

P-51B/C Mustang

Birdcage
canopy

eduard

1/32 Scale Plastic Model Kit



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EDUARD BRASSIN
HYBRID



item No. 932012

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

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

Innovative fighter

The Allison V-1710-39 one-stage, one-speed supercharged liquid-cooled in-line engine rated at 1,100 HP was chosen for the new fighter and the designers creating as narrow and sleek a fuselage as possible did their best to lower the drag. For the same reason they decided to use an innovative laminar flow airfoil, which lowers the drag indeed, but, on the other hand, requires a smooth surface to work well. That necessitated putty and sand the leading area of the wing. Another innovative design feature was the radiator belly under the fuselage which even developed some additional thrust thanks to the Meredith effect. Armament consisted of two guns in the nose and four in the wings, all of them .50 caliber Brownings (the Mk. Ia variant had four 20mm cannons). Britons chose the name Mustang for the new aircraft, later adopted by USAAF as well. The RAF received the first Mustangs Mk.I in October 1941. The performance was found satisfactory, as the Mustang was faster than the Spitfire Mk.V and had more than double the range. On the other side, the Allison engine reached its maximum power at only 11,800 ft (3,597 m) because of its one stage supercharger. Above this level the engine performance decreased rapidly. As the aerial combats occurred much higher, the RAF decided to use their Mustangs in the reconnaissance role and the US Army Air Corps, interested in the new type as well (but bound to the contract to buy P-40, P-39 and P-38 pursuits), asked the NAA to convert the Mustang as a dive bomber with wing dive brakes (the A-36 variant).

Merlin magic

To solve the high altitude weakness, the engineering began in Great Britain to fit the Mustang with the two-stage, two-speed

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

Ace maker and infinite warrior

The first Mustang aerial victory was achieved on August 19, 1942, when Flight Officer Hills shot down an Fw 190. It was the beginning of the incredible tally of 4,950 enemy aircraft shot down by Mustang pilots during World War II. Of them, 251 achieved the "ace" status. The most successful pilot of P-51 was George Preddy Jr., recording 24 of his 27 aerial victories flying Mustang, followed by John C. Meyer and John J. Woll with 21 kills each. Famous Charles Yeager, the first man to break the sonic barrier in 1947, was the first pilot of P-51D to become ace in just one day, after recording five kills on October 12, 1944.

The kit: P-51B/C Mustang Birdcage canopy

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

ATTENTION • UPOZORNĚNÍ

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

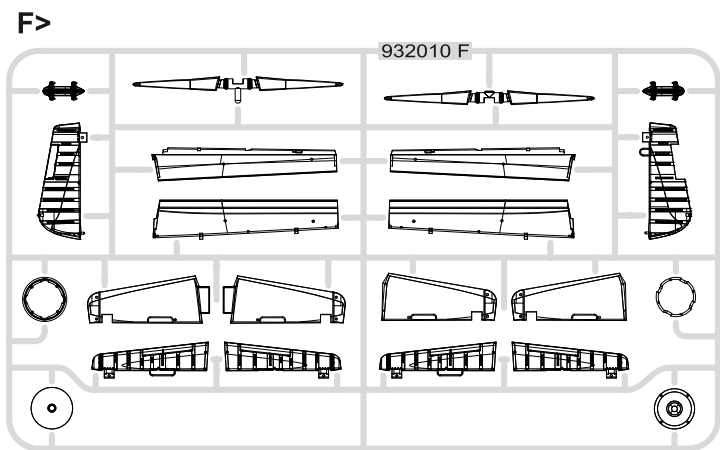
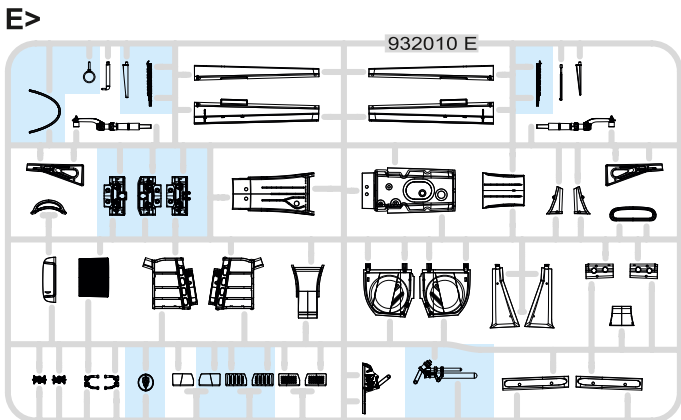
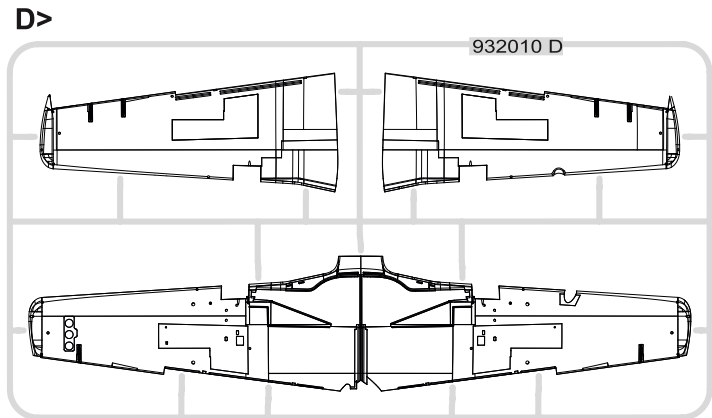
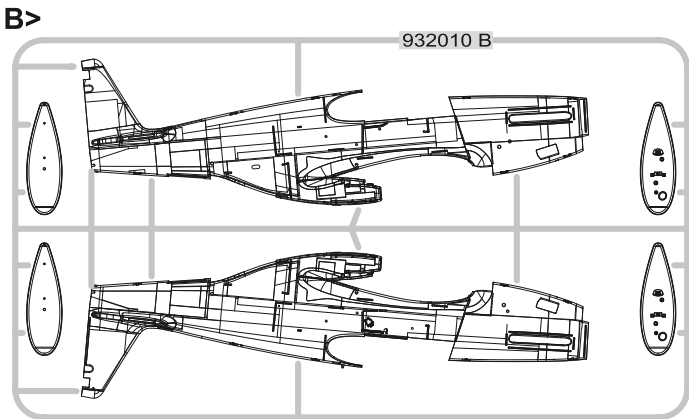
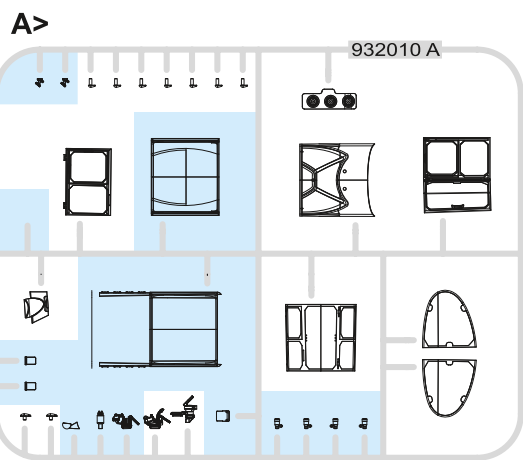
 Před započatím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS • INSTR. SYMBOLY

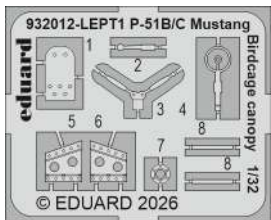
- 
OPTIONAL
VOLBA
- 
BEND
OHNOUT
- 
SAND
BROUSIT
- 
OPEN HOLE
VYVRTAT OTVOR
- 
SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ
- 
REMOVE
ODŘÍZNOUT
- 
REVERSE SIDE
OTOČIT
- 
APPLY MASK AND PAINT
POUŽÍT MASKU
A NABARVIT

PLEASE CHECK THE LATEST VERSION OF THE INSTRUCTION ON WWW.EDUARD.COM

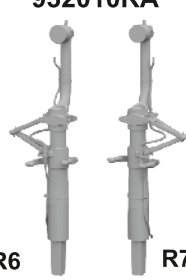
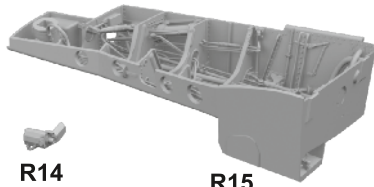
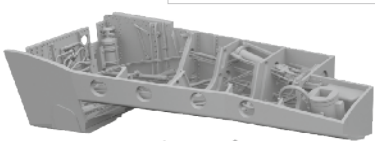
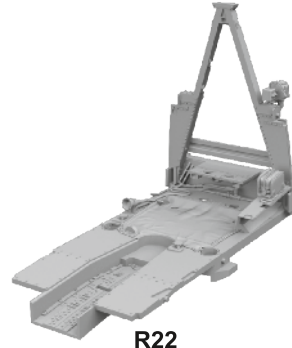
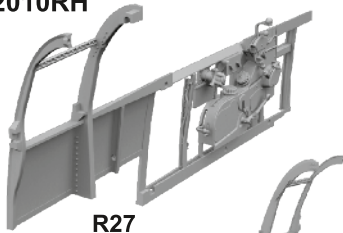
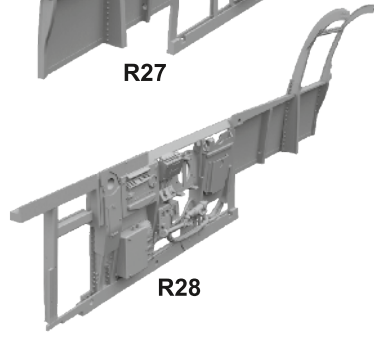
PARTS • DÍLY



PE - PHOTO ETCHED
DETAIL PARTS



RESIN PARTS • RESINOVÉ DÍLY

932010RP  R1  R2 2 pcs.	932010RR  R3 2 pcs.	932010RS  R4  R5	932010RA  R6  R7	932010RB  R8  R9	932010RC  R10  R11	932010RD  R12  R13	
932010RE  R14  R15  R16  R17  R18		 R19  R20		932010RG  R22  R23  R24  R25  R26			
932010RH  R27  R28		932010RT  R31  R32  R33  R34  R91  R92				932010RJ  R38  R39  R40  R41  R42	
932010RK  R43  R44	932010RL  R45  R46  R47	932010RM  R48  R49  R50  R51  R52  R53  R54  R55	932010RN  R56  R57  R58  R59  R60  R61  R62  R63  R64	932010RU  R68  R69  R93			

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

COLORS • BARVY

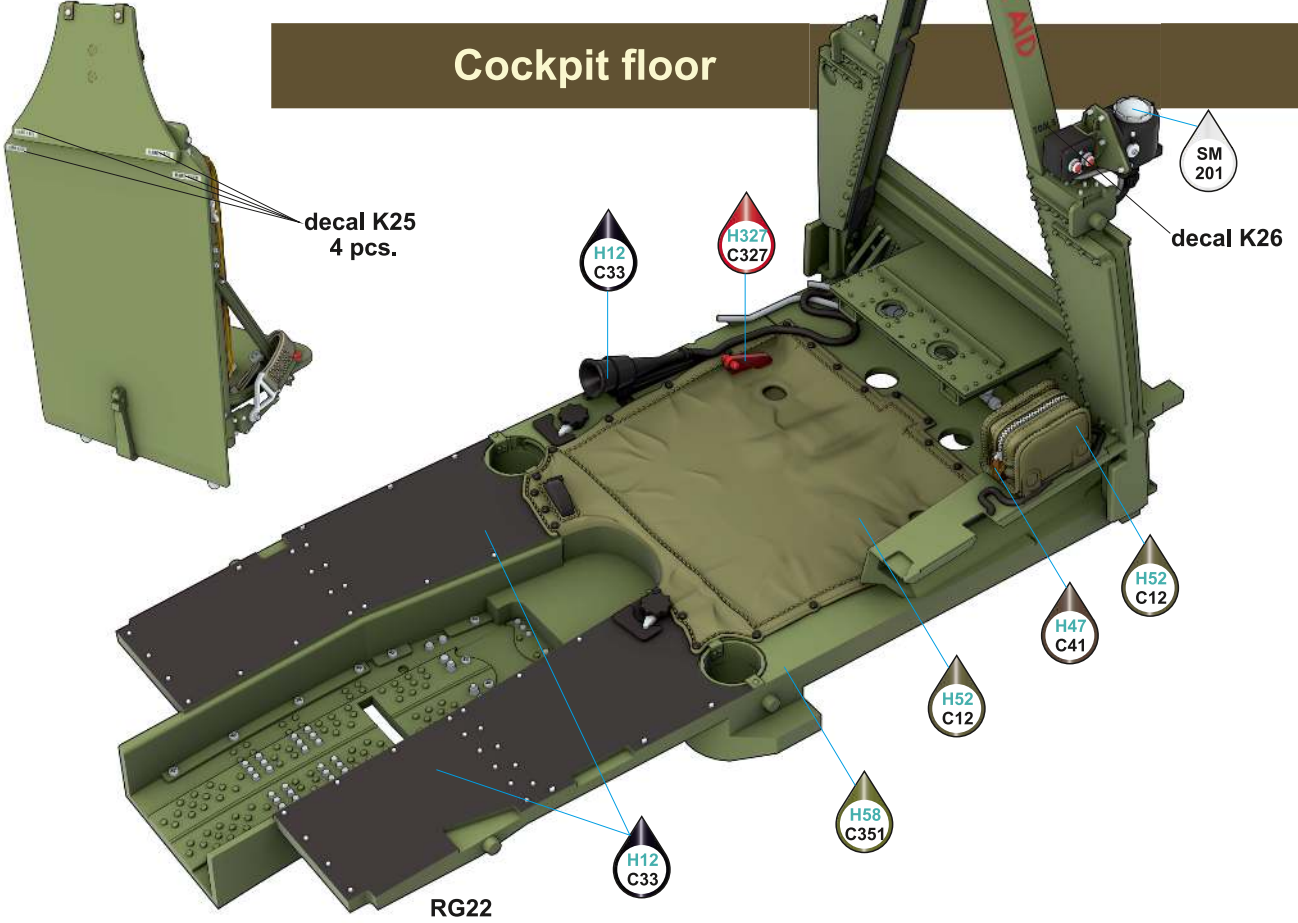
 H1 C1 WHITE	 H8 C8 SILVER	 H11 C62 FLAT WHITE	 H12 C33 FLAT BLACK	 H15 C65 BRIGHT BLUE	 H27 C44 TAN	 H47 C41 RED BROWN	 H52 C12 OLIVE DRAB	 H53 C13 NEUTRAL GRAY	 H58 C351 INTERIOR GREEN	 H74 C368 SKY
 H76 C61 BURNT IRON	 H77 C137 TIRE BLACK	 H90 C47 CLEAR RED	 H92 C49 CLEAR ORANGE	 H94 C138 CLEAR GREEN	 H327 C327 RED FS11136	 H329 C329 YELLOW FS13538	 H330 C361 DARK GREEN	 C352 CHROMATE YELLOW	 SM 201 SUPER FINE SILVER 2	 SM 203 SUPER IRON 2

