



CHATTANOOGA CHOO CHOO

1/48

P-51D-5 WITH DORSAL FILLET ASSEMBLY



INSTRUCTION SHEET



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LIMITED EDITION

eduard

11134 - NAV1

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

OPTIONAL
VOLBABEND
OHNOUTSAND
BROUSITOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE

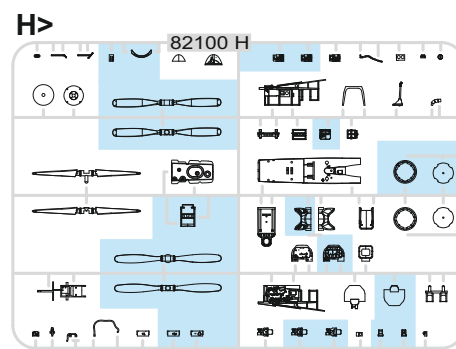
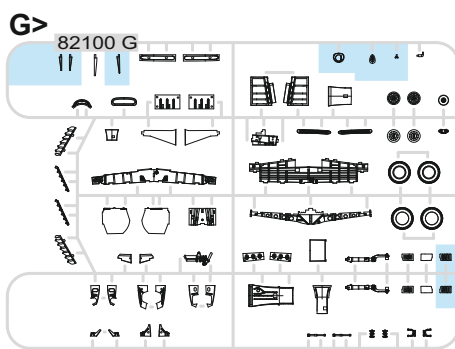
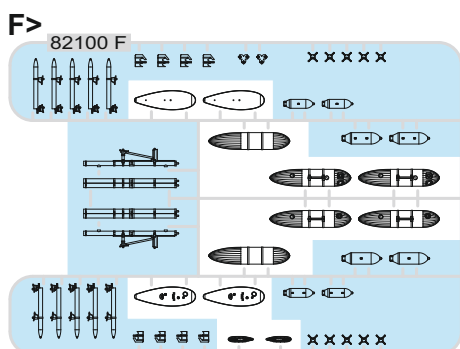
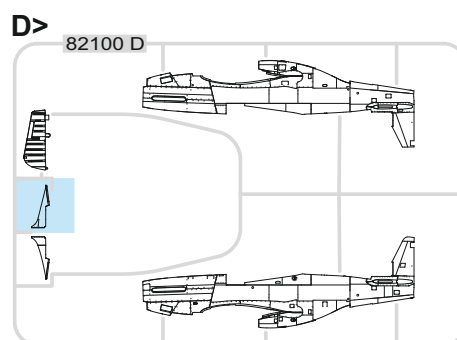
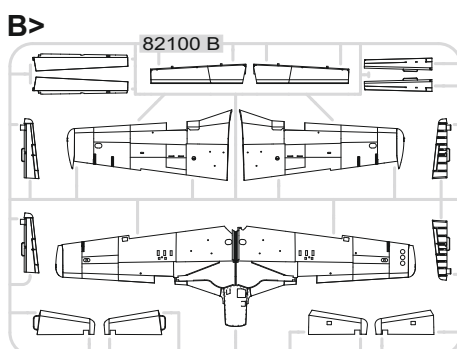
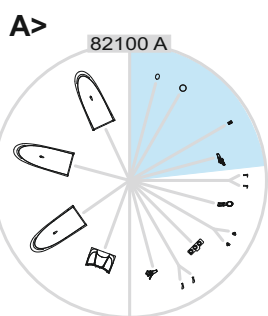


PIÈCES

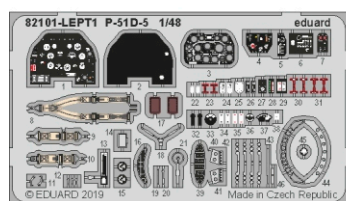
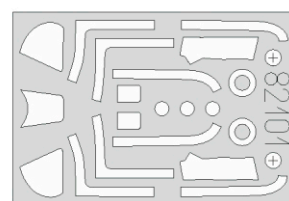


部品

PLASTIC PARTS



PE - PHOTO ETCHED DETAIL PARTS

eduard
MASK

-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



PEINTURE

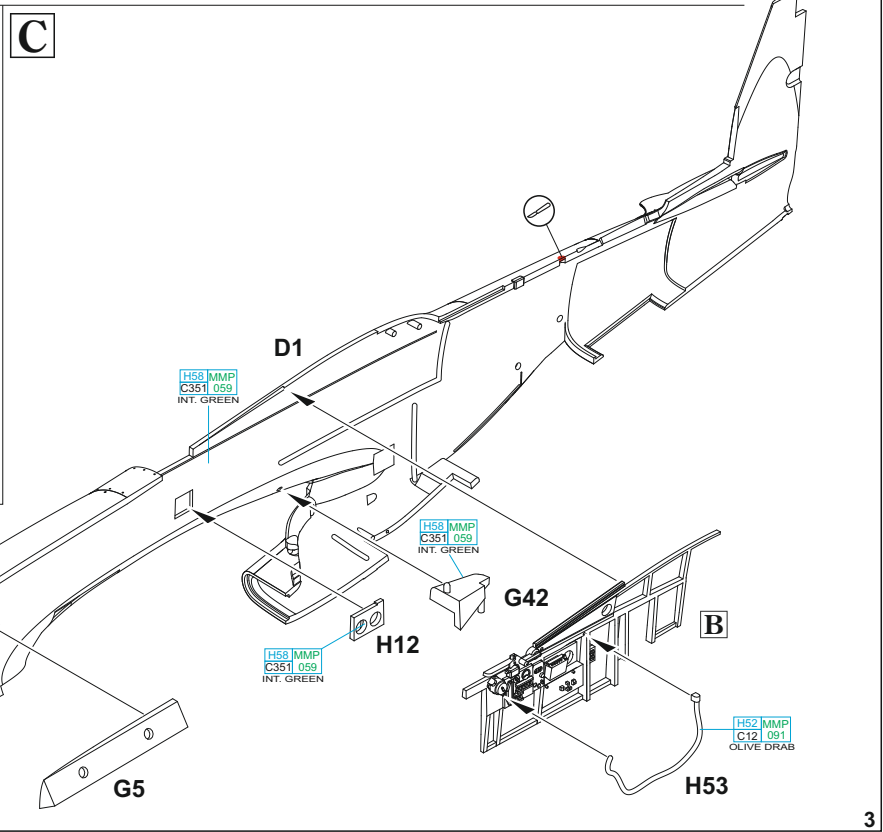
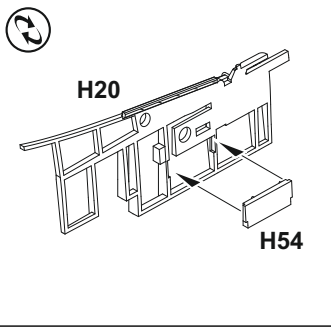
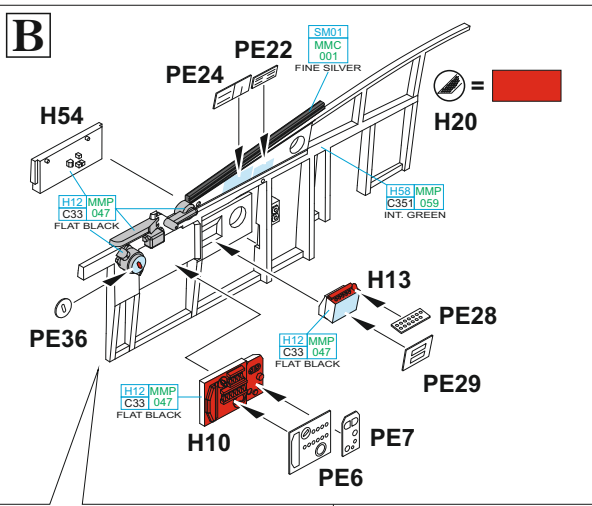
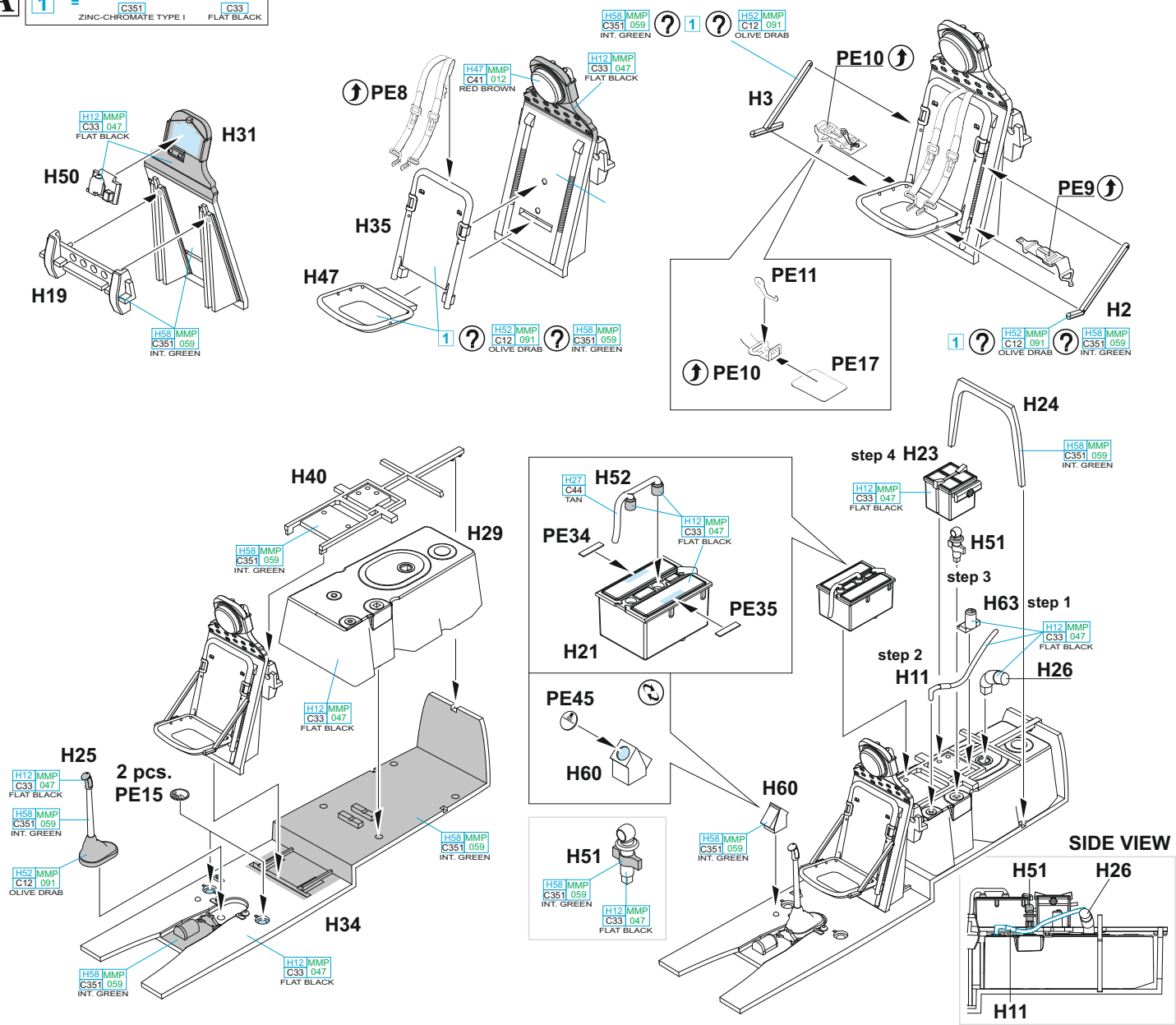


