

P-51D-5 Mustang™

eduard

1/48 SCALE PLASTIC KIT

ProfiPACK #82101 edition



Produced under license.
Boeing, P-51 Mustang
their distinctive logos,
product markings and
trade dress are trademarks
of The Boeing Company.



INTRO

The P-51 Mustang is one of the best and also the most famous fighters of all the time and although American airplane, it owes a lot to the Great Britain for its genesis.

It was in 1940, when British Buying Comitee, led by Sir Henry Self, approached North American Aviation (NAA) company with request to built the Curtiss P-40s for the RAF, as the Curtiss had no production capacity to do so. But NAA president James Kindelberger offered Britons developement of much better plane instead. Britons agreed and the design team led by chief designer Edward Schmued, who was German born Austrian, started to work. The preliminary design was approved on May 4th, 1940, final assembly and engine instalation began on September 9th (just 127 days after approval) and the first flight of the NA-73X prototype followed on October 26th.

Innovative fighter

The Allison V-12 liquid cooled in-line engine rated at 1,100 HP was choosen for the new fighter and the designers did their best to create narrow and sleek fuselage to lower the drag. For the same reason they decided to use an inovative laminar flow airfoil, which lowers the drag, but, on the other hand, requires 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 behind the wing. 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 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 (3597 m) because of gear-driven 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, 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 Britain to fit the Mustang with the turbocharged Merlin engine. The trials of the Mustang X prototype found the level speed was 433 mph (697 km/h) at 22,000 ft (6700 m), 100 mph (161 km/h) faster than Mustang Mk.I. As there was no Merlin production capacity for Mustangs in UK, the Packard company, already building the Merlins under license in USA, was approached and the NAA team started to design its own Merlin powered Mustang. The Merlin engine needed inlet for the intercooler radiator and carburettor, and Mustang X had one large nose chin for both. NAA designers left only small nose duct for carburetter and moved the intercooler radiator to the increased duct under the fuselage. For even more range, 85 gallon fuselage tank was installed behind the pilot's seat. The fuselage guns were deleted.

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. Thanks to the long range and high altitude performance, the P-51B/C were tasked with the escorts to the daylight bombing missions with great success. 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 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 accomodate 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 (production blocks with -NA suffix) and Dallas (-NT) plants. Due to the short supply of the Hamilton Standard propellers used on Merlin powered P-51s, the Dallas Factory was also fitting their Mustangs with Aeroproduct one, the varinat being designated 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 19th, 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 succesfull 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. Urban L. Drew (6 kills) recorded the only double-kill by a piston-engined aircraft over a jet aircraft, when he shot down two Me 262s with his P-51D-10NA "Detroit Miss" near Achmer on October 7th, 1944.

The kit: P-51D-5NA

The D-5 was the first production batch apart of the -1NA (100 unassembled Mustangs shipped for Australia). There were 800 P-51D-5NA produced at Inglewood and the Dallas plant added 200 of P-51D-5NT. The 5 series was the only to retain the shape of the vertical fin from P-51B/C. But as the lowered fuselage behind the bubble canopy reduced the rearside surface area, the directional stability of P-51D suffered. Due to that, starting with the P-51D-10 series, the dorsal fin was added to the stabilizer to remedy the problem and the field conversion kit was distributed to the units already using P-51D-5s. This kit represents the D-5 variant in original state.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

OPTIONAL
VOLBABEND
OHNOUTSAND
BROUSITOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE

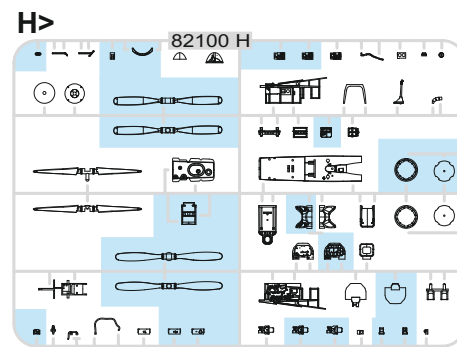
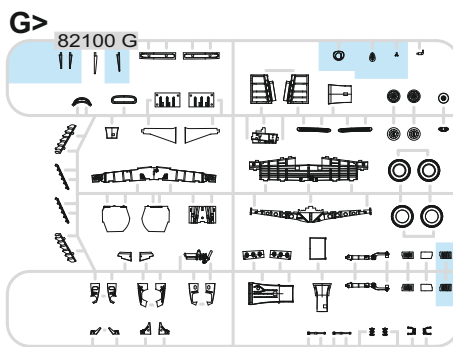
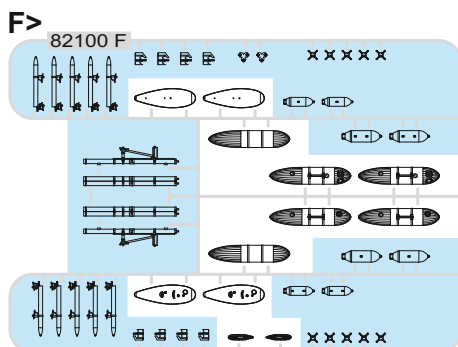
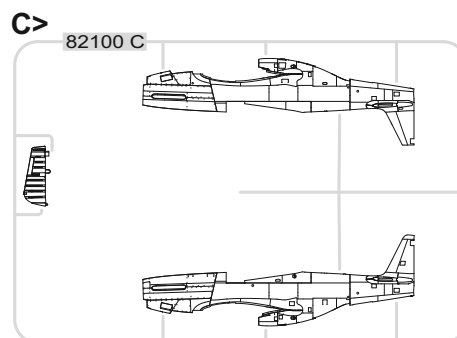
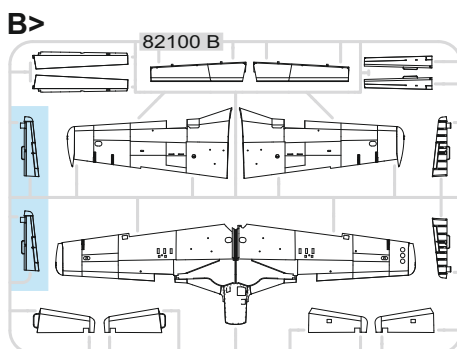
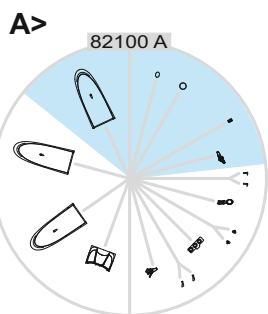


PIÈCES

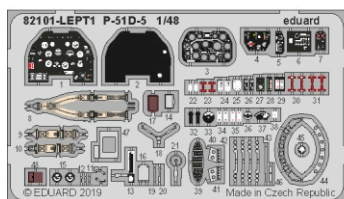
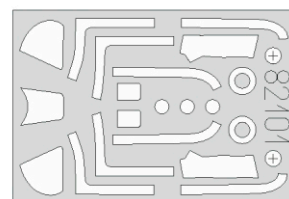


部品

PLASTIC PARTS



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

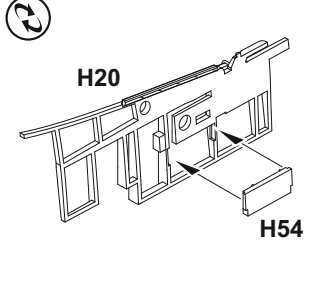
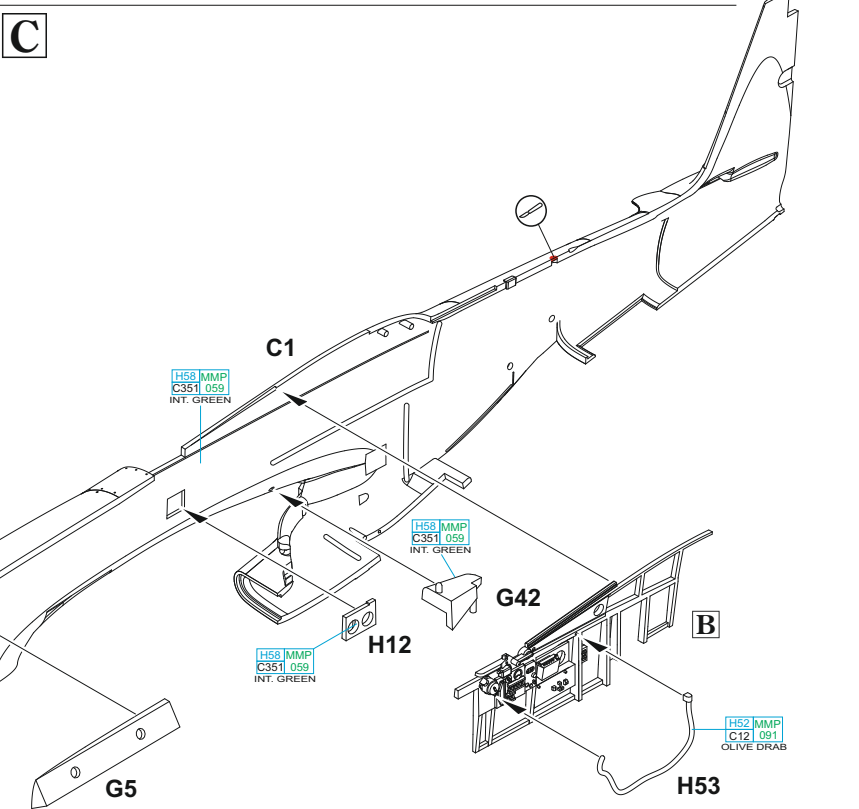
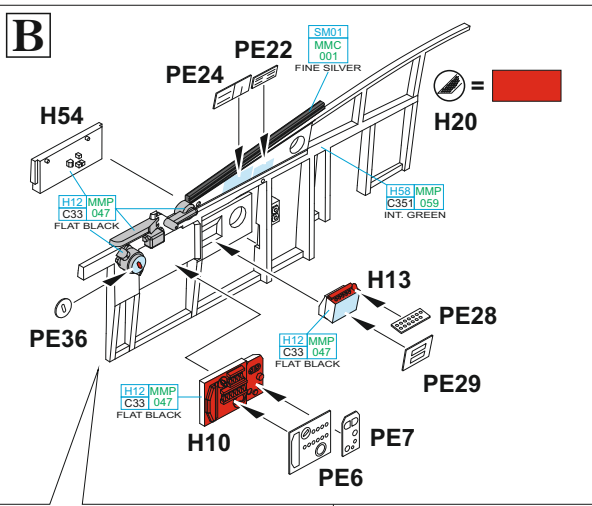
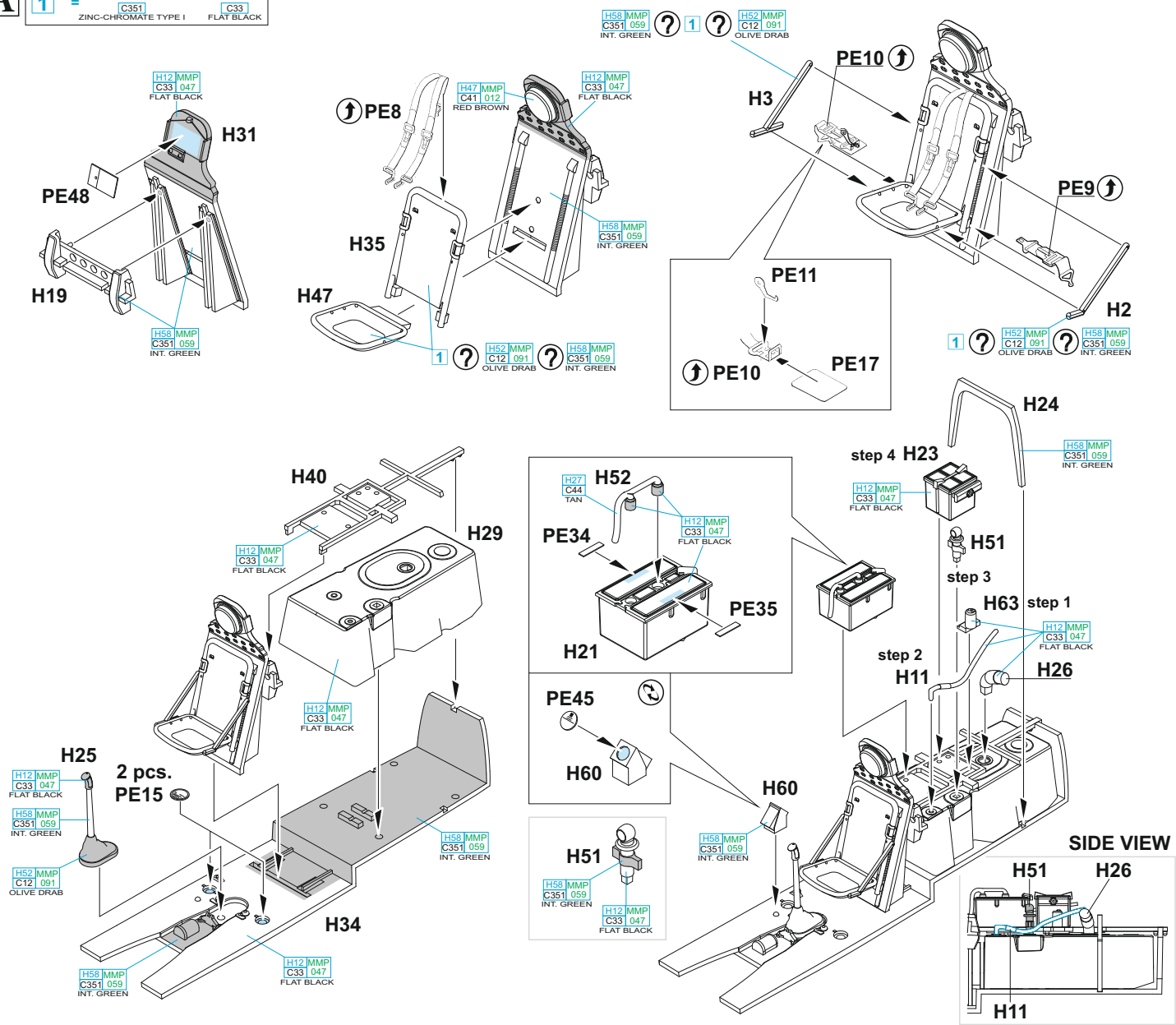


