

P-40N Warhawk

eduard

1/48 Scale Plastic Model Kit

ProfiPACK
edition



item No. 82242

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.

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 covers 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-40N Warhawk

The Curtiss P-40N Warhawk was the last production model of the venerable line of Curtiss Hawk fighters that dated back two decades to the PW-8 biplane of 1924. By the time the last P-40N-40 rolled out of the Buffalo, NY, factory in November 1944, Curtiss had built more than 6,000 P-40Ns, the most of any version of the P-40. When Curtiss and the Army began talking about building the next version of the P-40, weight reduction was a major topic. As a result, the P-40N-1 that debuted in the spring of 1943 was almost 500 pounds lighter than the P-40M that preceded it, thanks to a reduction in fuel capacity and elimination of the engine starter and battery. Externally, the planes were identical except that the new model had only four gun barrels protruding from the leading edges of the wings. The P-40N-1 was the fastest Warhawk, with a top speed of 378 miles per hour at 15,000 feet. Further changes followed in the P-40N-5. Visibility out of the cockpit improved significantly by virtue of a new frameless sliding canopy and cut-down rear decking behind it covered by clear plastic. Full armament, plus external fuel tank and bomb fittings were restored. Other features included a new pilot's seat, an SCR-696 radio and smaller main landing gear wheels made of lightweight magnesium and lacking hubcaps. Curtiss went on to make seven further sub-versions of the P-40N, but all were virtually indistinguishable externally from the N-5 save for the serial number on the tail and a radio antenna mast on several models. In all, Curtiss built 6,316 P-40Ns (Kittyhawk IV in RAF parlance) between March 1943 and November 1944, making it the most numerous Hawk model of all.

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
POUŽÍT EDUARD MASK
NABARVIT**PLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com**

PARTS



DÍLY



TEILE

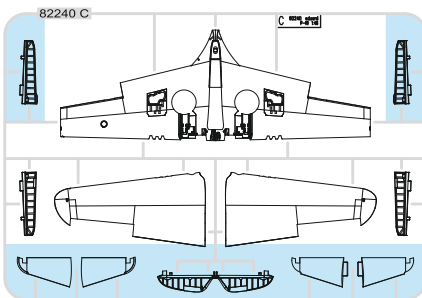


PIÈCES

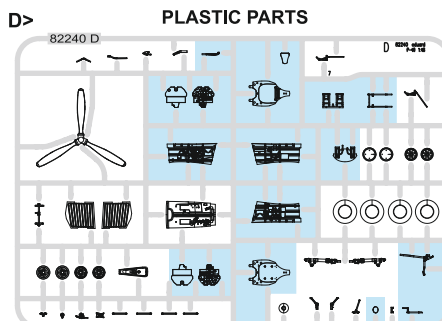


部品

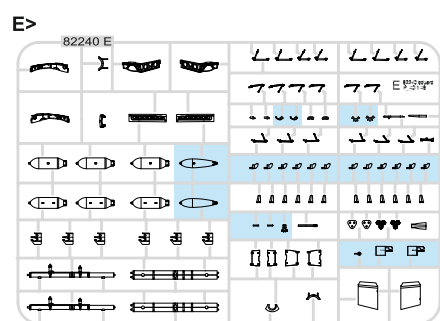
C>



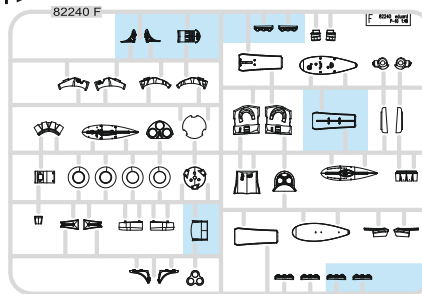
D>



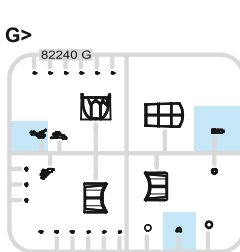
E>



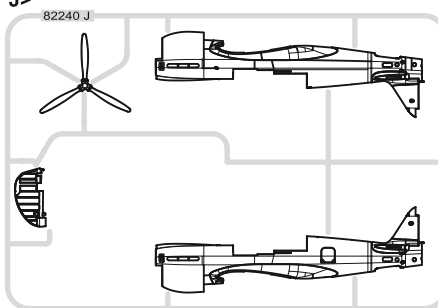
F>



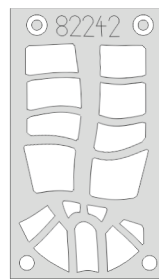
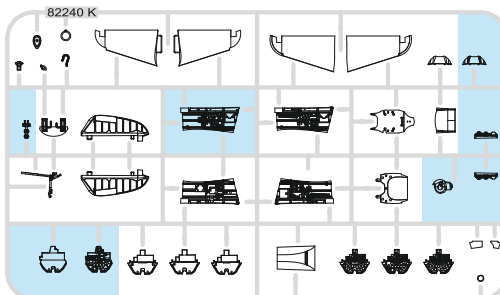
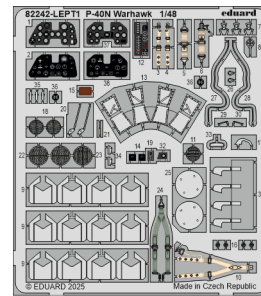
G>



J>



K>

eduard
MASKPE - 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



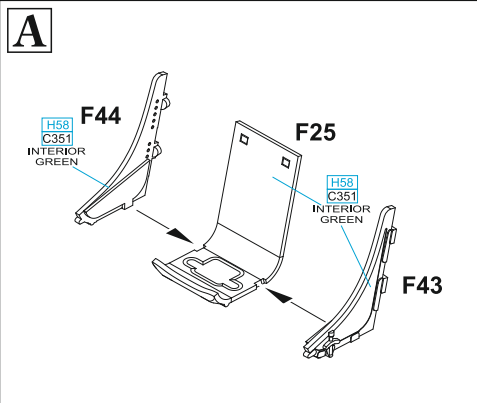
PEINTURE



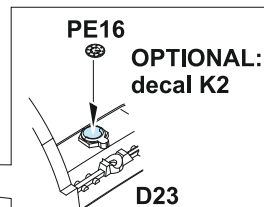
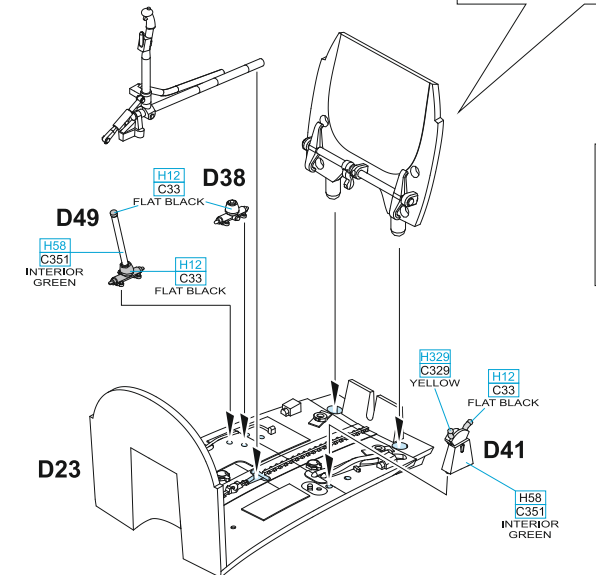
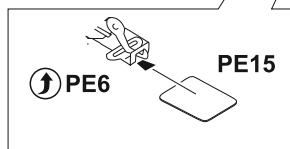
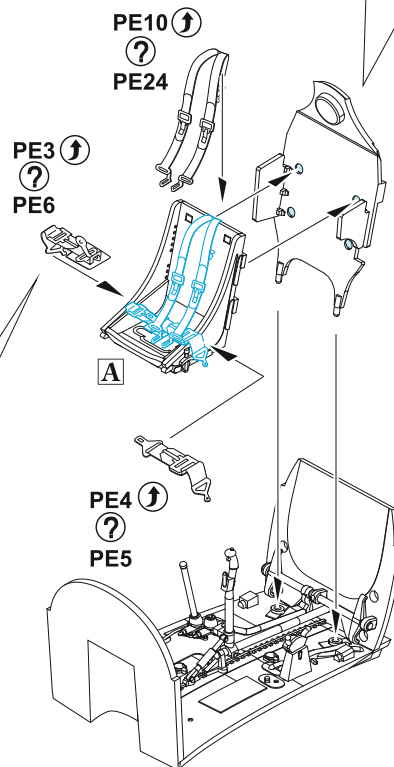
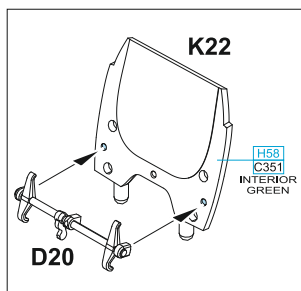
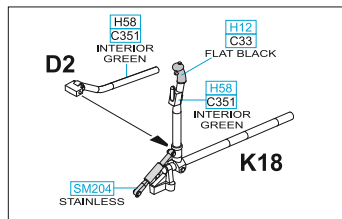
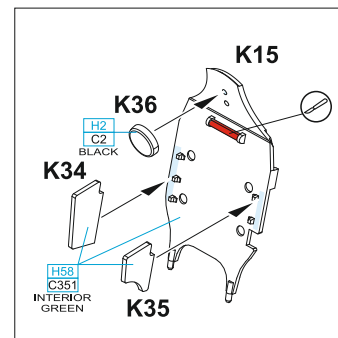
色

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H2	C2	BLACK
H8	C8	SILVER
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H25	C34	SKY BLUE
H44	C51	FLESH
H52	C12	OLIVE DRAB
H53	C13	NEUTRAL GRAY
H58	C351	INTERIOR GREEN
H76	C161	BURNT IRON
H77	C137	TIRE BLACK
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H313	C313	YELLOW
H316	C316	WHITE
H327	C327	RED
H328	C328	BLUE
H329	C329	YELLOW
H330	C361	DARK GREEN
Mr.METAL COLOR		
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER
SM203		SUPER IRON
SM204		SUPER STAINLESS
SM206		SUPER CHROME SILVER
SM212		ALUMINIUM

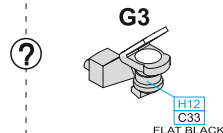
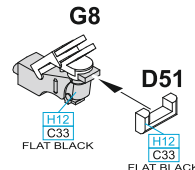


PE5, PE6, PE15, PE24 - MARKINGS **A, B, C, D, E**
 PE3, PE4, PE10 - MARKING **F**



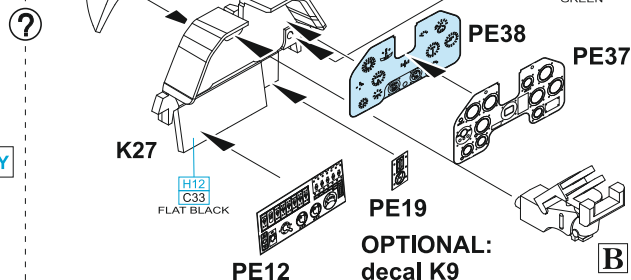
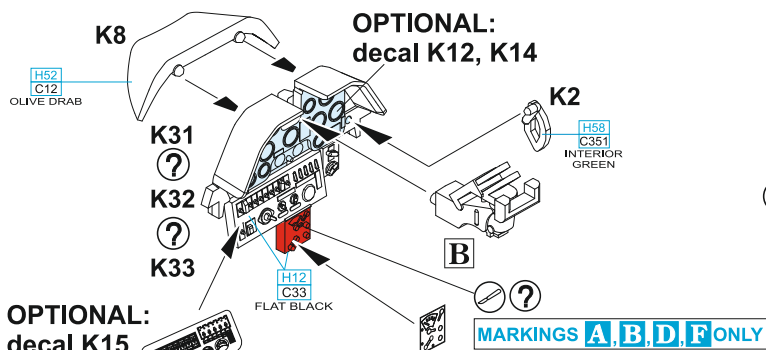
B MARKINGS **A, B, C, D, E**

MARKING **F**



C

MARKINGS **A, B, D**



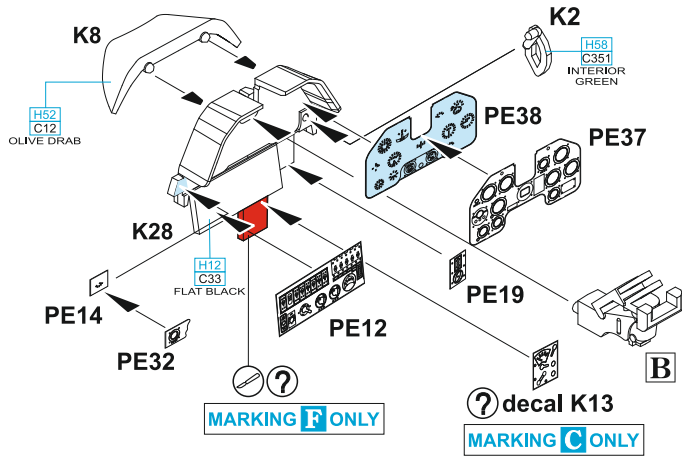
- K31 - MARKINGS **C, F**
- K32 - MARKING **E**
- K33 - MARKINGS **A, B, D**
- decal K11, K12 - MARKINGS **A, B, C, D, F**
- decal K13 - MARKINGS **C, E**
- decal K10, K14 - MARKING **E**

MARKINGS **A, B, D, F** ONLY

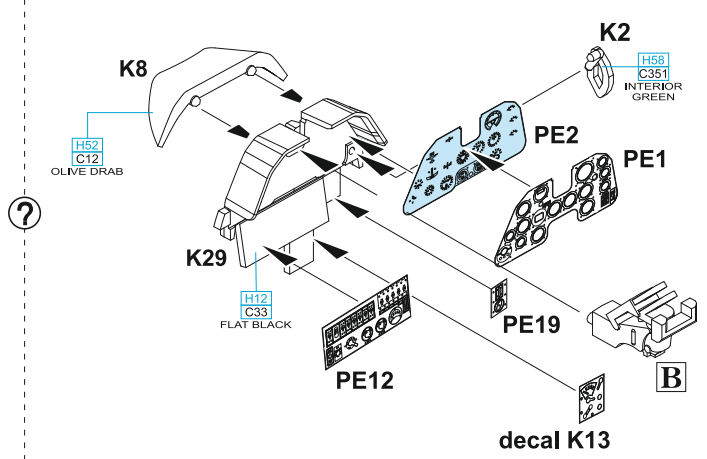
decal K10 **?** K11

NOTE: See next page for other options.

MARKINGS C, F

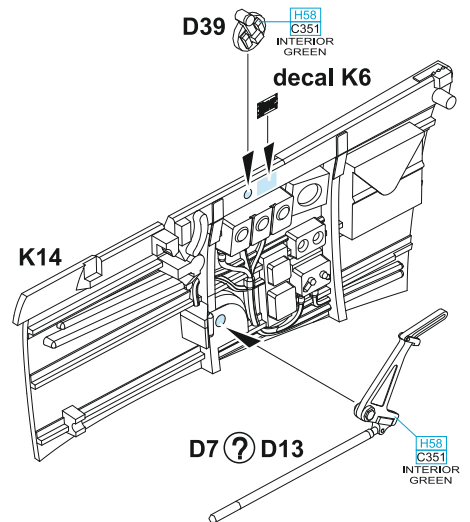
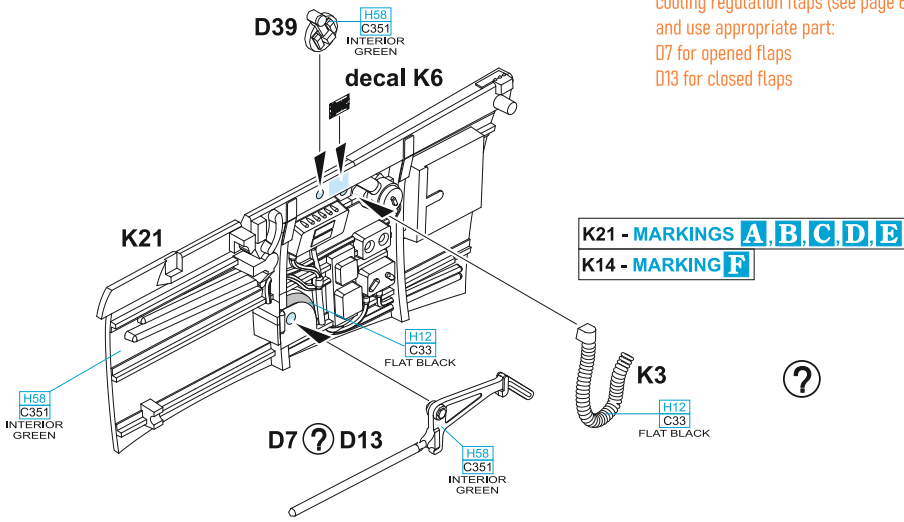


