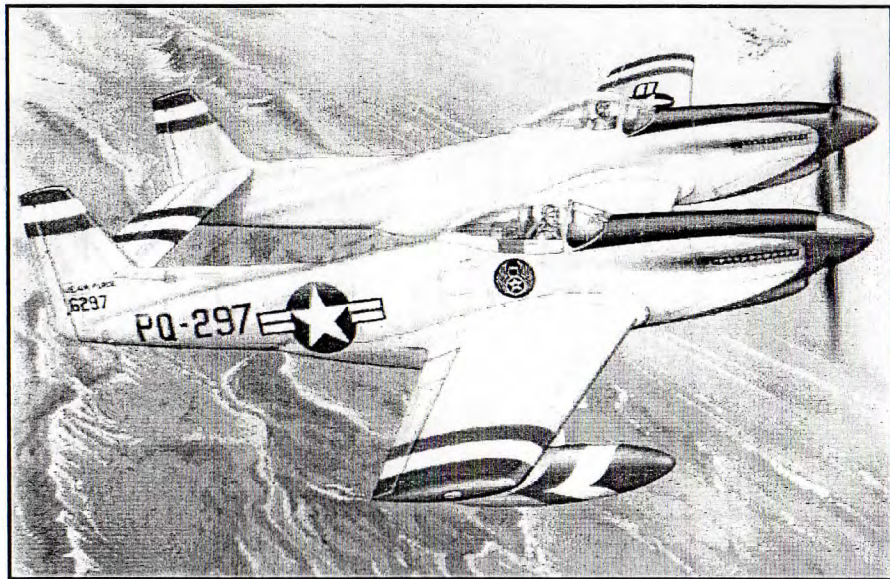


F-82E Twin Mustang Fighter Pursuit Item Number 48-021

Printed in Canada.
Molded in Czech Republic.
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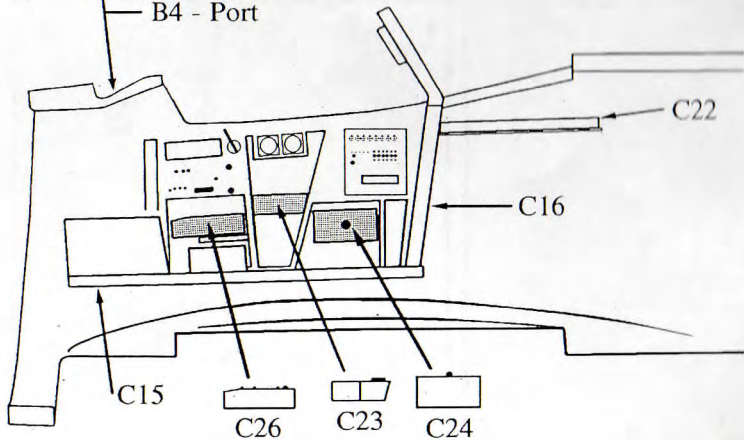


1

(x2)

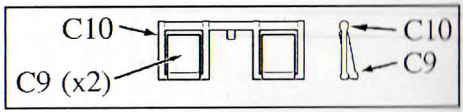
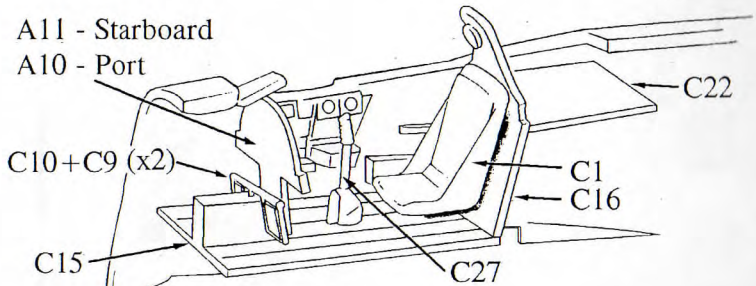
B2 - Starboard

B4 - Port

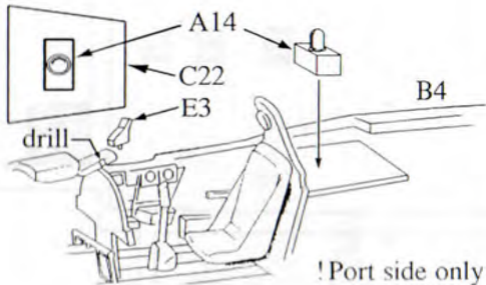


2

(x2)



3

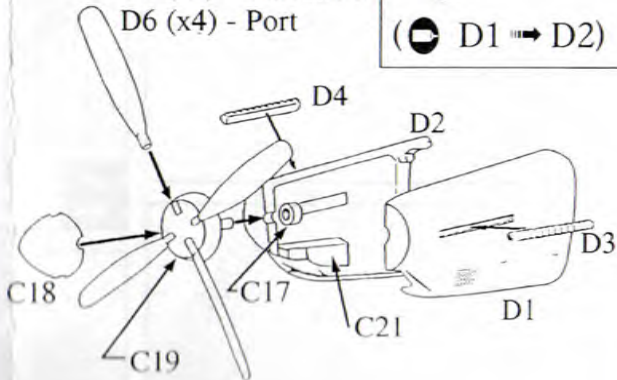


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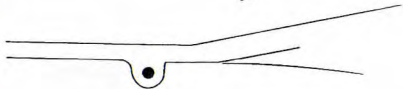
(x2)

D5 (x4) - Starboard

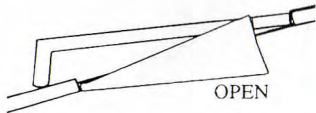
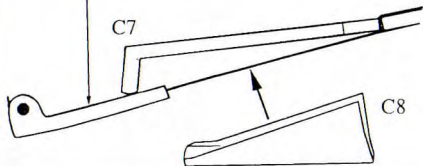
D6 (x4) - Port

