

## Curtiss P-40K Kittyhawk III



Curtiss P-40 was the last in line of Curtiss Hawk fighters. The prototype XP-40 was based on already proved airframe used in Hawk 75.

On October 28, 1941, 600 P-40Ks were ordered for Lend-Lease supply to China. It was thought that this would be the last P-40 model to be built in quantity, replaced by P-60.

However, delays in the P-60 program caused the order for P-40Ks to be increased to a total of 1300 aircraft on June 15, 1942.

The P-40K-1-CU and P-40K-5-CU were generally similar to late-production P-40Es except for the Allison engine.

The K-1 and K-5 retained the short fuselage of the P-40E, but were equipped with dorsal fin to minimize tendency to swing during take-off due to more powerful Allison engine.

The P-40K-10s and later production blocks had the longer fuselage that was introduced on the P-40F-5-CU. The P-40K-15-CU was winterized.

The maximum speed of the P-40K was 320 mph at 5000 feet and 362 mph at 15,000 feet. A climb to 15,000 feet took 7.5 minutes. Range was 350 miles with a 500-pound bomb attached.

Most of the P-40Ks served with the US forces in Asia and the Pacific and under Lend-Lease with the Chinese Air Force.

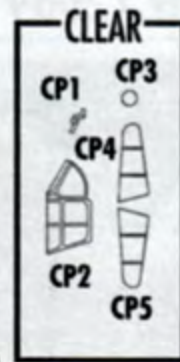
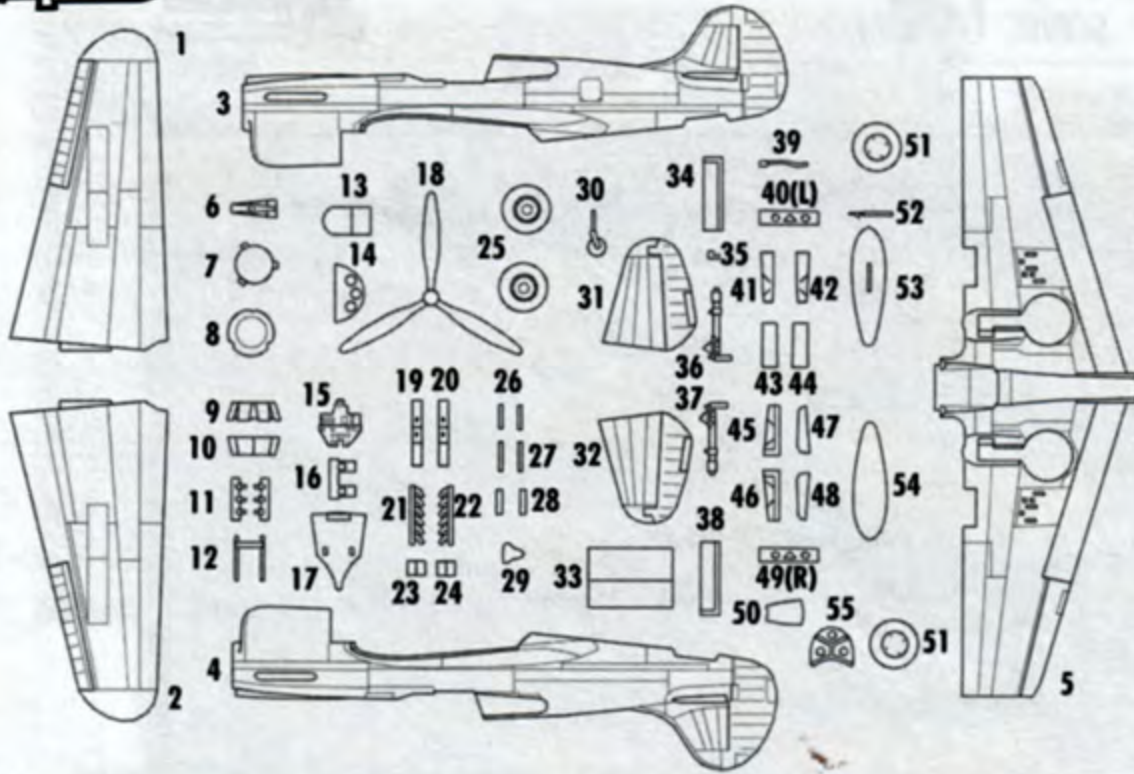
192 P-40K-1-CUs were diverted to England under Lend-Lease as Kittyhawk III.

RAF serials were FL875/FL905, FR111/FR115, FR210/FR361, and FL710/FL713.

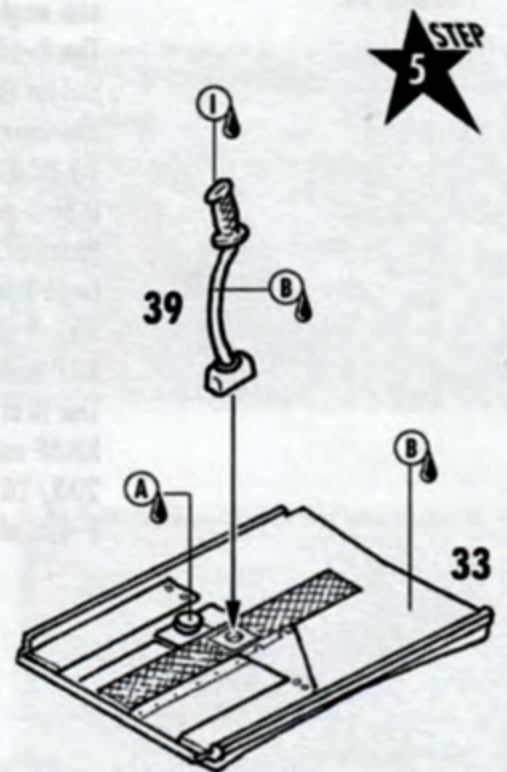
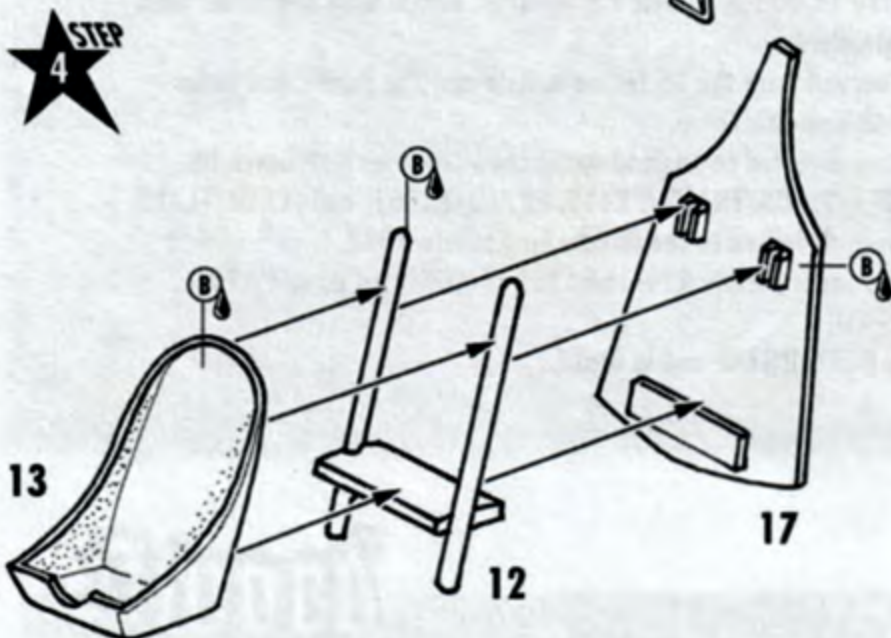
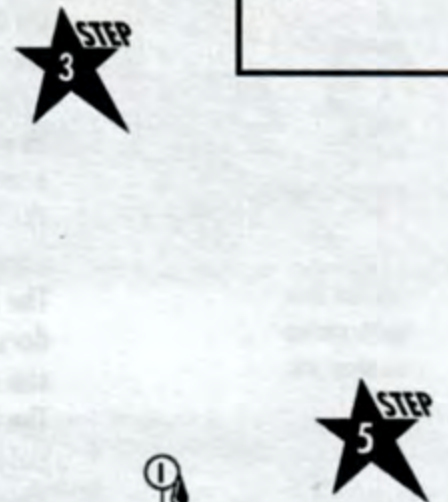
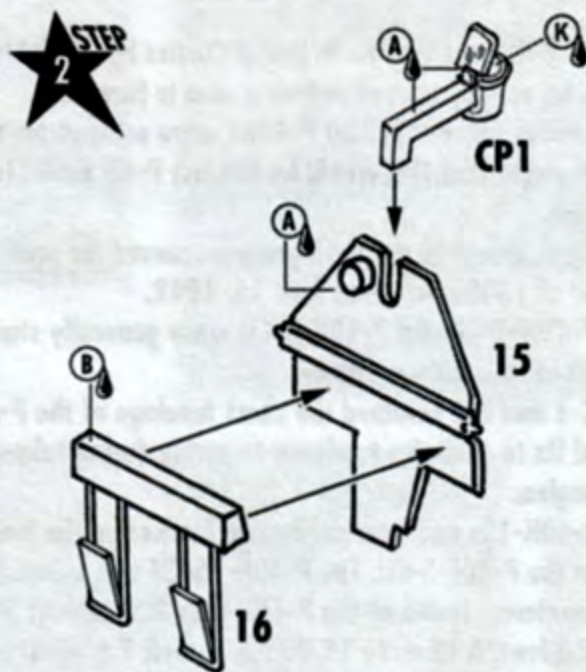
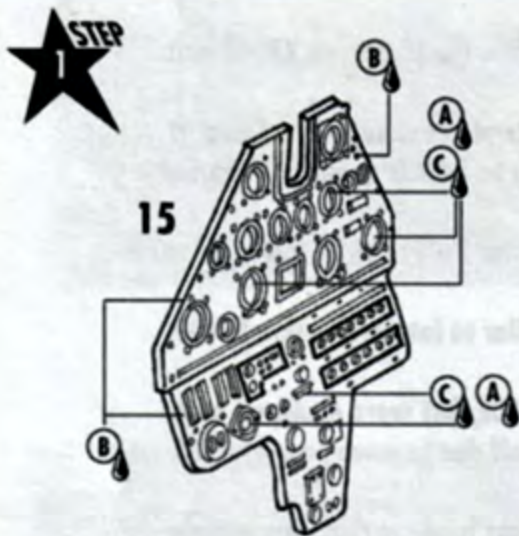
The first examples were delivered to the Middle East in late 1942.