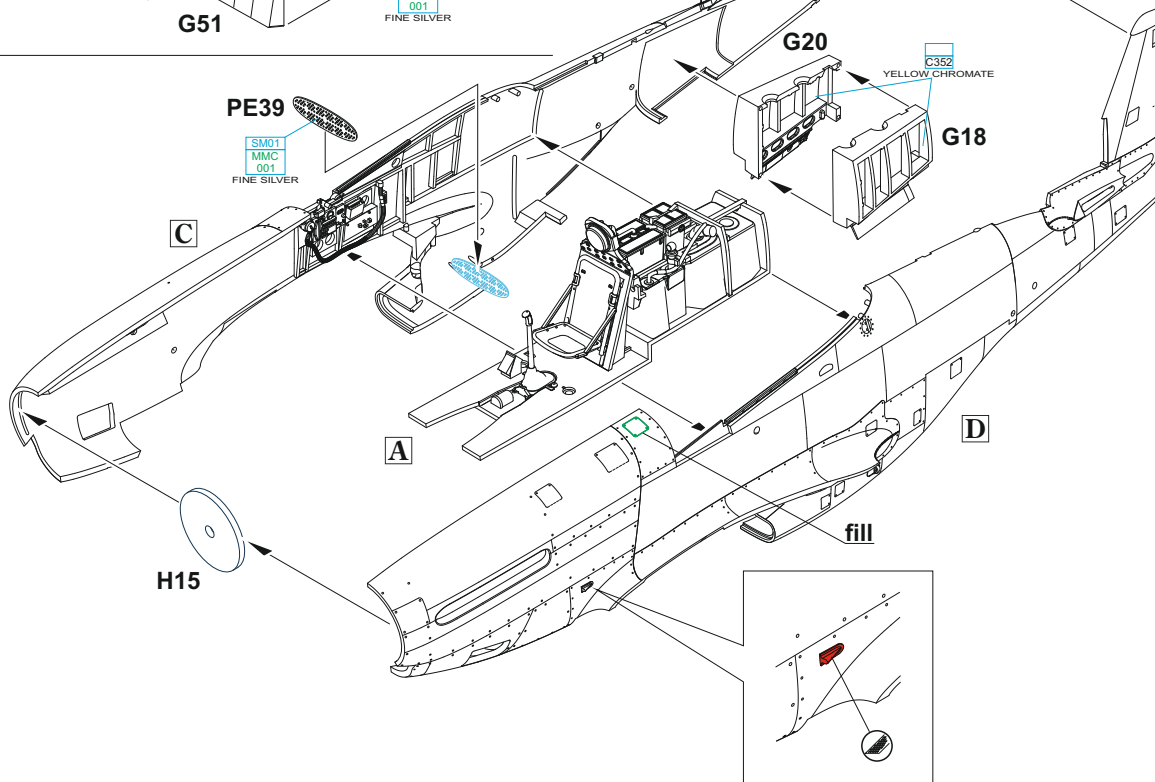
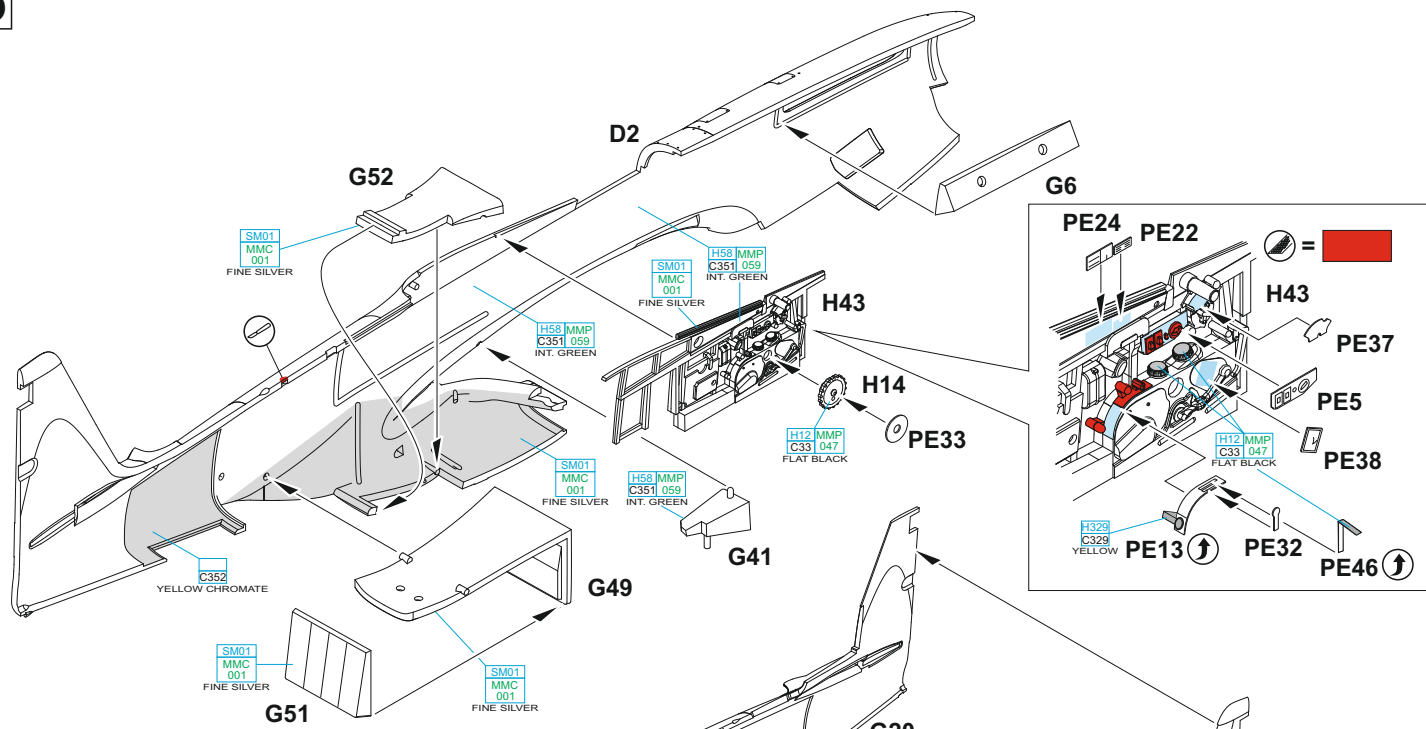
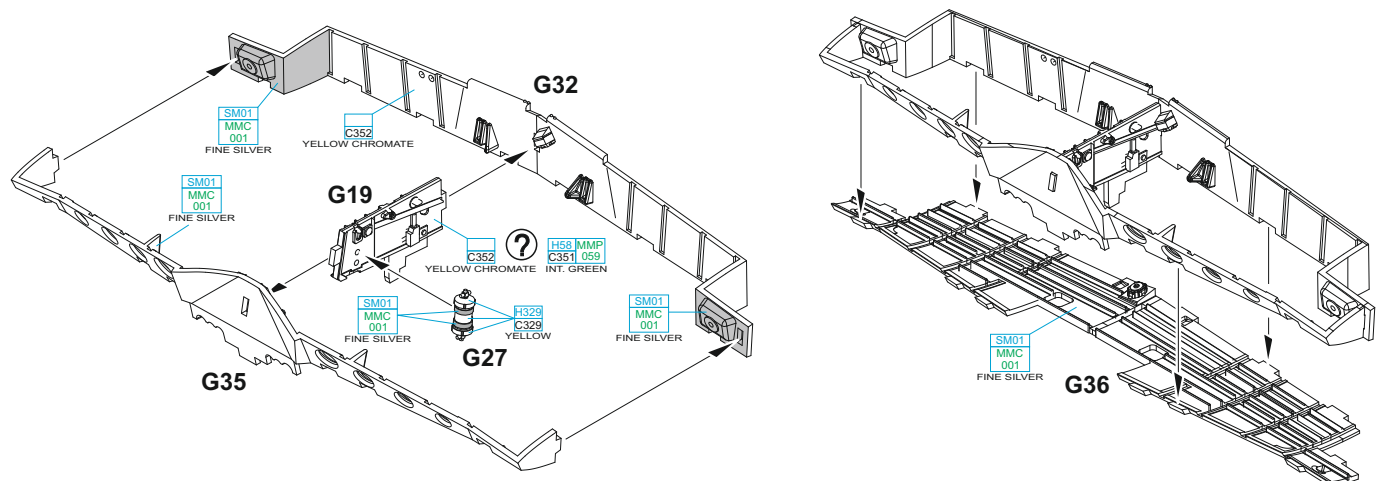
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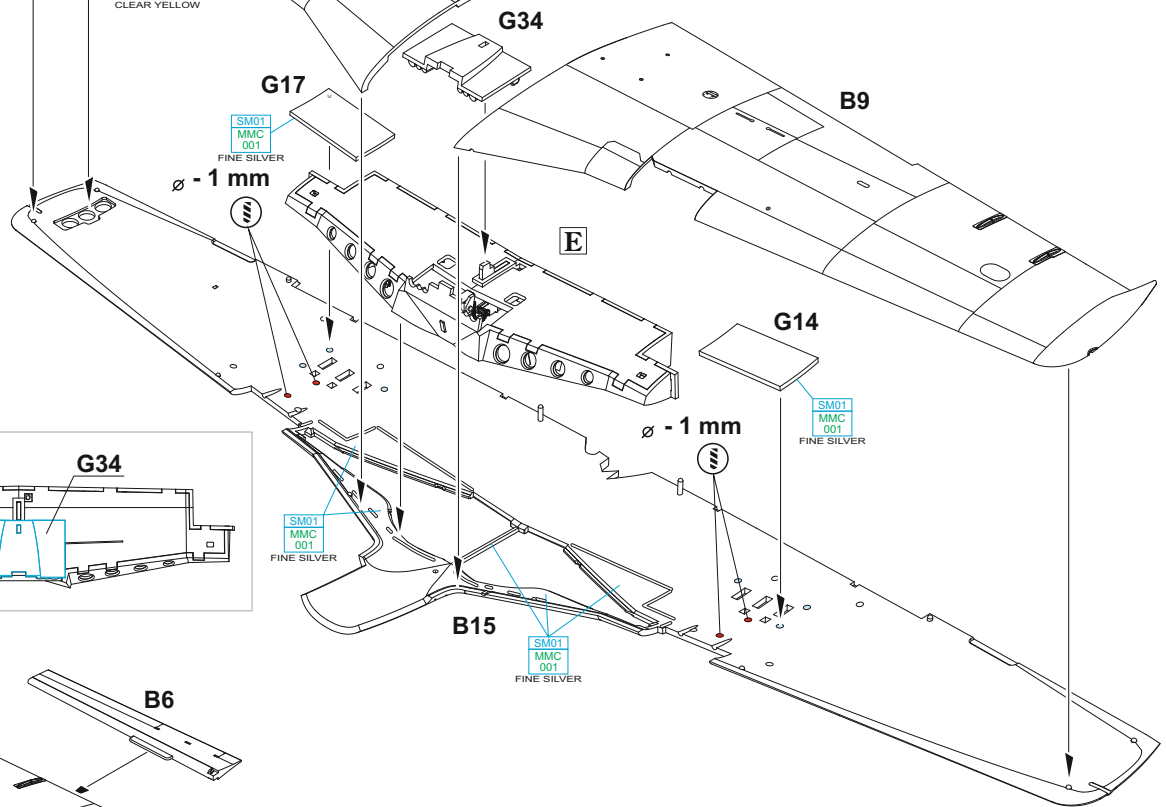
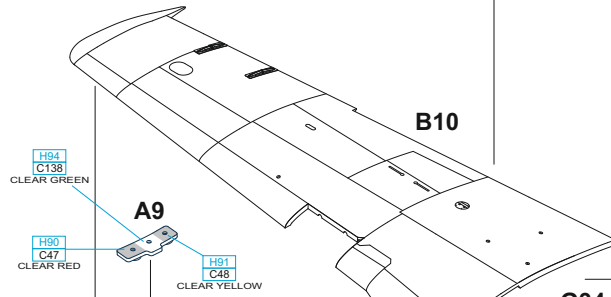
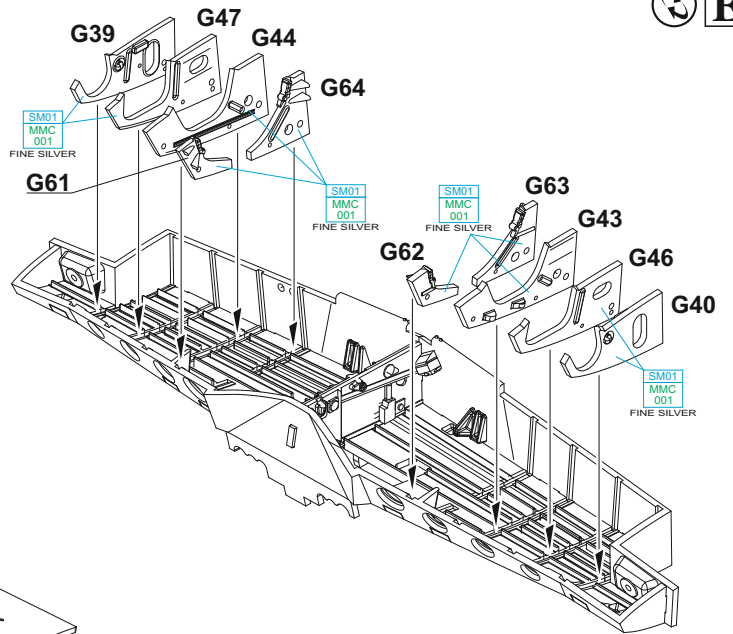
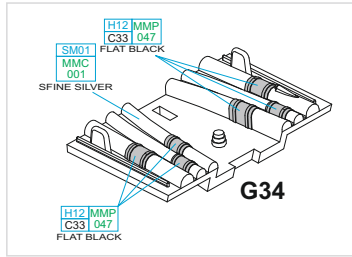
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AQUEOUS	Mr.COLOR	PAINTS	
H1	C1	MMP-001	WHITE
H8	C8		SILVER
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H25	C34		BLUE
H27	C44		TAN
H37	C43		WOOD BROWN
H47	C41	MMP-012	RED BROWN
H52	C12	MMP-091	OLIVE DRAB
H53	C13		NEUTRAL GRAY
H58	C351	MMP-059	INTERIOR GREEN
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED
H91	C48		CLEAR YELLOW

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H94	C138		CLEAR GREEN
H326	C326		BLUE
H327	C327	MMP-101	RED
H329	C329		YELLOW
H330	C361	MMP-077	GREEN
H335	C363	MMP-094	MEDIUM SEA GRAY
H422	C122	MMP-053	GREEN
	C352		YELLOW CHROMATE
Mr.METAL COLOR		METALLICS	
MC211		CHROME SILVER	
MC214		DARK IRON	
Mr.COLOR SUPER METALLIC		METALLICS	
SM01/SM206		MMC-001 SUPER FINE SILVER	
SM03/SM203		SUPER IRON	

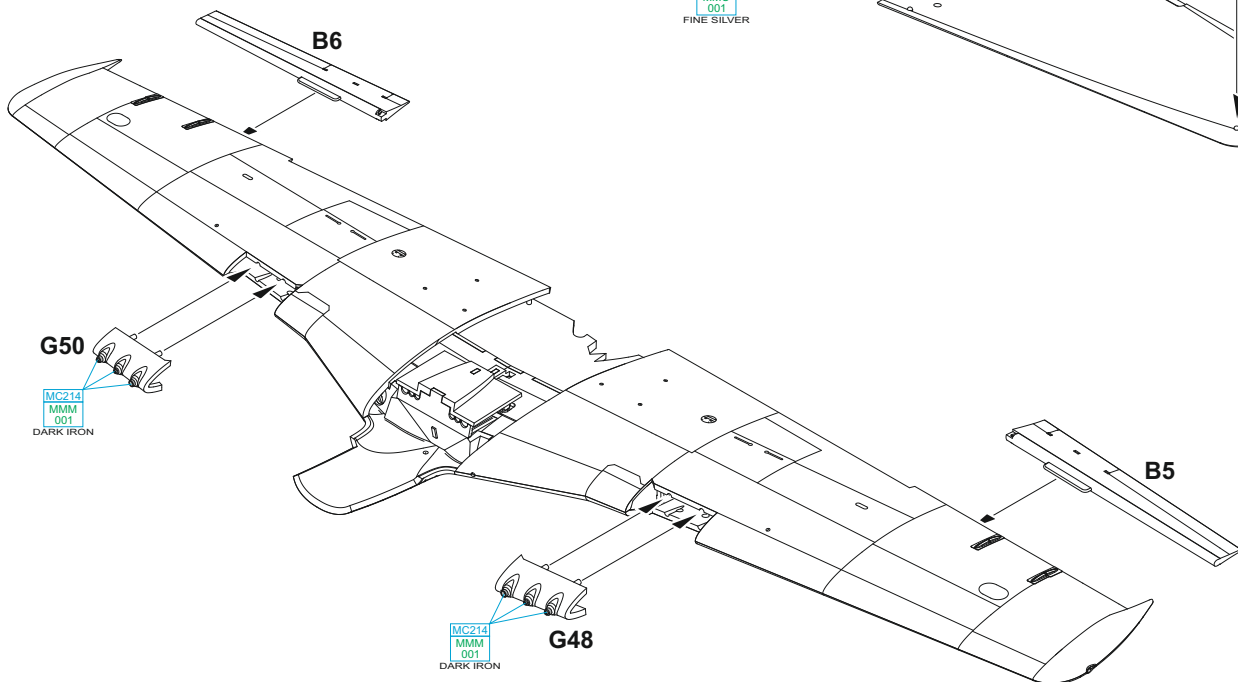
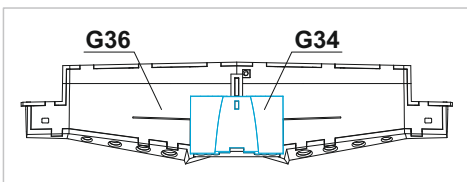
A 1 = 90% + 10%
 [C351] ZINC-CHROMATE TYPE I [C33] FLAT BLACK

