

Curtiss P-40CU & Tomahawk I

AML No.72 015



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 AllisonV-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 a production P-40-CU (Curtiss Model Number H81) took place on April 4 , 1940 . Deliveries of 199 aircraft began in June 1940 , and they were completed by October . This gave the aircraft armament consisting of two .50-caliber machine guns in the cowlings and two .30-caliber guns in the wings . One of the P-40-CU was converted into a photo-reconnaissance aircraft and redesignated the P-40A. Another development were forty-three P-40Gs mating the fuselages of P-40-CU with H81-A2 wings (Four .30-caliber machine guns were installed in the Wings). Sixteen planes were delivered to the USSR .

A large order for a comparable aircraft also came from the French.

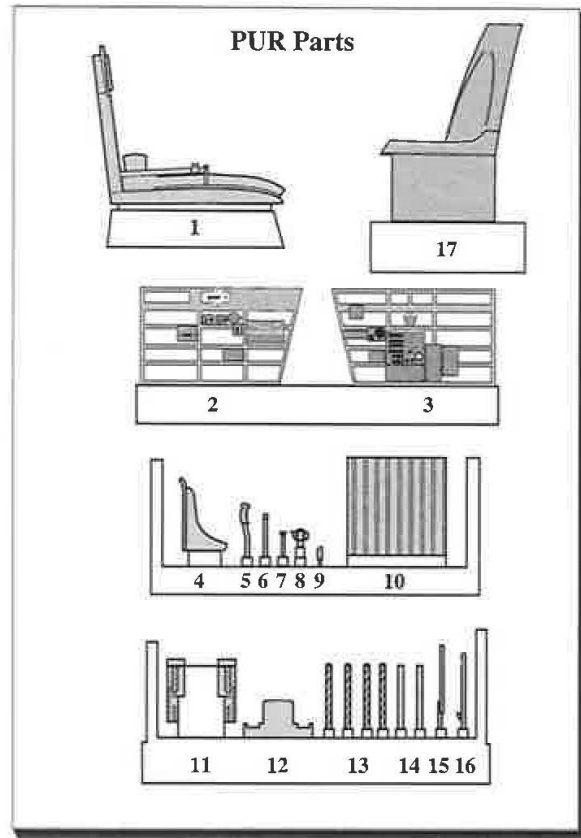
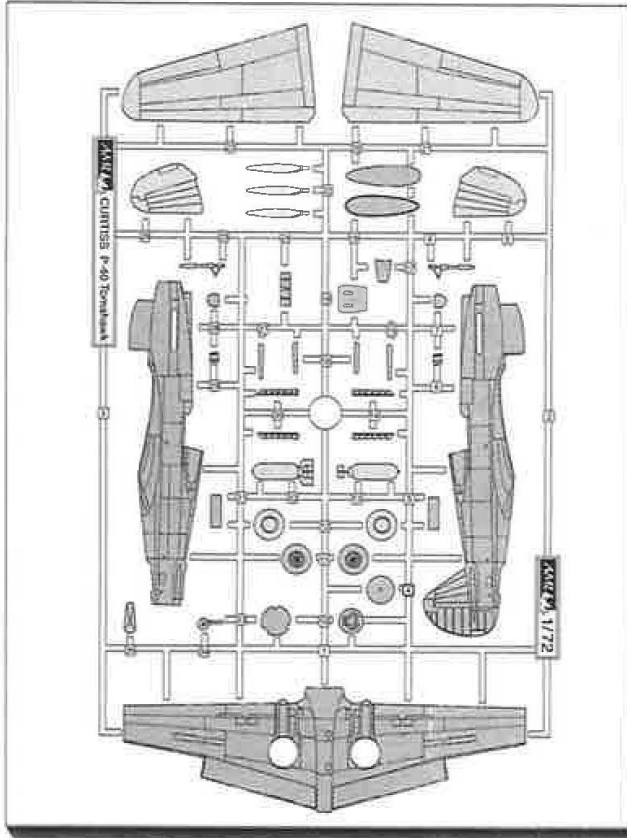
On May 10 , 1940 , they ordered 185 (H81-A1) which were similar to the P-40-CU except that they had four machine guns in the wings instead of two . These aircraft also had the two .50-caliber machine guns in the cowlings . But before any deliveries could be made , France had fallen to Germany .The Royal Air Force took delivery of 143 of these planes , and they named them Tomahawk Is . Mark IA and IB designations were also applied to some of these depending on the equipment installed.

