

# P-51D Mustang™

eduard

1/48 Scale Plastic Model Kit



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**ProfiPACK**  
edition



item No. 82102

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

It was in 1940, when British Buying Committee asked North American Aviation (NAA) to build the Curtiss P-40s for the RAF. NAA president James Kindelberger offered Britons development of much better plane instead. Britons agreed and the design team led by chief designer Edward Schmued, who was German immigrant with Austrian roots, commenced their work. The preliminary design was approved on May 4, 1940, final assembly and engine installation began on September 9 (just 127 days after approval) and the first flight of the NA-73X prototype followed on October 26.

#### Innovative fighter

The Allison V-1710-39 liquid cooled in-line engine rated at 1,100 HP was chosen for the new fighter and the designers did their best to create as narrow and sleek fuselage as possible to lower the drag. For the same reason they decided to use an innovative laminar flow airfoil, which lowers the drag, 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 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 only one stage supercharger. Above this level the engine performance decreased rapidly. As the aerial combats occurred much higher, the RAF decided to use their Mustangs in the reconnaissance role and US Army Air Corps, interested in the new type as well (but bound to the contracts to 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 had begun in Britain to fit the Mustang with the double stage compressor 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 it was obvious this is the way to further develop the Mustang, NAA started the work, using Packard V-1650-1 (license built Merlins 61). As the Packard unit sported some design changes, it was not possible to fit the Mustangs with original Merlins anymore. The need of intercooler for two stage supercharger necessitated bigger radiator duct. Another change included removal of the fuselage guns. The production started at the Inglewood plant as P-51B on May and at the new production line at NAA Dallas plant as P-51C in August, 1943. Supplies to RAF continued as Mustang Mk. III. After just

handful of the new Mustangs were produced, the then commander of US Air Forces in Europe General Henry Arnold asked for even greater range. NAA responded with additional 85gallon tank installed behind the pilot's seat.

The P-51B/C were great fighters but lacked backward visibility and suffered with gun jamming. The RAF found particle solution of the visibility issue with a „Malcolm Hood“ semi-bubble canopy, but the design team of NAA decided to rework the Mustang again. The main change was the bubble canopy with lowered rear fuselage. The wing was reworked to accommodate six .50 cal guns and the new arrangement of ammo chutes eliminated the jam problem. Together with some other changes, the new P-51D, the „Definitive“ Mustang, was born at the end of 1943 and the production started at both Inglewood (serials with -NA suffix) and Dallas (-NT) plants. Due to the short supply of the Hamilton Standard alloy propellers used on Merlin powered P-51s, the Dallas Factory was fitting their Mustangs with steel Aero product ones with hollow blades as the P-51K.

The P-51D/K became the true ruler of the skies, serving as the escort and patrol fighter, and also in ground attack or reconnaissance role (F-6 conversion). In total, 8,102 units of P-51D and 1,500 of P-51K were produced. Mustang stayed operational after the War and served in pursuit and attack role even during the Korean War. The last P-51 retired from USAF service in 1978, while in foreign services was operational until 1984 (Dominican Republic). Some 55 nations used the Mustang.

#### Ace maker and infinite warrior

The first Mustang aerial victory was achieved on August 19, 1942, when Flight Officer Hills shot down an Fw 190. It was the beginning of the incredible tally of 4950 enemy aircraft shot down by Mustang pilots during World War II. Of them, 251 achieved the „ace“ status. The most successful pilot of P-51 was George Preddy Jr., recording 24 of his 27 aerial victories flying Mustang, followed by John C. Meyer and John J. Woll with 21 kills. Famous Charles Yeager, the first man to break the sonic barrier (1947), was the first pilot of P-51D to become Ace in just one day, after recording five kills during October 12, 1944.

#### The kit: P-51D-10 and higher

After solving the longitudinal stability problems of the early P-51D-5 series with the additional dorsal fin, the P-51D-10 series also got the new gyroscopic gunsight K-14 instead of older N-9 reflexive one. For the -20 series the cover of the elevator changed from fabric to duraluminium (from February, 1945). During production also the battery moved from rear side of the cockpit to the nose, thus making space for the IFF system (Identification Friend or Foe).

Starting from the -25 series the wing was fitted with attachment points used for various forms of rockets and rocket launchers to add the firepower for ground attacks.

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

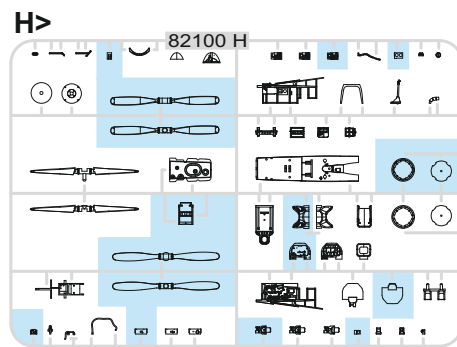
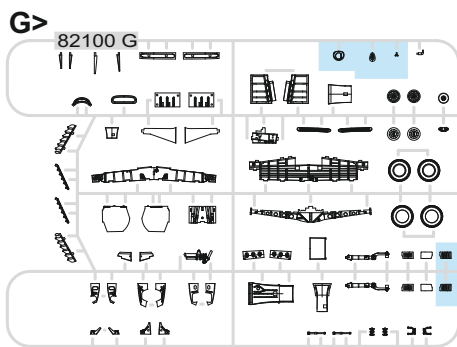
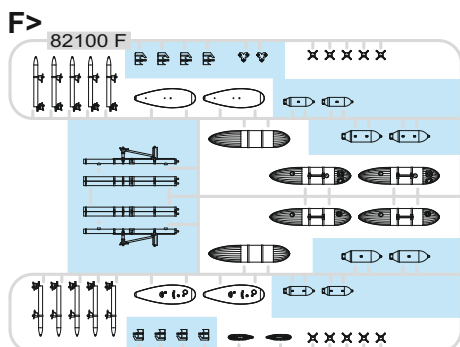
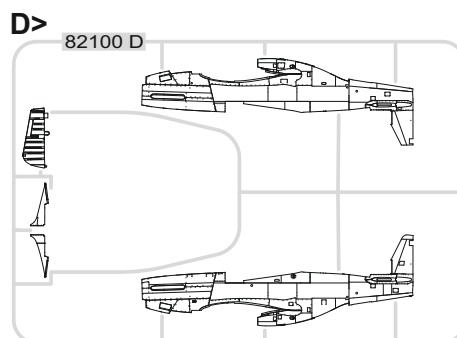
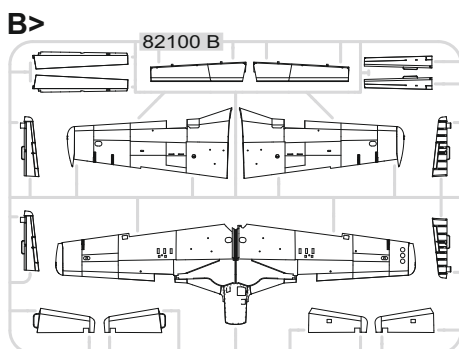
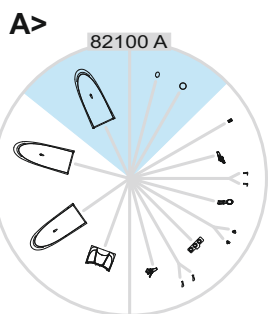


PIÈCES

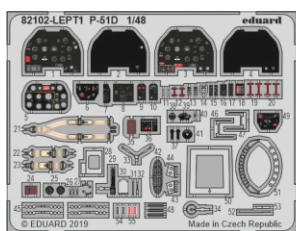
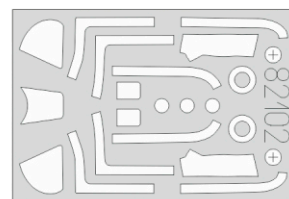


部品

## 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



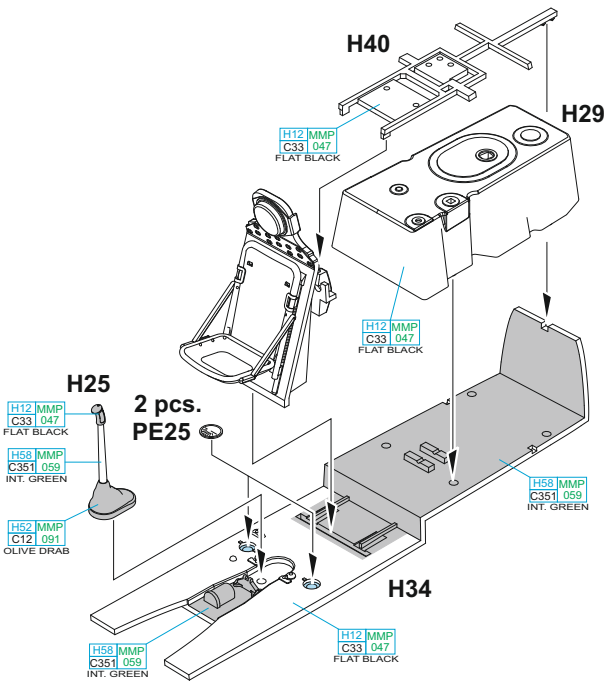
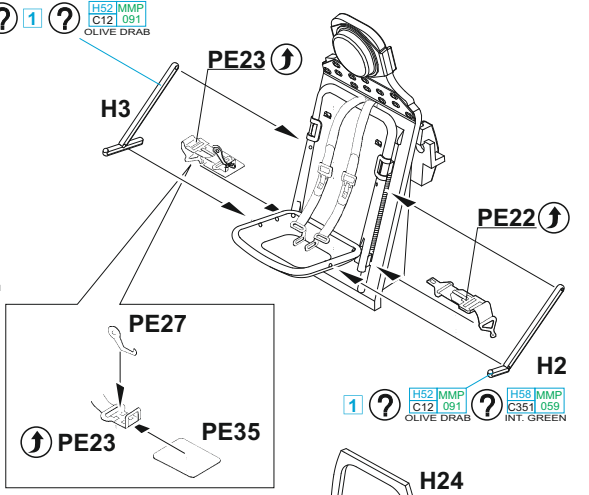
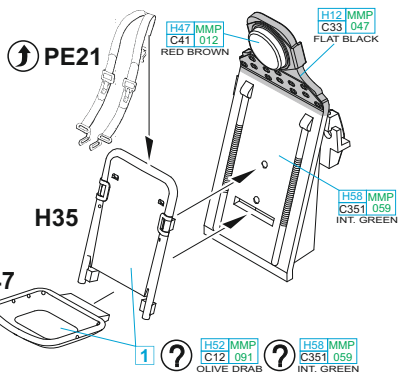
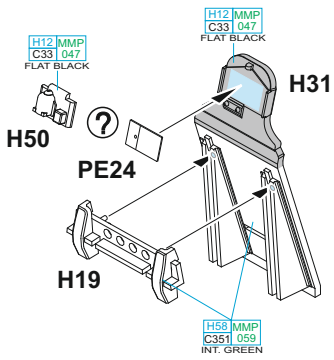
色

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
H58	C351	MMP-059	INTERIOR GREEN
H77	C137	MMP-040	TIRE BLACK

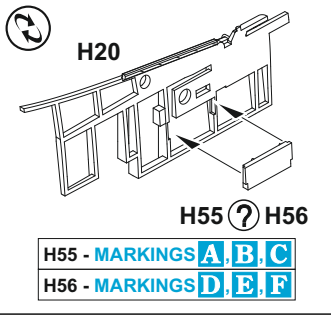
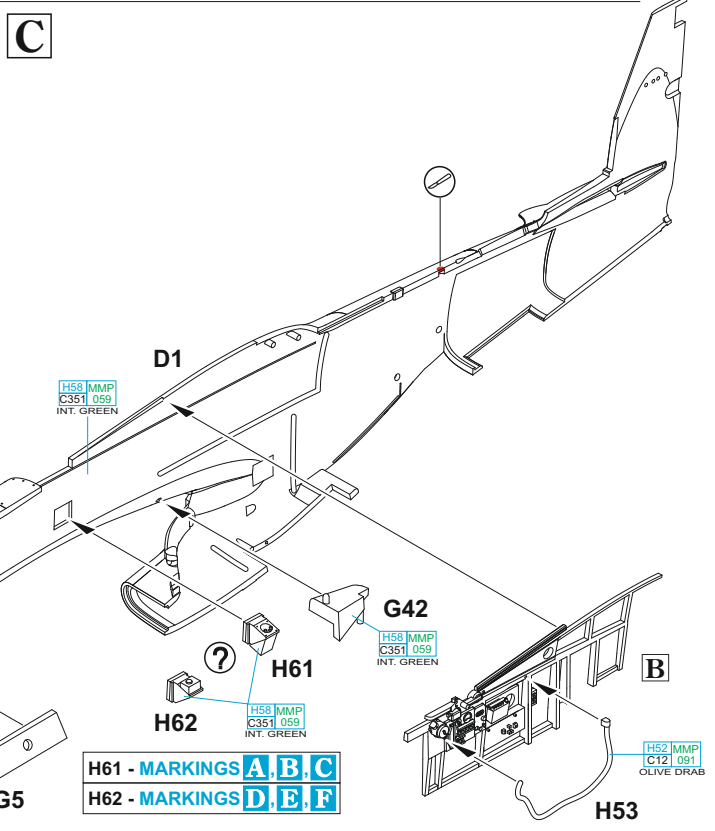
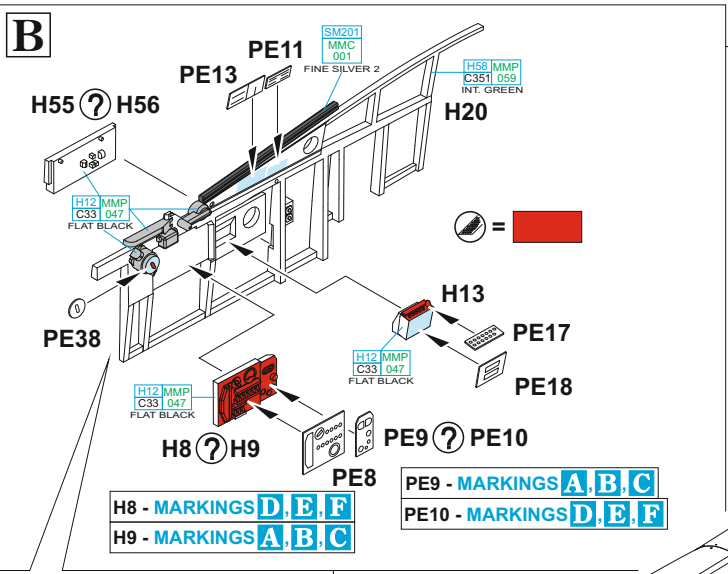
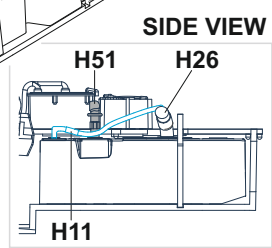
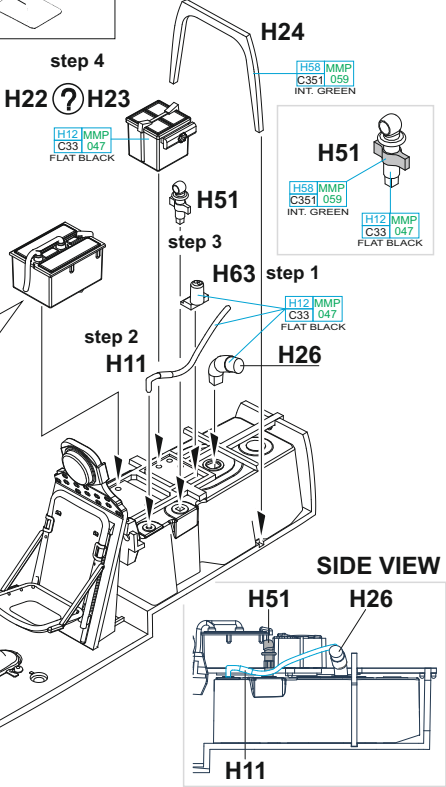
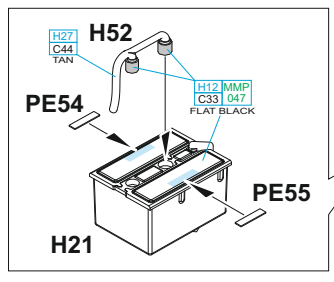
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H90	C47		CLEAR RED
H91	C48		CLEAR YELLOW
H94	C138		CLEAR GREEN
H327	C327	MMP-101	RED
H329	C329		YELLOW
	C352		YELLOW CHROMATE
Mr.METAL COLOR		METALLICS	
	MC214	MMM-001	DARK IRON
Mr.COLOR SUPER METALLIC		METALLICS	
	SM201	MMC-001	SUPER FINE SILVER
	SM203		SUPER IRON

