

Kittyhawk Mk.IV

'Over the Mediterranean and the Pacific'



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 byla 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 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 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



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 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, resulting in 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 engine 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.

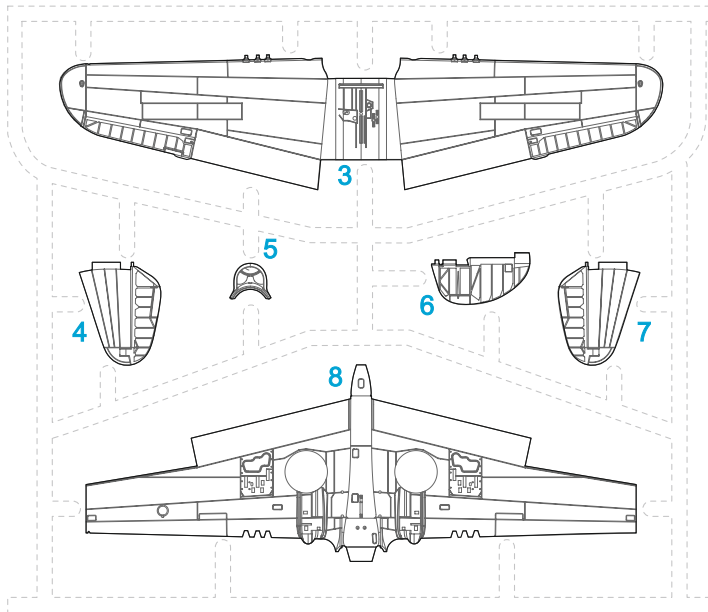
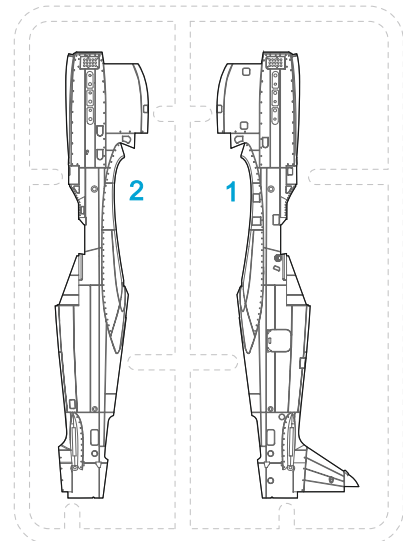
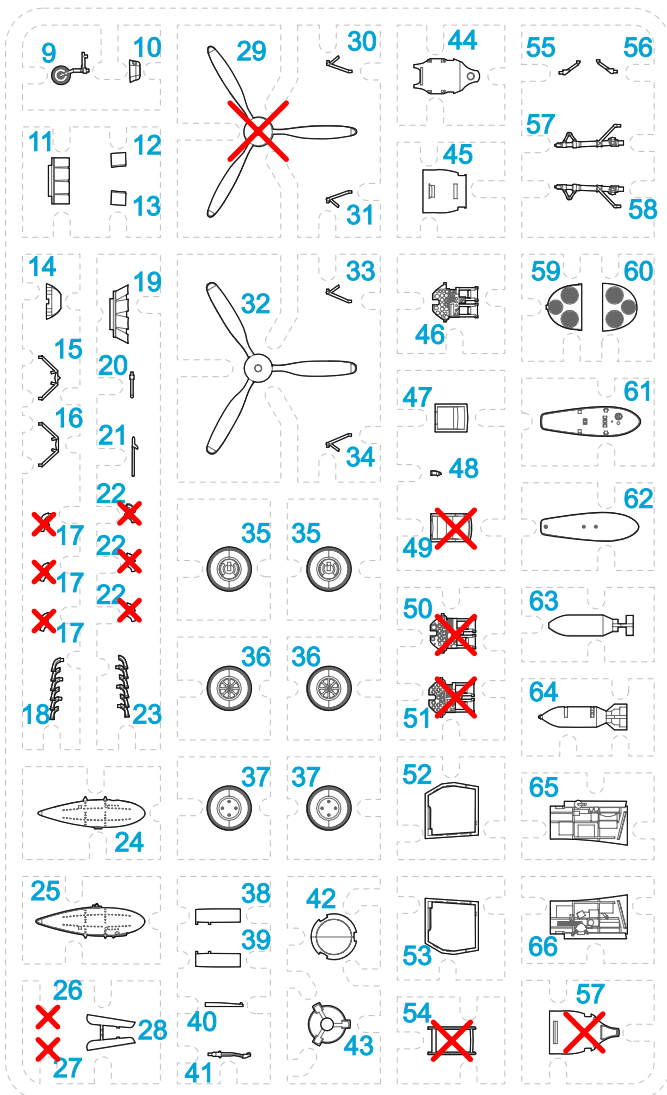
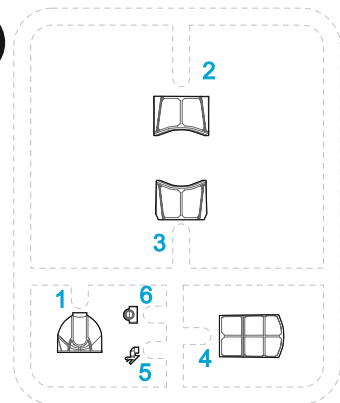
The war time necessity for still more and more fighter aircraft without interrupting the production led the aircraft manufacturers to the development of further versions with even more powerful engines or also equipped with British R&R Merlin engines. The latter were used with the P-40F and L versions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

