

AMtech



#489202

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1/48th Scale

P-40F/L "Merlin-engined Warhawk/Kittyhawk II"

As early as 1940 it was clear that the high-altitude performance of the Allison engine-P-40 was totally inadequate. Above about 15,000ft altitude, the aircraft became a sitting duck. The Rolls-Royce Merlin engine with an integral two-speed supercharger appeared to provide a better possibility for high-altitude performance.

The first XP-40F, a modified P-40D airframe, first flew on June 30, 1941. The Merlin-engined P-40 was immediately recognizable by the lack of the carburetor intake on top of the nose, but also so significant modification in the chin intake, cooling flaps, and the way the engine faired into the bottom fuselage. Production began in January, 1942, with Merlin-powered P-40Fs and Allison-powered P-40E-1s moving down the production line side-by-side. Most of these early F-models went to the USAAF fighter units being sent to the Mediterranean Theater.

The first 699 P-40Fs had the same short fuselage as the E. However, beginning in August, 1942, a 20-inch extension of the rear fuselage, added to improve directional stability, gave the P-40F-5s and all subsequent P-40s (except the mid-production Ks) the characteristic long tail.

Beginning in January, 1943, production began on a "lightened" version of the P-40F long-tail, the P-40L. This was accomplished by removing the outboard .50 caliber

machine guns and the 37 gallon wing tank. The increase in speed over the standard F was only 4mph, so the effort was essentially wasted. In reality, many units involved primarily in ground support, such as the 79th FG in North Africa, reinstalled the outer guns in order to have greater fire power. Whether this re-adding of the outer guns was done at a modification center or in the field is unknown; but personal interviews with personnel from the 79th indicates it was the rule rather than the exception. The P-40F and L long-tails were primarily used by US and Commonwealth forces, and then mostly in the Mediterranean Theater.

The P-40, though outperformed by virtually everything it flew against, was an honest ship with few vices. It served its country and Allies well. Most important, it was THERE when few other U.S. fighter aircraft were in full-scale production.

Your AMtech kit contains all the parts needed to build the long-tailed Merlin-engined P-40F or L. In addition, AMtech, in conjunction with HiTech in France, have produced the most accurate P-40 Merlin engine nose to appear in any scale to date. For this we thank Dana Bell, the men of the 79th Fighter Group, and the men of Lafayette Escadrille for their assistance and use of their photos and memories.

This paint guide is provided to complete this kit as shown throughout the instructions.

U.S. Olive Drab OD41

Neutral Gray

Interior Green

RAF Dark Earth

RAF Dark Olive Drab

RAF Middle Stone

RAF Azure Blue

Aluminum

Red

Black

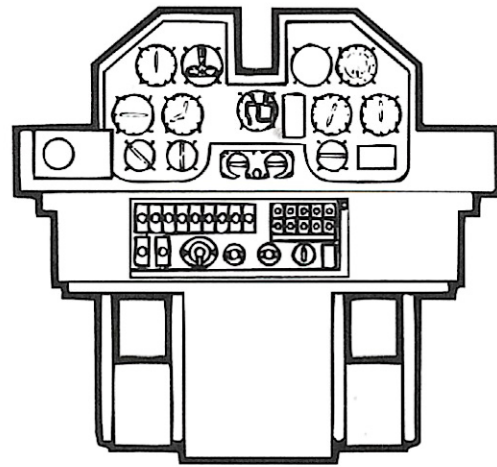
Burnt Metal

Steel

Rubber

Flat Black

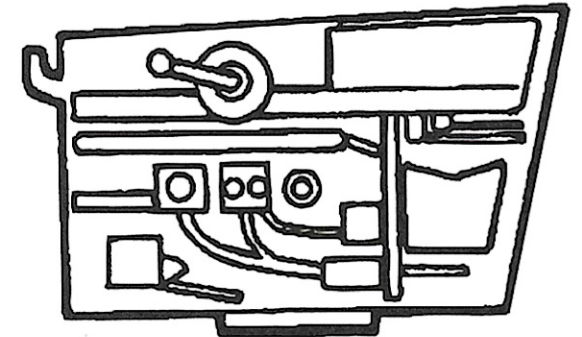
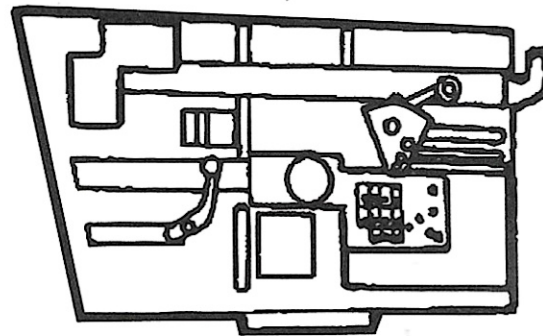
Step 1 - Cockpit Painting



K3
Instrument Panel
Interior Green
Raised Detail—Black
with White Details



C39
Cockpit Wall Left
Interior Green
Raised Detail—Black



C38
Cockpit Wall Right
Interior Green
Raised Detail—Black

Step 1a - Cockpit Assembly

C41
Gunsight
Flat Black

C40
Pilot Seat
Interior Green
Seatbelts—Tan

K3
Instrument Panel

C19
Control Stick
Interior Green
Grip—Black

I1
Seat Back
Interior Green
Headrest—Brown

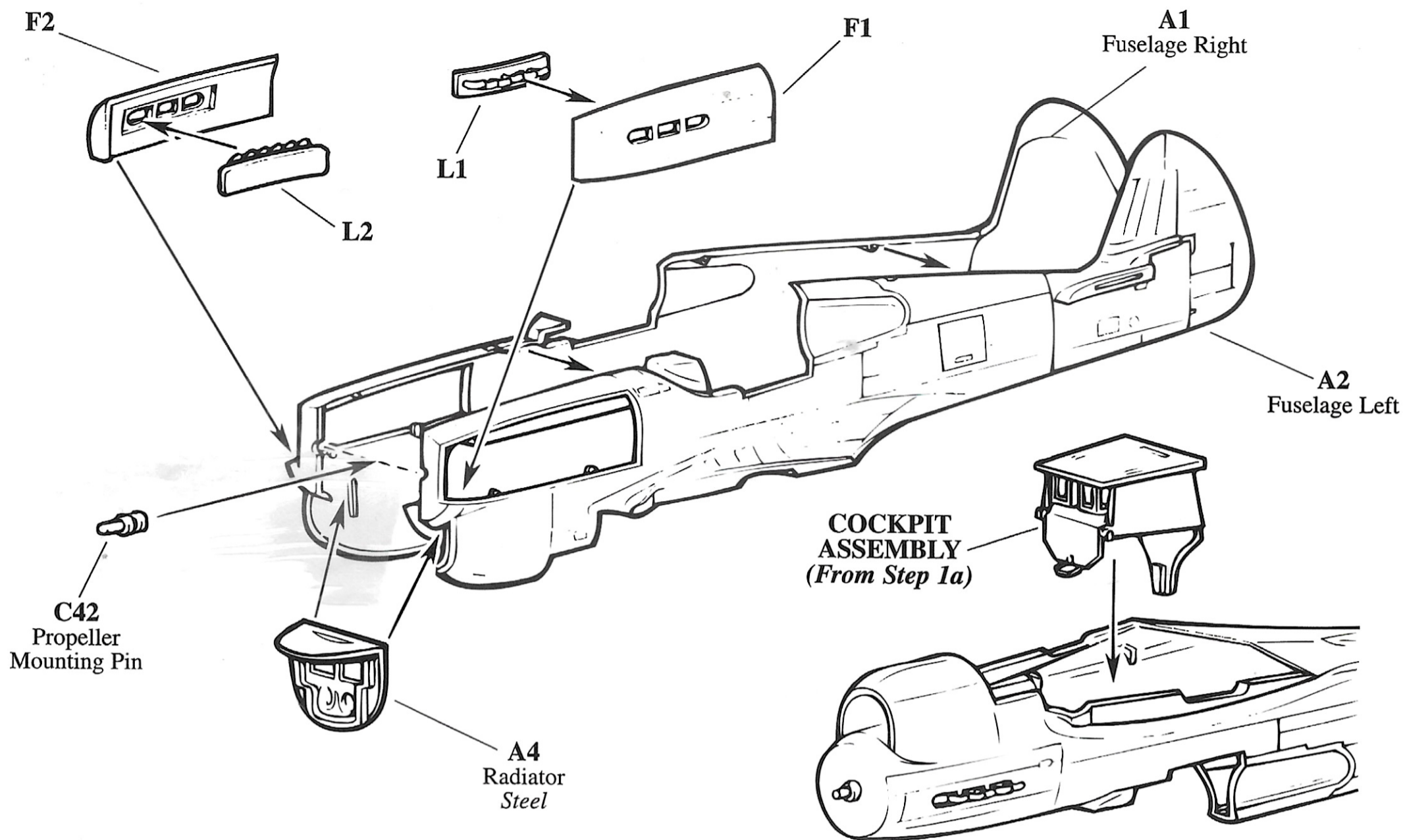
C38
Cockpit Wall Right

C39
Cockpit Wall Left

C13
Cockpit Floor
Interior Green

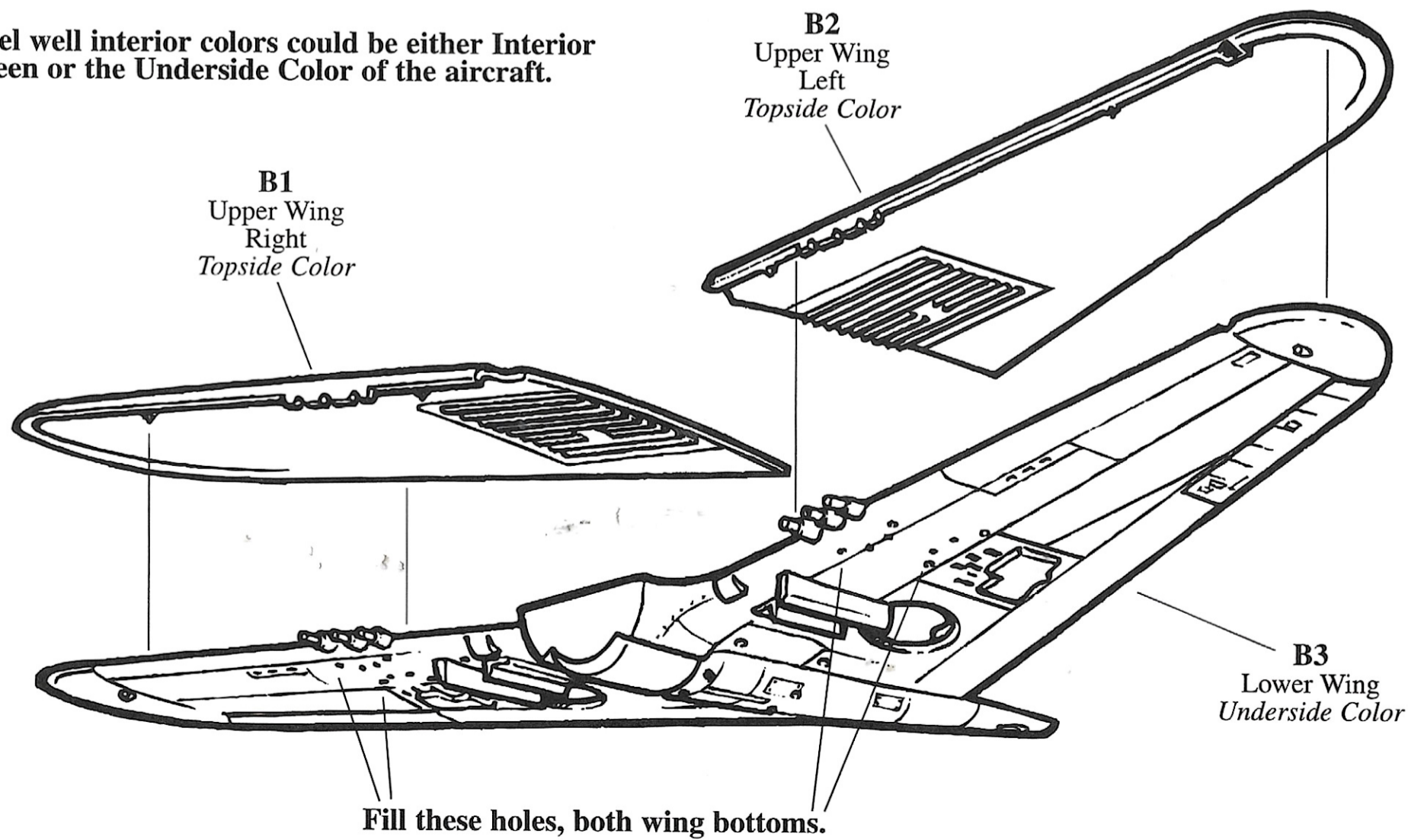
C18
Control Stick
Interior Green
Grip—Black

