

P-40E Warhawk

eduard

1/48 Scale Plastic Model Kit

ProfiPACK
edition



item No. 82241

Although not the best fighter aircraft of its time, the Curtiss P-40 line played a significant role in the air operations of the Allies in the Pacific, Mediterranean and Africa theaters of operations. Limited by its engine with one-stage compressor, the P-40 was always a fighter for lower altitudes.

Of all the aircraft lines manufactured by Curtiss, none was more famous than the Curtiss Hawk fighters. From the initial PW-8 of 1924 through the Hawk III, which ceased production in 1938, Curtiss built more than 700 Hawk biplanes in 16 different models for the U.S. Army alone. A more modern monoplane Hawk came along in 1935. In response to an Air Corps design competition in the fall of 1934 for a new aircraft that would usher in the modern era of single-seat military fighters, Curtiss produced the Hawk 75, which the Army designated the P-36. Chief designer Donovan R. Berlin created stretch in the 75's airframe that would allow it to accommodate high-horsepower engines that were not yet developed. Specifically, he wanted to provide an adequate wingspan and area to ensure combat effectiveness at 25,000 feet and above.

Success despite disappointment

Though the P-36 exhibited excellent flying characteristics, its top speed barely topped 300 miles per hour. The Army considered this speed acceptable in 1937, but by the following year, the P-36 lagged the latest European fighters, particularly the British Spitfire I and German Bf 109E, by at least 50 mph. Curtiss decided to mate the 75 to the new Allison V-1710, a liquid-cooled V-12, to produce the Hawk 81, which the U.S. Army designated the P-40. Though the plane offered only modest performance improvements over the P-36, the Army issued a record-setting contract to Curtiss on April 26, 1939, for 524 P-40s at a cost of nearly 13 million dollars. Again, foreign customers came calling Curtiss. France was first to order the export version of the P-40, tagged the Tomahawk by Curtiss, and Great Britain soon followed suit.

From the long nose to the short one

Curtiss built 525 Hawk 81s in three versions for the U.S. Army, the P-40, P-40B and P-40C. Only a few of these saw combat in Hawaii, the Philippines and Iceland early in the war. More than twice as many export Hawk 81 Tomahawks were built. These 1,181 aircraft fought extensively with the British Commonwealth air forces in North Africa, the American Volunteer Group of Chinese Air Force in Burma and China; and with the Red Air Force on the Eastern Front.

The Hawk 81 was a commercial success for Curtiss, but the plane was underpowered. The output of the 1,090-horsepower Allison V-1710-33 engine, with its single-stage supercharger, was insufficient to propel the airframe to its maximum capabilities for speed and service ceiling, so Allison designers went to work on the problem.

The redesign of the V-1710 had major implications for Curtiss, because the new engine, with its shorter overall length and raised thrust line, did not conform to the nose contours of the Hawk 81. Curtiss designers took this opportunity to draw up an entirely new fuselage and the resulting plane got a new designation Hawk 87. The U.S. Army designated it P-40D, while the Royal Air Force gave it a new name, the Kittyhawk.

The Hawk 87 incorporated a number of improvements over the Hawk 81. The fuselage was not only six inches shorter but also slightly shallower, top to bottom. Up front, the nose guns were eliminated, and a deeper cowling with a larger opening held the coolant and oil radiators under the engine. To improve visibility for the pilot, the cockpit opening was deeper with a larger sliding canopy and an enlarged windshield with flat, bulletproof glass in the center panel. The rear-view coves behind the cockpit were also bigger. In addition, the airframe was stressed to carry one 500-pound bomb or a drop tank of 52 or 75 gallons under the belly. The wing and tail designs were relatively unchanged from the Hawk 81. Four .50 caliber machine guns were mounted in large bays in the wings. The Hawk 87 line was a superior warplane to the Hawk 81, but not by much. As a result of all the changes, the Hawk P-40D's combat gross weight rose to 8,809 pounds. At the same time, the new V-1710-39 engine produced just 60 HP more than its predecessor. Because of it, the P-40D boasted a top speed 350 mph, just 5 mph faster than the previous model. Because the new engine retained a single-stage supercharger, the P-40D's service ceiling and peak performance altitude of 15,000 feet were virtually unchanged from the P-40C.

The base for further improvements

The US Army placed an order with Curtiss for 23 P-40Ds in 1940 and took delivery of the new planes in mid-July 1941. Great Britain, meanwhile, took over a French order with modifications to RAF specifications. Designated Kittyhawk I, these aircraft began rolling of the assembly lines in August 1941. The first 20 were four-gun equivalents of the P-40D, but the rest of the Kittyhawk Is in the 560-plane order mounted six guns, like the U.S. Army's 820 P-40Es that were built alongside. Deliveries of both continued through the end of the year, by which time the United States had entered the war.

The kit: P-40E Warhawk

After the P-40D got six machine guns in the wing, the designation was changed to the P-40E, which became the first mass-produced P-40 version and the base for further development. The production was divided into five blocks, which differed only in details. There was reinforcement of the fuselage joint of the windshield frame used in the late production P-40Es, also the doors for radio equipment compartment on the port side of the fuselage got the reinforcement in the form of triangular elements. A very similar version, the P-40E-1/Kittyhawk IA, had beefed up wing structure to allow it to carry more external stores. The export aircraft for Allies, the Kittyhawks, varied in several technical details. There were different gunsights, oxygen and radio equipment and the planes also lacked the circular blue formation lights on both sides of the fuselage. Curtiss built 1,500 P-40Es, and about one-third of them went to the Allies under Lend Lease.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

OPTIONAL
VOLBABEND
OHNOUTSAND
BROUSITOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODRÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT**PLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com**

PARTS



DÍLY



TEILE

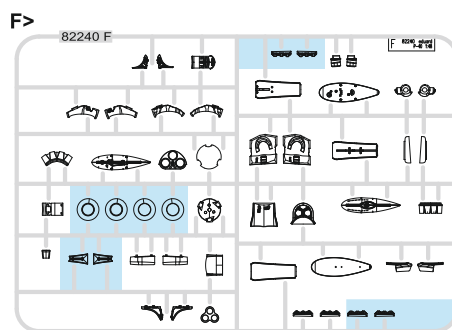
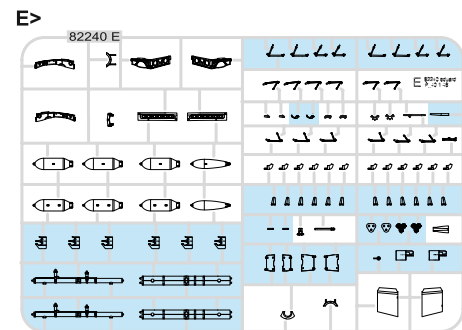
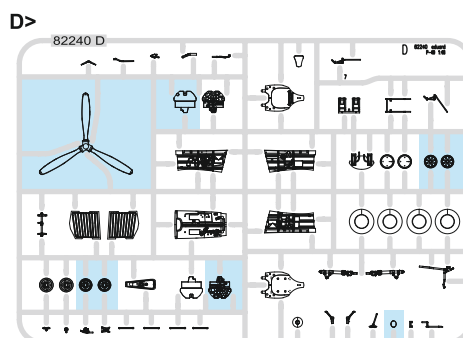
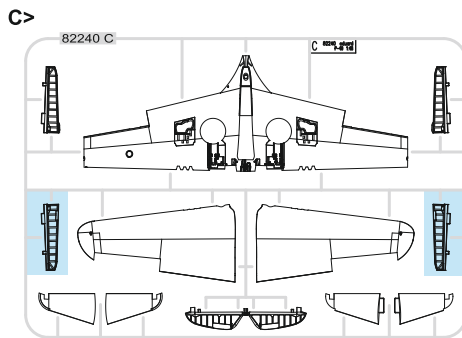
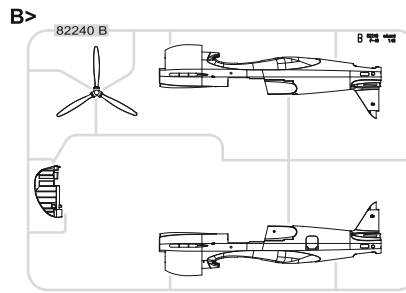
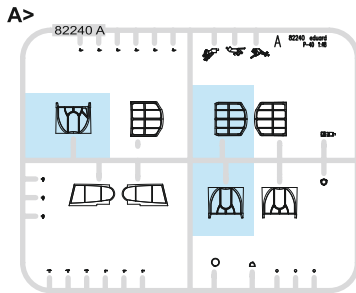
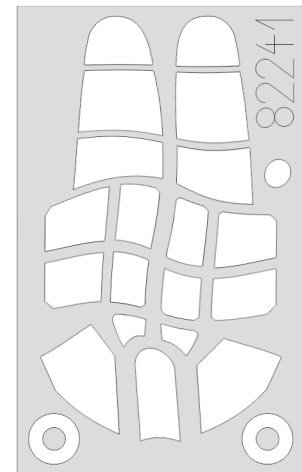


PIÈCES

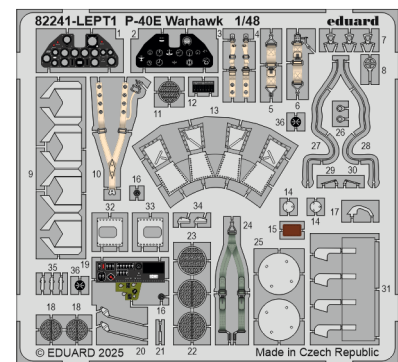


部品

PLASTIC PARTS

eduard
MASK

PE - PHOTO ETCHED DETAIL PARTS



-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



PEINTURE

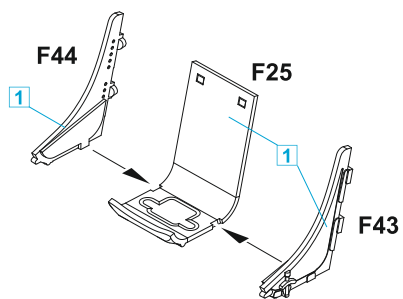


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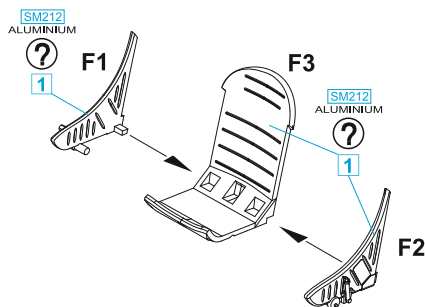
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H8	C8	SILVER
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H52	C12	OLIVE DRAB
H53	C13	NEUTRAL GRAY
H71	C21	MIDDLE STONE
H72	C369	DARK EARTH
H74	C368	SKY
H76	C61	BURNT IRON
H77	C137	TIRE BLACK
H80	C54	KHAKI GREEN
H84	C42	MAHOGANY
H90	C47	CLEAR RED

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H93	C50	CLEAR BLUE
H94	C138	CLEAR GREEN
H327	C327	RED
H329	C329	YELLOW
H330	C361	DARK GREEN
	C352	CHROMATE YELLOW
	C370	AZURE BLUE
Mr.COLOR SUPER METALLIC		
	SM201	SUPER FINE SILVER
	SM204	SUPER STAINLESS
	SM206	SUPER CHROME SILVER
	SM212	ALUMINIUM

A MARKINGS **E, F**

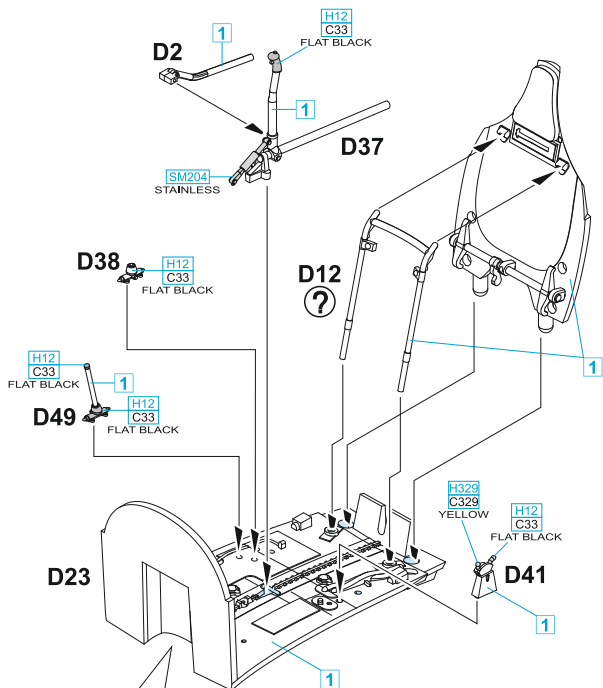


MARKINGS **A, B, C, D**

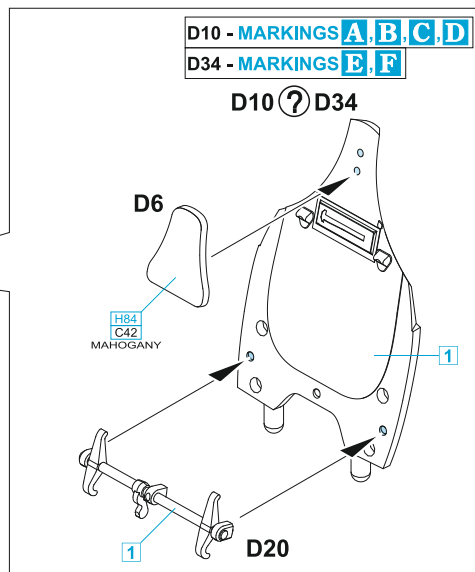


1 = 80% C352 CHROMATE YELLOW + 20% C33 FLAT BLACK

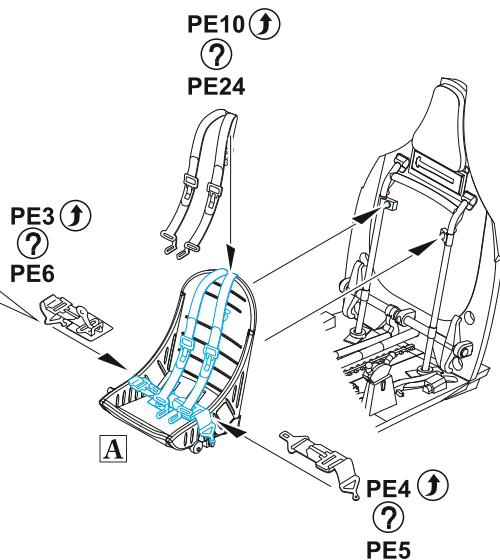
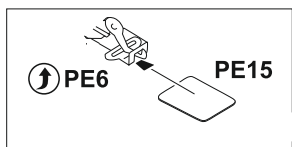
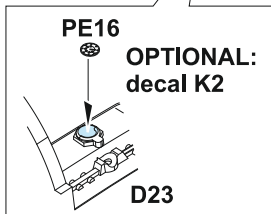
D12 - MARKINGS A, B, C, D ONLY



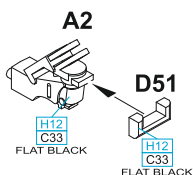
D10 - MARKINGS A, B, C, D
D34 - MARKINGS E, F



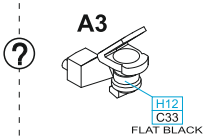
PE5, PE6, PE15, PE24 - MARKINGS A, B, C, D
PE3, PE4, PE10 - MARKINGS E, F



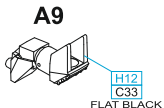
B MARKINGS **A, C, D**



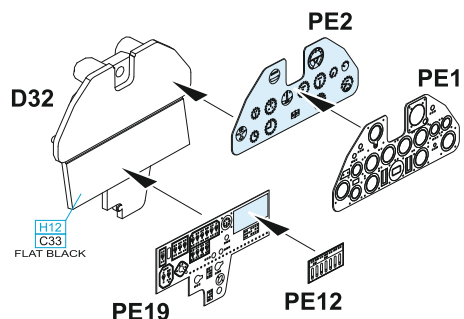
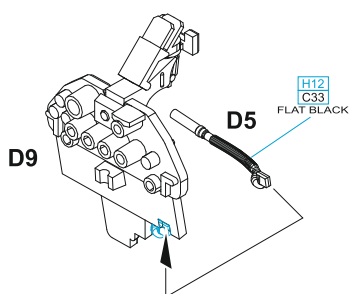
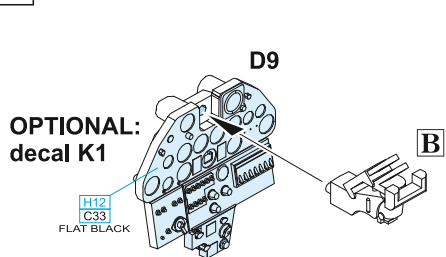
MARKINGS **E, F**

