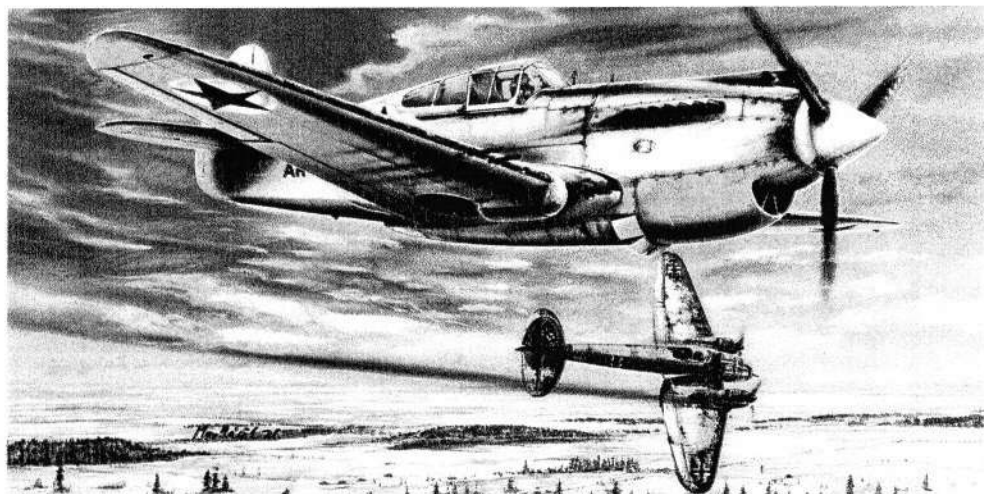


Curtiss P-40B & Tomahawk II.A

PROFIPACK
AML No.72 017



A brief history

The design of that fighter was begun by Curtiss in November 1934 . It was , along with the Seversky P-35 , the bridge between biplanes and modern fighter monoplanes for the USAAC . Successive types of P-36 and its export version the Hawk 75A (which was formerly a private venture) had different engines and additional guns and the Hawk 75 was bought in large numbers by many countries and made under licence in several .

Donovan R. Berlin , the Chief Designer of the Curtiss-Wright company , sought a way to increase performance by installing an inline Allison V-1710 to a single-stage mechanically-driven supercharger , similar to that used by radial engines of the time , into the P-36 airframe .

The first experiment to mate the P-36's airframe with an inline engine took place in 1937, and it resulted in the XP-37 . The second attempt was an order for thirteen YP-37 prototypes by the U.S.Army on December 11, 1939. These prototypes were engined by the Allison V-1710 with the turbosupercharger.

However, the prototype XP-40 proved to be the better of the two experiments to mate the Hawk's airframe with the V-1710 engine . The first flight of the first production P-40-CU (Curtiss Model Number H81) took place on April 4 , 1940 . Deliveries of 341 aircraft (199 P-40-CU and 142 Tomahawk Mk.I) began in June 1940 , and they were completed by October 1940.

More warlike was the P-40B or Tomahawk Mk.IIA, the aeroplanes were improved by the adding of pilot's seat armour, armoured windshield and self-sealing fuel tanks. The first 110 planes on the British order were delivered as Tomahawk Mk.IIA (Curtiss Model Number H81-A2s). 0.3 caliber American machine guns were replaced by four British 0.303 caliber machine guns in the wings and British TR-9 or TR-1133A radio sets were supplied. 23 of these aircraft were given to Russia and one was provided to Canada. 131 P-40B (Curtiss Model Number H81-B) were delivered to the U.S.Army. They began reaching U.S.squadrons in February 1941 and most were eventually deployed to Hawaii, the Philippines, the Iceland and the Aleutian Islands. When the Japanese attacked Pearl Harbor on December 7, 1941, a considerable number of P-40 were destroyed on the ground.

Specification

Wingspan	11,38m
Length	9,67m
Height	3,22m
Max. Speed/ 4570m	566km/h
Cruising Speed	439km/h

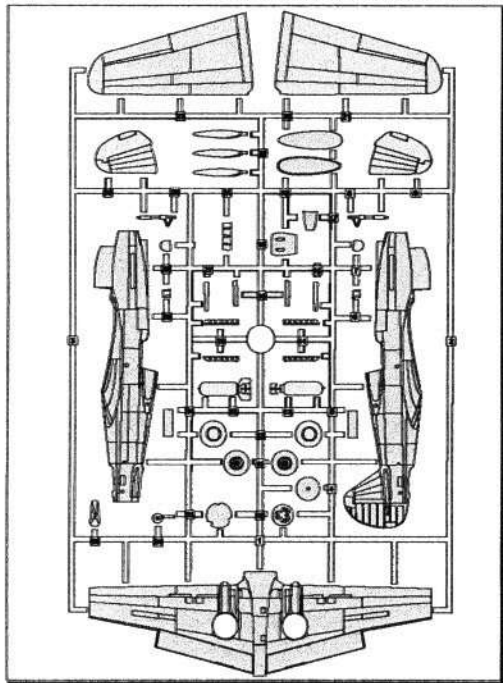
Normal Range	1350km
Maximum Range	2280km
Service Ceiling	9875m
Engine	Allison V-1710-33 (C15)
Output	1090h.p.