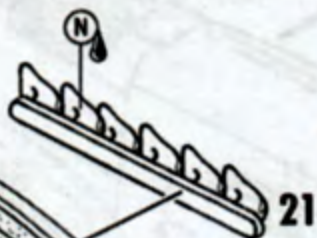
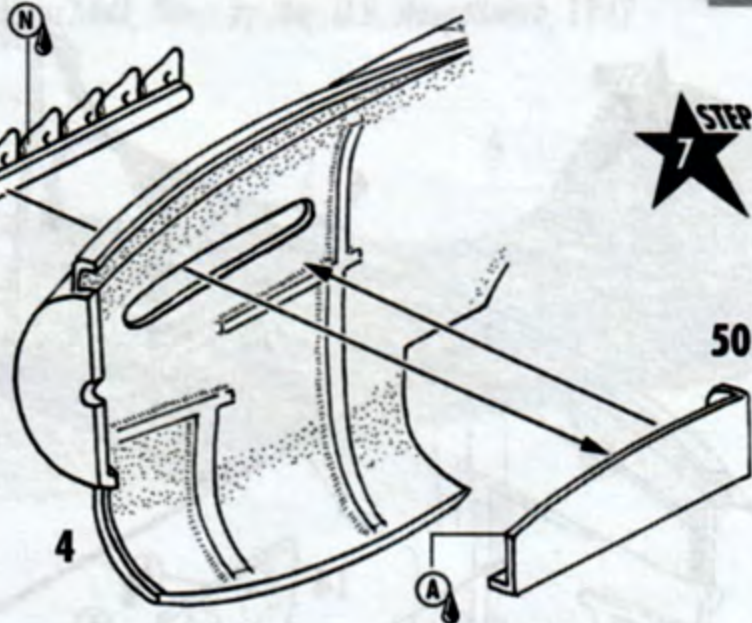
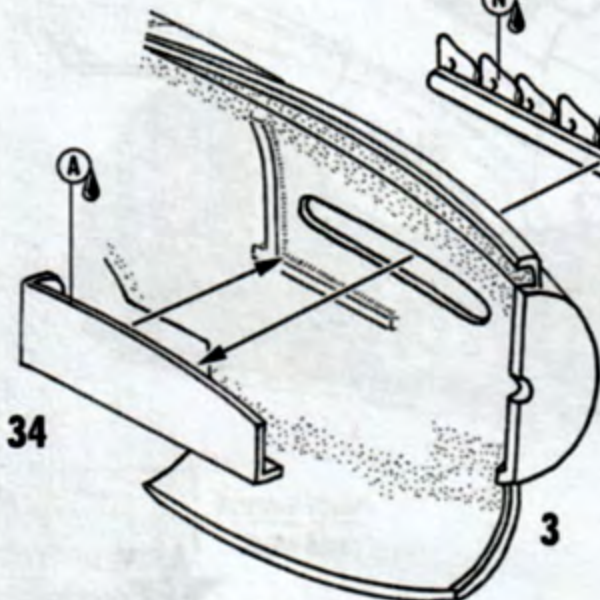
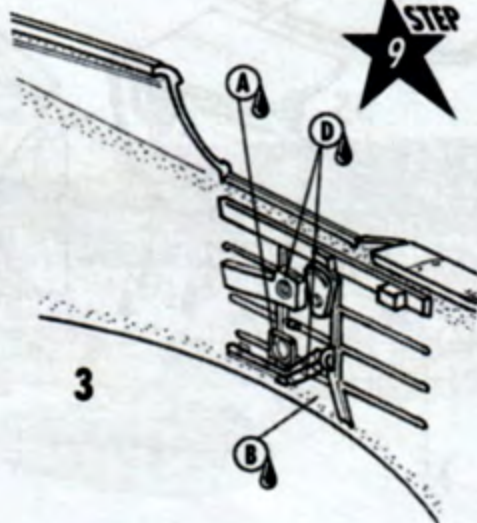
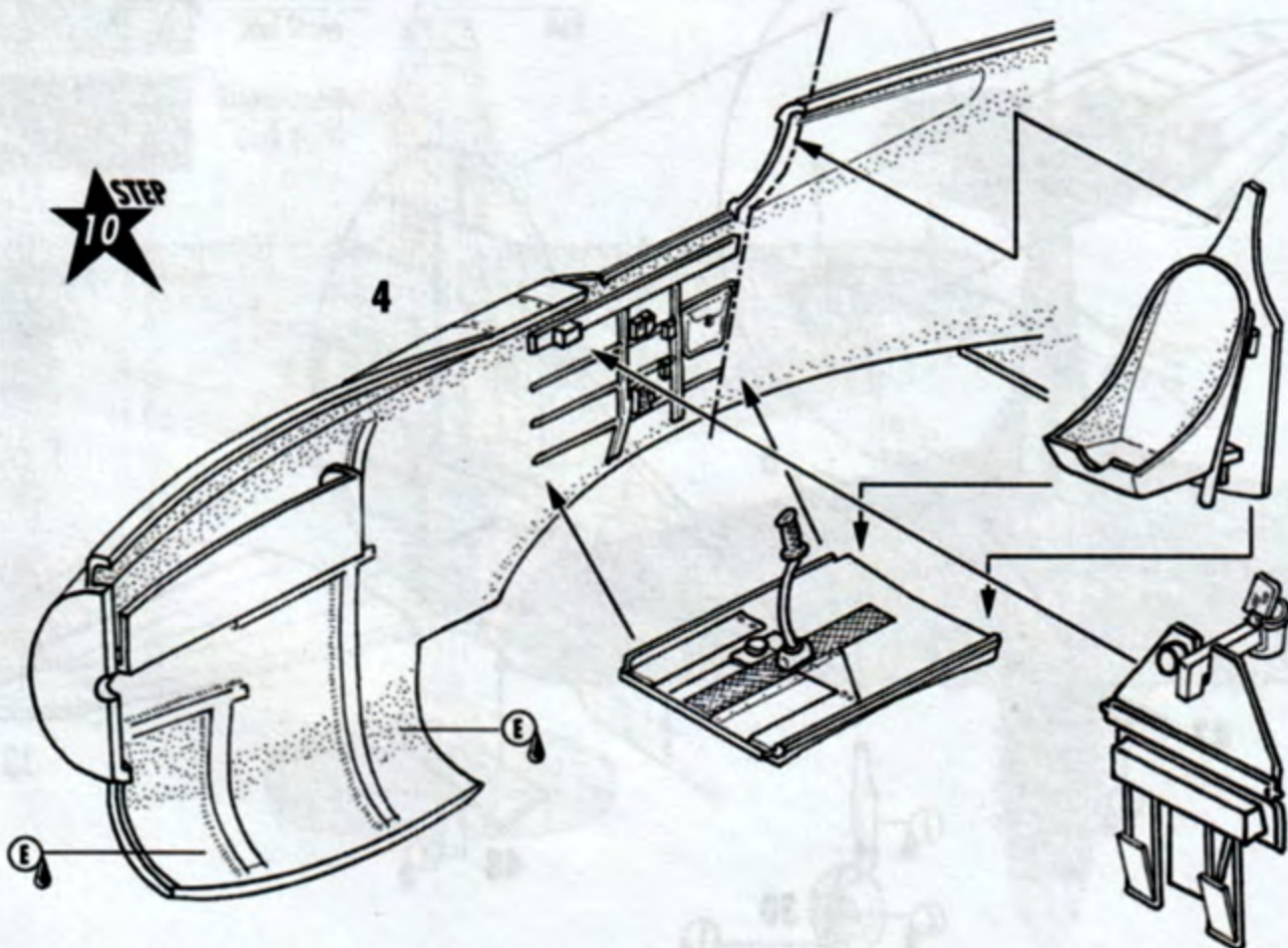
RAAF used 42 P-40Ks under serials A29-164/202 (P-40K-10-CU) and A29-203/205 (P-40K-15-CU).

P-40s also flew with RCAF, RNZAF and in Brazil.

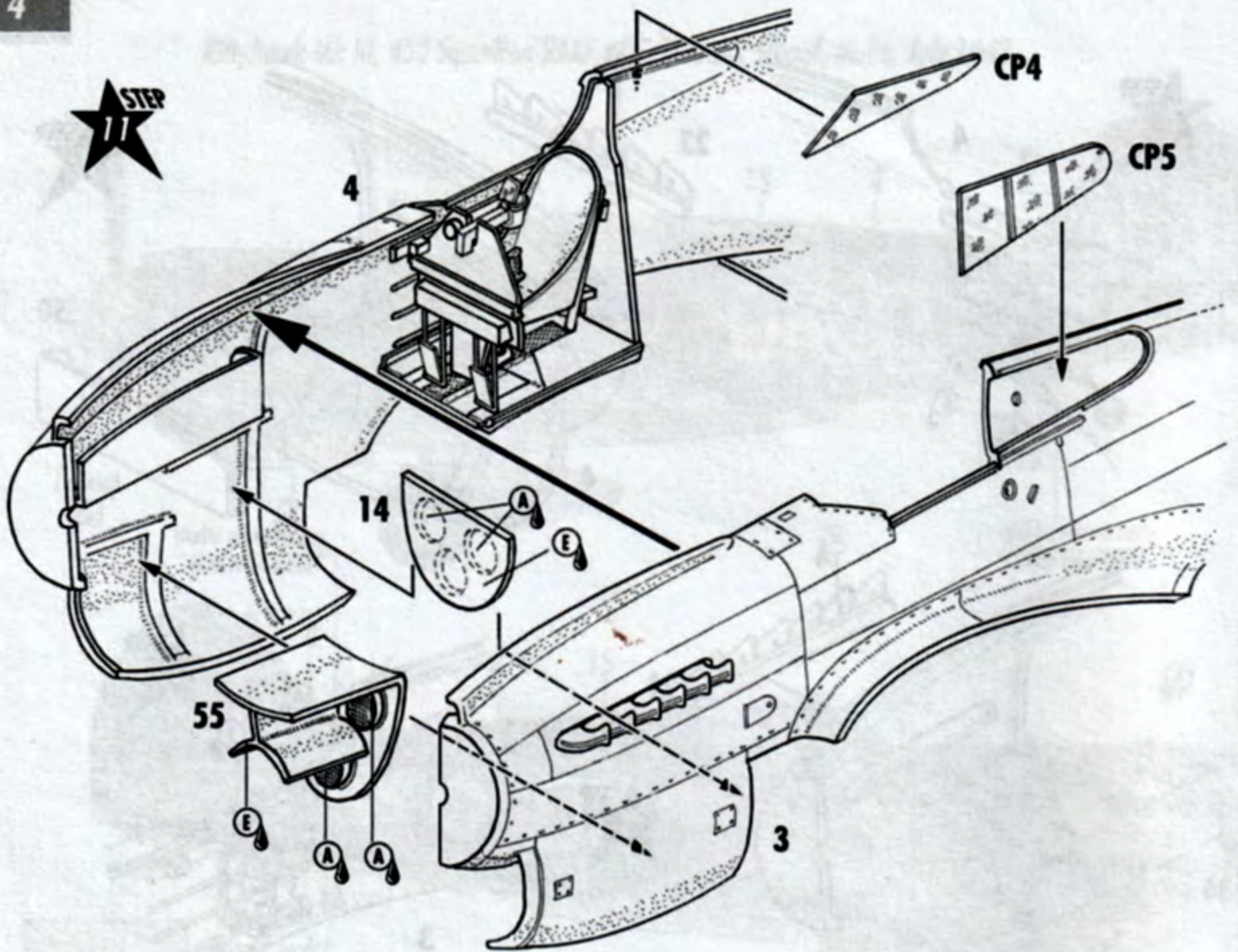


BARVA/COLOR	
(A)	Černá/Black
(B)	Světlé šedá Light Grey
(C)	Stříbrná/Silver
(D)	Hliník/Aluminium
(E)	Šedá/Grey
(F)	Červená/Red
(G)	Žlutá/Yellow
(H)	Zelená/Green
(I)	Černošedá/ Tyre Black
(J)	Špinavý hliník/ Dirty Aluminium
(K)	Chromová/ Chrome
(L)	Hnědá/Brown
(M)	Kovová/Gun metal
(N)	Rezavá/Rust

