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10 magazines, 7 guides, and a photo PDF contains 1,310 pages of Keyword Content Search Print Personal Copy Payment via PayPal or Credit Card International Orders are welcome! Download the files while paying Hawkman, exclusive interview with Donovan Berlin, designer P-36 and P-40 Phantom P-40, Inside the story of the most updated but little-known prototype fighter of all time! Desert Warriors, Flying Curtiss Tomahawk and P-40 in Libya Bicentennial Warhawk, Restoring one of the most popular WW fighters in Hollywood Flying Tiger, Creating Legends in the Air and on the sound stage with General Robert Scott, author of the book God Is My Co-Pilot! Curtiss P-40, The latest of Hawk's legacy, from P-36 to P-40 Heritage Hawk, Pt. II of P-40 History, Tomahawks and Kittyhawks over the Western Desert, P-40s over China and the Philippines Estimates of the Most Significant Fighters of World War II, from All Warring Powers, Pt. I Heritage Hawk, Pt. III of P-40 History, Merlin Engines and Laminar Flow Wings to Keep The Fighter in the Fighter! Lost & Leaderless, The Doomed P-40s of the 57th Pursuit Group P-40 Flight Manual P-40 Pilot Training Manual, 1943 P-40 Pilot's Manual P-40D/E Operations Handbook, 1941 P-40N British Flight Manual, 1944 P-40 Armament, Hydraulic & Fuselage Tank Service Instructions, 1942 P-40 Erection and Maintance, 1944 Over 460 photos of the P-40 Warhawk General Characteristics Crew: 1 Length: 31.67 ft (9.66 m) Wingspan: 37.33 ft (11.38 m) Height: 12.33 ft (3.76 m) Wing area: 235.94 ft² (21.92 m²) Airfoil: NACA2215 / NACA2209 Empty weight: 6,070 lb (2,753 kg) Loaded weight: 8,280 lb (3,760 kg) Max. takeoff weight: 8,810 lb (4,000 kg) Powerplant: 1 × Allison V-1710-39 liquid-cooled V12 engine, 1,150 hp (858 kW) Performance Maximum speed: 360 mph (310 kn, 580 km/h) Cruise speed : 270 миль / ч (235 kn, 435 км / ч) Диапазон: 650 миль (560 нми, 1100 км) Сервисный потолок: 29 000 футов (8800 м) Скорость подъема: 2100 футов/мин (11 м/с) Загрузка крыла: 35.1 фунта/фут² (171,5 кг/м2) Мощность/масса: 0,14 л.с./фунт (228 Вт/кг) Оружие: 6 л.с./фунт (228 Вт/кг) Оружие: 6 × 0,50 в (12,7 мм) M2 Браунинг пулеметы с 235 выстрелов на пушку в крыльях Бомбы: от 250 до 1000 фунтов (110 до 450 кг) бомбы в общей сложности 2000 фунтов (907 кг) на трех твердых точек (один под фюзеляжем и два подкрылка) Оригинальный Curtiss XP-40 , ordered July 1937, was transformed from the 10th P-36A by replacing the radial engine with the new engine Allison V-1710-19. It first flew in October 1938. This new liquid fighter engine had a radiator installed under the rear fuselage, but the prototype of the XP-40 was later modified and the radiator was moved forward under the engine. The P-40 (Curtiss Model 81A-1) was the first production version, 199 built. One P-40 was modified with a camera installed in the rear fuselage and a P-40A was re-recalled. P-40B Revised versions soon followed: The P-40B or Tomahawk IIA had an additional .30 in the (7.62 mm) U.S., or .303's (7.7 mm) machine guns in the wings and partially protected fuel system; The P-40C or Tomahawk IIB added underbelly and bomb shackles, self-sealing fuel tanks and other minor changes, but the extra weight really had a negative impact on the aircraft's performance. (All P-40 versions had a relatively low power-to-weight ratio compared to modern fighter jets.) Only a small number of P-40D or Kittyhawk Mk Is were made, less than 50. With a new, larger Allison engine, a slightly narrower fuselage, a redesigned canopy and an improved cockpit, the P-40D eliminated the nose-mounted .50's (12.7 