

Kittyhawk Mk.III (Long Fuselage P-40K)

INSTRUCTIONS

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: 1,207 km, ceiling: 9,144 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 vzletl 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, označovaly 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, série 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 kabínu s lepším výhledem vzad.

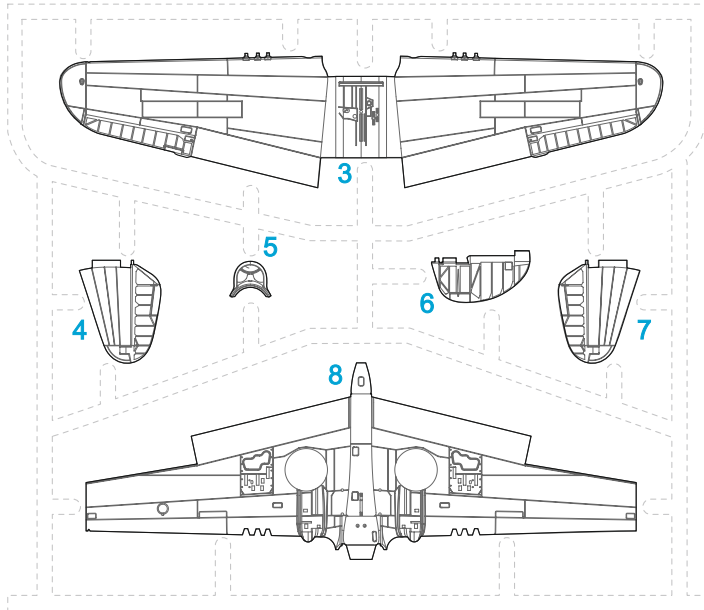
Stíhačky Warhawk/Kittyhawk se nehodily pro západoevropské bojiště. Byla nasazeny v Africe, Itálii, v Pacifiku, Číně, Indii, na Aljašce, v rámci pomoci byly dodány do Sovětského Svazu. Kromě USAAC/USAAF tyto stroje používalo RAF, SAAF, RAAF, RNZAF, RCAF a letectva dalších států po celém světě. Kořistní 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 přídi se stal jedním ze symbolů vítězství spojenců ve druhé světové válce.

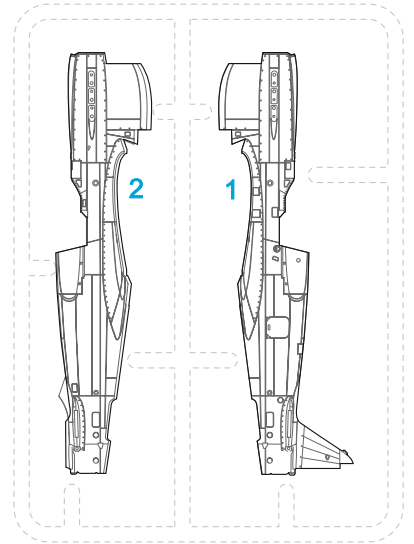
Rozpětí: 11,38 m, délka: 10,16 m, max. rychlost: 608 km/h (N-1), dolet: 1 207 km, dostup: 9 144 m.

Parts List

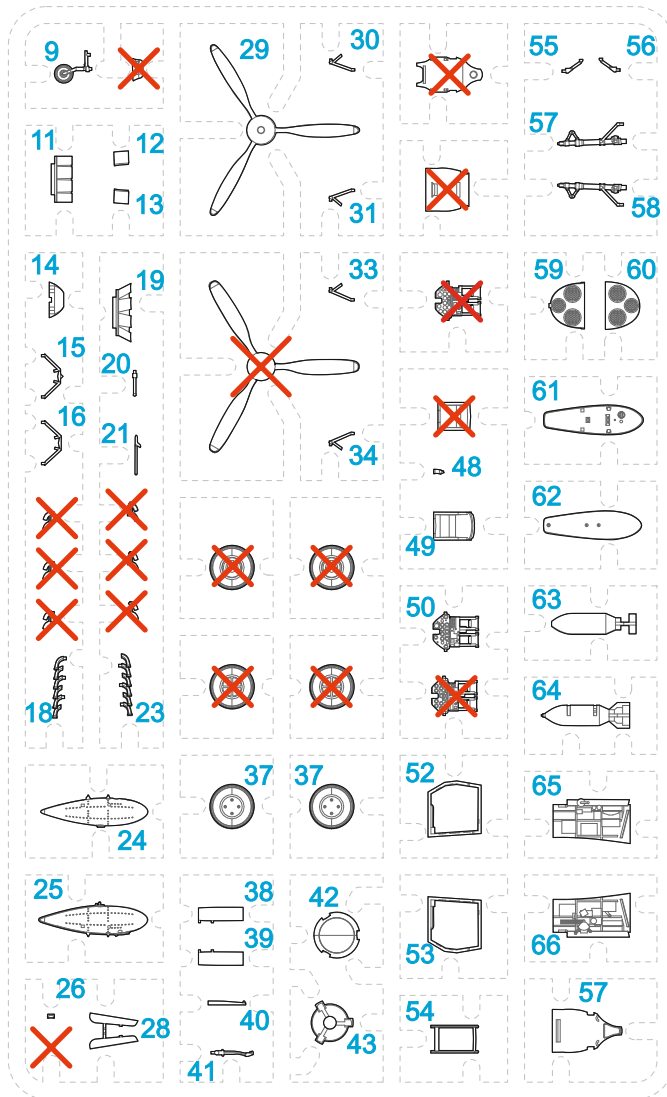
A



F

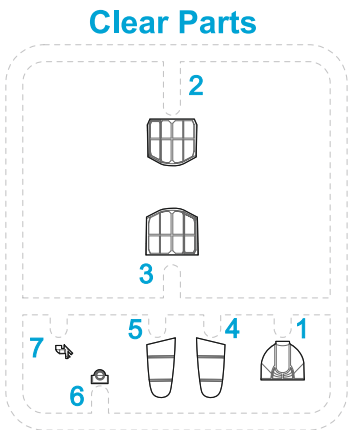


B



Do not use this part
Tento díl nepoužít
= X

G



Clear Parts

A	Curtiss Interior Green	H58/C27 ^{+a} drop of 37/43
B	Aluminium / Hliník	H8/C8
C	Black / Černá	H12/C33
D	Red / Červená	H3/C3
E	Olive Drab / Nevýrazná olivová	H52/C12
F	Burnt Iron / Opálený kov	H76/C61
G	Tire Black / Barva pneu	H77/C137
H	Yellow / Žlutá	H329/C329
I	Leather / Hnědočervená	H47/C41
J	Clear Red / Červená čírá	H90/C47
K	Clear Green / Zelená čírá	H94/C138
M	White / Lesklá bílá	H1/C1
N	Gunmetal / Dělovina	H28/C78
O	Neutral Gray / Neutr. šedá	H53/C13

Barvy GUNZE/ GUNZE Colour No.

