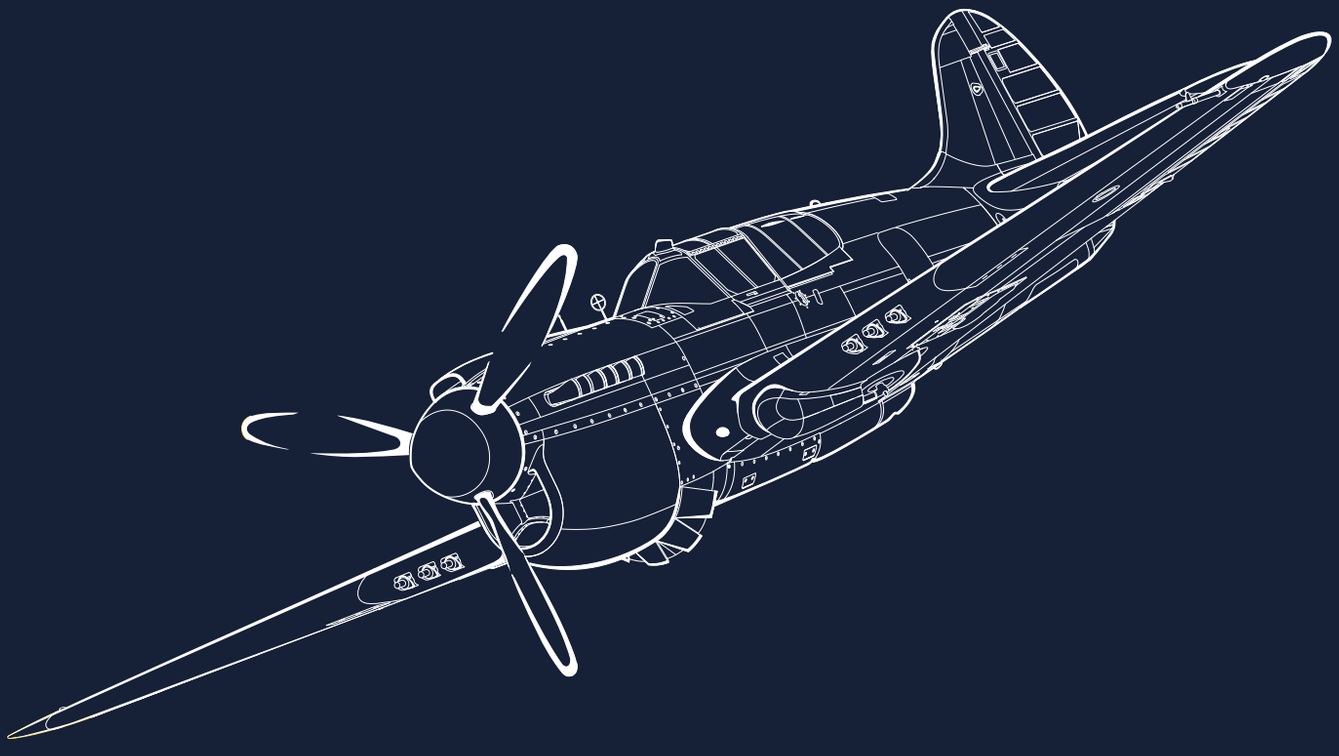
ROYAL CLASS
eduard

1/48 Scale Plastic Model Kit

item No. **R0024**



P-40K 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 strenghtened 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.

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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

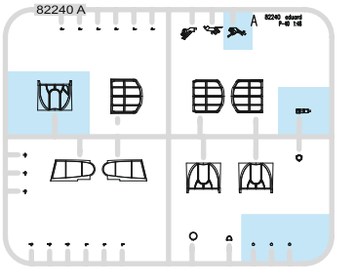
OPTIONAL VOLBA	BEND OHNOUT	SAND BROUSIT	OPEN HOLE VYVRTAT OTVOR	SYMETRICAL ASSEMBLY SYMETRICKÁ MONTÁŽ	REMOVE ODŘÍZNOUT	REVERSE SIDE OTOČIT	APPLY EDUARD MASK AND PAINT POUŽÍT EDUARD MASK NABARVIT

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

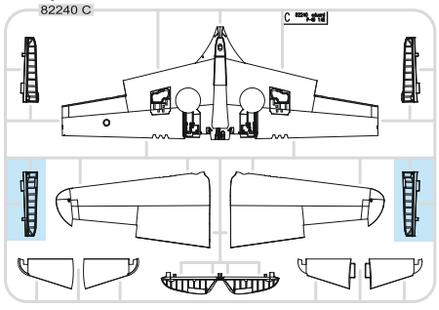
PARTS ✶ DÍLY ✶ TEILE ✶ PIÈCES ✶ 部品

PLASTIC PARTS

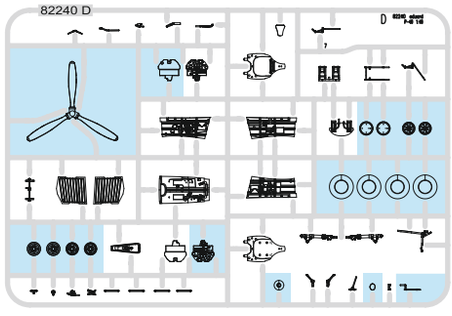
A> 2 pcs.



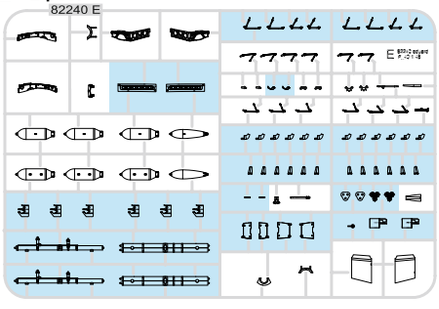
C> 2 pcs.



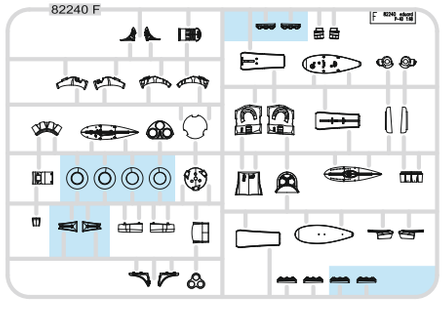
D> 2 pcs.



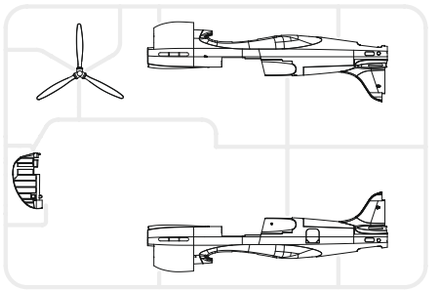
E> 2 pcs.



F> 2 pcs.

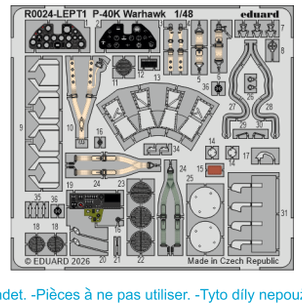


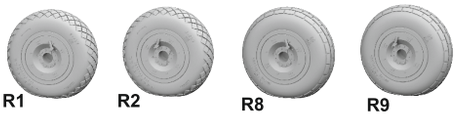
L> 2 pcs.



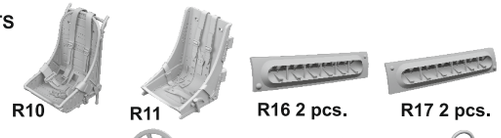
PE - PHOTO ETCHED DETAIL PARTS
2 pcs.







RP - RESIN PARTS





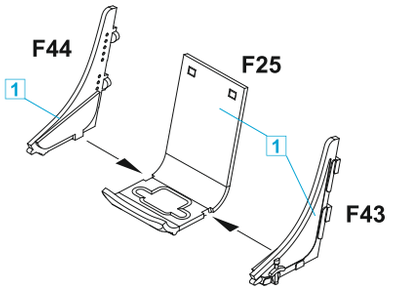
-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS ✶ BARVY ✶ FARBEN ✶ PEINTURE ✶ 色

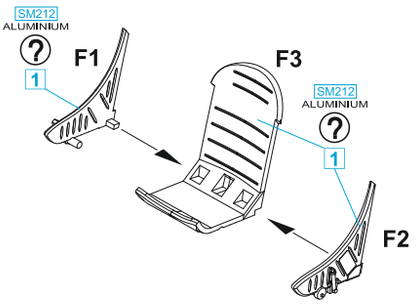
GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H3	C3	RED
H4	C4	YELLOW
H8	C8	SILVER
H12	C33	FLAT BLACK
H25	C34	SKY BLUE
H27	C44	TAN
H44	C51	FLESH
H52	C12	OLIVE DRAB
H53	C13	NEUTRAL GRAY
H59	C15	IJN GREEN
H71	C21	MIDDLE STONE
H72	C369	DARK EARTH
H76	C61	BURNT IRON
H77	C137	TIRE BLACK
H84	C42	MAHOGANY
H85	C45	SAIL COLOR

GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN
H306	C306	MEDIUM GRAY
H310	C310	BROWN
H327	C327	RED
H328	C328	BLUE
H329	C329	YELLOW
H330	C361	DARK GREEN
	C352	CHROMATE YELLOW
	C370	AZURE BLUE
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER
SM204		SUPER STAINLESS
SM206		SUPER CHROME SILVER
SM212		ALUMINIUM

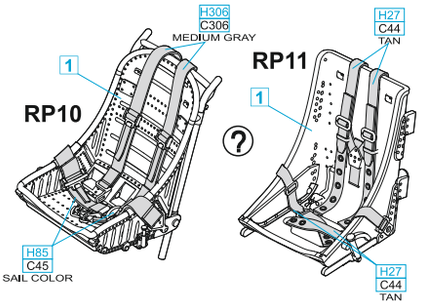
A MARKINGS G,H



MARKINGS A,B,C,D,E,F

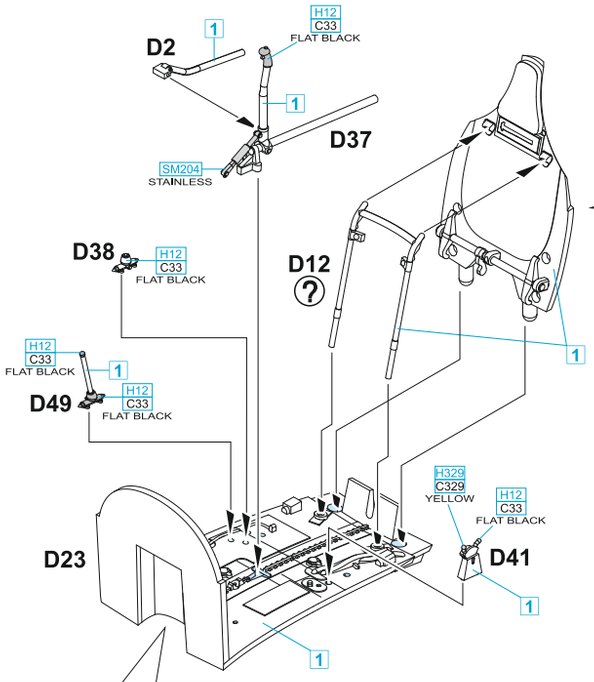


RP10 - MARKINGS A,B,C,D,E,F
RP11 - MARKINGS G,H

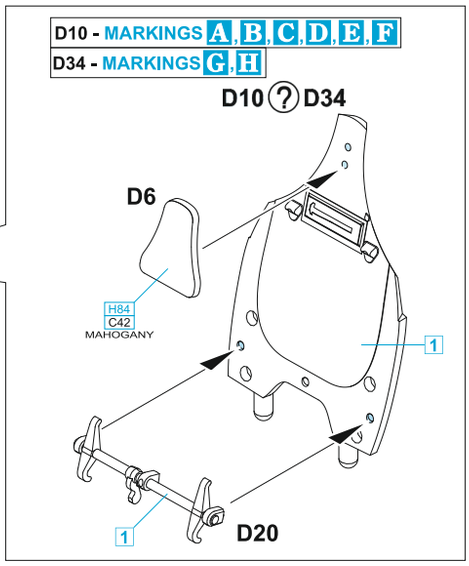


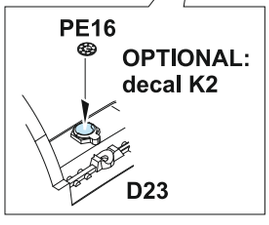
1 = 80% C352 CHROMATE YELLOW + 20% C33 FLAT BLACK

D12 - MARKINGS A,B,C,D,E,F ONLY



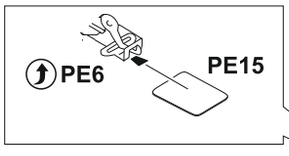
D10 - MARKINGS A,B,C,D,E,F
D34 - MARKINGS G,H