( C19 \Rightarrow C17) \Rightarrow ( D1 \Rightarrow D2)

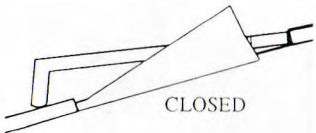
5 (x2)



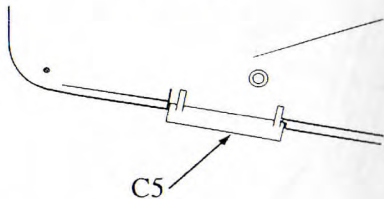
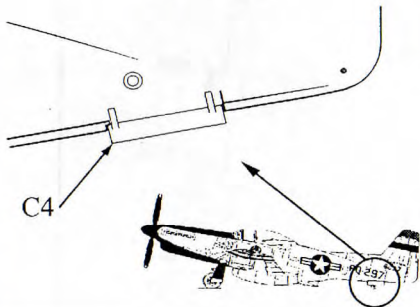
B2 - Starboard
B4 - Port

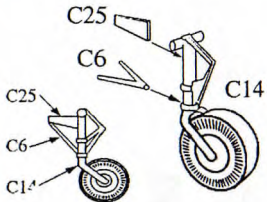
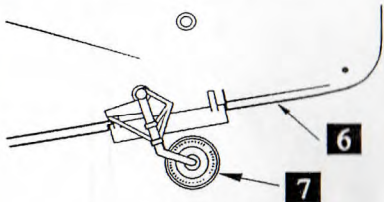


OPEN



CLOSED

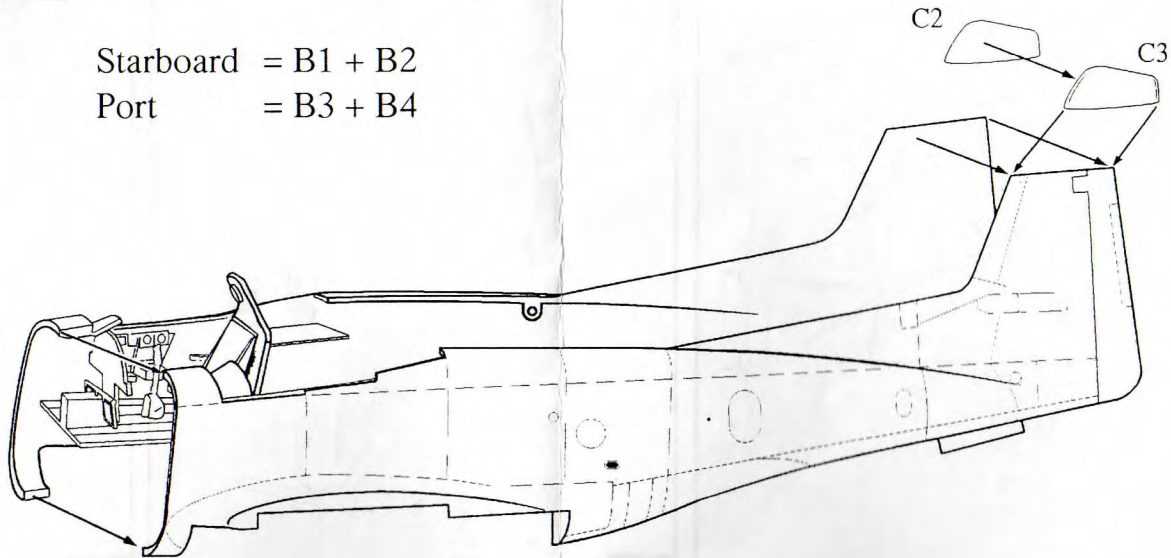
6**(x2)**C4 \Rightarrow B1C4 \Rightarrow B3C5 \Rightarrow B2C5 \Rightarrow B4

