

**Curtiss P-40E**

# Aleutian Tiger

**Revell**

H-271-380

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LITHO IN U.S.A.

The sturdy Warhawk proved its ruggedness during World War II by surviving many climates, one of which was the vicious cold weather of the Aleutian Islands.

## THE VULNERABLE ALEUTIANS

The Aleutians are a chain of islands reaching westward from the southern tip of Alaska. The Japanese realized that possession of these islands could lead to the capture of Alaska with a foothold on the North American continent.

1939: At this time there were no suitable airfields from which military aircraft could operate. The United States, also aware of the vulnerability of its northern approaches, began construction of an air base near Anchorage, Alaska.

1941: When the Japanese attacked Pearl Harbor, there were thirty-two obsolete aircraft under the command of the 28th Composite Group in Alaska.

1942: In June the Japanese attacked the Midway Islands and, at the same time, made a thrust into the Aleutians. They attacked Dutch Harbor and landed troops on the fog shrouded islands of Attu and Kiska. For nearly a year the Japanese were entrenched on the dismal, foggy islands, sending patrol planes on reconnaissance flights and keeping a firm foothold on their northwest passage.

## "ALEUTIAN TIGER" WARHAWKS

To counter the threat of the Japanese bases on Attu and Kiska, the 28th Bombardment Group Composite moved to Fort Glenn on Umnak Island in the Aleutians. This composite group was made up of both fighter and bomber squadrons. But now the group was equipped with more modern aircraft,

such as Curtiss P-40E Warhawk fighters and B-24 Liberator bombers.

Among the fighter squadrons was one commanded by Major John Chennault, son of the famous leader of the Flying Tigers. The "Aleutian Tigers", as they called themselves, decorated their aircraft noses with bright yellow Bengal tigers.

The Japanese observation planes were float mounted versions of the Zero-sen fighter. While they were fast for float planes, they were no match for the P-40's, and the "Aleutian Tigers" regained the air space over the island chain.

1943: By May, the Japanese had abandoned their outposts and Alaska was secure once again.

## THE VERSATILE WARHAWKS

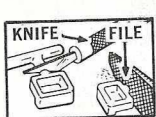
In contrast to these frigid temperatures, many P-40E's were also flying in the desert heat of North Africa. Others operated from the tropic climate of the South Pacific. The Warhawk was a versatile aircraft and was as equally at home as a bomber or photo reconnaissance plane as it was a fighter.

## SPECIFICATIONS

<b>Dimensions:</b>	Wingspan — 37'4"
	Length — 31'2"
<b>Weights:</b>	Empty — 6,350 lbs.
	Max. loaded — 9,200 lbs.
<b>Powerplant:</b>	One 1,150 hp Allison V-1710
	Liquid-cooled 12 cylinder Vee type
<b>Armament:</b>	Six 0.5 in. machine guns, 281 R.P.G.
<b>Performance:</b>	Max Speed — 364 mph at 20,000 feet
	Service ceiling — 34,400 feet.
	Range with external fuel tank — 1,500 miles

**GET YOUR TOOLS READY:**

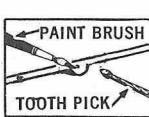
★ ★ ★ **BEFORE YOU BEGIN** ★ ★ ★



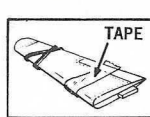
**KNIFE TO DETACH AND TRIM PARTS FILE TO REMOVE EXCESS PLASTIC**



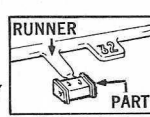
**TWEEZERS TO PICK UP AND HOLD SMALL PARTS**



**CEMENT USE TOOTH PICK PAINT BRUSH OR PIN TO APPLY IT**



**TAPE AND CLOTHES PINS TO CLAMP AND HOLD PARTS UNTIL THEY ARE DRY**



**DO NOT DETACH PARTS UNTIL YOU ARE READY TO USE THEM! PARTS ARE NUMBERED TO HELP YOU FIND THEM. LOOK FOR THE NUMBER ON TAB NEXT TO PART OR ON PART ITSELF.**