mm) guns and instead had a pair of .50s (12.7mm) guns in each wing. The distinctive chin of the airscoop grew larger so they could adequately cool the large Allison engine. The P-40E or P-40E-1 was similar in many ways to the P-40D, with the exception of a slightly more powerful engine and an additional .50 in (12.7 mm) cannon in each wing, bringing the total to six. Some aircraft also had small shackles of a forward bomb. Supplied by the Commonwealth Air Force as the Kittyhawk Mk IA. The P-40E was an option which carries the brunt of air combat by type in a key period from early to mid-1942, for example, with the first US squadrons to replace AVG in China (AVG is already switching to this type of P-40B/C), the type used by Australians in Milne Bay, in New ealand squadrons during most of their air-to-air combat, and the RAF/Commonwealth in North Africa like The Ihawk. The P-40F and P-40L, which both featured a Packard V-1650 Merlin engine instead of a normal Allison, and thus did not have a carb scoop on top of the nose. The performance for these models at high altitudes was better than their Allison engine cousins. L in some cases also featured fillets in front of a vertical stabilizer, or a stretched fuselage to compensate for higher torque. The P-40L was sometimes nicknamed the Gypsy Rose Lee, after the famous stripper of the era, because of its stripped-down condition. Supplied by the Commonwealth Air Force under the designation Kittyhawk Mk II, a total of 330 Mk IIs have been delivered to the RAF as part of the Lend-Lease. The first 230 aircraft are sometimes called kittyhawk Mk IIA. The P-40F/L was widely used by U.S. fighter jets operating in the Mediterranean Theatre. P-40G : 43 P-40 aircraft are equipped with Tomahawk Mk IIA wings. A total of 16 aircraft were delivered to the Soviet Union, and the rest was delivered to the U.S. Air Force. It was later redesigned by the RP-40G. The P-40K, Allison-engine P-40L, with a nose-top scoop is retained and allison-tuned nose scoop radiators, hood flaps and vertically-stabilizer-fuselage fillets. Supplied to the Commonwealth Air Force as Mk III, III, was widely used by U.S. units in the CBD. The P-40M version is usually similar to the P-40K, with a stretched fuselage like the P-40L and powered by the allison V-1710-81 engine yields better performance at altitude (compared to previous versions of allison). It had some details of improvements, and it was characterized by two small air scoops shortly before the exhaust pipes. Most of them were delivered to NATO countries (mostly to the UK and the USSR), and some remained in the United States for advanced training. It was also delivered in the Commonwealth Air Force, as Kittyhawk Mk. III. P-40N (manufactured 1943-44), the final production model. The P-40N featured a stretched rear fuselage to counter the torque of the larger, late-war Allison engine, and the rear cockpit deck behind the pilot was cut down on a moderate angle to improve rear visibility. Much work has also been done to try to eliminate excess weight to improve the Speed of the Warhawk's ascent. later production units reintroduced it after complaints from units on the ground. Supplied by the Commonwealth Air Force as Kittyhawk Mk IV. A total of 553 P-40Ns have been purchased by the Royal Australian Air Force, making it the most commonly used RAAF option. The P-40N subvariants varied widely in specialization from stripped down four cannon hot rods that could reach the highest speeds of any variant produced by the P-40 (up to 380 mph), overweight types with all additional designed for fighter bombardment or