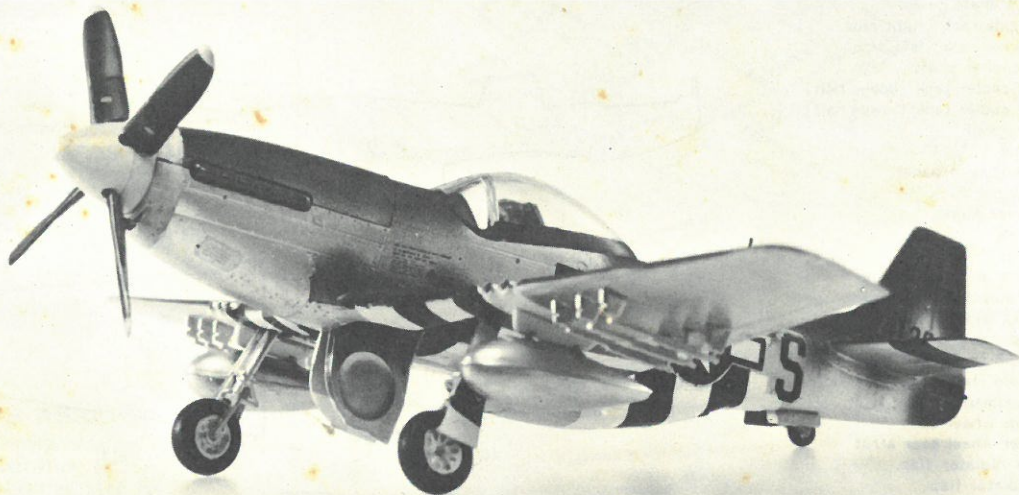


# 1:48 NORTH AMERICAN P-51D MUSTANG

1:48 PRECISE SCALE

FAMOUS FIGHTER SERIES OF THE WORLD WAR II

## ASSEMBLY INSTRUCTIONS



### Historical Background

In the Spring of 1940 the situation in Britain was very critical due to Germany's rapid invasion on the European Continent. Because of this crisis, the British Government sent their Purchasing Commission to the United States to ask for the earliest possible delivery of the Curtiss P-40 D. At that time the United States was a neutral country.

The British Government feared that Curtiss would not be able to manufacture enough aircraft to meet the demands of both the U.S.A. and Great Britain. The members of the British Purchasing Commission had also established a close working relationship with North American Aviation, Inc., which had been producing Harvard Advanced Trainers for the Royal Air Force. They therefore approached this company with the idea of participating in the production program for the P-40 D.

To their surprise, North American flatly rejected the idea. However, they did offer to build a new fighter which would incorporate in its design those features which early combat experience in Europe had revealed necessary. The characteristics and performance of the proposed new fighter were markedly superior to those of the P-40 D, even though it was powered by the same Allison V-1710-39 engine. The British Purchasing Commission was willing to sign a contract if North American would guarantee delivery of the first prototype in no more than 120 days. On May 4, 1940 the contract was signed.

Under the supervision of Dutch Kindelberger, the NA-73X prototype was completed in 117 days but the first flight was delayed until October 2, 1940 due to the delay of its V-1710-39 liquid-cooled engine. During its trials, the NA-73X demonstrated extremely good handling characteristics and at 12,800 feet it was 25 mph faster than the P-40 D which North American had refused to build.

The second prototype, carrying full armament, was shipped to the British for testing. It proved to be the best fighter yet received from the U.S.A. and was nicknamed the Mustang. However, it was not until a British suggestion which led to the mating of

the excellent Mustang plane with the classic Rolls-Royce Merlin engine that the full potential of the plane became apparent.

The development of the basic aircraft was continued for the U.S.A.A.F., and at the end of 1943, P-51B's and P-51C's were supplied to the U.S.A.A.F. in England. There, they carried out their mission in the role which will always be the Mustang's main claim to immortality -- long range bomber escort.

In 1944 a new type of P-51 D was delivered to the U.S.A.A.F. Fighter Squadrons in Europe and the Pacific. This was equipped with a more powerful engine, and with the rear vision immeasurably improved by a new "bubble type canopy". The most important advantage held by the Mustang over its contemporaries however was its long range.

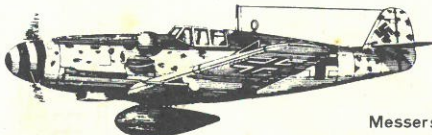
The P-51 D was not used solely in an escort role however and flew in many other theaters of operation besides Northern Europe. As the numbers of Mustang Squadrons increased, and as the air war over Europe began to tilt inexorably in favor of the Allies, the P-51's joined the mighty P-47 Thunderbolts of the 9th U.S. Air Force and the Spitfires and Typhoons of the R.A.F. In the Mediterranean, the P-51's operated in support of the British and American armies in the last months of the gruelling Italian campaign and the North African campaign.

In the China-Burma-India theaters, the P-51 D's played their part in harassing the Japanese armies and disrupting their communications. Over the vast areas of the Pacific War Zone, their range was an ideal asset.

After the capture of Iwo Jima in February, 1945, the P-51 D's began to operate alongside the B-29 Super Fortresses of the U.S. 20th Bomber Command in their long range offense against the Japanese home islands. They made the first land based fighter strike against Tokyo on April 7, 1945.

