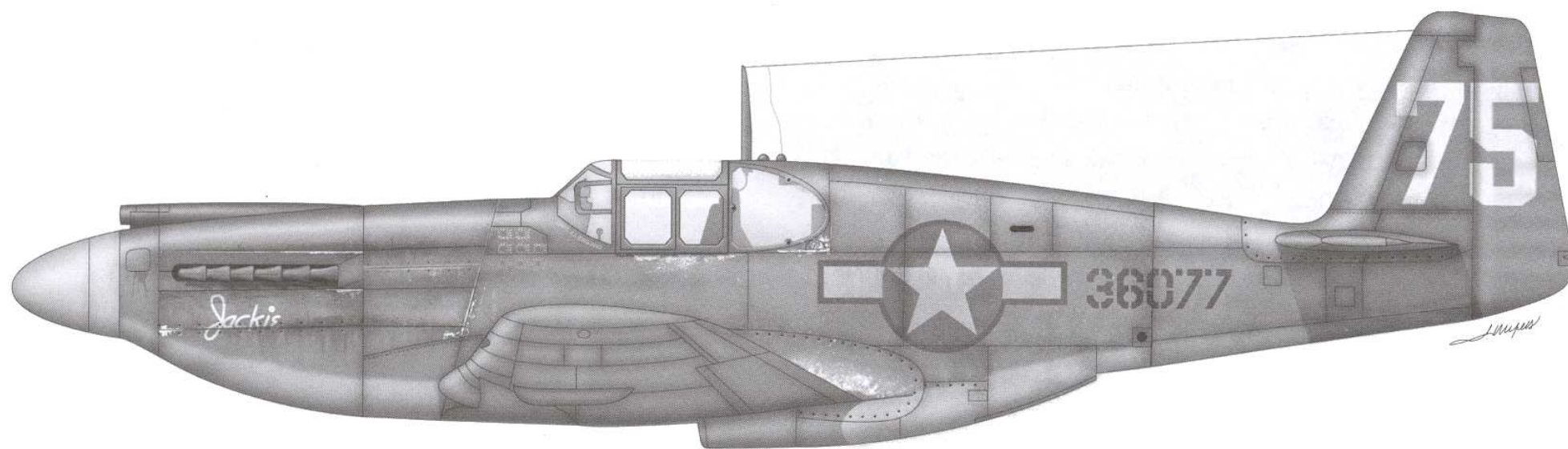


3402
P-51A
MUSTANG



P-51A

INSTRUCTIONS

The last of the Allison powered Mustangs, the P-51A, was ordered by the RAF under the Lend-Lease program. Of the 310 ordered by the RAF, only 50 were actually delivered, with an additional 35 being modified with Fairchild K-24 cameras, and designated F-6B Mustangs, and employed as Tactical Reconnaissance aircraft. The remainder of the aircraft were accepted by the USAAF and deployed to the China-Burma-India Theater of Operations. There, they were assigned to Air Commando groups and dive-bombing units. The P-51A was employed both as a fighter-interceptor and a fighter-bomber.

Principal differences between the P-51A and its predecessor were the addition of a pair of .50 caliber machine guns in each wing, replacing the twin .30 caliber weapons of the P-51. The chin-mounted .50 caliber guns were removed, and the engine was upgraded to the Allison V-1710-81 water-cooled v-12. The P-51 was also fit with low drag racks, which allowed for the use of auxiliary fuel tanks, rocket launchers or bombs.

The first P-51As were assigned to the 311th Fighter Group in Dinjan, India. The 311th was originally a dive-bombing outfit, but as the war progressed, it assumed intercept, reconnaissance and routine patrol missions as well. As a result, the P-51A was deemed a more appropriate airframe than the A-36, which it replaced.

Type Number: NA-99

First Flight: 3 February 1943 (43-6003)

Service Entry: March 1943 (USAAF)

Power plant: Allison V-1710-81, 1200 hp V-12, Curtiss three-blade constant-speed propeller of 10-foot 9-inch diameter.

Internal fuel capacity: 180 US gallons within two wing tanks; provisions for either two 75 US gallon, or two 150 US gallon under-wing auxiliary fuel tanks.

Dimensions: Wing span: 37 feet, 0 inches, Length: 32 feet, 3 inches, Height: 12 feet, 2 inches

Wing Area: 233 square feet

Weights: 6850lbs (empty), 8600lbs (normal loaded), 10, 600lbs (max loaded w/external fuel tanks)

Armament: Four 0.50 caliber wing-mounted machine guns (280 rounds, outboard, 350 rounds inboard), provisions for either two wing-mounted bombs (either 100 250, 325 or 500lbs). Field modifications were developed for six rocket launcher tubes

Performance:

Max speed:

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.

