



1:72

ART BY ADAM MARCINIAK

P-51 B マスタング

C-51

P-51 'Swiss Mustang'

Brief History of P-51B/C: Airplane P-51 B/C was created by the installation potent R-R Merlin engine made under licence by Packard Co. The P-51B/C became one of the best world fighter. Although visibility on the ground was still poor, its performance at high altitudes dramatic improved. In addition some P-51B/C had installed "Bubble" "Malcolm Hood" for better visibility. The airplane was well armed and armored. After receiving additional 85 Gal. fuselage tank the airplane had huge range allowing to escort friendly bombard up to its targets and back route to home A.B in England. On P-51 B/C were from many outstanding USAF aces such as: D. Gentile (19.93 victories), Howel (10.5) etc. A total 3738 P-51 B/C were produced during 43-44.

Technical data: Wingspan: 11.28m. Length: 9.83m. Height: 3.71 m. Wing Area: 21.9 m². Max Weight: 4,450kg. Engine: Packard-Merlin V-1650 rated at 1 695hp. Fixed Armament: 4 X Colt-Browning 12.7 mm machine guns. External stores: 6 non-guided rockets and 500 lb. bombs. Performance: Max speed: 708 km/h. Range: 3900km. Service ceiling: 12 800m.

B. Geschichte des Jagdflugzeuge P-51B/C: Bei den Ausführungen B und C wurde der ursprüngliche Motor des P-51A, ein Flüssiggekühlter Allison V-1710V 12-Zylinder in den USA hergestellt. Gegen einen flüssiggekühlten Packard-Merlin V-1650 12-Zylinder (unter Lizenz in Großbritannien hergestellt) ausgetauscht. Obwohl die Sicht in Bodennähe dabei schlecht war, konnten mit den neuen Ausführungen hervorragende Leistungen in großen Flughöhen erzielt werden. Die Hinzumache eines 85-Gallonen Treibstofftanks hinter dem Sitz verbesserte die ohnehin schon hervorragende Reichweite der P-51B nochmals, und sie konnte fortan die Bomber auf dem gesamten Weg zum Ziel und zurück begleiten. Die ersten P-51B trafen in Großbritannien in Sept. 1943 ein wobei diese P-51B/C an die 354 Jagd Staffel in Boxed, GB. Die Flugzeuge beendeten den Krieg mit den Luftsiegen. Insgesamt wurden 3738 P-51 B/C hergestellt.

Technische Daten: Spannweite: 11.28 m, Länge: 9.83 m, Höhe: 3.71 m, H_h: Geschwindigkeit: 708 km/h, Dienstgipfelhöhe: 12800m, Reichweite: 3900 km, Bordbewaffnung: 4x12.7 mm Colt-Browning maschinengewehren, 6 x raketen "Bazooka".

F. Des historique de l'avion P-51B/C: Le moteur du modèle de type B/C, à l'origine un moteur Allison V-1710V cylindri a liquido refrigerante (fabriqué aux États-Unis) qui équipait le P-51A fut changé par un moteur Packard-Merlin V-1650 à 12-cylindres et refroidi à liquide. Bien que la visibilité au sol devint mauvaise, ses performances en haute altitude connurent une amélioration sensible. L'adjonction d'un réservoir de carburant de 85 gallons derrière le siège permit d'accroître encore le rayon d'action déjà remarquable. Les P-51B pouvaient maintenant escorter les bombardiers au-dessus de l'Europe occupée jusqu'à leurs objectifs. Les

premiers P-51B/C arrivèrent en Angleterre en Septembre 1943 avec le 354 Fighter Group, base Boxed, Angleterre, unité qui remporta le plus grand nombre de victoires en combat aérien durant le conflit. Au total 3738 P-51B/C furent produits.

Caractéristiques techniques: Envergure: 11.28m, Longueur: 9.83m, Hauteur: 3.71m, Vitesse maximale: 708 km/h, Plafond: 12 800m, Distance franchissable: 3900 km. Le poids d'envol: 4450 kg. Le Moteur: Packard-Merlin V-1650 puissance maximale: 1695 CV. Armement fixe: 4x12.7mm de la mitrailleuse Colt-Browning, 2 x de soutes roquettes "Bazooka".

PL. Historia P-51B/C. Samolot P-51B powstał w wyniku zamontowania silnika Rolls-Royce Merlin V-1650 w samolocie P-51A. Po otrzymaniu mocniejszego silnika P-51B/C stał się jednym z najlepszych myśliwców II WS. Pomimo, że widzialność z kabiny pilota na ziemi pozostała nadal słaba to jego osiągi na dużej wysokości radykalnie wzrosły. Aby poprawić widoczność w części samolotów zamontowano wypukłą kabinę typu "Malcolm-Hood". Samolot miał dobre opancerzenie chroniące pilota i dobre uzbrojenie. Po dodaniu dodatkowego 85 galonowego zbiornika w wersji B-7 posiadał największy zasięg co pozwalało mu na esortowanie własnych bombowców w drodze do celu oraz drodze. Na samolotach P-51B/C lecieli wielu asów USAF takich jak: D. Gentile (19.93 zestrzelenia), Howel (10.5). W latach 1943-44 wyprodukowano 3738 samolotów wersji B oraz C.

Dane lotno-techniczne: Rozpiętość: 11.28 m. Długość: 9.83 m. Wysokość: 3.71 m. Pow. skrzydła: 21.9 m². Max. masa startowa: 4,450kg. Silnik: Packard Merlin V-1650 o mocy max. 1695 KM. Uzbrojenie stałe: 4 karabiny Colt-Browning 12.7 mm. Uzbrojenie podwieszane: 2 zasobniki niekierowanych pocisków rakietowych lub bomby 227 kg. Osiągi: Prędkość max. 708km/h, Pułap 12 800m. Zasięg: 3900 km.

Cz. Stručná historie letounu P-51B/C. P-51B/C vznikl zástavbou motoru Packard-Merlin V-1650 do draku P-51A. Letoun má 2 zvěsnky pro rakety "Bazooka" a letecké pumy 257 kg. Celkem byly postaveny 3738 strojů B/C verze.

