P-40N Warhawk

eduard

1/48 Scale Plastic Model Kit



item # 84210

WEEKEND edition

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 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-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.

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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 započetím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobre 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. SYMBOLY ✶ INSTRUKTION SINNBILDEN ✶ SYMBOLES ✶ 記号の説明

OPTIONAL VOLBA

BEND OHNOUT

SAND BROUSIT

OPEN HOLE VYVRTAT OTVOR

SYMETRICAL ASSEMBLY SYMETRICKÁ MONTÁŽ

REMOVE ODŘÍZNOUT

REVERSE SIDE OTOČIT

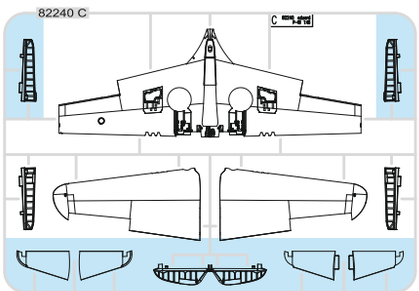
APPLY EDUARD MASK AND PAINT POUŽÍT EDUARD MASK NABARVIT

PLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com

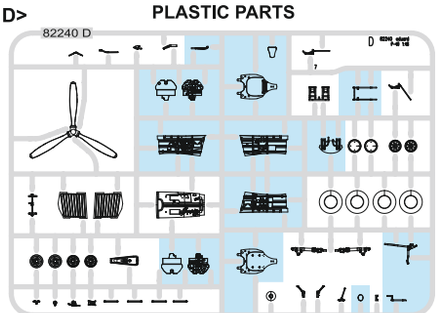
PARTS ✶ DÍLY ✶ TEILE ✶ PIÈCES ✶ 部品

PLASTIC PARTS

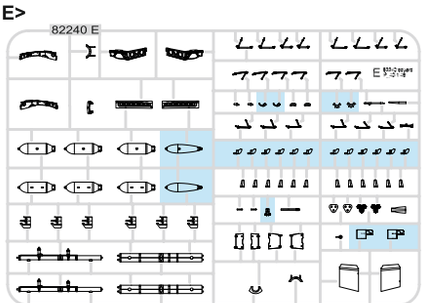
C>



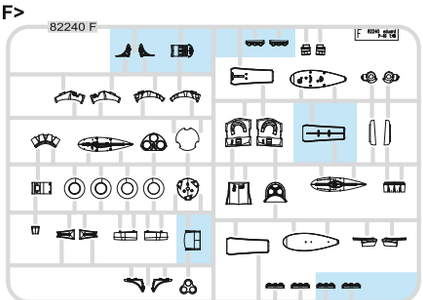
D>



E>



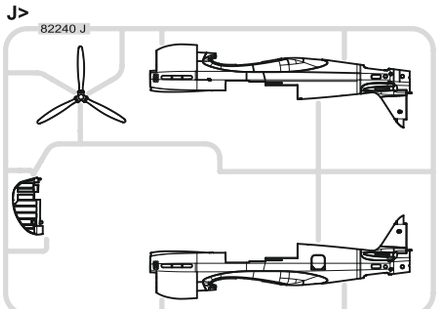
F>



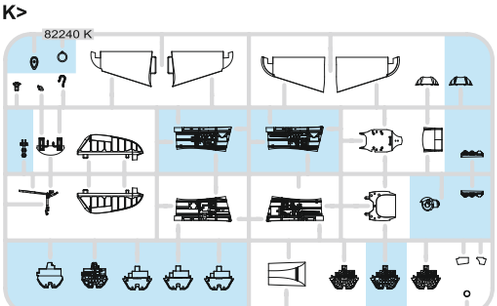
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K>

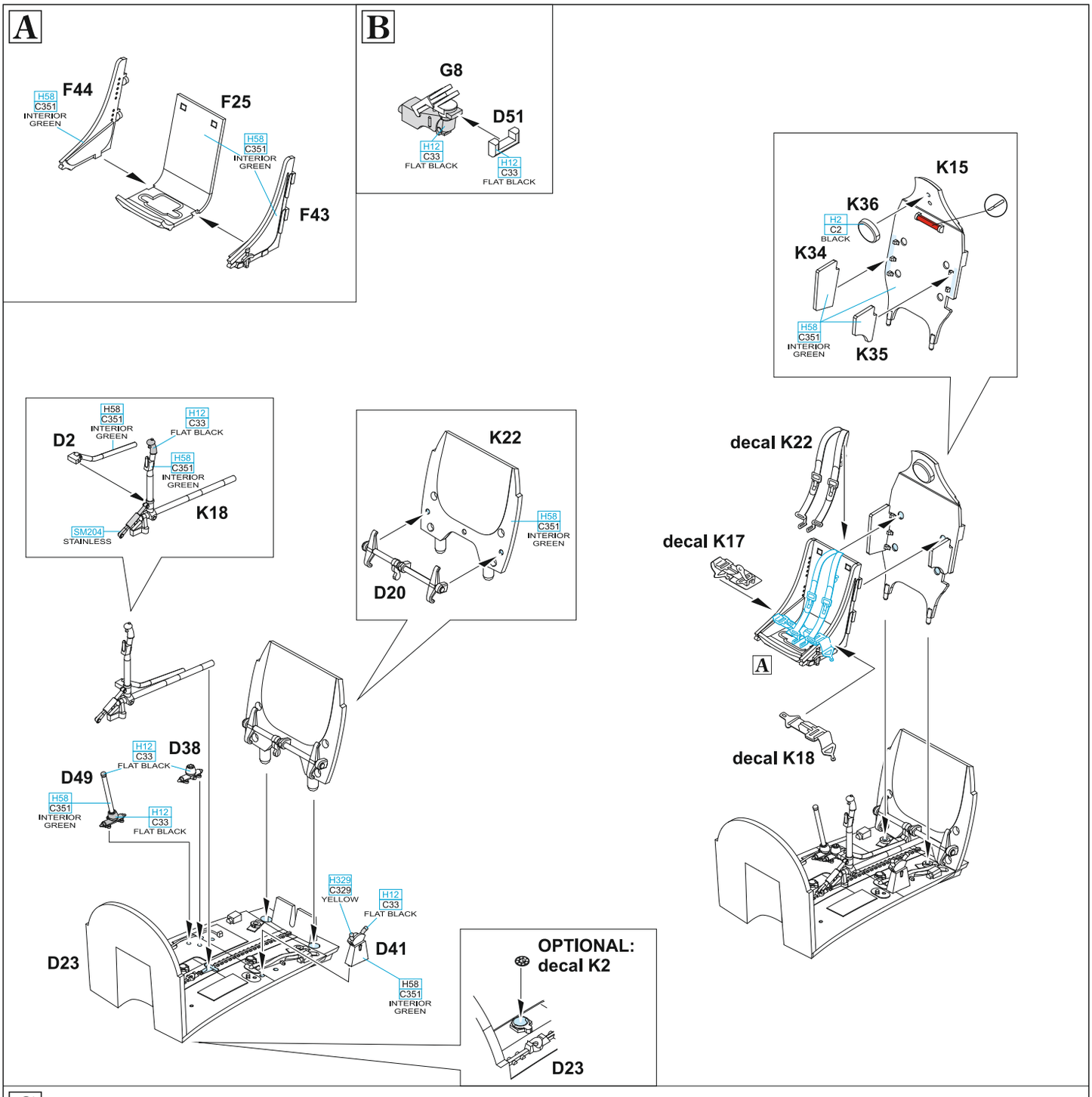


-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

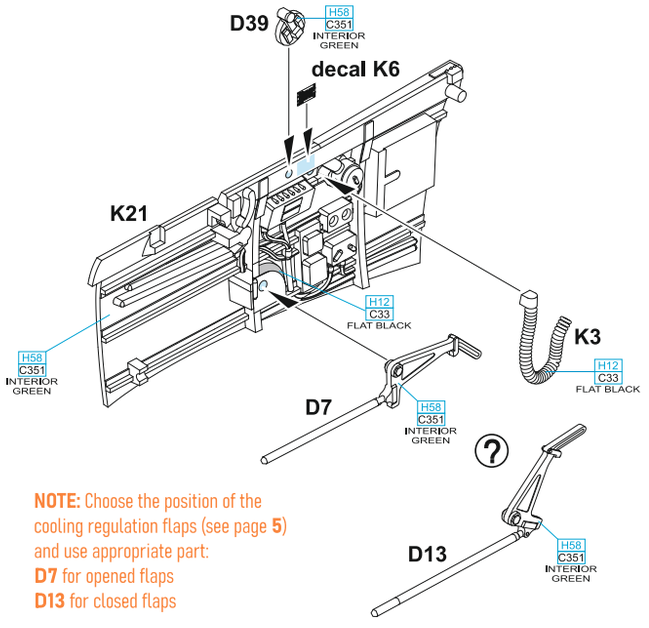
COLOURS ✶ BARVY ✶ FARBEN ✶ PEINTURE ✶ 色

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

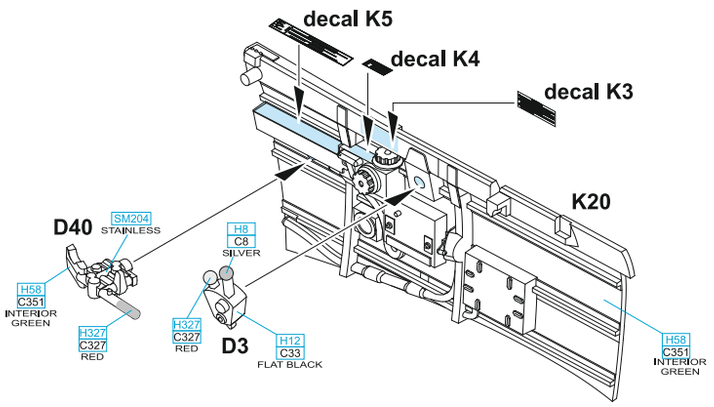

A
F44
H58
C351
INTERIOR
GREEN
F25
H58
C351
INTERIOR
GREEN
F43
B
G8
D51
H12
C33
FLAT BLACK
H12
C33
FLAT BLACK
K15
K36
H2
C2
BLACK
K34
H58
C351
INTERIOR
GREEN
K35
H58
C351
INTERIOR
GREEN
H12
C33
FLAT BLACK
D2
H58
C351
INTERIOR
GREEN
H58
C351
INTERIOR
GREEN
K18
SM204
STAINLESS
K22
H58
C351
INTERIOR
GREEN
D20
decal K22
decal K17
A
decal K18
H12
C33
FLAT BLACK
D38
D49
H58
C351
INTERIOR
GREEN
H12
C33
FLAT BLACK
H329
C329
YELLOW
H12
C33
FLAT BLACK
D41
D23
H58
C351
INTERIOR
GREEN
OPTIONAL:
decal K2
D23
C
K8
H52
C12
OLIVE DRAB
OPTIONAL:
decal K12
K2
C351
INTERIOR
GREEN
K31
?
K33
K33 - MARKINGS A, C, D
K31 - MARKING B
B
H12
C33
FLAT BLACK
OPTIONAL:
decal K15
OPTIONAL:
decal K11

D

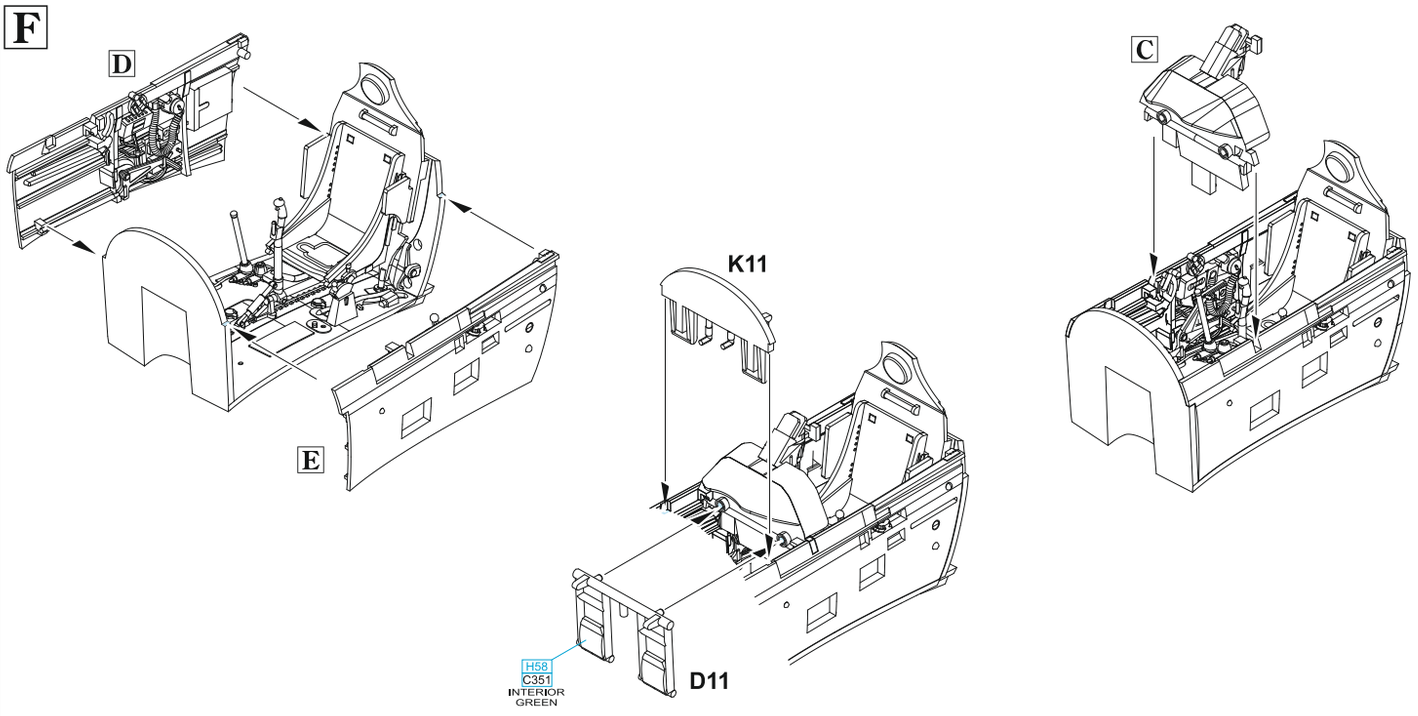


NOTE: Choose the position of the cooling regulation flaps (see page **5**) and use appropriate part:
D7 for opened flaps
D13 for closed flaps