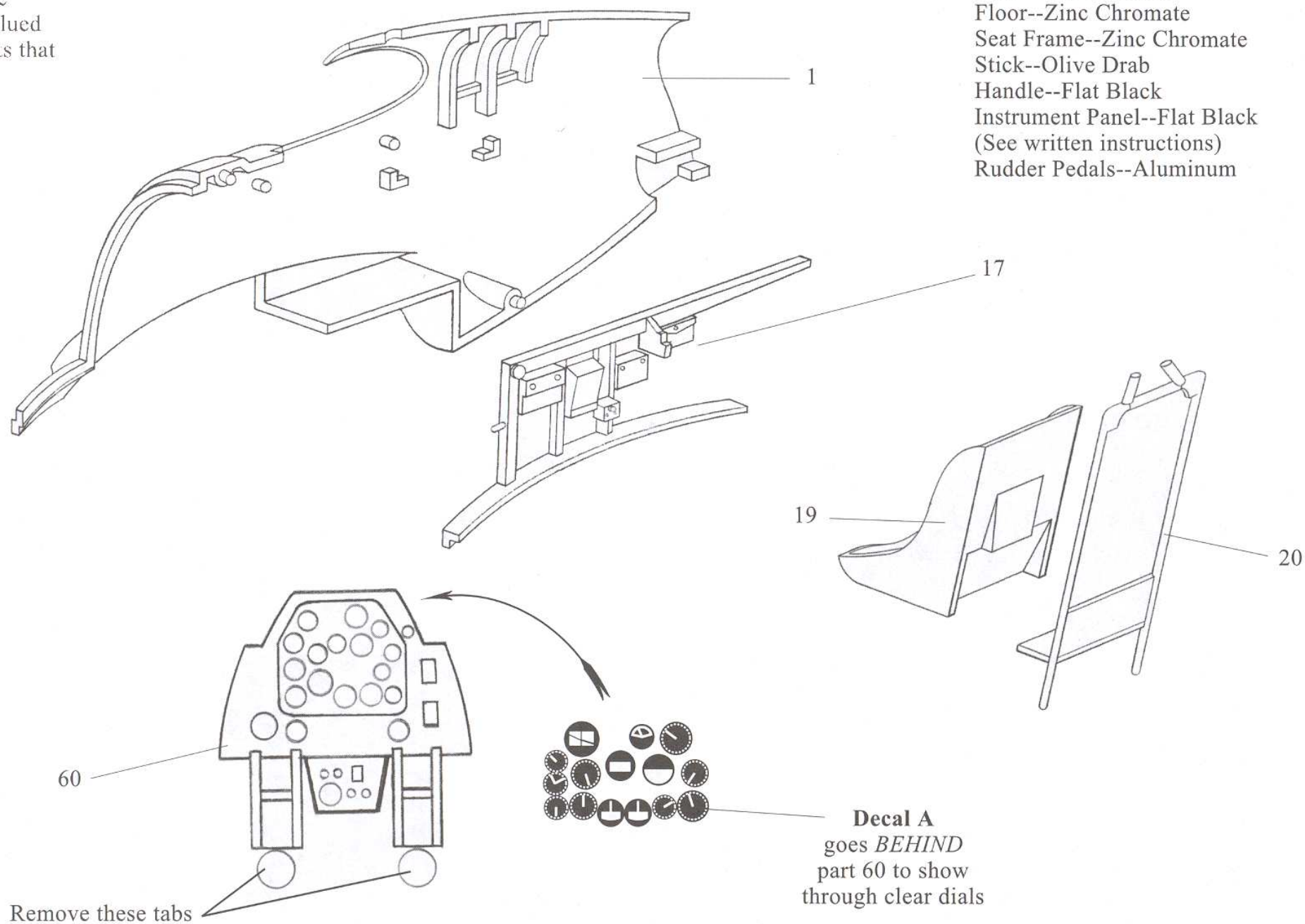
▲ Paint and install the right console into the inside of the right fuselage half (17).

▲ 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.



STEP 2-FUSELAGE INTERIOR

▲ Glue the radios 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).

