

F82-G Twin Mustang

"Midnight Sinner"

Night Fighter

ITEM NUMBER 48-022

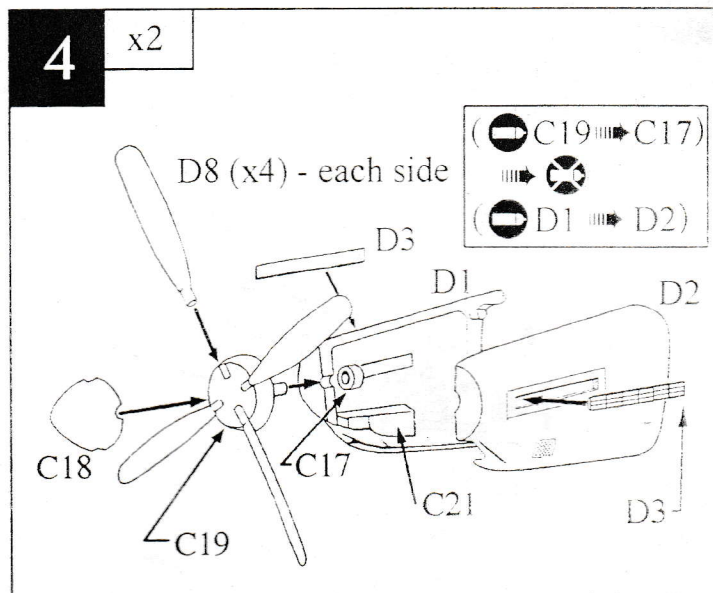
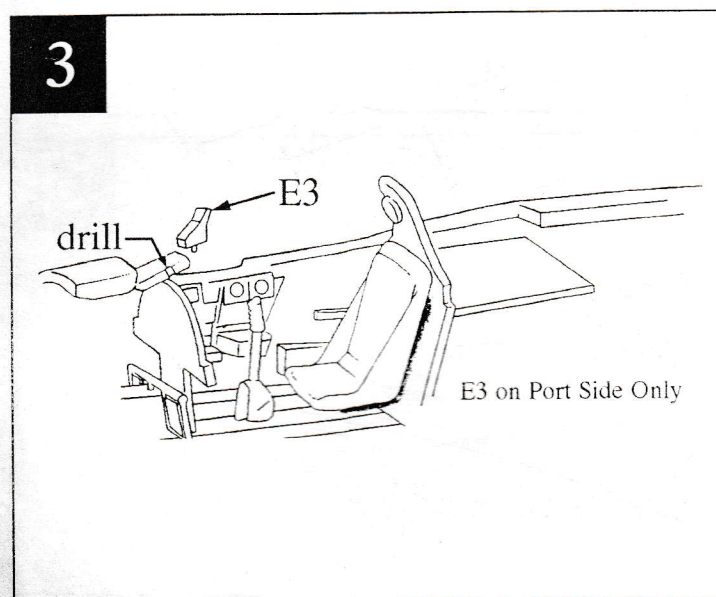
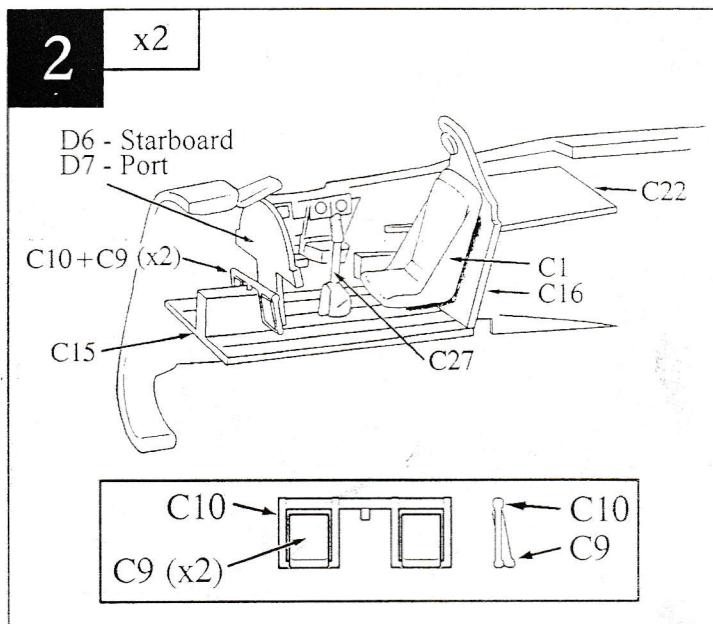
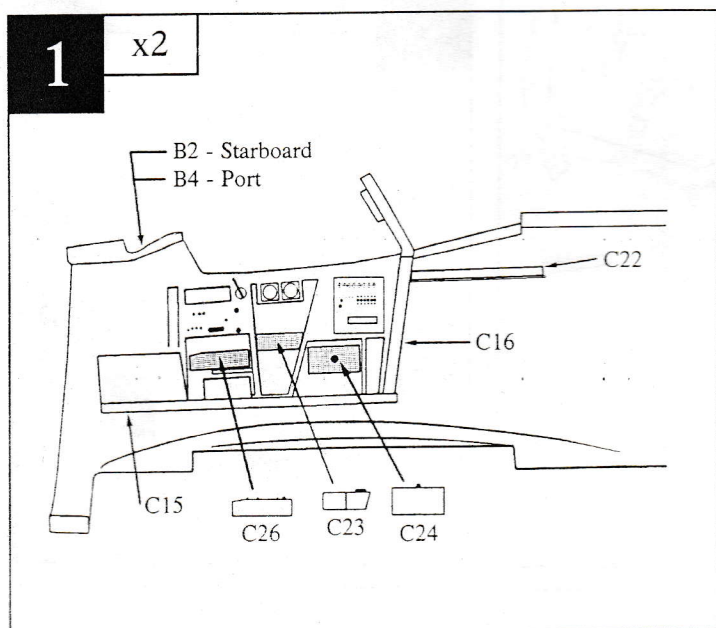
Molded in the Czech Republic