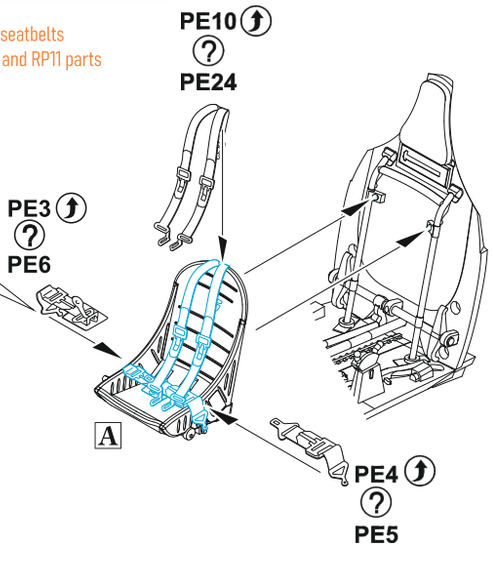




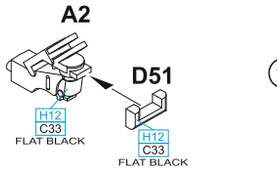
PE5, PE6, PE15, PE24 - MARKINGS A,B,C,D,E,F
PE3, PE4, PE10 - MARKINGS G,H

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

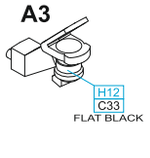




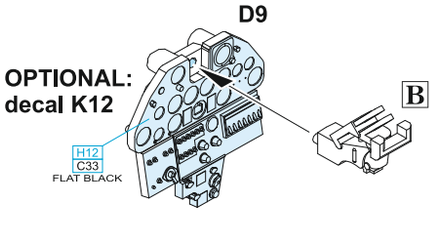
B MARKINGS A,B,C,D,E,F

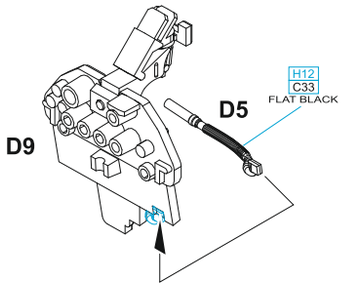


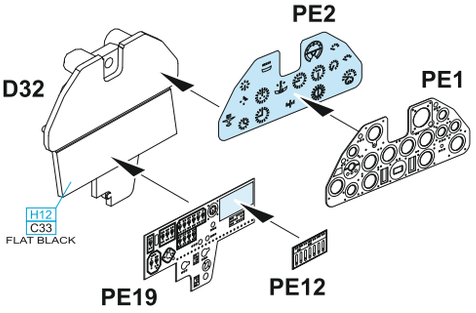
MARKINGS G,H



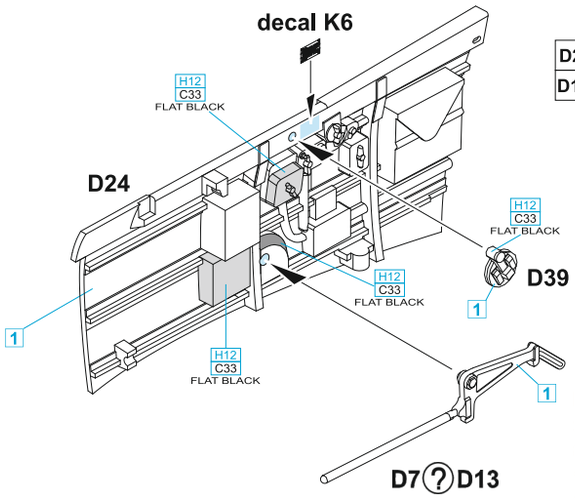
C







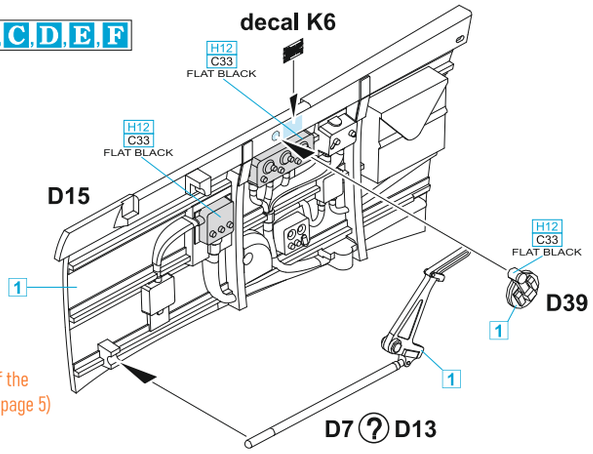
D



D24 - MARKINGS A, B, C, D, E, F

D15 - MARKINGS G, H

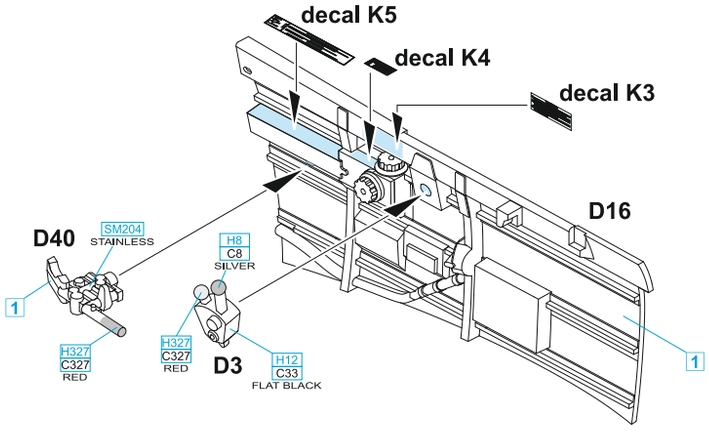
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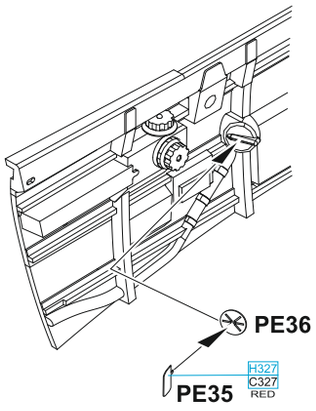


NOTE: Choose the position of the cooling regulation flaps (see page 5) and use appropriate part:

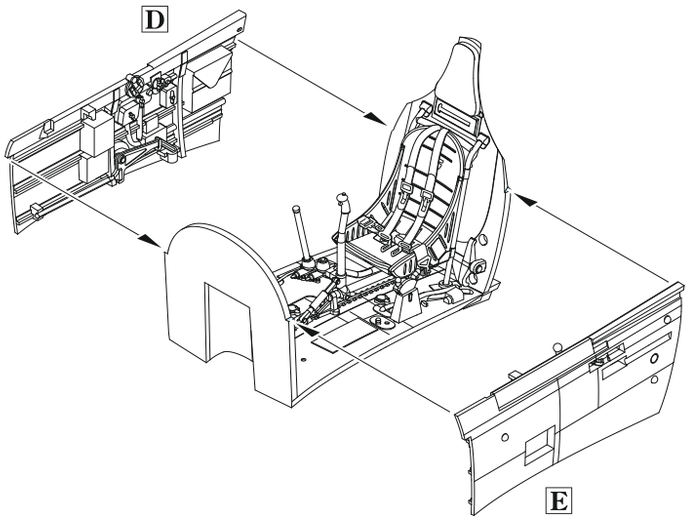
- D7 for opened flaps
- D13 for closed flaps

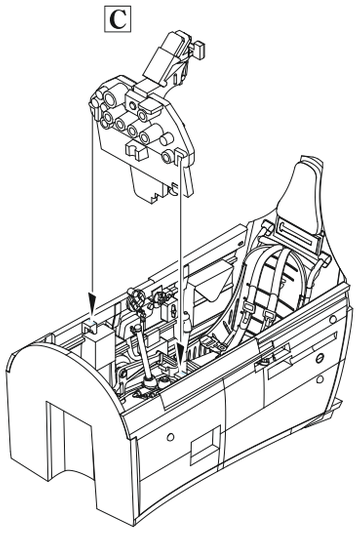
E

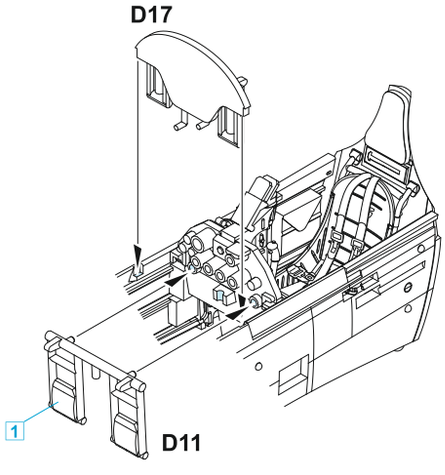


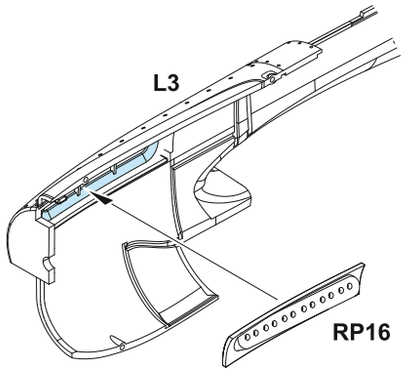


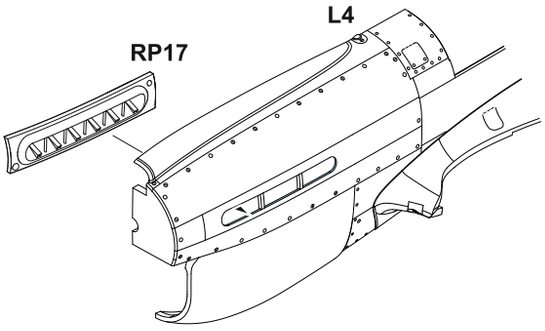
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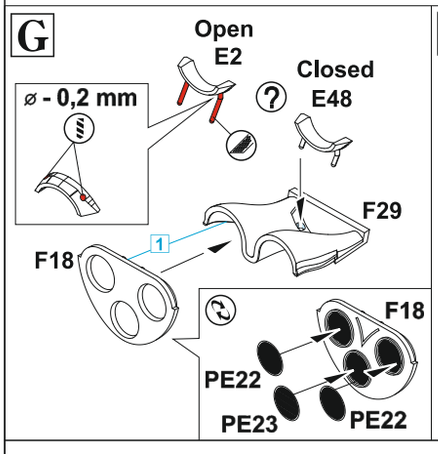


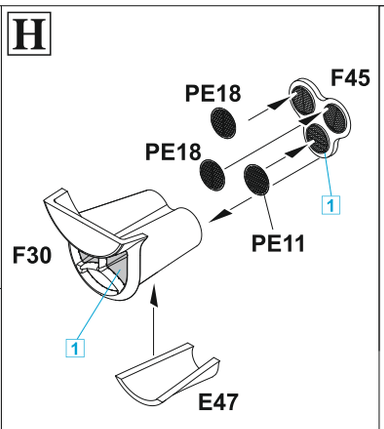


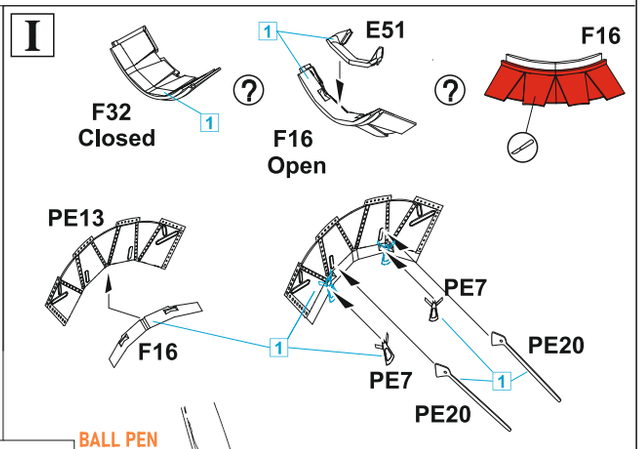


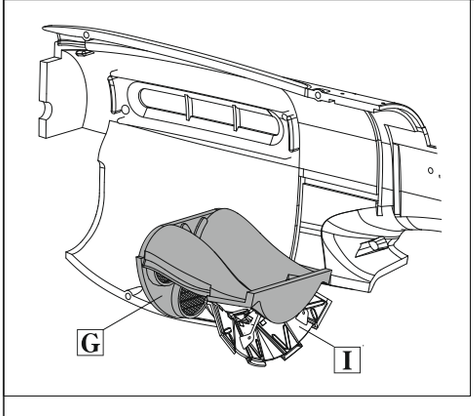


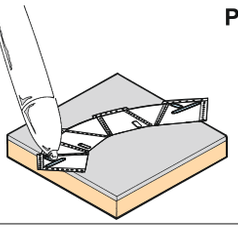






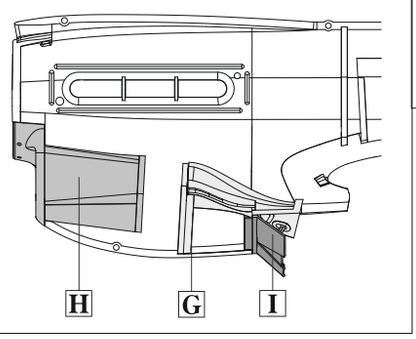




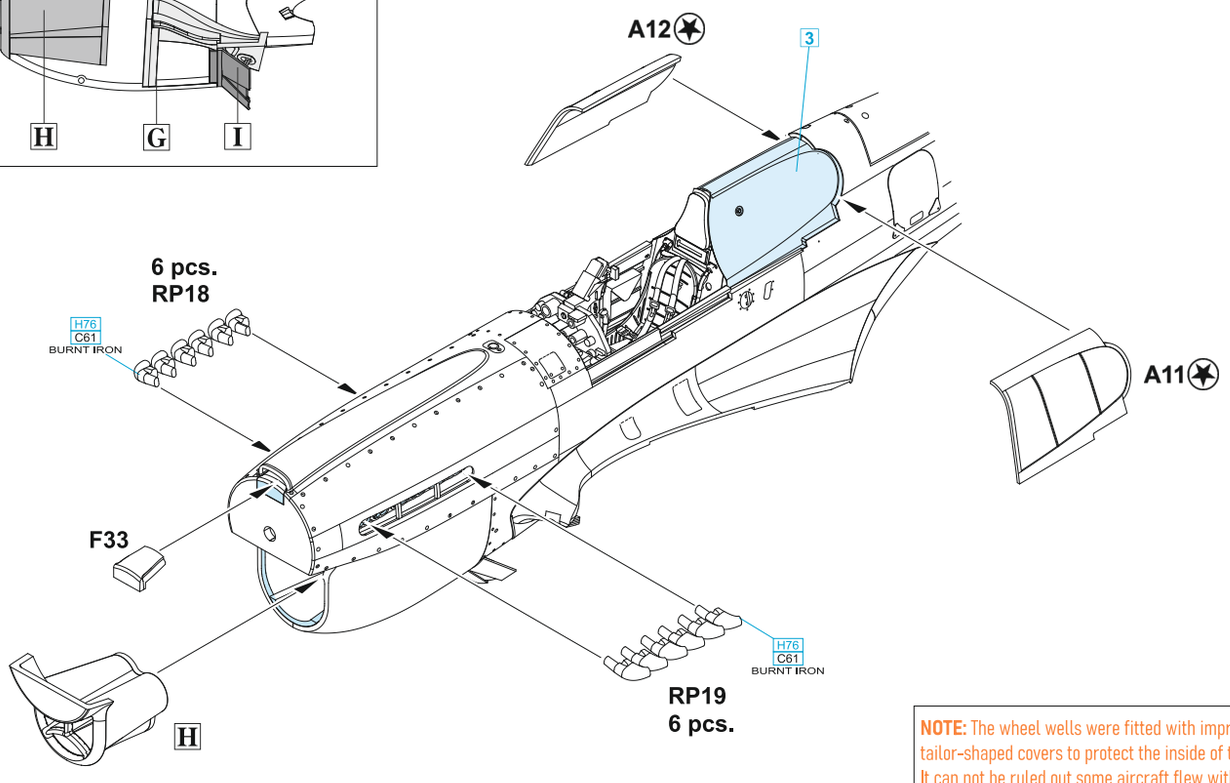


NOTE: Scribe 0,1 mm deep and 0,5 mm long hollow iside of the vertical fin to allow for installation of the PE34 antennae bracket part.

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.



3 = H52 C12 OLIVE DRAB - MARKINGS A, B, D, E
3 = H71 C21 MIDDLE STONE - MARKINGS G, H
3 = H330 C361 DARK GREEN - MARKINGS C, F

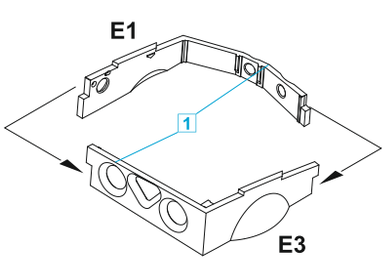


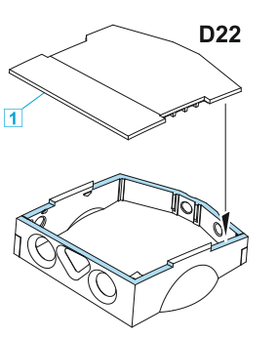
NOTE: The wheel wells were fitted with impregnated canvas tailor-shaped covers to protect the inside of the wing from dirt. It can not be ruled out some aircraft flew without them for some time. They were also removed during maintenance.

