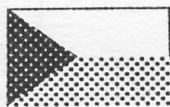
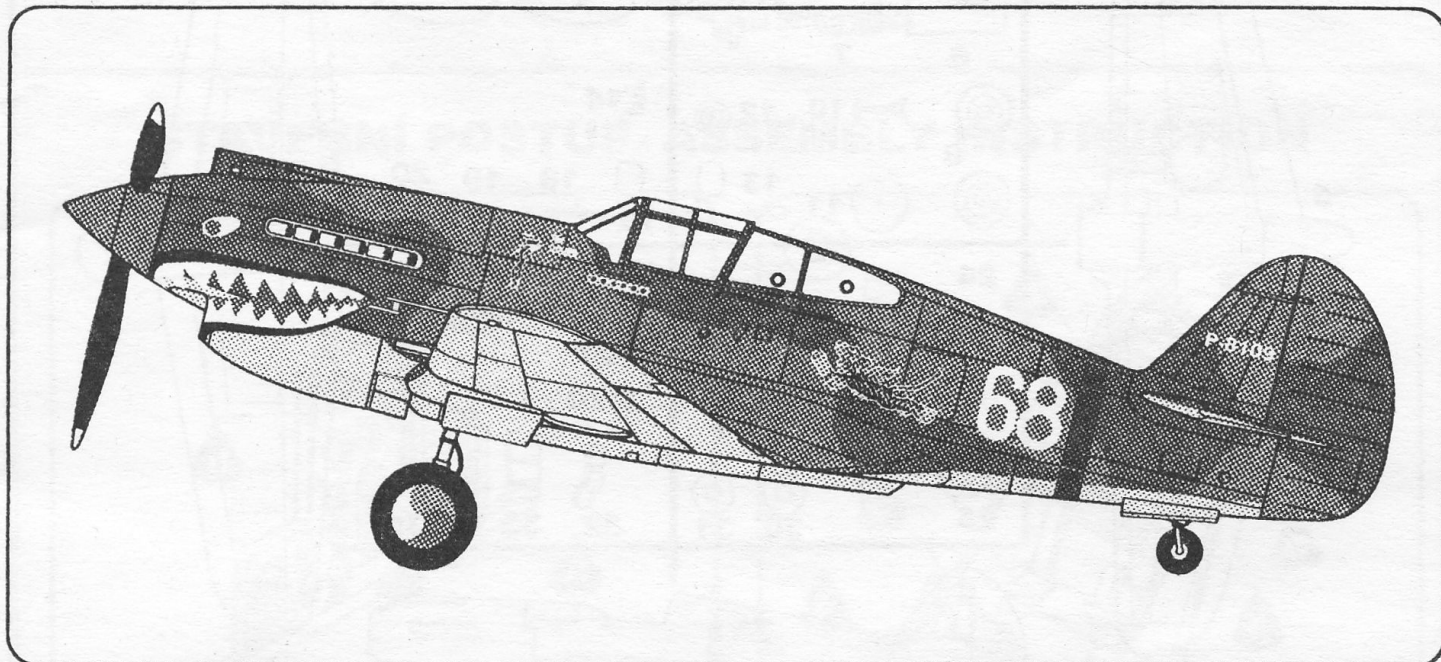




PLASTIKOVÁ STAVEBNICE V MĚŘÍTKU 1:72

Curtiss Hawk 81A (P-40 early)



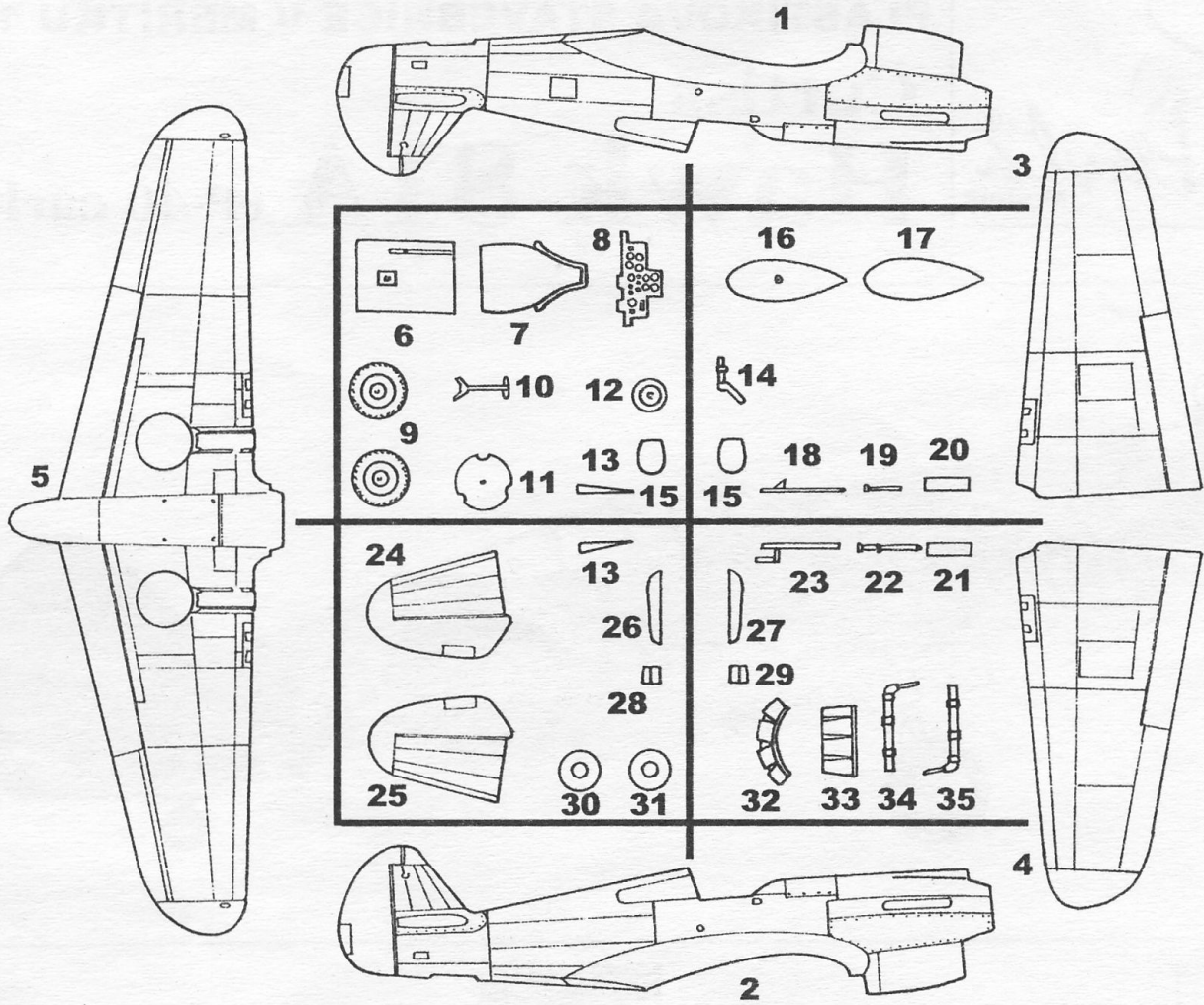
Snaha po zlepšení výkonů americkým letectvem objednaných stíhaček typu P-36 vedla Curtiss Aeroplane k experimentům s novým, výkonným řadovým motorem Allison V-1710. První pokus s prototypem XP-37 s motorem V-1710-11 s turbosoustavou nevedl k žádanému cíli a proto byl v létě 1938 předložen nový projekt spojující motor- V-1710-19 s jednostupňovým mechanickým kompresorem s drakem P-36. Prototyp označený XP-40 byl zalétnut v říjnu 1938 a po úpravách a aerodynamickém vyčištění dosáhl nejvyšší rychlosti 589 km.h⁻¹. To rozhodlo a Curtiss získal velkou objednávku na 524 sériových strojů. Nové P-40 CU měly být vyzbrojeny dvojicí synchronizovaných kulometů ráže 12,7 nad motorem a dvěma ráže 7,62 (bez synchronizace) v křídle. USAAC převzalo 199 exemplářů, 140 letadel s označením H-81A-1 původně objednaných Francií, bylo postoupeno Britům, v RAF byly známy jako Tomahawk Mk.IA a IB. Dalších 240 strojů verze H-81A-2 bylo vyrobeno s pancéřování pilotovy sedačky, neprůstředním čelním sklem, ochrannými obaly palivových nádrží, pumovými závěsníky a 4 kulomety v křídle. S označením P-40B byly zařazeny do USAAC, v RAF nosily bojové jméno Tomahawk Mk.IIA. Poslední verze H-81A-3 měla montáží přídavné palivové nádrže pod trupem prodloužený dolet a pro USAAC (jako P-40C) a RAF (Tomahawk Mk.IIB) ji bylo vyrobeno 930 kusů. Britové část svých Tomahawků předali letectvu Ruska, Turecka, Jižní Afriky a Austrálie, 100 letounů bylo odesláno do Barmy, kde jimi byla vyzbrojena americká dobrovolnická jednotka (AVG) v letectvu Číny.

Effort to power improvement of the P-36A fighter ordered by the U.S. Army Air Corps resulted in testing a new powerful Allison V-1710 in-line engine at the Curtiss Aeroplane. The first attempt with the XP-37 prototype powered by the V-1710-11 turbo-supercharged engine did not result in required objective and therefore in Summer 1938 the new project was submitted joining the V-1710-19 with one stage supercharger with the P-36 airframe. The XP-40 marked prototype performed its maiden flight in October 1938 and following some modifications and aerodynamic purifications, it gained the highest airspeed 589 km.h⁻¹. It decided, and Curtiss obtained the great order for 524 series aircraft. The new P-40 had have an armament of two synchronized machine guns above the engine and two others in a wing. The USAAC took 199 machines over, 140 aircraft marked as H-81A-1 intended originally to France were transferred to Britain, in RAF they were known as the Tomahawk Mk.IA and IB. Other 240 machines of the H-81A-2 version were manufactured with an armoured pilot seat, a bulletproof windshield, safety jackets of fuel tanks, four machine guns in the wing and bomb pylon. In the USAAC the were marked as the P-40B, in the RAF they wore a combat name Tomahawk Mk.IIA. The H-81A-3 versions with range extended by an additional fuel tank installed below the fuselage were manufactured in number of 930 pieces for the USAAC (P-40C) and for the RAF (Tomahawk Mk.IIB) as well. The British people cedet a part of their Tomahawks to the air forces of Russia, South Africa, Australia and Turkey, 100 pieces were transferred to Burma, where they were flown by the AVG, a famous volunteers unit in the China Air Force.

Technická data a výkony P-40C
Rozpětí.....11,38 m
Délka..... 9,67 m
Nosná plocha..... 21,92 m²
Max. rychlost.....555 km.h⁻¹
Dostup.....8 991 m
Dolet.....1 175 km

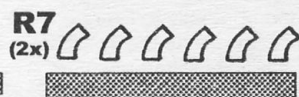
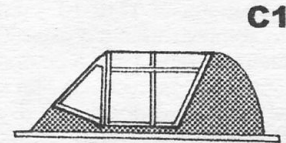
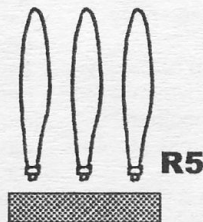
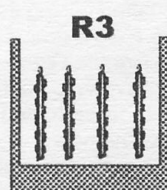
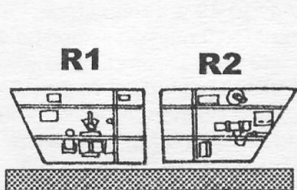
Technical specification and performances of the P-40C
Wingspan.....11,38 m
Length..... 9,67 m
Wing area.....21,92 m²
Max. airspeed.....555 km.h⁻¹
Ceiling.....8,991 m
Range.....1,175 km

