

# P-40E WARHAWK

The Curtiss P-40 Warhawk had a reputation of mediocre fighter, however it served through World War II from its start to the very end and proved itself to be useful weapon when used properly.

The prototype of the P-40 first flew in 1938 as a modification of previous design of Curtiss-Wright Corporation company, P-36 Hawk. After P-40, P-40B and C versions, more powerful V-1710-39(F3R) was installed. With different reduction gear, the engine was 10.2 in (26 cm) shorter than the previous engine and with several changes in installation the P-40D changed its appearance significantly in comparison with its predecessor. After only 21 examples built, the armament of four .50 machine guns was strengthened by two more. This aircraft was marked P-40E, the Lend-Lease aircraft, which were sent to Commonwealth air forces, were marked P-40E-1, as there were several differences in radio, instrument or gunsight installations. Also the "international" seat allowing use of both types of emergency parachute (seatpack and backpack) was usually installed in P-40E-1s.

#### A tale of three Hawks

While USAAF chose the Warhawk name for the new type, the British Commonwealth and Soviet air forces used the name Tomahawk for the early "long nose" models P-40, P-40B and P-40C and Kittyhawk for the late models starting with the P-40D and ending with the P-40N. P-40s first saw combat with the British Commonwealth squadrons of the Desert Air Force during June 1941 and No. 112 Squadron, nicknamed "Shark Squadron" was one of first to operate these aircraft.

#### Suitable for lower altitudes

As the Allison engine, used for most variants of P-40, lacked two-speed supercharger, it was gradually losing its power with height and thus P-40s were inferior to Luftwaffe fighters, especially on high-altitude levels. That was one of reasons P-40s were not used in operations over the Northwest European territory. They were much more useful in the Pacific area or in the Middle East and Africa theaters of operations, where the high-level performance was not so important. It was also recognized the P-40 was very good Close Air Support aircraft, gaining it even the nickname "Kittybomber". Finally, more than 200 pilots of all air forces using P-40s during the war became fighter aces. Up to some 20 of them achieved status of double or even triple aces on the type. The P-40 offered the advantage of low cost and durability, which kept it in production as a ground-attack aircraft long after it was obsolescent as a fighter. Warhawks and Kittyhawks were also very rugged aircraft which could withstand heavy damage from enemy fire, and its pilot was well protected in the cockpit.

P-40s were used by most Allied air forces during World War II and remained in frontline service until the end of the war. The production of the P-40N version ceased in November 1944. At that time, 13,738 had been built, all of them in the Curtiss main production lines in Buffalo, New York.

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](http://www.eduard.com)**

PARTS



DÍLY



TEILE



PIÈCES

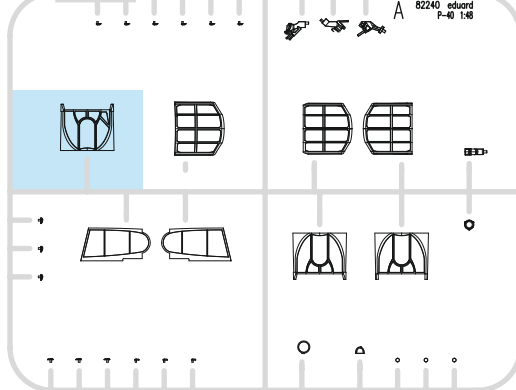


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## PLASTIC PARTS

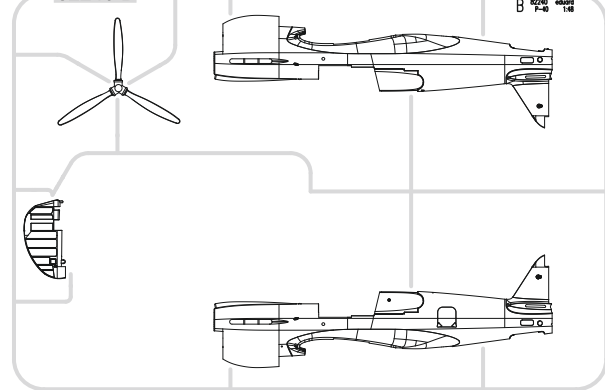
A&gt; 2 pcs.

82240 A



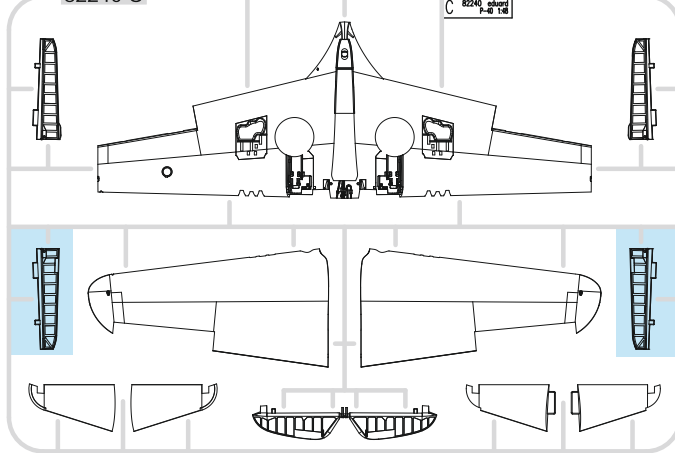
B&gt; 2 pcs.

82240 B



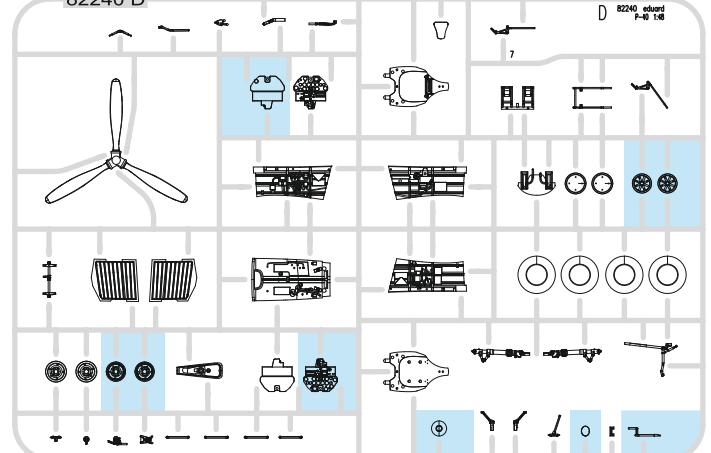
C&gt; 2 pcs.

82240 C



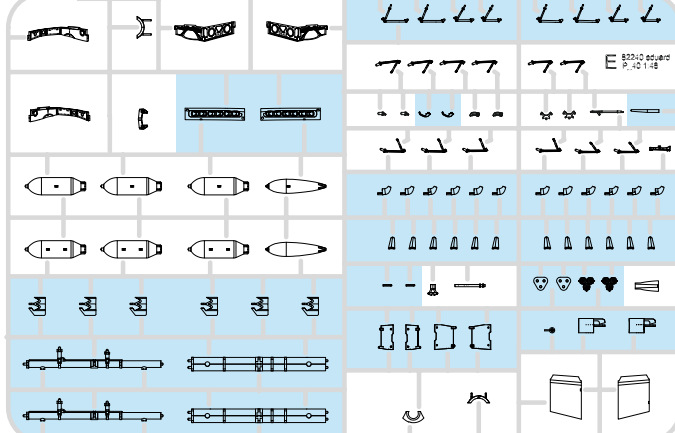
D&gt; 2 pcs.

82240 D



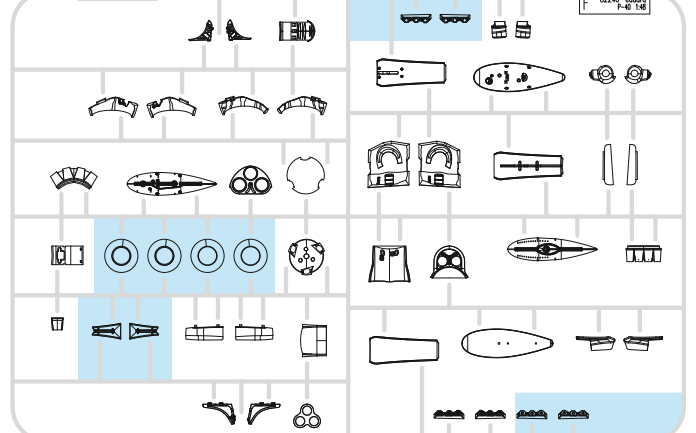
E&gt; 2 pcs.

82240 E



F&gt; 2 pcs.

82240 F



RP - RESIN PARTS



R14 12 pcs. R15 12 pcs.



R1



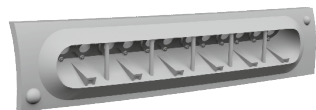
R2



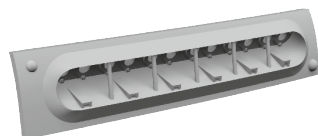
R8



R9



R16  
2 pcs.



R17  
2 pcs.



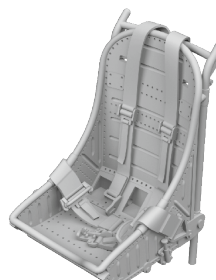
R3  
2 pcs.



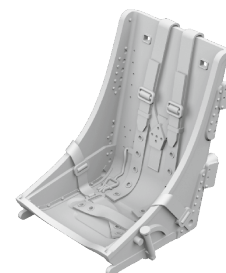
R4  
2 pcs.



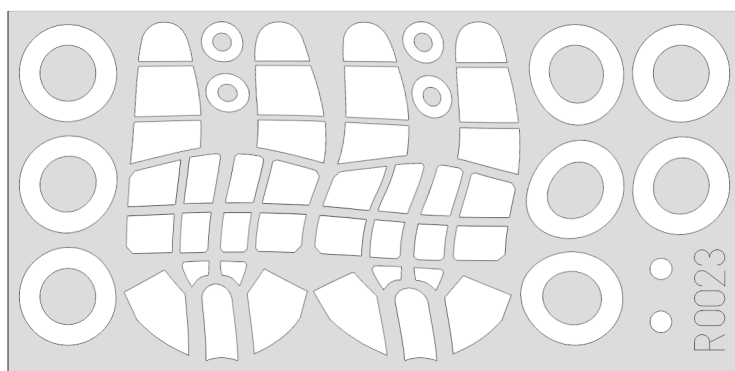
R5 4 pcs.



R10

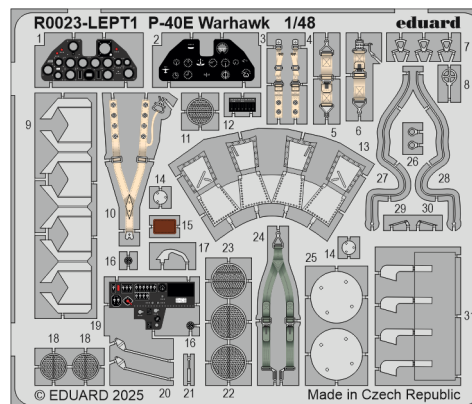


R11



eduard  
MASK

PE - PHOTO ETCHED DETAIL PARTS  
2 pcs.



-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

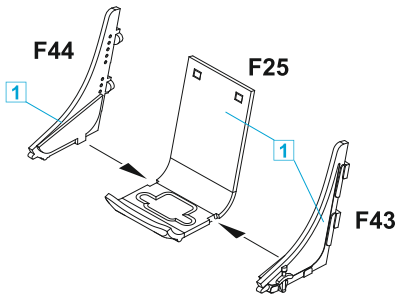


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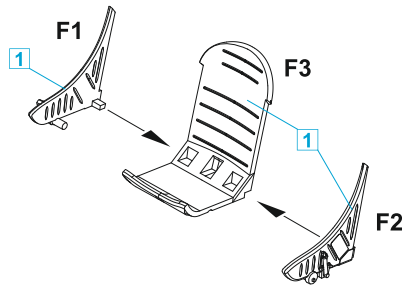
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H8	C8	SILVER
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H27	C44	TAN
H52	C12	OLIVE DRAB
H53	C13	NEUTRAL GRAY
H71	C21	MIDDLE STONE
H72	C369	DARK EARTH
H74	C368	SKY
H77	C137	TIRE BLACK
H84	C42	MAHOGANY
H85	C45	SAIL COLOR
H90	C47	CLEAR RED
H93	C50	CLEAR BLUE
H94	C138	CLEAR GREEN

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H306	C306	MEDIUM GRAY
H314	C314	BLUE
H327	C327	RED
H328	C328	BLUE
H329	C329	YELLOW
H330	C361	DARK GREEN
	C352	CHROMATE YELLOW
	C370	AZURE BLUE
Mr.METAL COLOR		
MC211		CHROME SILVER
MC213		STEEL
MC214		DARK IRON
MC218		ALUMINIUM
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER

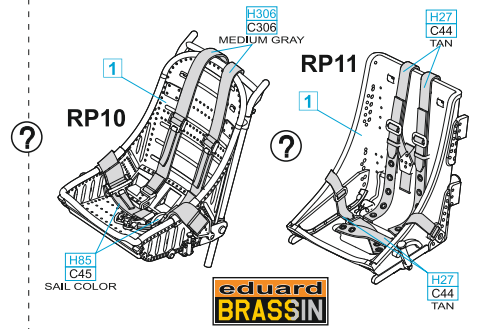
**A** MARKINGS **B F H I J K L**



MARKINGS **A C D E G**

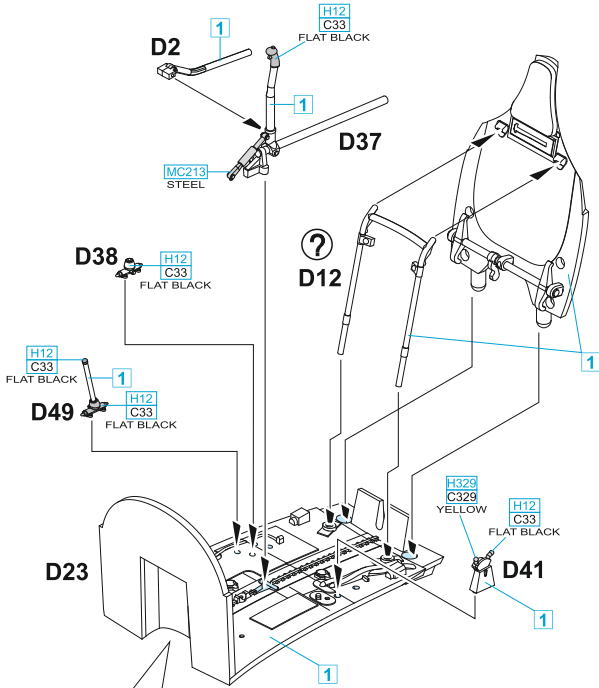


RP10 - MARKINGS **A C D E G**  
RP11 - MARKINGS **B F H I J K L**



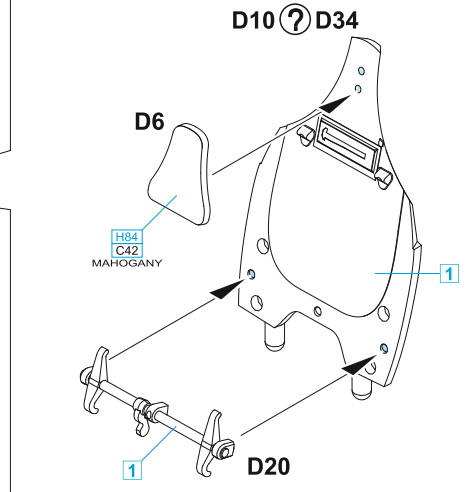
**1** = 80% C352 + 20% C33  
CHROMATE YELLOW FLAT BLACK

D12 - MARKINGS **A C D E G** ONLY



D10 - MARKINGS **A C D E G**

D34 - MARKINGS **B F H I J K L**

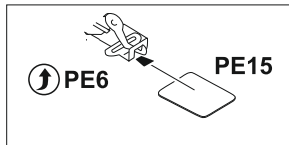
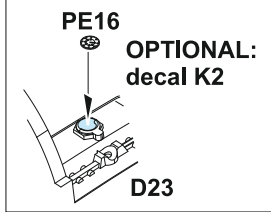
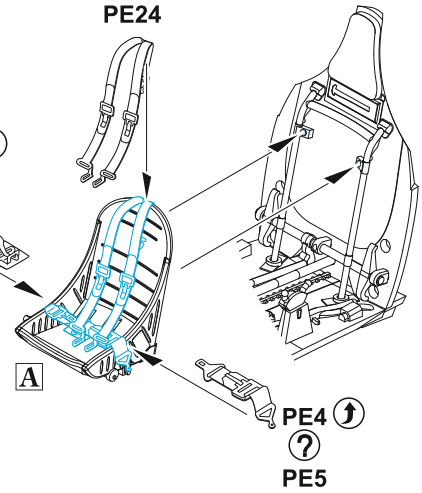


PE3; PE4; PE10 - MARKINGS **H I J K L**

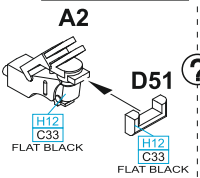
PE5; PE6; PE15; PE24 - MARKINGS **A B C D E F G**

NOTE: Photo-Etched seatbelts not for use with RP10 and RP11 parts

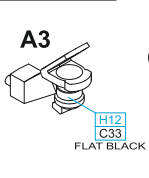
PE10 ⤴  
PE24 ?



