

P-40N Warhawk 'Island Warriors'

INSTRUCTIONS



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 engine 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 engine 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 significant success in air to air engagements, achieving plenty of victories over the enemy and also reaching their acesdoms quite often. It would be only 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.



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 z konstrukce 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.

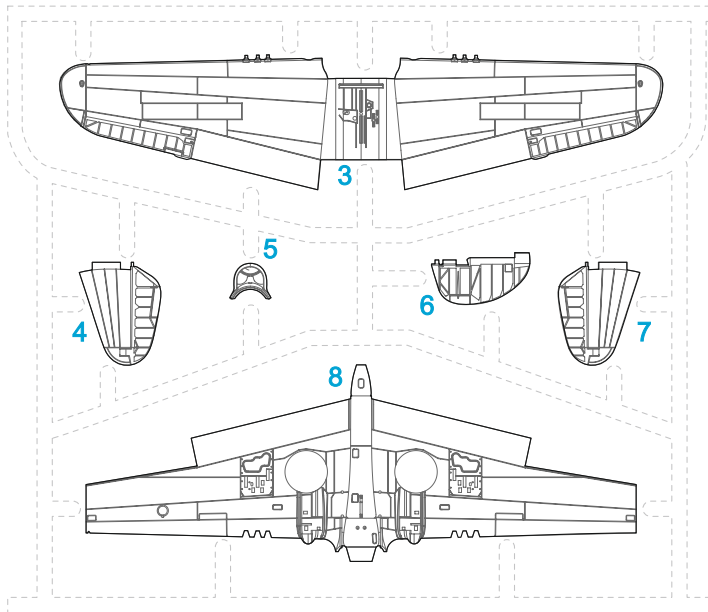
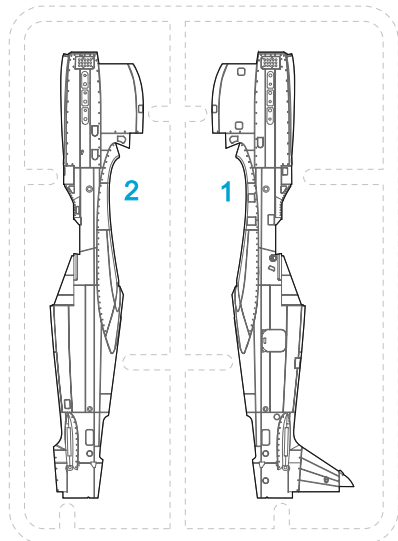
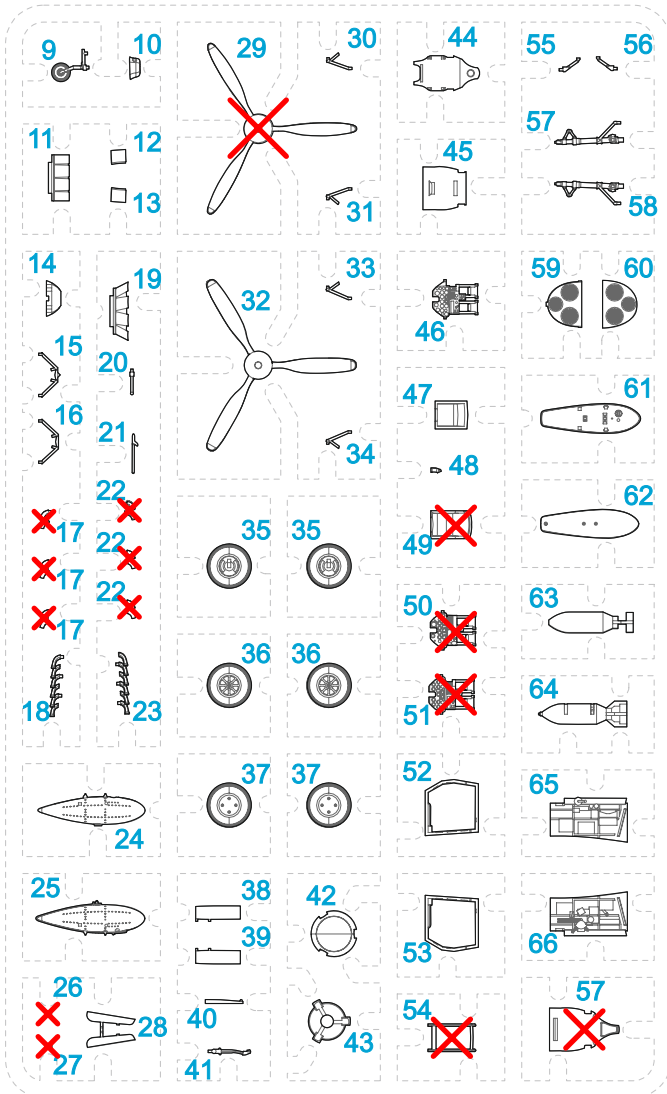
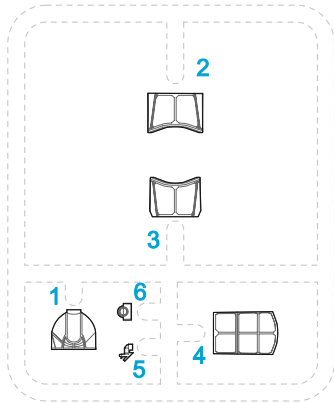
Firma Allison vyvinula v roce 1939 novou verzi motoru V-1710, řady F. Motor byl použit v nové curtissově stíhačce XP-46. Ta ale nenabídla vyšší výkony než P-40B/C. Vzhledem k potřebě stíhacích letounů byl ale objednána nová verze P-40 s novou verzí motoru. Dostala označení P-40D Warhawk (u Britů Kittyhawk 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 verzi 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. Kofistní 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: 1 207 km, dostup: 9 144 m.

A**E****B****H****CLEAR Parts**

X = Tento díl nepoužít
Do not use this part

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 čirá	H90/C47
K	Clear Green / Zelená čirá	H94/C138
L	White / Lesklá bílá	H1/C1
N	Gunmetal / Dělovina	H28/C78
O	Neutral Gray / Neutr. šedá	H53/C13

SYMBOLS

OPTIONAL
MOŽNOST VOLBY
NACH BELIEBEN
OPTION



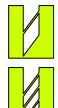
INSTANT CYANOACRYLATE GLUE
POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO
ZYANOAKRYLÁTKLEBER
ADHÉSIF CYANOACRYLAT



