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Uwaga! Przed rozpoczęciem pracy dokładnie przeczytaj instrukcję. Zachowaj zasady bezpieczeństwa przy pracy z łatwopalnym klejem i farbami! Trzymaj model z dala od małych dzieci. Nie pozwalaj im brać do ust/nosa części plastikowych lub naciągać na głowę torebek plastikowych! **Wsparcie klienta:** W przypadku jakichkolwiek problemów z modelem bez wahania wypełnij formularz zgłoszenia na stronie: <http://www.armahobby.pl/webpage/wsparcie-faq.html>

Warning! Before you start, please read the instructions carefully. Working with flammable glue and/or paint: please follow the safety recommendation of the manufacturers. Keep out of reach of small children! Do not allow them to place plastic parts in their mouths or noses or to pull plastic bags over their heads. **Customer care:** In case of any problems with the model, please do not hesitate to contact us and fill the claim form on our website: <http://www.armahobby.com/webpage/wsparcie-faq.html>

Podczas ofensywy lotniczej nad III Rzeszą Siły Powietrzne Armii Amerykańskiej (USAAF) potrzebowały dobrego i taniego myśliwca dalekiego zasięgu, który towarzyszyłby bombowcom na dużej wysokości w drodze do celu. Pierwsze wersje samolotu P-51/P-51A Mustang z silnikiem Allison sprawdziły się jako maszyna myśliwska i rozpoznawcza operująca na niskim pułapie, jednak brak drugiego biegu sprężarki silnika nie pozwalał na uzyskanie zadowalających osiągnięć na wysokości powyżej 4,5 tys. m. Myśliwce P-47 nie mogły latać tak daleko, a P-38 nie były dostępne w wystarczającej liczbie. Rozwiązaniem tego problemu było zainstalowanie w płatowcu P-51A brytyjskiego silnika Rolls-Royce Merlin 66 (stosowano go w Spitfire IX/XVI) z dwustopniową sprężarką, produkowanego już w USA na licencji w zakładach Packard pod oznaczeniem V-1650. Powstała w ten sposób wersja, P-51B Mustang, była zdolna do lotu z Anglii do Berlina i rozwiązywała problem eskorty dziennych nalotów bombowych nad Niemcy. Masową produkcję nowej wersji Mustanga prowadzono w zakładach North American w Kalifornii pod oznaczeniem P-51B-NA i w Teksasie pod oznaczeniem P-51C-NT. Samoloty wersji produkcyjnych różniły się drobnymi szczegółami wprowadzanymi wraz z rozwojem konstrukcji, jak np.: dodatkowy zbiornik paliwa za kabiną pilota czy pletwa stabilizacyjna przez statecznik pionowy. Ponad dwieście sztuk przebudowano w wersję fotorozpoznawczą F-6C przez zabudowanie kamer w kadłubie za kabiną pilota. Łącznie wyprodukowano 3738 samolotów wersji B i C. Aż 900 z nich, pod oznaczeniem Mustang Mk III, przekazano do RAF oraz do Polskich Sił Powietrznych, RAAF, RCAF i Wojskich Francuzów. Brytyjskie modyfikacje to udoskonalona owiewka kabiny tzw. Malcolm Hood (wprowadzona też w amerykańskich P-51A oraz B/C), osłony przeciwodblaskowe za ramami wydechowymi i skrzela na otworach filtra przeciwpyłowego. Myśliwce P-51B/C były uzbrojone w 4 km kalibru 12,7 mm w skrzydłach. Na zaczepach podskrzydłowych przenosiły bomby 250 i 500 funtowe oraz aluminiowe zbiorniki paliwa o pojemności 75 galonów i papierowe - 108 galonów. Samoloty P-51B/C Mustang wprowadzono do służby na europejskim teatrze działań pod koniec 1943 roku. Odegrały one kluczową rolę w złamaniu oporu lotnictwa myśliwskiego niemieckiej Luftwaffe w 1944 roku. Służyły także w rejonie Morza Śródziemnego oraz na birmańsko-chińskim teatrze działań wojennych. Obok zadań eskortowych Mustangi wykonywały działania wsparcia naziemnego i zwalczania rakiet V-1. Od połowy 1944 roku były stopniowo zastępowane przez samoloty nowej wersji P-51D/K.

Soon after the commencement of the aerial offensive against the Third Reich it became apparent that the United States Army Air Forces (USAAF) needed a reliable, low-cost and long-range fighter that would be able to accompany the bombers to their targets at high altitude. The first versions of the P-51/P-51A Mustang, equipped with an Allison engine, performed capably in the fighter and reconnaissance role when operating at lower altitudes, however the lack of a second engine compressor stage made it impossible to achieve satisfactory performance at heights in excess of 4,500 metres. To complicate matters, the P-47 fighter was limited by its range, while the P-38 was not available in sufficient numbers. A solution to the problem was found by fitting the P-51A with the British Rolls-Royce Merlin 66 engine (used in the Spitfire IX/XVI). Importantly, this power plant had a two-stage compressor and was already being manufactured in the United States under licence by Packard with the designation V-1650. The version of the aeroplane thus developed – the P-51B Mustang – was easily capable of flying from England to Berlin as an escort on daytime bombing raids. The new model of the Mustang was mass-produced at the North American plant in California as the P-51B-NA, and in Texas as the P-51C-NT. The production versions differed in small details that were introduced as the design was developed, for example an additional fuel tank placed behind the cockpit, or a stabilizing fin located in front of the vertical stabilizer. More than two hundred of the aircraft were converted to the photoreconnaissance F-6C version by the installation of cameras in the fuselage to the rear of the cockpit. In total, 3,738 B and C Mustangs were built. Of these, 900 were handed over to the RAF, the Polish Air Forces in Great Britain, the RAAF, the RCAF and the Free French, who all operated them as the Mustang Mk III. Modifications made by the British included an improved cockpit fairing, which was known as the Malcolm hood and was also implemented in American P-51As and B/Cs, anti-glare panels behind the exhaust pipes, and slats at the openings of the dust filter. The P-51B/C was armed with four 12,7 mm wing-mounted machine guns, while underwing pylons allowed it carry 250- and 500-pound bombs, as well as aluminium or paper fuel tanks with a capacity of 75 and 108 gallons, respectively. The P-51B/C versions of the Mustang entered service in the European Theatre of Operations towards the end of 1943, and went on to play a key role in breaking down the resistance of the Luftwaffe's fighter arm – the Jagdverbände – throughout 1944. They were also used in the Mediterranean Theatre of Operations and in the Burma and China campaigns. Apart from providing escort cover, Mustangs flew ground support missions and were actively involved in combating the V-1 rockets. From mid-1944, they were gradually replaced with a still newer version, the P-51D/K.

Podziękowania/Aknowlegements: Jim Roeder, Grzegorz Gieliszak

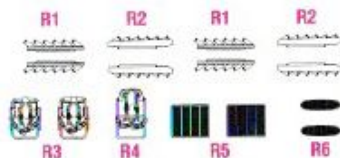
Kalkomanie/Decals



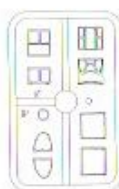
Maski/ Masks



Druki 3d/ 3D prints

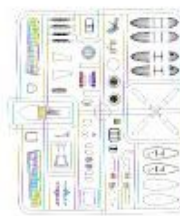


Części przezroczyste/ Transparent parts

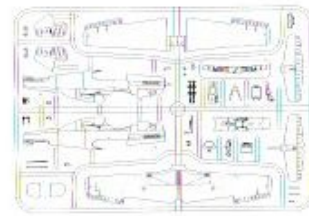


Ramka /Frame T

Części plastikowe/Plastic parts



Ramka /Frame A



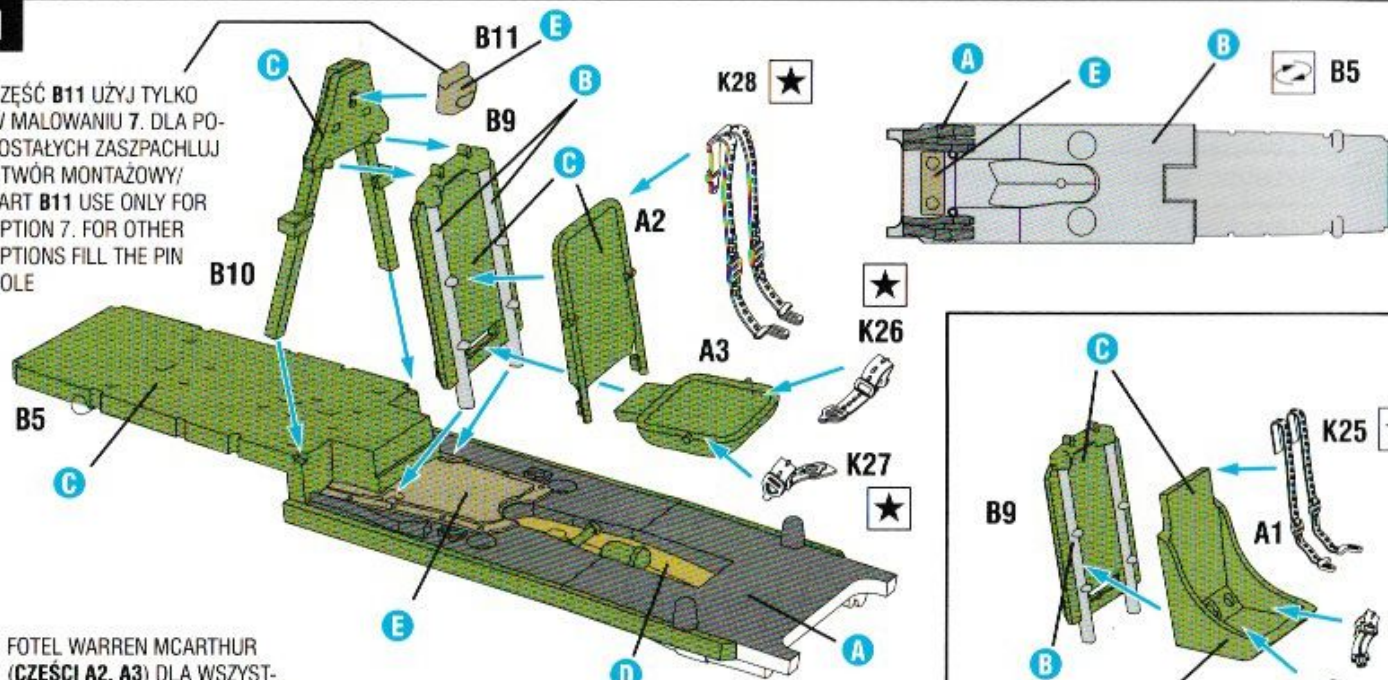
Ramka /Frame B

Kolory farb/ Paint colours	Hataka	AK RC	Lifecolor	AMMO	Humbrol	Vallejo	Tamiya	Kolory farb/ Paint colours	Hataka	AK RC	Lifecolor	AMMO	Humbrol	Vallejo	Tamiya
A Matt Black FS37038	HTK-C100	RC001	LC02	046	33	71.057	XF-1	H Dark Green FS34092	HTK-A018/ C018	RC288	UA546	915	116	71.324	XF-81
B Aluminium FS17178	HTK-C106	RC020	LC24	194	56	71.062	XF-16	I Ocean Grey FS36176	HTK-A032/ C032	RC288	UA093	245	106	71.273	XF-82
C Interior Green FS34151	HTK-C211	RC028	UA004	220	151	71.137	-	J Medium Sea Grey FS36270	HTK-A034/ C034	RC289	UA094	243	165	71.307	XF-83
D Zinc Chromate Yellow	-	RC263	UA134	221	81*	71.107	XF-4	K White	HTK-A153/ C153	RC013	LC01	047	34	71.001	XF-2
E Olive Drab	HTK-C018	RC037	UA523	240	155	71.016	XF-62	L Insignia Yellow FS13538	HTK-A066/ C066	RC008	LC03	048	154	71.002	XF-3
F Neutral Grey	HTK-C033	RC261	UA046	239	176	71.051	XF-53	M Insignia Red FS11136	HTK-A219/ C219	RC006	LC26*	049*	153	71.102*	X-7*
G Sky Type S FS34583	HTK-A026/ C026	RC290	UA095	0243	90	71.302	XF-21	*Kolor zbliżony/similar colour							



1

CZĘŚĆ B11 UŻYJ TYLKO W MALOWANIU 7. DLA POZOSTAŁYCH ZASZPACHLUJ OTWÓR MONTAŻOWY/ PART B11 USE ONLY FOR OPTION 7. FOR OTHER OPTIONS FILL THE PIN HOLE

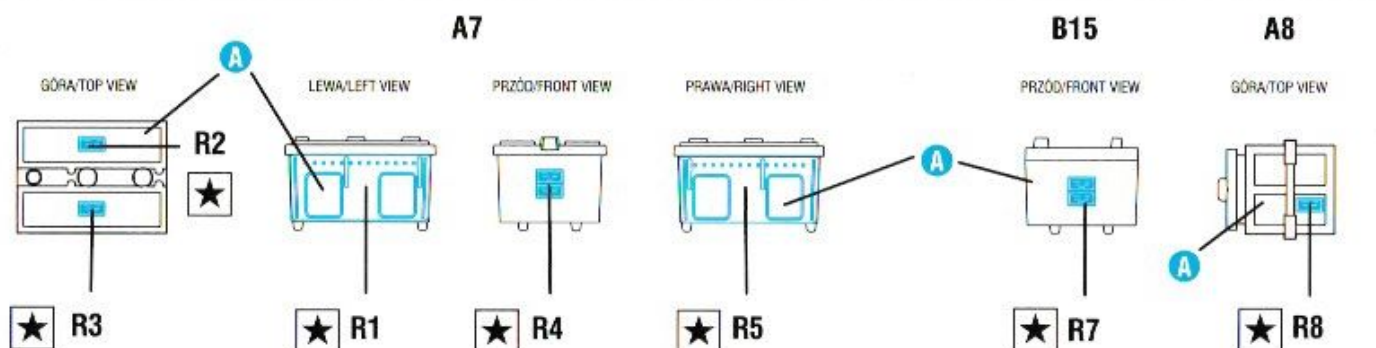
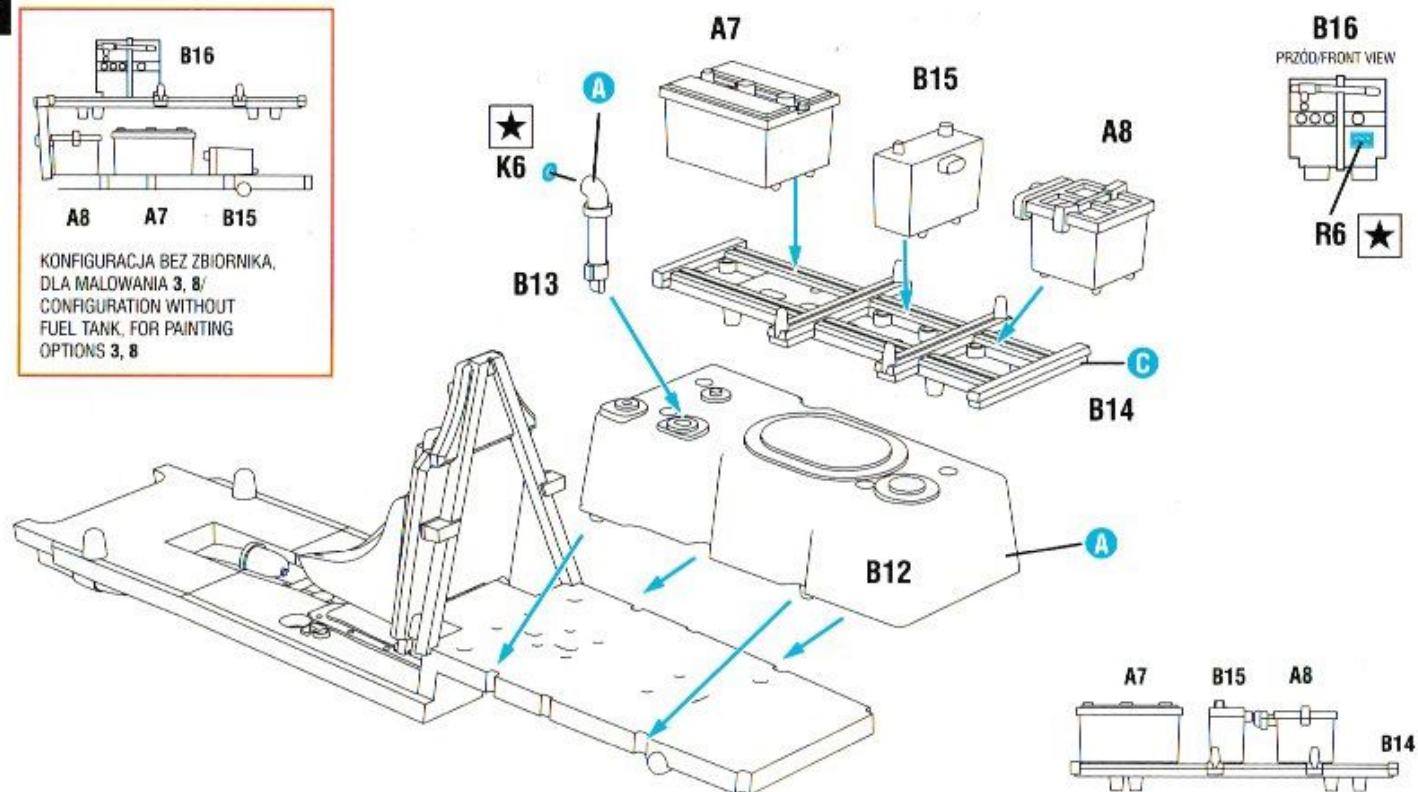
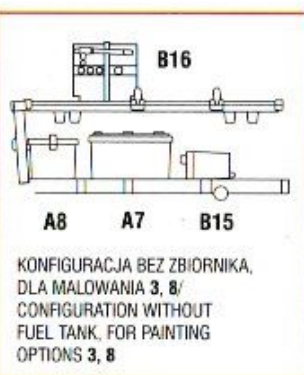


