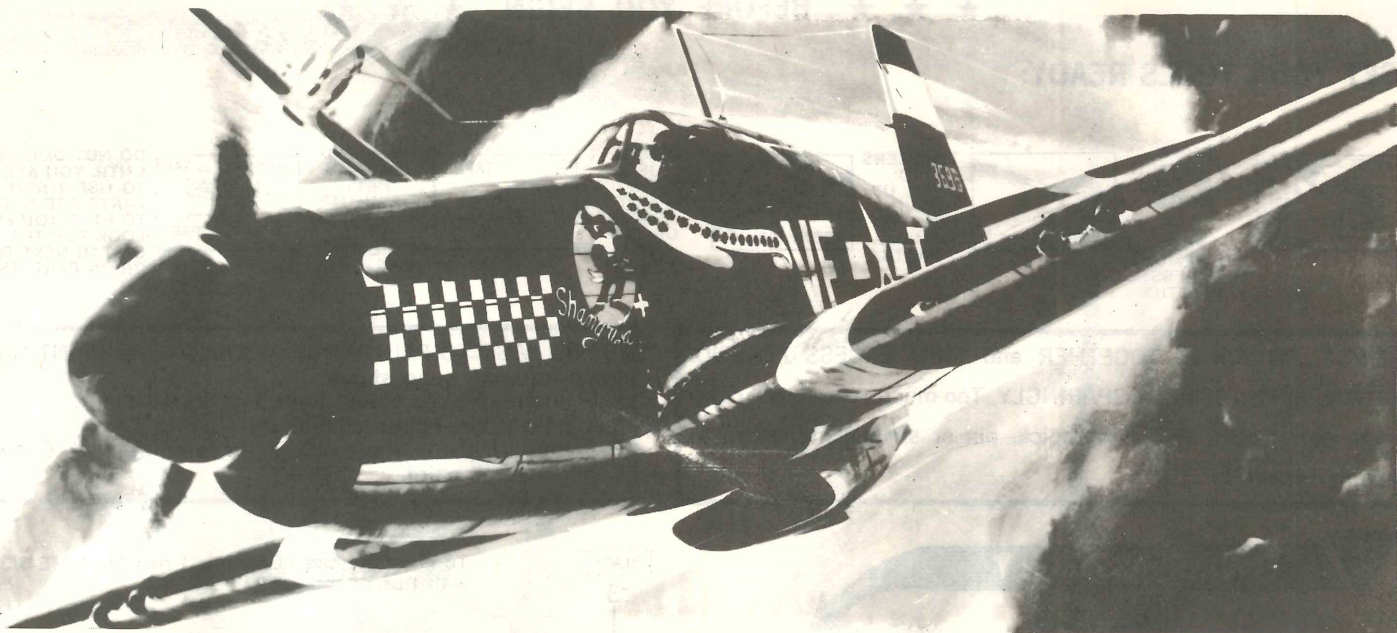


60 PICTAS



MUSTANG North American P-51B



H-295

Printed in England.

RECORD BREAKER

One of the finest of all aircraft to emerge from the Second World War was North American's great **P-51 Mustang**, designed originally for England's Royal Air Force. From the drawing board to the runway in less than four months, the *Mustang* was a record breaker from the very beginning.

When the first model was delivered to the British, they could not believe the performance figures and insisted on rerunning their tests. But the figures were correct, and a thoroughbred was born. Although *Mustang* production increased and the new fighter chalked up victories for the R.A.F., the U.S. Military appeared skeptical as to the *Mustang's* possibilities.

However, other American observers in England could not help but notice the successes of the trim fighter. Their strong recommendations to the U.S. Army that the *Mustang* airframe be combined with the superb British Rolls Royce Merlin engine were accepted and led to the P-51B. And a large American order.

A NEW BREED

With this Merlin engine, the *Mustang* was a new breed of airplane. Faster, and with greater range with external tanks, P-51B's flew their first long-range escort mission on December 13, 1943, for a record distance of 490 miles. At last, allied bombers had fighter protection to and from targets. In March, 1944, the German Luftwaffe was startled to see P-51B's with the B-17's and B-24's over the very heart of Berlin.

Above 20,000 feet, the *Mustang* was far better in performance than any German propeller driven aircraft. To make or

break-off combat was the *Mustang* pilot's choice. With the P-51B, the tide of war had turned; and the sky over Germany became the arena.

Among the most famous fighters in World War II was the *P-51B Mustang* piloted by Captain Don Gentile. Gentile was a member of the 336th Fighter Squadron of the 4th Fighter Group. It was this group that first engaged the Luftwaffe over Berlin that day in March, 1944. The 4th Fighter Group is credited with a combined total of 1,016 kills, an all-time record for American fighter units. Gentile himself is credited with more than 20 of these victories.

ONE-MAN AIR FORCE

Gentile and his wingman, John Godfrey, were considered by General H. H. "Hap" Arnold as the greatest combat team of World War II. When General Eisenhower presented Gentile with one of the many medals he had earned, the general praised him as a "one-man air force."

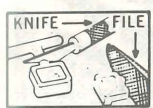
Revell's model of the *North American P-51B Mustang* is a replica of Capt. Gentile's famous plane, "Shangri-La."

We are grateful to the Tallmantz Movieland of the Air for their assistance in developing this model.

North American P-51B Mustang Specifications

Dimensions:	Wingspan 37 ft. Length 32 ft. 3 in.
Powerplant:	One Packard built Rolls Royce Merlin V-1650 twelve-cylinder 1,380 hp liquid cooled engine
Armament:	Four .50 cal. Browning machine guns Two 1,000 lb. bombs on underwing racks
Performance:	Maximum speed - 440 mph
Service Ceiling:	41,800 ft.