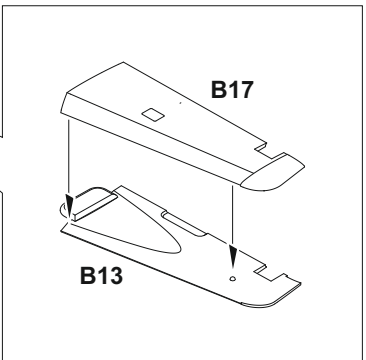
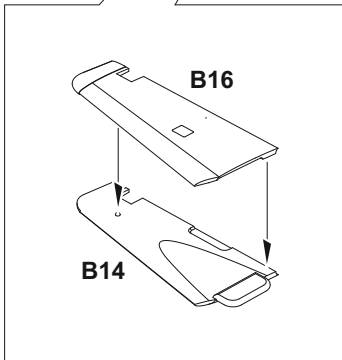
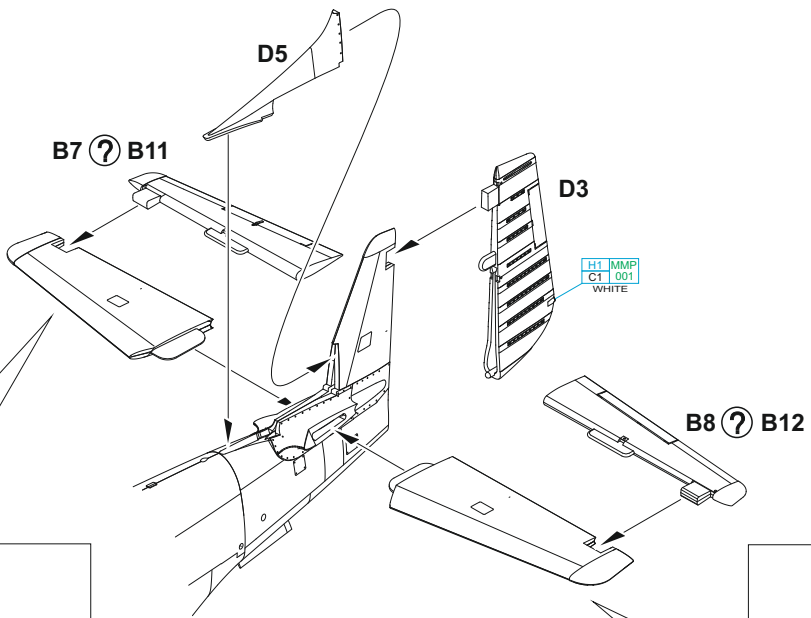
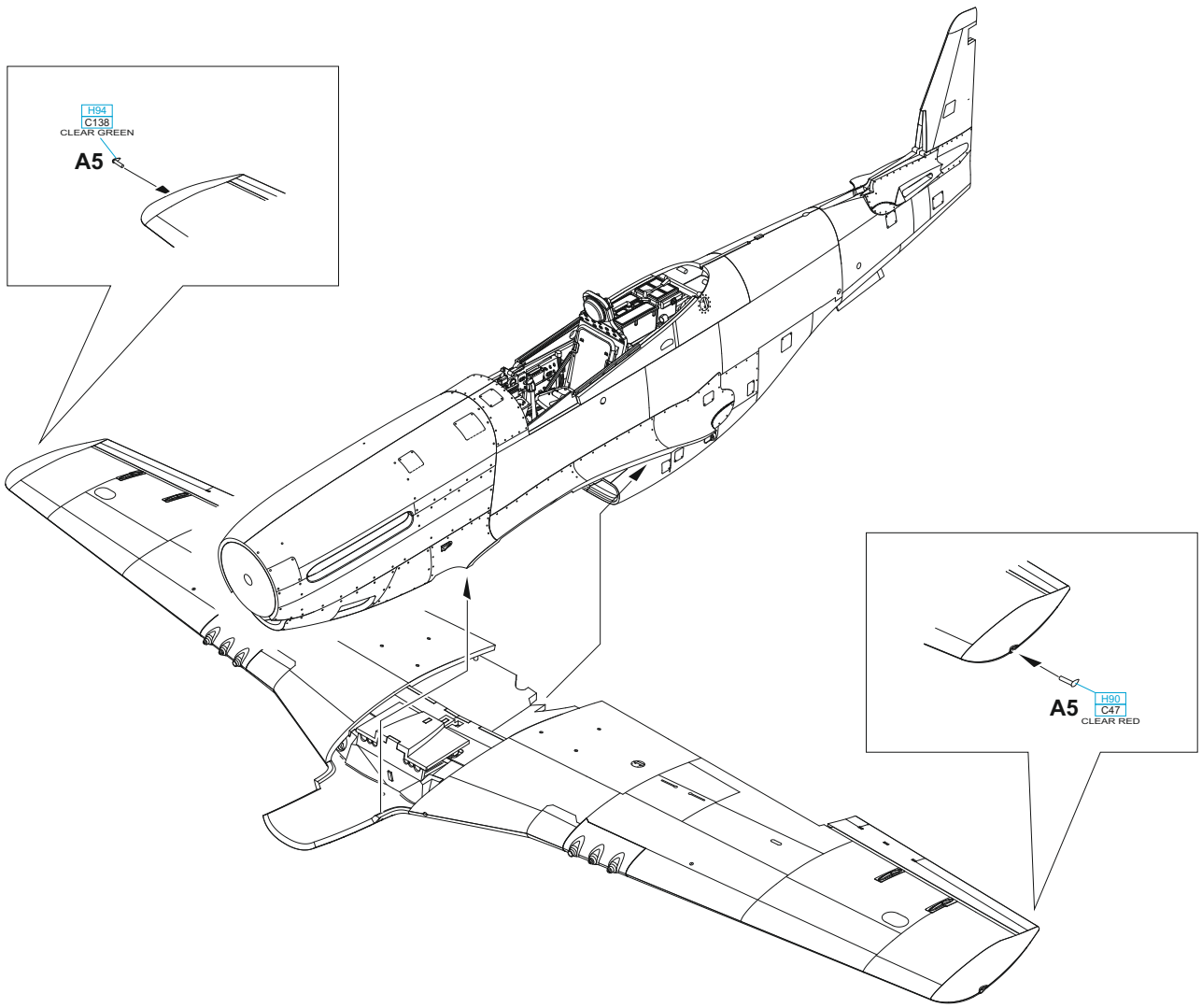


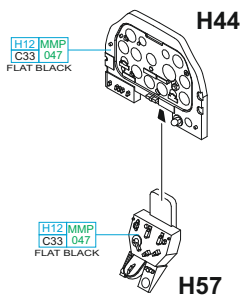
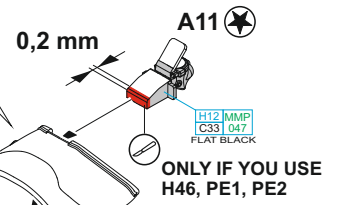
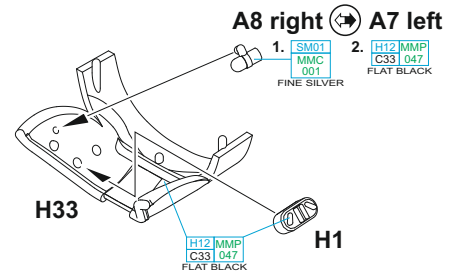
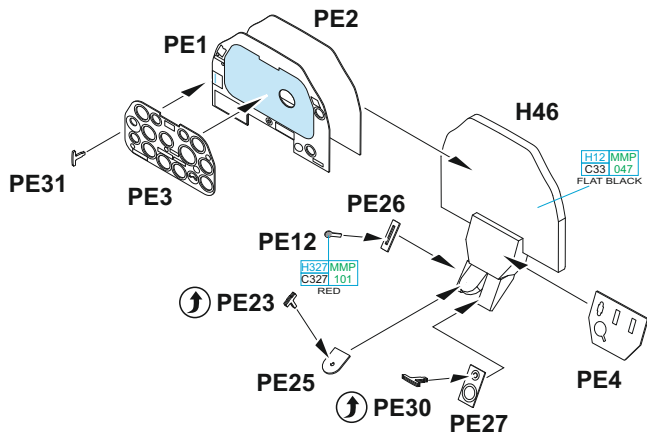
D**E**



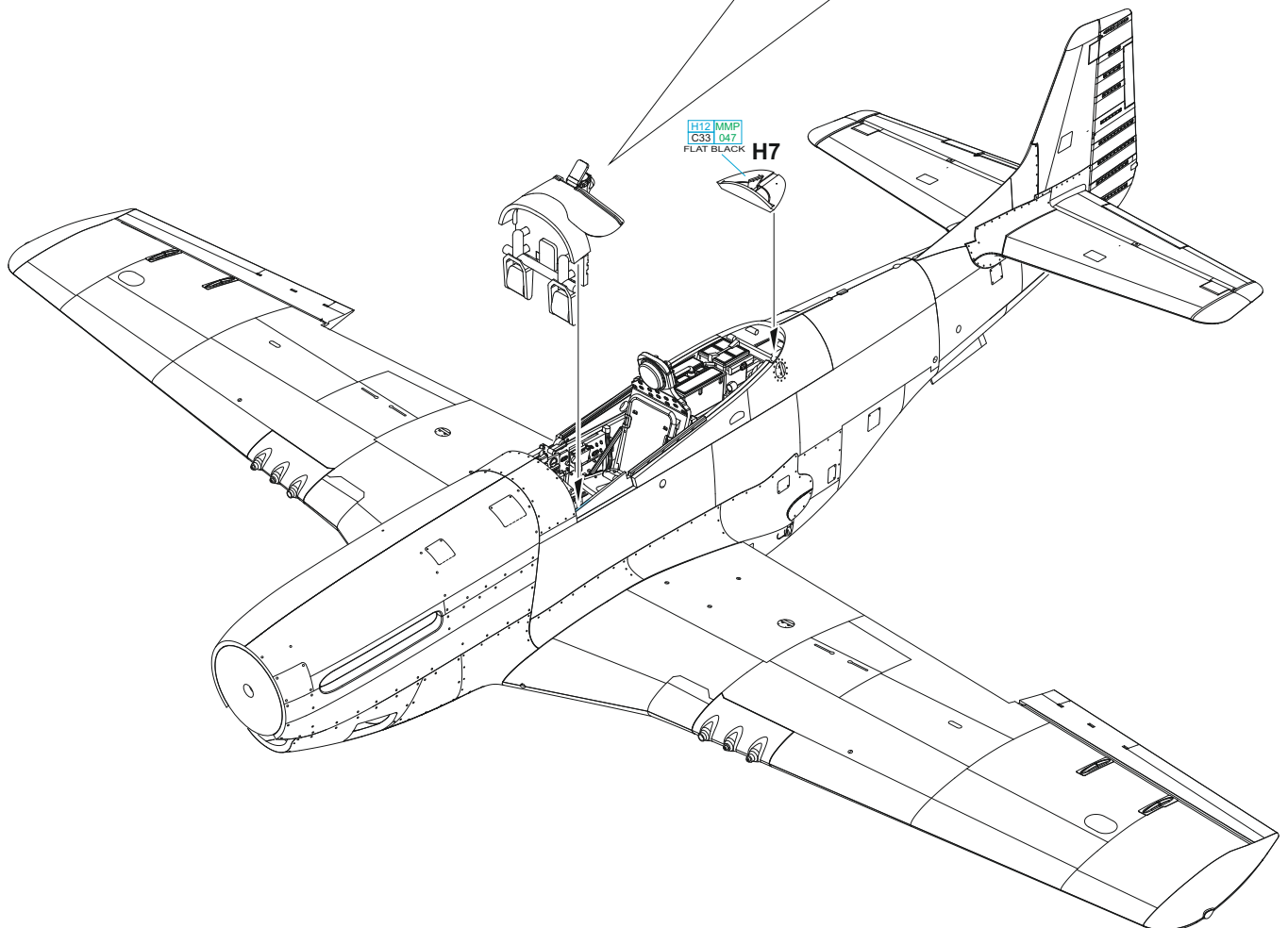
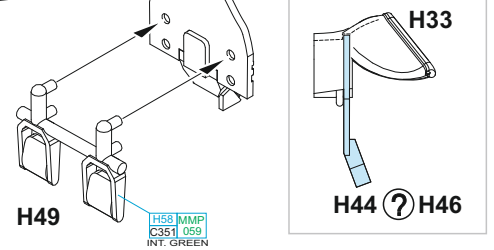
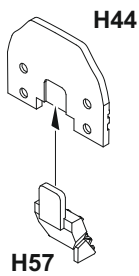
UPPER VIEW