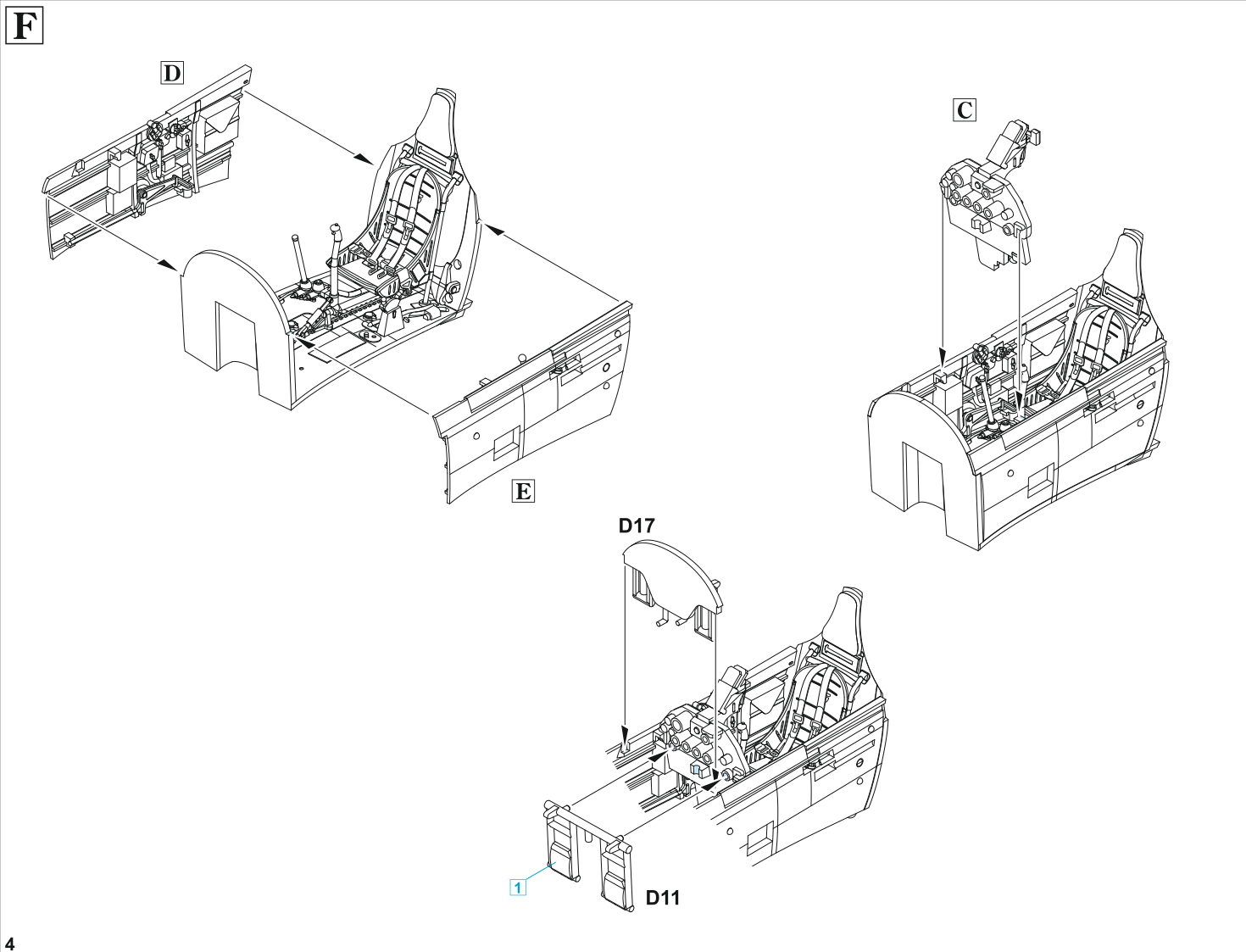
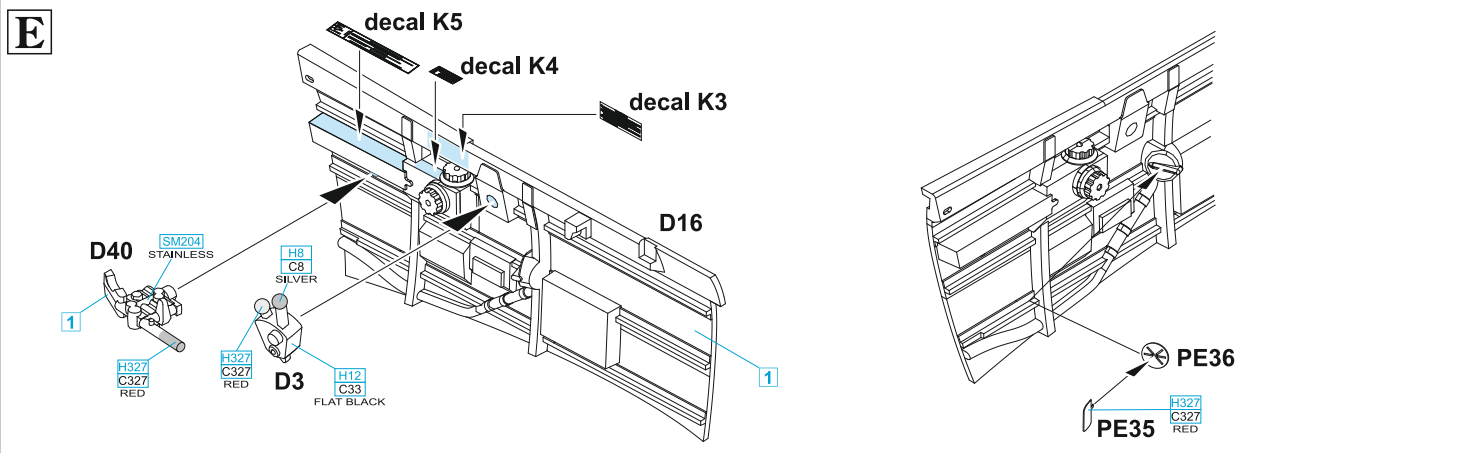
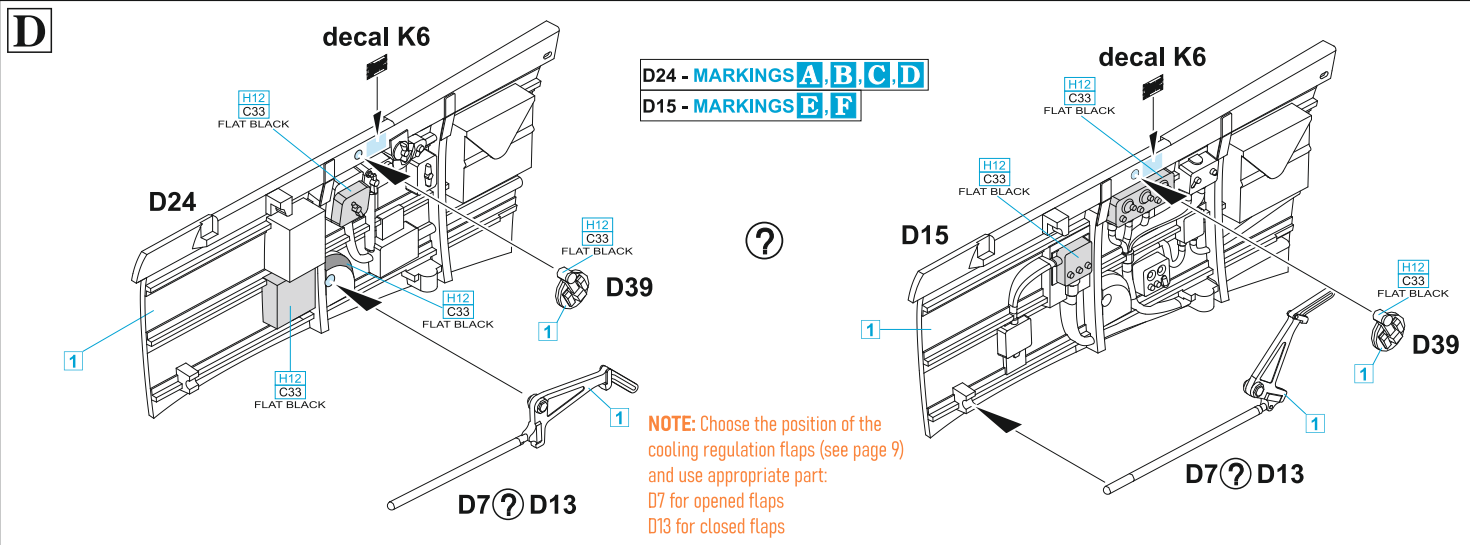


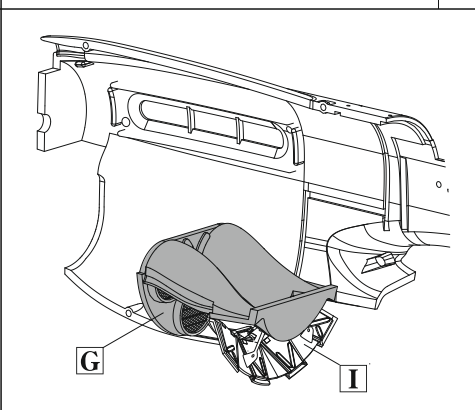
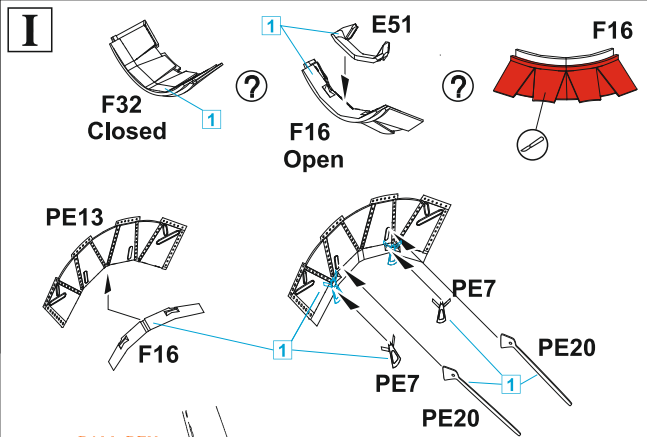
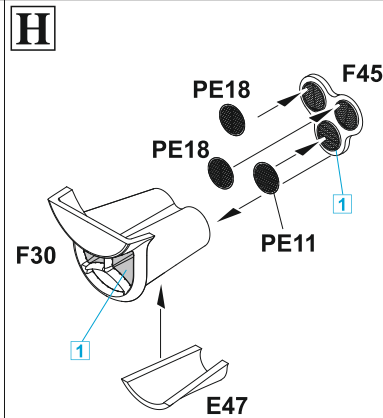
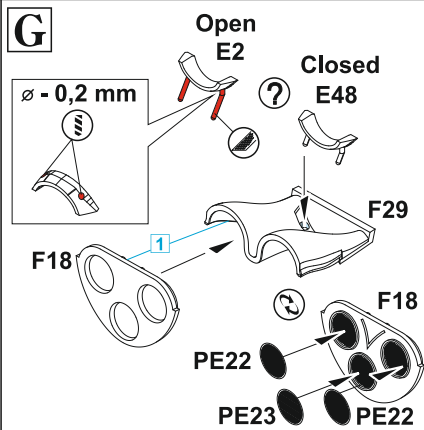
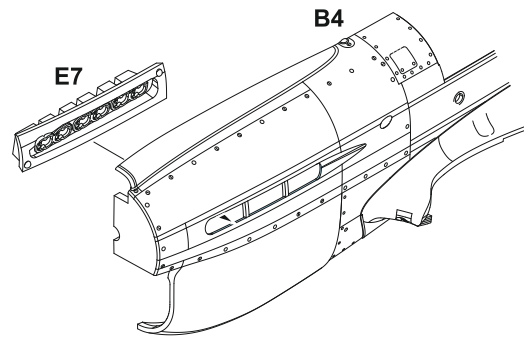
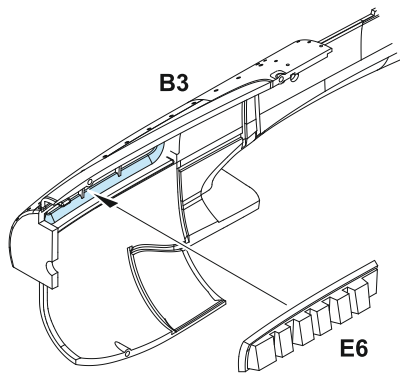
MARKING **B**



C



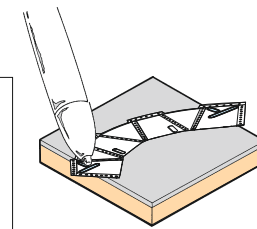




NOTE: Scribe 0,1 mm deep and 0,5 mm long hollow inside of the vertical fin to allow for installation of the PE34 antennae bracket part.

PE34

BALL PEN



B3

D31

F

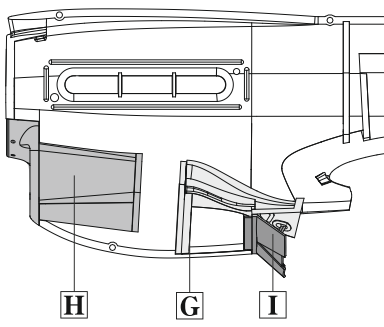
B4

step 1

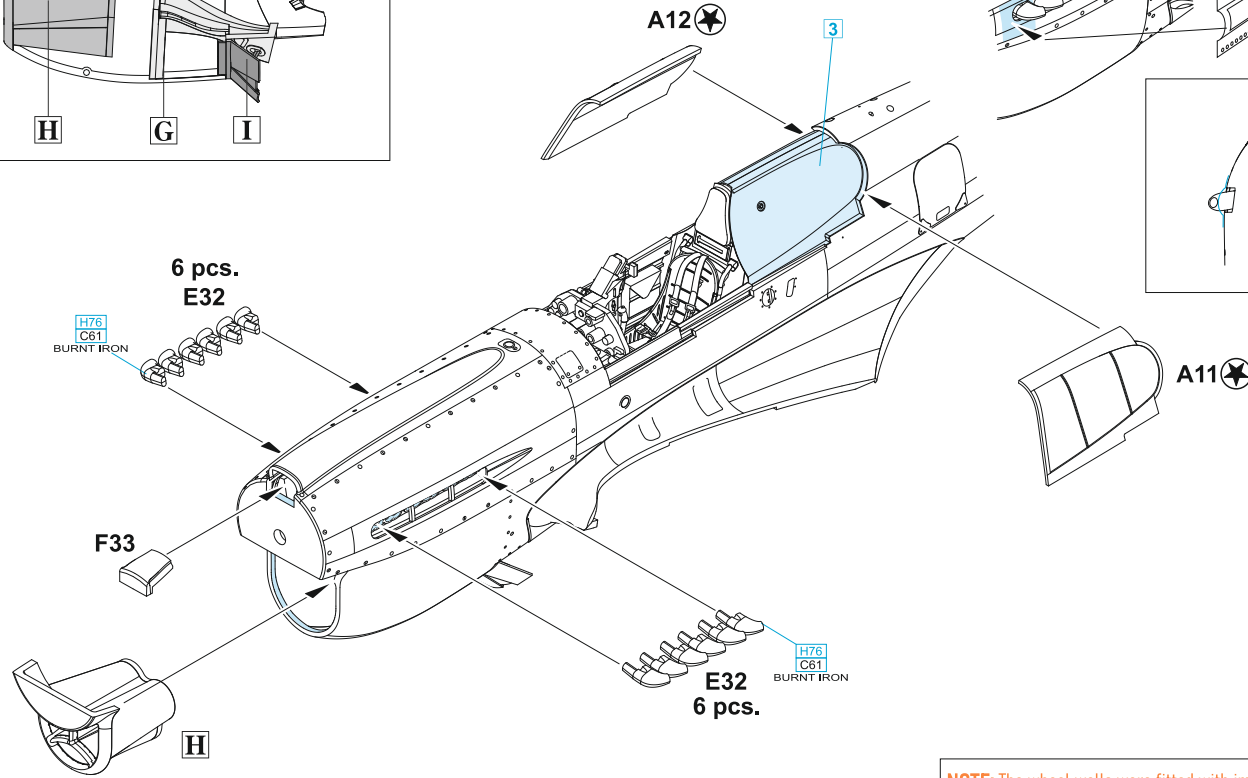
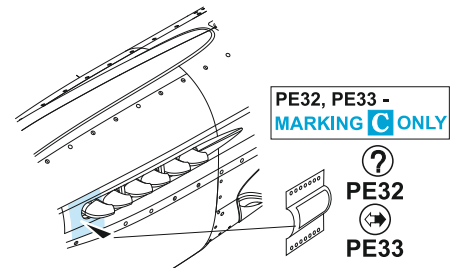
G

2 = HS2 C12 OLIVE DRAB ? UNDERSURFACE COLOR

NOTE: The wheel well canvas covers were painted Olive Drab in the factory. The undersurfaces color was usually applied to the wheel wells afterwards. It can not be ruled out an aircraft was flying with the canvas in Olive Drab at least for some period of time.