Step 2 - Fuselage Assembly

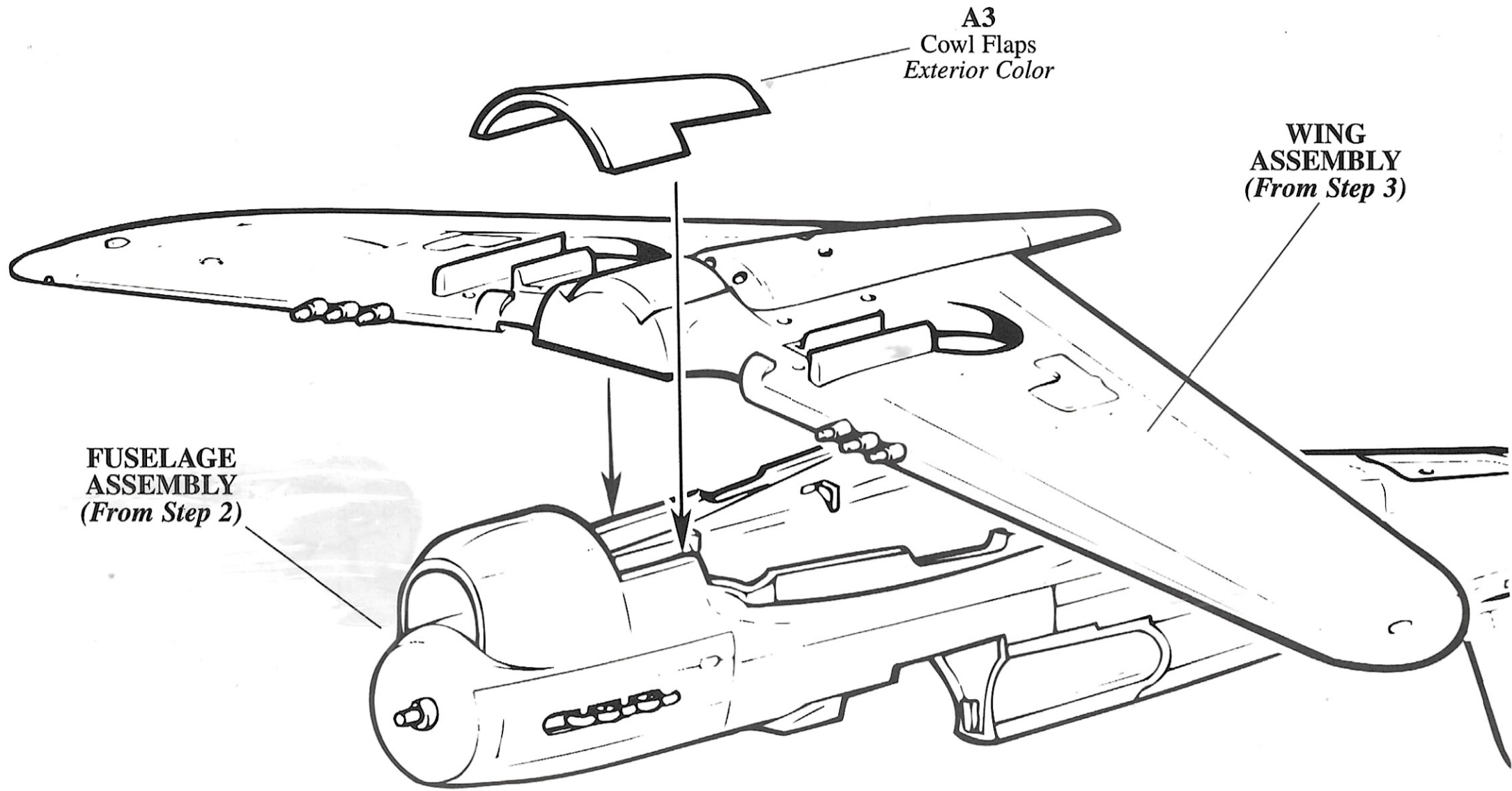


Step 3 - Wing Assembly

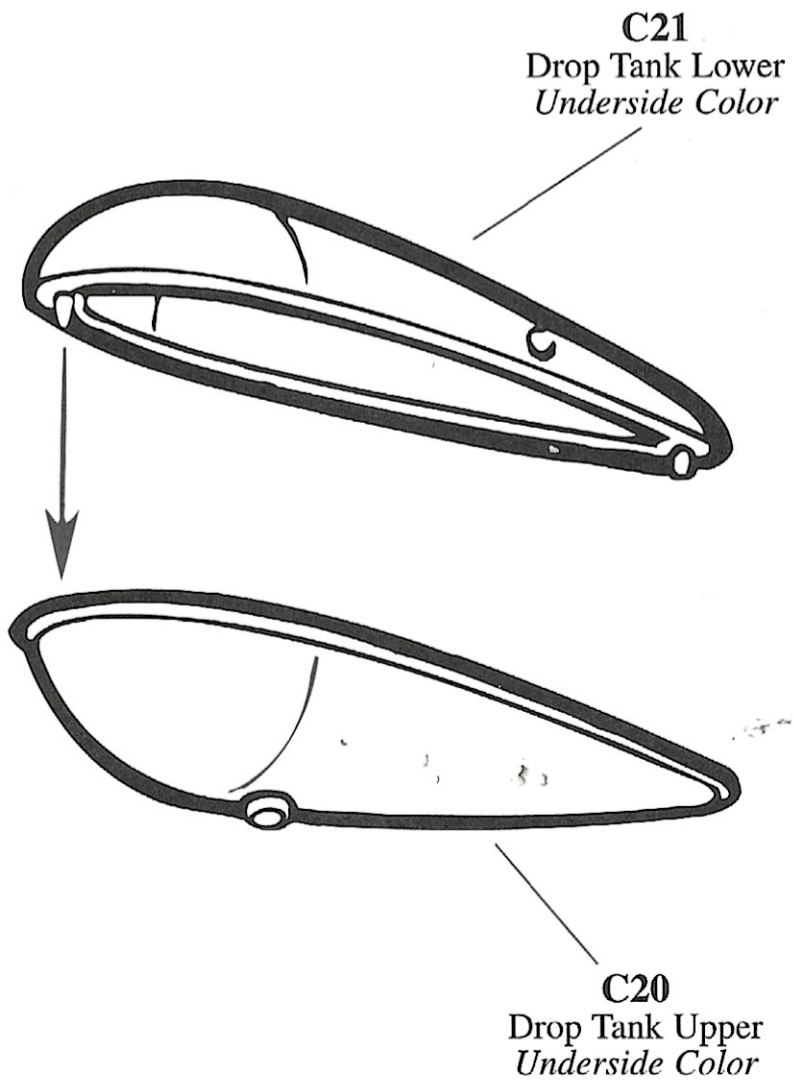
* Wheel well interior colors could be either Interior Green or the Underside Color of the aircraft.



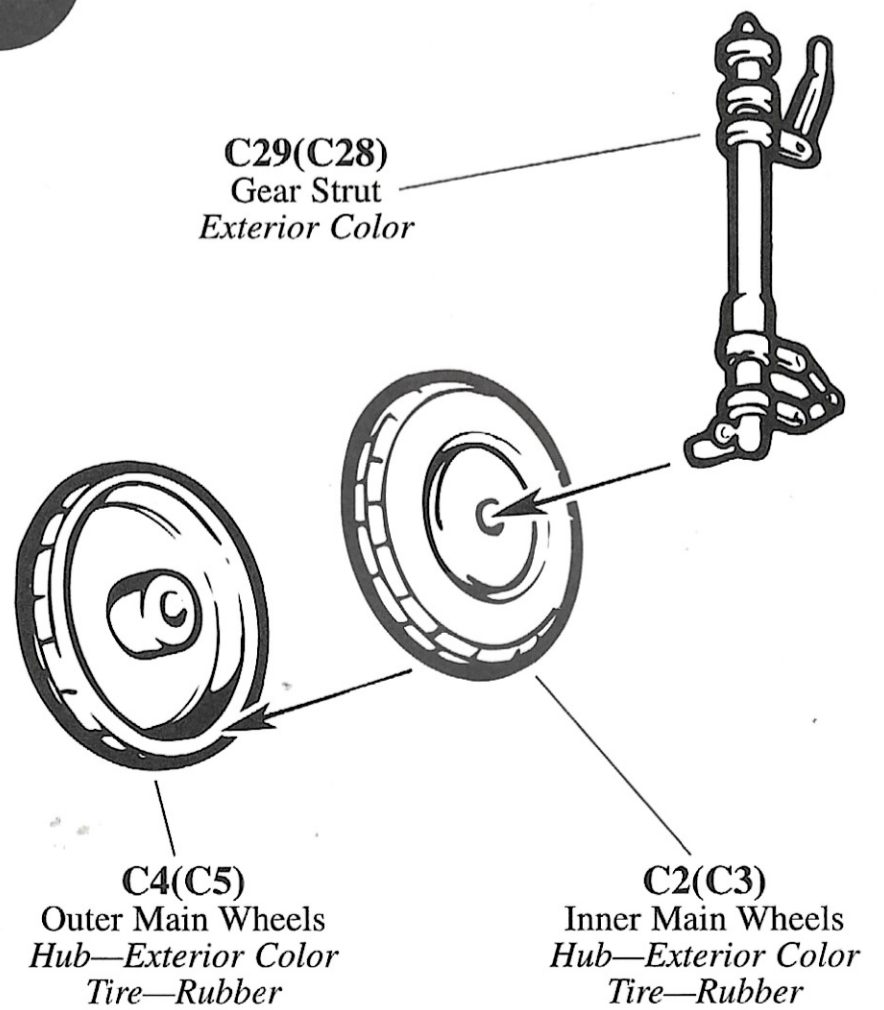
Step 4 - Wings, Etc. Attachment



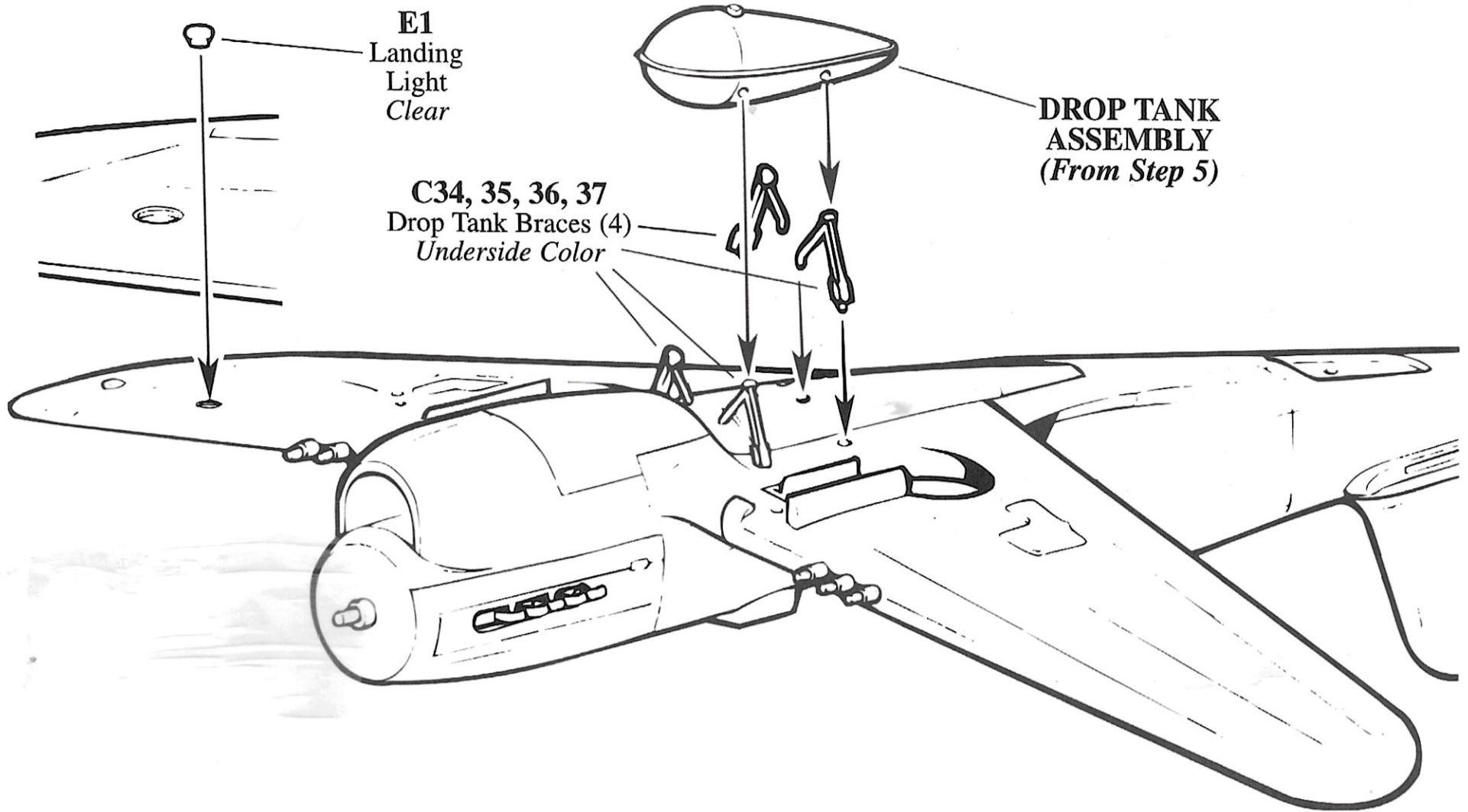
Step 5 - Misc. Assemblies



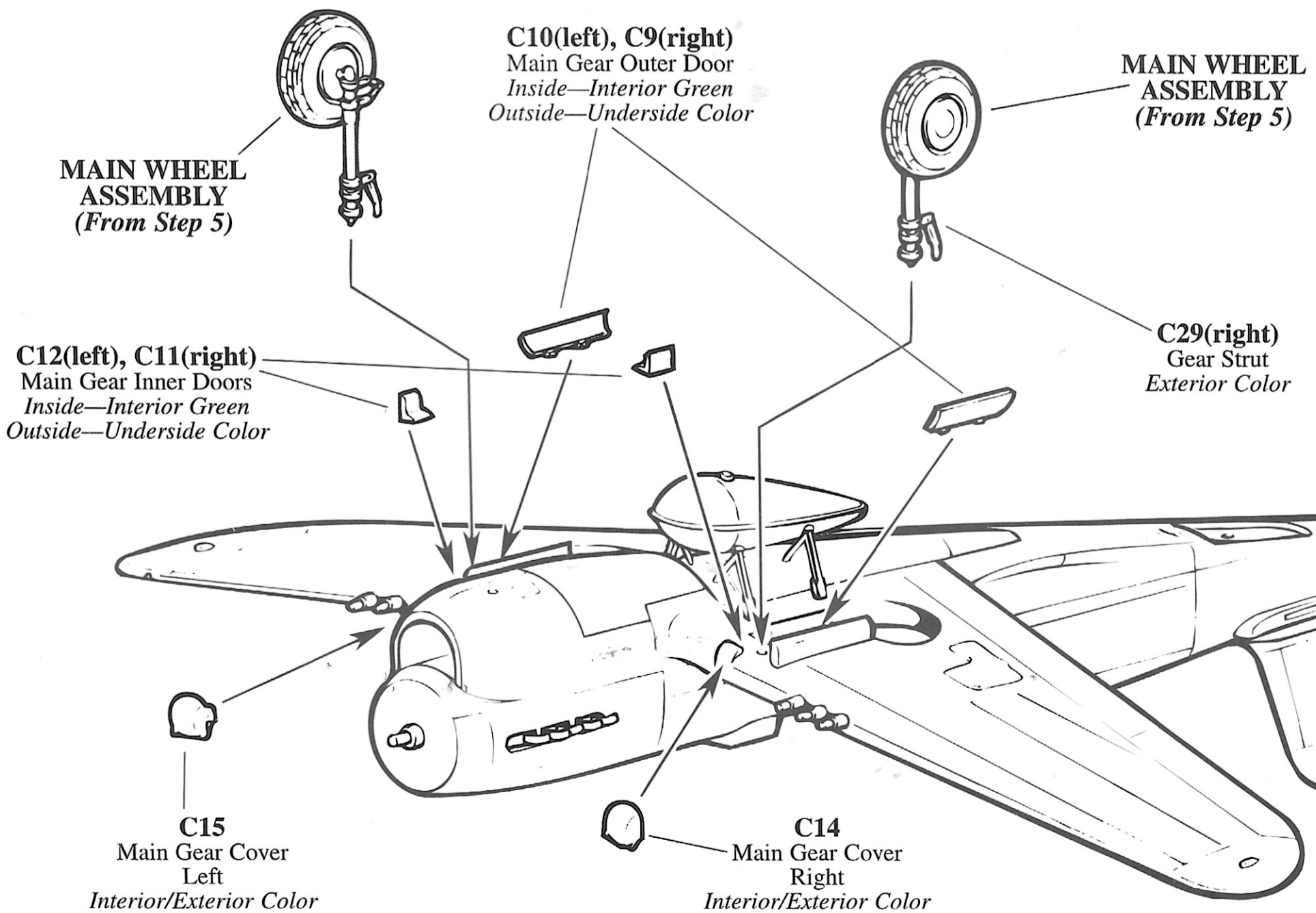
2X



Step 6 - Drop Tank, Etc.



Step 7 - Landing Gear, Etc.



