

NORTH AMERICAN P-51D 1/72 SCALE

MUSTANG

1101

Manufactured by:
MINICRAFT MODELS, INC.
1510 W. 228th STREET
TORRANCE, CALIFORNIA 90501



The P-51D version of the famed North American Mustang fighter was the result of a major redesign of the original airframe to allow greater pilot visibility. It had been found during combat that the long turtleneck fairing behind the cockpit, while adding to the streamlining of the plane, also created a blind area. This blind spot could shield an enemy on the tail of the Mustang, a dangerous situation for a fighter pilot! An attempt had been made to improve rearward visibility by using a Spitfire-type bulged canopy, called the Malcolm Hood, but this made for only a marginal improvement. The full bubble canopy which was finally adopted owed much to the Hawker Typhoon in use by the RAF.

In early 1944 the new canopy was introduced on the production line with the P-51D subtype. The great improvement in visibility was accompanied by a slight loss in speed, due to an increase in drag, and some instability from the reduced side area. The addition of a dorsal fin corrected the latter.

Beginning with the P-51D-25 a slightly flattened canopy was introduced to reduce the optical distortion caused by the rounder bubble.

CHARACTERISTICS

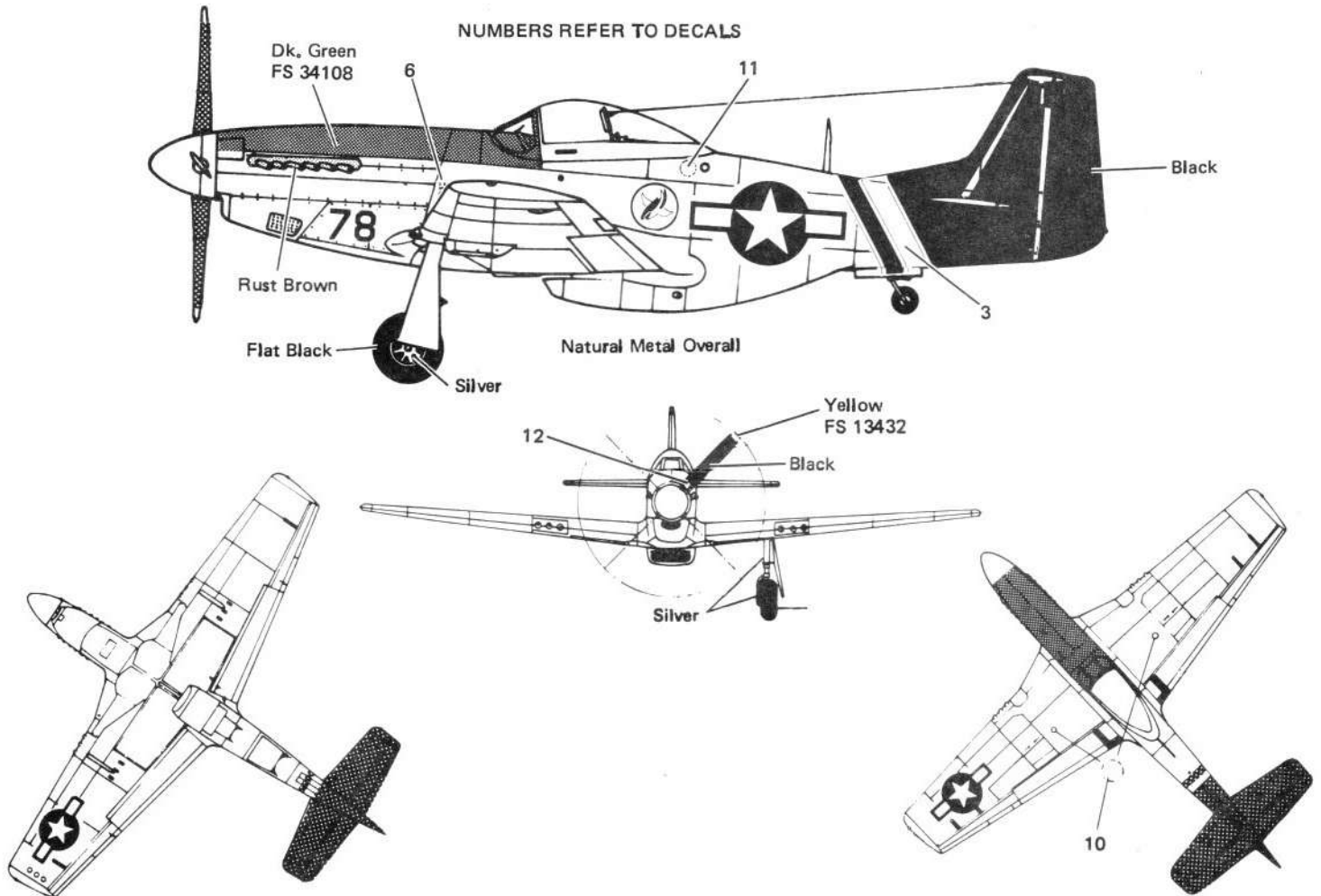
WINGSPAN: 37 feet

LENGTH: 32 feet 3 inches

POWERPLANT: One Packard Rolls Royce Merlin V-1650-7, 1,695 maximum hp

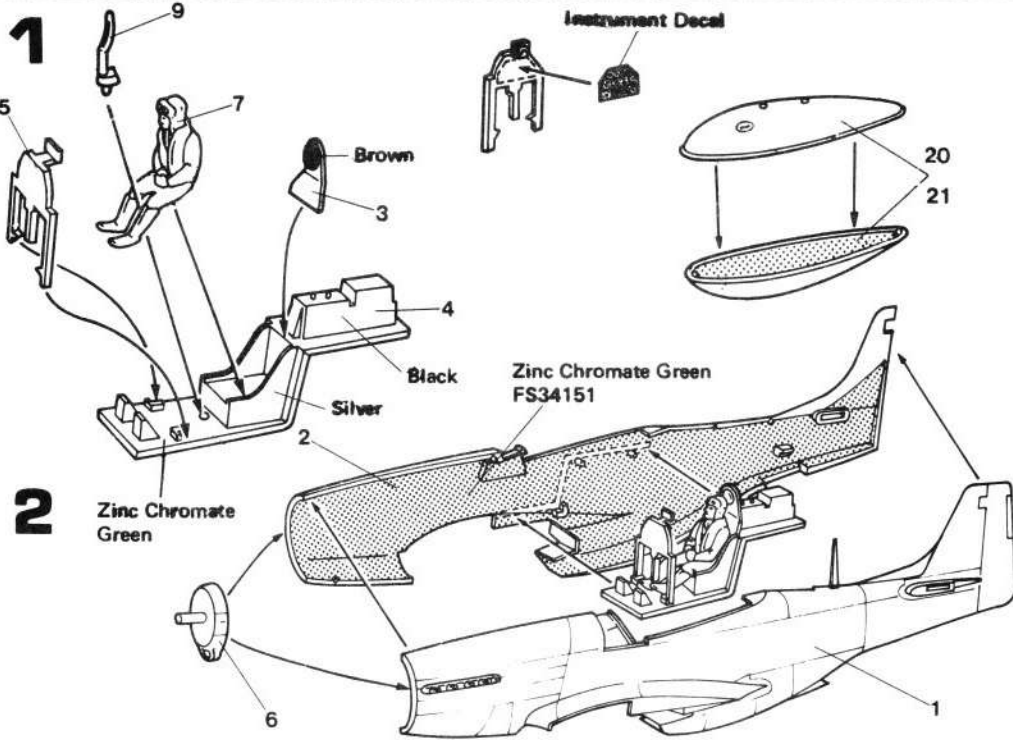
PERFORMANCE: Maximum speed — 437 mph at 25,000 feet. Service ceiling — 40,000 feet

ARMAMENT: Four 50 cal Browning machine guns, 2,000 lbs of bombs or ten HVAR rockets



