

P-51

Big Beautiful Doll

MUSTANG

Build a high-quality 1:18 scale model



**Collect the
parts in each package
and build World War II's
most iconic fighter**

SERIES GUIDE

Start building your 1:18 scale P-51D Mustang today

Use the remote control to bring your Mustang to life – from take-off to gunfire!



A model of stunning quality

High-quality die-cast alloy parts and an unrivalled attention to detail make this superb model a fitting tribute to World War II's most iconic fighter. The series includes a dynamic stand which brings your Mustang to life with interactive motion, light and sound.

Each issue you'll receive your new set of parts together with detailed step-by-step assembly instructions in the accompanying brochure, guiding you through each new build. The brochure also provides detailed insights into the Mustang at War, P-51 Technology and the aircraft's Allies & Adversaries.

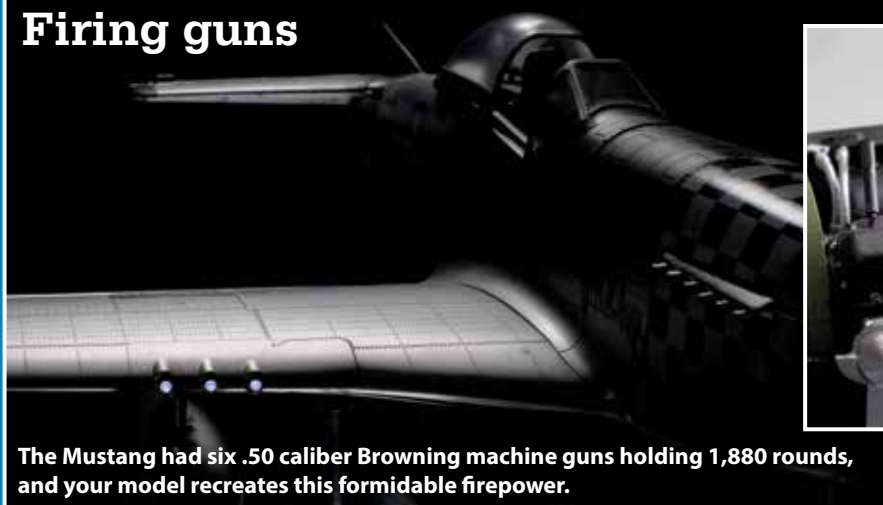
'Big Beautiful Doll' was the P-51D Mustang flown by Lieutenant Colonel John Landers, one of the very few fighter pilots in World War II to achieve the ace status in both the Pacific and the European Theaters. It was also one of the most colorful planes of World War II and is brought to life here in this unique new series.



Control your interactive 1:18 scale model

Your P-51 Mustang is designed to sit on the supplied display stand, enabling you to control key functions through remote control: from propellers and guns to flaps and undercarriage.

Firing guns



The Mustang had six .50 caliber Browning machine guns holding 1,880 rounds, and your model recreates this formidable firepower.



Merlin engine

The Packard V-1650-7 Merlin engine of the P-51D is faithfully recreated in this unique model.

Under carriage

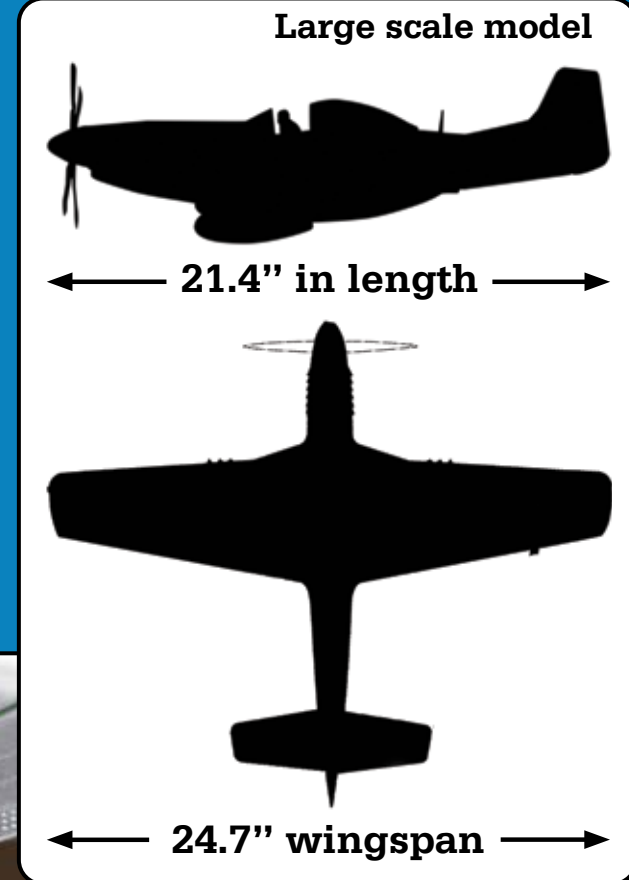


Attention to detail is the hallmark of this 1:18 high-quality model, seen here in the undercarriage up-locks and inner door retraction mechanisms.

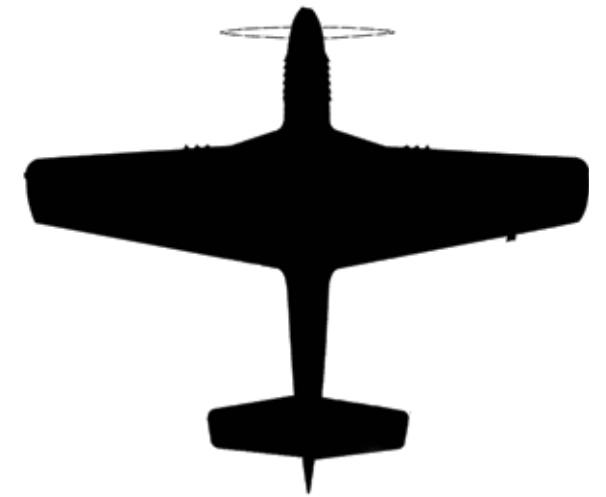
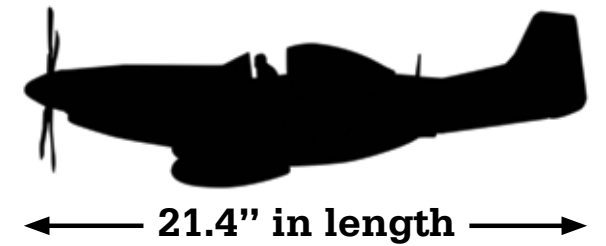
Moving ailerons, flaps and elevators



Realistic moving parts make this model a worthy tribute to the iconic P-51D.