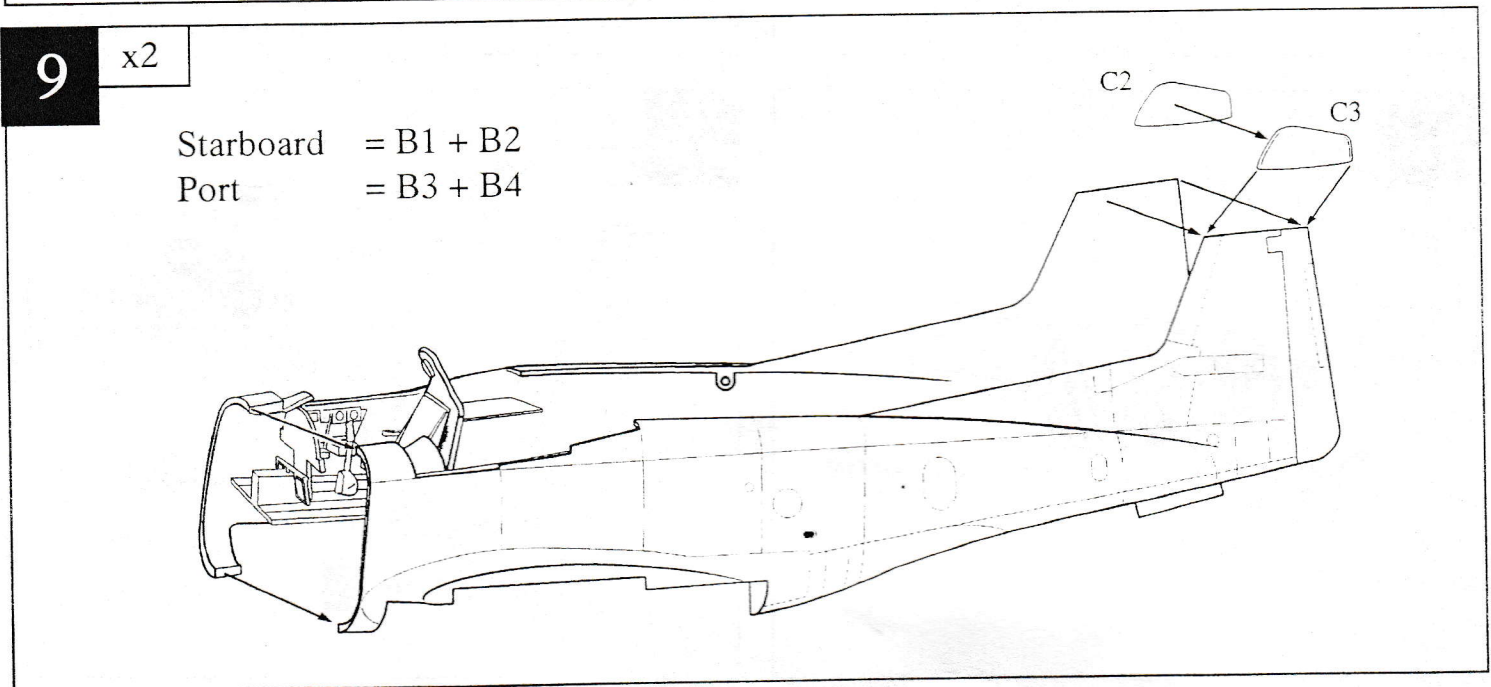
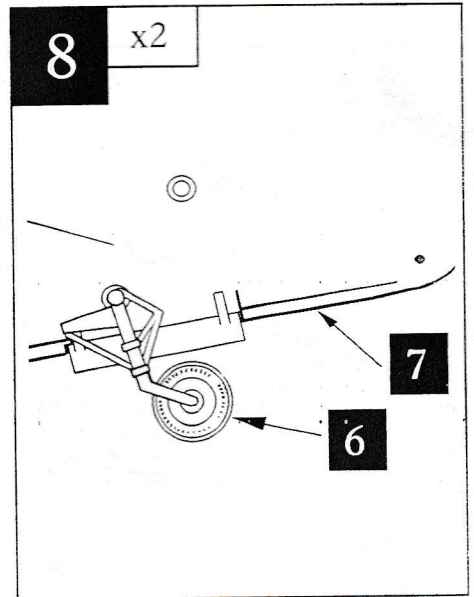
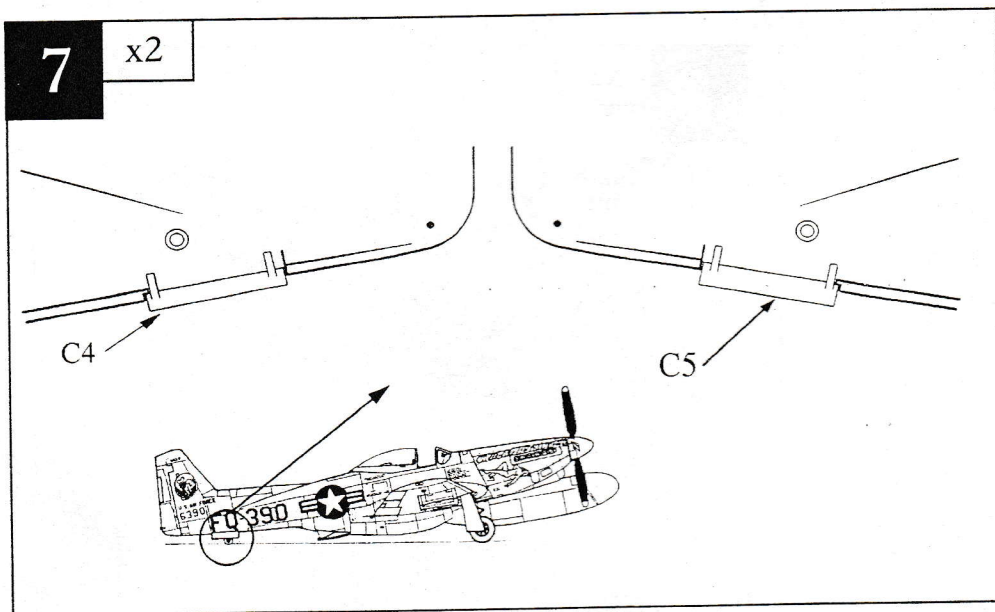
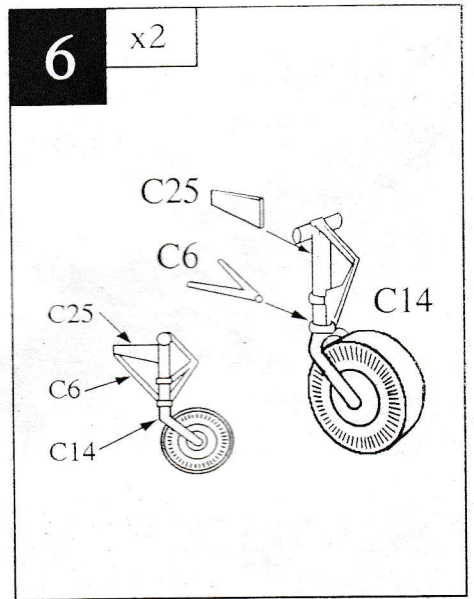
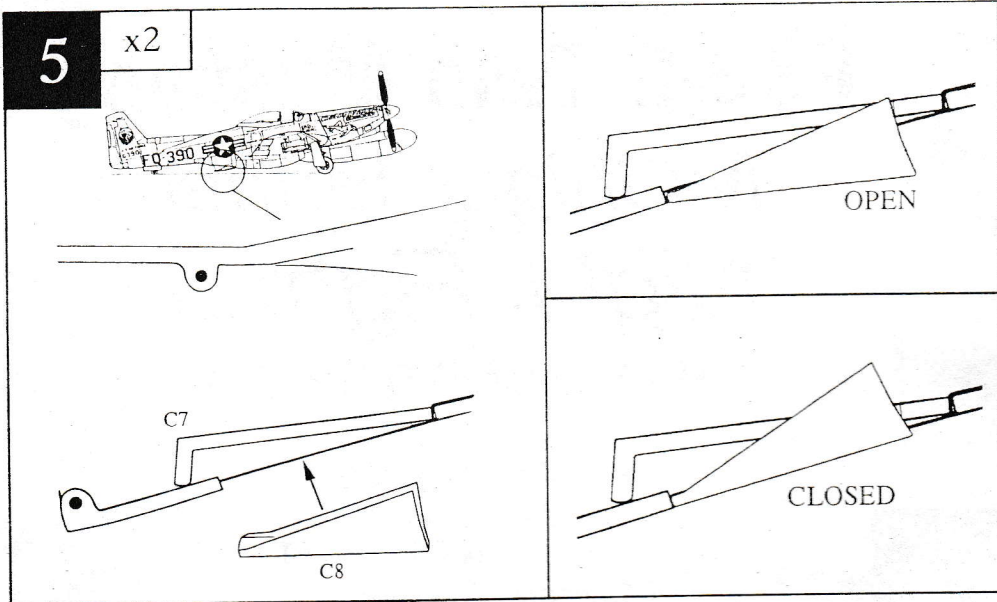
Printed in Canada

