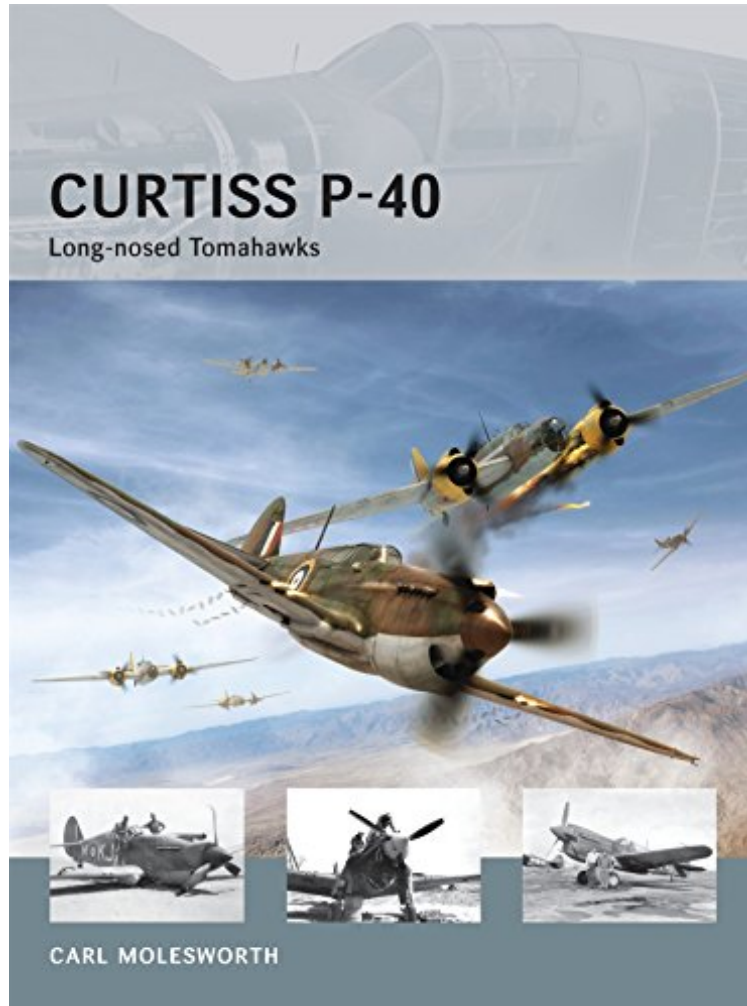


## Curtiss P-40 Long-nosed Tomahawks (Air Vanguard)

*Carl Molesworth*

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**Carl Molesworth : Curtiss P-40 Long-nosed Tomahawks (Air Vanguard)** before purchasing it in order to gauge whether or not it would be worth my time, and all praised Curtiss P-40 Long-nosed Tomahawks (Air Vanguard):

0 of 0 people found the following review helpful. A solid entry in the Air Vanguard series By Steven Peterson This is far from a perfect Osprey volume, but it is a good entry in the publisher's portfolio of books. The focus here is the P-40, perhaps most famous for being the planes used by "The Flying Tigers" in the Chinese Theater. The book begins with a lengthy discussion of the origins of the P-40 and how it was selected by the military for large-scale production. The book does a nice job of laying out how an originally good performing aircraft had to compromise performance for firepower and safety. A nice illustration of tradeoffs. The description of the origins and evolution of the P-40 at times is a bit tedious. For instance, various versions of the P-40 and their specifications appears on pages 24 through 41, taking up a great deal of space. The book does a useful job of describing the P-40's war career--from the ignominious

beginning at Pear Harbor and the Philippines, where--through lack of care--the planes were left on the ground to be largely destroyed by attacking Japanese warplanes. However, after that the aircraft played a role in the European and Asian theaters, and did capable work, though compromised as noted above. A followup volume is designed to trace the further evolution of the P-40. All in all, a good representative of the Osprey line of books. 3 of 3 people found the following review helpful. They phoned it in... By Vince M. I collect P-40 books so, of course, I bought this and will keep it. Sadly, it's just mediocre. The photos, at least a lot of them, are small so are not very useful. Besides, I don't believe any of the photos are ones I don't have in at least a couple other books on the subject. There is a section of comparison charts that just seem to be filler. For example, Propeller: three-bladed. Well, all of them had that. Landing gear: retractable. Yep, all P-40s had that... so why put it in the charts? This is surprising because I have some other books by Carl Molesworth that are really good and among my favorites. 0 of 0 people found the following review helpful. Nice review of the early P-40 Tomahawk. By Mike E. The P-40 Tomahawk was America's first line fighter in 1940. Unfortunately, because America was not at war, and was not yet geared up for the Second World War, the more famous P-47 "Thunderbolt" and P-51 "Mustang" were still on the drawing boards. By December 1941 the P-40 was outclassed by both the German Me-109 and the Japanese A6M "Zero", yet the skill of the American pilots and the ruggedness of the P-40 helped it to survive. The early P-40s fought with the Nationalist Chinese against the Japanese invaders with Gen. Claire Chennault's famous "Flying Tigers", the first Tomahawks to draw enemy blood. The first blood drawn by US Army Air Force P-40's was December 7 1941 occurred when two resourceful pilots managed to get off the ground and shoot down some of the Japanese aircraft that had attacked the US Navy at Pearl Harbor, and the US Army fields at Hickham and Wheeler Fields. The P-40 served with distinction in the Mediterranean as well, and served throughout the war in both the European Theater and the Pacific Theater as a ground support fighter, and when pressed, as a pursuit fighter against more capable enemy planes. It went through constant modifications, and the late P-40's were nearly as fast and sleek as the latest P-51's. This book is an excellent historical and technical representation of the performance of the early P-40's and has a welcome spot in my aviation library.

This volume details the design, development, and operational history of the Curtiss P-40, the primary American fighter when the country entered World War II.

“...the story is quite well told and the book is full of some great period photographs as well as some very well done art work. A full 18 of the 64 pages are devoted to specifications of every variant from the Hawk 75 prototype to the Tomahawk IIB.” ?Scott Van Aken, [www.modelingmadness.com](http://www.modelingmadness.com) (June 2013) About the Author Carl Molesworth, a resident of Mount Vernon, Washington, USA, is a former newspaper and magazine editor now working as a publicist and freelance writer. A graduate of the University of Maryland with a BA in English, Carl served as an enlisted man in the United States Air Force, 1968-72. He has been researching and writing about fighter operations in World War II for more than 30 years. His 11 previous titles include three books in Osprey's Aircraft of the Aces series, three in the Elite Units series and two in the Duel series.