FOTEL WARREN MCARTHUR (CZĘŚCI A2, A3) DLA WSZYSTKICH MALOWAŃ Z WYJĄTKIEM 3 FOR ALL PAINTING OPTIONS EXCLUDING 3 USE THE WARREN MCARTHUR SEAT (PARTS A2, A3)

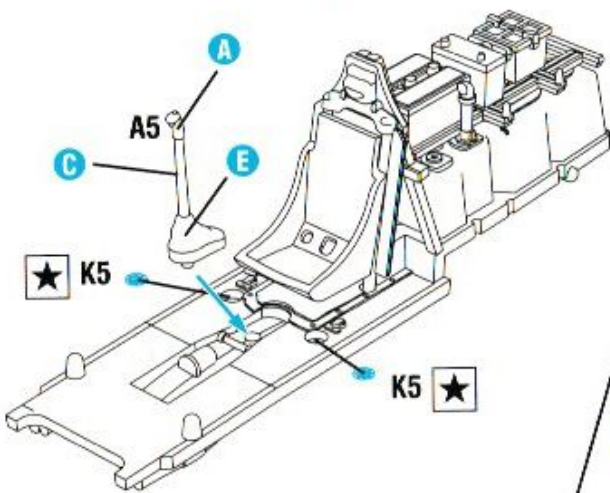
DLA MALOWANIA 3 UŻYJ FOTEŁA ŻYWICZNEGO R4/ FOR PAINTING OPTIONS 3 USE 3D PRINTED SEAT - PART NO R4

DLA RESZTY MALOWAŃ MOŻESZ UŻYĆ ŻYWICZNEGO FOTEŁA R3/ FOR THE REST YOU CAN USE 3D PRINTED SEAT - PART NO R3

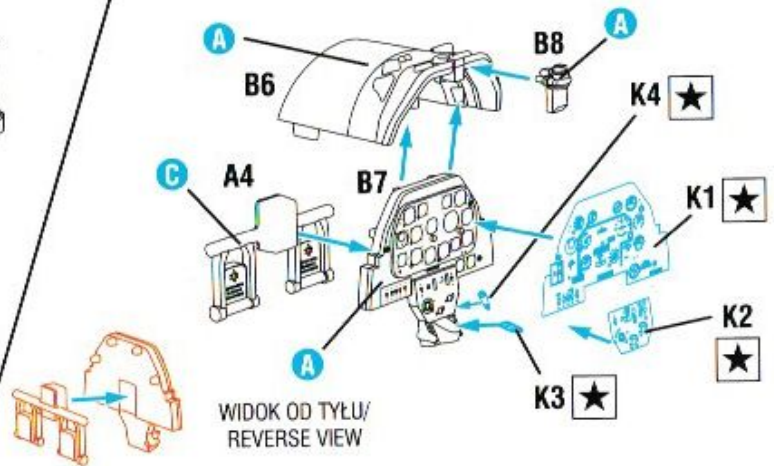
FOTEL SHICK-JOHNSON - NIE UŻYWAJ SHICK-JOHNSON SEAT - DO NOT USE

2**3**

4

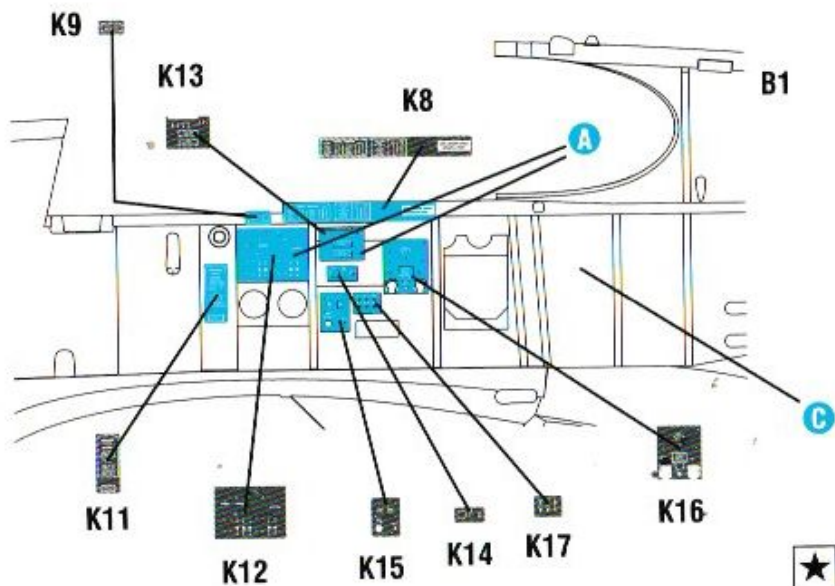


5

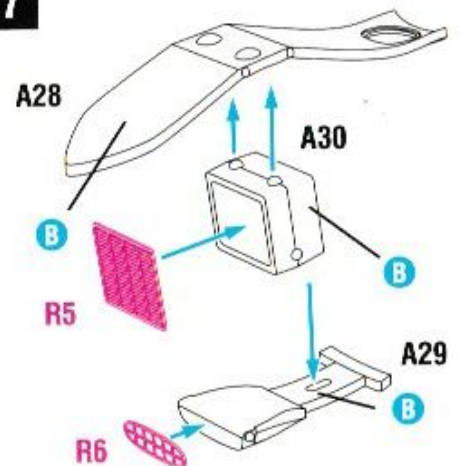


6

★ KALKOMANIE PRAWA BURTA/DECALS STARBOARD SIDE

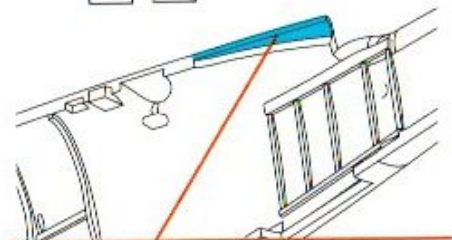


7



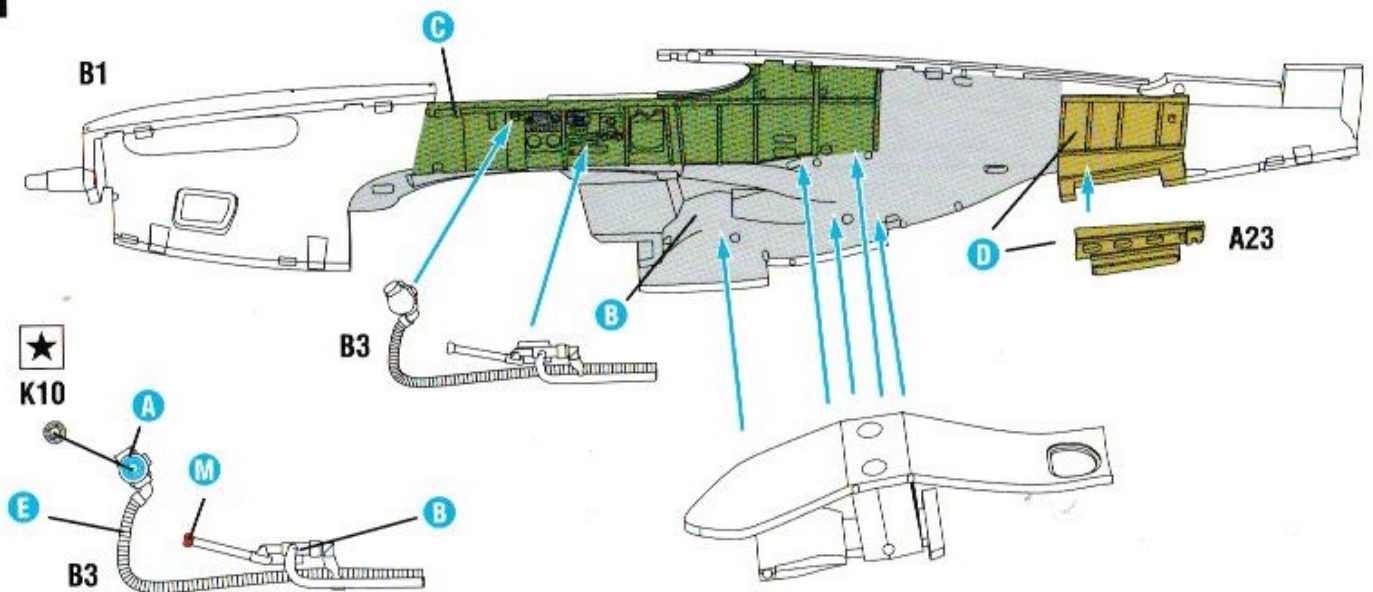
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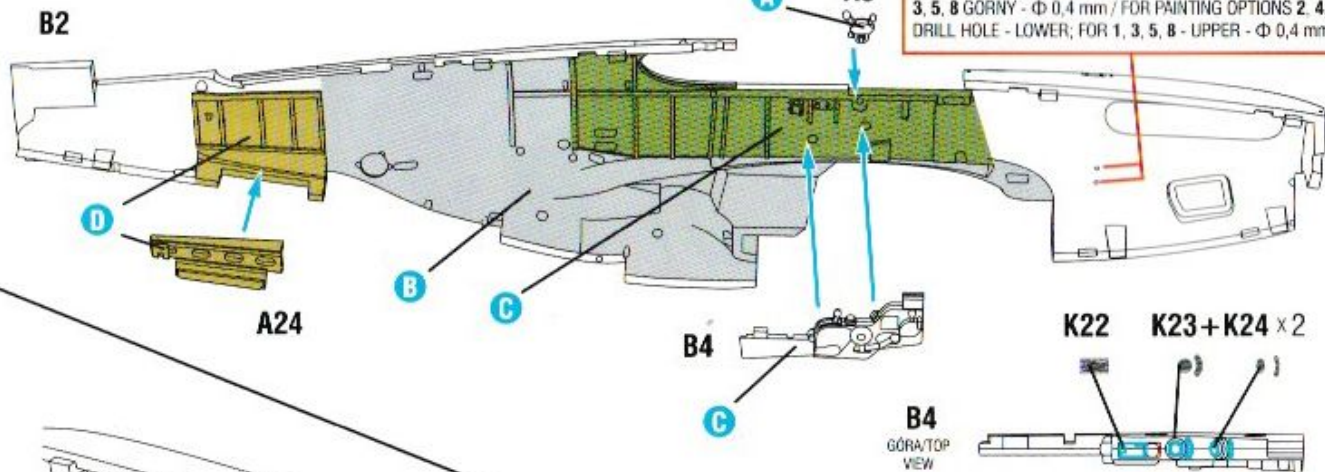
☐ ☐ B1+B2



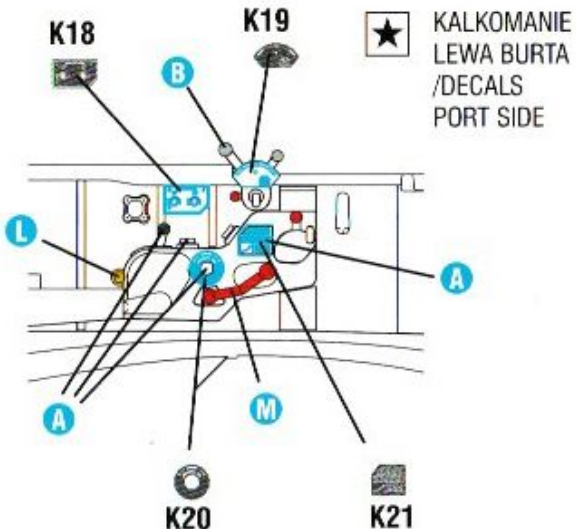
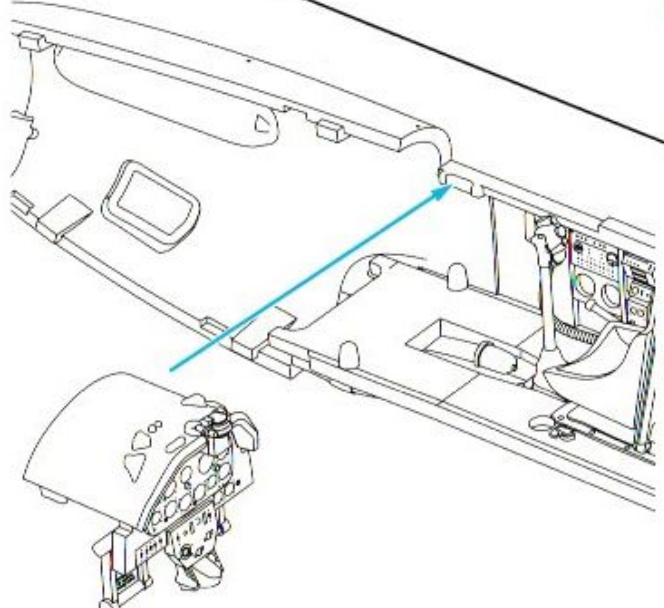
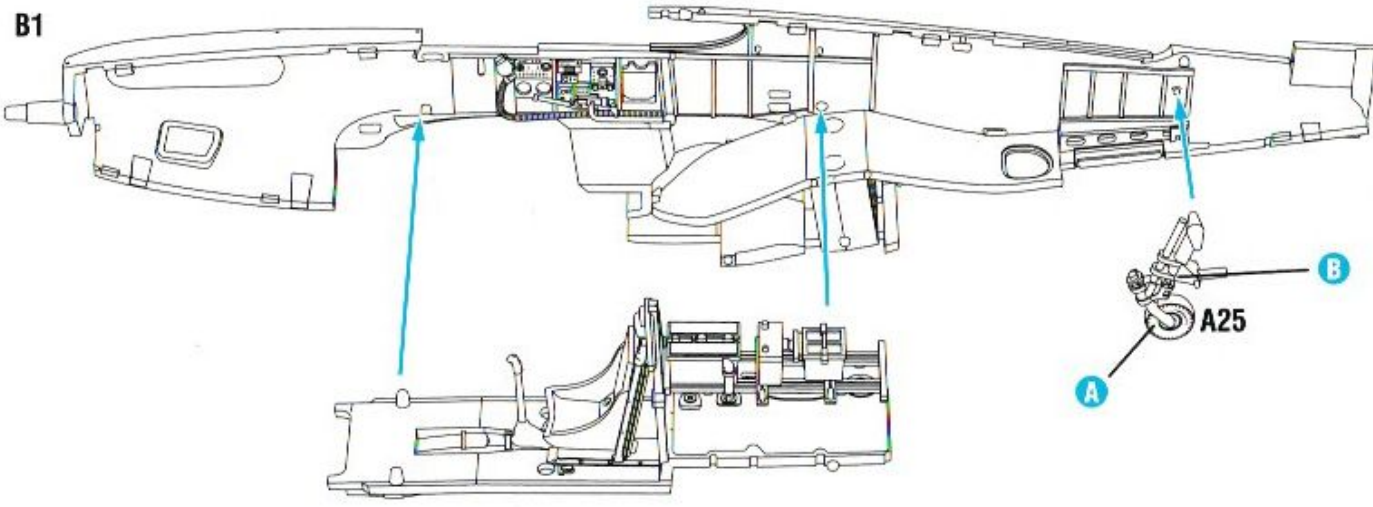
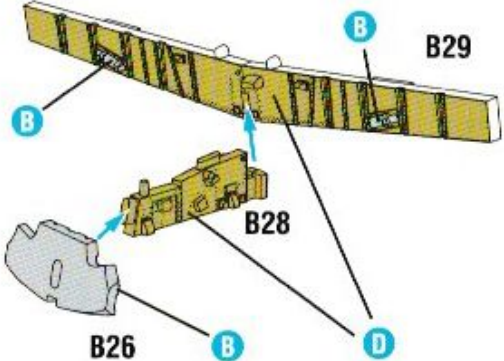
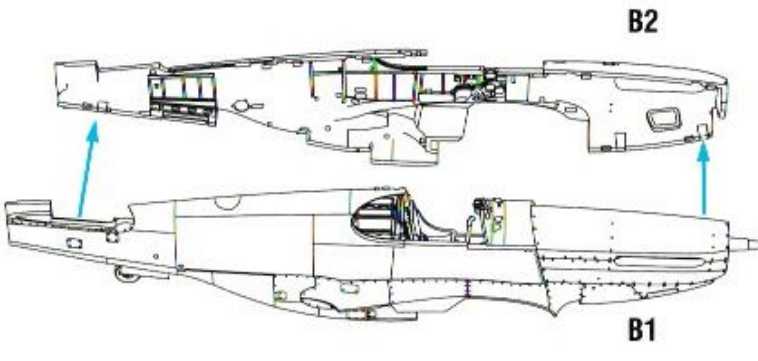
DLA WERSJI MALOWANIA 7, 8 WYTNIJ ZAZNACZONY OBSZAR OD WEWNĄTRZ / FOR PAINTING OPTION 7, 8 CUT OUT THIS AREA FROM THE INSIDE