Specification

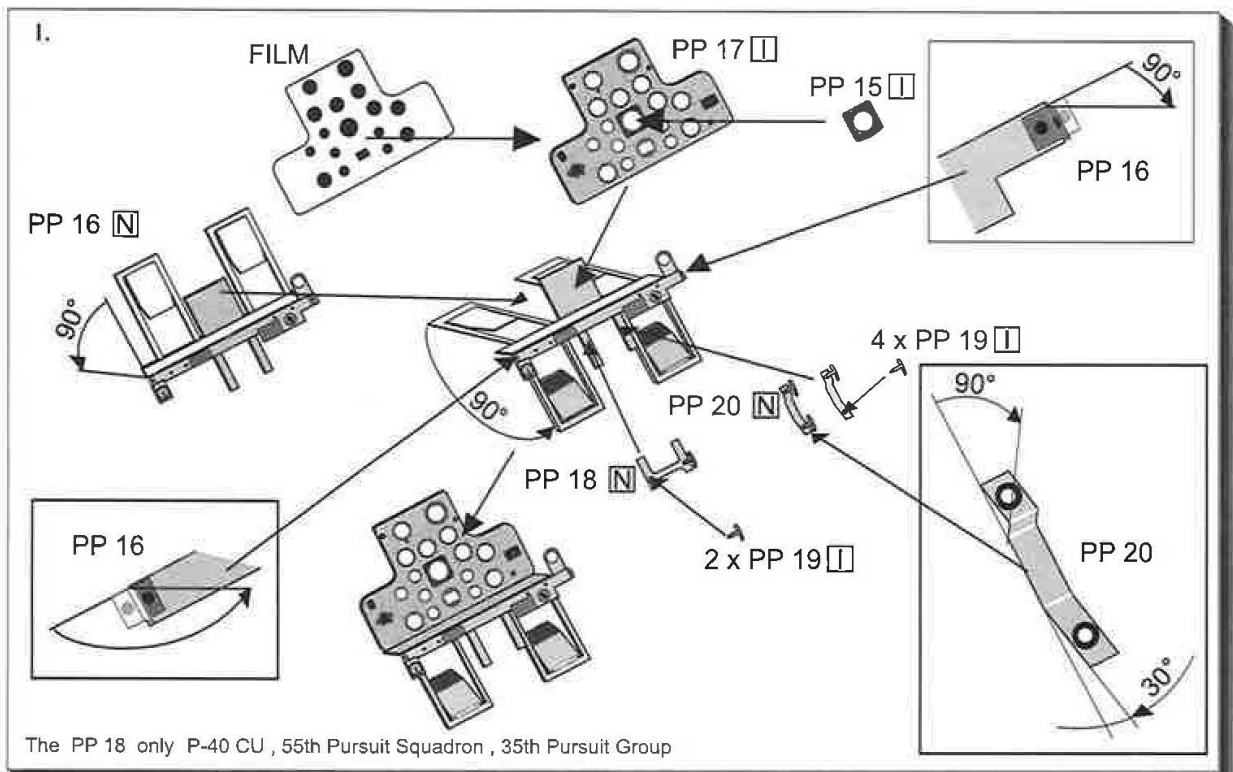
Wingspan	11,38m	Normal Range	1046km
Length	9,67m	Maximum Range	2460km
Height	3,22m	Ceiling	9982m
Max.airspeed/ 4570m	574km/h	Engine	Allison V-1710-33 (C15)
Cruising speed	446km/h	Horsepower	1090h.p.
USAAC		RAF	
Number Built	199	Number Built	143
Serial Numbers	39-156 to 39-220 39-222 to 39-289 40-292 to 40-357	Serial Numbers	AX900,BK852,BK853 AH741 to AH880

