

P-51B

MERLIN ENGINE MUSTANG

This instruction sheet has been sequenced to help you assemble this kit in a simple and straightforward manner. Some builders may wish to vary the construction and painting sequence slightly to suit individual building methods, but our experience has shown these recommendations to work best. Many of the small fragile parts are added in the last step to avoid breakage during assembly. Care should still be exercised to avoid damage during handling. The assembly process will be made easier by painting the components before gluing. Many parts will become inaccessible to paint after installation. We welcome your suggestions and comments to make the process more enjoyable.

This aircraft (P-51B-5-NA-436556), was flown in the ETO by Capt. Robert D. Brown. It was one of the first planes to be delivered to the famed 357th Fighter Group. While escorting bombers over southern France, "Chicago Gun Moll" was heavily damaged by enemy fighters. Knowing it was not

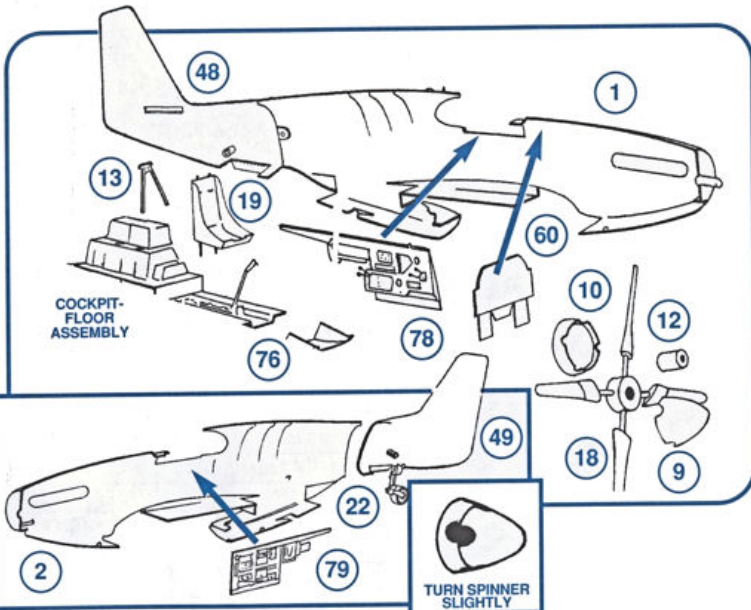
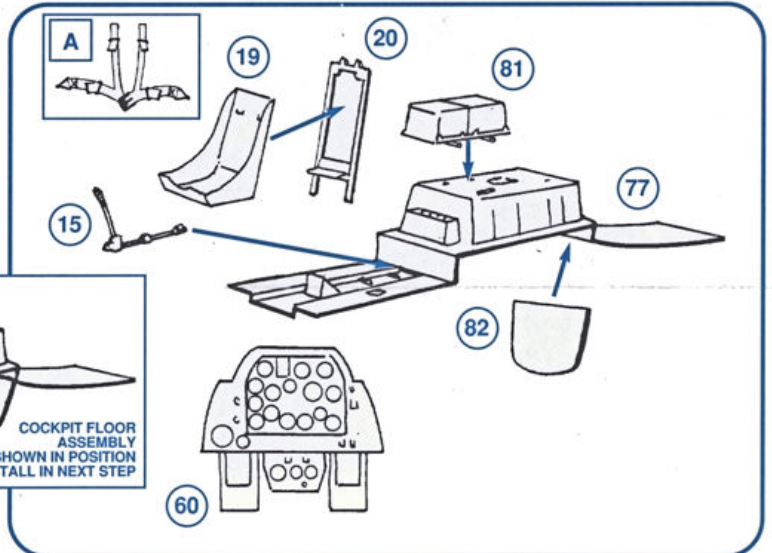
possible to return to home base, Capt. Brown elected to head for neutral Switzerland and internment. After crossing the Rhine River, Capt. Brown bailed out and broke his leg in landing. His Mustang eventually crashed in Winzelberg, Switzerland with no injuries to anyone on the ground.

This aircraft was painted in the standard USAAF colors of olive drab (FS 34087) and neutral grey (FS 36270) with a soft demarcation line. It has often been incorrectly depicted as painted in a dark green scheme that was common to other 357th aircraft. Capt. Brown's plane was lost before it was repainted. The nose section carried the characteristic red and yellow 357th Fighter Group checkerboard markings over what was originally an all-white nose. It also carried white 15" I.D. bands on the wings and horizontal tails. Side markings include two kill markings and 28 bomber escort mission marks. Photos of this particular aircraft show minimum weathering, so go easy on the paint chipping, stains and wear.