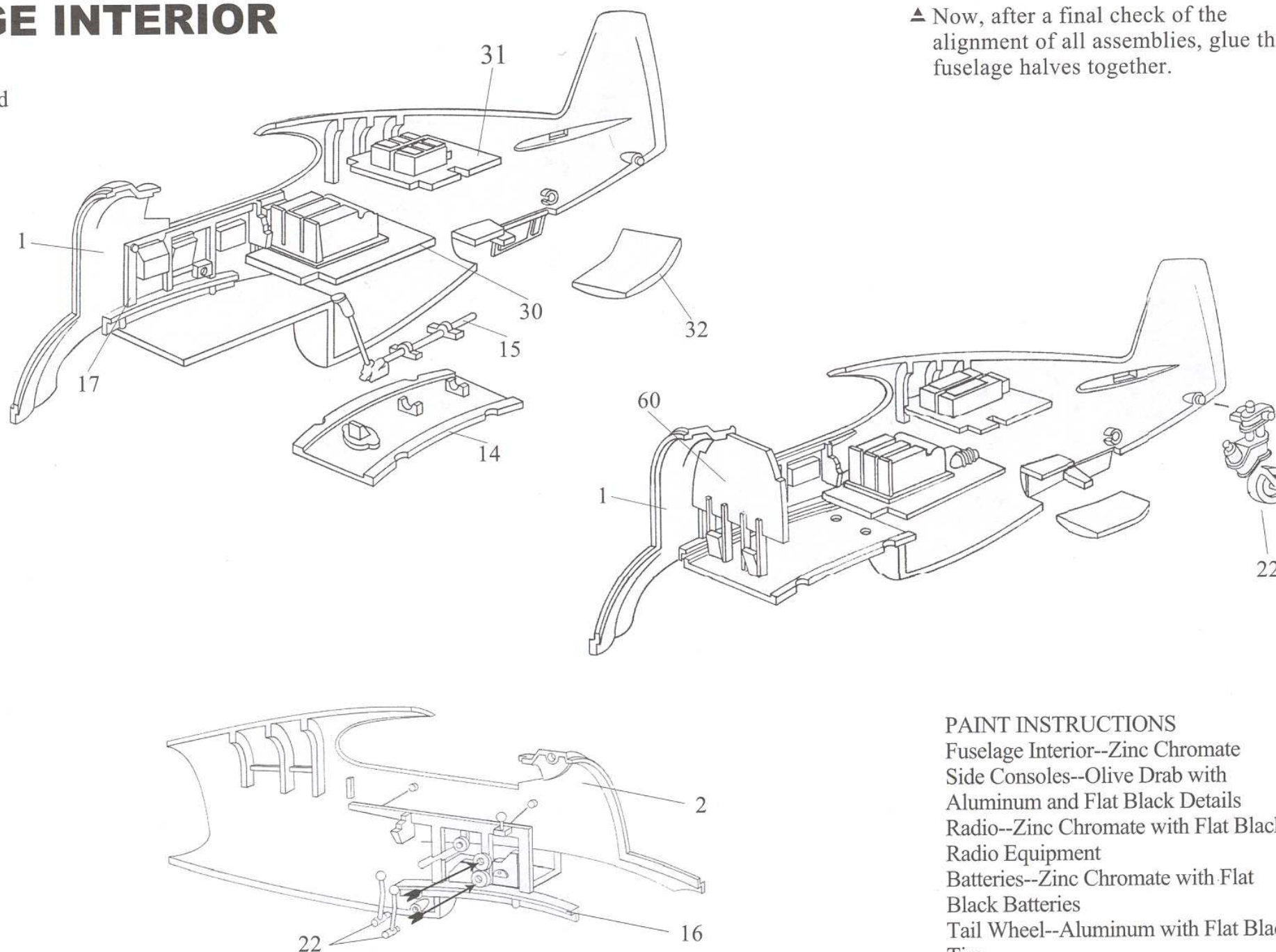
▲ Glue the cockpit floor to the bottom of the right console (17) being sure to keep the floor level in the fuselage.

▲ Now glue the radiator exhaust door (32) to the right fuselage half. The long side glues to the bottom of the locating shelf. Be sure to keep the part level.

▲ 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.