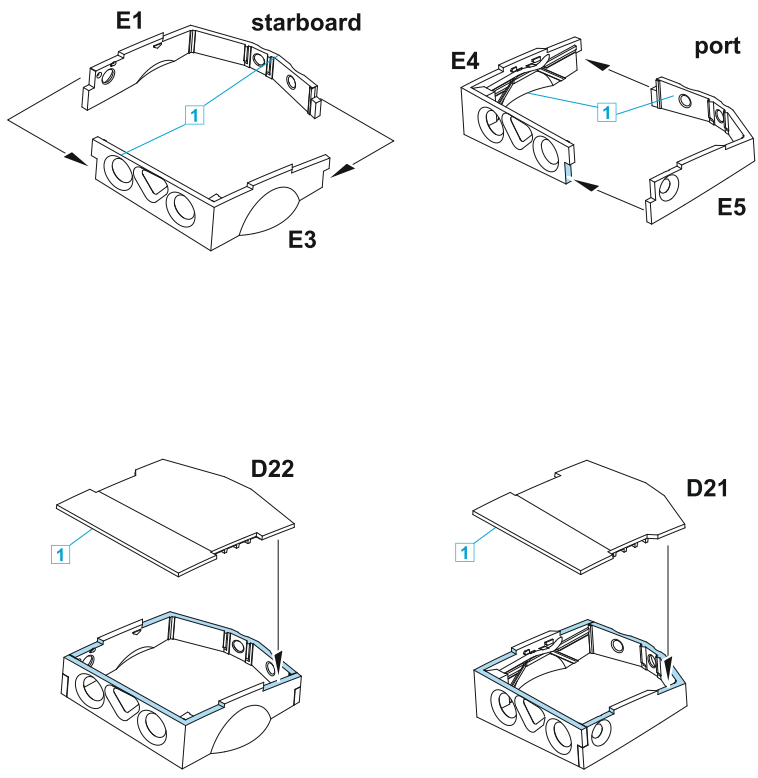
- H52 - MARKINGS **A, C**
- C12
- OLIVE DRAB
- H71 - MARKING **E**
- C21
- MIDDLE STONE
- H330 - MARKINGS **B, D, F**
- C361
- DARK GREEN



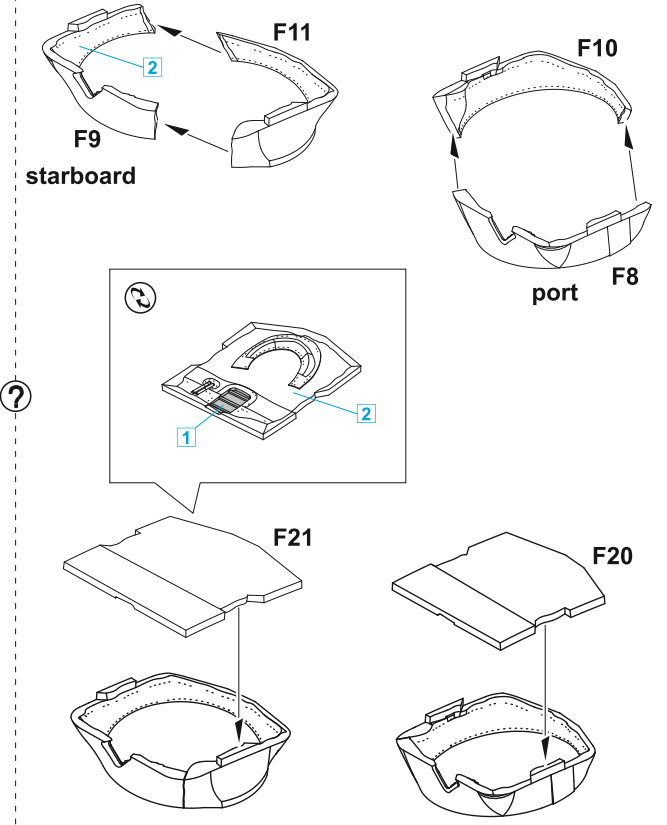
NOTE: The wheel wells were fitted with impregnated canvas tailor-shaped covers to protect the inside of the wing from dirt. It can not be ruled out some aircraft flew without them for some time. They were also removed during maintenance.

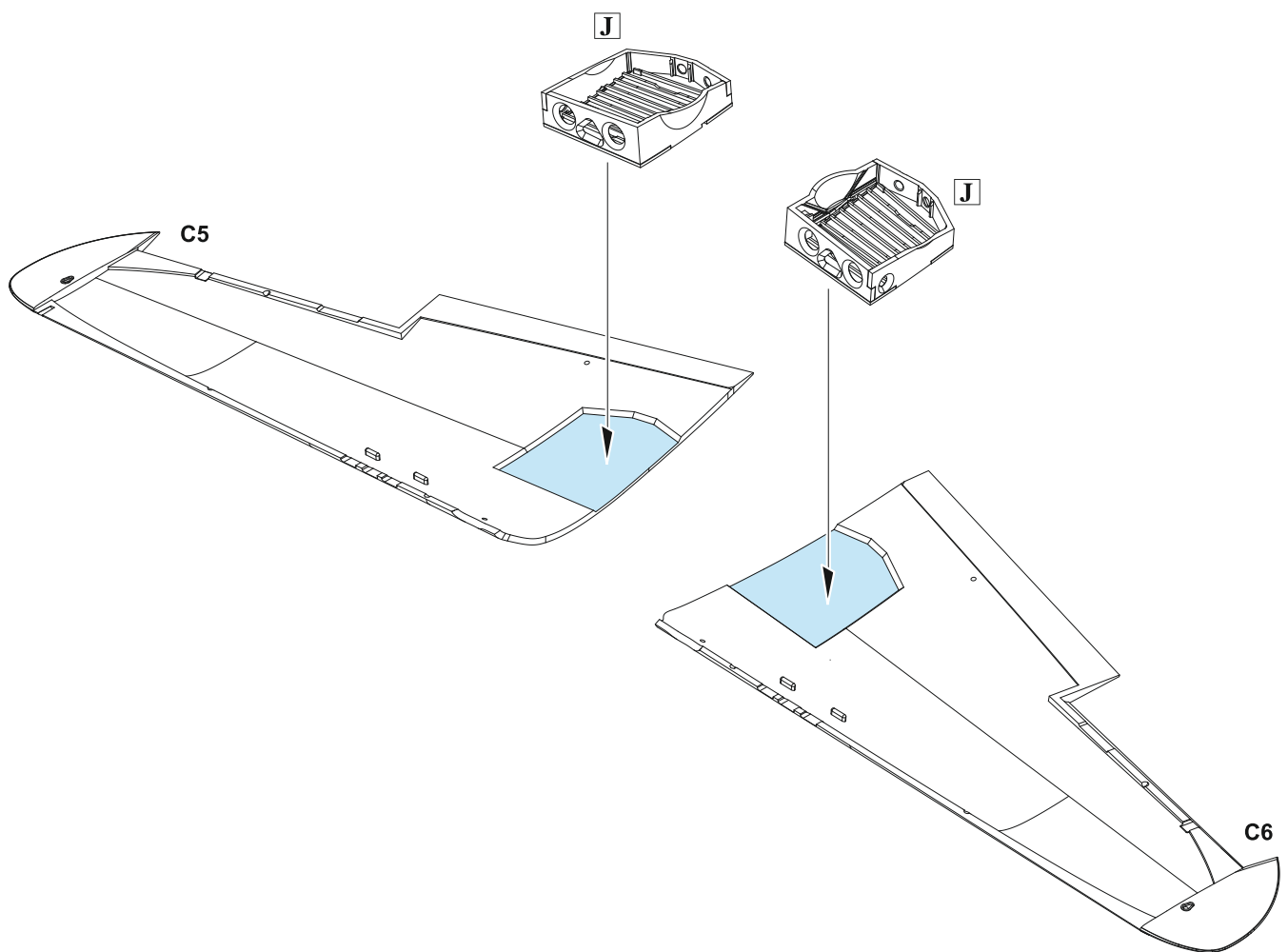
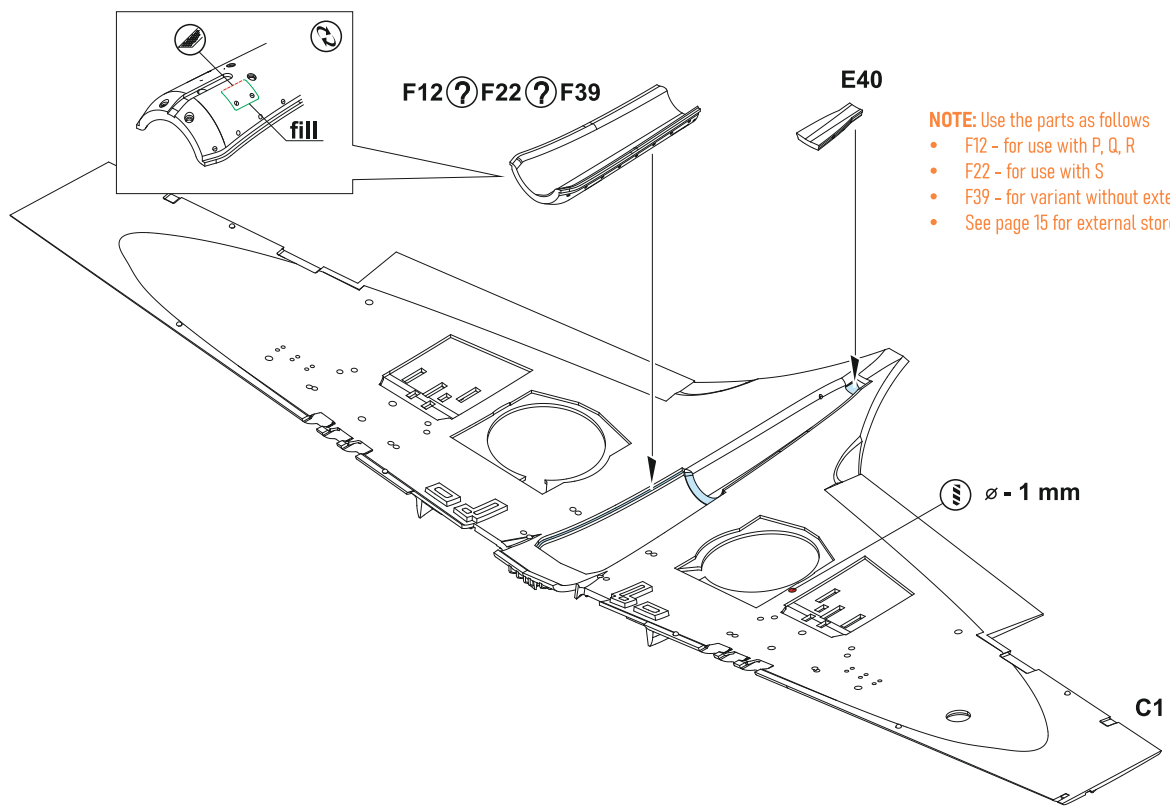
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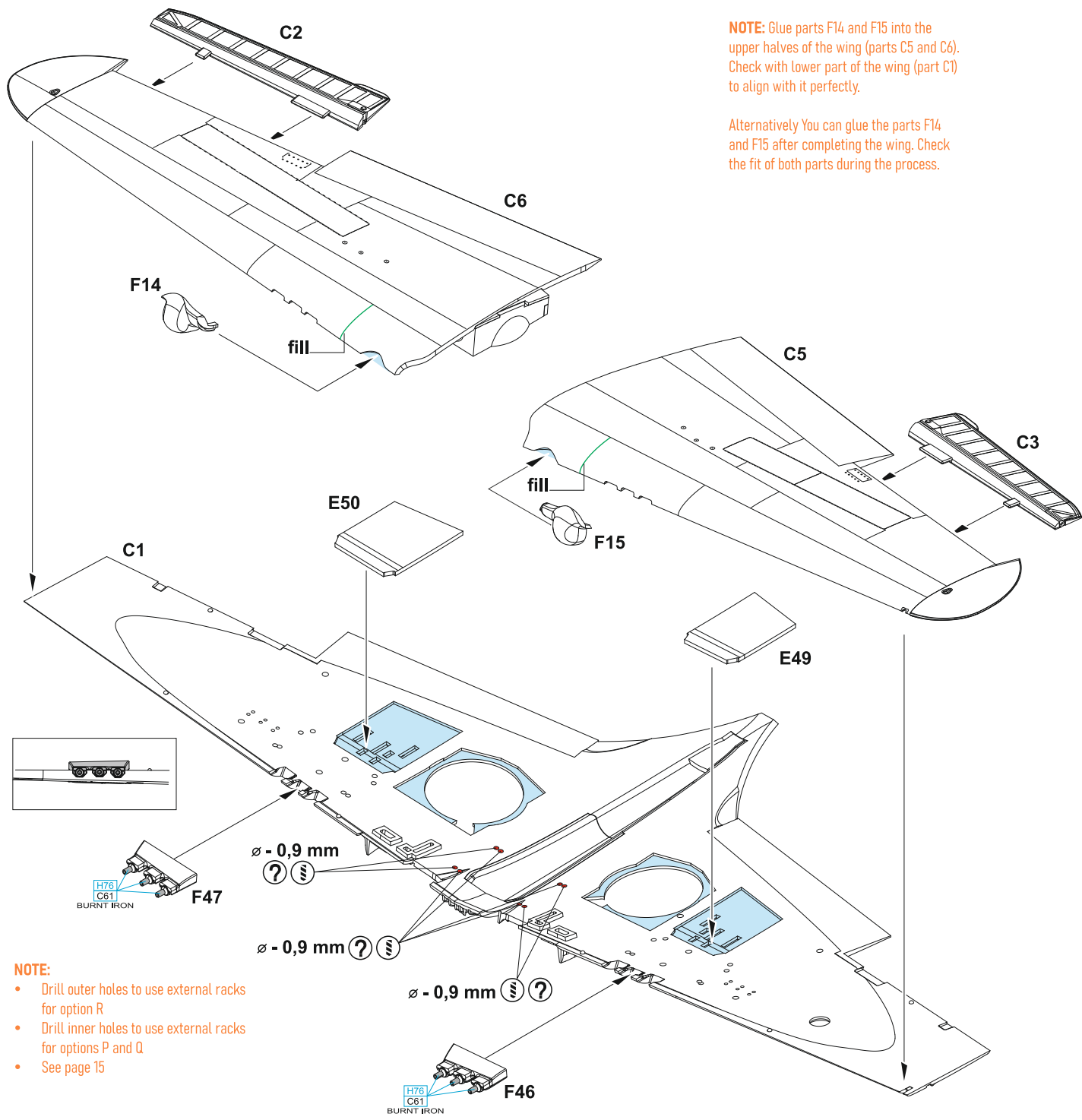
wheel wells without canvas covers



canvas covered wheel wells



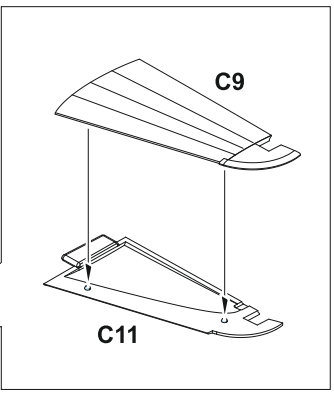
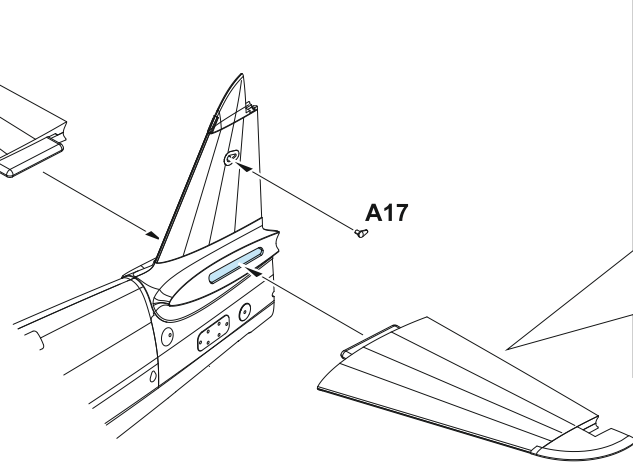
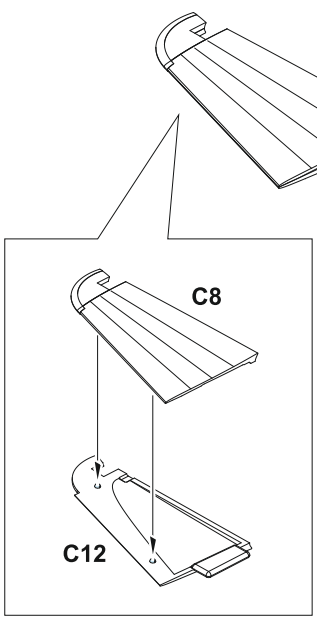


