



## Kittyhawk Mk.IA Instructions / Návod



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 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, 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 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 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: 1207 km, dostup: 9144 m



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.

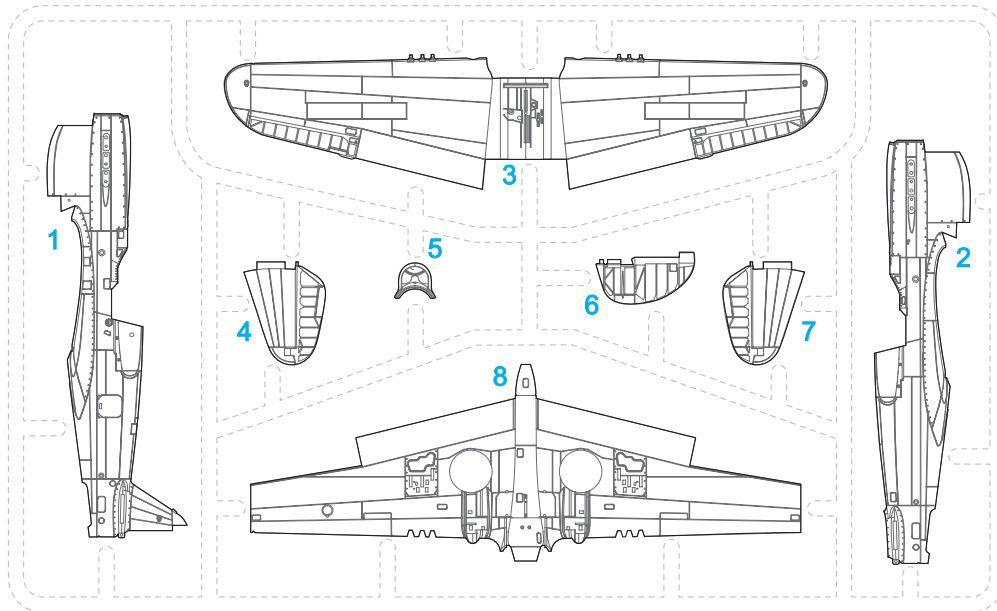
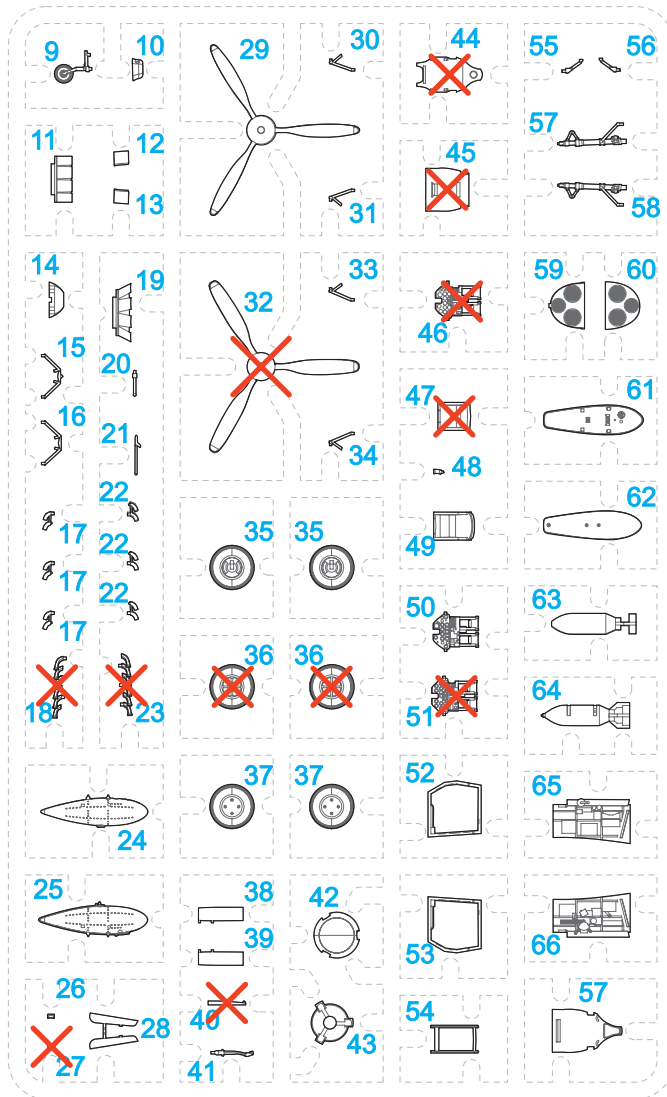
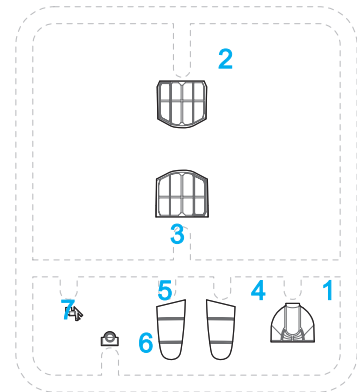
The war time necessity for still more and more fighter aircraft without interrupting the production lead the aircraft manufacturers to the development of further versions with even more powerful engines or also equipped with British R&R Merlin engines. The latter were used with the P-40F and L versions (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 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 acomeds 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

**A****B****G**

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

### Barvy GUNZE/ GUNZE Colour No.

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

### SYMBOLS



MOŽNOST VOLBY  
OPTIONAL  
NACH BELIEBEN  
OPTION



POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO  
INSTANT CYANOACRYLATE GLUE  
ZYANOAKRYLÄTKLEBER  
ADHÉSIF CYANOACRYLAT