**A** 1 = 90% + 10%

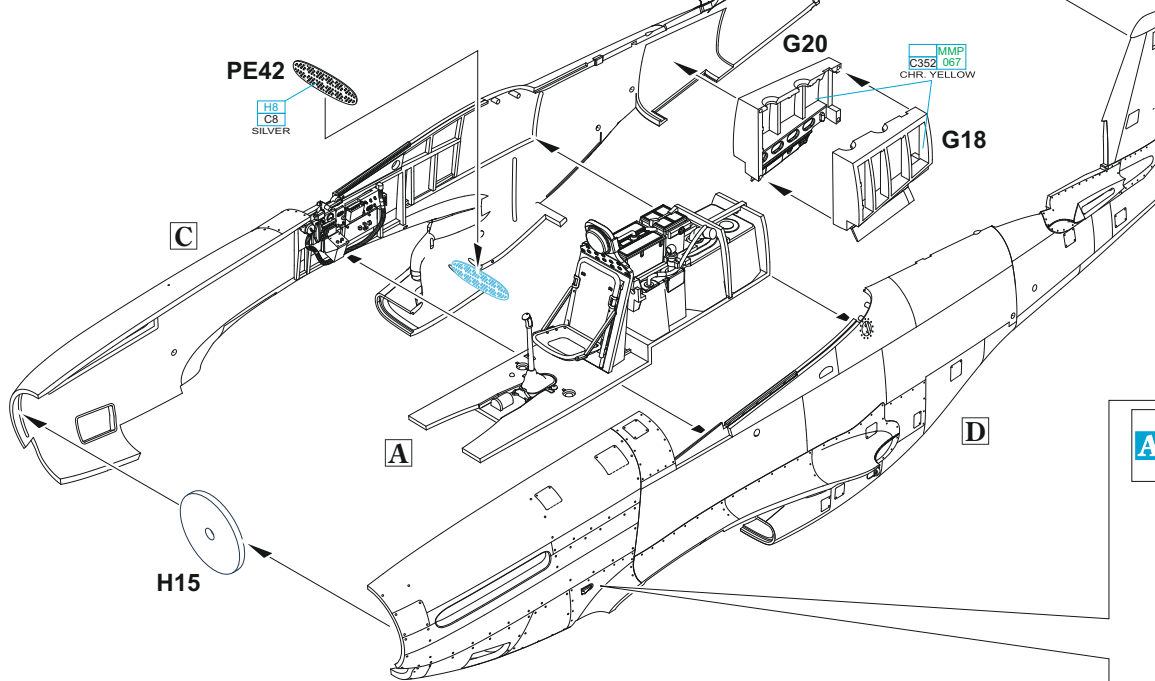
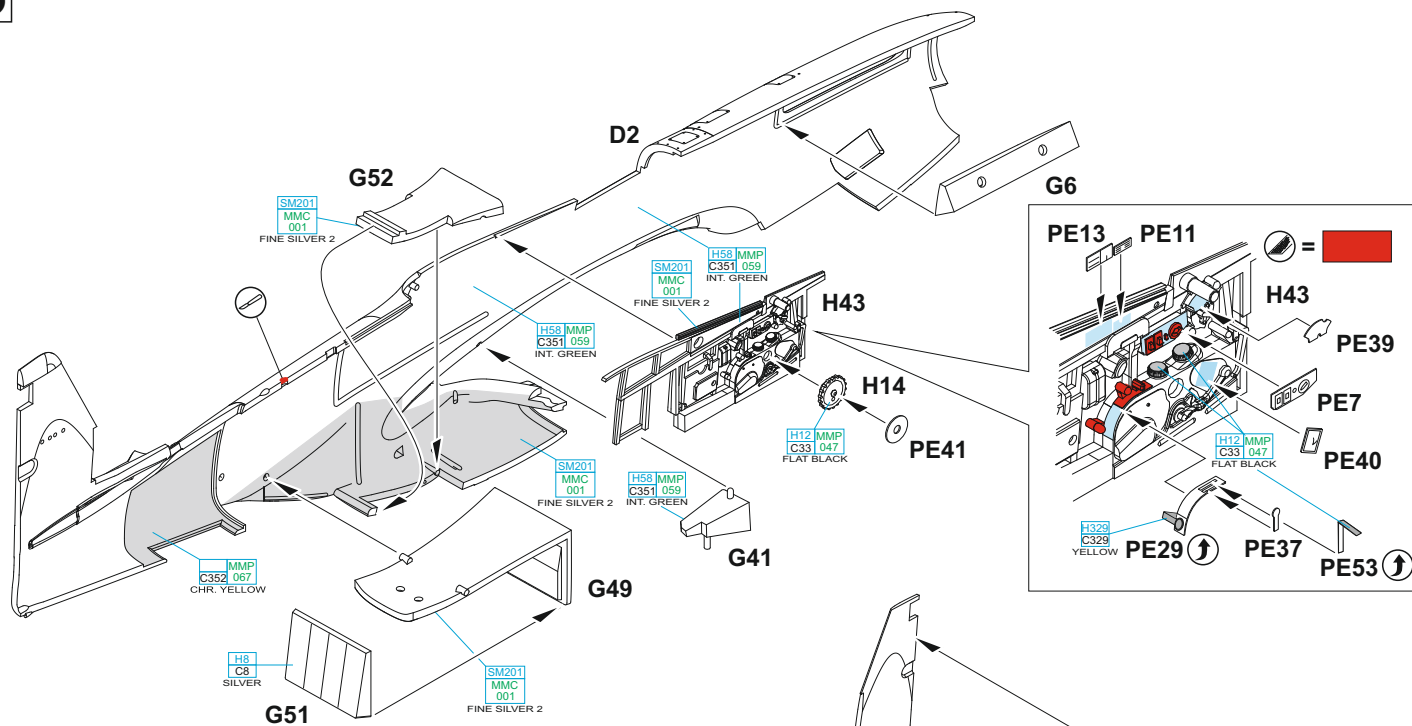
**H50 - MARKING F ONLY**



**H22 - MARKING F ONLY**

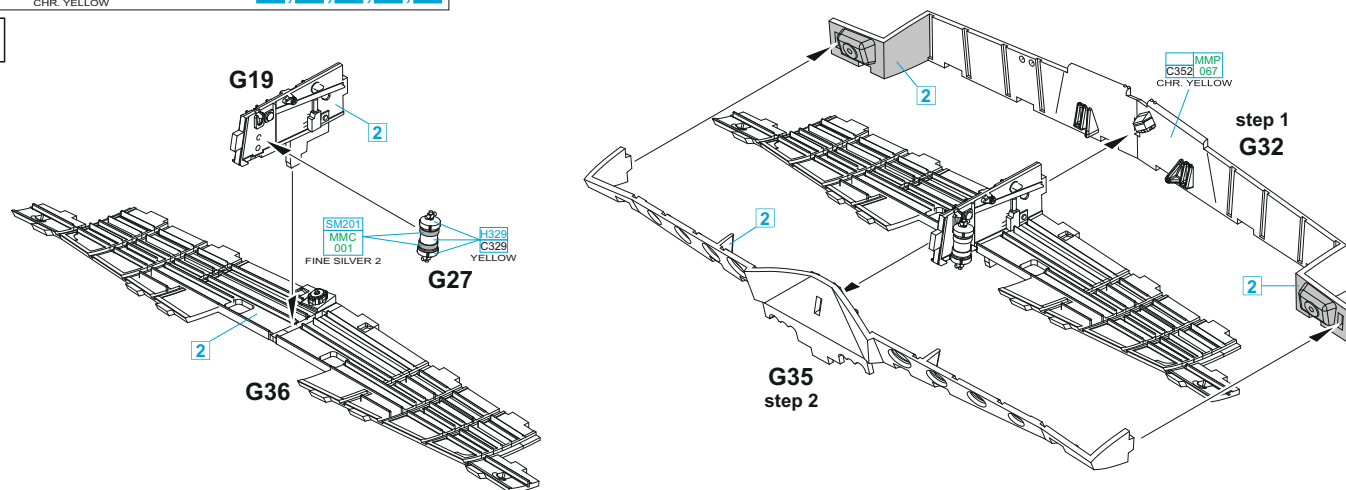


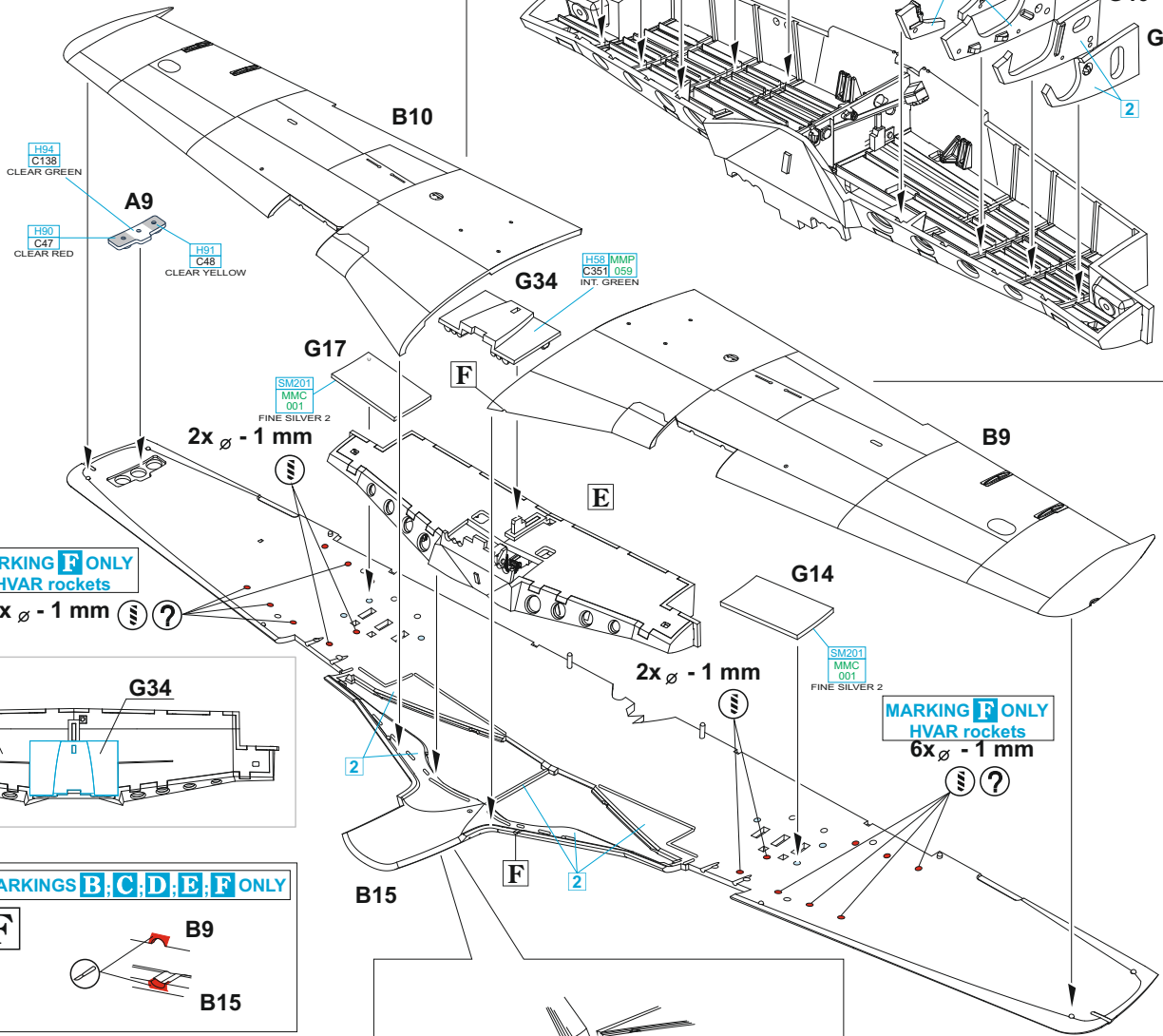
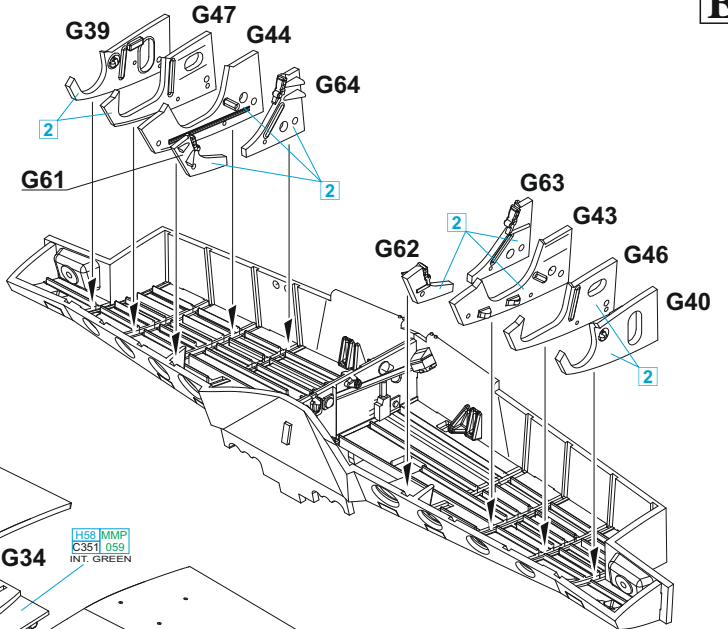
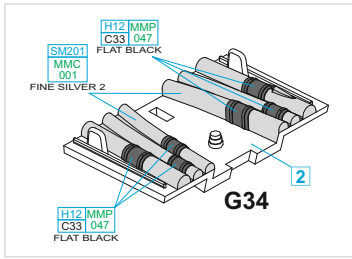
D



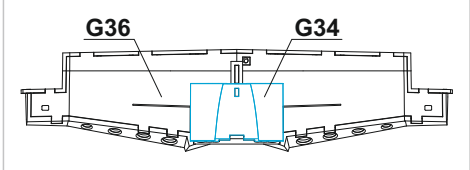
2 = SM201 MMC 001 FINE SILVER 2 - MARKING A  
 MMP C352 067 CHR. YELLOW - MARKINGS B, C, D, E, F

E



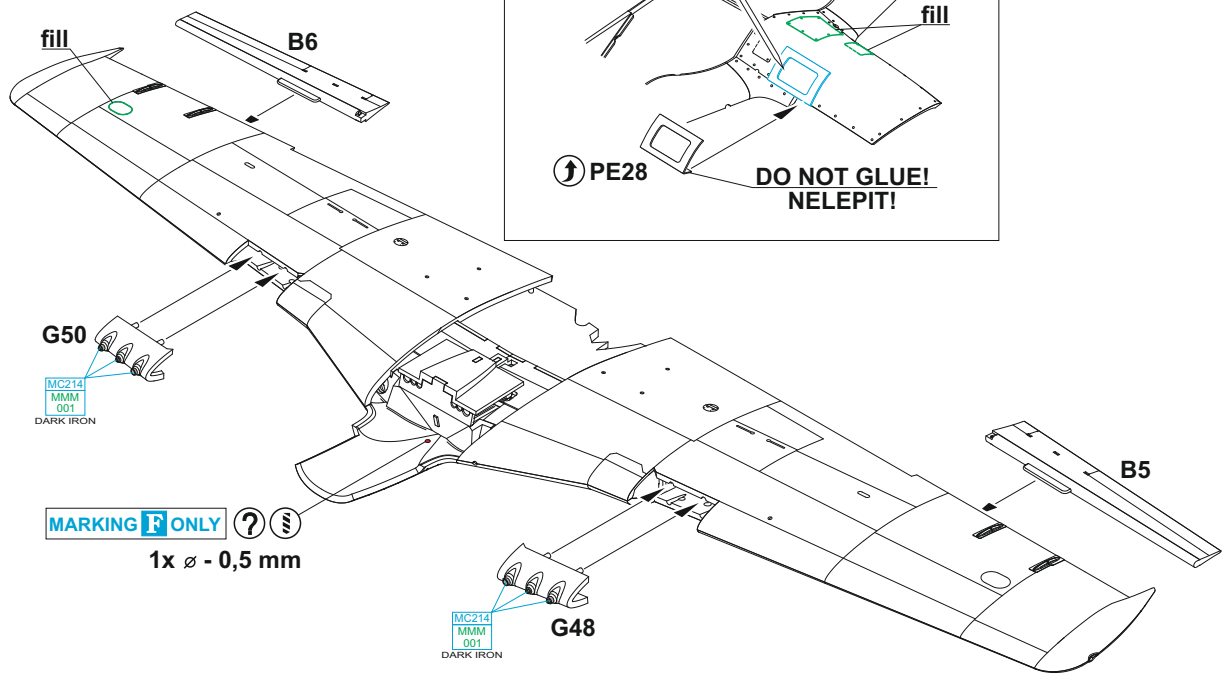
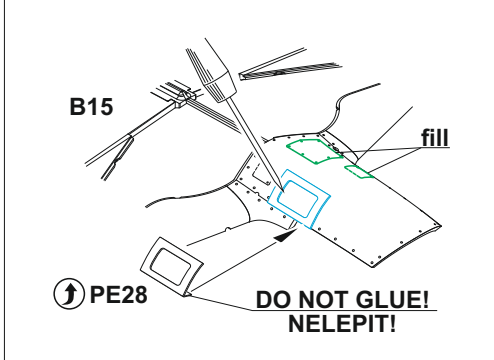
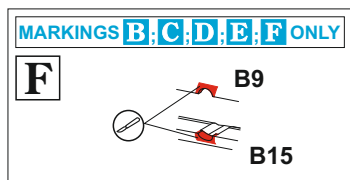