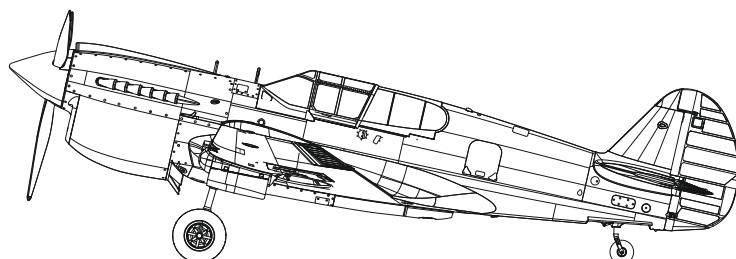
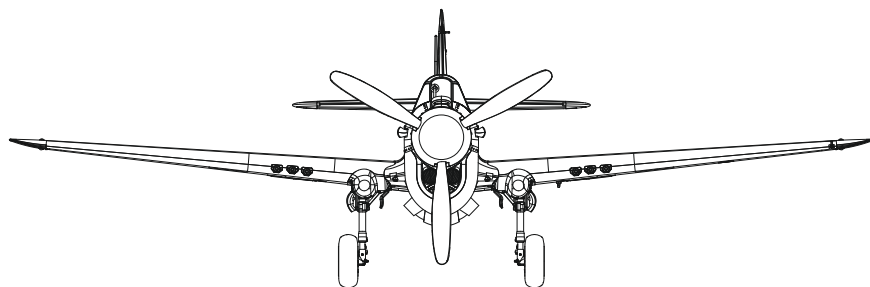
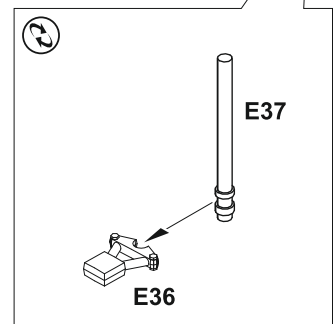
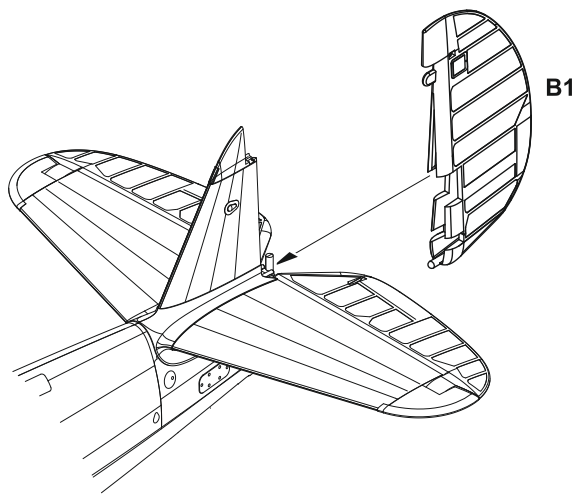
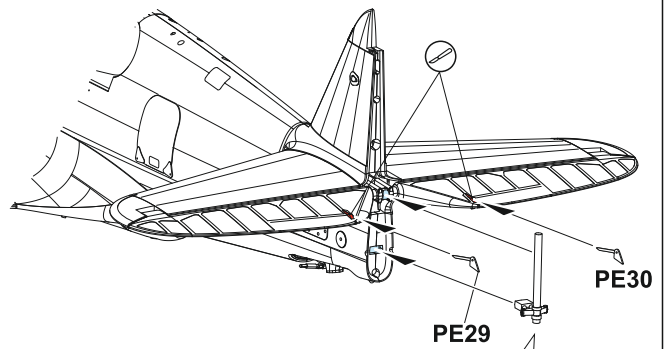
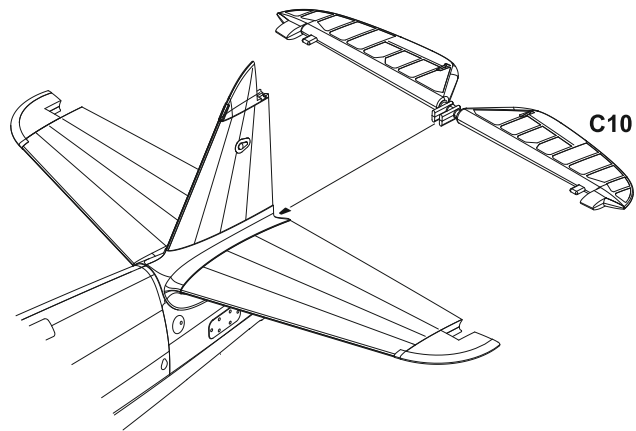


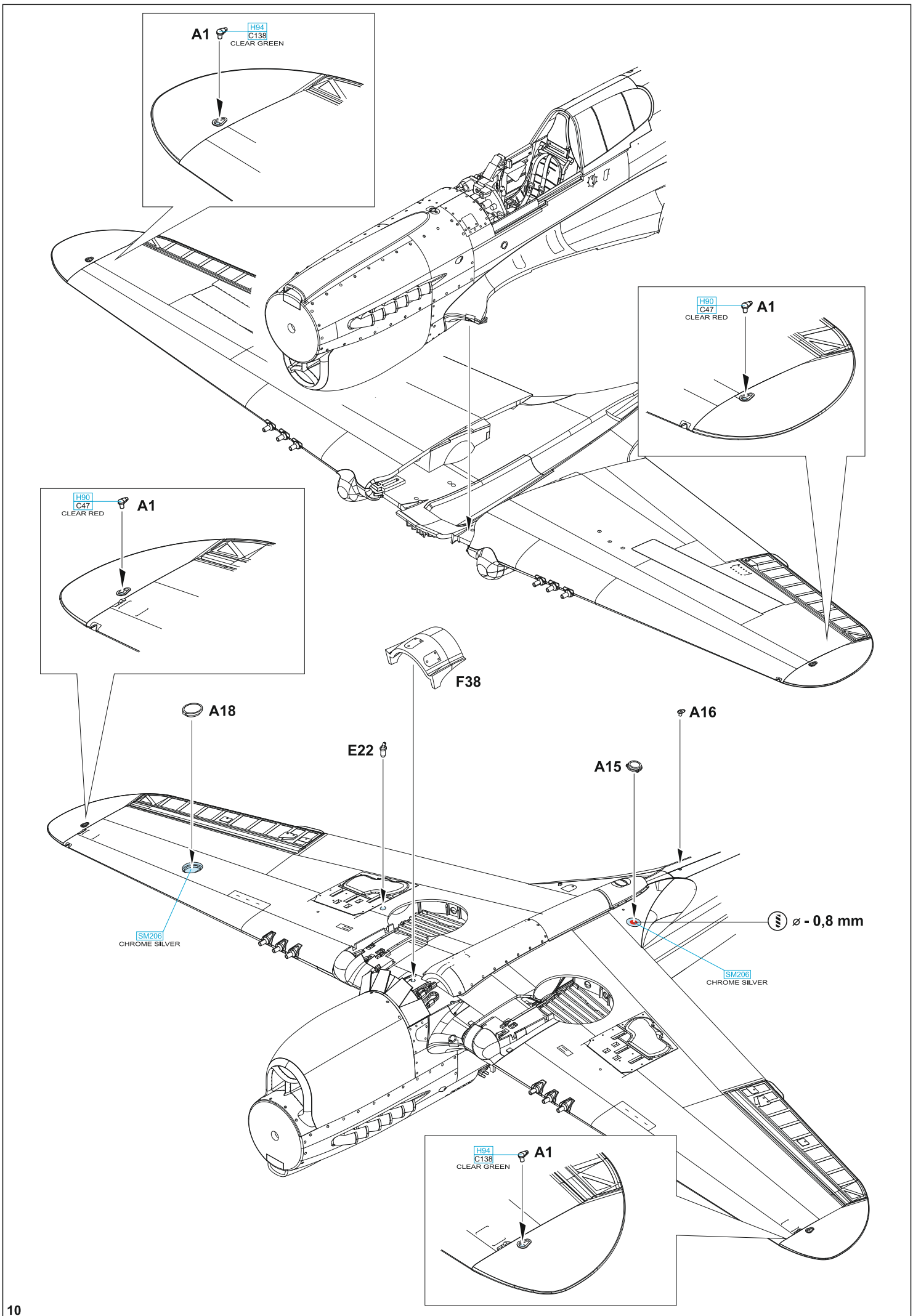
NOTE: Glue parts F14 and F15 into the upper halves of the wing (parts C5 and C6). Check with lower part of the wing (part C1) to align with it perfectly.

Alternatively You can glue the parts F14 and F15 after completing the wing. Check the fit of both parts during the process.

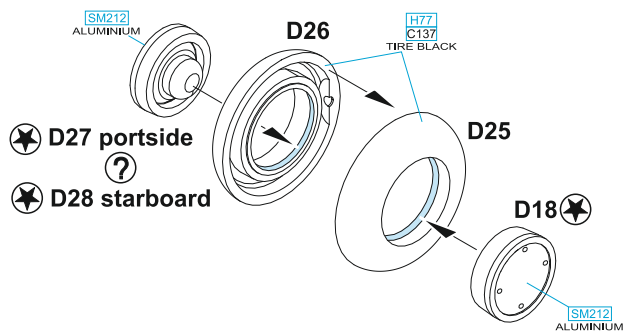
- NOTE:**
- Drill outer holes to use external racks for option R
 - Drill inner holes to use external racks for options P and Q
 - See page 15



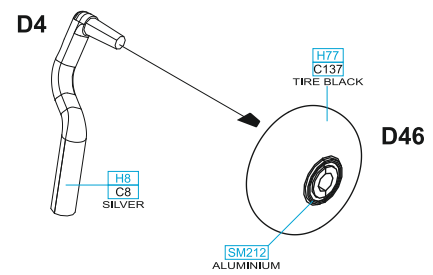




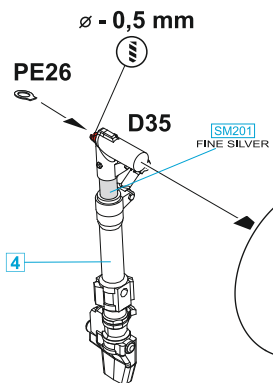
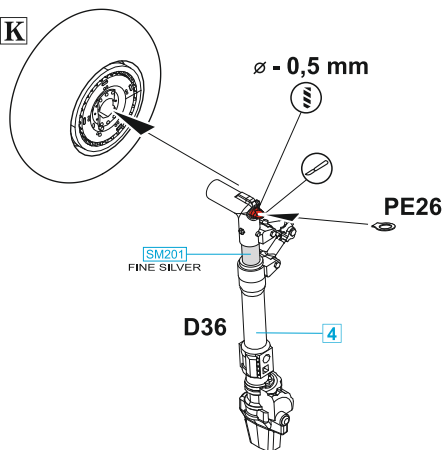
K 2 pcs.



L

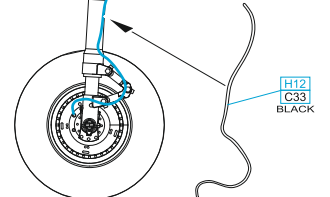


K

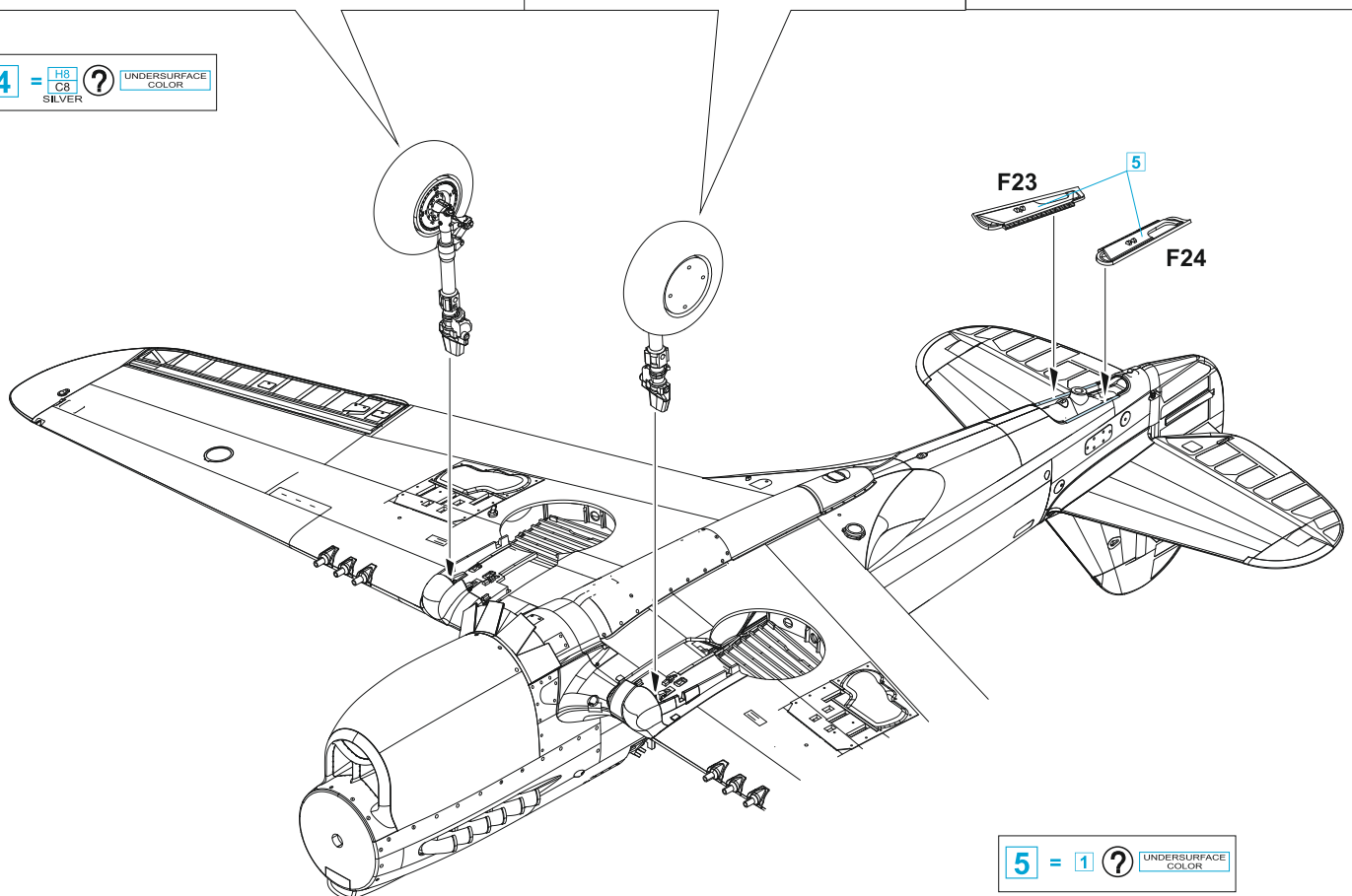


D35 starboard

D36 portside
PE27 portside
PE28 starboard

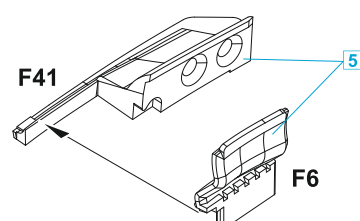
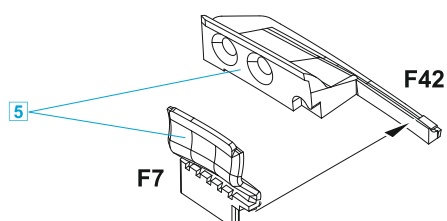