Technická data: Rozpětí: 11.28 m, Délka: 9.83 m, Výška: 3.71 m, Nosná plocha: 21.9 m², Maximální rychlost: 708km/h Maximální dostup: 12 800 m. Dolet: 3900 km. Vyzbroj: 4x12.7mm Colt-Browning. Motor: Royce Merlin V-1650

It. Il P-51B/C è un aereo da combattimento sviluppato in 117 giorni. Questa prima variante dotata di motore Allison non fu considerata all'altezza dei rivali sovversari classe BF-109 a FW-190 ma divenne la base per la realizzazione delle versioni B/C successive con il formidabile motore Rolls Royce Merlin V-1650.

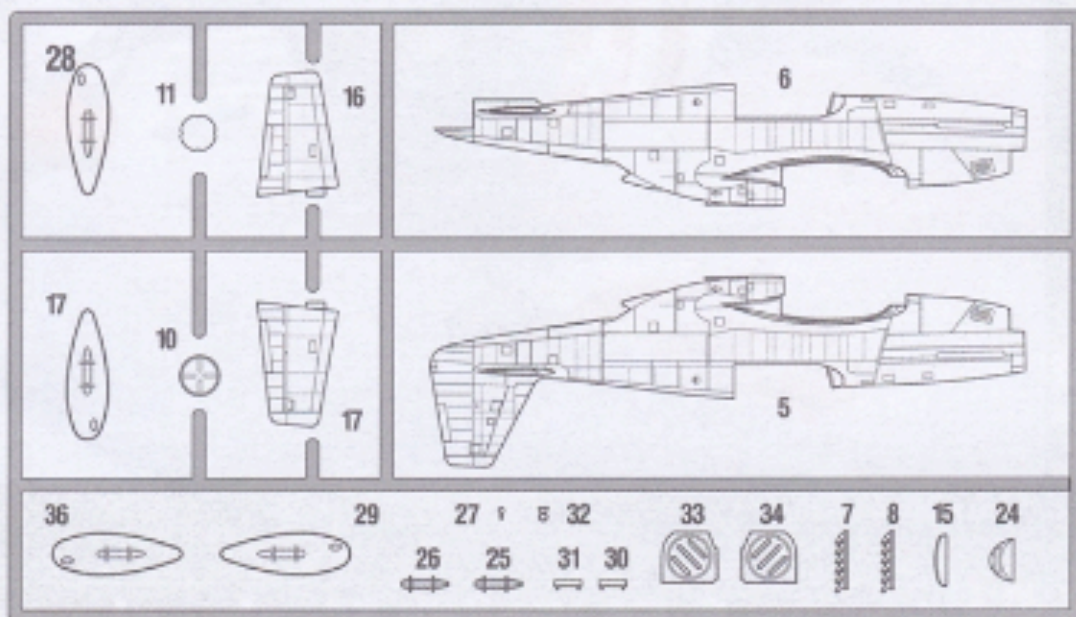
Dati tecnici: Lunghezza: 11.28 m. Lunghezza: 9.83 m. Altezza: 3.71 m. Velocità massima: 708km/h. Autonomia: 12 800m. Armamento: 4 x mitragliatrici Colt-Browning 12.7 mm. Primo Volo: 5.03.43 ("B" versione) 5.04.43 ("C").

GB. Numbering of parts • D. Nummerierung von Teilen • PL. Numeracja części
 • F. la Numérotation des pièces • CZ. Číslování dílů • RUS. Нумерация частей

(A)

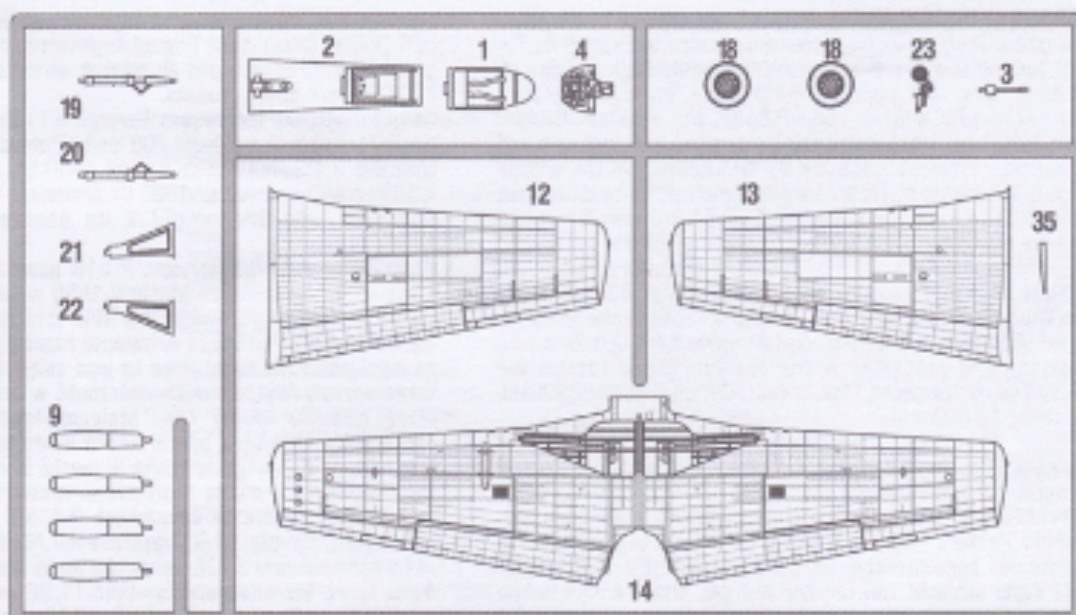


Parts not used
 Nicht benötigte Teile
 Elementy niepotrzebne
 Pièces non utilisées
 Niet benodigde onderdelen
 Piezas no necesarias
 Peças não utilizadas
 Partii non uzate
 Inte använde delar
 Toprežnjalni deli
 Ikke nødvendige dele
 Deler som ikke er nødvendige
 Неиспользуемые детали
 nie potrzebne części
 Gerekli parçalar
 Nepotrebné díly
 fől nem használt
 Neni obzročeno
 Pieșe de schimb care nu sunt folosite
 Части, которые не используются
 Части не используются



29

(B)



UK: Please note the enclosed safety advice and keep safe for later reference.