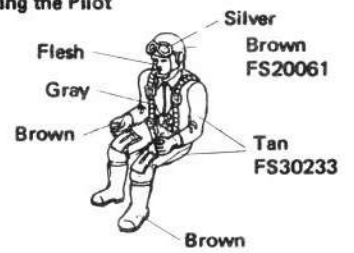
PARTS LIST

- | | | | |
|---------------------|--------------------|--------------------------|----------------------|
| 1. Fuselage (L) | 7. Pilot | 15. Spinner front | 23. Stabilizer (R) |
| 2. Fuselage (R) | 8. Retainer ring | 16. Spinner back | 24. Wing bottom |
| 3. Headrest | 9. Control column | 17. Gear strut (R) | 25. Wing top (R) |
| 4. Cockpit floor | 10. Tailwheel | 18. Gear strut (L) | 26. Wing top (L) |
| 5. Instrument panel | 11. Propeller | 19. Tail wheel doors | Clear Parts |
| 6. Nose piece | 12. Gear doors (R) | 20. Drop tank halves (R) | 1. Windshield |
| | 13. Gear doors (L) | 21. Drop tank halves (L) | 2. Canopy (P-51D-25) |
| | 14. Wheels (2) | 22. Stabilizer (L) | 3. Canopy (P-51D-25) |

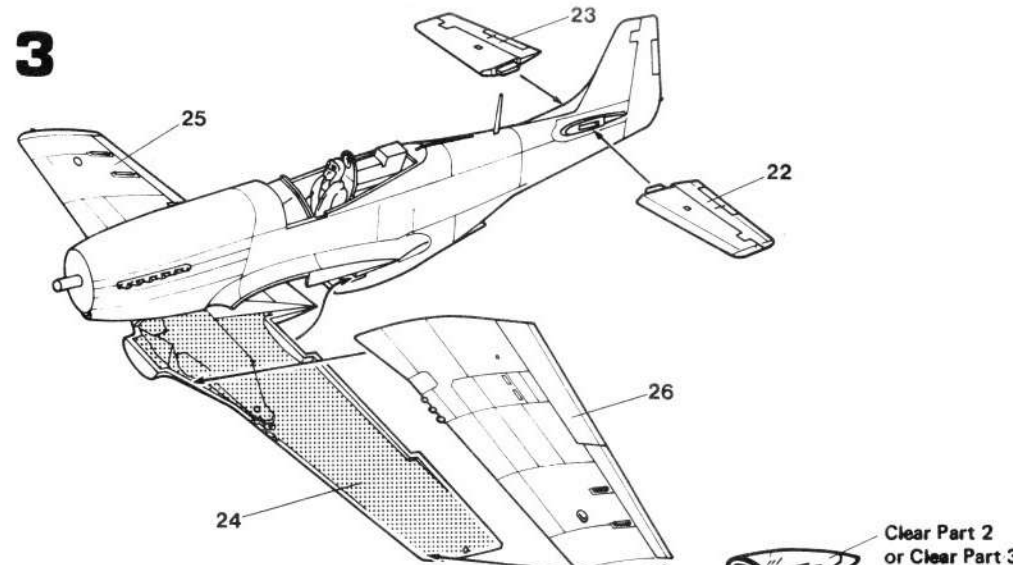


Apply instrument decal to 5 then cement 9, 5, 7 and 3 to 4. Cement 2 parts 20 together for right drop tank and cement parts 21 together for left tank.

