



P-51K MUSTANG, KH677, 3 SQUADRON RAAF, ITALY 1945



Olive Drab
ANA 157-613



Sea Gray
ANA 157-603



Light Gray
ANA 157-602



RAAF Ensign
Blue
(approx Fs35190,
but lighter)



Red (Spinner)
FS 21140



Interior Green



Natural Metal



Burnt metal



RED ROO MODELS 1/48 SCALE RAAF MUSTANG 3 SQUADRON ITALY, NOVEMBER 1944
P-51K MUSTANG, KH667, CV-P
 Flown by Squadron Leader P.M. Nash, DFC and Bar, CO 3 Squadron, RAAF

DECAL APPLICATION
Thin Film Decals – Please Use Care

1. Ensure model has received a suitable coat of gloss varnish before applying these decals.
 2. Cut around the required decal. Do not excessively trim carrier film, it is this film that protects the decal edge and prevents it from chipping.
 3. Soak the decal in water for about 15 seconds, then remove the decal from the water and stand on glass or plastic surface.
 4. Moisten the application site with your favourite settling solution. Remember, the carrier film on these decals is very thin, test the effect of your settling solution on an unwanted decal if in doubt.
 5. Apply decal carefully by sliding off backing paper with a soft, long bristle brush. Position carefully and use tissue paper to absorb excess moisture.
 6. Use decal-settling solution to draw the decal down over surface detail. If air bubbles or "silvering" form during drying phase wait till decal is thoroughly dry, then pierce affected area with a pin and re-apply settling solution. Do not try to force decals to conform to surface or express air bubbles – doing this will tear the decals.
 7. Apply a coat of gloss varnish over the decals once they are thoroughly dry.
 8. Apply a coat of matt varnish over the entire model when the previously applied gloss
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VH-JUC, EX CAC MUSTANG MK21, A68-105

VH-JUC, ex A68-105 was unveiled on 17 February 1999 at Moorabbin Airport after a lengthy and exacting restoration undertaken by the owners, Dick Hourigan and Judy Pay. The decision to paint the aircraft to represent P-51K Mustang, KH677, CV-P, flown by Squadron Leader P.M. Nash DFC and Bar, when CO of 3 Squadron RAAF, was taken deliberately to present a restored Mustang in something other than a "silver" finish. Painstaking research was undertaken involving a number of consultants to determine the correct colours, markings and camouflage patterns. Great care was taken to match modern paints to the original colour specifications rather than to current modern classification systems. It is for this reason that all colours are listed by their original specification on this instruction sheet. Modeller's will find extensive notes covering colours, camouflage pattern and national markings on this instruction sheet and it is advised that the instruction be read carefully before painting the model and applying the decals. Modeller's may choose between finishing their Mustang as either the original aircraft (KH677) or as the restored Mustang (VH-JUC).

CAMOUFLAGE AND MARKINGS – KH677, CV-P, 3 SQUADRON RAAF

Unlike most of the earlier P-51B/C and some P-51D aircraft supplied to the RAF during WWII, the P-51Ks were generally not re-painted by that service. Despite the contracts for the supply of aircraft to the RAF specified colours, substitution of colours was permitted. Additionally, aircraft supplied under Lend-Lease arrangements were in the American service specified finish, and any alteration thereof had to be undertaken by the receiving nation in their own facilities.

The spinner was painted Red (there was no ANA specification for this colour and the closest match in the modern FS595b system is FS21140). The upper surfaces of the aircraft were painted in Olive Drab (ANA 613) and Sea Gray (ANA 603). The under-surfaces were finished in Light Gray (ANA 602). All demarcation was feathered. The fuselage band was painted in Sky (BSC 381:C-210). The band was 18 inches wide and was painted on the aircraft at right angles to the top longeron of the rear fuselage section and thus, was not parallel to Station 248 (the centre/rear fuselage join). It was also positioned so that it was 1 inch aft of the leading edge of the tail wheel fairing doors. The interior of the main undercarriage fairing doors was Light Gray, except for the stainless steel

rubbing strip, as was the interior of the leg fairing doors. The main undercarriage legs were Light Gray and the wheel hubs were Aluminium. The oleos were natural metal. The tail wheel leg and hub were Aluminium. The main undercarriage wheel well interior was finished in Light Green, which is close, but lighter than, ANA 503. The main spar was finished in Zinc Chromate primer.

On KH677 the cockpit interior was finished in the standard USAAF Interior Green (ANA 611). The coaming on KH677 may have been Matt Black as this colour was called out in the NAA specifications by mid 1944. Modellers may choose if they wish to paint the coaming of their Mustang Matt Black or Bronze Green (the two colours are practically indistinguishable).

