

CHARACTERISTICS

MODEL	MFR.	SPEC. NO.	CONT. NO.	QTY.	NO.	POWER MFR.	PLANT MODEL
B-29-15-BW	Boeing	D-2651C	AC-19673	50	4	Wright	R3350-23
B-29-20-BW	Boeing	D-2651C	AC-19673	50	4	Wright	R3350-23
B-29-25-BW	Boeing	D-2651C	AC-19673	50	4	Wright	R3350-23
B-29-30-BW	Boeing	D-2651C	AC-19673	50	4	Wright	R3350-23A
B-29-35-BW	Boeing	D-2651C	AC-19673	50	4	Wright	R3350-23A
B-29-40-BW	Boeing	D-2651C	AC-19673	100	4	Wright	R3350-23A
B-29-45-BW	Boeing	D-2651C	AC-19673	100	4	Wright	R3350-23A
B-29-1-MO	Martin	D-2651C	AC-117	3	4	Wright	R3350-23A
B-29-5-MO	Martin	D-2651C	AC-117	7	4	Wright	R3350-23A
B-29-10-MO	Martin	D-2651C	AC-117	8	4	Wright	R3350-23A
B-29-15-MO	Martin	D-2651C	AC-117	16	4	Wright	R3350-23A
B-29A-BN	Boeing	D-2651C	AC-19673	1000	4	Wright	R3350-23A
XB-30	Lockheed						
B-31	Douglas						
XB-32	Consolidated	XG-218-A-2E	AC-15549	2	4	Wright	R3350-13
YB-32	Consolidated	ZD-33-004	AC-19439	13	4	Wright	R3350-21
B-32-CF	Consolidated	FZD-33-010-A	AC-37856	658	4	Wright	R3350-23
XB-33	Martin	XC-219-1	AC-18645	2	4	Wright	R2600-15
B-33A-1-MA	Martin	222	AC-24555	402	4	Wright	R2600-15
RB-34	Vega	DA-222-1	DA-152	200	2	P&W	R2800-31
RB-34A-1-VE	Vega	R-359	DA-AC-152 A-1748	57 43	2	P&W	R2800-31
RB-34A-2-VE	Vega	R-359	DA-AC-152 A-1748	57 17	2	P&W	R2800-31
RB-34A-3-VE	Vega	R-359	DA-AC-152 AC-1748	29 11	2	P&W	R2800-31
RB-34A-4-VE	Vega	R-359	DA-AC-152 AC-1748	19 100	2	P&W	R2800-31
RB-34B-1-VE	Vega	R-359	DA-AC-152 AC-1748	117 2	2	P&W	R2800-31

Similar to the B-29-10-BW except for the following: Type B-7A booster pump or interm standard in the fuel system in lieu of internal line tank; modification of pilot's and co-pilot's windows; revision of headset assembly on upper fire control seat to prevent contact of headset with upper sight ring.

Similar to the B-29-15-BW except for the following: Increase in thickness of elastic upper sighting domes from 3/16 to 3/8; relocation of rudder servo motor in the fuselage to improve accessibility; deletion of Stewart-Warner heaters and associated equipment and provisions for heating system utilizing heat from exhaust shroud.

Similar to the B-29-20-BW except for the following: Provisions for SCR-578 (diplex transmitter) in compartment adjacent to R.H. life raft; astrodome astro compass; astrodome deflector; astrophotograph mounting and Type III lens for use with PROVISIONS FOR REMOVABLE SELF-SEALING FUEL CELLS for center wing section within the body contour; drift signal chute and container; provisions for jacking point on nose gear to facilitate servicing; fuel injection system; revisions for ring cowling air seal.

Similar to the B-29-25-BW except for the following: Armor at tail gunner's station and provisions for protection against "hang fires" from upper rear turret; gun charging air compressor; pressurized oil tanks air scoop.

Similar to the B-29-30-BW except for the following: Modification of ATEC and bomb sight heat provisions; propeller feathering oil reserve supply; elimination of pilot's master identification switch; Type B-11 generator; modification of exhaust shroud cooling; foot operated microphone switches.

Similar to the B-29-35-BW except for the following: Simplification of electric bomb rack control; revision of cabin air distribution valve; six point engine suspension instead of nine point; increased turret ammunition capacity; revised cowling flap; provisions for 20 mm. cannon cable charging; relocation of forward turrets to provide clearance with fuselage; spring loaded bomb doors.

Similar to the B-29-40-BW except for the following: Type E-2 life raft; side and top sighting dome mounting revisions; auxiliary power plant control switch; dual engine breather; emergency override landing gear extension system box revisions.

Similar to the Boeing B-29 except for the following: Increased cowling flap provisions; revision of OE turrets to provide for 1000-round ammunition can turrets; AN-M-3 destructor for SCR-695 radio; flat glass windows in the pilot's cab; elimination of troop carrying facilities; deletion of master ignition switch from pilot's station; revised heating system; elimination of demouflage; Type R-1 generators in lieu of Type P-2; cargo platform in bomb bay.

Similar to the B-29-45-BW except for the following: Fuel injection system for engine; propeller feathering oil supply reserve; revised cowling flap; gunfire fragment resistant curtain stowage; exhaust shroud cooling revisions.

Similar to the B-29-5-MO except for the following: Foot operated microphone switches; revision of tail gunner's station; additional armor for tail gunner; six-point engine suspension in lieu of nine-point; relocation of forward turrets to provide clearance with fuselage; gun heaters in tail turret; auxiliary power plant wiring revisions; revised oxygen system; shroud cover revisions.

Similar to the B-29-10-MO except for the following: Dual electric bomb control system; spring loaded bomb door; revised life raft installation; upper turret fairing revisions.

Similar to the B-29 except in wing construction and manner of attachment of wing to fuselage. The inboard wing of the B-29 is continuous through the fuselage whereas the inboard wing of the B-29A is not continuous through the fuselage, but it joined to the wing center section, which is a complete and separate assembly. Outboard from Station 510 there is no difference in wing construction. From an aerodynamic standpoint the wing of the B-29A airplane is identical to the B-29.

(Designation cancelled).

(Designation cancelled).

Heavy bombardment, high wing monoplane with retractable tricycle landing gear, pressurized cabin, and turbo supercharger. Armament: Fourteen .50 cal. guns and two 20 mm. cannon. Tentative maximum bomb load: Eight 2000lb., or twelve 1000lb., or forty 500lb., or fifty-six 300lb., or eighty 100lb. bombs. (Redesignated YB-32).

XB-32 redesignated. Armament: 2 forward firing .50 cal. guns in wings, four .50 cal. and two 20 mm. firing rearward from outboard nacelles, four .50 cal. guns in upper turret and four .50 cal. guns in lower turret. 500 rounds for each .50 cal. gun and 100 rounds for each 20 mm. All guns remotely controlled from either of two control stations and equipped with gun compensating devices. (Redesignated B-32-CF).

All-metal, 100,000-lb. gross weight, 8 to 12-place, high wings, single tail airplane equipped with dual wheel tricycle retractable gear. It is pressurized and powered with four Wright Duplex Cyclone engines with B-11 turbo superchargers and 4-blade Curtiss Electric constant speed, fast-feathering, reverse-pitch propellers, diameter 68 in. Armament: Local fire control with two .50 cal. guns in a Sperry nose turret, two .50 cal. guns in a Sperry tail turret, two .50 cal. guns in a Sperry wing turret, two .50 cal. guns in a Sperry retractable ball turret with 1100 rds. Total: ten .50 cal. guns with 5430 rds. of ammunition. Design useful bomb load: One 2000-lb. Type M-66, or two 1000-lb. Type M-65, or four 500-lb. Type M-65 bombs. Maximum bomb load: Four 1000-lb. Type M-66, or eight 500-lb. Type M-65, or eight 2000-lb. Type M-66, or twelve 1000-lb. Type M-65, or forty 500-lb. Type M-66 bombs. Radio: Command set SCR-274-N; liaison set SCR-287-A; radio compass SCR-269-C; filter equipment RC-198; marker set SCR-718; marker beacon receiver RC-193; interphone equipment RC-36; identification set SCR-695-A; switching equipment RC-105; receiving equipment RC-109; installation provisions only for B-11-C. SCR-519.

High wing medium bombardment airplane with pressurized cabin, turbo superchargers, and tricycle landing gear. Armament: Eight .50 cal. flexible guns. Normal bomb load: One 2000-lb. or two 1000-lb. or four 500-lb. or six 300-lb. or twenty 100-lb. bombs. Alternates: Four 2000-lb. or eight 1000-lb. or 24 500-lb. or 28 300-lb. or 56 100-lb. bombs. Radio: Command set SCR-274N, liaison set SCR-287, radio compass SCR-269, interphone RC-36, marker beacon RC-43, filter RC-32.