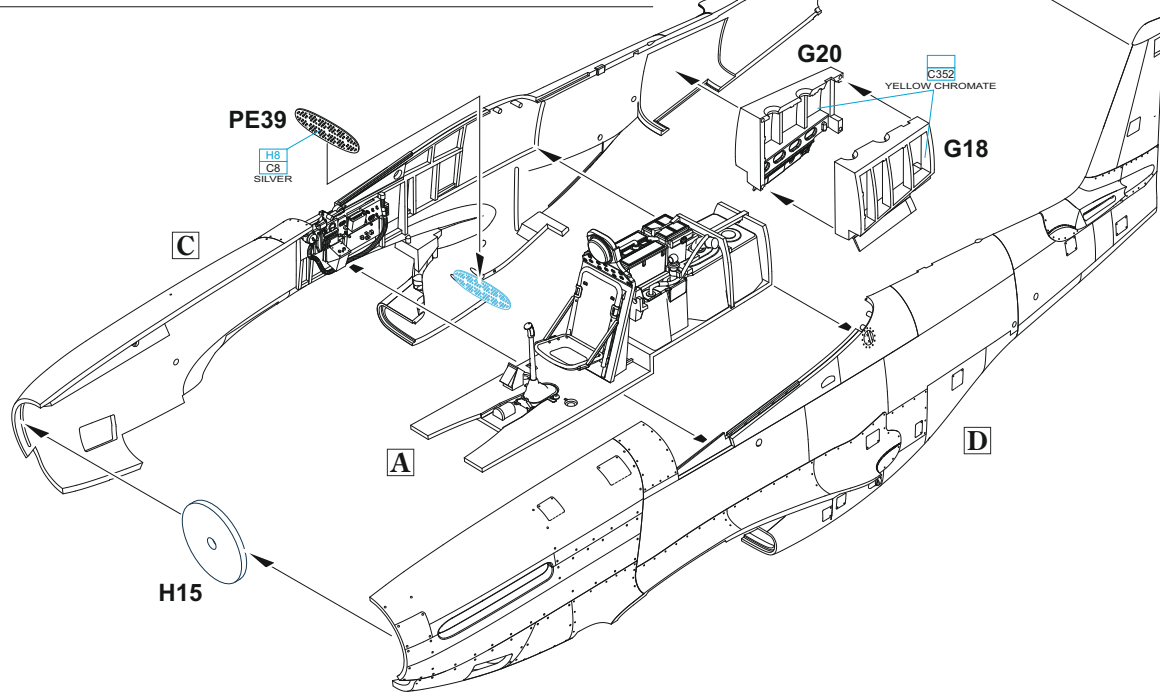
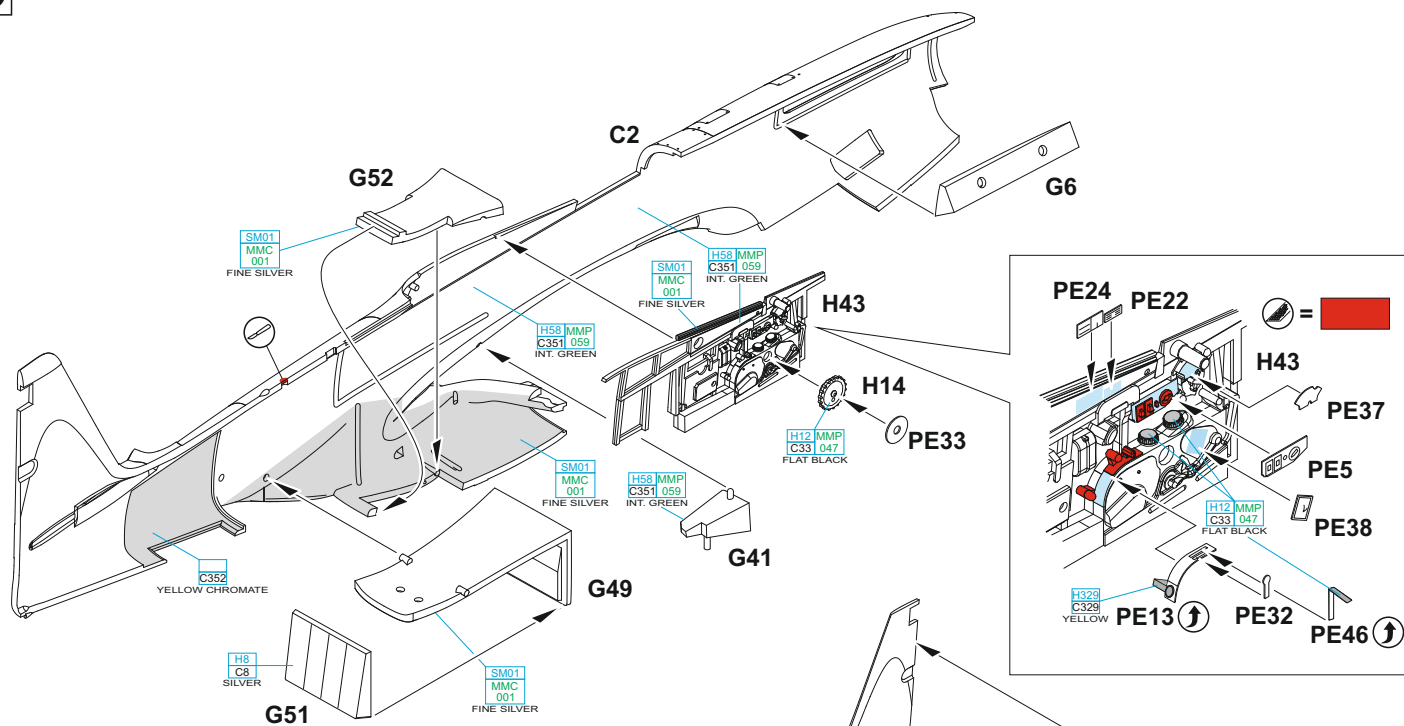
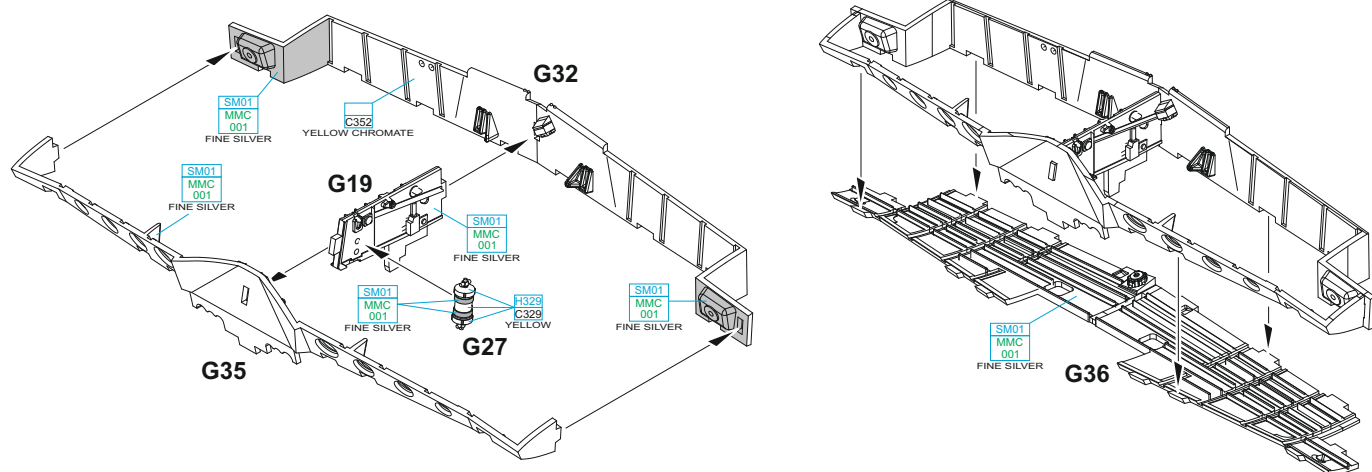
色

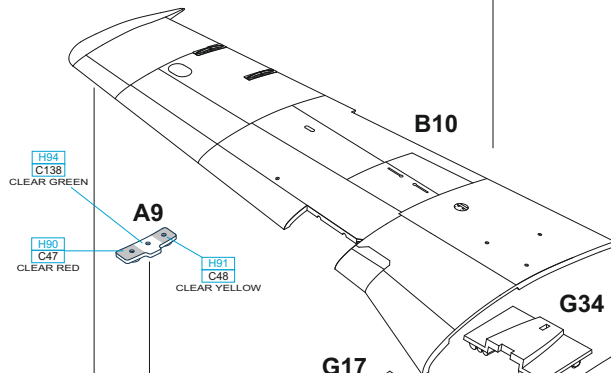
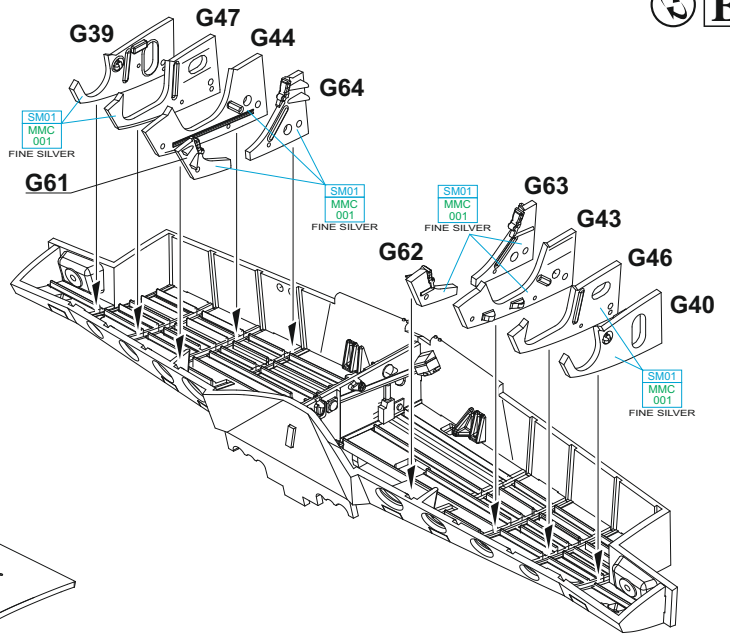
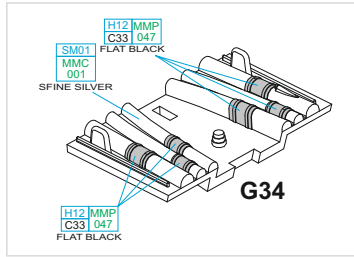
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H1	C1	MMP-001	WHITE
H8	C8		SILVER
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H15	C65		BRIGHT BLUE
H27	C44		TAN
H37	C43		WOOD BROWN
H47	C41	MMP-012	RED BROWN
H52	C12	MMP-091	OLIVE DRAB
H53	C13		NEUTRAL GRAY
H58	C351	MMP-059	INTERIOR GREEN
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H91	C48		CLEAR YELLOW
H94	C138		CLEAR GREEN
H327	C327	MMP-101	RED
H329	C329		YELLOW
H330	C361	MMP-077	GREEN
H335	C363	MMP-094	MEDIUM SEA GRAY
H422	C122	MMP-053	GREEN
	C352		YELLOW CHROMATE
Mr.METAL COLOR		METALLICS	
	MC214	MMM-001	DARK IRON
Mr.COLOR SUPER METALLIC		METALLICS	
	SM01/SM206	MMC-001	SUPER FINE SILVER
	SM03/SM203		SUPER IRON

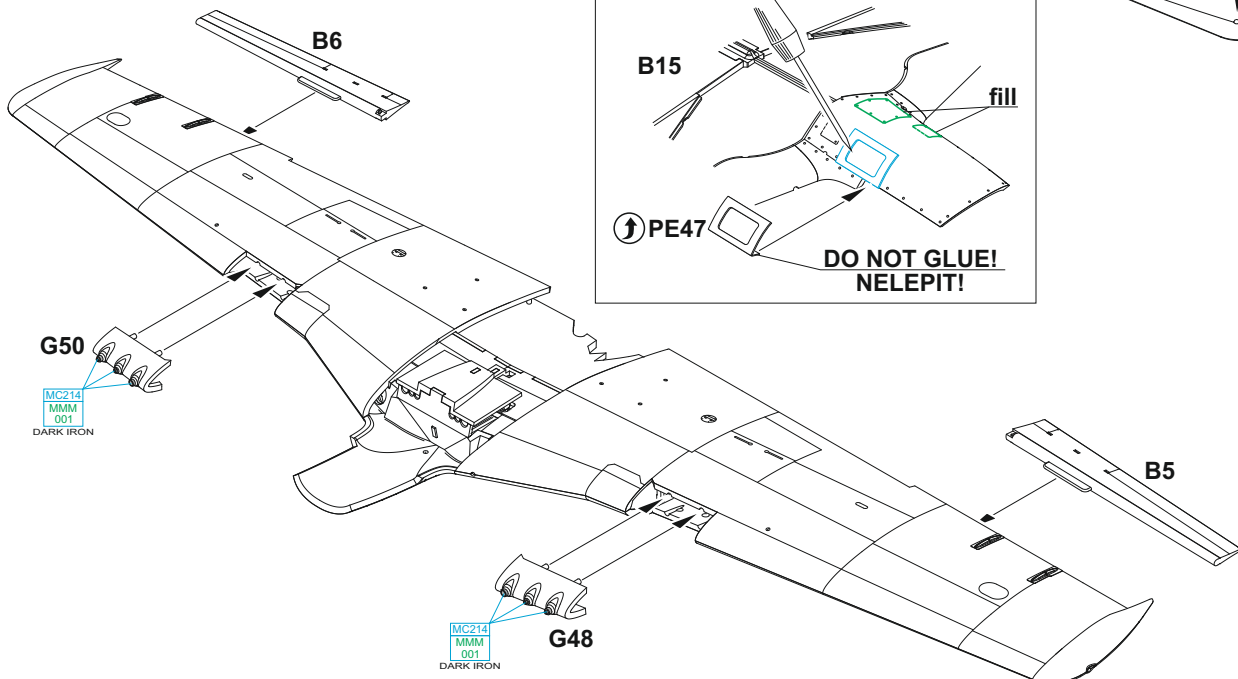
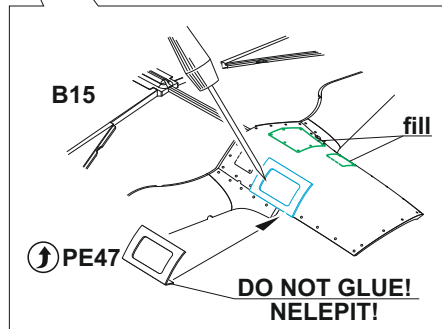
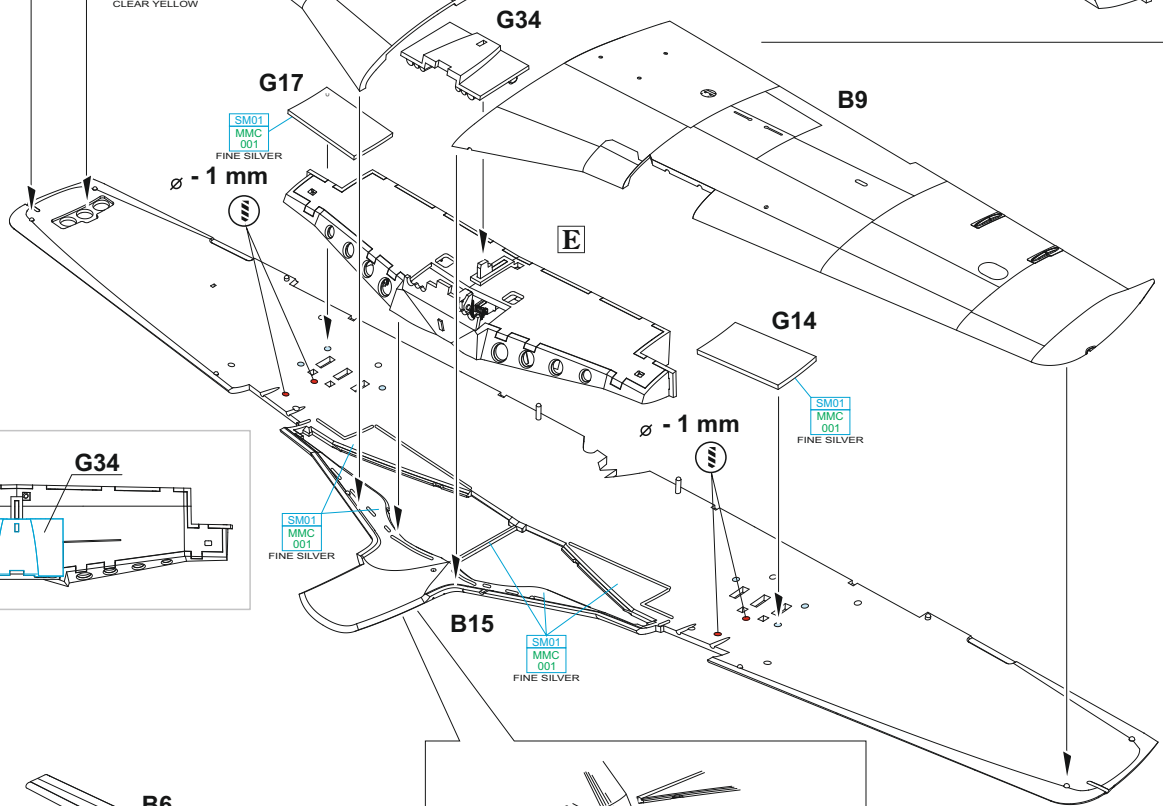
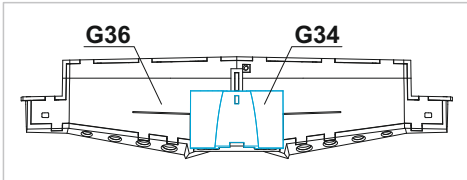
A 1 = 90% + 10%
 [C351] ZINC-CHROMATE TYPE I [C33] FLAT BLACK