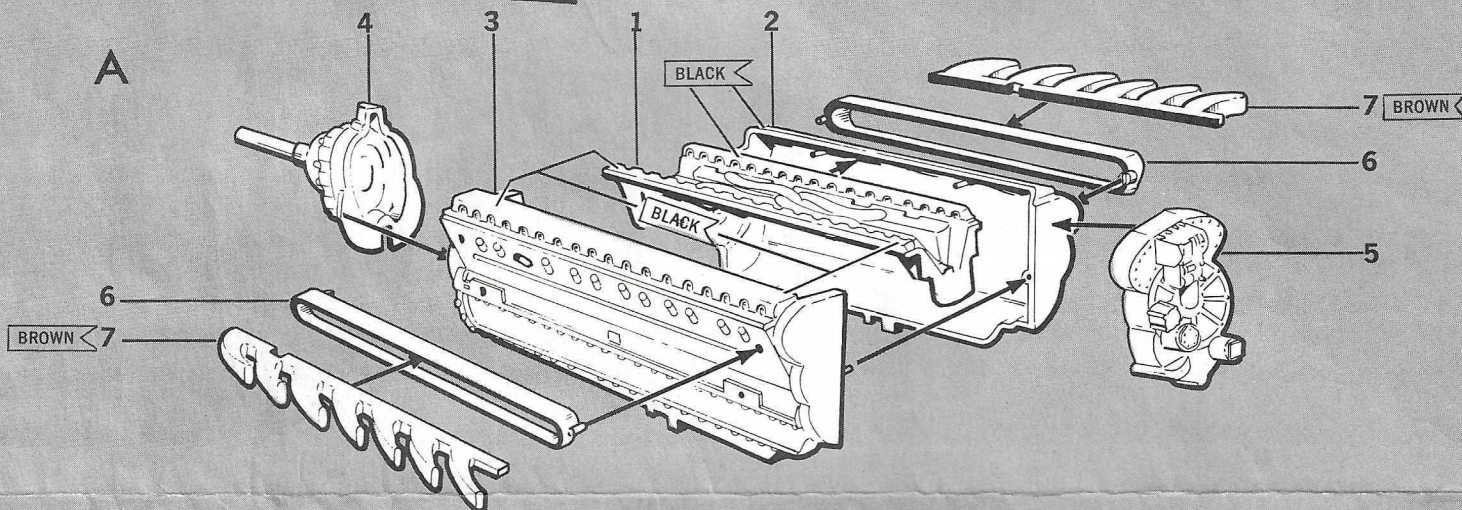
FIRST, FIT PARTS TOGETHER and TRIM EXCESS PLASTIC. Use a toothpick, pin or small paint brush to apply cement. APPLY CEMENT SPARINGLY. Too much cement will damage your model.

NOTE: In the illustrations some of the details on the parts have been OMITTED FOR CLARITY.

**PAINTING INFORMATION**

Before you start assembling your model study each assembly step carefully. Each part that requires painting will be identified with a small flag indicating the proper color. You may find it easier to paint the parts while still on the runner system, which will serve as a holding fixture while they are drying, but will require scraping any paint off of the cementing surfaces to assure a good bond between parts when assembled.

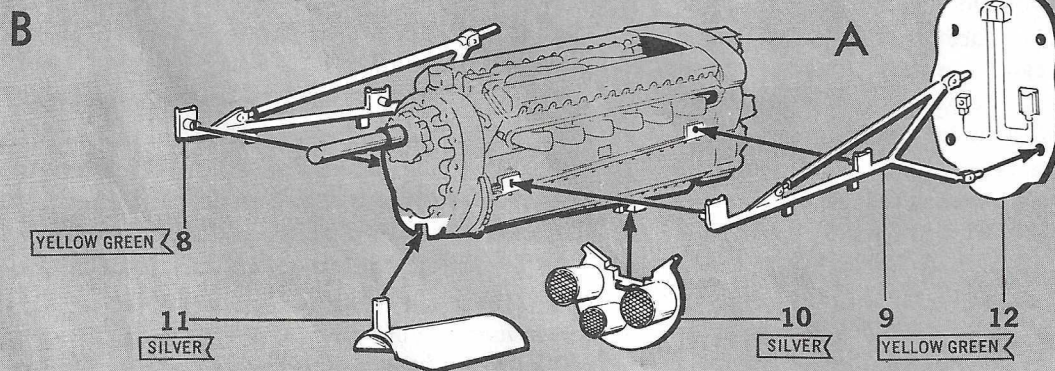
**1 ENGINE ASSEMBLY**



- 1 VALLEY COVER
- 2 ENGINE RIGHT HALF
- 3 ENGINE LEFT HALF
- 4 REDUCTION GEAR HOUSING
- 5 BLOWER HOUSING
- 6 EXHAUST SHIELDS (2 Parts)
- 7 EXHAUST STACKS (2 Parts)

**DRAWING A**

1. Cement the VALLEY COVER Part (1) to the RIGHT (2) and LEFT (3) ENGINE HALVES. Cement the REDUCTION GEAR HOUSING (4) to FRONT and BLOWER HOUSING (5) to the REAR.
2. Cement the two EXHAUST STACK SHIELDS (6) to the sides of ENGINE then cement two EXHAUST STACKS (7) inside the SHIELDS.

