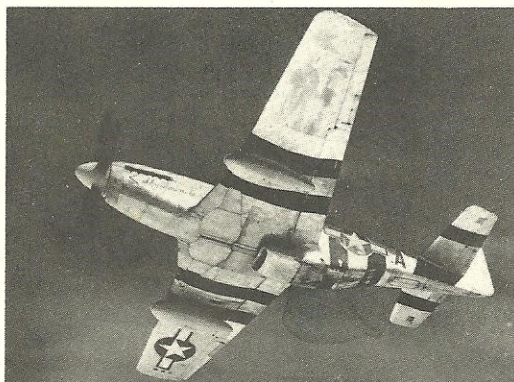


# SMITHSONIAN

NATIONAL AIR AND SPACE MUSEUM COLLECTION

4449-3800



**Revell**

## North American P-51D Mustang



For those who flew it, the North American P-51 Mustang was a fighter pilot's airplane. To others, the name brings to mind one of the best fighter planes of World War II. Unlike other well-known and widely used fighters of that time, the P-51 was the first conceived during the war and built on the basis of combat experience.

The plane got its start because of the Royal Air Force's shortage of airplanes. British purchasing agents came to North American Aviation, Inc., early in 1940 with a request for them to build Curtiss P-40s — a lot of them and fast. The British were not enthusiastic about the P-40, but it was the best American-built fighter available at that time. The company rejected the offer but countered with a proposal to build an entirely new aircraft superior in every way to the P-40. The British accepted.

By summer 1942, the first models were in combat and their popularity among the RAF pilots who flew them was apparent.

While this flow of American-built planes to England continued, two machines were purchased by the U.S. Army for evaluation and were designated XP-51. The British preferred name of "Mustang" was soon officially adopted for this new U.S. Army Air Forces fighter.

In British hands, the Mustangs were the first American-built fighters to carry the war back across the English Channel after Dunkirk. They were used primarily for reconnaissance and ground support missions, coming in at low altitudes to strafe trains, troops, and enemy installations.

As the Mustangs proved themselves in combat, the USAAF took a greater interest in the plane. American observers in England could see that much of the success of the Spitfire was a result of superior performance of the dependable Rolls Royce Merlin engine with its two-speed blower. As a test, four Mustangs had their Allison engines with the single-speed blower

replaced by Merlins. A four-bladed propeller replaced the three-bladed type to better absorb the increased power. From this point on, the Mustang was a spectacular performer.

Mustangs rapidly filled Army Air Force squadrons in both the European and Pacific theaters of operations. The first land-based fighter strikes against Tokyo, on April 7, 1945, were by Iwo Jima-based Mustangs. High altitude escort duties remained the prime mission of the P-51, and it possessed a marked edge in speed and maneuverability over all piston engine enemy fighters.

As a representative of this famous fighter, the National Air and Space Museum has in its collection a P-51D-30, Air Force serial 44-74939. It was built late in the war, delivered to the Air Force in July 1945, and first assigned to Andrews Field near Washington, D.C., and later to Freeman Field, Indiana. After a mere eleven months and 211 flying hours, it was set aside as a museum specimen representative of this type for the Air Force Museum. It was later transferred to the National Air Museum.

For exhibit purposes, this Mustang is painted in the yellow and black checkerboard colors of the 351st Fighter Squadron, 353d Fighter Group, 8th Air Force. This unit converted from P-47s to P-51s on September 30, 1944, while stationed at Raydon, Suffolk, England. It was typical of the many units assigned to escort bombers on missions deep into Germany. After air engagements to protect the bombers, the P-51s would attack enemy aircraft and ground installations on strafing missions on their way home. This fighter group claimed 330½ aircraft shot down and 414 destroyed on the ground. It was awarded the Distinguished Unit Citation for the support of airborne landings in Holland.

Robert C. Mikesh

### SPECIFICATIONS

**Wingspan** . . . . . 11.28 m (37 ft. 5/16 in.)  
**Length** . . . . . 9.83 m (32 ft. 3 in.)  
**Height** . . . . . 4.16 m (13 ft. 8 in.)  
**Weight** . . . Gross — 5,262 kg (11,600 lb.)  
                  Empty — 3,232 kg (7,125 lb.)  
**Engine** . . . Rolls Royce Merlin, 1,695 hp

The Smithsonian National Air and Space Museum was chartered as the National Air Museum in 1946 to "memorialize the national development of aviation; collect, preserve, and display aeronautical equipment of historic interest and significance; serve as a repository for scientific equipment and data pertaining to the development of aviation; and provide educational material for the historical study of aviation". Over the years, the Smithsonian Institution built up its aeronautical col-

lection to become the finest in the world. On July 1, 1976, the very finest artifacts from this superb collection were placed on display in a new building, the National Air and Space Museum. Approximately ten million people a year visit the museum, making it the busiest museum in the world.

Revell is proud to introduce a series of authentic scale model kits based on the Smithsonian National Air and Space Museum's collection.