9



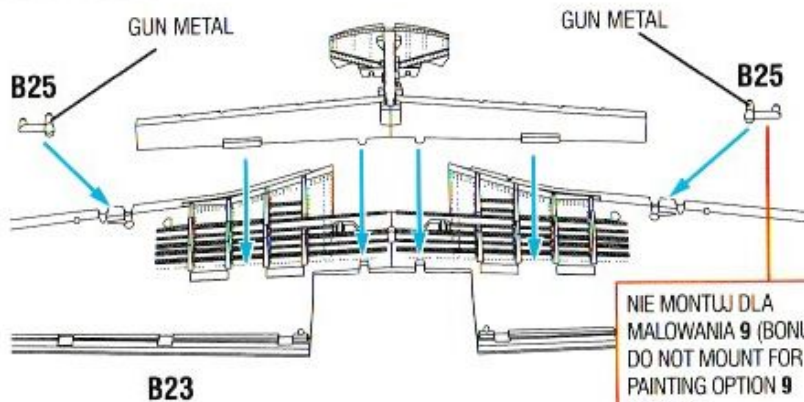
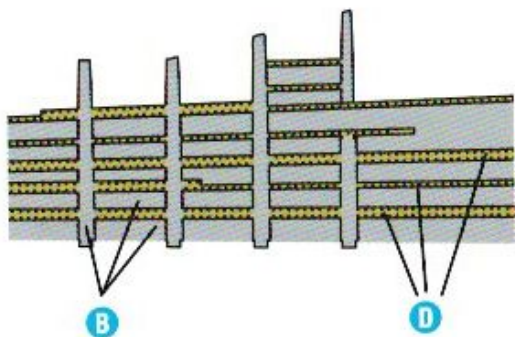
10

DLA MALOWANIA 2, 4, 6, 7, NAWIERC OTWÓR DOLNY; DLA 1, 3, 5, 8 GÓRNY - Φ 0,4 mm / FOR PAINTING OPTIONS 2, 4, 6, 7, DRILL HOLE - LOWER; FOR 1, 3, 5, 8 - UPPER - Φ 0,4 mm

**11****12****13****14**

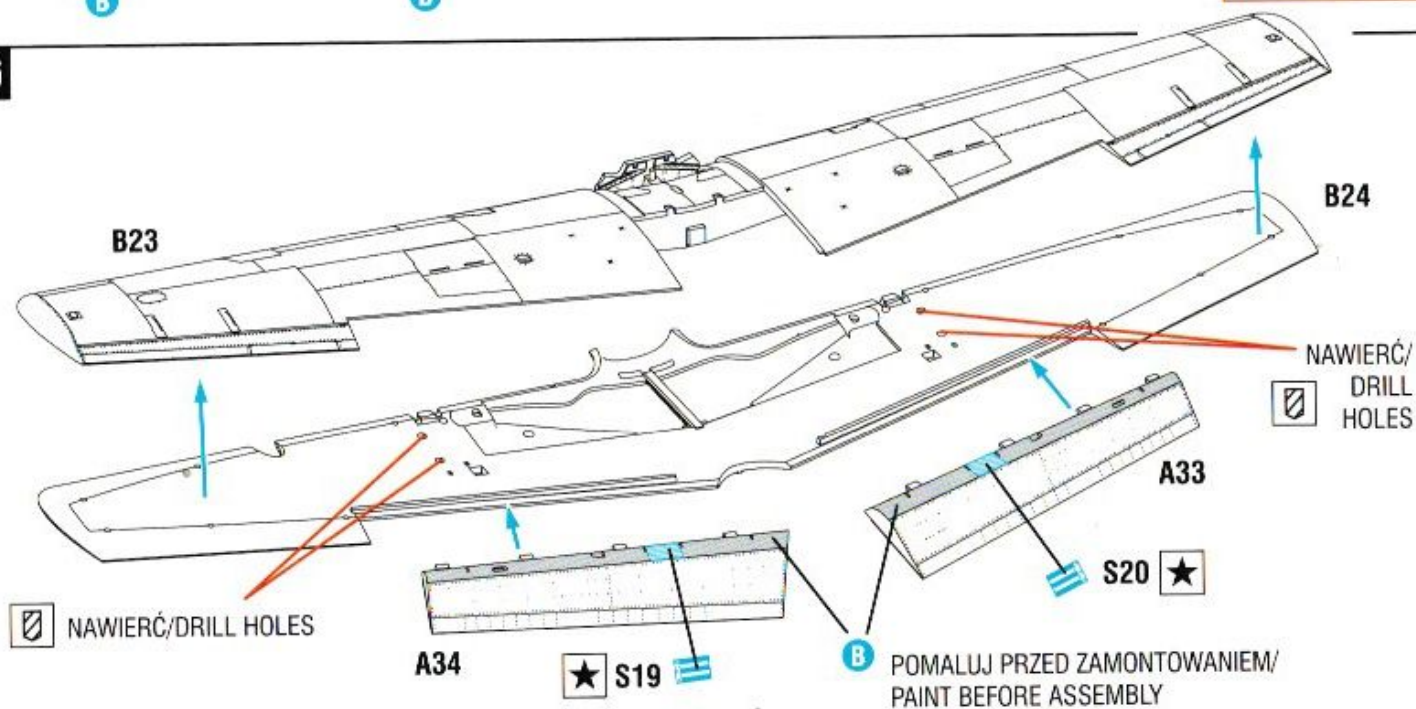
15

SCHEMAT MALOWANIA WNEKI PODWOZIA/
WHEEL WELLS PAINTING GUIDE



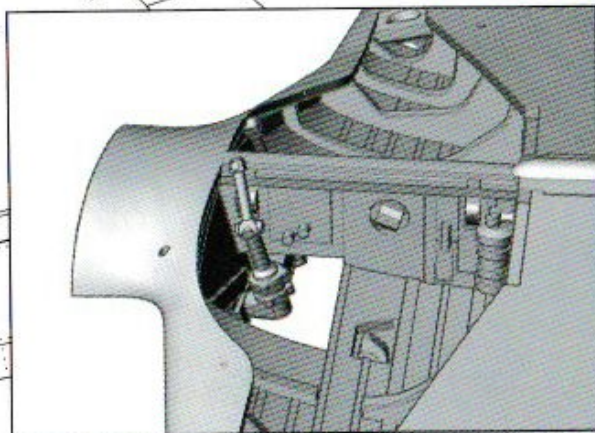
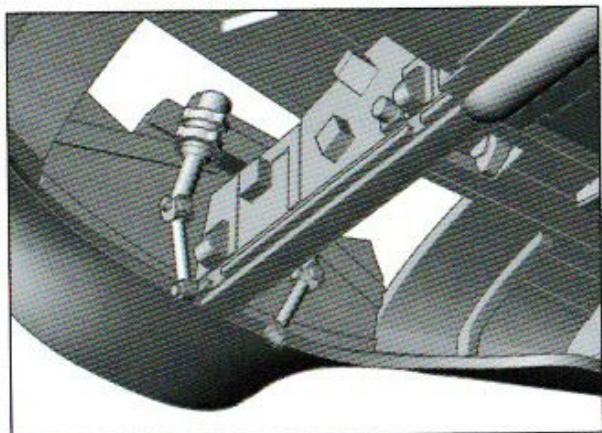
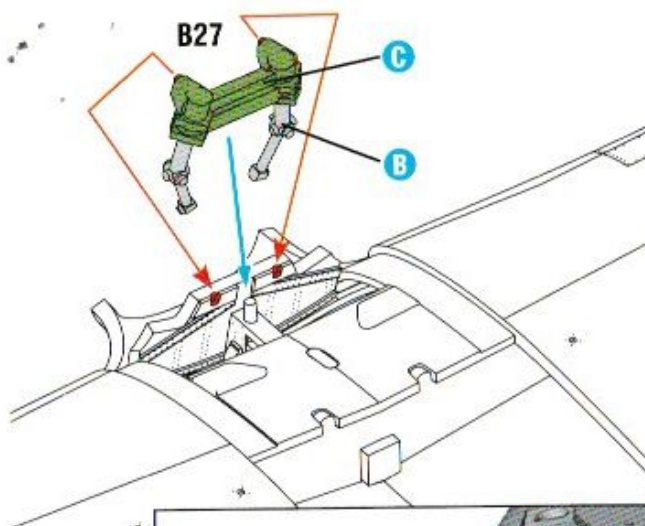
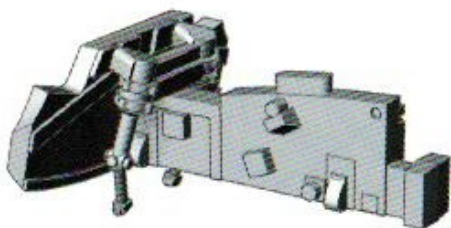
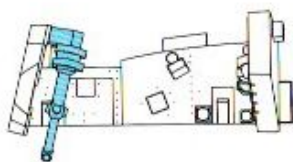
NIE MONTUJ DLA
MALOWANIA 9 (BONUS)/
DO NOT MOUNT FOR
PAINTING OPTION 9
(BONUS)

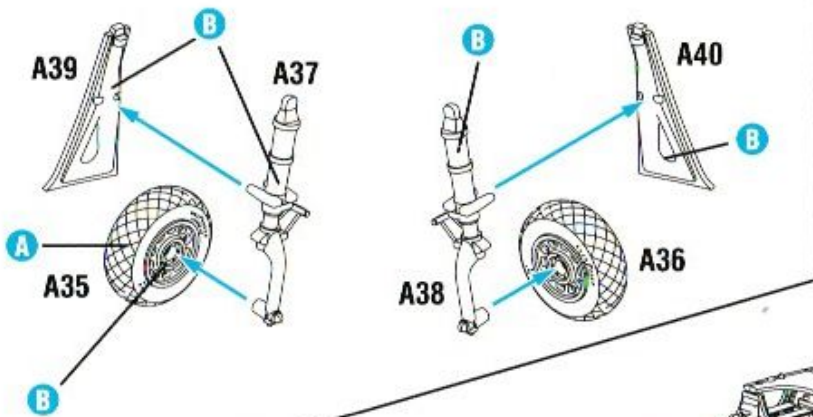
16



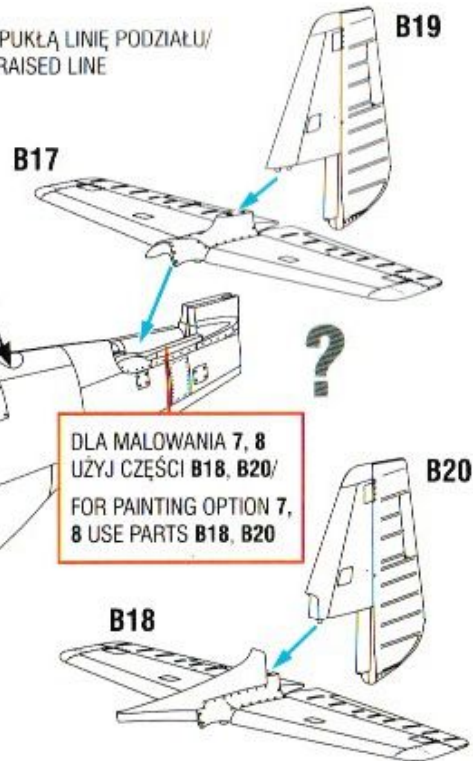
17

PRAWIDŁOWE UŁOŻENIE
CZĘŚCI B27/
CORRECT LOCATION
OF PART B27



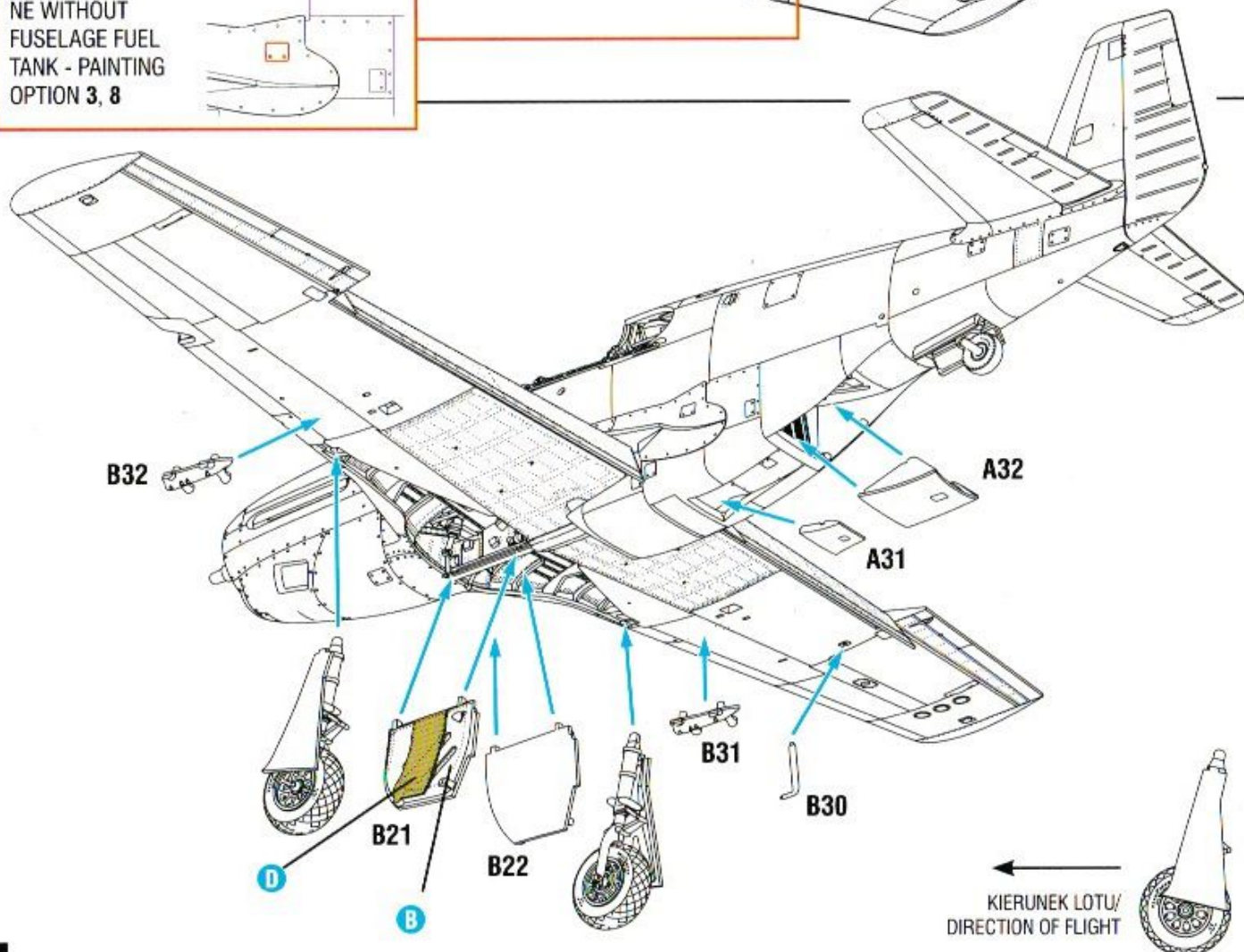
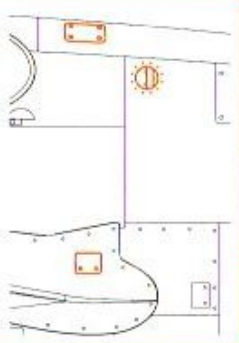


USUŃ WYPUKLĄ LINIĘ PODZIAŁU/
REMOVE RAISED LINE



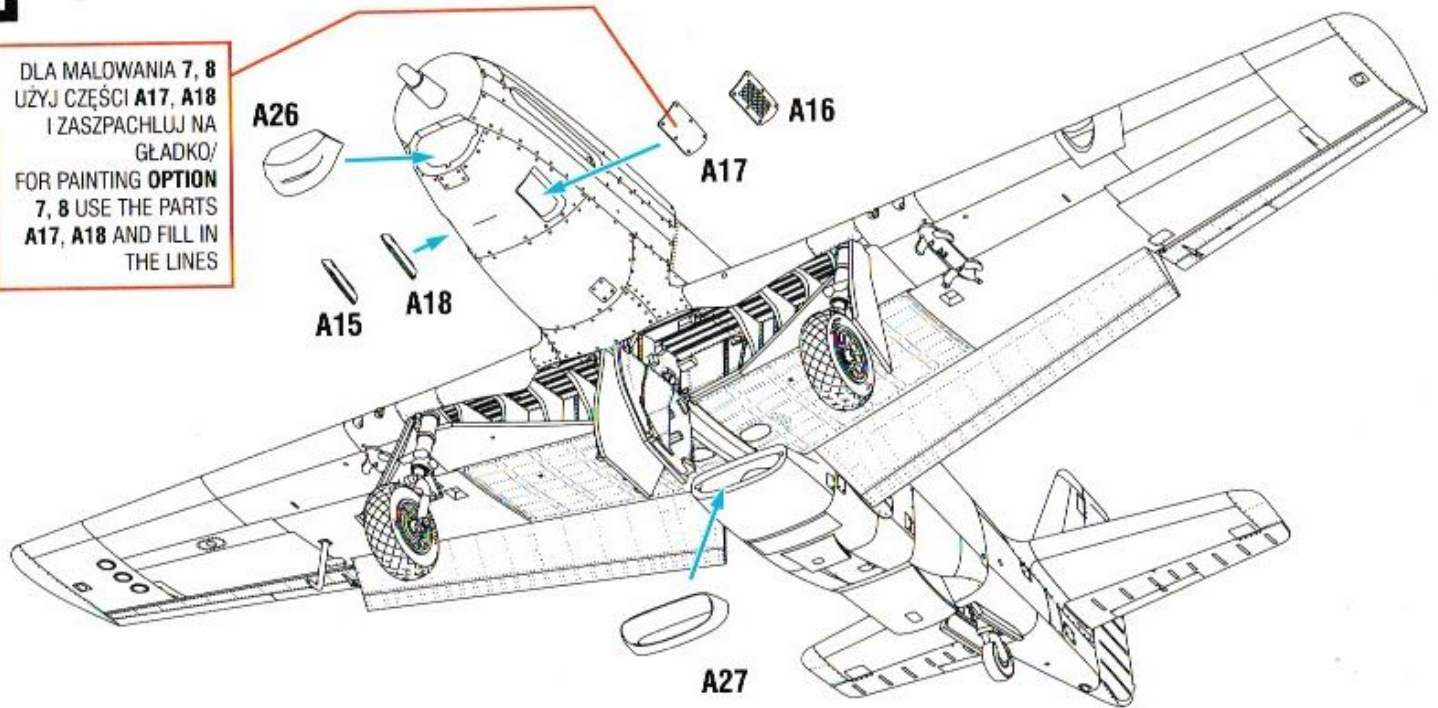
DLA MAŁOWANIA 7, 8
UŻYJ CZĘŚCI B18, B20/
FOR PAINTING OPTION 7,
8 USE PARTS B18, B20