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

X = Tento díl nepoužít
Do not use this part

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

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

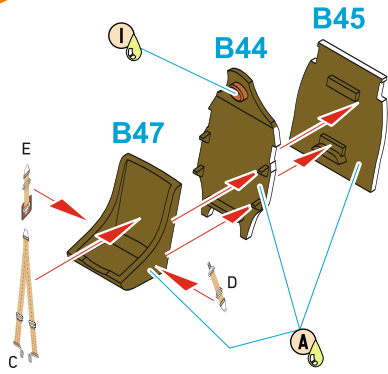


ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

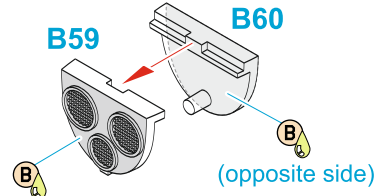


NATRÍT
COLOUR
FARBEN
PEINDRE

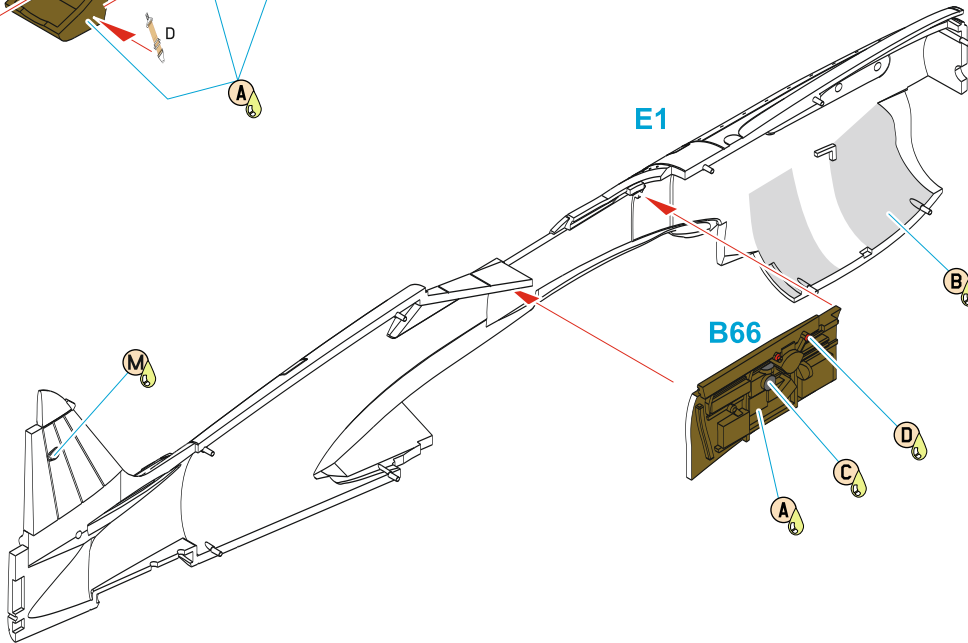
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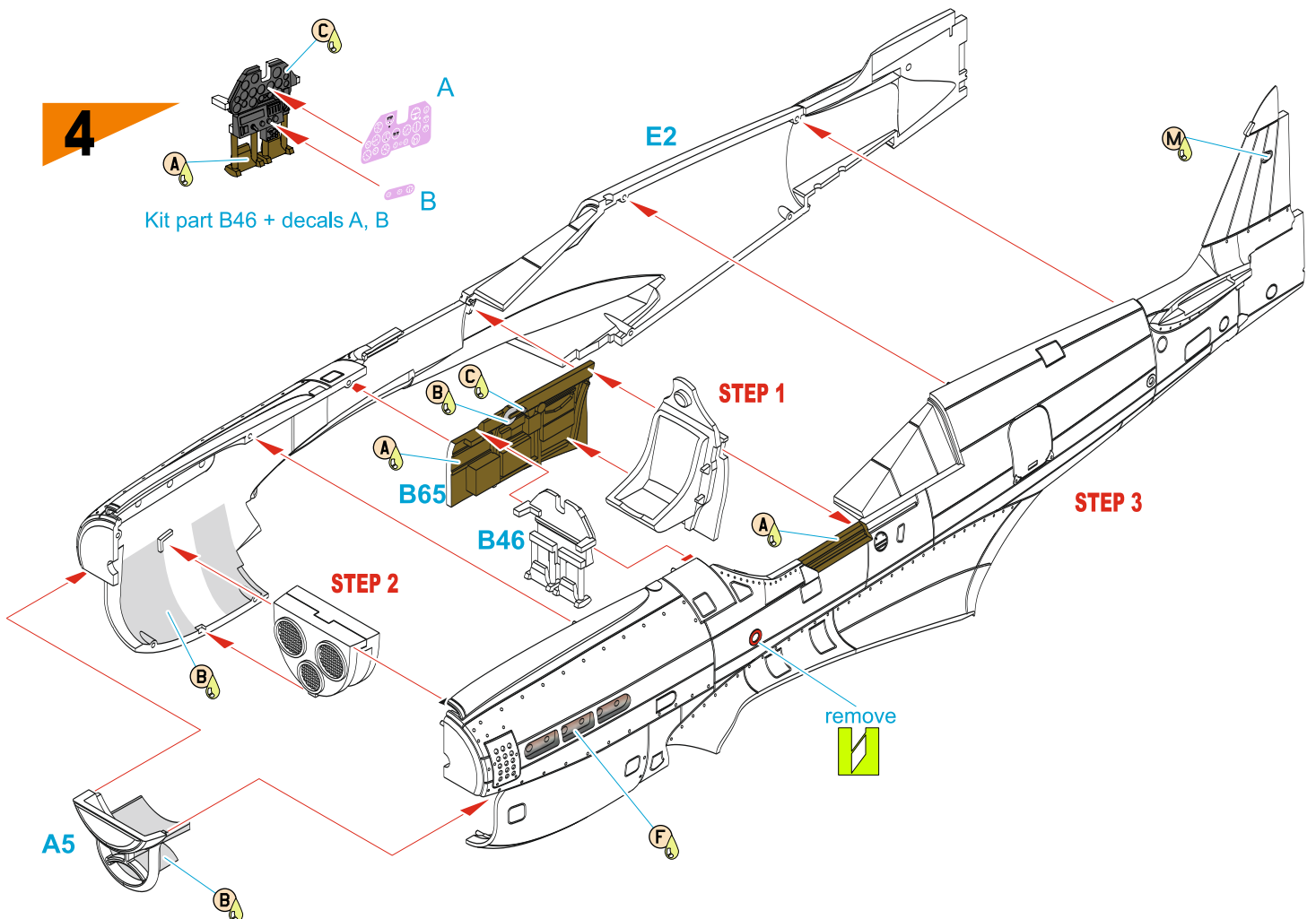
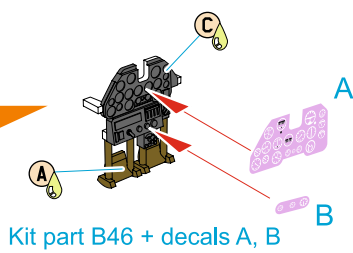
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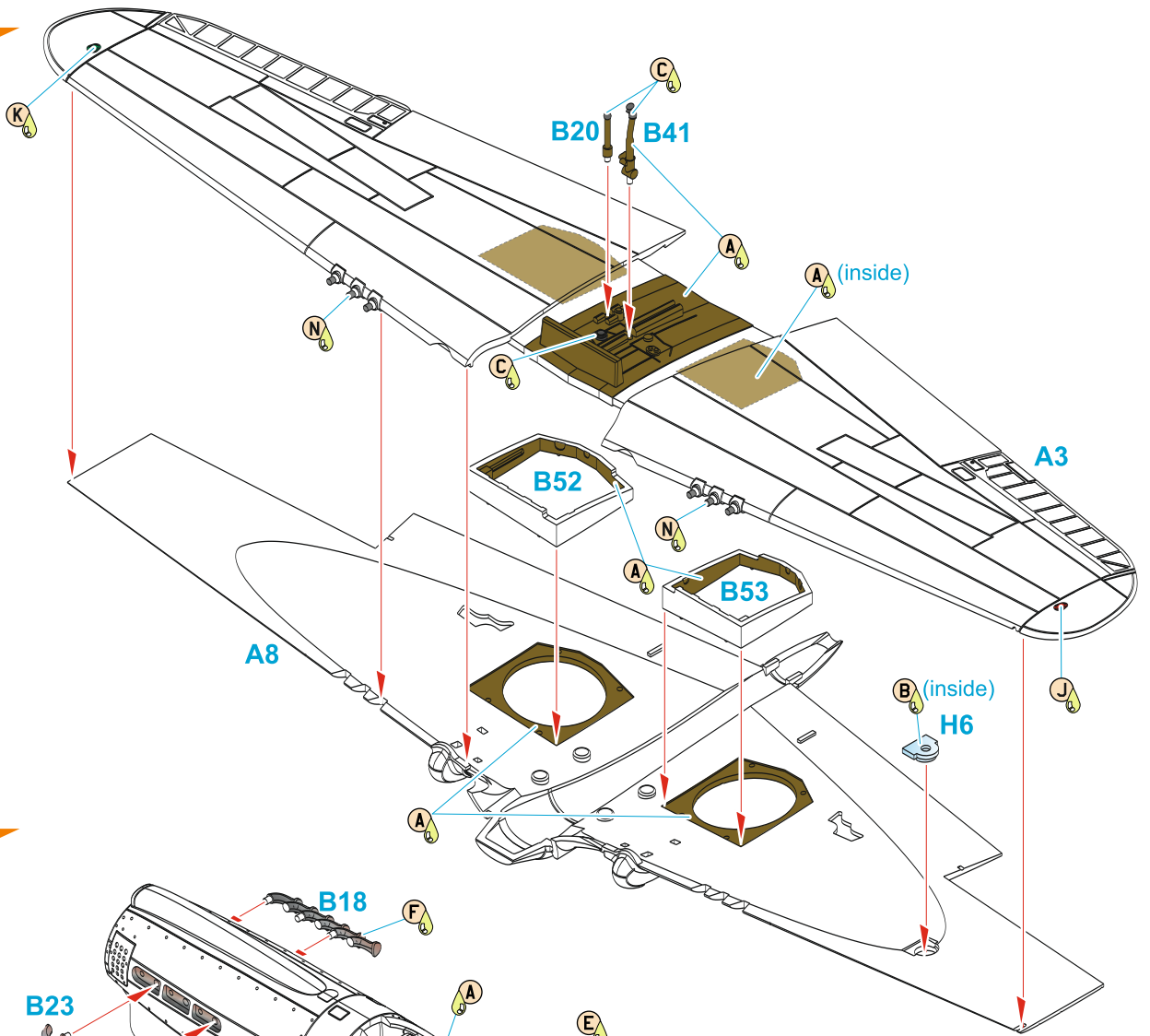