KUSOVNÍK A ZNAČENÍ DÍLŮ · NUMBERS OF PARTS



Resinové díly/Resin parts

Průhledné díly/Clear parts



FILM



Vyvrtnat
Open hole



Cyanacrylate



Odříznout
Remove



Zasklení
Clear fix



Zhotovit nově
To make new



Nelepit
Do not cement



Volba
Options



Zeslabit
Reduce



Přehnout
To bend



Barva
Colour



Obtisk
Decal

KUSOVNÍK A ZNAČENÍ DÍLŮ · NUMBERS OF PARTS

A Zelená
ANA 611
Interior Green
Hu 158/Ag A12

B Matná černá
Matt Black
Hu 33/Ag 07

C Rezavá
Rust
Hu 113/Ag 29

D Plátno
Linen
Hu 74/Ag 27

E Černošedá
Tyres Black
Hu 85/Ag 36

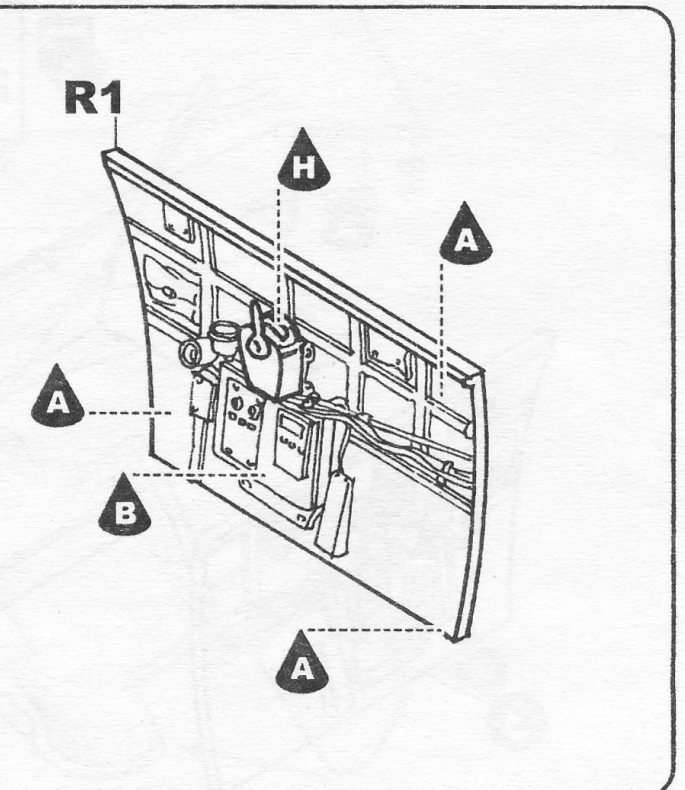
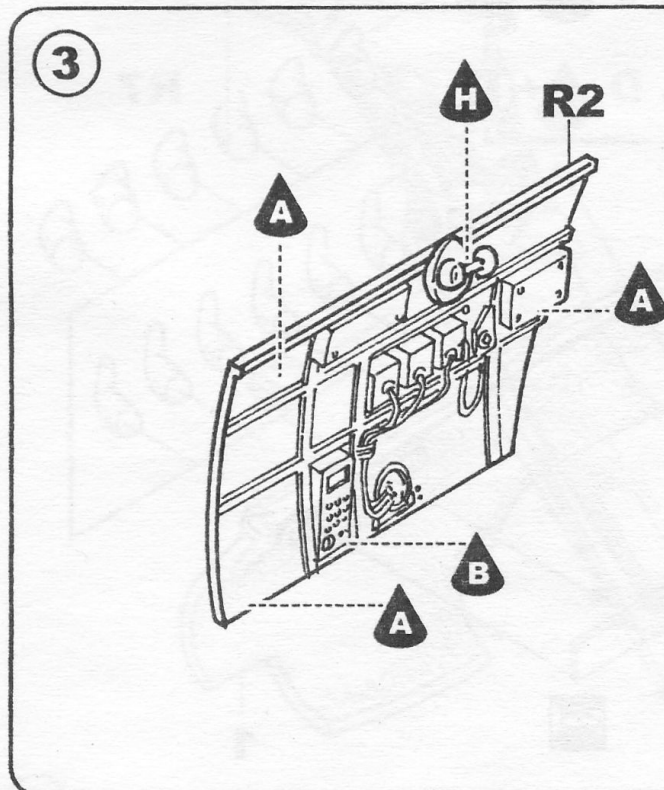
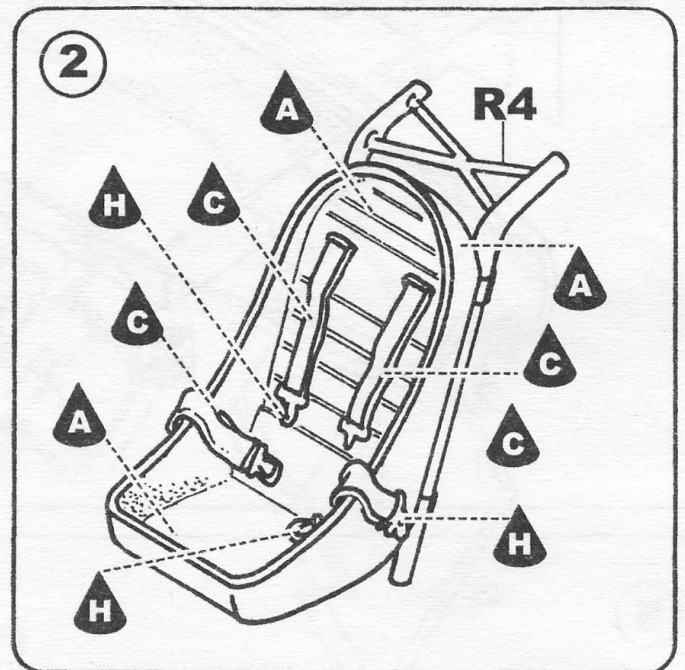
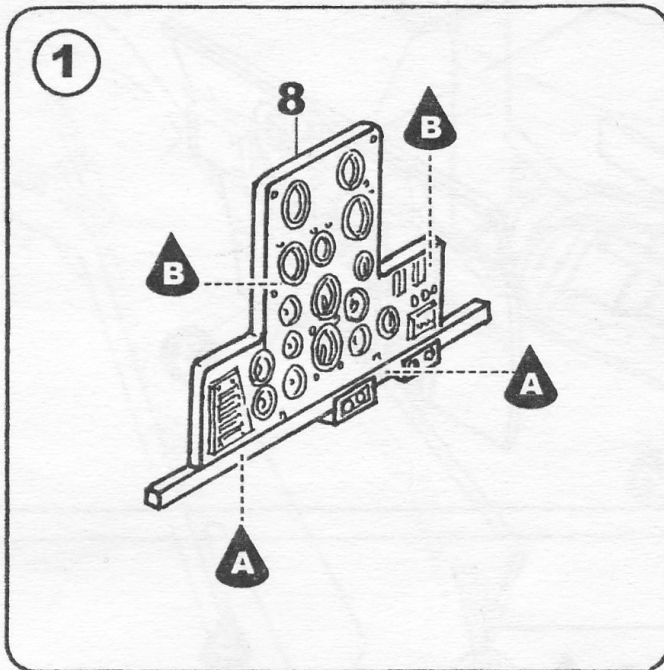
F Barva hlavní
Gunmetal
Hu 53/Ag 32 Me

G Žlutozelená
Zinc Chromate
Hu 81/Ag A11

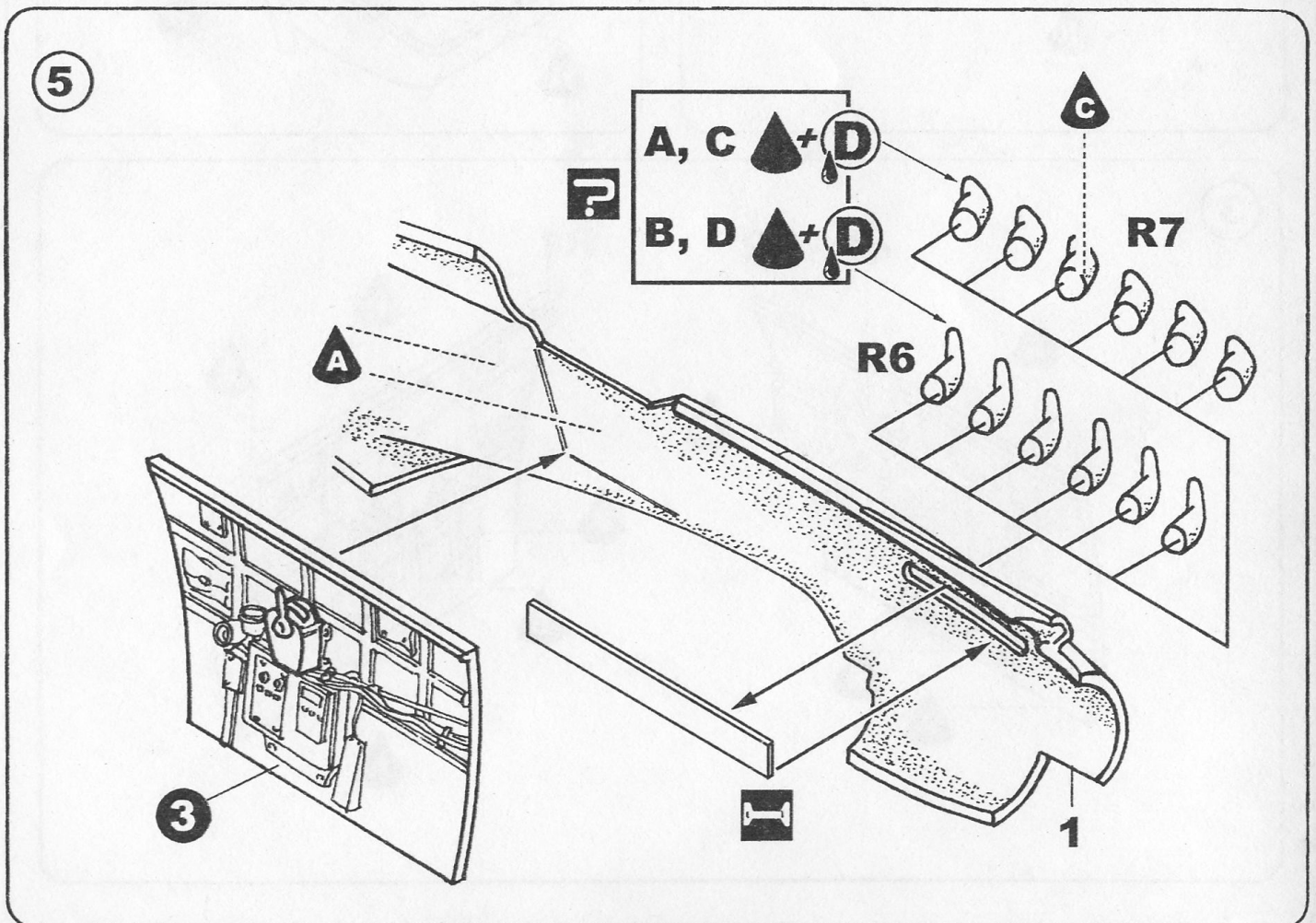
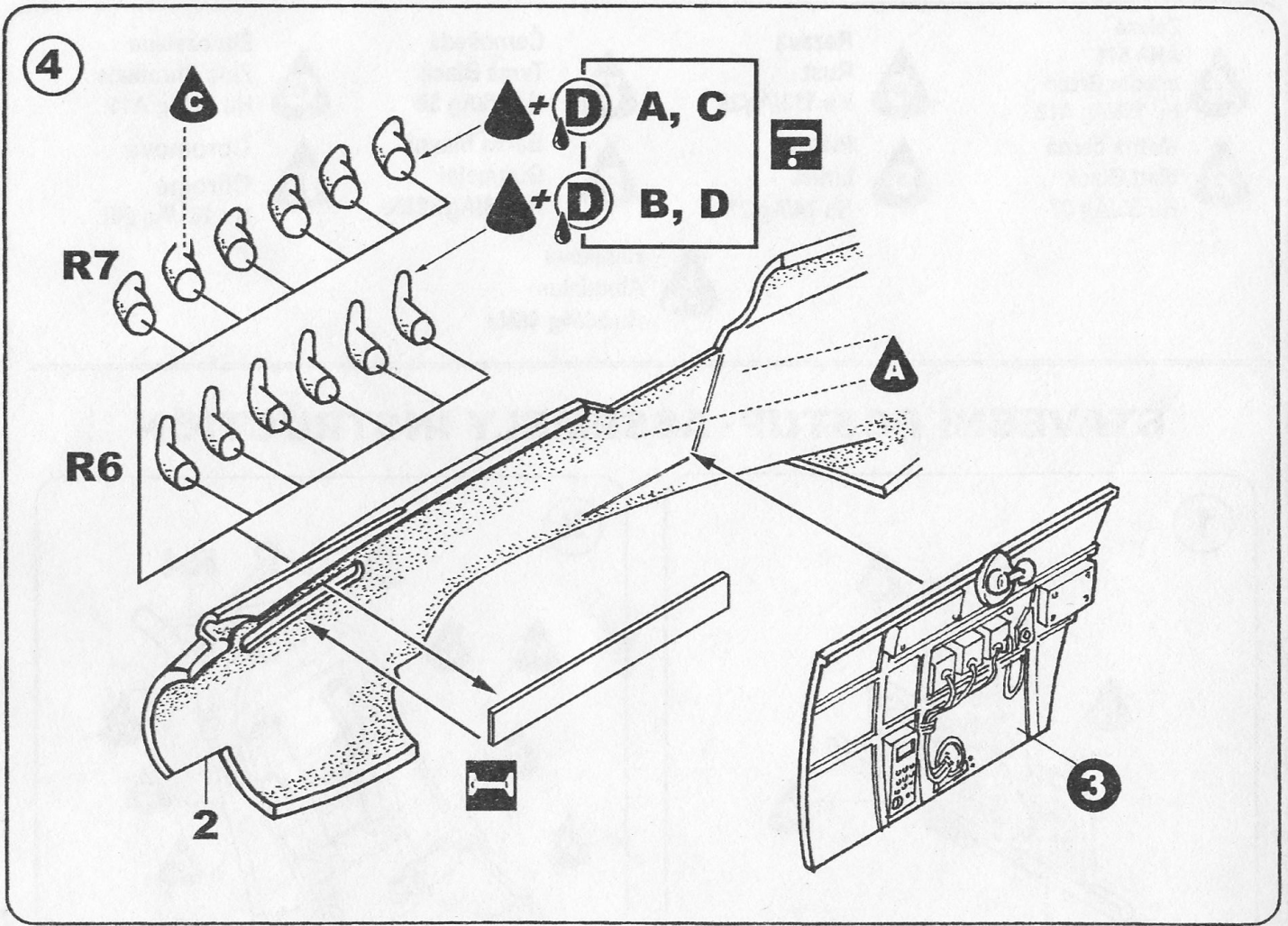
H Chromová
Chrome
Hu 191/Ag 08L