USAAC	
Number Built	131
Serial Numbers	41-5205 to 41-5304 41-13297 to 41-13327

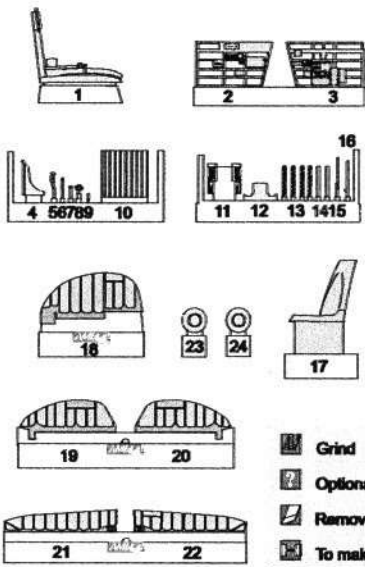
RAF	
Number Built	110
Serial Numbers	AH881 to AH990

Curtiss P-40B & Tomahawk II.A

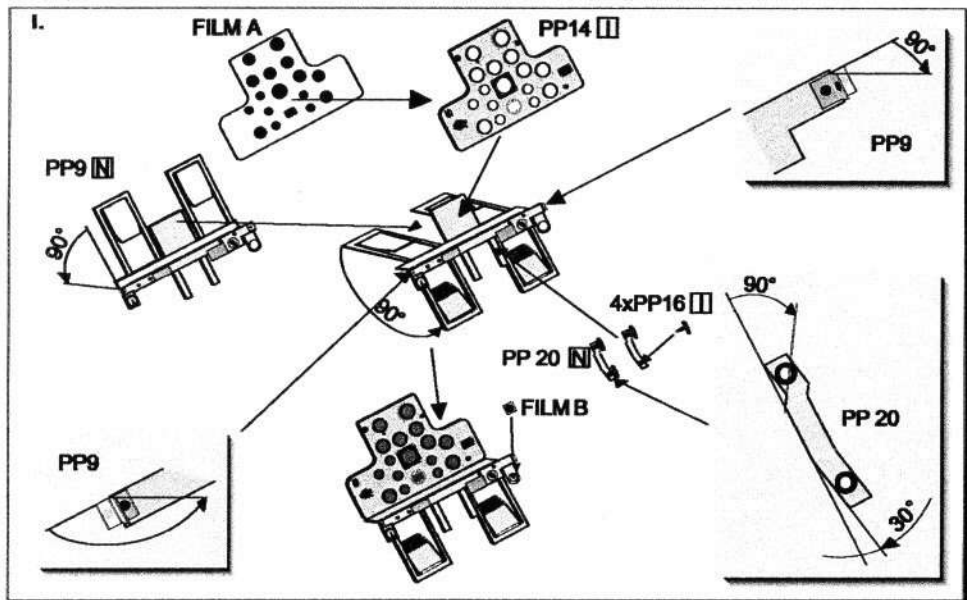
Parts



PUR Parts

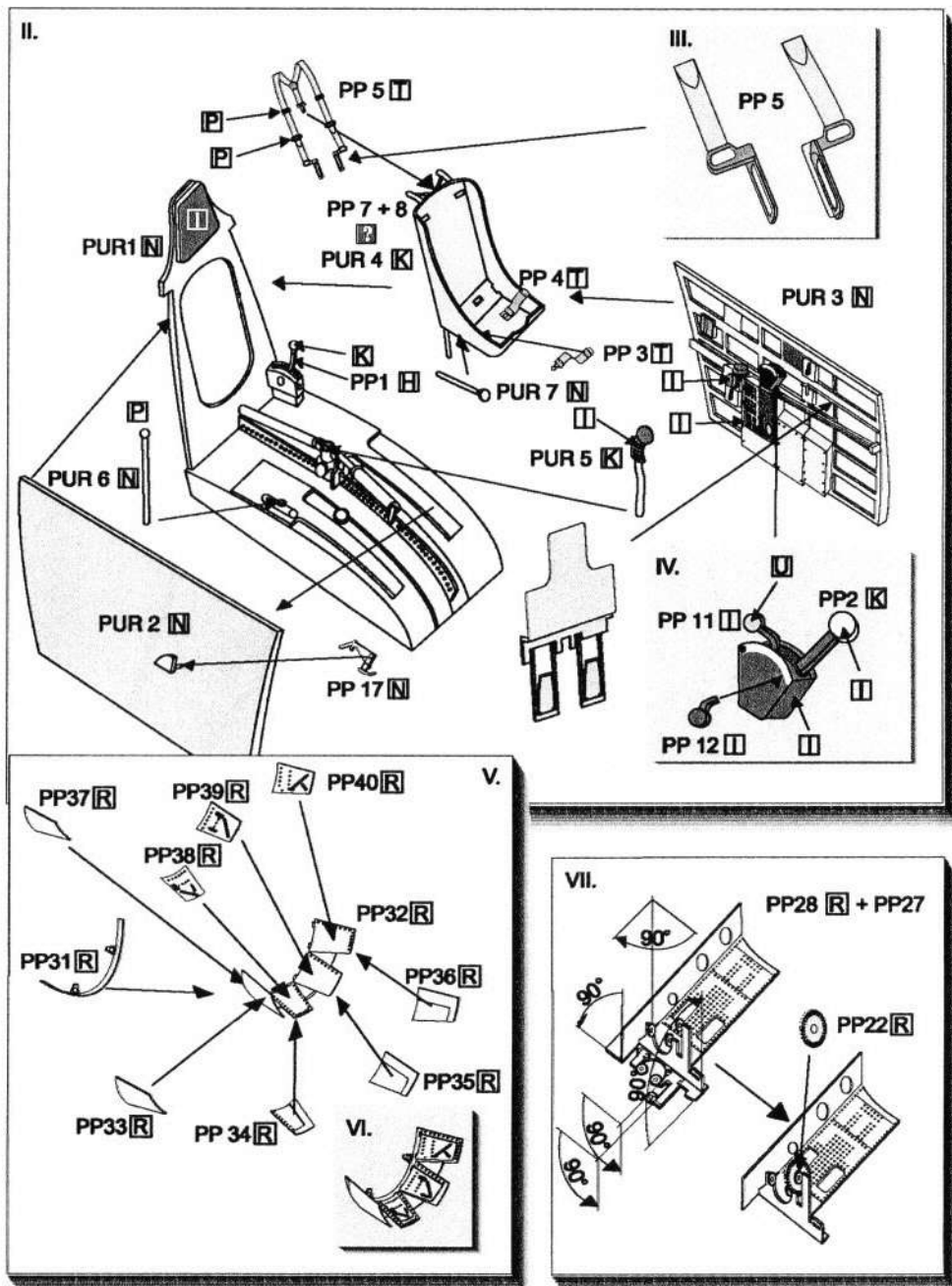


Assembly