even training missions. The 15,000th P-40 was an N model decorated with markings from 28 countries that used any of The Curtiss-Wright's various aircraft products, not just the P-40s. These impressive markings led to the mistaken belief that the P-40 series was used in all 28 countries. The survivors were redesigned under the F-40N in June 1948. P-40P : Designation of 1500 aircraft ordered with V-1650-1 engines, but actually built as P-40N with V-1710-81 engines. The XP-40 with a 4-blade prop, cut rear fuselage and bubble canopy, supercharger, square-off wingtips and tail surfaces, and an improved engine with a two-stage supercharger was tested, but its performance was not sufficiently improved by the merit of production compared to the modern late models of P-47Ds and P-51Ds pouring production lines. The XP-40 was, however, the fastest of the P-40 series with a top speed of 422 mph (679 kph) as a result of the introduction of high-altitude supercharger gear. (No model P-40 with a single supercharger speed can even approach 400 mph (640 km/h)) With the end of hostilities in Europe, P-40 towards the end of his front line service. P-40R : Designation of P-40F and P-40L aircraft converted into training aircraft in 1944. Year. Некоторые американские P-40 были переоборудованы в разведывательные самолеты. TP-40 : Некоторые P-40 были преобразованы в двухместных тренеров. Twin P-40 : Вероятно, самый необычный вариант, это был P-40C оснащен в 1942 году с парой 1300 л.с. (969 кВт) Packard V-1650-1 Мерлин двигатели установлены на крыльях, над основным шасси. Перечень спецификаций для основных вариантов P-40. P-40B P-40E P-40F P-40N Crew One One One One Length 31 ft 8 in (9.66 m) 31 ft 8 in (9.66 m) 31 feet 2 in, from P-40F-5-CU 33 feet 4 in (11.38 m) 33 ft 4 in (10.16 m) Wingspan 37 ft 4 in (11.38 m) 37 ft 4 in (11.38 m) 37 ft 4 in (11.38 m) 37 ft 4 in (11.38 m) Height 12 ft 4 in (3.76 m) 12 ft 4 in (3.76 m) 12 ft 4 in (3.76 m) 12 ft 4 in (3.76 m) Wing area 235.94 ft² (21.92 m²) 235.94 ft² (21.92 m²) 235.94 ft² (21.92 m²) 235.94 ft² (21.92 m²) Empty weight 5,590 lb (2,535 kg) 6,350 lb (2,880 kg) 6,590 lb (2,990 kg) 6,405 lb (2,905 kg) Loaded weight 7,326 lb (3,323 kg) 8,280 lb (3,760 kg) 8,500 lb (3,855 kg) 7,730 lb (3,505 kg) Maximum gross takeoff weight 7,600 lb (3,447 kg) 8,810 lb (4,000 kg) 9,350 lb (4,238 kg) 8,860 lb (4,020 kg) Powerplant 1x Allison V-1710-33, 1,040 hp 1x Allison V-1710-39, 1,150 hp (860 kW) 1x Packard V-1650-1, 1,300 hp 1x Allison V-1710-81, 1,200 hp (895 kW)Late-series P-40N-40 had V-1710-115, 1,360 hp (1,015 kW) P-40B P-40E P-40F P-40N Maximum speed 352 mph (566 km/h) 360 mph (580 km/h) 364 mph at 20,000 ft (585 km/h) 378 mph (608 km/h) at 5,000 m (16,400 ft)(light version) Cruise speed n.a. 270 mph (435 km/h) n.a. 280 mph (455 km/h) Range 730-1230 mi (1,173-

1,977 km) 650 mi (1,050 km) 700-1500 mi with 141.5 Imp gal drop tank (1k125-2,400 km) 745 mi (1,200 km) Service ceiling 32,400 ft (9,875 m) 29,000 ft (8,840 m) 34,400 ft (10,500 m) 31,000 ft (9,450 m) Climb rate 2,860 ft/min (14.5 m/s) 2,100 ft/min (10.7 m/s) to 6,100 m in 11.6 min 2,240 ft/min (11.4 m/s) Wing loading 152.3 kg/m² 35.1 фунта/фут² (171.5 кг/м2) 176 кг/м2 32,8 фунта/фут² (159.9 кг/м2) Мощности/м2 масса 0,16 л/фунт 0,14 л/фунт (230 Вт/кг) 0,15 л/фунт 0,16 л/фунт (260 Вт/кг)) P-40B P-40E P-40F P-40N Вооружение 2×12,7 мм и 4х 0,30-дюймовый Браунинг 6х .50 кал (12,7 мм) Браунинг М2 пулеметы, 281 патронов / gunУр до 1500 фунтов (680 кг) бомб на трех твердых точках. 