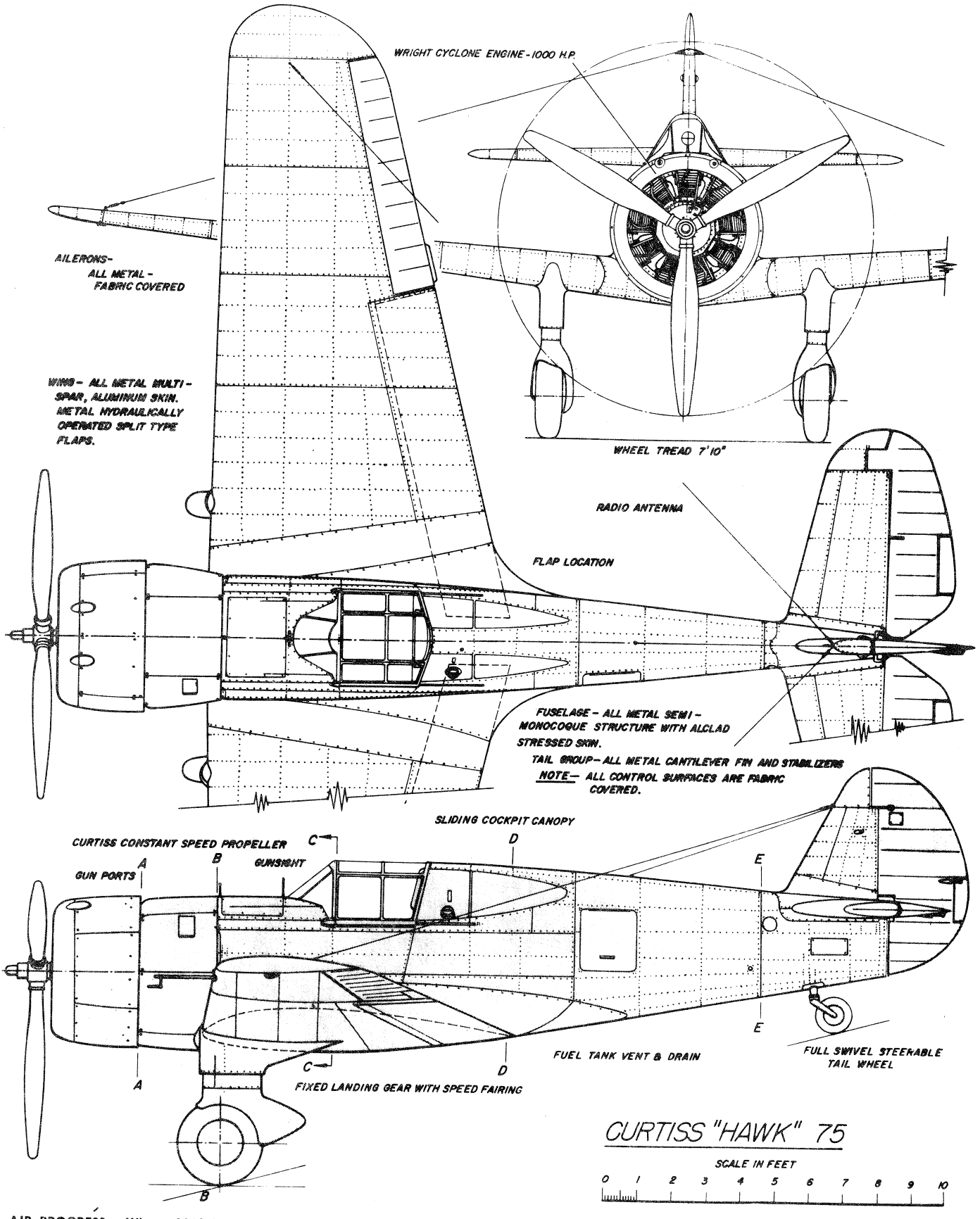
# First All-metal Low-winger by Curtiss




## CURTISS "HAWK" 75

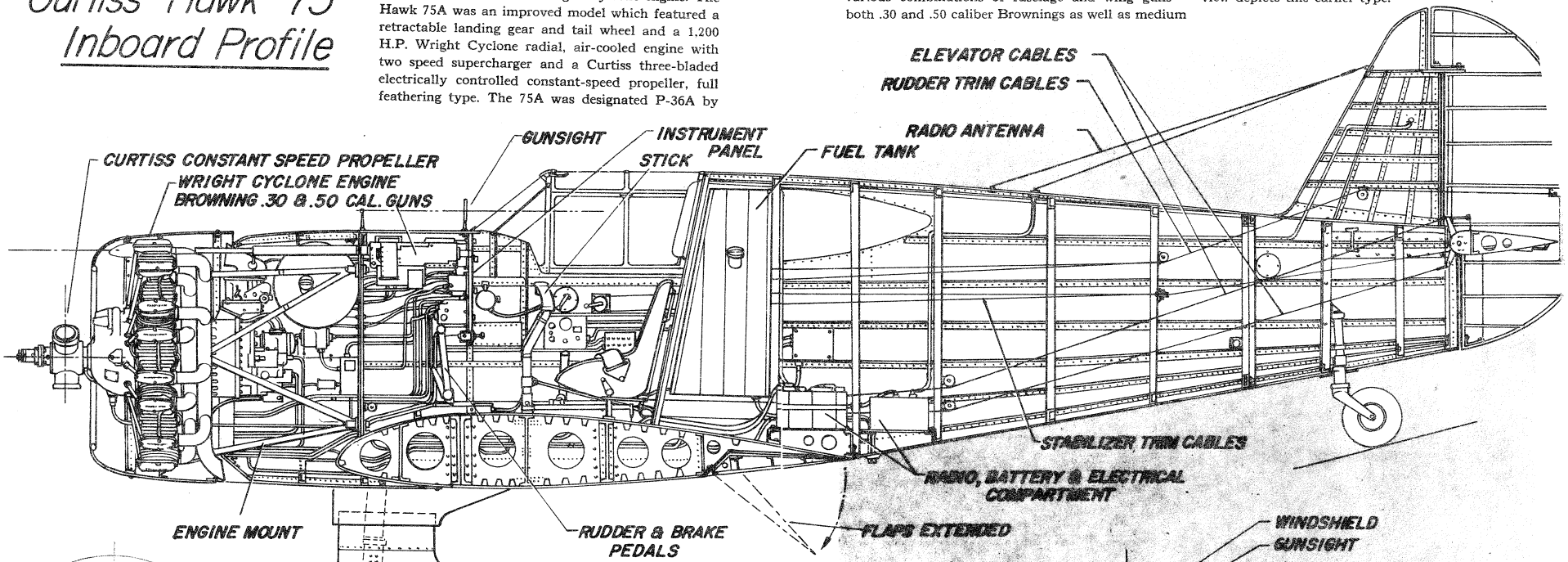
SCALE IN FEET

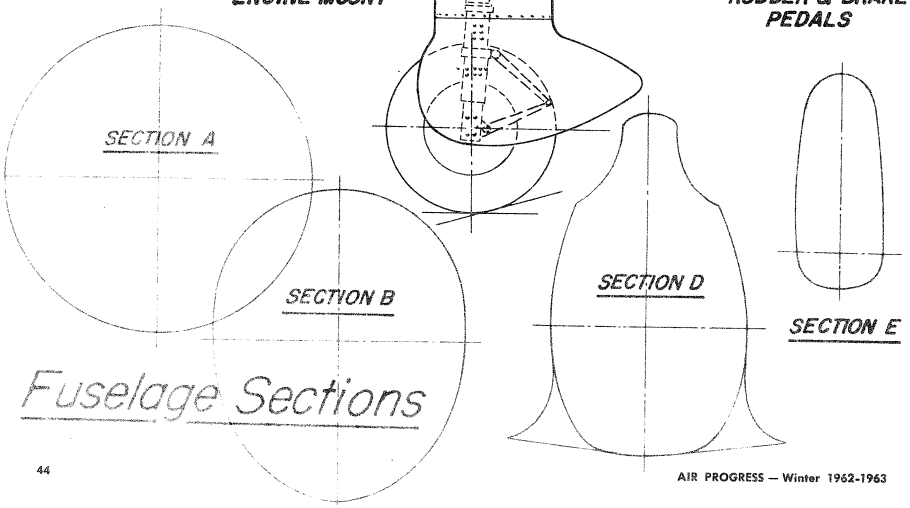
0 1 2 3 4 5 6 7 8 9 10

# Curtiss "Hawk" 75 Inboard Profile

■ The Curtiss Hawk 75, developed by the Curtiss-Wright Corporation's Airplane Division at its Buffalo, N. Y., plant in 1937 was the first all-metal, low wing pursuit aircraft manufactured by Curtiss; it was a new trend in a long and successful line of "Hawks".

The Hawk 75 first was provided with a fixed landing gear and 1,000 H.P. Wright Cyclone engine. The Hawk 75A was an improved model which featured a retractable landing gear and tail wheel and a 1,200 H.P. Wright Cyclone radial, air-cooled engine with two speed supercharger and a Curtiss three-bladed electrically controlled constant-speed propeller, full feathering type. The 75A was designated P-36A by the U.S. Army Air Forces and "Mohawk" by the RAF. Maximum speed was 323 M.P.H. with a cruising speed of 262 M.P.H. Stalling speed at sea level was 69 M.P.H. Service ceiling was 32,700 feet. Empty weight was 4541 pounds with maximum gross weight at 5750 pounds. Armament of the P-36A included various combinations of fuselage and wing guns—both .30 and .50 caliber Brownings as well as medium and light bomb loads. Racks for the various combinations of bomb loads were installed flush with underside of the wings. Other equipment inclu radio, oxygen, flare and signal pistol installatio Because so few drawings of the Hawk 75 with t fixed gear have been seen, the accompanying thre view depicts this earlier type.




## Fuselage Sections