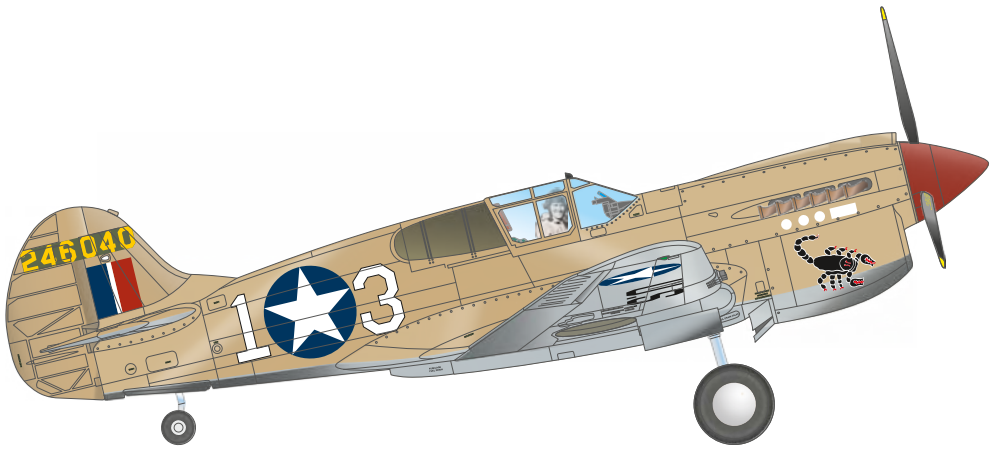
Special HOBBY

1/72 scale

plastic model kit

SH72379



P-40K-1/5 Warhawk ‘Short Fuselage’

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 built 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 verison 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 lead 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 lenghtened 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 Leand 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 vyvýjený 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, 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 kulomety, další vyráběné jich nesly šest. Jen v drobnostech se lišila verze P-40E vyzbrojená standardně šesti kulomety (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.

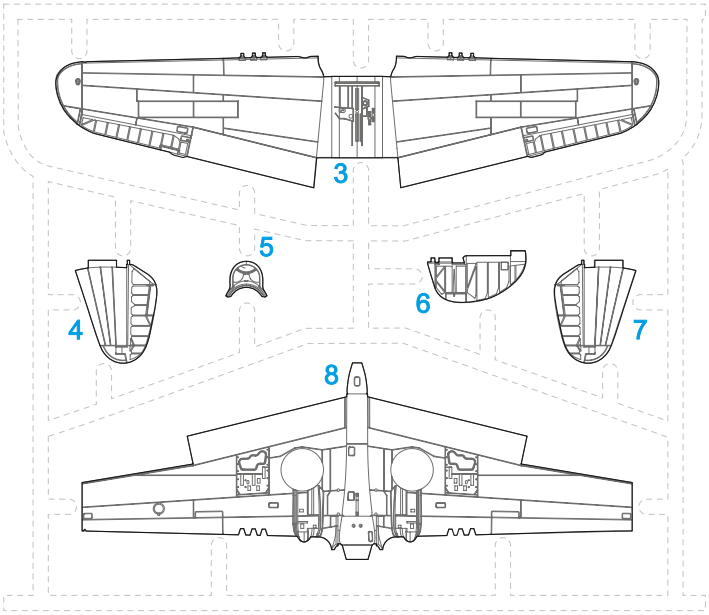
Stíhačky Warhawk/Kittyhawk se nehodily pro západoevropské bojiště. Byla nasazeny v Africe, Itálii, v Pacifiku, Číně, Indii, na Aljašce, v rámci pomoci byly dodány do Sovětského Svazu. Kromě USAAC/USAAF tyto stroje používalo RAF, SAAF, RAAF, RNZAF, RCAF a letectva dalších států po celém světě. Kořistní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

P-40D až N nebyly špičkové stíhačky, ale byly robusní 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.

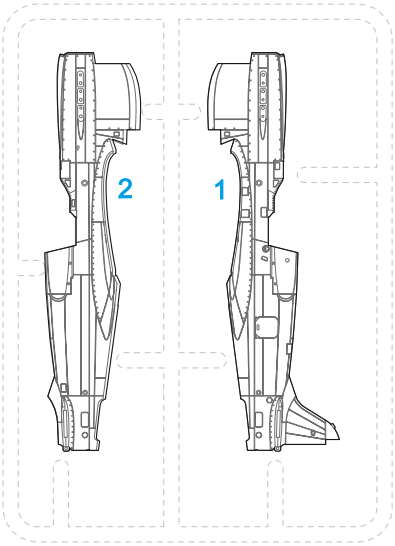
Rozpětí: 11,38 m, délka: 10,16 m, max. rychlost: 608 km/h (N-1), dolet: 1 207 km, dostup: 9 144 m.

Parts List

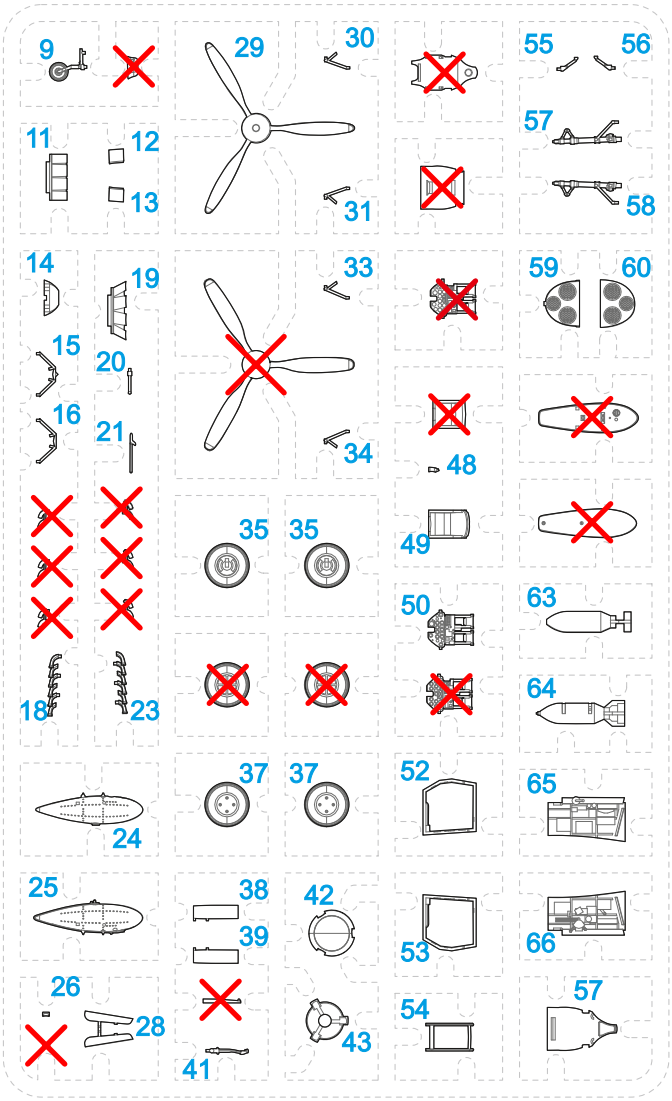
A



F



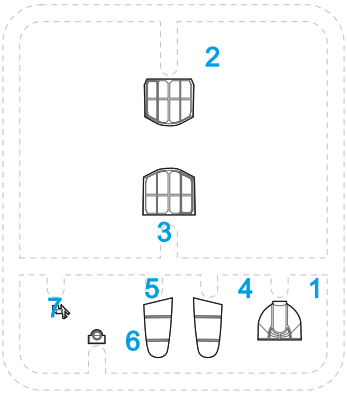
B



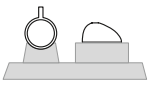
= *Do not use this part* / *Tento díl nepoužít*