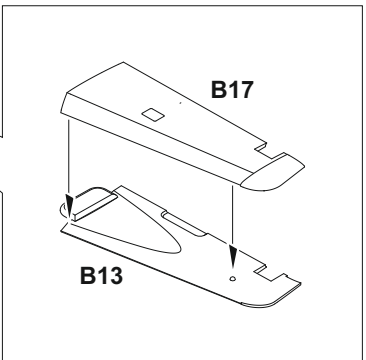
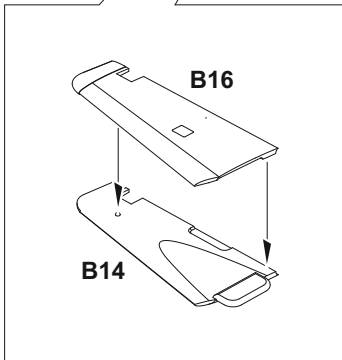
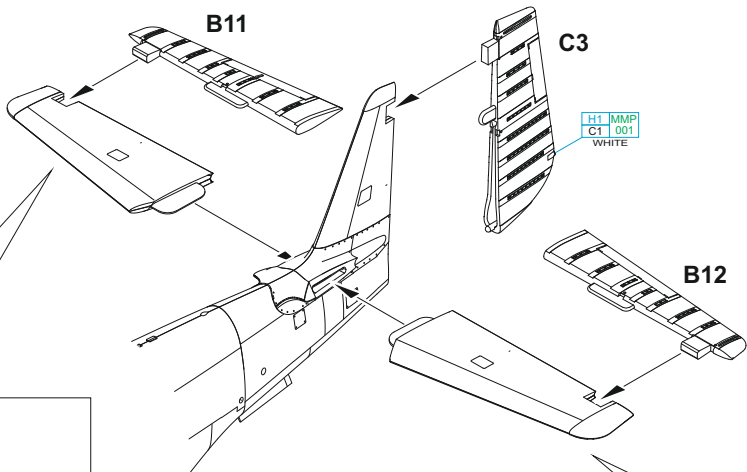
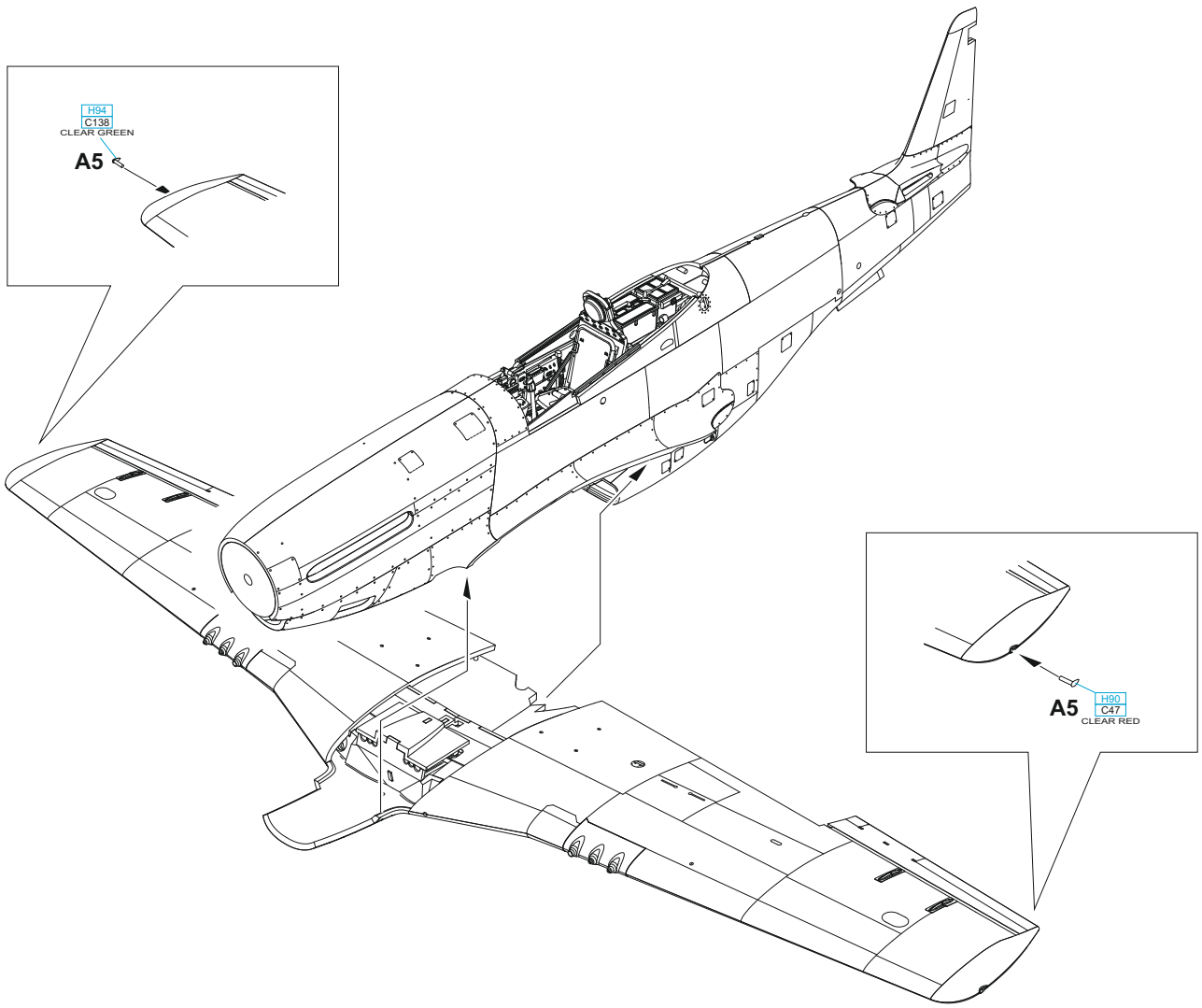


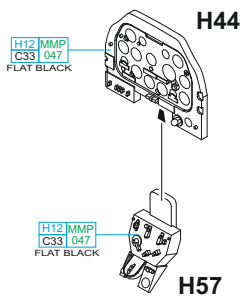
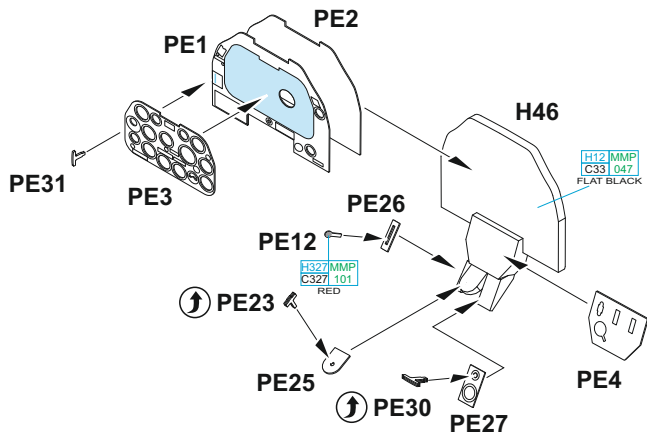
D**E**



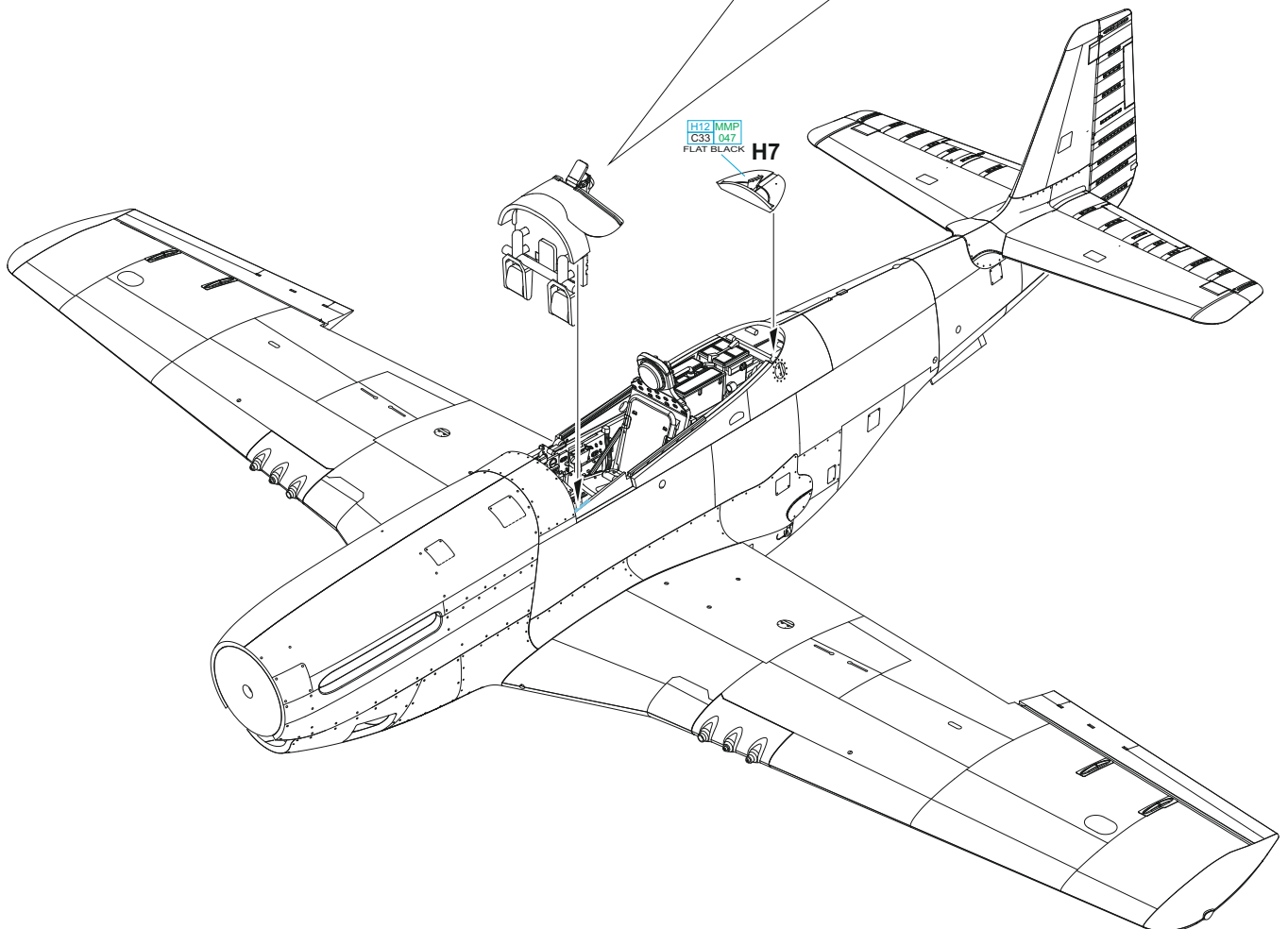
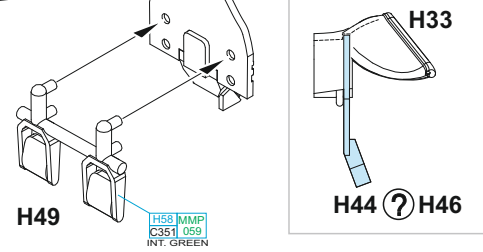
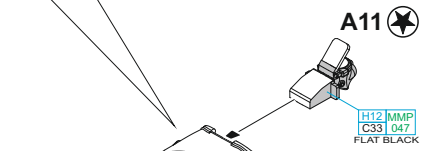
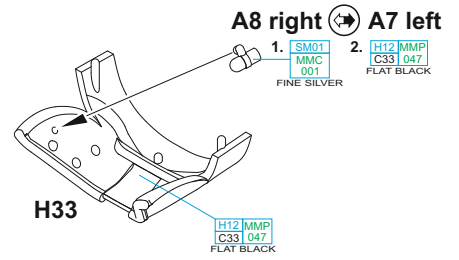
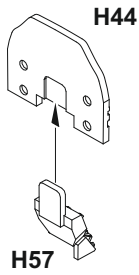
UPPER VIEW

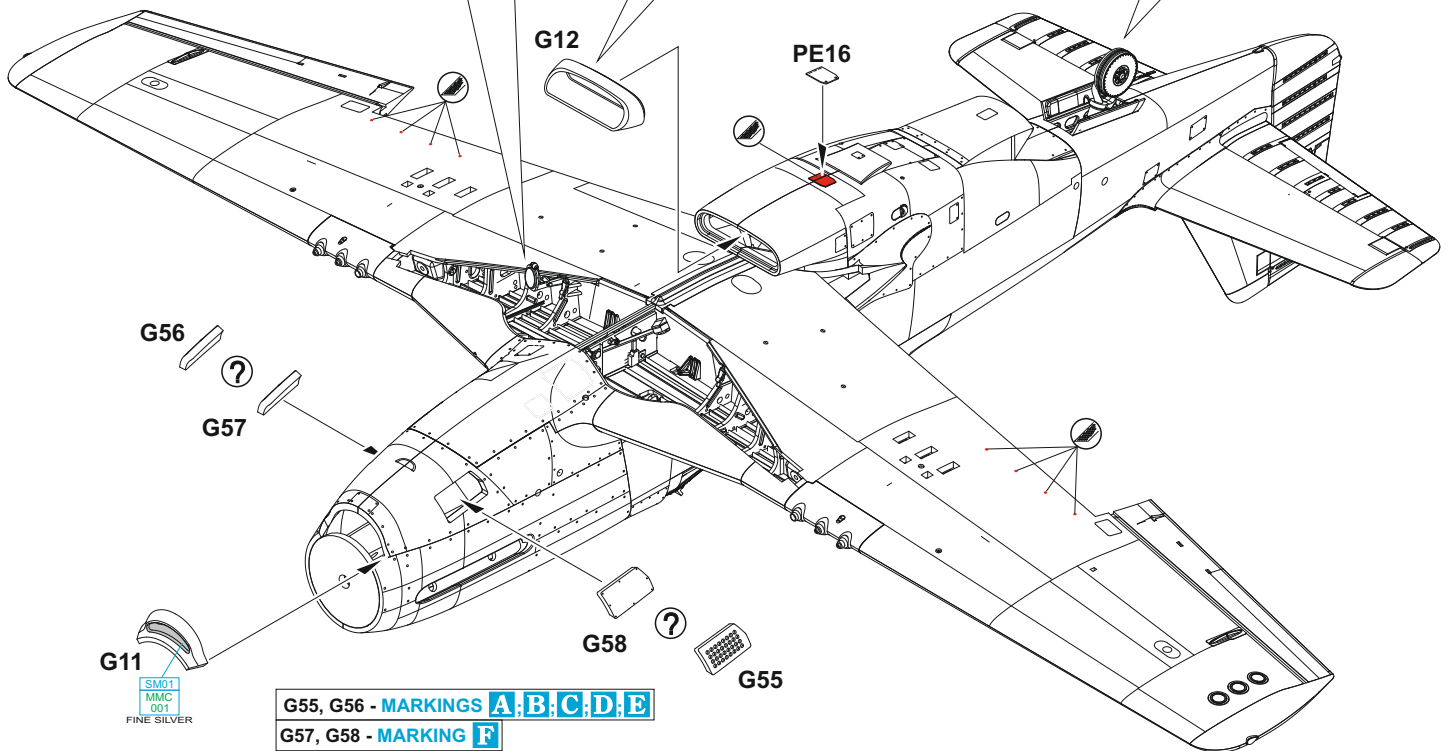
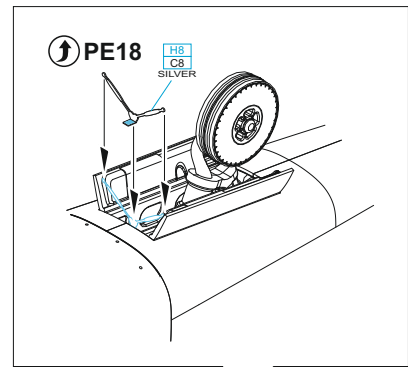
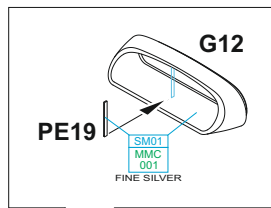
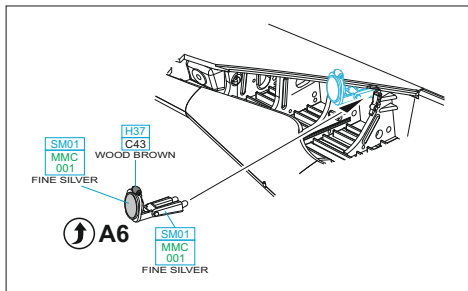
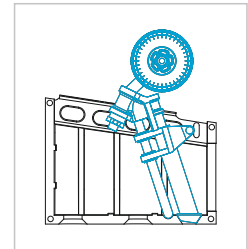
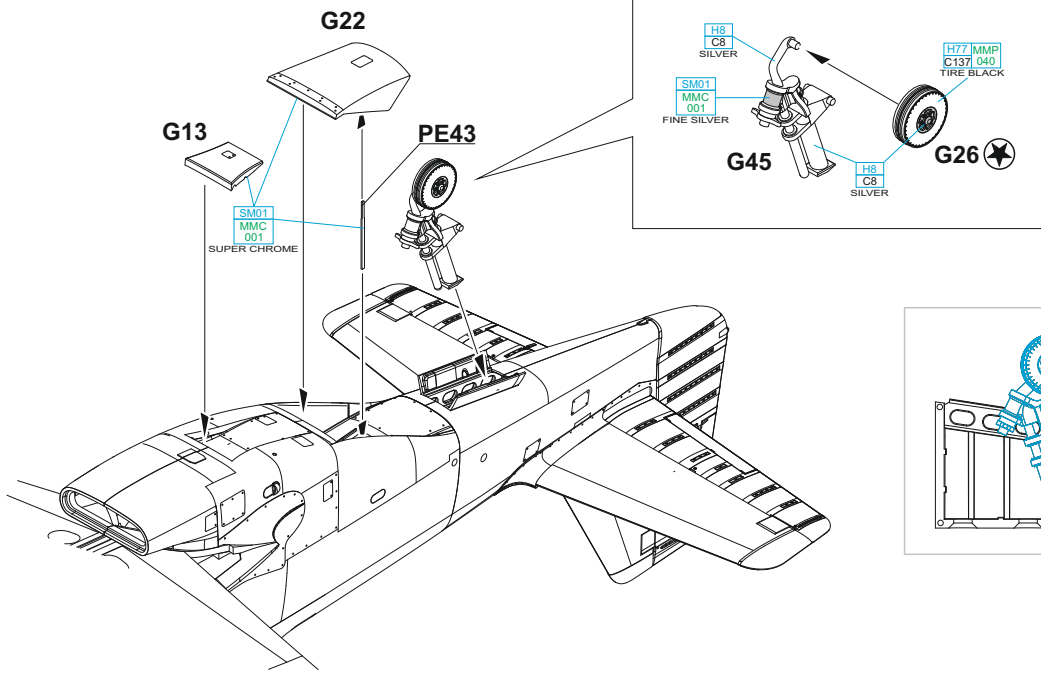