Curtiss P-40CU & Tomahawk I

Parts

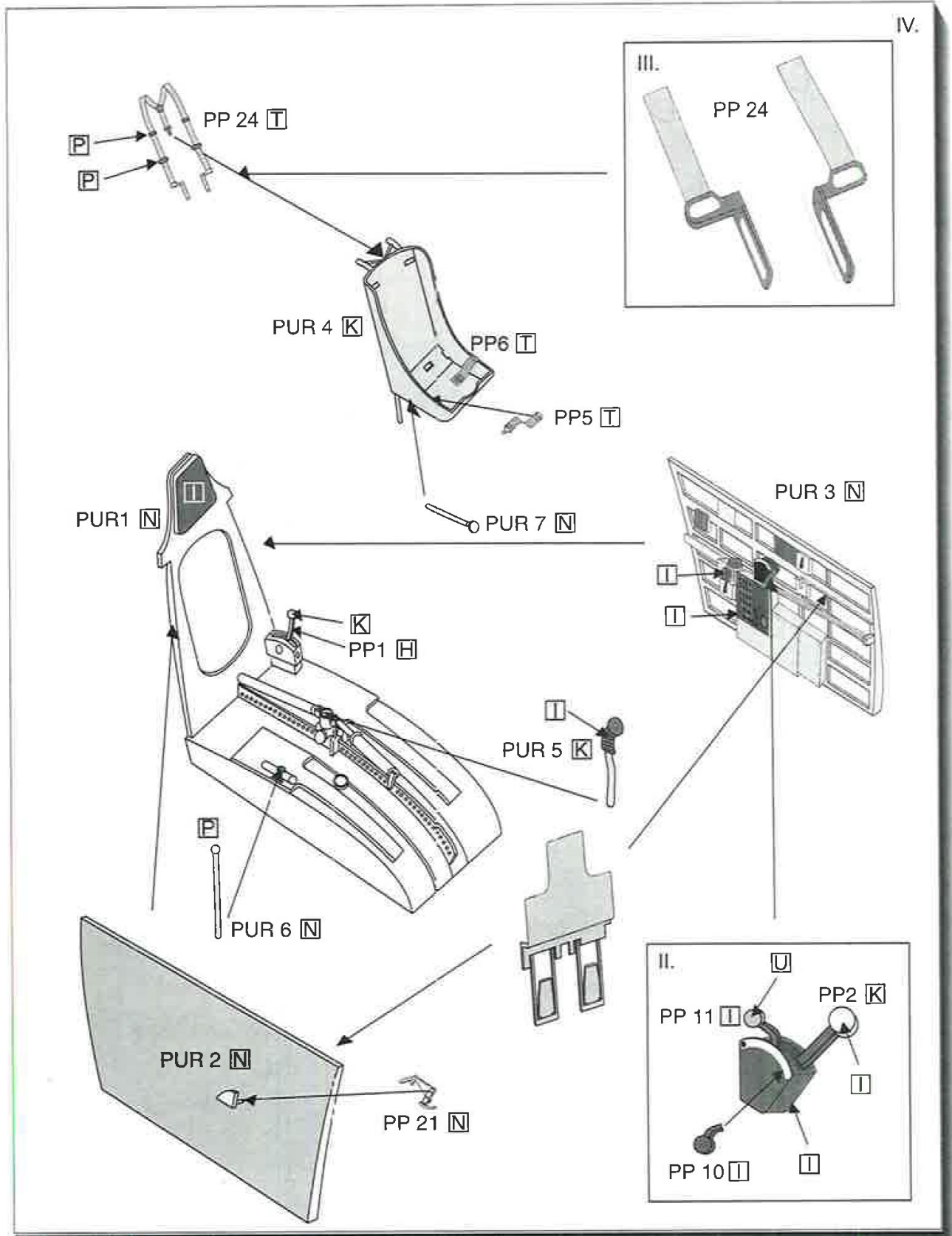


Assembly



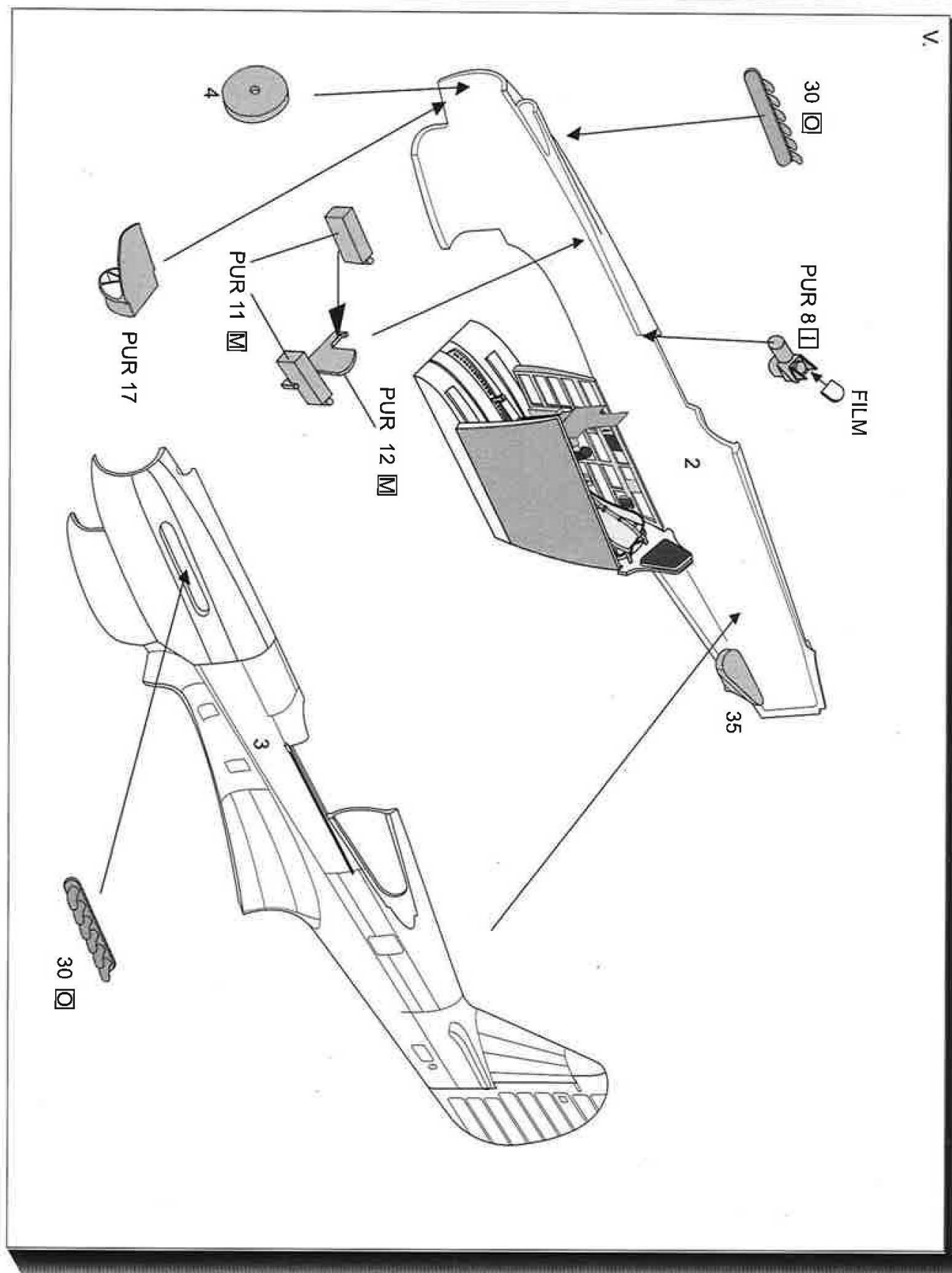
Curtiss P-40CU & Tomahawk I

Controls & Seat