J

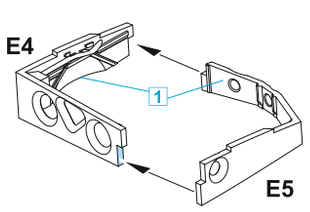
wheel wells without canvas covers

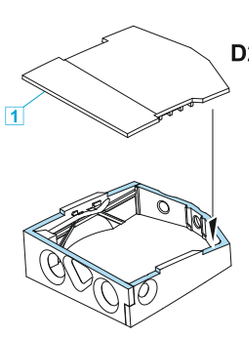
starboard





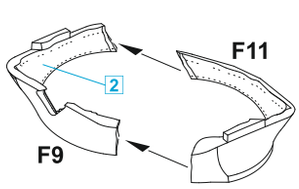
port

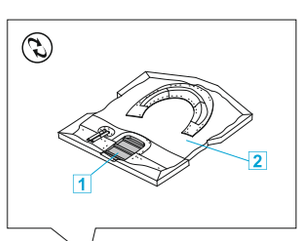


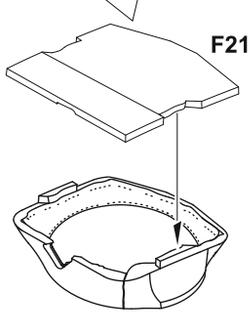


canvas covered wheel wells

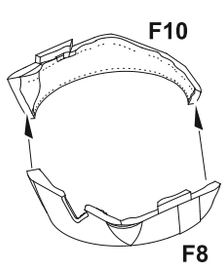
starboard

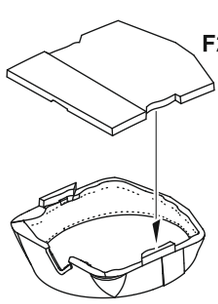


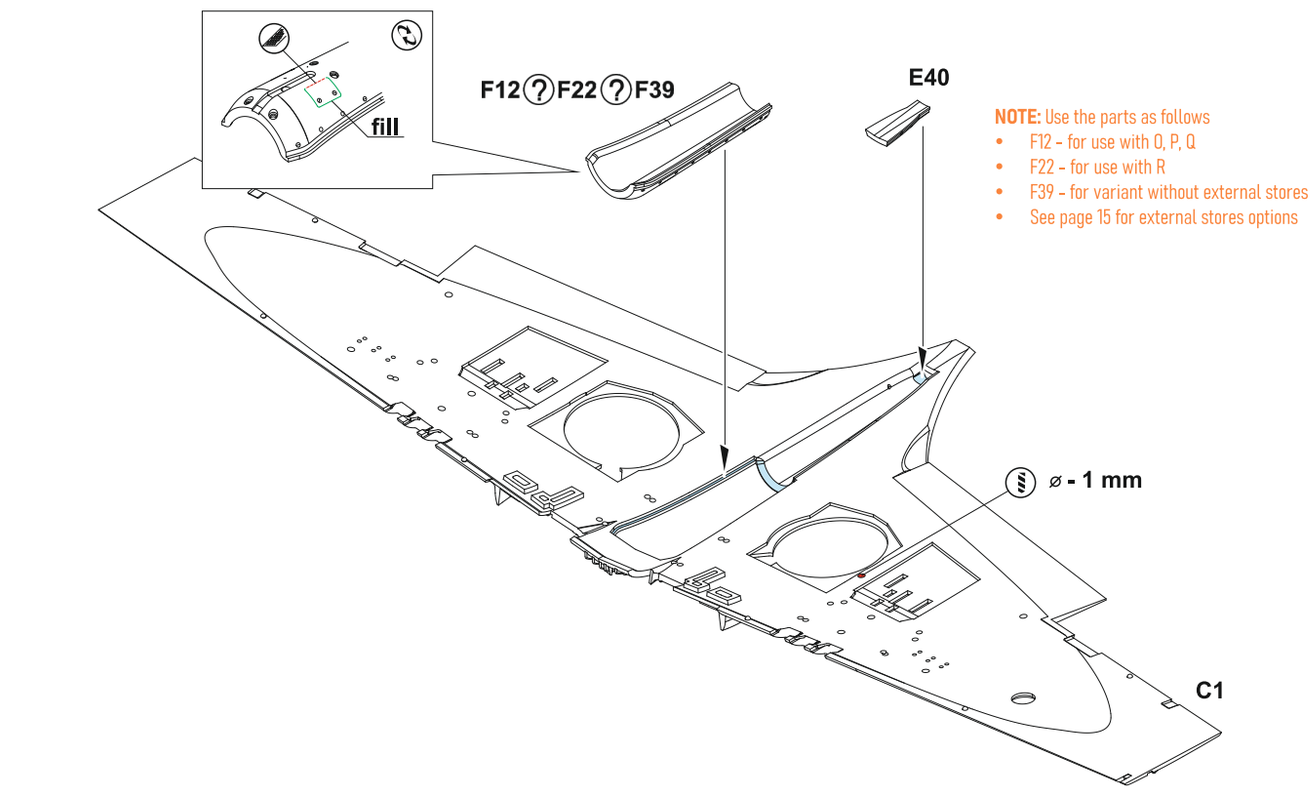




port

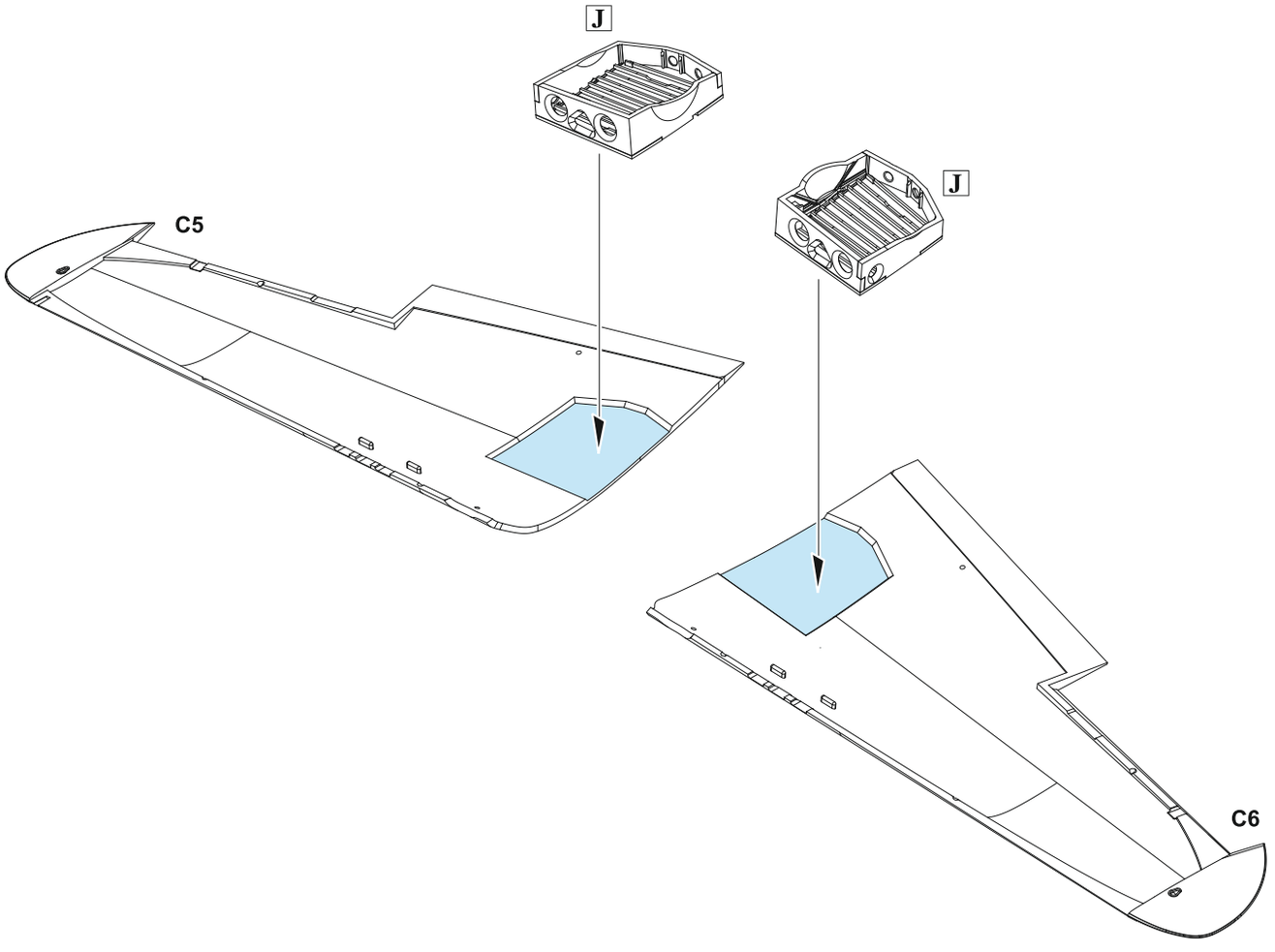


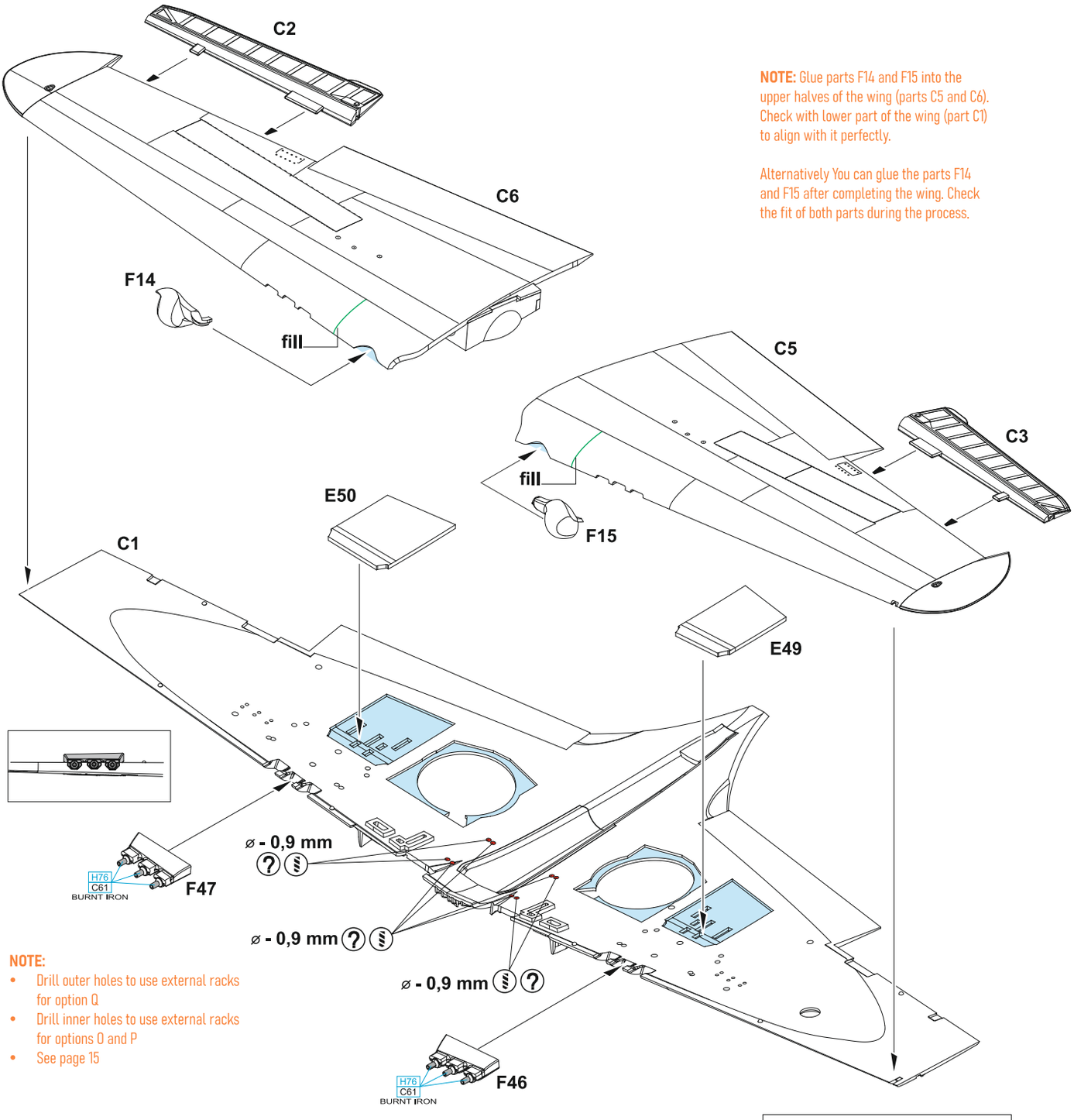




NOTE: Use the parts as follows

- F12 - for use with O, P, Q
- F22 - for use with R
- F39 - for variant without external stores
- See page 15 for external stores options



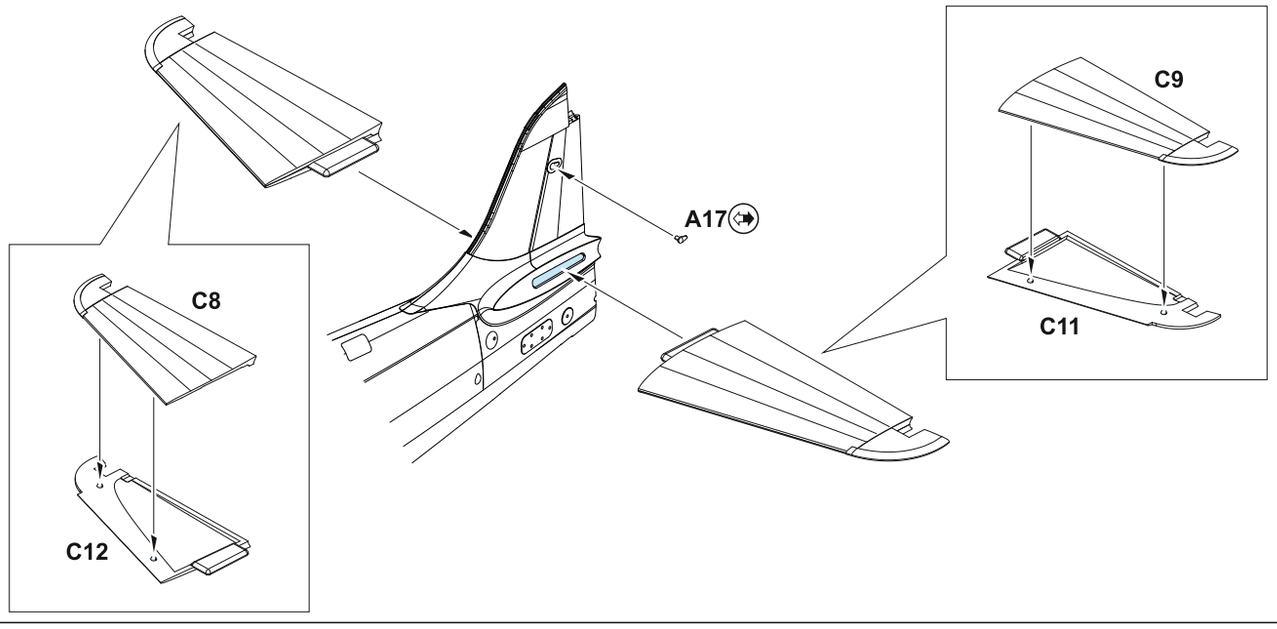


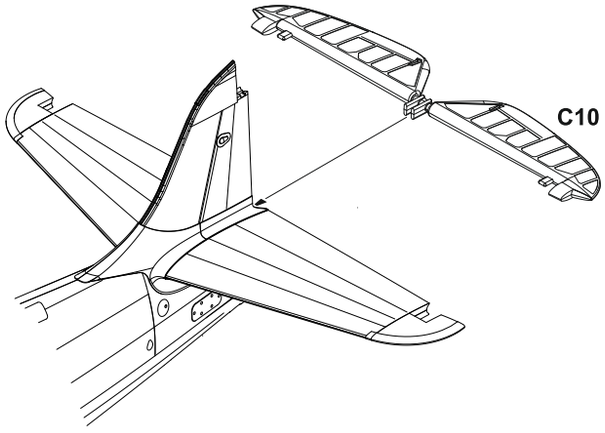
NOTE: Glue parts F14 and F15 into the upper halves of the wing (parts C5 and C6). Check with lower part of the wing (part C1) to align with it perfectly.

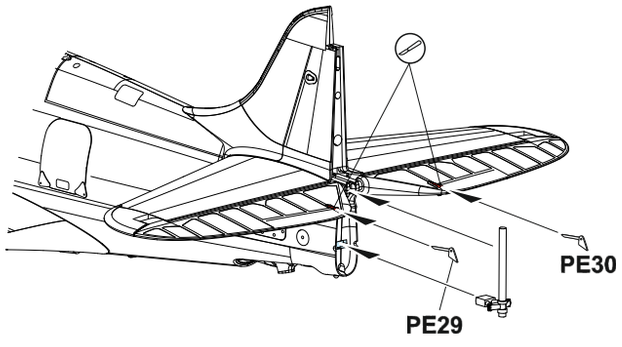
Alternatively You can glue the parts F14 and F15 after completing the wing. Check the fit of both parts during the process.