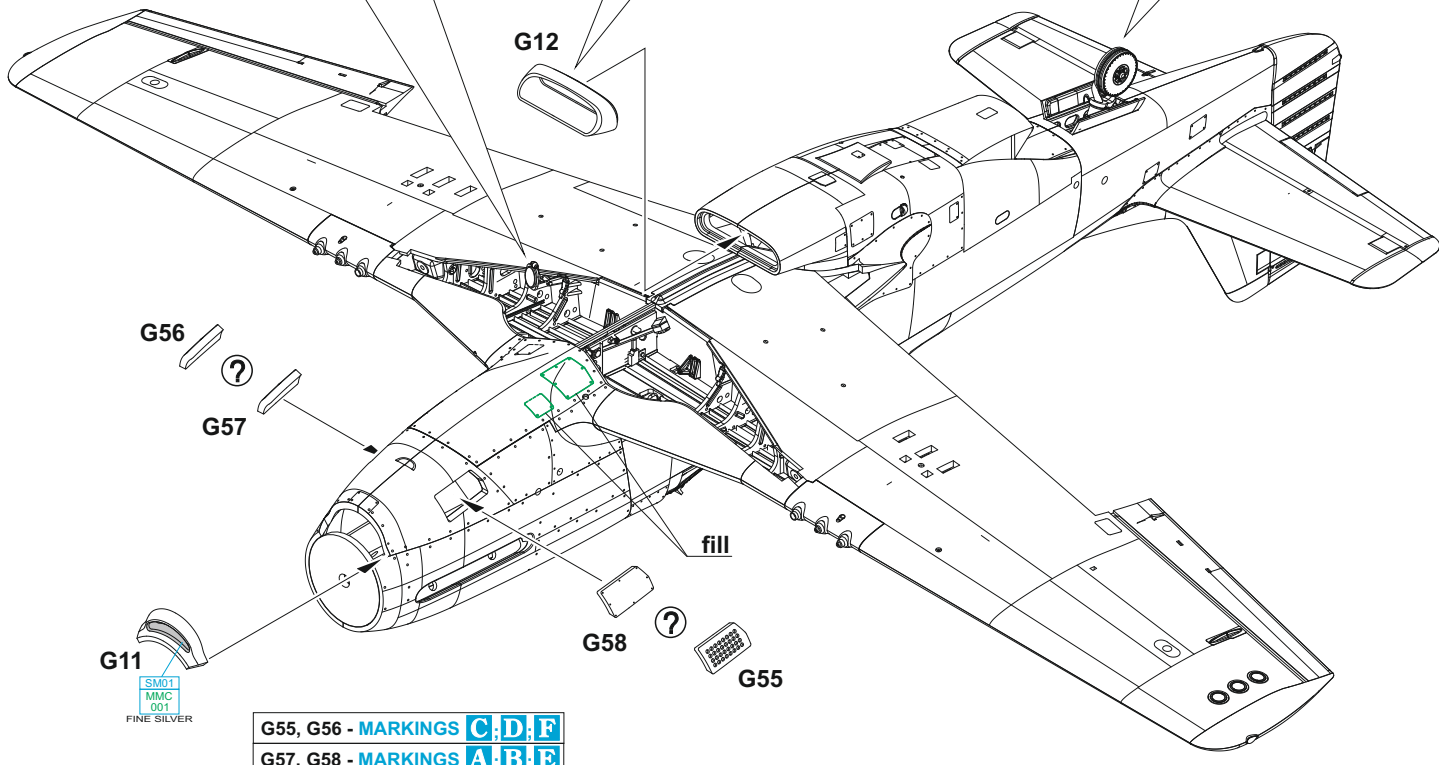
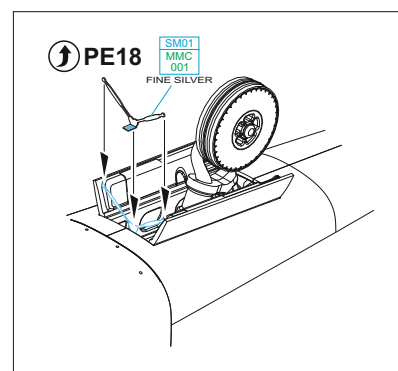
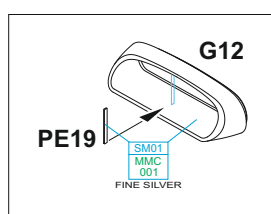
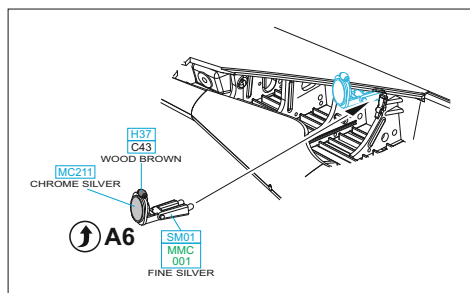
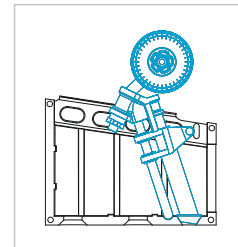
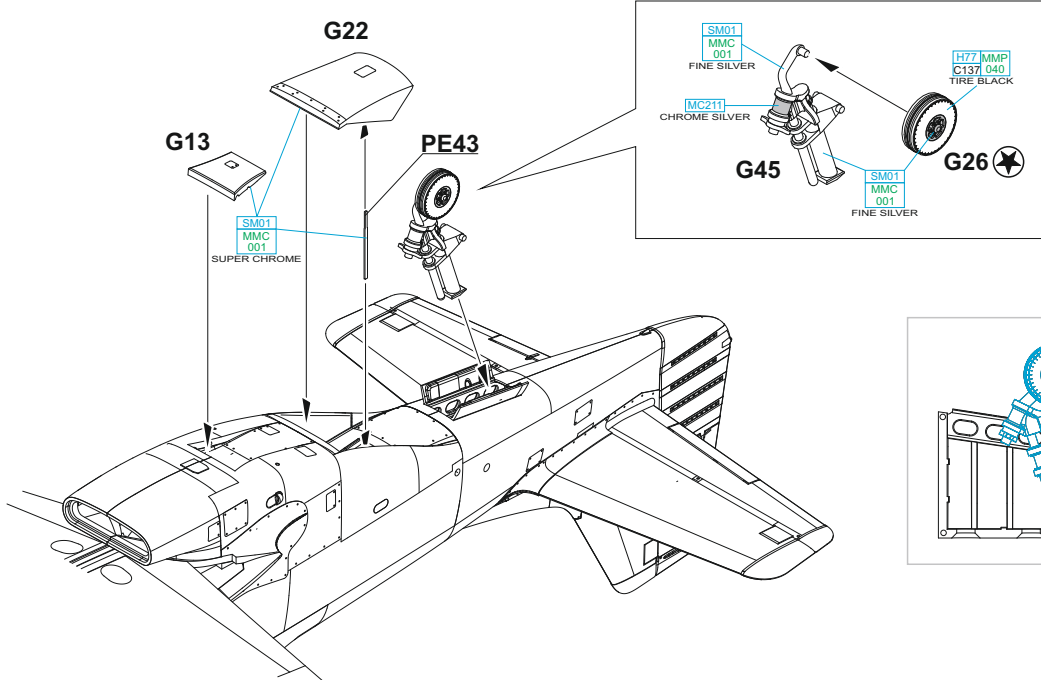






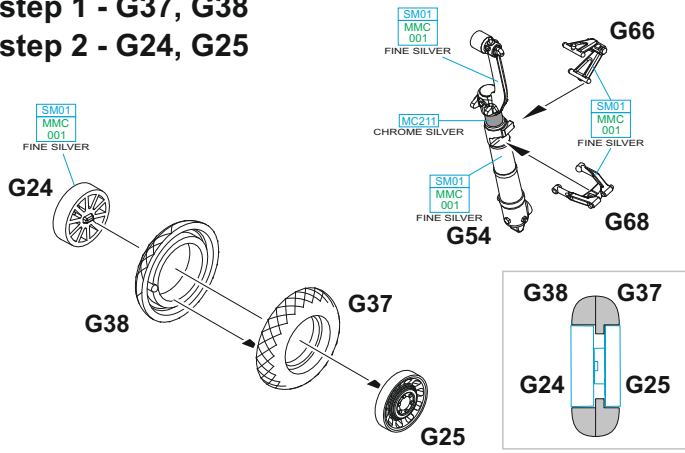
OPTIONAL:
decal 40, 41,
42, 43, 44



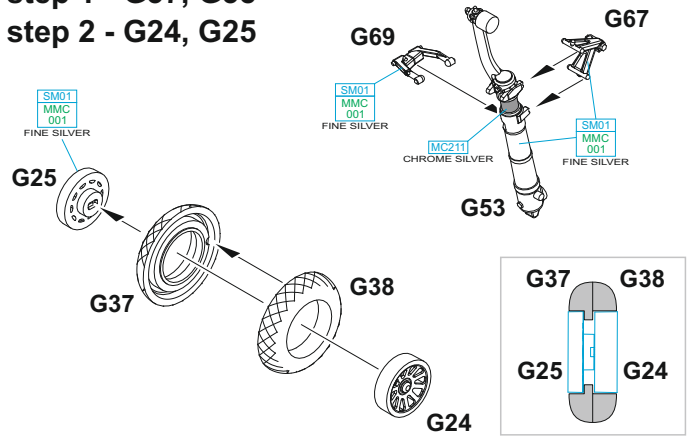


G55, G56 - MARKINGS C, D, F
 G57, G58 - MARKINGS A, B, E

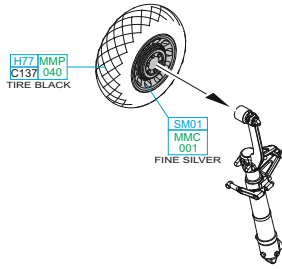
step 1 - G37, G38
step 2 - G24, G25



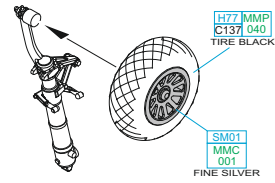
step 1 - G37, G38
step 2 - G24, G25



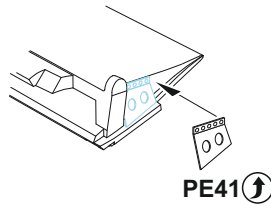
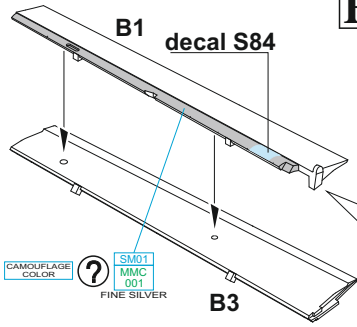
F



G

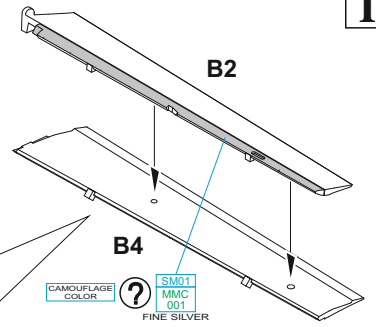
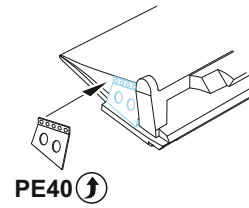


H

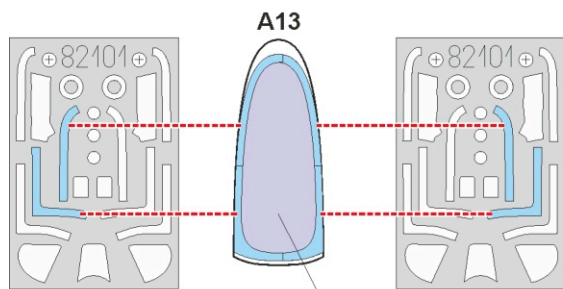


CAMOUFLAGE COLOR - MARKING D ONLY

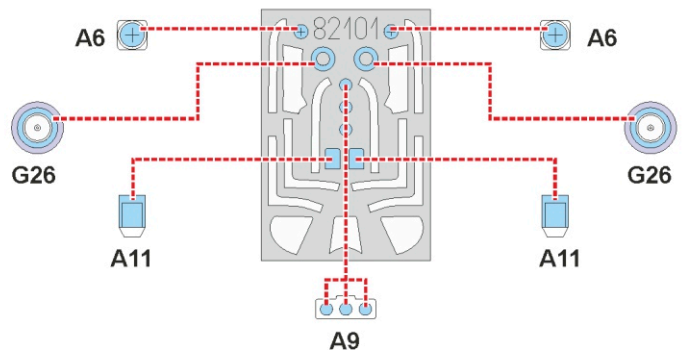
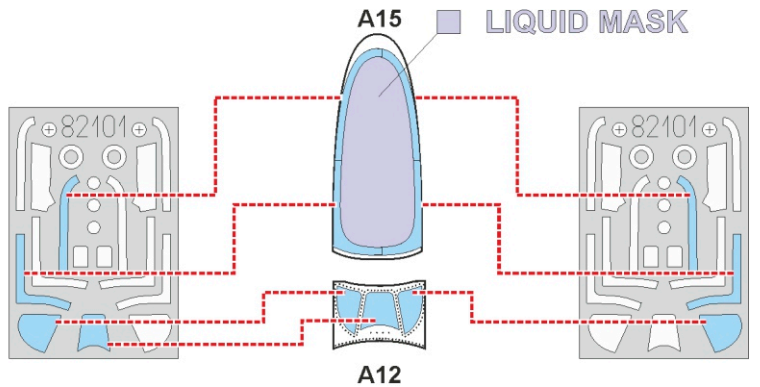
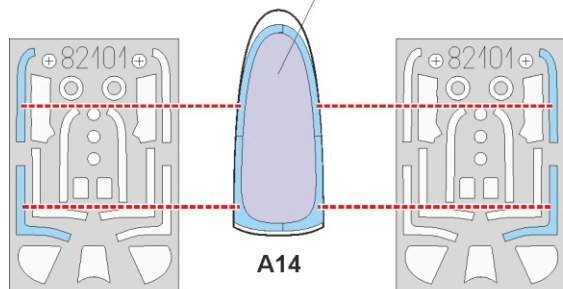
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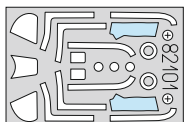
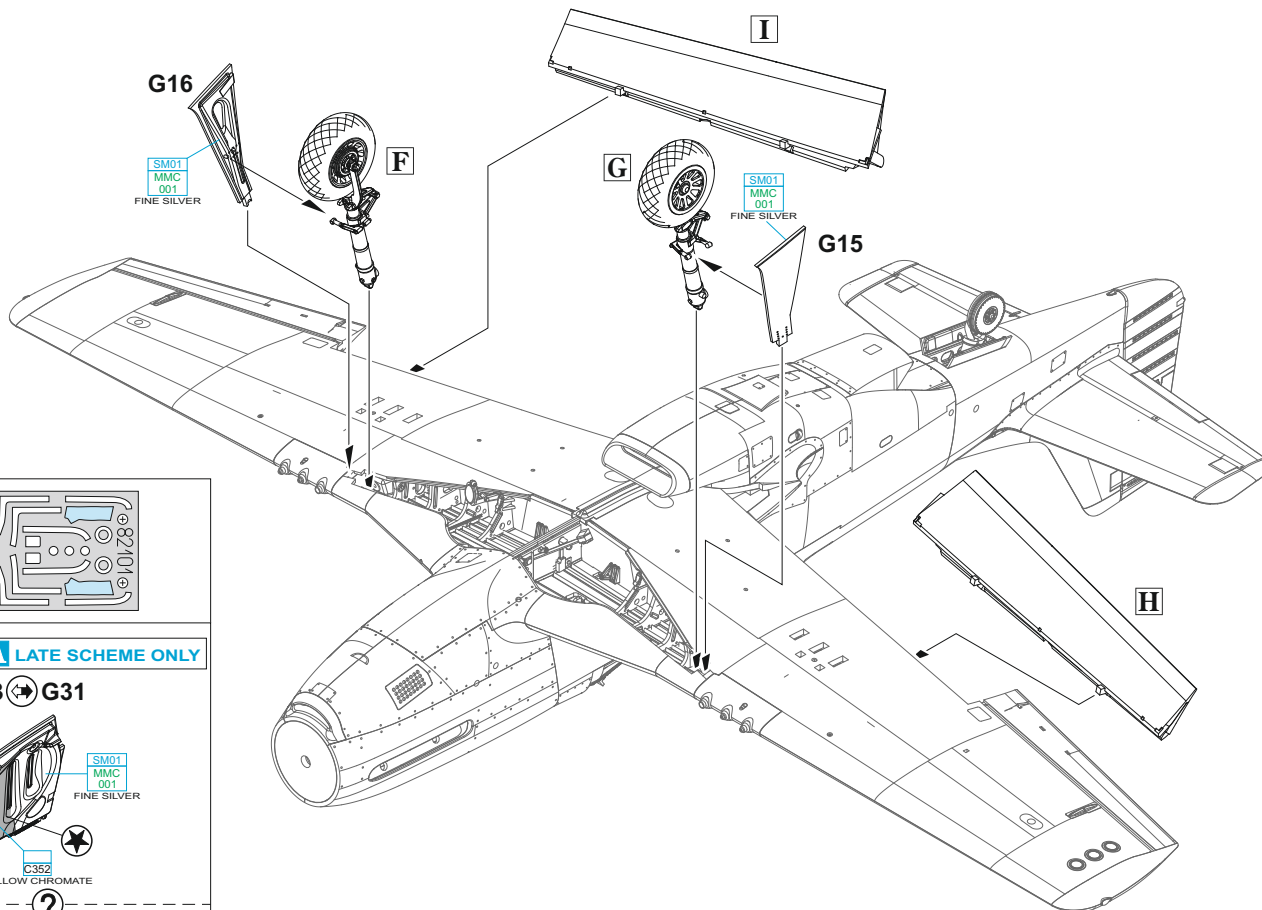