Project cancelled per CTR-1047, 11-25-42.

All metal, medium bombardment airplane with conventional retractable landing gear and double vertical fins similar in appearance to the A-29 except for the following: Two .50 cal. fixed forward nose guns, 750 rds. each; two .30 cal. flexible guns on each side of fuselage, 600 rds. each; two .30 cal. flexible turret guns, aft firing, 1000 rds. each; two .30 cal. flexible guns on each side of fuselage, 600 rds. each; two .50 cal. guns in upper Martin turret, Type A-3, 1000 rds. each. Design bomb load 2500 lbs.; maximum load 2500 lbs. Radio: Bendix interphone 3611; British command transmitter TRF, Bendix liaison transmitter TA-12B; Bendix receiver RA-10DB; British special service receiver R-3003; British blind approach receiver RA124A and RA125A. (Restricted class 10-22-42).

Approximately 250 British Ventura I airplanes manufactured by Vega Aircraft Corp. for the British were allocated to the IAF for use as Coast Guard airplanes and for various types of operations. The British were also allocated to the IAF for the same use. The Ventura I and B-34 are similar except for difference in equipment. They were modified to permit carrying American type bombs in lieu of British, and American 30 cal. guns provided in lieu of British .303 cal. guns. (Restricted class 10-22-42).

Ventura I and B-34 airplanes modified for use as bombardier trainers. The modifications consist of providing an S-1 bomb sight, changes in bombing installation to carry American bombs, and American .30 cal. guns in lieu of British .303 cal.

Ventura I and B-34 airplanes modified for use as flexible gunnery trainers. The modifications consist of installation of a Martin upper turret, and providing American .30 cal. guns in lieu of .303 cal. guns.

Ventura I and B-34 airplanes modified for use as tow target airplanes. The modifications consist of installation Type C-5 tow target wind-plate equipment for the students in the main cabin.

Ventura I and B-34 airplanes modified for use as navigation trainers. The modifications consist of installation navigation tables and complete equipment for the students in the main cabin.



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					MFR.		
XTM-1	Boeing	1Y012-A	AC-8347 AC-8773	1 2	Allison	YV1710-13	Low wing monoplane, turbo supercharged pusher type, with 37 mm guns mounted in nose of engine nacelles, crew of 5. Pilot and co-pilot seated in tandem in the nose of fuselage, with a navigator-gunner, amshipp and gunners located in the nose of each engine nacelle. Cal. .50 or .30 flexible machine guns carried in the fuselage for use by the navigator-gunner. (Crashed and was surveyed). Similar to the XTM-1 except for modifications of engine nacelles and other refinements as the result of test of prototype model.
YFM-1	Boeing	Y-604-1 (1Y012-D)	AG-11122	8 2	Allison	V1710-23	Similar to the XTM-1 except for tricycle landing gear.
YFM-1A	Boeing	Y-604-1A (1Y012-D)	AC-11122	3 2	Allison	V1710-23	Similar to the YFM-1 except for engine change and no turbine supercharger.
YFM-1B	Boeing	Y-604-1	AC-11122 C.O. 2907	2 2	Allison	V1710-41	Designation cancelled.
XTW-2	Lockheed	16390	AC-3848 AC-1197	15 10	Curtiss	V1570C	Designation cancelled.
PB-1	B/T	16390	AC-5732	4 1	Curtiss	V1570-57	Designation changed from Model P-16 to differentiate between monoplane and biplane types.
PB-2	Consolidated	1737	AC-7220	50 1	Curtiss	V1570-61	Designation changed from Model P-30 to differentiate between monoplane and biplane types. Similar to the PB-2 except for the following: Engine change; higher compression ratio; supercharger modification; cooling and fuel systems; instrument installation; controllable pitch propeller.
P-1	Curtiss	1575A	25422	10 1	Curtiss	V1150	Single bay monoplane airplane with tunnel radiator. Service type. (Reclassified ZP-1).
P-1A	Curtiss	1575A & 1586	2644	25 1	Curtiss	V1150C	Improved P-1 service type. (5 converted to P-2).
P-1B	Curtiss	1586A	AG-3	25 1	Curtiss	V1150D	Improved P-1A with engine change and larger wheels.
P-1C	Curtiss	1586B	AC-1697	33 1	Curtiss	V1150E	Same as the P-1B except for engine change and equipped with E-4 synchronizer and wheel brakes.
P-1D	Curtiss			1 1	Curtiss	V1150	Converted from Model AT-4 by replacing R790 engine with V1150.
P-1E	Curtiss			1 1	Curtiss	V1150	Converted from Model AT-5 by replacing R790 engine with V1150.
P-1F	Curtiss			1 1	Curtiss	V1150	Converted from Model AT-4 by replacing R790 engine with V1150.
P-2	Curtiss	1575A	25422	5 1	Curtiss	V1400	Same as the P-1A except for engine change.
XP-3	Curtiss	1582	P.O. 55696	1 1	Curtiss	RL454	P-1A with Curtiss radial engine. (Converted to XP-3A).
XP-3A	Curtiss	27-2455		1 1	P&W "Wasp"	SRL340C	XP-3 with engine change. (Converted to XP-21).
P-3A	Curtiss	1620	AC-944	5 1	P&W "Wasp"	SRL340C	Same as the AT-5A except for power plant. (1 converted to XP-22).
XP-4	Boeing	1583	55695	1 1	Peabody	LA-1530	Monoplane fighter (PW-9) with supercharged engines, wing guns, and increased wing area. (Surveyed 5-5-28).
P-5	Curtiss	1612A	AC-652	5 1	Curtiss	V1150D	Similar to the P-1A except for supercharged engine.
XP-6	Curtiss		27-2523	1 1	Curtiss	V1570	Similar to the P-2 except for engine change. (1927 race project -- surveyed).
YP-6	Curtiss	1637A	AC-1697 AC-1875	10 2	Curtiss	V1570B	Revised P-1B with guns moved forward, instruments relocated, oleo landing gear, toe operated brakes. (Converted to P-6D).
XP-6A	Curtiss		28-160	1 1	Curtiss	V1570	Modified P-1A with PW-8A wings including wing radiators. (1927 race project -- surveyed 9-6-29).
P-6A	Curtiss		AC-1697	8 1	Curtiss	V1570C	P-6 model with engine change. (Converted to P-6D).
XP-6B	Curtiss		29-4871	1 1	Curtiss	V1570C	P-1C with special fuel tank and instruments, and engine change.
XP-6D	Curtiss	1637B	AC-1687	1 1	Curtiss	V1570C	P-6A with changes similar to those made on the YP-20. (P-6E purchased instead).
P-6E	Curtiss	1637C	AC-4434 AC-4400	18 45 1	Curtiss	V1570C	P-6, serial No. 29-260, equipped with side type supercharger. P-6 and P-6A models equipped with Form P-2B supercharger. Monoplane fighter with fuselage, tail surfaces, and wings same as the YP-20; landing gear and engine same as the XP-22.
XP-6F	Curtiss		32-4712	1 1	Curtiss	V1570C	P-6E equipped with P-2F supercharger.
XP-6G	Curtiss		AC-5270	1 1	Curtiss	V1570F	P-6E with engine change. (Converted back to P-6B).
XP-6H	Curtiss		33-1005	1 1	Curtiss	V1570F	Similar to the P-6G with complete wing cellule containing wing gun installations in both upper and lower panels in accordance with Spec. X24548. Also has turbo supercharger. (Special wing later removed).
XP-7	Boeing		28-2957	1 1	Curtiss	V1570	PW-9D with engine change. (Converted back to PW-9D).
YP-7	Boeing	1641		1 1	Curtiss	V1570	Service test YP-7. (Designation cancelled).
XP-8	Boeing		28-2780	1 1	Peabody	2A-1530	Boeing design #66. (Surveyed).
XP-9	Boeing	XL623	AC-1334	1 1	Curtiss	SV1570A	Single place, gull wing, externally braced monoplane of metal construction with oleo landing gear and 30X5 wheels with brakes. Fuselage front truss type, rear section monocoque. (Static tested and sent to Chanute Field for instruction purposes).
XP-10	Curtiss	XL625	AC-1333	1 1	Curtiss	SV1570A	Single place gull wing biplane with plywood covered wooden wings, fabric covered metal fuselage, and cantilever tail structure. Split type oleo landing gear, 30X5 wheels with brakes. (Sent to Chanute Field for instruction purposes).
P-11	Curtiss	1640	AC-1875	3 1	Curtiss	HL640	Same as the P-6 except for power plant.
P-12	Boeing	1643	AC-1872	9 1	P&W	SRL340C	Developed from Boeing design #89. Fuselage of square tubing bolted together, fabric covered metal wing, all metal control surfaces.
XP-12A	Boeing	XL644	AC-1872	1 1	P&W	SRL340C	Modified P-12 with Friszie ailerons and shorter landing gear. (Surveyed 11-27-29).
P-12B	Boeing	1643A	AC-2419	90 1	P&W	SRL340C	Modified P-12 with improved landing gear and tail surfaces.
P-12C	Boeing	1643B	AC-3123	101 1	P&W	SRL340D	Improved P-12B with new landing gear, new instruments incorporating small round dial instruments, and Boeing engine cowl ring.
P-12D	Boeing	1643B	AC-3123 & E.O. W-2857	30 1	P&W	SRL340E	P-12C with engine change.