D: Beiliegenden Sicherheitstext beachten und nachschlagebereit halten.

PL: Skoncentrować się do załączonej karty bezpieczeństwa i mieć ją stale do wglądu.

F: Respecter les consignes de sécurité ci-jointes et les conserver à portée de main.

NL: Houdt u aan de bijgaande veiligheidsinstructies en hou deze steeds bij de hand.

E: Observar y siempre tener a disposición este texto de seguridad adjunto.

I: Seguire le avvertenze di sicurezza allegate e tenerle a portata di mano.

P: Ter em atenção o texto de segurança anexa e guardá-lo para consulta.

S: Šteklita bilagod sikkerhetsråd och håll den i beredskap.

FIN: Huomio! Ja säilytä ohjeet varoitukseksi.

DK: Overhold vedlagte sikkerhedsanvisninger og hav dem liggende i nærheden.

H: Ha alltid vedlagt sikkerhetsråd klar til bruk.

RUS: Сохранить прилагаемый текст на русском языке в доступном месте.

GR: Προσοχή! Να διατηρείτε προσεκτικά το παρόν έγγραφο ασφαλείας και να έχετε πάντα το κείμενο σε βολικό σημείο.

TR: Başlık güvenliğini sağlamak için dikkate alın. Bakılabileceğiniz bir saklama yerinde tutun.

CZ: Dbejte na příslušný bezpečnostní text a mějte jej připravený na dohled.

H: A mellékelt biztonsági szöveget vegye figyelembe és tartsa felkészülten kéznél!

SLO: Prihlačena varnostna navodila izvajajte in jih hranite na vsem dostopnem mestu.

RomÂN: rugăm să rețineți staturile de siguranță tehnice și să le păstrați în condiții de siguranță pentru referință ulterioară.

BUL: Моля, обрънете внимание на приложените текст за безопасност и го пази за по-късна справка.

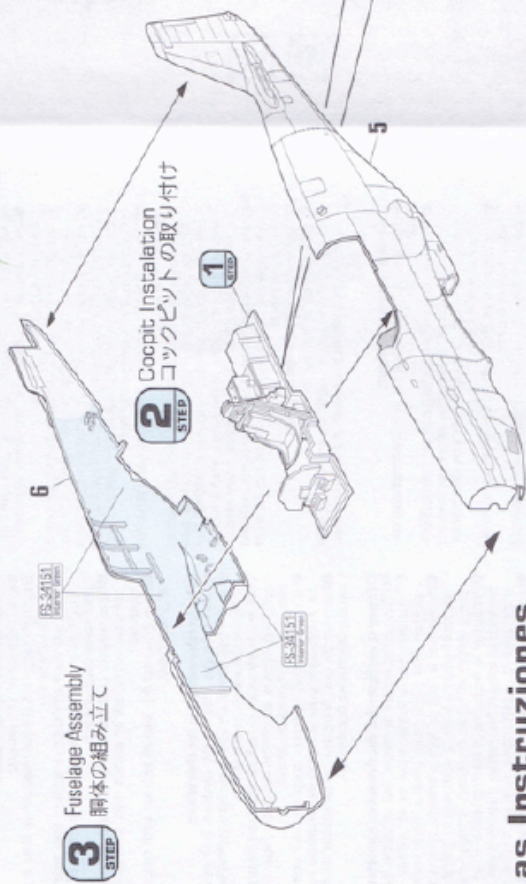
UK: Запомніть текст, що додається рекомендації з безпеки та зберігайте його безпечно для подальшого використання.



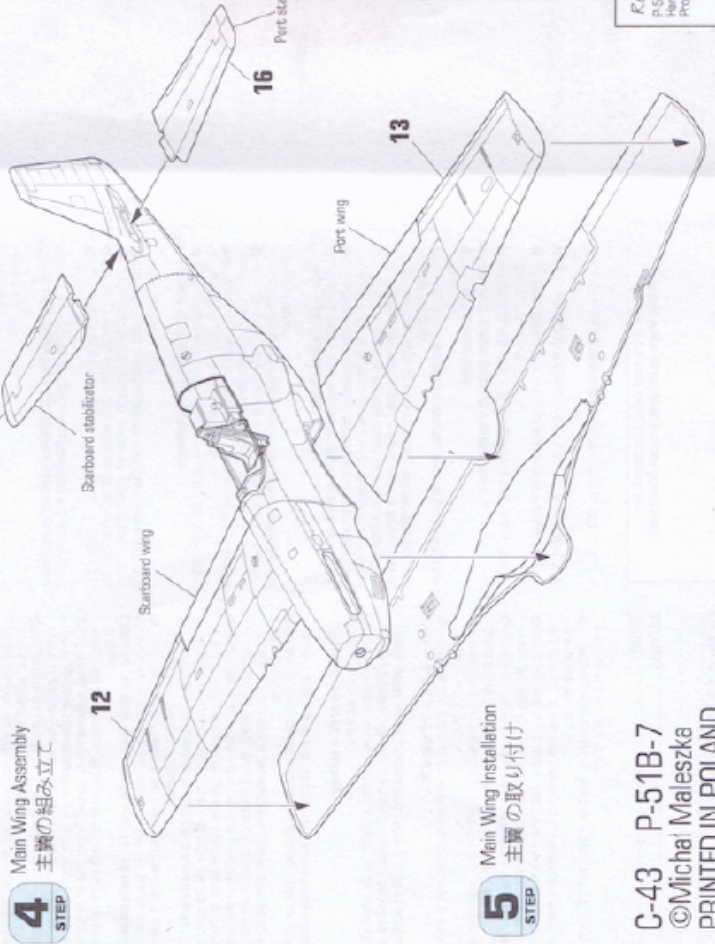
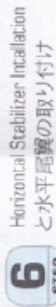
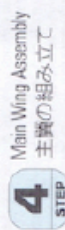
41