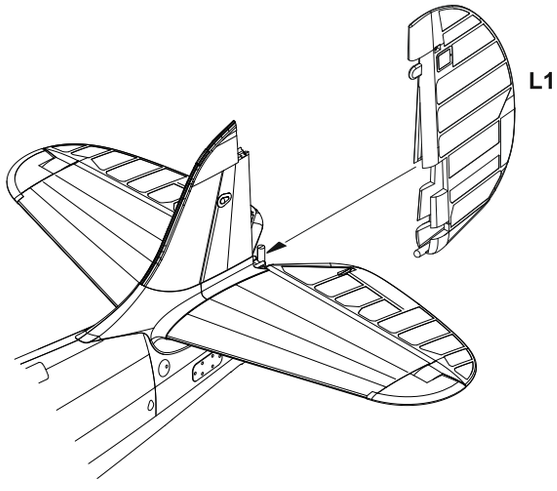
NOTE:

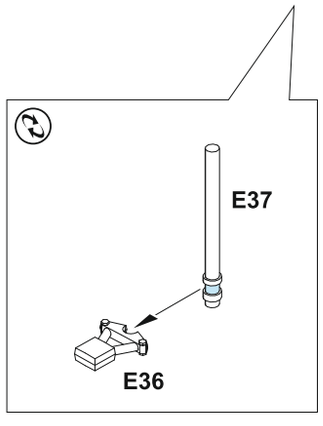
- Drill outer holes to use external racks for option Q
- Drill inner holes to use external racks for options O and P
- See page 15

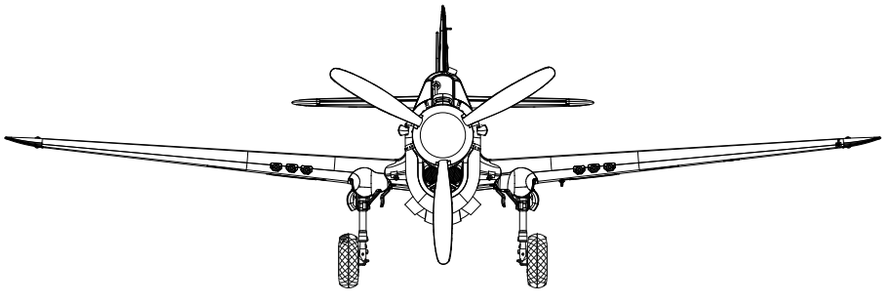


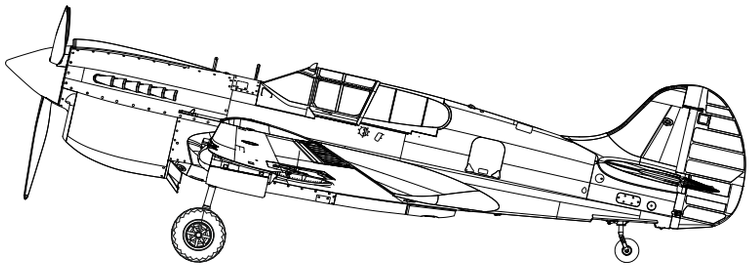

C10

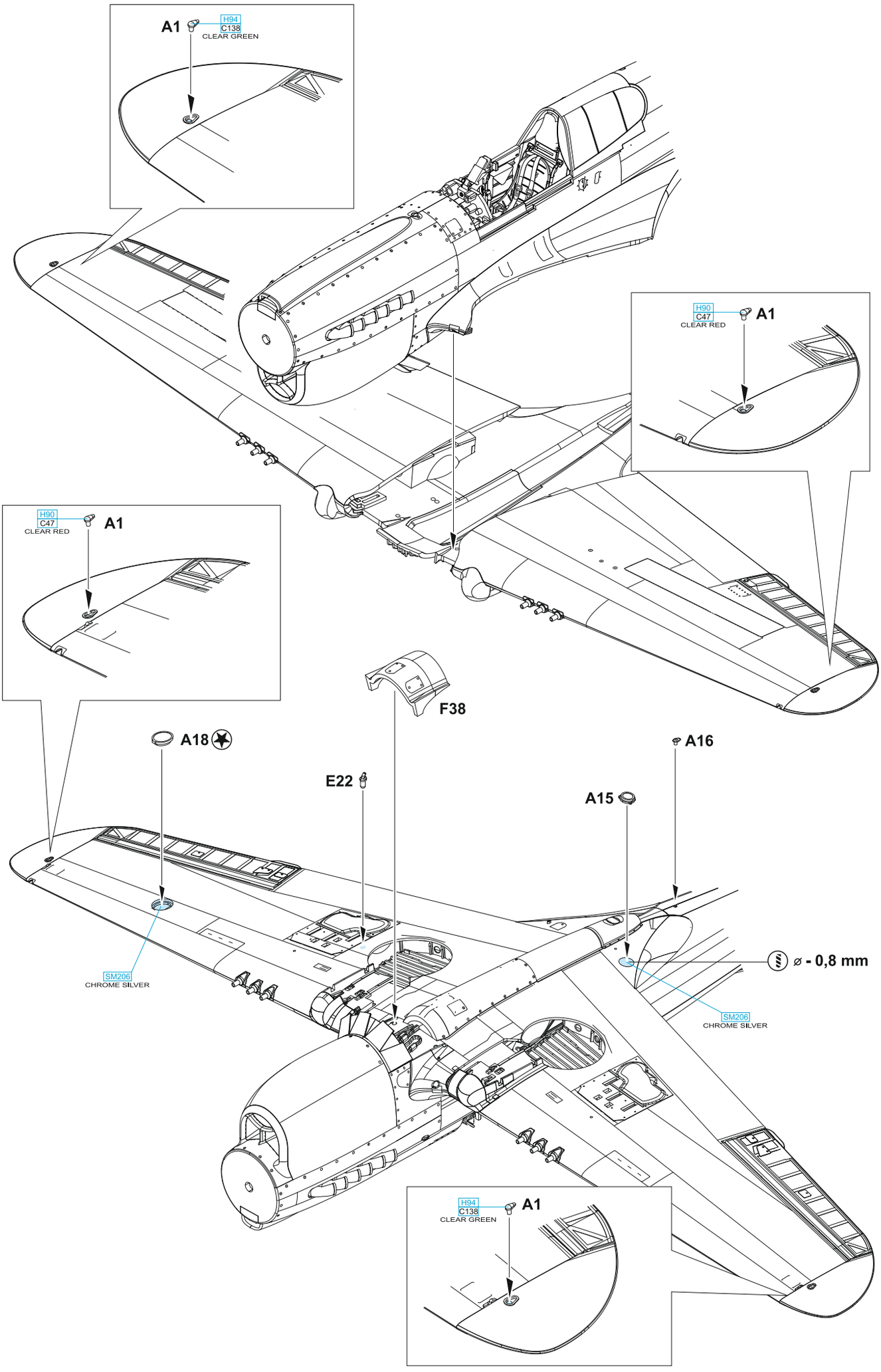

PE30
PE29


L1

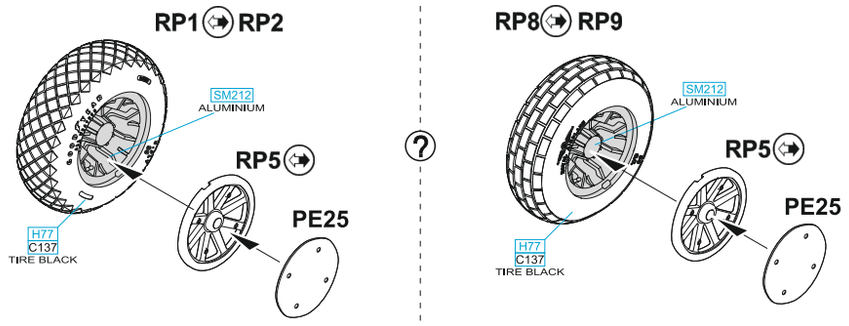

E37
E36

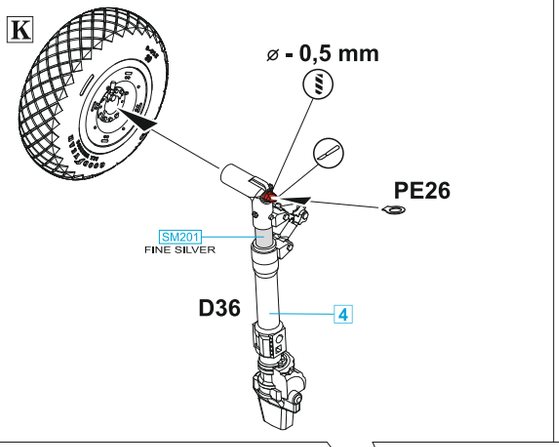


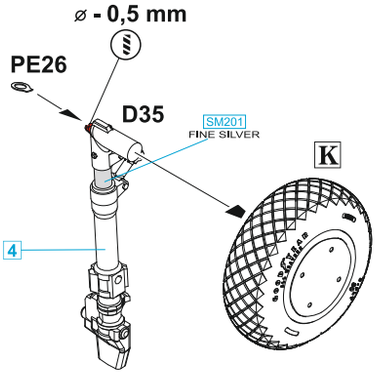


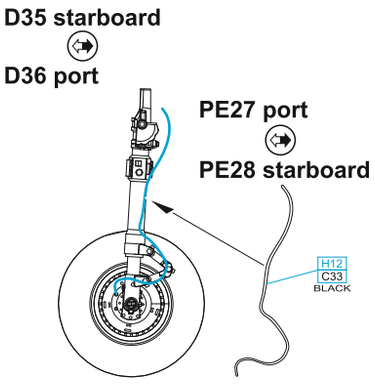

A1
H94
C138
CLEAR GREEN
H90
C47
CLEAR RED
A1
H90
C47
CLEAR RED
A1
F38
A18
E22
A16
A15
SM206
CHROME SILVER
⌀ - 0,8 mm
SM206
CHROME SILVER
H94
C138
CLEAR GREEN
A1

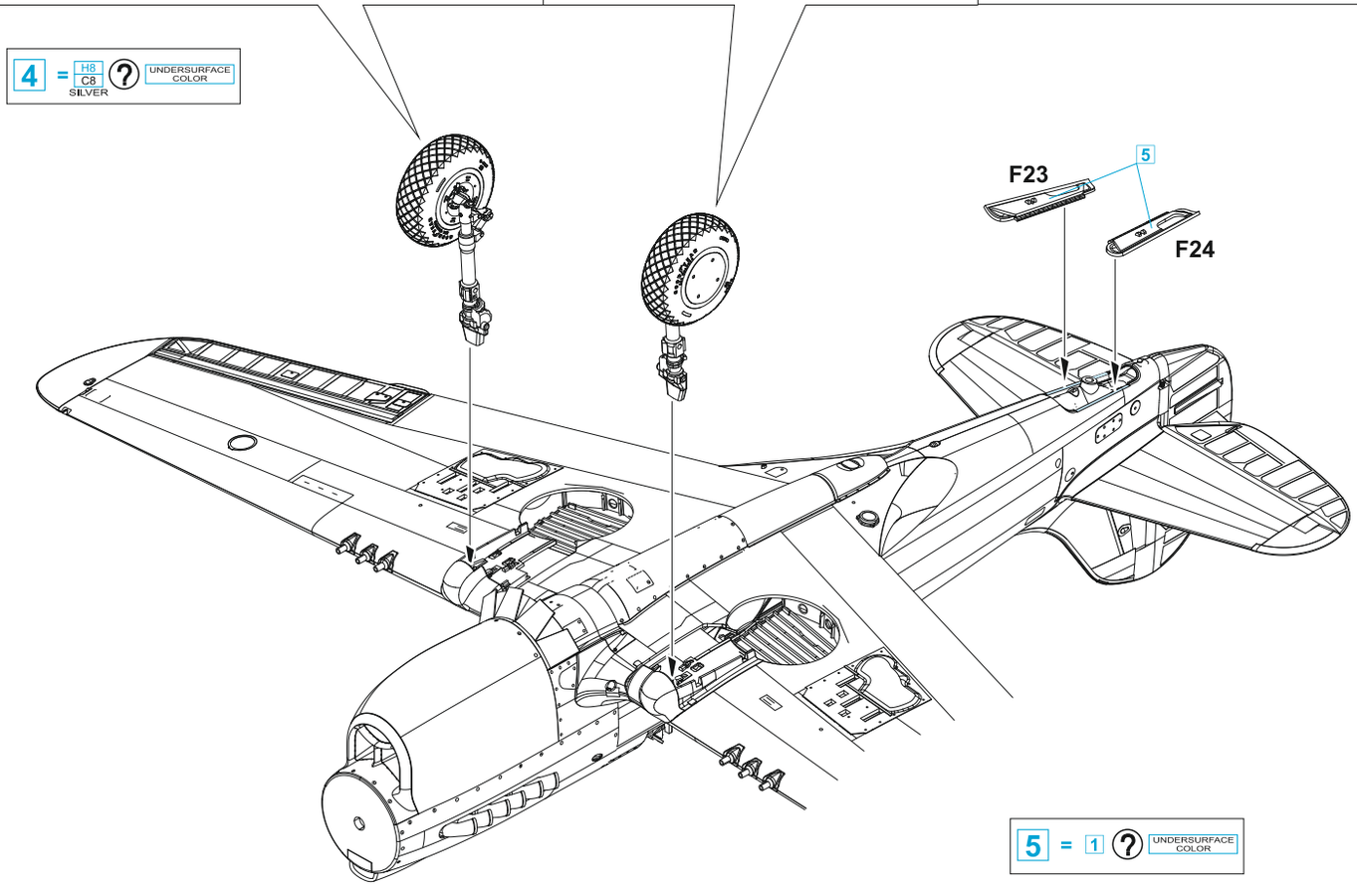
K 2 pcs.