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					M.F.R.	M.F.R.		
P-12B	Boeing	16430	AC-3978	110	1	P&W	SR1340C	Improved P-12D with monocoque fuselage; tail surfaces same as Boeing model 218 (XP-925); other minor refinements. (Reclassified ZP-12B).
P-12F	Boeing	16430	AC-3978 C.O. 1319	25	1	P&W	SR1340F	P-12E with engine change and minor improvements. (Reclassified ZP-12F).
XP-12G	Boeing		AC-2419 E.O. 505-2-49	1	1	P&W	SR1340D	P-12B, serial No. 29-329, equipped with side type supercharger. (Converted back to P-12B).
XP-12H	Boeing		AC-3123	1	1	P&W	XGSR1340E	P-12B, serial No. 31-273, with engine change. (Converted back to P-12B). Not assigned.
P-12I	Boeing		AC-3978	1	1	P&W	SR1340H	P-12E, serial No. 32-42, with engine change. (Converted back to P-12E).
P-12J	Boeing		AC-2061 Ballment	1	1	P&W	SR1340-E	7 airplanes converted at Depots. (Reclassified ZP-12K).
P-12K	Boeing		AC-2394	1	1	P&W	SR1340E	P-12X equipped with Form F-7 supercharger.
XP-12L	Boeing	XL627	AC-2111 Ballment AC-2080	1	1	Curtiss Rex	HL640	"Viper" model constructed on Ballment Contract.
XP-13	Thomas-Morse			1	1	P&W "Wasp"	SR1340C	XP-13 with engine change. (Crashed and surveyed). Project cancelled.
XP-13A	Thomas-Morse			1	1	P&W "Wasp"	SR1340C	High wing monoplane developed by Boeing Company at their expense. (Project cancelled).
XP-14	Curtiss	XL627	AC-2061 Ballment	1	1	Curtiss Hex	HL640	Two place biplane with fabric covered metal truss fuselage and gull type fabric covered metal upper wing. Split type oleo landing gear and tunnel radiator. (Surveyed).
XP-15	Boeing		AC-2394	1	1	P&W "Wasp"	RL340	Service Test XP-16 with minor changes. (Redesignated PB-1).
XP-16	B/J	YL-1639C	AC-3846 AC-4137 E.O. 401-2-86	15 10	1	Curtiss	VL570C	P-1 with Wright VL460 engine. (Surveyed).
XP-17	Curtiss		AC-1875 C.O. 57200	1	1	Wright	VL460	New type monoplane biplane. (Project cancelled).
XP-18	Curtiss		E.O. 401-102	1	1	Wright	VL560	Low wing single place monoplane. (Project cancelled).
XP-19	Curtiss		AC-3787 Ballment	1	1	Wright	SR1820E	P-11 with engine change. (Converted to P-63 on AC-4400).
XP-20	Curtiss		AC-1875 C.O. 57200	1	1	Wright	R985	XP-3A and P-3A with engine changes. (P-3A converted to P-1F; XP-3A converted to P-1A).
XP-21	Curtiss		E.O. 401-102	2	1	P&W "Wasp" Jr.	VL570C	P-6A with miscellaneous changes. (Converted back to P-6A on AC-4400).
XP-22	Curtiss		AC-3787 Ballment	1	1	Curtiss	VL570C	P-6E procured instead.
YIP-22	Curtiss	YL-1712A	AC-4434 E.O.W-3511	46	1	Curtiss	VL570C	P-6E equipped with metal monocoque fuselage, metal wings and tail surfaces, and side type supercharger. (Converted to YP-23).
XP-23	Curtiss		32-6538	1	1	Curtiss	GV1570C	XP-23 with minor refinements.
YP-23	Detroit		AC4539	1	1	Curtiss	VL570C	Low wood wing, 2 seated monoplane with vaneer covered monocoque fuselage and retractable landing gear, formerly known as the XP-900. (Crashed 10-19-31).
YP-24	Detroit	YL-1719	AC4539	4	1	Curtiss	VL570C	Same as the YP-24 except for changes to meet specification requirements. Contractor defaulted and development carried on by the Consolidated Aircraft Corp. on the Model YIP-25 on Contract AC-4998.
YIP-25	Consolidated	YL-1726	AC4998	2	1	Curtiss	GV1570F	Low wing, 2 seated fighter of all metal construction, monocoque fuselage, retractable landing gear, Form P-26 supercharger. (Serial No. 32-521 crashed 1-19-35, serial No. 32-322 redesignated YL-11, crashed 1-20-35). (Last airplanes surveyed 10-30-37).
YIP-26	Boeing	D-781	AC-5200	3	1	P&W "Wasp"	SR1340G	Similar to the YIP-26 except for landing gear and other minor changes. (Reclassified ZP-26A).
P-26A	Boeing	1730	AC-5642	136	1	P&W "Wasp"	RL340-27	P-26A equipped with fuel injector. (Reclassified ZP-26B, 12-11-42).
P-26B	Boeing	1730	AC-5642 CO-1808	25	1	P&W	RL340-33	Similar to the P-26B with engine change. (Reconverted to P-26B).
P-26C	Boeing		AC-5642	23	1	P&W	RL340-27	YIP-25 with engine change. (Project cancelled).
YIP-27	Consolidated		AC-4998 E.O. 401-131	1	1	P&W "Wasp"	SR1340-F	YIP-25 with engine change. (Project cancelled).
YIP-28	Consolidated		AC-4998 E.O. 401-131	1	1	P&W "Wasp"	SR1340-G	YIP-25 with engine change. (Project cancelled).
YP-29	Boeing	D-1329	AC-6849	1	1	P&W "Wasp"	RL340-35	Intermediate altitude, low wing, single place fighter of all metal construction with internally braced 6° dihedral wing, trailing edge flaps, enclosed cabin, retractable landing gear, oleo type tail wheel. (Formerly known as the XP-94D).
YP-29A	Boeing	D-1329A	AC-6849	1	1	P&W "Wasp"	RL340-35	Similar to the YP-29 except for open cockpit, wing dihedral 7°, no trailing edge flaps, no oleo tail wheel. (Formerly known as XP-924).
P-29A	Boeing	1737	AC-6849	1	1	P&W "Wasp"	RL340-35	Similar to the P-29 except equipped with flaps, floatation gear, and controllable propeller. (Assignment cancelled).
YP-29B	Boeing	D-1329B	AC-6849	1	1	P&W "Wasp"	RL340-35	Similar to the YP-29 except for open cockpit and wing dihedral 7°. (Sent to Chamute Field for instruction purposes).
P-30	Consolidated	1737	AC-5732	4	1	Curtiss	VL570-57	Low wing, two seated monoplane of all metal construction with monocoque fuselage, retractable landing gear, Form P-26 supercharger. (Redesignated PB-2).
XP-31	Curtiss		AC-5711	1	1	Curtiss	GV1570F	Low wing, strut braced monoplane with monocoque fuselage, metal wing, control surfaces fabric covered. (Formerly known as XP-934).
P-32	Boeing	1758	AC-5711	1	1	Curtiss	RL535 or RL550	Similar to the YP-29A except equipped with double row radial engine. (Assignment cancelled).