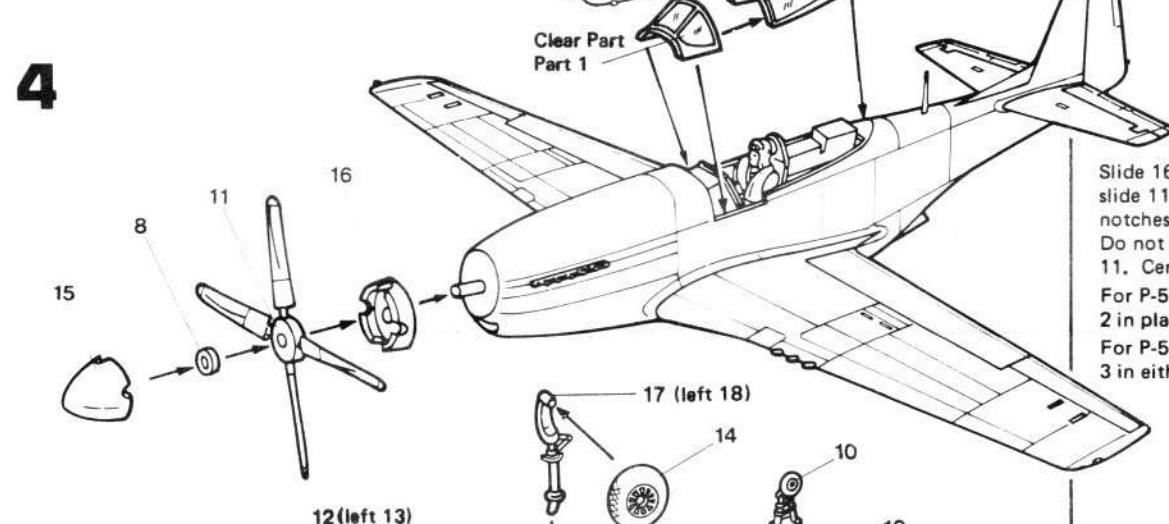
Painting the Pilot



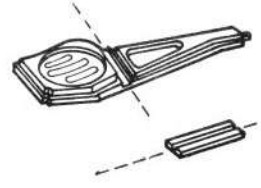
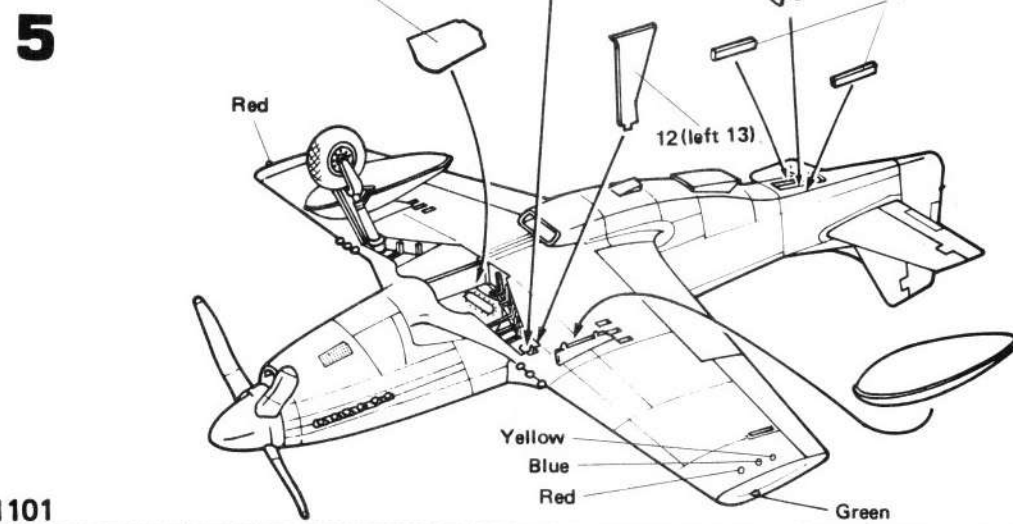
Cement cockpit assembly from Step 1 into part 2. Cement 1 and 2 together. Cement 6 to nose as shown.



Cement 25 and 26 to 24 then cement wing assembly to fuselage. Cement 22 and 23 to fuselage.



Slide 16 over prop shaft on fuselage then slide 11 over shaft and align blades into notches in 16. Carefully cement 8 to shaft. Do not let cement touch 11. Cement 15 to 11. Cement clear part 1 to front of cockpit. For P-51D-25 (Happy IV), cement clear part 2 in place, either opened or closed. For P-51D-10 (Petie 2nd), cement clear part 3 in either opened or closed position.



Separate landing gear doors as shown, parts 12, 13 and 19. Cement 17, 14 and strut door from part 12 together for right landing gear and cement in place on wing. Cement wheel door from part 12 over well. This door may be cemented either open or closed. Repeat for left gear using parts 13, 14 and 18. Cement 10 into rear fuselage then cement two halves of 19 in place as shown.

CAT # 1101 MUSTANG

9

10

11

13

2

3

6

4

5

12

78

78

7

1



U.S. ARMY P-400-13-0
FORMAL NO. 407 00-10000
REPLACES 40700
WHICH IS OBSOLETE
THIS IS THE ONLY ONE
WHICH IS OBSOLETE
WHICH IS OBSOLETE



8



SCALE-MASTER®



DECALS