Curtiss P-40CU & Tomahawk I

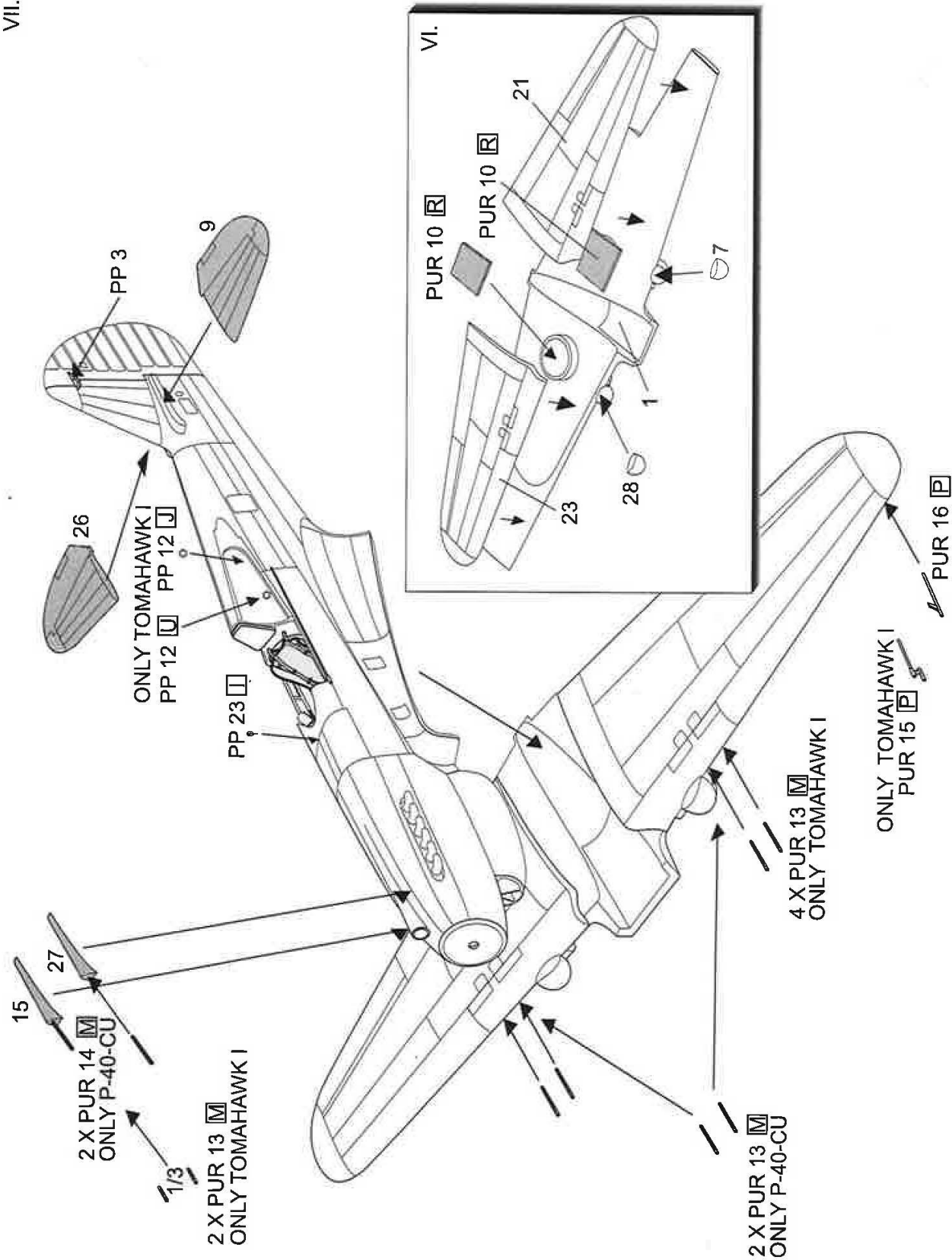
Fuselage



Curtiss P-40CU & Tomahawk I

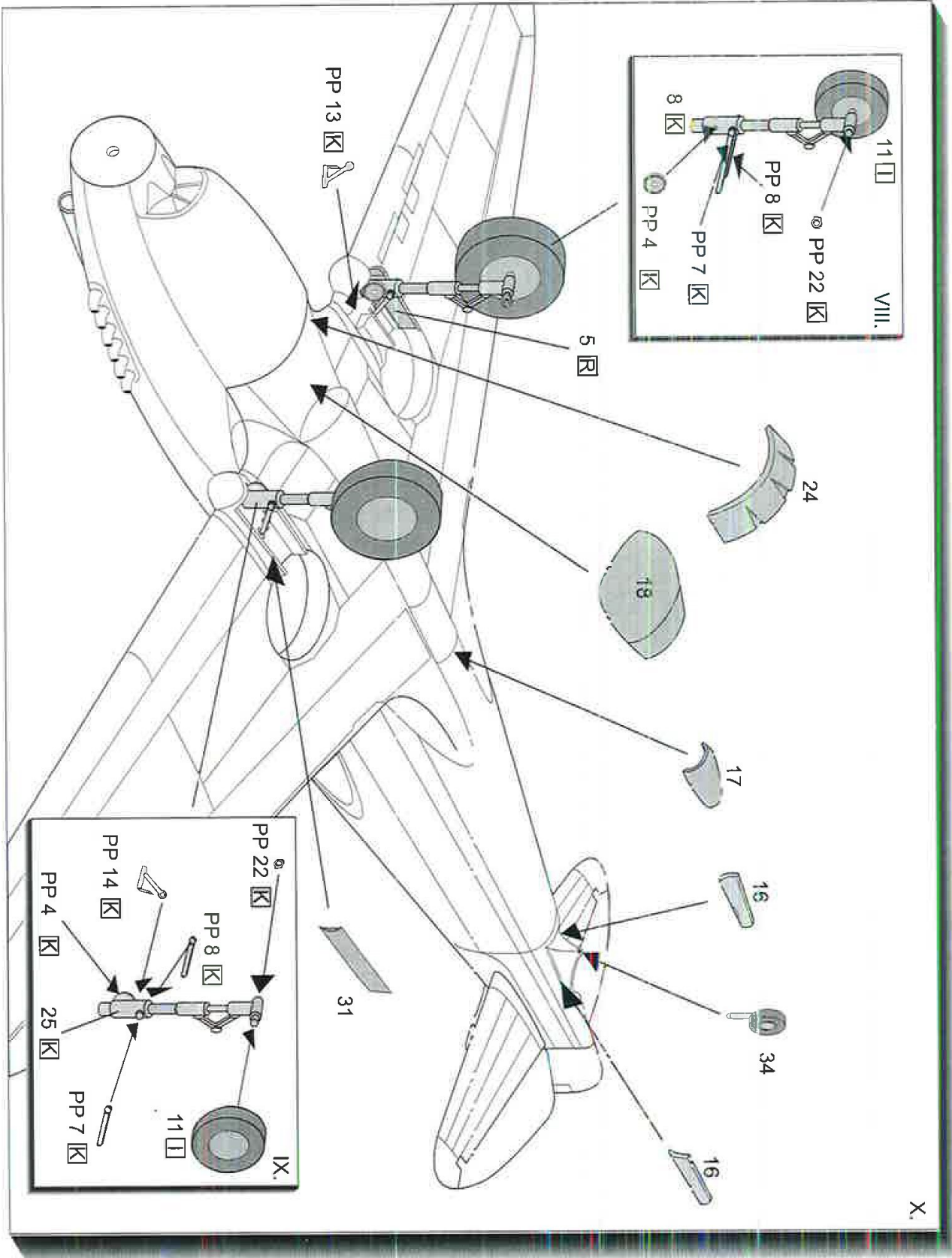
Fuselage, Wing

VII.

