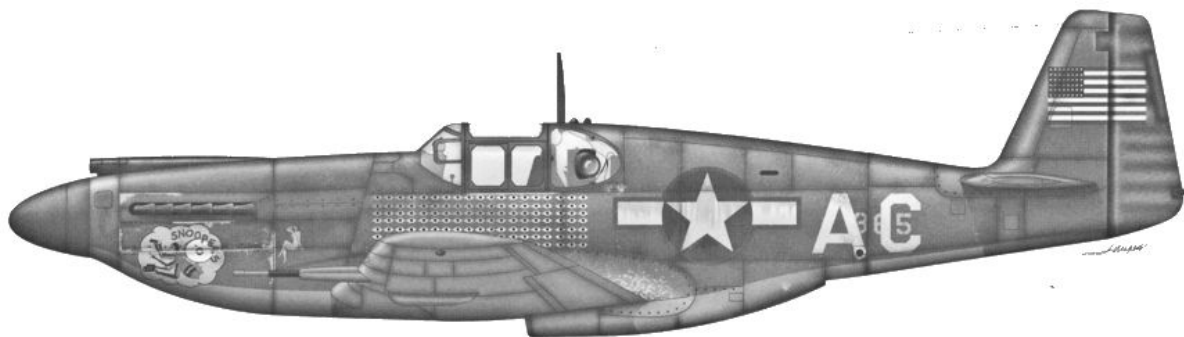


480017

F-6A

TAC RECCE
MUSTANG



F-6A

INSTRUCTIONS

During WWII, American fighter aircraft were designated "P" for pursuit. When the need arose to give aircraft a photo designation, the closest letter, phonetically, to "photo" was "F." Therefore the F-6 is the photo configuration of the North American P-51 fighter. 55 P-51 Mustangs delivered to the USAAC fitted with Fairchild K-24 cameras, and given the F6-A designation. The 111th Tactical Reconnaissance Squadron flew border and anti-sub patrols as well as reconnaissance missions over the Tunisian front for the 12th Air Support Command. The 111th began flying combat missions for the Seventh Army's invasion of Sicily during their first days of July 1943. After Sicily, the squadron supported the Fifth Army's invasion of Italy with reconnaissance and naval gunfire spotting. The 111th pioneered spotting for the long-range field artillery. In April 1944, the squadron replaced its old P-51s with new Merlin-powered P-51Cs.

The typical tactical reconnaissance mission consisted of a two aircraft flight (section). The lead pilot was responsible for carrying out the mission: navigation, and either observing or photographing the target zone, and adjusting artillery. It was the number two pilot's responsibility to cover the lead pilot in the event of an attack, and to warn in the event of flak. The number two man always flew approximately 200 yards to the immediate flank, and down sun of the lead pilot, keeping the leader's tail covered toward the sun (where the German attacks usually came from).

There were three types of tac recon missions:

- Area and Route Reconnaissance: looking for enemy installations, movements, and road and rail traffic. Each section flies one area, or route, sometimes extending 250 miles into Germany, noting coordinates of anything worth noting, radioing any outstanding information, and summoning and often leading fighter-bombers to suitable targets.
- Artillery adjustment missions: adjusting long-range guns (155mm and larger) on targets too far behind enemy lines for "cubs" to penetrate. Usually, these shoots were planned in advance, but were sometimes impromptu, at the request of the ground controller.
- Photo missions: Merton oblique for use by artillery units, or in cases where the ceiling is too low or the distance too great to send unarmed Lightnings.

Visual recon missions ran between 3500 and 6000 feet, but tactical missions sometimes flew higher. Visual Recon was limited to a maximum altitude of 6000 feet; beyond that altitude the ground could not be discerned in sufficient detail. Many times it was necessary to drop below 3500 feet to make a specific observation, such as what a train might be carrying.

The decals supplied with this kit allow you to choose from two distinctly different and unique Allison-powered Mustangs:

41-37365, which, as a part of the 111th Tactical Reconnaissance Squadron, flew in support of the invasion of Sicily. We have provided "handed" American flag decals for the vertical stabilizer, as our data shows that the blue field of the flag always faced the leading edge of the stabilizer. Unfortunately, there is not sufficient data to accurately determine whether there were any unique markings on the right side of the plane. Since most personal markings were only on the left side of the planes, we made an educated guess that the right side was free of any markings.