4 или 6 М2, 240-312 патронов/gun2х227 кг бомбы 4х .50 кал (12,7 мм) Браунинг М2 пулеметыУр до 1500 фунтов (680 кг) бомб на трех твердых точках. Airworthy P-40E 41-25109/VH-KTY - принадлежит Pay's Air Service PTY LTD в Сконе, Новый южный Уэльс. Был N-3094 с РКЗАФ. P-40F 41-14112/VH-HWK - принадлежит Джуди Пай в Тьяббе, штат Виктория. P-40N 42-104687/VH-3OK - принадлежит Артуру Пайпу и Steel Australia PTY LTD в Восточном Олбери, Новый южный Уэльс. Был N-3125 на службе НЗЗАФ. 42-104977/VH-MIK - принадлежит ангарам аэропорта Кэрнс LTD in Cairns, QUEENSLAND. P-40E 41-36084 - Australian War Memorial in Canberra. P-40N 42-104947 - Museum of Precision Aerospace/Pacific Fighters in Victoria, Australia. P-40E 41-35974/VH-AJY is owned by Reevers Pastoral PTY LTD in Miror, South Australia. 41-5336 - RAAF Museum at RAAF Point Cook, Victoria. 41-5632 - under restoration by Ben Saunders in Melbourne, Victoria. 41-13522 - at the Murabbin Aviation Museum restoration in Melbourne, Victoria. 41-35984 - under restoration of the P-40E Syndicate in nsw. 41-36843 - Under the restoration of Murray Griffiths in Deniliquin, New South Wales. P-40N 42-104954 - under the restoration of Edwin Sedgman in Melbourne, Victoria. 42-105051 - under the restoration of Keith W. Hopper in Townsville, NSW. 42-105472 - under restoration at the Bruno Carnival in Melbourne, Victoria. 42-105513 - on the restoration of the Australian Aerospace Museum in Melbourne, Victoria. P-40N 44-7700 - Aerospasial Museum, Rio de Janeiro P-40N 42-104827 - Vintage Wings of Canada in Ottawa. P-40E AL135 is the Canadian Aviation Museum in Ottawa. AK803 is Victoria International Airport in British Columbia. P-40 ET574 - was recently found in the desert and is fairly well preserved. The Royal Air Force Museum in London, England expects to recover the aircraft and return it to the UK Airworthy P-40N 42-105915 - Christian Amara / SDPA in La Ferte-Alais. Wreckage s/n unknown - A fairly complete crash of the P-40 plunges into 18 feet of water near the semi-decommissioned French navy air station Arm Aspretto, Ajaccio, Corsica. It was found in much deeper waters by military divers and is being moved for training purposes. It's theoretically outside, but has been a lot dived in the last 30 years, images and videos are visible on the internet. P-40L 42-10857 - on display in its restored state at the Piana delle Orme near Latina, Lazio. Airworthy P-40E 41-25158/N'3009 - Old Stick and Rudder Company in Masterton as qK-RMH. P-40N 42-104730/A29-448 - Warbird Adventure Rides Ltd in Auckland, as qK-CAG. P-40E 41-36385/N'3039 - Museum of Transportation and Technology in Auckland. P-40F 41-14205 - restored to the status of E-model and exhibited in the Museum of NWAAF. P-40E 41-36410/N'3043 is stored by John R. Smith in Nelson, N.Y. P-40K 42-10178/A29-183 - stored pending restoration by Graham Sirota in Blenheim. P-40N 42-104818/A29-405 - is stored pending the restoration of Graham Sirota in Blenheim. 43-22962/N'3220 - stored by John R. Smith in Nelson, N.Y. P-40C s/n unknown - TsAGI in Moscow. P-40C AK498 - on display as a broken diorama at the Royal Thai Air Force Museum. Airworthy P-40C 41-13357 - Fighter Collection at IWM Duxford. P-40F 41-19841 - Fighter Collection at IWM P-40M 43-5802 - Hangar 11 Collection in North Weald, Essex. P-40N 42-106101/A29-556 is at the Royal London Air Force Museum. Airworthy P-40B 41-13297 - Collings Foundation in Stowe, Massachusetts. P-40C/Tomahawk IIB 41-13390 - Flight Heritage Collection in Everett, Washington. AK295 - Lewis Air Legends in San Antonio, Texas. P-40E/Kittyhawk IA AK752 - Stonehenge Air Museum in Lincoln County, Montana. AK753 - Fagen Fighters World War II Museum in Granite Falls, Minnesota. AK827 - Yankee Air Museum in Chino, California. AK905 - Frasca Aviation Museum in Champaign, Illinois. AK933 - Warhawk Aviation Museum in Boise, Idaho. AK940 - Banta Aviation Corp. in Dover, Delaware. AL152 - War Eagles Aviation Museum in Santa Teresa, New Mexico. ET573 - Military Aviation Museum in Virginia Beach, Virginia. P-40K 42-9733 - Claire Aviation Inc. in Wilmington, Delaware. 