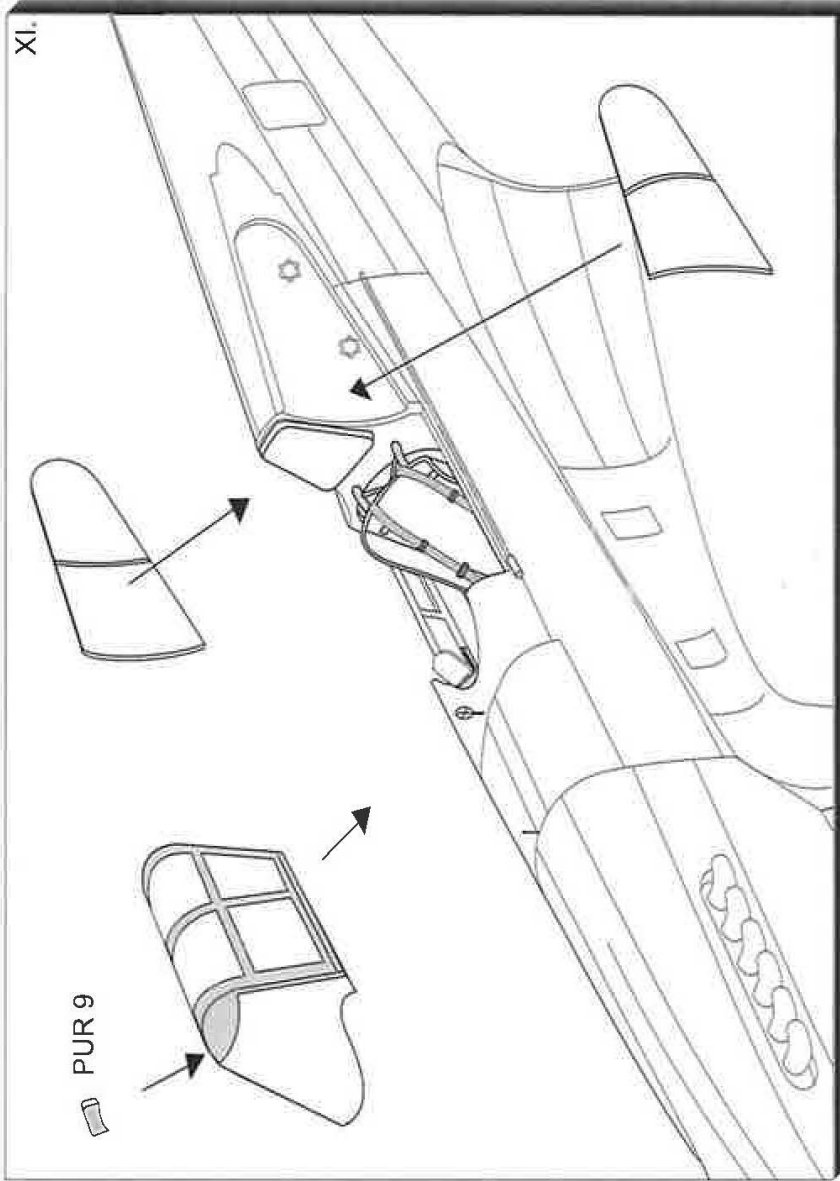


Curtiss P-40CU & Tomahawk I

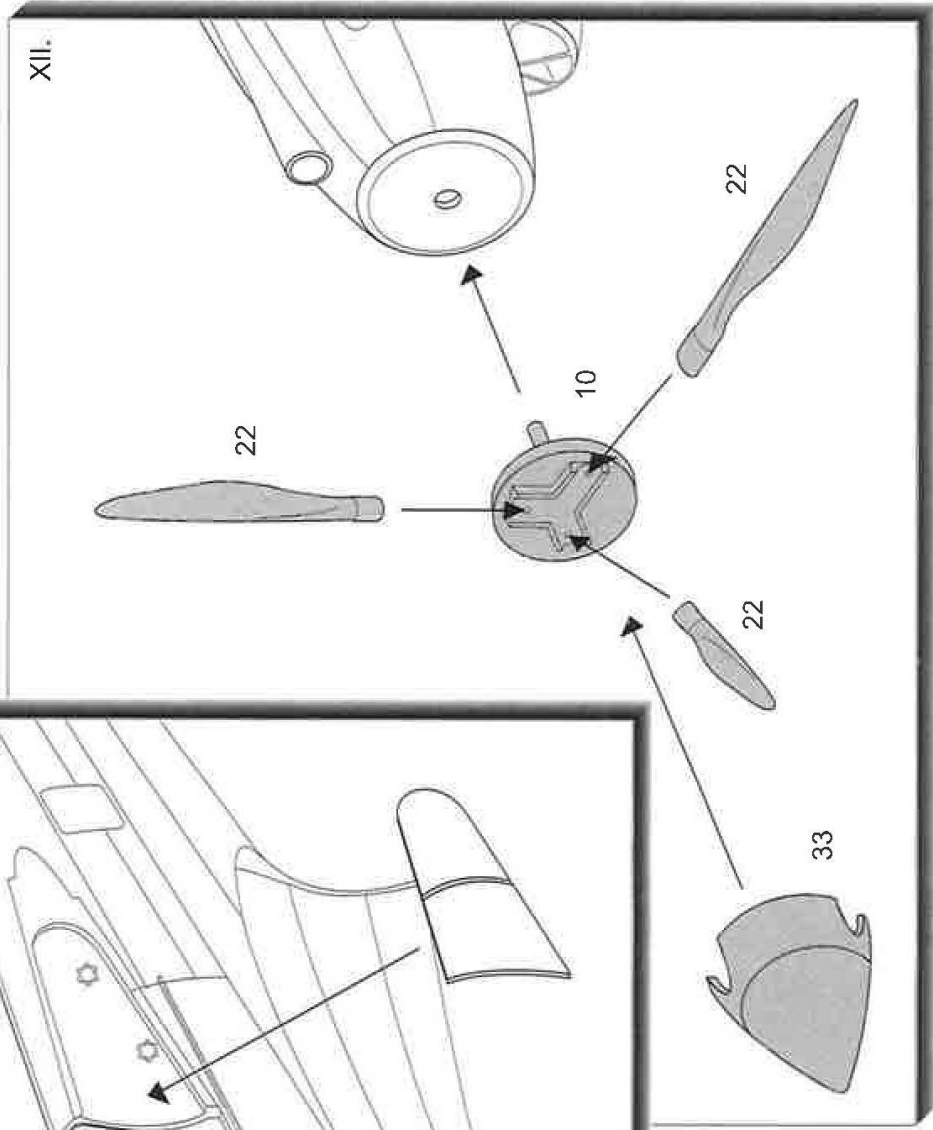
Undercarriage



Canopy



Propeller



Curtiss P-40CU & Tomahawk I

Doporučené barvy / Recommended Colours

	Colour	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
V	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	

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. Cury, ViP Publishers Inc.