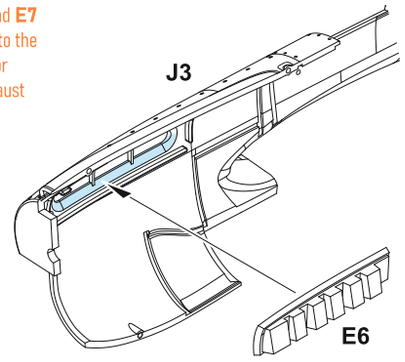
E

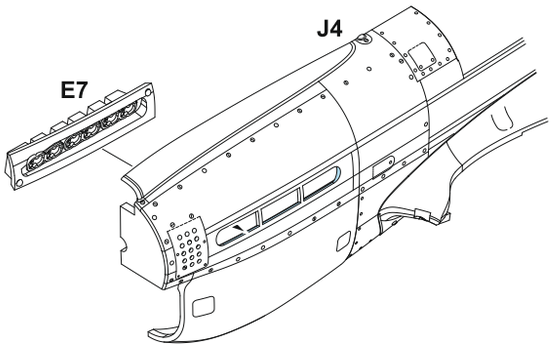


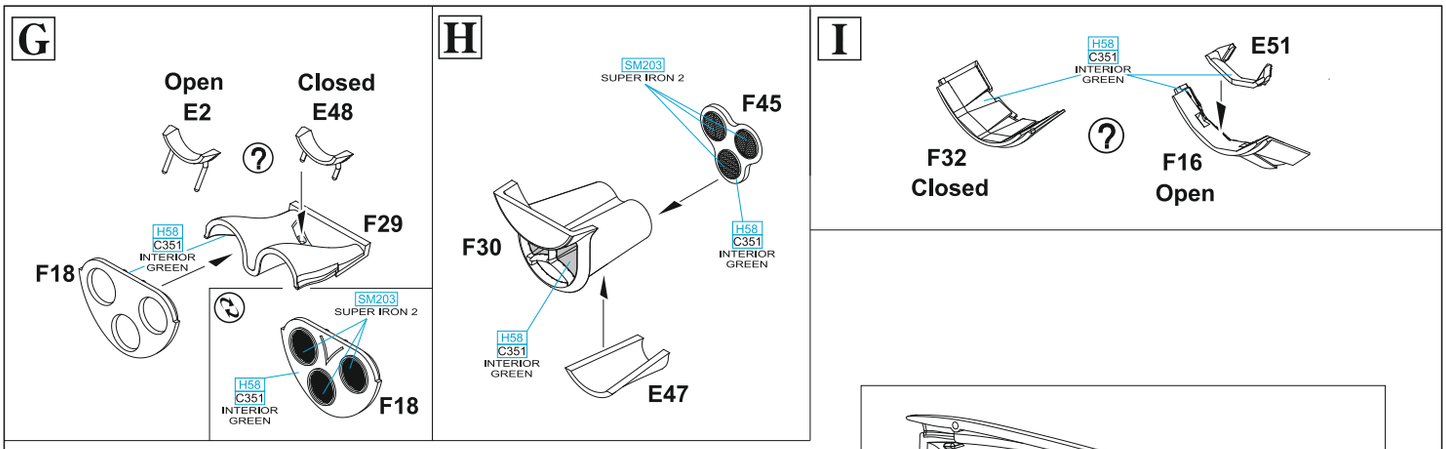
F

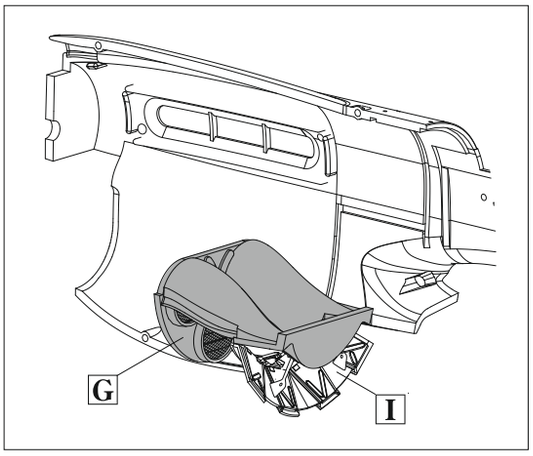


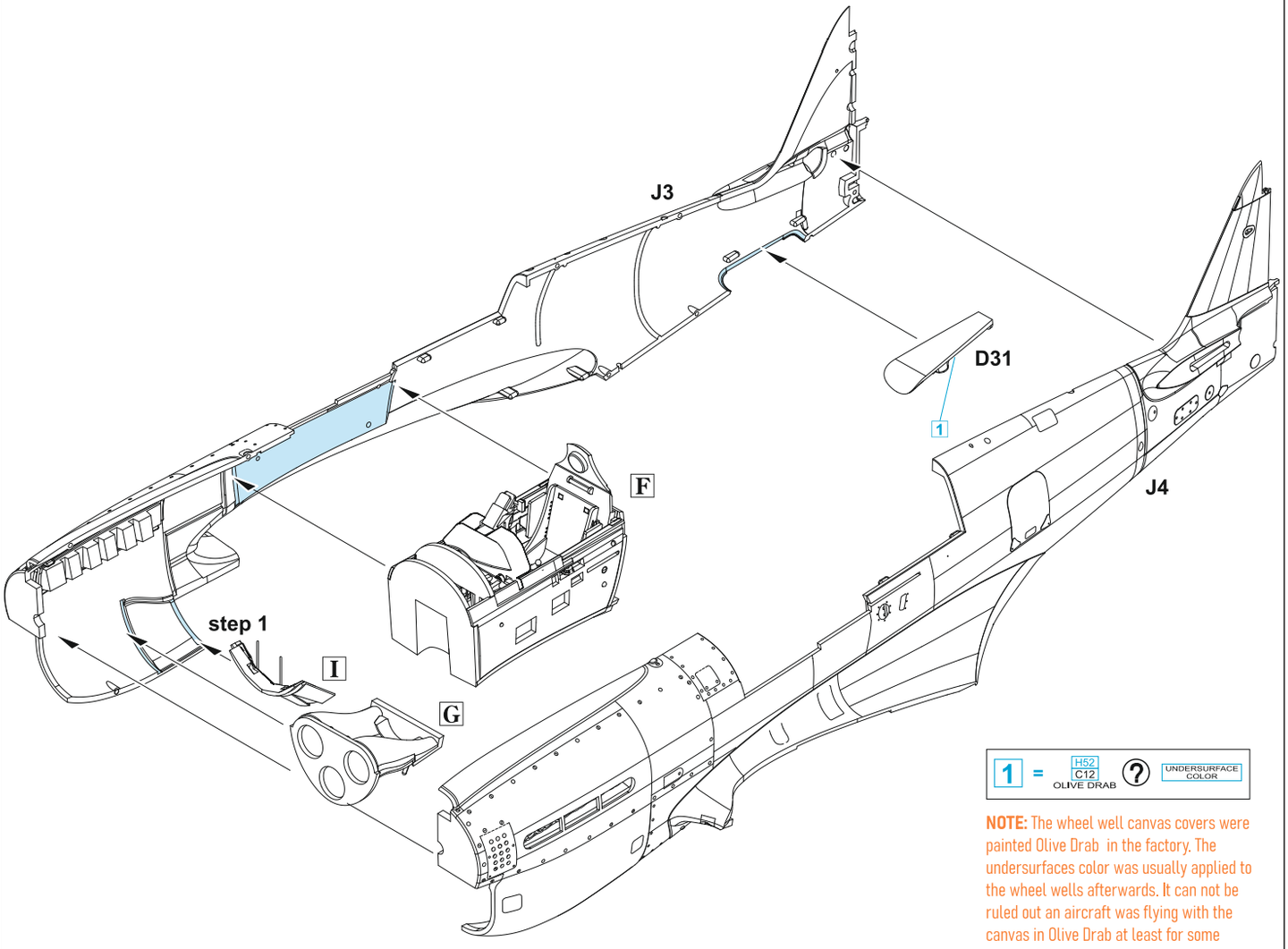
NOTE: Make sure parts **E6** and **E7** are well and strongly glued into the fuselage halves. It is crucial for further installation of the exhaust pipes (see page **6**).





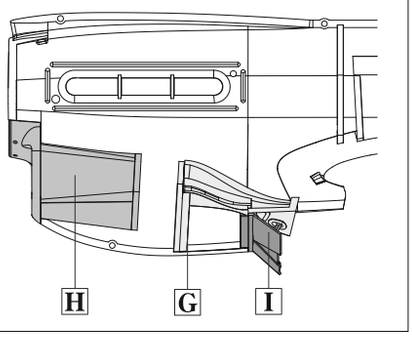






1 = H52 C12 OLIVE DRAB ? UNDERSURFACE COLOR

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.

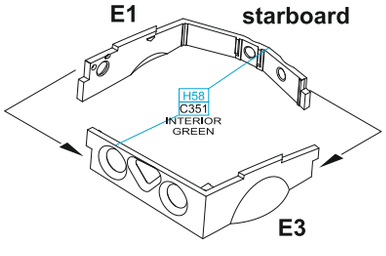


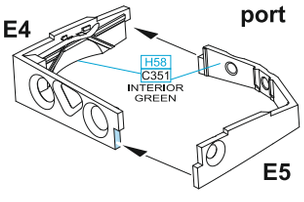
1 = H52 C12 OLIVE DRAB ? UNDERSURFACE COLOR

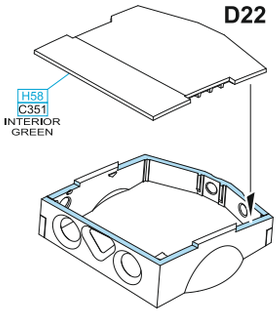
NOTE: The wheel wells were fitted with impregnated canvas tailor-shaped covers to protect the inside of the wing from dirt. It can not be ruled out some aircraft flew without them for some time. They were also removed during maintenance.