G

Clear Parts



Resin Parts – PUR

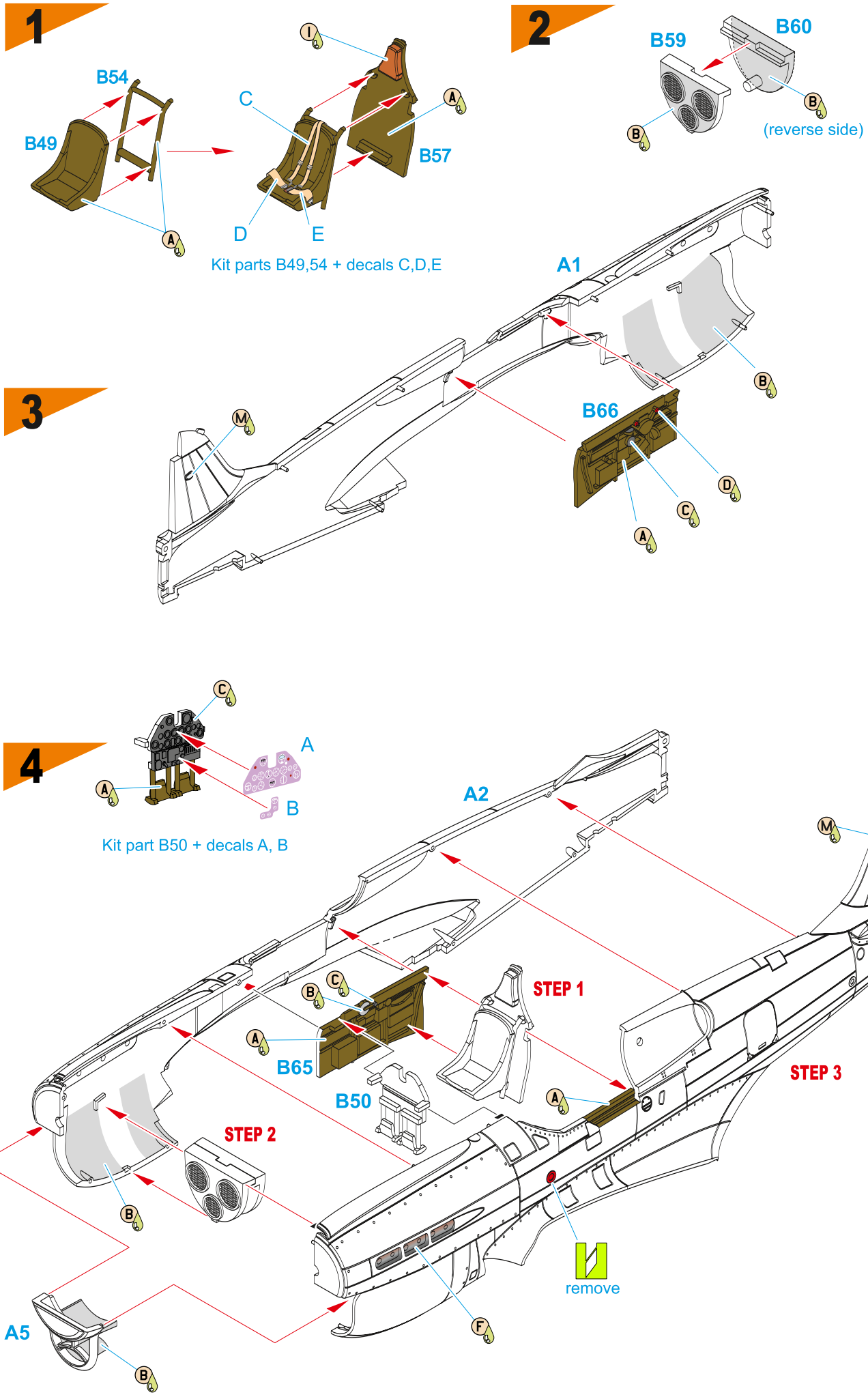


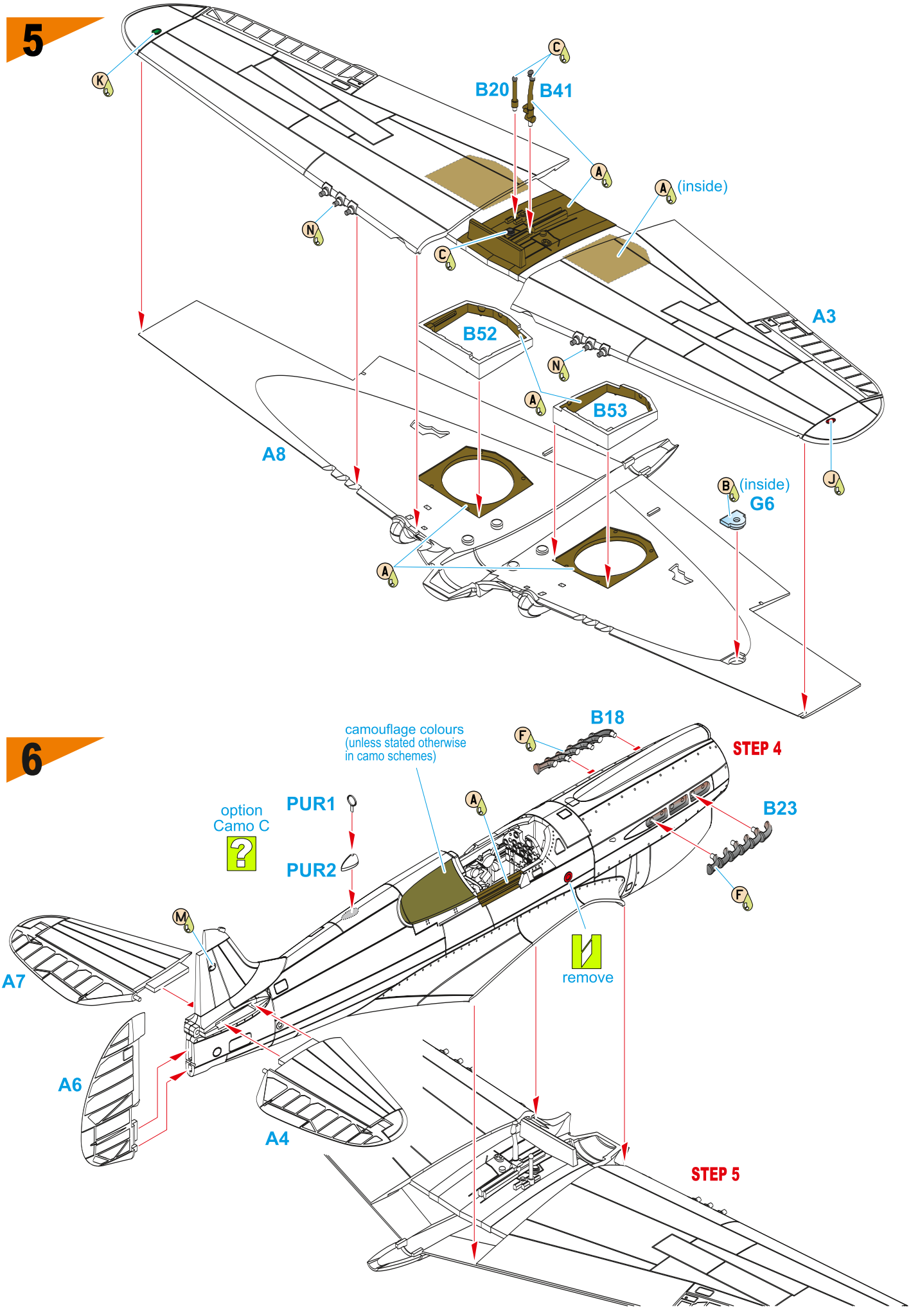
Barvy GUNZE/ GUNZE Colour No.

A	*Curtiss Interior Green*	H58/C27 ~~H~~ 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
M	*White / Lesklá bílá*	H1/C1
N	*Gunmetal / Dělovina*	H28/C78
O	*Neutral Gray / Neutr. šedá*	H53/C13

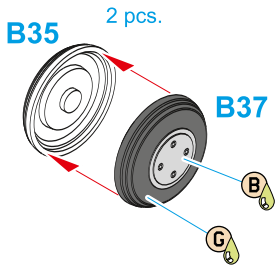
SYMBOLS

OPTIONAL MOŽNOST VOLBY NACH BELIEBEN OPTION	INSTANT CYANOACRYLATE GLUE POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO ZYANOAKRYLATKLEBER ADHÉSIF CYANOACRYLAT	BEND OHNOUT BIEGEN COURBER	SCRATCH BUILD ZHOTOVIT NOVĚ FERTIGSTELLEN ACHEVER	CUT OFF/DRILL ŘEZAT/VRTAT ENTFERNEN DETACHER	GSI colours code COLOUR NATŘÍT FARBEN PEINDRE

