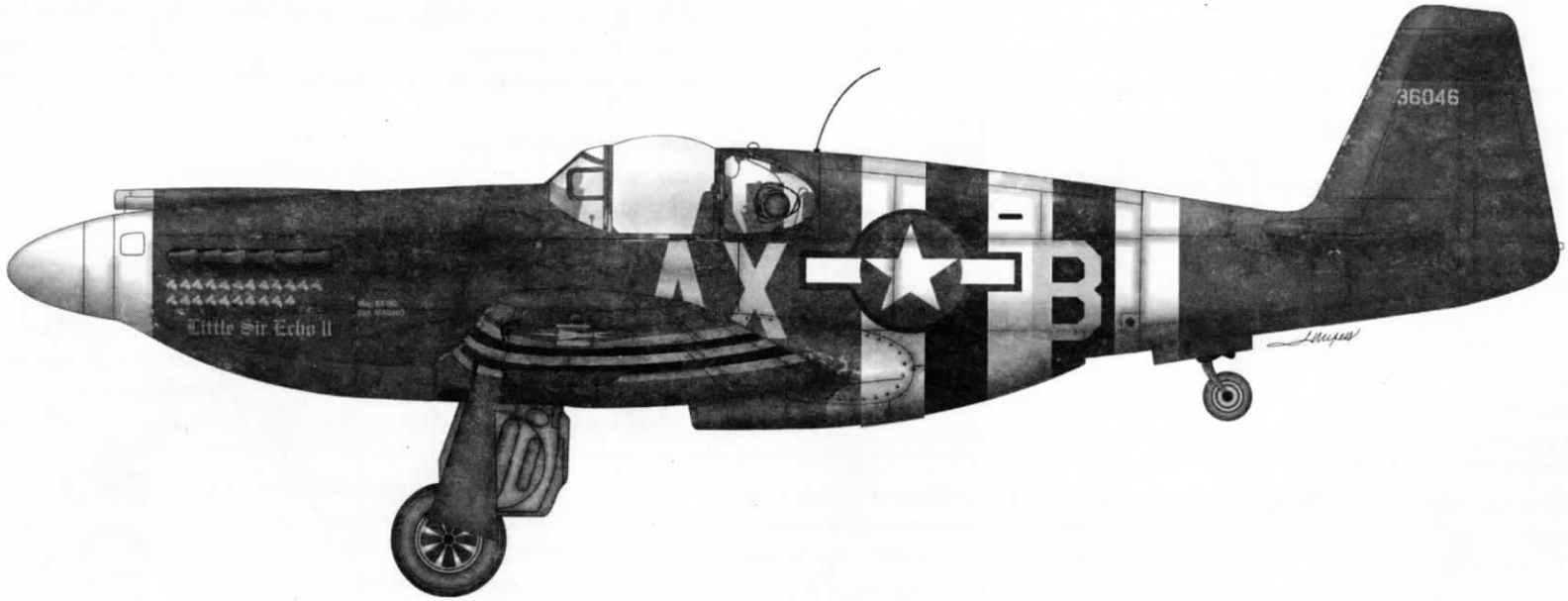
480010

F-6B
TAC RECCE MUSTANG

ACCURATE MINIATURES (R)



F-6B INSTRUCTIONS

During WWII, American fighter aircraft were designated "P" for pursuit. When the need arose to give aircraft a photo designation, the closest letter, phonetically, to "photo" was "F." Therefore the F-6 is the photo configuration of the North American P-51 fighter. Of the 310 P-51A Mustangs delivered to the USAAC, 35 were fitted with Fairchild K-24 cameras, and given the F6-B designation. The 67th Tactical Recon Group provided, among other duties, coverage of German coastal defenses and radar sites along the proposed invasion beaches until the arrival of the 10th Photo Recon group, which subsequently assumed that role. This kit is a replica of Major Russ Berg's F6-B, which was assigned to the 107th TRS.

The decals supplied with this kit allow you to choose from two distinctly different and unique Allison-powered Mustangs.

"Little Sir Echo II" was the F-6B designated Mustang, which was attached to the 107th Tactical Reconnaissance Squadron, 67th Tactical Reconnaissance Group, 9th United States Army Air Force.

The 67th Tac Recce group arrived in the UK in August 1942 with the 12th, 107th, 109th and 153rd Tac Recce Squadrons. Squadrons were assigned the RAF Fighter command, and equipped with Spitfires, because there were no recon aircraft available at that time. During October '43, the squadron made the transition to F-6s (the camera-equipped version of the P-51) and began flying visual and photographic reconnaissance over the continent.

The typical tactical reconnaissance mission consisted of a two aircraft flight (section). The lead pilot was responsible for carrying out the mission: navigation, and either observing or photographing the target zone, and adjusting artillery. It was the number two pilot's responsibility to cover the lead pilot in the event of an attack, and to warn in the event of flak. The number two man always flew approximately 200 yards to the immediate flank, and down sun of the lead pilot, keeping the leader's tail covered toward the sun (where the German attacks usually came from).

There were three types of tac recce missions:

- Area and Route Reconnaissance: looking for enemy installations, movements, and road and rail traffic. Each section flies one area, or route; sometimes extending 250 miles into Germany, noting coordinates of anything worth noting, radioing any outstanding information, and summoning and often leading fighter-bombers to suitable targets.
- Artillery adjustment missions: adjusting long-range guns (155mm and larger) on targets too far behind enemy lines for "cubs" to penetrate. Usually, these shoots were planned in advance, but were sometimes impromptu, at the request of the ground controller.
- Photo missions: Merton oblique for use by artillery units, or in cases where the ceiling is too low or the distance too great to send unarmed Lightnings.

Visual recon missions ran between 3500 and 6000 feet, but tactical missions sometimes flew higher. Visual Recon was limited to a maximum altitude of 6000 feet; beyond that altitude the ground could not be discerned in sufficient detail. Many times it was necessary to drop below 3500 feet to make a specific observation, such as what a train might be carrying.

The Accurate Miniatures F-6B comes with parts necessary to equip your model with a scale replica of a Fairchild K-24 camera, with a 14-inch cone. On the actual aircraft, this camera set-up was used for oblique photography of railway tunnels, bridge cuts, and rivers. These photos were very useful for briefing fighter-bomber pilots for attacking such targets.

"Slick Chick" was the second production P-51A produced by North American Aviation. The P-51A was basically an A-36 with the dive brakes and the chin-mounted .50s removed. The Army Air Corps originally ordered 1200 P-51As, but after the success of the Merlin-powered XP-51B in November of 1942, that number was reduced to 310.

"Slick Chick" was kept at Wright Field for tests and evaluations. The nose art was perhaps more colorful than most nose art that was on aircraft found in combat zones, because it was applied while the plane was still at the factory where there was an abundance of colors to choose from.

Special thanks are extended to:
Rich Faulkner
Mike Gibson
Tom Ivie
Bob Johnson
Without whose help this particular kit would not have been possible.

RECOMMENDED PAINTS:

In order to help you paint your model correctly, we have included a list of color recommendations. These colors are cross-referenced to the Federal Standard (FS) numbers wherever possible. Many model paint companies match their products to this system, and you may choose to match your favorite paint to these numbers. Your local hobby 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.

Model Paint Reference Chart*

	Federal Standard	Model Master	Model Master Acrylic	Humbrol	Gunze Sangyo Aqueous	Gunze Sangyo Mr. Color	Tamya	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 Gray	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	2178	5318	19	3	3	X7	n/a
Gloss Green	14187	n/a	n/a	2	26	66	X5	n/a
Gloss Orange	12197	2731	n/a	18	14	85	X6	n/a
Gun Metal	n/a	1423	5195	53	18	214	X10	1999
Burnt Metal	n/a	1415	5169	n/a	76	61	n/a	1997

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

STEP 1-COCKPIT

The cockpit will benefit from having the various pieces painted before they are glued into position. There are many small parts that will be hard to get to later.