WU*B is a P-51 that was loaned to the RAF to fill gaps in their Tac-Recon program in Algeria. We found an abundance of conflicting information on this particular plane, so we erred on the side of what was most plausible: Middle Stone over the Olive-Drab plane was wearing when delivered to the 225 Squadron. This is the most likely scenario because the planes need to be deployed quickly, so ground crews probably did not spend a lot of time painting the planes up to whatever specifications were in play at the time.

As you finish your model, keep in mind that these planes served in some pretty harsh conditions, so you will want to weather your plane accordingly.

Special thanks are extended to:

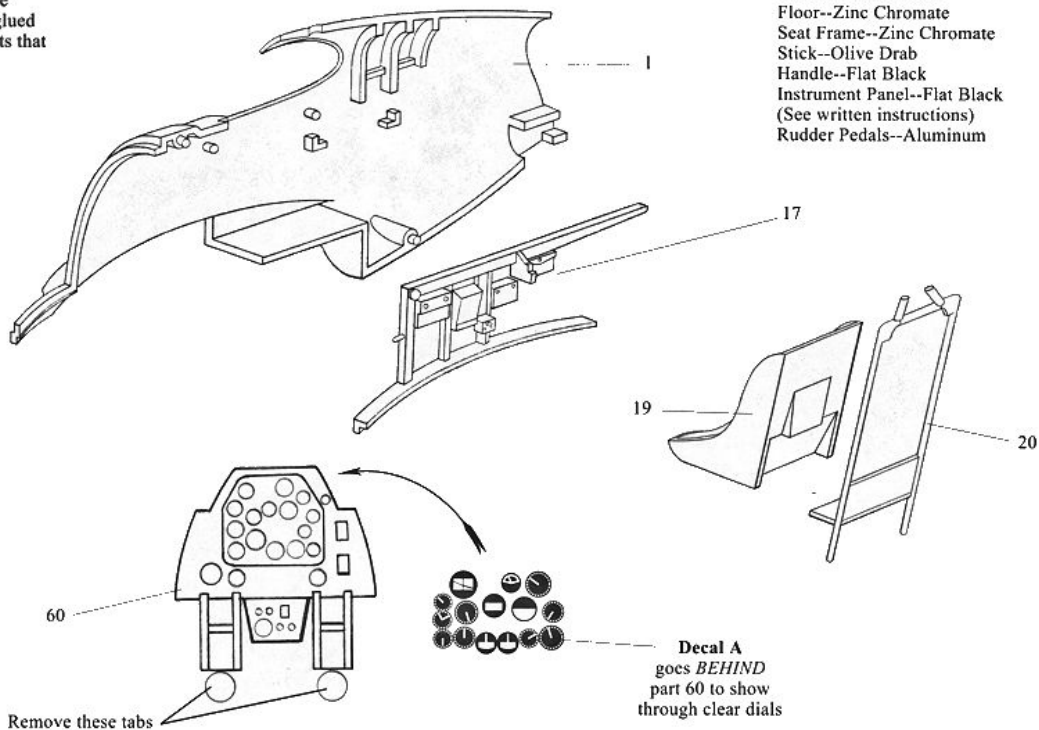
Don Greer
Dave Pepper
Tom Ivie
Bob Johnson

Without whose help this particular kit would not have been possible.

STEP 1-COCKPIT

The cockpit will benefit from having the various pieces painted before they are glued into position. There are many small parts that will be hard to get to later.

- ▲ Glue the seat (#19) to the seat frame (#20) and set aside for later assembly.
- ▲ Paint and install the right console into the inside of the right fuselage half (17).
- ▲ The instrument cluster can be done one of two ways:
 - a) *(easy)* Paint the whole piece (#60) black, then lightly dry-brush the highlights with silver paint, or...
 - b) *(not so easy, but a better result)* Carefully paint the panel black, leaving the dials clear. When the paint is dry, carefully align the instrument cluster decal to the BACK of the panel, so that the gauges will show through the clear dials. For an added kick, lightly dry-brush silver highlights over the panel face.
- ▲ On completion, set aside for later installation.