I Hliníková
Aluminium
Hu 56/Ag 46Me

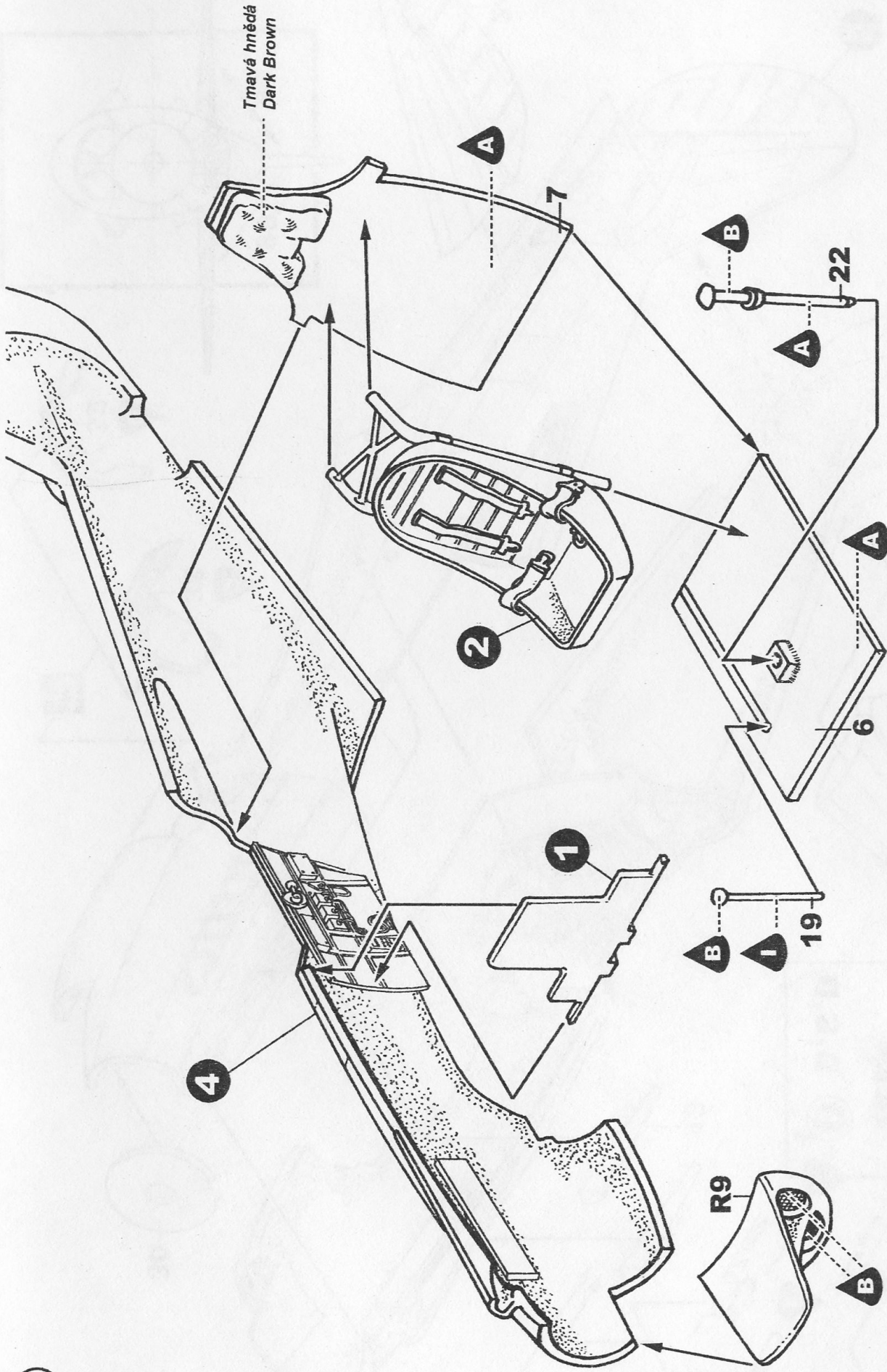
STAVEBNÍ POSTUP · ASSEMBLY INSTRUCTION



STAVEBNÍ POSTUP · ASSEMBLY INSTRUCTION



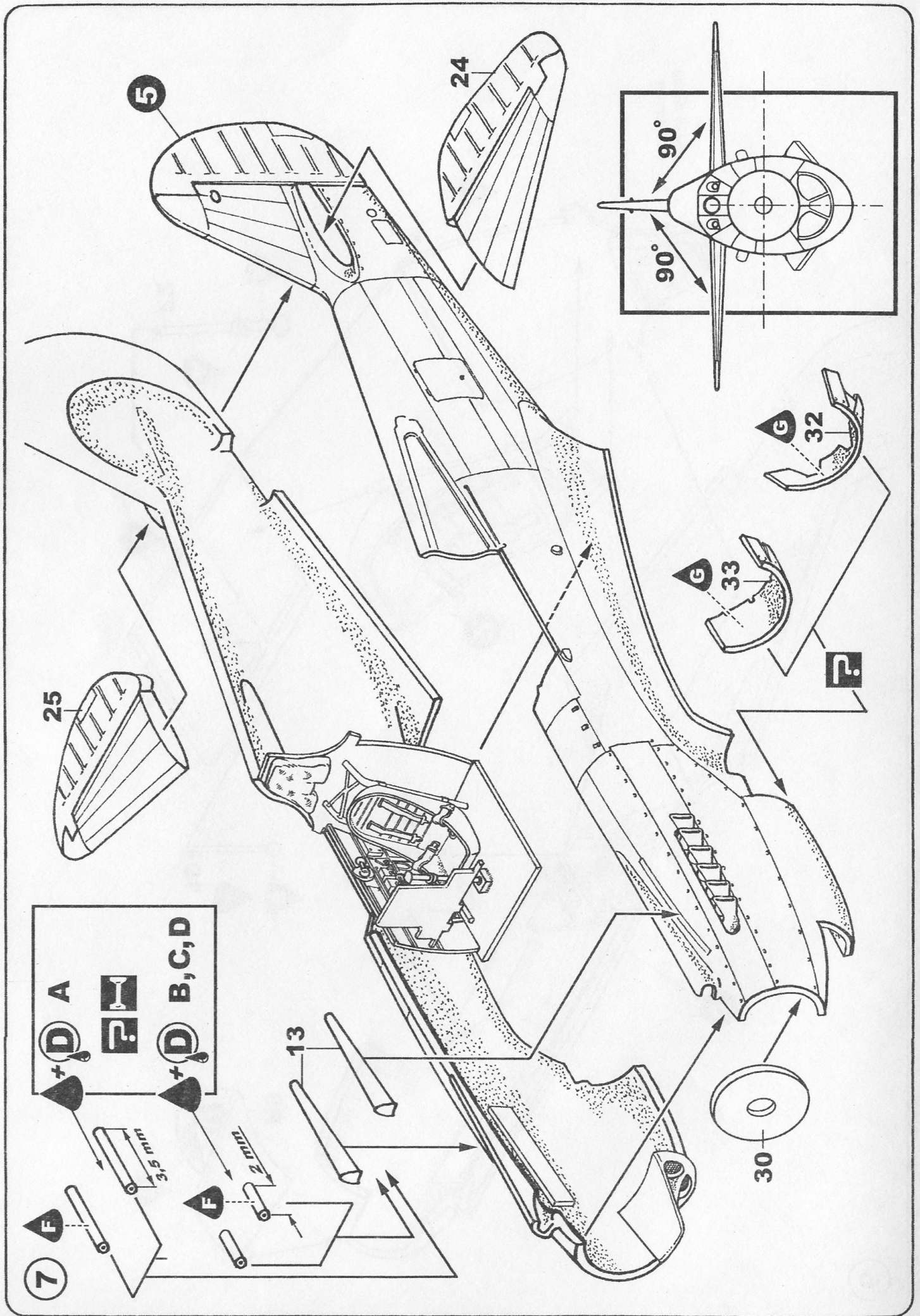
STAVEBNÍ POSTUP · ASSEMBLY INSTRUCTION



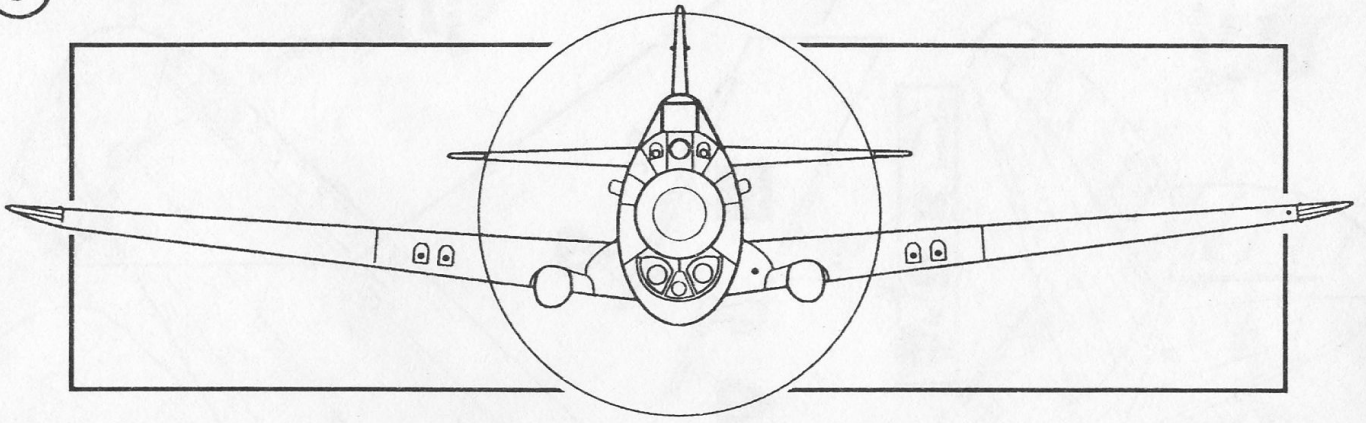
6

5

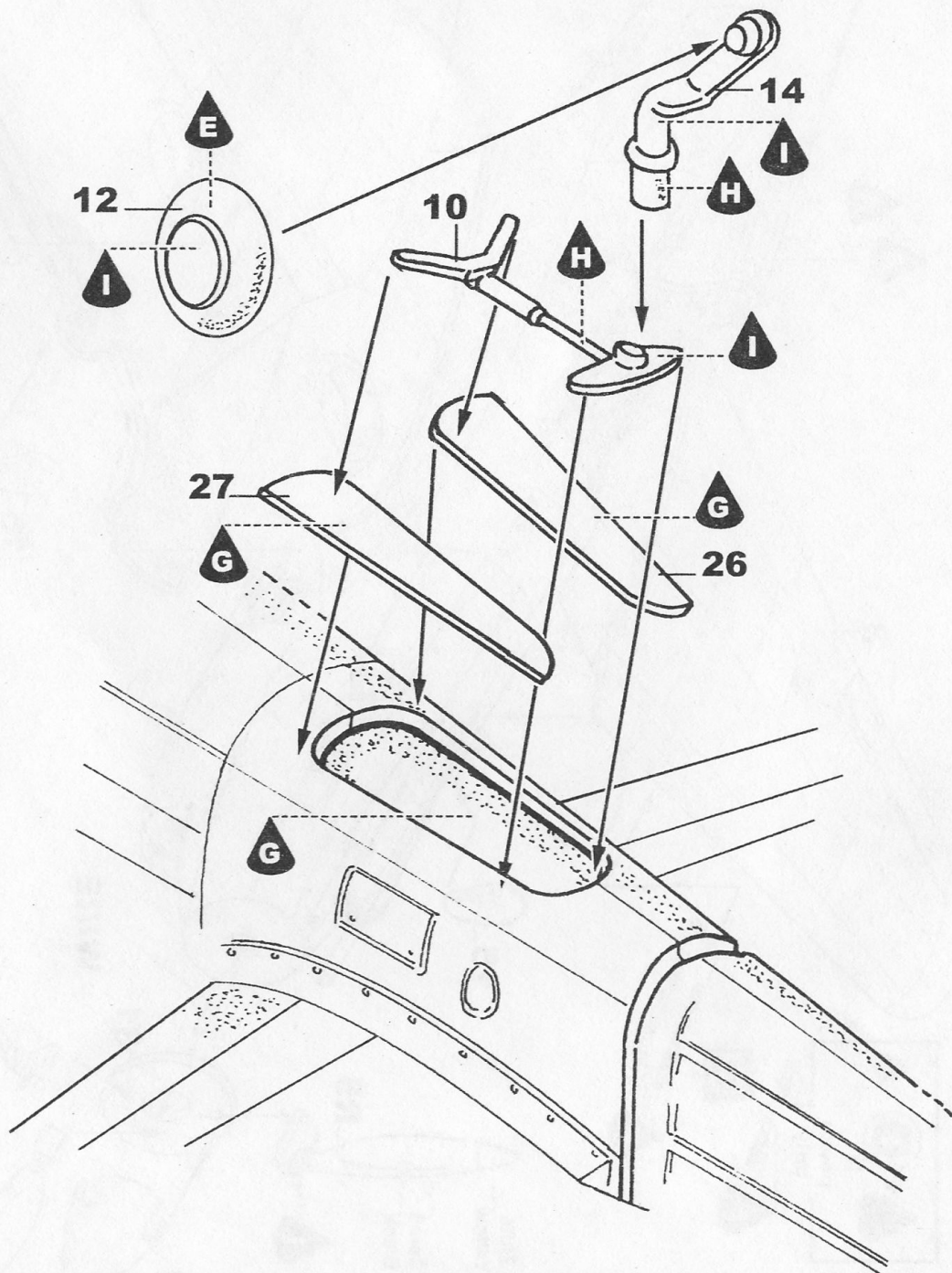
STAVEBNÍ POSTUP · ASSEMBLY INSTRUCTION



9 INFO VIEW

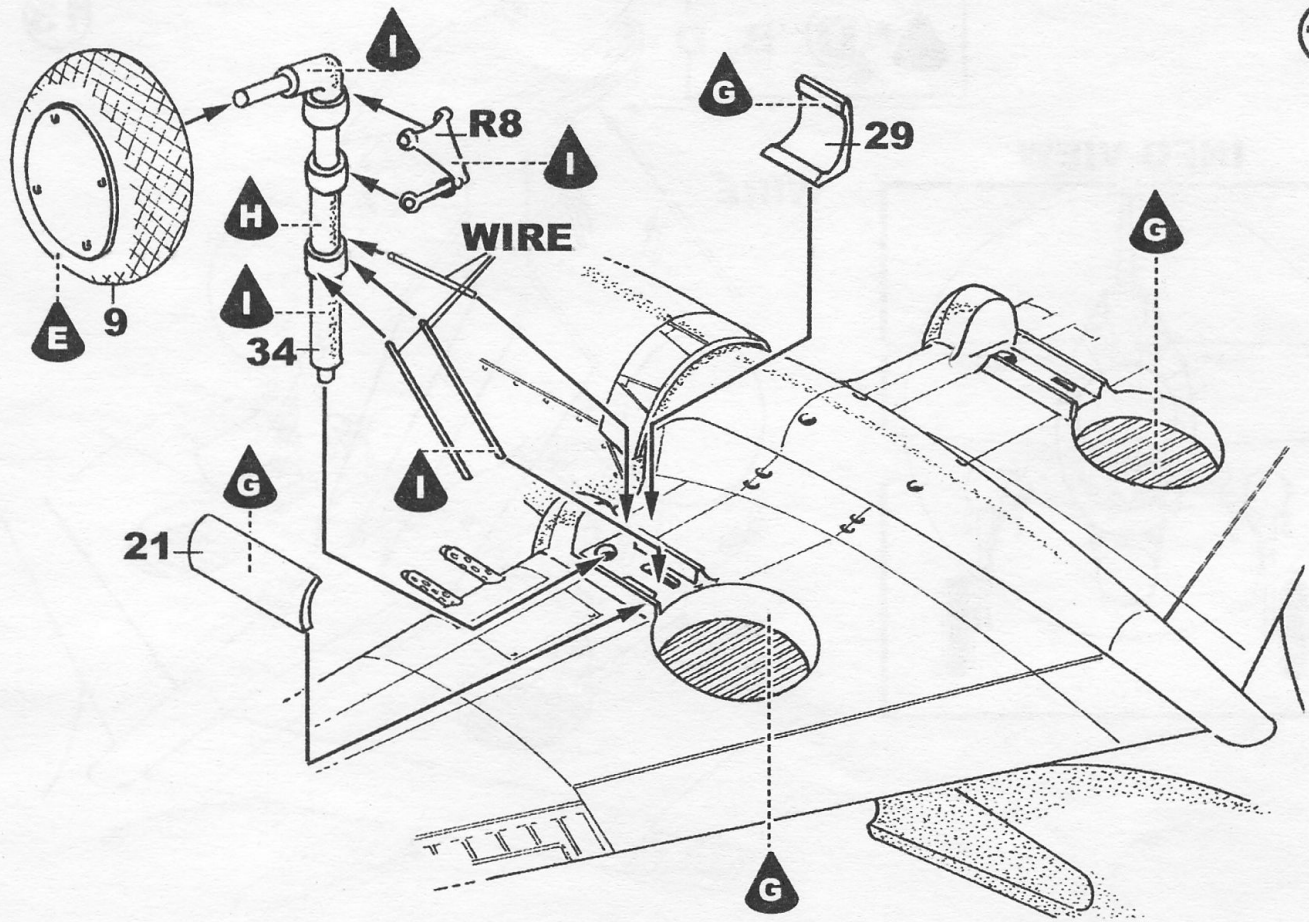


10

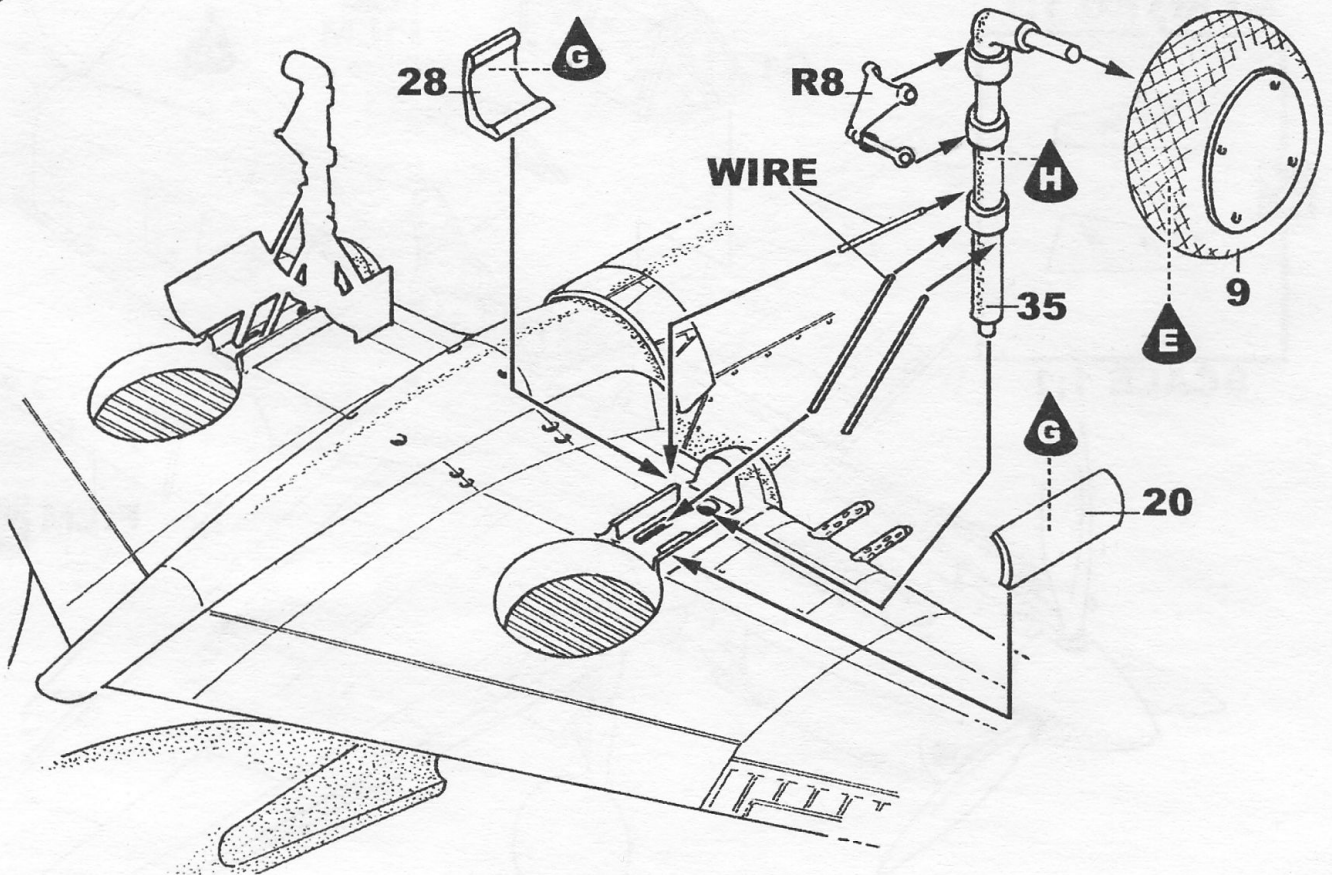


STAVEBNÍ POSTUP · ASSEMBLY INSTRUCTION

11



12