OHNOUT  
BEND  
BIEGEN  
COURBER



ZHOTOVIT NOVÉ  
SCRATCH BUILD  
FERTIGSTELLEN  
ACHEVER

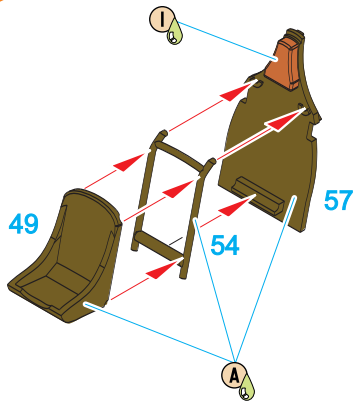


ŘEZAT/VRTAT  
CUT OFF/DRILL  
ENTFERNEN  
DETACHER

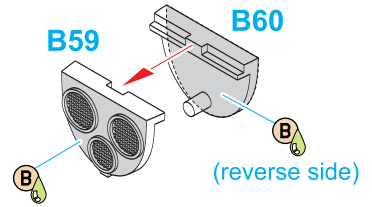


NATRÍT  
COLOUR  
FARBEN  
PEINDRE

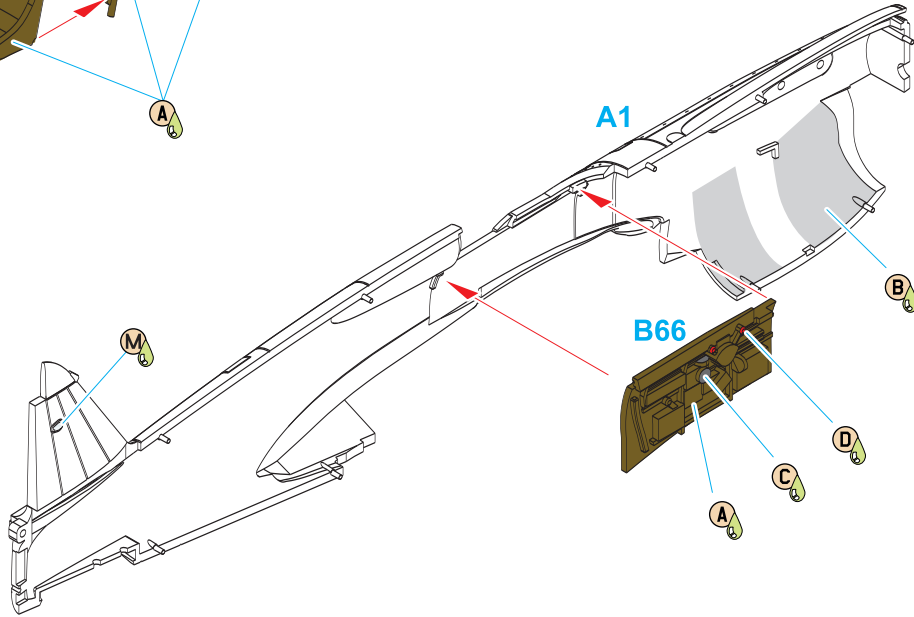
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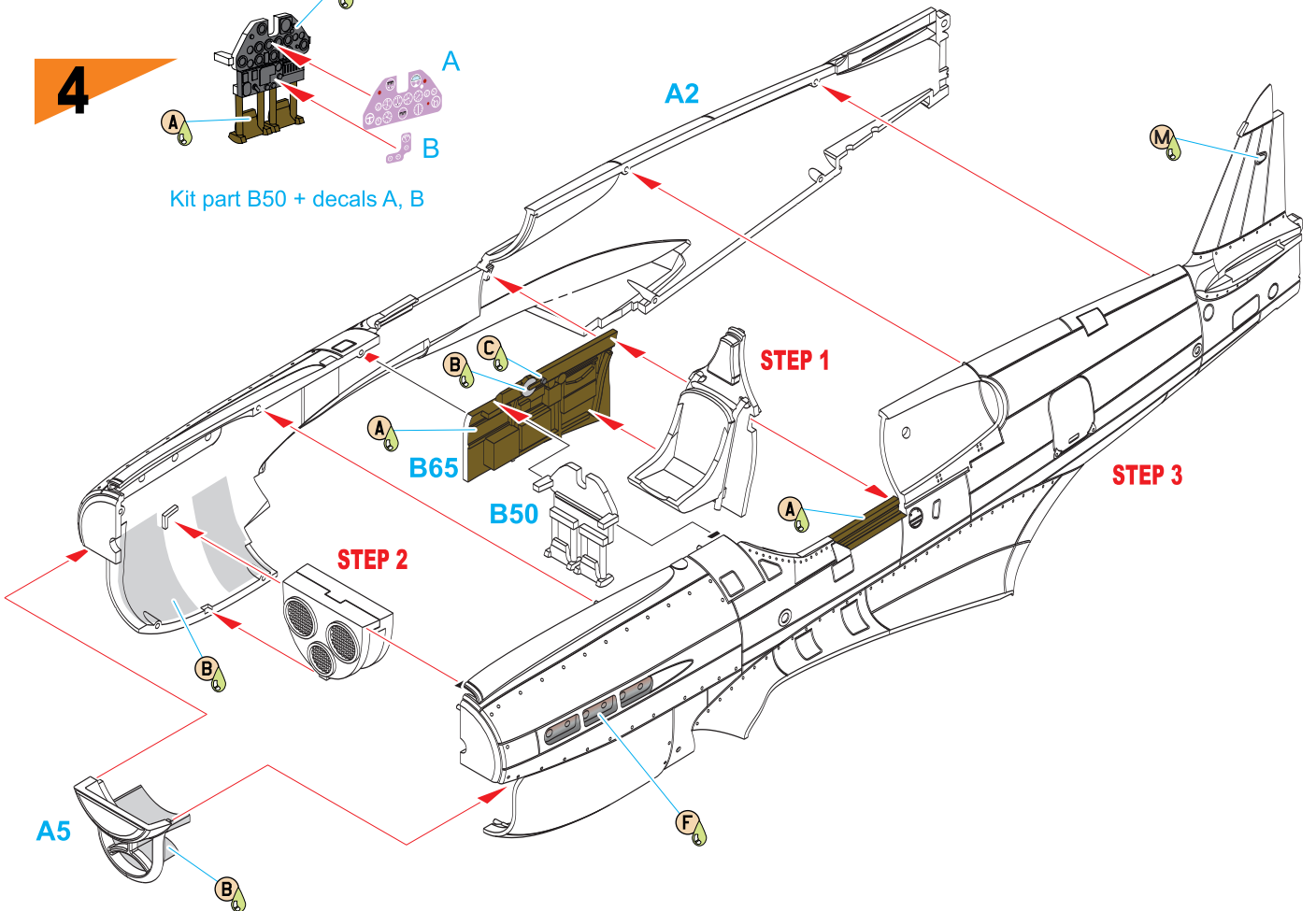
