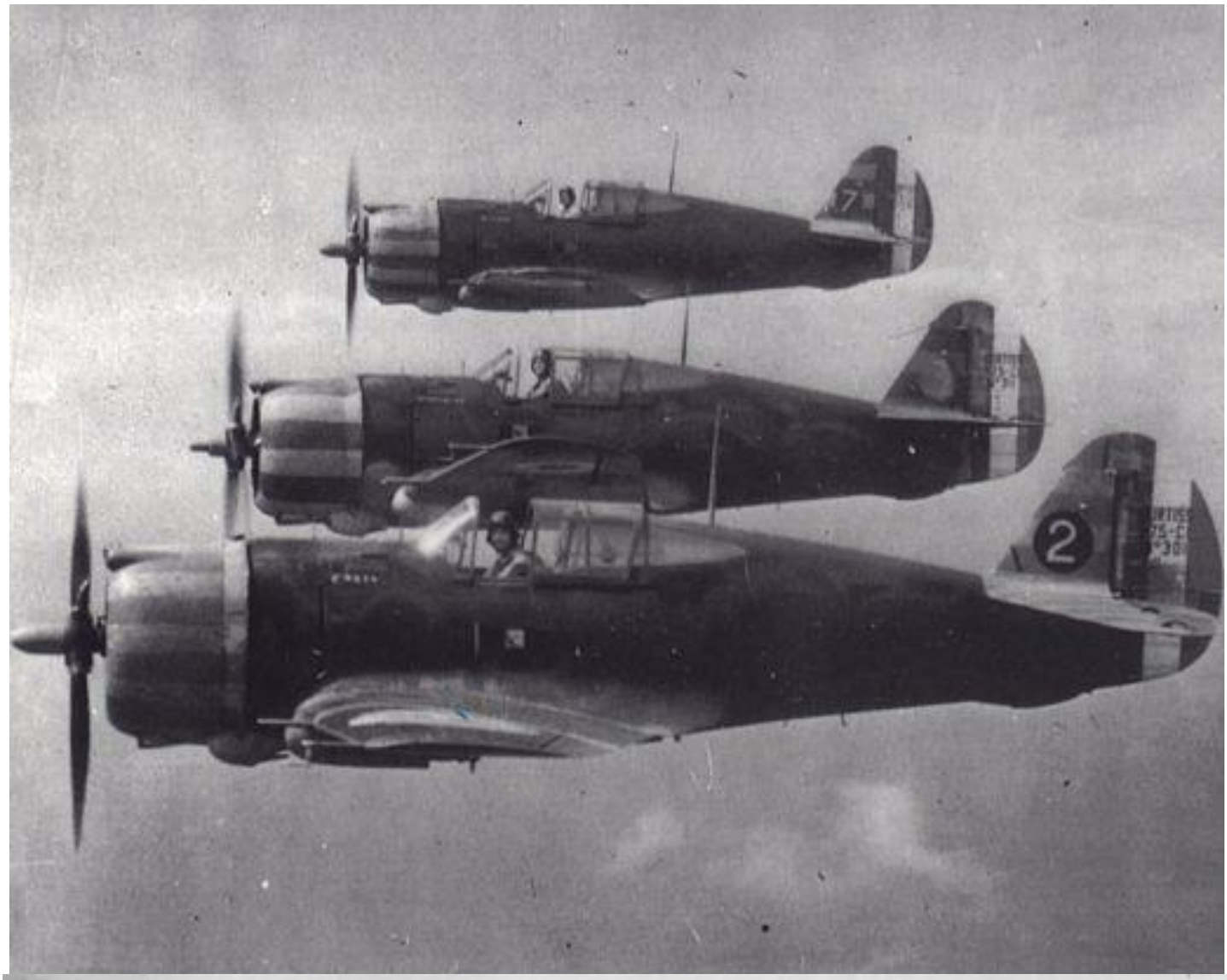
Curtiss H75

Le Curtiss H75 Hawk est l'équivalent du Curtiss P36 Américain, il fut un des appareils les plus populaires des pilotes français de la période 1939-1940. Début 1938, le gouvernement français négocie avec le constructeur américain Curtiss pour la fourniture de trois cents Curtiss H75A. Celui-ci est une version conçue pour l'exportation du P-36 proposé avec soit un moteur Pratt & Whitney Twin Wasp, soit un Wright Cyclone. En septembre 1939, le Groupe de Chasse II/4, équipé de cet appareil, signe la première victoire aérienne des alliés de la seconde guerre mondiale, en abattant deux Messerschmitt Bf109. En 1940, les groupes de chasse III/2, I/4, II/4, I/5 et II/5, équipés de H75, revendique 230 victoires et 80 « probables » contre une perte de 29 appareils. Edmond Marin la Meslée, alors lieutenant, totalise vingt victoires, seize homologuées et quatre probables aux commandes d'un Hawk, remportées pour la plupart en mai et juin 1940, devenant de ce fait l'as le plus titré de la campagne de France. Le H75 souffrait d'un grave problème de vitesse face a son principal adversaire le Messerschmitt Bf 109E, lui concédant une vitesse de pointe de 100 Km/h. L'autre point faible était son armement, seulement 4 mitrailleuses de calibre trop faible et de plus capricieuses...

Curtiss H75 Hawk :

- Moteur Wright 75A-4
- 1200 Ch
- 520 Km/h
- 4 mitrailleuses 7.5 mm
- 2608 Kg en charge
- 10000 m de plafond pratique
- 1614 Km en distance franchissable
- 1 pilote

