



The P 40 Kittyhawk

Carl Molesworth



The P 40 Kittyhawk:

Curtiss P-40 Carl Molesworth, 2013-11-20 An improved version of the Allison V 1710 engine gave rise to the Curtiss H 87 which began life in 1941 as the P 40D and featured a completely redesigned fuselage The shorter and deeper nose of the new fighter gave it a decidedly snub nosed appearance compared to the earlier P 40 models Curtiss continued to tweak the H 87 for the next two years in the search for better performance but the last major version the P 40N was only marginally faster than the first In the process Curtiss even tried an engine change to the Packard Merlin in the P 40F and L but to no avail What the late model P 40s lacked in speed and service ceiling they traded for maneuverability durability and availability Their niche became fighter bomber operations and they fought on fronts as varied as the arctic wastes of the Aleutian Islands and Iceland the steaming jungles of the South Pacific and the barren deserts of North Africa P 40s were a common sight in the skies over Burma and China Sicily and Italy and western Russia as well By the time production ceased in 1944 Curtiss had produced nearly 14 000 P 40s

Curtiss P-40 Warhawk Tomasz Szlagor, 2015 Curtiss P 40 known to Americans as Warhawk and to their allies of the British Commonwealth as Tomahawk and Kittyhawk fought on nearly all fronts of the Second World War serving with the American British Australian New Zealand South African Canadian Free French Chinese Dutch and Soviet air forces The American Warhawks were part of as many as nine US Army Air Forces stationed overseas the 5th Australia New Guinea Philippines the 6th Central America the 7th central Pacific the 9th Middle East North Africa the 10th India Burma the 11th Alaska Aleutians the 12th North Africa Italy the 13th the Solomons and the 14th China During the first years of the war the P 40 helped the Allies stem the offensive of the Axis powers and fight them back at the last ditch defensive positions like Kunming in China Port Moresby on New Guinea Darwin in Australia or El Alamein in Egypt Never a high performance fighter it nonetheless proved a potent weapon in capable hands Often turned into a fighter bomber in later years it soldiered on until phased out in favor of more advanced designs

Curtiss P-40 Warhawk David Doyle, 2017-10-18 The Curtiss P 40 had a production run of 13 738 aircraft making it the third most produced US fighter of WWII Famous as the shark mouthed aircraft of the legendary American Volunteer Group Flying Tigers the P 40 was first flown in 1938 and was used by the United States and many of its Allies throughout the war This volume tells the story of this iconic aircraft from design and construction to combat use to detailed images of existing examples through carefully researched photos some of which have never before been published and which are reproduced in remarkable clarity These stunning photos coupled with descriptive and informative captions put the reader in the skies with this historic aircraft

P-40 Warhawk Aces of the Pacific Carl Molesworth, 2013-01-20 The first USAAF fighters to engage the Japanese in World War 2 a handful of P 40s rose to defend Pearl Harbor from attack on the morning of 7 December 1941 Warhawk units were also heavily involved in the ill fated fight to stem invading Japanese forces in the Philippines and Java between December 1941 and April 1942 and again in the Gilbert and Marshall Islands between January 1943 and March 1944 This book examines The Warhawk s

