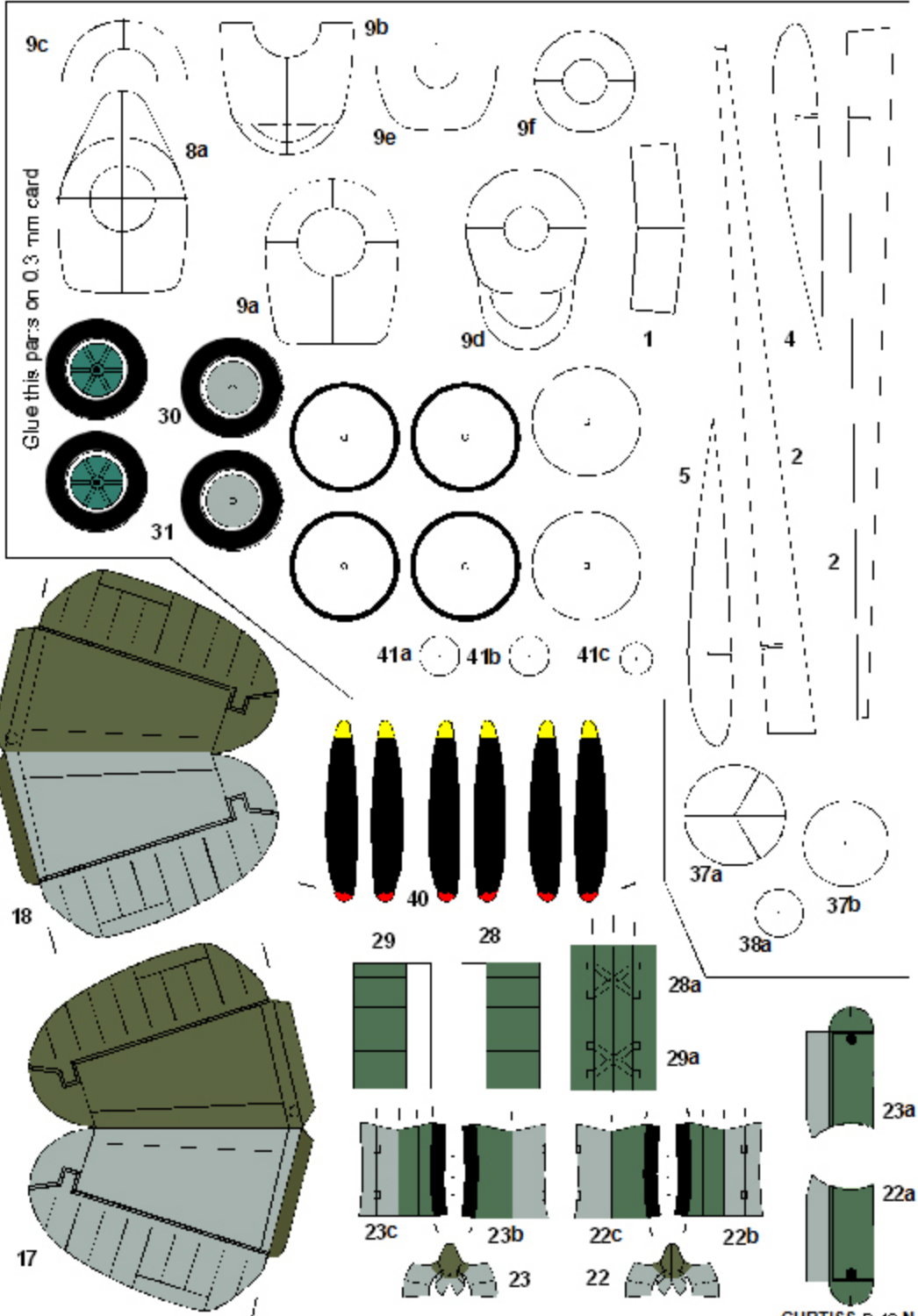


★ For best results use 80 gr/m² special coated paper if you have inkjet printer
 ★ For best color matching use color reference tables for printer calibration