7**(x2)****8****(x2)**

9**(x2)**

Starboard = B1 + B2

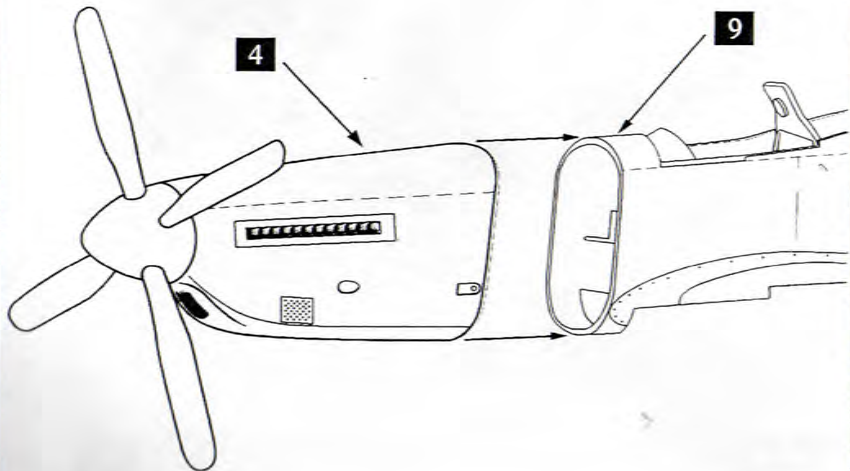
Port = B3 + B4

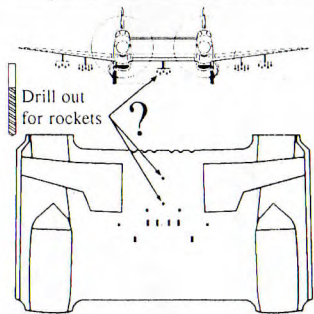
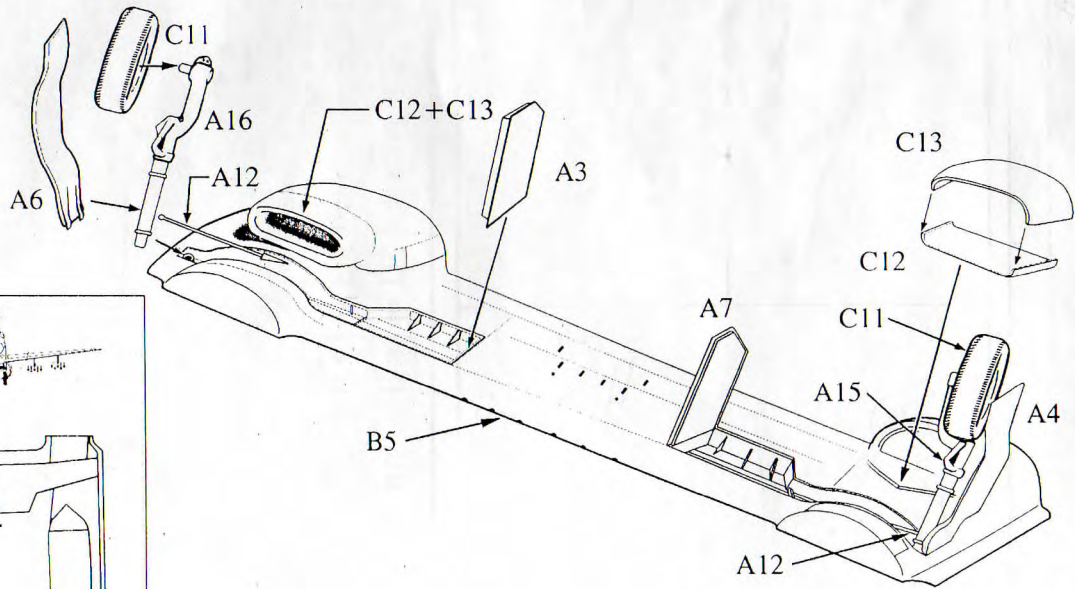


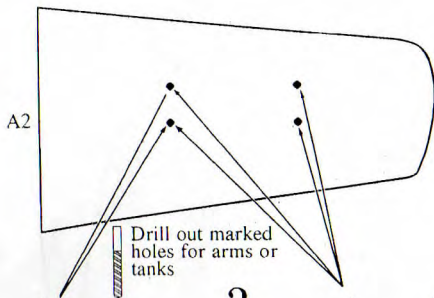
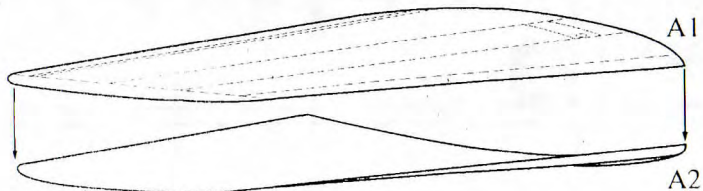
10 (x2)

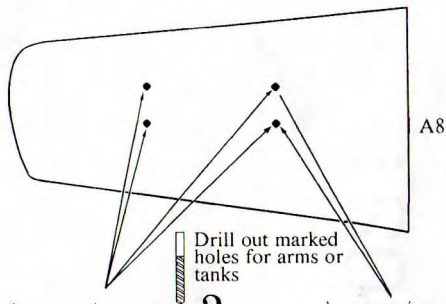
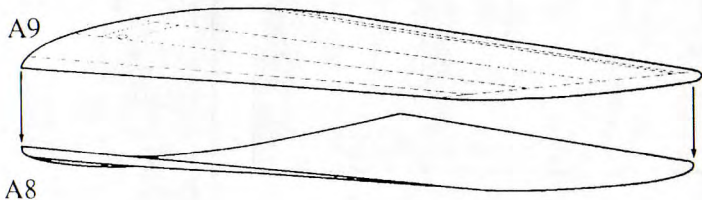
Starboard = (**4** → D5) + (**9** → B1+B2)

Port = (**4** → D6) + (**9** → B3+B4)