MARKING E

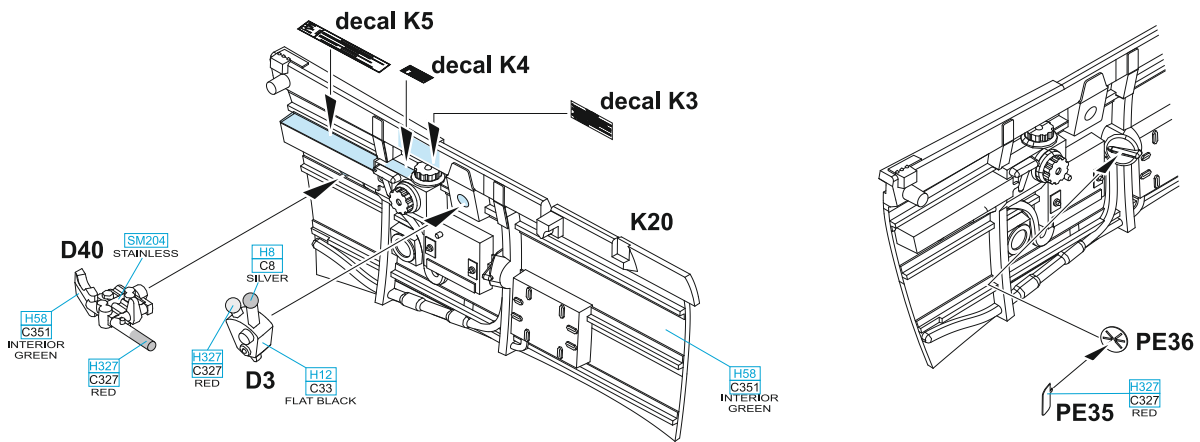


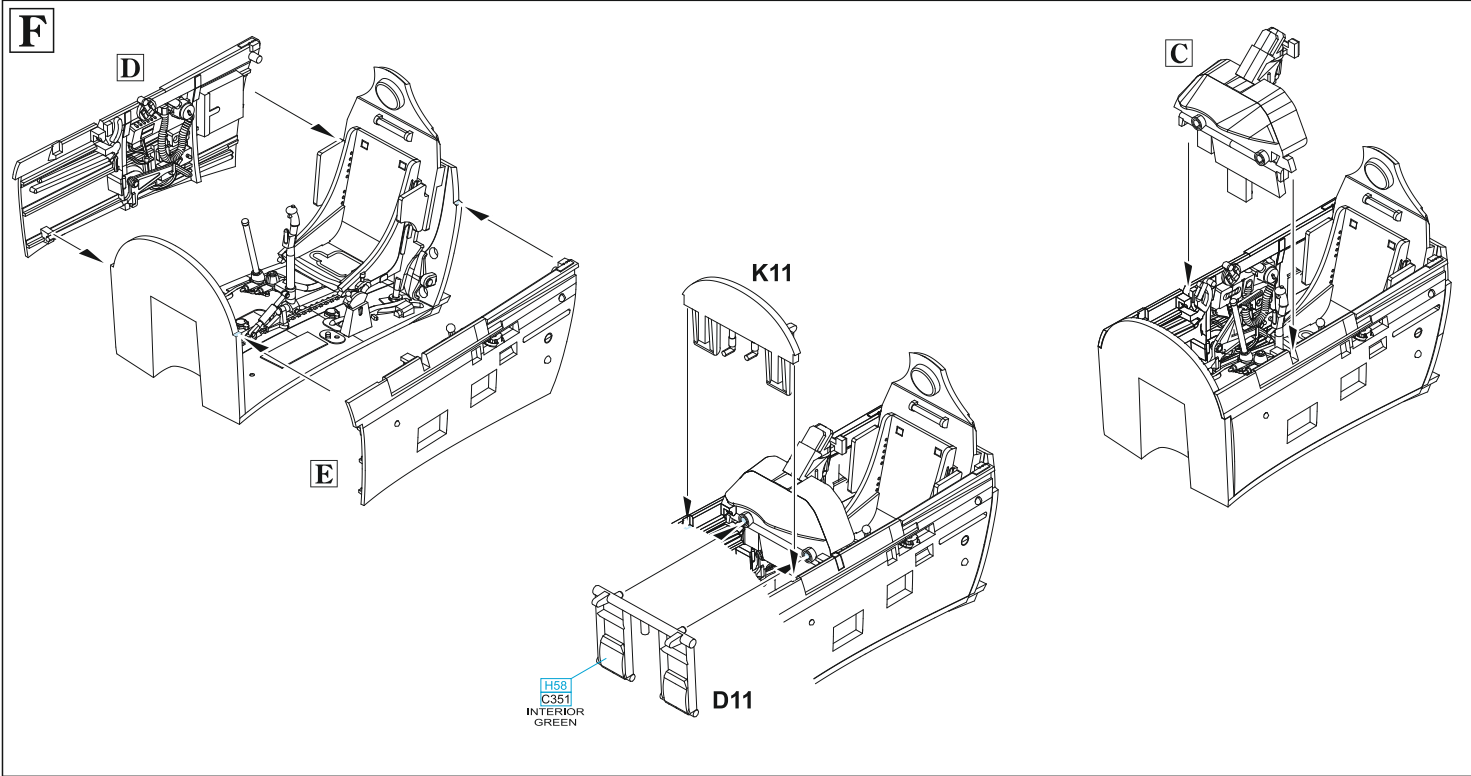
D

NOTE: Choose the position of the cooling regulation flaps (see page 6) and use appropriate part: D7 for opened flaps D13 for closed flaps

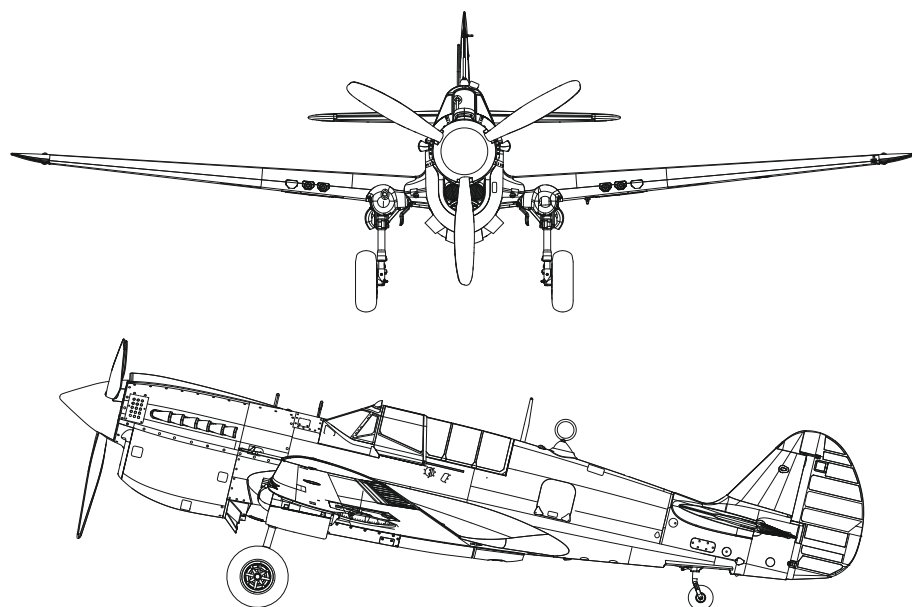
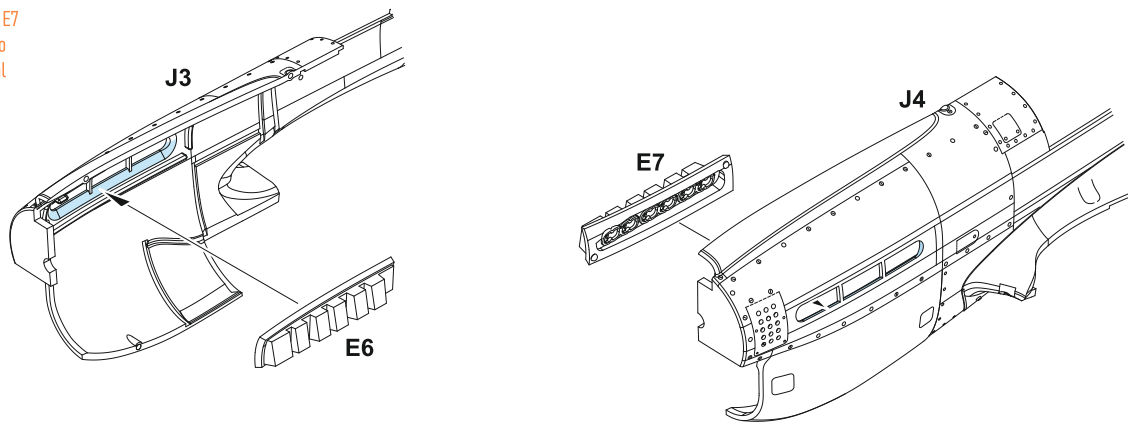


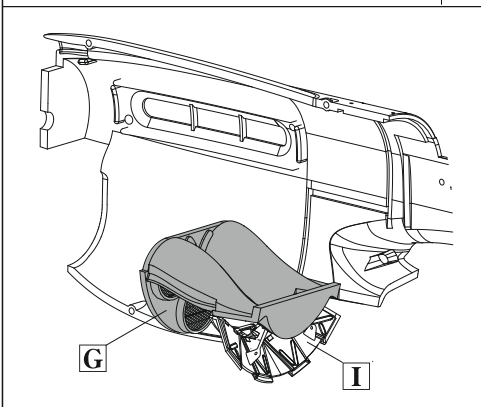
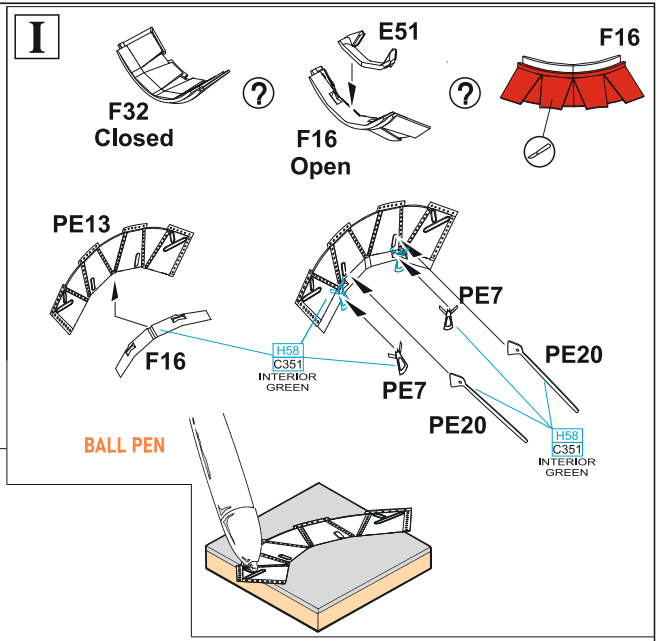
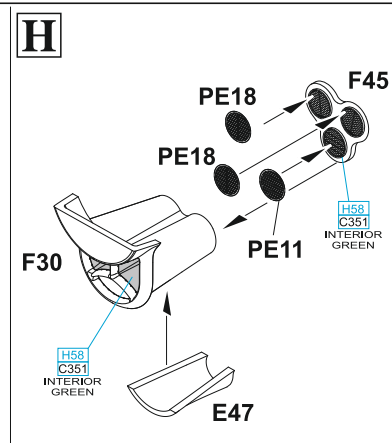
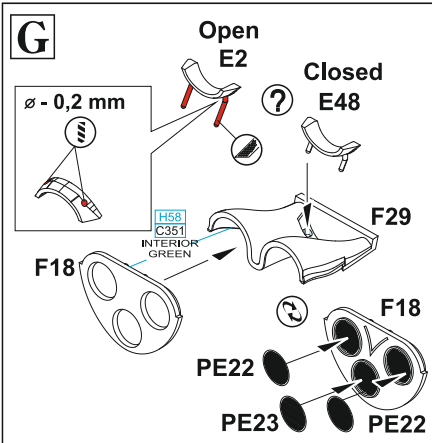
E



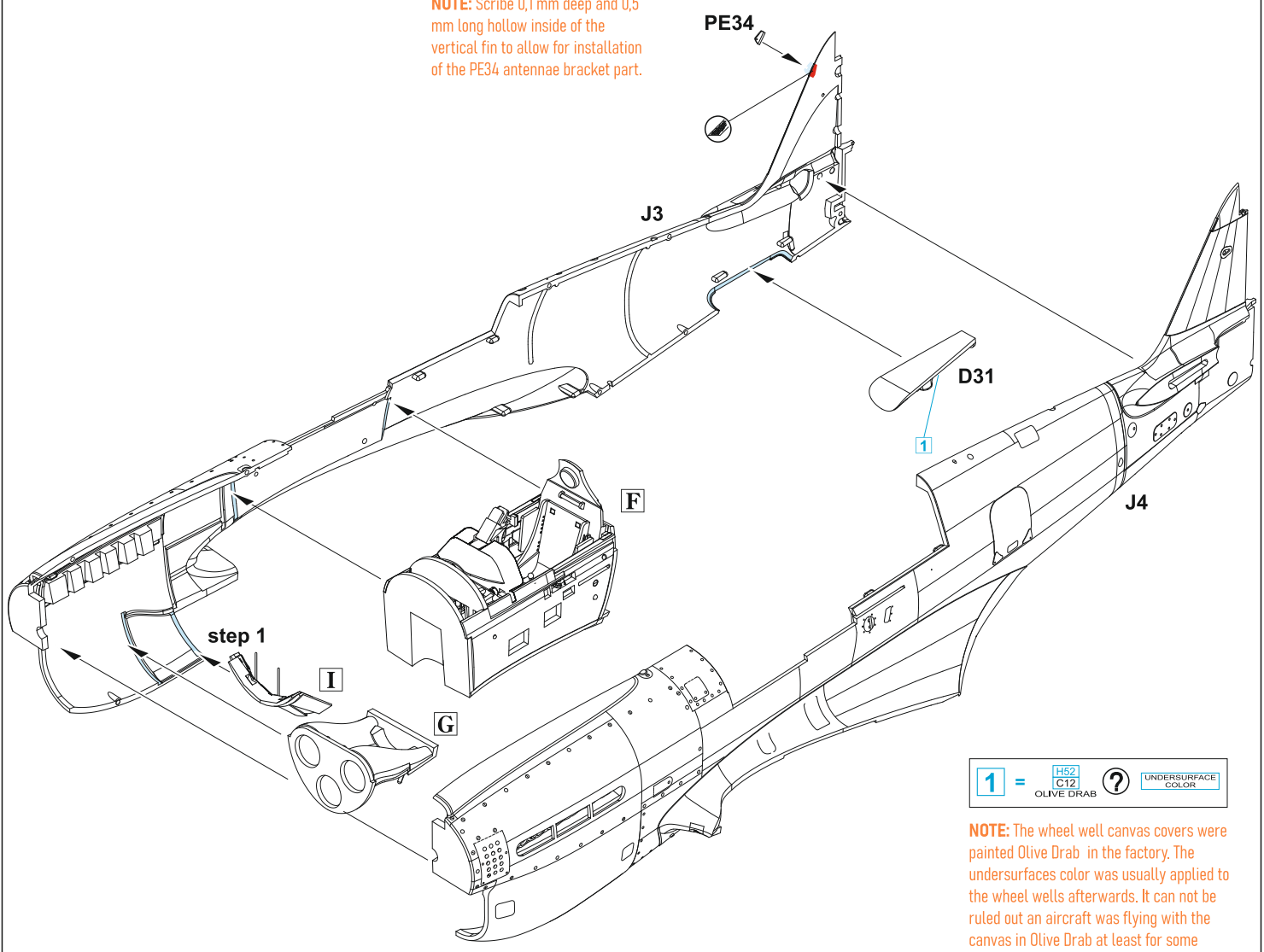


NOTE: Make sure parts E6 and E7 are well and strongly glued into the fuselage halves. It is crucial for further installation of the exhaust pipes (see page 7).