Curtiss P-40B & Tomahawk II.A

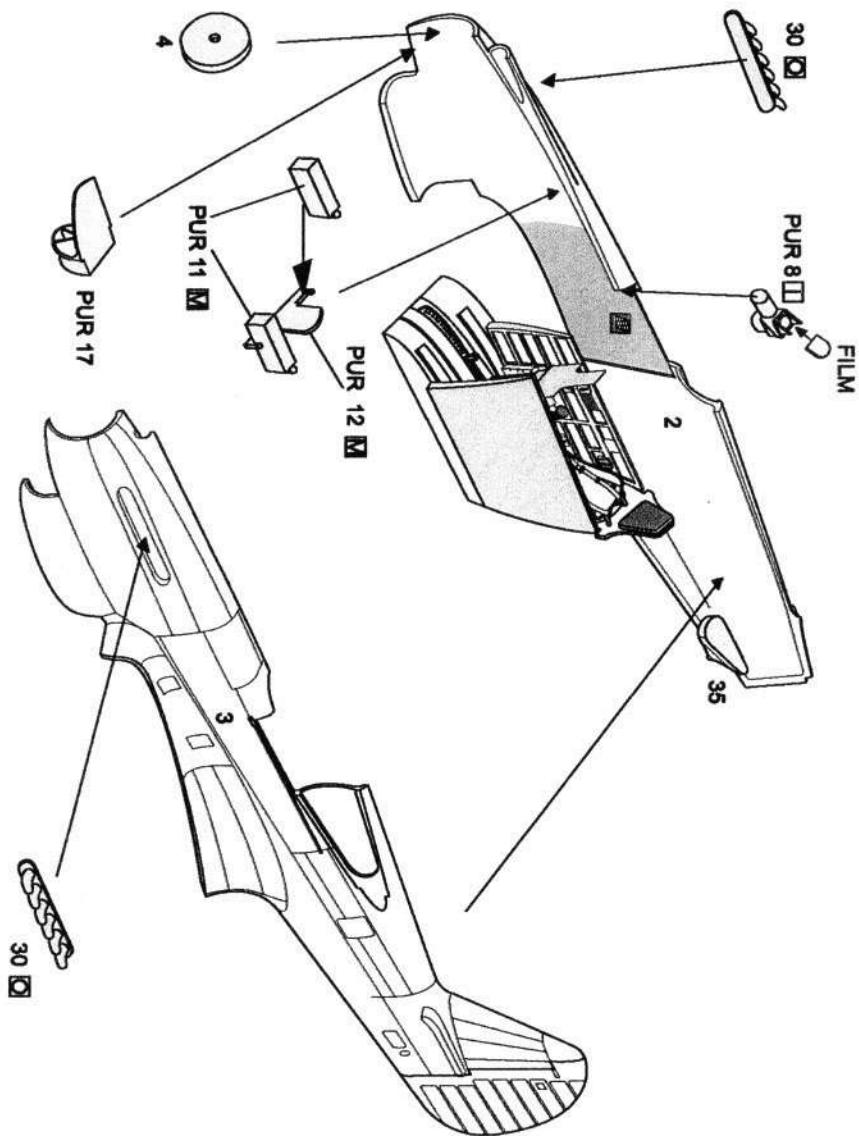
Controls & Seat



Curtiss P-40B & Tomahawk II.A

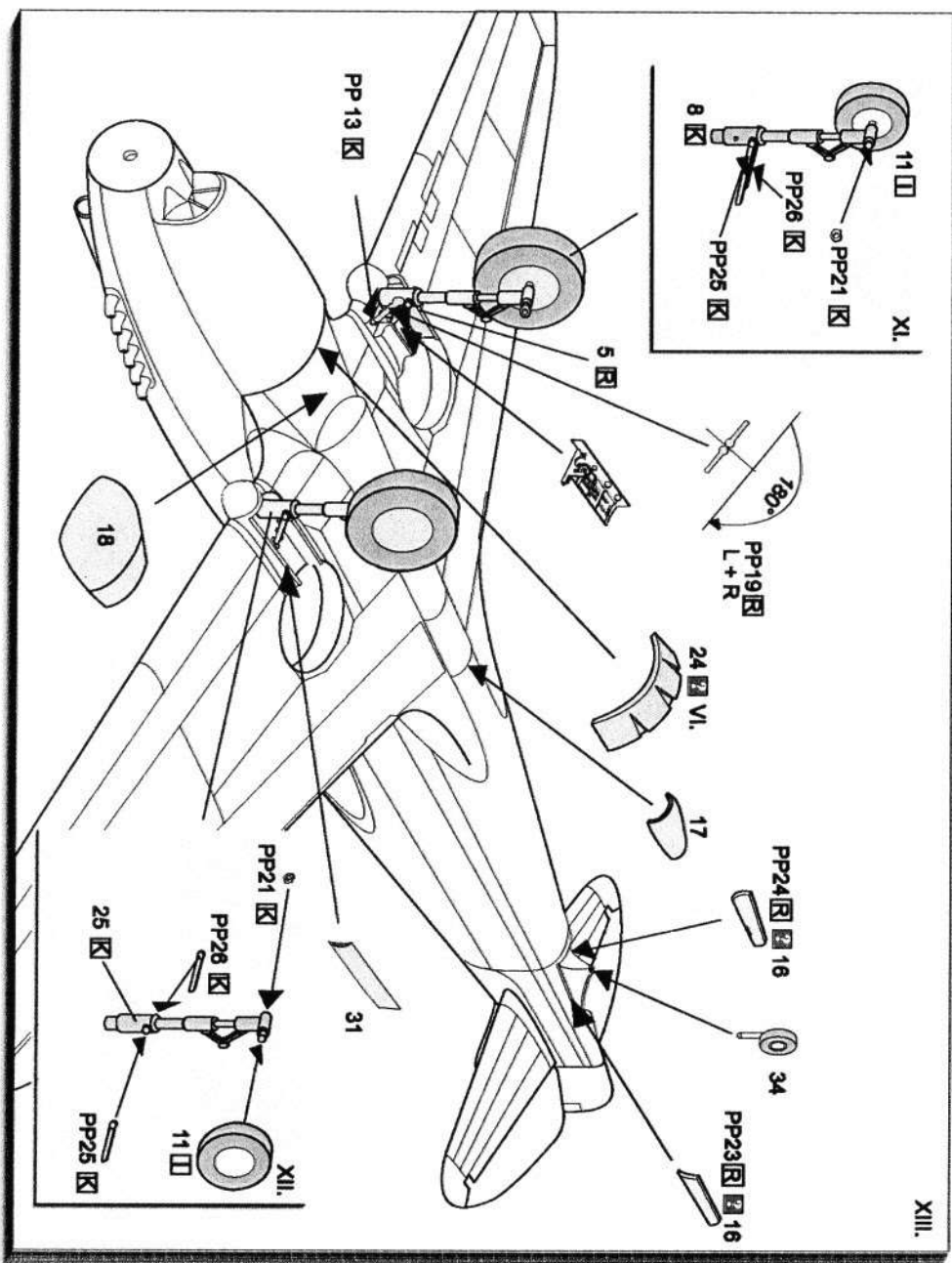
Fuselage

VIII.