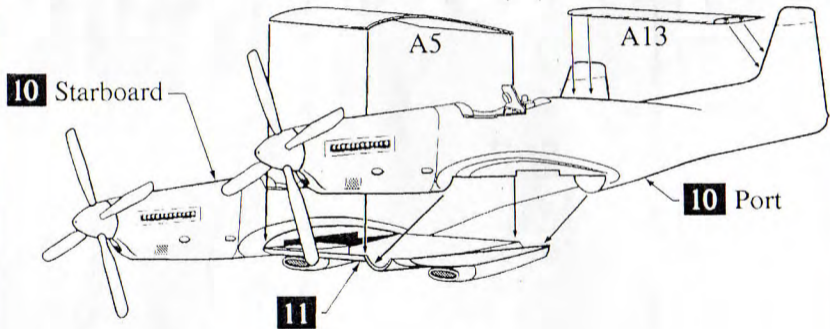




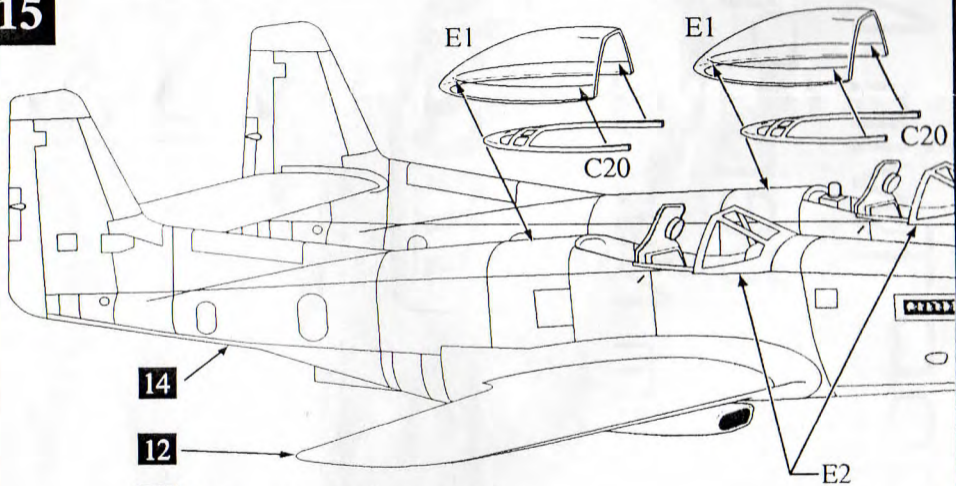


Drill out marked
holes for arms or
tanks





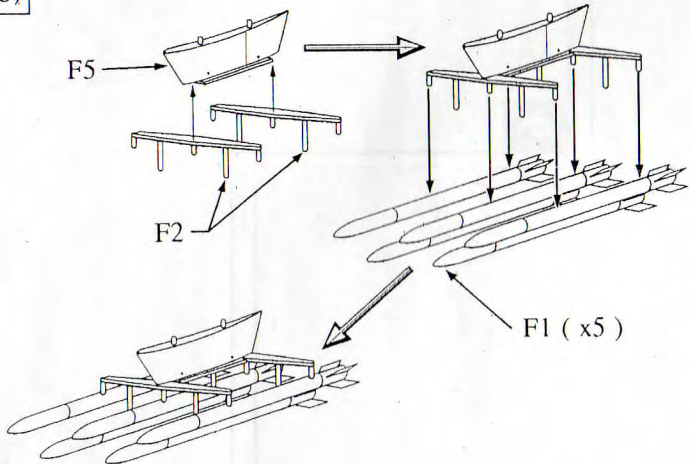
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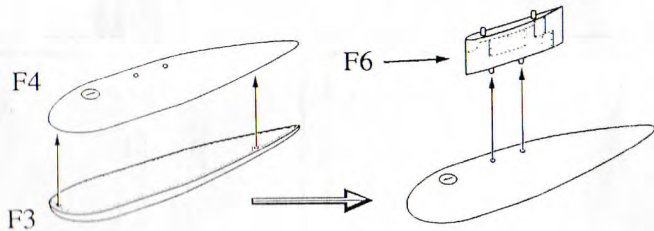
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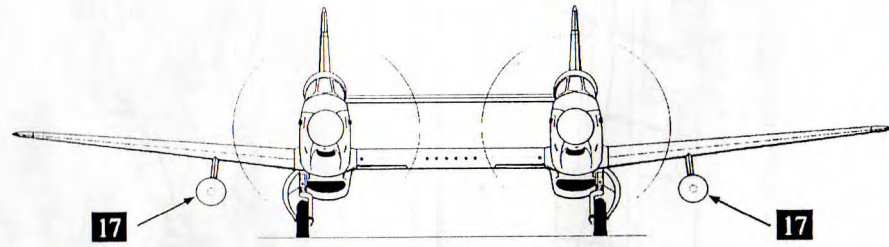
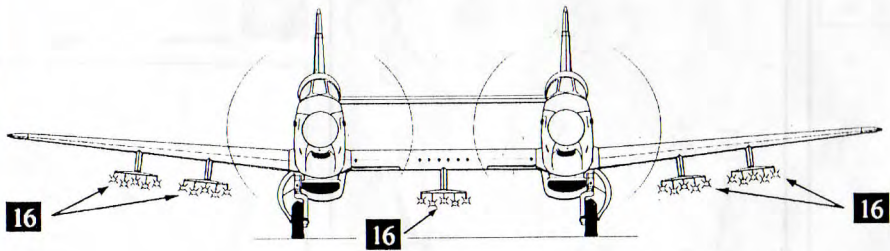
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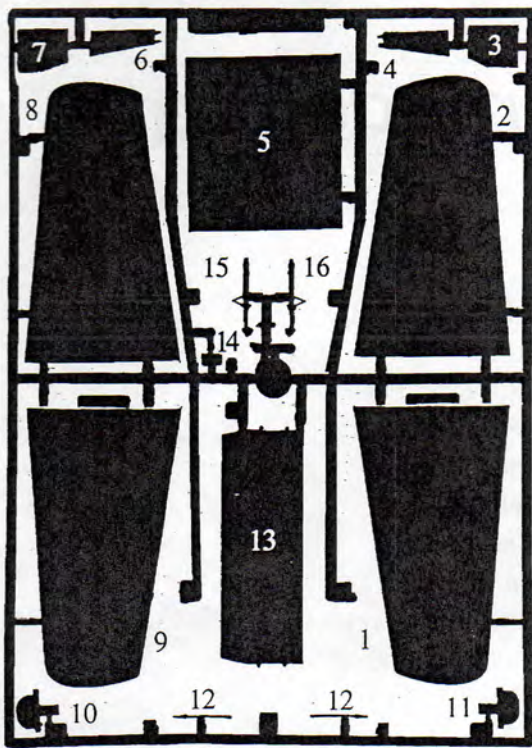
13 Wing assembly on port side