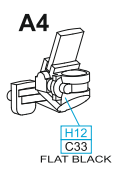
**B** MARKINGS **B D E F**



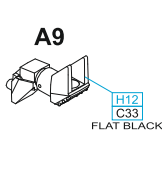
MARKINGS **H I J K**



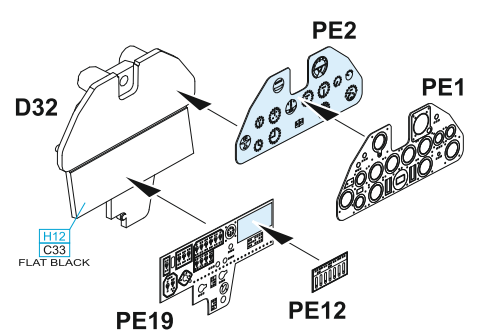
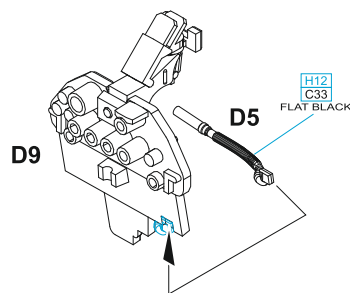
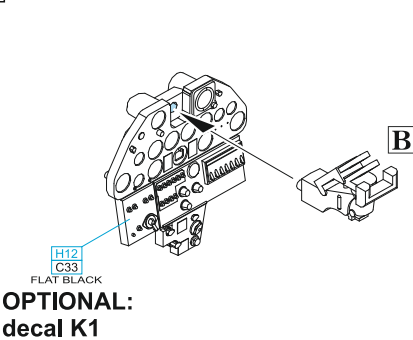
MARKING **L**

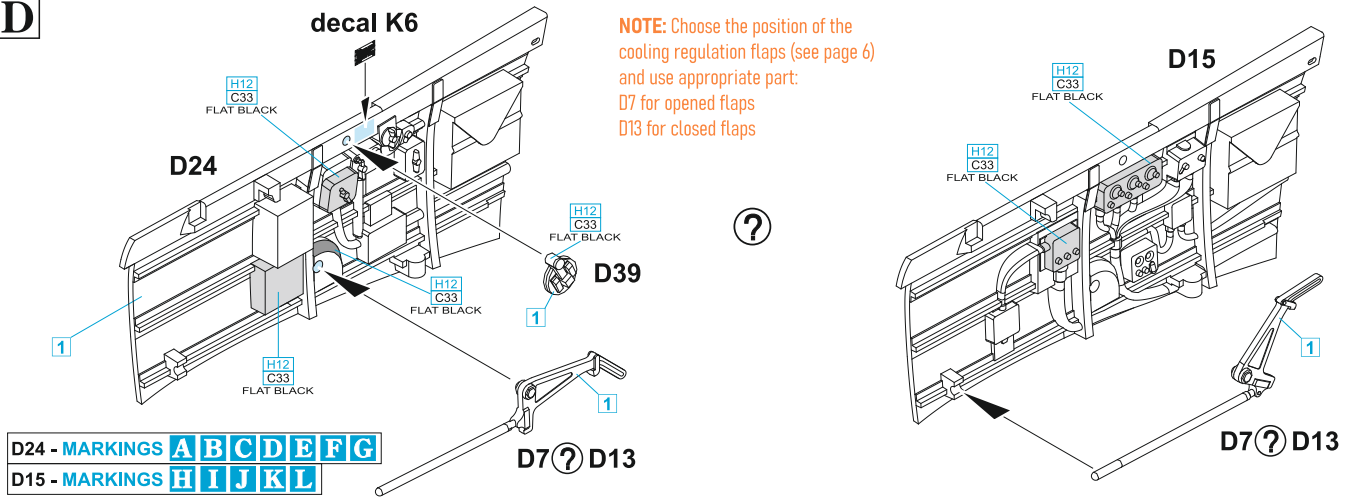
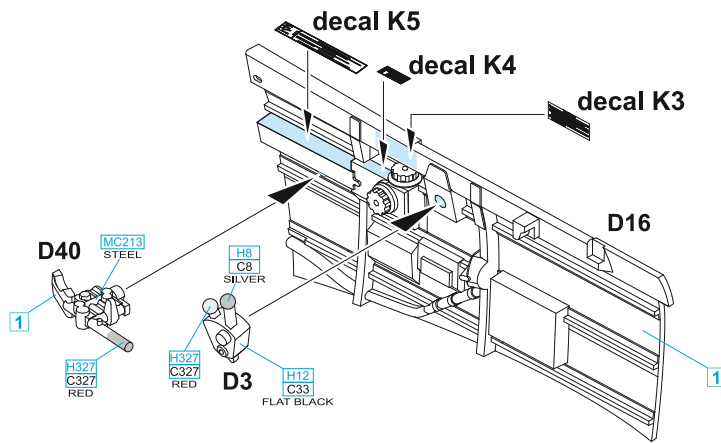
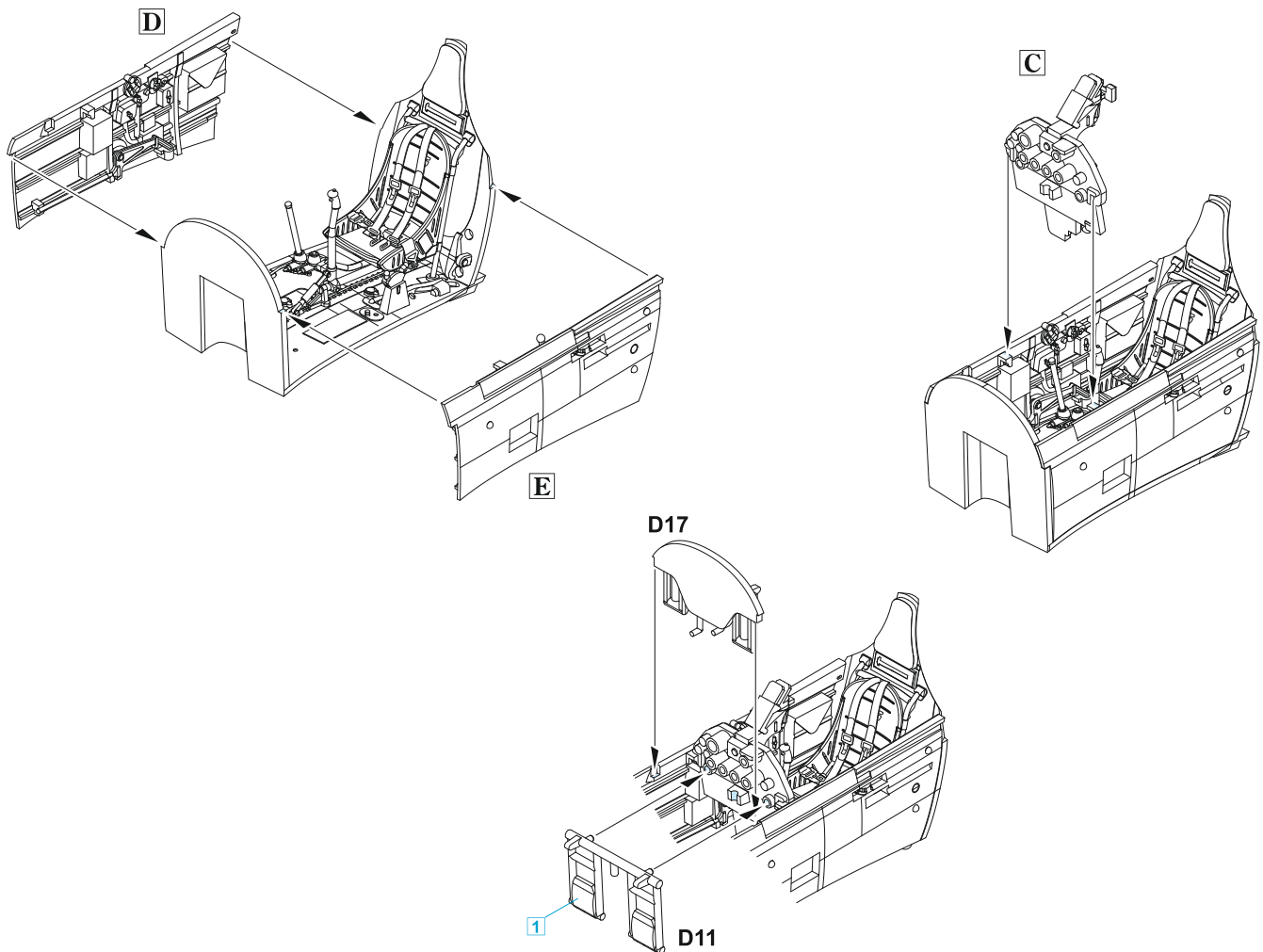


MARKINGS **A C G**

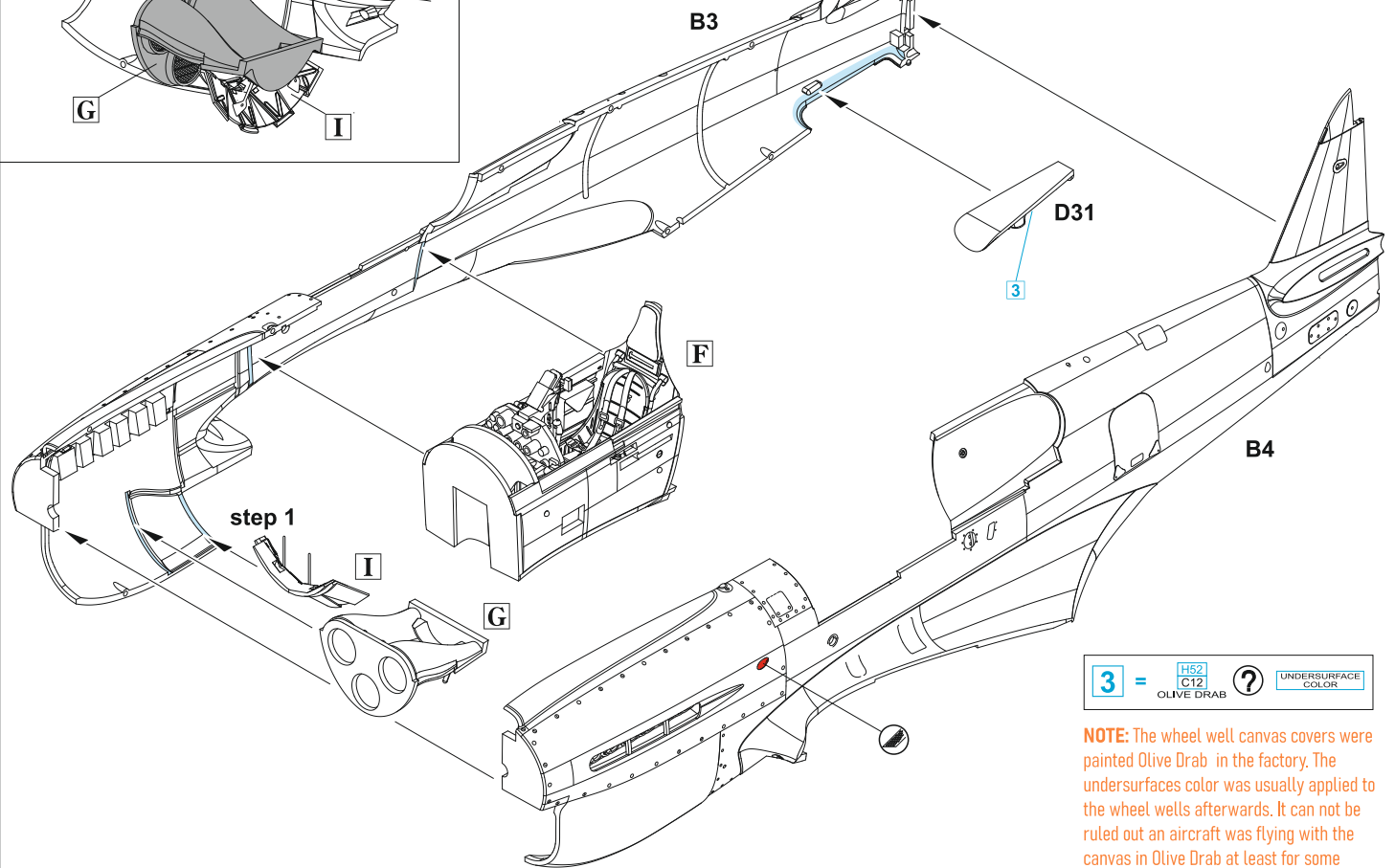
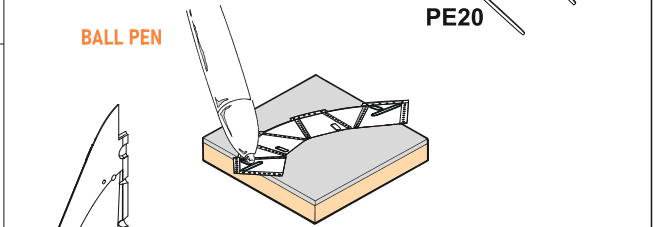
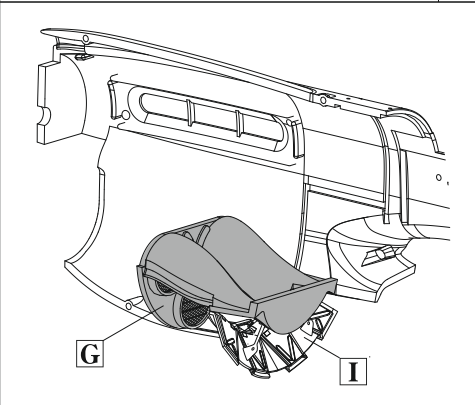
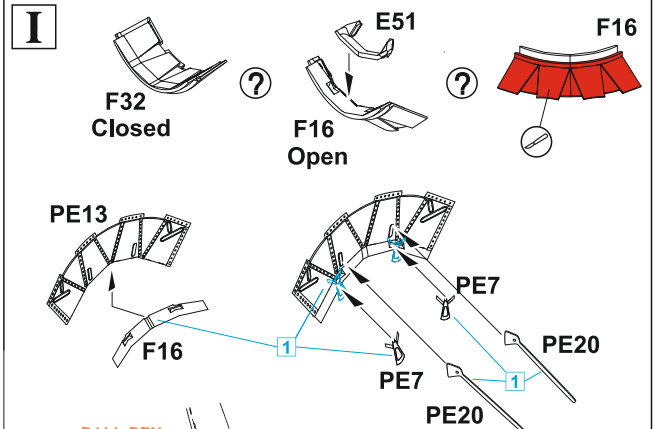
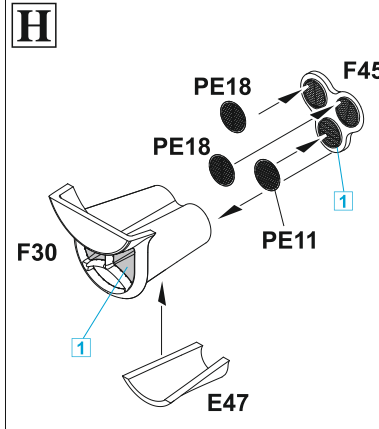
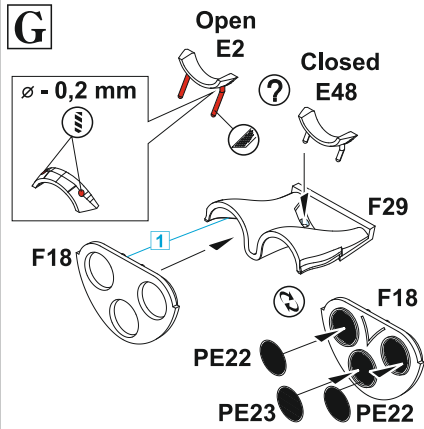
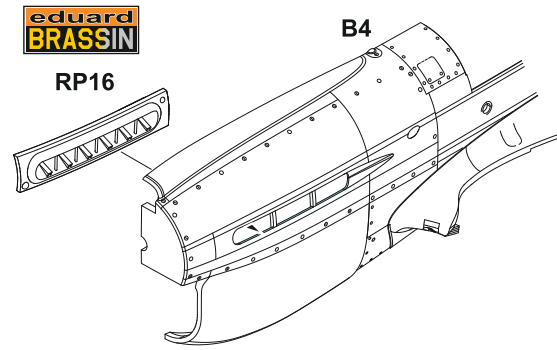
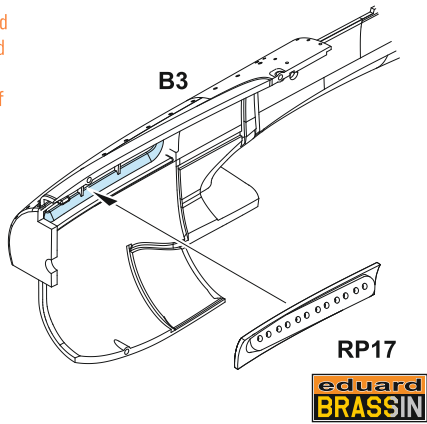


**C**



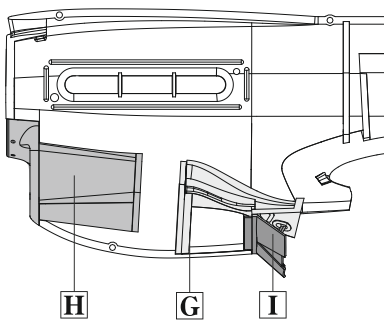
**D****E****F**

**NOTE:** Make sure parts RP16 and RP17 are well and strongly glued into the fuselage halves. It is crucial for further installation of the exhaust pipes (see page 7).

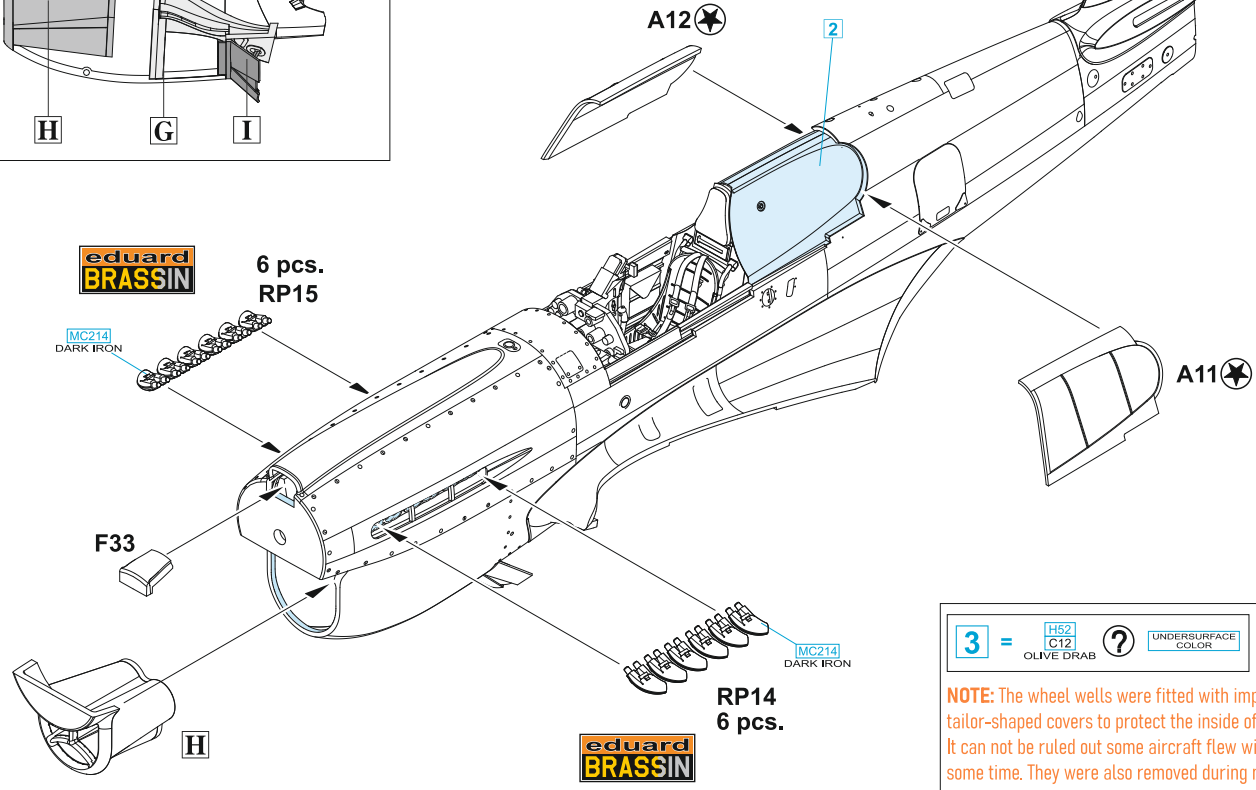


**3** = HS2 C12 OLIVE DRAB    **?** = UNDERSURFACE COLOR

**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.



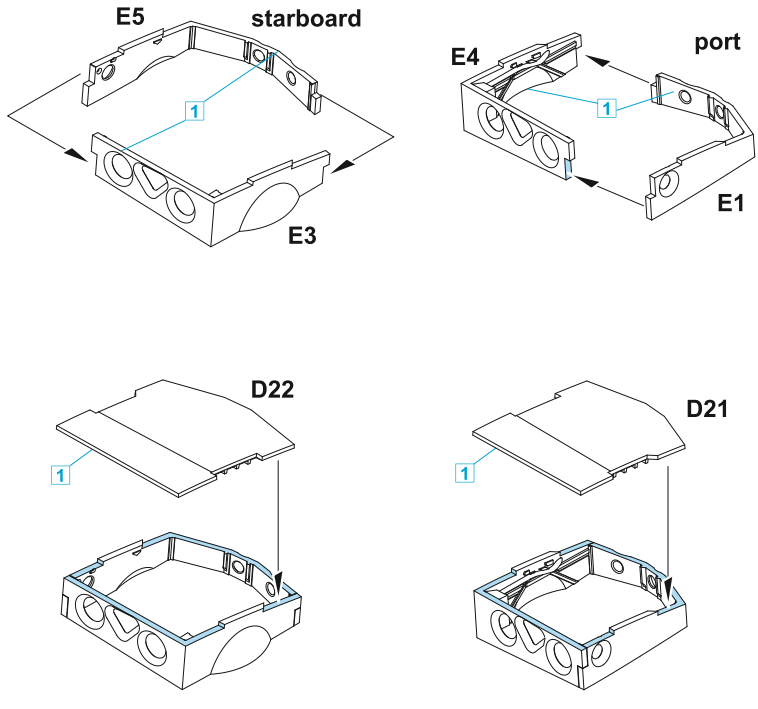
- H52 - MARKINGS **A C D E G**
- C12 OLIVE DRAB
- H72 - MARKINGS **B F H I L**
- C369 DARK EARTH
- H71 - MARKINGS **J K**
- C21 MIDDLE STONE