**ENGLISH:** ASSEMBLY DRAWINGS SHOULD BE REVIEWED BEFORE PROCEEDING WITH CONSTRUCTION. A NUMBER IDENTIFIES EACH PLASTIC PART FOR YOUR CONVENIENCE. PAINT SMALL PARTS ON RUNNER BEFORE REMOVING. ALLOW PAINT TO DRY THOROUGHLY BEFORE CONTINUING ASSEMBLY OF KIT. SCRAPE CHROME OR PAINT AT AREA TO BE GLUED. WASH PLASTIC IN MILD DETERGENT SOLUTION. RINSE AND LET DRY FOR BETTER PAINT AND DECAL ADHESION.

**FRANÇAIS:** ÉTUDIEZ LES SCHÉMAS DE MONTAGE AVANT DE COMMENCER LA CONSTRUCTION. UN NUMÉRO IDENTIFIE CHAQUE PIÈCE EN PLASTIQUE POUR PLUS DE FACILITÉ. PEIGNEZ LES PETITES PIÈCES SUR LE COUREUR AVANT DE LES ENLEVER. LAISSEZ SÉCHER LA PEINTURE AVANT DE CONTINUER LE MONTAGE DU KIT. GRATTEZ LE CHROME OU LA PEINTURE DANS LES ZONES QUI DOI-

VENT ÊTRE COLLÉES. PUIS, LAVEZ LE PLASTIQUE DANS UNE SOLUTION FAIBLE DE DÉTERGENT, RINCEZ ET LAISSEZ SÉCHER À L'AIR POUR ASSURER UNE MEILLEURE ADHÉRENCE DE LA PEINTURE ET DES DÉCALCOMANIES.

**ESPAÑOL:** ESTUDIE LOS PLANOS DE MONTAJE ANTES DE INICIAR LA CONSTRUCCION. PARA FACILITAR LAS COSAS, CADA PIEZA DE PLASTICO LLEVA UN NUMERO DE IDENTIFICACION. PINTE LAS PIECITAS DEL CORREDOR ANTES DE QUITARLAS. PERMITA QUE LA PINTURA SE SEQUE BIEN ANTES DE PROSEGUIR EL MONTAJE DEL EQUIPO. RASPE EL CROMO O LA PINTURA DE LAS ZONAS QUE SE VAYAN A ENCOLAR LAVE EL PLASTICO EN UNA SOLUCION LIGERA DE DETERGENTE, ENJUAGUELO Y DEJELO SECAR AL AIRE PARA OBTENER UNA MEJOR ADHERENCIA DE LA PINTURA Y LAS CALCOMANIAS.