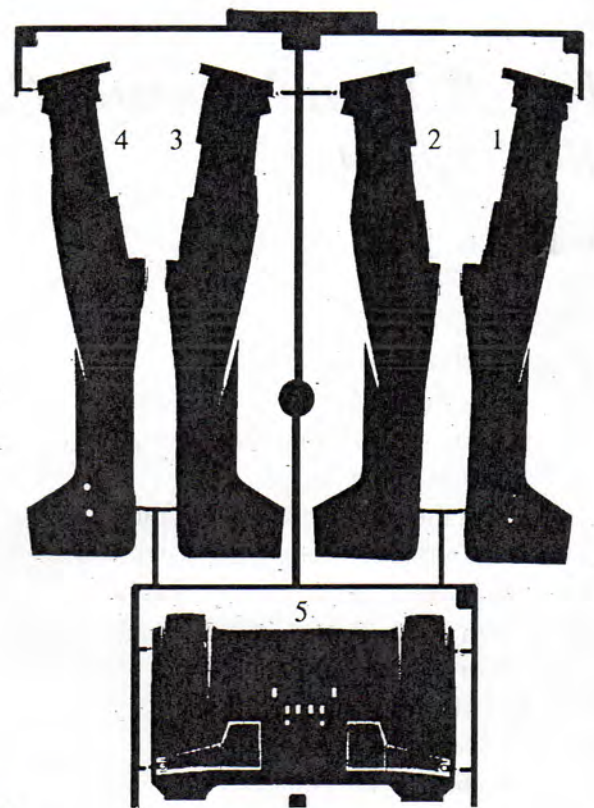
17 (x2)





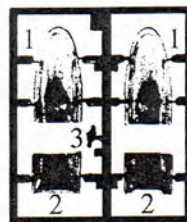


Parts Tree A

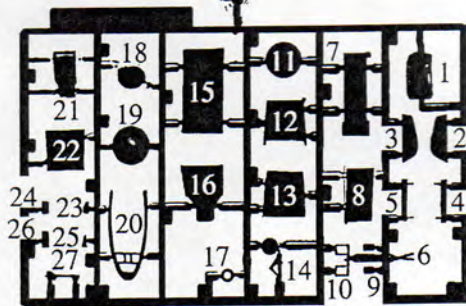
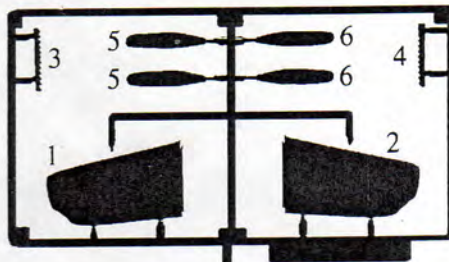


Parts Tree B

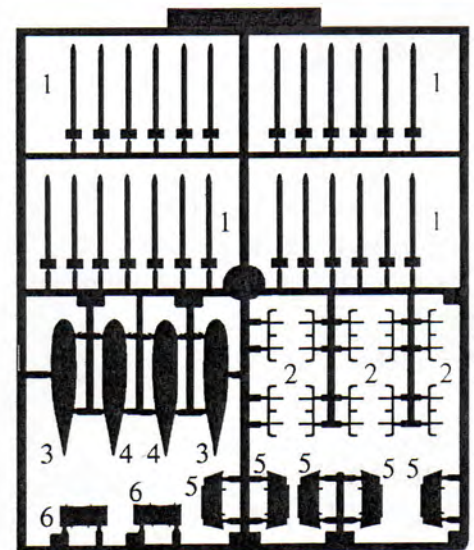
Parts Tree D



Parts Tree E

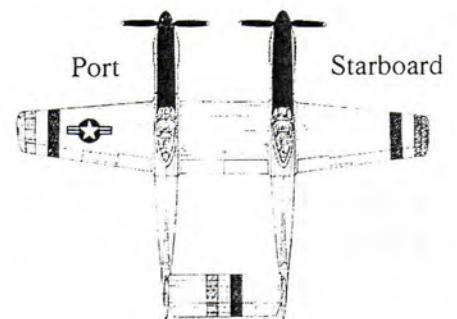


Parts Tree C



Parts Tree F

Parts Tree A	x 1
Parts Tree B	x 1
Parts Tree C	x 2
Parts Tree D	x 2
Parts Tree E	x 1
Parts Tree F	x 1



F82-E Twin Mustang Parts List

Kit Number 48-021

modelcraft

PARTS TREE A

- 1 Starboard Wing Top
- 2 Starboard Wing Bottom
- 3 Port Landing Gear Cover Inner
- 4 Starboard Landing Gear Cover Outer
- 5 Center Wing Section Top
- 6 Port Landing Gear Cover Outer
- 7 Starboard Landing Gear Cover Inner
- 8 Port Wing Bottom
- 9 Port Wing Top
- 10 Port Instrument Panel
- 11 Starboard Instrument Panel
- 12 Landing Gear Support (x2)
- 13 Stabilizer Tailplane
- 14 Beacon
- 15 Starboard Landing Gear Strut
- 16 Port Landing Gear Strut

PARTS TREE B

- 1 Starboard Fuselage Left Half
- 2 Starboard Fuselage Right Half
- 3 Port Fuselage Left Half
- 4 Port Fuselage Right Half
- 5 Center Wing Section Bottom

PARTS TREE C (x2)

- 1 Seat
- 2 Rudder Tip Right
- 3 Rudder Tip Left
- 4 Rear Wheel Cover Left
- 5 Rear Wheel Cover Right
- 6 Rear Wheel Yoke
- 7 Radiator Exhaust Top
- 8 Radiator Exhaust Bottom
- 9 Control Pedal (x2)
- 10 Control Harness
- 11 Main Landing Gear Wheel
- 12 Radiator Intake Top
- 13 Radiator Intake Bottom