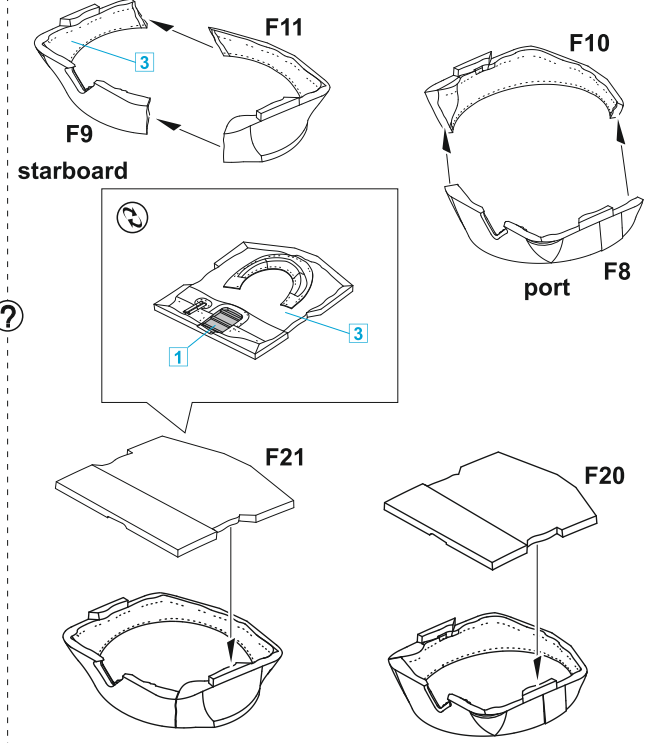
- 3 = H52 OLIVE DRAB C12 ? UNDERSURFACE COLOR

**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.

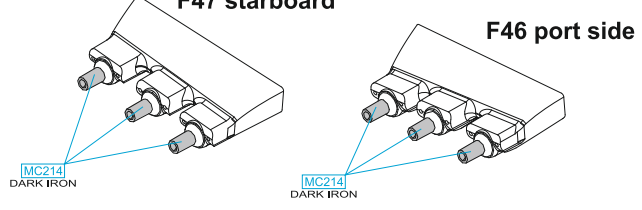
**J** wheel wells without canvas covers



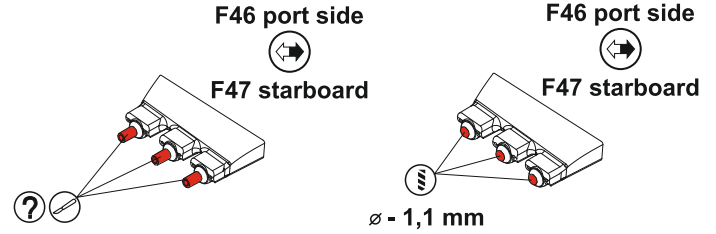
canvas covered wheel wells

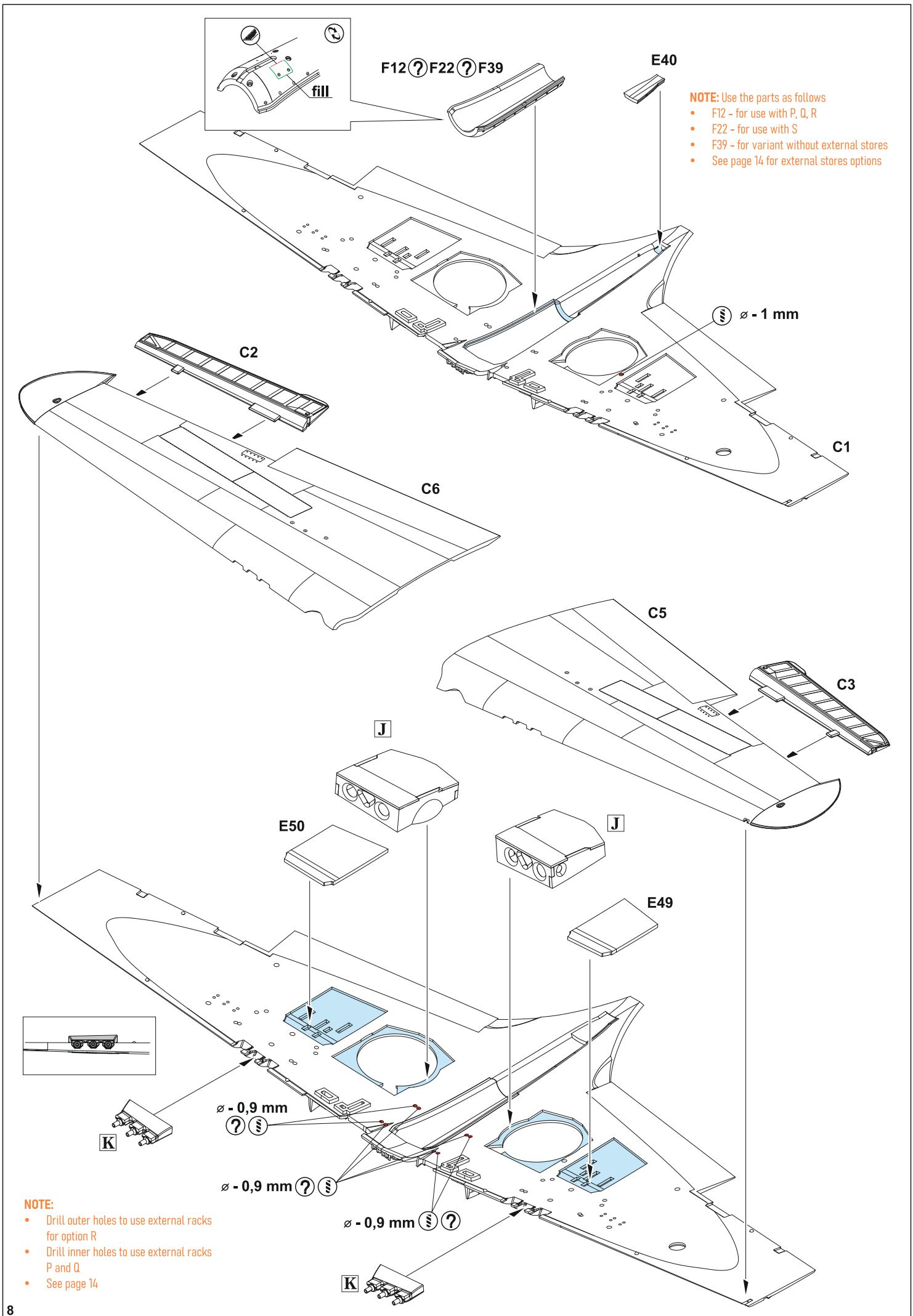


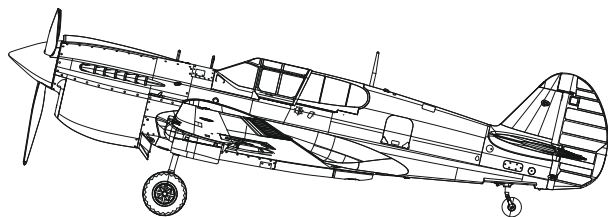
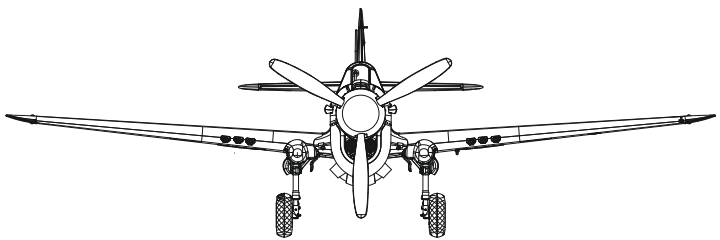
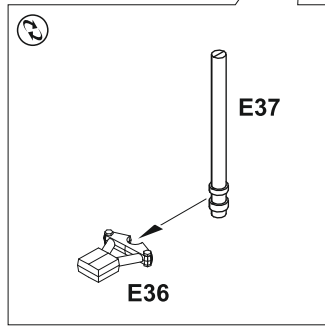
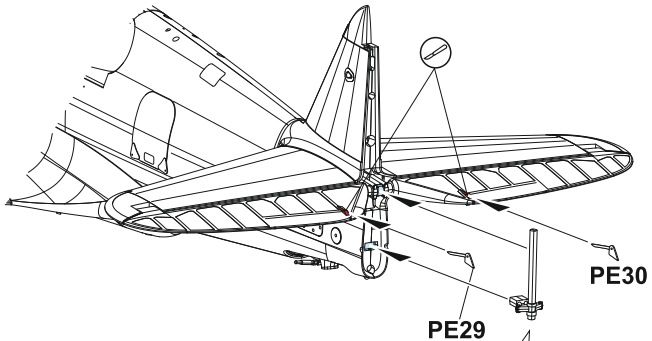
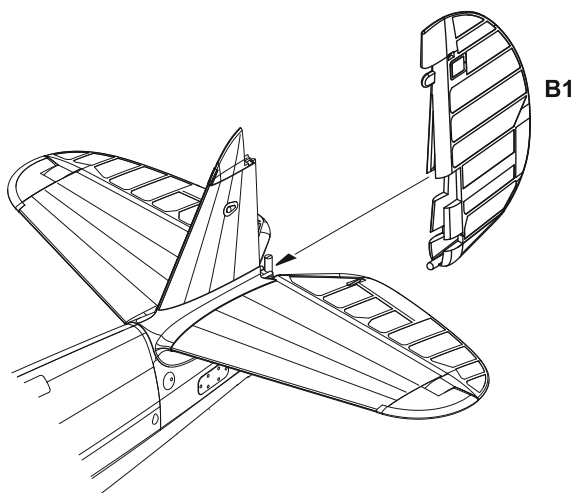
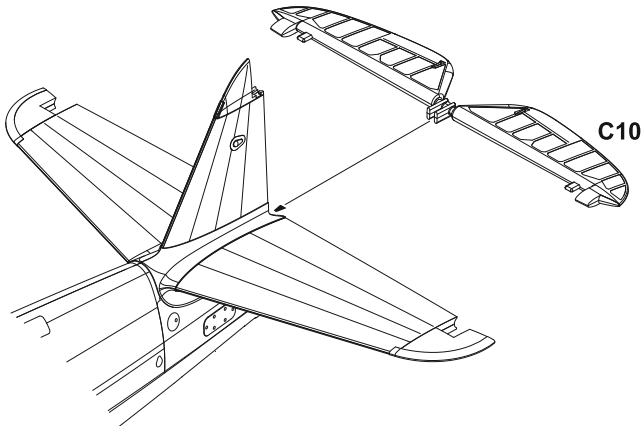
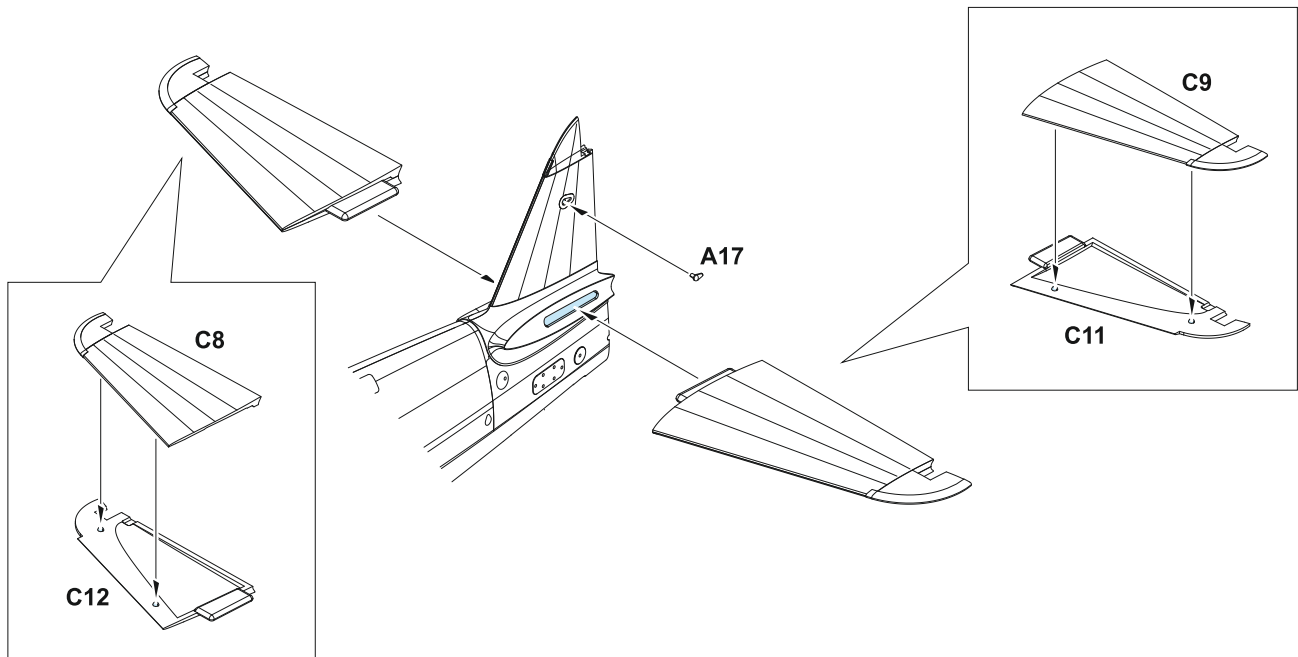
**K** F47 starboard F46 port side

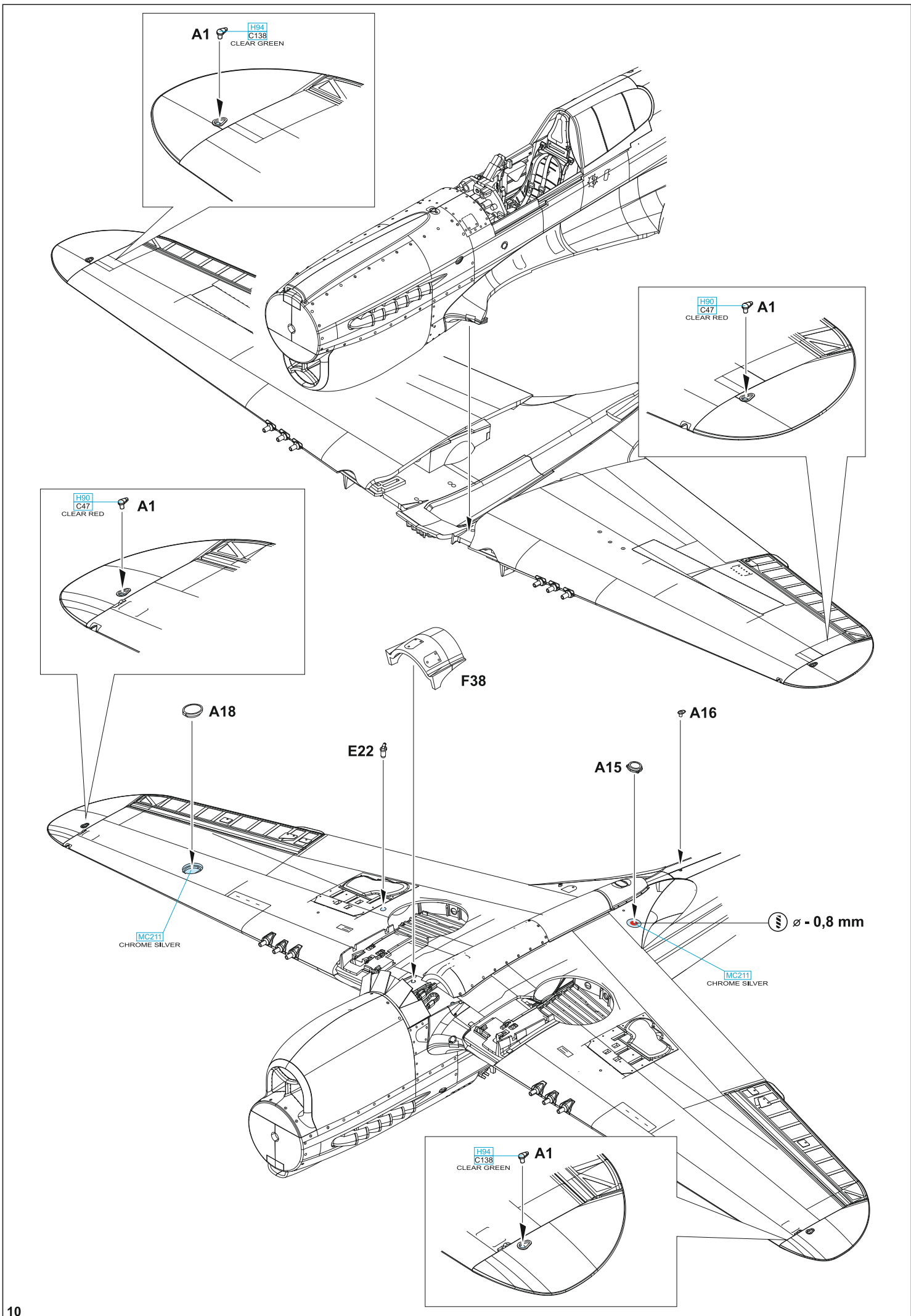


MARKING E ONLY



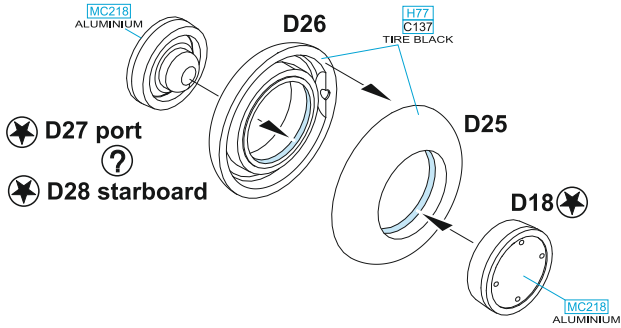






**L MARKING A**

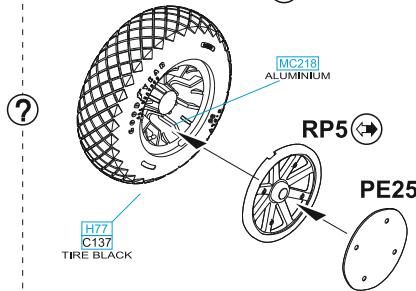
2 pcs.



