PRO MODELER

BY MONOGRAM

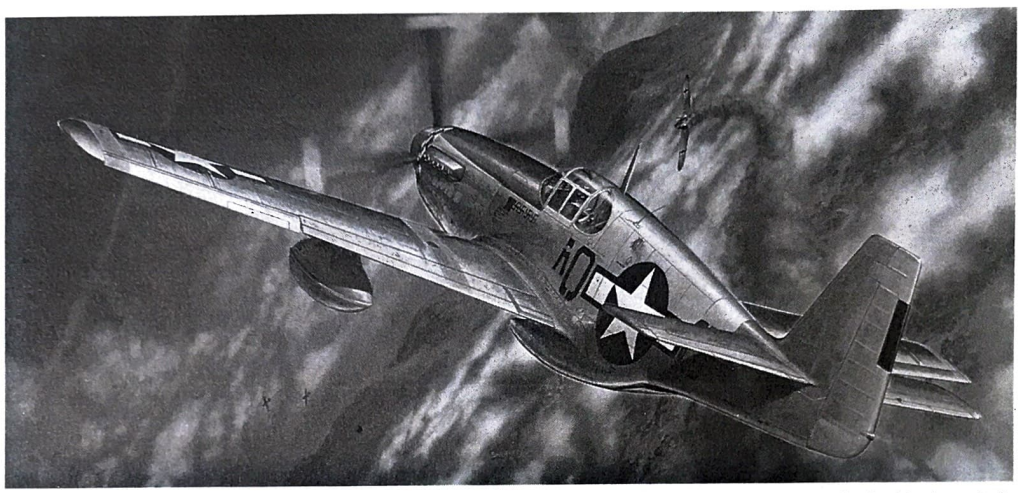
KIT 5931

FINISH' 01 DE LUGLIO DE 1999

AT 23:30

1/48 SCALE MASSTAB 1:48 ESCALA 1/48 1/48 ECHELLE

P-51B & P-51C MUSTANG



Considered one of the best fighter aircraft of World War II, the P-51 Mustang was originally ordered by the British in early 1940. North American produced the prototype in only 102 days, and it was followed by the Mustang I, which was the first production variant.

Two of the Mustang I's were to be turned over to the U.S. Army Air Corps for testing under the designation XP-51, but U.S. interest in the Mustang was enough to justify an order for production P-51s even before the two XP-51s became available. This order was followed by subsequent contracts for P-51A fighters and A-36 dive bomber variants. All of these versions were powered by Allison V-1710 engines, which provided excellent low-altitude performance.

To develop a high-altitude version of the Mustang, two of the aircraft in the original P-51 order were designated as test aircraft. They were fitted with Rolls Royce Merlin engines built in the United States under license by Packard. These two test aircraft demonstrated outstanding capabilities at high altitudes and led to the production of the P-51B and P-51C.

P-51s were produced at North American's plant in California, while P-51Cs were built in Dallas, Texas. Although the designations were different, the P-51B and P-51C were physically identical.

Complaints about the restricted visibility caused by the standard canopy led to the development of the Malcolm hood. This semi-bubble canopy provided much improved visibility, and because it slid aft on rails, it allowed access to the cockpit from both sides of the fuselage. Both standard and Malcolm canopies are included in this ProModeler kit.

One of the more interesting units to fly the Mustang during World War II was the Tuskegee Airmen, so named because its pilots were trained at Tuskegee Army Air Field. This all Black unit flew red-tailed P-51s as part of the 15th Air Force. One of the Tuskegee Airmen was Captain Edward L. Toppins who was assigned to the 99th Fighter Squadron of the 332nd Fighter Group. Captain Toppins flew 141 missions over Pantelleria, Sicily, Italy, Southern France, Germany, Austria, Yugoslavia, Greece, Bulgaria, Poland, Czechoslovakia, and Romania. He was officially credited with four confirmed and one probable victory over German Aircraft. His awards included the Distinguished Flying Cross, the Air Medal with five clusters, and the ETO ribbon with seven battle stars. One of his aircraft , a P-51C-5-NT named *TOPPER III*, is one of the three Mustangs for which markings are provided in this ProModeler kit.

ILL WIND? was flown by 1Lt. Nicholas "Cowboy" Megura of the 334th Fighter Group. This unit was assigned to the Eighth Air Force in England. Megura was an ace credited with 11.83 kills in the air and another 3.75 aircraft destroyed on the ground. He was shot down on May 22,1944, by a P-38 pilot who misidentified Megura's Mustang as a Bf-109. Markings for this P-51B-5-NA are also included on the decal sheet in the kit.

The third for which markings are provided is *HELL-ER-BUST*, a P-51B-5-NA assigned to the 486th Fighter Squadron of the 352nd Fighter Group. It was flown by 1Lt. Edwin Heller, who scored 5.5 air-to-air victories. He was also credited with destroying 16.5 German aircraft on the ground.

On July 3, 1944, the 322nd Fighter Group was assigned to its new base at Ramitielli, Italy. It consisted of four squadrons including the 99th, 100th, 301st, and 302nd Fighter Squadrons. On July 15, the group flew its first escort mission employing aircraft from all four squadrons. Then, on July 17, while escorting the 304th Bomb Wing to the Avibnon Marshalling yards, the 322nd scored its first three victories against enemy aircraft that attempted to intercept the bombers. This was followed by more than 200 additional escort missions, during which the 322nd never lost a bomber to enemy fighters.

The 322nd Fighter Group's missions with the 15th Air Force reached a climax on March 24, 1945, shortly before the end of the war. Colonel Benjamin O. Davis led the group as it flew cover for B-17s on a mission to Berlin. Covering 1600 miles, this was the longest mission in the history of the 15th Air Force. A few days later, the "Red Tails" flew a strafing mission near Linz, Austria. They encountered seventeen Messerschmits and Focke Wulfs. A wild dogfight ensued, and in a few minutes time the group scored thirteen confirmed kills, three probables, and one enemy aircraft damaged without loss of any of their own aircraft. The following day, twelve more enemy planes were destroyed near Weis, Austria.

Of the eight confirmed victories over the jet-powered Me-262 scored by the 15th Air Force, three were credited to the 322nd. On April 26, the group concluded its combat career destroying its last four enemy aircraft in the Mediterranean Theater of operations. For its actions the "Red Tails" received three Presidential Unit Citations.

Information of events and history furnished by:
Clint Martin, Historian/Consultant
Los Angeles Chapter
Tuskegee Airmen
Los Angeles, California

 85593100200

READ THIS BEFORE YOU BEGIN

- Study the assembly drawings.
- Each plastic part is identified by a number.
- Check the fit of each piece before cementing into place.
- Do not use too much cement to join parts.
- Use only cement for polystyrene plastic.
- Model may be painted to match photos on box.
- Scrape paint from areas to be cemented.
- For better paint and decal adhesion, wash the plastic parts in a mild detergent solution.

ALLGEMEINE HINWEISE

- Die Anordnung der Bauteile ist aus den Zeichnungen der Anleitung ersichtlich.
- Jedes Plastikteil ist durch eine Nummer gekennzeichnet.
- Die Teile vor dem Verkleben ungeleimt zusammenhalten, um ihren Passitz zu prüfen.
- Klebstoff nicht zu dick auftragen.
- Nur Modellbaukleber für Polystyrol verwenden.
- Man kann das modell nach den fotos aurder schachtel anstreichen.
- Bermalte Teile vor der Weiterverwendung gut trocken lassen.
- Die Farbe muss von allen späteren Klebestellen abgeschabt werden.
- Damit die Farbe und die Abzienbilder besser kleben, sind die Plastikteile in einer milden Seifenlauge zu waschen.
- Dann abspülen und an der Luft trocken lassen.

LEA ESTO ANTES DE EMPEZAR

- Estudie los dibujos de ensamblaje.
- Cada pieza de plástico se identifica por un númnero.
- Verifique que cada pieza encaje bien antes de pegar en posición.
- No use demasiado pegamento para unir las piezas.
- Use unicamente pegamento para plástico de poliestirina.
- El Modelo puede pintarse de acruerdo con lass fotografias de la caja.
- Permita que se seque la pintura completamente antes de focar las piezas.
- Raspe la pintura de las superficias que seran pegadas.
- Para una mejo fijación la pintura y des las calicomanias, lavense làs piezas plasticas en una soluciòn de detergente suave. Enjuáguense y dejense secar al aire.

LISEZ CE QUI SUIT AVANT DE'COMMENCER LE MONTAGE

- Etudier les schémas d'assemblage.
- Chaque piéce plastique porte un numéro d'identification.
- Contrôler que chaque pièce soit bien conforme avante de la coller à sa place.
- N'utilisez pas trop de colle pour réunir les pièces.
- Utilisez uniquement une colle spéciale pour posystrene.
- Le model puet etre conformement aux photos sur la boite.
- Laissez sècher la penture complètement, avant de manipuler les pièces.
- Grattez la peinture sur les surfaces devante ètres collèes. Pour assure la meilleure adhèsion possible de la peinture et eds decalomanies, laver les pièces de platique avec une legère solution savonneuse.
  Rinser et laisser secher à l' aire.

MODELING TIPS

PAINTING TIPS

DO NOT CEMENT
NICHT KLEBEN
NE PAS COLLER
NO USE PEGAMENTO

OPTIONAL PARTS
BAUTEILE NACH WAHL
PIECÉS EN OPTION
PIEZAS OPCIONALES

CUT OPENING
OFFNUNG AUSSCHNEIDEN
COUPER L'OUVERTURE
HAGA UNA ABERTURA CON TIJERAS O NAVAJA

REMOVE AND THROW AWAY
A RETIRER ET JETER
ENTFERNEN (ABFALL)
QUITE Y TIRE

DECAL (DIP IN WATER)
ABZIEHBILD
DECALCOMANIE (À PLONGER DANS L'EAU)
DECALCOMANIA (MOJE CON AGUA)

THANK YOU!

A special "thank you" is extended to Bob Spaulding and his staff at the United States Air Force Museum at Dayton, Ohio. Mr. Spaulding's efforts were very helpful in obtaining some of the photographs that appear in this instruction booklet. Dave Menard, of the Air Force Museum's research center, was also very helpful.

Stanton Hoefler, of the Yanks Air Museum at Chino, California, provided assistance, and Revell-Monogram, Inc. also expresses appreciation to Mr. Hoefler.

We encourage everyone with an interest in military aircraft to visit and support these two excellent museums.

The assistance and cooperation of John Paul and Jim Roeder are also acknowledged, and a special word of thanks is extended to them as well.

If you have any problems building this model,
call our modeling tips hotline at:

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ProModeler Model Kits has made every effort to create and manufacture the finest model kit available. If a part is missing, please write to:

ProModeler Model Kits
Consumer Service Department
8601 Waukegan Road
Morton Grove, Illinois 60053

Be sure to include the kit number, part number, description, and your return address.

To complete this kit as shown, we recommend the following ProModeler$_{TM}$ paints.