GET YOUR TOOLS READY:



KNIFE
TO DETACH
AND TRIM
PARTS

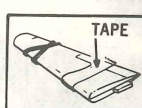
FILE
TO REMOVE
EXCESS
PLASTIC



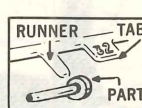
TWEEZERS
TO PICK UP
AND HOLD
SMALL
PARTS



PAINT BRUSH
TOOTH PICK
CEMENT
USE
TOOTH PICK
PAINT
BRUSH
OR **PIN**
TO
APPLY IT



TAPE
TAPE AND
CLOTHES
PINS
TO CLAMP
AND HOLD
PARTS
UNTIL THEY
ARE DRY

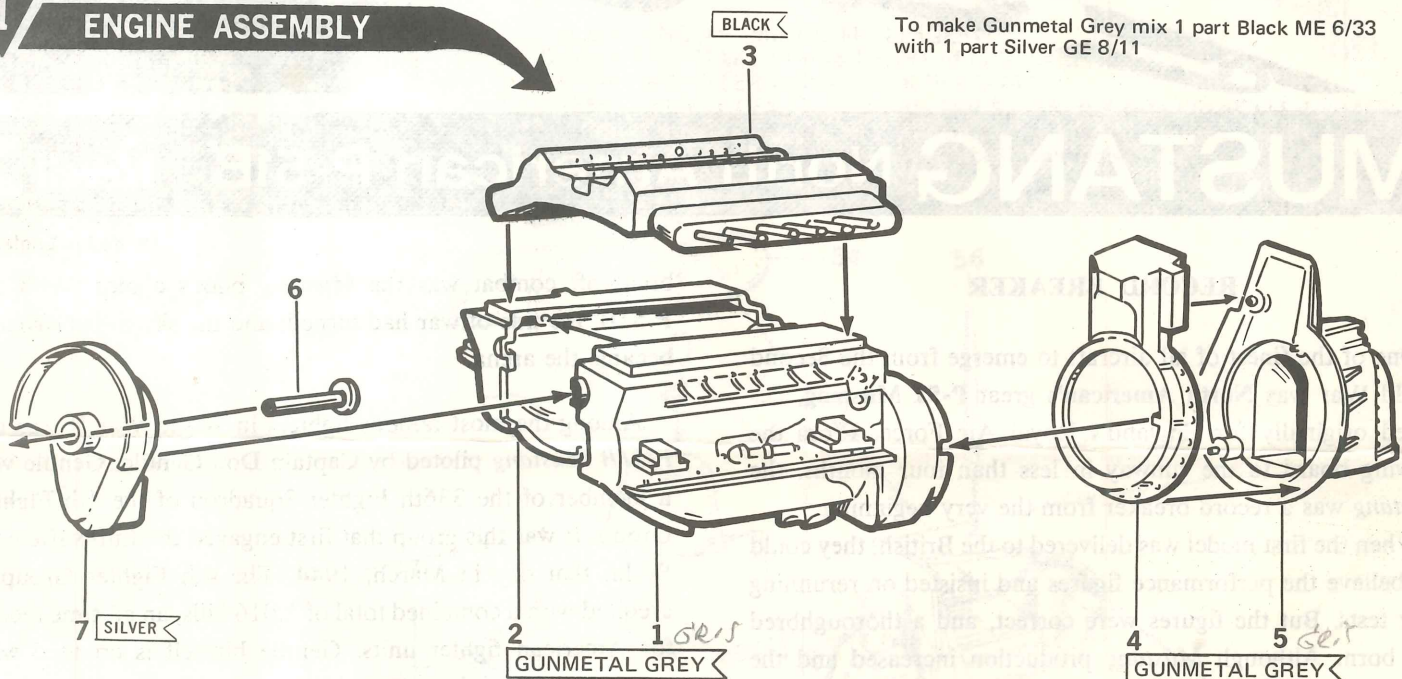


DO NOT DETACH PARTS
UNTIL YOU ARE READY
TO USE THEM!
PARTS ARE NUMBERED
TO HELP YOU FIND THEM
LOOK FOR THE NUMBER
ON TAB NEXT TO PART
OR ON PART ITSELF.

FIRST, FIT PARTS TOGETHER and TRIM EXCESS PLASTIC. THEN, APPLY CEMENT SPARINGLY. Too much cement will damage your model. Use a toothpick, pin or small paint brush to apply cement.

IF YOU WISH TO PAINT YOUR MODEL — See PAINTING on all steps for color suggestions.
 • Paint small parts before detaching from runner.
 • Start with the lighter colors.
 • Scrape off paint where cement is to be applied. Cement will not work on paint.

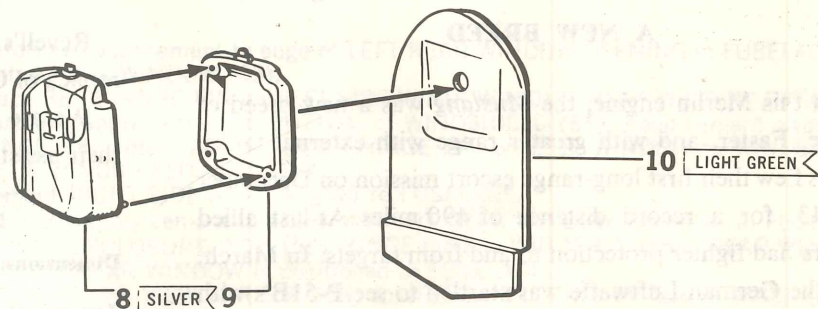
1 ENGINE ASSEMBLY



- 1 ENGINE LEFT SIDE
- 2 ENGINE RIGHT SIDE
- 3 ENGINE TOP SECTION
- 4 SUPERCHARGER FRONT
- 5 SUPERCHARGER REAR
- 6 PROPELLER SHAFT
- 7 HEADER TANK

- 1. Cement ENGINE LEFT SIDE Part (1) to RIGHT SIDE (2).
- 2. Cement ENGINE TOP SECTION (3) to assembled sides.
- 3. Cement FRONT (4) and REAR (5) SUPERCHARGER HOUSINGS together and then cement to REAR of ENGINE.
- 4. SLIDE, (DO NOT CEMENT) PROPELLER SHAFT (6) through HEADER TANK (7). Carefully cement CASE to FRONT of ENGINE.

