

IT'S IMPORTANT THAT YOU TAKE YOUR TIME AND COAX THE UNIQUE MUSTANG FUSELAGE SHAPE INTO YOUR MODEL. USE THE 3 VIEWS DRAWINGS PROVIDED IN THE INSTRUCTIONS.

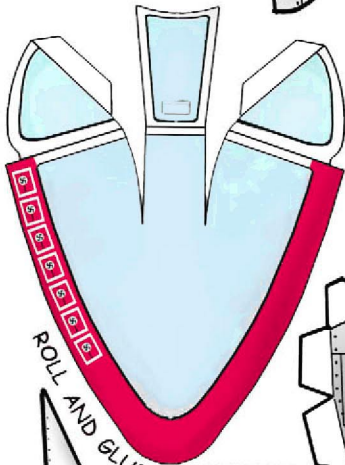
LOTS MORE INFORMATION ABOUT THE MUSTANG AT:  
[www.fiddlersgreen.net](http://www.fiddlersgreen.net)

# P-51

**SUPER SIZED**  
 (SHEET ONE)

APPROXIMATE  
 SCALE: 1:40

CANOPY



ROLL AND GLUE

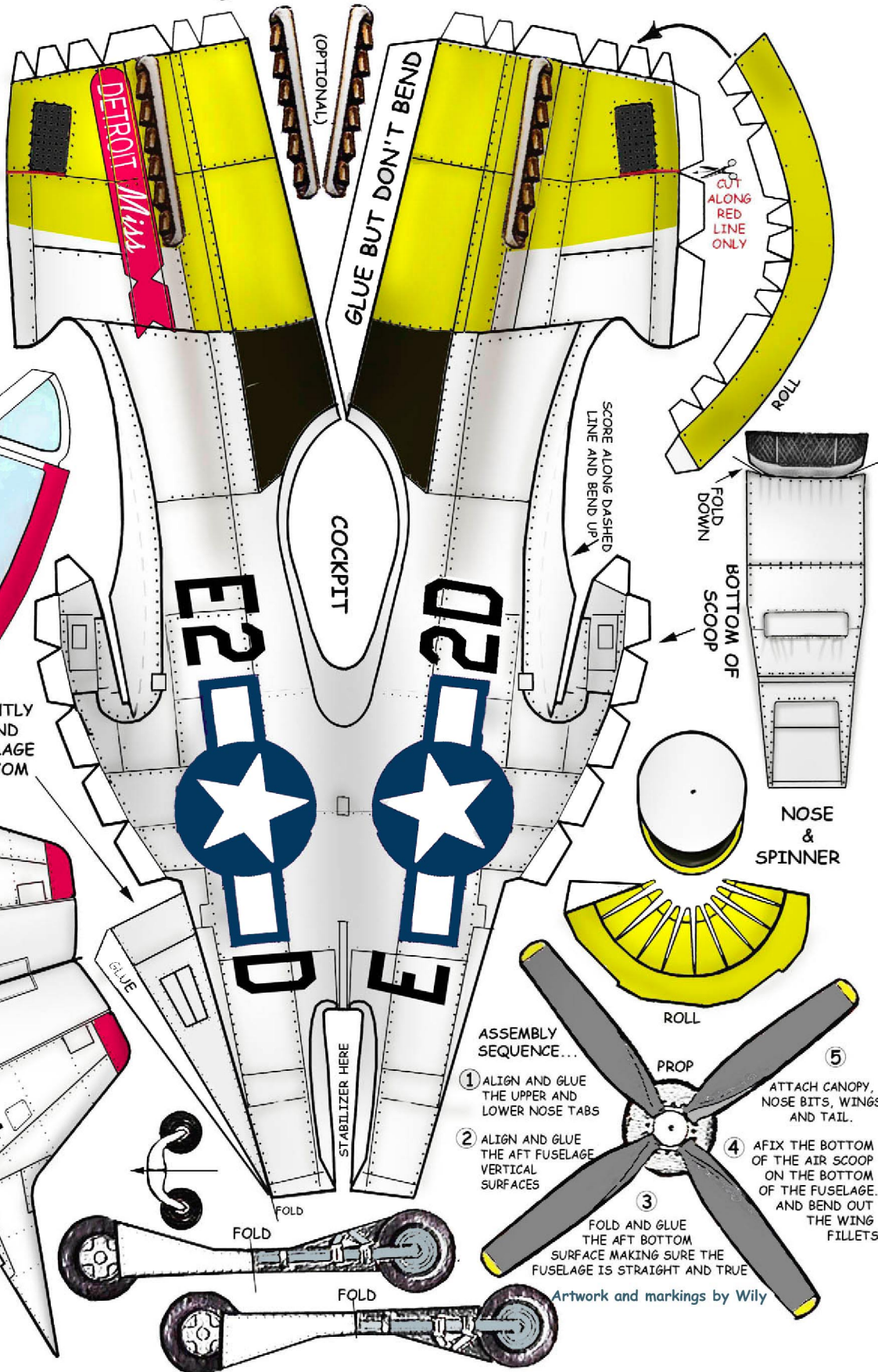
SLIGHTLY  
 ROUND  
 FUSELAGE  
 BOTTOM

414 164

414 164

NOTE FOR TAIL:  
 GLUE A TOOTHPIECE INTO  
 THE FOLD ALONG THE  
 HINGE LINE

DRAWN 2/00-FYN  
[www.fiddlersgreen.net](http://www.fiddlersgreen.net)



ASSEMBLY  
 SEQUENCE...