SYMBOLS



OPTIONAL
MOŽNOST VOLBY
NACH BELIEBEN
OPTION



INSTANT CYANOACRYLATE GLUE
POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO
ZYANOAKRYLÁTKLEBER
ADHESÍF CYANOACRYLAT



BEND
OHNOUT
BIEGEN
COURBER



SCRATCH BUILD
ZHOTOVIT NOVÉ
FERTIGSTELLEN
ACHEVER

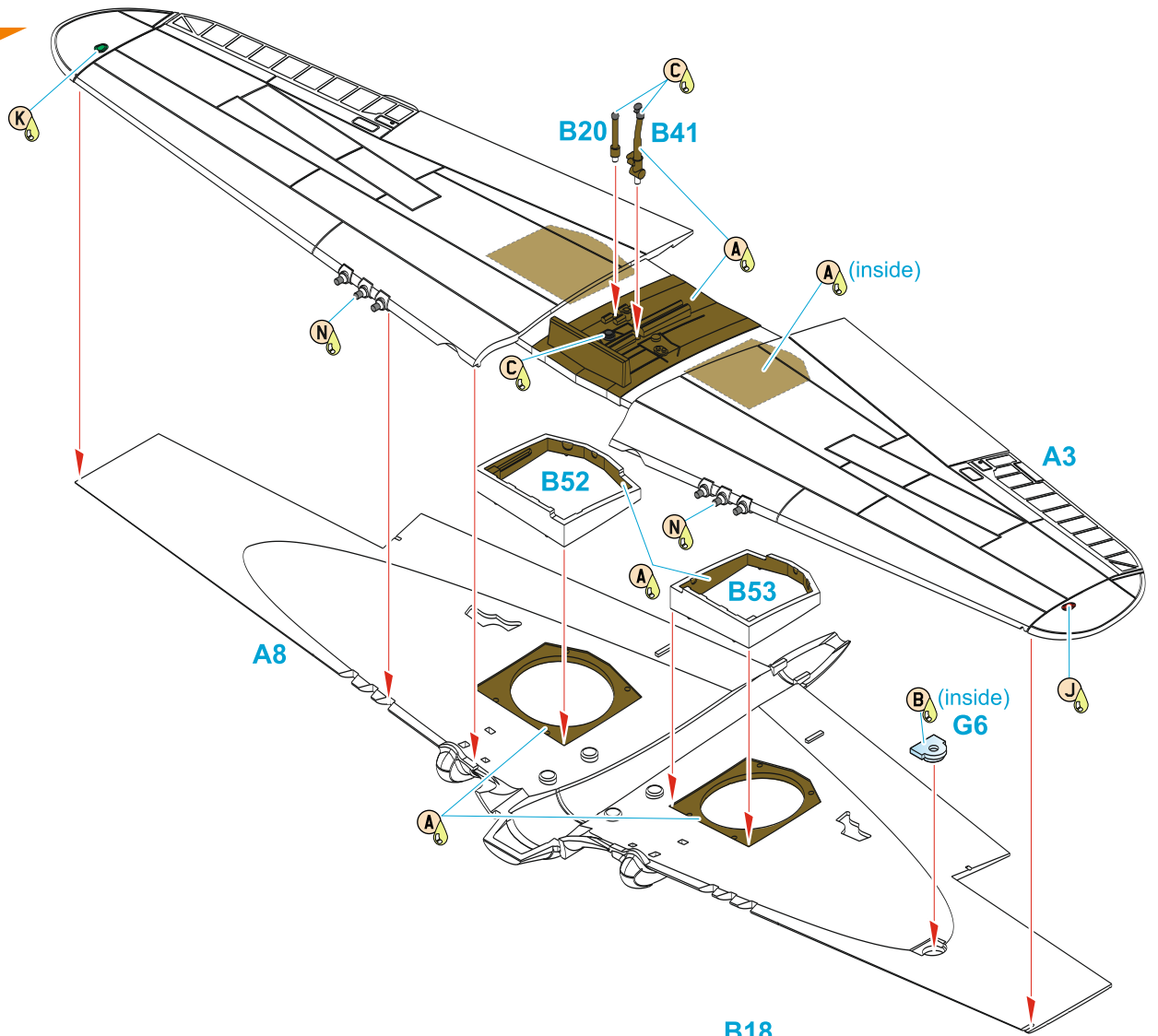


CUT OFF/DRILL
ŘEZAT/VRTAT