WYPEŁNIJ/USUŃ
DLA WERSJI BEZ
ZBIORNIKA-
MALOWANIA 3, 8/
FILL IN/REMOVE
FOR AIRPLA-
NE WITHOUT
FUSELAGE FUEL
TANK - PAINTING
OPTION 3, 8



KIERUNEK LOTU/
DIRECTION OF FLIGHT

DLA MALOWANIA 7, 8
UŻYJ CZĘŚCI A17, A18
I ZASZPACHLUJ NA
GŁADKO/
FOR PAINTING **OPTION**
7, 8 USE THE PARTS
A17, A18 AND FILL IN
THE LINES



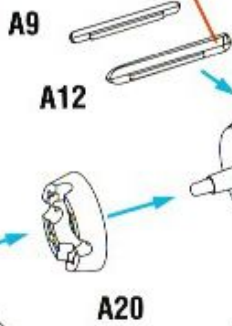
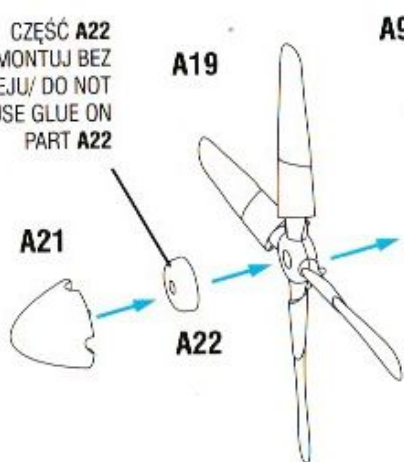
UŻYJ CZĘŚCI A11, A12
DLA MALOWANIA 2, 3, 4, 6/
USE THE PARTS A11, A12
FOR PAINTING **OPTION** 2, 3, 4, 6
UŻYJ CZĘŚCI A9, A10
DLA MALOWANIA 1, 5, 7, 8/
USE THE PARTS A9, A10
FOR PAINTING **OPTION** 1, 5, 7, 8

DLA MALOWANIA 1, 5 / FOR PAINTING **OPTION** 1, 5

DLA MALOWANIA 7 WYKONAJ SAMODZIELNIE/
FOR PAINTING **OPTION** 7 MAKE FROM SCRATCH

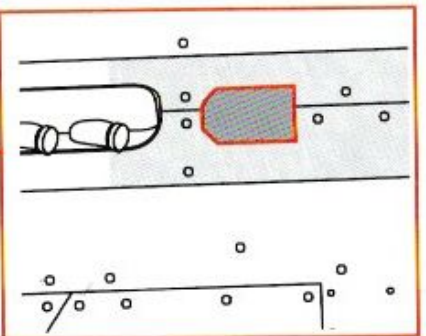
TYLKO DLA MALOWANIA 4/
ONLY FOR PAINTING **OPTION** 4

CZĘŚĆ A22
MONTUJ BEZ
KLEJU/ DO NOT
USE GLUE ON
PART A22

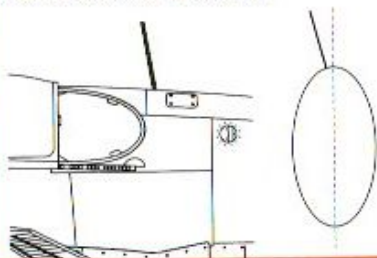


PRZEPALONY METAL/
BURNED STEEL

MOŻESZ UŻYĆ CZĘŚCI
ŻYWCZYCH R1 LUB R2/
YOU CAN USE 3D PRINTED
PARTS R1 OR R2

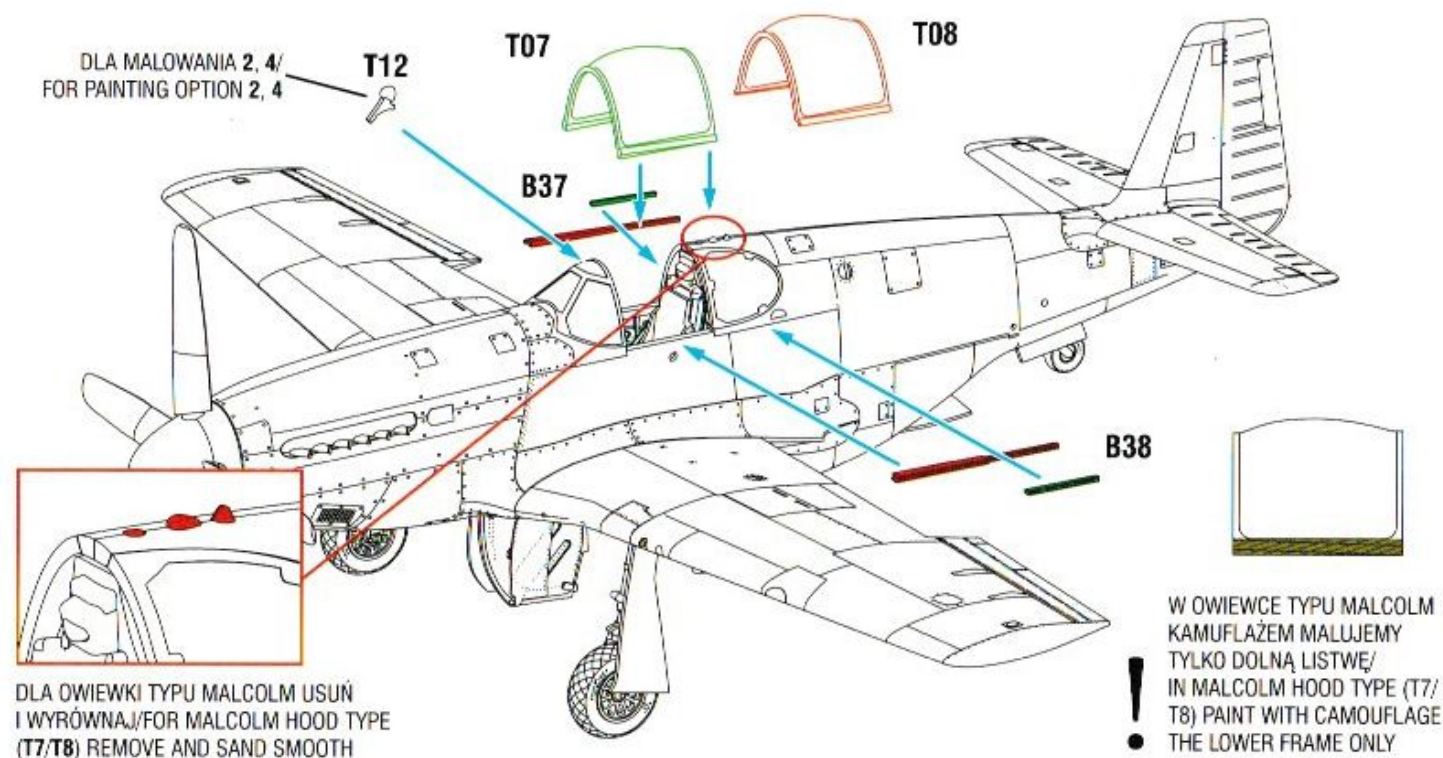
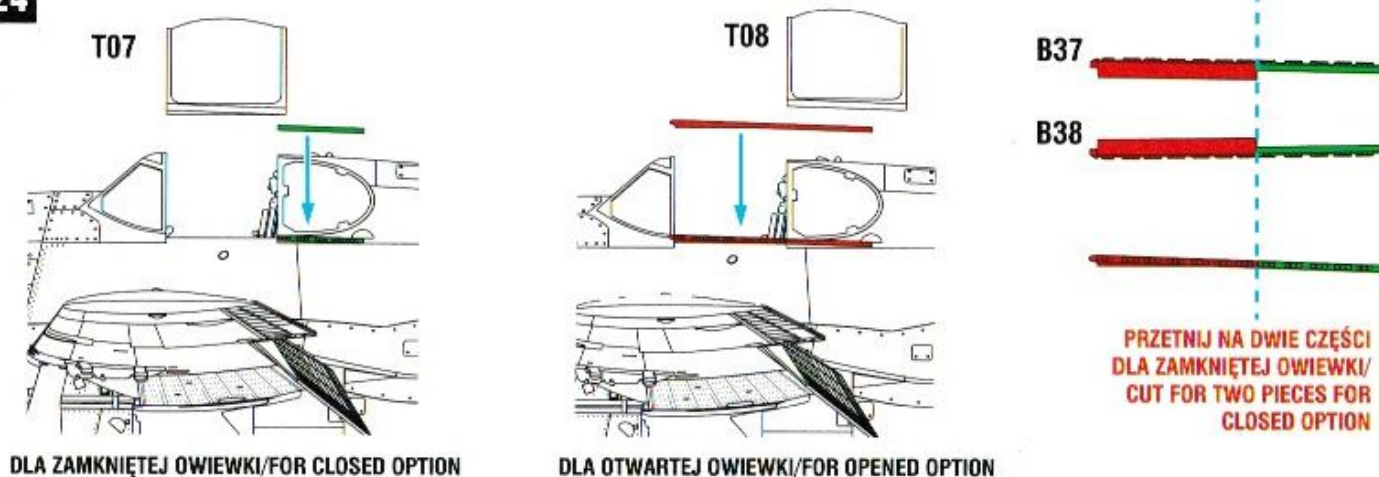
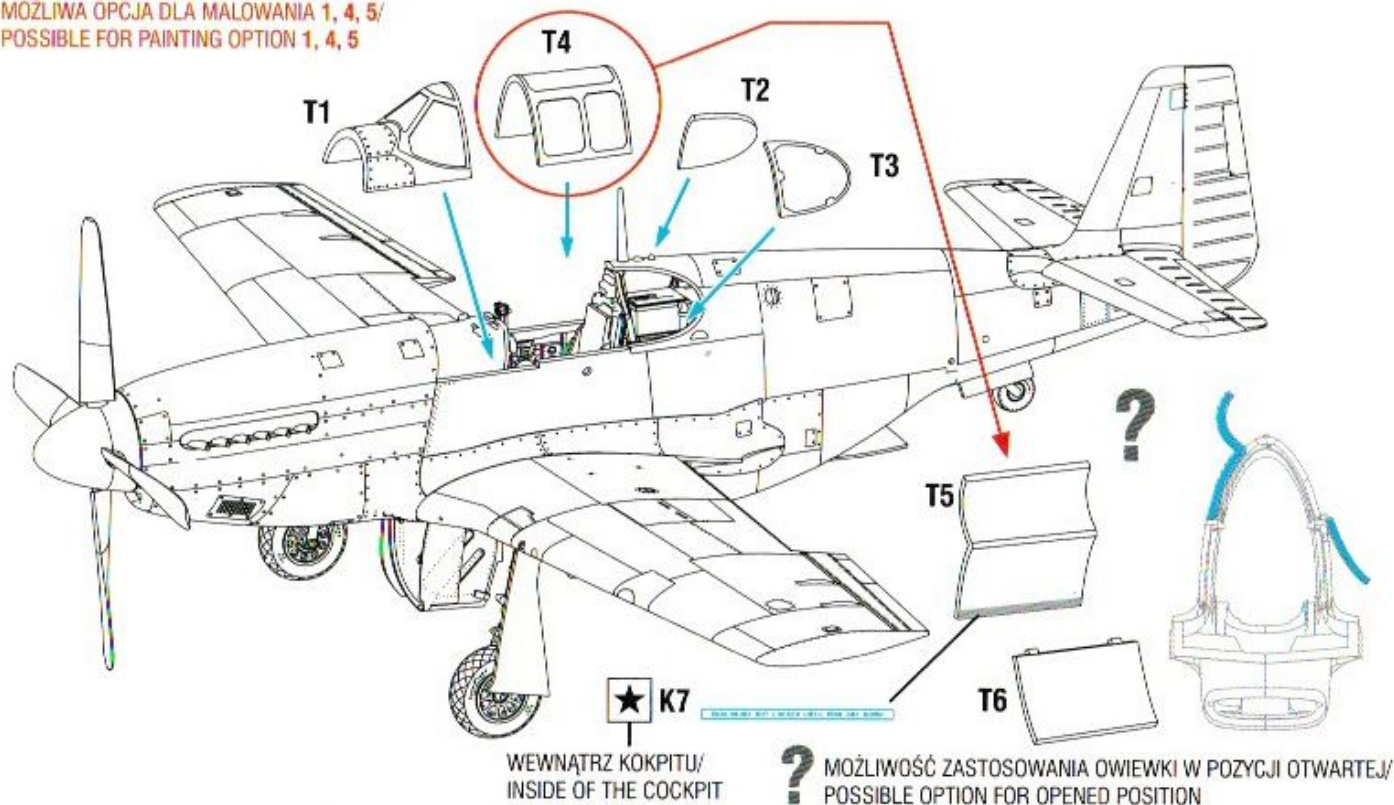


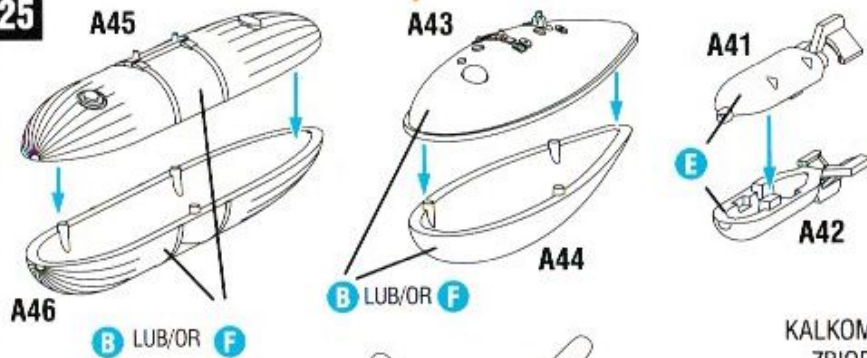
NIETYPOWA ANTENA DLA MALOWANIA 7.
SZTYWNY UKOŚNY PRĘT MONTOWANY JAK
NA RYSUNKU/ NON-STANDARD ANTENNA
FOR PAINTING **OPTION** 7. RIGID DIAGONAL
ROD PLACED LIKE IN SKETCH



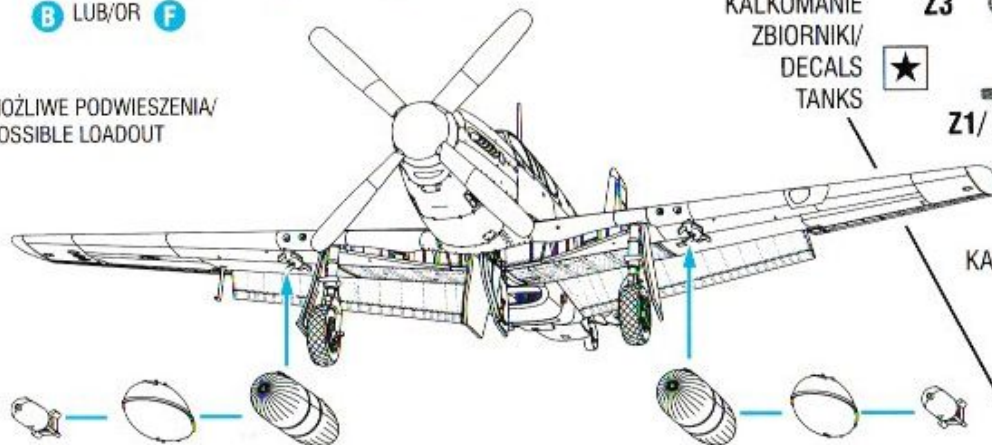
UŻYJ MASKI DO ODTWORZENIA PANELU
DLA WERSJI MALOWANIA 1, 3, 5/
USE MASK TO REPRODUCE THIS PANEL,
FOR PAINTING **OPTION** 1, 3, 5