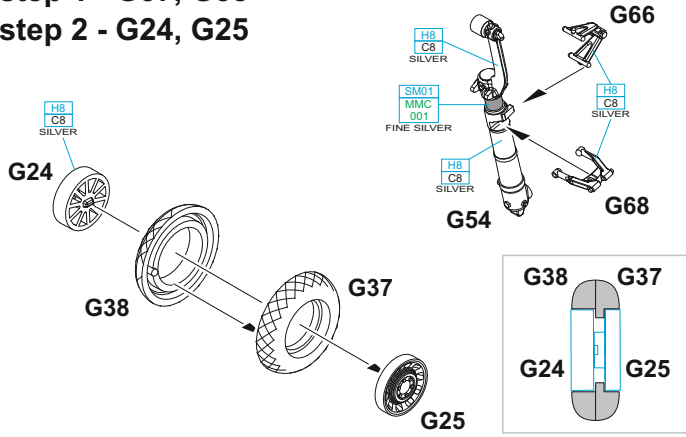


OPTIONAL:
decal 61, 62,
63, 64, 65

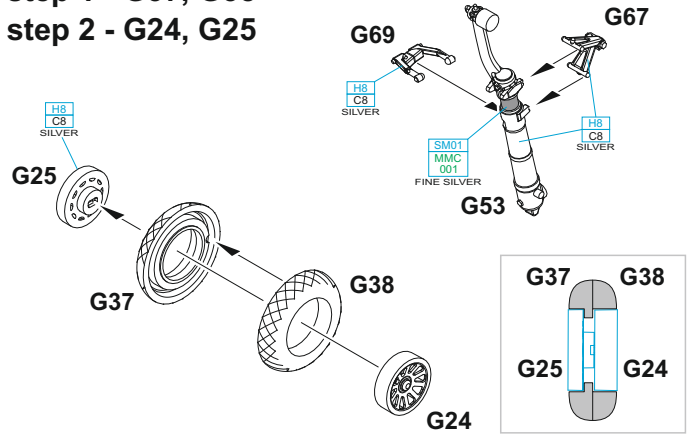




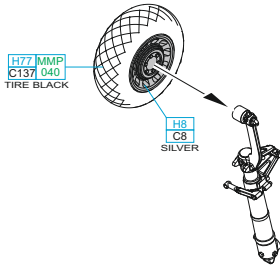
step 1 - G37, G38
step 2 - G24, G25



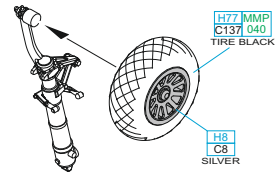
step 1 - G37, G38
step 2 - G24, G25



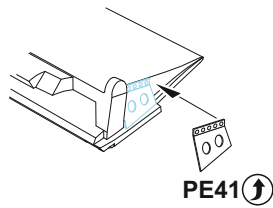
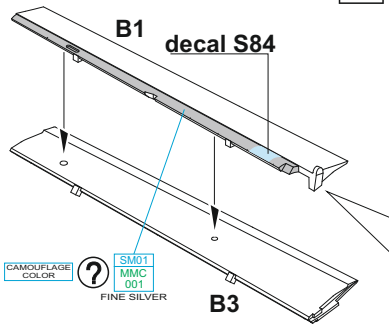
F



G

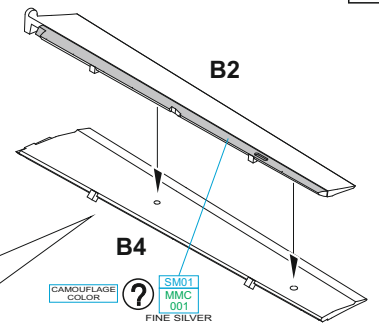
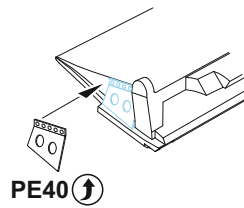


H

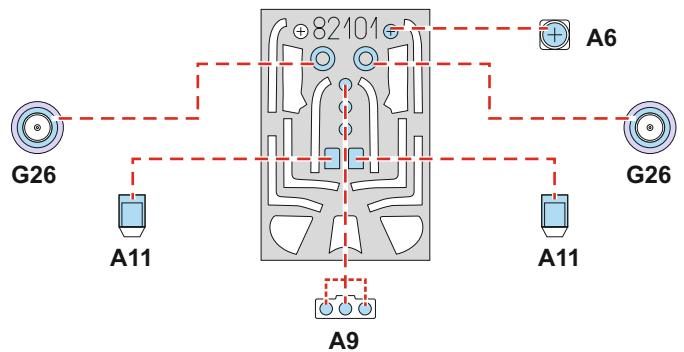
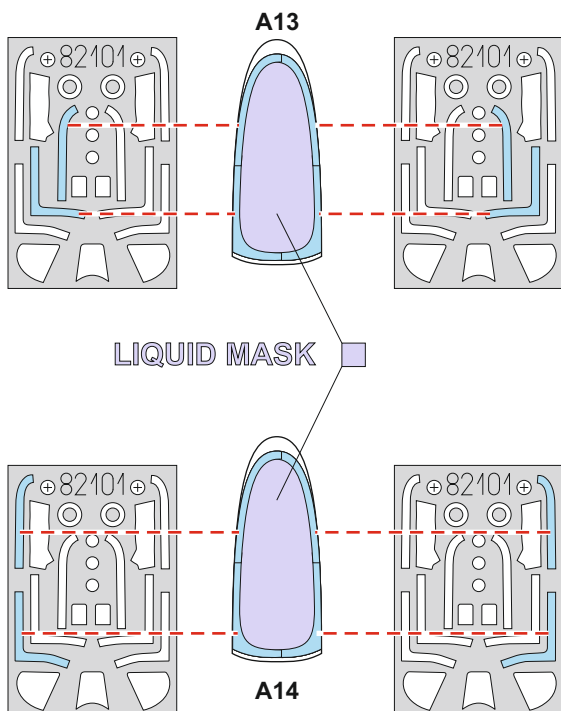


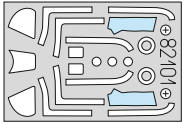
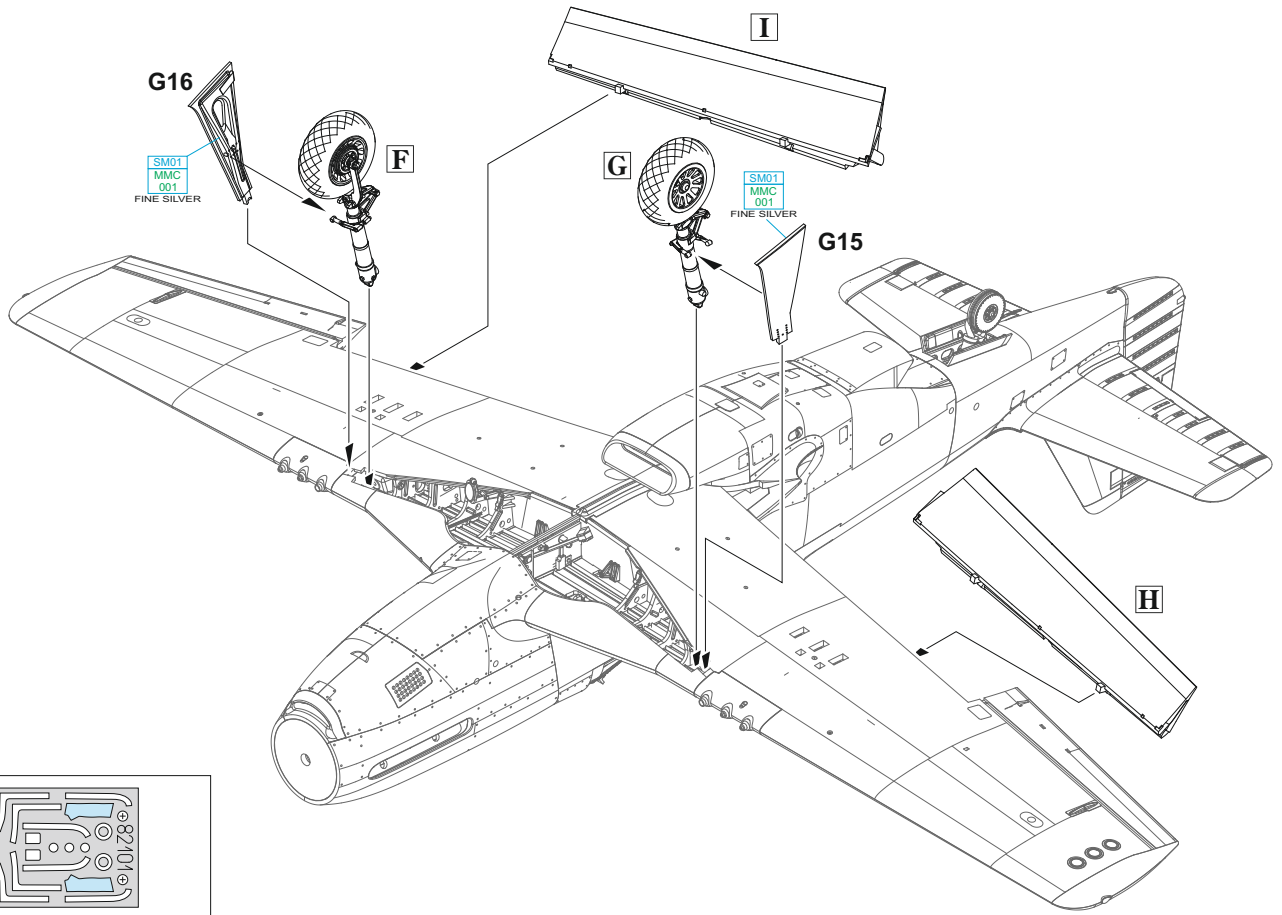
CAMOUFLAGE COLOR - MARKING A ONLY

I

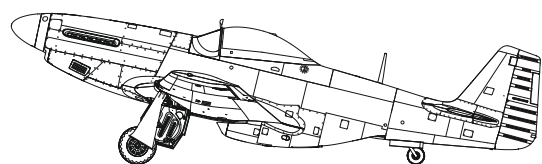
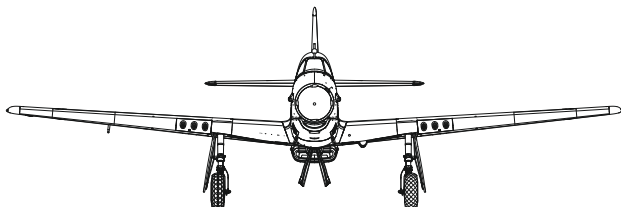
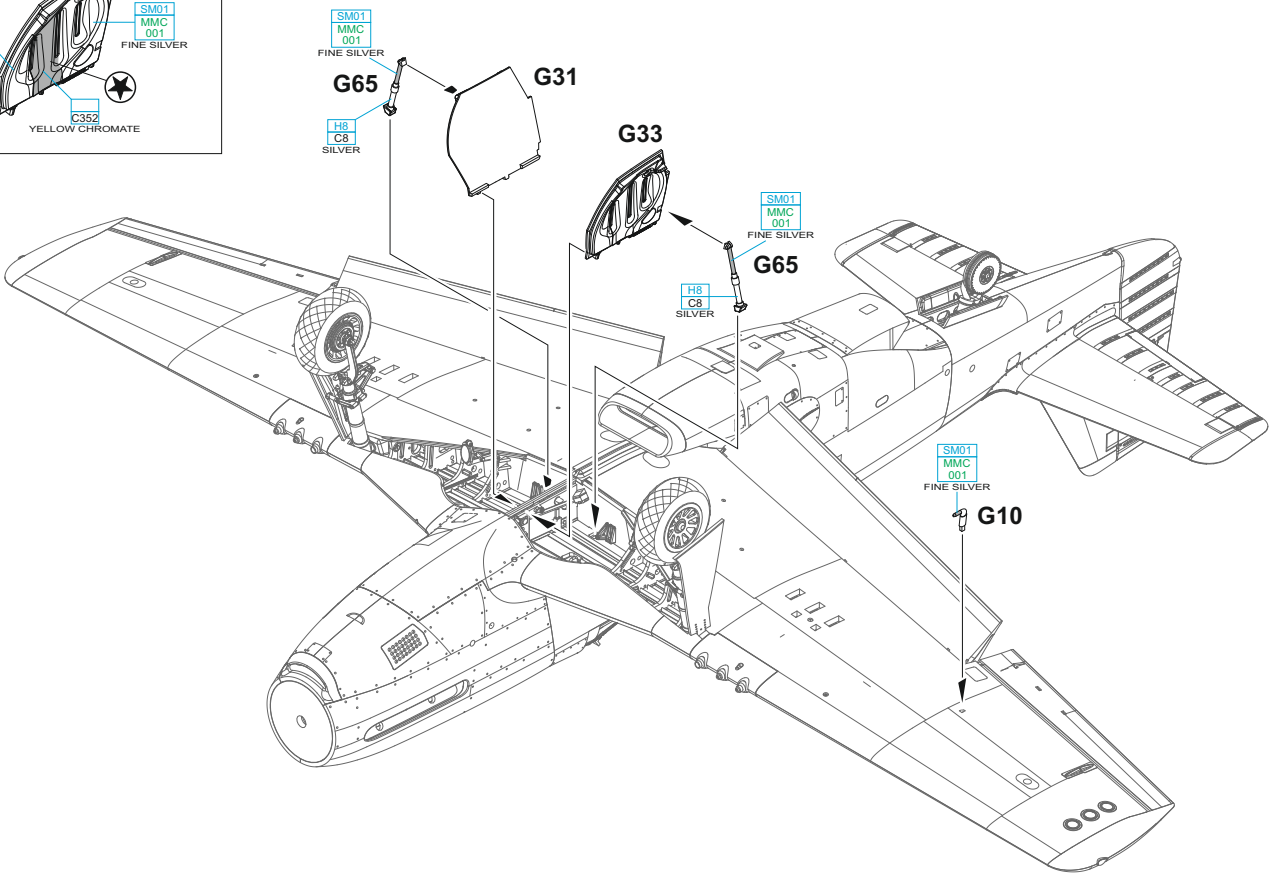
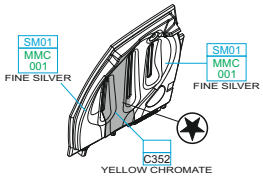


CAMOUFLAGE COLOR - MARKING A ONLY





G33 → G31



J

MARKINGS **A;C;D;E;F**

MC214
MMM
001
DARK IRON

G29

G21

?