R. Wagner, Profile Publications No.35

B. Kinzey, Squadron / Signal publicitins

E. R. McDowell, Squadron / Signal publicitins

L. Drendel, Squadron / Signal publicitins

V.Ehrman, V.Roman, MBI

M. Rys, Z. Kolacha, K. Janowicz, A.J.Press

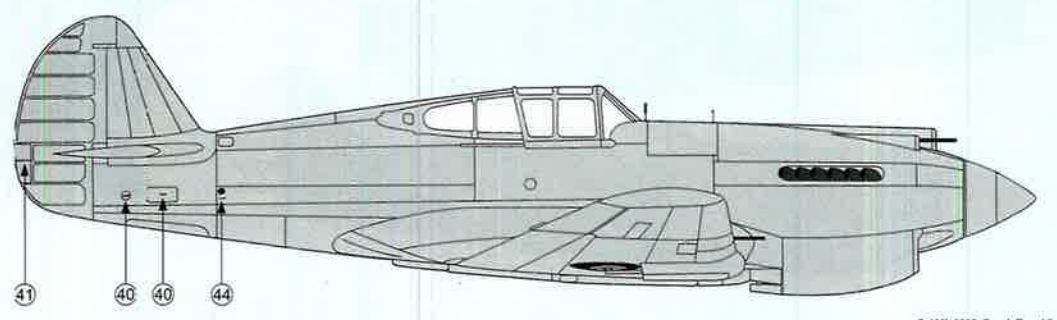
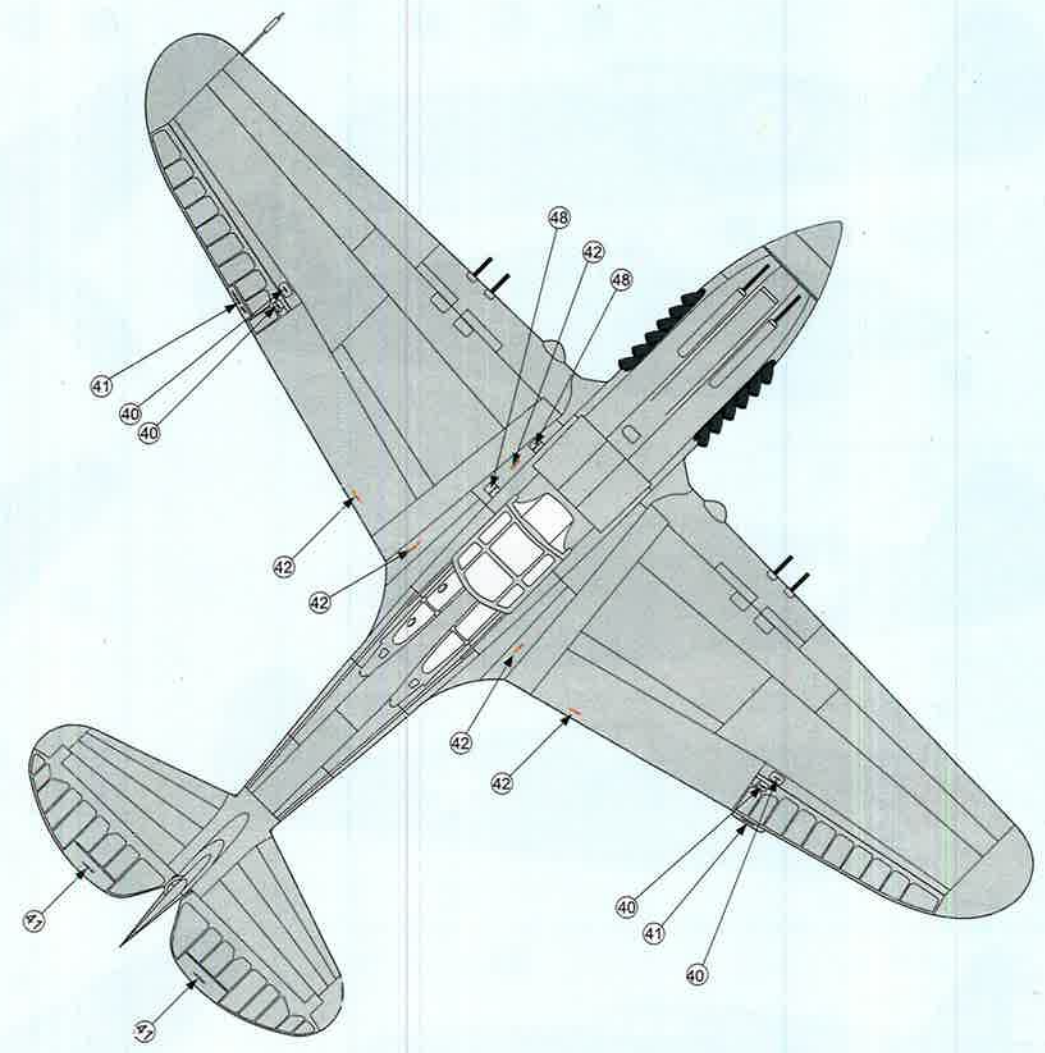
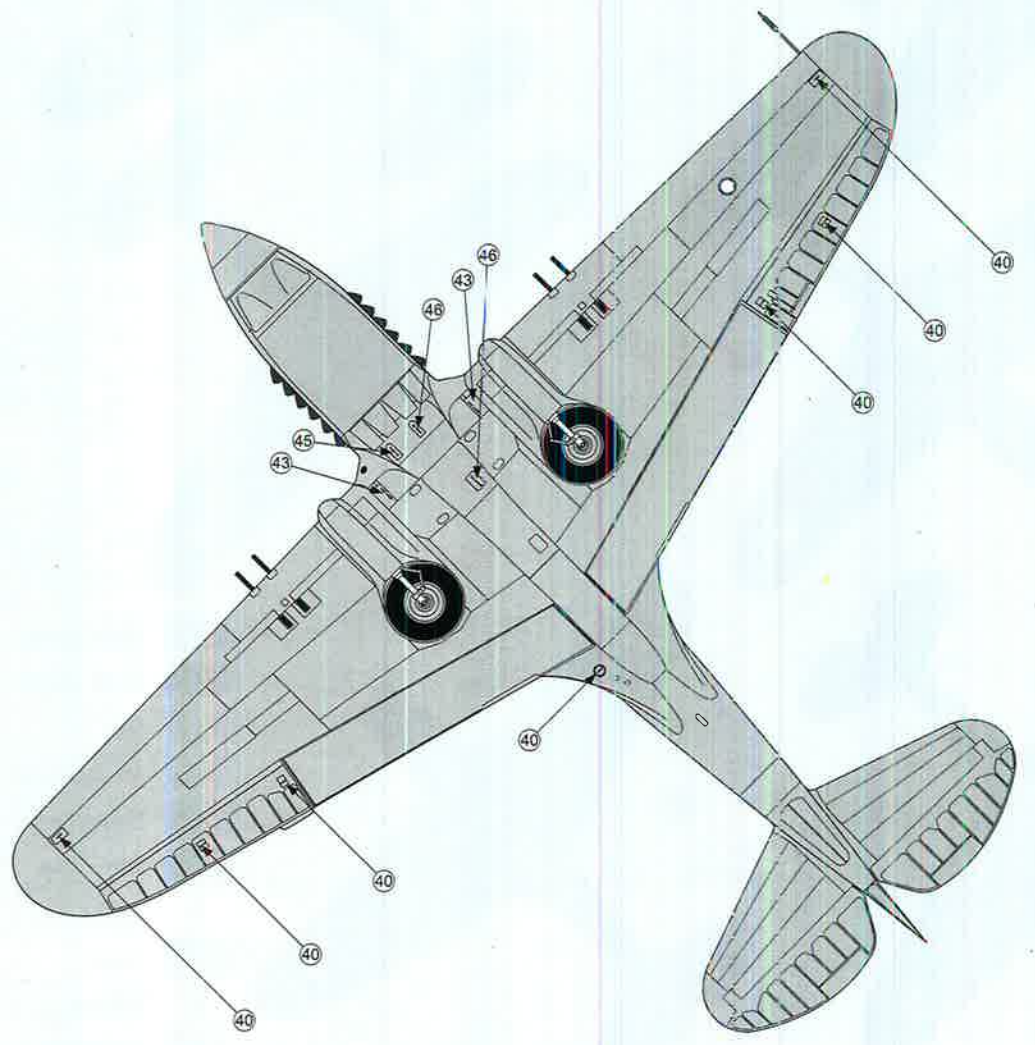
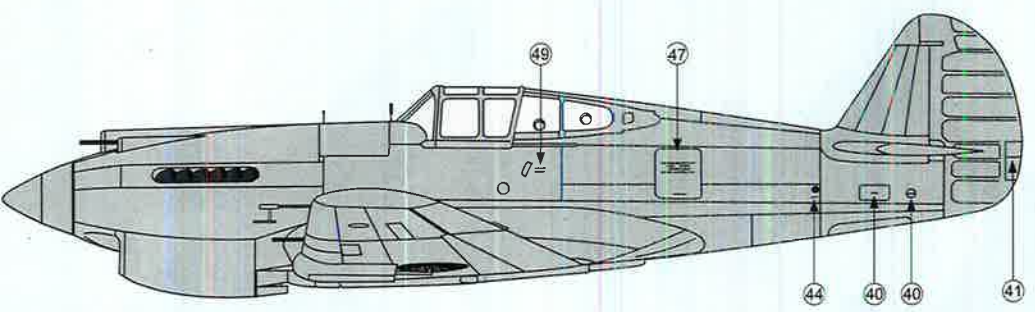
Návod na aplikaci vodou snímatelných obtisků / How to apply Decals

