

This highly detailed replica has been extensively researched and represents the state-of-the-art in kit manufacture. In order to increase your enjoyment of the building process, we have provided instructions that are both instructive and informative. Consulting any of the many Mustang reference works will enable the builder to enhance their efforts. Now, follow along and you'll discover the workings of one of aviation's most famous aircraft.

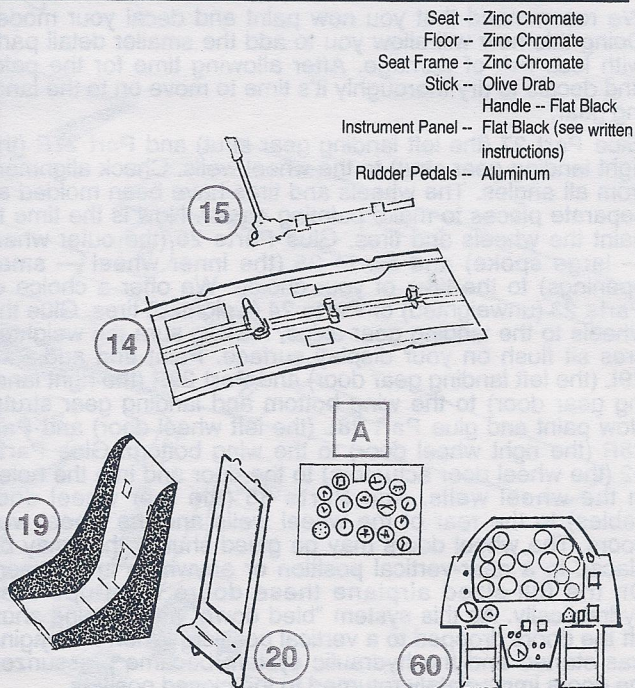
This instruction sheet has been sequenced to help you assemble this airplane in a simple and straight-forward manner. You may wish to vary the construction and painting sequence slightly to suit your building methods, but our experience has shown the recommended sequence to work best. It also allows for small fragile parts to be added last to prevent breakage during assembly. Accurate Miniatures welcomes your comments and suggestions to make future releases even more fun. Accurate listens!

RECOMMENDED PAINTS

To help you paint your A-36 we've included a list of recommended colors. These colors are cross referenced to the Federal Standard (FS) numbers where possible. Many model paint companies match their products to this system, and the modeler may also choose to match their favorite paint to these numbers. Your local hobby shop retailer can be of assistance in helping you select the proper paint for this kit, or you may consult the listing of paints on the painting guide.

Flat Black	FS37038	Insignia Yellow	FS33538
Flat White	FS37875	Gloss Red	FS11136
Aluminum	FS17178	Gloss Green	FS14187
Olive Drab	FS34087	Gloss Orange	FS12197
Neutral Grey	FS36270	Gunmetal	No Match
Zinc Chromate	FS34227	Burnt Metal	No Match

Start the assembly with the cockpit area. Pre-paint as much as possible as there are many small parts that will be hard to get to later. Glue Part 15 (the control stick) to Part 14 (the cockpit floor). Glue Part 19 (the pilot's seat) to Part 20 (the seat frame). Set aside for later installation. Next, do the instrument panel. This piece is a little different from panels you've seen before. You have a choice as to how you finish it. We have attempted to give you the most realistic panel possible. Start by painting the front of Part 60 (the instrument panel) as indicated in the painting instructions. Do not paint the instrument "glass" areas. Allow paint to dry. Now apply the instrument panel decal (A) to the back of the painted panel. Carefully align the decal until the dials show through the "glass" areas. This piece may also be painted completely and the instrument dials highlighted with silver paint. The option is yours. Put aside for later installation.