With fitted external tanks the P-51 D had a total capacity of 489 gallons giving it the remarkable range of 2,050 miles and an endurance of eight and one half hours in the air. The total production of this series was over 15,000 aircraft.

Curtiss P-40



Messerschmitt Me 109



## FUJIMI MOKEI CO., LTD.

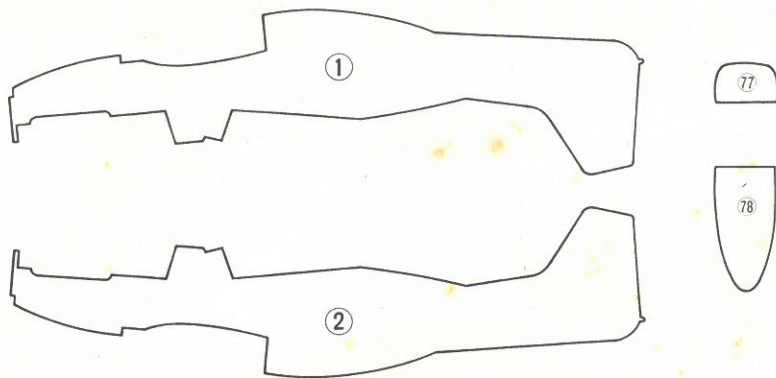
2-1, Toro 4-Chome, Shizuoka City, Japan.

Printed in Japan.

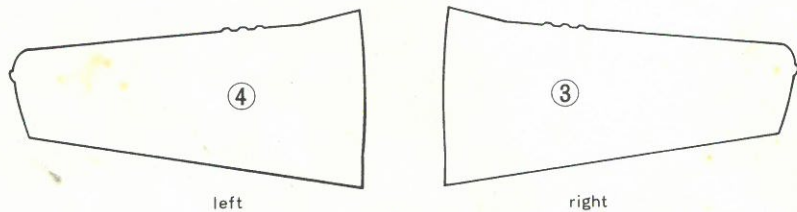
**LIST OF PARTS**

**ILLUSTRATION OF PARTS**

1. fuselage half (right side)
2. fuselage half (left side)
3. upper half of main wing (right side)
4. upper half of main wing (left side)
5. under side of main wing
6. engine (right half)
7. engine (left half)
8. exhaust outlet (right side)
9. exhaust outlet (left side)
10. cam shaft cover
11. engine rack (right side)
12. engine rack (left side)
13. propeller shaft
14. oil cooler tank (upper half)
15. oil cooler tank (lower half)
16. fire wall
17. floor
18. instrument panel
19. control stick
20. armor plate
21. seat
22. pilot
23. pilot arm (right side)
24. pilot arm (left side)
25. fuel tank
26. radio stand
27. radio (right half)
28. radio (left half)
29. bulkhead
30. rear wheel
31. rear wheel gear strut
32. oil radiator flap
33. radiator flap
34. engine mount
35. engine cover (right half)
36. engine cover (left half)
37. pin of engine cover (front side)
38. pin of engine cover (rear side)
39. back mirror
40. antenna
41. machine gun
42. exhaust pipe
43. horizontal tail plane (right side)
44. horizontal tail plane (left side)
45. spinner
46. propeller
47. propeller stopper
48. main wheel
49. main landing gear cover (right side)
50. main landing gear cover (left side)
51. main landing gear strut (right side)
52. main landing gear strut (left side)
53. main wheel well door (right side)
54. main wheel well door (left side)
55. withdrawal arm
56. pylon
57. pitot tube
58. air intake
59. rear wheel cover
60. pylon part
61. spare fuel tank (upper half)
62. spare fuel tank (lower half)
63. drop tank (upper half)
64. drop tank (lower half)
65. 500 LBS bomb (upper half)
66. 500 LBS bomb (lower half)
67. fin of 500 LBS bomb (right half)
68. fin of 500 LBS bomb (left half)
69. 1,000 LBS bomb (upper half)
70. 1,000 LBS bomb (lower half)
71. fin of 1,000 LBS bomb (right half)
72. fin of 1,000 LBS bomb (left half)
73. pylon for rocket
74. pylon for rocket (rear side)
75. rack for rocket
76. rocket
77. windshield (front side)
78. windshield (rear side)

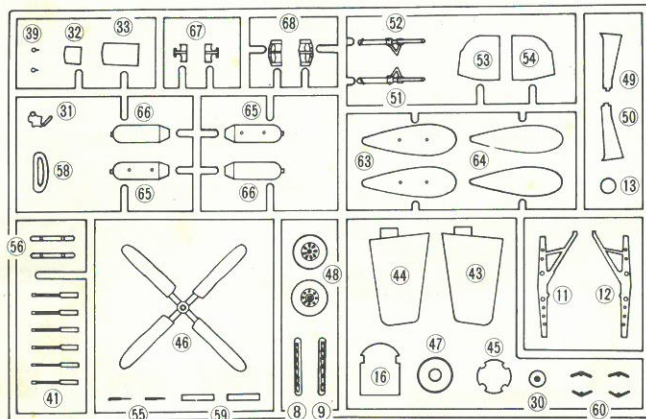
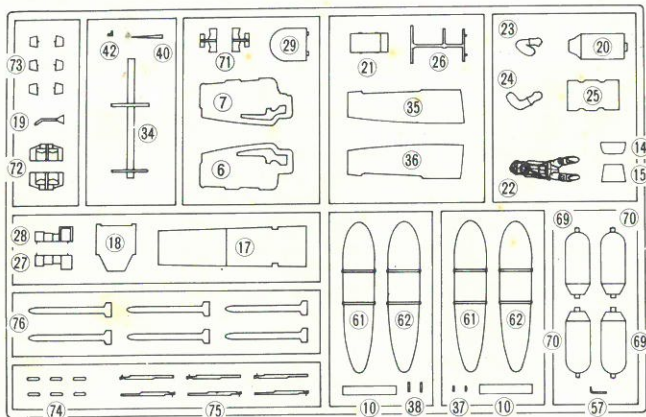


