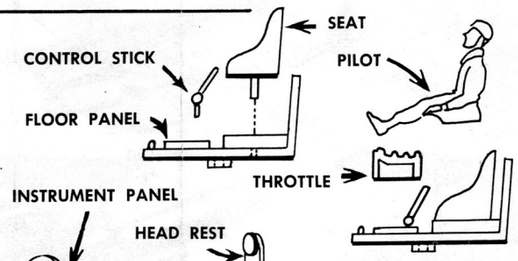
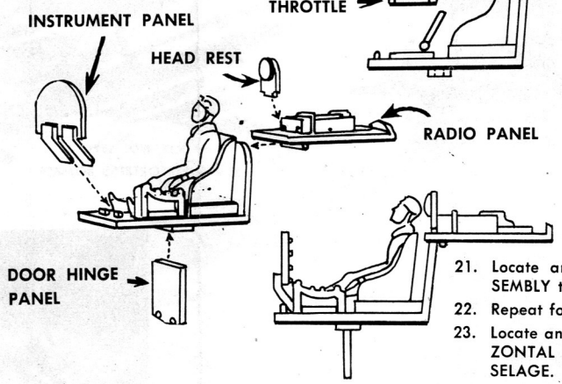
P-51 ASSEMBLY INSTRUCTIONS

BEFORE ASSEMBLING THE P-51 MUSTANG CAREFULLY STUDY SKETCH AND PLACE ALL PARTS ON WORK TABLE, AS INDICATED.
IMPORTANT — APPLY CEMENT TO INSIDE SURFACES ONLY. AVOID GETTING CEMENT ON OUTER SURFACES OF PLANE SECTIONS. USE CEMENT VERY SPARINGLY AND AVOID GETTING CEMENT ON HANDS, SO AS NOT TO MAR OR SMEAR PLASTIC SURFACES.
DO NOT HURRY. WORK CAREFULLY AND PATIENTLY. FOR BEST RESULTS ASSEMBLE MODEL EXACTLY IN THE ORDER INDICATED.
BEFORE PROCEEDING TO CEMENT PARTS TOGETHER, IT IS ADVISABLE TO FIT PARTS TOGETHER DRY (WITHOUT CEMENT) SO THAT YOU MAY FAMILIARIZE YOURSELF WITH THE PARTS AND HOW THEY GO TOGETHER, ALSO NOTING THE POINTS WHERE CEMENT IS TO BE APPLIED.

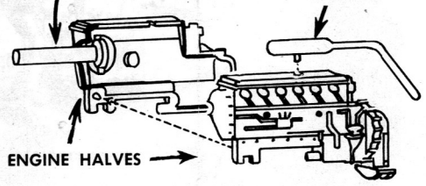
1. Locate and cement SEAT to FLOOR PANEL.
2. Locate and cement CONTROL STICK to FLOOR PANEL.
3. Locate and cement THROTTLE to rib on FLOOR PANEL.
4. Locate and cement PILOT to SEAT.



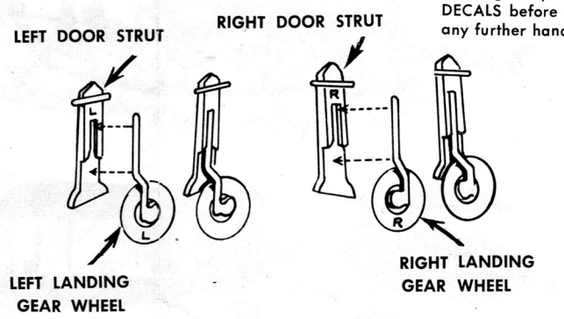
5. Locate and cement INSTRUMENT PANEL to FLOOR PANEL.
6. Locate and cement RADIO PANEL to back of SEAT.
7. Locate and cement HEAD REST to front of RADIO PANEL.
3. Locate and cement DOOR HINGE PANEL to bottom of FLOOR PANEL by applying cement to top of HINGE PANEL and inserting into slot in underside of FLOOR PANEL. Set assembly aside to dry.