COCKPIT

Warren McArthur SK-2016 seat

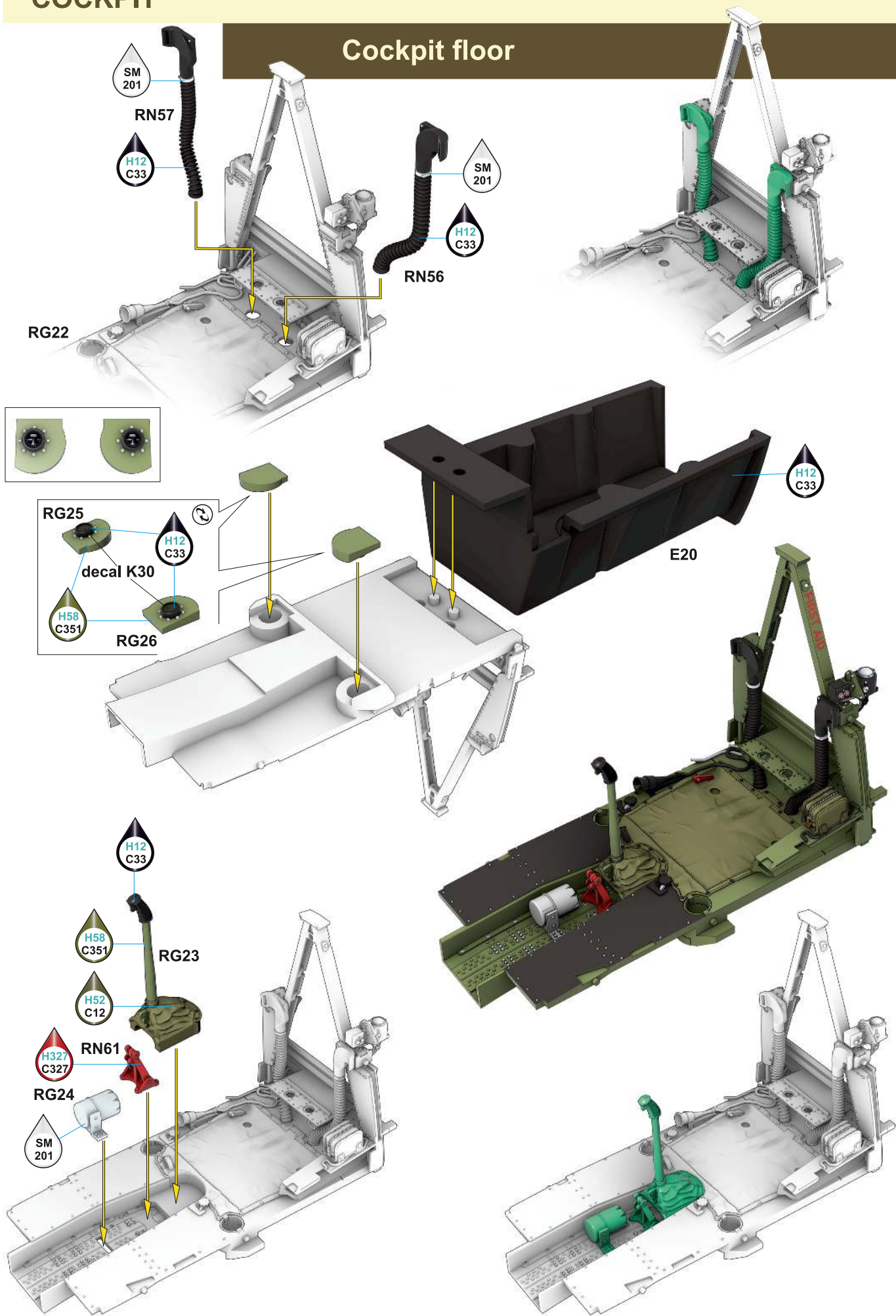


Cockpit floor

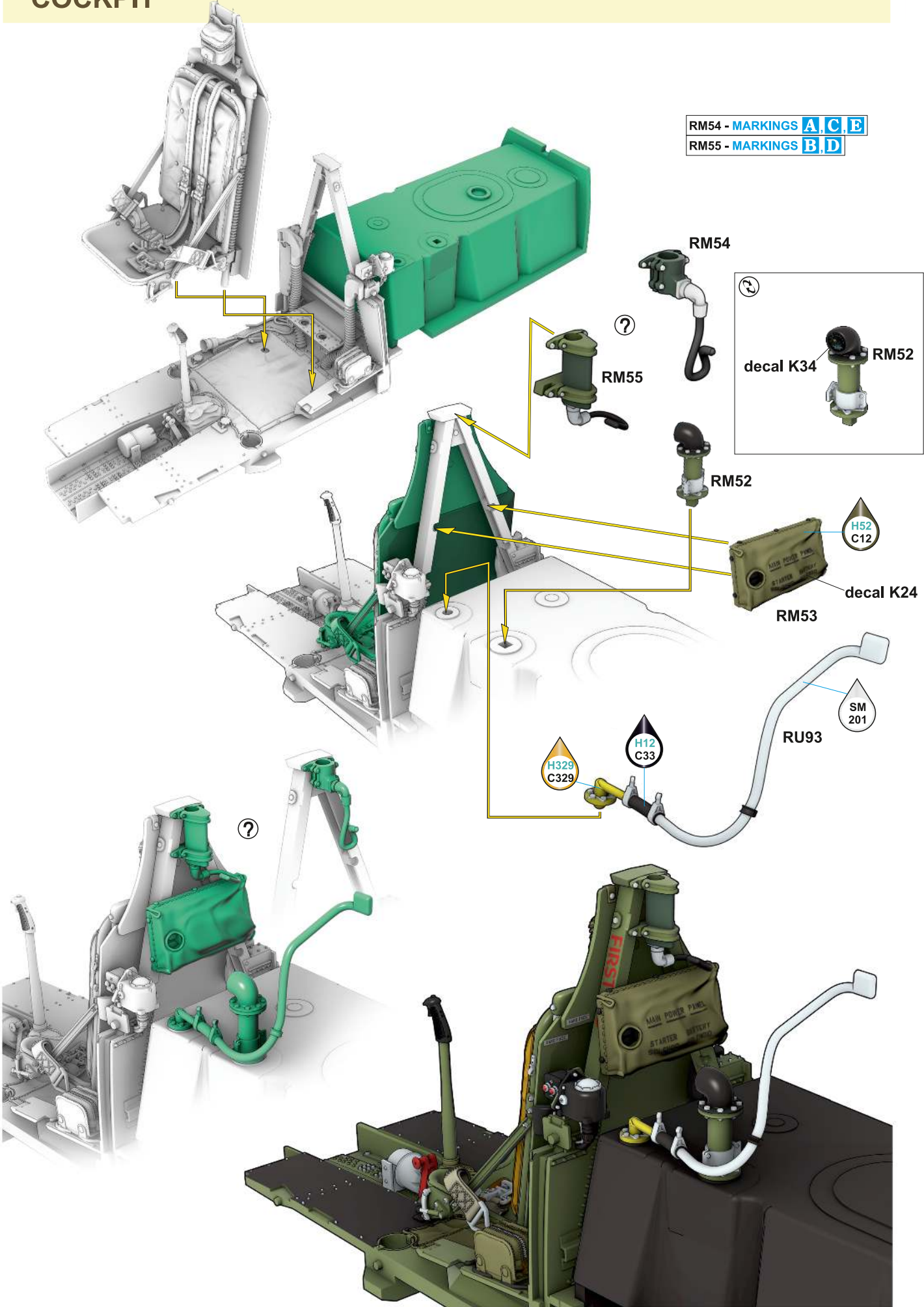


COCKPIT

Cockpit floor

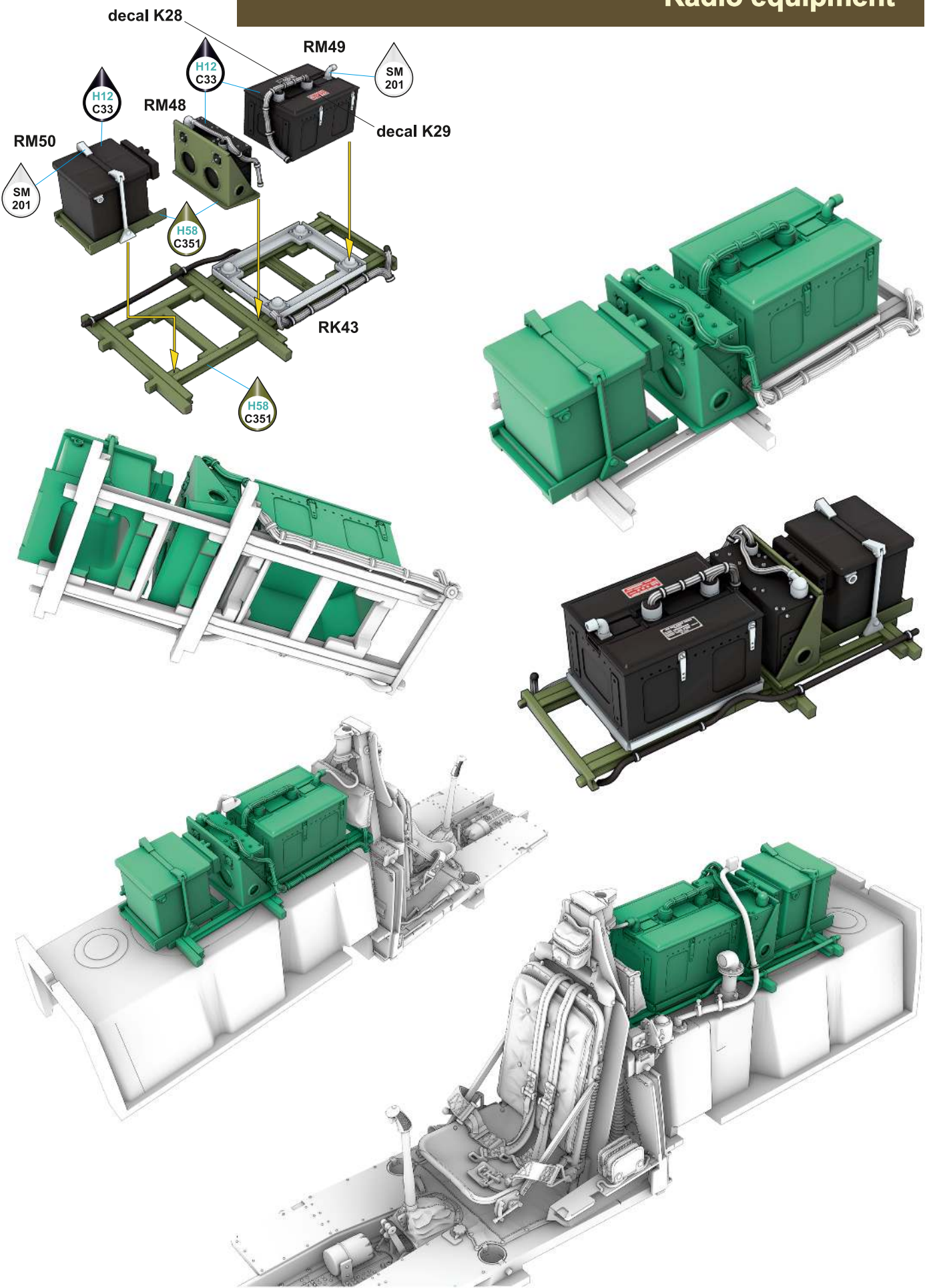


COCKPIT



COCKPIT

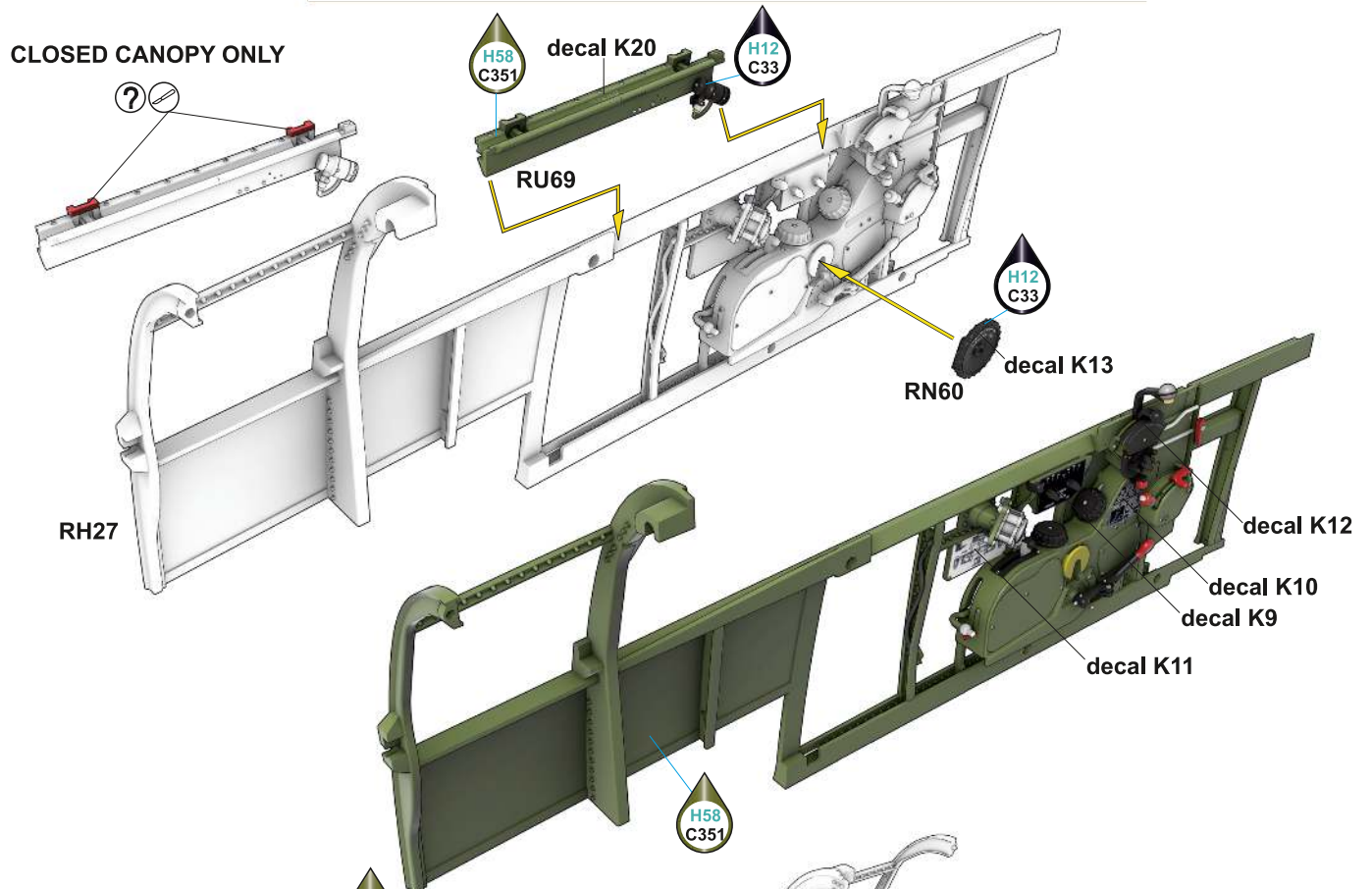
