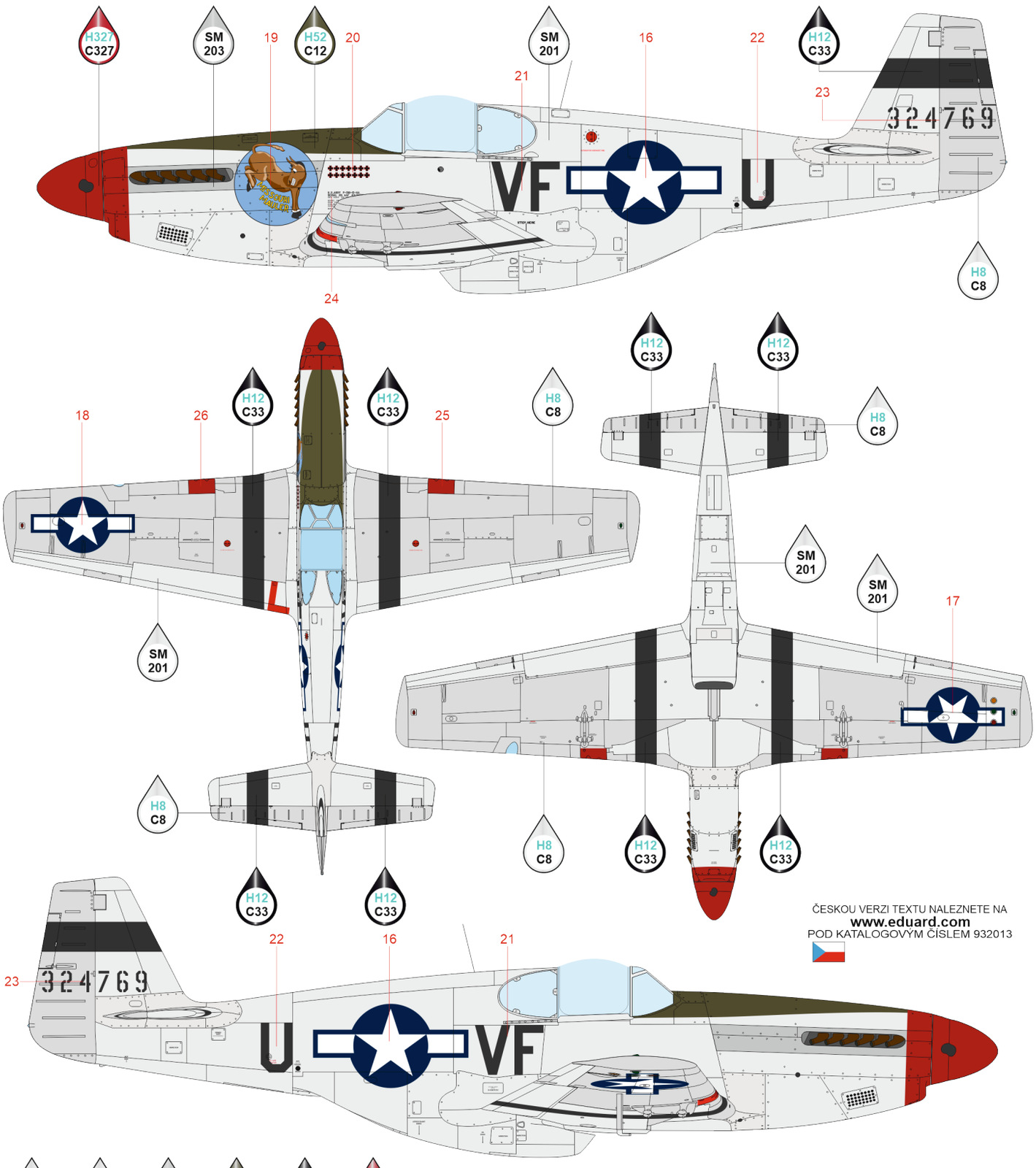
H52 C12 OLIVE DRAB

H53 C13 NEUTRAL GRAY

H11 C62 FLAT WHITE

B P-51B-15-NA, 43-24769, Capt. Willard W. Millikan, 336th FS, 4th FG, 8th AF, Debden, the United Kingdom, May 1944