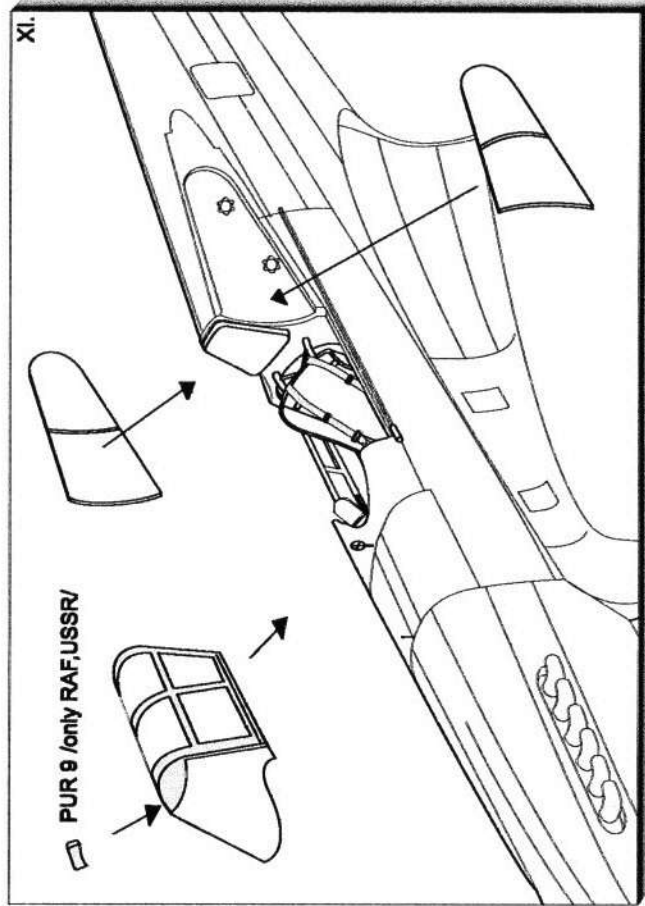


Curtiss P-40B & Tomahawk II.A

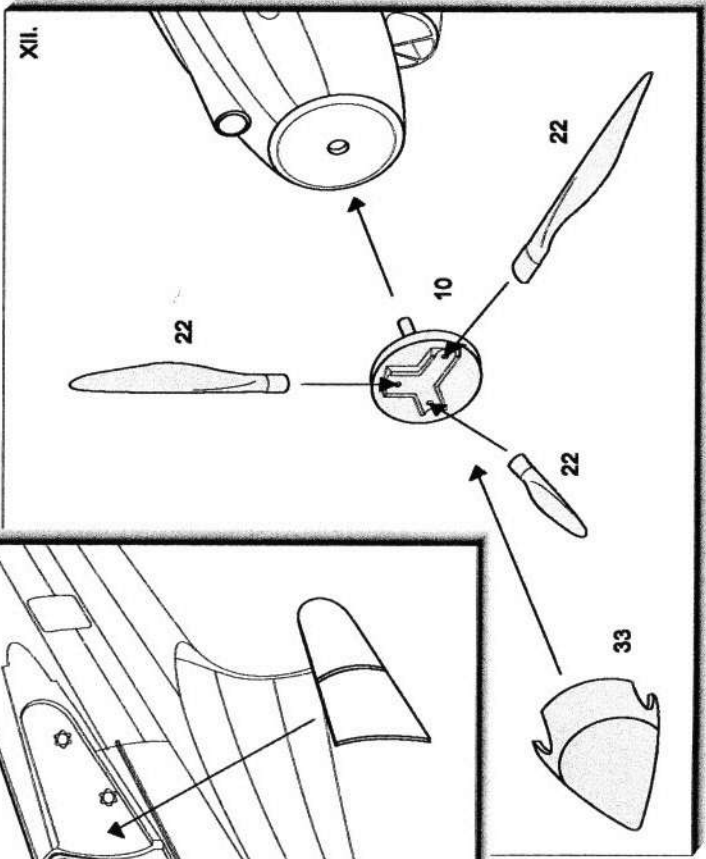
Undercarriage



Canopy



Propeller

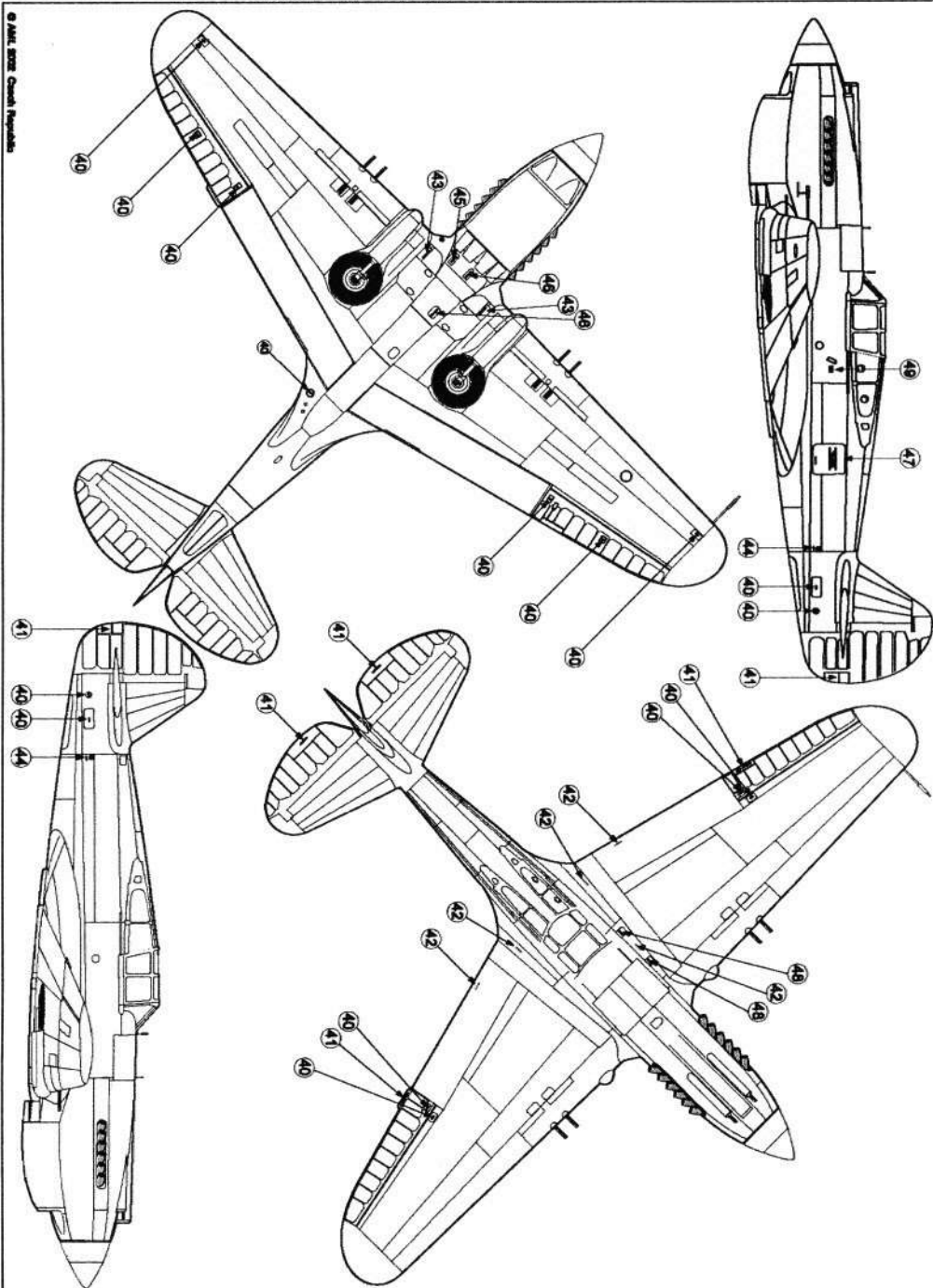


Curtiss P-40B & Tomahawk II.A

Stencils



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Doporučené barvy

Recommended Colours

	F.S.	Humbrol	Gunze Sangyo	Model Master Enamel	Agama
A	Dark Green	4079 H 116	73	1710	B1M
B	Dark Earth	0118 H 142	72	1702	B2M
C	Sky	4504 H 90	74		B5M
D	Medium Sea Grey	6307 H 165		1725	B6M
E	Neutral Grey	6270 H 176	53		A3M
F	Olive Drab	4087 H 155	52	1711	A2M
G	White	7875 H34	11	1768	O1M
I	Black	7038 H 33	12	1749	07
J	Yellow	3538 H188	329	1790	N20M
K	Aluminium	H 56		1781	
L	Ocean Grey	6152 H 106			B3M
M	Gunmetal	H 53			32
N	Interior Green	4151 H 151	58	1715	
O	Rust	H 113	344		29
P	Silver	7178 H 11	8	1546	8
R	Zinc Chromate Primer	H 81		1050	A11
S	Steel Grey	H 87			
T	Leather	H 62		1736	
U	Red	1136 H 153	327	1705	
V	Medium Green	4151 H151		1715	A40
Y	Light Blue	5190 H115		2120	R2

NOTE: This above list references to Federal Standard /FS 595A / numbers do not include the prefix number. This just denotes the sheen of the colour e.g. 1= Gloss, 2= Semi-gloss, 3= Matt.

Doporučená literatura / References

Curtiss Hawk 75

The Curtiss P-40 Tomahawk , No.35

P-40 in detail, Part 1-YIP-36 trough P-40C , Vol.61

Curtiss P-40 in action , No.26

Walk Around P-40 Warhawk , No.8

Curtiss P-40

Curtiss P-40, No.64,65,66

Scale Aviation Modeller International, Vol.8, No.2/2002 , etc.

G. Beauchamp, J. Cuny, ViP Publishers Inc.

R. Wagner, Profile Publications No.35

B. Kinzey, Squadron / Signal publicatins

E. R. McDowell, Squadron / Signal publicatins

L. Drendel, Squadron / Signal publicatins

V.Ehrman, V.Roman, MBI