Large scale model



Remote control

Use the remote to control the Mustang's complete set of functions.



Backlight panel



Watch as the pilot's instrument panel lights up when you use the remote control.

Mirror reflection

The stand has been designed to maximize impact by reflecting the Mustang's undercarriage.

Stand dimensions:
27.5" x 23.6"



Discover all about the P-51 in this colorful accompanying brochure



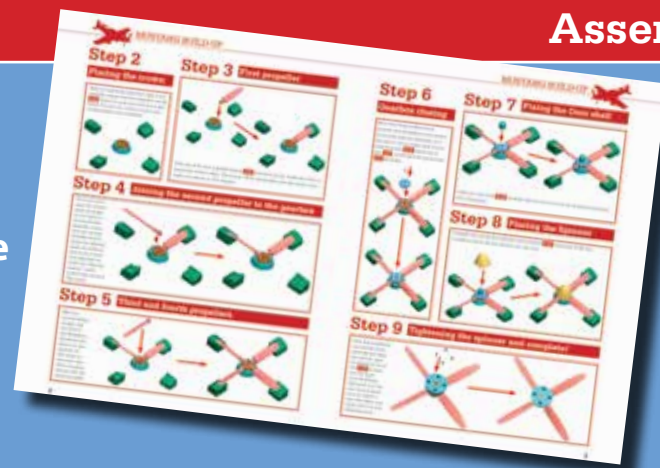
Allies and Adversaries

This section follows the Mustang's contemporaries on both the Allied and Axis sides during World War II and beyond, detailing their key characteristics, performance and reputation. From fighters and bombers to reconnaissance and early jet aircraft.



Assembly Guide

Follow the clear, step-by-step instructions to assemble the parts that come with each package and watch your P-51D Mustang build into an incredible high-quality, large-scale model.



P-51 Technology

Dive deep inside the technology of this iconic fighter, from its laminar-flow wing design and formidable armament to the all-round canopy, Rolls Royce Merlin engine and exceptional range. All the Mustang's variants in addition to the P-51D will be covered in this section, giving you a comprehensive reference on this famous aircraft.



Mustang at War

The iconic Mustang was invaluable to the Allied victory, with an astonishing 19:1 kill ratio. This section takes a detailed look at the history of the P-51, from development and early deployment to its illustrious service in both the European and Pacific Theaters.



Your brochure is divided into four different sections

A truly unique series!



Completion Gift

When you complete your P-51D Mustang model you'll receive this personalized metal plaque engraved with both your name, and a unique model number which you will find on the underside of the cowling.



P-51 MUSTANG

Big Beautiful Doll

01

Build a high-quality 1:18 scale model

Inside: Your first parts



Step-by-step instructions



Interactive stand brings your Mustang to life!



Unique magazine content:



Mustang at War



Allies and Adversaries



Mustang P-51D Technology

P-51 MUSTANG

Build a high-quality 1:18 scale model

Big Beautiful Doll



PART 01 CONTENTS

Build the P-51D

Start building your 1:18 scale model of this iconic World War II fighter today, with step-by-step instructions guiding you through the assembly.



Mustang at War

'Big Beautiful Doll', was flown in both the European and Pacific theaters by Lieutenant Colonel John Landers of the 78th Fighter Group.



Mustang Technology

Dive deep inside the P-51D Mustang with the help of this amazing 3D cutaway, revealing the aircraft's construction in incredible detail.



Allies and Adversaries

The Luftwaffe's Bf 109 Messerschmitt was the Mustang's main rival in its role of long-distance bomber escort deep into enemy territory.



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Warning! This is NOT A TOY but a Collectible Product.
 Do not leave this package and/or the parts enclosed with any child under 12 years of age.
 Assemble the parts of this model kit following the instructions in the brochure.
 COLLECT4GOOD, INC. cannot be responsible for any misusages.

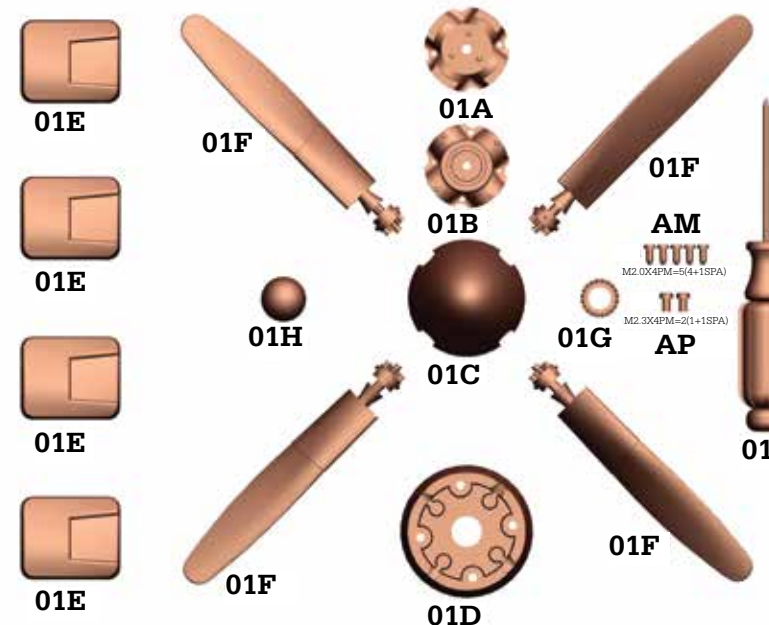


START BUILDING YOUR P-51D MUSTANG TODAY WITH THE PARTS IN THIS ISSUE

The parts for your P-51D Mustang will build issue by issue into an incredible 1:18 scale high-quality collector's model. This issue you will be assembling the nose and propellers.