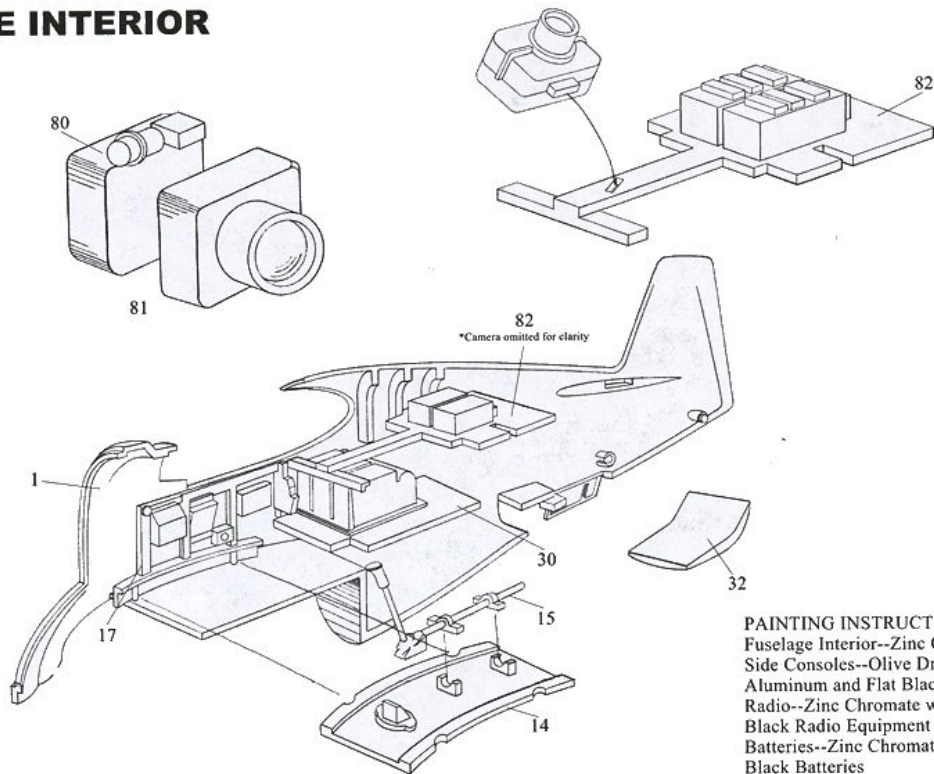


PAINT INSTRUCTIONS:

Seat--Zinc Chromate
Floor--Zinc Chromate
Seat Frame--Zinc Chromate
Stick--Olive Drab
Handle--Flat Black
Instrument Panel--Flat Black
(See written instructions)
Rudder Pedals--Aluminum

STEP 2a-FUSELAGE INTERIOR

- ▲ Glue the camera back (80) to the camera front (81). Paint this assembly.
- ▲ Glue the assembled camera to the camera mount floor (82). The lens of the camera will point out of the left quarter light (63L).
- ▲ Glue the assembled camera-mount floor (82) into the right fuselage half. Place the part against the back of the forward vertical former. These parts need to be carefully aligned and kept level.
- ▲ Glue the control stick (#15) to the cockpit floor (# 14).
- ▲ Glue the cockpit floor to the bottom of the right console (17) being sure to keep the floor level in the fuselage.
- ▲ Now glue the radiator exhaust door (32) to the right fuselage half. The long side glues to the bottom of the locating shelf.

