



P-40D / Kittyhawk Mk.I Instructions / Návod

EN

In the 1930's, when the effects of the great depression had faded away, a contest flared up in the USA between aviation companies to provide the military with a new and standard type of a fighter plane. Eventually, Curtiss company became the winner with their radial engine-equipped P-36 Hawk monoplane. Curtiss supplied not only the USAAC (to be known as the USAAF from 1941), but also their European customers who were involved in the conflict that had broken out in 1939. In 1937, after eight years of development, a new type of in-line aircraft engine was finally approved for production and service called Allison V-1710 C-series. It was decided to build a test series of Curtiss YP-37 planes and also the new XP-40 fighter type just to give this new powerplant a try. Both these types originated in the already mentioned P-36 plane. The prototype XP-40 took off for the first time on 14 October 1938 and following some improvements and adaptations, it took part in a fighter competition in January 1939 which it passed with flying colours. Production of Allison V-1710 C series engine equipped Curtiss fighter planes started, giving the P-40, P-40B and eventually the P-40C versions. The British military bought the type as well, acquiring in total much more than the US forces and named the type the Tomahawk Mk.IA and Mk.IB respectively.

In 1939, Allison developed a new version of their V-1710 power unit, the so-called F-series. It was intended to use this powerplant in the new Curtiss XP-46 fighter, which however in the end did not offer much better performance than the P-40B/C type. But as large numbers of fighter planes were needed at that time, a new version of the P-40 with this new power plant was ordered, to be known as the P-40D Warhawk and in the RAF as the Kittyhawk Mk.I. The first batch of 43 had armament of only two machine guns per wing, later machines would be fitted with three guns in each wing. The following E version, bearing six guns by standard, differed only very little from the earlier D model, in just few details. It became clear very soon that in real combat the P-40D/E's engine lacked sufficient power at higher altitudes, mainly because of its single-stage supercharger.

The war time necessity for still more and more fighter aircraft without interrupting the production led the aircraft manufacturers to the development of further versions with even more powerful engines or also equipped with British R&R Merlin engines. The latter were used with the P-40F and L versions (in the UK known as the Kittyhawk Mk.II). Due to the lack of directional stability, the fuselages of F-5 production block machines were lengthened by 48cm. But as the Merlin engines were most needed for the Mustang fighters, the production of the P-40Fs and Ls did not last very long.

The P-40K was fitted with a V-1710-73 engine and was produced in two main varieties, the block K-1 to K-5 machines had larger tail fin area while the K-10 and later machines had their fuselage elongated in a similar manner to the P-40F. Following the K machines, a new and light-weight version was developed and produced, designated the P-40M and equipped with a V-1710-87 power unit. Both these versions were known as the Kittyhawk Mk.III in Britain. The final production version was the N or Kittyhawk Mk.IV. Its first production block did not look much too different from the M, later blocks differed by having the clear canopy redesigned and providing much better rearward view for the pilot.

The Warhawk / Kittyhawk fighters did not prove to be much suitable for the war over Western Europe, but fought and enjoyed quite a lot of success in Africa, over Italy, in the Pacific, China, India or Alaska and also in the skies of the Soviet Union, where they had been delivered during the Lend and Lease programme. Along the USAAC / USAAF, the type was also operated by such air forces as were the RAF, SAAF, RAAF, RNZAF or RCAF and many other forces almost all around the world. Some machines were also captured by the enemy, namely Finland and Japan and even these found their way to real combat use.

The P-40D to N fighters had never been the very top fighting machines of that time, however due to their rather robust and reliable structure they became much liked by their pilots who during the course of the war flew them rather more and more in the fighter-bomber role and even enjoyed many success in air to air engagements, achieving plenty of victories over the enemy and also reaching their acedoms quite often. It would be just fair to acknowledge the shark-mouthed P-40 fighters as one of the symbols of the Allied victory in the Second World War.

Wingspan: 11,38 m, length: 10,16 m, max speed: 608 km/h (N-1), range: 1207 km, ceiling: 9144 m

CZ

Na konci třicátých let, po odeznění hospodářské krize, se v USA rozhořela soutěž o to, která z leteckých firem dodá armádnímu letectvu standardní stíhačku. Firma Curtiss v této soutěži uspěla se svým P-36 Hawk s hvězdicovým motorem. Dodávala jej nejen USAAC (od roku 1941 USAAF), ale hlavně zákazníkům v Evropě, kde v roce 1939 vypukla druhá světová válka. V roce 1937 byl v USA homologován od roku 1929 vyvíjený řadový motor Allison V-1710 řady C. Snaha o jeho vyzkoušení vedla k stavbě pokusné série letounů Curtiss YP-37 a také ke stavbě nového letounu XP-40. Oba typy vycházely konstrukčně z P-36. XP-40 poprvé vzlétl 14. října 1938. Po úpravách se zúčastnil v lednu 1939 porovnávací soutěže nových stíhacích typů a tu vyhrál. S motorem Allison V-1710 řady C byly postupně vyráběny verze P-40, P-40B a P-40C. Britové, kteří zakoupili více letounů než letectvo USA, označovali tyto stroje jménem Tomahawk Mk.IA a Mk.IB.

Firma Allison vyvinula v roce 1939 novou verzi motoru V-1710, řady F. Motor byl použit v nové curtissově stíhačce XP-46. Ta ale nenabídla vyšší výkony než P-40B/C. Vzhledem k potřebě stíhacích letounů byl ale objednána nová verze P-40 s novou verzí motoru. Dostala označení P-40D Warhawk (u Britů Kittyhawk Mk.I). Prvních 43 strojů neslo v křídle 4 kulometry, další vyráběné jich nesly šest. Jen v drobnostech se lišila verze P-40E vyzbrojená standardně šesti kulometry (britské označení Kittyhawk Mk.IA). V bojích se brzy ukázalo, že P-40D/E s motory V-1710 s jednostupňovým kompresorem mají špatné výškové vlastnosti. Válečná potřeba dalších stíhaček bez nutnosti přerušit výrobu vedla k vývoji dalších verzí se silnějšími verzemi motoru V-1710 a verzí s britským motorem R&R Merlin. Merlin byl použit u verzí P-40F a L (britské označení Kittyhawk Mk.II). Potíže se směrovou stabilitou vedly u výrobního bloku F-5 k prodloužení trupu o 48 cm. Rostoucí potřeba Merlinů pro výkonnější Mustangy ale výrobu těchto verzí zastavila.

P-40K s motorem V-1710-73 byl vyráběn ve dvou provedeních, serie K-1 až K-5 měly zvětšenou kýlovou plochu. K-10 a vyšší výrobní bloky měly prodloužený trup, podobně jako vyšší výrobní bloky P-40F. Na verzi K navázala odlehčená verze M s motorem V-1710-87. Britové obě verze označovali Kittyhawk Mk.III. Poslední sériovou verzí se stala P-40N / Kittyhawk Mk.IV. První výrobní blok měl ještě starý typ kabiny, další výrobní bloky dostaly novou kabinu s lepším výhledem vzad.

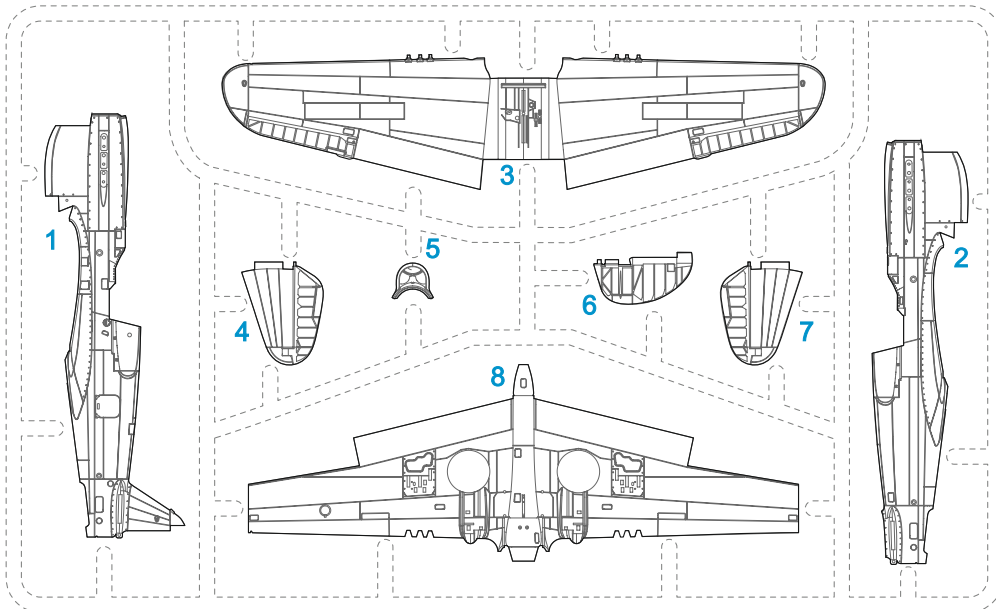
Stíhačky Warhawk/Kittyhawk se nehodily pro západoevropské bojiště. Byla nasazeny v Africe, Itálii, v Pacifiku, Číně, Indii, na Aljašce, v rámci pomoci byly dodány do Sovětského Svazu. Kromě USAAC/USAAF tyto stroje používalo RAF, SAAF, RAAF, RNZAF, RCAF a letectva dalších států po celém světě. Kořistní stroje P-40 byly bojově použity Japonskem a Finskem.