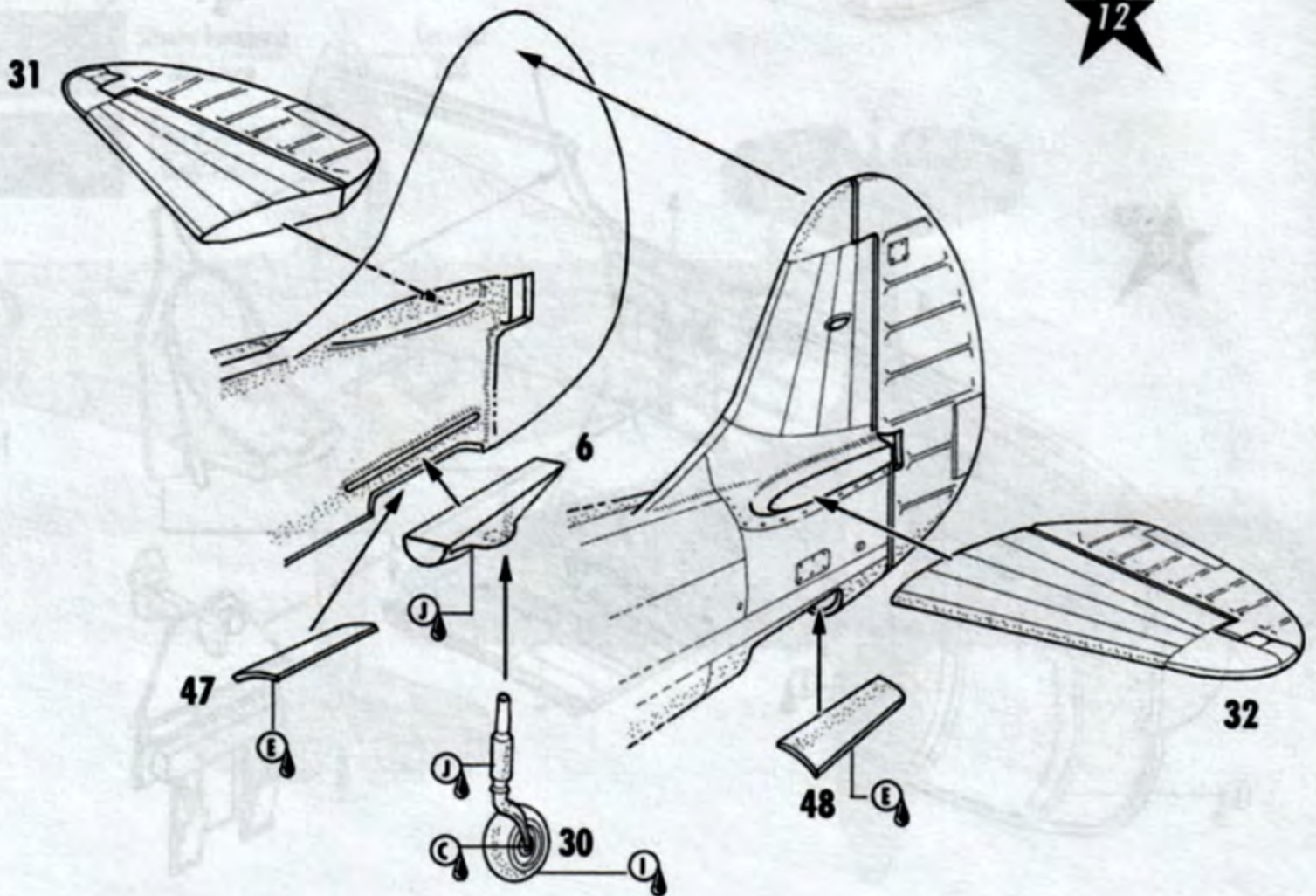


STEP  
6STEP  
7STEP  
8STEP  
9STEP  
10

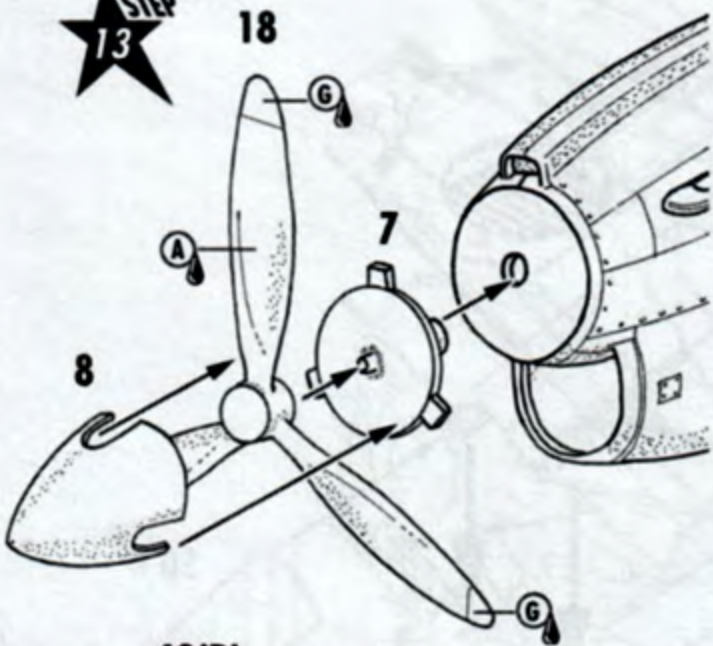
STEP  
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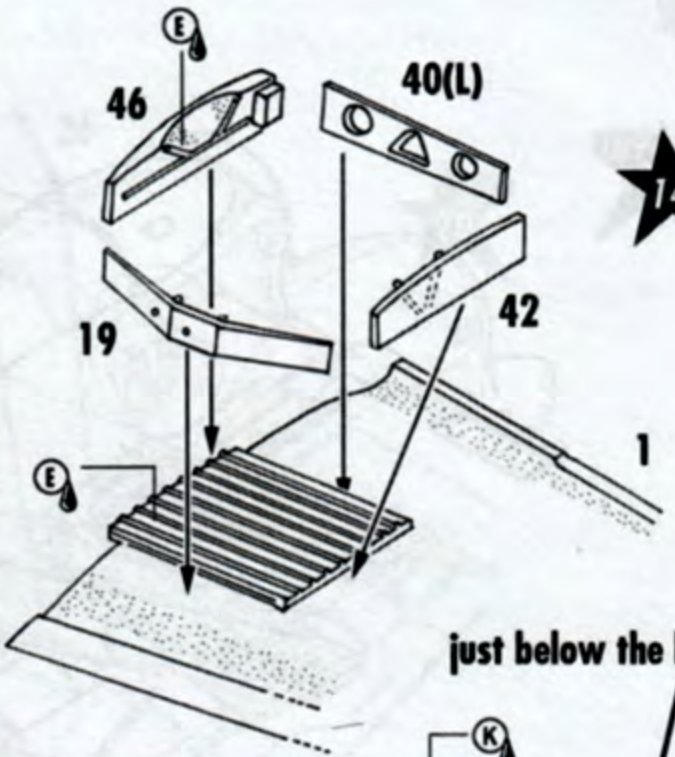
STEP  
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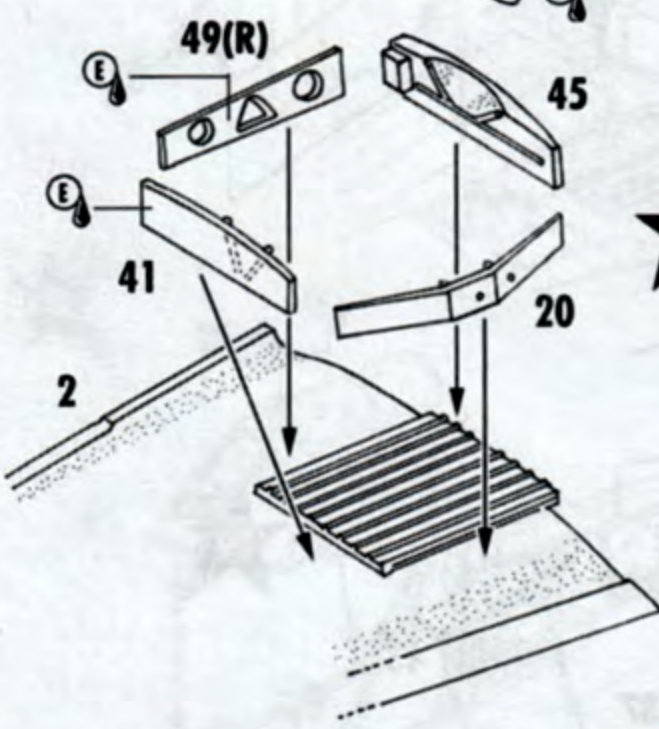
STEP 13