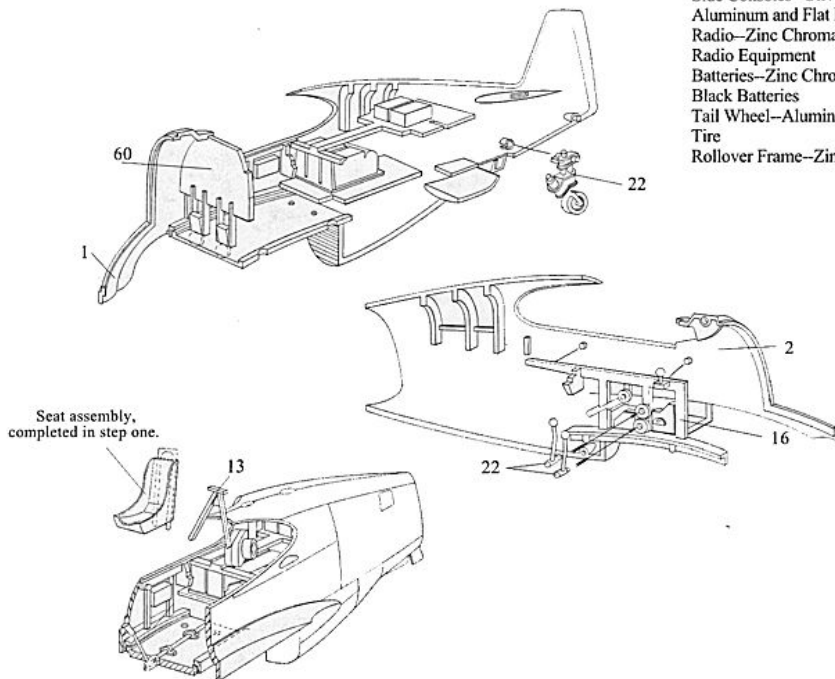


PAINTING INSTRUCTIONS
Fuselage Interior--Zinc Chromate
Side Consoles--Olive Drab with
Aluminum and Flat Black Details
Radio--Zinc Chromate with Flat
Black Radio Equipment
Batteries--Zinc Chromate with Flat
Black Batteries
Camera--Black with Silver Lens

STEP 2b-FUSELAGE INTERIOR

At this point you might want to double-check the alignment of all of the assembled parts.

- ▲ Glue the assembled and detailed instrument panel to the right fuselage half. The face of the panel rests against the forward edge of the right console, and the rudder pedals rest against the floor.
- ▲ Paint and glue the tail wheel (22) to the round hole on the inside of the right fuselage half. Note that the raised key on part 22 fits into the slot on the round hole boss.
- ▲ Glue the left console (16) to the two pins on the inside of the left fuselage half. Glue the bomb release and the landing gear lever (33) to the locating holes in the left console.
- ▲ Now, after a final check of the alignment of all assemblies, glue the fuselage halves together.
- ▲ Carefully glue the roll-over frame (13, ironically) to the two locating tabs on the left and right side consoles, and to the forward top edge of the fuselage halves.
- ▲ Now add the seat frame to the locator holes in the cockpit floor. Align and glue the two tabs on the top of the seat frame to the roll-over frame.

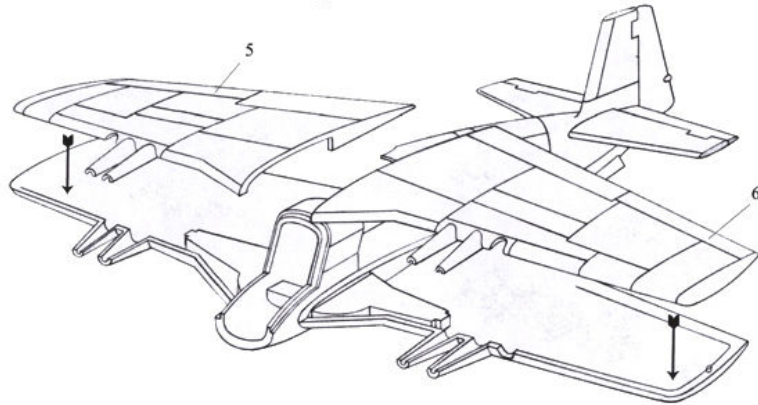
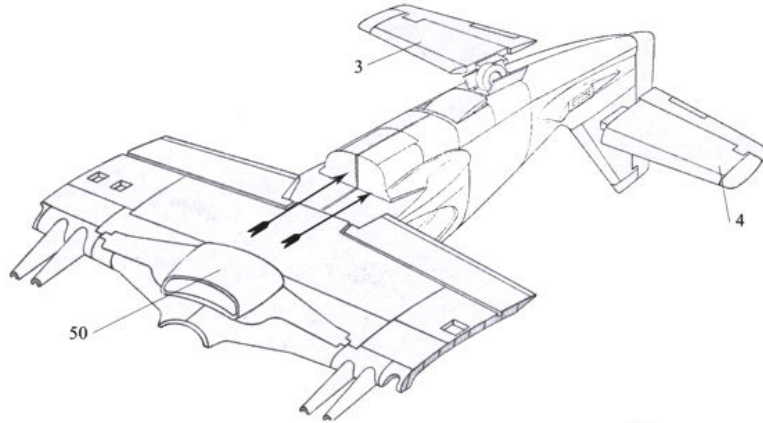


PAINT INSTRUCTIONS

Fuselage Interior--Zinc Chromate
Side Consoles--Olive Drab with Aluminum and Flat Black Details
Radio--Zinc Chromate with Flat Black
Radio Equipment
Batteries--Zinc Chromate with Flat Black
Batteries
Tail Wheel--Aluminum with Flat Black
Tire
Rollover Frame--Zinc Chromate

STEP 3-WING ASSEMBLY

- ▲ Glue the wing bottom (7) to completed fuselage.
- ▲ Glue the radiator scoop (50) to the wing bottom and to the fuselage.
- ▲ Add the horizontal stabilizers (4, right and 3, left) to the fuselage ensuring they stay horizontal to the ground and perpendicular to the fuselage center line.
- ▲ Glue the wing tops (5, right and 6, left) to the wing bottom. Apply a slight pressure to all part seams to ensure a tight fit. If you plan to install the bomb racks, drill out the locator holes before completing this step.