P-40D až N nebyly špičkové stíhačky, ale byly robustní a odolné a bylo jich vyrobeno velké množství. V průběhu války byly stále více používány jako stíhací bombardéry. I přesto se mnoho pilotů stalo v cockpitu P-40 esem a P-40 s namalovanou zubatou tlamou na přídě se stal jedním ze symbolů vítězství spojenců ve druhé světové válce.

rozpětí: 11,38 m, délka: 10,16 m, max. rychlost: 608 km/h (N-1), dolet: 1207 km, dostup: 9144 m

Parts List

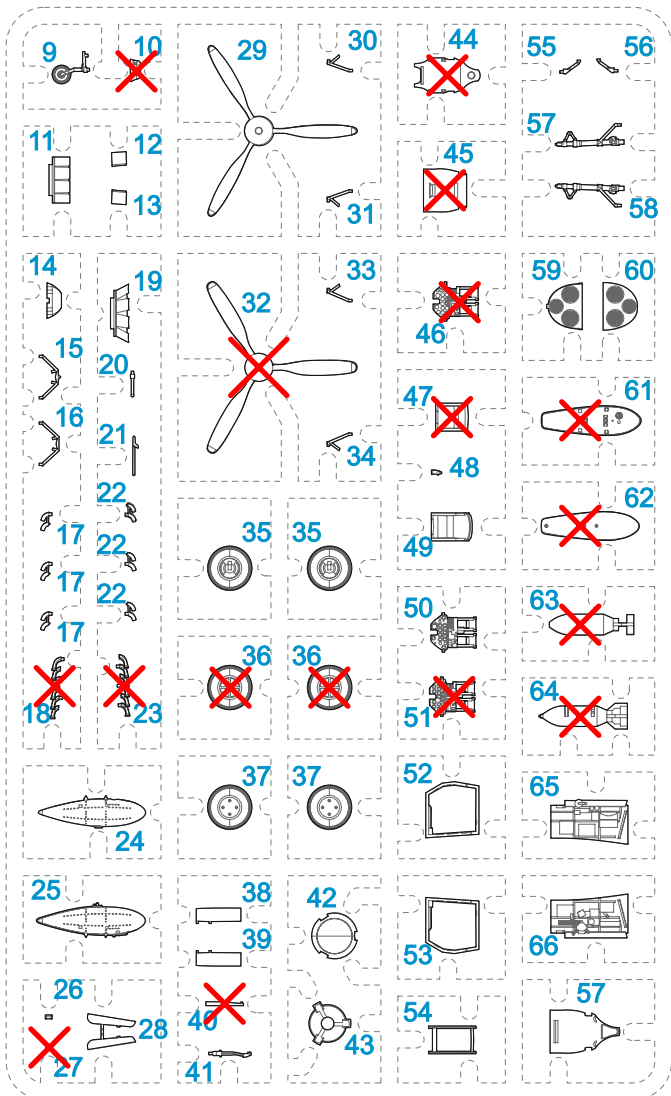
A



Etched template

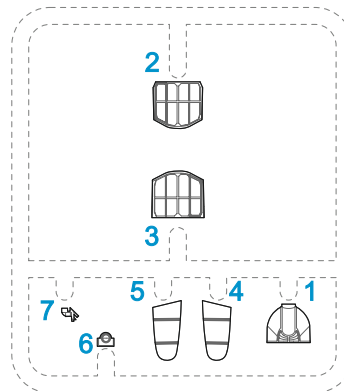


B

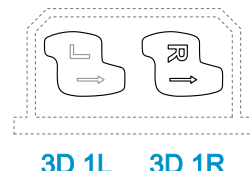


G

Clear Parts



3D-printed Parts



Barvy GUNZE/ GUNZE Colour No.

A	Curtiss Interior Green	H58/C27+a drop of 37/43
B	Hliník / ALUMINIUM	H8/C8
C	Černá / BLACK	H12/C33
D	Červená / RED	H3/C3
E	Nevýrazná olivová / OLIVE DRAB	H52/C12
F	Opálený kov / BURNT IRON	H76/C61
G	Barva pneu / TIRE BLACK	H77/C137
H	Žlutá / YELLOW	H329/C329
I	Hnědočervená / LEATHER	H47/C41
J	Červená čirá / CLEAR RED	H90/C47
K	Zelená čirá / CLEAR GREEN	H94/C138
M	Lesklá Bílá / WHITE	H1/C1
N	Dělovina / GUNMETAL	H28/C78
O	Neutr. šedá / NEUTRAL GRAY	H53/C13

X = Tento díl nepoužít / Do not use this part

SYMBOLS



MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION



POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLÁTKLEBER
ADHÉSIF CYANOACRYLAT



OHNOUT
BEND
BIEGEN
COURBER



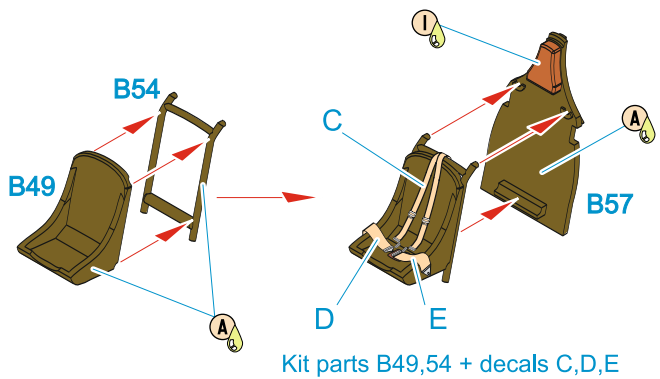
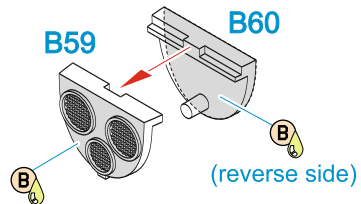
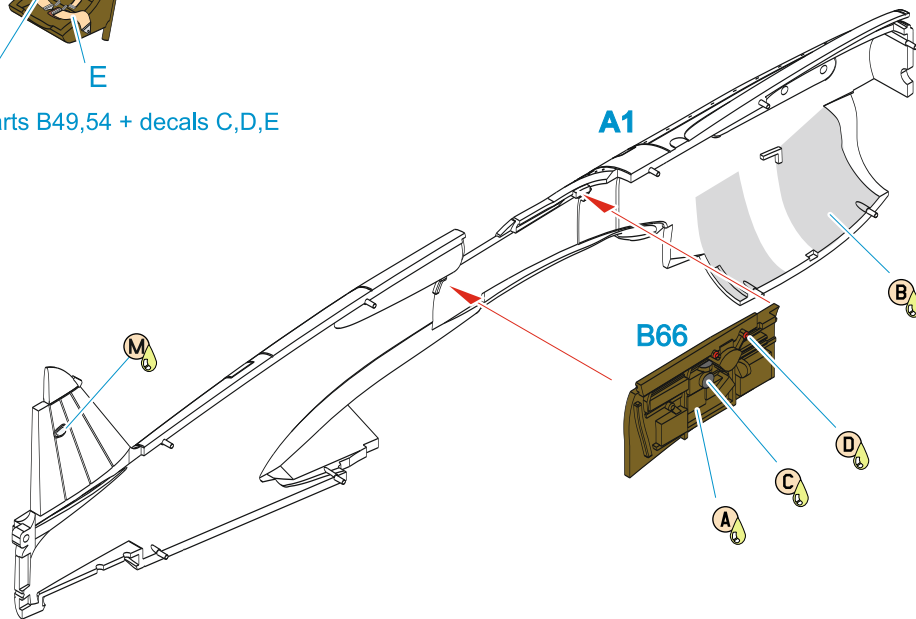
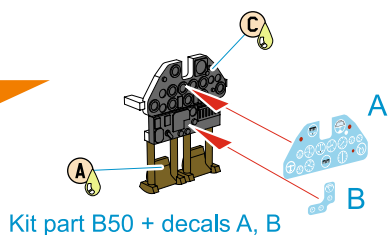
ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER



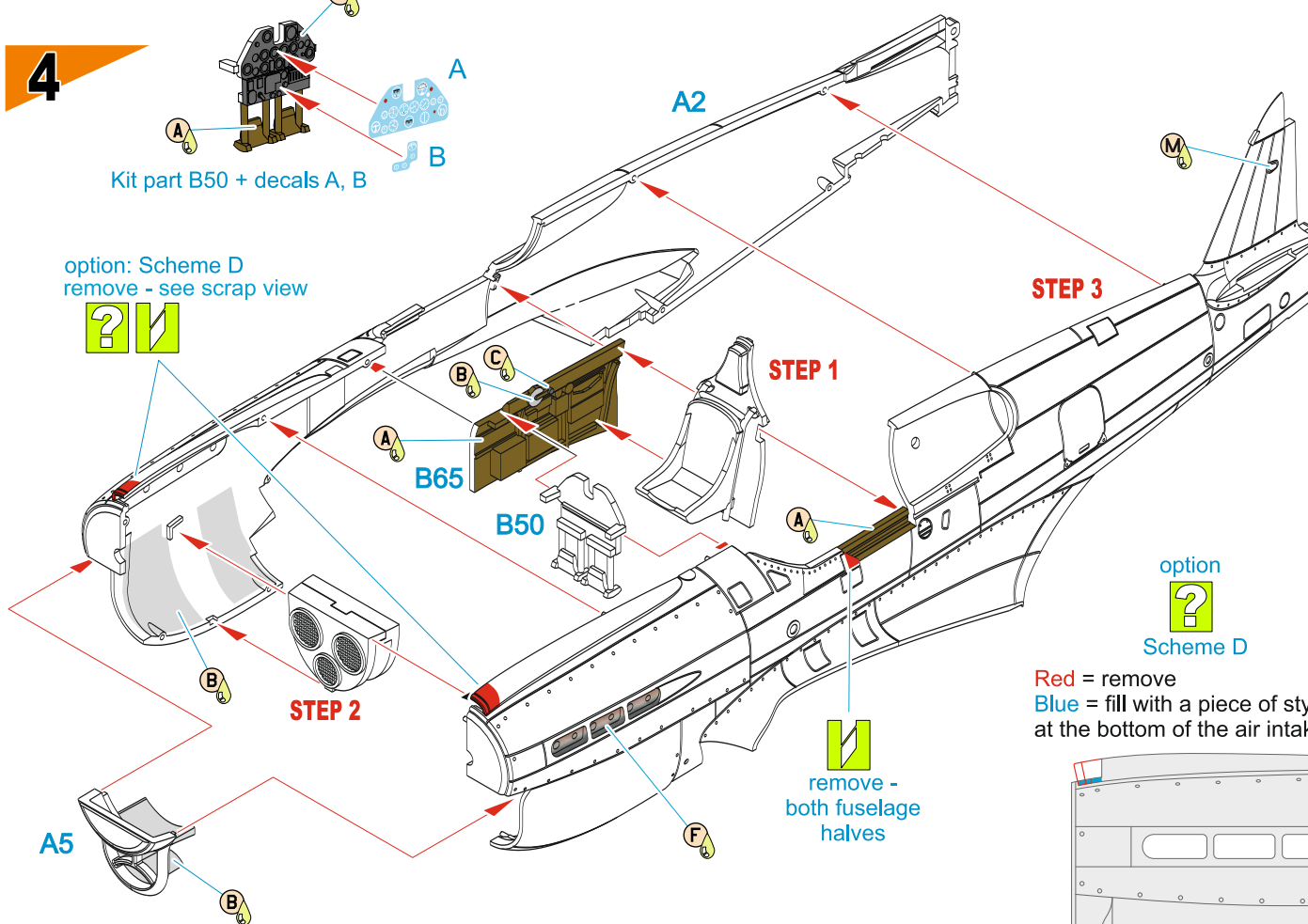
ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER



