

## High Planes 1/48 "World Jet" – Kit review

Anders Bruun

**High Planes Kit No. Racer 4801 "Griffon Mustang World Jet"**. 1/48 injection-moulded kit, containing 38 styrene parts, metal landing gear legs, a vacformed canopy, decals and a two-page instruction sheet.



The interior comprises five parts – floor, bulkhead, seat, stick and instrument panel plus detailed interior fuselage sides. These details are mainly modelled on the standard P-51D cockpit, which is not completely correct. The accuracy fanatic will have to modify some parts. The basic interior colour is natural metal.

It will be necessary to add a plastic card roof to the radiator tunnel at this stage. It is probably a good idea to open the exhaust holes and fit some interior attachment hardware before joining the fuselage halves. You will also have to make some attachment point for the tailwheel. The tailwheel doors are moulded together with the fuselage halves, and many builders will probably prefer to replace them, especially since it will make it easier to open the radiator outlet. The stabilisers have location tabs, but there are no corresponding holes in the fuselage, so they will need to be cut off. The tips of the tailplanes must also be cut off. The carburettor scoop on the nose is a separate part. It will need to be carefully trimmed, fitted and filled.

The radiator scoop supplied with the kit is a standard P-51D "doghouse". This is correct for the 2001 version, but as regards the kitted 1995 "World Jet" version I'm a bit confused. Both the Phoenix and Reno versions have been photographed both with standard scoops and with a smaller, longer scoop that sits closer to the belly. Check the sideview photos on pages 52 and 61 of "Griffon-Powered Mustangs" for different Reno versions, and photos on pages 59 and 68 for different Phoenix versions. I suspect that the team might have used a standard scoop for cross-country ferry flights, when they can't use the radiator spray-bars, and the smaller (and more frequently photographed) scoops for racing. Do you know? If you want your model to depict the small scoop you will have to scratch-build it. Thankfully the shape appears pretty simple, but it will be necessary to

check photos carefully during construction. A lot of cleaning-up is necessary if you want to use the kit scoop, so scratch-building is perhaps not such a bad choice...

The instruction sheet says that the longer propeller blades should go on the rear propeller. I have tried to confirm this by looking at photos, but I'm not sure. In many photos it actually appears to be the other way around – perhaps some member knows? All location holes for the propeller blades will have to be drilled, and if you want to have a rotating propeller you have to make all axles and holes yourself.

The wing consists of a full width bottom half with separate top halves and wing tips. The flaps are separate and can be fitted either raised or lowered. The wheel wells are reasonably deep and well-detailed, but some sanding of the top of the wheel wells will be necessary in order to make the wing halves fit. The fit between wing and fuselage is a bit difficult in couple of places, but not too bad. A lot of trimming and fitting will be necessary in order to minimise filling. The landing gear and wheels are very good, with detailed insides of the doors.

The canopy is clear and well-formed, but care will be necessary when fitting it.

The kit looks accurate – "World Jet" looks very different both from a standard P-51 and from the other Griffon-engined Mustangs, since the engine sits considerably lower and further aft in the fuselage. The kit depicts the stubby, droopy nose in a convincing way. The kit is made of the familiar tough trademark High Planes plastic, and has the usual very good surface details, with sharp but discreet recessed panel lines.

The decal sheet is well printed, accurate and sharp. It has a matt finish, so the model will need a final gloss coat. It features alternative markings for the low-tail Phoenix version, but there is no alternative fin in the kit, so the builder will have to adapt the kit parts. There are two sets of US flags – the smaller ones are for the Phoenix version. The exact number of sponsor decals varied – the ones supplied are correct according to some photos, but at other times a couple of extra decals were carried.

### Conclusion

High Planes don't make shake 'n' bake kits, there is a lot of cleaning-up to be done – every part needs to have some flash removed and many parts will have to be trimmed and fitted. In a couple of places pointed parts have suffered from the moulding and will have to be restored, for example the inner aileron ends and the tail wheel opening. The natural metal finish of the planes of course requires a lot of attention to the underwork.

***A big thanks to High Planes for the review kit!***

The kit is produced by **High Planes Models** (<http://www.corryongcec.net.au/~hiplanes/>), 127 Wheeler Street, Corryong, VIC 3707, Australia, phone: +61 260 761961, fax +61 260 761843, e-mail: [hiplanes@corryongcec.net.au](mailto:hiplanes@corryongcec.net.au)