**MARKINGS B G I K L**



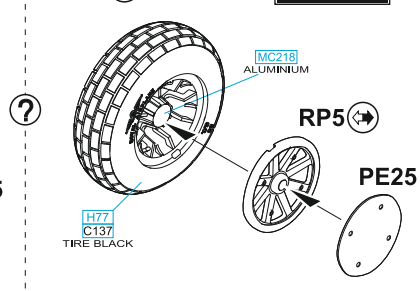
RP1 ↔ RP2



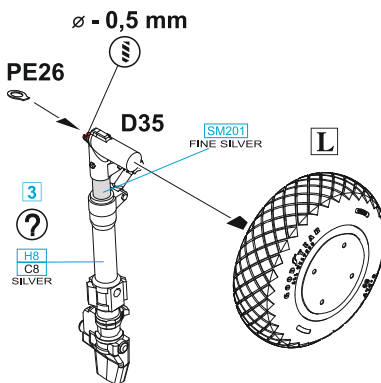
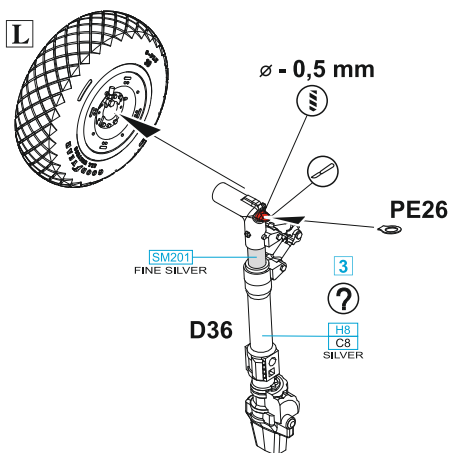
**MARKINGS C D E F H J**



RP8 ↔ RP9



**L**

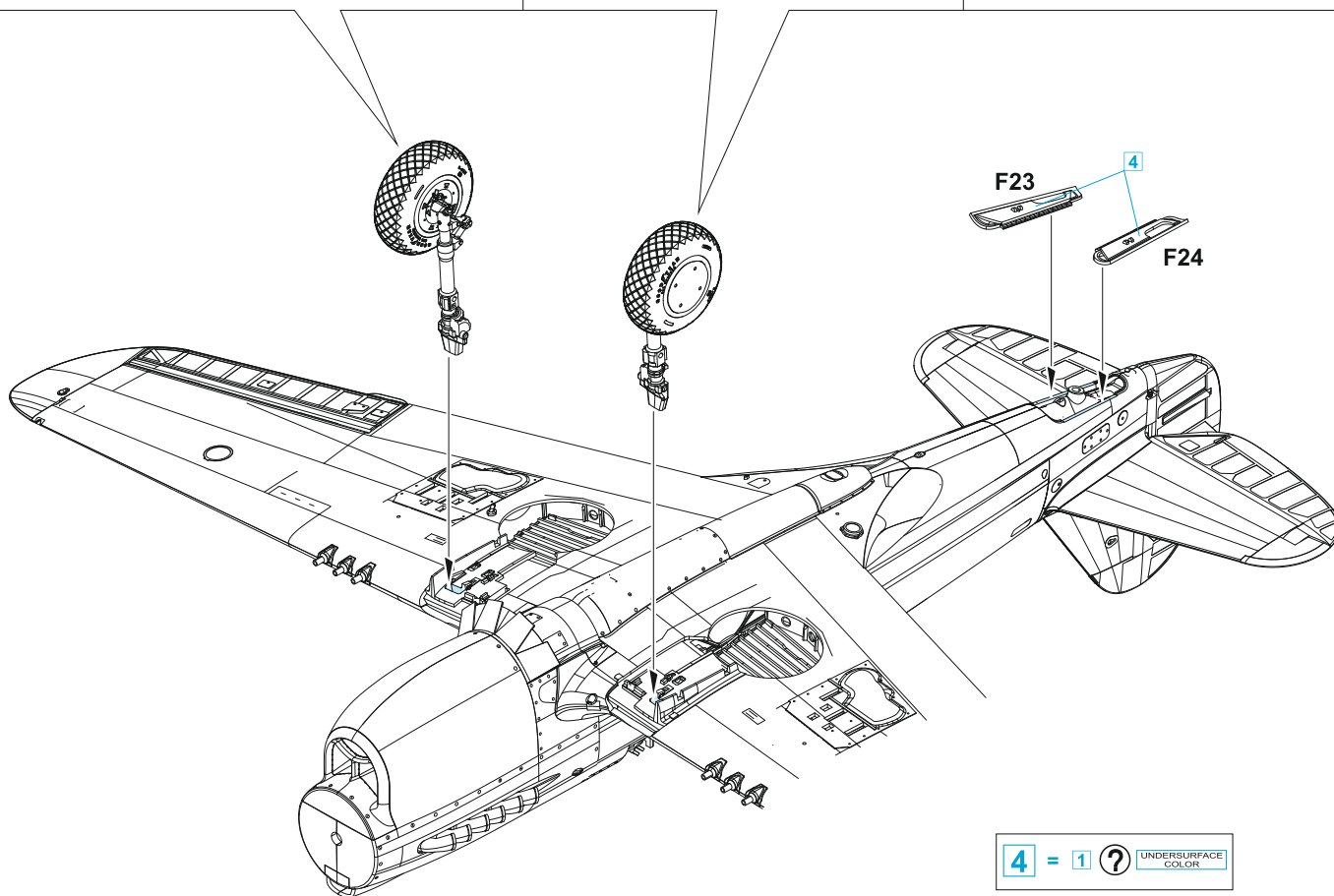
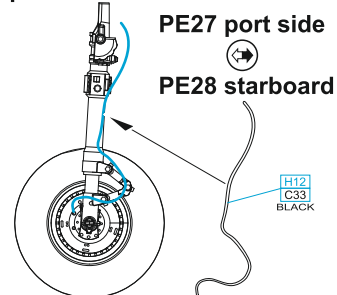


D35 starboard

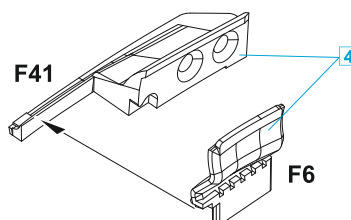
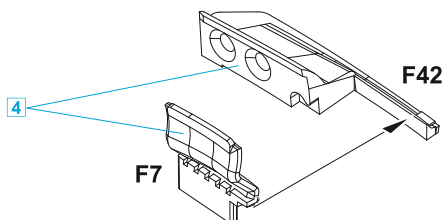
D36 port side

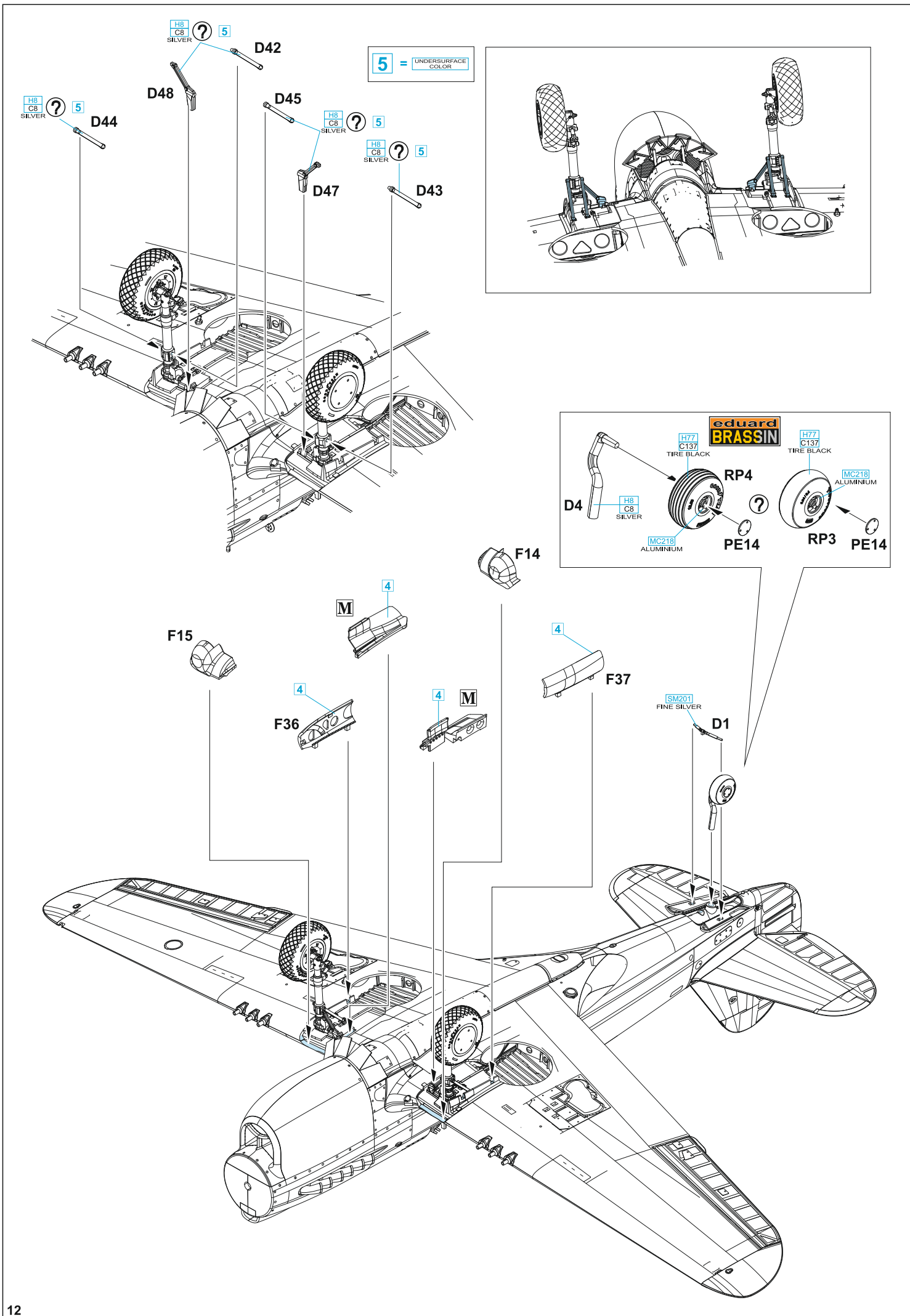
PE27 port side

PE28 starboard

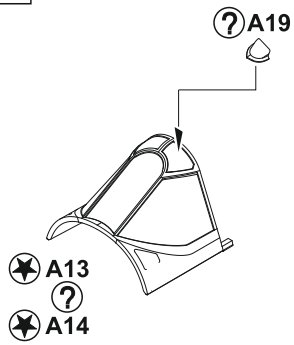


**M**





**N**



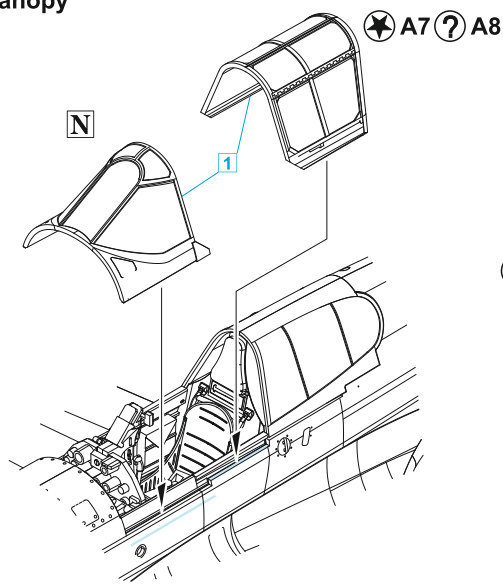
A19 - MARKINGS **A B C D F G H I J K L** ONLY

A14 - MARKINGS **A B C D E F G J L**

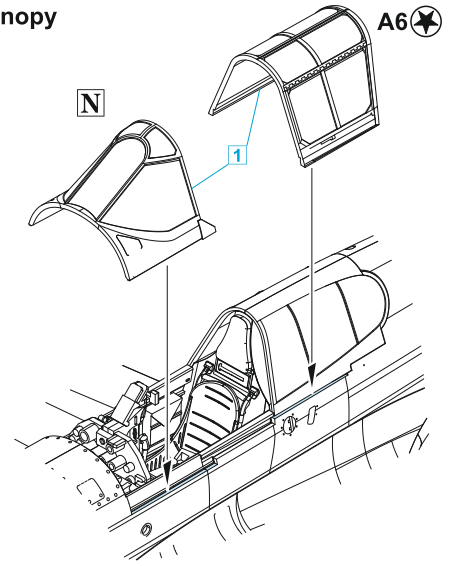
A13 - MARKINGS **H I K**

closed canopy

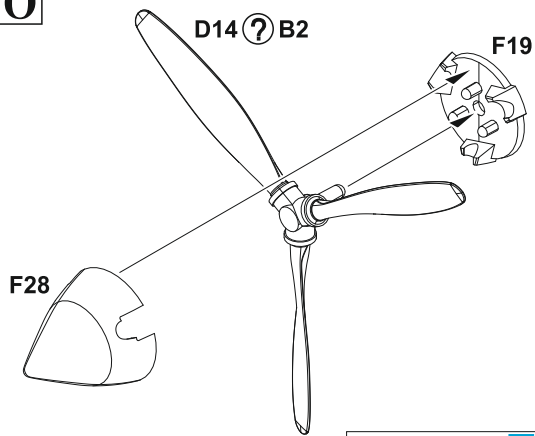
A7 - MARKINGS **H I K** ONLY



open canopy



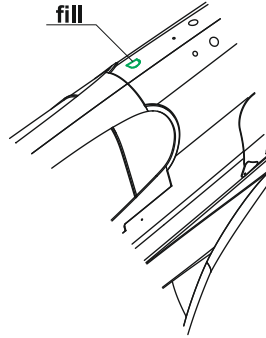
**O**



D14 - MARKINGS **A C I**

B2 - MARKINGS **B D E F G H J K L**

fill



PE8, PE21 - MARKINGS **B D G H I J K L** ONLY

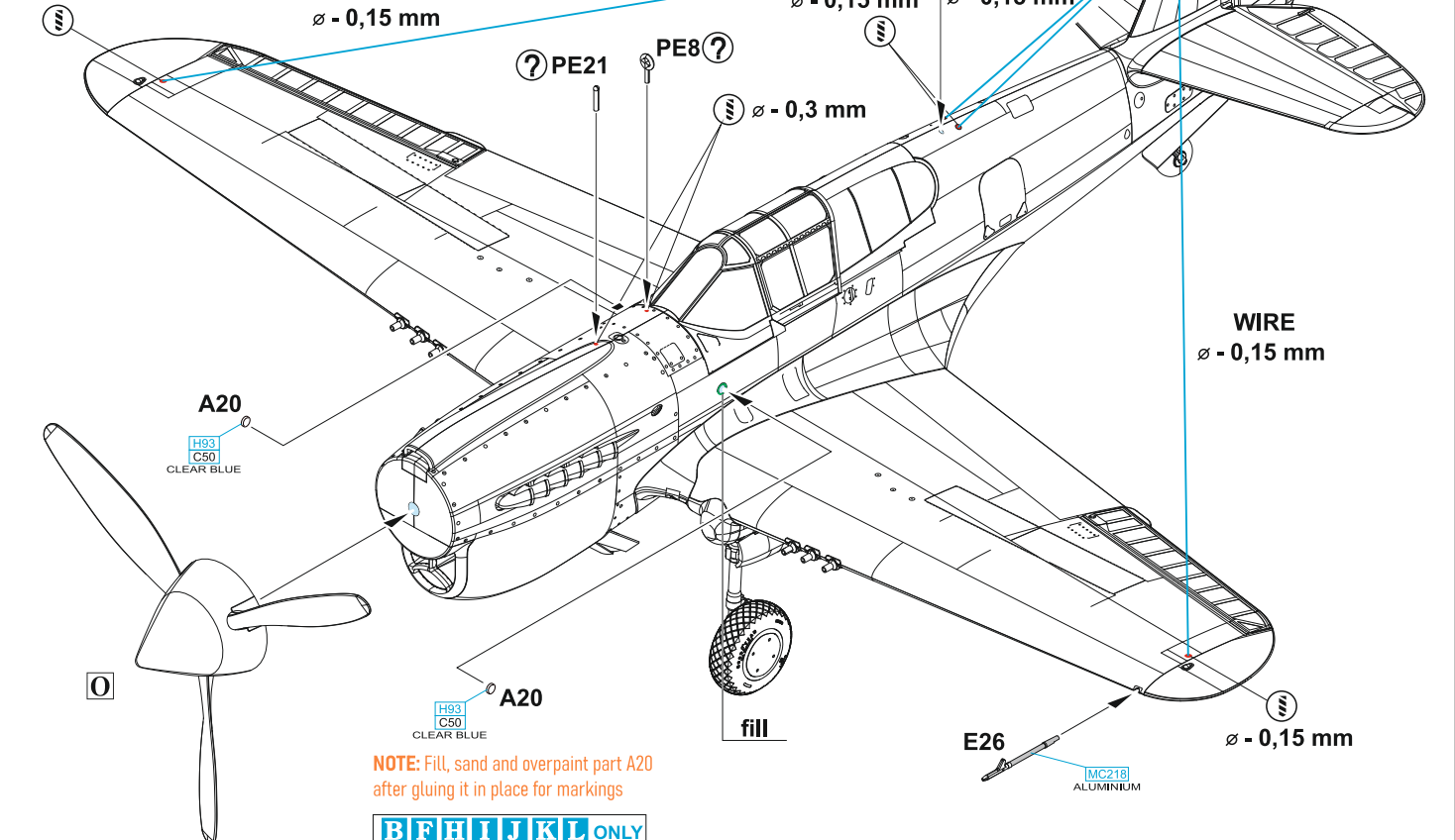
∅ - 0,15 mm

WIRE  
∅ - 0,15 mm

∅ - 0,15 mm

WIRE  
∅ - 0,15 mm

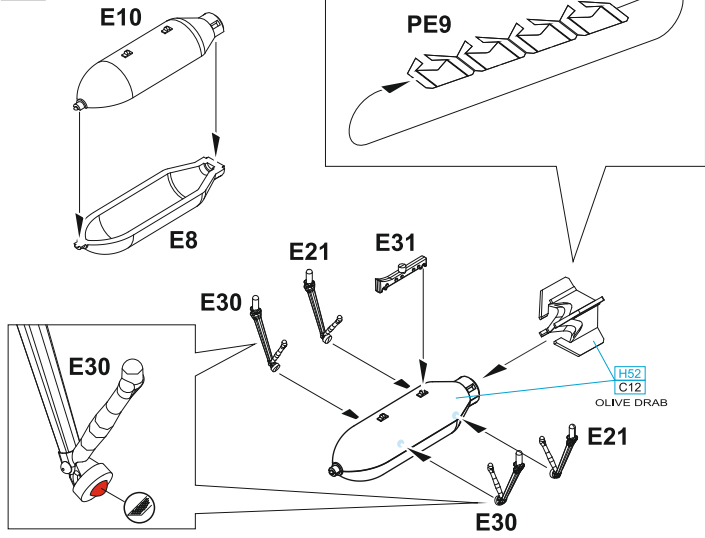
WIRE  
∅ - 0,15 mm



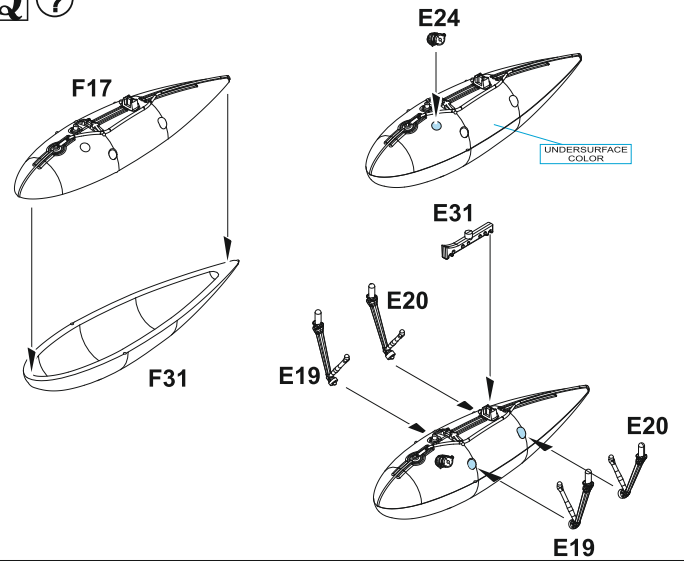
**NOTE:** Fill, sand and overpaint part A20 after gluing it in place for markings