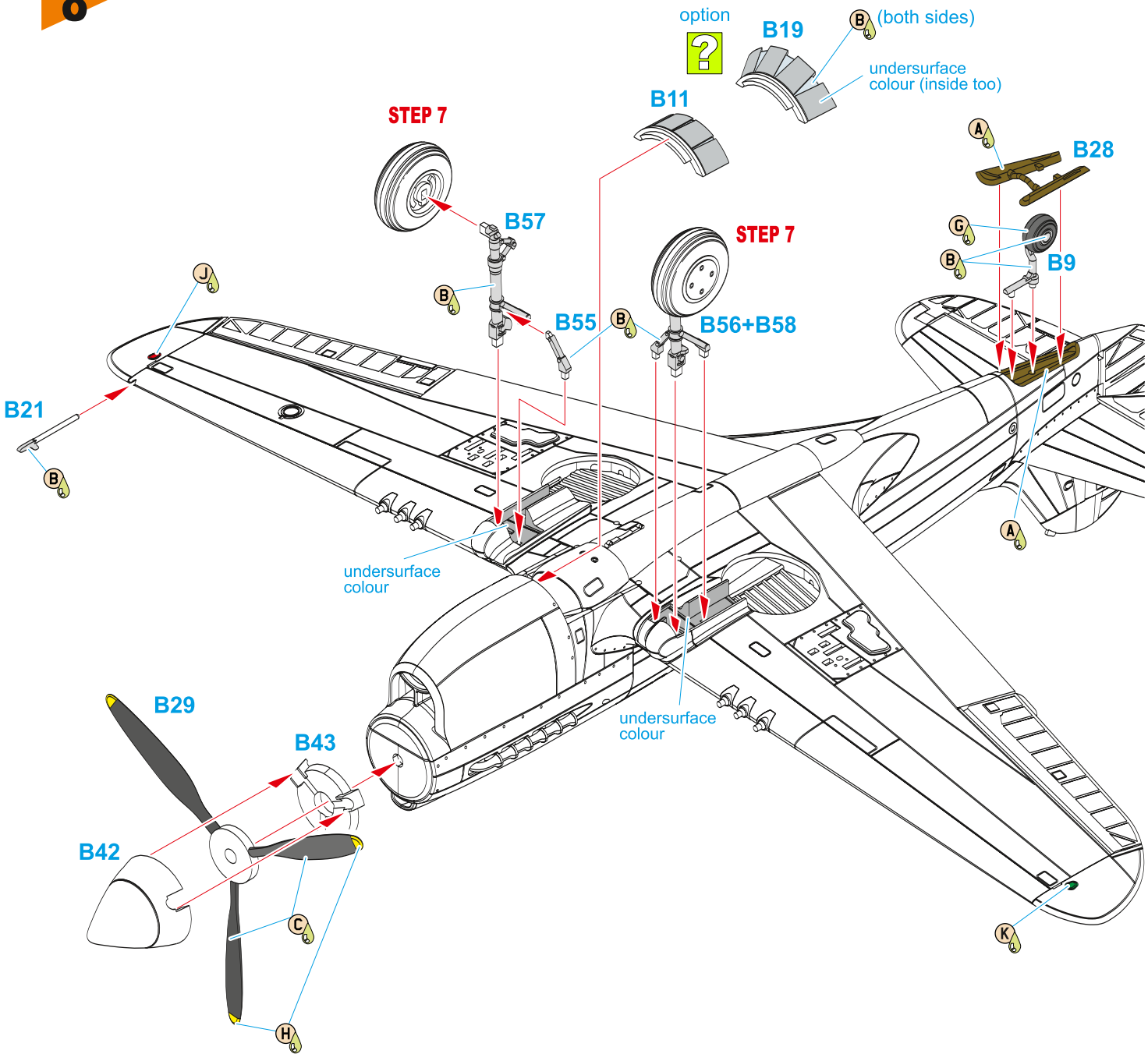

1
B54
B49
A
C
I
A
B57
D
E
Kit parts B49,54 + decals C,D,E
2
B59
B60
B
B
(reverse side)
A1
B
3
M
B66
D
C
A
4
C
A
A
B
Kit part B50 + decals A, B
A2
M
STEP 1
B
C
A
B65
B50
STEP 2
STEP 3
A
B
remove
A5
B
F


5
K
C
B20
B41
A
A (inside)
N
C
A3
B52
N
A
B53
A8
B (inside)
G6
A
J
6
camouflage colours
(unless stated otherwise
in camo schemes)
B18
F
STEP 4
option
Camo C
PUR1
PUR2
A
B23
F
M
remove
A7
A6
A4
STEP 5

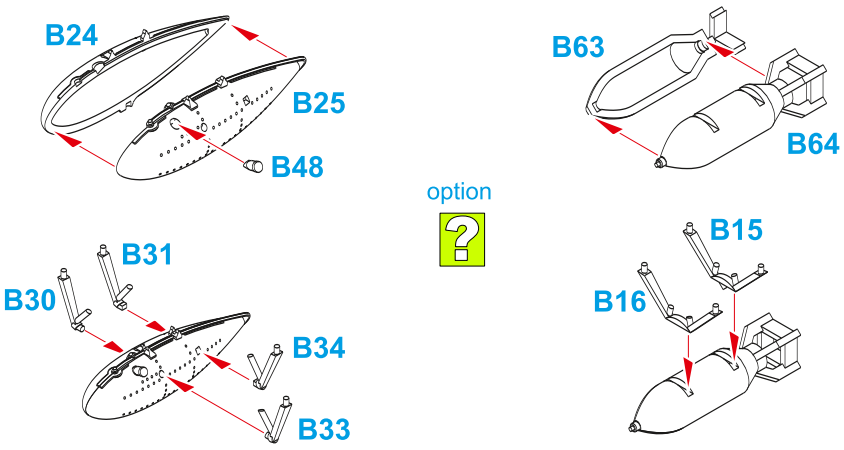
7


B35
2 pcs.
B37
B
G

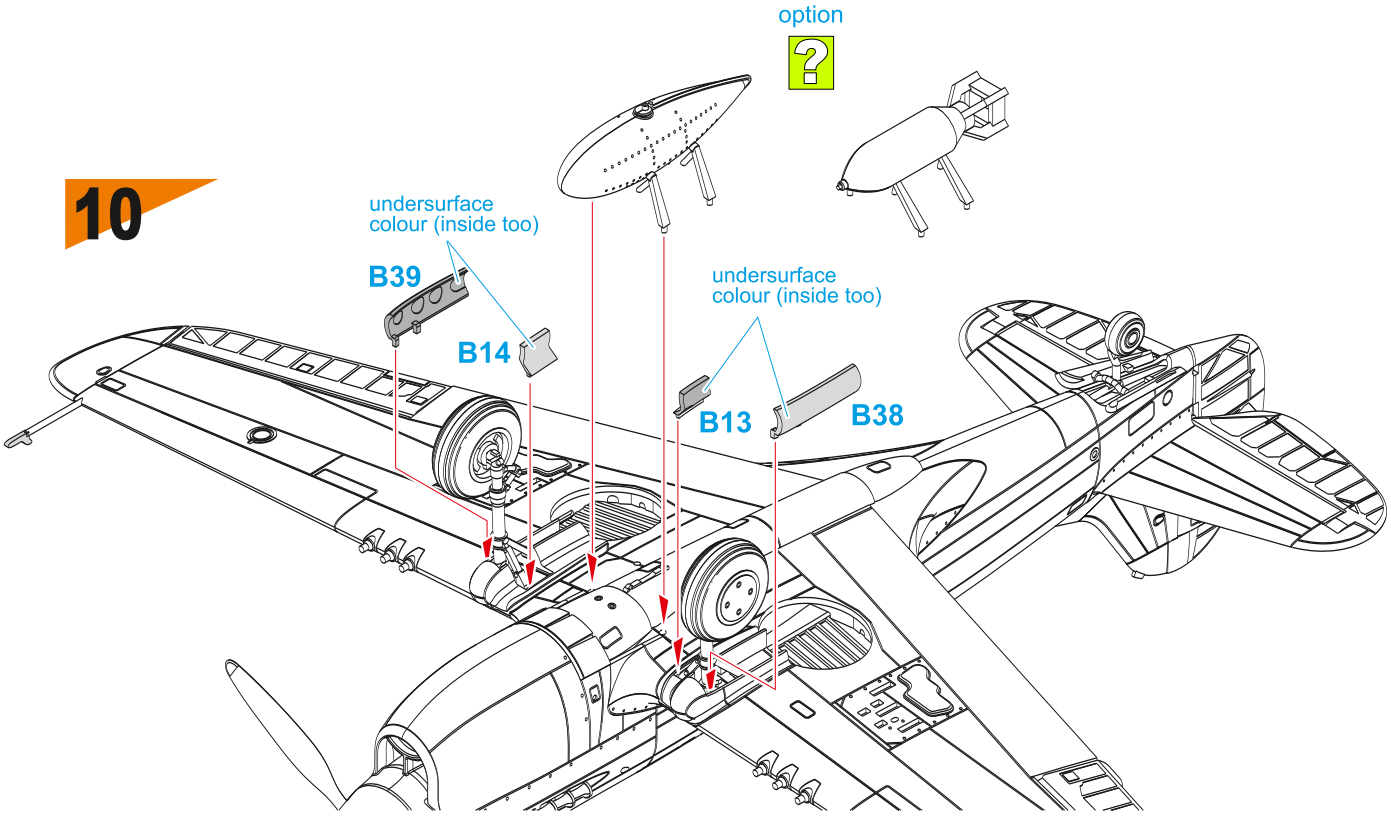
8


option
B19
B
(both sides)
undersurface
colour (inside too)
B11
STEP 7
B57
B
STEP 7
B55
B
B56+B58
A
B28
G
B
B9
J
B21
B
undersurface
colour
undersurface
colour
A
B29
B43
B42
C
H
K