Issue 1 Parts



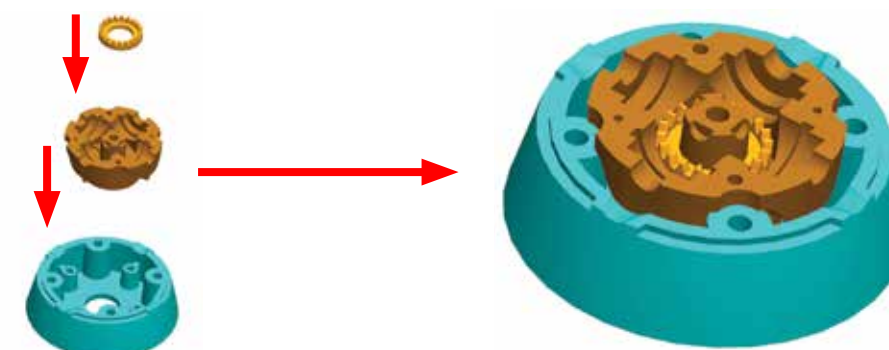
Part Description

PART NO.	ITEMS	DESCRIPTION
01E	4	Propeller blocks
01F	4	Propellers
01G	1	Crown
01A	1	Gearbox, front
01B	1	Gearbox, rear
01D	1	Hub base
01H	1	Dom shell
AM	5	Screws
AP	2	Screws
01C	1	Spinner
01I	1	Screwdriver

Step 1 Setting the gearbox

First find a place in your home which won't be disturbed to work on your model. Either a small dedicated space, or perhaps a tray on which you can keep your parts and move round without losing anything.

To begin, place Part **01G** (the crown) inside the rear part of the gearbox **01B**. Then place both inside the hub base **01D**.





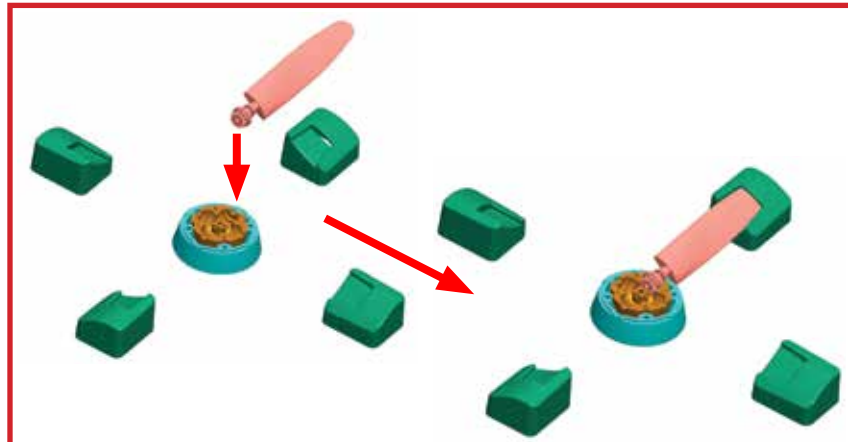
Step 2

Placing the crown

Take the assembled part from Step 1 and carefully arrange the four propeller blocks **01E** around it as shown with the angles below. You are now ready to move onto the Mustang's four propellers.



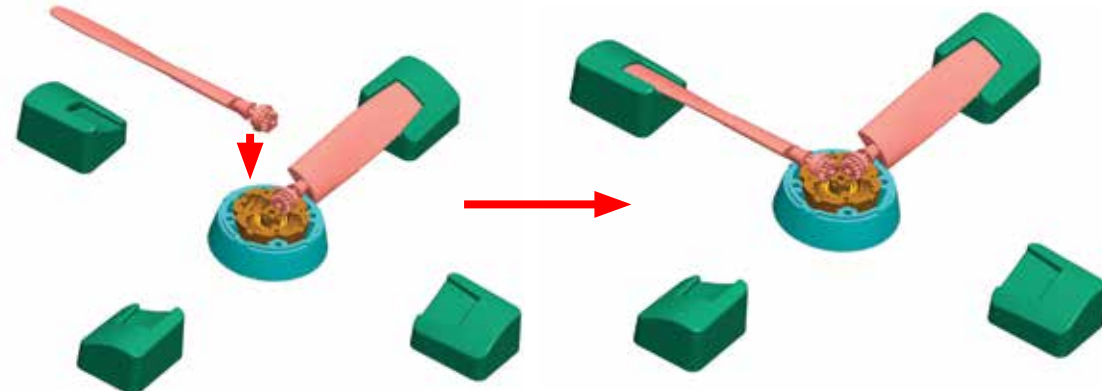
Step 3 First propeller



Take one of the four propeller blades **01F** and insert its tip inside the block to ensure the correct angle. The pinion will fit comfortably onto the crown if the angle is as shown in this diagram.

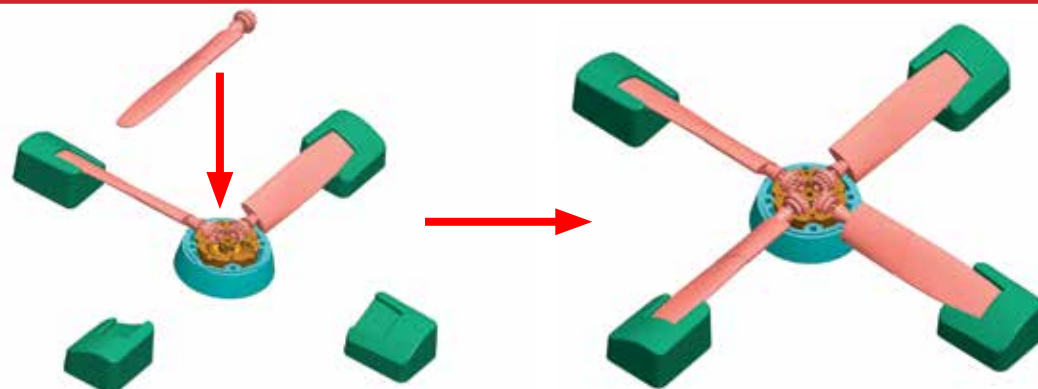
Step 4 Joining the second propeller to the gearbox

Once you have used the correct angle provided by the block to secure the first propeller, move onto the second propeller and fit using the different angle provided by this second block. It is important to make sure that the pinion's 'teeth' match with those of the crown.