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P-33	Consolidated	1743		1	P&W	RL830	Similar to the P-30 except equipped with flaps, floatation gear, controllable propeller. (Assignment cancelled).
XP-34	Wheeler-Williams	99	AC-8392 AC-8815	1	P&W	RL830-C	Low wing, single plane monoplane with semi-monocoque fuselage, enclosed cabin, cantilever wing and tail surfaces, retractable landing gear, and tail wheel. (Contract AC-8392 cancelled since contractor had no facilities to build plane; Contract AC-8815 for procurement of design rights only).
RP-35	Seversky (Republic)	98-600A-1A 432	AC-8892	76	P&W	RL830-9	Low wing, all metal monoplane with semi-monocoque fuselage, electric operated retractable landing gear, trailing edge flaps, hydro-controlled propeller, enclosed cabin. (Seversky Model SPV-1XP). (Restricted class 10-22-42).
RP-35A	Republic	98-600-A-5 C-106-SW-2	AE-C1	60	P&W	RL830-45	Similar to the P-35 except for the following: Two .30 cal. synchronized machine guns and two .50 cal. wing guns; designed for one Swedish type bomb track in each wing which can be used for US standard bombs by means of adapter and carries six 30-lb. bombs; SCR-183 radio. (Restricted class 10-22-42).
RP-36	Curtiss	98-600-A-2 (6143-A)	AC-9045	3	P&W	RL830-13	Low wing, all metal monoplane; fuselage of semi-monocoque construction; retractable landing gear, including tail wheel hydraulically operated; trailing edge flaps, hydraulically operated; hydro-controllable propeller; enclosed cabin. (Curtiss Model 75, originally designated XP-36). (Restricted class 10-22-42).
RP-36A	Curtiss	98-600-1 6493	AC-10136	239	P&W	RL830-13 or RL830-17	Low wing, all metal monoplane; fuselage of semi-monocoque construction; retractable landing gear and tail wheel, hydraulically operated; trailing edge flaps, hydraulically operated; Curtiss electrically-controlled constant-speed propeller. (Curtiss Model 75L). (Restricted class 10-22-42).
P-36B	Curtiss	98-605 6493	AC-10136 P.O. W-8674	1	P&W	RL830-23	Similar to the P-36A except for different engine which has 8:1 blower and PD-12B pressure type carburetor. (Reconverted to P-36A with -17 engine).
RP-36C	Curtiss	98-605-1 & C.O. 7	AC-10136 P.O. W-8732 C.O. 2614	1	P&W	RL830-17	Same as the P-36A except for two .30 cal. M-2 fixed machine guns in leading edge of each wing panel. (Restricted class 10-22-42).
XP-36D	Curtiss	98-605-1 6493	P.O. 40-777	1	P&W	RL830-13	P-36A modified with a wing panel containing four .30 cal. machine guns, two in each wing.
XP-36E	Curtiss	98-605-1 6493	P.O. 40-777	1	P&W	RL830-13	P-36A modified with wing panel containing eight .30 cal. machine guns, four in each wing. Synchronized guns are inoperable.
XP-36F	Curtiss	98-605-1 6493	A.P. 153542 P.O. W-8732	1	P&W	RL830-13	Similar to the P-36A except equipped with special wire panels which contain provisions for installation of 23 mm. Madsen cannon with controls and accessories therefor. (Reclassified XP-36F).
RP-36G-CU	Curtiss-Wright	6493	AC-26953	18	Wright	ORL820-G205A	Similar to the P-36A except equipped with special wire panels which contain provisions for installation of 23 mm. Madsen cannon with controls and accessories therefor. (Reclassified XP-36F).
XP-37	Curtiss	98-600-A-3A 6568	AC-9555	1	Allison	VI710-11	Single place, low wing monoplane with monocoque fuselage, all metal construction, enclosed cockpit, retractable landing gear and tail wheel. (Modified Curtiss Model 75-1).
YP-37	Curtiss	98-600-A-4A 6724	AC-10535	13	Allison	VI710-11	Similar to XP-37 airplane except for B-1 turbo supercharger installation and cooling system. (Curtiss Model 75-1).
XP-38	Lockheed	221	AC-9974 C.O. 2628	1	Allison	VI710-15 L.H. VI710-11 R.H.	Single place, low wing intercepter monoplane with twin boom tail, enclosed cockpit, retractable tricycle landing gear, Type B-1 turbo supercharged engines, and one 25 mm. cannon and four .50 cal. machine guns mounted in nose of fuselage. (Crashed at Mitchell Field 2-11-38).
YP-38	Lockheed	C-615-1	AC-12323	13	Allison	VI710-27 VI710-29	Service test model of the XP-38 with one 37 mm. cannon, two .50 cal. machine guns mounted in nose of fuselage.
RP-38	Lockheed	C-615-2	AC-13205	66	Allison	VI710-27 VI710-29	Similar to the YP-38 except for the following: Four .50 cal. machine guns and one 37 mm. cannon; armor plate for pilot; bulletproof glass windshield; camouflage finish. (36 converted to P-38D). (Restricted class 10-22-42).
XP-38A	Lockheed	C-615-4	AC-13205	1	Allison	VI710-27 VI710-29	Designation not assigned.
P-38B	Lockheed	1459	AC-13205 C.O. 3377	36	Allison	VI710-27 VI710-29	Designation not assigned.
P-38C	Lockheed	C-615-3	AC-15646	210	Allison	VI710-27 VI710-29	Similar to the P-38B except for or leak-proof fuel tanks, camouflage, retractable landing lights, and no provisions for landing flares. (Restricted class 10-22-42).
RP-38D	Lockheed	1947	AC-15646	328	Allison	VI710-49 VI710-53	Similar to the P-38D except for a 20 mm. cannon in place of 37 mm. On later airplanes radio consists of command set SCR-27AN, filter equipment RC-32, microphone T-530-A. (40 converted to F-4 type for photographic use). (Restricted class 10-22-42).
RP-38E	Lockheed	1947	AC-15646	149	Allison	VI710-49 VI710-53	Same as the P-38E except for engine change.
P-38F-1-I0	Lockheed	2314	AC-21217	100	Allison	VI710-49 VI710-53	Same as the P-38F except for SCR-535 and SCR-522 radio in lieu of SCR-274, and two 150-gal. droppable fuel tanks with alternate provisions for carrying bombs.
P-38F-5-I0	Lockheed	2338	ER-A-242 (AC-31707)	29	Allison	VI710-49 VI710-53	Same as the P-38F-1-I0 except for minor specification changes, and Type A-12 oxygen equipment.
P-38F-10-I0	Lockheed	2338	ER-A-242 (AC-31707)	121	Allison	VI710-49 VI710-53	Designation not assigned.
P-38F-15-I0	Lockheed	2314	AC-21217	80	Allison	VI710-51 VI710-55	Same as the P-38F-1-I0 except for maneuvering flaps.
P-38G-1-I0	Lockheed	2314	AC-21217	12	Allison	VI710-51 VI710-55	Same as the P-38F-5-I0 except for engine change, Allison VI710-51 and VI710-55 engines in lieu of VI710-49 and VI710-53 engines, provisions for alternate installation of SCR-274 radio, Type A-9 oxygen, and auto-syn instruments.
P-38G-3-I0	Lockheed	2314	AC-21217	68	Allison	VI710-51 VI710-55	Same as the P-38F-5-I0 except for engine change, B-13 superchargers, provisions for alternate installation of SCR-274 radio equipment, and A-9 oxygen equipment.
P-38G-5-I0	Lockheed	2314	AC-21217	548	Allison	VI710-51 VI710-55	Same as the P-38G-1-I0 except for Type B-13 turbine supercharger in lieu of Type B-2, and resistance instruments.
P-38G-10-I0	Lockheed	2338	ER-A-242 (AC-31707)	374	Allison	VI710-51 VI710-55	Same as the P-38G-5-I0 except for G-5 and G-6 starters in lieu of F-1 and F-2 starters, and A-12 oxygen equipment. (110 redesignated F-5A-10-I0 for photographic use).
P-38G-15-I0	Lockheed	2887	AC-21317 AC-24536	1	Allison	VI710-51 VI710-55	Same as the P-38G-15-I0 except for engine change.
P-38H-1-I0	Lockheed			225	Allison		Similar to P-38G-10-I0 except for engine change.