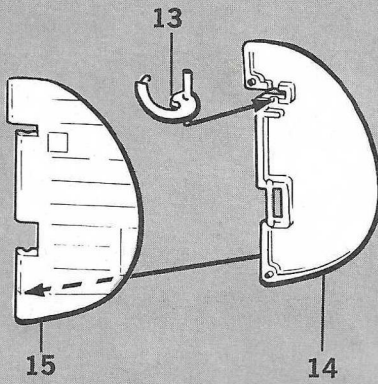


- 8 RIGHT ENGINE MOUNT
- 9 LEFT ENGINE MOUNT
- 10 RADIATOR ASSEMBLY
- 11 AIR DUCT
- 12 FIREWALL

**DRAWING B**

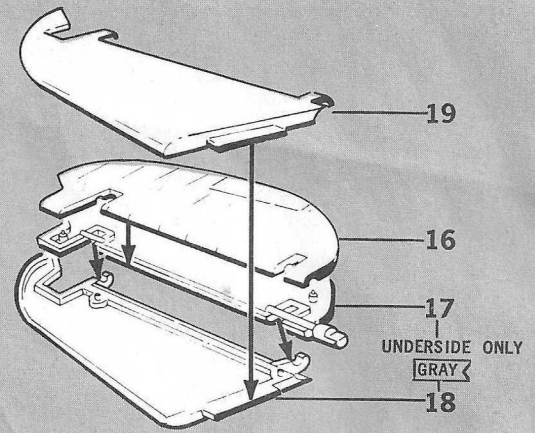
3. Cement the ENGINE MOUNT RIGHT (8) and LEFT (9) to the ENGINE SIDES and RADIATOR Assembly (10) and AIR DUCT (11) to BOTTOM of ENGINE. Cement ENGINE Assembly to FIREWALL (12).

## 2 CONTROL SURFACES



A

B



- 13 RUDDER HINGE
- 14 RUDDER RIGHT HALF
- 15 RUDDER LEFT HALF
- 16 ELEVATOR TOP (2 Parts)
- 17 ELEVATOR BOTTOM (2 Parts)
- 18 STABILIZER BOTTOM (2 Parts)
- 19 STABILIZER TOP (2 Parts)

