

ROYAL CLASS
eduard



P-51B MUSTANG™

R0019



DUAL COMBO 1/48

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P-51B/C Mustang

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.

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 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 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 smooth surface. That necessitated to putty and sand the leading area of the wing. Another design novelty was the radiator belly under the fuselage.

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 US side 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 build 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 work 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), 100 mph (161 km/h) faster than Mustang Mk.I. As it was obviously the way to further develop the Mustang, NAA started its own work,

using license built Packard-Merlin engine. The need of an intercooler for the two-stage supercharger necessitated a bigger radiator duct. Another change included the removal of the fuselage guns. 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. Also, the supplies to RAF continued as Mustang Mk. III.

The P-51B/C were great fighters but lacked backward visibility and suffered with gun jamming. The RAF found some improvement to the visibility issue with a "Malcolm Hood" semi-bubble canopy, but the problems with the guns were to be solved only with the new version, the P-51D/K which was developed by NAA at the end of 1943.

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 become ace in just one day, after recording five kills on October 12, 1944.



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 lepidla 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. SYMBOL * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明



OPTIONAL
VOLBA



BEND
OHNOUT



SAND
BROUSIT



OPEN HOLE
VYVRTAT OTVOR



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODŘÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com

PARTS



DÍLY



TEILE



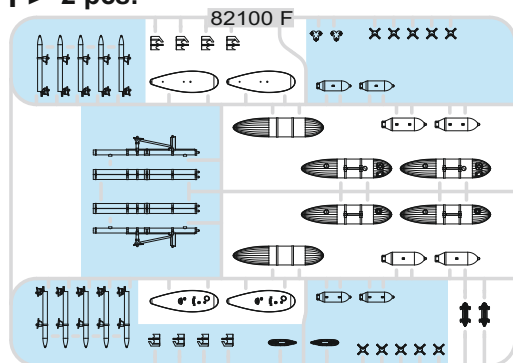
PIÈCES



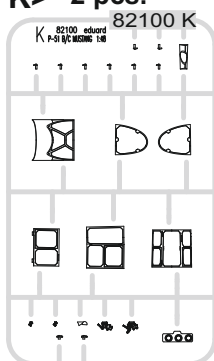
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PLASTIC PARTS

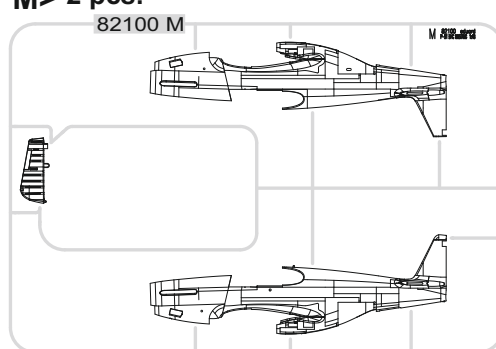
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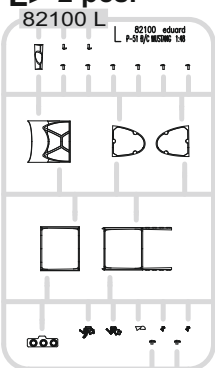
K> 2 pcs.



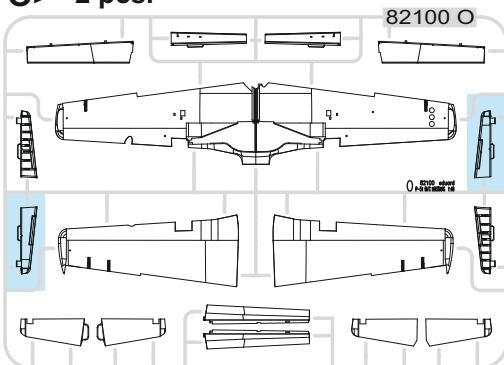
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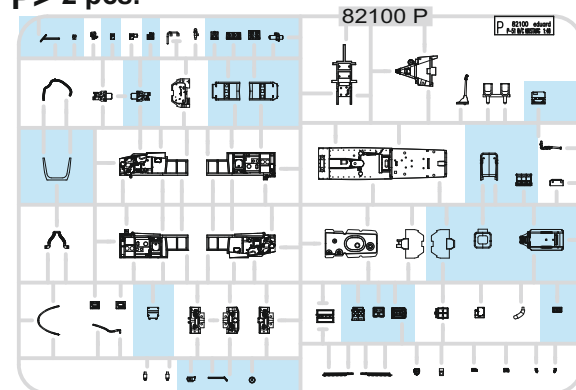
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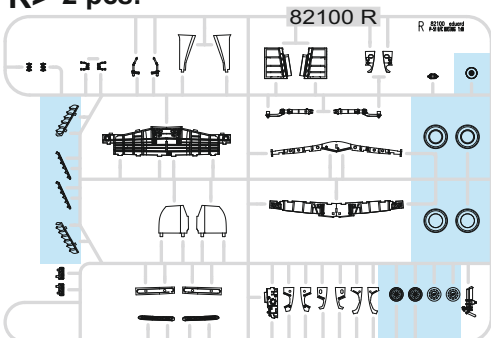
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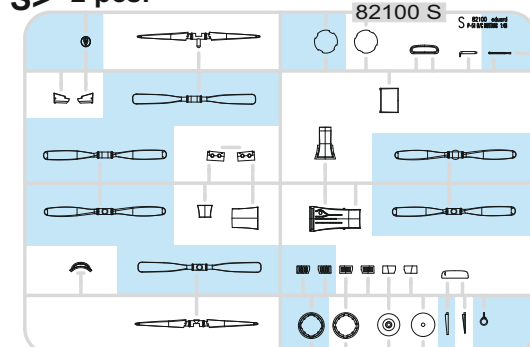
P> 2 pcs.



R> 2 pcs.

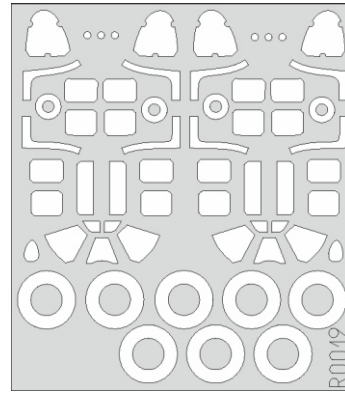
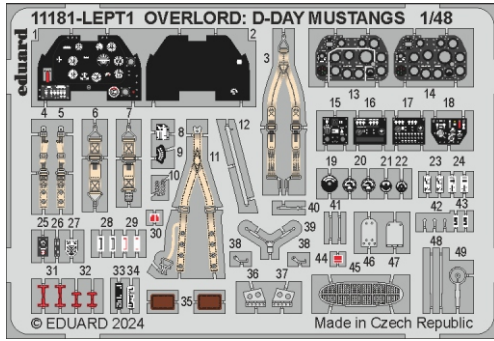


S> 2 pcs.



2 pcs.
PE - PHOTO ETCHED DETAIL PARTS

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MASK



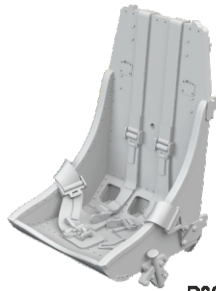
RP - RESIN PARTS



R13



R13



R39



R40



R11 2pcs.



R12 2pcs.



R19 2pcs.



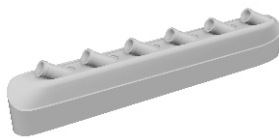
R12 2pcs.



R50



R51



R10

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

COLOURS



BARVY



FARBEN



PEINTURE



色

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H1	C1	WHITE
H4	C4	YELLOW
H8	C8	SILVER
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H15	C65	BRIGHT BLUE
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

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H92	C49	CLEAR ORANGE
H94	C138	CLEAR GREEN
H327	C327	RED
H329	C329	YELLOW
H330	C361	GREEN
H335	C363	MEDIUM SEA GRAY
H422	C122	GREEN
	C352	CHROMATE YELLOW
	C362	OCEAN GRAY
Mr.METAL COLOR		
MC214		DARK IRON
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER
SM203		SUPER IRON

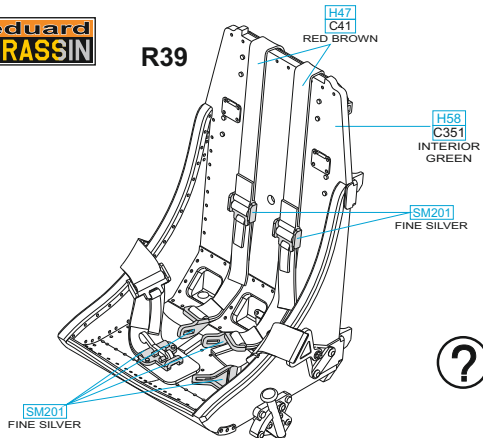
1 = 90% + 10%

H58 C351 INTERIOR GREEN	+	H12 C33 FLAT BLACK
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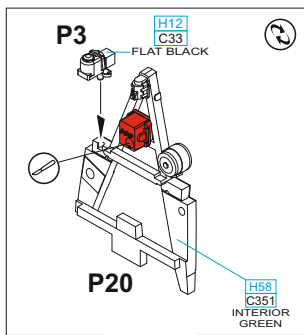
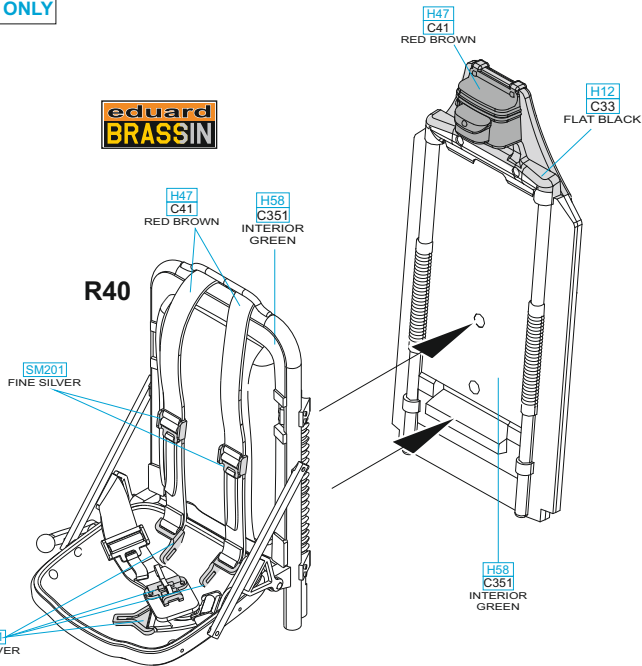
R39 - MARKINGS C, G ONLY



R39



R40



P3

P20

P19

P35

P32

P21

2 pcs.
PE20

step 1

step 2

P28

P24

P28

H12
C33
FLAT BLACK

H58
C351
INTERIOR
GREEN

H52
C12
OLIVE DRAB

H12
C33
FLAT BLACK

H12
C33
FLAT BLACK

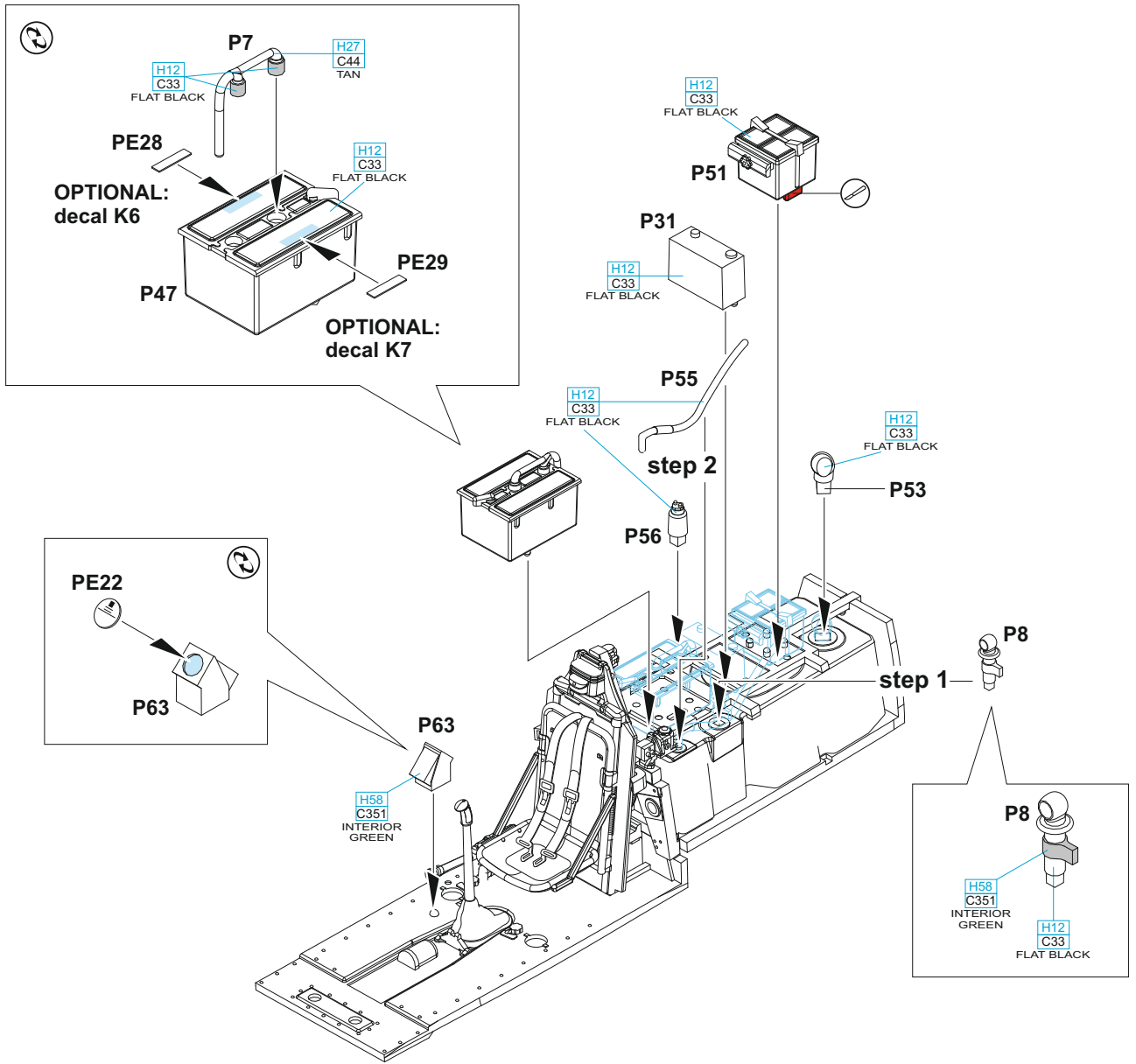
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C351
INTERIOR
GREEN

H12
C33
FLAT BLACK

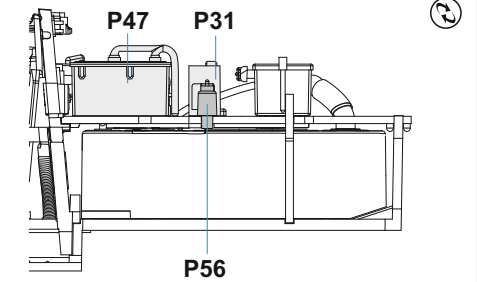
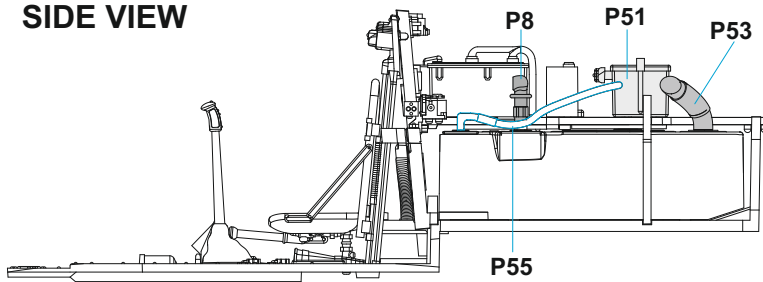
H58
C351
INTERIOR
GREEN