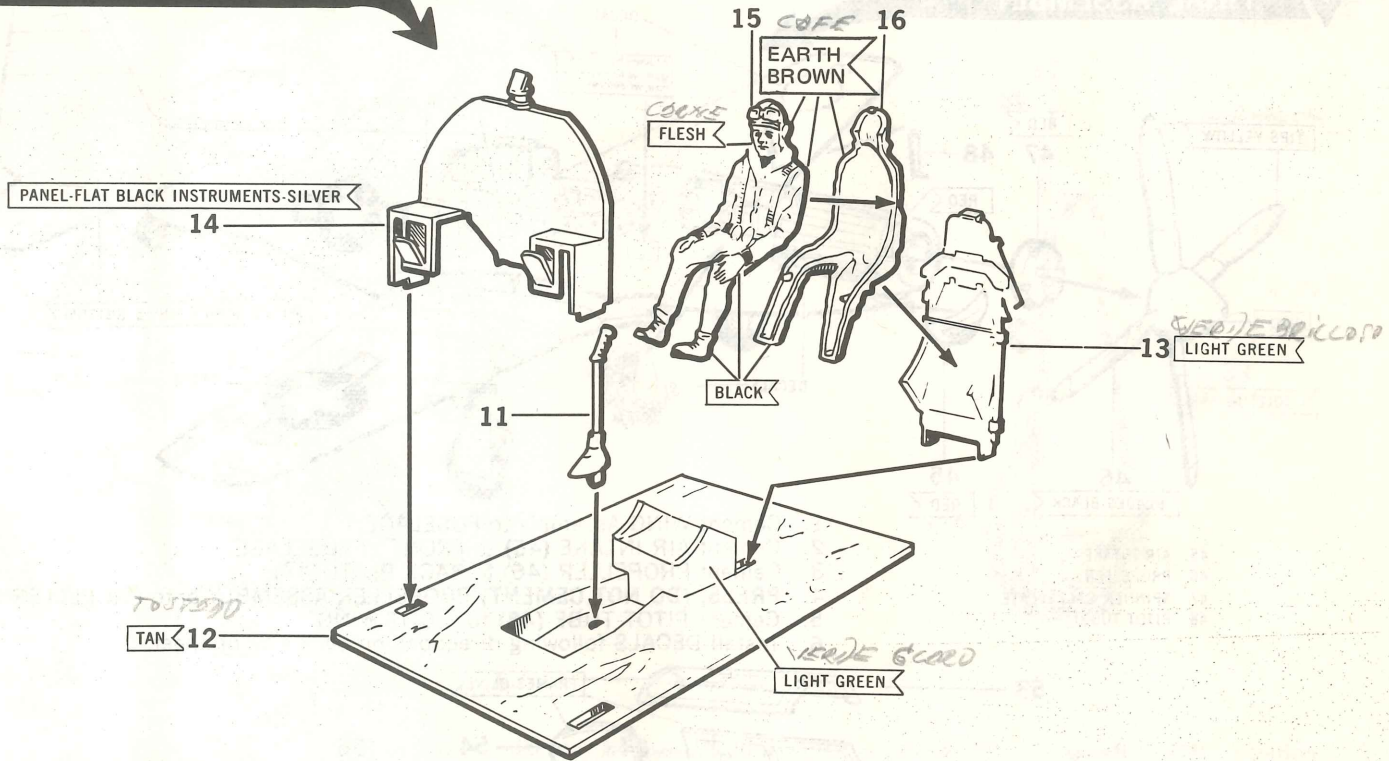
2 FIREWALL ASSEMBLY



- 8 COOLANT TANK FRONT
- 9 COOLANT TANK REAR
- 10 FIREWALL

- 1. Cement COOLANT TANK FRONT (8) to TANK REAR (9).
- 2. Cement COOLANT TANK to FIREWALL (10).