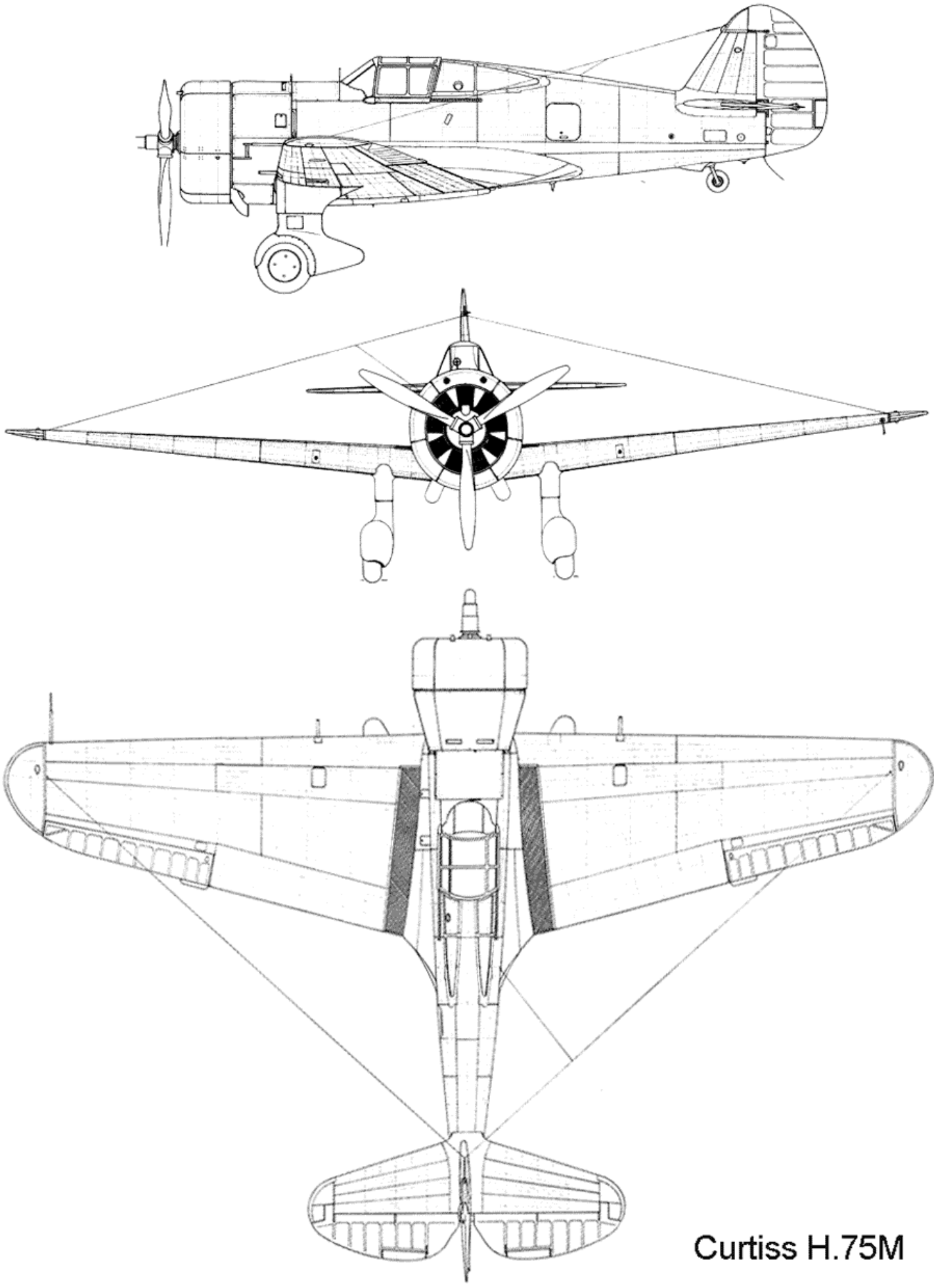


Source : http://les-avions-de-legende.e-monsite.com/pages/les-chasseurs/les-chasseurs-francais/curtiss-h75.html

Version anglaise

In an effort to expand the circle of foreign customers at the expense of economically underdeveloped countries, the Curtiss company has developed a simplified modification of the Hawk, known as the Hawk 75H. Two of these fighters were built for demonstration flights and featured a non-retractable landing gear with fairings, and the wheels were often left open, making them easier to repair and replace. In addition, a cheaper GR-1820-G3 engine with a capacity of 875 hp was installed on the plane. The flight data of the Hawk, of course, decreased, but the armament was made on the model of the R-36S. One "Hawk" 75H was bought by representatives of the Chinese delegation, and then Chiang Kai-shek's wife presented it to General Clair Chenno, who arrived in China to reorganize the military aviation of this state. Following this, the Chinese, waging bloody battles with the Japanese invaders, acquired another 112 serial "Hawks" 75M of a similar design, but with four 7.62-mm machine guns and bomb racks with a total weight of up to 136 kg. In the middle of 1938, the