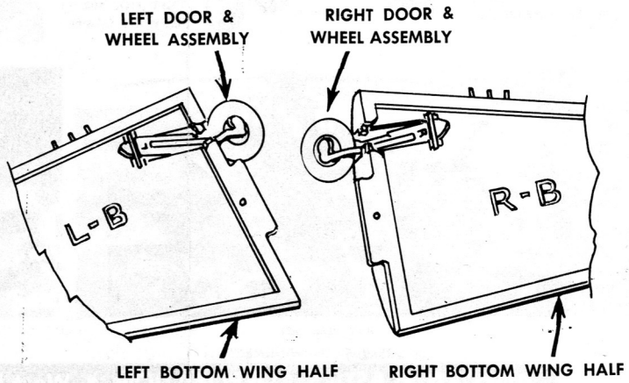
9. Locate and cement ENGINE HALVES together. Before joining ENGINE HALVES be sure to locate PROPELLER SHAFT into hole in front of ENGINE.
CAUTION: Do not get any cement near or around propeller shaft hole.
10. Locate and cement OIL COOLER PIPE to ENGINE and set aside to dry.



11. Locate and cement left LANDING GEAR WHEEL (Marked L) to STRUT DOOR (Marked L) and set aside to dry. *NOTE:* Top end of WHEEL STRUT must bear against top end of slot in STRUT DOOR.
12. Locate and cement right LANDING GEAR WHEEL (Marked R) to STRUT DOOR (Marked R) and set aside to dry.



13. Locate, but *DO NOT CEMENT*, left STRUT DOOR and WHEEL ASSEMBLY (Marked L) in left BOTTOM WING (Marked LB). Then cement left TOP WING HALF (Marked LT) to BOTTOM WING HALF. *IMPORTANT:* In order for WHEEL and DOOR ASSEMBLY to be *RETRACTABLE*, do not get any cement near or around STRUT DOOR or WHEEL.
14. Repeat same procedure for RIGHT WING and set aside to dry.



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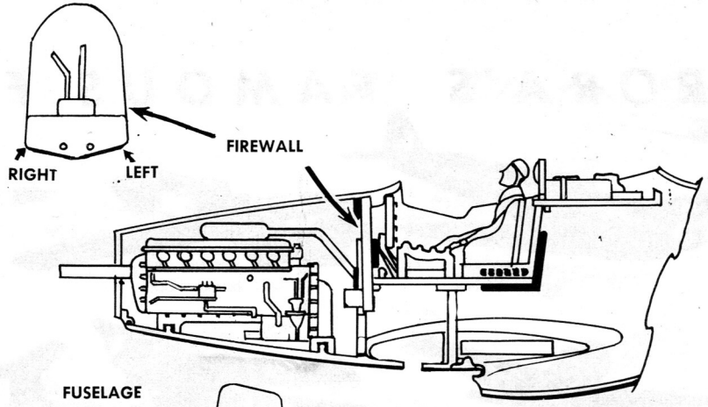
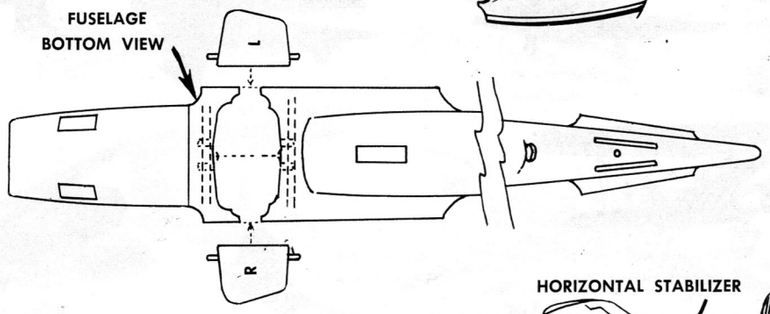
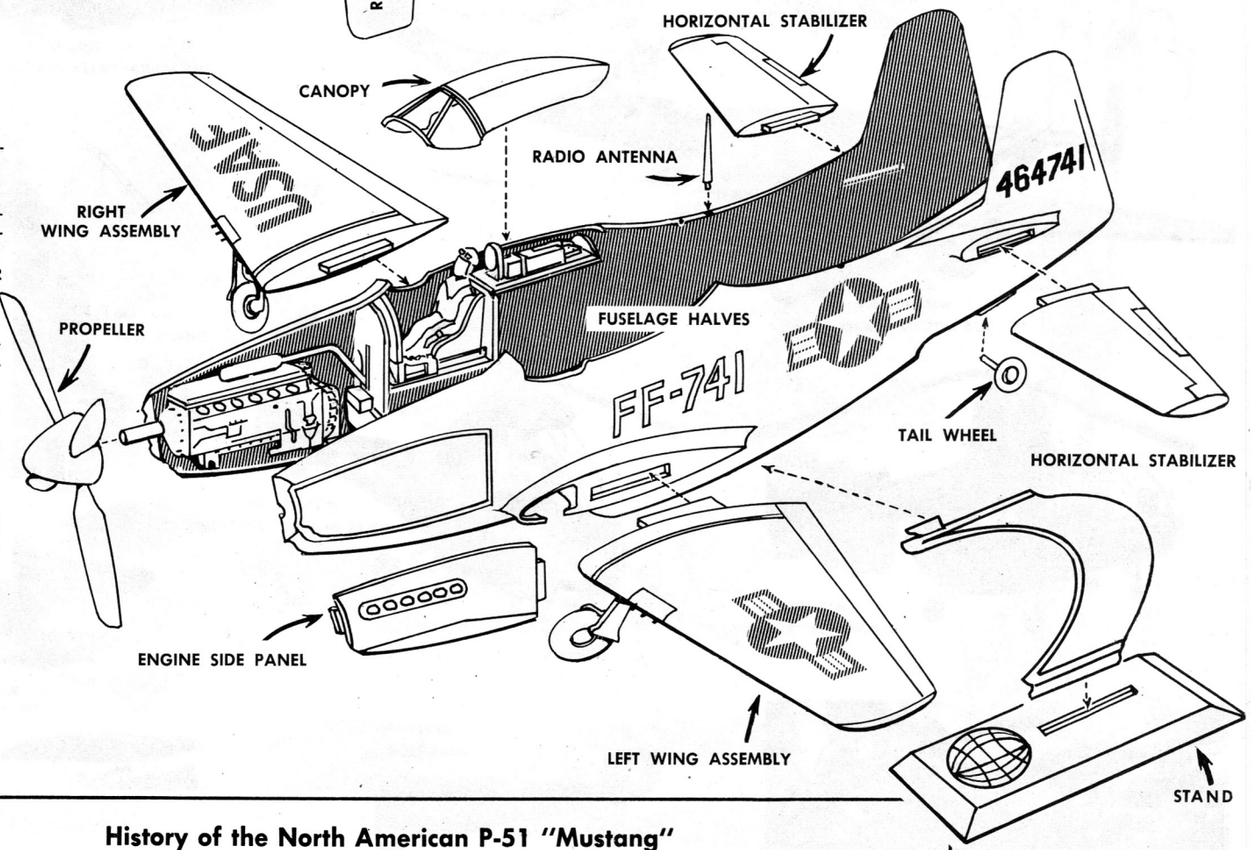
15. Locate and cement FIRE WALL between ribs inside FUSELAGE.
16. Locate and cement previously assembled FLOOR PANEL with pilot, seat, instrument panel, etc., to locating ribs in FUSELAGE. *NOTE: DO NOT APPLY ANY CEMENT TO DOOR HINGE PANEL.*
17. Locate and cement ENGINE onto ribs inside FUSELAGE.