★ Use border scales to control the dimensions of the printed layout
 ★ Print the layout with maximal available resolution

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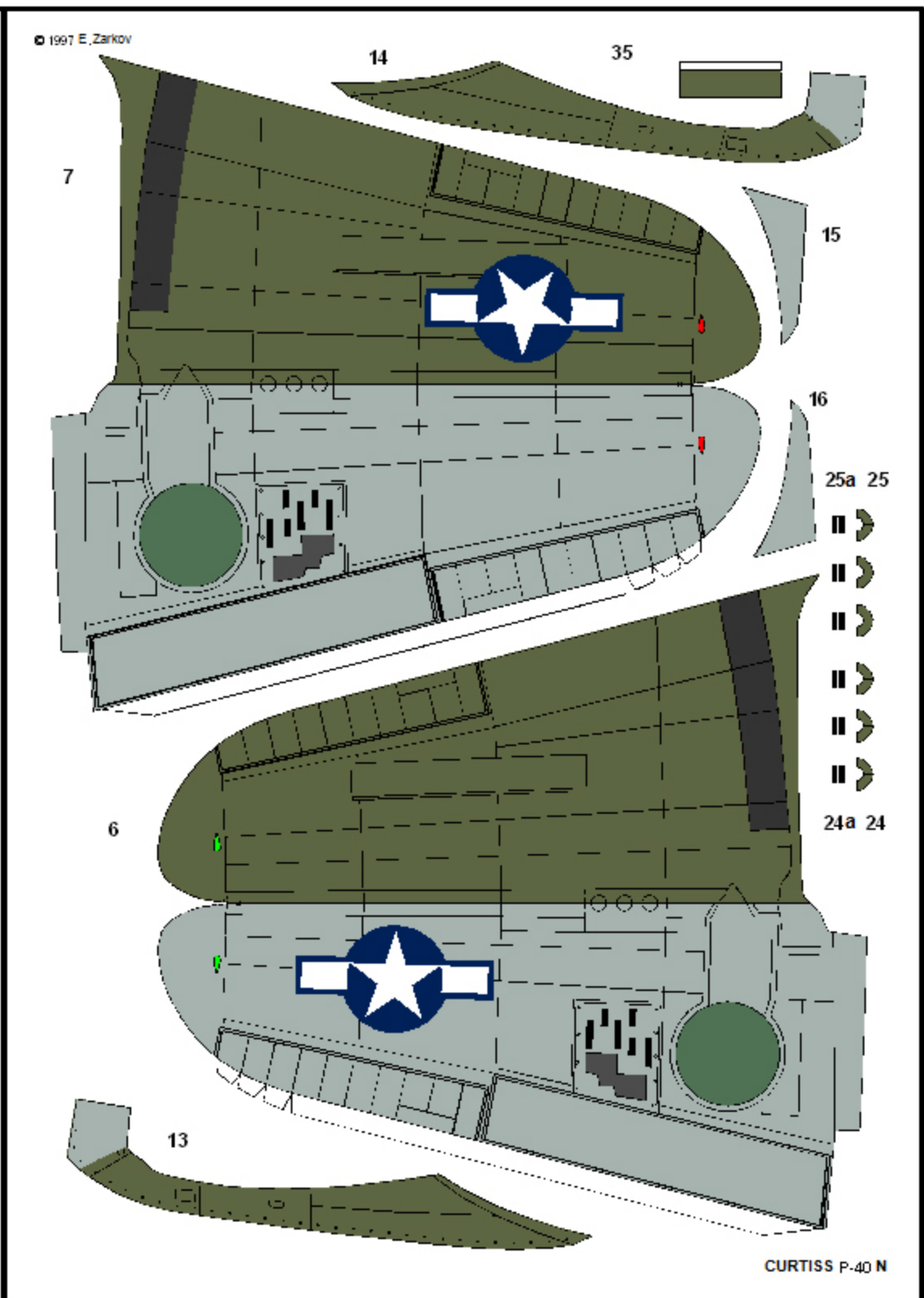
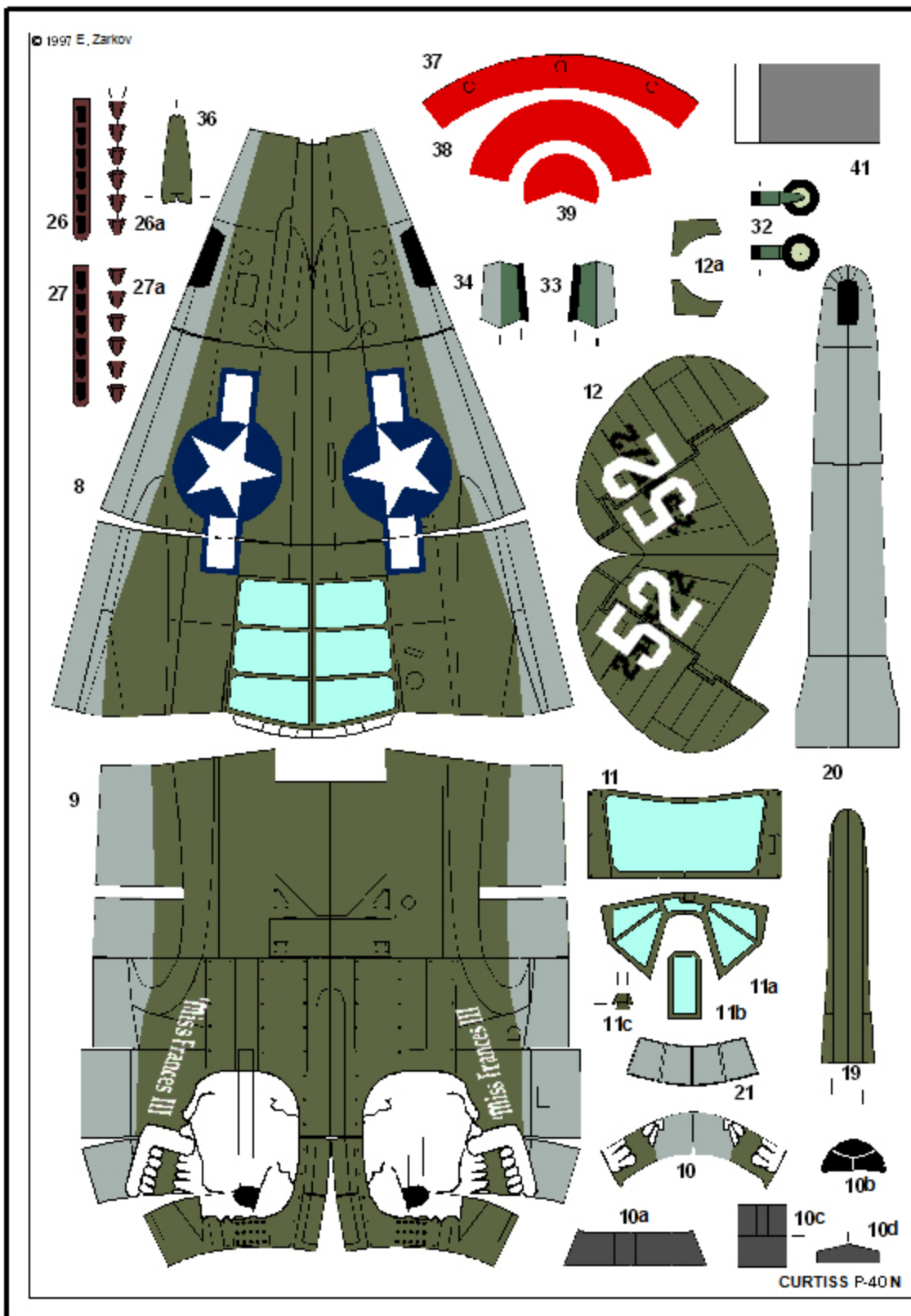