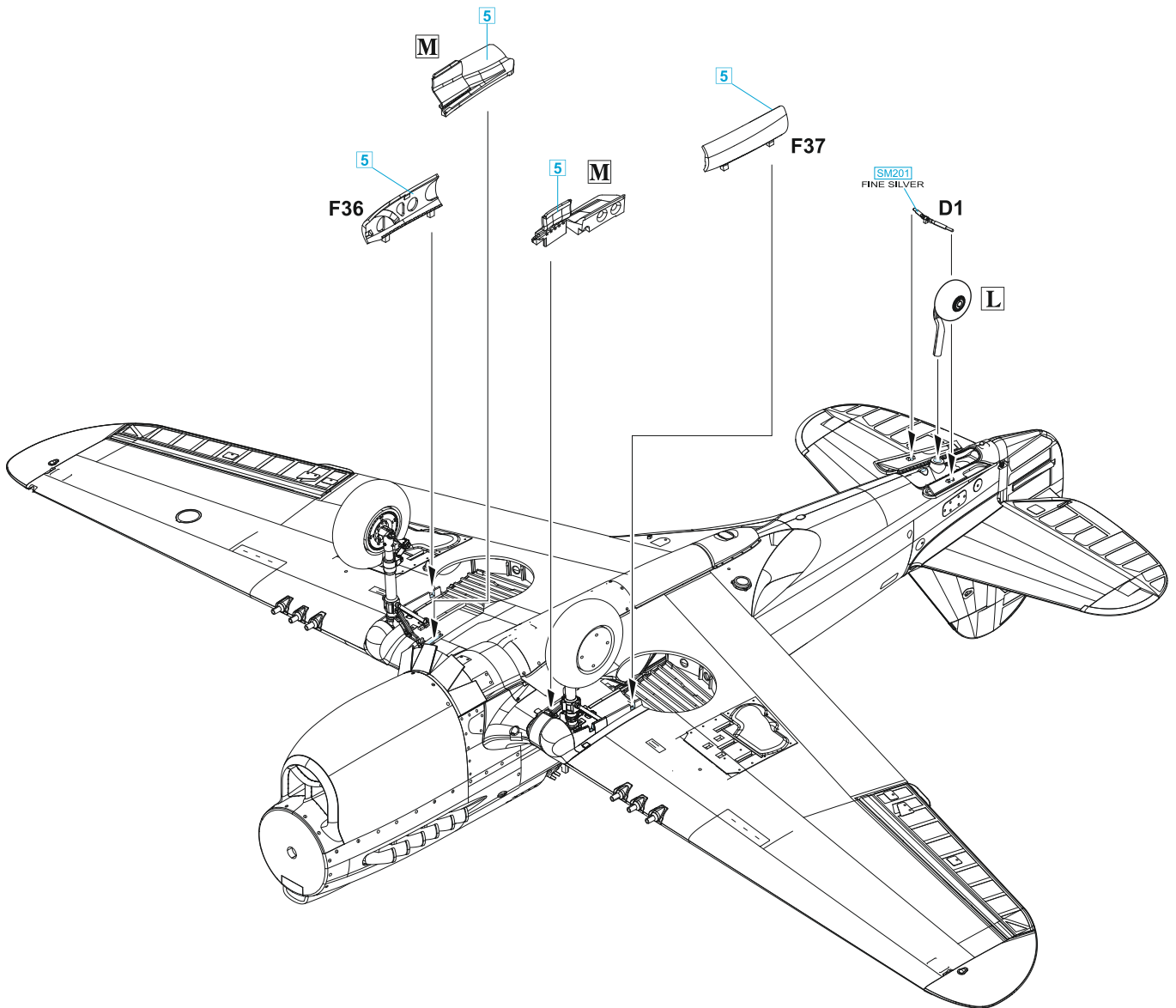
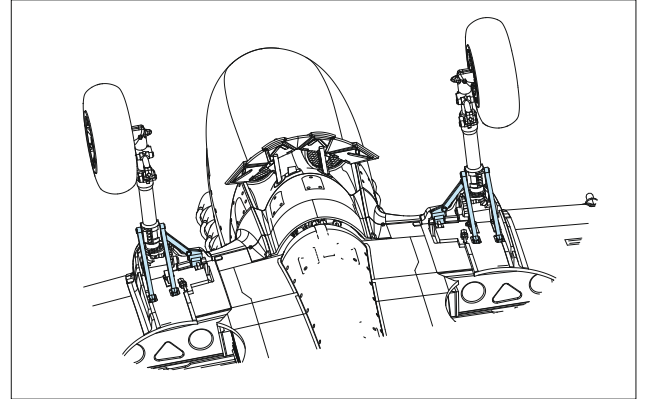
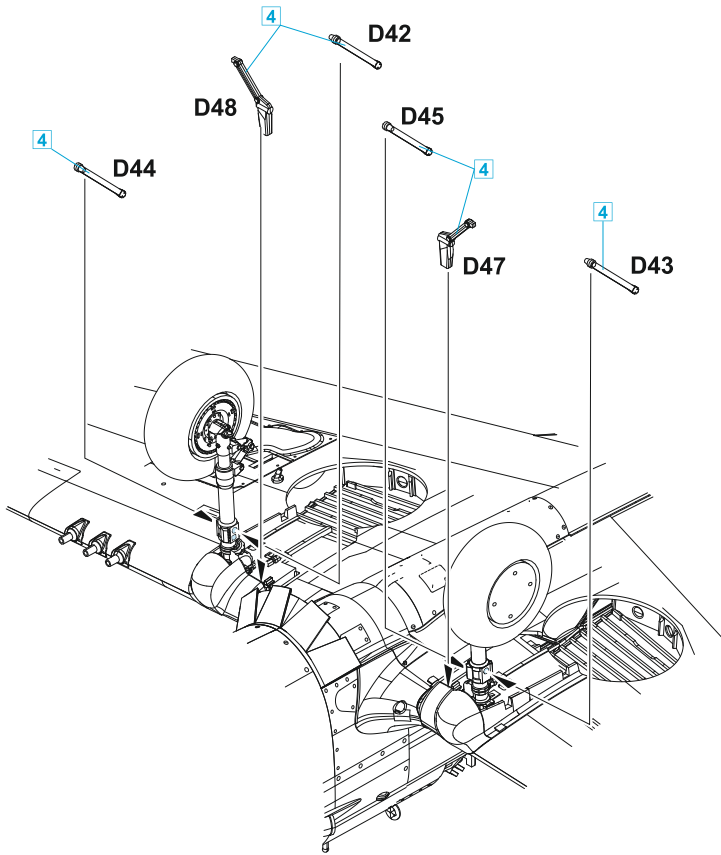
4 = H8 C8 SILVER ? UNDERSURFACE COLOR



5 = 1 ? UNDERSURFACE COLOR

M

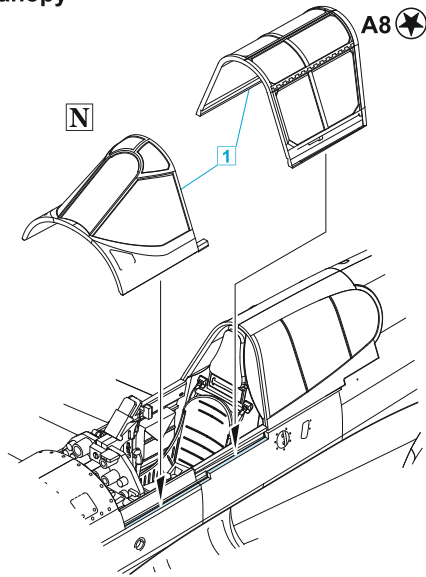
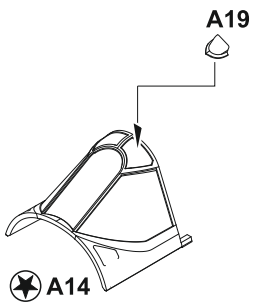




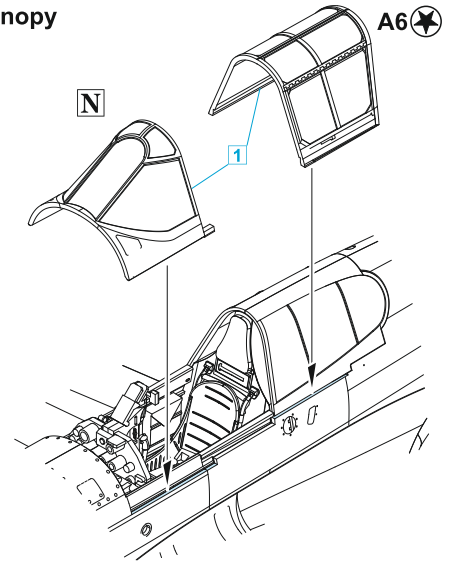
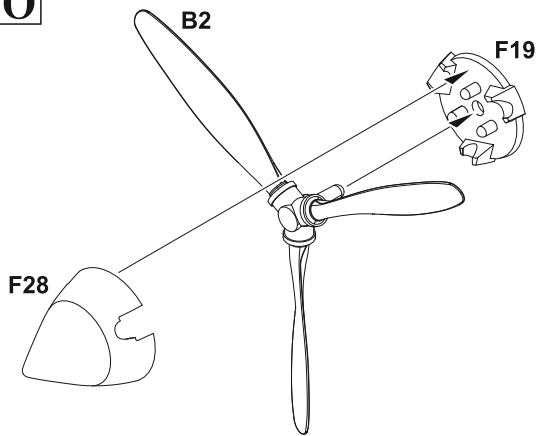
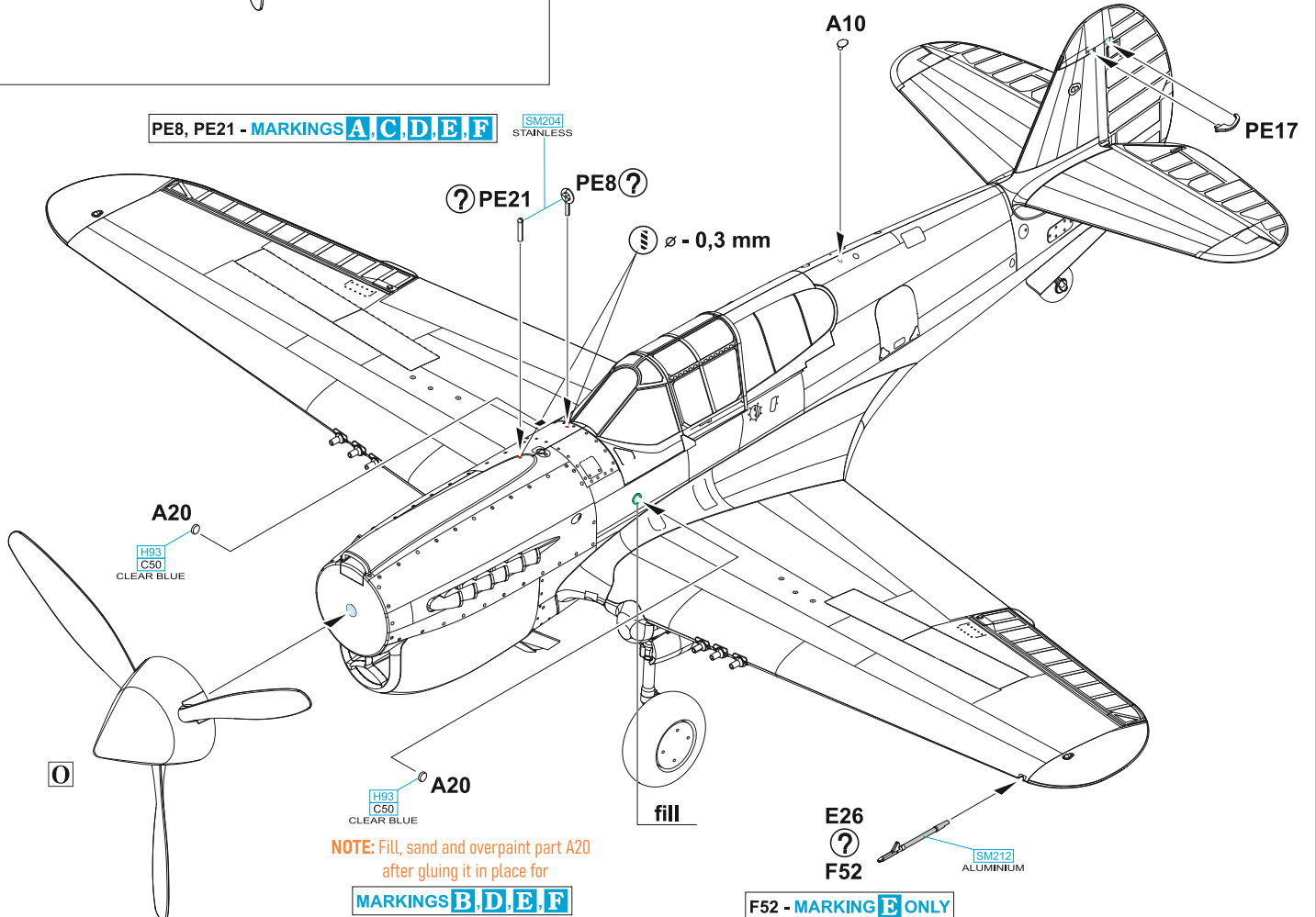
N