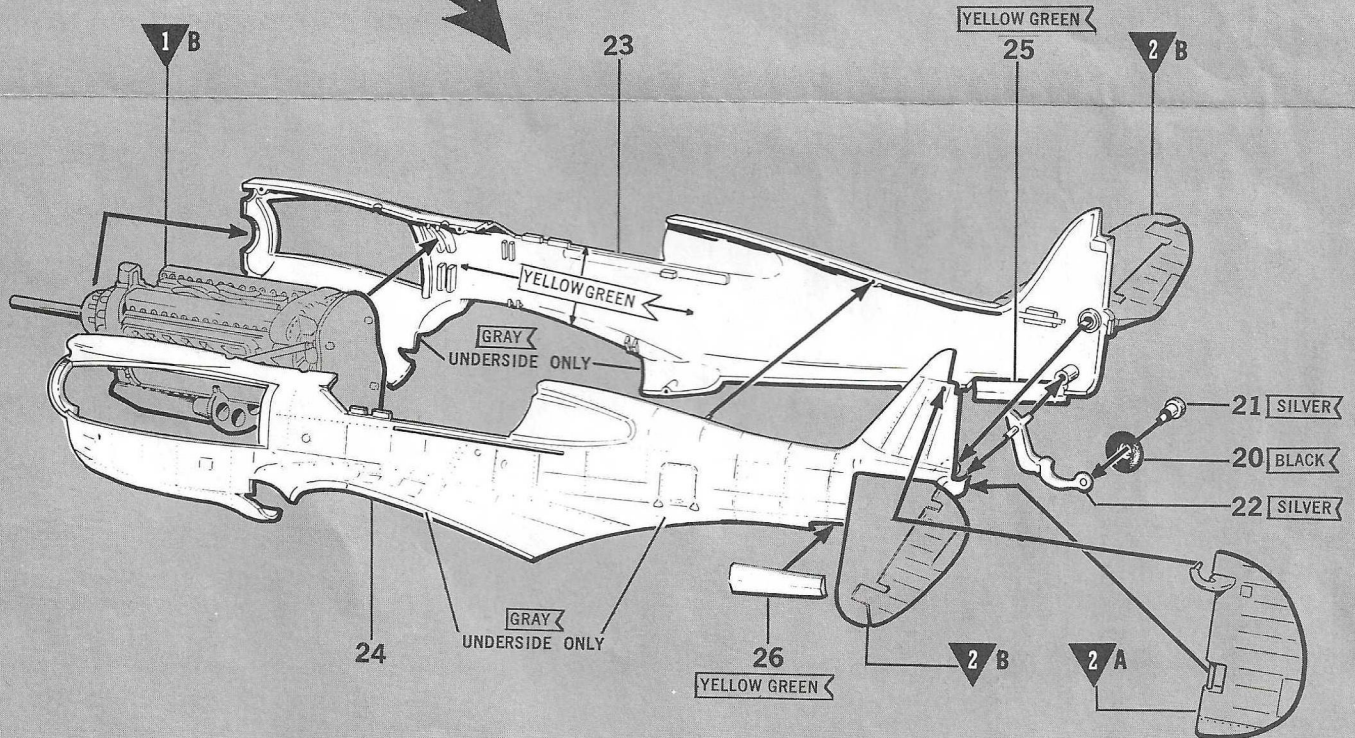
### DRAWING A

1. Cement the RUDDER HALVES RIGHT (14) and LEFT (15) together trapping the RUDDER HINGE (13) between sections. **DO NOT ALLOW CEMENT TO TOUCH PART (13).**

### DRAWING B

1. Make two ELEVATORS by cementing two TOP SECTIONS (16) to the BOTTOM SECTIONS (17).
2. Carefully apply cement to edges of one LOWER STABILIZER SECTION (18). **DO NOT APPLY CEMENT IN ELEVATOR HINGE AREA.** Place one ELEVATOR on HINGE and assembly to STABILIZER UPPER SECTION (19).
3. Assemble other STABILIZER and ELEVATOR in the same way.

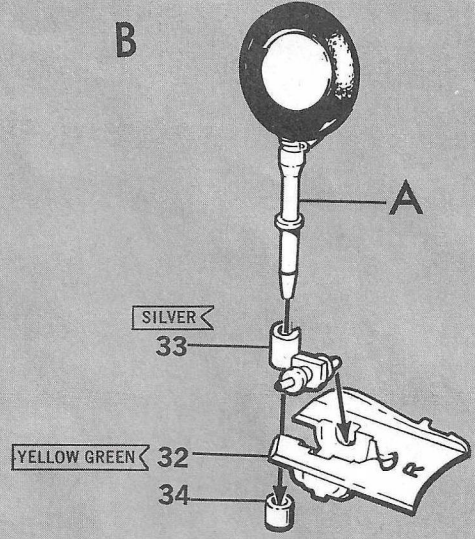
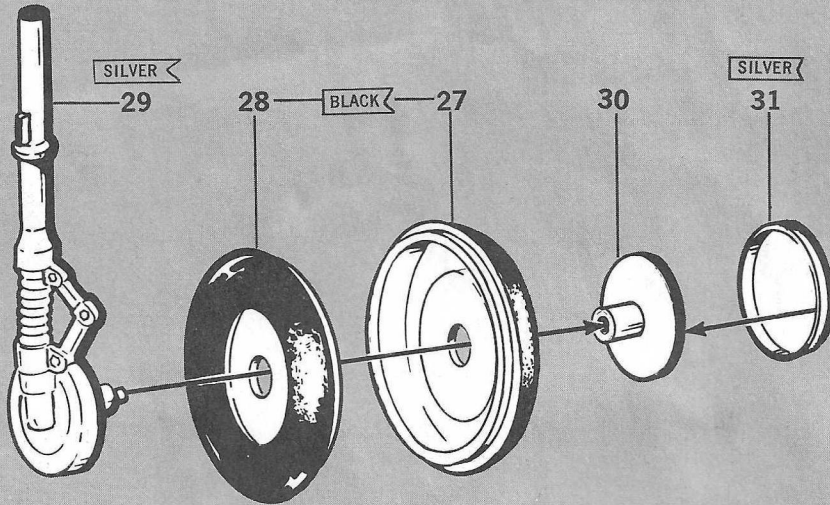
## 3 FUSELAGE ASSEMBLY



- 20 TAIL WHEEL
- 21 TAIL WHEEL HUB
- 22 TAIL WHEEL STRUT
- 23 FUSELAGE RIGHT HALF
- 24 FUSELAGE LEFT HALF
- 25 TAIL WHEEL DOOR RIGHT
- 26 TAIL WHEEL DOOR LEFT

1. **PLACE, DO NOT CEMENT TAILWHEEL (20)** on HUB (21) carefully cement HUB to TAILWHEEL STRUT (22).
2. Cement ENGINE from STEP 1 to RIGHT FUSELAGE (23).
3. **PLACE, DO NOT CEMENT BOTH TAILWHEEL ASSEMBLY and RUDDER to LEFT FUSELAGE (24).** Pin on part (13) locates in hole in fin. Cement FUSELAGE SIDES together.
4. Cement HORIZONTAL STABILIZERS to FUSELAGE.
5. Cement TAILWHEEL DOORS RIGHT (25) and LEFT (26) to FUSELAGE in an open position.