GLUE  
COLLE  
COLA



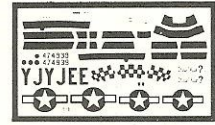
NO GLUE REQUIRED  
PAS BESOIN DE COLLE  
NO SE REQUIERE COLA



DO IT THIS MANY TIMES  
LE FAIRE CE NOMBRE DE FOIS  
HAGALO TODAS ESTAS VECES



OPTIONAL  
OPTIONNEL  
OPCIONAL



APPLY DECALS  
COLLEZ LES DÉCALCOMANIES  
PEGUE LAS CALCOMANÍAS



SHOWN ASSEMBLED  
PRÉSENTÉ ASSEMBLÉ  
SE PRESENTA MONTADO

18

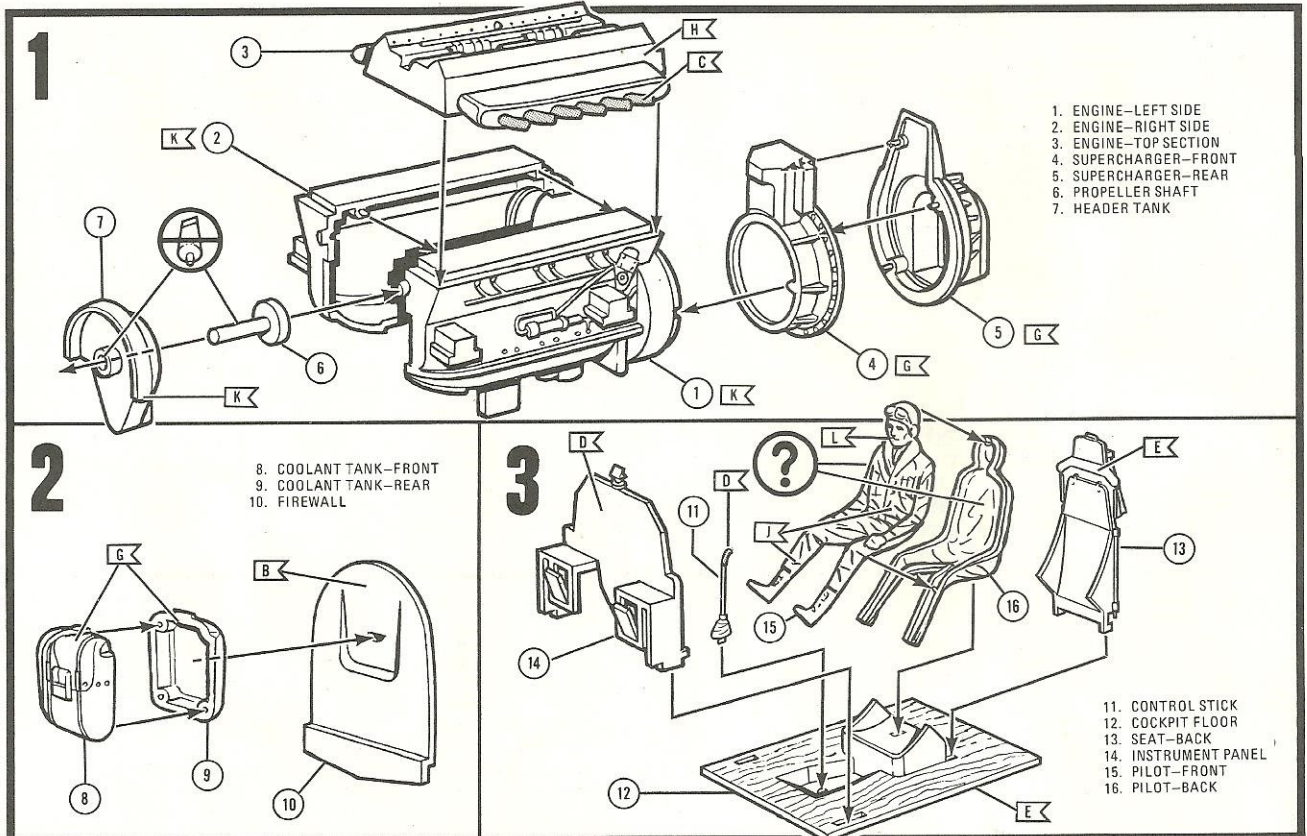
CLEAR  
TRANSPARENT  
TRANSPARENTE

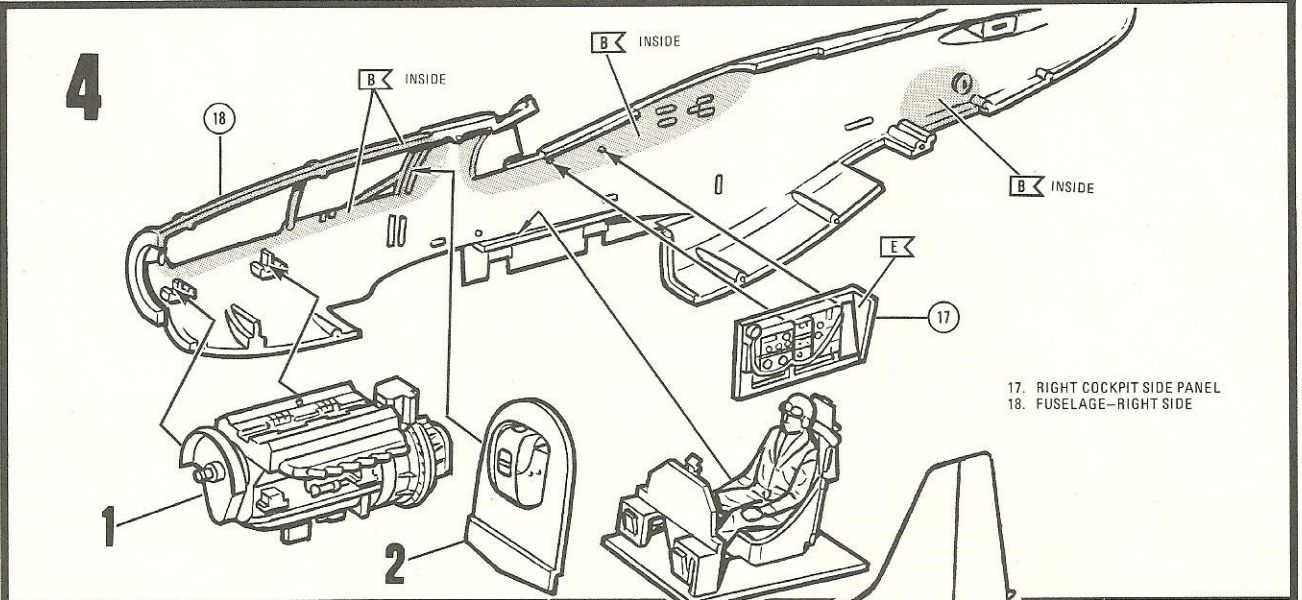
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SILVER  
ARGENT  
PLATA

