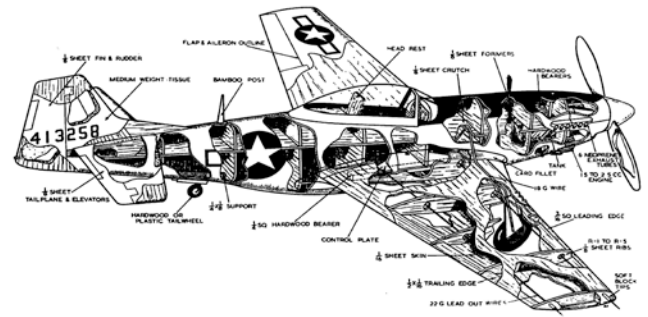
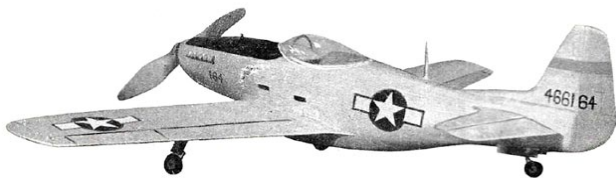


North American P-51D Mustang



Well, you asked for it, and here it is. We have had so many requests for plans of a Mustang with the blister hood ” that we specially commissioned Peter Lewis to design this 24 in. span control-line version of the.

As spirited in performance as its namesake, the Mustang was an outstandingly successful fighter of World War II. Continued improvements were made through successive marks of which the P-51D was typical of this fine, widely-used, long-range plane.

Compared with its heavy, bulky- looking brother-in-arms, the P-47 Thunderbolt, the Mustang evolved into a sleek thoroughbred, whose refined lines have been faithfully translated into an equally eye-catching control- liner. The reasonably deep nose allows a wide selection of 1.5 c.c. to 2.5 c.c. engines to be more or less concealed within the cowl, thus preserving the life like appearance.

Details are given in the plans for both the P-51D and its later version P-51H, the so-called “light” Mustang.

Fuselage: The crutch is the first part to be formed, using 1/8 in. sheet in which are cut slots for bearers, push-rod and the stern-post. Cut the 3/8 in. x 1/4 in. hardwood engine bearers to length and cement firmly into the crutch and check that their spacing suits the engine chosen for the model. The next step is to cut out the formers F2 to F9 from 1/8 in. sheet and F1 from 1/16 in. plywood. The latter is pinned and glued to the front of the bearers, while the rest of the formers are cemented above and below the crutch.

The lower part of F4 carries the 14-gauge wire undercarriage frame which is sewn and glued to it.

When the formers are firm, add the tank between F2 and F3 and the 1/4 in. x 1/4 in. hardwood bearer between F4 and F6, which supports the control plate by means of a 6 BA nut and bolt. Moving to the rear of the crutch, the 3/32 in. sheet tailplane supports are cemented behind F9, followed by the 1/4 in. x 1/8 in. tailwheel support between F8 and F9, complete with the 1/2 in. hardwood or plastic tailwheel on its 20-gauge wire axle bound to it. The well behind the cockpit between F6 and F7 is bridged by a platform of 3/32 in. sheet.

The fuselage is now ready for planking with strips of 1/4 in. x 3/32 in. Note that hollowed-out block is used between F1 and F2 for the nose section. The lower portion is removable and provision should be made for the engine bolts in the bearers before the upper section is fixed in place. Also ensure that the 16-gauge wire elevator push-rod is fixed to the control plate, together with the 22 gauge lead-out wires, before the planking finally covers the area.

Slots must be left to allow easy movement of the wires through the side of the fuselage. Soft block is shaped for the radiator scoop entry. Once the planking is complete and dry, the rough edges are sanded away.

Tail unit: Cut the complete tail from 1/8 in. sheet and sand to section. Separate the parts and cement the tailplane on to the fuselage. Shape the elevator hinge from 20-gauge wire and pass the push-rod through the loop, securing it with a soldered washer. The four wire supports are then pressed into the rear edge of

North American P-51D Mustang

the tailplane and the elevators are cemented on to the hinge. The fin and dorsal fairing follow on top of the tailplane, the rudder being connected with an inset aluminium hinge.