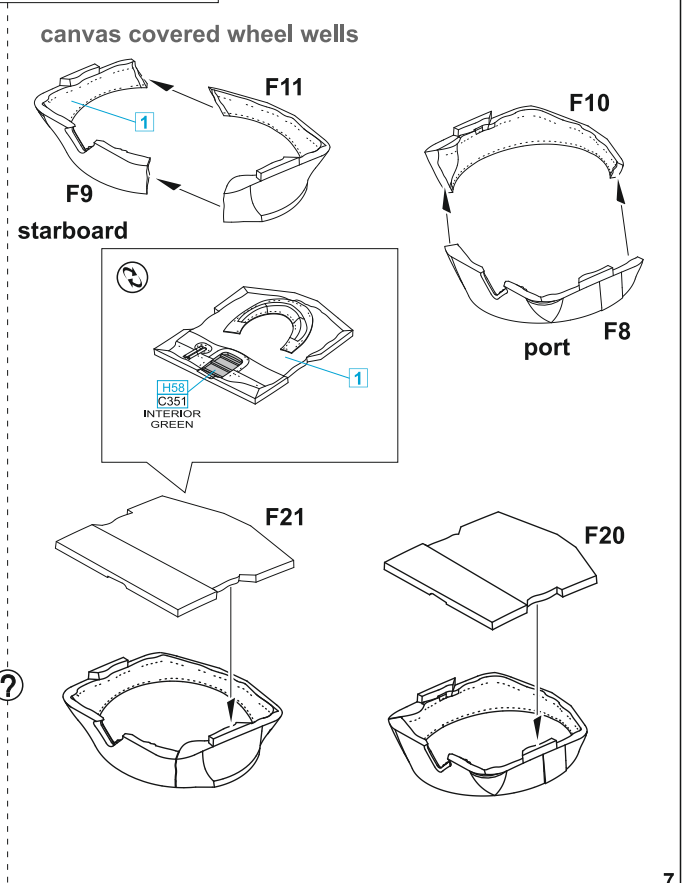
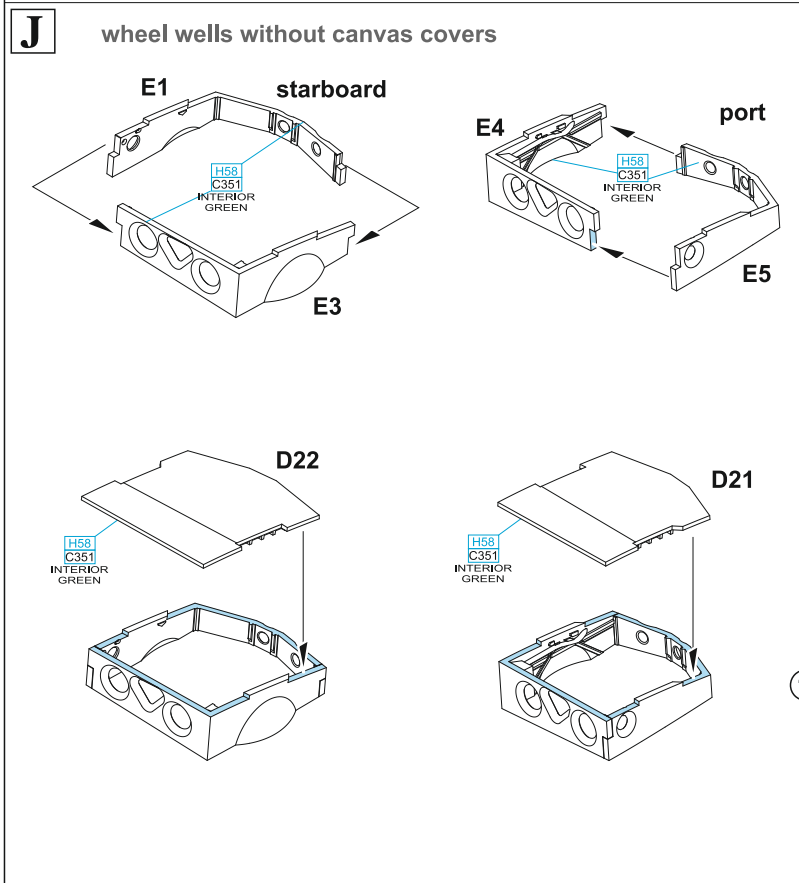
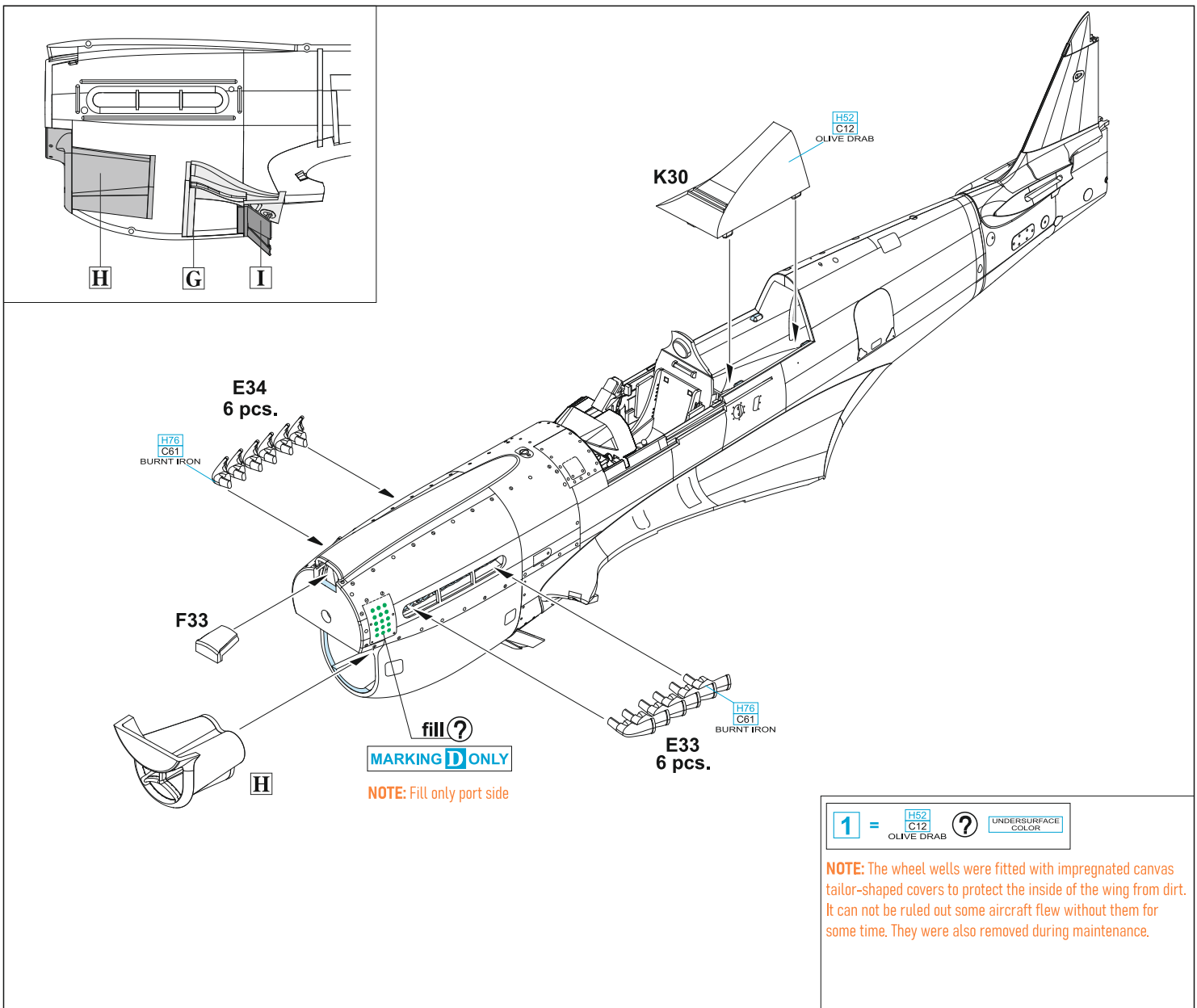


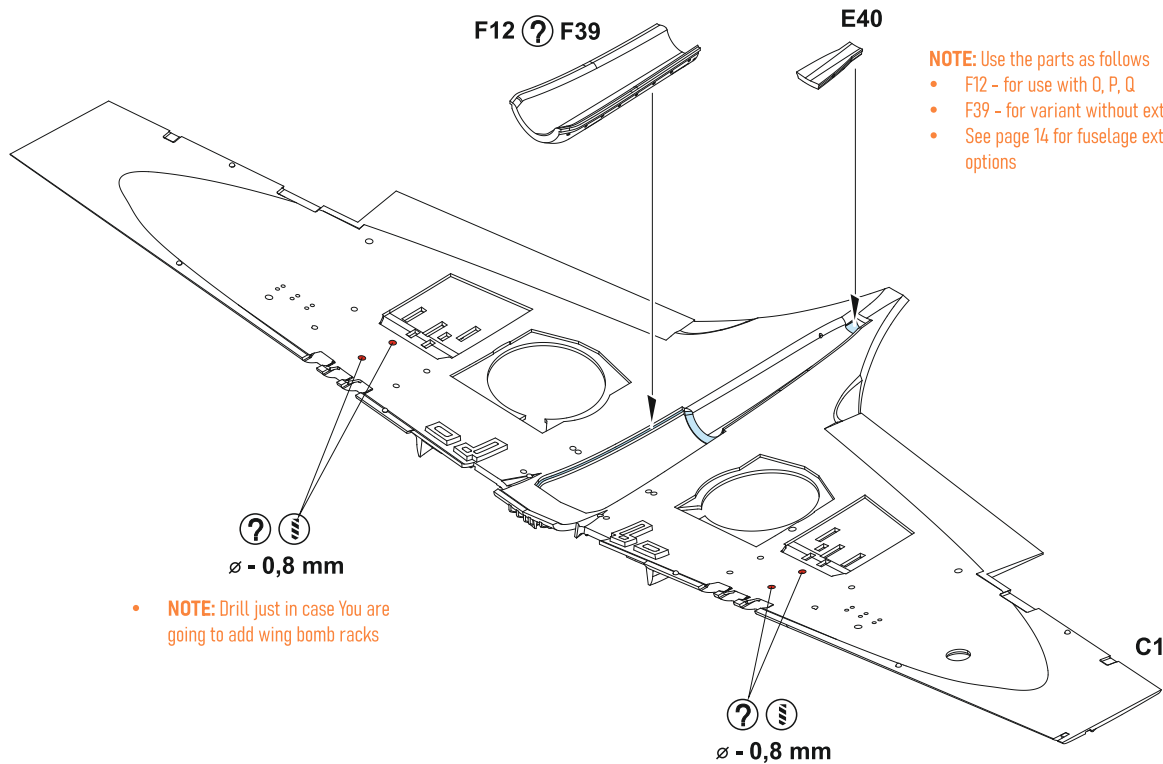


NOTE: Scribe 0,1 mm deep and 0,5 mm long hollow inside of the vertical fin to allow for installation of the PE34 antennae bracket part.



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.

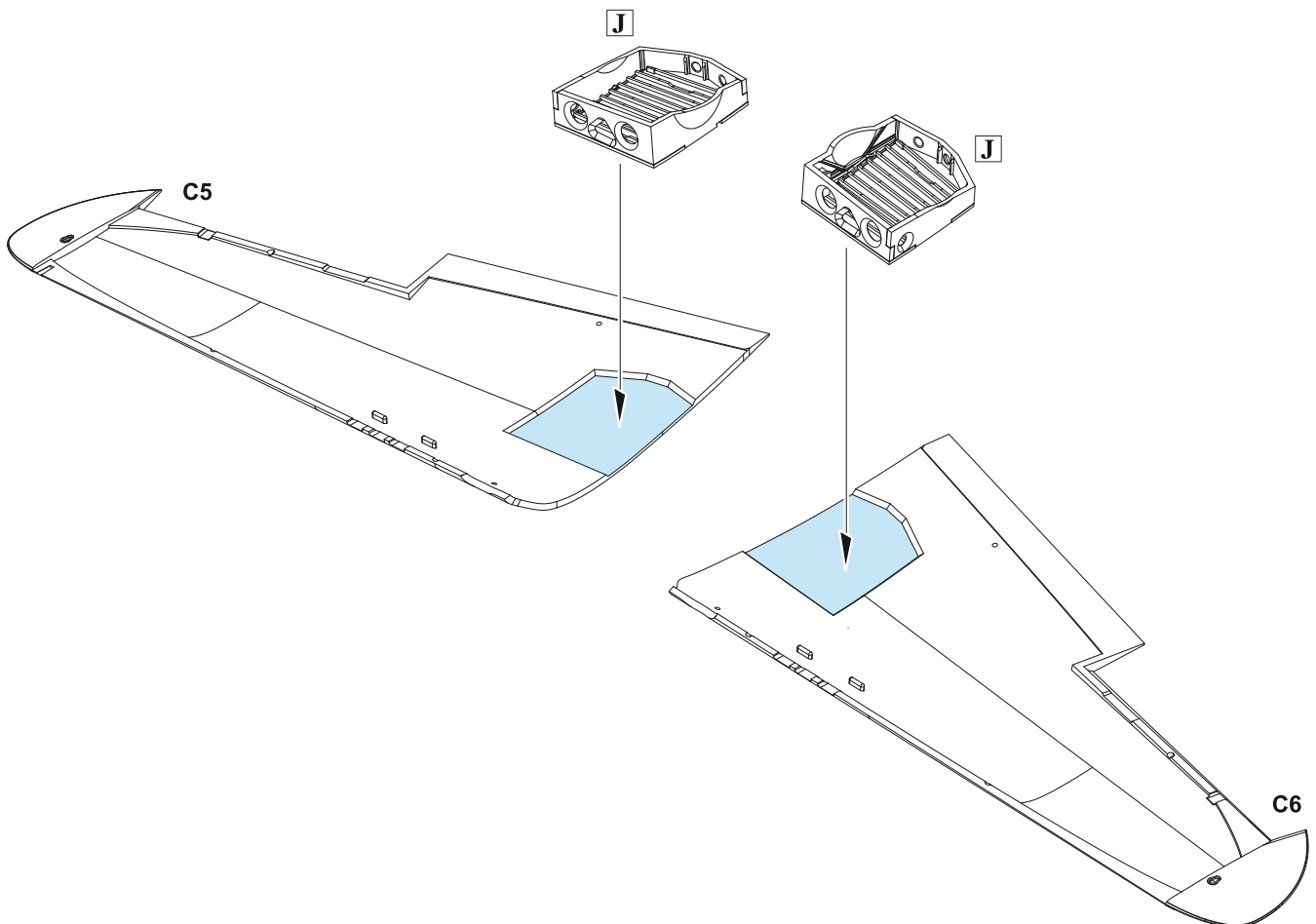




- NOTE:** Use the parts as follows
- F12 - for use with O, P, Q
 - F39 - for variant without external stores
 - See page 14 for fuselage external stores options

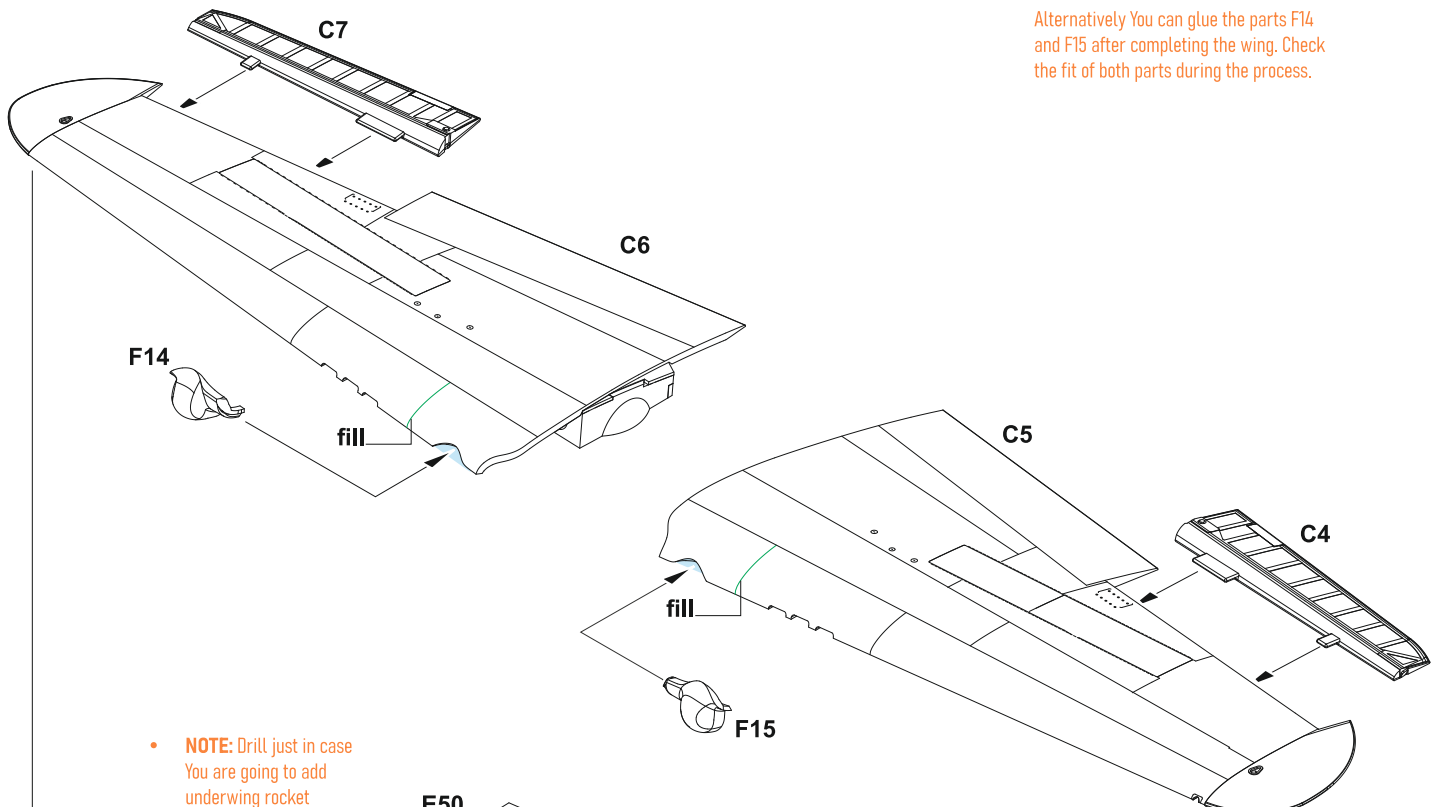
• **NOTE:** Drill just in case You are going to add wing bomb racks

