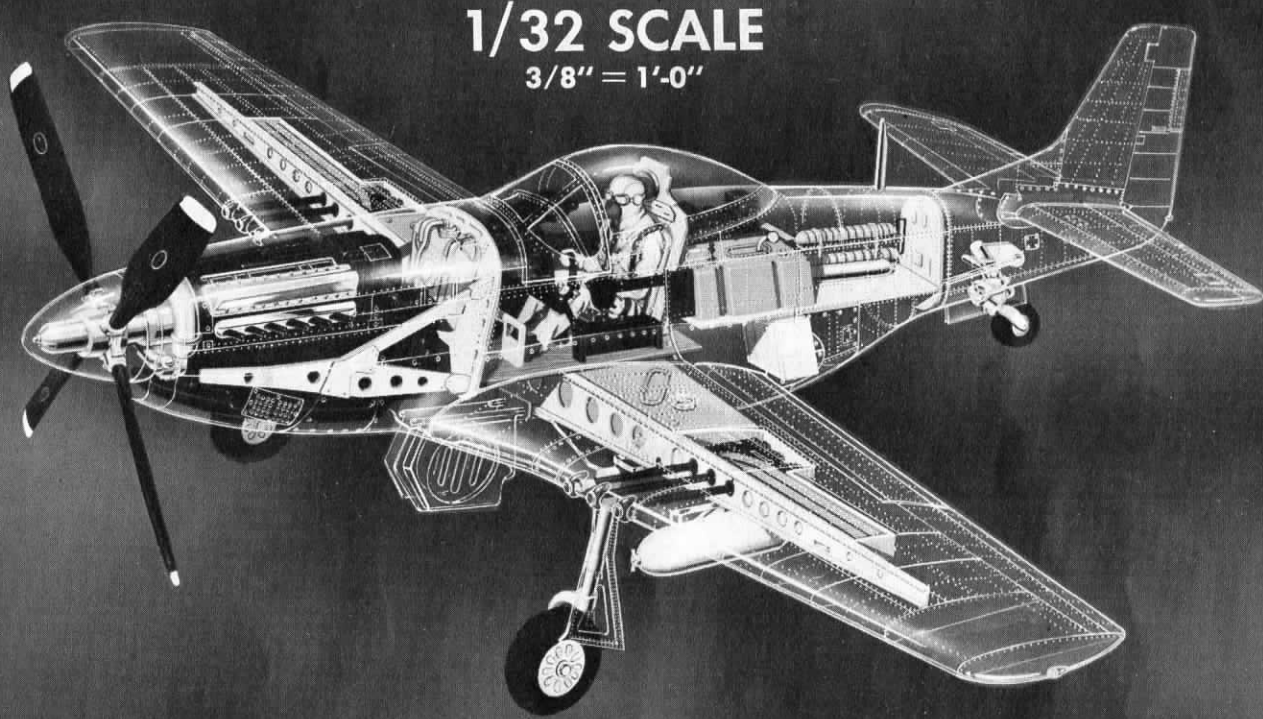



MONOGRAM
**U. S. AIR FORCE
F-51D MUSTANG**

PHANTOM MUSTANG



Considered by many authorities to be the best fighter plane to come out of World War II, the Mustang is regarded today as a classic of fighter design. It outperformed all other Allied fighters in speed, range and maneuverability and became established as the principal Allied fighter plane.

The Mustang is a single-seat fighter built by North American Aviation Corp. It was originally designed at the request of the British Air Purchasing Commission for the Royal Air Force. The terms of the contract required completion of the prototype in only 120 days. The actual design and construction of the prototype was completed in 117 days! It first flew in October 1940 as the NA-73. The first production model was completed within one year and shipment was made to Great Britain in November 1941. The R.A.F. named it the Mustang.

The Mustang was one of the first planes to use the radical "laminar flow" airfoil, which has its maximum thickness well aft and results in greatly reduced drag and increased efficiency.

Of the first ten production aircraft, two were delivered to the U.S. Army Air Force for evaluation. Up to this time the USAAF had shown no particular interest in the plane, having under development the P-38 Lightning and the P-47 Thunderbolt. The two planes were designated XP-51 and named Apache by the Air Force.

The XP-51 was powered by the Allison V-1710-39, 12 cylinder liquid-cooled engine of 1100 hp. Its top speed was 382 mph. After extensive testing of these two planes, the USAAF ordered 150 planes and soon after, another 310.

Flying with the R.A.F. the Mustang was used mainly for ground

support and low-level strafing, and was soon recognized as an outstanding design. The R.A.F. experimented with the use of the more powerful Rolls Royce Merlin engine. Performance, particularly at higher altitudes, was so greatly improved, North American began a complete redesign of the Mustang, strengthening the air frame to take the more powerful engine. The Rolls Royce Merlin V-1650-3 engine was licensed to Packard Motor Car Company for manufacture in the United States.

Two of these new Mustangs were ordered by the USAAF as the XP-78. (Later changed to XP-51B). Top speed with the new Merlin engine was 441 mph. On the basis of tests by the R.A.F., the USAAF ordered 2200 planes even before the two XP-51B models were flown. They were produced in the North American plant in California and in a new factory in Dallas, Texas. This model first went into service in 1943 as the P-51B Mustang, the USAAF having adopted the British name.

The P-51B was the first single-engine fighter able to accompany bombers into Germany and return. On December 13, 1943, a flight of Mustangs flew 490 miles to Kiel and returned, using auxiliary fuel tanks under the wings. In March of 1944, they flew the 1100 miles round trip to Berlin with B-17 and B-24 bombers. In 1944 also, Mustangs began operating in Italy and around the world in Burma.

In 1944 the P-51D went into production with the still more powerful Merlin V-1650-7 engine, built by Packard, incorporating a two-stage, two-speed supercharger. At this time, the rear of the fuselage was cut down and a beautifully streamlined "bubble" canopy was installed to provide better rear vision.

The P-51D was the most widely produced model of the Mustang, 7,956 being built. Total production of all models was 15,576. Ten of the P-51D were modified to two-place trainers and designated TP-51D. One of these was further modified for use as a high-speed observation post for the Supreme Allied Commander, General Eisenhower, during the Normandy invasion.

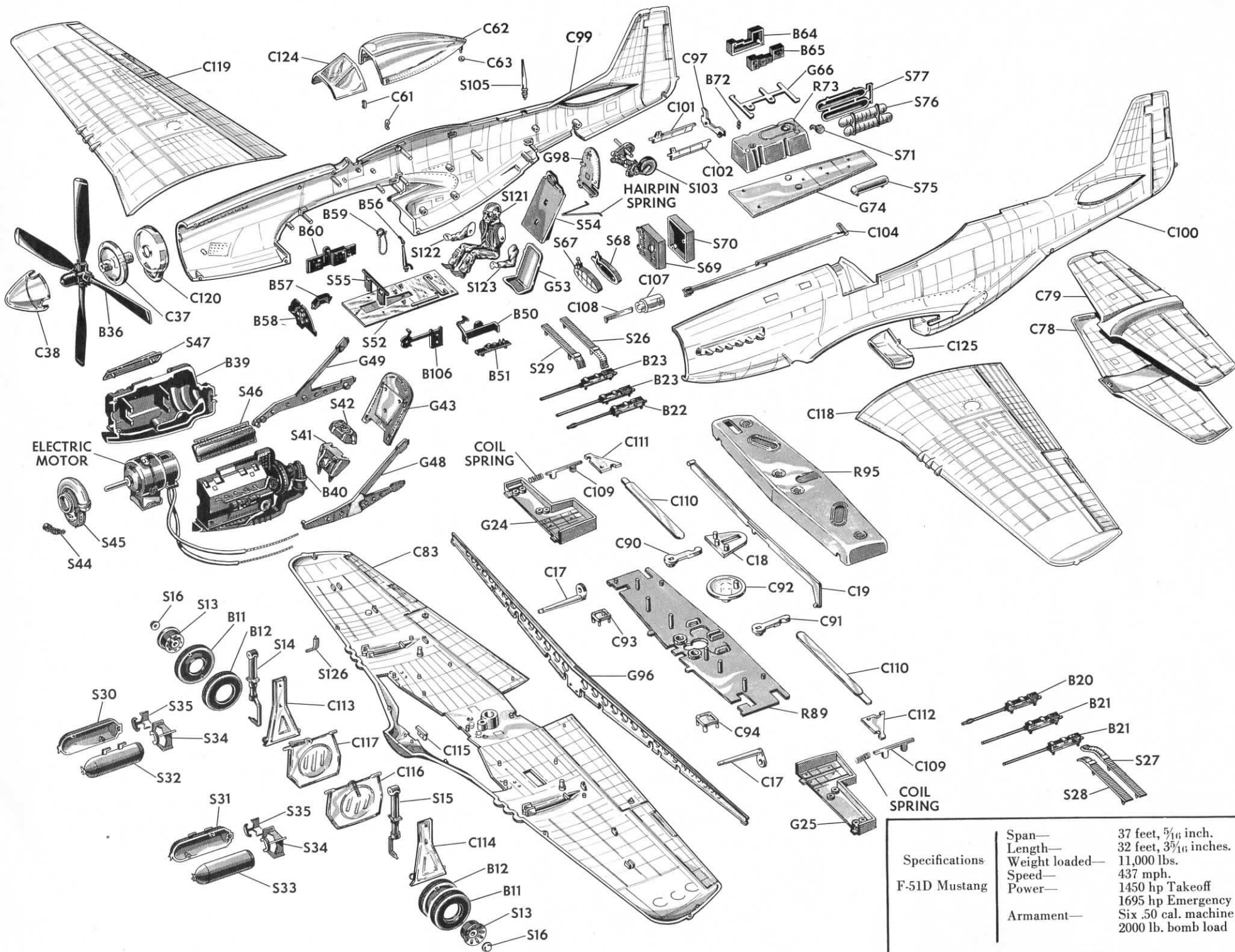
Several later models of the Mustang were produced, but the "D" is the most famous of them all. They saw service in all theatres of World War II and later in Korea. When the Air Force changed the designation "P" (Pursuit) to "F" (Fighter), the Mustang became the F-51D. The Mustang was the last of the piston engine fighters and has now been replaced by the jets.

At least one Mustang was fitted with arresting hook and tested for possible Navy carrier use. After being replaced in the Air Force, many 51's were used by the Air National Guard and others were purchased as war surplus for use as private planes, some being modified to carry a passenger behind the pilot.

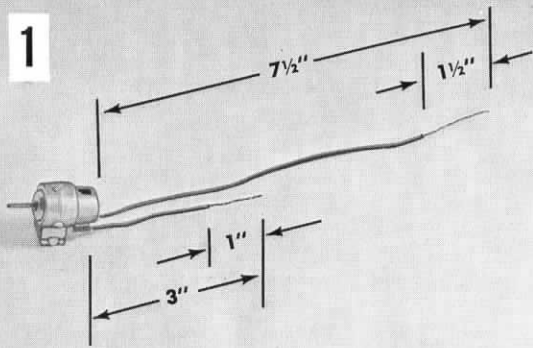
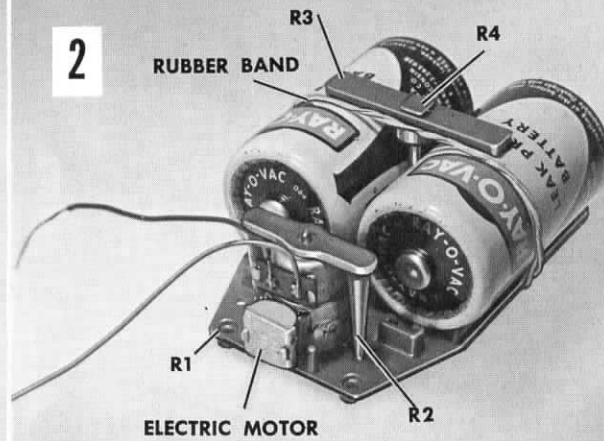
The Thompson and Bendix air races of 1946-7 and 8 saw several Mustangs used as racing planes. Some of these were modified by clipping the wings and stepping up the engine, using fuel injection with 130 to 170 octane fuel. Several had the big belly air scoop removed and air intakes mounted in the wings where the machine guns were originally installed. One of these modified Mustangs flew 2008 miles from California to Cleveland, Ohio at an average speed of 470 mph!

Your Monogram model of the Mustang was developed from manufacturers drawings, Air Force manuals and hundreds of photographs and measurements of an actual Mustang.