▲ Glue the seat (#19) to the seat frame (#20) and set aside for later assembly.

▲ Paint and install the right console into the inside of the right fuselage half (17).

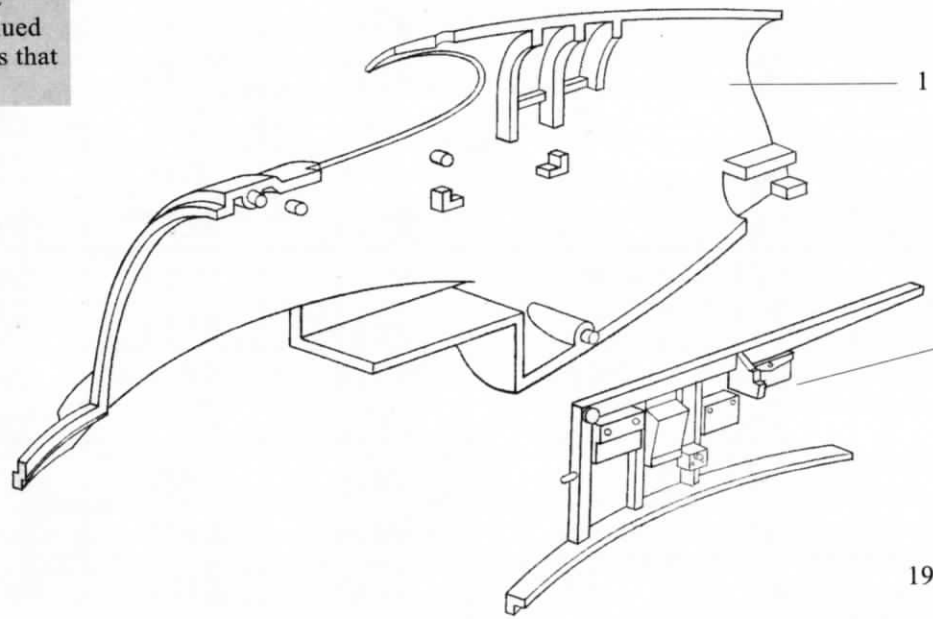
▲ The instrument cluster can be done one of two ways:

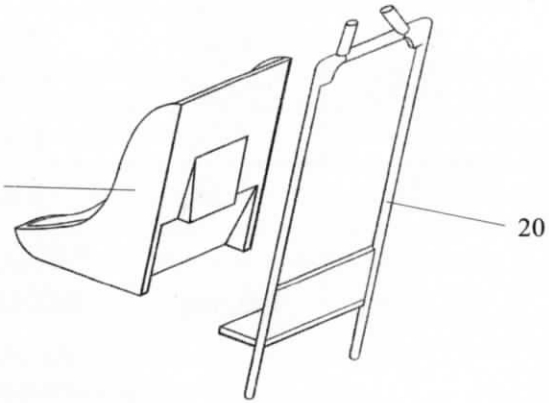
a) *(easy)* Paint the whole piece (#60) black, then lightly dry-brush the highlights with silver paint, or...

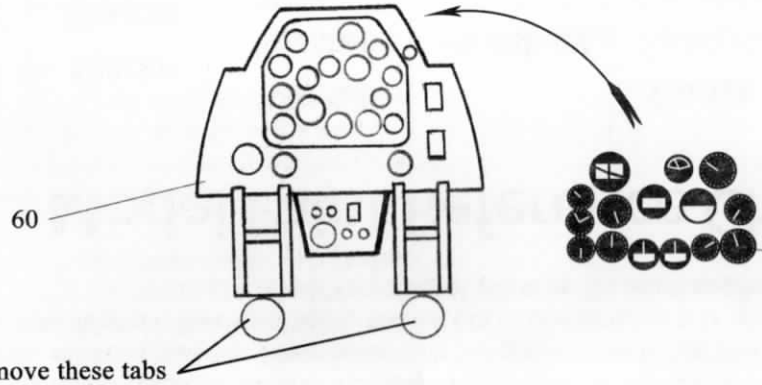
b) *(not so easy, but a better result)* Carefully paint the panel black, leaving the dials clear. When the paint is dry, carefully align the instrument cluster decal to the BACK of the panel, so that the gauges will show through the clear dials. For an added kick, lightly dry-brush silver highlights over the panel face.

▲ On completion, set aside for later installation.

PAINT INSTRUCTIONS:
Seat--Zinc Chromate
Floor--Zinc Chromate
Seat Frame--Zinc Chromate
Stick--Olive Drab
Handle--Flat Black
Instrument Panel--Flat Black
(See written instructions)
Rudder Pedals--Aluminum



