

KITTY HAWK



HASEGAWA

1/72 SCALE SERIES KIT NO. JS-114
THE ROYAL AIR FORCE FIGHTER KITTYHAWK Mk.1A



HISTORY

The XP-40 of the Curtiss P-40 series for the U.S. Army made her first flight in October of 1938 and until December of 1944, 13,738 of this model were produced. This was the third most produced aircraft in the U.S.A., following the P-47 Thunderbolt and P-51 Mustang. The inception of the P-40 was with the P-36 installed with a liquid cooled engine. Her overall rating by the U.S. Army was outstanding and she was officially approved and immediately put into production for the U.S. Army and for the French Air Force. With the outbreak of World War II, France was occupied by the Germans and consequently the P-40s bound for France were re-directed to Great Britain. The British Air Force named these P-40 Tomahawk 1 and successively, Tomahawk 2A and 2B with British markings. In 1941, there was a radical remodeling on the P-40D, the radiator becoming larger, elimination of armament above the nose, and four 12.7mm machine guns on the wings. This model, shipped to the British Air Force, was the Kittyhawk 1. The 1A armed with six machine guns on the wings was the P-40E for the U.S. Army and of the P-40 series it was the first aircraft to be mass produced, totalling 2,300. Orders placed by the British for the Kittyhawk 1 (P-

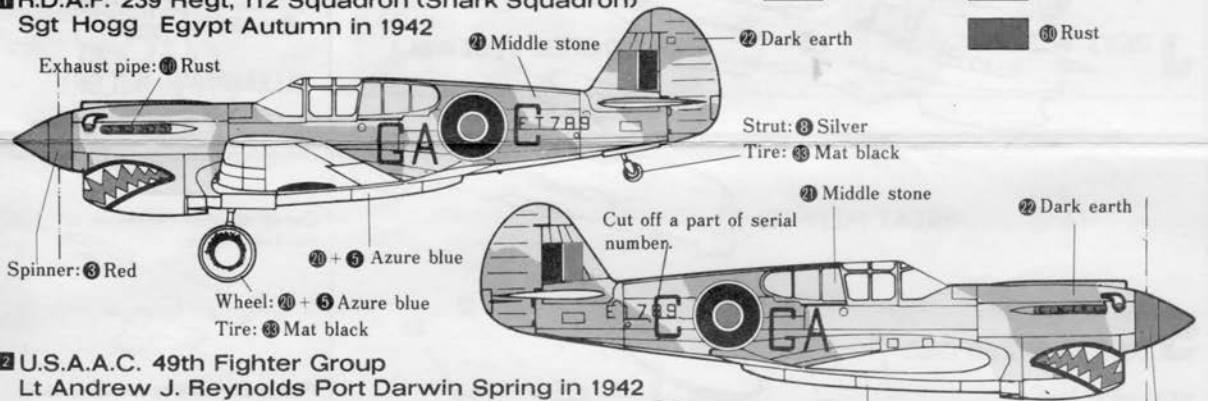
40D) totaled 560 aircraft, but ultimately 540 aircraft of the 1A (P-40E) were supplied to them. Besides this, a total number of 1,500 Kittyhawk 1As (P-40Es) went to Australia, New Zealand and Canada after the Japanese attack on Pearl Harbor. The 1A not only saw action in Europe, North Africa and Soviet Russia, but was also assigned to Australia and New Zealand for the Pacific warfront. The Canadian 1A took part in the counterattack on the Japanese base in the Aluetian area and the record indicates that it was quite successful against Type-2 seaplane fighters. Due to her tenacity, authority on dive bombing, capability of long-range operation and simplicity, the Kittyhawk 1A was used for bomber escort and ground support, besides area defense. This model was succeeded by the Kittyhawk 2 (P-40F), 3 (P-40K/M) and 4 (P-40N).