STEP 4-PROPELLER ASSEMBLY

- ▲ Glue the nose halves (54, right, 53, left) together. Glue the carburetor intake scoop (11) to the assembled nose, and then glue the assembled nose section to the fuselage.
- ▲ Place the spinner back (10) on the propeller shaft on the front of the fuselage. **DO NOT GLUE PART 10 IN PLACE.**
- ▲ Place the propeller (18) onto the propeller shaft and index it into the half-round recesses on part 10.
- ▲ CAREFULLY glue the propeller retainer (12) to the propeller shaft, being careful not to get glue on the propeller, otherwise it won't spin.
- ▲ Glue the spinner (9) to the spinner back.

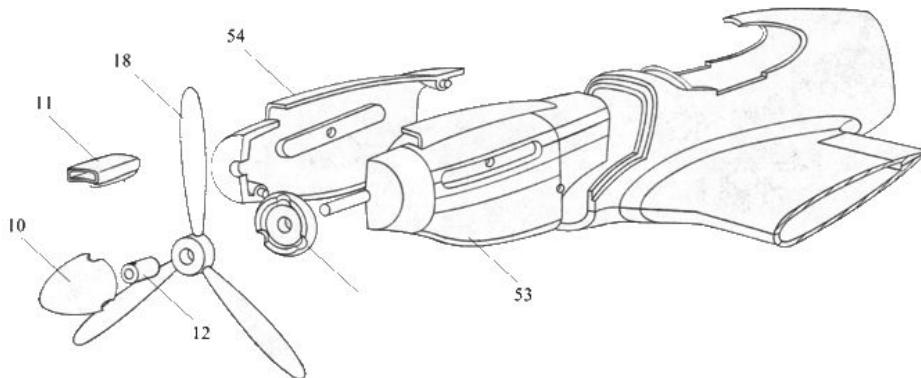
At this point, we recommend that you paint and decal your model. Doing this now will allow you to add the smaller parts with less risk of damage. Refer to the painting and finishing guide for complete details on finishing the plane of your choice.

PAINT INSTRUCTIONS:

Propeller -- Flat Black with Yellow Tips

Spinner -- Red

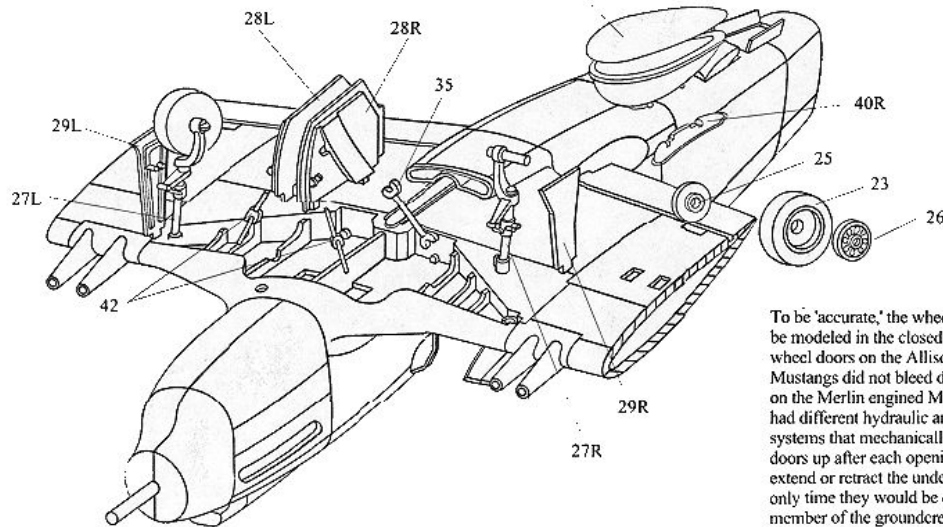
Spinner Back -- Red



STEP 5-LANDING GEAR ASSEMBLY

- ▲ Glue the landing gear struts (27L and 27R) to the wheel wells. Check their alignment from all angles.
- ▲ The wheels and tires have been molded in separate pieces to facilitate easier painting. Select either the weighted (24) or unweighted (23) tires for your model. Glue the outer wheel (26, large spokes) to the inner wheel (25, small spokes) to the tires of your choice.
- ▲ Glue the wheels to the landing gear axes. If you are using unweighted tires, make sure the flat spot sits flush on the display surface.
- ▲ Paint and add the left landing gear door (29L) to the wing bottom and the landing gear struts. Repeat with 29R on the right side.
- ▲ Paint and add the left landing gear door (29L) to the wing bottom and the landing gear struts. Repeat with 29R on the right side.
- ▲ Paint and glue wheel doors (28L and 28R) to the wing bottom.
- ▲ Glue the wheel door actuators (42) to the door and to the tab at the rear of the wheel wells.
- ▲ Carefully insert the wing guns (43) into the dual holes in each wing. These pieces rest against the stop in each wing.

OPTIONAL. Optional external fuel tanks can be fitted if you wish. Attach the external pylons (40L and 40R) to the underside of the left and right wings. Assemble the fuel tank top (50) to the fuel tank bottom (57) and glue to the external pylon.



PAINT INSTRUCTIONS
 Wheel Wells and Door Interiors - Aluminum with Zinc Chromate
 Main Spar (Rear Wall of the Wheel Well) - Aluminum
 Wheels-- Aluminum
 Tires--Flat Black
 Landing Gear Actuators-- Aluminum

To be 'accurate,' the wheel doors should be modeled in the closed position. The wheel doors on the Allison engine Mustangs did not bleed down like those on the Merlin engine Mustangs. They had different hydraulic and locking systems that mechanically locked the doors up after each opening cycle to extend or retract the undercarriage. The only time they would be down was if a member of the groundcrew had unlocked them to perform maintenance on something in the wheel wells.

STEP 6-FINAL DETAILS

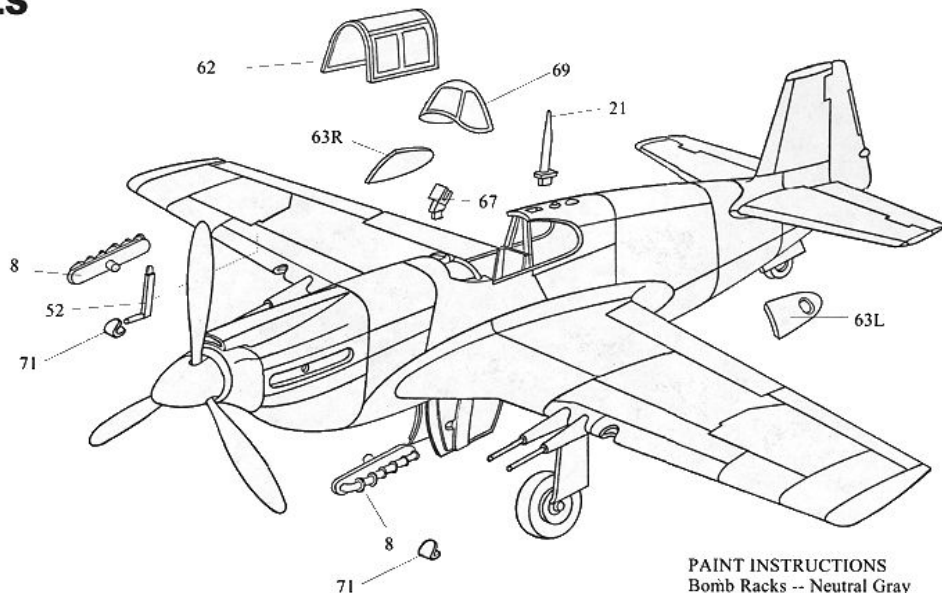
▲ Now paint and glue the exhaust stacks (8) to the fuselage.

▲ Glue the pitot tube (52) to the bottom of the wing. After painting the wing, insert the landing light (71) into the leading edge of the wing. We recommend using white glue or clear epoxy to prevent smearing or frosting. This method may be used on all remaining clear parts.