Step 5 Third and fourth propellers

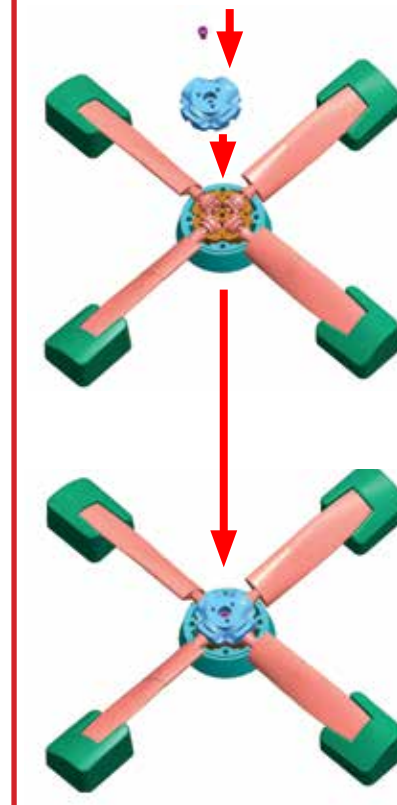
With the pinions fitting snugly, take the third of the Mustang's propellers and place it in position on the crown in the same way. Then complete the job with the fourth propeller.



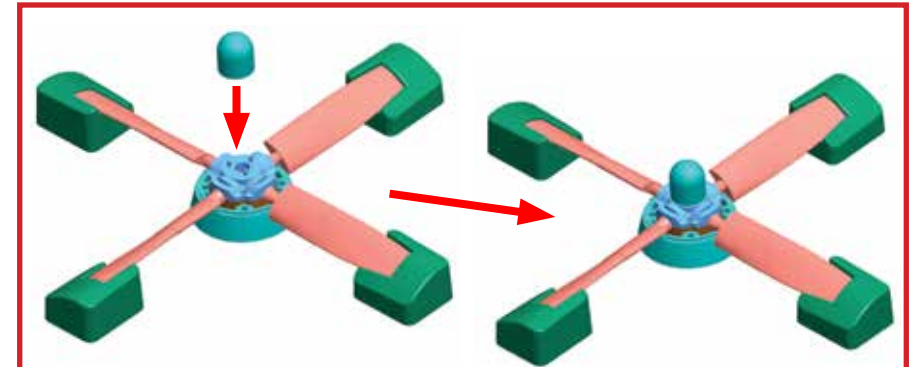
Step 6

Gearbox closing

Now that the propellers are in position and the gears on the pinions and crown gear are matching, you can secure the propeller gear box by attaching the rear part of the gearbox **01A** using one of two **AP** screws and the screwdriver **01I** provided.



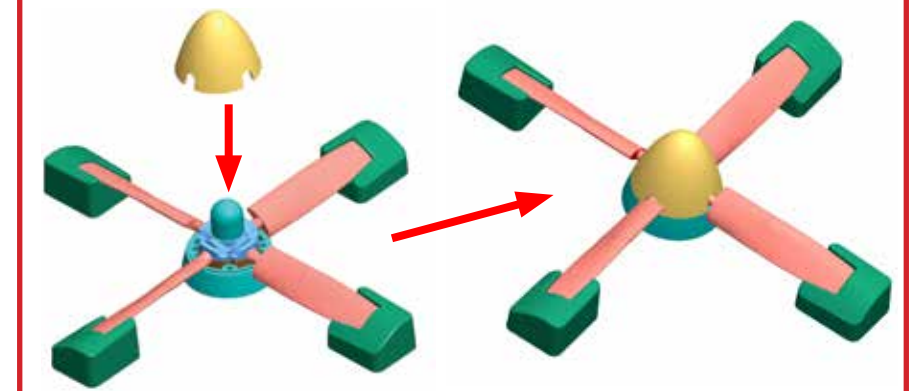
Step 7 Fixing the Dom shell



Place the dom shell **01H** carefully onto the three pins of the completed hub and fix it using glue.

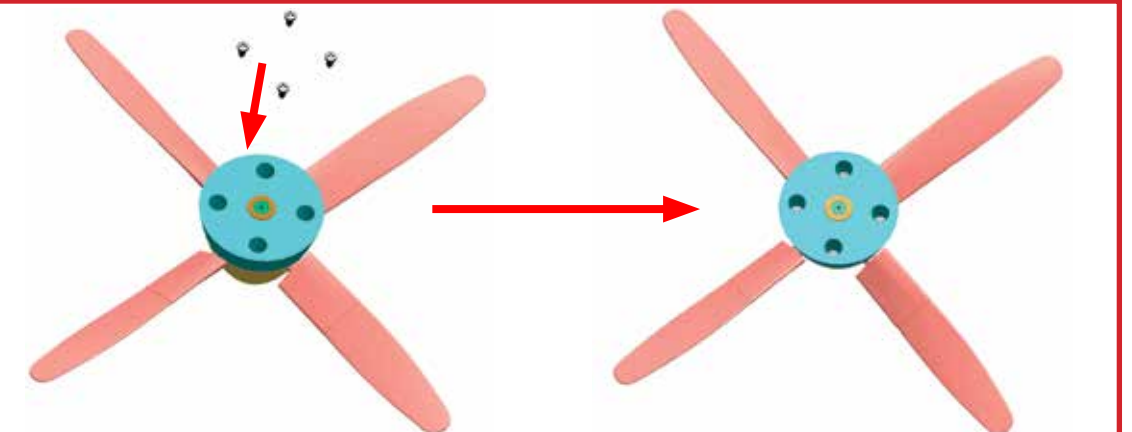
Step 8 Inserting the Spinner

Carefully line up the four hollows of the spinner **01H** onto each of the four propellers and lower the spinner onto the dom.