- 14 Rear Landing Gear
- 15 Cockpit Floor
- 16 Cockpit Rear Panel
- 17 Propellor Retainer
- 18 Spinner
- 19 Propellor Hub
- 20 Canopy Rail
- 21 Intake Interior
- 22 Cockpit Rear Deck
- 23 Angled Instrument Panel
- 24 Map Case
- 25 Rear Landing Gear Strut Support
- 26 Rectangular Instrument Panel
- 27 Joystick

PARTS TREE D (x2)

- 1 Engine Shroud Left
- 2 Engine Shroud Right
- 3 Exhaust Left
- 4 Exhaust Right
- 5 Propellor Blades - Starboard (x4)
- 6 Propellor Blades - Port (x4)

PARTS TREE E

- 1 Canopy Rear (x2)
- 2 Canopy Front (x2)
- 3 Gun Site

PARTS TREE F

- 1 Rockets (x25)
- 2 Rocket Array Rack (x10)
- 3 Wing Tank Bottom (x2)
- 4 Wing Tank Top (x2)
- 5 Rocket Array Mount (x5)
- 6 Wing Tank Mount (x2)

modelcraft

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48-021 NORTH AMERICAN F-82E TWIN MUSTANG

The North American P-82 Twin Mustang was the last version in the evolution of the Mustang design, and was developed to satisfy the requirement for a long range escort fighter to accompany bombers to targets in Japan.

The design concept began with the idea of mating two Mustang fuselages to a constant chord wing center section housing the six 0.50 in. machine gun armament, and a one piece horizontal stabilizer, also of constant chord. The fuselages were from the lightweight XP-51F design, lengthened 57 in. for greater directional stability. The two XP-82 acft. were equipped with standard P-51H tail sections, but production acft. featured wider vertical stabilizer units and enlarged dorsal fin fillets. The outer wing panels, with armament removed, contained fuel tanks, as did the center section. The main landing gear, located under each fuselage, retracted inwards, and was housed in the center section. The tailwheels were standard P-51 units, retracting into the aft fuselage.

The XP-82 was powered by uprated Packard Merlin V-1650-11 and -21 engines driving opposite rotating inward turning propellers, to counter the torque. Both cockpits featured flight controls, but only the left cockpit had full instrumentation.

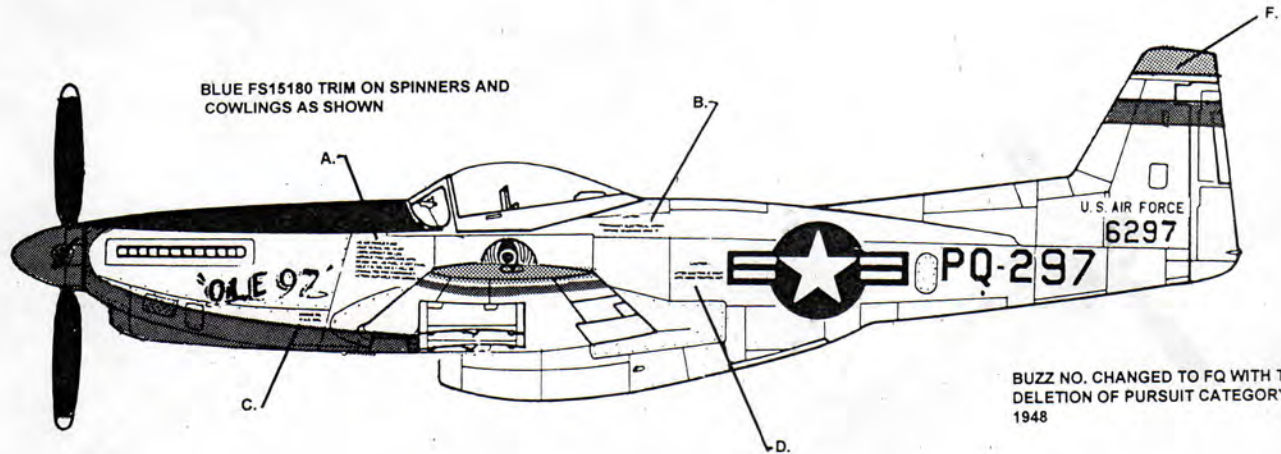
The first flight of the XP-82 took place on 15 April 1945, and the flight tests revealed a performance equalling the P-51D variant, with a longer operational range.

An order, based on the proposal, had been placed in March 1944 for 500 P-82 acft., a year before the flight of the XP-82. When, with the end of WWII approaching, it became apparent that production would not begin before then, the order was cut to include two of the four prototypes, and 20 acft., 18 P-82B and one each of the XP-82C and XP-82D.

The P-82E was the first variant to be powered by the Allison V-1710 engine which had been intended for the cancelled P-82A. The Allison engine had been earmarked for future production in order to avoid purchasing Merlin engines from Rolls Royce in England when Packard stated its intentions to cease production of aircraft engines in favour of resuming production of automobiles. New contracts issued postwar for 250 P-82 acft. included 100 P-82E ordered on 12 December 1945. This version was projected as an extra long range escort fighter, and fighter bomber. A centrally mounted gun pod was proposed, but was never put in production. Nevertheless, various combinations of ordnance were carried as well as drop tanks to extend range.

Due to problems with the Allison engines, production was delayed, setting back deliveries from a proposed start date of March 1946 to April 1947. By the end of 1947, only 4 acft. had been delivered, but by March 1948, the 27th Fighter Escort Group of the USAF began receiving acft., and by the end of 1948, the 522nd, 523rd, and 524th Squadrons had been equipped. Since the Cold War had by then begun, the 27th Fighter Escort Group directed its training toward the possibility of escorting B-29s, and later B-50 and B-36 bombers to potential targets in the Soviet Union. The service life of the F-82 was limited, for by 1950, the Strategic Air Command had no further use for the propeller driven long range fighter escort, and the F-82E was replaced by the F-84E Thunderjet in the 27th Fighter Escort Group.