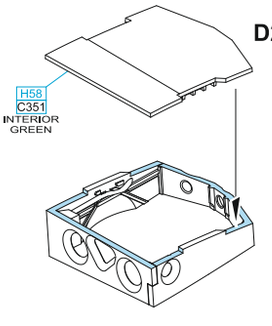
J

wheel wells without canvas covers

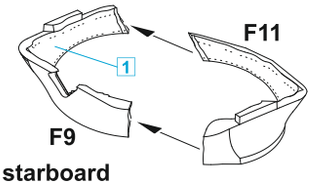




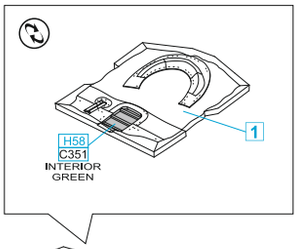


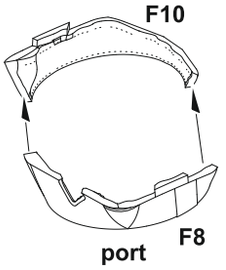


canvas covered wheel wells

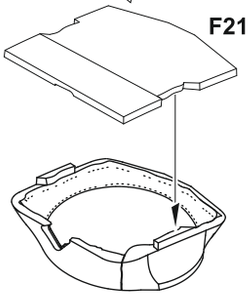


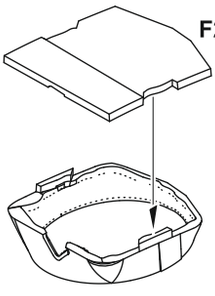
starboard



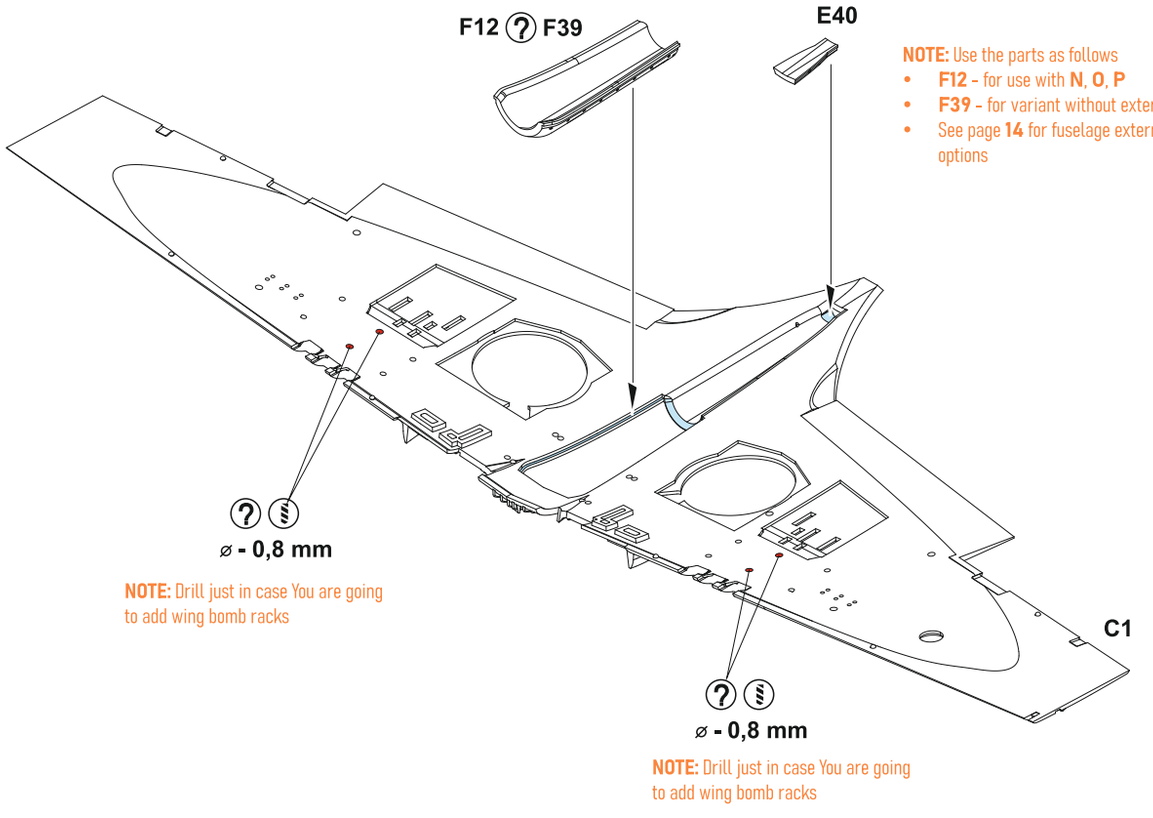


port





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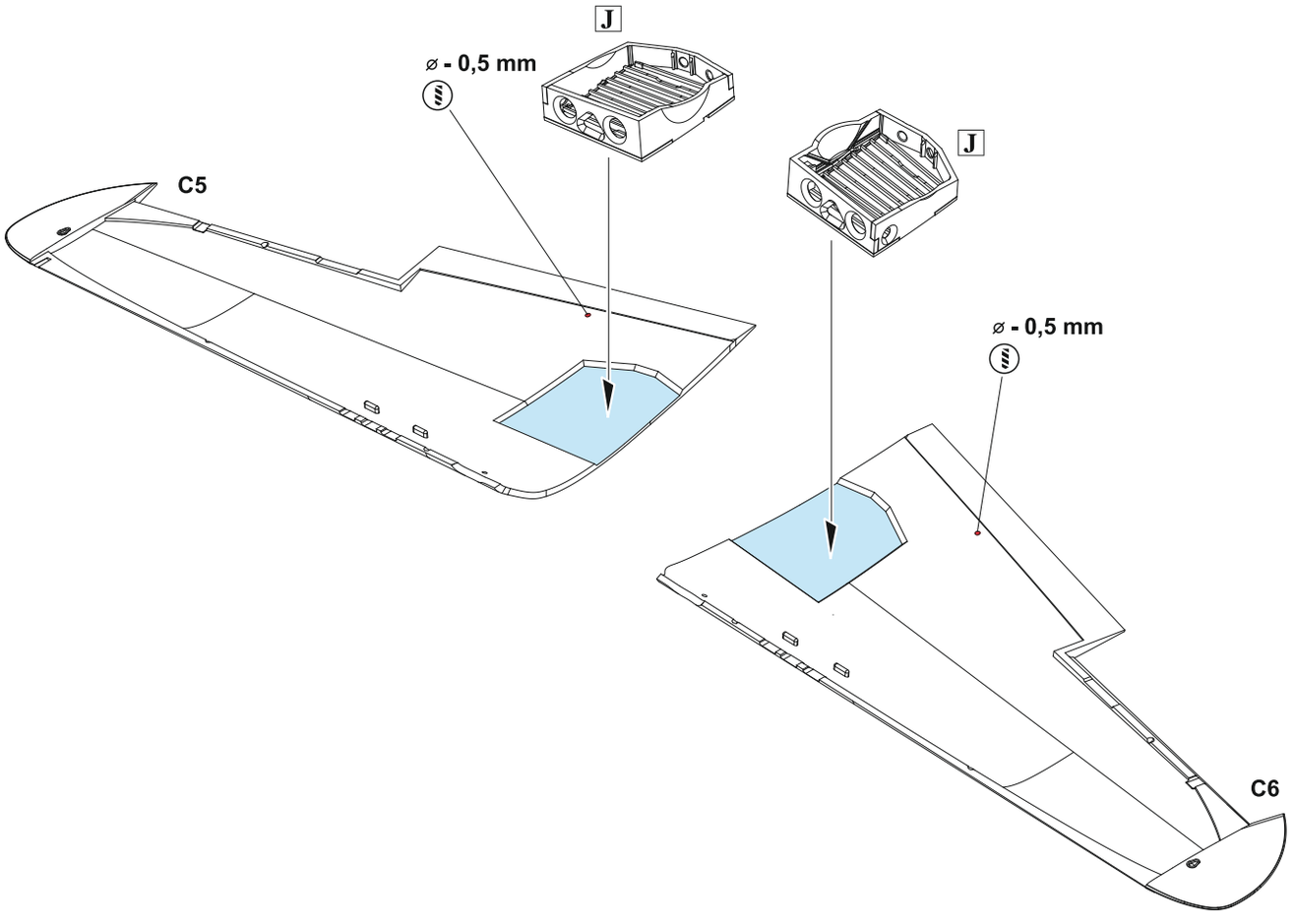


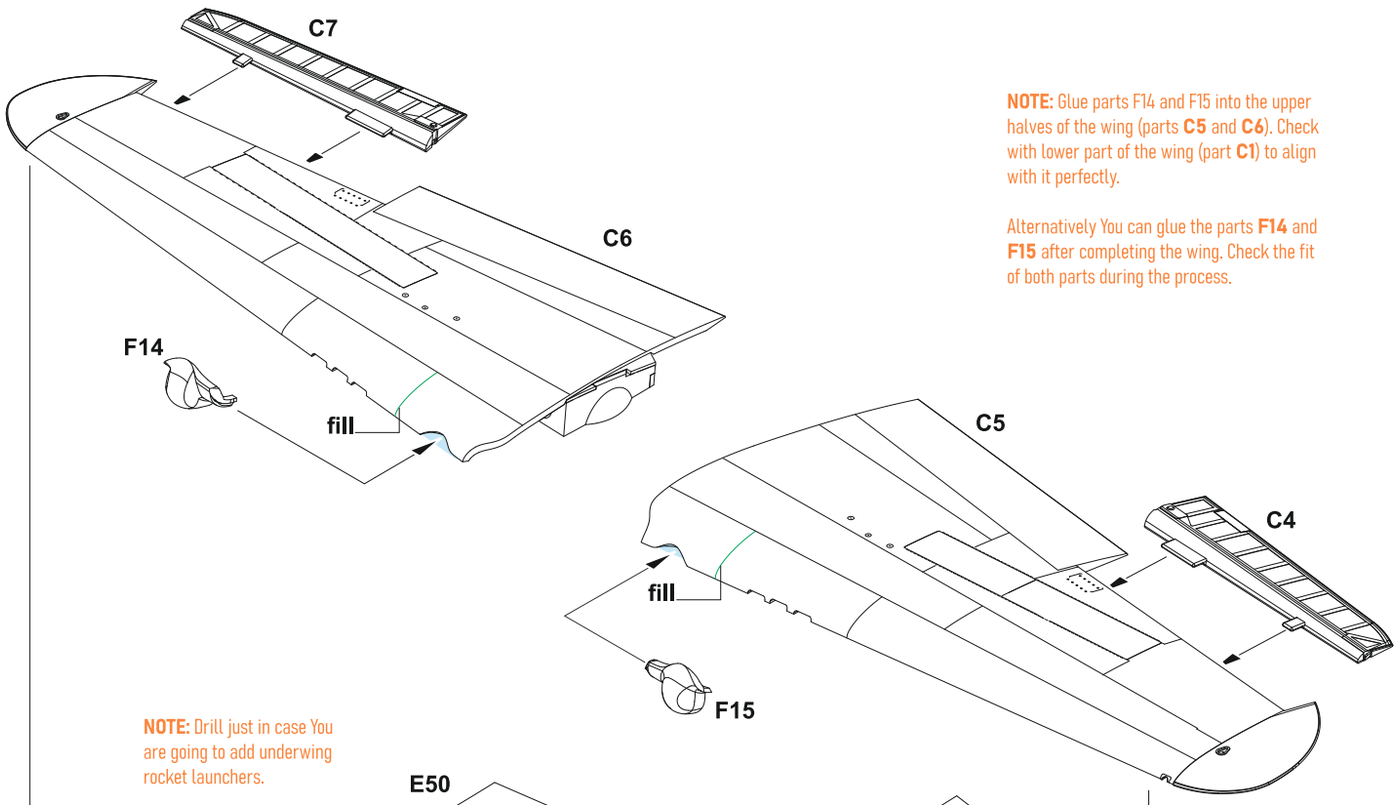
NOTE: Use the parts as follows

- **F12** - for use with **N**, **O**, **P**
- **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

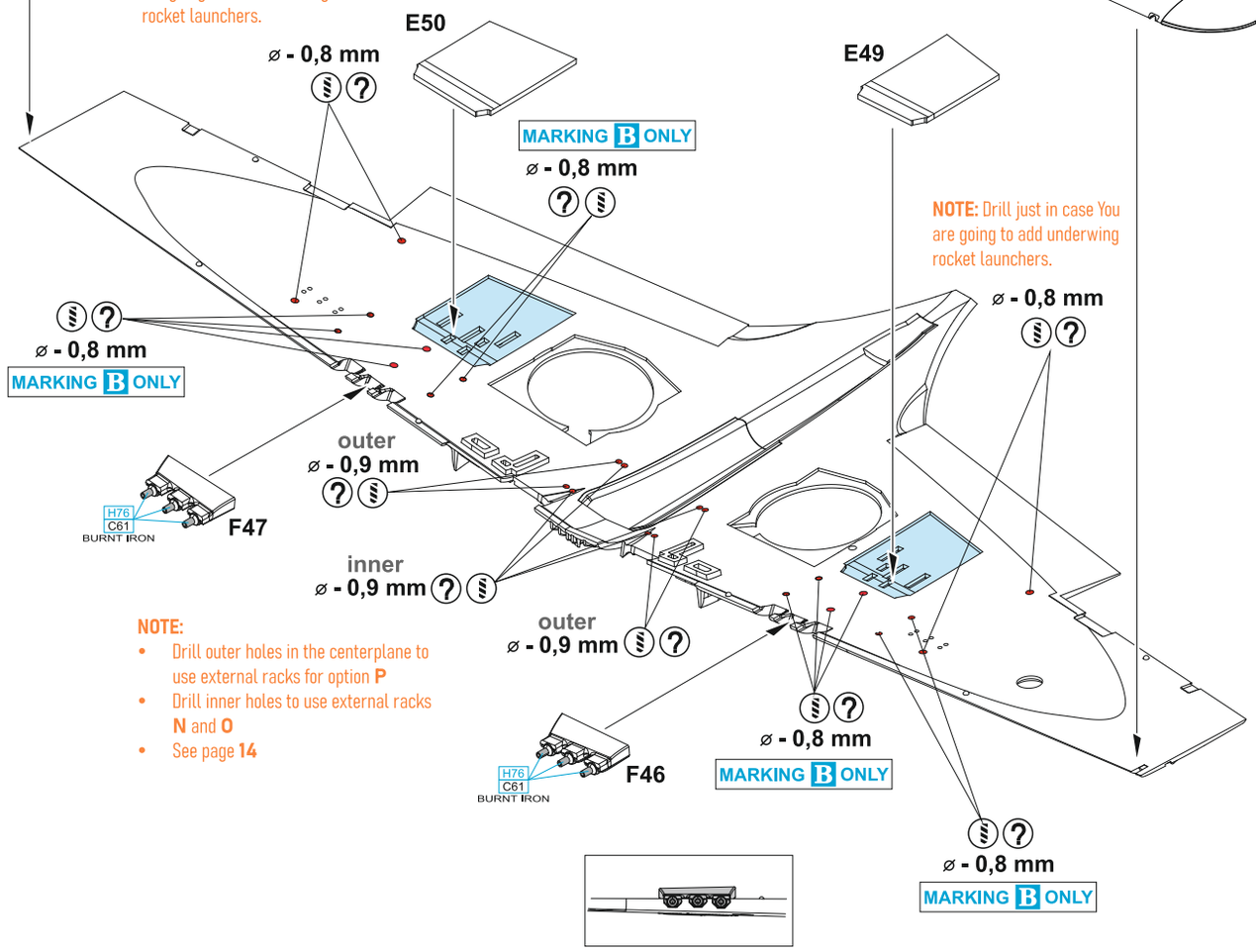




NOTE: Glue parts F14 and F15 into the upper halves of the wing (parts **C5** and **C6**). Check with lower part of the wing (part **C1**) to align with it perfectly.

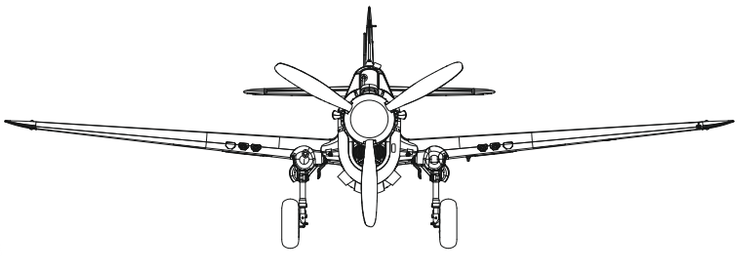
Alternatively You can glue the parts **F14** and **F15** after completing the wing. Check the fit of both parts during the process.

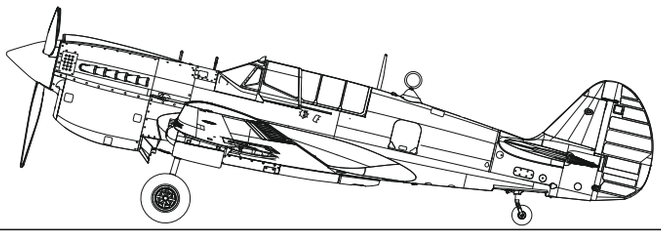
NOTE: Drill just in case You are going to add underwing rocket launchers.