MARKING **B**

MC214
MMM
001
DARK IRON

G28

K

MARKINGS **A;C;D;E;F**

G23

G29

MC214
MMM
001
DARK IRON

?

MARKING **B**

G30

MC214
MMM
001
DARK IRON

L

H16

H37

H28

H39

H27

M

PE44

H6

H12 MMP
C33 047
FLAT BLACK

H12 MMP
C33 047
FLAT BLACK

A13 - MARKINGS **A;B;D;E;F**

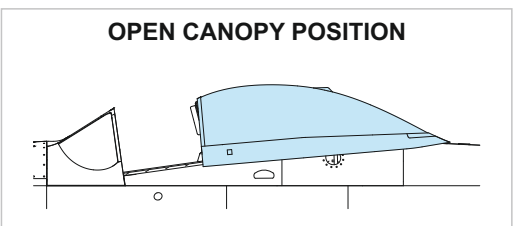
A14 - MARKING **C**

A13 ? A14 *

N

H12 MMP
C33 047
FLAT BLACK

PE21



A10 - MARKING **B** ONLY

A10

M

G3

A12 *

PE20

H12 MMP
C33 047
FLAT BLACK

H12 MMP
C33 047
FLAT BLACK

N

J

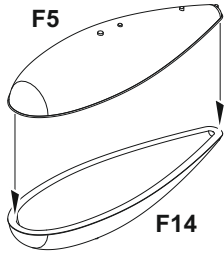
?

L

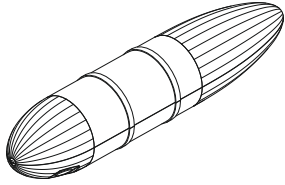
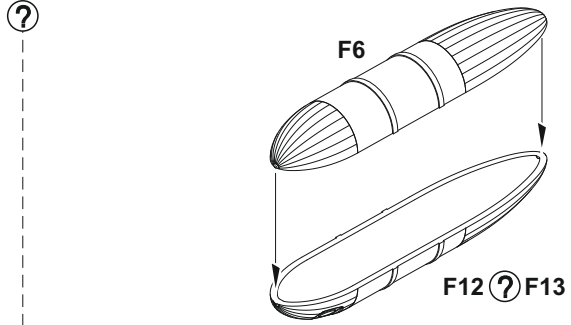
K

?

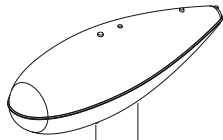
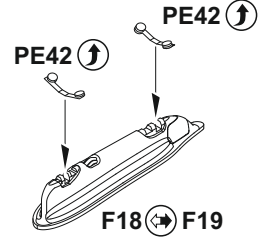
2 pcs.



2 pcs.

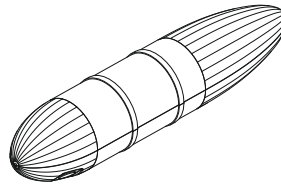


?



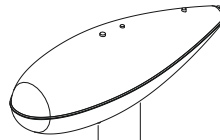
F18

H12 MMP C33 047 FLAT BLACK ? H8 C8 SILVER



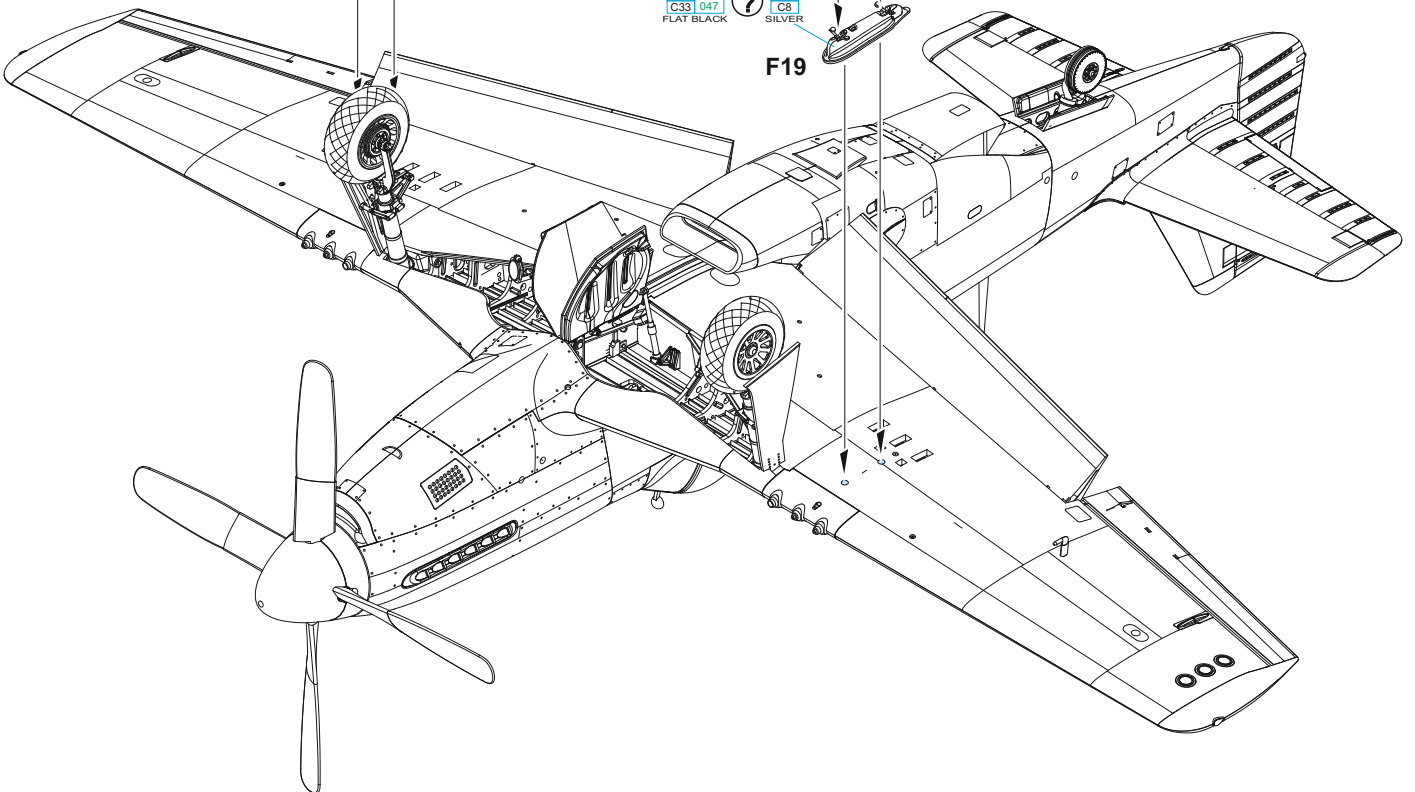
?

H12 MMP C33 047 - MARKINGS A; F ONLY FLAT BLACK



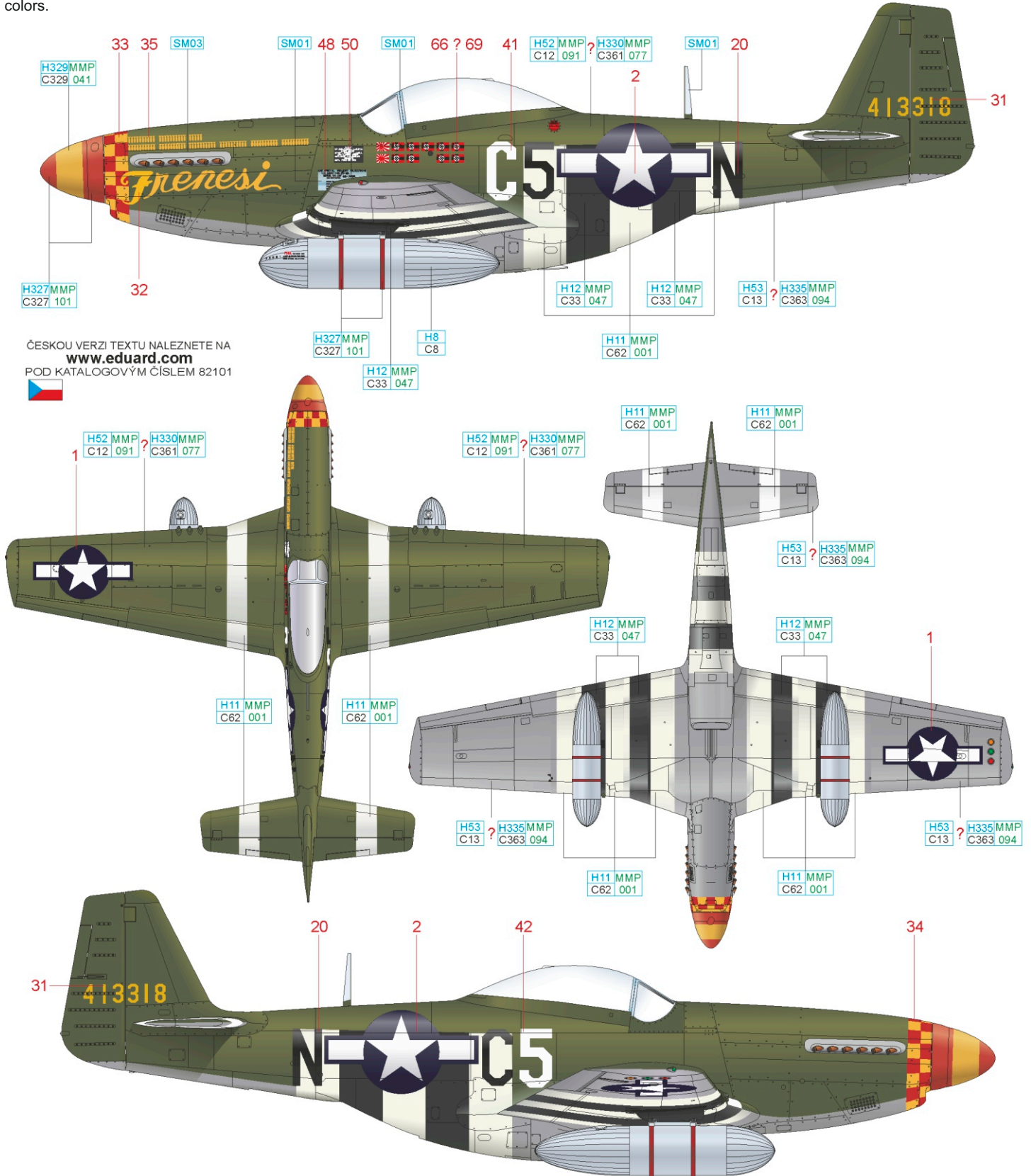
F19

H12 MMP C33 047 FLAT BLACK ? H8 C8 SILVER



A s/n 44-13318, flown by Lt. Col. Thomas L. Hayes Jr., CO of 364th FS, 357th FG, 8th AF, Leiston, United Kingdom, August 1944

Thomas L. Hayes was born on March 31st, 1917 in Portland, Oregon and after studying at the Oregon State College he enlisted in the USAF. After the training he was assigned to 35th PG with which he was flying P-40 defending Java against Japanese forces. Having been wounded in combat with 3rd Kokutai Zeros on February 20th, 1942, he was dispatched to New Guinea where he was assigned to 41st PS flying Airacobras. In the fall of 1942 Thomas Hayes was sent back to the USA where, in May 1943, he was assigned to 357th FG with which he completed the advanced training. Already in command of 364th FS he was sent to Great Britain where he flew combat missions until August 11th, 1944 after which date, he was sent back to the United States. During the World War II he was credited with 8.5 aerial kills. After the World War II he remained in the service with the USAF and retired in February 1970 with the rank of Brigadier General. Lt. Col. Hayes' aircraft carried on the nose port side the inscription *Frenesi* according to then popular song *Free 'n Easy*. Number of missions was recorded in the form of 85 little bombs painted above the exhaust stacks. It remains unclear which camouflage paints were used on the 357th FG aircraft. Some veterans speak of the British colors Dark Green and Medium Sea Gray, surviving color photographs are supporting the American colors, Olive Drab and Neutral Grey theory. Nose of the 357th FG aircraft was decorated with yellow-red checkerboard, propeller spinner was painted in the same colors.



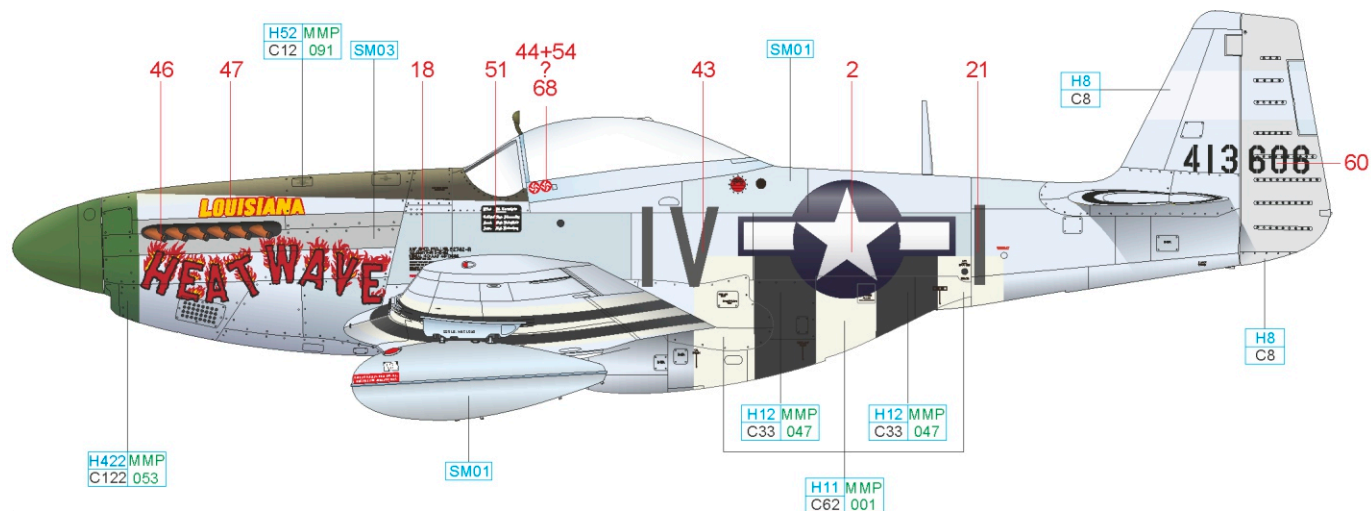
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
POD KATALOGOVÝM ČÍSLEM 82101