closed canopy

open canopy



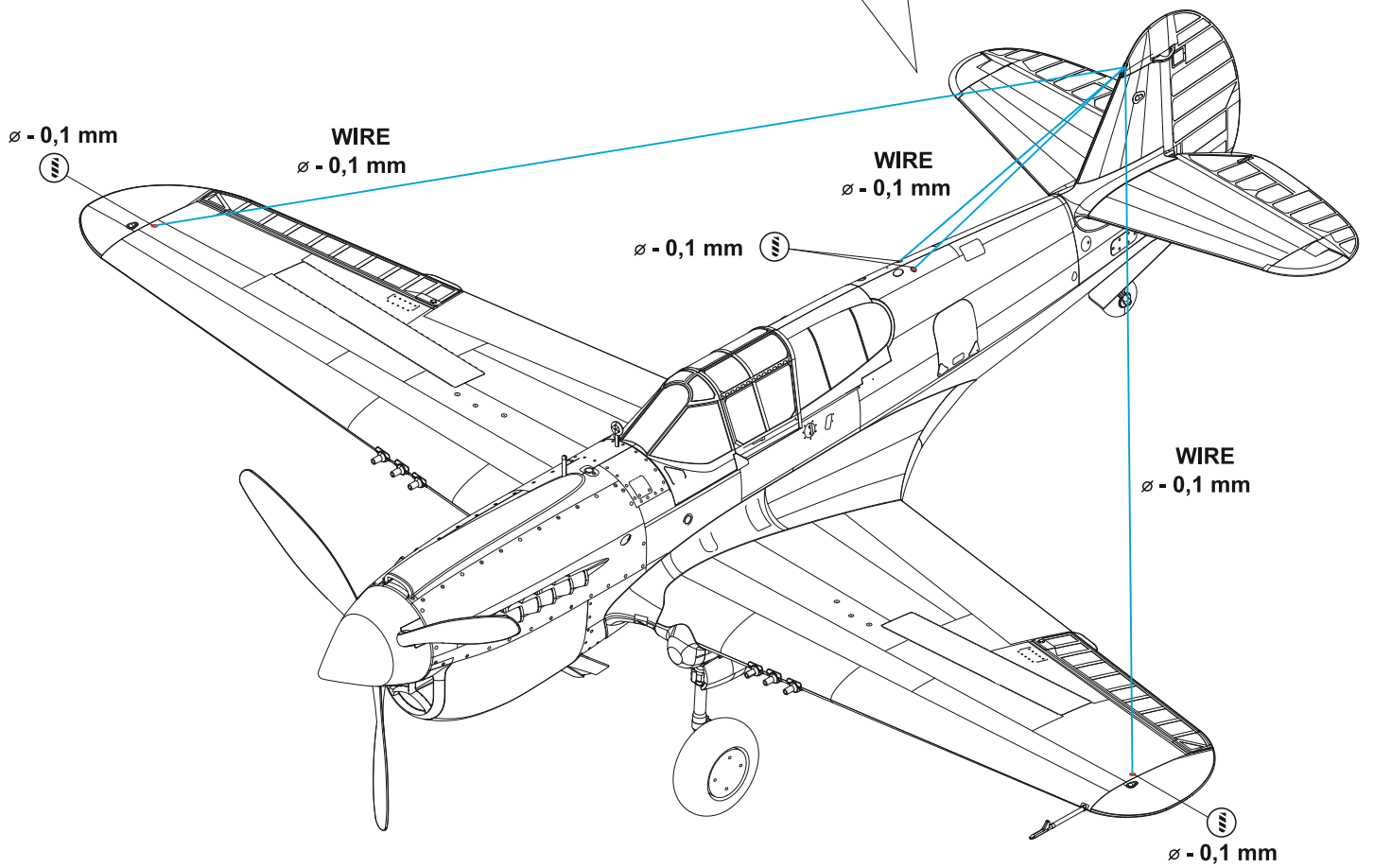
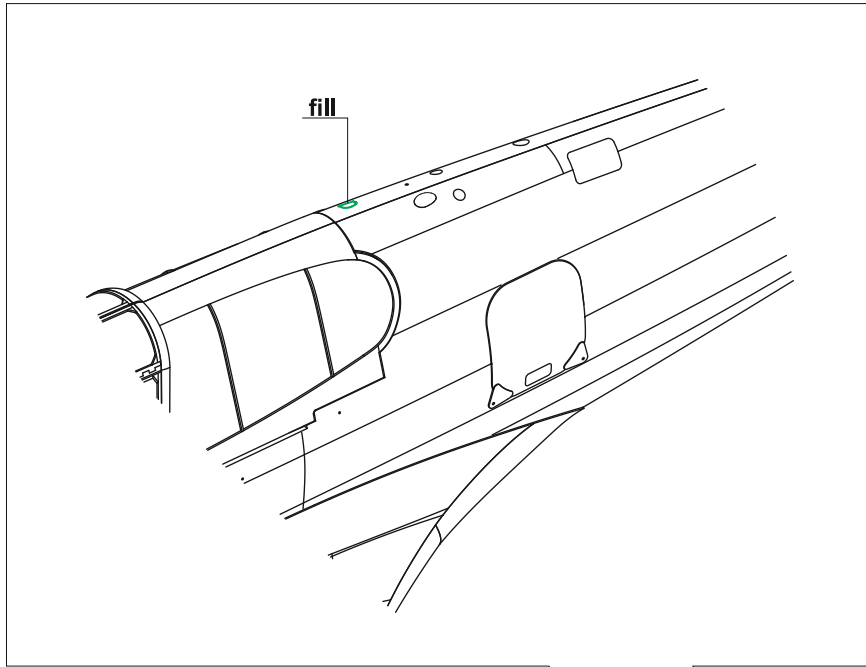
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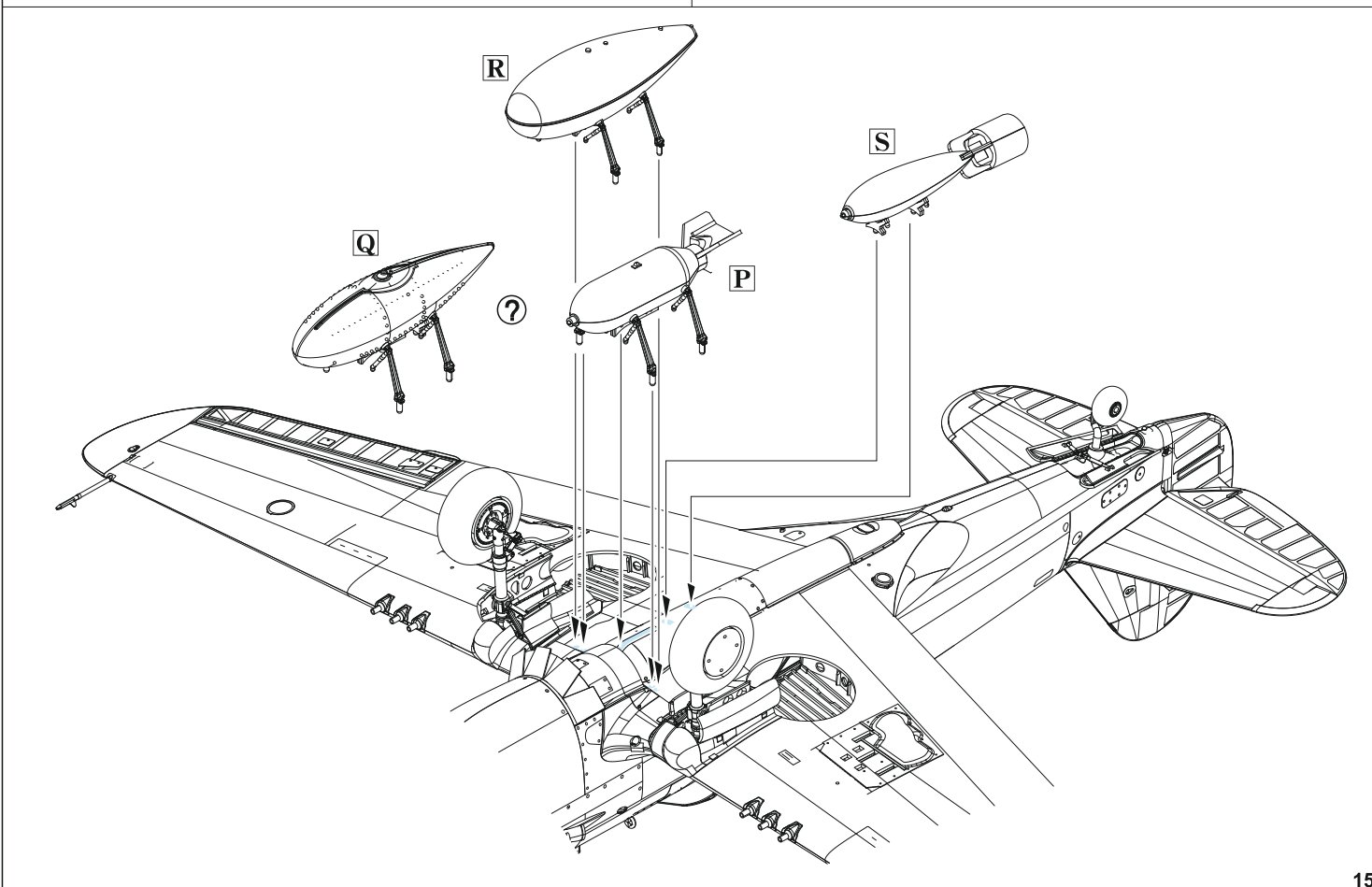
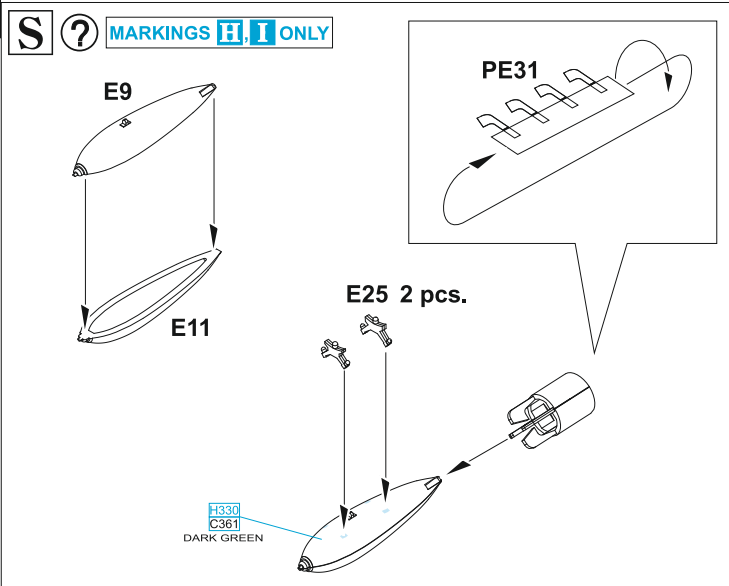
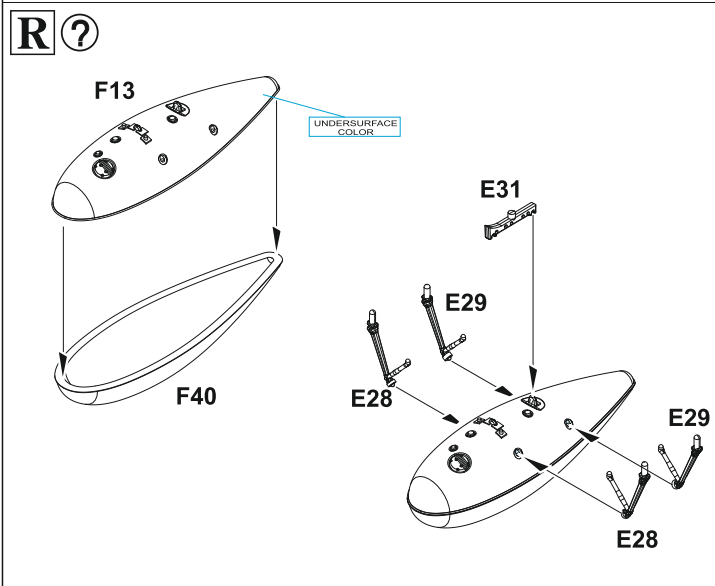
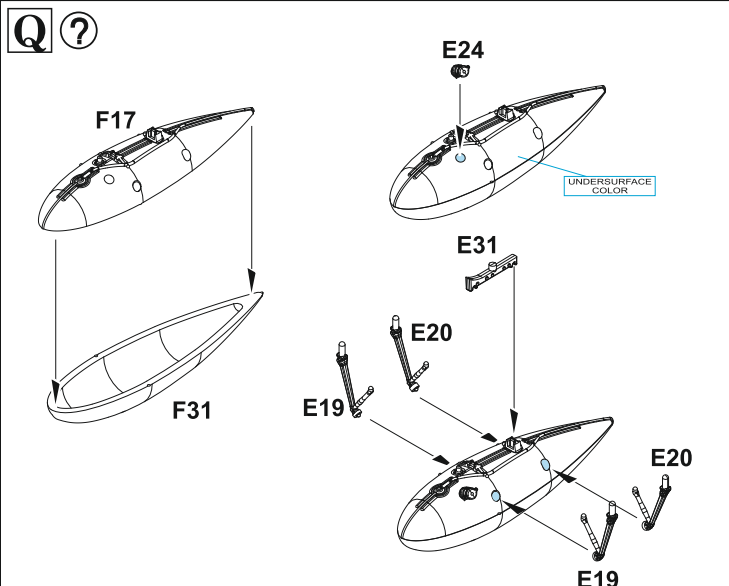
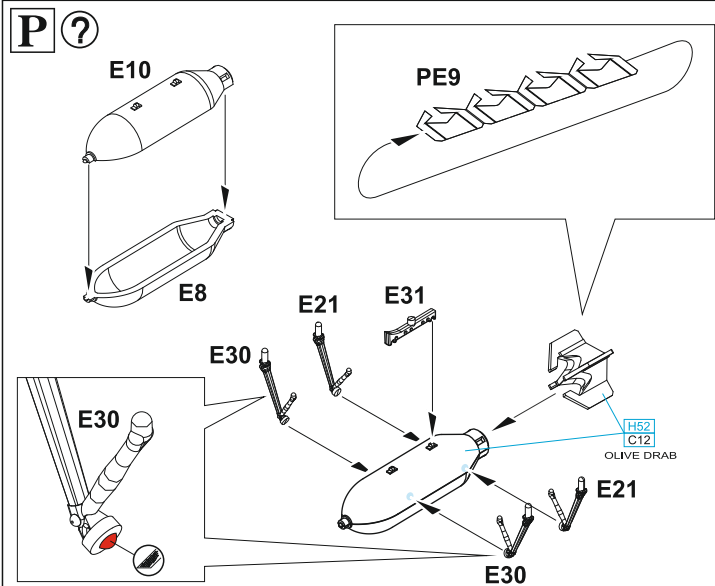
**O**PE8, PE21 - MARKINGS **A,C,D,E,F** SM204 STAINLESS

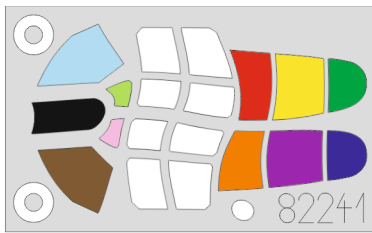
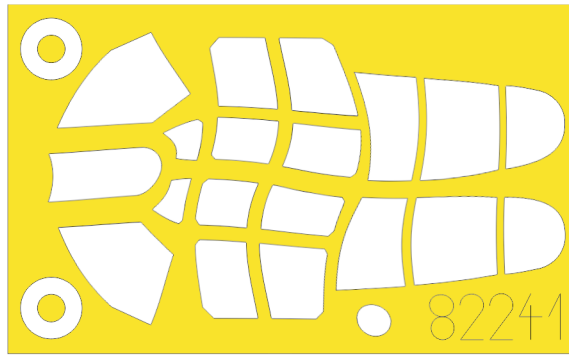
NOTE: Fill, sand and overpaint part A20 after gluing it in place for

MARKINGS **B,D,E,F**

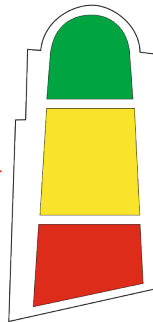
F52 - MARKING **E** ONLY



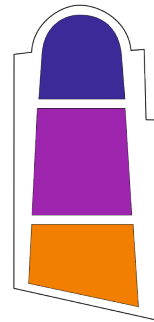




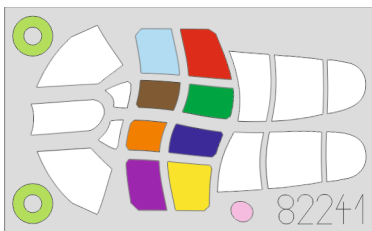
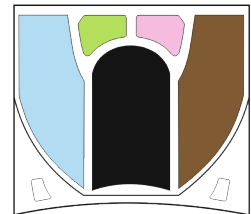
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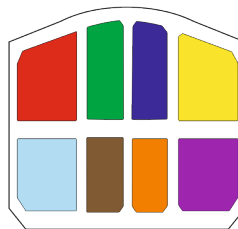
A11



A13 ? A14



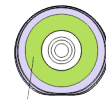
A6 ? A7 ? A8



A18



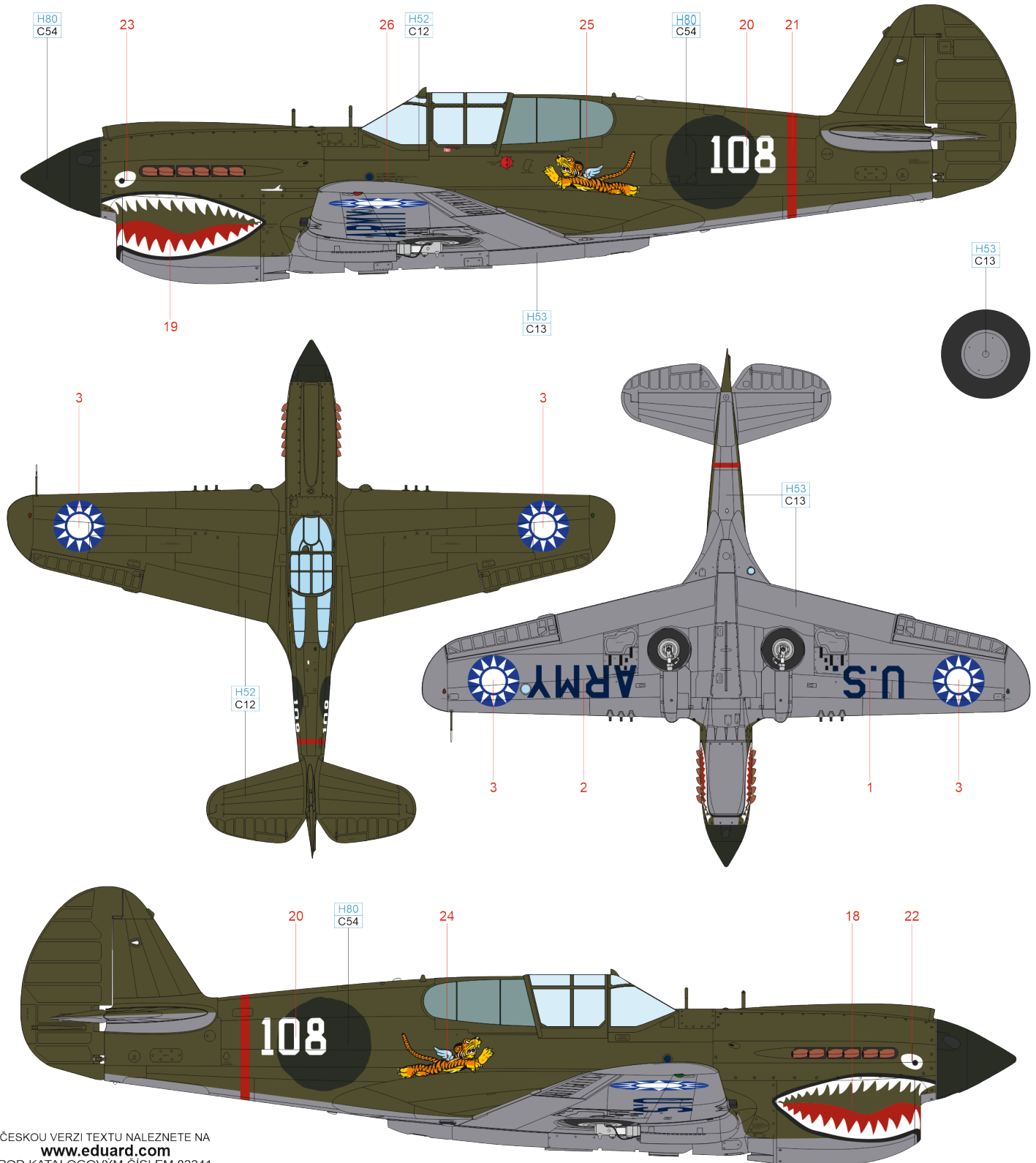
D46



LIQUID MASK

A David L. Hill, 2nd FS, AVG, 14th AF, Kuomintang, China, May 1942

David Lee "Tex" Hill was the most successful ace of the Chennault's Flying Tigers (American Volunteer Group) as he downed 12,25 Japanese aircraft and destroyed two on the ground. He added six more plus four aircraft damaged after he entered the service with USAAF, becoming a triple fighter ace. Young David Hill and another boy paid local pilot Marion P. Hair to give them a ride in his Travel Air 4000 aircraft and was so impressed that he enlisted in the Navy after graduating from Austin College in 1938. He earned his Naval Aviator wings in November 1939 and flew TBD Devastators and SB2U Vindicators. In 1941 he resigned from Navy to join the 1st American Volunteer Group (AVG) and he learned to fly P-40 in the AVG training program in Burma. Shortly afterwards he became Flight Leader of the 2nd PS (the Panda Bears) and then squadron CO. After the AVG was disbanded Hill entered the USAAF and after he was cured of malaria and dysentery in USA, he took command of the 23rd FG on November 4, 1943. Back in USA at the end of 1944 he served as CO of 412th FG flying P-80 jets from September 1945. He resigned from USAF in June 1946 but joined Texas Air National Guard and was appointed Brigadier General. He died at the age of 92 on October 11, 2007. His P-40E from the time of flying with AVG sported Chinese national insignias, which were painted over the original US insignias. The fuselage ones were overpainted in unspecified dark green color and the fuselage sported painting of the typical mascot of the Flying Tigers.