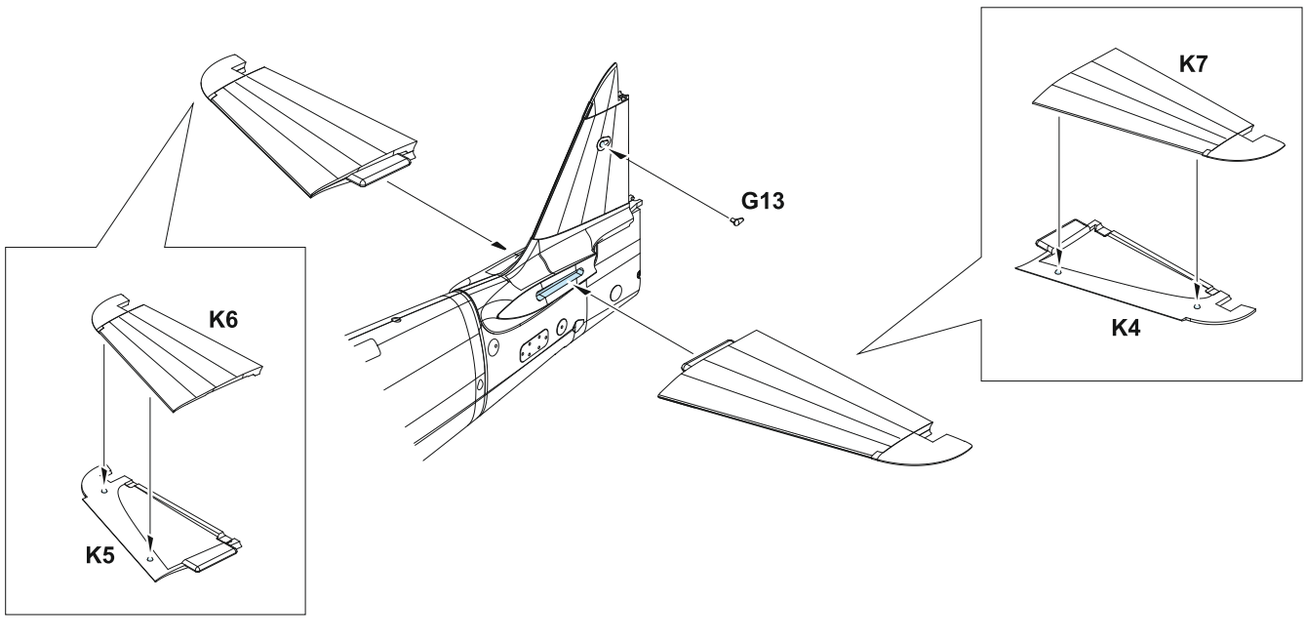


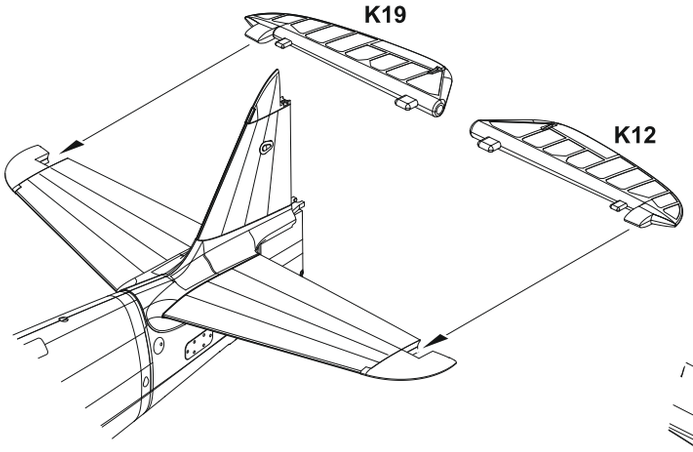
NOTE:

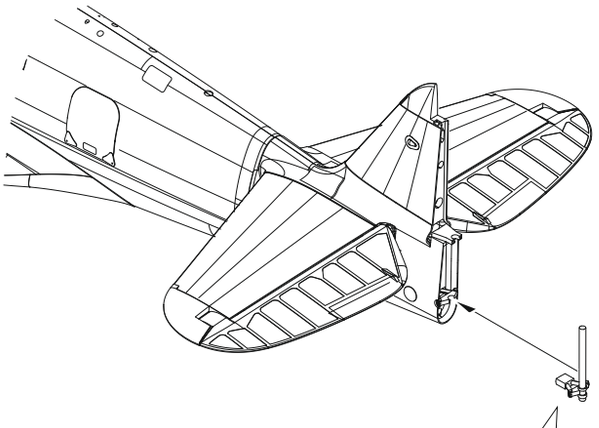
- Drill outer holes in the centerplane to use external racks for option **P**
- Drill inner holes to use external racks **N** and **O**
- See page **14**