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Burnaby, B.C., Canada

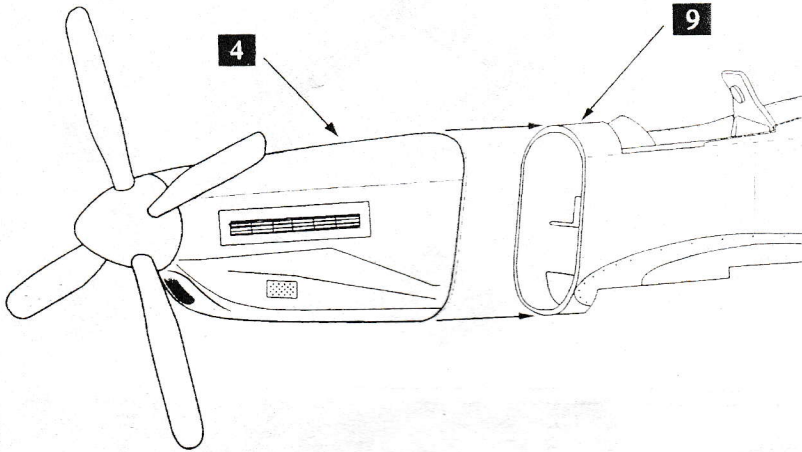
PRECISION 1/48 SCALE



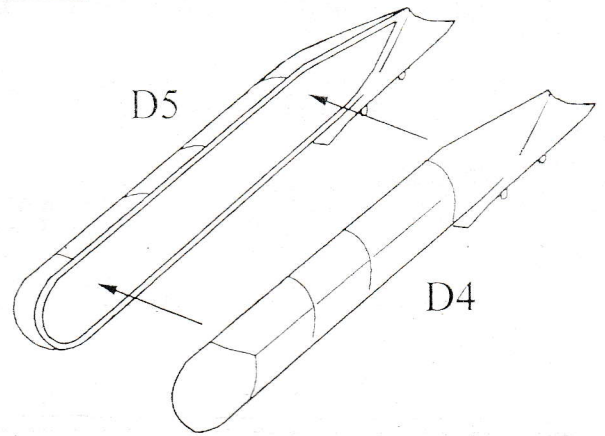


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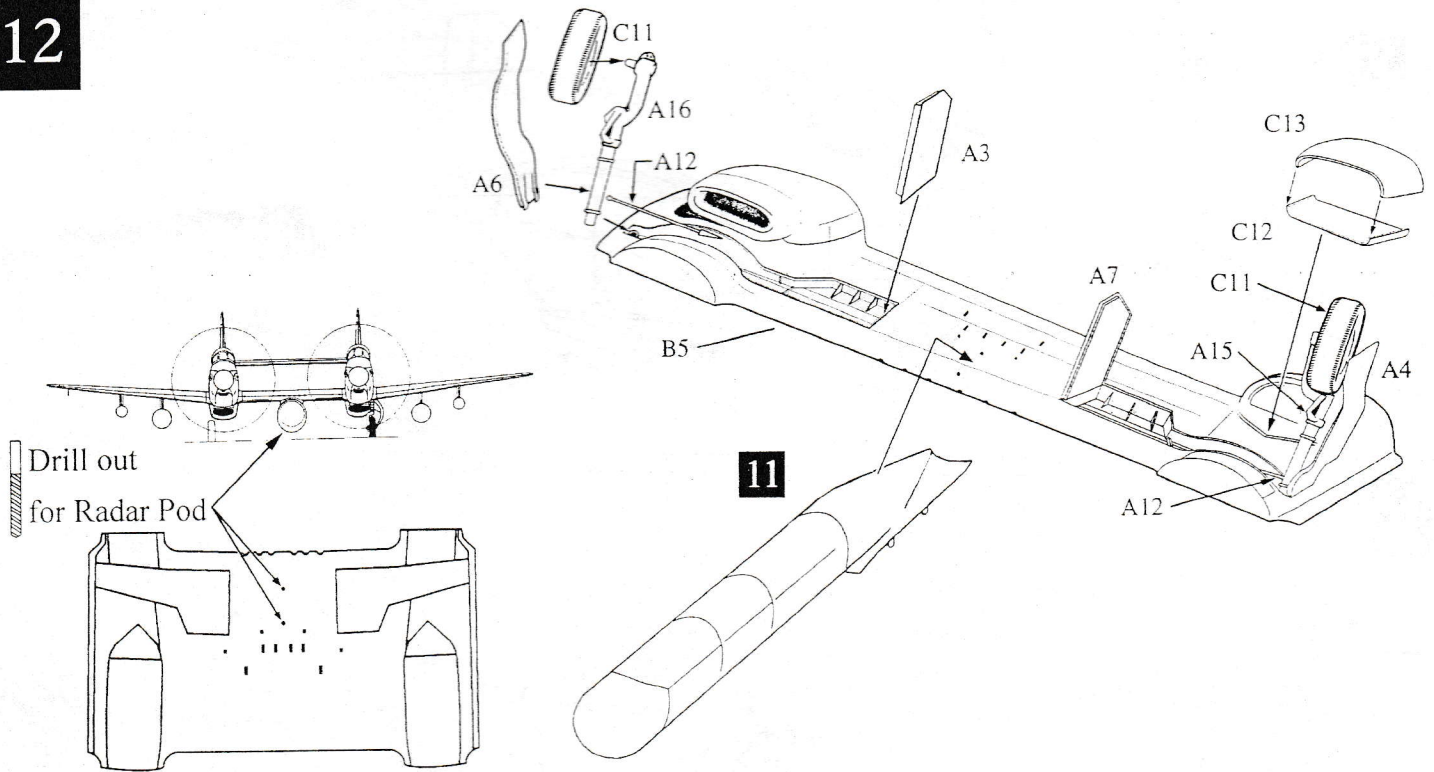
x2