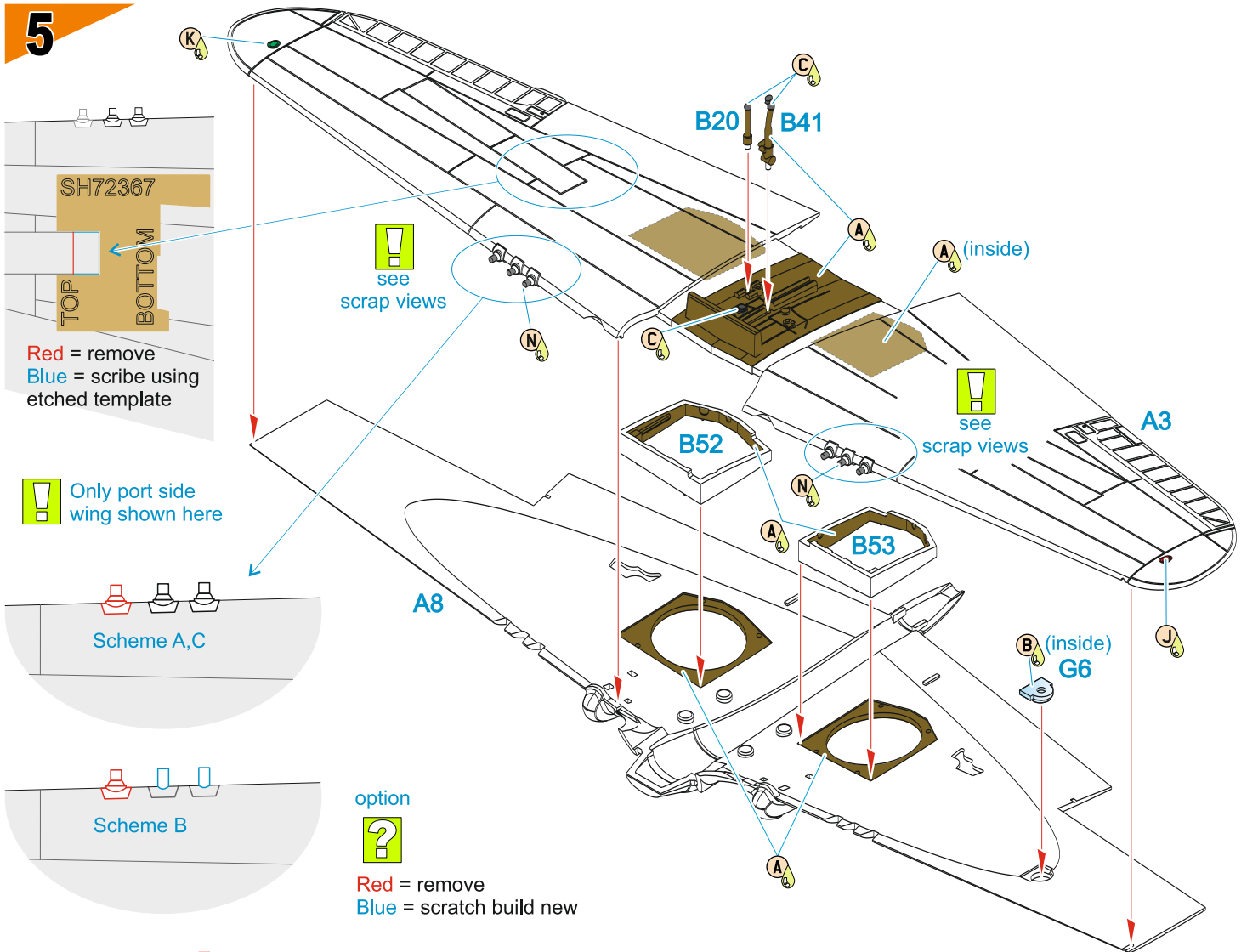
NATRÍT
COLOUR
FARBEN
PEINDRE

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

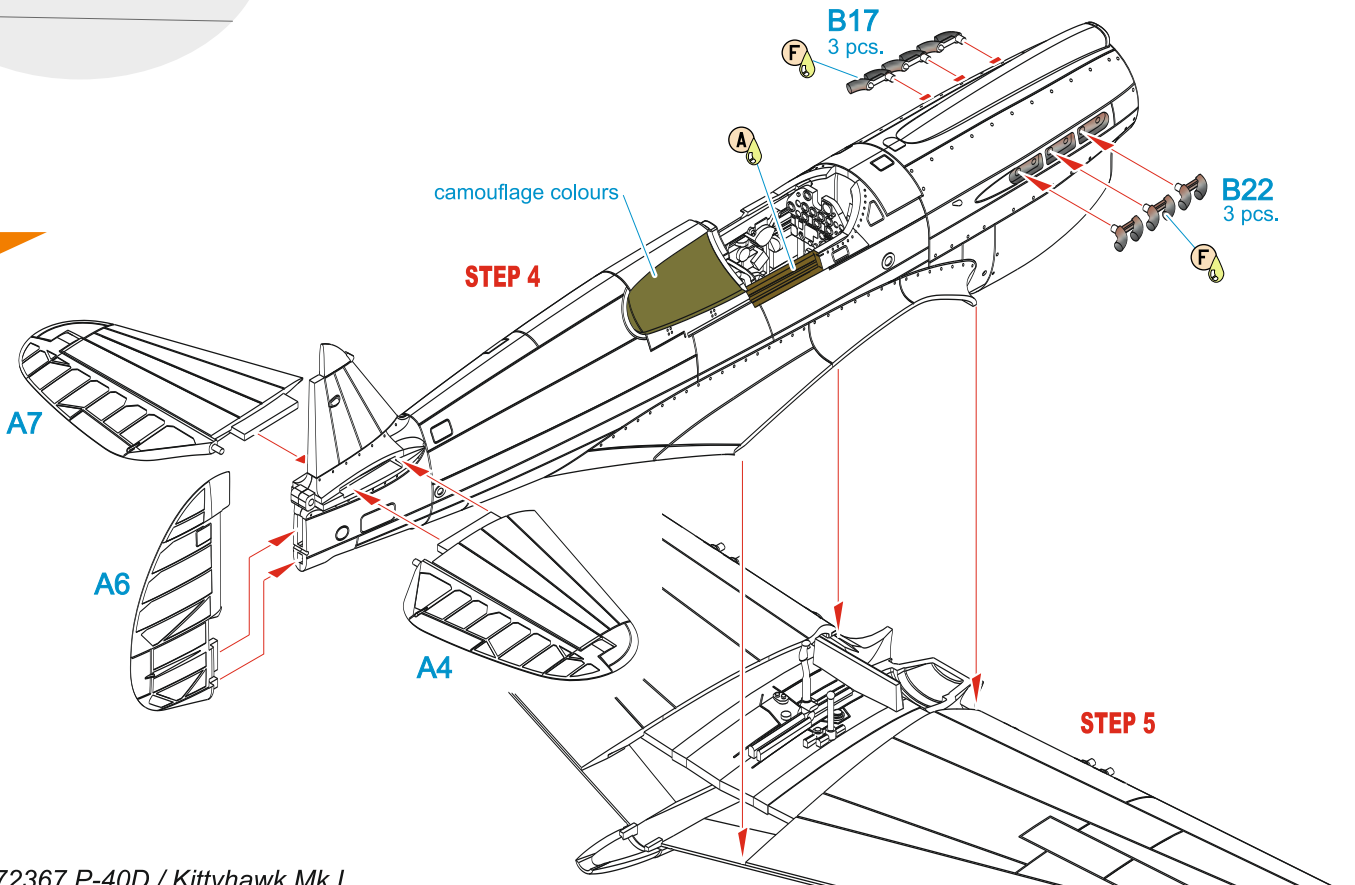
option: Scheme D
remove - see scrap view



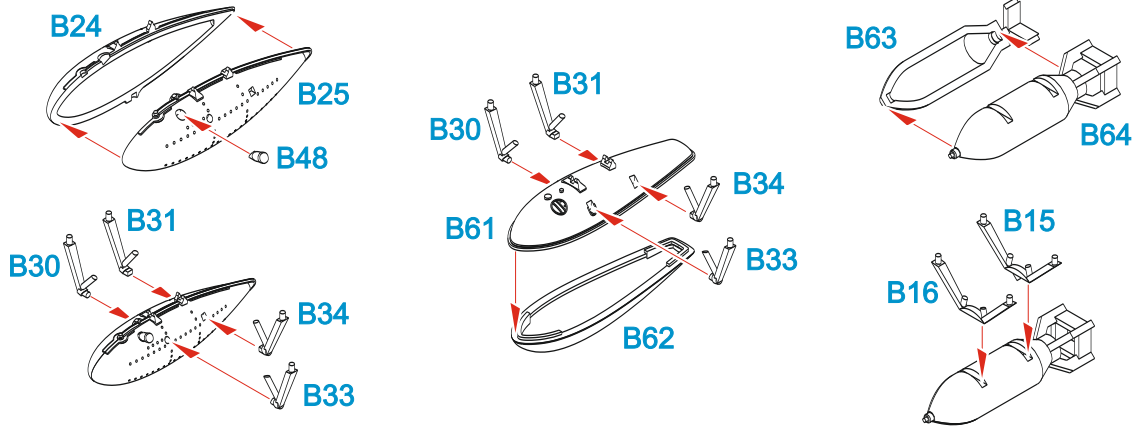
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6