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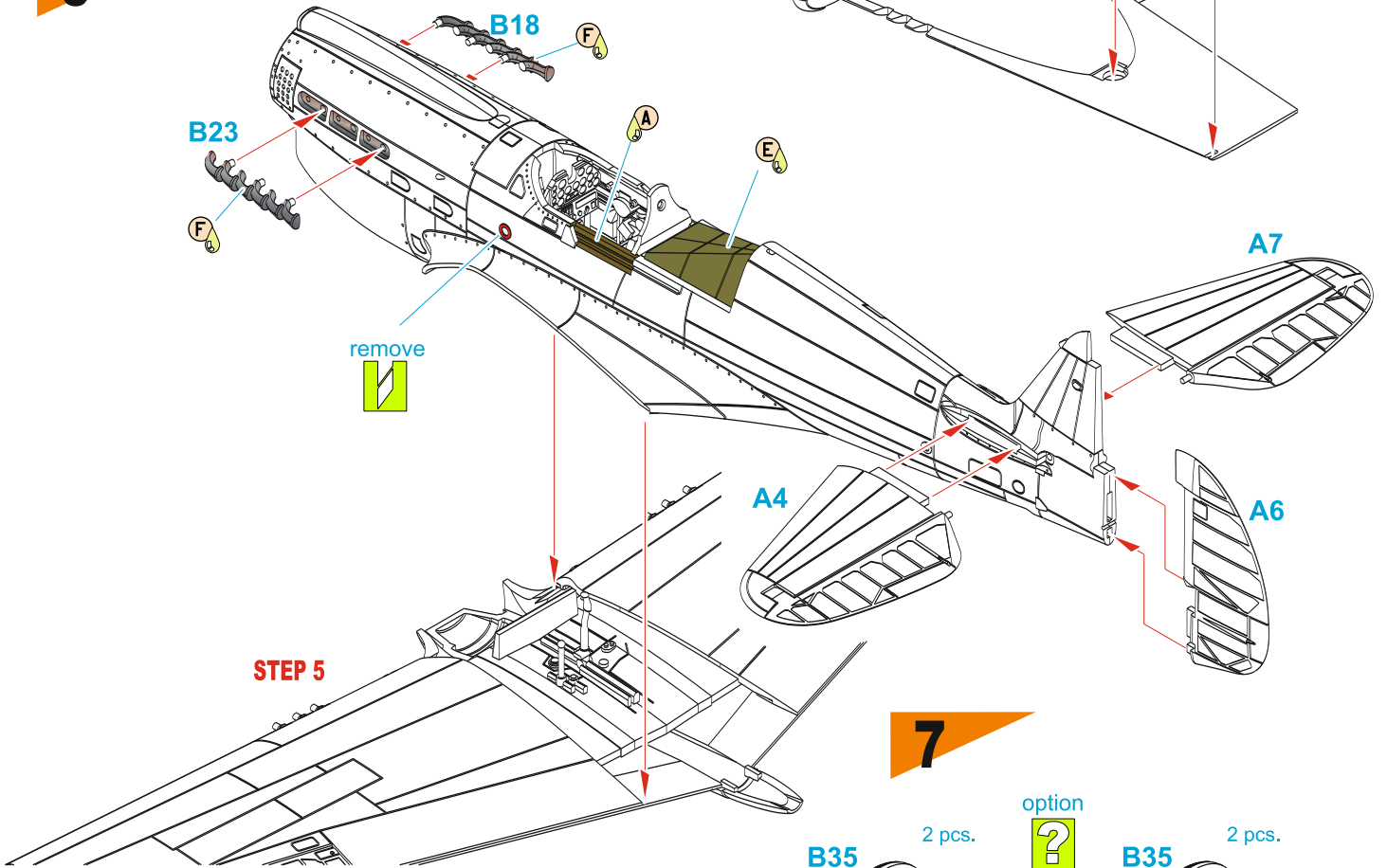
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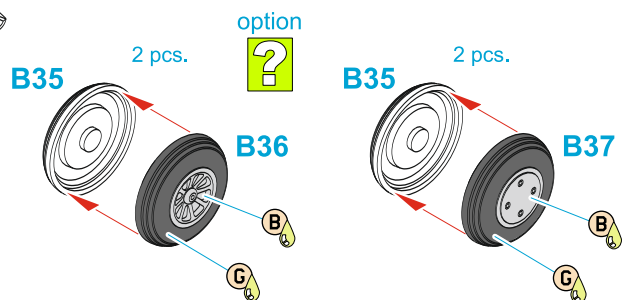
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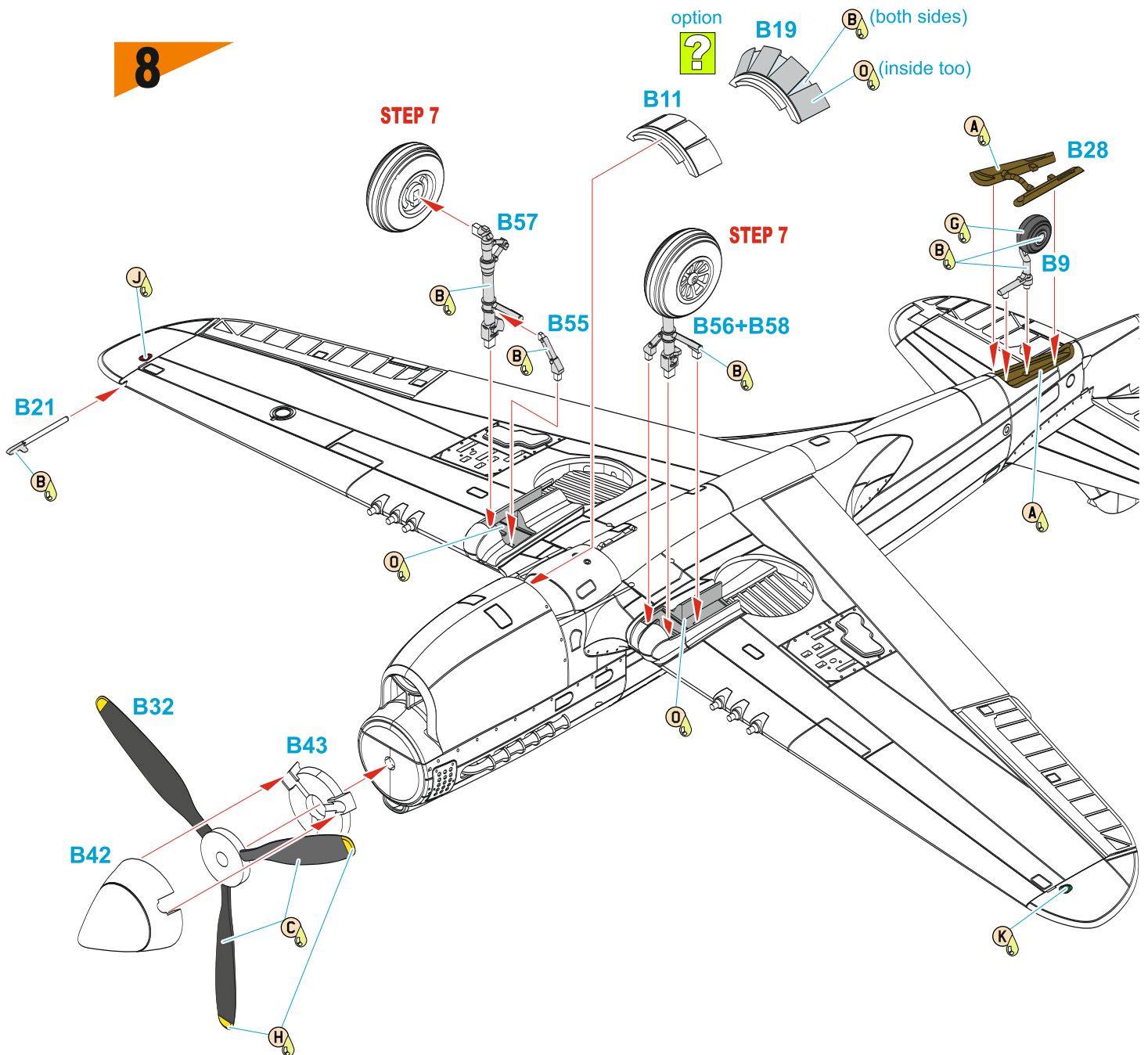
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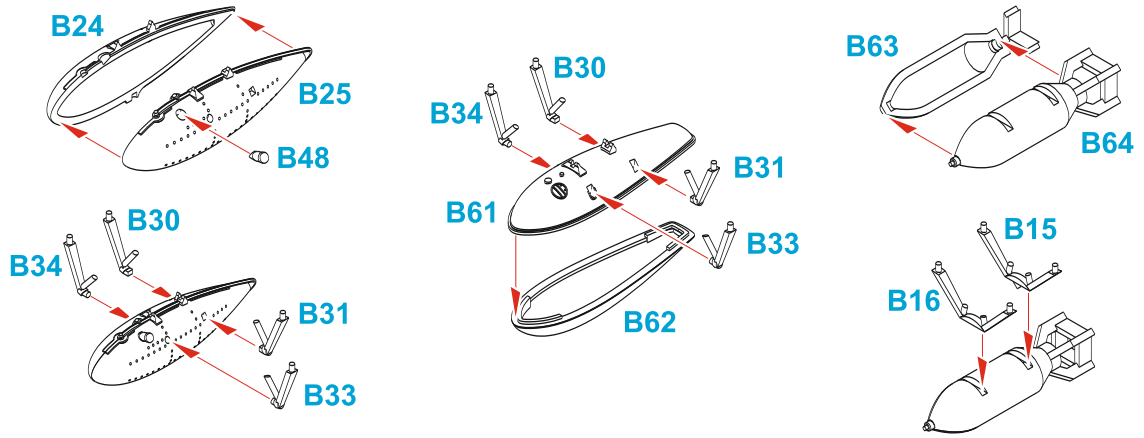