- 1 ALIGN AND GLUE  
 THE UPPER AND  
 LOWER NOSE TABS
- 2 ALIGN AND GLUE  
 THE AFT FUSELAGE  
 VERTICAL  
 SURFACES

3

FOLD AND GLUE  
 THE AFT BOTTOM  
 SURFACE MAKING SURE THE  
 FUSELAGE IS STRAIGHT AND TRUE

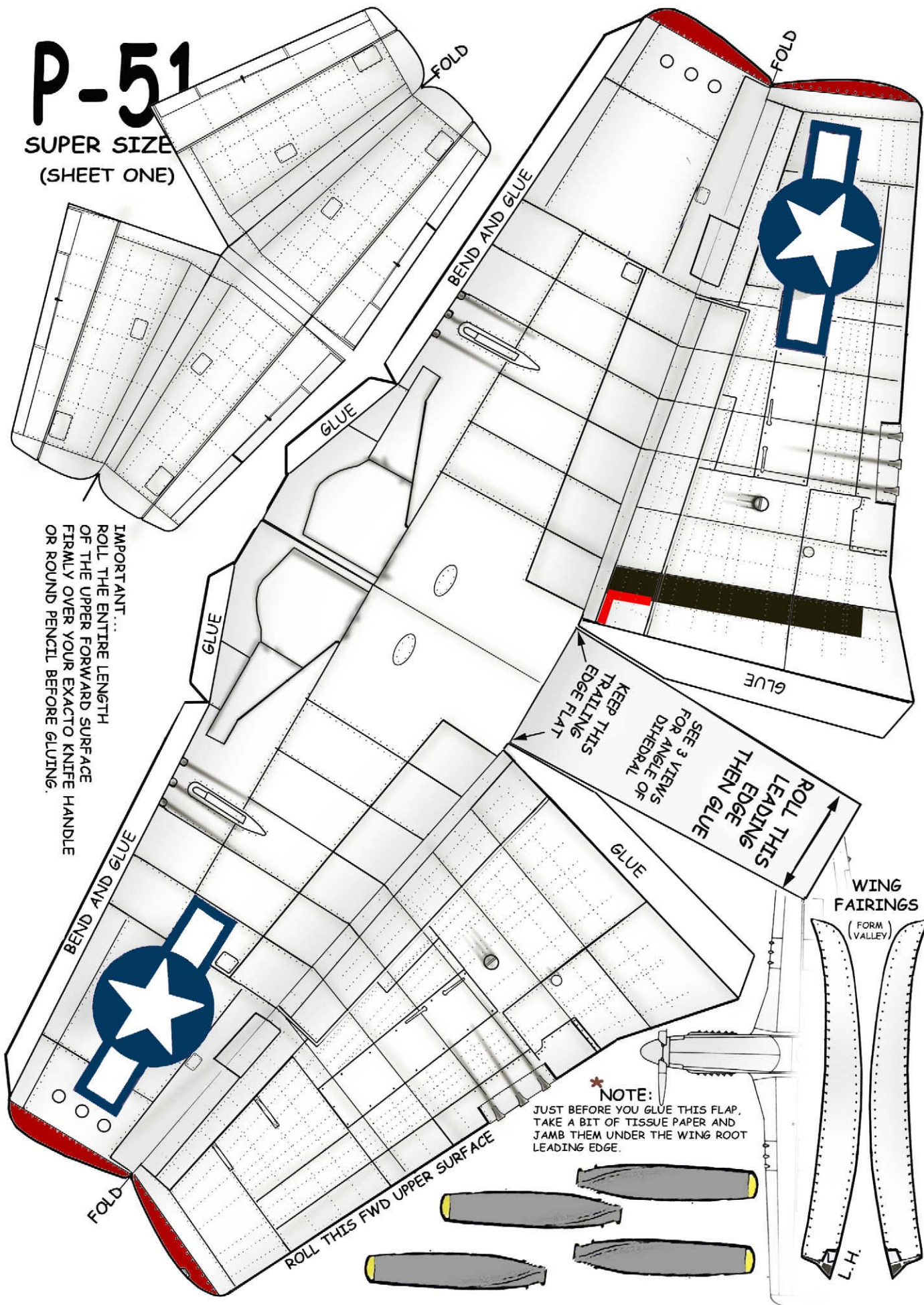
Artwork and markings by Willy

- 4 AFIX THE BOTTOM  
 OF THE AIR SCOOP  
 ON THE BOTTOM  
 OF THE FUSELAGE.  
 AND BEND OUT  
 THE WING  
 FILLETS
- 5 ATTACH CANOPY,  
 NOSE BITS, WINGS  
 AND TAIL.



# P-51

SUPER SIZE  
(SHEET ONE)



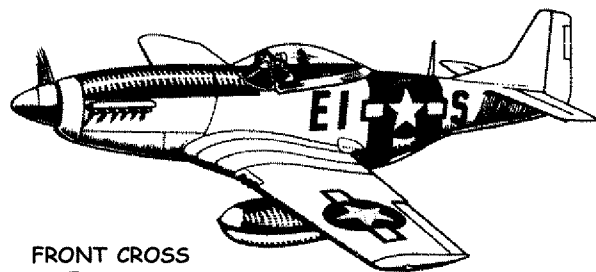
IMPORTANT...  
ROLL THE ENTIRE LENGTH  
OF THE UPPER FORWARD SURFACE  
FIRMLY OVER YOUR EXACTO KNIFE HANDLE  
OR ROUND PENCIL BEFORE GLUING.

**NOTE:**  
JUST BEFORE YOU GLUE THIS FLAP,  
TAKE A BIT OF TISSUE PAPER AND  
JAMB THEM UNDER THE WING ROOT  
LEADING EDGE.