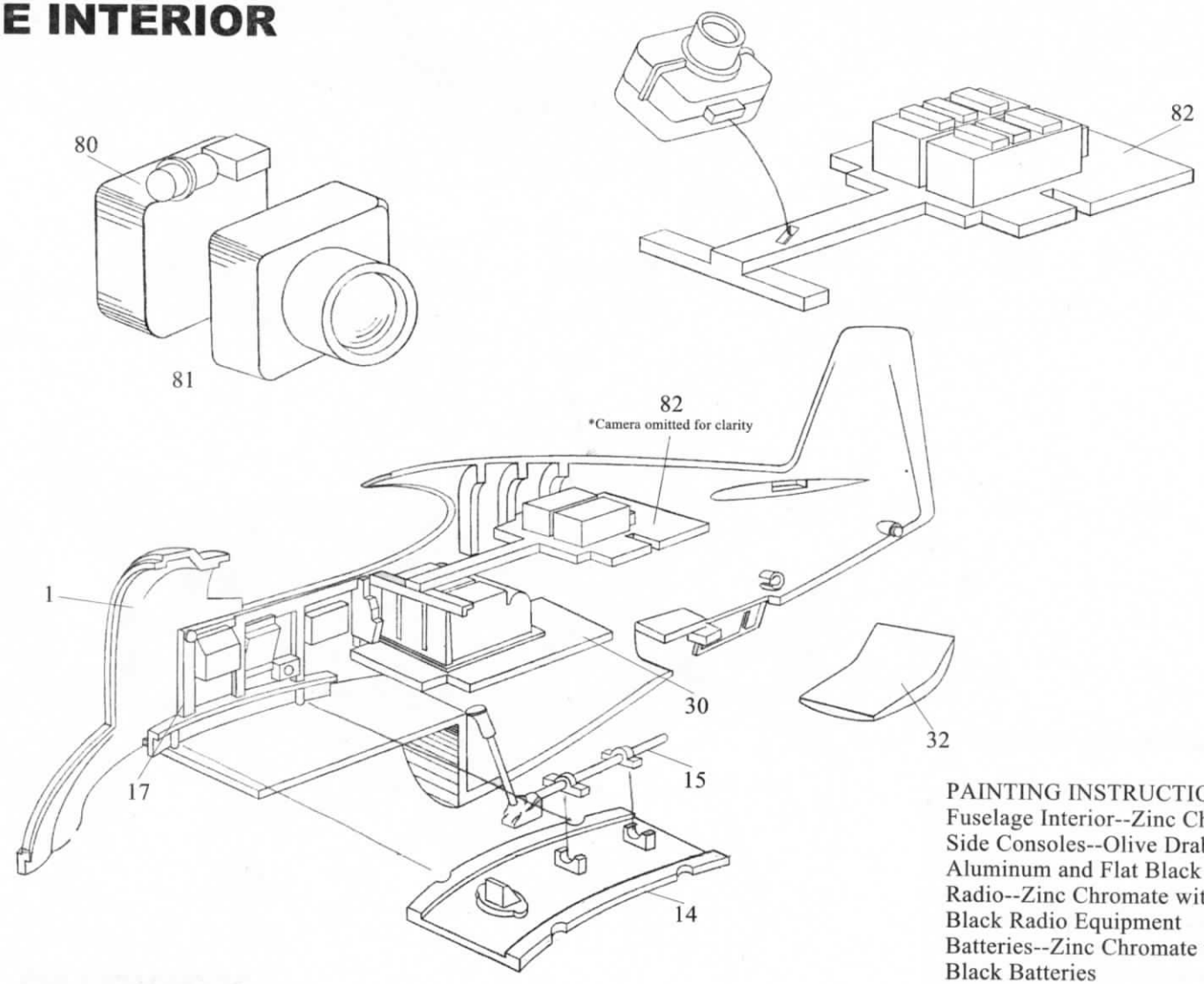




Decal A
goes *BEHIND*
part 60 to show
through clear dials

STEP 2a-FUSELAGE INTERIOR

- ▲ Glue the camera back (80) to the camera front (81). Paint this assembly.
- ▲ Glue the assembled camera to the camera mount floor (82). The lens of the camera will point out of the left quarter light (63L).
- ▲ Glue the assembled camera-mount floor (82) into the right fuselage half. (***NOTE:*** *If you are building "Slick Chick," use radio part 31 rather than the camera mount floor, as it is different from the F-6 part. You will NOT use the camera in "Slick Chick."*). Place the part against the back of the forward vertical former. These parts need to be carefully aligned and kept level.
- ▲ Glue the control stick (#15) to the cockpit floor (# 14).
- ▲ Glue the cockpit floor to the bottom of the right console (17) being sure to keep the floor level in the fuselage.
- ▲ Now glue the radiator exhaust door (32) to the right fuselage half. The long side glues to the bottom of the locating shelf. Be sure to keep the part level.



PAINTING INSTRUCTIONS
Fuselage Interior--Zinc Chromate
Side Consoles--Olive Drab with Aluminum and Flat Black Details
Radio--Zinc Chromate with Flat Black Radio Equipment
Batteries--Zinc Chromate with Flat Black Batteries
Camera--Black with Silver Lens

STEP 2b-FUSELAGE INTERIOR

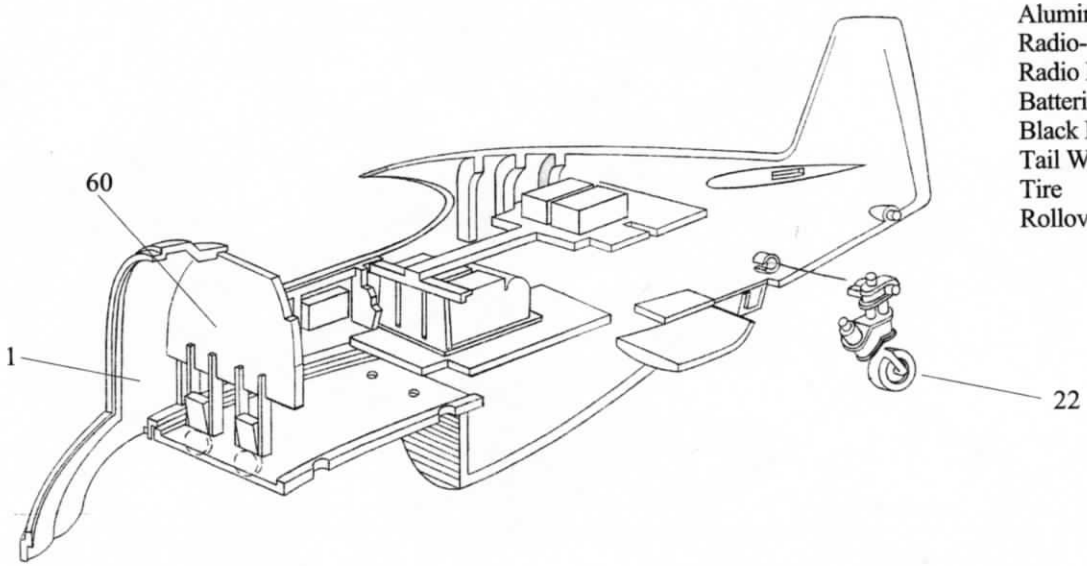
At this point you might want to double-check the alignment of all of the assembled parts.

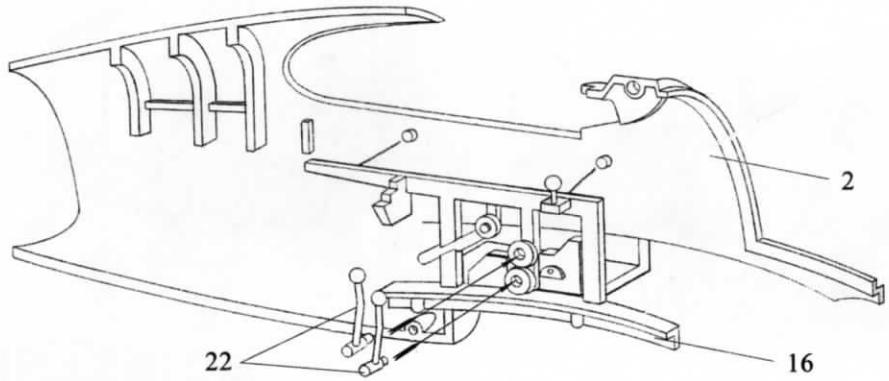
▲ Glue the assembled and detailed instrument panel to the right fuselage half. The face of the panel rests against the forward edge of the right console, and the rudder pedals rest against the floor.

▲ Paint and glue the tail wheel (22) to the round hole on the inside of the right fuselage half. Note that the raised key on part 22 fits into the slot on the round hole boss.

▲ Glue the left console (16) to the two pins on the inside of the left fuselage half. Glue the bomb release and the landing gear lever (33) to the locating holes in the left console.

▲ Now, after a final check of the alignment of all assemblies, glue the fuselage halves together.





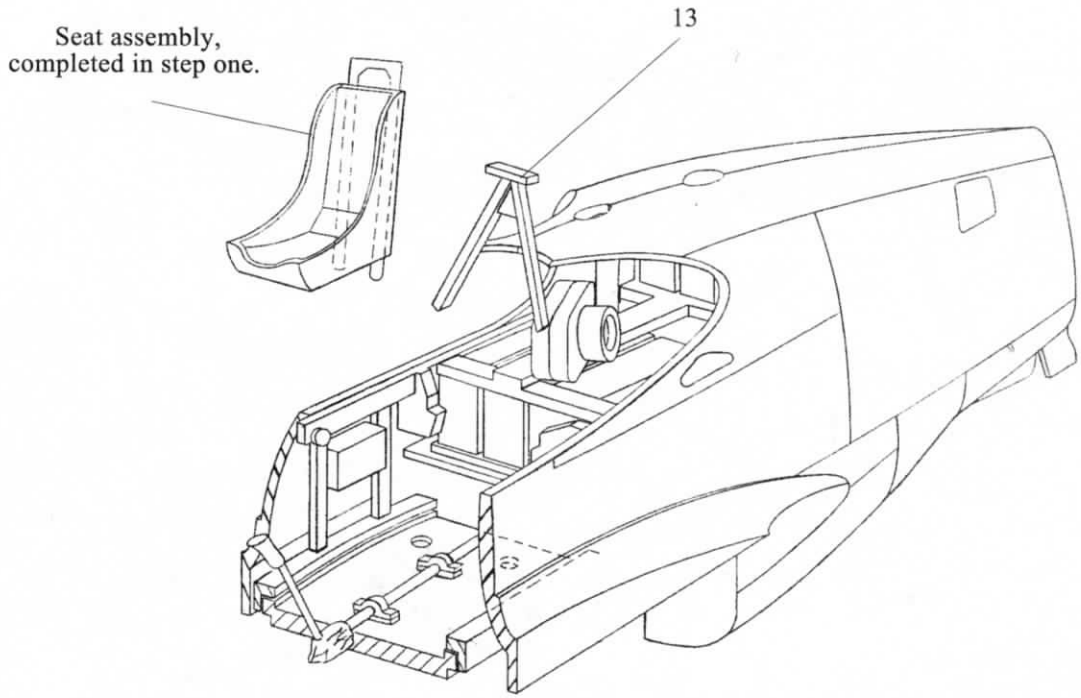
PAINT INSTRUCTIONS
Fuselage Interior--Zinc Chromate
Side Consoles--Olive Drab with Aluminum and Flat Black Details
Radio--Zinc Chromate with Flat Black Radio Equipment
Batteries--Zinc Chromate with Flat Black Batteries
Tail Wheel--Aluminum with Flat Black Tire
Rollover Frame--Zinc Chromate

STEP 3-SEAT AND ROLL-OVER FRAME

▲ Carefully glue the roll-over frame (13, ironically) to the two locating tabs on the left and right side consoles, and to the forward top edge of the fuselage halves.