1. Vystříhnete pečlivě požadovaný objekt z obtiskového aršíku.
2. Namáčajte asi 10 vteřin ve vlažné vodě, až podkladový papír nasaje dostatečně vodu.
3. Položte navlhčený obtisk na nesavý podklad a nechejte 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. Přidržeťte obtisk pinzetou a opatrně z pod něho vytáhněte 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.

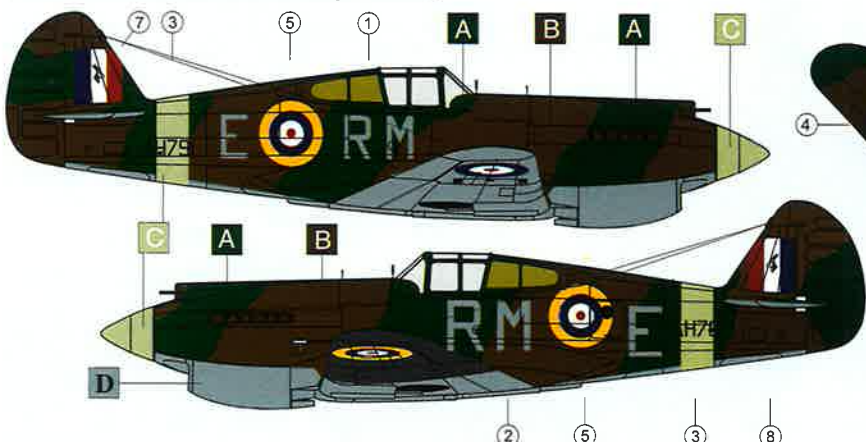
1. Cut the particular image carefully of the sheet.
2. Soak it in lukewarm water for 10 seconds
3. Put the wet image on some non - blotting surface.
4. Place the image still on the base paper to the model. Hold the image with tweezers and remove the paper carefully. If the image is placed incorrectly, 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.