▲ Now add the left quarter light (63L) and the right quarter light (63R) to the fuselage. Now paint and carefully glue the gun sight (67) to the notch on the top of the cockpit dash.

▲ Add the windshield (69) and the canopy (62) to complete the cockpit area.

▲ Add the antenna (21) to the top of the fuselage.



PAINT INSTRUCTIONS
Bomb Racks -- Neutral Gray
Exhausts -- Burnt Metal/Rust Color
Cannons -- Gunmetal
Gun Sight -- Flat Black with Clear Reflector
Pitot Tube -- Aluminum
Wing Tip Lights -- Red/Left, Green/Right
Formation Lights on Bottom of Right Wing
(F-R) Red/Orange/Green

STEP 7a-DECAL PLACEMENT AND FINISHING

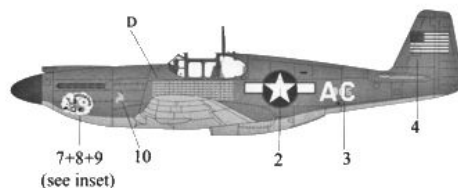
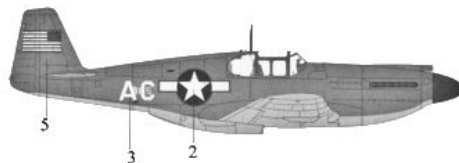
F-6A 41-37365 "Snoopers"

 Olive Drab (FS 34087)

 Neutral Gray (FS 36270)

 Insignia Red (FS 33538)

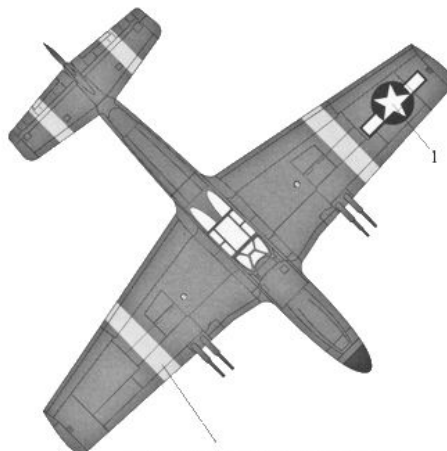
 Insignia Yellow (FS 33538)



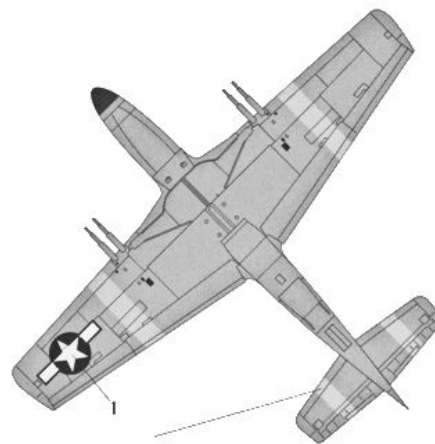
The yellow stripes were added to the Mustang to help ground troops identify P-51s from the Luftwaffe's Bf-109, which had similar lines. Flags on the vertical stabilizer were handed, with the blue field facing toward the leading edge. Photos have not yet surfaced to indicate whether there were any unique markings right side of the aircraft. Since these planes flew from earthen fields, they were pretty dirty, and photos seem to back this up. Have fun weathering your model!



Nose Art Decals:
7 (Color)
8 (Black Outline)
9 ("Snoopers")








Insignia yellow identification stripes on the wings are 3/8" wide, and wrap around the wing.



Insignia yellow identification stripes on the horizontal stabilizers are 5/16" wide, and wrap around the stabilizer.

STEP 7b-DECAL PLACEMENT AND FINISHING

Mustang Mk. 1A, Serial Number Unknown, RAF 225 Squadron

-  Olive Drab (FS 34087)
-  Neutral Gray (FS 36270)
-  Insignia Red (FS 33538)
-  Middle Stone (FS 30266)
-  Insignia Yellow (FS 33538)

This was one of four 12th AAF Mustangs that were loaned to the RAF because of a lack of dedicated tactical reconnaissance aircraft. These planes were delivered to the RAF in the standard USAAF olive drab over neutral gray colors, over which 225 Squadron applied a middle stone camo pattern, resulting in a decidedly unique pattern. The yellow stripes on the leading edge of the wings may, or may not have been applied, and are illustrated here just in case. Because of the harsh conditions in Algeria, this plane was probably very dirty, so enjoy yourself as you weather your model.