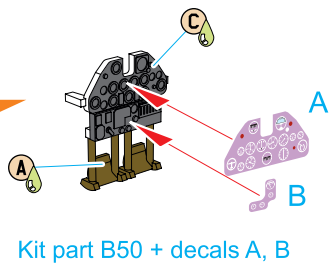
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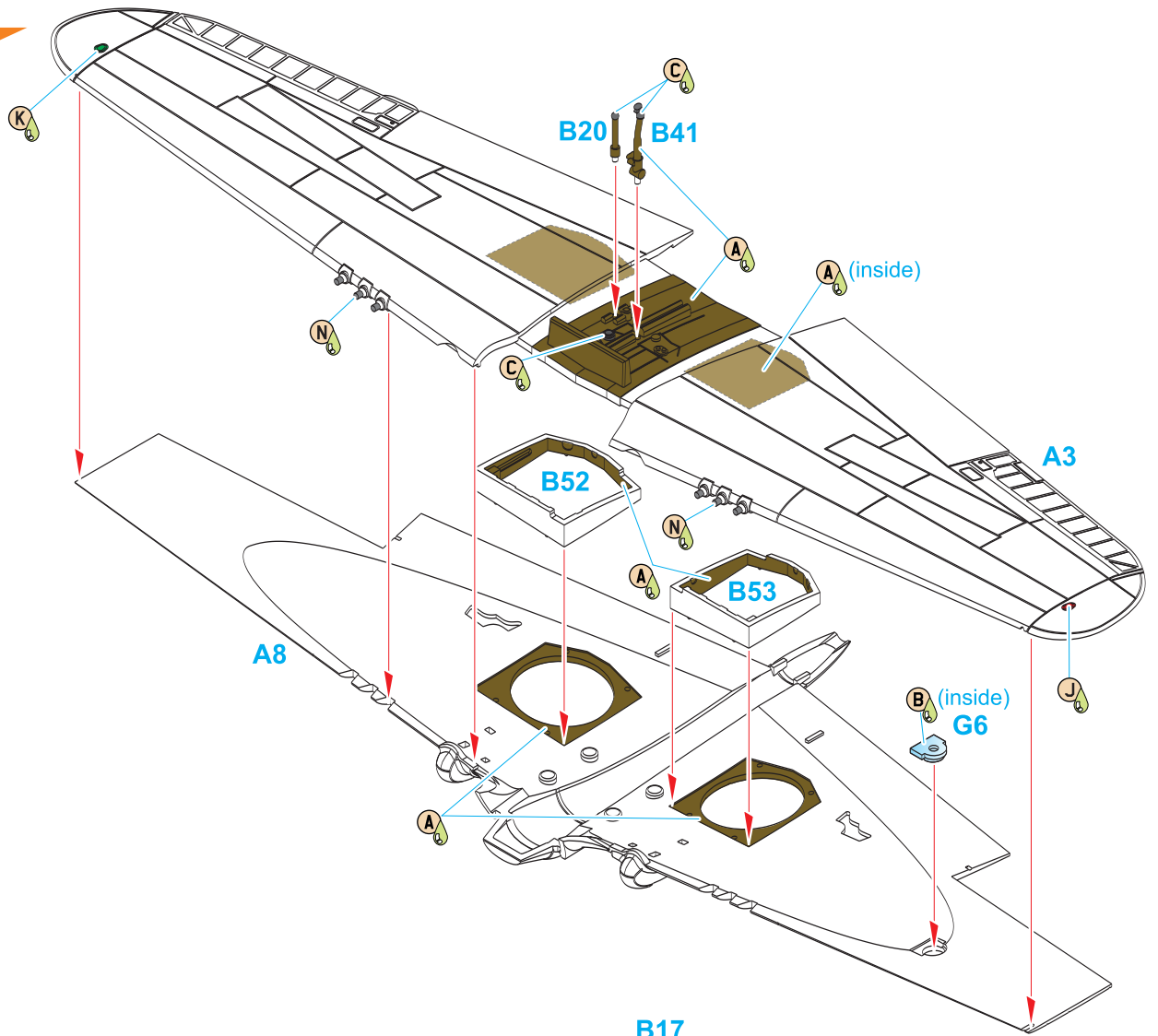
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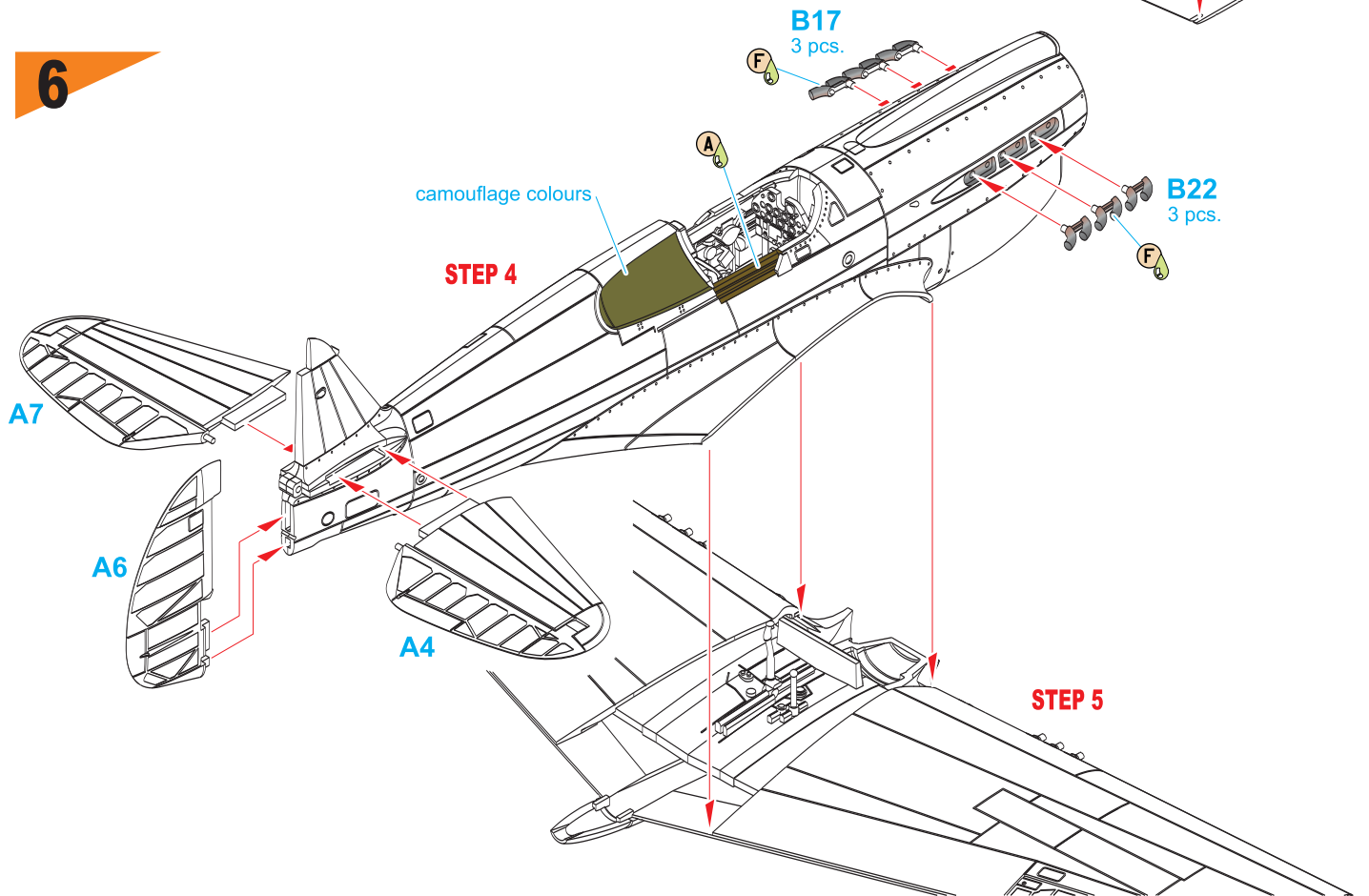
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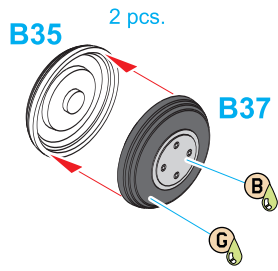