DATA

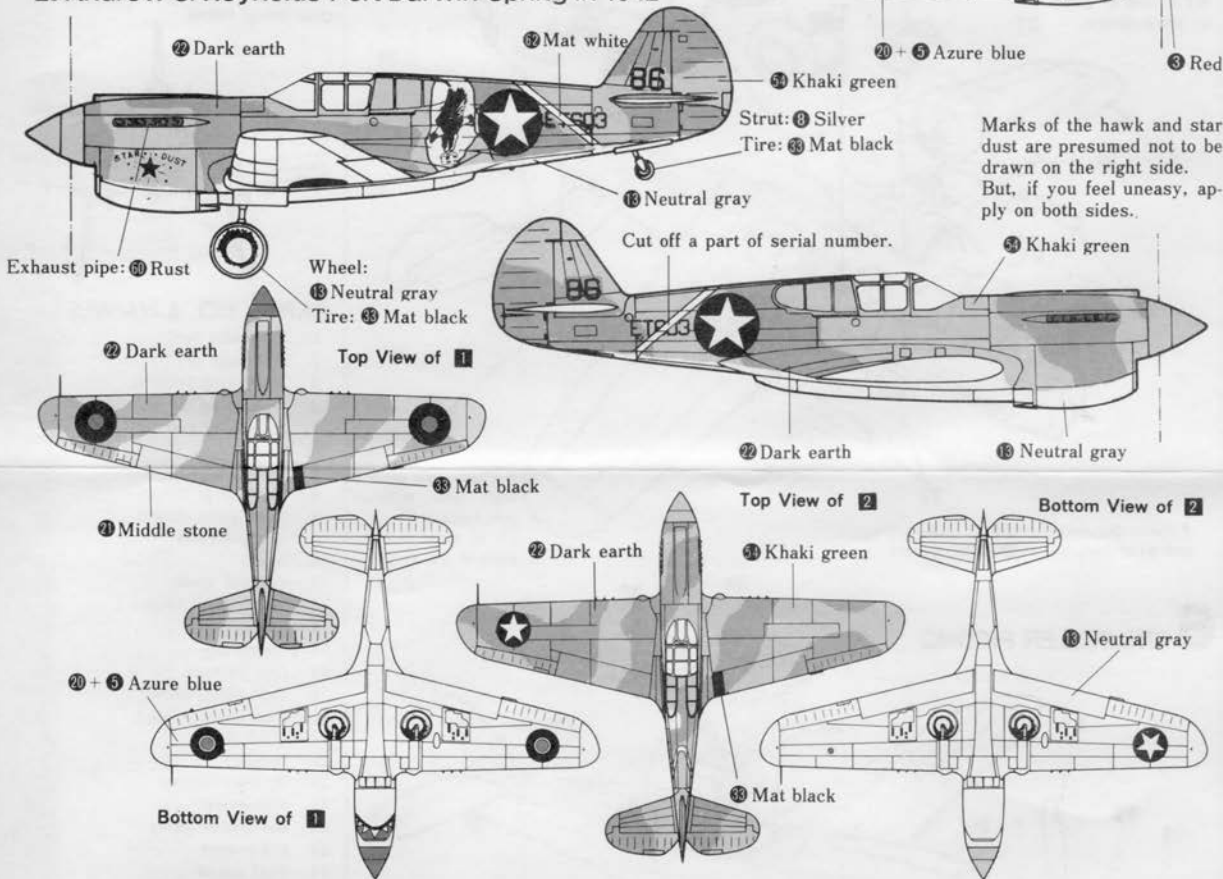
Span: 11.28m/ Overall length: 9.90m/ Wing area: 21.92m²
Loaded weight: 3,670kg/ Engine: Allison V-1710-39 V-12-cylinder liquid-cooled engine 1,150 Hp./ Max. speed: 569.6km (altitude of 4,570m) / Absolute ceiling: 8,840m/ Cruising range: 1,127 - 2,414km/ Armament: 12.7mm machine gun x 6, Bomb, 250 lbs. (113kg) - 500 lbs. (227kg) x 1/ Crew: 1

Marking & Color Painting Guide

1 R.D.A.F. 239 Regt, 112 Squadron (Shark Squadron)
Sgt Hogg Egypt Autumn in 1942



2 U.S.A.A.C. 49th Fighter Group
Lt Andrew J. Reynolds Port Darwin Spring in 1942



Marks of the hawk and star dust are presumed not to be drawn on the right side. But, if you feel uneasy, apply on both sides.

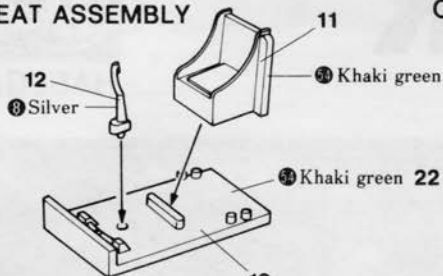
PAINTING

On the British mainland, the top surface on the Kittyhawk was painted dark green and the bottom surface sky-blue; for the desert area the top surface was dark earth and middle stone color and the bottom surface azure blue. The Australian Air Force employed identical camouflage but the color tone was somewhat different. On the U.S. aircraft, the top surface was painted olive drab and the bottom surface neutral gray. However, those planes that served on the Australian warfront utilized the same camouflage as of the Australian Air Force.