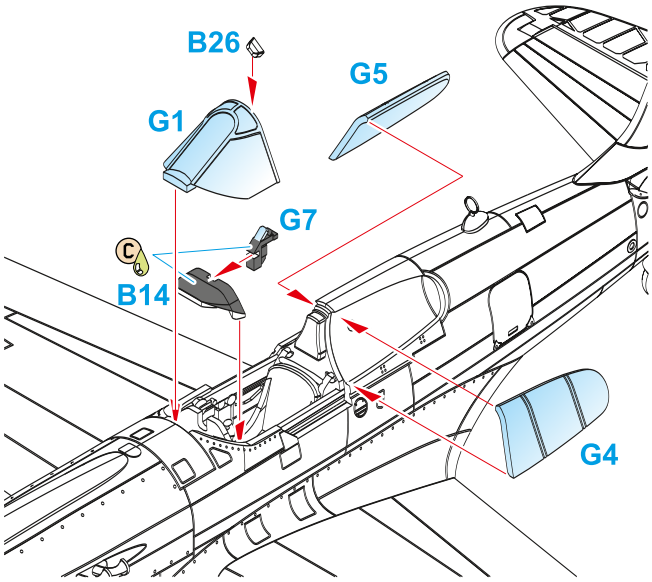
9


B24
B25
B48
B63
B64
option
B31
B30
B34
B33
B15
B16

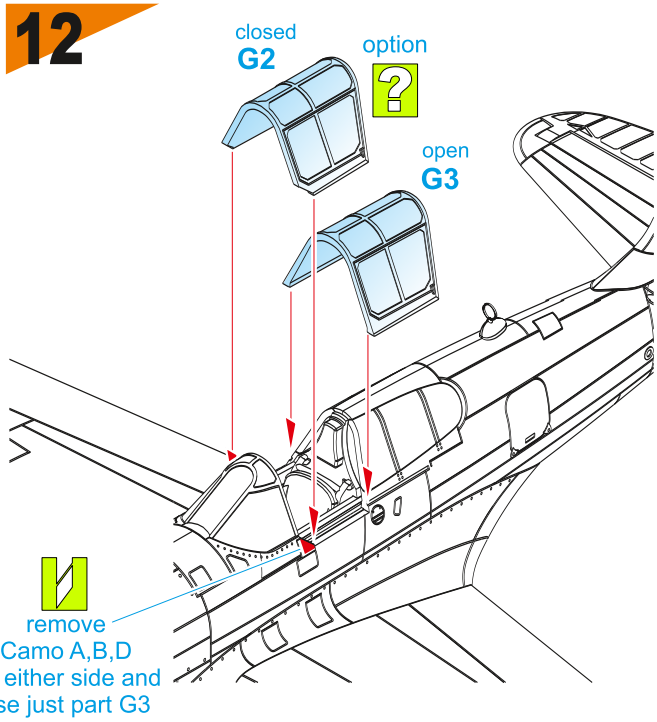
10


option
undersurface
colour (inside too)
B39
B14
undersurface
colour (inside too)
B13
B38