H58
C351
INTERIOR
GREEN

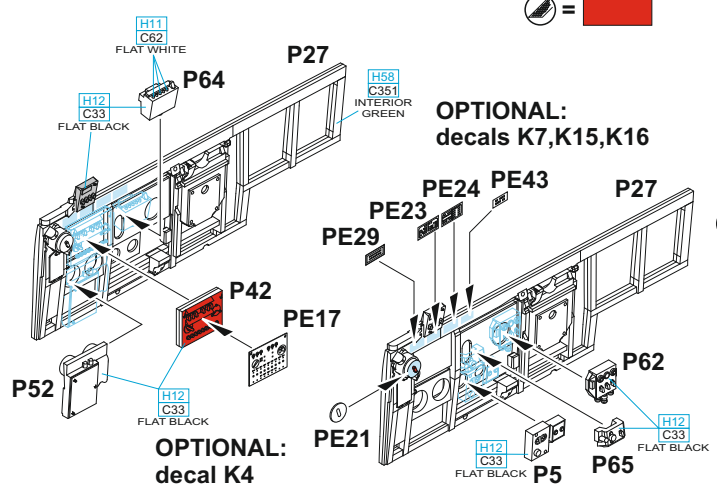
A



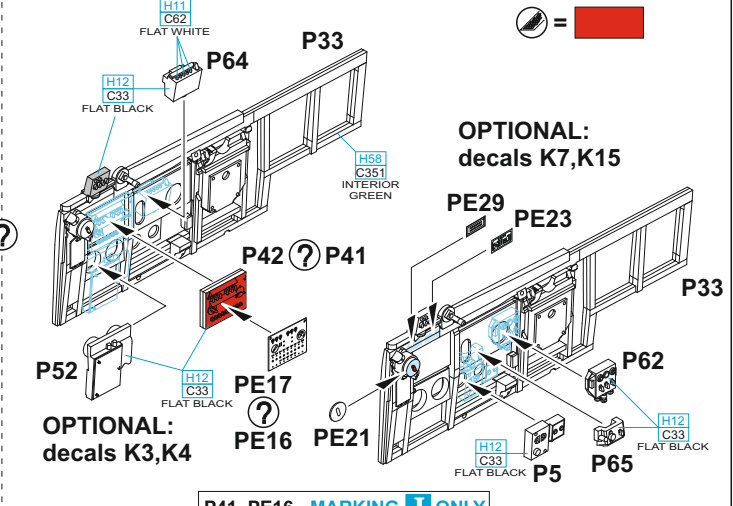
SIDE VIEW

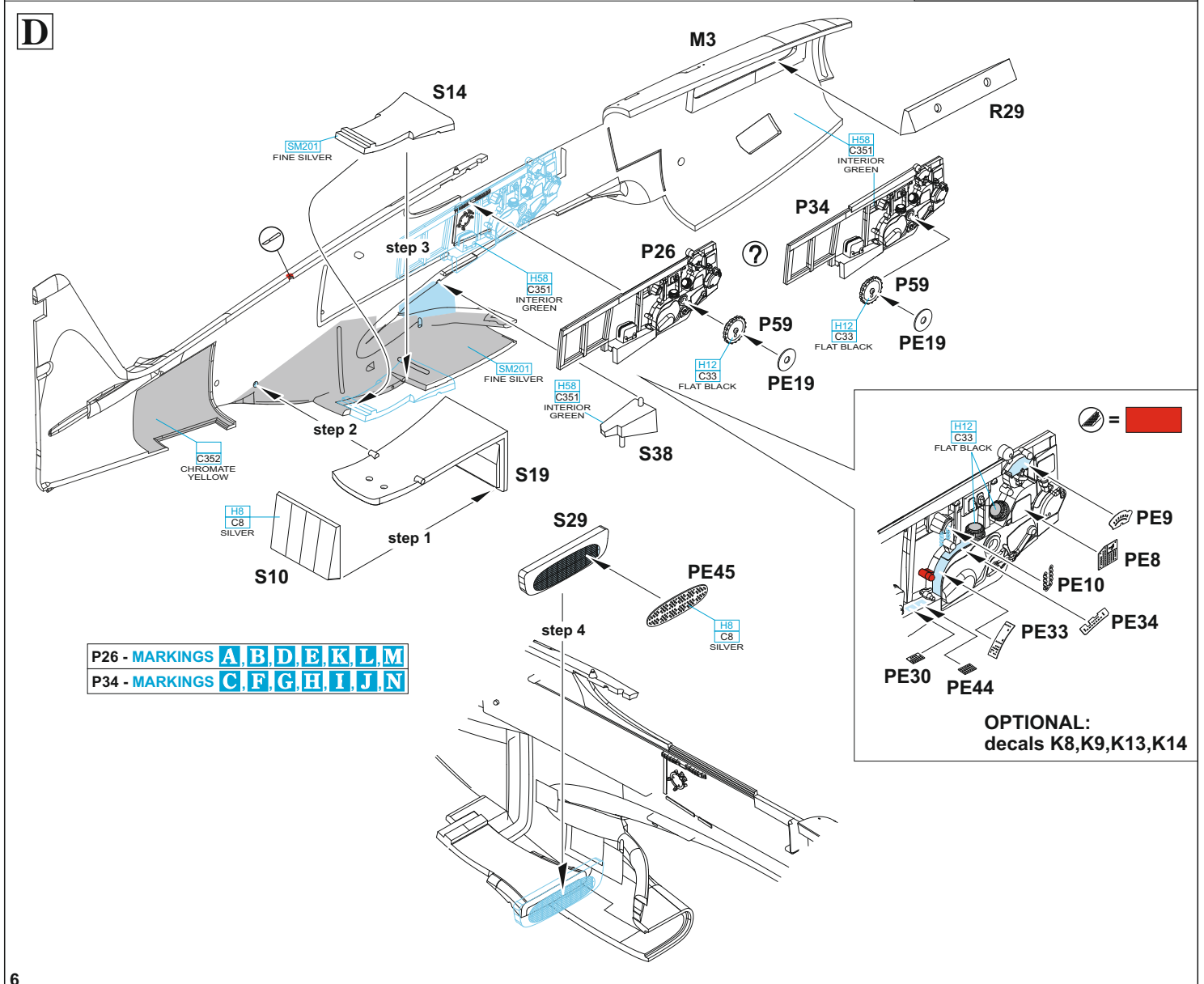
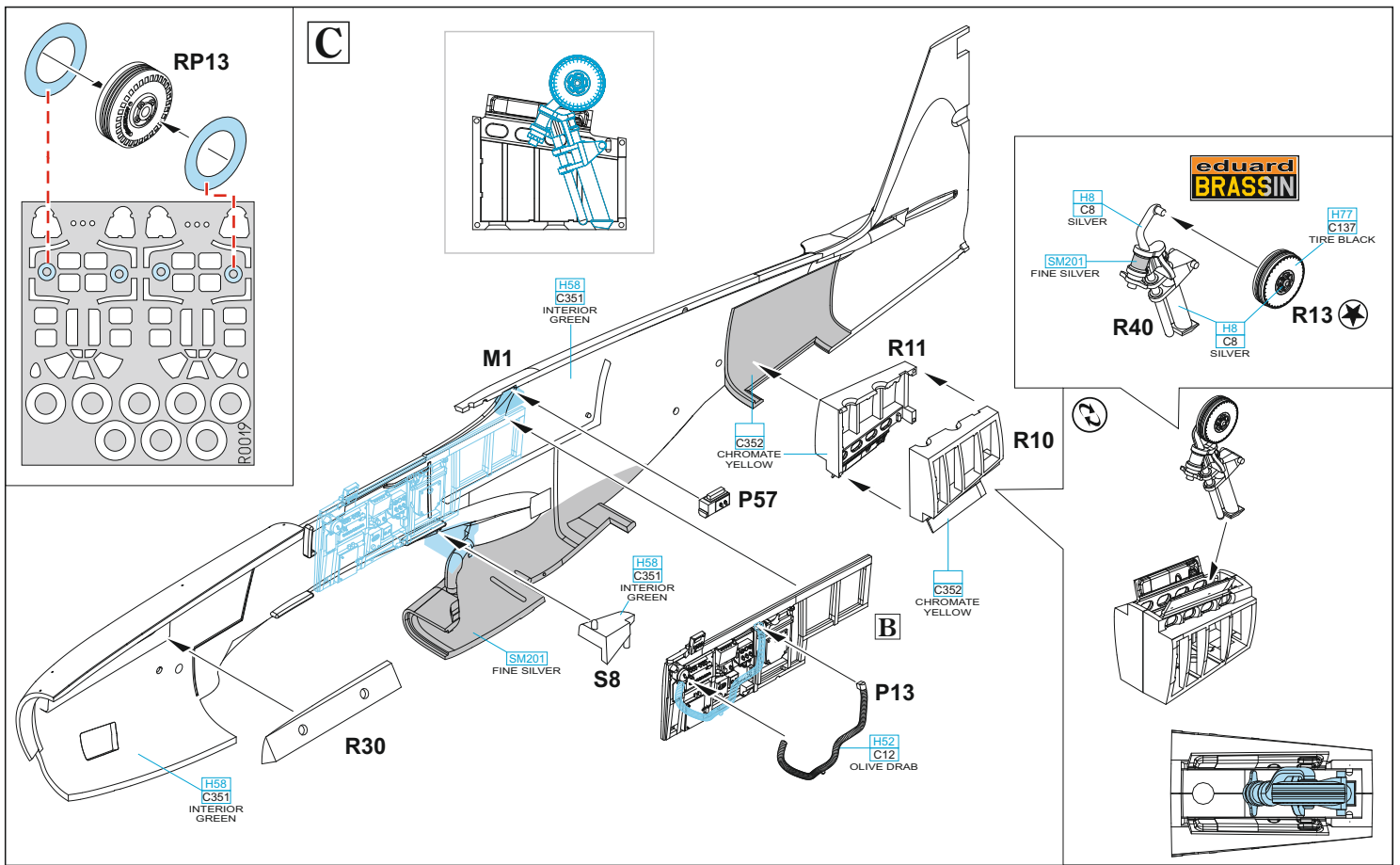


B MARKINGS A, B, D, E, K, L, M

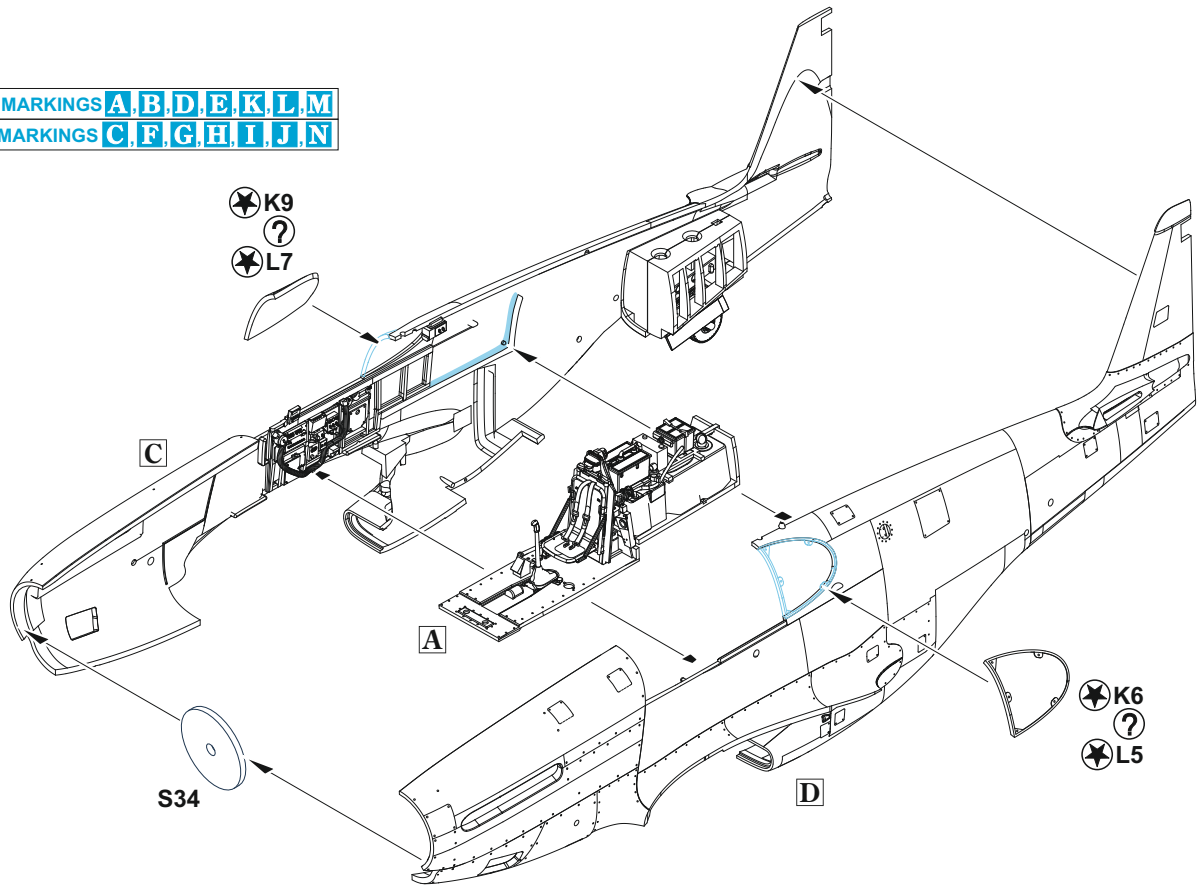


MARKINGS C, F, G, H, I, J, N

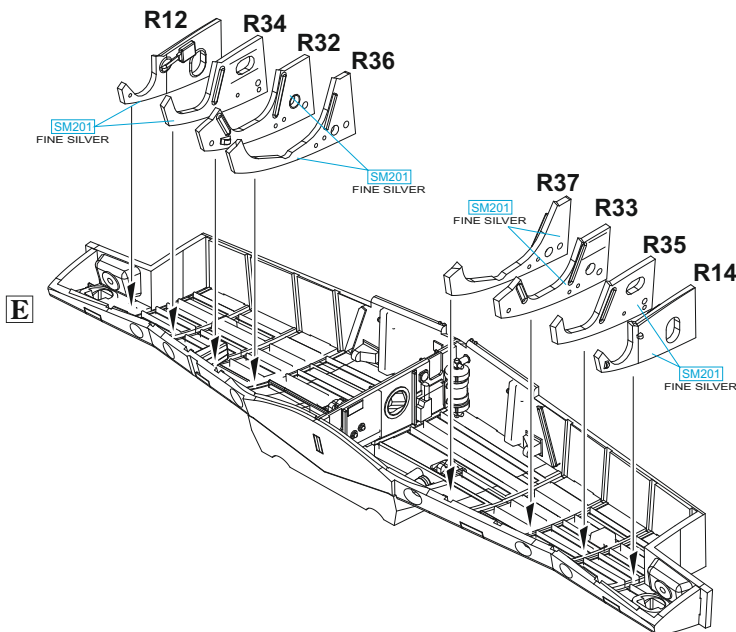
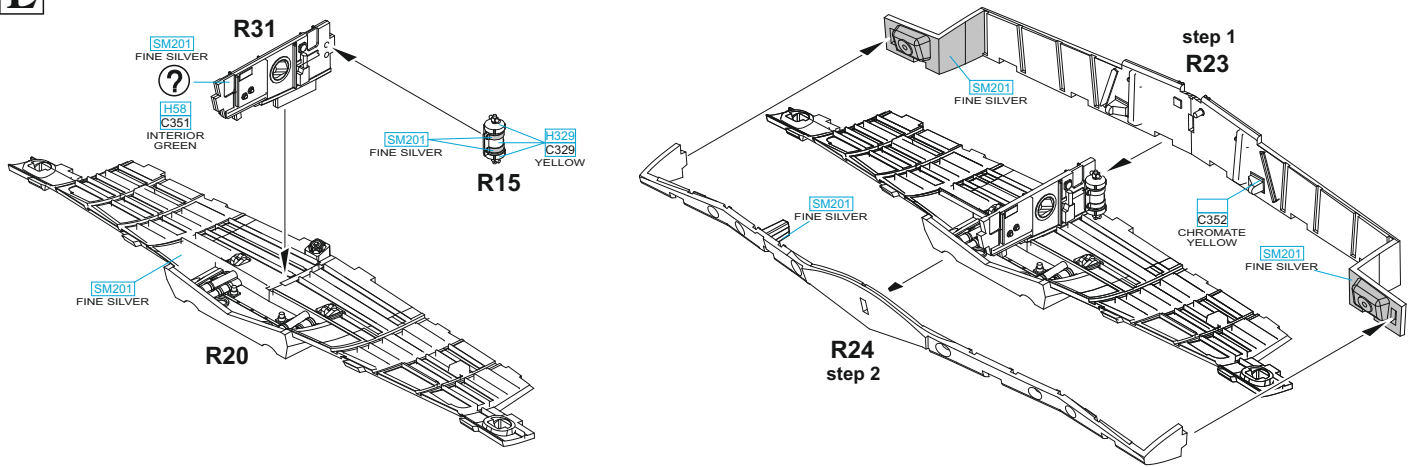


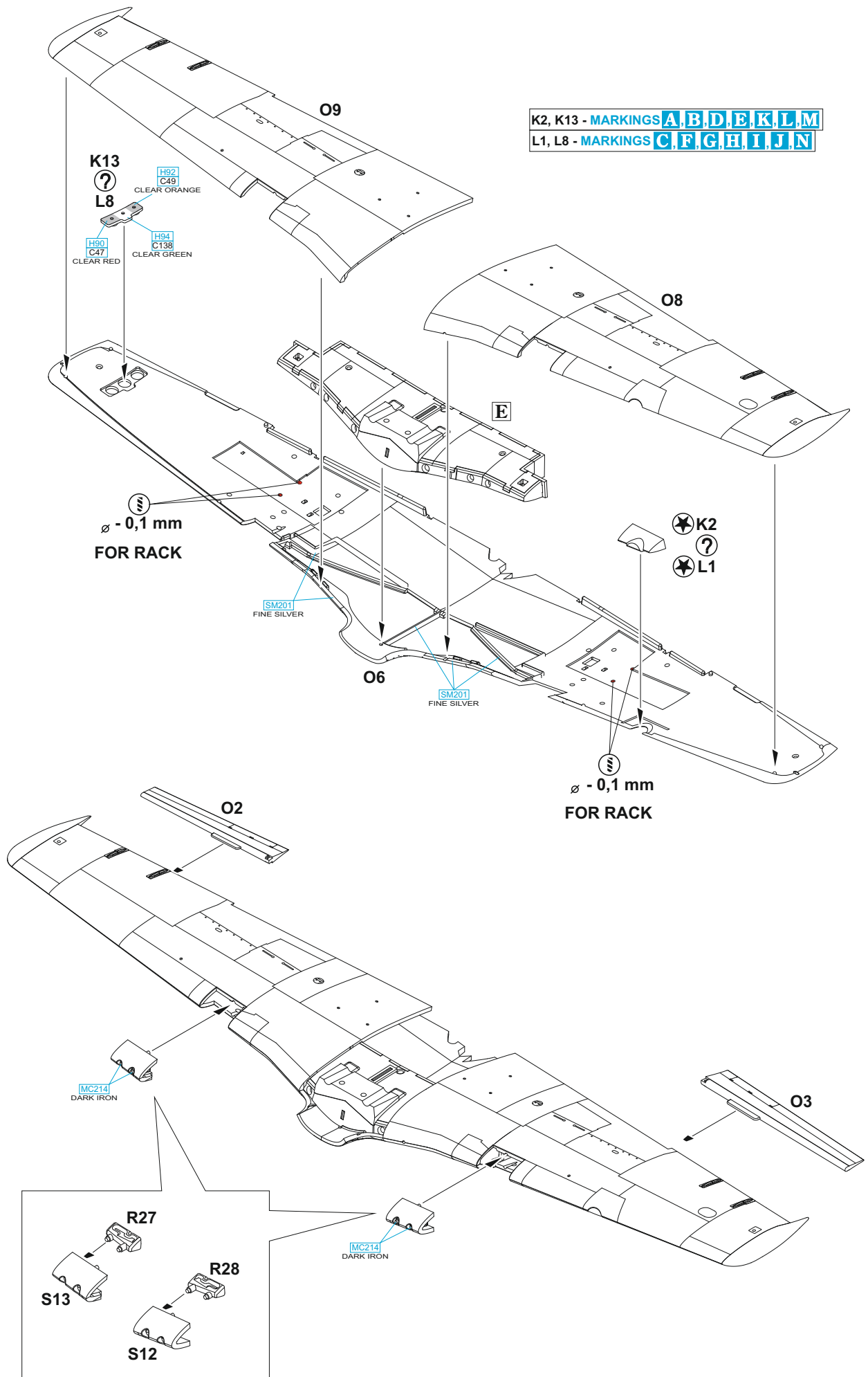


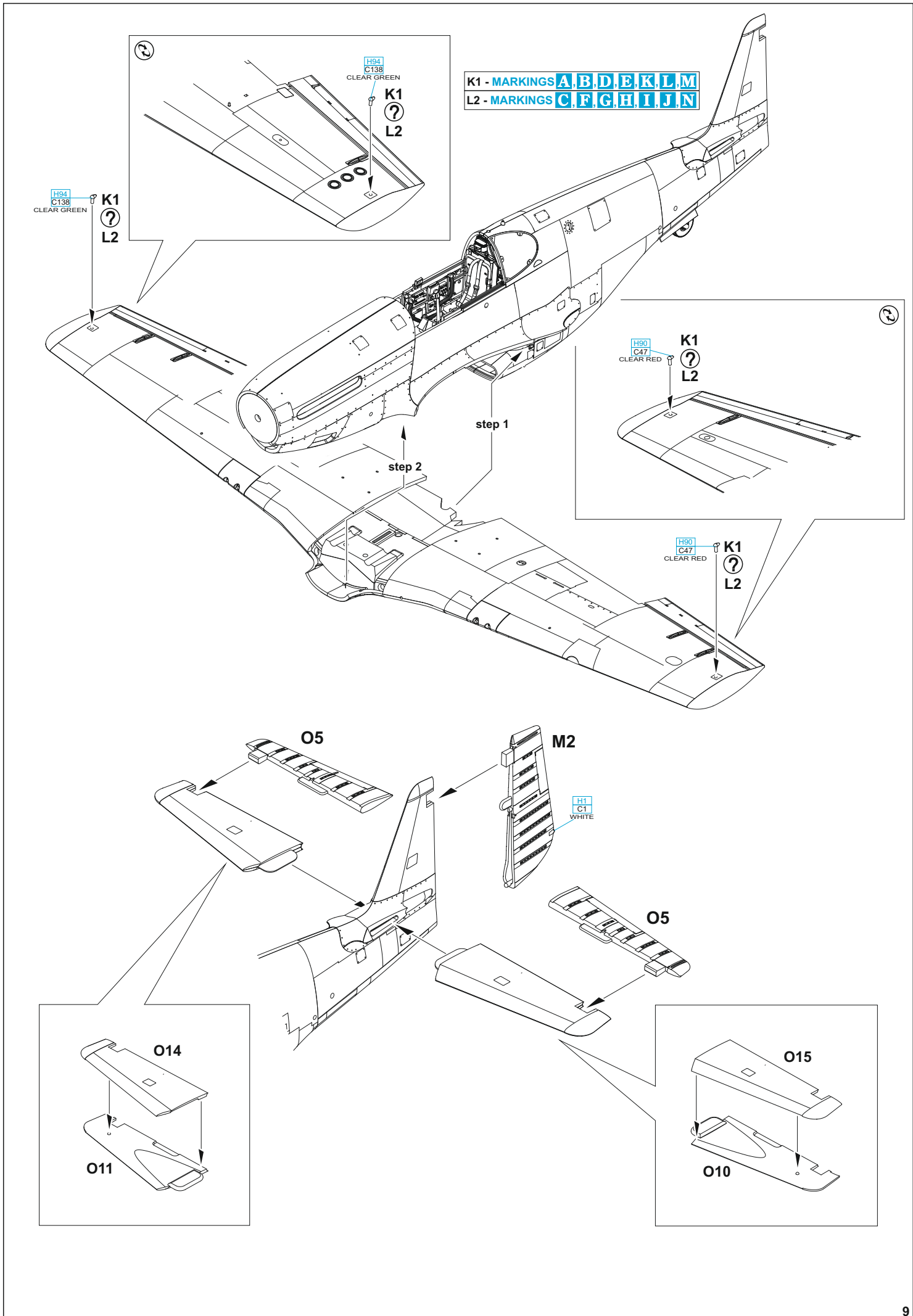
K6, K8 - MARKINGS **A, B, D, E, K, L, M**
 L5, L7 - MARKINGS **C, F, G, H, I, J, N**