ENTFERNEN
DETACHER

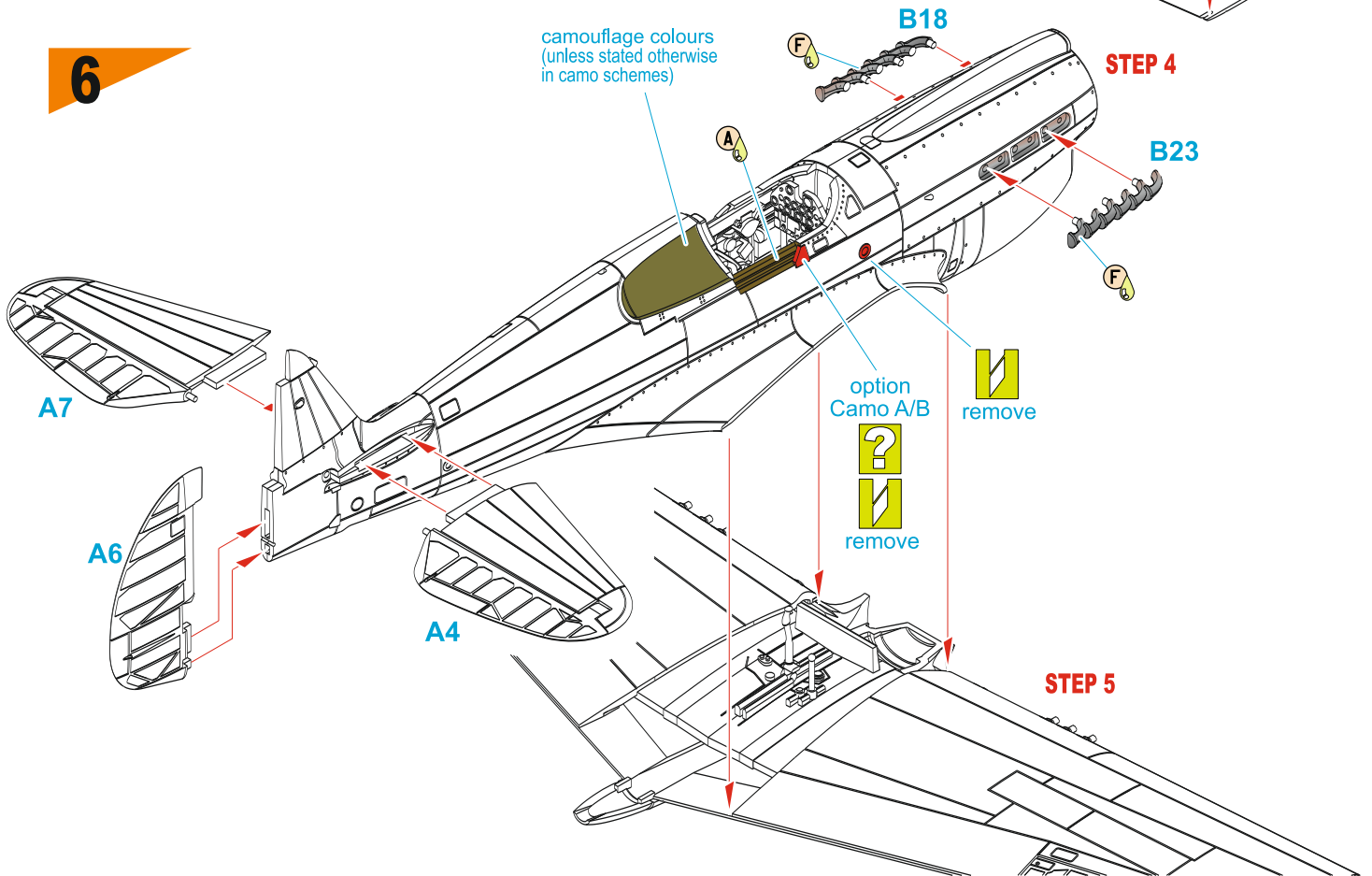


COLOUR
NATRÍT
FARBEN
PEINDRE

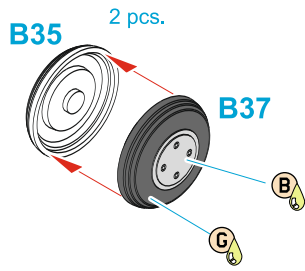
5



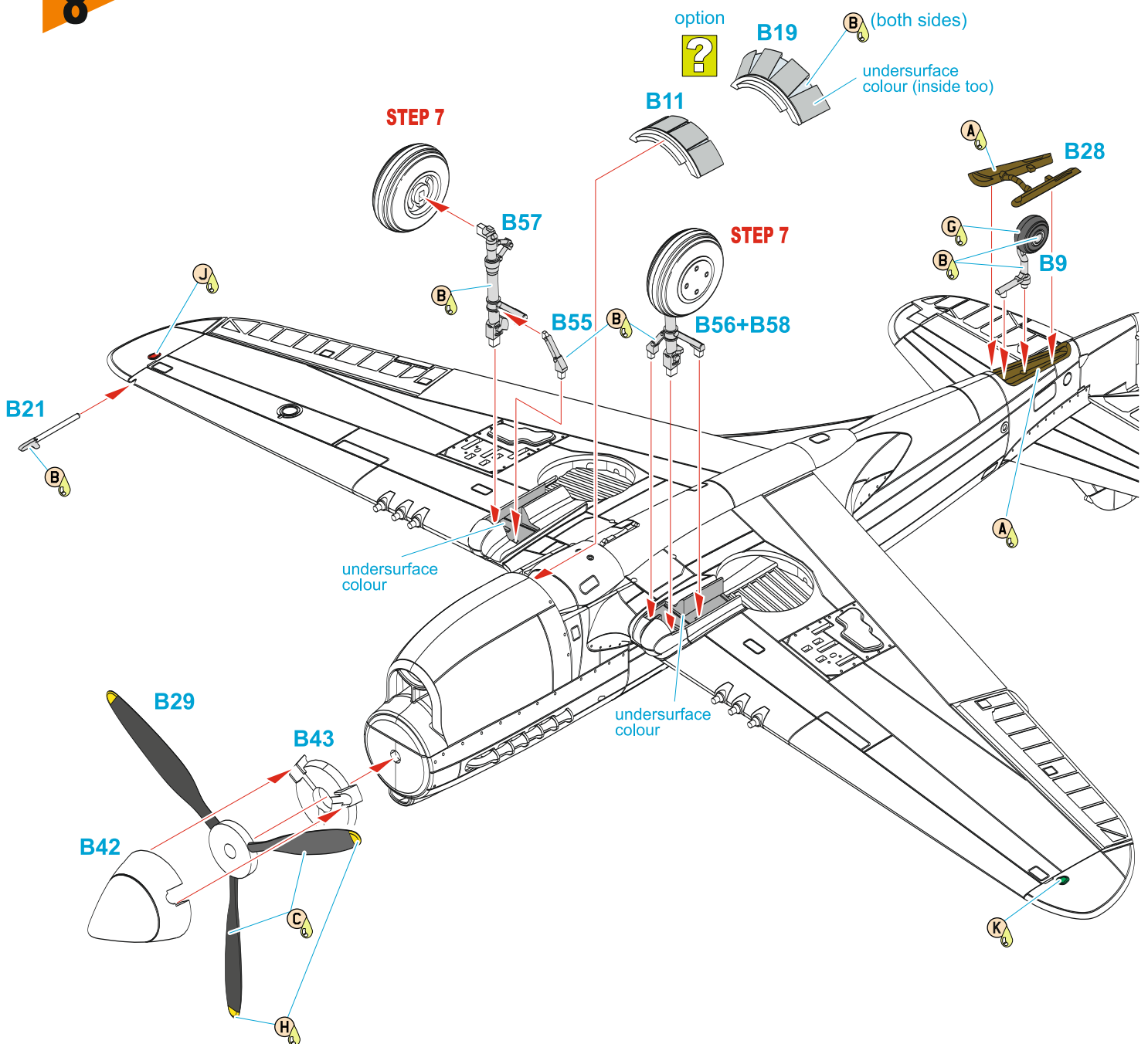
6



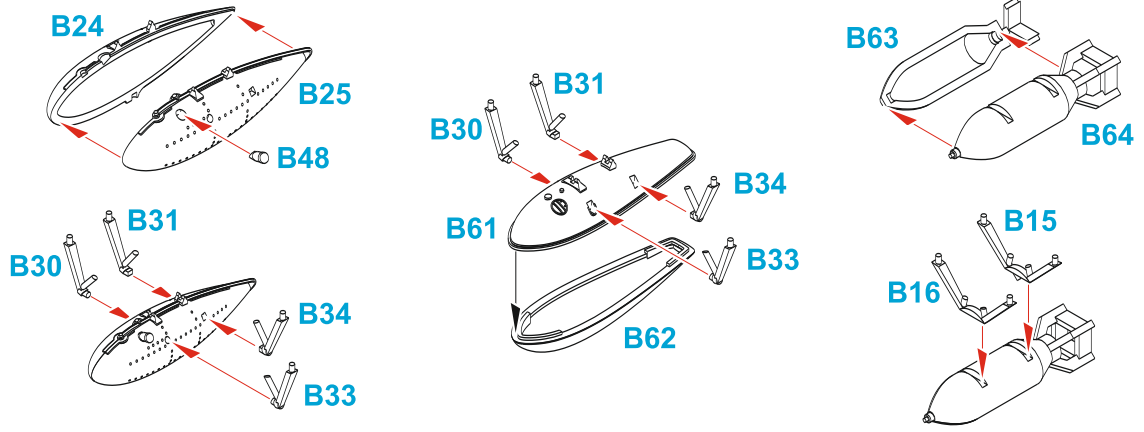
7



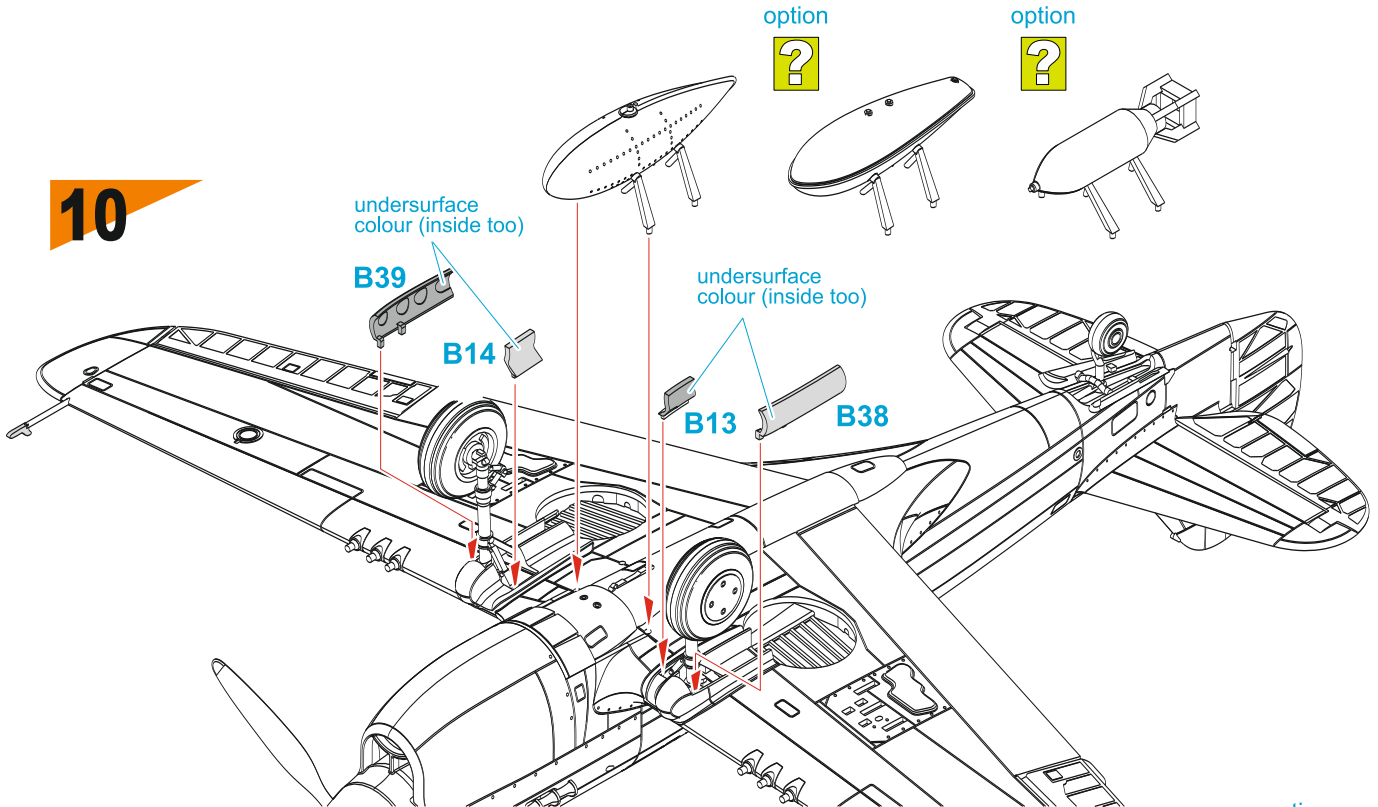
8



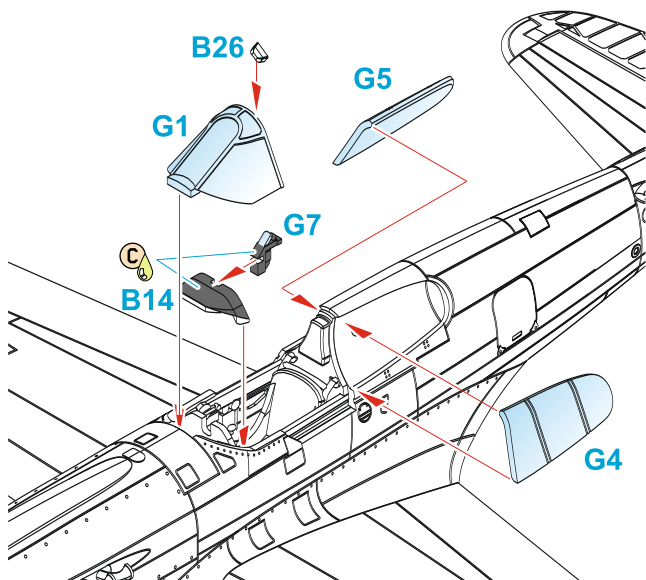
9