11

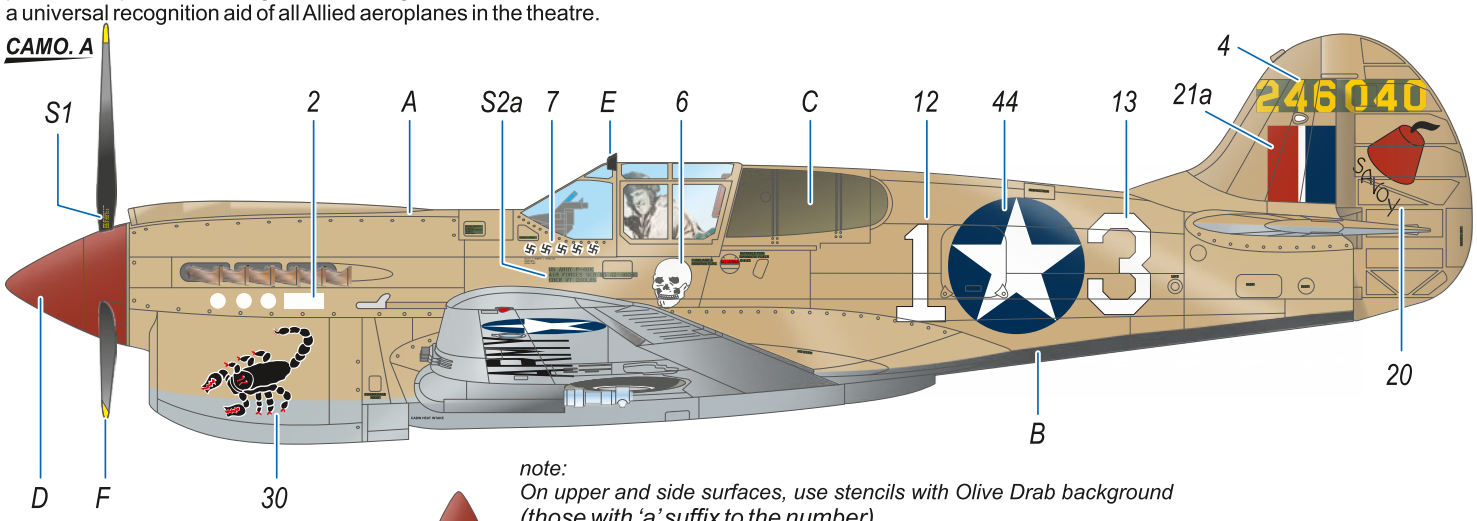

B26
G5
G1
G7
C
B14
G4

12

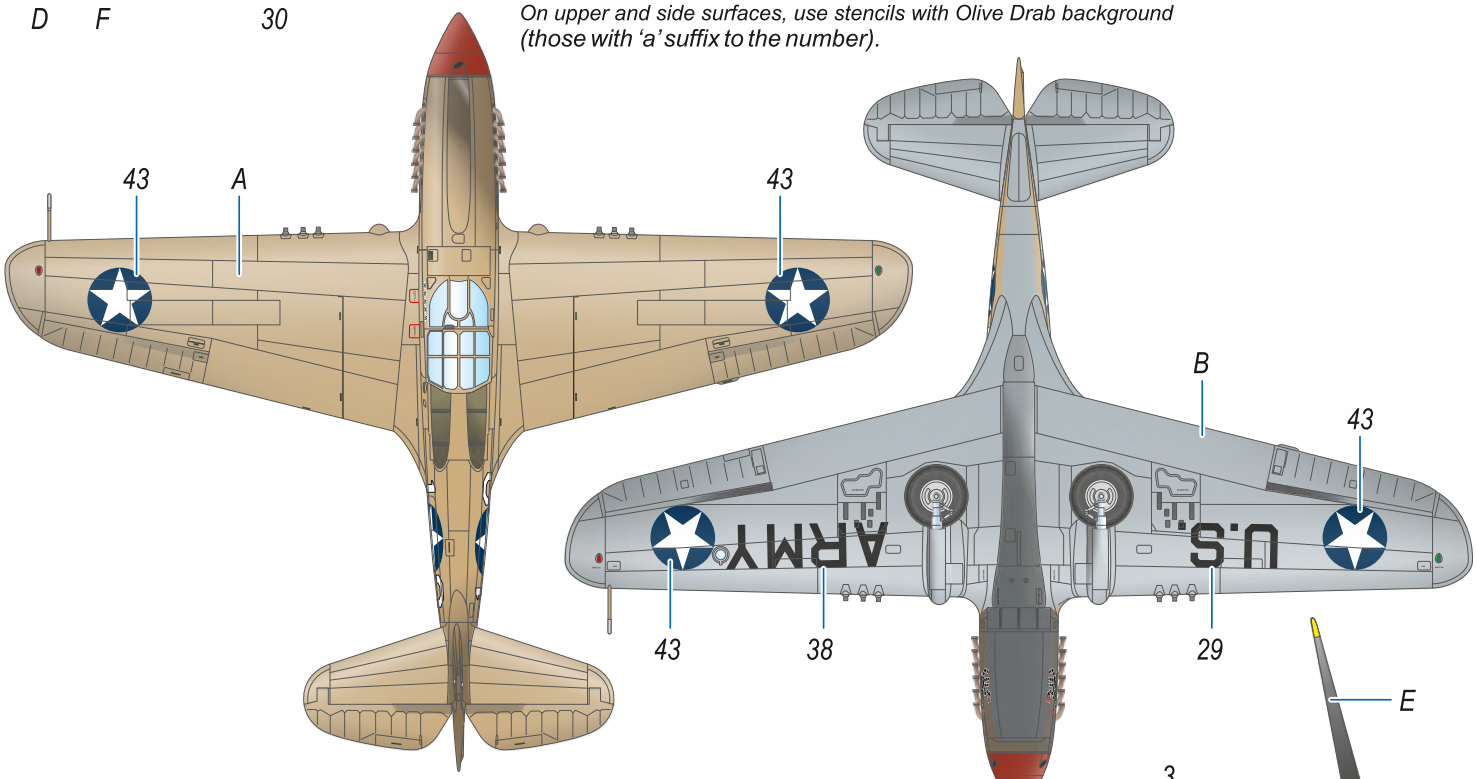

closed
G2
option
open
G3
remove
Camo A,B,D
on either side and
use just part G3

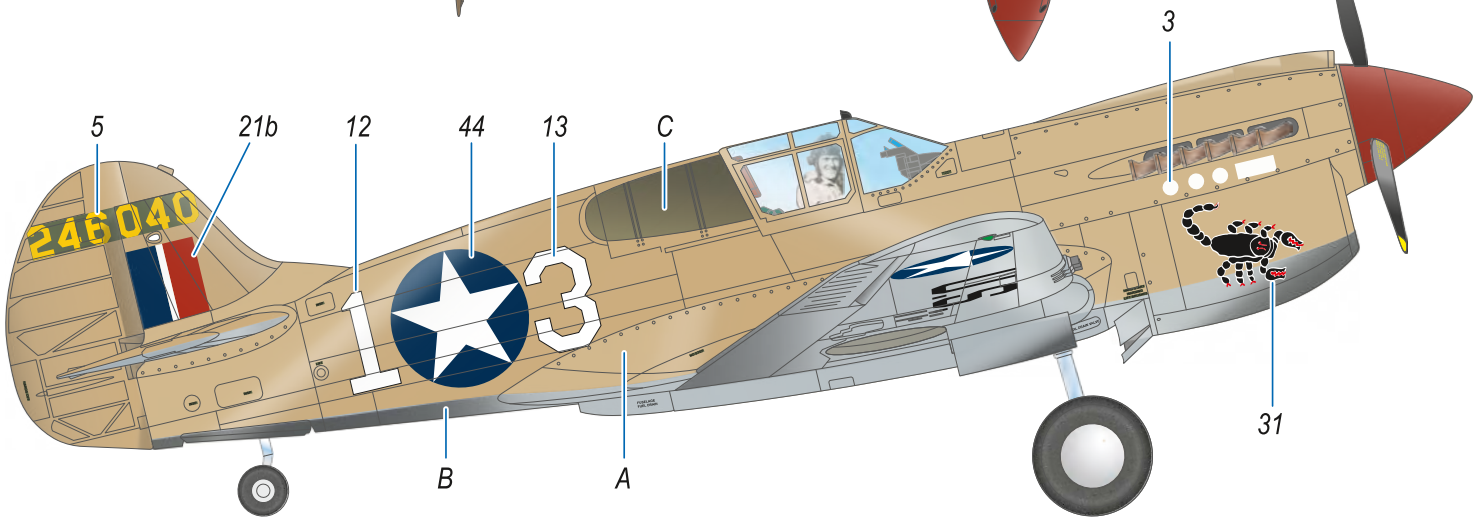
P-40K-1, s/n 42-46040, white #13, pilot 1Lt. Robert Johnson 'Jay' Overcash, operated 64FS, 57FG, based at Hani Main, Tunisia, May 1943. Underneath the windshield, the machine wore kill markings denoting five victories achieved by RJ Overcash. The three white dots and a bar on either side of the engine cowl meant 'V' for victory in the Morse code. The white and black scorpion on the nose was the unit's badge while the white skull on fuselage side and red fez / black Savoy lettering (a hotel in Cairo) on the rudder were particular just to this aeroplane. The plane's serial number was placed on a patch of the original camouflage colour, the British fin flash was a universal recognition aid of all Allied aeroplanes in the theatre.

P-40K-1 (42-46040), bílá 13, pilot 1.Lt. Robert J. „Crash" Overcash, 64.FS, 57.FG, základna Hani Main, květen 1943. Stroj nesl symboly pěti sestřelů, kterých tento pilot dosáhl. Pod výfuky stroj nesl nápis v morseově abecedě V (for victory) a kresbou škorpiona. Pod kabinou byla nakreslena lebka a kormidlo bylo ozdobeno kresbou fezu. (originální fez byl ukořistěn v hotelu Savoy) Seriové číslo bylo umístěno v pruhu původní Olive Drab a pod ním byl britský fin flash, používaný jako označení spojeneckých letadel v Africe.



note:
On upper and side surfaces, use stencils with Olive Drab background (those with 'a' suffix to the number).

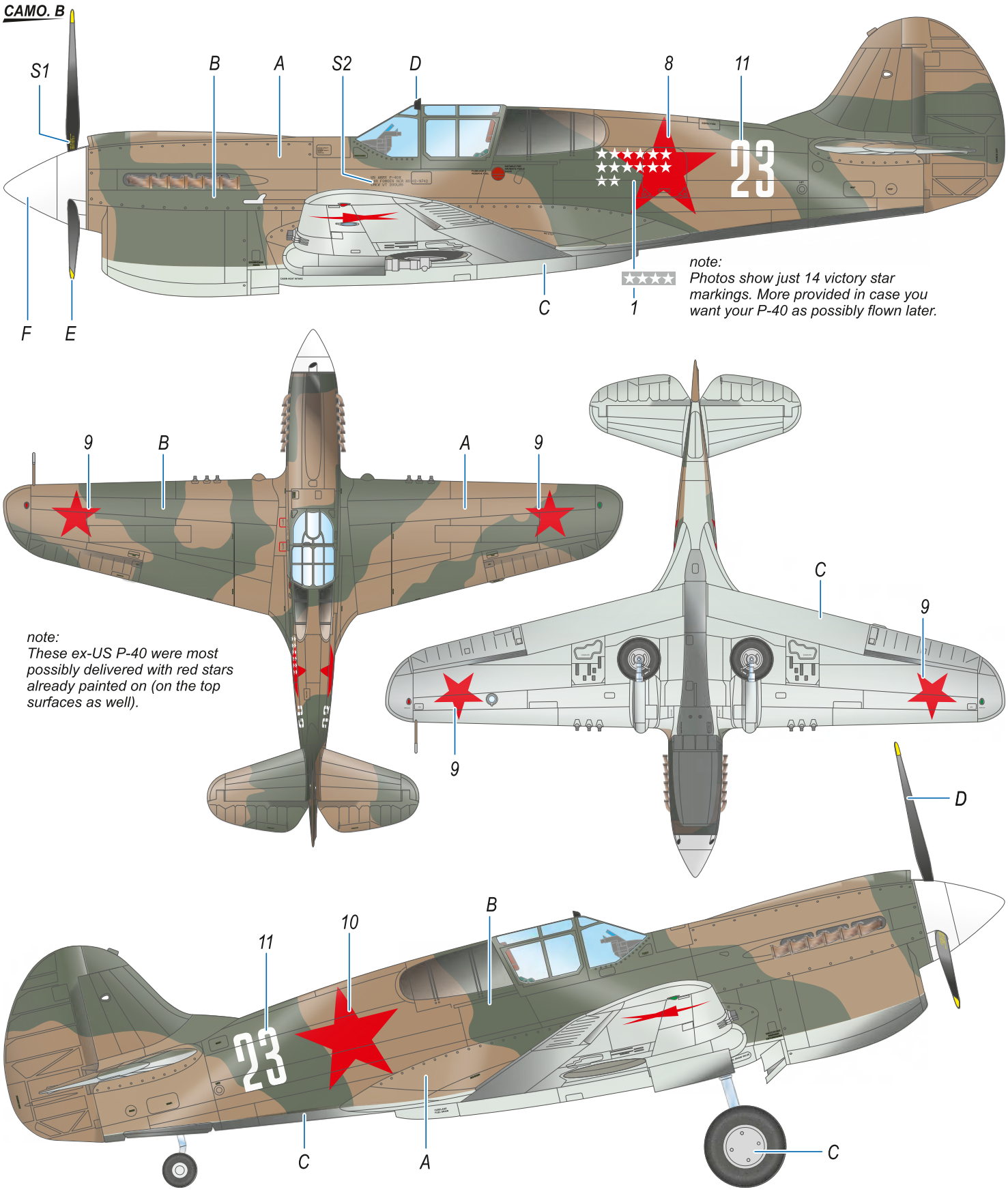




A	Sand Písková H346	B	Neutral Gray Neutrální šedá H53/C13	C	Olive Drab Nevýrazná olivová H52/C12	D	Red Červená H327/C327	E	Black Černá H12/C33	F	Yellow Žlutá H329/C329

P-40K, white #23, Lt. Nikolai Fedorovich Kuznetsov, 436 IAP (Fighter Aviation Regiment), 239 IAD, 6 Air Army, Lake Seliger, Northwestern Front, Winter 1943. Kuznetsov, a recipient of the title Hero of the Soviet Union and several other decorations, achieved a total of 25 aerial victories and further 12 in cooperation, including one gained by ramming enemy aircraft (sources state slightly varying numbers though). Survived the war and went on with his service with the VVS (Soviet Air Force), took part of the Korean War and in 1963 to 1972 he was commanding the Soviet Cosmonaut Training Centre. Passed away in 2000.