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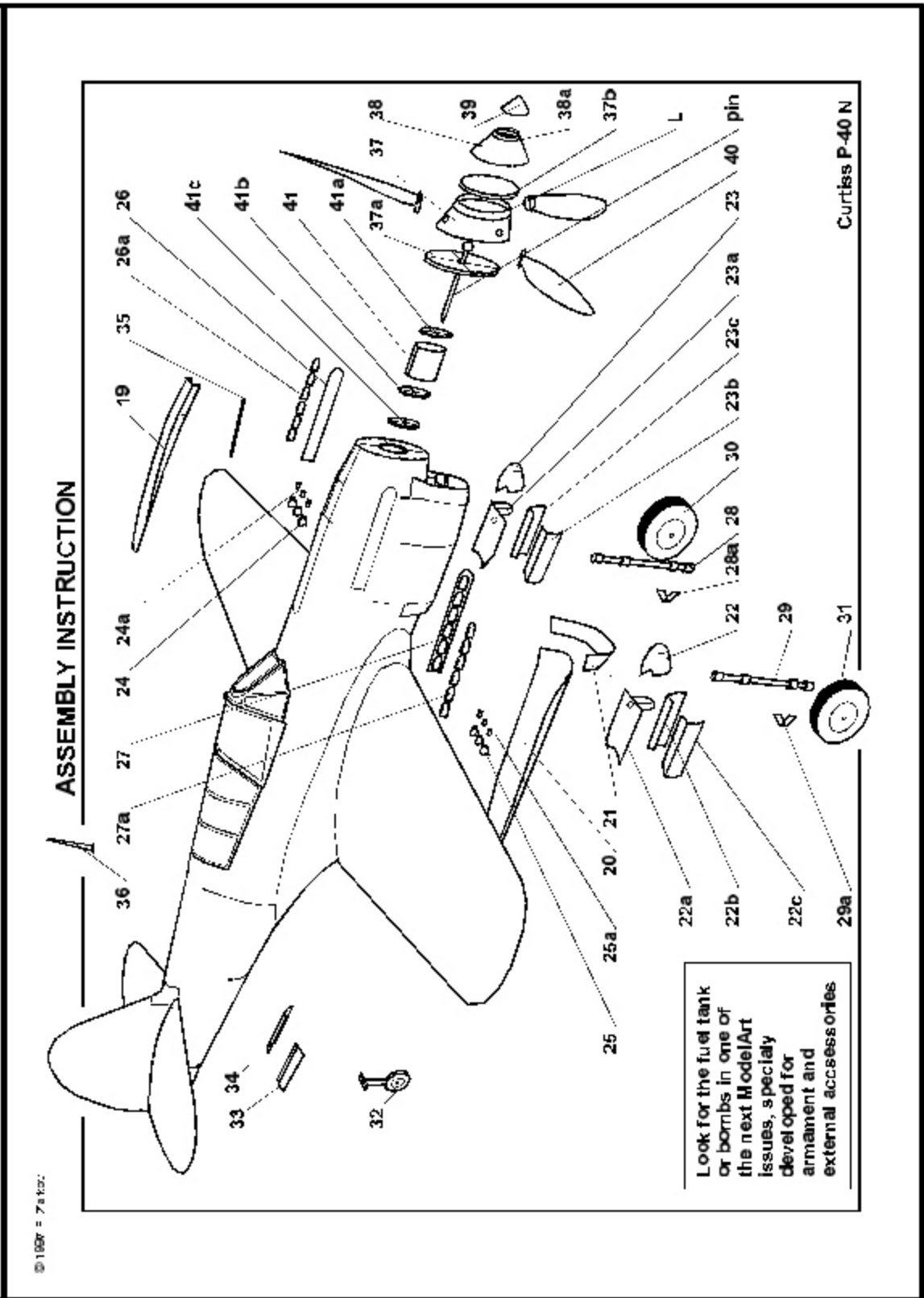
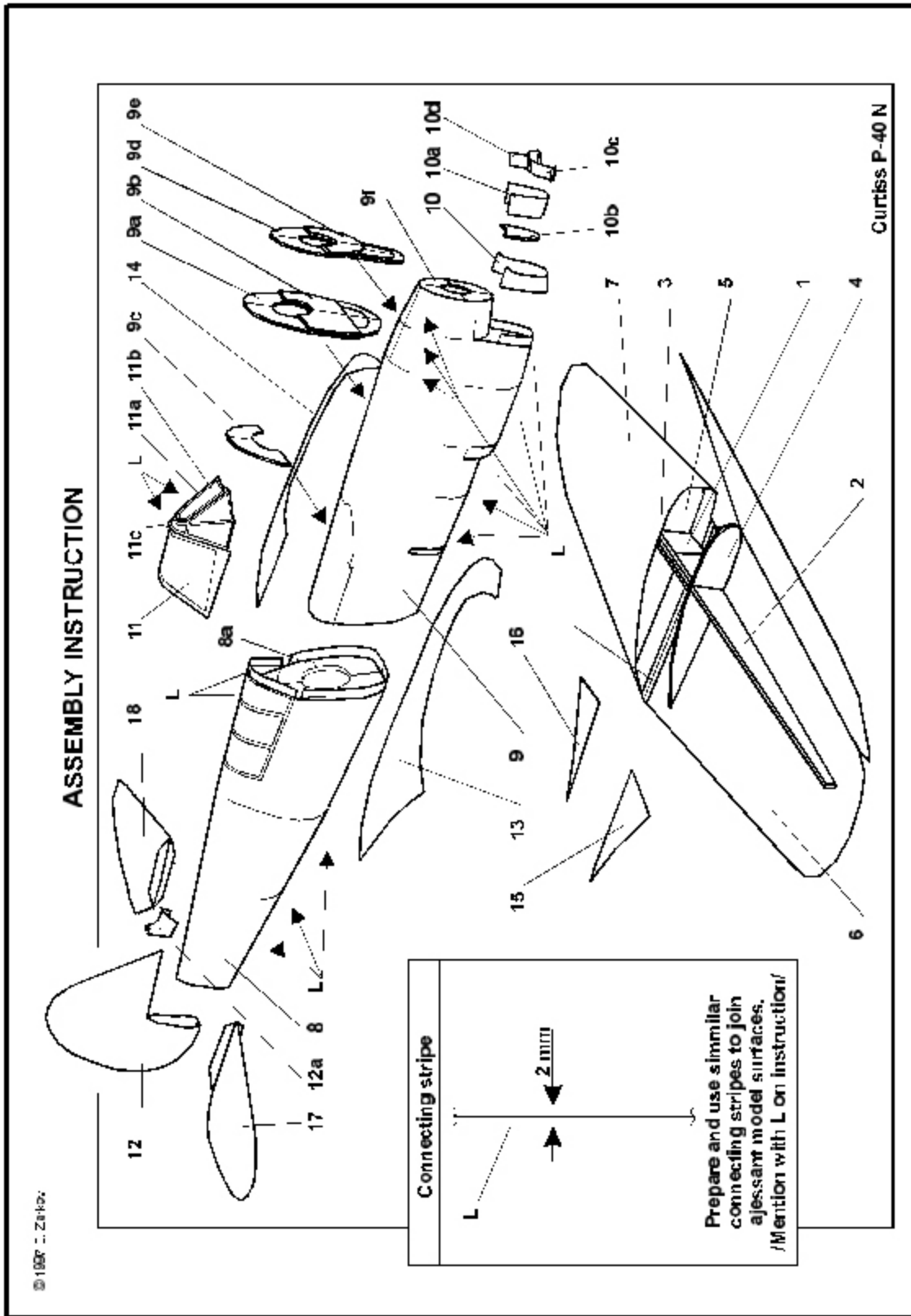