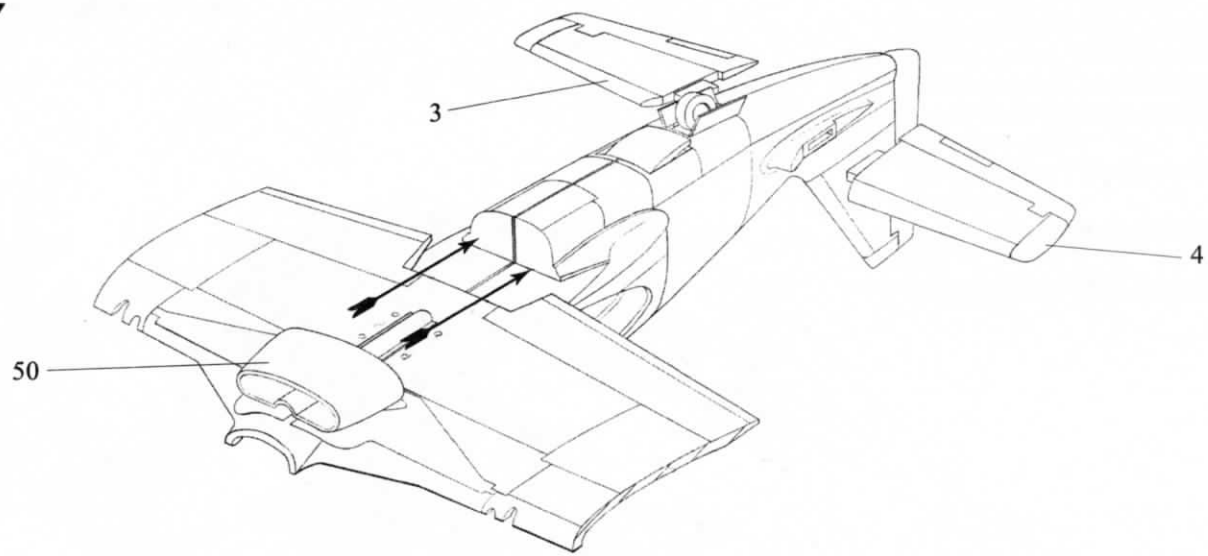
▲ Now add the seat frame to the locator holes in the cockpit floor. Align and glue the two tabs on the top of the seat frame to the roll-over frame.

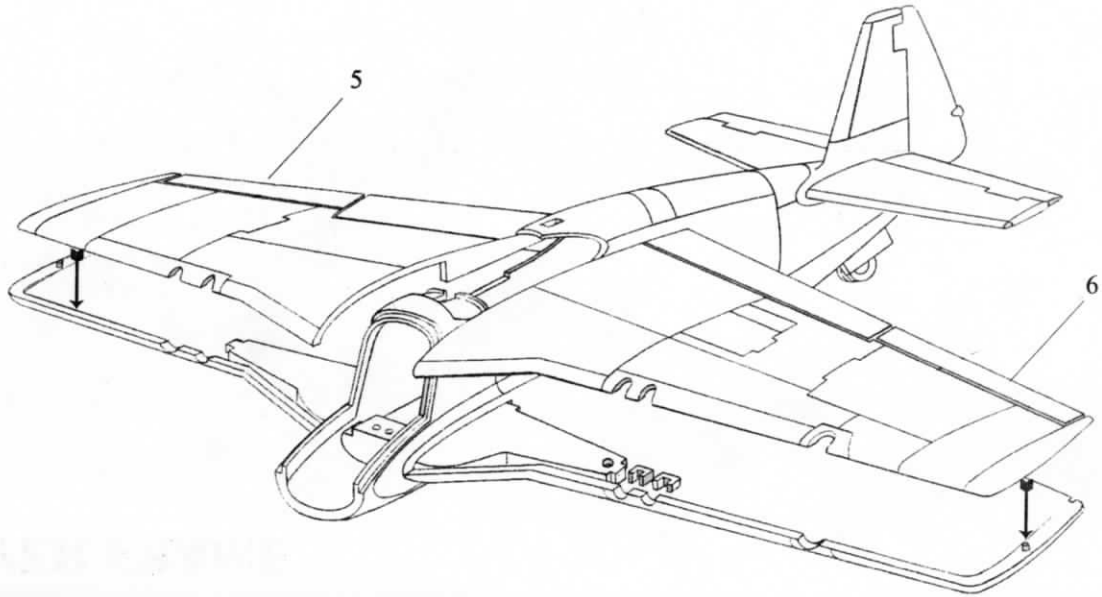
▲ All of these parts will now line up correctly.



STEP 4-WING ASSEMBLY

- ▲ Glue the wing bottom (7) to completed fuselage.
- ▲ Glue the radiator scoop (50) to the wing bottom and to the fuselage.
- ▲ Add the horizontal stabilizers (4, right and 3, left) to the fuselage ensuring they stay horizontal to the ground and perpendicular to the fuselage center line.
- ▲ Glue the wing tops (5, right and 6, left) to the wing bottom. Apply a slight pressure to all part seams to ensure a tight fit. If you plan to install the bomb racks, drill out the locator holes before completing this step.





STEP 5-PROPELLER ASSEMBLY

- ▲ Glue the nose halves (54, right, 53, left) together. Glue the carburetor intake scoop (11) to the assembled nose, and then glue the assembled nose section to the fuselage.

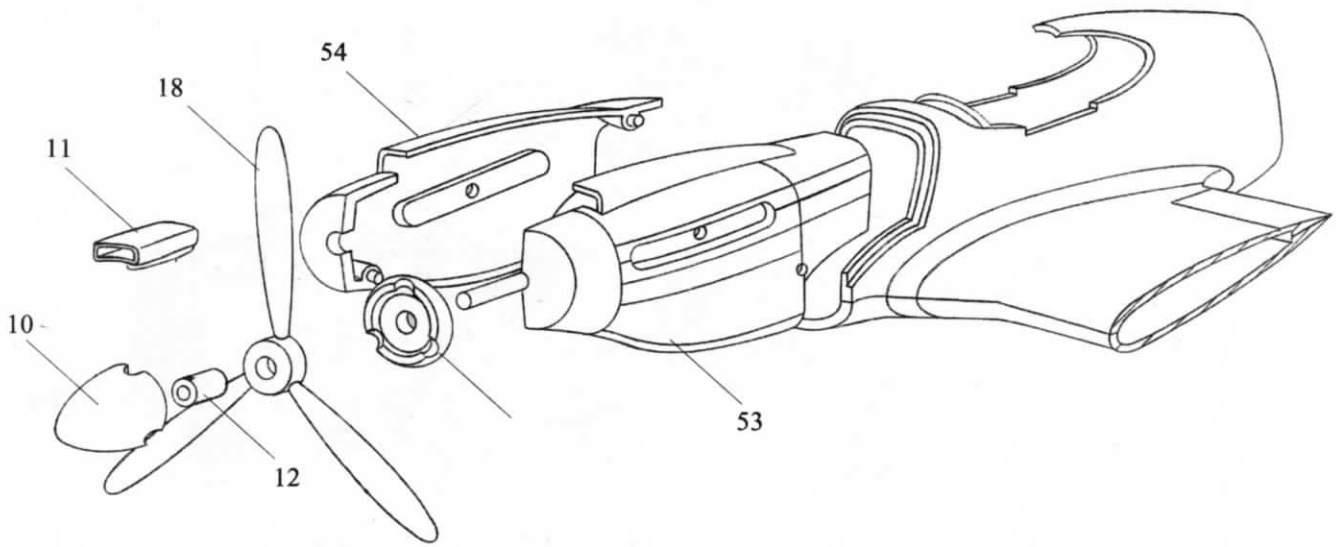
- ▲ Place the spinner back (10) on the propeller shaft on the front of the fuselage. DO NOT GLUE PART 10 IN PLACE.