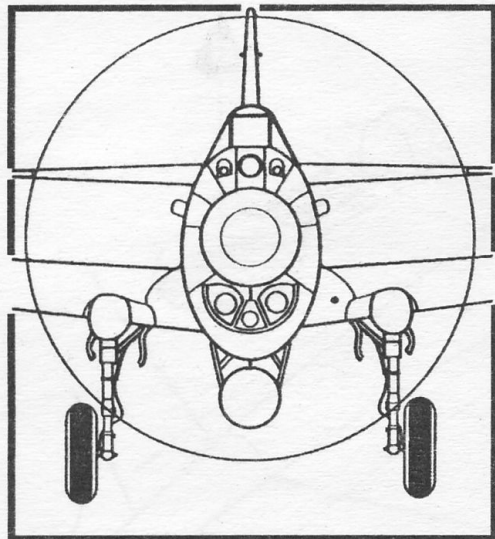


STAVEBNÍ POSTUP · ASSEMBLY INSTRUCTION

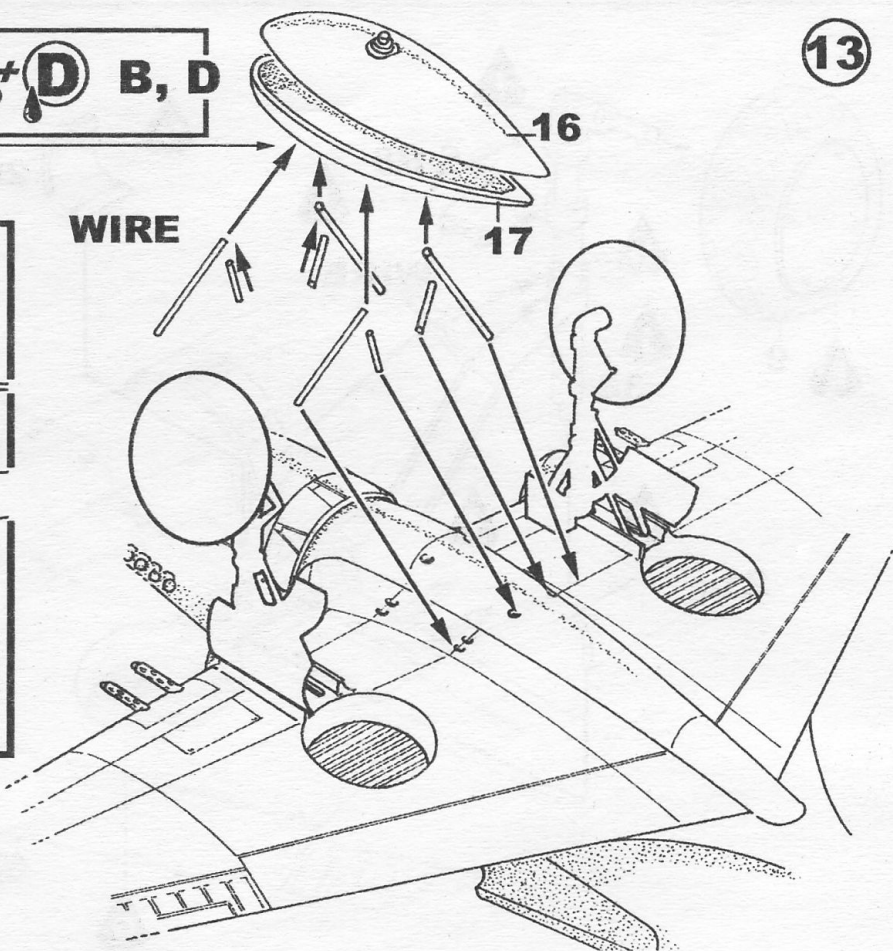
13



INFO VIEW

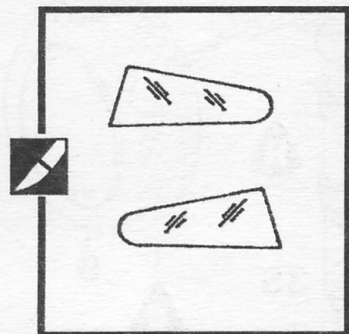


WIRE

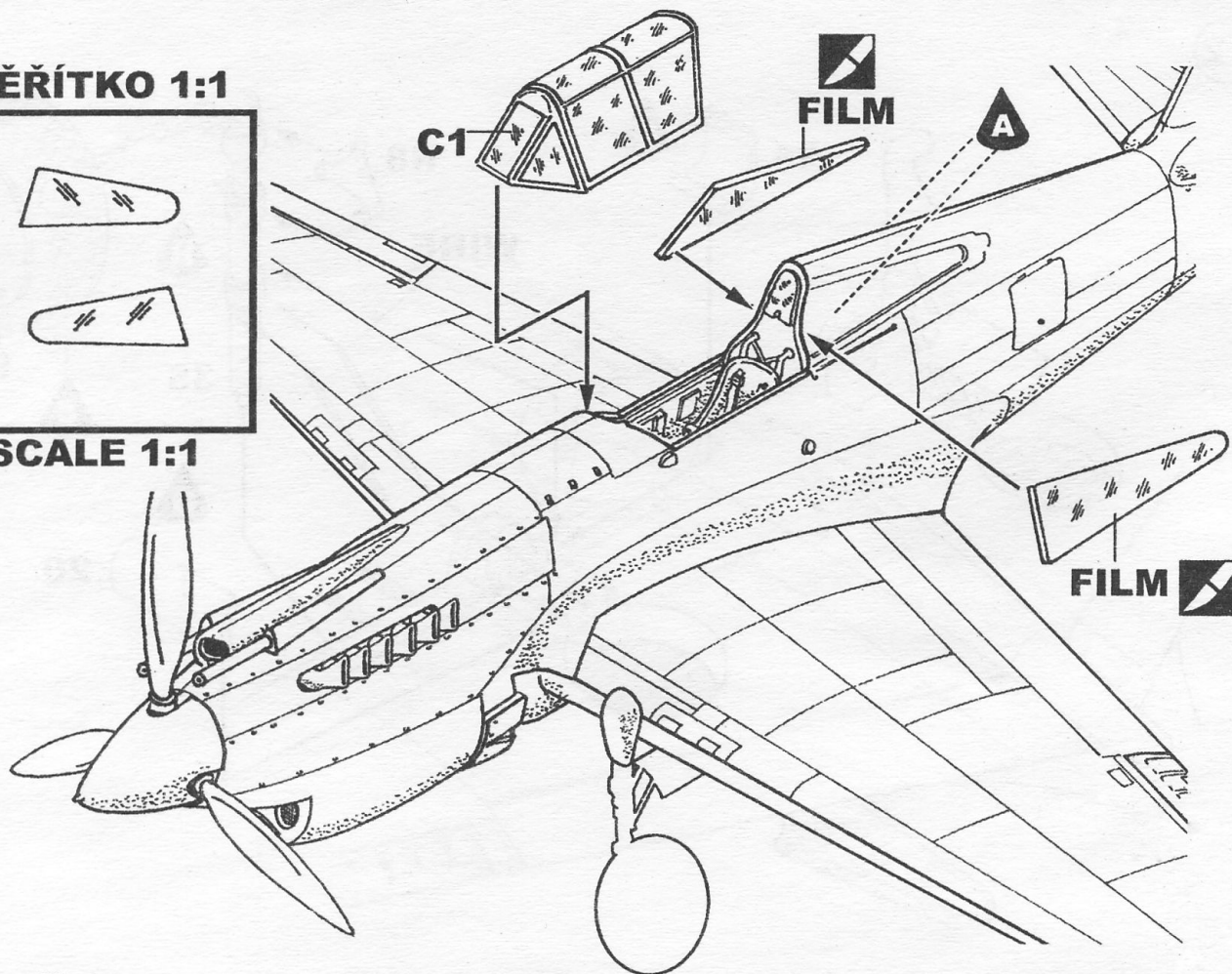


14

MĚŘÍTKO 1:1



SCALE 1:1

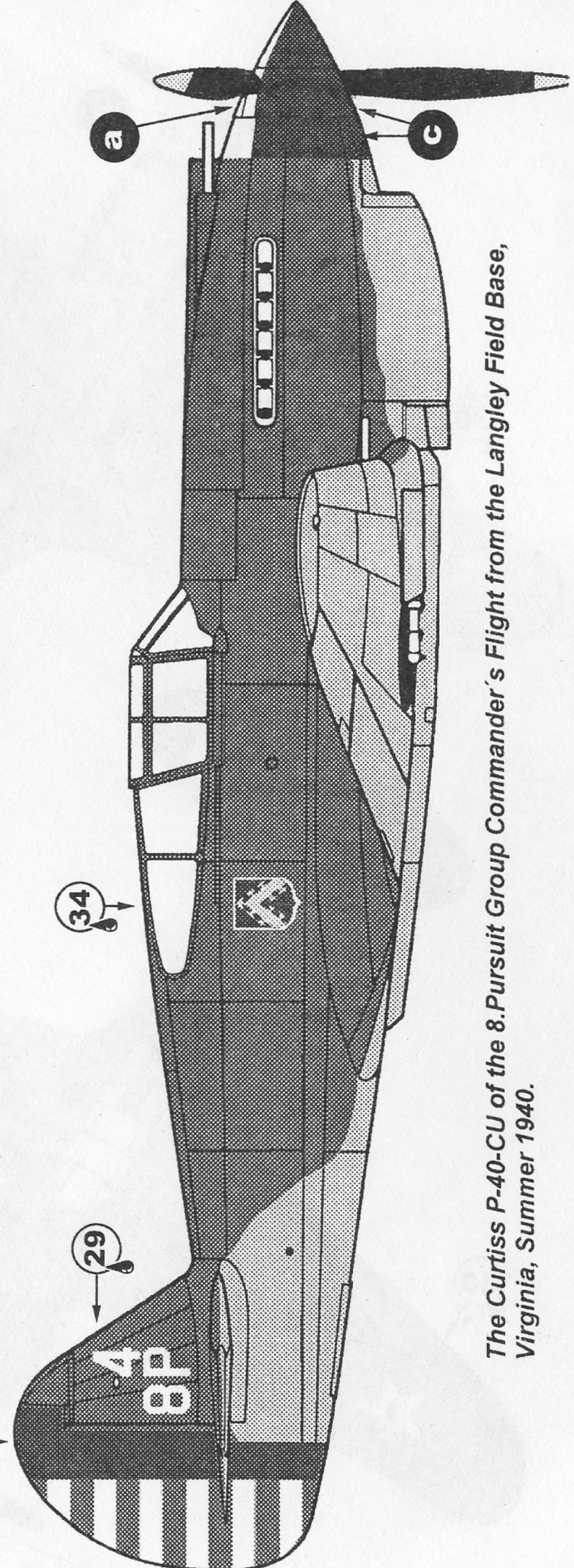
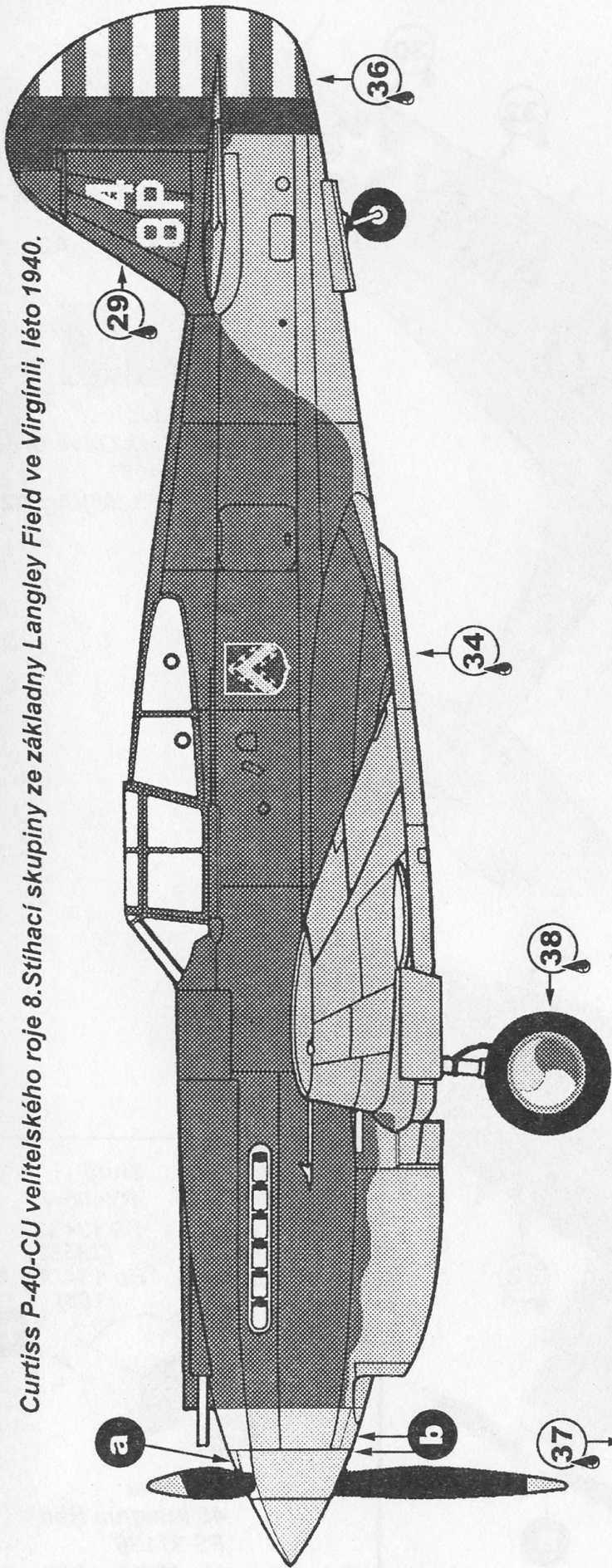


Curtiss P-40-CU

(Reference: Robert D. Archer - The official Monogram US Army Air Service & Air Corps aircraft color guide, Vol 1, 1908-1921, Bert Kinzey - P-40 Warhawk in detail, Vol 61 Part 1 Y1P-36 through P-40C)