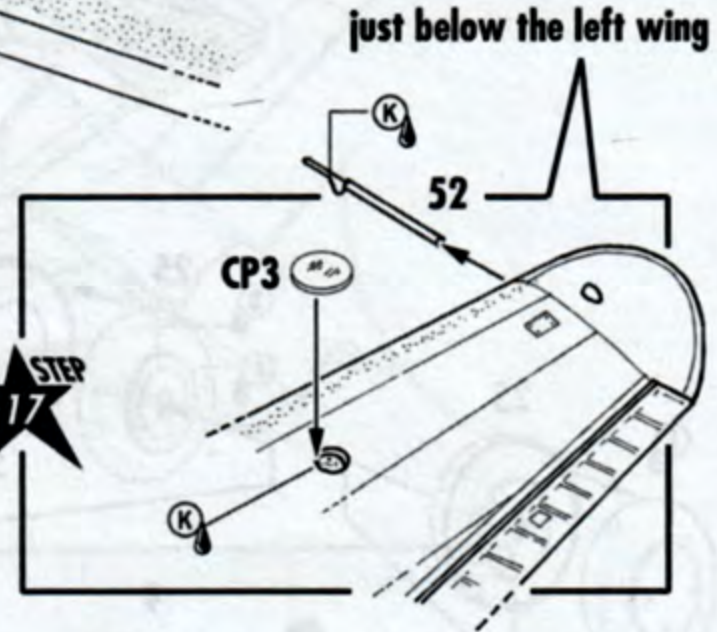
STEP 14



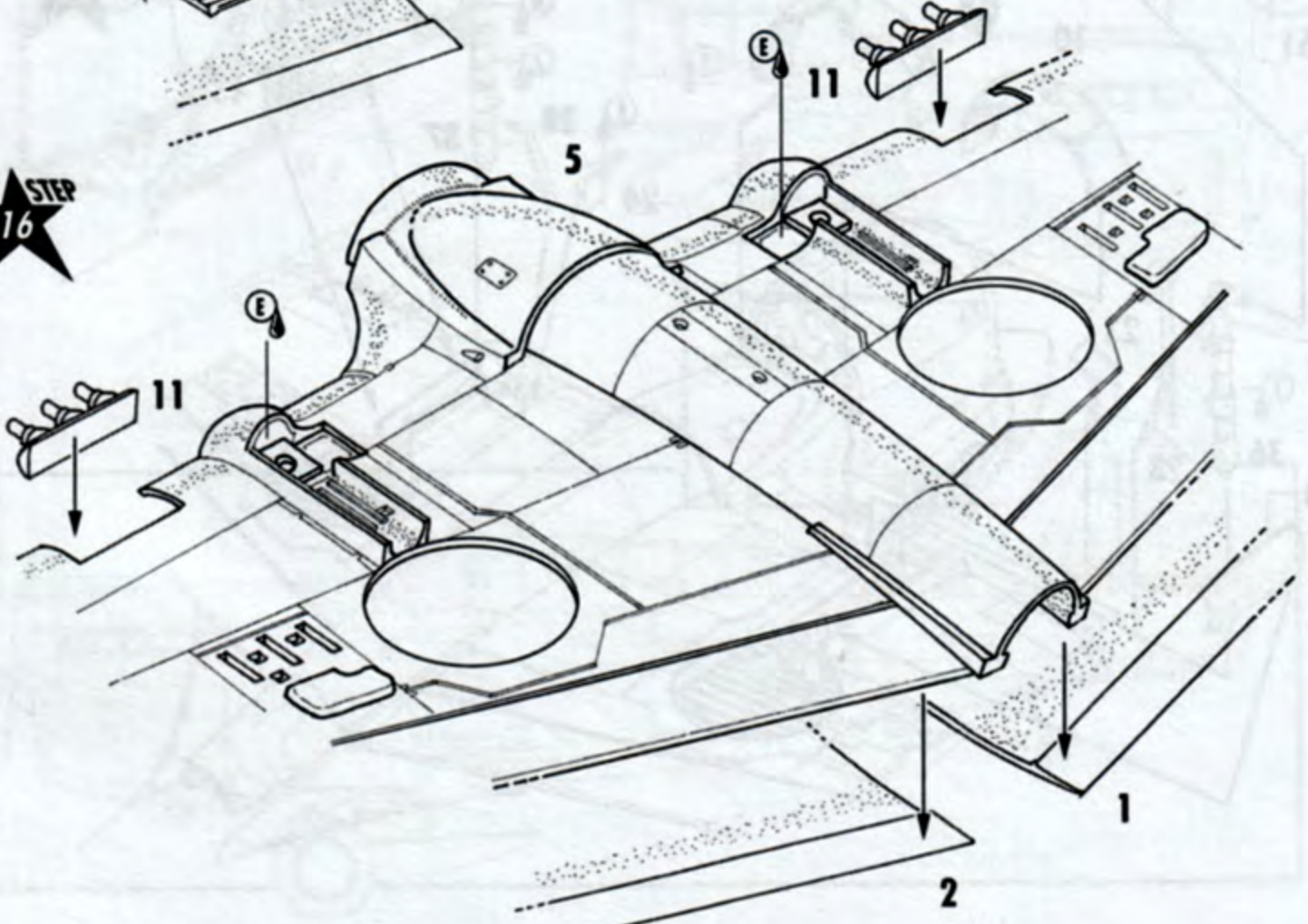
STEP 15



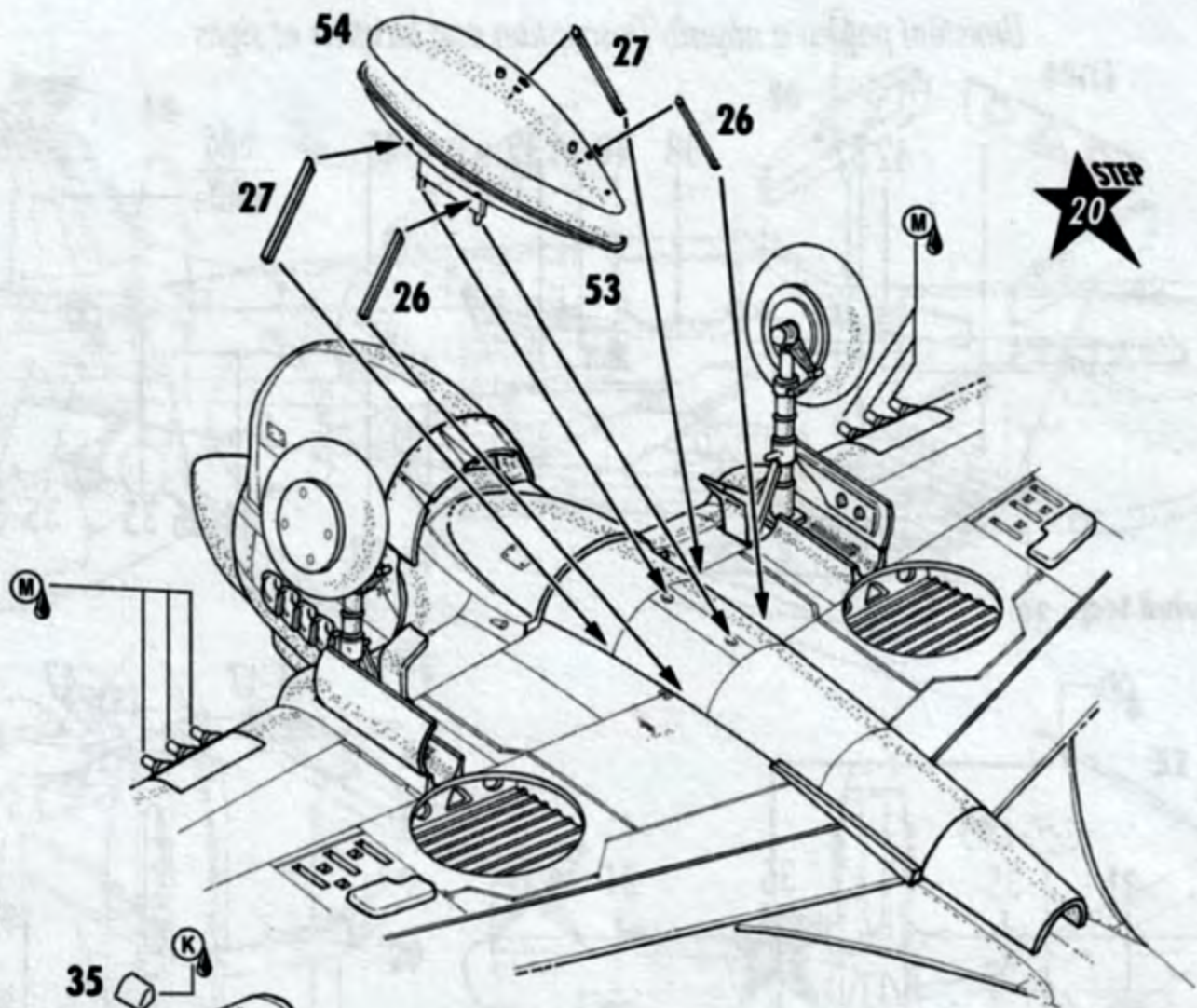
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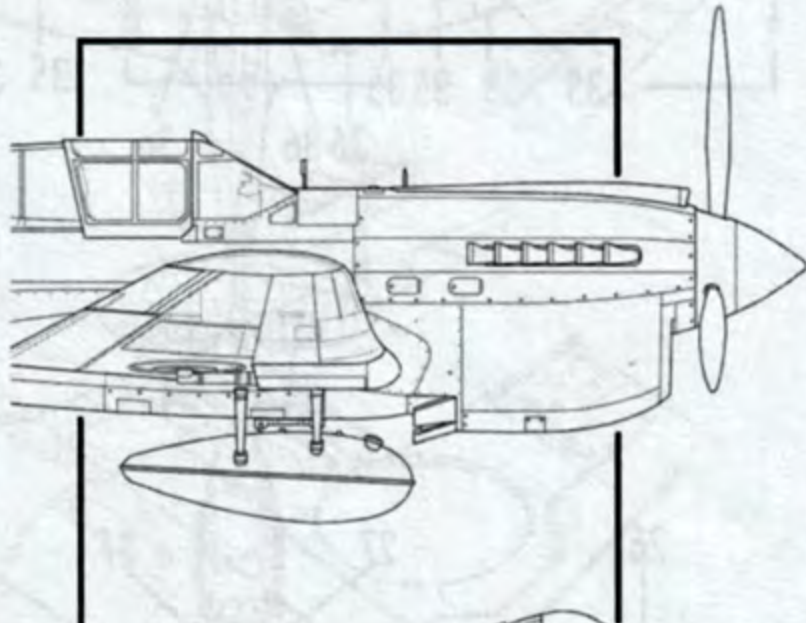
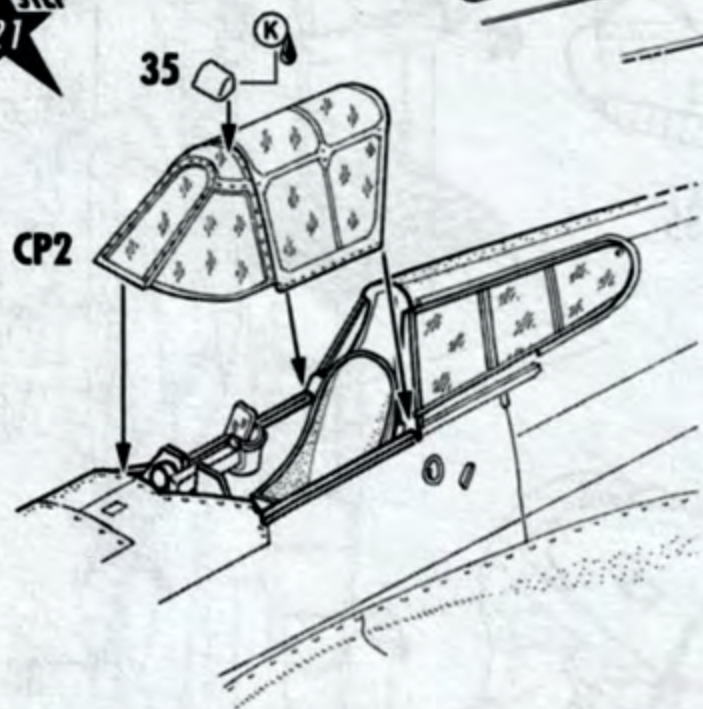
STEP 16