Radio equipment



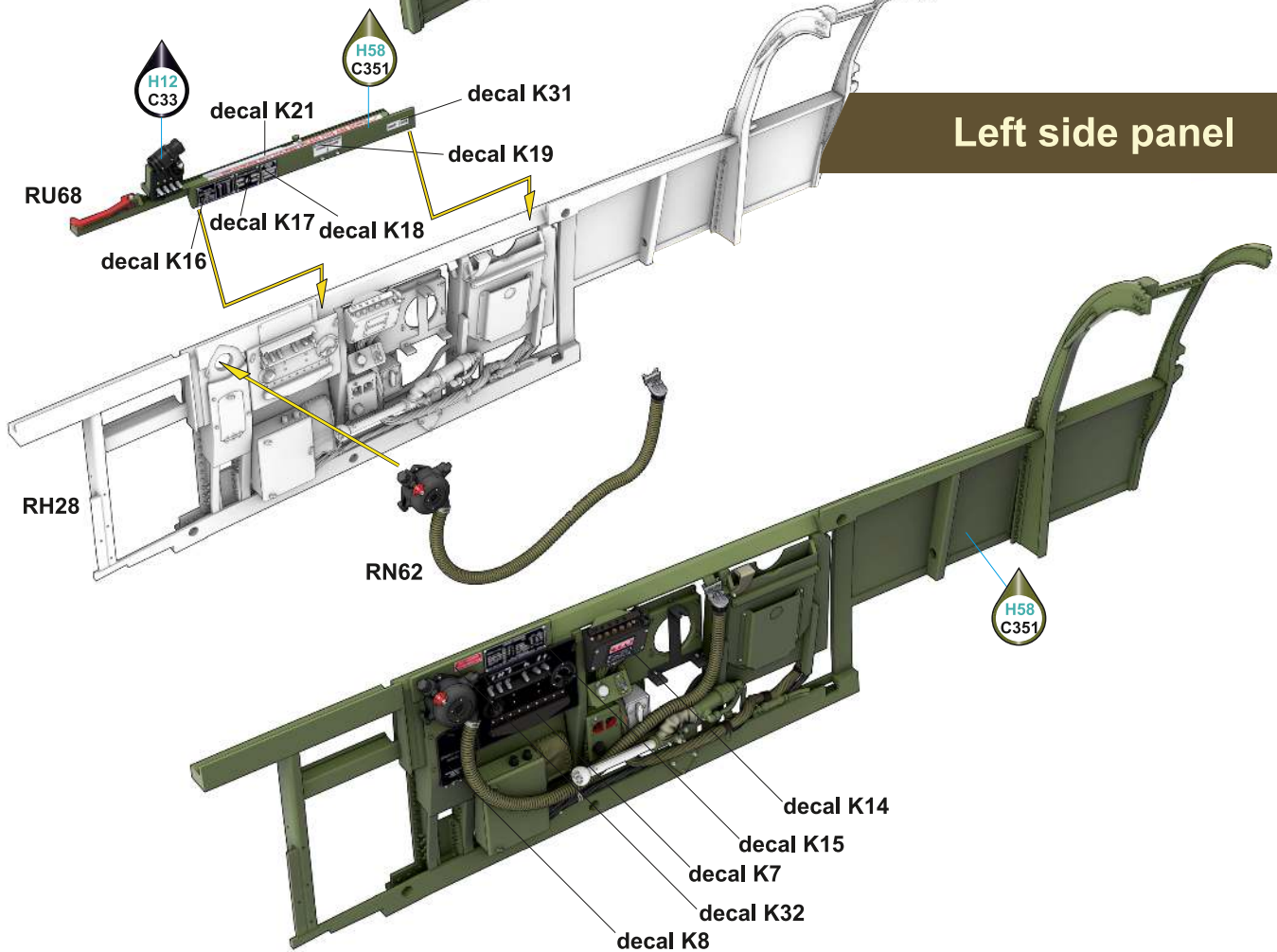
COCKPIT

Right side panel

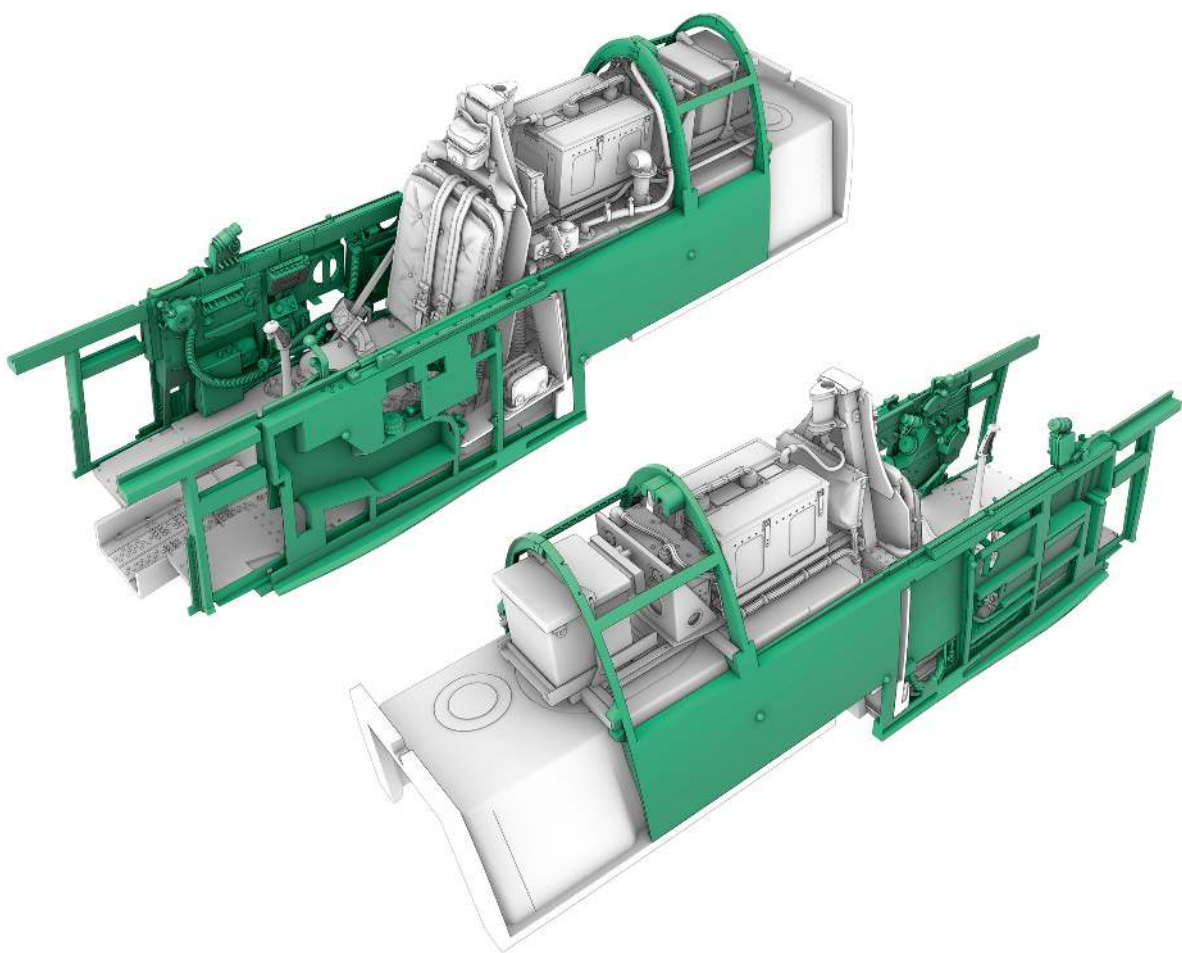
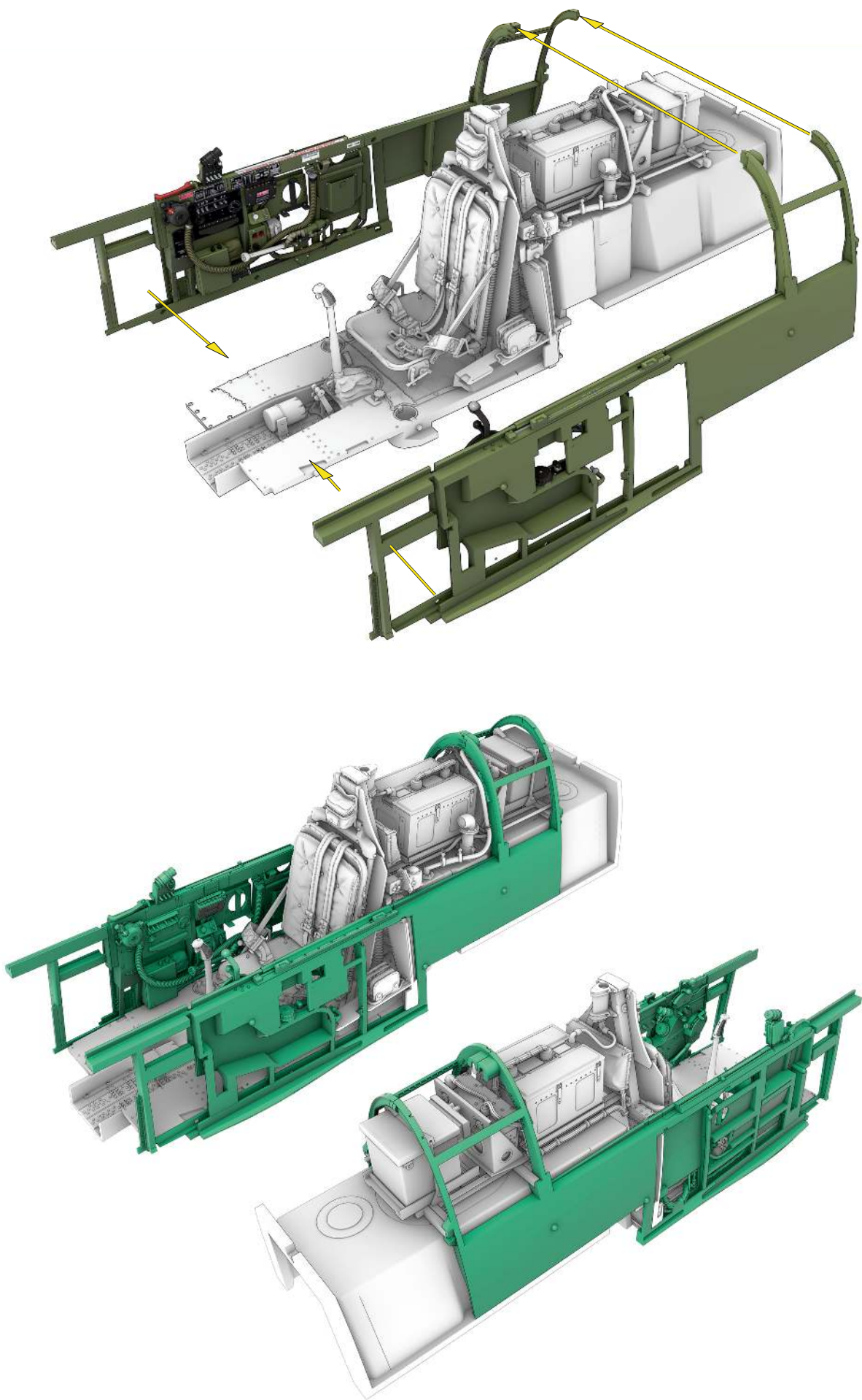
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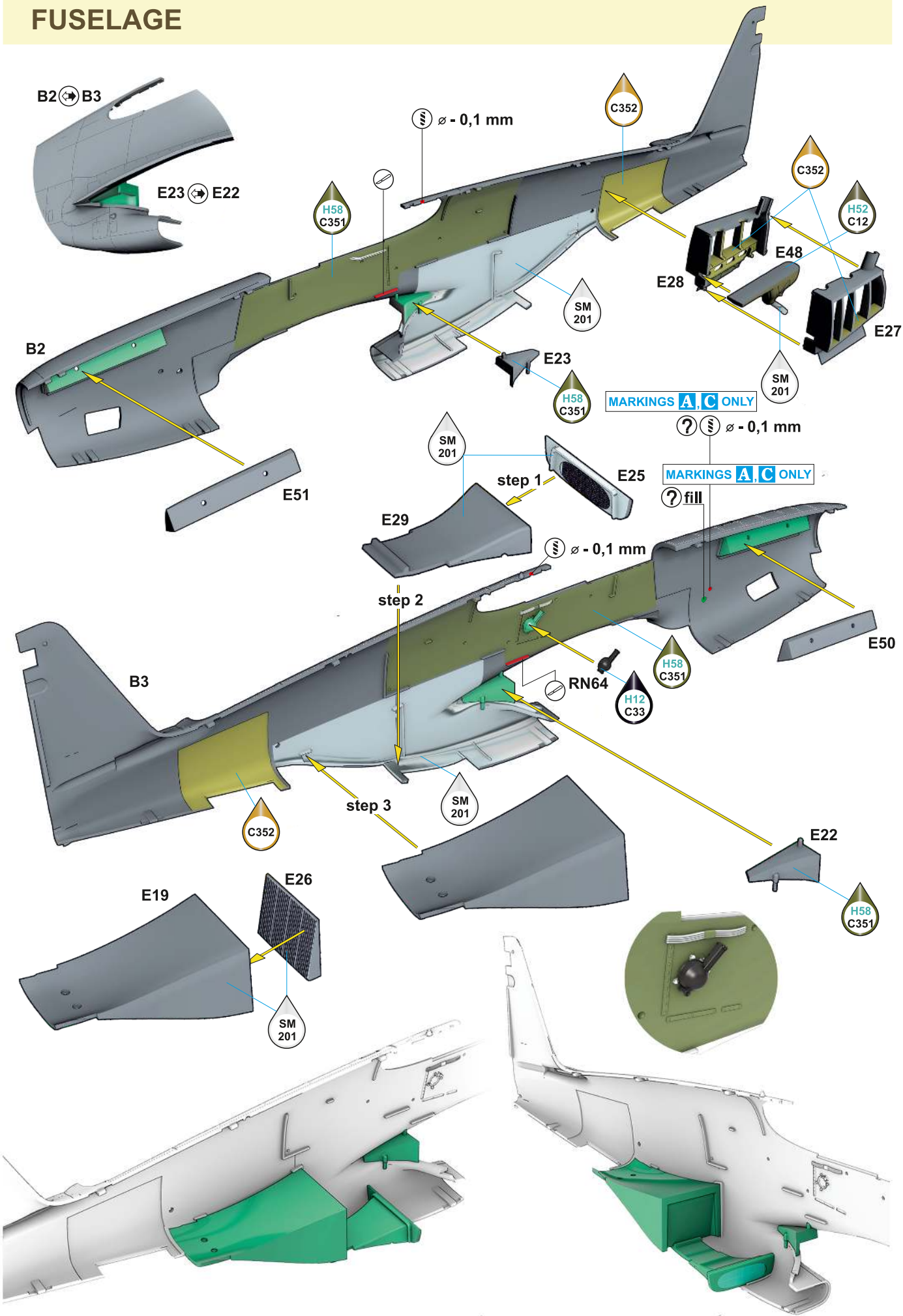
Left side panel