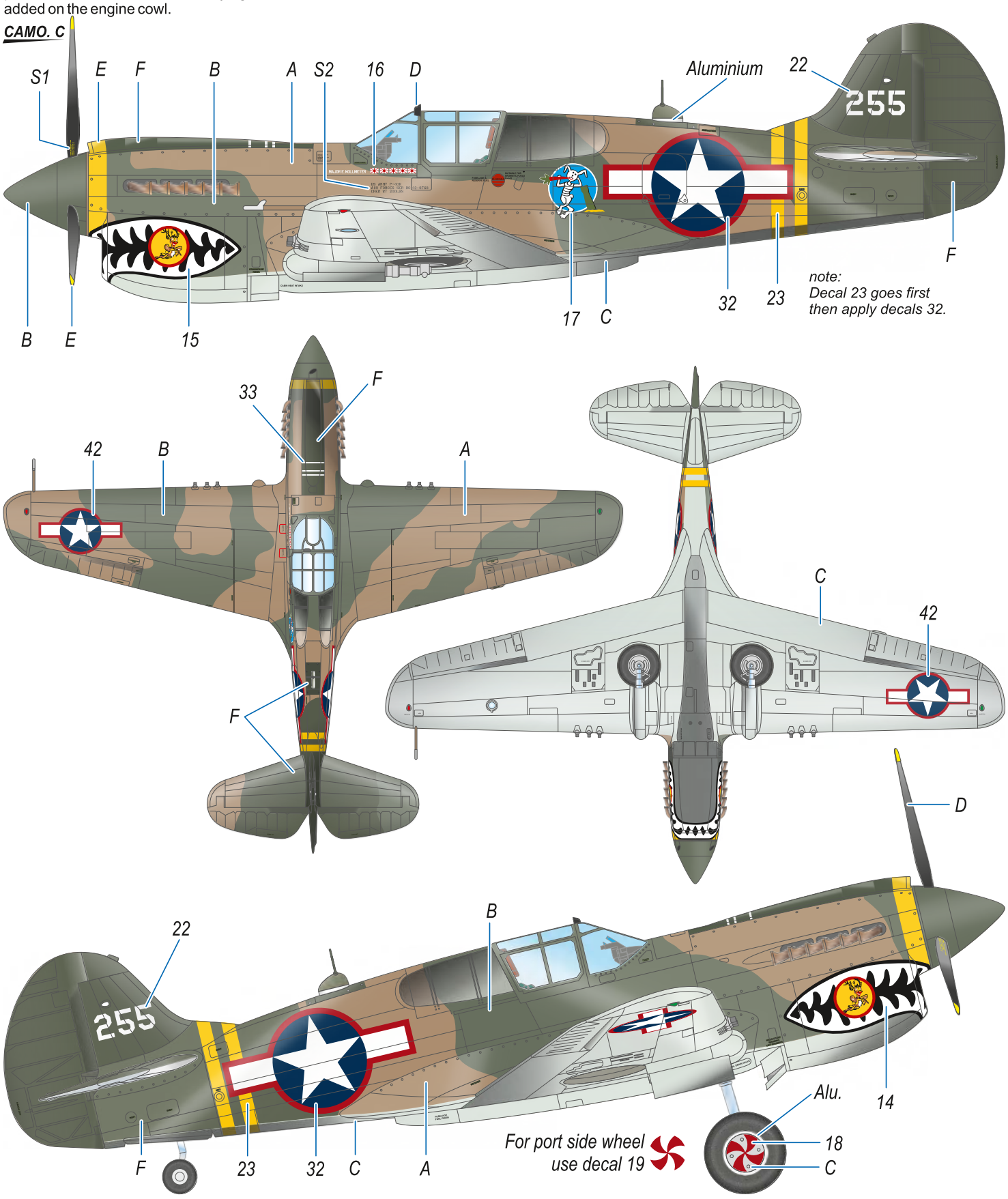
P-40K, bílá 23, starší poručík Nikolaj Fjodorovič Kuzněcov, 436. IAP, 239. IAD, 6. letecká armáda, severozápadní front, zima 1943. Nositel titulu Hrdina Sovětského Svazu a dalších vysokých vyznamenání sestřelil ve vzdušných bojích 25 letounů samostatně a 12 ve spolupráci, včetně jednoho taranu (prameny udávají i jiné mírně odlišné počty). Válku přežil a pokračoval ve službě u letectva. Zúčastnil se Korejského konfliktu. V letech 1963–72 byl náčelníkem Centra pro přípravu kosmonautů. Zemřel v roce 2000.



A Dark Earth Tmavě zemitá (DuPont 71009) H72/C22	B Dark Green Tmavě zelená (DuPont 71013) H73/C23	C Sky Grey Světle šedá H325/C325	D Black Černá H12/C33	E Yellow Žlutá H329/C329	F White Bílá H11/C62

P-40K-5, s/n 42-9768, white #255, Maj Edward 'Big Ed' M. Nollmeyer, CO of 26FS/51FG, Kunming, China, December 1943. Maj. Nollmeyer achieved his first (and his squadron's third) victory while still in India, on 26 October 1942, and a second one in February 1943. A year later in Kunming, Nollmeyer gained three more victories rising to a status of the 26th squadron's first ace. His White 255 wore two yellow fuselage bands of the unit CO, five victory flags underneath the canopy, unit badge on either side of the nose and the Bugs Bunny badge which was a personal insignia of the pilot. At the end of the machine's flying career, a distinctive shark mouth was added on the engine cowl.

P-40K-5 (42-9768), bílá 255, Maj. Edward „Big Ed" M. Nollmeyer, velící důstojník 26. FS/51. FG, Kunming, Čína, prosinec 1943. Maj. Nollmeyer dosáhl prvního sestřelu celé 26.FS 26. října 1942. Dosáhl celkem pěti vítězství. Stroj bílá 255 byl označen dvěma pruhy jako znakem velitele jednotky, nesl pod kabinou sestřely a byl ozdoben znakem jednotky na přídi pod motorem a osobním znakem pilota, kresbou králíka Bunnyho na trupu. V závěru služby byla na letoun domalována tlama.