Mistercraft
 Michał Maleszka
 Nowica 1E

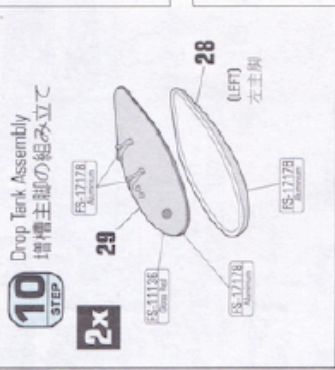
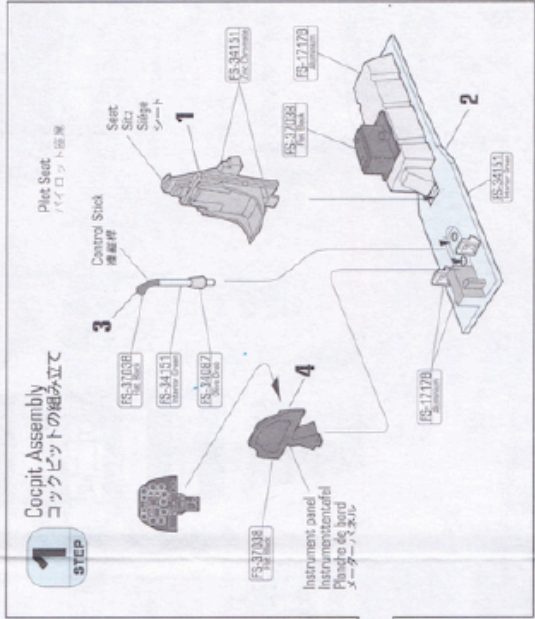
56-410 Dobroszyce, POLAND
 e-mail: sales@mistercraft.eu



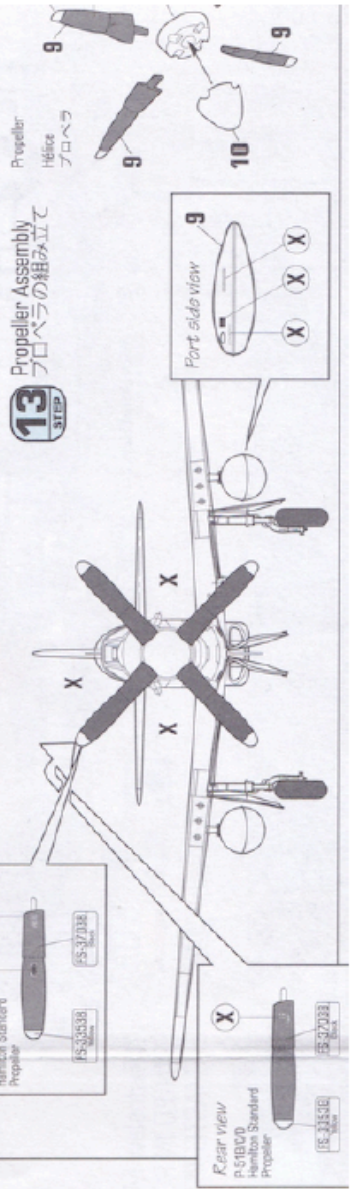
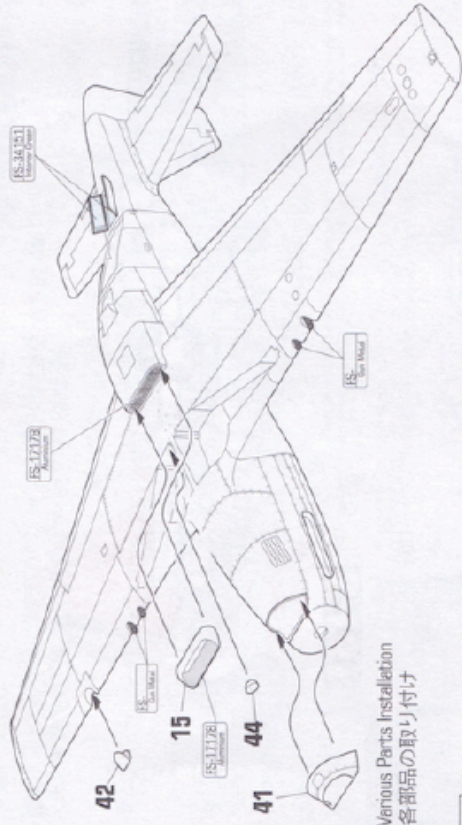
•Las Instruções de montaje



C-43 P-51B-7
© Michał Maleszka
PRINTED IN POLAND
BY MASTERPRINT 2005 www.mastercraft.com.pl



•Baunleitung
•Montage
•Instruzioni del montaggio
•Stavební postup



DO NOT GLUE
ZIT KLEBEN
NE PAS COLLER
NI INCOLLARE
NIE KLEJOMAR
ŁACZYĆ KLEJEM
LEPIT
TJ LUMENI
NEMAS EJ

10 STEP Drop Tank Assembly
増槽主脚の組み立て

2x

FS-1717B
FS-1113B
FS-1717B
FS-1717B

29
28
(LEFT)
左主脚

11 STEP Drop Tank Installation
増槽の取り付け

Repeat on the other side
反対側も同様です。
75 U.S. Gal drop tank
75 U.S. Gal Abwurf-Tank
75 U.S. Gal Réservoirs
75 U.S. Gal