**B F H I J K L** ONLY

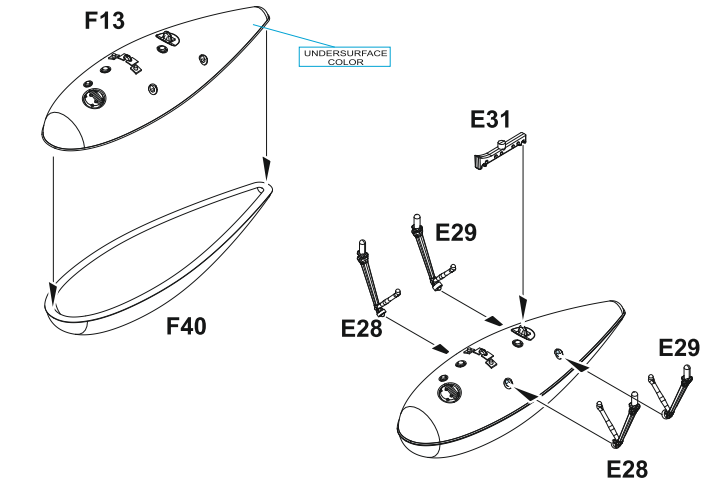
**P** ?



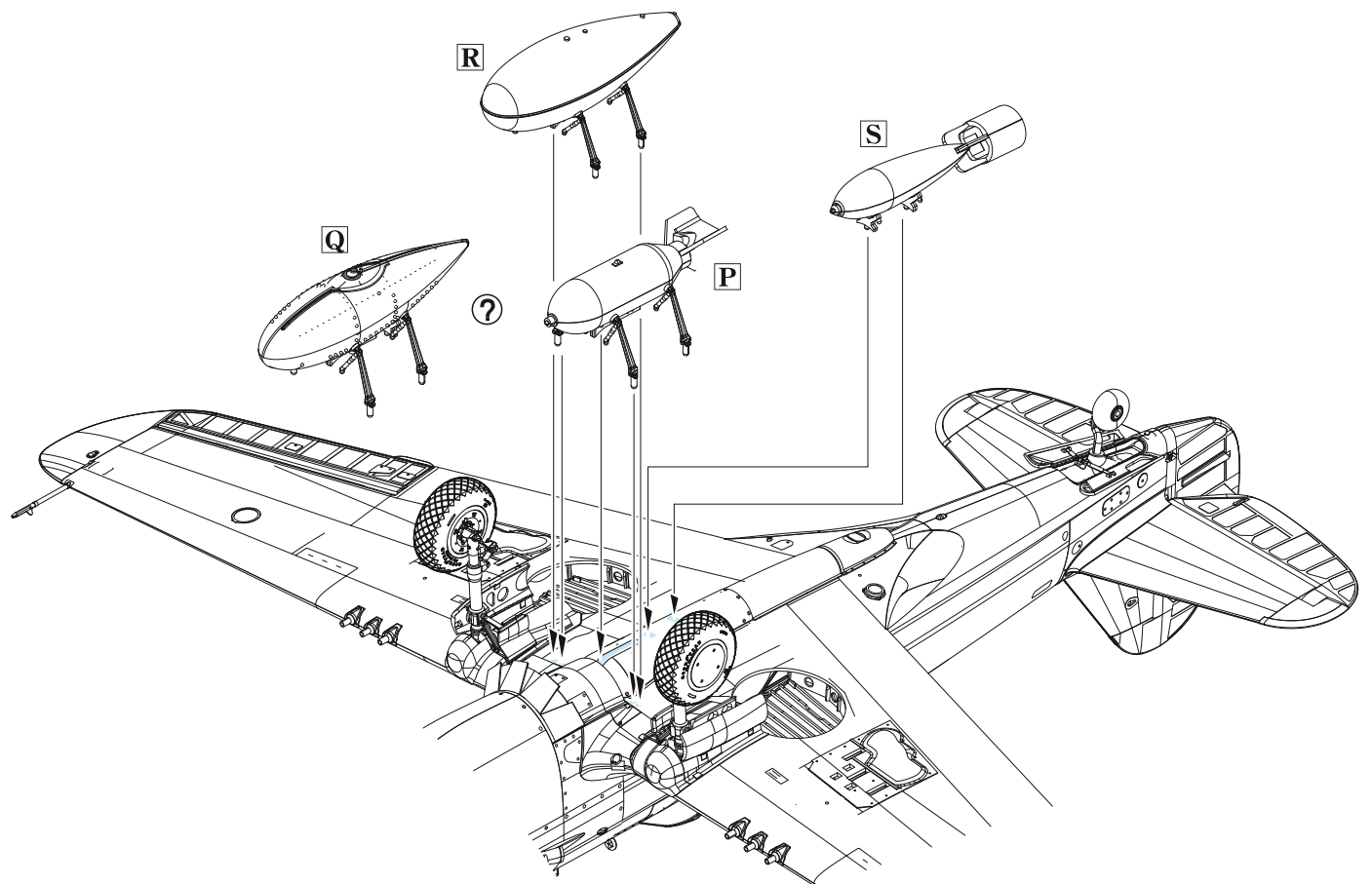
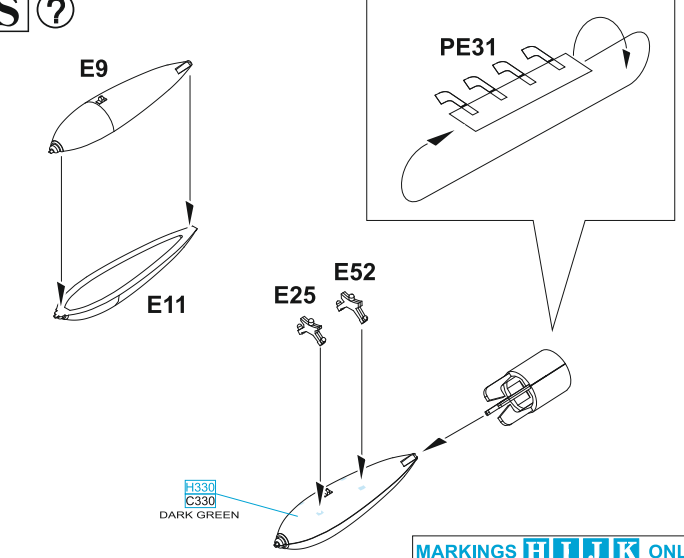
**Q** ?

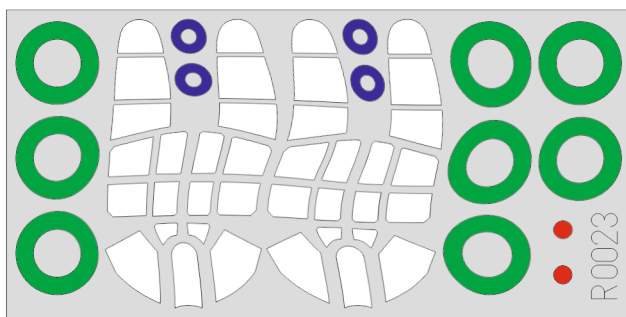
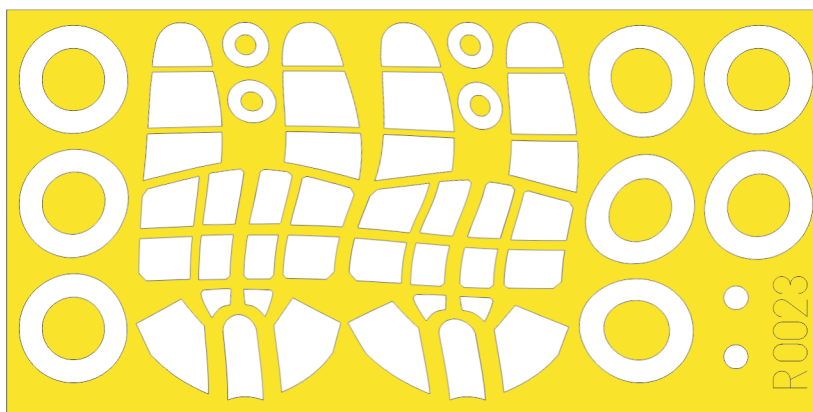


**R** ?



**S** ?





RP1(?)RP2



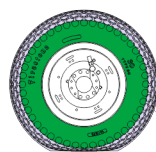
RP3



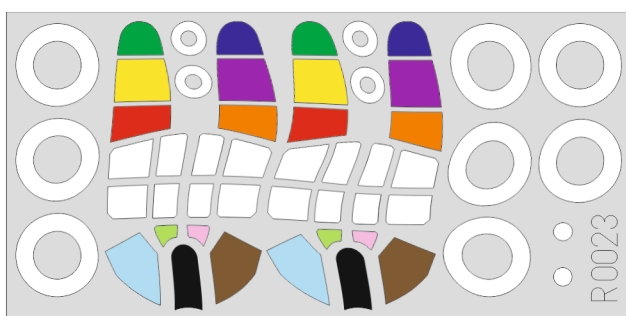
RP8(?)RP9

RP4

A18



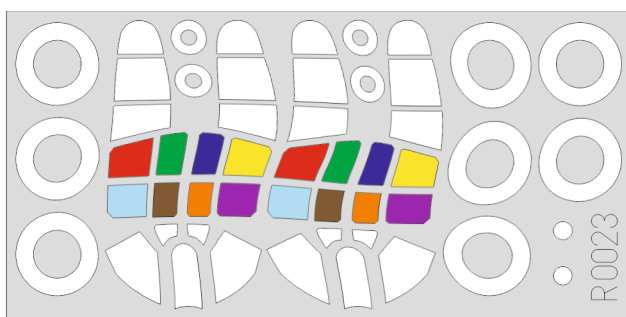
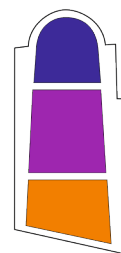
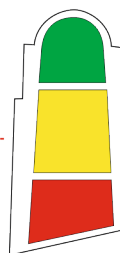
LIQUID MASK



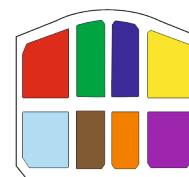
A12

A11

A13(?)A14

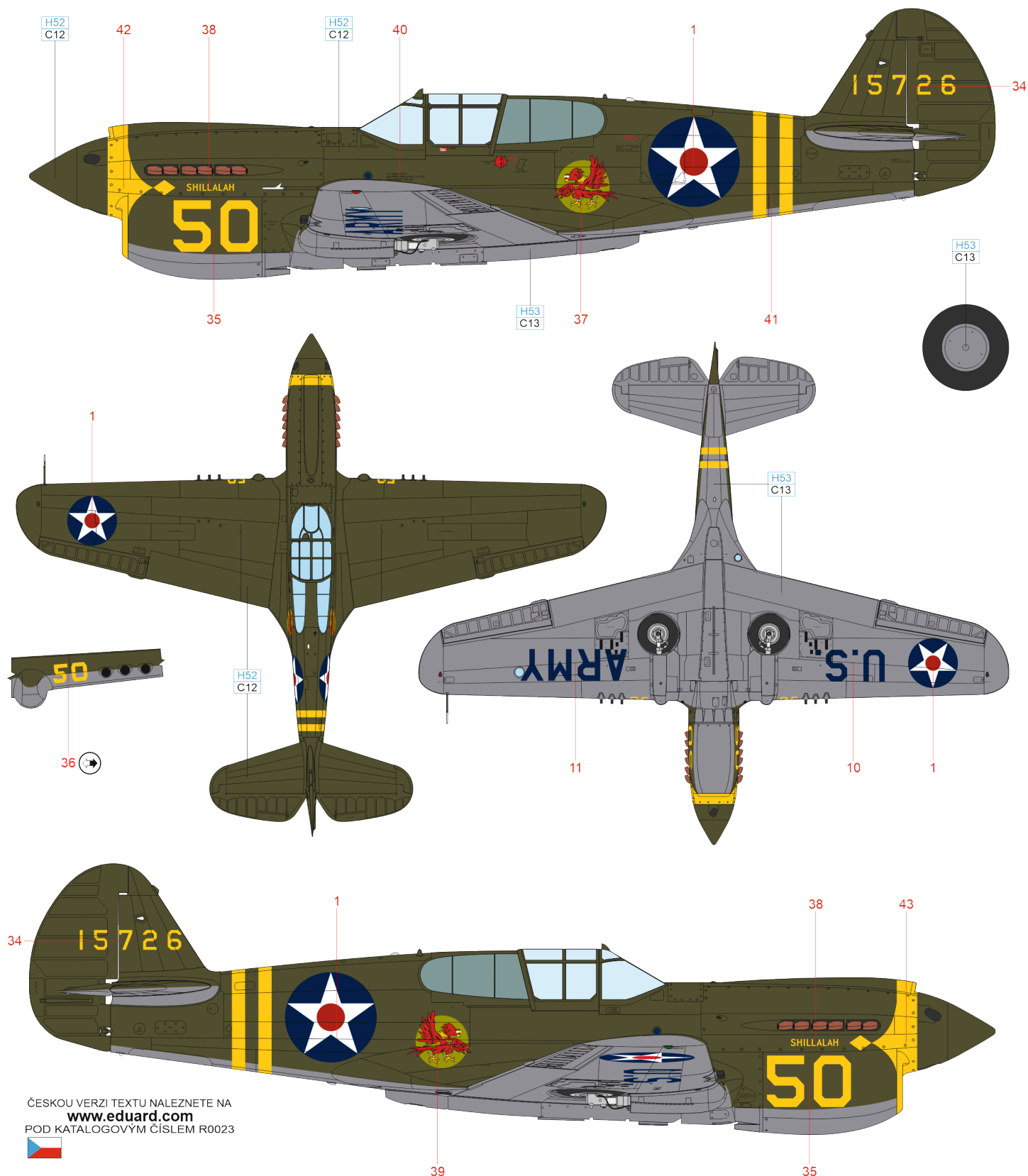


A6(?)A7(?)A8



# A 41-5726, Capt. Philip G. Cochran, CO of 65<sup>th</sup> PS, 57<sup>th</sup> PG, USA, spring 1942

Philip Gerald Cochran was born on January 29, 1910 in Erie, Pennsylvania, and died on August 26, 1979. He joined the ranks of the USAAC in 1935 and gradually worked his way up to become one of the best P-40 pilots. As a Major, he commanded the 33<sup>rd</sup> FG in North Africa. Later, at the rank of Lieutenant Colonel, he became commander of the 1<sup>st</sup> Air Commando Group in India. The unit carried out a wide range of missions from fighter escort of transport and bomber aircraft to supply flights, including very daring missions to supply British Long Range Penetration Groups operating in enemy territory. For his aggressiveness and willingness to take risks on supply missions, Cochran earned the respect of the troops. He scored two aerial victories during the war and retired after the end of hostilities. He returned to Erie, Pennsylvania, and joined his brother's company, Lyons Transportation Lines, where he became chairman of the board. He died of a heart attack while fox hunting in 1979. His P-40E from spring of 1942 carried the standard Olive Drab and Neutral Grey livery, complete with yellow nose decorations and squadron emblem behind the canopy (both of which were carried by other squadron aircraft as well). There was also a Shillalah inscription on both sides of the nose.