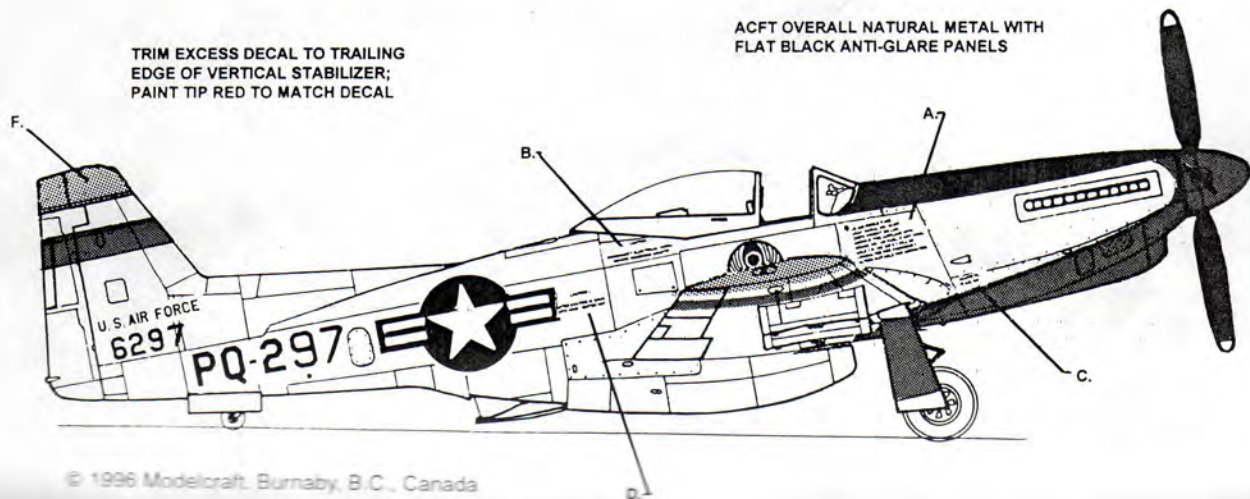
Aircraft 46-297, named "Ole 97", was flown by Col. Cy Wilson, Commanding Officer of the 524th Sq. of the 27th Fighter Escort Group in 1949, and the markings provided in this kit depict that acft.



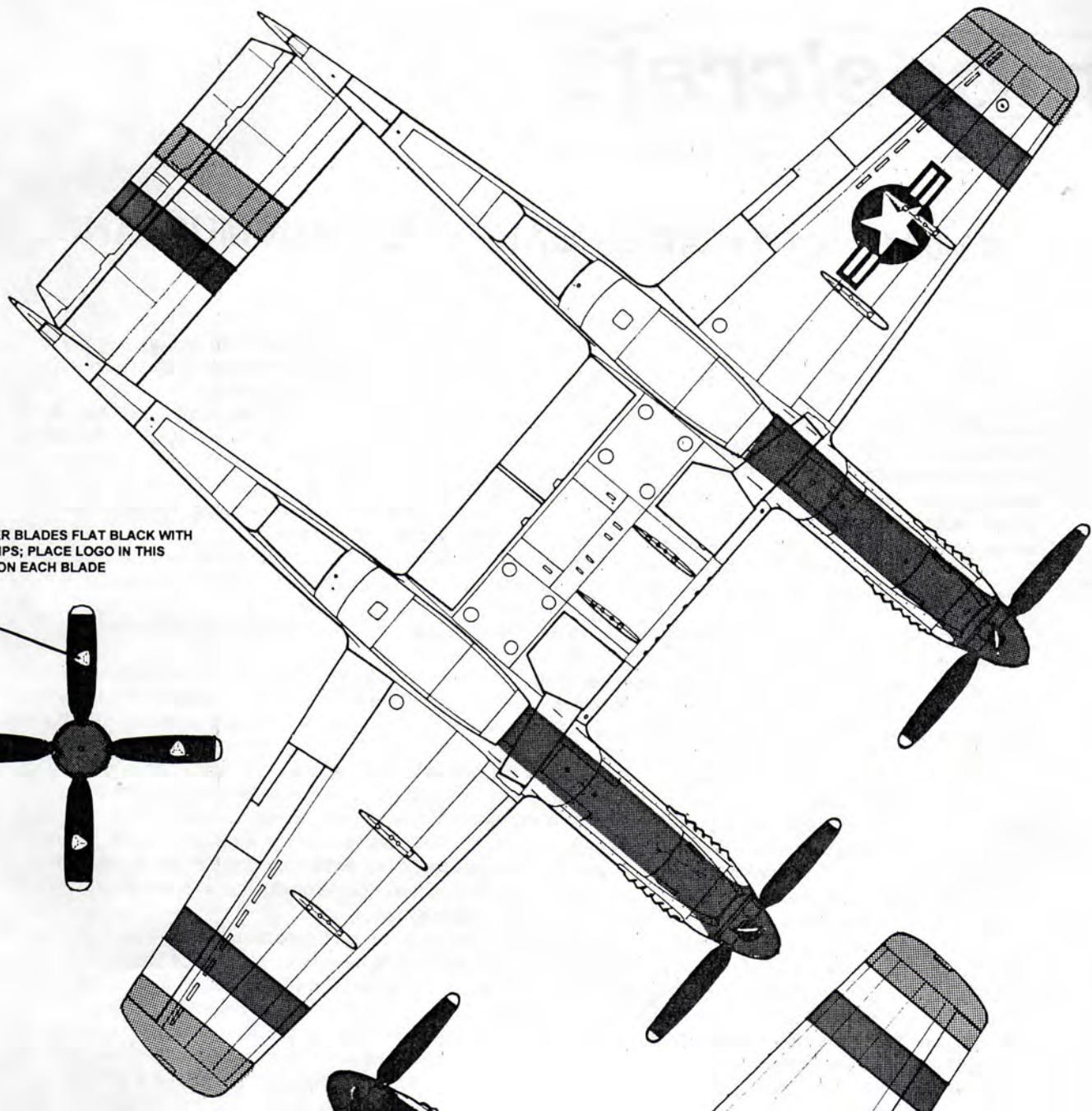
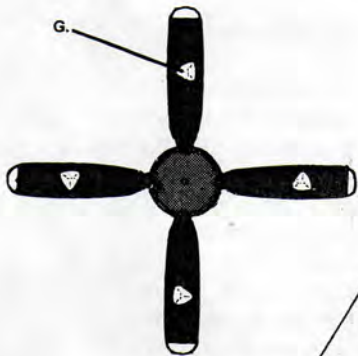
BUZZ NO. CHANGED TO FQ WITH THE DELETION OF PURSUIT CATEGORY IN 1948