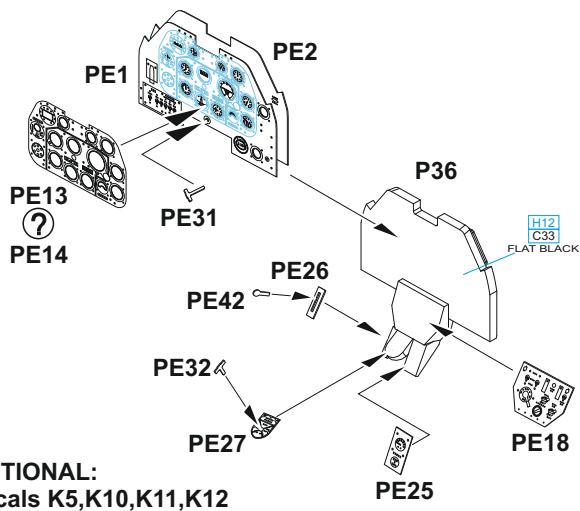


E

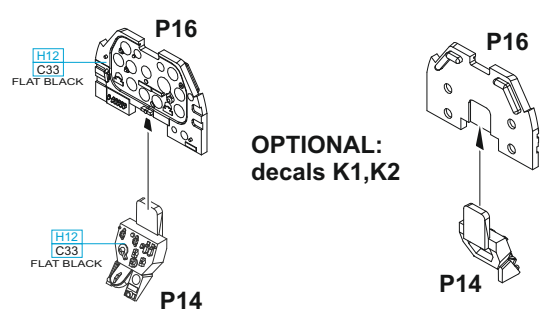
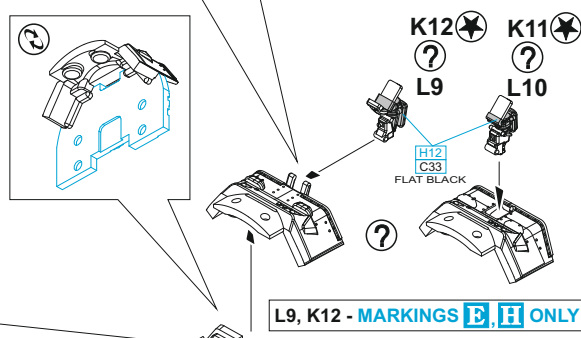
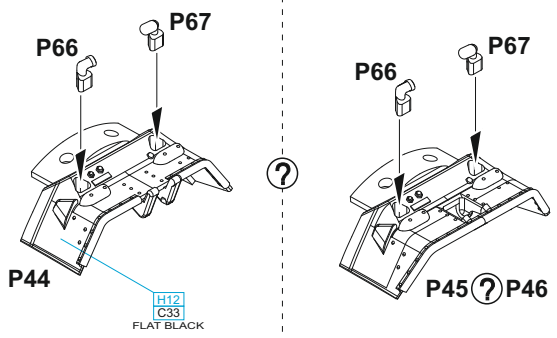




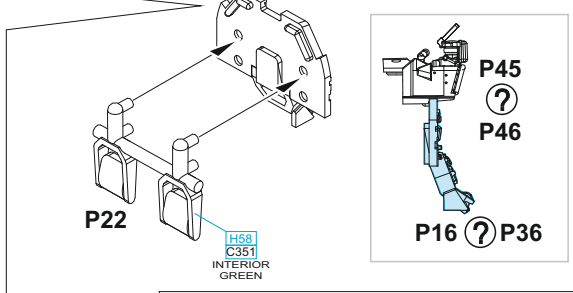




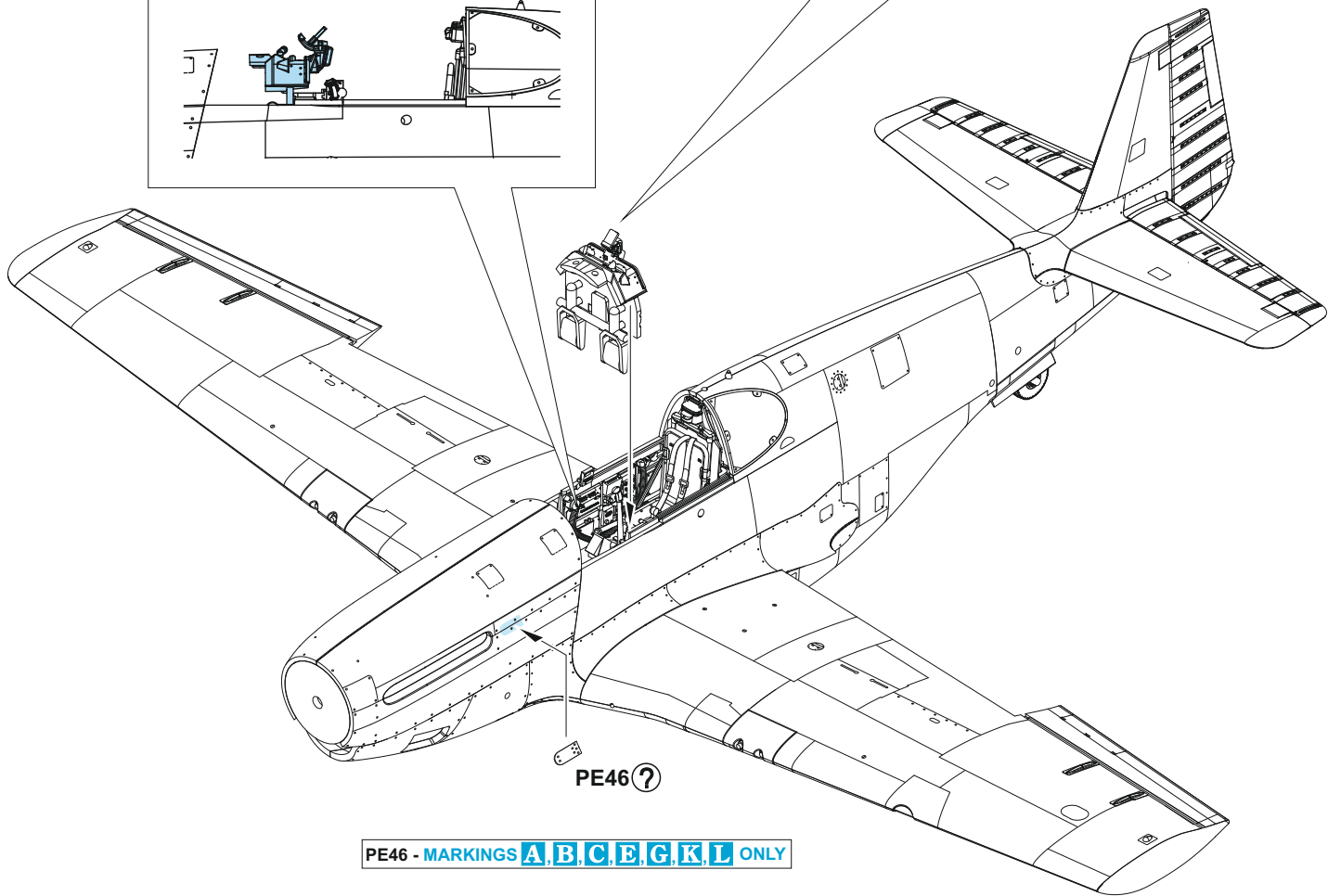
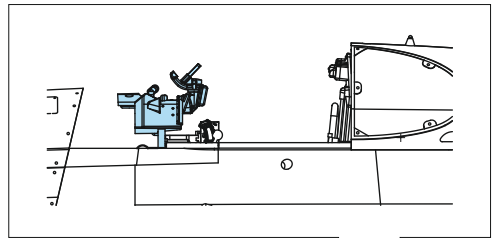
OPTIONAL:
decals K5,K10,K11,K12



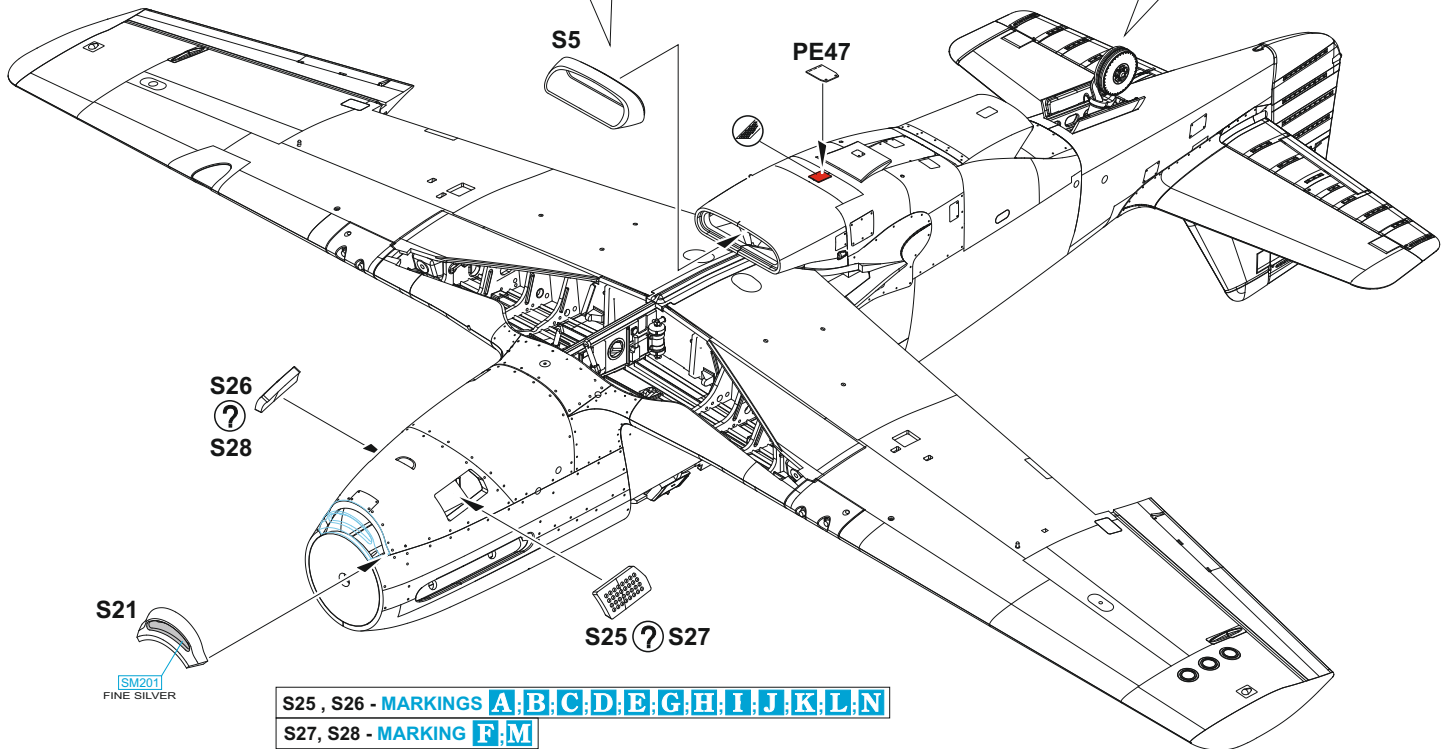
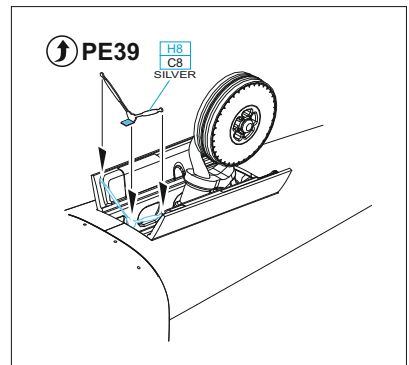
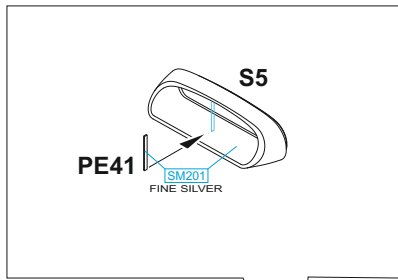
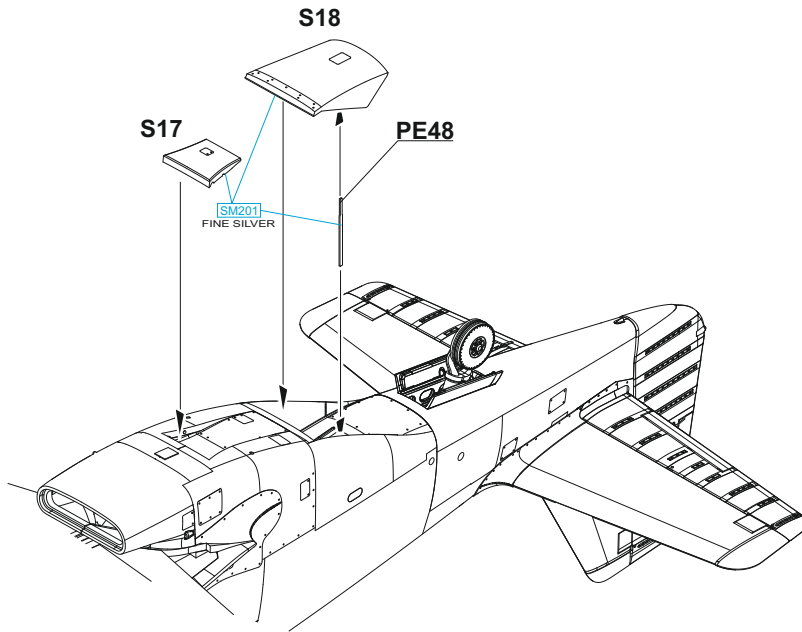
OPTIONAL:
decals K1,K2



K11, K12 - MARKINGS **A,B,D,E,K,L,M**
L9, L10 - MARKINGS **C,F,G,H,I,J,N**

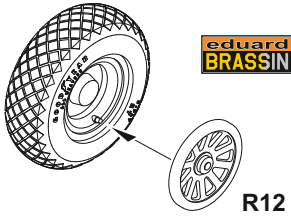


PE46 - MARKINGS **A,B,C,E,G,K,L** ONLY

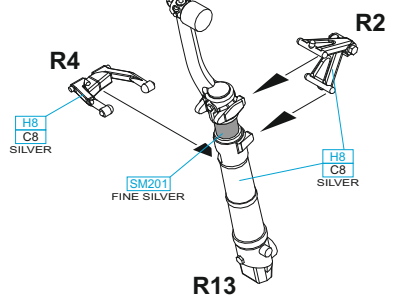
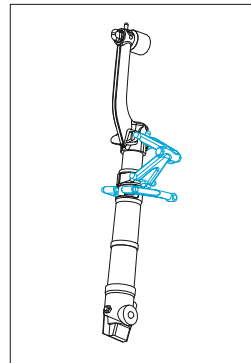
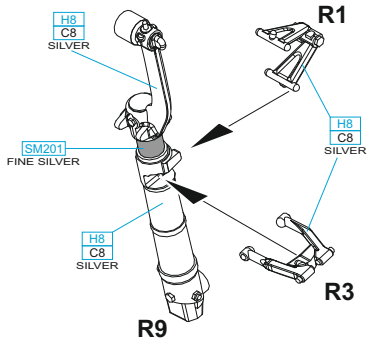
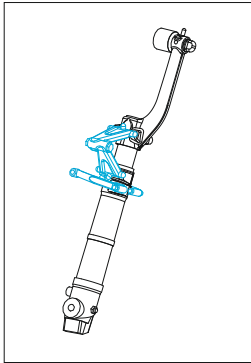
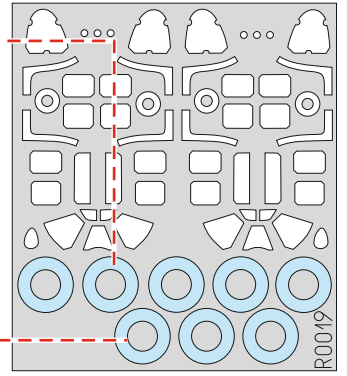
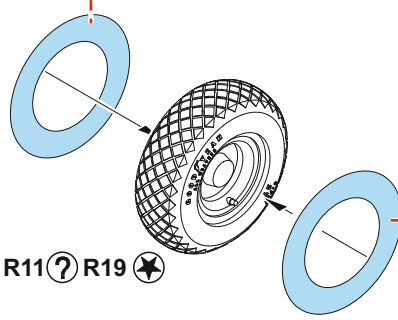


2 pcs.

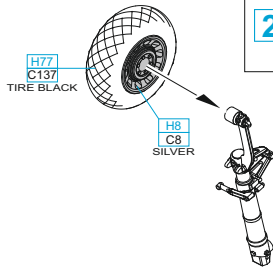
R11 ? R19



R11 ? R19



F

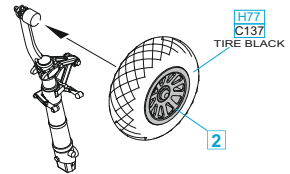


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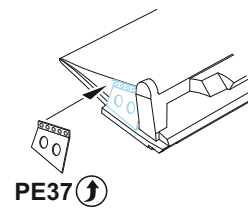
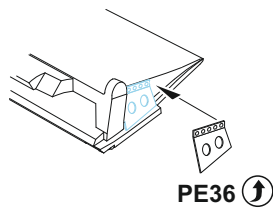
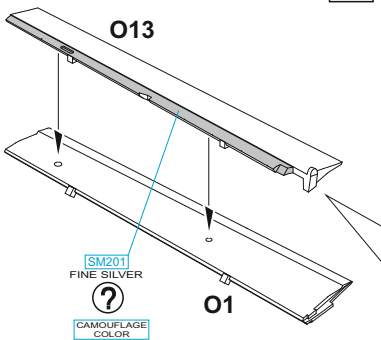
H8	C8	SILVER
H327	C327	RED

 - MARKINGS A, B, C, D, E, F, G, H, I, J, L, M, N
 - MARKINGS K

G

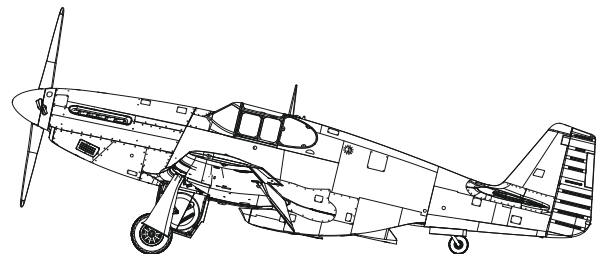
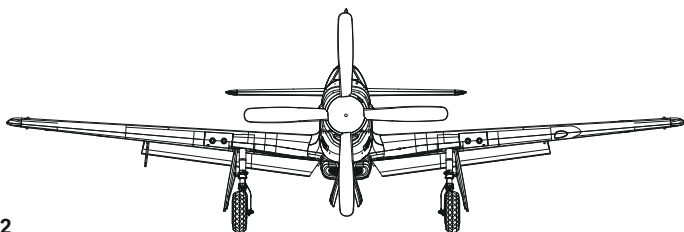
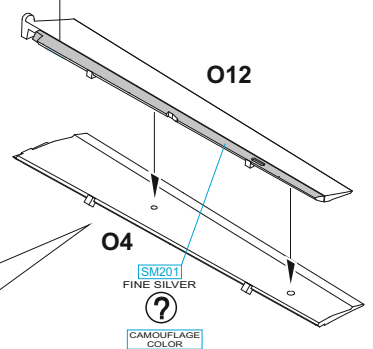