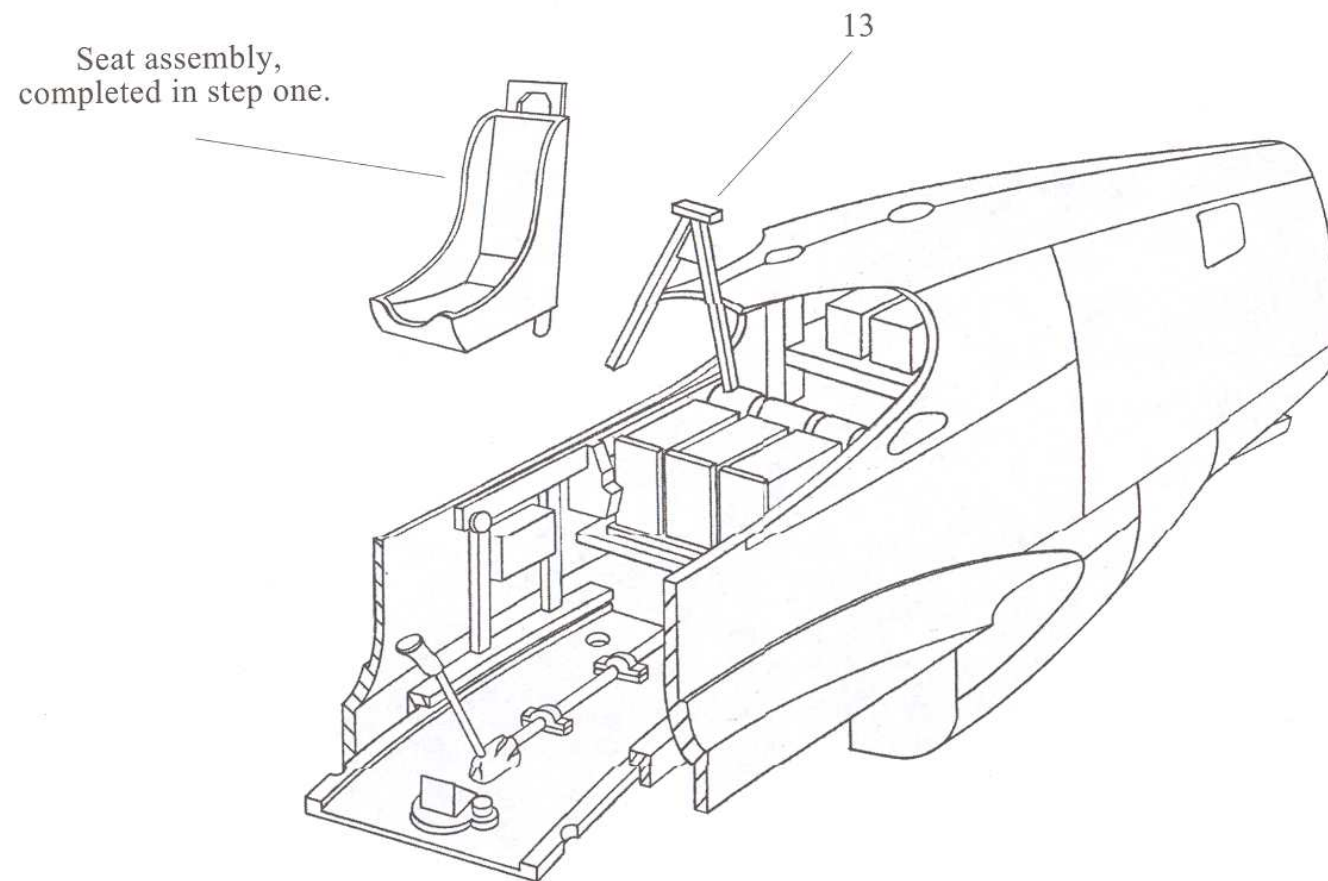


▲ Now, after a final check of the alignment of all assemblies, glue the fuselage halves together.

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

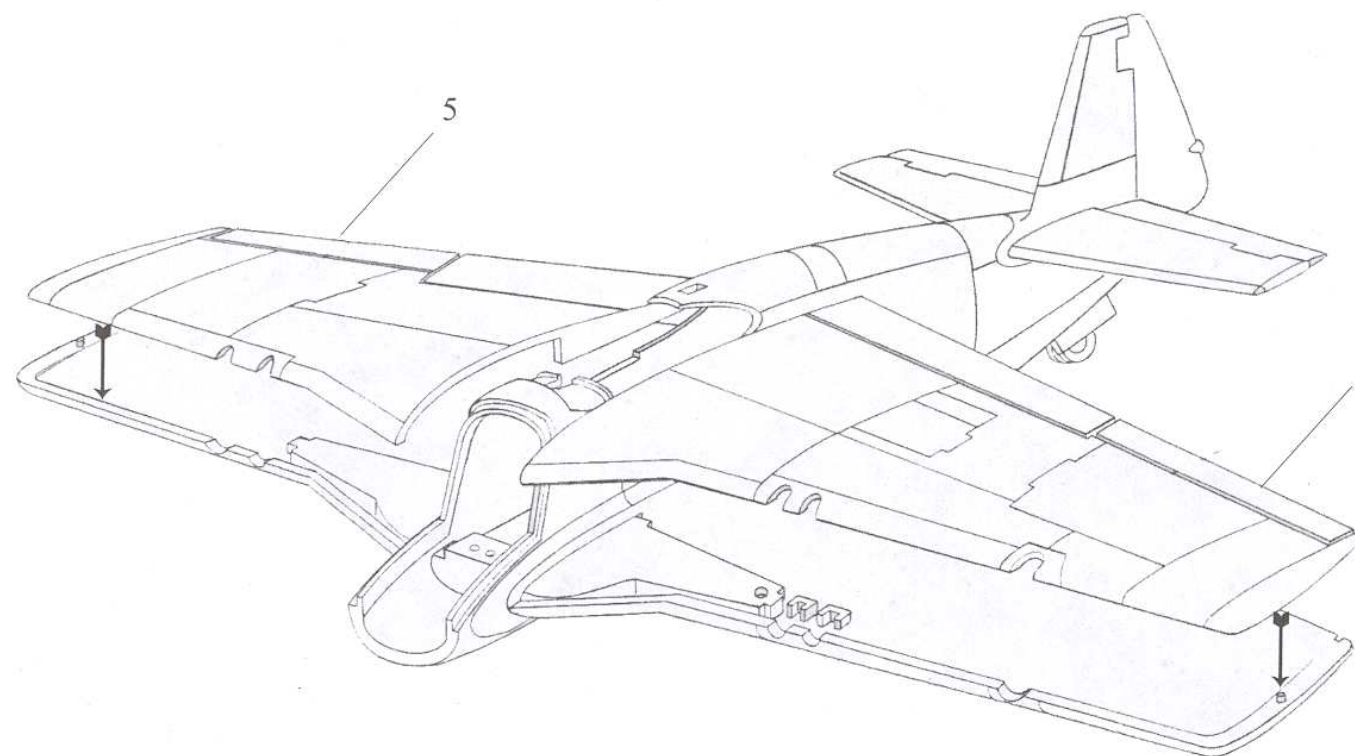
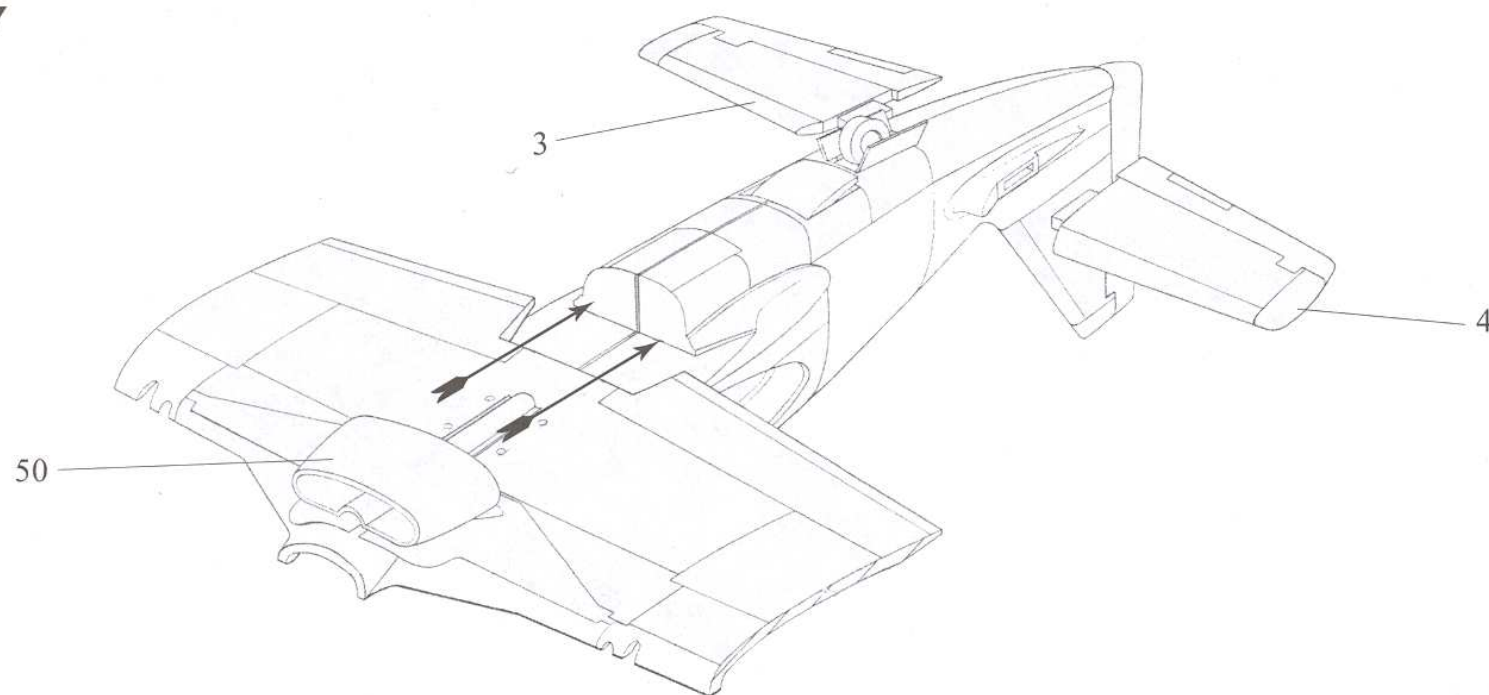
STEP 3-SEAT AND ROLL-OVER FRAME