UPPER VIEW

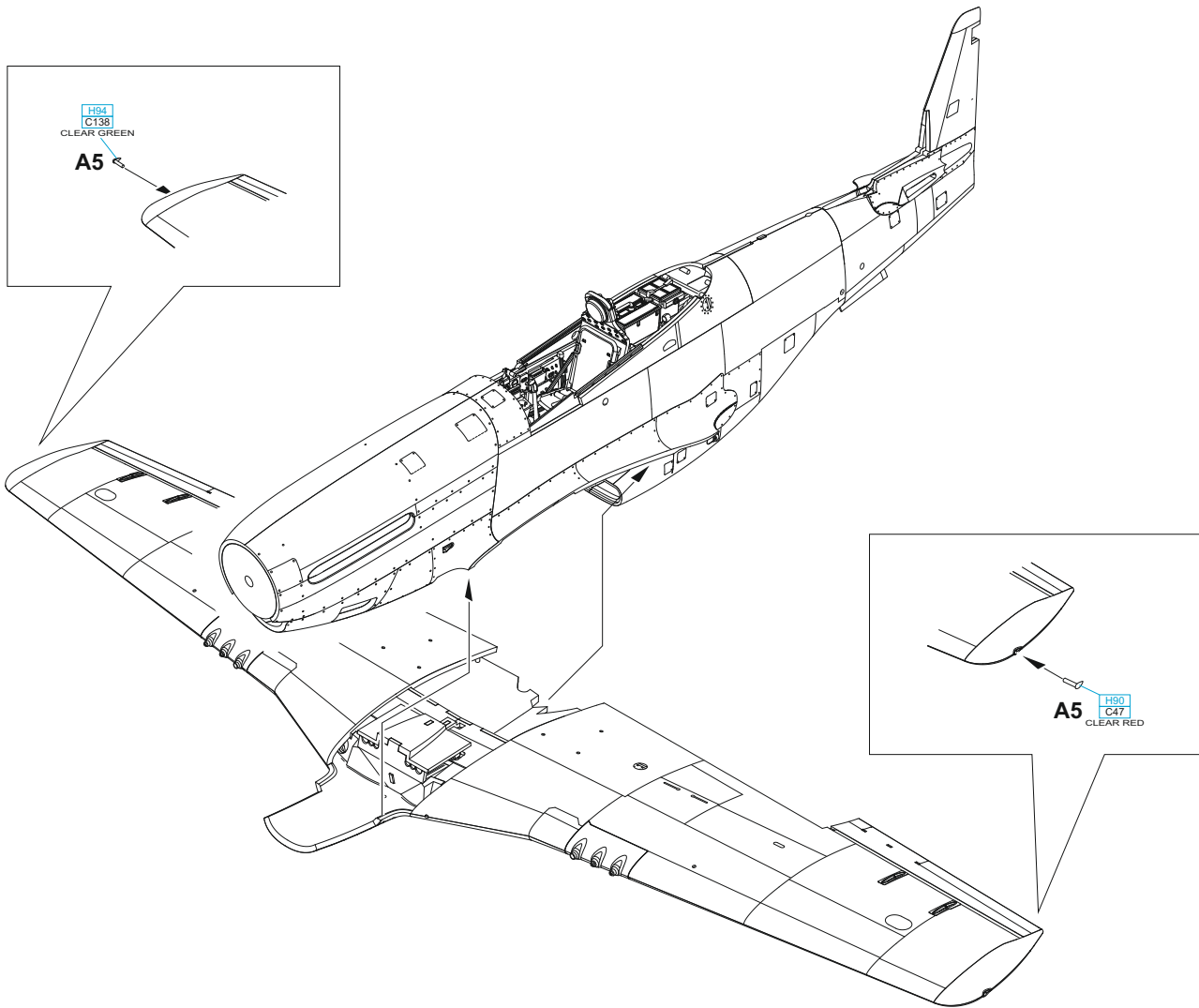


MARKING **F** ONLY  
HVAR rockets  
6x ø - 1 mm

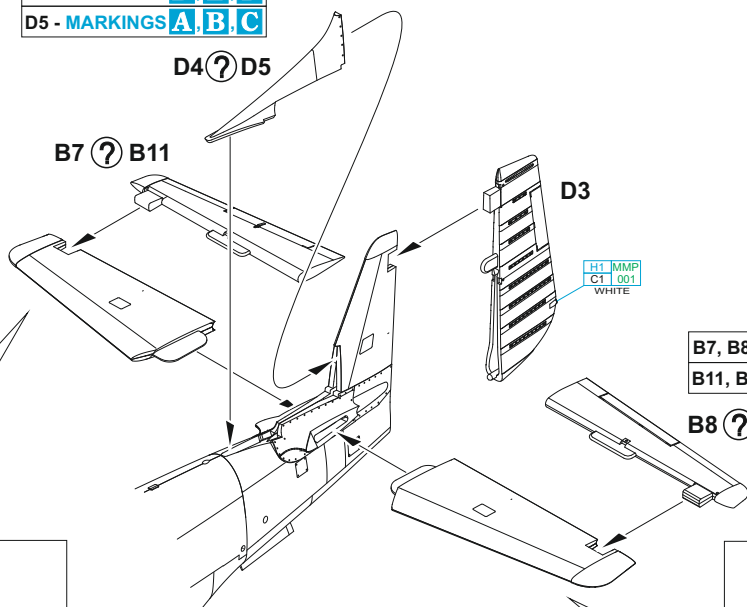
MARKING **F** ONLY  
HVAR rockets  
6x ø - 1 mm



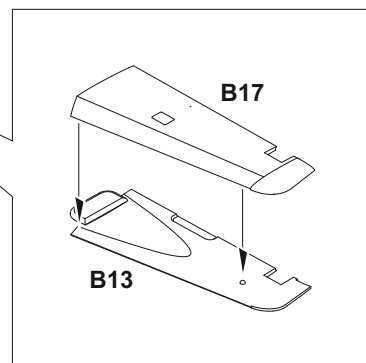
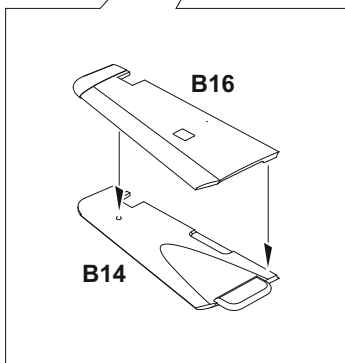
MARKING **F** ONLY  
1x ø - 0,5 mm



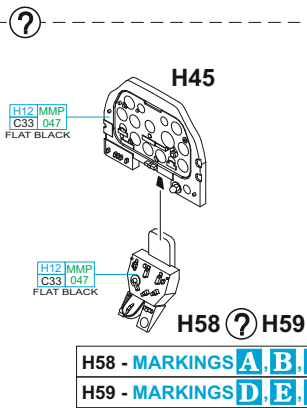
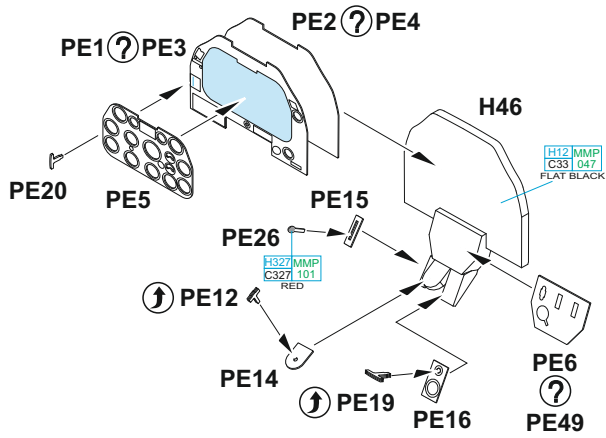
D4 - MARKINGS **D, E, F**  
 D5 - MARKINGS **A, B, C**



B7, B8 - MARKINGS **A, D, E, F**  
 B11, B12 - MARKINGS **B, C**



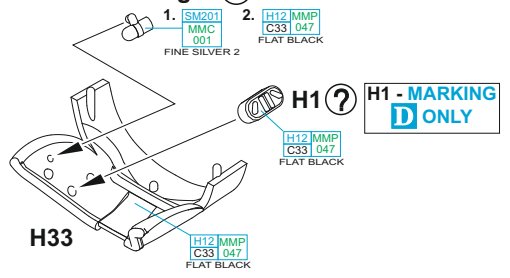
PE1, PE2, PE6 - MARKINGS **A, B, C**  
 PE3, PE4, PE49 - MARKING **D, E, F**



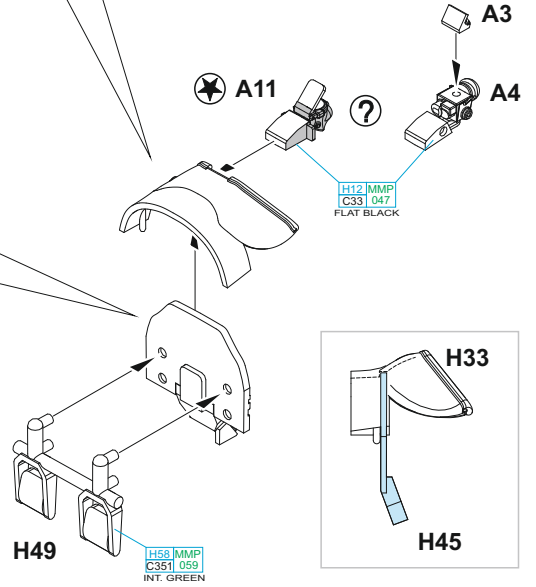
**OPTIONAL:**

decals 69, 70, 71, 72, 73 - MARKINGS **A, B, C**  
 decals 52, 71, 72, 73, 81 - MARKING **D, E, F**