9



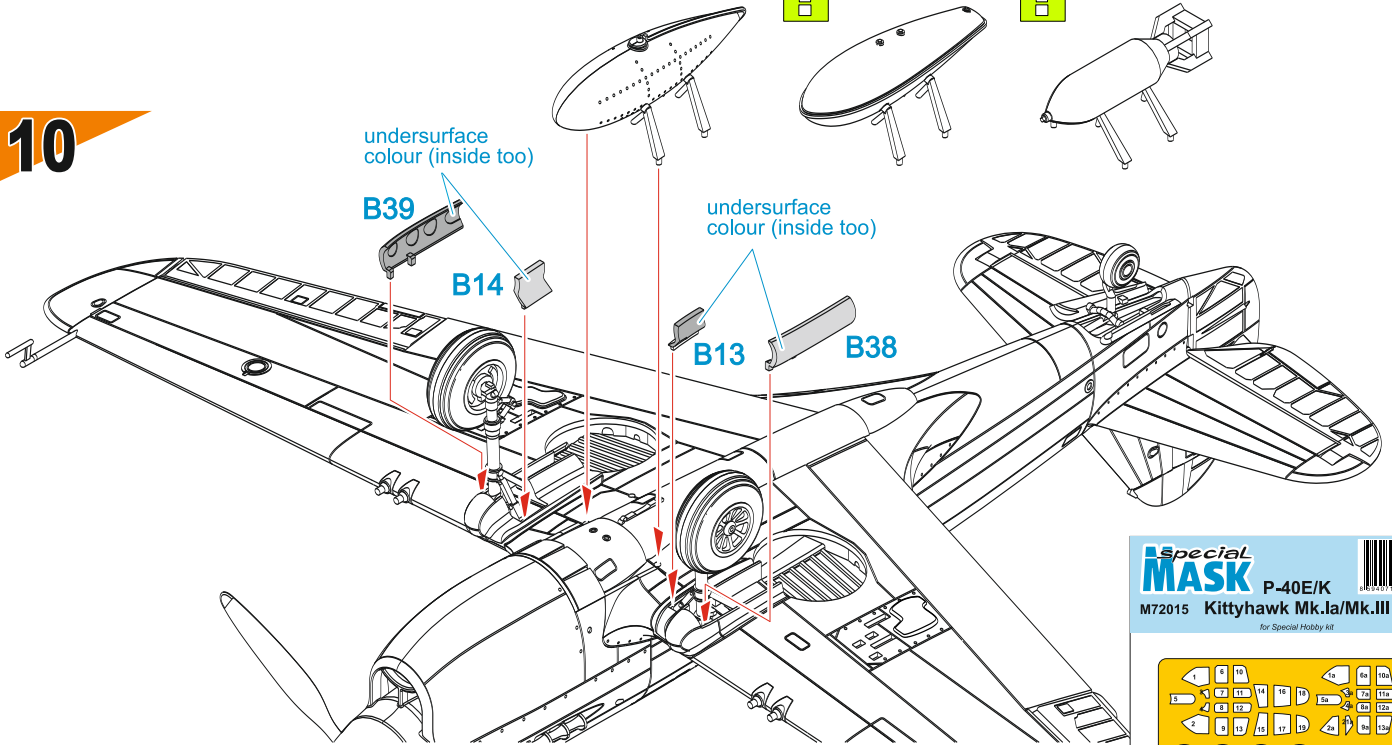
option



option

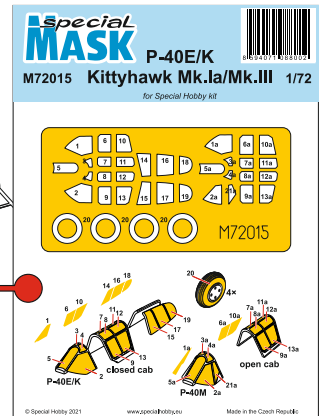


10



Pro snazší stavbu modelu P-40D / Kittyhawk Mk.I doporučujeme použít samostatně prodávané předřezané stříkací masky M72015 P-40E/K/Kittyhawk Mk.Ia/Mk.III Mask

For easier assembly of the P-40D / Kittyhawk Mk.I kit we recommend our pre-cut mask M72015 P-40E/K/Kittyhawk Mk.Ia/Mk.III Mask, sold separately.