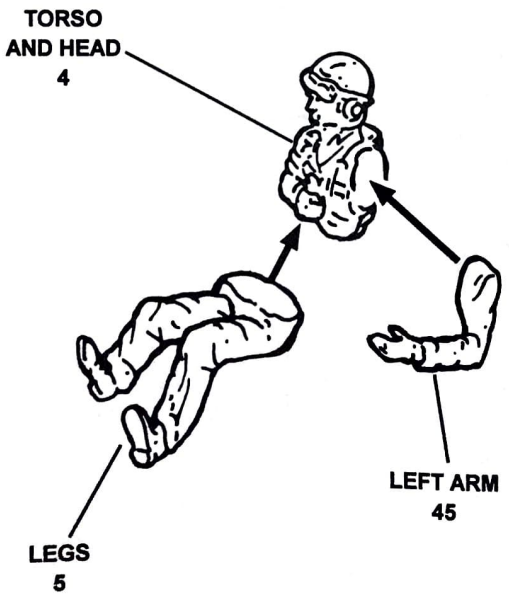
ENGLISH	FS NUMBER	PROMODELER	GERMAN	SPANISH	FRENCH
OLIVE DRAB	34087/8	88-0028	OLIVBRAUN	ACEITUNADO	VERT OLIVE
NEUTRAL GRAY	36173	88-0035	MITTELGRAU	GRIS NEUTRAL	GRIS NEUTRE
SILVER	17176	88-0013	SILBER	PLATA	ARGENT
ALUMINUM	NONE	88-0014	ALUMINUM	ALUMINIO	ALUMINIUM
STEEL	NONE	88-0015	EISENFARBIG	METALICO	METALLIQUE
RUBBER	NONE	88-0020	GUMMI-BRAUN	BEIGE	CAUTCHOUC
CHROMATE GREEN	34227	88-0031	ZINKCHROMATE-GRUN	VERDE PLANTINADO	VERT CHROME
FLAT BLACK	37038	88-0022	MATT SCHWARZ	NEGRO APAGADO	NOIR TRENE
FLAT WHITE	37875	88-0023	MATT-WEISS	BLANCO	BLANC
INSIGNIA RED	31136	88-0026	DUNKELROT	CASTANO	MARRON
GLOSS ORANGE	12473	88-0004	ORANGE-GLÄNZEND	NARANJADO	ORANGE
GLOSS DARK BLUE	15052	88-0009	HELLBLAU-GLÄNZEND	AZUL CLARO	BLEU CLAIR
GLOSS YELLOW	13507	88-0005	GLEB-GLÄNZEND	AMARILLO	JAUNE
GLOSS DARK GREEN	14090	88-0007	DUNKELGRÜN-GLÄNZEND	VERDE OSCURO	VERT FONCE

A complete guide for painting this aircraft appears at the end of this instruction booklet.

HELPFUL REFERENCE:

As a helpful reference in building this model, we recommend <u>The P-51 Mustang in Detail & Scale, Part 1</u>. This publication has scores of detailed photographs of P-51 Mustangs to include the P-51B and P-51C. These include photos of the cockpit, engine, landing gear, armament, and much more. If not available in your hobby shop, write to the publisher at, Squadron/Signal Publications, 1115 Crowley Drive, Carrollton, Texas 75011.

STEP 1, PILOT FIGURE



NOTE: A pilot figure is provided with your ProModeler Mustang kit. If you wish to use this figure in your model, follow the items below in Step 1. If you do not want to use this figure, proceed on to Step 2 on the next page.

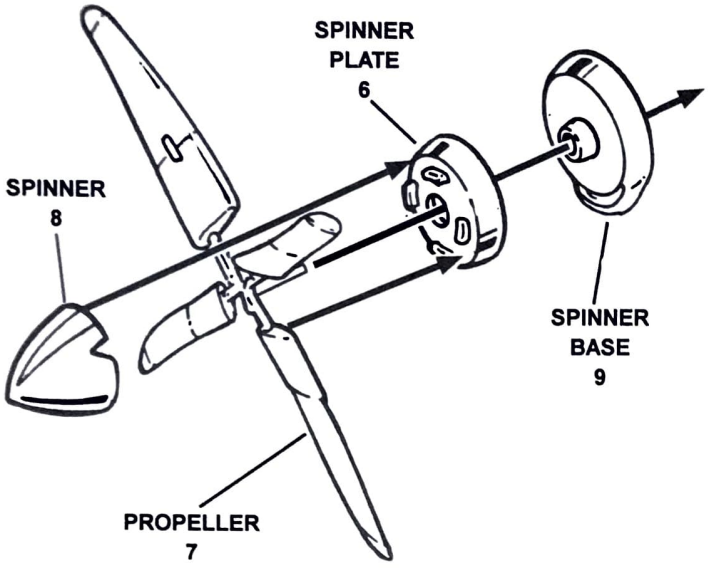
Paint all parts in this step after assembly.

1. Glue the LEGS (5) to the TORSO AND HEAD (4).

2. Cement the LEFT ARM (45) to the TORSO AND HEAD (4).

PAINTING NOTES: The standard uniforms were khaki, including the soft helmet, shirt, and paints. The Mae West Vest was yellow, and the harness and seat belt straps were a dirty white with silver buckles. The flight jacket was dark brown or black leather, and the headphones and gloves were brown or black. Boots were brown leather, and the goggles were brown, khaki, or gray. Drops of clear gloss can be used to simulate the glass lenses in the goggles.

STEP 2, PROPELLER ASSEMBLY



Refer to the painting instructions at the back of this instruction booklet and paint the parts in this step the appropriate colors based on the aircraft you have chosen to model.

1. Cement the PROPELLER (7) to the SPINNER PLATE (6).

2. Carefully glue the SPINNER (8) to the SPINNER PLATE (6), trapping the PROPELLER (7) between the two.

3. Slide, (DO NOT CEMENT) the shaft on the PROPELLER (7) through the hole in the SPINNER BASE (9). Use a hot knife to flare the end of the propeller shaft so that the completed spinner and propeller remain attached to the SPINNER BASE (9). This will allow the propeller to turn on the completed model.

Details of the propeller and spinner can be seen here. It should be noted that these propeller blades do not have the usual full stenciling at the base of each blade.
(USAFM via Detail & Scale)

STEP 3, COCKPIT ASSEMBLY

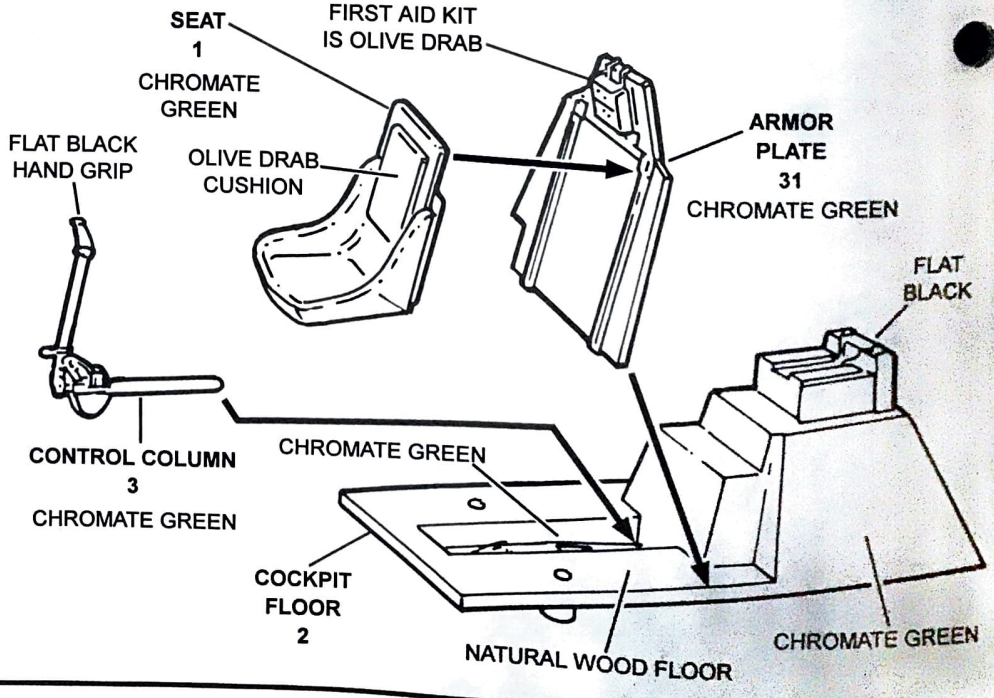
Paint all parts before assembly.

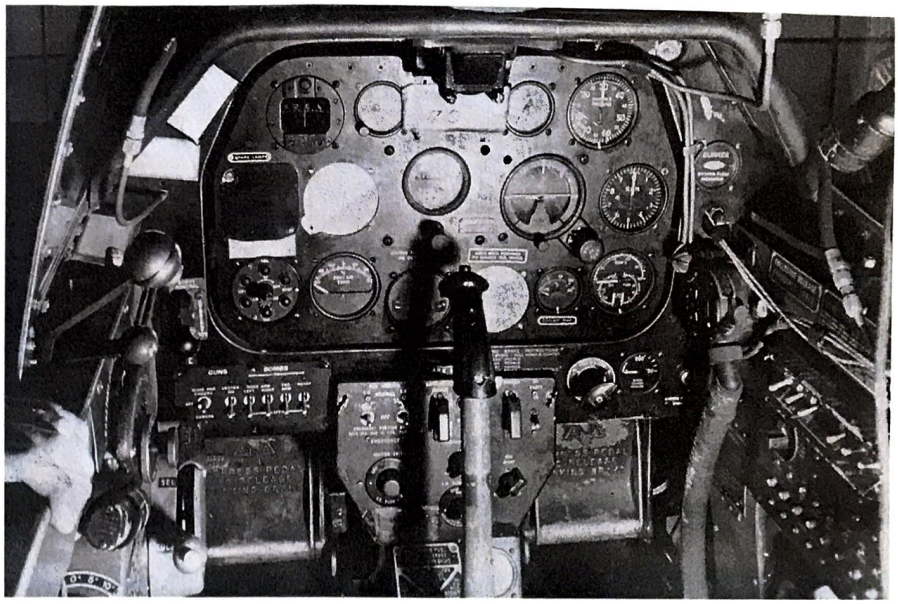
1. Glue the CONTROL COLUMN (3) in place on the COCKPIT FLOOR (2)

2. Glue the SEAT (1) to the ARMOR PLATE (31).

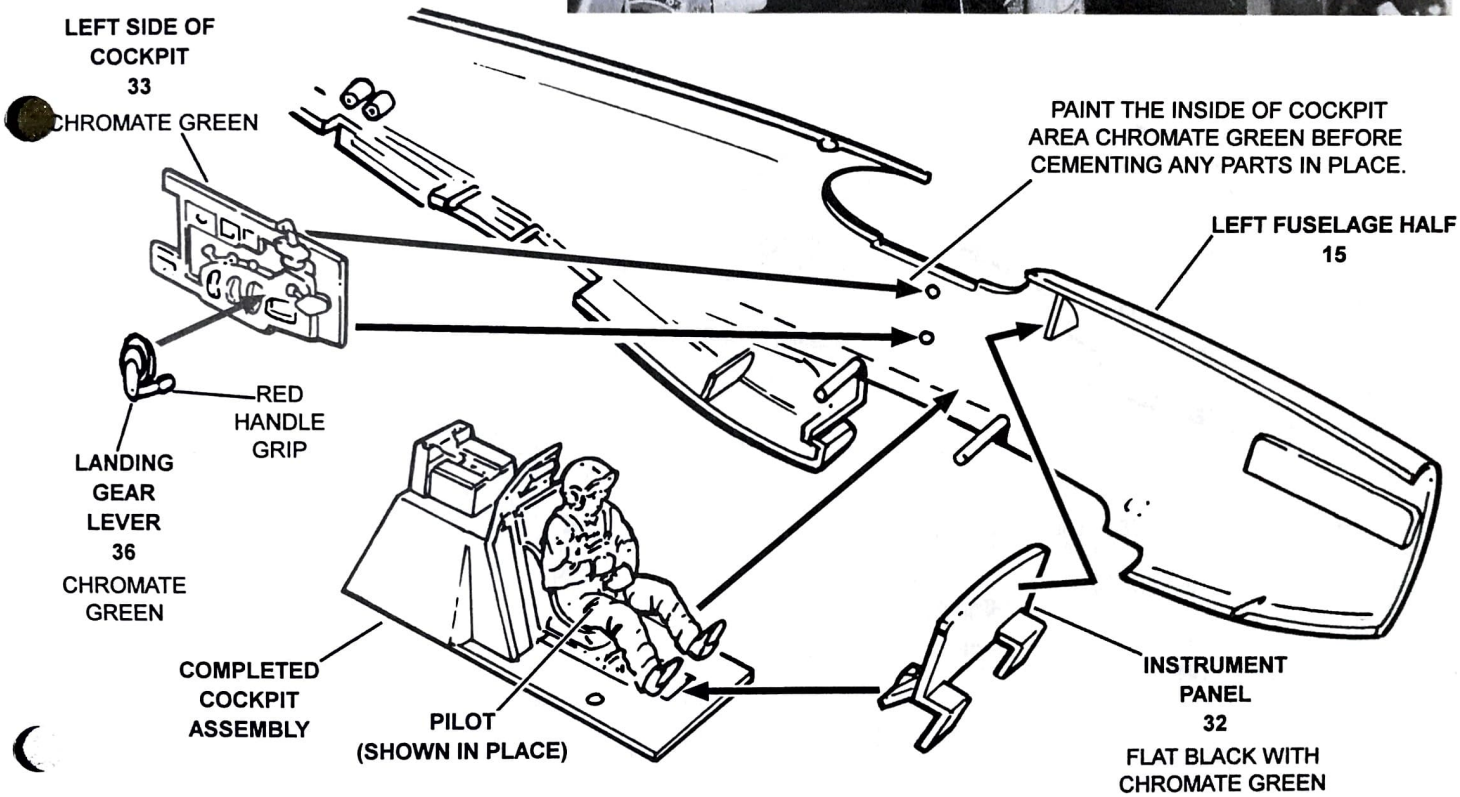
3. Cement the joined ARMOR PLATE (31) and SEAT (1) to the COCKPIT FLOOR (2).