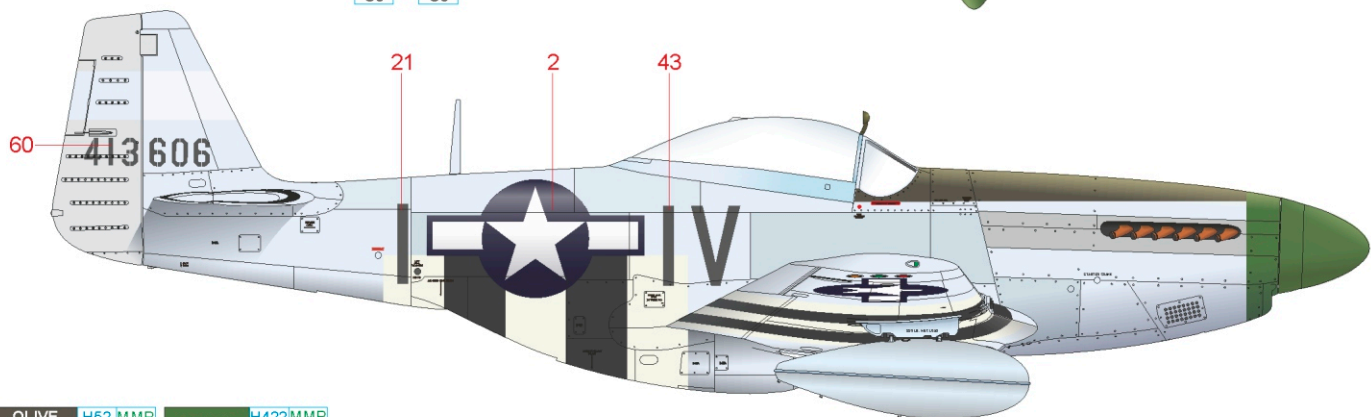
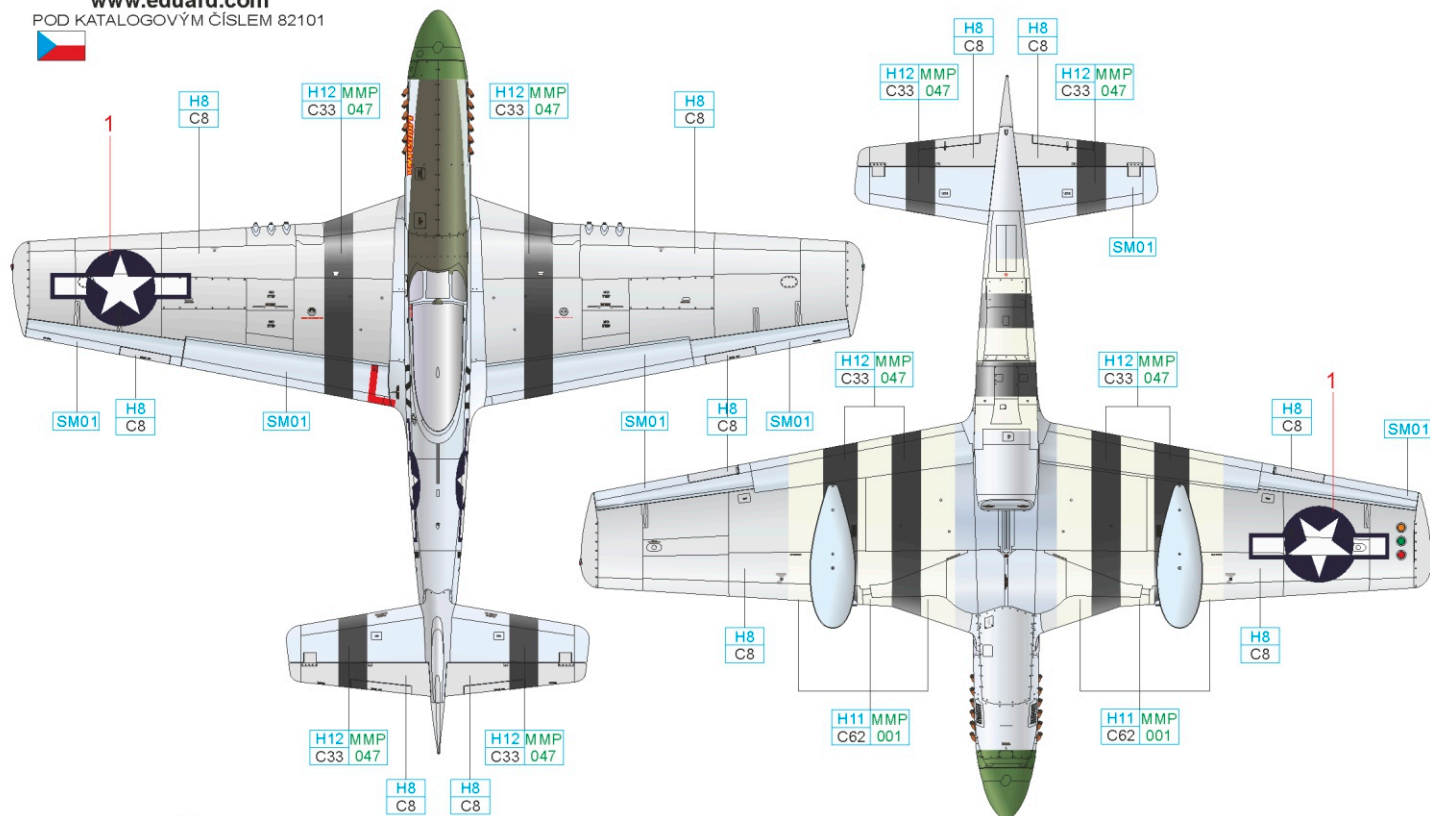
OLIVE DRAB	H52 MMP C12 091	NEUTRAL GRAY	H53 C13	SILVER	H8 C8	SUPER FINE SILVER	SM01	SUPER IRON	SM03		
YELLOW	H329MMP C329 041	RED	H327MMP C327 101	BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001	GREEN	H330MMP C361 077	MEDIUM SEA GRAY	H335MMP C363 094

B s/n 44-13606, flown by Capt. Claude J. Crenshaw, 369th FS, 359th FG, 8th AF, East Wretham, United Kingdom, September 1944

Twenty-four years old native of Monroe in Louisiana, Claude James Crenshaw, joined the ranks of the Army Air Corps in December 1942. After the training his was assigned to 359th FG based in East Wretham in Great Britain. After he completed the nine months long tour of duty, during which he shot down seven enemy airplanes, he was ordered back to the United States where he was flying as an instructor. He also flew combat in Korea and Vietnam retiring in 1965 with the rank of Lieutenant Colonel. The aircraft flew in the original factory finish. The nose painted green was 359th FG marking, the plane's so-called invasion stripes on the fuselage and wings were deleted as well as the black stripe painted on the vertical tail surface and the rudder.

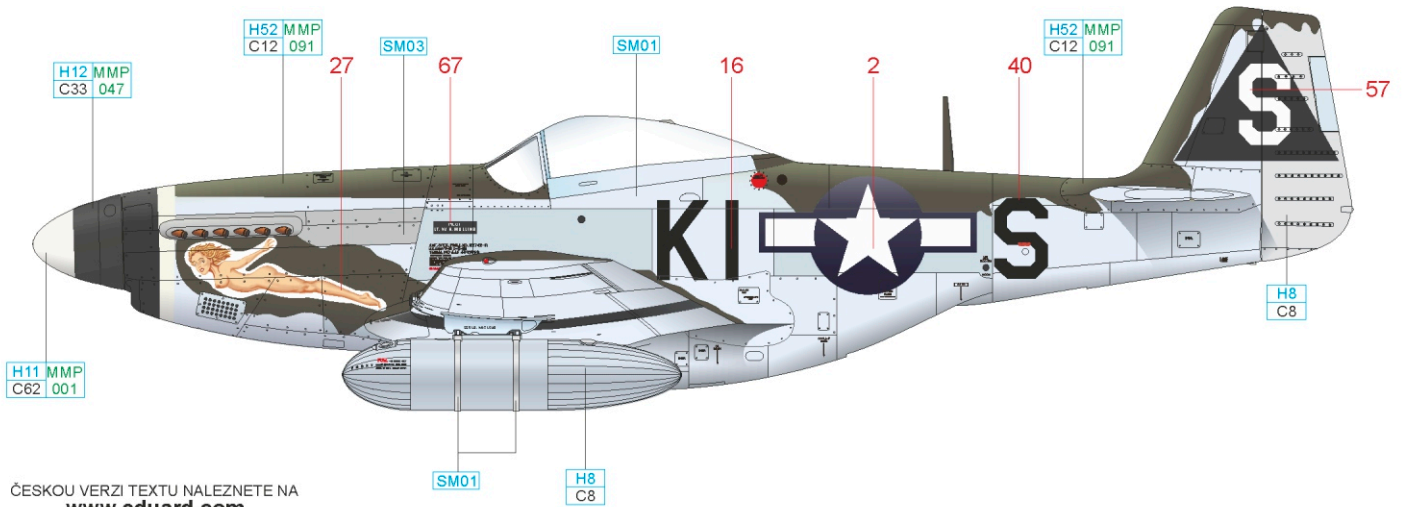


ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82101

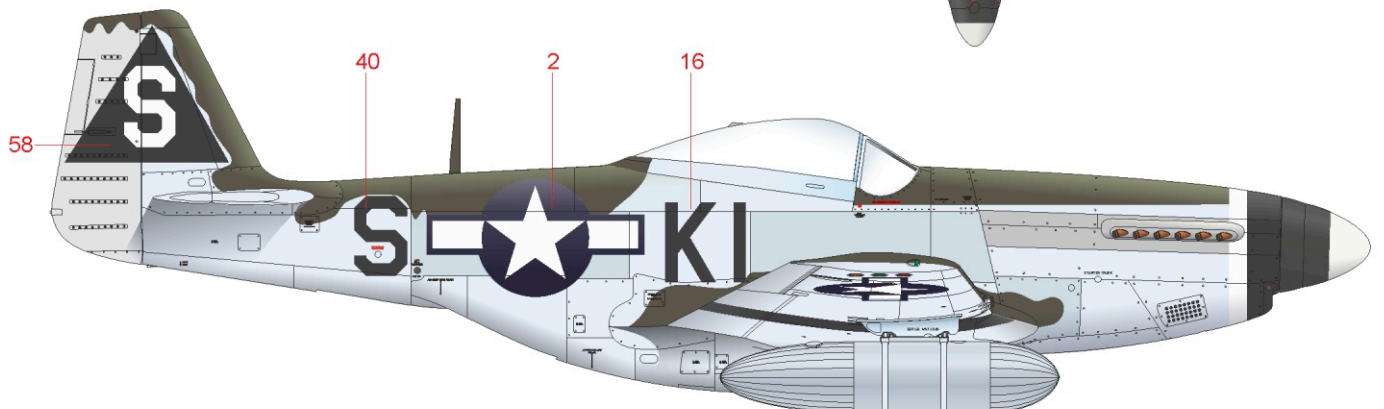
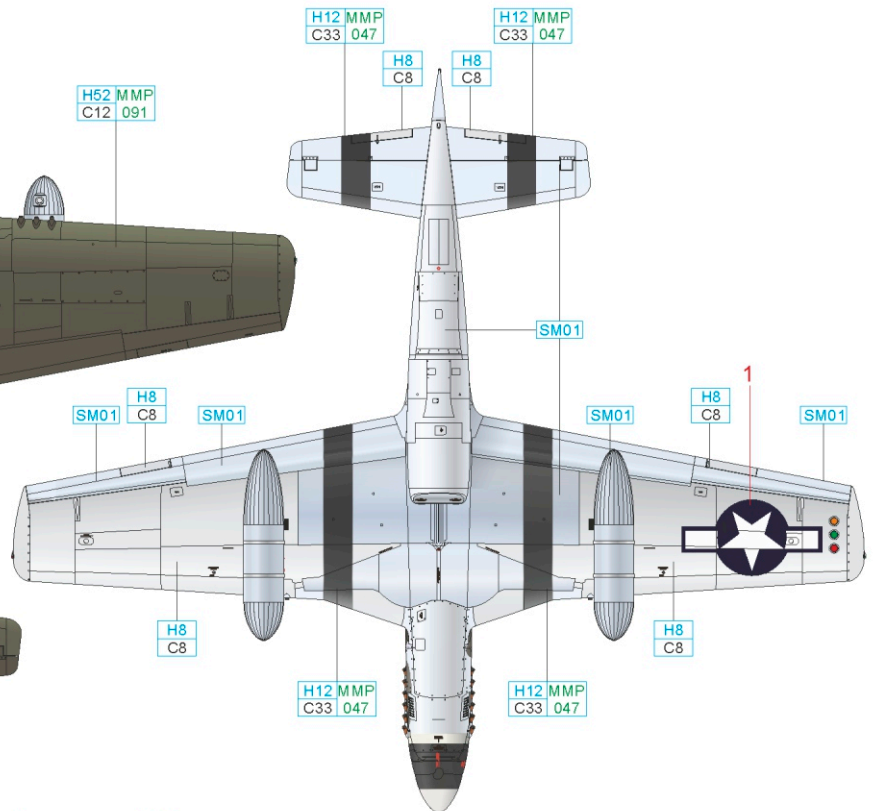
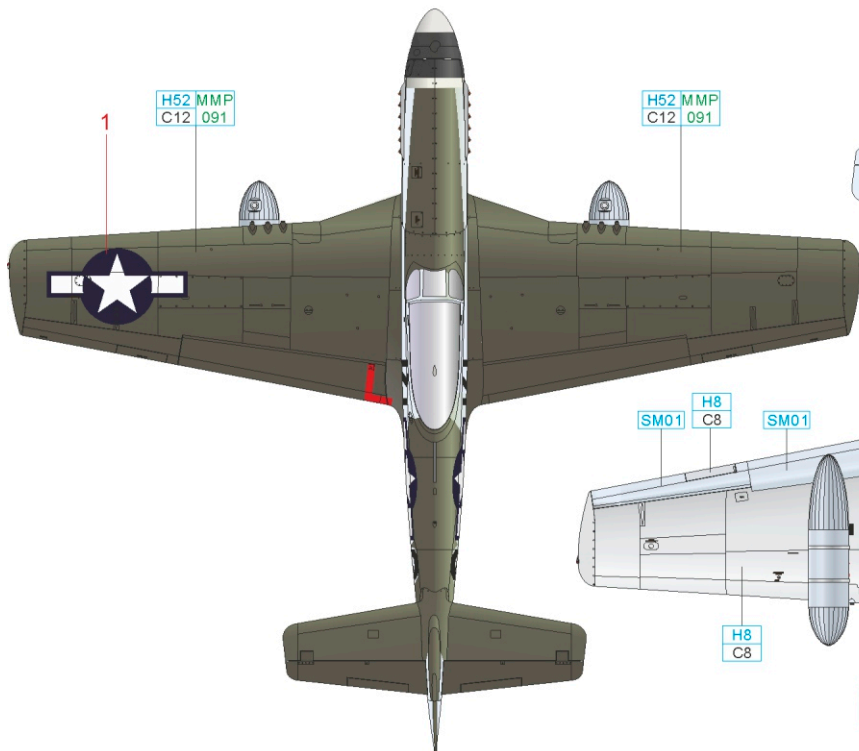


OLIVE DRAB	H52 MMP C12 091	GREEN	H422 MMP C122 053
BLACK	H12 MMP C33 047	SILVER	H8 C8
		SUPER IRON	SM03
		SUPER FINE SILVER	SM01

Besides marking the aircraft with girlfriends, children or wife's names, drawings of the sparsely clad ladies decorated some aircraft noses. Its artistic appearance depended on the ground personnel skills, if any could be found at the unit level. One of the Mustangs that sported the "pin up girl" artwork was the aircraft belonging to 55th FS flown by Lt. Mullins. Factory finish was supplemented with the olive color coat on the fuselage and wings upper surfaces. 55th FS affiliation is further confirmed by the fuselage code KI as well as the black triangle on the vertical tail surface and the rudder carrying the plane's individual letter in white color.