**A8 right** ↻ **A7 left**

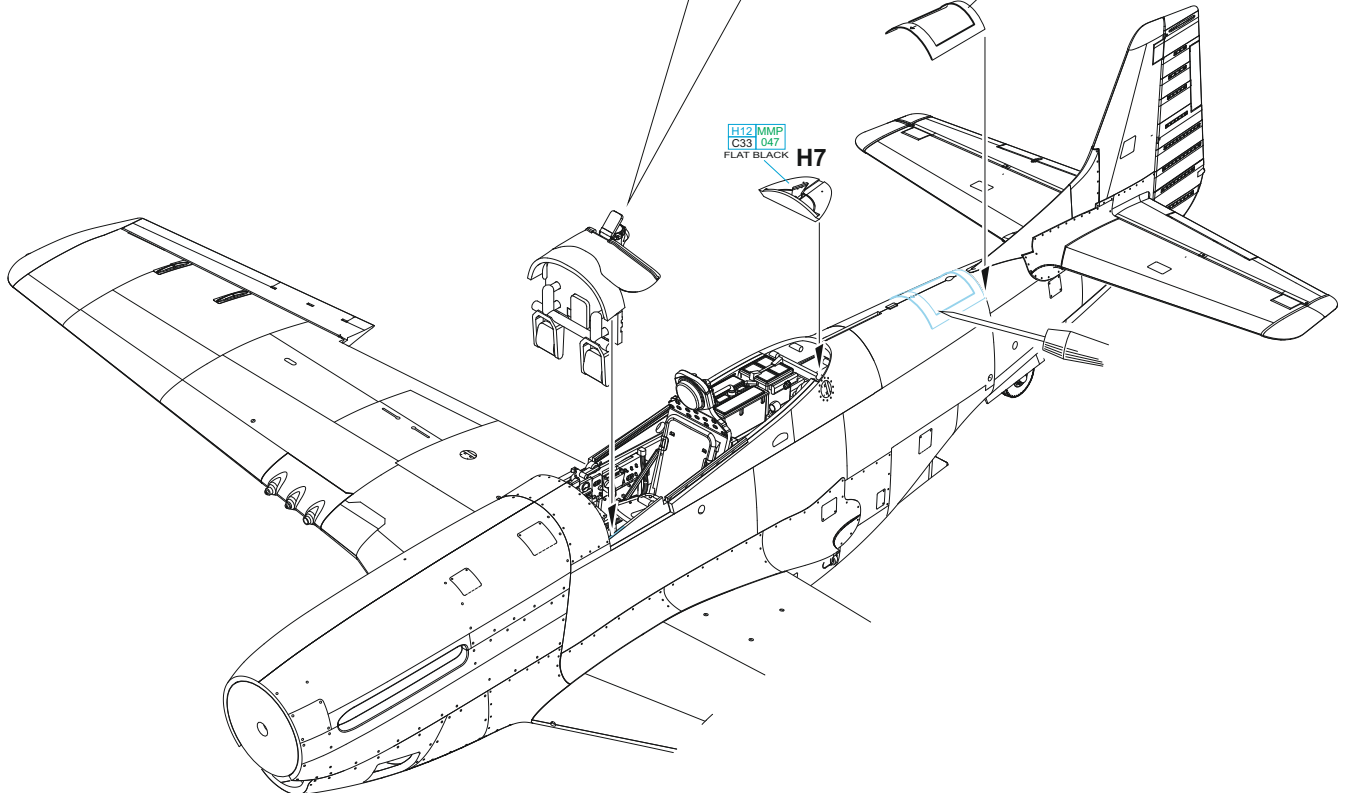


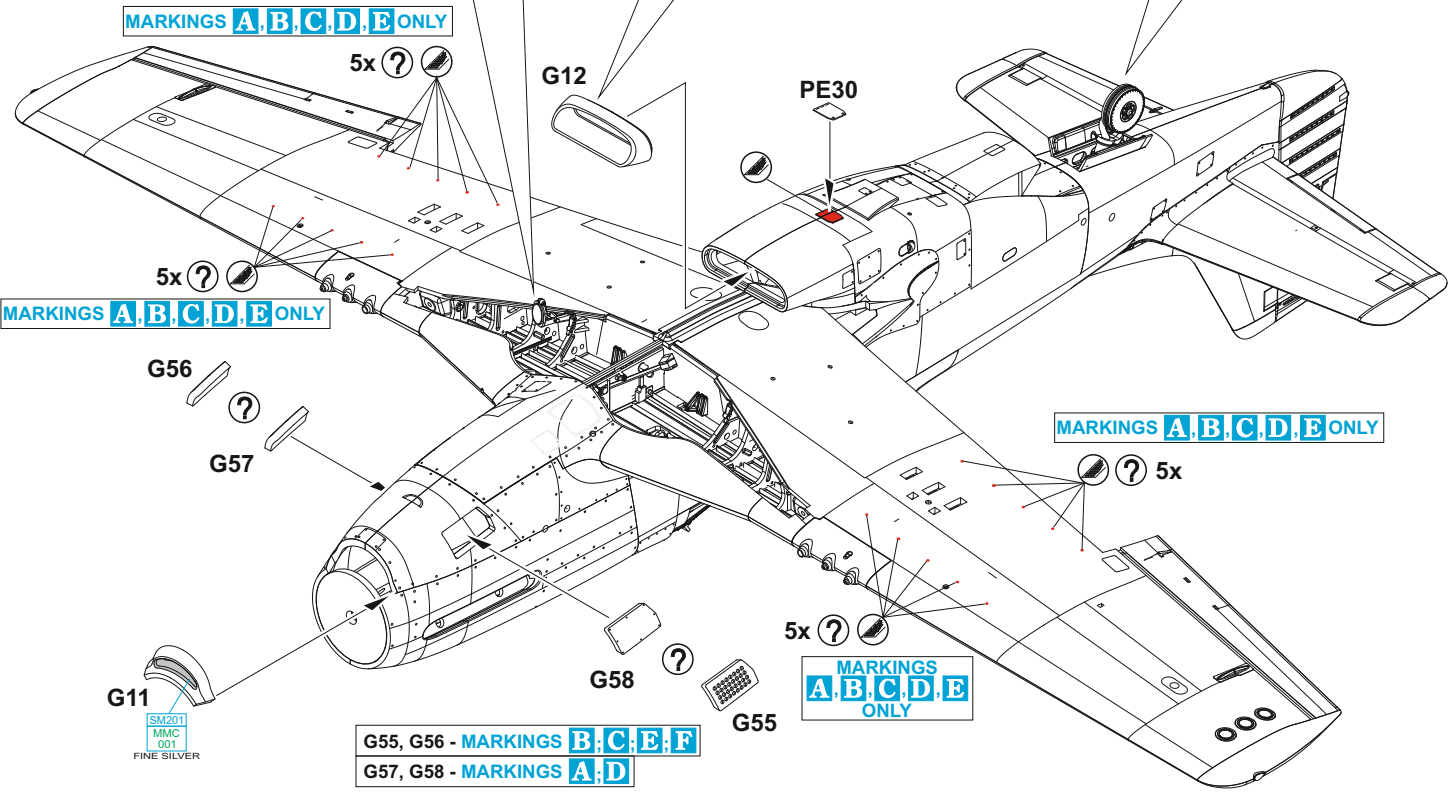
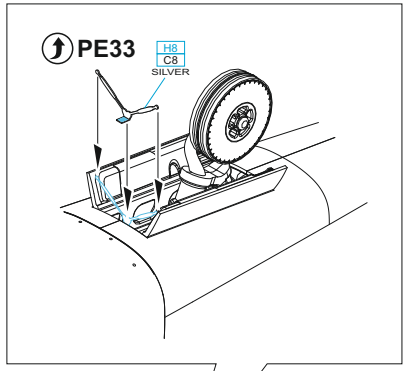
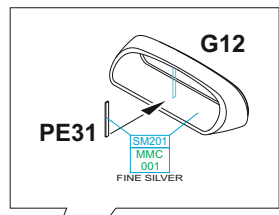
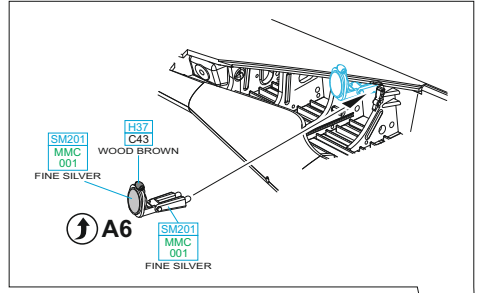
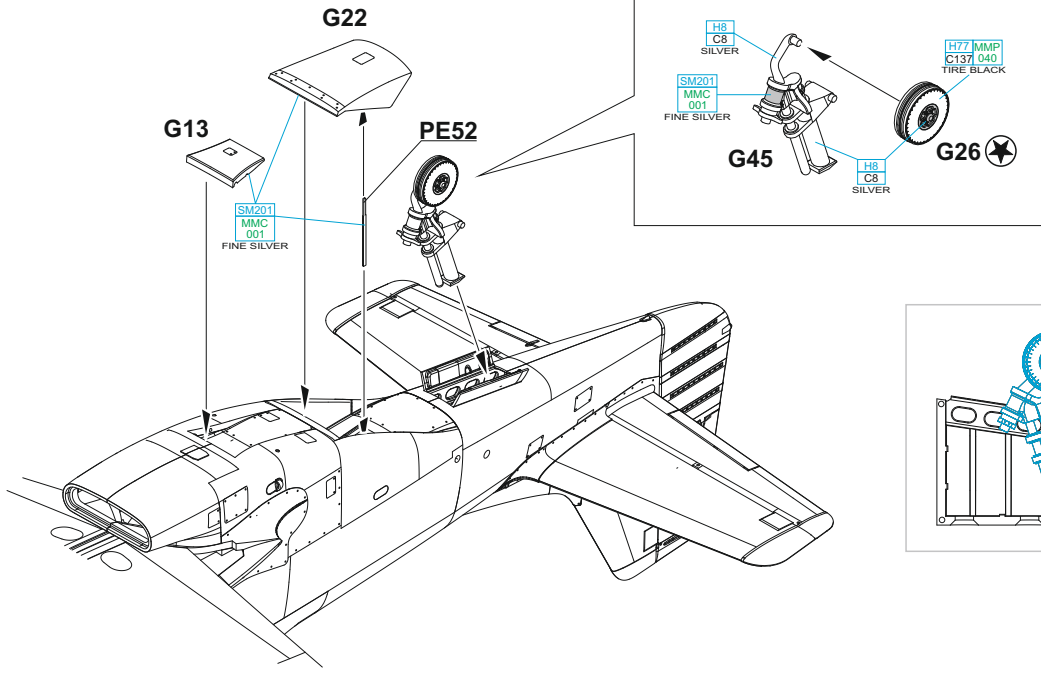
**A3, A4 - MARKING **D****  
**A11 - MARKINGS **A, B, C, E, F****



**MARKING **F** ONLY**

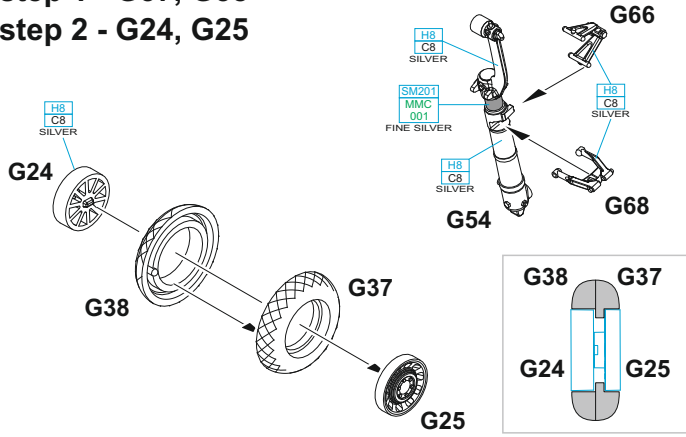
⊕ PE50 **DO NOT GLUE!  
 NELEPIT!**



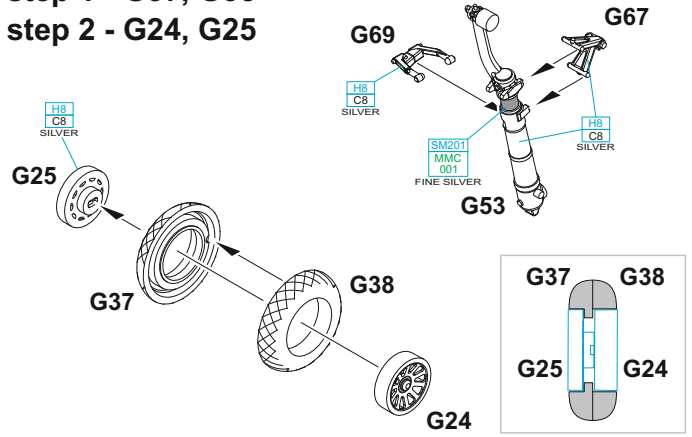




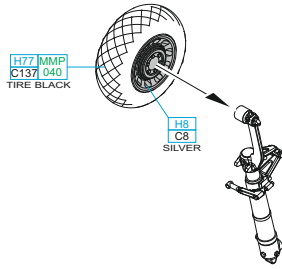
step 1 - G37, G38  
step 2 - G24, G25



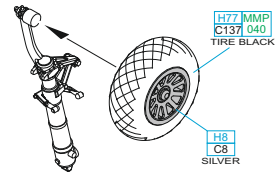
step 1 - G37, G38  
step 2 - G24, G25



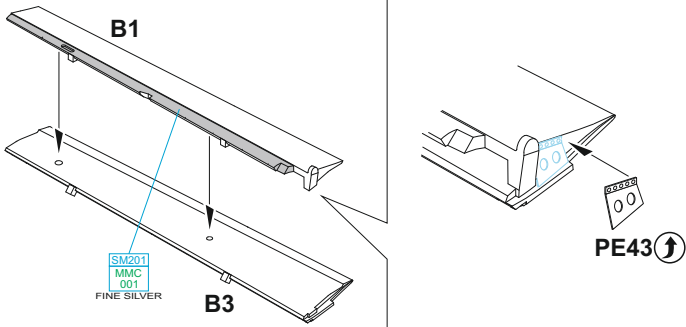
F



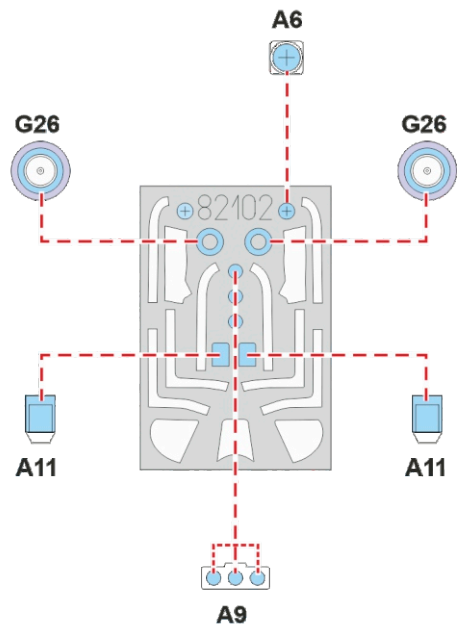
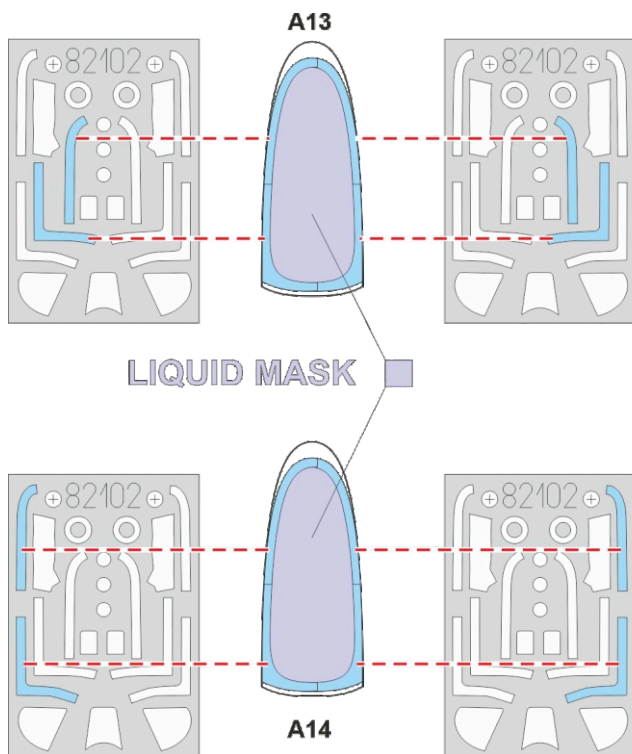
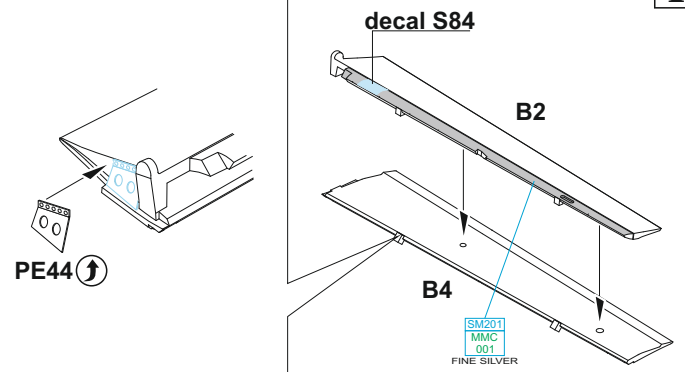
G

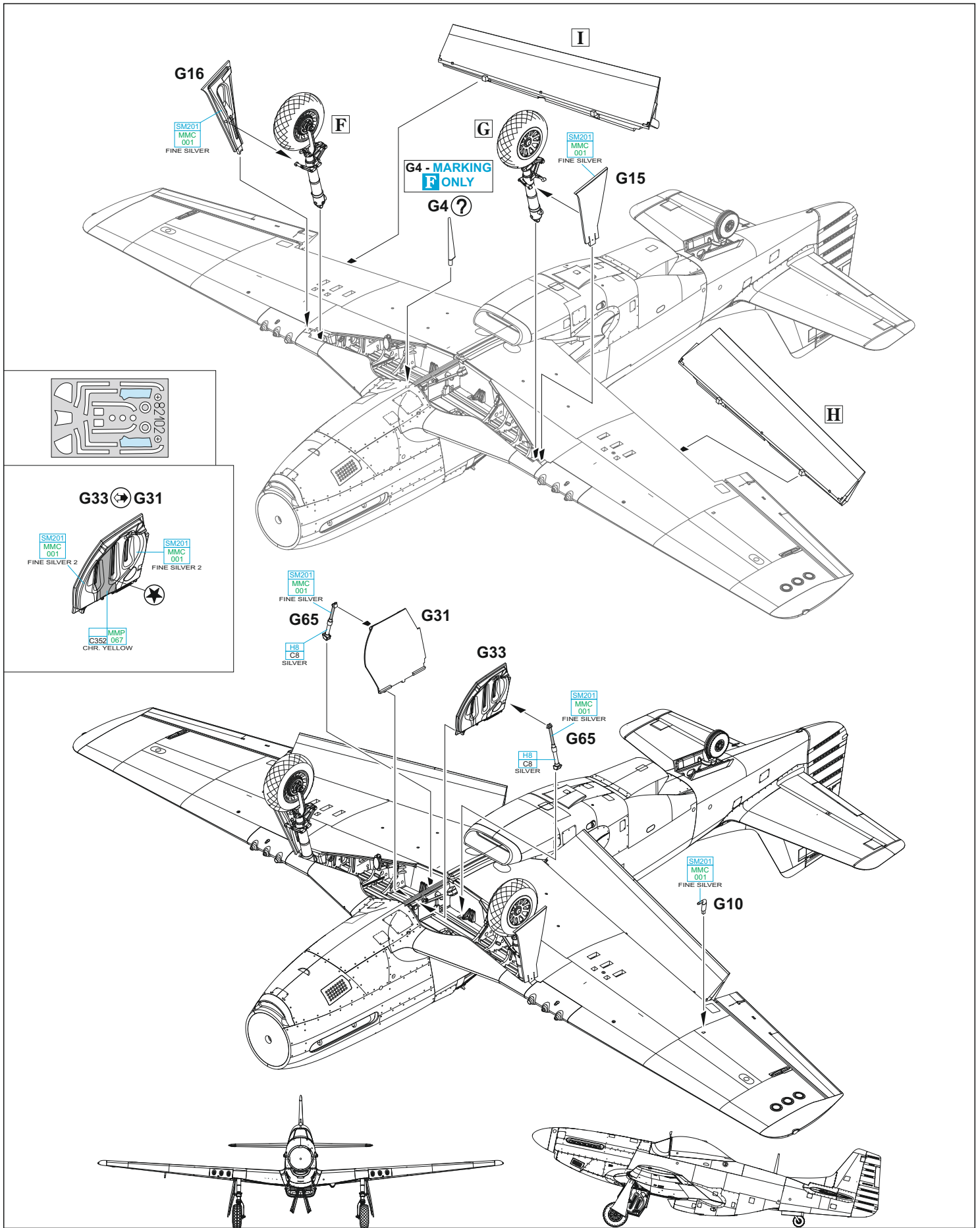


H



I

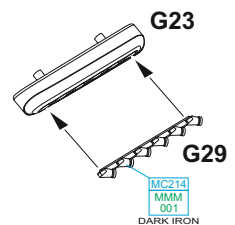
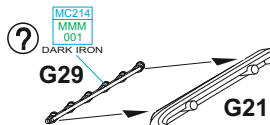