PAINTING TIP: The cockpit floor in the P-51B and P-51C was a piece of plywood. Paint the floor with a light wood-colored tan first. Once this has dried, apply a darker brown in thin lines with the point of a small brush. These lines will simulate the grain in the plywood.





Details of the instrument panel and the rudder pedals in a P-51B are shown here. The panel is flat black with silver switches and flat white details on the instruments. The rudder pedals are Chromate Green.
(USAFM via Detail & Scale)



STEP THREE, COCKPIT ASSEMBLY, CONTINUED

Paint all parts before assembly.

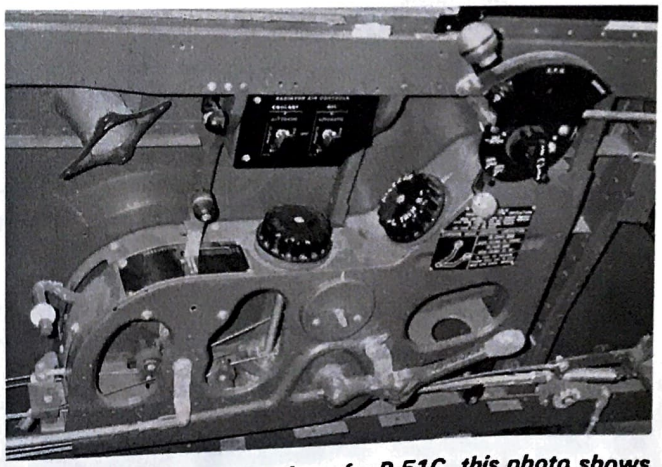
4. Glue the LANDING GEAR LEVER (36) to the LEFT SIDE OF COCKPIT (33).

5. Cement the LEFT SIDE OF COCKPIT (33) into place inside the LEFT FUSELAGE HALF (15).

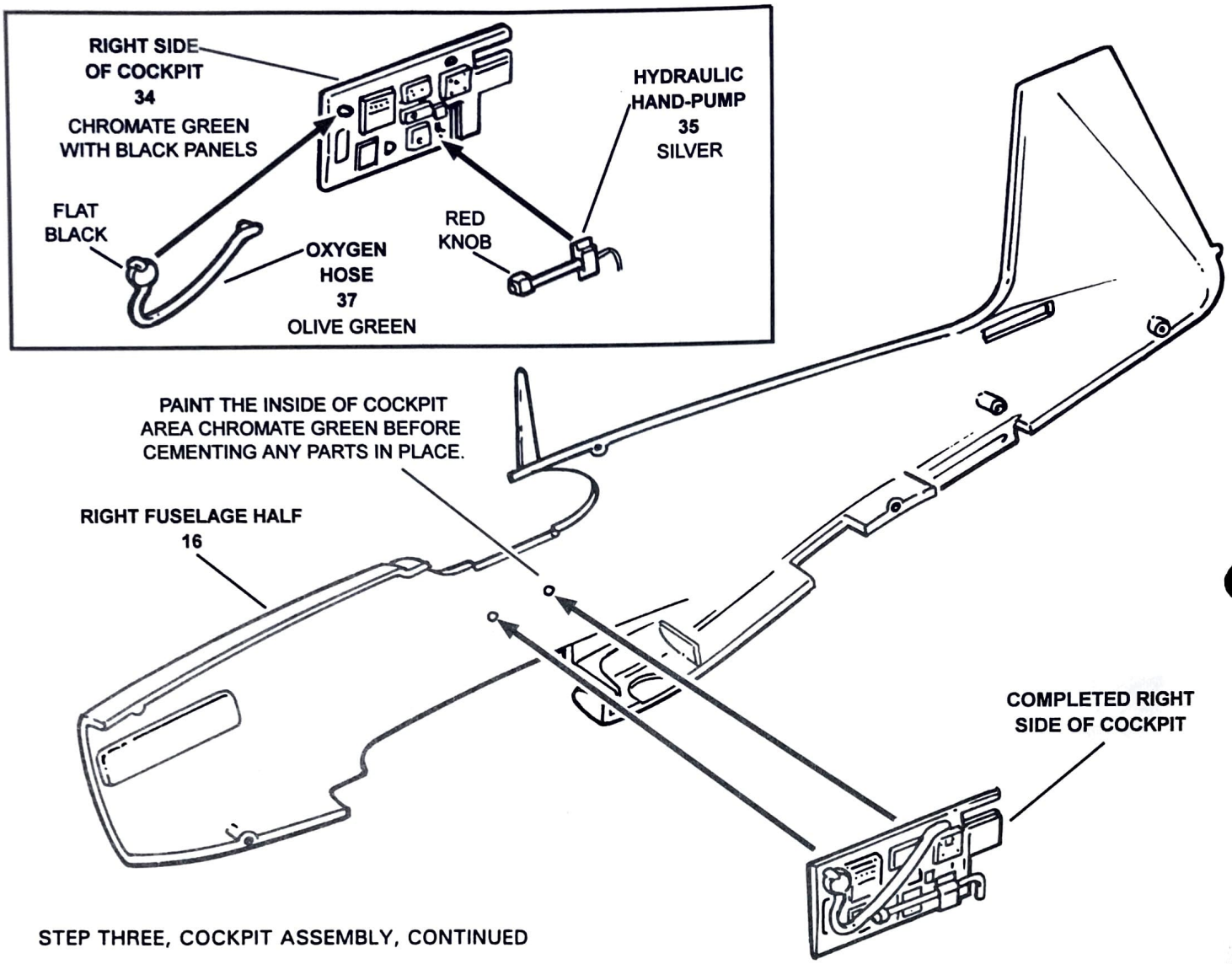
6. If you plan to use the pilot figure from Step 1, glue it into the seat on the COMPLETED COCKPIT ASSEMBLY.

7. Cement the INSTRUMENT PANEL (32) to the LEFT FUSELAGE HALF (15).

8. Glue the COMPLETED COCKPIT ASSEMBLY into place in the LEFT FUSELAGE HALF (15). Be sure to apply some glue where the INSTRUMENT PANEL (32) joins the COMPLETED COCKPIT ASSEMBLY.



Taken during the restoration of a P-51C, this photo shows the left side of the cockpit. Note the flat black throttle quadrant and flat black knobs. ***(Roeder)***



STEP THREE, COCKPIT ASSEMBLY, CONTINUED

Paint all parts before assembly.

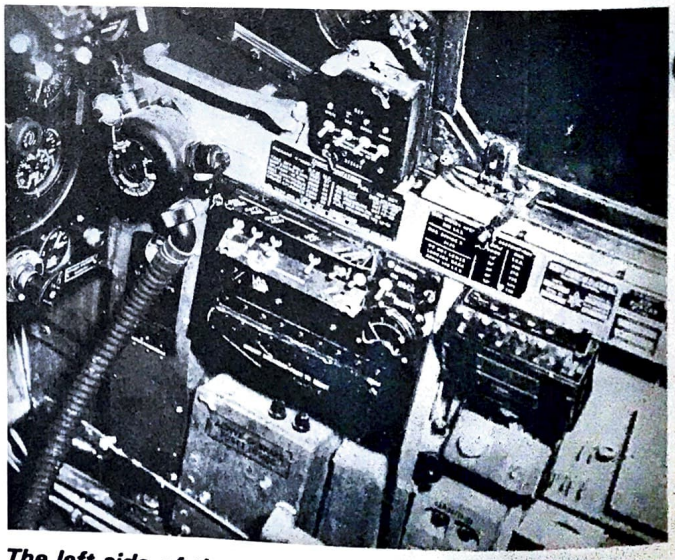
9. Glue the OXYGEN HOSE (37) in place on the RIGHT SIDE OF COCKPIT (34).

10. Cement the HYDRAULIC HAND-PUMP (35) to the RIGHT SIDE OF COCKPIT (34).

11. Glue the COMPLETED RIGHT SIDE OF COCKPIT to its location inside the RIGHT FUSELAGE HALF (16).

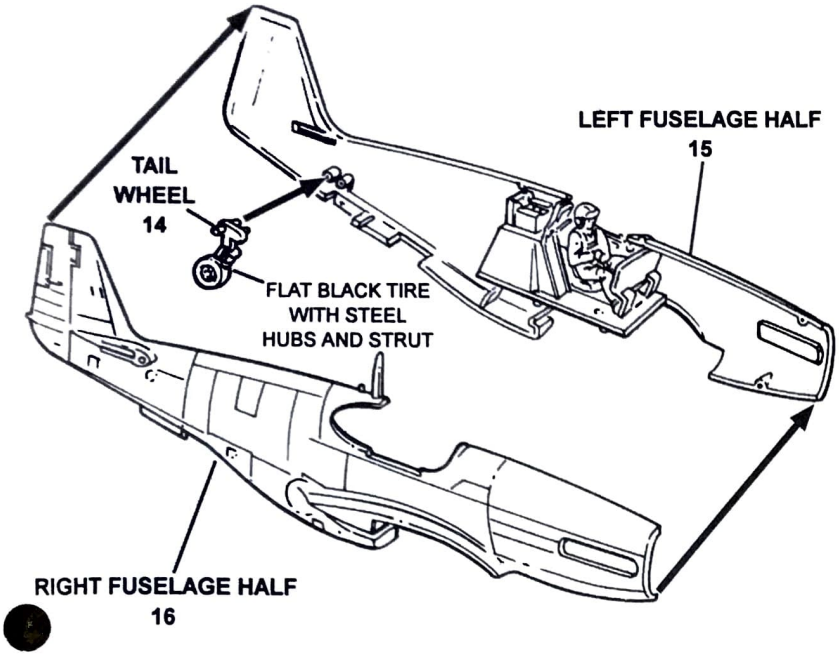
MODELING TIP: Instead of using a small brush and paint to color the switches and other small details in the cockpit, try using silver and white colored pencils with a sharp point. These can often bring out the tiny details easier than trying to use paint. Using colored pencils is particularly effective on instruments.

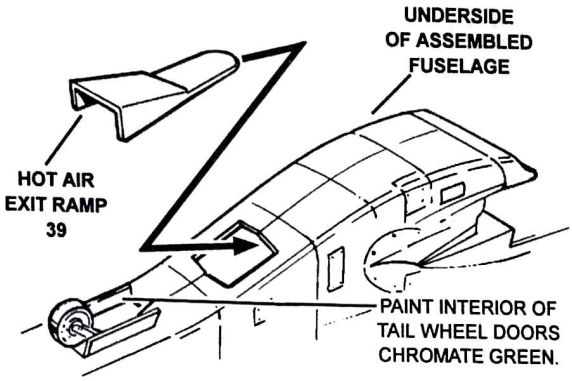
PAINTING TIP: Place a few drops of flat black paint into some thinner to make a black wash. Use the point of a small brush to run this black wash around the features in the cockpit, particularly on the sides of the cockpit. This will help make the details and features stand out more while also causing the cockpit to appear more weathered.