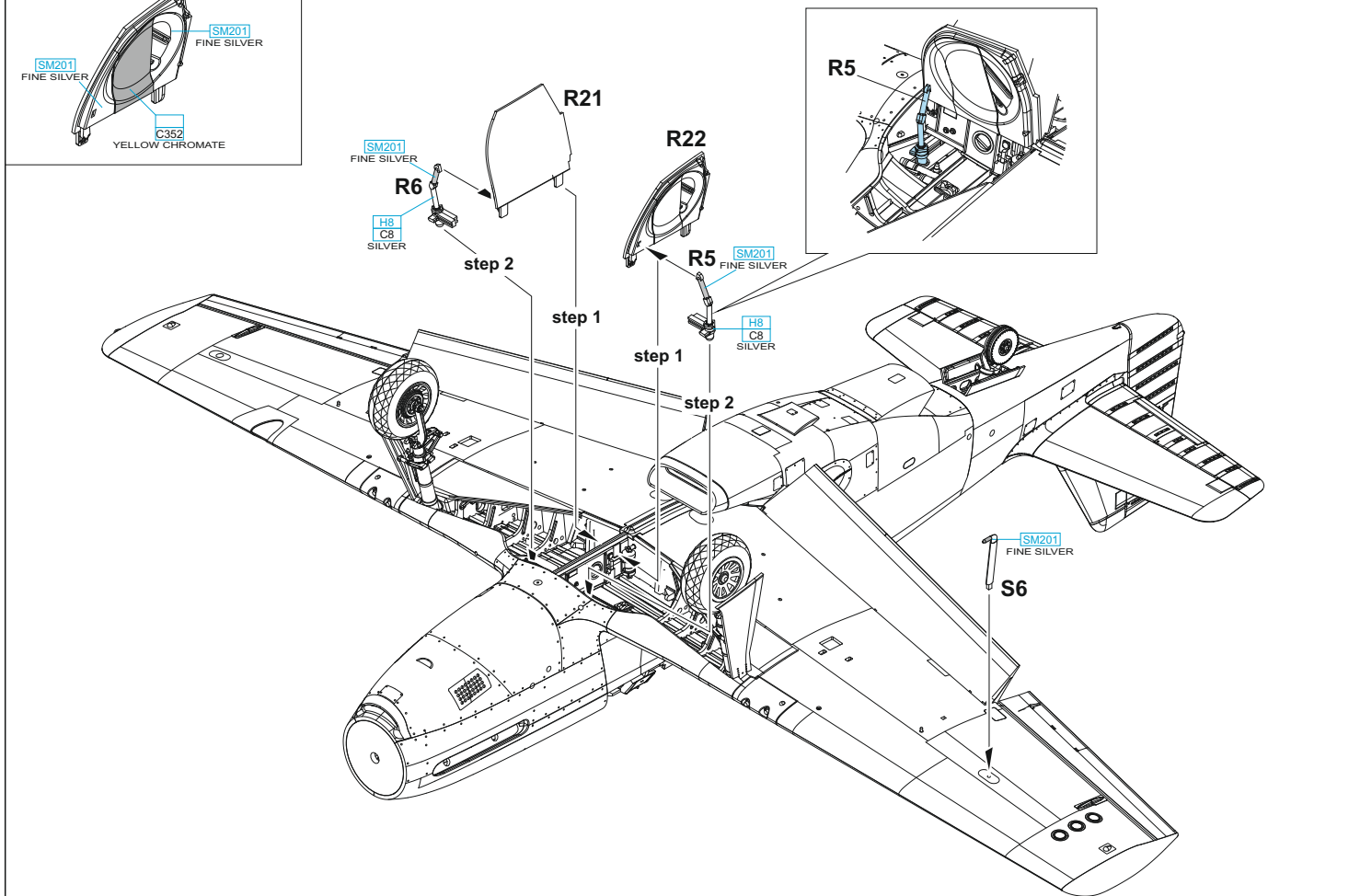
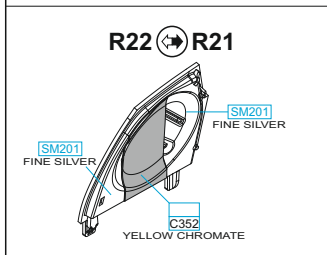
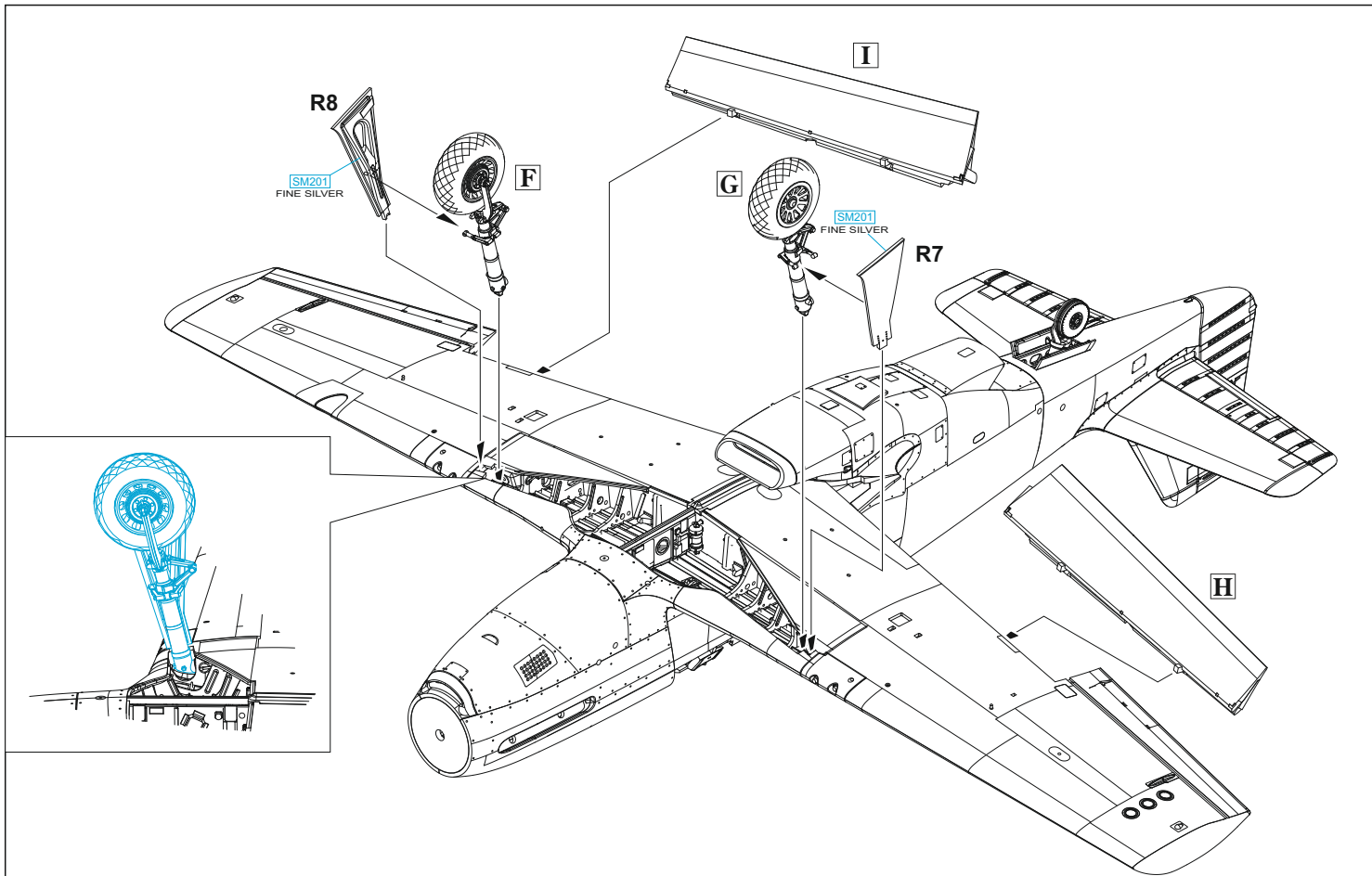
H

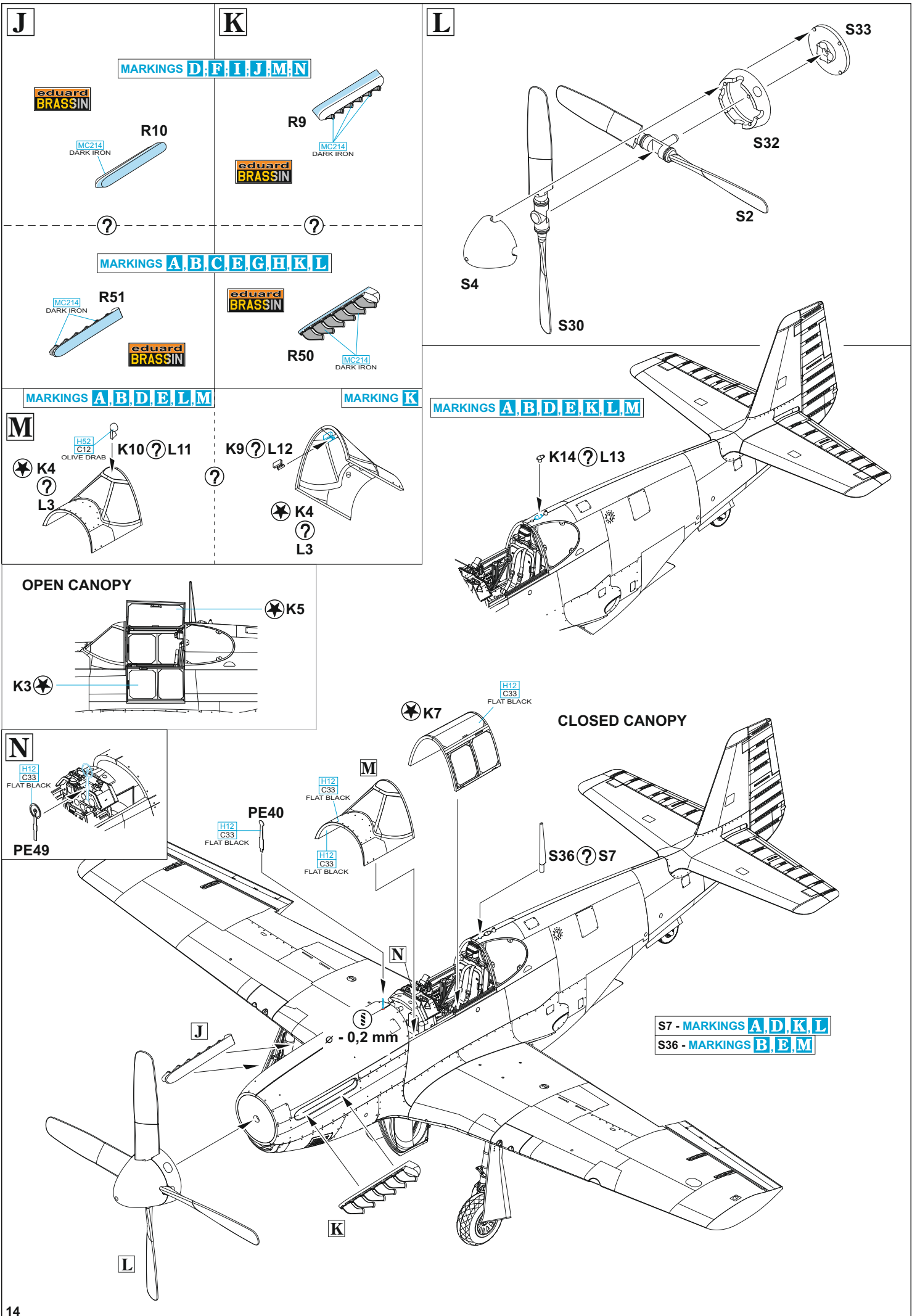


I

decal S84





**J****K****L**MARKINGS **D, F, I, J, M, N**eduard
BRASSINMC214
DARK IRON

R10

R9

MC214
DARK IRONeduard
BRASSIN

?

?

MARKINGS **A, B, C, E, G, H, K, L**MC214
DARK IRON

R51

eduard
BRASSIN

R50

MC214
DARK IRONMARKINGS **A, B, D, E, L, M**MARKING **K**MARKINGS **A, B, D, E, K, L, M****M**H52
C12
OLIVE DRAB

K10 ? L11

?

K9 ? L12

K4 ?

L3

OPEN CANOPY

K3

K5

NH12
C33
FLAT BLACK

PE49

PE40

H12
C33
FLAT BLACKH12
C33
FLAT BLACKH12
C33
FLAT BLACK

K7

H12
C33
FLAT BLACK

CLOSED CANOPY

S36 ? S7

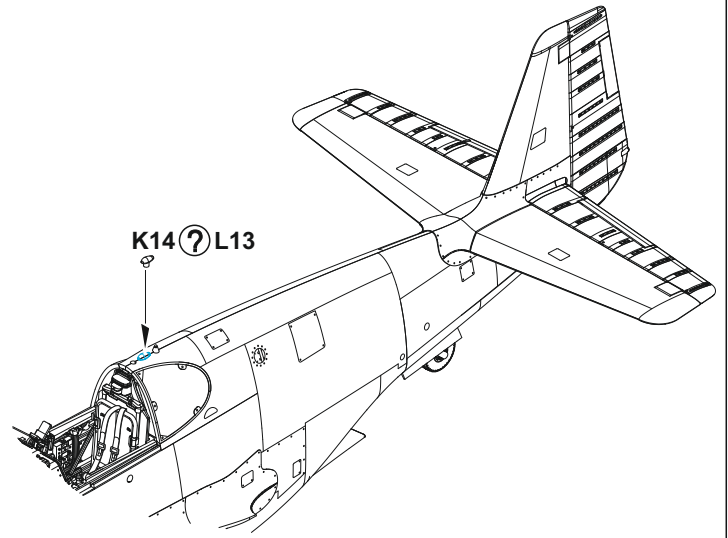
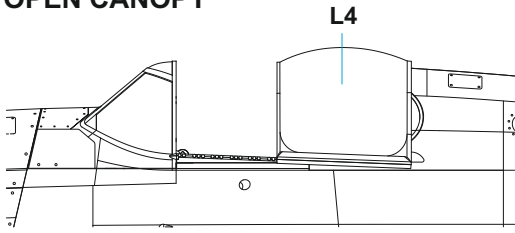
J

- 0,2 mm

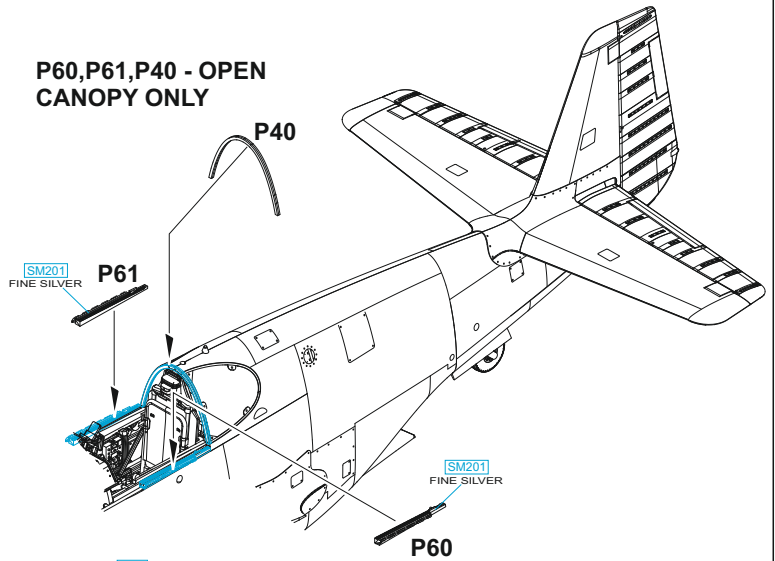
K**L**S7 - MARKINGS **A, D, K, L**S36 - MARKINGS **B, E, M**

MARKINGS C, F, G, H, I, J

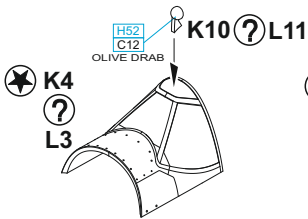
OPEN CANOPY



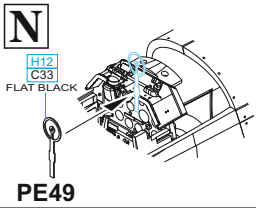
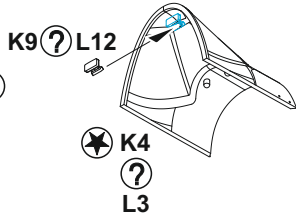
P60, P61, P40 - OPEN CANOPY ONLY



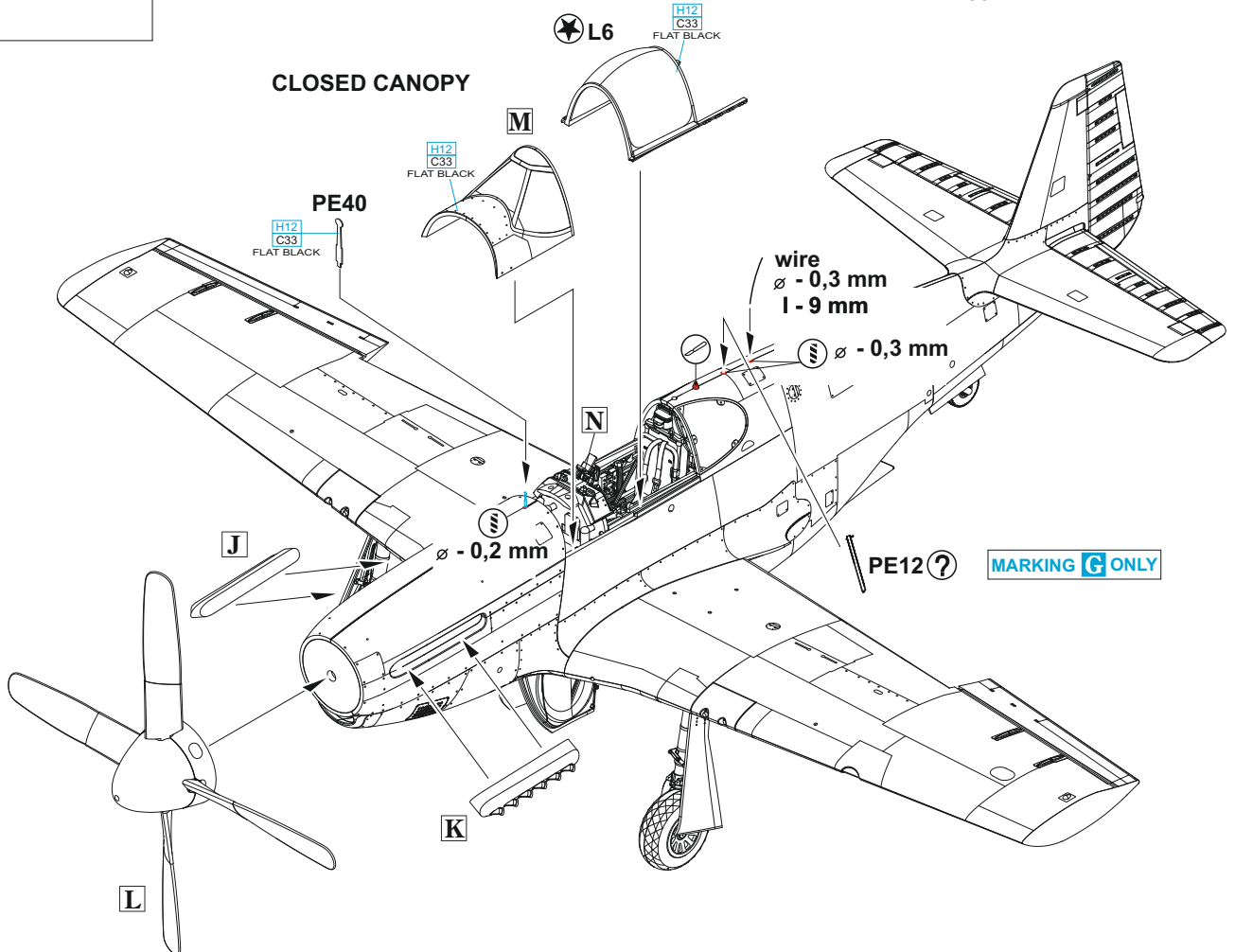
M MARKING I, N



MARKINGS C, F, G, H, J

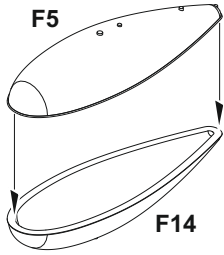


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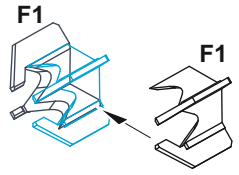
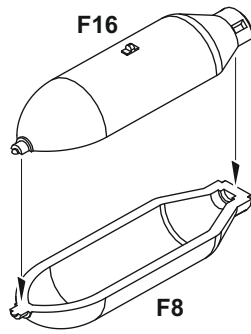
O MARKINGS **A, E, H, I, L, M**

2 pcs.