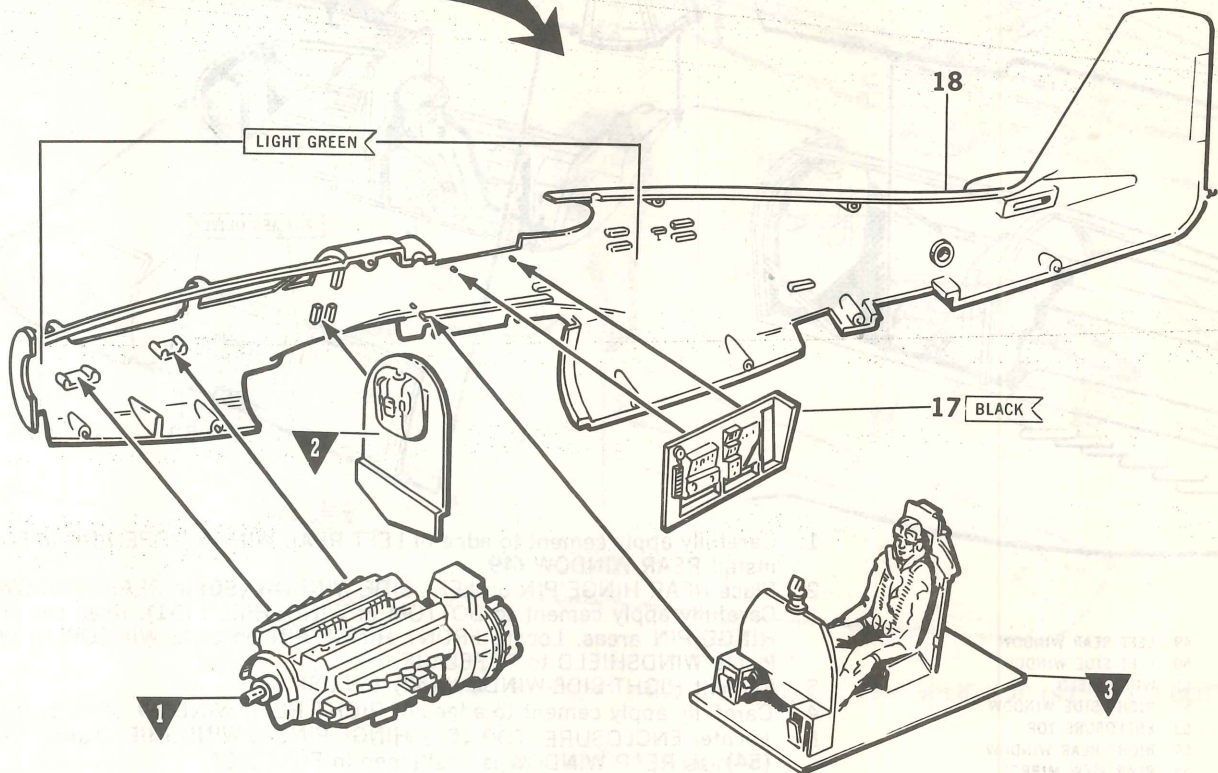
3 COCKPIT ASSEMBLY



- 11 CONTROL STICK
- 12 COCKPIT FLOOR
- 13 PILOT SEAT BACK
- 14 INSTRUMENT PANEL
- 15 PILOT FRONT
- 16 PILOT BACK

1. Cement CONTROL STICK (11) to COCKPIT FLOOR (12).
2. Cement PILOT SEAT BACK (13) to FLOOR.
3. Cement INSTRUMENT PANEL (14) to FLOOR.
4. Cement FRONT of PILOT (15) to BACK HALF (16). Cement PILOT to SEAT.

4 FUSELAGE INSTALLATIONS

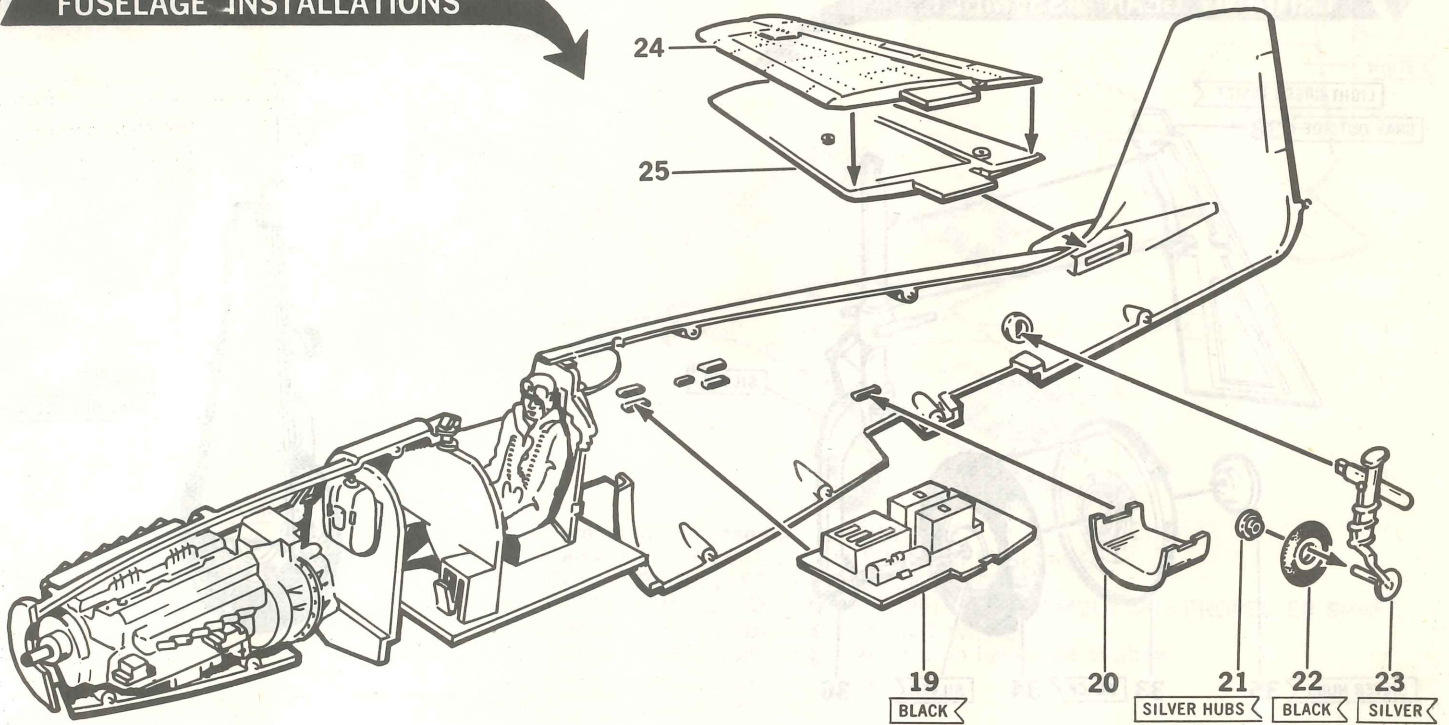


- 17 COCKPIT RIGHT SIDE
- 18 FUSELAGE RIGHT SIDE

1. Cement COCKPIT RIGHT SIDE PANEL (17) to RIGHT SIDE of FUSELAGE (18).
2. Cement COCKPIT ASSEMBLY STEP 3 to FUSELAGE (18).
3. Cement FIREWALL STEP 2 to FUSELAGE.
4. Cement ENGINE STEP 1 to FUSELAGE.