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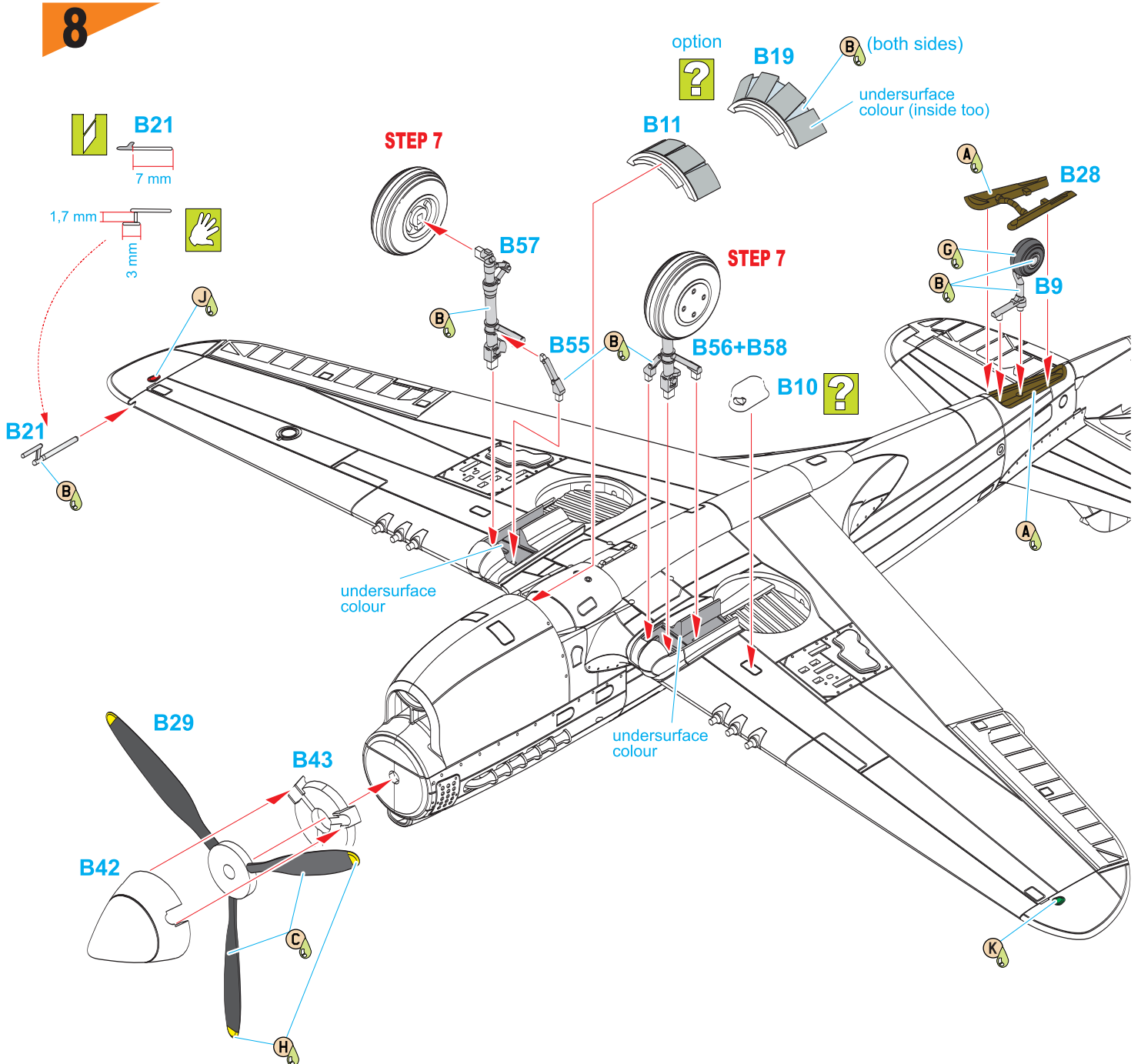