- ▲ Place the propeller (18) onto the propeller shaft and index it into the half-round recesses on part 10.

- ▲ CAREFULLY glue the propeller retainer (12) to the propeller shaft, being careful not to get glue on the propeller, otherwise it won't spin.

- ▲ Glue the spinner (9) to the spinner back.

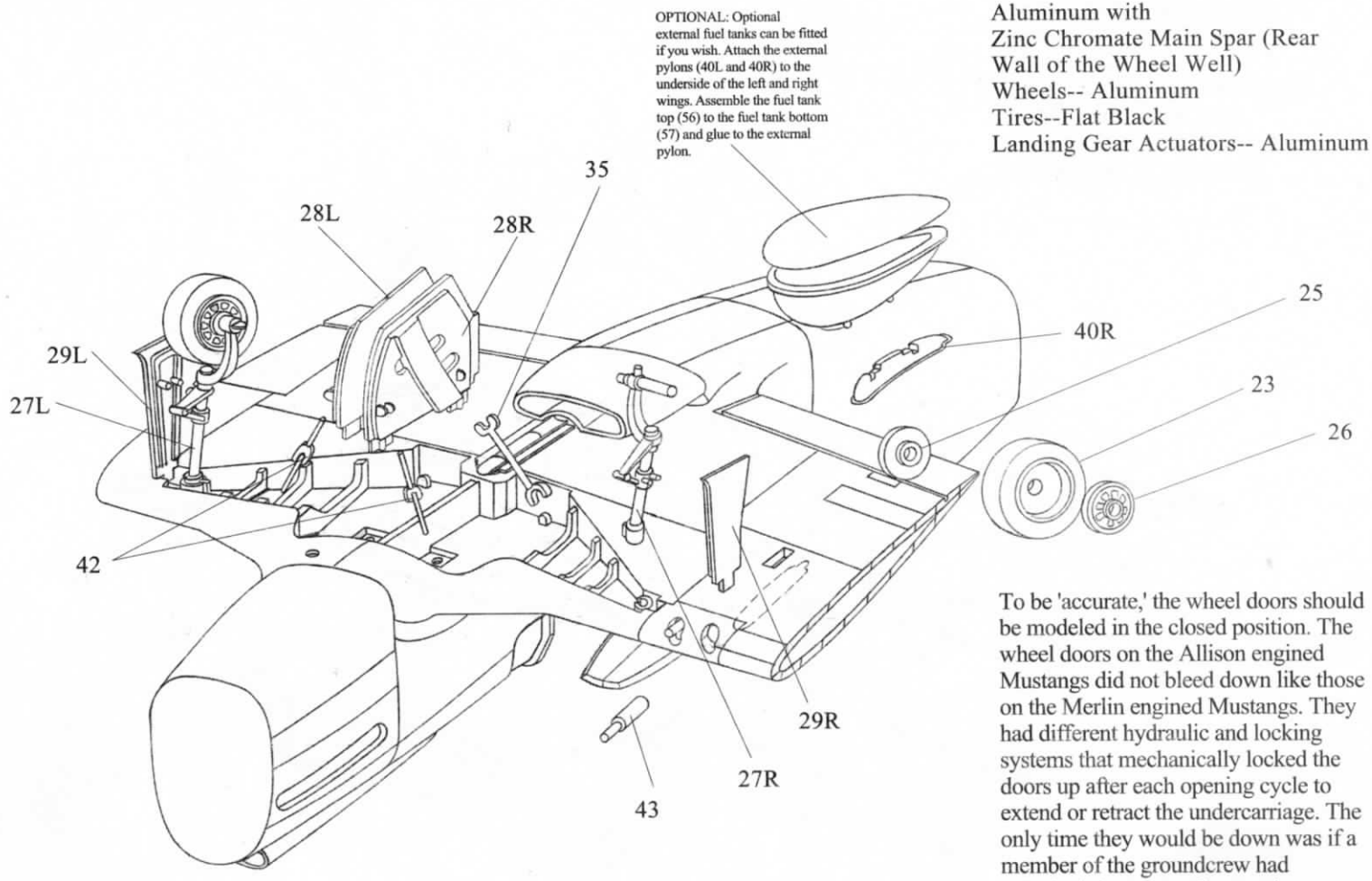
At this point, we recommend that you paint and decal your model. Doing this now will allow you to add the smaller parts with less risk of damage. Refer to the painting and finishing guide for complete details on finishing the plane of your choice, either the F-6D "Little Sir Echo II," or the P-51A "Slick Chick."



PAINT INSTRUCTIONS:
Propeller -- "Little Sir Echo II:" Flat Black with Yellow Tips
"Slick Chick:" Aluminum with Yellow Tips
Spinner -- Aluminum
Spinner Back -- Olive Drab

STEP 6-LANDING GEAR ASSEMBLY

- ▲ Glue the landing gear struts (27L and 27R) to the wheel wells. Check their alignment from all angles.
- ▲ The wheels and tires have been molded in separate pieces to facilitate easier painting. Select either the weighted (24) or unweighted (23) tires for your model. Glue the outer wheel (26, large spokes) to the inner wheel (25, small spokes) to the tires of your choice.
- ▲ Glue the wheels to the landing gear axles. If you are using unweighted tires, make sure the flat spot sits flush on the display surface.
- ▲ Paint and add the left landing gear door (29L) to the wing bottom and the landing gear struts. Repeat with 29R on the right side.
- ▲ Paint and add the left landing gear door (29L) to the wing bottom and the landing gear struts. Repeat with 29R on the right side.
- ▲ Paint and glue wheel doors (28L and 28R) to the wing bottom.
- ▲ Glue the wheel door actuators (42) to the door and to the tab at the rear of the wheel wells.
- ▲ Carefully insert the wing guns (43) into the dual holes in each wing. These pieces rest against the stop in each wing.



PAINT INSTRUCTIONS
Wheel Wells and Door I nteriors - Aluminum with
Zinc Chromate Main Spar (Rear Wall of the Wheel Well)
Wheels-- Aluminum
Tires--Flat Black
Landing Gear Actuators-- Aluminum

To be 'accurate,' the wheel doors should be modeled in the closed position. The wheel doors on the Allison engined Mustangs did not bleed down like those on the Merlin engined Mustangs. They had different hydraulic and locking systems that mechanically locked the doors up after each opening cycle to extend or retract the undercarriage. The only time they would be down was if a member of the groundcrew had unlocked them to perform maintenance on something in the wheel wells.