• **NOTE:** Drill just in case You are going to add wing bomb racks



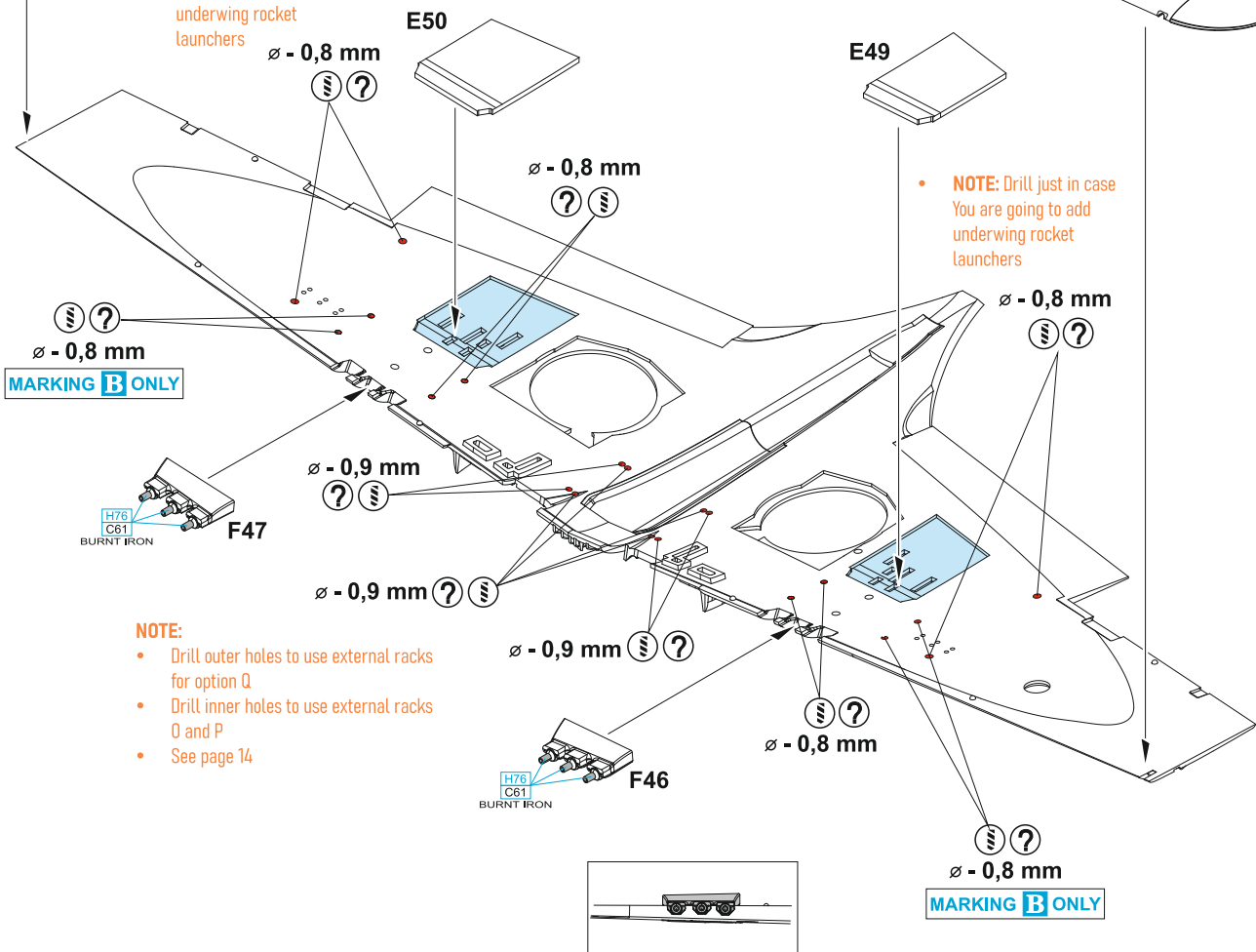
NOTE: Glue parts F14 and F15 into the upper halves of the wing (parts C5 and C6). Check with lower part of the wing (part C1) to align with it perfectly.

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



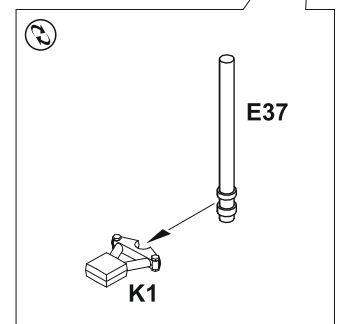
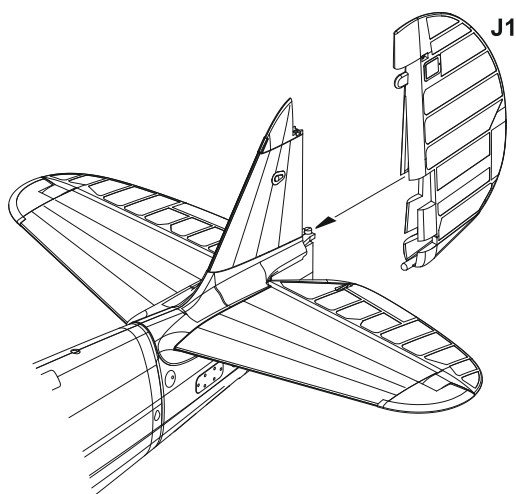
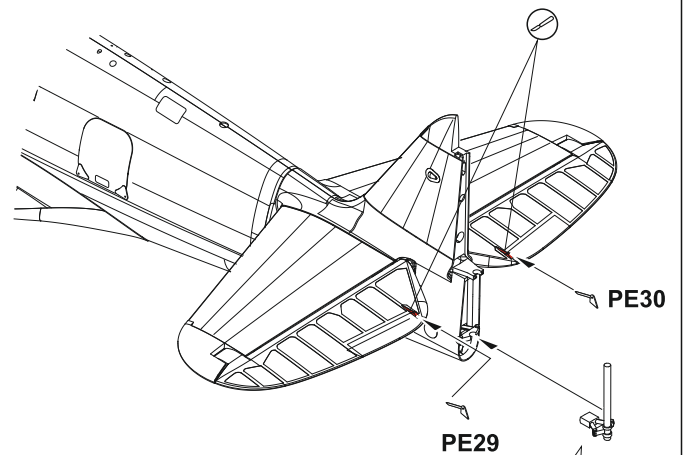
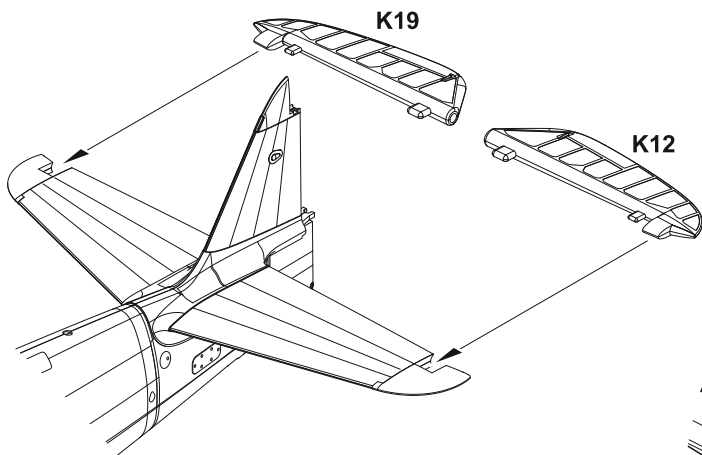
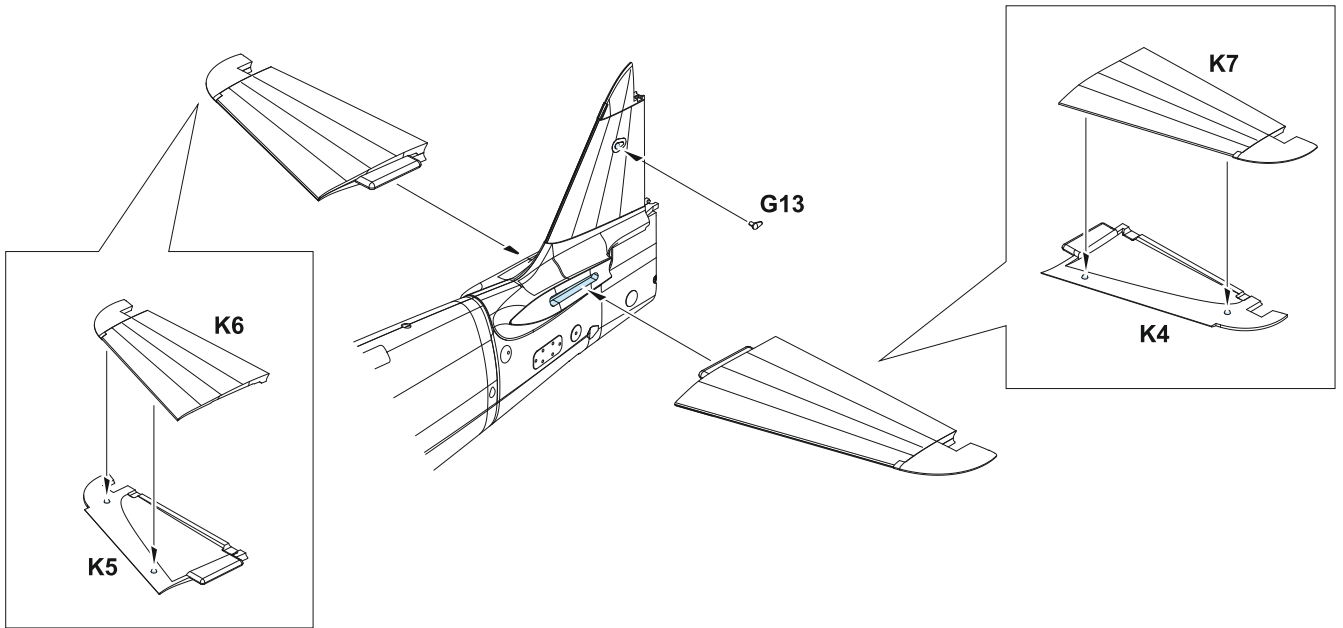
• **NOTE:** Drill just in case
You are going to add
underwing rocket
launchers

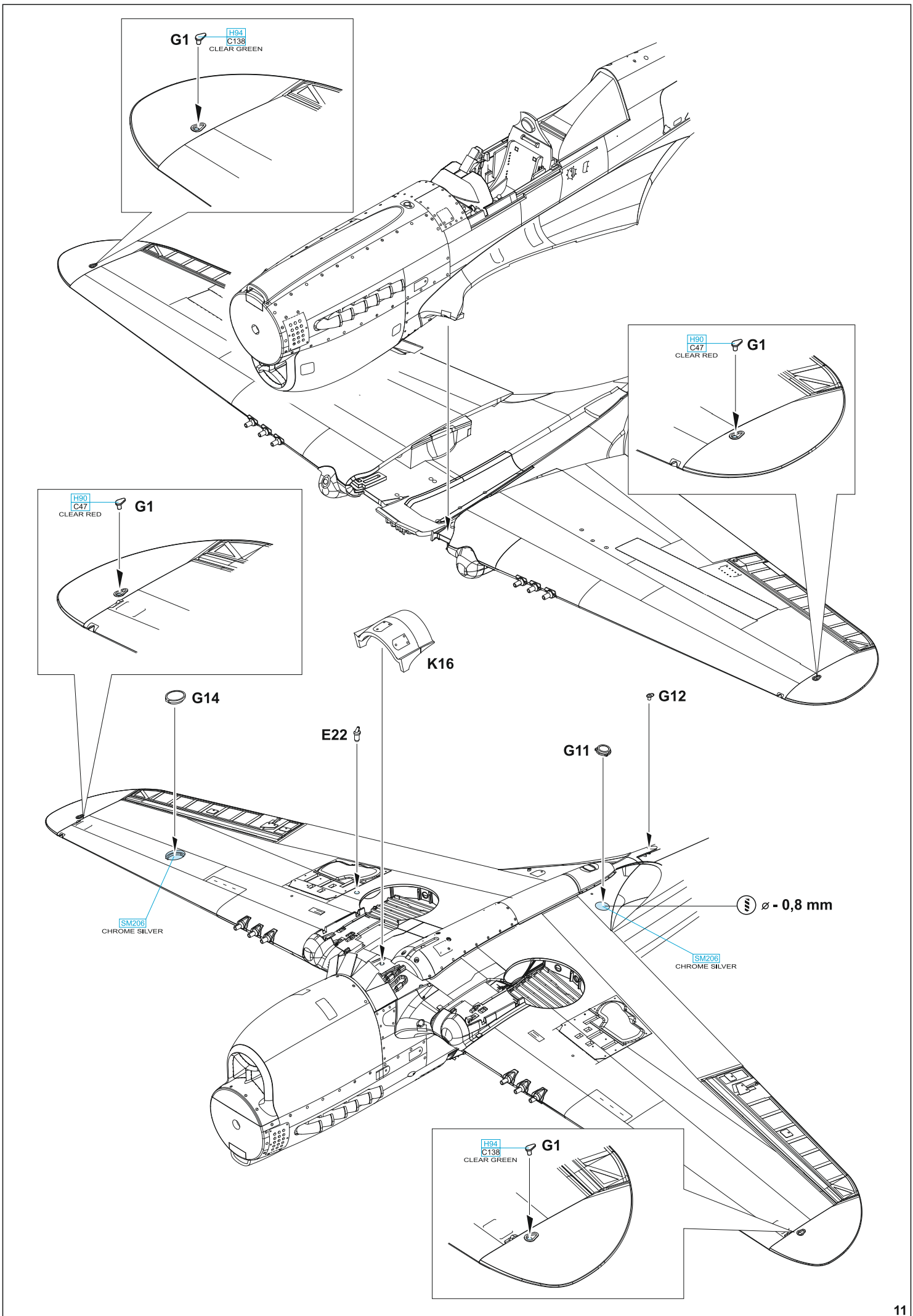
• **NOTE:** Drill just in case
You are going to add
underwing rocket
launchers



NOTE:

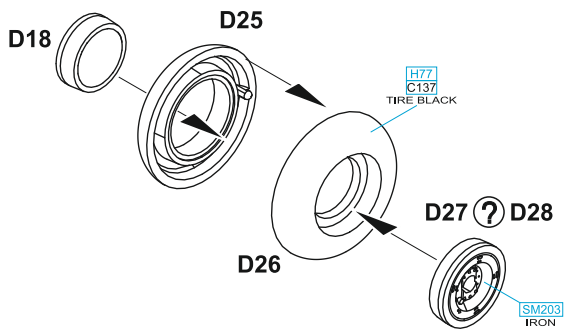
- Drill outer holes to use external racks for option Q
- Drill inner holes to use external racks O and P
- See page 14





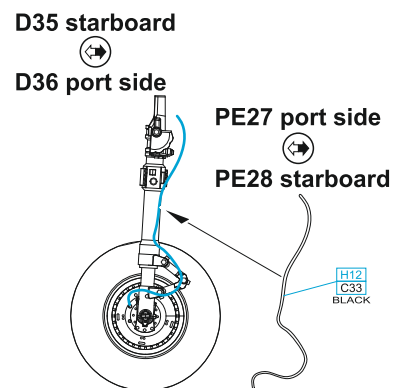
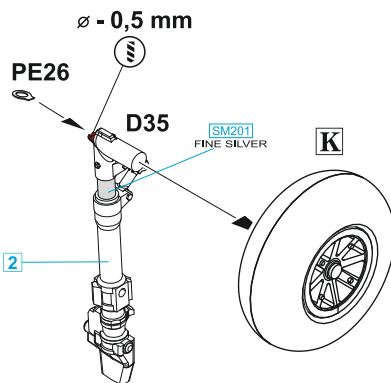
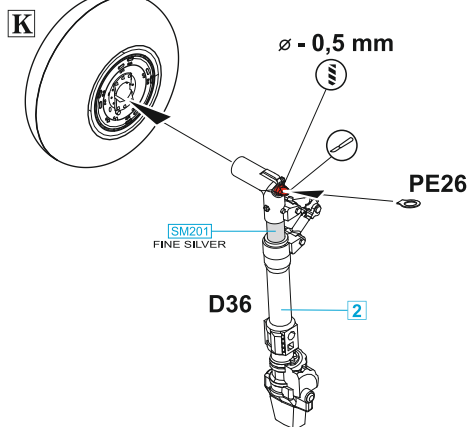
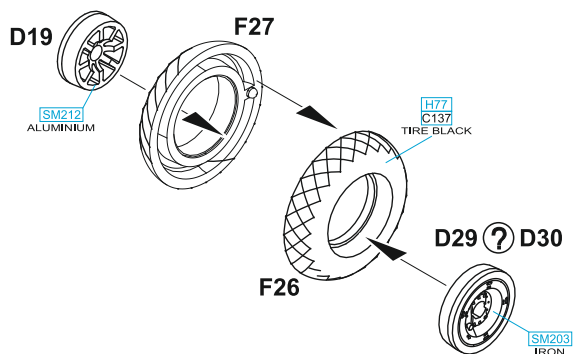
K MARKINGS **A, B, D**

2 pcs.