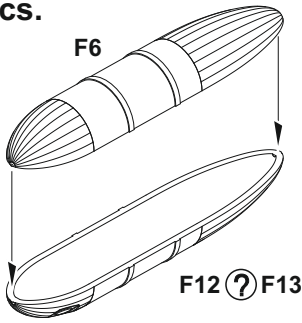
P MARKINGS **G, J**

2 pcs.

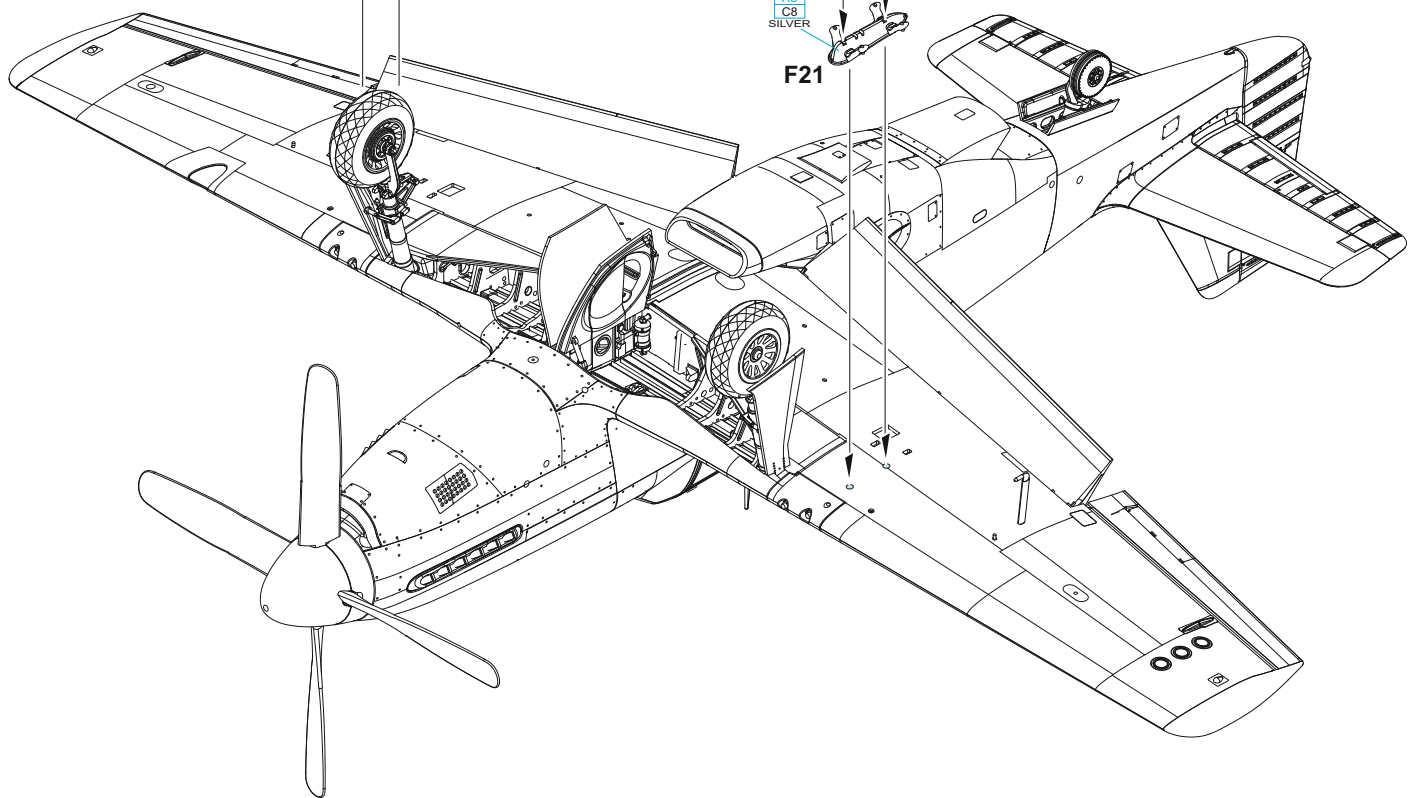
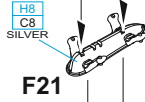
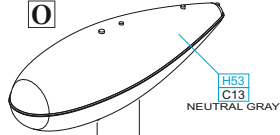
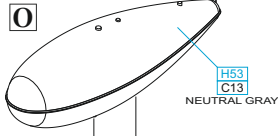
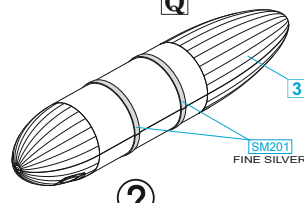
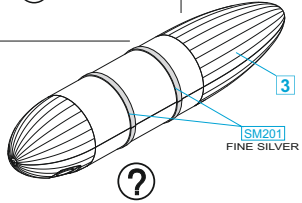
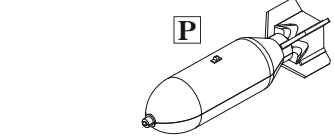
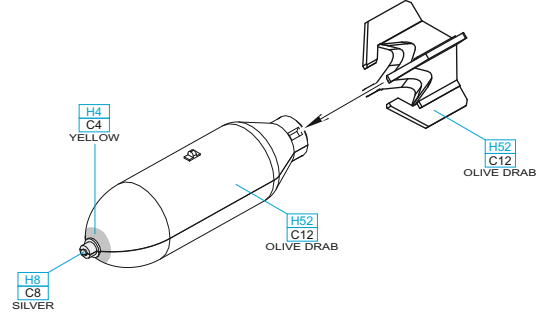


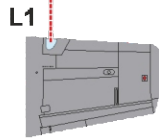
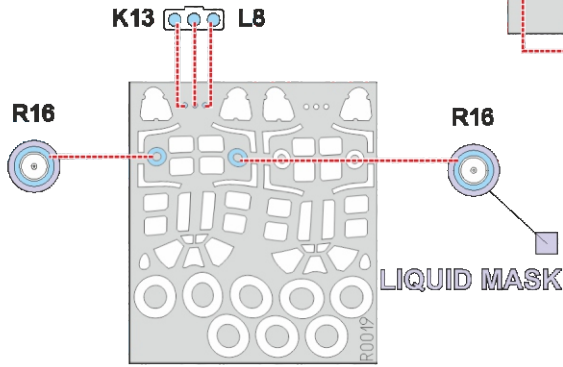
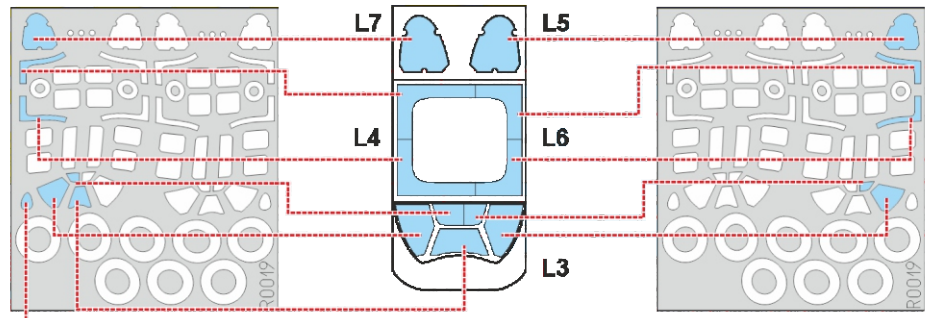
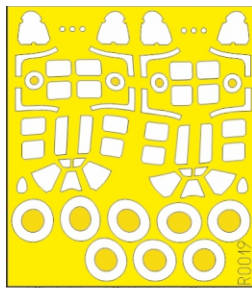
Q MARKINGS **C, D, E, N**

2 pcs.

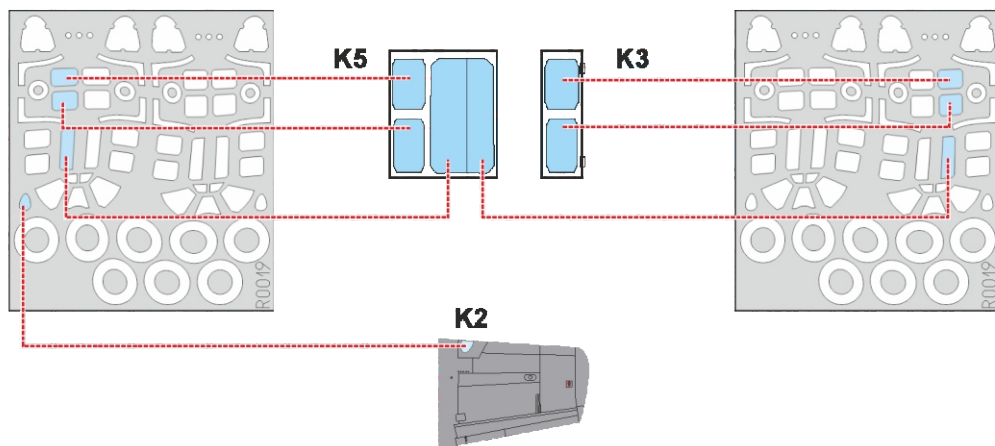
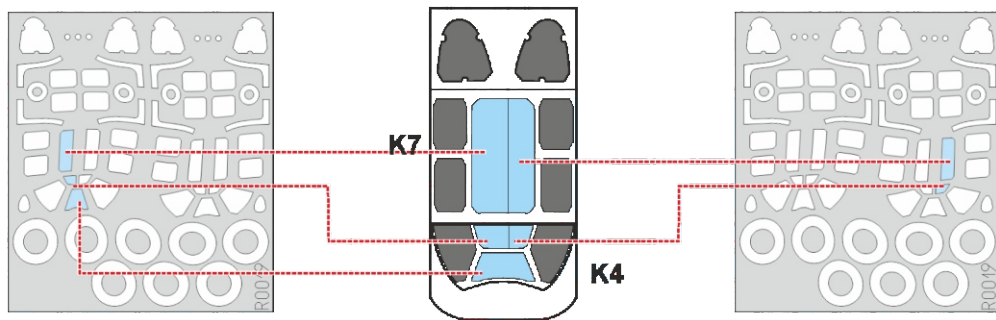
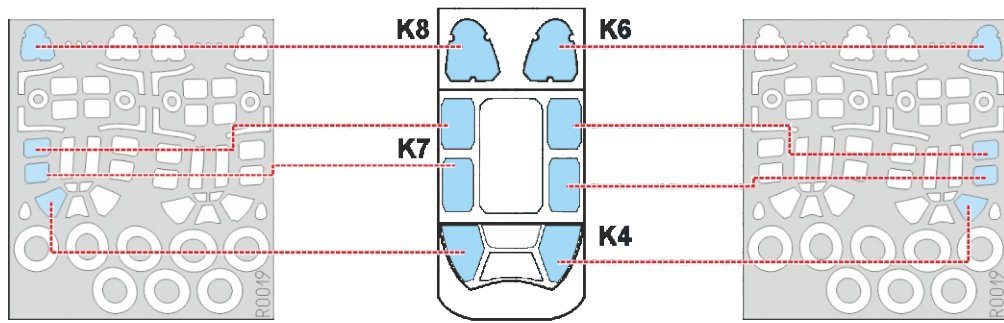
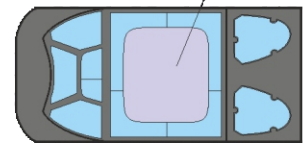


3 = **H8 C3 SILVER** - MARKINGS **C; D; E; N**
SM201 FINE SILVER - MARKING **I; M**
H53 C13 NEUTRAL GRAY - MARKINGS **B; E; H; L**



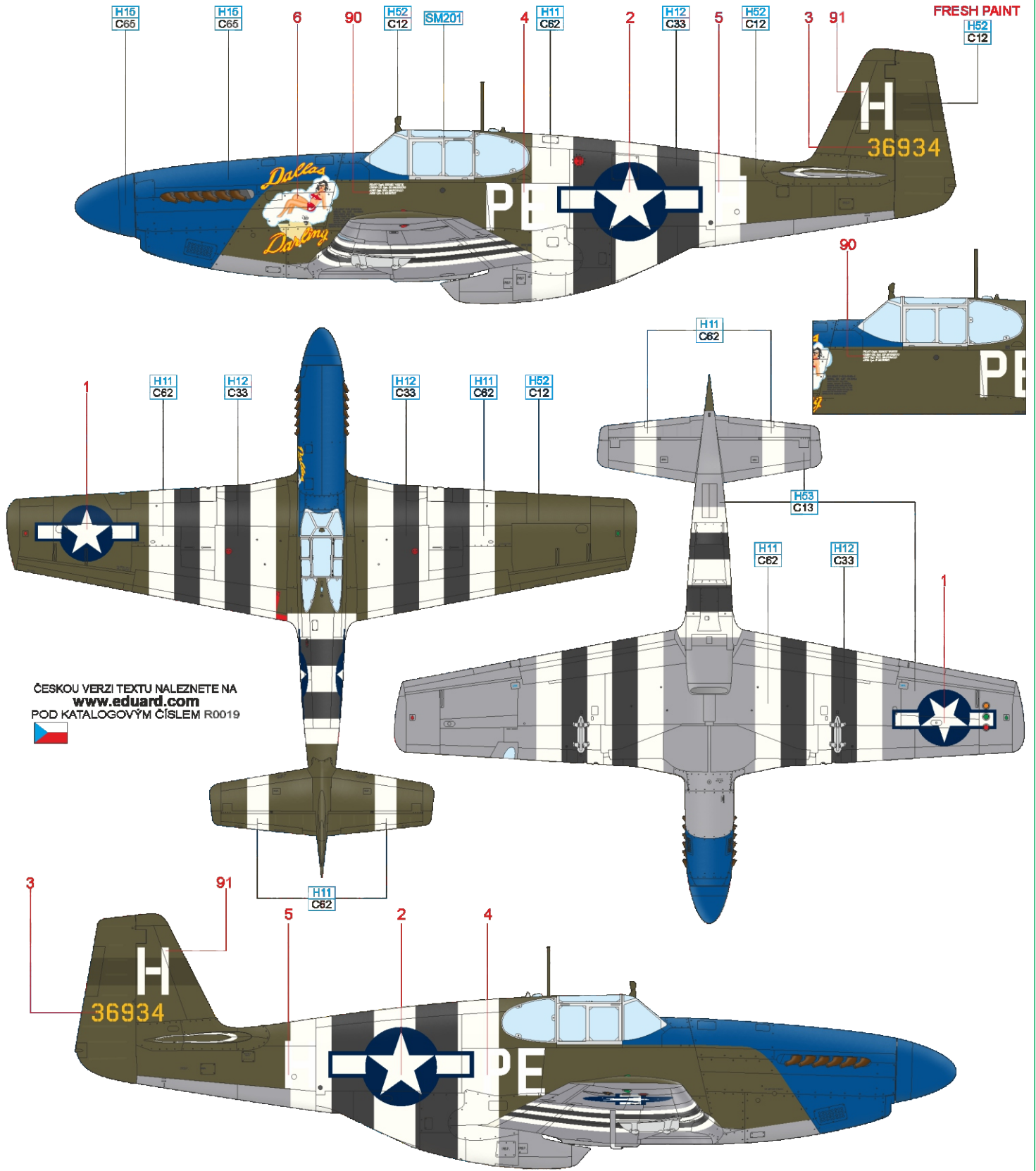


LIQUID MASK



A P-51B-10-NA, s/n 43-6934, Capt. Henry White, 328th FS, 352nd FG, 8th AF, Bodney, Great Britain, June 1944

The 352nd Fighter Group was formed on September 29, 1942 and activated three days later on October 1. Its first commander was Lt. Col. Edwin M. Ramage. The 328th, 486th, and 487th Fighter Squadrons, all initially flying P-47s before rearming to P-51B, were part of the group. During June and July, the group moved from the USA to the UK. The first commander of the 328th Fighter Squadron was Capt. J. H. Posten, the most famous of the commanders was Maj. G. E. Preddy, the most successful American P-51 fighter pilot with 26.83 confirmed kills. Capt. Henry White flew a total of 89 operational sorties with the unit, recording two kills. He achieved the first on May 28, 1944, and the second on July 18. The entire squadron scored 143 kills, 14 were destroyed probably and 35 damaged by its pilots on the ground during the war. Captain White's P-51B bore the distinctive livery of "Blue-nosed Bastards of Bodney", as the 352nd FG was nicknamed after the blue noses of its aircraft. On the left side forward of the cockpit, a painting of a girl in a red bikini and the name "Dallas Darling" adorned the nose. Full invasion stripes are portrayed here.



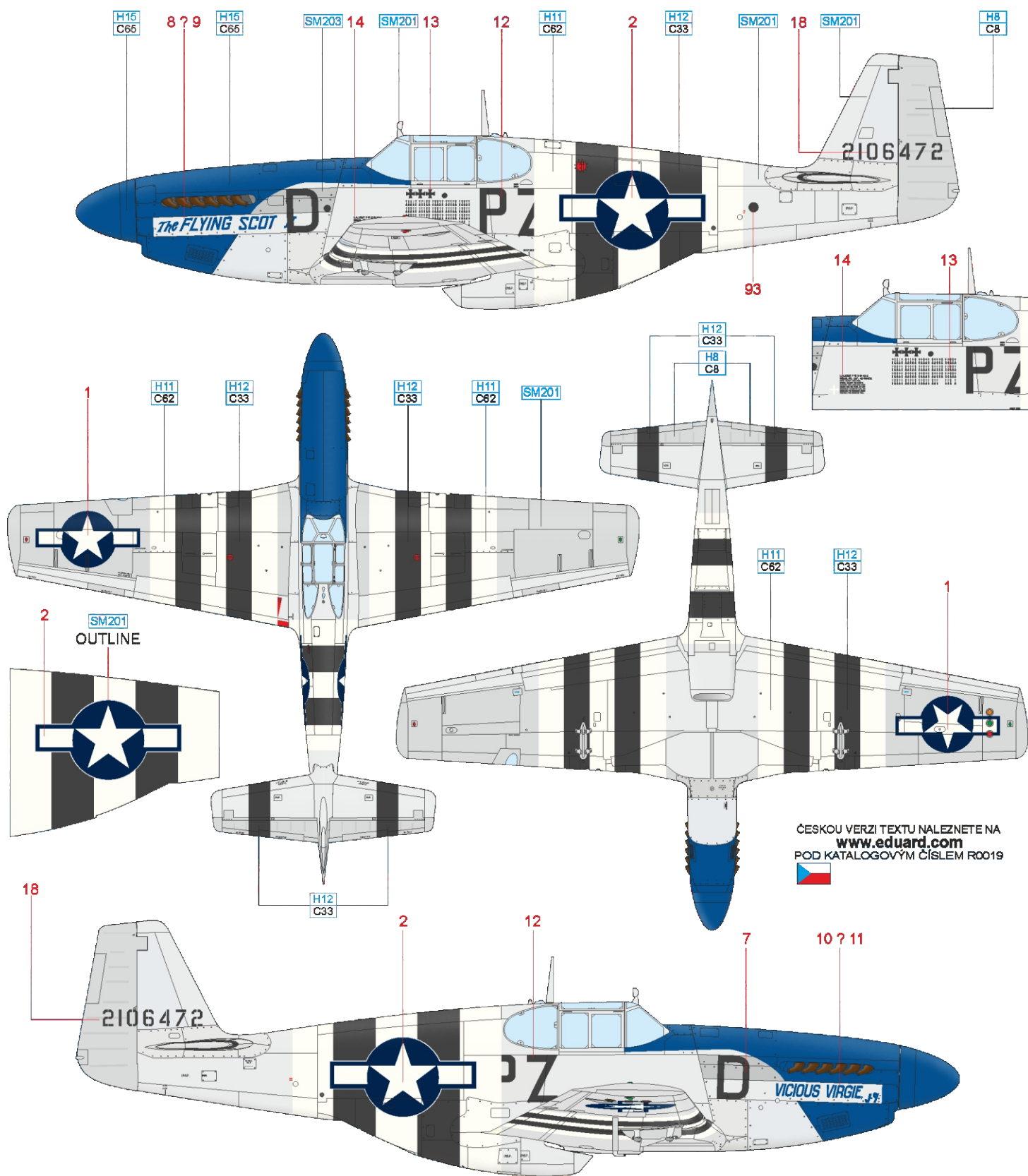
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SUPER FINE SILVER 2	SM201						
FLAT WHITE	H11 C62	NEUTRAL GRAY	H63 C13	OLIVE DRAB	H52 C12	BLUE	H15 C65
						FLAT BLACK	H12 C33