2x

9 STEP Various Parts Installation
各部品の取り付け

Rack
Rack Aufhängung
Support
ラック

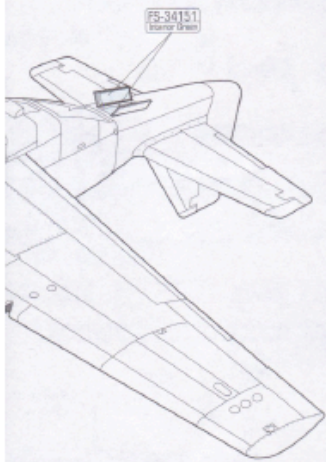
Port side view
Starboard side view

7 STEP Main Gear Assembly (RIGHT)
主脚の組み立て 右主脚

FS-34151
FS-1717B
FS-3703B
FS-1717B

22
20
18
X

- Bauleitung
- Montage
- Istruzioni del montaggio
- Stavební postup



8 STEP Main Gear Installation
主脚の取り付け

Rack
Rack Aufhängung
Support
ラック

FS-34151
FS-1717B
FS-3703B
FS-1717B

25
33
34
23
39

FS-34151
Main wheel well
Fahrwerkschale
Logement de train principal
主脚収納部

FS-1717B
Nutrunner

Pitot tube
ピトー管
Make new from sprues

Starboard side shown
図は右側のもです。

9 STEP Tail Wheel Installation
尾輪の取り付け

16 STEP Various Parts Installation
各部品の取り付け

15 STEP Canopy Installation
とキャノピーの取り付け

Standard canopy
Standard-babinendach
Canopée standard
通常型キャノピー

Malcolm-Haube (Blown canopy)
Malcolm-Haube
Canopée Malcolm (Bombée)
ガーラント・ハブベ

35 Aerial Mast
アンテナ柱

41
43

FS-3011B
Rack

13 STEP

7

8
FS-3011B
Rack

12 STEP Exhaust Manifold Installation
排気管の取り付け

? OPTIONAL
WAHLWEISE
FACULTATIV
FACULTATIVO
OPCIONAL
WYBÓR WERSJI
MIDNOSTI VOLBY
TĚR KEJZE
VAUFRIT
どちらかを選んでください

Propeller Assembly
プロペラの組み立て

Propeller
Hélice
プロペラ

FS-3353B
Nut
FS-3703B
Rack

9
9
11
9
9

Port side view

9
X X X

14 STEP Propeller Installation
プロペラの取り付け

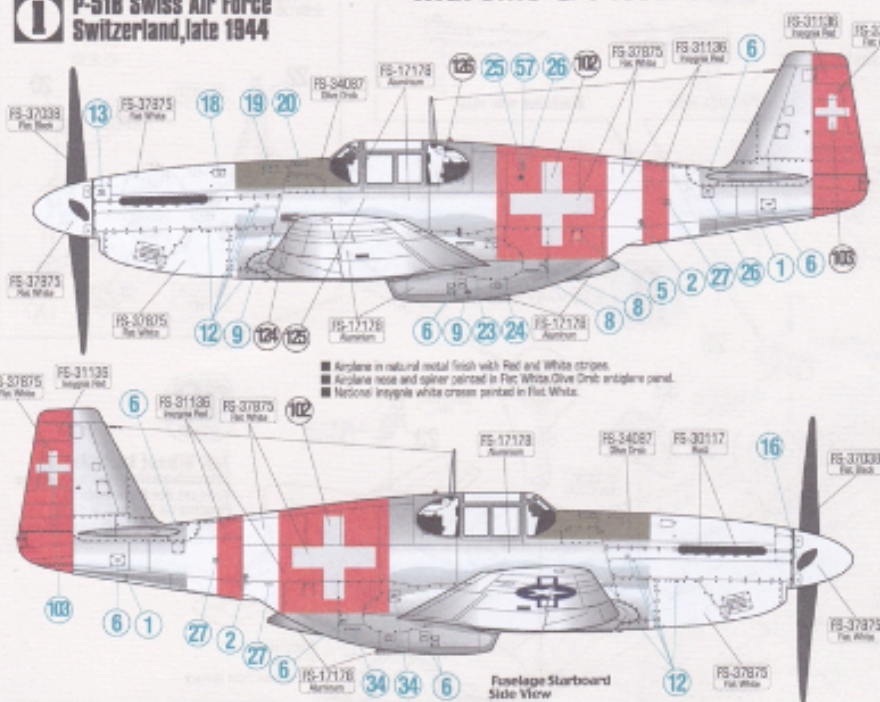
Marking & Painting

Markierungen und Bemalung Décoration et Peinture Marchio & Pittura

Decoración z Pintura Malowanie i Oznakowanie Označení a Kamufláž

3 P-51B-5 'Tern'
Essex, England

1 P-51B Swiss Air Force
Switzerland, late 1944

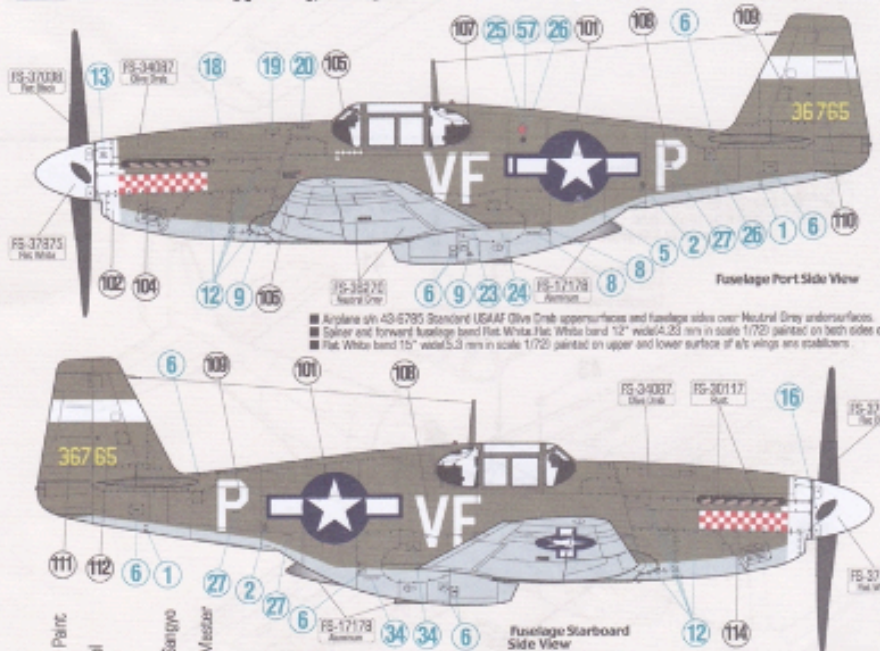


- Airplane in natural metal finish with Red and White stripes
- Airplane nose and spinner painted in Flat White; Flat Olive Drab airplane panel
- National insignia white cross painted in Flat White