upper half of main wing



left

right



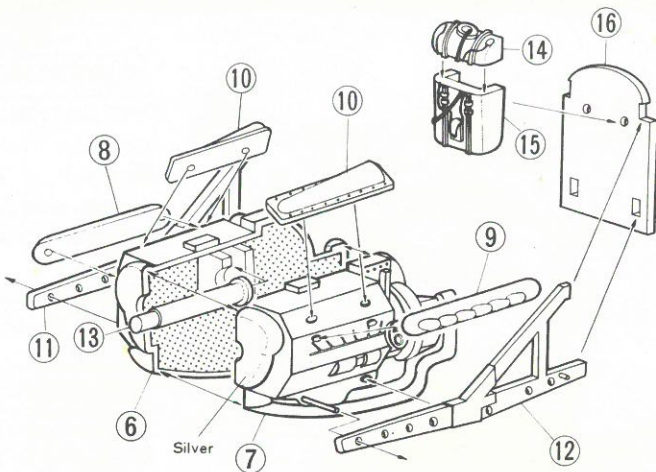
### 1. ENGINE ASSEMBLY.

Sandwich the propeller shaft (13) with engine halves (6) and (7) (Do not cement), then cement engine halves (6) and (7) together. Studying the illustrations carefully, cement all the parts at the places designated by arrows. Cement parts (14), (15) and (16) together first, then cement fire wall (16) to the engine rack.

#### PAINTING:

- parts (6), (7), (8) and (9)..... iron black
- parts (11) and (12)..... interior green
- parts (14), (15) and (16)..... silver

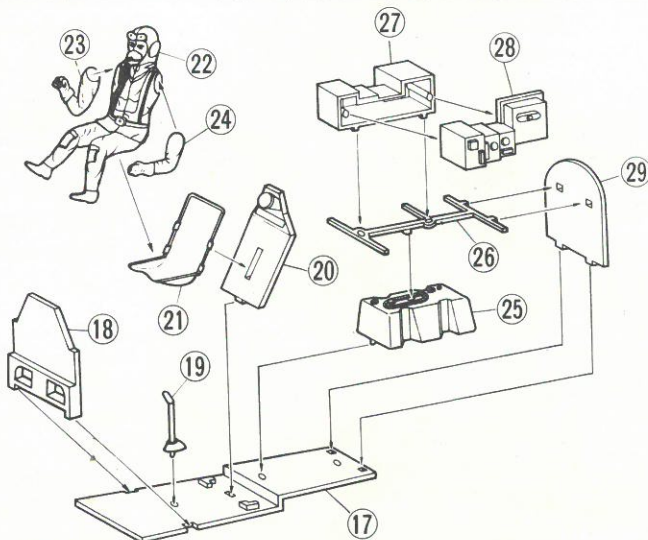
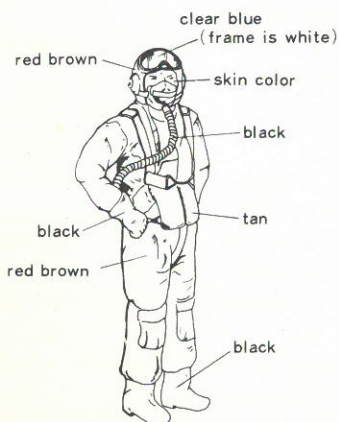
Oil cooler tank at front side of engine (Shown by letter = silver = in the illustration.) is silver.



### 2. COCKPIT ASSEMBLY.

Cement all the parts at the points designated by arrows in the illustration.

Notice: Pilot is cemented last.



Paint for aviation garment.

### 3. ENGINE & COCKPIT SET AND FUSELAGE ASSEMBLY.

Cement previously assembled engine, cockpit and part (34) to the places designated by arrows in the illustration.

Cement also rear wheel gear strut (31) to the fuselage.