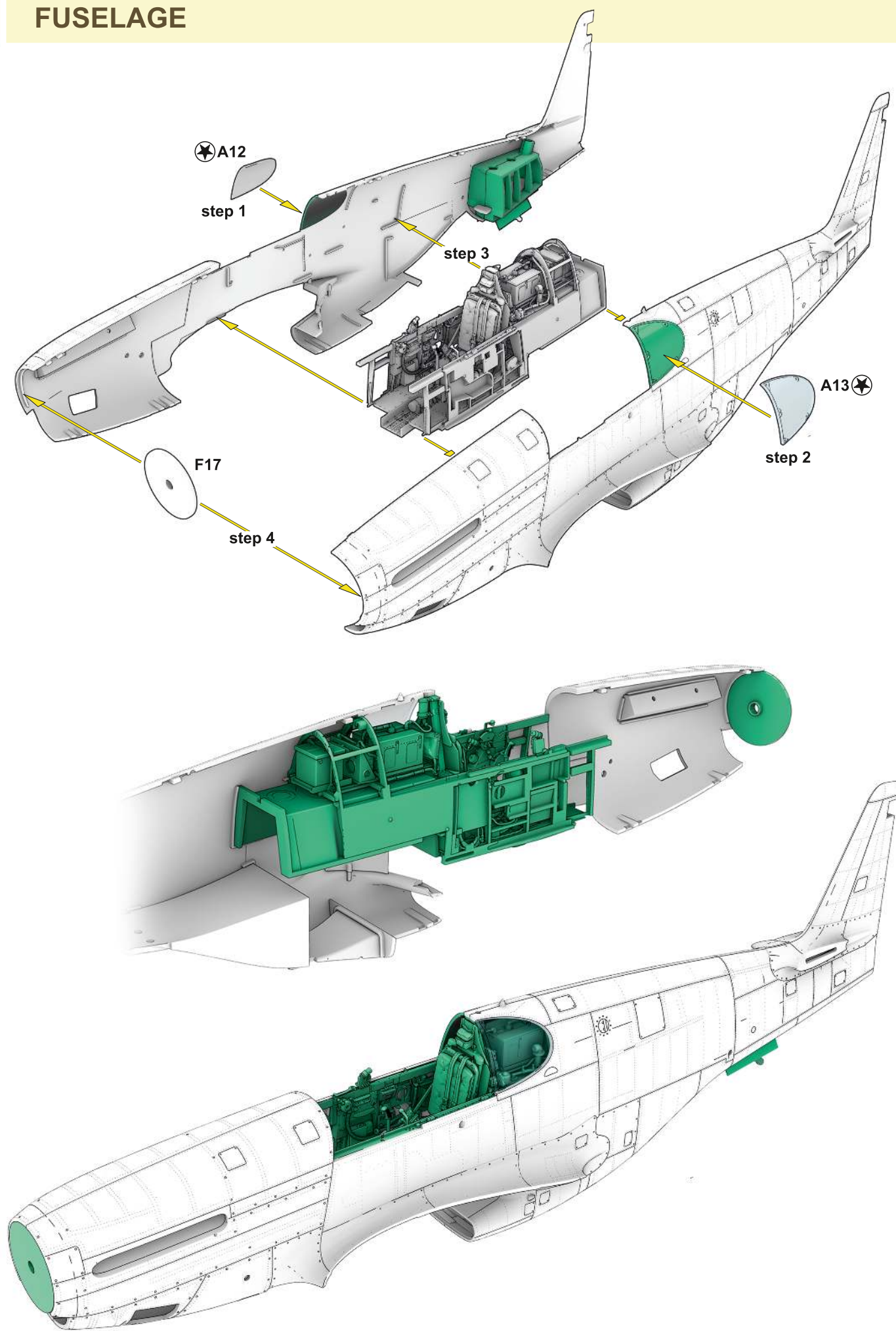
COCKPIT



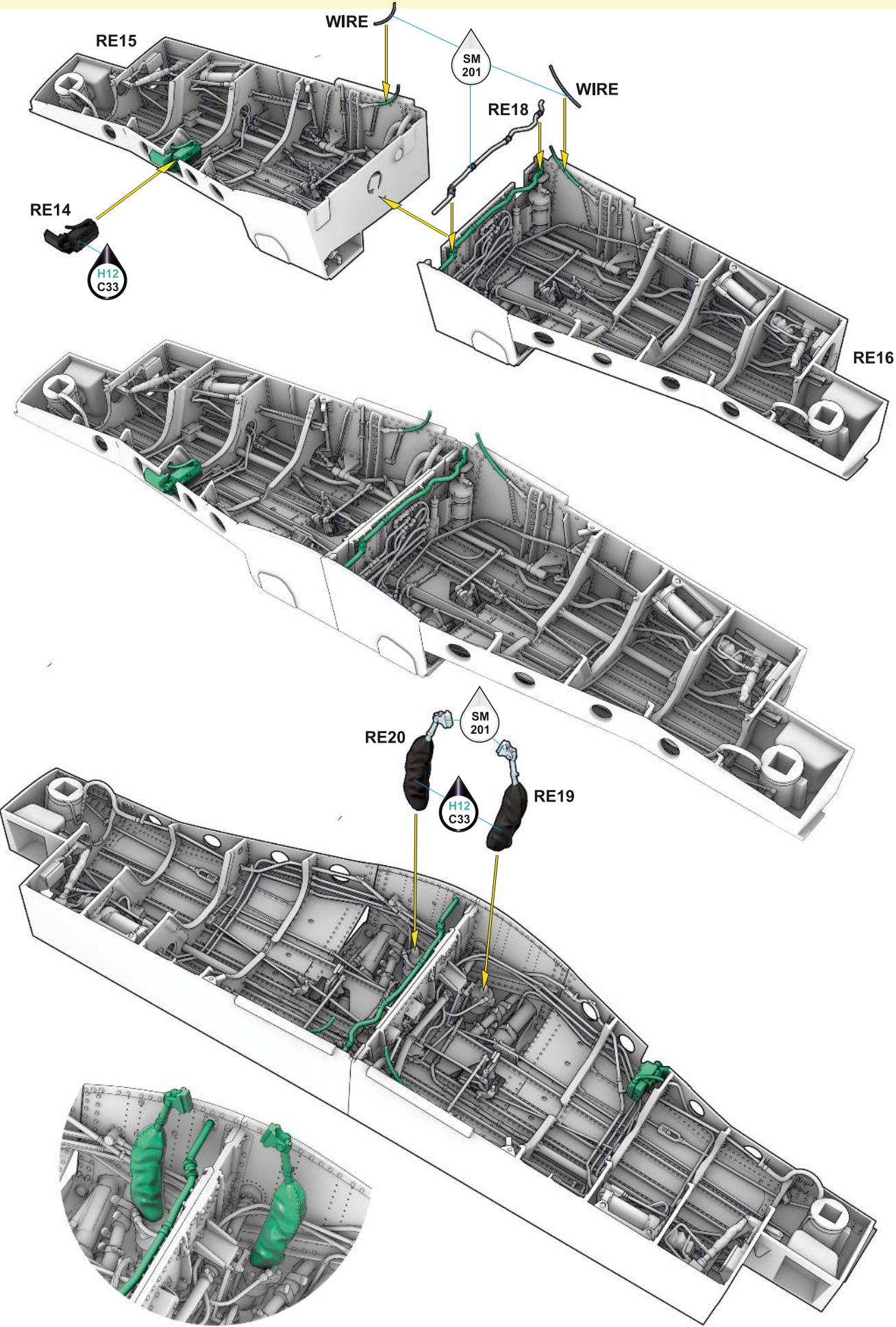
FUSELAGE



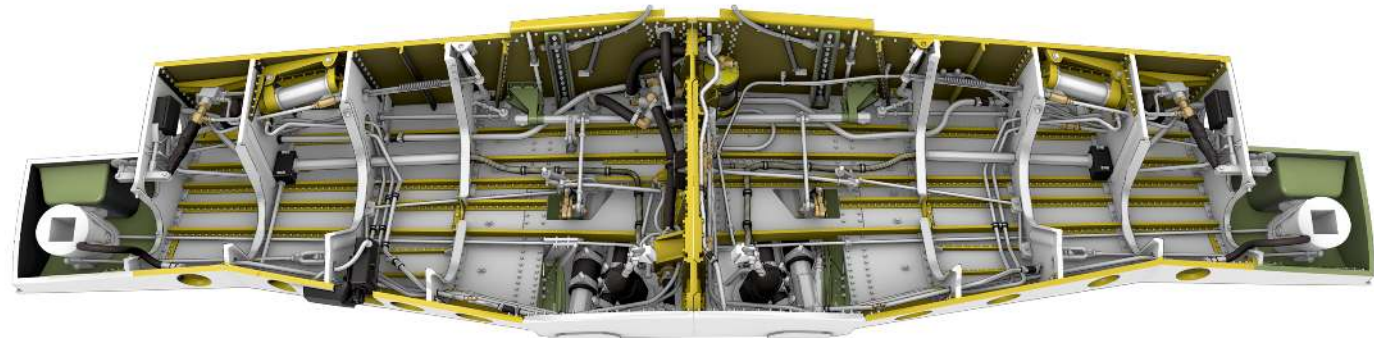
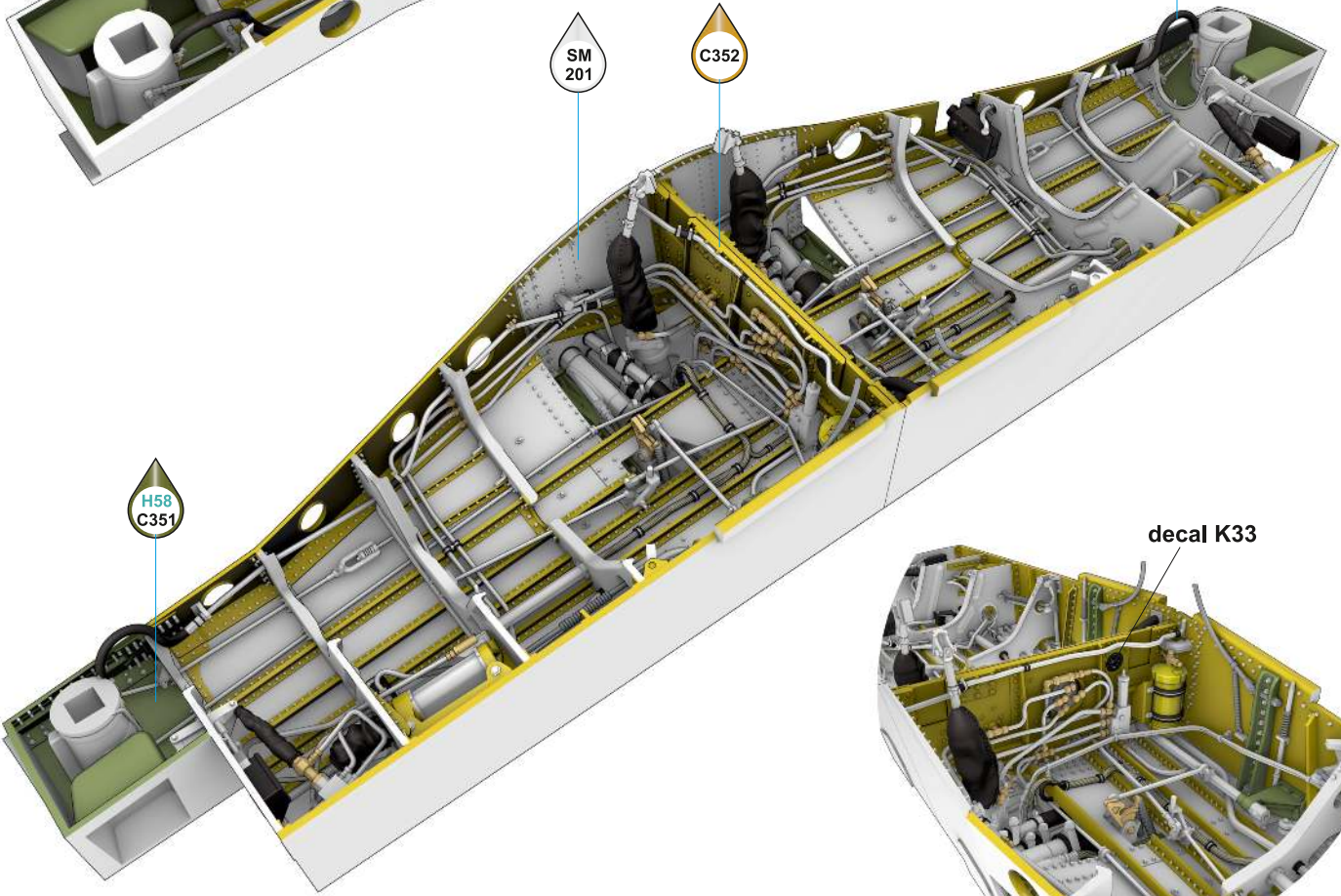
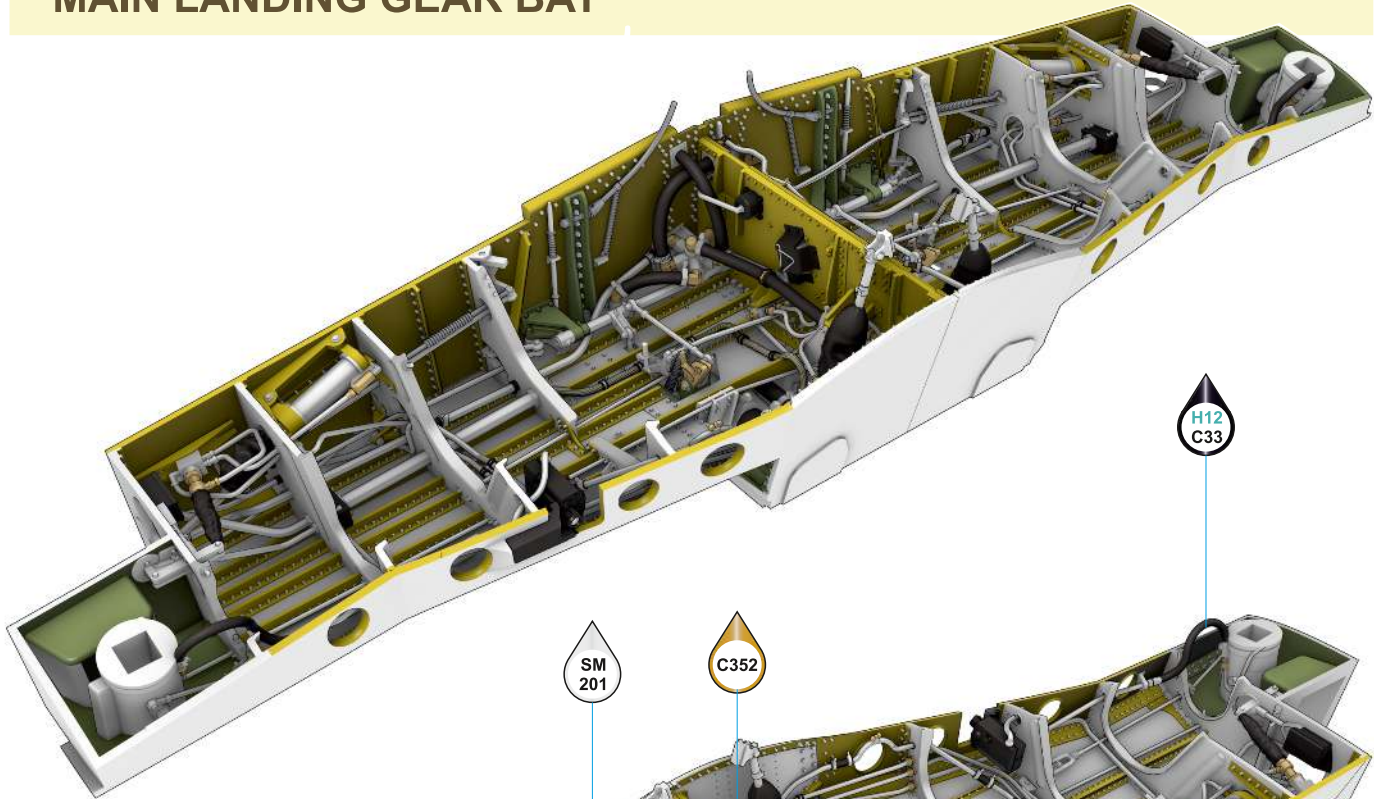
FUSELAGE