Step 1: COCKPIT

Starting in the cockpit area, pre-paint as much as possible before assembly as there are many small parts. These parts will become more difficult to paint after they are glued in place. Glue the control stick (15) to the cockpit floor (77), glue the radio (81) to the top of the fuel tank portion of the cockpit floor as shown. Glue the radiator (82) to the bottom of the cockpit floor.

Apply the seat belt (Decal A) to the pilot's seat. Glue the pilot seat (19) to the seat frame (20). Set aside for later installation in Step 2. The instrument panel (60) may now be painted and the dials highlighted with silver or white paint. After painting, put the panel aside for drying and future installation.



Step 2: FUSELAGE / PROPELLER

Start the fuselage assembly by painting the interiors of the left fuselage half (1) and the right fuselage half (2). Paint and install the left side console (78) into the left fuselage half. Now paint and install the right side console (79) into the right fuselage half.

Glue the left tail half (48) to the left fuselage half (1). Place on a flat surface and allow to dry thoroughly. When dry, test fit, then glue the cockpit floor assembly into the left fuselage half. Try and keep this assembly level. Glue the instrument panel (60) onto the left fuselage half. The face of the panel rests against the forward edge of the left side console and the rudder pedals rest on the cockpit floor. Check alignment then glue the right fuselage half (2) to the left fuselage half (1). Before the glue sets on the fuselage halves carefully locate the radiator air outlet (76) between the two halves. This may be glued in the open or closed position. However, since this door operated in parallel with the oil cooler door located in front of the radiator outlet, both doors should be placed at the same angle.

Now glue the tailwheel (22) into the locator on the right tail half (49). Glue the right tail half to the left fuselage assembly. After the glue has dried and the seams cleaned up, **CAREFULLY** remove the small triangular section on top of the fuselage just ahead of the fuselage/tail section. Glue the roll-over frame (13) to the two locating tabs on the left and right side consoles and the top of the fuselage. The seat assembly, from Step 1, may now be added. Locate the seat frame into the two holes in the cockpit floor. Align and glue the two tabs on the top of the seat frame to the roll-over frame. All of these parts will now line up correctly.

Painting the propeller and spinner and adding it to the nose at this time is optional. You may wish to carry out this step after painting the entire airplane. **NOTE:** Use the four bladed propeller part 9, 10, and 18 located on the tree with the fuselage halves. The propeller is assembled as follows: place the spinner back (10) on the propeller shaft. Add the propeller (18). **DO NOT GLUE** these pieces. Now carefully glue the propeller retainer (12) to the propeller shaft. Do not get glue on the propeller or it will not spin. You may now glue the spinner (9) to the spinner back. When viewed from the front, turning the spinner slightly counterclockwise will cause the propeller shaft openings to be represented in a more realistic notched "oval" shape.

Step 3: WINGS, TAIL AND UNDERCARRIAGE

Glue the carb air intake (80) to the bottom of the nose. Glue the wing bottom (7) to the fuselage. If you are going to install the 75 gallon drop tanks onto the racks, you will need to open the four holes in the bottom at this time. The left wing top (5) and the right wing top (6) are now glued to the wing bottom and fuselage. Apply slight pressure to all part seams to insure a tight fit. It is our recommendation that you place the wing tops against the wing root first and then glue toward the wing tips. This will insure that there is no gap at the root. Add the radiator air intake (75) to the wing bottom and fuselage. Glue the left horizontal stabilizer (3) and the right horizontal stabilizer (4) to the tail assembly. Keep these parts horizontal and level to the fuselage.

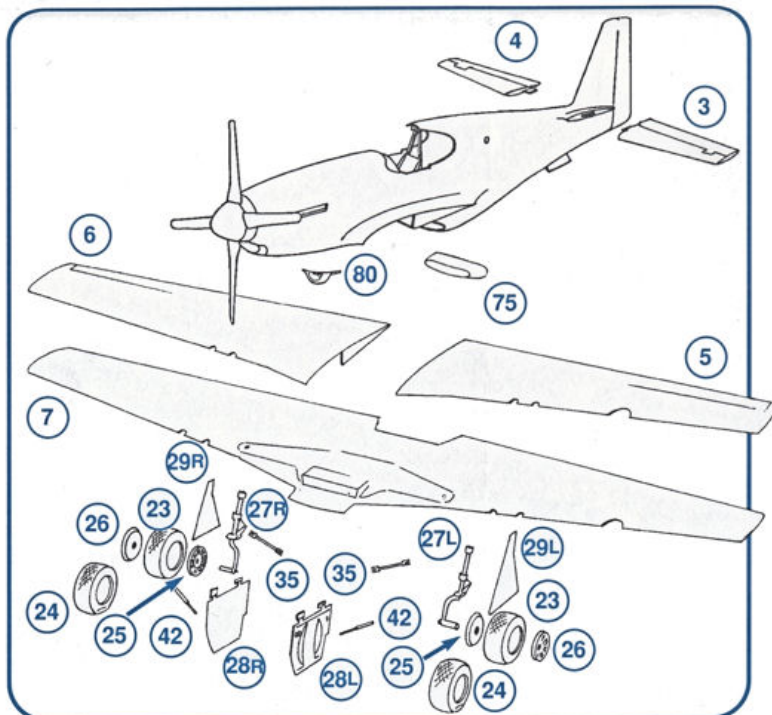
We **NOW** recommend that you paint and decal your model. (See the paint and decal reference guides). Doing this now will allow you to add the smaller detail parts with less risk of damage. After allowing time for the paint and decals to dry thoroughly move onto the landing gear.