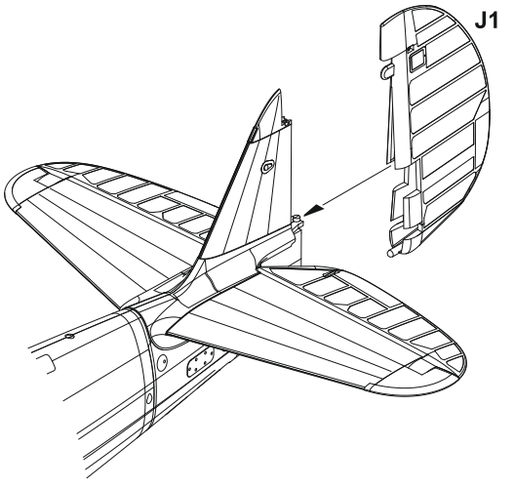


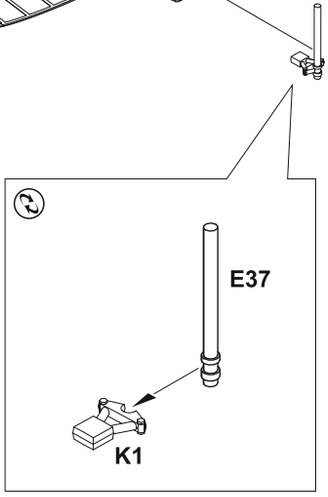


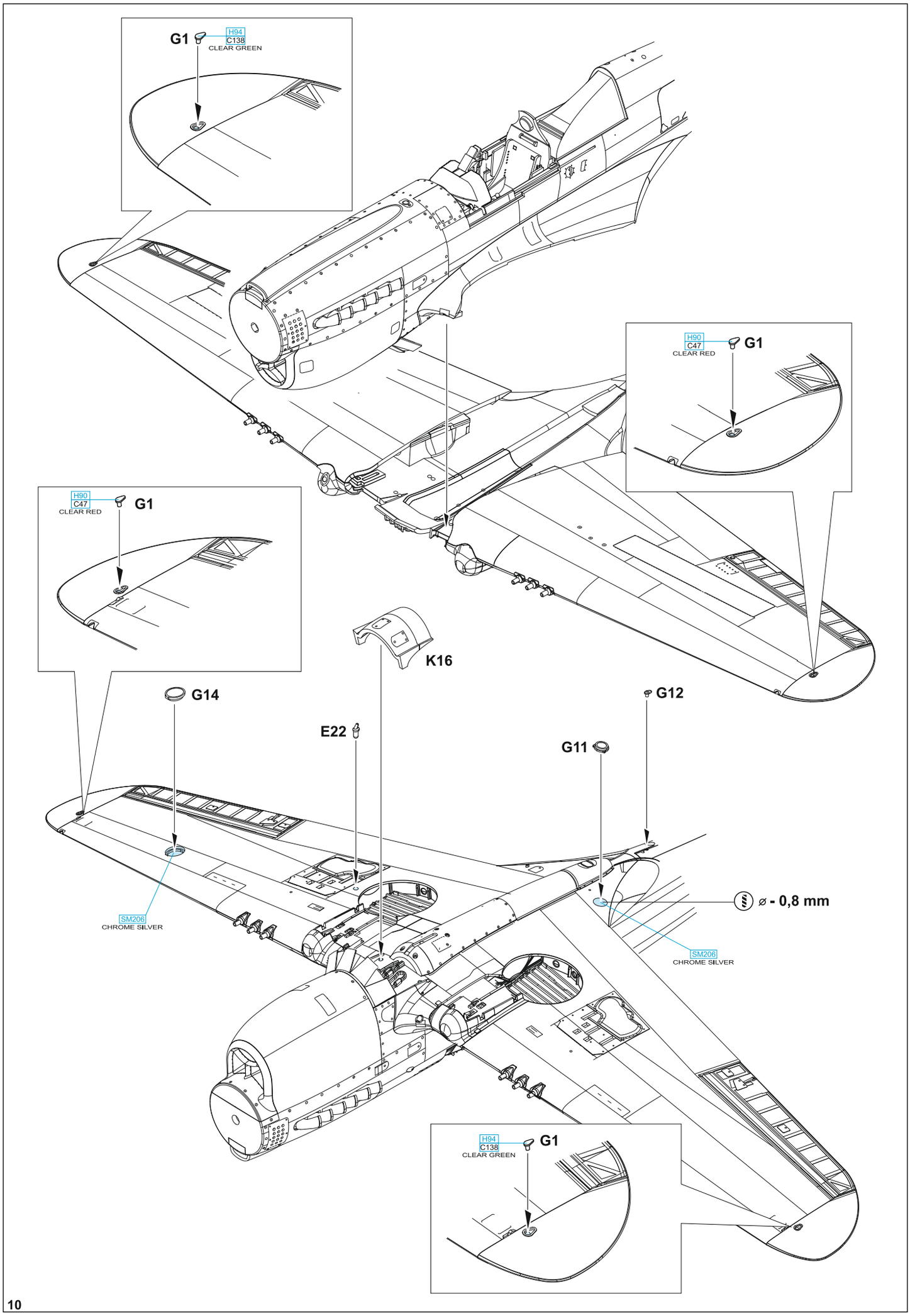

K7
G13
K6
K4
K5

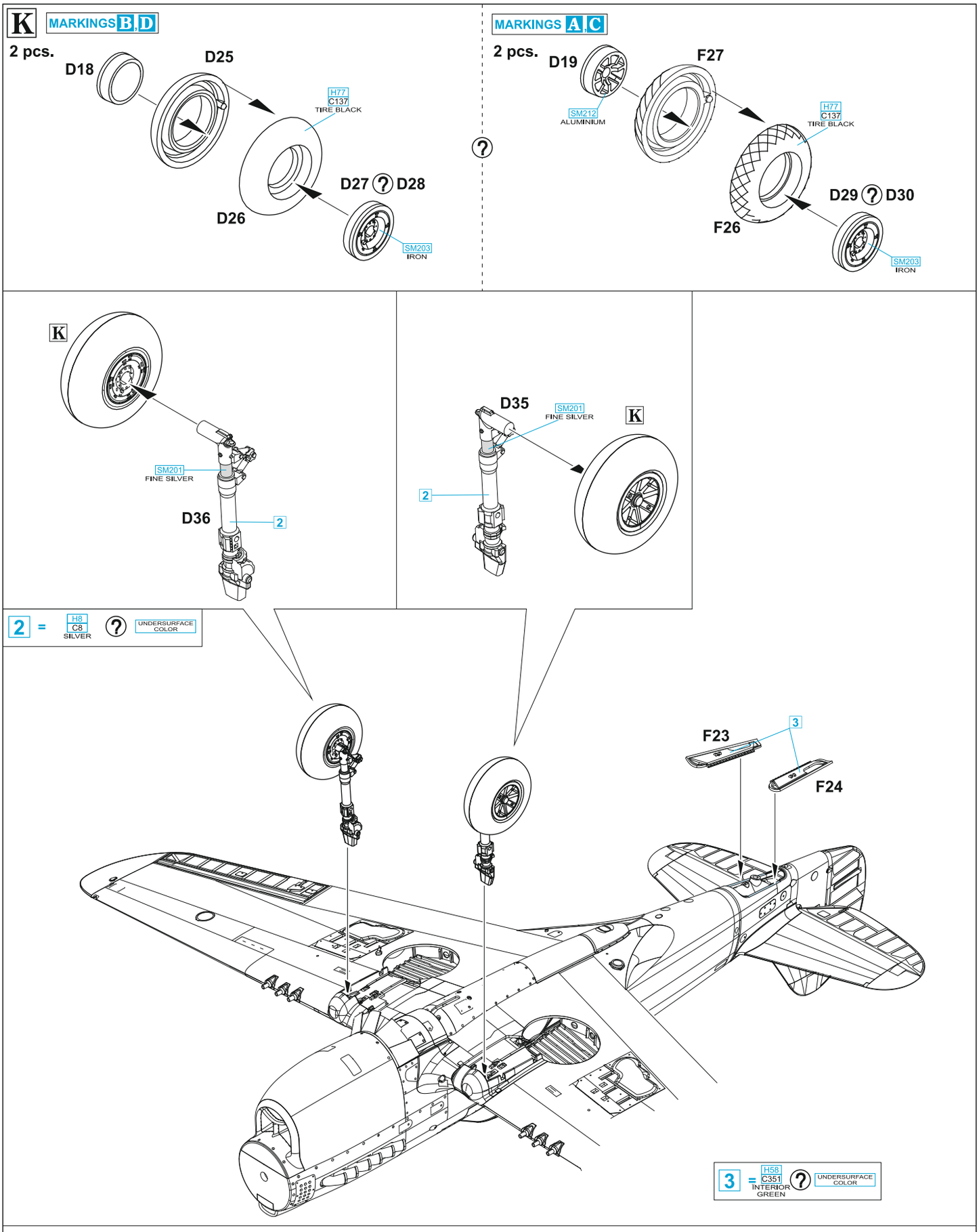

K19
K12

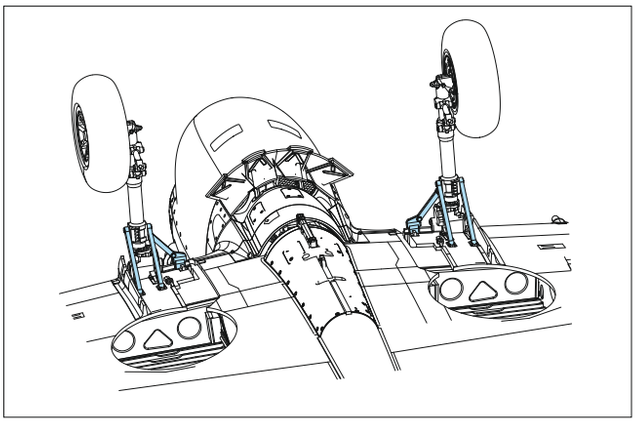


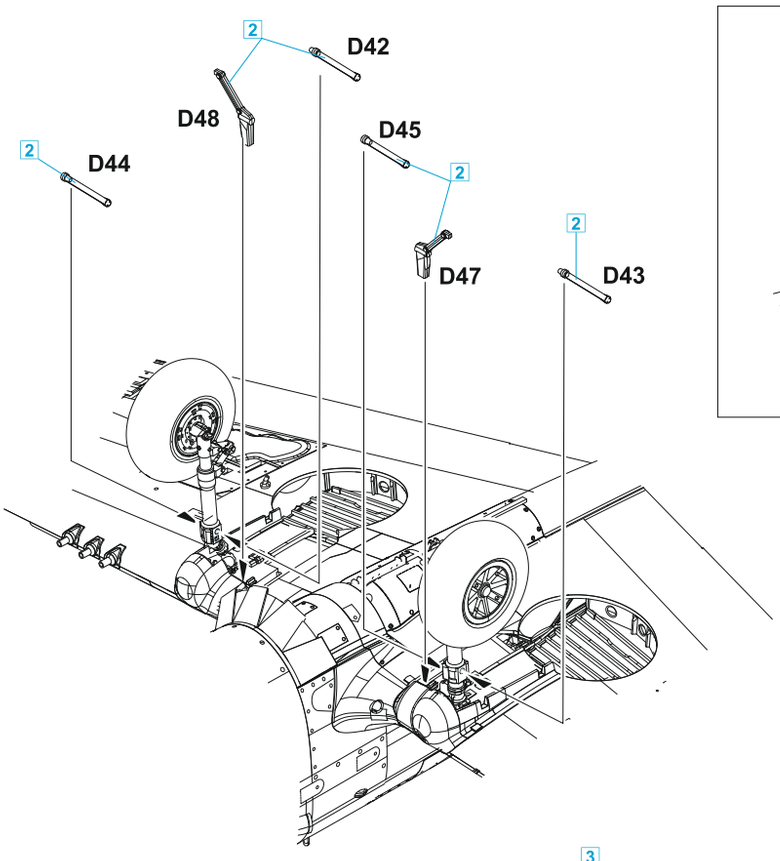

J1

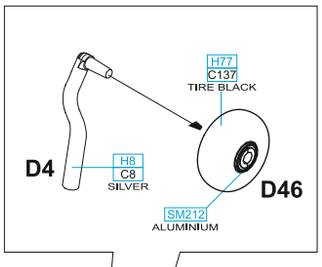

E37
K1

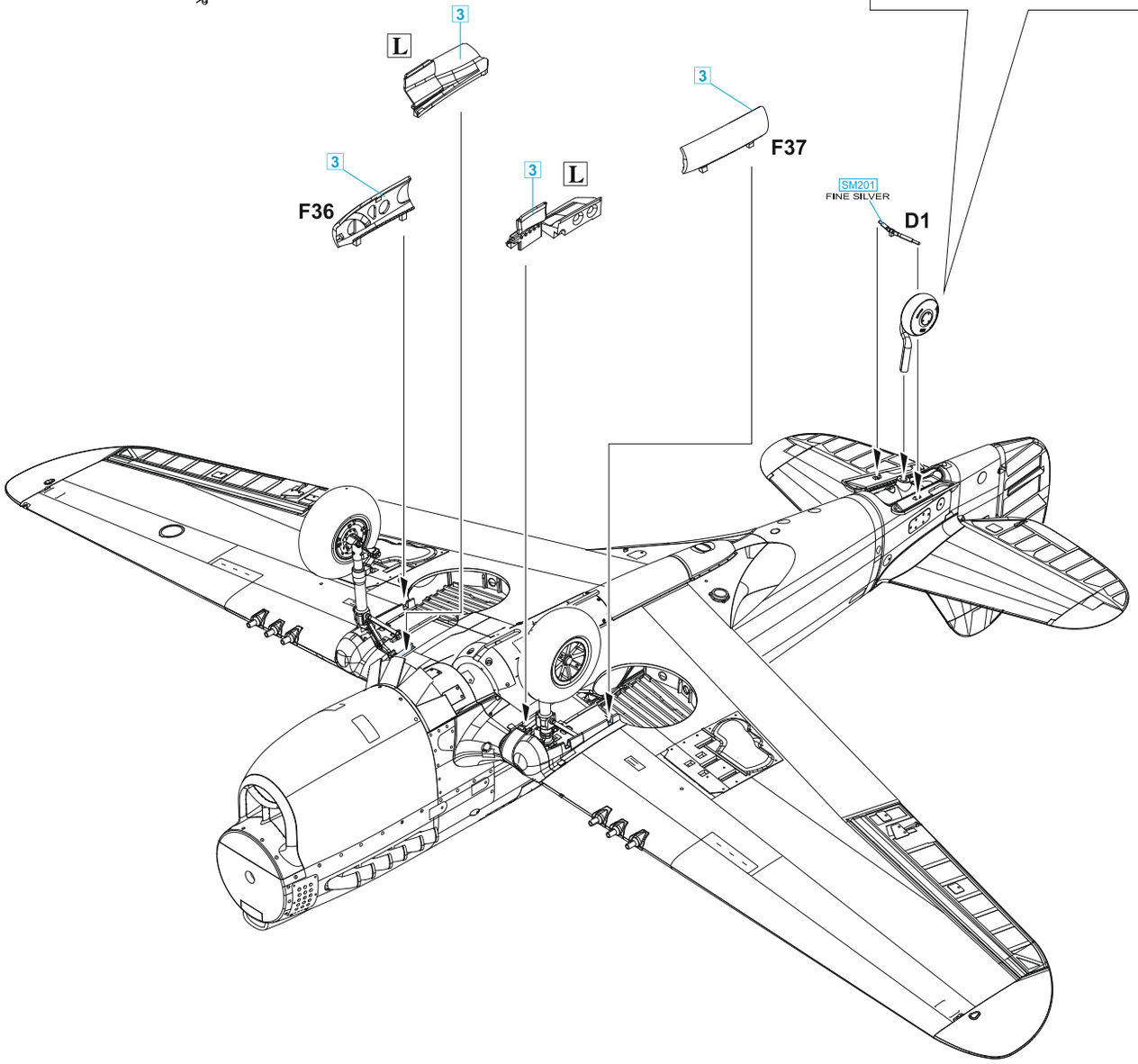

G1
H94
C138
CLEAR GREEN
H90
C47
CLEAR RED
G1
H90
C47
CLEAR RED
G1
K16
G14
E22
G11
G12
SM206
CHROME SILVER
⌀ - 0,8 mm
SM206
CHROME SILVER
H94
C138
CLEAR GREEN
G1

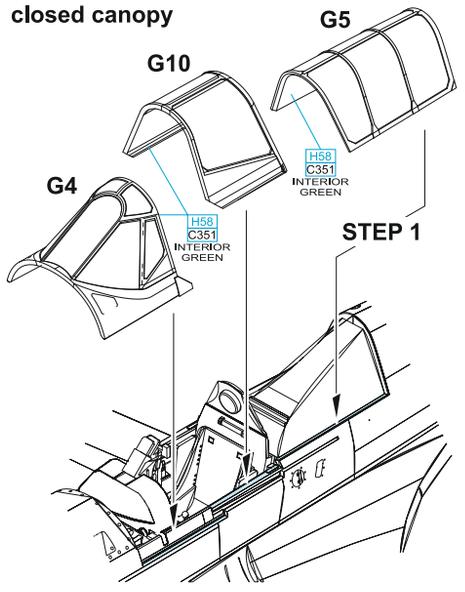

K
MARKINGS B,D
2 pcs.
D18
D25
H77
C137
TIRE BLACK
D27 ? D28
D26
SM203
IRON
MARKINGS A,C
2 pcs.
D19
F27
SM212
ALUMINIUM
H77
C137
TIRE BLACK
D29 ? D30
F26
SM203
IRON
K
SM201
FINE SILVER
D36
2
D35
SM201
FINE SILVER
K
2
2 = H8 C8 SILVER ? UNDERSURFACE COLOR
F23
3
F24
3 = H58 C351 INTERIOR GREEN ? UNDERSURFACE COLOR
L
3
F42
F7
F41
3
F6

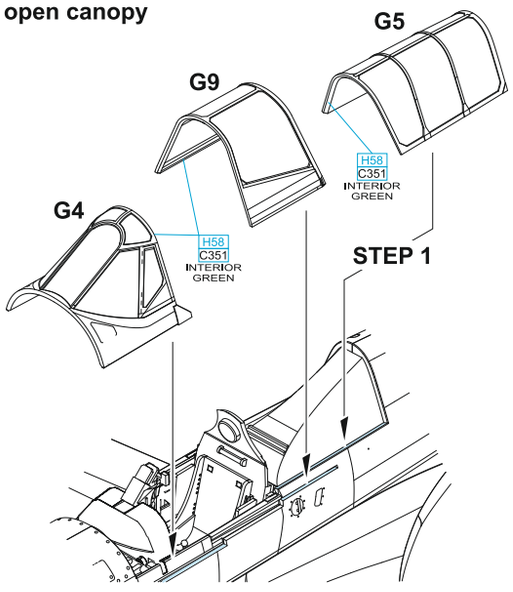


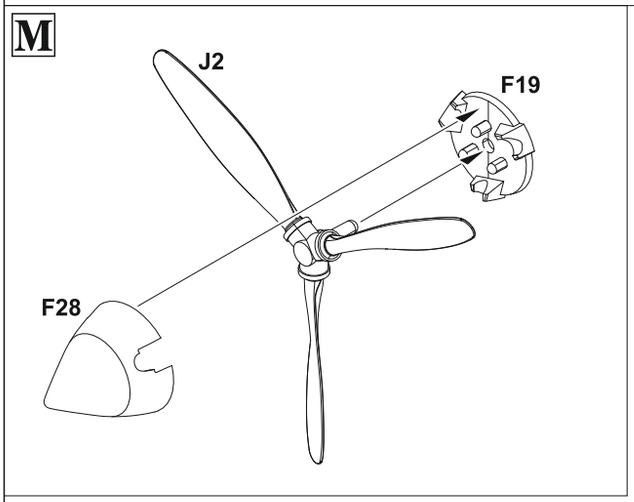

2
D42
D48
D45
2
2
D44
2
D47
D43

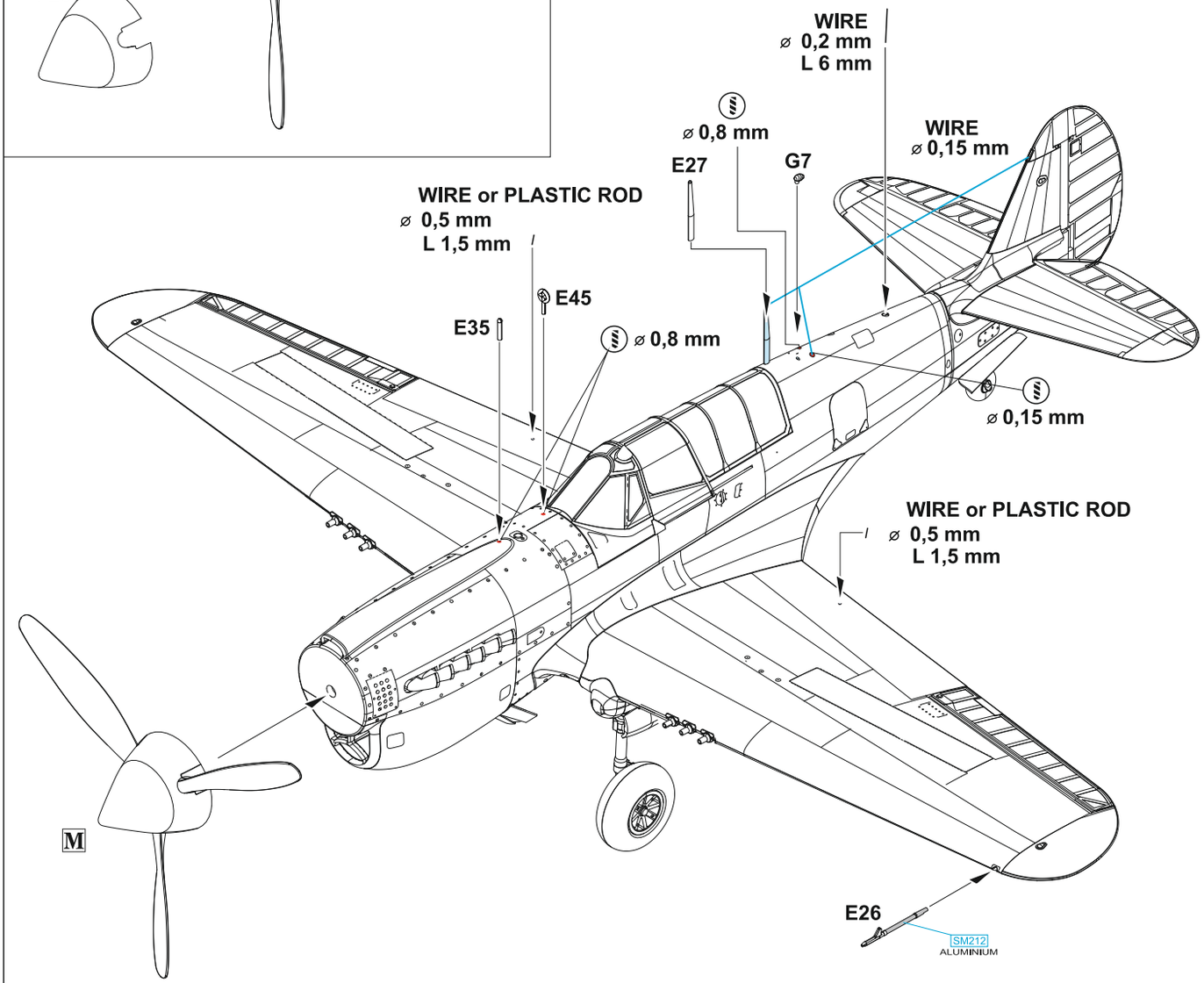

H77
C137
TIRE BLACK
D4
H8
C8
SILVER
D46
SM212
ALUMINIUM


3
L
3
F37
3
F36
3
L
SM201
FINE SILVER
D1

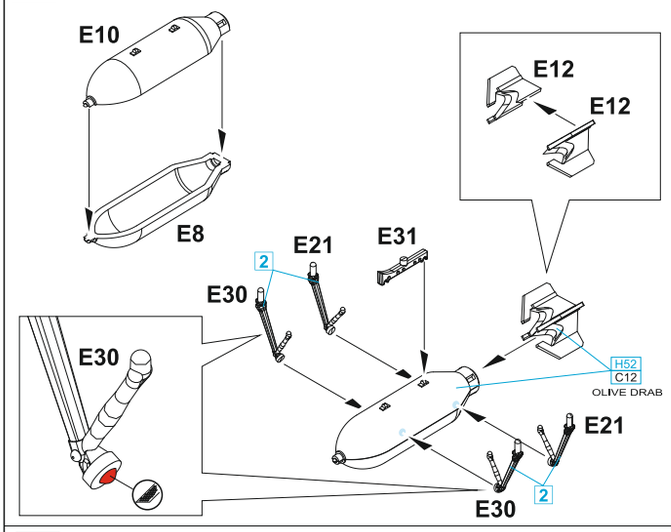

closed canopy
G5
G10
G4
H58
C351
INTERIOR
GREEN
STEP 1


open canopy
G5
G9
G4
H58
C351
INTERIOR
GREEN
STEP 1

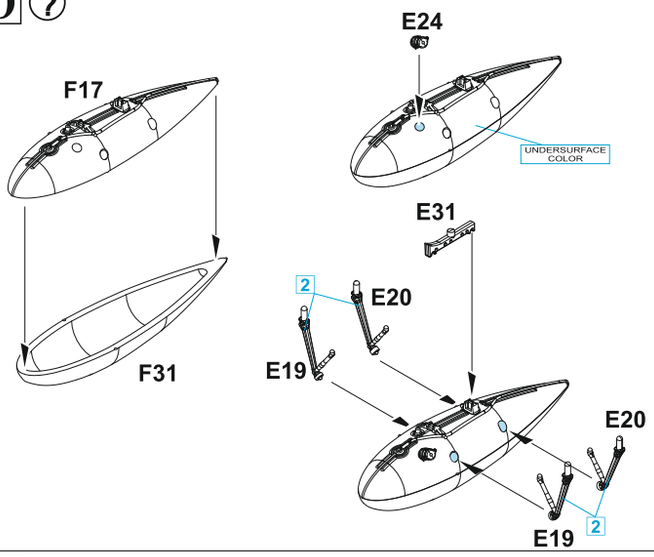

M
J2
F19
F28


WIRE
⌀ 0,2 mm
L 6 mm
⌀ 0,8 mm
WIRE
⌀ 0,15 mm
E27
G7
WIRE or PLASTIC ROD
⌀ 0,5 mm
L 1,5 mm
E45
E35
⌀ 0,8 mm
⌀ 0,15 mm
WIRE or PLASTIC ROD
⌀ 0,5 mm
L 1,5 mm
M
E26
SM212
ALUMINIUM

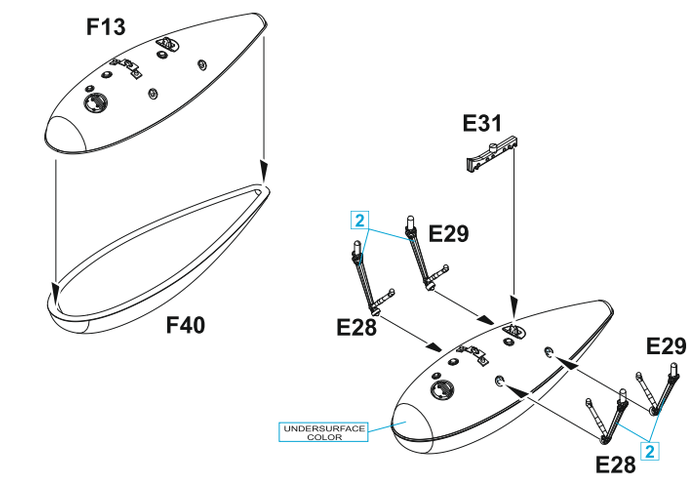
N ? 2 pcs.