Willard Wesley "Millie" Millikan enlisted as an aviation cadet in the United States Army Air Corps on August 16, 1941. After failing his flight test, he went to England and joined the Royal Air Force, where he served as an F/Sgt with No. 133 Eagle Squadron flying Hurricane and Spitfire aircraft. After the United States entered the war, Millikan was transferred to the U.S. Army Air Forces and, with the rank of 2nd Lieutenant, served with the 336th Fighter Squadron, which he later commanded. He flew Republic P-47C Thunderbolt and P-51B Mustang aircraft named Missouri Mauler. On May 22, 1944, he scored his final, 13th aerial victory in the Mustang shown here. A few days later, on May 30, 1944, he had to bail out of his Missouri Mauler near Wittenberg, Germany, after colliding with the Mustang of his wingman, Lt. Sam Young, who was evading anti-aircraft fire. Millikan was captured by the Germans and held as a prisoner of war until April 1945, when, just before Victory in Europe Day in May 1945, he escaped back to his own lines. During World War II, he flew over 200 combat missions, during which he shot down 13 enemy aircraft in aerial combat and destroyed two more on the ground while strafing enemy airfields.



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SM 201	H8 C8	SM 203	H52 C12	H12 C33	H327 C327
S. FINE SILVER 2	SILVER	SUPER IRON 2	OLIVE DRAB	FLAT BLACK	RED FS 11136

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C P-51B-15-NA, 43-24823, Capt. Clerence Anderson, 362nd FS, 357th FG, 8th AF, Leiston, The United Kingdom, June 1944

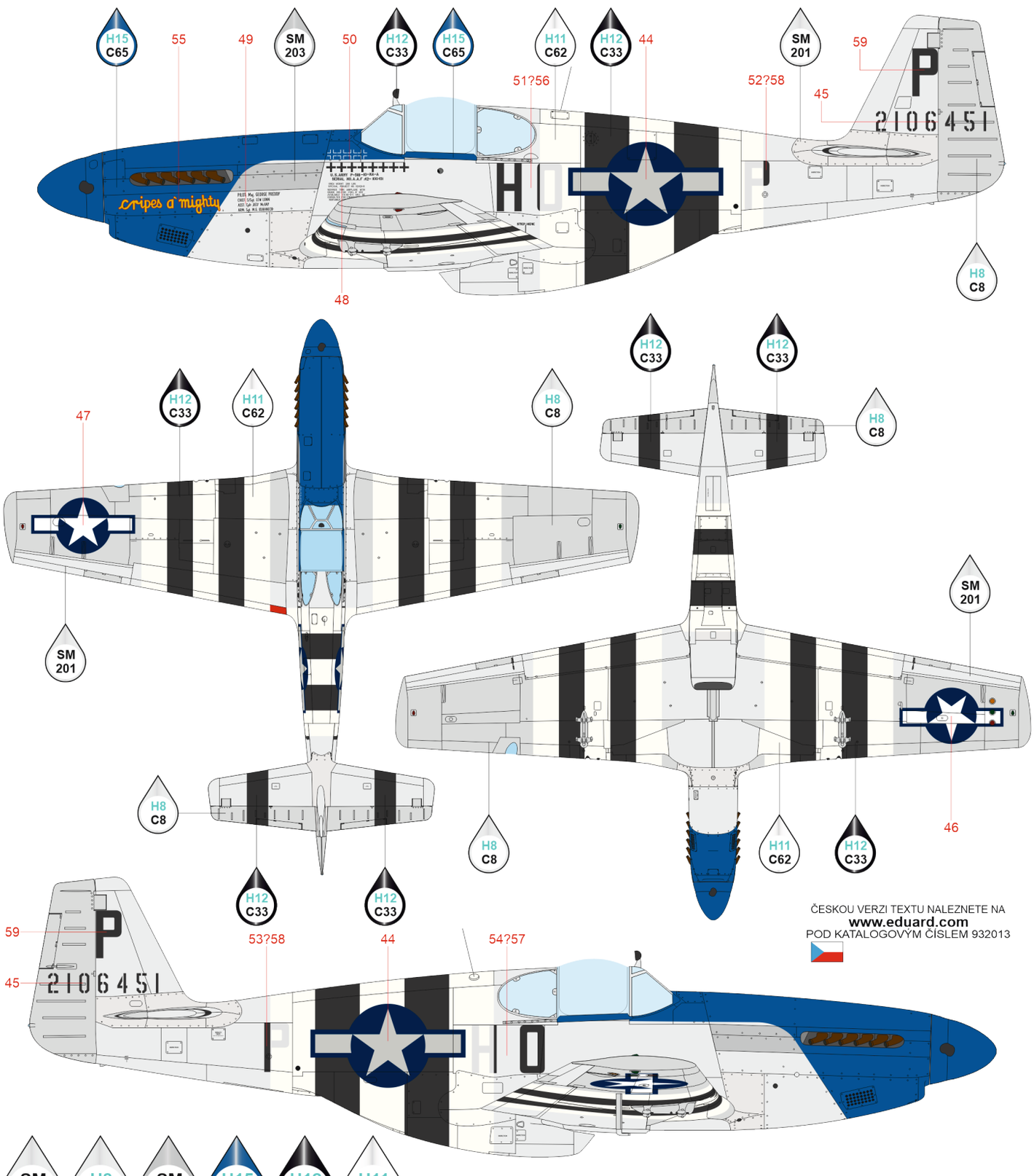
The P-51B Mustang serial number 43-24283 was assigned to Clarence "Bud" Anderson as his third and final wartime P-51B. Like his previous P-51s, this one was named Old Crow; this time, the name was painted above the exhausts in large white letters outlined in black. The aircraft was camouflaged in the British colors Dark Green and Medium Sea Grey. Anderson scored nine of his seventeen confirmed kills with this Mustang, and when he completed his tour of duty with the 363rd FS in July 1944, the aircraft was assigned to Lt. William Overstreet. Overstreet had the new name Berlin Express painted on the left side of the engine cowling and a drawing of a winged Mustang in a circular crest on the right side of the cowling. The identification letter was changed from S to O.