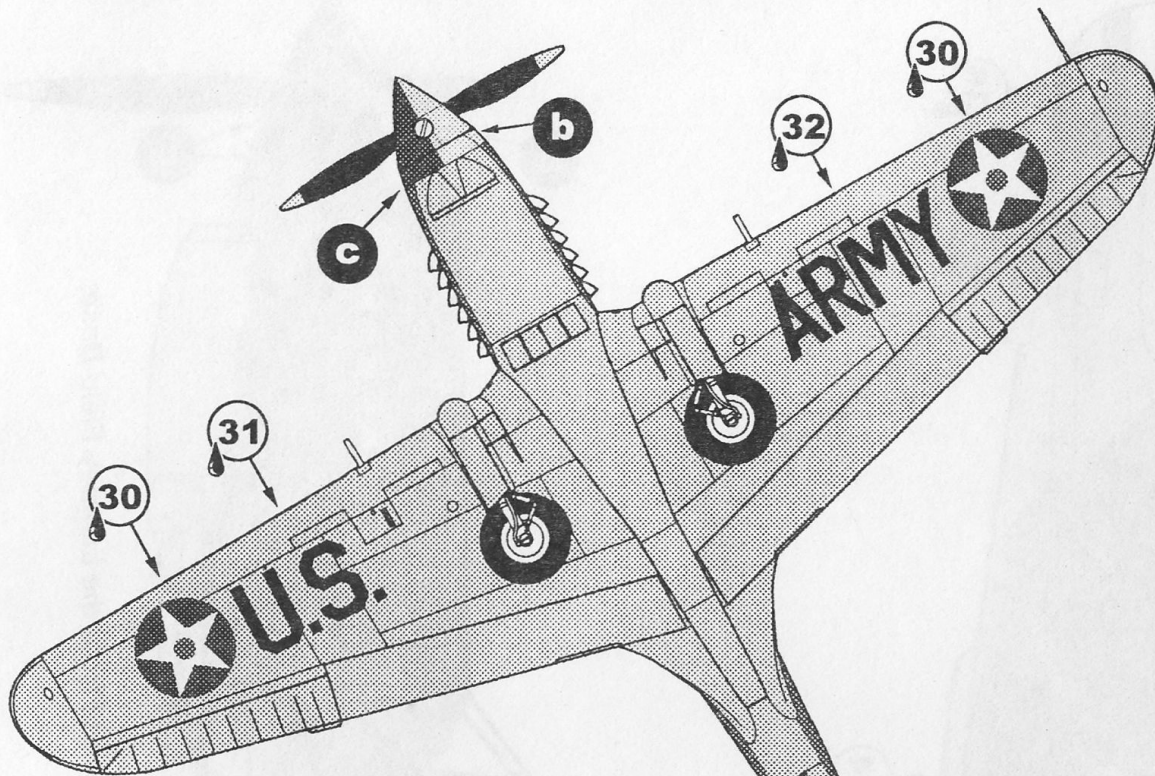


Curtiss P-40-CU veliteľského roje 8. Stíhací skupiny ze základny Langley Field ve Virginii, léto 1940.

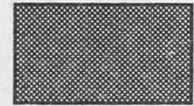


The Curtiss P-40-CU of the 8. Pursuit Group Commander's Flight from the Langley Field Base, Virginia, Summer 1940.

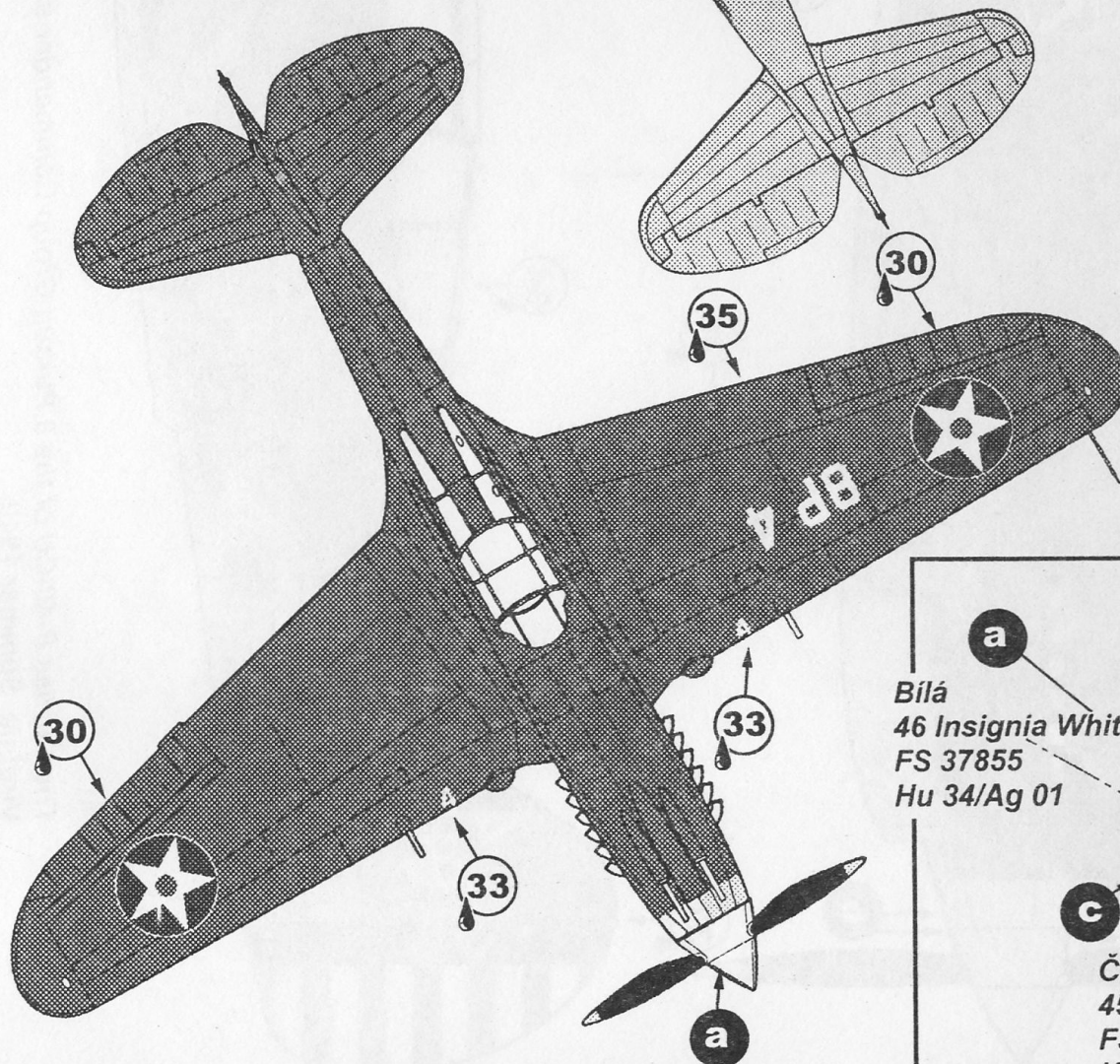
Curtiss P-40-CU



Neutrální šedá
43 Neutral Gray
FS 36173
Hu 176/Ag A3



Olivová
41 Dark Olive Drab
FS 34087
Hu 155 (66)/Ag A2



Žlutá
4 Yellow
FS 13432
(33538)
Hu 154/Ag A48
(188)