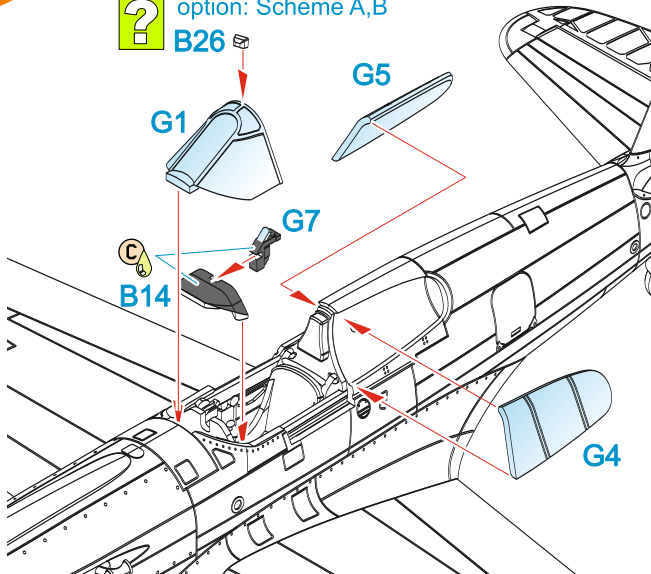


11

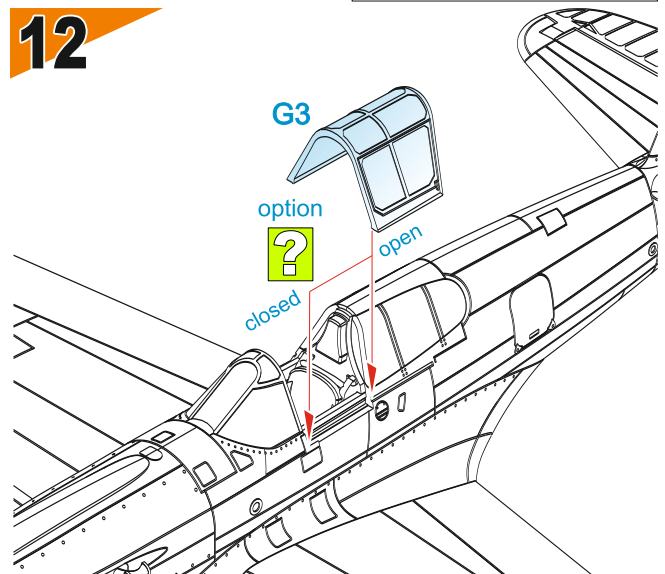


option: Scheme A,B

B26



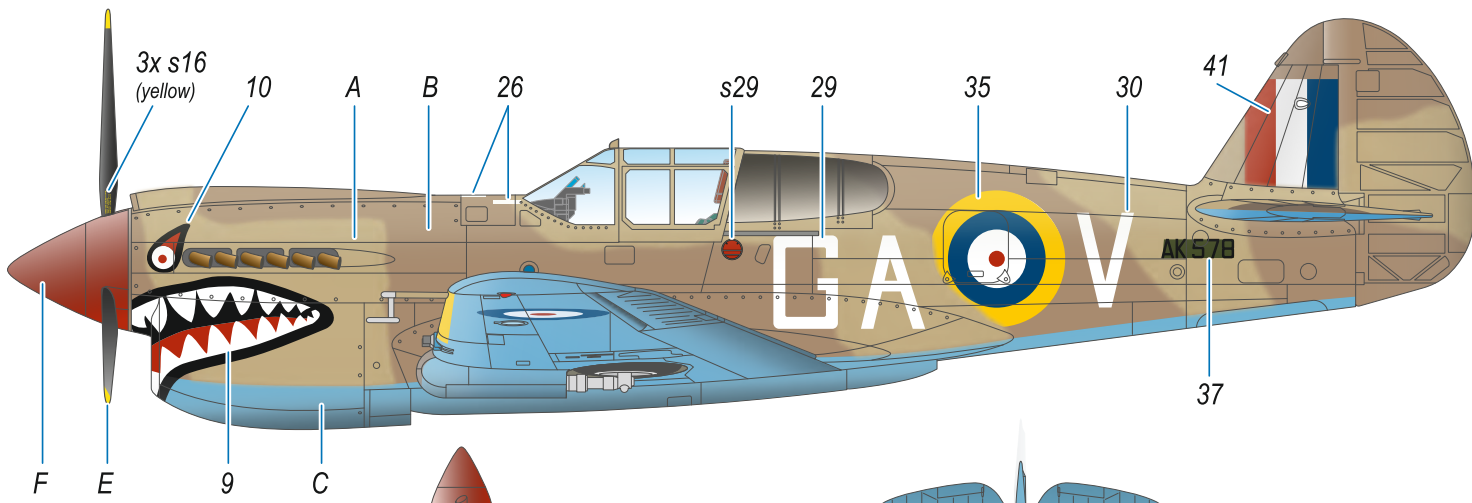
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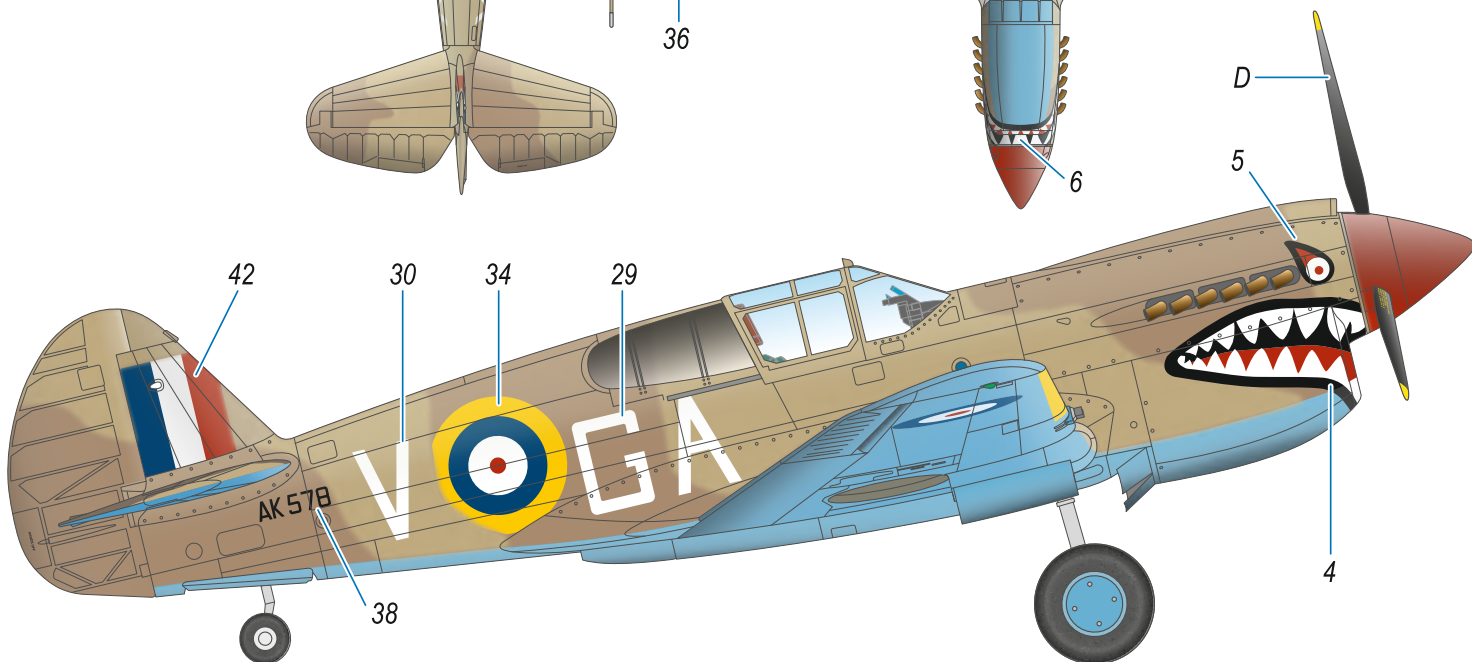
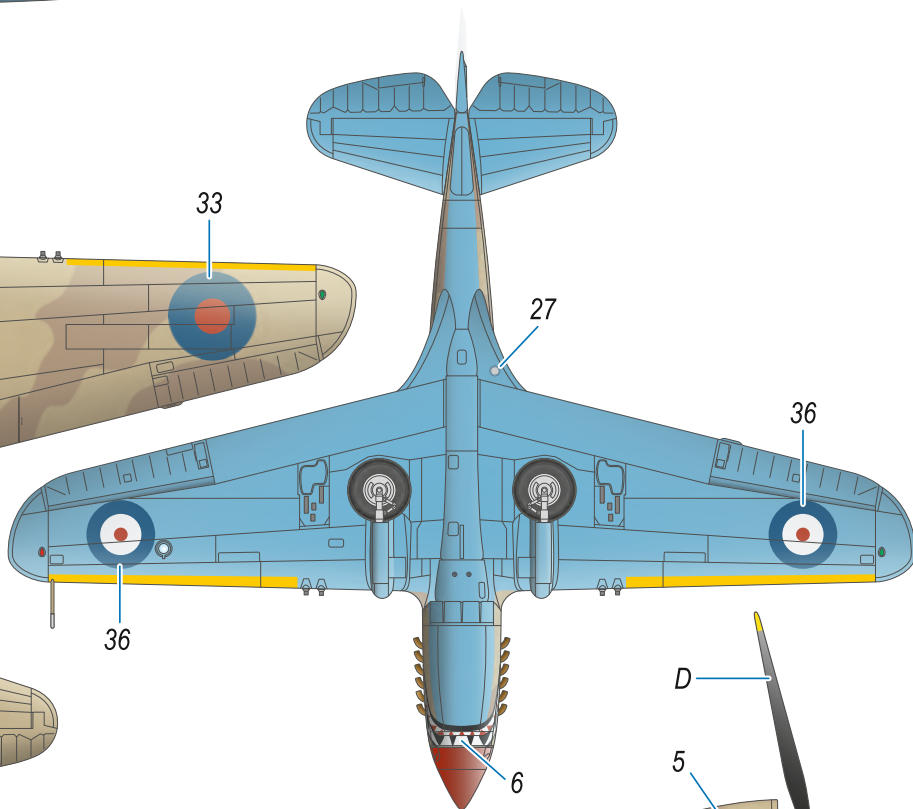
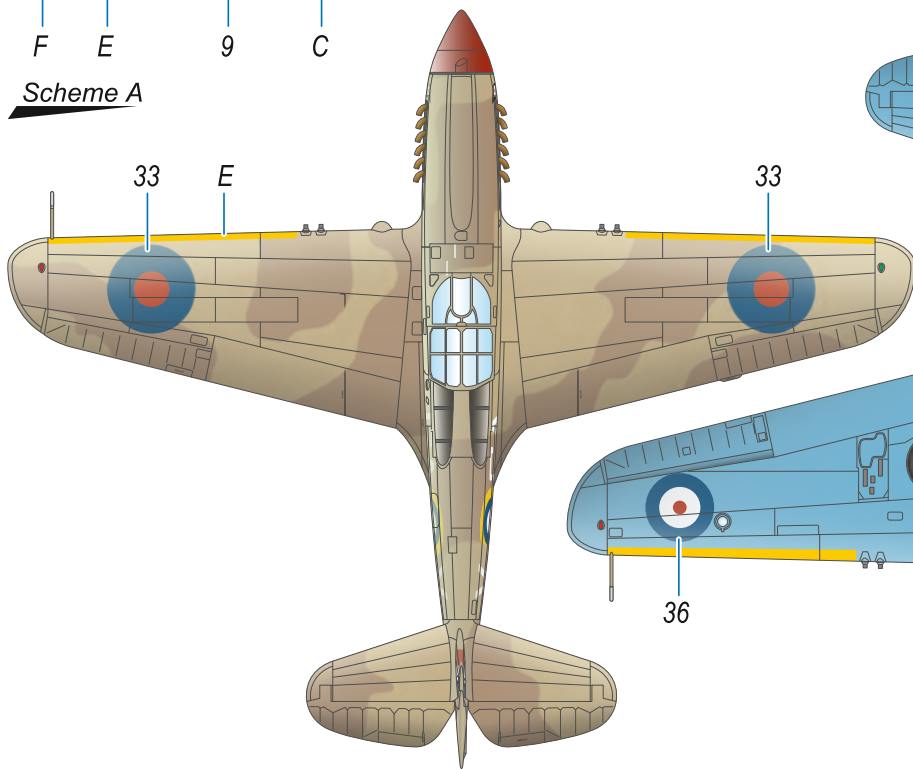
6

Kittyhawk Mk.I AK578 / GA-V, No.112 Sqn RAF, North Africa, January 1942. Flying AK578 on 14 February 1942 the then F/L Neville Duke shot down an MC.200 plus another one in cooperation. S/L N.Duke DSO, OBE, DFC & Two Bars, AFC, FRAes with a total of 27 victories was the top scoring RAF pilot in the MTO. In January 1945 Duke became a test pilot at the Hawker company. A year later, he made a display flight in a Meteor jet at the Prague Ruzyně airport (today known as Václav Havel Airport Prague) and was awarded the Czechoslovak Military Cross. On 7 September 1953 he broke the world speed record flying a Hawker Hunter achieving the speed of 1171,01 kph. Duke kept flying until his death on 7 April 2007 when he had become ill in his aircraft. Even though he had managed to land the plane and was taken to hospital, he died later that day following an aneurysm surgery.

Kittyhawk Mk.I AK578 / GA-V, No.112 Sqn. RAF, Severní Afrika, leden 1942. S tímto letounem sestřelil F/L Neville Duke 14. února 1942 jeden MC.200 samostatně a druhý ve spolupráci. Pozdější S/L N. Duke DSO, OBE, DFC & Two Bars, AFC, FRAes dosáhl 27 setřelů a stal se nejlepším pilotem RAF ve Středomoří. V lednu 1945 se stal testovacím pilotem firmy Hawker. V roce 1946 předvedl Meteor na leteckém dni na letišti v Ruzyni (dnes letiště Václava Havla, Česká republika) a byl vyznamenán ČS válečným křížem. 7. září 1953 na letounu Hawker Hunter překonal světový rychlostní rekord 1171,01 Km/h. Létal až do své smrti 7. dubna 2007, kdy se mu při pilotování jeho letounu postihla nevolnost. Zvládl přistát, bohužel ale zemřel po operaci aneuryzmatu téhož večera.