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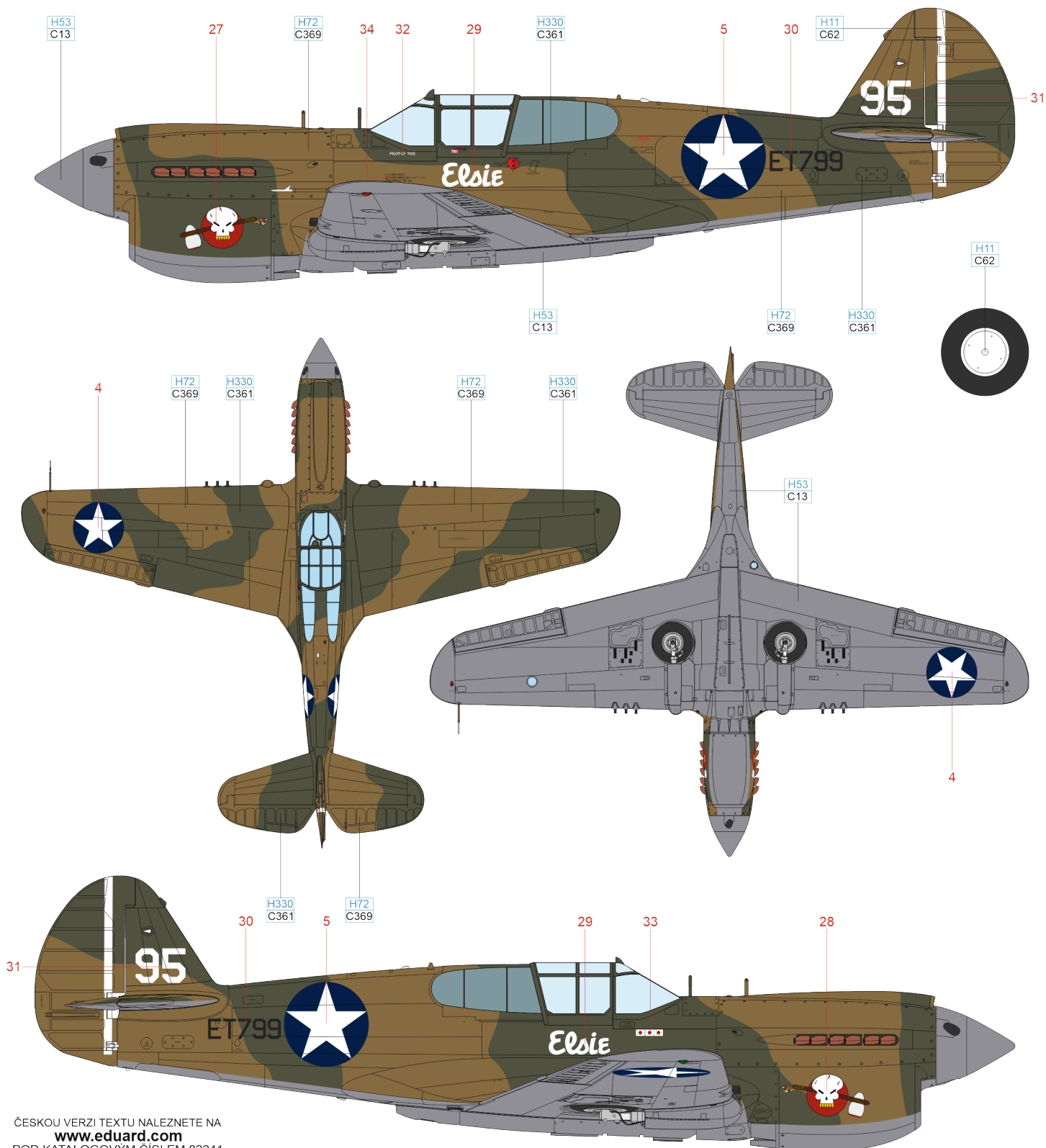


KHAKI GREEN	H80 C54	NEUTRAL GRAY	H53 C13	OLIVE DRAB	H52 C12
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B ET795, 1Lt. Clay Tice, Jr, 9th FS, 49th FG, Port Moresby, New Guinea, 1942

A long serving fighter pilot on two theaters of operations, Pacific and Europe, he did not achieve the status of fighter ace, as he earned only three aerial victories, but he became famous as one of two first Americans putting their foot on the Japanese soil. It happened on August 25, 1945, when, on a sweep mission to Kyūshū, Tice landed his P-38 on Nittagahara airfield as he accompanied another pilot who was short of fuel. Clay Tice, Jr. Served a tour with the 49th FG in the Pacific early in the war, flying P-40 next came a combat tour as CO of the 507th FS, 404th FG in Europe (P-47D). Later he went back to the 49th FG as CO of the group starting from July 16, 1945. All his aircraft bore the name Elsie, this P-40E from his first time with 49th FG was no exception. The nose was adorned with the skull and the axe motif. The bottom surfaces, originally in the Sky color, were repainted in dark grey shade, probably Neutral Grey. During the repainting process of the Warhawks of 49th FG received in the RAF camouflage, also the nose cone in the Sky was repainted. Again, the gray of undersurfaces was probably used.



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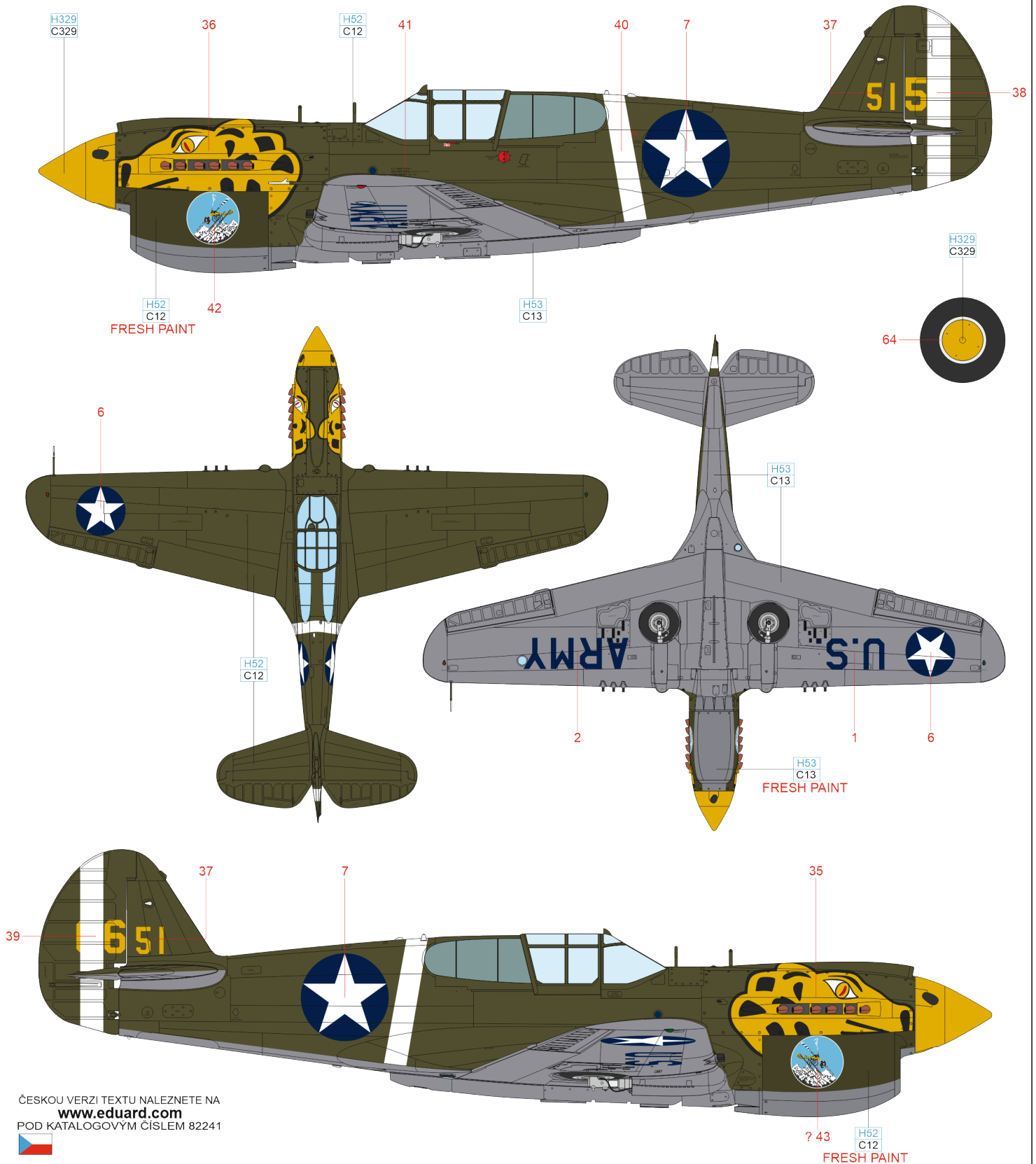


DARK GREEN	H330	DARK EARTH	H72	NEUTRAL GRAY	H53	FLAT WHITE	H11
	C361		C369		C13		C62

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C 11th FS, 343rd FG, Adak, Adak Island, Aleutian Islands, spring 1943

The 343rd FG became famous for its actions against Japanese in the area of Aleutian archipelago, operating from Alaska territory. Harsh conditions took their toll on both airmen and their machines forcing to interchange parts on daily basis. In this example, the P-40E got not only a new rudder with part of serial number of different aircraft, but also the bottom engine cowl, which interrupted the famous tiger head painting, which became a "trademark" of Aleutian Tigers. Instead, there was a painting of the probably personal emblem of the pilot – the angry mosquito over the Aleutian mountains. As there is only one photo of the plane in this state of markings, we cannot be sure the emblem was painted also on starboard side of the nose.



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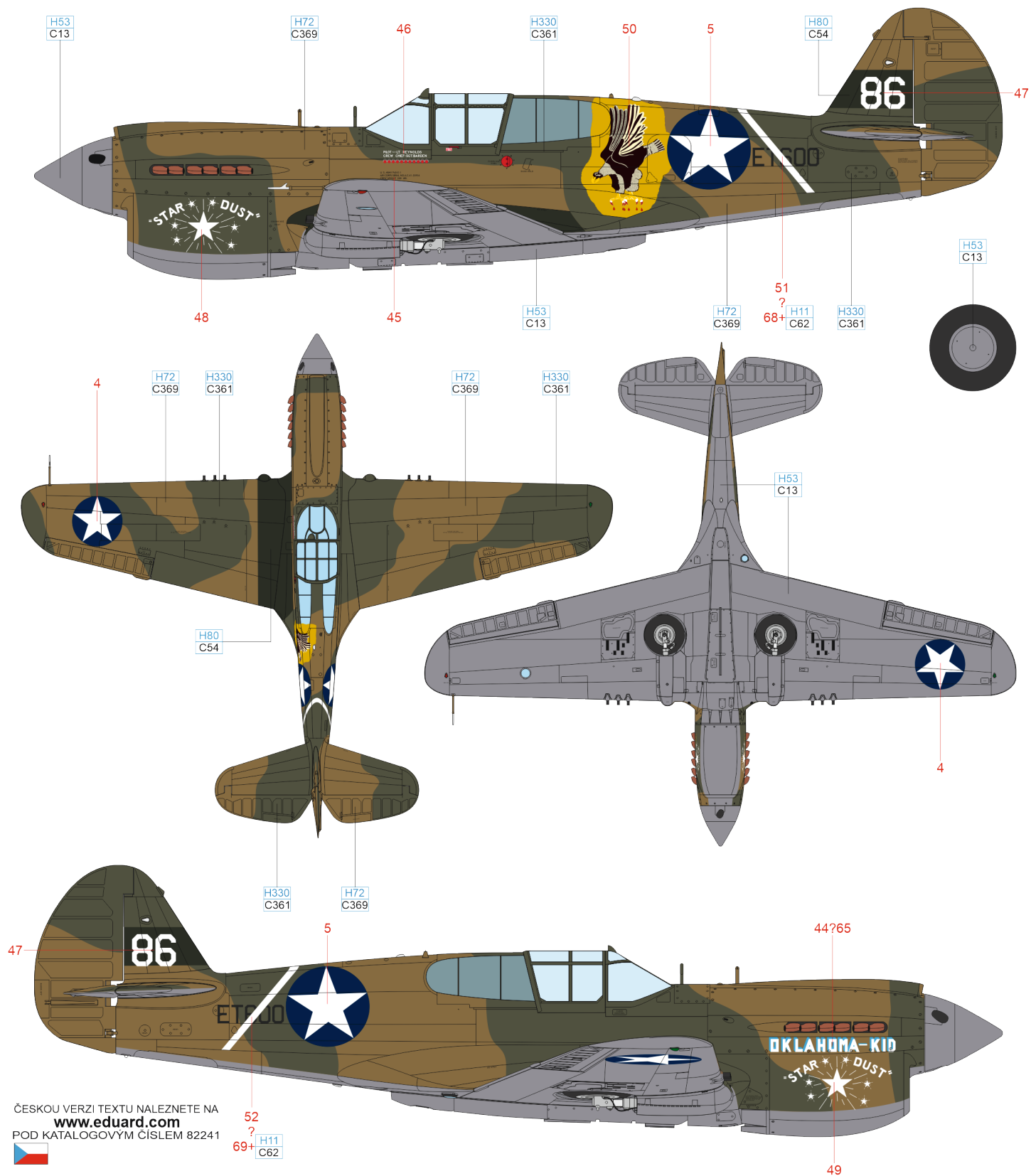


OLIVE DRAB H52 C12 NEUTRAL GRAY H53 C13 YELLOW H329 C329

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D ET600, Lt. Andrew J. Reynolds, 9th FS, 49th FG, Darwin, Australia, August 1942

Andrew Jackson Reynolds was born on August 17, 1917, in Seminole, Oklahoma. He studied Chemical engineering and graduated from University of Oklahoma prior to joining the Army Reserves in November 1940. On July 12, 1941, he was rated a pilot at Kelly Field and joined 20th PS (Prov.) in Australia. He moved with the unit to Java and became member of 17th PS (Prov.) there. After escape back to Australia he joined 9th FS of the 49th FG. His first individual aerial victory came on February 18, 1942, when he shot down a Zero over Java. Prior to that, he participated by 0,333 share on aerial victory over what has been stated as Bf 110, but was in fact a Mitsubishi G3M of 1. Kókútai flown by WO Seiai Iwamoto. At the end of the war, he had 9,333 aerial victories on his account and was promoted up to the Lieutenant Colonel rank during the war. At the end of the hostilities he transferred to the new US Air Force and retired in 1969 as a Colonel. His Star Dust P-40E-1 was known for the painting of the eagle in the yellow field on the port side of the fuselage. Other members of his flight replicated this to form the Eagle Flight. The appearance of the Star Dust inscription and graphics on the nose changed during time, this one represents the earlier version. The additional name Oklahoma Kid was added on starboard side and it is not known which color was added to the white as the shading. We offer blue or yellow variants.



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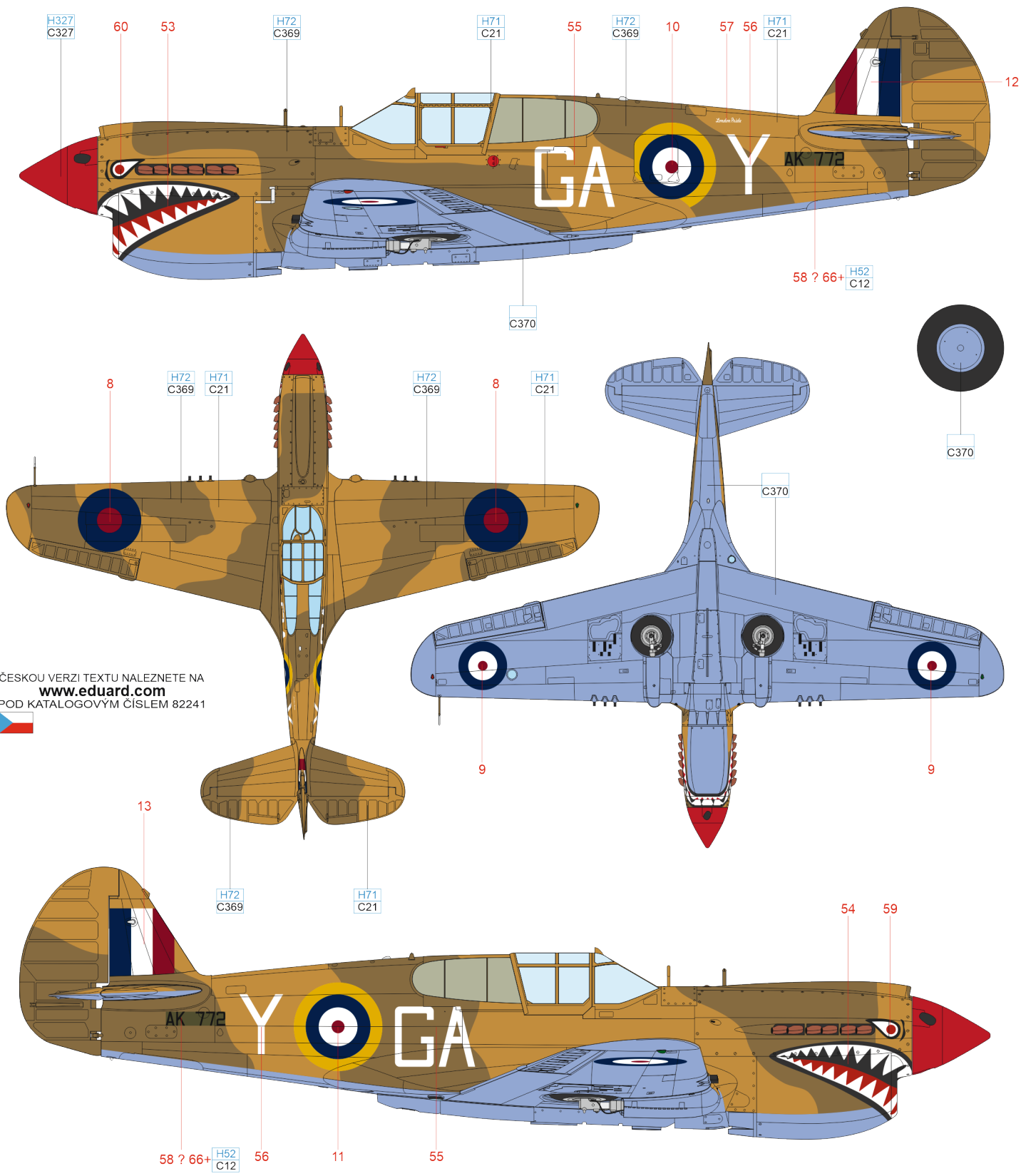
52
 ?
 69+
 H11
 C62

DARK GREEN	H330 C361	DARK EARTH	H72 C369	NEUTRAL GRAY	H53 C13	GREEN	H80 C54	FLAT WHITE	H11 C62
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E AK772, S/Ldr Clive Caldwell, F/Sgt Henry G. Burney, No. 112 Squadron (RAF), LG152 Gambut, Libya, March-May 1942

Clive Robertson Caldwell became the most successful Australian fighter pilot of WWII. He shot down 27 enemy aircraft individually and three shared. Also six probably destroyed and 15 damaged enemy aircraft are part of his success during over 300 operational sorties. Only eight of his aerial victories were achieved with Spitfire, the aircraft he was flying during his operational tour in South West Pacific Theatre. The rest made him the highest-scoring P-40 pilot of any air force and also the highest-scoring Allied pilot in North Africa. He became CO of the famous No. 112 Squadron RAF on January 6, 1942. After his return to Australia, he took command of the No. 1 Fighter Wing of RAAF. Later he was posted to Mildura to command No. 2 Operational Training Unit and then was given command of No. 80 Fighter Wing. With this unit he played lead role in the so called Morotai Scrutiny and was also court martialed for his involvement in an alcohol racket, where the liquor was flown in by RAAF aircraft and then sold to US forces contingent on Morotai. Caldwell was reduced to the rank of Flight Lieutenant in January 1946 and left service next month. He became successful in clothing business in the post war era and died on August 5, 1994, at the age of 83. He flew this Kittyhawk named London Pride as the CO of No. 112 Sqn, sharing it with Sgt. Henry Burney.