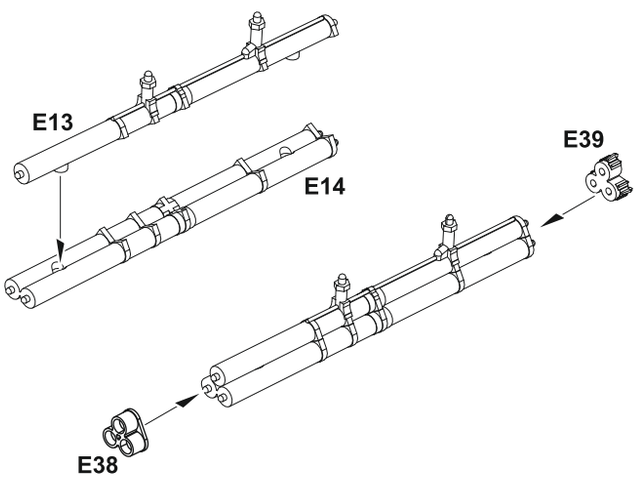
O ?

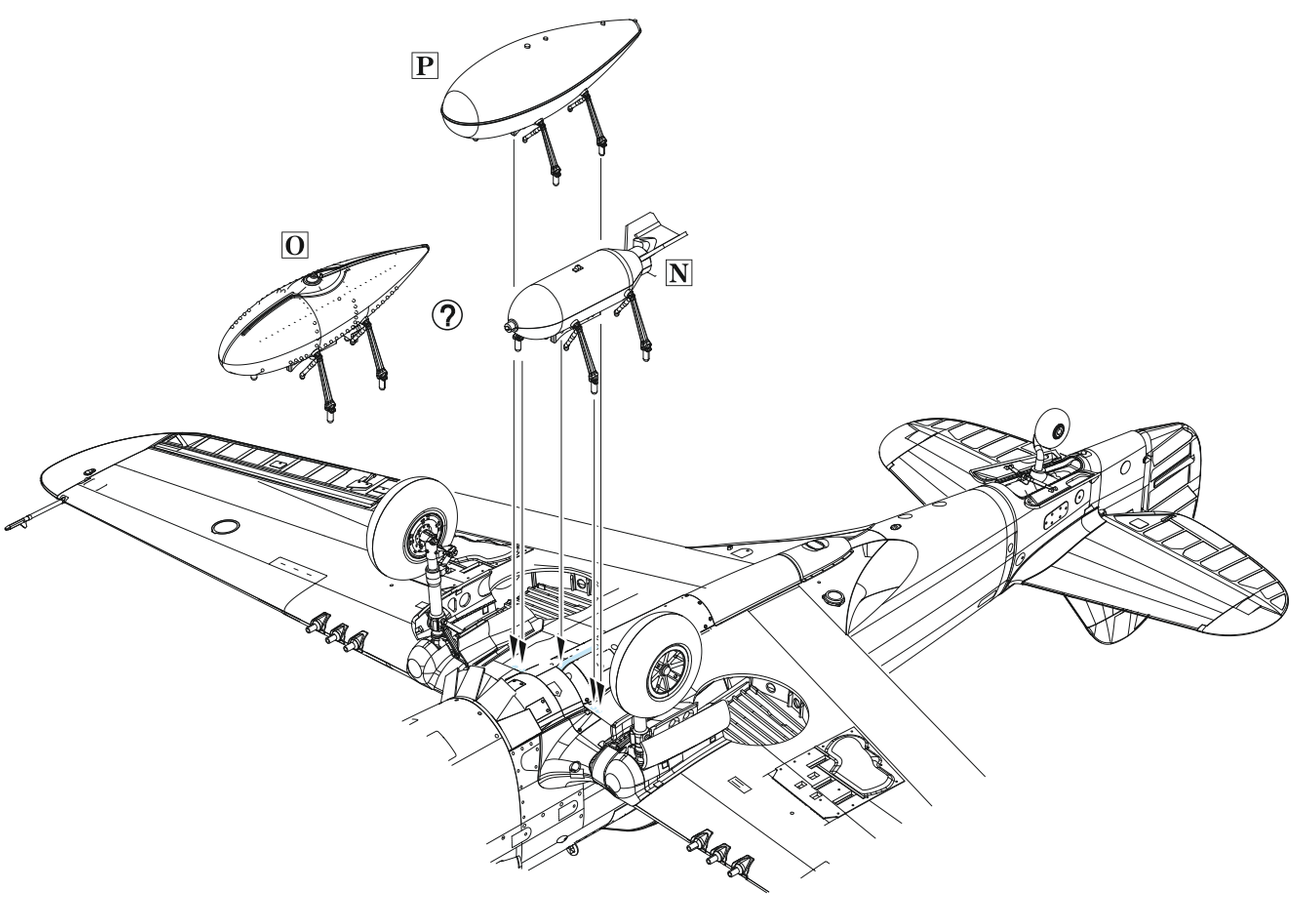


P ?

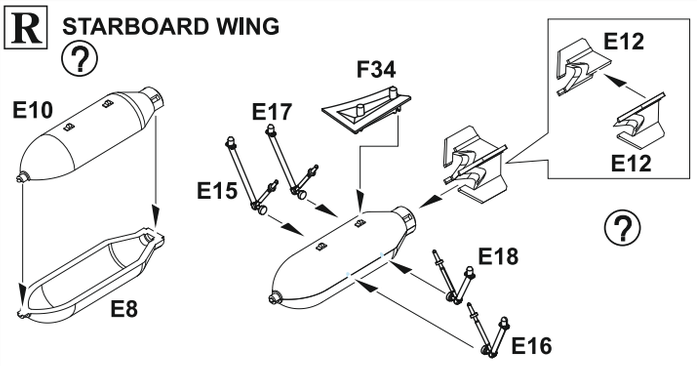


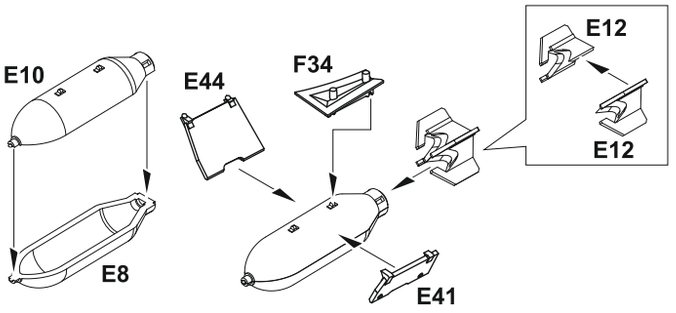
Q ? 2 pcs.