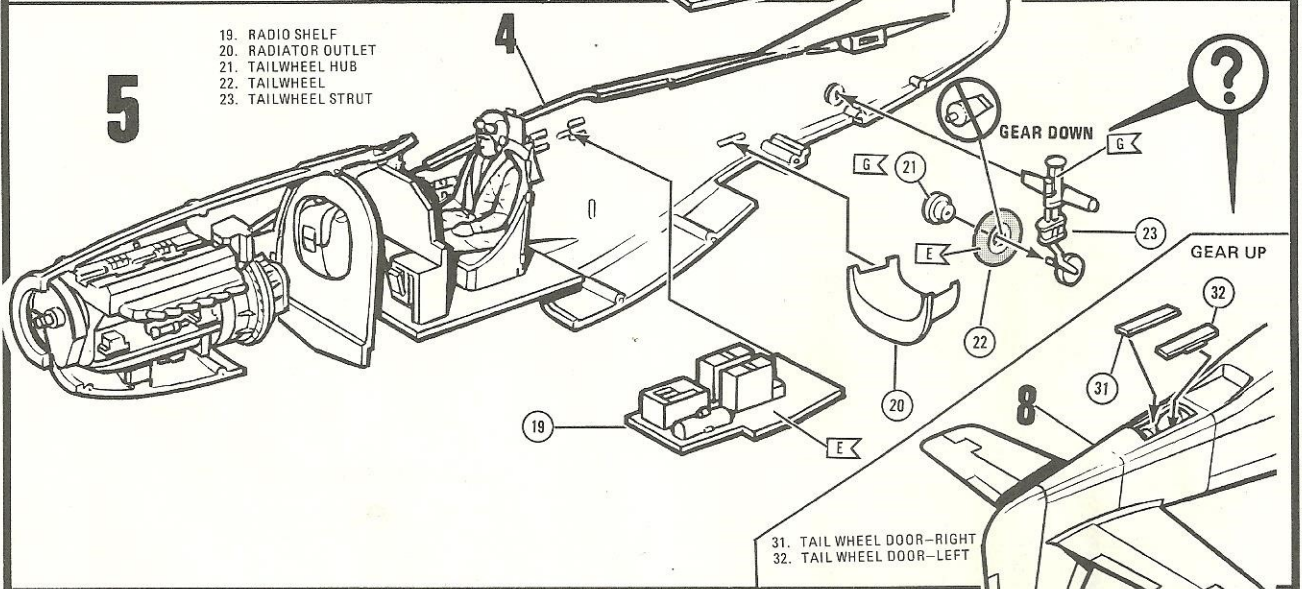
A	OLIVE DRAB F.S. 34087	OLIVE	OLIVA
B	ZINC CHROMATE	ZINC CHROMATE	ZINC CROMATO
C	MATT STEEL GREY	GRIS D'ACIER MAT	GRIS ACERO MATE
D	MATT BLACK	NOIR MAT	NEGRO MATE
E	DARK GRAY	GRIS FONCE	GRIS OSCURO
F	ALUMINUM	ALUMINIUM	ALUMINIUM

G	SILVER	ARGENT	PLATA
H	BLACK	NOIR	NEGRO
I	YELLOW	JAUNE	AMARILLO
J	WHITE	BLANC	BLANCO
K	GRAY	GRIS	GRIS
L	FLESH	CHAIR	PIEL