H330 C361	H335 C363	H11 C62	H327 C327	H329 C329	SM 212	H12 C33
DARK GREEN	MEDIUM SEAGRAY	FLAT WHITE	RED FS 11136	YELLOW FS 13538	S. MATT ALUMINUM	FLAT BLACK

D P-51B-10-NA, 42-106451, Maj. George E. Preddy, 487th FS, 352nd FG, 8th AF, Bodney, the United Kingdom, June 1944

Preddy's first personal Mustang was a natural metal finish aircraft with blue nose adorned with the yellow inscription Cripes A'Mighty. The application of invasion stripes overlapped the HO-P fuselage code which was partially showing through under the white paint. So, an individual letter P was added to the tail surfaces as it was obscured by the invasion stripes on the fuselage. At the time of the invasion, Preddy's Mustang already had a new type Malcolm Hood cockpit canopy installed. The nose of Preddy's Mustang was decorated with 12 German crosses as symbols of his victories. Preddy made his last flight in a P-51B on June 12, 1944, six days after the invasion of France, when he claimed another destroyed Bf 109. He then took over the brand new P-51D-5 Cripes A'Mighty 3rd. In August 1944, Major Preddy was sent to the United States for retirement, and upon his return in October he assumed command of one of the subordinate squadrons of the 352nd FG, 328th FS. On December 25, in the early hours of the morning, while chasing an Fw 190 over the front, Preddy's aircraft was accidentally hit by American anti-aircraft fire. He still attempted an emergency landing near an anti-aircraft battery but, as he was fatally wounded, he crashed. In total George Earl Predddy achieved 25 victories and four shared, 22+4 when flying Mustangs (including 5+2 victories in P-51Bs).