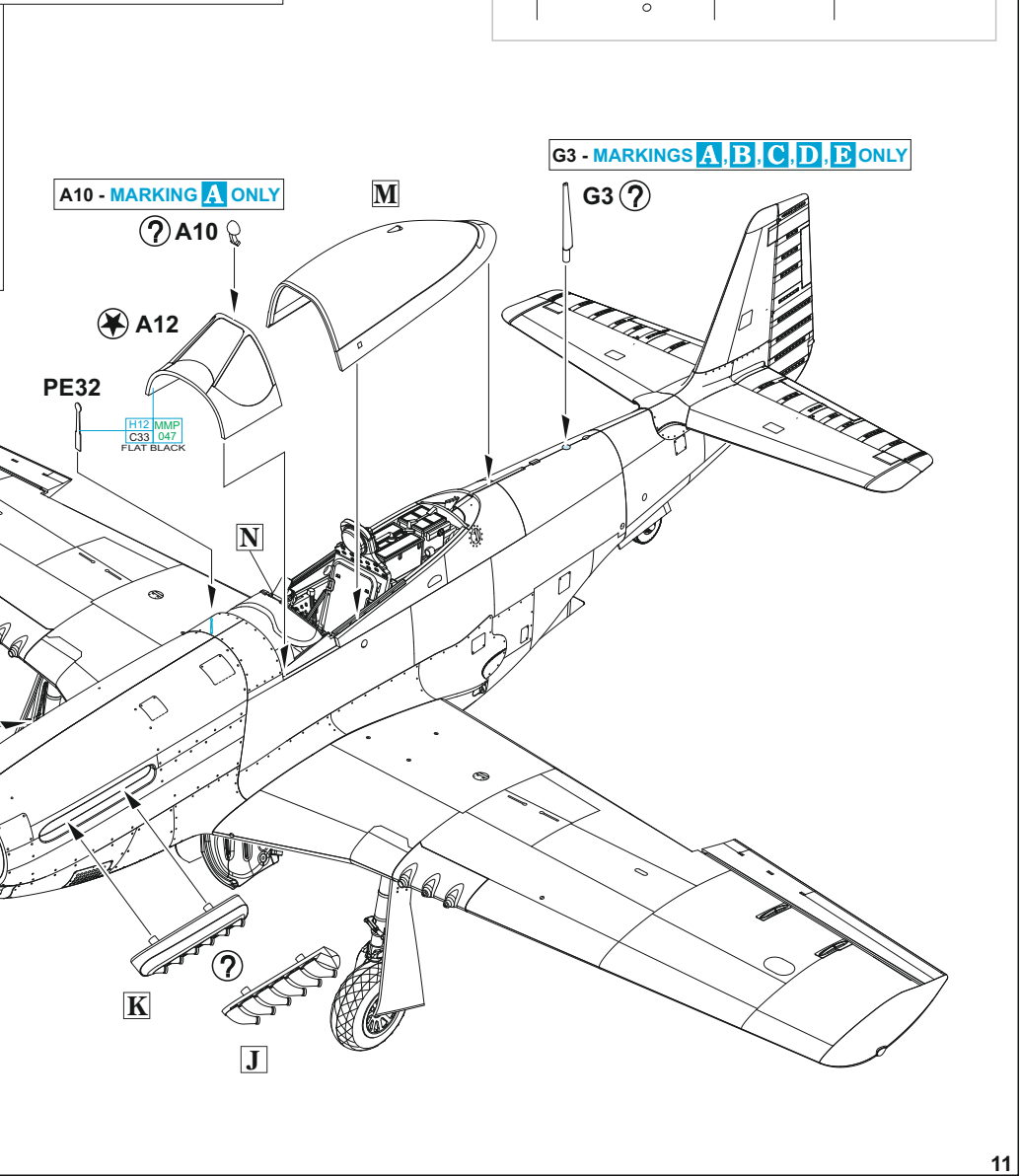
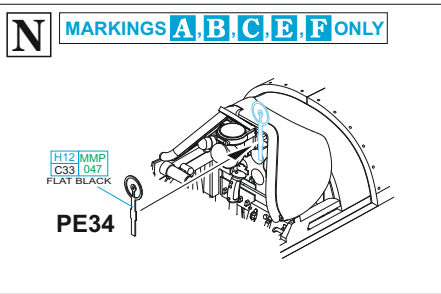
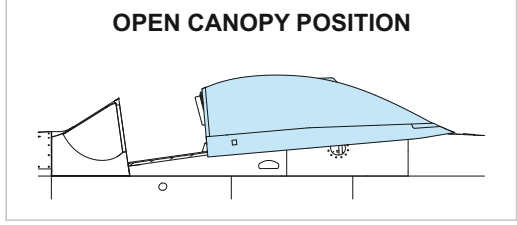
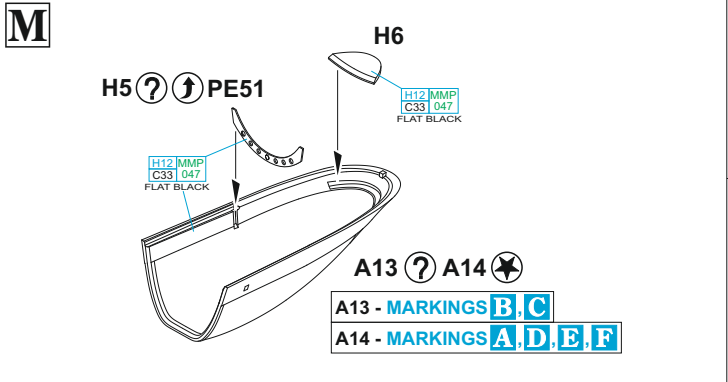
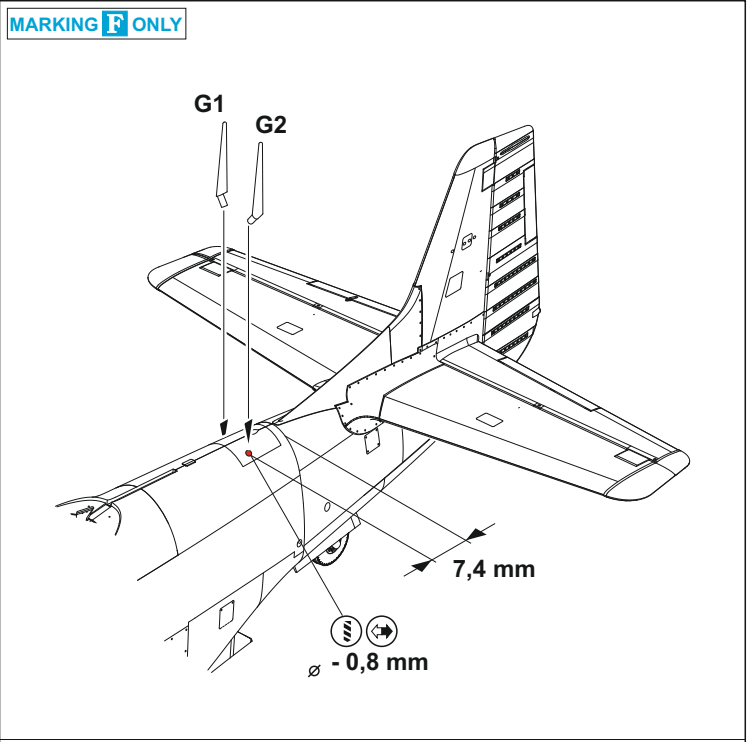
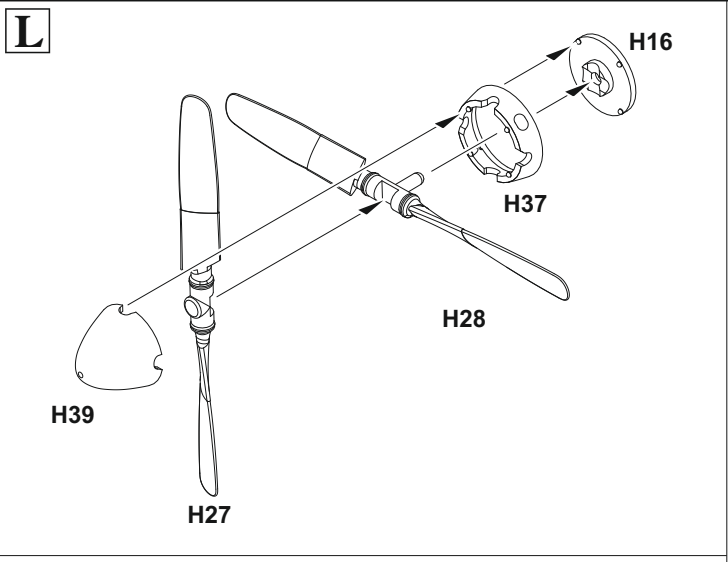


**J MARKING A**

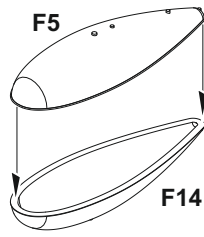
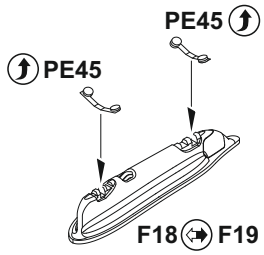


**K MARKINGS B, C, D, E, F**

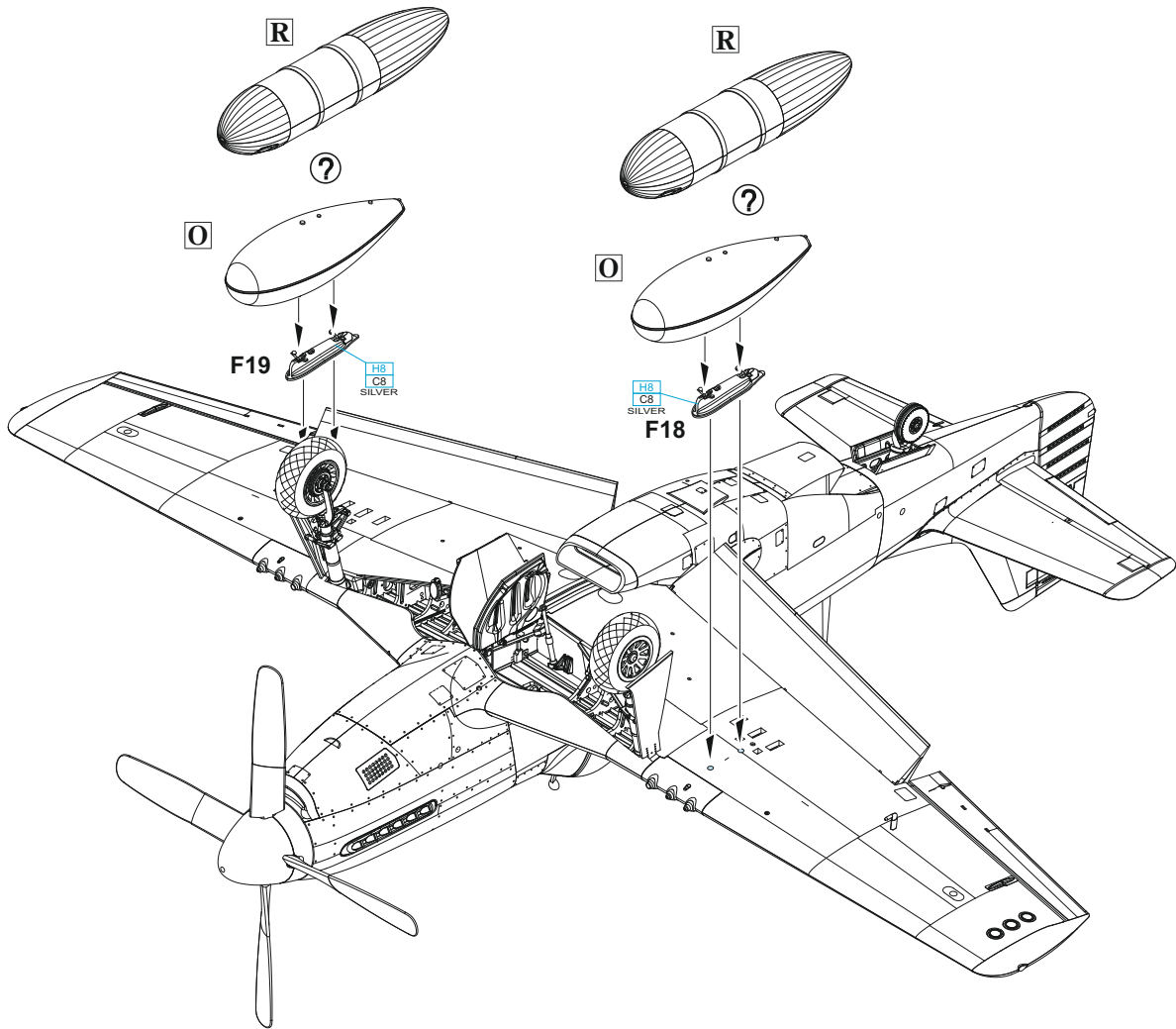
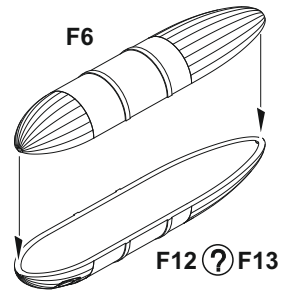




**O** 2 pcs.

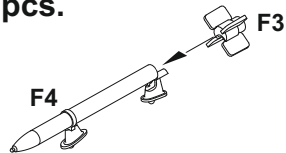


**R** 2 pcs.

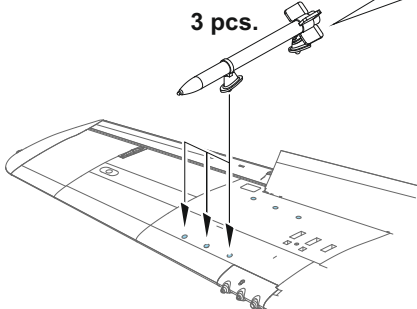


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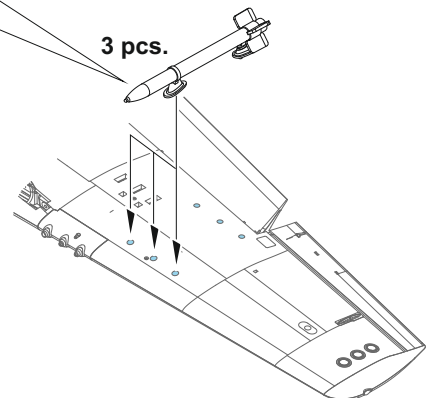
6 pcs.



3 pcs.

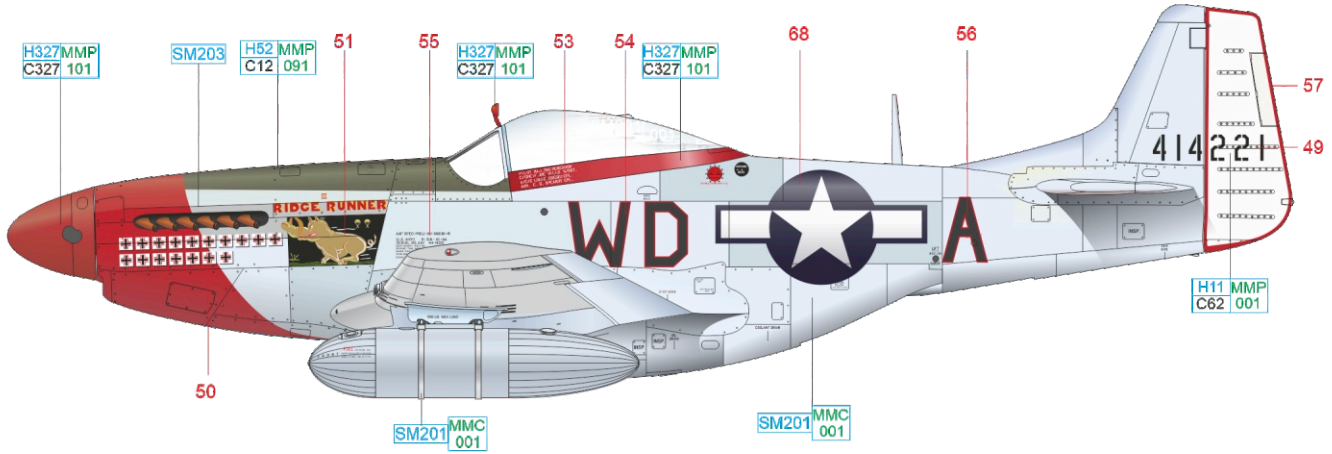


3 pcs.

