3419

1:48 SCALE

P-51C

MERLIN ENGINE MUSTANG

This instruction sheet has been sequenced to help you assemble this kit in a simple and straight-forward 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.

Recent historical discoveries now clarify a longtime identification error concerning this particular aircraft. For many years 311th Fighter Group Ace Lt. Lester Arasmith was credited with flying "Princess". This is incorrect. Our current (1996) catalog illustration is also wrong in its depiction of this fighter. "Princess" was flown by another 528th Fighter Squadron pilot, Capt. William Drier. Photographic evidence clearly shows Lt. Lester Arasmith with his 528th Fighter Squadron aircraft "Penny" (P-51C 42-103903 #1079.) The markings included with this kit reflect these changes and help set the historic record straight. We have included decals that will allow the builder to build either Lt. Arasmiths, "Penny" or Capt. Drier's "Princess". As a final note, Lt. Arasmith ended the war with a confirmed tally of six air and five ground kills and went on to a distinguished career in the Air Force. Capt. Drier had no confirmed kills.

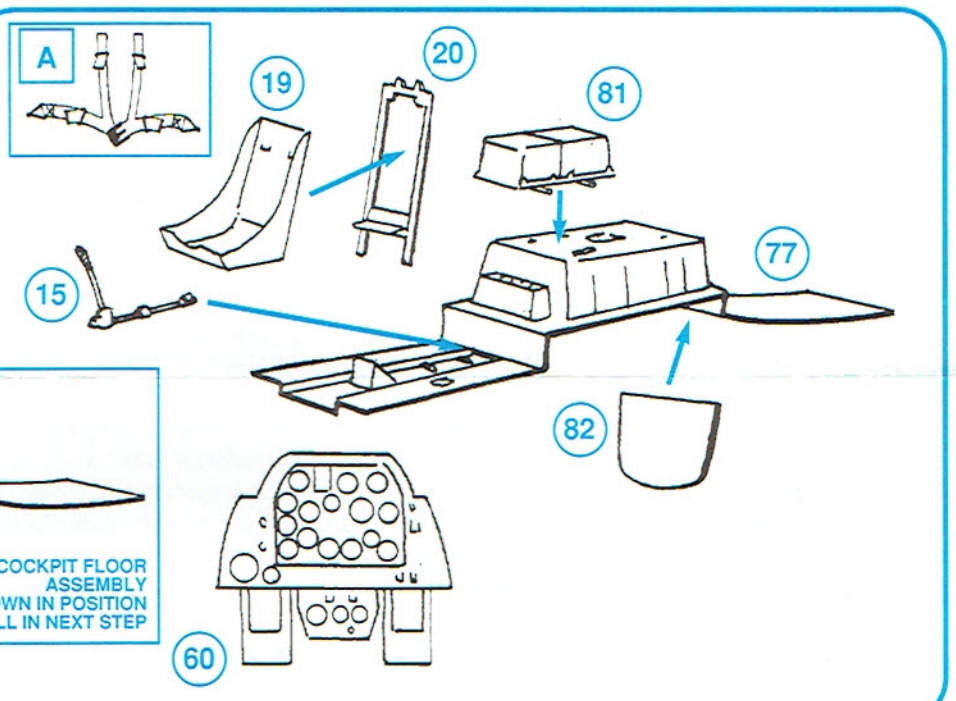
The 14th Air Force fighter operations ranged from bomber escort missions to ground attack. Operational conditions were either terrible or worse than terrible. Adding to the difficult environment was a continual shortage of personnel and supplies. In spite of these problems, the 14th Air Force played a major role in the reduction of Japanese expansion in China.