cameo A plane and pilot history

The aircraft called „Black Magic“ was first used by F/L Denis R. Baker. On June 10, 1945, he used it to shoot down a Ki-43 (the last Japanese plane downed by an RAAF pilot over New Guinea). Later this plane went to F/Sgt Leonard Victor Waters, the only Aboriginal RAAF fighter pilot in WWII. Waters, the fourth of eleven children, was originally a sheep shearer. In 1942 he was accepted into the RAAF where he trained as a mechanic. He applied for the pilot course and successfully passed No. 1 EFS and No. 5 SFTS. He also became the RAAF middleweight boxer champion. In November 1944 he was transferred to the No. 78 Sqn, RAAF. He was assigned the A29-575 plane and kept the name „Black Magic“ as he found it funny. He flew a total of 95 sorties, in January 1945 he was promoted to Warrant Officer. Len Waters left the RAAF on January 18, 1946. He wanted to start a regional airline but was unable to get the necessary finance and permits. So he went back to being a mechanic and shearer. He died on August 24, 1993, at the age of 69.

Letoun pojmenovaný 'Black Magic' používal nejprve F/L Denis R. Baker. 10. června v jeho cockpitu 1944 sestřelil Ki-43 (poslední sestřel japonského letadla pilotem RAAF na N. Guineyi). Posléze dostal tento letoun přidělen F/Sgt Leonard Victor Waters, jediný aboriginský stíhací pilot RAAF za druhé světové války. Waters, čtvrtý z jedenácti dětí, byl původně stříhačem ovcí. V roce 1942 byl přijat do RAAF a vycvičen jako mechanik. Podal si přihlášku do pilotního kursu a zdárně absolvoval No. 1 EFS a No.5 SFTS. Mimo to se stal boxerským šampionem RAAF ve střední váze. V listopadu 1944 byl přesunut k No.78 Sqn. RAAF. Byl mu přidělen stroj A29-575, jehož jméno 'Black Magic' mu přišlo zábavné a stroji jej ponechal. Do konce války odlétal 95 bojových misí, v lednu 1945 byl povýšen na Warrant Officera. Len Waters odešel z RAAF 18. ledna 1946. Pro zamýšlenou leteckou společnost nesehnal potřebná povolení a finance. Pracoval tedy znovu jako mechanik a stříhač ovcí. Zemřel 24. srpna 1993 ve věku šedesáti devíti let.