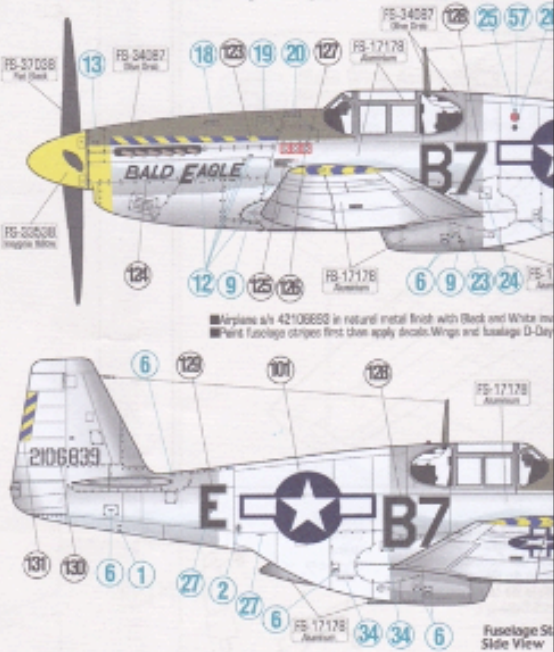
- Airplane s/n 43-6785 Standard USAF Olive Drab
- Spinner and forward fuselage band Insignia Red
- Flat White band 15" wide (5.3 mm in scale 1/72)

2 P-51B-5 (s/n 36-765) 336 FS, 4th FG, 8th Air Force
Lieut. John Godfrey (6 kills), Bodney A.B. Essex, Norfolk, England, April 1944



- Airplane s/n 43-6785 Standard USAF Olive Drab upper surfaces and fuselage sides over Neutral Gray undersurfaces
- Spinner and forward fuselage band Flat White; Flat White band 12" wide (4.23 mm in scale 1/72) painted on both sides of fin
- Flat White band 15" wide (5.3 mm in scale 1/72) painted on upper and lower surface of air wings and stabilizers

4 P-51B-15 'Bald Eagle' (s/n 42-106839) 374 FS, 361 F
Lt. Robert T. Eckfeld (3 kills), Bottisham, England, March



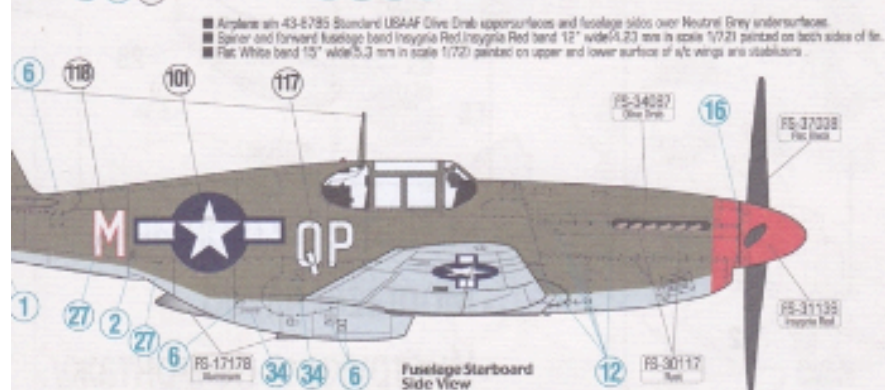
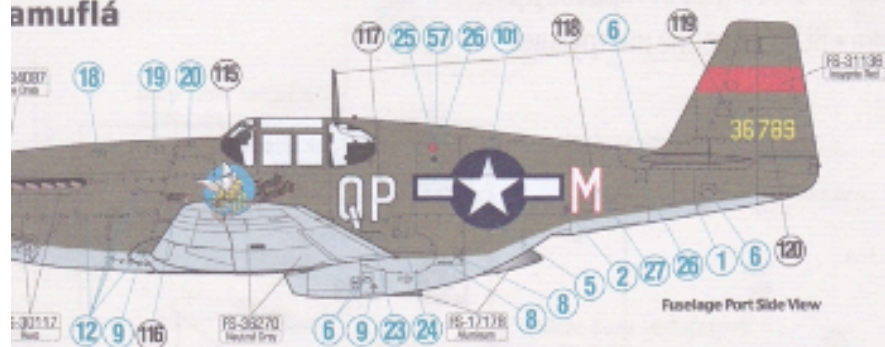
- Airplane s/n 42-106839 in natural metal finish with Black and White markings
- Paint Fuselage stripes first then apply decals. Wings and fuselage D-Day

* Note: Stencil data decal (Marked in this color) is the extra decal and can not be installed.

