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48th PARIS AIR SHOW
from 15 to 21 Juin 2009

Exhibitor No:	**FOR IN FLIGHT:** ☑ **OR STATIC:** ☑ **DISPLAY**	Show No *94*

Attention: Requested information will be used by the official Airshow speakers

As well as providing information for the press office, this document will be used as a basis for the official commentaries.
Exhibitors should therefore indicate the technical data and commercial information requested, as well as any other information they would like to transmit to the public during the flight program.

MANUFACTURER:	*CURTISS*
AIRCRAFT TYPE AND NAME:	*H75*
CATEGORY:	*Fighter*
COUNTRY:	*USA*

FIRST FLIGHT:	**DISPLAY CREW:**
Date: *15/04/1935* **Location:**	
Crew:	

ENGINE(S):			
Number:	*1*	**Type:**	*14 cylinders R-1830 Twin Wasp radial engine*
Manufacturer:	*Pratt & Whitney*		
Take off rating (Dry):	*1 000 shp*	**With reheat:**	
Propeller(s):			

TECHNICAL DATA:		**COMMERCIAL INFORMATION:**
Empty weight:	*5 500 lb*	**Prototypes (or pre-prod):**
Max take off weight:	*6 814 lb*	**Firm orders:**
Max cruise speed:	*200 kts*	**Options:**
Max operating speed:	*300 kts*	**Deliveries:**
Stall speed:	*60 kts*	**Production rate:**
Max endurance:	*03:00*	**Number of clients:**
Max range:	*600 NM*	**Contact during the show:**

ACCOMODATION:		**WEAPONS**
Accomodation:		*Four 7.5 mm FN-Browning machine guns.*
Single seat		
Max payload:	*1 314 lb*	

MISCELLANEOUS:

By the end of 1937, France was aware of the enormous gap of its air force against the Luftwaffe. Even if the V plan foresees the manufacture of over 1 000 fighters between April 38 and April 39 (MS 406 and MB 150), the new Air Minister knows that the French aerospace industry will not be able to produce them, and decides to import at least 300 fighters from the United States. The US. Army Corps who recently made its choice for the Curtiss P-36, and an excellent evaluation of the aircraft in spite of a real opposition of the French Ministry of Finance french considering the price of a Curtiss double that of an MS 406 or Bloch 150, a first contract for 100 aircraft was signed in May 38, the aircraft was adopted under the name Curtiss H75-A1. Airframes and propellers were provided by Curtiss, the engines by Pratt & Whitney, the 4 machine guns of 7.5 mm by the belgian firm FN-Browning Belgium, and the flight instruments, seats and sights by French manufacturers. All these parts were gathered to Bourges, where SNCAC was responsible for the final assembly starting February 39. It should be noted the remarkable efficiency between receiving elements in Bourges and delivery to the French Air Force. Meanwhile, the Munich crisis in September 38 showed the imminence of the German threat, and a second order of 100 Curtiss was signed in March 39, most of them beeing H75-A2, with 2 additional guns, a slightly more powerful engine and a strengthened rear fuselage. A third contract was signed by September 39 after the war was declared for 530 H75-A3 and A-4, names due to changing engines. Only one hundred will be delivered to the French Air Force before the armistice, which less than a dozen H75-A4.