B P-51B-10-NA, s/n 42-106472, Lt. Carlton Fuhrman, 486th FS, 352nd FG, 8th AF, Bodney, Great Britain, June 1944

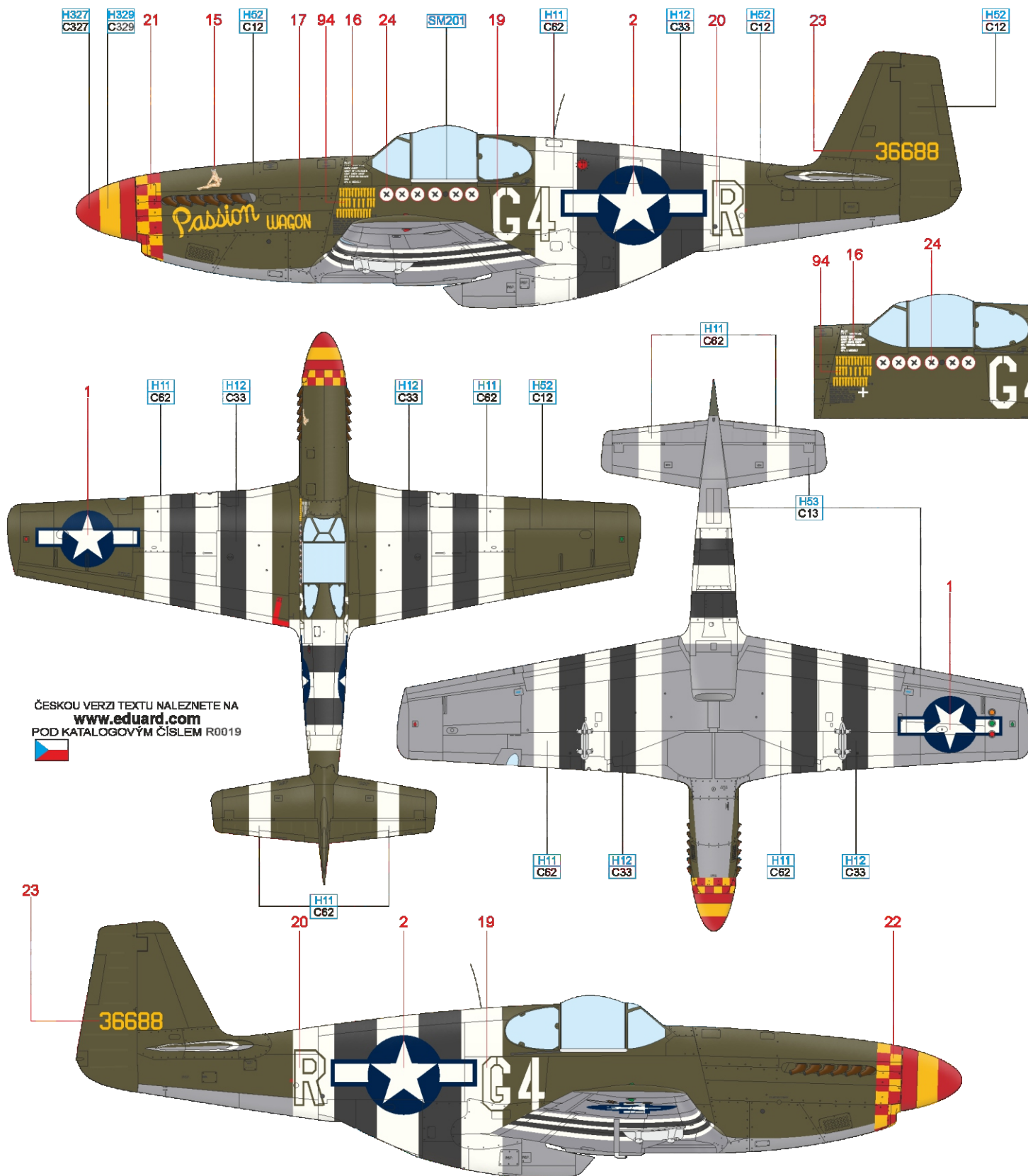
The aircraft, named *The Flying Scot II / Vicious Virgie J. G.*, was first assigned to Lt. Murdoch R. Cunningham, Lt. Carlton Fuhrman subsequently took it over and on September 12, 1944, it was written off on landing when it crashed into Lt. Glenn Wensch. The entire 486th FS shot down 114 enemy aircraft confirmed, five probably and 21 were damaged. Lt. Fuhrman, however, was not among the winners of any of the air combats.



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

"Robby" Robertson joined the ranks of the Army Reserves in June 1942 and was officially an Army pilot on May 20, 1943. He was assigned to the 362nd FS, with which he subsequently flew 76 missions. In all, he scored six confirmed victories over German fighters, with another remaining unconfirmed. During the Korean War, he credited himself with another 100 combat missions as a member of the 12th FBS/18th FBG. Already at the rank of Lieutenant Colonel, he added 26 more missions with the C-47. Robertson retired in 1973 as the last commander of Otis Air Force Base before its closure. His P-51B Mustang, serial number 43-6688, was the first of two aircraft named the Passion Wagon (the other was P-51D 44-13691), and Robertson achieved all of his kills with it.

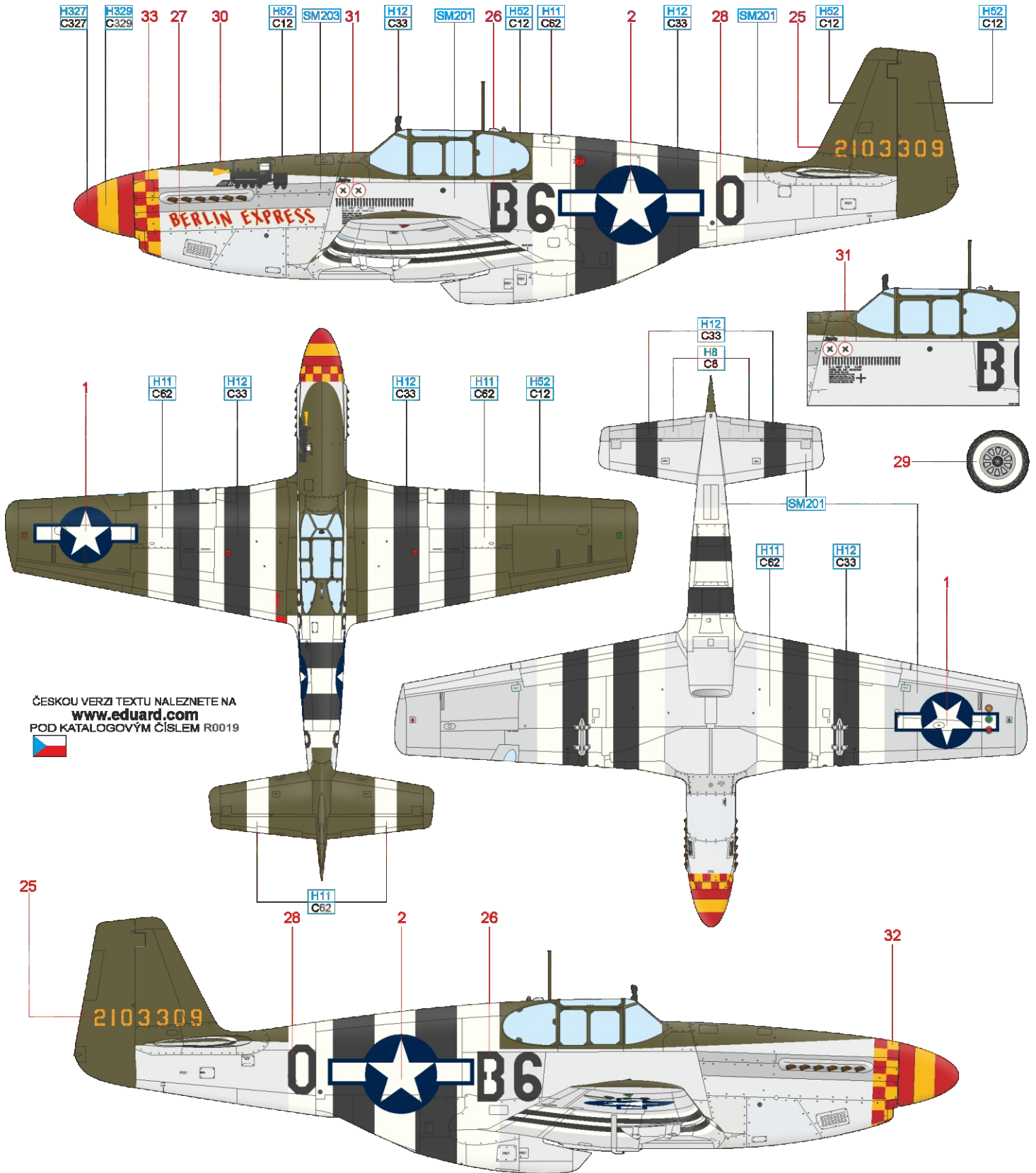


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D P-51C-1-NT, s/n 42-103309, Lt. William B. Overstreet, 363rd FS, 357th FG, 8th AF, Leiston, Great Britain, June 1944

"Bill" Overstreet became particularly famous for his story of chasing a German Bf 109 through the arches of the Eiffel Tower. The dogfight was supposed to have taken place sometime in the spring of 1944, but it is questionable whether the passage through the Eiffel Tower actually took place. Nor is the exact date of the duel known, and there is no mention in German records of such a strange event as a fighter plane crashing into the streets of Paris ... Overstreet was, however, an aggressive and capable pilot, and on September 3, 1944, for example, he took part in a top-secret mission in which a remote-controlled four-engine bomber attacked a heavily defended German heavily protected submarine base hidden in the cliffs. He subsequently flew other secret missions in support of the French Resistance, often landing behind enemy lines. His Berlin Express, with which he was to fly under and through the Eiffel Tower, bore a partial coat of olive drab paint on the upper surfaces, while the sides and undersides were left in a natural metal and aluminum paint.

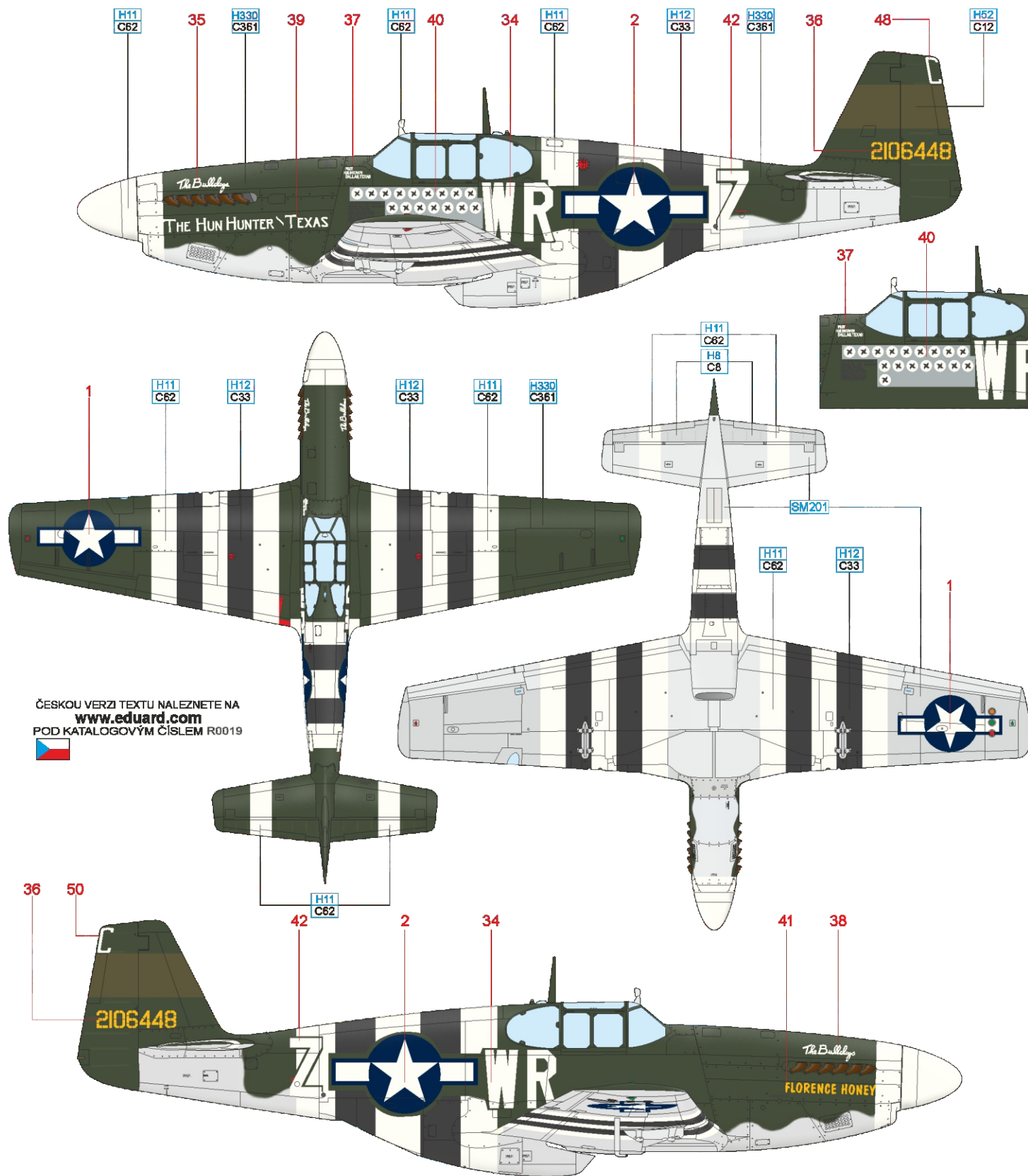


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FLAT WHITE	H11								
	C62								
SILVER	H8	SUPER FINE SILVER 2	SM201	SUPER IRON 2	SM203	OLIVE DRAB	H52	YELLOW	H329
	C8						C12		C329
								RED	H327
									C327
								FLAT BLACK	H12
									C33

"Baby" Brown was a fighter ace with 14.2 kills, damaging three other aircraft. On the ground he destroyed 14.5 and damaged 10. He achieved four wins with the Thunderbolt, the others on the Mustang. He became the 355th FG's fifth ace fighter on April 24, 1944, and by May 13, he even held the status of the most successful fighter of the entire group. Returning from leave, he then became the most successful fighter of the entire 8th Air Force in late August after destroying eight aircraft on the ground and seven in the air in a 30-day period. Further increases in his score were halted by a German flak hit that forced Brown to make an emergency landing on enemy soil on 3 October 1944. His commander, Maj. Chuck Lenfest (5.5 kills), landed nearby to rescue him, but his Mustang bogged down in the mud and both pilots eventually fell into captivity. He remained in the service after the war and led the F-111 development program at Nellis AFB. Later he was commander of the 48th TFW and deputy commander of operations for the 7th AF during the Vietnam War. He retired in 1974 and died on 19 February 2008 at the age of 85.



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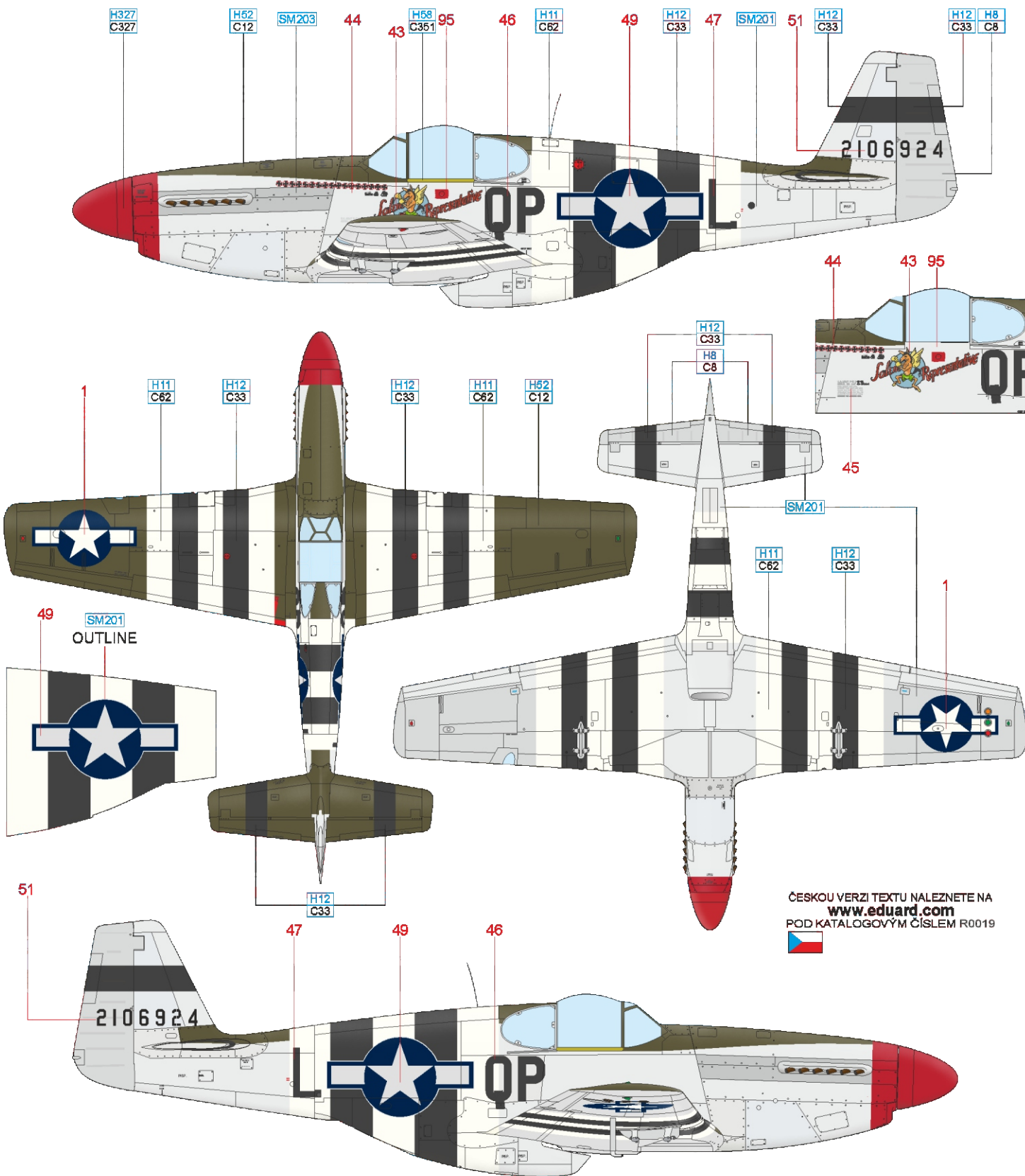


SUPER FINE SILVER 2 SM201

FLAT WHITE	H11 C62	SILVER	H8 C8	OLIVE DRAB	H52 C12	DARK GREEN	H330 C361	FLAT BLACK	H12 C33
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F P-51B-15-NA, s/n 42-106924, 2nd Lt. Ralph K. Hofer, 334th FS, 4th FG, 8th AF, Debden, Great Britain, June 1944

Light-hearted, perhaps undisciplined, but all the more courageous and charismatic was "Kid" Hofer, one of the USAAF's most successful fighters. The nickname was based on his youthful appearance and flowing and by Army standards long hair as well as his prevailing good humor. Until his death, he destroyed 15 enemy aircraft in the air, damaging two and destroying another 14 on the ground. On July 2, 1944, "Kid" participated in the escort of bombers to Budapest from the Italian base Foggia. Prior to reaching the target area, a group of Bf 109 entered the scene and the aerial battle started. Hofer's leader had to make an emergency landing due to a malfunction and watched from the ground as a Hungarian Bf 109, sitting on the tail of his Wingman, opened fire. Hofer's Mustang was apparently only damaged and so he tried to return to the base. Near Mostar, he decided to strafe a German airfield, his P-51B "Salem Representative" was hit by flak and "Kid" Hofer was killed.

