Model Cardboard scale 1:50



MODELS BY MAREK http://www.teuton.org/~dbarnett/



North American P-51B Musteme

NA P-51B "Mustang"

Colonel David "Tex" Hill

After serving aboard the USS Saratoga, and the USS Ranger as a Navy pilot, "Tex" Hill volunteered to fly for the AVG "Flying Tigers" in China, becoming Squadron Leader in the Second Squadron and notching up over 12 aerial victories. "Tex" Hill remained in China to activate the 75th Fighter Squadron. then commanded the 23rd Fighter Group, where he increased his score of victories to 18.4.

Manufacturer: North American Aviation

Crew/Passengers: one pilot Power Plant: one 1,590 hp Packard (license-built) V-1650-7 Merlin piston engine

Performance:

Max Speed: 448 mph (721 km/h) Cruising Speed: 360 mph (579 km/h) Service Ceiling: 41,900 ft (12,771 m)

Range: 1,300 mi (2,092 km)

Weights:

Empty: 7,125 lb (3,232 kg) Gross: 11,600 lb (5,262 kg)

Dimensions:

Span: 37 ft 1 in (11.29 m) Length: 32 ft 3 in (9.83 m) Height: 13 ft 8 in (4.17 m) Wing Area: 235 sq ft (21.83 sq m) Armanent: two 0.5 in (12.7 mm)

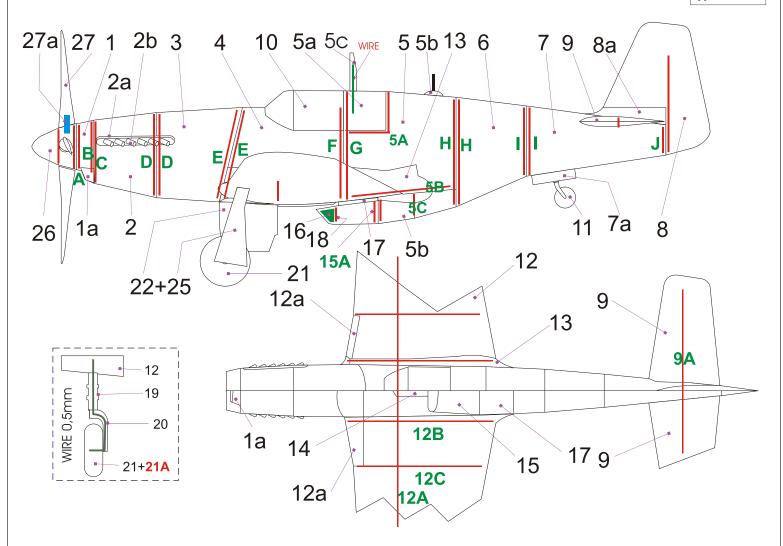
machine guns plus provisions for two 500 lb (227 kg) bombs, eight rockets or two

drop tanks



03/2003

W cut out



North American P-51B/P-51C "Mustang"

In the pursuit of still more range, a P-51B was experimentally fitted with an extra 85 US gallon selfsealing fuel tank behind the pilot's seat, bringing the total fuel to 419 US gallons (including 2 drop tanks). Although the Mustang already offered outstanding range performance, this additional fuel made it even better. This extra range was being demanded by expanding operations in both the European and Pacific theatres. However, this extra fuel tank moved the center of gravity aft, which made the directional stability of the Mustang quite poor, so that the pilot would have to spend the first hour or so concentrating on keeping his airplane pointed in the right direction until this new tank was finally empty. The last 550 P-51B-5-NAs were fitted with this extra tank, becoming P-51B-7-NAs, and into P-51C-1-NTs, becoming P-51C-3-NT. In addition, some earlier P-51Bs and Cs were modified in the field to accommodate this tank. In service, however, the directional instability caused by the presence of a full fuel tank behind the pilot's

seat was a hazard for new or inexperienced pilots, and the tank was usually restricted to 65 US gallons. This extra tank, nevertheless, still made a crucial difference in combat radius, and it was standard equipment in all future production versions. With this extra fuel, Mustangs were able to escort bombers all the way to Berlin from bases in Britain.

Production of the Merlin engined versions began in 1943 with the P-51B, of which 1,988 were built at North American's Inglewood, California factory, and with the generally similar P-51C, of which 1,750 were built in a new factory at Dallas, Texas. Both differed from the earlier versions by having a strengthened fuselage, redesigned ailerons and armament of four 12.7 mmn (0.50 in) machine guns.

Mustang Mk III

Lend-Lease allocations of these versions for the RAF comprised 274 (P-51B) and 636 (P-51C) respectively, all designated Mustang Mk III.