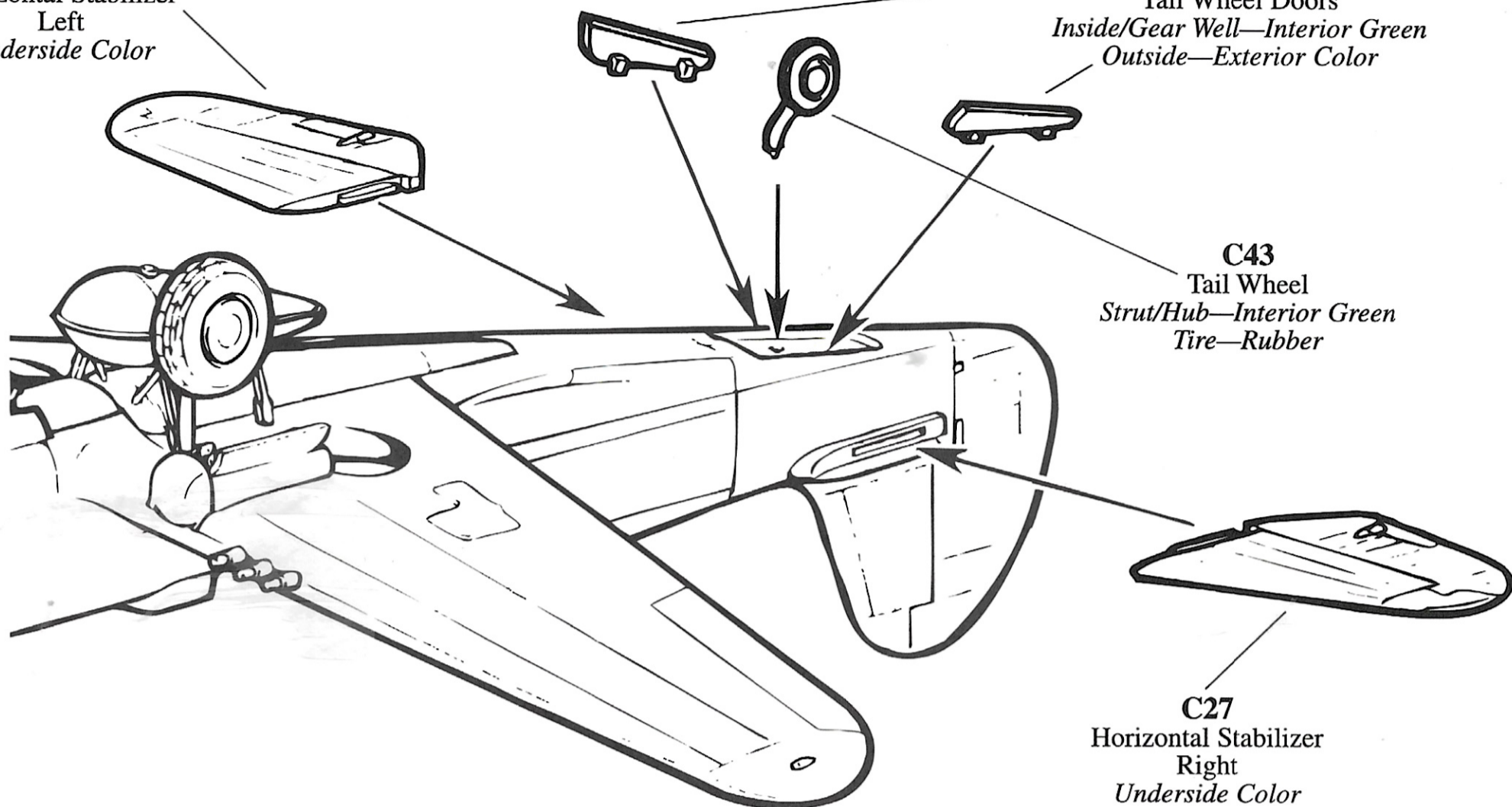
Step 8 - Tail Wheel, Stabilizers, Etc.

C26
Horizontal Stabilizer
Left
Underside Color

C7(left), C8(right)
Tail Wheel Doors
Inside/Gear Well—Interior Green
Outside—Exterior Color

C43
Tail Wheel
Strut/Hub—Interior Green
Tire—Rubber

C27
Horizontal Stabilizer
Right
Underside Color



Step 9 - Propeller & Canopy

C44
Propeller
Blades—Black
Tips (4" scale)—Yellow

D1
Windscreen
Clear

D2
Canopy
Clear

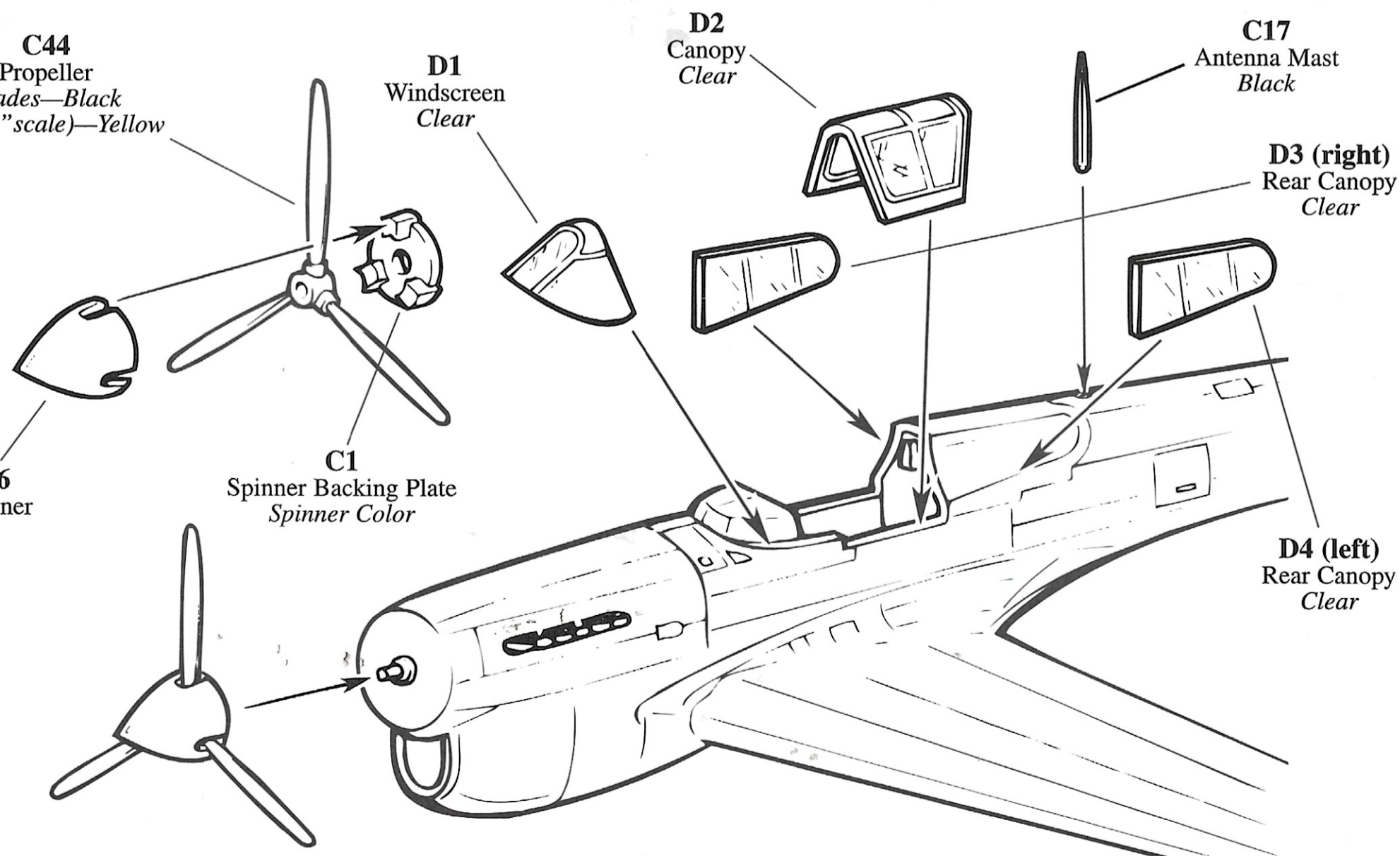
C17
Antenna Mast
Black

D3 (right)
Rear Canopy
Clear

C6
Spinner

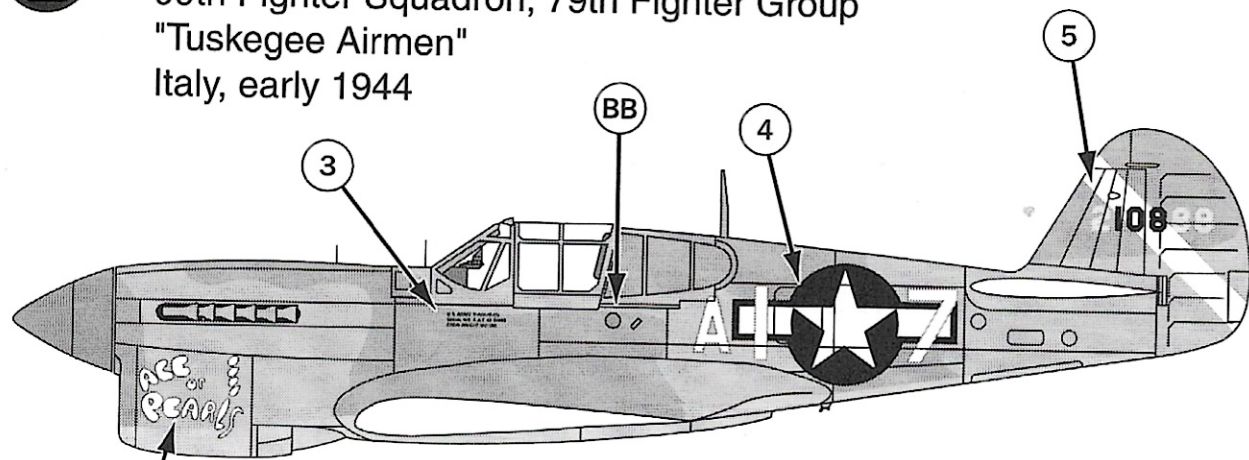
C1
Spinner Backing Plate
Spinner Color

D4 (left)
Rear Canopy
Clear

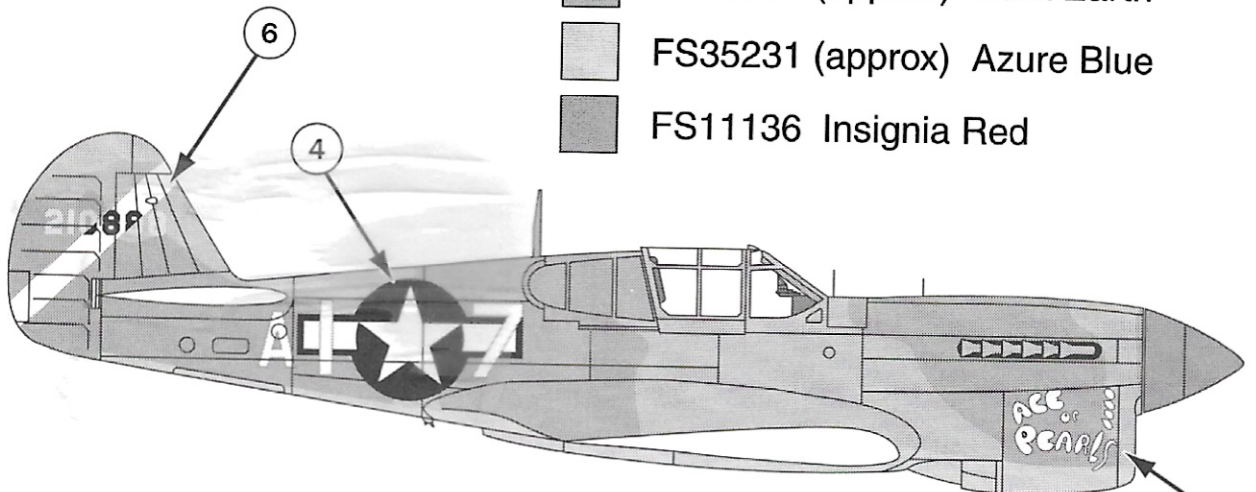


1

P-40L-15-CU, 1/Lt Herman "Ace" Lawson
99th Fighter Squadron, 79th Fighter Group
"Tuskegee Airmen"
Italy, early 1944

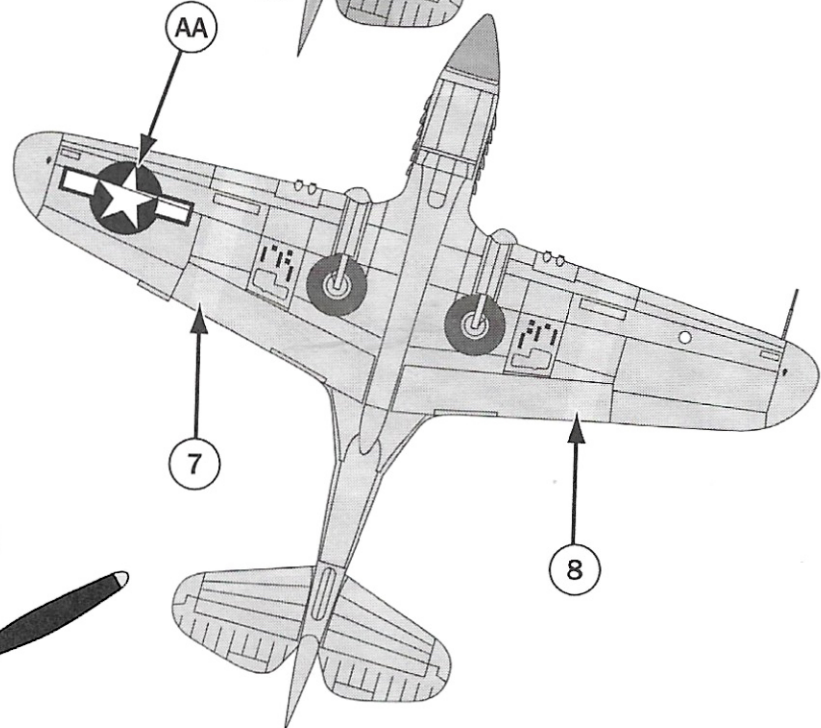
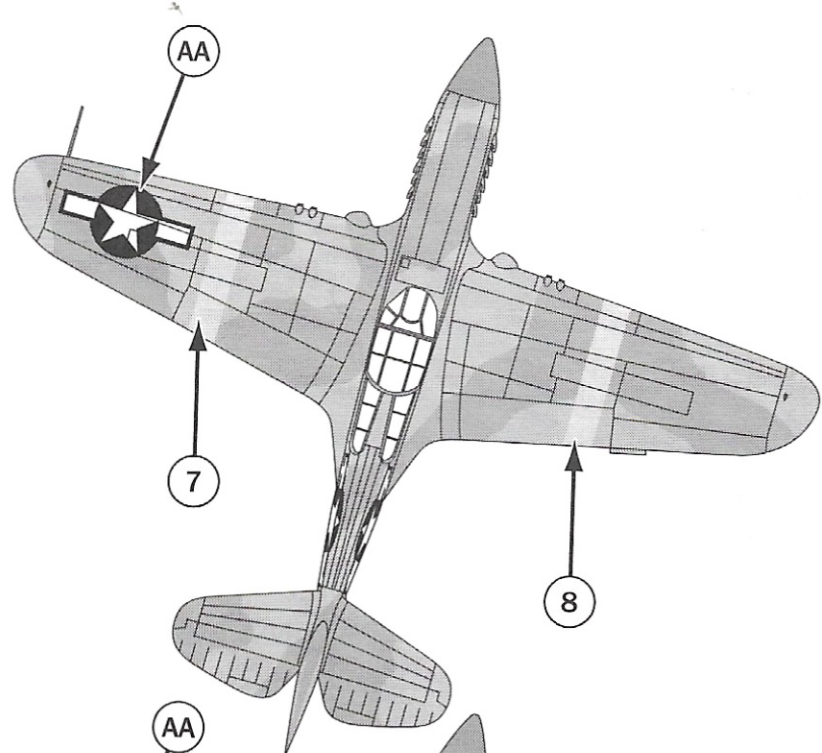
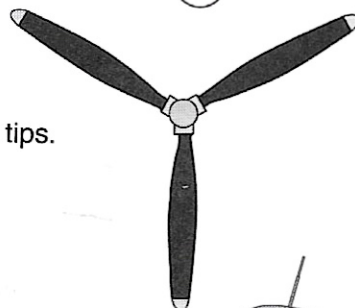


- FS30266 (approx) Middle Stone
- FS30118 (approx) Dark Earth
- FS35231 (approx) Azure Blue
- FS11136 Insignia Red



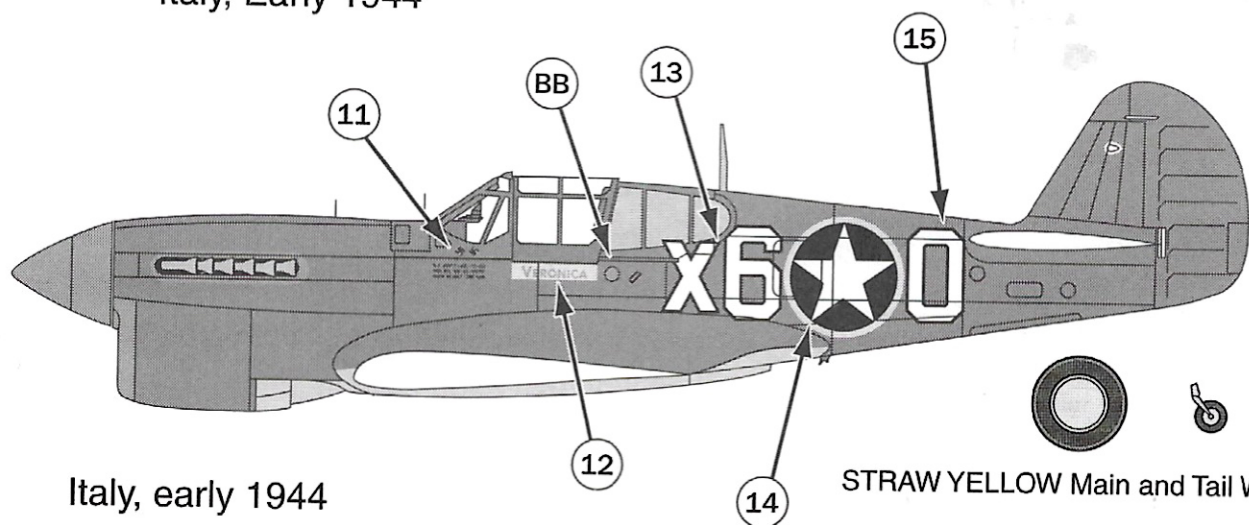
RAF Azure Blue FS35231 Main Wheel Covers

Paint propellers Flat Black FS37038 with Orange Yellow FS13538 tips.