Specifications	Span—	37 feet, $\frac{5}{16}$ inch.
	Length—	32 feet, $\frac{3}{16}$ inches.
F-51D Mustang	Weight loaded—	11,000 lbs.
	Speed—	437 mph.
	Power—	1450 hp Takeoff 1695 hp Emergency
	Armament—	Six .50 cal. machine guns 2000 lb. bomb load

1**2**

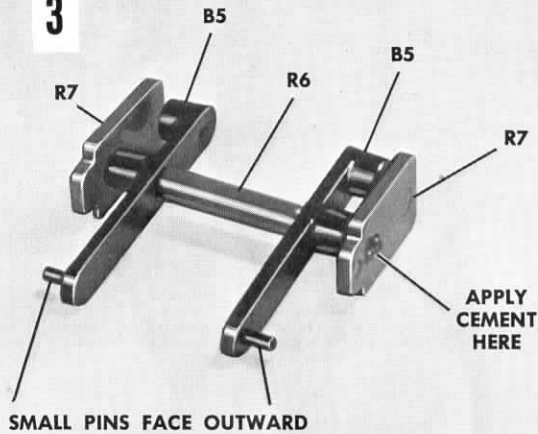
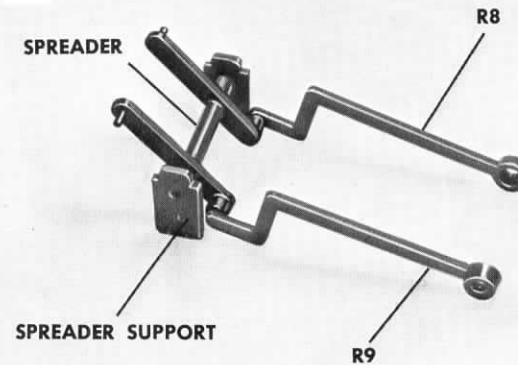
MOUNTING PLATE

1

Cut wire leads of one electric motor that will be used in base to proper length and strip insulation exactly as shown.

2

Fasten electric motor to R1 mounting plate by cementing R2 motor retainer in place. Next lay batteries on mounting plate, slip R3 battery lock onto R4 lock pin as shown (do not cement) and then cement end of lock pin into hole in mounting plate. Slip a rubber band on to hold batteries in place and allow to dry *OVERNIGHT*.

3**4****3**

BOMB RELEASE

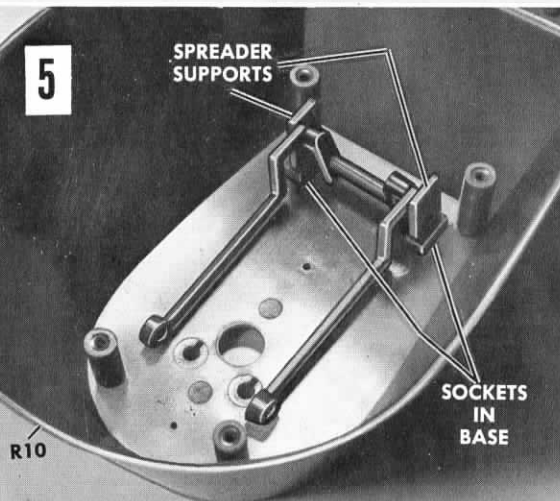
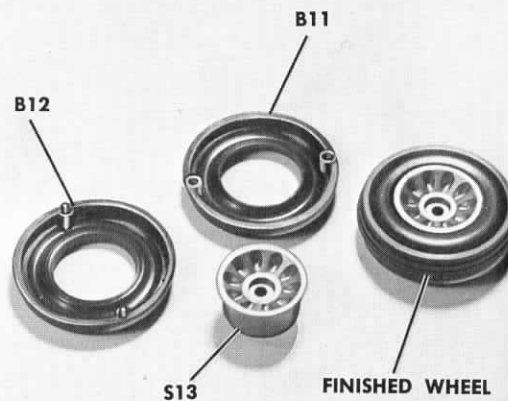
Apply a thin film of grease into both holes in each B5 toggle using the tip of a toothpick. Slip one toggle over R6 spreader with small pin facing outward (do not cement). Place R7 spreader support over end of spreader and apply cement to the outside. Do the same on other side of spreader. Toggles should move freely.

4

Twist spreader support and insert pin on R8 link into hole in toggle. Do not cement. **IMPORTANT**—Be sure bend in link goes *upward* towards spreader exactly as shown. Attach other link (R9) in the same way.

5

Hold unit between thumb and middle finger and after applying cement (sparingly) into sockets in bottom of R10 base, feed ends of toggles through openings in base and then press ends of spreader supports into sockets. Make sure toggles move freely.

5**6**

LANDING STRUTS

6

Cement B11 and B12 tire halves together. Then cement S13 wheel hubs into tires. Be sure they are put in the correct way so outside of hub is flush with tire.

Place wheels onto S14 and S15 strut axles. Using the tip of a toothpick, apply a tiny bit of cement into hole in S16 axle caps and then press them onto tip of axles. Spin wheels to see that they rotate freely.

7

Next cement C17 strut pivots into top of struts. Use cement very sparingly and be sure strut pivots are in all the way.

8

Cement C18 slider to C19 strut link. Slider fits between three short pins on link.

9

MACHINE GUNS

Cement B20,21,22,23 machine guns into G24 and G25 ammo boxes. Notice that guns with blast tubes go toward large end of ammo boxes. Cement S26,27,28,29 ammo belts in place.

10

BOMBS

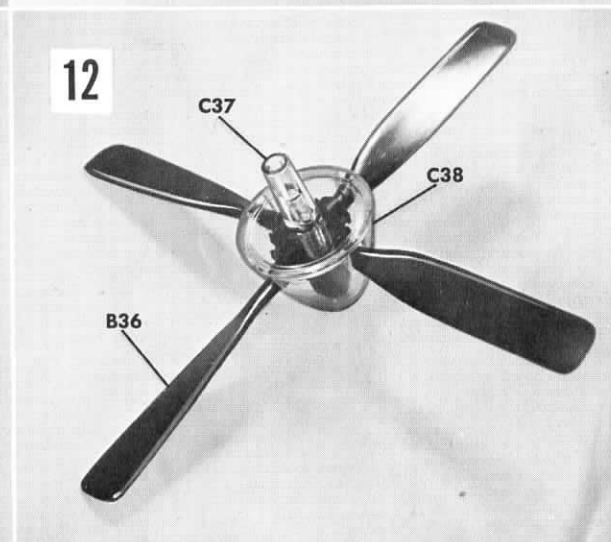
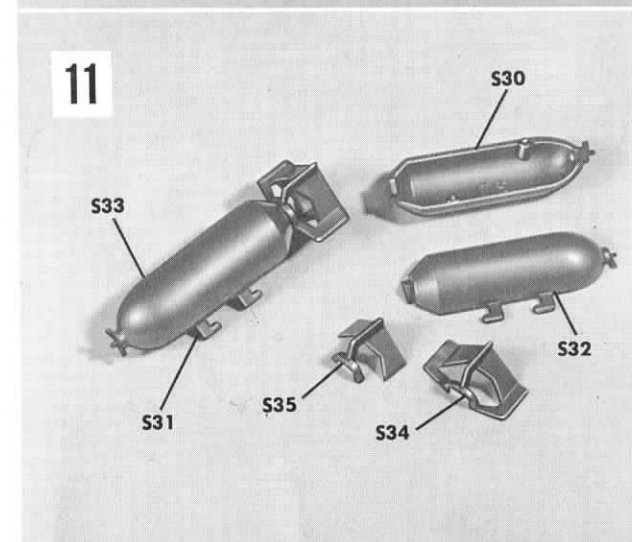
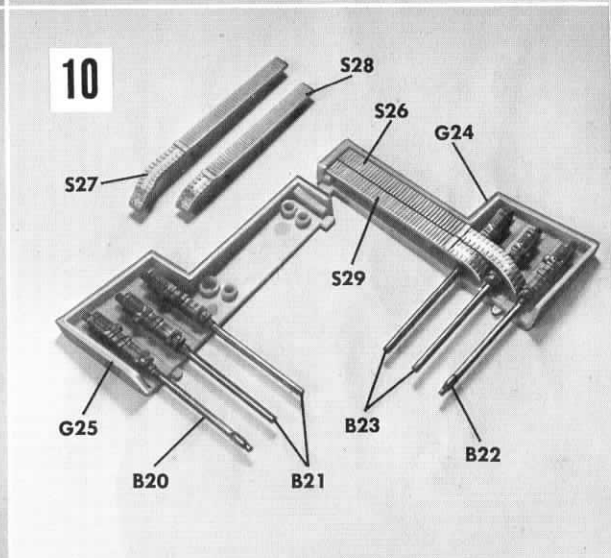
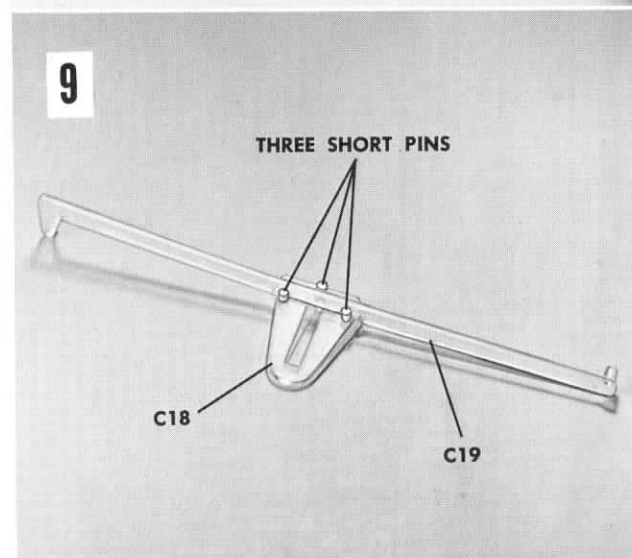
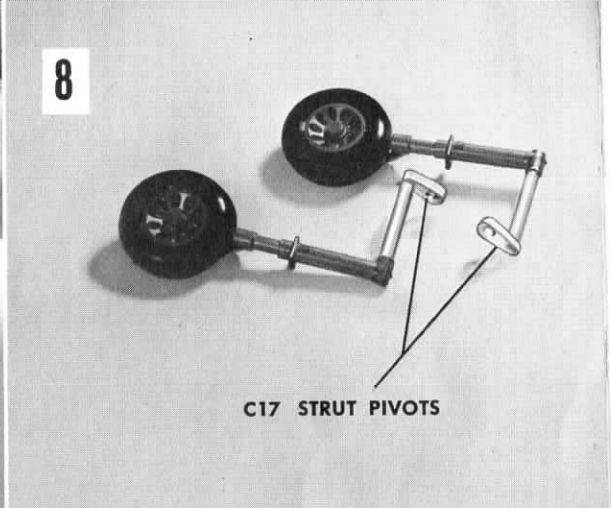
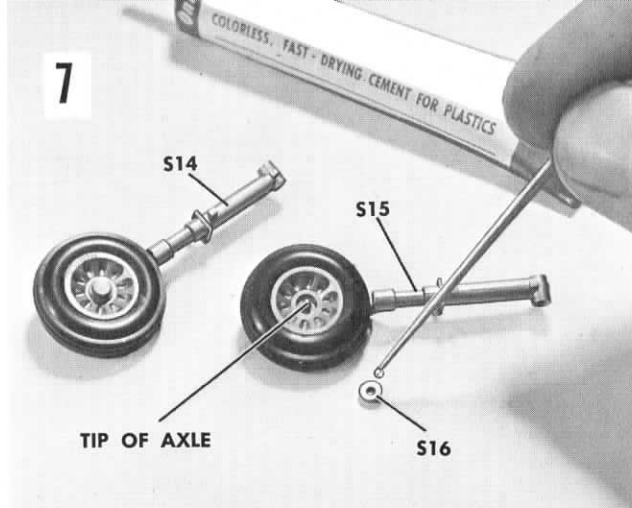
Cement S30,31,32,33 bomb halves together. Also cement S34 and S35 fin halves together. Then cement fins to bombs.

11

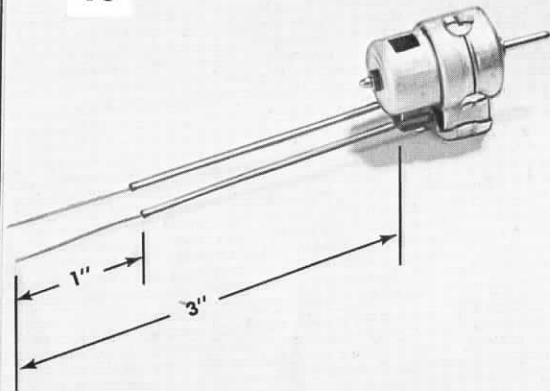
PROPELLER

Cement short shaft of C37 spinner back plate into hole in B36 propeller. Then cement C38 spinner to back plate.

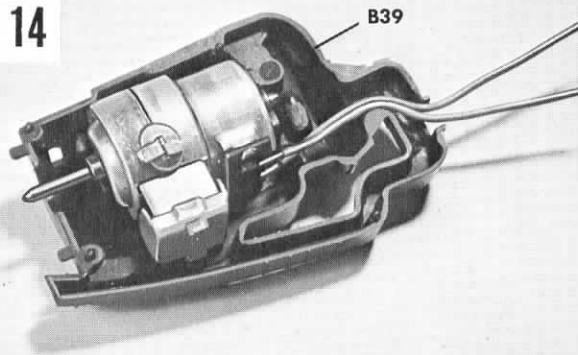
12



13



14



ENGINE UNIT

13

Cut wire leads from other electric motor to 3" lengths and strip off 1" of insulation as shown.