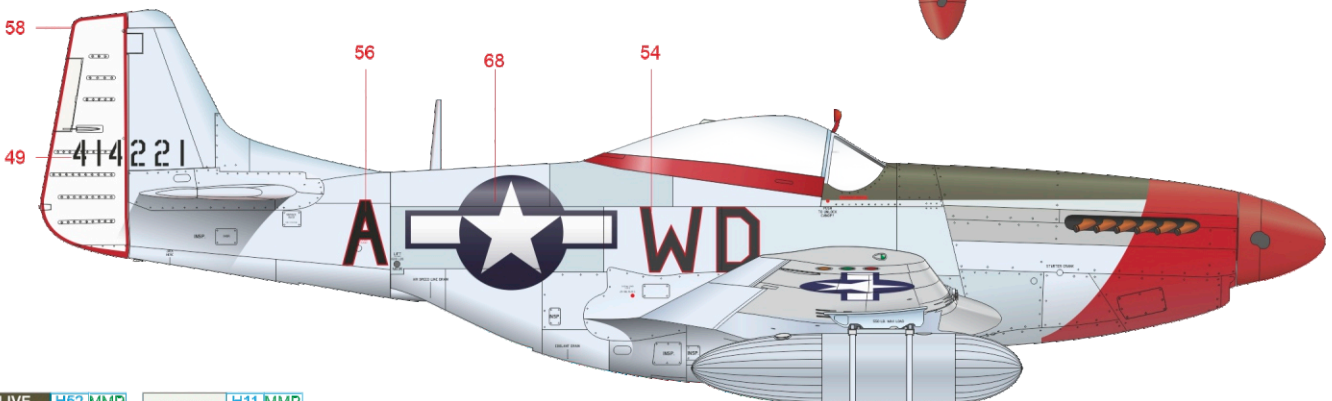
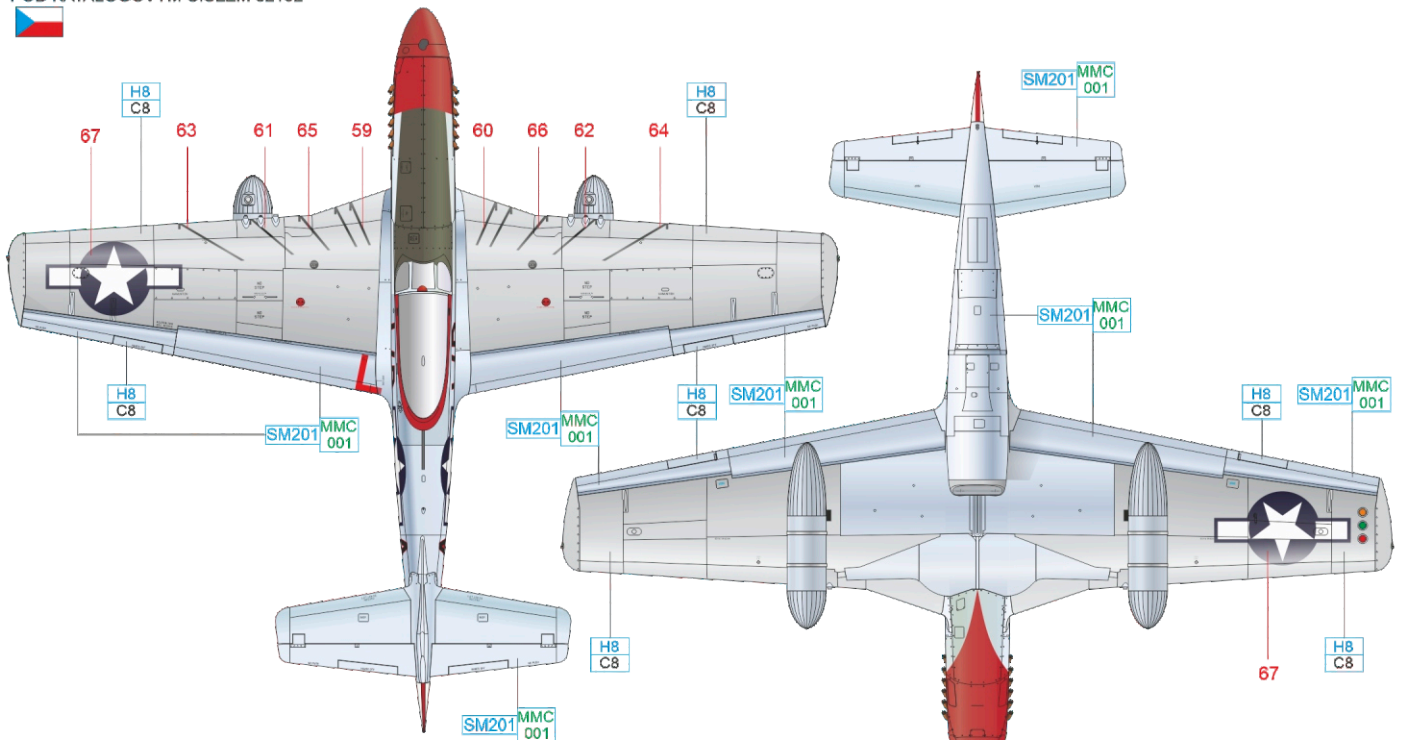


**A** P-51D-10, 44-14221, flown by Maj. Pierce W. McKennon, CO of 335<sup>th</sup> FS, 4<sup>th</sup> FG, 8<sup>th</sup> AF, Debden, United Kingdom, April 1945

Future Second World War twelve kill ace Pierce Winnigham McKennon was born on November 30<sup>th</sup>, 1919, in Clarksville, Arkansas. Although his ability to play the piano awarded him a scholarship at the University of Arkansas, he did not complete those studies and in 1941, he entered the USAAF with the wish to be a fighter pilot. After two months, however, he was let go due to his nausea, but he refused to let go of his dream. He joined the RCAF, where he finished his training and was assigned to an Operational Training Unit in Europe. He was reintegrated into the USAAF on February 22<sup>nd</sup>, 1943, with the rank of 2<sup>nd</sup> Lieutenant, and was assigned to the 335<sup>th</sup> FS, armed with the P-47, which were later replaced by the phenomenal Mustang. He was not only an excellent pilot, but due to the piano playing skills, was also a regular invitee to social functions. His final sortie came about during a squadron-wide raid on an air bases around Prague, when his aircraft was hit in the canopy, and a piece of Plexiglass narrowly missed his eye. After the war, he remained with the Air Force, serving as an instructor. He was killed on June 18<sup>th</sup>, 1947, together with a student pilot in an AT-6D near San Antonio, Texas.



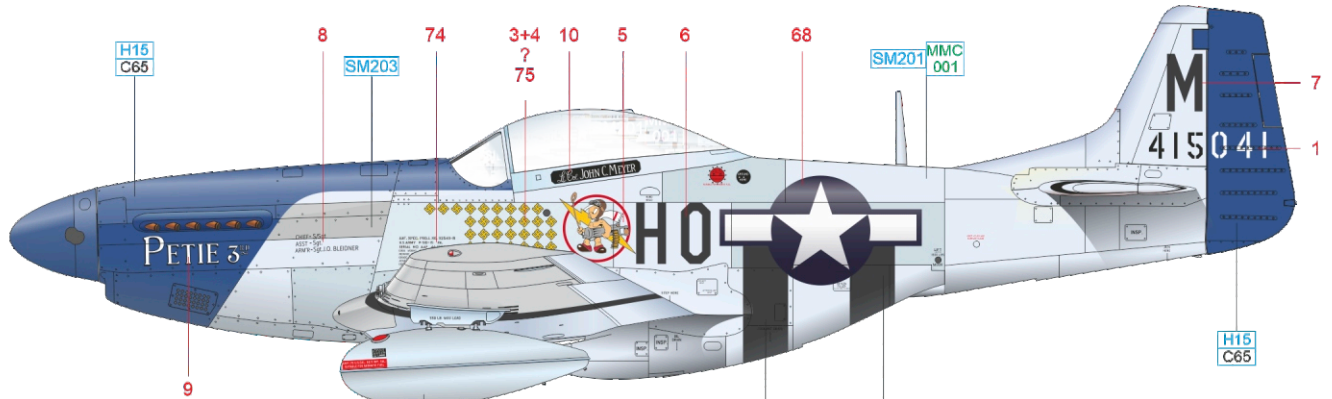
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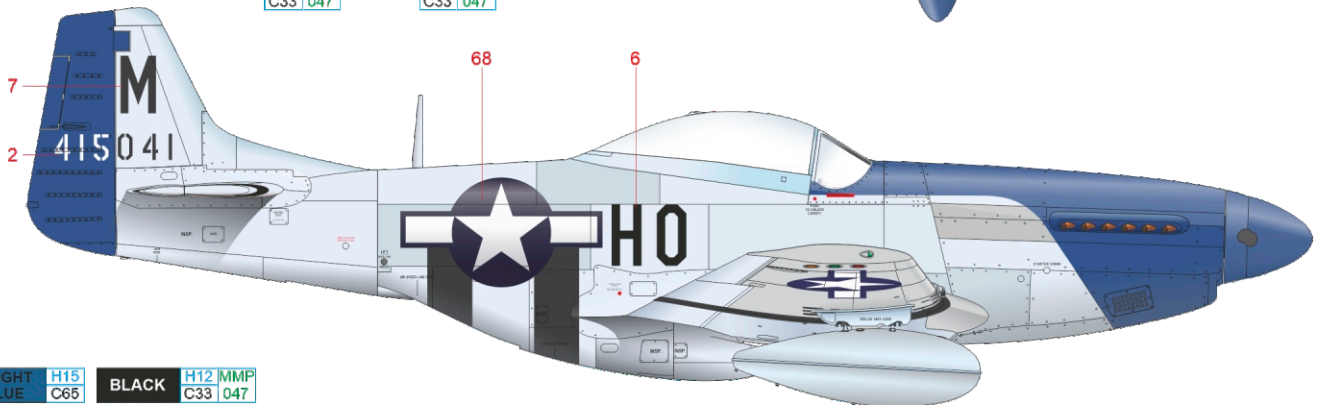
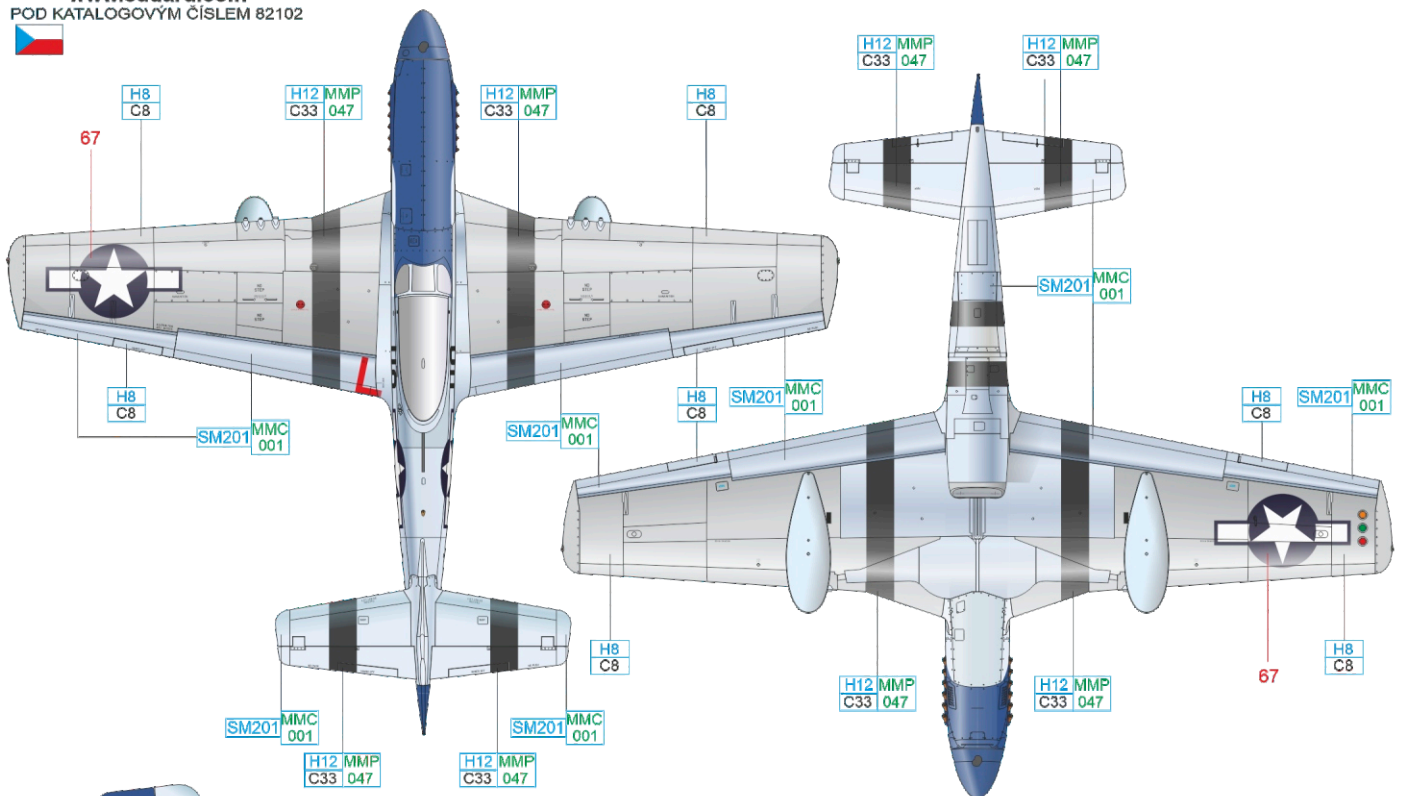
OLIVE DRAB	H52 MMP C12 091	WHITE	H11 MMP C62 001
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203
SILVER	H8 C8	RED	H327MMP C327 101



Brooklyn native John Charles Meyer finished flight training on July 26<sup>th</sup>, 1940, at the age of 21, after which he was assigned to the 33<sup>rd</sup> PS on Iceland, a unit that was tasked with convoy escort duties, flying the P-40. After his return to the States, he was named the CO of the newly formed 487<sup>th</sup> FS, which had undergone conversion training onto the P-47 and in June 1943 was transferred to United Kingdom, from where they performed escort missions for four engine heavy bombers over continental Europe. In April of 1944 the unit was rearmed with the Mustang, and the number of kills attributed to Major Meyer began to rise. In November 1944 he was named Deputy Commander of the 352<sup>nd</sup> FG, to which his own 487<sup>th</sup> FS was subordinate. Under his command, the 352<sup>nd</sup> FG was relocated to the forward base at Asch in Belgium. On January 1<sup>st</sup>, the Luftwaffe conducted a raid on this base, and Meyer was able to get his unit in the air to counter the raid, claiming a pair of Fw 190s in the process. These would be the last two kills that he would achieve during the war, because on January 4<sup>th</sup>, he suffered a major fracture of his left leg, the treatment of which required his return to the United States. After the war, John Meyer remained in the military, and took part in combat in Korea, and in Vietnam he led the Linebacker II campaign. Over the course of the Second World War, he shot down 24 enemy aircraft, and he added another two during the Korean War. He retired a General as the head of the Strategic Air Command. He passed away as the result of a heart attack on December 2<sup>nd</sup>, 1975.