2

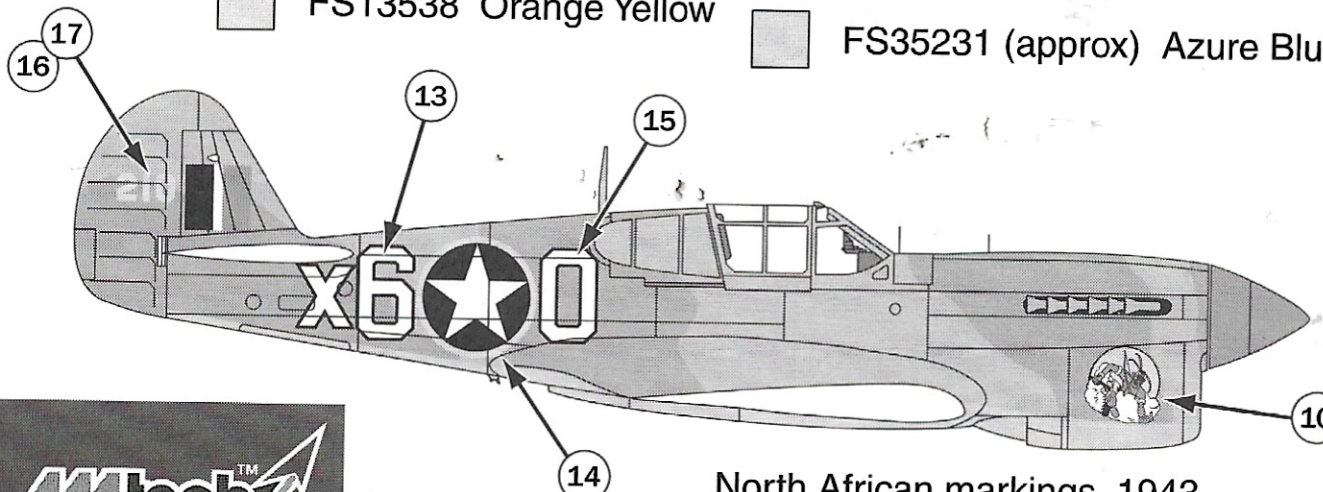
P-40L-5-CU, 2/Lt Erwin R. Silsbee
86th Fighter Squadron, 79th Fighter Group
Italy, Early 1944



Italy, early 1944

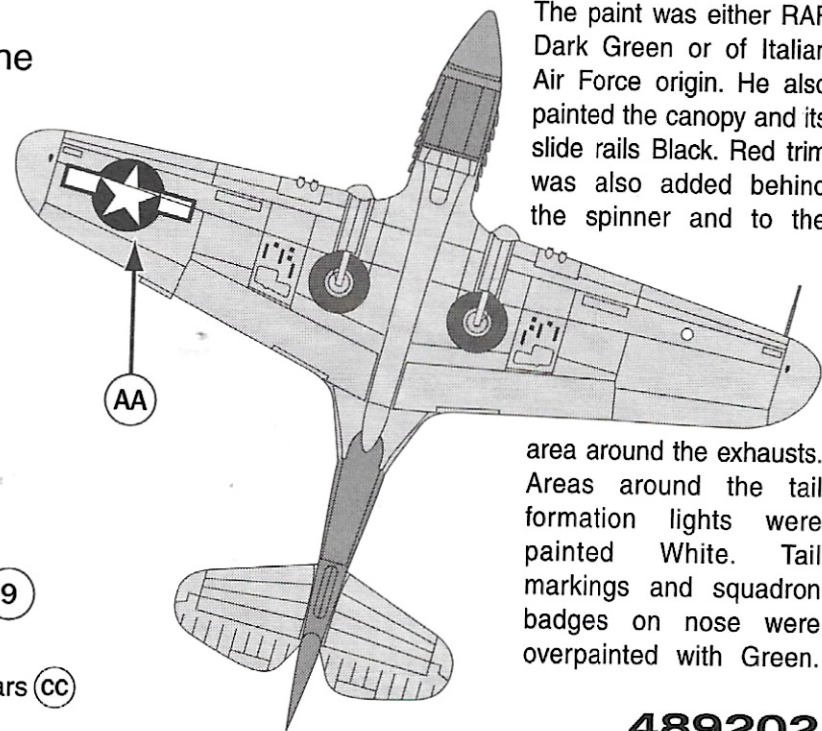
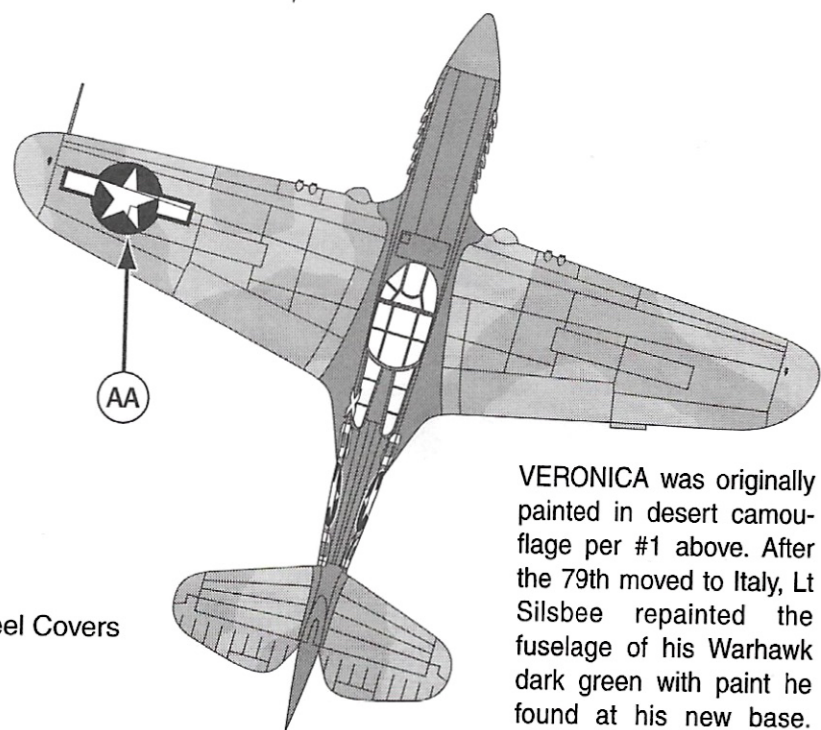
STRAW YELLOW Main and Tail Wheel Covers

- FS17038 Gloss Black
- FS11136 Insignia Red
- FS13538 Orange Yellow
- Dark Green
- FS30266 (approx) Middle Stone
- FS30118 (approx) Dark Earth
- FS35231 (approx) Azure Blue



North African markings, 1943

Scheme per #1 above with Red outlined wing stars (CC) and without wing stripes (7) and (8)



VERONICA was originally painted in desert camouflage per #1 above. After the 79th moved to Italy, Lt Silsbee repainted the fuselage of his Warhawk dark green with paint he found at his new base. The paint was either RAF Dark Green or of Italian Air Force origin. He also painted the canopy and its slide rails Black. Red trim was also added behind the spinner and to the

area around the exhausts. Areas around the tail formation lights were painted White. Tail markings and squadron badges on nose were overpainted with Green.

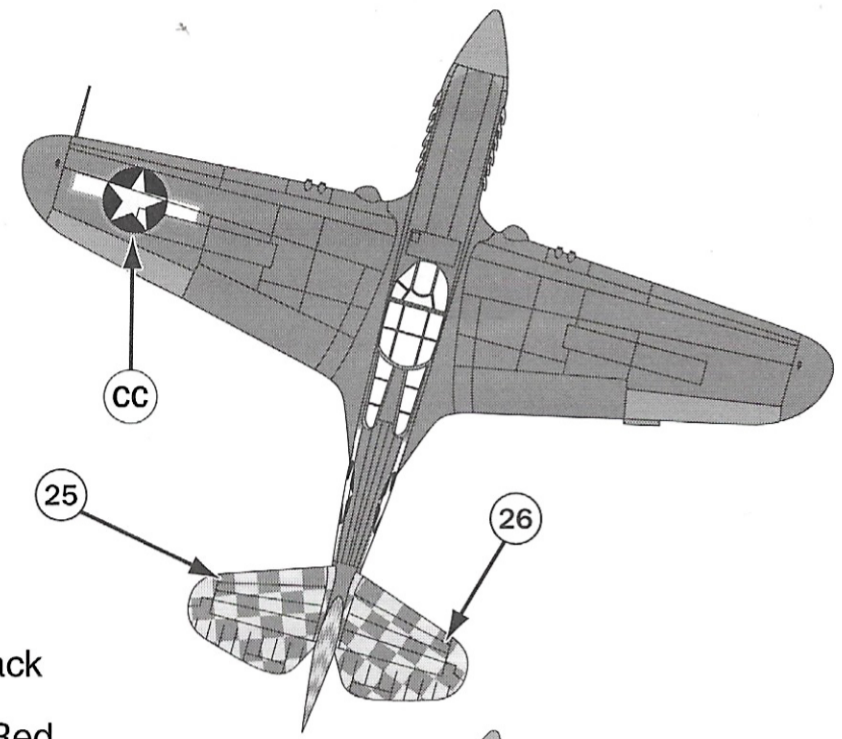
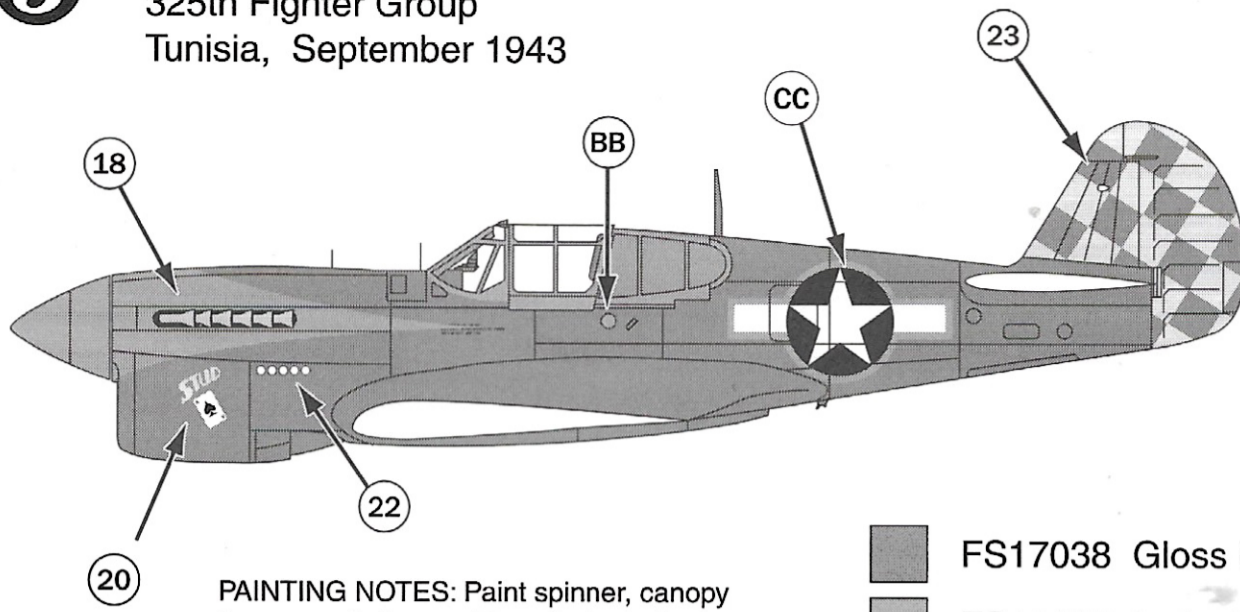


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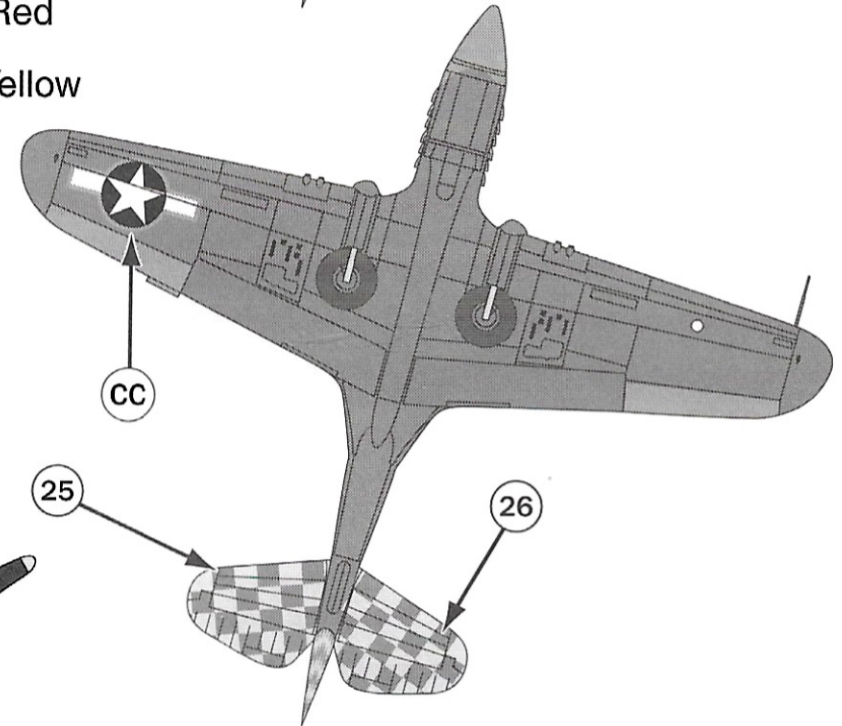
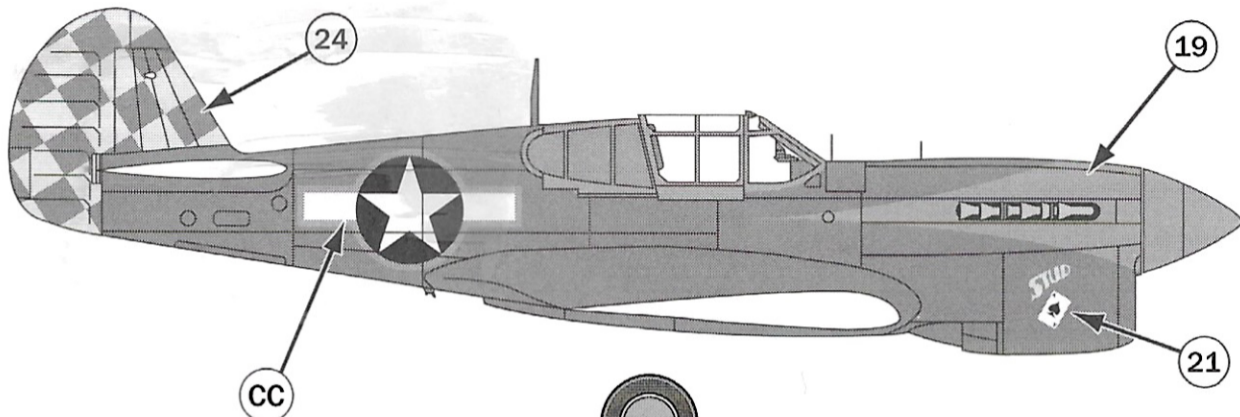
3

P-40F-20-CU, LtCol Robert Baseler
325th Fighter Group
Tunisia, September 1943

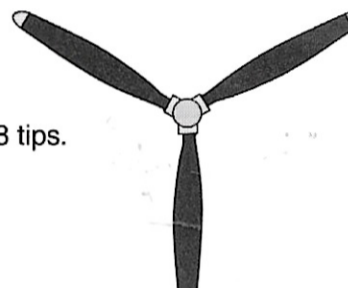


PAINTING NOTES: Paint spinner, canopy frames and ailerons Gloss Insignia Red FS11136 and all tail surfaces Gloss Orange Yellow FS13538.