5

FUSELAGE INSTALLATIONS

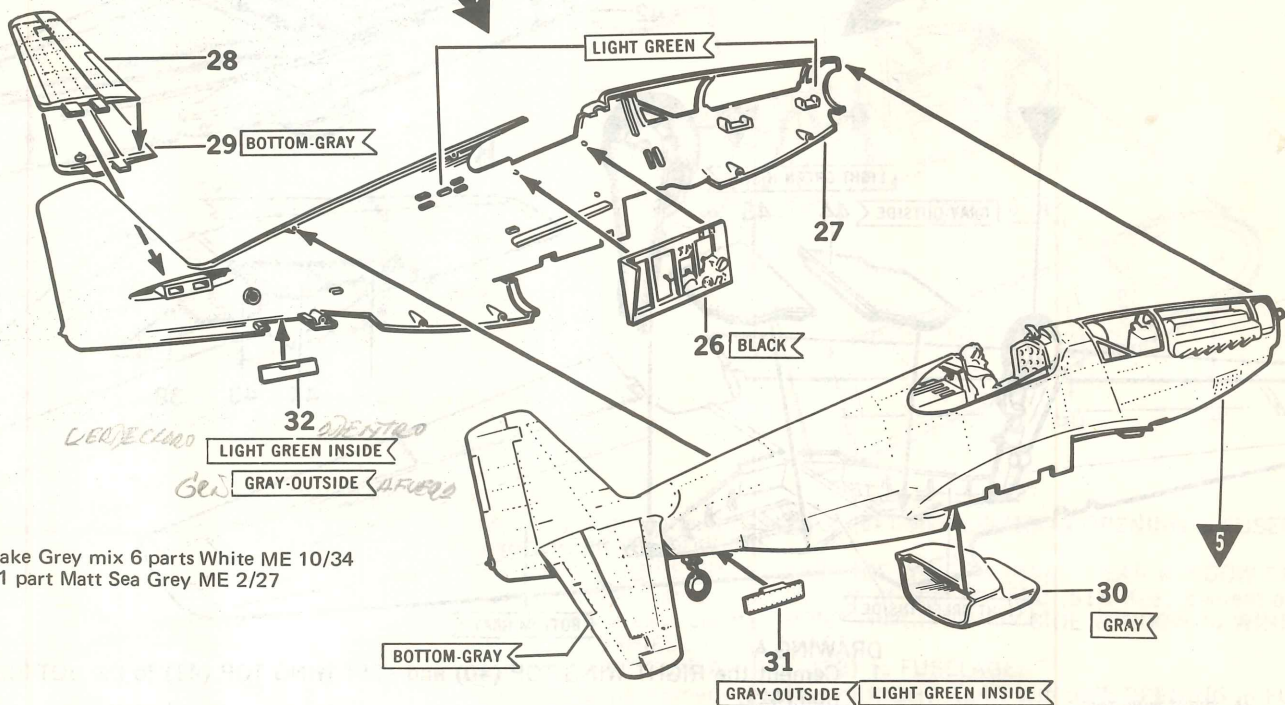


- 19 RADIO SHELF
- 20 RADIATOR OUTLET
- 21 TAILWHEEL HUB
- 22 TAILWHEEL
- 23 TAILWHEEL STRUT
- 24 RIGHT STABILIZER TOP
- 25 RIGHT STABILIZER BOTTOM

1. Cement RADIO SHELF (19) to FUSELAGE.
2. Cement RADIATOR OUTLET (20) to FUSELAGE.
3. PLACE, (DO NOT CEMENT) TAIL WHEEL HUB (21) in TAIL WHEEL (22). Press HUB on TAILWHEEL STRUT (23).
4. Cement TAILWHEEL STRUT to FUSELAGE.
5. Cement RIGHT HORIZONTAL STABILIZER TOP (24) to BOTTOM (25). Cement STABILIZER to FUSELAGE.