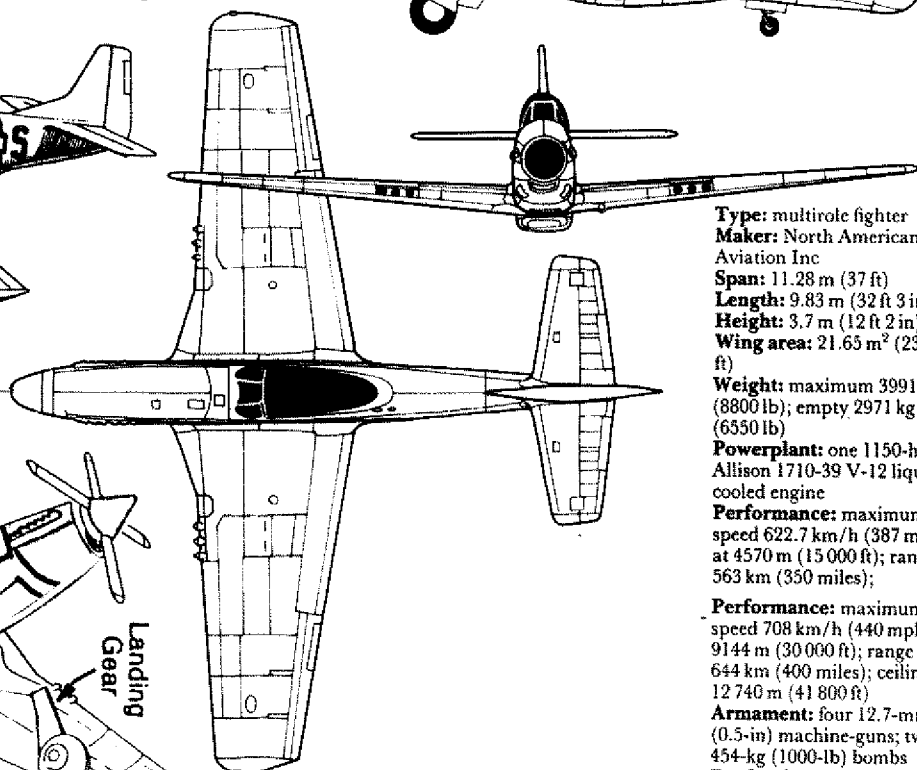
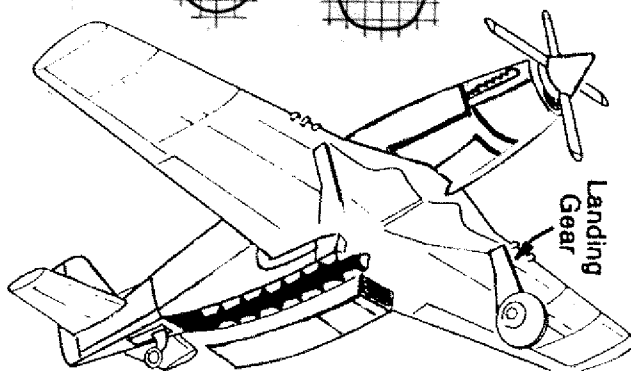
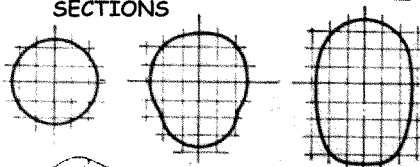
WING  
FAIRINGS  
(FORM VALLEY)

L.H.