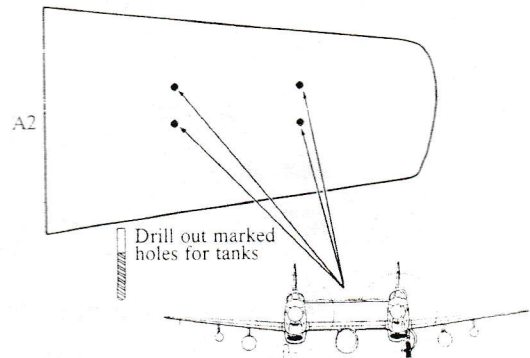
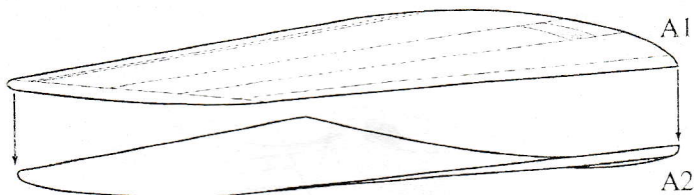
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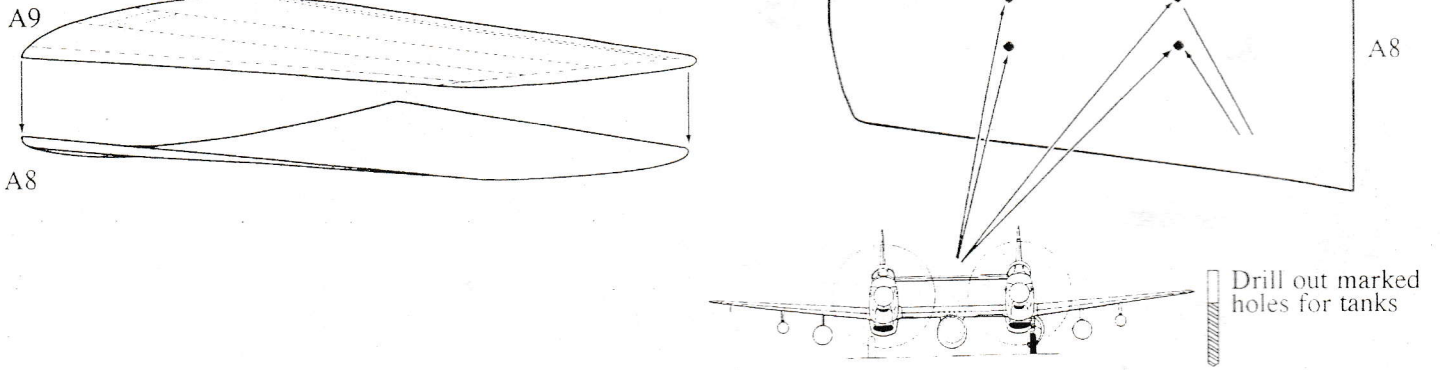
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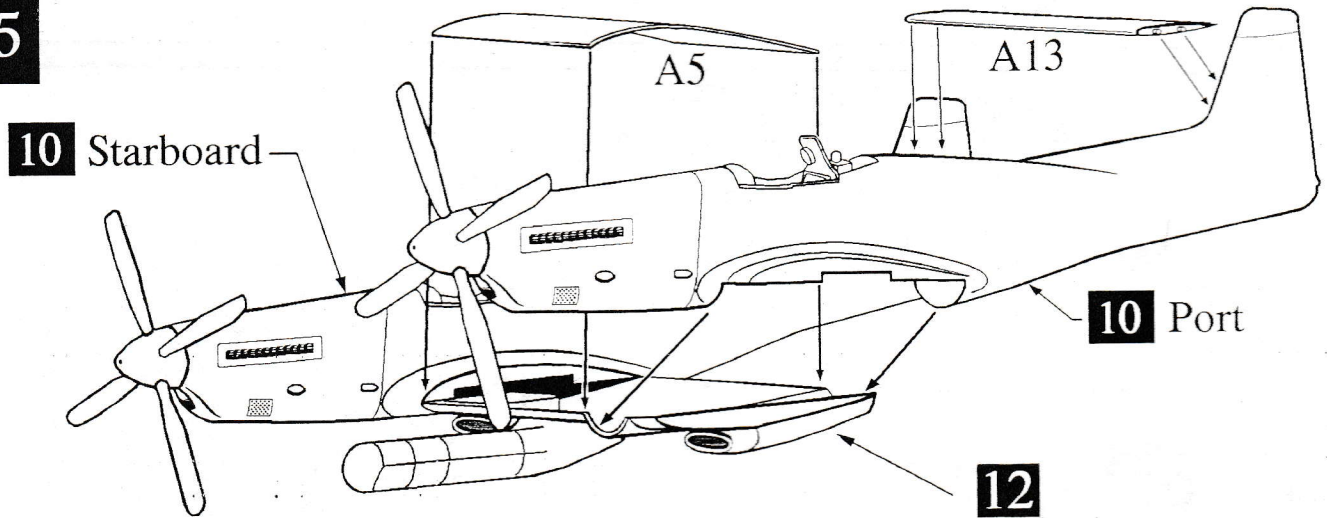