-  FS17038 Gloss Black
-  FS11136 Insignia Red
-  FS13538 Orange Yellow

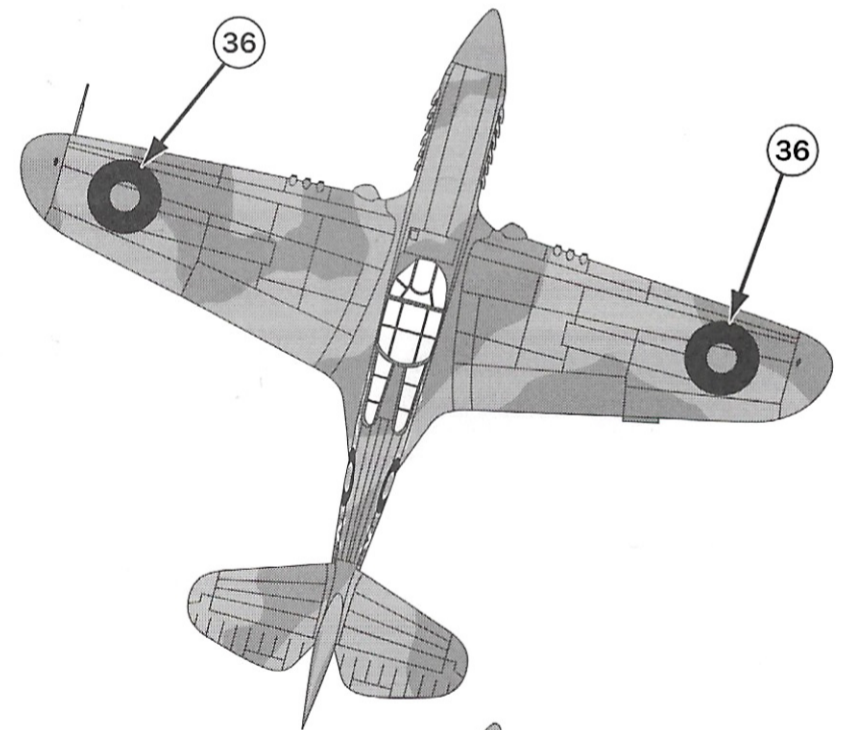
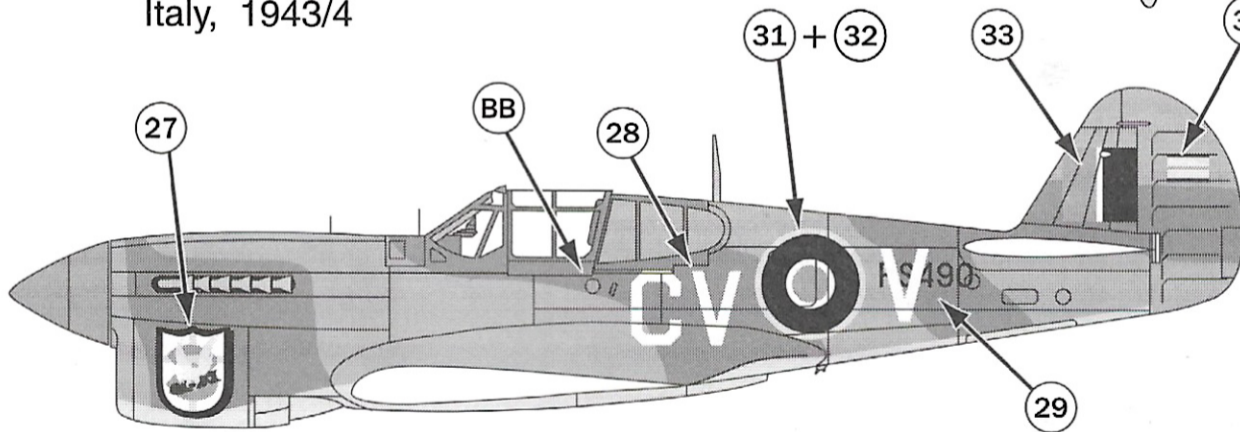


Insignia Red FS11136 Main Wheel Covers
Paint propellers Flat Black FS37038 with Orange Yellow FS13538 tips.



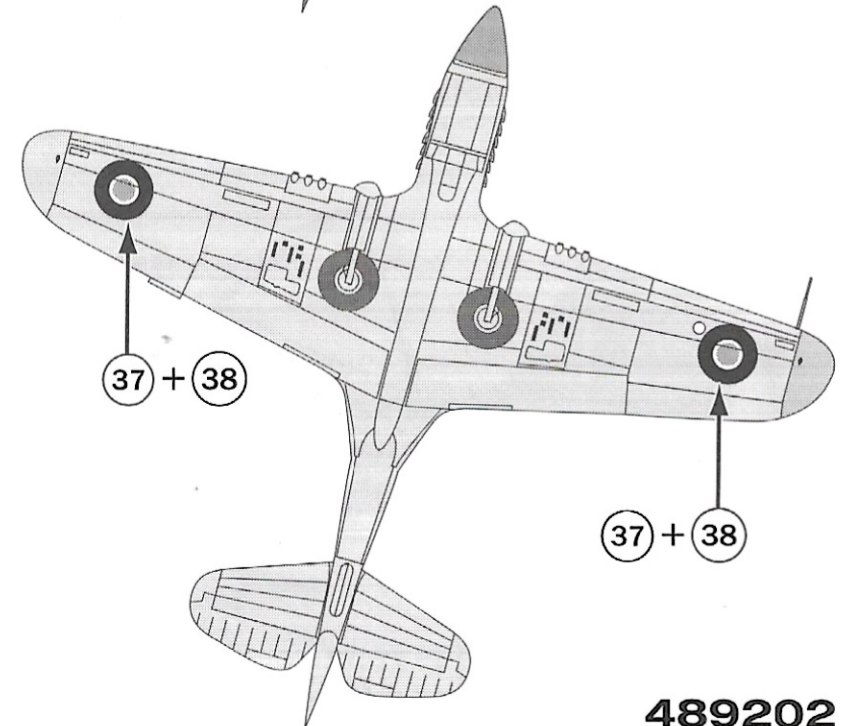
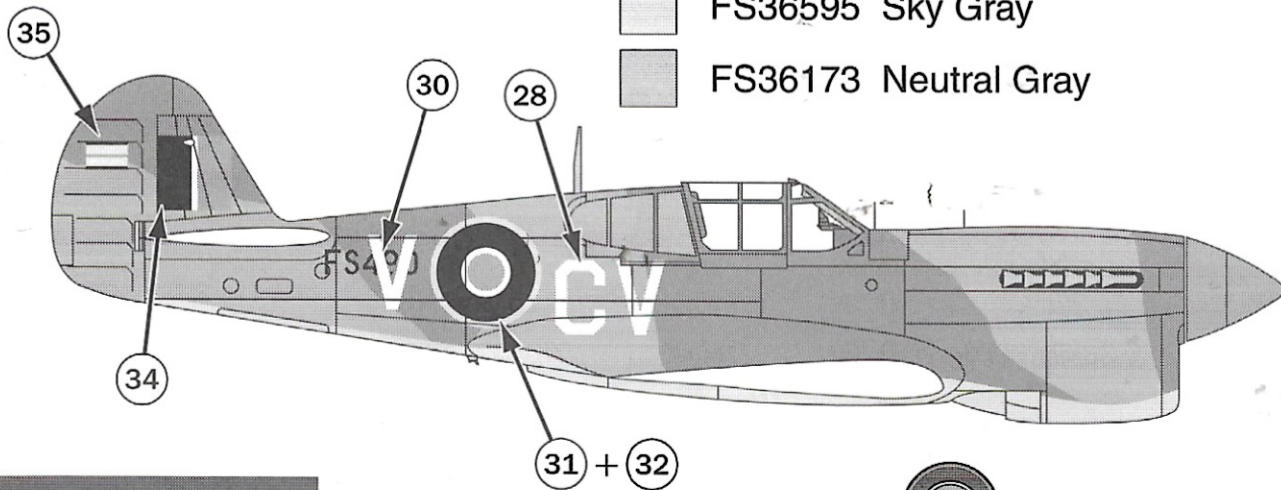
4

Kittyhawk Mk.II, S/Ldr Brian Eaton
No. 3 Squadron, RAAF
Italy, 1943/4



PAINTING NOTES: RAF Roundel Red FS10109 spinner. Replacement left wing tip is Olive Drab FS34087 above and Neutral Gray FS36173 below.

-  FS30118 (approx) Dark Earth
-  FS34079 (approx) Dark Green
-  FS34087 Olive Drab
-  FS36595 Sky Gray
-  FS36173 Neutral Gray