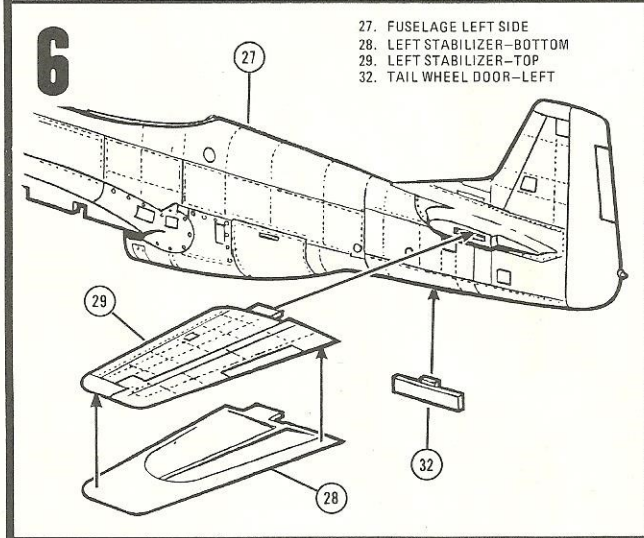


17. RIGHT COCKPIT SIDE PANEL  
18. FUSELAGE—RIGHT SIDE

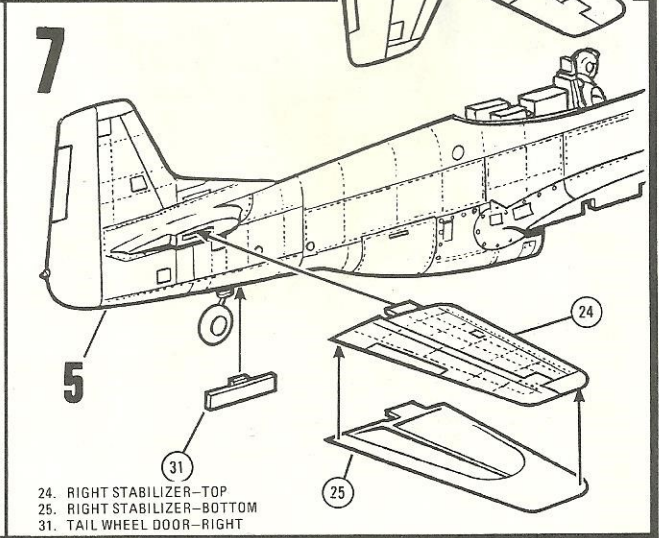


19. RADIO SHELF  
20. RADIATOR OUTLET  
21. TAILWHEEL HUB  
22. TAILWHEEL  
23. TAILWHEEL STRUT

31. TAIL WHEEL DOOR—RIGHT  
32. TAIL WHEEL DOOR—LEFT

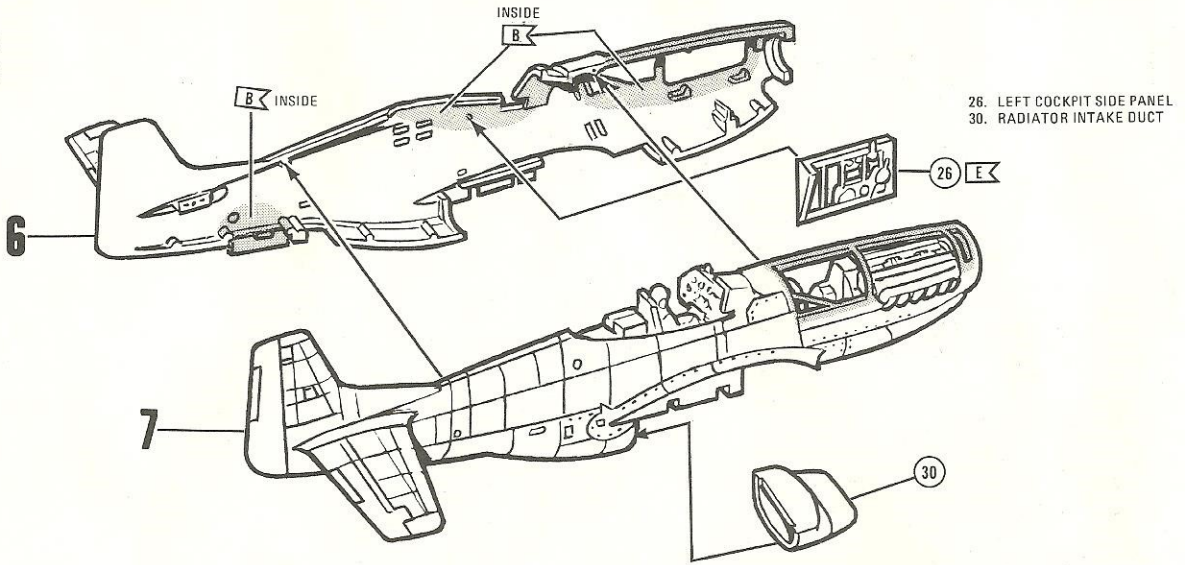


27. FUSELAGE LEFT SIDE  
28. LEFT STABILIZER—BOTTOM  
29. LEFT STABILIZER—TOP  