CHARACTERISTICS

FIGHTER

MODEL	MFR.	SPEC. NO.	CONT. NO.	QTY.	NO.	POWER MFR.	PLANT MODEL
P-38H-5-LO	Lockheed	2887	AC-24636	375	2	Allison	V1710-89 V1710-91
P-38J-10	Lockheed	2887	AC-21217 AC-24636	210 10	2	Allison	V1710-89 V1710-91
P-38J-1-LO	Lockheed	2887	AC-21217	10	2	Allison	V1710-89 V1710-91
P-38J-5-LO	Lockheed	2887	AC-24636	210	2	Allison	V1710-89 V1710-91
P-38J-10-LO	Lockheed	4244	AC-24636	790	2	Allison	V1710-89 V1710-91
P-38J-15-LO	Lockheed	4445	AC-35374	1400	2	Allison	V1710-89 V1710-91
P-38J-20-LO	Lockheed	4445	AC-35374	350	2	Allison	V1710-89 V1710-91
P-38J-25-LO	Lockheed	4445	AC-40040	210	2	Allison	V1710-89 V1710-91
P-38K-1-LO	Lockheed	4732	AC-21217	1	2	Allison	V1710-75 V1710-77
P-38L-1-LO	Lockheed	4823	AC-40040	1290	2	Allison	V1710-111 V1710-113
XP-39	Bell	X-609-1 47003	AC-10341 C.O. 2804	1	1	Allison	V1710-111 V1710-113
YP-39	Bell	C-616-1B	AC-12635	13	1	Allison	V1710-17
YP-39A	Bell	47003-D	AC-12635	1	1	Allison	V1710-37
XP-39B	Bell	47003	AG10341 C.O. 2839	1	1	Allison	V1710-37
RP-39C	Bell	C-619-2B	AC-13383	20	1	Allison	V1710-35
P-39D	Bell	C-619-11A	AC-15675 AC-13383	369 80	1	Allison	V1710-35
P-39D-1	Bell	DA-C-619-13B	DA-32 DA-156	150 186	1	Allison	V1710-35
P-39D-2-BE	Bell	LA-947-001-2	DA-156	158	1	Allison	V1710-63
P-39D-3-BE	Bell	47003H			1	Allison	V1710-35
P-39D-4-BE	Bell	LA-947-001-1			1	Allison	V1710-35
XP-39E	Bell	22-947-001	AC-18373	3	1	Allison	V1710-47
P-39F	Bell	47003H	AC-15675	229	1	Allison	V1710-35
P-39F-2-BE	Bell	47003H			1	Allison	V1710-35
P-39G	Bell	C-619-1A	AC-20910	1800	1	Allison	V1710-35
P-39H							
P-39I							
P-39I	Bell	47003-H	AC-15676	25	1	Allison	V1710-59
P-39K-1-BE	Bell	26-947-001	AC-20910	210	1	Allison	V1710-63
P-39K-2-BE	Bell	47003K-K1			1	Allison	V1710-63
P-39K-3-BE	Bell	47003K-KL	AC-20910	1	1	Allison	V1710-85
P-39L-1-BE	Bell	26-947-001	AC-20910	250	1	Allison	V1710-63
P-39L-2-BE	Bell	47003L-L1			1	Allison	V1710-63
P-39M	Bell	C-619-17	AC-20910	240	1	Allison	V1710-67
P-39K-1-BE	Bell	26-947-001	AC-20910	240	1	Allison	V1710-83

Same as the P-38H-1-LO except for Type B-33 turbo superchargers in lieu of Type B-13, giving better altitude performance.

Same as the P-38H-1-LO except for a new core type intercooler.

Same as the P-38J-10. These 10 airplanes are prototypes and were built in the contractor's experimental shops.

Similar to the prototype P-38J-1-LO except that these are regular production models. Essential difference consists of several equipment changes and substitutions.

Similar to the P-38J-5-LO except has a flat bullet proof windshield and a removal aft canopy.

Same as the P-38J-10-LO except that the electrical system has been revised.

Similar to the P-38J-15-LO except equipped with electric Type C-2 turbo regulator controls.

Similar to the P-38J-20-LO except equipped with a hydraulic aileron booster system.

Similar to the P-38J-25-LO except for the following: Engine change; 12' 6" propellers in lieu of 11'6". This was a prototype airplane for production models that were never manufactured.

Similar to the P-38J-25-LO except for engine change.

Similar to the P-38L-1-LO except that tank mounted fuel booster pumps and pressurized droppable fuel tank system are installed.

Single-piece, low-wing monoplane with enclosed cockpit; power plant amidship with extension shaft; propeller drive; reduction gear box (nose of XP-39B). Provides for cannon to be mounted to fire through propeller hub; tricycle type landing gear; B-5 supercharger. (Converted to XP-39B).

Similar to the XP-39 except for 2 additional .30 cal. M-2 fixed guns in nose forward of pilot, making total guns one 37 mm. cannon, two .50 cal., and two .30 cal. guns. Partial armor plate in front; no turbo supercharger; other minor changes incorporating latest requirements.

Similar to the XP-39 except for altitude engine without turbo supercharger. (Reconverted to YP-39. Designation cancelled).

XP-39 airplane serial No. 28-376, reworked to eliminate turbo supercharger. Installation of engine with integral supercharger; smaller cockpit; different landing gear; other changes necessary to improve high speed performance. (Surveyed 12-27-40).

Similar to the YP-39 except for camouflage finish (production model), and engine change. (60 converted to P-39D on C.O. 3251).

Similar to the P-39C except for armor plate and bulletproof glass, self-sealing gas tanks, changes in armament equipment, alternate provisions for either 300-lb. M-31 or 600-lb. M-32 bombs, wing gun meters, crash pad assemblies. (1800 redesignated P-39G).

Similar to the P-39D. Armament: One 20 mm. cannon, two .50 cal. synchronized machine guns, four .30 cal. wing guns. Radio: Command set SCR-274-N or SCR-522 or WE-1143, radio set R-3003 or R-1090 or SCR-515, microphone T-30A, contactor BC-608. Curtiss propeller.

Same as the P-39D-1 except for engine change.

P-39D airplanes modified in service for Air Ground Support use. Major changes: K-24 and K-25 cameras in compartment aft of engine for taking vertical and oblique aerial photographs in pilot's cockpit; SCR-274 radio; provisions for signaling lamp and for K-6 standard very pistol with 12 cartridges; dorsal armor plate on belly to protect oil coolers and Prestone radiator.

P-39D-1 modified same as the P-39D-3-BE.

Conservative alteration of production P-39D. Engine interchangeable with Continental V1430; conventional airfoil section; SCR-274 command set; armament - one 37 mm. cannon, two .50 cal. synchronized guns, four .50 cal. wing guns; provisions for one 300-lb. bomb as overload.

Same as the P-39D except for Aero products 10' 4-1/2" diameter propeller in lieu of the Curtiss type.

P-39F modified same as the P-39D-3-BE.

P-39F redesignated. All metal semi-monocoque fuselage and all metal, stressed skin, cantilever wings and fixed tail surfaces. Armament: One 37 mm. cannon, 30 rds. ammunition; two .30 cal. fixed fuselage guns; four .30 cal. fixed wing guns with 1000 rds. each; 300-lb. bomb as alternate for 300-lb. bomb. Interchangeable provisions for SCR-274-N or SCR-522 (TR-1143); BC-608 contactor; P-30A throat microphone; SCR-515 and SCR-515 I.F.F. equipment; BC-32 filter equipment.

Not assigned.

Not assigned.

Same as the P-39D except for engine change with automatic boost control.

Same as the P-39G except for engine change and 10' 4-1/2" Aero products propeller.

Same as the P-39K-1 except for camera modifications, which are the same as in the P-39D-3-BE.

P-39K-1-BE modified to obtain advance information on P-39M type, built subsequently. Major modifications: Engine change; Aero products 11' 7" propeller; carburetor air filter; clear view windshield panel; low pressure bleed air; 2-position shoulder harness and seat; twin light landing gear warning system; brake fluid expansion tank. The low pressure, constant flow, single bottle oxygen system is retained as in the P-39K-1.

Similar to the P-39G except for engine change and 10' 4-1/2" Curtiss propeller.

Same as the P-39I-1 except for camera modifications, which are the same as for the P-39D-3-BE.

Same as the P-39C except for engine change and 11' 1" Aero products propeller.

Same as the P-39I except for engine change and Curtiss propeller.