CAMOUFLAGE COLOR - MARKING D ONLY



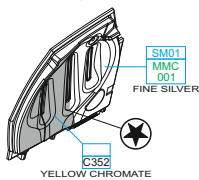
LIQUID MASK





MARKING **A** LATE SCHEME ONLY

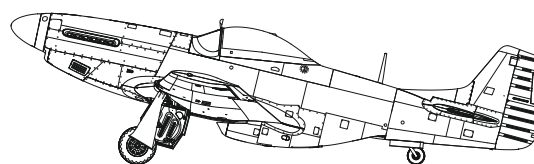
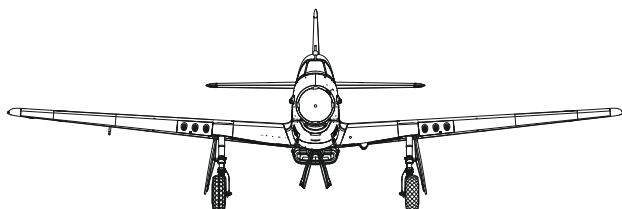
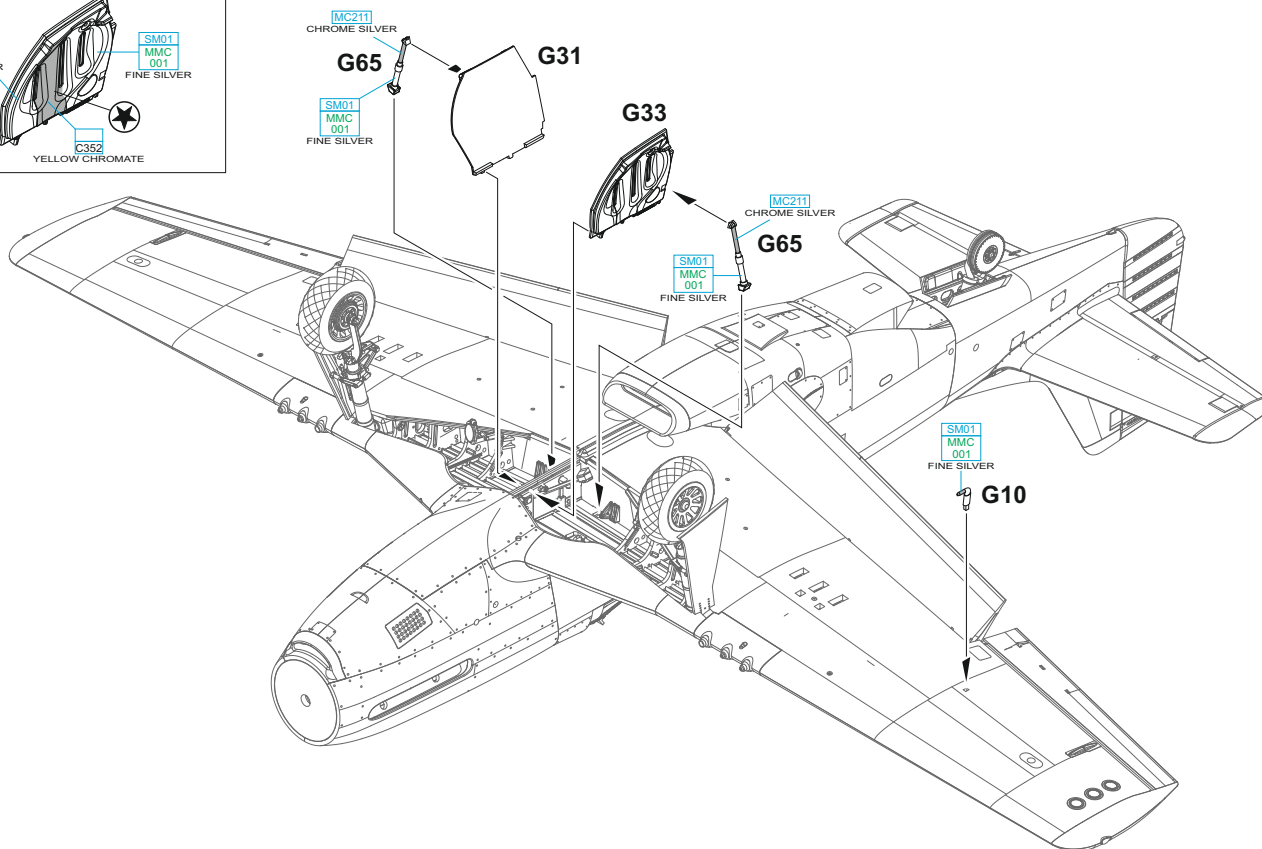
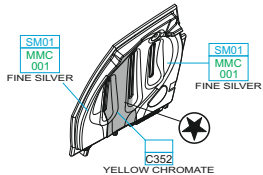
G33 → G31



MARKING **A** EARLY SCHEME ONLY

MARKINGS **B**; **C**; **D**; **E**; **F**

G33 → G31



J

MC214
MMM
001
DARK IRON

G29

G21

MARKING **A** EARLY SCHEME
MARKINGS **B; E; F**

?

MC214
MMM
001
DARK IRON

G28

MARKING **A** LATE SCHEME
MARKINGS **C; D**

K

G23

G29

MC214
MMM
001
DARK IRON

MARKING **A** EARLY SCHEME
MARKINGS **B; E; F**

?

MC214
MMM
001
DARK IRON

G30

MARKING **A** LATE SCHEME
MARKINGS **C; D**

L

H16

H37

H28

H27

H39

M

A10 - MARKING **B** ONLY

A10

A12

H12 MMP
C33 047
FLAT BLACK

MARKING **B** ONLY

?

A10

A10

A12

H12 MMP
C33 047
FLAT BLACK

N

PE44

H6

H12 MMP
C33 047
FLAT BLACK

H12 MMP
C33 047
FLAT BLACK

A13 - MARKINGS **A; C; E**
A14 - MARKING **D**
A15 - MARKINGS **B; F**

A13 ? A14 ? A15

O

H12 MMP
C33 047
FLAT BLACK

PE21

A10 - MARKING **A** ONLY

A10

N

G3

PE20

H12 MMP
C33 047
FLAT BLACK

M

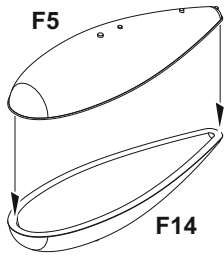
O

J

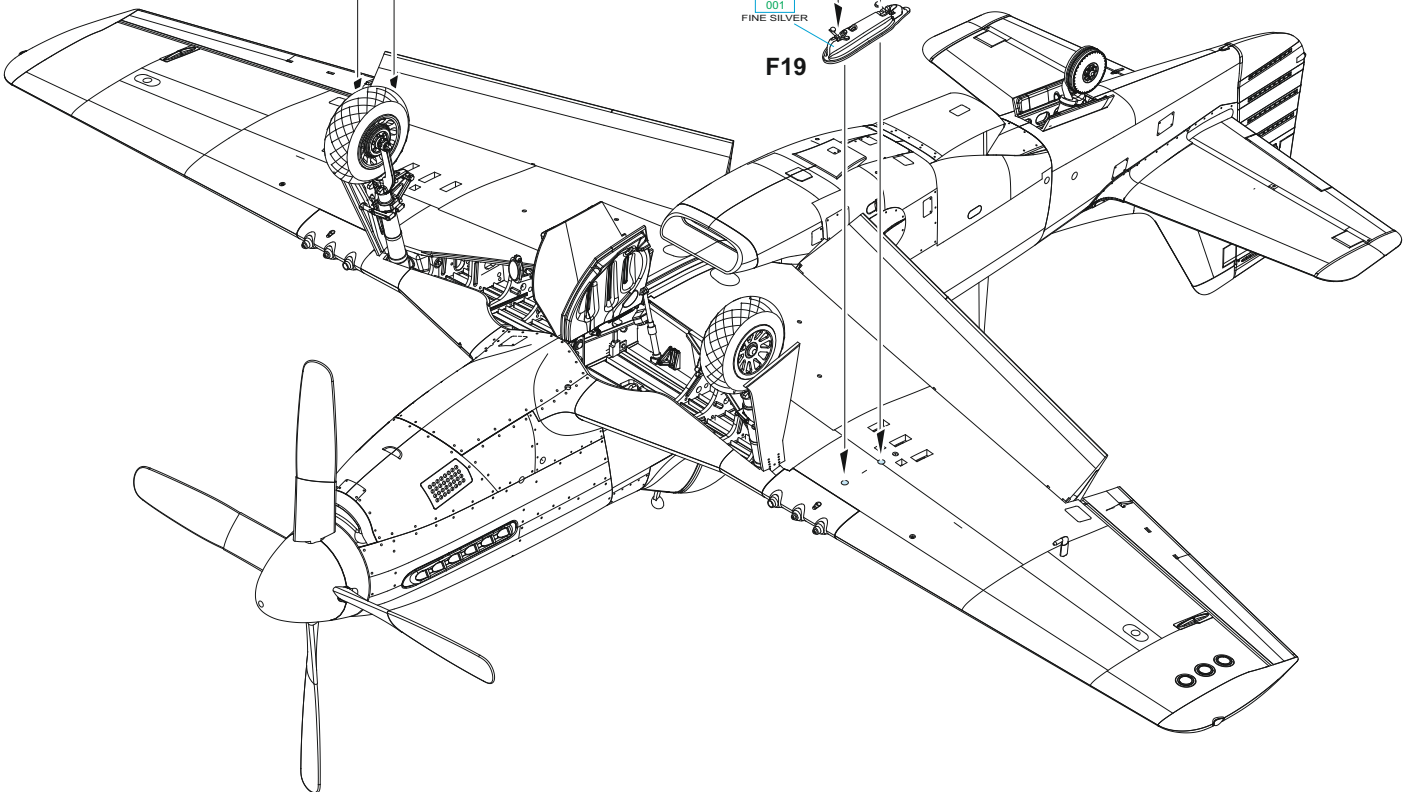
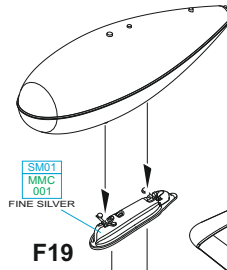
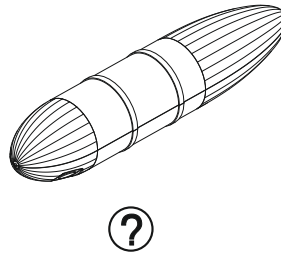
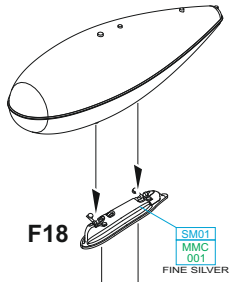
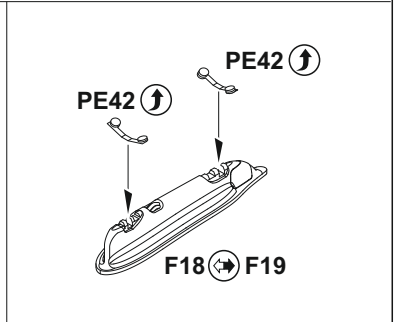
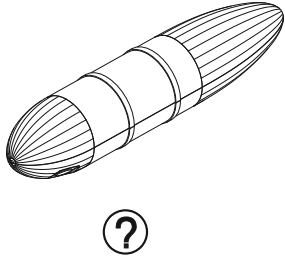
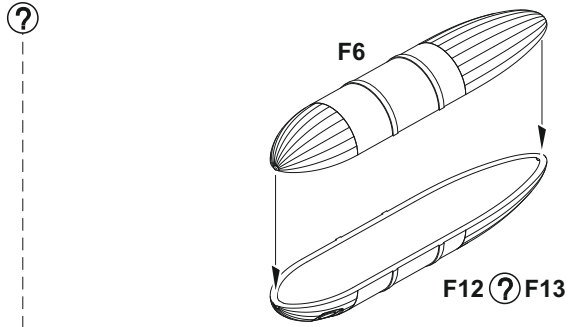
K

L

2 pcs.