The left side of the cockpit in a P-51B can be seen here. The radio gear on this side of the cockpit varied from aircraft to aircraft, but most panels were flat black with silver switches. Also note the oxygen hose to the left in the photograph. *(USAFM via Detail & Scale)*

STEP 4, FUSELAGE ASSEMBLY





Paint all parts before assembly.

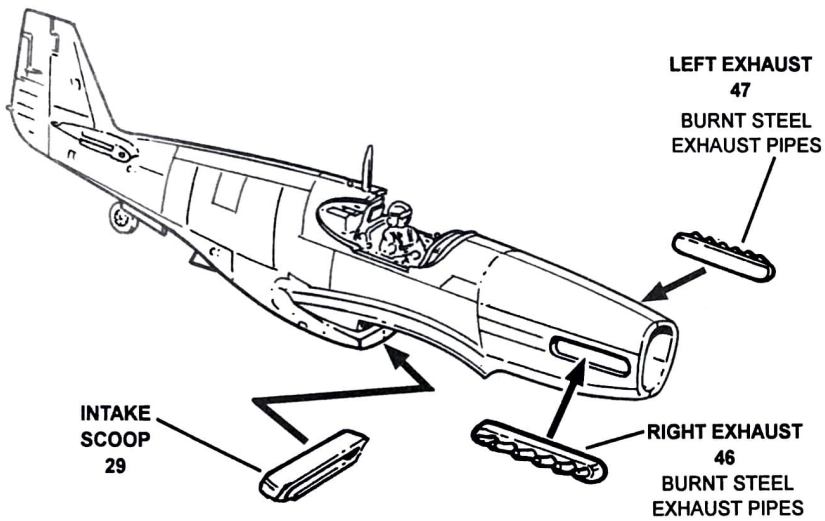
1. Glue the TAIL WHEEL (14) in place on the LEFT FUSELAGE HALF (15) as shown in the top left drawing.

2. Carefully cement the LEFT FUSELAGE HALF (15) to the RIGHT FUSELAGE HALF (16).

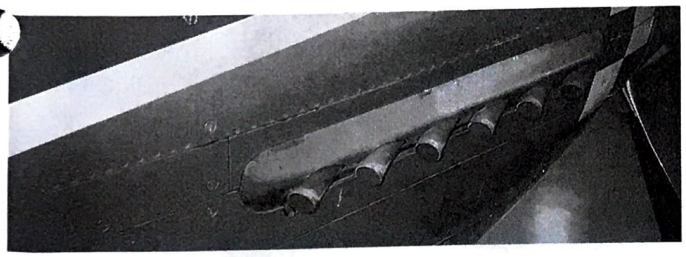
3. Refer to the top right drawing and glue the HOT AIR EXIT RAMP (39) to the UNDERSIDE OF THE ASSEMBLED FUSELAGE. The lip on the HOT AIR EXIT RAMP (39) extends all the way inside the hole in the fuselage.

4. Glue the INTAKE SCOOP (29) to its position on the underside of the fuselage as illustrated in the middle left drawing.

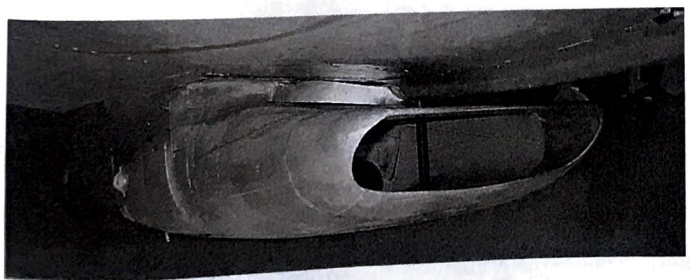
5. Cement the RIGHT EXHAUST (46) and the LEFT EXHAUST (47) to their locations on the sides of the fuselage.



MODELING TIP: Before proceeding further, check the seam where the two fuselage halves were joined together. Fill any cracks with modeling putty as necessary, then sand smooth. Spray some Neutral Gray paint over the seam to act as a primer. Check for cracks again and fill with putty and sand again as necessary. Note that there is a natural panel line on the nose from the cockpit forward to the very front of the fuselage.



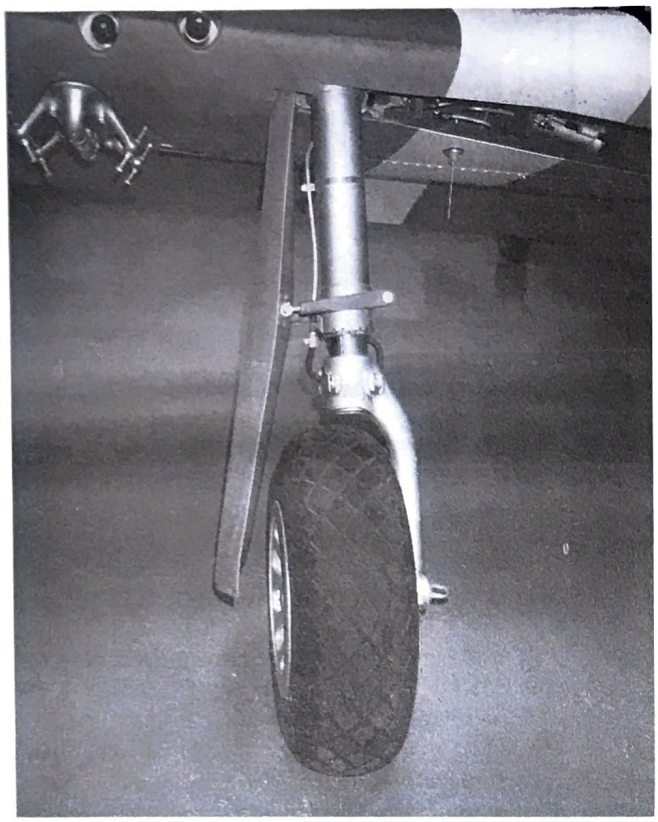
The exhaust pipes were a burnt natural metal.
(Detail & Scale photo by Bert Kinzey)

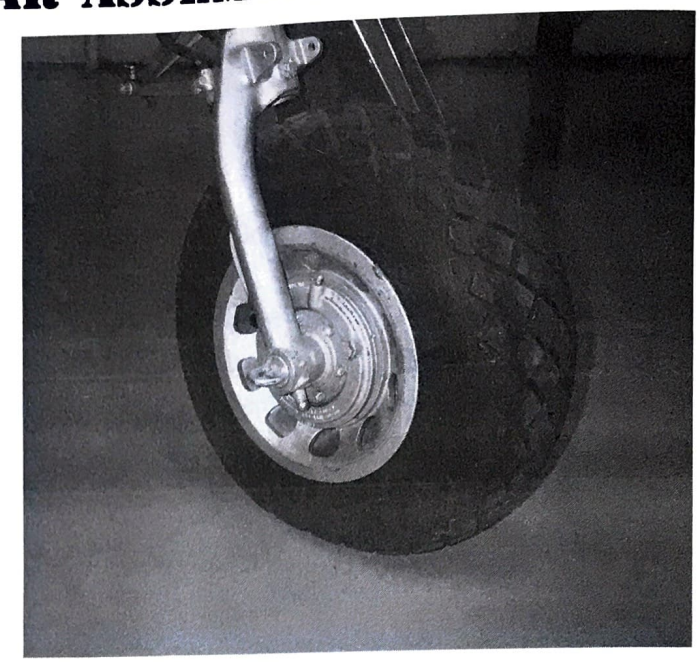


The air scoop under the fuselage provided cooling air for the oil coolers and glycol radiator.
(Detail & Scale photo by Bert Kinzey)

Details of the hot air exit ramp and the tail wheel can be seen here. *(Detail & Scale photo by Bert Kinzey)*

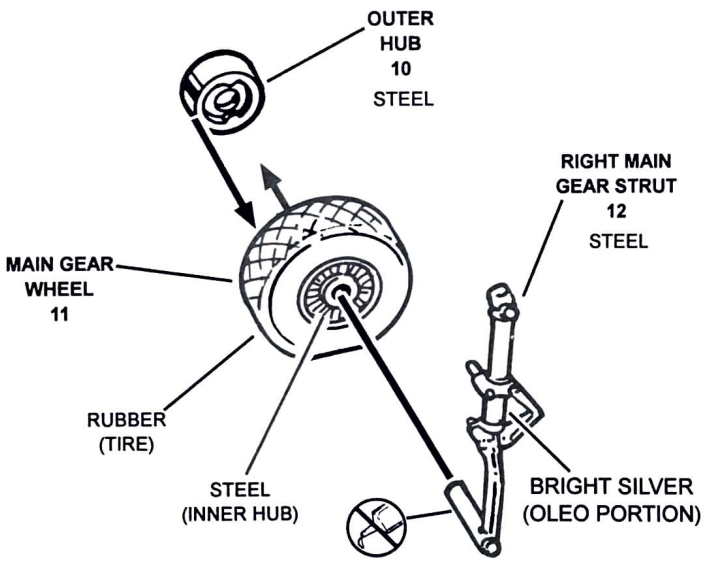
STEP 5, MAIN LANDING GEAR ASSEMBLY

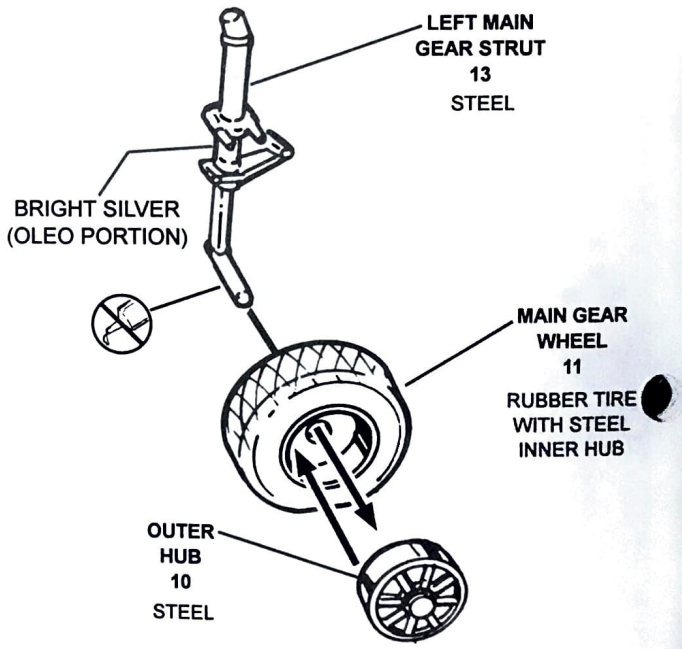




Left: The right main landing gear is shown from the front in this view. (Detail & Scale photo by Bert Kinzey)

Above: Details of the inner hub and the tire on the left main landing gear can be seen here. (Detail & Scale photo by Bert Kinzey)