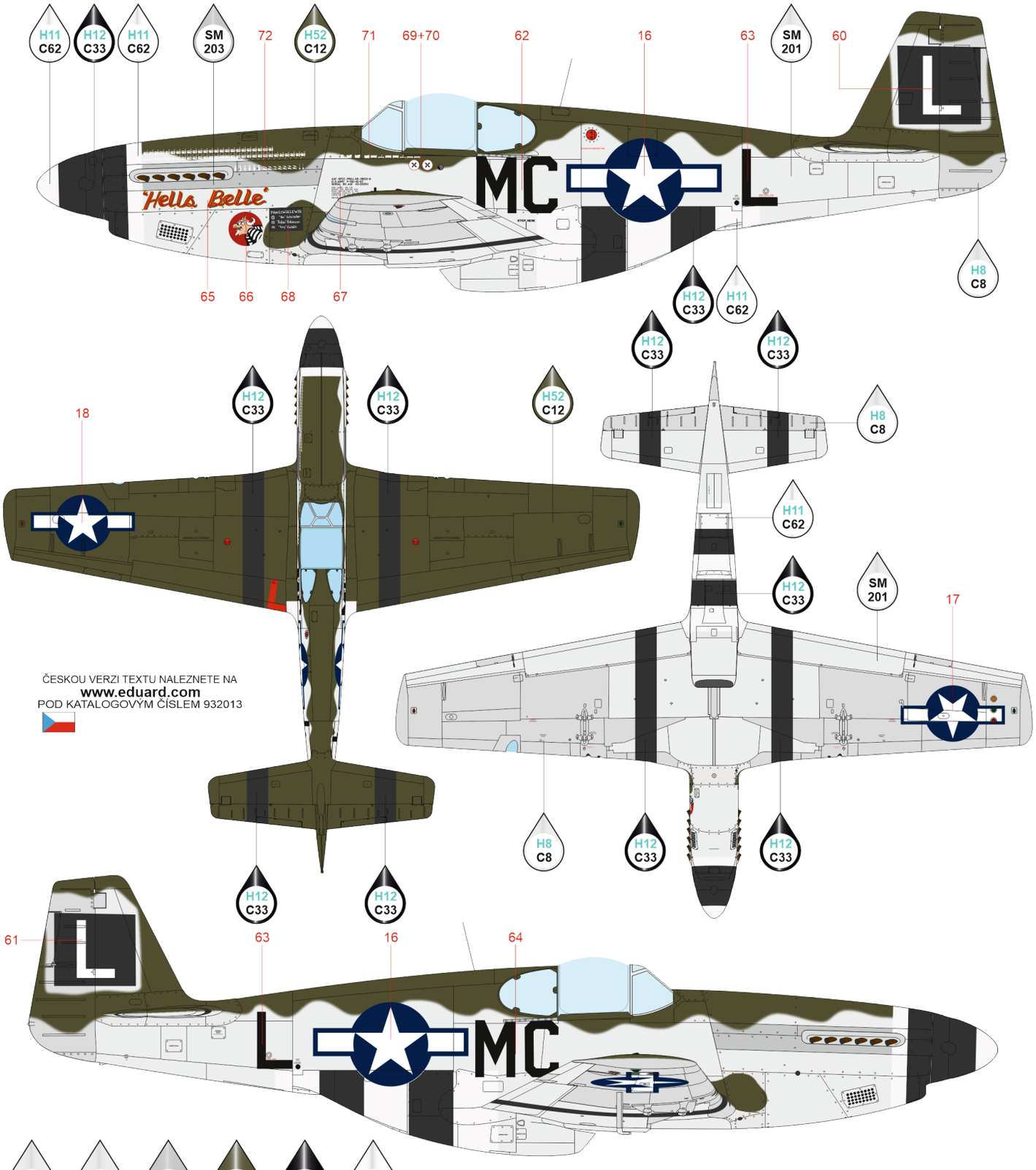


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SM 201	H8 C8	SM 203	H15 C65	H12 C33	H11 C62
S. FINE SILVER 2	SILVER	SUPER IRON 2	BRIGHT BLUE	FLAT BLACK	FLAT WHITE

E P-51C-10-NT, 43-25054, 1Lt. Willard H. Lewis Jr., 79th FS, 20th FG, 8th AF, Kings Cliffe, the United Kingdom, August 1944

The Mustang with Four Faces—that's how one might describe the history of the paint scheme on this P-51C, serial number 43-25054. After the 20th FS transitioned from P-38s to the new P-51 Mustangs, Lt. Willard "Joe" Lewis flew this aircraft from February to September 1944. At that time, the aircraft's upper surfaces were camouflaged in Olive Drab, and just like Lewis's previous P-38 Lightning, his new Mustang bore the inscription Hell's Belle and a devil emblem on the nose. With this aircraft, Lewis scored two Bf 109 kills and achieved numerous successes against ground targets during the 287 operational hours he flew during World War II. In the fall of 1944, after the addition of a dorsal fin fillet and the subsequent partial removal of the Olive Drab camouflage—primarily on the fuselage—the aircraft received black-and-white vertical stripes on the nose, and the inscription Beaverhead Filly was newly painted on the left side. Lt. Keith C. Price flew this Mustang, achieving his only aerial victory in it. Lt. Robert M. Scott was the next pilot to take over this aircraft, and he had the inscription Shoot You're Faded painted on the left side of the engine cowling, which he later supplemented with Berties Bet. Throughout its wartime career, this Mustang was maintained by the same mechanics and armament specialists, Sgt. E. Schrader and Sgt. A. Kublin. Under their care, it logged over 700 flight hours during the war and survived until its end. Eventually, after the war, it crashed near Munich.