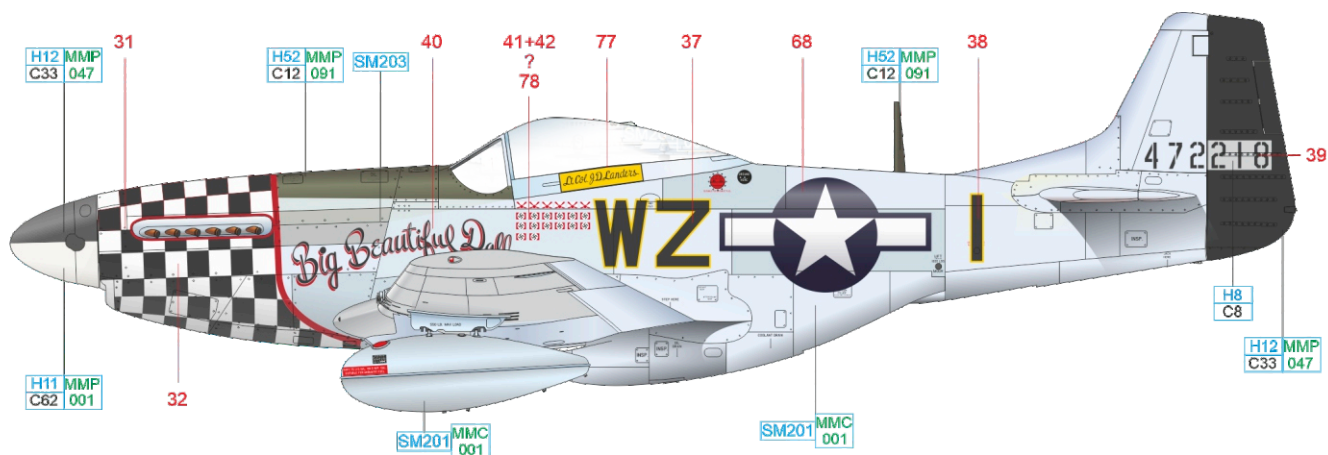
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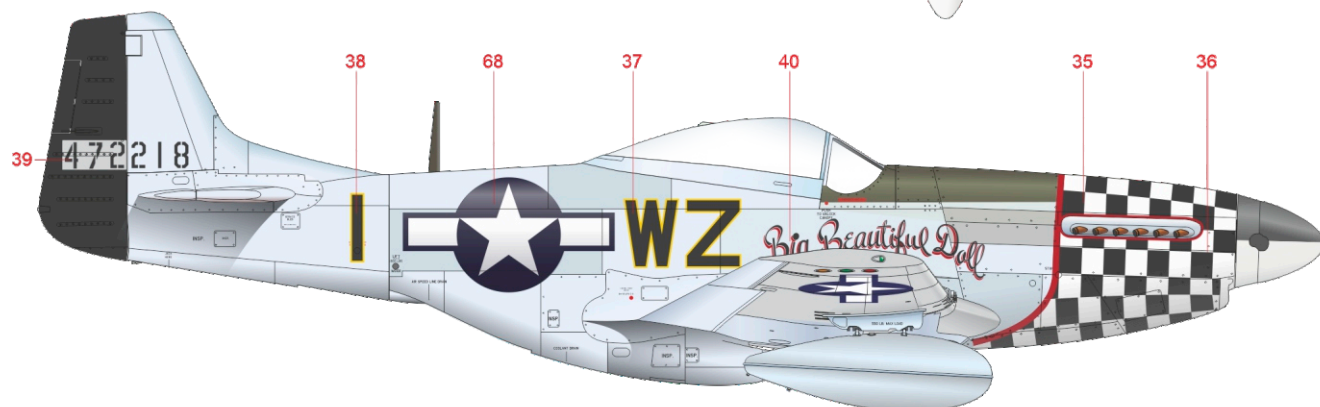
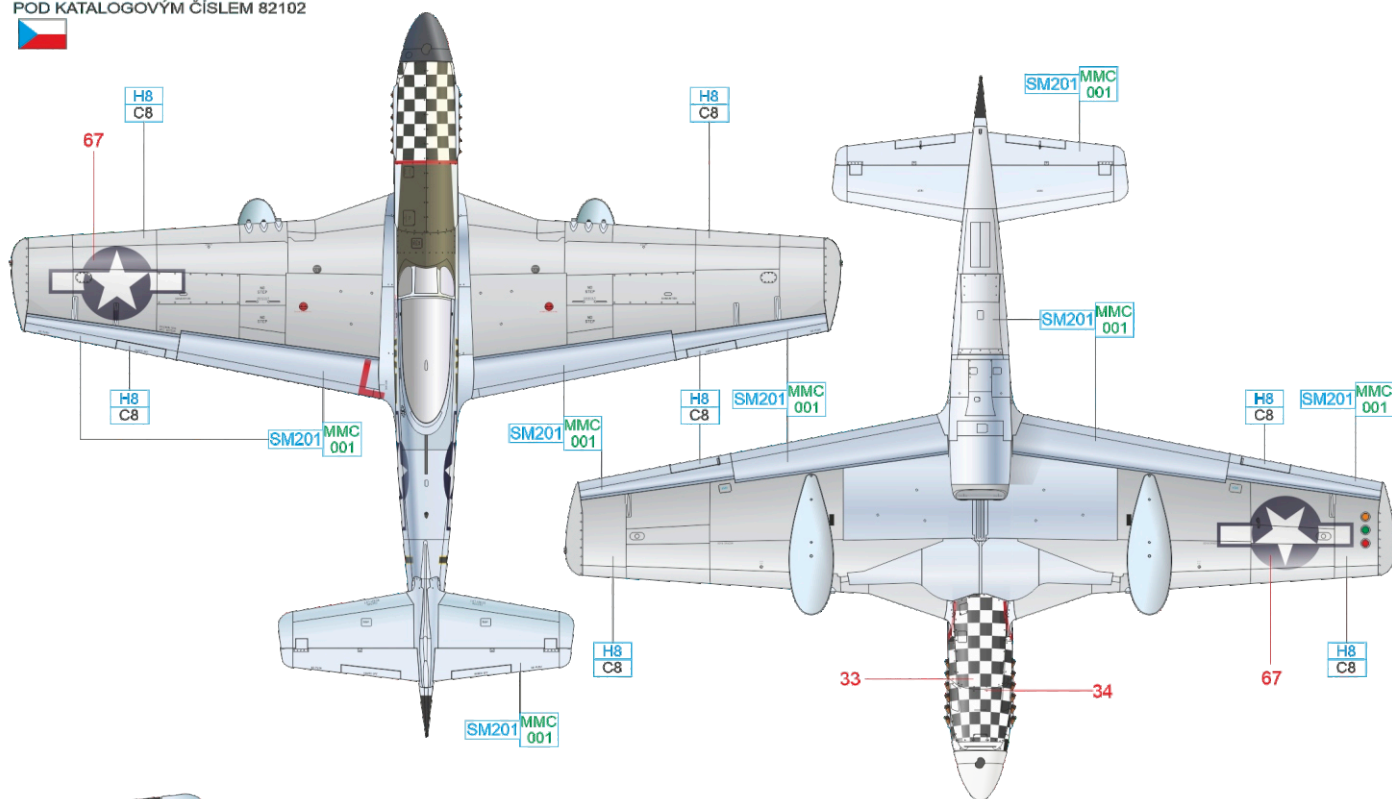
BRIGHT BLUE	H15 C66	BLACK	H12 MMP C33 047
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203
		SILVER	H8 C8

# D P-51D-20, 44-72218, flown by Lt Col. John D. Landers, CO of 78<sup>th</sup> FG, Duxford, United Kingdom, March 1945

John Dave Landers was born on August 23<sup>rd</sup>, 1920, in Joshua, Texas. He joined the Army Air Force in April 1941. After undergoing pilot training, he was assigned to the 9<sup>th</sup> FS in Australia in January 1942, a unit that flew P-40s. In the Pacific theatre, he gained six kills, and in January 1943 he was called back to the States. There, he served as a flight instructor, but by his own request, he was reassigned to a combat unit in April 1944. That combat unit was the 38<sup>th</sup> FS based at Wormingford, which flew the P-38, re-equipping with the P-51 from July 1944. After being promoted to Lt Col., he took over command duties of the 357<sup>th</sup> FG, which he led from October to December 1944. After some downtime in the United States, he returned to Great Britain and was named CO of 78<sup>th</sup> FG, holding this post until the end of the Second World War. In December 1945 he left the military and worked in construction. He died on September 12<sup>th</sup>, 1989.



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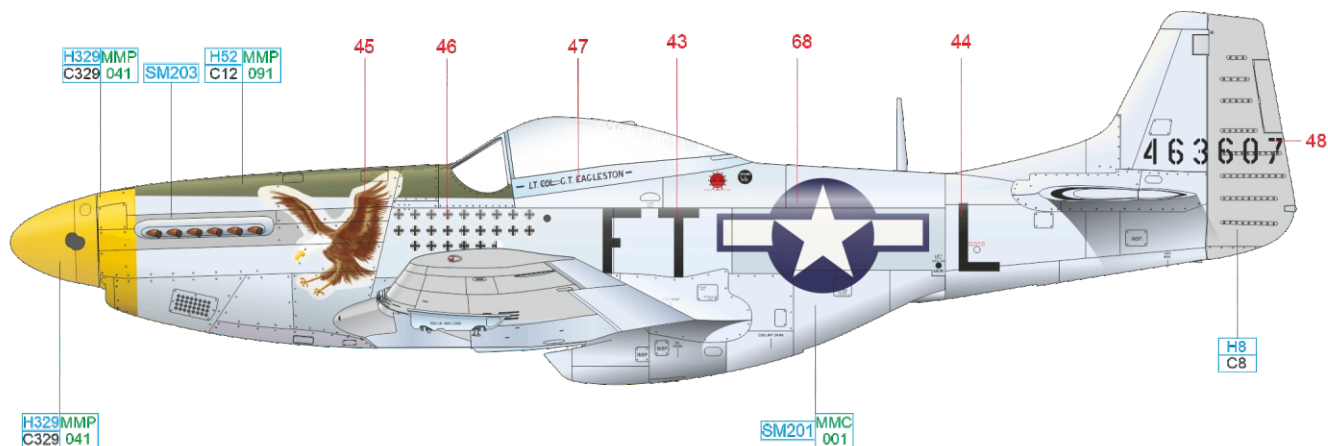


OLIVE DRAB	H52 MMP C12 091	BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203	SILVER	H8 C8

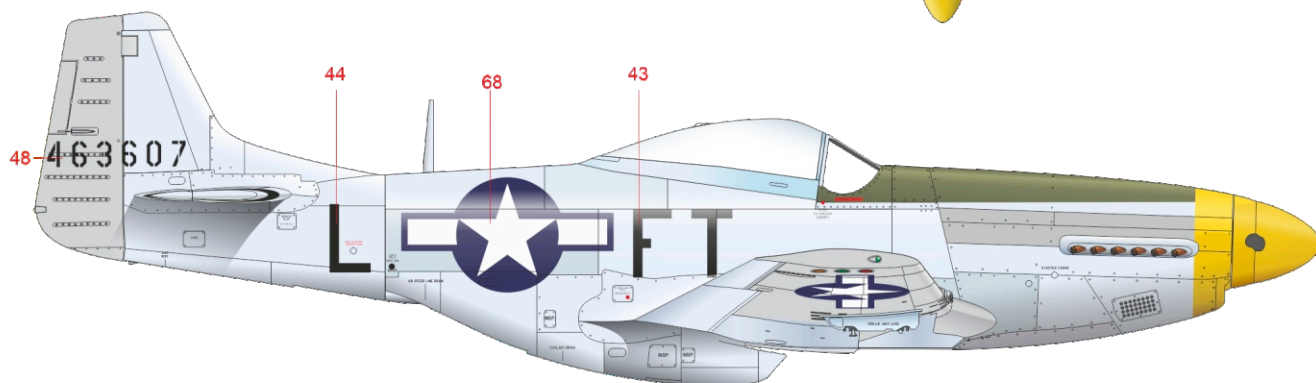
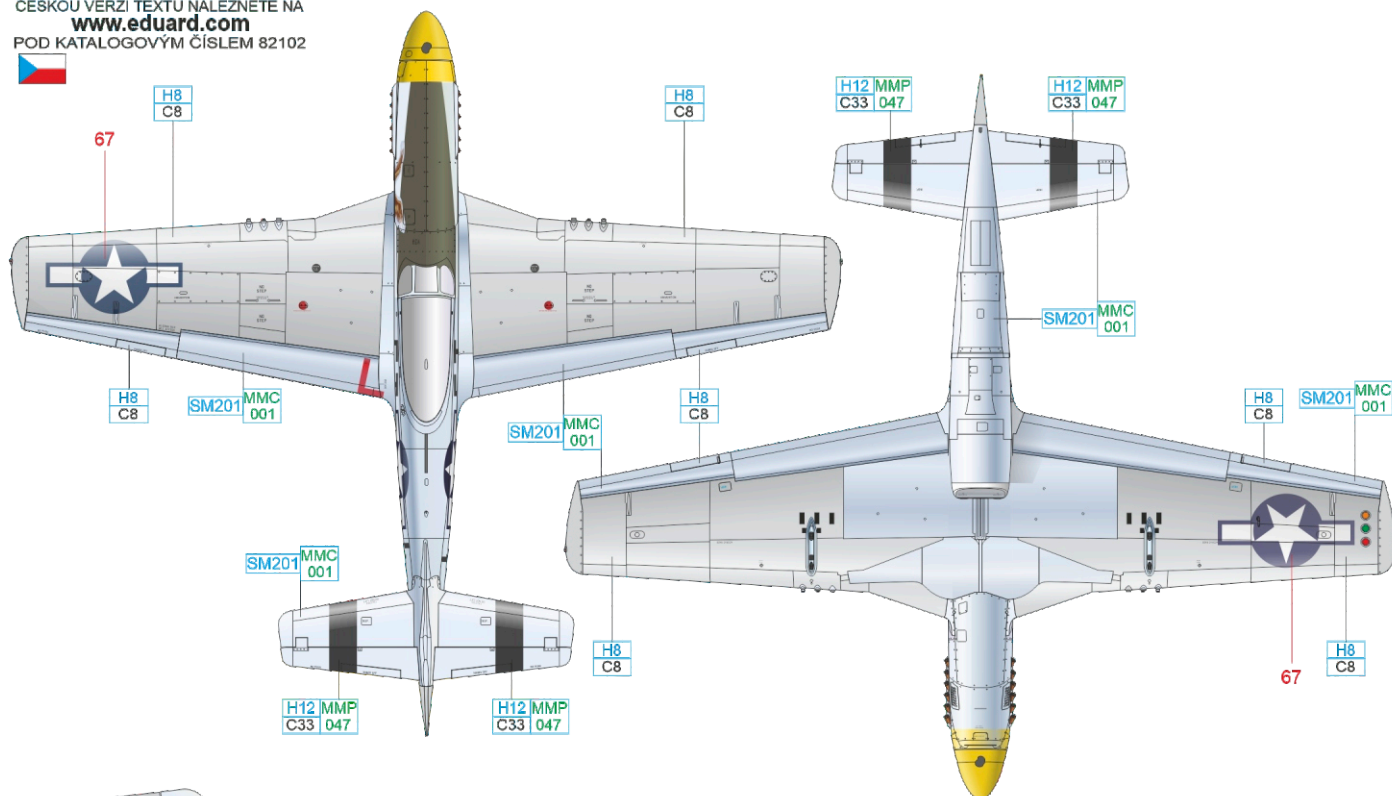


# E P-51D-20, 44-63607, flown by Lt Col. Glenn T. Eagleston, CO of 353<sup>rd</sup> FS, 354<sup>th</sup> FG, 9<sup>th</sup> AF, Y-64 Ober Olm, Germany, April 1945

Glenn Todd Eagleston was born on March 12<sup>th</sup>, 1921, in Farmington, Utah, and he joined the USAAF in 1940. In 1942 he underwent flight training, after which he was first assigned to the P-39 equipped 79<sup>th</sup> FS, and then to the 353<sup>rd</sup> FS, which was transferred to Boxted in the UK with their Mustangs in October 1943. Although being a constituent of the 9<sup>th</sup> Air Force, the unit flew escort missions for 8<sup>th</sup> AF bombers. In the spring 1944 landing preparations, the 354<sup>th</sup> FG returned to tactical support of ground forces, and eventually relocated to fields in liberated Europe to remain close to combat areas, and this included the 353<sup>rd</sup> FS. Squadron command was handed over to Capt. Eagleston in October 1944, and the unit used their Thunderbolts in support of ground forces. In mid-February 1945 the unit went back to using the Mustang. After the Second World War, during which Glenn Eagleston amassed 18.5 kills over enemy aircraft, he remained in the Service, and took part in combat over Korea, where he shot down a pair of Soviet MiG-15s. He retired at the end of February 1967, and died on May 7<sup>th</sup>, 1991.



