

WARHAWK

MINICRAFT MODELS, INC.
1510 W. 228TH STREET
TORRANCE, CALIFORNIA 90501



The Curtiss P-40 was already in full production when World War II began. Combat experience demanded that certain improvements would have to be made to the basic design, if the P-40 were to remain competitive. The first changes created the P-40E, which went into service shortly after America entered the war. By March 1944, the P-40N was in the air showing substantially improved performance, a lengthened fuselage, and weighing far less than its predecessors. After 400 of these planes were delivered, the series underwent a further change with a modification to the cockpit for improved rearward vision. This version of the famed P-40 was built in greater numbers than any other P-40 variant.

The lengthened fuselage of the P-40N helped make it more stable, which was quite useful when the fighter was used as a dive bomber. This was popular usage for Warhawks flown by the Royal Australian Air Force. Dive-bombing Warhawks carried a single 1,000 pound bomb under the fuselage and two 500 pound bombs beneath the wings. But the P-40N could also put up a good showing as a fighter, providing it had sufficient altitude at the start of a battle. In this way, the P-40 could gain a great deal of speed in a dive and break-off combat if the odds turned unfavorable.

CHARACTERISTICS

Dimensions: wingspan 37 feet 4 inches; length 33 feet 4 inches.

Powerplant: one Allison V-1710-99 liquid-cooled inline engine rated at 1,200 hp.

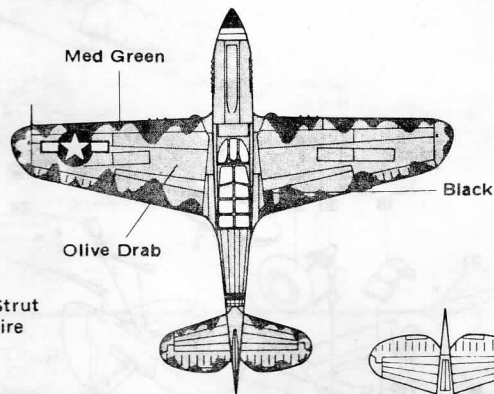
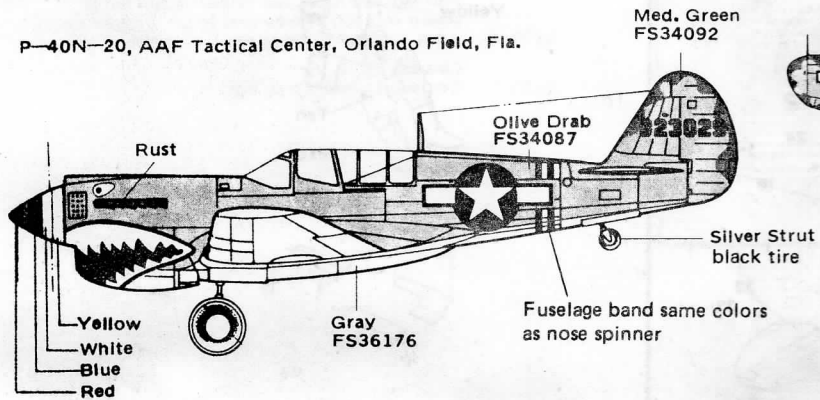
Performance: maximum speed 343 mph at 15,000 feet; range 750 miles; service ceiling 30,000 feet.

Armament: six .50 cal. machine guns; up to 2,000 pounds of bombs.