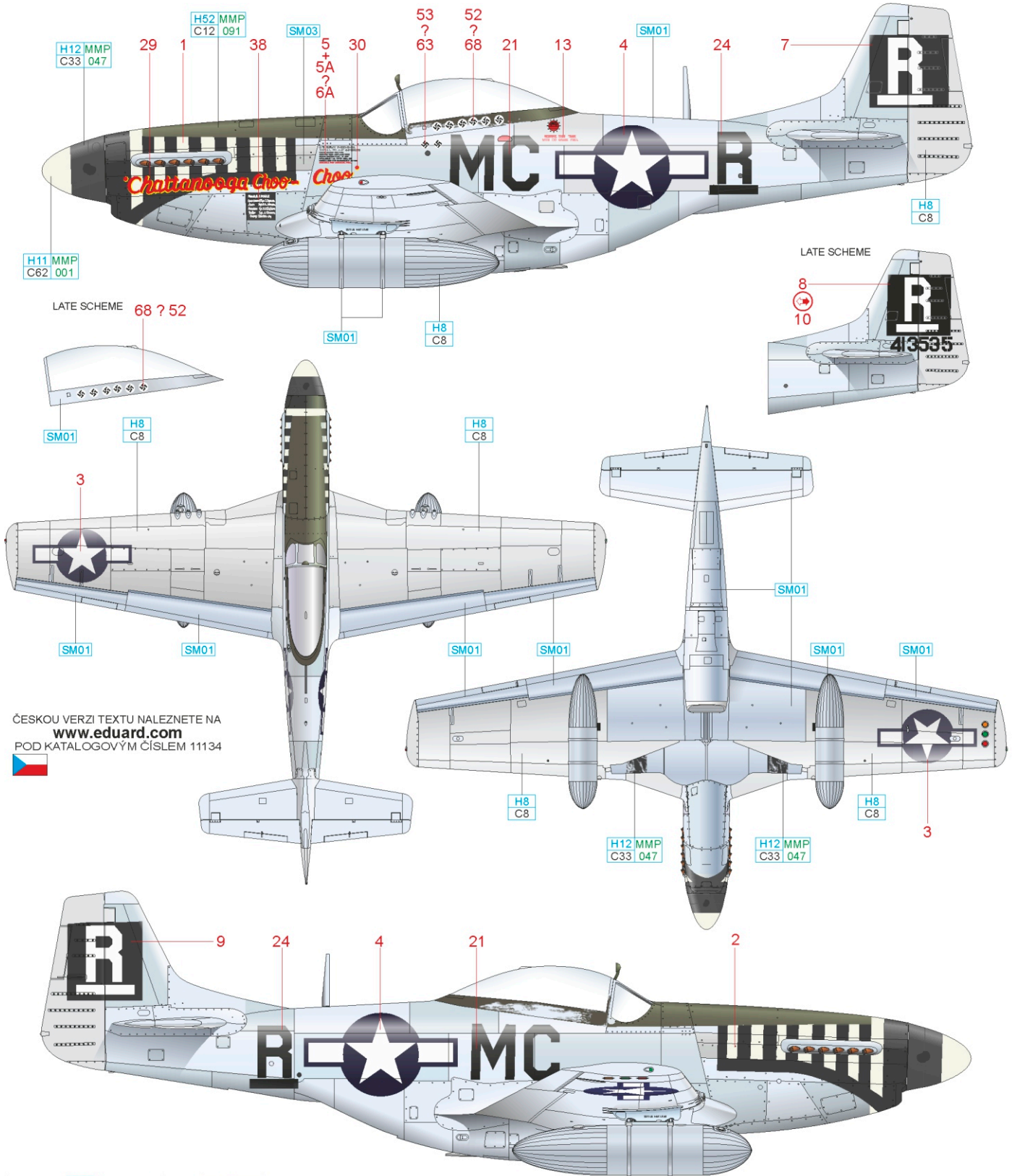


2 pcs.



A s/n 44-13535, flown by Lt. Edward F. Pogue, 79th FS, 20th FG, 8th AF, Kings Cliffe, United Kingdom, 1945

Mustang MC-R, with the aircraft letter underlined, was flown by Lt. E. F. 'Pogie' Pogue at the end of 1944, and already had a long and rich service career behind her that saw a list of 20th FG pilots in the cockpit. The aircraft carried names like 'Black's Bird' and 'Wilma', but it was under the name of 'Chattanooga Choo Choo' that the airplane made her mark, a name taken from the popular song made famous by Glenn Miller. As the names of the plane changed, so did its appearance. The original 20th FG markings consisting of black and white stripes on the nose behind the spinner were later supplemented by vertical black and white bands, the 20th Fighter Group identifier. The black square on the tail indicated service with the 79th Fighter Squadron. Later on, the serial number of the aircraft also made a return on the fin and rudder. The illustration here captures the look of the aircraft as it appeared in the spring of 1945, by then carrying the name 'Chattanooga Choo Choo'. The application of the invasion stripes also went through an evolution. By this time, the invasion stripes had been removed, and so were the ETO quick identification markings, the remnants of which are only visible on the main gear covers. The underlined individual aircraft letter indicated that, at the time, there was already an airframe coded MC-R flying. During this period, it was flown almost exclusively by Lt. Pogue and according to available sources, was used in achieving all of his six destroyed enemies. After the end of the Second World War, Lt. Pogue piloted F-80s in Japan and later flew F-84s during the Korean War. He ended his career as a Lt. Colonel. For his outstanding service, he received nine Air Medals and two DFCs, among others.

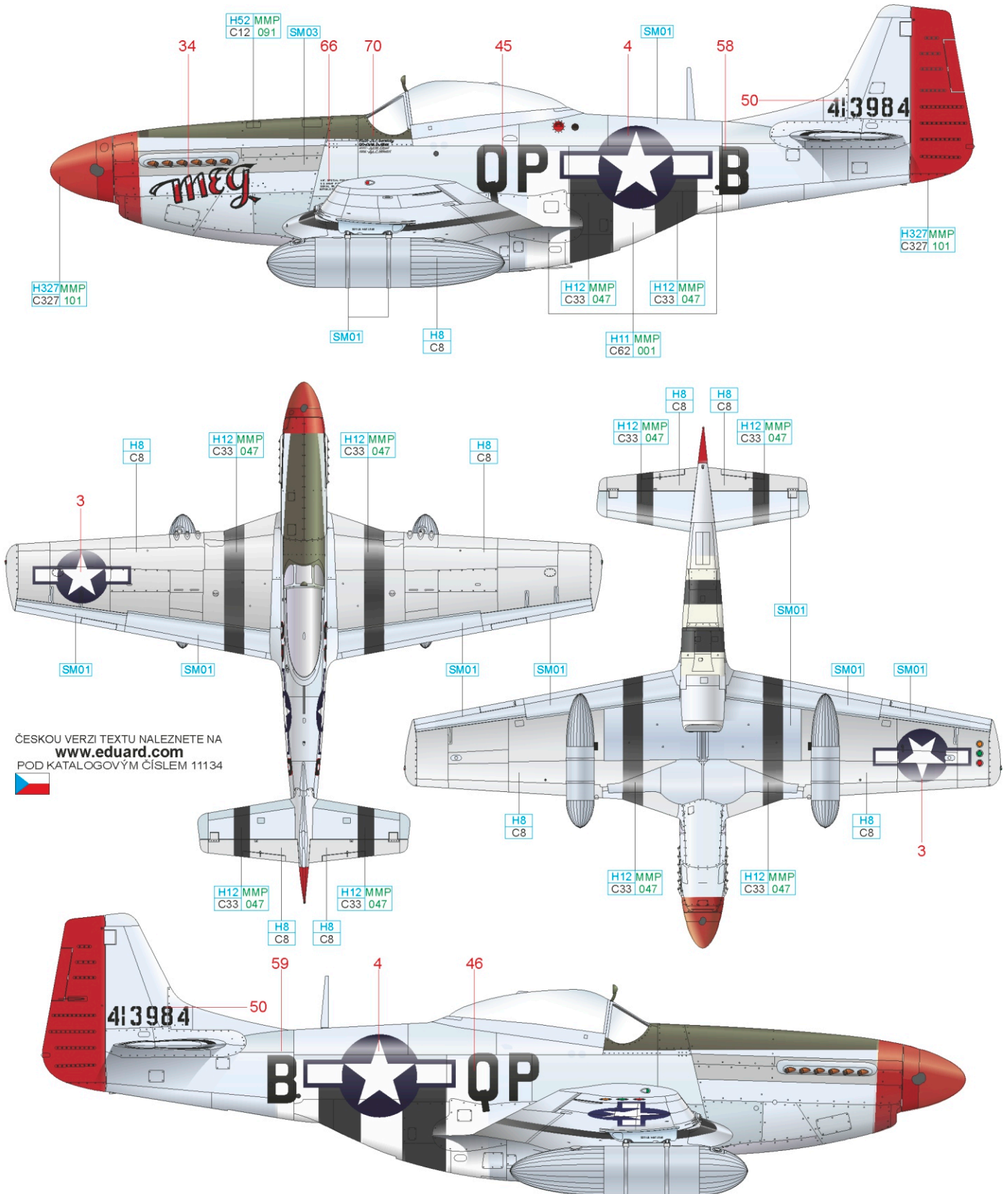


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SILVER	H8 C8	SUPER IRON	SM03	FINE SILVER	SM01
OLIVE DRAB	H52 MMP C12 091	BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001
				RED	H327MMP C327 101

B s/n 44-13984, flown by Lt. Clarence Boretsky, 334th FS, 4th FG, 8th AF, Debden, United Kingdom, Autumn 1944

The 4th FG was dubbed the 'Debben Eagles' due to their beginnings, having been formed from originally RAF Squadrons (No.s 71, 121 and 133). After being incorporated into the 8th AF, the units were redesignated as the 334th FS, 335th FS and the 336th FS. Their equipment, in the form of the legendary Spitfire, was changed on April 1st, 1943 to the P-47, and these were in turn replaced by the P-51 in February 1944. Lt Boretsky joined the 4th FG in June 1944 and applied the inscription 'MEG' to the noses of his aircraft, which were the initials of his neighbour and platonic love, Mary Ellen G. The scheme of this aircraft was as it was delivered from the factory. Black ETO quick identification bands on the wings and stabilizers that were used over Europe were also added. As with other 4th FG aircraft, the nose was painted in red and the rudder in the same colour adorned aircraft of the 334th FS. The application of the invasion stripes were consistent with requirements from the end of summer and beginning of fall 1944, when all that remained from the original markings were the short bands only under the fuselage. Even these were removed from aircraft as the war drew to its inevitable conclusion.



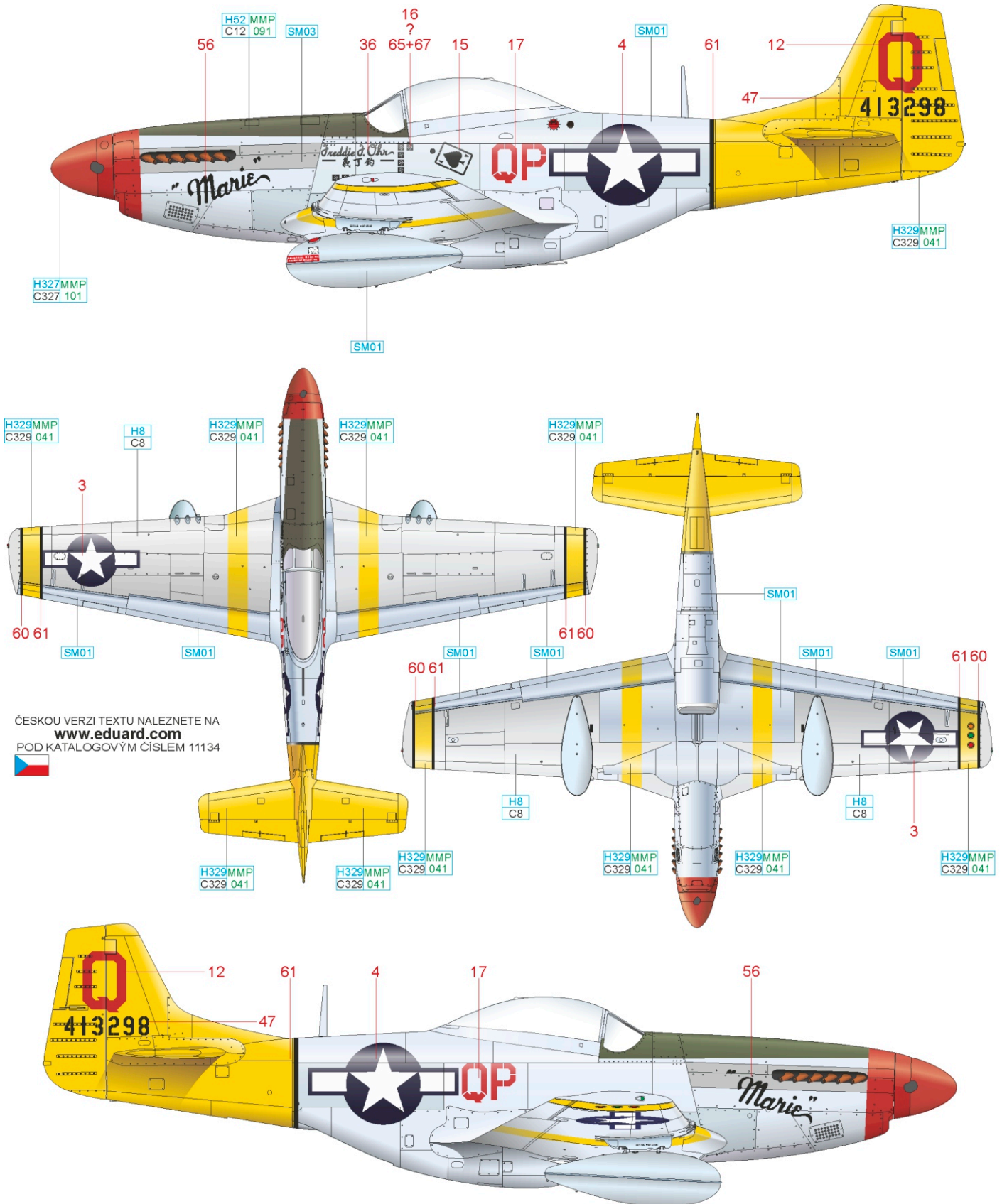
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OLIVE DRAB	H52 MMP C12 091	RED	H327 MMP C327 101
BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001
		SILVER	H8 C8
		SUPER IRON	SM03
		FINE SILVER	SM01

C s/n 44-13298, flown by Capt. Freddie F. Ohr, 2nd FS, 52nd FG, 15th AF, Madna, Italy, Autumn 1944

The 52nd Pursuit Squadron, known after May 1942 as the 52nd Fighter Group, was established in January 1941 at Selfridge Field in Michigan. Initial training was undertaken on the P-39 and was followed by a move to Northern Ireland in the summer of 1942, where the unit continued training on Spitfires, and this was in turn followed by a brief combat tour over western Europe under the command of the 8th AF. By November 1942, the entire unit was transferred to northern Africa. After arrival there, combat operations were undertaken through north Africa, Sicily and Italy while still flying Spitfires, but this time under the leadership of the 12th AF. In April 1944, the long awaited change to the Mustang arrived, along with a change in mission assignment and location under the 15th AF, tasking the 52nd FG with escort duties of this Army Air Force's strategic bombers. The aircraft flown by Freddie Ohr, an American ace of Korean decent, was as it was delivered from the manufacturing facility. The red nose and yellow rear fuselage distinguished aircraft of the 52nd FG and the yellow wing bands were reserved for aircraft of the 15th AF.