Bílá
46 Insignia White
FS 37855
Hu 34/Ag 01

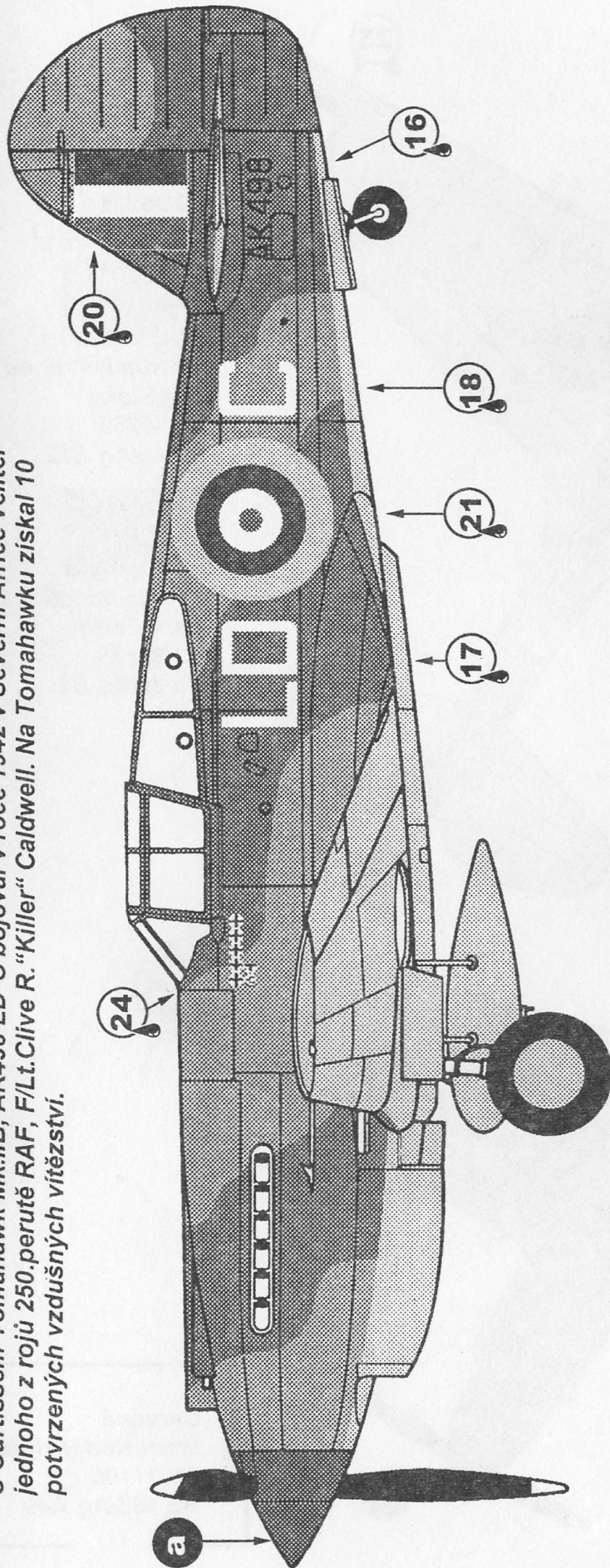
Červená
45 Insignia Red
FS 31136
Hu 153/Ag A49

Curtiss Tomahawk Mk.IIB

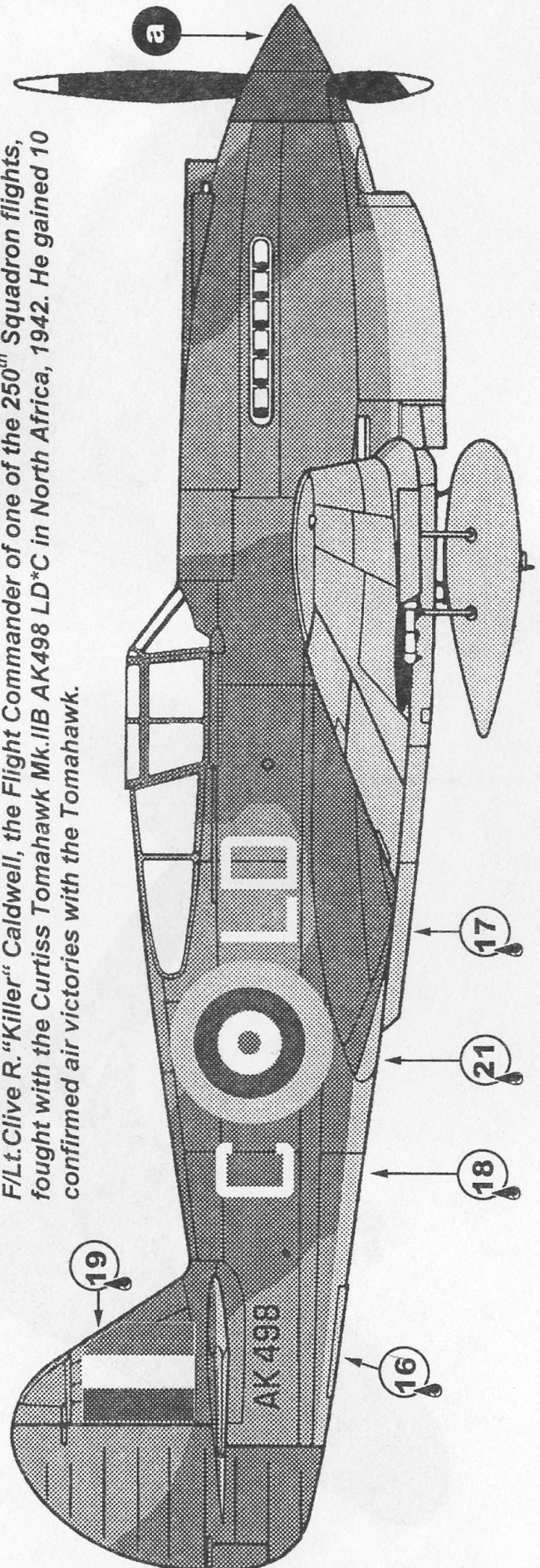
Reference: Marek Rys, Curtiss P-40 cz.1, Ernest R.McDowell, Curtiss P-40 in action)



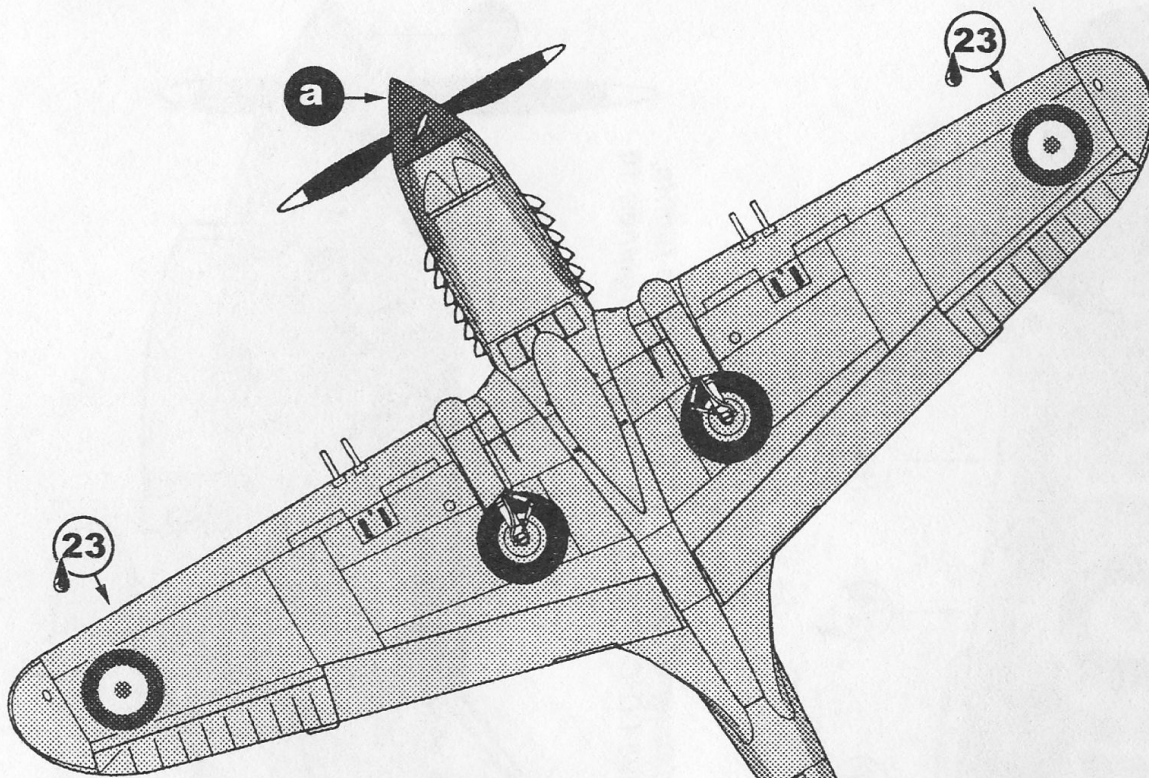
S Curtissem Tomahawk Mk.IIB, AK498 LD*C bojoval v roce 1942 v Severní Africe velitel jednoho z rojů 250.perutě RAF, F/Lt.Clive R. "Killer" Caldwell. Na Tomahawku získal 10 potvrzených vzdušných vítězství.



F/Lt.Clive R. "Killer" Caldwell, the Flight Commander of one of the 250th Squadron flights, fought with the Curtiss Tomahawk Mk.IIB AK498 LD*C in North Africa, 1942. He gained 10 confirmed air victories with the Tomahawk.



Curtiss Tomahawk Mk.IIB



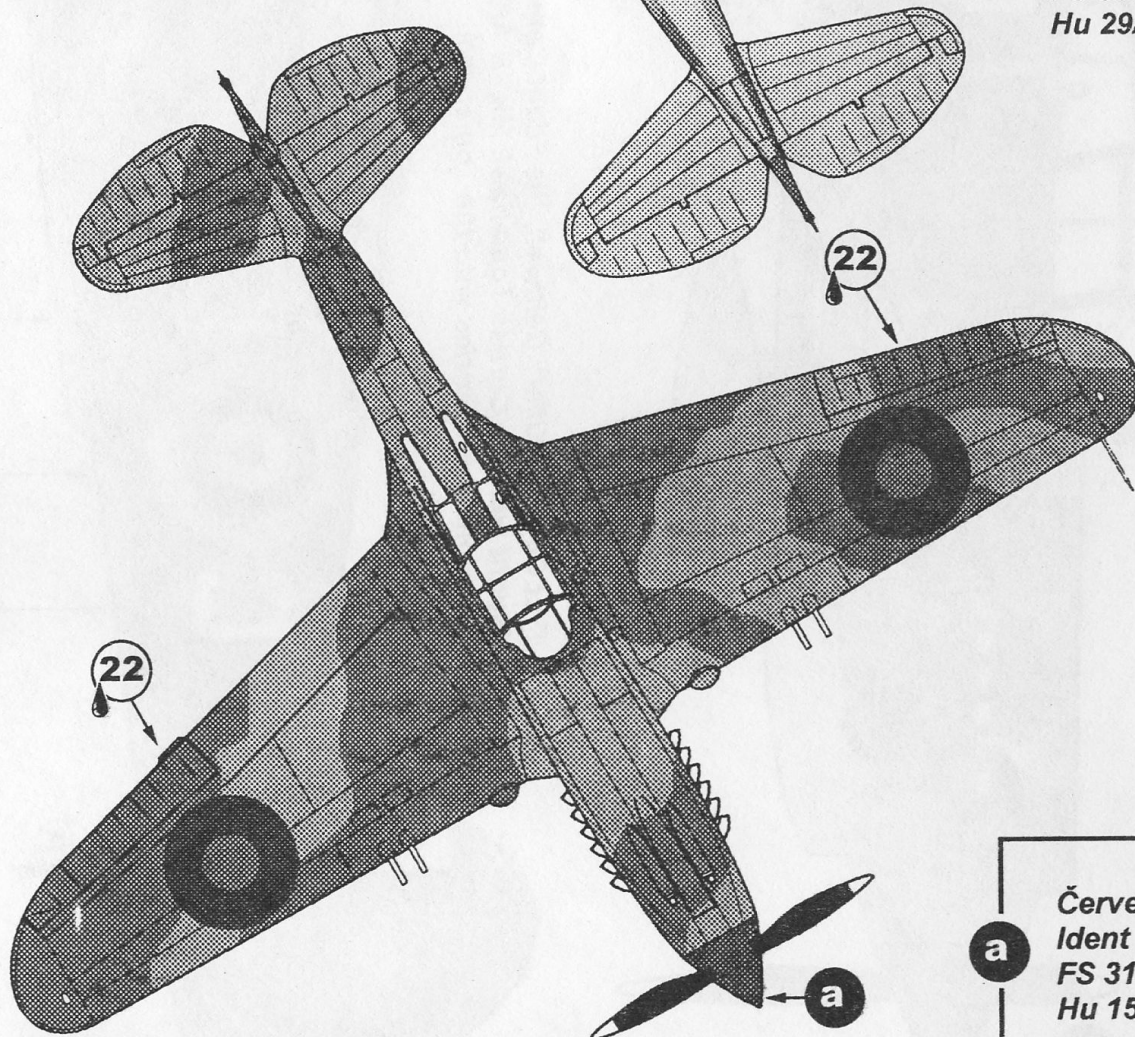
Azurová modř
Azure Blue
FS 35231
Hu 157/Ag B13