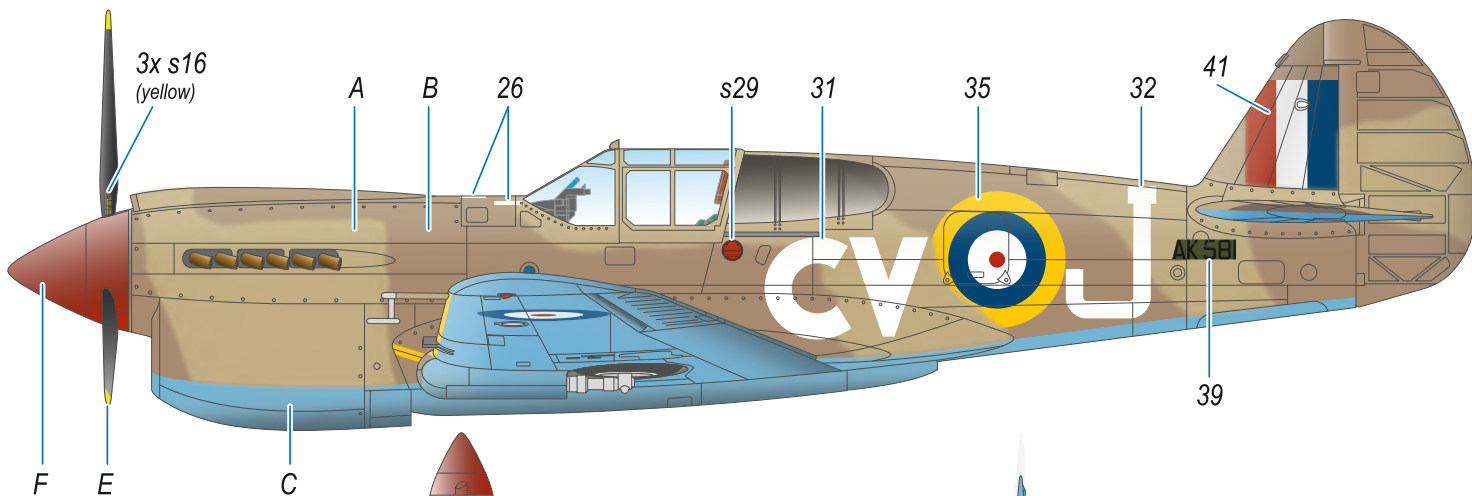
Scheme A



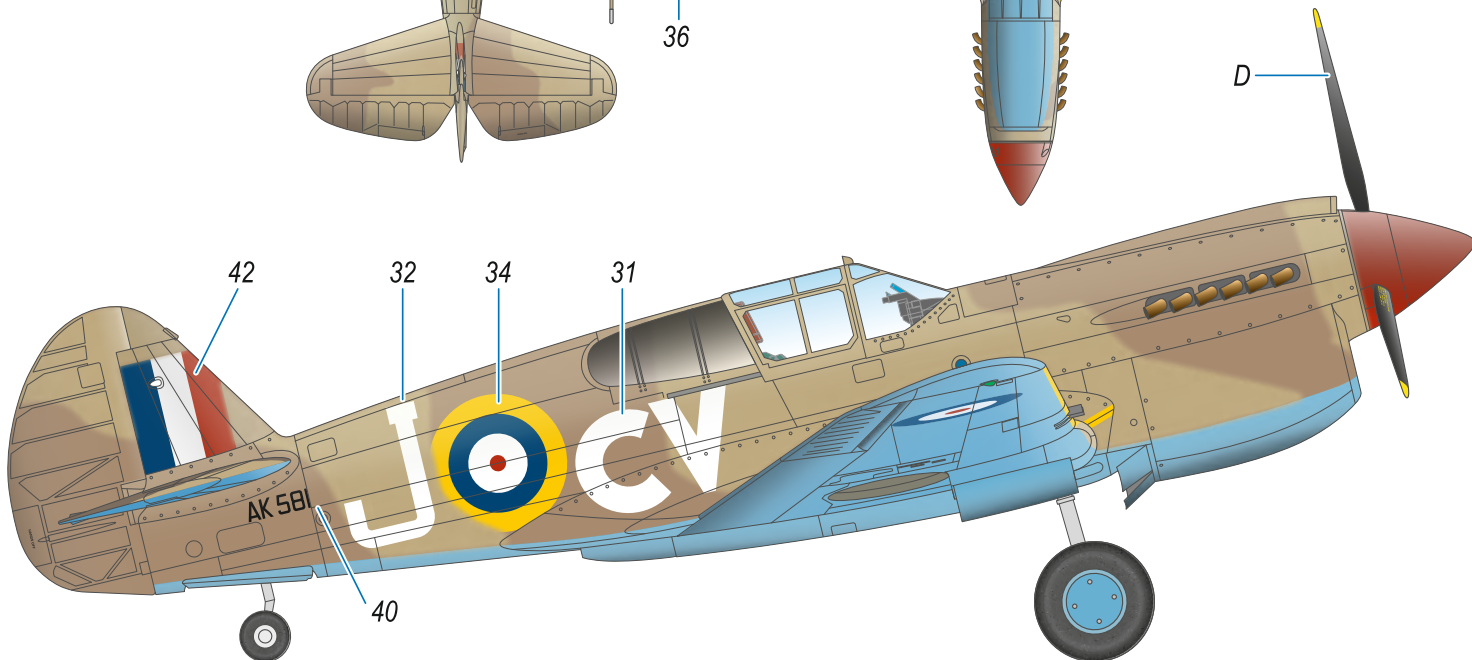
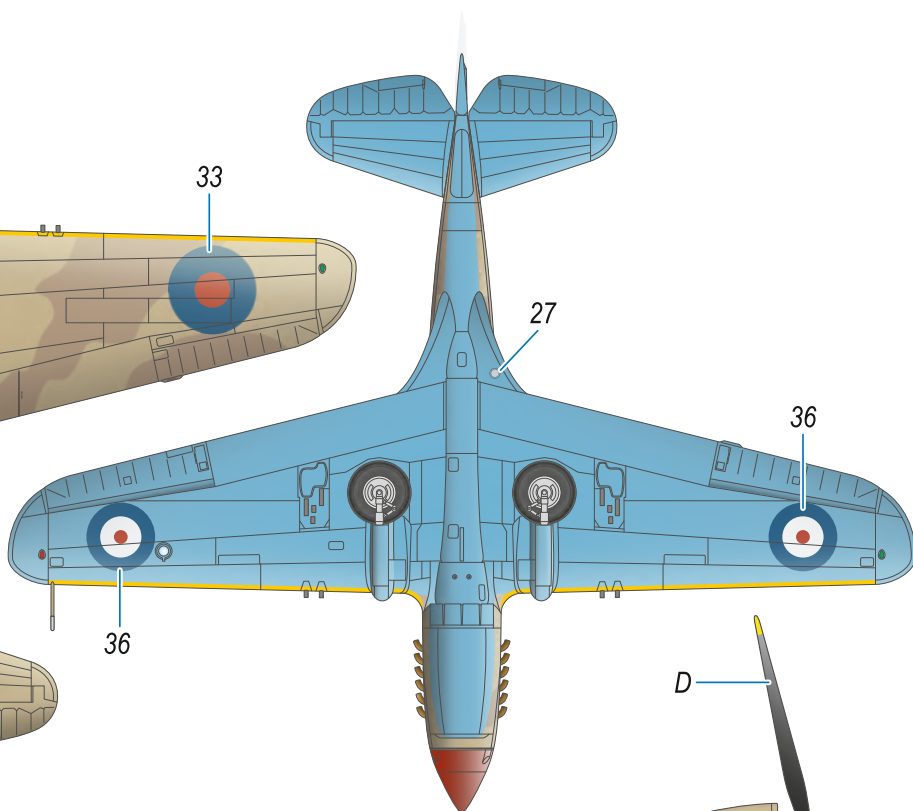
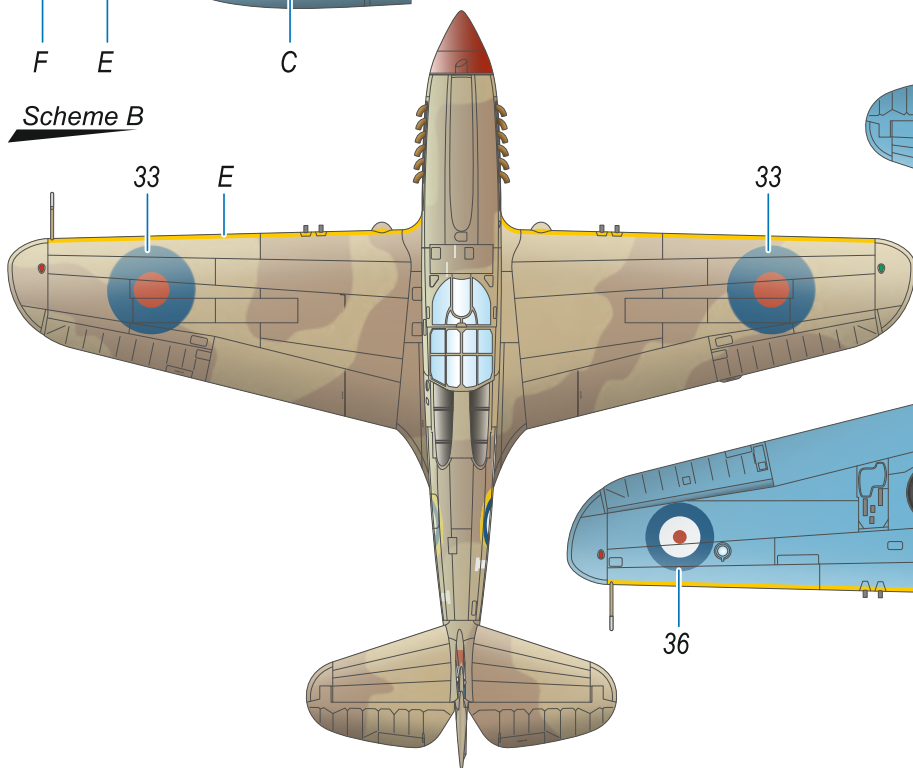
- | | | | | | |
|--|--|--|------------------------------------|---------------------------------------|--------------------------------------|
| A RAF Mid Stone
písková
H71/C21 | B US Dk. Earth
(DuPont 71009)
tmavě zemitá
H72/C22 | C RAF Azure Blue
azurově modrá
C370 | D Black
černá
H12/C33 | E Yellow
žlutá
H329/C329 | F Red
červená
H327/C327 |
|--|--|--|------------------------------------|---------------------------------------|--------------------------------------|

Kittyhawk Mk.I AK581 / CV-J, No.3 Sqn RAAF, North Africa, January 1942. On 9 January 1942 F/L Geoff Chinchin made a forced landing in the desert after being hit several times by Gerhard Homuth. Chinchin (later a S/L and decorated with MBE and DFC) escaped from the wreck uninjured. However, his luck ran out in June 1942 when he was shot down by an enemy AA and taken prisoner and introduced to German marshal Erwin Rommel. He went through several POW camps in Africa, Italy and Germany and in 1944 Chinchin managed to escape via Switzerland to the UK. After returning to Australia, he engaged himself in politics and business. Chinchin passed away in July 2005.

Kittyhawk Mk.I AK581 / CV-J, No.3 Sqn. RAAF, Severní Afrika, leden 1942. S tímto letounem přistál nouzově v poušti F/L Geoff Chinchin, když jeho letoun ve vzdušném boji 'osolil' Gerhard Homuth 9. ledna 1942. Geoff Chinchin (později povýšený do hodnosti S/L a vyznamenán MBE, DFC) vyvázl zraněn. Méně štěstí měl v červnu 1942, kdy byl sestřelen Flakem a padl do zajetí. Po sestřelu byl představen maršálu Rommelovi. Vystřídal několik zajateckých táborů v Africe, Itálii a Německu. V roce 1944 se mu podařilo uprchnout přes Švýcarsko do Velké Británie. Po návratu do Austrálie se věnoval politice a podnikání. Zemřel v červenci 2005.