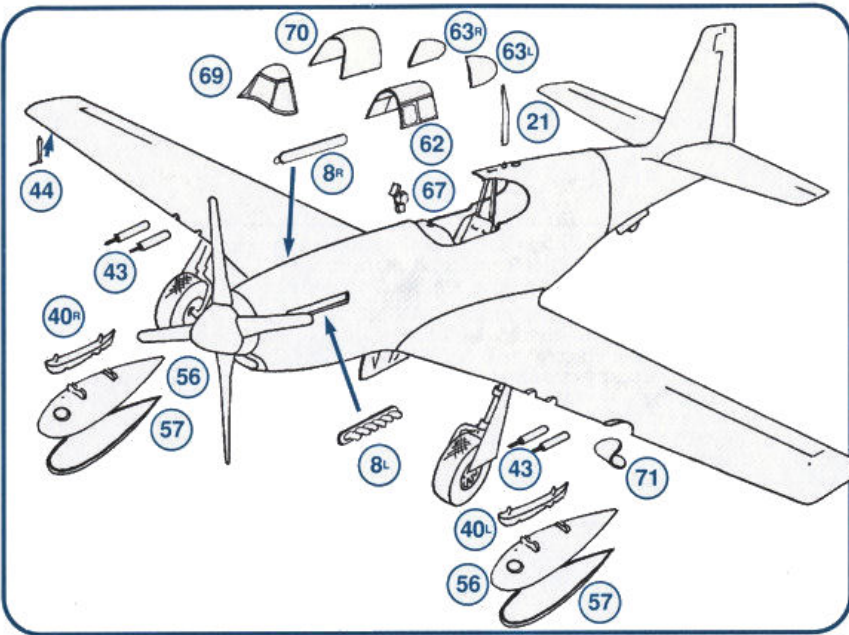
Glue the left landing gear strut (27L) and the right landing gear strut (27R) into the wheel wells. Check alignment from all angles. The wheels and tires have been molded as separate pieces to make painting easier. Now is the time to paint the wheels and tires. After the paint has dried, glue the inner wheel-small openings (25), and the outer wheel-large openings (26) to the tires of your choice. This kit offers a choice of unweighted tires (23) or weighted tires (24). Glue the wheels to the landing gear axles making sure the weighted tires sit flush with the display surface. Paint and add the left landing gear door (29L) and the right landing gear door (29R) to the wing bottom and the landing gear struts. Now paint and glue the left inner gear door (28L) and right inner gear door (28R) to the wing bottom.

Glue the wheel door activators (42) to the doors and into the holes toward the front of the wheel wells. Add the wheel door cables (35) to the rear of the wheel wells and the wheel well doors.

NOTE: The inner wheel well doors may be glued shut or they may be placed in a near-vertical position or anywhere in between. On the full-sized airplane these doors were operated hydraulically. As this system lost its pressure when the engine was shut off, the system "bled down" allowing the doors to drop to a vertical position. When the engine was started, the hydraulic system became pressurized and the doors immediately returned to the closed position.

The three formation lights on the bottom of the right wing may be painted - red, orange, green from front to rear.





Step 4: FINAL ASSEMBLY

Paint and glue the left open exhaust (8L) and the right open exhaust (8R) to the fuselage sides. "Chicago Gun Moll" flew with unshrouded exhaust stacks. If you are installing the racks and the drop tanks now is the time to glue them in place. Glue the left drop tank rack (40L) to the bottom of the left wing and the right drop tank rack (40R) to the bottom of the right wing. The racks are "handed" so be sure to place the left rack on the left wing and the right rack on the right wing. Glue the drop tank tops (56) and the drop tank bottoms (57) together. After painting and allowing to dry, add them to the drop tank racks.

