

Curtiss Hawk 75

This is the story of the French Service of the famous American fighter Curtis Hawk H-75. The book includes the service history in France before and during WWII with combat records. It contains superb color illustrations of camouflage and markings with rare black and white archive photographs. It is an essential reading for aviation enthusiasts, aviation historians & scale aero modelers. Through a wealth of photographs and color illustrations and an informed narrative, *Blue Skies, Orange Wings* documents the surprisingly strong role of Dutch aircraft, airmen, designers, and airlines in world aviation in the first half of the twentieth century. In this beautiful book Ryan Noppen offers the most thorough study of the early years of Dutch commercial and military aviation published in the English language. He examines the famed Fokker airliners, the development of Dutch national airline KLM, and their impact on the world in the pioneering days of flight, including a number of notable individuals -- Charles Lindbergh, Henry Ford, Amelia Earhart, and more.

The North American O-47 is an American observation fixed-wing aircraft monoplane used by the United States Army Air Corps. Book describes in the great detail the development history and service history of this overlooked aircraft. Many unpublished photos, colour profiles and scale plans complete the story.

Som en del af det Finske Flyvevåbens historie beskriver forfatteren om introduktionen og operationer med Curtiss Hawk 75A. Flyene blev indfaset i flyvevåbnet i 1941 og var i operativ tjeneste indtil 1945, hvorefter de i 195 blev solgt som skrot.

Designed with the more visual needs of today's student in mind, this landmark encyclopedia covers the entire scope of the Second World War, from its earliest roots to its continuing impact on global politics and human society. Over 1,000 illustrations, maps, and primary source materials enhance the text and make history come alive for students and faculty alike. ABC-CLIO's *World War II: A Student Encyclopedia* captures the monumental sweep of the "Big One" with accessible scholarship, a student-friendly, image-rich design, and a variety of tools specifically crafted for the novice researcher. For teachers and curriculum specialists, it is a thoroughly contemporary and authoritative work with everything they need to enrich their syllabi and meet state and national standards. Ranging from the conflict's historic origins to VJ Day and beyond, it brings all aspects of the war vividly to life—its origins in the rubble of World War I, its inevitable outbreak, its succession of tumultuous battles and unforgettable personalities. Students will understand what the war meant to the leaders, the soldiers, and everyday families on home fronts around the world. Featured essays look at Pearl Harbor, the Holocaust, the atomic bomb, and other crucial events, as well as fascinating topics such as signals intelligence and the role of women in war. A separate primary source volume provides essential source material for

homework, test preparation or special projects. With a wealth of new information and new ideas about the war's causes, course, and consequences, World War II will be the first place students turn for the who, what, when, where, and—more importantly—the why, behind this historic conflict. 950 A–Z entries, including lengthy biographies of individuals, studies of battles, details of weapons systems, and analyses of wartime conferences—all of the topics students look for, and teachers and educators need to have for their classes Over 270 contributors, including an unprecedented number of non-U.S. authorities, many from Japan and China, giving students a truly global understanding of the war An inviting design incorporating 600 photographs, including contemporaneous images of individuals, scenes from the front lines, posters, and weapon technologies A separate primary source volume offering a wide array of materials ranging from official documents to personal correspondence An early section of 70 detailed geopolitical and military maps, show students the basic sweep of the war Second volume covers Finnish Fighters used during WWII. Camouflage and markings of the fighters obtained from France, USA, Germany, UK and the USSR are described in unparalleled detail by the well-known Finnish author Kari Stenman. Many unpublished photos, and color profiles. Vol. 2 covers: Hawker Hurricane I & II Caudron CR 714 Curtiss Hawk 75A Messerschmitt Bf 109 GVL Myrskyl-153I-16 LaGG-3 Curtiss P-40M Warhawk

During World War II, in the skies over Rangoon, Burma, a handful of American pilots met and bloodied the "Imperial Wild Eagles" of Japan and won immortality as the Flying Tigers. One of America's most famous combat forces, the Tigers were recruited to defend beleaguered China for \$600 a month and a bounty of \$500 for each Japanese plane they shot down--fantastic money in an era when a Manhattan hotel room cost three dollars a night. To bring his prize-winning history of the American Volunteer Group up to date, Daniel Ford has twice rewritten his original text, drawing on the most recent U.S., British, and Japanese scholarship, along with new information about AVG pilots and crewmen, their Royal Air Force colleagues, and their Japanese opponents. "Admirable," wrote Chennault biographer Martha Byrd of Ford's original text. "A readable book based on sound sources. Expect some surprises." Flying Tigers won the Aviation/Space Writers Association Award of Excellence in the year of its first publication. Keywords: Flying Tigers, Claire Chennault, Tex Hill, Pappy Boyington, Curtiss P-40