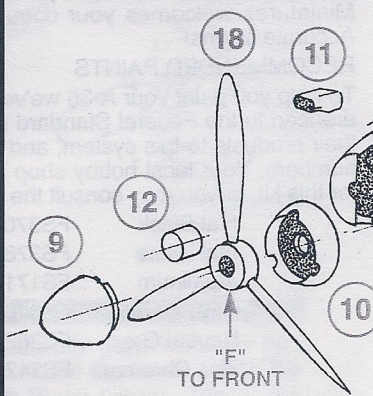
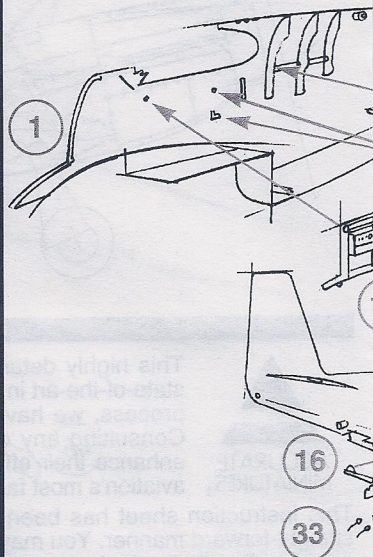
Now assemble the fuselage. Start by painting the interior of Parts 1 and 2 (the left and right fuselage halves). Paint and install Part 17 (the right console). Glue Part 30 (the batteries) and Part 31 (the radio) to the right fuselage half. Place the radio against the bottom of the horizontal stringer and against the back of the forward vertical former. Carefully align and try to keep these parts level. Glue the cockpit floor to the bottom of Part 17. Keep the floor level in the fuselage. Glue Part 16 (the left console) to the left fuselage half. Add Parts 33 (the bomb release and landing gear levers) to Part 16 in the locating holes. Glue the assembled instrument panel to the right fuselage half. The face of the panel rests against the forward edge of the right side console and the rudder pedals rest on the cockpit floor. Check alignment of all parts. Now glue Part 32 (the radiator exhaust door) to the right fuselage half. The long side glues to the bottom of the locating shelf. Keep level. Paint and glue Part 22 (the tail wheel) to the right fuselage half. Now, after a final check of alignment, glue the fuselage halves together. Next, carefully glue Part 13 (the roll-over frame) to the two locating tabs on the left and right side consoles and the forward edge of the top of the fuselage halves. The seat assembly may now be added. Locate the seat frame to the two 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.

Now it's time to glue Part 7 (the wing bottom) to the fuselage. If you are going to use the bombs you will need to open the four (4) holes in the wing bottom. Part 5 (the top left wing) and Part 6 (the top right wing) are now glued to the wing bottom. Apply slight pressure to all part seams to insure a tight fit. ACCURATE MINIATURES has molded the dive brakes on the A-36 in the closed position. This reflects the actual position on most in-service aircraft. The dive brakes were found to disturb the balance of the aircraft when deployed and their use was discontinued. In many cases they were actually wired shut in the field. Glue Part 41 (the radiator scoop) to the wing bottom and to the fuselage. Now add Part 40L and Part 40R (the left and right bomb racks) to the holes in the wing bottom. Glue Part 3 (the left horizontal stabilizer) and Part 4 (the right horizontal stabilizer) to the fuselage. Keep these parts horizontal and level to the fuselage. Glue Part 48 (the left nose half) and Part 49 (the right nose half) together. Add Part 11 (the carburetor intake) to the nose halves. Glue the nose assembly to the completed fuselage. Painting the prop and spinner and adding it to the nose at this time is optional. You may wish to carry out this step after painting the entire airplane to make painting and assembly easier. Assemble the propeller as follows: place Part 10 (the spinner back) on the propeller shaft. Add Part 18 (the propeller). Do not glue these pieces. Carefully glue Part 12 (the propeller retainer) to the propeller shaft. Don't get glue on the prop or it won't spin. You may now glue Part 9 (the spinner) to the spinner back.

We recommend that you now paint and decal your model. Doing this now will allow you to add the smaller detail parts with less risk of damage. After allowing time for the paint and decals to dry thoroughly it's time to move on to the landing gear.