Scheme B

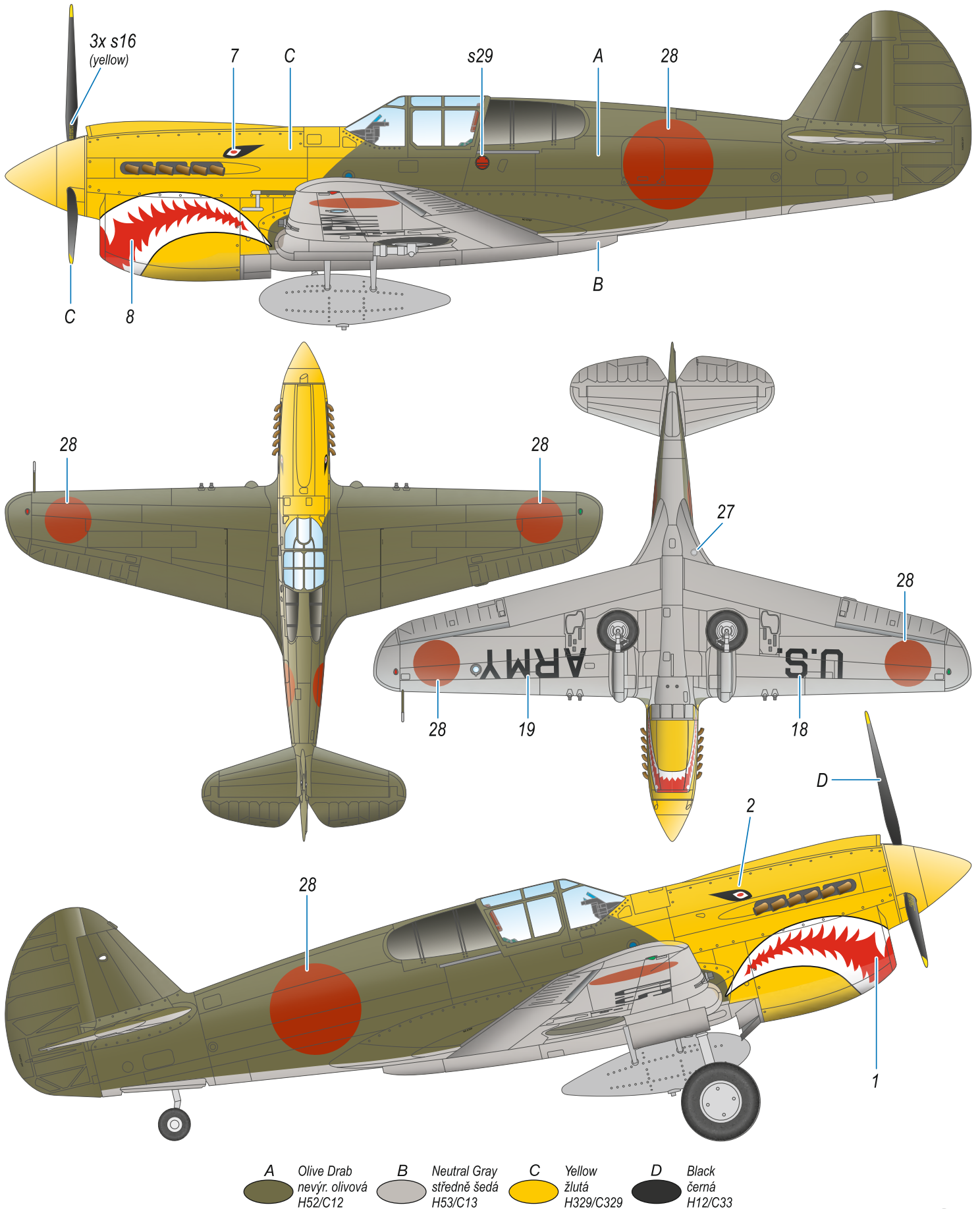


- | | | | | | |
|--|--|--|------------------------------------|---------------------------------------|--------------------------------------|
| A RAF Mid Stone
písková
H71/C21 | B US Dk. Earth
(DuPont 71009)
tmavě zemitá
H72/C22 | C RAF Azure Blue
azurově modrá
C370 | D Black
černá
H12/C33 | E Yellow
žlutá
H329/C329 | F Red
červená
H327/C327 |
|--|--|--|------------------------------------|---------------------------------------|--------------------------------------|

P-40D Warhawk, captured by the Japanese army at Malaybalay base, Mindanao island, the Philippines, 1942.

P-40D Warhawk, ukořistěný na základně Malaibali na ostrově Mindanao na Filipínách v roce 1942 Japonskou armádou.

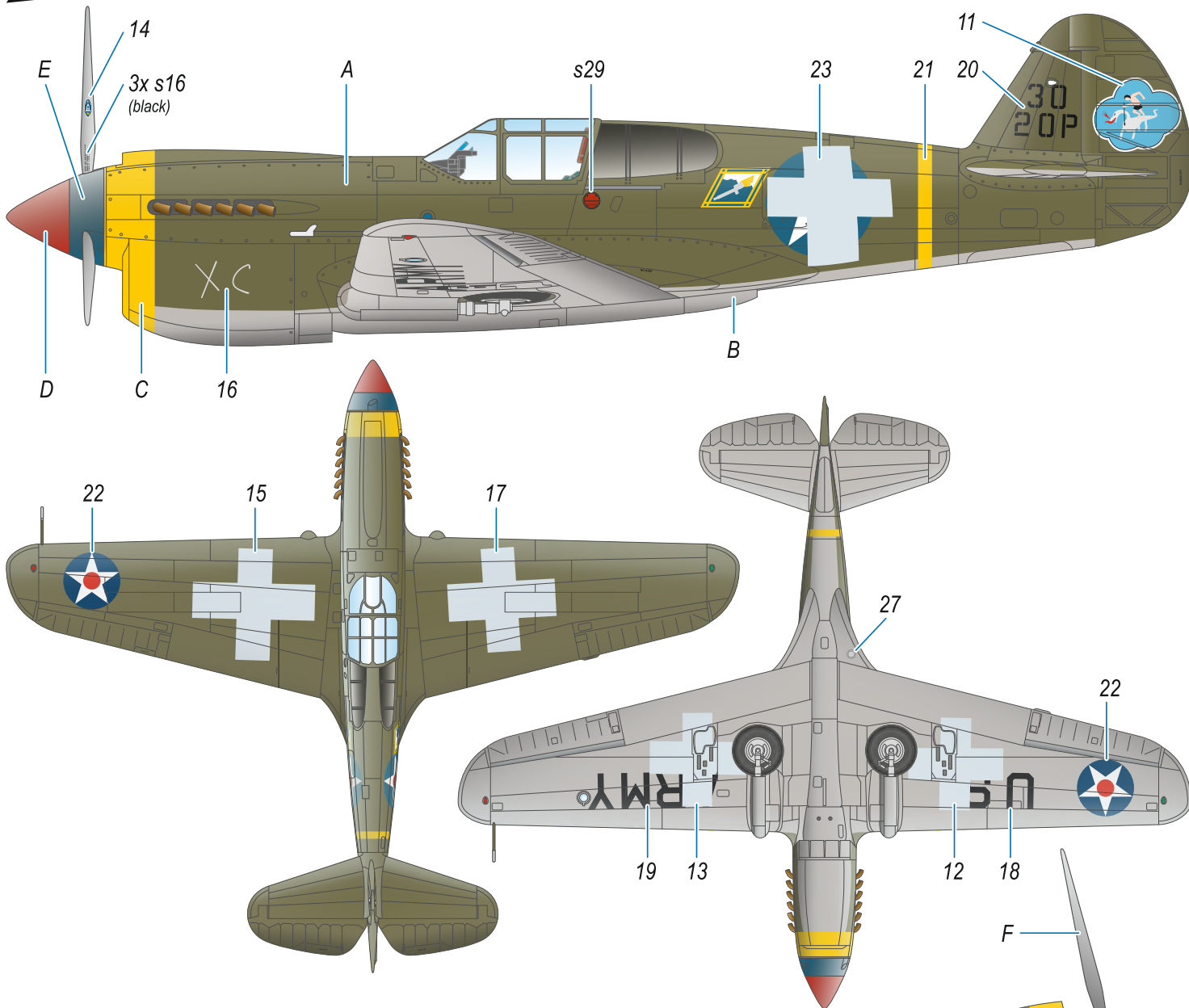
Scheme C



P-40D Warhawk, 79th Pursuit Squadron, 20th Pursuit Group, Hamilton Field, USA, Autumn 1941. Only 18 of the P-40D aircraft flew with the 20th PG, all the rest of the group's aircraft being the later P-40Es. In November 1941 the group took part in large scale wargames exercises. The aircraft of both sides had temporary markings on the fuselages and wings.