9



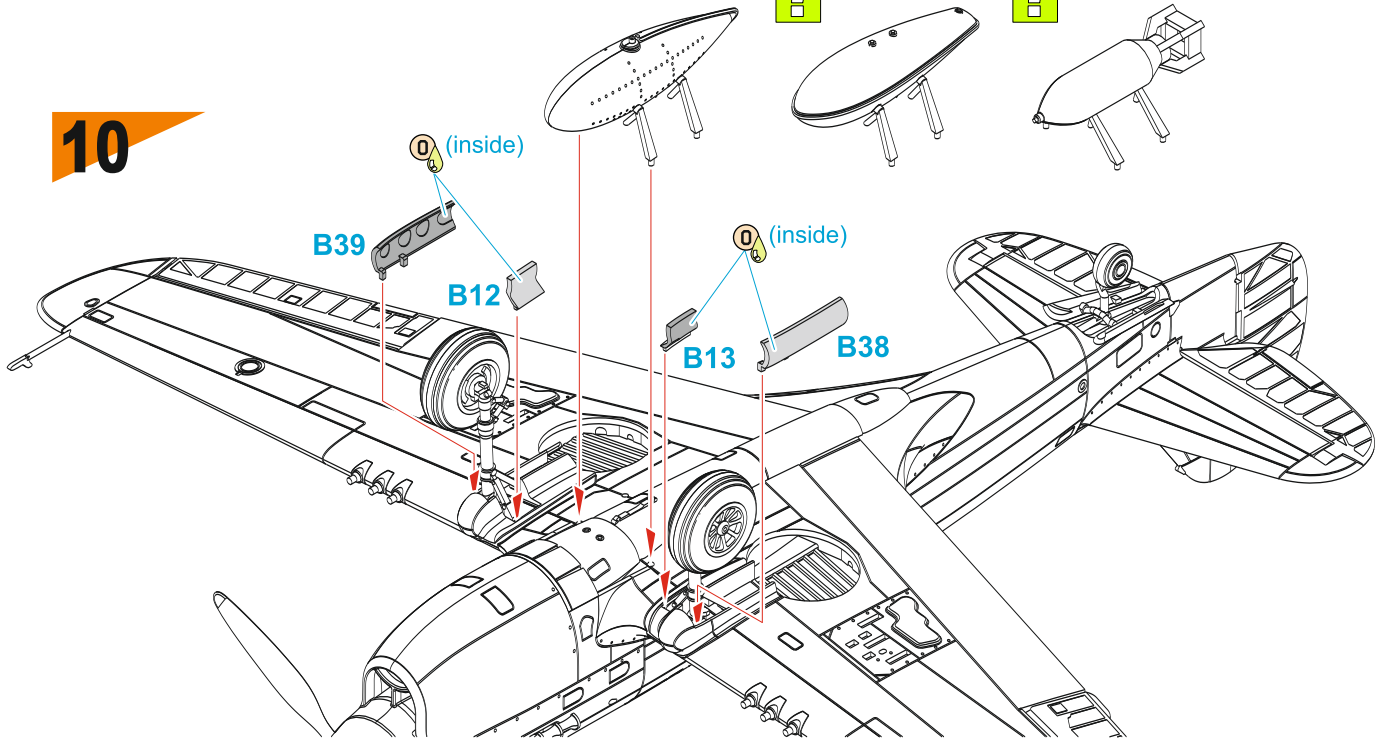
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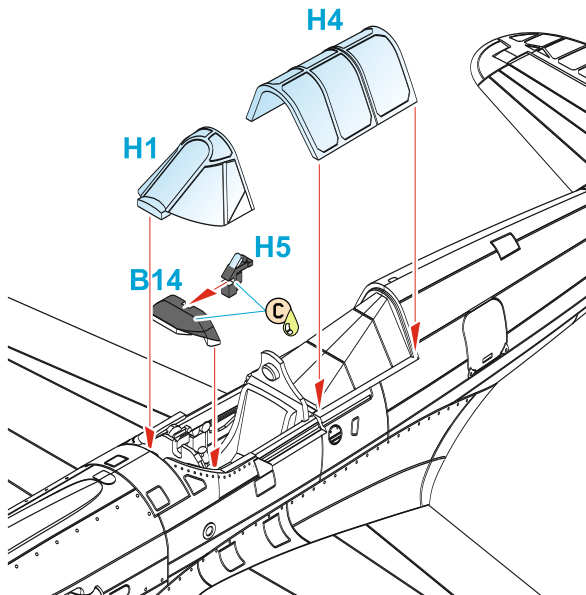
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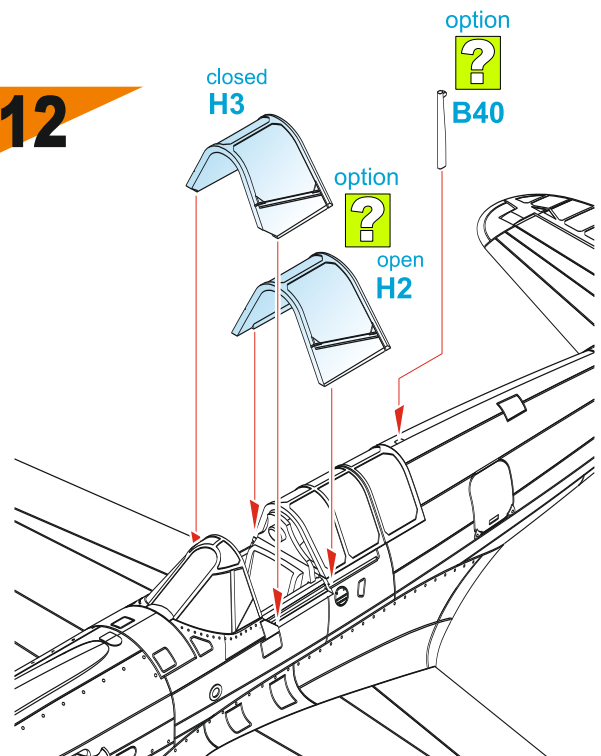
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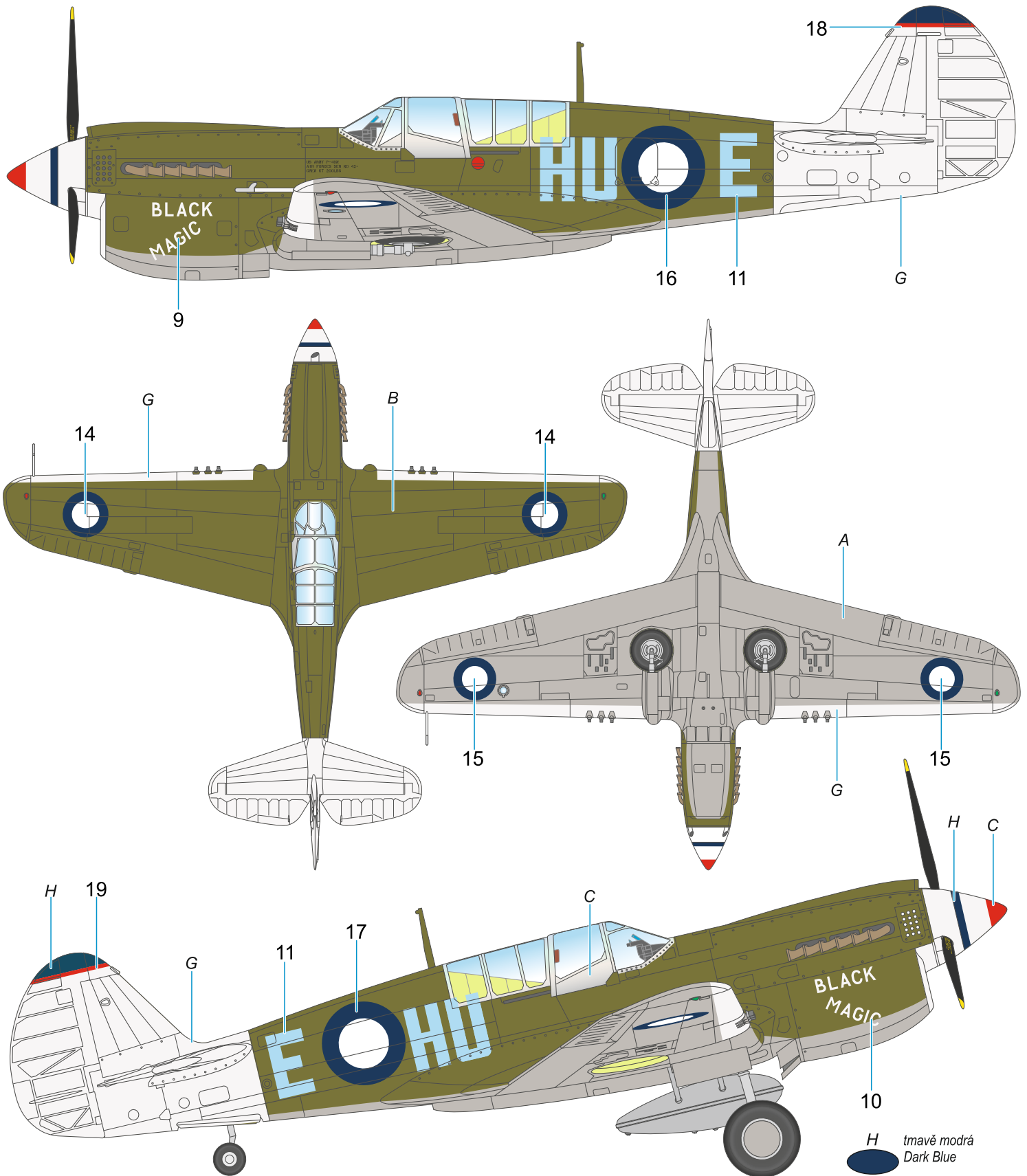
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








Kittyhawk Mk.IV (USAAF Serial 42-106386) A29-575, HU-E, No.78. Sqn. RAAF, Morotai, Dutch East Indies (Indonesia), early 1945.