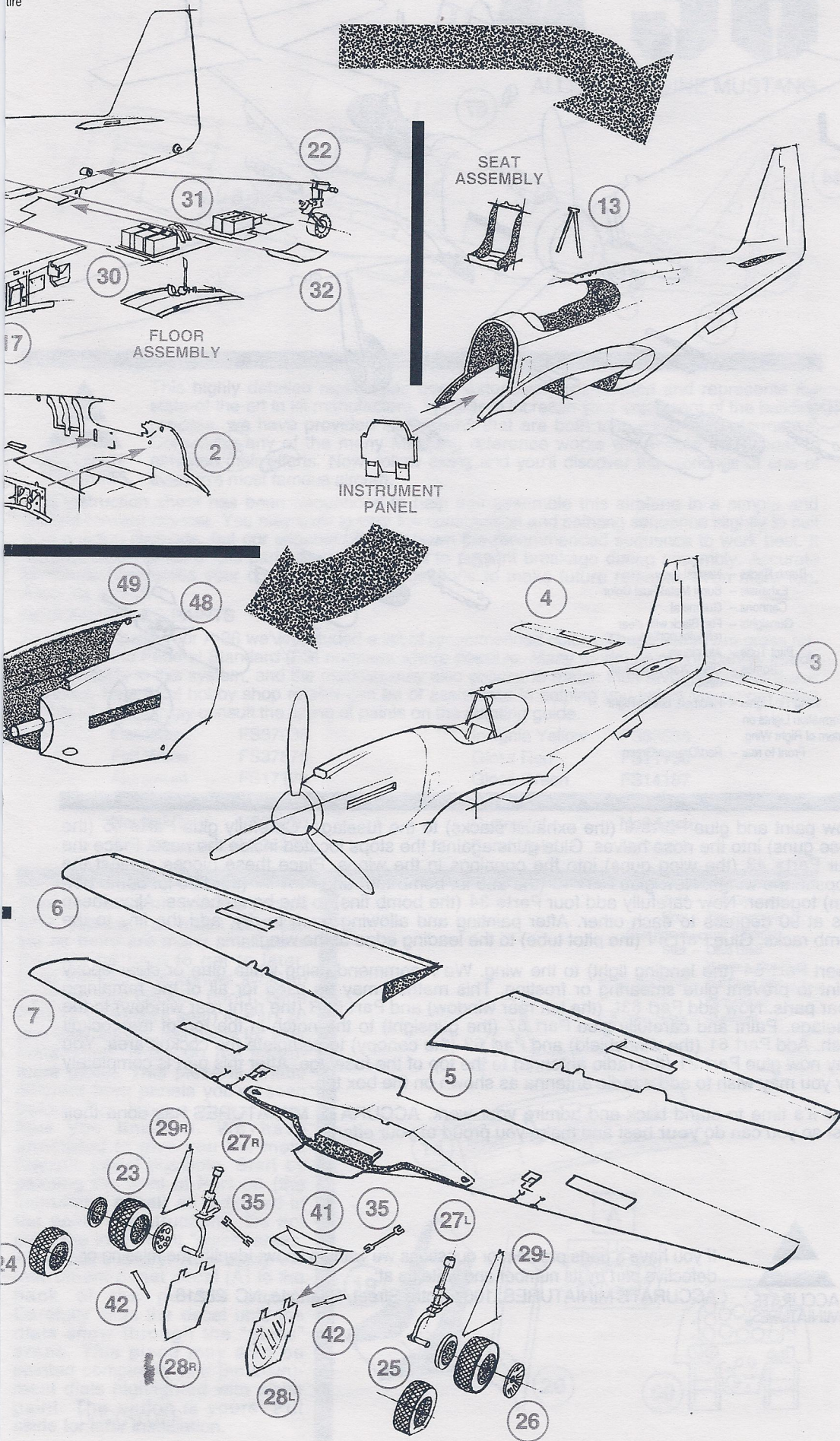
Glue Part 27 (the left landing gear strut) and Part 27R (the right landing gear strut) to the wheel wells. Check alignment from all angles. The wheels and tires have been molded as separate pieces to make painting easier. Now is the time to paint the wheels and tires. Glue Parts 26 (the outer wheel — large spoke) and Parts 25 (the inner wheel — small openings) to the tires of your choice. We offer a choice of Parts 23 (unweighted) or Parts 24 (weighted) tires. Glue the wheels to the landing gear axles, making sure the weighted tires sit flush on your display surface. Paint and add Part 29L (the left landing gear door) and Part 29R (the right landing gear door) to the wing bottom and landing gear struts. Now paint and glue Part 28L (the left wheel door) and Part 28R (the right wheel door) to the wing bottom. Glue Parts 42 (the wheel door actuators) to the door and into the holes in the wheel wells. Add Parts 35 (the rear wheel door cables) to the rear of the wheel wells and the wheel well doors. The wheel doors may be glued shut or they may be placed in a near-vertical position or anywhere in between. On the full-sized airplane these doors were operated hydraulically. As this system "bled down" after engine shut-off the doors dropped to a vertical position. When the engine was started and the hydraulic system became pressurized the doors immediately returned to the closed position.