Střední kamenná
Mid Stone
FS 30266
Hu 84/Ag B12



Zemité hnědá
Dark Earth
FS 30118
Hu 29/Ag B2



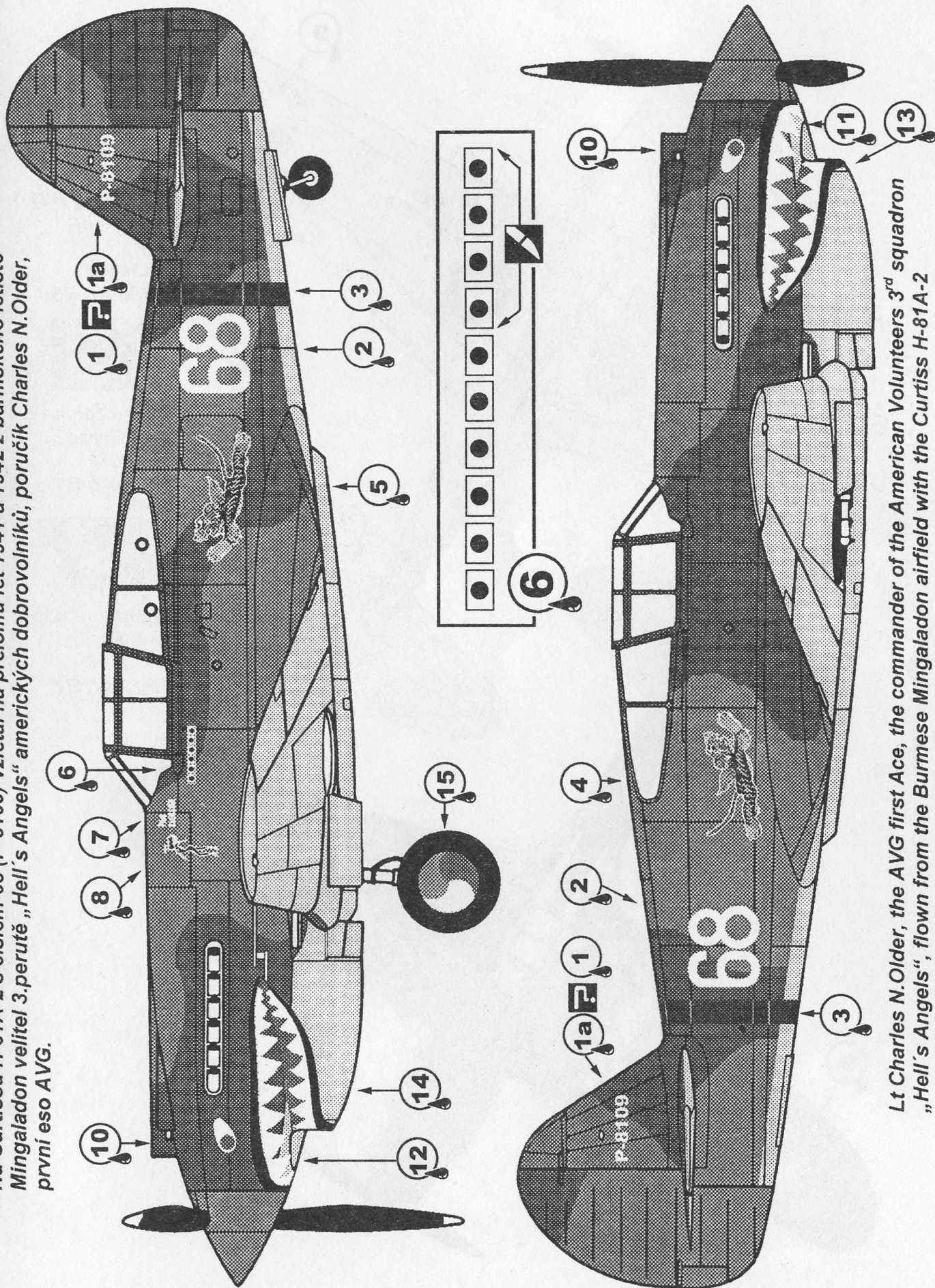
Červená
Ident Red (Bright)
FS 31105
Hu 153/Ag A49

Curtiss H-81A-2

(Reference: Dana Bell, Air Force colors Vol 1 1926-1942, B.Kinzey, P-40 Warhawk in detail, R.D.Archer, The official Monogram US Army Air Service & Air Corps aircraft color guide, M.Rys, Curtiss P-40 cz.3)

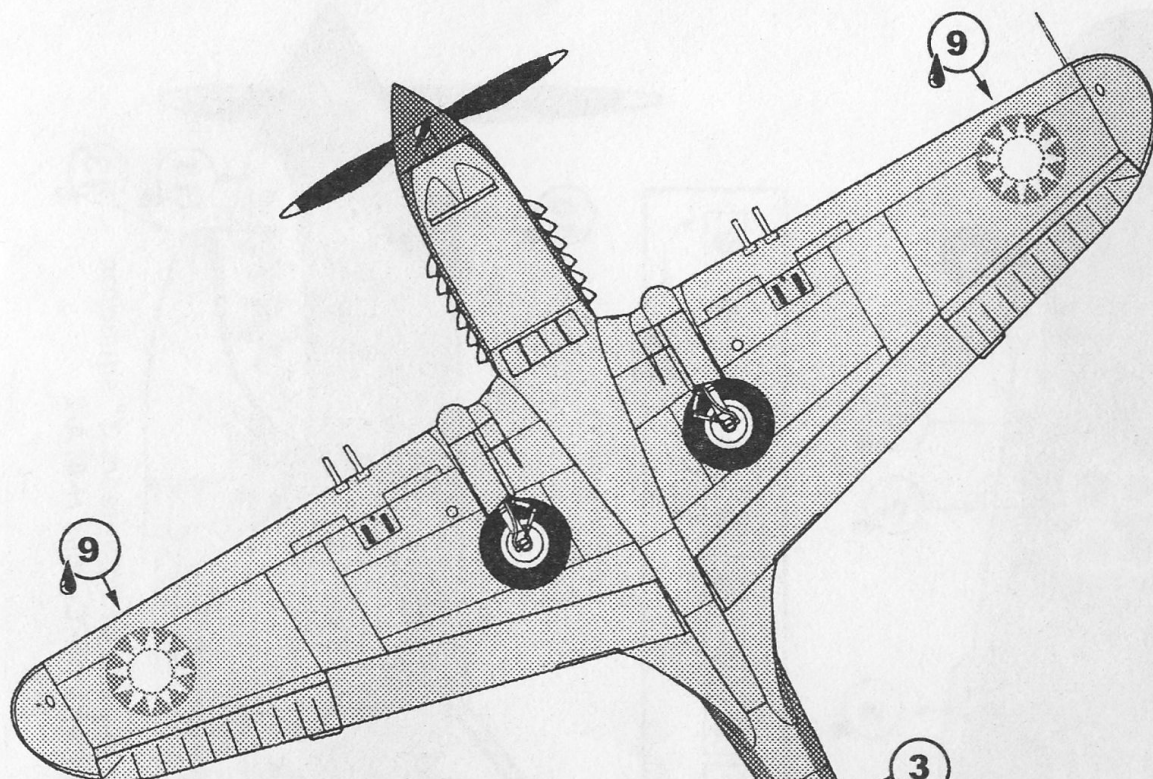


Na Curtissu H-81A-2 s číslem 68 (P-8109) vzlétal na přelomu let 1941 a 1942 z barmského letiště Mingaladon velitel 3.perutě „Hell’s Angels“ amerických dobrovolníků, poručík Charles N.Older, první eso AVG.

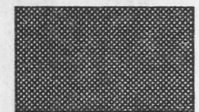


Lt Charles N.Older, the AVG first Ace, the commander of the American Volunteers 3rd squadron „Hell’s Angels“, flown from the Burmese Mingaladon airfield with the Curtiss H-81A-2 No 68 (P-8109), at the turn of 1941/1942.

Curtiss H-81A-2



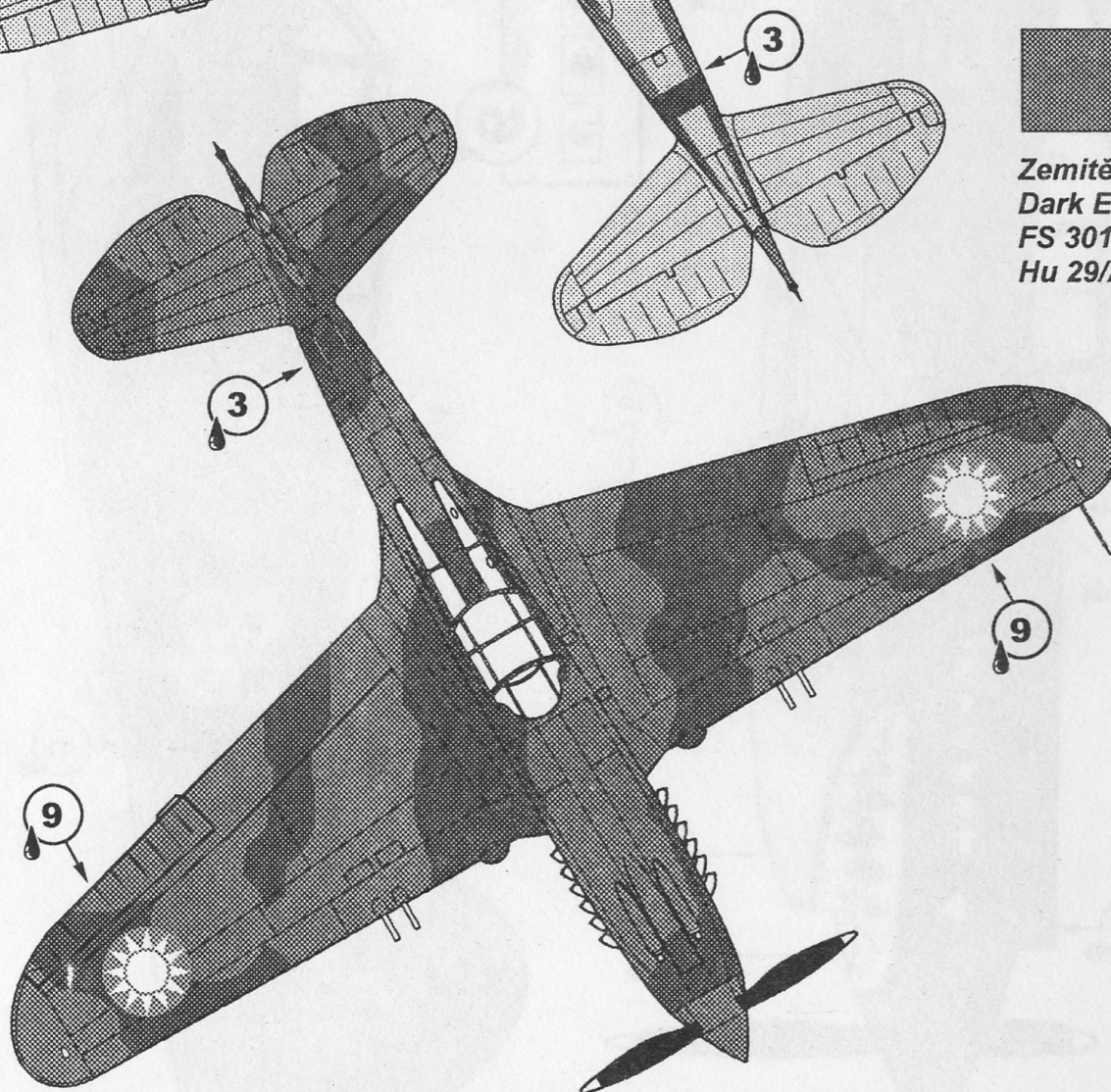
Nebeská šedá
Sky Grey
FS 36463
Hu 166/Ag B21
(nebo – or)
Sky
FS 34504
Hu 90/Ag B5