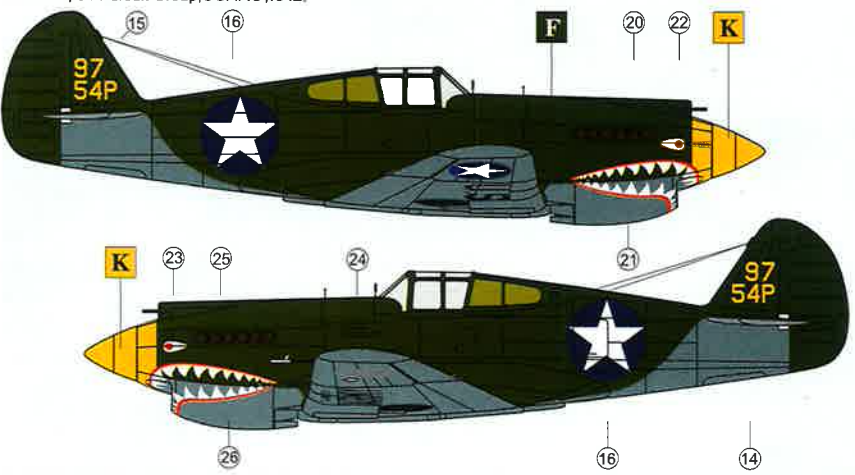
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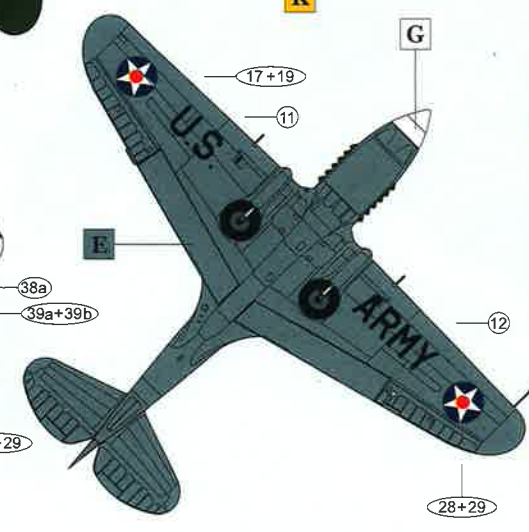
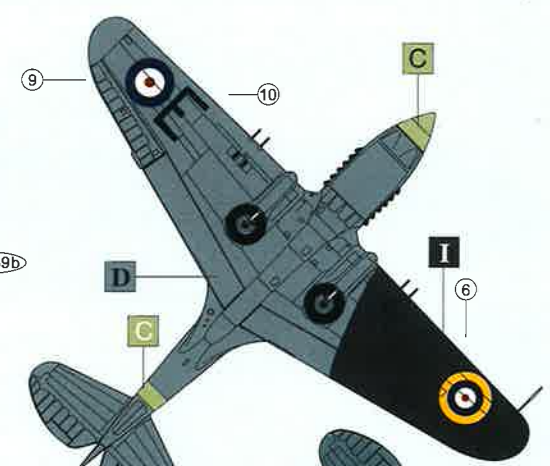
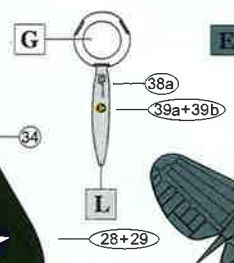
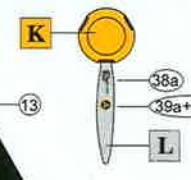
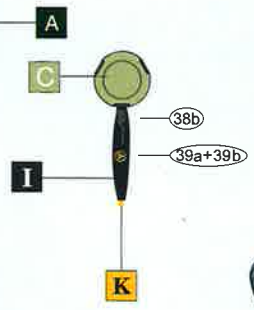
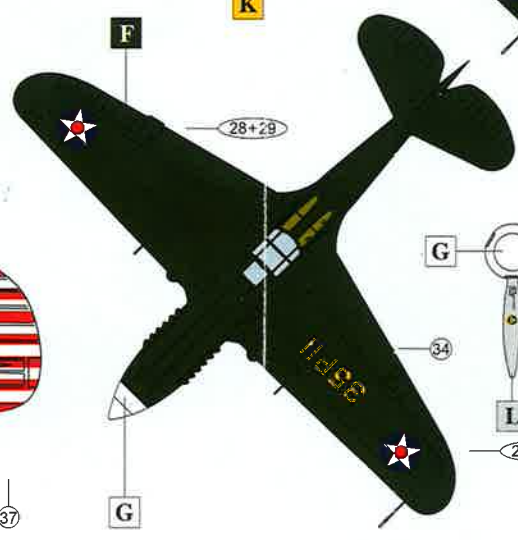
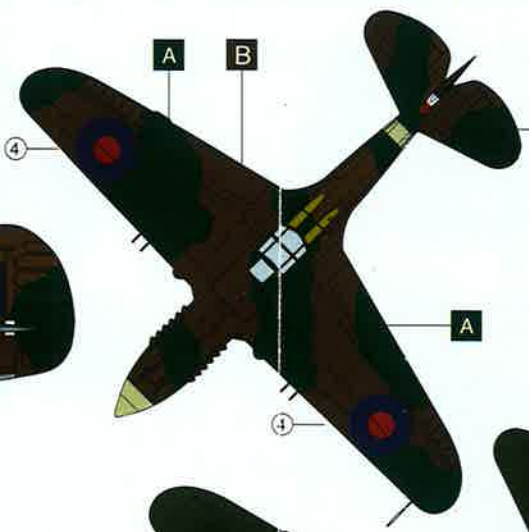
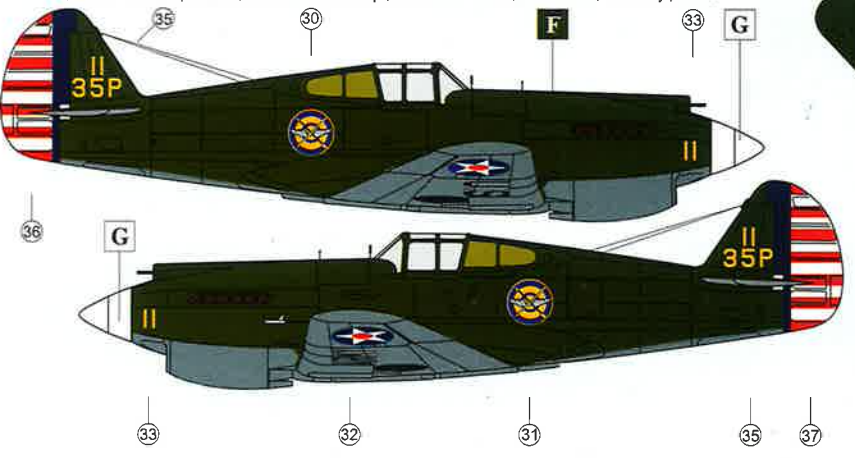
P-40 Tomahawk Mk.I .26 Squadron, RAF, England, 1941.



P-40 CU, 54 Pursuit Group, USAAC, 1942.



P-40 CU, 55th Pursuit Squadron, 35th Pursuit Group, Hamilton Field, California, January, 1940.



- A** Dark green
- B** Dark earth
- C** Sky
- D** Med.sea grey
- E** Neutral grey
- F** Olive drab
- G** White
- I** Black
- K** Yellow
- L** Aluminium