BEND
OHNOUT
BIEGEN
COURBER



SCRATCH BUILD
ZHOTOVIT NOVÉ
FERTIGSTELLEN
ACHEVER

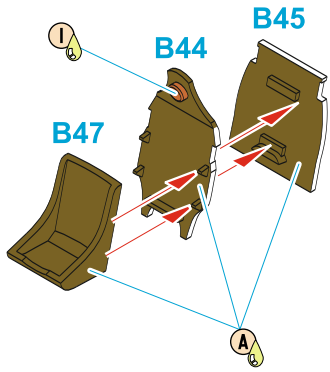


CUT OFF/DRILL
ŘEZAT/VRTAT
ENTFERNEN
DETACHER

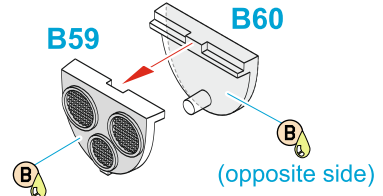


COLOUR
NATRÍT
FARBEN
PEINDRE

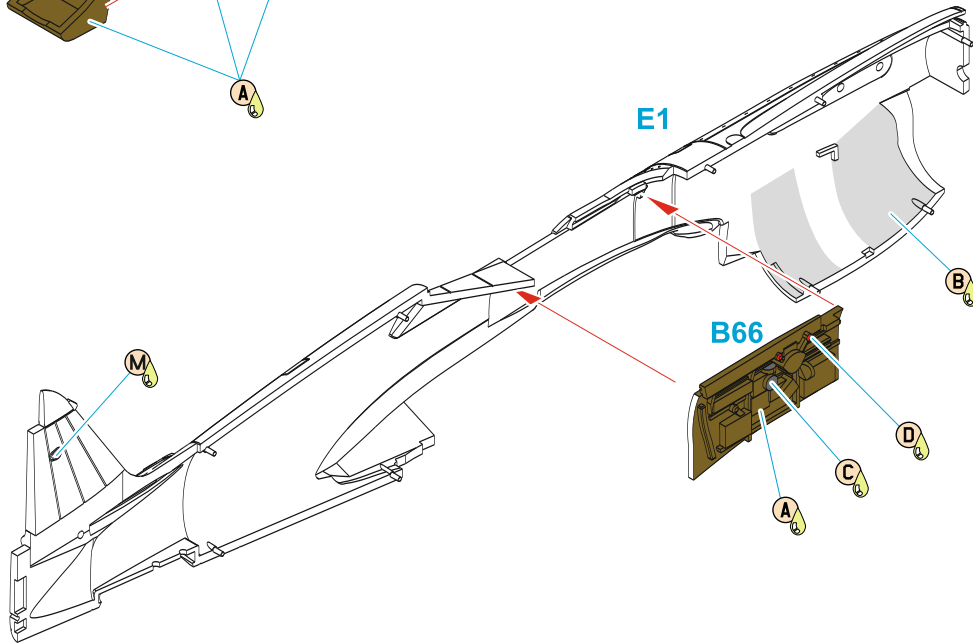
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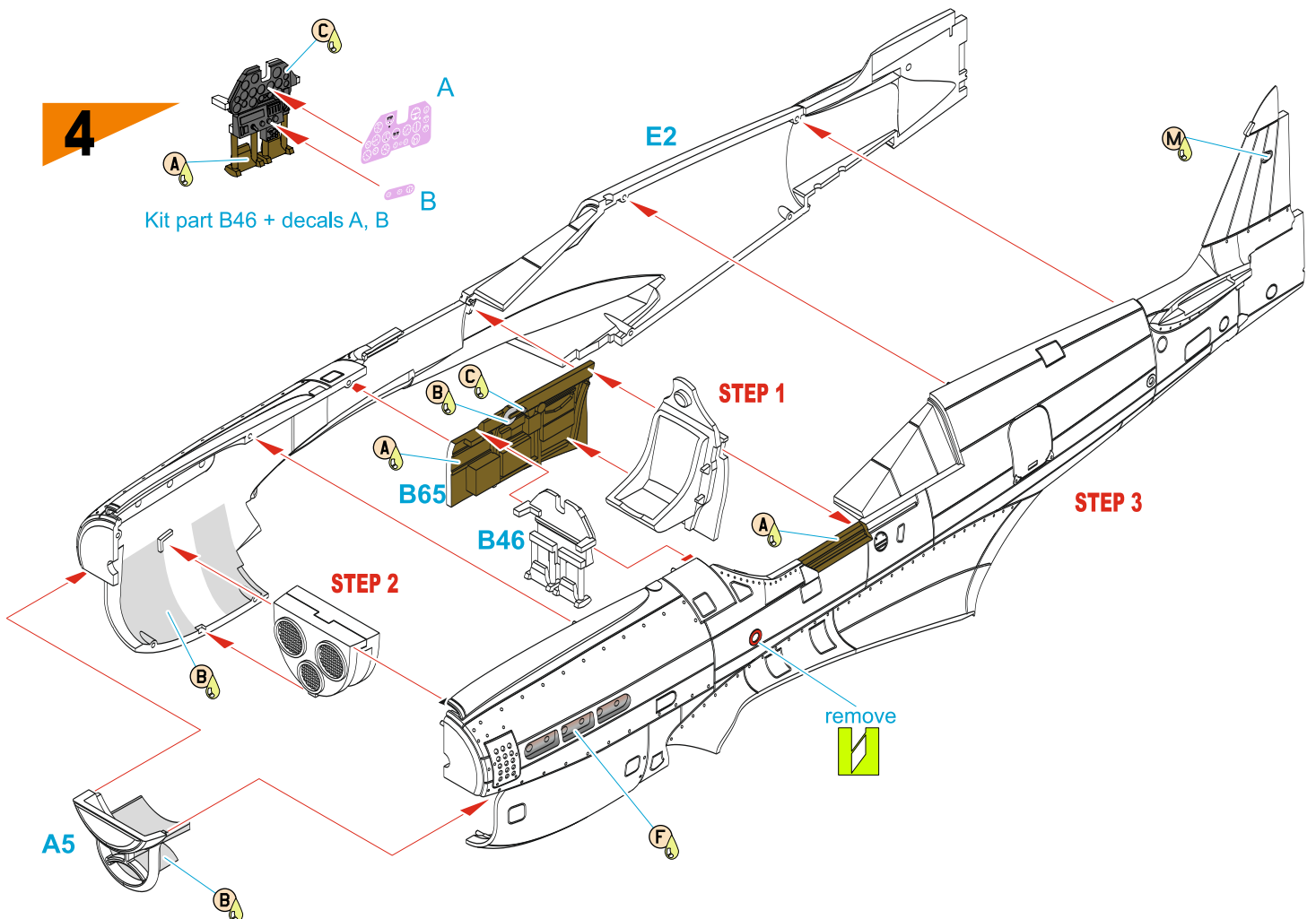
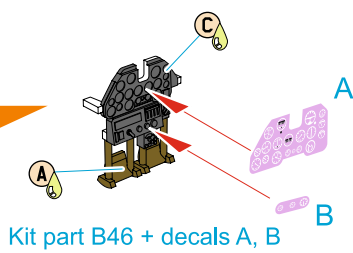
2