wartime exploits and all of its aces including aces in a day Mel Wheadon and Joe Lesika Famous Aircraft: the P-40 Kittyhawk Ernest R. McDowell, 1968 The Curtiss Kittyhawk Mk. II Phil H. Listemann, 2017-01-31 The Curtiss P 40 was the most numerous USAAF fighter on hand when the United States entered the war in December 1941 A development of the Curtiss P 36 the P 40 was essentially a P 36 equipped with an Allison inline V12 V 1710 The French were the first to express an interest in this model known as the H 81 having already ordered the Curtiss H 75 the export version of the P 36 The Curtiss H 81 would later be purchased by the USAAC and the RAF as the Tomahawk Curtiss continued to improve the breed and a new production model the H 87 was soon available with a new version of the V 1710 that had a spur gear reduction mechanism raising the engine thrust line This caused the nose profile to be redesigned hence the new Curtiss designation The RAF became interested in purchasing this version as the Kittyhawk for its squadrons fighting in the Western Desert and to replace the Tomahawk already in service In all four Marks would be used by the RAF the Mk II corresponding to the P 40F L and would see service in only two squadrons the Australian 3 Squadron and the British 260 Squadron and saw action for the first time shortly before the Battle of El Alamein The full story of the Kittyhawk Mk II is here told in 38 pages illustrated with 40 photos and 5 colour profiles Modelling the P-40 Brett Green, 2012-04-20 The P 40 was a dependable warhorse that provided valuable service throughout World War II The earliest operational variants were used to great effect by the famous Flying Tigers in China and the P 40 went on to serve in almost every theatre of the war Modellers are well served with P 40 variants from major manufacturers and after market companies and this book helps make the most of the products available The projects featured in clear step by step detail include a 1 32 Flying Tiger P 40B an RAAF Kittyhawk Mk IV in 1 48 a TP 40N two seat trainer in 1 48 and an RAF Desert Kittyhawk in 1 72 scale Superb colour reference photographs and detailed lists of kits and accessories available round off this authoritative treatment Curtiss P-40 Carl Molesworth, 2013-05-20 The initial version of the Curtiss P 40 designated by the manufacturer as the Hawk H 81 combined the established airframe of the earlier radial powered H 75 P 36 fighter with the Allison V 1710 liquid cooled engine The year was 1939 and the marriage was one of expediency With the threat of war in Europe growing by the day the US Army Air Corps brass wanted a modern fighter that would combine the sterling handling qualities of the P 36 with a boost in performance that would make it competitive with the new types emerging in Germany and England and the generals wanted the new plane immediately The P 40 delivered admirably and though it never reached the performance levels of the Bf 109 or Spitfire the sturdy fighter nevertheless made a place in history for itself as the Army's frontline fighter when the US entered World War II Long nosed P 40s initially saw combat in North Africa flying in Royal Air Force squadrons They also fought in the skies over Pearl Harbor and the Philippines But the long nosed P 40 is best known as the shark faced fighter flown by the American Volunteer Group the legendary Flying Tigers over Burma and China during 1941 42 **P-40 Warhawk in Action** Richard Dann, 2016 Expanded edition with more photos updated content and 20 more pages The Curtiss P 40 Warhawk a US

single engine single seat all metal fighter and ground attack aircraft first took to the air in 1939 In service throughout WWII and used by most Allied powers the P 40 was the third most produced US pursuit plane A total of 13 738 of the aircraft were produced by the time output ceased in November 1944 The P 40 first saw combat with British Commonwealth forces in June 1941 even before the US entered the conflict It was in the Pacific however that the aircraft became an icon Decorated with menacing shark mouths P 40s served as workhorse fighters of the American Volunteer Group better known as the Flying Tigers who came to China in late 1941 following the withdrawal of the Soviet Volunteer Group earlier that year as the USSR struggled to maintain a precarious neutrality with Japan and avoid a two front war Meanwhile the P 40 was the first Allied fighter supplied to the Soviet Union under Lend Lease for use against the Germans After Pearl Harbor the US Army Air Force flew the P 40 extensively in the Mediterranean Theater and during Operation Torch and the subsequent advance northward into Europe This volume traces the development of the various modifications of the P 40 throughout the war years and includes contemporary photos of surviving P 40s going through their paces at airshows today **P-40 Warhawk vs Bf 109** Carl Molesworth,2011-08-20 Uncover the tactics training and technology that decided the battle between two of the most famous fighters of World War II Although the P 40 and the Bf 109 joined the air war over North Africa at nearly the same time in 1941 the German fighter had already racked up a considerable combat career dating back to 1937 in Spain In contrast the P 40 was a bit of an unknown quantity and was making its combat debut in the hands of the RAF s Desert Air Force Discover how the huge differences between the veteran Bf 109 and the new P 40 determined the tactics they adopted and the ultimate outcome of their epic confrontation in this new book In this detailed illustrated account Carl Molesworth covers all aspects of the aerial battle from the small agile Bf 109 s ability to operate more effectively at high altitudes through to the P 40 s advantage in manoeuvrability which outweighed its poor high altitude performance

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The P 40 Kittyhawk Introduction

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