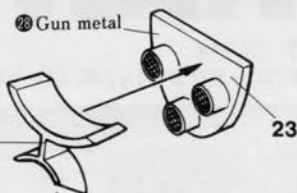
HOW TO APPLY DECALS

1. Cut out the decal and remove the film covering. Then place in water for 20 seconds.
2. Slide off the decal from the paper and position it at the proper place.
3. Press the transferred decals with a soft cloth and remove the moisture.

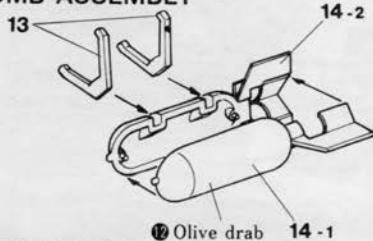
1 SEAT ASSEMBLY



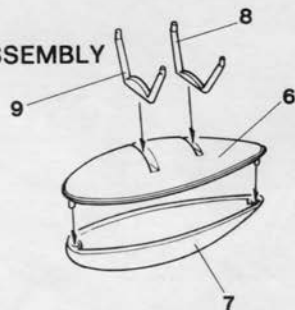
OIL COOLER ASSEMBLY



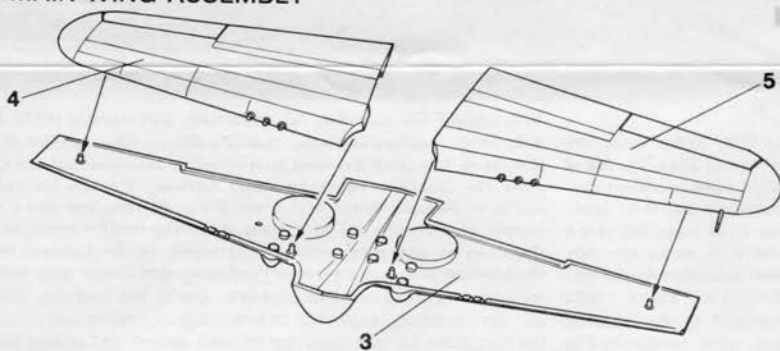
2 BOMB ASSEMBLY



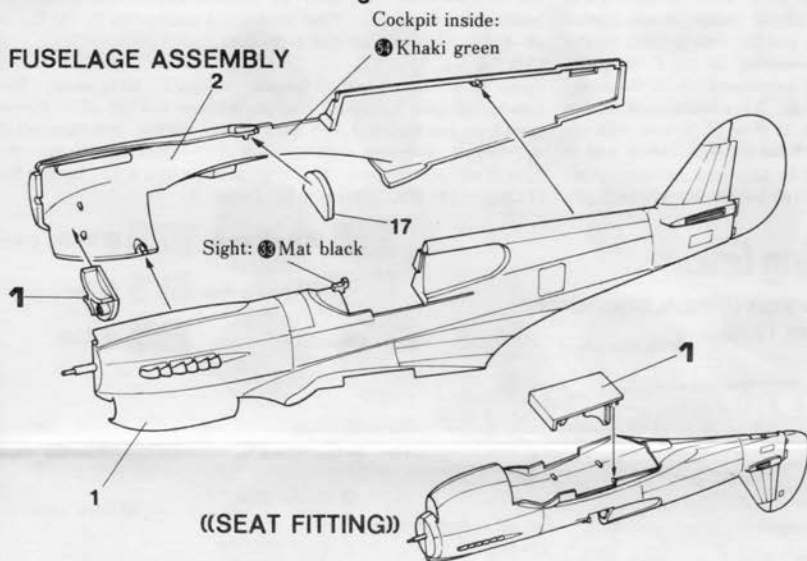
TANK ASSEMBLY



3 MAIN WING ASSEMBLY



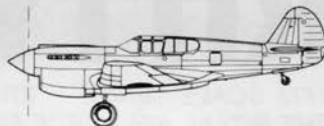
4 FUSELAGE ASSEMBLY



5 MAIN WING FITTING

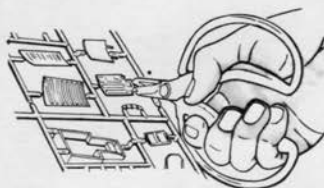


KITTYHAWK Mk. IA



BEFORE ASSEMBLING

- Read these instructions carefully before assembling your model and follow them.
- Do not tear off parts from the stem, but cut them off with nippers or a cutter as shown.

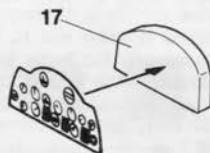


MODEL COLORS

To beautify your model, paint each part. The model colors are numbered from ①-⑥. Use wide brush to paint the wide area and the pointed one for tiny parts.