# North American P-51 MUSTANG



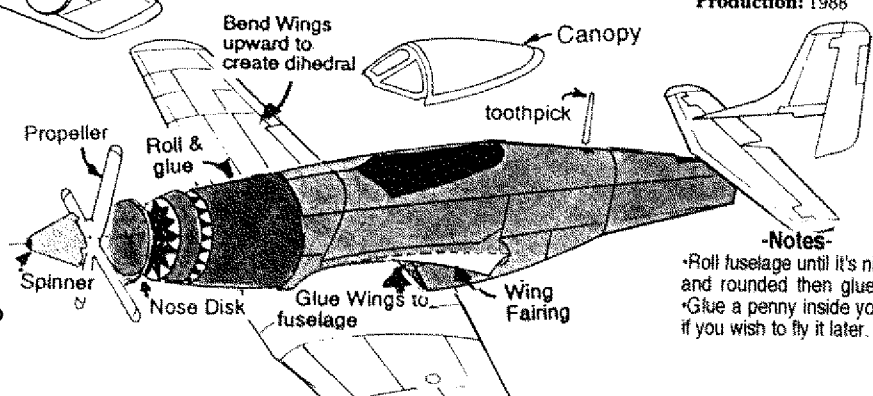
FRONT CROSS  
SECTIONS



**Type:** multirole fighter  
**Maker:** North American Aviation Inc  
**Span:** 11.28 m (37 ft)  
**Length:** 9.83 m (32 ft 3 in)  
**Height:** 3.7 m (12 ft 2 in)  
**Wing area:** 21.65 m<sup>2</sup> (233 sq ft)  
**Weight:** maximum 3991.6 kg (8800 lb); empty 2971 kg (6550 lb)  
**Powerplant:** one 1150-hp Allison V-1710-39 V-12 liquid-cooled engine  
**Performance:** maximum speed 622.7 km/h (387 mph) at 4570 m (15 000 ft); range 563 km (350 miles);  
**Performance:** maximum speed 708 km/h (440 mph) at 9144 m (30 000 ft); range 644 km (400 miles); ceiling 12 740 m (41 800 ft)  
**Armament:** four 12.7-mm (0.5-in) machine-guns; two 454-kg (1000-lb) bombs  
**Production:** 1988

More about the P-51 at:  
[www.fiddlersgreen.net](http://www.fiddlersgreen.net)

THIS MODEL IS AVAILABLE IN 1:60  
AND 1:40 SCALE AS WELL AS BLACK AND  
WHITE IN 1:40 SCALE. SEE OUR SITE



**Notes:**  
•Roll fuselage until it's nice and rounded then glue together  
•Glue a penny inside your model if you wish to fly it later.

The Mustang was conceived to meet a British requirement for a high-speed fighter posed in April 1940, and was developed by a design team led by Raymond Rice and Edgar Schmued. With manufacturer's designation NA-73, the prototype flew on 26 October 1940 powered by a 1,100hp Allison V-1710-F3R. The initial British orders were for 620 Mustang Mk Is, the first reaching the UK in November 1941. Two were evaluated by the USAAF as XP-51s and ordered 150 for Lend-Lease to the RAF as Mustang Mk IAs but 55 were repossessed by the USAAF and converted to F-6A photo-reconnaissance aircraft; two others became XP-78s (later XP-51Bs) when fitted in 1942 with Packard-built Merlins. This followed British experiments with Merlin 60 series engines fitted in five Mustang Mk Is. The Merlin became the standard powerplant, but before this the USAAF received 500 Allison-engined A-36As, a ground attack variant and 310 P-51As. The RAF received 50 P-51As (Mustang Mk II), and 35 others were converted to F-6Bs. The A-36A was briefly named Invader and the P-51 Apache, but the British name Mustang was adopted for all variants. First Merlin-engined models were the P-51B and P-51C (Mustang Mk III), US production of which totalled 3,738; 910 were supplied to the

RAF fitted with bulged canopies to improve visibility. Conversions of P-51B/Cs into F-6Cs totalled 91. The P-51D introduced a cut-down rear fuselage and a 'teardrop' canopy. Production totalled 9,293 of this model and similar P-51K; 876 became RAF Mk IVs and 299 became reconnaissance F-6Ds or F-6Ks. Last production model was the P-51H; 555 were completed in 1945. Contracts for over 3,000 Mustangs were cancelled at the war's end. The first RAF Mustangs became operational as armed tactical reconnaissance aircraft in May 1942, while from December 1943 P-51Bs flew as escorts to US 8th Air Force bombers over Europe. The Mustang figured largely in the Allied campaigns in North Africa, against V1 flying bombs over Britain in 1944 and as escort during the B-29 bombing raids of 1944-45 against Japan. Unquestionably, it was one of the greatest and most versatile fighters ever built, and a firm favourite with all who flew it. When Mustangs were phased out of US service hundreds were sold to Latin American signatories to the 1947 Rio Pact, some for a nominal one dollar. Between 50 and 70 F-51Ds remained in service with Bolivia, the Dominican Republic, Guatemala, Haiti, Honduras, Indonesia and Nicaragua in the mid-1960s.

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