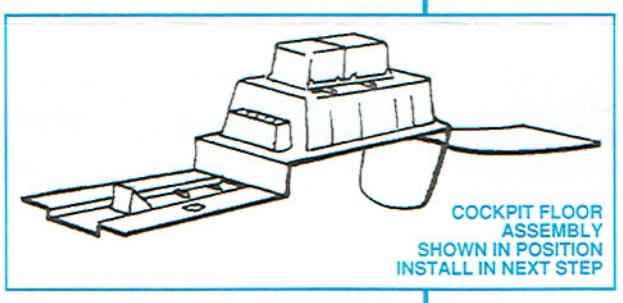
These aircraft were finished in natural metal with olive drab (FS 34087) anti-glare panels. These planes managed to retain a relative high gloss polished appearance. The nose and vertical tail were painted insignia yellow (FS 33538). Weathering on these aircraft was limited to the normal oil streaks and exhaust stains in spite of the harsh conditions in which they operated. Their cleanliness is a tribute to the over-worked ground crews.

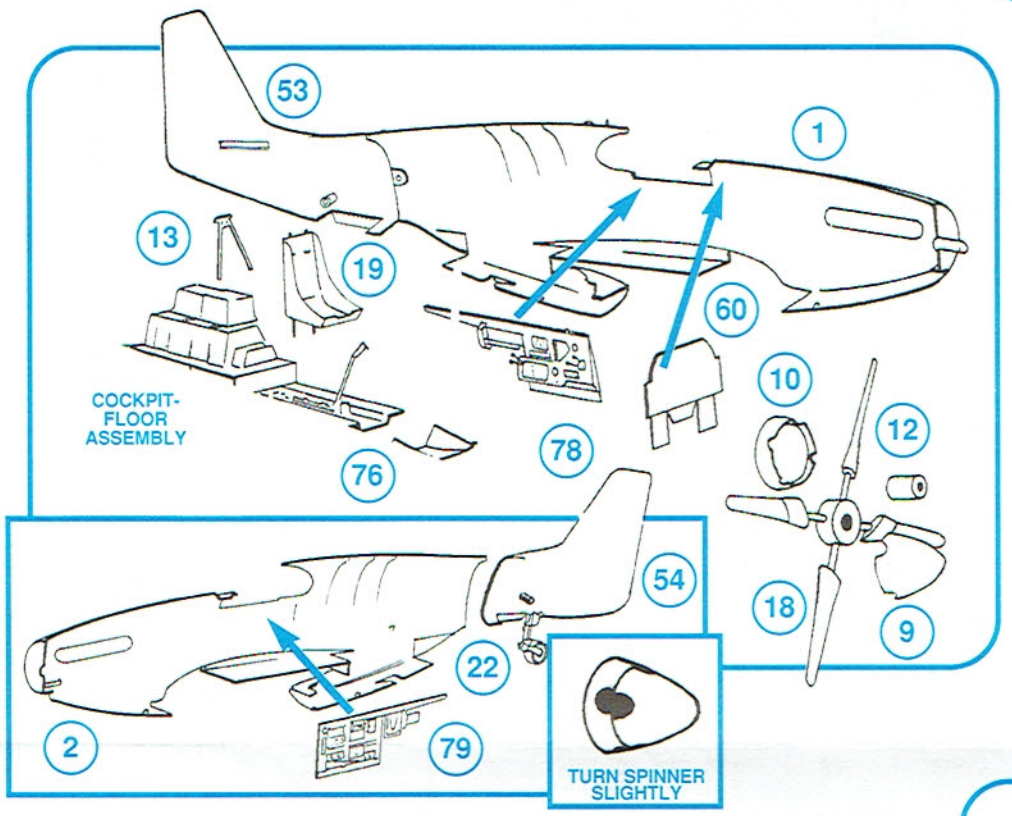
Step 1: COCKPIT

Starting in the cockpit area, pre-paint as much as possible before assembly as there are many small parts. These 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's 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 (53) 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 coors should be placed at the same angle.