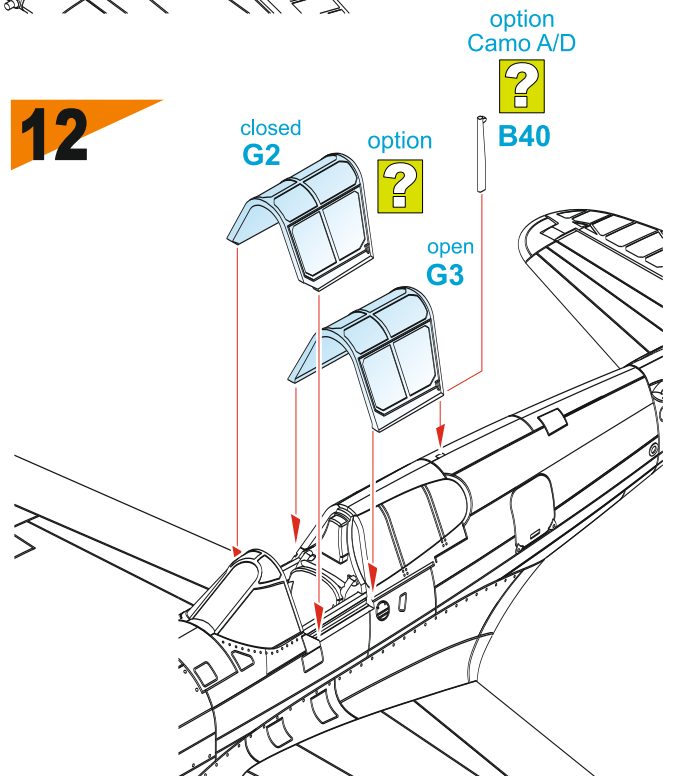
10



11



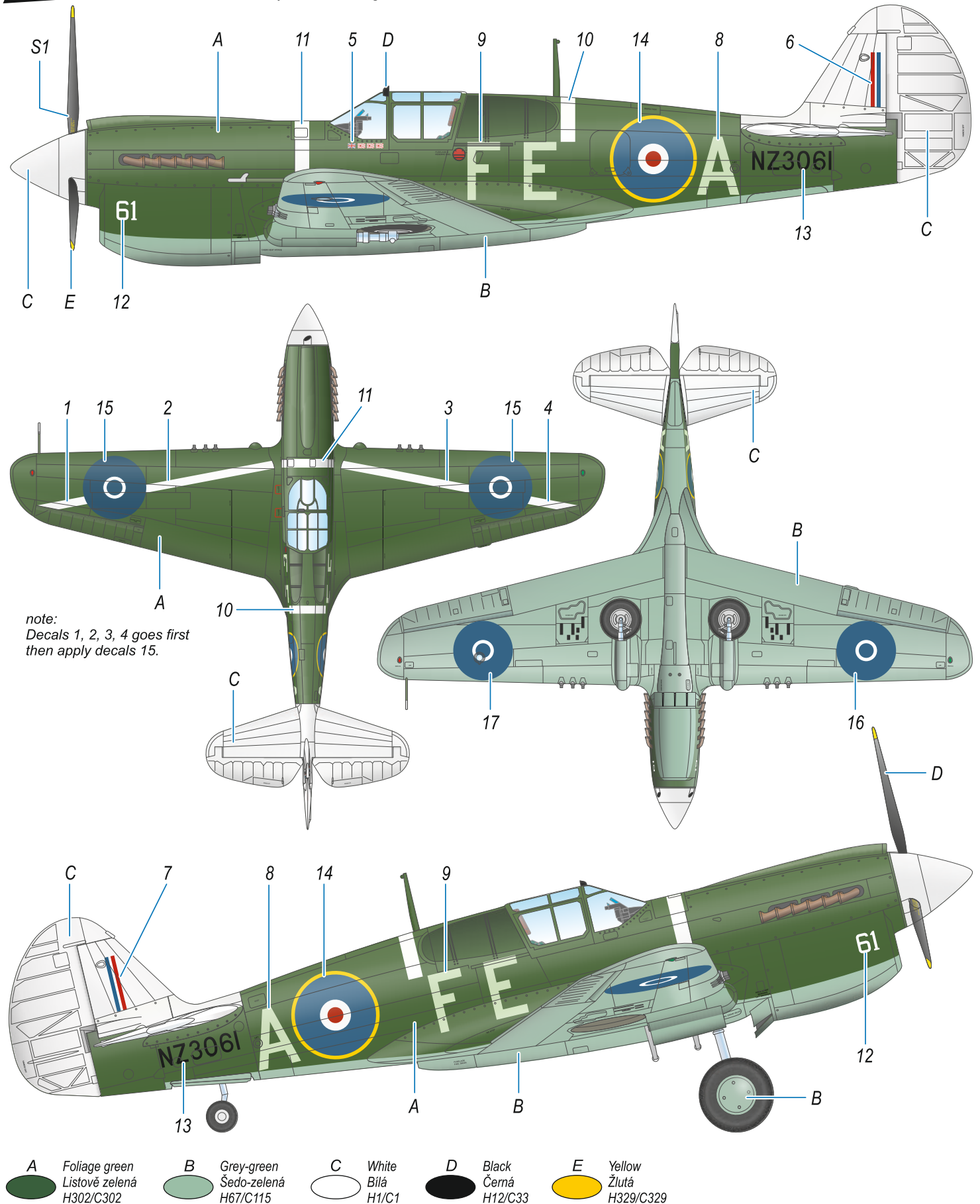
12



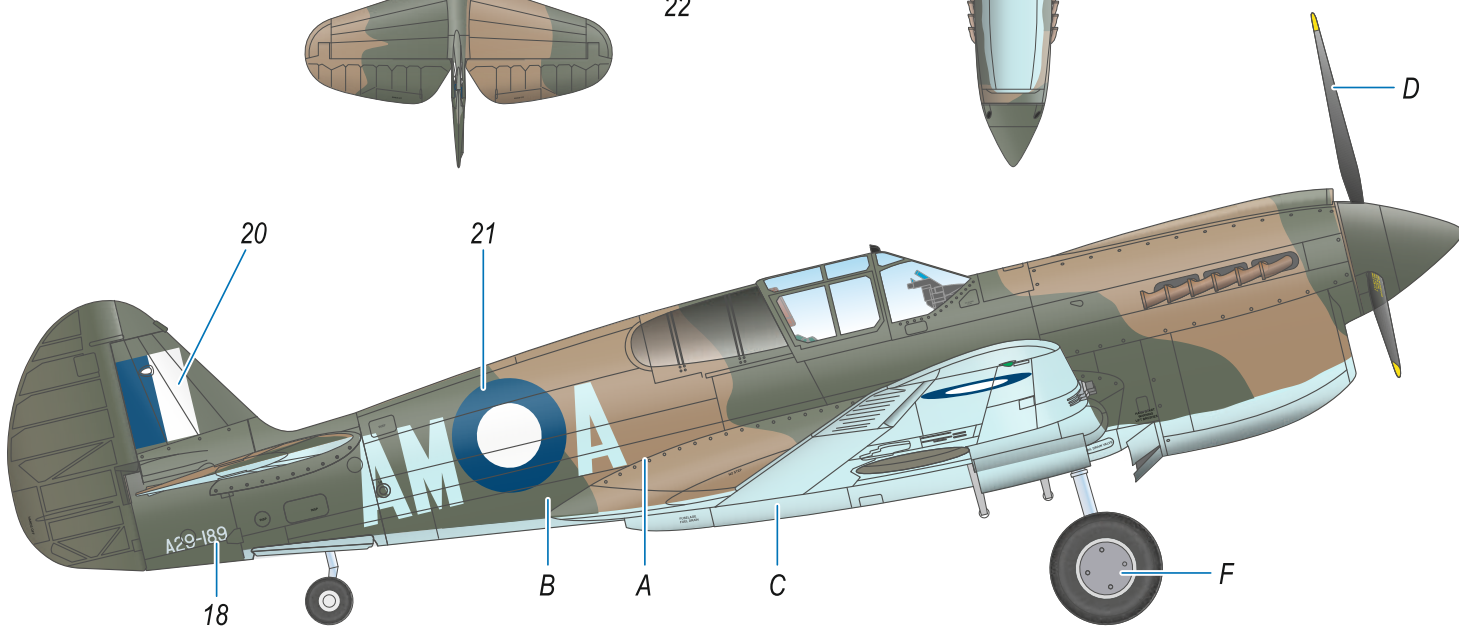
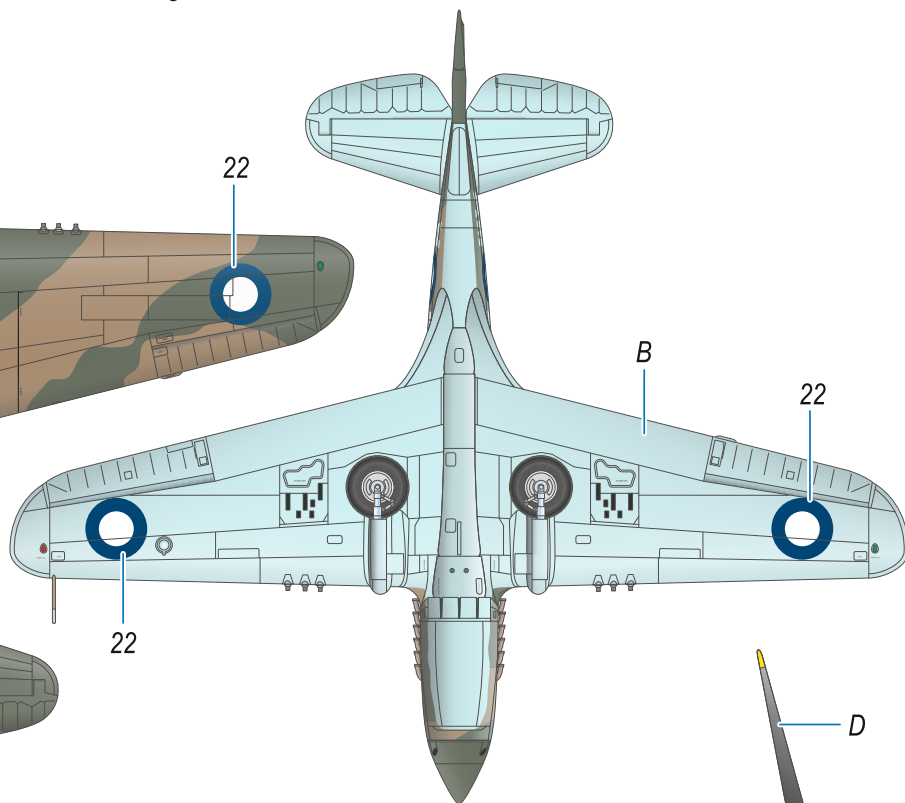
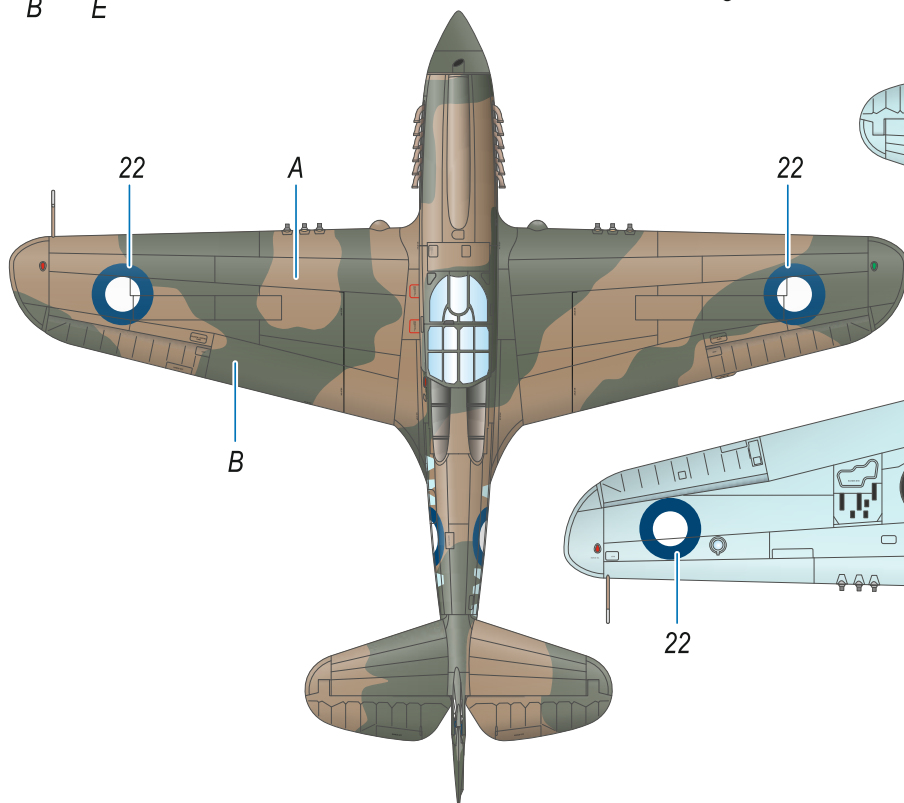
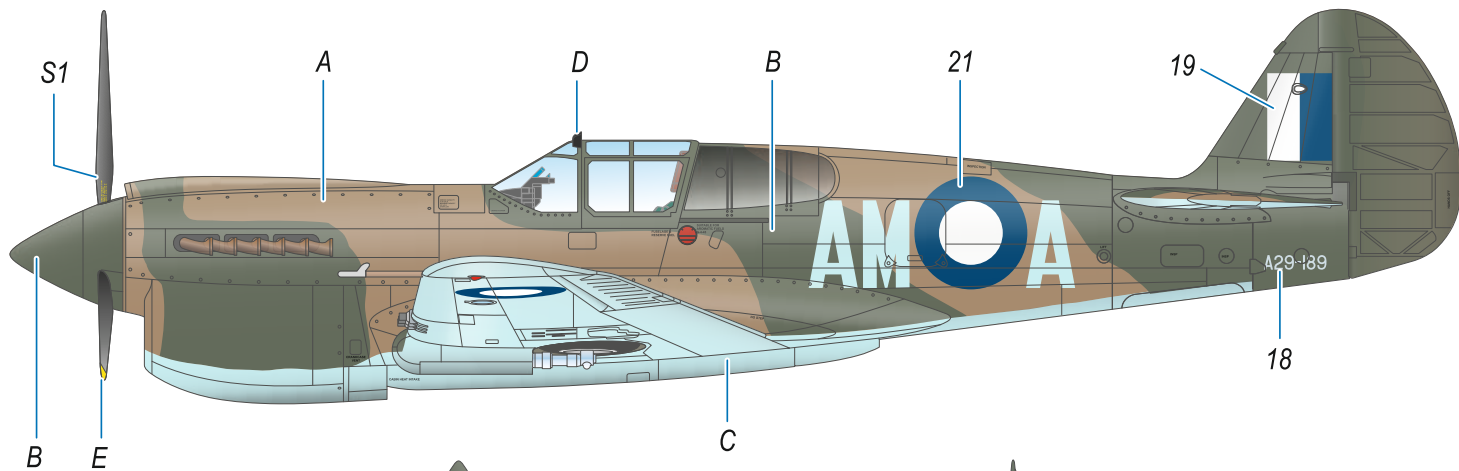
Kittyhawk Mk.III, NZ3061, FE-A, No.2 Fighter OTU, RNZAF, based at Ohakea, New Zealand, 1944. This machine enjoyed long and colourful service. While flying with No.14 and 15 RNZAF squadrons, its pilots achieved three victories over enemy's aircraft, hence the three Jap flags beneath the windshield. The fourth flag, which in fact is the Union Jack, stood for 'a Kittyhawk Mk.IA NZ3021 destroyed in a mid-air collision on 14 June 1944. During the incident, NZ3061 was not seriously damaged and soon become airworthy again, only to be damaged again on 7 July 1944 during a forced landing. On 14 October 1944, yet another mishap occurred which destroyed Kittyhawk Mk.IV NZ3221 and damaged Kittyhawk Mk.IA NZ3012. FE-ANZ3061 was eventually struck off charge in 1948.