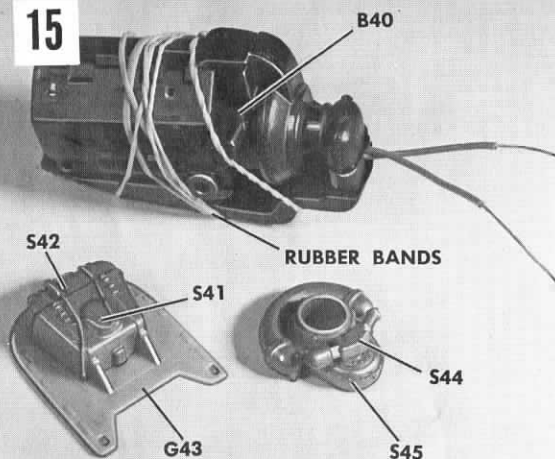
14

Press electric motor into B39 right engine half and bring wires out at rear as shown.

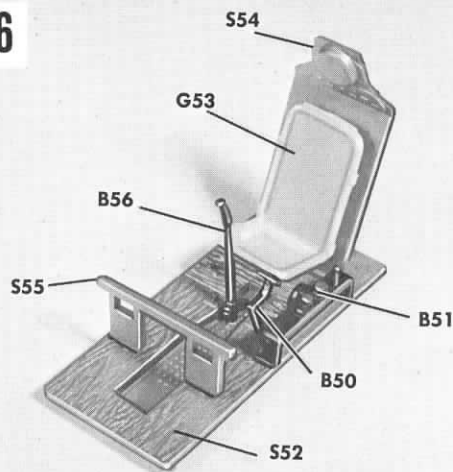
15

Cement other engine half B40 in place and bind with rubber band until cement sets. Join S41 oil tank and S42 top and cement this unit to G43 firewall. Cement S44 governor to S45 engine front.

15



16



COCKPIT DETAILS

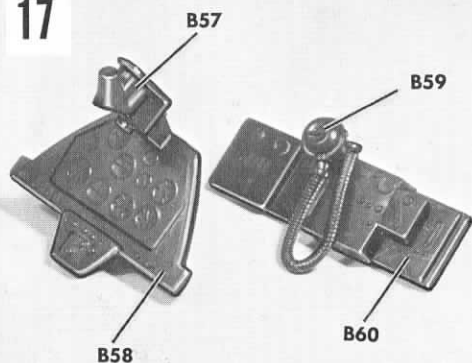
16

Cement B51 bomb release panel on top of B50 left side panel and cement this unit over long rib on edge of S52 floorboard. Also cement G53 seat to S54 armor plate and attach to floorboard. Remove two small tabs from B56 control stick. Cement control stick and S55 rudder pedals in place.

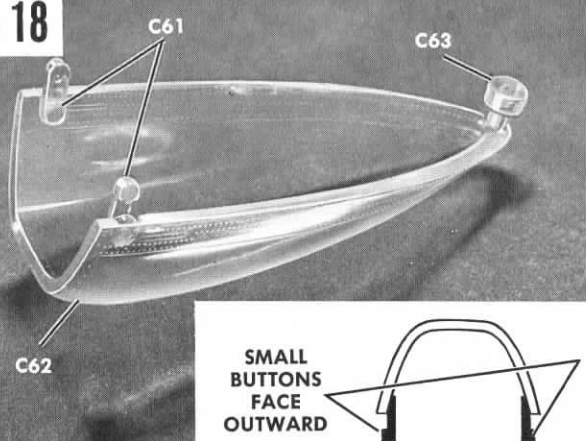
17

Cement B57 gunsight to B58 instrument panel. Cement B59 oxygen tube to B60 right side panel.

17



18



CANOPY

18

Cement two C61 canopy guides to insides of C62 canopy. Slanted oval pads on canopy guides fit into notches inside canopy and small round buttons face outward as shown in illustration. Also cement C63 retainer onto small pin at rear of canopy.

FUSELAGE COMPONENTS

Cement B64 and 65 radio halves together and cement this unit to G66 radio support.

Cement S67 and 68 oil cooler halves together. Also cement S69 and 70 coolant radiator halves together.

Cement S71 fuel filler and B72 fuel gauge to R73 tank. Attach this unit to G74 fuel tank mount. Also attach S75 auxiliary oxygen tank. Cement S76 and 77 oxygen tank halves together and cement this unit to fuel tank mount.

ENGINE UNIT

Remove rubber bands from engine and cement S46 and 47 rocker covers in place with small pipes towards top as shown. Cement engine front assembly to engine. Cement G48 and 49 engine bearers to engine. Pins on bearers fit into holes in engine. Then cement engine unit to firewall. Wire leads should fit under bottom edge of firewall.

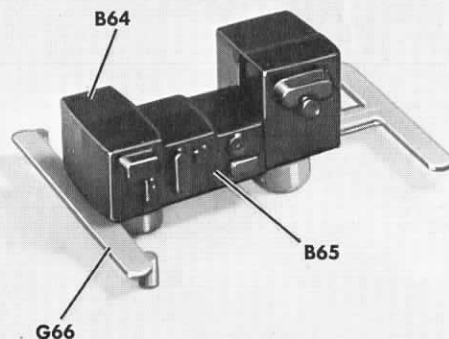
STABILIZER

Cement C78 and 79 stabilizer halves together, using very small amounts of cement for neatness. If necessary, use small pieces of scotch tape to hold halves together. Trim away excess plastic at center of front edge as indicated.

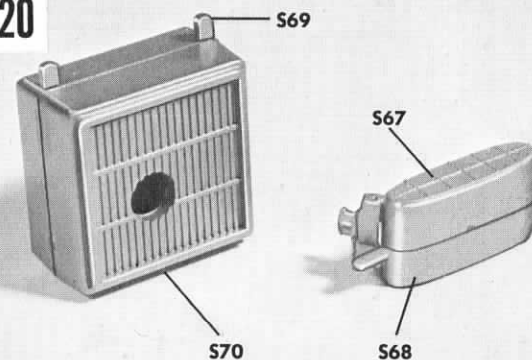
GEAR ASSEMBLY

Twist battery lock and remove batteries. **IMPORTANT**—Before installing gears, trim away excess plastic from tooth of each gear where it was fastened to the plastic "tree." Press small nylon gear onto motor shaft. Apply grease to center hole of all gears. Rack up gears on posts, starting first with one that meshes with nylon gear. Notice that four gears (R80) are alike and the last one on (R81) is different. Apply a tiny amount of cement to inside of small hole on R82 gear cap and fit the gear cap over the small gear post and the large gear hub, as shown. Allow cement to dry at least an hour. Touch ends of wire leads to opposite ends of a fresh battery to check running. **IMPORTANT**—Put grease on the teeth of each gear for quiet, smooth operation. If motor does not run, turn the nylon gear and touch wire leads to the battery again. Allow the motor to run for about five minutes to "break-in" the gear reduction unit.

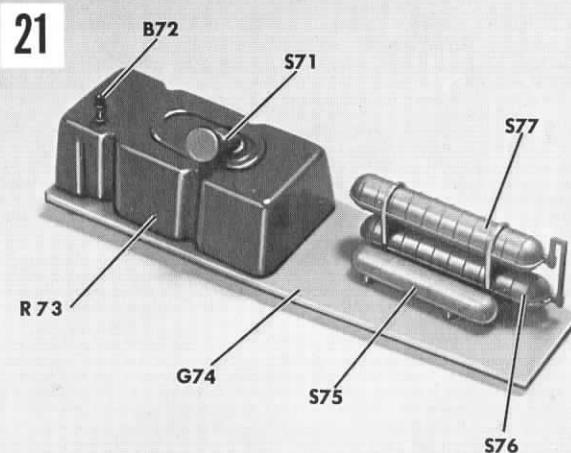
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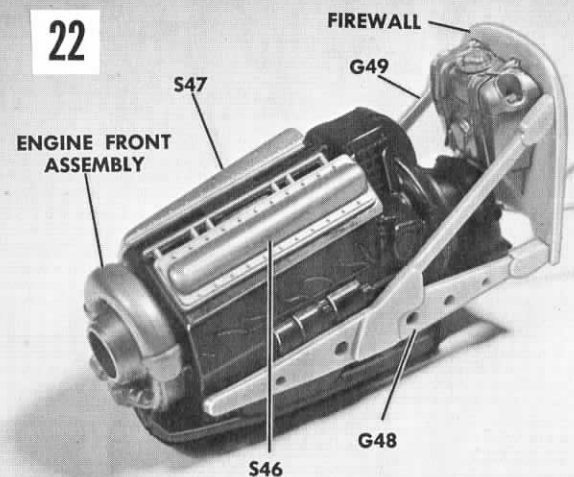
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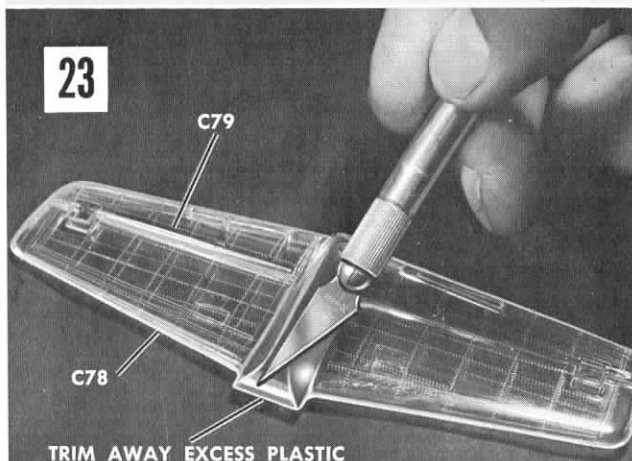
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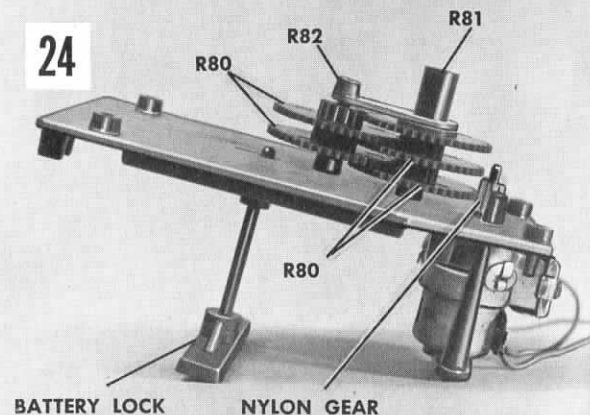
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23



24

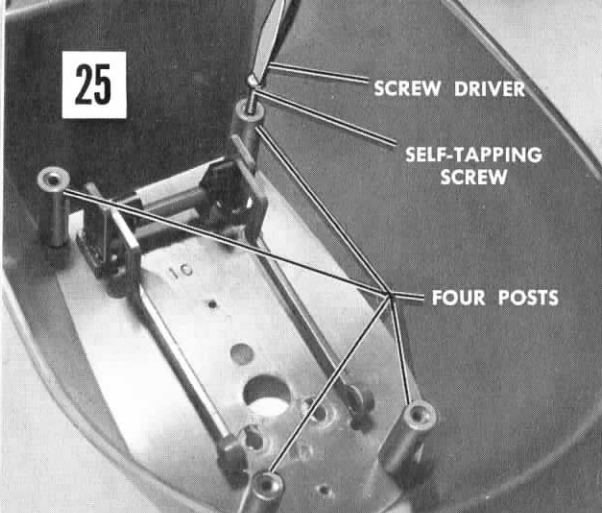


25

SCREW DRIVER

SELF-TAPPING
SCREW

FOUR POSTS



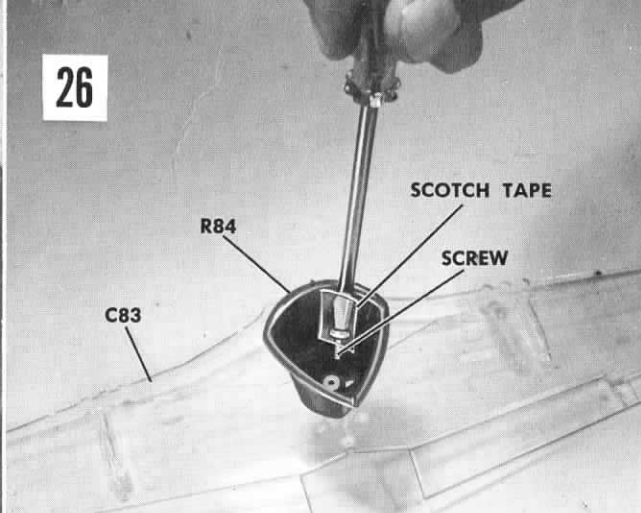
26

SCOTCH TAPE

R84

SCREW

C83



25

Turn a self-tapping screw into holes in four posts in bottom of base to cut threads into the plastic. Remove screw.

MAIN COMPONENTS

Turn one self-tapping screw into hole in long post in center of C83 bottom wing to cut threads into the plastic. Then remove screw. Now attach R84 column to bottom wing with this screw. Fasten screw to screwdriver with a small piece of scotch tape to help get it into the hole in column. With unit upside down, tighten screw into wing, making sure all holes in column line up with holes in wing. Remove scotch tape.

26

27

Make up lengths of wire with ends bared and twisted as shown.

Feed 1½" bared end of the 12" wire through small hole on left side of bottom wing and the 9" wire through small hole on right side. About 3" of each wire should remain above the wing. Use a piece of scotch tape to hold the two wires together so they will not fall through. Then feed ends of wires through small side holes in top of base and cement column to base.