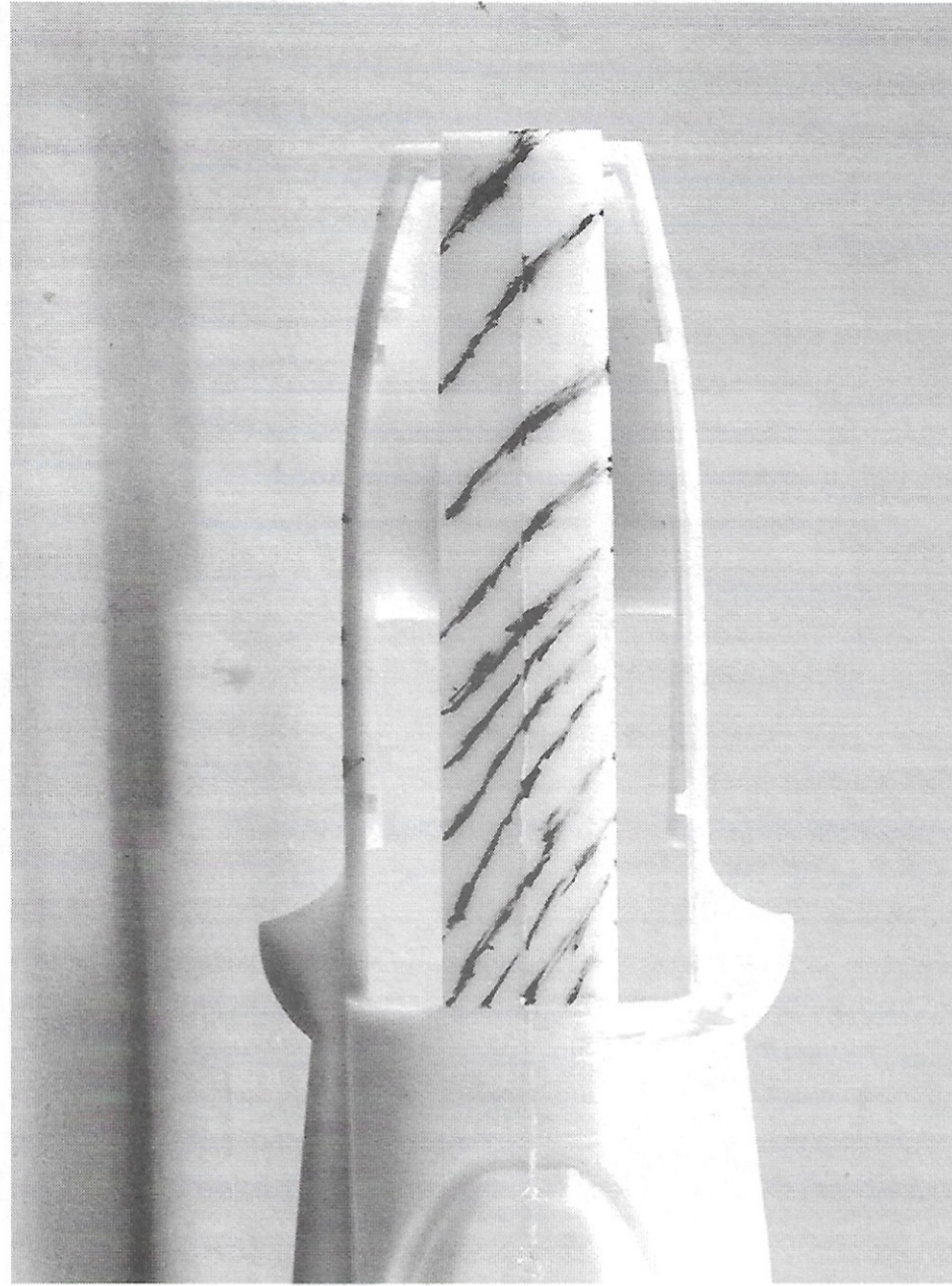
RAF ROUNDEL RED Main Wheel Covers



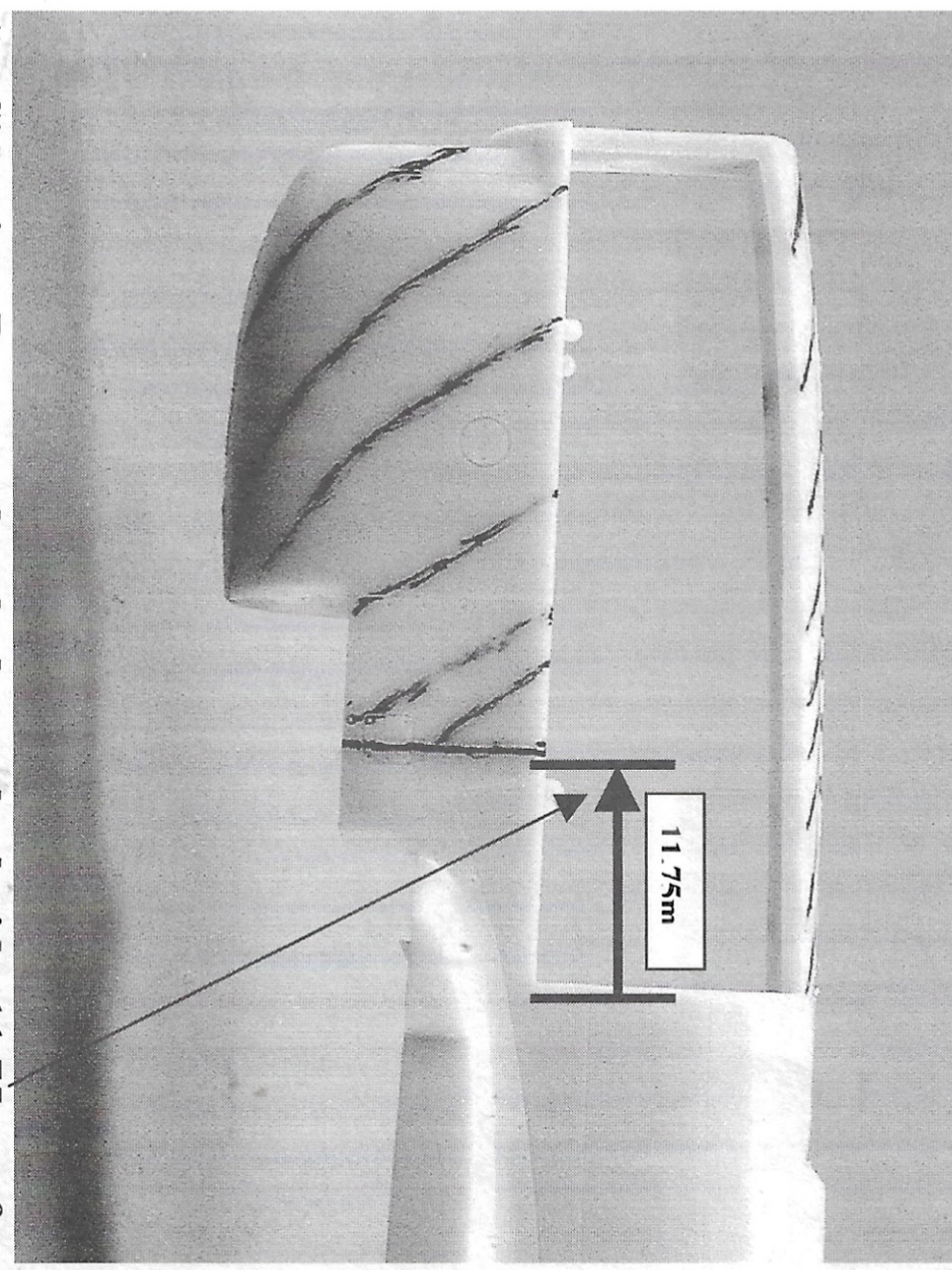
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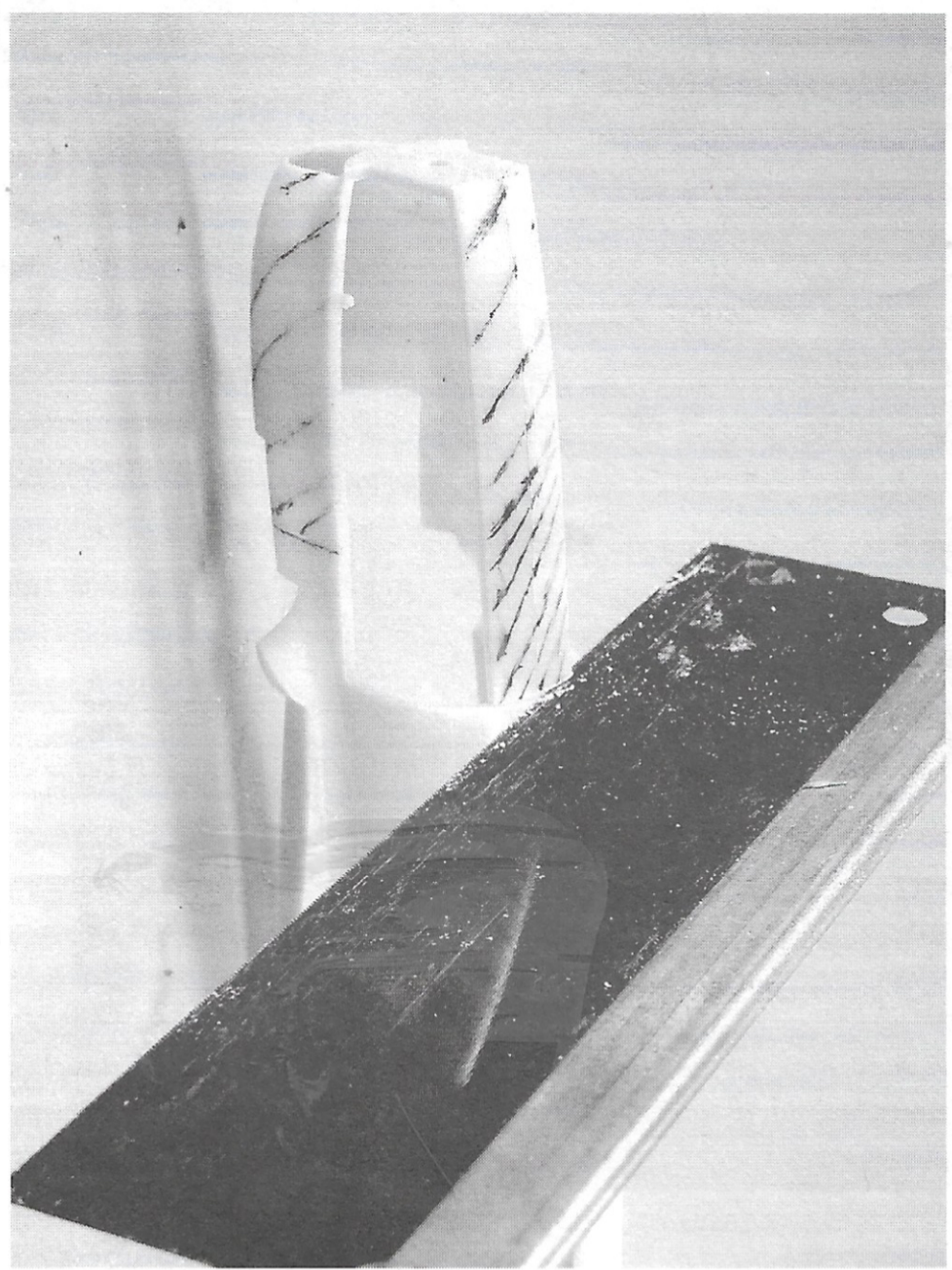
Resin Nose Conversion Assembly Steps



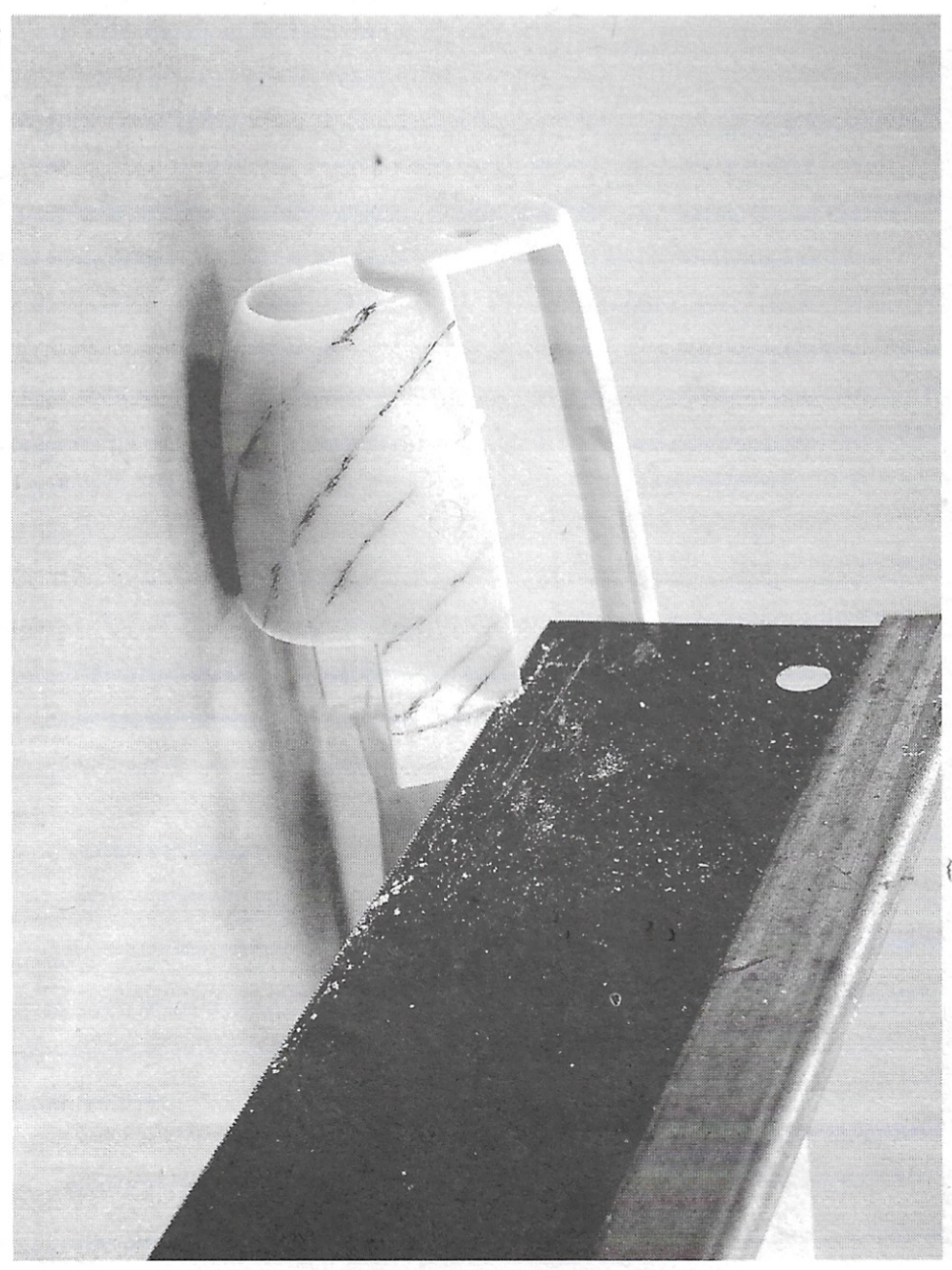
Step 1A. Remove thatched areas of fuselage. (Top view)



1B. Side view. Remove thatched area both sides 11.75mm from firewall.

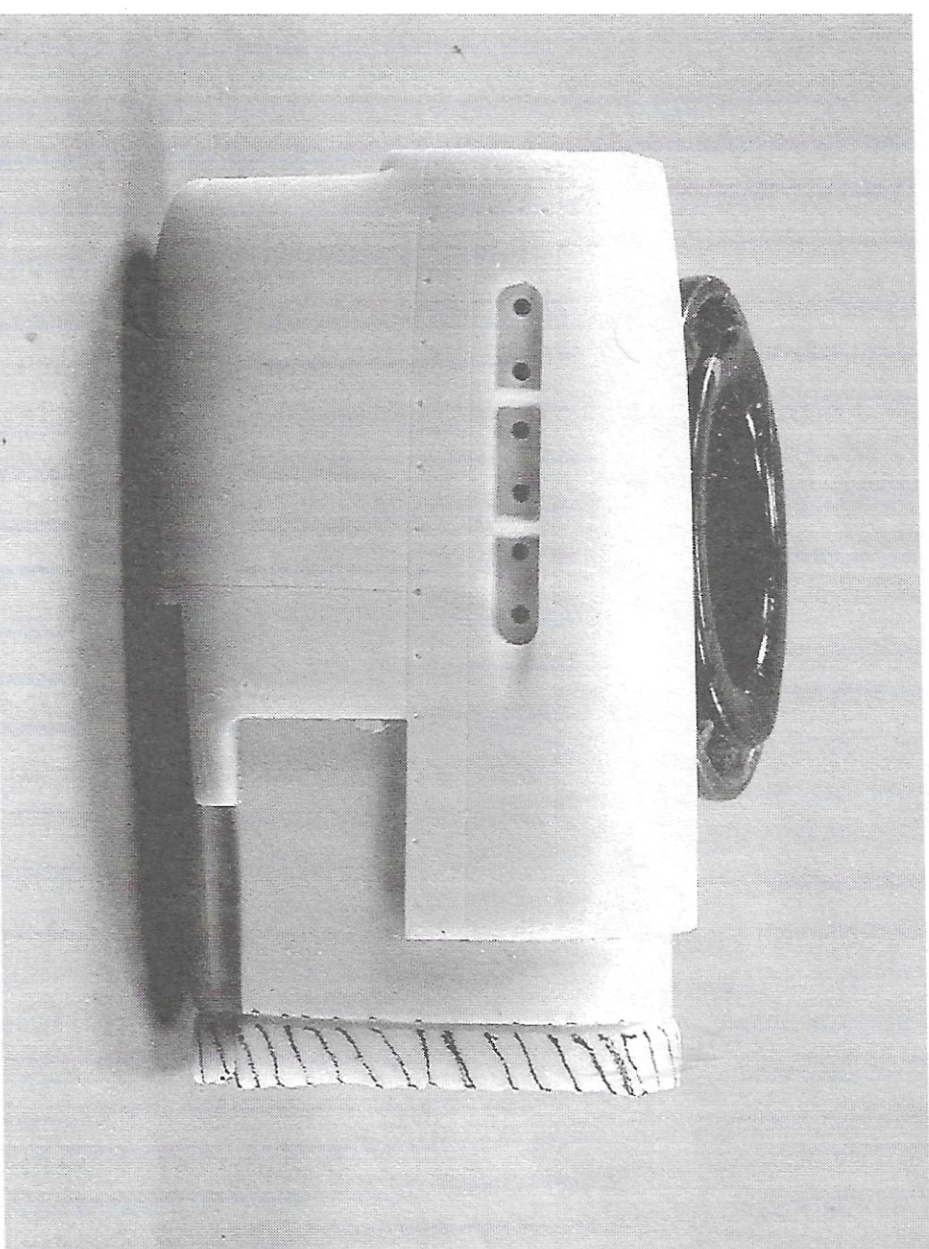


1C.



1D.