- ▲ 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.
- ▲ All of these parts will now line up correctly.



STEP 4-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.



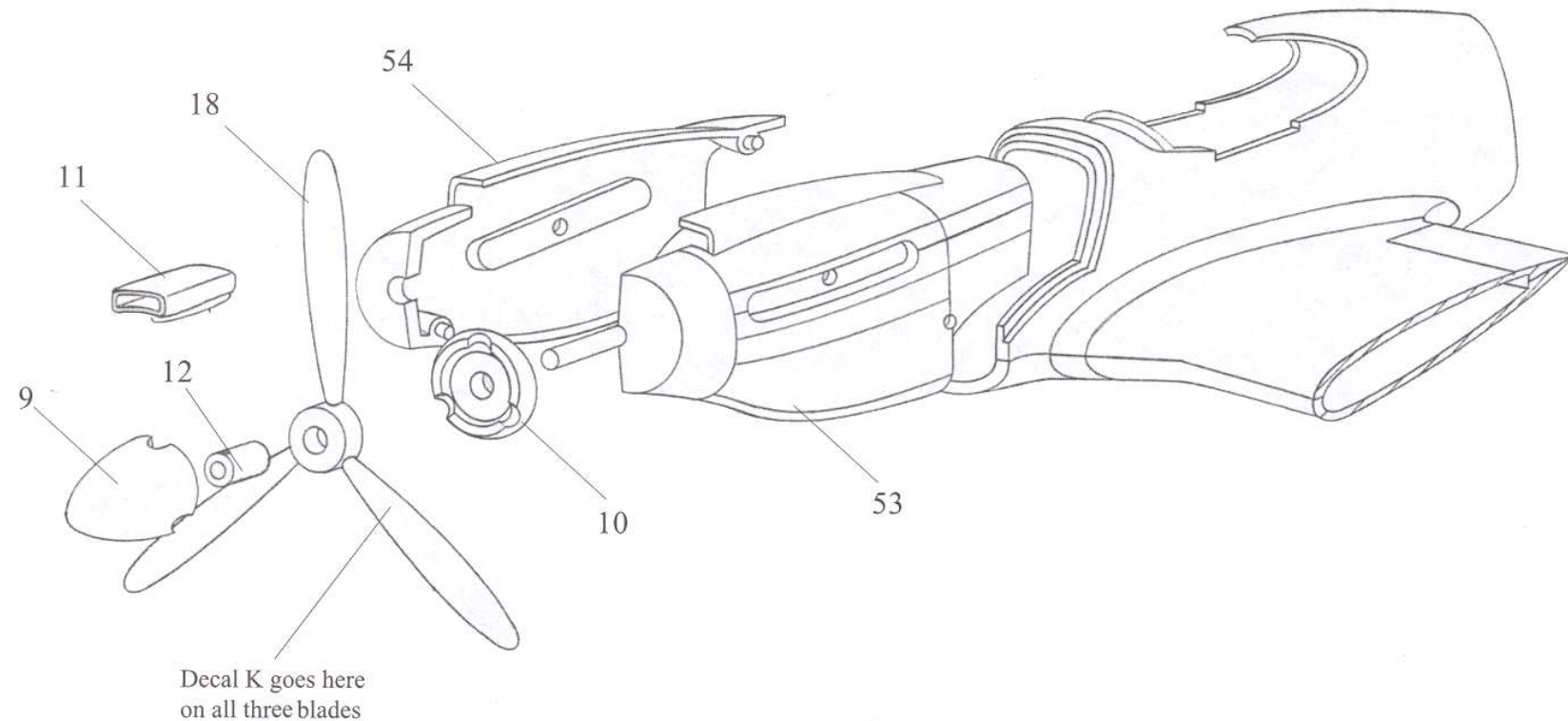
STEP 5-PROPELLER ASSEMBLY

- ▲ 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.