28

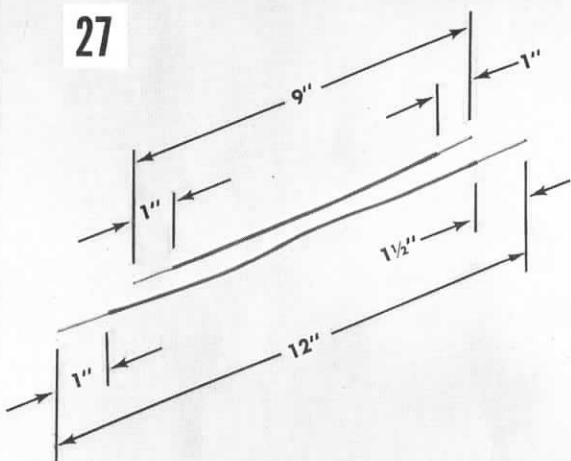
27

9"

1"

1½"

12"

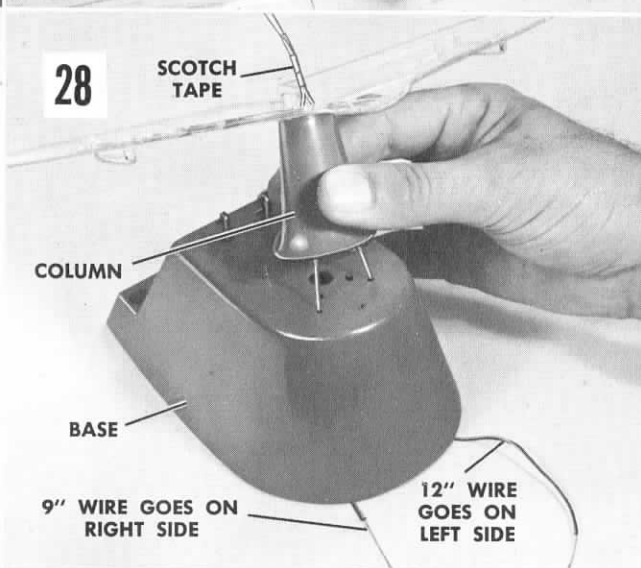


28

SCOTCH
TAPE

COLUMN

BASE

9" WIRE GOES ON
RIGHT SIDE12" WIRE
GOES ON
LEFT SIDE

29

Place R85L (left) and R85R (right) connector rods into holes in bottom of base and through holes in top of column. Holes are keyed and it is **IMPORTANT** that proper ones are used on each side. Be sure that tail of connector rod faces *toward center* of base as tab is passed through keyed hole. After tab passes through keyed hole, turn rod so tail faces *away from center* of base. This keeps the rods from dropping out. Pull wires slightly and look through large hole to be sure wire is not wrapped around rods. Fit tails of rods into holes in ends of links, snapping them into place with a slight pressure of the fingers. Do not cement. If links slip off ends of rods, they have not snapped into place.

29

TAIL FACES
TOWARD
CENTER
WHEN
INSERTING

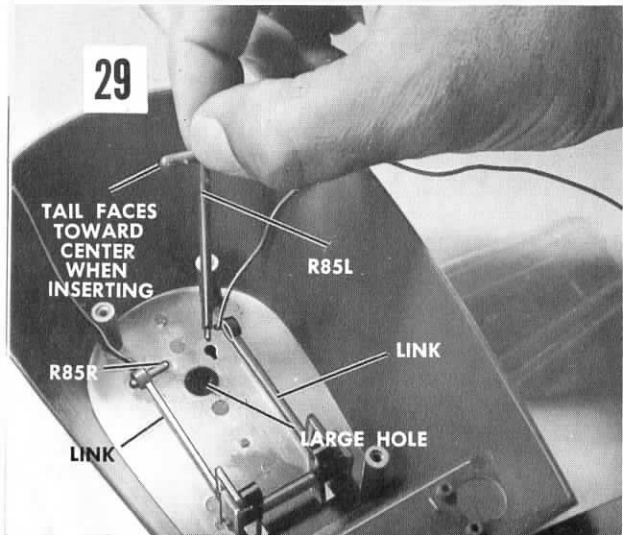
R85L

LINK

R85R

LARGE HOLE

LINK

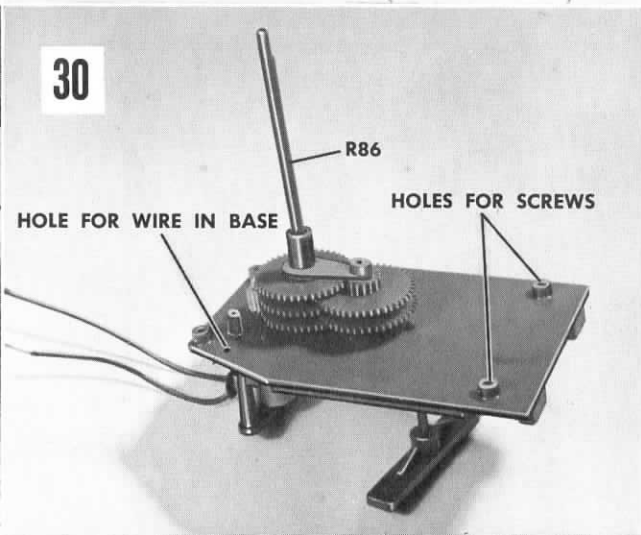


30

R86

HOLE FOR WIRE IN BASE

HOLES FOR SCREWS



30

Cement R86 drive shaft into hole at top of gear assembly. Use cement *very sparingly*. Then turn the base over and feed drive shaft through center hole in base and column, at the same time threading the two wires coming from the base through small holes at sides of mounting plate. Use four screws to fasten mounting plate to posts in base. Draw up screws snug, but not so much that plastic cracks. Again touch leads from motor to ends of battery several times to check for free starting and running.



Motors of the type used in this model sometimes have a "dead spot" and will not start up should they stop in this exact spot. Should this occur after your motor is mounted in the base, use a pliers to rotate the short shaft that extends from the motor. Turn shaft about $\frac{1}{4}$ turn and again apply power.

Cut and strip two 4" pieces of wire as shown in photo. Feed one end of each wire through holes in end of B87 push button exactly as shown and then twist bared wire to hold it in place. Fasten other ends of wire to metal battery contacts by passing wire through hole and twisting tightly. Wires should extend from the end of battery contacts as shown.

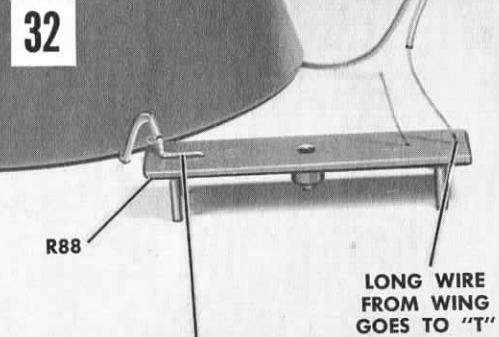
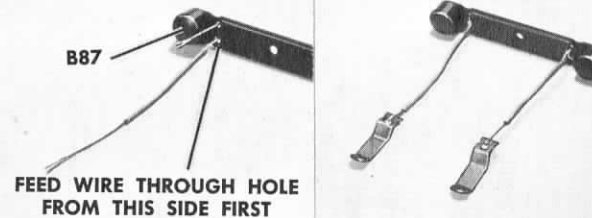
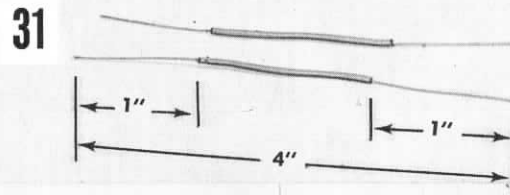
Fasten end of long wire coming from wing to end of R88 switch plate marked T (throttle) and twist as shown. Fasten end of long wire from electric motor to end of switch plate marked LG (landing gear) and twist as shown.

Cement push button onto center post of switch plate. Next cement four posts on switch plate into holes in base. Be sure letters T and LG on switch plate correspond with markings on base. Hold in place until cement sets.

Fasten battery contacts to ends of remaining two wires in same manner as shown in step 31. Then press contact leading from motor into pocket in mounting plate marked LG. Note that wire comes out of opening in side of pocket. Press other contact (leading from wing) into slot marked T.

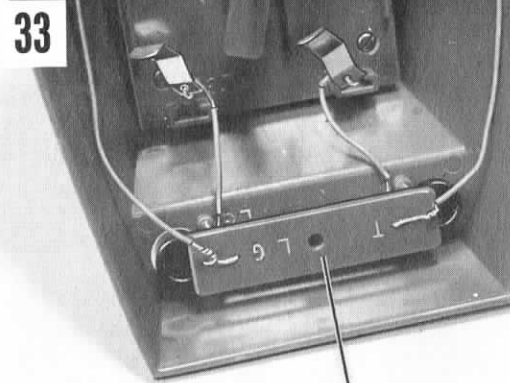
Press battery contacts fastened to push button wires into corresponding pockets in mounting plate.

Then fit batteries in place. Press push button for **LANDING GEAR** to make certain that this motor operates freely. Do not press **THROTTLE** push button.



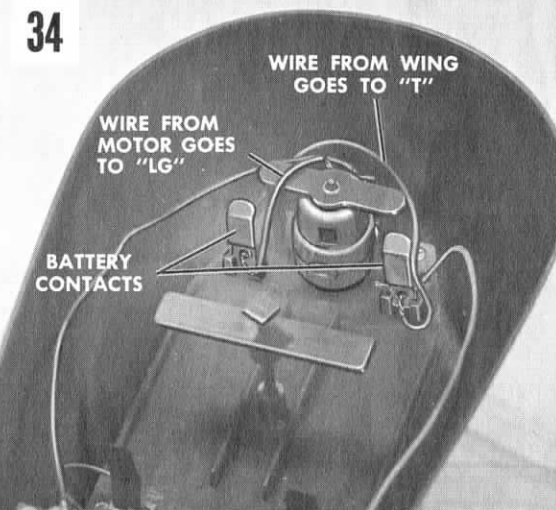
LONG WIRE FROM ELECTRIC MOTOR GOES TO "LG"