32. TAIL WHEEL DOOR—LEFT

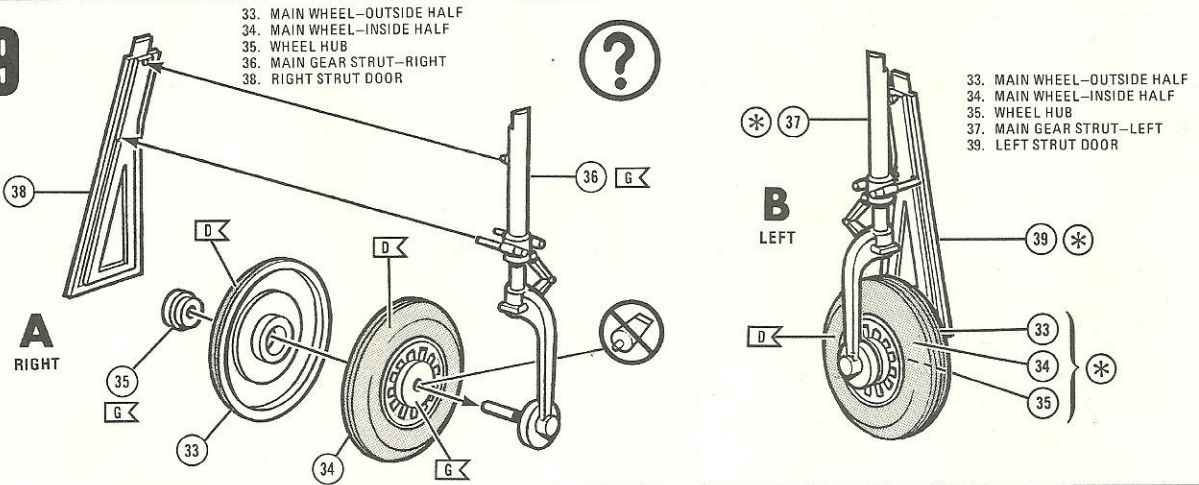


24. RIGHT STABILIZER—TOP  
25. RIGHT STABILIZER—BOTTOM  
31. TAIL WHEEL DOOR—RIGHT

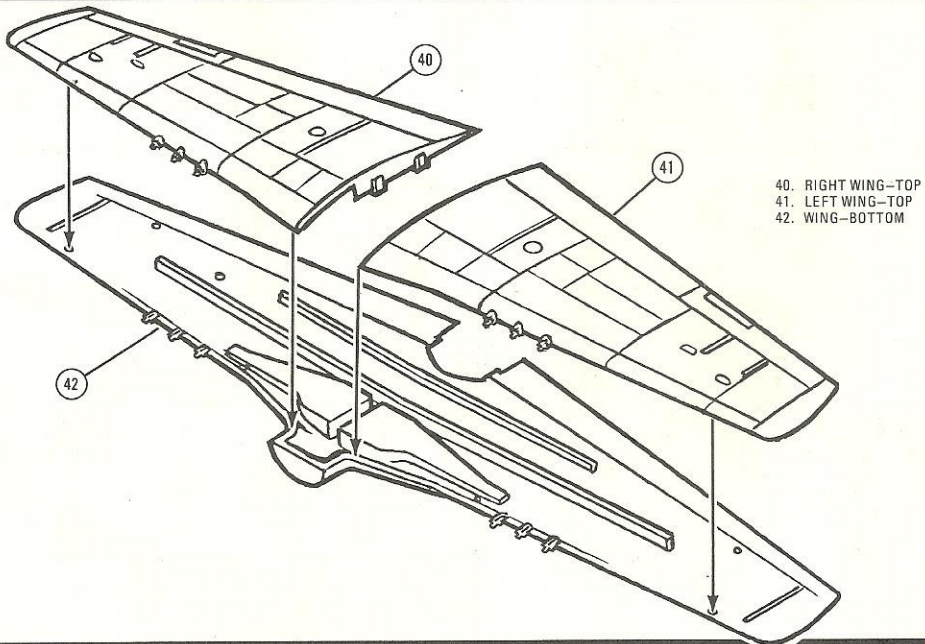
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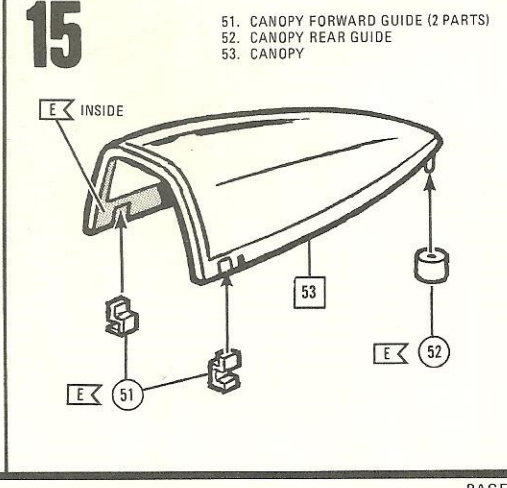
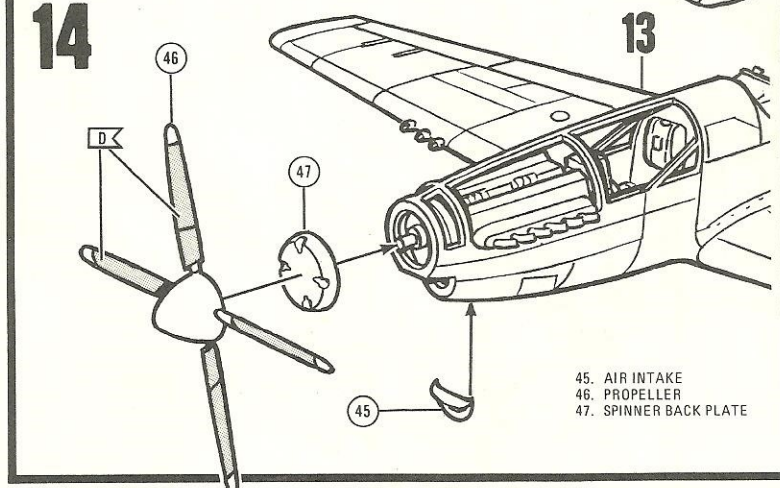
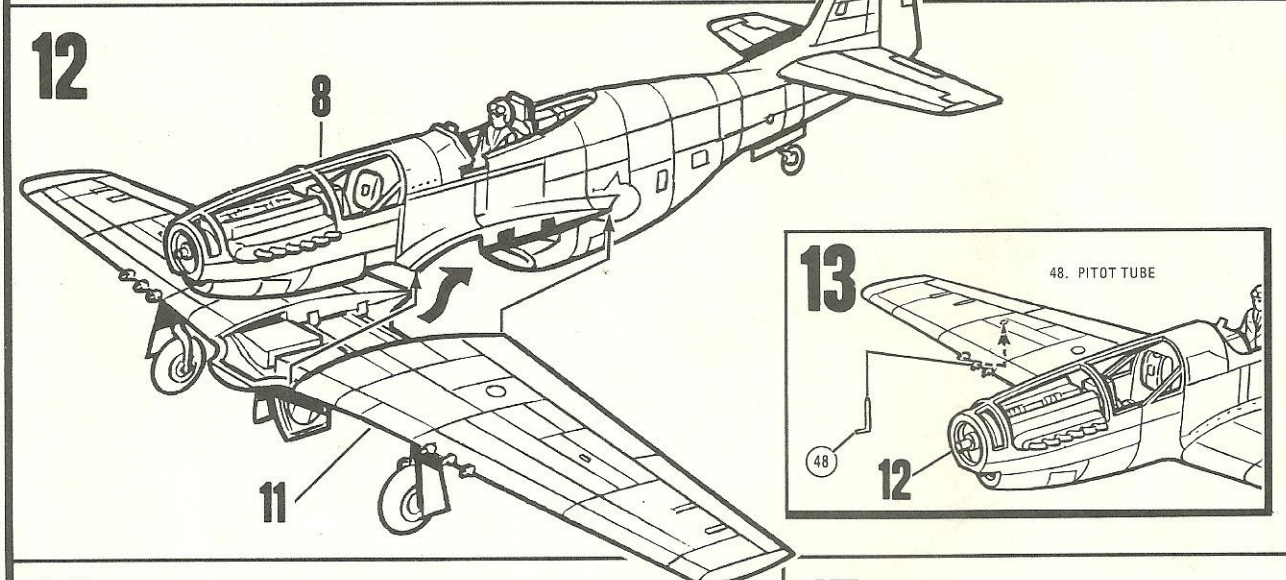
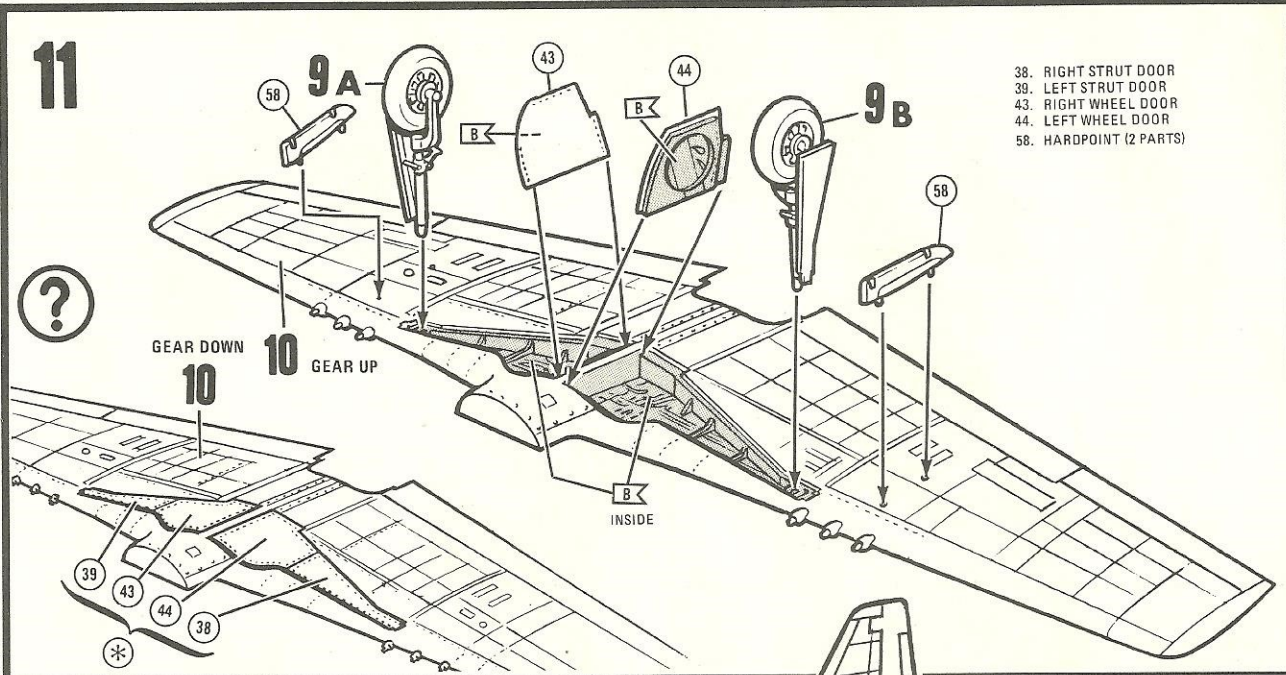