MOŻLIWA OPCJA DLA MALOWANIA 1, 4, 5/
POSSIBLE FOR PAINTING OPTION 1, 4, 5

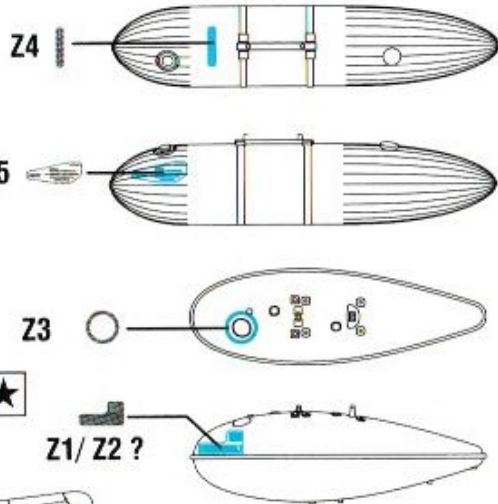




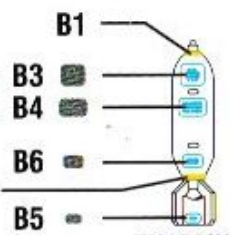
MOŻLIWE PODWIESZENIA/
POSSIBLE LOADOUT



KALKOMANIE
ZBIORNIKI/
DECALS
TANKS

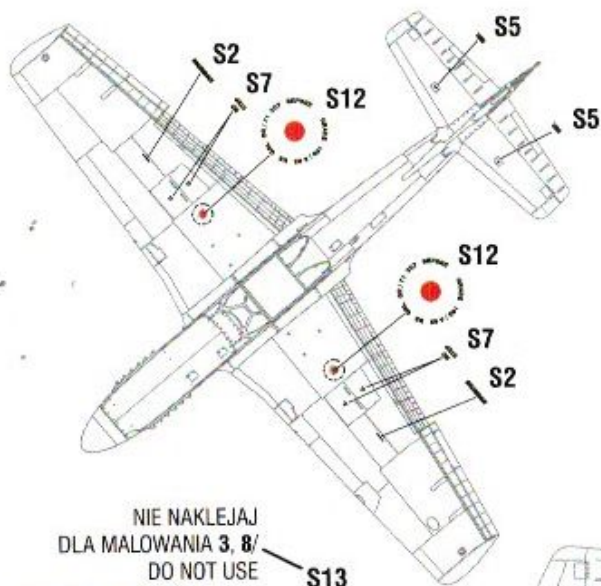
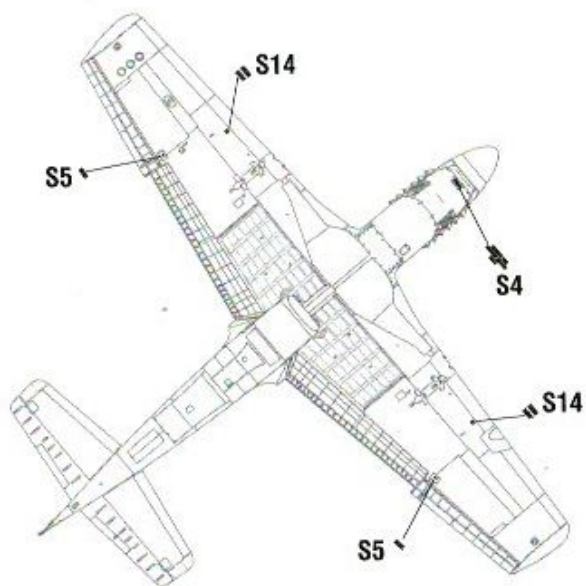


KALKOMANIE
BOMBY/
DECALS
BOMBS

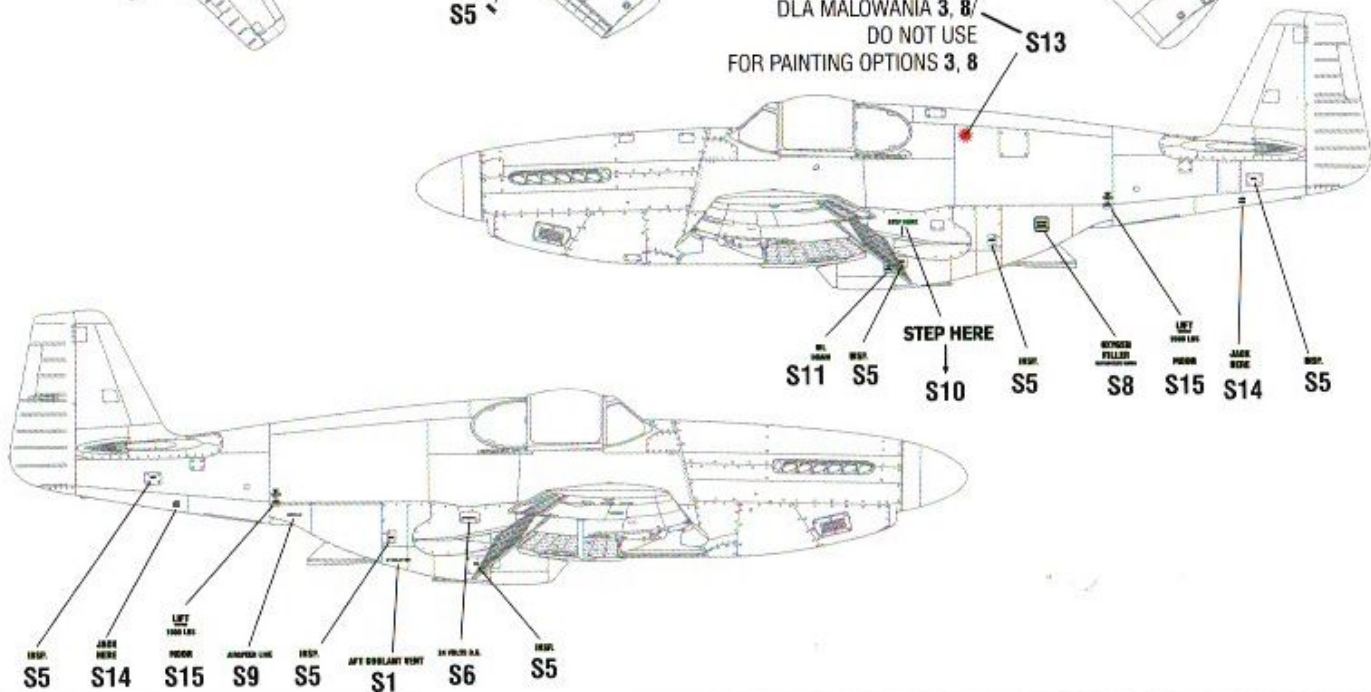


250 LB BOMB

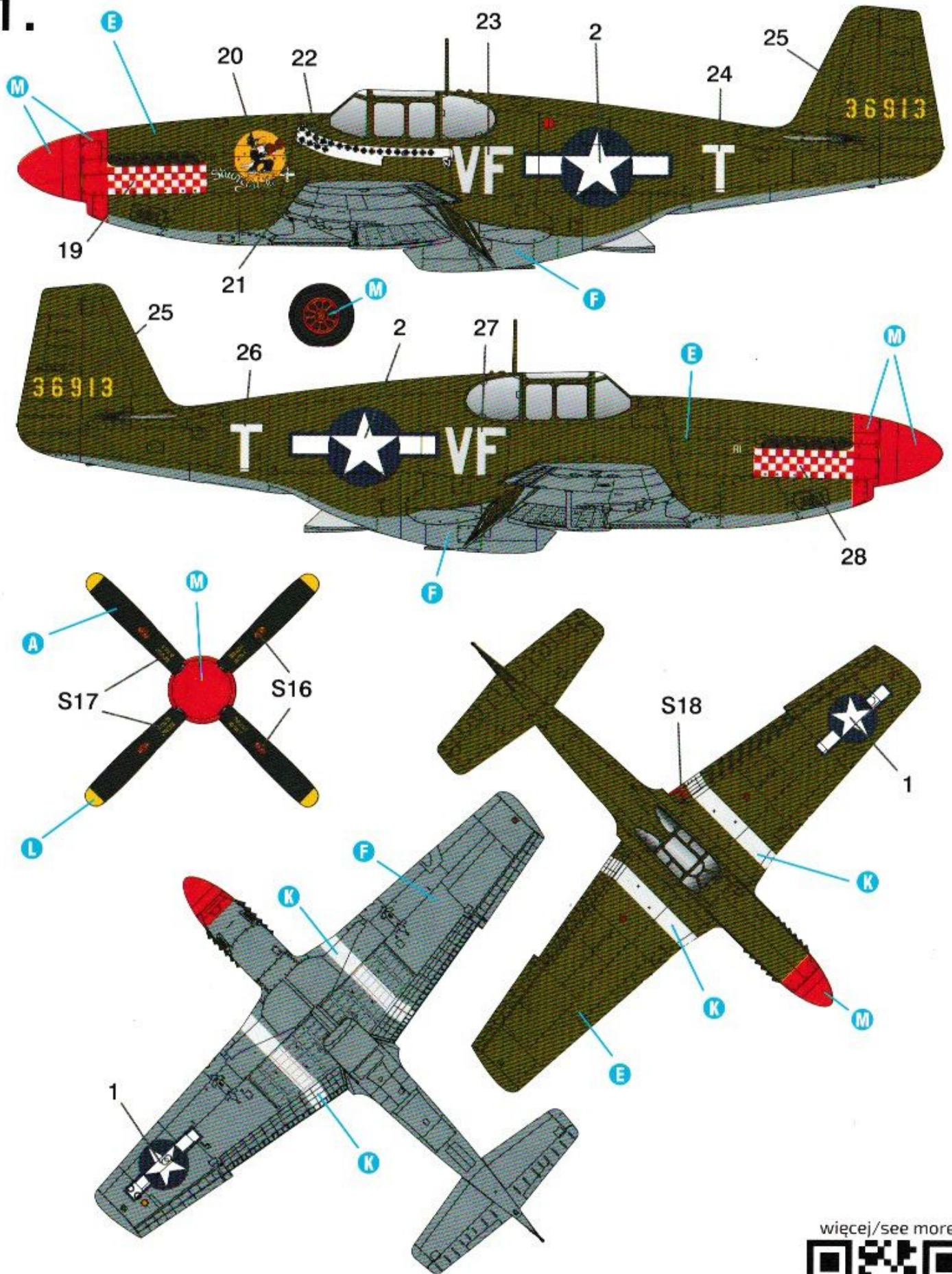
NAPISY EKSPLOATACYJNE/STENCILS



NIE NAKLEJAJ
DLA MALOWANIA 3, 8/
DO NOT USE
FOR PAINTING OPTIONS 3, 8



1.



North American P-51B-7-NA Mustang s/n 43-6913 „Shangri-La”, 336th FS, 4th FG, 8th AF USAAF, pilot Captain Don S. Gentile, USAAF Station 356 Debden, Wielka Brytania, marzec 1944

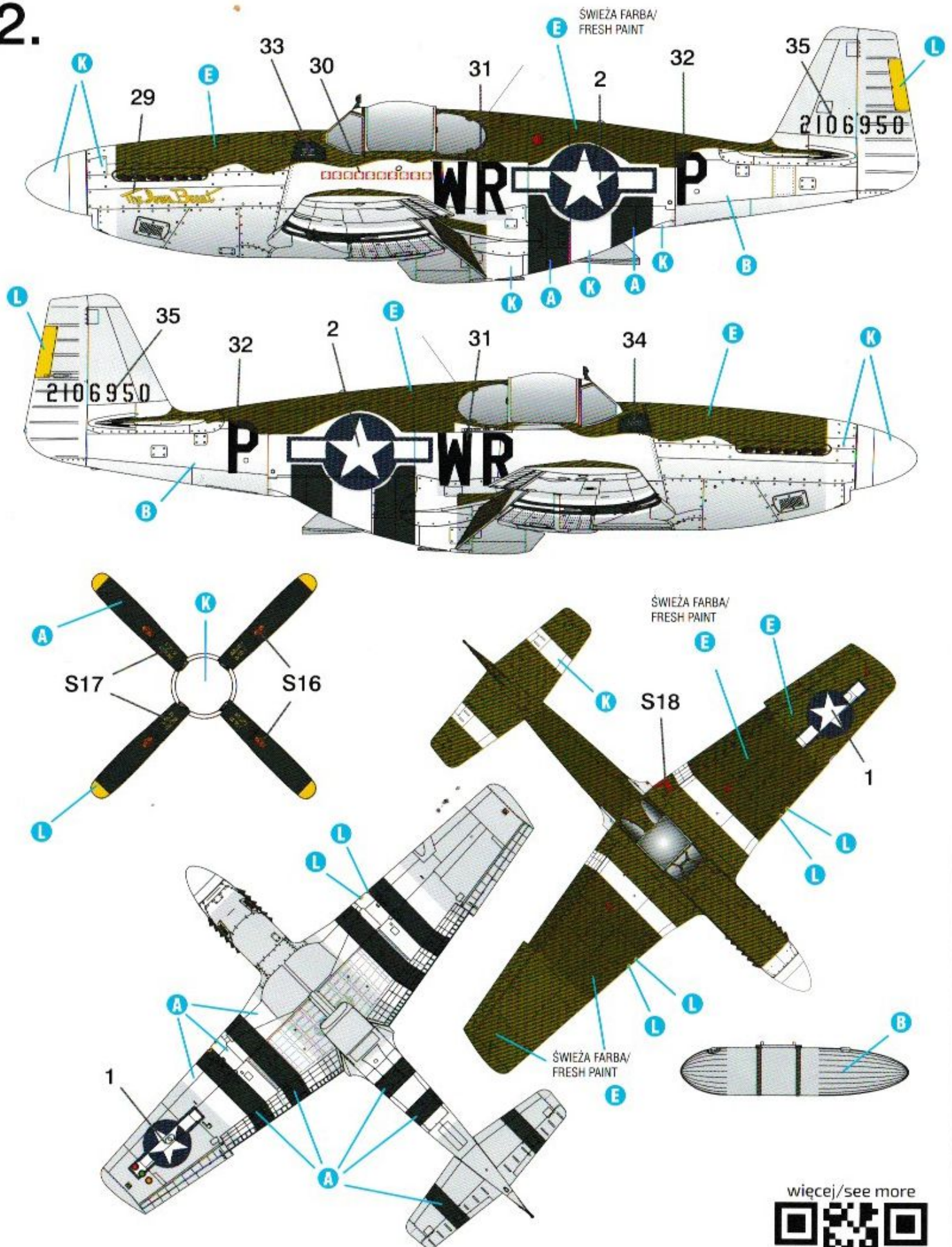
North American P-51B-7-NA Mustang s/n 43-6913 „Shangri-La”, 336th FS, 4th FG, 8th AF USAAF, pilot Captain Don S. Gentile, USAAF Station 356 Debden, Great Britain, March 1944

więcej/see more



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2.



North American P-51B-15-NA Mustang s/n 42-106950 „The Iowa Beaut”, 354th FS, 355th FG, 8th AF USAAF, pilot 2nd Lieutenant Robert E. Hulderman, USAAF Station 122 Steeple Morden, Wielka Brytania, lipiec 1944

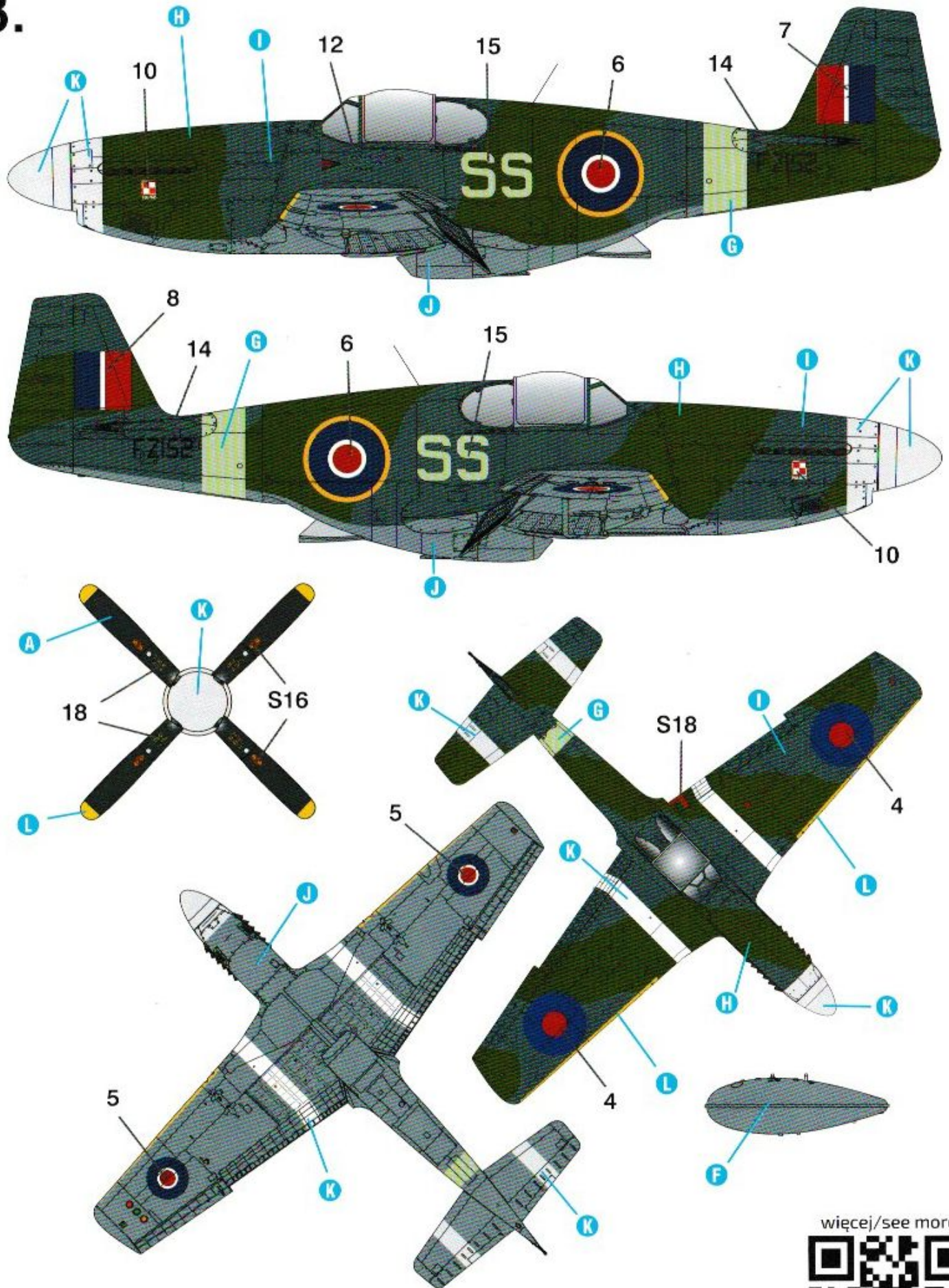
North American P-51B-15-NA Mustang s/n 42-106950 „The Iowa Beaut”, 354th FS, 355th FG, 8th AF USAAF, pilot 2nd Lieutenant Robert E. Hulderman, USAAF Station 122 Steeple Morden, Great Britain, July 1944

więcej/see more



<http://armahobbynews.pl/70069>

3.