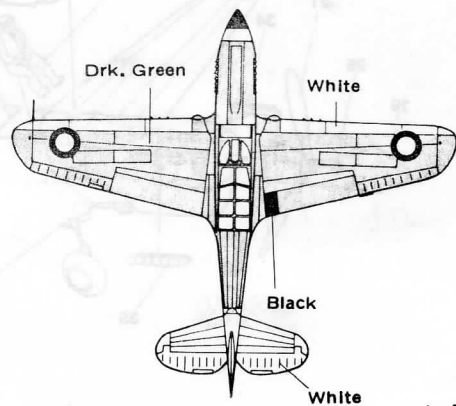
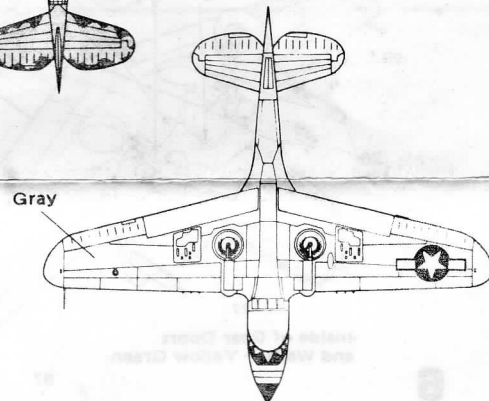
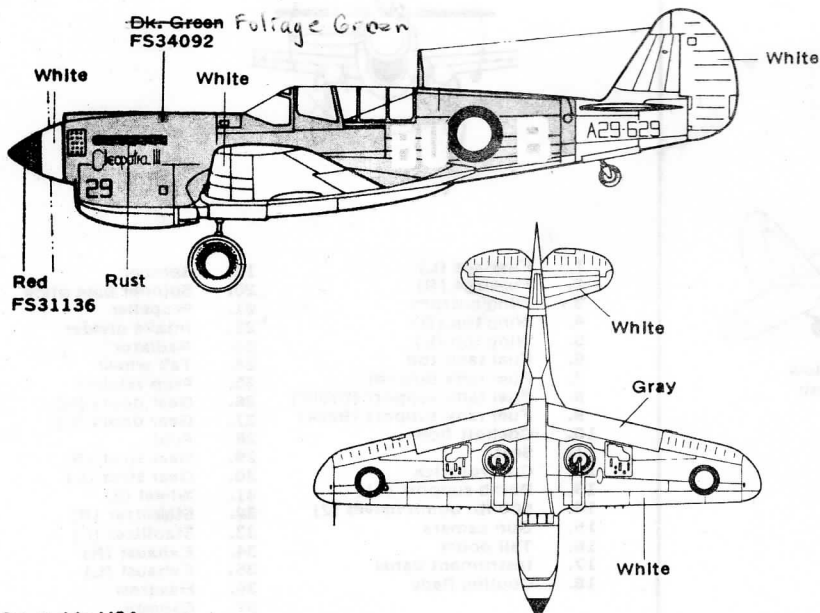
1/72 SCALE

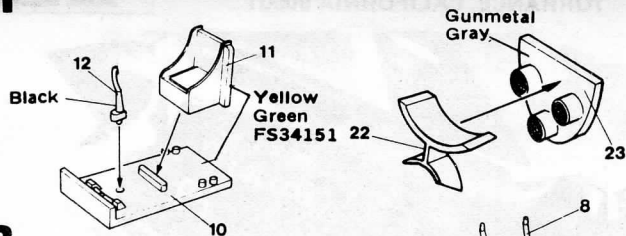
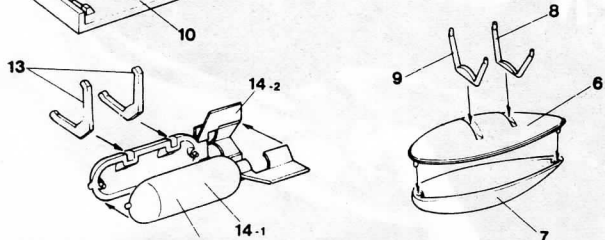
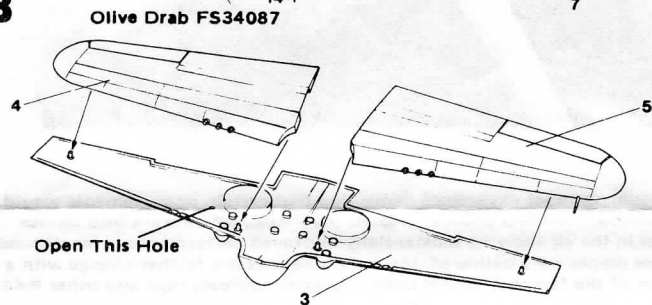
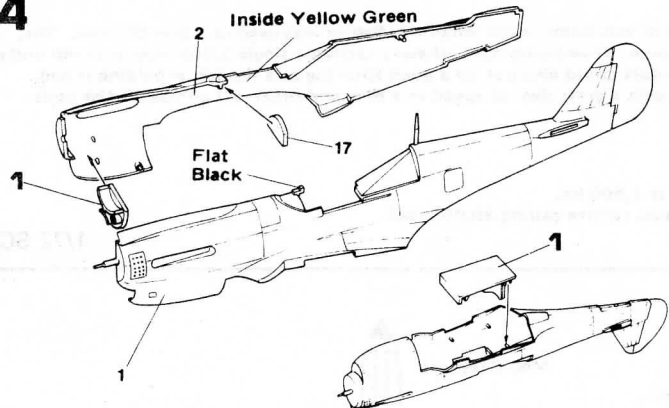
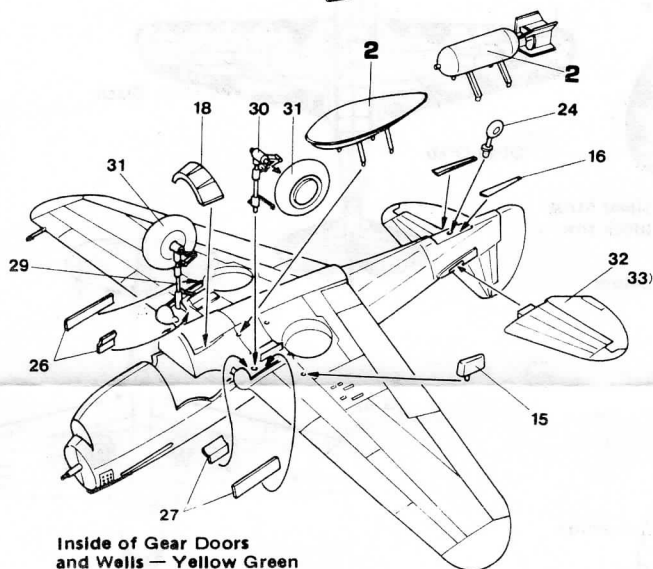
PAINTING SUGGESTIONS