31



SWITCH PLATE

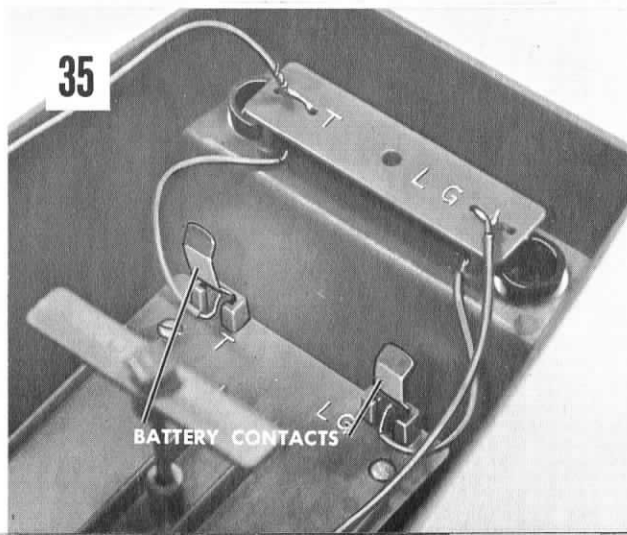
32



BATTERY CONTACTS

33

34

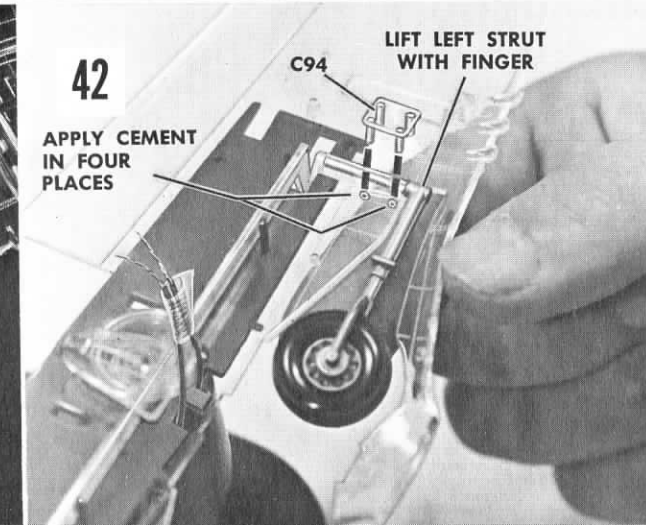
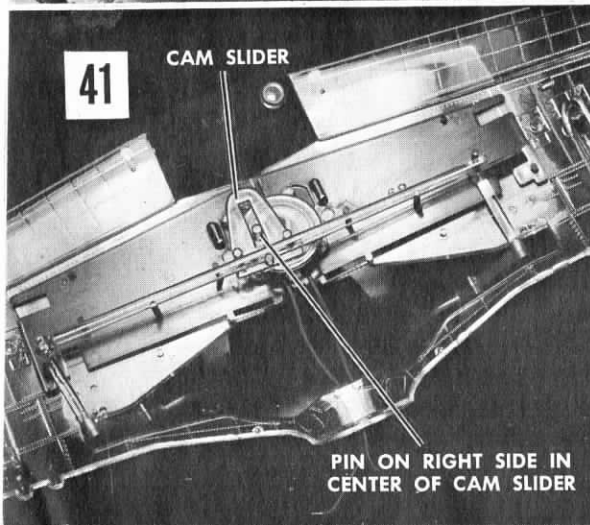
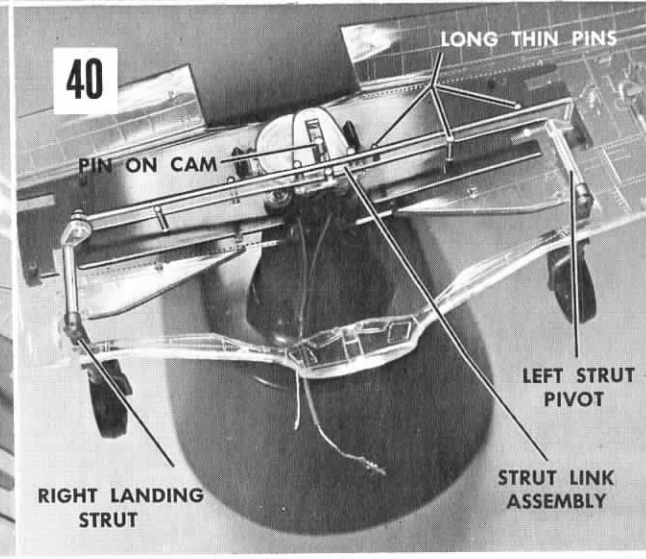
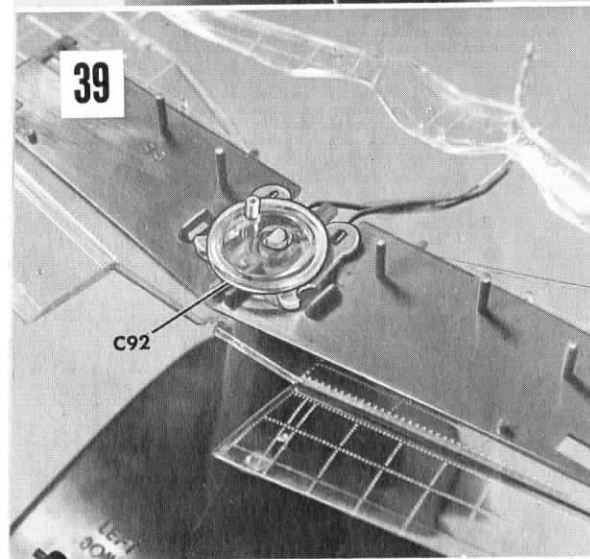
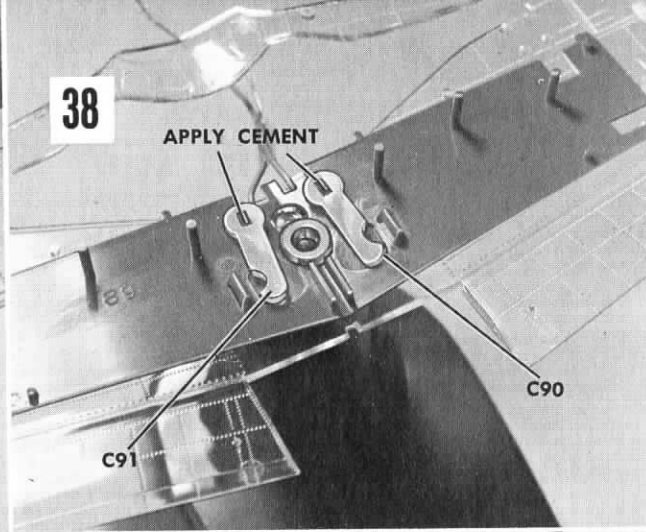
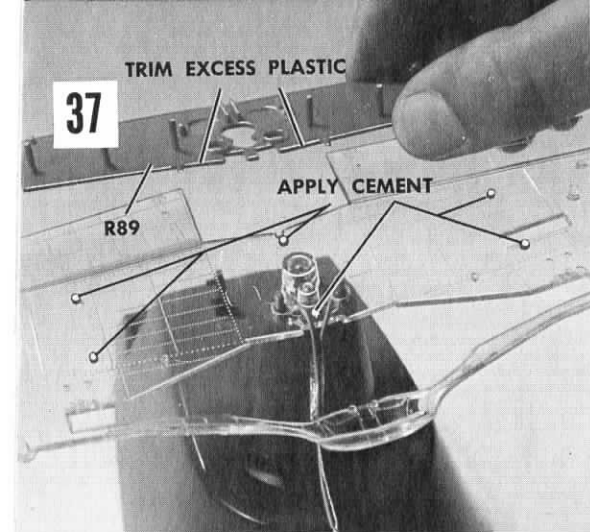


BATTERY CONTACTS

35



36



WING

Bend wire leads coming out of wing forward as shown in photo. Trim away excess plastic on R89 fuel tank bottom flush with front edge. Apply a tiny drop of cement to top of each of the six pins indicated and fasten fuel tank bottom in place, making certain that six pins fit all the way into six sockets. Hold part down with fingers until cement sets.

Remove small overflow tabs from C90 and 91 pivot arms and press in place with notch fitting over end of connector rods coming up through column. Be sure shoulder on pivot arms goes toward *bottom*, and round notches face outward towards wing tips. Apply a small bit of cement with a toothpick to fasten pivot arms to top of connector rods. Be sure that this cement dries thoroughly before proceeding to next step. If cement is not dry, cam C92 may stick instead of revolving.

Apply grease to outside of boss and into groove of cam C92. Place C92 cam onto drive shaft. Flat spot in hole in cam lines up with flat spot on shaft. Do not cement.

Do not use any cement in this step. Lay wheel assemblies in place with open face of wheels toward wing tips. Fit pin on left side of strut link assembly into hole in left strut pivot. Now drop strut link down into place so it fits between long thin pins on fuel tank bottom, at the same time fitting the slot at center over pin on cam. Pull right landing strut forward slightly and work the pin on the other end of strut link into hole in right strut pivot.

Press landing gear push button and let cam rotate until pin on cam is on the *right* side of the airplane and exactly in the center of the slot in cam slider (see illustration). This is the cam location when wheels are in the "up" position.

Be extremely careful when applying cement in this step. Using the tip of a toothpick, put a small spot of cement into each of the four tiny holes on left side of wing as shown in photo. *Be careful* not to get cement on small pin or on strut pivot. Then lift the left landing strut into the "up" position with a finger and press C94 bearing plate into place, making certain that four pins fit down into the four holes in the wing. Notice that one pin is thicker for correct positioning. Hold firmly in place for a few moments until cement sets. Hook up right landing strut in the same manner, using C93 bearing plate. Do not be concerned if right strut sags a little lower at this time.

Trim off excess plastic and lay R95 fuel tank top in place over fuel tank bottom. *Do not cement because tank top will have to be removed later.* Lay G96 wing spar in place on wing with flat side of spar against fuel tank. Be sure that wires, strut pivots, and tabs on fuel tank bottom fit into proper notches in spar. Spar should fit against fuel tank top. Carefully put six rubber bands over wing as shown to hold spar down firmly to wing. Using the tip of a toothpick, apply cement only to the *six spots* shown to hold wing spar to wing and fuel tank bottom. **DO NOT OPERATE LANDING GEAR!** Set aside to dry.

FUSELAGE

Cement C97 and G98 bulkheads into C99 RIGHT fuselage half near rear as shown. Use cement only in the sockets and slots for neatness. Fit C100 left fuselage half in place (**DO NOT CEMENT**) and make certain that formers fit into slots while cement on right half sets. Put a small rubber band around fuselage at front and rear. When dry, REMOVE left fuselage half.

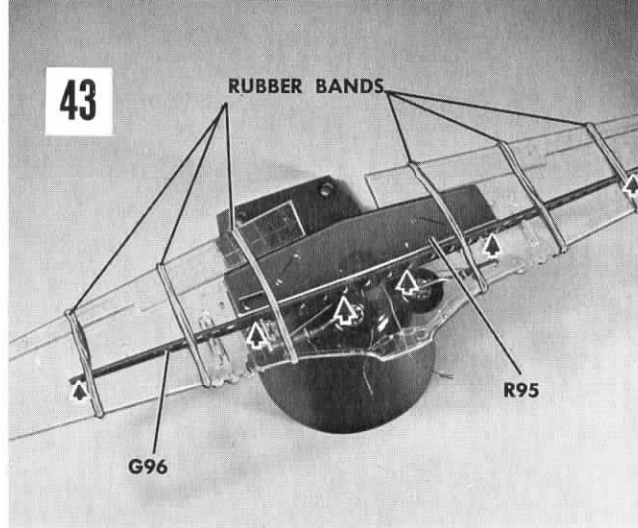
Remove overflow tabs from C101 and 102 tailwheel doors and trim away any slight flash or excess plastic. Also use the point of a straight pin to be certain that tiny holes to receive hairpin spring are open.

Install tailwheel doors. Pins at end of doors fit into holes in bulkheads. Tab for mounting hairpin spring should go inside of fuselage and towards *front* of model. Bend fuselage slightly to help get doors in more easily.

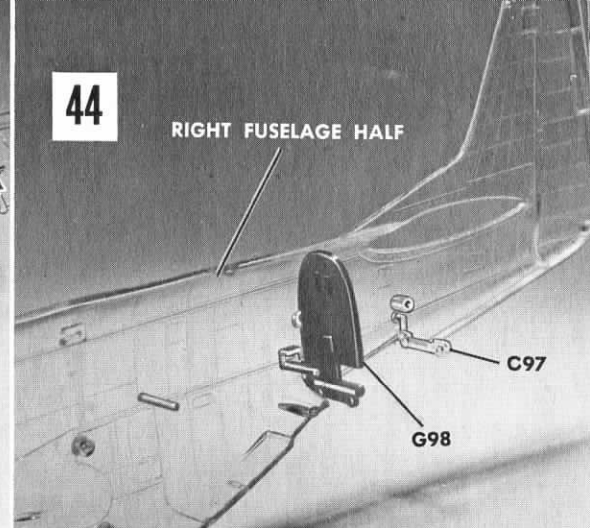
Installing the hairpin spring that holds tailwheel doors closed is a delicate operation so be patient and be careful not to lose the spring. Hold it compressed as shown and feed the two "tails" through the slot in the green bulkhead from the front and then hook these tails into tiny holes in door tabs. Tailwheel doors should be held in the "closed" position while doing this. Check for smooth operation of the doors by pressing them open from the inside with a pencil point.

Cement fuel and oxygen tank unit into notches in RIGHT fuselage half. Make sure that tailwheel door spring is *below* this unit. Ends of unit fit into sockets in fuselage side and long *pins* are for proper lineup. Next cement radio equipment above fuel tank. Then cement coolant radiator and oil cooler in place.