M. Rys, Z. Kolacha, K. Janowicz, AJ.Press

Návod na aplikaci vodou snímatelných obtisků / How to apply Decals

1. Vyštrhněte pečlivě požadovaný objekt z obtiskového aršíku.
2. Namáčejte asi 10 vteřin ve vlažné vodě , až podkladový papír nasaje dostatečné vodu.
3. Položte navlhčený obtisk na nesavý podklad a nechte působit asi 1 minutu, až se uvolní lepidlo a obtiskem lze po podkladovém papíru lehce posouvat.
4. Umístěte obtisk i s podkladovým papírem na požadované místo na modelu. Přidržejte obtisk pinzetou a opatrně z pod nebo vytáhnete podkladový papír. Pokud se Vám nepodařilo umístit obtisk přesně na požadované místo, naneste kolem okraje obtisku štětcem trochu vody. Voda zavzlíná pod obtisk a můžete pak jemně pinzetou upravit polohu obtisku na modelu.
5. Je-li obtisk na požadovaném místě, pak ho opatrně přitiskněte jemným hadříkem tak, abyste vytlačili všechnu vodu a případné vzduchové bubliny.
6. Pro sjednocení povrchu modelu a zamezení případného pozdějšího odlepování obtisků je vhodné celý povrch modelu přelakovat vhodným průhledným lakem.

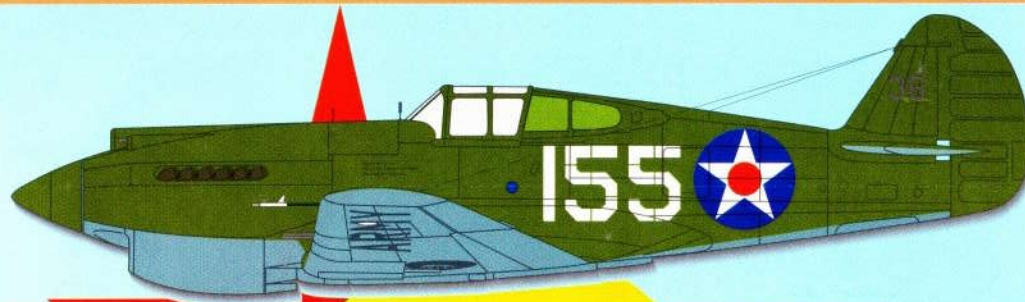
1. Cut the particular image carefully of the sheet.
2. Soak it in lukewarm water for 10 seconds.
3. Put the wet image on some non - blotting surface.
4. Place the image still on the base paper to the model. Hold the image with tweezers and remove the paper carefully. If the image is placed incorrectly, add some water to the image border using a brush. The image position can then be corrected.
5. If the image is placed correctly, press it with soft cloth to eliminate excess water and air bubbles.
6. Allow the decal to dry well.
7. We recommend to coat the model surface with your favourite varnish to achieve a uniform finish. It also helps to keep the decals in place.