18. Locate and cement FUSELAGE HALVES together.
19. Snap hinge pins on LEFT DOOR (Marked L) into holes in bottom of DOOR HINGE PANEL and FIRE WALL on *left side* of *FUSELAGE*. NOTE: Left and right sides are marked L and R on lower end of FIRE WALL.
20. Repeat same procedure for RIGHT DOOR.



21. Locate and cement tab on LEFT WING ASSEMBLY to slot in left side of FUSELAGE.
22. Repeat for RIGHT WING ASSEMBLY.
23. Locate and cement tab on left and right HORIZONTAL STABILIZERS to slots in tail of FUSELAGE.
24. Locate and cement PROPELLER to PROPELLER SHAFT.
25. Locate and cement CANOPY to FUSELAGE.
26. Locate and cement TAIL WHEEL to FUSELAGE.
27. Locate and cement RADIO ANTENNA to FUSELAGE.
28. Locate left ENGINE SIDE PANEL over opening on left side of FUSELAGE, *DO NOT CEMENT*— SIDE PANEL is designed to snap in place so as to be REMOVABLE.
29. Repeat for right ENGINE SIDE PANEL.
30. Cut out sections of DECALS to correspond with markings on plane. Read directions on back of DECALS before applying. Allow to dry before any further handling.



History of the North American P-51 "Mustang"

Designed for the British in 1941 for use as a low level fighter, this plane endured as a first line fighter up to and through the recent Korean action. First known as the XP-51 "Apache" in the United States and as the NA-73 "Mustang" in Britain, it has retained its British nickname. Not only is it a classic example of superb aeronautical design but also it personified America's productive genius. The length of time from the initial conception of the "Mustang" to its first flight was an amazingly short 100 days.