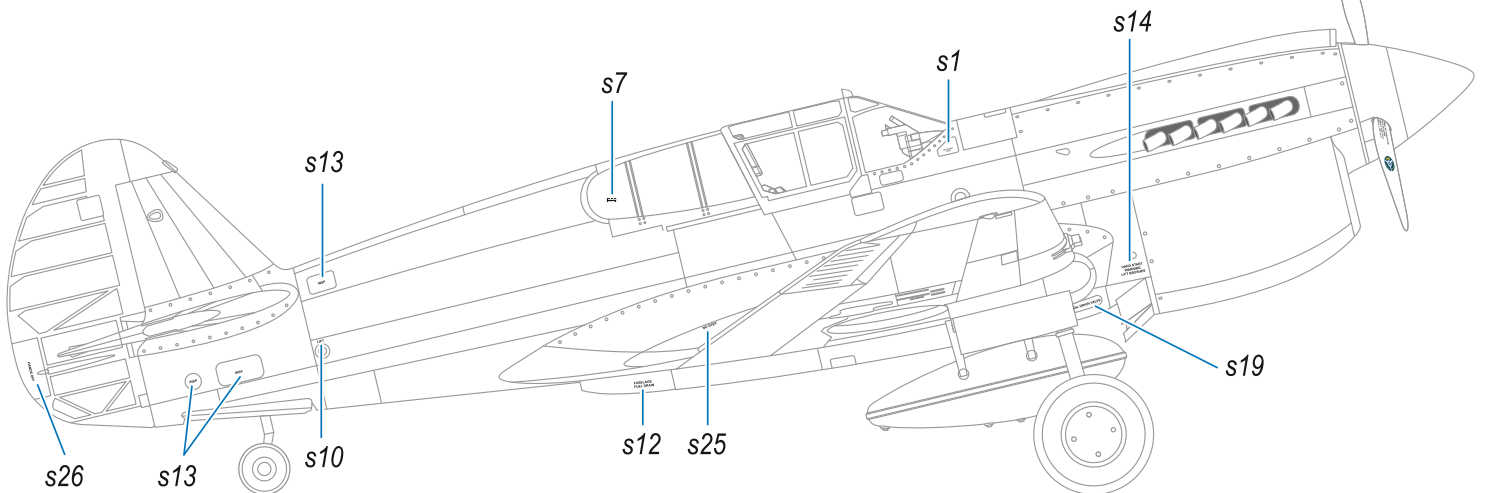
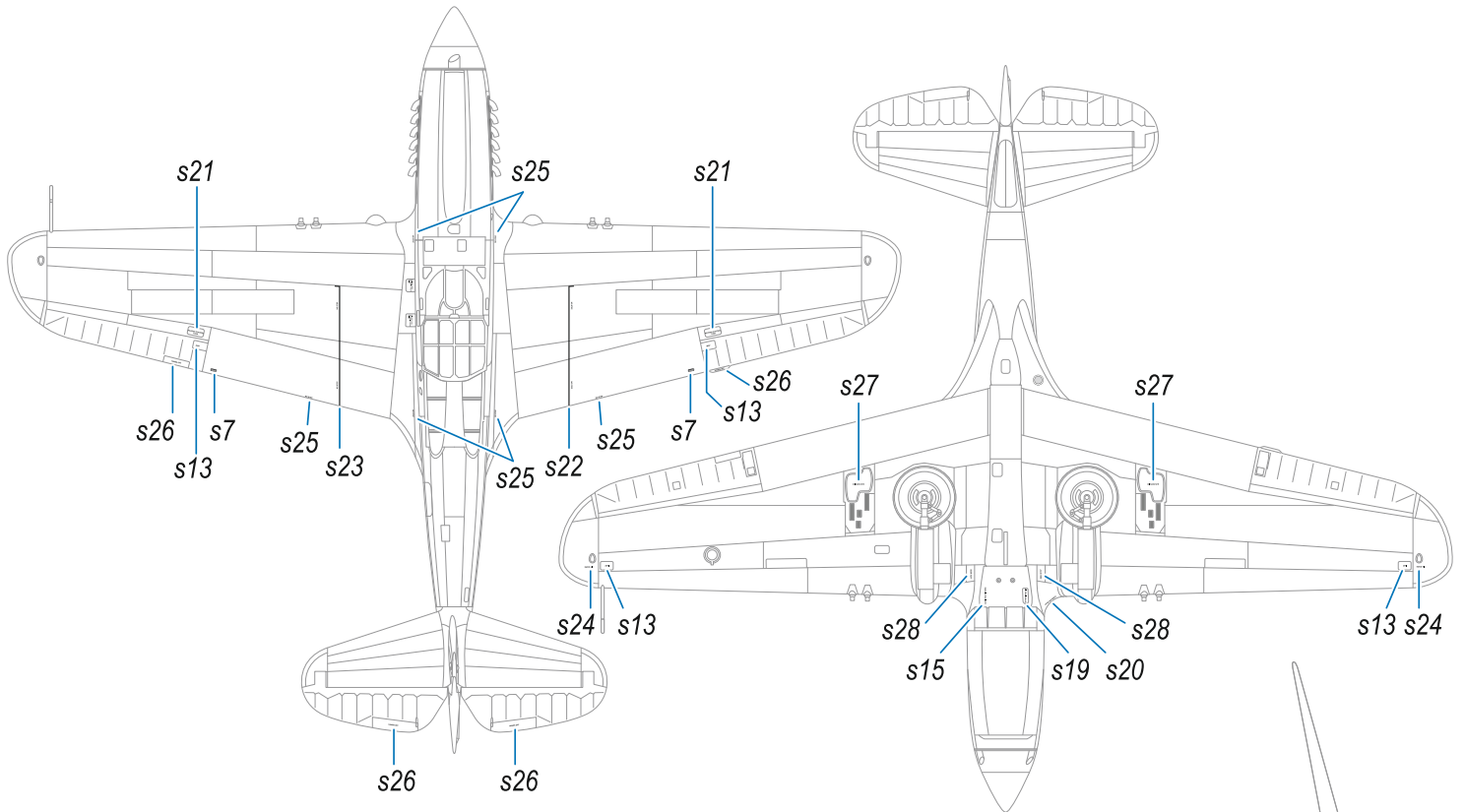
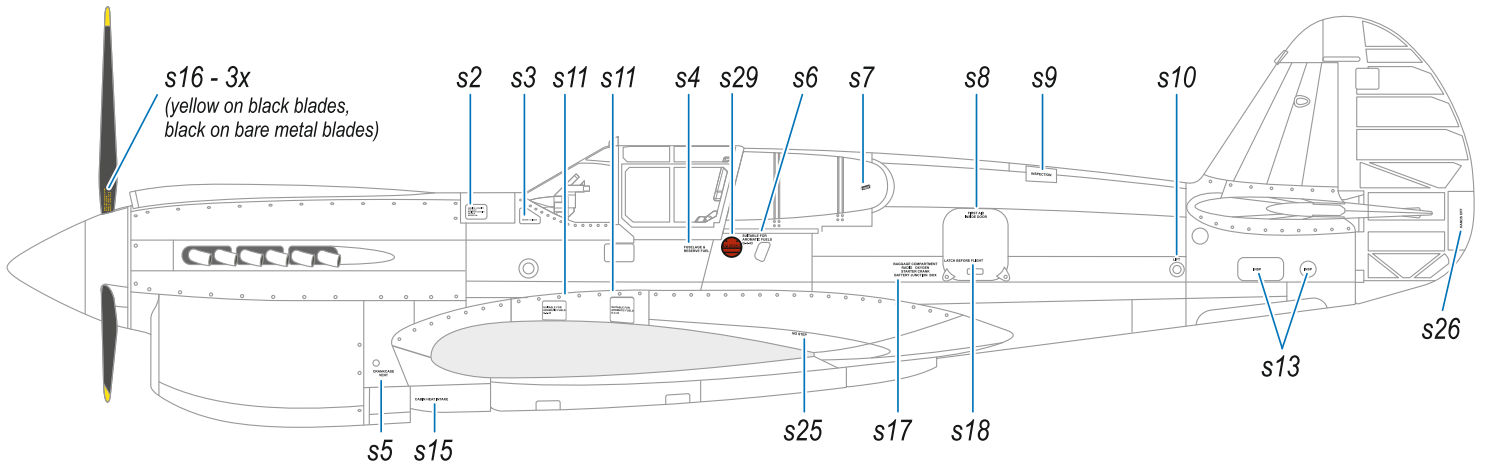
P-40D Warhawk, 79. Pursuit Squadron, 20. Pursuit Group, Hamilton Field, USA, podzim 1941. 20. FG dostala 18 kusů P-40D, další nové stroje byly verze P-40E. V listopadu 1941 se tato skupina zapojila do velkého vojenského cvičení. Bojující strany byly označeny barevnými kříži.

Scheme D



- | | | | | | |
|--|--|---------------------------------------|--------------------------------------|---|---|
| A Olive Drab
nevýr. olivová
H52/C12 | B Neutral Gray
středně šedá
H53/C13 | C Yellow
žlutá
H329/C329 | D Red
červená
H327/C327 | E Dk.Blue
tm.modrá
H326/C326 | F Aluminium
hliník
H08/C08 |
|--|--|---------------------------------------|--------------------------------------|---|---|

Stencils - common to all schemes





1/72 P-40 SETS for Special Hobby Kits



Q72293
P-40E/F/K/L/M
and N-1 Seat



Q72294
P-40N-5 through
N-40 Seat



Q72299
P-40E, F, K, L, M
and N-1 Seat with Belts



Q72301
P-40 Cockpit Sidewalls
and Control Column



Q72300
P-40N-5 through
N-40 Seat with
Belts



Q72302
Kittyhawk I, Ia, II,
IIa and III Seat with
Sutton Harness



Q72303
Kittyhawk IV Seat
with Sutton
Harness



Q72309
P-40E-N
Control Column (3 pcs)

7386
P-40 Control
Surfaces



7389
P-40E/K/M/N Armament Set



7387
P-40 Undercarriage Set



7388
P-40 Engine Set



7390
P-40N Engine Set



Q72295
P-40 Wheels Diamond Tread



Q72296
P-40 Wheels Block Tread



Q72297
P-40 Wheels Cross Tread



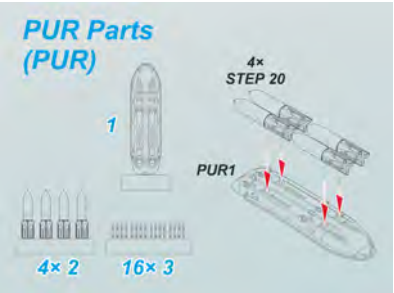
Q72298
P-40 Wheels Diamond
and Hole Tread

F72344

RAF Pilot Sitting in Cockpit with Monkey +
2 Mechanics, Western Desert



Limited release SH72474 Messerschmitt Bf 109E-1/B kit. Contains resin cast 4xETC 50 bomb carrier and four SC 50 bombs! Decals for three fighter-bomber machines.



RECOMMENDED FOR OUR MESSERSCHMITT BF 109E KITS



7455
Bf 109E
Engine



7457
Bf 109E-3/4/7
Wing Guns



7458
Bf 109E
FuG VII Radio
Equipment



7460
Bf 109E-1/5
Wing
Machine Guns



7461
ESK 2000 B
German WWII
Gun Camera



Q72390
Bf 109E
Exhausts



Q72384
Bf 109E
Wheels



Q72391
Bf 109E
Tailwheel with
Strengthened Leg



Q72389
Bf 109E
Propeller
Spinner



F72369
Bf 109E Ace
A. Galland and
Mechanic

Messerschmitt Bf 109E-4/7 Mask
M72009

Messerschmitt Bf 109E-1/3 Mask
M72010



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