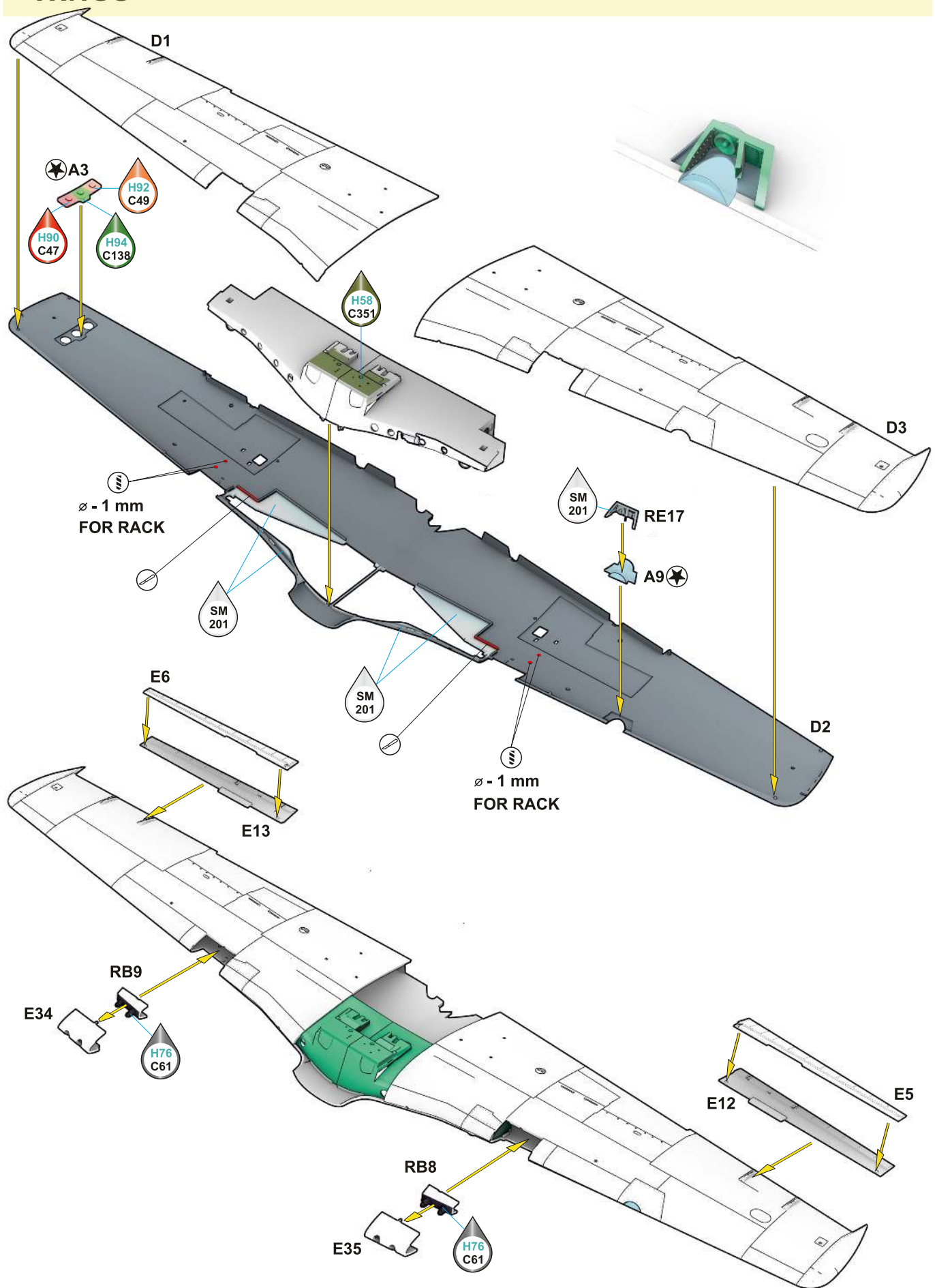
MAIN LANDING GEAR BAY



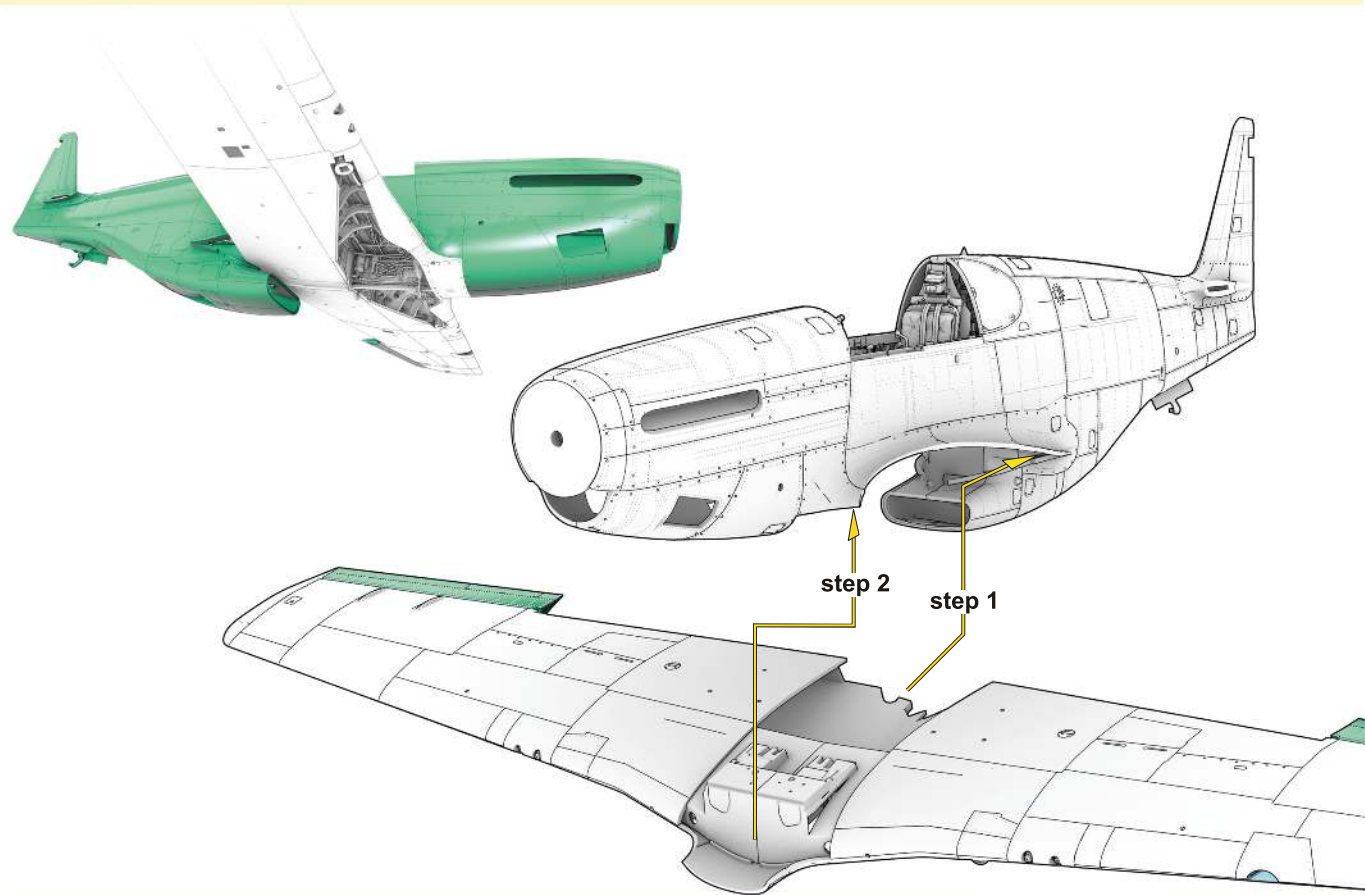
MAIN LANDING GEAR BAY



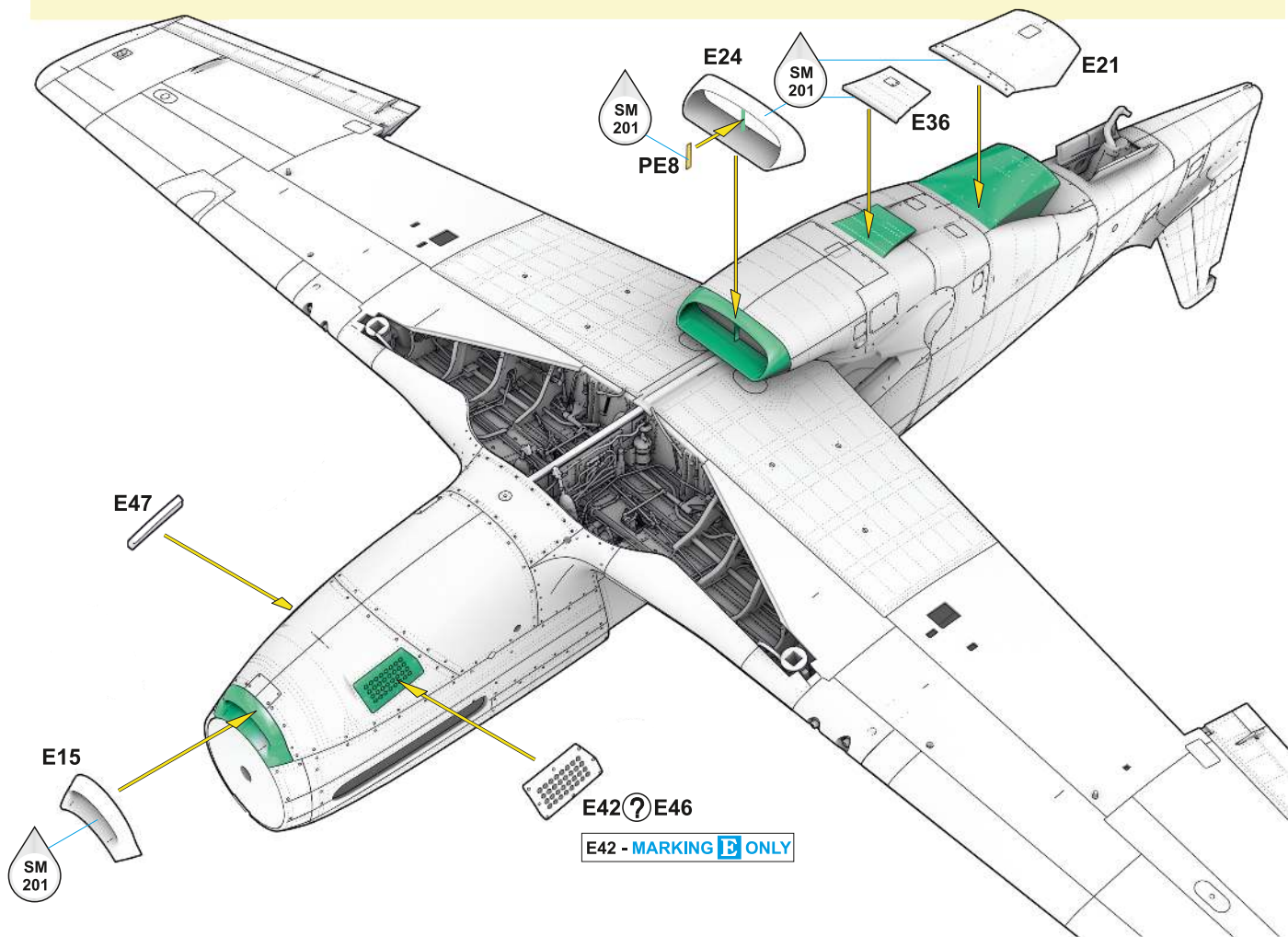
WINGS



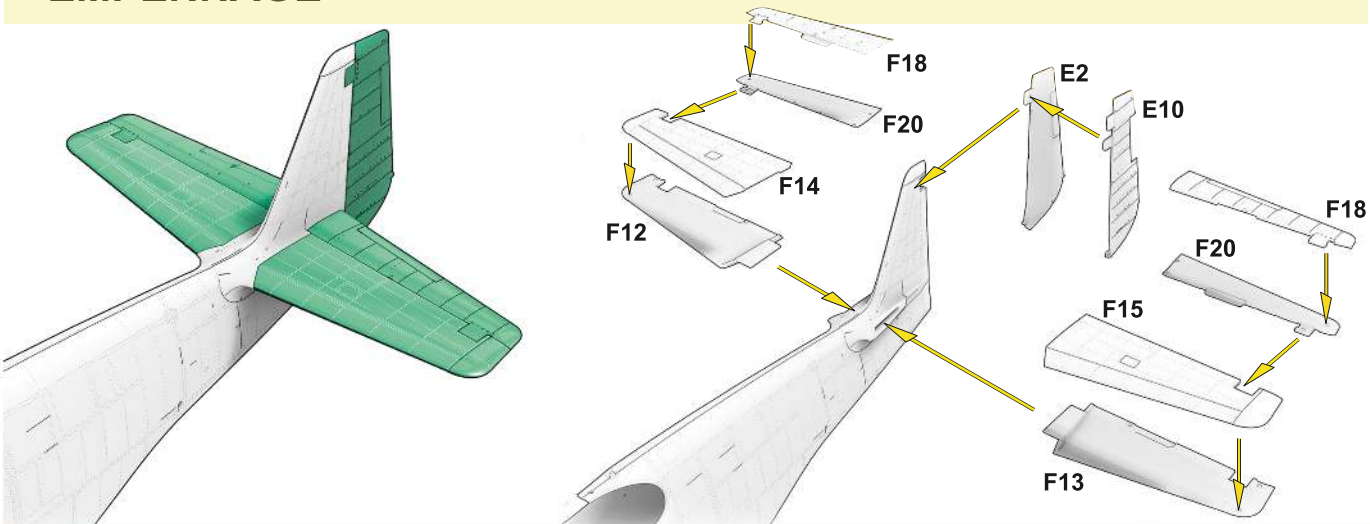
WING-TO-FUSELAGE ATTACHMENT



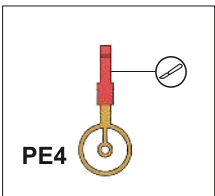
FUSELAGE DETAIL ASSEMBLY



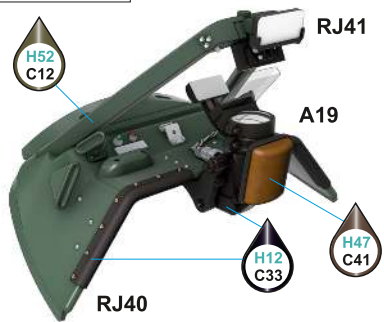
EMPENNAGE



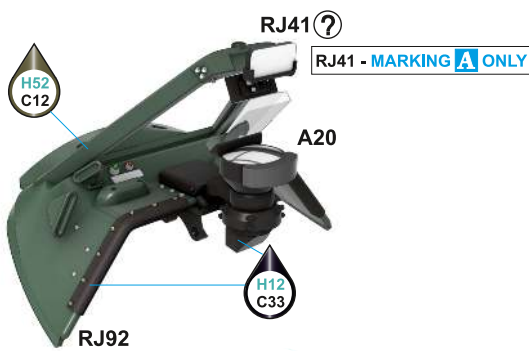
FORWARD COCKPIT ASSEMBLY



MARKINGS D, E



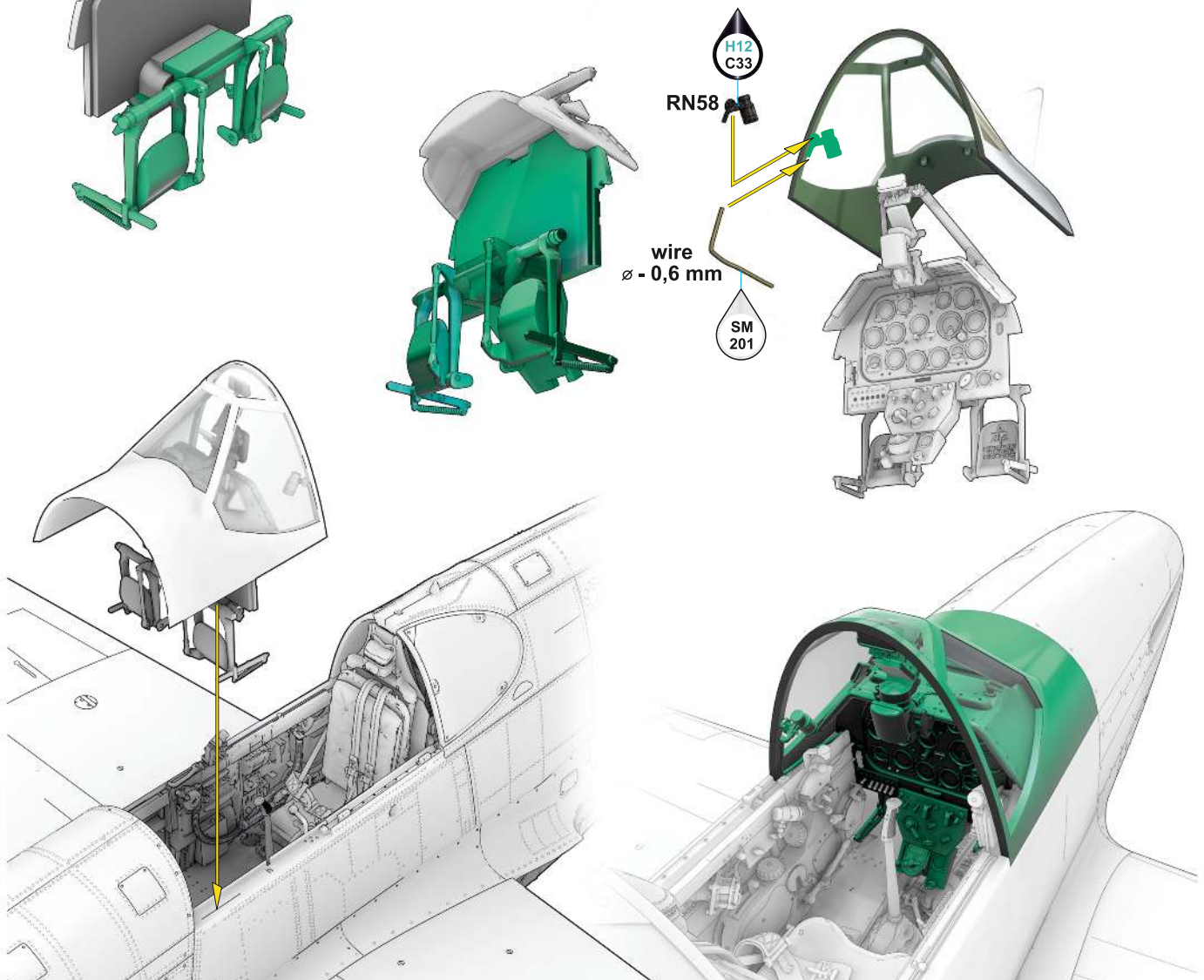
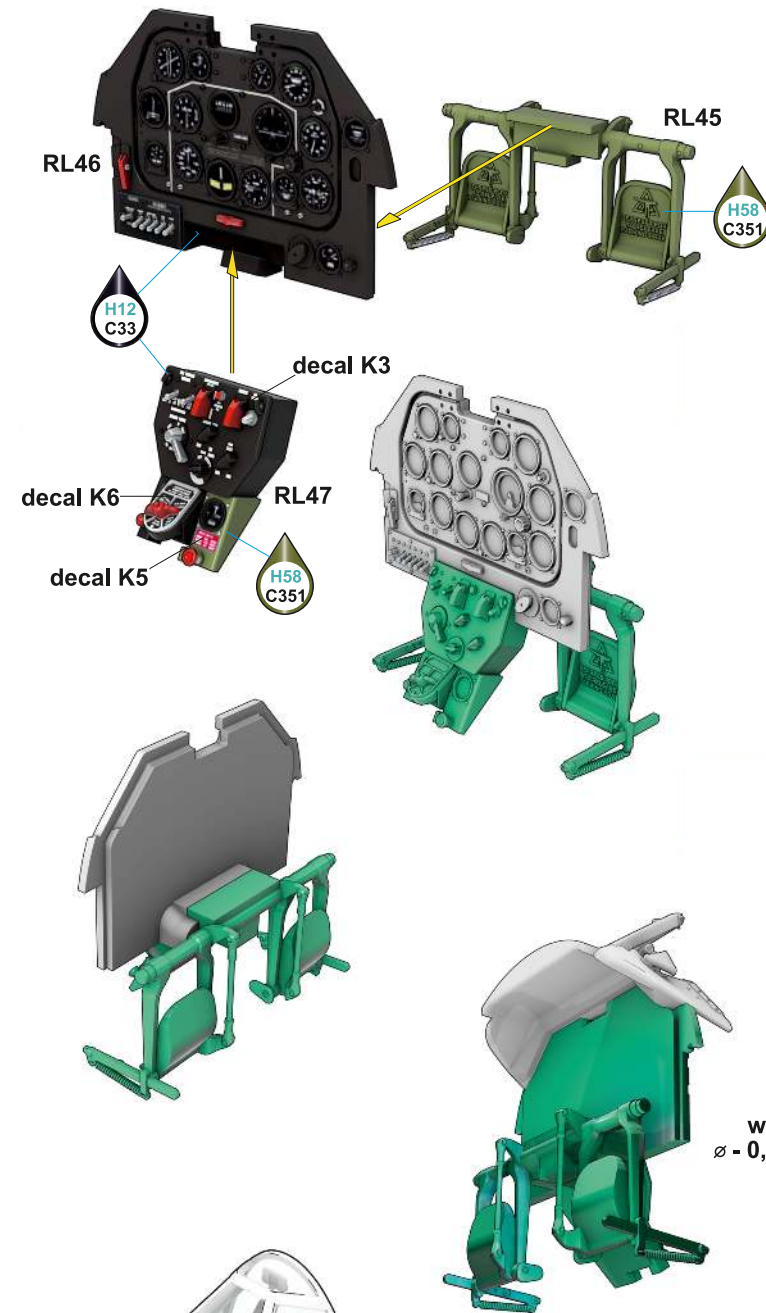
MARKINGS A, B