**4 RIGHT MAIN GEAR**



- 27 WHEEL OUTSIDE HALF
- 28 WHEEL INSIDE HALF
- 29 RIGHT MAIN GEAR STRUT
- 30 HUB
- 31 WHEEL COVER
- 32 RIGHT GEAR SUPPORT
- 33 GEAR PIVOT
- 34 GEAR STRUT RETAINER

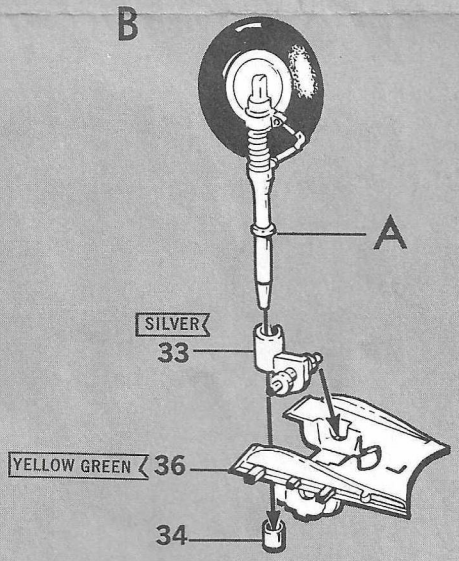
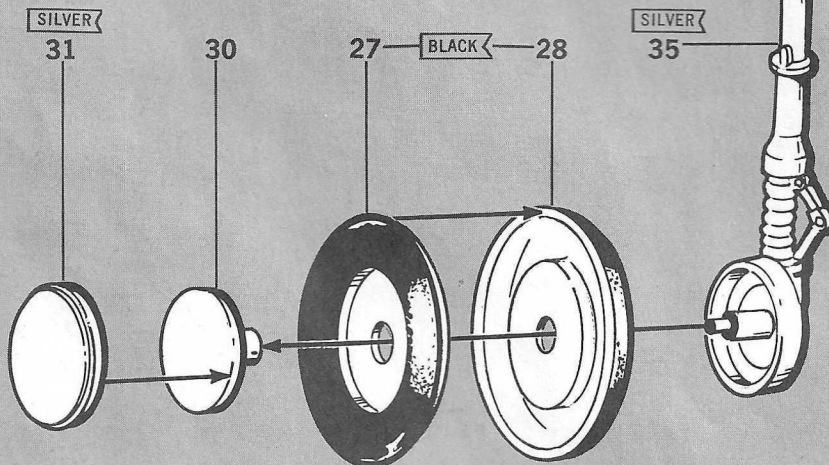
**DRAWING A**

1. Cement two WHEEL halves (27) and (28) together.
2. **PLACE, DO NOT CEMENT WHEEL** on AXLE of RIGHT MAIN GEAR (29). Then cement one HUB (30) to AXLE **DO NOT LET CEMENT TOUCH WHEEL OR** it will not turn. Cement one WHEEL COVER (31) to WHEEL. **DO NOT CEMENT TO HUB.**

**DRAWING B**

1. Carefully spread the RIGHT GEAR SUPPORT (32) and snap the GEAR PIVOT (33) into locators.
2. **PLACE, DO NOT CEMENT GEAR STRUT** in PIVOT and carefully cement RETAINER (34) to end of STRUT. **DO NOT LET CEMENT TOUCH PIVOT OR GEAR** will not rotate or retract.

**5 LEFT MAIN GEAR**



- 27 WHEEL OUTSIDE HALF
- 28 WHEEL INSIDE HALF
- 30 HUB
- 31 WHEEL COVER
- 33 GEAR PIVOT
- 34 GEAR STRUT RETAINER
- 35 LEFT MAIN GEAR STRUT
- 36 LEFT GEAR SUPPORT