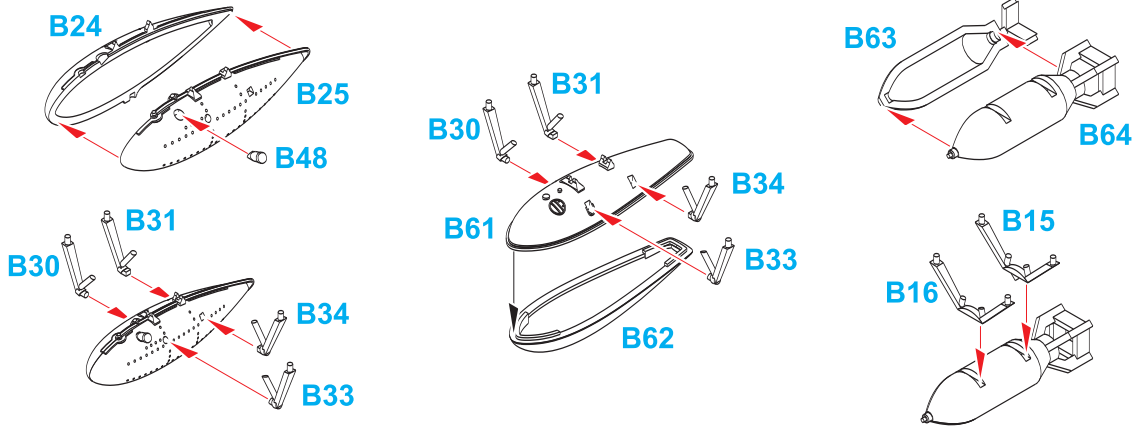
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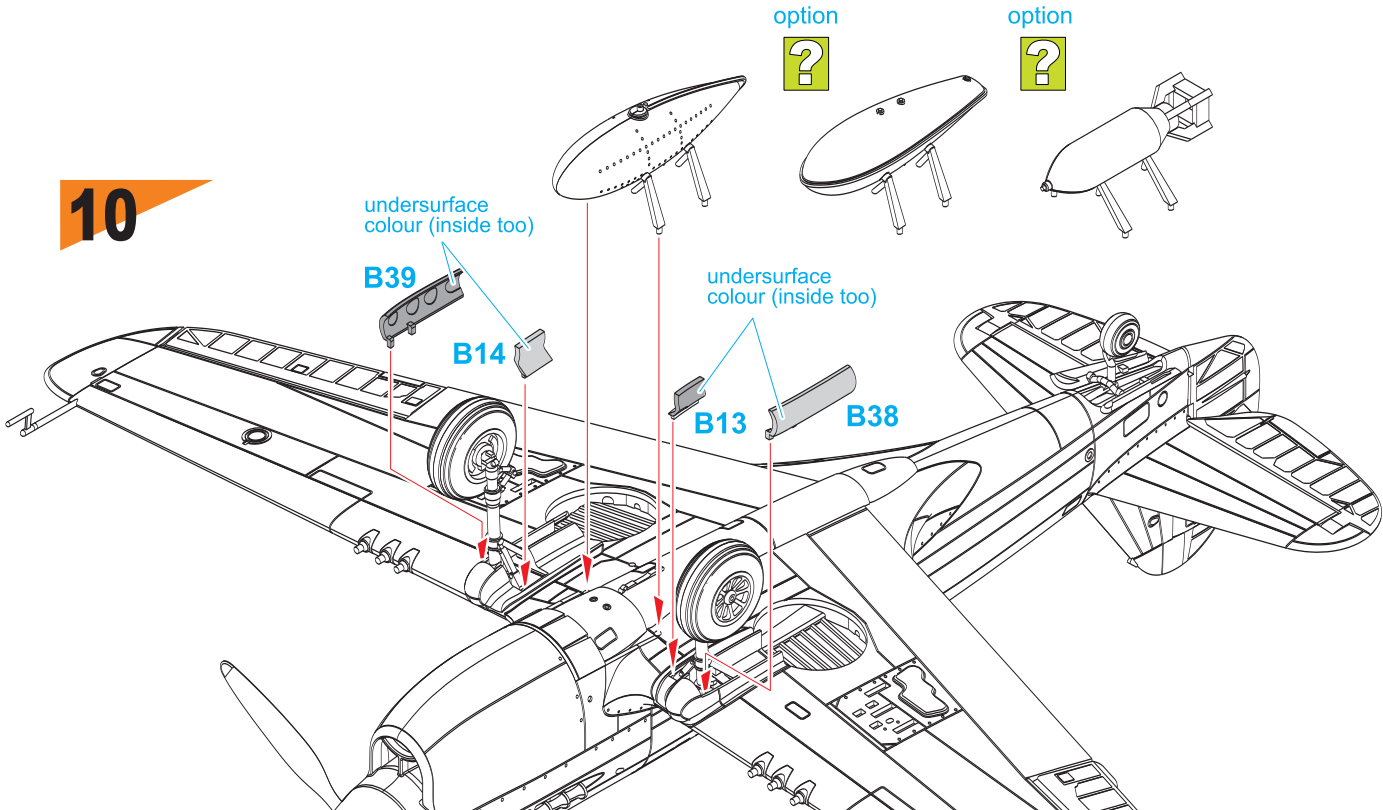
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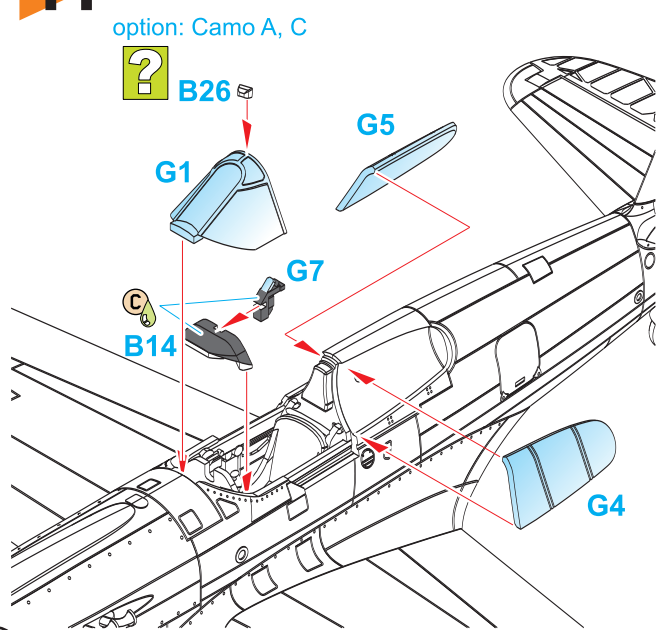
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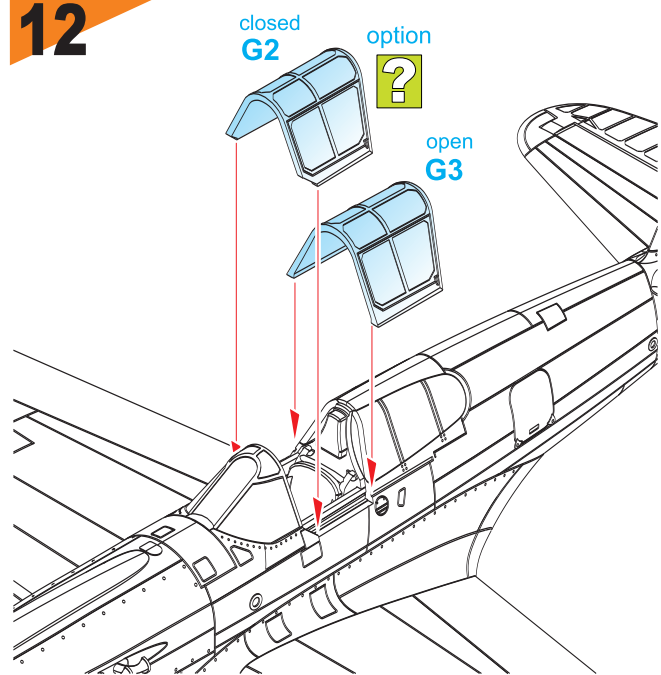
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11