STEP 7-FINAL DETAILS

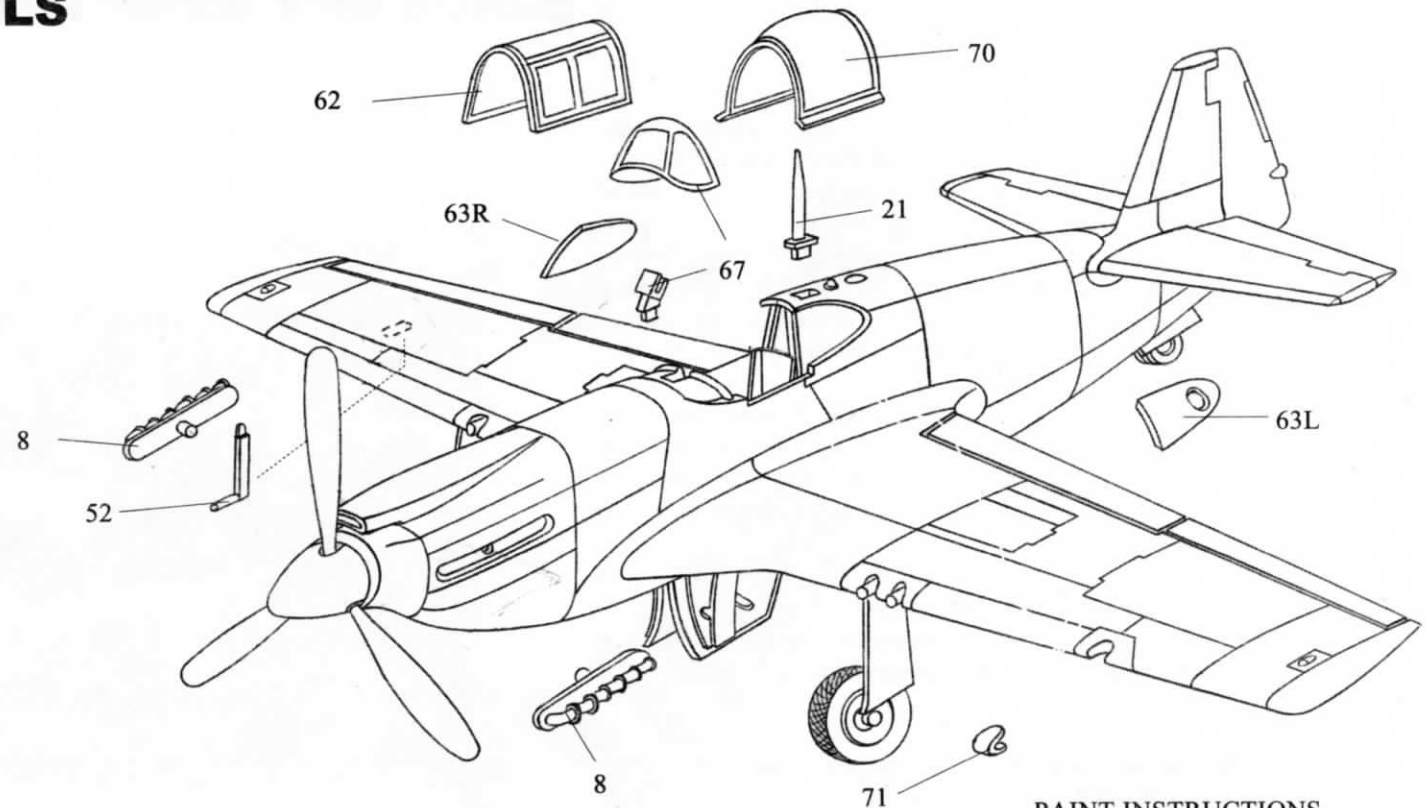
▲ Now paint and glue the exhaust stacks (8) to the fuselage.

▲ Glue the pitot tube (52) to the bottom of the wing. After painting the wing, insert the landing light (71) into the leading edge of the wing. We recommend using white glue or clear epoxy to prevent smearing or frosting. This method may be used on all remaining clear parts.

▲ Now add the left quarter light (63l) and the right quarter light (63r) to the fuselage. Now paint and carefully glue the gun sight (67) to the notch on the top of the cockpit dash.

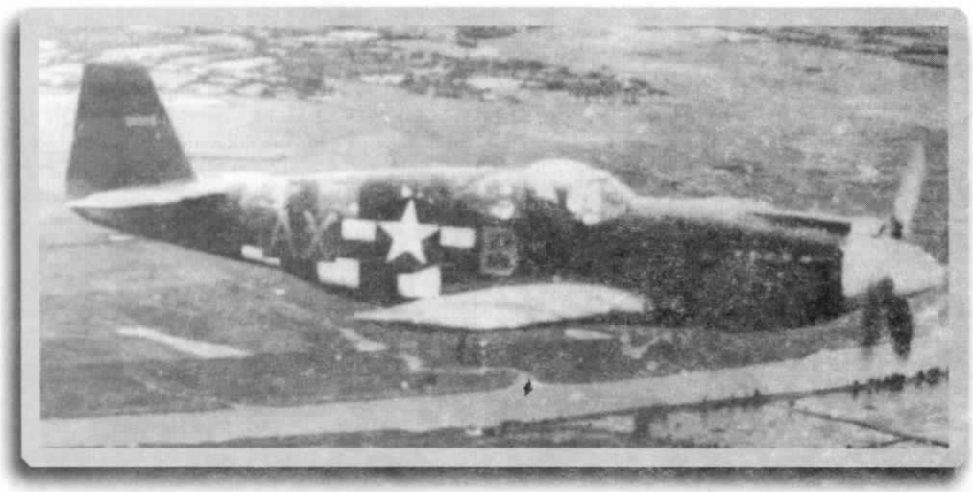
▲ Add the windshield (69) and the canopy, 62 for "Slick Chick, or 70 for "Little Sir Echo II, to complete the cockpit area.

▲ If you are building "Slick Chick," you may now add the antenna (21) to the top of the fuselage. "Little Sir Echo II carried a whip antenna, which can be made from streched sprue, or, our favorite trick, a small piece of thin gauge guitar string. After the part is dry, you can add an antenna wire.



PAINT INSTRUCTIONS
Bomb Racks -- Neutral Gray
Exhausts -- Burnt Metal/Rust Color
Cannons -- Gunmetal
Gun Sight -- Flat Black with Clear Reflector
Pitot Tube -- Aluminum
Wing Tip Lights -- Red/Left, Green/Right
Formation Lights on Bottom of Right Wing
(F-R) Red/Orange/Green

INVASION STRIPES



Maj. Russ Berg flies "Little Sir Echo II" over France shortly after D-Day. Notice how the invasion stripes have been scrubbed off of the upper surfaces.
(Myers Collection)

On 18 April 1944, orders were issued to add distinctive markings to the wings and fuselage of all allied aircraft in the ETO to aid ground forces in the recognition of friendly aircraft.