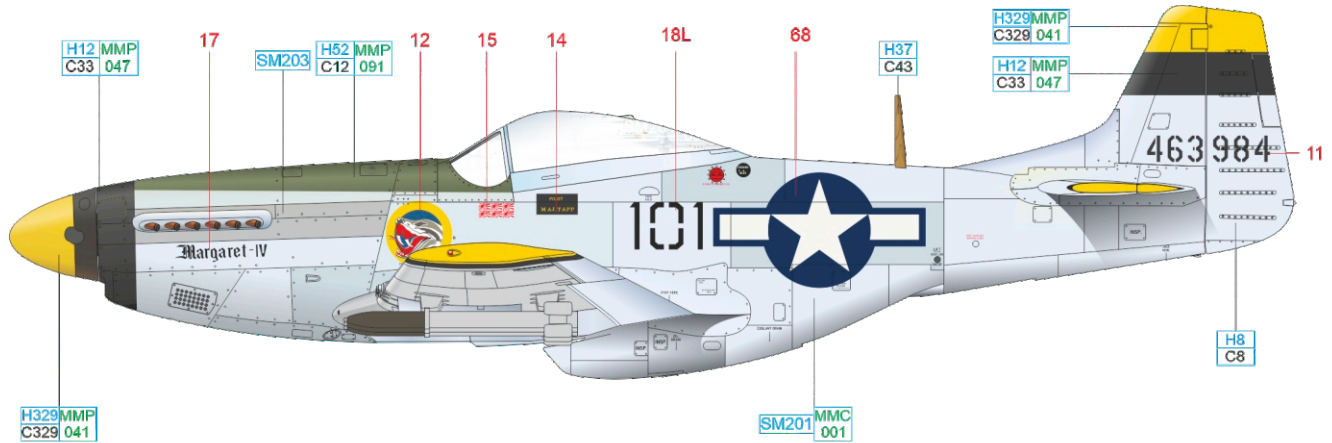
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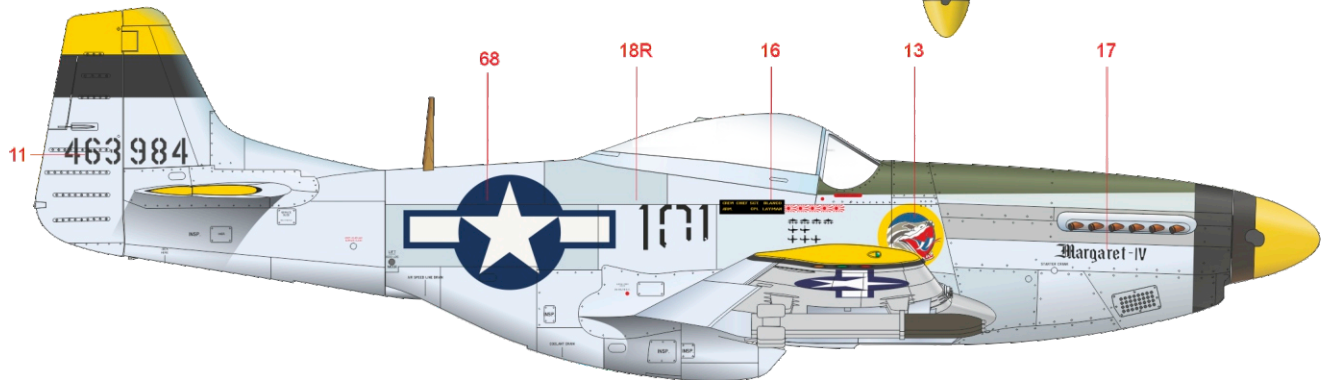
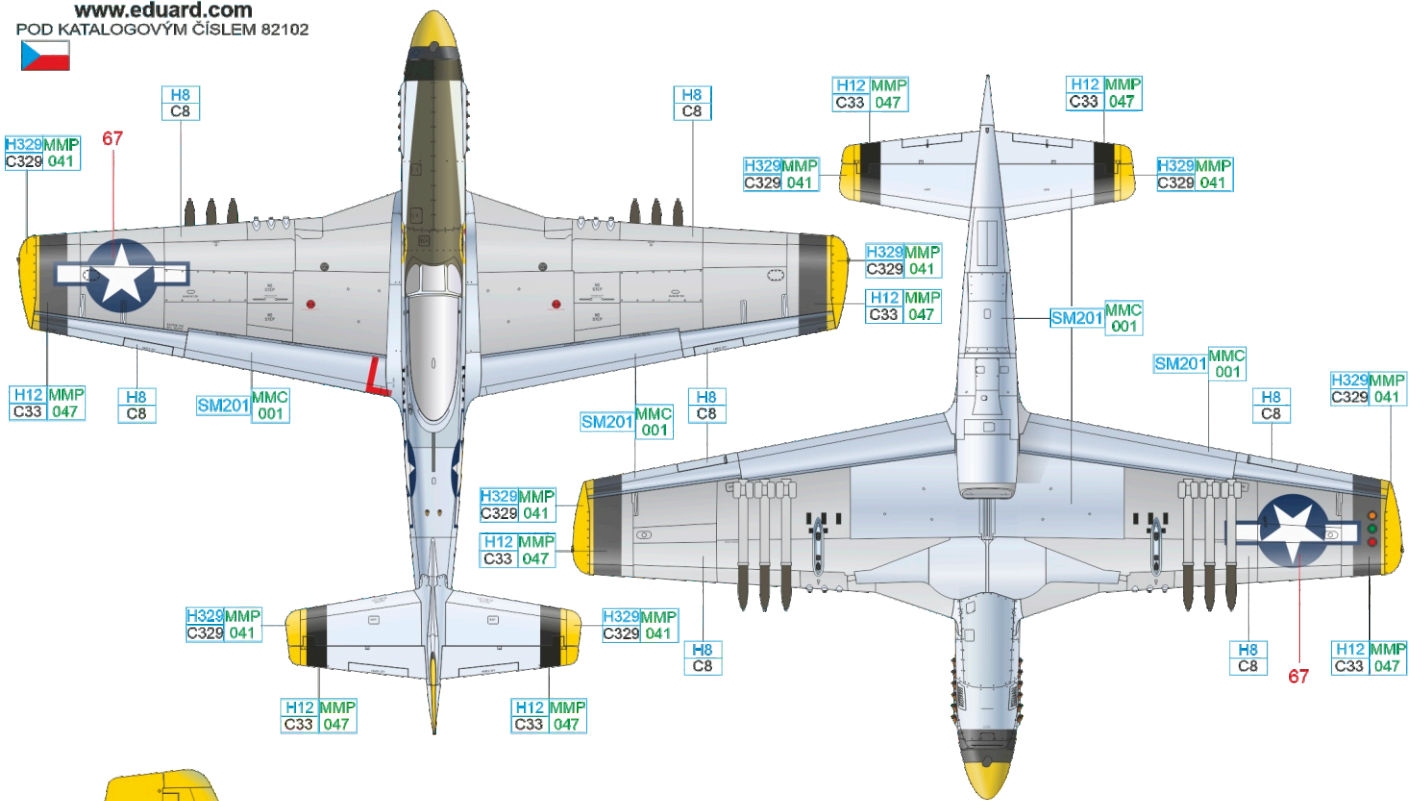
YELLOW	H329 MMP C329 041	OLIVE DRAB	H52 MMP C12 091	BLACK	H12 MMP C33 047
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203	SILVER	H8 C8

# F P-51D-20, 44-63984, flown by Maj. James B. Tapp, CO of 78<sup>th</sup> FS, 15<sup>th</sup> FG, 7<sup>th</sup> AF, Iwojima, May 1945

During attacks on Tokyo vicinity airfields on May 25<sup>th</sup>, 1945, 7<sup>th</sup> AF Mustang pilots fired unguided HVAR rockets for the first time. A quartet of thusly armed Mustangs was part of a force that included initially some 128 fighters, but only a mere 67 aircraft found their mark. The flight of HVAR armed Mustangs was led by Maj. James Buckley Tapp, who hit a hangar with his rockets at Matsudo Air Base, and then shot down a Ki-44 Tojo in combat. This would be his 7<sup>th</sup> kill, while his first four came about during the first escort mission of Superfortresses over Japan on April 7<sup>th</sup>, 1945. These up to eight hour missions came to be known as VLR (Very Long Range) missions, and Maj. Tapp became the first USAAF ace to gain all his kills during these VLR flights on April 12<sup>th</sup>, 1945. With a total of eight confirmed kills and two damaged, Maj. Tapp is the second ranked Mustang pilot in the Pacific area during World War Two. Symbols applied by the ground crew of Margaret IV on the right side of the fuselage below the cockpit further indicate that this Mustang flew a total of nine combat missions to May 25<sup>th</sup>, 1945, during which the pilot destroyed five enemy aircraft.



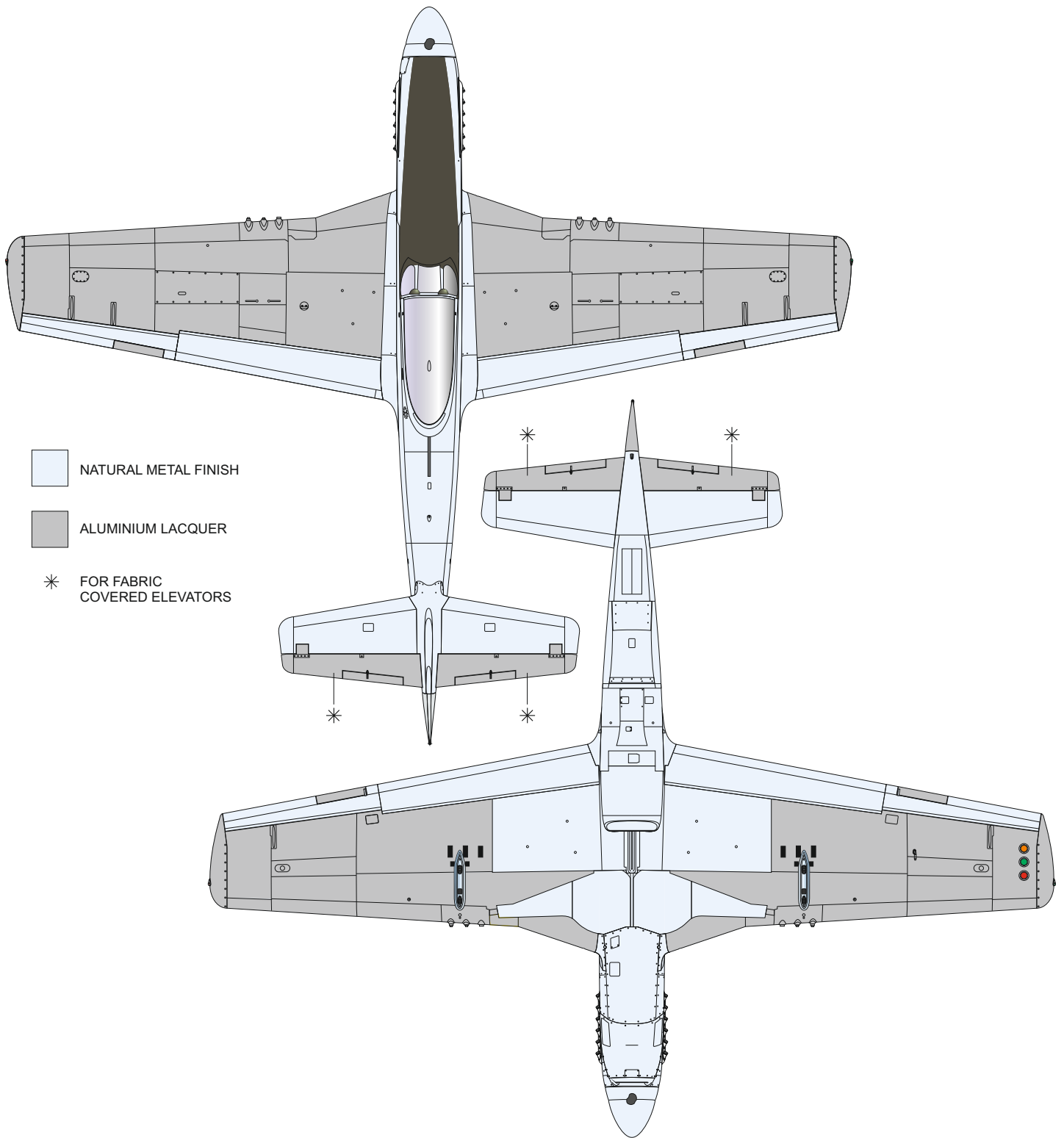
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NOTE: The 165 gallon droptanks are not included in the kit. Should you like to have your model so equipped, we recommend the use of Set 82109X or 648532, available from our e-shop.

YELLOW	H329 MMP C329 041	OLIVE DRAB	H52 MMP C12 091	BLACK	H12 MMP C33 047
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203	SILVER	H8 C8
				WOOD	H37 C43

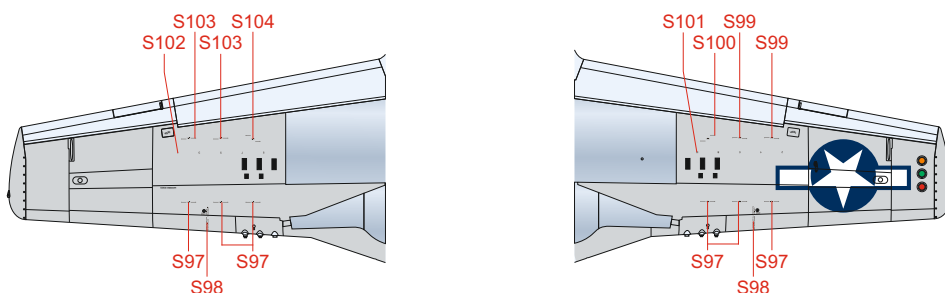
# P-51D ALUMINIUM LACQUER PAINTED AREAS



## P-51D

## STENCILING POSITIONS

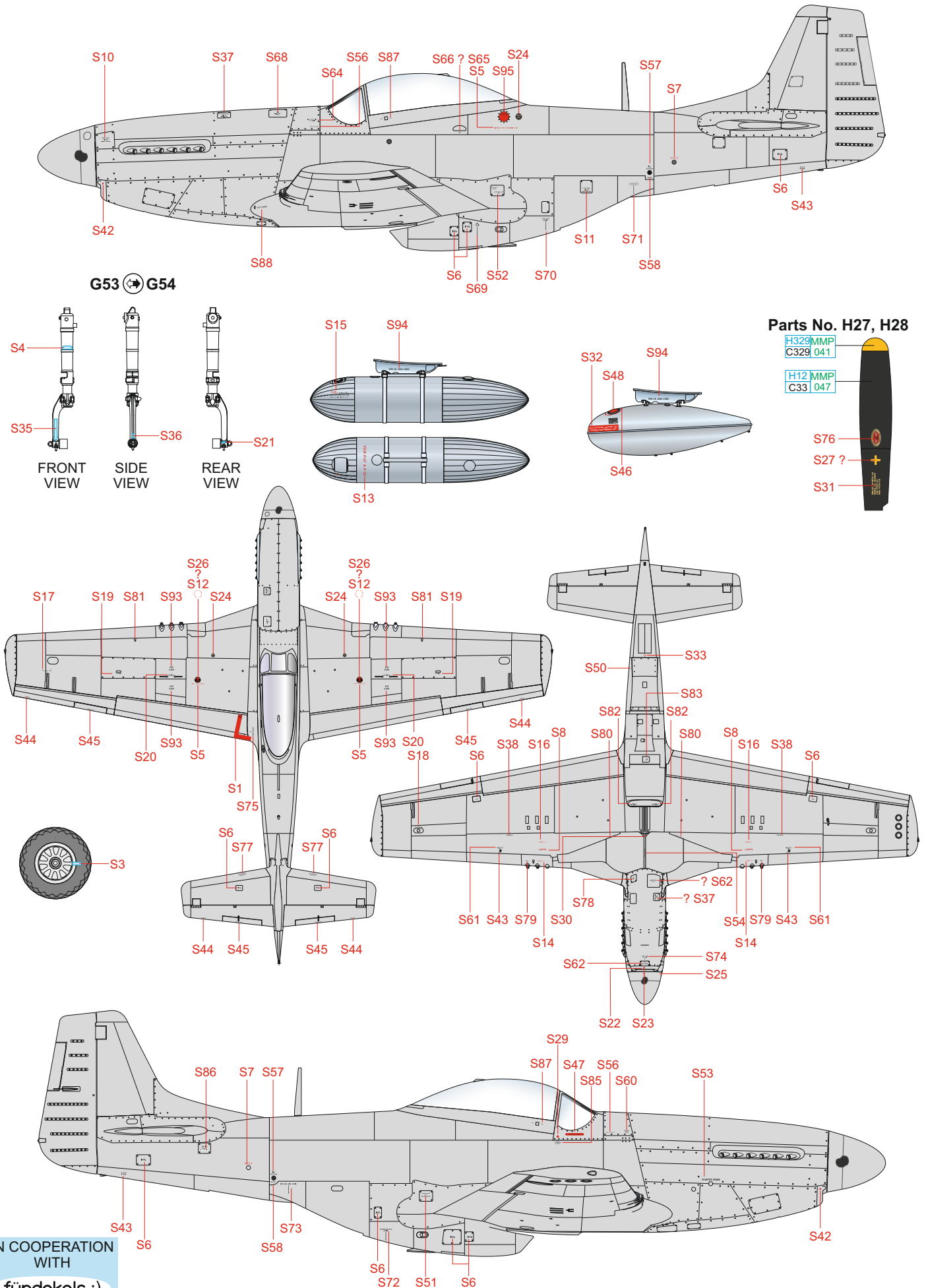
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# P-51D

# STENCILING POSITIONS

decals No. S37, S62 - on late version only



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