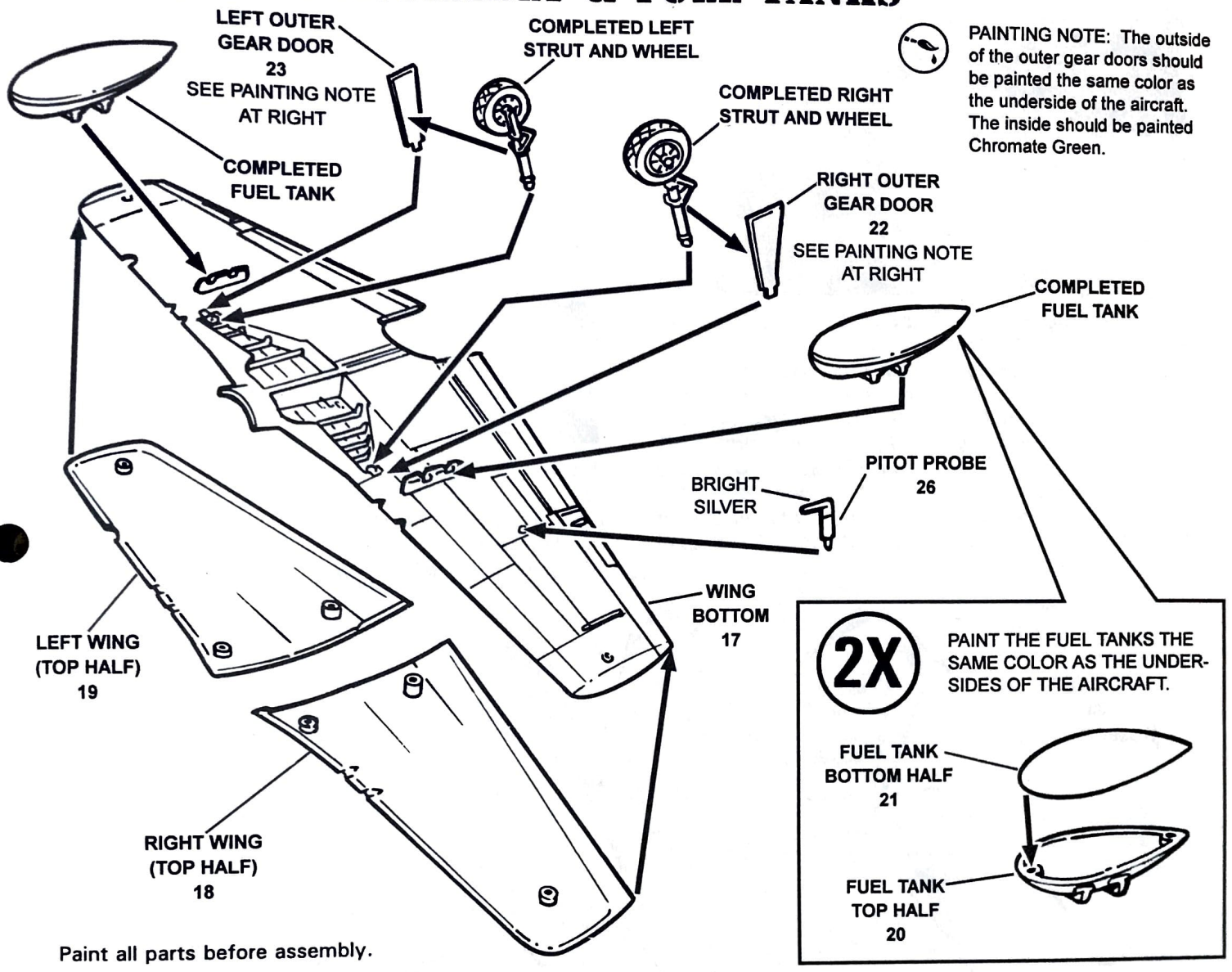


Paint all parts before assembly.

1. Glue an OUTER HUB (10) to a MAIN GEAR WHEEL (11).
2. Place (DO NOT CEMENT) the completed main gear wheel on the RIGHT MAIN GEAR STRUT (12).
3. Glue a second OUTER HUB (10) to a second MAIN GEAR WHEEL (11).
4. Slide (DO NOT CEMENT) this second completed main gear wheel on the LEFT MAIN GEAR STRUT (13).

MODELING TIP: It is best not to glue the main gear wheels to the struts at this time. The tires have a weighted or flattened side to them that should rest squarely on the surface on which the model is placed. It will be much easier to line this weighted side of the tire up with the surface if the wheels are glued in place after the model is completed and sitting on its landing gear.

STEP 6, WING ASSEMBLY & FUEL TANKS



PAINTING NOTE: The outside of the outer gear doors should be painted the same color as the underside of the aircraft. The inside should be painted Chromate Green.

Paint all parts before assembly.

1. Glue the RIGHT WING [TOP HALF] (18) to the WING BOTTOM (17).

2. Cement the LEFT WING [TOP HALF] (19) to the WING BOTTOM (17).

3. Make an external fuel tank by gluing a FUEL TANK TOP HALF (20) to a FUEL TANK BOTTOM HALF (21). Make a second external fuel tank by repeating the process with a second set of parts 20 and 21.

4. Cement the COMPLETED LEFT STRUT AND WHEEL and the COMPLETED RIGHT STRUT AND WHEEL to the correct holes in the WING BOTTOM (17). Check the alignment carefully from the front and sides before the glue sets. (Leave the wheels on the axles at this time, but do not glue them in place yet.)

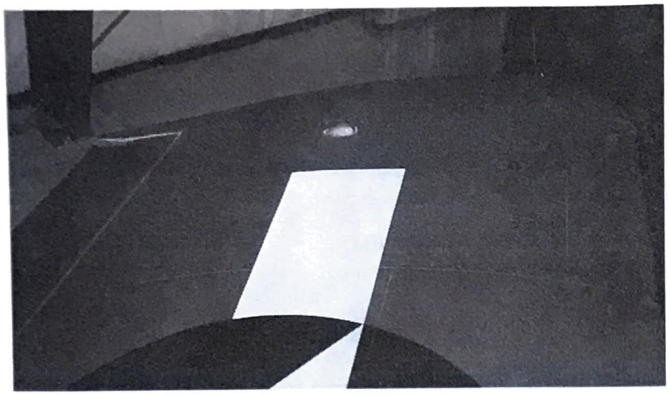
5. Glue the RIGHT OUTER GEAR DOOR (22) to the WING BOTTOM (17) and to the right landing gear strut.

6. Cement the LEFT OUTER GEAR DOOR (23) to the WING BOTTOM (17) and the left landing gear strut. Check the alignment of the landing gear again.

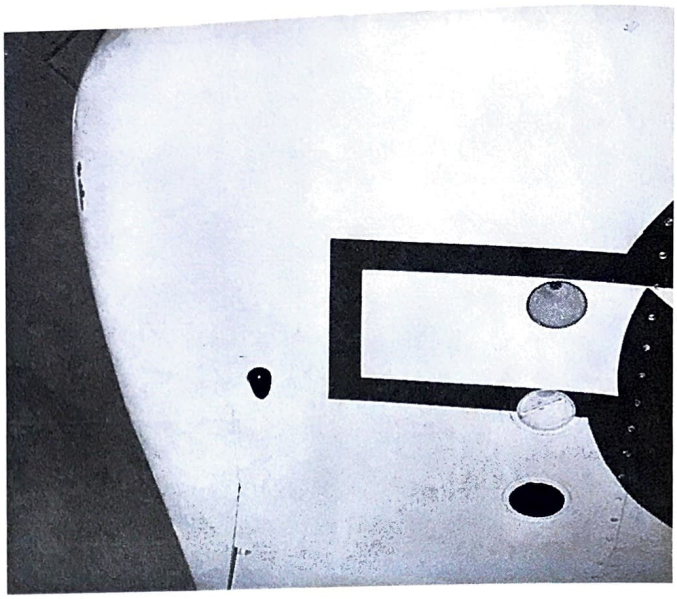
7. Glue the two completed fuel tanks to the pylons on the WING BOTTOM (17).

8. Cement the PITOT PROBE (26) into its hole in the WING BOTTOM (17).

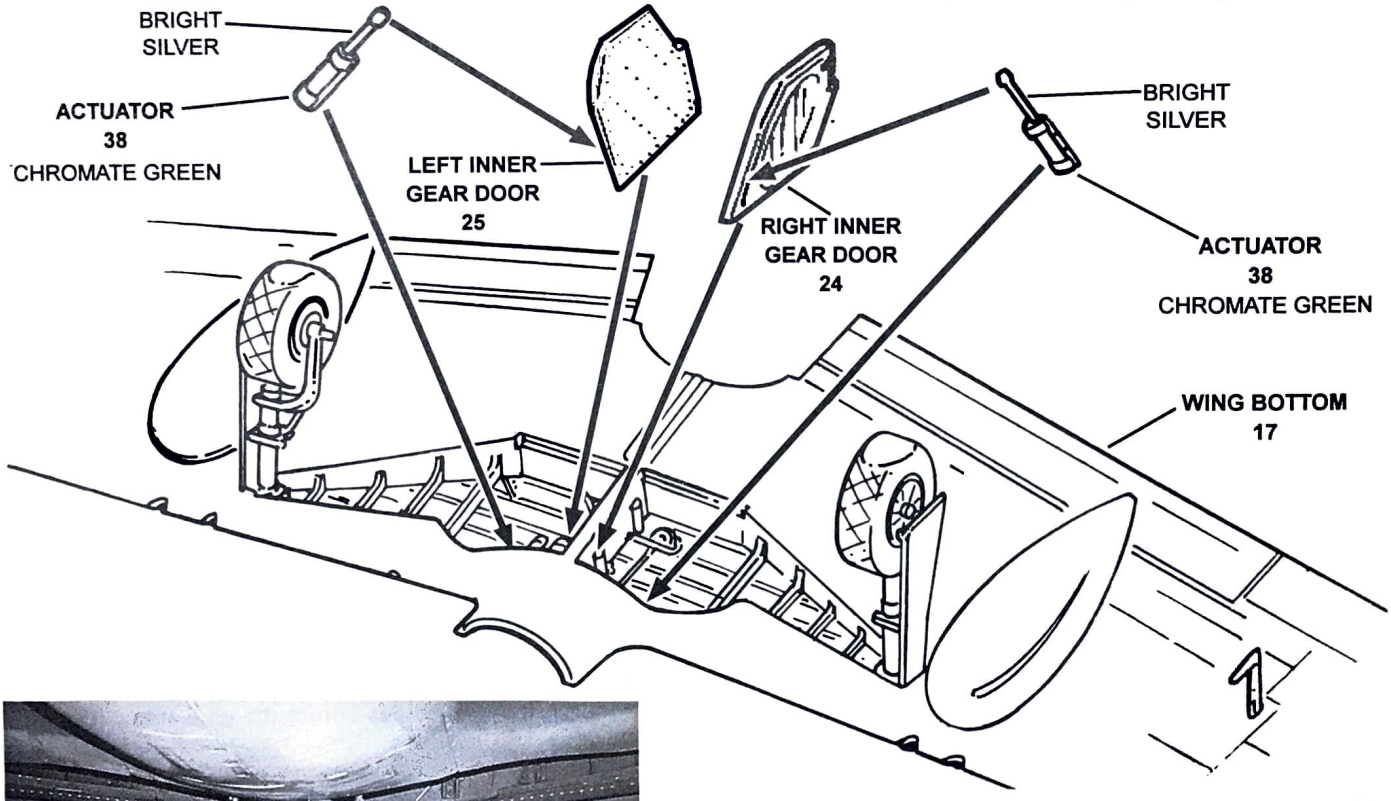
PAINTING NOTES: The interior of the main gear wells was often Chromate Green Primer. However, color photographs from World War II indicate that Chromate Yellow Primer was also used. Whichever color you use in the wells should also be used on the inside of the gear doors. This includes the outer gear doors (parts 22 and 23) and the inner gear doors, (parts 24 and 25 on the next page).

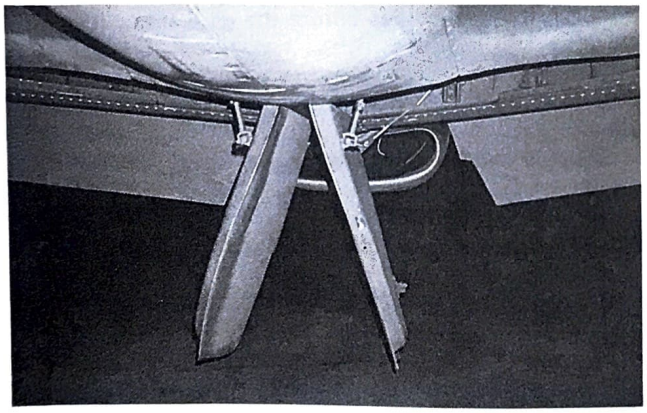


A formation light was located on the top and bottom of each wing at the tip. The lights on the tip of the left wing were red, and those on the right wing were dark green. However, when these green lights were not illuminated, their lenses appeared to be dark blue. After all other painting is completed, paint the lights on your model dark red and dark green or dark blue as desired. Once this paint has dried, put a drop of clear gloss over each light to simulate glass. This is the red light on the top of the left wing tip. (Detail & Scale photo by Bert Kinzey)



There were three identification lights under the right wing tip. They were red, amber, and green from front to rear. However, the green light appeared to be a dark blue when not illuminated. Paint these lights the appropriate colors, then place drops of clear gloss over them.
(Detail & Scale photo by Bert Kinzey)





When positioned correctly, the inner gear doors should be at this angle. (Detail & Scale photo by Bert Kinzey)

STEP SIX, WING ASSEMBLY & FUEL TANKS, CONTINUED

Paint all parts before assembly.