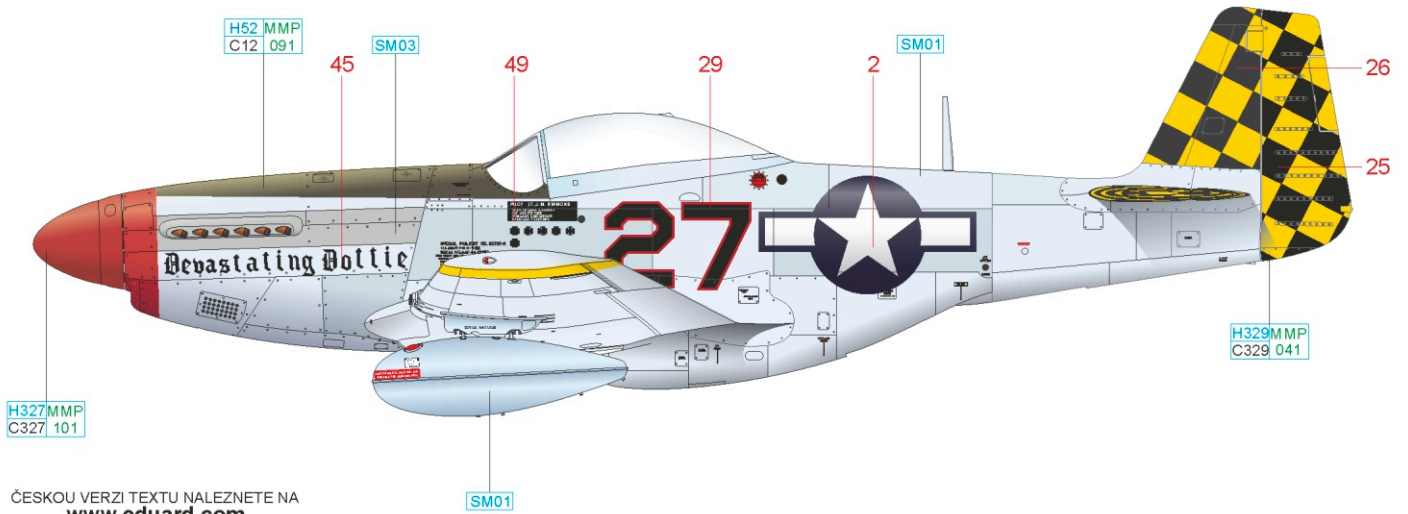
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82101



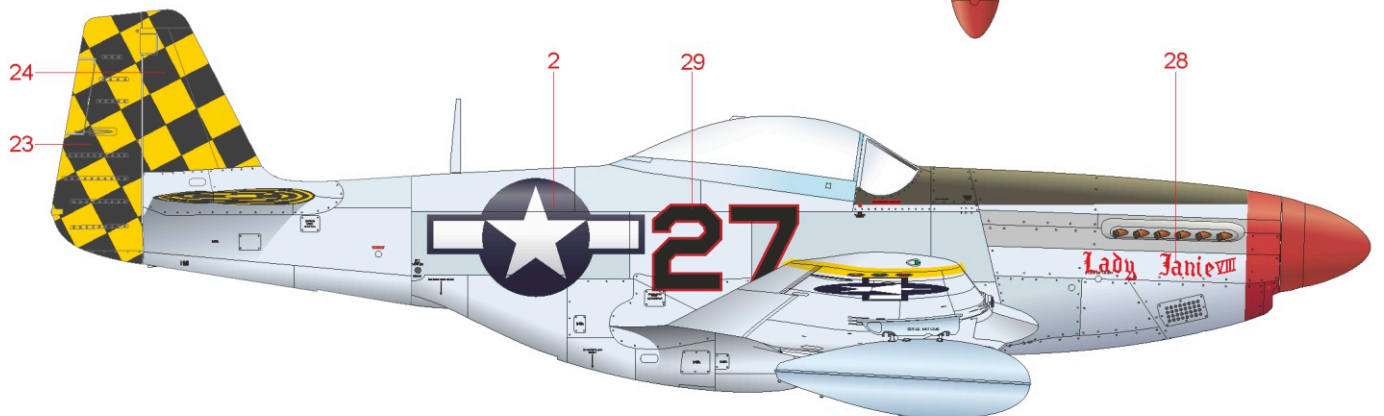
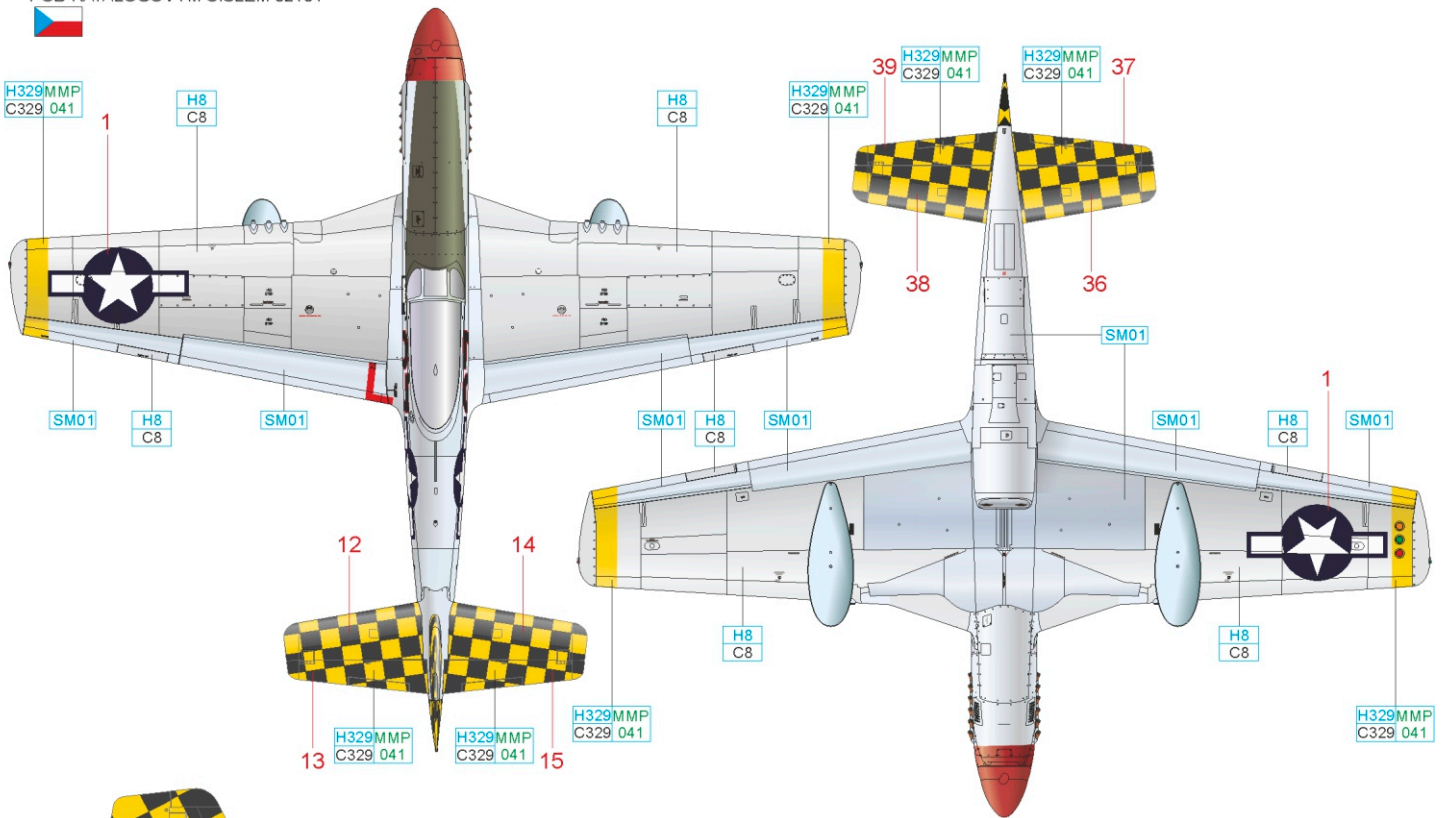
SILVER	H8 C8	SUPER IRON	SM03	SUPER FINE SILVER	SM01
OLIVE DRAB	H52 MMP C12 091	BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001

D s/n 44-13321, flown by Capt. John M. Simmons Jr., 317th FS, 325th FG, 15th AF, Lesina, Italy, August 1944

John M. Simmons, native of Gadsden in Alabama, joined army reserves in June 1942 and in January 1943 started his pilot's training. After the graduation he was dispatched to 317th FS in the Italian theater. From the second half of April he flew P-47 with this unit, in May the whole 325th FG was re-equipped with superior Mustangs. While flying combat during the World War Two John Simmons shot down total of seven enemy aircraft and after the war, he remained in the USAF service. On January 18th, 1961 he perished in the T-33 crash during the final approach. Since their African assignment the 325th FG aircraft were marked with yellow-red checkerboard painted on the tail surfaces to distinguish them from the bombers they covered and which gave them the nickname "Checkertails". The checkers' dimensions were 10 by 10 inches. The plane marked with number 27 carried the inscription *Devastating Dottie* on the port side of the nose, the starboard side sported the name *Lady Janie VII*. All the aircraft the crew chief Ebert serviced were marked *Lady Janie*.



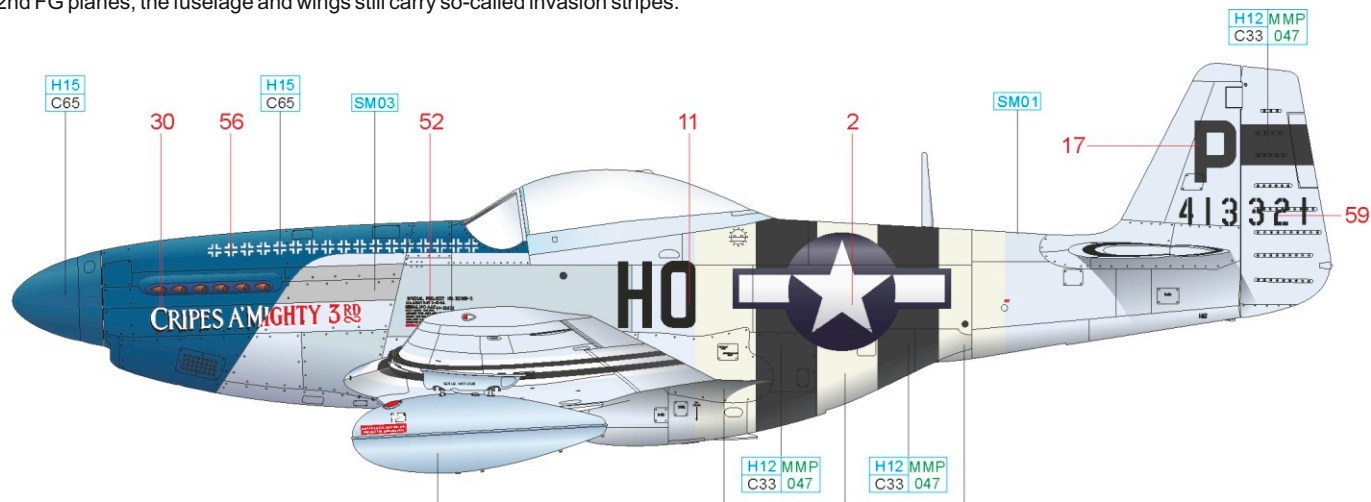
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
POD KATALOGOVÝM ČÍSLEM 82101



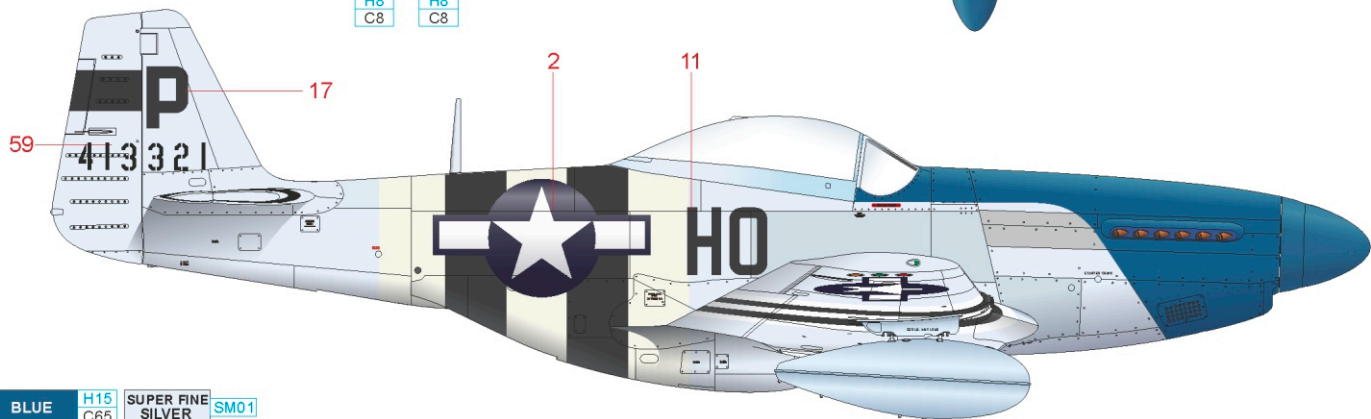
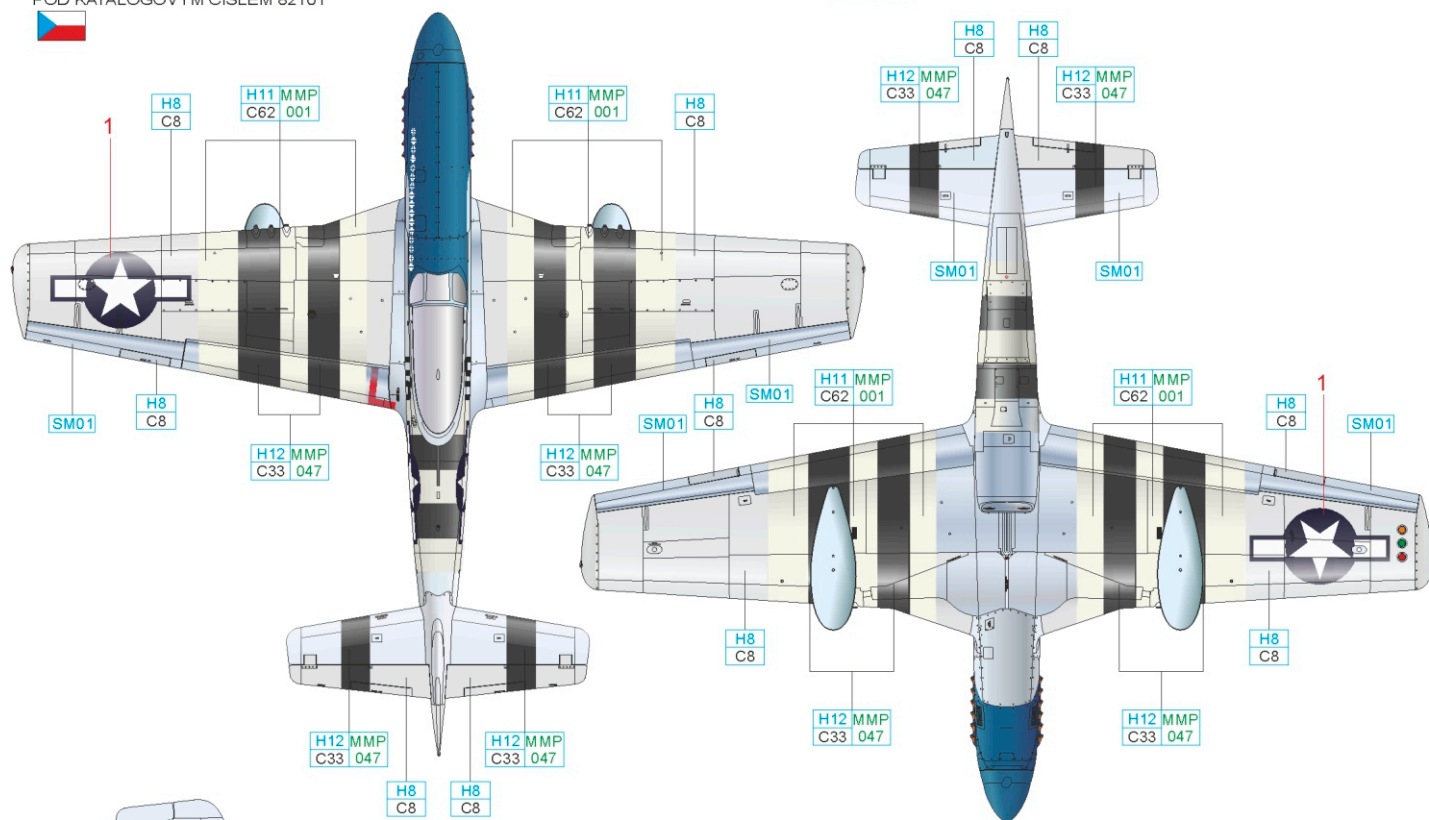
SILVER	H8 C8	SUPER IRON	SM03	SUPER FINE SILVER	SM01
OLIVE DRAB	H52 MMP C12 091	YELLOW	H329MMP C329 041	RED	H327MMP C327 101

E s/n 44-13321, flown by Maj. George Preddy Jr., 487th FS, 352nd FG, 8th AF, Bodney, United Kingdom, June 1944

The future fighter ace with the highest score achieved while flying Mustang was born on February 5th, 1919, in Greensboro, North Carolina. He had completed the pilot training before the War and in 1940 he tried three times to enlist in the US Navy and he was refused every time. Fourth time he tried to enlist in the USAAC and in 1940 he was accepted, completed the fighter course and with 49th PS was dispatched to Australia. Flying P-40E in the defense of Darwin he was credited with two Japanese airplanes damaged. In July 1942, after the mid-air collision during the training flight, he was wounded and sent back to the United States. As of September 1943, his next combat assignment awaited him in Europe with 352nd FG flying P-47 Thunderbolt providing cover for the 8th AF four-engine bombers. In April the unit converted to P-51 Mustang. In June the war photographer snapped Maj. Preddy's aircraft sporting seventeen kills painted on the aircraft nose in the form of the white crosses. The aircraft lacking any kind of camouflage sports the blue painted nose, same as other 352nd FG planes, the fuselage and wings still carry so-called invasion stripes.