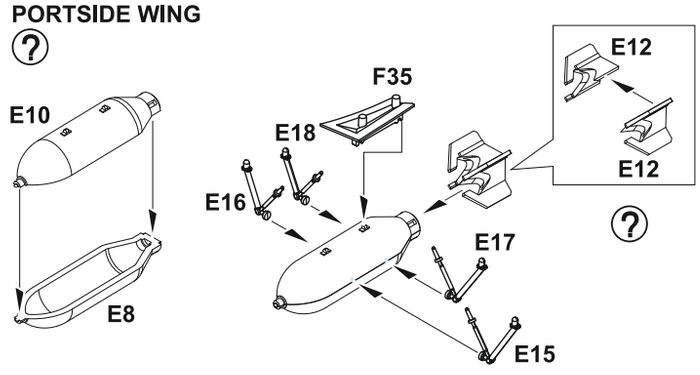
R STARBOARD WING

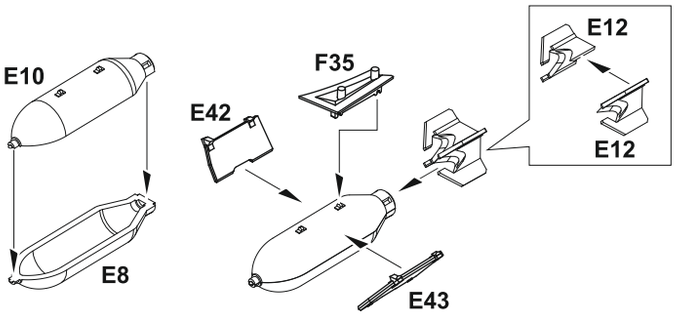


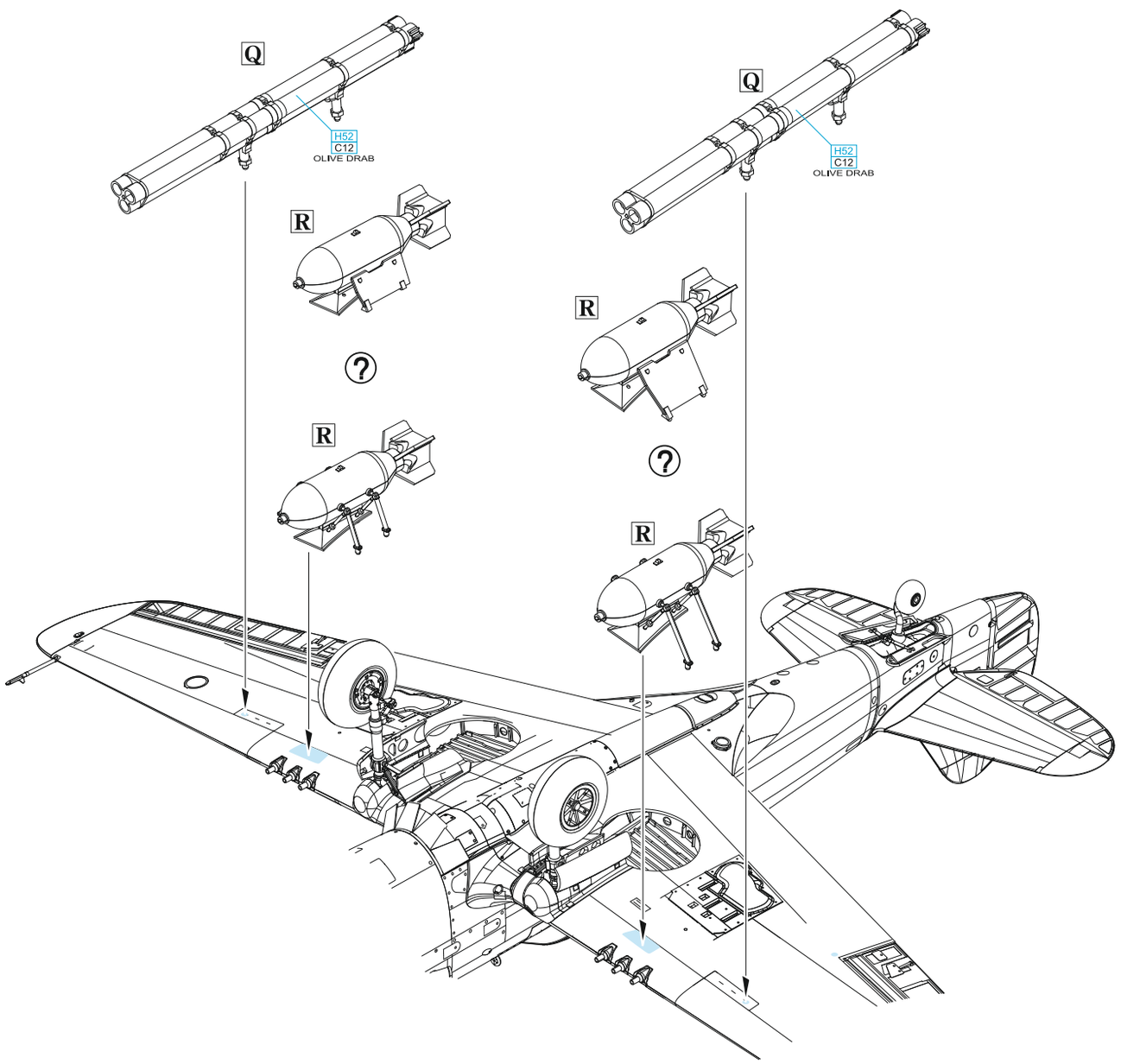


E41,E42,E43,E44 - MARKING B ONLY

PORTSIDE WING

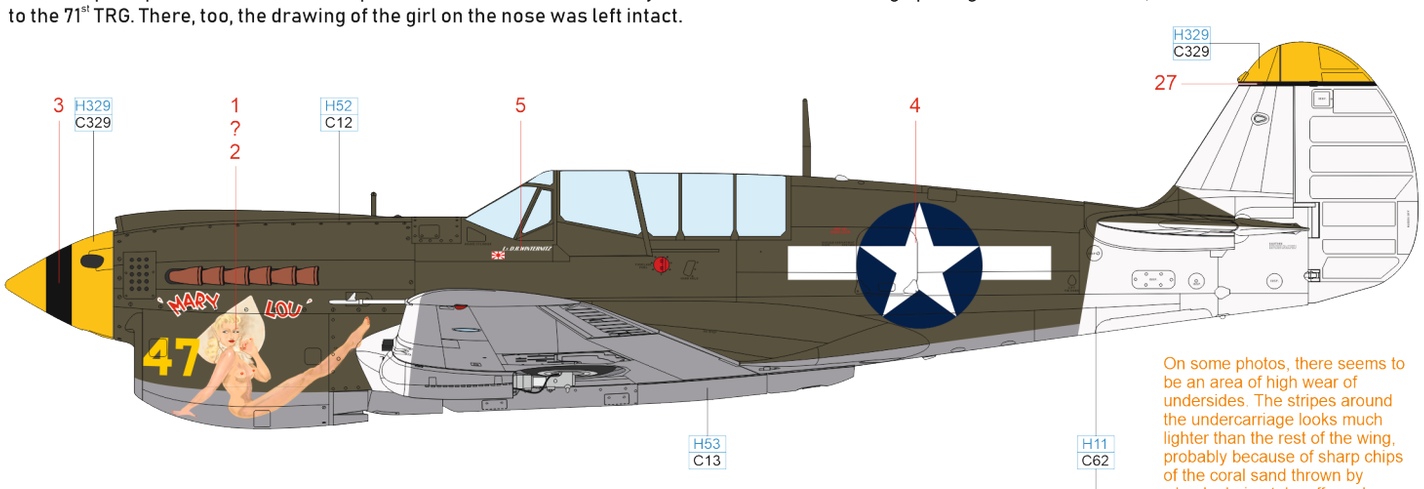




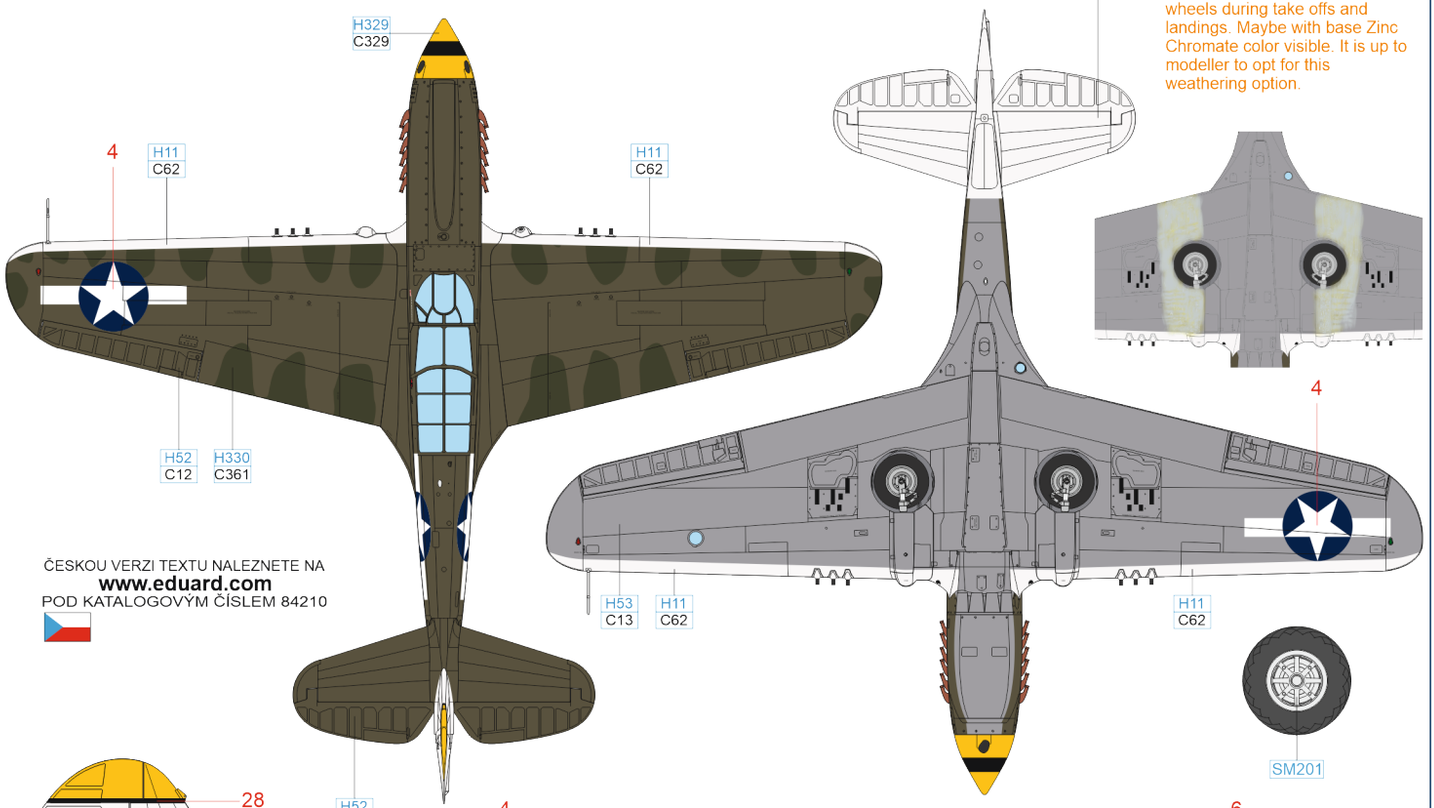


A P-40N-5, Lt. David R. Winternitz, 8th FS, 49th FG, New Guinea, March 1944

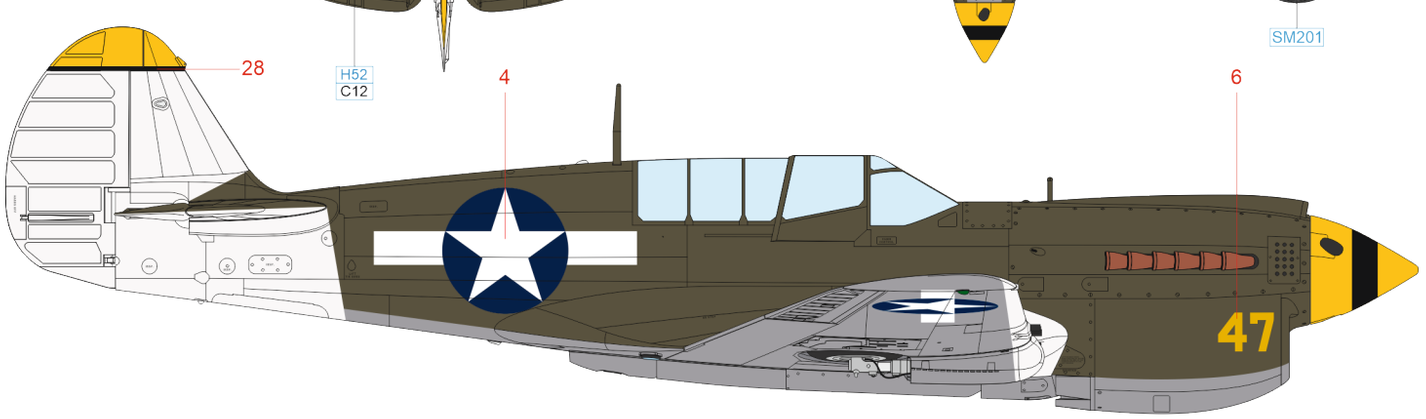
David Robert Winternitz was born on April 20, 1922, in Colorado Springs. He joined the army in March 1942 and was sent to the Pacific region after training. At the beginning of 1944, he was assigned to the 8th FS, 49th FG. In February of that year, he achieved his first kill when he shot down a Japanese Oscar in aerial combat. He left the service immediately after the war and later became a doctor. He died on July 11, 1982. His P-40N with nose art and the name Mary Lou is one of the most famous P-40Ns from the 49th FG. The drawing was based on Vargas' "September Girl" of 1940 Esquire calendar. Many sources mention the color of the MARY LOU inscription as only a white border, but the red or dark blue color appears the same as Olive Drab on many black-and-white photographs, and on some of the nose sections of this aircraft, the inside of the inscription appears darker. Furthermore, it is more likely that the colored inscription was outlined with a white line than that someone painted only white line. The version with red lettering outlined in white is our reconstruction, but we also leave the option of a purely white outline in the decal. The aircraft later changed pilots and was flown by Lt. E. V. May, who had the inscription painted over with fresh paint of Olive Drab and added a yellow border to the cooling opening in the nose. Later, the aircraft was transferred to the 71st TRG. There, too, the drawing of the girl on the nose was left intact.



On some photos, there seems to be an area of high wear of undersides. The stripes around the undercarriage looks much lighter than the rest of the wing, probably because of sharp chips of the coral sand thrown by wheels during take offs and landings. Maybe with base Zinc Chromate color visible. It is up to modeller to opt for this weathering option.



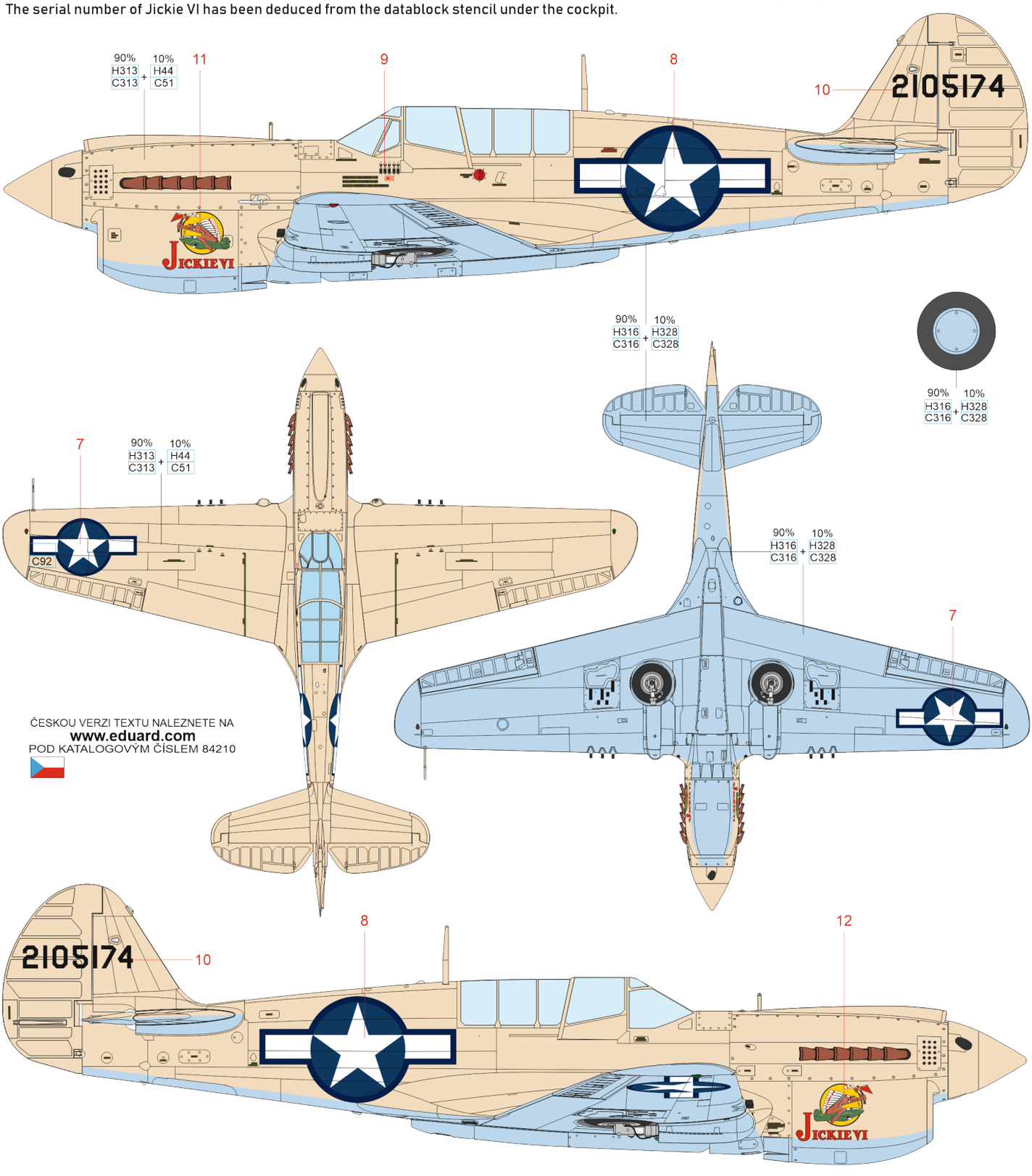
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OLIVE DRAB	H52 C12	DARK GREEN	H330 C361	NEUTRAL GRAY	H53 C13	FLAT WHITE	H11 C62	YELLOW	H329 C329	SUPER FINE SILVER 2	SM201

B P-40N-5, 42-105174, Lt. Col. Julian E. Thomas, CO of 45th FS, 15th FG, Makin atoll, January 1944

The home of the 15th FG was the Hawaiian Islands, where it was activated on December 1, 1940, and served as part of local defense system. During the war, however, it sent its individual squadrons to various locations in the central and southern Pacific. The Warhawks of the 45th FS took off for combat missions from Makin Atoll, which the unit reached via a detour. The squadron was first sent to Baker Island, where it operated until October 1943, then moved to Abemama Island. At the repeated request of Maj. Julian Thomas, the CO of the squadron, first a detachment and then the entire unit was transferred to Makin Atoll, where the 46th and 72nd FS Airacobras had been operating for several weeks already. Finally, the 45th FS was brought into action as they flew their first mission on January 17, when they attacked flak emplacements and barracks on Mili. Because the standard paint scheme was not effective on the coral atolls, technical personnel mixed a sand color that was suitable for the local conditions. In black-and-white photos, the paint sometimes appears as if the undersides were also painted sand color, but upon closer inspection, the color border is visible on the aircraft, and the undersides were most likely repainted with a light blue color mixed from insignia blue and white. The stencils were masked during repainting and therefore had original colour background. The Warhawk named Jickie VI was flown by Maj. Thomas, who later took command of the whole 15th FG on April 16, 1945. At the time he was already promoted to Lieutenant Colonel rank and the 45th was equipped with Mustangs P-51, conducting Very Long Range sorties from Iwo Jima. The serial number of Jickie VI has been deduced from the datablock stencil under the cockpit.