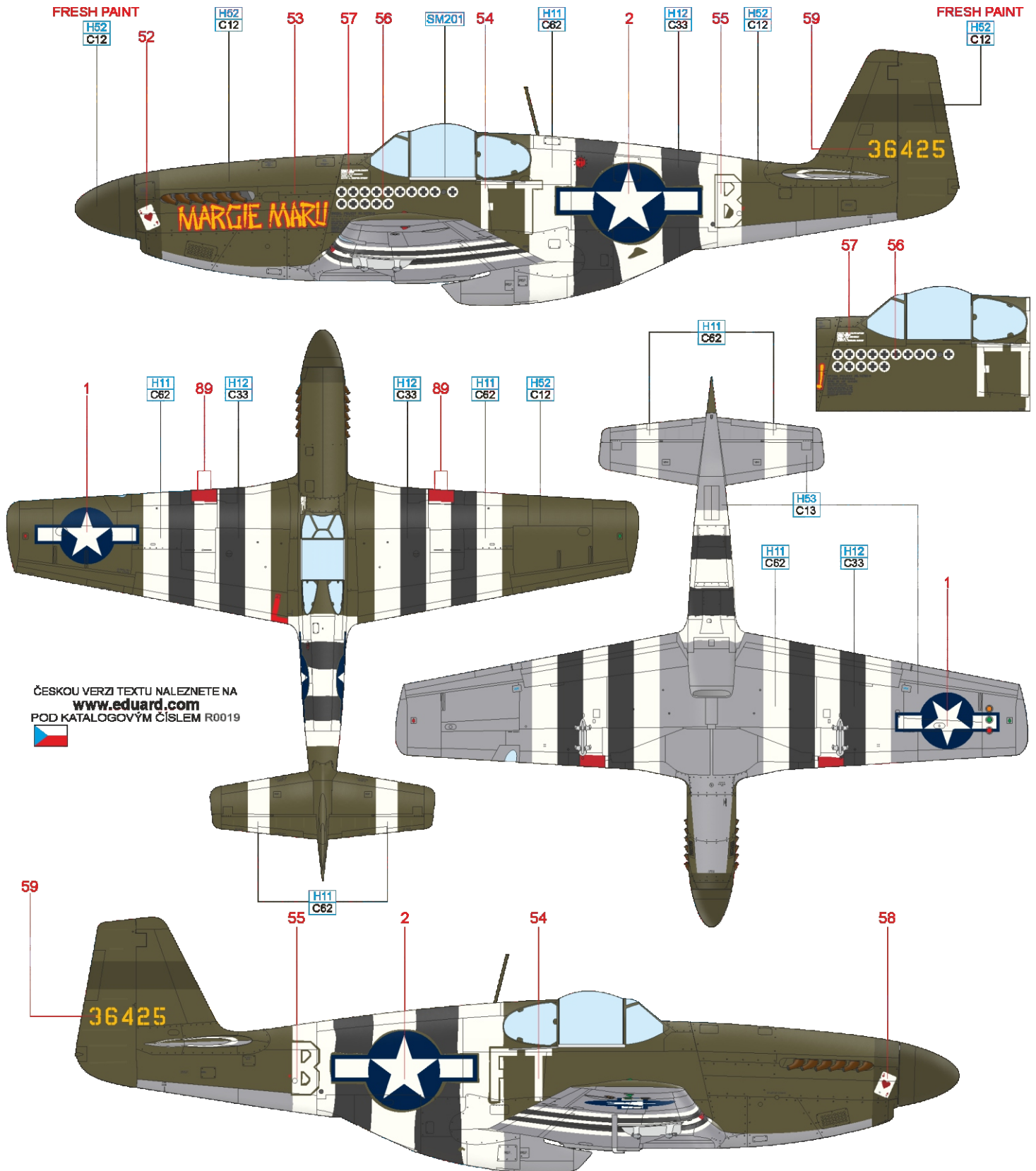


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FLAT WHITE	H11	C62	SUPER FINE SILVER 2	SM201	SUPER IRON 2	SM203	OLIVE DRAB	H52	C12	INTERIOR GREEN	H58	C351	RED	H327	C327	FLAT BLACK	H12	C33
SILVER	H8	C8																

Jack Bradley became an Army pilot with the rank of 2nd Lt on August 27, 1942, and was assigned to the 384th FG/353rd FS on January 18 the following year. After moving to England, he achieved his first kill out of 15 confirmed (plus three probable and 12.66 damaged) on December 20. With "Margie Maru" carrying code FT B, he achieved his first success on December 30, when he contributed a third of the damage to Do 217. Bradley was promoted to Captain in mid-January and took command of the 353rd FS at the end of the month. He kept the position until June 30, when he left for the USA for leave and took the post again on his return. He subsequently served as deputy CO of the 354th FG and at the end of the war, already at the rank of Lieutenant Colonel, became the CO. After the war he stayed with the Air Force, retiring from the Reserves in December 1962. His Margie Maru is shown in a state where it bore the symbols of 15 kills, the invasion stripes on the fuselage were painted very carelessly. The aircraft was subsequently given the designation FT W and the name "Edgewood's Entry".



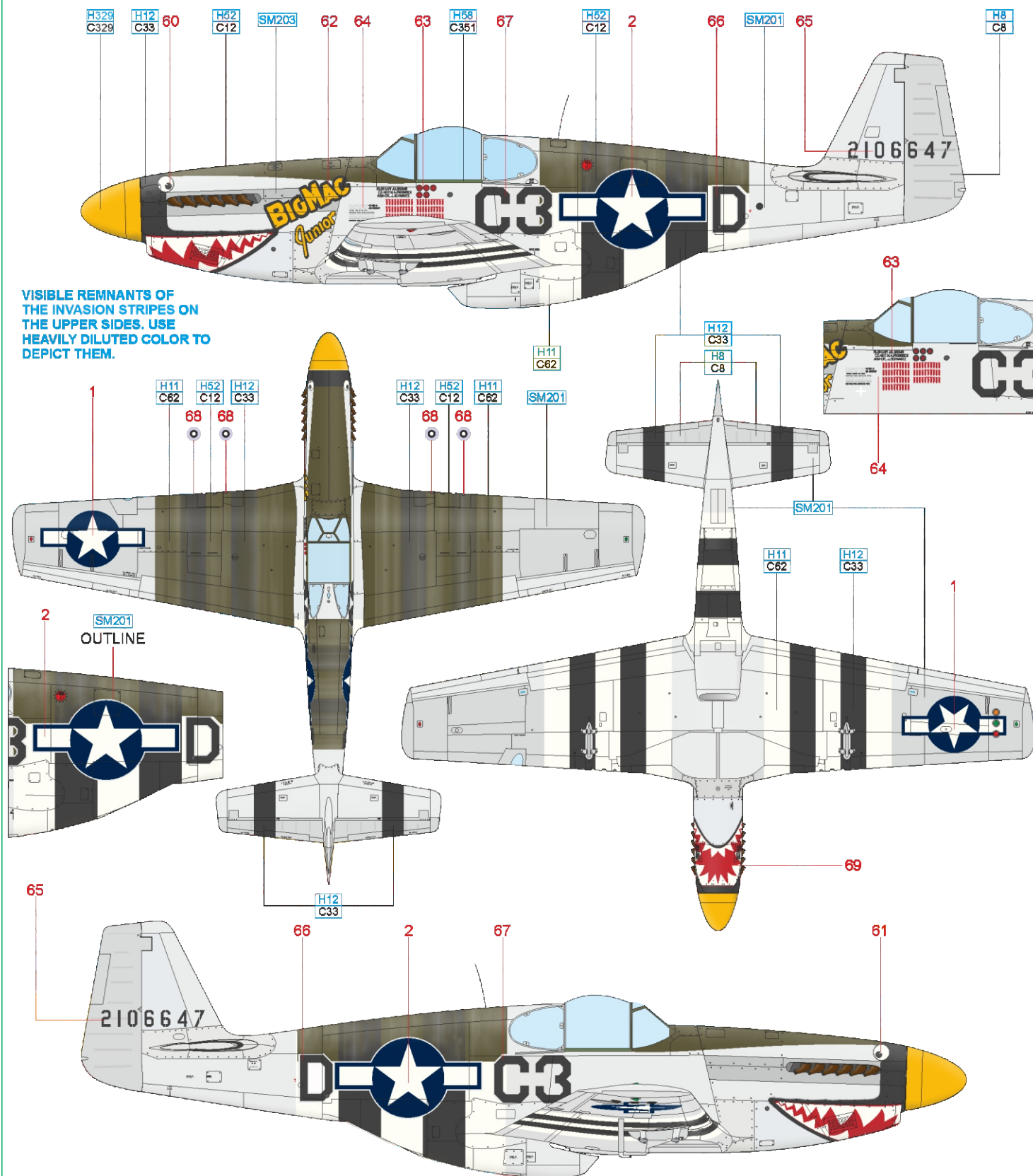
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SUPER FINE SILVER 2 SM201

FLAT WHITE	H11 C62	NEUTRAL GRAY	H63 C13	OLIVE DRAB	H62 C12	FLAT BLACK	H12 C33
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Prior to the combat, John Brown had managed to destroy four aircraft and damage one in various accidents, so he claimed himself to be only three-fifths of an aircraft away from becoming a Luftwaffe ace. He flew successively in the 356 FG and 362 FG, both with P-47s, then briefly became commander of the 382nd FS/363 FG, flying the P-51B. He was shot down with his "Big Mac" on August 8, 1944, while leading a formation of eight P-51s in an attack on ships in Bedonet Harbor. It was his 99th mission. He made an emergency landing near Quimper after being hit by flak from a destroyer but managed to escape capture and slip back to the Allies within a week. He subsequently became commander of the 437th FS/414 FG, with which he moved to Guam, where he flew P-47Ns. After the war, he became an air attaché in Afghanistan and Pakistan, and completed a secret mission in the USSR. During his wartime career, he scored one aerial kill, destroyed four enemy aircraft on the ground, and damaged eight.

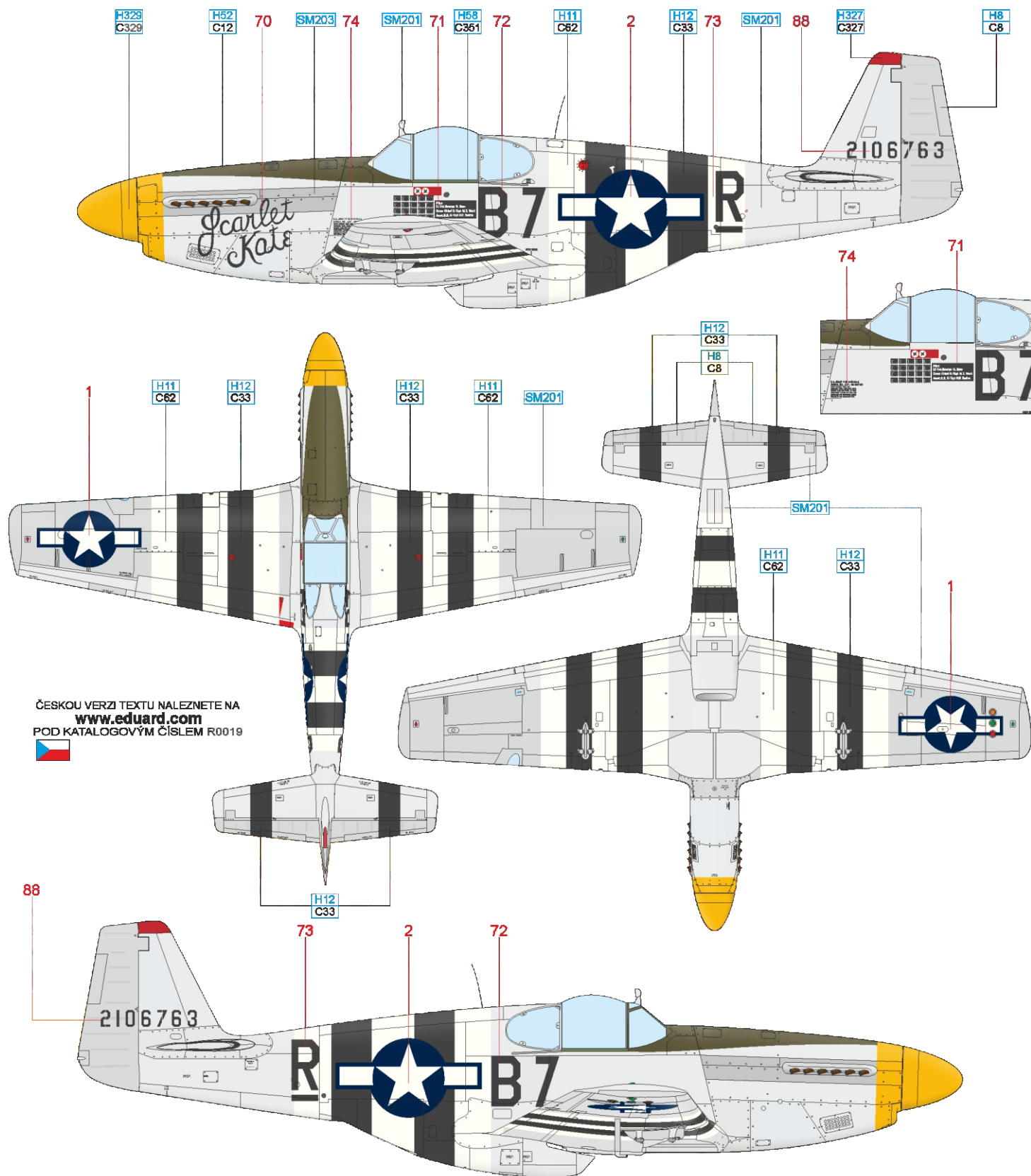


FLAT WHITE	H11	C62	SUPER FINE SILVER 2	SM201	SUPER IRON 2	SM203	OLIVE DRAB	H52	C12	INTERIOR GREEN	H58	C351	YELLOW	H329	C329	FLAT BLACK	H12	C33
SILVER	H8	C8																

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The 361st Fighter Group was activated on January 28, 1943, subsequently joining the 8th Air Force at RAF Bottisham, England. Initially flying P-47s, it rearmed to P-51s during May 1944. Although its pilots primarily provided long-range escort to bomber formations, they did not neglect attacks against ground targets, either by strafing or bombing. This is evidenced by one hundred of painted bomb symbols under the cockpit of the "Scarlet Kate" Mustang flown by Capt. George Robert Rew, who later commanded the 374th FS. The entire 361st FG achieved 226 aerial victories during World War II, and on the ground its pilots destroyed another 106 enemy aircraft.



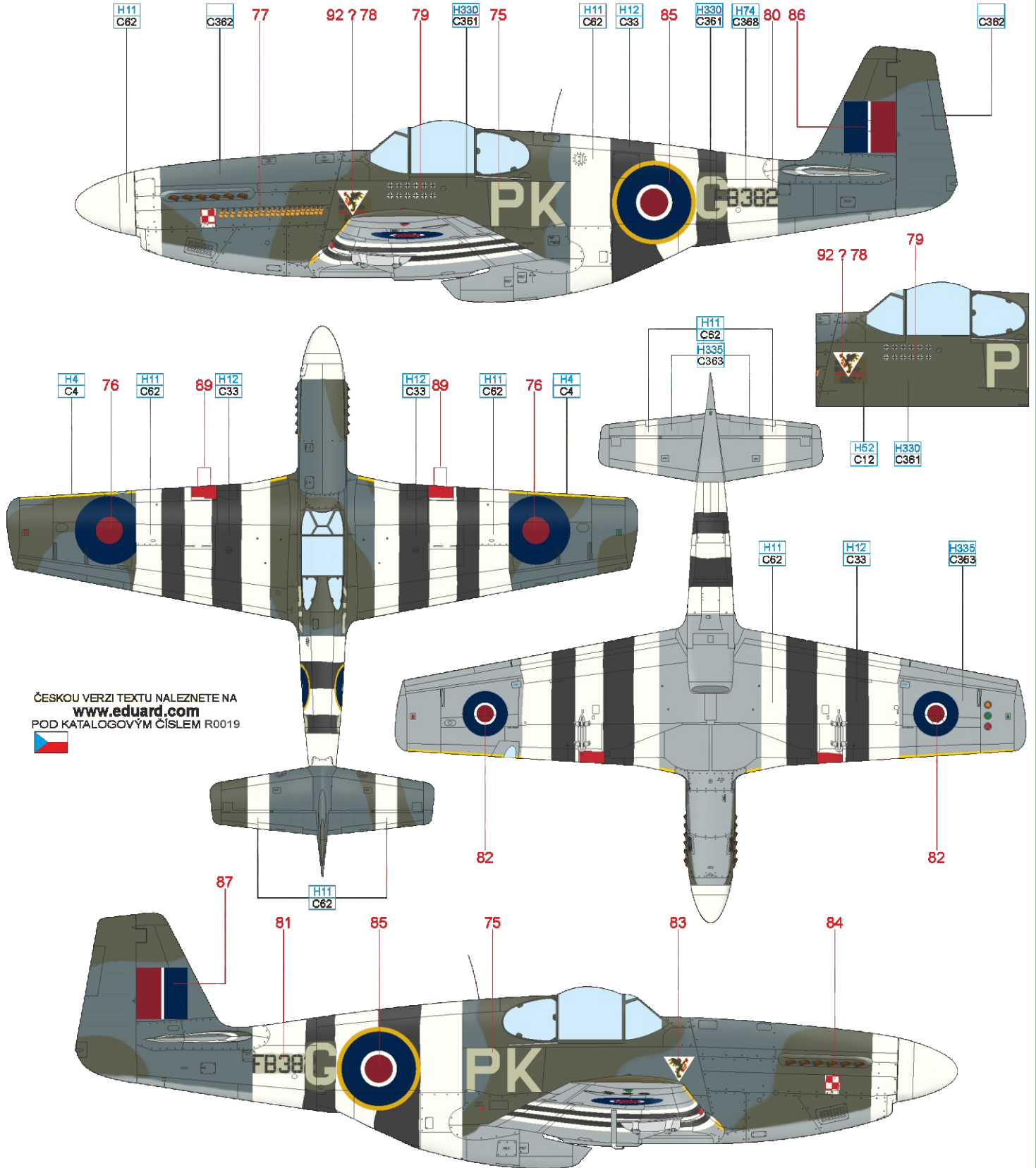
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FLAT WHITE	H11	C62										
SILVER	H8	C8	SUPER FINE SILVER 2	SM201	SUPER IRON 2	SM203	OLIVE DRAB	H52	C12	INTERIOR GREEN	H58	C351
										YELLOW	H329	C329
										RED	H327	C327
										FLAT BLACK	H12	C33

J Mustang Mk.III, FB382, S/Ldr Eugeniusz Horbaczewski, No. 315 (Polish) Squadron, RAF Coolham, Great Britain, June 1944

Eugeniusz Horbaczewski was born on September 28, 1917, in Kiev and educated in Brest-Litovsk. He joined the Polish Air Force in 1937. In September 1939 he fled to France via Romania and from there he came to the UK. After completing his training with the RAF, he was assigned to No. 303 Squadron in late 1940 and in early 1943 was selected for a special Polish Flying Team, formed by Stanislaw Skalski and operated under umbrella of No. 145 Squadron. Over Tunisia Horbaczewski became the most successful pilot of this group, achieving five victories in less than a month. After the Team was disbanded he was assigned to No. 601 Squadron operating in the Mediterranean area and in early July to No. 43 Squadron which he commanded from August. On his return to the UK in February 1944 he took command of No. 315 Squadron, flying Mustang Mk. III. On August 18, 1944, he was shot down in the Beauvais area and killed, having previously shot down three Fw 190s in the combat himself.