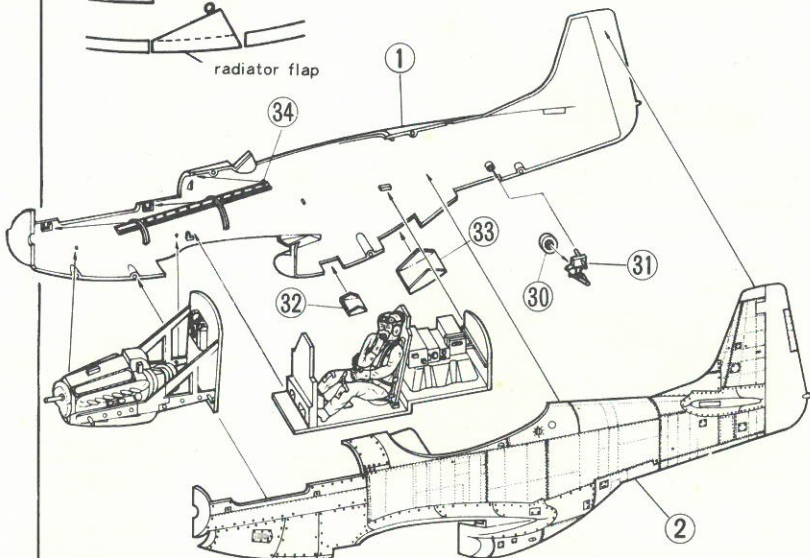
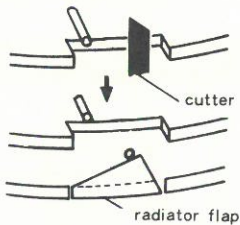
Notice: In this case, the boss of the fuselage is fitted on the center hole of gear strut.

Cement fuselage right half (1) and left half (2) together.

Notice: If you wish to assemble radiator flaps (32,33) in a closed position, you may cut off the front support boss so that the under surface of fuselage is smooth.

(Study reference picture A.)

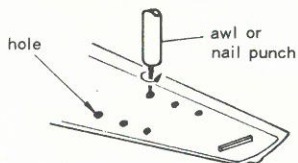
#### Reference Picture A.



#### 4. MAIN WINGS AND HORIZONTAL TAIL PLANE ASSEMBLY.

Assemble engine cover using parts (35, 36, (37, 2 pcs.) and (38, 2 pc.). This cover is not cemented to show the inside of fuselage top. Cement machine guns (41, 3 pcs. each) at the points on both right and left sides of under side of main wing.

Reference Picture B.



Notice: If you wish to assemble radiator flaps (32, 33) in a closed position, you may cut off the front support boss so that the under surface of fuselage comes smooth. (Study reference Picture B.)

#### 5. LANDING GEAR, PROPELLER AND PYLON ASSEMBLY

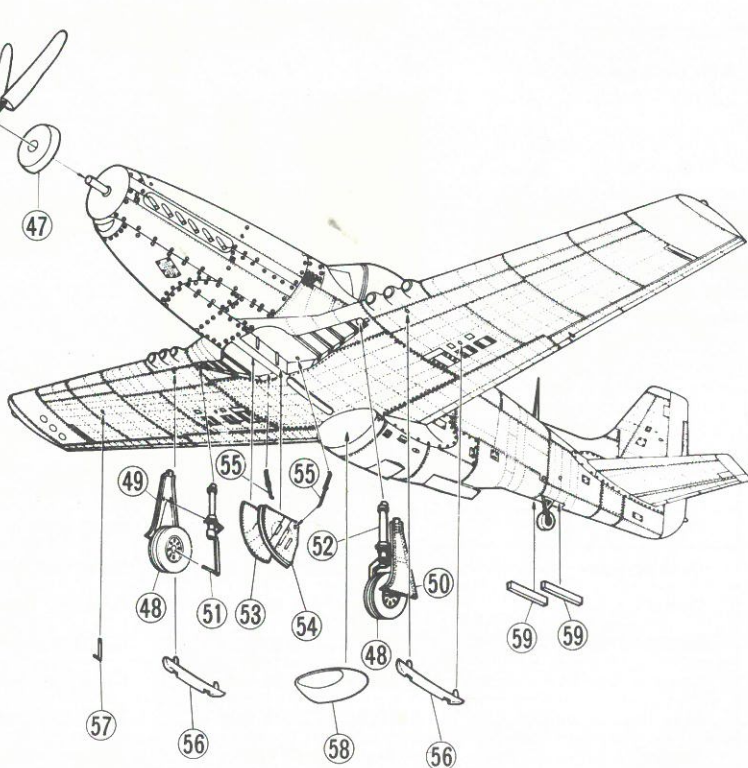
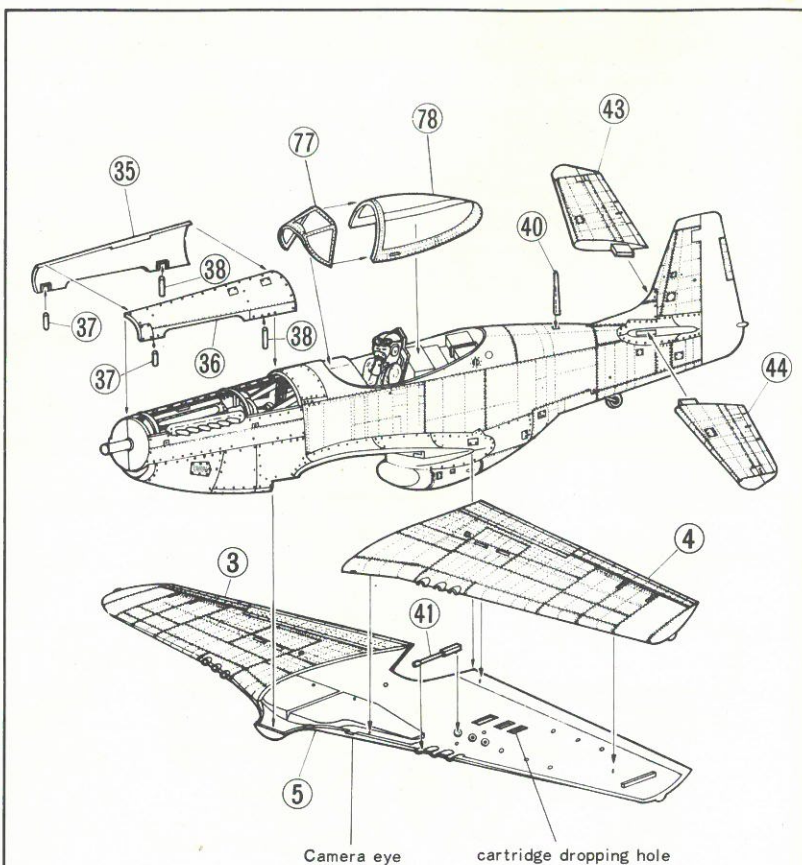
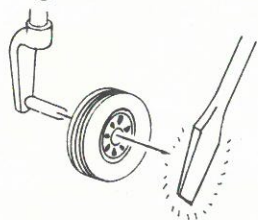
First, assemble left landing strut (52), main wheel (48) and landing gear cover (50) together, then insert and cement landing gear strut into the hole within the landing gear well. Repeat this for right side landing gear (51, 48, 49).