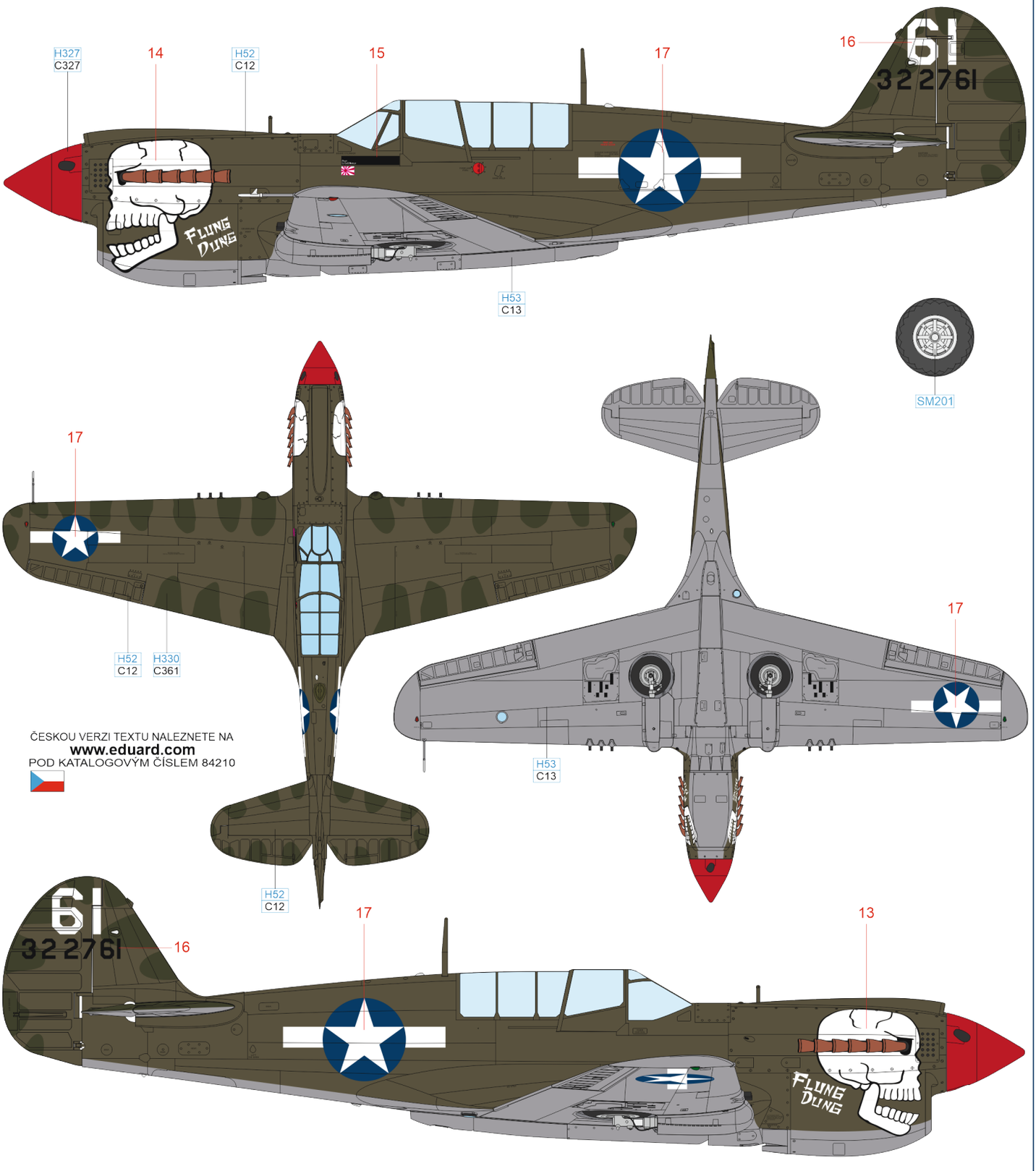


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YELLOW	H313 C313	FLESH	H44 C51	WHITE	H316 C316	BLUE	H328 C328

C P-40N-20, 43-22761, Lt. Charles G. Whitley, 89th FS, 80th FG, India, late 1943

The 80th Fighter Group was set up at Farmingdale and Mitchel Field in New York in 1942 and originally was training with P-47s for European assignment. Things changed with new priorities and all three original squadrons, i.e., 88th, 89th, and 90th were diverted to Karachi, India, where they arrived on June 28 and 29 (fourth squadron, 159th FS, equipped with P-38Hs, was formed by October 1943). There, they obtained P-40Ns and after necessary preparations they deployed to the Assam Valley, where their mission was air defense of the 10th Air Force bases, engaged in the "Hump Airlift Operation" (flying supplies across the High Himalayas to the 14th Air Force bases in China). The very first engagement with Japanese enemy occurred on December 10, 1943, when flight led by Captain Harrell saw three medium bombers and four fighters. They dropped their belly tanks and headed up toward the enemy formation. In ensuing combat each of the four pilots achieved one victory. Harrell with his wingman Lt. McCarthy shot down one fighter and bomber. Lt. Whitley, who attacked from below after he shook off enemy fighter on his tail destroyed bomber as well as his wingman Sheppard. The P-40N-20CU flown by Charles Whitley was named after his habit to react to many situations by wording "Who Flung Dung"? The skull on the nose was typical endorsement of the P-40s of 80th FG. None of them was the same.

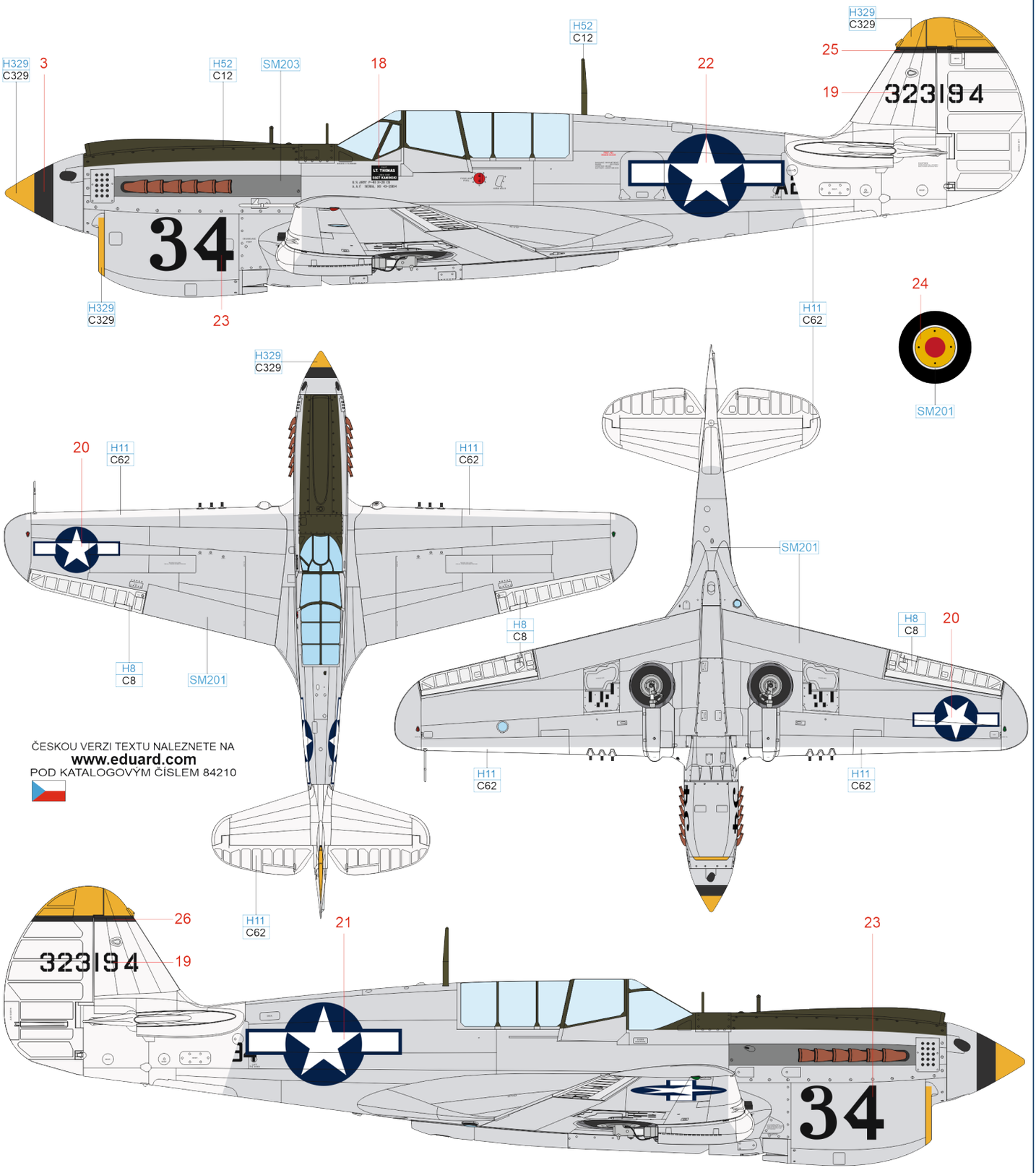


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OLIVE DRAB	H52 C12	DARK GREEN	H330 C361	NEUTRAL GRAY	H53 C13	RED	H327 C327	SUPER FINE SILVER 2	SM201

D P-40N-20, 43-23194, Lt. J. A. Thomas, 110th TRS, 71st TRG, Middelburg Island, September 1944

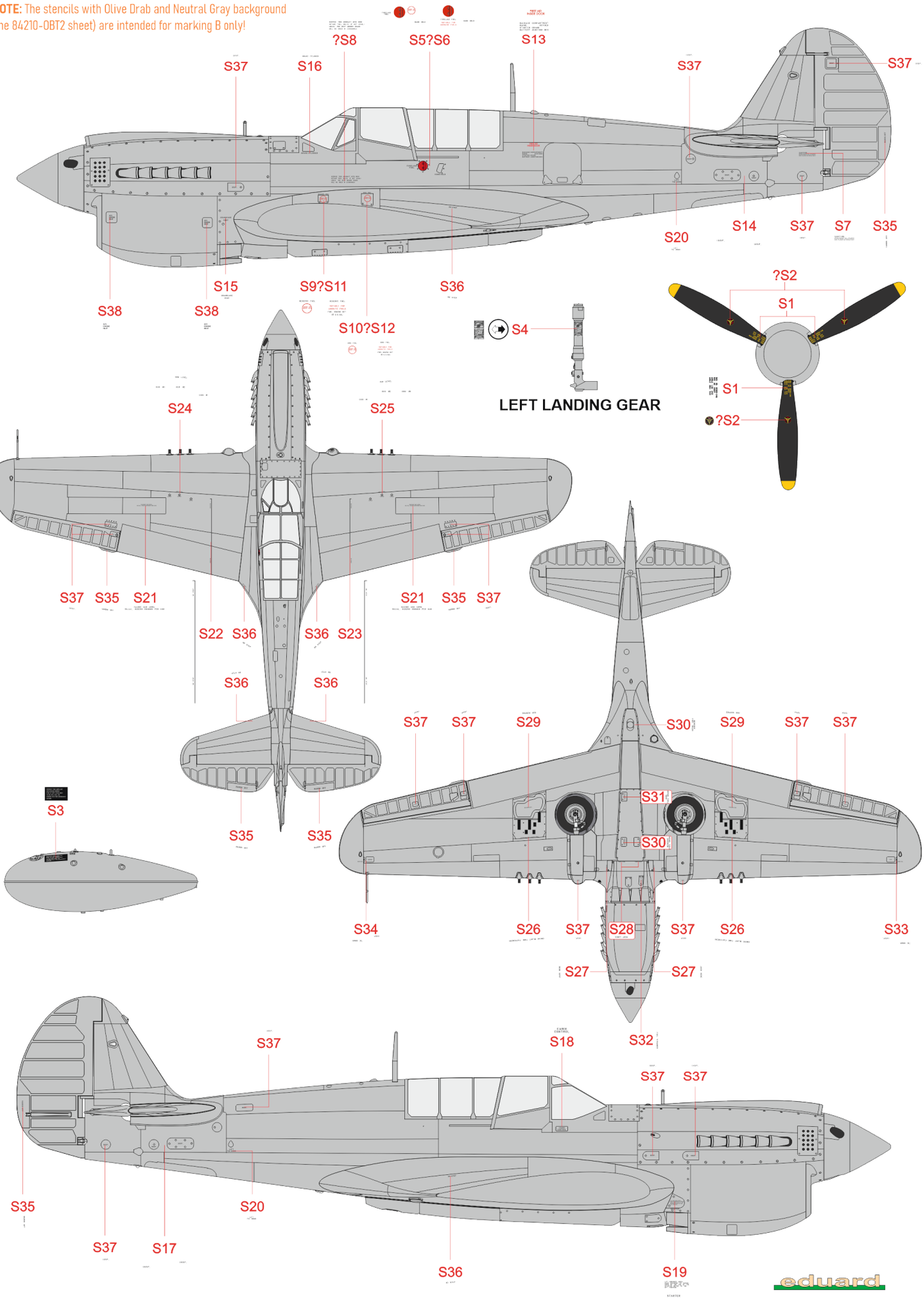
The 110th TRS began combat operations in New Guinea in early 1944, armed with Airacobras with their distinctive nose numbers. In the summer of 1944, it began replacing its heavily worn aircraft with P-40N Warhawks, which came from the 49th FG, which was rearming with P-38 Lightnings at the time. This Warhawk was photographed one day in September 1944 at the airport on the island of Middelburg. The aircraft mechanic was Sgt. Kaminski, who was responsible for several aircraft designated with the number 34 at the 110th TRS. The pilot was most likely Lt. J. A. Thomas, who also flew the previous number 34, the Airacobra, named Southern Belle. Another pilot flying aircraft under Sgt. Kaminski's care was Lt. W. O. Twiggs. The 110th TRS's combat duties consisted mainly of combat and reconnaissance missions, during which the unit also scored 21 Japanese aircraft destroyed in the air and 102 on the ground.



OLIVE DRAB	H52 C12	SILVER	H8 C8	FLAT WHITE	H11 C62	YELLOW	H329 C329	SUPER FINE SILVER 2	SM201	SUPER IRON 2	SM203

P-40N STENCILING POSITIONS

NOTE: The stencils with Olive Drab and Neutral Gray background (the 84210-OBT2 sheet) are intended for marking B only!



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