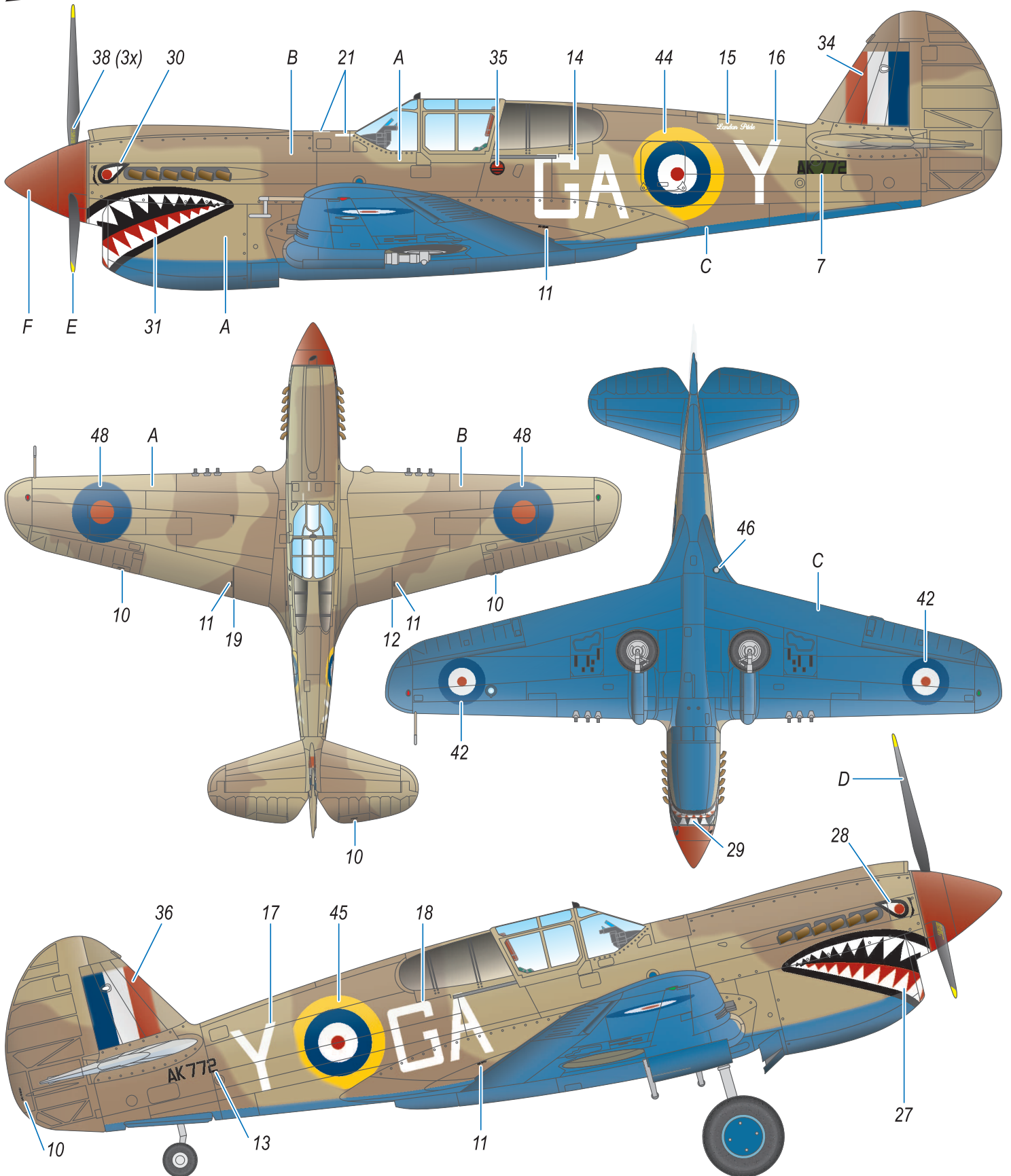
12



Kittyhawk Mk.IA, AK772 / GA-Y, 'London Pride', No.112 Sqn RAF, LG 142 Gambut-1, Libya, Spring 1942. Several pilots flew this machine, also Australian ace pilot S/Ldr. Clive 'Killer' Caldwell, DSO, DFC & Bar (27.5 victories) or Polish pilots serving with the squadron. On 30 May, 1942, AK772 was shot down near Bir Hakeim, killing its Australian pilot P/O H.G.Burney (5 victories).

Kittyhawk Mk.IA, AK772 / GA-Y, pojmenovaný London Pride, No.112 Sqn. RAF, LG 142 Gambut-1, Libye, jaro 1942. Letoun používalo více pilotů, do jeho kabiny usedal i Australan S/Ldr. Clive "Killer" Caldwell, DSO, DFC & Bar(27,5 vítězství) nebo polští piloti sloužící u No.112 Sqn. Dne 30. května 1942 byl v AK772 sestřelen a zahynul nedaleko Bir Hakeimu jiný Australan, P/O H. G. Burney (pět vítězství).