6

FUSELAGE ASSEMBLY

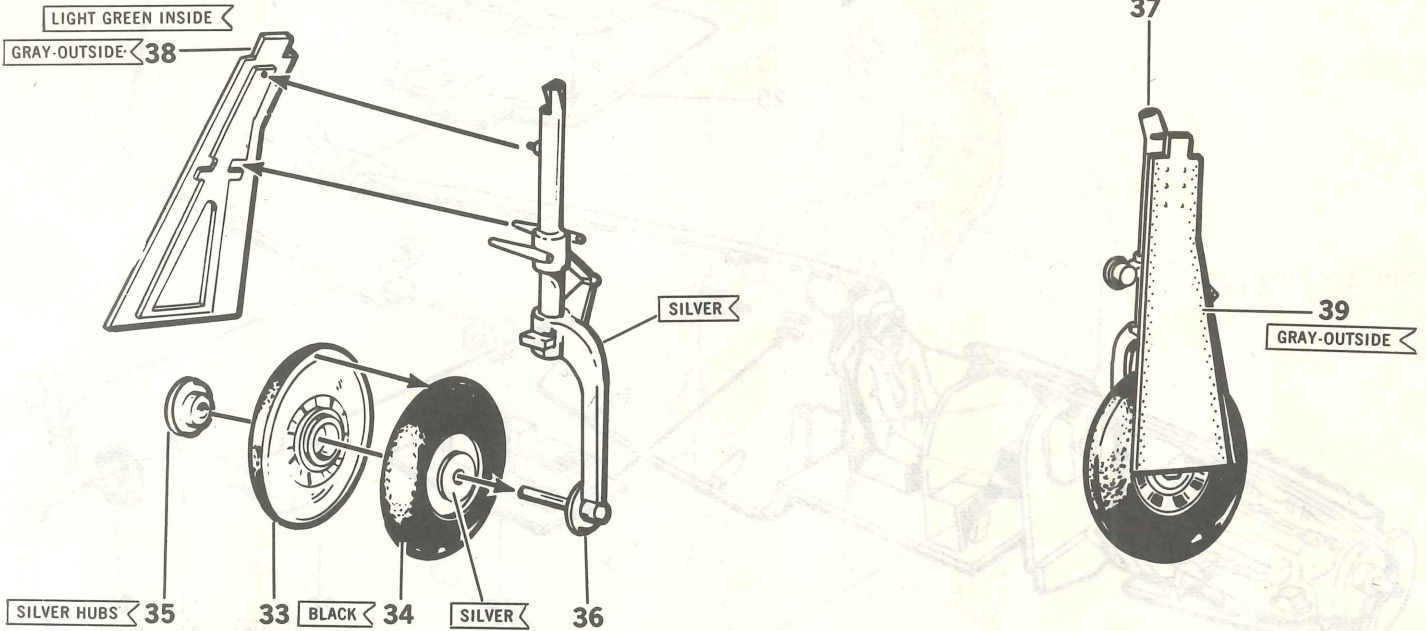


To make Grey mix 6 parts White ME 10/34
with 1 part Matt Sea Grey ME 2/27

- 26 COCKPIT LEFT SIDE
- 27 FUSELAGE LEFT SIDE
- 28 LEFT STABILIZER TOP
- 29 LEFT STABILIZER BOTTOM
- 30 RADIATOR INTAKE DUCT
- 31 TAILWHEEL DOOR RIGHT
- 32 TAILWHEEL DOOR LEFT

1. Cement COCKPIT LEFT SIDE PANEL (26) to LEFT FUSELAGE HALF (27).
2. Carefully fit LEFT and RIGHT HALVES of FUSELAGE together making sure all parts locate properly and then cement together.
3. Cement LEFT HORIZONTAL STABILIZER TOP (28) to BOTTOM (29). Cement STABILIZER to FUSELAGE.
4. Cement RADIATOR INTAKE DUCT (30) to BOTTOM of FUSELAGE.
5. Cement TAIL WHEEL DOORS RIGHT (31) and LEFT (32) to FUSELAGE.