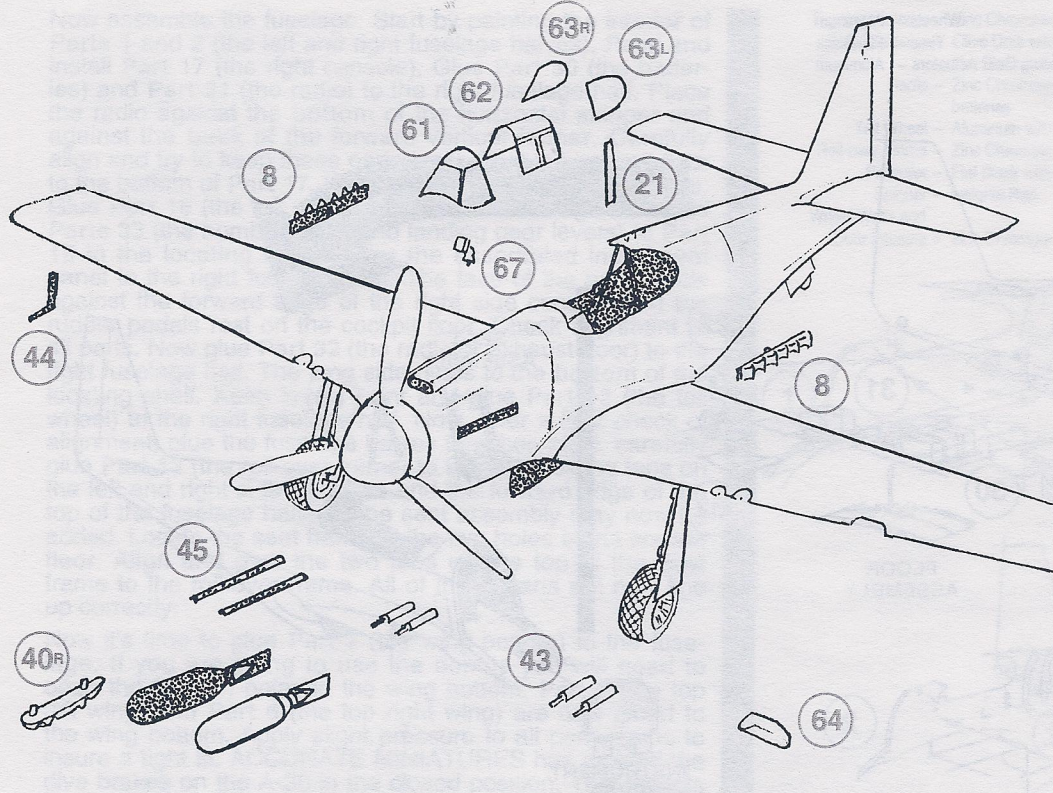
- Fuselage Interior -- Zinc Chromate
- Side Consoles -- Olive Drab with Aluminum Flat Black details
- Radio -- Zinc Chromate with Flat Black batteries
- Tail Wheel -- Aluminum with Flat Black
- Roll-over Frame -- Zinc Chromate
- Propeller -- Flat Black with Yellow tips
- Spinner -- Insignia Red
- Wheel Wells and Door Interiors -- Zinc Chromate



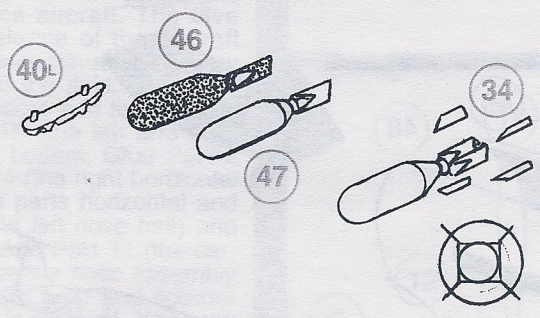
and
black
tire

Wheels -- Aluminum
Tires -- Flat Black
Landing Gear Actuators -- Aluminum





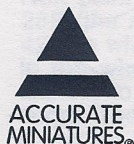
- Bomb Racks -- Neutral Grey
- Exhausts -- Burnt Metal/Rust Color
- Cannons -- Gunmetal
- Gunsights -- Flat Black with clear reflector portion
- Pitot Tube -- Aluminum
- Bombs -- Olive Drab with Silver nose fuse
- Wing Tip Lights -- Red/Left, Green/Right
- Formation Lights on Bottom of Right Wing, Front to rear -- Red/Orange/Green



Now paint and glue **Parts 8** (the exhaust stacks) to the fuselage. Carefully glue **Parts 45** (the nose guns) into the nose halves. Glue guns against the stops located inside the nose. Place the four **Parts 43** (the wing guns) into the openings in the wings. Place these pieces against the stops in the wings. Now glue **Part 46** (the 250 lb. bomb top) and **Part 47** (the 250 lb. bomb bottom) together. Now carefully add four **Parts 34** (the bomb fins) to the bomb halves. Align these fins at 90 degrees to each other. After painting and allowing them to dry, add the fins to the bomb racks. Glue **Part 44** (the pitot tube) to the leading edge of the wing.