**CAMO. A**

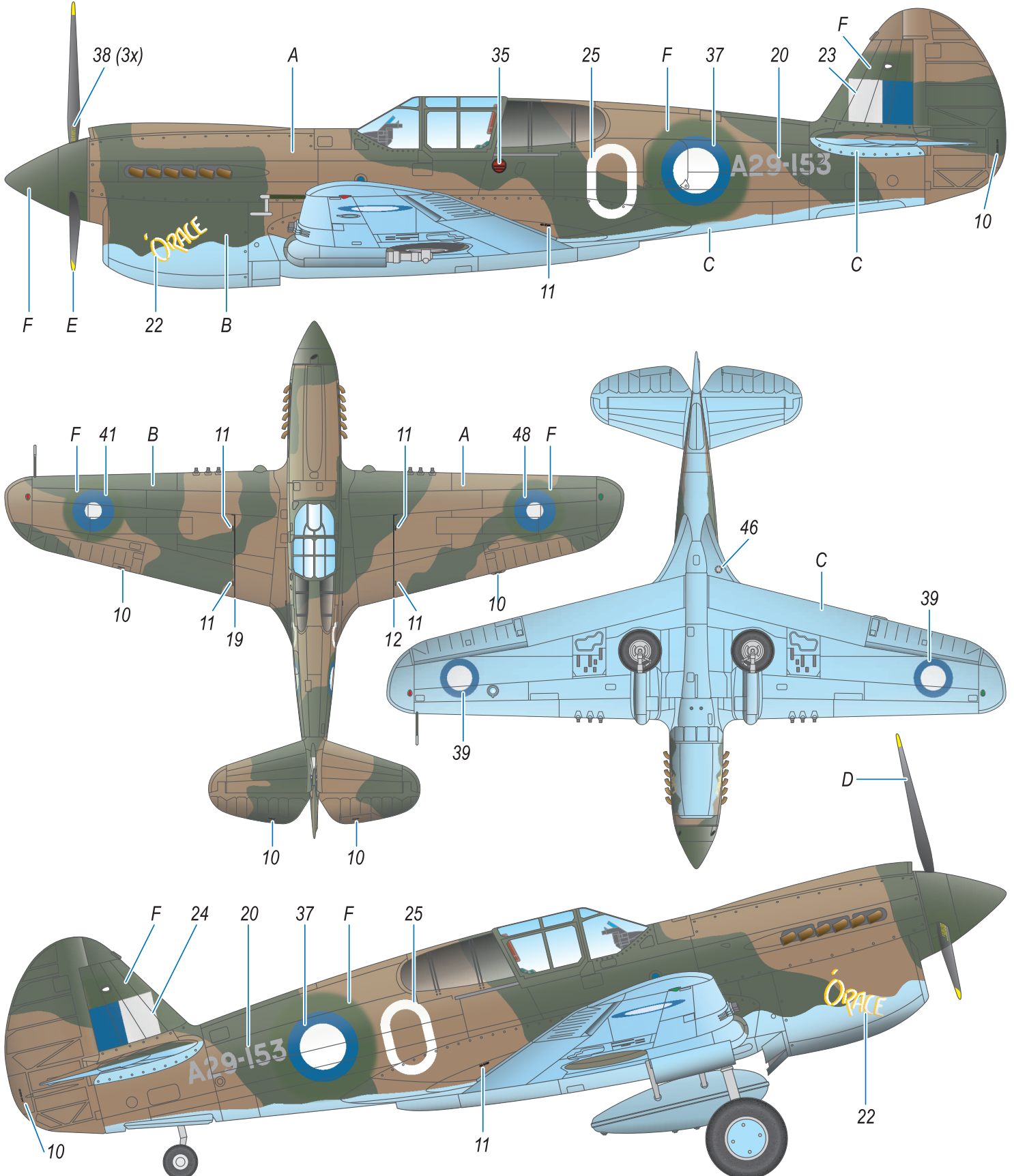


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|--|---|--|------------------------------------|---------------------------------------|--------------------------------------|
| <b>A</b> písková<br>Mid Stone<br>H71/C21 | <b>B</b> tmavě zemitá<br>Dk. Earth<br>(DuPont 71009)<br>H72/C22 | <b>C</b> tm. středomořská modrá<br>Dk. Mediterranean Blue<br>H328/C328 | <b>D</b> černá<br>Black<br>H12/C33 | <b>E</b> žlutá<br>Yellow<br>H329/C329 | <b>F</b> červená<br>Red<br>H327/C327 |
|--|---|--|------------------------------------|---------------------------------------|--------------------------------------|

Kittyhawk Mk.IA, A29-153 / O (US s/n 41-24789), named "Orace", S/Ldr. Wilfred "Woof" Artur, DSO, DFC (10 victories), No.75 Sqn. RAAF, Milne Bay, New Guinea, March 1943. It was also used in combat by Sgt. Roy Gordon Riddel, who gave the plane its name after his father Horace Riddel.

Kittyhawk Mk.IA, A29-153 / O (USAF serial 41-24789), pojmenovaný "Orace", S/Ldr. Wilfred "Woof" Artur, DSO, DFC (10 vítězství), No.75 Sqn. RAAF, Milne Bay, Nová Guinea, březen 1943. Stroj používal k bojovým letům i Sgt. Roy Gordon Riddel, po jehož otci Horace Riddelovi byl stroj pojmenován.