Kittyhawk Mk.III, NZ3061, FE-A, No.2 Fighter OTU, RNZAF, základna Ohakea, Nový Zéland, 1944. Tento letoun měl pestrou a dlouhou službu. Na NZ3061 bylo dosaženo během služby u No.14 a No.15 squadron RNZAF tři sestřelů. Ty byly vyznačeny v podobě japonských vlajek pod kabinou. Čtvrtá vlajka označuje Kittyhawk Mk.IA zničený při vzdušné kolizi 14. června 1944. NZ3061 byl jen poškozen, stejně jako při nouzovém přistání 7. července 1944. Při další vzdušné srážce 14. října 1944 byl opět lehce poškozen, ale Kittyhawk Mk.IV NZ3221 byl zničen a Kittyhawk Mk.IA NZ3012 byl poškozen. NZ3061 byl vyřazen až v roce 1948.

CAMO. A



CAMO. B

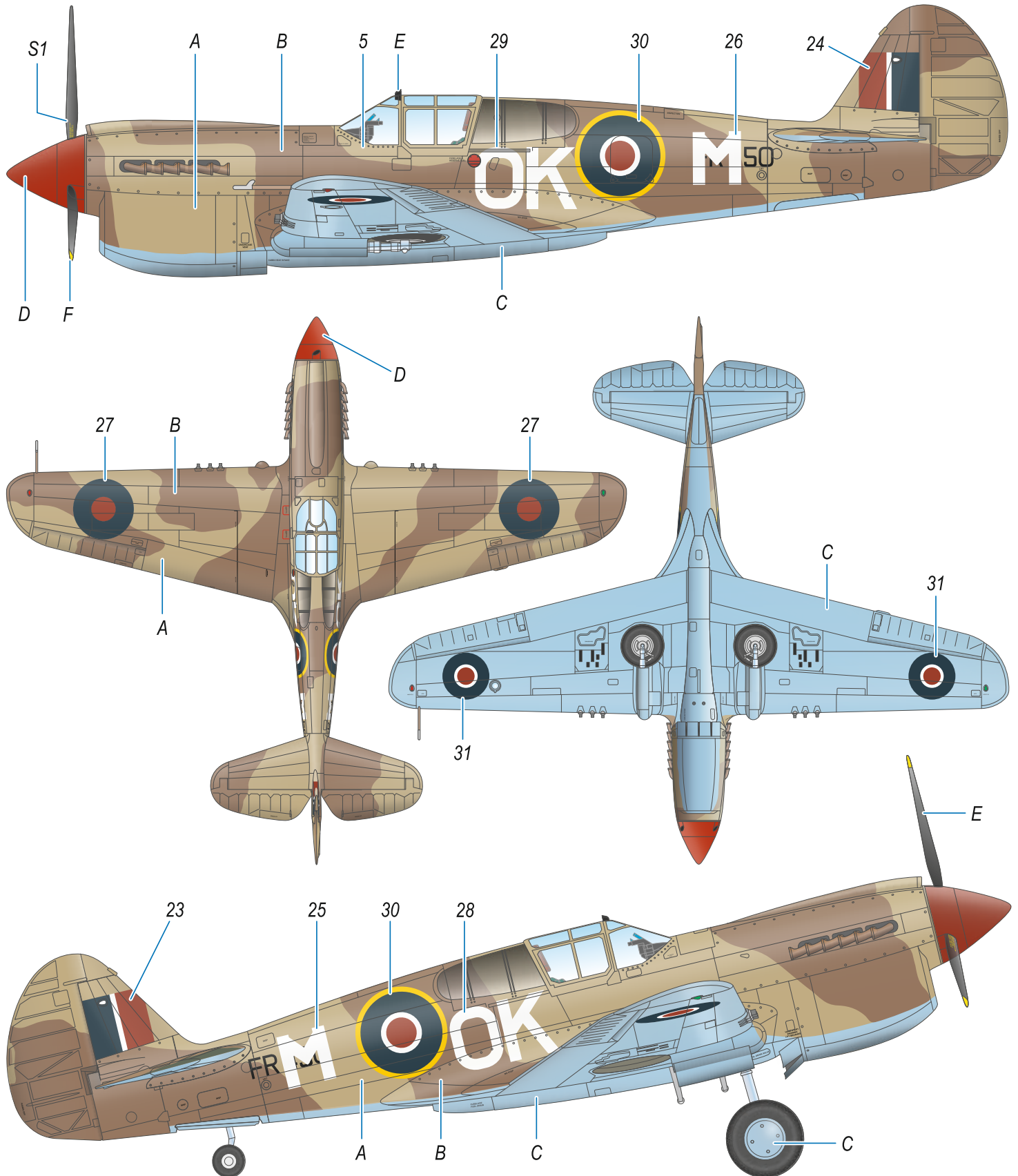


	A Dark Earth Tmavě zemitá (DuPont 71009) H72/C22		B Dark Green Tmavě zelená (DuPont 71013) H73/C23		C Sky Blue Nebeský modrá H314/C314		D Black Černá H12/C33		E Yellow Žlutá H329/C329		F Neutral Gray Neutrální šedá H53/C13
--	--	---	--	---	---	---	------------------------------------	--	---------------------------------------	---	--

Kittyhawk Mk.III, FR450 (likely), OK-M, pilot Sgt. Robert Rowe, No.450 (RAAF) Sqn. RAF, Tunisia 1943. Rowe belonged to the No.450 Sqn Desert Harassers Boomerang Club whose members were lucky enough to have walked back from their mission. Robert Rowe was shot down on 23 March 1943 and got back to the unit on foot.

Kittyhawk Mk.III, pravděpodobně FR450, OK-M, pilot Sgt. Robert Rowe, No.450 (RAAF) Sqn. RAF, Tunis 1943. R. Rowe byl členem 450 Sqn. Desert Harrassers Boomerang Clubu. Ten sdužoval piloty, kteří se z bojové akce vrátili po svých pěšky. R. Rowe měl to štěstí, že přežil své sestřelení 23. března 1943.

CAMO. C

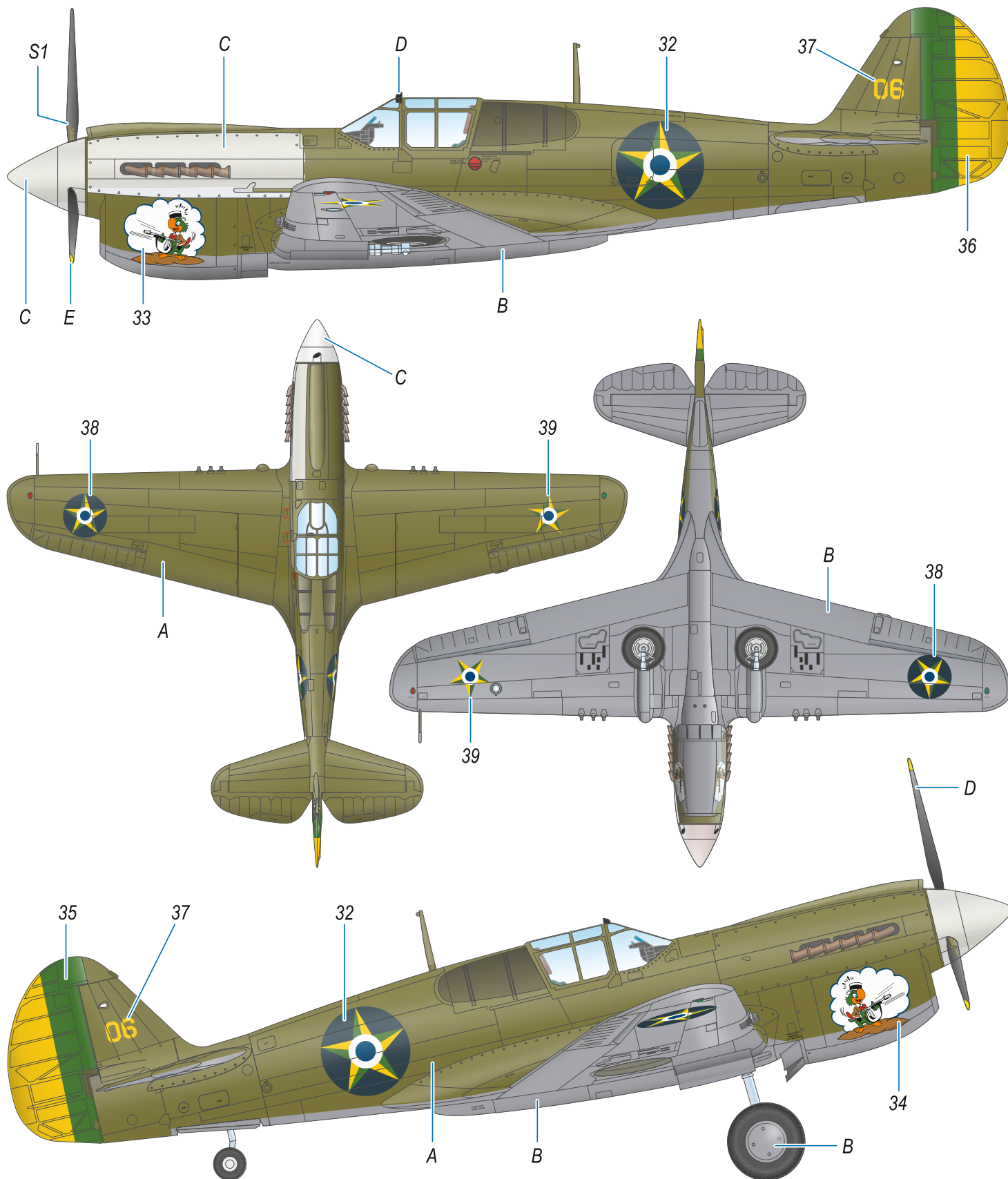


- | | | | | | |
|---|--|--|--|---|--|
| A  | B  | C  | D  | E  | F  |
| Middle Stone
Písková
(DuPont 71069)
H71/C21 | Dark Earth
Tmavě zemitá
(DuPont 71035)
H72/C22 | Azurové modrá
(DuPont 71062)
C370 | Red
Červená
H327/C327 | Black
Černá
H12/C33 | Yellow
Žlutá
H329/C329 |

Curtiss P-40K (Kittyhawk Mk.III), 06, II. Grupo Monoposto Monomotor, FAB (Força Aérea Brasileira / Brazil Air Force), based at Recife, Brazil, 1943. The nose section of Kitty 06 was adorned with the GMM's unofficial emblem Joe the Parrot (Zé Louro), known also from some other Kittyhawks. The spinner and engine cowling panel left in bare metal were taken from another machine during repairs.

Curtiss P-40K (Kittyhawk Mk.III), 06, II. Grupo Monoposto Monomotor, FAB (Brazílské letectvo), základna Recife, Brazílie, 1943. Tak jako jiné stroje této jednotky nesl stroj 06 na přídě její znak „Zé Louro“ (papoušek Joe). Kužel a panel motorového krytu v barvě kovu byly použity z jiného stroje po opravě.