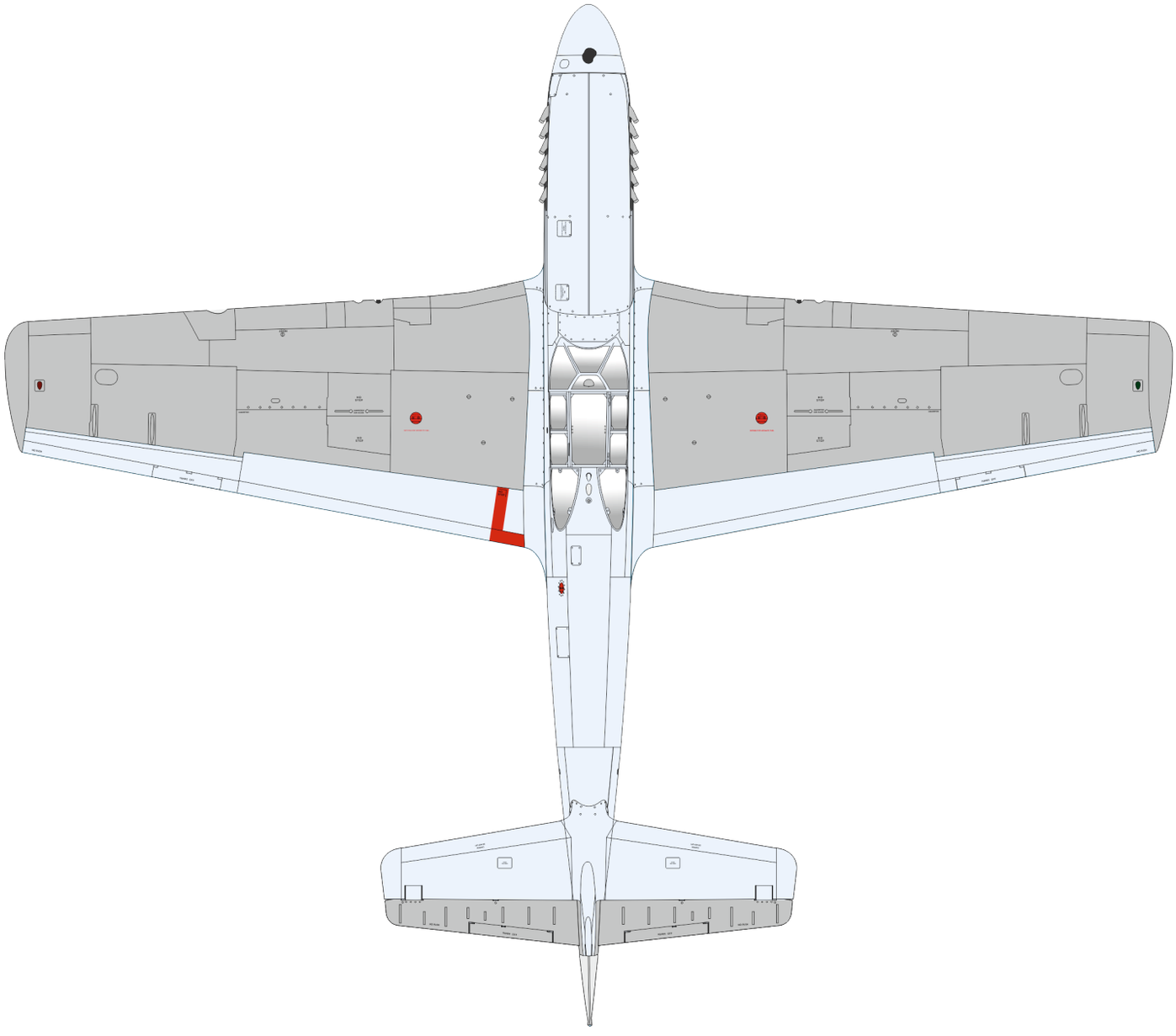
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SM 201	H8 C8	SM 203	H52 C12	H12 C33	H11 C62
S. FINE SILVER 2	SILVER	SUPER IRON 2	OLIVE DRAB	FLAT BLACK	FLAT WHITE