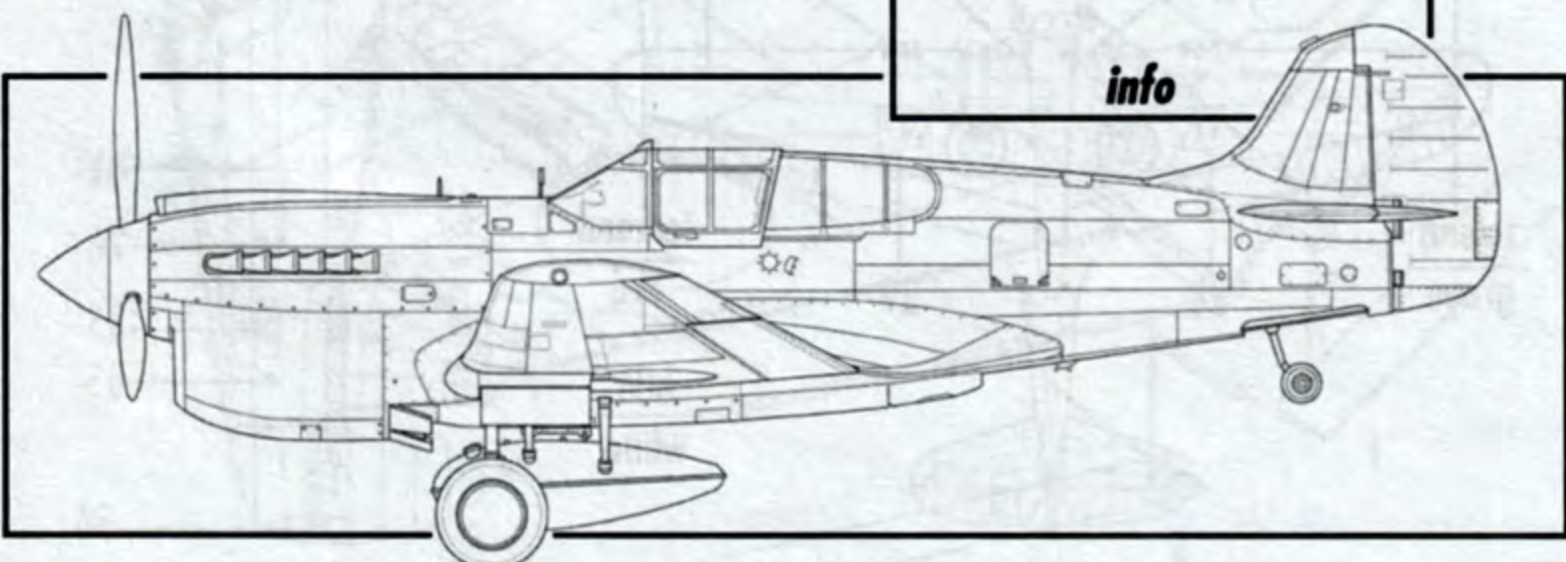




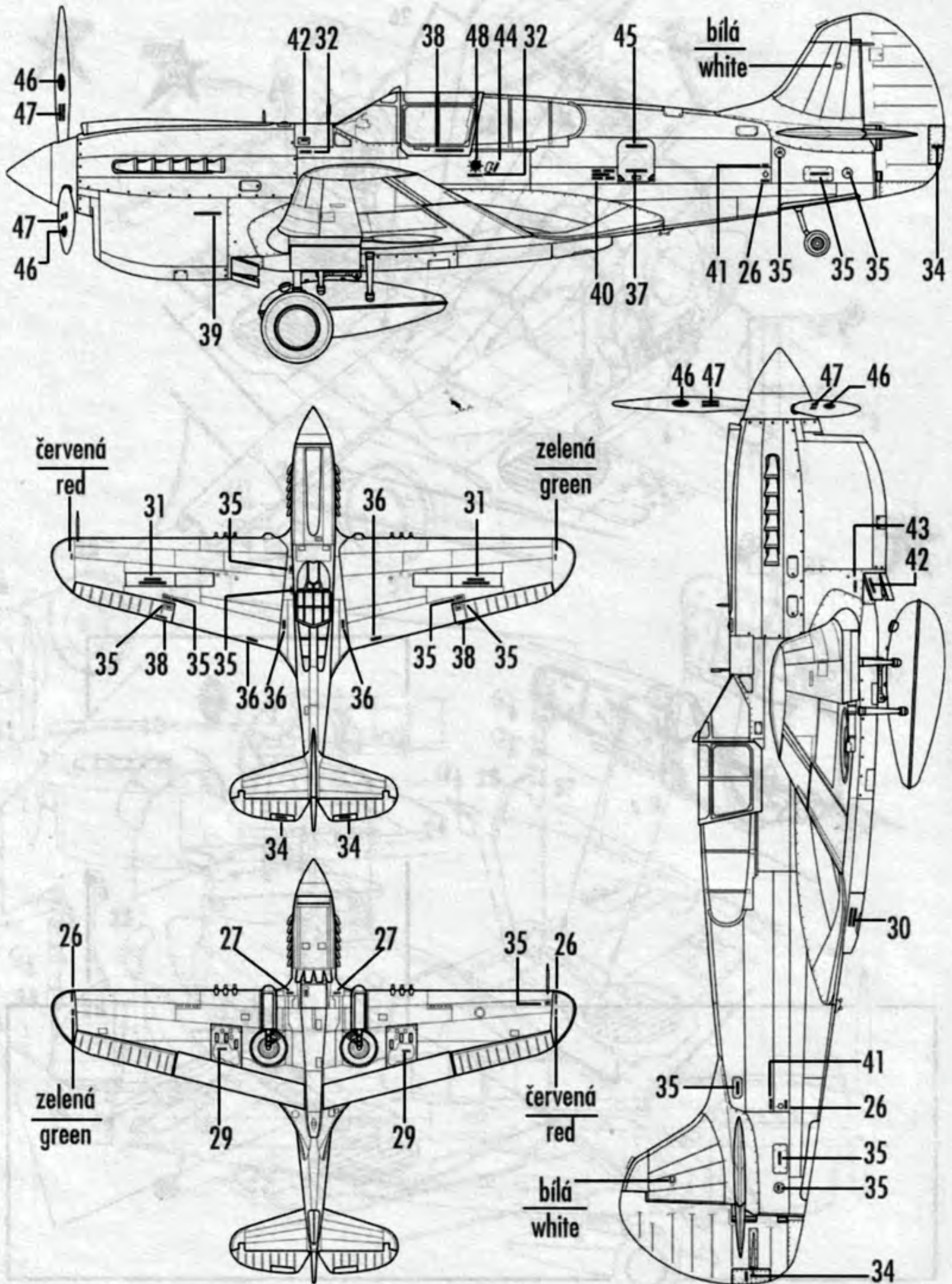
STEP 21



info

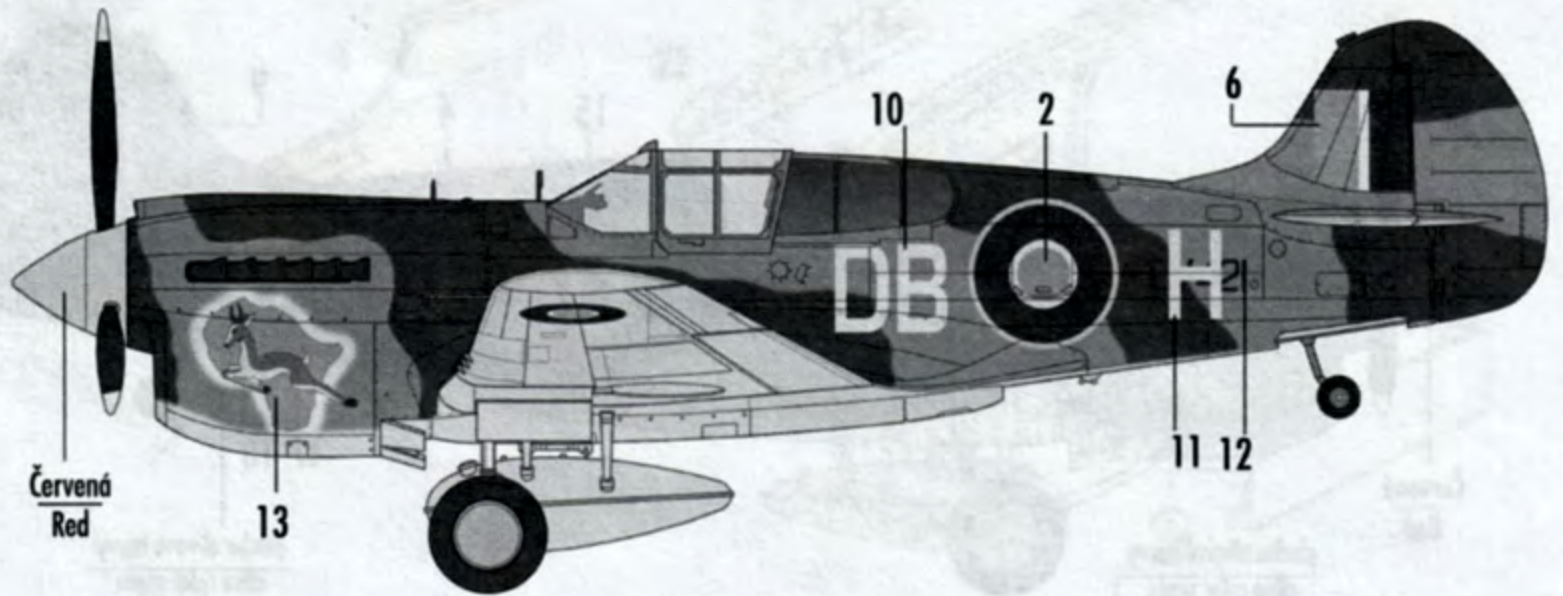


## Umístění popisů a nápisů/Description and location of signs



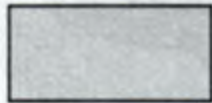
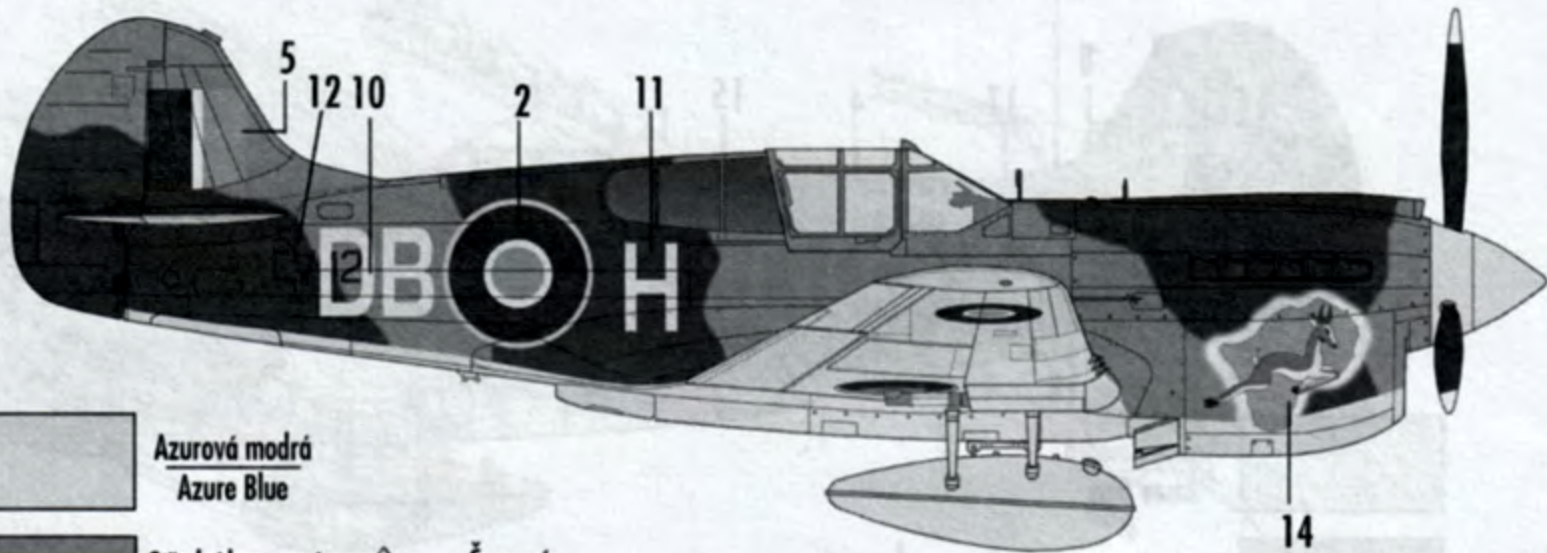


Kittyhawk Mk I, No 2 „Flying Cheetah“ Squadron SAAF, flown by Maj. D.B. Hauptfleisch, 1942