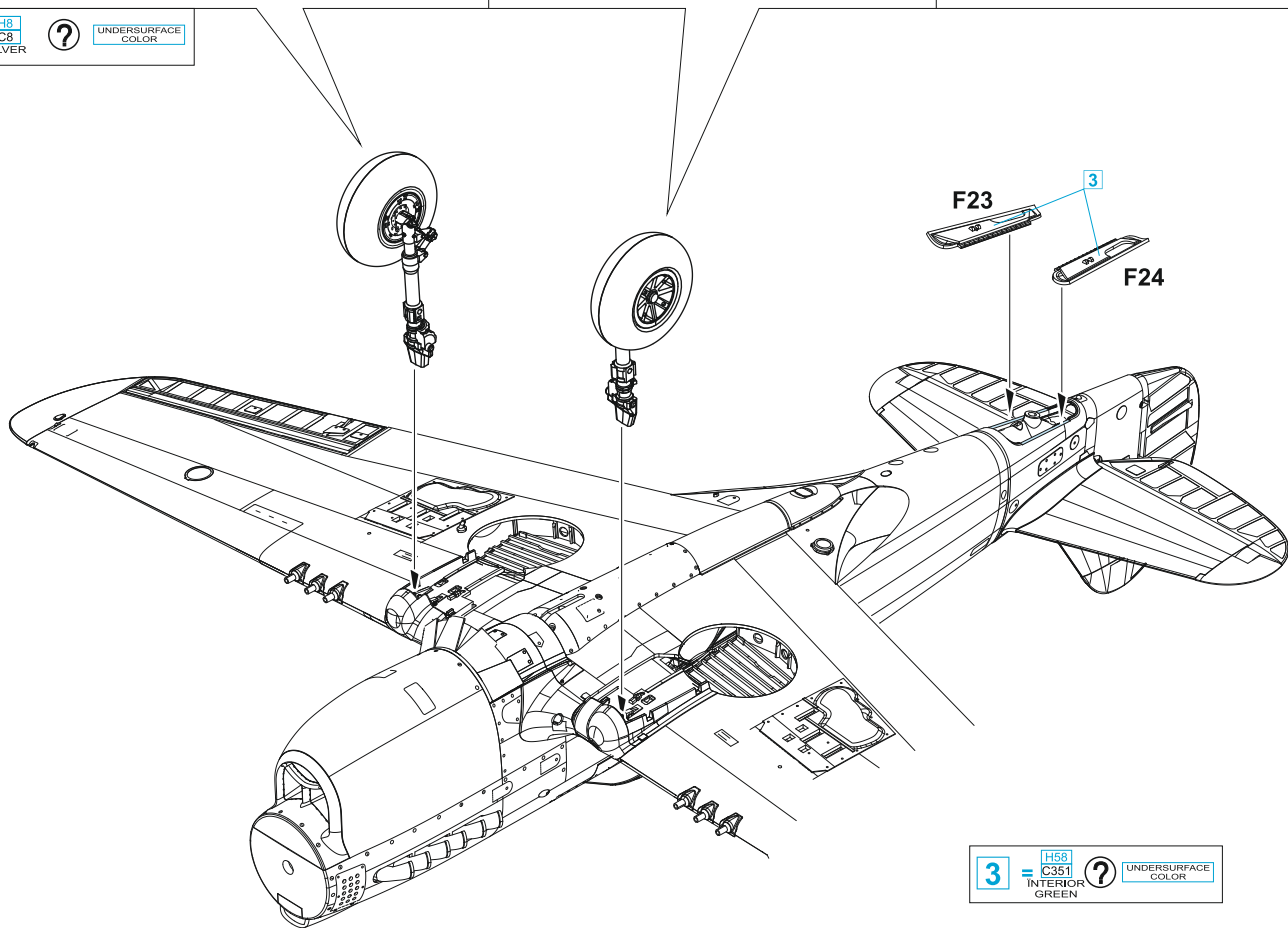


MARKINGS **C, E, F**

2 pcs.

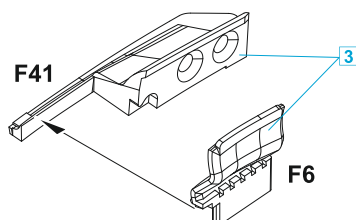
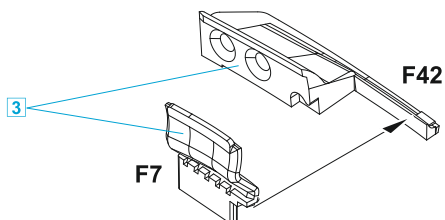


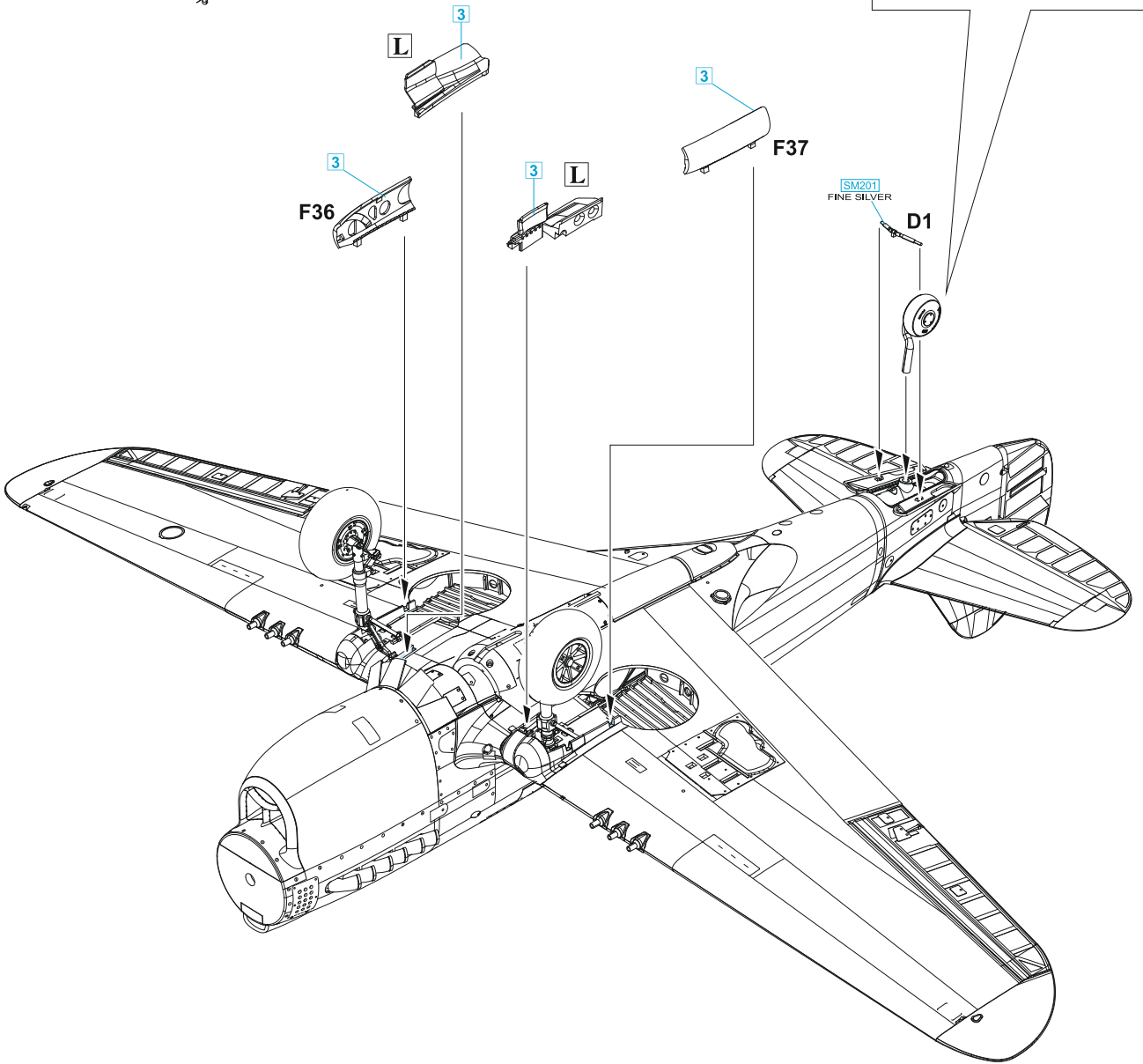
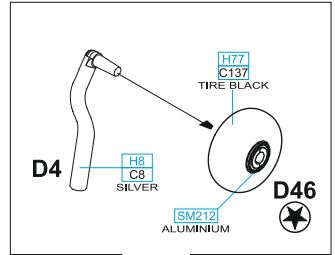
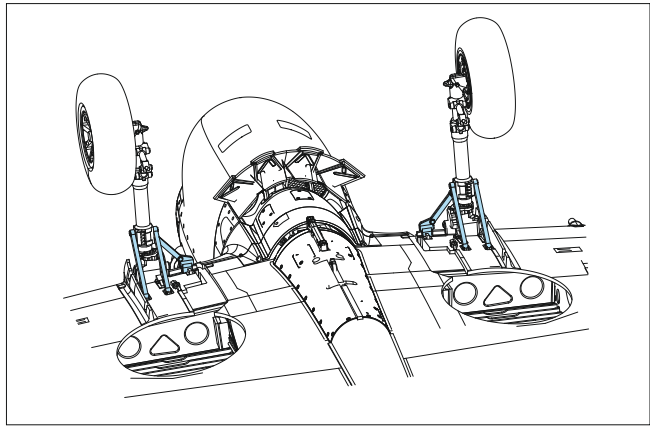
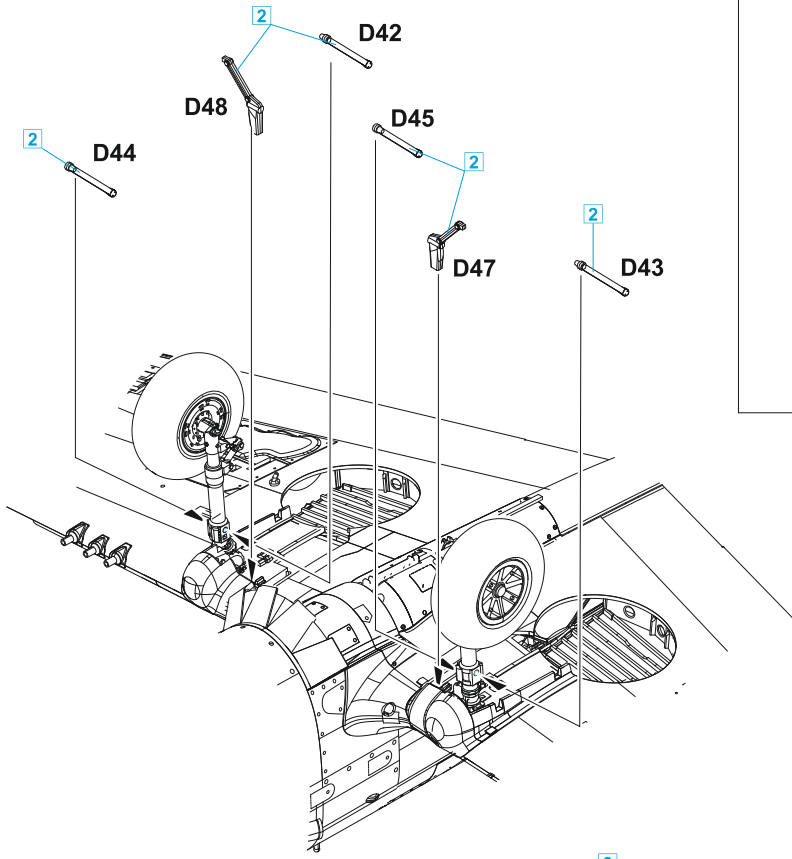
2 = **H8 C8 SILVER** **?** UNDERSURFACE COLOR

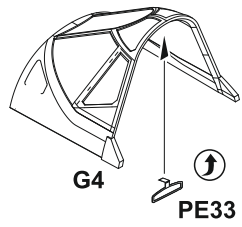


3 = **H58 C351 INTERIOR GREEN** **?** UNDERSURFACE COLOR

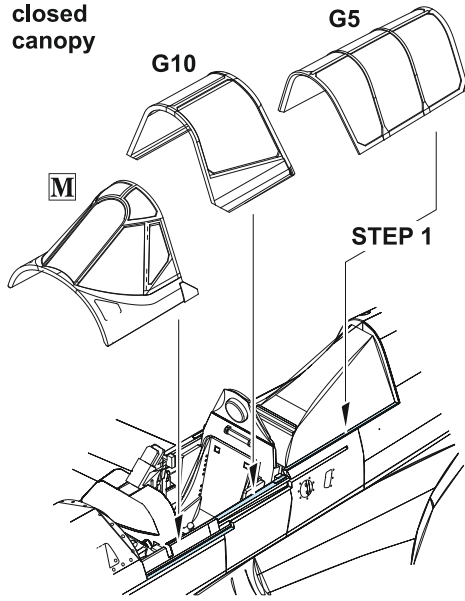
L



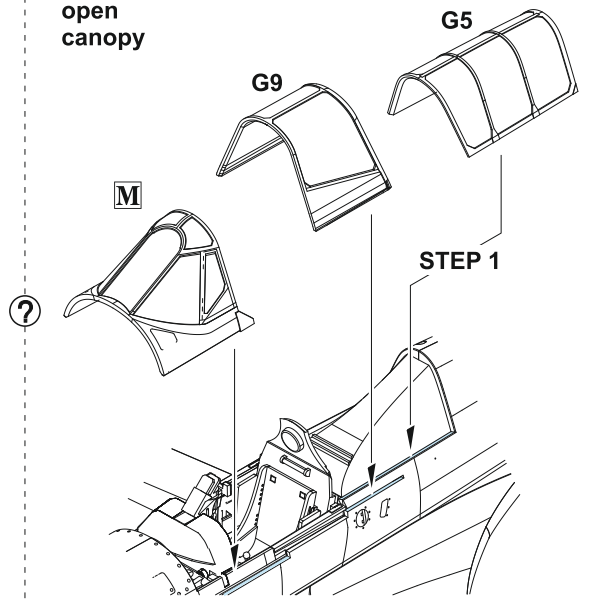
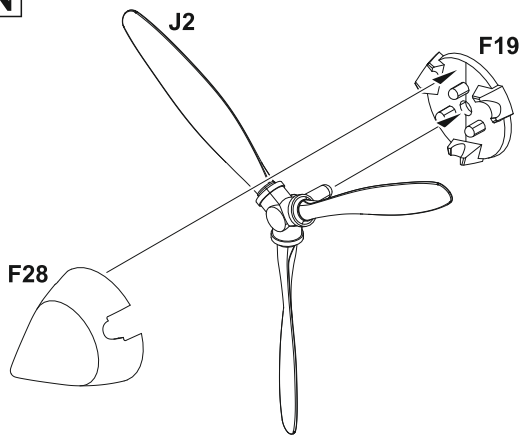
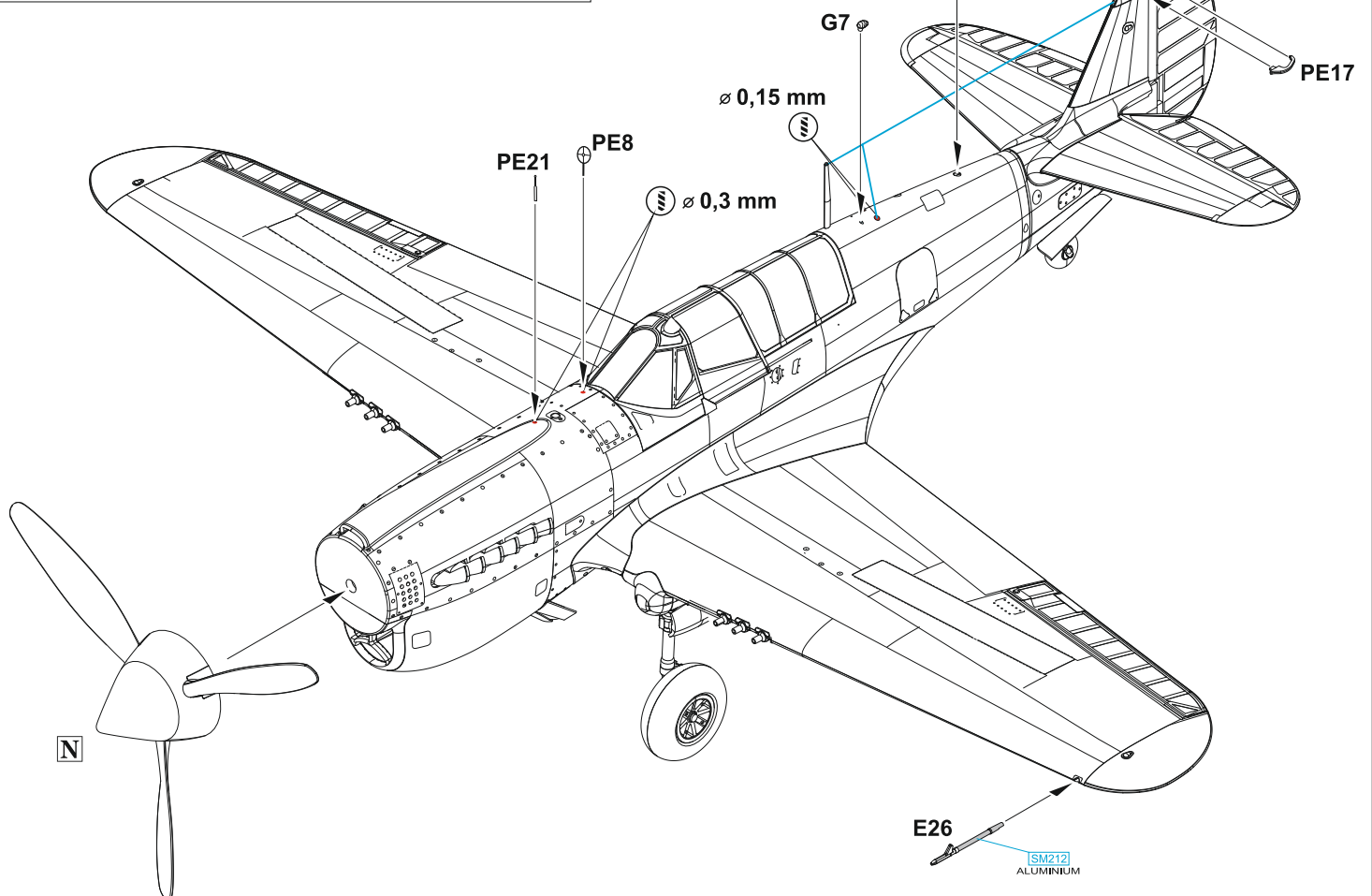
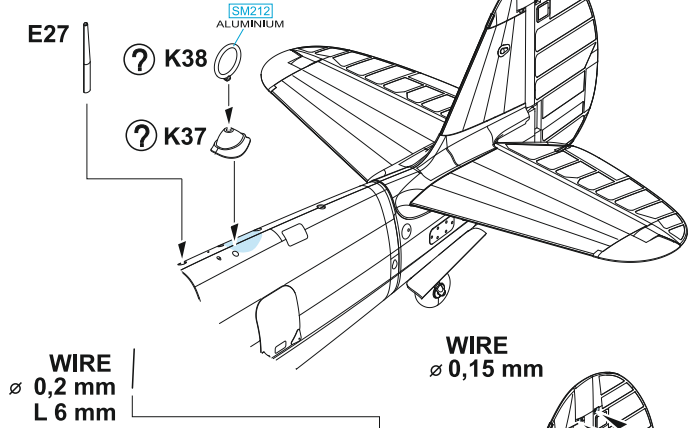