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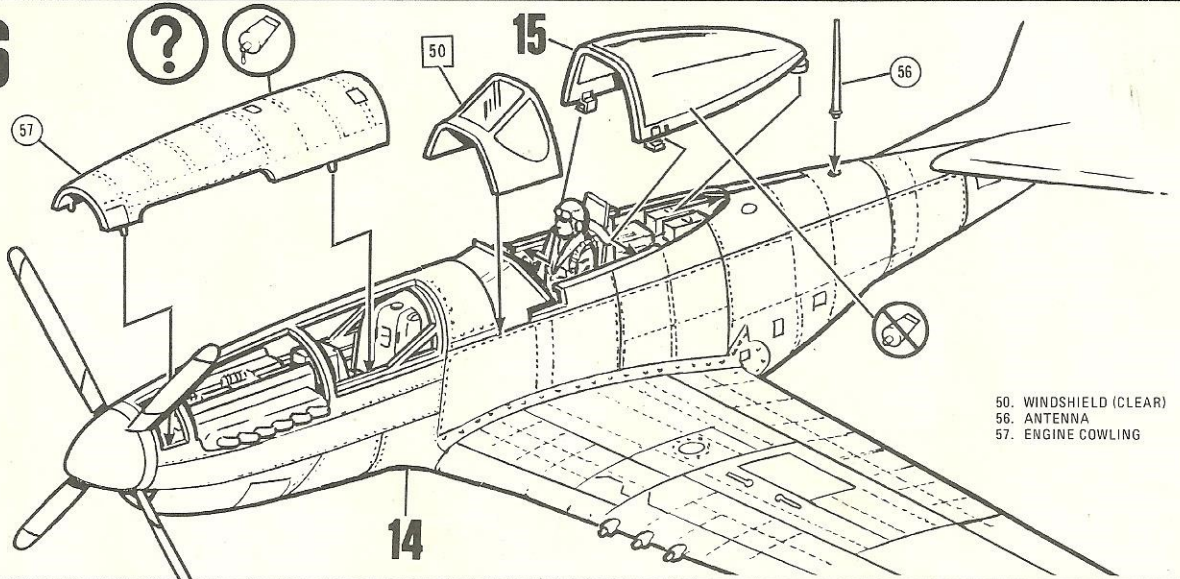