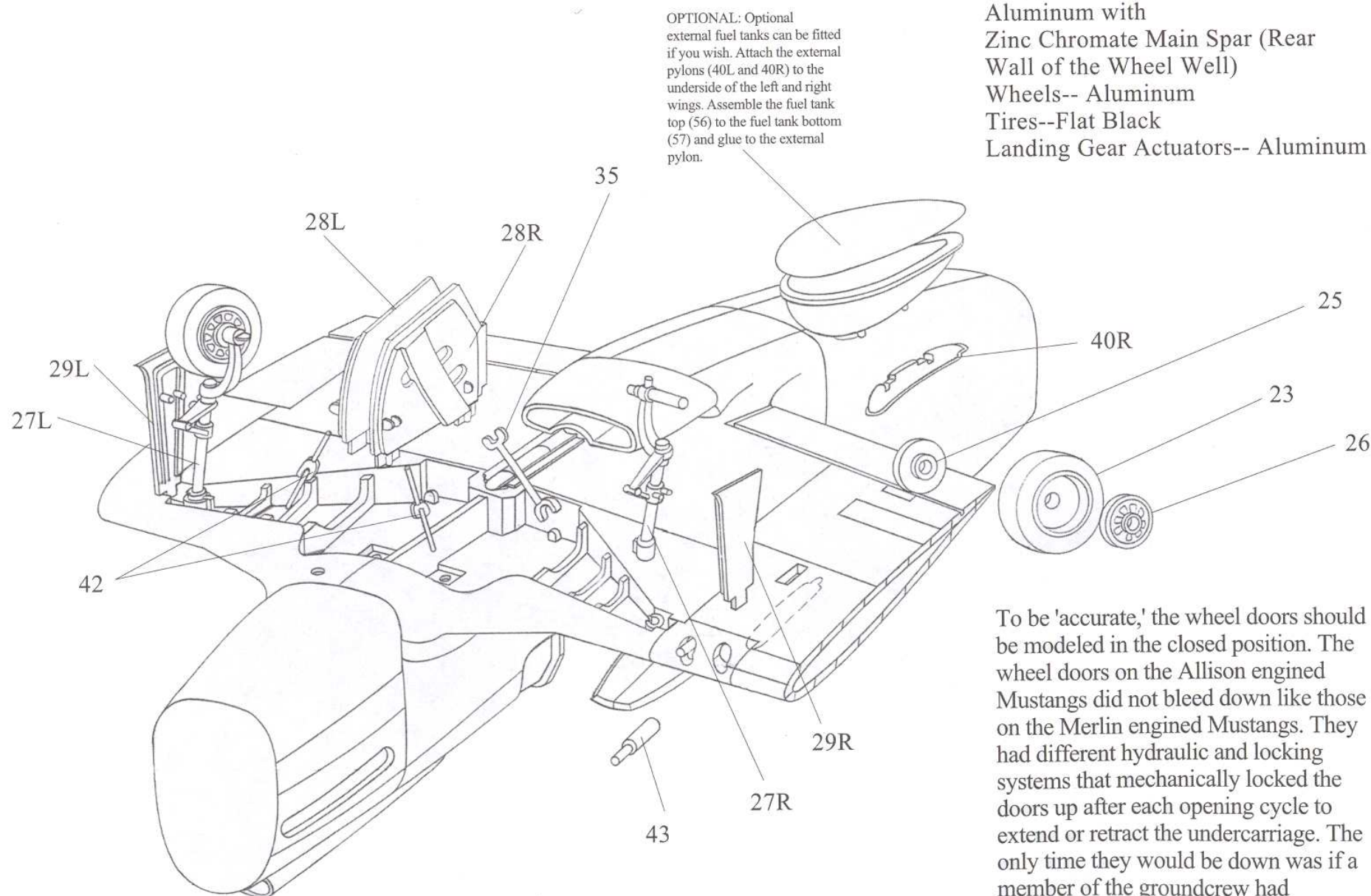
PAINT INSTRUCTIONS:

Propeller -- Flat Black with Yellow Tips
 Spinner -- Red
 Spinner Back -- Red



STEP 6-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 axles. 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.