The rudder was painted RAAF Ensign Blue, for which there is neither an ANA nor an FS match (FS35190 is the closest match, but the actual colour is slightly lighter than this). The Southern Cross constellation was carried on both sides of the rudder in White. The stars were painted on using a hand cut stencil and, on the original aircraft, exhibited some distortion. With the exception of the pointer (which was a five-point star) all the stars were the seven-point Federation Star that appears on the Australian flag. The serials were applied in 8 inch high black letters. With the exception of the "6", all the numerals and the "K" were four inches wide; the "6" was five inches wide. In addition, the "K" and "6" were stenciled with 45° corners. The squadron codes and individual aircraft identification letters were White. These letters were 18 inches high, 15 inches wide and three inches thick; with the exception of the "P", which was only 10 3/8 inches wide. On VH-JUC the registration letters are in 50 mm high Black letters and carried below the elevators on both sides of the fuselage.

The national markings on KH677 were the standard RAF late-war markings. In common with other late-war aircraft KH677 did not feature Yellow wing leading edges. The propeller blades were Matt Black with five inch wide Yellow tips. KH677 was fitted with a cuffless AeroProducts propeller and VH-JUC was fitted with a cuffless Hamilton Standard propeller, which looks similar to the type fitted to the P-51K.

If modellers wish to reproduce ex A68-105 (CAC Mk21 Mustang) as it appears in its restored condition today they should note the following. On VH-JUC, being a CAC Mustang Mk21, the cockpit was finished in RAAF Cockpit Green (including the wooden floor), which is approximately FS24110. The civil registration (VH-JUC) has been included as a separate decal.

Use all service and handling stencil data, walkways aircraft information panel decals from the kit you are building.

ACKNOWLEDGEMENT

Red Roo Models is extremely grateful for the close co-operation of Dick Hourigan and Peter Malone in the production of this decal sheet. A special vote of thanks to Dick Hourigan and Judy Pay for permission to reproduce the camouflage and markings applied to VH-JUC, in miniature.

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MADE IN AUSTRALIA

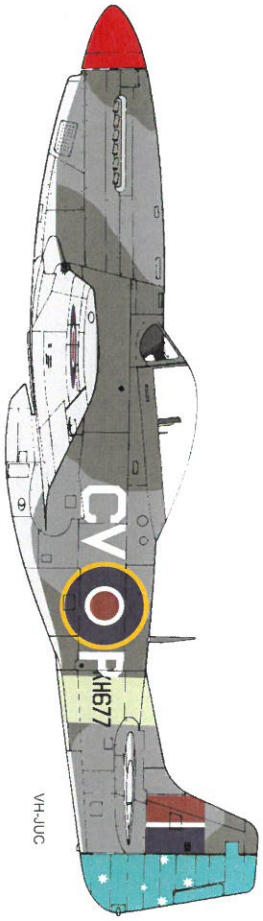
NOT SUITABLE FOR CHILDREN



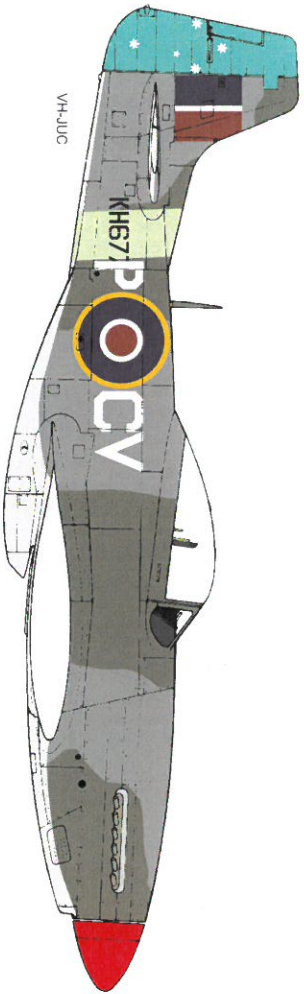
P-51K MUSTANG, KH677, 3 SQUADRON RAAF, ITALY 1945

-  Olive Drab ANA 157-613
-  Sea Gray ANA 157-603
-  Light Gray ANA 157-602
-  RAAF Ensign Blue (approx Fs35190, but lighter)
-  Red (Spinner) FS 21140
-  Sky Bs318:C 210
-  Deep Bronze Green