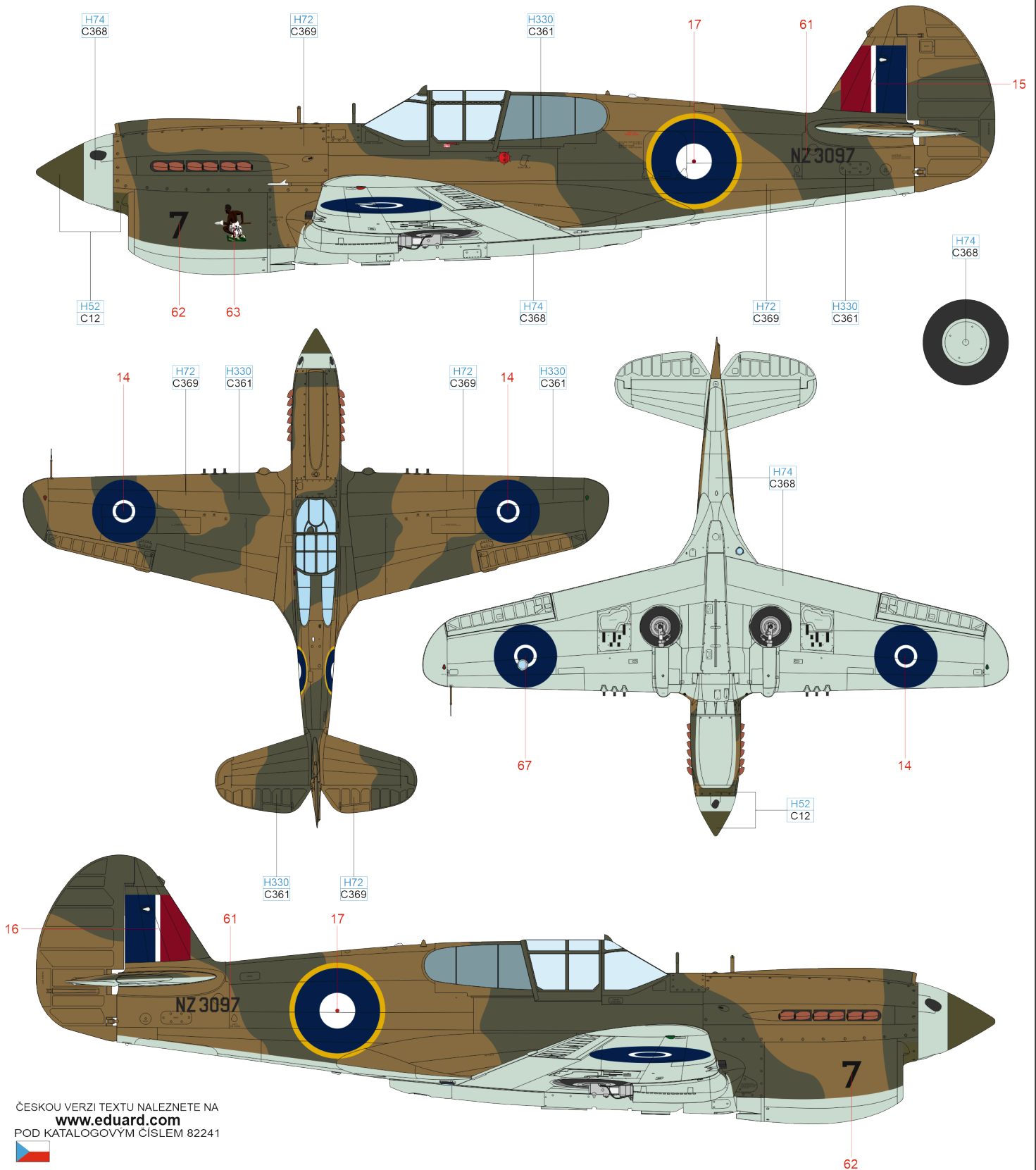
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MIDDLE STONE	H71 C21	DARK EARTH	H72 C369	AZURE BLUE	C370	RED	H327 C327	OLIVE DRAB	H52 C12
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F NZ3097, F/O Aitken M. Davis, No. 15 Squadron RNZAF, Espiritu Santo, 1943

Aitken Maxwell Davis was born on January 8, 1922. He joined No. 15 Squadron in October 1942 in Tonga, and there he flew this P-40E-1 number 7 from November 1942 to February 1943. When the squadron moved to Nadi, Fiji, in March 1943, he flew this aircraft again. In April he ferried it from Nadi to Port Villa in New Caledonia, and then onto Espiritu Santo on April 12, 1943. Davis carried out two tours of duty in the Solomons area and completed 173 hours of operational flying. He was severely wounded in the left shoulder and leg and while suffering from these wounds, he managed to fly his crippled aircraft back to base where he made a successful belly landing. This did not stop him to return for a second tour of duty during which he destroyed three Japanese aircraft. One of them was a Zero fighter and the two other victims were unspecified Japanese dive bombers. Aitken M. Davies died on June 19, 1986.

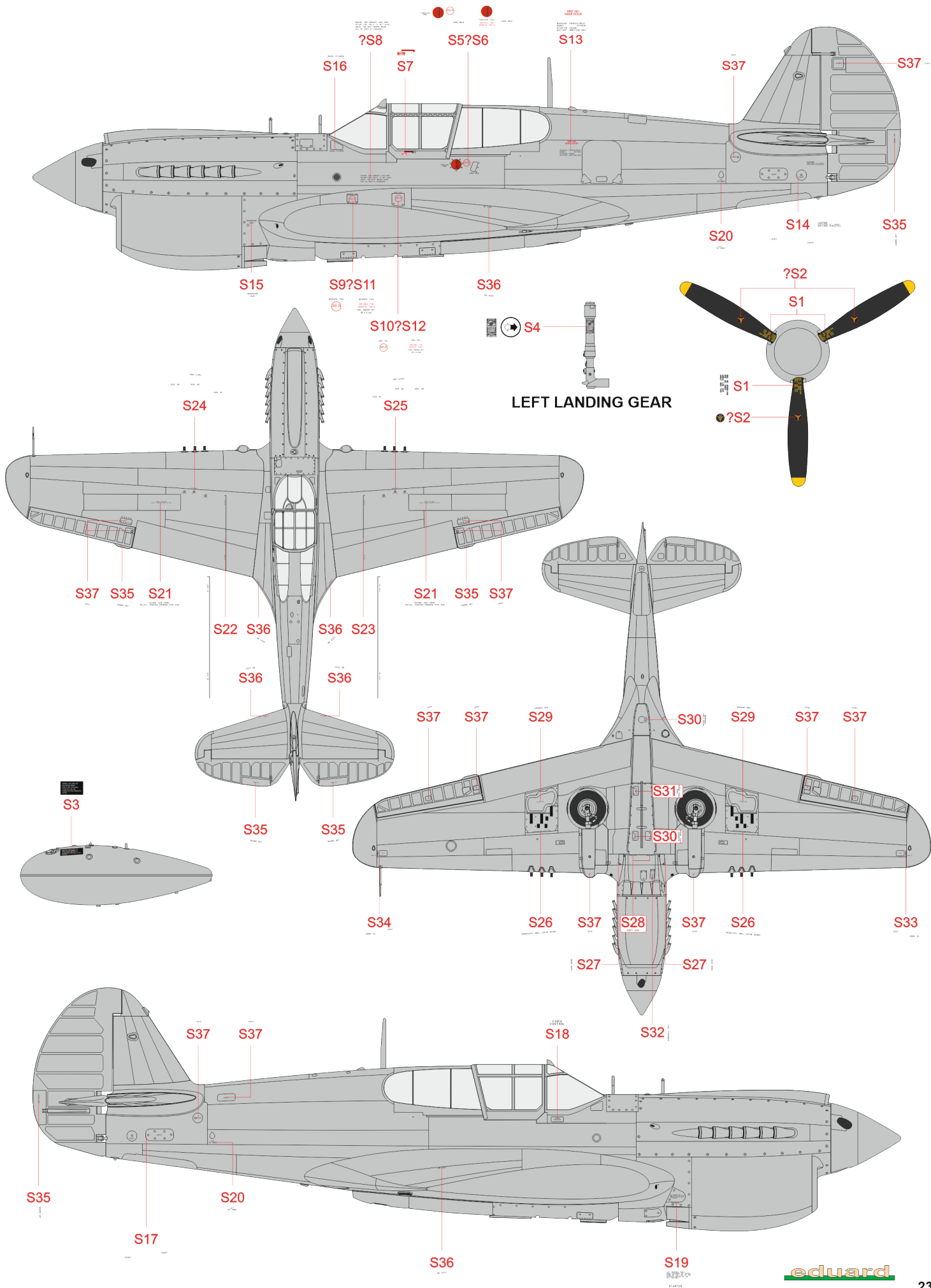


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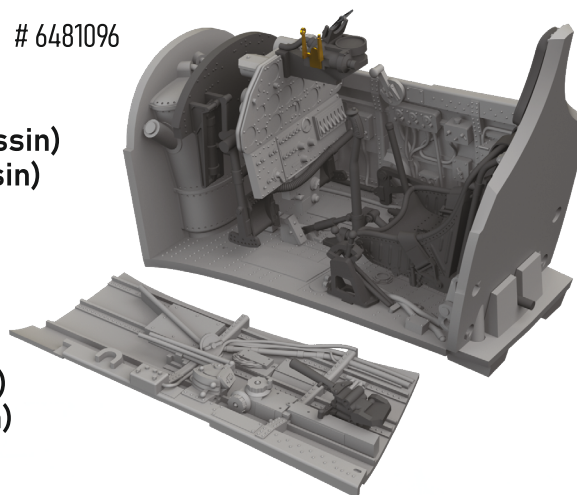
DARK GREEN	H330 C361	DARK EARTH	H72 C369	SKY	H74 C368	OLIVE DRAB	H52 C12
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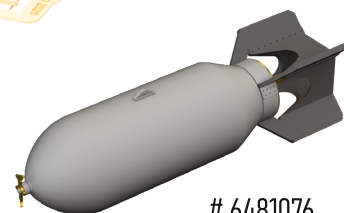
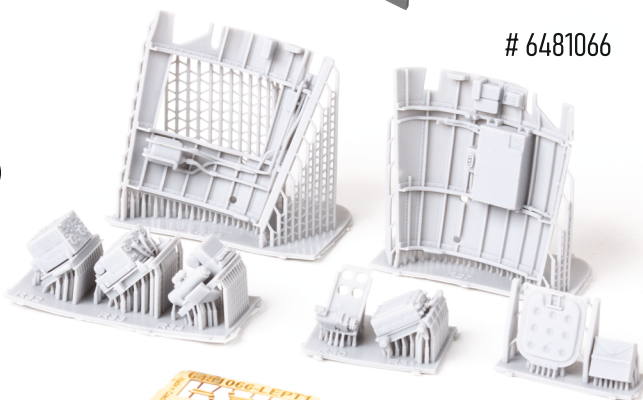


- 481155 P-40E landing flaps (PE-Set)
- FE1498 P-40E seatbelts STEEL (PE-Set)
- 644295 P-40E LööK (Brassin)
- 644298 P-40E w/ rounded exhaust stacks LööKplus (Brassin)
- 644300 P-40E w/ fishtail exhaust stacks LööKplus (Brassin)
- 6481057 P-40E wheels diamond tread (Brassin)
- 6481058 P-40E wheels cross tread (Brassin)
- 6481059 P-40E wheels block tread (Brassin)
- 6481060 P-40 exhaust stacks rounded PRINT (Brassin)
- 6481061 P-40 exhaust stacks fishtail PRINT (Brassin)
- 6481064 P-40 seat w/ integral belts Type 1 PRINT (Brassin)
- 6481065 P-40 seat w/ integral belts Type 2 PRINT (Brassin)
- 6481066 P-40E radio compartment PRINT (Brassin)
- 6481067 P-40 wheel bays PRINT (Brassin)
- 6481068 P-40 wheel bays with canvas PRINT (Brassin)
- 6481069 P-40E engine PRINT (Brassin)
- 6481075 P-40E gun bays PRINT (Brassin)
- 6481076 P-40 1000lb US bomb (Brassin)
- 6481077 P-40 250lb Mk.2 British bomb PRINT (Brassin)
- 6481078 P-40 30lb frag bombs PRINT (Brassin)
- 6481079 P-40 500lb M64 US bombs (Brassin)
- 6481080 P-40 500lb GP British bomb PRINT (Brassin)
- 6481081 P-40 250lb Mk.1 British bomb PRINT (Brassin)
- 6481082 P-40 250lb MC British bombs PRINT (Brassin)
- 6481083 P-40 100lb M30 US bombs PRINT (Brassin)
- 6481084 P-40 75gal drop tank PRINT (Brassin)
- 6481085 P-40 52gal drop tank PRINT (Brassin)
- 6481096 P-40E cockpit PRINT (Brassin)
- 6481097 P-40E radiators upgrade set PRINT (Brassin)
- 6481098 P-40 cold weather exhaust stacks fishtail PRINT (Brassin)
- 6481099 P-40 cold weather exhaust stacks rounded PRINT (Brassin)
- 6481100 P-40E tail wheel bay PRINT (Brassin)
- 3DL48208 P-40E SPACE (3D Decal Set)
- D48119 P-40E stencils (Decal Set)
- EX1089 P-40E (Mask)
- EX1120 P-40E US national insignia circular (Mask)

6481096

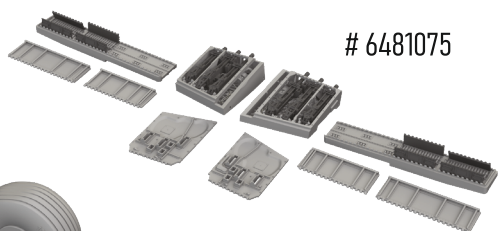


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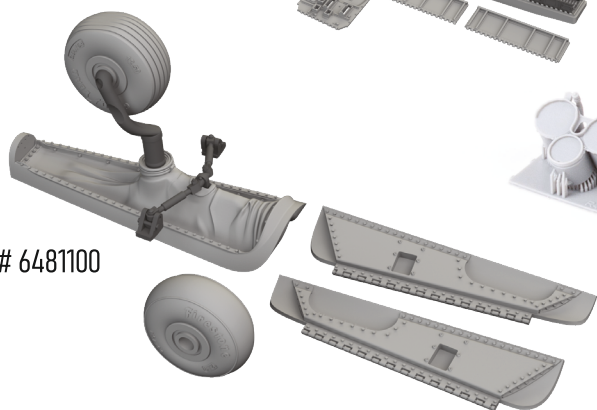


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