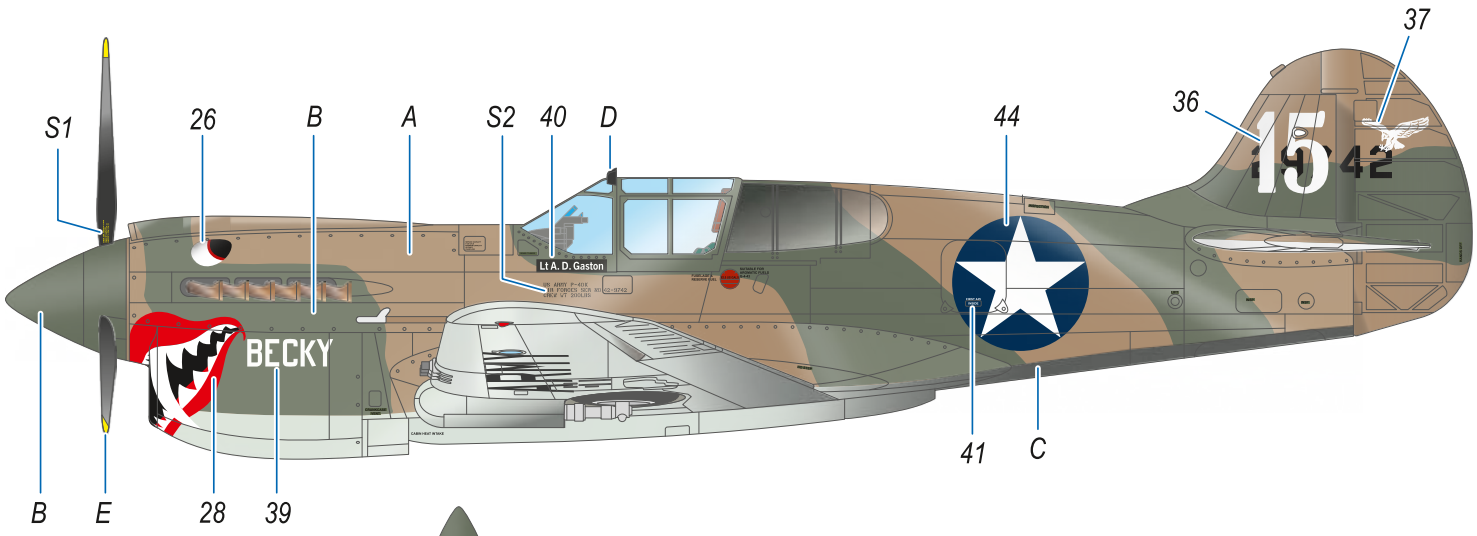


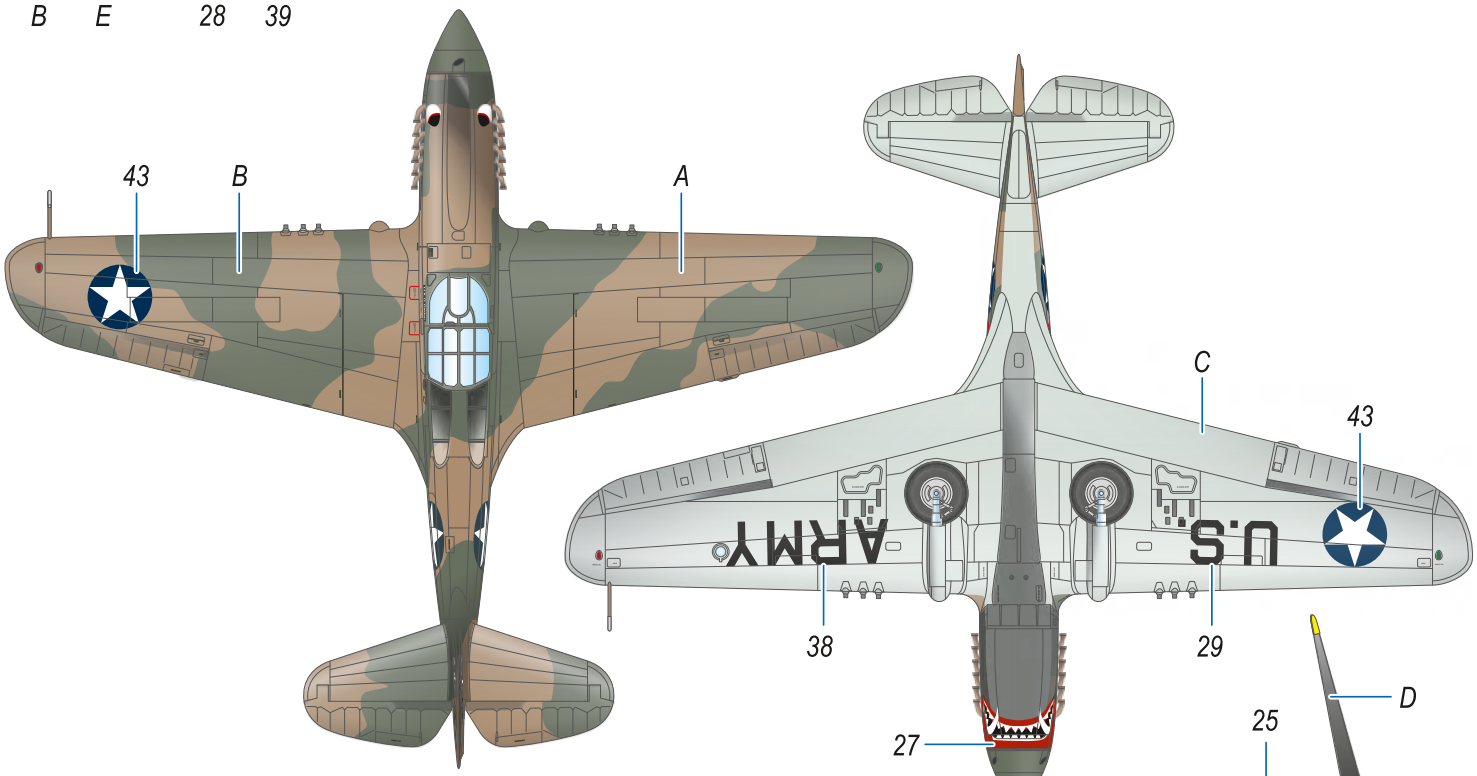
A	Dark Earth Tmavě zemitá (DuPont 71009) H72/C22	B	Dark Green Tmavě zelená (DuPont 71013) H73/C23	C	Sky Grey Světle šedá H325/C325	D	Black Černá H12/C33	E	Yellow Žlutá H329/C329	F	Dark Green (fresh) Tmavě zelená (čerstvá) H73/C23 + a drop of H12/C33

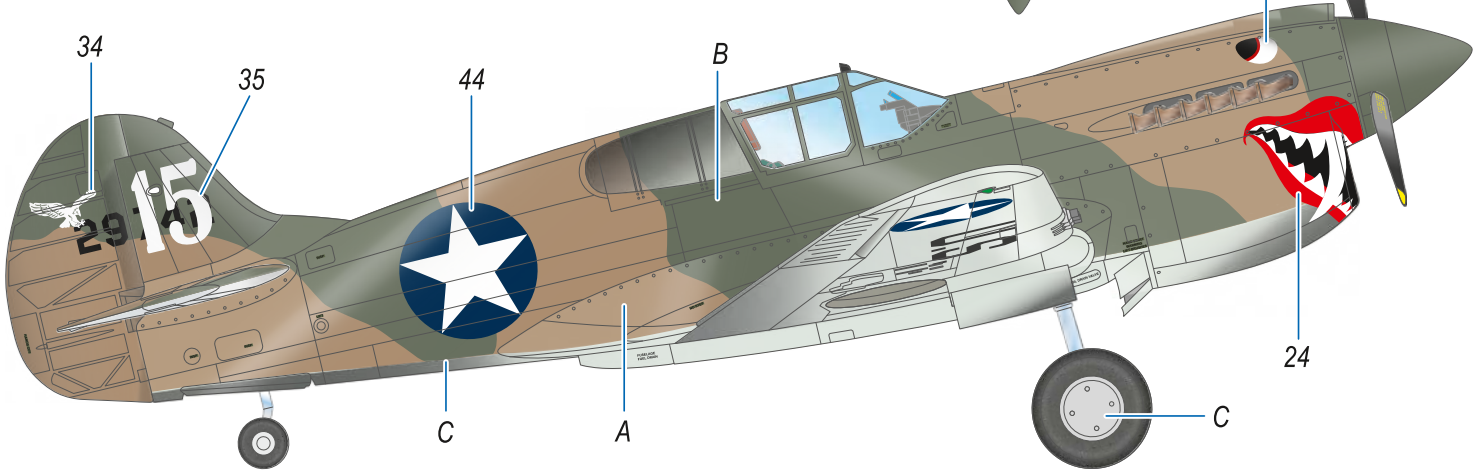
P-40K, white #15, 25FS, 51FG, Assam Valley, India, 1944. May have been flown by Lt AD Gaston.

P-40K, bílá 15, 25. FS, 51. FG, údolí Assam, Indie, 1944. Pravděpodobně pilotovaný Lt A. D. Gastonem.