**CAMO. B**



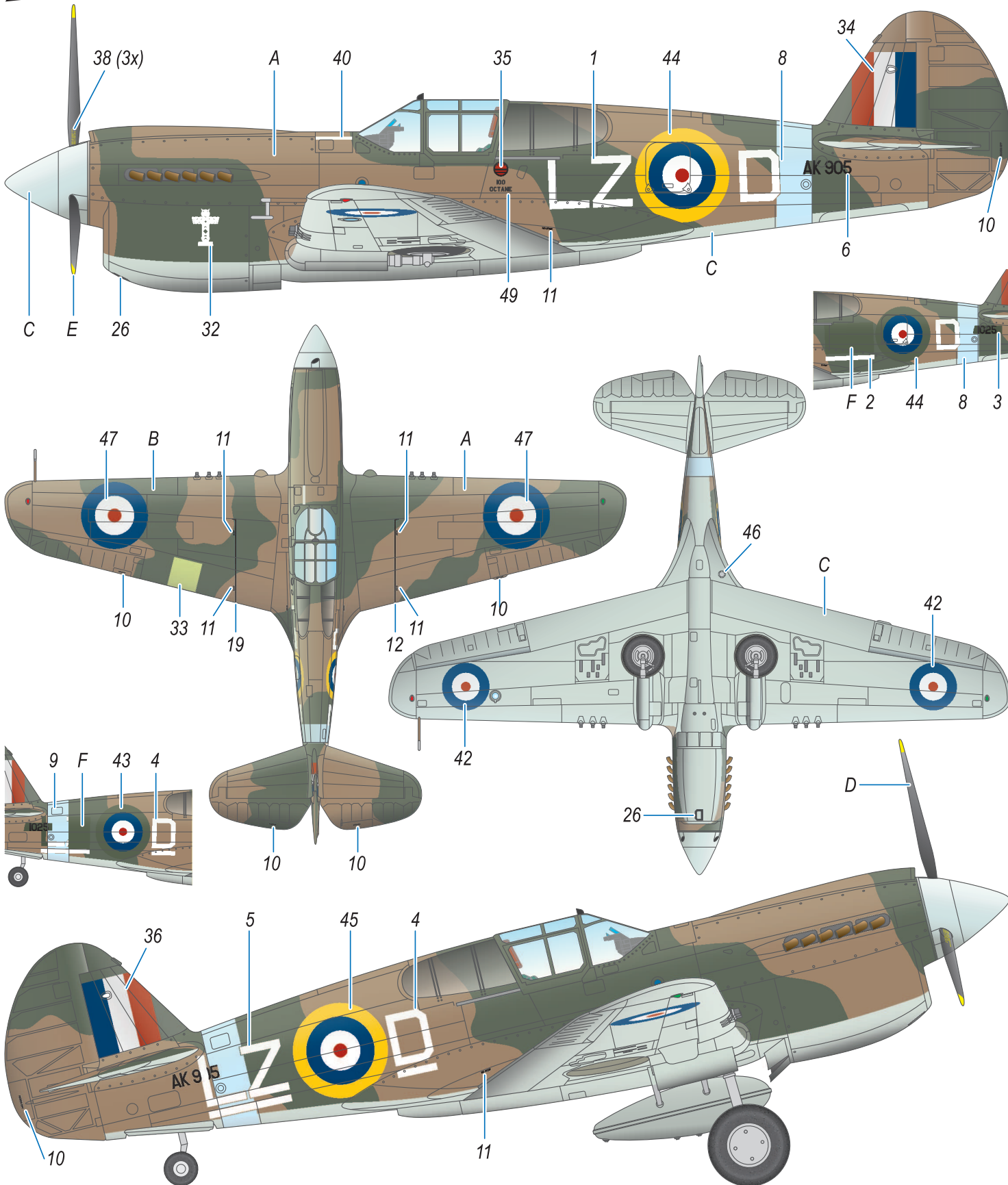
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| <b>A</b> tmavě zemitá<br>Dark Earth<br>(DuPont 71009)<br>H72/C22 | <b>B</b> tmavě zelená<br>Dark Green<br>(DuPont 71013)<br>H73/C23 | <b>C</b> světle modrá<br>RAAF Sky Blue<br>H314/C314 | <b>D</b> černá<br>Black<br>H12/C33 | <b>E</b> žlutá<br>Yellow<br>H329/C329 | <b>F</b> listově zelená<br>RAAF Foliage Green<br>H302/C302 |
|--|--|---|------------------------------------|---------------------------------------|--|



Kittyhawk Mk.IA, AK905 / LZ-D, No. 111(F) Sqn. RCAF, Anchorage, Alaska, 1942. In 1943, this fighter plane was re-serialised to 1025 and its fuselage code letters LZ were painted over. The plane has been preserved in an US museum and keeps flying until these days.

Kittyhawk Mk.IA, AK905 / LZ-D, no 111(F) Sqn. RCAF, základna Anchorage, 1942. V roce 1943 tento squadrony létal tento letoun s novým seriálem 1025 a se zamalovanými kódovými písmeny LZ. Tato stíhačka existuje dosud jako muzeální létající veterán v USA.

**CAMO. C**



- |  |  |  |                                    |                                       |  |
|--|--|--|------------------------------------|---------------------------------------|--|
| <b>A</b> tmavě zemitá<br>Dark Earth<br>(DuPont 71009)<br>H72/C22 | <b>B</b> tmavě zelená<br>Dark Green<br>(DuPont 71013)<br>H73/C23 | <b>C</b> stvětle šedá<br>Sky Grey<br>(DuPont 71021)<br>H325/C325 | <b>D</b> černá<br>Black<br>H12/C33 | <b>E</b> žlutá<br>Yellow<br>H329/C329 | <b>F</b> tmavě zelená (čerstvá)<br>Dk.Green (fresh)<br>H73/C23 + a drop of H12/C33 |
|--|--|--|------------------------------------|---------------------------------------|--|



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**Q72295 1/72**  
**P-40 Wheels**  
**Diamond Tread**



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

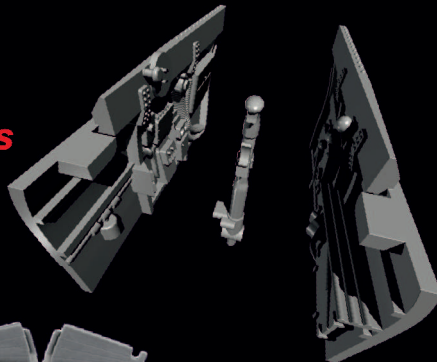


**Q72303 1/72**  
**Kittyhawk IV Seat**  
**with Sutton Harness**

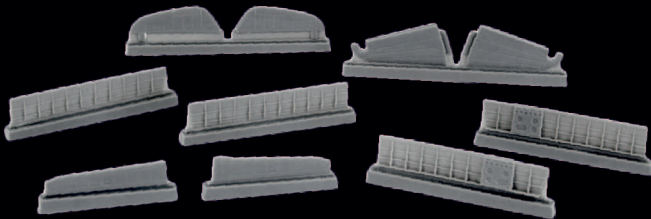


**Q72296 1/72**  
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**Block Tread**

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



**Q72297 1/72**  
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