Mustang Mk III FZ152 (North American P-51B-5-NA s/n 43-6533), 133. Skrzydło Myśliwskie, pilot Wing Commander Stanisław Skalski, RAF Coolham, Wielka Brytania, wiosna 1944 r.

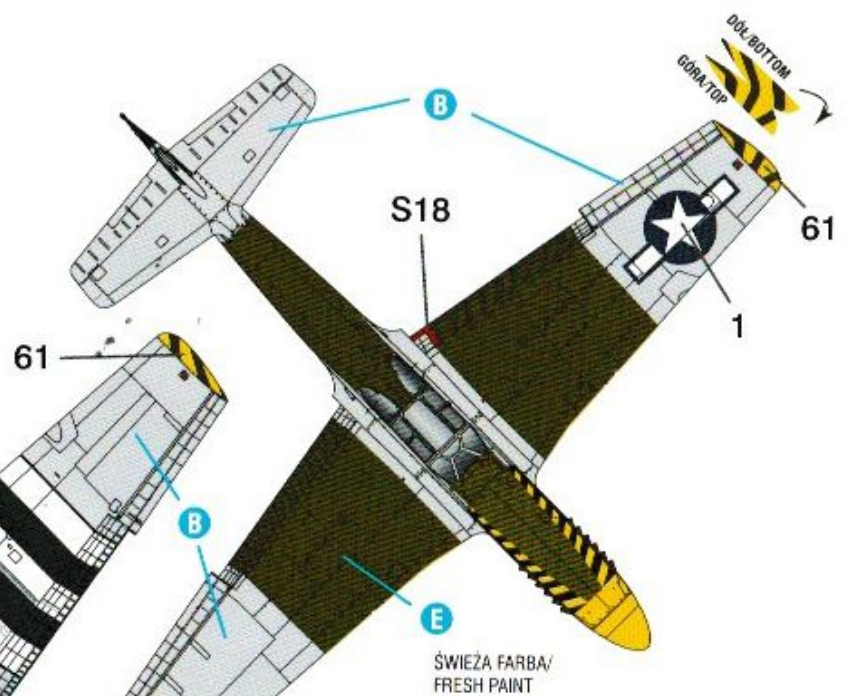
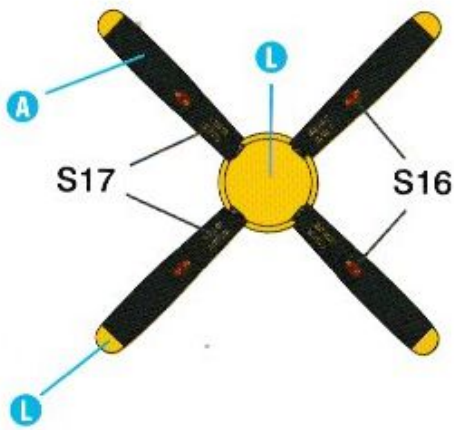
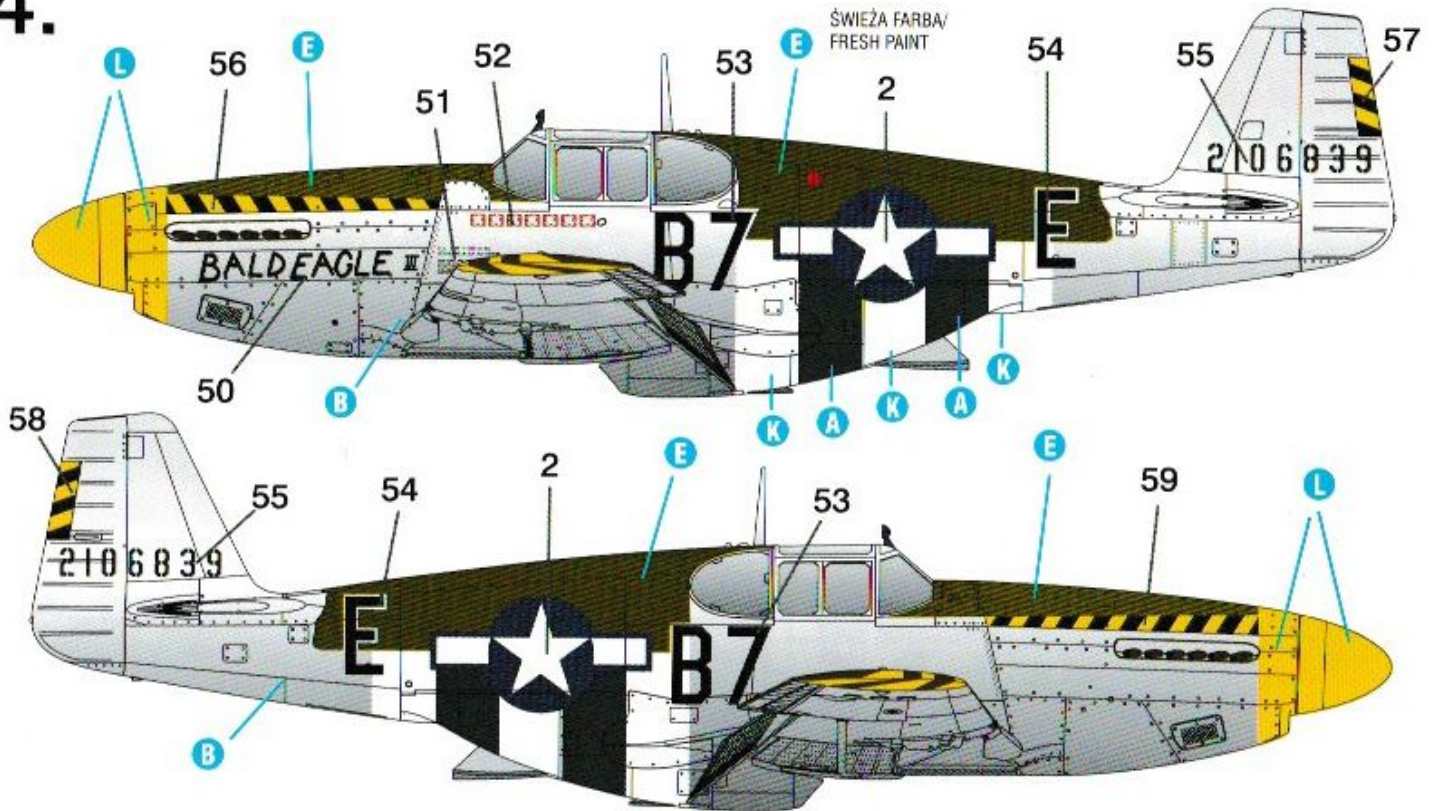
Mustang Mk III FZ152 (North American P-51B-5-NA s/n 43-6533), No. 133 Fighter Wing, pilot Wing Commander Stanisław Skalski, RAF Coolham, Great Britain, Spring 1944

więcej/see more

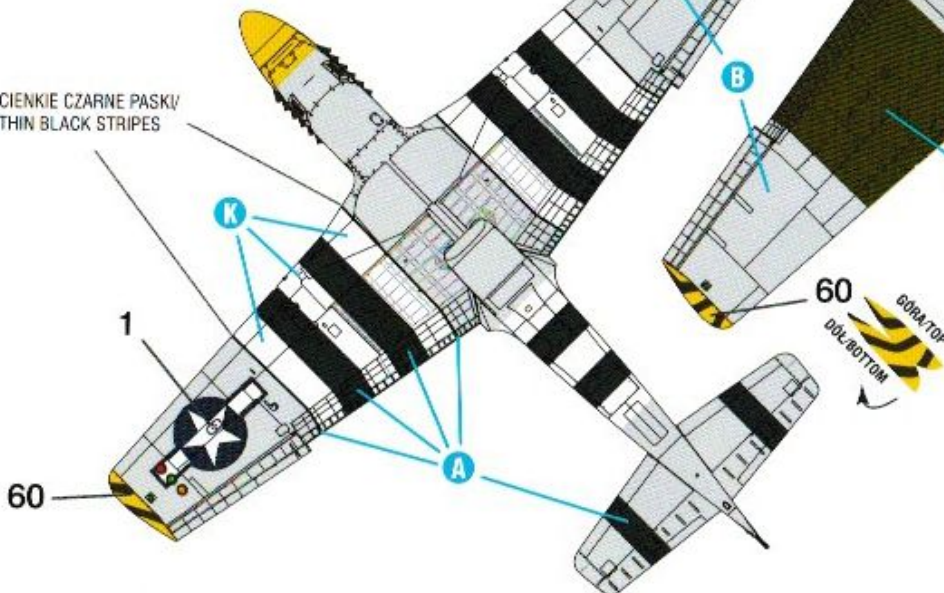


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4.



CIENKIE CZARNE PASKI/
THIN BLACK STRIPES



North American P-51B-15-NA Mustang s/n 42-106839 „Bald Eagle III”, 374th FS, 361st FG, 8th AF USAAF, pilot 1st Lieutenant Robert Turnbull Eckfeldt, USAAF Station 374 Bottisham, Wielka Brytania, lipiec 1944 r.

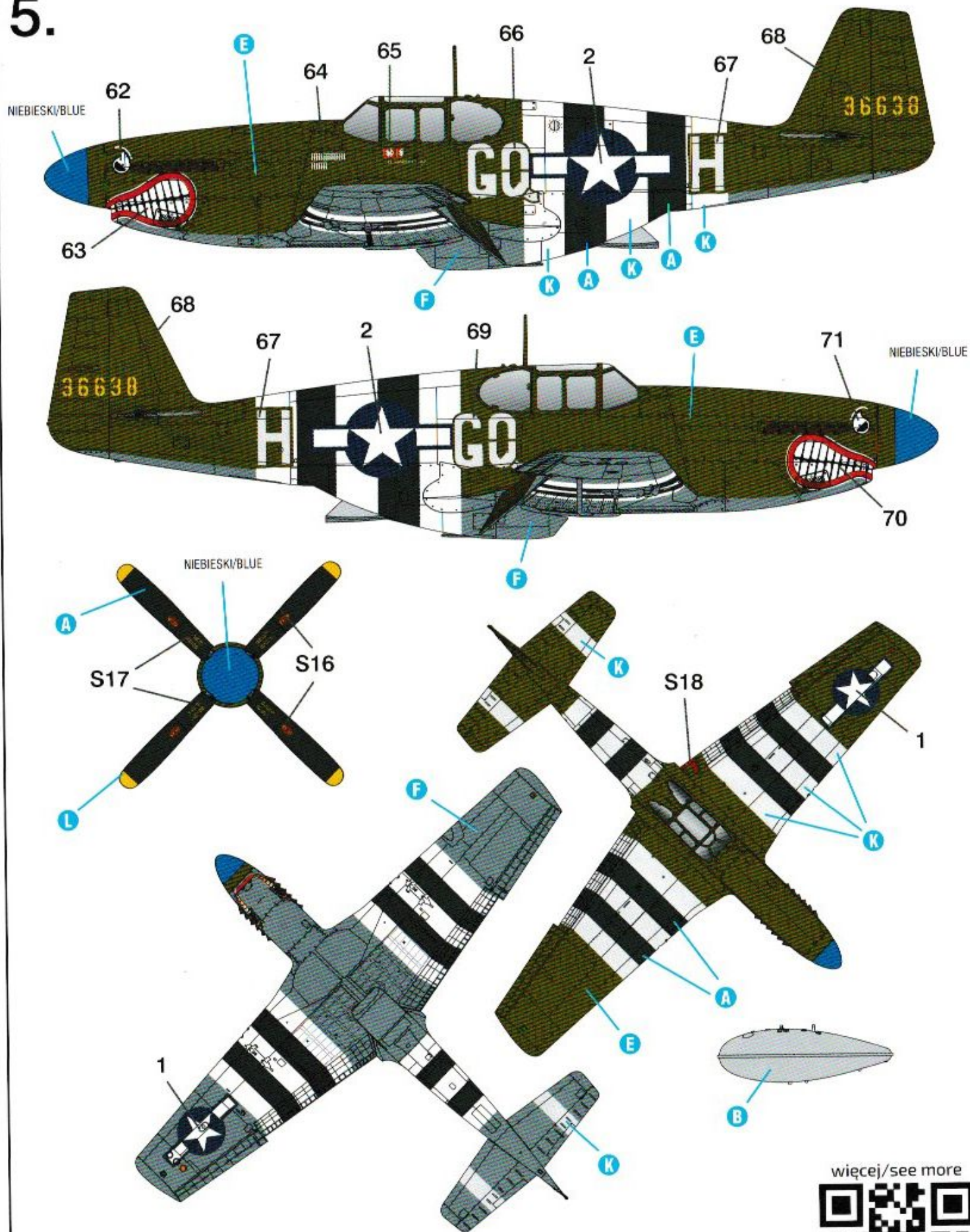
North American P-51B-15-NA Mustang s/n 42-106839 „Bald Eagle III”, 374th FS, 361st FG, 8th AF USAAF, pilot 1st Lieutenant Robert Turnbull Eckfeldt, USAAF Station 374 Bottisham, Great Britain, July 1944

więcej/see more



<http://armahobbynews.pl/70069>

5.



North American P-51B-7-NA Mustang s/n 43-6638, 355th FS, 354FG, 9th AF USAAF, pilot 2nd Lieutenant Fred G. Buckner, USAAF Station AFF-410 Lashenden, Wielka Brytania, czerwiec 1944 r.

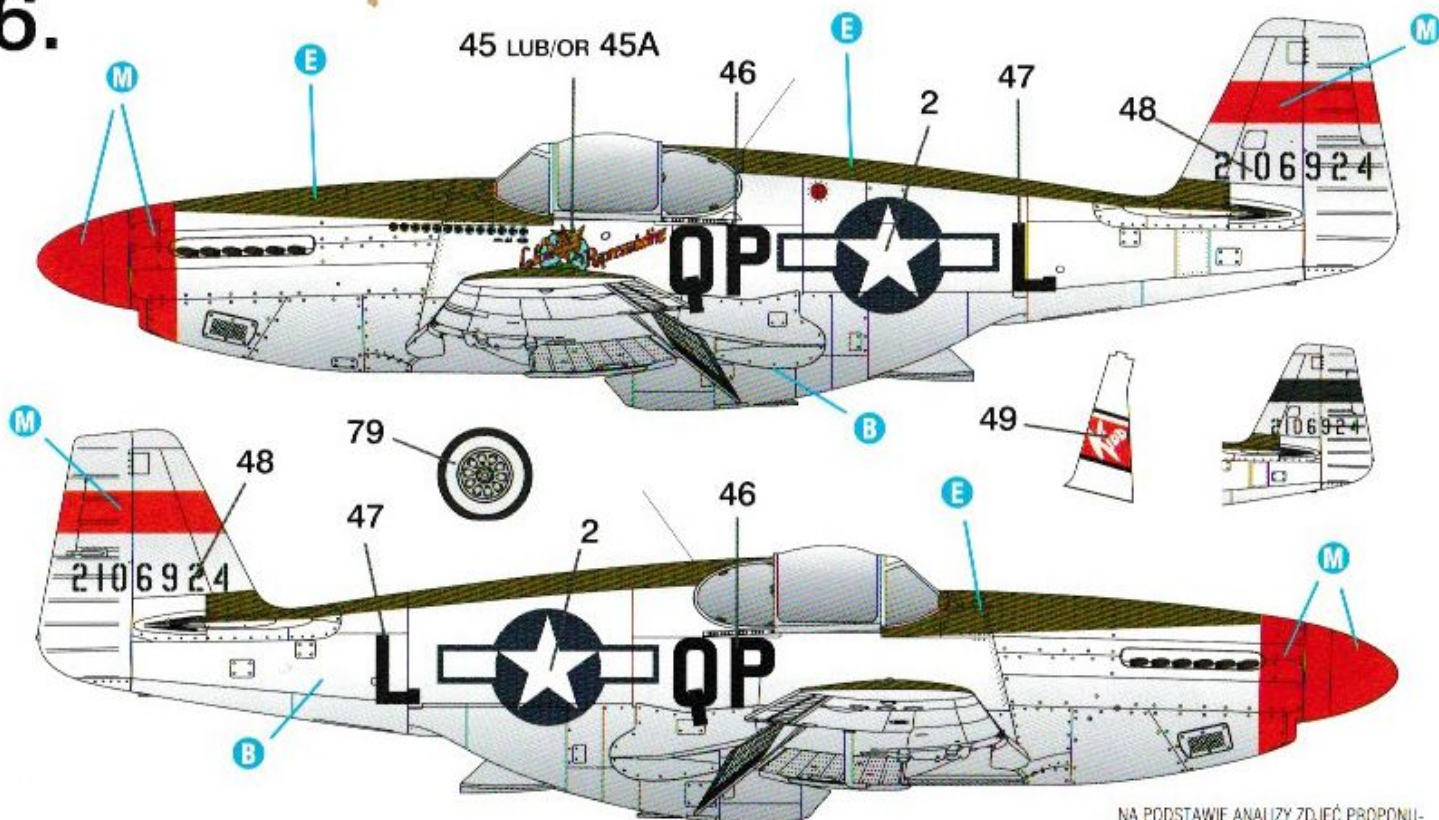
North American P-51B-7-NA Mustang s/n 43-6638, 355th FS, 354FG, 9th AF USAAF, pilot 2nd Lieutenant Fred G. Buckner, USAAF Station AFF-410 Lashenden, Great Britain, June 1944