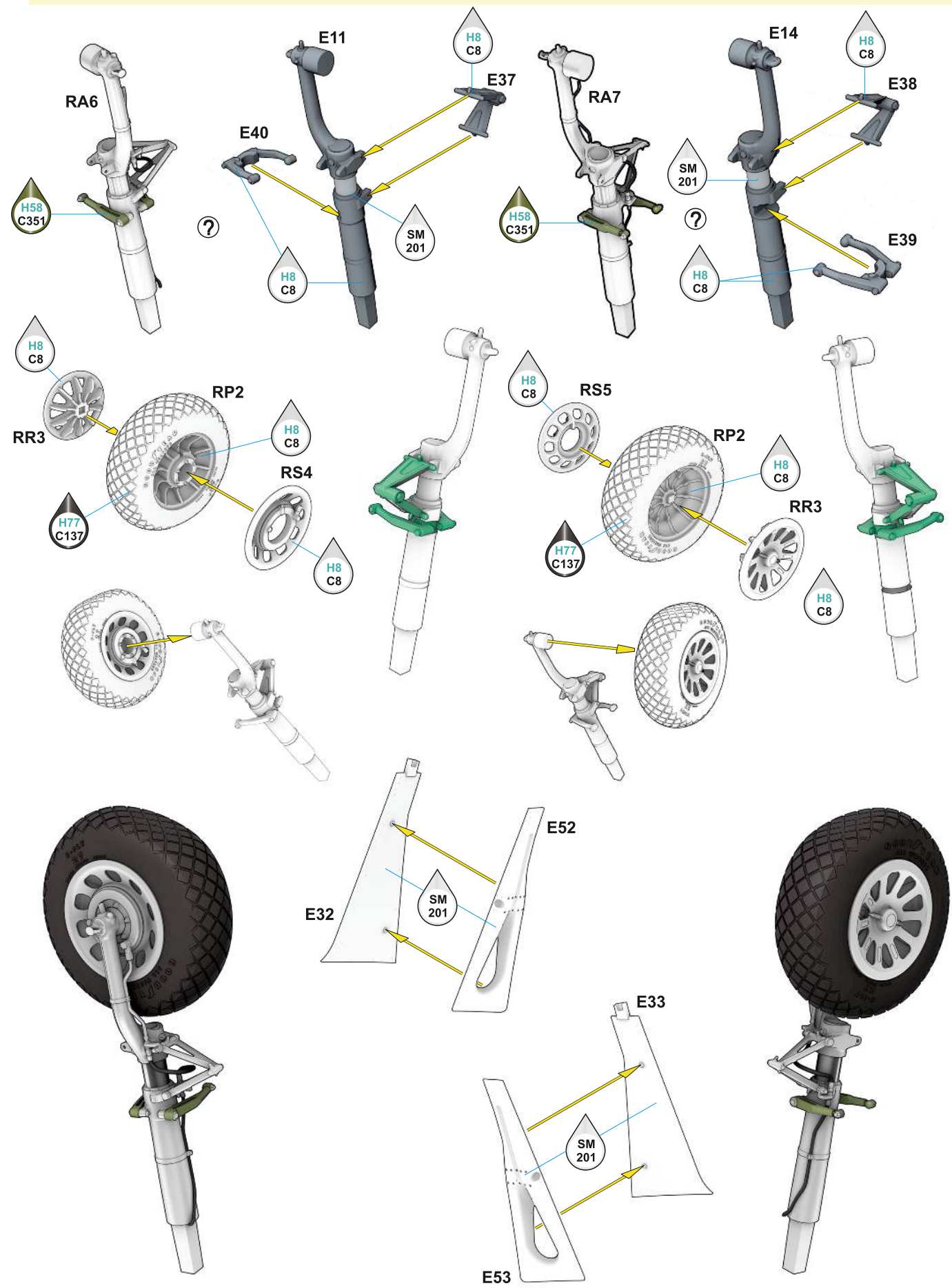
MARKING C



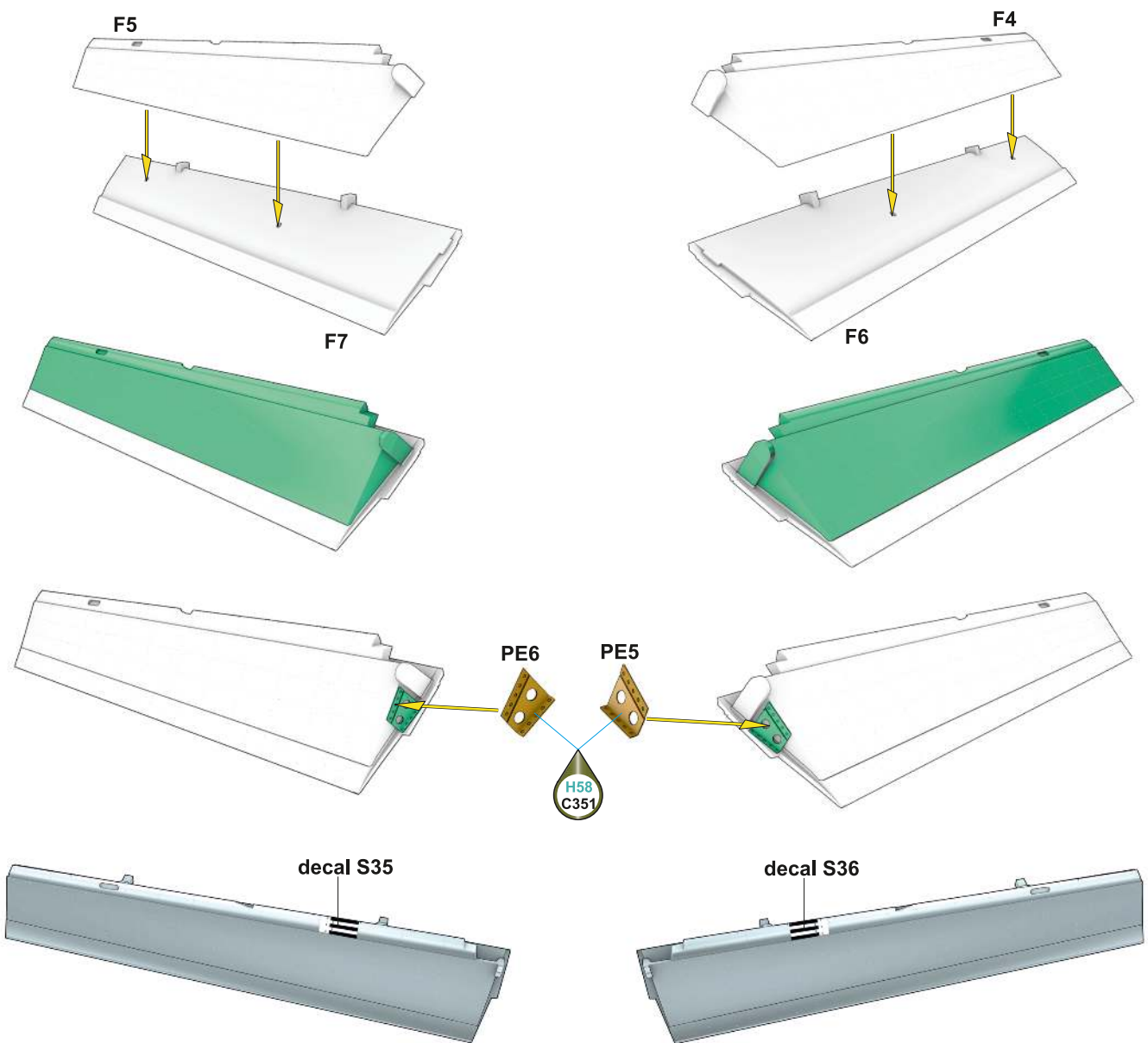
FORWARD COCKPIT ASSEMBLY



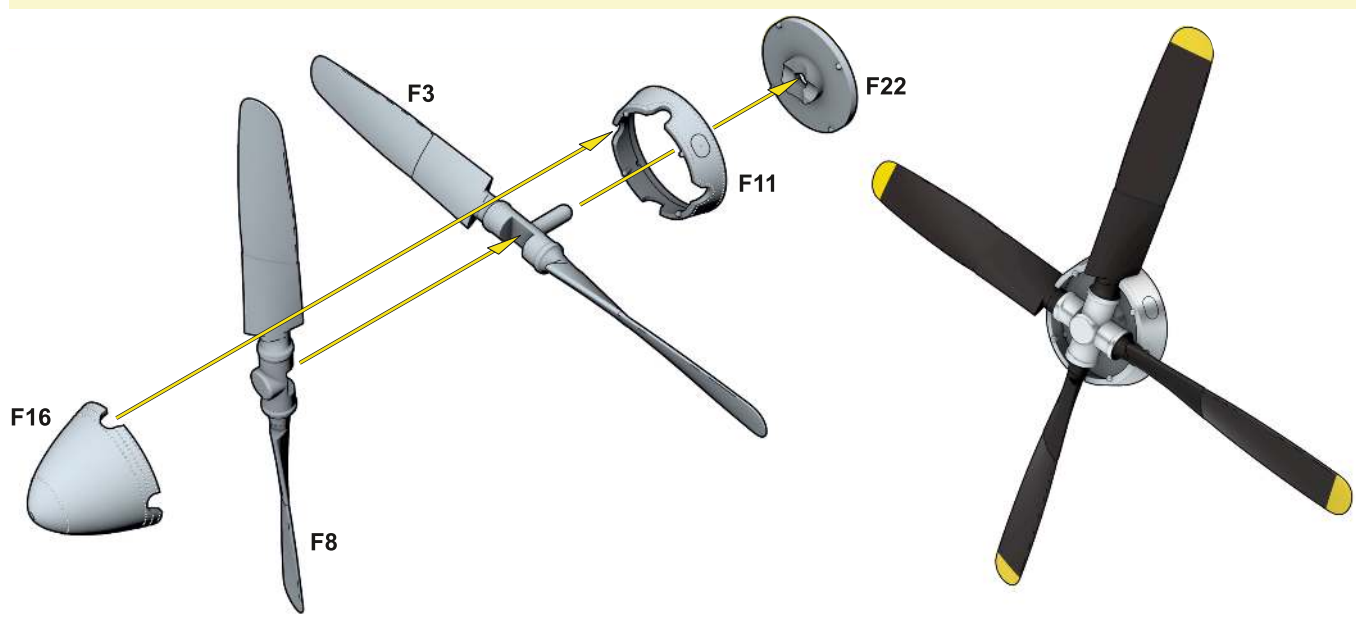
LANDING GEAR



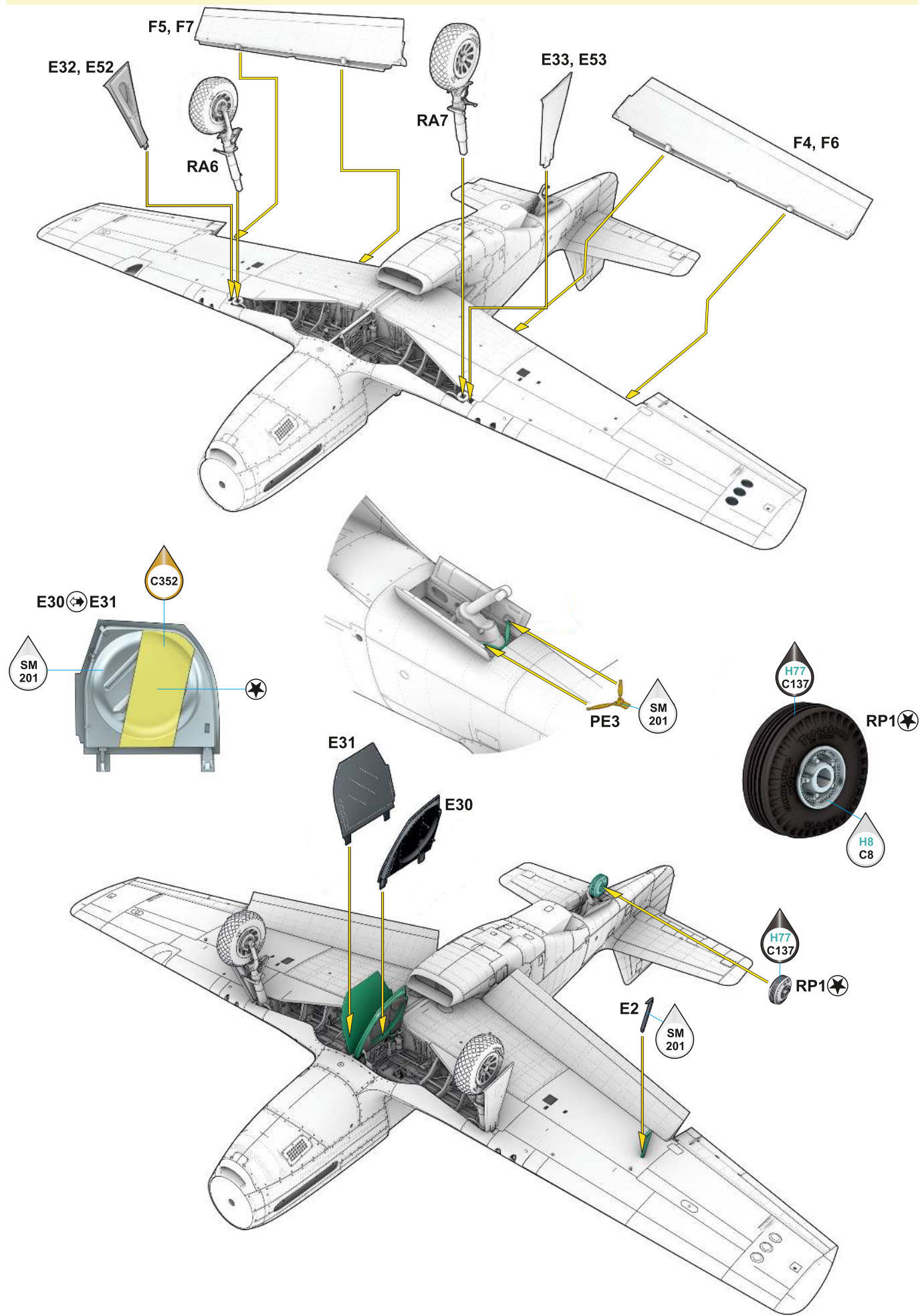
LANDING FLAPS



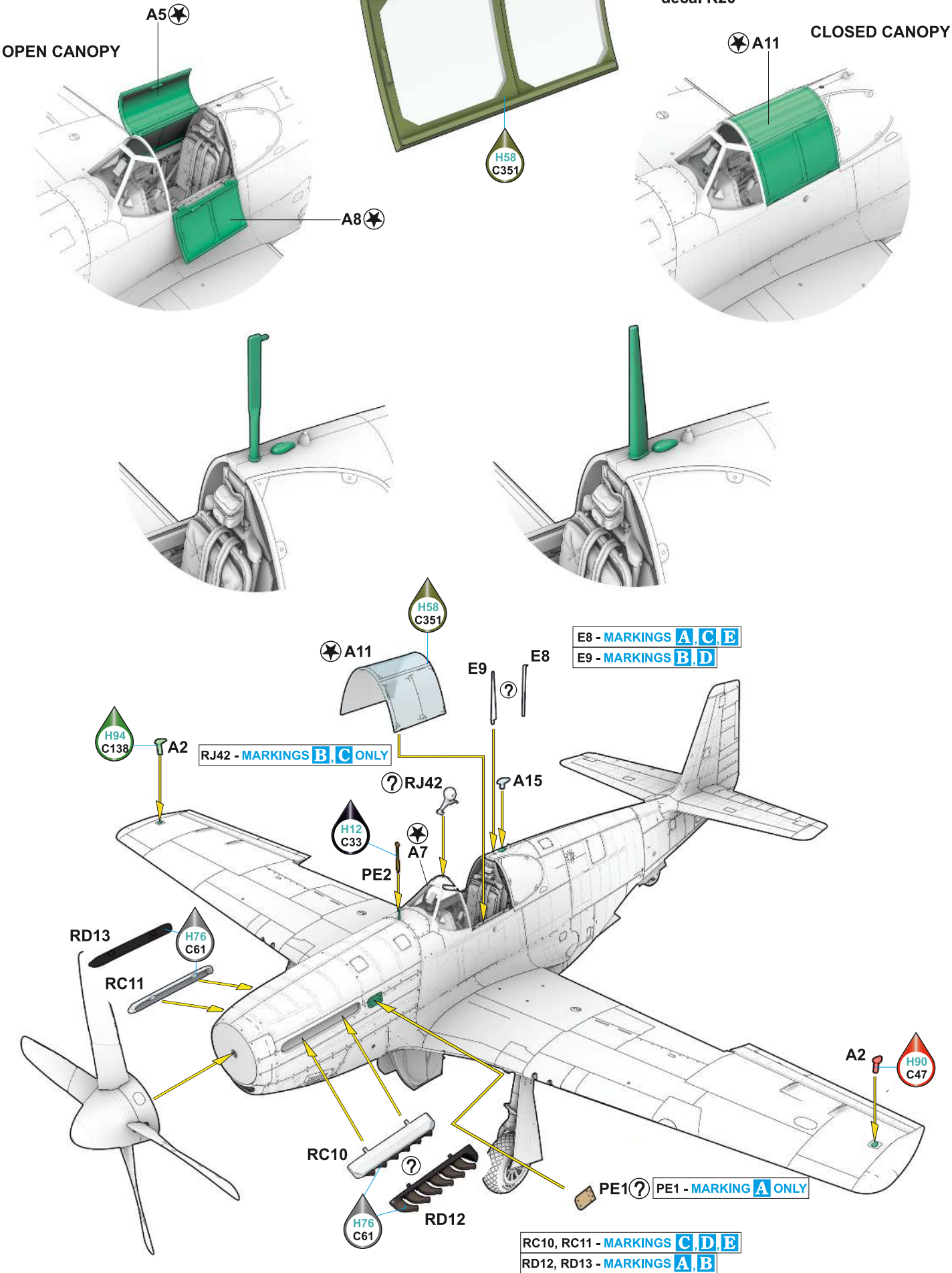
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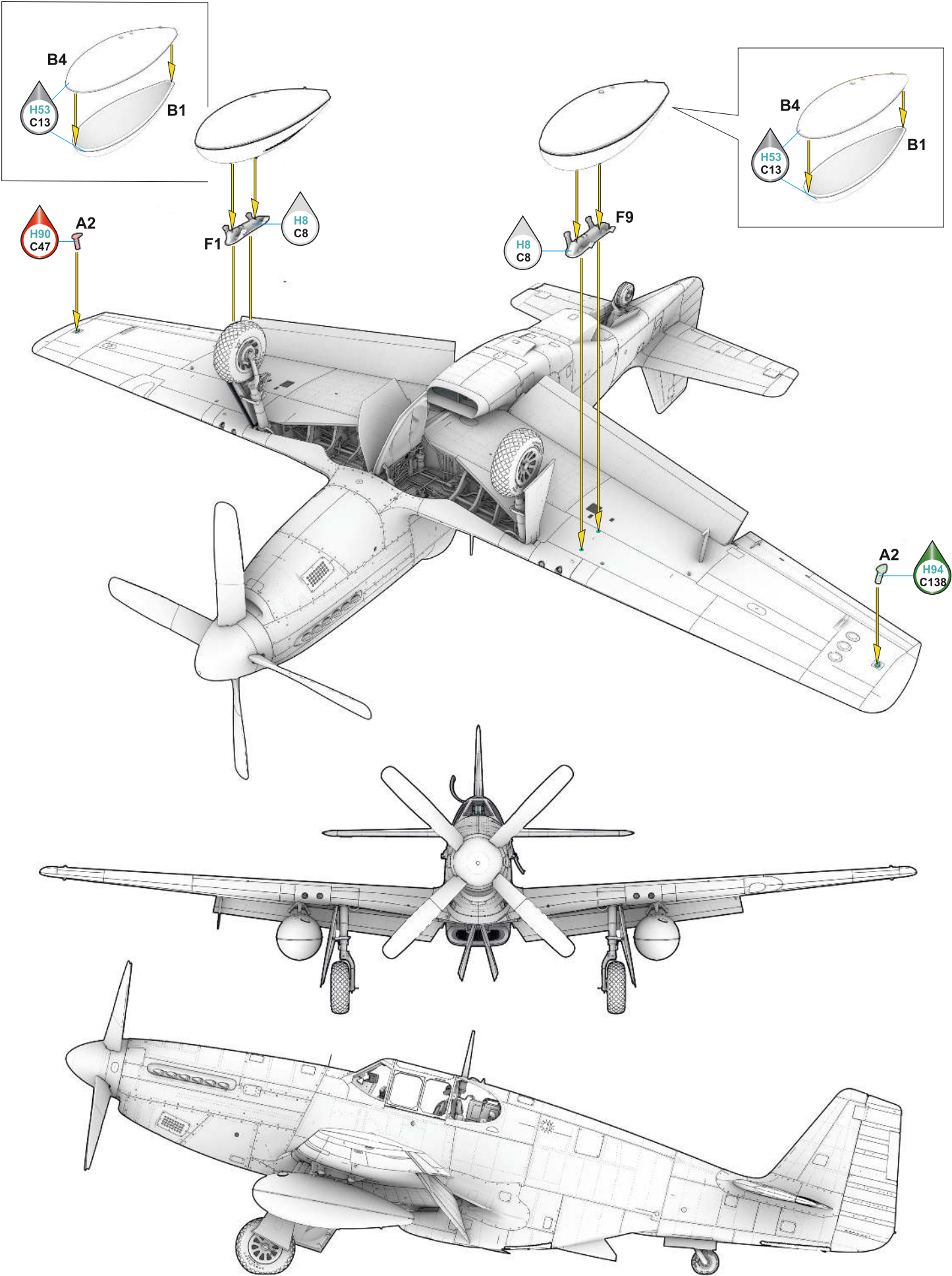
UNDERCARRIAGE