Wings: These are built in two halves on the plan, the work starting with the pinning down of the 3/16 in. x 3/16 in. leading edges and the 1/2 in. x 1/16 in. trailing edges. Ribs R1 to R5 consist of 1/8 in. sheet, with holes for the lead-out wires in the port set only. R1 root ribs must be steam-curved to follow the fuselage sides at the center section. The stubs of both leading and trailing edges are taken into the fuselage to provide additional anchorage for the wings. The port tip receives 16-gauge tubing for the passage of the wires, and that on the starboard side has a 1/2 oz. lead balance weight fixed firmly to it.

Cover upper and lower surfaces of the wings with soft 1/4 in. sheet, and add the block fairings to the root leading edges. Both wing halves are now ready for mounting on the fuselage. Cut narrow slots in the under surfaces to take the undercarriage, and pass the control wires through the port wing. Cement the wings firmly to the fuselage and add the small sheet fairing, at the roots. Finally, cut the full-chord fairings from card and glue them in place.

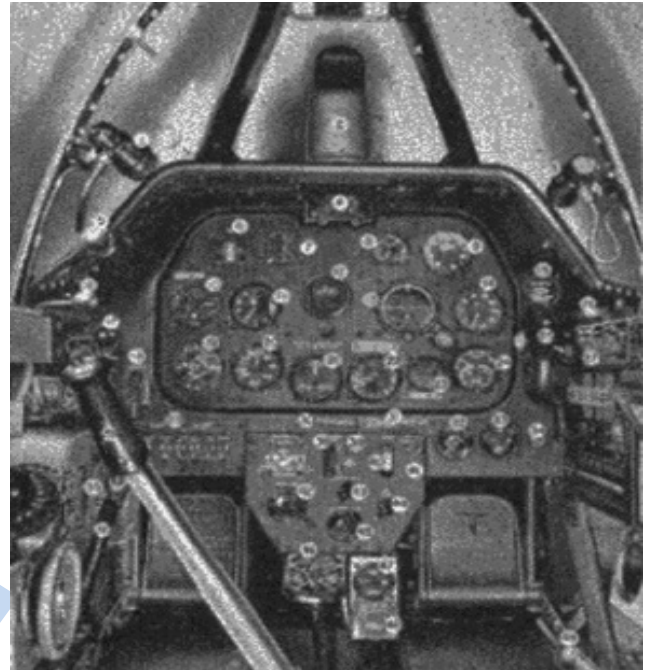
Finishing: Give the entire Mustang several coats of sanding sealer, alternating with fine sandpapering. Cover with medium-weight tissue doped on and spray on the coats of finishing dope. U.S.A.A.F. P-51Ds were silver with blue and white insignia on both sides of the fuselage and on port upper and starboard lower wings. The serial appeared across the fin and rudder in black and the nose received an anti-glare panel in matt black or dark green.

The R.A.F. version, the Mustang IV, was also silver with red, white and blue roundels on all four wing tips and on each side of the fuselage. The usual flash was used on the fin, and the black serial was on the fuselage to the rear of the roundels.

Details: Add the main wheels and the plywood undercarriage covers. Barn-100 is used for the radio mast; the aerial is of nylon thread. Three dowelling guns are added to each wing.

Note: The P-51D is shown on the plans, with the modifications in broken line, etc., for the P-51H "light" Mustang should this version be preferred.

Instrument layout of the Mustang, which is basically correct for most Marks of the fighter.



Using the full-size working drawings (a reproduction is shown on the right), two versions of the Mustang can be built. The main drawing is of the P-51D, and it is this version featured in the cutaway perspective drawing at the top of the page. On the left is the author's model of the P-51H, which had a smaller undercarriage, no wing root fillets, and the tailwheel was mounted nearer the rudder than on the D. It should be noted that the main undercarriage wheels should be mounted in the same position as those for the P-51D: they have been outlined to the rear only for clarity.

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