Červená  
Red

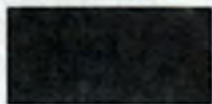
13



Azurová modrá  
Azure Blue

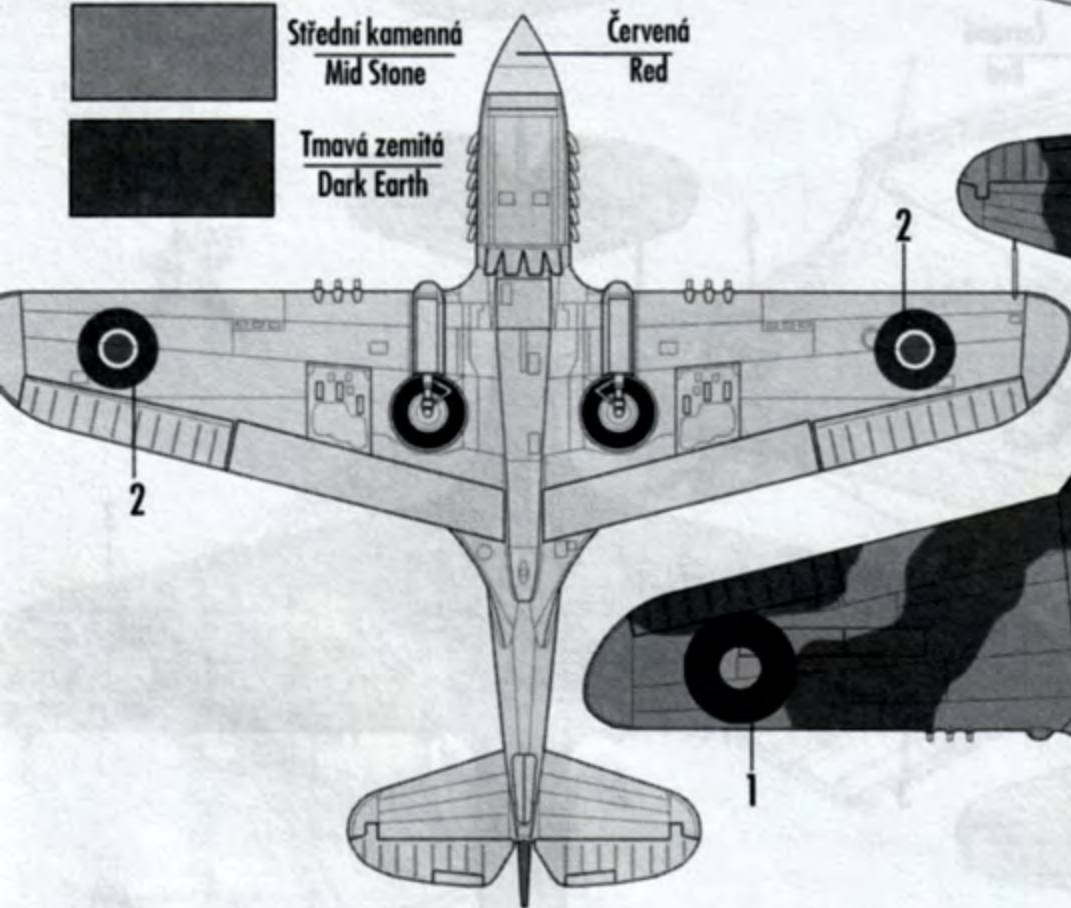


Střední kamenná  
Mid Stone



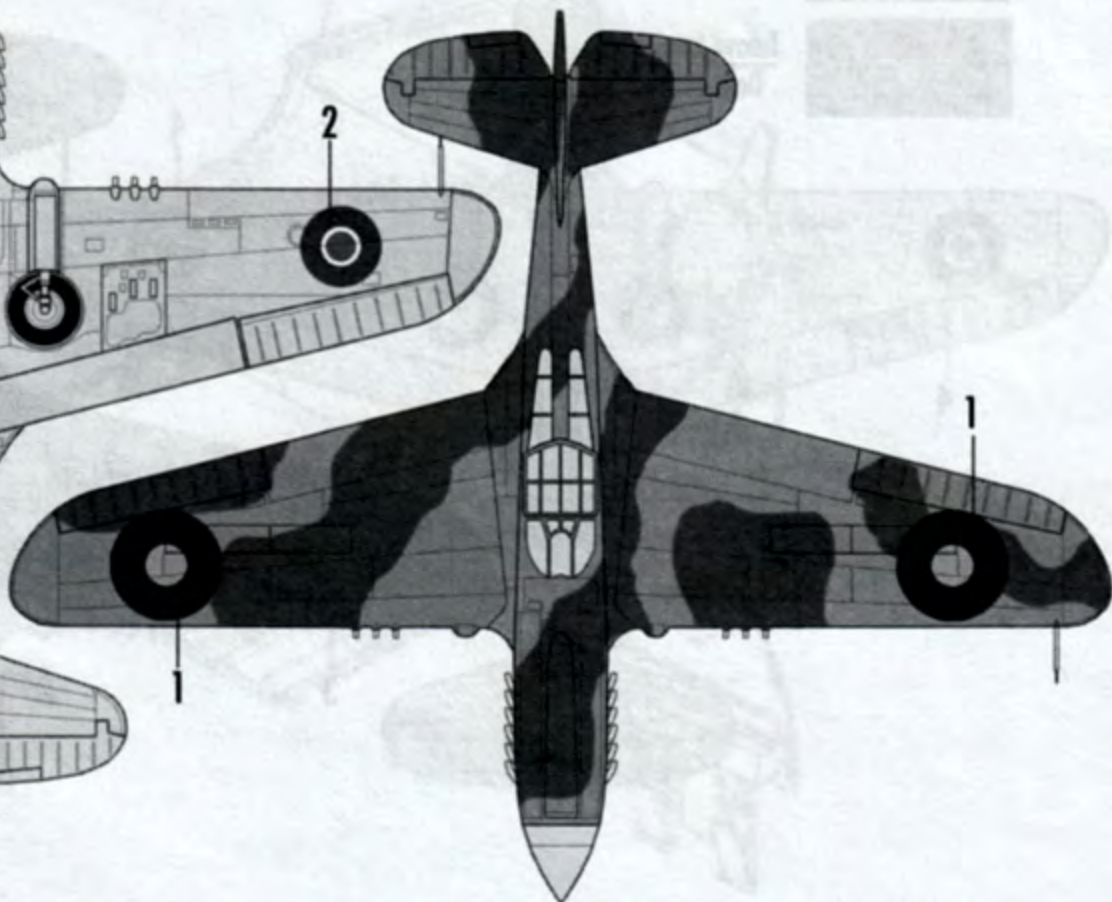
Tmavá zemitá  
Dark Earth

Červená  
Red



2

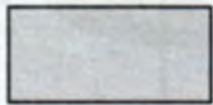
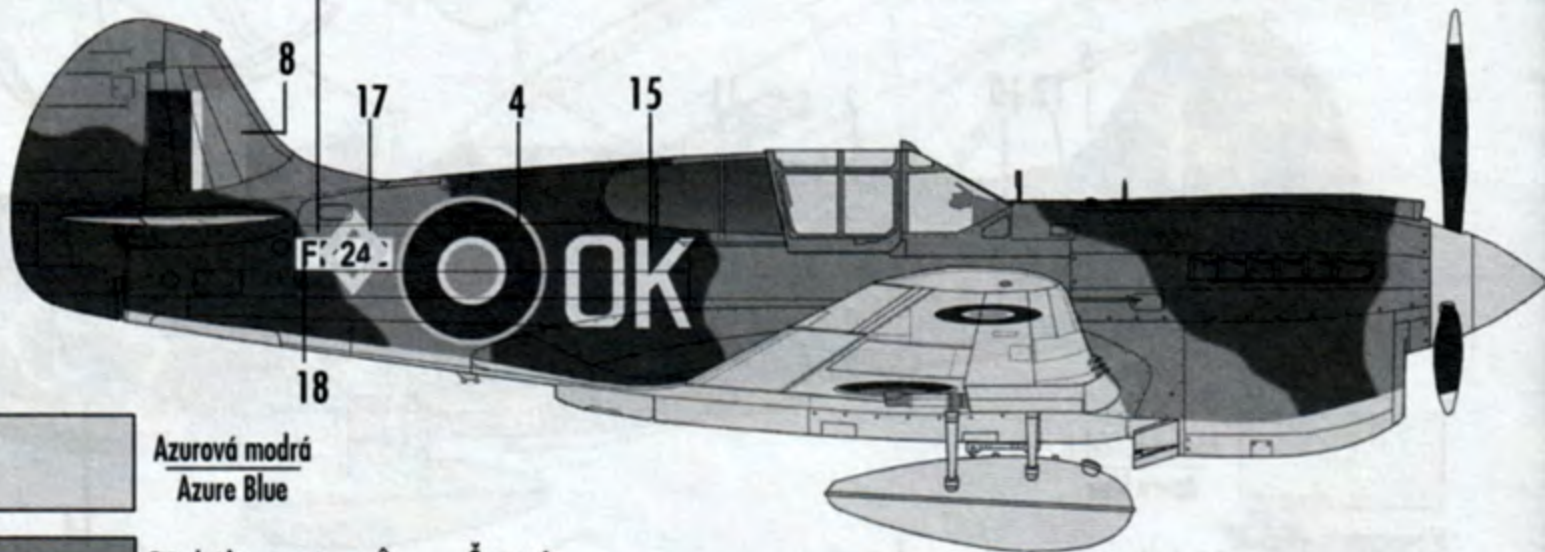
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*Kittyhawk Mk III, 450 Squadron RAAF, of F/Lt Frank Schaaf, Malta, July 1943*