więcej/see more

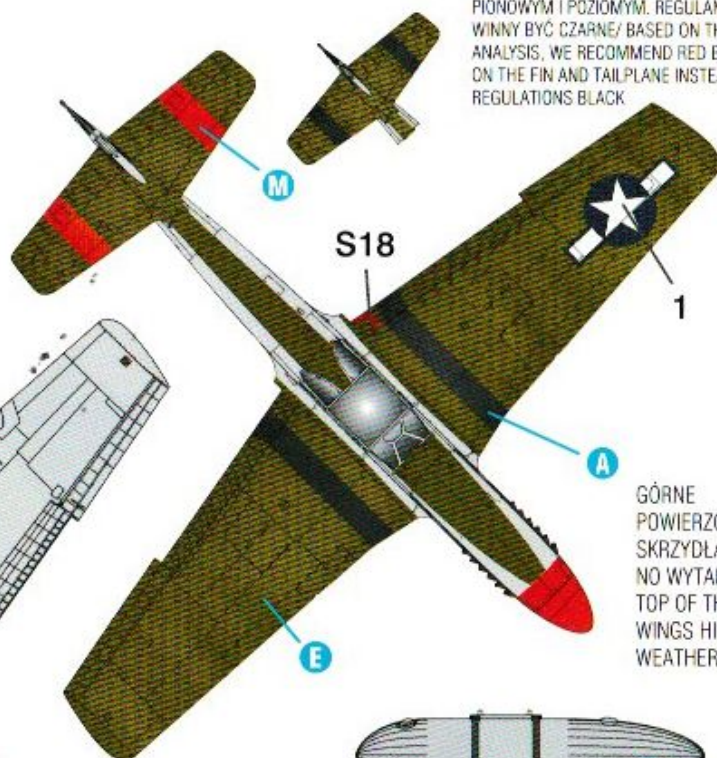
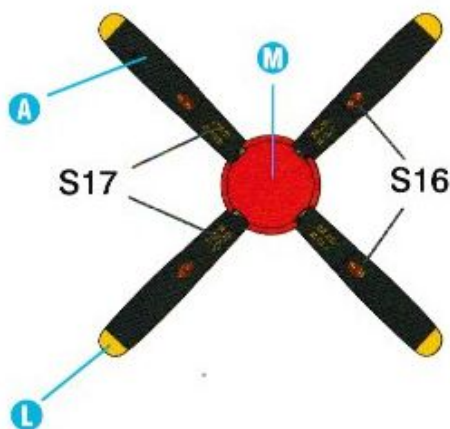


<http://armahobbynews.pl/70069>

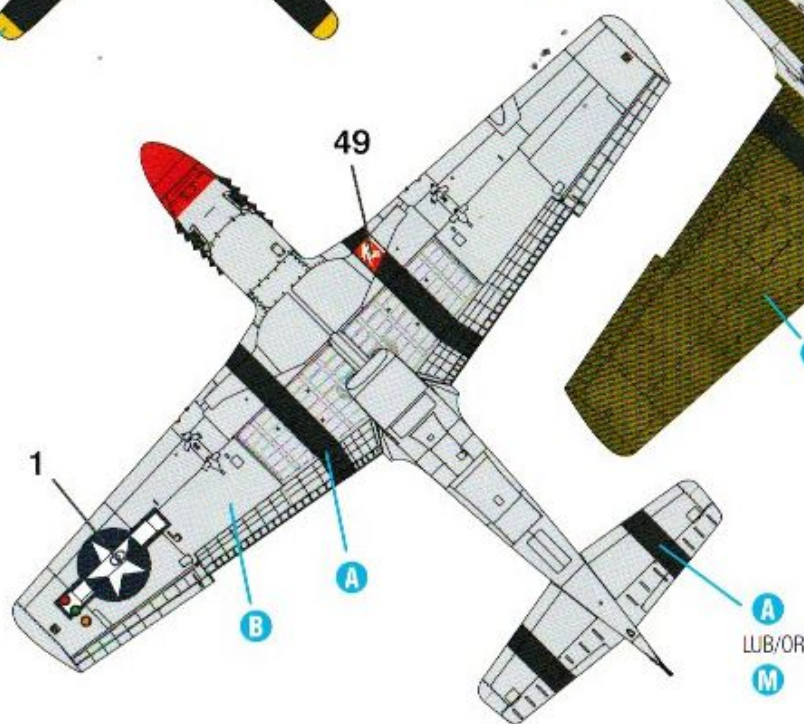
6.



NA PODSTAWIE ANALIZY ZDJĘĆ PROPONUJEMY CZERWONE PASY NA STATECZNIKU PIONOWYM I POZIOMYM. REGULAMINOWO WINNY BYĆ CZARNE/ BASED ON THE PHOTO ANALYSIS, WE RECOMMEND RED BANDS ON THE FIN AND TAILPLANE INSTEAD OF REGULATIONS BLACK



GÓRNE POWIERZCHNIE SKRZYDŁA MOCNO WYTARTE/ TOP OF THE WINGS HIGHLY WEATHERED



więcej/see more

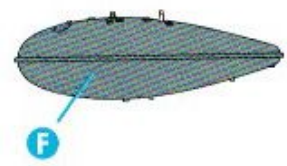
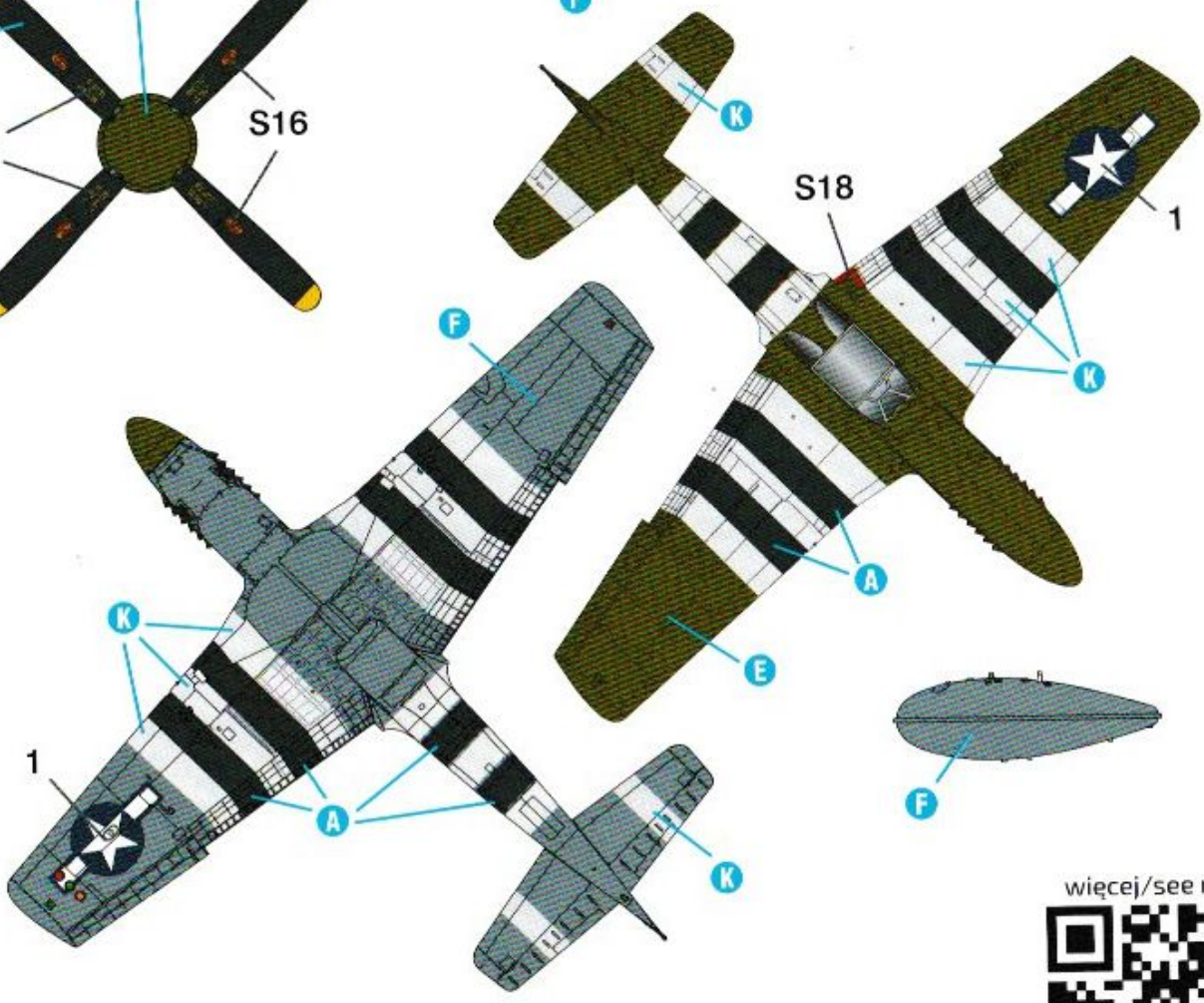
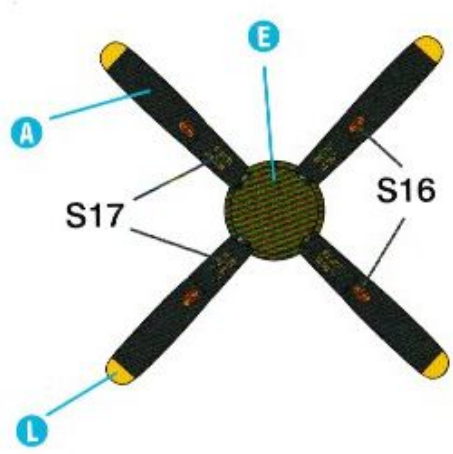
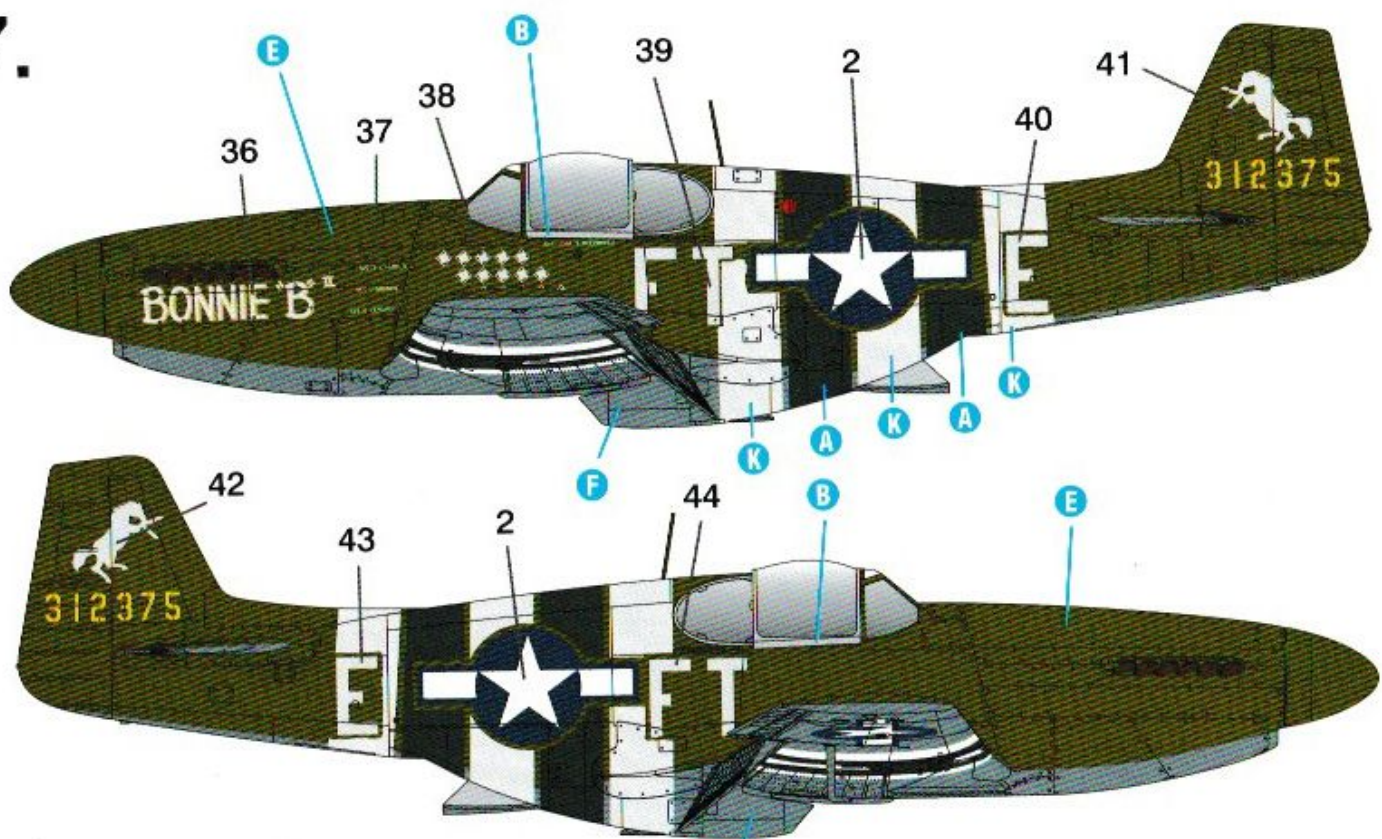


North American P-51B-15-NA Mustang s/n 42-106924 „Salem Representative”, 334th FS, 4th FG, 8th AF USAAF, pilot 2nd Lieutenant Ralph Kidd Hofer, USAAF Station 356 Debden, Wielka Brytania, maj 1944 r.

North American P-51B-15-NA Mustang s/n 42-106924 „Salem Representative”, 334th FS, 4th FG, 8th AF USAAF, pilot 2nd Lieutenant Ralph Kidd Hofer, USAAF Station 356 Debden, Great Britain, May 1944

<http://armahobbynews.pl/70069>

7.



North American P-51B-1-NA Mustang s/n 43-12375 „Bonnie ‘B’ II”, 353rd FS, 354th FG, 9th AF USAAF, pilot Major Don „Buzz” Beerbower, USAAF Station AFF-410 Lashenden, Wielka Brytania, czerwiec 1944 r.