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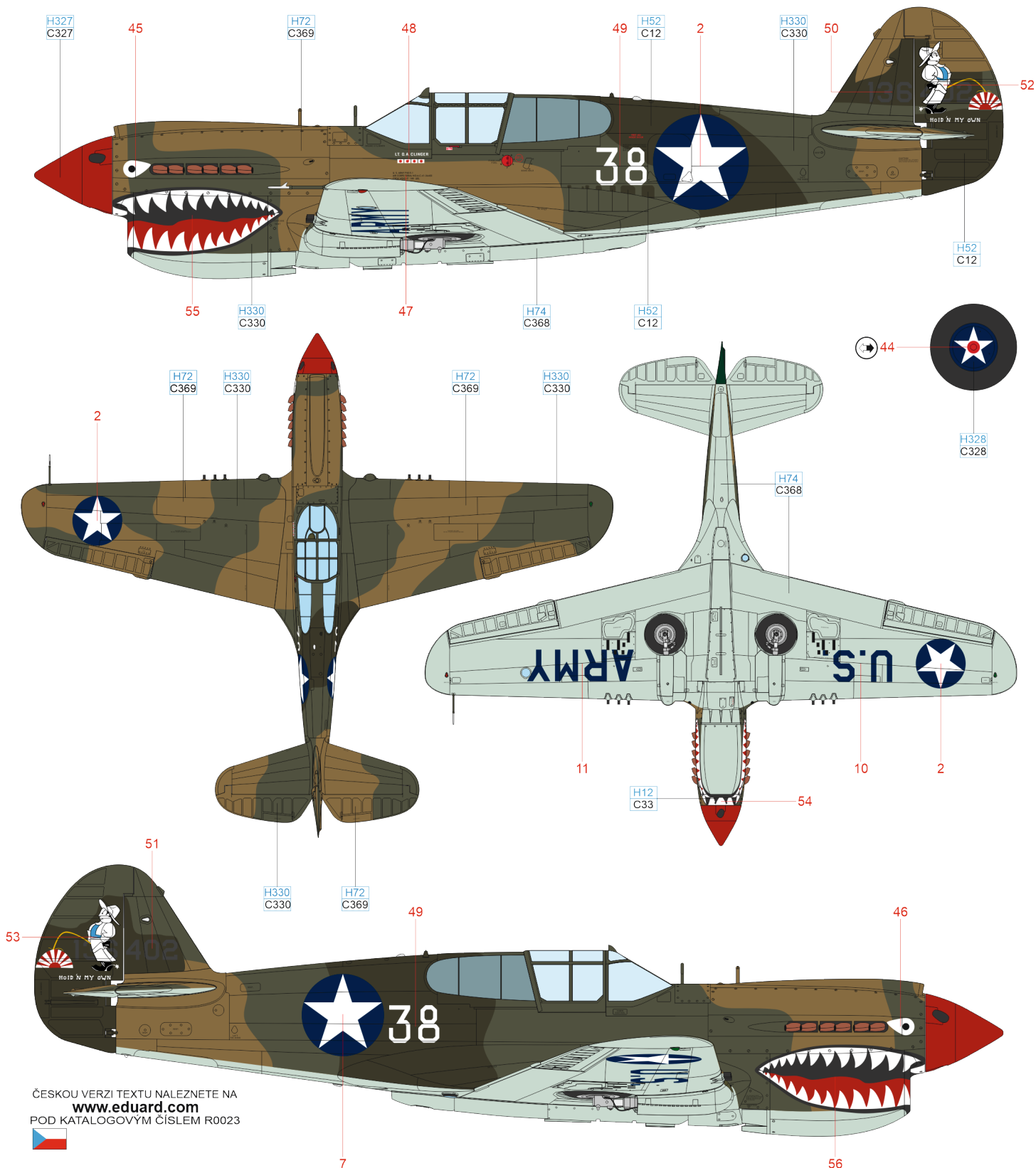
OLIVE DRAB H52 C12 NEUTRAL GRAY H53 C13

With thanks to František Šrédľ for his invaluable help with markings preparation

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# B 41-36402, Lt. Dallas A. Clinger, 16<sup>th</sup> FS, 23<sup>rd</sup> FG, Kweilin, January 1943

Dallas Adellon Clinger was born on June 2, 1916, in Saint Anthony, Idaho. After completing training in 1941, he was transferred to the 16<sup>th</sup> FS. He achieved his first victory in aerial combat on July 31, 1942, when he shot down an A6M. He followed this up by shooting down a same type aircraft on November 12 of that year and concluded his score with the 16<sup>th</sup> FS on December 26, 1942, shooting down a Zero again. He scored two more confirmed kills during the war. Clinger remained in the service after the war and retired in 1953 at the rank of Major. He died on December 16, 1988 (aged 72). This P-40E was originally intended to be part of a supply for the RAF and was therefore painted in American Du Pont colors similar to the British shades of Dark Earth (No. 71-035), Dark Green (No. 71-013) and Sky (No. 71-021). The camouflage was retouched on the fuselage sides and tail surfaces with another green paint, probably Olive Drab. The pilot's personal symbol, the peeing cowboy, was painted on both sides of the rudder. Another Clinger's P-40 bore a similar design. It is not entirely certain whether this aircraft had the inscription *Holdin' my Own* on both sides of the rudder, it is only documented on the starboard side while there are photographs of the port side without the inscription. However, it may have been added later. The 16<sup>th</sup> FS P-40s had their wheel discs decorated with a blue field with white star and probably with a red circle in the middle.



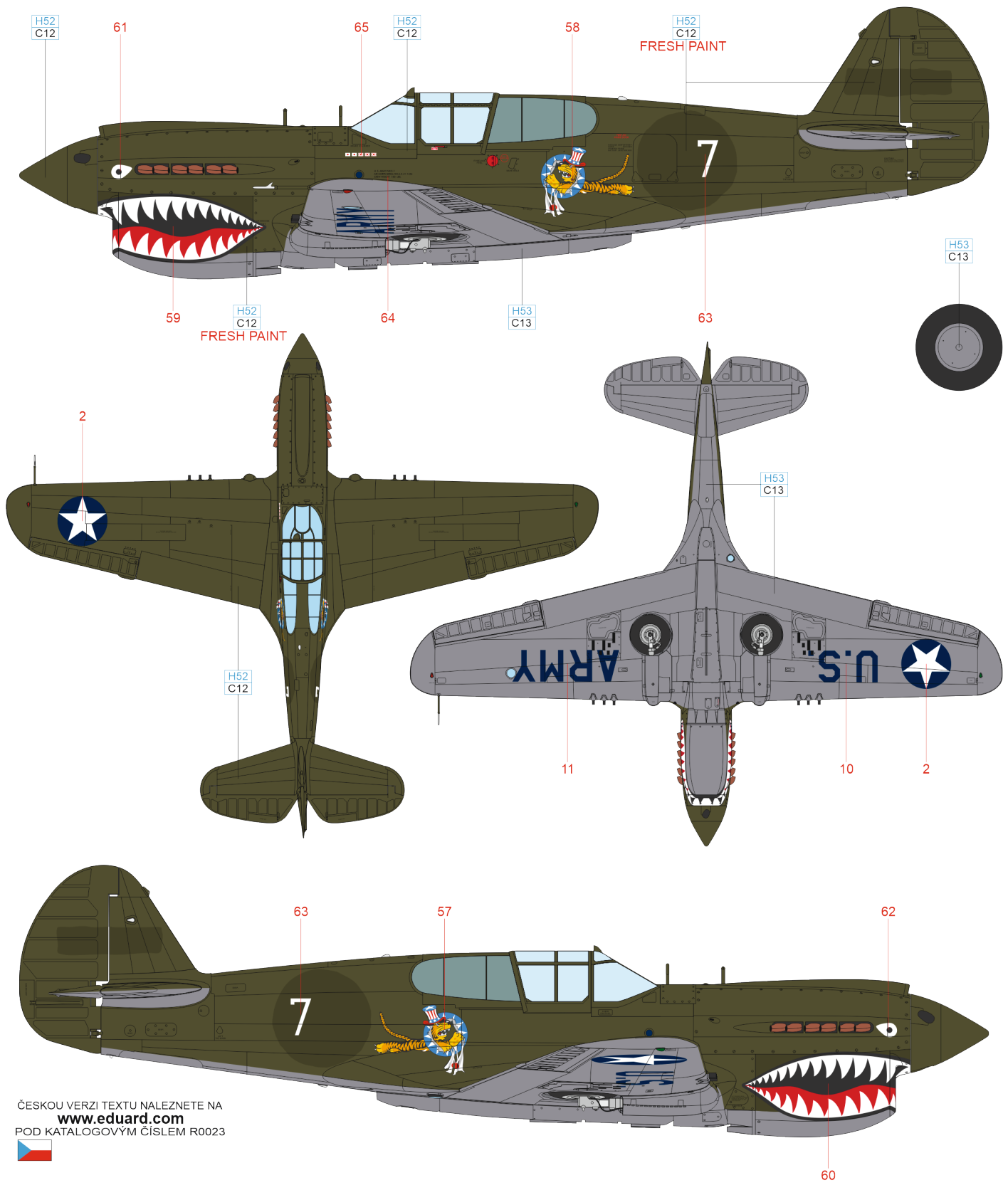
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FLAT BLACK	H12 C33	BLUE	H328 C328
DARK GREEN	H330 C330	DARK EARTH	H72 C369
SKY	H74 C368	OLIVE DRAB	H52 C12
		RED	H327 C327

# C Col. Robert L. Scott, CO of 23<sup>rd</sup> FG, 14<sup>th</sup> AF, Burma, 1942

Robert Lee Scott was born on April 12, 1908, in Waynesboro, Georgia, and graduated from West Point in 1932. He flew air mail, then commanded a fighter squadron in Panama and served as an instructor in Texas and later in California. By the time the U.S. entered the war, he was considered too old to be a fighter pilot at the age of 33, so he converted to B-17s to join Task Force Aquilla, which was intended to bomb Japanese soil. He flew one B-17 to India but found out there that the plan was cancelled. He became Ops Officer of the ABC Ferry Command group, flying transport aircraft, but also made a few flights with Chennault's Flying Tigers on P-40. He then managed to confiscate one P-40E intended for AVG and named it Exterminator. This is not the aircraft shown, however, as the one pictured here was his second P-40E, this one officially assigned to him, as Scott had since become commander of the 23<sup>rd</sup> FG. Sometimes the serial number 11456, i.e., 41-1456, is used in drawings of this one, but no such P-40 existed, yet it has been painted in several profiles because Scott mentioned it himself in his memoirs. He was probably mistaken, but in any case he related this number to the confiscated P-40E. During the flight in which he scored his fourth and fifth kills, the Exterminator was badly damaged and never flew again. The symbols of the five kills were therefore not carried until Scott's second P-40E, also of unknown serial number (which was probably overpainted anyway according to local custom). In total, Scott achieved 13 kills during the war. He died on February 26, 2006, at the age of 98.



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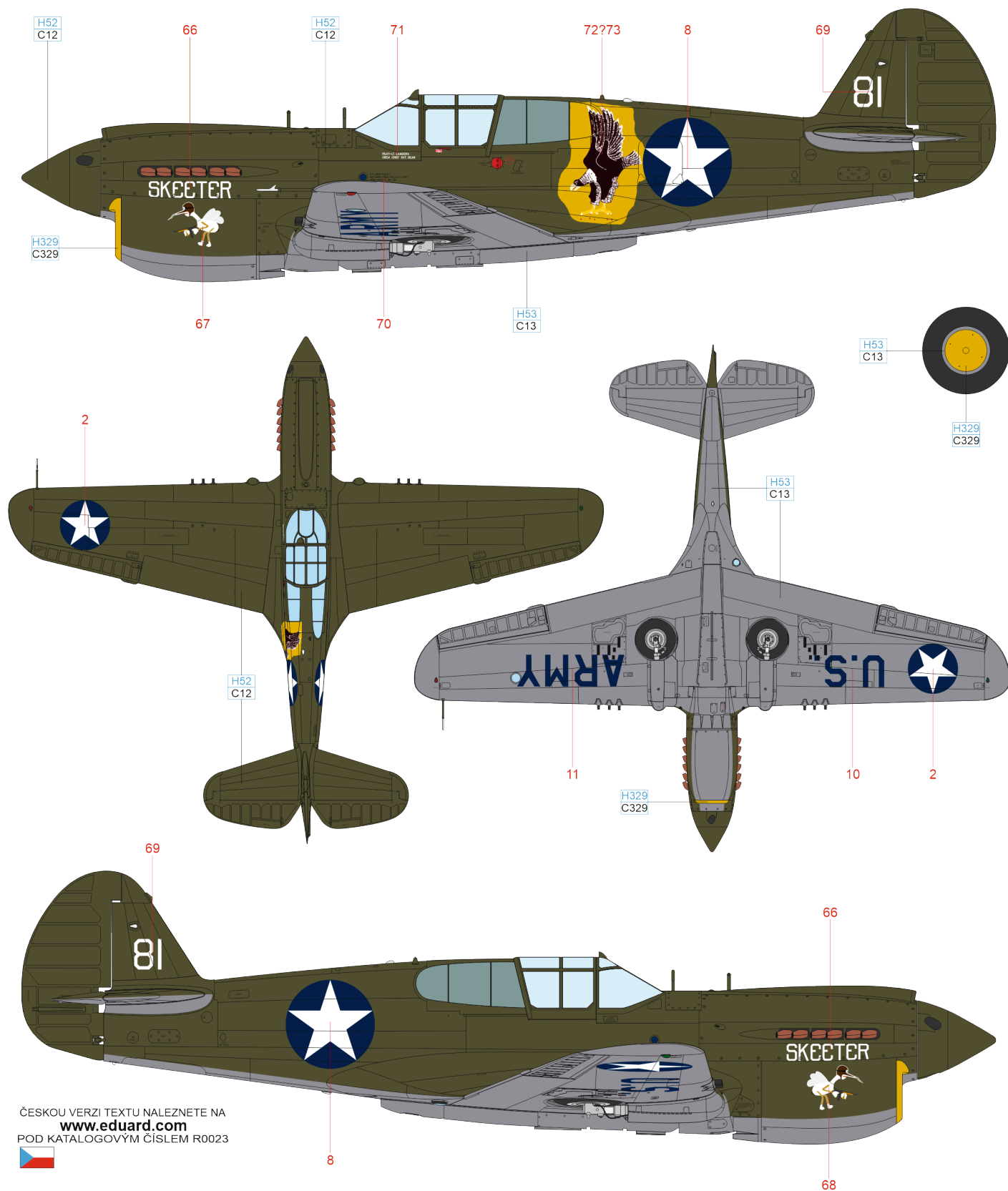


OLIVE DRAB H52 C12 NEUTRAL GRAY H53 C13

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# D 41-5647, 1Lt. John D. Landers, 9<sup>th</sup> FS, 49<sup>th</sup> FG, Darwin, Australia, 1942

John Dave Landers was one of the fighter pilots who achieved victories in two different theatres of war during WWII. He scored his first six kills in the Pacific and added the rest to his total of 14.5 kills in Europe. Born in Oklahoma on August 23, 1920, he moved to Texas at the age of eighteen. He entered the Army Air Cadet program in April 1941, was commissioned as a First Lieutenant on December 12 and shipped to Australia as early as January 1942. He joined the 9<sup>th</sup> FS/49<sup>th</sup> FG after delivering one P-40E to Darwin on April 3. He scored two kills the very next day, then added two more victories on June 14 and July 30 before taking off on December 26 for his last combat flight in the Pacific. That day he firstly scored two kills, then was shot down over New Guinea and had to find his way through the jungle. In February 1943 he returned to the USA and was sent on his second operational tour, this time in Europe (where he later completed a third tour as well). The first of Lander's P-40s is portrayed here. On the left side of the fuselage behind the cockpit, it bore a drawing of a hawk in a yellow field, as a mark of affiliation with the Andy Reynolds Flight, who was the first to use this decoration. The decals provide the Hawk in black and dark brown version, as it is not sure which color was used. On the nose, Skeeter inscription and the drawing of a mosquito holding a machine gun were painted. It is not sure the mosquito was painted on the starboard side as well.



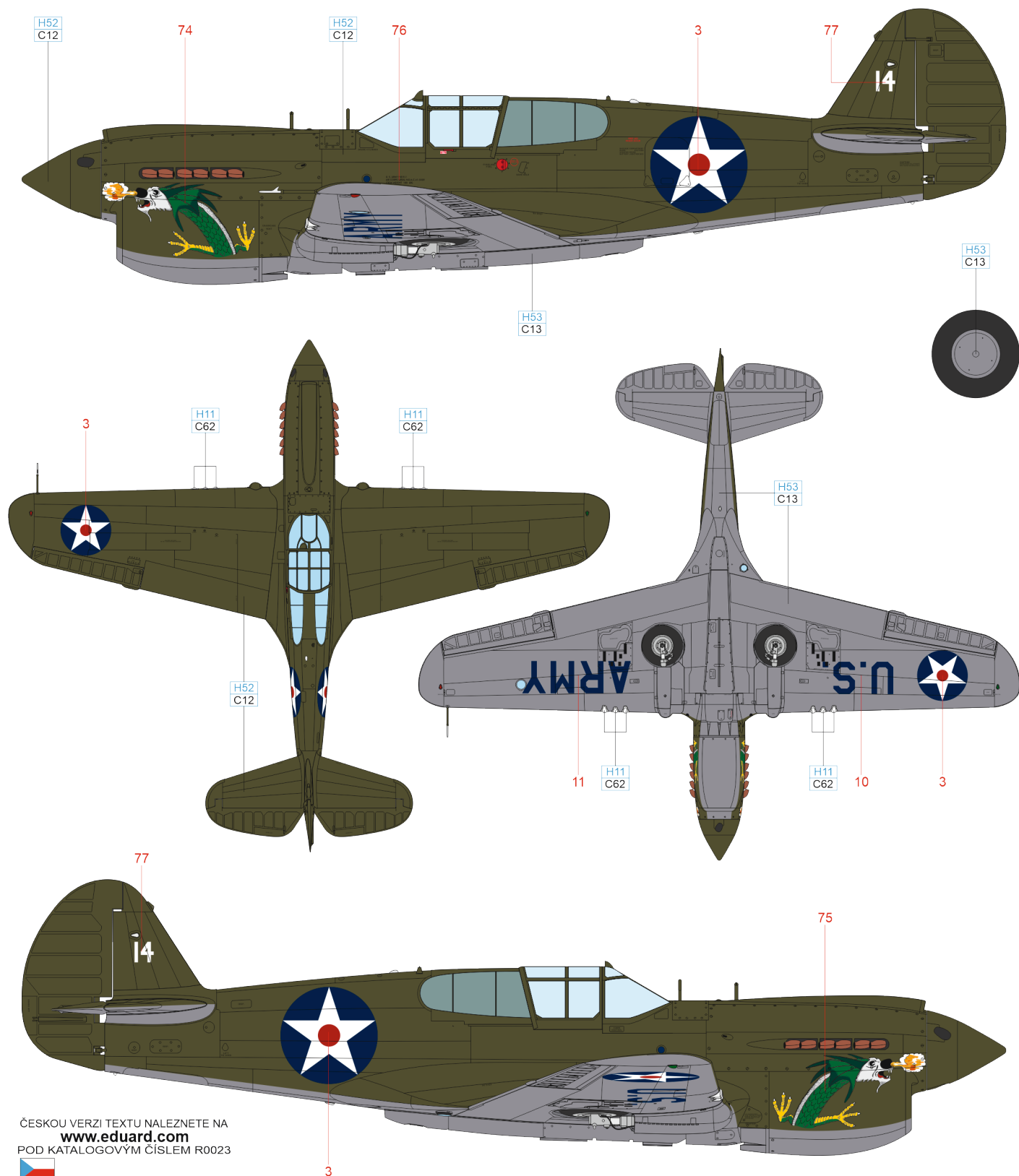
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OLIVE DRAB H52 C12 NEUTRAL GRAY H53 C13 YELLOW H329 C329

# E 41-5509, 1Lt. Joseph J. Kruzal, 17<sup>th</sup> PS (Provisional), 4<sup>th</sup> CG, Java, February 1942

Joseph John Kruzal was born on February 17, 1918, in Pennsylvania. He entered the Air Force in May 1940 and was assigned to the 2<sup>nd</sup> Observation Squadron in the Philippines in December of that year. He was then transferred to the 17<sup>th</sup> PS in September 1941. After the Japanese attack on Pearl Harbor and the invasion of the Philippines, the 17<sup>th</sup> PS moved to Australia and Kruzal subsequently took part in the fighting in the Dutch East Indies. He achieved his first kill on February 17, 1942, when he shot down a Ki-27 over Palembang. This was followed by two A6M kills on February 19 and 20. In March he joined the 9<sup>th</sup> FS in Australia, where his wingman was George Preddy. He served with the unit until his return home in December 1942. In November 1943, he moved with the 361<sup>st</sup> FG to England to Bottisham Base, where the group received its P-47Ds. In Europe, Kruzal achieved three more kills plus one shared. This brought his total to 6.5 kills and one damaged aircraft. He returned to the US in January 1945 and held a number of important positions postwar, achieving the rank of Major General. He retired on August 1, 1970 and died on July 10, 2002 at the age of 84. His P-40 from when he was still with the 17<sup>th</sup> PS sported the drawing of a dragon breathing fire on both sides of the nose. A similar drawing then adorned another P-40E that Kruzal used in Australia. This one, however, was camouflaged in British colors, and Kruzal's Flight was named "Dragon Flight" after it.