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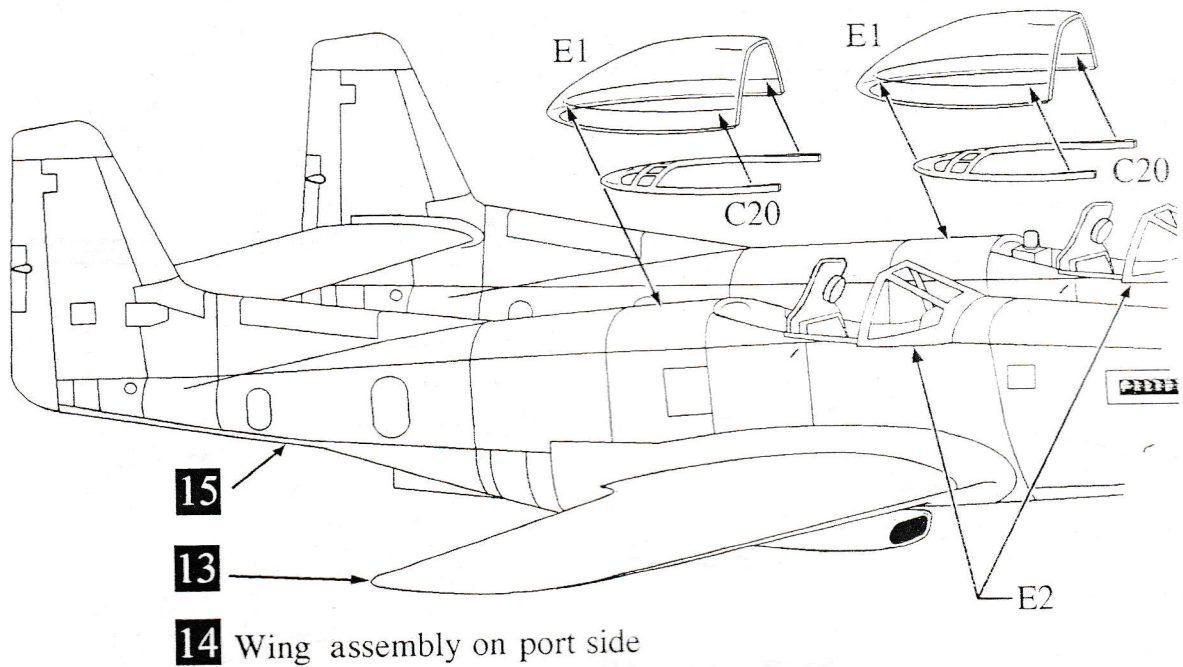
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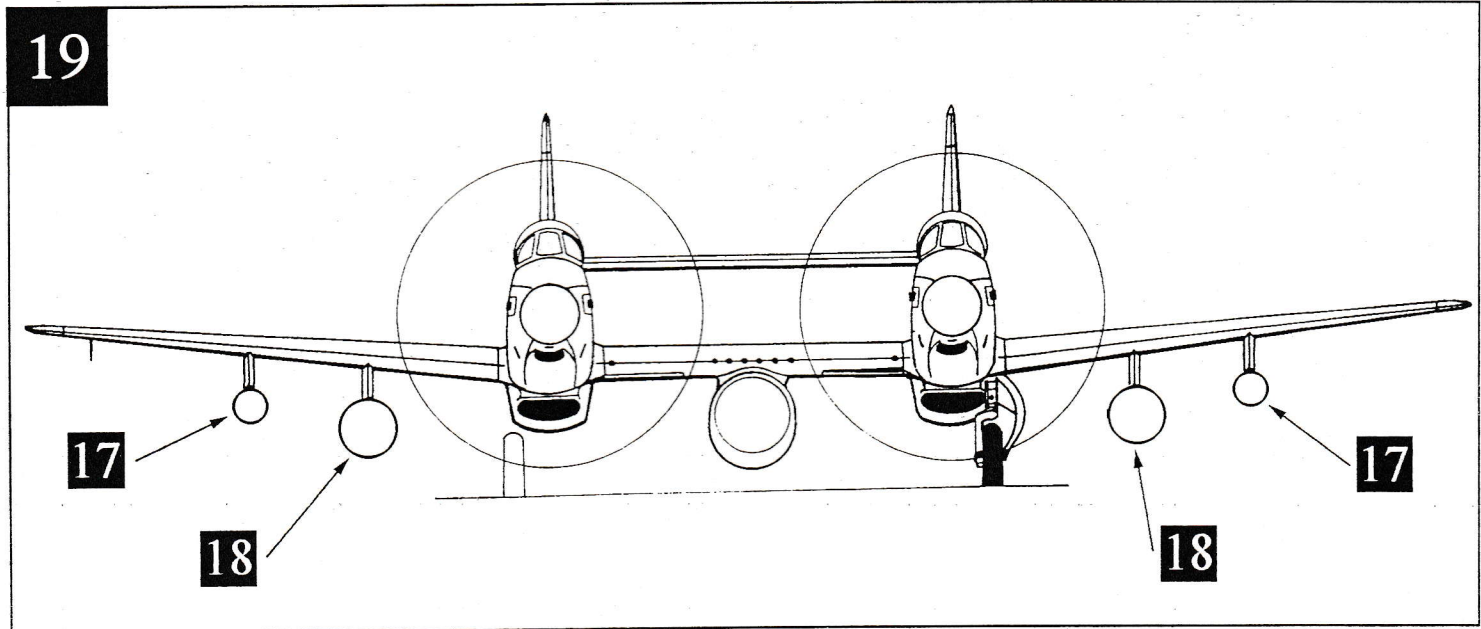
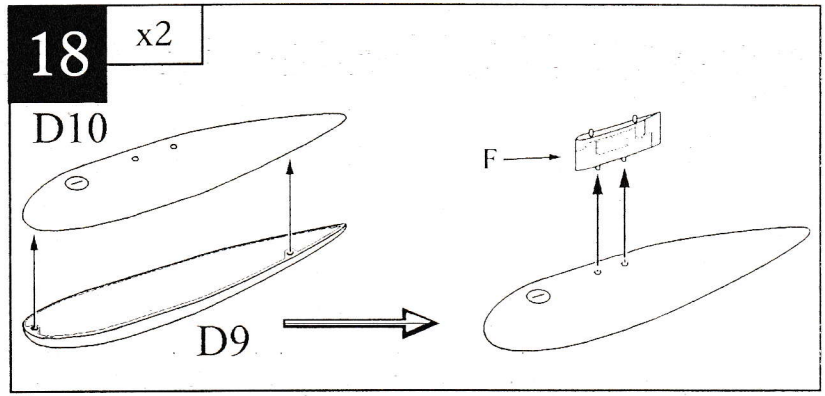
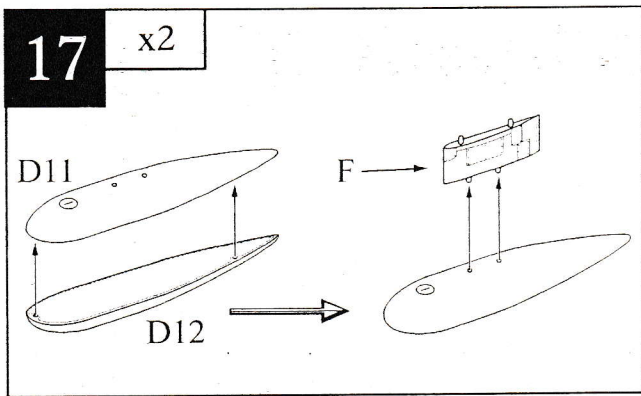


