

Curtiss P-40N

The Curtiss P-40N was the final version of the P-40. Modifications included weight reduction, a more powerful engine and a revised cockpit canopy to improve pilot visibility. Deliveries began in 1944 and over 5,200 were manufactured. They were employed by many allied air forces in the later stages of the war.

A number of USAAF units used P-40Ns, primarily in the Pacific area of operations including New Guinea, the South Central Pacific, the Aleutian Islands and the Chins-Burma-India theatre. Other users included Australia, which obtained a total of 468 aircraft, Brazil, Canada, China, the Netherlands, New Zealand, which received 172, the Soviet Union, South Africa and the United Kingdom. Towards the end of the war many P-40Ns were used as advanced training aircraft as better fighters such as the North American P-51 became available.

This model represents the P-40N flown by First Lieutenant Carl E Harby of 18 Fighter Squadron, 51st Fighter Group in China, Summer 1944.

Data: single-seat fighter. *Engine* Allison V1700-115 V-12 piston engine of 1014kW. *Wing span* 11.36m. *Length* 10.16m. *Maximum take-off weight* 3511kg. *Maximum speed* 5633km/h. *Range* 1738km. *Armament* six 12.7mm machine guns and up to 318kg of disposable stores. *Crew* 1.

*Academy*1:72 kit completed by Steve Pulbrook in 2023.



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