P-40N-20, AAF Tactical Center, Orlando Field, Fla.

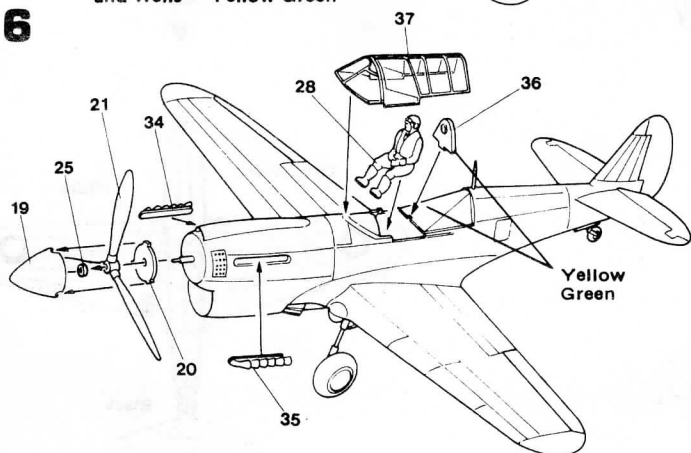


P-40N-20, No. 80 Squadron, RAAF, Wing Cdrs Plane (G.C. Atherton)



1**2****3****4****5**

Inside of Gear Doors
and Wells — Yellow Green

6

STEP 1: Cement 11 and 12 to 10.
Cement 22 to 23.

STEP 2: Your model can be fitted with either a 500 lb. bomb or a long-range fuel tank. Decide which you wish to use; then assemble the parts. For 500 lb. bomb, cement 14-1 to 14-2, then cement two 13's in place. For fuel tank, cement 6 and 7 together, then cement 8 and 9 in place as shown.

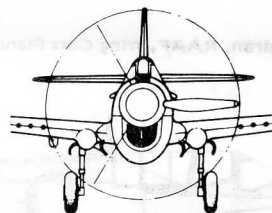
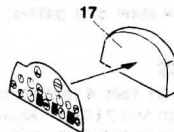
STEP 3: Cement 4 and 5 to 3.

STEP 4: Apply decal instrument panel to 17, then cement 17 and radiator assembly from Step 1 into 2 as shown. Cement 1 and 2 together. Now cement cockpit assembly in place through bottom of fuselage as indicated.

STEP 5: Cement wing assembly to fuselage. Cement 18 to fuselage behind firewall as shown. Cement one 31 to 30 and cement 30 into right wheel well. Cut gear doors alongside right wheel well as indicated.

Repeat for left gear using parts 26, 29 and 31. Cement 15 into hole in bottom of left wing. Cement 24 into tail wheel well, then cut 16 in half and cement to each side of tail wheel. Cement 32 and 33 to tail.

STEP 6: Slide 20 and 21 over prop shaft on fuselage front, then cement 25 to end of shaft. Cement 19 over propeller to 20. Be careful not to cement 19 to fuselage. Cement 28 and 36 to cockpit, then cement 37 over cockpit. Cement 34 and 35 into grooves on nose.



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|------------------------------|------------------------|
| 1. Fuselage (L) | 19. Spinner |
| 2. Fuselage (R) | 20. Spinner base plate |
| 3. Wing bottom | 21. Propeller |
| 4. Wing top (R) | 22. Intake divider |
| 5. Wing top (L) | 23. Radiator |
| 6. Fuel tank top | 24. Tail wheel |
| 7. Fuel tank bottom | 25. Prop retainer |
| 8. Fuel tank support (Front) | 26. Gear doors (R) |
| 9. Fuel tank support (Back) | 27. Gear doors (L) |
| 10. Cockpit floor | 28. Pilot |
| 11. Seat | 29. Gear strut (R) |
| 12. Control stick | 30. Gear strut (L) |
| 13. Bomb support (2) | 31. Wheel (2) |
| 14. 500 lb. bomb halves (2) | 32. Stabilizer (R) |
| 15. Gun camera | 33. Stabilizer (L) |
| 16. Tail doors | 34. Exhaust (L) |
| 17. Instrument panel | 35. Exhaust (R) |