7 LANDING GEAR ASSEMBLY

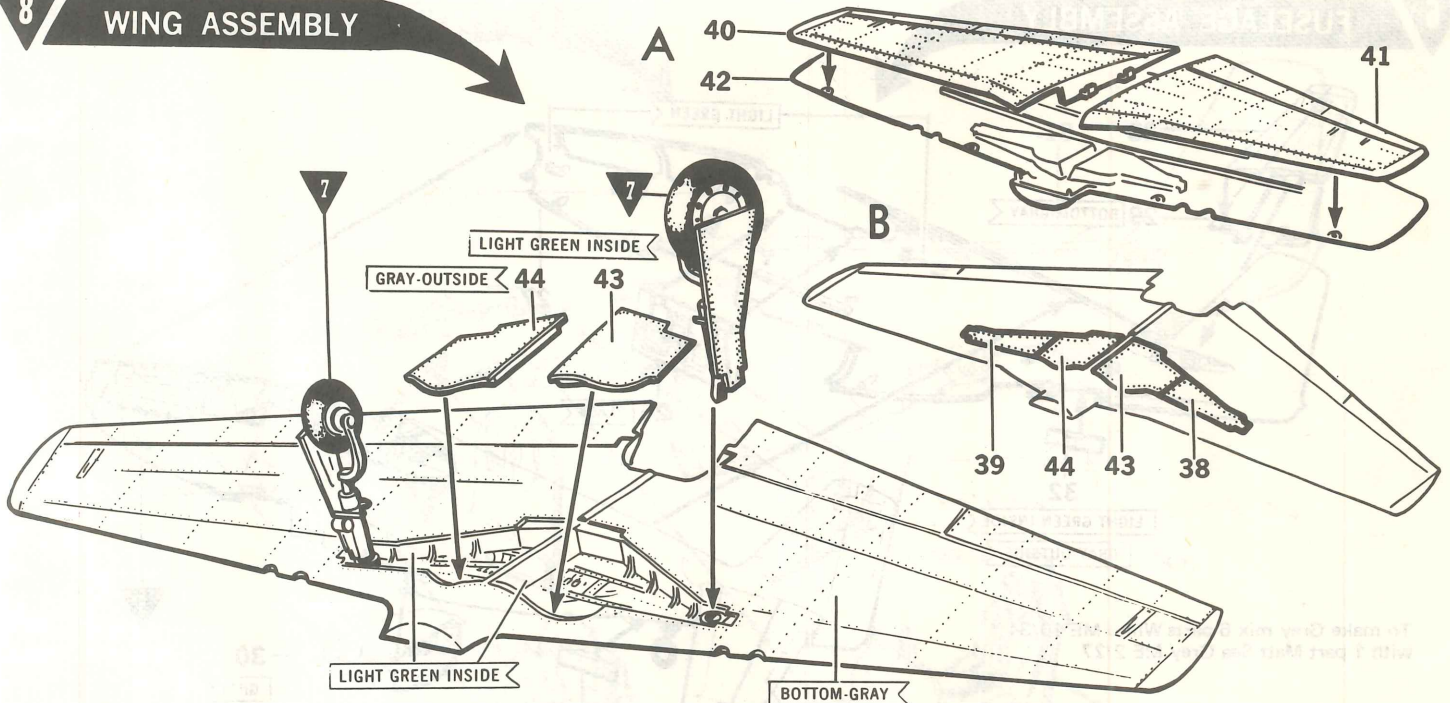


- 33 MAIN WHEEL OUTSIDE HALF (2 Parts)
- 34 MAIN WHEEL INSIDE HALF (2 Parts)
- 35 WHEEL HUB (2 Parts)
- 36 MAIN GEAR STRUT RIGHT
- 37 MAIN GEAR STRUT LEFT
- 38 RIGHT STRUT DOOR
- 39 LEFT STRUT DOOR

Your model may be assembled in either a "GEAR UP" or "GEAR DOWN" position. If you choose to build your model with the Landing Gear in Up position skip this step and proceed to Step 8.

1. Cement the two MAIN WHEEL OUTSIDE HALVES (33) to the INSIDE HALVES (34).
2. PLACE, (DO NOT CEMENT) a WHEEL HUB (35) in each WHEEL from the OUTSIDE.
3. Press one WHEEL Assembly onto a MAIN GEAR STRUT RIGHT (36) and LEFT (37).
4. Cement the RIGHT STRUT DOOR (38) to the RIGHT GEAR STRUT and LEFT STRUT DOOR (39) to the LEFT GEAR STRUT.

8 WING ASSEMBLY



- 40 RIGHT WING TOP
- 41 LEFT WING TOP
- 42 WING BOTTOM
- 38 RIGHT STRUT DOOR
- 39 LEFT STRUT DOOR
- 43 RIGHT WHEEL DOOR
- 44 LEFT WHEEL DOOR

DRAWING A

1. Cement the RIGHT WING TOP (40) and LEFT WING TOP (41) to the BOTTOM Section (42).

DRAWING B

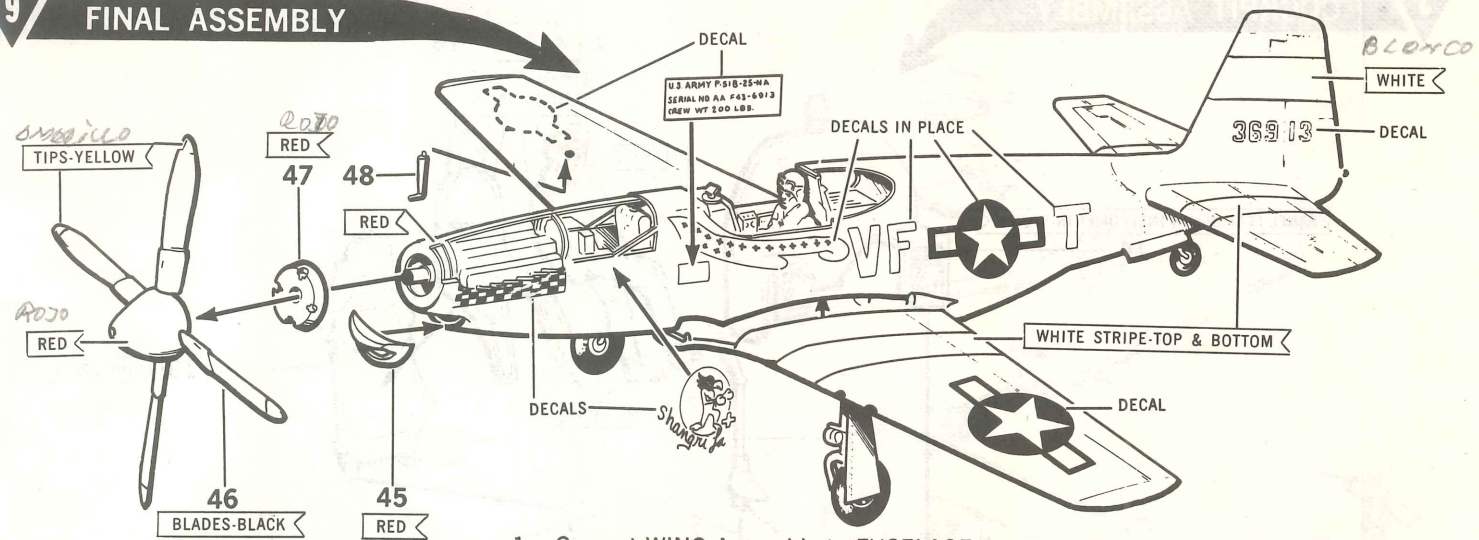
FOR GEAR UP INSTALLATION

1. Cement the RIGHT (38) and LEFT (39) STRUT DOORS in GEAR RECESS.
2. Cement RIGHT (43) and LEFT (44) WHEEL DOORS in GEAR RECESS.