Fig.1 Cockpit Assembly

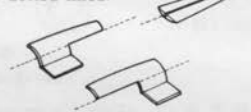


★ Apply the decal on the instrument board.

Reference Drawing for Pilot Painting

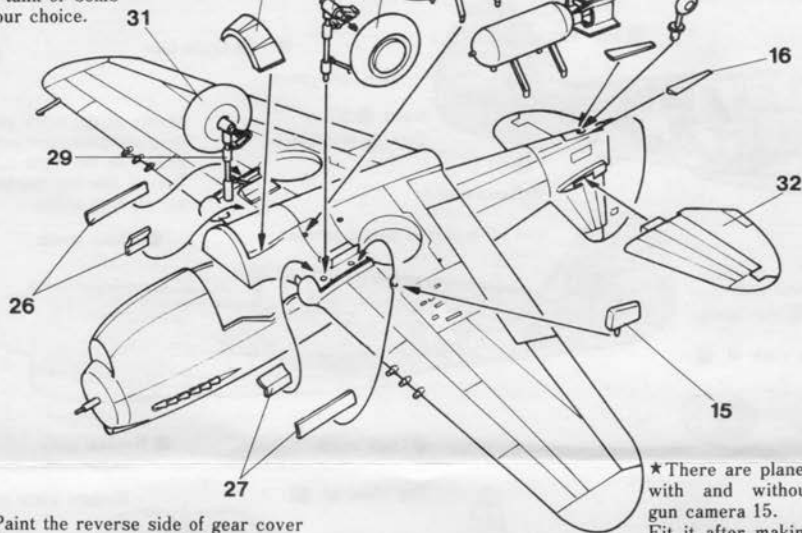


Cut off the gear covers on the dotted lines.



5 MAIN WING FITTING

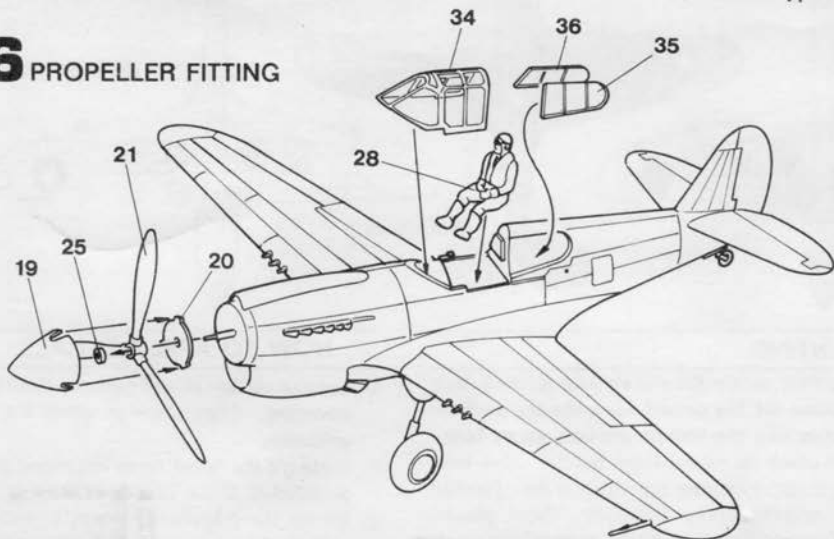
*Fit tank or bomb by your choice.



*Paint the reverse side of gear cover and gear receiver in Khaki green.

*There are planes with and without gun camera 15. Fit it after making sure of the type.

6 PROPELLER FITTING



Reference Drawing for the gear & gear cover fitting



PARTS NO. & NAMES

1. Fuselage (L)
2. Fuselage (R)
3. Main wing bottom
4. Main wing top (R)
5. Main wing top (L)
6. Tank (top)
7. Tank (bottom)
8. Tank strut (rear)
9. Tank strut (front)
10. Cockpit floor
11. Seat
12. Control stick
13. Bomb (2 pcs.)
- 14-1 Bomb (L)
- 14-2 Bomb (R)
15. Gun camera
16. Tail wheel cover
17. Instrument board
18. Cowl flap
19. Spinner
20. Spinner keeper
21. Propeller
22. Oil cooler parts
23. Oil cooler
24. Tail wheel
25. Propeller stopper
26. Main gear cover (L)
27. Main gear cover (R)
28. Pilot
29. Main gear (L)
30. Main gear (R)
31. Main wheel (2 pcs.)
32. Horizontal stabilizer (R)
33. Horizontal stabilizer (L)
34. Canopy
35. Rear window (L)
36. Rear window (R)