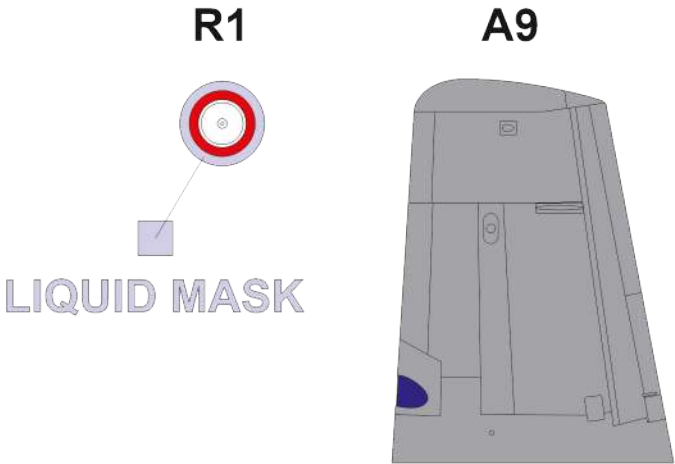
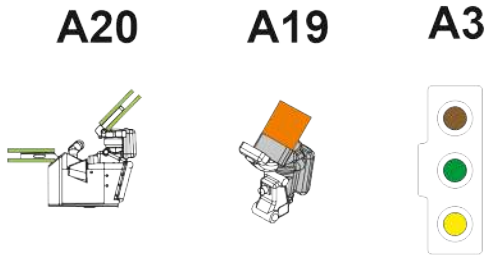
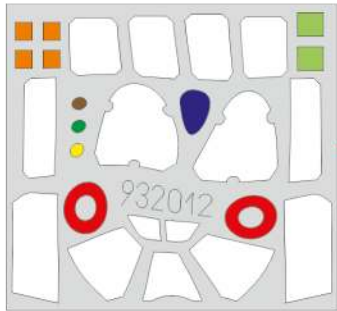
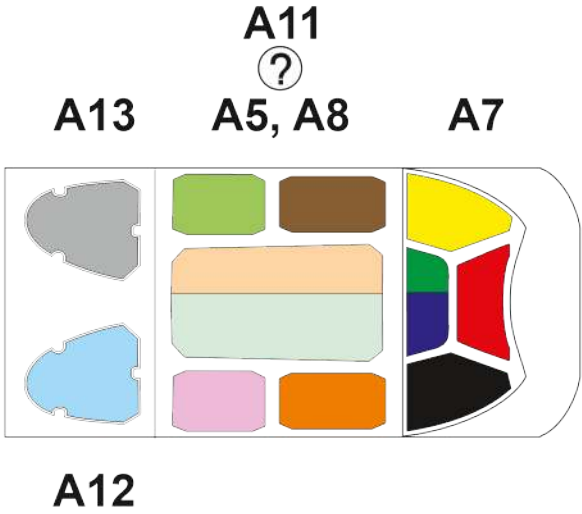
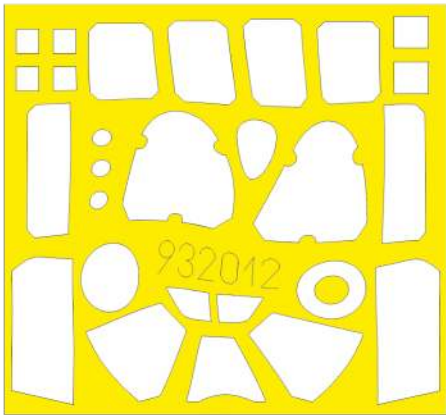


CANOPY



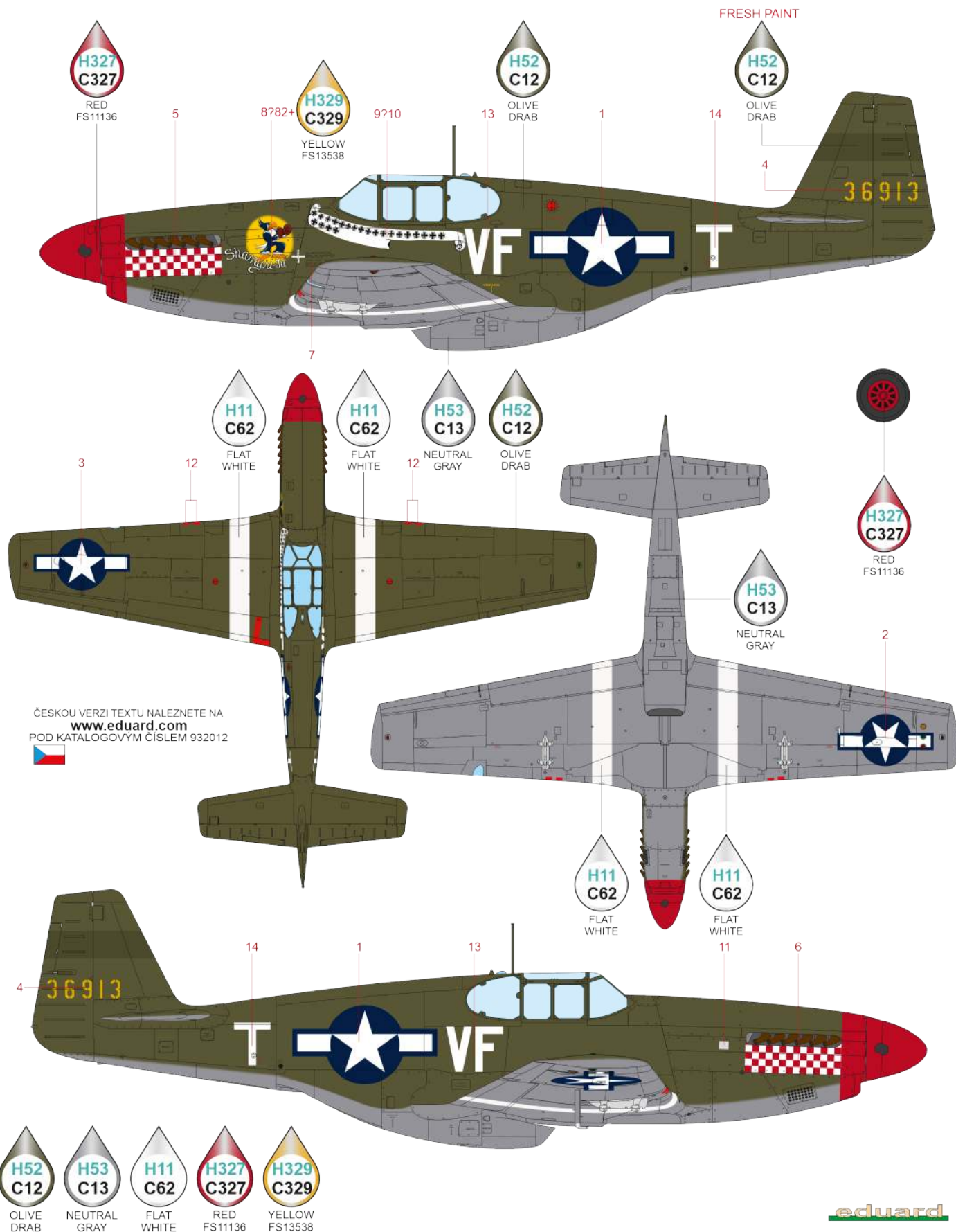
DROP TANKS





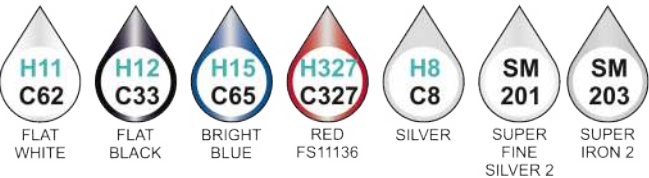
A P-51B-7-NA, 43-6913, Capt. Dominic S. Gentile, 336th FS, 4th FG, 8th AF, Debden, Velká Británie, březen-duben 1944

Celkem 21,83 sestřelu a šest zničených letounů na zemi měl na svém kontě major Dominic Salvatore Gentile, syn italských přistěhovalců, který již před vstupem do armády nalétal na svém dvouplošníku přes 300 hodin. Protože nesplňoval požadavky USAAF na vzdělání, vstoupil do řad kanadského letectva a v prosinci 1941 byl vyslán do Velké Británie, kde začal získávat bojové zkušenosti jako pilot Spitfiru v rámci No. 133 (Eagle) Squadron. Své první úspěchy zaznamenal 19. srpna 1942, kdy sestřelil Ju 88 a Fw 190. V září 1942 vytvořily Eagle Squadrons základ 4th Fighter Group, vyzbrojené Thunderbolty. Ty pak skupina vyměnila na konci února 1944 za Mustangy. Na tomto letounu zaznamenal Gentile první sestřel 3. března, kdy si nárokoval jeden Do 217. Spolu se svým wingmanem Johnem T. Godfreyem byli označováni jako Letecká armáda o dvou mužích (Two-men Air Force) nebo Kapitáni odvážní (Captains Courageous). Po třech sestřelech 8. dubna se stal Gentile nejúspěšnějším stíhačem 8th AF. Když ale předváděl nízké průlety skupině novinářů v Debdenu a při tom se svou Shangri-La havaroval, byl za trest uzemněn a následně se vrátil do USA, aby pomáhal s prodejem válečných dluhopisů. Po válce zůstal u letectva jako testovací pilot na Wright Field. Zahynul 28. ledna 1951 při havárii s T-33A.



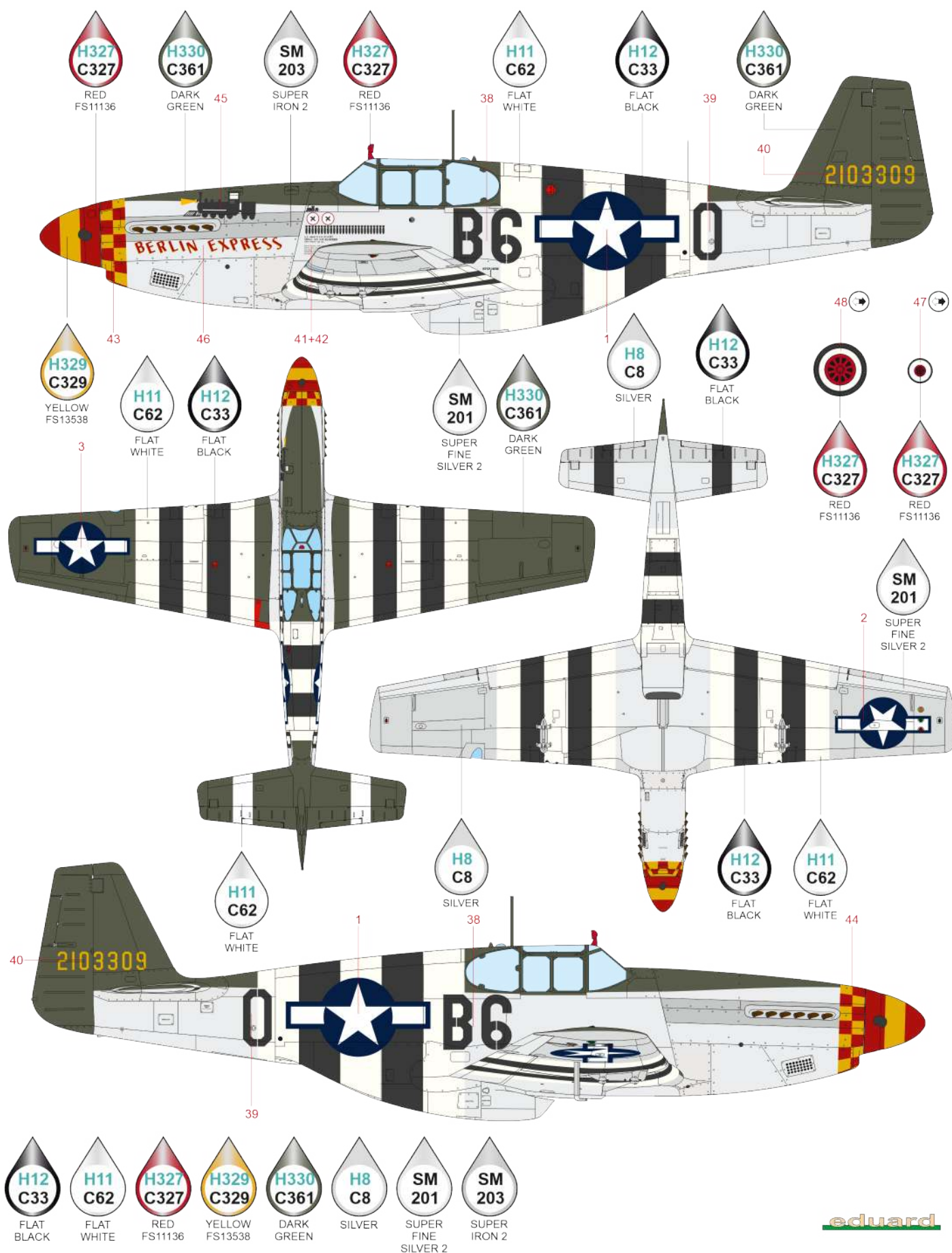
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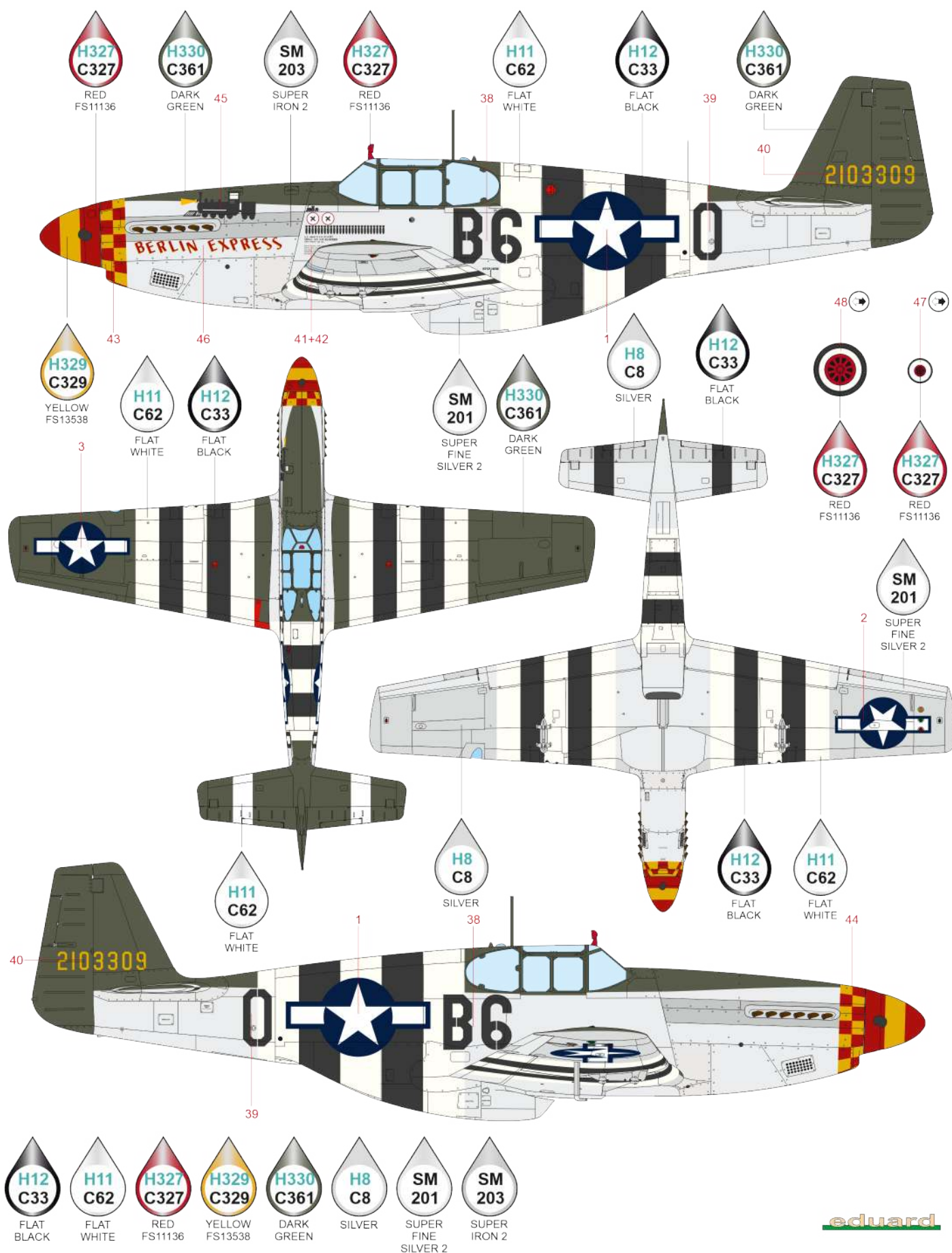
C P-51C-1-NT, 42-103309, Lt. William B. Overstreet, 363rd FS, 357th FG, 8th AF, Leiston, Velká Británie, červen 1944

"Bill" Overstreet se proslavil zejména historkou o tom, jak pronásledoval německý Bf 109 skrze oblouky Eiffelovy věže. Souboj se měl odehrát někdy na jaře roku 1944, ale je otázkou, zda k průletu skrze Eiffelovku skutečně došlo. Není známo ani přesné datum souboje a v německých záznamech neexistuje zmínka o tak zvláštní události, jakou by byl stíhací letoun, který se zřítil do pařížských ulic. Overstreet byl nicméně agresivní a schopný pilot a například 3. září 1944 se zúčastnil přísně tajné mise, při které dálkové ovládaný čtyřmotorový bombardér zaútočil na silně chráněnou německou ponorkovou základnu chráněnou skalisky. Následně létal další tajné mise na podporu francouzského odboje, při kterých často přistával za nepřátelskými liniemi. Jeho Berlin Express, se kterým měl podletět Eiffelovu věž, nesl částečný nátěr olivovou barvou na horních plochách, zatímco boční a spodní byly ponechány v přírodní barvě kovu a hliníkovém nátěru.