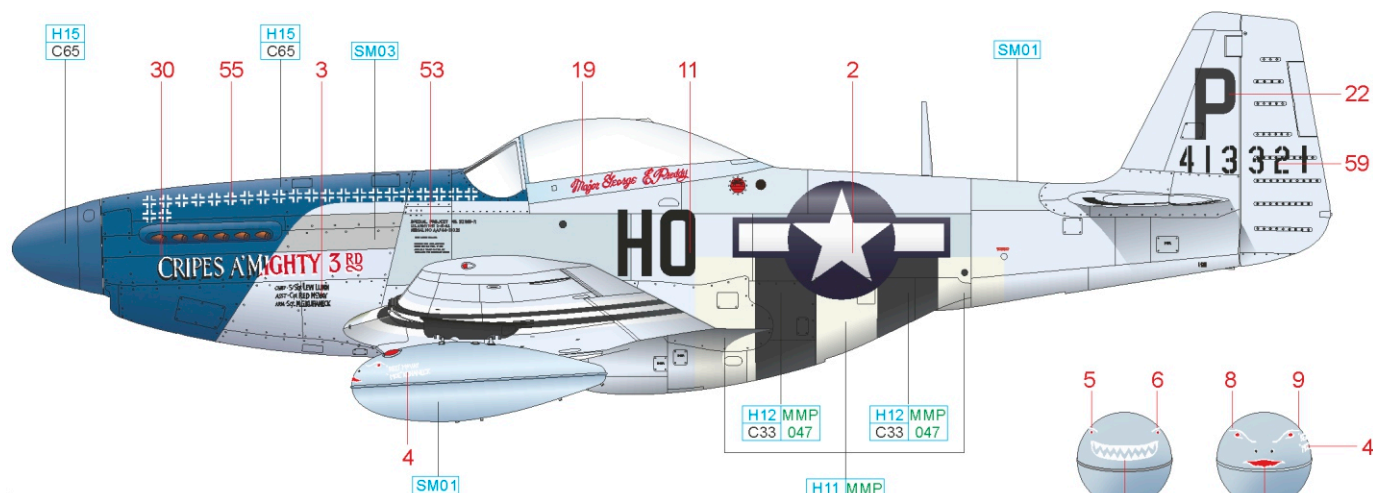
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
POD KATALOGOVÝM ČÍSLEM 82101



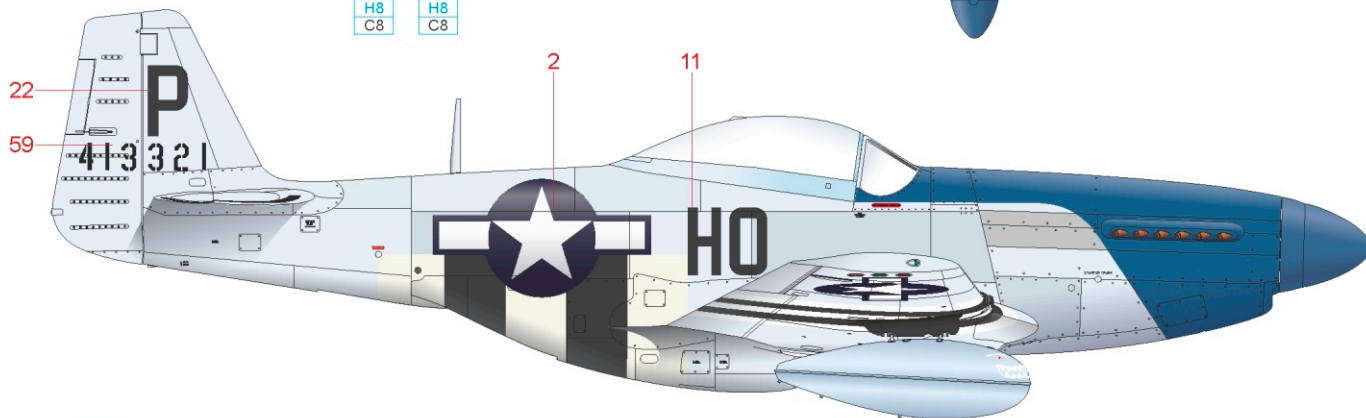
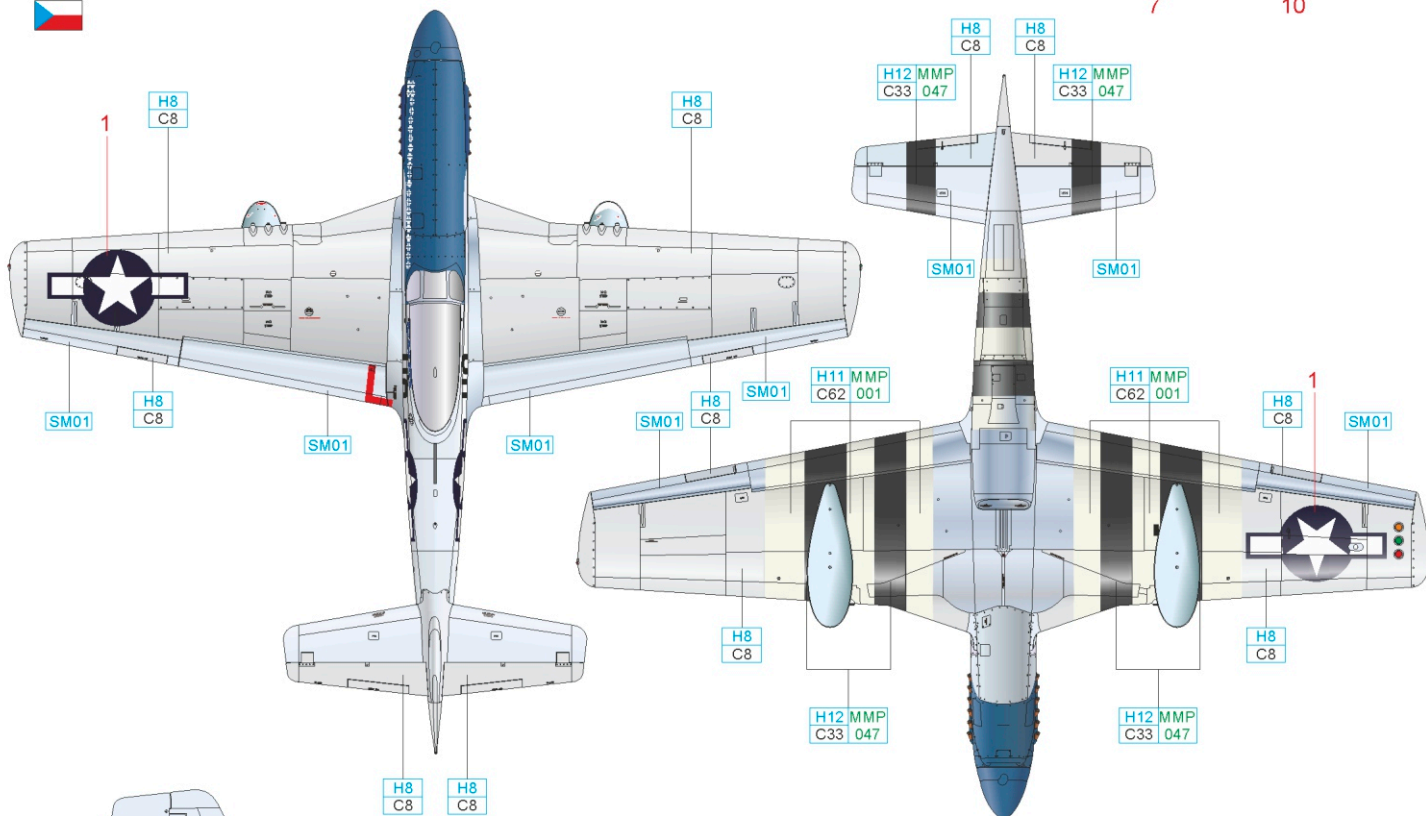
BLUE	H15 C65	SUPER FINE SILVER	SM01
BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001
		SILVER	H8 C8
		SUPER IRON	SM03

F s/n 44-13321, flown by Maj. George Preddy Jr., 487th FS, 352nd FG, 8th AF, Bodney, United Kingdom, July 1944

In the picture from the end of July there are already 23 kills painted on Preddy's aircraft nose in the form of small crosses. The plane is already missing the complete invasion stripes, they only remained on the wing lower surfaces and the fuselage. While removing these the European theater markings consisting of the 15 inch wide stripes on the wing upper surfaces and horizontal tail surfaces as well as 12 inch stripe on the vertical tail surface were also deleted. The pilot's name tag was added to the canopy trim. In August 1944 Maj. Preddy was sent back to United States for recuperation and after his return in October he took command of 328th FS incorporated to 352nd FG. On December 25th, in vee hours chasing Fw 190 over the front line Preddy's fighter including his pilot were hit by the American anti-aircraft fire. He attempted the emergency landing nearby the anti-aircraft battery but fatally wounded crashed in its vicinity.

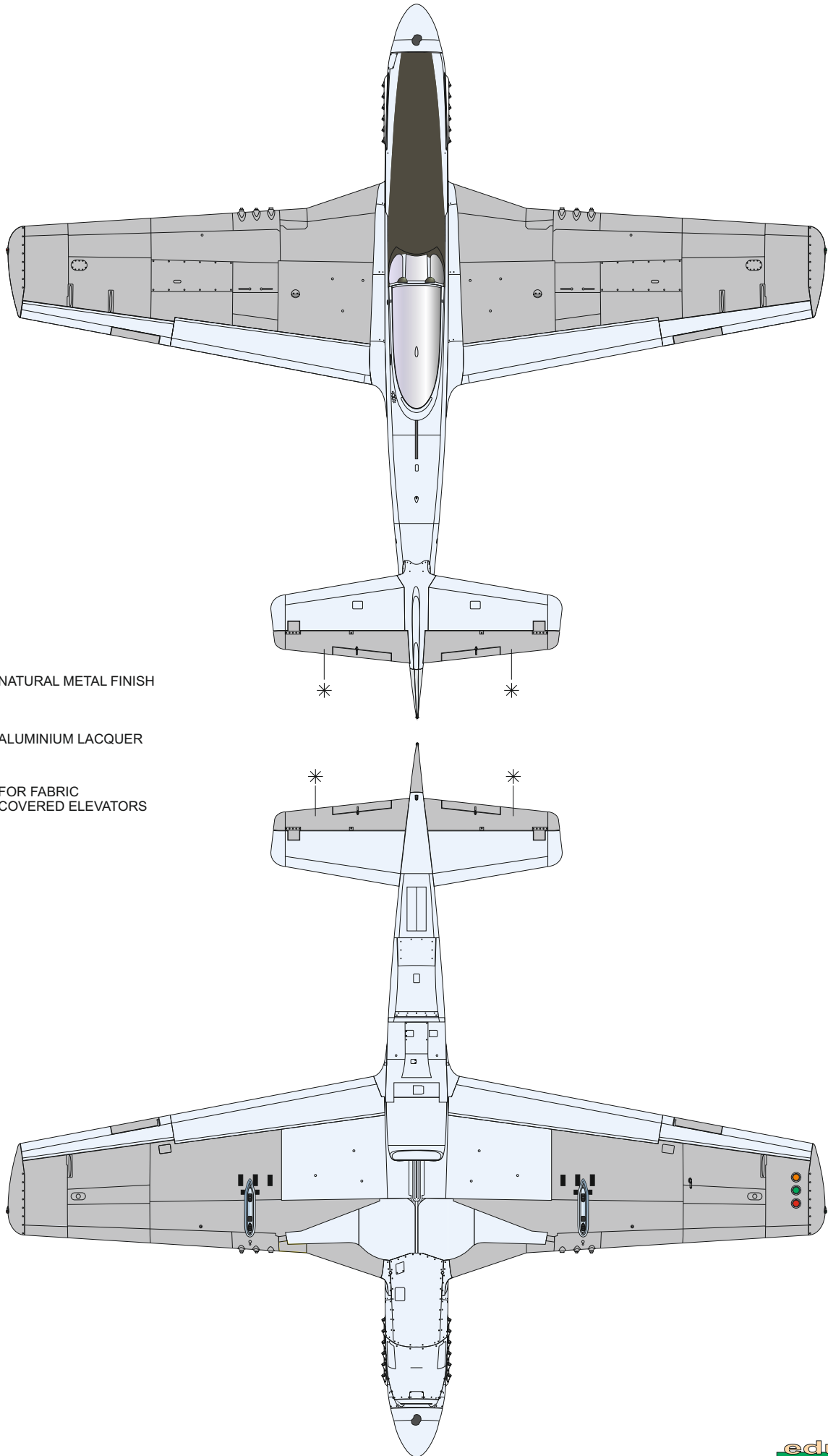




ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
POD KATALOGOVÝM ČÍSLEM 82101

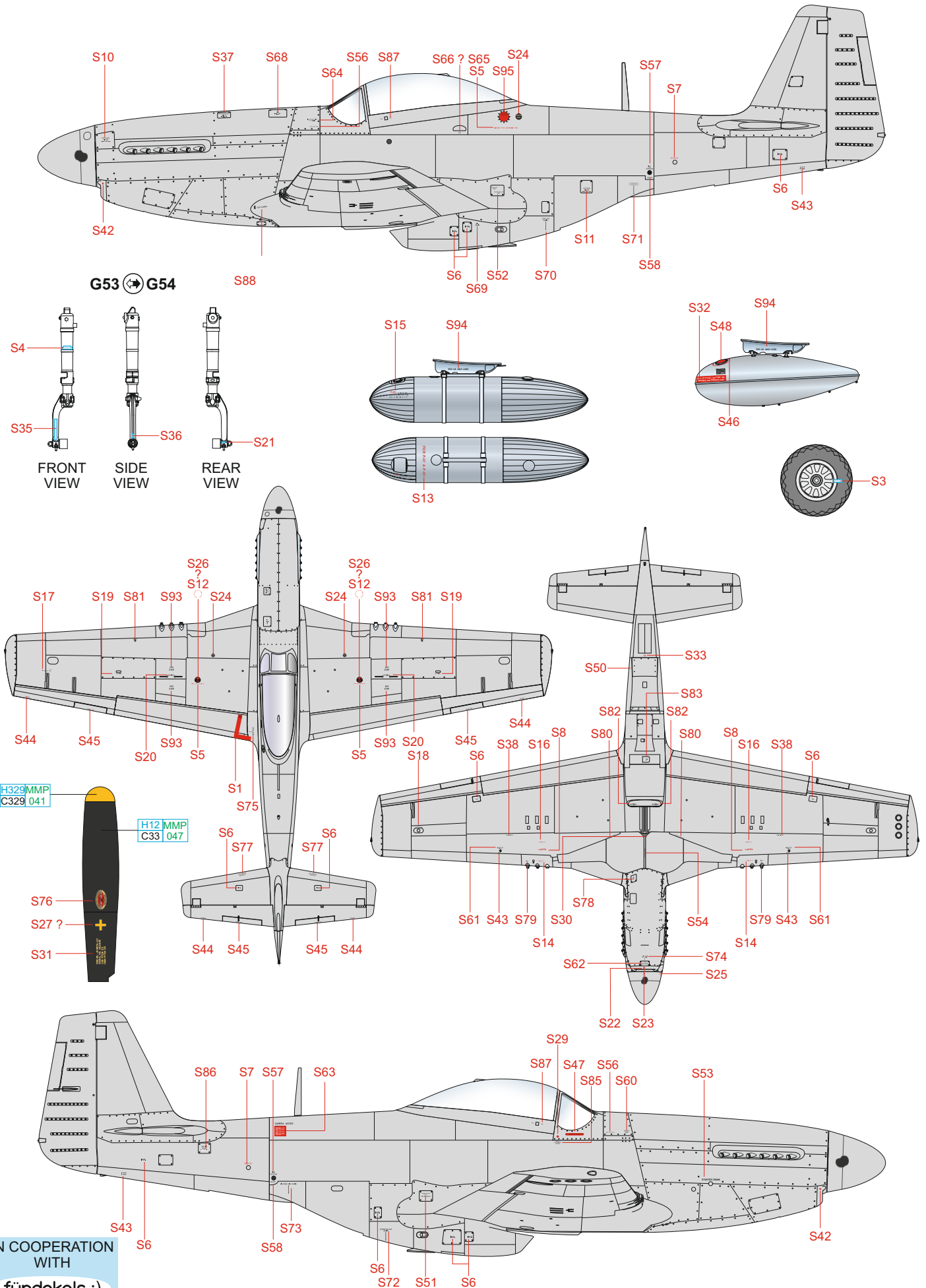


BLUE	H15 C65	SUPER FINE SILVER	SM01	SUPER IRON	SM03
BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001	SILVER	H8 C8

P-51D-5 ALUMINIUM LACQUER PAINTED AREAS



-  NATURAL METAL FINISH
-  ALUMINIUM LACQUER
- * FOR FABRIC COVERED ELEVATORS



IN COOPERATION WITH **füdekals** :)

eduard