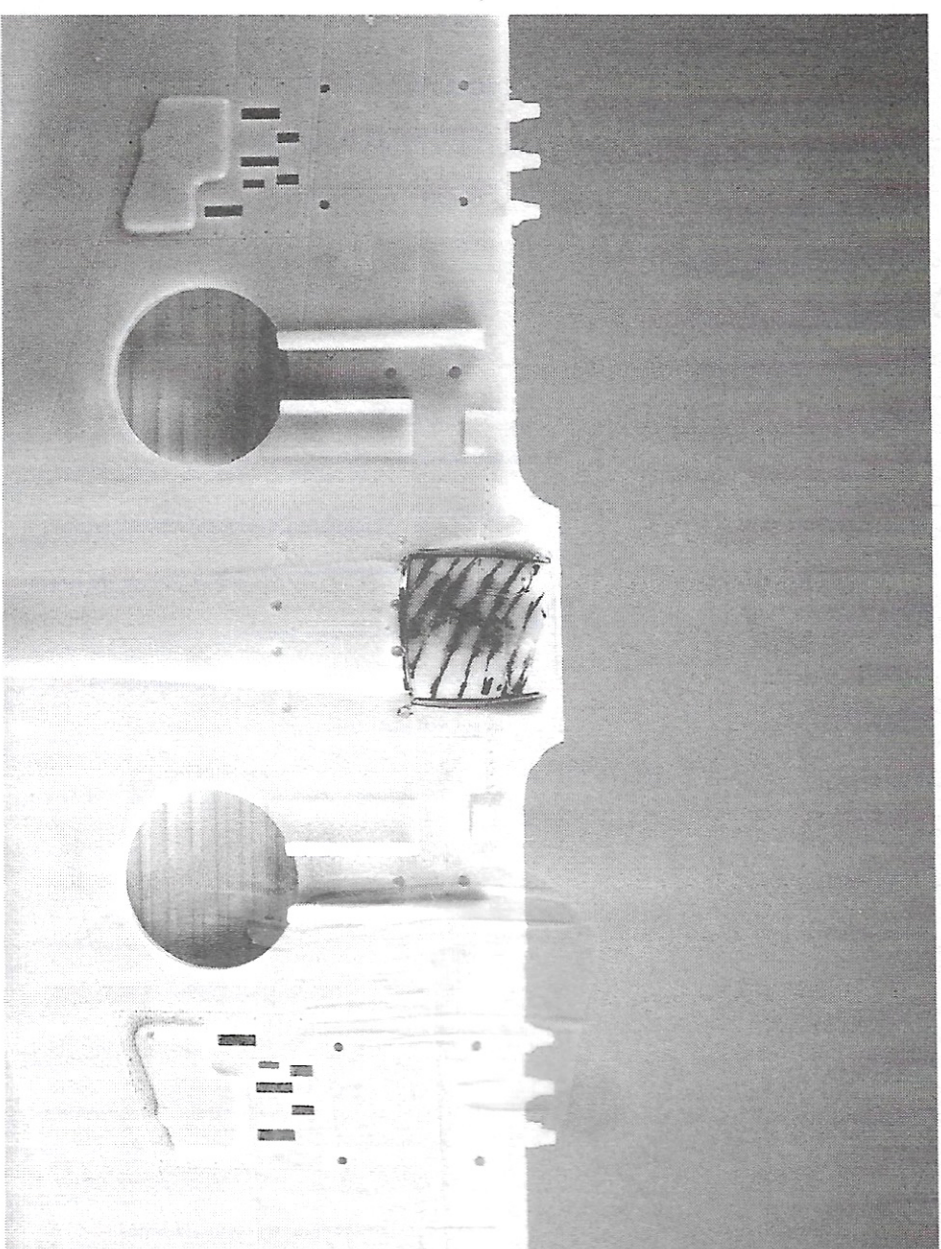
Resin Nose Conversion Assembly Steps



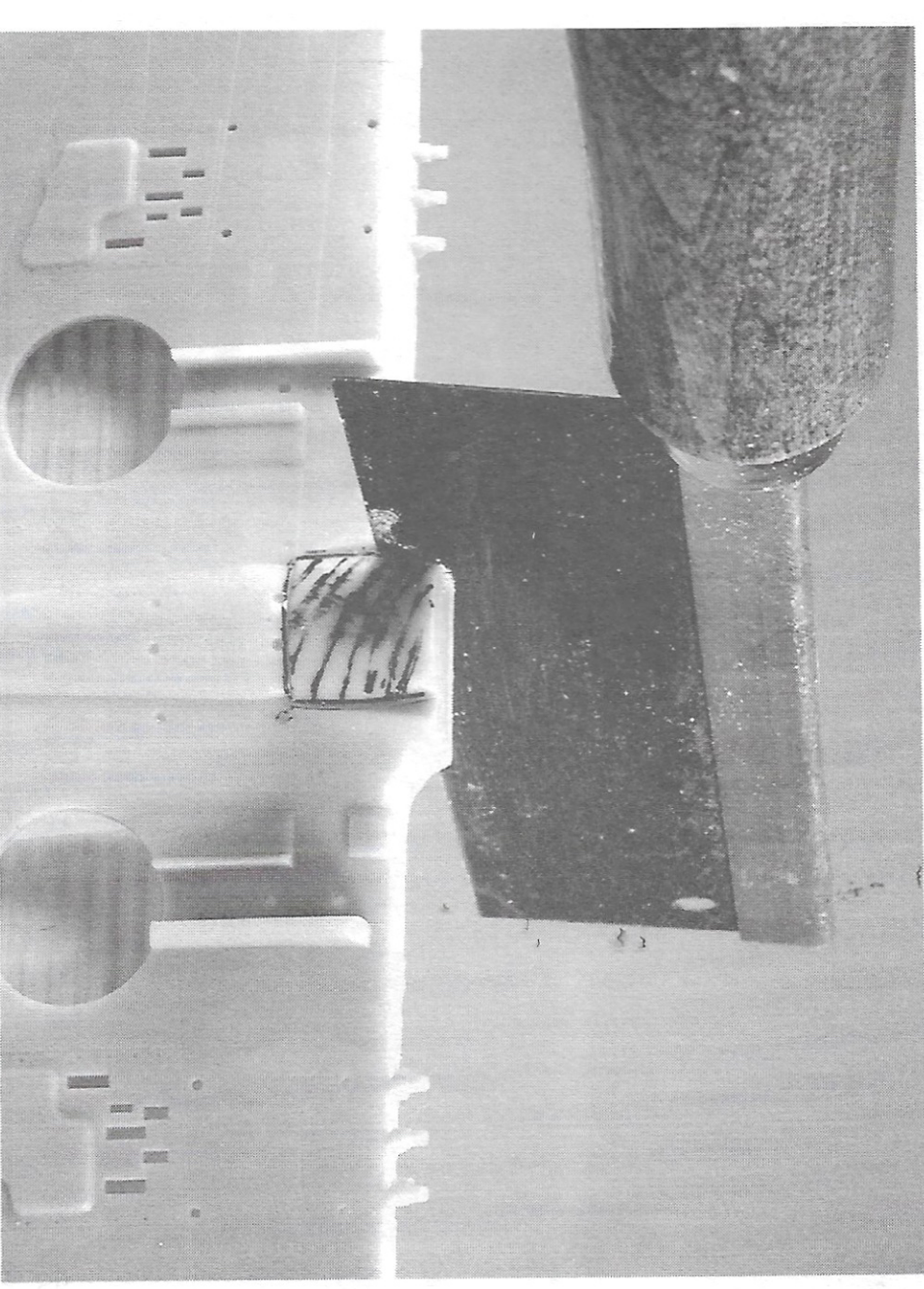
Step 2A. Resin nose plug removal. Remove thatched area.



2B. Do not inhale resin dust. It may be harmful to your health.

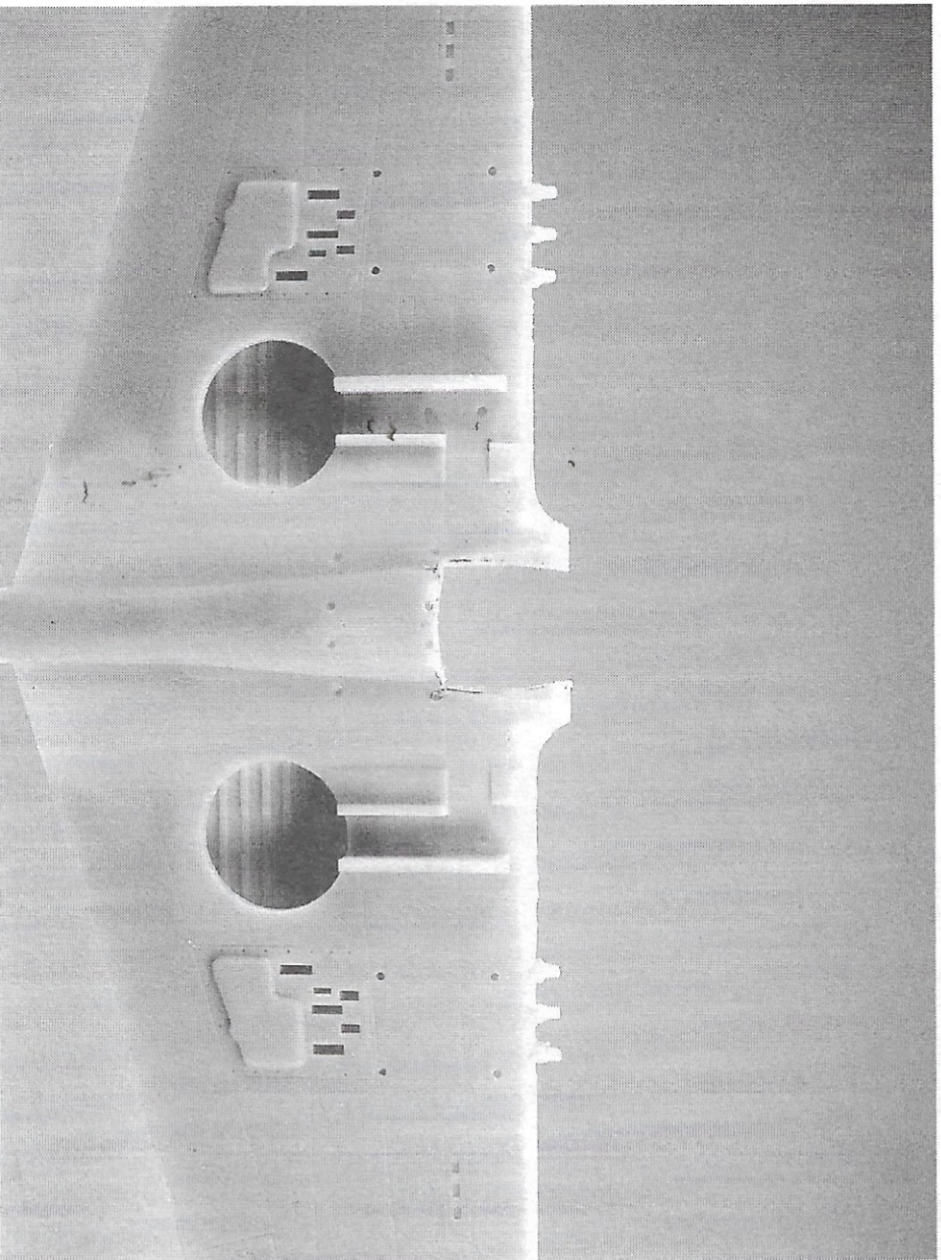


Step 3A. Remove thatched bottom wing center section.

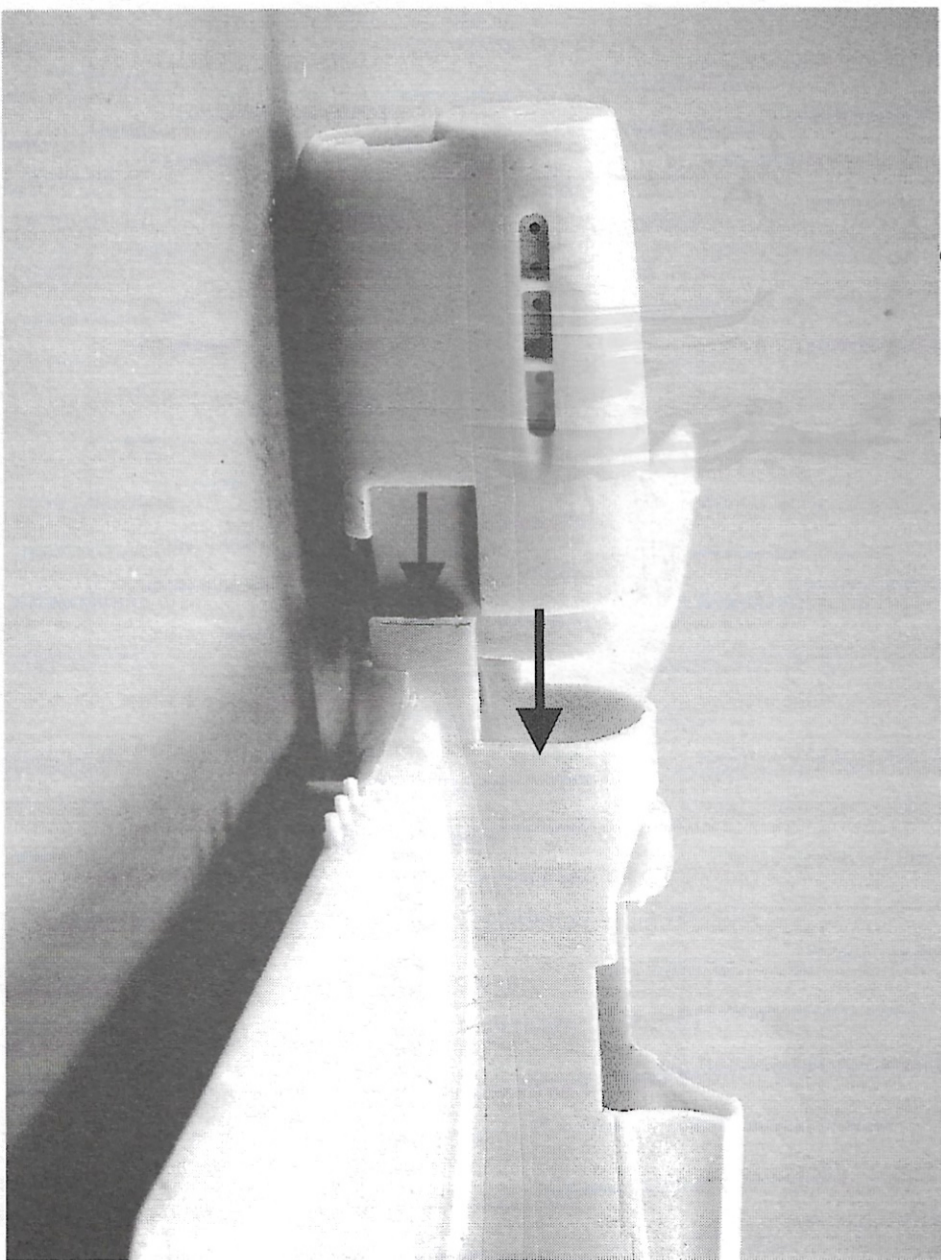


3B. Removing bottom wing center section.