Step 9 Tightening the spinner and complete!

Turn the completed unit upside down carefully and keep the spinner tight by inserting four of the **01H** screws provided into the holes. When tightened turn the unit around and put to one side ready for the next part of the Mustang build.





JOHN LANDERS

An ace in both Pacific and European combat theaters, John Landers was nicknamed 'Whispering John'. In early 1945 he took command of the 78th Fighter Group at Duxford and was assigned a P-51D he named Big Beautiful Doll.

John Dave Landers was born in Wilson, Oklahoma on 23 August 1920 but grew up in Joshua, Texas. He graduated teachers' training college and worked for a gas company, but the armed forces offered more excitement and Landers joined the Army as an aviation cadet in April 1941 and graduated as a fighter pilot just a few days after the Pearl Harbor attack. His first assignment was to the 49th FG in New Guinea flying Curtiss P-40 Warhawks and on his second combat mission he downed a Japanese bomber, although his own aircraft was badly shot up by A6M Zeros. He scored his fifth victory to become an ace on Boxing Day 1942, but after his next kill he was shot down and bailed out on the far side of the Owen Stanley mountain range that separated Allied and Japanese forces. He was helped by friendly natives and returned to his unit after seven days. Lander's assigned aircraft was named Texas Longhorn, and he transferred the name when the 49th began the transition to Lockheed P-38 Lightnings in January 1943.

By the time he left the Pacific, where he flew 90 combat missions, Landers had risen to the rank of Major and been awarded the Silver Star. He spent time training P-38 pilots at Santa Ana in California, but soon became bored



Above: Ground crew help Lieutenant Colonel John Landers into his Mustang P-51D at Duxford in early 1945.

and requested a combat assignment. In April 1944 this took him to Europe and the 55th FG flying P-38J Lightnings from Wormingford, Essex. Landers again named his assigned aircraft Texas Longhorn. The group converted to P-51 Mustangs in July 1944, at which time Landers became commander of the 38FS and shot down

three Messerschmitt Me 410 twin-engined fighters on one mission.

Big Beautiful Doll

In October 1944, he left the 55th FG to temporarily command the 357th FG at Leiston while its commander was on leave. While flying with this outfit he led a flight that caught a squadron of Bf 109s in the landing pattern of Burg airfield. He destroyed two in the air and shot up others on the ground. The 357th pilots were credited with four

P51 'Big Beautiful Doll'

Built at North American's Inglewood, California factory, Mustang serial number 44-72218, was one of 4,000 P-51Ds ordered under contract NA-122 in June 1944. The first three production blocks, comprising 1,000, 100 and 500 aircraft, were designated P-51D-20-NA. Delivered to England in early 1945, 44-72218 was assigned to the 84th FS/78FG, coded WZ-I and became the personal aircraft of the Group's CO, Col Landers. He gave it the name Big Beautiful Doll, which he had already used on 55th and 357th FG Mustangs. Landers scored at least two victories in the last Big Beautiful Doll, which wore a scoreboard that eventually tallied 36.5 air and ground victories.

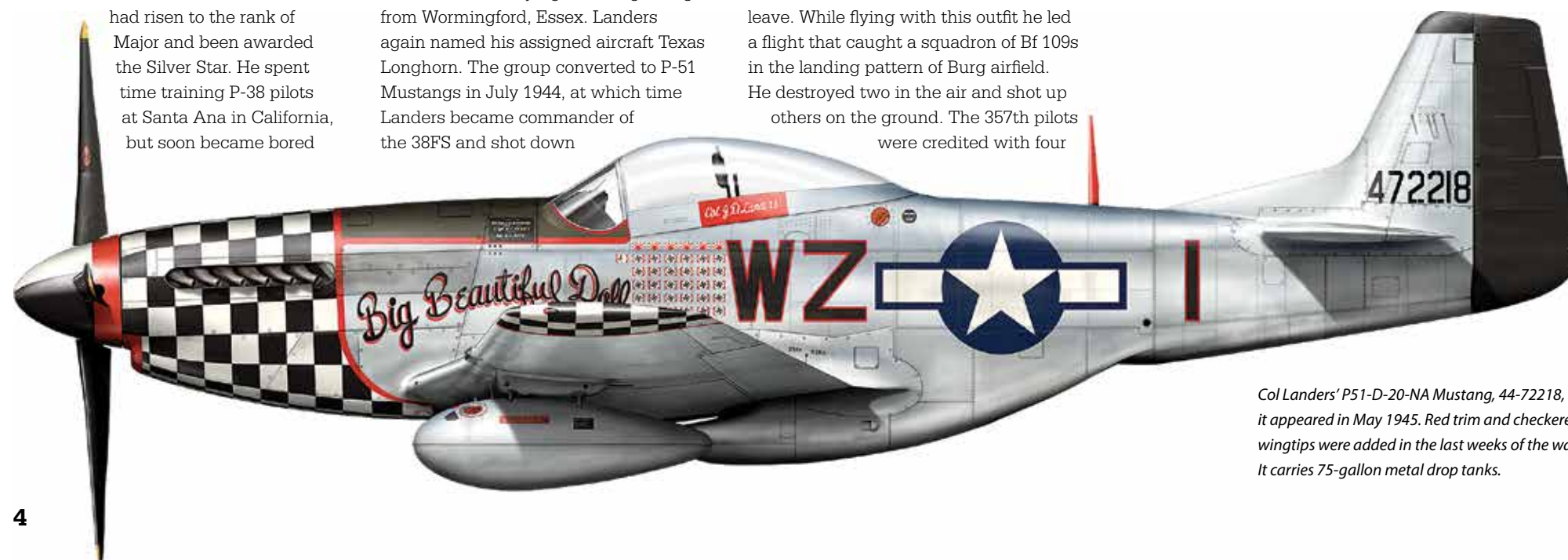
When John Landers left Duxford to take up the post of CO of the 361st FG, at Little Walden, he took his Mustang with him. The black and white chequered nose was overpainted with the 361st's yellow, and the fuselage codes were changed from WZ-I to E2-I. The name and victory tally were retained. P-51D-20-NA, 44-72218, one of the most famous of all Mustangs, was scrapped in England in September 1945.