D P-51B-15-NA, 43-24857, Capt. Robert M. Barkey, 318th FS, 325th FG, 15th AF, Lesina, Itálie, červen 1944

Robert Barkey byl po počátečním výcviku přidělen k jednotce nazývané Checkertail Clan (319th FS, 325th FG) létající v Africe na letounech P-40. Po přeškolení na P-47 koncem roku 1943 byl s jednotkou převelen do Itálie. Prvního vítězství dosáhl 22. února 1944, kdy sestřelil dvě Bf 109, obě pilotované esy elitní německé JG 26. Další Bf 109 zničil 24. května 1944. Po přezbrojení jednotky na Mustangy dosáhl Barkey 6. června 1944 svého posledního, pátého sestřelu. Do výslužby odešel v hodnosti Major v roce 1961. Za druhé světové války absolvoval 53 bojových letů a dosáhl pěti potvrzených vítězství a jednoho pravděpodobného. Barkeyho Mustang s číslem 90 nesl na levé straně motorového krytu jméno jeho manželky Dorothy.



E

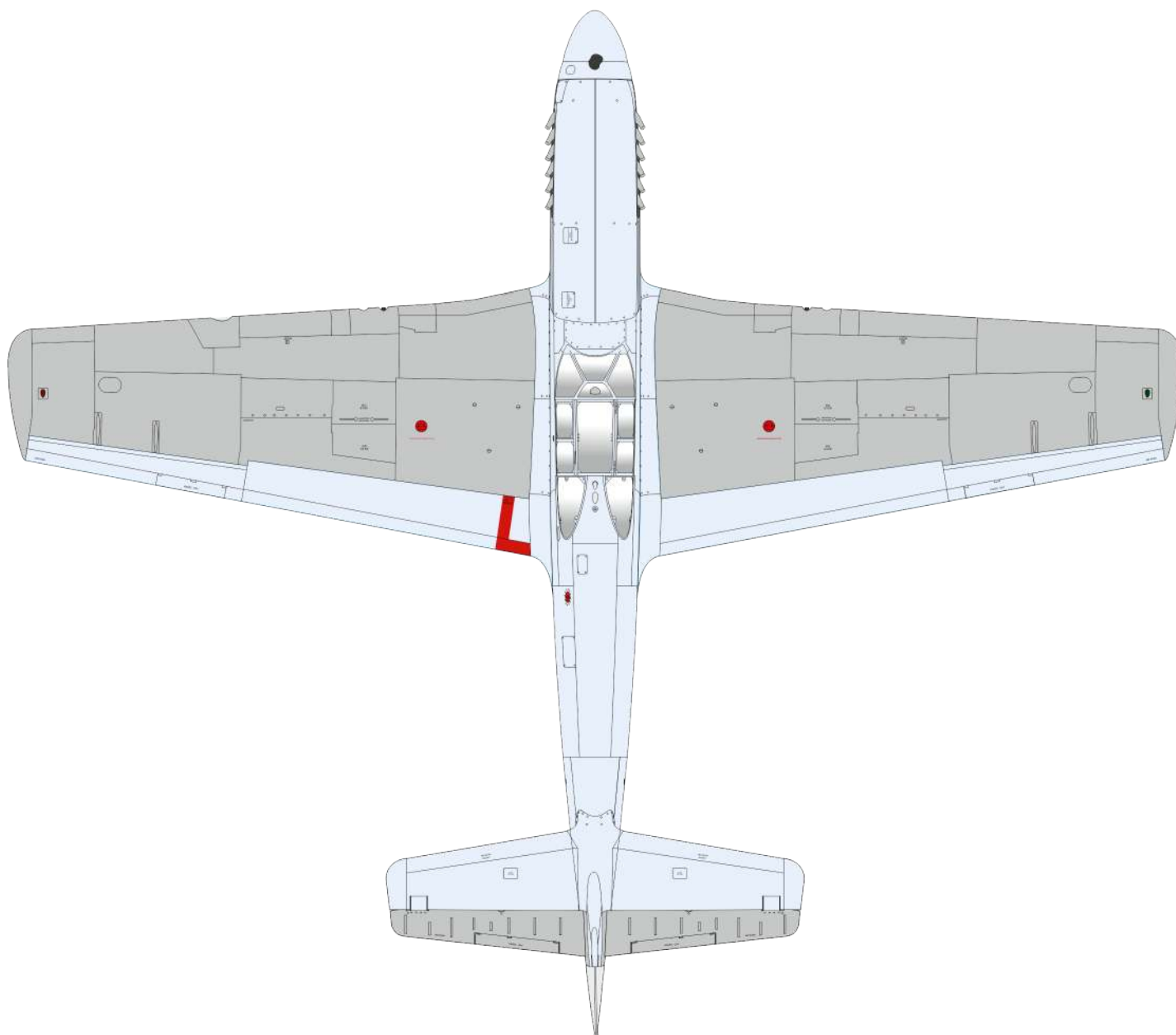
Tento P-51C létal původně u 325th Fighter Group se žluto-černou šachovnicí na kormidlech a měl přezdívku Stonewall. Po převedení k Tuskegee Airmen dostal u 332nd FG nový kabát a stal se osobním strojem Capt. Woodrowa Crocketta. Ten jej pojmenoval Daisy Mae, podle zlatovlasé postavy z oblíbeného komiksu. Letoun byl zničen 21. ledna 1945 poblíž vesnice Opatovice v Československu. Pilot, 2./Lt. Albert L. Young, zahynul, příčina havárie zůstává neznámá.



P-51B/C ALUMINIUM LACQUER PAINTED AREAS

 NATURAL METAL FINISH

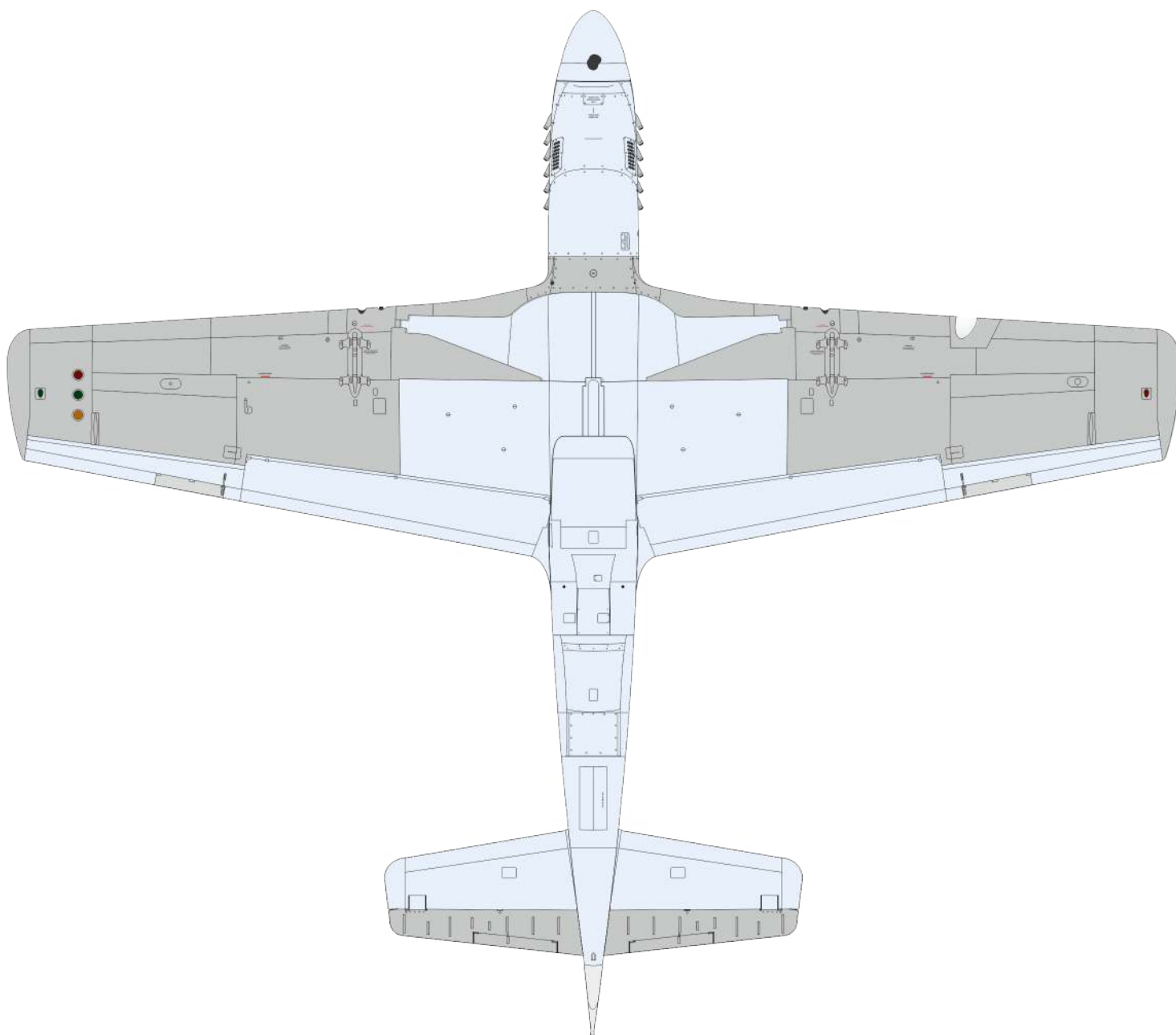
 ALUMINIUM LACQUER

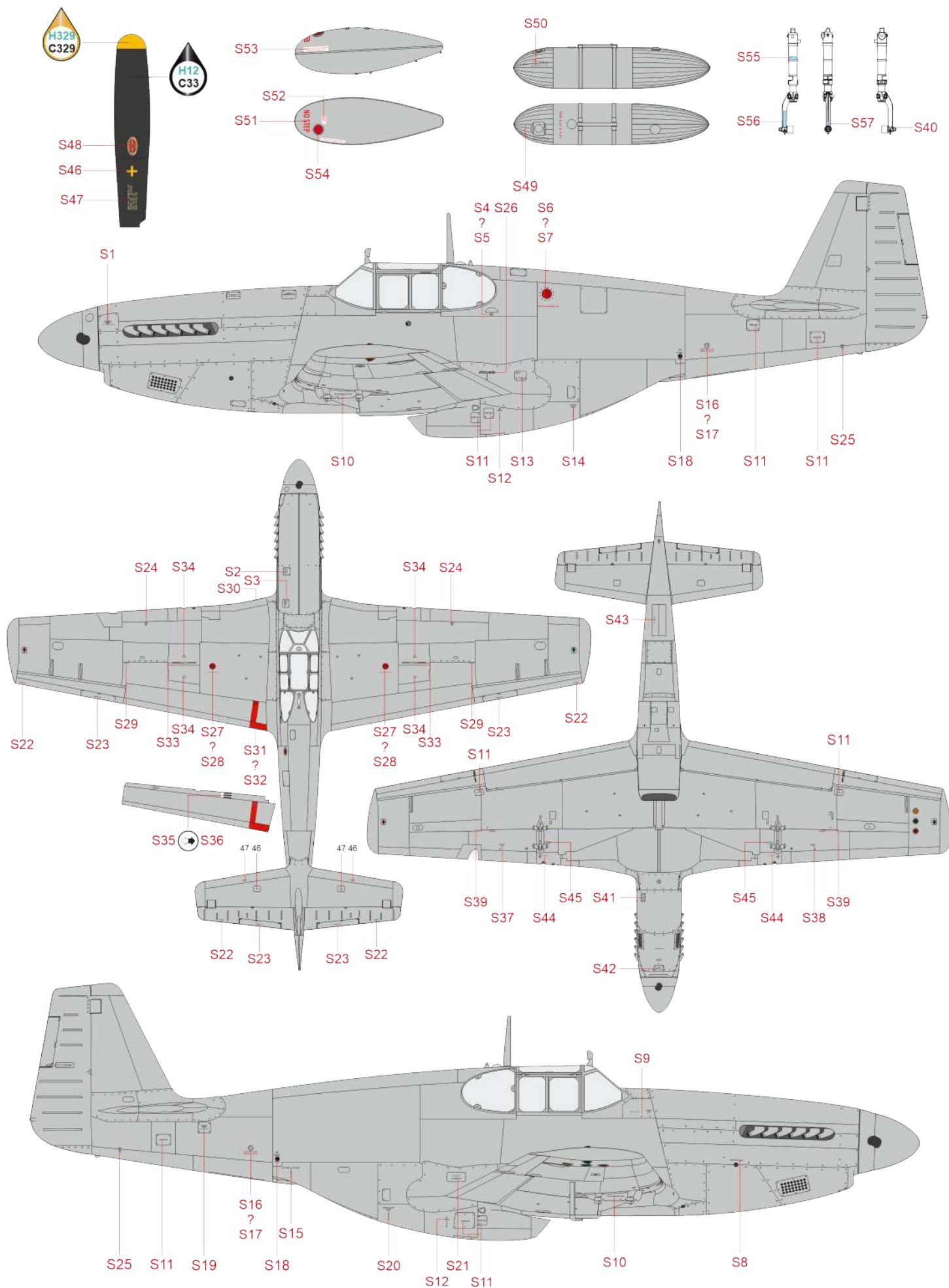


P-51B/C ALUMINIUM LACQUER PAINTED AREAS

 NATURAL METAL FINISH

 ALUMINIUM LACQUER





Eduard goodies for

P-51B/C Mustang

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JX353

JX354
- P-51B seatbelts STEEL (PE-Set)

P-51B LööK (Brassin)

P-51B/C gun bays PRINT (Brassin)

P-51B SPACE (3D Decal Set)

P-51B Birdcage Canopy TFace (Mask)

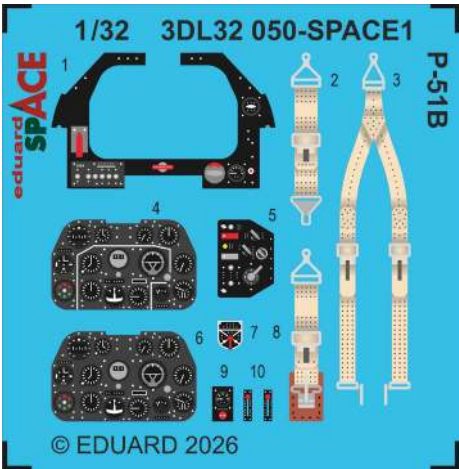
P-51B US national insignia (Mask)

P-51B US national insignia & D-Day stripes (Mask)

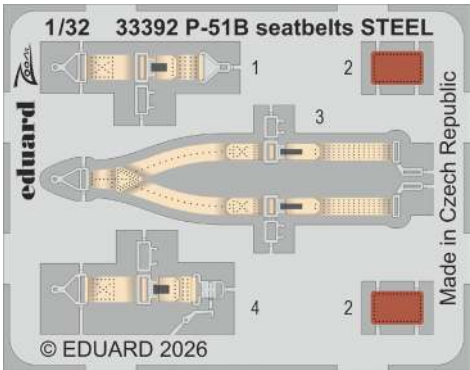
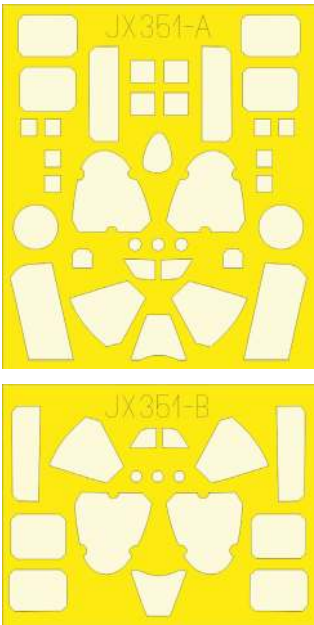
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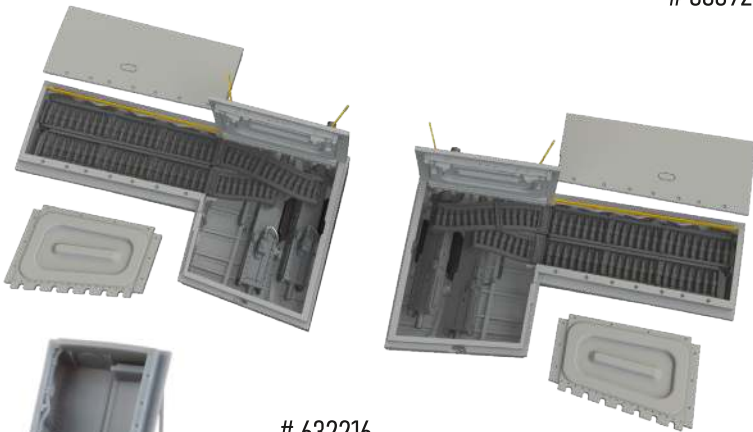
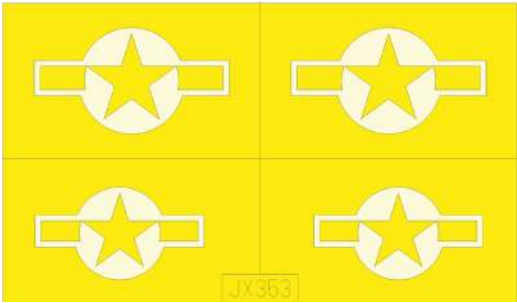


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