9. Glue the RIGHT INNER GEAR DOOR (24) to its location inside the wheel well on the WING BOTTOM (17).

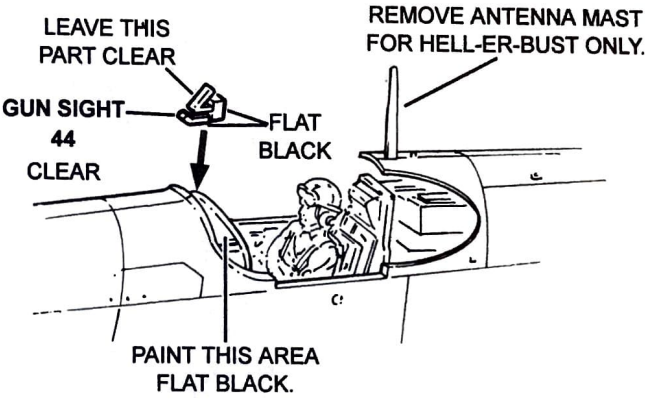
10. Cement the LEFT INNER GEAR DOOR (25) into the wheel well on the WING BOTTOM (17).

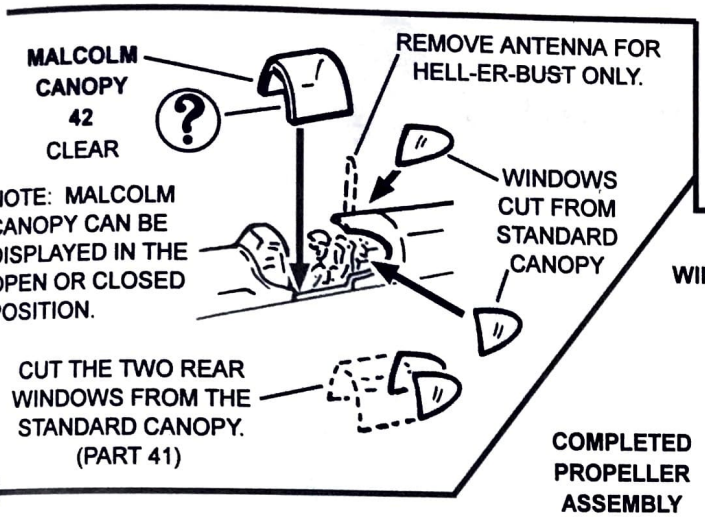
11. Glue an ACTUATOR (38) between each inner gear door and the wheel well.

STEP 7, FINAL ASSEMBLY

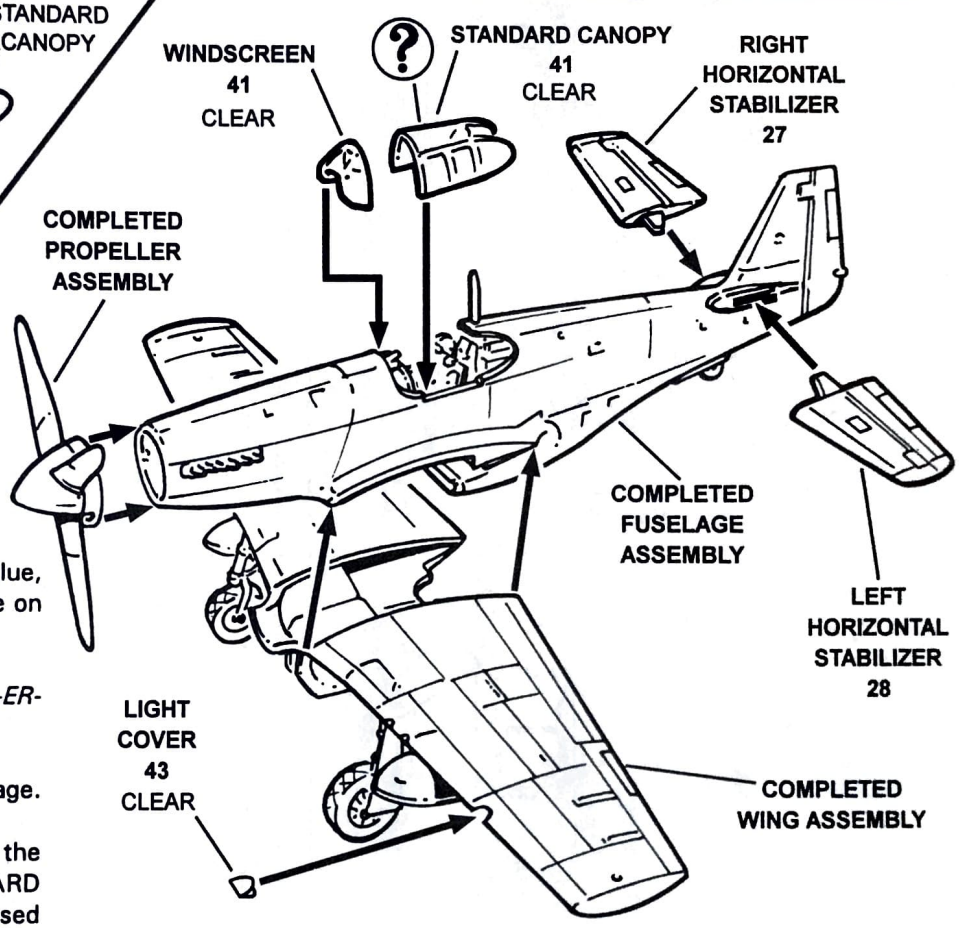
Paint all parts before assembly.

1. Use a drop of water-based white glue and attach the GUN SIGHT (44) to its location at the front of the cockpit.





PAINTING NOTE: THE FRAMEWORK ON THE WINDSCREEN AND BOTH CANOPIES SHOULD BE PAINTED THE SAME COLOR AS THE TOP OF THE FUSELAGE.



2. Also using the water-based white glue, attach the WINDSCREEN (41) to its place on the top of the fuselage.

NOTE: Items 3, 4, and 5 are for *HELL-ER-BUST* only.

3. Cut the antenna mast off of the fuselage.

4. Use a razor saw, and carefully cut the two rear windows from the STANDARD CANOPY (41). Then use the water-based white glue to attach the two rear windows in place at the aft end of the cockpit.

5. Again, using the white glue, attach the MALCOLM CANOPY (42) in either the open or closed position.

6. For *TOPPER III* and *III Wind?*, use the white glue to attach the STANDARD CANOPY (41) in place over the cockpit.

7. Using regular plastic cement, glue the COMPLETED WING ASSEMBLY to the COMPLETED FUSELAGE ASSEMBLY. Check alignment carefully before the glue sets.

8. Now is the time to glue the wheels to the axles. Place the model on its landing gear and make sure the weighted side on each of the two main gear tires fits squarely on a flat surface. Move each wheel as far as it will go out toward the outer door, and use a toothpick or pin to place some liquid modeling cement on the axle right next to the inner hub on the wheel. Capillary action will take some of the cement in between the wheel and the axle. Quickly move each wheel back inward toward the strut and place the model back on its landing gear. Let the glue set before proceeding.

9. Glue the RIGHT HORIZONTAL STABILIZER (27) and the LEFT HORIZONTAL STABILIZER (28) to the COMPLETED FUSELAGE ASSEMBLY. Check alignment carefully before the glue sets.

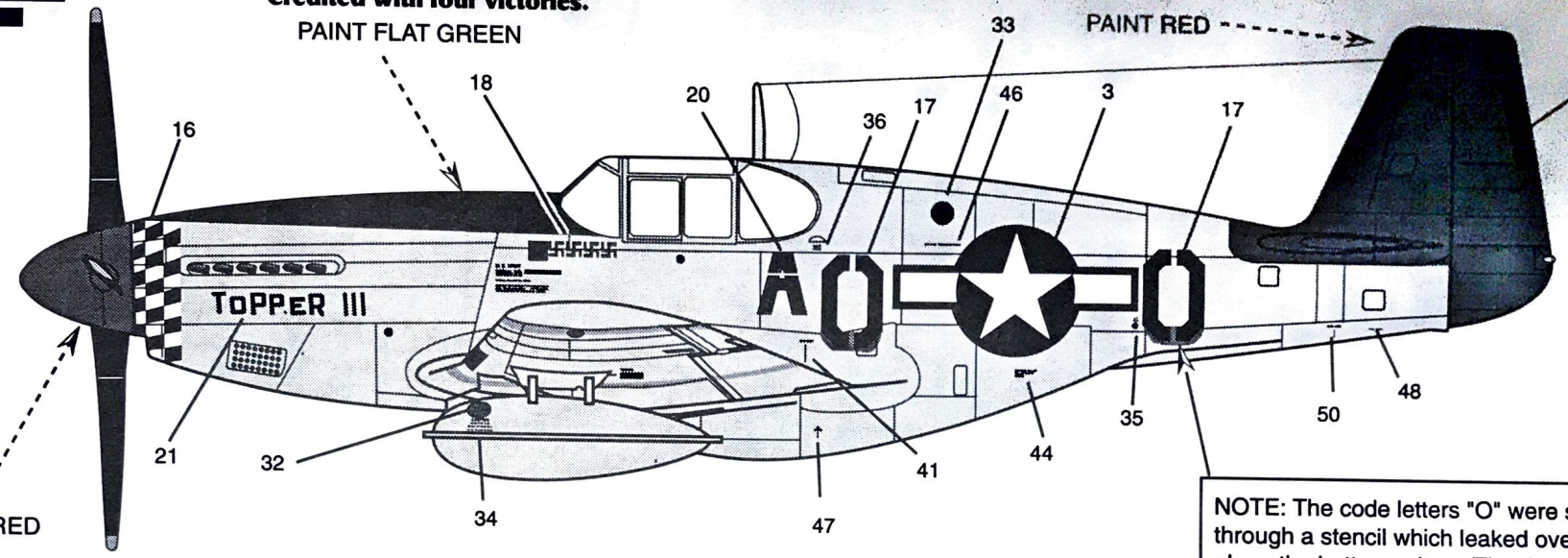
10. Cement the COMPLETED PROPELLER ASSEMBLY to the forward end of the COMPLETED FUSELAGE ASSEMBLY.