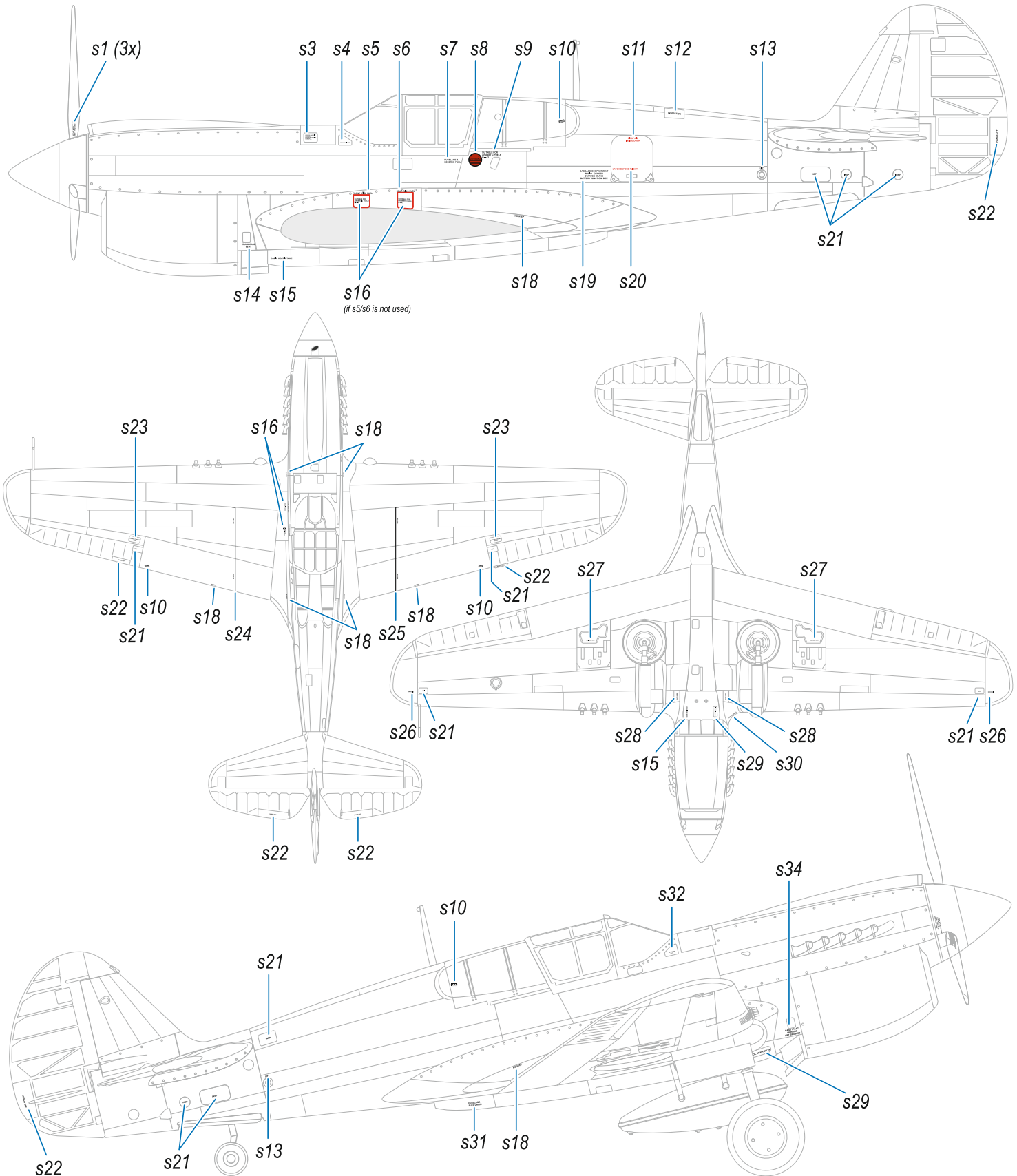
CAMO. D



- | | | | | |
|---|--|--|------------------------------------|---------------------------------------|
| A Olive Drab
Nevýrazná olivová
H52/C12 | B Neutral Gray
Neutrální šedá
H53/C13 | C Aluminium
Hliníková
H8/C8 | D Black
Černá
H12/C33 | E Yellow
Žlutá
H329/C329 |
|---|--|--|------------------------------------|---------------------------------------|

Universal Stencil Placement Scheme

(note: some stencils may have not been used on your chosen machine, always check war time photos and marking schemes)



CMK RESIN SETS FOR YOUR KIT



Q72293 1/72
P-40E/F/K/L/
M/N-1 Seat



Q72294 1/72
P-40N-5 thru
N-40 Seat



Q72299 1/72
P-40E/F/K/L/M/N-1
Seat with Belts



7386 1/72 P-40 Control Surfaces



Q72300 1/72
P-40N-5 thru N-40
Seat with Belts



Q72302 1/72
Kittyhawk I/II/III/
IIa/III Seat with
Sutton Harness



Q72303 1/72
Kittyhawk IV
Seat with Sutton
Harness



7387 1/72 P-40 Undercarriage Set



7388 1/72 P-40 Engine Set



Q72295 1/72
P-40 Wheels
Diamond Tread



Q72296 1/72
P-40 Wheels Block Tread



7390 1/72 P-40N Engine Set



Q72297 1/72
P-40 Wheels
Cross Tread



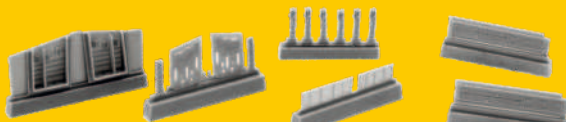
Q72298 1/72
P-40 Wheels
Diamond Hole Tread



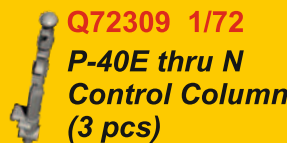
Q72301 1/72
P-40 Cockpit Sidewalls
and Control Column



F72344 1/72
1/72 RAF Pilot Sitting in Cockpit w/Monkey
on Shoulder + 2 Mechanics, Western Desert



7389 1/72 P-40E/K/M/N Armament Set



Q72309 1/72
P-40E thru N
Control Column
(3 pcs)



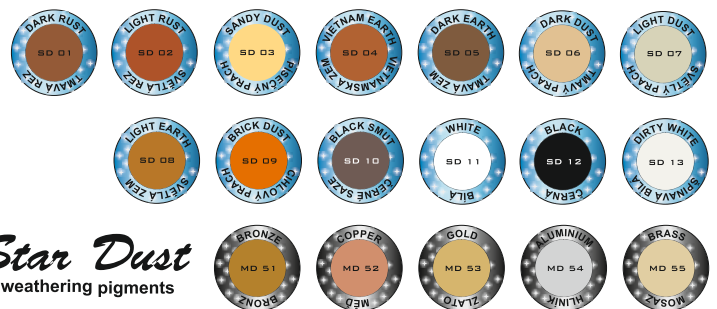
7391 1/72 1/72 P-40E/Kittyhawk Radio Set (US/ RAF)

USE CMK TOOLS AND WEATHERING PIGMENTS FOR YOUR KITS

H1010 handle for our saws
priceless tool for resin
parts adjustment



H1011 CMK sanding stick
four different grit
of sanding papers on
one sanding stick



Star Dust
weathering pigments

All of the above items can be found and ordered via our official
website and e-shop: WWW.CMKKITS.COM, WWW.SPECIALHOBBY.EU

**Special
HOBBY**