When the Nazis started to threaten the world with their efficient machine of propaganda, the main concern of European governments was the overwhelming reaction of panic that the expected bombing of the Luftwaffe might cause within the civil population. During the Munich Agreement in 1938, the democracies were defended by old biplanes and a bunch of modern fighters: 50 Hurricanes, 20 Morane-405 and 5 Fokker D.XXI. France and Great Britain took up the production of USA airplanes and cancelled exports to small countries, which were forced to design and build their own PANIC FIGHTERS with the intelligence

and skill that desperation provides. When nothing seemed able to contain the German advance, France, Great Britain and the USSR developed several programs of emergency fighters, as did Australia, to face the Japanese expansion. At the time the course of events switched, it was the Axis powers that had to create their own PANIC FIGHTERS, some of them suicidal. The present book includes several last resource designs of fighters that are practically unknown and that were developed in times of tribulation by Australia, Belgium, Bulgaria, Canada, Czechoslovakia, Denmark, Estonia, Finland, France, Germany, Great Britain, Hungary, Japan, Yugoslavia, Latvia, Netherland, Poland, Romania, Sweden and Switzerland.

Popular Science gives our readers the information and tools to improve their technology and their world. The core belief that Popular Science and our readers share: The future is going to be better, and science and technology are the driving forces that will help make it better.

Aircraft of The Royal Australian Air Force tells the story of the RAAF's first one hundred years by describing the acquisition, operation, and service record of the multitude of aircraft types flown by the RAAF. The 176 aircraft types include the flimsy wood and canvas aircraft typical of World War I, through the technological advances during and after World War II, to modern fifth-generation, complex aircraft like the F-35 Lightning II. Even before its formation Sir Richard Williams, the Father of the RAAF, had decided to employ an alpha-numeric numbering system to identify and account for each aircraft in service. This system started with A1, A2, A3 etc as each type of aircraft came into service. Each individual aircraft within each series was identified as A1-1, A1-2 and so on and the aircraft serial became known colloquially as the 'A-number'. With some exceptions over the century since the A-number system started, aircraft entered RAAF service in broadly the sequence of the A-numbers, and so this book is intended to assist in charting the 100-year history of the RAAF by listing aircraft operated in A-number sequence, rather than by listing them by role (such as Fighter, Bomber, Maritime, Trainer, Transport etc) or alphabetically by name or by manufacturer. The inclusion of a comprehensive Index and the Quick Reference Guide to aircraft by role is intended to facilitate the location of the entry for any specific type of aircraft for those who may not already know its A-number. Aircraft of The Royal Australian Air Force is a must have for all those who have served in the RAAF, those with a passion for military aviation and aircraft in general, and the broader members of the public wishing to gain an appreciation of the Royal Australian Air Force in its centenary year.

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.

Describes the design and testing of British fighter planes during World War II. The Curtiss P-36 was considered a revolution in performance design in comparison to other US fighters. Yet by the time of the Japanese attack on Pearl Harbor the P-40 was increasingly supplanting the P-36, which the US then exported to France under the guise of the Hawk 75. Flown by the French, captured by the Germans, sold to the Finns, transferred to India and Africa, and even incorporated into the RAF, the Hawk 75 saw service in every theatre of operations and in a variety of combat environments. This book depicts the fascinating life of a plane that fought on both sides in the war, with colour artwork, photographs and first-hand accounts.

Japan's attack on Pearl Harbor in 1941 was quickly followed by a rapid invasion of Malaya, a plan based entirely on the decisive use of its airpower. While the British was inadequately prepared, they likewise relied on the RAF to defend their colony. The campaign was a short match between Japanese airpower at its peak and an outgunned colonial air force, and its results were stunning. The subsequent Dutch East Indies campaign was even more dependent on airpower, with Japan having to seize a string of island airfields to support their leapfrog advance. Facing the Japanese was a mixed bag of Allied air units, including the Dutch East Indies Air Squadron and the US Far East Air Force. The RAF fell back to airfields on Sumatra in the last stages of the Malaya campaign, and was involved in the last stages of the campaign to defend the Dutch colony. For the first time, this study explores these campaigns from an airpower perspective, explaining how and why the Japanese were so devastatingly effective.

French pilots endured fighting both with and against the Allies during World War 2. Possessing obsolescent aircraft at the outbreak of the war, the Armée de l'Air was decimated in the wake of the Blitzkrieg; however, a number of fighter units still achieved creditable scores flying Curtiss Hawks, Morane MS.406s and Dewoitine D.520s. Following the capitulation of France at the end of June 1940, many aces continued to fly with the now Vichy French Squadrons that were stationed in North Africa, and a number of these pilots subsequently saw action against their former Allies there. Numerous French pilots also escaped to Britain, and a handful achieved notable success with the RAF flying Hurricanes, Spitfires and Tempests. In Russia, the formation of the French-manned 'Normandie-

Niemen' regiment in 1943 also saw near on 40 pilots achieve ace status flying Yak fighters on the Eastern Front.

