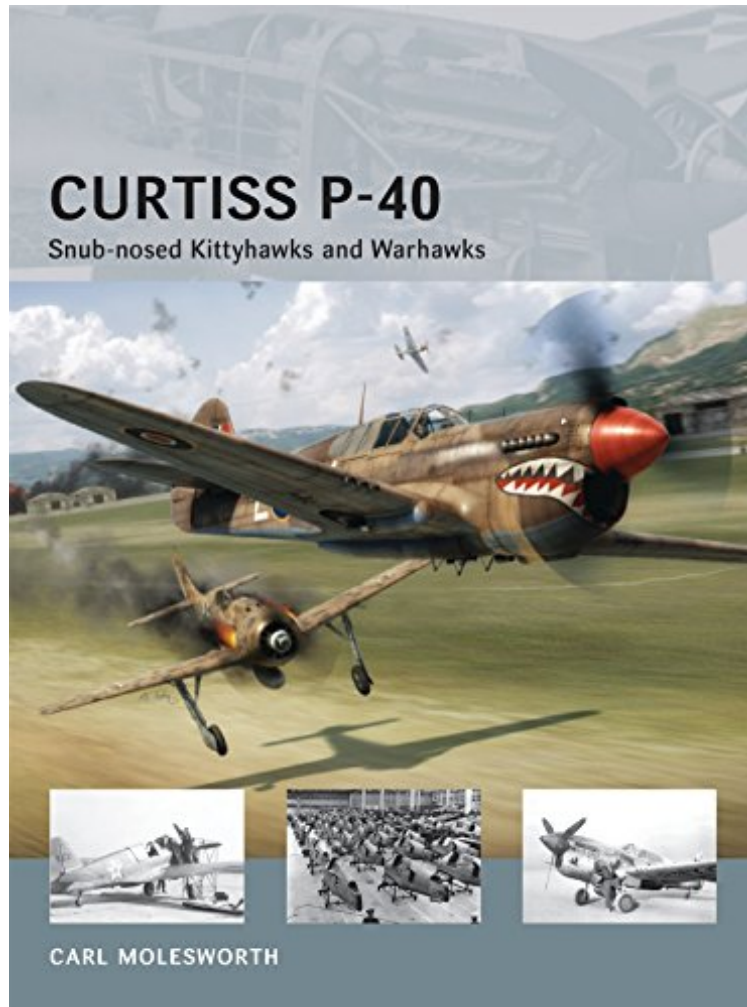


## Curtiss P-40: Snub-nosed Kittyhawks and Warhawks (Air Vanguard)

Carl Molesworth

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

6 of 7 people found the following review helpful. The P-40 in action By Steven Peterson This work is a companion piece to an earlier volume, which described a prior version of the P-40 (famously associated with "The Flying Tigers" in China). The two major versions of the P-40 (with a large number of variations within each) was a product of Curtiss-Wright, headquartered in Buffalo. And, yes, the Wright part of the company was for the Wright Brothers. The company sold a very large number of these aircraft. But they were only adequate and--oddly enough--Curtiss-Wright

did not receive contracts for aircraft after this fighter. The primary author has a long background studying and writing about the P-40, so that he is well qualified to write this book. That expertise is, indeed, obvious in this volume. Sometimes, though, it can almost be too much. From page 21 to page 41 is an array of technical specifications of the variety of snub-nosed P-40s. The difference between the earlier versions of the P-40 and the later is due to a change in powerplants. Much of the discussion is pretty technical, and sometimes I had a hard time following the text. There is a nice (although perhaps too brief) discussion of the combat deployment of the P-40--from west to east. Many countries purchased the P-40. All in all, a solid discussion of this aircraft. 1 of 1 people found the following review helpful. Very good little reference on one of America's under appreciated war ...By Phillip Parker Very good little reference on one of America's under appreciated war planes. The P-40 didn't have the sparkling performance of some later fighters, but was rugged and reliable and had the virtue of being available in large numbers. In the hands of a well trained pilot, it could hold its own and served well as a ground attack aircraft. Excellent technical detail and a good summary of the Kitty Hawk's operational history in American and Allied hands. 0 of 0 people found the following review helpful. Four Stars By MarkN Fun book, enjoyed it. Short read but some fun creative cutaways and color renderings.

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.