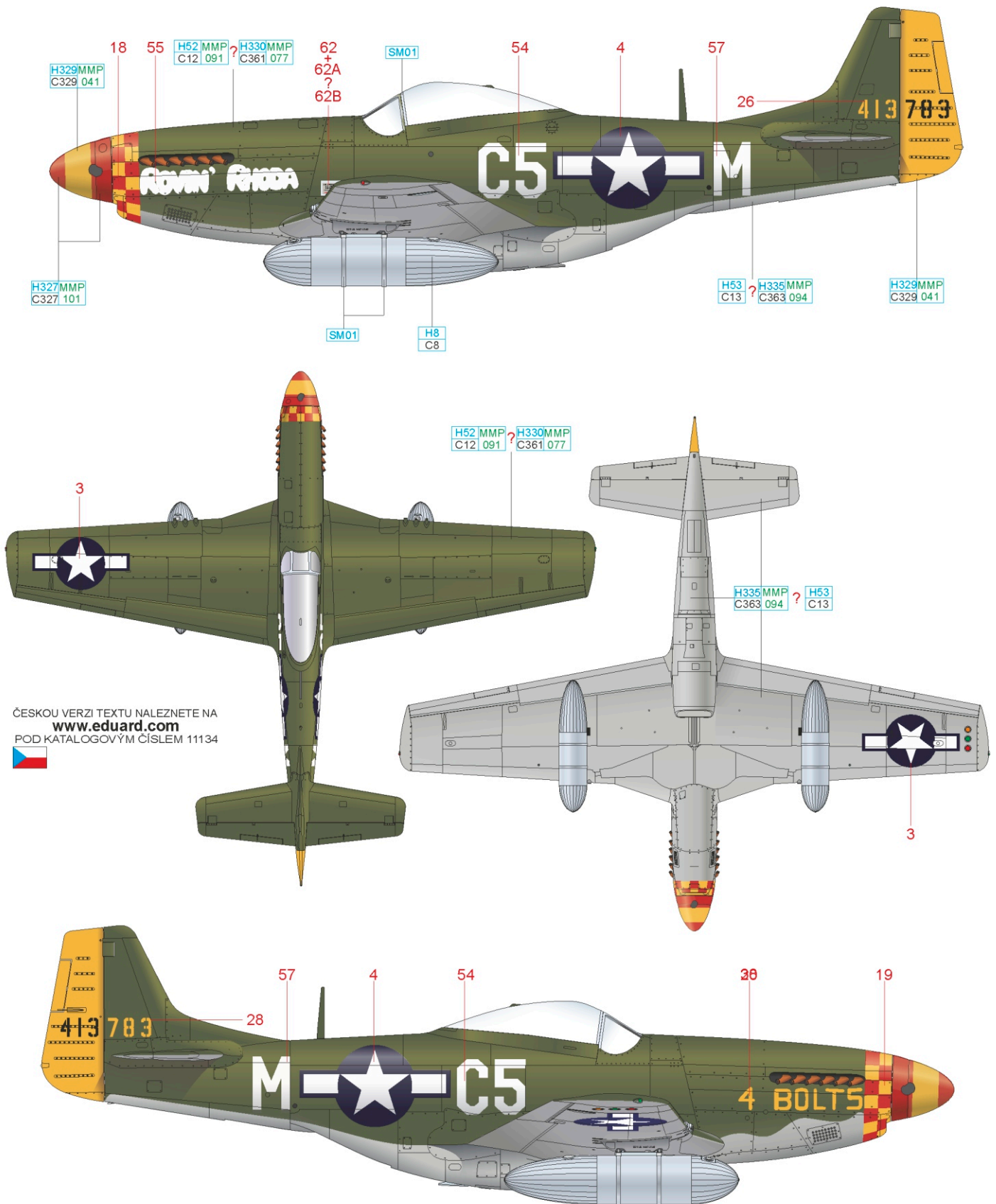
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SILVER	H8 C8	SUPER IRON	SM03	FINE SILVER	SM01
OLIVE DRAB	H52 MMP C12 091	ORANGE YELLOW	H329MMP C329 041	RED	H327MMP C327 101

D s/n 44-13783, flown by Lt. Irving Snedeker, 364th FS, 357th FG, 8th AF, Leiston, United Kingdom, April 1945

The 357th Fighter Group was the first of the 8th Army Air Force to be equipped with the P-51 Mustang, with which they began to undertake training at Raydon in Great Britain. Combat operations were initiated in February, flying out of Leiston. Lt. George Morris first flew this Mustang named 'Bobby Marilyn', and it was later flown by Lt. Irving Snedeker, who was hit by flak in the spinner on April 17th, 1945 during a raid on the air field at Prague-Ruzyně and was forced to put down on the field's perimeter. After a short time in captivity, he was taken by car and delivered to American units together with Germans fleeing the coming Soviet forces. The aircraft flown by Lt. Snedeker carried the inscription 'ROVIN' RHODA' on the left side of the nose and '4BOLTS' on the right. The camouflage colours used on 357th FG aircraft are still questionable. Former group members speak of British colours (Dark Green and Medium Sea Grey), but preserved vintage colour photos show US colours Olive Drab and Neutral Grey. The noses of 357th FG aircraft carried a yellow and red checkerboard pattern and the spinner was painted in the same colours.



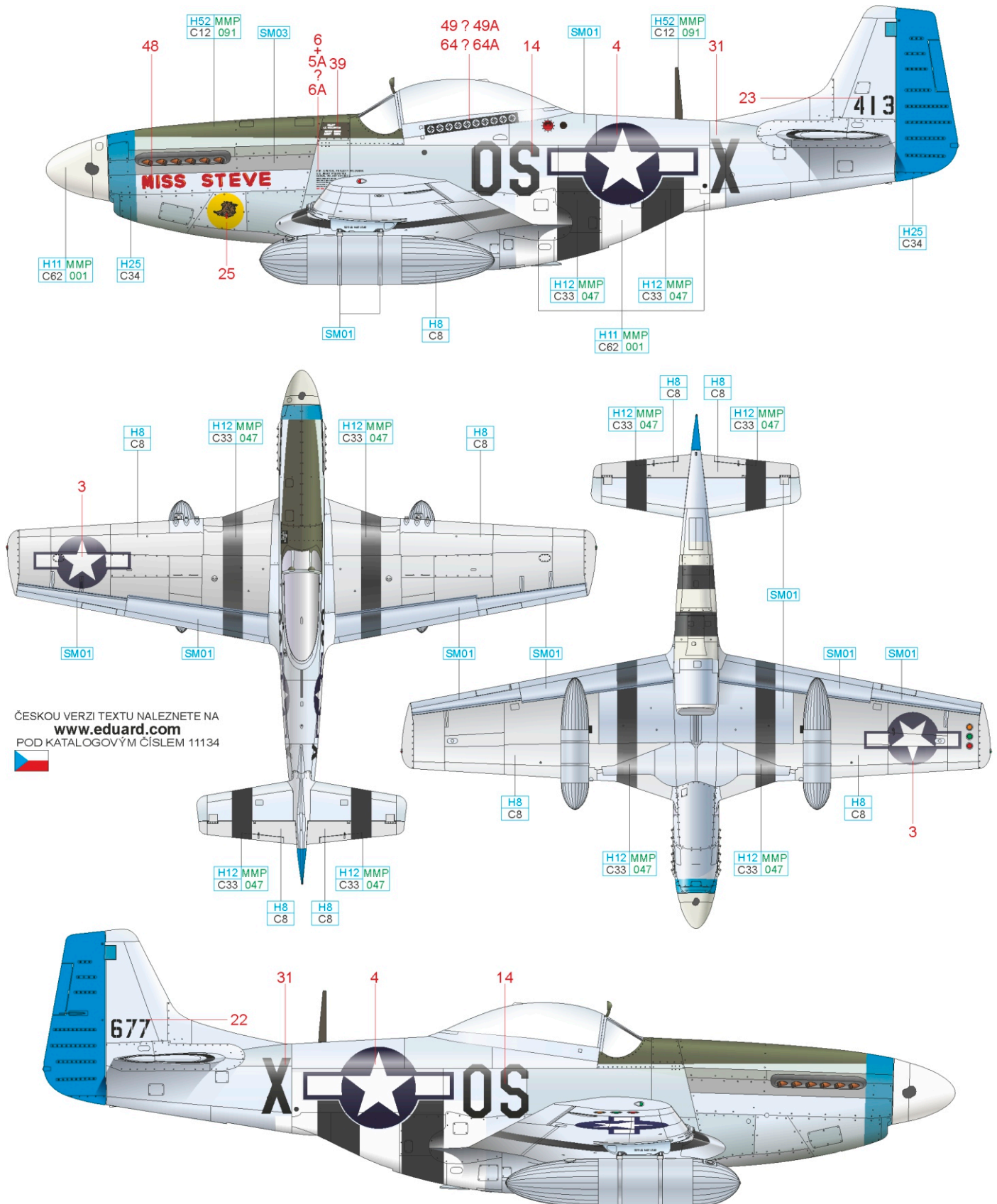
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GREEN	H330MMP C361 077	FINE SILVER	SM01	SILVER	H8 C8	NEUTRAL GRAY	H53 C13
ORANGE	H329MMP C329 041	RED	H327MMP C327 101	MEDIUM SEA GRAY	H335MMP C363 094	OLIVE DRAB	H52 MMP C12 091

E s/n 44-13677, flown Lt. William G. Cullerton, 357th FS, 355th FG, 8th AF, Steeple Morden, United Kingdom, 1944

William Cullerton, a native of Chicago, was born on June 2nd, 1923. He volunteered for the air service on America's entry into the war, underwent training and flew P-51B and P-51D Mustangs with the 357th FG. On April 8th, 1945, he was hit during an attack on the field at Ansbach and was forced to land. He was discovered by German soldiers, one of which shot him in the stomach, and was abandoned. He was found by a German farmer, who, thinking this was a German pilot, took him to the nearest hospital, from where the American was able to escape. After the war, he married Elaine Stephen and in the fifties, he formed Cullerton Co., a maker of outdoor and fishing products. He died on January 12th, 2013. Over the course of the Second World War, he destroyed 21 enemy aircraft, five in the air and sixteen on the ground. His aircraft appeared as it was delivered, with the nose and tail were painted at unit level in light blue. The nose bore an inscription relating to his lady friend, Miss Steve.



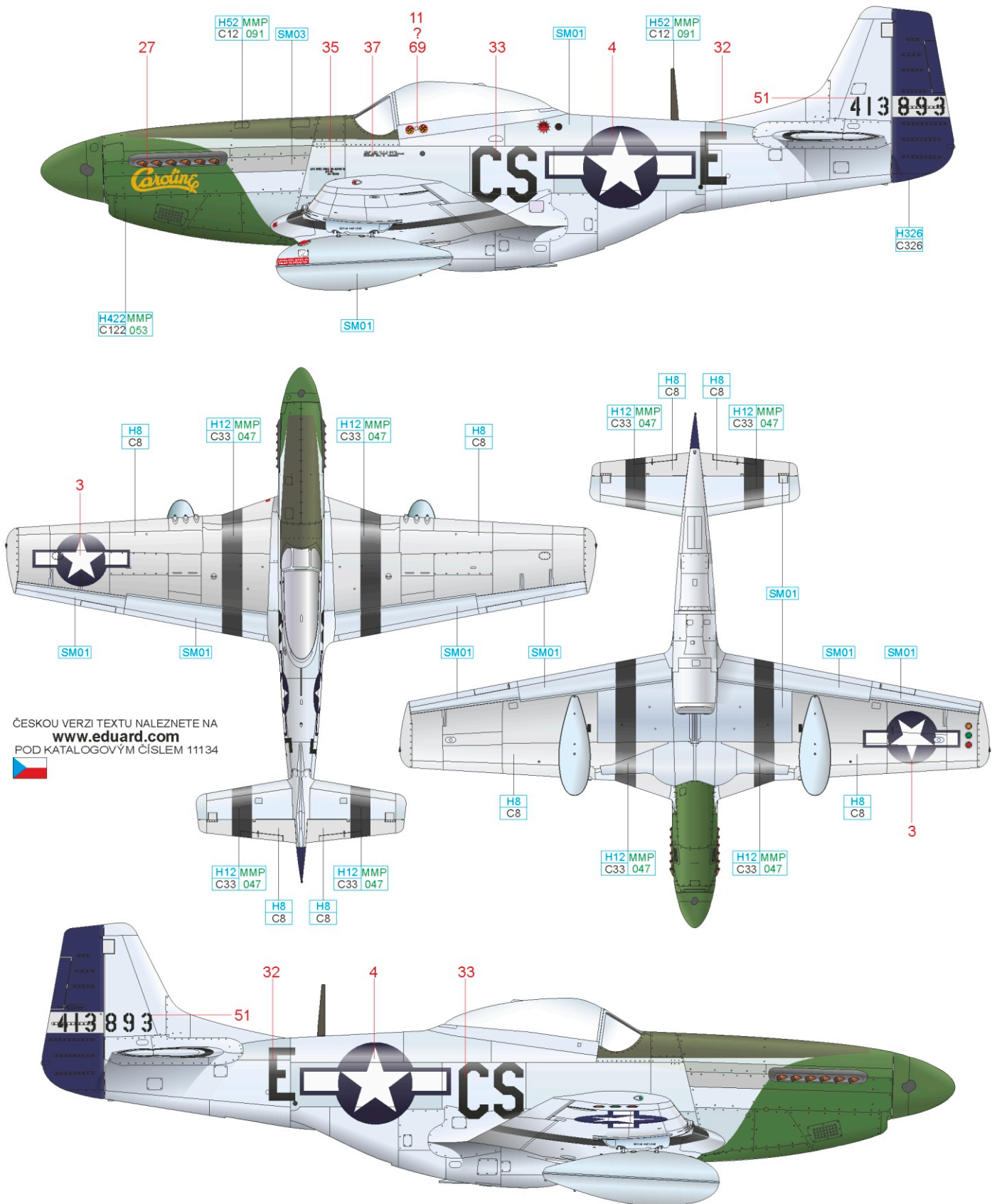
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OLIVE DRAB	H52 MMP C12 091	BLUE	H25 C34	WHITE	H11 MMP C62 001
BLACK	H12 MMP C33 047	SILVER	H8 C8	SUPER IRON	SM03
				FINE SILVER	SM01