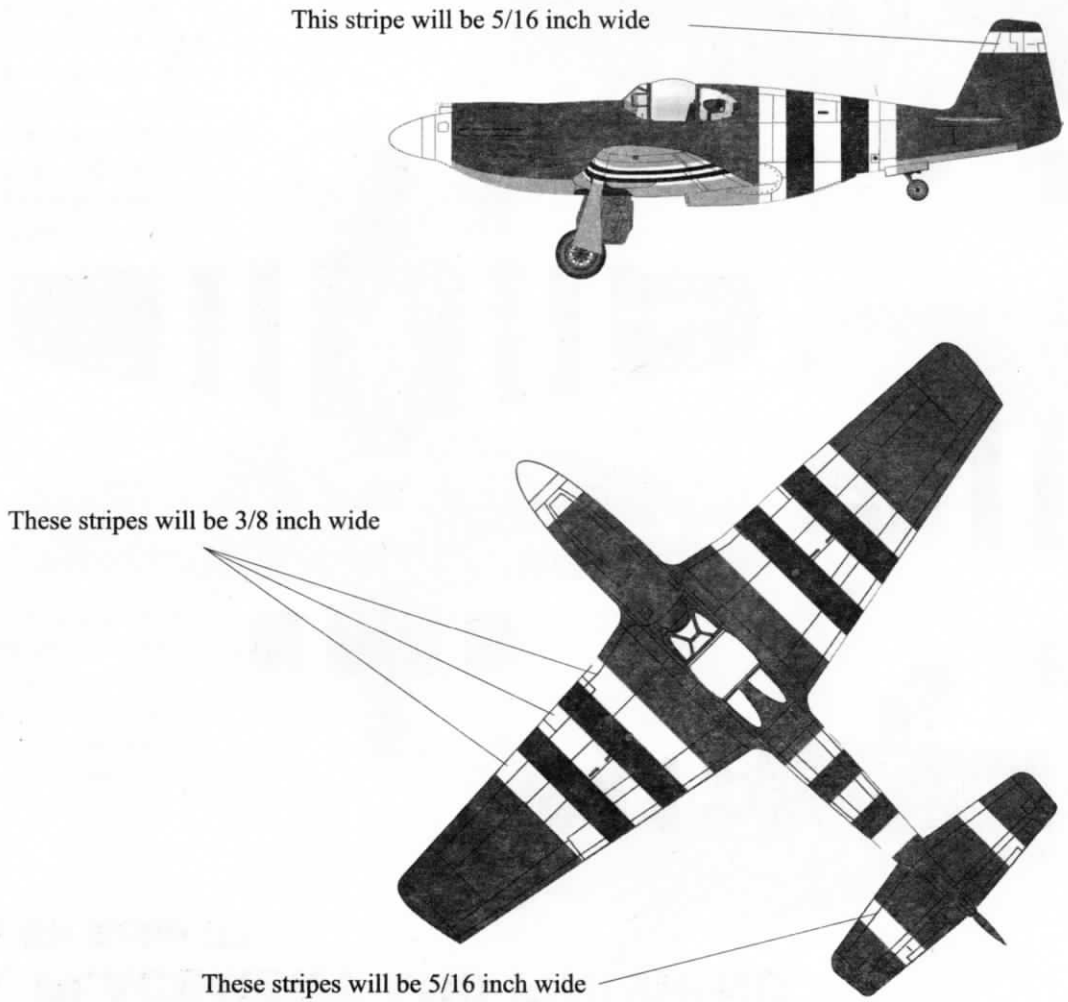
The directive called for five 18-inch wide bands, three white, alternating with two black, to be painted around the fuselage at a point 10 inches ahead of the tail joint, and around the wings at a point 8 inches inboard of the division of the ailerons and the flaps.

The stripes were hastily painted on in the nights preceding the invasion, which was delayed a day, from 5 June 1944 to the 6th, due to weather. The ground crews worked through the nights applying the stripes with brushes.

Due to the success of the invasion, the need for these identification stripes was diminished, and in late June, a directive was issued to remove the stripes from the upper surfaces of the wings and fuselage.

During late-August to early-September 1944, the stripes were removed from the wings altogether, and by December; the stripes were to be removed from the fuselage of the aircraft. Some groups were perhaps a little better than others in removing the invasion stripes as was directed, as it was a low priority in comparison to the normal maintenance required by the planes. This explains why so many photos show the invasion stripes in various stages of wear.

PAINTING INVASION STRIPES 1:48 SCALE



STEP 8a-DECAL PLACEMENT AND FINISHING

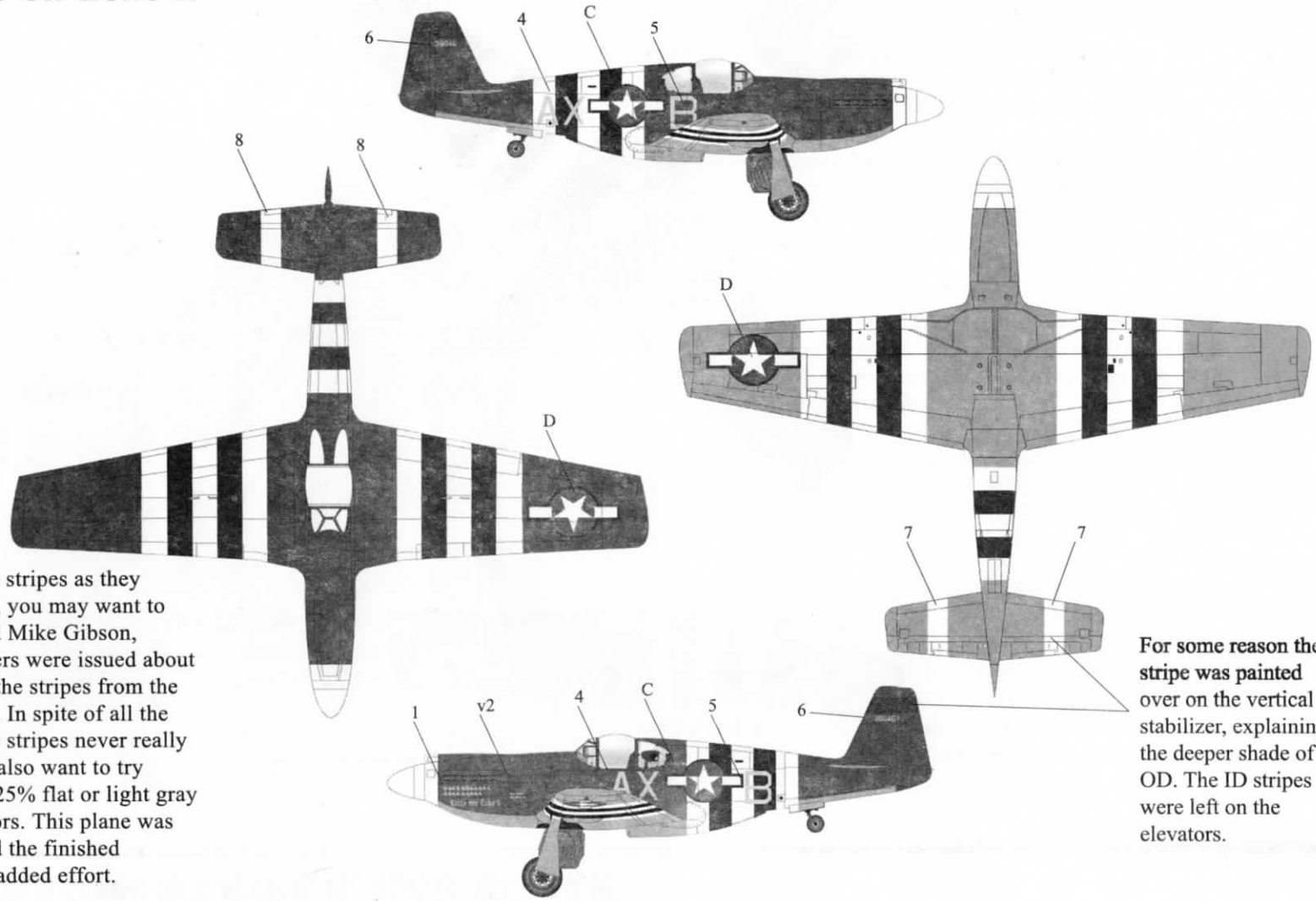
F-6B 43-6046 "Little Sir Echo II"

Olive Drab (FS 34087)

Black (FS 36270)

Neutral Gray (FS 36270)

White (FS 37038)



These directions show the invasion stripes as they appeared on 6 June 1944, however, you may want to consider applying the stripes as did Mike Gibson, illustrated on the box-bottom. Orders were issued about two weeks after D-Day to remove the stripes from the upper surfaces of all allied aircraft. In spite of all the scrubbing by the ground crews, the stripes never really disappeared completely. You may also want to try "scale effect," adding between 10-25% flat or light gray to the upper and lower surface colors. This plane was particularly heavily weathered, and the finished presentation may benefit from the added effort.

For some reason the ID stripe was painted over on the vertical stabilizer, explaining the deeper shade of OD. The ID stripes were left on the elevators.