RP1 RP2
SM212
ALUMINIUM
RP5
PE25
H77
C137
TIRE BLACK
RP8 RP9
SM212
ALUMINIUM
RP5
PE25
H77
C137
TIRE BLACK

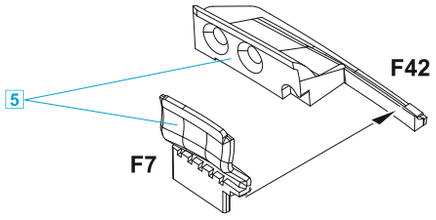

K
⌀ - 0,5 mm
PE26
SM201
FINE SILVER
D36
4

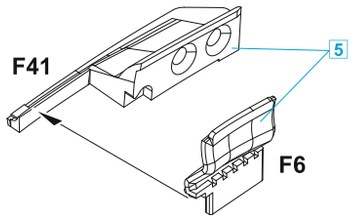

⌀ - 0,5 mm
PE26
D35
SM201
FINE SILVER
K
4

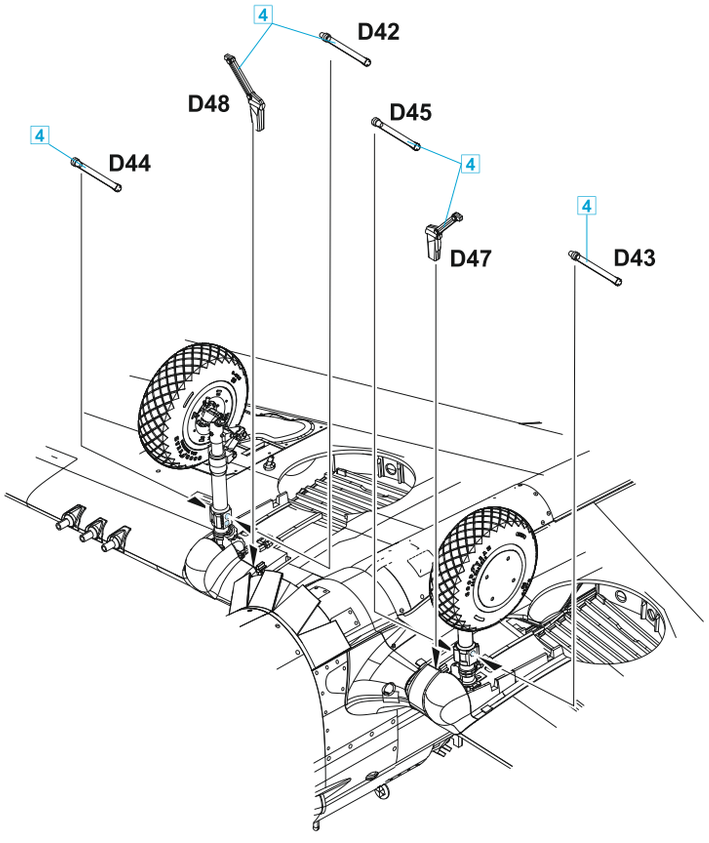

D35 starboard
D36 port
PE27 port
PE28 starboard
H12
C33
BLACK

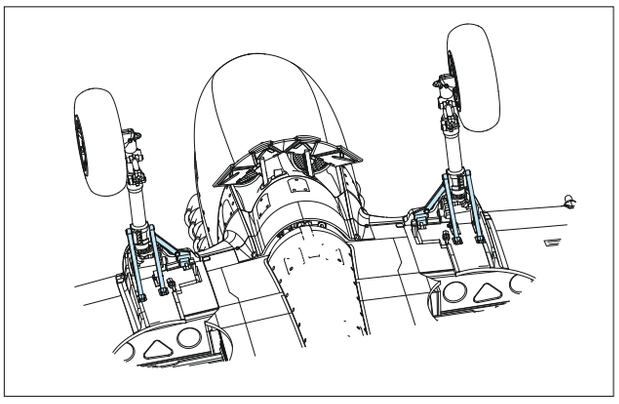

4 = H8 C8 SILVER ? UNDERSURFACE COLOR
F23
5
F24
5 = 1 ? UNDERSURFACE COLOR

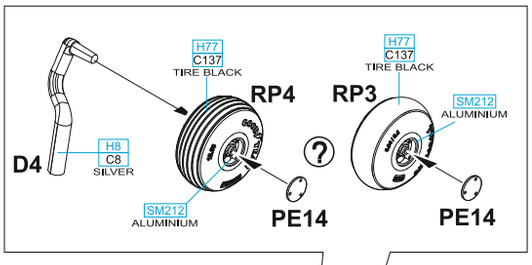
L

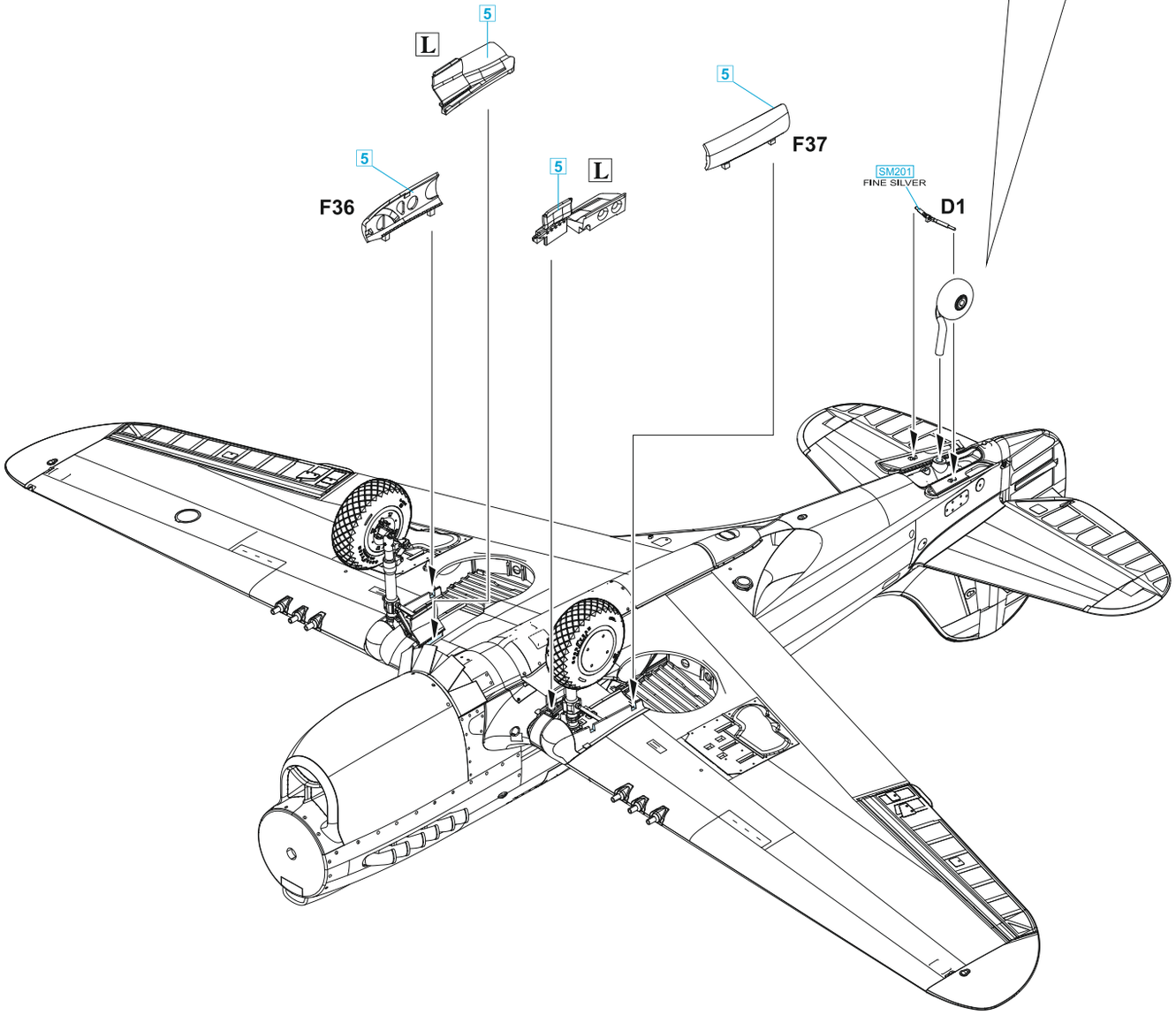

5
F42
F7


F41
5
F6


4
D42
D48
D45
4
D44
4
D47
4
D43




H77
C137
TIRE BLACK
RP4
RP3
H77
C137
TIRE BLACK
SM212
ALUMINIUM
D4
H8
C8
SILVER
?
SM212
ALUMINIUM
PE14
PE14


5
L
5
F37
5
F36
5
L
SM201
FINE SILVER
D1

M

A19

A13

A14

A14 - MARKINGS A, B, C, D, E, F

A13 - MARKINGS G, H

A8 - MARKINGS A, B, C, D, E, F

A7 - MARKINGS G, H

closed canopy

A7

A8

M

1

open canopy

A6

M

1

N

L2

F19

F28

E27 - MARKING H ONLY

A10

E27

PE8, PE21 - MARKINGS A, B, D, F, G, H ONLY

SM204 STAINLESS

PE21

PE8

⌀ - 0,3 mm

PE17

N

E26

SM212 ALUMINIUM

MARKINGS A,B,C,D,E,F,G ONLY

fill

RP20 - MARKINGS C ONLY

RP20

⌀ - 0,1 mm

⌀ - 0,1 mm

WIRE

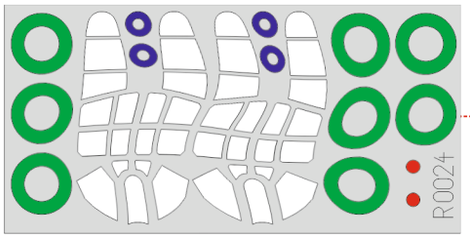
WIRE

⌀ - 0,1 mm

eduard

MASK

R0024



RP1 RP2

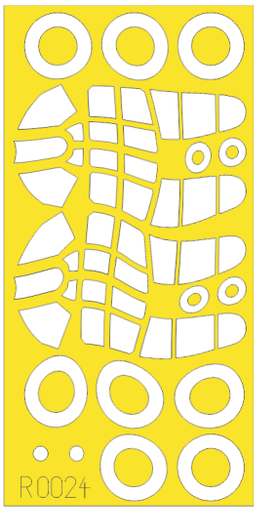
RP8 RP9

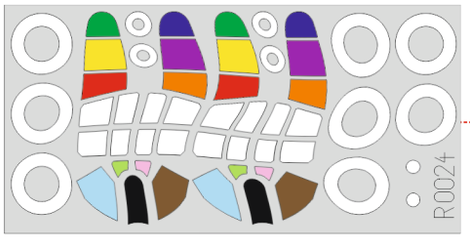
RP3

RP4

A18

LIQUID MASK

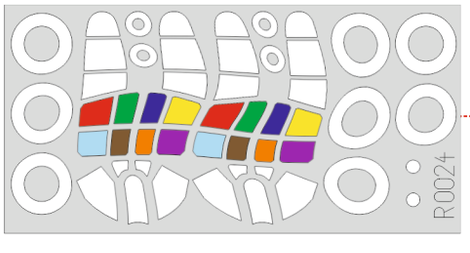




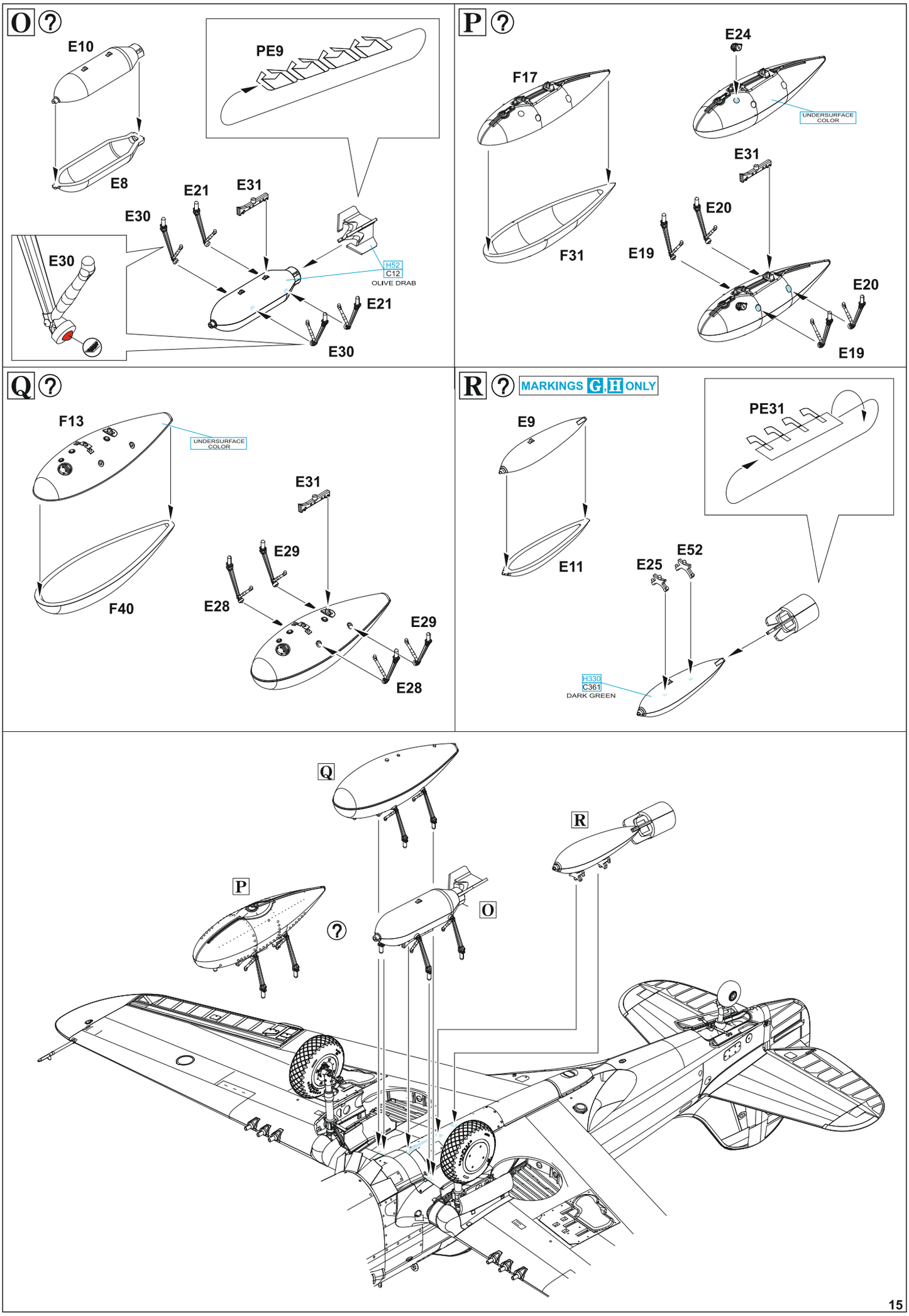
A12

A11

A13 A14

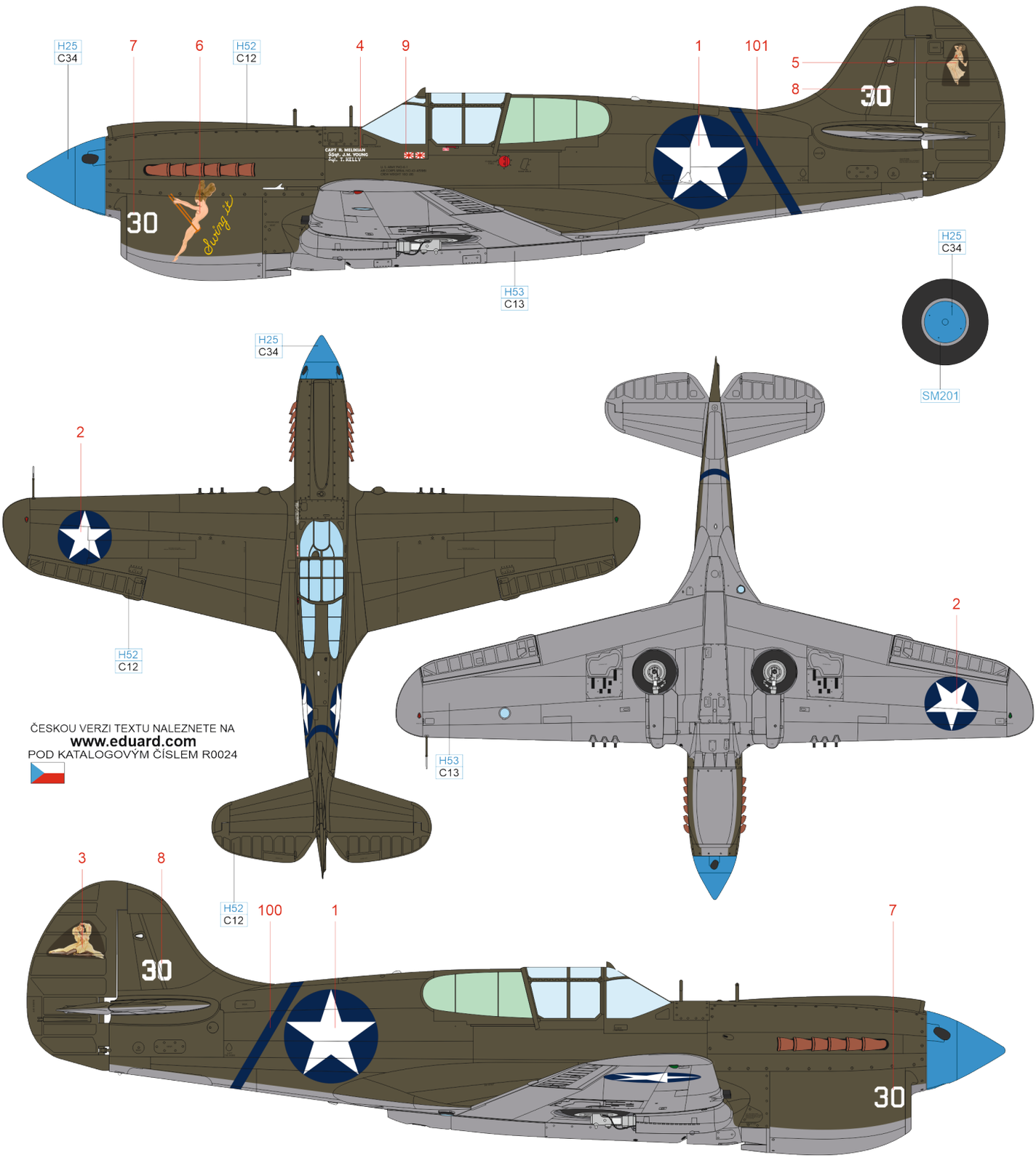


A6 A7 A8


O ?
E10
E8
PE9
E21
E31
E30
E30
H52
C12
OLIVE DRAB
E21
E30
P ?
F17
F31
E24
UNDERSURFACE COLOR
E31
E20
E19
E20
E19
Q ?
F13
UNDERSURFACE COLOR
F40
E31
E29
E28
E29
E28
R ?
MARKINGS G, H ONLY
E9
E11
PE31
E25
E52
H330
C361
DARK GREEN
Q
R
P
O
?