Above: The ground crew who kept Big Beautiful Doll flying: Assistant Crew Chief Woodrow Ferris, Armourer D.D. Riffe and Crew Chief Clyde Bergman.



Above: Lt Landers receives a medal from Brigadier General Paul B. Wurtsmith at Port Moresby, New Guinea. After becoming a Pacific ace, Landers flew two more tours of duty in Europe, rising to Colonel.



Col Landers' P51-D-20-NA Mustang, 44-72218, as it appeared in May 1945. Red trim and checkered wingtips were added in the last weeks of the war. It carries 75-gallon metal drop tanks.

aerial kills and 13 wrecked by strafing.

Around this time he said: "No, I don't carry any kind of luck charm. I don't know where my luck in finding enemy planes comes from. Some of the other group commanders claim that if they dropped me into a barrel of lard, I'd bump into a Nazi plane." Landers took another spell of leave before volunteering for a third combat tour.

On 22 February 1945, he became the CO of the 78th FG at Duxford, Cambridgeshire and acquired his most

famous mount, a new P-51D he named Big Beautiful Doll, although he flew P-51D Anne Nihilator on a few missions with the 78th. This P-51D had been assigned to the previous CO, Lt Col Olin Gilbert, who became Landers' deputy.

At this time the Luftwaffe was increasingly hard to find in the air, and many strafing missions were flown against German airfields. These took a heavy toll on the 78th FG, but also on the enemy, and Landers was credited with 20 aircraft destroyed on the ground.

Landers was the top ace to serve with the 78th, although only claimed 4.5 of his 14.5 aerial kills with the group. The 'half' kill was an Me 262 jet shared with Lt Thomas Thain of the 84th FS on 30 March, 1945.

Silver Stars

Promoted at war's end, at 24, he was the second-youngest full colonel in the USAAF and over his three tours was awarded two Silver Stars, three Distinguished Flying Crosses, the British DFC, the Purple Heart, 21 Air Medals and the French Croix de Guerre. On 28 June 1945, he left to become the CO of the 361st FG, at Little Walden, Essex, and returned to the US in October. Working in the construction business after the war, John Landers died in Texas in September 1989.



MESSERSCHMITT BF 109



A beautifully restored Bf 109G-10 in the collection of the National Museum of the United States Air Force at Dayton, Ohio.

The Mustang's primary fighter adversary in Europe was the Messerschmitt's Bf 109. Most Luftwaffe aces flew the type and it remained a worthy opponent until the last days of the war.

Germany's main fighter of World War II, the Messerschmitt Bf 109, was the most-produced fighter aircraft in history, with nearly 34,000 built up to 1945.

The predecessor to the 109 was the Bf 108 Taifun. A fighter using many of the 108's components was built as a private venture because designer Willi Messerschmitt had fallen out with the Nazi Air Ministry after one of his M.20 airliners crashed with officers aboard.

The official designation of the new fighter was Bf 109, for Bayerische

Flugzeugwerke (Bavarian Aircraft Factory) although the Allies usually referred to it as the Me 109 and this usage appears in many contemporary German documents. Later Messerschmitt aircraft such as the Me 262 jet and Me 163 rocket fighter were designated for their designer

Battle of Britain

The first aircraft flew in late May 1935 fitted with a Rolls-Royce Kestrel engine, as the intended Junkers Jumo 210A was not ready. The Bf 109 prototypes broke records and caused a sensation at pre-

SPECIFICATIONS

ARMAMENT: One 30mm MK 108 cannon and two 13mm MG 131 machine guns

ENGINE: One Daimler-Benz DB 605D inverted V rated at 1,850 hp for take-off

MAXIMUM SPEED: 426mph at 24,280ft (686km/h at 7,401m)

RANGE: 373 miles (600km)

CEILING: 41,400ft (12,618m)

RATE OF CLIMB: 19,700ft (6,004m) in 5.8 mins

SPAN: 32ft 0in (9.75m)

LENGTH: 29ft 5in (8.84m)

HEIGHT: 8ft 2.5in (2.44m)

EMPTY WEIGHT: 5,180lb (2,350kg)

LOADED WEIGHT: 7,496lb (3,400kg)

war international air meetings. In 1936 the 109 won a competitive evaluation against the Heinkel He 112 and was ordered into production for the Luftwaffe.

Early models saw combat with Germany's Condor Legion in the Spanish Civil War, proving superior to the

Below: Port profile of a Messerschmitt Bf109K from Luftwaffe Jagdgeschwader 77, 1945. During the early months of 1945 units of JG 77 were brought back to defend Germany against attack.



Russian aircraft flown by the Republican forces. The Bf 109E with a Daimler-Benz DB 601 engine entered service at the end of the conflict and served during the Battle of Britain, proving an equal match to the Spitfire Mk I. The fuel-injected engine allowed it to perform negative-G manoeuvres that the Spitfire and Hurricane with their float carburetors could not follow without their engines cutting out. Machine-guns were fitted in the wings as well as the engine cowl and propeller hub in order to give a similar punch to the eight-gun British fighters.

The Bf 109F appeared in service from early 1941, with a more streamlined nose and armament moved out of the wings. It had two 7.92 mm machine-guns mounted on top of the engine and a 20mm cannon firing through the propeller hub. The wings were given rounded tips. It was similar in performance to the Spitfire Mk V.



vast majority were over the Eastern Front against, but in June 1944 he claimed a P-51 over Romania and in 1945 was credited with another over Prague. Most of the Luftwaffe's other top aces flew Bf 109s for most or all of their careers.