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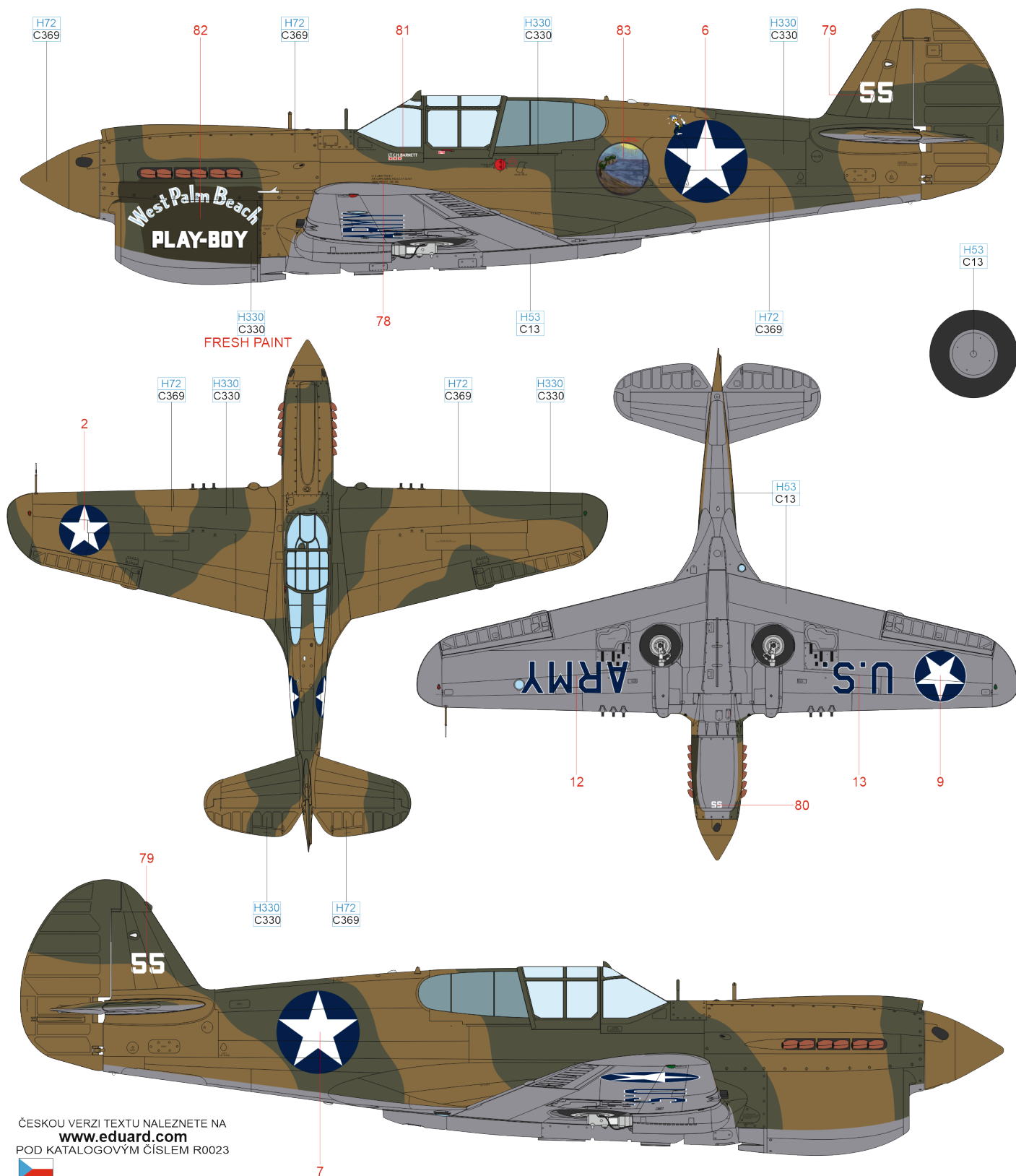


OLIVE DRAB	H52 C12	NEUTRAL GRAY	H53 C13	FLAT WHITE	H11 C62
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# F 41-36171, 2Lt. Clyde H. Barnett Jr, 8<sup>th</sup> FS, 49<sup>th</sup> FG, Kila Kila, New Guinea, 1942

Clyde Haygood Barnett Jr was born on June 23, 1916 in West Palm Beach, Florida. He scored a total of four kills, two of them in the defense of Darwin. During his time with the 49<sup>th</sup> FG he took a number of photographs, many of which are well known today. Like a true patriot, he named his P-40 West Palm Beach Playboy. This is the second aircraft of that name, and of interest is the drawing of the West Palm Beach scenery on the left side of the fuselage, as well as the mischievous drawing of Donald Duck on the national insignia on the same side of the fuselage. Although this P-40E was finished in British colors, the lower surfaces were repainted in Neutral Grey. Presumably this repainting also created the non-standard white borders around the US Army lettering and the emblem. Clyde H. Barnett died on April 24, 2002, at the age of 85.



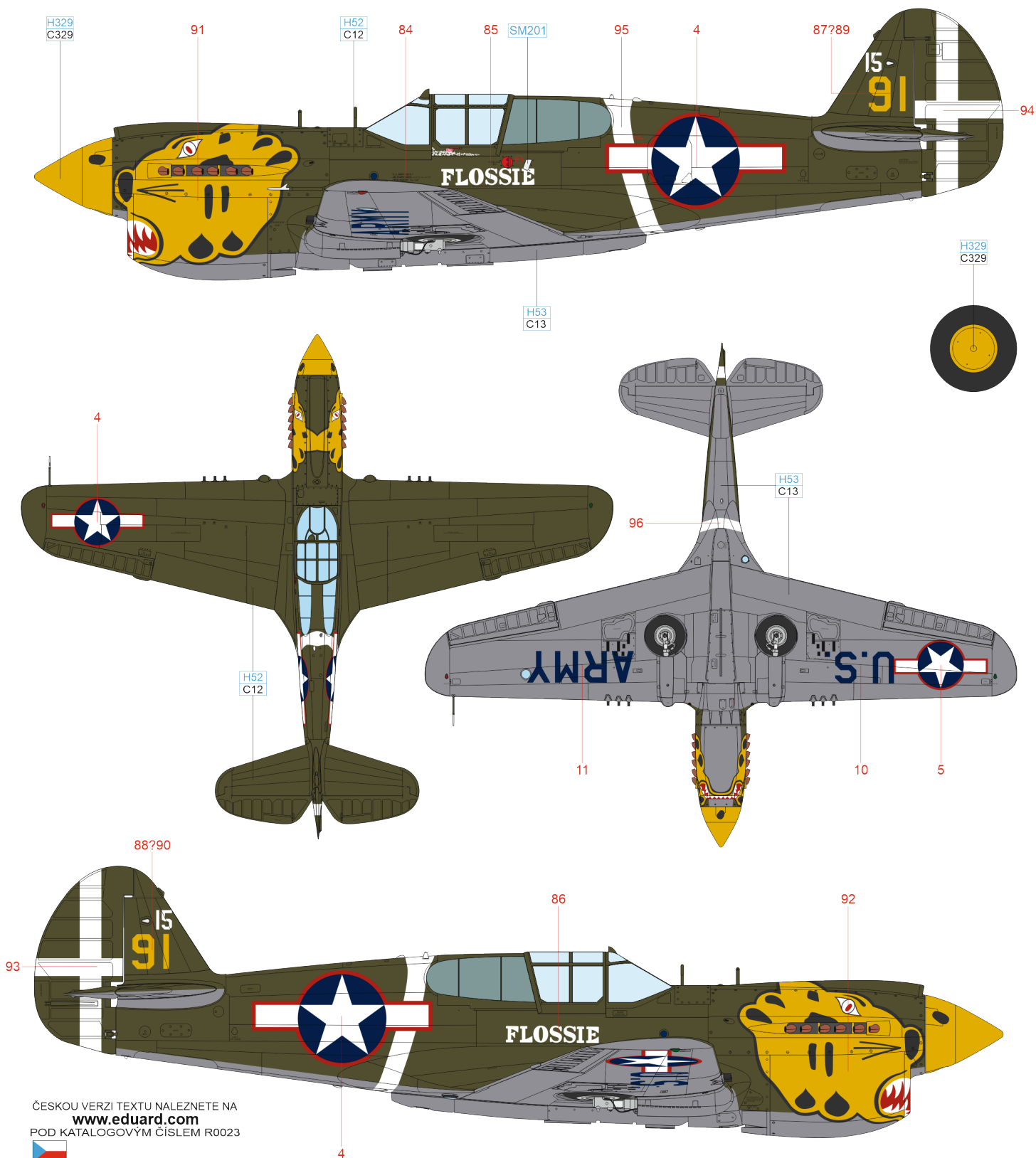
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DARK GREEN	H330	DARK EARTH	H72	NEUTRAL GRAY	H53
	C330		C369		C13

# G 11<sup>th</sup> FS, 343<sup>rd</sup> FG, Atoll Kiska, Aleutian Islands, summer 1943

The Aleutian Tigers represent some of the most attractively colored P-40s, thanks to the tiger head that adorned the nose of most aircraft of this type. The 343<sup>rd</sup> FG was founded on September 3, 1942, at Alaskan base Elmendorf Field. Initially, the group consisted of the 11<sup>th</sup> FS and 18<sup>th</sup> FS, both armed with P-40s, and the 54<sup>th</sup> FS, which used P-38s and operated out of Adak. The pilots of the 11<sup>th</sup> FS went operational almost immediately after moving to Umnak Island in the Aleutian Islands. In October 1942, the 344<sup>th</sup> FS joined the group, also with P-40s. The group provided air defense of the Aleutian Islands and also bombed or strafed Japanese targets on Kiska Island itself. Its pilots flew their last combat mission in October 1943, and subsequently conducted patrol and reconnaissance flights until the end of the war, with the exception of high-altitude flights in early 1945, during which the pilots engaged Japanese balloons with incendiary charges. All units were already using P-38s for this purpose, but the P-40s remained in service alongside them. The Tiger Heads were a reminiscence of the AVG, the Flying Tigers of Claire Chennault, since the 343<sup>rd</sup> FG was initially led by his son Lt Col John S. Chennault. The aircraft depicted here received a name, in this case Flossie, as one of the few Aleutian P-40s. The insignias had short-lived red lining.



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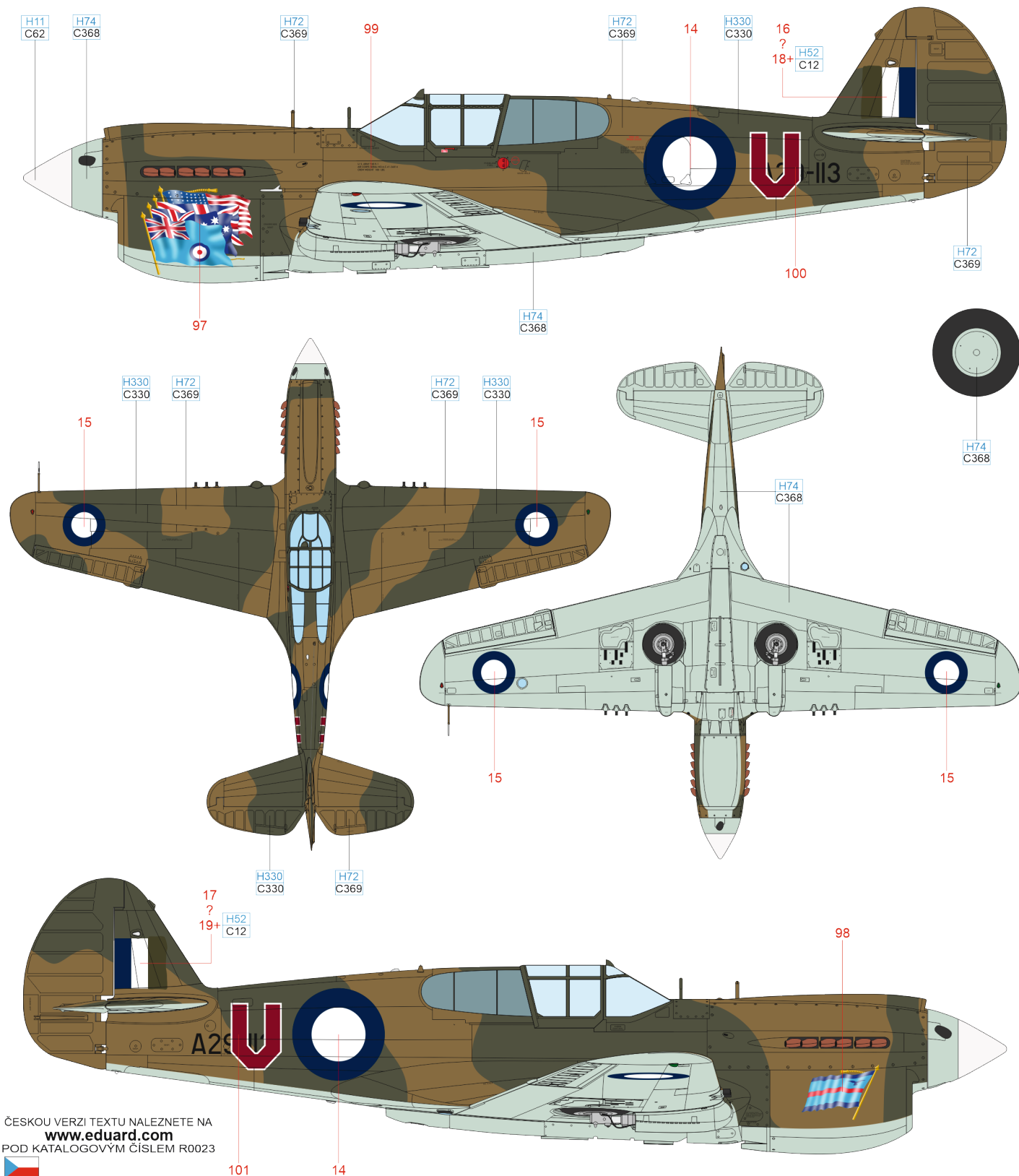


OLIVE DRAB H52 NEUTRAL GRAY H53 YELLOW H329 SUPER FINE SILVER 2 SM201 C12 C13 C329

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# H A29-113, S/Ldr. Richard Cresswell, CO of No. 77 Squadron (RAAF), Australia, 1942

Richard Cresswell was born on July 27, 1920, in Franklin, Australia, and was an electrician apprentice before he joined the RAAF ranks in June 1938. He began his career with No. 1 Flying Training School as an air cadet in July 1938 and spent the next 12 months learning to fly. He was discharged from the school as a Pilot Officer and joined No. 3 Army Cooperation Squadron. He then served as an instructor and after the Japanese bombing of Darwin on February 19, 1942, he was assigned to the US 9<sup>th</sup> FS as a Liaison Officer. When the RAAF formed three new squadrons (Nos. 75, 76 and 77) armed with Kittyhawks, Cresswell, as a fresh Squadron Leader, was appointed on April 20 as Commander of No. 77 Sqn. At 21 years of age, he was younger than most of his subordinates. In the early hours of November 23 he scored his first kill, which was also the first kill by an Australian unit over Australian territory and the first night kill over Australia as well. No. 77 Sqn. was led by Cresswell until August 1943, when he was appointed CO of No. 81 Wing in New Guinea from May 1944 to March 1945, concurrently leading No. 77 Sqn. for a second time between September and December 1944. In September 1950 he assumed command of that unit for a third time, now in Korea, where he also supervised the conversion from P-51Ds to Gloster Meteors. His P-40E of the period when he first commanded No. 77 Sqn. is interesting for the distinctive drawings of flags on either side of the nose. On the left side flew the RAAF, RAF, Union Jack and American flags. On the right side there was the Squadron Leader's flag.