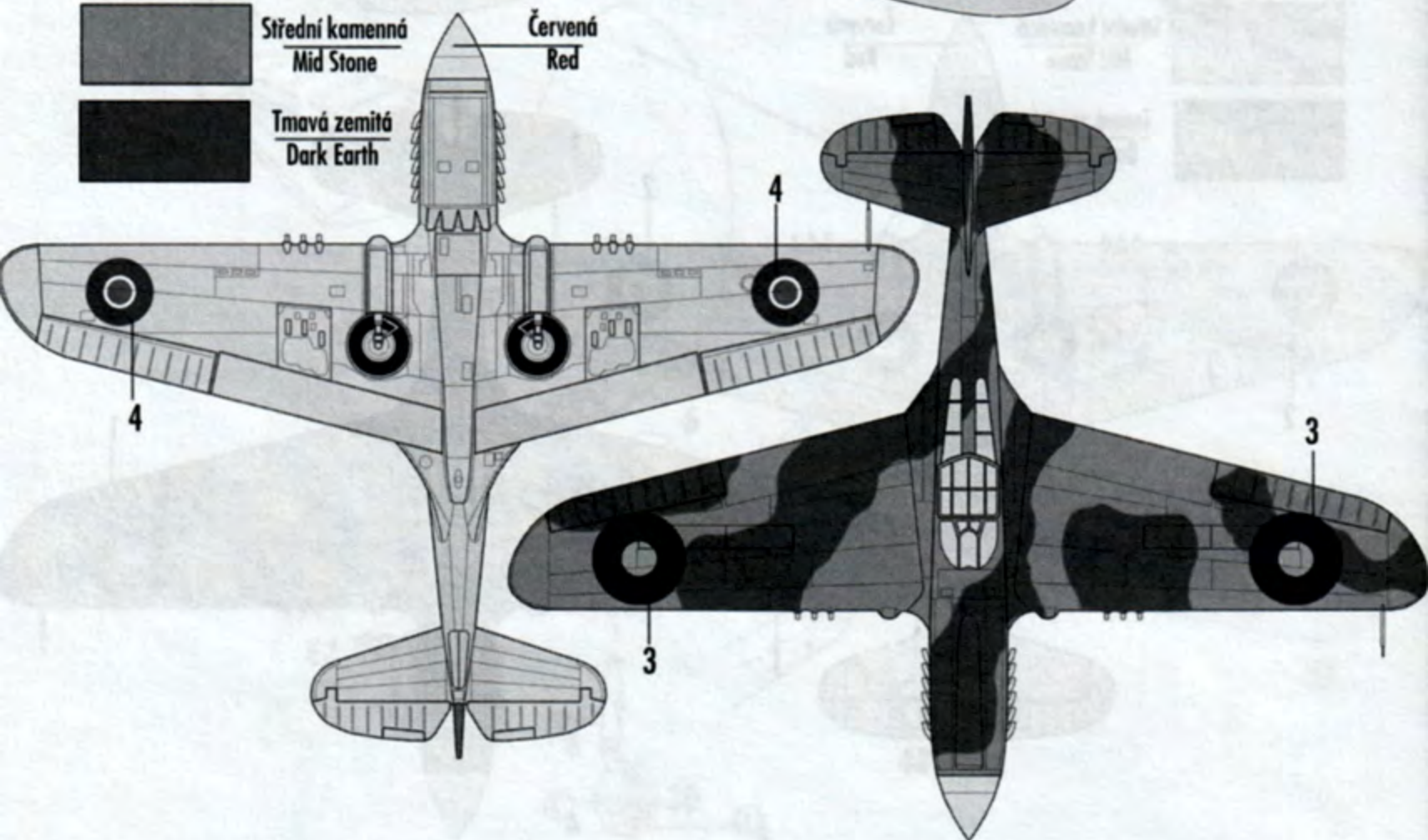
Azurová modrá  
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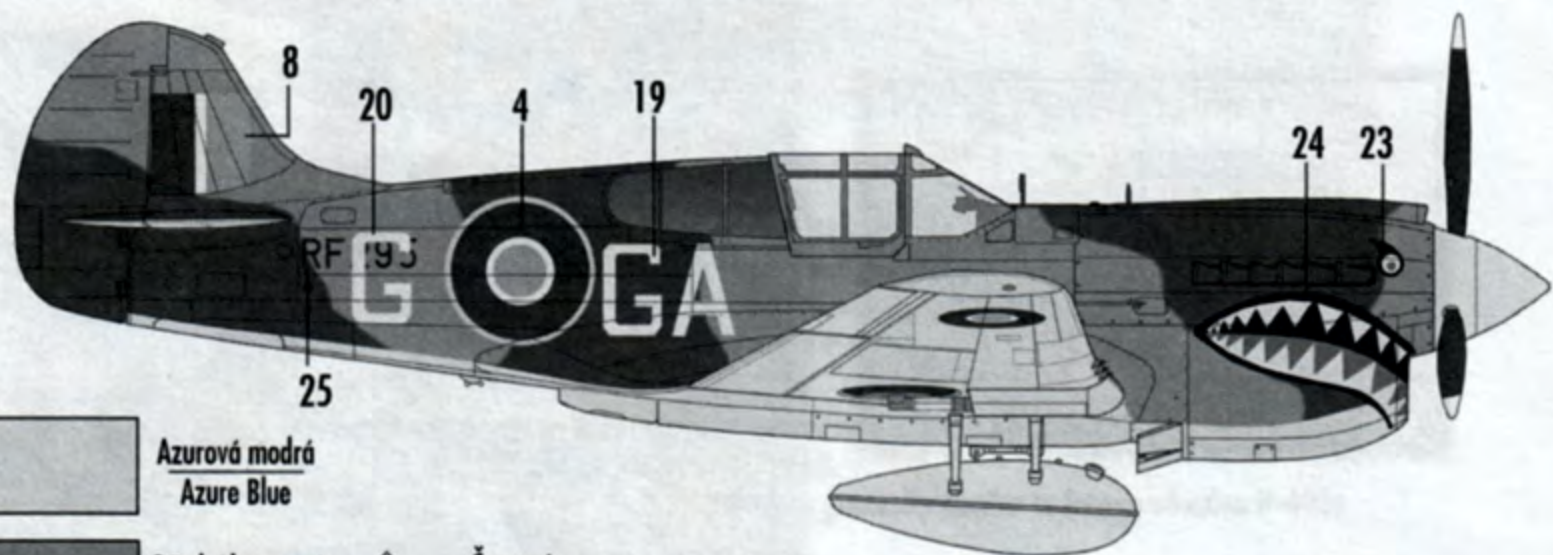
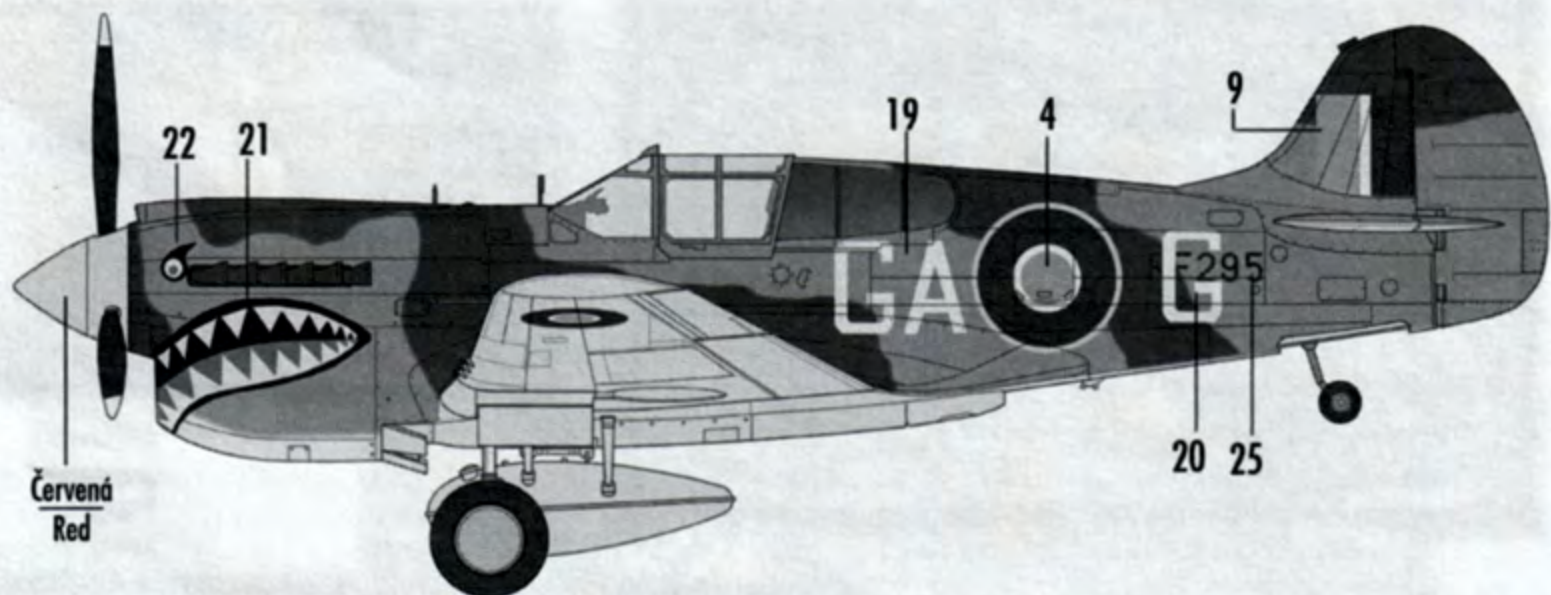
Střední kamenná  
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Tmavá zemitá  
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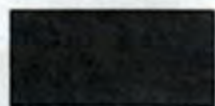
*Kittyhawk Mk III, 112 Squadron RAF, Italy, October 1943*