The Bf 109 was hard to handle on the ground, particularly on the take-off run, because of its narrow track undercarriage. The increased power of the DB 605 engine made this worse, leading to the introduction of a taller fin and rudder during G production, which gave the pilot more control authority. The final German model was the Bf

109K, which had design modifications to ease production. Many Gs and Ks were equipped with underwing 20mm cannon tubs, which boosted firepower but further adversely affected handling.

Czechoslovakia continued production after the war using Junkers Jumo 211 engines and Bf 109G-6 airframes left behind by the Germans. The resulting Avia S-99 had terrible flight characteristics, but Israel used them in the 1948 War of Independence. Spain also found itself with airframes and first tried Hispano-Suiza engines but settled on the Rolls-Royce Merlin. The resulting Hispano Ha-112 Buchóns flew ground attack missions against rebels in Spain's African colonies and remained in service until the late 1960s.

Left: A Bf 109 goes down to the guns of a USAAF fighter in February 1944.

Below: Later models of the Messerschmitt Bf 109s concentrated their firepower in the nose, with guns firing above and through the centre of the engine.

Fighter ace

The Bf 109G introduced the Daimler-Benz DB 605A engine and a stronger structure. Armament was increased with the machine-guns increasing to 13mm caliber and the cannon to 30mm. Introduced in 1942, the Bf 109G was faster but less maneuverable than previous versions and became heavier as it developed, becoming less of a match for Allied fighters like the Spitfire Mk IX and P-51D Mustang.

Erich Hartmann, the greatest fighter ace of all time, scored all of his 352 confirmed victories in the Bf 109. The





P51-D MUSTANG: CUTAWAY

The Mustang single-seat, single-engine fighter aircraft is regarded as the most potent fighter of World War II. Impressive range and maneuverability made it both an excellent long-range escort and a formidable ground attack fighter-bomber. The cutaway shown here is the P-51D variant with its 'bubble' canopy, redesigned wing and increased armament.

- 1 Hamilton Standard constant speed propeller with 11ft 2in (3.40m) diameter
- 2 Spinner
- 3 Propeller hub pitch change mechanism
- 4 Armored ring behind spinner backplate
- 5 Propeller governor
- 6 Coolant header tank
- 7 Carburetor air intake
- 8 Starboard main wheel
- 9 Filtered air intake
- 10 Generator
- 11 Rolls-Royce/Packard V-1650-7 Merlin V-12 engine
- 12 Exhaust stubs
- 13 Engine bearer
- 14 Intake ducting
- 15 Fuel filter
- 16 Carburetor
- 17 Supercharger
- 18 Engine boost controller
- 19 Aftercooler
- 20 Engine oil tank, capacity 12.3 US gal (46.6 litres)
- 21 Oil filler cap
- 22 Detachable engine cowling panels
- 23 Starboard Browning MG 53-2 0.5in (12.7mm) machine-gun installation
- 24 5in (12.7cm) HVAR rockets
- 26 Wing skin panelling
- 27 Downward identification lights, red, green and amber
- 28 Starboard navigation light
- 29 Starboard aileron
- 30 Aileron trim tab
- 31 Aileron hinge control
- 32 Ammunition magazine, 270 rounds for each outboard gun
- 33 Ammunition magazine, 400 rounds for inboard gun
- 34 Starboard plain flap
- 35 Starboard wing fuel tank
- 36 Engine bay armored rear bulkhead
- 37 Hydraulic reservoir
- 38 Instrument panel
- 39 Rudder pedals
- 40 Fuel selector panel
- 41 Cockpit fuel panel