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The North American P-82 Twin Mustang was the last version in the evolution of the Mustang design, and was developed to satisfy the requirement for a long range escort fighter to accompany bombers to targets in Japan.

The design concept began with the idea of mating two Mustang fuselages to a constant chord wing center section housing the six 0.50 in. machine gun armament, and a one piece horizontal stabilizer, also of constant chord. The fuselages were from the lightweight XP-51F design, lengthened 57 in. for greater directional stability. The two XP-82 aircraft were equipped with standard P-51H tail sections, but production aircraft featured wider vertical stabilizer units and enlarged dorsal fin fillets. The outer wing panels, with armament removed, contained fuel tanks, as did the center section. The main landing gear, located under each fuselage, retracted inwards, and was housed in the center section. The tail wheels were standard P-51 units, retracting into the aft fuselage.

The XP-82 was powered by up-rated Packard Merlin V-165-11 and V-165-21 engines driving opposite rotating inward turning propellers, to counter the torque. Both cockpits featured flight controls, but only the left cockpit had full instrumentation.

The first flight of the XP-82 took place on 15 April 1945 and the flight tests revealed a performance equalling the P-51D variant, with a longer operational range.

An order, based on the proposal, had been placed in March 1944 for 500 P-82 aircraft, a year before the flight of the XP-82. When, with the end of WWII approaching, it became apparent that production

would not begin before then, the order was cut to include two of the four prototypes, and 20 aircraft, 18 P82B and one each of the XP-82C and XP-82D.

The XP-82C and XP-82D were completed as night fighter aircraft. The two variants differed only in the type of radar installed. This radar was housed in a large streamlined pod mounted under the wing center section and extending forward of the propellers. The pilot flew from the left fuselage cockpit and the radar operator occupied the cockpit in the right fuselage. The definitive night fighter versions were ordered in September and October 1946, comprising 91 P-82F, 45 P-82G, and 16 P-82H (P-82G equipped for Arctic operation). These differed in the type of radar installed. The armament was the same as for the P-82E. These aircraft could also carry rocket and bomb ordnance for night interdiction missions, as well as additional underwing drop tanks to increase the operational endurance. These variants were also powered by the Allison V-1710 engine, and performance was almost identical to the P-82E.

The night fighters were delivered in 1948 and 1949 and replaced Northrop P-61 Black Widow night fighters in USAF Squadrons. The P-82G (redesignated F-82G in 1948) equipped the 347th Fighter (AW) Group, comprised of the 4th, 68th, and 339th Fighter (AW) Squadrons. These units, having been deployed to bases in the Far East, in and around Japan, were involved in the Korean War from the onset of hostilities. Aircraft 48-6390, "Mid Night Sinner", of the 4th Fighter (AW) Squadron, flown by Lt. H.W. "Rocky" Jones in June 1950 over Korea is depicted in the markings provided in this kit.