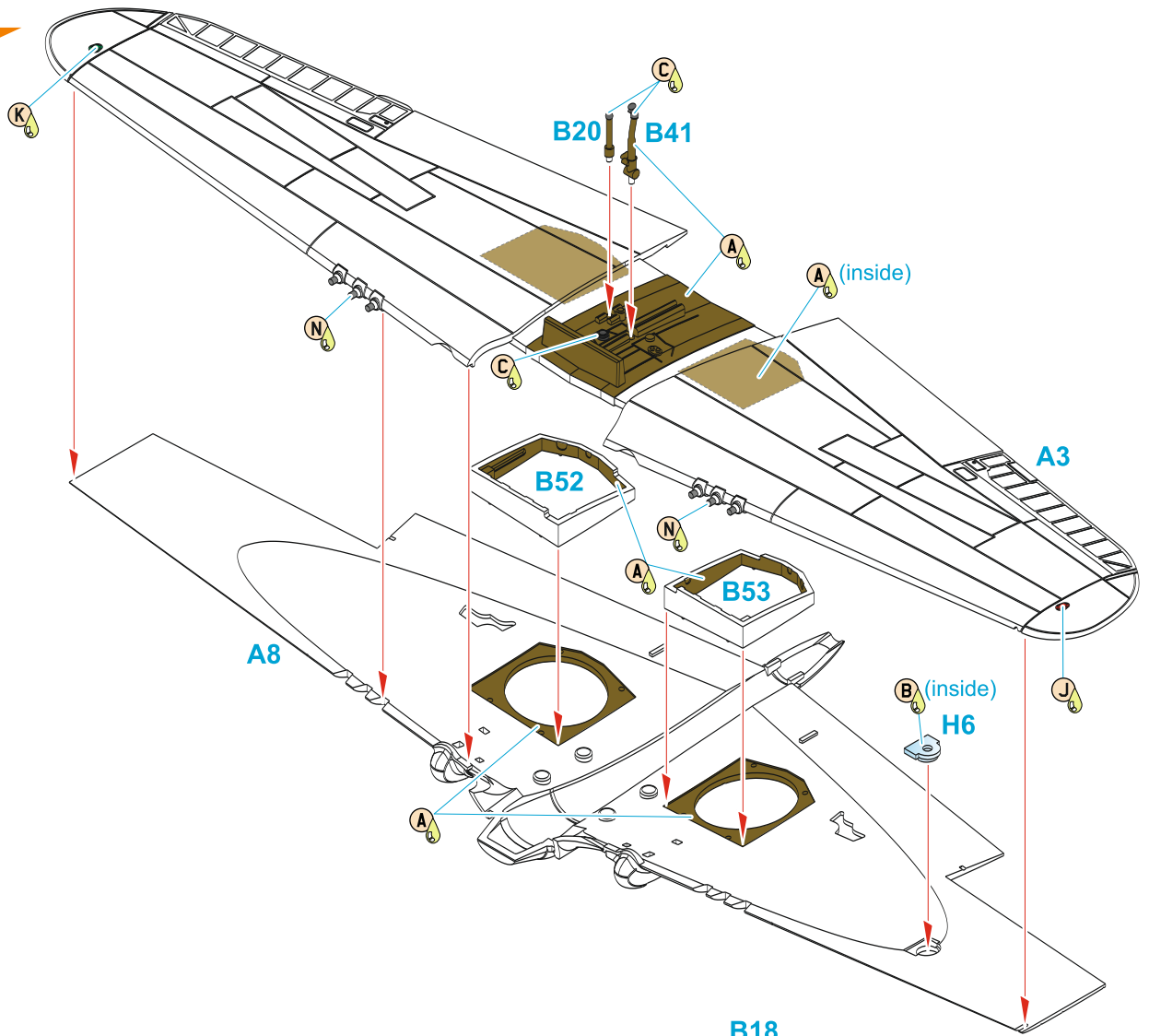
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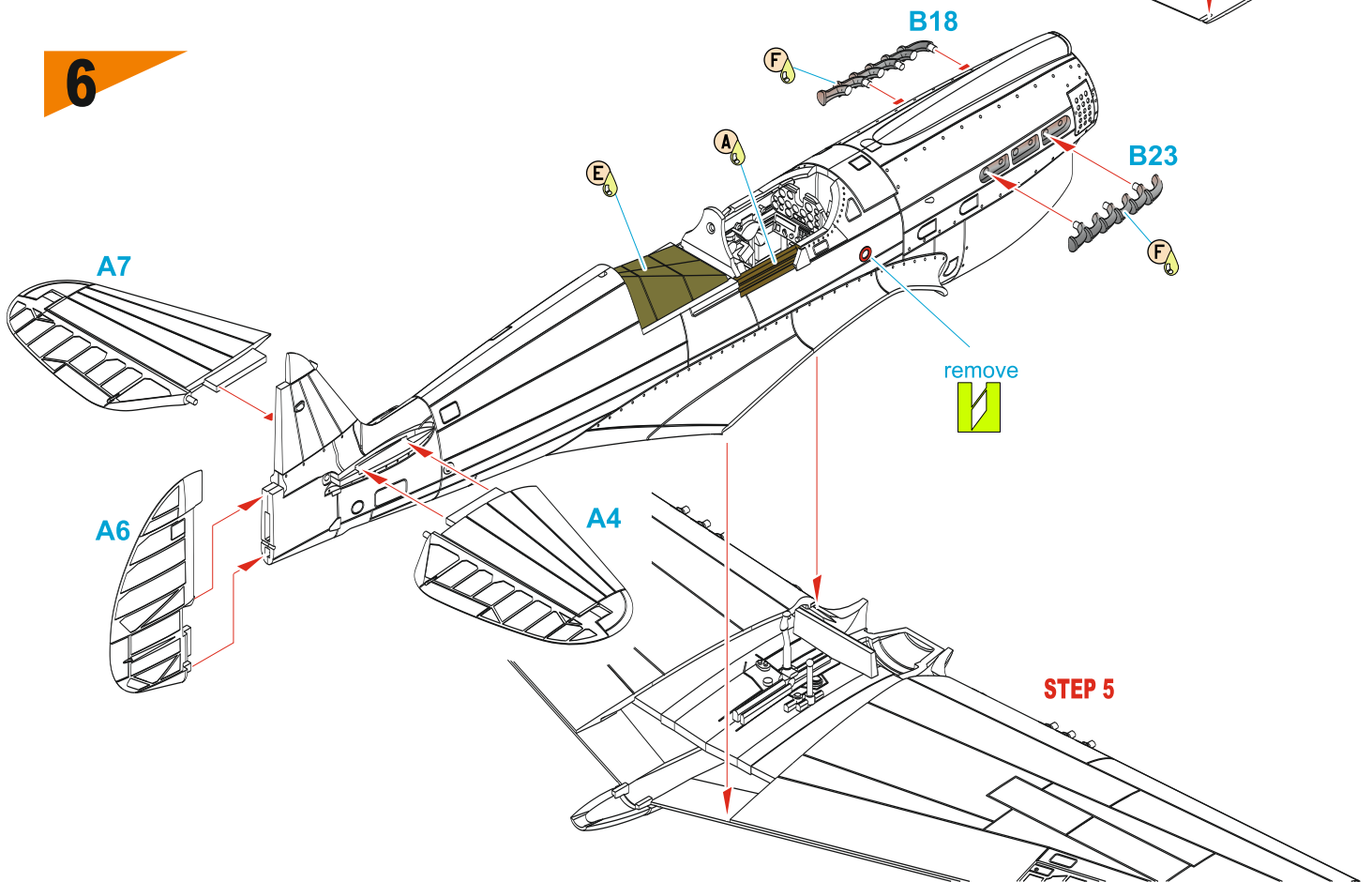
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5

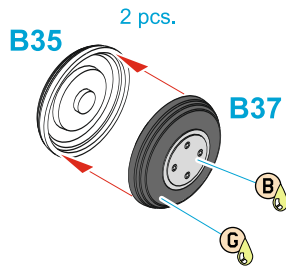
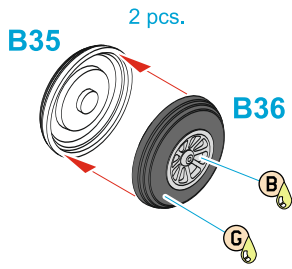