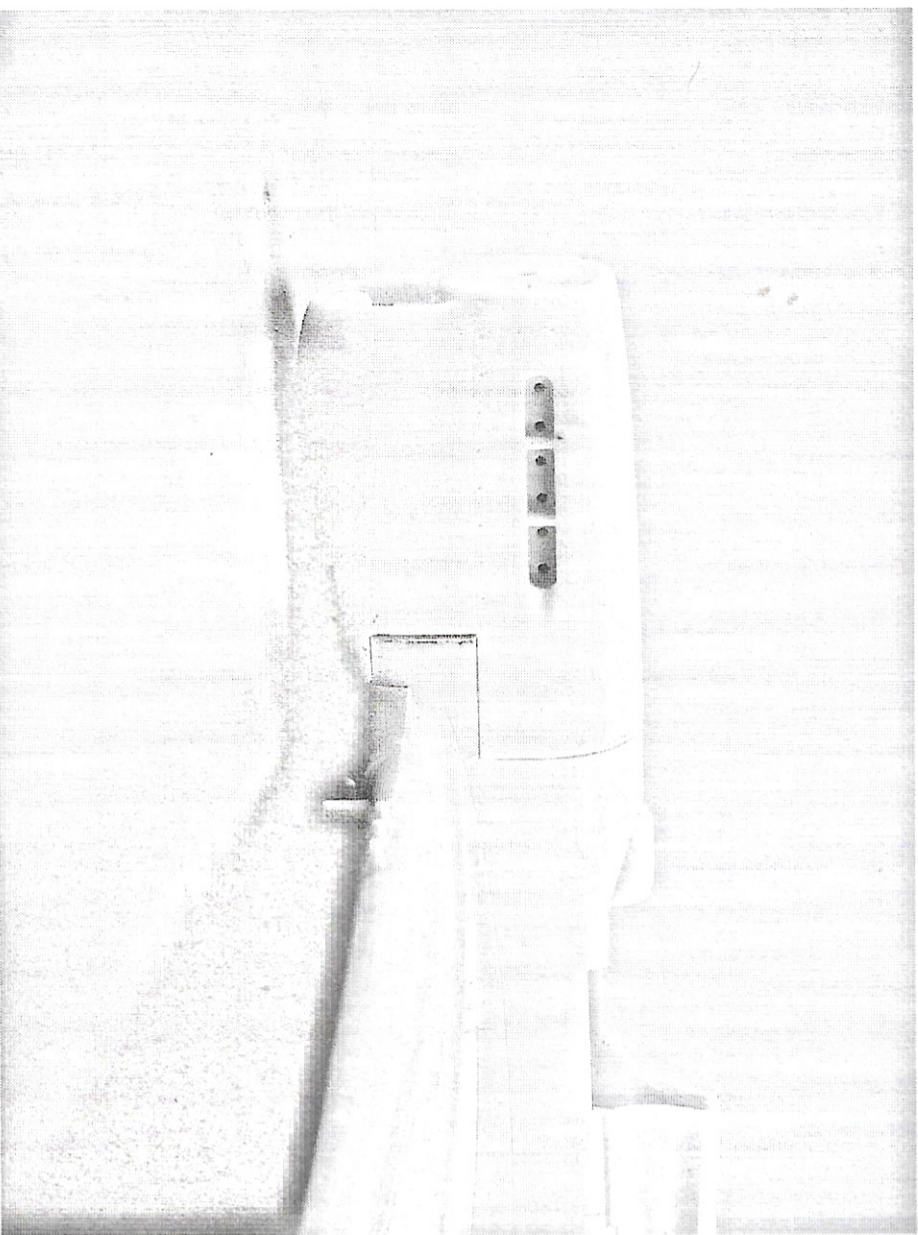
Resin Nose Conversion Assembly Steps



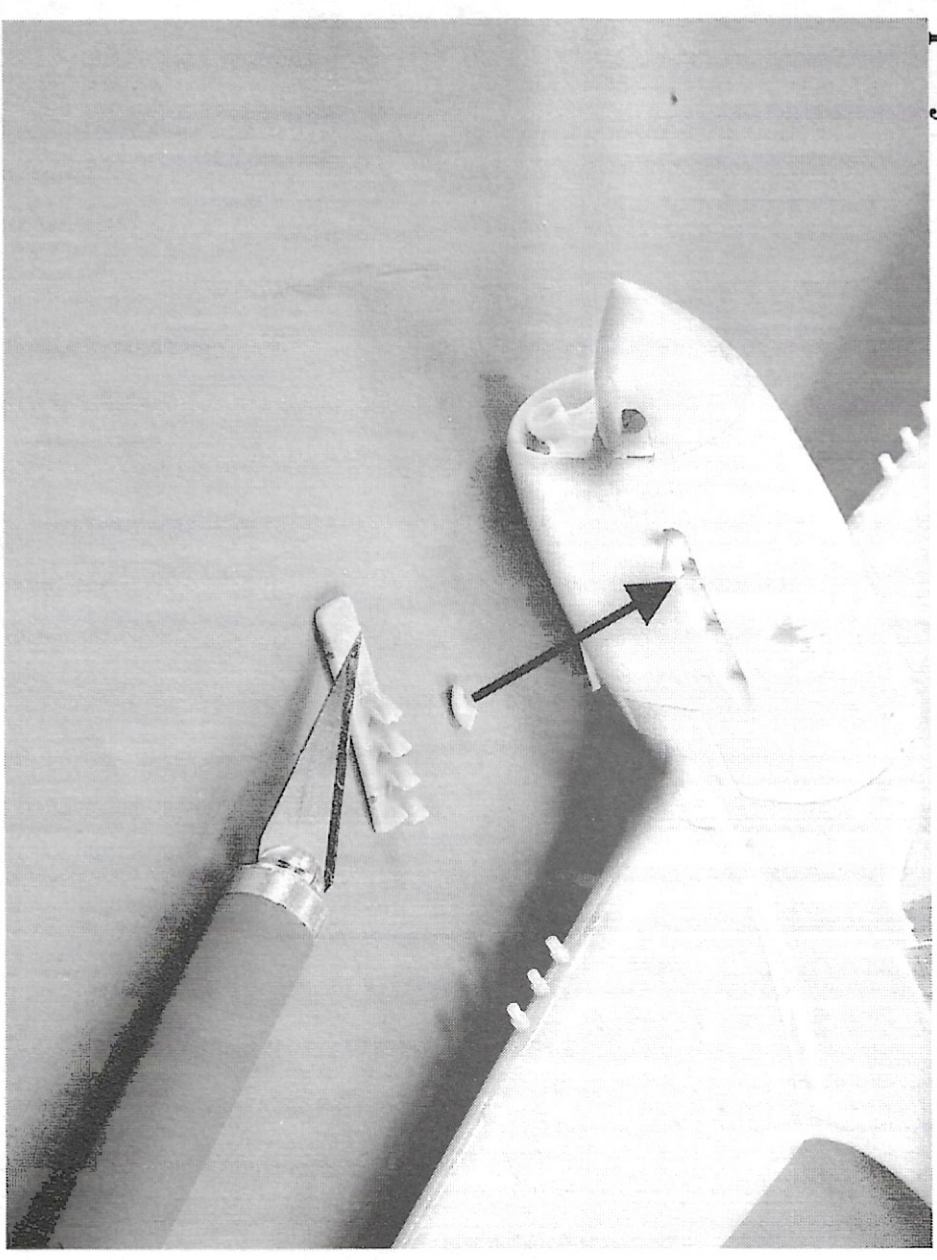
3C. Center section shown removed.



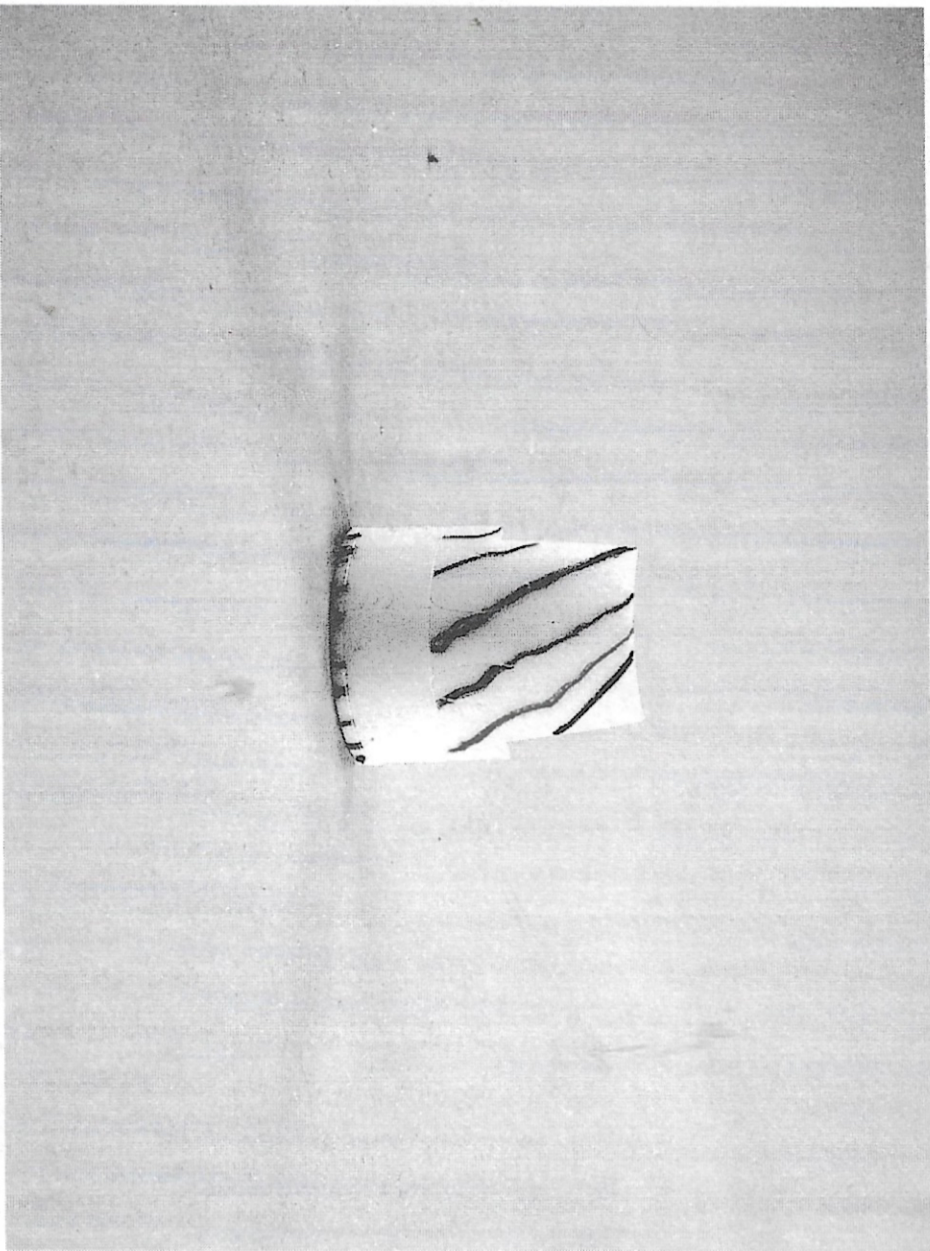
Step 4A. Insert resin nose. Recommend super glue or 2-part epoxy.



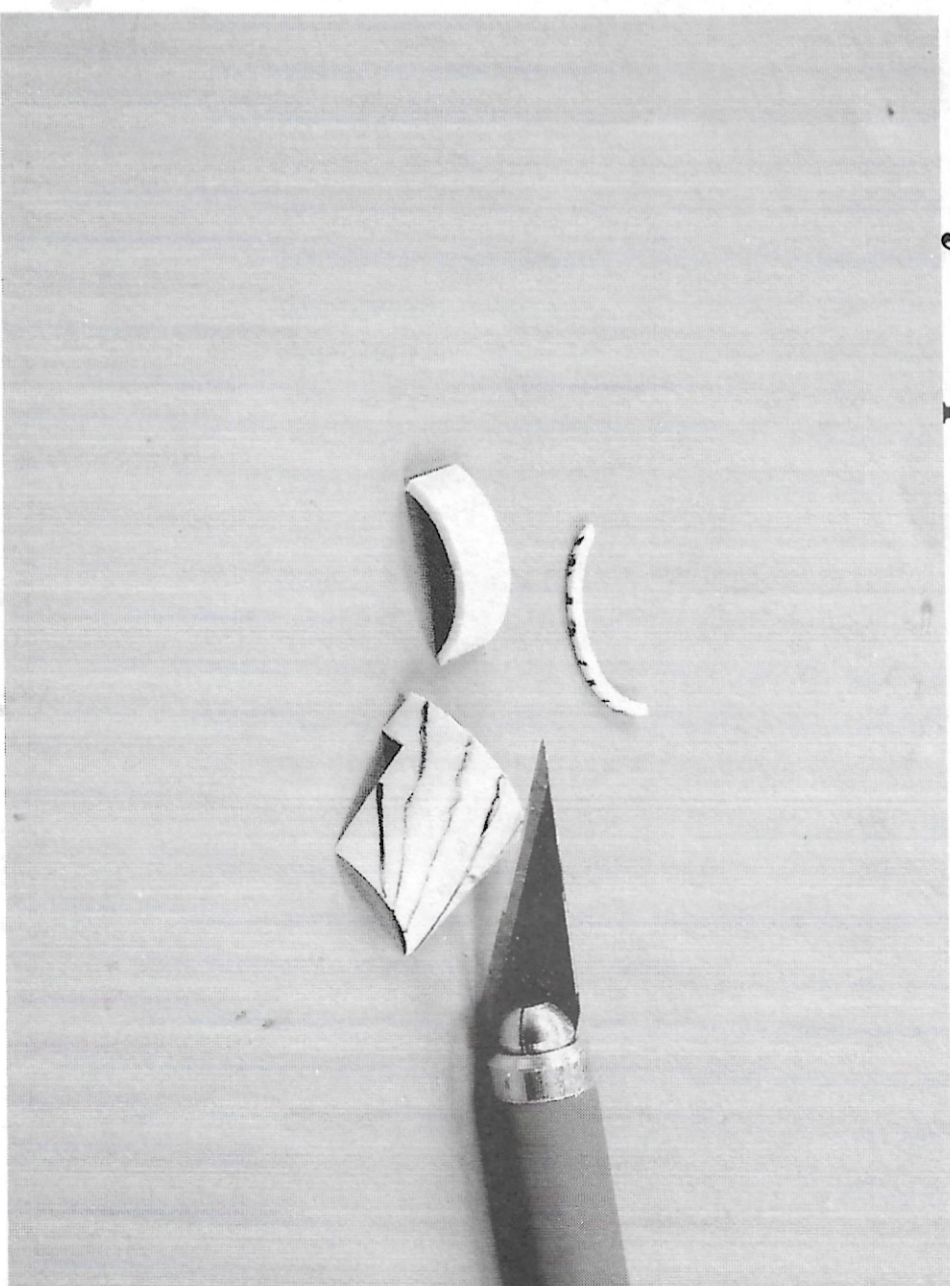
4B. Nose inserted.



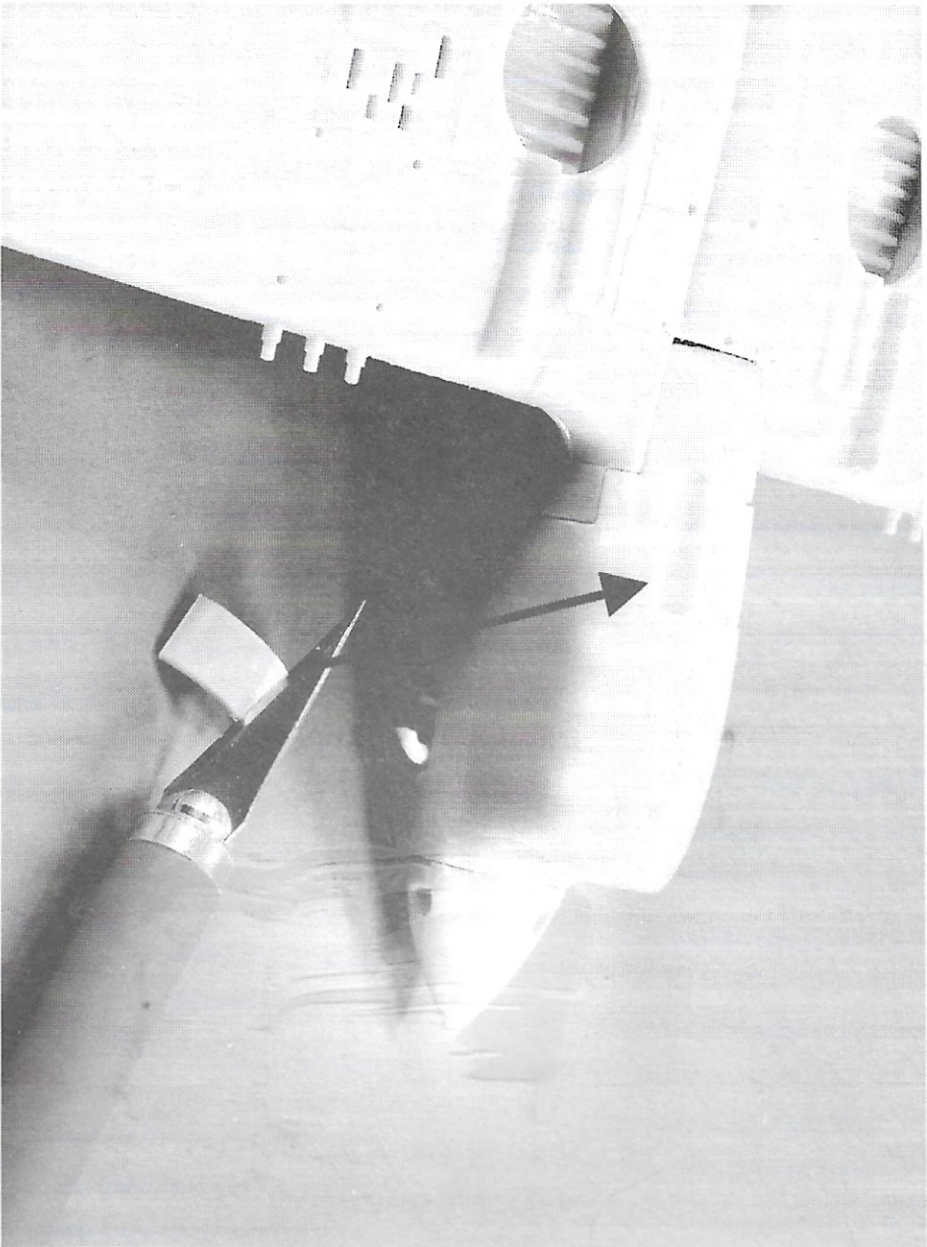
Step 5. Remove individual exhaust stacks from Parts L1 and L2. Glue to nose side as shown.



Step 6A. Cowl flap assembly, Part A3. Remove thatched area.



6B. Thatched areas removed.



Step 6C. Separate individual flaps, trim as needed, attach to bottom of nose as shown.

**Thank you for purchasing this AMtech
kit of the P-40F/L.**

**If you have any questions, concerns,
suggestions for new kits, or photos of
WWII-era aircraft for decal subjects,
please contact us at: amtechmodels@aol.com**

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