PAINT INSTRUCTIONS
 Wheel Wells and Door Interiors - Aluminum with Zinc Chromate Main Spar (Rear Wall of the Wheel Well)
 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 engined Mustangs did not bleed down like those on the Merlin engined 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 7-FINAL DETAILS

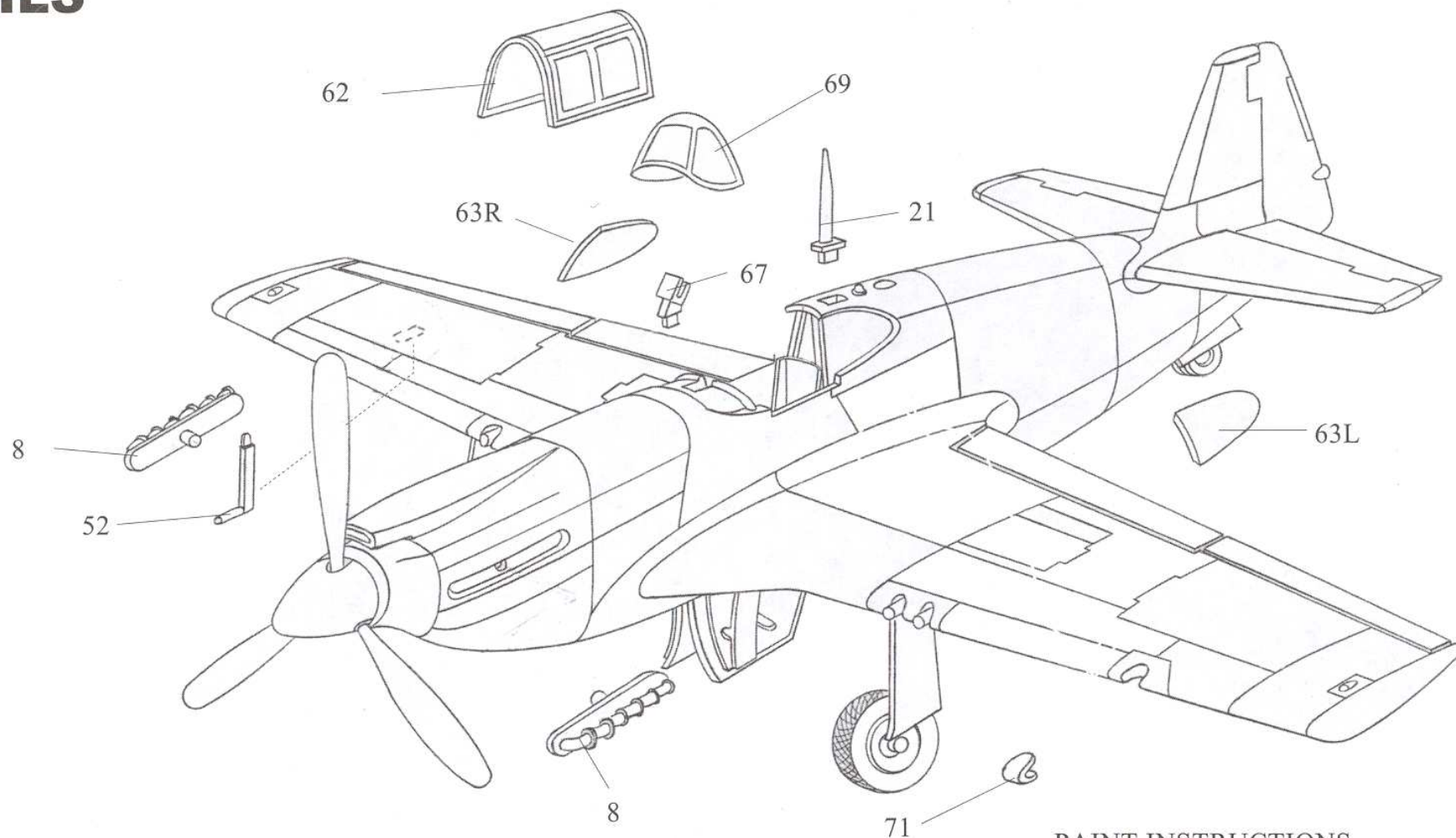
▲ Now paint and glue the exhaust stacks (8) to the fuselage.

▲ 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.

▲ Now add the antenna (21) to the top of the fuselage. After the part is dry, you can add an antenna wire.