Notice: Insert, but do not cement wheel (48) onto the strut, touch the end of the strut with a heated screw driver to keep wheel on the axle.

Studying the illustrations carefully, assemble the remaining parts at the positions indicated.

Studying the illustrations carefully, assemble the remaining parts at the positions indicated.

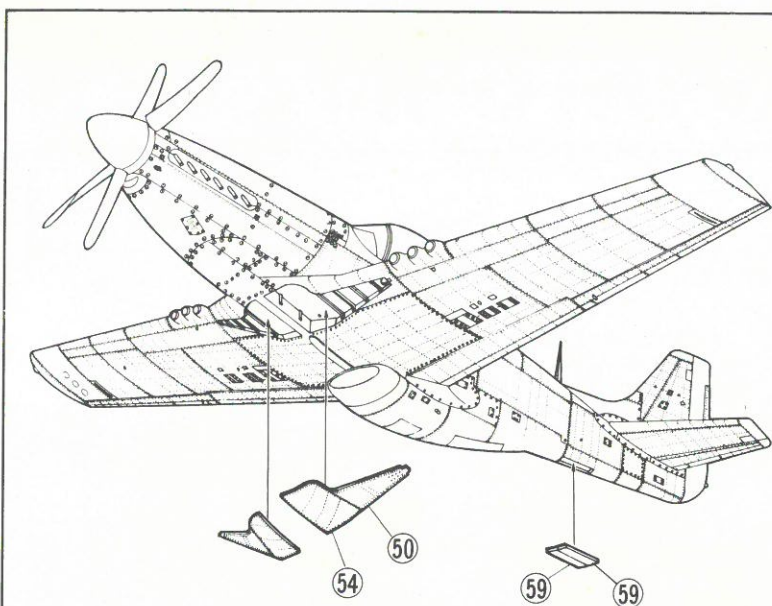
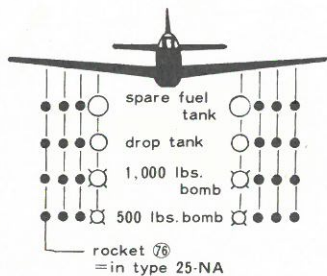
Notice: According to the operations, drop tank (63, 64), spare fuel tank (61, 62) or bomb (65, 66) is armed at the pylon (56).



## 6. IN THE CASE OF "FLYING".

Cement main landing gear cover and its wheel well door and also rear wheel covers (2 pcs.) together, then cement them to the wells respectively as shown in the illustration.