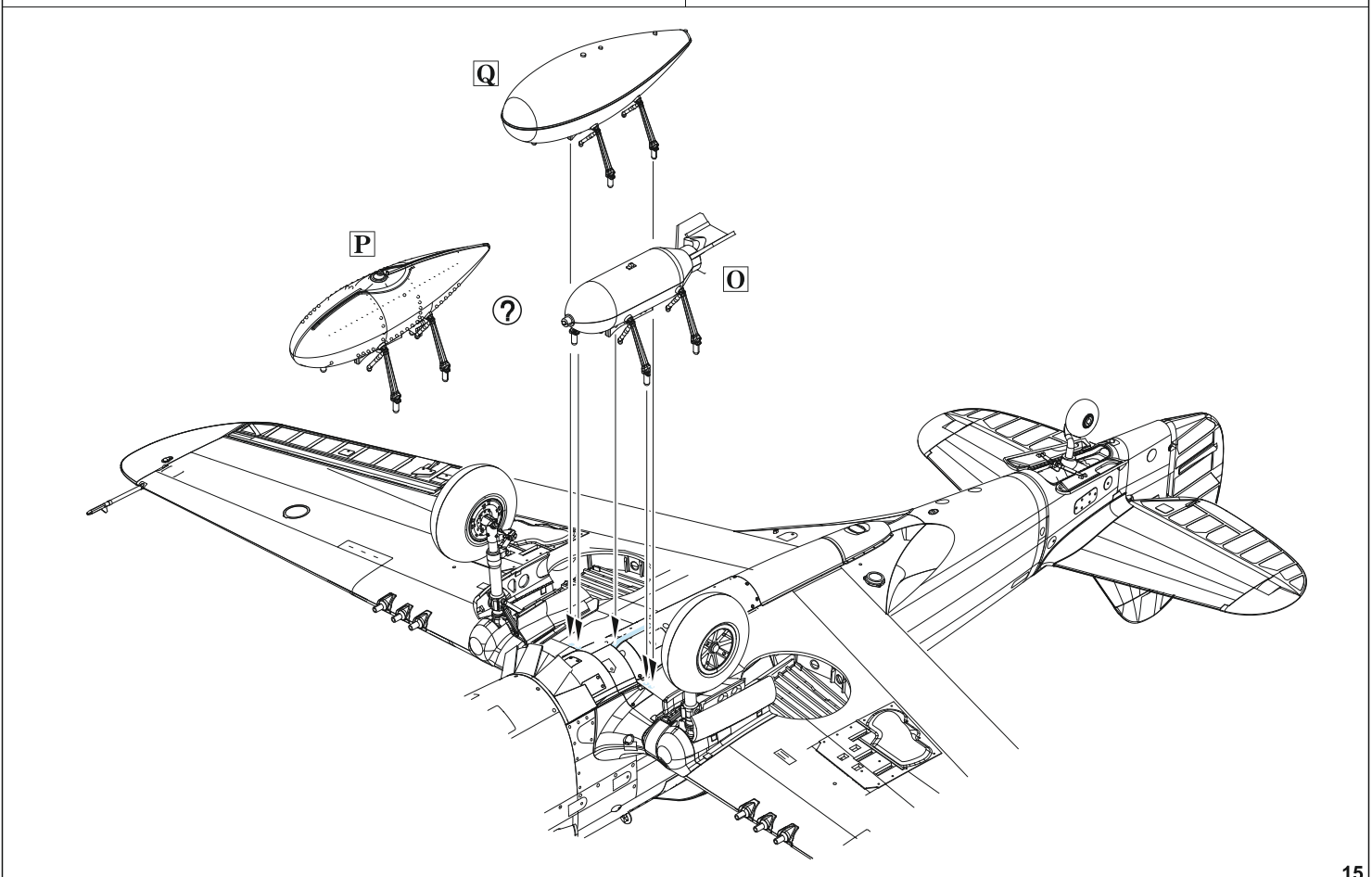
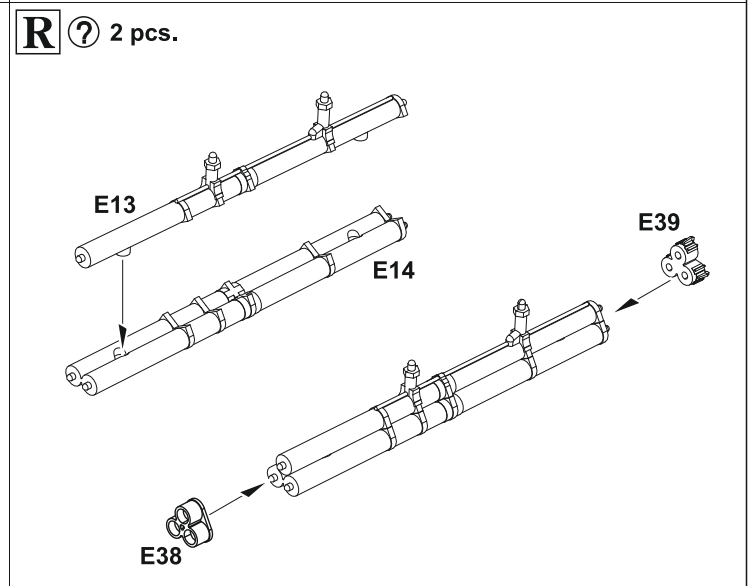
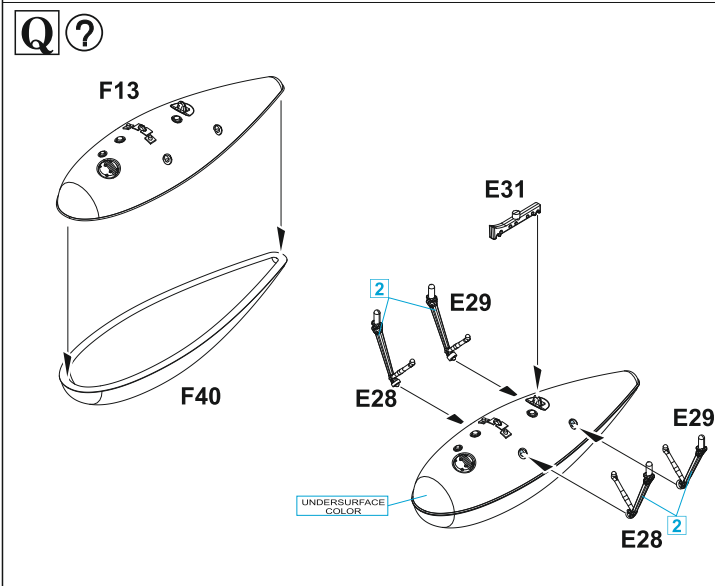
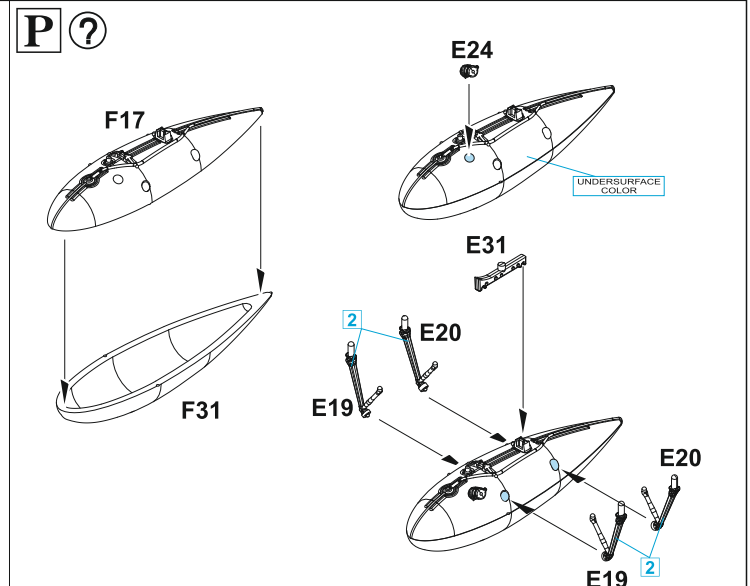
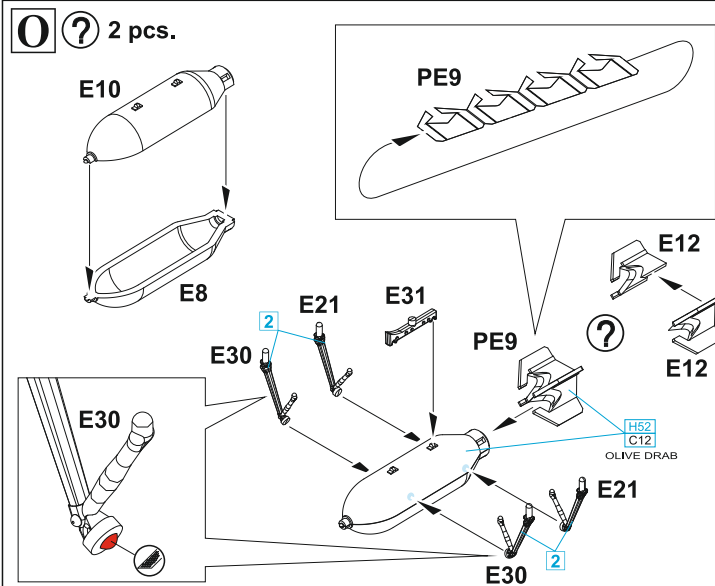
M

closed canopy



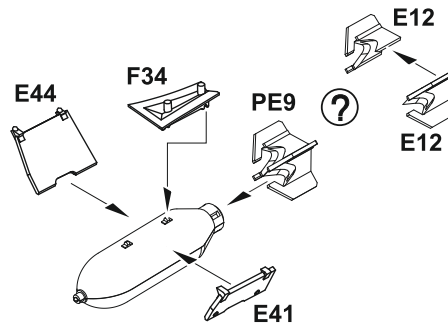
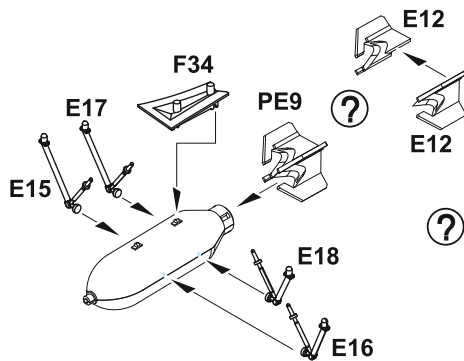
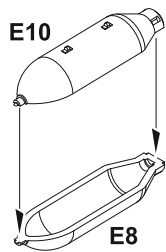
open canopy

**N**K37, K38 - MARKINGS **C, E** ONLY



S STARBOARD WING

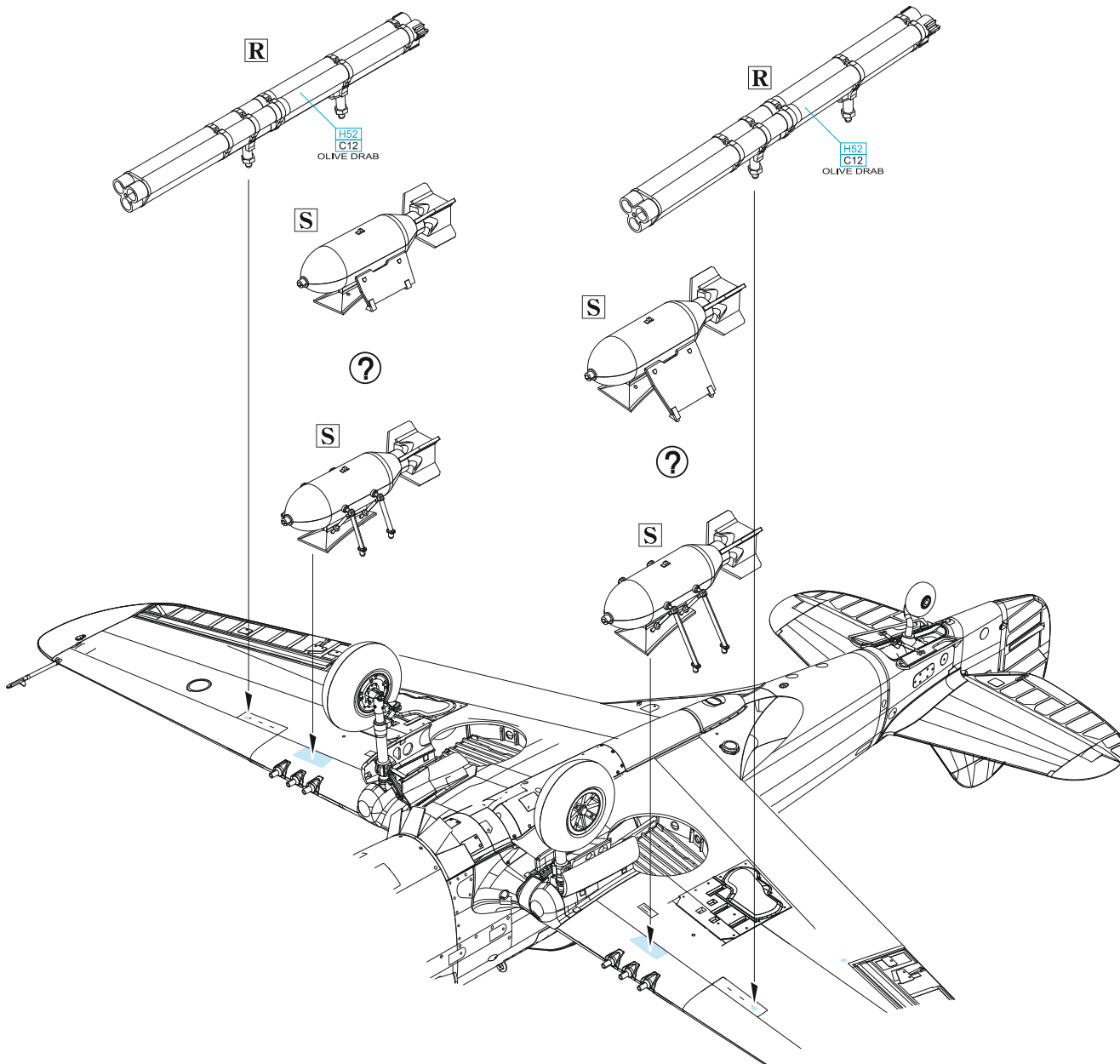
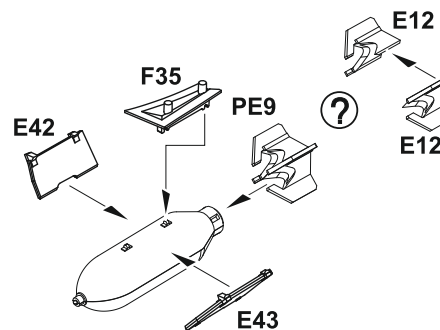
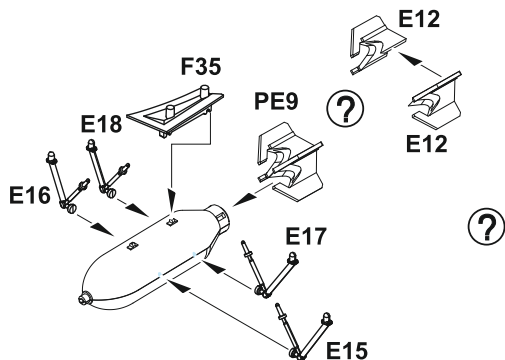
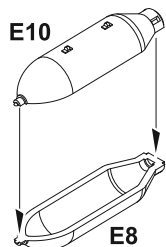
?