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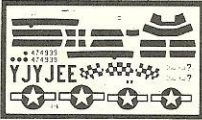




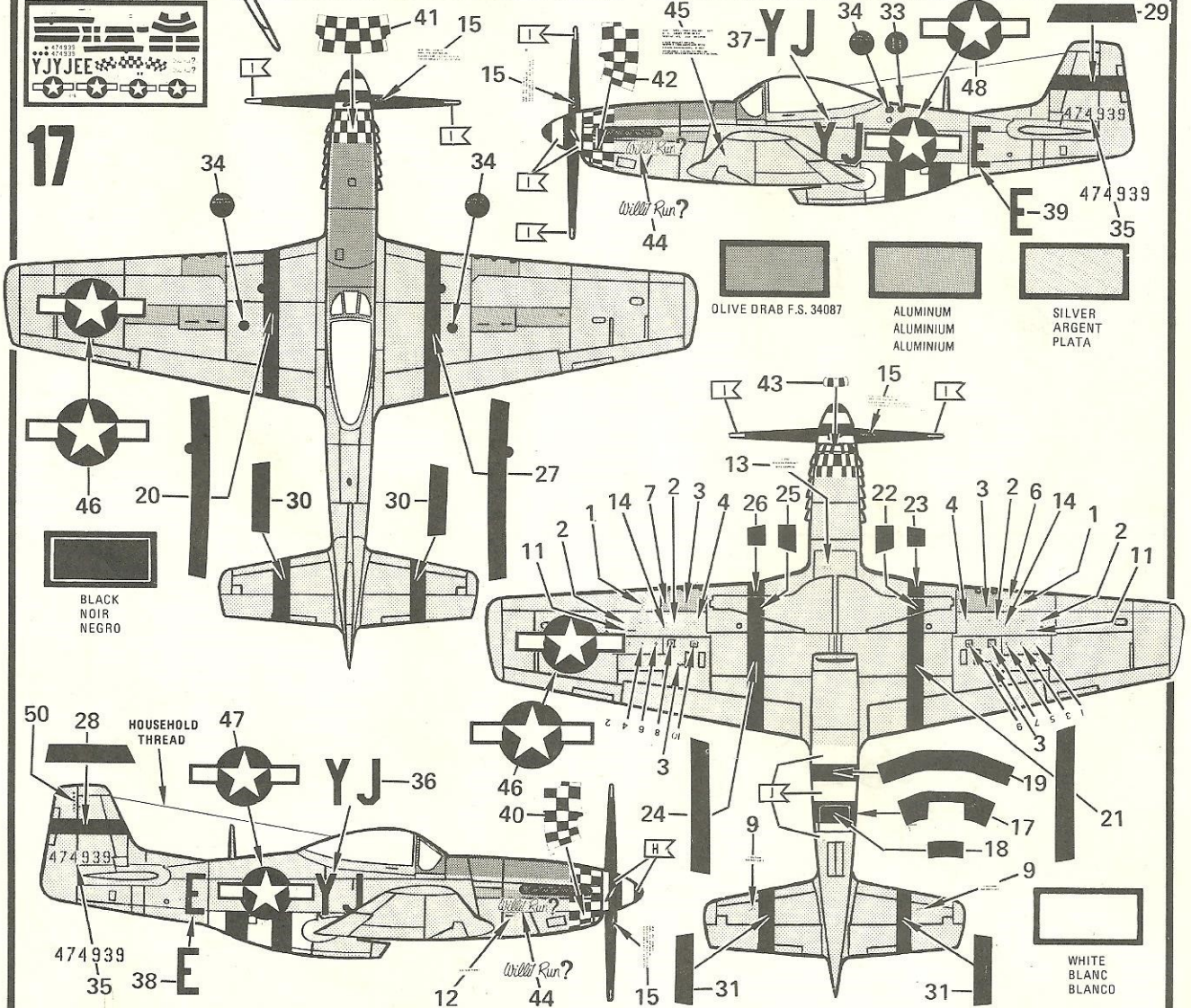
16



50. WINDSHIELD (CLEAR)  
56. ANTENNA  
57. ENGINE COWLING



17



OLIVE DRAB F.S. 34087

ALUMINIUM  
ALUMINIUM  
ALUMINIUM

SILVER  
ARGENT  
PLATA

BLACK  
NOIR  
NEGRO

WHITE  
BLANC  
BLANCO