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 735 14 Orlová-Lutyně
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AML DECALS

P-40B, Tomahawk Mk.IIA of WW 2



P-40B, flown by Lt.Kenneth M.Taylor, 47th Pursuit Squadron, Haleiwa, Hawaii, 7 December 1941. Taylor claimed 4 victories.



P-40B of the 33rd Pursuit Squadron at Reykjavik, Iceland, 1941.

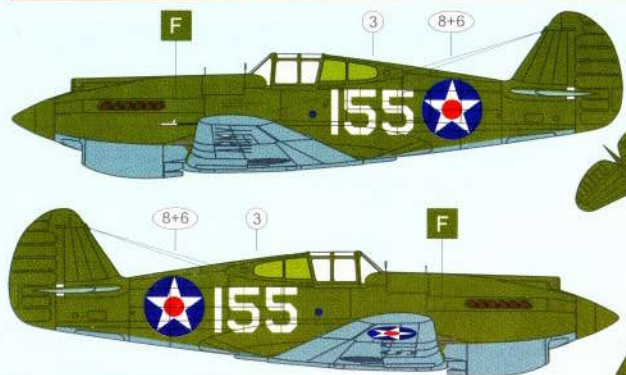


P-40 Tomahawk Mk.IIA, AH896, 26. Squadron, RAF, England, 1941.

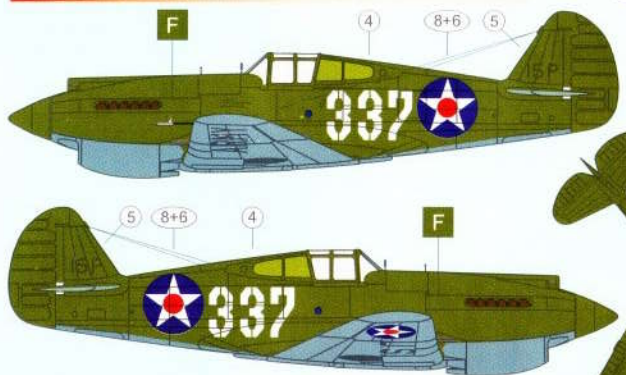


P-40 Tomahawk Mk.IIA, AH965, flown by Lt.S.G.Rydnyi, officially 9 kills and 17 in a group, winter 1941/42, Chkalovskaya airfield near Moscow.

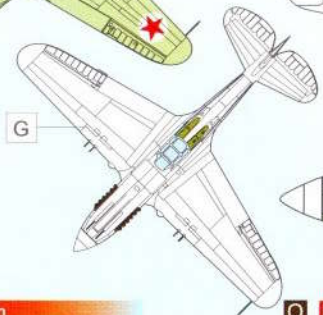
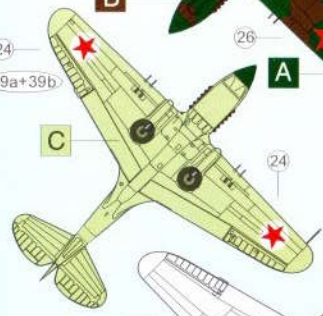
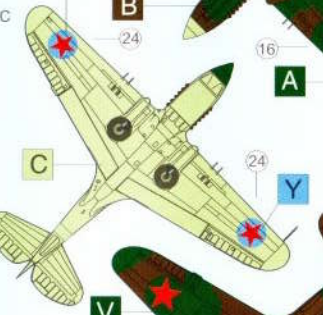
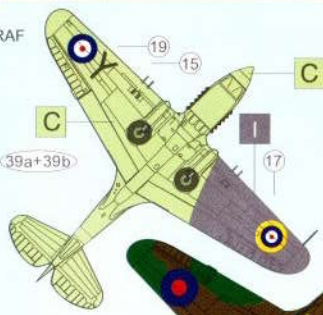
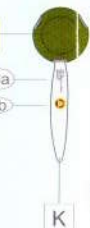
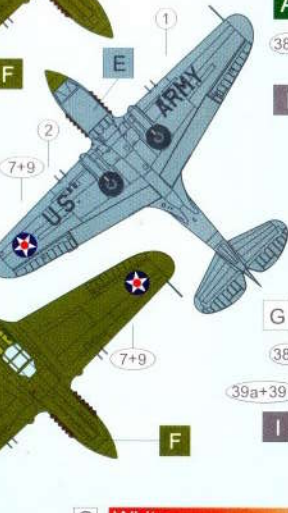
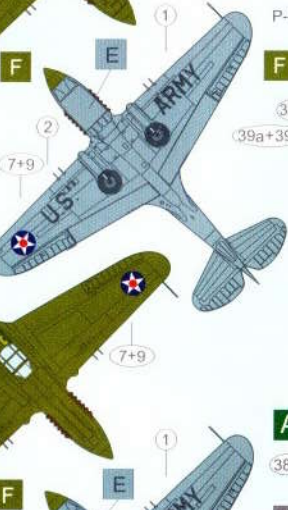
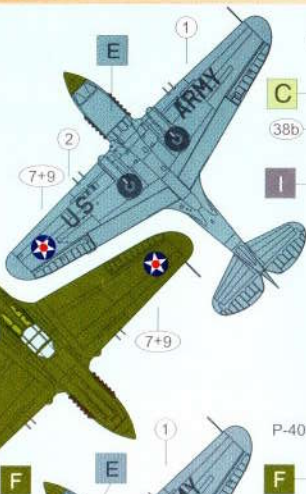
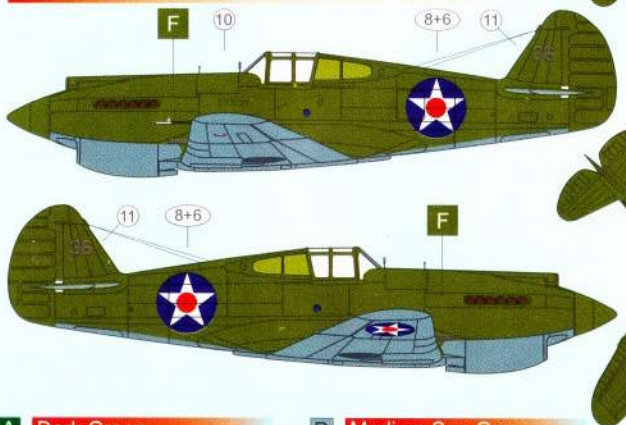
P-40B, flown by Lt.Kenneth M.Taylor, 47th P. Squadron, Haleiwa, Hawaii, 7 December 1941.