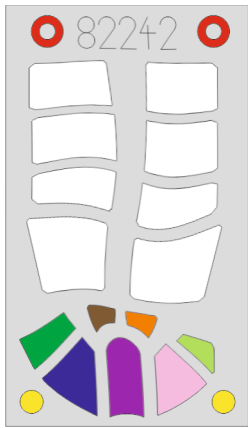
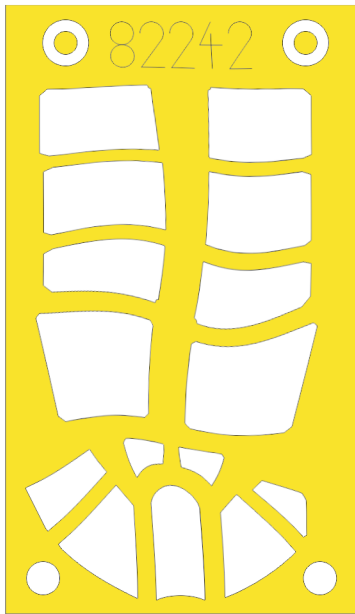


E41, E43, E44, E48 - MARKING **B** ONLY

S PORTSIDE WING

?

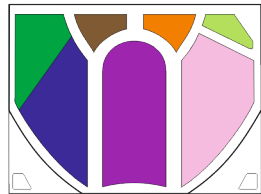




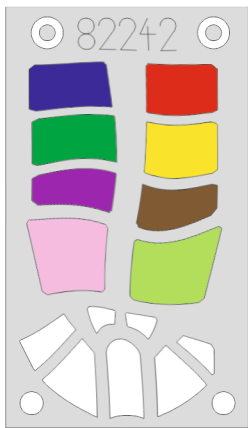
D46

G14

G4

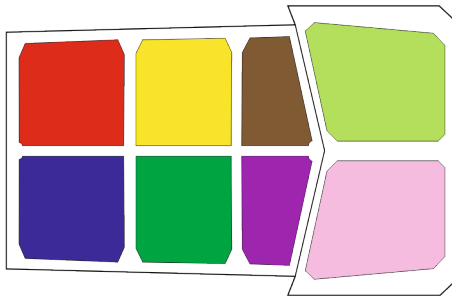


LIQUID MASK



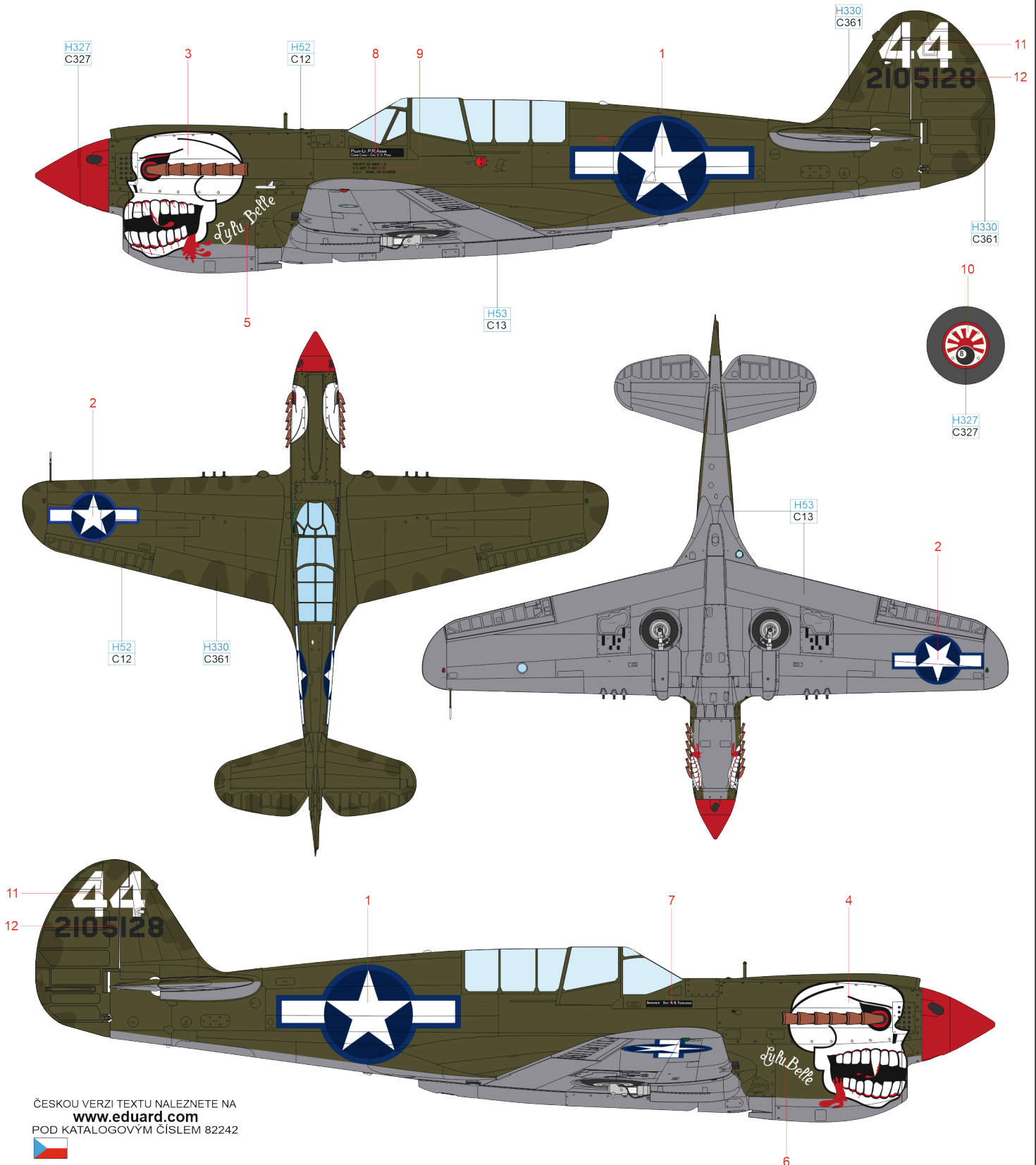
G5

G9 ? G10



A P-40N-5, 42-105128, 2Lt. Philip R. Adair, 89th FS, 80th FG, Nagaghuli, India, early 1944

Philip Reed Adair enlisted in military flight training after the attack on Pearl Harbor. He served with the 80th FG for eighteen months in 1943 and 1944 and flew 139 combat missions. The most remarkable of these took place on December 13, 1943, when he fought alone against a formation of 24 Japanese bombers and 40 fighters. He was credited with one confirmed kill and three other aircraft as damaged, but most importantly, he managed to break up the enemy formation and disrupt the bombing of his own base. He himself was hit several times in this combat and received the Silver Star for his bravery. During this mission, he flew his first Lulu Belle, which was a P-40N-1 Warhawk. The second aircraft of the same name, shown here, was already a P-40N-5 version. Adair received it in early 1944 and on May 17, again fighting against superior forces, he shot down two Oscars. In June 1944, he and the entire group began retraining on Thunderbolts, but he did not achieve any further kills. The 80th FG was called the Burma Banshees, and most of its aircraft were decorated with a skull on the nose. None of them were the same, although they sometimes differed only in details. The primary role of the group was to provide air cover for bases involved in air supply operations to units in China via the Himalayas (Hump operations). Later, from October 1943, the group was tasked with providing air support to units in northern Burma. Philip Adair died at the age of 97 on May 13, 2017.



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82242

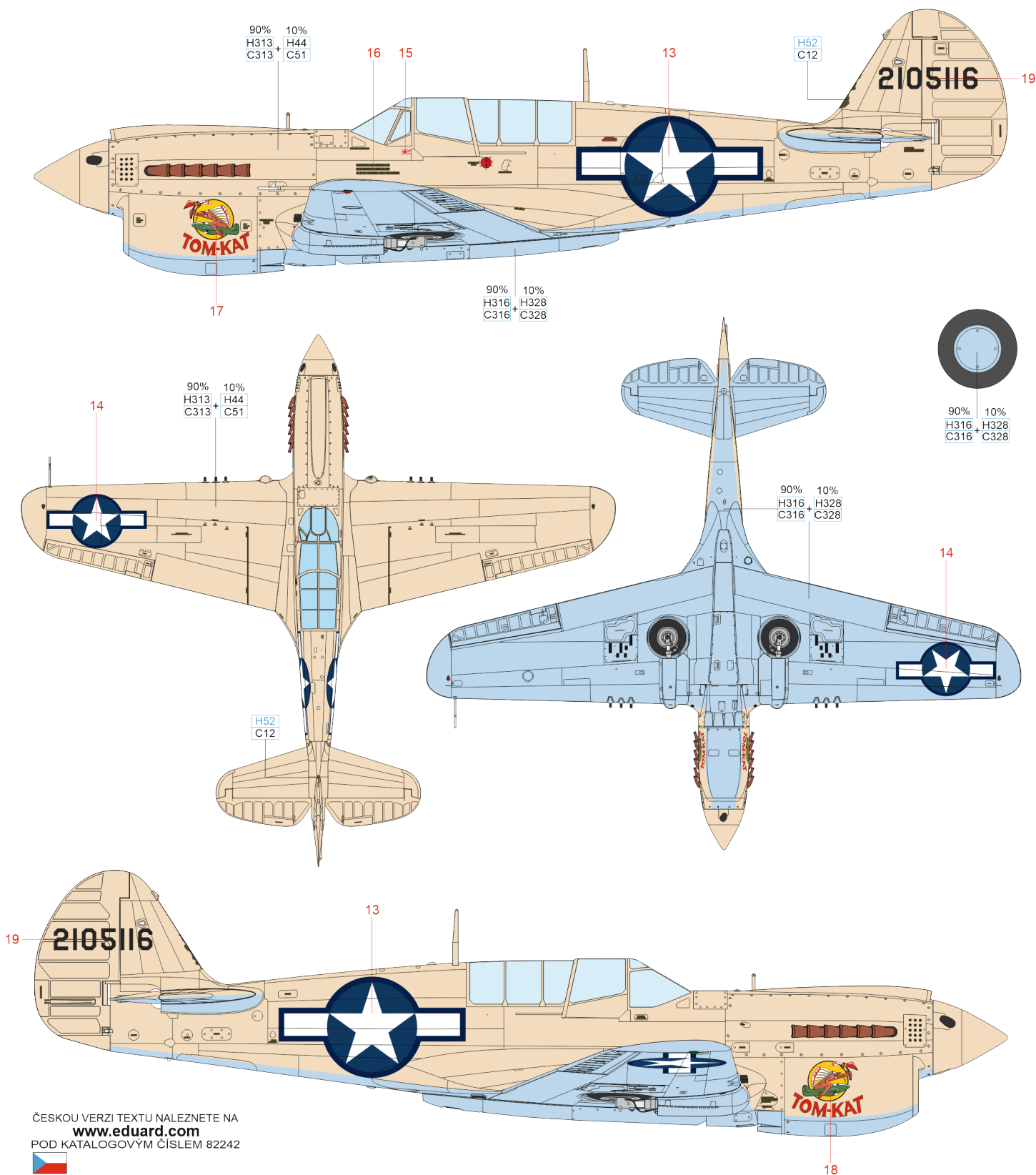


OLIVE DRAB H52 C12 DARK GREEN H330 C361 NEUTRAL GRAY H53 C13 RED H327 C327

eduard

B P-40N-5, 42-105116, Capt. Gilmer L. Snipes, 45th FS, 15th FG, Nanumea, December 1943

Although the 15th FG was based in the Hawaiian Islands, it kept sending its squadrons to various locations in the central and southern Pacific. One of these was Baker Atoll, where the 45th FS was sent in September 1943, before moving on to Abemama Island and then Makin in the fall of 1943, from where it carried out raids against bases on the Julait and Mili atolls until March 1944. The transfer of the 45th FS Warhawks to Baker in mid-September 1943 took the Japanese by surprise, and they paid for it with the loss of an H8K Emily flying boat. On October 23, 1943, a pair of P-40s was guided to an aircraft of this type and sent it into the waves of the Pacific. The kill was credited to Capt. Gilmer L. Snipes, who had 2nd Lt. R. Hendrickson as his wingman. It was the first kill of 45th FS in the war. In April 1944, "Buck" Snipes took command of the squadron and, after rearming with Mustangs, participated in the deployment of the 15th FG from Iwo Jima, including three VLR missions over Japan. During the first of these, on April 7, 1945, he was credited with shooting down a Ki-44 Tojo. Because the standard P-40 color scheme did not serve its purpose on the coral atolls, the technical staff mixed a sand color that matched the local conditions before the squadron moved to Baker Atoll. The undersides were repainted with a light blue color mixed from insignia blue and white. The stencils were mostly masked during repainting and therefore have the original background.



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82242

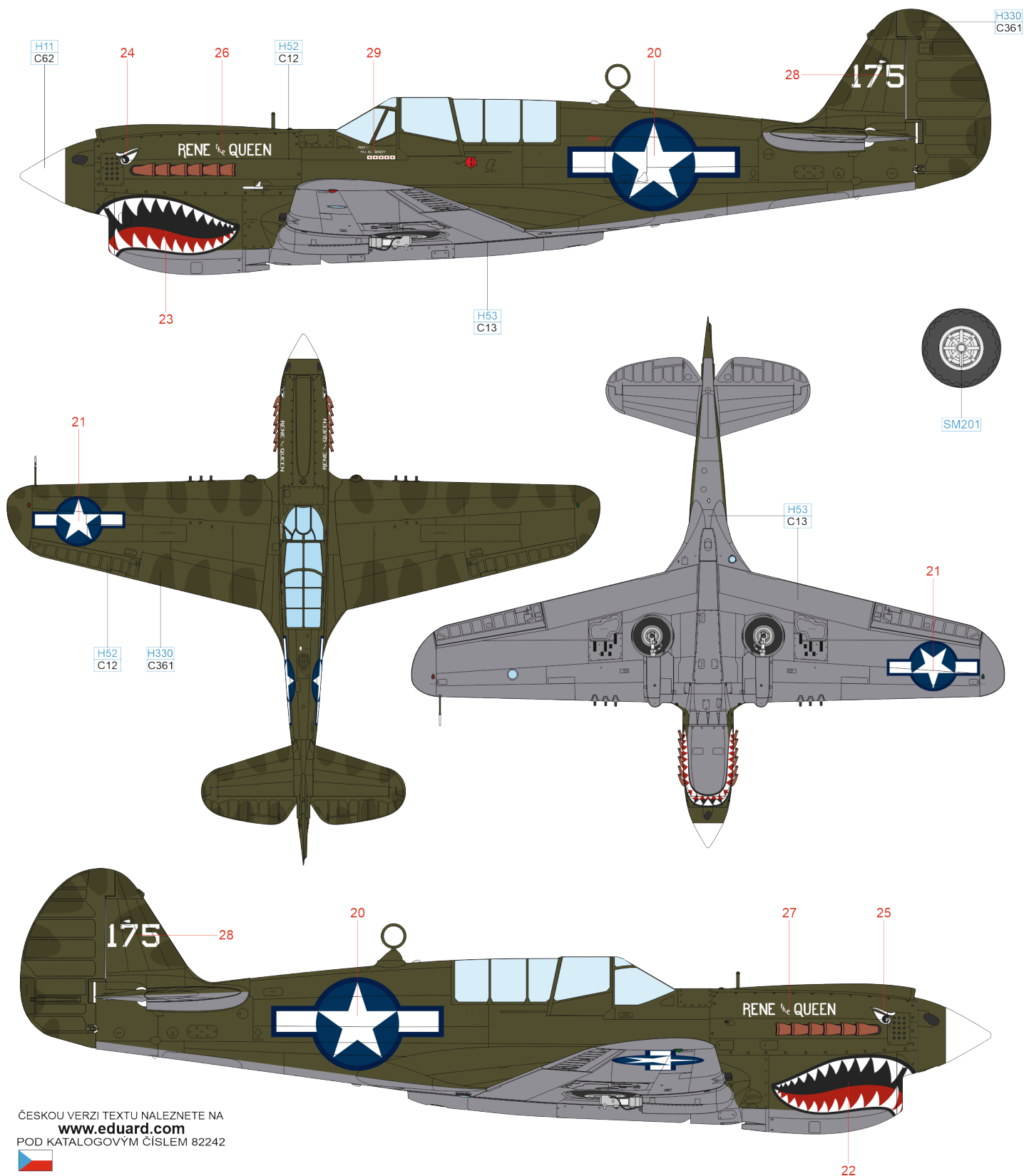


YELLOW	H313 C313	FLESH	H44 C51	WHITE	H316 C316	BLUE	H328 C328	OLIVE DRAB	H52 C12
--------	--------------	-------	------------	-------	--------------	------	--------------	---------------	------------

eduard

C P-40N-20, 43-23400, Maj. Donald L Quigley, CO of 75th FS, 23rd FG, Kweilin, China, August 1944

Donald Quigley was born on December 28, 1919, in Shippensburg, Pennsylvania, and after his studies he worked for the Marion Power Shovel Company. He joined the Army Air Corps in March 1941 and, while still in training at Randolph Field in Texas, became engaged to his future wife, Irene Klingel. In her honor, Quigley had the words "Rene The Queen" (Rene is a diminutive form of Irene) painted on the cowl of his personal P-40N. Before serving with the 75th FS, 23rd FG, Quigley served with the 80th FG, where he flew 23 combat missions with the 90th FS. In June 1944, Quigley took command of the 75th FS and shot down five enemy aircraft in July and August 1944 before being shot down himself over enemy territory on August 10, 1944. He spent 13 long months in captivity and was promoted to Lieutenant Colonel after his release. After the war, he left the army and worked for 60 years as a freelance jewelry engraver for major jewelry companies. He died on March 13, 2021.