42-10083 - Fagen Fighters World War II Museum in Granite Falls, Minnesota. 42-10256 Aleutian Tiger - Texas Museum of Flying Legends in Houston, Texas. P-40M 43-5795 Jackie C II - American Air Force Museum in Farmingdale, New York. 43-5813/N'3119 - Three-State Museum of War Birds in Batavia, Ohio. P-40N 42-104959 - Legacy of Aviation Partners in Wilmington, Delaware. 42-105192 - Glory Planes in Chino, California. 42-105306 - Hawks No. 3 LLC in Sonoma, California. 42-105861 - Chuzy Susie LCC in Lafayette, Louisiana. 42-105867 - Memorial Air Force (P-40 Sponsorship Group) in Fredericksburg, Texas. 42-106396 - Warhawk Aviation Museum in Boise, Idaho. 44-7084 - Palm Springs Air Museum in Palm Springs, California. 44-7369 - Cavanaugh Museum Flight in Addison, Texas. 44-7983 - Skyfire Corp. in Wilmington, Delaware. TP-40N 44-47923 - Fantasy Flight in Polk City, Florida. P-40C/Tomahawk IIB AK255 - National Naval Aviation Museum at NAS Pensacola, Florida. P-40E/Kittyhawk IA AK875 - Stephen F. Udvar-Khazi Center, National Air and Space Museum in Chantilly, Virginia. AK979 is a Pacific Museum of Aviation pearl at Ford Island in Pearl Harbor, Hawaii. AK987 - U.S. Air Force National Museum at Wright-Patterson AFB in Dayton, Ohio. P-40K 42-9749 - Evergreen Aviation and Space Museum in McMinnville, Oregon. P-40N 42-105270 - The Hill Aerospace Museum in Hill AFB in Utah This aircraft is actually a composite of a P-40E fiberglass replica and crashed P-40N recovered from Alaska. The data was unreadable, so the Hill Aerospace Museum chose the serial number of the decommissioned P-40, which was flying the same squadron to which the crashed plane belonged. 42-105927 - Aviation Museum at Robins AFB in Warner Robins, Georgia. 44-7192 - Flight Museum in Washington. 44-7619 - Air zoo in Kalamazoo, Michigan. When restored or stored IA 40-401 - to Christopher Provost's airworthiness in Sonoma, California. AK863 - in storage at the Fagen Fighter World War II Museum in Granite Falls, Minnesota. AL171 - in storage at Fantasy of Flight in Polk City, Florida. P-40K 42-45946 - to Dwight Jones' airworthiness in Anchorage, Alaska. 42-45984 - for a static display at the Pima Air and Space Museum near Davis-Menan Air Force Base in Tucson, Arizona. Broken in 1942 in New Guinea, it was found in 2000 and donated to the Pima Museum of Aviation and Space in 2002. P-40N s/n unknown - to airworthiness at C'G Air in Wilmington, Delaware. 42-104949 Kathleen II - to the airworthiness of Mikael Rabillo in Framingham, Massachusetts. Comedian Dan Rowan flew in World War II. 42-104961 - for a static display at the Pima Air and Space Museum near Davis-Monthan Air Force Base in Tucson, Arizona. Crashed in 1943 in New Guinea, it was restored in 1974 by the Military Aircraft Corporation and in 2004 was acquired by the Pima Museum of Aviation and Space. 42-105526 - to the flight suit of Craig Schultz in Santa Rosa, California. The P-40 is mounted on a plinth at the entrance to the March Air Museum, March ARB (formerly March AFB), in Riverside, California. The P-40 is mounted on a pylon in Peterson AFB, Colorado. The P-40 is installed on site in Wheeler AAF (formerly Wheeler AFB), Hawaii. AFB), Hawaii.

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