### Arms Variation

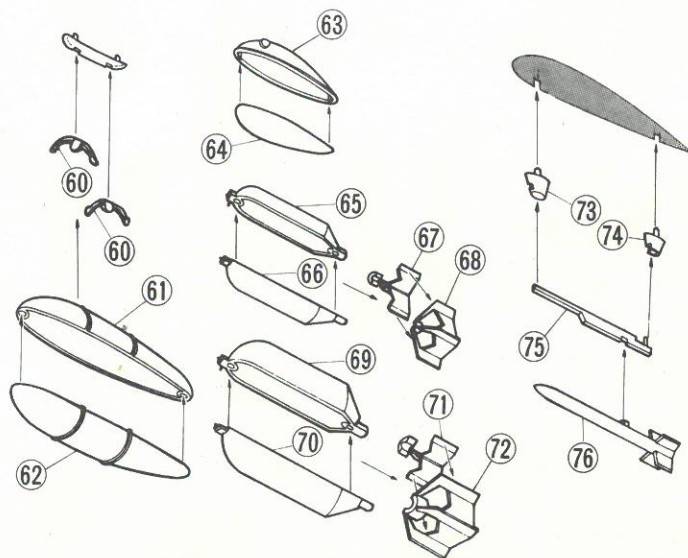


## 7. ARMS ASSEMBLY

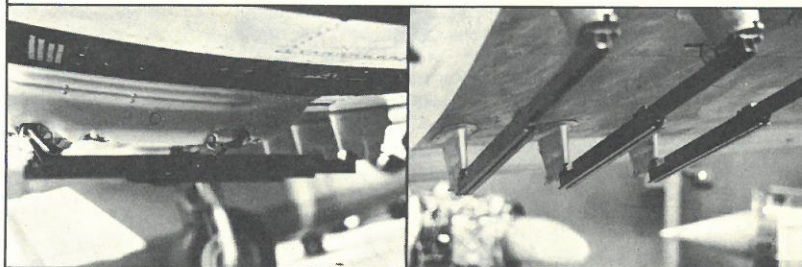
Arms assembly is done according to the illustration and arms variation as shown at step No.6.

Notice: The holes for pylons 73, 74 have been made at step No. 4 previously.

The pylon parts 60 are used for all bombs and tanks. (Study reference picture C.)

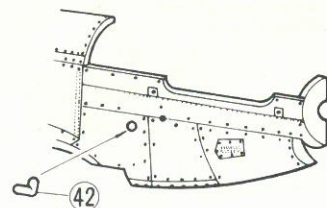
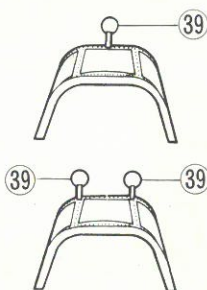


### Reference Picture C.



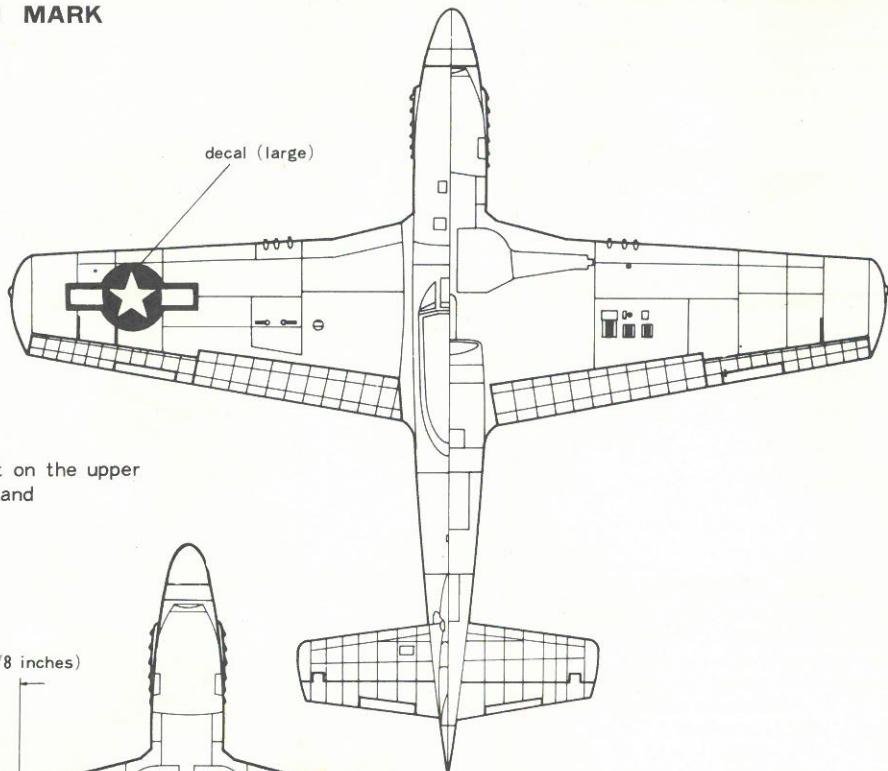
## 8. OPTIONAL PARTS.

There were fighters also equipped with rear mirror or exhaust pipe 42.