A Capt. Ray Melikian, 7th FS, 49th FG, New Guinea, 1942

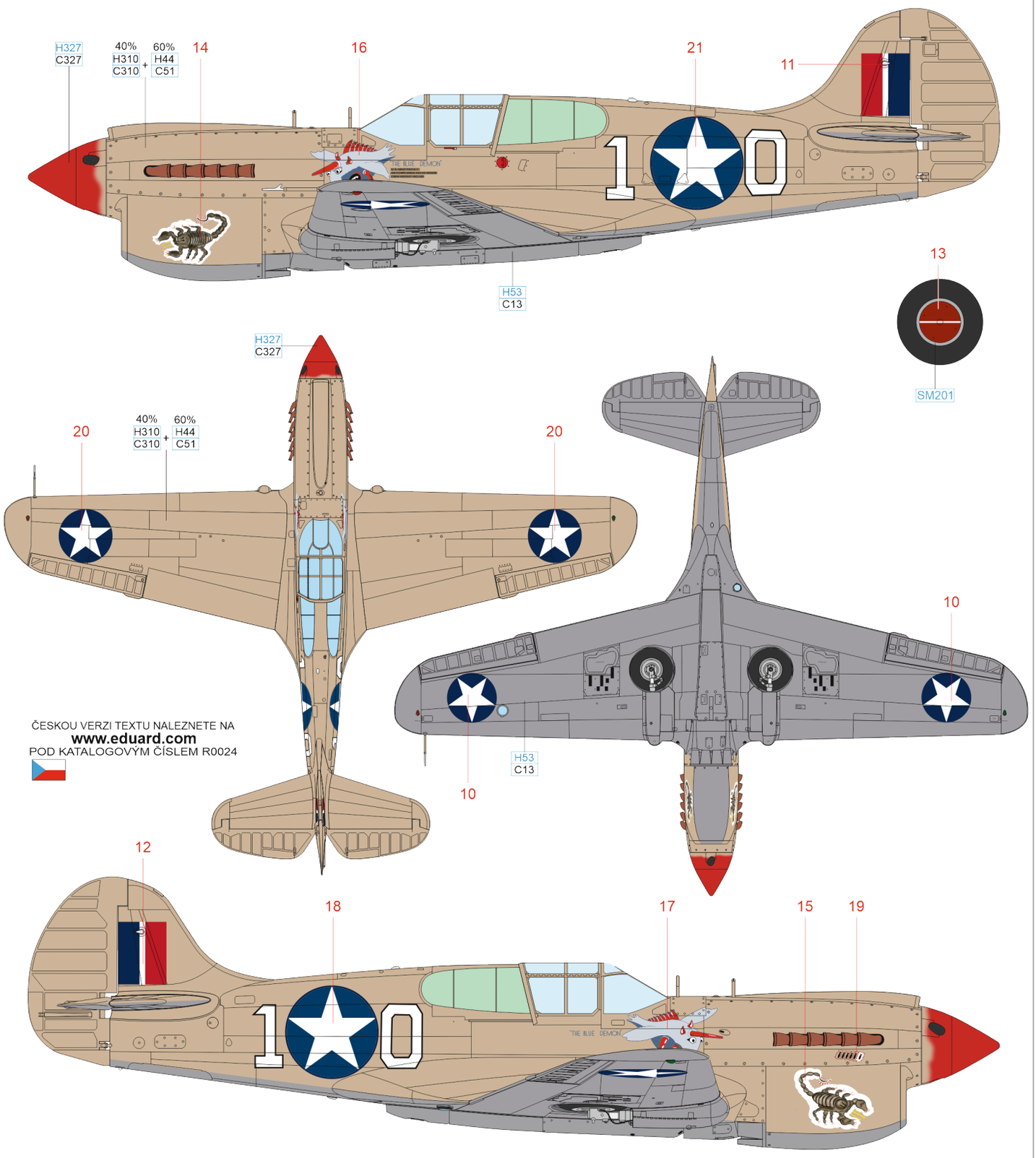
Ray Melikian was born on June 7, 1918 in Fresno, California. He was of Armenian descent. After completion of his military training in August 1941, he was sent to Australia and assigned to 7th FS. His P-40K named Swing it was lost in December 1942, when flown by 2/Lt. Dillworth, a rookie pilot, who had to conduct emergency landing. The aircraft was then used as a source of spare parts. At the time, there were two victory marks under the windshield, Melikian later added a third victory to his credit and was promoted to the rank of Major. He conducted 228 missions during WWII and was known for having excellent eyesight. He passed away on October 25, 2013.



OLIVE DRAB	H52 C12	NEUTRAL GRAY	H53 C13	SKY BLUE	H25 C34	SUPER FINE SILVER 2	SM201

B Maj. Glade B. Bilby, CO of 64th FS, 57th FG, North Africa, spring 1943

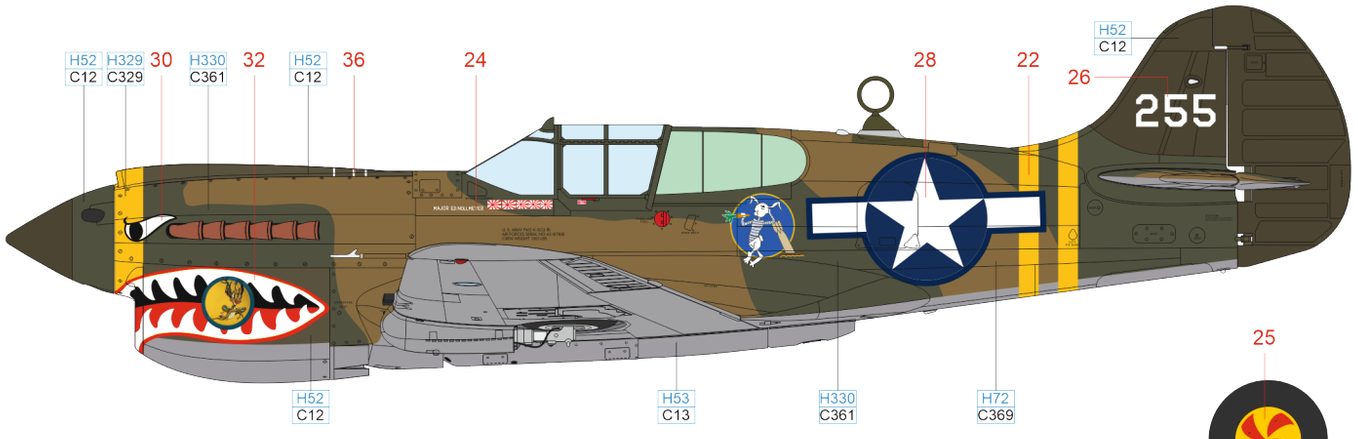
Glade Burke Bilby was born near Skidmore, Missouri, on December 1, 1918, and was one of the first to volunteer when World War II was declared. Thanks to it, he got into fighting early in the war. He got nationwide acclaim when he dropped the first American bomb on the Germans in the American campaign to aid General Montgomery in North Africa. It was said that Bilby flew his plane so low that the Germans took off their helmets and threw them at his plane. His P-40K was adorned with the rather weird painting of a fish with horns and thorns and was named The Blue Demon. Glade Bilby shot down three enemy planes in the period from October 1942 to January 1943. He was discharged from service in 1946 but reenlisted a year leater. He acted as an instructor in the Naval War College at Newport. On November 11, 1957, he conducted a night training flight in formation with another jet. The planes crashed and Col. Bilby died as well as other two airmen.



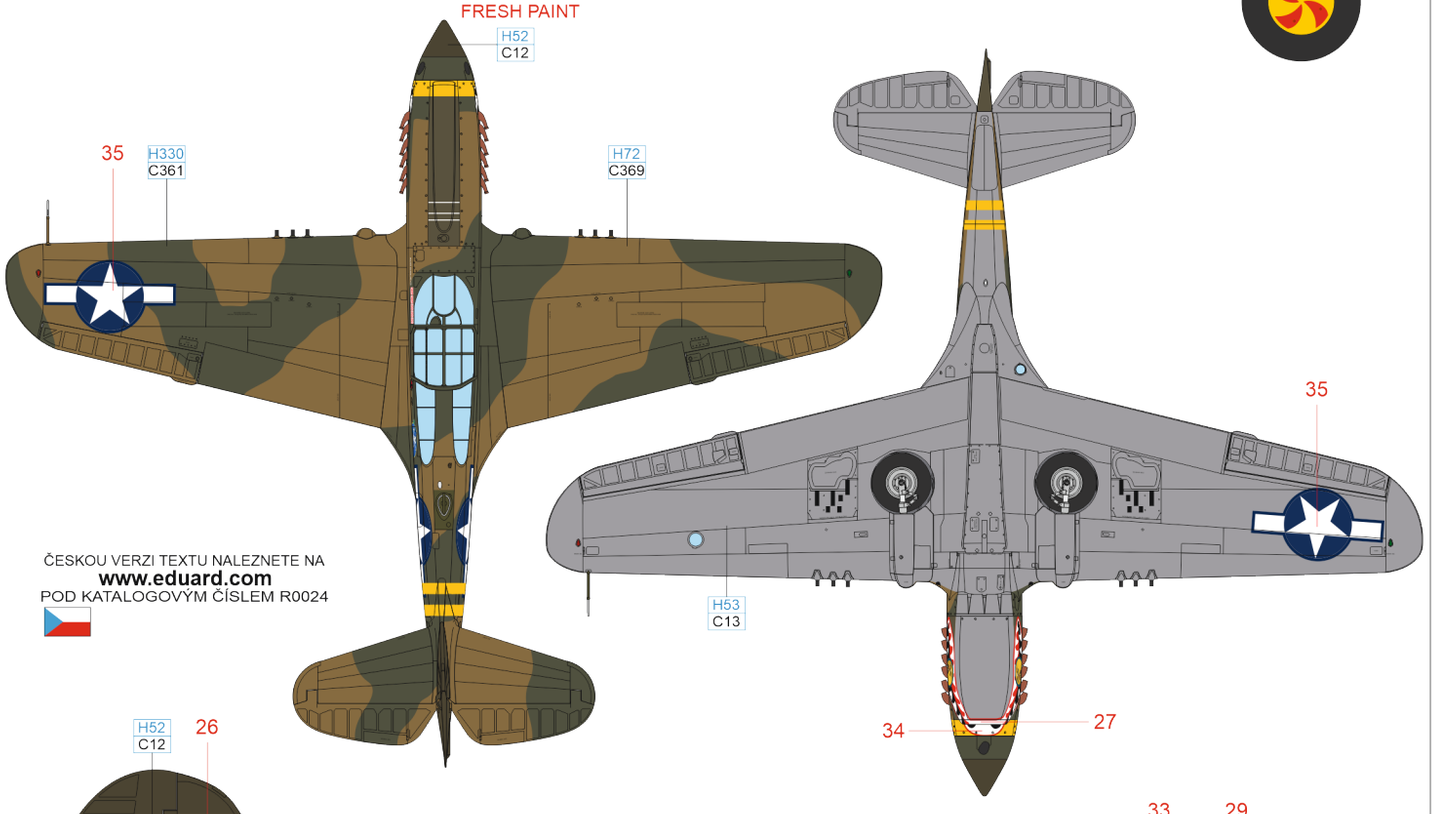
FLESH	H44 C51	BROWN	H310 C310	NEUTRAL GRAY	H53 C13	RED	H327 C327	SUPER FINE SILVER 2	SM201

C 42-9768, Maj. Edward M. Nollmeyer, 26th FS, 51st FG, Kunming, China, winter 1944

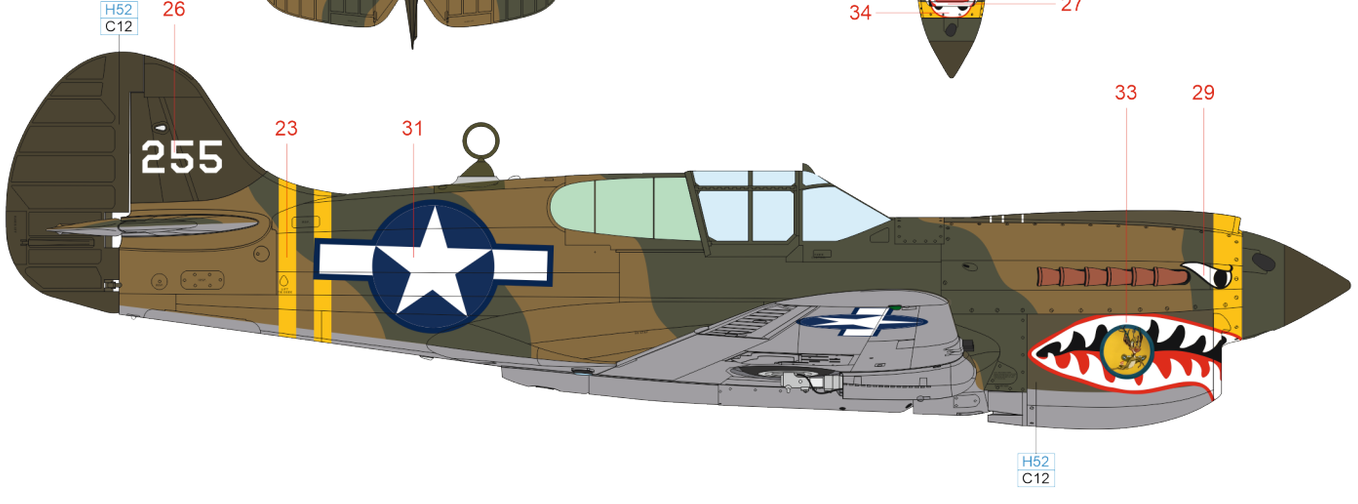
Edward "Big Ed" Nollmeyer was the Commanding Officer of the 26th Fighter Squadron, part of the 51st Fighter Group. His P-40K serial number 42-9768 underwent several changes in appearance, which peaked in the form shown here with the bunny emblem on the port side of the fuselage and shark mouth with inserted squadron badge. The 51st Fighter Group was activated on January 15, 1941, and equipped with P-40s. While training for combat, the unit served as part of the defense force for the west coast before it moved to India in March 1942. The pilots defended the Indian terminus of the Hump route and airfields in that area. They also flew strafing, bombing, reconnaissance, and patrol missions in support of Allied ground troops during a Japanese offensive in northern Burma in 1943. The group then moved to China in October 1943 to defend the eastern end of the route over the Hump, guard air bases in the Kunming area, harass Japanese shipping in the Red River delta, and support Chinese ground forces in their drive along the Salween River. The 51st FG returned to India in the fall of 1945 and sailed for the US in November where it was deactivated a month later. Ed Nollmeyer made a name for himself in the epic combat on December 22, 1943, when he managed to shoot down two Zeros as confirmed, three probably and also damaged two others.