11. Use the water-base white glue and attach the LIGHT COVER (43) in place on the leading edge of the left wing.

PRO MODELER
BY MONOGRAM

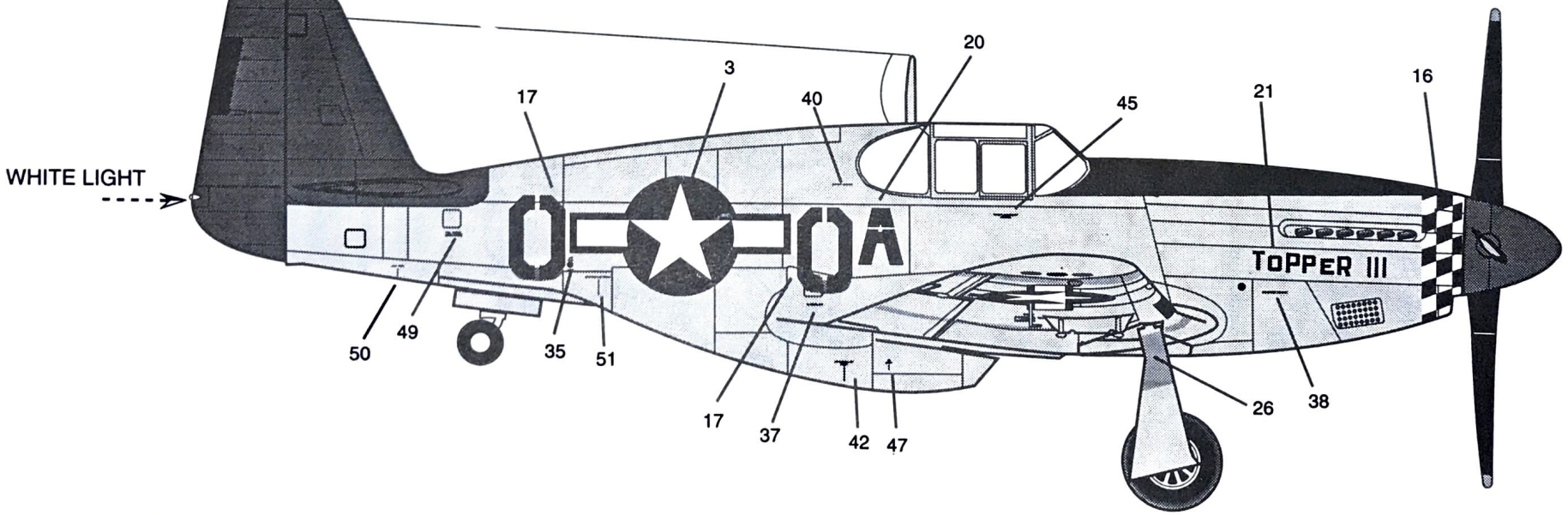
P-51C-5-NT, "TOPPER III," PILOT CAPTAIN ED TOPPINS
99TH FS, 332ND FG, RAMITELLI, ITALY, AUGUST 1944

Credited with four victories.



NOTE: The code letters "O" were sprayed through a stencil which leaked overspray along the bottom edges. The decals depict this aberration, they are not defects in the printing.

Stenciling is typical of unpainted planes. Often, squadron markings or other painted areas covered some of the stencils.



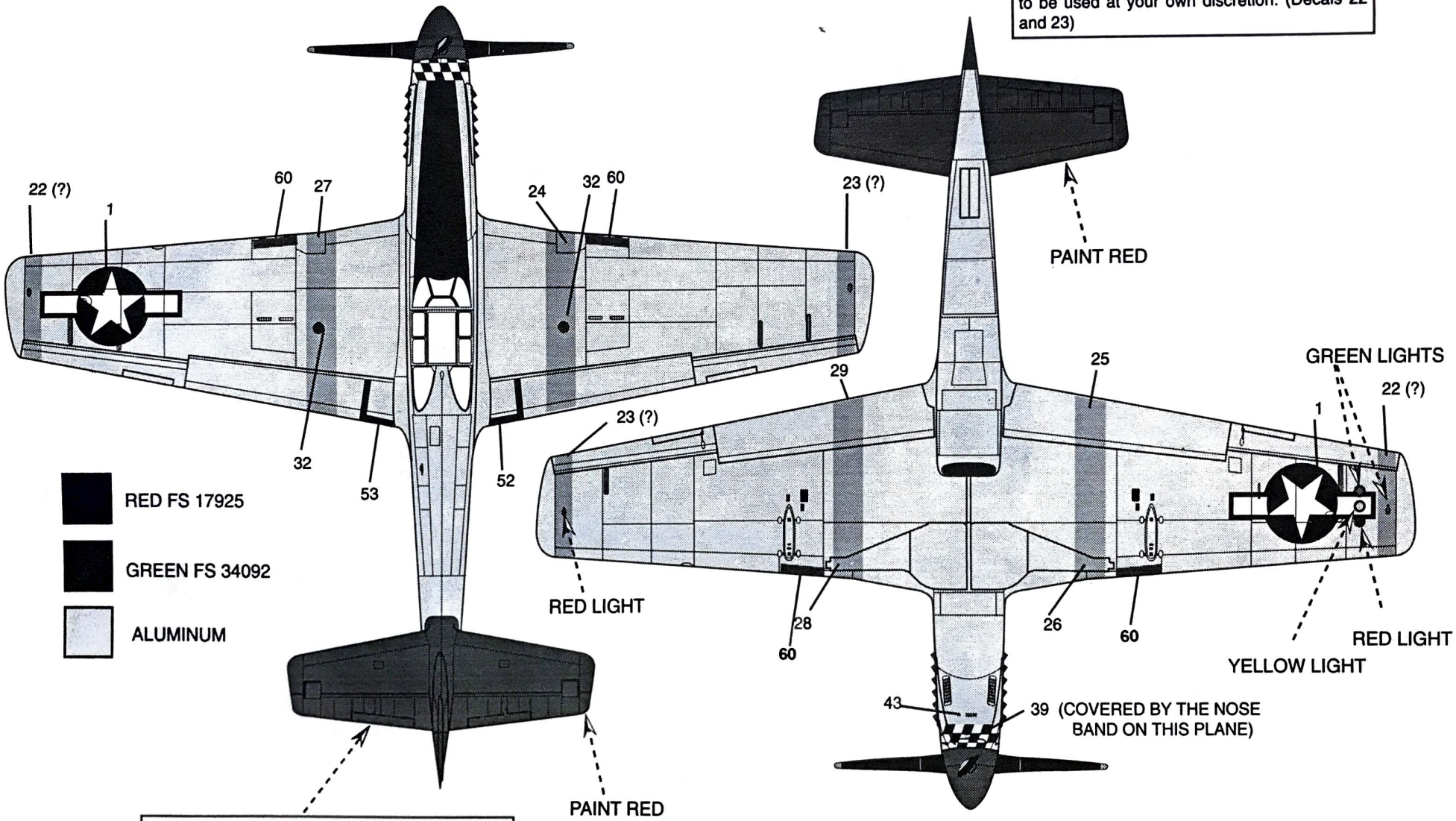
The line drawings on this and the next four pages are courtesy of Detail & Scale, Inc.

TOPPER III

Aircraft used by the 332nd came from other squadrons they were replaced by later Mustang models. As a result, the planes arrived with the markings of the previous squadrons. They were put into service immediately and markings were changed between missions. This could account for the varying descriptions of these planes.

(?)

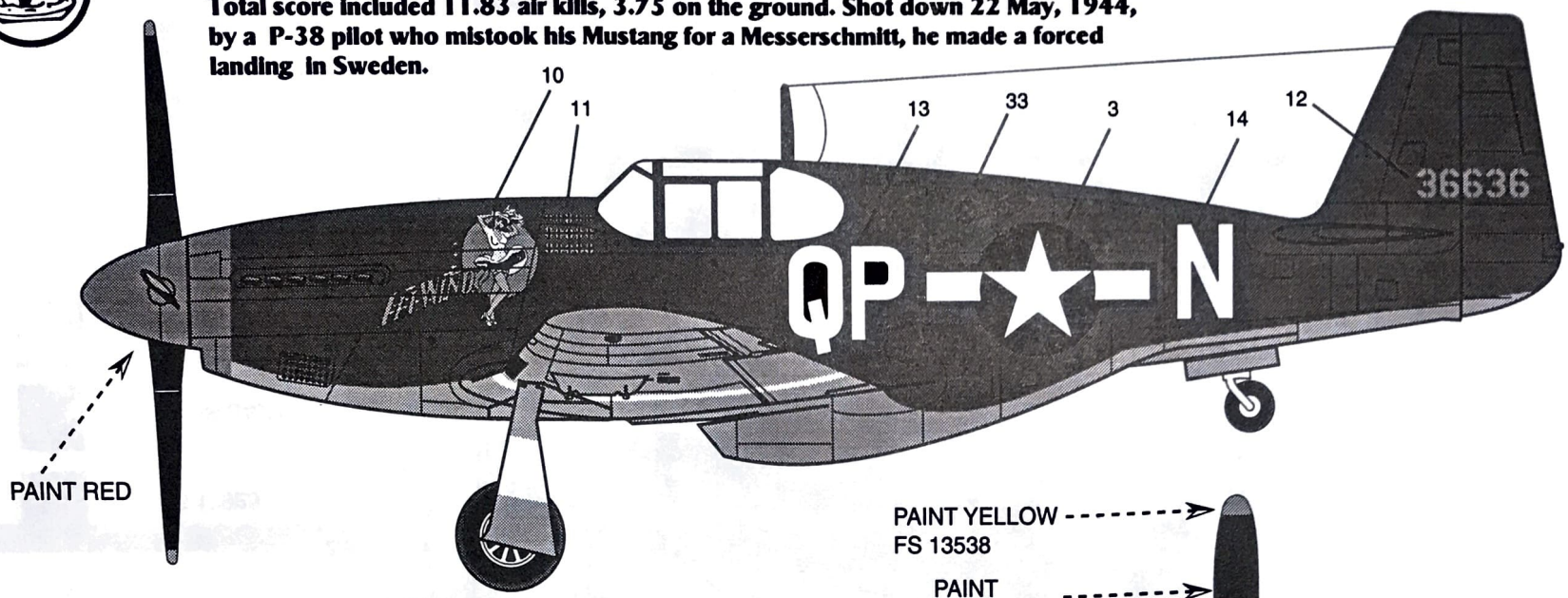
Drawings of this aircraft sometimes depict colored bands around the wingtips. Although we have seen no photographs confirming this feature, we are including a set of yellow bands to be used at your own discretion. (Decals 22 and 23)

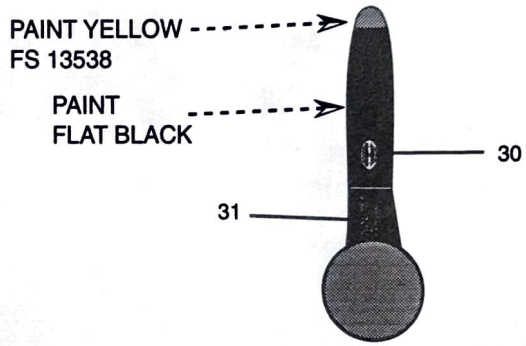


Some sources indicate the elevator trim tabs may have been painted blue, as shown on the rudder tab .

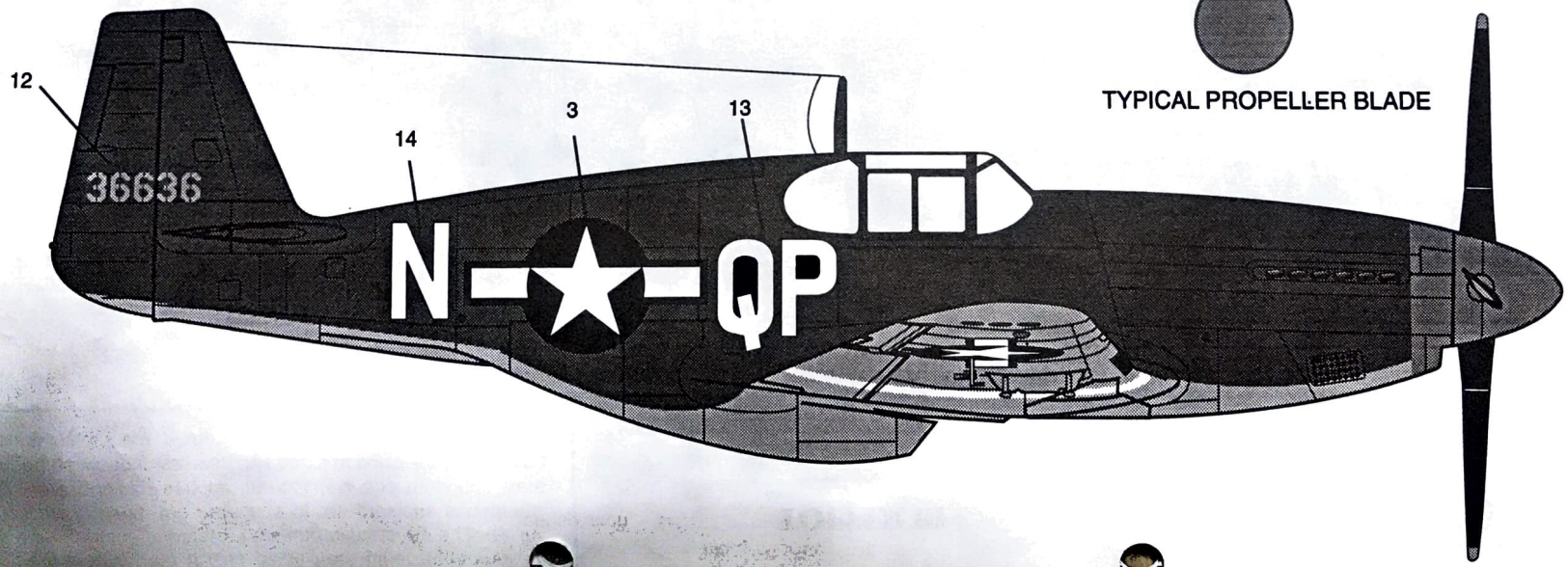
P-51B-5-NA, 43-6636, "ILL WIND?," PILOT FIRST LIEUTENANT NICHOLAS "COWBOY" MEGURA, 334TH FS, 4TH FG.