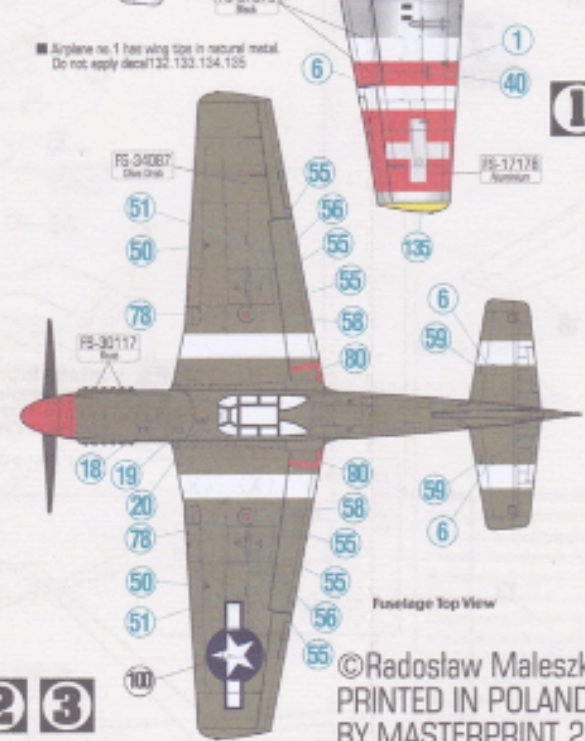
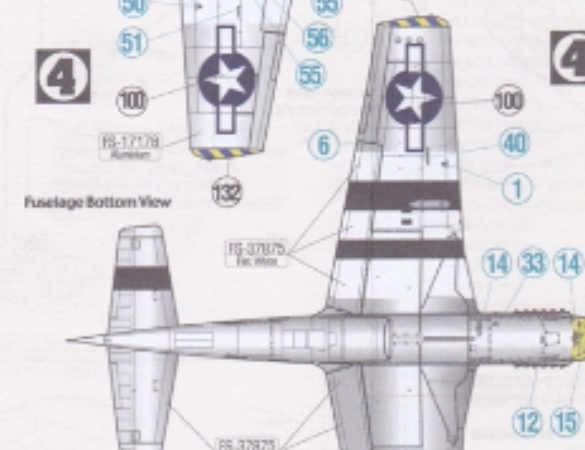
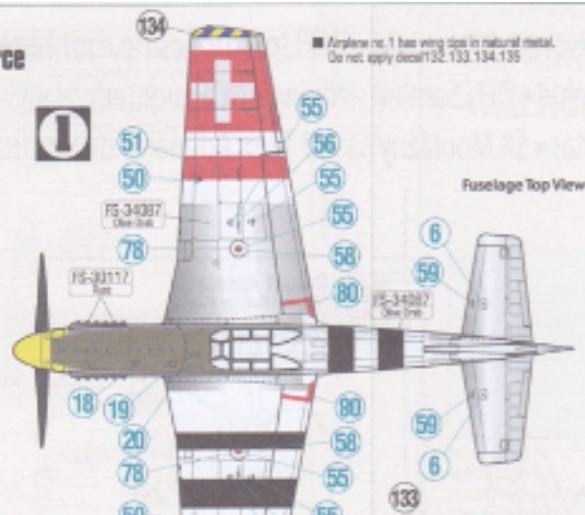
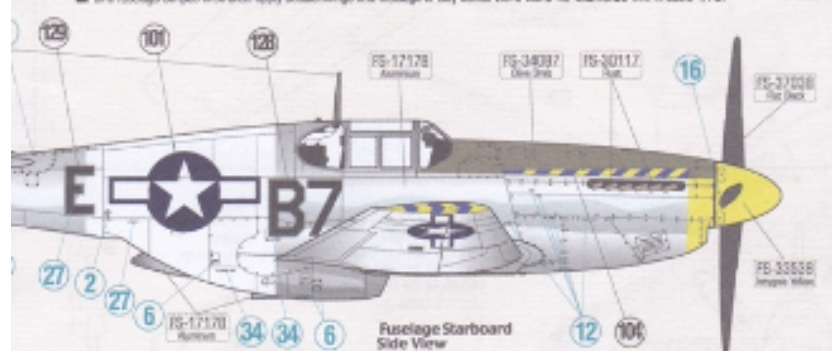
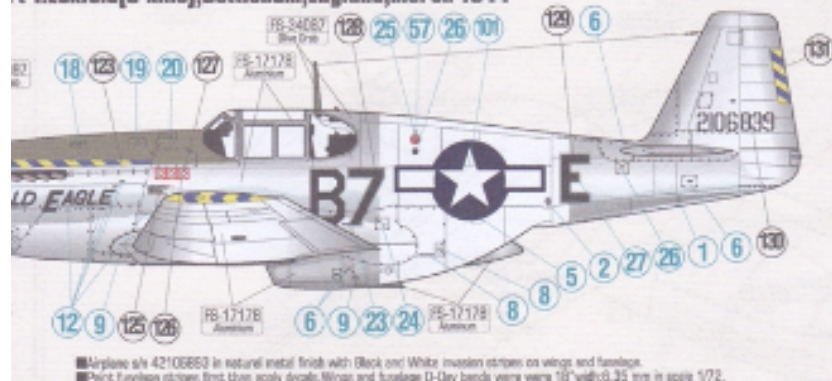
FS	Master Paint	Humbrol	Revell	Gunze Sangyo	Model Master	PL	CZ	GR	D	F	I	ESP	JAP	E2	Master Paint	Humbrol	Revell	Gunze Sangyo	Model Master	PL
37875	34	5	H11	1768	BIA Y		BILA	WHITE	WEISS	BLANC	BIANCO	BLANCO	つや消しホワイト	34087	155	H62	1711	DUW		
33538	154	12	H329	1706	ZO TY		LUTA	YELLOW	GELB	JAUNE	GALLO	AMARILLO	イエロー	RS-33538	25092	189	H326	1719	NIEB	
31136	153	31	H4	1503	CZERWONY		CERVENA	RED	ROT	ROUGE	ROSSO	ROJO	レッド (赤)	14187	66	H73	1710	ZELD		
	11	90	H6	2734	GRZYBY		STRIBRNA	SILVER	SILBER	ARGENT	ARGENTO	AMARILLO	シルバー (銀)	17178	11	99	H6	1781	ALUM	
37038	33	8	H12	1749	CZARNY		CERNA	BLACK	SCHWARZ	NOIR MAT	NERO OPACO	NEGRO MATE	ブラック (黒)	-	E115M	53	89	476	1785	PRZE
	NR1	91	H18	1780	STALOWY		OZEL	STEEL	STAHL	ACHER	ACCIAIO	ACEPO	鋼鉄色	34227			H32		CHRO	
36270	178	67	H61	1721	SZARY		SEDA	NEUTRAL GRAY	GRAU	GRIS	GRIGIO	GRIS	ニュートラルグレー	30061			H76		STALO	

**Pintura
Oznakowanie
amuflá**

**3 P-51B-5 'Termite' (s/n 43-6789) 334 FS, 4th FG, 8th Air Force
Essex, England, April 1944**



**5 'Bald Eagle' (s/n 42-106839) 374 FS, 361 FG, 8th Air Force
St T. Eckfeld (3 kills), Bottisham, England, March 1944**



In this color set.