CHARACTERISTICS

MODEL	MFR.	SPEC. NO.	CONT. NO.	ROUTING	POWER MFR.	PLANT MODEL	CHARACTERISTICS
P-39M-1	Bell	4Y003J-WL		1	Allison	V1710-83	Same as the P-39M-1 except for camera modifications, which are the same as for the P-39D-3-BE. Similar to the P-39E except for engine and other changes. (Designation cancelled).
P-39N	Bell	28-947-001		1	Allison	V1710-67	
P-39M-0-BE	Bell	4Y003J-WL		500	Allison	V1710-85	P-39M-1-BE redesignated with changes as follows: Removal of 11, 41, and 42 self-sealing fuel cells; engine change; Curtiss Electric 10' 4 1/2" propeller. (P-39M-1-BE and P-39M-5-BE were assigned before equipment for this airplane was decided upon; therefore, Block "0" was used).
P-39M-1-BE	Bell	26-947-001		900	Allison	V1710-85	Similar to the P-39M except for engine change and Aeroproducts 11' 7" hydromatic propeller.
P-39M-2-BE	Bell	4Y003J-WL		1	Allison	V1710-85	Same as the P-39M-1 except for camera modifications, which are the same as for the P-39D-3-BE.
P-39M-3-BE	Bell	4Y003J-NO		1	Allison	V1710-85	Same as the P-39M-0 airplanes except for camera modifications, which are the same as the P-39D-3-BE.
P-39M-5-BE	Bell	4Y003J-W5		695	Allison	V1710-85	Same as the P-39M-1 except as follows: Pilot's rear armor glass replaced with armor plate; alternate oxygen system; expansion tank for brake system fluid; manually operated valve for waste drainage (winterization); manually operated main engine fuel valve (winterization); SCR-695 radio in lieu of SCR-535; dust covers and plugs; castallated nuts and cotter pins in engine control system in lieu of self-locking nuts.
P-39M-6-BE	Bell	4Y003J-W5		1	Allison	V1710-85	P-39M-5 airplanes with camera and other modifications same as in the P-39D-3-BE.
P-39Q-1-BE	Bell	26-947-001		150	Allison	V1710-35	Same as the P-39M-1-BE except four .30 cal. wing guns are replaced with two .50 cal wing guns with 300 rds. per gun.
P-39Q-2-BE	Bell	4Y003J-Q1		1	Allison	V1710-35	P-39Q-1 airplanes with cameras and other modifications as in the P-39D-3-BE.
P-39Q-5-BE	Bell	4Y003J-Q5		950	Allison	V1710-85	Same as the P-39Q-1-BE except for the following: Rear armor plate; shoulder harness; lock forward on back; Type A-12 demand oxygen regulator; landing gear warning light combined with up-or-down indicator. Engine changed to -85.
P-39Q-6-BE	Bell	4Y003J-Q5		1	Allison	V1710-85	P-39Q-5 airplanes with cameras and other modifications as in the P-39D-3-BE.
P-39Q-10-BE	Bell	4Y003J-Q10		705	Allison	V1710-85	Same as the P-39Q-5 except for the following: Manually operated gear box oil drain cocks (winterization); altitude compensating aneroid relief valve in Prestone expansion tank; swivel type oil tank; provisions for M-299 microphone; revised armor plate; provisions for AN-M-14 grenade; rubber engine mounts; Type A-3 oxygen flow indicator; other minor changes.
P-39Q-11-BE	Bell	4Y003J-Q10		1	Allison	V1710-85	P-39Q-10 airplanes modified same as the P-39D-3-BE.
P-39Q-15-BE	Bell	4Y003J-Q15		1000	Allison	V1710-85	Similar to the P-39Q-10 except for the following: Two-bottle oxygen system in lieu of four-bottle provisions for two additional bottles remain; blast covers for .50 cal. wing guns; infra-red camouflage; Type B-9 circuit relay in lieu of Type B-4; center of gravity control; re-location of first aid kit.
P-39Q-20-BE	Bell	4Y003J-Q20		891	Allison	V1710-85	Similar to the P-39Q-15-BE except for the following: Electric and pyrotechnic recognition devices; increased thickness of head and shoulder armor plate; drop message bag; GPE exhaust stack flanges; new identification for IFF radio switch; GFE filler check valve in oil pressure gauge line in nose wheel well; lubrication requirements for winterization; droppable wooden away braces for 75-gal. belly tank.
P-39Q-21-BE	Bell	4Y003J-Q21		109	Allison	V1710-85	Same as the P-39Q-20-BE except for the following: Aeroproducts 4-bladed hydromatic propeller A6428-C4; two-lobe fuselage .50 caliber gun synchronizer cam in lieu of three-lobe cam.
RP-39Q-22-BE	Bell	39-947-001		12	Allison	V1710-85	P-39Q-20 modified into a 2-place trainer with the following changes: All nose and wing armament removed; pilot's seat in nose section forward of existing seat; rudder pedals, stick, engine controls, minimum flight and engine instruments, etc. installed in forward cockpit. Starboard and engine controls were connected to the corresponding existing controls in aft cockpit; original canopy was extended forward to the front cockpit and hinged section in canopy provided for entrance to or exit from front seat; vertical fin applied to underside of fuselage adjacent to horizontal stabilizer and a dorsal fin on top of vertical fin; interphone system.
P-39Q-25-BE	Bell	4Y003J-Q-25		700	Allison	V1710-85	Same as the P-39Q-22-BE except for reinforcement of stabilizers and aft fuselage.
P-39Q-30-BE	Bell	4Y003J-Q30		400	Allison	V1710-85	Same as the P-39Q-25-BE except as follows: 11 ft. three-bladed propeller; improved wing attachment nuts and bolts; plate nuts added to center instrument panel; provisions for RC-96 contactor units deleted; fabric pitot tube covers.
XP-40	Curtiss	98-605-1		1	Allison	V1710-19	Similar to the P-36A except for different engine with integral supercharger.
RP-40	Curtiss	98-610-2		200	Allison	V1710-33	All metal, low wing monoplane with two .50 cal. synchronized machine guns and two .30 cal. machine guns, one in each wing. Radio command set SCR-183; filter RC-32, throat microphone P-20-A, amplifier RC-19, armor plate, bulletproof windshield, leakproof tanks installed in service. (Restricted class 10-22-42).
P-40A							Designation not assigned.
RP-40B	Curtiss	98-610-5		131	Allison	V1710-33	Similar to the P-40 except as follows: Armor plate in front and rear of pilot; bulletproof windshield; leakproof fuel tanks; four .30 cal. wing guns instead of two; command set SCR-283; camouflage finish. (Restricted class 10-22-42).
P-40C	Curtiss	98-610-5		193	Allison	V1710-33	P-40B modified with internal leakproof cell fuel tank instead of external covering. Radio set SCR-27AN.
RP-40D	Curtiss-Wright	98-610-3		22	Allison	V1710-39	Similar to P-40 series except for four .50 cal. machine guns, two in each wing, provisions for one 20 mm. cannon in each wing, and dropable auxiliary fuel tank.
P-40E	Curtiss	7437		519	Allison	V1710-39	Similar to the P-40 except for the following: Six .50 cal. wing guns with alternate provisions for six 20-lb. bombs and/or one 500-lb. bomb; SCR-283 radio on first airplanes, SCR-27AN on later models; no provisions for 20 mm. cannon; heating equipment (Stuyvesant Glycol spray).
P-40E-1	Curtiss	DA-98-610-9A		1500	Allison	V1710-39	Same as the P-40E except for minor changes to comply with the British requirements. Armament: 6 .50 cal. machine guns (3 in each wing); provisions for alternate load of six 20-lb. or 30-lb. fragmentation bombs; radio receiver and transmitter type WR9D.
XP-40F	Curtiss-Wright	98-610-8		1	Packard	V1650-1	P-40D converted with engine change.
YP-40F	Curtiss	7437A		1	Packard	V1650-1	Same as the XP-40F except coolant system moved to rear.
P-40F	Curtiss	98-610-8A		699	Packard	V1650-1	Same as the P-40F except for engine change.
P-40F-5-CU	Curtiss	7437F		123	Packard	V1650-1	Same as the P-40F-5-CU except for fuselage extension to improve stability.
P-40F-10-CU	Curtiss	7437F		177	Packard	V1650-1	Same as the P-40F-5-CU except for manual oowl flap control instead of electric.
P-40F-15-CU	Curtiss	7437F		200	Packard	V1650-1	Same as the P-40F-10-CU except for winterization and deletion of emergency hydraulic system.
P-40F-20-CU	Curtiss	7437F		112	Packard	V1650-1	Same as the P-40F-15-CU except has demand type oxygen system in lieu of the constant flow.
RP-40G	Curtiss	98-610		45	Allison	V1710-33	Similar to the P-40 except for modifications to provide for installation of Tomahawk wings. Radio command set SCR-183. (Restricted class).
P-40H	Curtiss						Assignment cancelled.