F s/n 44-13893, flown by Lt. Thomas P. Smith, 370th FS, 359th FG, 8th AF, East Wretham, United Kingdom, November 1944

On April 11th, 1944, Thomas P. 'Teepee' Smith was forced into an emergency landing in his Thunderbolt at Macau, France. After a short time in captivity, he was reunited with his unit on September 16th, 1944, by which time they had been re-equipped with the P-51D Mustang. After some necessary conversion training, he undertook his first combat sortie in a Mustang on November 21st, 1944, and shot down two Focke Wulf Fw 190s. His aircraft was as it was delivered from the factory. The green nose was a characteristic of aircraft belonging to the 359th Fighter Group, and aircraft allocated to the 370th Fighter Squadron had a blue rudder towards the end of the war. The yellow inscription on the nose belonged to Smith's younger sister, Caroline. The aircraft is illustrated here as she appeared in the spring of 1945 prior to the cessation of operations in Europe. Later, it received blue canopy framing, red exhaust covers, antennae and red borders to the ETO quick ID markings. The same is the case of the buzz letters on the bottoms of the wings.

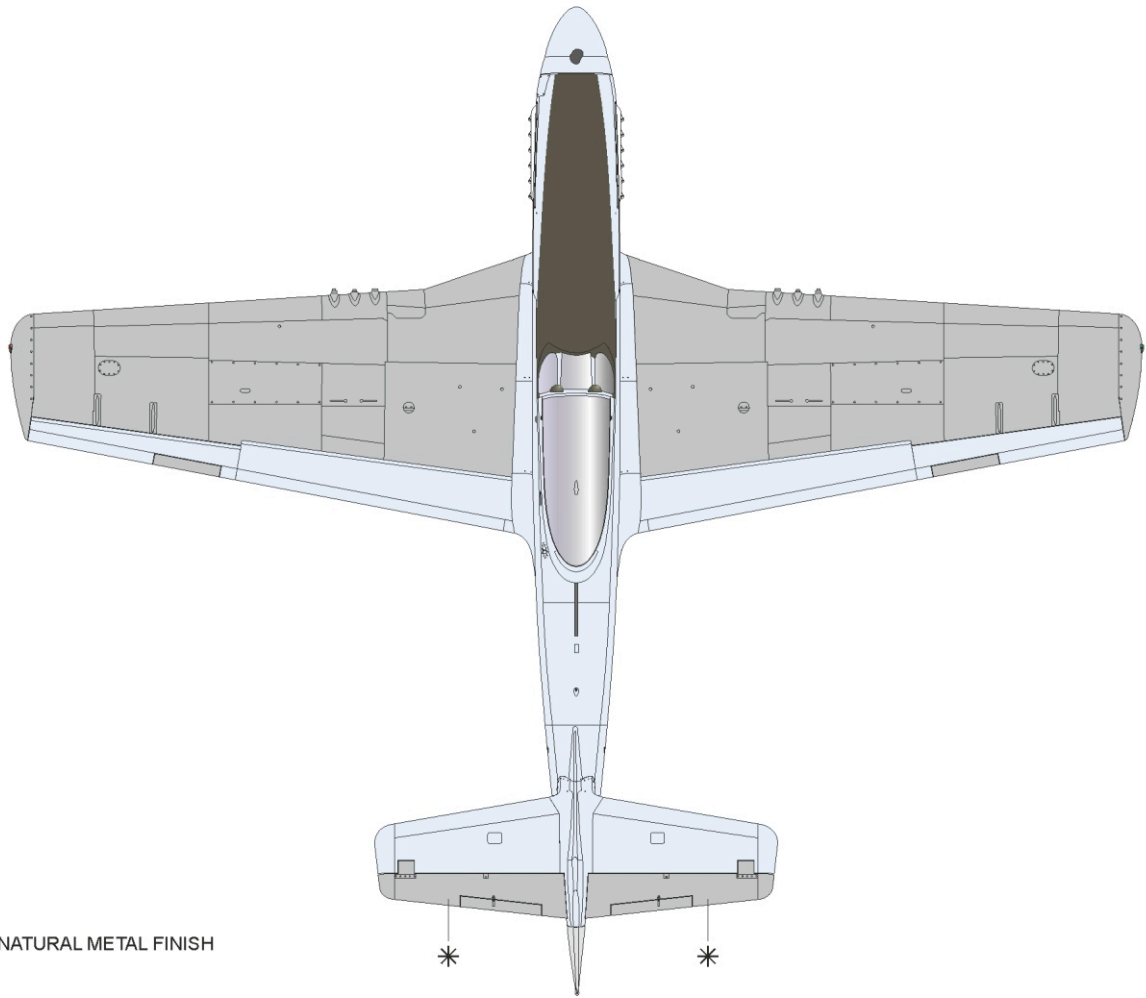


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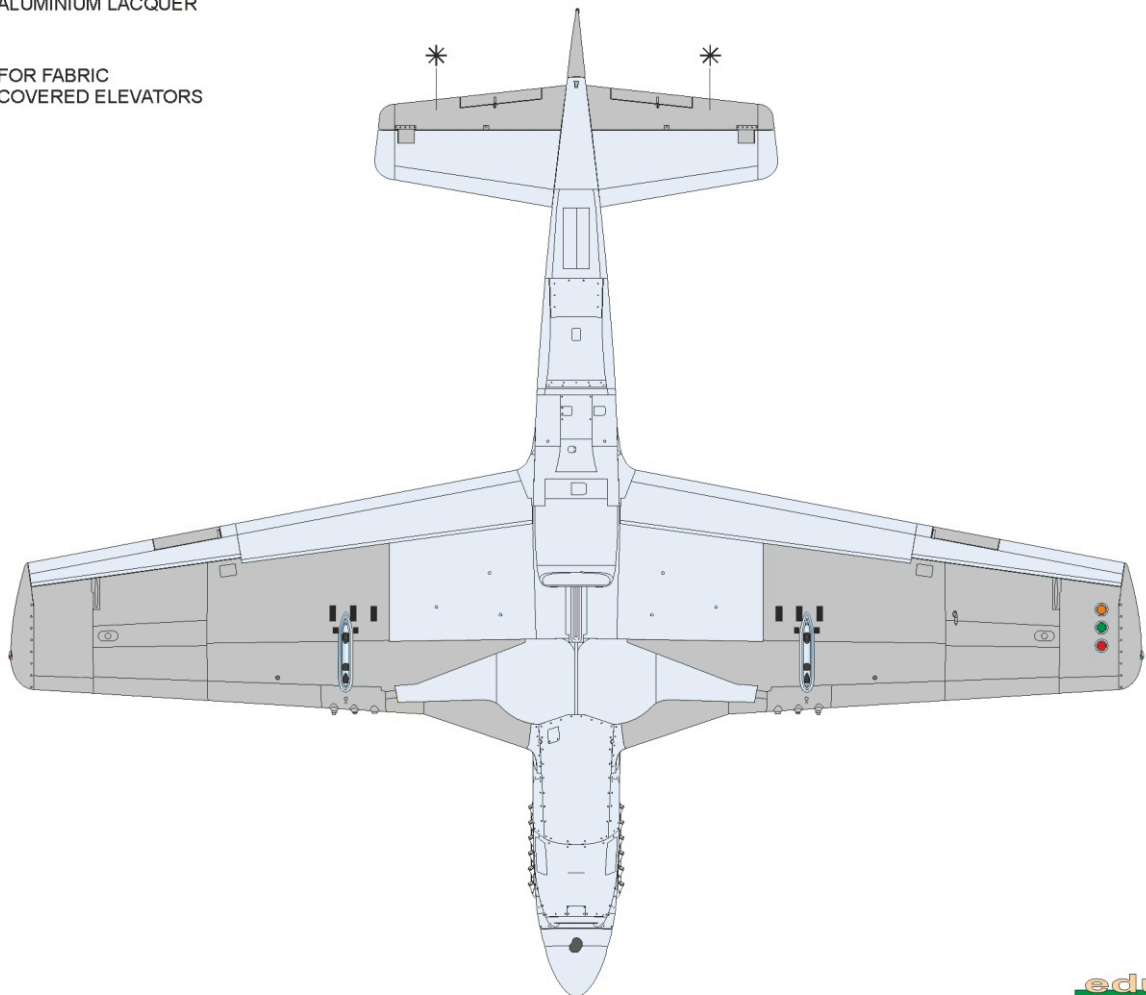
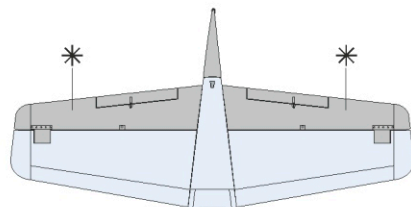


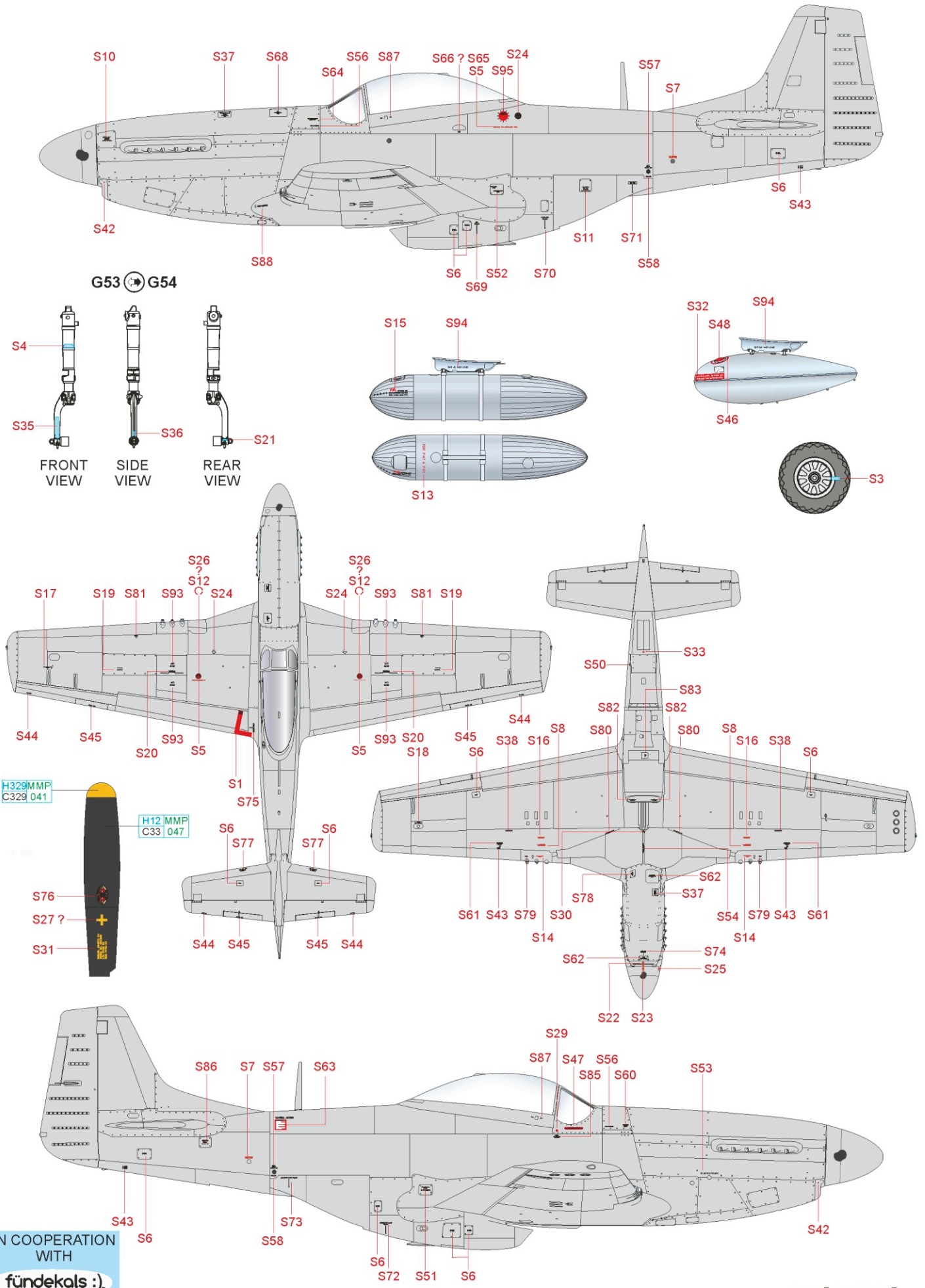
OLIVE DRAB	H52 MMP C12 091	GREEN	H422 MMP C122 053	RED	H327 MMP C327 101
BLACK	H12 MMP C33 047	BLUE	H326 C326	SILVER	H8 C8
				SUPER IRON	SM03
				FINE SILVER	SM01

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