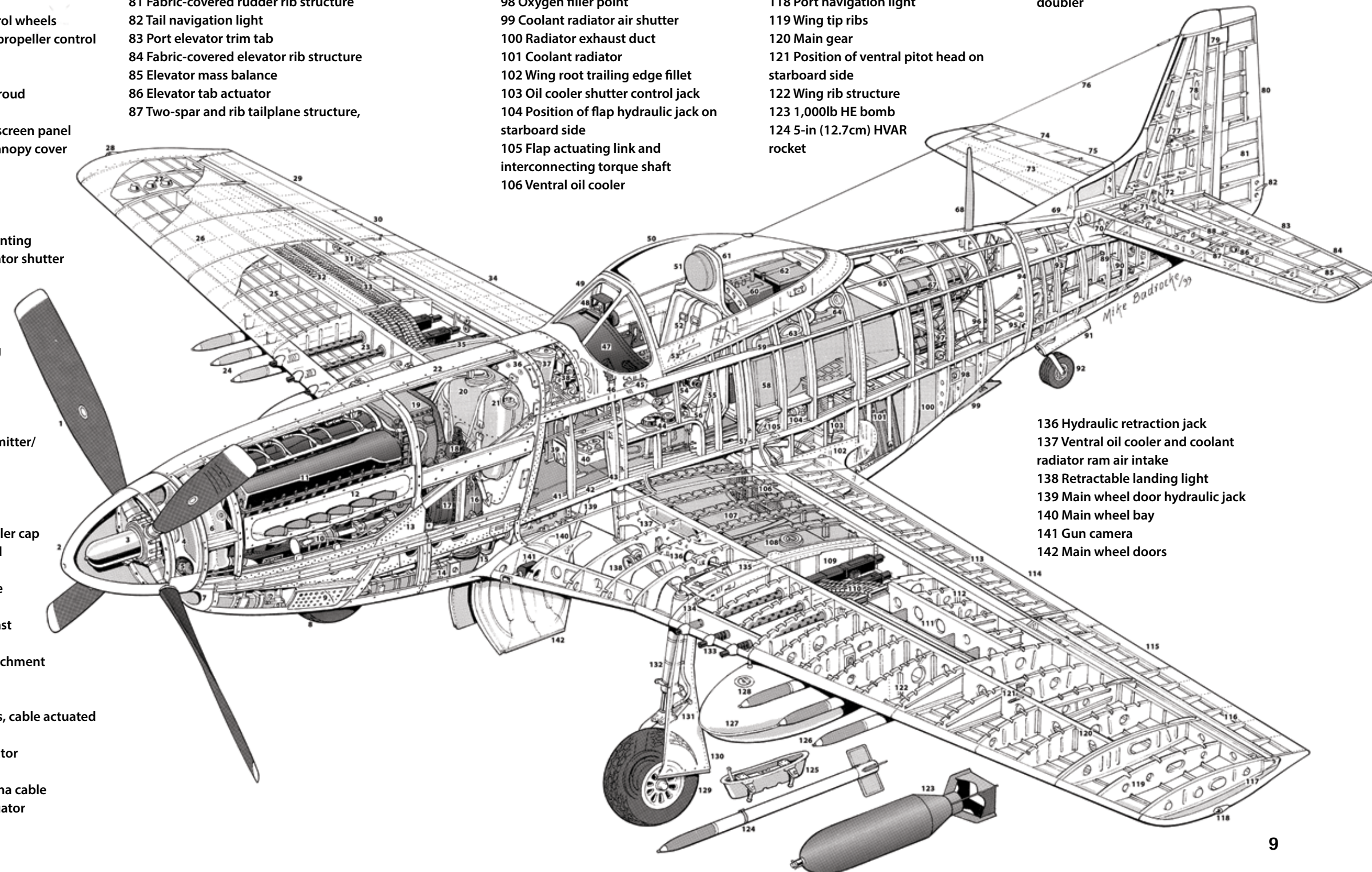
- 42 Fuselage H-section lower main longeron
- 43 Wing front spar bolted attachment joint
- 44 Three-axis trim control wheels
- 45 Engine throttle and propeller control quadrant
- 46 Control column
- 47 Instrument panel shroud
- 48 K-14A gunsight
- 49 Armored glass windscreen panel
- 50 Aft sliding cockpit canopy cover
- 51 Cushioned headrest
- 52 Pilot's seat
- 53 Canopy Latch
- 54 Flare launcher
- 55 Adjustable seat mounting
- 56 Oil and coolant radiator shutter controls
- 57 Wing rear spar bolted attachment joint
- 58 Fuselage self-sealing bag-type fuel cell, capacity 85 US gal (321 litres)
- 59 Fuel pipe
- 60 SCR-522 radio transmitter/receiver
- 61 Pilot's head armour
- 62 Battery
- 63 Boarding handgrip
- 64 Fuselage fuel tank filler cap
- 65 Dust-proof bulkhead
- 66 Sliding canopy rail
- 67 Type F2 low-pressure oxygen cylinders (2)
- 68 SCR-522 antenna mast
- 69 Fin root fillet
- 70 Tailplane bolted attachment joints
- 71 Fin front spar joint
- 72 Elevator control links, cable actuated
- 73 Starboard tailplane
- 74 Fabric-covered elevator
- 75 Elevator trim tab
- 76 Detrolla radio antenna cable
- 77 Rudder trim tab actuator

- 78 Two-spar and rib fin structure
- 79 Rudder mass balance
- 80 Rudder trim tab
- 81 Fabric-covered rudder rib structure
- 82 Tail navigation light
- 83 Port elevator trim tab
- 84 Fabric-covered elevator rib structure
- 85 Elevator mass balance
- 86 Elevator tab actuator
- 87 Two-spar and rib tailplane structure,

- continuous tip-to-tip
- 88 Rudder hinge control link
- 89 Tailplane spar mounting
- 90 Tail wheel retraction jack
- 91 Tail wheel doors
- 92 Steerable tail wheel
- 93 Tail wheel shock-absorber strut
- 94 Tail assembly attaching bulkhead
- 95 Fuselage lifting bar
- 96 Radiator shutter hydraulic actuator
- 97 Type D2 low-pressure oxygen cylinders
- 98 Oxygen filler point
- 99 Coolant radiator air shutter
- 100 Radiator exhaust duct
- 101 Coolant radiator
- 102 Wing root trailing edge fillet
- 103 Oil cooler shutter control jack
- 104 Position of flap hydraulic jack on starboard side
- 105 Flap actuating link and interconnecting torque shaft
- 106 Ventral oil cooler

- 107 Wing self-sealing bag-type fuel cell, capacity 92 US gal (348.2 litres) per side
- 108 Wing tank filler cap
- 109 Port machine-gun bay
- 110 Ammunition feed chutes
- 111 Ammunition bay
- 112 Rear spar
- 113 Flap rib structure
- 114 Port main flap
- 115 Elevator trim tab
- 116 Port elevator rib structure
- 117 Light alloy wing tip fairing
- 118 Port navigation light
- 119 Wing tip ribs
- 120 Main gear
- 121 Position of ventral pitot head on starboard side
- 122 Wing rib structure
- 123 1,000lb HE bomb
- 124 5-in (12.7cm) HVAR rocket

- 125 Bomb or drop tank pylon
- 126 Port wing rocket installation
- 127 75 US gal (284 litres) external fuel or napalm tank
- 128 Tank filler
- 129 Port main wheel
- 130 Main wheel leg door
- 131 Torque scissor links
- 132 Shock absorber leg strut
- 133 Machine-gun muzzles
- 134 Main wheel leg pivot mounting
- 135 Undercarriage mounting rib skin doubler



- 136 Hydraulic retraction jack
- 137 Ventral oil cooler and coolant radiator ram air intake
- 138 Retractable landing light
- 139 Main wheel door hydraulic jack
- 140 Main wheel bay
- 141 Gun camera
- 142 Main wheel doors

Big Beautiful Doll

Coming in your next package...
...Build the engine that will power your
Mustang's propellers, complete with
DC motor



Your next
model parts!

Mustang at War

An overview of the P-51's illustrious history, from bomber escort in Europe to fighter bomber in the Pacific and beyond.

Mustang Technology

The Mustang NA-73X prototype impressed immediately, passing its British and US trials with flying colors.

Allies and Adversaries

Two of World War II's iconic aircraft: the RAF's elliptical-winged Spitfire and the US Navy's fearsome F6F Hellcat.