FRESH PAINT



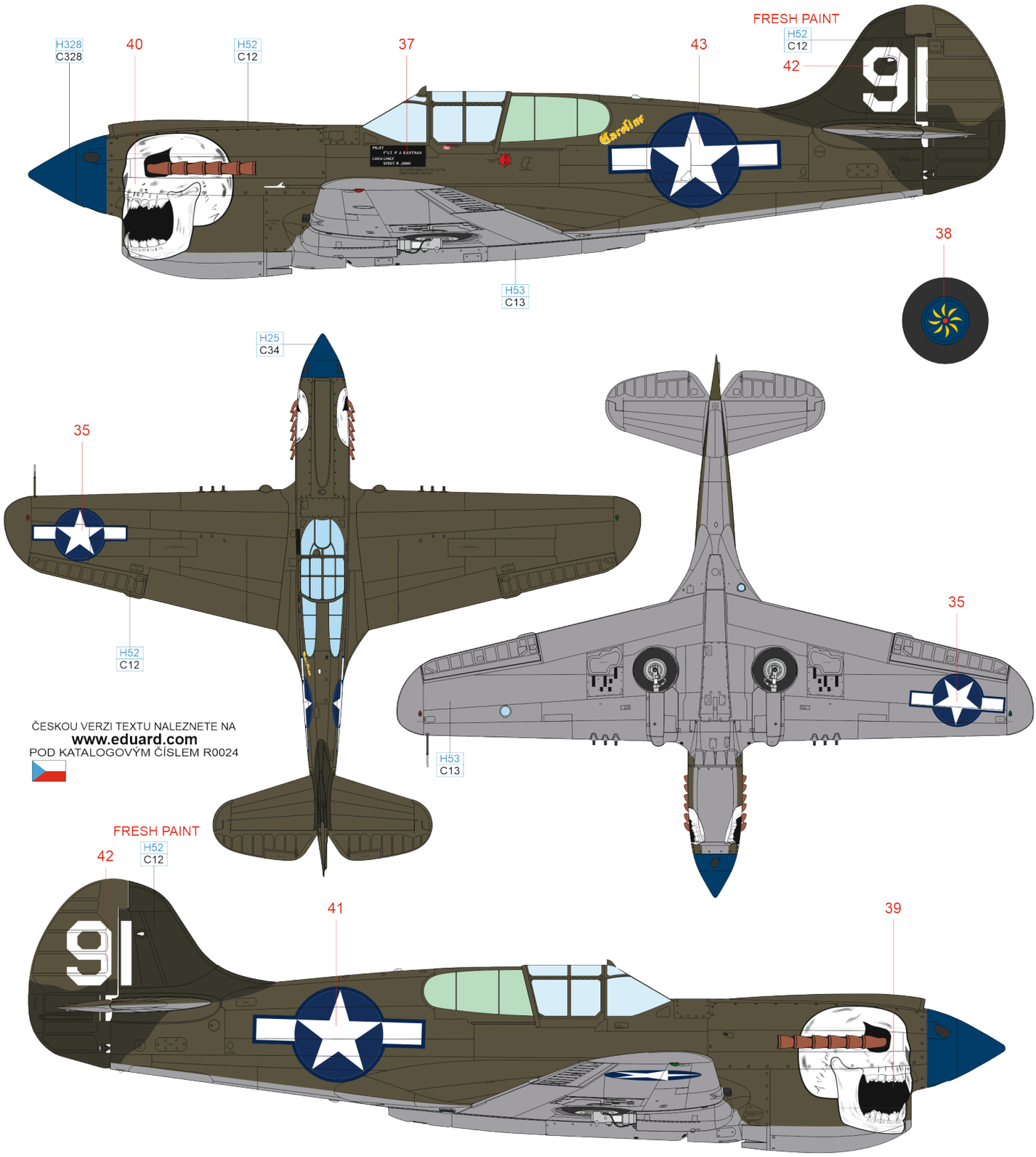
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com
POD KATALOGOVÝM ČÍSLEM R0024



DARK EARTH	H72 C369	DARK GREEN	H330 C361	NEUTRAL GRAY	H53 C13	YELLOW	H329 C329	OLIVE DRAB	H52 C12

D Lt. Paul J. Eastman, 90th FS, 80th FG, China, 1944

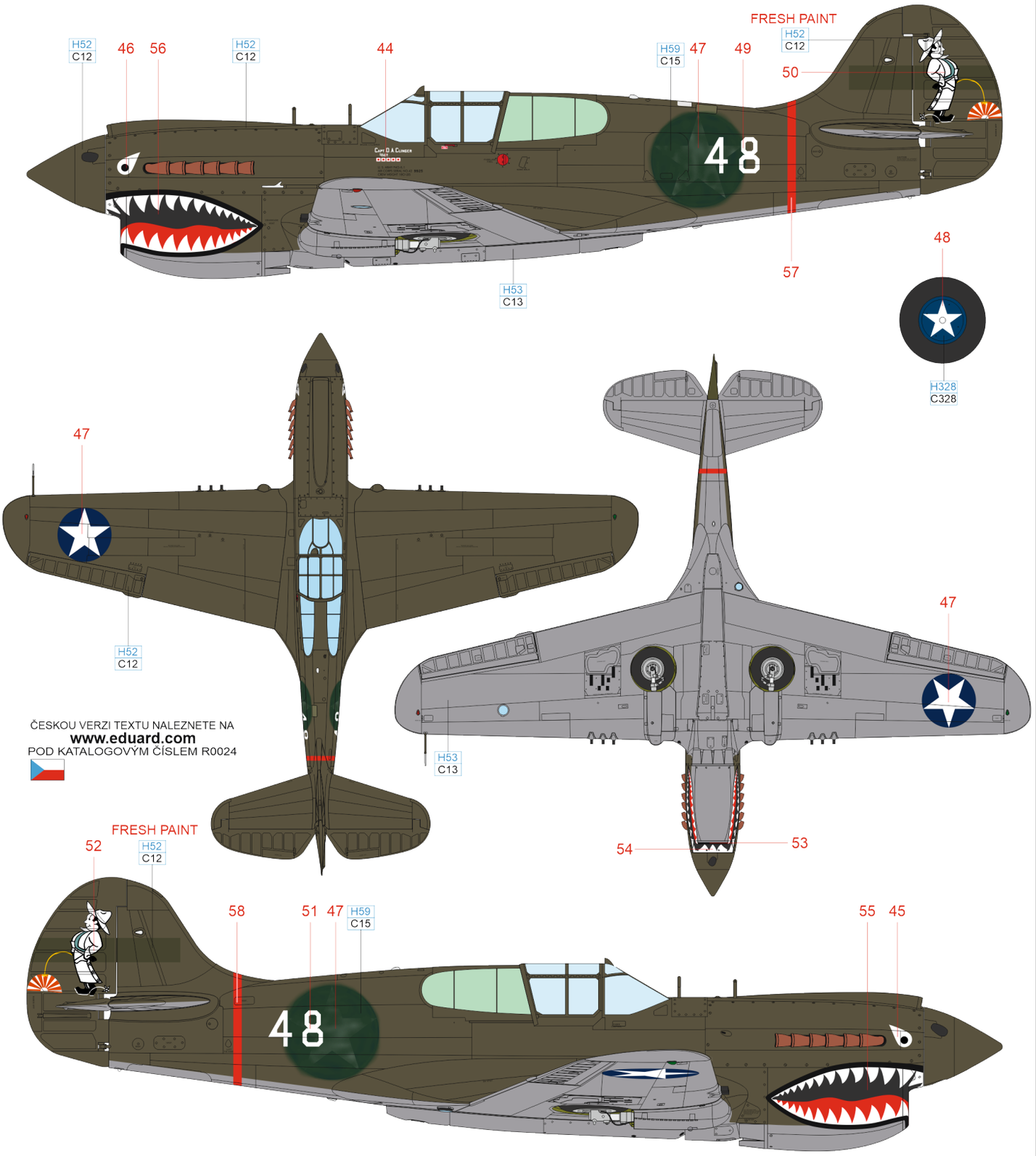
The 80th FG was called the Burma Banshees, and most of its aircraft were decorated with a skull on the nose. None of them were the same, although they sometimes differed only in details. The primary role of the group was to provide air cover for bases involved in air supply operations to units in China via the Himalayas (Hump operations). Later, from October 1943, the group was tasked with providing air support to units in northern Burma. Paul J. Eastman was one of the pilots to conduct the task, his P-40K was adorned with a stylish skull on the nose and named Caroline. He later changed his P-40 for a P-47. Walt Shiel wrote a book based on his story and memories from the war times titled Rough War.



OLIVE DRAB H52 C12 | NEUTRAL GRAY H53 C13 | BLUE H328 C328

E Capt. Dallas A. Clinger, 74th FS, 23rd FG, China, May 1943

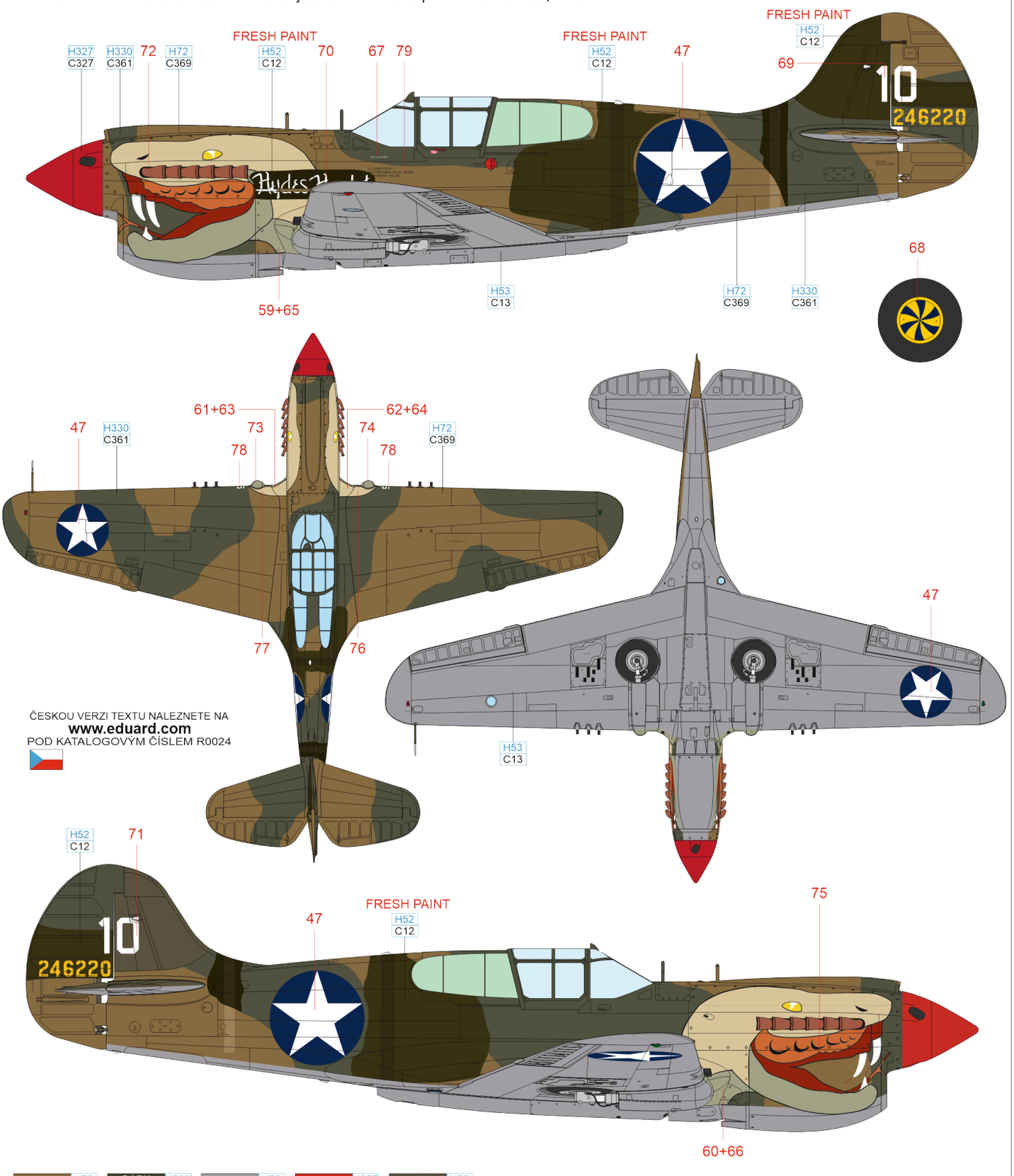
Dallas Adellon Clinger was born on June 2, 1916, in Saint Anthony, Idaho. After completing training in 1941, he was transferred to the 16th FS. He achieved his first victory in aerial combat on July 31, 1942, when he shot down an A6M. He followed this up by shooting down a same type aircraft on November 12 of that year and concluded his score with the 16th 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). His P-40K was adorned with a similar cartoon as on his previous P-40E, i.e., the peeing cowboy painted on both sides of the rudder. The 16th FS P-40s had their wheel discs decorated with a blue field with white star and probably with a red circle in the middle and this coloring most probably stayed after Clinger's move to 74th FS. The canvas with the cartoon was removed from the rudder and Clinger had it displayed in his pub.



OLIVE DRAB	H52 C12	NEUTRAL GRAY	H53 C13	BLUE	H328 C328	IJN GREEN	H59 C15

F 42-46220, Maj. Gordon R. Hyde, 78th FS, 18th FG, Midway, 1943

18th Pursuit Group was organized in Hawaii in Jan 1927 and redesignated 18th Fighter Group in 1942. Before World War II the group engaged in routine flying and gunnery training with several aircraft types. When the Japanese attacked Pearl Harbor on December 7, 1941, the group, which had recently converted to P-40s, sustained severe losses. The group, assigned to Seventh AF in Feb 1942, had to be re-equipped before it could resume training and begin patrol missions. The 78th FS was part of 18th FG until March 16, 1943. After that date it was transferred to 15th FG, as the 18th FG moved to the South Pacific. In January 1943 the pilots of 78th FS conducted a historic long-range, over-water flight to reach Midway in January 1943 and also the return flight. These routes lasted over seven hours of flight each. The 78th was providing aerial defense of the atoll. The 18th FG aircraft were marked with a color bands around the fuselage behind the canopy and also sported big numbers behind the cabin (this plane was 358). Both markings were overpainted with Olive Drab when the planes were sent to combat. This makes the camouflage of this aircraft interesting. The most interesting though is the large Bushmaster snake head painted on the nose of the aircraft. First iteration of the Bushmaster squadron emblem appeared after the 78th FS began receiving Curtiss P-40K Warhawks while on Hawaii. This aircraft was sent to Gilbert Islands on board USS Brenton in December 1943 as a replacement of destroyed P-40Ns of 45th FS. There it crashed and Lt. Verne B. Snyder died in its cockpit on December 28, 1943.