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ASSEMBLY INSTRUCTION

CURTISS P-40 N

Study drawings of assembly steps carefully before starting the work on the model. Make sure that you understand the purpose and place of each part.

The assembly requires some basic tools, such as scissors, sharp modeling knife, blunt knife for scoring the fold lines, ruler and needle. Additional materials you need are one pin to make the airscrew's shaft and one piece of cardboard approx. 0.3 mm thick for reinforcing elements and wheels. You'll need of course suitable cement too. For cement application you can use toothpicks or some similar tool (special fine cement applicator is most suitable if you have one).

First of all you must score with the blunt knife all fold lines shown on the cutouts with short line marks near the parts. To avoid mistakes and losing parts cut the necessary parts shortly before their use.

Start with the wing frame. Cut the parts #1 - #5 and assembly them as shown on the instruction drawings. Cut the two halves of the wing #6 and #7. Carefully bend and form them. Glue them together using connecting stripe with appropriate length. Glue the airframe first on the internal down side of the wing and after few tests without glue assemble the wing. Watch out for the wing profile and avoid warping.

Cut the fuselage parts 8 and 9 and pay attention to the cuts in them - you must make them with maximum accuracy. Cut the forming parts 8a, 9a - 9f and prepare the necessary connecting stripes L. Carefully shape the

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fuselage parts - all edges of the small cuts must be joined together and then reinforced with [L] elements cemented from inside. Add the necessary joint stripes for assembly. Give to the fuselage part 8 elliptical shape, cement it and insert the former 8a.

The front part of the fuselage 9 is the most difficult part of the model and requires special attention. After forming the part cement all small cuts in it with connecting stripes from inside in a way to join their edges. Add the necessary joint stripes for assembly. Cement the corresponding edges of the part 9 in the engine area first, prepare the front and rear formers from parts 9a,b and 9d,e and insert them in their places. Cement the rear part of 9 in wing area and insert the former 9c in the cockpit area, as shown on the instruction drawings. Finally cement the front area of 9 and insert the former 9e. Cement the parts 8 and 9 together, avoiding warping and crooking.

Cut the parts of radiator's air intake, form and cement them on their places in the fuselage nose.

Assembly the canopy, using parts 11-11c and appropriate connecting stripes, and cement it on the fuselage. On the rear part of the fuselage cement the vertical stabiliser - parts 12 and 12a.

Cement the fuselage subassembly to the wings, inserting the central part of the wing airframe in the hole on the bottom of 9.

Cut the aerodynamic wing-fuselage joints 13, 14, 15 and 16. Parts 13 and 14 must have double-curved shape. To ease your job cut them on some places. The cuts must be perpendicular to their contour lines. For more clean

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job it's recommended to apply cement not on these parts, but on their attachment points on the wing and fuselage.

Cut and assembly the horizontal tail (parts 17, 18) and cement them to the fuselage as shown on the drawing.

Continue with the fuselage and wing details.

Don't miss the two small cuts on the carburettor air intake 19 and on part 20. Cement 19 on the front top of the fuselage and 20, together with 21 on the bottom of the model, just behind the engine area.

Make the landing gear cowlings 22-22c and 23-23c and cement them on the wing.

The armament - 6 machine guns (parts 24-24a and 25-25a), and the exhaust pipes (parts 26-26a and 27-27a) are very small and required precise work to be formed and cemented on their places.

Assemble the landing gear (parts 28 - 34) as shown on the instruction drawings. Make the wheels from cardboard (parts 30, 31) and paint their edges with suitable paint - water based or acrylic; the easiest way is to use blackmarker.

After adding the Pitot pipe 35 and antenna mast 36, only the propeller assembly remains.

Drill holes in the centre of the forming parts 41a and 41b, then make the cylindrical body 40 through which the airscrew's axle is protruding.

Make the airscrew's shaft cementing the pin's head to the forming part 37a, as shown on the drawing. The pin must be coaxial with the cylinder's 40 centreline. Put the pin into the cylinder, then cement the limiting disc 41c on pin's rear end. The airscrew's shaft must turn free in the cylinder's body, but with minimal clearance. Then make

CURTISS P-40 N 3

and cement the spinner using parts 37 - 39 to the forming part 37a. Prepare and cement the airscrew's blades 40 on the spinner part 37.

Carefully insert and cement the airscrew body 40 into the fuselage. Be extremely careful - use cement sparingly to prevent cementing of the rotating shaft.

If you prefer flying model, make your aircraft with retracted landing gear. In this case you can omit airscrew body, shaft and propeller blades. Put some weight in the nose to balance the flying model. The model's centre of gravity must be on approx. 25% from wing chord.

Now your model is ready. Enjoy your Kittyhawk!



CURTISS P-40 N 4