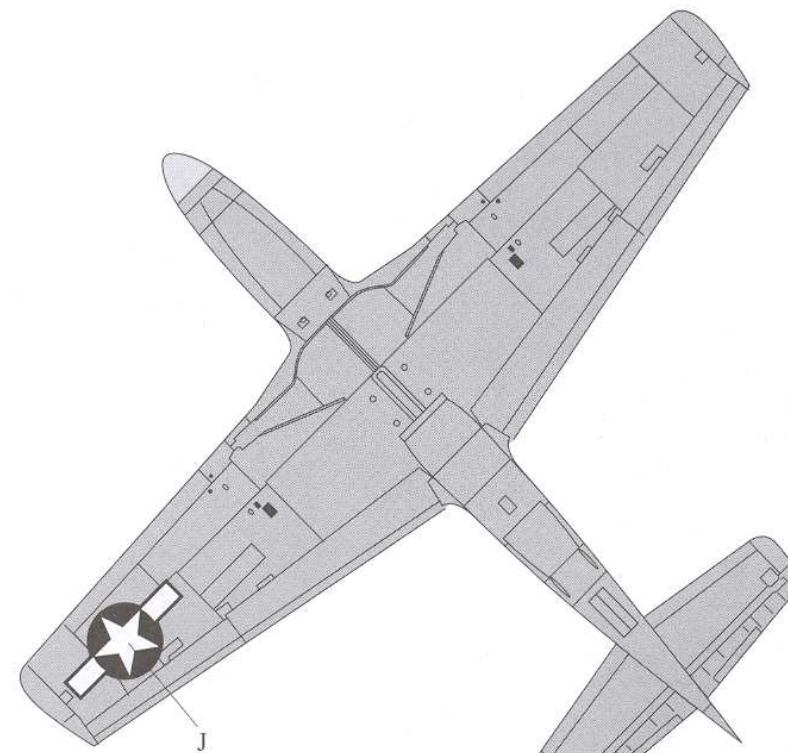
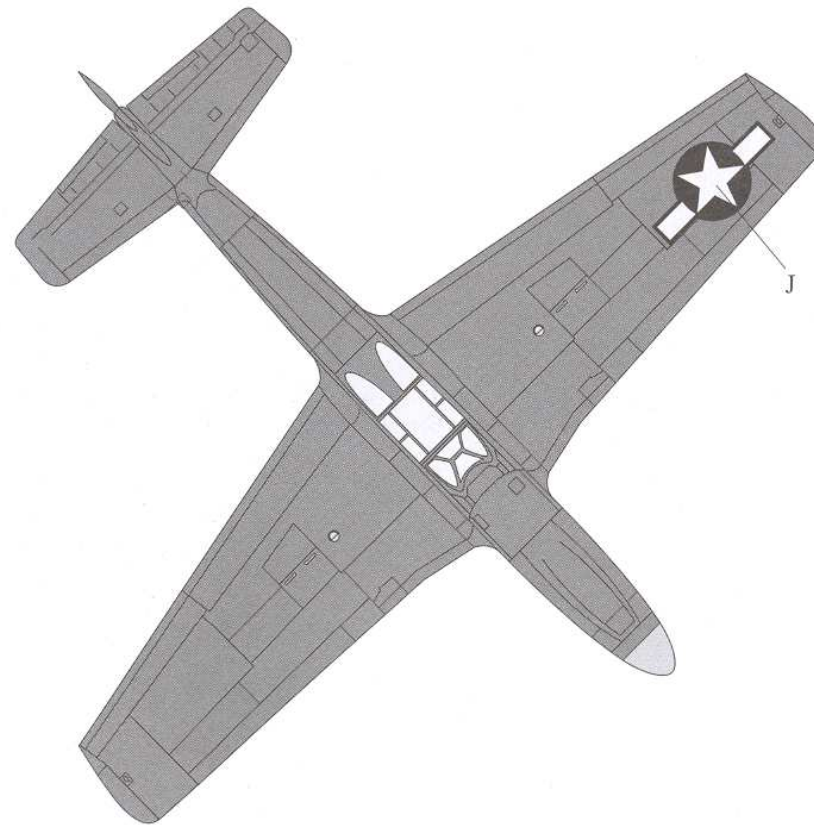
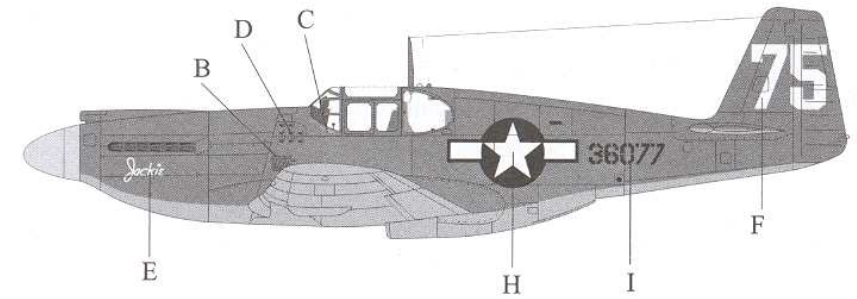
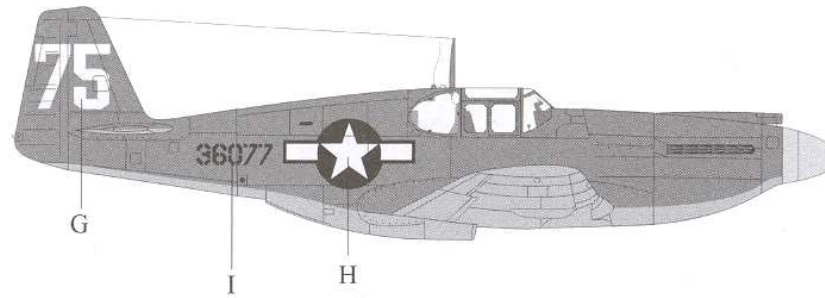


PAINT INSTRUCTIONS
 Bomb Racks -- Neutral Gray
 Exhausts -- Burnt Metal/Rust Color
 Cannons -- Gunmetal
 Gun Sight -- Flat Black with Clear Reflector
 Pitot Tube -- Aluminum
 Wing Tip Lights -- Red/Left, Green/Right
 Formation Lights on Bottom of Right Wing (F-R) Red/Orange/Green

STEP 8-DECAL PLACEMENT AND FINISHING

P-51A 43-6077 "Jackie"

-  Olive Drab (FS 34087)
-  Neutral Gray (FS 36270)
-  Insignia Yellow (FS 33538)



ACCURATE MINIATURES wants to hear from you! If you have a parts problem, a decal problem, comments, suggestions, or complaints, you can contact us through our web site: <http://www.accurate-miniatures.com>. Or, you can drop a line to us at:

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