Insert **Part 64** (the landing light) to the wing. We recommend using white glue or clear epoxy paint to prevent glue smearing or frosting. This method may be used for all of the remaining clear parts. Now add **Part 63L** (the left rear window) and **Part 63R** (the right rear window) to the fuselage. Paint and carefully glue **Part 67** (the gunsight) to the notch in the top of the cockpit dash. Add **Part 61** (the windshield) and **Part 62** (the canopy) to complete the cockpit area. You may now glue **Part 21** (the radio antenna) to the top of the fuselage. After this part is completely dry you may wish to add a radio antenna as shown on the box top.

Now it's time to stand back and admire your work. ACCURATE MINIATURES has done their best so you can do **your** best and make you proud of your efforts.



If you have a parts problem or questions we want to know. Identify the missing or defective part by its number and write us at:
 ACCURATE MINIATURES, 100 Centre Street, Charlotte, NC 28216

This kit of the A-36 represents the best known variant of the early Mustangs. The USAAF had become very interested in developing a dive bomber from the basic P-51 airframe. And the result was the A-36. This plane is still referred to as the "Apache" but that name was never "officially" sanctioned. The A-36 was fitted with bomb racks and extendible dive brakes on the top and bottom of the wings. These dive brakes proved to be a problem and disturbed the balance of the aircraft when deployed. In field service the dive brakes were not often used and in many cases were actually wired shut to prevent accidental use. The A-36 was produced in larger numbers than any of the other Allison-engined Mustangs...about 500 airplanes. They served primarily in the

Mediterranean and China-Burma-India theaters as bombers and reconnaissance aircraft. Only one A-36 is known to survive and may be found at the U.S. Air Force Museum.

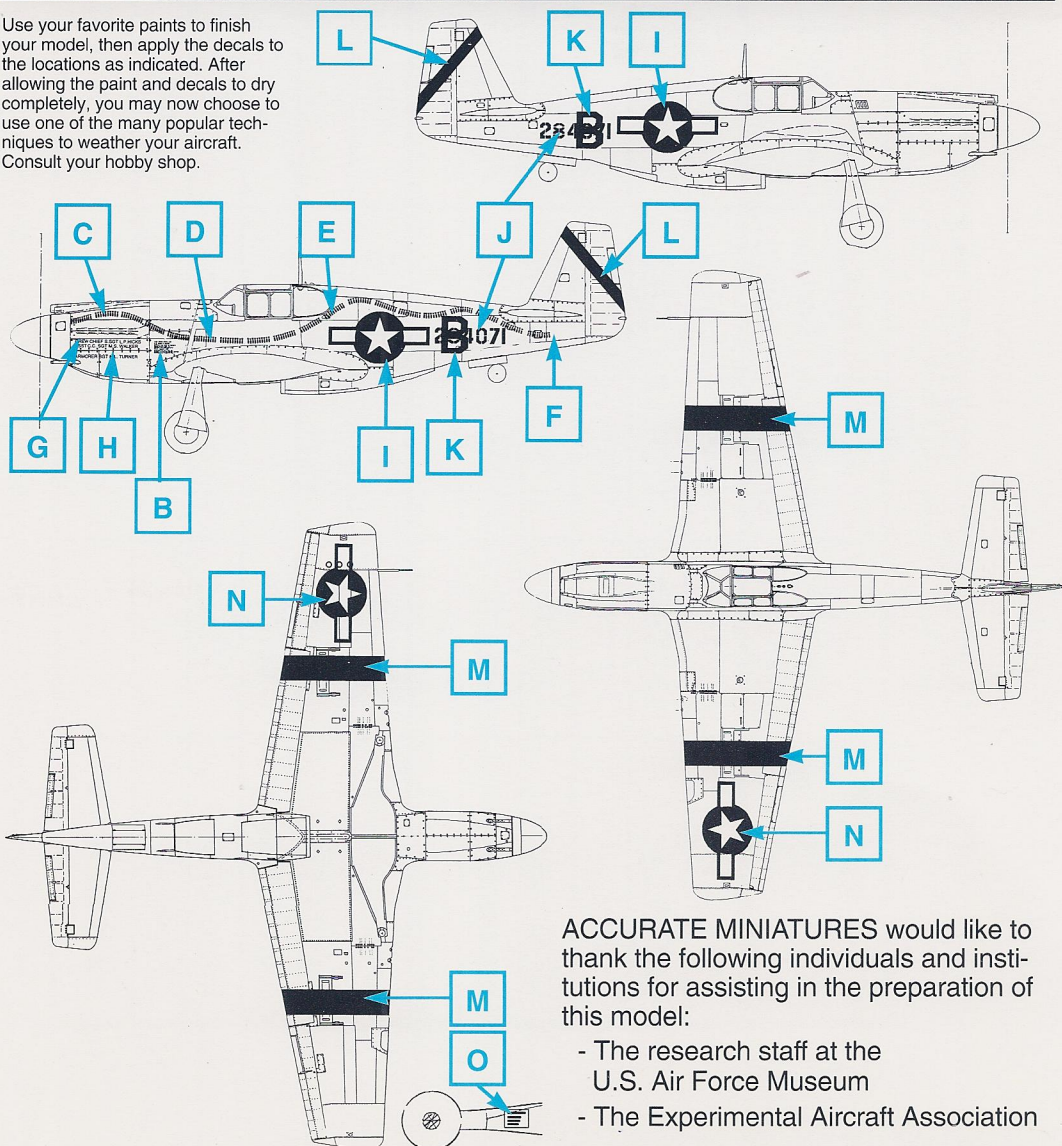
The markings for this A-36 represent an aircraft from the 27th fighter group flying in Italy in the spring of 1944. This particular airplane had compiled a considerable number of