Total score included 11.83 air kills, 3.75 on the ground. Shot down 22 May, 1944, by a P-38 pilot who mistook his Mustang for a Messerschmitt, he made a forced landing in Sweden.





TYPICAL PROPELLER BLADE



DECAL APPLICATION INSTRUCTIONS

1.) Wash plastic parts in mild detergent solution, then rinse and let dry.
2.) Cut the desired decal from the sheet.
3.) Dip the decal in water for a few seconds.
4.) Place the wet decal on a paper towel.
5.) Wait until the decal is movable on its backing paper.
6.) Place the decal in position on the model with its face up, then slide the backing away.
7.) Press out any air bubbles with a soft damp cloth.
8.) The milkiness that may appear is for better decal adhesion, but will dry clear.
9.) Wipe away any excess adhesive.
10.) Do not touch the decal until it is dry.

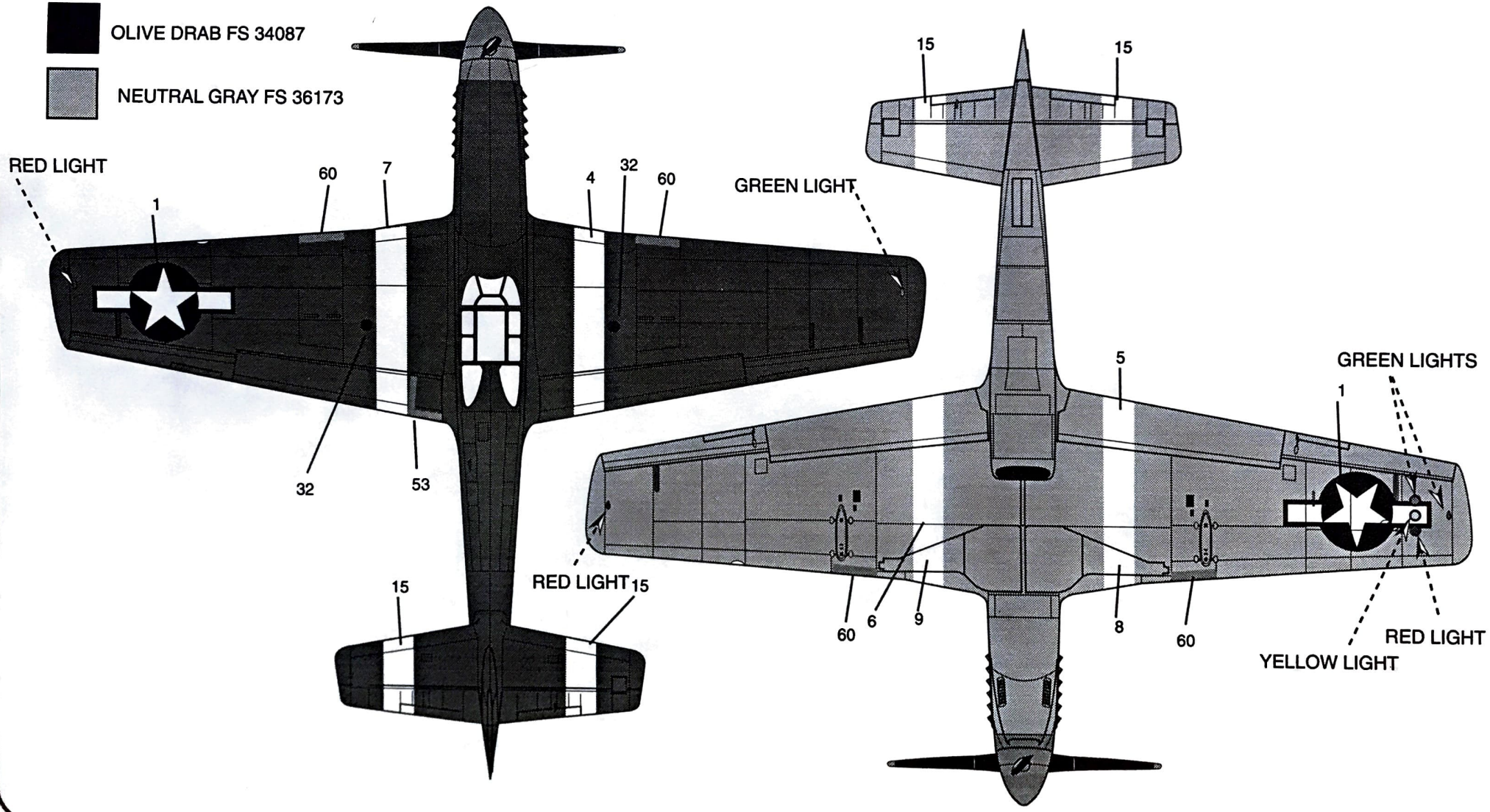
ILL WIND? and HELL-ER-BUST

Paint scheme and decals shown here are for both planes, except for the color and pattern of the nose trim. The plane shown here carries the trim used on ILL WIND?. Refer to the side views for the trim on HELL-ER-BUST.

RED FS 17925

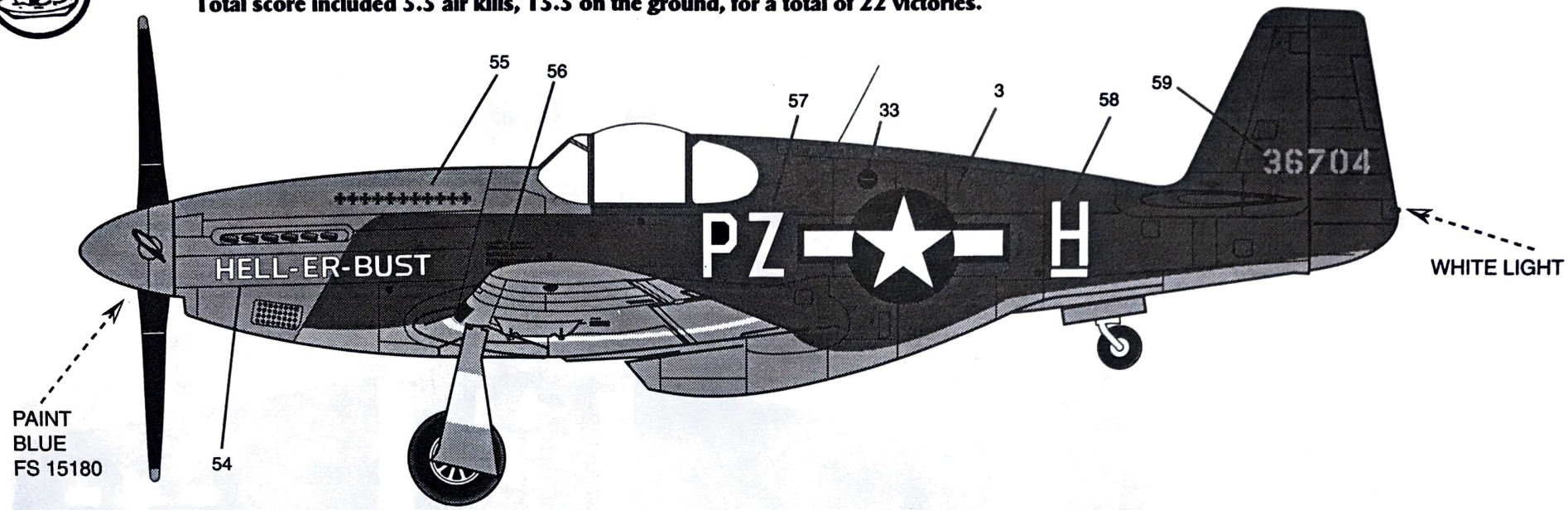
OLIVE DRAB FS 34087

NEUTRAL GRAY FS 36173

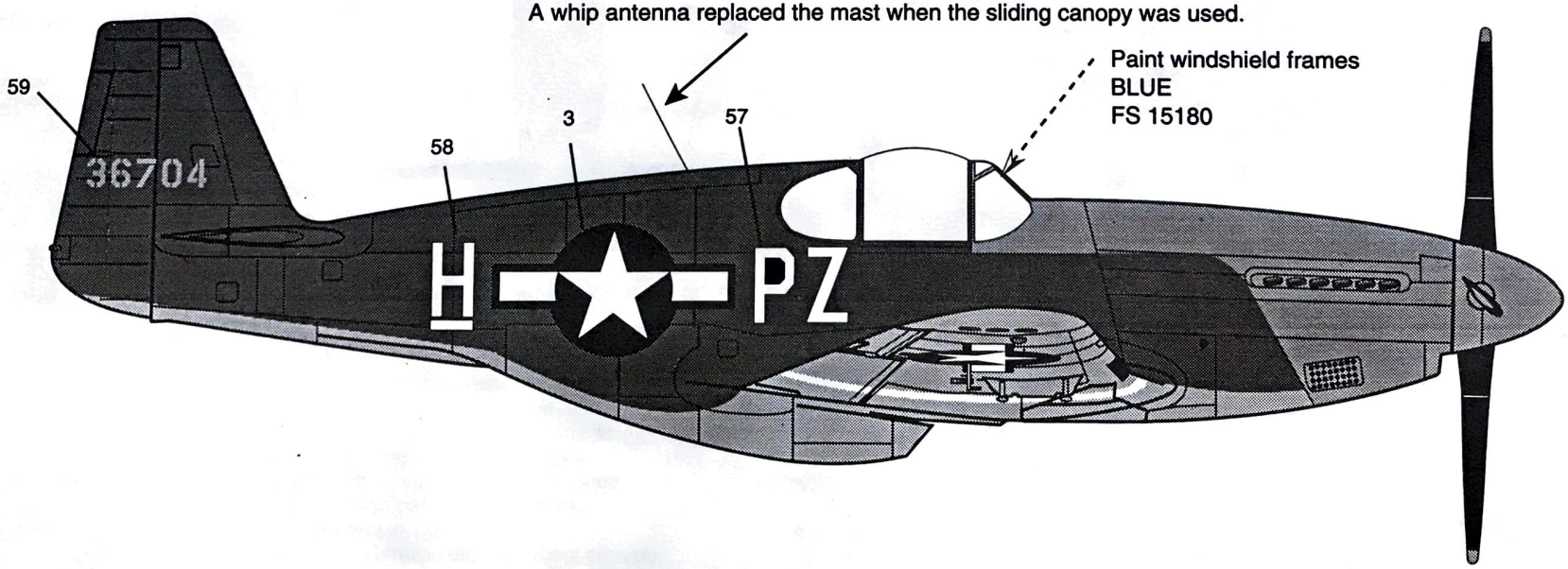


P-51B-5-NA, 43-6704, HELL-ER-BUST, PILOT FIRST LIEUTENANT EDWIN HELLER, 486TH FS, 532ND FG.

Total score included 5.5 air kills, 15.5 on the ground, for a total of 22 victories.



A whip antenna replaced the mast when the sliding canopy was used.



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