CAMO. D



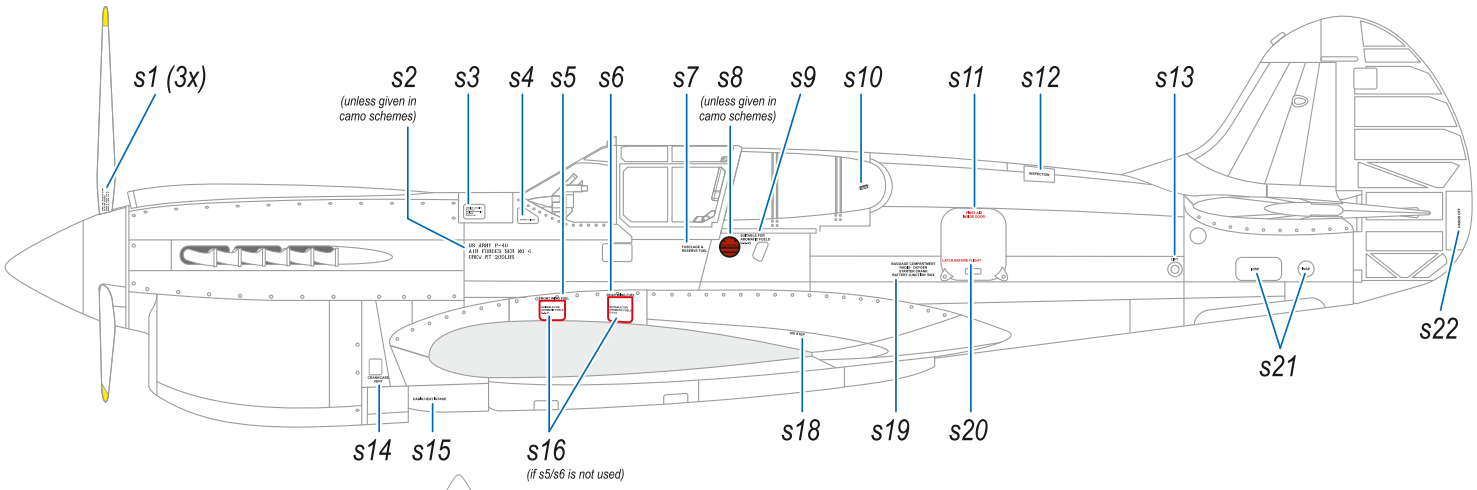


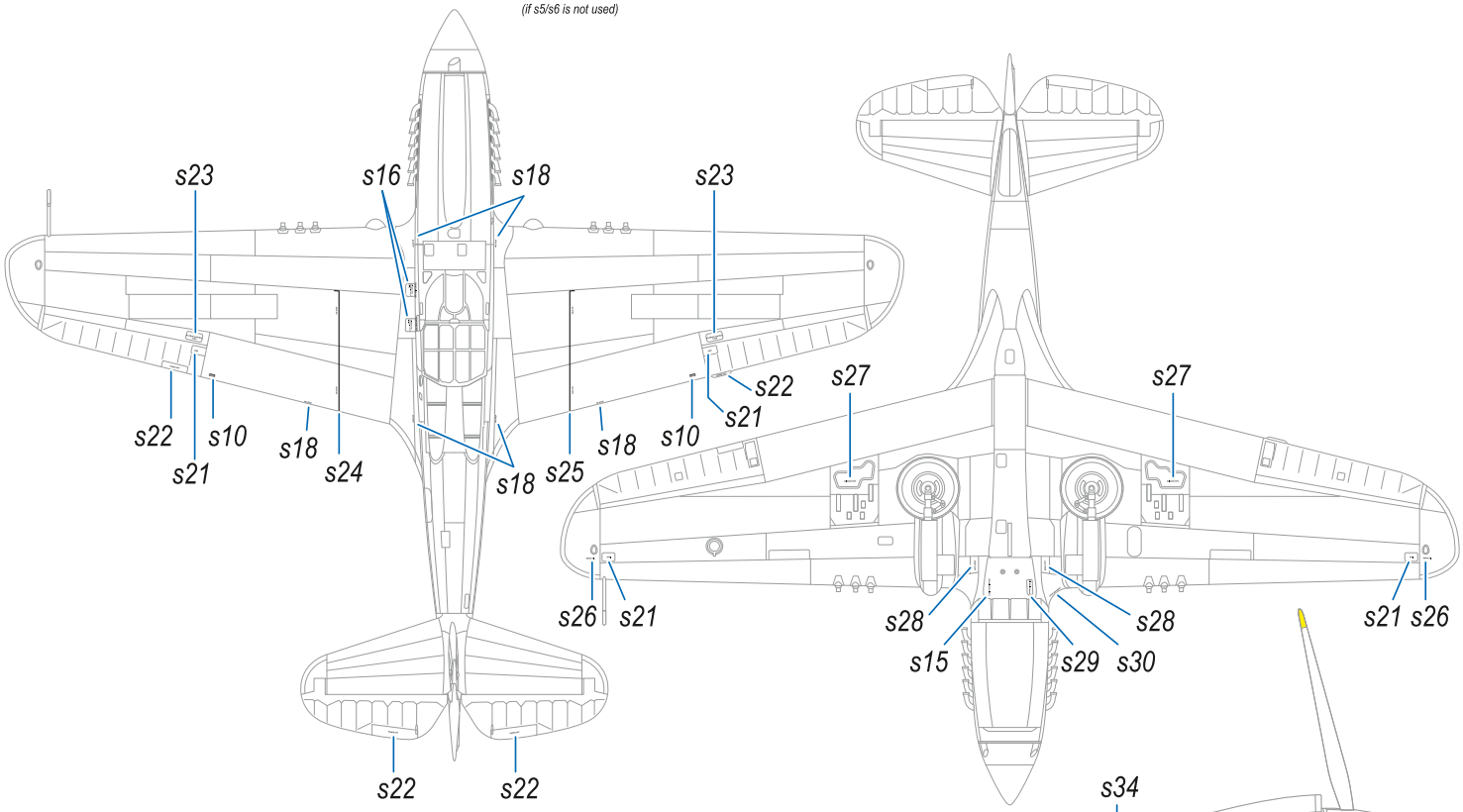


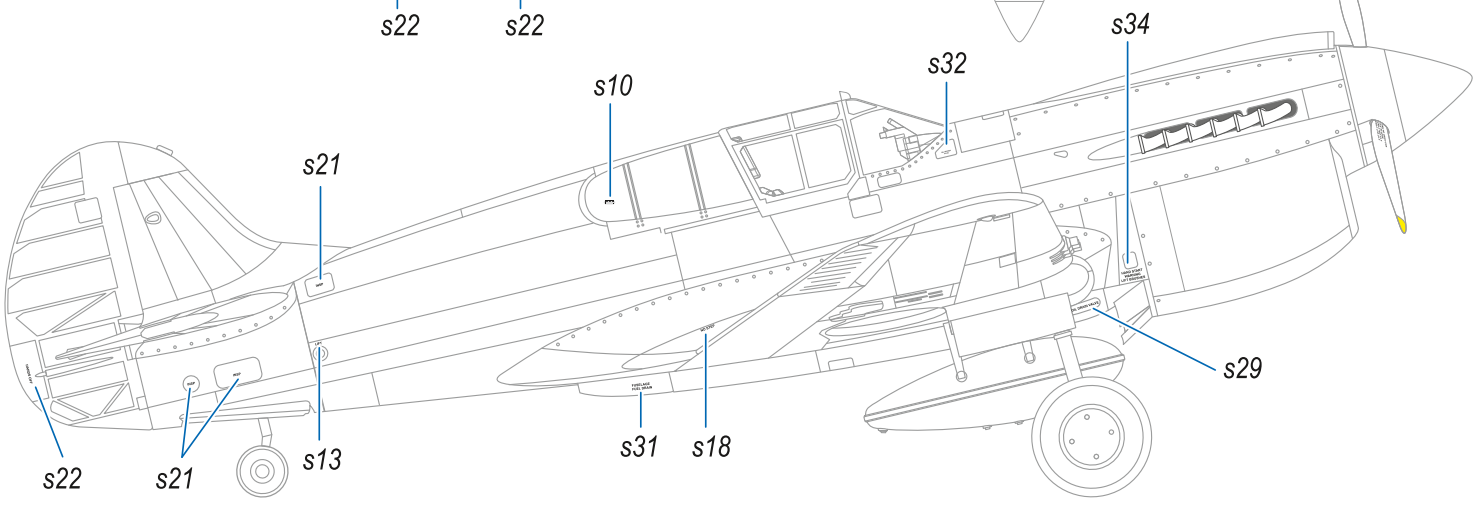
A	*Dark Earth* *Tmavě zemitá* *(DuPont 71009)* *H72/C22*	B	*Dark Green* *Tmavě zelená* *(DuPont 71013)* *H73/C23*	C	*Sky Grey* *Světle šedá* *H325/C325*	D	*Black* *Černá* *H12/C33*	E	*Yellow* *Žlutá* *H329/C329*

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 P-40 WARHAWK/KITTYHAWK KITS



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/Ia/II/ IIa/III Seat with Sutton Harness



Q72303 1/72
Kittyhawk IV Seat with Sutton Harness



7387 1/72 *P-40 Undercarriage Set*



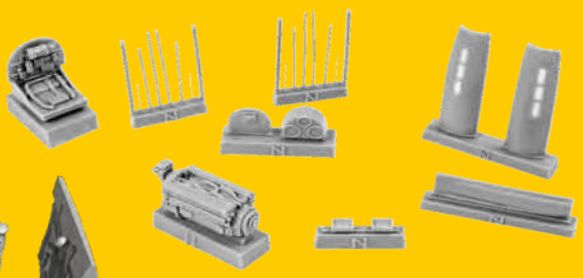
7388 1/72 *P-40 Engine Set*



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
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 *P-40E/Kittyhawk Radio Set (US/ RAF)*



Q72335 1/72
P-40E Exhausts



Q72396 1/72
P-40K/M/N Warhawk Late Type Fishtail Exhausts



F72114 1/72
US Army WWII mechanics (3 fig.)

H1010 handle for our saws priceless tool for resin parts adjustment



USE CMK TOOLS FOR YOUR KITS

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

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