Kittyhawk Mk.IV, (USAAF Serial 42-106386) A29-575, HU-E, No.78. Sqn. RAAF, Morotai, Holandská Východní Indie (Indonésie), začátek roku 1945.

CAMO. A



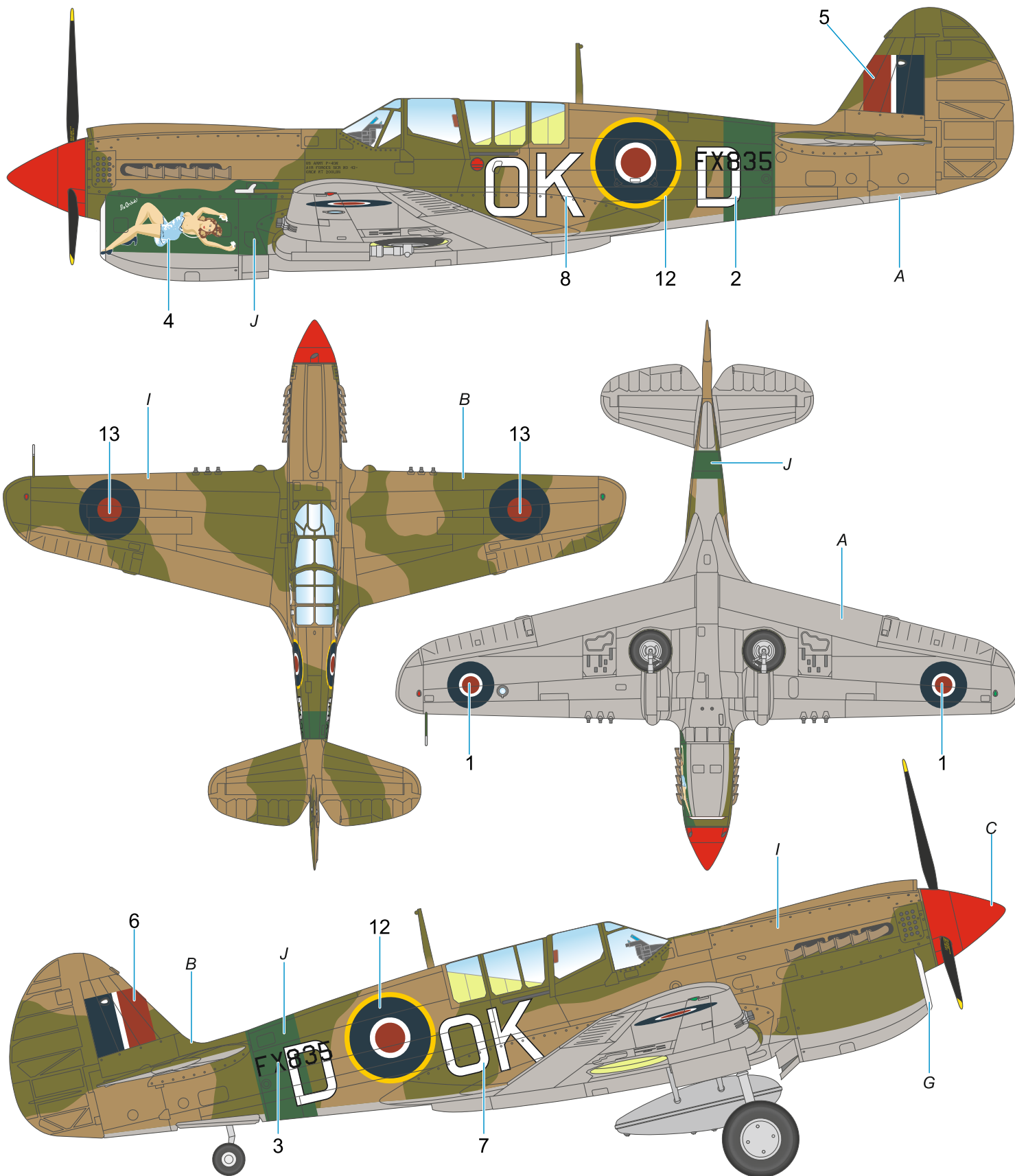
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|--|--|--|---|--|---|--|
| A  <i>neutrální šedá</i>
Neutral Gray
H53/C13 | B  <i>nevýrazná olivová</i>
Olive Drab
H52/C12 | C  <i>červená</i>
Red | D  <i>černá</i>
Black
H12/C33 | E  <i>žlutá</i>
Yellow
H329/C329 | F  <i>hliník</i>
Aluminium | G  <i>špinavě bílá</i>
Off White
H21/C69 |
|--|--|--|---|--|---|--|








- H**  *tmavě modrá*
Dark Blue

Kittyhawk Mk.IV, (USAAF Serial 43-23933) FX835, OK-D, No. 450 (RAAF) Sqn. RAF, Italy, June – November 1944.

Kittyhawk Mk.IV, (USAAF Serial 43-23933) FX835, OK-D, No. 450 (RAAF) Sqn. RAF, Itálie, červen až listopad 1944.