The aforementioned experimental model and the first production model P-51 were powered by an Allison V-12 engine driving it at a top speed of 387 MPH. The reception of this fighter by the various air arms was so good that manufacture of it was increased tremendously. The P-51B had only slight changes over the prototype, retaining the old "greenhouse" type canopy, but increasing the size of the belly radiator scoop and squaring off the top of the rudder. Probably the biggest change was in the power plant with a switch to a Packard built Rolls-Royce "Merlin" engine which incorporates two-speed, two-stage supercharging with fuel injection and glycol cooling. The more powerful "Merlin" had a much higher service ceiling than the Allison and boosted the "Mustang's" speed to 437 MPH. Production of the "B" model reached 2000 planes.

Improvements on the engines continued with little change in the overall configuration of the "Mustang" until the "D" model reached the flight line. On this version appeared one of the first "bubble" type canopies. This canopy was the answer to the demand of fighter pilots for more visibility. In it a full 360 degrees of vision was offered plus faster entry to and exit from the cockpit. On the P-51H, a triangular web was added to the rudder to produce the "Mustang" as we know it today. The Packard Rolls-Royce engine, the finest propeller driving power plant in the world, had been continually changing and gave the P-51H a top speed in excess of 460 MPH, making it one of the fastest conventional planes in the world.

On June 11, 1948, the Department of the Air Force revised the plane type designation system of the Air Force eliminating the old "P" (for pursuit) and substituting for it an "F" (for fighter), hence we have the new designation F-51H.

During World War II the "Mustang" proved versatile by performing missions as a fighter-bomber, a photo-reconnaissance plane and even as a dive-bomber. The photo-reconversion, known as the F-6, carried two K-24 aerial cameras. So aerodynamically perfect was the F-51 that two of them were reworked and placed together side-by-side to create the F-82, a twin-engined, two-man fighter for use as a long range bomber escort and as a night fighter. This version carried a radome on the center section of the wing to seek out targets on the blackest of nights.

Although it has been replaced by jets as a first line fighter, the F-51 is still in extensive use by Reserve and Air National Guard units.

SUGGESTED DETAIL PAINTING SCHEME
Black: Tires
Wing Walks
Exhaust Stacks
Engine
Machine Guns protruding from wings
Yellow: Tips of Propeller Blades
Silver: Landing Gear Strut
Dark Green or Black: Top Engine Cowling

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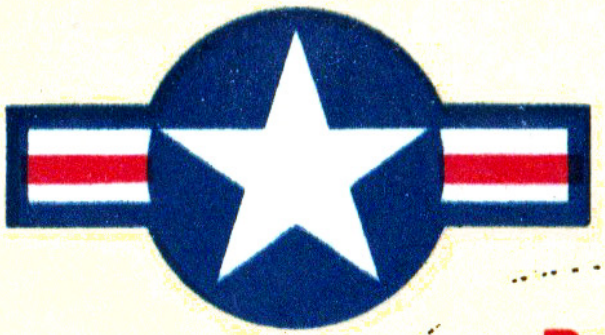
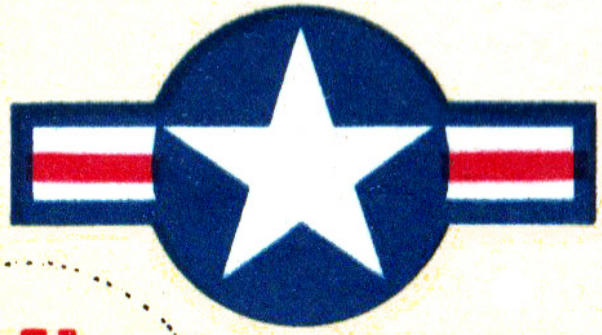
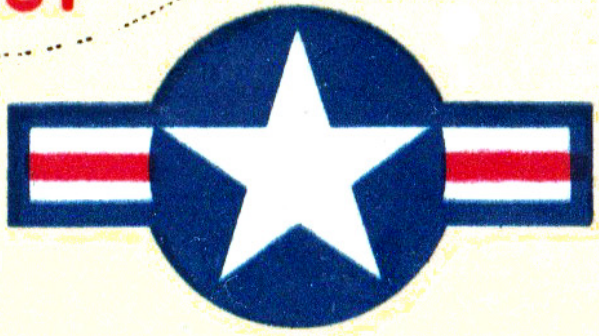




P-51



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