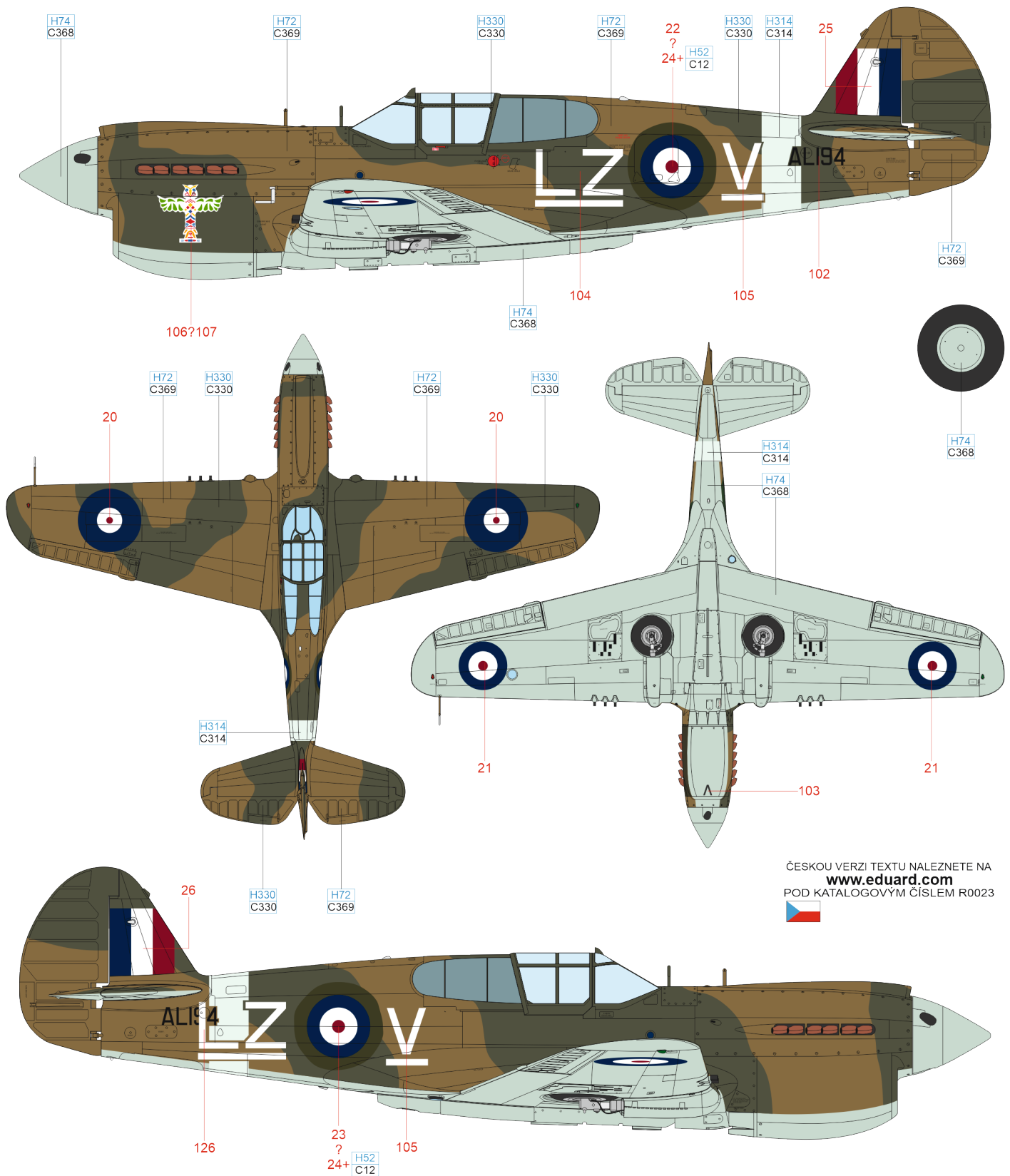
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DARK GREEN	H330	DARK EARTH	H72	SKY	H74	FLAT WHITE	H11	OLIVE DRAB	H52
	C330		C369		C368		C62		C12

AL194 (1087), W02 S. R. J. McLeod, No. 111 (F) Squadron (RCAF), Kodiak Island, Alaska, April 1943

No. 111 Squadron was formed in 1932 as the Coastal Artillery Cooperation Squadron. With the outbreak of World War II in September 1939, it was redesignated from No. 111 (CAC) Sqn. to No. 111 (F) Sqn. which signified the change to a fighter squadron. In January 1941 the unit was disbanded, and a new squadron of the same designation was subsequently formed. On November 3, 1941, the unit received its first P-40Es. These were then dismantled and transported to Vancouver Island. In March 1942, the unit was presented with a thunder totem from the Chief of the Saanich First Nation, which became its emblem. The unit also used, unofficially, the name Thunderbird Squadron. Due to the assumption of a Japanese attack on the U.S. base at Dutch Harbor on Unalaska Island (which indeed occurred on June 3), an airfield was built at Umnak. From there, No. 111 (F) Sqn. moved in June 1942 to Elmendorf Base, Anchorage, where it remained until October 30 of that year. At the same time in June an X Wing was formed from this unit and No. 8 (BR) Sqn. flying with the Bristol Bolingbrokes. In October 1942, No. 111 (F) Sqn was moved to Kodiak Island, where it remained until August of that year. The aircraft shown here was damaged on belly landing due to a landing gear malfunction. The nose bore the unit's emblem, the thunder totem, which is often drawn in white only. However, it is likely that it was colored to match the unit's emblem. The cockade on the fuselage had overpainted yellow part, while the cockades on the upper wing had an unusually small red center and a thicker blue border.



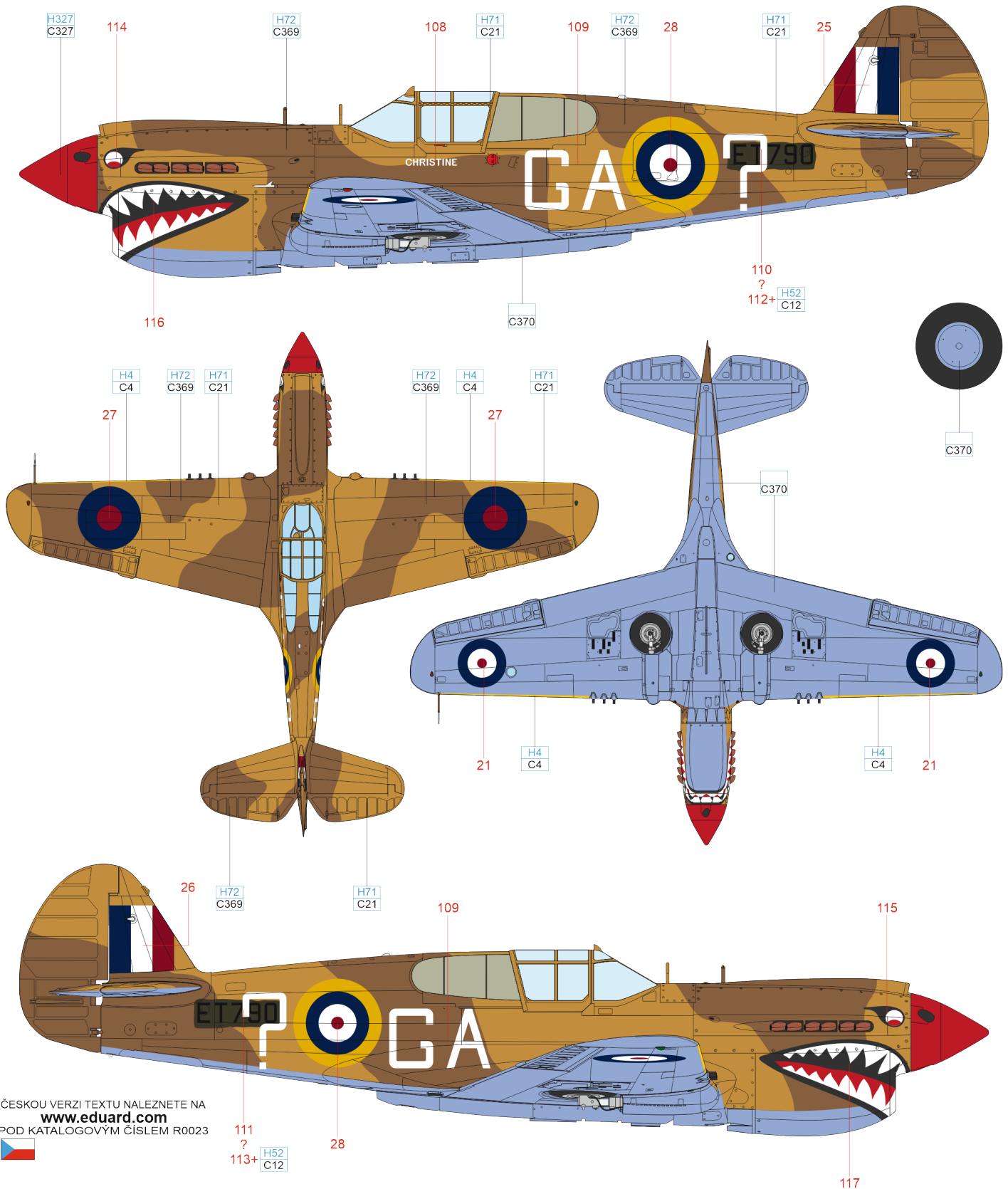
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DARK GREEN	H330	DARK EARTH	H72	SKY	H74	BLUE	H314	OLIVE DRAB	H52
	C330		C369		C368		C314		C12

# J ET790, S/Ldr Billy Drake, CO of No. 112 Squadron (RAF), LG91, Egypt, July 1942

Billy Drake was born on December 20, 1917, and ranked among Britain's most successful fighters with 20 confirmed and six probable kills. In addition, he damaged nine more enemy aircraft. He fought successively in France, England, Africa and Malta and became the most successful British pilot with the P-40 (13 kills) and second in the Commonwealth after Clive Caldwell (20 kills). He was sent to Africa in December 1941 with the task of forming No. 128 Squadron, armed with Hurricanes. At the end of May 1942, he took over the command of No. 112 Sqn. From Clive Caldwell. In November 1943 he returned to the UK and flew Typhoons. After the war he became deputy commander of Biggin Hill base. Billy Drake died in August 2011 at the age of 94. His P-40E bore the distinctive No. 112 Sqn. emblem, a shark's mouth on the nose. Drake chose a question mark instead of a code letter as his personal marking, and his machine bore the name Christine on the left side under the cockpit.



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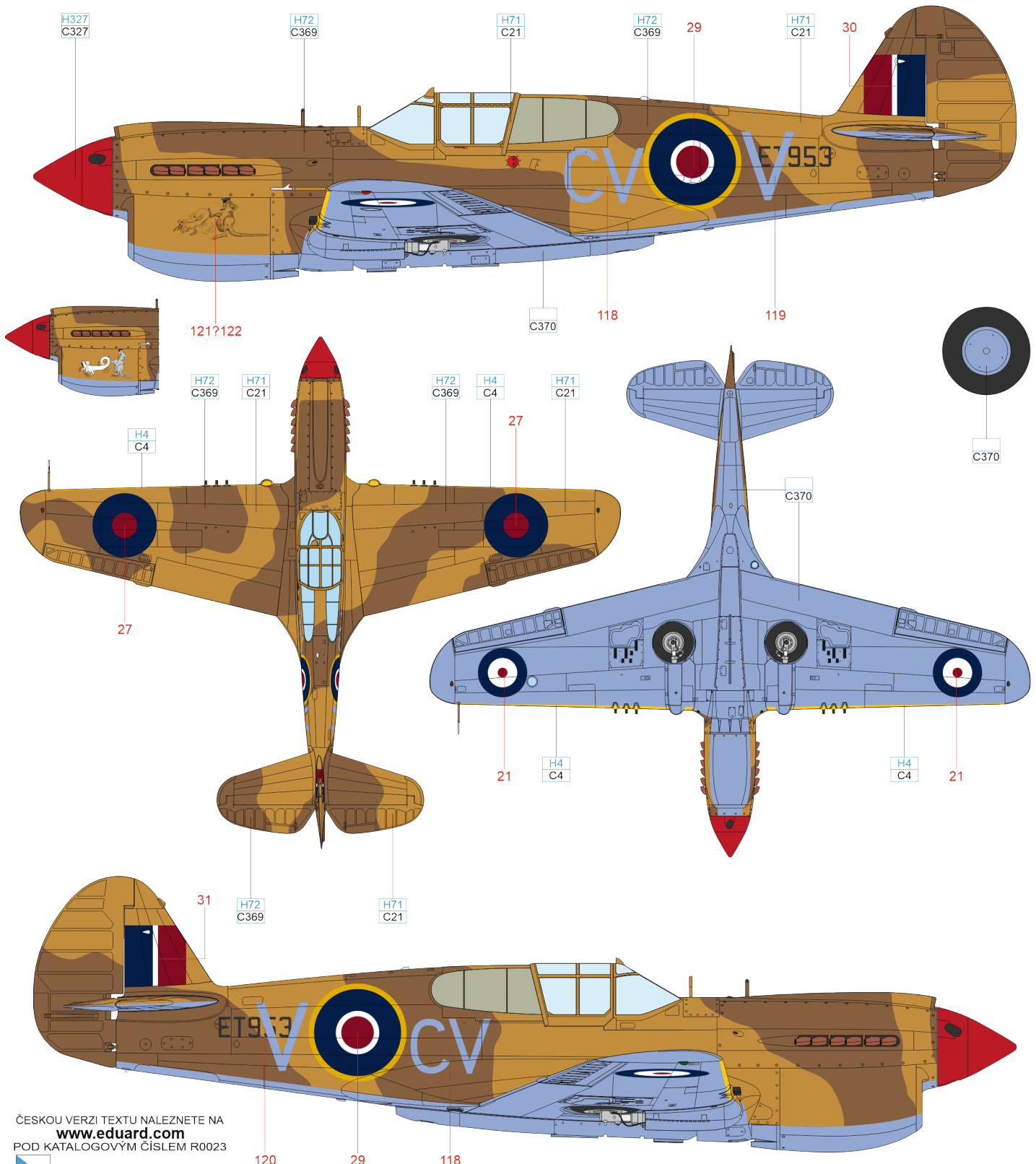


111  
 ?  
 113+ H52  
 C12

MIDDLE STONE	H71 C21	DARK EARTH	H72 C369	AZURE BLUE	C370	RED	H327 C327	YELLOW	H4 C4	OLIVE DRAB	H52 C12
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# K ET953, S/Ldr Robert H. M. Gibbes, No. 3 Squadron (RAAF), LG91, Egypt, August–September 1942

Robert Henry Maxwell Gibbes was born on May 6, 1916 and joined the ranks of the RAAF in February 1940. After completing his training, he was commissioned on June 28, 1940 and assigned to No. 23 Sqn. flying CAC Wirraways and Lockheed Hudsons. In April 1941 he was transferred to No. 450 Sqn. in the Middle East, but just a month later he moved to No. 3 Sqn. Another month later this unit rearmed from Hurricanes to Tomahawks and began operations in Syria and Lebanon. Gibbes was credited with one probable kill of a Ju 88 near Beirut on June 13 and achieved his first confirmed kill on July 11. His victim was a Vichy D.520. In September No. 3 Sqn. was moved to Africa. Gibbes shot down two Fiat G.50s and damaged three others plus one Bf 109 on November 25. He then served at Darwin (Australia) at No. 80 Wing as Caldwell's deputy. In all, he scored 12 confirmed kills, five probable ones and 16 damaged aircraft during the war. After the war he built a network of hotels and coffee plantations and kept flying until the age of 85, dying in April 2007 (aged 90) of a heart attack. His P-40E carried a drawing of a dachshund, symbolizing a German, being kicked in the butt by a kangaroo. The drawing is photographically documented on this aircraft in both unpainted and painted versions, but these drawings differ in detail. It is possible that it was done repeatedly after the engine covers were replaced.



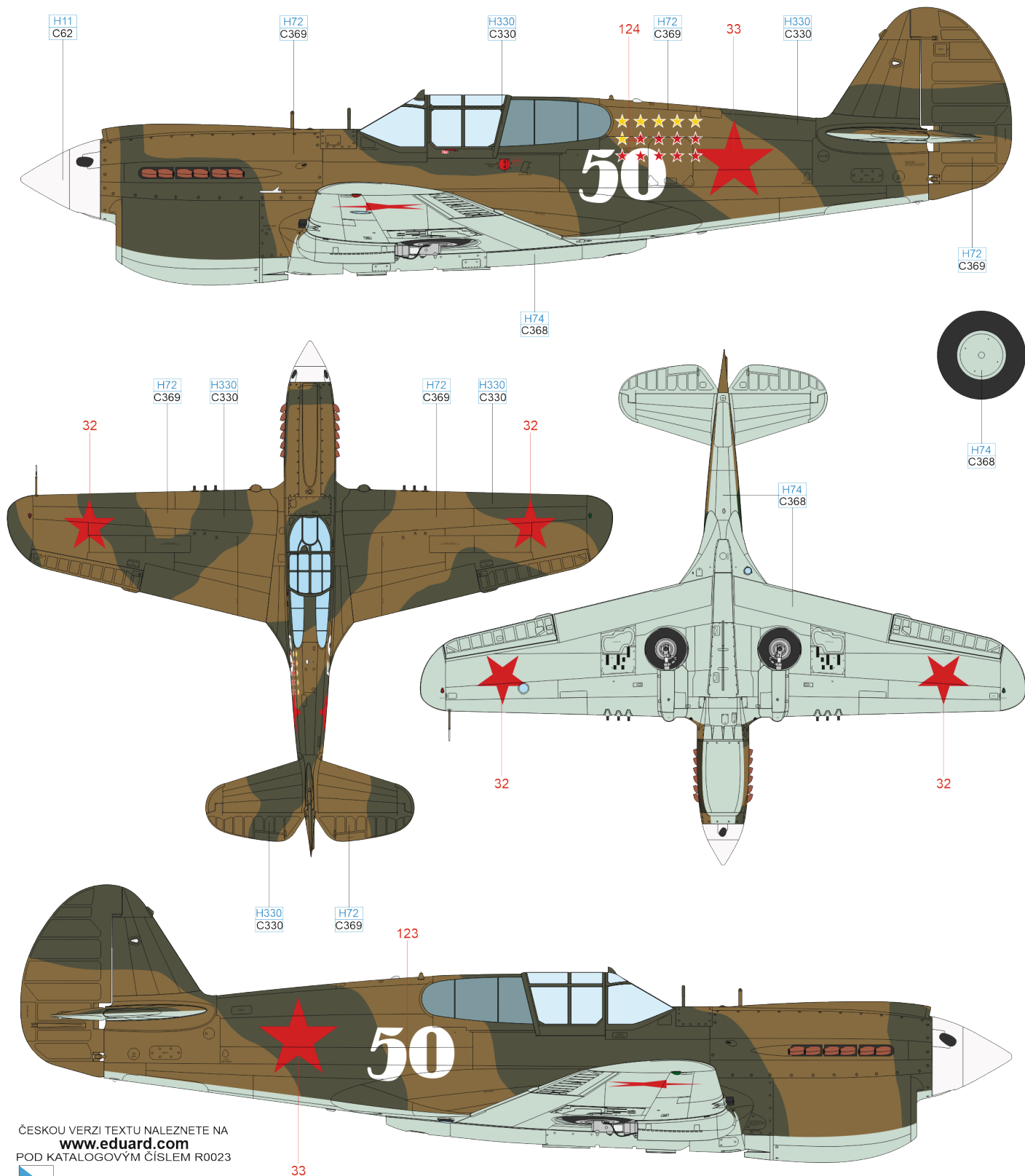
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MIDDLE STONE	H71	DARK EARTH	H72	AZURE BLUE	C370	RED	H327	YELLOW	H4
	C21		C369				C327		C4

# L Maj. Pyotr A. Pokryshev, CO of 154 IAP, Plekhanovo, the Soviet Union, September 1942

Pyotr Afanasevich Pokryshev was born on August 24, 1914, in Hola Pristani, Ukraine. Before the war, he worked in shipyards and after graduating from trade school in 1932 he worked as a mechanic. In 1934 he completed pilot training at the aeroclub and joined the army. A year later he graduated from the Odessa Military Aviation School and was subsequently assigned to the 13 Independent Fighter Squadron. In 1938 he was transferred to the 38 Fighter Aviation Regiment (IAP) as a Flight commander. During the Winter War he flew with the 7 IAP on the I-16 and was credited with two kills. He was himself shot down on December 20, 1939. In January 1941, he transferred to the 158 IAP as squadron commander. In October 1942 he was transferred to 154 IAP as deputy commander. His first victim after retraining on the P-40 was a Bf 109. On August 24, 1943, he was awarded the title Hero of the Soviet Union for the second time and also crashed heavily during a training flight. In total, he scored 18 (some sources say 22) confirmed and six shared kills. After the war, he served at the Monin Military Academy and rose through several command and staff positions to become Chief of Staff of the Air Force. He flew the MiG-15s and MiG-17s. He died on August 22, 1967, when he drowned while on vacation.



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