CAMO. B

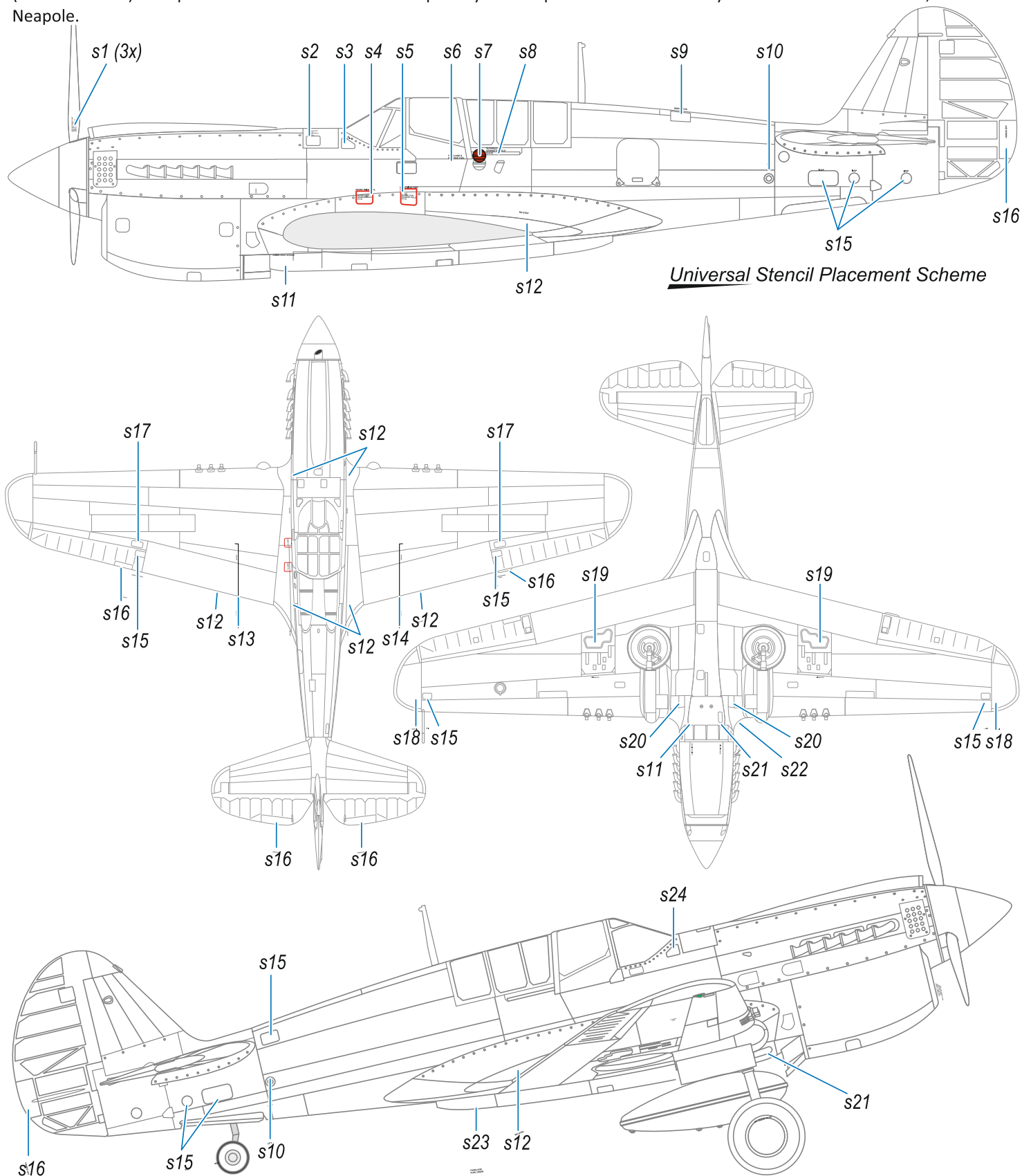


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| A  <i>neutrální šedá</i>
Neutral Gray
H53/C13 | B  <i>nevýrazná olivová</i>
Olive Drab
H52/C12 | C  <i>červená</i>
Red | D  <i>černá</i>
Black
H12/C33 | G  <i>špinavě bílá</i>
Off White
H21/C69 | I  <i>tmavá zemitá</i>
Dark Earth | J  <i>tmavá zelená</i>
Dark Green |
|--|--|--|---|--|--|--|

camo B plane and pilot history

The „D for Doris“ FX835 was mostly flown by G. H. Brian. The plane was assigned to the No. 450 Sqn. till November 1944 when it was sent to general repair. On the left side of the nose was a panel with the painting of a scantily clad young lady and the name „No Orchids“ (a reference to a popular lightly erotic novel). Unlike the FX835, No.450 Sqn kept this panel and it later appeared on other Kittyhawks Mk.IV marked OK-D (FT881 and FX799). After repairs the FX835 returned to No.450 Sqn and it was destroyed during an air colision with the Kittyhawk FX672 over Gaudo, north of Naples.

Do cockpitu 'D jako Doris' FX835 usedal nejčastěji G.H. Brian. Letoun byl používán No.450 Sqn. do listopadu 1944, kdy byl odeslán do generální opravy. Na levé straně přídě nesl panel s kresbou polonahé slečny a jménem No Orchids (odkaz na tehdy velmi populární lehce erotický román). Na rozdíl od FX835 tento panel u No.450 Sqn. zůstal a postupně se objevil na dalších Kittyhawcích Mk.IV s označením OK-D (FT881 a FX799). Po opravě se FX835 vrátil k No.450 Sqn. a byl zničen při vzdušné kolizi s Kittyhawkem FX672 nad Gaudo, severně od Neapole.



1/72 SH72368



Fairey Fulmar Mk.II/NF Mk.II

1/72 SH72408



Fairey Barracuda Mk.III 'ASV Mk.XI Radar'

1/72 SH72408



Short Sunderland Mk.I/II 'The Flying Porcupine'

1/72 SH72472

New range of outstanding
Bf 109E kits in 1/72 scale

Messerschmitt Bf 109E-1

‘Lighty-Armed Emil’

**Special
MASK**

M72009 Messerschmitt
Bf 109E-4/7 Mask

M72010 Messerschmitt
Bf 109E-1/3 Mask

Messerschmitt Bf 109E

‘Slovak and Rumanian Aces’

Messerschmitt Bf 109E-1/B

‘Hit and Run Raiders’

Messerschmitt Bf 109E CMK RESIN SETS for Special Hobby kits



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



7461
ESK 2000 B
German WWII
Gun Camera



Q72390
Bf 109E
Exhausts



7458
Bf 109E
FuG VII Radio
Equipment



Q72384
Bf 109E
Wheels



Q72391
Bf 109E
Tailwheel with
Strengthened
Leg



7460
Bf 109E-1/5
Wing
Machine
Guns



Q72389
Bf 109E
Detailed
Propeller
Spinner



F72369
Bf 109E Ace
A. Galland and
Mechanic

**special
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1/72
SH72382

P-40M Warhawk / Kittyhawk Mk.III



1/72
SH72338

P-40E Warhawk 'Claws and Teeth'

Special MASK

M72015 P-40E/K/Kittyhawk Mk.Ia/Mk.III Mask

M72016 P-40N/Kittyhawk Mk.IV Mask

M72026 P-40M Warhawk/Kittyhawk Mk.III Mask

P-40 Warhawk **CMK RESIN 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	 Q72295 P-40 Wheels Diamond Tread	 Q72296 P-40 Wheels Block Tread
 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)	 Q72297 P-40 Wheels Cross Tread	 Q72298 P-40 Wheels Diamond and Hole Tread
 7386 P-40 Control Surfaces	 7389 P-40E/K/M/N Armament Set		 F72344 RAF Pilot Sitting in Cockpit with Monkey + 2 Mechanics, Western Desert		
 7387 P-40 Undercarriage Set	 7388 P-40 Engine Set	 7390 P-40N Engine Set			