6

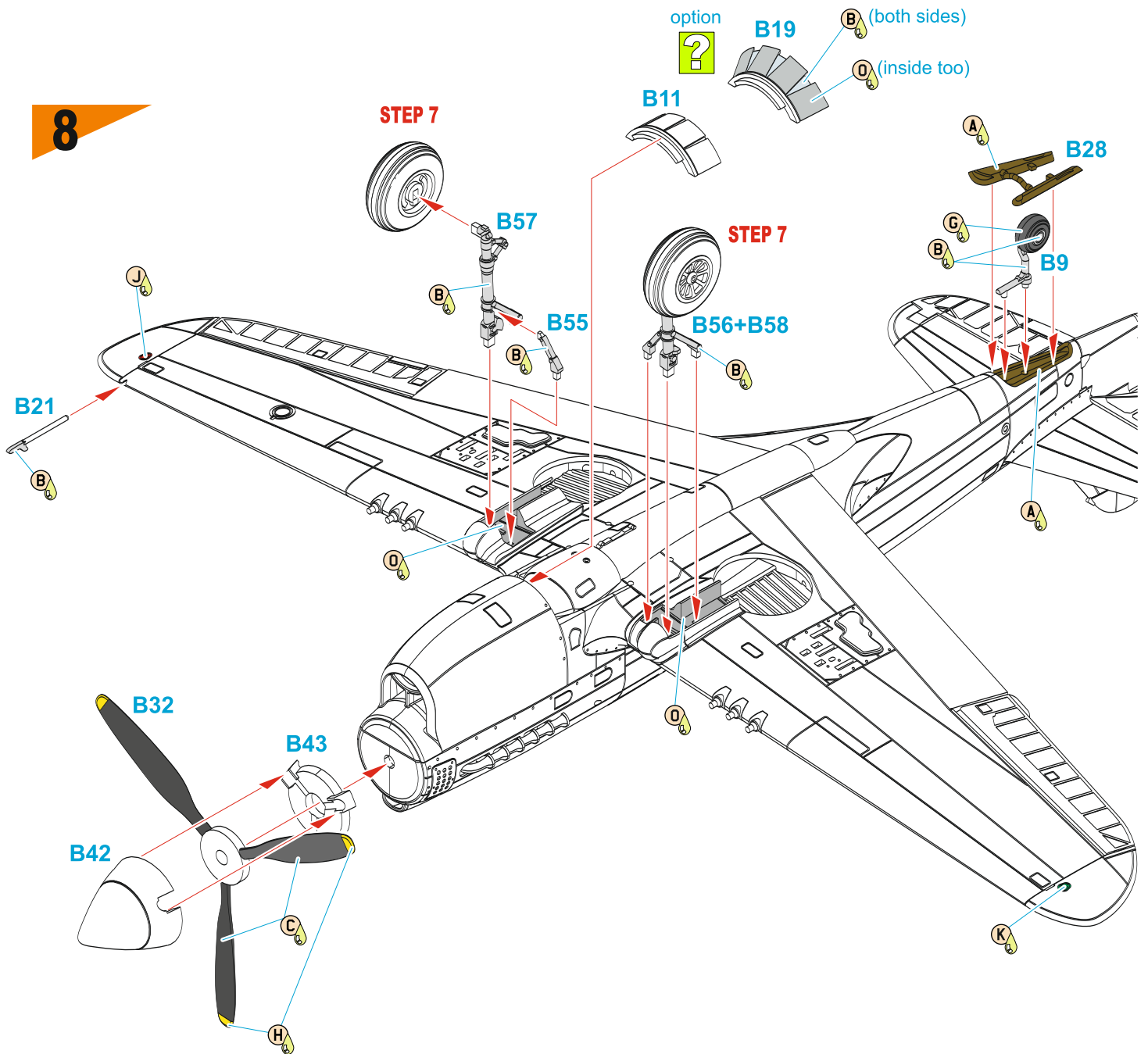


7

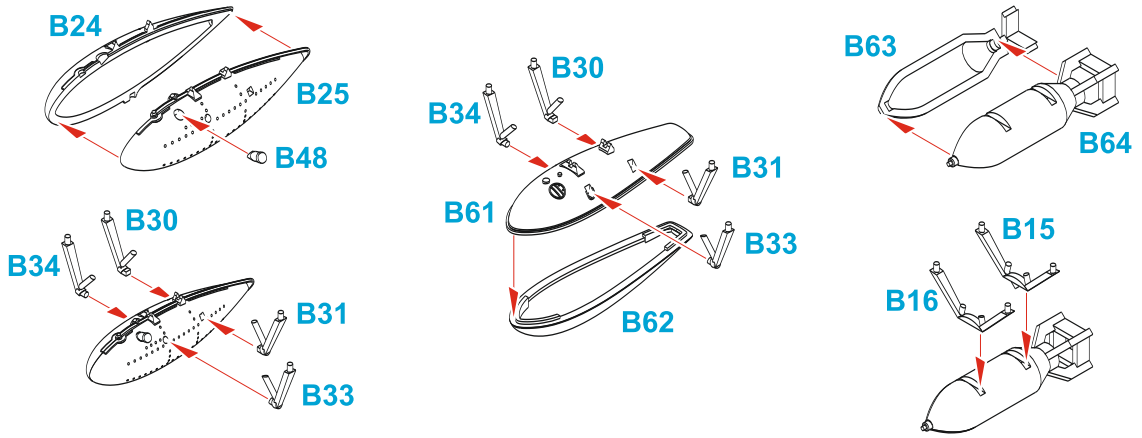
schema B/C ? schema A/D



8



9



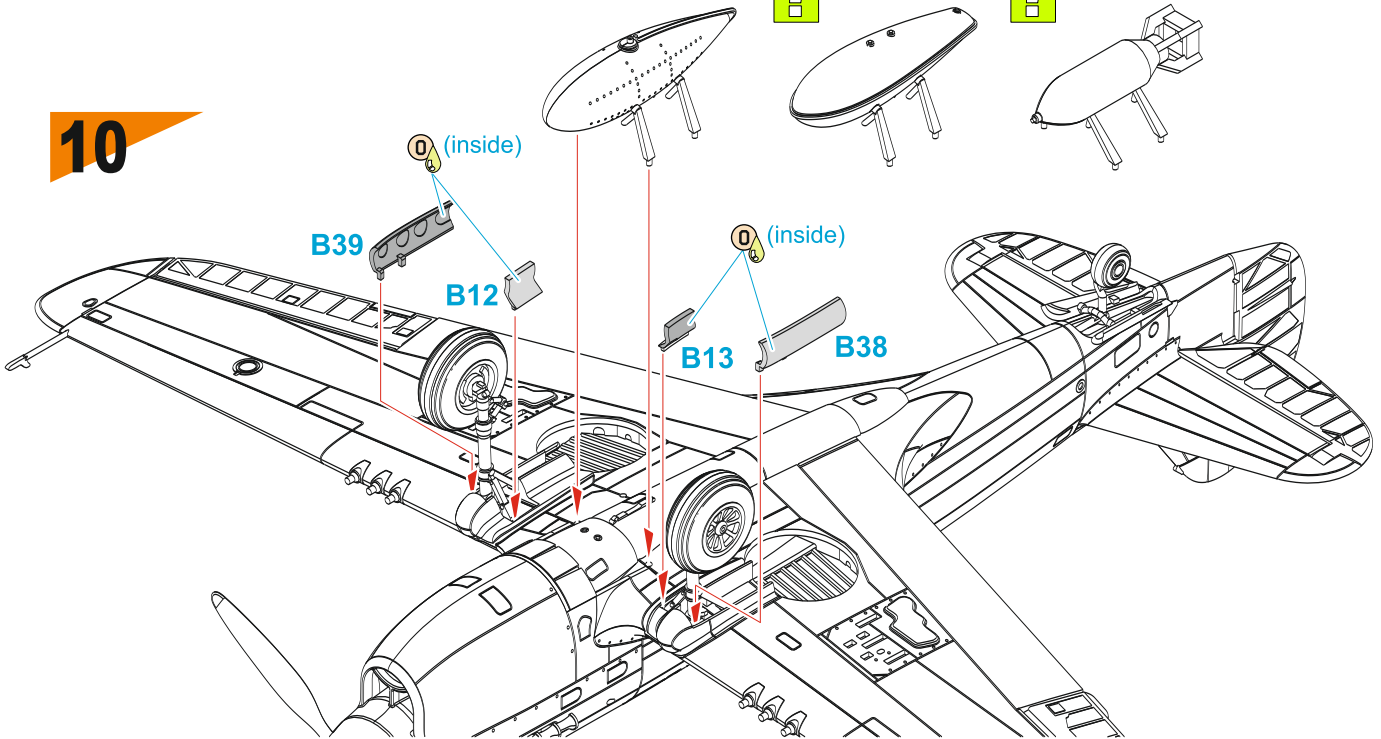
option



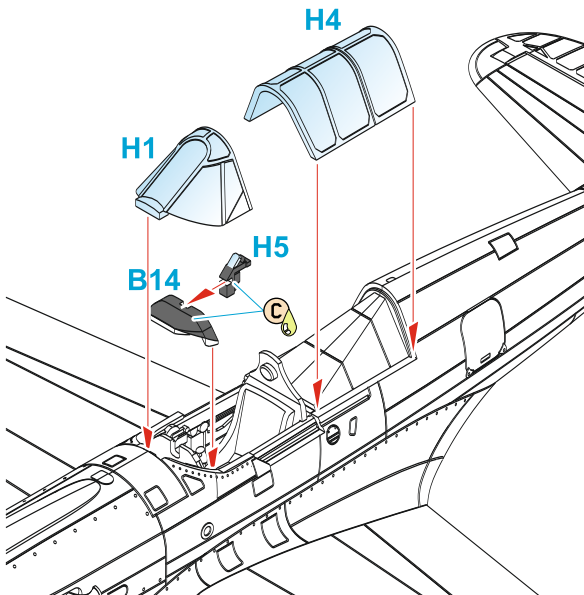
option