Color Name	Master Paint	Humard	Revell	Guns Sangyo	Model Master	PL	CZ	GB	D	F	I	ESP	JAP
フヤ消しホワイト	34087	155	H62	1711	OLIVKOVNA	SPINNA OLIVKVA	OLIVE DRAB	OLIVGRON	OLIVE DRAB	OLIVA SABADITO	OLIVA OSCURO	オリーブドラブ	
イエロー	33538	25092	169	H3261	719	NIEBIESKI	MOCRA	SIGNAL BLUE	BLAU REIN	BLU CHIARO	AZUL CLARO	クリアブルー	
レッド (赤)	14187	66	H73	1710	ZIELONY	TRAWA ZELENA	CLEAR GREEN	GRUN REIN	VERT CLAIR	VERDE CHIARO	VERDE CLARO	グリーン (赤)	
シルバー (銀)	17178	11 99	H8	1781	ALUMINIUM	HUNK	ALUMINIUM	ALUMINIUM	ALUMINIUM	ALUMINIO	ALUMINIO	シルバー	
ブラック (黒)	E115M	53 392	H76	1795	PRZEGRZANA STAL	VYPALENI KOV	BURNT IRON	CEBER EISEN	FER BRULE	FERRO BRUCIATO	HIERRO BRUNIDO	煉鉄色	
黄鉄色	34227		H332		CHROMOWO-ZOLTA	ZUTAA CHROM	ZINC CHROMATE	CHROM GELB	CHROM JAUNE	CHROM GIALLO	CHROMAMARILLO	シタクロメイトイロ	
ニュートラルグレー	30061		H76		STALOWY	BAR. HLAVNI	GUN METAL	BRENNMETAL	FER BRULE	ACCAD	ACERO	黒鉄色	

© Radoslaw Maleszka
PRINTED IN POLAND
BY MASTERPRINT 2005

¹⁰² **++P**
106
108
109
110
111
112
113
114
BALD EAGLE
VFVF++
107



¹¹⁵ **QP**
116
117
118
119
120
QPM

¹²¹ **MM**
122
123
124
125
126
127
128
129
130
131
132
133
134
135
136
137
138
139
140
141
142
143
144
145
146
147
148
149
150
151
152
153
154
155
156
157
158
159
160
161
162
163
164
165
166
167
168
169
170
171
172
173
174
175
176
177
178
179
180
181
182
183
184
185
186
187
188
189
190
191
192
193
194
195
196
197
198
199
200
201
202
203
204
205
206
207
208
209
210
211
212
213
214
215
216
217
218
219
220
221
222
223
224
225
226
227
228
229
230
231
232
233
234
235
236
237
238
239
240
241
242
243
244
245
246
247
248
249
250
251
252
253
254
255
256
257
258
259
260
261
262
263
264
265
266
267
268
269
270
271
272
273
274
275
276
277
278
279
280
281
282
283
284
285
286
287
288
289
290
291
292
293
294
295
296
297
298
299
300
301
302
303
304
305
306
307
308
309
310
311
312
313
314
315
316
317
318
319
320
321
322
323
324
325
326
327
328
329
330
331
332
333
334
335
336
337
338
339
340
341
342
343
344
345
346
347
348
349
350
351
352
353
354
355
356
357
358
359
360
361
362
363
364
365
366
367
368
369
370
371
372
373
374
375
376
377
378
379
380
381
382
383
384
385
386
387
388
389
390
391
392
393
394
395
396
397
398
399
400
401
402
403
404
405
406
407
408
409
410
411
412
413
414
415
416
417
418
419
420
421
422
423
424
425
426
427
428
429
430
431
432
433
434
435
436
437
438
439
440
441
442
443
444
445
446
447
448
449
450
451
452
453
454
455
456
457
458
459
460
461
462
463
464
465
466
467
468
469
470
471
472
473
474
475
476
477
478
479
480
481
482
483
484
485
486
487
488
489
490
491
492
493
494
495
496
497
498
499
500
501
502
503
504
505
506
507
508
509
510
511
512
513
514
515
516
517
518
519
520
521
522
523
524
525
526
527
528
529
530
531
532
533
534
535
536
537
538
539
540
541
542
543
544
545
546
547
548
549
550
551
552
553
554
555
556
557
558
559
560
561
562
563
564
565
566
567
568
569
570
571
572
573
574
575
576
577
578
579
580
581
582
583
584
585
586
587
588
589
590
591
592
593
594
595
596
597
598
599
600
601
602
603
604
605
606
607
608
609
610
611
612
613
614
615
616
617
618
619
620
621
622
623
624
625
626
627
628
629
630
631
632
633
634
635
636
637
638
639
640
641
642
643
644
645
646
647
648
649
650
651
652
653
654
655
656
657
658
659
660
661
662
663
664
665
666
667
668
669
670
671
672
673
674
675
676
677
678
679
680
681
682
683
684
685
686
687
688
689
690
691
692
693
694
695
696
697
698
699
700
701
702
703
704
705
706
707
708
709
710
711
712
713
714
715
716
717
718
719
720
721
722
723
724
725
726
727
728
729
730
731
732
733
734
735
736
737
738
739
740
741
742
743
744
745
746
747
748
749
750
751
752
753
754
755
756
757
758
759
760
761
762
763
764
765
766
767
768
769
770
771
772
773
774
775
776
777
778
779
780
781
782
783
784
785
786
787
788
789
790
791
792
793
794
795
796
797
798
799
800
801
802
803
804
805
806
807
808
809
810
811
812
813
814
815
816
817
818
819
820
821
822
823
824
825
826
827
828
829
830
831
832
833
834
835
836
837
838
839
840
841
842
843
844
845
846
847
848
849
850
851
852
853
854
855
856
857
858
859
860
861
862
863
864
865
866
867
868
869
870
871
872
873
874
875
876
877
878
879
880
881
882
883
884
885
886
887
888
889
890
891
892
893
894
895
896
897
898
899
900
901
902
903
904
905
906
907
908
909
910
911
912
913
914
915
916
917
918
919
920
921
922
923
924
925
926
927
928
929
930
931
932
933
934
935
936
937
938
939
940
941
942
943
944
945
946
947
948
949
950
951
952
953
954
955
956
957
958
959
960
961
962
963
964
965
966
967
968
969
970
971
972
973
974
975
976
977
978
979
980
981
982
983
984
985
986
987
988
989
990
991
992
993
994
995
996
997
998
999
1000

2106839 2106839

D-51 P-51B Swiss A.F.

³⁶ 789
¹⁷ 89
¹ 65
³⁶



³⁶⁷ 765
¹⁷ 367
¹ 367

C-51 P-51B Swiss A.F.