FOR GEAR DOWN INSTALLATION

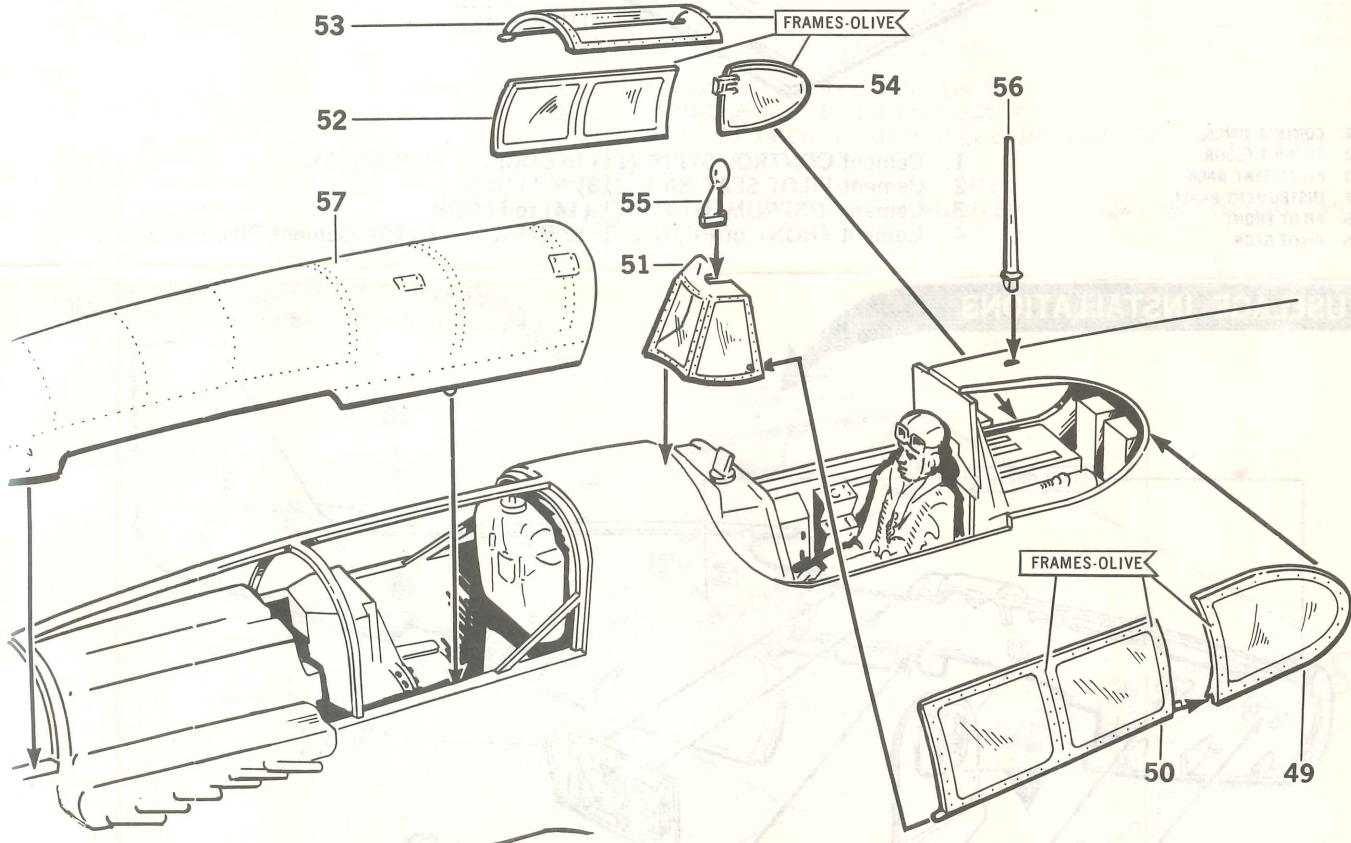
1. Cement RIGHT and LEFT GEAR Assemblies from STEP 7 to WING.
2. Cement WHEEL DOORS RIGHT (43) and LEFT (44) to GEAR RECESS in a CLOSED POSITION.

9 FINAL ASSEMBLY



- 45 AIR INTAKE
- 46 PROPELLER
- 47 SPINNER BACK PLATE
- 48 PITOT TUBE

1. Cement WING Assembly to FUSELAGE.
2. Cement AIR INTAKE (45) to FRONT of FUSELAGE.
3. Cement PROPELLER (46) to BACK PLATE (47).
4. **PRESS, (DO NOT CEMENT)** PROPELLER ASSEMBLY onto PROPELLER SHAFT.
5. Cement PITOT TUBE (48) to RIGHT WING.
6. Install DECALS following directions on back side of sheet.



- 49 LEFT REAR WINDOW
- 50 LEFT SIDE WINDOW
- 51 WINDSHIELD
- 52 RIGHT SIDE WINDOW
- 53 ENCLOSURE TOP
- 54 RIGHT REAR WINDOW
- 55 REAR VIEW MIRROR
- 56 ANTENNA
- 57 ENGINE COWLING

1. Carefully apply cement to edge of LEFT REAR WINDOW OPENING in FUSELAGE and install REAR WINDOW (49).
2. Place REAR HINGE PIN on LEFT SIDE WINDOW (50) in REAR WINDOW RETAINER. Carefully apply cement to BOTTOM of WINDSHIELD (51). Keep cement away from HINGE PIN areas. Locate FRONT HINGE PIN on SIDE WINDOW to WINDSHIELD, locate WINDSHIELD to FUSELAGE.
3. Cement RIGHT SIDE WINDOW (52) to FUSELAGE.
4. Carefully apply cement to edges of RIGHT REAR WINDOW OPENING in FUSELAGE.
5. Locate ENCLOSURE TOP (53) HINGE PINS to WINDSHIELD and REAR WINDOW (54) as REAR WINDOW is positioned in FUSELAGE.
6. Cement REAR VIEW MIRROR (55) to WINDSHIELD and ANTENNA MAST (56) to FUSELAGE.
7. **SNAP, (DO NOT CEMENT)** ENGINE COWLING (57) to FUSELAGE. It may be removed to display ENGINE.