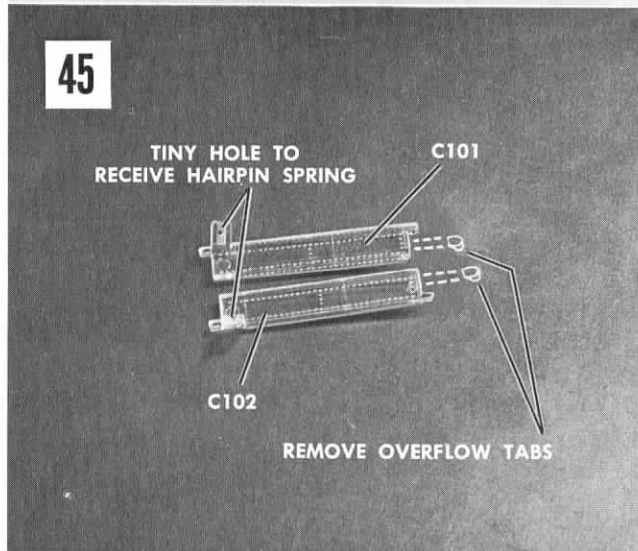
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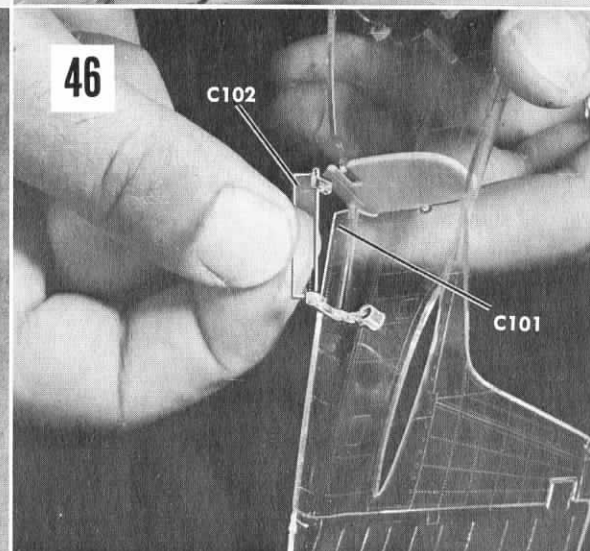
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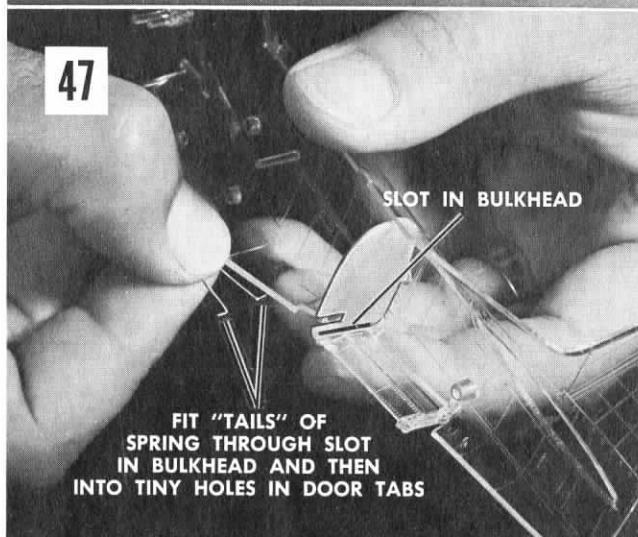
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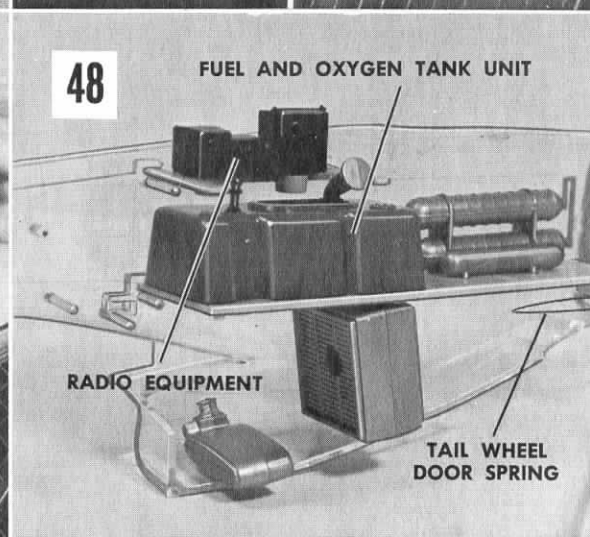
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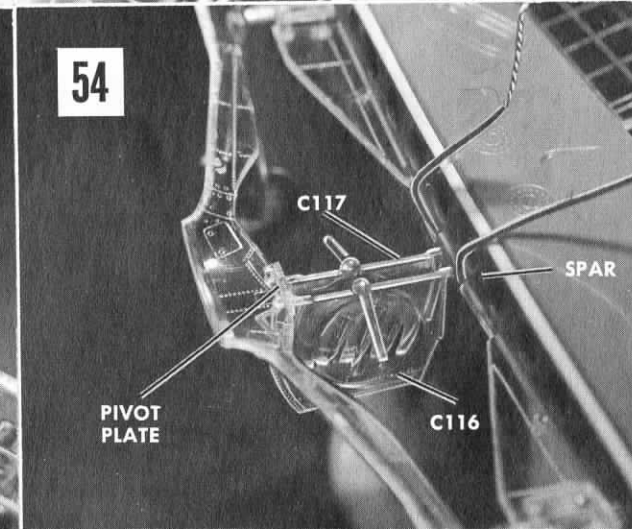
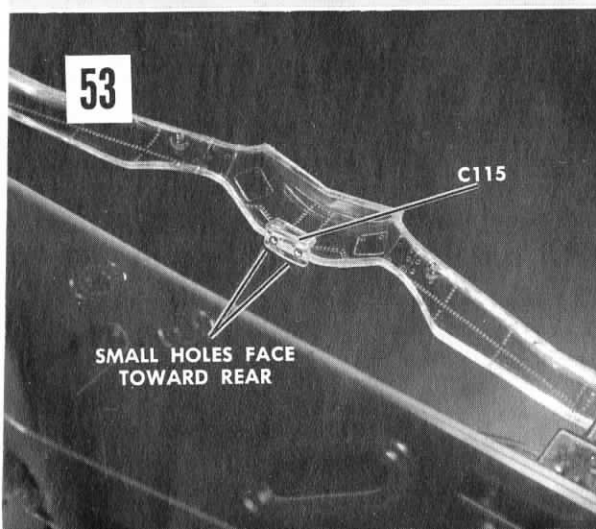
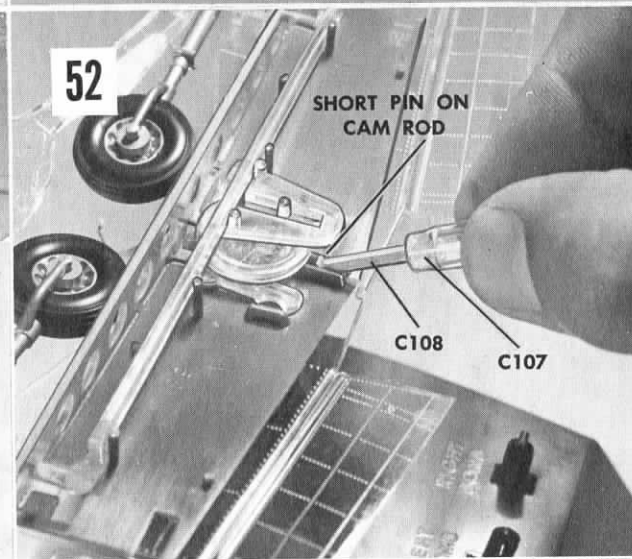
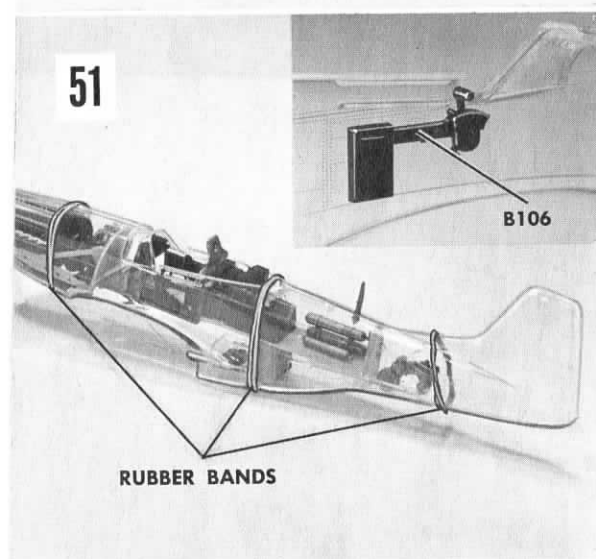
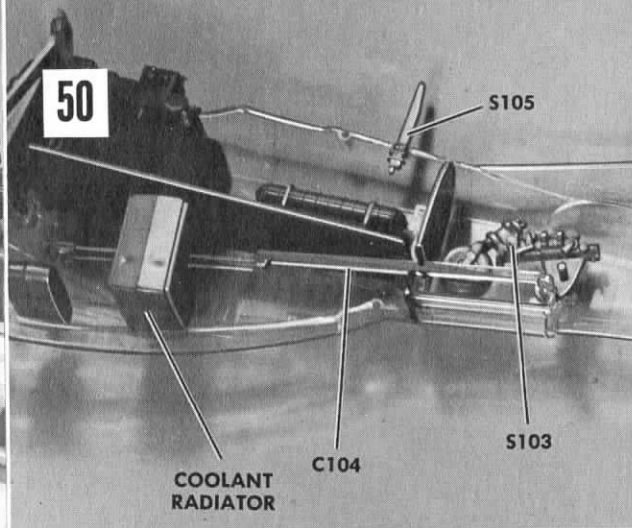
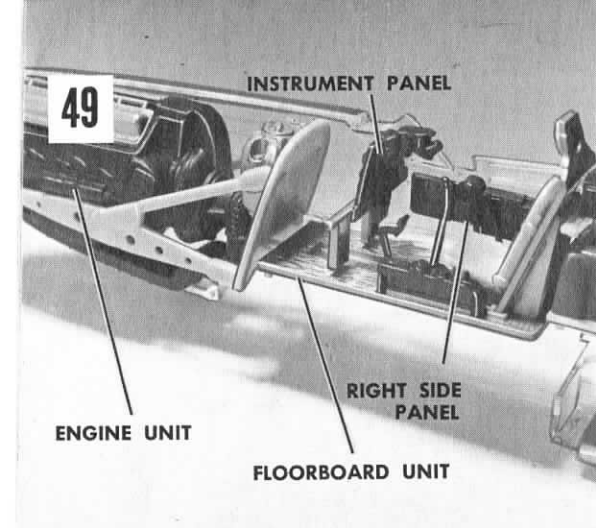


47



48





49 Right side panel, floorboard unit and instrument panel should now be cemented to right fuselage half. Pins, tabs, and sockets inside of fuselage correctly locate these pieces. Also cement engine unit in place. Be sure that engine fits down all the way onto three pins on fuselage.

50 Fit pin on S103 tailwheel into socket in fuselage. Pass end of C104 tailwheel linkage through holes in coolant radiator from the rear and then fit pin on end of linkage into hole in tailwheel. Do not cement. Cement S105 antenna into notch at top of fuselage.

51 Cement B106 throttle into place in left half of fuselage. (See inset.) Apply cement sparingly and carefully around edges of left fuselage half and fasten it to right fuselage half, making certain the rear bulkheads and pin on tailwheel fit into proper openings. If necessary, use rubber bands or scotch tape to hold fuselage halves tightly together until cement sets.

WING

52 Remove rubber bands from wing panel and lift off fuel tank top. Cement end of C108 cam rod into small hole in C107 cam rod connector and press in as far as it will go. Hook short pin on end of cam rod into slot in bottom of cam (do not cement). Cam rod rides between two ribs. Replace tank top (do not cement) and press landing gear push button to see that rod moves in and out freely.

53 Press landing gear push button to bring wheels into "down" position. Cement C115 pivot plate on two small buttons at front of landing gear opening with two small holes that receive wheel well doors facing toward rear. Caution! Do not get cement in these holes.

54 Bring wire leads up over top of tank as shown in photo. Pull forward slightly on front edge of wing at center to spread opening wider and fit C116 and C117 wheel well doors in place. Pins on doors fit into holes in spar and pivot plate. Doors must flop freely without binding. *Do not* operate landing gear.

Remove fuel tank top from the wing and lay it aside. Now begin installation of bomb dropping linkage. First fit tiny coil springs over one end of C109 bomb release pins. Do not cement.

Feed these units into the bomb racks, under the spar from the rear so spring is closest to the leading edge of the wing. Do not cement. Next apply cement at front where spring touches rib in wing to prevent spring from moving out of position.

Trim excess plastic from small end of C110 bomb trip arms so end is nicely rounded. Slip C110 bomb trip arms into place under slot and against pivot arms (do not cement). Be sure that small end of bomb trip arms fits *downward* into cutout in fuel tank bottom. Finally put C111 right bell crank over pin on right wing so ends of bomb release pin and bomb trip arm fit into notches in bell crank. Small raised ring around hole should be toward the top. Do the same on left wing using C112 left bell crank.

Test bomb dropping linkage on each wing in this manner. Hold linkage down in place *lightly* with the fingers and fit tabs on bomb upward into slots in bomb rack to fasten bomb in place. Test for smooth release by pulling bomb toggle. Now apply cement to only those edges of fuel tank top indicated by dash lines in inset photo and attach tank top.

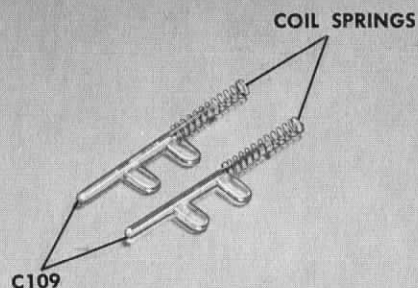
Attach ammo boxes to wing. Apply a drop of cement to top of two pads shown, feed machine gun barrels through holes in spars and finally fit two tabs on front of ammo boxes into notches in spar. Press down on ammo boxes at rear to be sure they are firmly glued to the pads. Again test bomb dropping to make certain it works well.

JOINING FUSELAGE TO WING

Attach fuselage to wing using the exact method described here. Practice before using any cement so you will know exactly how parts fit. Bring landing gear to "up" position using push button. Remember that model must never be tipped when landing gear is being operated or struts may hit wheel well covers and be broken off. Point nose of fuselage upward and bring it behind cutout in trailing edge of wing as shown in illustration. Apply a tiny bit of cement to end of tailwheel linkage and along two areas of fuselage as indicated—then fit end of linkage into hole in cam rod connector, at the same time dropping fuselage down into position on wing. Make certain that the two wires from the electric motor fit down through the slot between main gear doors. Make certain that front edge of wing at center is flush with fuselage and that two small tabs on fuselage fit down on top of wing for correct positioning. Open tailwheel doors, push tailwheel up as far as it will go and hold until cement sets.