missions (190 bomb runs). With its bright red nose spinner, white tail stripe and yellow Mediterranean wing markings it makes a very striking color scheme. The basic aircraft colors were the standard USAAF issue. Olive drab (FS-34087) over neutral grey (FS-36270). Consult the box cover and bottom for the color breaks. You can paint the yellow MTO bands on the wings or use the decals provided. You may note the two different shades of blue on the national markings. The reason for these differences is easy to explain. The original markings had a red surround. An order was issued to cover the red with insignia blue. When this fresh blue paint was applied over the red and was compared to the older, faded blue, there was a distinct difference in the two shades. Our decal sheet has been printed to represent this difference. Due to the extensive service record of this particular aircraft, you may wish to use your favorite weathering techniques to show hard use. We suggest you consult your Mustang references as to any other items you may wish to add. ACCURATE MINIATURES has included additional decals for use on a display base.

AIRCRAFT SPECIFICATIONS:

- Length: 32 ft. 3 in.
- Span: 37 ft.
- Powerplant: Allison 1150 hp
Liquid-cooled V-12
- Performance: 382 mph,
31,000 ft ceiling
- Armament: Six .50 caliber
machine guns
Two 250 lb. G.P. bombs

Use your favorite paints to finish your model, then apply the decals to the locations as indicated. After allowing the paint and decals to dry completely, you may now choose to use one of the many popular techniques to weather your aircraft. Consult your hobby shop.



ACCURATE MINIATURES would like to thank the following individuals and institutions for assisting in the preparation of this model:

- The research staff at the U.S. Air Force Museum
- The Experimental Aircraft Association

MODEL PAINT REFERENCE CHART*

	Federal Standard	Model Master	Model Master Acrylic	Humbrol	Gunze Sangyo Aqueous	Gunze Sangyo Mr. Color	Tamiya	Polly S
Flat Black	37038	1749	5149	33	12	33	XF1	10
Flat White	37875	1768	5168	34	11	62	XF2	11
Aluminum	17178	1781	5181	11	8	218	XF16	1995
Olive Drab	34087	1711	5111	155	304	304	XF58	850
Neutral Grey	36270	1725	5125	176	306	306	XF20	809
Zinc Chromate	34227	1734	5134	120	312	312	XF4	802
Insignia Yellow	33538	1708	5108	154	329	329	XF3	40
Gloss Red	11136	2718	5318	19	3	3	X7	---
Gloss Green	14187	---	---	2	26	66	X5	---
Gloss Orange	12197	2731	---	18	14	85	X6	---
Gunmetal	---	1423	5195	53	18	214	X10	1999
Burnt Metal	---	1415	5169	---	76	61	---	1997

* This chart is provided only as an aid to the modeler and is the closest match possible from each paint manufacturer at time of printing