Now very carefully glue and align four wing guns (43) into the openings in the wings. Insert the landing light (71) into the leading edge of the wing. We recommend using white glue or a clear coat paint to prevent glue smearing or frosting. This technique may be used for all the remaining clear parts. Now add the left rear window (63L) and the right rear window (63R) to the fuselage. Paint and install the gunsight (67) to the notch in the top of the cockpit dash. Add the windshield (69) and the canopy (62) to complete the cockpit area. This kit includes the optional Malcolm hood (70) for versions of this aircraft that might have had this canopy retro fit. Consult your Mustang reference materials for appropriate use.

Finally add the radio antenna (21) and the pitot tube (44) to the top of the fuselage and the lower right wing respectively. You may choose to add an antenna wire as indicated on the box top. Note that this antenna does not attach to the antenna post.

You have now completed your Mustang kit. **Accurate Miniatures** welcomes your comments and requests. If you have a parts problem or any questions, we want to help. Just contact us at:

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A special thanks to:
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PAINTING INSTRUCTIONS

Step 1: COCKPIT

Control stick (15) - interior green with flat black handle and olive drab boot

Cockpit floor (77) - interior green with aluminum fuel tank details

Radio (81) - flat black

Pilot seat (19) - olive drab

Seat frame (20) - interior green

Instrument panel (60) - flat black (except for dials and rudder pedals - aluminum)

Radiator (82) - aluminum

Step 2: FUSELAGE/PROPELLER

Left fuselage half (1) and

Right fuselage half (2) - interiors - interior green

Left side console (78) - olive drab with flat black levers

Right side console (79) - olive drab with flat black panels

Radiator air outlet (76) - interior - interior green

Roll-over frame (13) - interior green

Spinner back (10) - insignia red

Propeller (18) - flat black with 1/8" insignia yellow tips

Spinner (9) - insignia red and insignia yellow as indicated on box top and profile on box lift

Step 3:

WINGS, TAIL AND UNDERCARRIAGE

Carb air intake (80), wing bottom (7), left wing top (5), right wing top (6), radiator air intake (75), left tail half (48), right tail half (49), left horizontal stabilizer (3), right horizontal stabilizer (4), left fuselage half (1) and right fuselage half (2)

- exterior - these parts are assembled and painted as indicated on the box top and on the box lift.

Top sides - olive drab, bottom - neutral grey with a soft edged dividing line. Wheel wells are interior green.

Tailwheel (22) - aluminum with flat black tire

Left landing gear strut (27L) and right landing gear strut (27R) - aluminum

Outer wheels - large openings (26) - aluminum

Inner wheels - small openings (25) - aluminum

Unweighted tires (23) - flat black

Weighted tires (24) - flat black

Left landing gear door (29L) and right landing gear door (29R) - neutral grey exterior surfaces/interior green inner surfaces

Left inner gear door (28L) and right inner gear door (28R) - neutral grey exterior surfaces/interior green inner surfaces

Wheel door actuators (42) - aluminum

Wheel door cables (35) - aluminum

Step 4: FINAL ASSEMBLY

Left open exhaust (8L) and right open exhaust (8R) - burnt metal

Drop tank racks (40L & 40R) - aluminum

Drop tank tops (56) and drop tank bottoms (57) - aluminum with red gas cap

Wing guns (43) - gun metal

Gun sight (67) - black with clear reflectors

Canopy (62) and windshield (69) framing - to match upper surface

Radio antenna (21) - olive drab

Pitot tube (44) - neutral grey with aluminum tip

PAINT RECOMMENDATIONS

To help you paint your P-51B, we have included a chart of recommended colors. These colors are cross referenced to the US Federal Standard (FS) numbers wherever possible. Many model paint companies match their products to this system and the modeler may also choose to match their color choices to this system. Your local hobby shop/retailer can be of assistance in helping you select the proper paint for this kit, or you may consult the listing of paints in the paint chart.

MODEL PAINT REFERENCE CHART*

	Federal Standard	Model Master	Humbrol	Floquil Classic Military	Gunze Sangyo Aqueous	Tamiya	Polly S	Aero Master Enamel
Flat Black	37038	1749	33	303010	12	XF1	10	9001
Flat White	37875	1768	34	303011	11	XF2	11	9002
Aluminum	17178	1781	11	303121	8	XF16	1995	—
Olive Drab	34087	1711	155	303108	304	XF58	850	9040/ A/N 613
Neutral Grey	36270	1725	176	303176	306	XF20	809	9043/ A/N 603
Interior Green	34151	1715	151	303187	58	—	821	—
Insignia Red	31136	1705	153	—	—	—	—	—
Gloss Red	11136	2718	19	—	3	X7	—	—
Gloss Green	14187	—	2	—	26	X5	—	—
Gloss Orange	12197	2731	18	—	14	X6	—	—
Gun Metal	—	1423	53	303109	18	X10	1999	—
Burnt Metal	—	1415	—	—	76	—	1997	—

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DECAL PLACEMENT