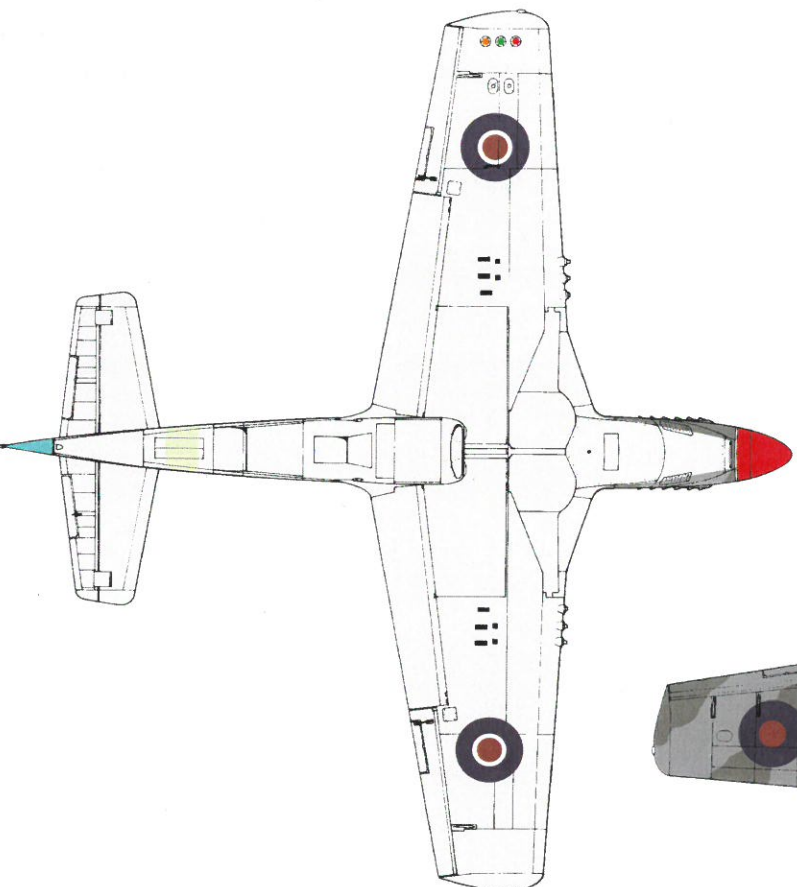
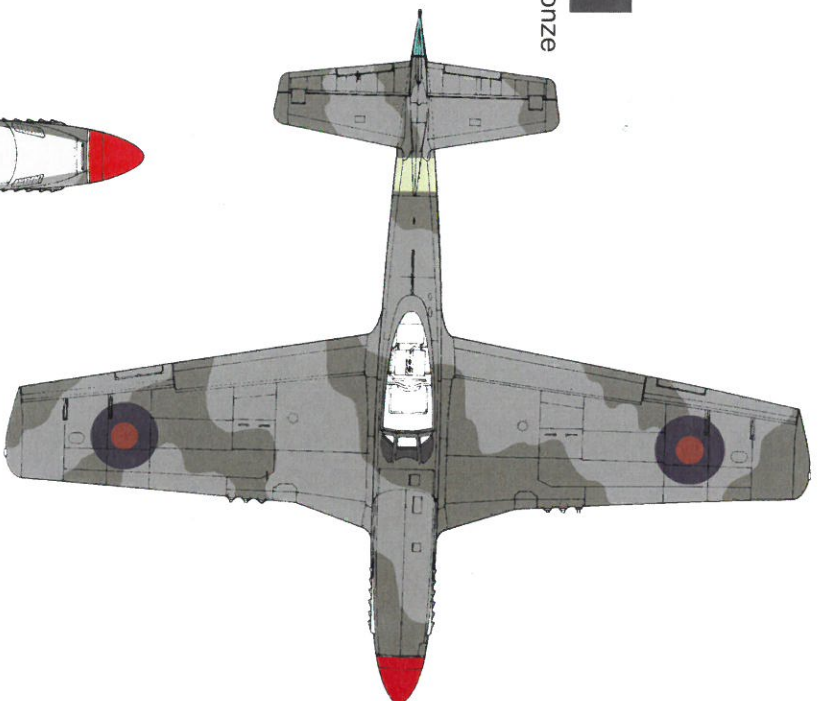
-  Interior Green
-  Natural Metal
-  Burnt metal



VH-JJC



VH-JJC



KH677 KH677
 CV P
 P CV
 VH-JUC
 VH-JUC
 Red Roo Models 3 Sqn RAAF P-51 1/48 Scale

The decal sheet includes: two sets of vertical stripes (red, white, blue); three white circles with blue outlines; two blue circles with red centers; one white circle with a blue outline; two blue circles with red centers; two yellow circles; and four red circles.