Tmavě zelená
Dark Green
FS 34079
Hu 30/Ag B1



Zemité hnědá
Dark Earth
FS 30118
Hu 29/Ag B2

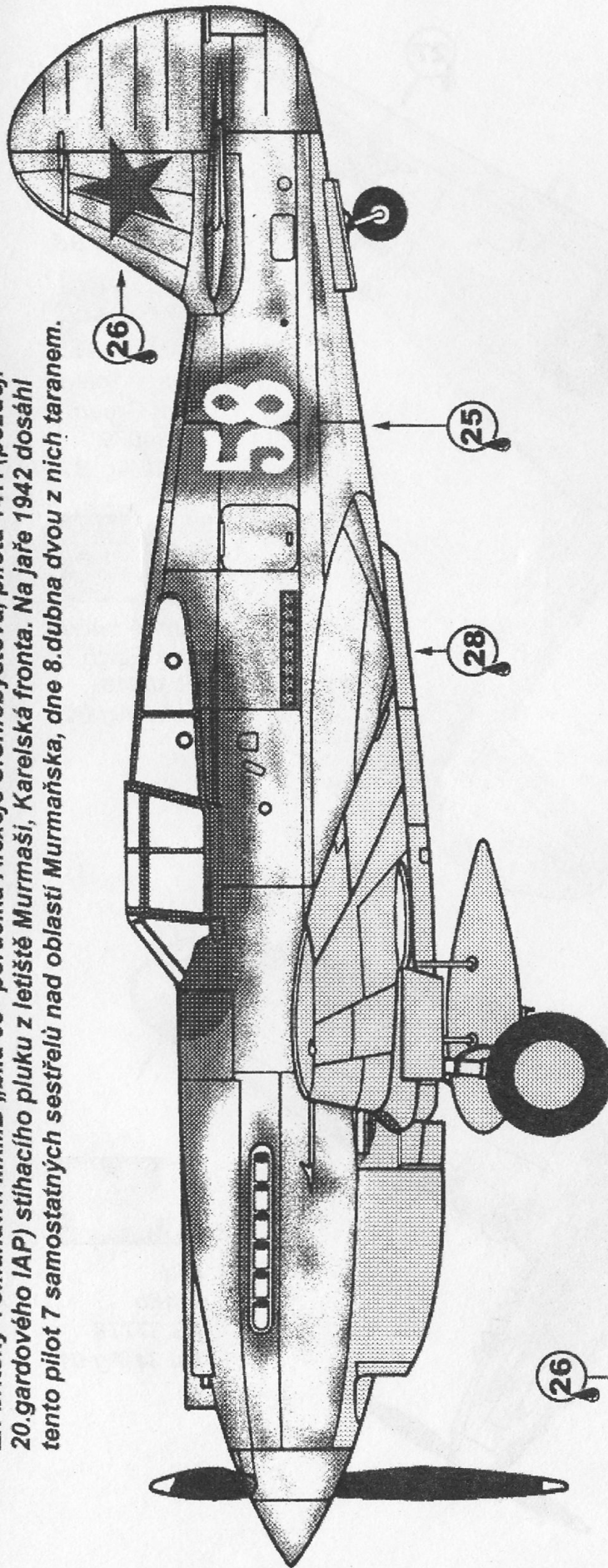


Curtiss Tomahawk Mk.IIB

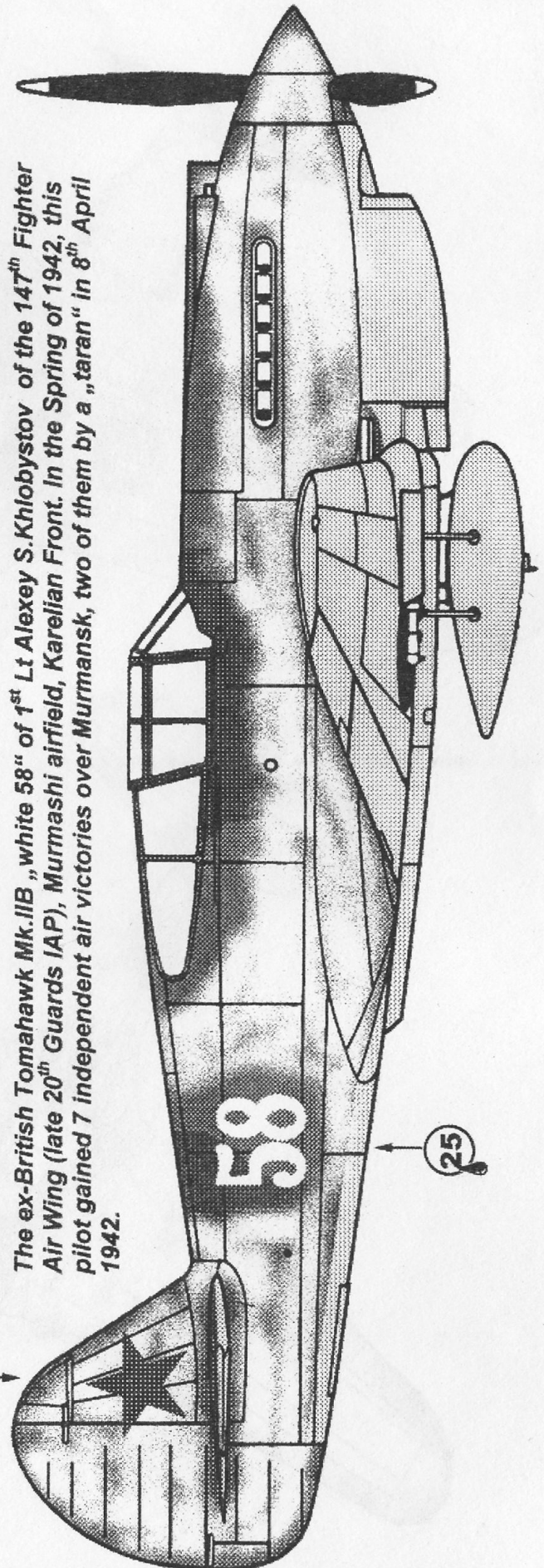
(Reference: Vlastimil Ehrman a Valerij Roman, Curtiss P-40)



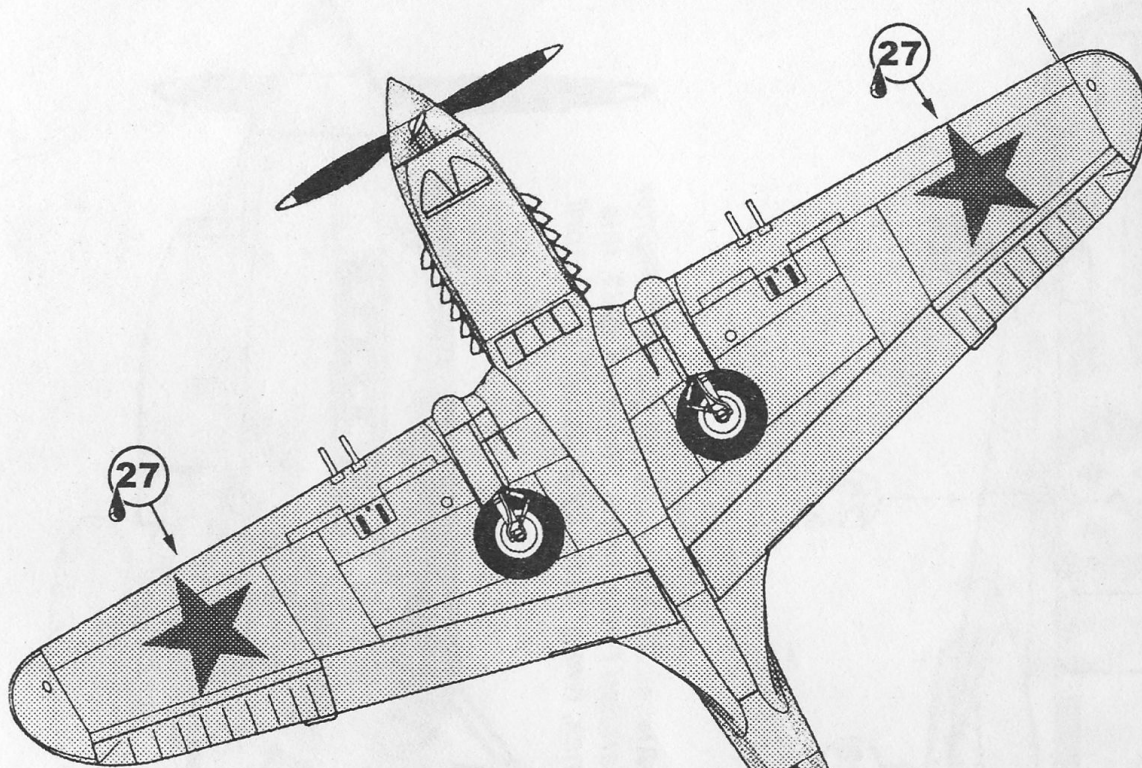
Ex-britský Tomahawk Mk.IIB „bílá 58“ poručíka Alexeje S.Chlobystova, pilota 147. (později 20.gardového IAP) stíhacího pluku z letiště Murmaši, Karelská fronta. Na jaře 1942 dosáhl tento pilot 7 samostatných sestřelů nad oblastí Murmańska, dne 8.dubna dvou z nich taranem.



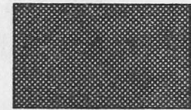
The ex-British Tomahawk Mk.IIB „white 58“ of 1st Lt Alexey S.Khlobystov of the 147th Fighter Air Wing (late 20th Guards IAP), Murmashi airfield, Karelian Front. In the Spring of 1942, this pilot gained 7 independent air victories over Murmansk, two of them by a „taran“ in 8th April 1942.



Curtiss Tomahawk Mk.IIB



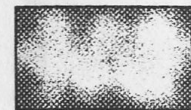
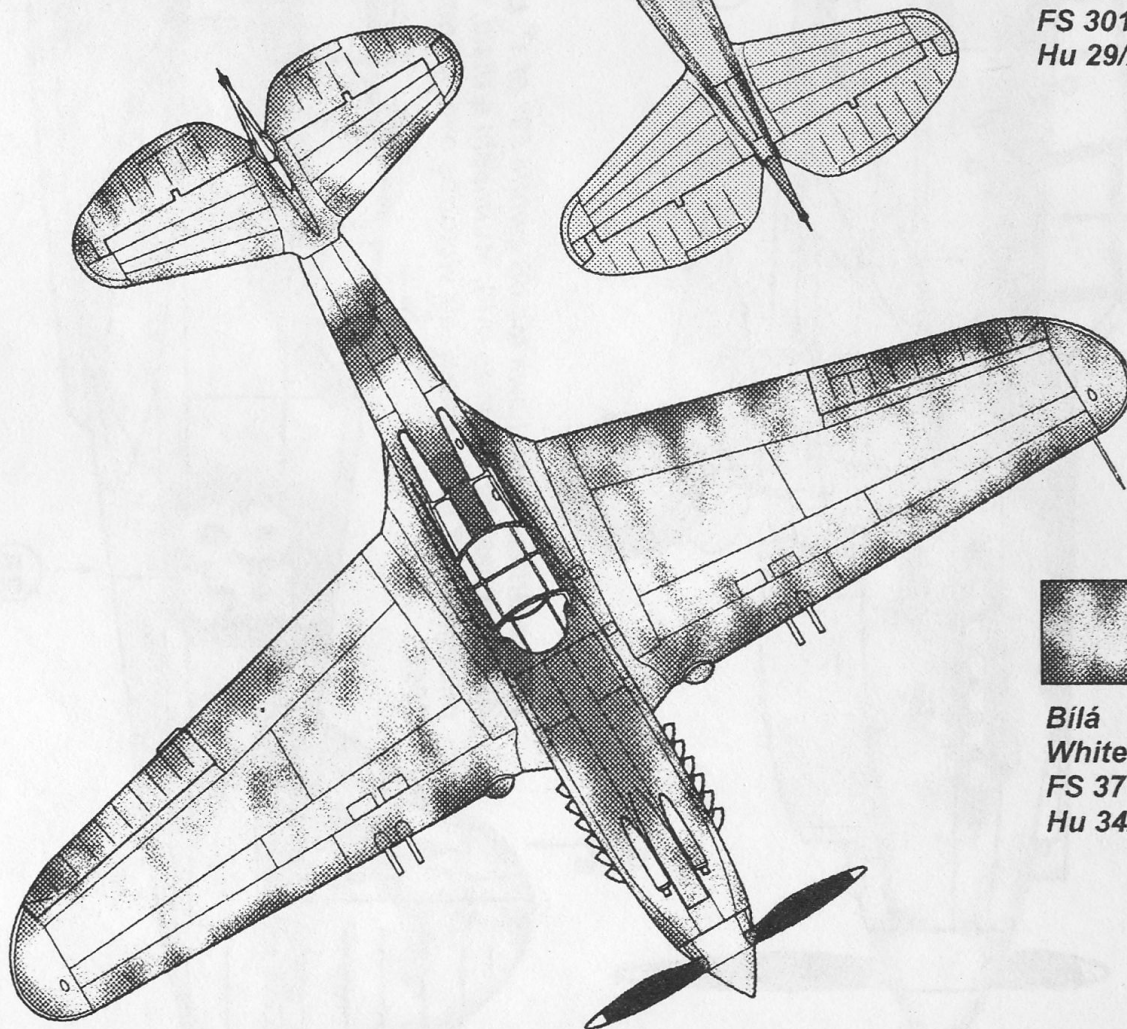
**Nebeská
Sky**
FS 34504
Hu 90/Ag B5



**Tmavě zelená
Dark Green**
FS 34079
Hu 30/Ag B1



**Zemité hnědá
Dark Earth**
FS 30118
Hu 29/Ag B2



**Bílá
White**
FS 37778
Hu 34/Ag 01