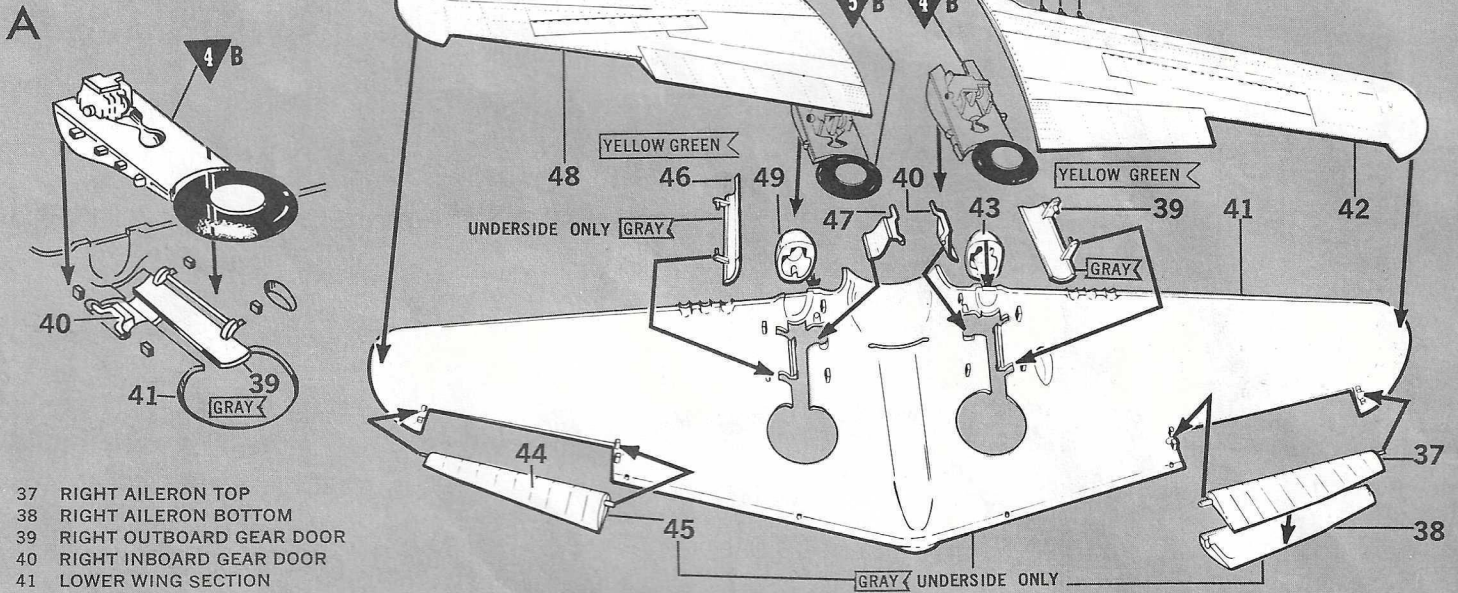
**DRAWING A**

1. Assemble WHEEL HALVES (27) and (28) and assemble WHEEL HUB (30) WHEEL COVER (31) and LEFT MAIN GEAR STRUT (35) in same way as RIGHT GEAR.

**DRAWING B**

1. Assemble LEFT GEAR SUPPORT (36), PIVOT (33), LEFT MAIN GEAR and RETAINER (34) in the same way RIGHT GEAR was assembled.