Parts Tree A

- 1 Starboard Wing Top
- 2 Starboard Wing Bottom
- 3 Port Landing Gear Cover Inner
- 4 Starboard Landing Gear Cover Outer
- 5 Center Wing Section Top
- 6 Port Landing Gear Cover Outer
- 7 Starboard Landing Gear Cover Inner
- 8 Port Wing Bottom
- 9 Port Wing Top
- 10 Not Used
- 11 Not Used
- 12 Landing Gear Support (x2)
- 13 Stabilizer Tailplane
- 14 Beacon
- 15 Starboard Landing Gear Strut
- 16 Port Landing Gear Strut

Parts Tree B

- 1 Starboard Fuselage Left Half
- 2 Starboard Fuselage Right Half
- 3 Port Fuselage Left Half
- 4 Port Fuselage Right Half
- 5 Center Wing Section Bottom

Parts Tree C (x2)

- 1 Seat
- 2 Rudder Tip Right
- 3 Rudder Tip Left
- 4 Rear Wheel Cover Left
- 5 Rear Wheel Cover Right
- 6 Rear Wheel Yoke
- 7 Radiator Exhaust Top
- 8 Radiator Exhaust Bottom
- 9 Control Pedal (x2)
- 10 Control Harness
- 11 Main Landing Gear Wheel
- 12 Radiator Intake Top
- 13 Radiator Intake Bottom

- 14 Rear Landing Gear
- 15 Cockpit Floor
- 16 Cockpit Rear Panel
- 17 Propellor Retainer
- 18 Spinner
- 19 Propellor Hub
- 20 Canopy Rail
- 21 Intake Interior
- 22 Cockpit Rear Deck
- 23 Angled Instrument Panel
- 24 Map Case
- 25 Rear Landing Gear Strut Support
- 26 Rectangular Instrument Panel
- 27 Joystick

Parts Tree D

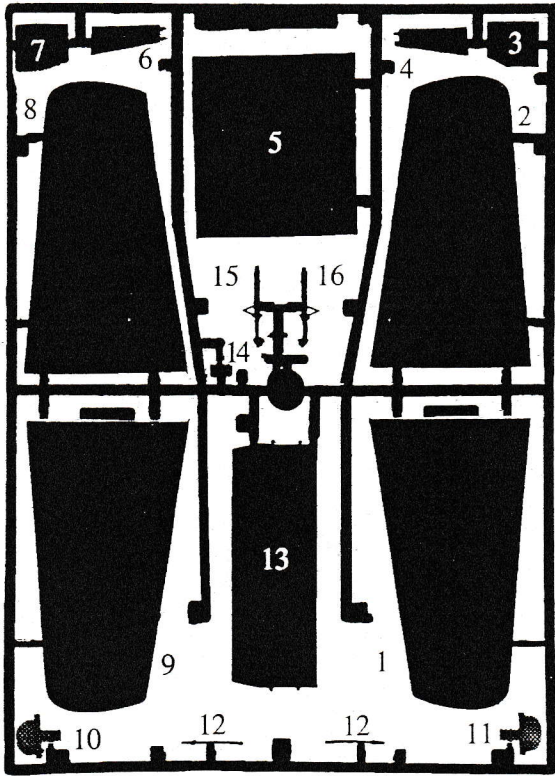
- 1 Engine Shroud Right (x2)
- 2 Engine Shroud Left (x2)
- 3 Flame Dampening Exhaust (x4)
- 4 Radar Pod Right
- 5 Radar Pod Left
- 6 Starboard Instrument Panel
- 7 Port Instrument Panel
- 8 Propellor Blades (x8)
- 9 Large Tank Bottom (x2)
- 10 Large Tank Top (x2)
- 11 Small Tank Top (x2)
- 12 Small Tank Bottom (x2)

Parts Tree E

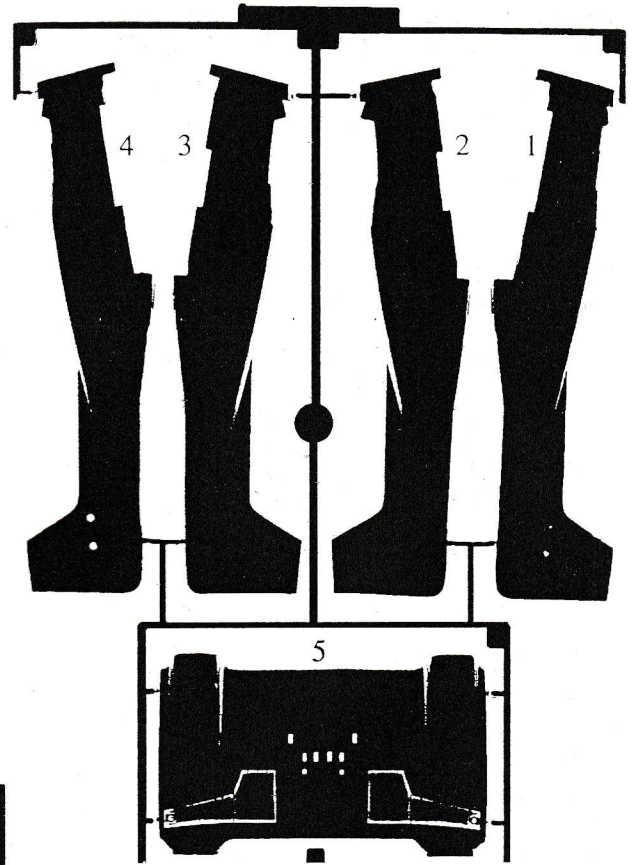
- 1 Canopy Rear (x2)
- 2 Canopy Front (x2)
- 3 Gun Site

Parts Tree F

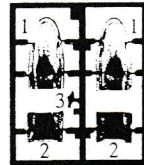
- Pylon (x4)