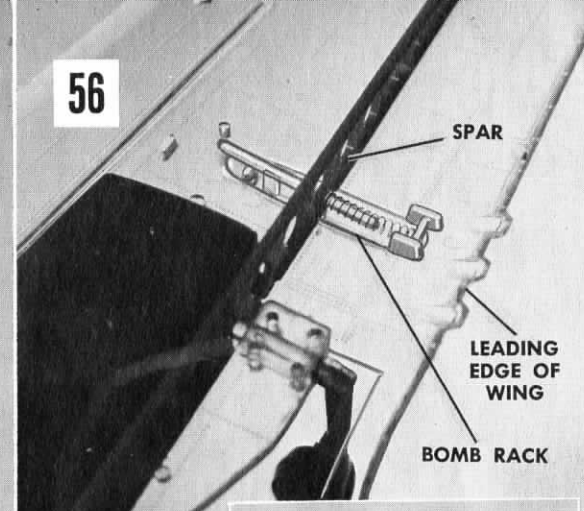
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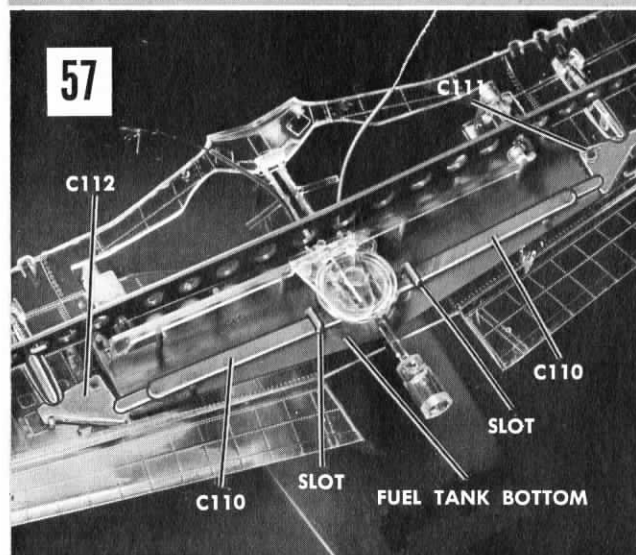
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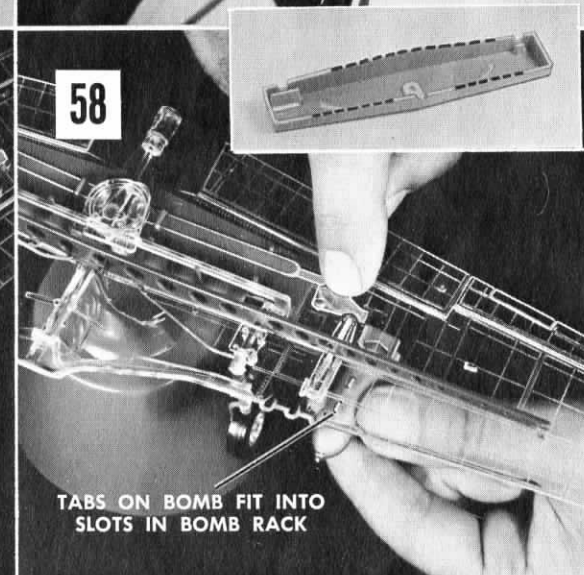
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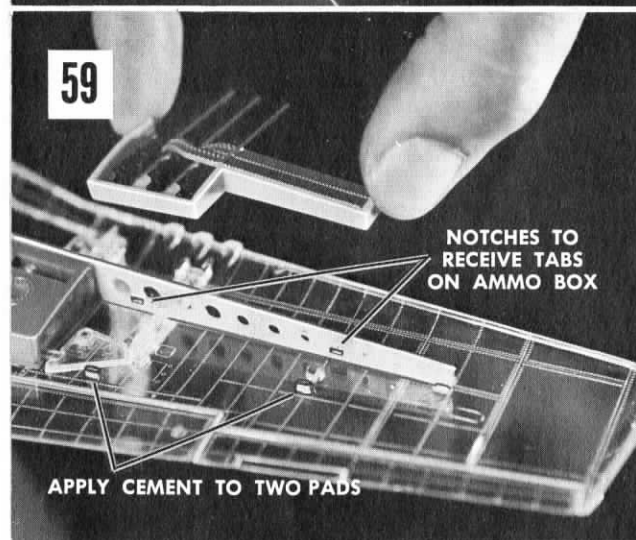
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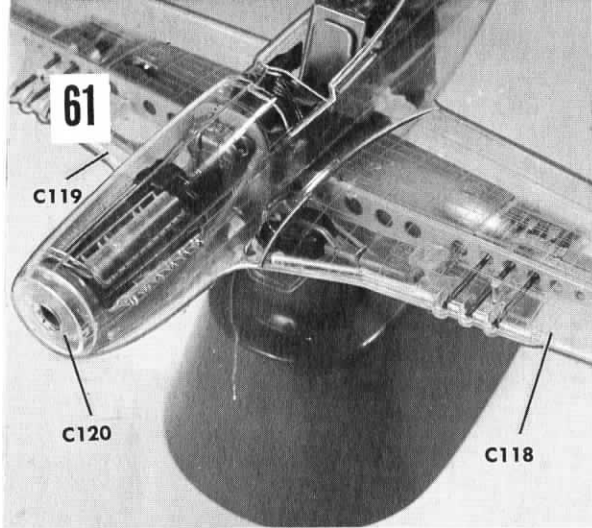
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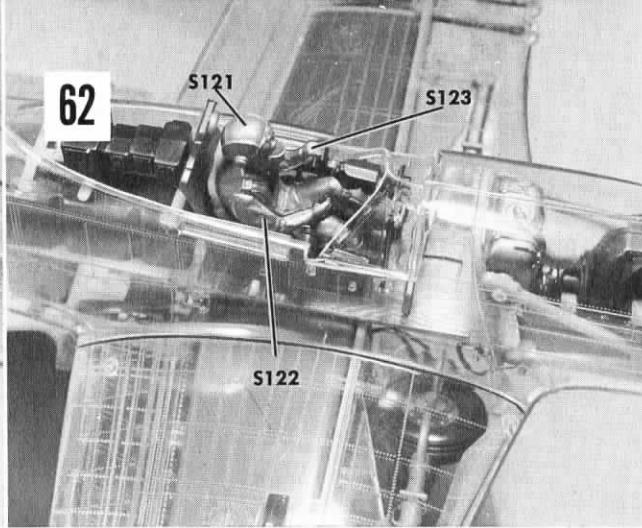


**61**

C119

C120

C118

**62**

S121

S123

S122

61

Again test bomb-dropping mechanism to be sure it works well. Then attach C118 left and C119 right top wing panels. Apply cement very sparingly along edges so seams will be neat. Use pieces of scotch tape around leading and trailing edges to hold panels firmly together until cement sets. Also cement C120 fuselage front in place.

62

If you wish to paint the pilot, refer to the column on PAINTING before putting him in model. Trim any excess plastic material from beneath left arm of S121 pilot's body and cement S122 right and S123 left arms in place. Before arms dry completely, fit (do not cement) pilot into cockpit. Wiggle and press him down until he snaps into place all the way down on seat so canopy will not hit his head. Pilot will stay in place without cementing.

63

Cement C124 windshield in place, making certain that outer edges are flush with sides of body.

64

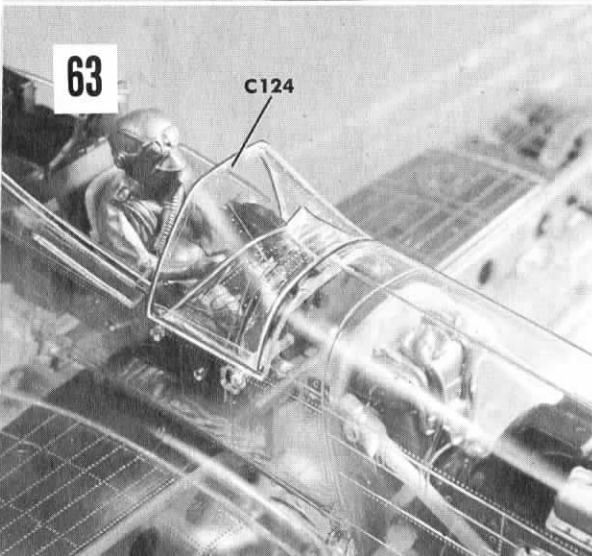
Next attach stabilizer. With the narrow center band on top, slip the stabilizer into fuselage slot from the left side as shown and wiggle it through the slot until small stop buttons on bottom of stabilizer rest against fuselage side. Then, using the tip of a toothpick, apply cement on the bottom at leading and trailing edges.

65

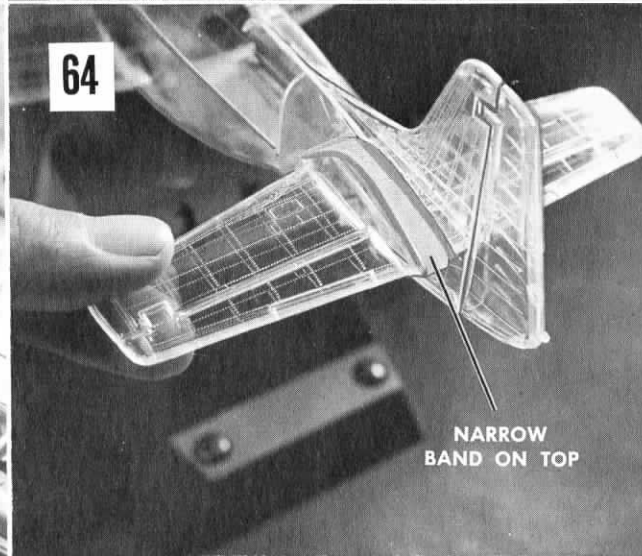
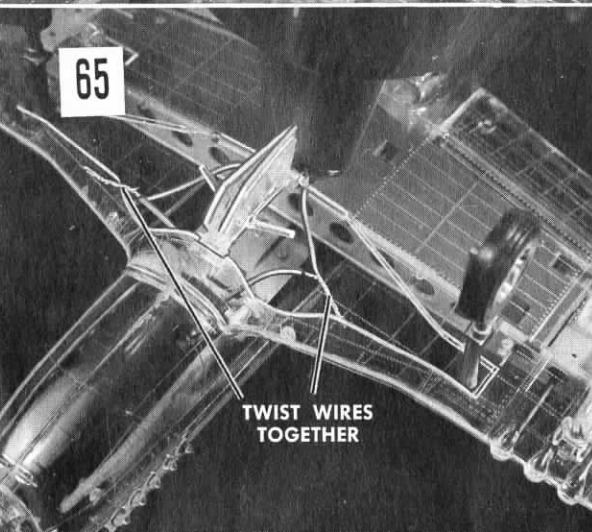
Remove scotch tape used to hold wing panels together. Then bring landing gear to down position using push button. Now turn model upside down carefully and remove batteries so base is not top-heavy. Place a block or books under one wing tip so model does not rock. Bring one wire from electric motor through each main gear door opening. Twist together the bared ends of one wire leading from motor and corresponding wire leading from wing spar. Also twist ends of other two wires together. Draw these wires tight by pulling upward on them from inside of base. Keep bared ends of wires in wheel well from touching each other. Using the tip of a pencil press wires against floorboard so they do not interfere with operation of the landing gear.

66

Apply cement to rear edge of C125 air scoop and press it in position across fuselage behind column. Small pin on scoop fits into hole in wing.

**63**

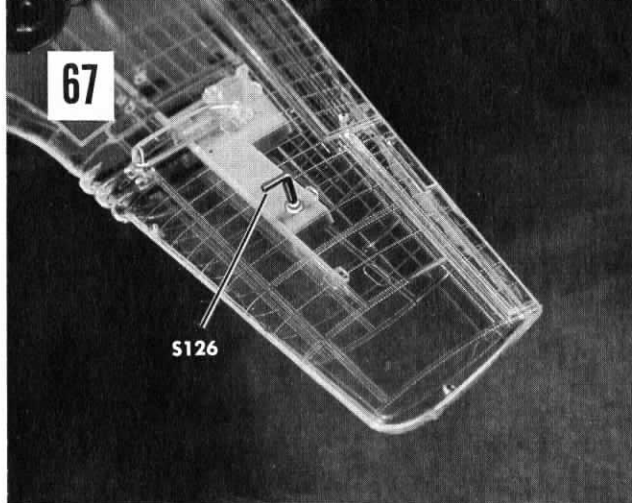
C124

**64**NARROW
BAND ON TOP**65**TWIST WIRES
TOGETHER**66**

C125

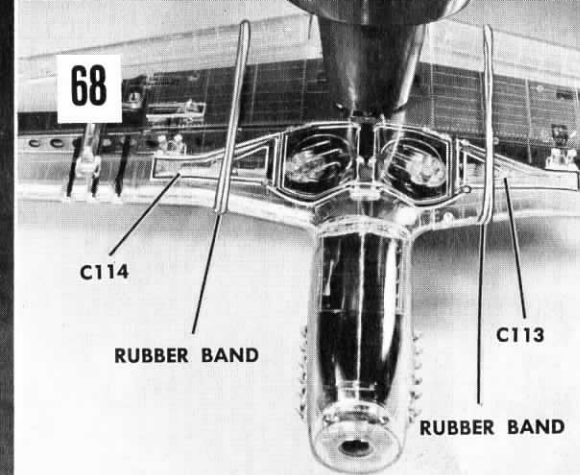
Apply a tiny drop of cement into hole in bottom of right wing and press S126 pitot tube in place.