Azurová modrá  
Azure Blue

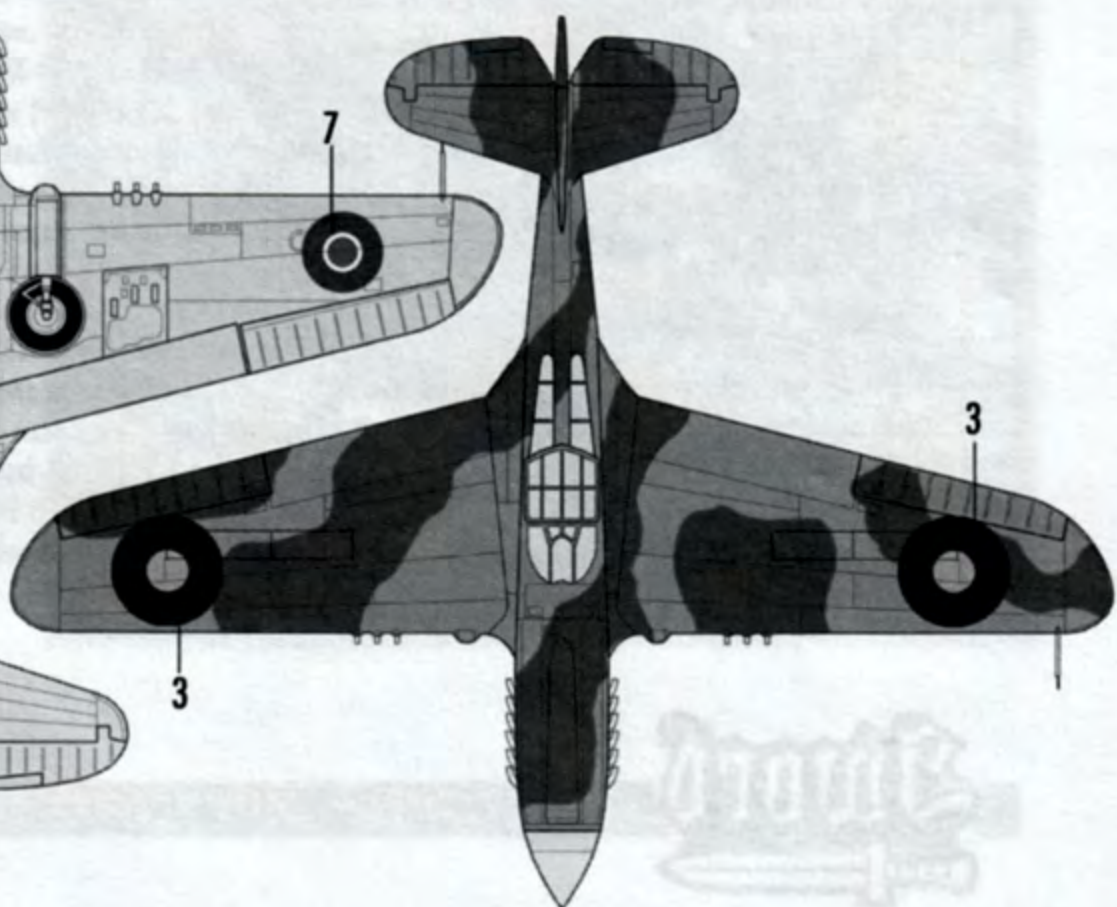
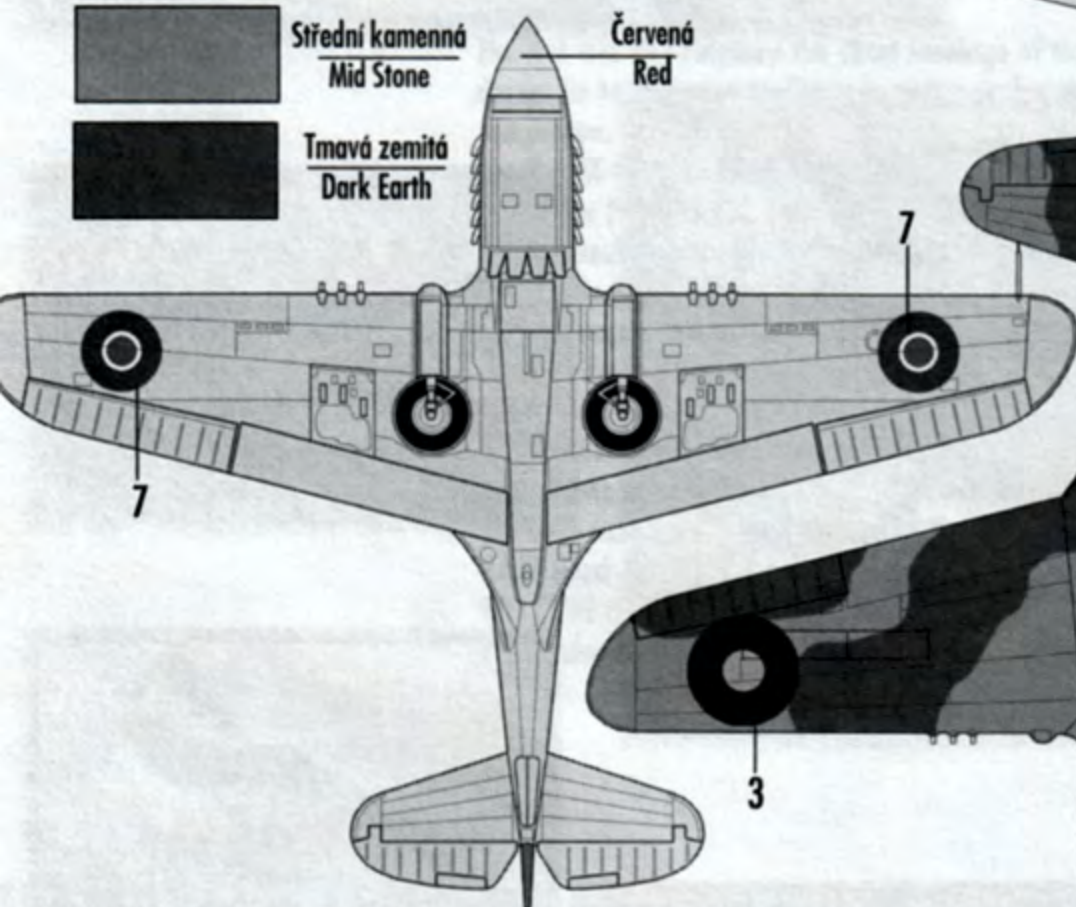


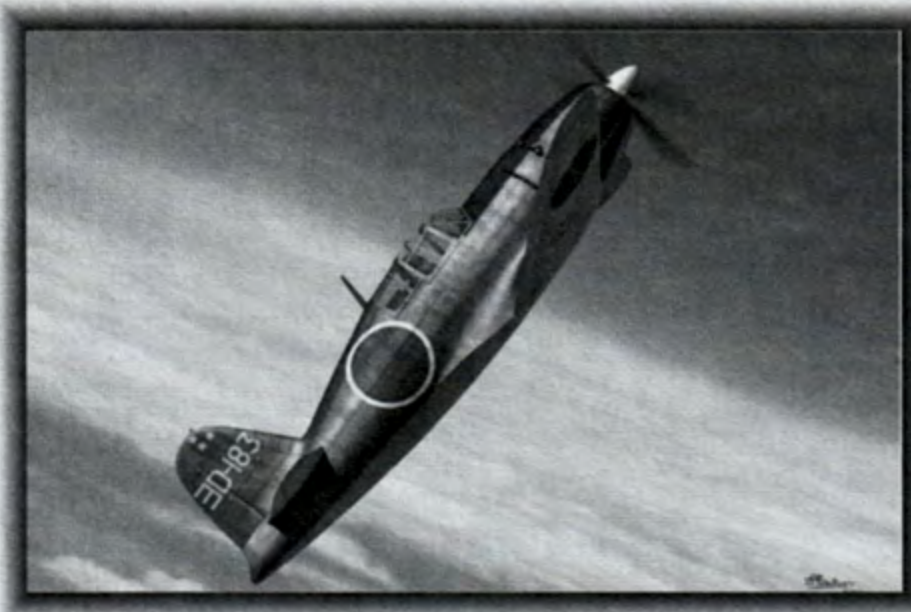
Střední kamenná  
Mid Stone



Tmavá zemitá  
Dark Earth

Červená  
Red





**Sword**

## Curtiss P-40K Kittyhawk III



*Kittyhawk Mk I, No 2 „Flying Cheetah“ Squadron SAAF, flown by Maj. D.B. Hauptfleisch, 1942*



*Kittyhawk Mk III, 450 Squadron RAAF, of F/Lt Frank Schaaf, Malta, July 1943*



*Kittyhawk Mk III, 112 Squadron RAF, Italy, October 1943*

**SW 72064(scale 1/72)**