

**P 40**

**Carl Molesworth**

**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.

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 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.

**P-40 Warhawk** Frederick A. Johnsen, 1998 An illustrated examination of the development, technological evolution, and role of the P-40 Warhawk plane during World War Two.

**Walk Around P-40 Warhawk** Lou Drendel, 1996-01-01 Beskrivelse af det amerikanske jagerfly P-40 Warhawk

*P-40 Warhawk Aces of the CBI* Carl Molesworth, 2012-10-20 This book details the colourful experiences of the elite pilots of the AAF's Tenth and Fourteenth Air Forces in the 'forgotten' China-Burma-India theatre during WW2. Inheriting the legacy of the American Volunteer Group (AVG), units such as the 23rd FG 'held the line' against overwhelming Japanese forces until the arrival of the first P-38s and P-51s in 1944. The Warhawk became synonymous with the efforts of the AAF in the CBI, being used by some 40 aces to claim five or more kills between 1942-45. This volume is the first of four covering the exploits with the P-40 during World War 2.

P-40 Warhawk Pilot's Flight Operating Manual Periscope Film Com, 2006-05 Flown by the American Volunteer Group in China known as the Flying Tigers, the P-40 Warhawk earned a reputation for its toughness in combat. Facing odds of 6 to 1 in most combat situations, AVG pilots

relied on their skill, daring and their aircraft's superior diving speed to achieve victory. By war's end the Tigers had destroyed more than 1200 Japanese planes, with another 700 listed as probables. Their own losses came to 573 aircraft. Originally printed by the U.S. Army Air Force for pilots transitioning to the P-40, this flight manual contains detailed information about one of history's great planes. Originally classified as restricted, the manual was declassified long ago and is here reprinted in book form. Some color images appear in black and white, and some pages have been slightly reformatted. Care has been taken however to preserve the integrity of the text.

**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** Aero Publishers, Inc,1965 Introductory text and captioned photographs depict the technical details, design, and operations of the fighter plane.

**P-40 Warhawk vs Ki-43 Oscar** Carl Molesworth,2012-11-20 Known for the distinctive 'sharkmouth' decoration on their noses, P-40 fighters first saw combat in China during World War II. Their most common adversary was the Japanese Nakajima Ki-43, nicknamed 'Oscar.' Carl Molesworth describes and explains the design and development of these two foes, the products of two vastly different philosophies of fighter design. The P-40 was heavily armed and sturdy with armour protection and self-sealing fuel tanks, but paid for this with the loss of speed and a sluggish performance at altitude. The Ki-43 was a rapier to the battleaxe P-40 and the Ki-43 was immensely nimble, though with less firepower and durability. This book examines these two different fighters, and the pilots who flew them over China, with an action-packed text, rare photographs and digital artwork.

*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.

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**Curtiss P-40** Mantelli - Brown - Kittel - Graf,2016-01-25 The Curtiss P-40 was a single-engine

monoplane US manufacturing in the first half of the forties was used by the Allies as a fighter or bomber in many of the theaters where you fought the Second World War. Produced by the Curtiss Aeroplane and Motor Company of Buffalo, New York, as the version with linear motor of the previous Curtiss P-36 Hawk, was never a plane exceptional characteristics (mainly because of its engine, underpowered at high altitude); However, it was also built in a large number of specimens, and its remarkable strength (along with its wide availability in the early months of the entry into the war) made it one of the most important hunting for the events in American aviation first phase of the Second World War, between 1941 and the summer of 1943. Versions supplied to the US military (USAAC and, later, USAAF) were known as Hawk 81 (up to P-40E) or Warhawk (from P-40F and on), while those delivered to Commonwealth countries on the basis of Lend-Lease agreements (Lend-Lease) were known as Tomahawk (equivalent versions P-40A, B and C) or Kittyhawk (equivalent to the P-40D and later versions).

*P-40 Warhawk vs Bf 109* Carl Molesworth, 2011-08-20 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. The author 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.

*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 MTO** Carl Molesworth, 2013-01-20 Thrown into action following the Torch landings of late 1942, the 'green' American pilots flying the obsolescent P-40F suffered cruelly at the hands of seasoned German fighter pilots flying superior machines. Those that survived learnt quickly, and a handful of Warhawk pilots succeeded in making ace by the time the Axis forces surrendered in North Africa. The action then shifted to Sicily and Italy, and the P-40 remained in service until mid-1944. This book charts the careers of the 23 men who succeeded in making ace during that time, despite the advent of much better P-47 and P-51 fighters.

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**Lockheed P-38 Lightning - Bell P-39 Airacobra - Curtiss P-40** Mantelli - Brown - Kittel -

Graf,2017-03-03 The Lockheed P-38J Lightning aircraft was revolutionary, extremely innovative, thanks to double-girder fuselage, the two Allison V-engines with turbochargers within the tail beams and landing gear in tricycle. The Bell P-39 Airacobra was a single-engine fighter produced by the US to low-wing Bell Aircraft Corporation. It was the most controversial fighter aircraft used by the US during World War II. It was the first fighter in the world to have the engine installed in the middle of the fuselage, behind the pilot. The Bell P-63 Kingcobra was a single-engine low-wing fighter aircraft developed by the US Air Force Bell Aircraft Corporation in the early forties and used during World War II. Evolution of the previous P-39 Airacobra, launched in an attempt to correct the defects of that model, the United States Army Air Forces will never estimated suitable for combat, relegating him to the towing role for targets. As a result, nearly two-thirds of the production was assigned to the Soviet Union and about 300 units to units of Free France. The Curtiss P-40 was a single-seat single-engine monoplane US manufacturing in the first half of the forties was taken by the Allies as a fighter aircraft or fighter in many of the theaters in which you fought the Second World War. Produced by the Curtiss Aeroplane and Motor Company of Buffalo, New York, never was an aircraft with exceptional characteristics (mainly because of its engine, underpowered at high altitude); However, it was also made of a large number of specimens, and his great strength (coupled with its widespread availability since the early months of the entry into the war) made it one of the most important fighter for American aviation events in the first phase of World war II, between 1941 and the summer of 1943.

*Curtiss P-40* Krzysztof Janowicz,Leszek A. Wieliczko,2009-12-15 \* Includes free decals and masking foil The first part of a monograph on Curtiss P-40 constitutes a thorough insight into its origins and development of the versions B, C, D and E. Each version is specified and described with coverage of changes made in its variants and sub-variants, including the special modifications for the foreign recipients. A separate chapter is devoted to the combat use of the early versions of P-40 in the RAF and the RAAF service in North Africa and the Middle East, where P-40, called Tomahawk or Kittyhawk, proved to be the most effective Allied fighter until the arrival of Spitfire Mk Vs. The book also features short accounts of the Soviet use of P-40 and dramatic action of U.S. P-40s in the defense of Pearl Harbor. Complete with 92 pages, 102 photographs, 24 sheets of technical drawings in 1:48 and 1:72 scale with specification of external changes in production-run versions of the aircraft, 9 color charts with 11 examples of camouflage schemes. About the Series Monographs focuses on an individual type of aircraft. Each monograph contains descriptions of the aircraft's origin, its variants and combat history. Each volume includes several hundred archive photographs, technical scale drawings and color profile artwork. Each book also has free extras for modelers, with decals and masking foil.

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
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
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