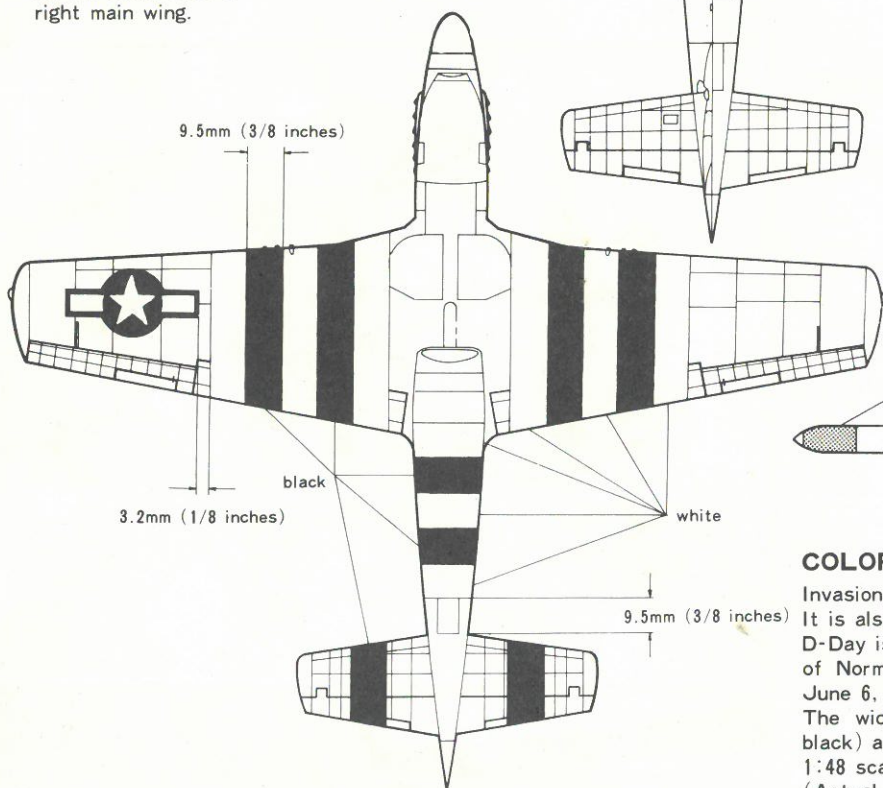


# DECALS AND THEIR POSITIONS

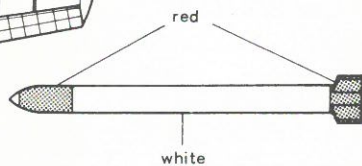
## USAF COMMON MARK



- Nationality mark is put on the upper side of left main wing and on the under side of right main wing.



Reference painting for Rocket



### COLOR GUIDE

Invasion stripe.

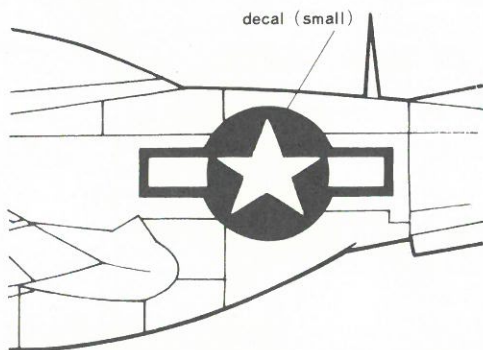
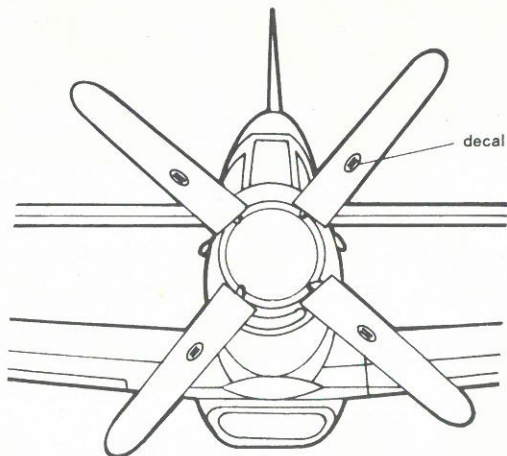
It is also D-Day Mark.

D-Day is the date of the invasion of Normandy and it was set on June 6, 1943.

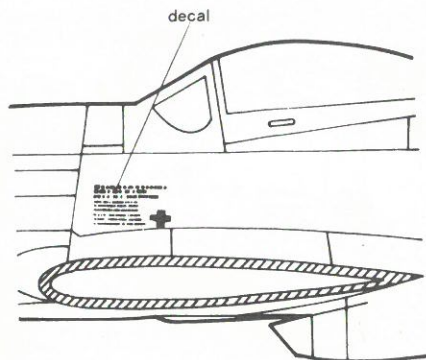
The width of stripes (white & black) are 9.5 mm (3/8") each by 1:48 scale.

(Actual size was 45.7 cm = 1' 5-3/4".

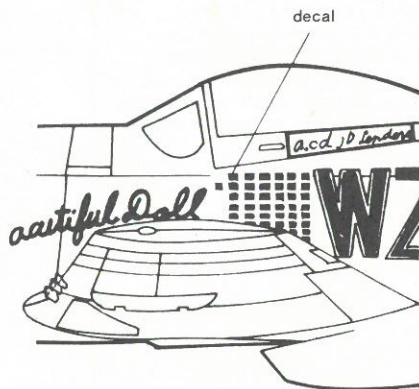
The position or color tone were fairly optional by plane.



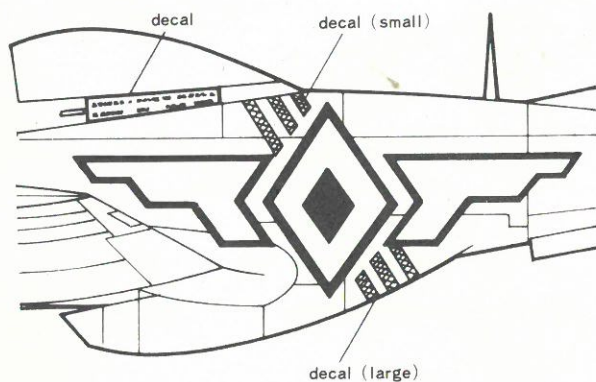
●361st Fighter Group, 375th Fighter Squadron,  
8th Air Force, UK, ETO.



●78th Fighter Group, 83rd Fighter Squadron,  
8th Air Force, UK, ETO.