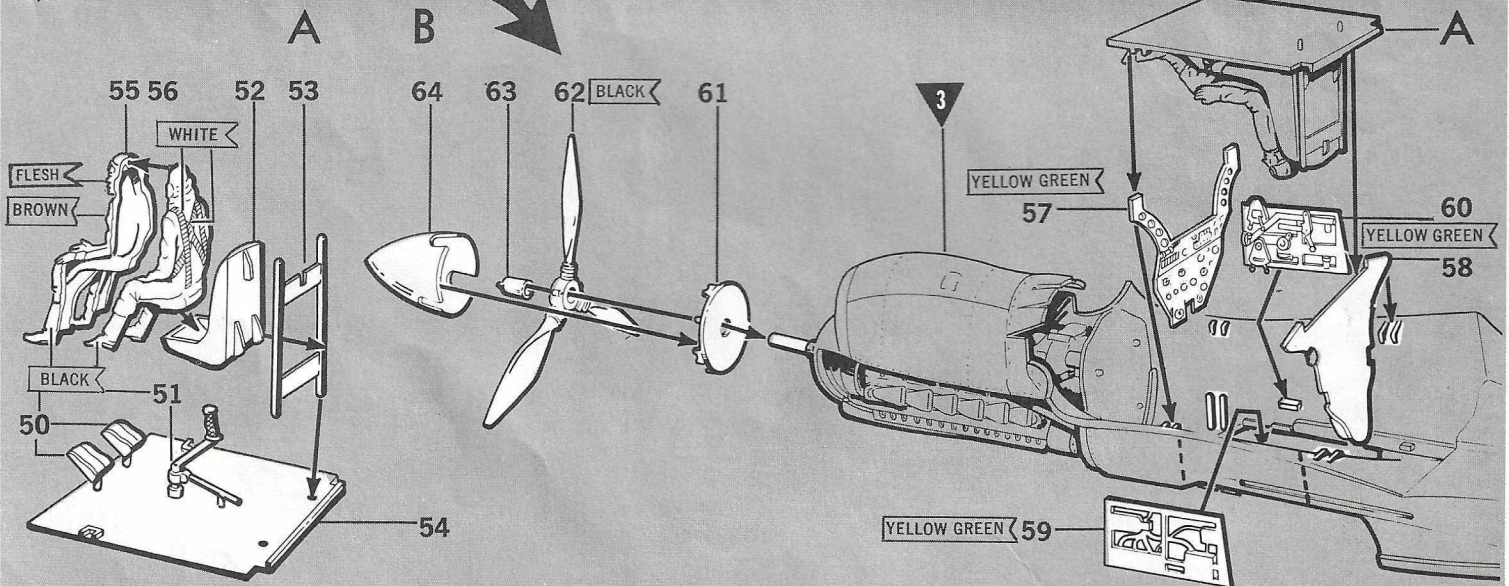
## 6 WING ASSEMBLY



- 37 RIGHT AILERON TOP
- 38 RIGHT AILERON BOTTOM
- 39 RIGHT OUTBOARD GEAR DOOR
- 40 RIGHT INBOARD GEAR DOOR
- 41 LOWER WING SECTION
- 42 RIGHT WING TOP
- 43 RIGHT GEAR FAIRING
- 44 LEFT AILERON TOP
- 45 LEFT AILERON BOTTOM
- 46 LEFT OUTBOARD GEAR DOOR
- 47 LEFT INBOARD GEAR DOOR
- 48 LEFT WING TOP
- 49 LEFT GEAR FAIRING

1. PLACE, DO NOT CEMENT RIGHT GEAR DOORS OUTBOARD (39) and INBOARD (40) in LOWER WING SECTION (41).
2. Cement RIGHT GEAR ASSEMBLY to WING. DO NOT ALLOW CEMENT TO TOUCH HINGE PINS ON DOORS or they will not move.
3. Cement RIGHT AILERON TOP (37) to BOTTOM (38). Place AILERON on LOWER WING and cement RIGHT WING TOP (42) to LOWER WING.
4. Cement RIGHT GEAR FAIRING (43) to FRONT of WING.
5. Complete installation of LEFT WING in the same way using OUTBOARD (46) and INBOARD (47) GEAR DOORS and AILERON TOP (44) and BOTTOM (45). Then LEFT WING TOP (48) and GEAR FAIRING (49).

## 7 COCKPIT ASSEMBLY



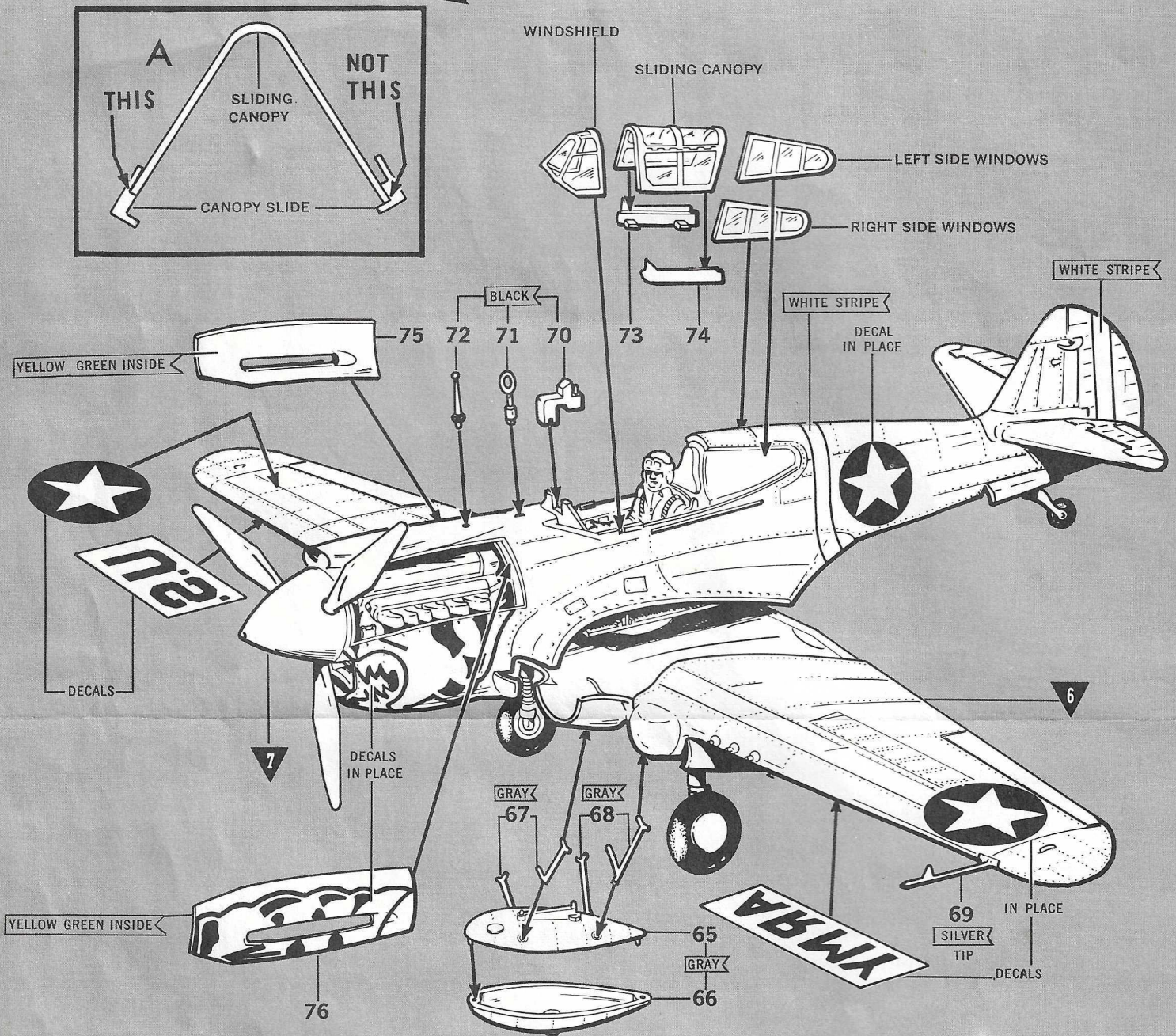
- 50 RUDDER PEDALS (2 Parts)
- 51 CONTROL STICK
- 52 SEAT
- 53 SEAT FRAME
- 54 COCKPIT FLOOR
- 55 PILOT FRONT
- 56 PILOT BACK
- 57 INSTRUMENT PANEL
- 58 REAR BULKHEAD
- 59 SIDE PANEL RIGHT
- 60 SIDE PANEL LEFT
- 61 BACK PLATE
- 62 PROPELLER
- 63 PROPELLER HUB
- 64 SPINNER