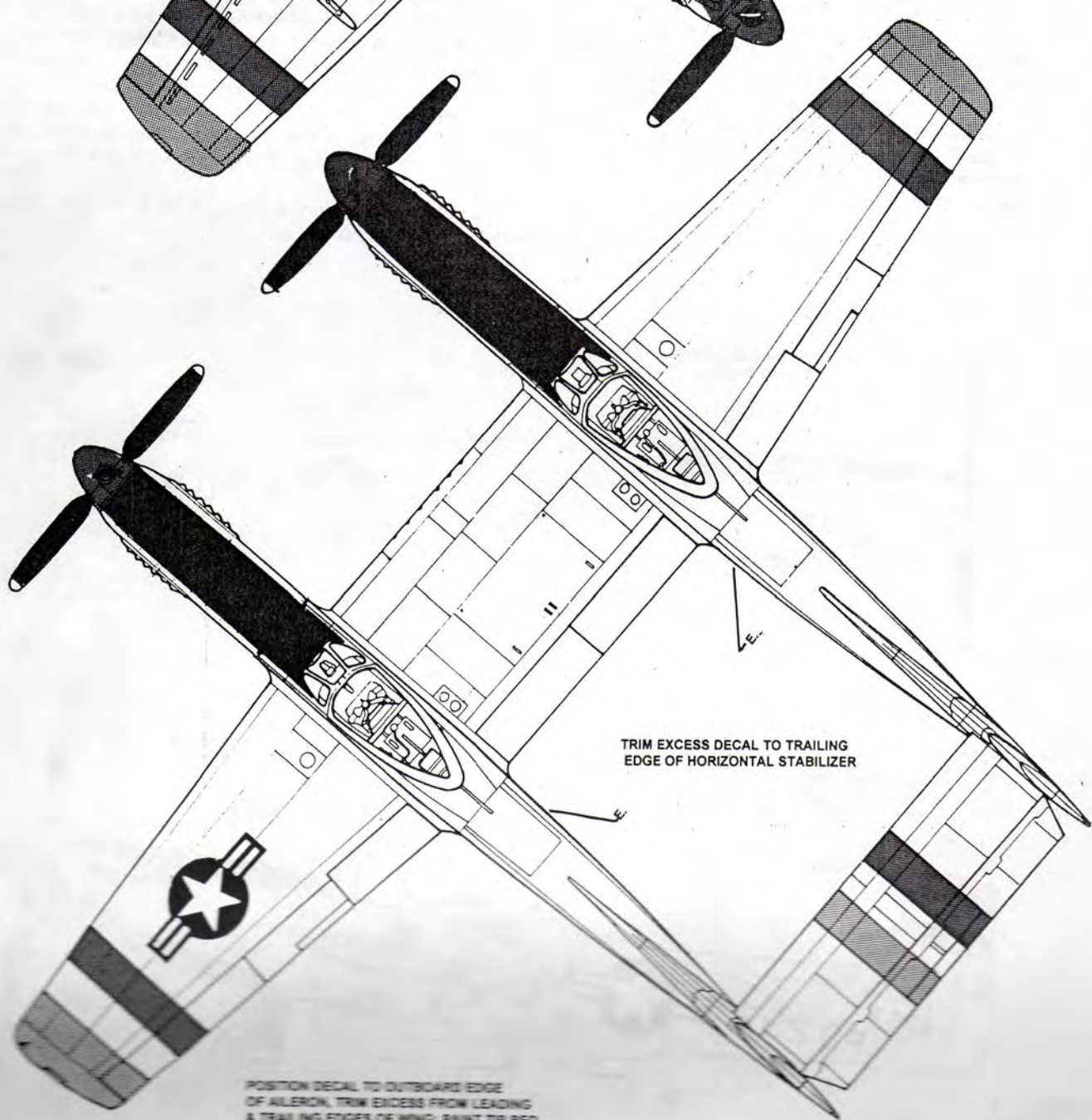
TRIM EXCESS DECAL TO TRAILING EDGE OF VERTICAL STABILIZER;
PAINT TIP RED TO MATCH DECAL

ACFT OVERALL NATURAL METAL WITH
FLAT BLACK ANTI-GLARE PANELS



PROPELLER BLADES FLAT BLACK WITH
YELLOW TIPS; PLACE LOGO IN THIS
POSITION ON EACH BLADE





TRIM EXCESS DECAL TO TRAILING
EDGE OF HORIZONTAL STABILIZER

POSITION DECAL TO OUTBOARD EDGE
OF ALERON, TRIM EXCESS FROM LEADING
& TRAILING EDGES OF WING; PAINT TIP RED
TO MATCH DECAL