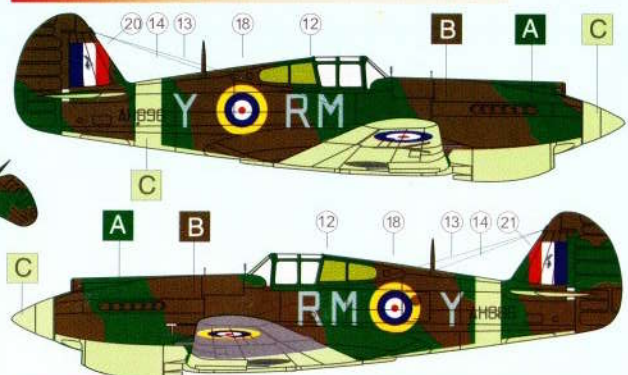
P-40B, 44th Pursuit Squadron, Bellows Field, Hawaii, December 1941.



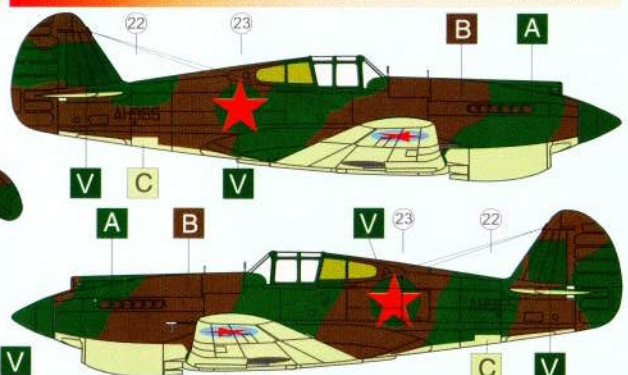
P-40B of the 33rd Pursuit Squadron at Reykjavik, Iceland, 1941.



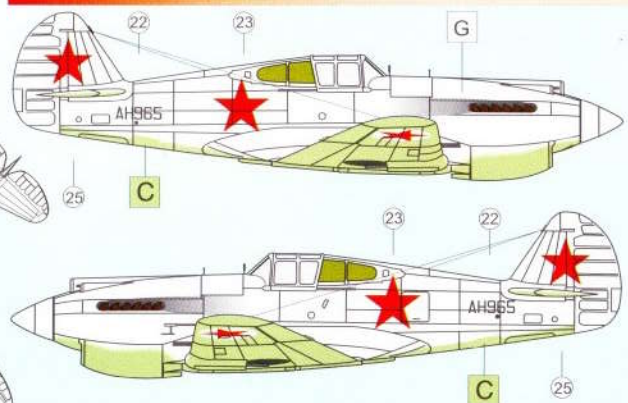
P-40 Tomahawk Mk.IIA, AH896, 26. Squadron, RAF, England, 1941.



Tomahawk Mk.IIA, AH965, flown by Lt.S.G.Rydnyi, 126 IAP, October 1941, Moscow.



Tomahawk Mk.IIA, AH965, flown by Lt.S.G.Rydnyi, winter 1941-42, Battle of Moscow.



- A Dark Green
- B Dark Earth
- C Sky

- D Medium Sea Grey
- E Neutral Grey
- F Olive Drab

- G White
- I Black
- J Yellow

- K Aluminium
- L Ocean Grey
- M Gunmetal

- O Rust
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