### DRAWING A

1. Cement RUDDER PEDALS (50) and CONTROL STICK (51) to FLOOR (54). Cement SEAT (52) to FRAME (53) then FRAME to FLOOR. Cement two halves of PILOT (55) and (56) together and then to SEAT.
2. Cement INSTRUMENT PANEL (57), REAR BULKHEAD (58) and SIDE PANELS RIGHT (59) and LEFT (60) inside FUSELAGE. Then cement PILOT and FLOOR to Part (57) and (58).
3. PLACE, DO NOT CEMENT BACK PLATE (61) and PROPELLER (62) on PROPELLER SHAFT.
4. Place a small drop of cement in PROPELLER HUB (63) and press on SHAFT DO NOT LET CEMENT TOUCH PROPELLER or it will not turn.
5. Locate SPINNER (64) over PROPELLER and cement to BACK PLATE (61).

8

## FINAL ASSEMBLY



- 65 FUEL TANK TOP
- 66 FUEL TANK BOTTOM
- 67 TANK FRONT BRACE (2 Parts)
- 68 TANK REAR BRACE (2 Parts)
- 69 PITOT TUBE
- 70 GUN SIGHT
- 71 RING SIGHT
- 72 BEAD SIGHT
- 73 RIGHT CANOPY SLIDE
- 74 LEFT CANOPY SLIDE
- 75 ENGINE COWLING RIGHT
- 76 ENGINE COWLING LEFT

1. Carefully spread LOWER WING and cement FUSELAGE into place.
  2. Cement FUEL TANK TOP (65) to BOTTOM (66). Cement two FRONT BRACES (67) and REAR BRACES (68) to BOTTOM of WING. Then cement FUEL TANK to WING and BRACES.
  3. Cement the three GUN SIGHTS (70), (71) and (72) to TOP of FUSELAGE.
  4. Cement PITOT TUBE (69) to LEFT WING.
- DRAWING A
5. The RIGHT (73) and LEFT (74) CANOPY SLIDES cement to the CENTER SECTION of the COCKPIT ENCLOSURE, as shown in this drawing. Allow cement to dry thoroughly before snapping SLIDING CANOPY into grooves in FUSELAGE.
  6. Cement WINDSHIELD and SIDE WINDOWS to FUSELAGE.
  7. ENGINE COWLING RIGHT (75) and LEFT (76) are a snap fit to FUSELAGE and may be removed to display ENGINE. Position them to FUSELAGE while applying DECALS in this area to obtain proper alignment.