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82242

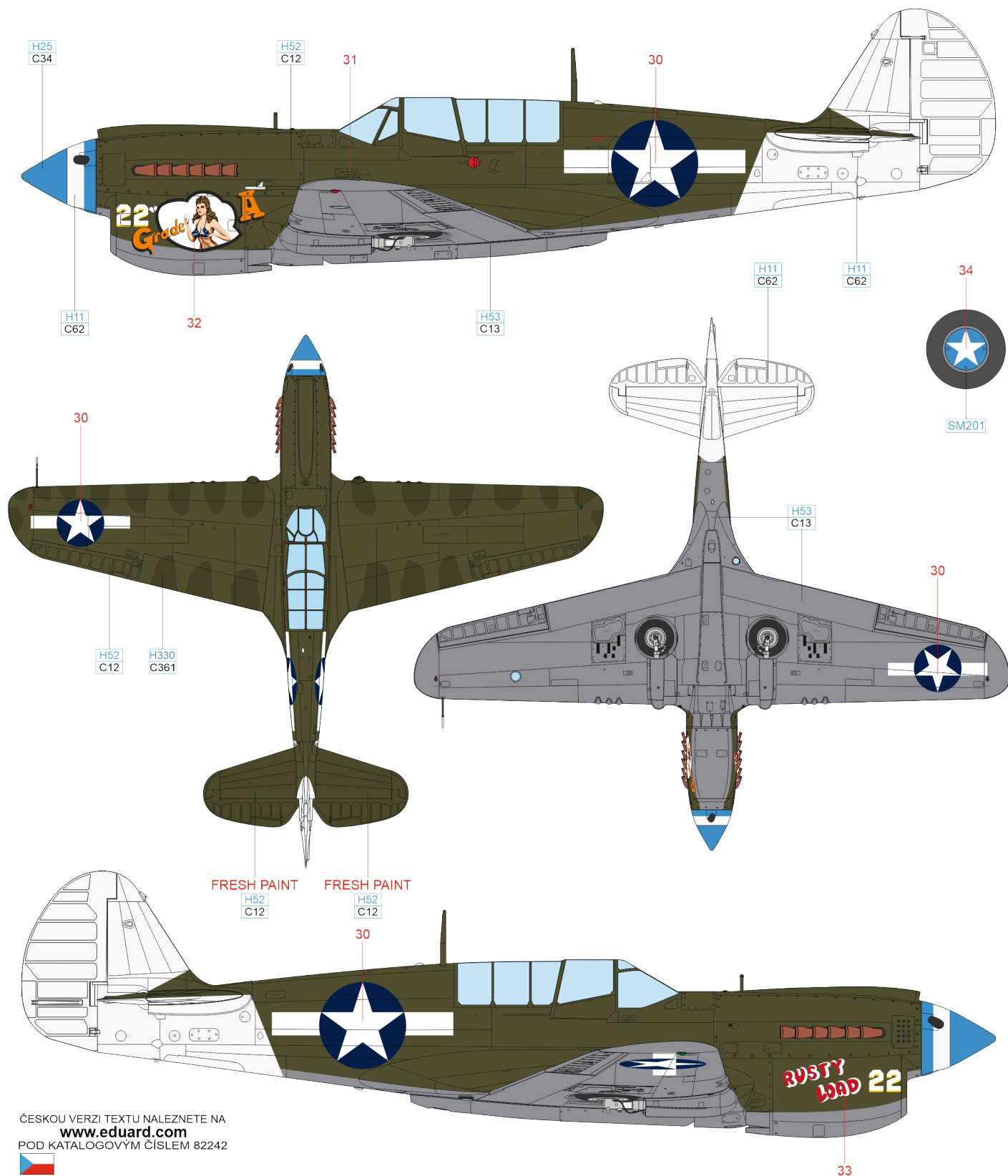


OLIVE DRAB	H52	DARK GREEN	H330	NEUTRAL GRAY	H53	FLAT WHITE	H11	SUPER FINE SILVER	SM201
	C12		C361		C13		C62		

eduard

D P-40N-5, 7th FS, 49th FG, Finschhafen, New Guinea, September 1944

Aircraft number 22 was part of a series of 7th FS Warhawks decorated with a painting of a girl on the engine cowling. The author of the paintings was Johnie Dunne, who also decorated the noses of Daddy Please / Milky Wagon Express, Dawn Patrol, Island Dream, Empty Saddle, Scarlet Night, and others with his characteristic style. Not much is known about the history of the aircraft named Grade A. It is reported that it was occasionally flown by Capt. Elliott E. Dent Jr. Further information is linked to Lt. Warren Greczyn, a pilot of Polish origin, who shot down two Ki-43 Oscars over Biak on May 15, 1944, while flying Grade A. This profile shows the final appearance of Grade A in the 7th FS, as documented at Finschhafen Airfield in September 1944. Here, along with other Warhawks from the 7th FS, it was stripped of its weapons and decommissioned. The aircraft was unusual in that it did not have white-painted leading edges on its wings. It also did not have the blue paint on the top of the rudder indicating its affiliation with the 7th FS, and the serial number was also painted over. Many of the decommissioned Warhawks of the 49th FG were subsequently used by the 71st TRG, which used them during the fighting in the Philippines in early 1945.



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82242

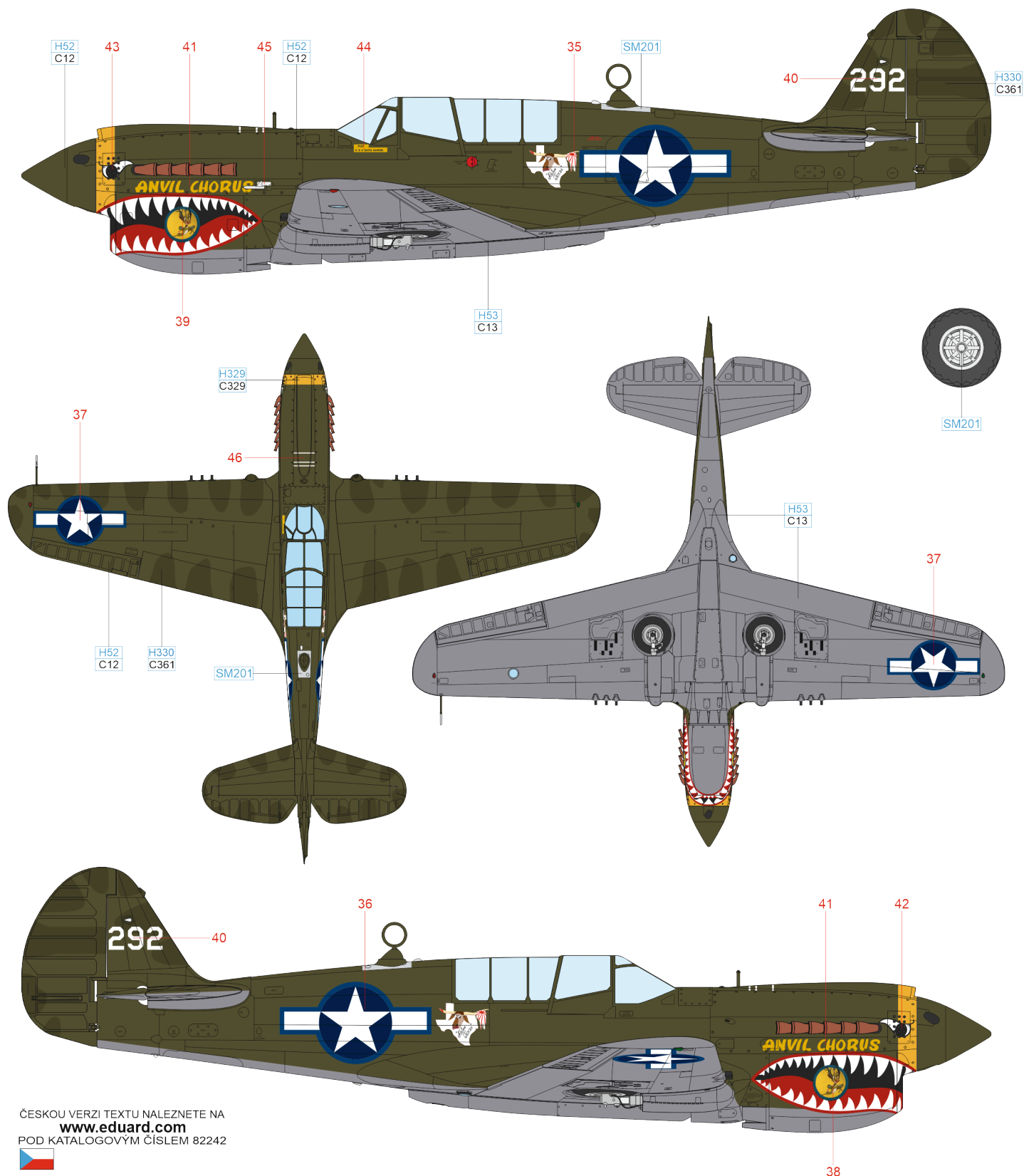


OLIVE DRAB	H52 C12	DARK GREEN	H330 C361	NEUTRAL GRAY	H53 C13	FLAT WHITE	H11 C62	SKY BLUE	H25 C34	SUPER FINE SILVER 2	SM201
------------	---------	------------	-----------	--------------	---------	------------	---------	----------	---------	---------------------	-------

eduard

E P-40N-5, 1/Lt. Benjamin H. Ashmore, 26th FS, 51st FG, Kunming, China, 1944

Benjamin Howard Ashmore's father was a pilot, and his son intended to follow in his footsteps. In 1942, he began Army flight training, which he completed a year later when he retrained on Thunderbolts. He was originally supposed to go to Europe, but at the last minute he was redirected to India, where he joined the 26th FS, 51st FG. He flew 78 missions with this unit, shot down two aircraft in aerial combat, and earned, among other decorations, the Chinese pilot wings, which was personally awarded to him by General Chiang Kai-shek. He flew two Warhawks P-40N and later a P-51B Mustang in combat. All three aircraft bore the name Anvil Chorus and the emblem of a bull's head on a map of Texas with a torn Japanese flag in one corner. In accordance with squadron custom, the emblem was most likely applied to both sides of his aircraft. After the war, he graduated from the University of Nebraska and served in the USAF for another 21 years. He flew as part of the Berlin Airlift, reactivated five RAF air bases in post-war England, and in the early 1960s served as commanding officer at the then newly opened US Air Force Academy. He flew the F-84, F-100, and F-102. After leaving the military, he spent 15 years as a cattle rancher on his property in Garfield, Arkansas, and farmed in Monte Ne. He owned a private plane and hangar at the airport near Ingleside and flew until he was 90. He died on March 30, 2014, at the age of 92.



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82242

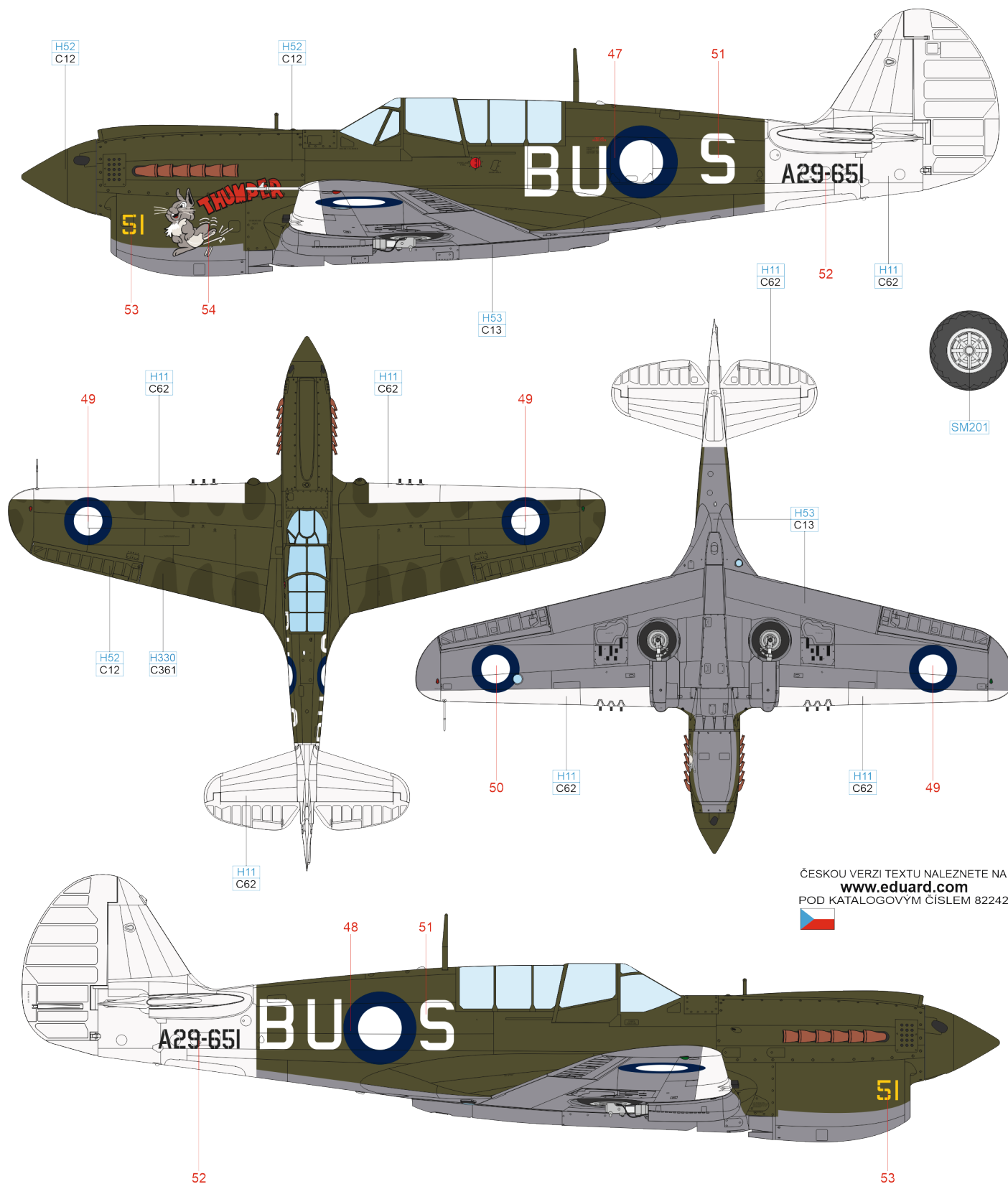


OLIVE DRAB H52 C12 DARK GREEN H330 C361 NEUTRAL GRAY H53 C13 YELLOW H329 C329 SUPER FINE SILVER 2 SM201

eduard

F A29-651, F/O John Noel Olivier, No. 80 Squadron, Noemfoor Island, 1944

No. 80 Squadron was formed in Townsville on September 10, 1943, and was equipped with P-40 Kittyhawks. On October 9, it moved to Aitkenvale and on November 13 became part of No. 10 Operational Group, whose main task was to support the advance of Allied troops along the northern coast of New Guinea. No. 10 Operational Group was redesignated as the First Tactical Air Force on October 25, 1944. No. 80 Squadron moved to Morotai on January 21, where it continued operations over the Maluku Islands. The lack of significant targets in the vicinity caused a decline in morale among the unit and other RAAF units in the area from the end of 1944. The aircraft with a drawing of the Disney character Thumper the Rabbit was transferred to No. 78 Squadron at the end of 1944 and redesignated HU S. The drawing of the rabbit remained on it.



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 82242



OLIVE DRAB	H52 C12	DARK GREEN	H330 C361	NEUTRAL GRAY	H53 C13	FLAT WHITE	H11 C62	SUPER FINE SILVER 2	SM201
------------	---------	------------	-----------	--------------	---------	------------	---------	---------------------	-------

eduard

P-40N

STENCILING POSITIONS

NOTE: The stencils with Olive Drab and Neutral Gray background (the 82242-0BT2 sheet) are intended for marking B only!