●Philippine Air Force



Concerning the positions of marks for Israeli, Royal Australian or South African Air Force, study the Reference Drawing on the bottom box.

The Nationality mark for Philippine Air Force is the same one as U.S.A.F.

The way of decaling.

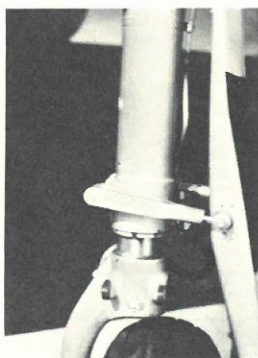
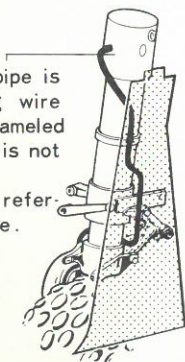
1. Put in water a few second.
2. Face the surface upper-side, then slide off.
3. After putting it in place, press out bubbles with soft cloth or tissue.
4. Do not touch until they are dried.

### HANDICRAFT AT DETAILED PART

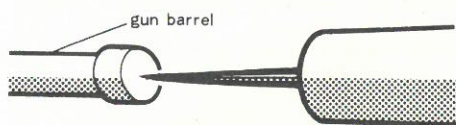
(To assemble realistic)

● Brake-pipe assembly.

The brake-pipe is made using wire such as enameled siren. (wire is not supplied)  
Study this reference picture.



● The way to make muzzle.



The hole is made by heated gimlet or nail punch or awl.

### P51D MUSTANG DATA

Overall length	9.85m (32ft 6in.)	Wing area	21.6m <sup>2</sup> (233.28ft <sup>2</sup> )
Overall span	11.28m (37ft 2in.)	Maximum speed	706km/h at 7,625m
Overall height	4.17m (13ft 9in)	Cruising speed	584km/h (350m/h)
Empty weight	3,235kg (7,120 lbs.)	Landing speed	161km/h (96m/h)
Loaded weight	4,580kg (10,090 lbs.)	Cruising range	1,530km (919miles)
Max. loaded weight	5,260kg (11,580 lbs.)	Max. cruising range	3,686km (2,210miles)
Engine	Packard V-1650-7	Service ceiling	12,770m (42,100feet)
Take-off rating	1,490 HP	Machine gun	12.7mm×6 (0.5in.×6)
Diameter of propeller	3.4m (11ft 4in.)	bomb	500 lbs.bomb or 1,000lbs.bomb

## 1:48 SCALE FAMOUS FIGHTER SERIES OF WORLD WAR II



### **SUPERMARINE SPITFIRE MK.V**

PRE-EMINENT among fighters, the Spitfire ranks alongside the Messerschmitt Me 109, the North American P-51, and the Mitsubishi Zero-Sen as the weapon upon which the defense of their respective nations' forces rested beyond that of any other.

Convertible kits: With Mabuchi Mini-Baby motor. Plenty of decals and color painting guide.



### **GRUMMAN F6F-5 HELLCAT**

As the mainstay of the carrier-based fighter units of the U.S. Navy, the Grumman F6F was the most efficient naval fighter.

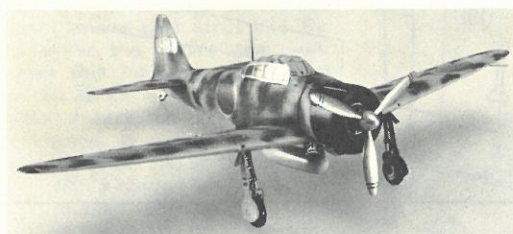
It was tough, maneuverable, well armed, well protected, and could easily be operated from a flight deck.



### **MESSERSCHMITT Bf 109G**

One of the best single-seat monoplane fighters of the first half of World War II.

This "Gustav" was manufactured in largest quantities next to the E-type.



### **SAMURAI MODEL 21**

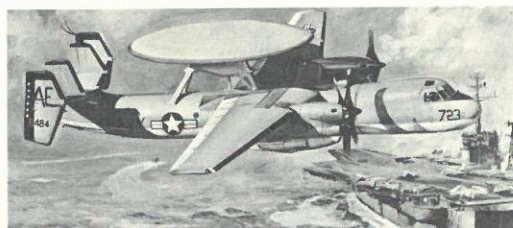
When Japan entered the war with the surprise attack on Pearl Harbor by carrier borne aircraft, on December 7, 1941 (American time), it showed the coming of a new age for Naval Air Force.

The Zero fighter was the first seaplane which overcame the land based armors.

## 1:48 & 1:72 SCALE DYNAMIC AIRCRAFT SERIES



F-4E PHANTOM II



E-2A HAWKEYE

### **1:48 DYNAMIC SCALE SERIES**

F-5A FREEDOM FIGHTER  
T-38A TALON  
FOCKE-WULF Fw190 A-6~A-9  
DASSAULT MIRAGE III C  
FOCKE-WULF Fw190 D-9 "DORA"  
TA-4F SKYHAWK  
A-6A INTRUDER  
F-4E PHANTOM II

### **1:72 SCALE SERIES**

E-2A HAWKEYE  
A-1H SKYRAIDER  
F-8D CRUSADER