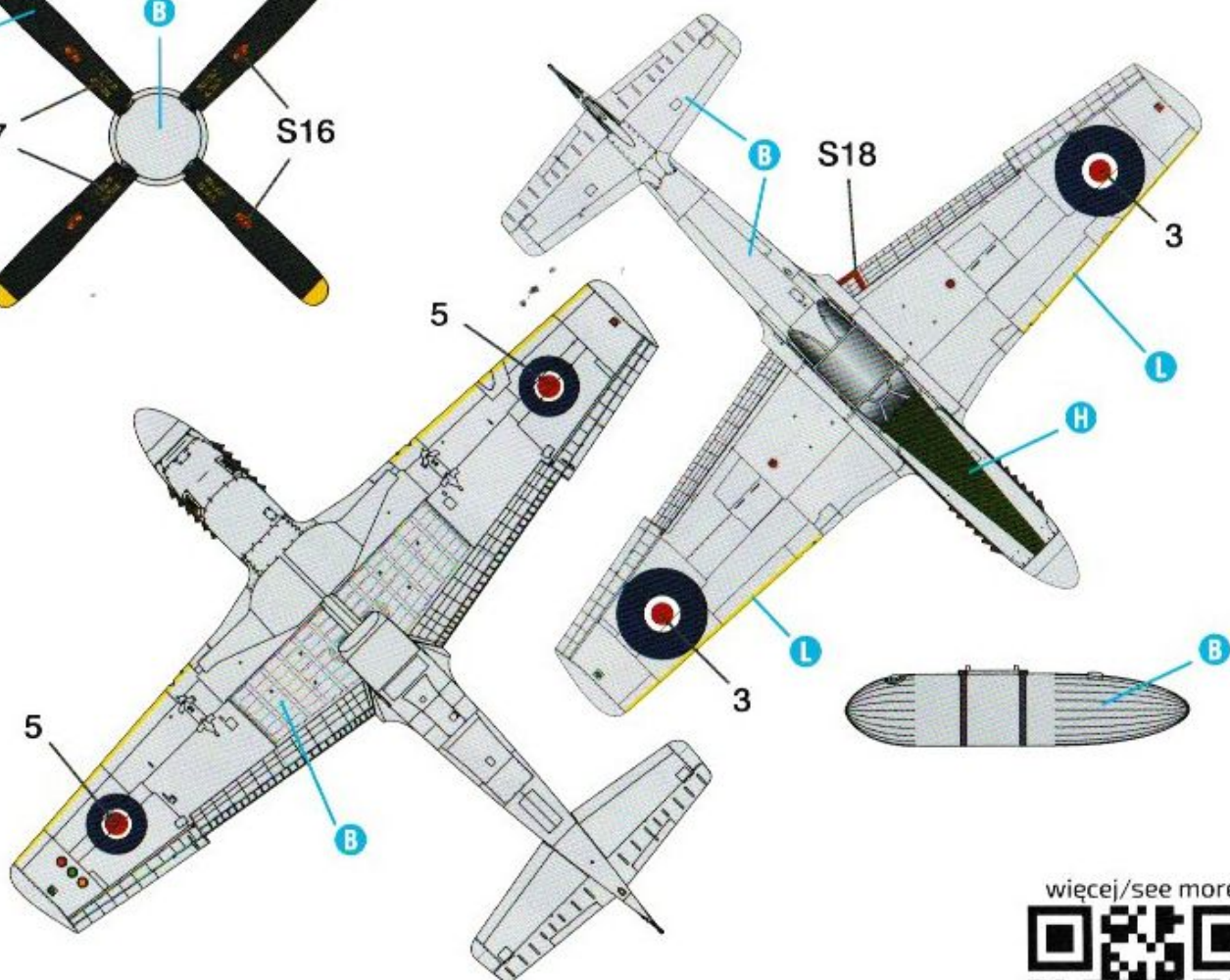
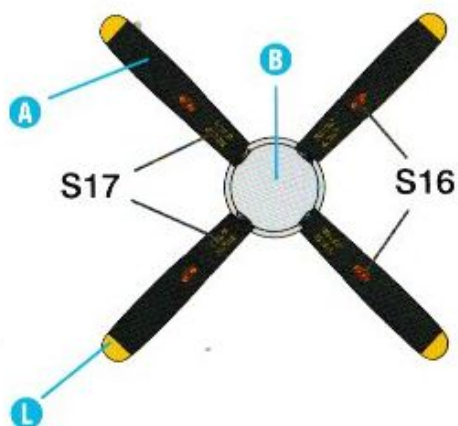
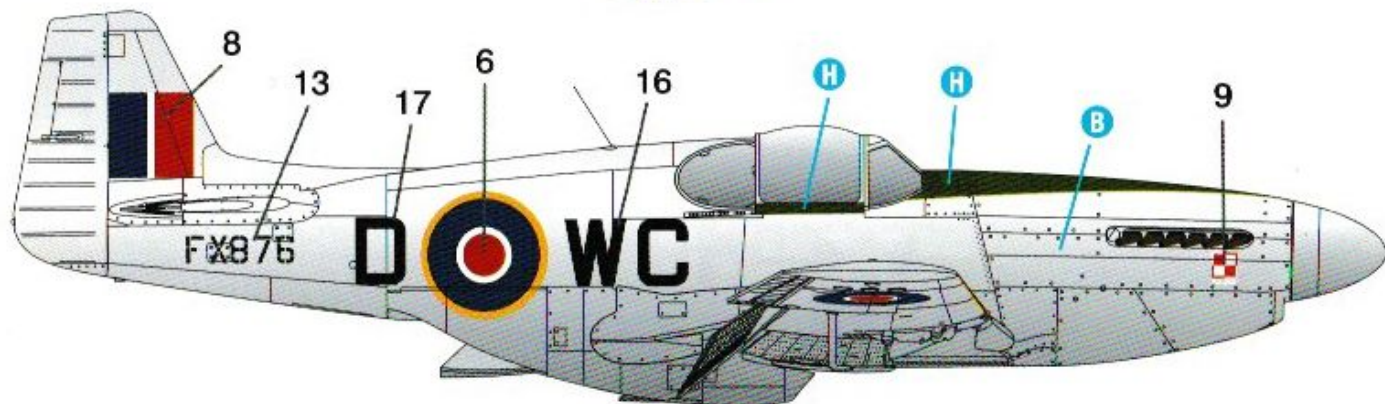
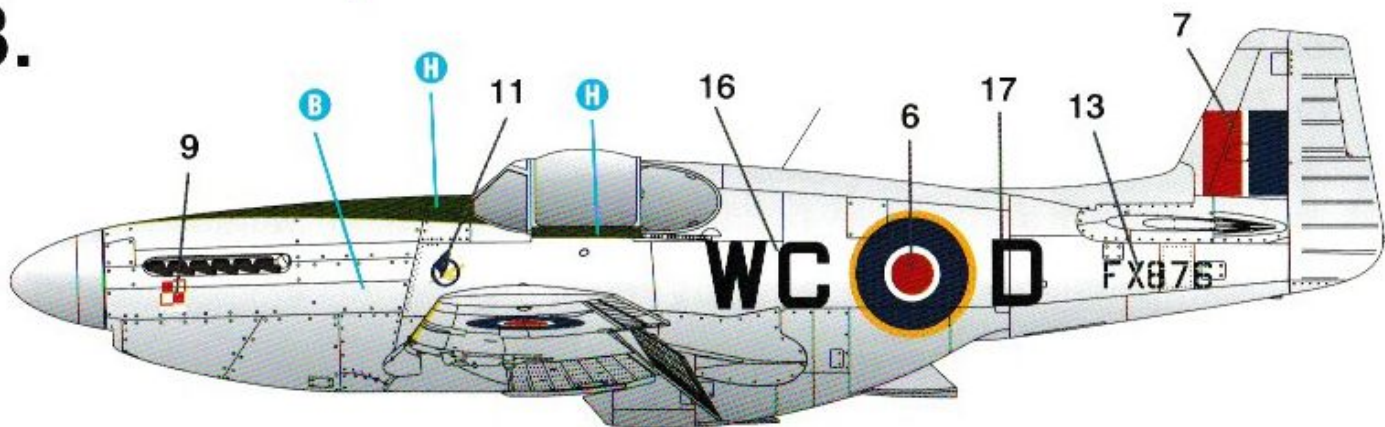
North American P-51B-1-NA Mustang s/n 43-12375 „Bonnie ‘B’ II”, 353rd FS, 354th FG, 9th AF USAAF, pilot Major Don „Buzz” Beerbower, USAAF Station AFF-410 Lashenden, Great Britain, June 1944

więcej/see more



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8.



Mustang Mk III FX876 (North American P-51B-1-NA s/n 43-12146), 309. Dywizjon PSP, RAF Andrews Field, Wielka Brytania, maj 1945 r.

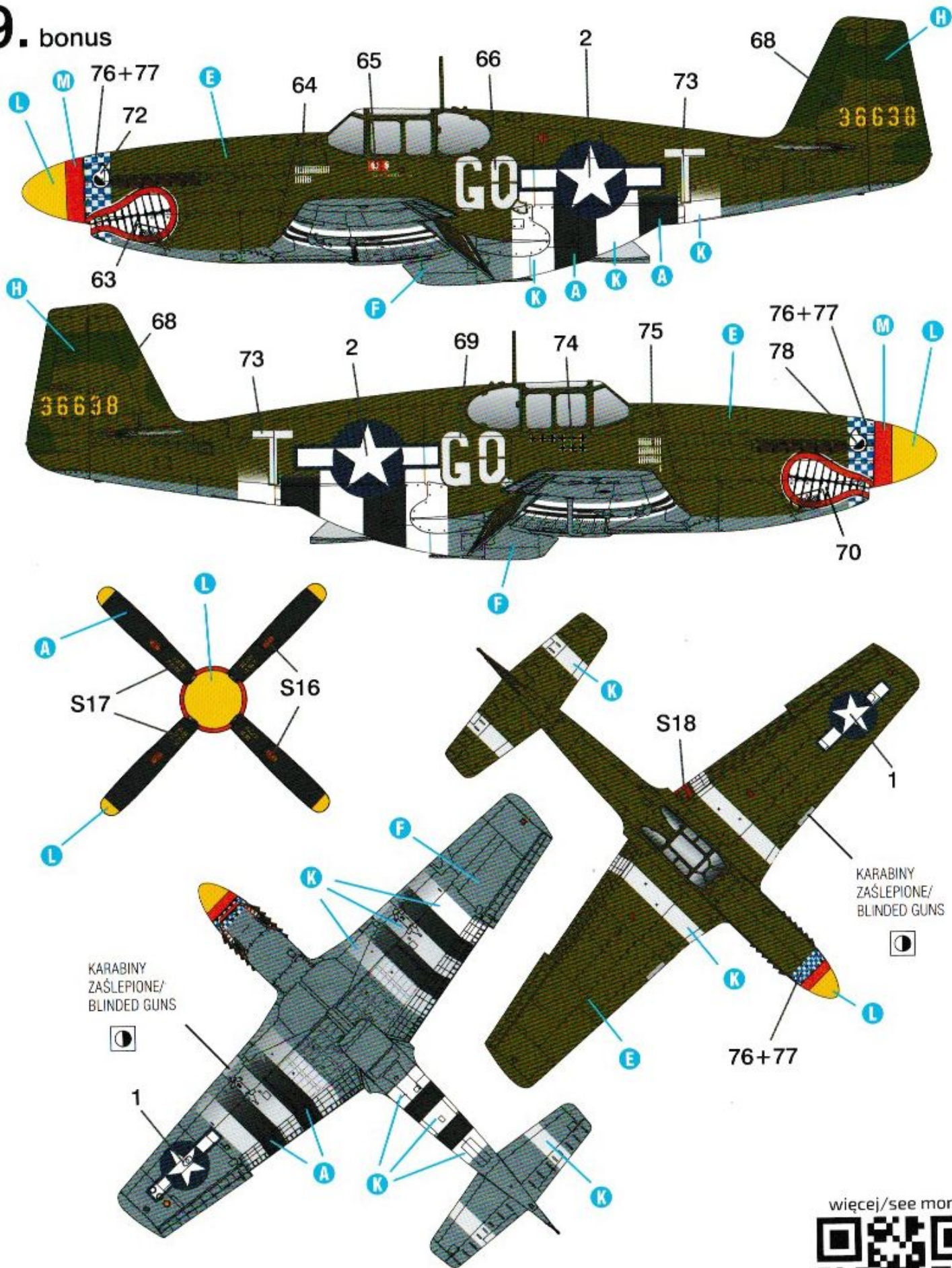
Mustang Mk III FX876 (North American P-51B-1-NA s/n 43-12146), No. 309 squadron PAF, RAF Andrews Field, Great Britain, May 1945

więcej/see more



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9. bonus



North American P-51B-7-NA Mustang s/n 43-6638. Prawdopodobnie używany jako samolot dyspozycyjny 354FG, jesień 1944 r.

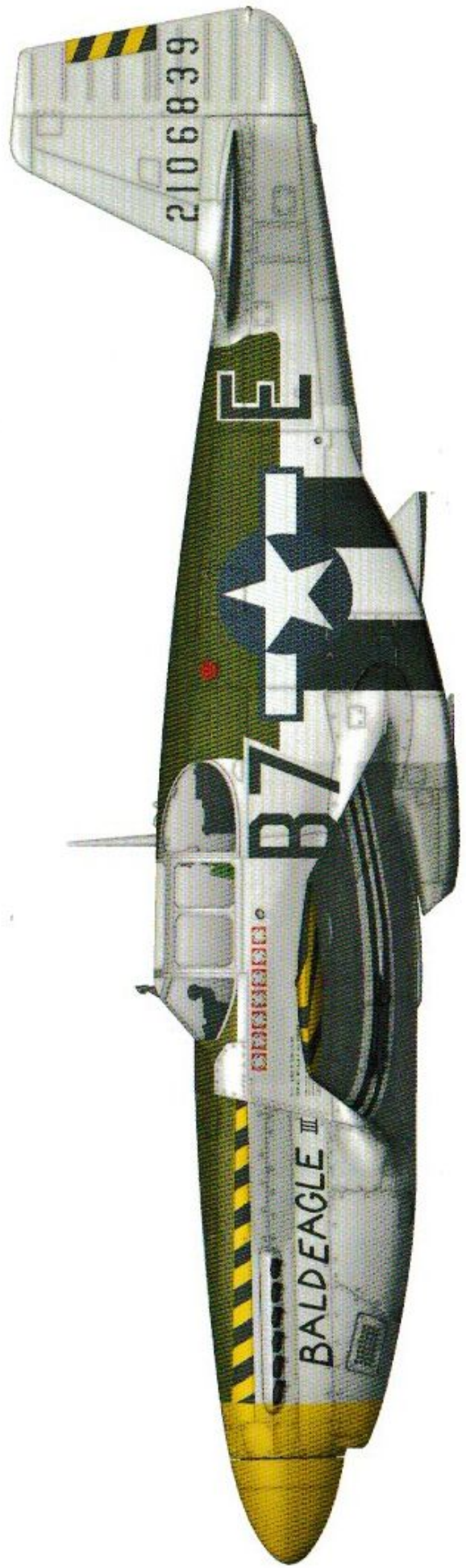
North American P-51B-7-NA Mustang s/n 43-6638. Probably a 354FG hack, Autumn 1944

Nie ma potwierdzenia, czy różne oznaczenia zwycięstw na lewej i prawej stronie samolotu występowały jednocześnie. Kolory kołpaka domniemane/ There is no confirmation whether the different victory markings on the port and starboard sides of the aircraft occurred simultaneously. Color of the propeller spinner conjectural.

więcej/see more

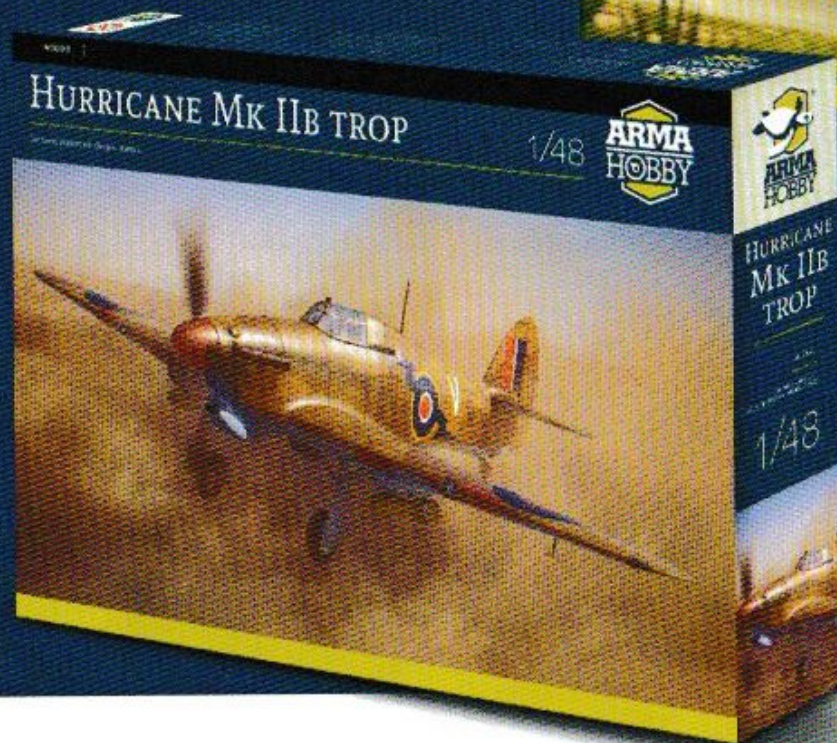
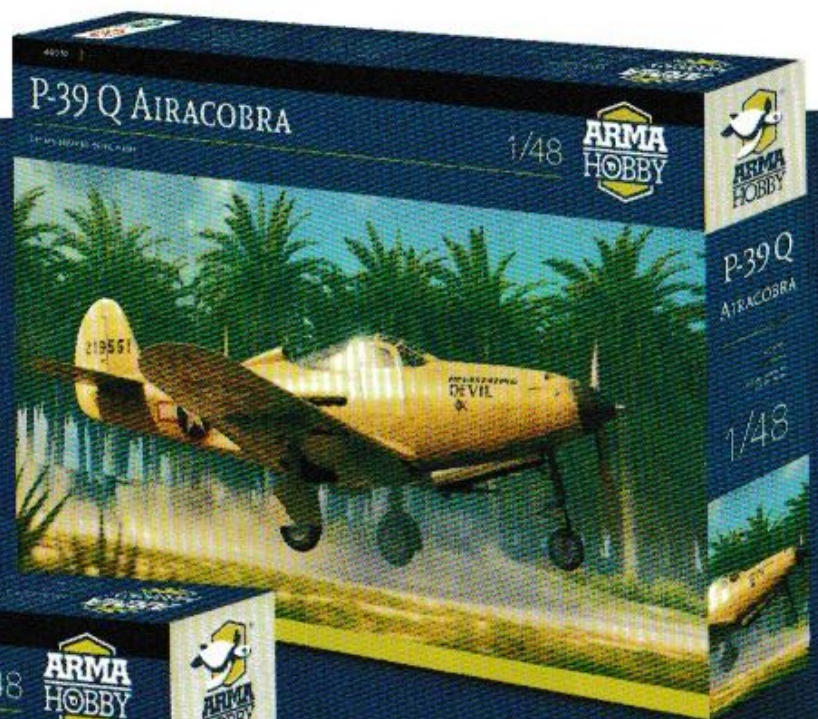


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