CHARACTERISTICS

POWER PLANT MODEL

MODEL M.F.R. SPEC. NO. CONT. IN. QU. TNO. M.F.R. MODEL

MODEL	M.F.R.	SPEC. NO.	CONT. IN.	QU. TNO.	M.F.R.	MODEL	CHARACTERISTICS
P-407	Curtiss				1	VI650-1	P-408 with supercharger. (Assignment cancelled 5-18-42).
XP-408	Curtiss	7437K			1	VI650-1	One Model P-408-10-CU removed into the XP-408 for experimental flight test of engine and engine installation development. The following changes were made: P-38 spinner and bulkhead installed; carburetor and side cowling revised to fit smaller bulkhead; new cowling and trimmers made up for section below engine; experimental engine mounted on P-408 fuselage; P-408 spinners mounted under center section of wing; leading edge of center section of wing rebuilt to accommodate ducting for new radiator; P-408 experimental expansion tank mounted on spin bulkhead.
P-408	Curtiss	98-610-13	AC-22714		700	VI710-73	Same as the P-408 except for different engine with higher blower gear ratio and boost controls. (Provisions for installation of bombs or belly tanks).
P-408-1	Curtiss	7437A	DA-913		600	VI710-73	Same as the P-408 except for high critical altitude engine and auto manifold pressure regulator.
P-408-5-CU	Curtiss	7437K	AC-22714		200	VI710-73	Same as the P-408-1 except for addition of rotary valve cooler.
P-408-10-CU	Curtiss	7437K	AC-22714		335	VI710-73	The last 500 P-408-5-CU airplanes, Serial Nos. 42-9930 through 42-10429, redesignated due to fuselage extension.
P-408-15-CU	Curtiss	7437K	AC-22714		165	VI710-73	The last 165 P-408-10-CU airplanes, Serial Nos. 42-10265 through 42-10429, redesignated with the following changes: Winterization; elimination of emergency hydraulic system; relocation of battery forward to engine compartment.
P-408	Curtiss	98-610-14	AC-22714		700	VI650-1	Similar to the P-408 except for improved equipment. (Redesignated P-408-1-CU).
P-408-5-CU	Curtiss	7437L	AC-22714		220	VI650-1	The last 650 P-408-1-CU airplanes, Serial Nos. 42-10430 through 42-11129, redesignated due to the removal of two .50 cal. outboard wing gun and front wing tank (37 gallons).
P-408-10-CU	Curtiss	7437-L	AC-22714		143	VI650-1	The last 430 P-408-5-CU airplanes, Serial Nos. 42-10700 through 42-11129, redesignated with the following: Relocated auxiliary fuel pump; sheet metal carburetor air intake elbow; addition of coolant tank; addition of warning light; Allison electrical trim tab; coolant warning light; pilot's tube, data case, and wing walkway; relocation of parking harness; droppable sway braces for 7.5-gal. belly tank.
P-408-15-CU	Curtiss	7437L	AC-22714		112	VI650-1	The last 288 P-408-10-CU airplanes, Serial Nos. 42-10848 through 42-11129, redesignated with the following: Permanent type carburetor air filter; provisions for inter-aircraft signal light.
P-408-20-CU	Curtiss	7437L	AC-22714		170	VI650-1	The last 170 P-408-15-CU airplanes, Serial Nos. 42-10960 through 42-11129, redesignated with the following: Provisions for SCR-695 radio; deletion of JB-29 junction box; BK-42 relay; provisions for M-8 signal discharger; provision for incendiary grenade.
P-408-1-CU	Curtiss	7437M	AC-30491		600	VI710-81	Same as the P-408-20-CU except for reinforced allioners.
P-408-5-CU	Curtiss	7437M	AC-30491		260	VI710-81	The last 540 P-408-1-CU airplanes, Serial Nos. 42-5463 through 43-6002, redesignated with the following changes: Carburetor air filter; cloth reinforced allioners.
P-408-10-CU	Curtiss	7437M	AC-30491		280	VI710-81	The last 280 P-408-5-CU airplanes, Serial Nos. 43-5723 through 43-6002, redesignated with the following changes: Addition of visual landing gear indicators; deletion of landing gear warning horn; deletion of fuel pressure warning signal; removal of air vapor eliminator.
P-408-1-CU	Curtiss	7437N	AC-34423		400	VI710-81	Similar to the P-408, K, and M types of airplanes except as follows: Different engine with boost control; armament - 4 .50 wing guns; no provisions for wing bombs, increased armor plate protection; no front wing tank; mechanical landing gear, flaps, and indicators; non-metallic tanks; SCR-522 radio; alternate SCR-27AN; Type A-12 demand oxygen system.
P-408-5-CU	Curtiss	7437N	AC-34423		1100	VI710-81	The last 3600 P-408-1-CU airplanes, redesignated with the following: Landing gear book; revised pilot's seat; provisions for complete SCR-695 radio; addition of 27" magnesium wheels.
P-408-6-CU	Curtiss	7437N	AC-34423		1	VI710-81	Same as the P-408-5-CU except for installation of a reconnaissance camera in the fuselage.
P-408-10-CU	Curtiss	7437N	AC-34423		100	VI710-81	The last 3500 P-408-5-CU airplanes redesignated due to the addition of winterization equipment, manual oil dilution, and rate-of-climb indicator.
P-408-15-CU	Curtiss	7437N	AC-34423		377	VI710-81	Same as the P-408-10-CU except for relocation of battery to a position forward of firewall, and landing light installation.
P-408-16-CU	Curtiss	7437-N	AC-34423		1	VI710-81	Same as the P-408-15-CU except for installation of a reconnaissance camera in the fuselage.
P-408-20-CU	Curtiss	7437N	AC-34423		1523	VI710-99	Same as the P-408-15-CU except for the following: VI710-99 engine, which is the VI710-81 engine plus the automatic engine control unit; installation of Type A-1 bomb sight.
P-408-25-CU	Curtiss	7437N	AC-34423		499	VI710-99	Same as the P-408-20-CU except for a hinged instrument panel requiring new filtered vacuum system for the reinstallation of gyro horizon and flight indicator, and vacuum turn and bank indicator to replace the electric type.
P-408-26-CU	Curtiss	7437N	AC-34423		1	VI710-99	Same as the P-408-25-CU except for the installation of a reconnaissance camera in the fuselage.
P-408-26-CU	Curtiss	7437N	AC-34423		3	VI710-99	Three Model P-408 airplanes redesignated due to modification into two-place, dual control trainers.
P-408-30-CU	Curtiss	7437N	AC-34423		500	VI710-99	Same as the P-408-25-CU except that it has the DV-8 oil cooler valve and the line surge valve in lieu of the Harrison rotary valve.
P-408-31-CU	Curtiss	7437-N	AC-34423		22	VI710-99	22 Model P-408 airplanes redesignated due to modification into two-place, dual control trainers.
P-408-35-CU	Curtiss	7437N	AC-34423		500	VI710-99	Similar to the P-408-30-CU except for the following: Deletion of the carburetor cold air valve; revised fuel system; gun mount bolt change; deletion of SCR-535 radio mounting provisions; canopy changes; deletion of upward recognition light; addition of turn and bank ball on gunight; connector plug replacement; SCR-695 radio modifications; 60 amp. circuit breaker.
P-408-40-CU	Curtiss	7437N	AC-34423		1000	VI710-115	Similar to the P-408-35-CU except for the following: Engine change; deletion of camouflage; 30-inch wheels; metal covered allioners; gun camera mounting; alcohol ammunition boxes.
RP-408-26-CU	Curtiss	7437-N	AC-34423		5	VI710-115	P-408-40-CU airplanes redesignated due to modification as two place, dual control trainers.
P-408-30-CU	Curtiss	7437N	AC-34423		1900	VI650-1	Cancelled - redesignated P-408-1-CU.
RP-408-31-CU	Curtiss	7437-N	AC-34423		3	VI710-121	Standard P-408's modified as follows: Free-blown bubble type canopy; two-stage engine in place of a single-stage; Ethylene glycol cooler located forward of engine on a new location in the wing panels; one inboard gun removed from each wing to provide space for ethylene glycol cooler; new four-bladed propeller.
P-408-35-CU	Curtiss	98-600-A-2	AC-8892		1	VI710-81	P-408 airplanes redesignated with engine change.
P-408-40-CU	Curtiss	98-605-1	AC-10136		1	RI830-31	P-408 airplanes redesignated with engine change.
RP-408-40-CU	Curtiss	98-610-1A	AC-12643		13	RI830-35	Same as the P-36A except for engine and propeller changes.
P-408-1-CU	Curtiss				1	RI830-31	Low wing, all metal, semi-monocoque monoplane similar to the XP-41, with flush type landing gear, turbo supercharger, two .50 cal. synchronized fuselage guns and two .30 cal. wing guns, Type N-5 bomb racks, and canopies. (Redesignated P-43).
P-408-2-CU	Curtiss				1	RI830-31	Same as the P-36A except for engine and propeller changes.
XP-41	Sears (Republic)				1	RI830-31	Low wing, all metal, semi-monocoque monoplane similar to the XP-41, with flush type landing gear, turbo supercharger, two .50 cal. synchronized fuselage guns and two .30 cal. wing guns, Type N-5 bomb racks, and canopies. (Redesignated P-43).
XP-42	Curtiss				1	RI830-31	Same as the P-36A except for engine and propeller changes.
XP-43	Republic				13	RI830-35	Low wing, all metal, semi-monocoque monoplane similar to the XP-41, with flush type landing gear, turbo supercharger, two .50 cal. synchronized fuselage guns and two .30 cal. wing guns, Type N-5 bomb racks, and canopies. (Redesignated P-43).