67



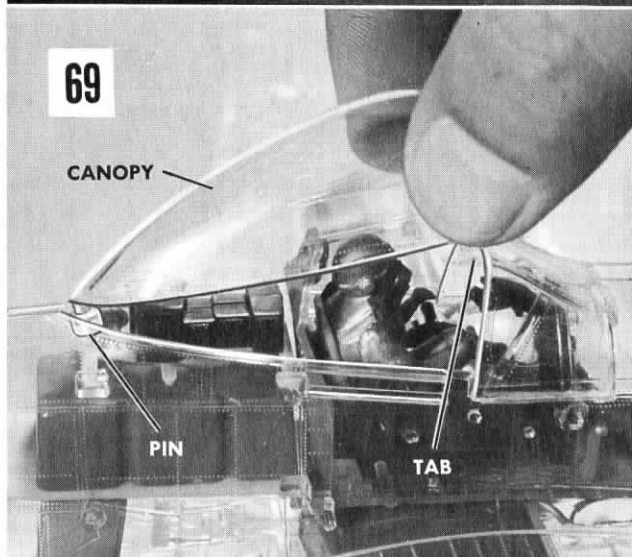
Replace batteries, *turn model right side up* and bring landing gear into the full "up" position. Then turn model upside down and cement C113 right and C114 left strut covers to landing struts. Pins on struts fit into holes in strut covers. Strut covers should be flush with wing. Put a rubber band around each wing to hold strut covers in place. **DO NOT** operate landing gear until cement dries and rubber bands are removed.

68



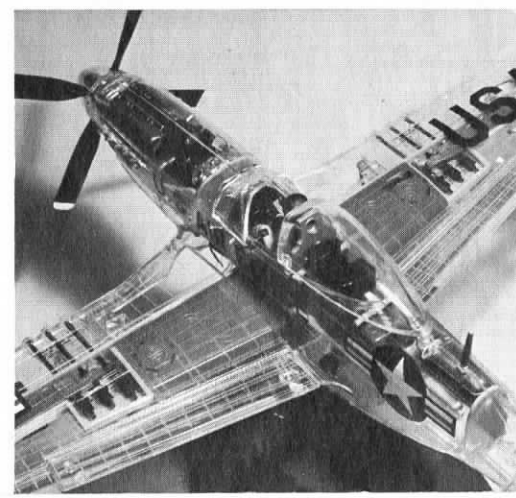
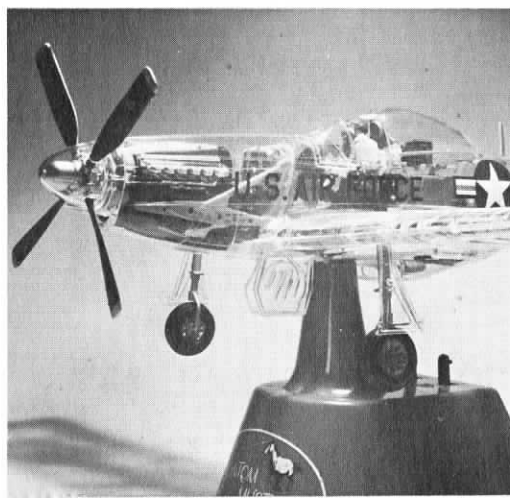
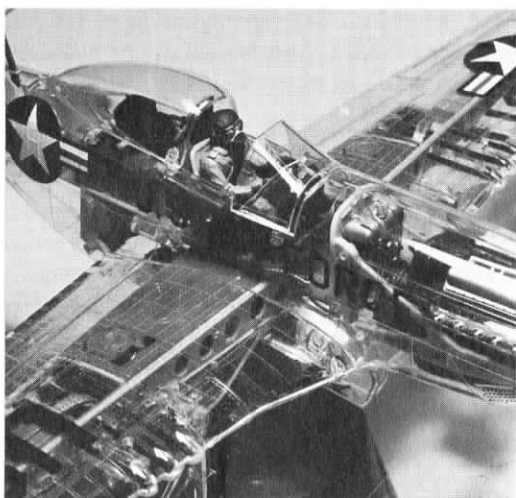
Turn model right side up and install canopy by hooking pin at rear into slot in fuselage. Then squeeze sides of canopy and fit tabs between ribs inside fuselage. Do not cement.

69



Apply a small amount of cement to hole in spinner back plate and press propeller unit onto front of motor shaft. You have now finished the assembly of your Phantom Mustang. To complete your model, turn to the next page and apply all decals. Follow the instructions for best results.

70



DECALS — PAINTING

First remove batteries so model is lighter in weight. When applying decal transfers, refer to the illustrations that show location of various subjects on the airplane. Notice that these are coded with letters A, B, C, D, etc. to correspond with markings on the decal sheet. Work with one subject at a time. Cut around subject with scissors to remove it from the sheet. Dip decal in water for a few moments until it slides easily on the paper backing. Slide the decal partly off of the paper backing and place decal on the model in the correct location. Hold decal in position and slide backing out from underneath. Decal can be shifted slightly on the model. When it is in correct position, press out trapped air bubbles and blot with a soft rag. U.S. star and bar insignia is supplied without the red center bar for those builders who prefer the earlier WW II markings. An extra red strip is included and can be cut to length and applied on top of the earlier U.S. insignia to update it.

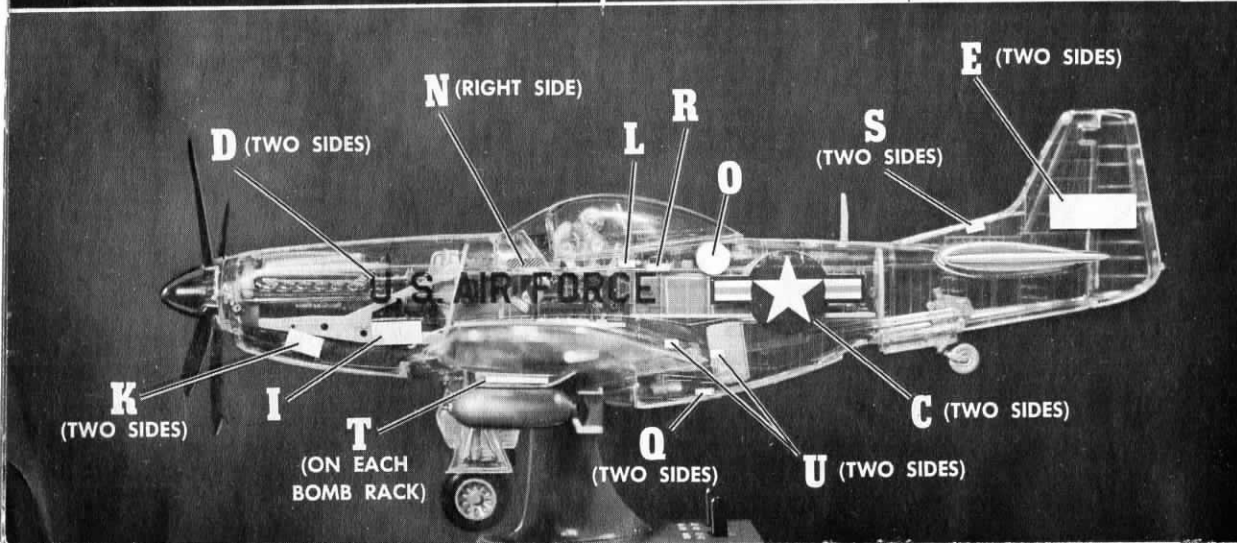
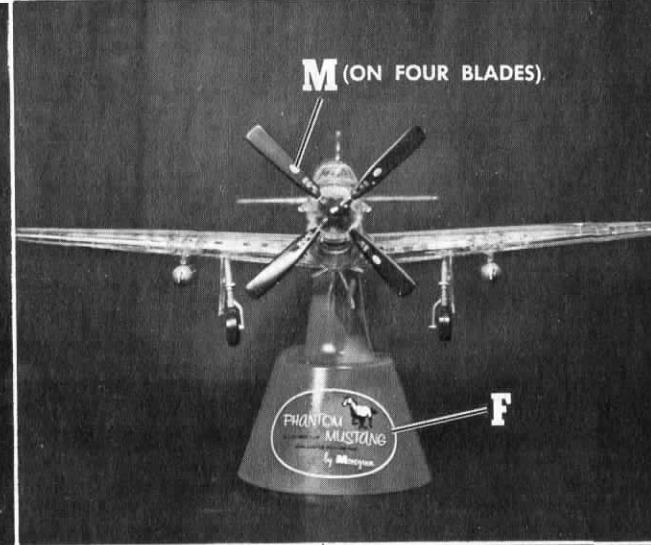
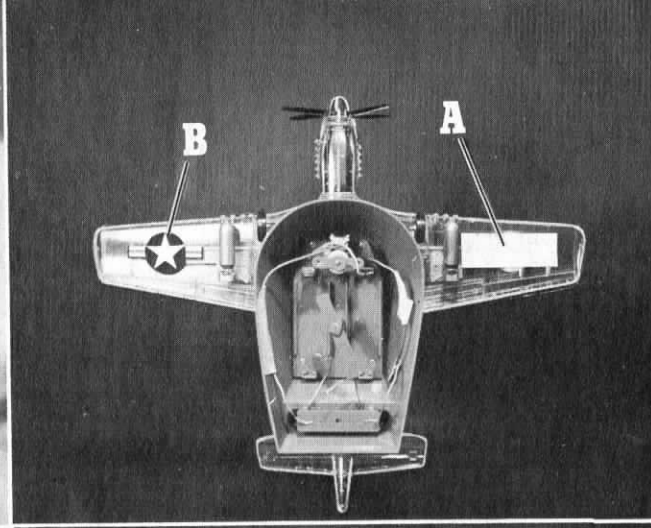
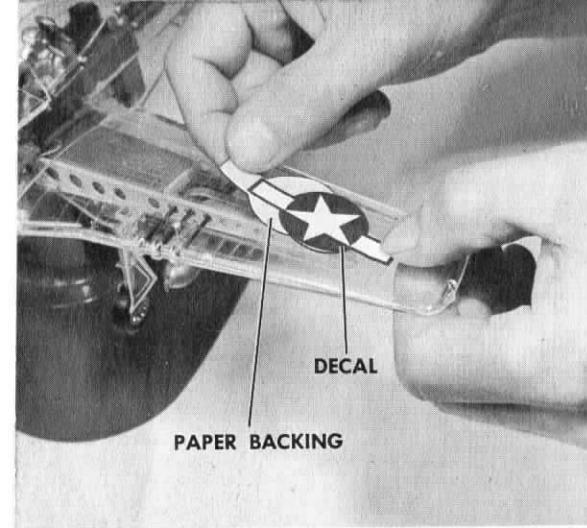
Turn entire unit upside down and fit batteries in place between clips. Carefully turn battery lock to hold batteries in place. Turn model right side up on base, remove rubber bands from wings and press buttons to check operation of landing gear and propeller. Propeller should turn in a clockwise direction when viewed from the rear. If it revolves the wrong way, turn the battery that is closest to the "throttle" push button around and the propeller will revolve the other way.

Since the plastic parts in this kit are molded in clear and four colors of polystyrene, an attractive model can be completed with no painting. If you wish to paint some trim and details, use only enamel or paint for plastics. A small pointed brush is best for painting small areas. Here are a few color suggestions for those who wish to trim up their model.

PROPELLER—Tips—yellow.

PILOT—Helmet, jacket and gloves—dark brown. Trousers and fur collar—light tan. Oxygen mask and hose—light olive drab. Shoes—black. Parachute straps—white. Goggles—green lenses with white frame and straps. Exposed part of face—flesh.

TAILWHEEL TIRE—Black



6866-0300 PHANTOM MUSTANG

SAFE

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EMERGENCY RELEASE



UPPER FEEDWAY DOOR
50 CAL ARMORED
ATT INNER SIDE OF CHUTE MOUTH
MUST NOT PROTRUDE

UPPER FEEDWAY DOOR
50 CAL ARMORED
ATT INNER SIDE OF CHUTE MOUTH
MUST NOT PROTRUDE



REAR MOUNT LOADING
DOOR 50 CAL ARMORED
CLOSE GUN COVER AND TEST WITH LINKS
TO SEE THAT LINKS ARE CARRIED
SMOOTHLY THROUGH TRUTH MOUTH



F51D-30NA
SER. No. 64-22926

SERVICE THIS AIRCRAFT WITH
GRADE 100-100 OIL. IF NOT
AVAILABLE 70-100 OIL WILL BE
CONSIDERED FOR EMERGENCY ACTION.
CREW WEIGHT 300 LBS.
SUITABLE FOR AIRMATIC FUEL



350 LB. BOMB MAX. LOAD

350 LB. BOMB MAX. LOAD

350 LB. BOMB MAX. LOAD



FUEL VENT

HAND HOLD

NO STEP

NO STEP

NO STEP

NO STEP

NO STEP

NO STEP

NO STEP

NO STEP



REAR MOUNT LOADING
DOOR 50 CAL. ARMORED
CLOSE GUN COVER AND TEST WITH LINKS
TO SEE THAT LINKS ARE CARRIED
SMOOTHLY THROUGH TRUTH MOUTH



F