2017 marks the 80th anniversary of the remarkable Hawker Hurricane formally entering service. The RAF's first monoplane fighter, it dragged the Air Force into a position where it could defend Britain in her 'hour of need'. The true workhorse of the RAF, the Hurricane came into its own in the hot summer months of 1940 valiantly defending the skies above Britain. Outnumbering Spitfires three to one, the Hurricane also downed far more enemy aircraft. Without the obvious elegance of the Me 109 or the Spitfire, the Hurricane was nonetheless beloved by its pilots for its ability to simultaneously take a battering and inflict serious damage from its remarkably stable gun platform. This stunning new book reveals the Hurricane in all its glory – from fascinating first-hand accounts from the men who flew her to the truly breathtaking images from John Dibbs of the Hurricanes still in flight today. This lavish, fully illustrated edition is a must-have for all fans of aviation history.

The Curtiss Hawk 75 was the export version of the USAAC Curtiss P-36 that became, from 1936 onwards, the standard American single-seat fighter and represented a big step forward for the USAAC. The French were the first to express interest in this fighter and ordered large quantities before and during the first months of WW2. When the French ask for an armistice, all of the contracts were taken over by the British and the balance of the Curtiss H-75 still to be delivered were shipped out to the UK where they became the Mohawk. The RAF also took charge of more Mohawks coming from various sources and in all over 200 Mohawks were included in the RAF inventory. Some were handed over to the SAAF where they served in East Africa, while most would be sent to the Far East where they served until the end of 1943. The full story of the Mohawk in the RAF and in the SAAF is here told in 50 pages illustrated with 55 photos and 7 colour profiles.

CHBiographies

Thanks to this second volume, every single one of France's combat aircraft (fighters, bombers and recce aircraft) in the early years of W.W.II is now offered to the international audience, including the lesser known types. Each type is featured with an historical text, period photographs and color profiles.

In this exciting book Mike Spick shows how the Luftwaffe's leading fighter pilots were able to outscore their allied counterparts so effectively and completely during the Second World War. When the records of the Jagdflieger pilots became available after the war, they were initially greeted with incredulity – the highest claim was for 352 kills, and more than 100 pilots had recorded more than 100 victories. However postwar research proved that these claims had in fact been made in good faith and confirmation had only been given after rigorous checking. To discover the secret of this success, aviation history expert Mike Spick examines the exploits of these aces and sets out the context in which it took place. Every major theater is covered in detail including the conditions peculiar to

each: climate, relative numerical and qualitative strengths, the presence or absence of radar and other measures, and the relative merits of the planes being flown. He focuses on the methods and tactics used by individual aces and uses firsthand sources wherever possible to put the reader right alongside the pilot in the cockpit.

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. Making use of primary Curtiss documents, as well as the combined resources of the world's leading historians of the subject, the authors have skillfully resolved myths and woven a comprehensive study of the often very confusing story of these classic airplanes. Making use of previously unpublished documents and photographs, this massive, life-long work will stand as a legacy to the memory of those wonderful shapes, the men and women who built them, flew them and took them to war, and the lasting contributions they have made, collectively, to aviation history and the defense of democracy.

Billy McDonald was wingman in Chennault's famed aerobatic Three Men on a Flying Trapeze. He was instructor for the Chinese Air Force and combat pilot against the Japanese over Nanking in 1937. He flew world leaders and dangerous cargo like gold, gasoline and gunpowder over The Hump for the Flying Tigers. Newly-discovered photos and letters. This issue of World War 2 in Review contains the following articles on World War II: (1) Naval Air Station North Island 1911-1945 (2) Air to Air Bombing in World War II (3) Beaufighters Over Burma (4) Chronology of Kamikaze Successes, 27 May 1944-15 August 1945 (5) French Bloch MB.162 Bomber (6) USAAF Owi Airfield (7) One Man's Air War (8) American Curtiss P-36 Hawk Fighter (9) Doug Bader – RAF Hurricane Ace (10) Soviet Antonov A-7 Glider (11) Italian Caproni Ca.331 Raffica Bomber, with 271 B&W and color photographs and illustrations. A Merriam Press World War II History.

Always outnumbered by their Soviet counterparts, the small band of Finnish fighter pilots who defended their Scandinavian homeland from the 'communist hordes' in three separate wars between 1939 and 1945 amassed scores only bettered by the Luftwaffe's Jagdflieger. Initially equipped with a motley collection of biplane and monoplane fighters garnered from sources across the globe, the Finnish Air Force was thrust into combat in November 1939. Given little chance against the massive Soviet force, the Finnish fighter pilots confounded the sceptics and decimated the attacking fighter and bomber formations, prompting the Russians to call a halt in March 1940. This scenario was repeated in 1941, and by 1943 the Finns had become uneasy allies with the Germans. Complete with first-hand accounts and detailed colour illustrations, this book profiles aces like Juutilainen and Wind, who proved unbeatable in the final months of conflict.

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