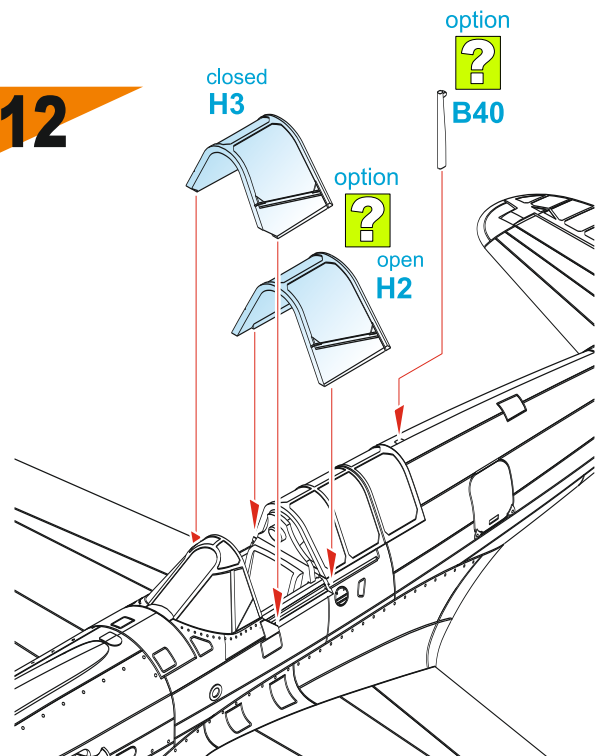
10



11



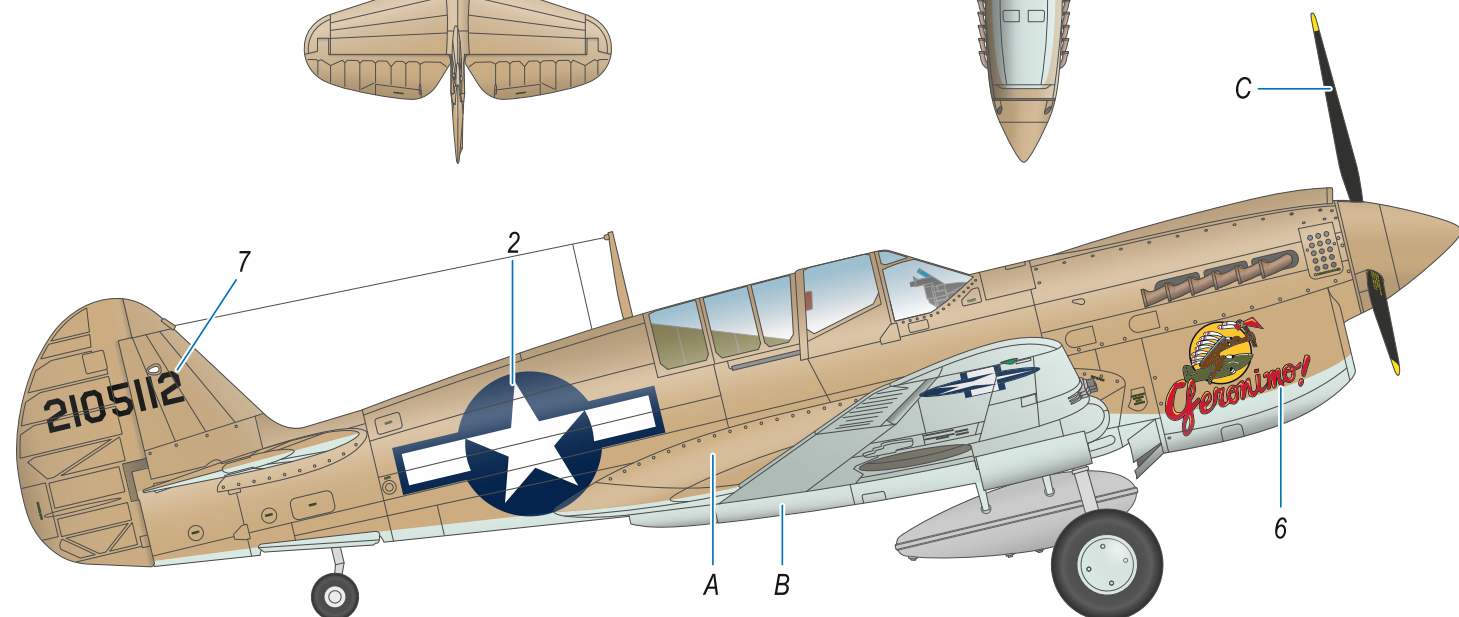
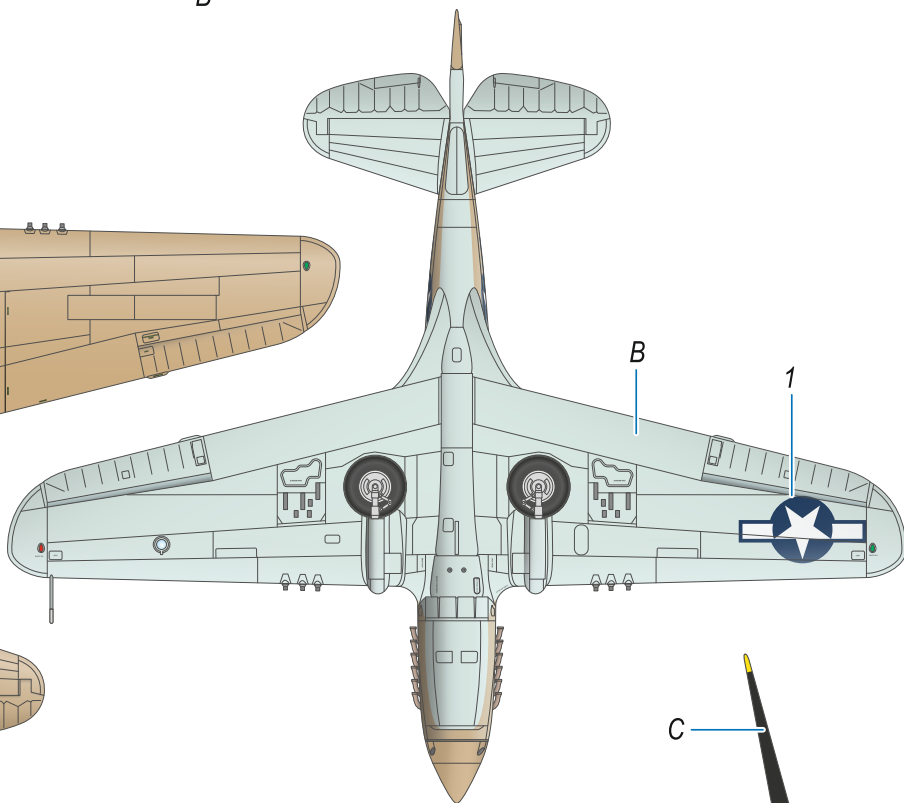
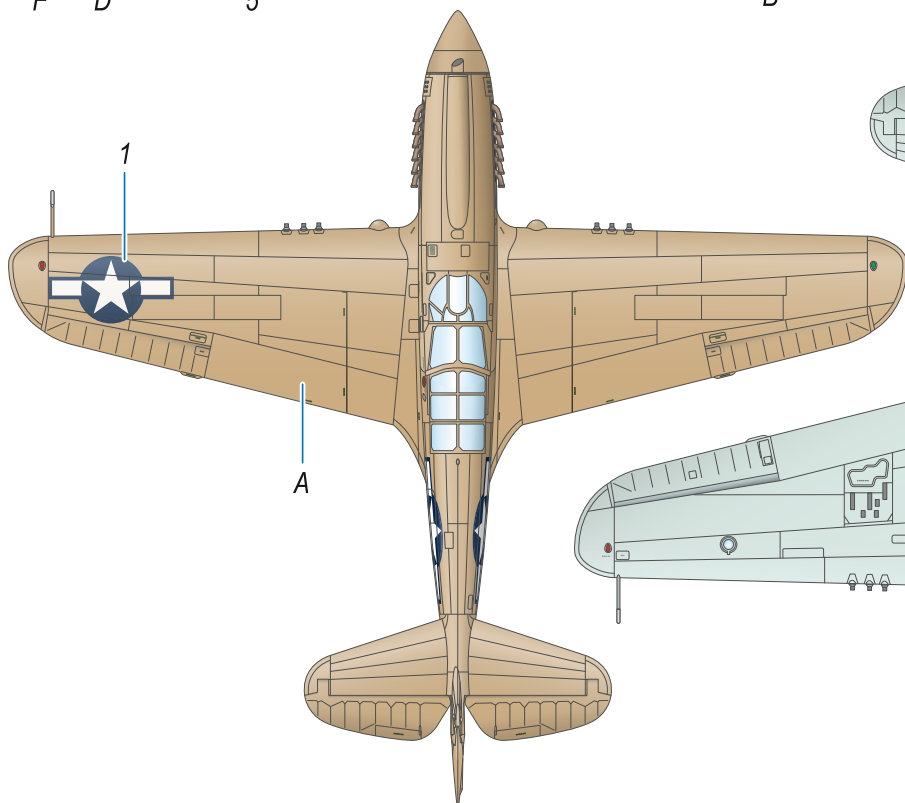
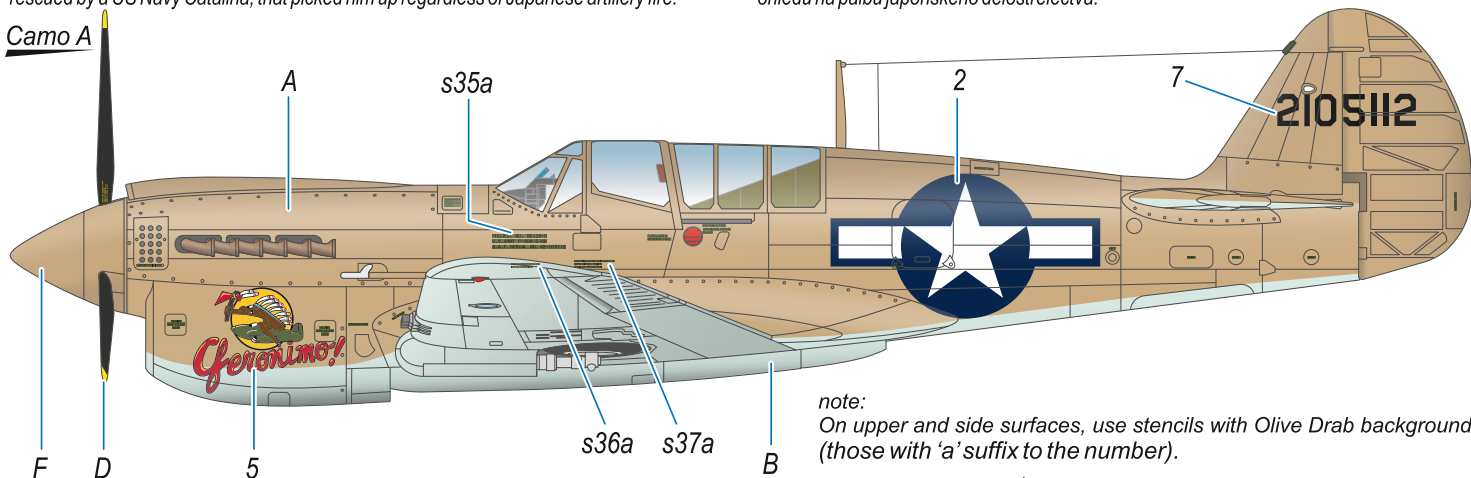
12