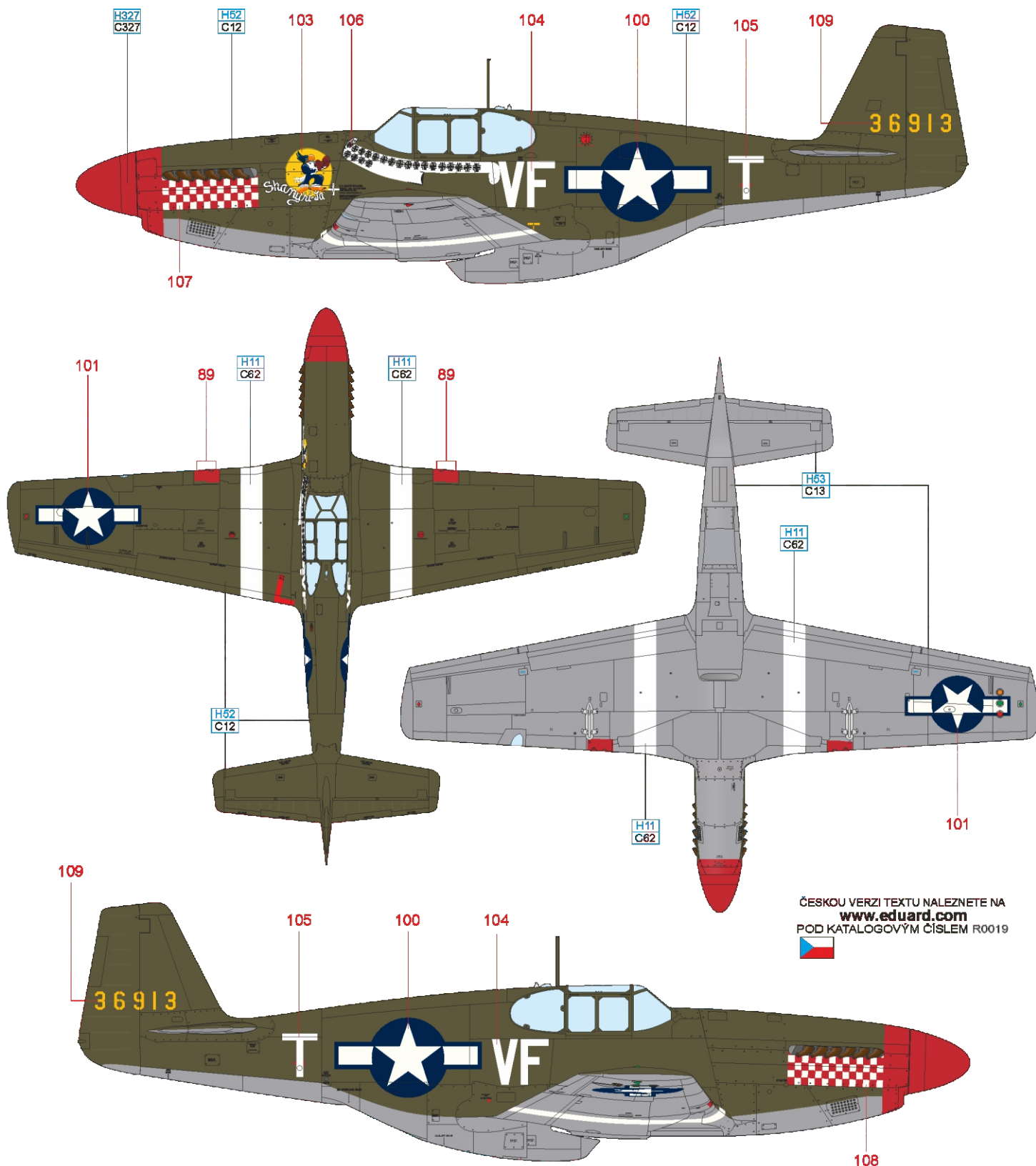
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FLAT WHITE	H11	C62	SKY	H74	C368	MEDIUM SEA GRAY	H335	C363	OCEAN GRAY	C362	DARK GREEN	H330	C361	OLIVE DRAB	H62	C12	FLAT BLACK	H12	C33
YELLOW	H4	C4																	

K P-51B-7-NA, s/n 43-6913, Capt. Dominic S. Gentile, 336th FS, 4th FG, 8th AF, Debden, Great Britain, March-April 1944

With a total of 21.83 kills and six aircraft destroyed on the ground, Major Dominic Salvatore Gentile, the son of Italian immigrants, had already logged over 300 hours in his biplane before joining the Army. Because he did not meet the U.S. Army Air Force's educational requirements, he joined the ranks of the Canadian Air Force and in December 1941 was posted to Great Britain where he began to gain combat experience as a Spitfire pilot with No. 133 (Eagle) Squadron. He scored his first kills on August 19, 1942, shooting down a Ju 88 and an Fw 190. In September 1942, the Eagle Squadrons formed the basis of the 4th Fighter Group armed with Thunderbolts, which were replaced by Mustangs in late February 1944. Gentile scored his first kill flying this type on March 3 when he claimed one Do 217. Along with his wingman John T. Godfrey, they were referred to as the Two-man Air Force or Captains Courageous. After three kills on April 8, he became the 8th AF's most successful fighter. As such, he demonstrated flyovers to a group of journalists at Debden and in the process crashed his "Shangri-La". He was grounded and subsequently returned to the US to help sell war bonds. After the war he stayed in the Air Force as a test pilot on the Wright Field and was killed in a crash with a T-33A on January 28, 1951.



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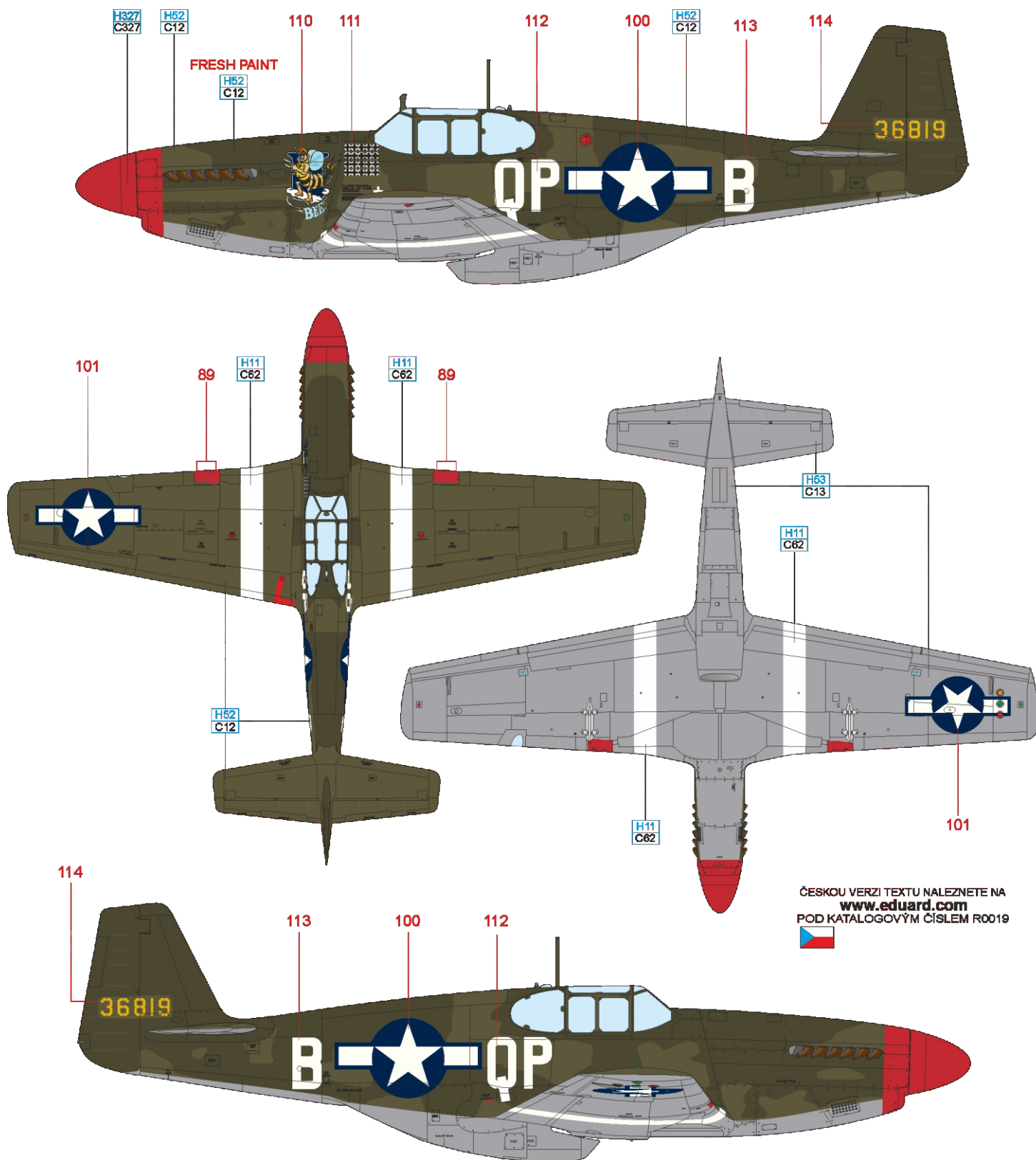


OLIVE DRAB	H52 C12	NEUTRAL GRAY	H53 C13	RED	H327 C327	FLAT WHITE	H11 C62
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L P-51B-5-NA, s/n 43-6819, Capt. Duane W. Beeson, 334th FS, 4th FG, 8th AF, Debden, Great Britain, March–April 1944

Duane Willard Beeson was one of only ten pilots to achieve fighter ace status within the USAAF with two different types of aircraft. In his case, these were the P-47 and the P-51. He scored a total of 17.3 kills, 12 of which were achieved with the P-47C/D and 5.3 with the P-51B. The Idaho native, like many others, did not meet the Air Force requirement of at least two years of college, so he enlisted in the Canadian Air Force, which accepted him into its ranks on January 23, 1941. After moving to England, he retrained as a Hurricane and was assigned to No. 71 Squadron at Debden on September 5, 1942. After the formation of the 4th FG with the Eagle Squadrons as a base, Beeson flew with the 334th FS and achieved his first kill on May 18, 1943. After flying 80 missions, he became B Flight Commander and was assigned his first P-51B, which he named Bee, on February 28, 1944. On April 5, he first achieved one third of the Ju 88 shoot-down near Brandenburg, but then was hit by flak and captured. Shortly after the war he was diagnosed with a brain tumor and died prior to a surgery aged 25.

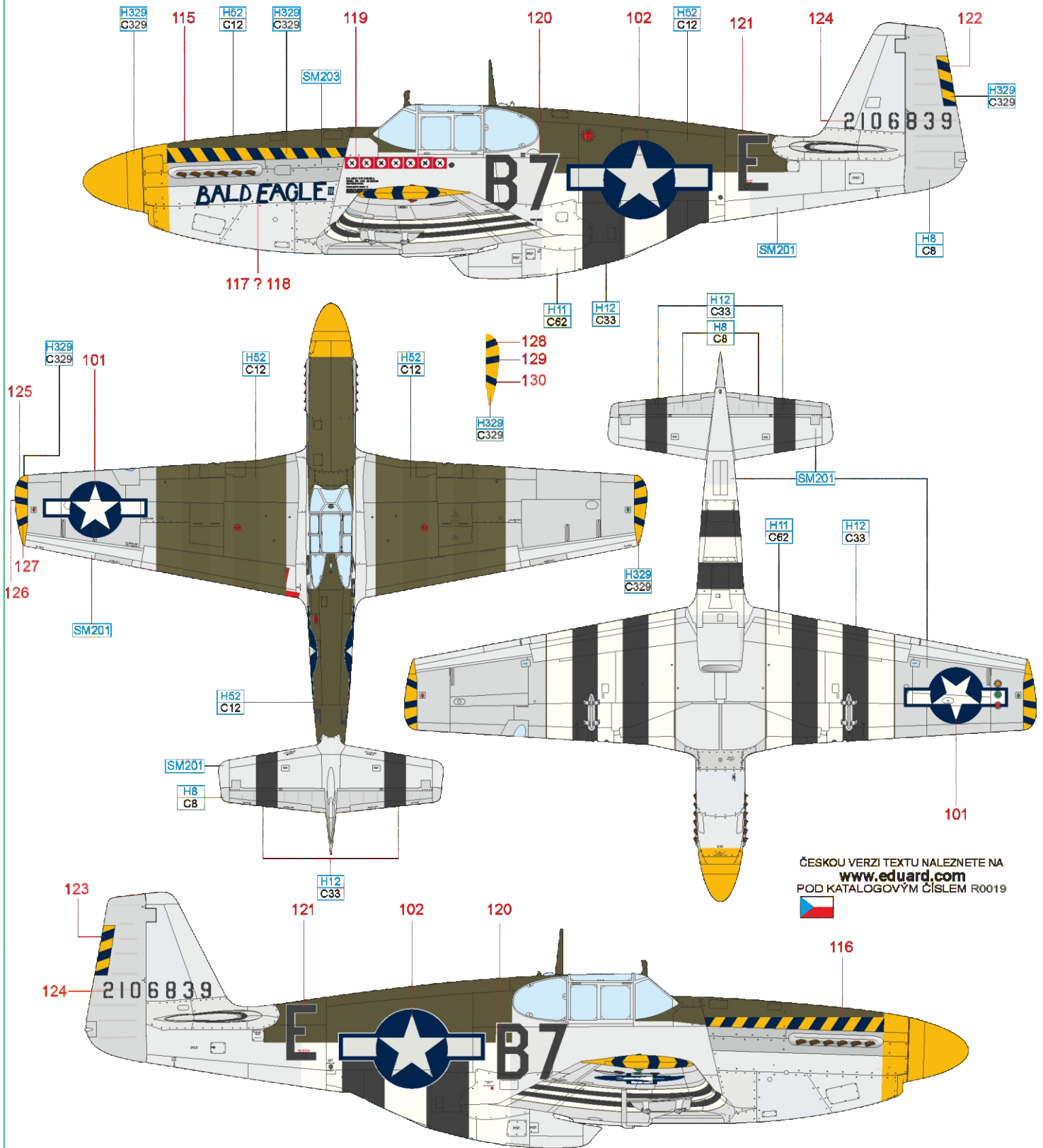


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OLIVE DRAB	H52 C12	NEUTRAL GRAY	H53 C13	RED	H327 C327	FLAT WHITE	H11 C62
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M P-51B-15-NA, s/n 42-106839, Lt. Robert Eckfeldt, 374th FS, 361st FG, 8th AF, Bottisham, Great Britain, June–July 1944

The 361st FG was established on February 10, 1943 and its pilots retrained on the P-47. They moved to England to the Bottisham base in November that year. The pilots of the 361st FG flew their first combat mission on January 21, 1944. By May, the unit had already re-equipped to the P-51s and moved to Little Walden Air Force Base on September 26, 1944. From early February until May 1945, the group operated out of Chièvres, Belgium, and its pilots destroyed 222 enemy aircraft in the air, probably destroyed 11 and damaged 67 during the combat deployment. Among the group's aces was Lt. Robert Eckfeldt, who scored three aerial victories and destroyed four more enemy aircraft on the ground. This is matched by the seven symbols under the cockpit of his aircraft named "Bald Eagle", a nickname for the 22-year-old pilot, referring to his thinning hair despite his youth. "Eggie," as his colleagues also called him, was the son of an Army major general and hailed from Belmont, Massachusetts.

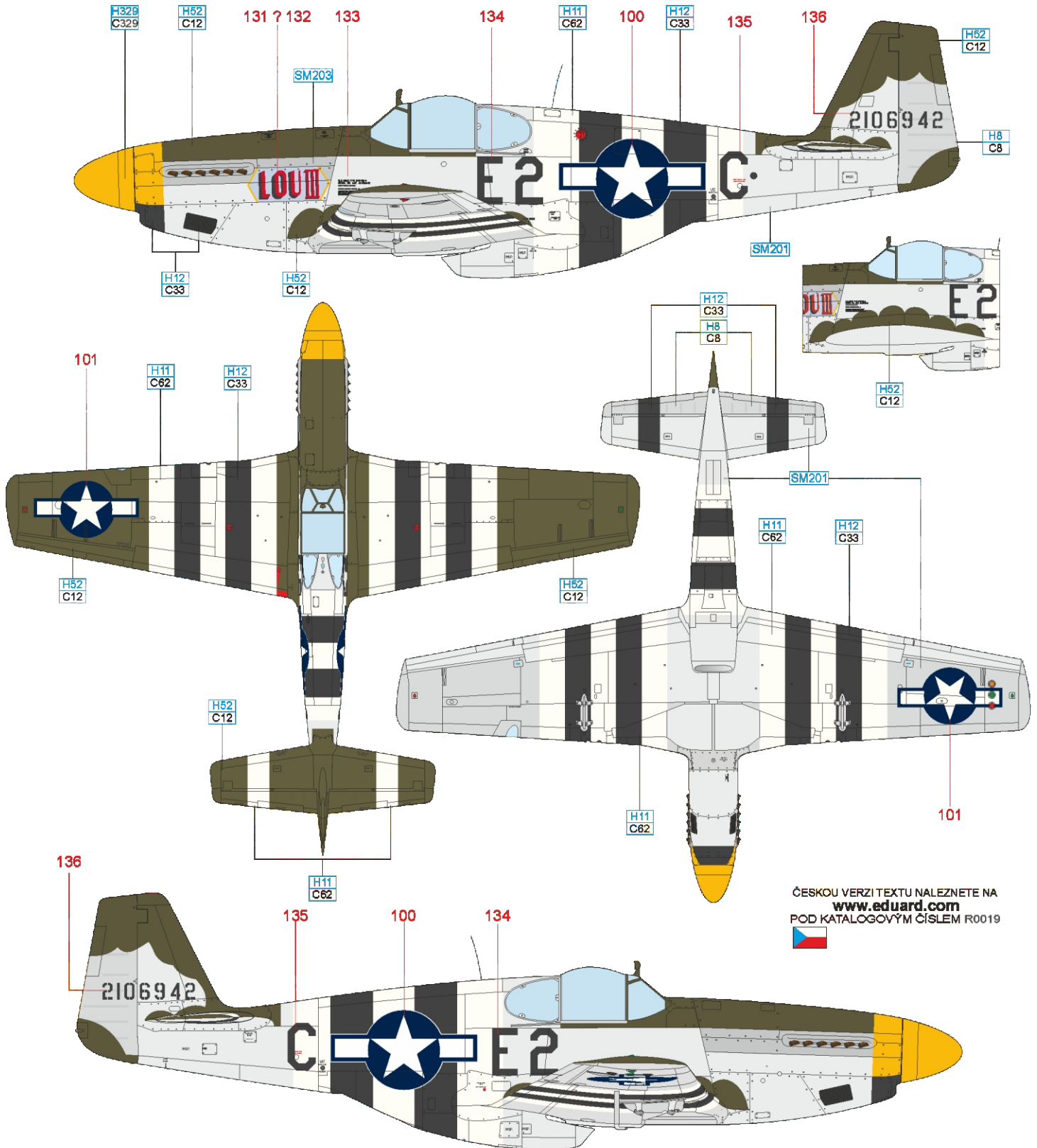


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| SILVER | H8
C8 | OLIVE DRAB | H52
C12 | YELLOW | H329
C329 | FLAT WHITE | H11
C62 | FLAT BLACK | H12
C33 | SUPER FINE SILVER 2 | SM201 | SUPER IRON 2 | SM203 |
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West Point graduate Thomas Christian decided to follow in his father's footsteps and enlisted in the Artillery. Here he achieved the rank of Second Lieutenant and soon changed his mind due to his interest in flying. He next attended the Texas Air Corps Flying School and then, in 1940, was appointed an instructor at Randolph Field. In March 1941, he joined the 19th BG in the Philippines and flew B-17s, and after the Japanese invasion he was transferred to Australia where he flew P-40s. While doing so he was shot down and presumed missing. However, with the help of the natives, he made it back. In 1942, he was assigned to the 67th Pursuit Squadron, where he flew the P-400 and was promoted to the rank of major. Back in the US, he joined the 361st FG as its first commander. It was the last group to be armed with Thunderbolts in the 8th AF. Cristian flew three aircraft in succession, all named Lou after his daughter. In March 1944, at the age of 28, he was promoted to Colonel and continued to fly combat missions until his last one on August 12, 1944. That day he was hit by anti-aircraft fire while attacking ground targets and was killed in a crash.



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SILVER	H8 C8	OLIVE DRAB	H52 C12	YELLOW	H328 C328	FLAT WHITE	H11 C62	FLAT BLACK	H12 C33	SUPER FINE SILVER 2	SM201	SUPER IRON 2	SM203
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