Now glue the tailwheel (22) into the locator on the right tail half (54). Glue the right tail half to the left fuselage assembly. 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, 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 parts 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

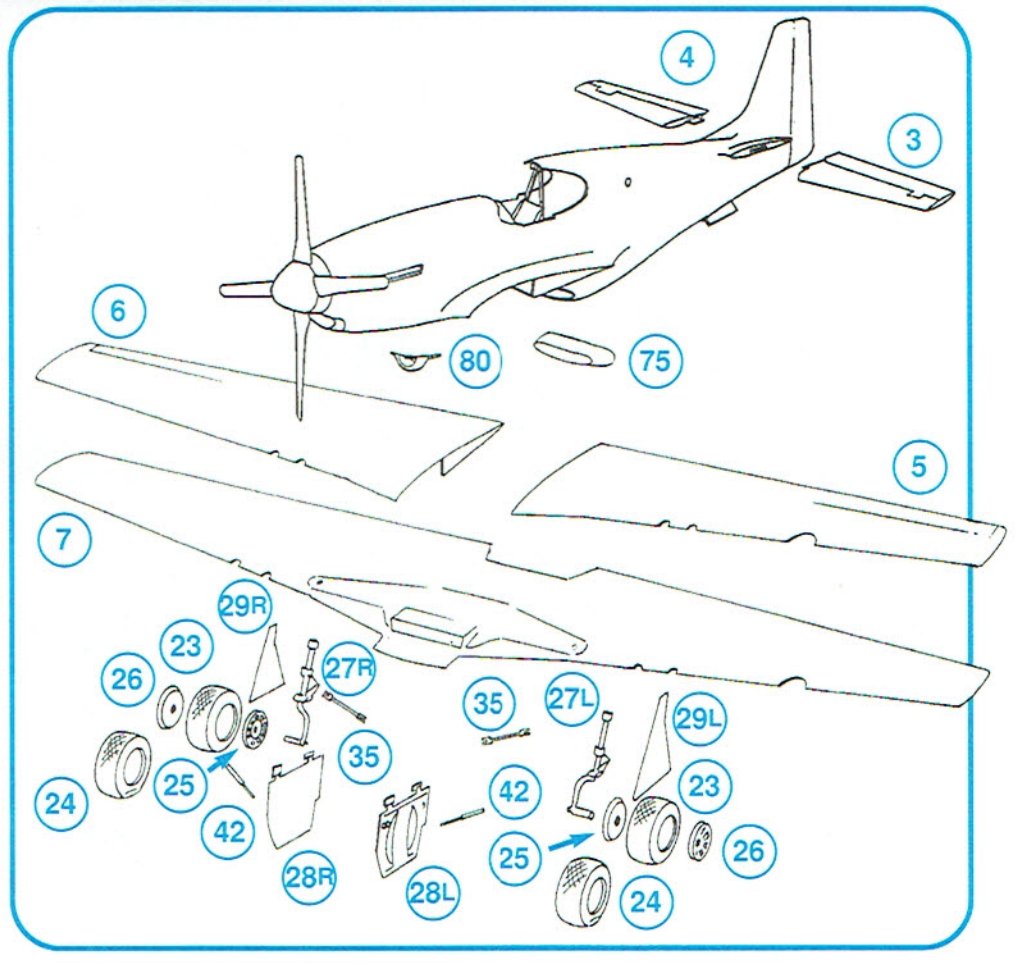
Glue the carb air intake (80) to the bottom of the nose. Glue the wing bottom (7) to the fuselage. If you are going to install the 75 gallon drop tanks onto the racks, you will need to open the four holes in the bottom at this time. The left wing top (5) and the right wing top (6) are now glued to the 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.