P-40N-5 Warhawk, 42-105112, dubbed Geronimo, pilot 1Lt. Bruce Campbell, 45th FS, 15th FG, USAAF, Makin, early 1944. P-40Ns of the 45th FS and P-39s of sister 46th FS at Makin were given special camouflage consisting of sand paint on upper and light blue on lower surfaces. The colours were sprayed onto the original camouflage with the servicing stencils covered over with a tape. Due to the absence of enemy fighters in the area, the machines were used in the fighter-bomber role instead and carried bombs on special racks under the wings. On 16 February 1944 during an attack on the Jaluit Atoll, Lt. B. Campbell was shot down flying another machine. He jumped out using a parachute and ended up in the sea in his life raft. Two days later and 60 miles from where he had landed, he was rescued by a US Navy Catalina, that picked him up regardless of Japanese artillery fire.

P-40N-5 Warhawk, 42-105112, pojmenovaný Geronimo, pilot 1Lt. Bruce Campbell, 45. stíhací squadrona, 15. stíhací skupina, USAAF, Makin, začátek roku 1944. P-40N 45.FS a P-39 sestřské 46.FS dostaly na Makinu speciální kamufláž, sestávající se z pískové barvy na horních a světle modré na spodních plochách. Barvy byly nastříkány na původní kamufláž, popisky byly přitom překryty páskami. Vzhledem k absenci vzdušných sil protivníka, byly stroje používány jako stíhací bombardéry a nosily pod křídly závěsníky s pumami. Lt. B. Campbell byl sestřelen 16. února 1944 v jiném stroji, při útoku na atol Jaluit, protiletadlovým dělostřelectvem. Vyskočil padákem a skončil v moři v záchraném člunu. 18. února, 60 mil od místa dopadu, byl zachráněn Catalinou US Navy, která ho vyzvedla bez ohledu na palbu japonského dělostřelectva.

Camo A

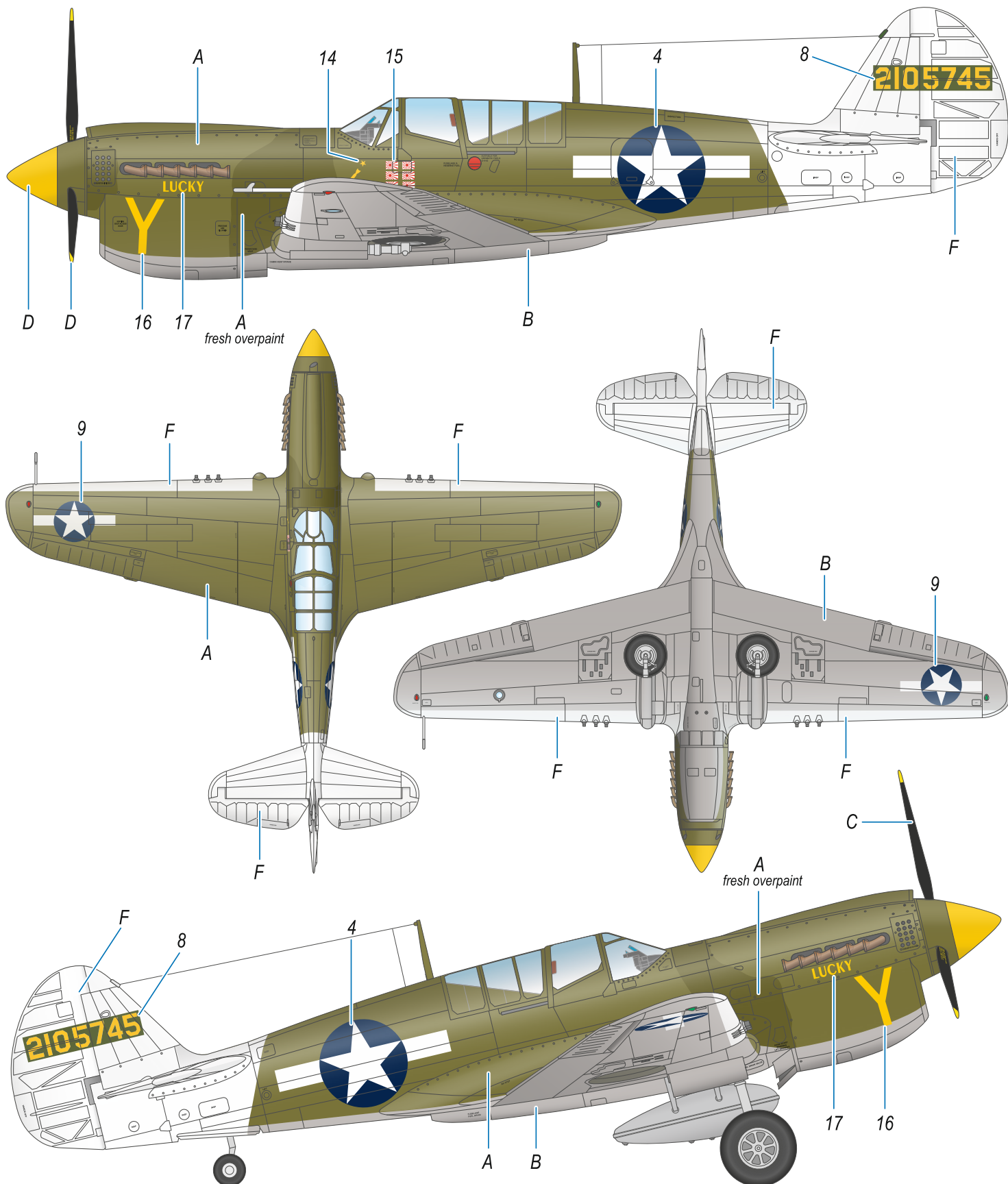


- | | | | |
|---|---|---|--|
|  A Sand
Písková
H346 |  B Blue
Modrá
H/C314 |  C Black
Černá
H12/C33 |  D Yellow
Žlutá
H329/C329 |
|---|---|---|--|

P-40N-5 Warhawk, 42-105745 / Y, named Lucky, pilot 1Lt. Richard L. West, 35th FS, 8th FG, USAAF, New Guinea, February 1944. West became the first ace pilot of the 35th FS, achieving six victories on a P-40 with further eight more after the 35th FS had been re-equipped with the P-38 Lightning.

P-40N-5 Warhawk, 42-105745 / Y, pojmenovaný Lucky, pilot 1Lt. Richard L. West, 35. stíhací squadrona, 8. stíhací skupina, USAAF, Nová Guinea, únor 1944. R. West se stal prvním esem 35. FS. Na P-40 dosáhl šesti sestřelů. Dalšíh osm přidal po přezbrojení 35. FS na P-38 Lightning.