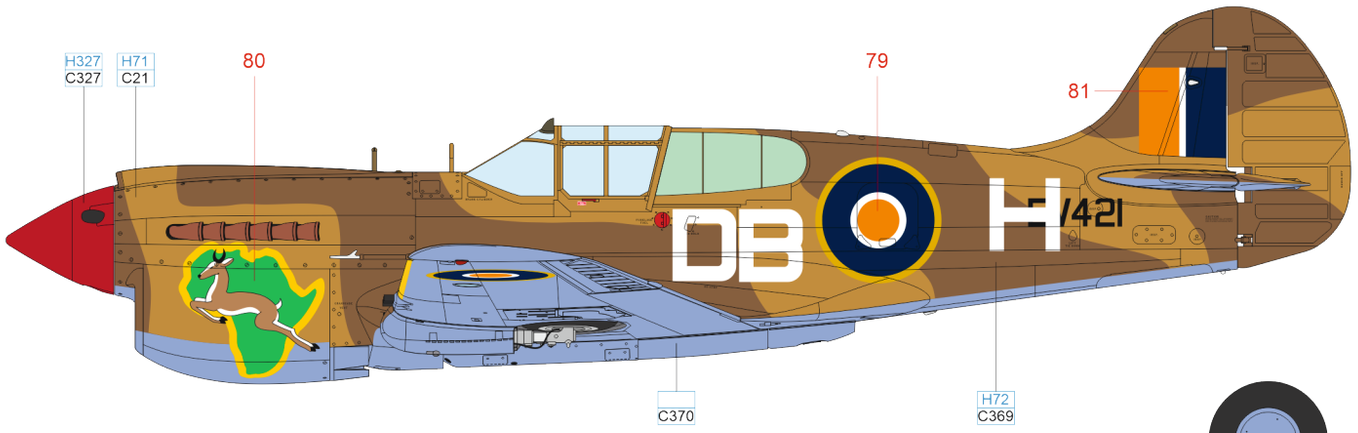


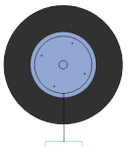
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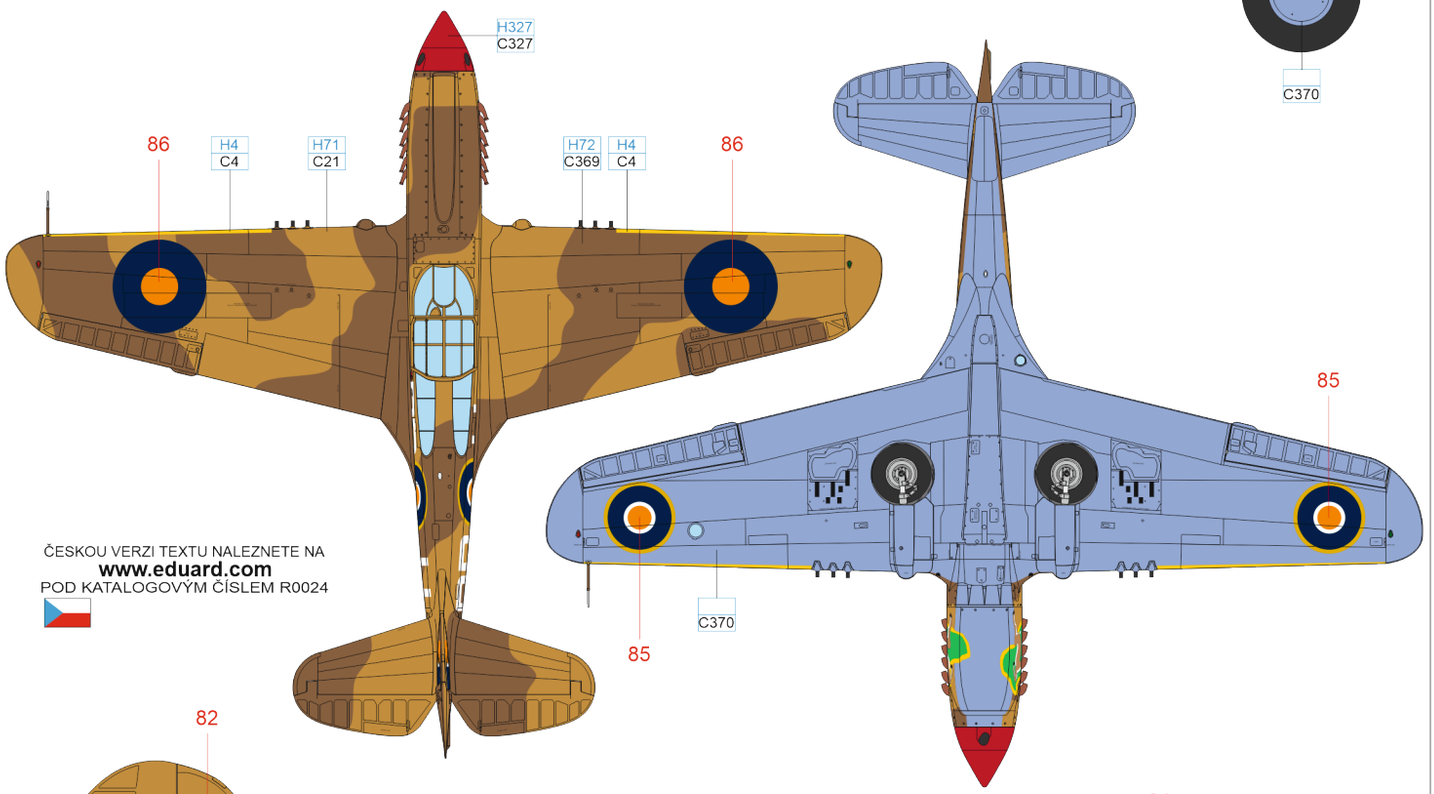
DARK EARTH	H72 C369	DARK GREEN	H330 C361	NEUTRAL GRAY	H53 C13	RED	H327 C327	OLIVE DRAB	H52 C12

G EV421, Maj. Daniel B. Hauptfleisch, No. 2 Squadron SAAF, North Africa, late 1942

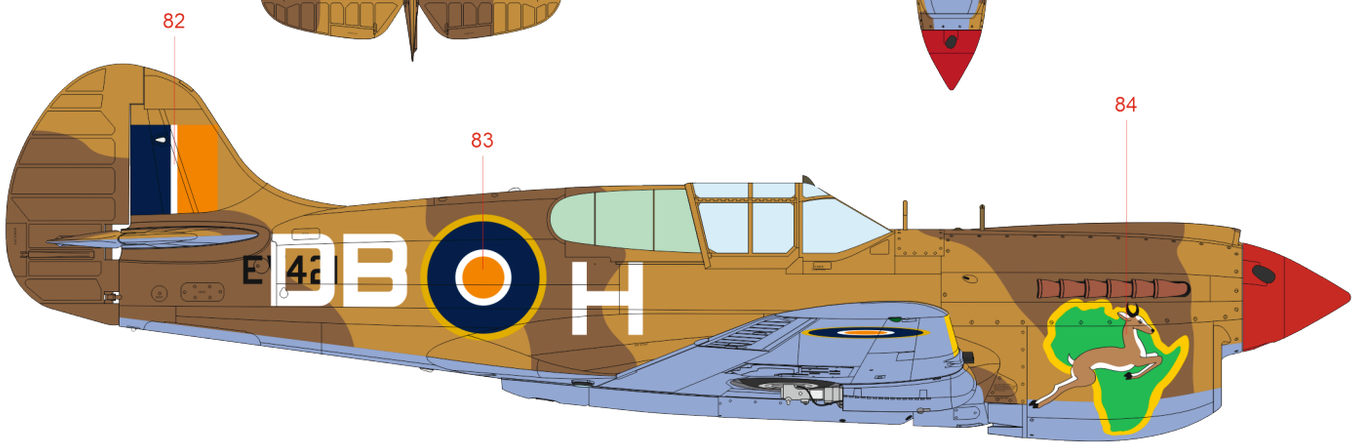
No. 2 Squadron of South African Air Force was formed in January 1939 and equipped with Hawker Hartbees. From its establishment, the unit was involved in every single combat action in which the SAAF took part. The Flying Cheetahs, as the unit was called, made a name for itself in the battles for East Africa, before distinguishing itself in North Africa as part of the Desert Air Force, and later in Italy. The squadron was reformed in Kenya on October 1, 1940, flying Hurricanes and Gladiators Mk.II. After it moved to Egypt, the unit received Tomahawks Mk.IIb in April 1941 and Kittyhawks were received from May 1942. In 1943 the squadron moved to Sicily, then Italy, where they were re-equipped with Spitfires which they flew until the end of the war. Maj. Daniel Benjamin "Hoefie" Hauptfleisch was commanding officer of Flying Cheetahs in late 1942, flying his Kittyhawk adorned with the unit' s badge, the outline of Africa continent with jumping antelope. In 1943 Hauptfleisch was moved to No. 5 Squadron.







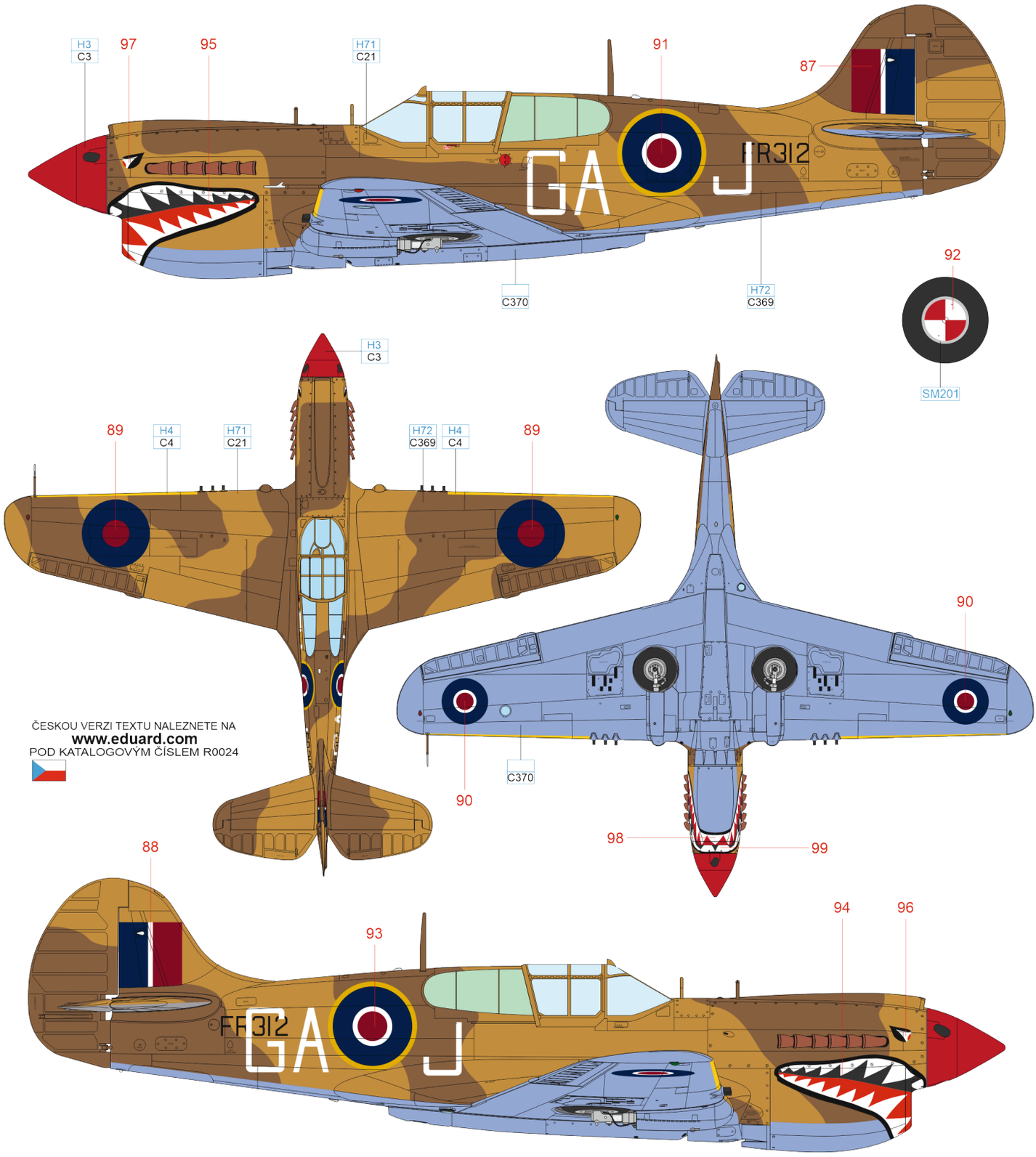
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MIDDLE STONE	H71 C21	DARK EARTH	H72 C369	AZURE BLUE	C370	RED	H327 C327	YELLOW	H4 C4

H FR312, F/O Maurice N. Matthias, No. 112 Squadron RAF, Cutella, Italy, April 1944

No. 112 Squadron was a unit of the Royal Air Force which served in both first and second World War. After the Squadron was re-formed on May 16, 1939, on board the aircraft carrier HMS Argus, its first destination was Egypt. It was the first unit on the Allied side to adopt the shark mouth on their aircraft, which secured them the name The Shark Squadron. This happened after the unit received their first Tomahawks in July 1941. This aircraft having a nose more than suitable for the painting of the shark mouth. The unit was the first in the world to become operational with this type and used its successor, Kittyhawk, until June 1944, when it started to receive Mustangs III. After the invasion of Sicily on July 10, 1943, the squadron moved to the island and onto the Italian mainland in September. The squadron remained in Italy at Lavariano as part of the occupying forces, until disbanding on December 30, 1946 at Treviso. This aircraft took part in combat over Rieti airfield on April 7, 1944 when it was flown by F/O Maurice Neville Matthias.

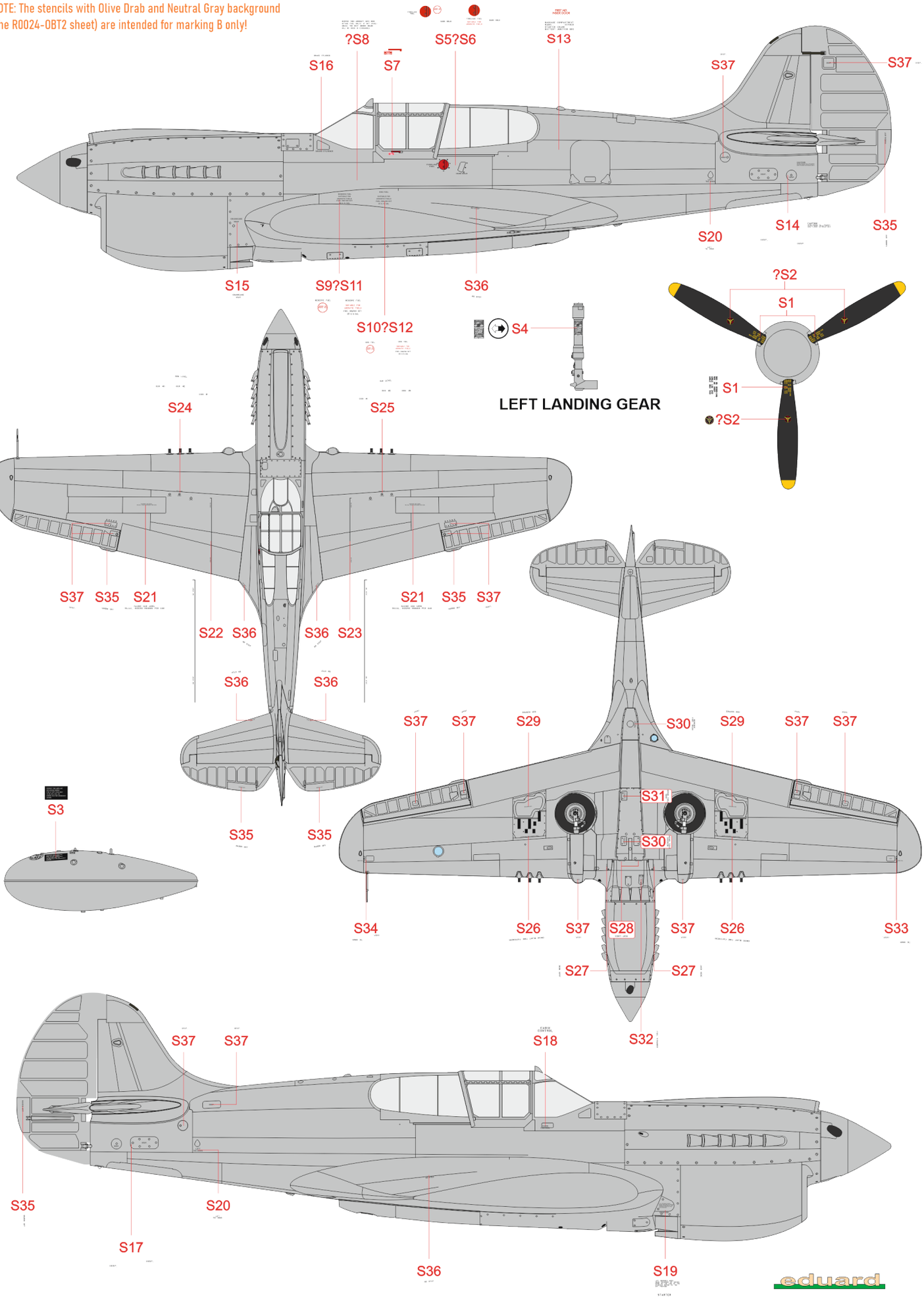


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MIDDLE STONE	H71 C21	DARK EARTH	H72 C369	AZURE BLUE	C370	RED	H3 C3	YELLOW	H4 C4	SUPER FINE SILVER 2	SM201

P-40K STENCILING POSITIONS

NOTE: The stencils with Olive Drab and Neutral Gray background (the R0024-OBT2 sheet) are intended for marking B only!



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