P-51B/C ALUMINIUM LACQUER PAINTED AREAS

NATURAL METAL FINISH

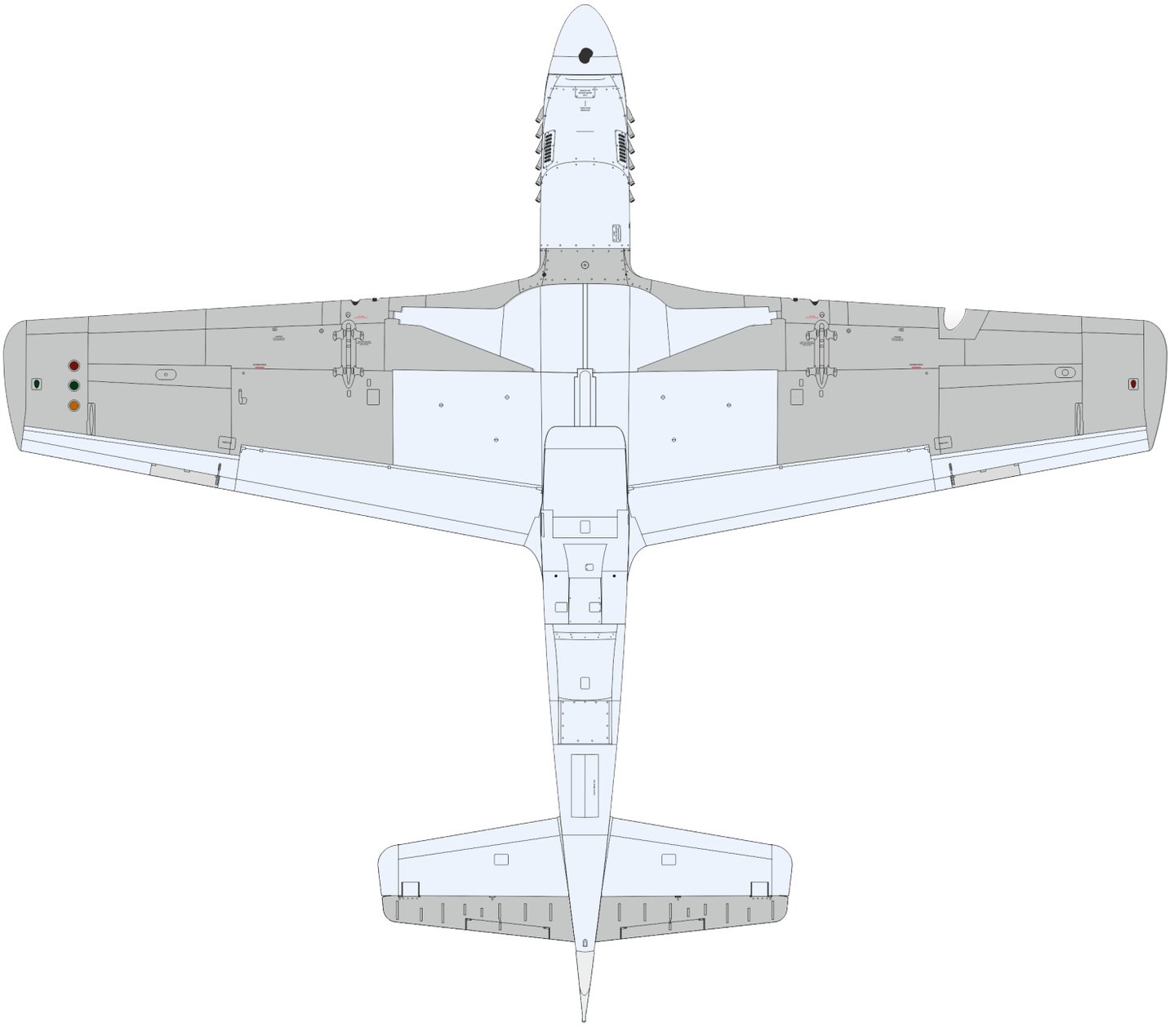
ALUMINIUM LACQUER



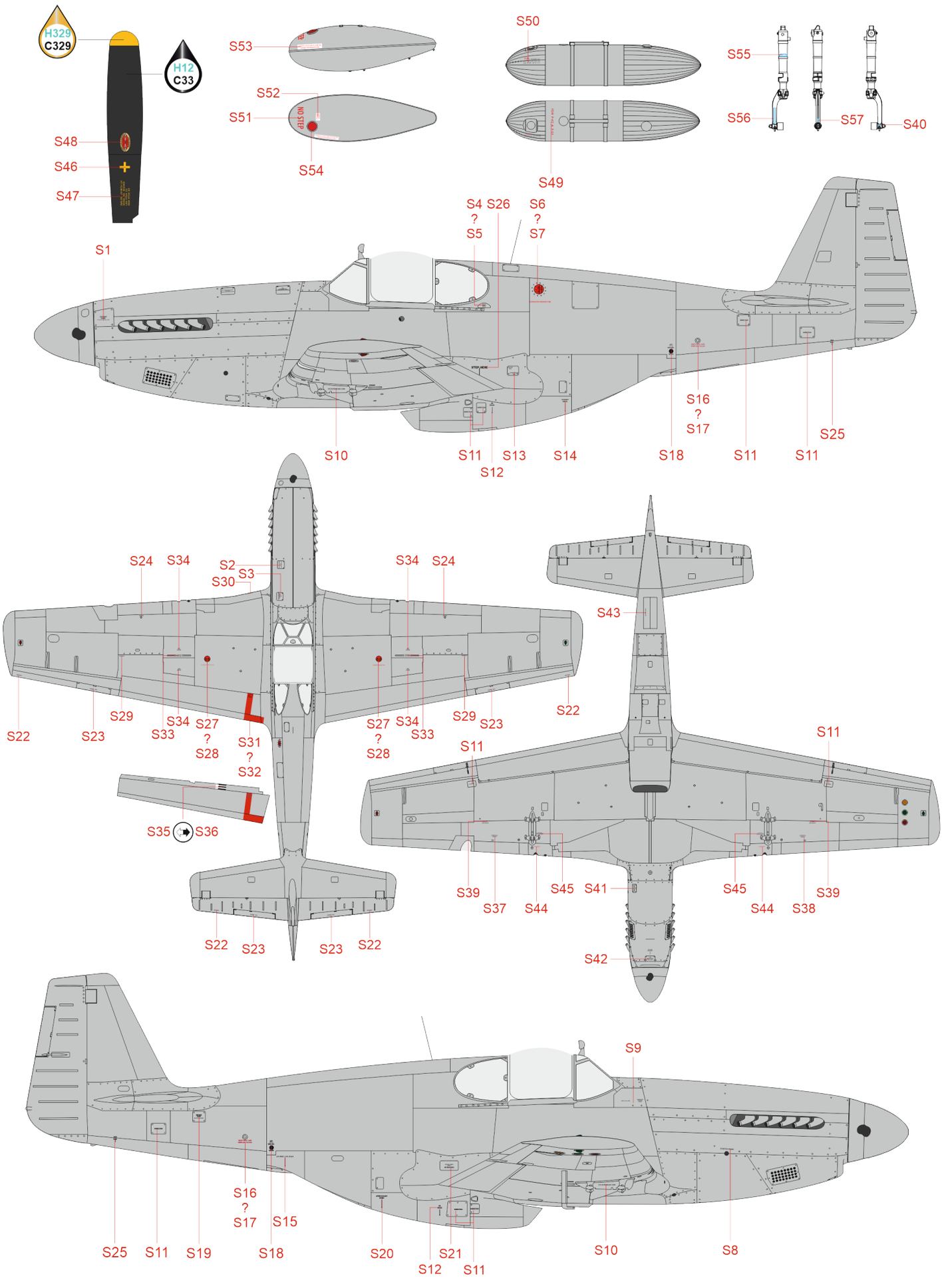
P-51B/C ALUMINIUM LACQUER PAINTED AREAS

NATURAL METAL FINISH

ALUMINIUM LACQUER



P-51B/C Mustang Malcolm canopy STENCILING POSITIONS



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