first 30 fighters arrived in China and soon took part in air battles. The role of the Hawk 75M in the war with Japan was extremely insignificant. In the conditions of the enemy's domination in the sky, they suffered heavy losses, and not so much from the impact of Japanese aviation, as through the fault of poorly trained flight personnel. The next version of the simplified "Hawk" was the "Hawk" 75N, built in the amount of 25 machines for Thailand. Compared to the Chinese version, it had more powerful armament, consisting of two synchronous heavy machine guns and two Danish-made Madsen cannons in underwing gondolas. Only 12 Hawks 75N were sent to Thailand, as the US government imposed an arms embargo on the country, fearing its cooperation with Japan.

"Hawk-75" Specification				
		P-36A	**H.75M**	**H.75A-3**
Crew		1		
Dimensions				
Length, m		8.69	8.72	8.69
Wing span, m		11.38		
Wing area, m ²		21.92		
Weight				
Empty weight		2,072	1,805	2,096
Maximum takeoff weight		2,480	2,348	2,726
Performance				
Maximum speed	km/h	483	450	500
	at altitude, m	3,000	3,000	3,000
Initial rate of climb, m/s		17.2	11.9	15.5
Service ceiling, m		10,060	9,700	10,000
Service range, km		1,325	880	1,320



Source : https://airpages.ru/eng/us/p36m.shtml