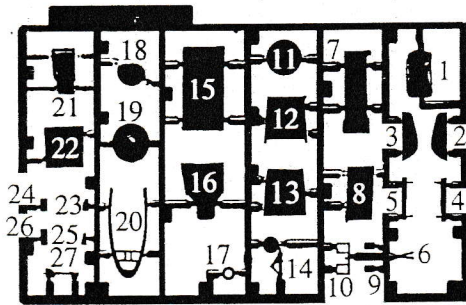
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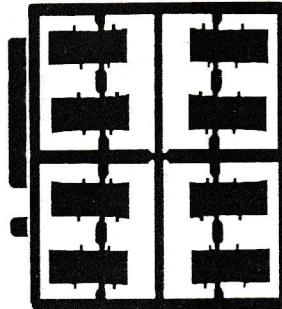
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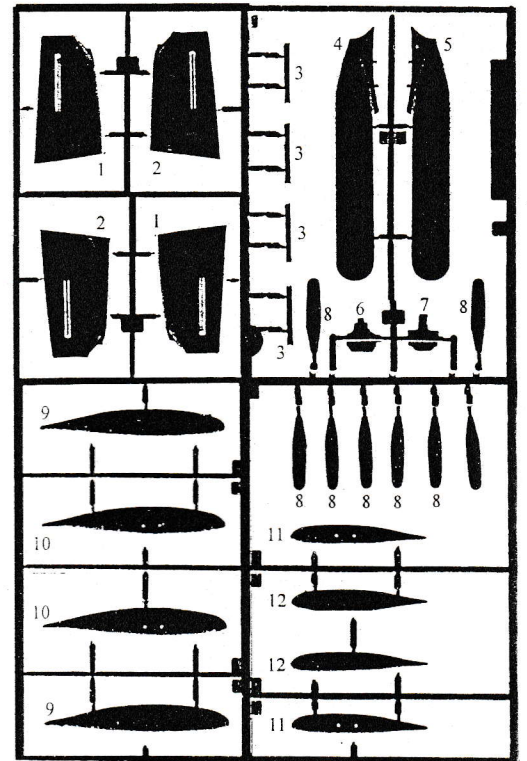
Parts Tree E



Parts Tree C



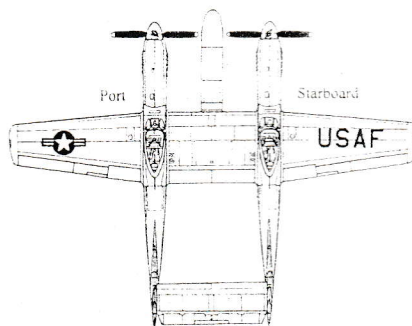
Parts Tree F



Parts Tree D

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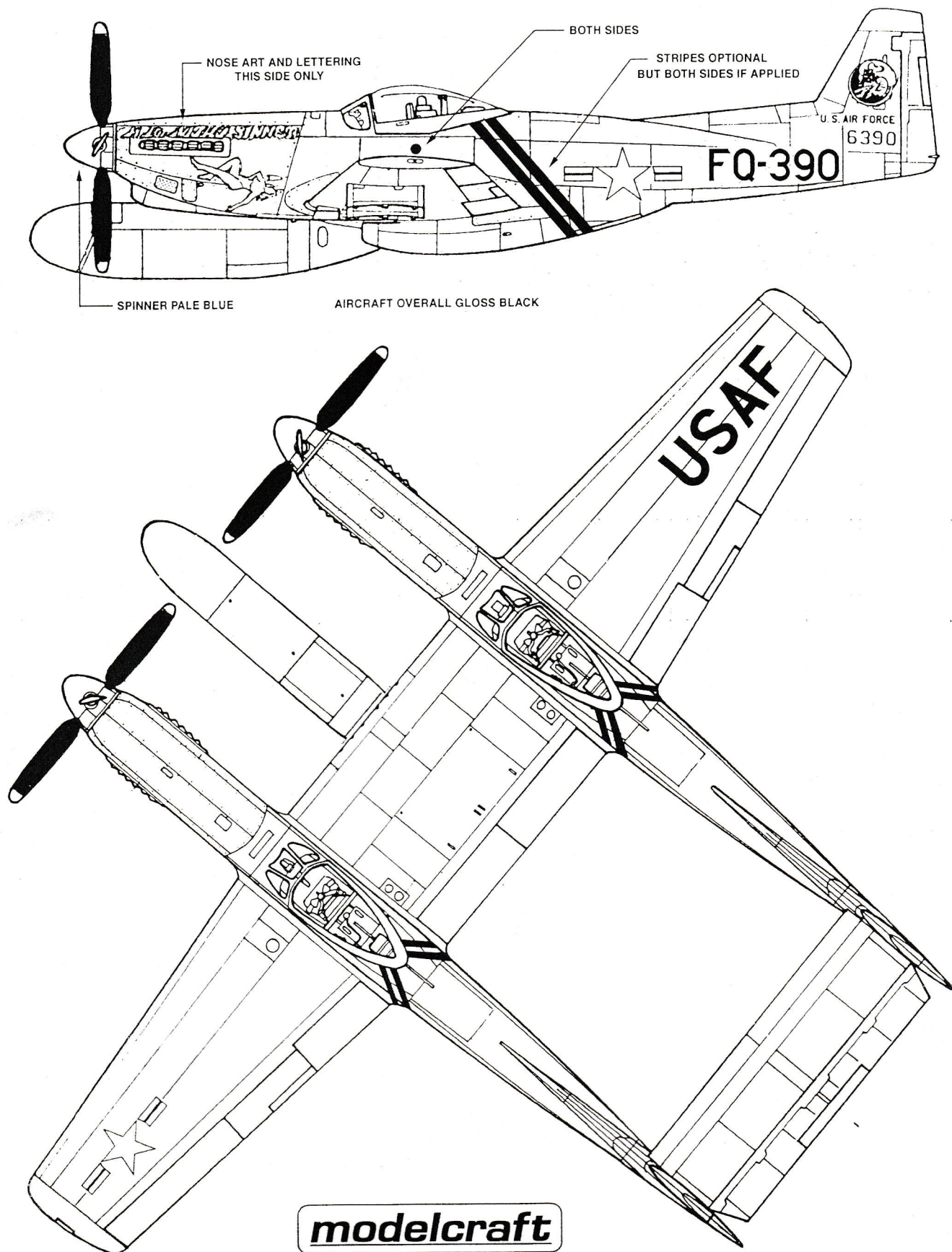
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| Parts Tree B | x1 |
| Parts Tree C | x2 |
| Parts Tree D | x1 |
| Parts Tree E | x1 |
| Parts Tree F | x1 |



F82-G Twin Mustang Night Fighter "Midnight Sinner"

ITEM NUMBER 48-022

DECAL PLACEMENT



modelcraft