STEP 8b-DECAL PLACEMENT AND FINISHING

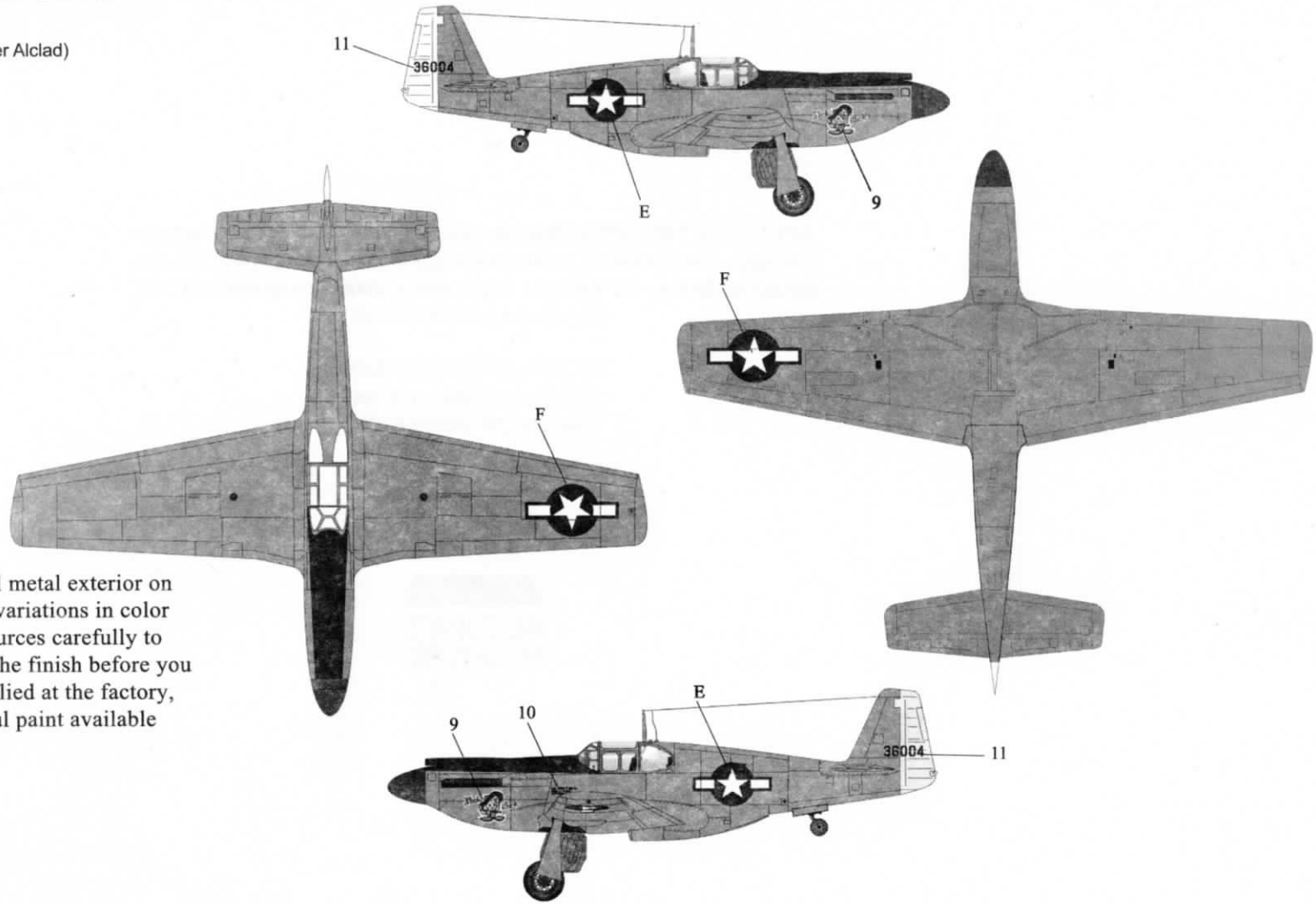
P-51A 43-6004 "Slick Chick"

Natural Metal Finish (We prefer Alclad)

Black (FS 37038)

Red (FS 11136)

White (FS 37038)



Photos clearly show a truely natural metal exterior on this aircraft, so there will be slight variations in color from panel to panel. Check your sources carefully to get a better feel for the nuances of the finish before you start painting. The nose art was applied at the factory, where there was much more colorful paint available than in the various combat zones.

ACCURATE MINIATURES wants to hear from you! If you have a parts problem, a decal problem, comments, suggestions, or complaints, you can contact us through our web site: http://www.accurate-miniatures.com. Or, you can drop a line to us at:

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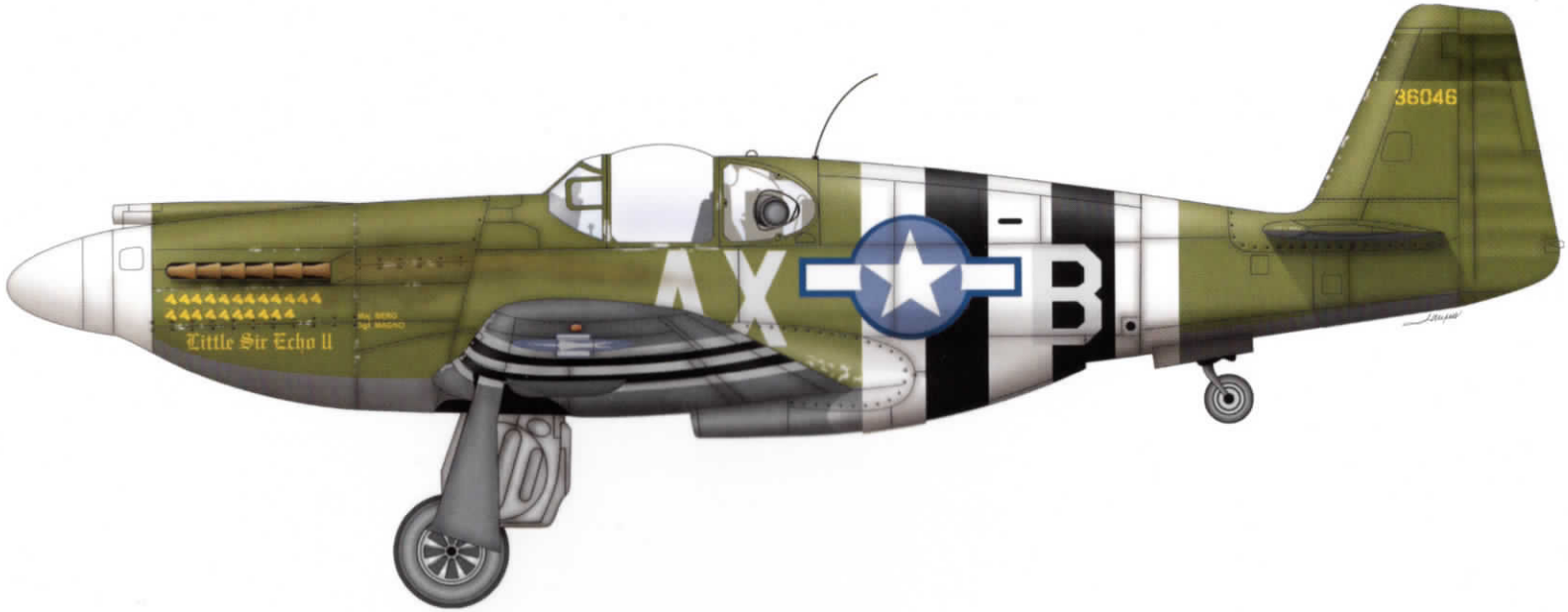
Concord, NC 28025-9401



F-6B-1 NA #43-6046, "Little Sir Echo II"
Major Russ Berg, 107th TRS, 67th TRG
Middle Wallop, England, 1944

ACCURATE MINIATURES.

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480010 F-6B/P-51A

F6-B 43-6046 "Little Sir Echo II"
P-51A 43-6004 "Slick Chick"

6 36046
36046

3 U.S. ARMY P-51A-NA
SERIAL AF 43-6046
CREW WEIGHT 200 LBS

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1 Little Sir Echo II

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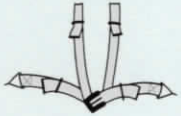
B 

10 U.S. ARMY P-51A-NA
SERIAL AF 43-6004
CREW WEIGHT 200 LBS

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11 36004

4 AX 5 B 4 AX 5 B

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