Camo B

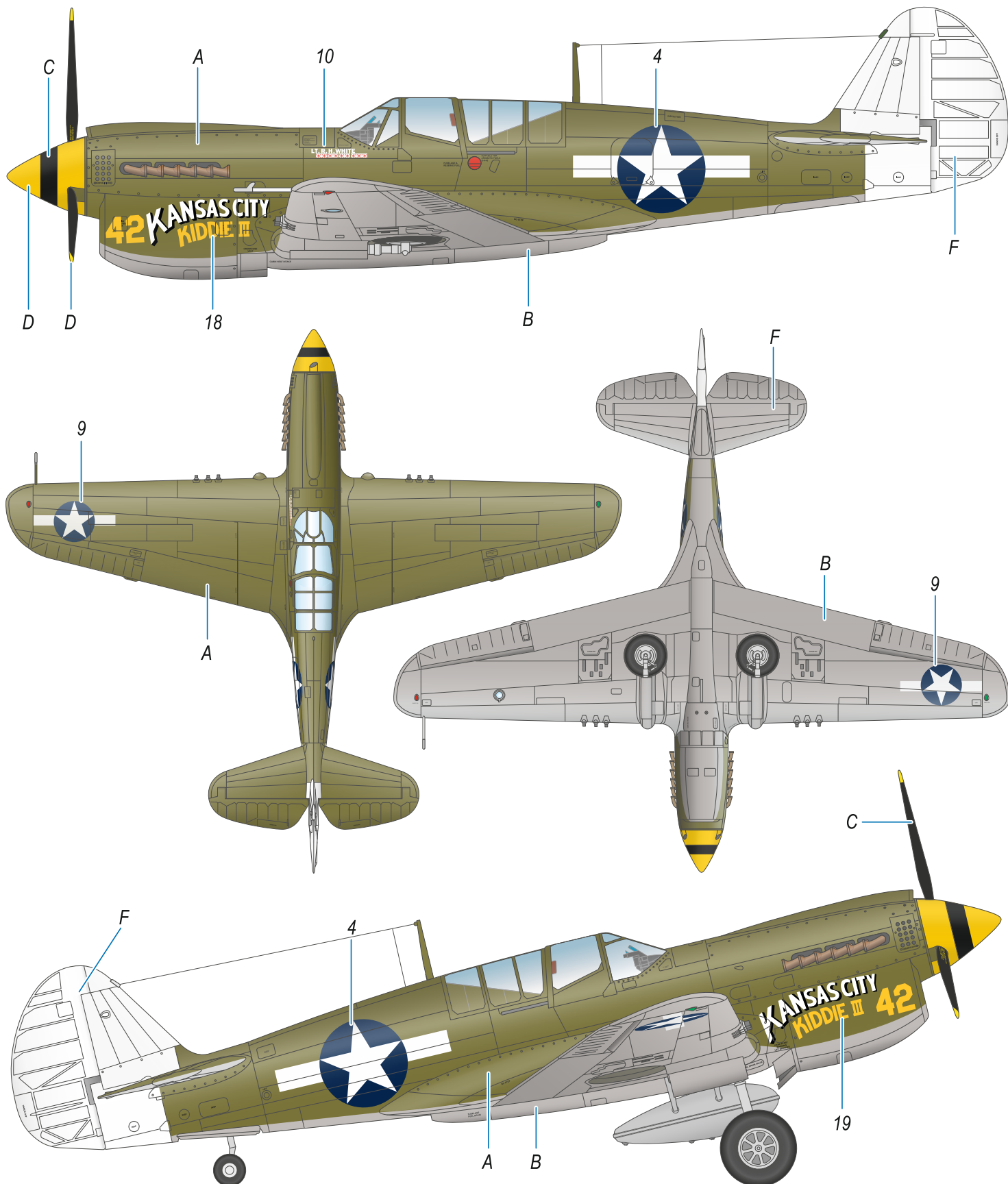


- | | | | | |
|---|--|------------------------------------|---------------------------------------|---|
| A Olive Drab
Nevýrazná olivová
H52/C12 | B Neutral Gray
Neutrální šedá
H53/C13 | C Black
Černá
H12/C33 | D Yellow
Žlutá
H329/C329 | F Off White
Špinavě bílá
H21/C69 |
|---|--|------------------------------------|---------------------------------------|---|

P-40N-5 Warhawk, 42-104990 / 42, named Kansas City Kiddie III, pilot Capt. Robert H White, 8th FS, 49th FG, USAAF, Marilian base, New Guinea, November 1943. White scored nine victories while with the 8th FS and it was only this machine that he began to succeed.

P-40N-5 Warhawk, 42-104990 / 42, pojmenovaný Kansas City Kiddie III, pilot capt. Robert H White, 8. stíhací squadrona, 49. stíhací skupina, USAAF, základna Marilian, Nová Guinea, listopad 1943. R. White dosáhl u 8. FS celkem devíti sestřelů. Dařit se mu začalo právě v tomto stroji.

Camo C

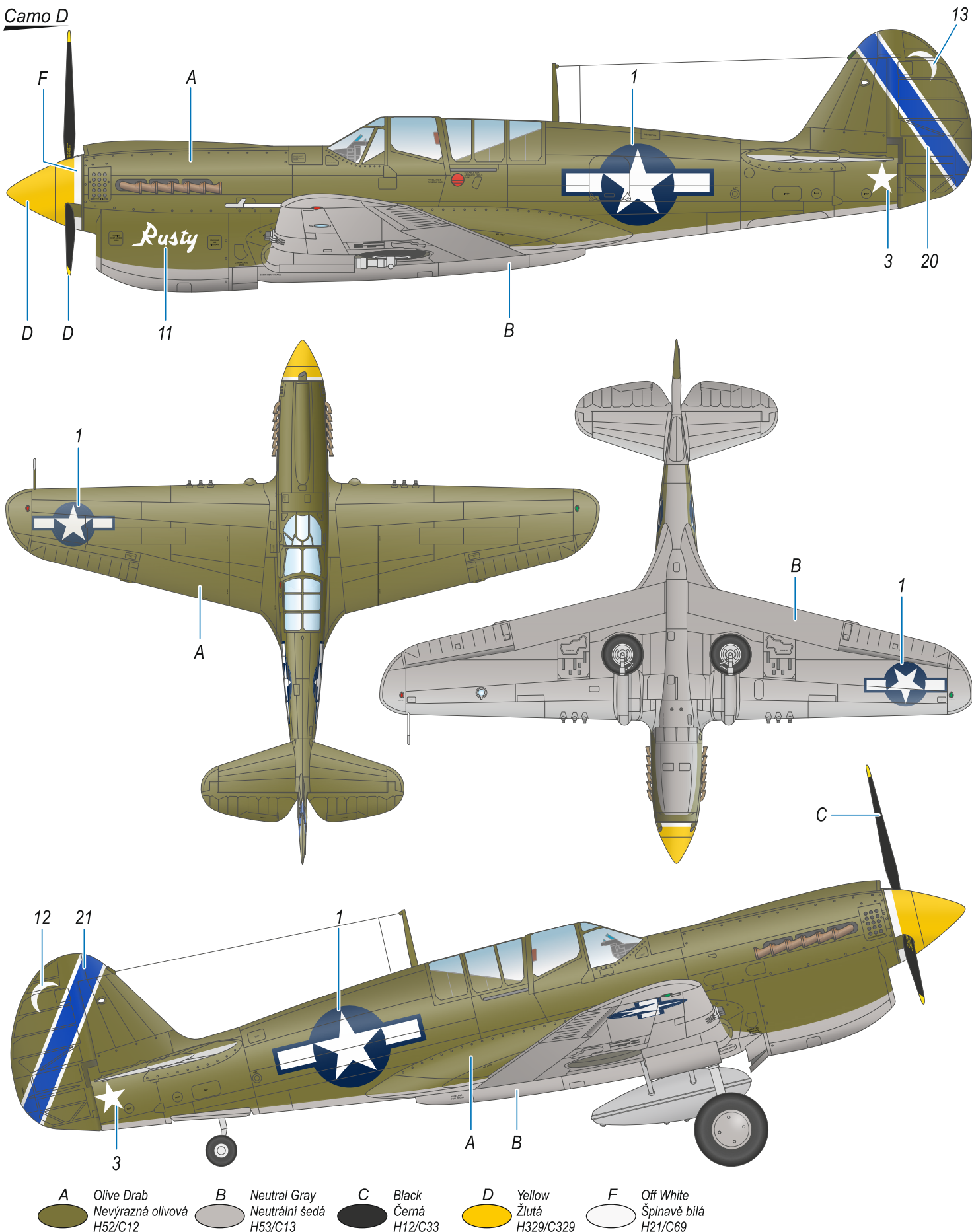


- | | | | | |
|---|--|------------------------------------|---------------------------------------|---|
| A Olive Drab
Nevýrazná olivová
H52/C12 | B Neutral Gray
Neutrální šedá
H53/C13 | C Black
Černá
H12/C33 | D Yellow
Žlutá
H329/C329 | F Off White
Špinavě bílá
H21/C69 |
|---|--|------------------------------------|---------------------------------------|---|

P-40N Warhawk, s/n unknown, dubbed *Rusty*, pilot Capt. William B. Sellers, 418th NFS, the Philippines, 1945. Sellers, the Commanding Officer of the P-61 Black Widow fighters-equipped 418th NFS, assumed that during the dawn or dusk missions, his pilots might encounter the enemy's single engined fighter aircraft, and so to prepare them for such possibility and give them combat training, Sellers 'borrowed' a P-40N and used her to practice air to air attacks on the P-61s. His P-40N was dubbed *Rusty* after Sellers' son.