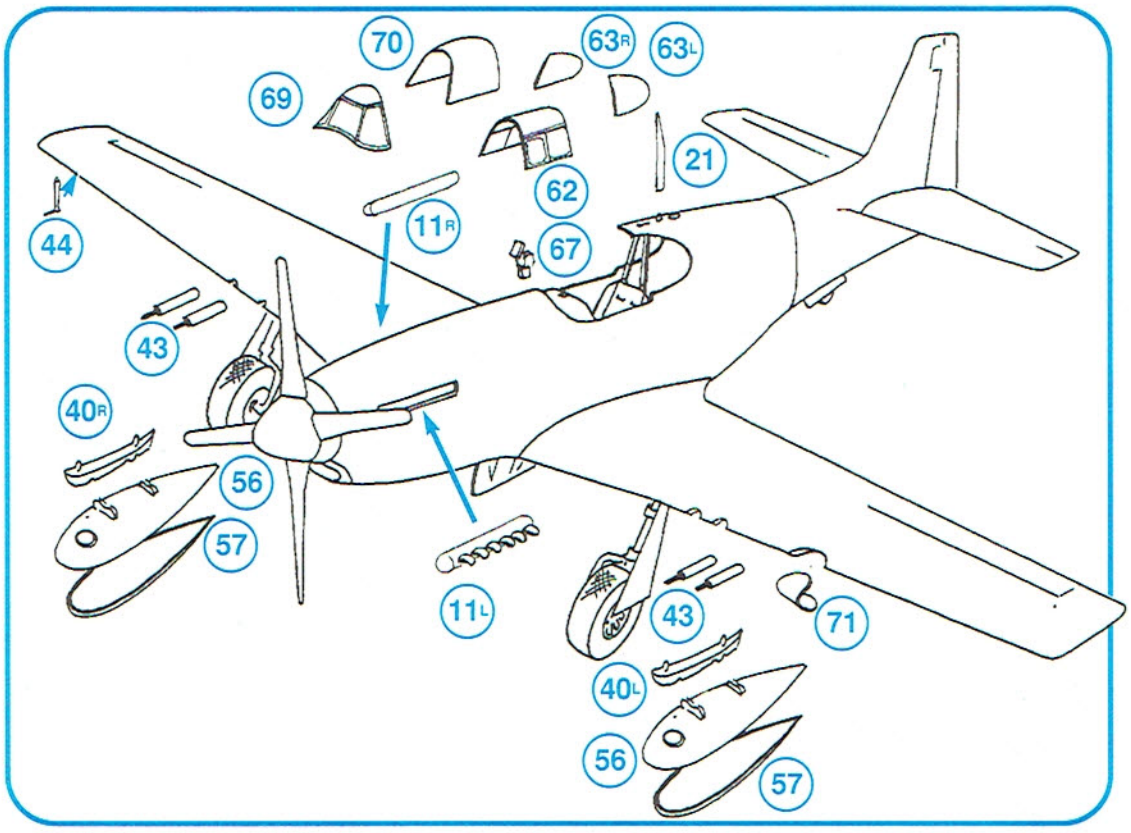
We **NOW** recommend that you paint and decal your model. (See the paint and decal reference guide). Doing this now will allow you to add the smaller detail parts with less risk of damage. After allowing time for the paint and decals to dry thoroughly it is time to move on to the landing gear.

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 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 the right inner gear door (28R) to the wing bottom. Glue 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 left shrouded exhaust (11L) and right shrouded exhaust (11R) to the fuselage sides. "Princess" flew with shrouded 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 the 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 respectfully. 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:
US Air Force Museum
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Gary Pearson
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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

Left fuselage half (1) and
Right fuselage half (2) - interior - 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 yellow
Propeller (18) - flat black with 1/8" insignia yellow tips
Spinner (9) - insignia yellow

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 (53), right tail half (54), left horizontal stabilizer (3), right horizontal stabilizer (4), left fuselage half (1) and right fuselage half (2)
- exterior - these parts are assembled and finished as indicated on the box top and on the box lift as natural metal. 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) - natural metal exterior surfaces/interior green interior surfaces
Left inner gear door (28L) and right inner gear door (28R) - interior green interior surfaces
Wheel door actuators (42) - aluminum
Wheel door cables (35) - aluminum

Step 4: FINAL ASSEMBLY

Left shrouded exhausts (11L) and right shrouded exhausts (11R) - 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
Canopy (62) and windshield (69) framing - to match upper surface
Radio antenna (21) - natural metal
Pitot tube (44) - natural metal
Gunsight (67) - black with clear reflectors

PAINT RECOMMENDATIONS

To help you paint your P-51C, we have included a chart of recommended colors. These colors are cross referenced to the U.S. 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 Yellow	33538	1708	154	303228	329	XF3	40	9003
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	—

* This chart is provided only as an aid to the modeler and is the closest match possible from each paint manufacturer at time of printing

DECAL PLACEMENT