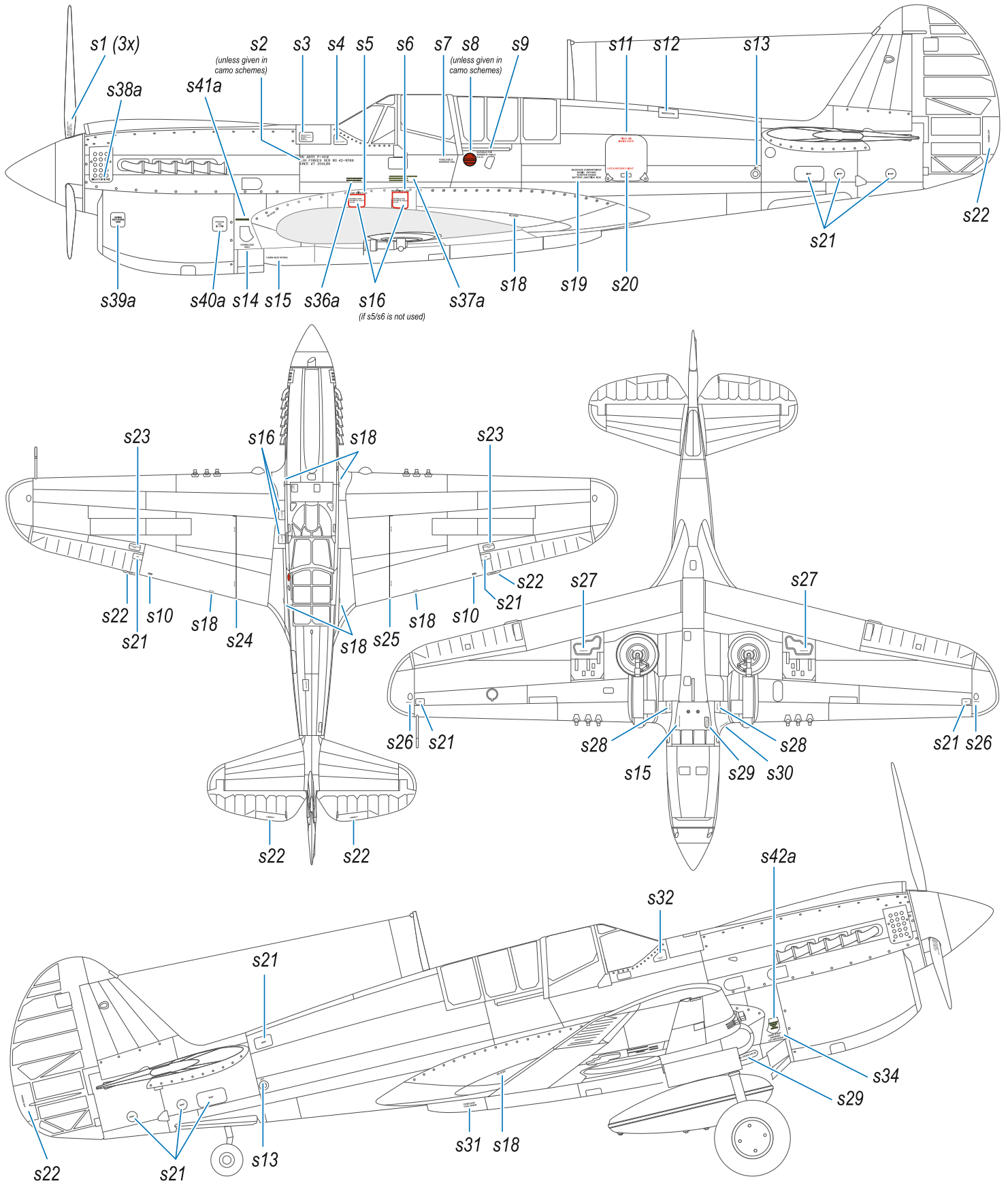
P-40N Warhawk, serial neznámý, pojmenovaný *Rusty*, pilot Capt. William B. Sellers, 418. NFS, Filipíny, 1945. Velící důstojník 418. NFS, vybavené stíhačkami P-61 Black Widow, W. Sellers předpokládal, že při večerních nebo ranních akcích P-61 může dojít k setkání s jednomotorovými stíhačkami nepřítele. Aby své muže na tuto možnost připravil a umožnil jim bojový trénink, „vypůjčil si“ P-40N a používal ji k cvičným přepadům P-61. Stíhačka dostala marking jednotky a pojmenována byla podle syna W. Sellerse.

Camo D



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



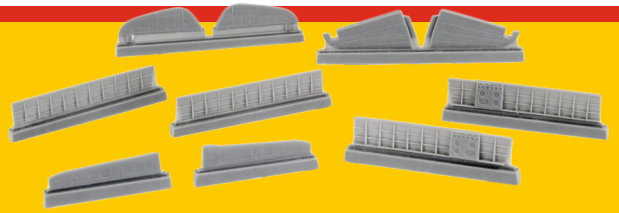
Q72293 1/72
P-40E/F/K/L/
M/N-1 Seat



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



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



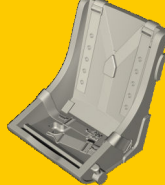
7386 1/72 P-40 Control Surfaces



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



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



Q72303 1/72
Kittyhawk IV
Seat with Sutton
Harness



7387 1/72 P-40 Undercarriage Set



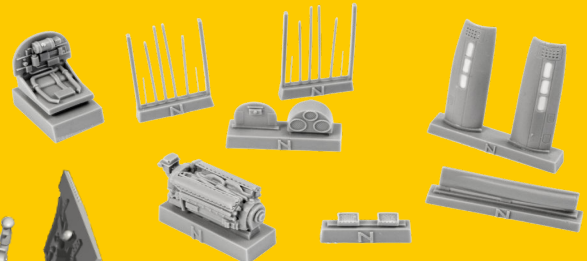
7388 1/72 P-40 Engine Set



Q72295 1/72
P-40 Wheels
Diamond Tread



Q72296 1/72
P-40 Wheels Block Tread



7389 1/72 P-40N Engine Set



Q72297 1/72
P-40 Wheels
Cross Tread



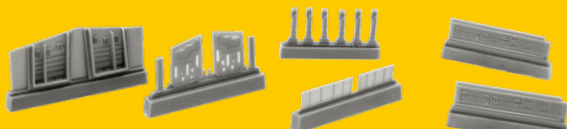
Q72298 1/72
P-40 Wheels
Diamond
and Hole Tread



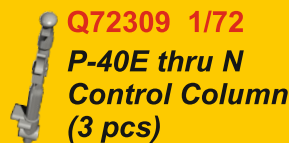
Q72301 1/72
P-40 Cockpit Sidewalls
and Control Column



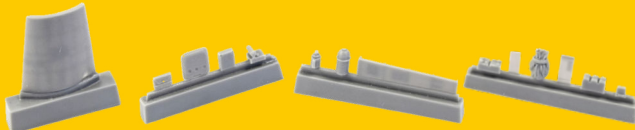
F72344 1/72
1/72 RAF Pilot Sitting in Cockpit w/Monkey
on Shoulder + 2 Mechanics, Western Desert



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
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All of the above items can be found and ordered via our official
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