CHARACTERISTICS

POWER PLANT MODEL

FIGHTER MODEL	MFR.	SPEC. NO.	CONT. NO.	QTY.	NO.	QTY.	MFR.	MODEL
RP-43	Republic	98-610-4A	AC-15850	54	1	P&W	Republic	R1830-35 or R1830-49
RP-43A	Republic	98-610-6A	AC-13880	80	1	P&W	Republic	R1830-49
P-43A-1	Republic	98-610-10A	DA-55	125	1	P&W	Republic	R1830-57
RP-43B	Republic	98-610-6A	AC-13880	150	1	P&W	Republic	R1830-49
RP-43C	Republic	#97	C.O. 3682	2	1	P&W	Republic	R1830-49
P-43D	Republic			1	1	P&W	Republic	R1830-35 or R1830-47
P-43E	Republic			1	1	P&W	Republic	R1830-57
P-44	Republic	C-619-1	AC-13380	1	1	P&W	Republic	R2800-7
XP-45	Bell	C-619-5	AC-13447	1	1	Allison	Bell	V1710-39
XP-46	Curtiss			1	1	Allison	Curtiss	V1710-39
XP-46A	Curtiss	C-619-6	AC-13447	1	1	Allison	Curtiss	V1710-39
XP-47	Republic	C-619-7	AC-13817	1	1	Allison	Republic	V1710-39
XP-47A	Republic	C-619-8	AC-13817	1	1	Allison	Republic	V1710-39
XP-47B	Republic	C-619-10	AC-13817	1	1	P&W	Republic	R2800-35
RP-47B	Republic	C-619-18A	C.O. 3248	170	1	P&W	Republic	R2800-21
RP-47C	Republic			57	1	P&W	Republic	R2800-21
P-47C-1-RE	Republic	96	AC-15850	55	1	P&W	Republic	R2800-21
P-47C-2-RE	Republic	96	AC-15850	128	1	P&W	Republic	R2800-21
P-47C-5-RE	Republic	96	AC-15850	362	1	P&W	Republic	R2800-21
P-47D	Republic	411	AC-24579	4	1	P&W	Republic	R2800-21
P-47D-RA	Republic	411	AC-24579	110	1	P&W	Republic	R2800-21
P-47D-1-RE	Republic	411	AC-21080	105	1	P&W	Republic	R2800-21
P-47D-2-RE	Republic	411	AC-21080	445	1	P&W	Republic	R2800-21
P-47D-2-RA	Republic	411	AC-24579	200	1	P&W	Republic	R2800-21
P-47D-3-RA	Republic	411	AC-24579	100	1	P&W	Republic	R2800-21
P-47D-4-RA	Republic	411	AC-24579	200	1	P&W	Republic	R2800-21
P-47D-5-RE	Republic	411	AC-21080	299	1	P&W	Republic	R2800-21
P-47D-6-RE	Republic	411	AC-29279	390	1	P&W	Republic	R2800-21
P-47D-7-RE	Republic	411	AC-29279	80	1	P&W	Republic	R2800-21
P-47D-10-RE	Republic	411	AC-29279	250	1	P&W	Republic	R2800-21
P-47D-11-RE	Republic	411	AC-29279	400	1	P&W	Republic	R2800-21
P-47D-11-RA	Republic	411	AC-24579	250	1	P&W	Republic	R2800-21
P-47D-15-RE	Republic	411	AC-29292	496	1	P&W	Republic	R2800-21
P-47D-15-RA	Republic	411	AC-24579	157	1	P&W	Republic	R2800-63

Production model of the XP-43. (Restricted class 10-22-42; reclassified ZRP-43).

Similar to the P-43 except for engine change and electric booster fuel pump used in connection with high pressure carburetor. (Restricted class 10-22-42).

One .50 cal. M-2 machine gun on each side of fuselage, alternate provisions for two .30 cal. M-2 guns in the wing outboard of the propeller disc. Radio same as in the P-46.

P-43A's reworked to include camera equipment. (Restricted class 10-22-43; reclassified ZRP-43).

P-43A airplanes (#40-2894, 40-2897) reworked for photographic missions as follows: Two Type K-24 2 1/4" cameras mounted vertically in baggage compartment, pointed obliquely aftward-slip so that a strip of contact film is obtained. The weight distribution with the cameras requires that the guns or substitute ballast are also in place. (Restricted class 10-22-44)

P-43 airplanes reworked to include remote control camera installation.

P-43A-1 airplanes reworked to include remote control camera installation.

Low wing, all-metal, monocoque airplane with turbine supercharger, sliding canopy for enclosed cockpit, cantilever wing, retractable landing gear, two .50 cal. and four .30 cal. synchronized guns. (None procured).

Cancelled - redesignated P-39C.

Improved P-40, with 2 cal. .50 wing guns and 8 cal. .30 wing guns, armor plate protection for pilot, and protected gas tanks. (Curtiss Model CP-39-13).

Same as the XP-46 except all armament and radio equipment omitted. (Curtiss Model CP-39-13).

Mid wing, light weight, single place, interceptor with one cal. .50 and one cal. .30 guns and provisions for two cal. .30 wing guns. (Project cancelled - XP-47B to be procured instead).

Same as the XP-47 except all armament and radio equipment omitted. (Project cancelled - XP-47B to be procured instead).

Similar to the P-44, except for larger wing and different engine, which is equipped with a turbo supercharger. Armament includes eight cal. .50 machine guns. (Crashed and destroyed 8-7-42).

All metal, single place monoplane with turbine supercharger, eight .50 cal. wing guns, armor protection for pilot, leakproof fuel tanks, bulletproof windshield, radio command set SCR-283 or SCR-274. (One redesignated XP-47B, 602 redesignated P-47C). (Restricted class 10-22-42)

Similar to the P-47B except for quick detachable power plant and substitution of SCR-274 radio equipment for SCR-283. (Restricted class 10-22-42).

Similar to the P-47C except for extended engine mount, winterization provisions, anti-flowering skirts for fuel tank cells, enlarged turbo flight hood, and revised cooling cap installation.

The last 490 P-47C-1-RE airplanes redesignated with the following: New type heat shields; remote controlled main and auxiliary fuel tank sump drain; landing gear uplock warning light.

The last 362 P-47C-2-RE redesignated with the following: Provisions for carburetor air heat; cockpit hot air tube; clear view windshield panel; propane priming system; provisions for wing de-icers.

The first four P-47D airplanes on subject contract (Serial Nos. 42-2240 through 42-2243) were completed prior to, and do not incorporate the carburetor changes in Dwg. 9X10000, and are essentially the same as the P-47C-RE. Do not have extended engine mount and should be considered training airplanes only.

P-47D airplanes on subject contract, manufactured by the Indiana Div. of Republic. (Serial Nos. 42-2254 to 42-2363) redesignated. This covers basic model P-47D airplanes as shown on Dwg. 9X10000. Essentially same as the P-47C-5RE built at Farmingdale, L.I., N.Y.

P-47D-RA redesignated with the following changes: Automatic release eliminated on rudder control lock; additional cowl flaps; provisions for SCR-695 radio in lieu of SCR-535; turbine overspeed warning light in lieu of tachometer; normal ammunition load reduced to 267 lbs. per gun.

Essentially the same as the P-47D-1-RE except that a pendulum (swivel) oil tank is installed.

Similar to the P-47D-RE except as follows: Elimination of automatic release on rudder control lock; engine cowl latch design; turbo overspeed warning light in place of turbo tachometer; additional cowl flaps; installation of pendulum type oil tank; redesignated control stick lock; addition of hose connection to supercharger oil lines; addition of spring to throttle lever.

Essentially the same as the P-47D-2-RA except for installation of water injection system.

Same as the P-47D-3-RA except as follows: Redesignated main and auxiliary fuel tanks; C-9 booster pumps for external tanks; bomb shackles for belly tank (75 to 150-gal. tank); elimination of provisions for SCR-535 radio; elimination of provisions for 200-gal. belly tank; hydraulic accumulator air loading extension; Curtiss type level lug; revision of mounting for destroyer tube; frameless gun sight.

Essentially the same as the P-47D-2-RE except as follows: Water injection system; elimination of flap equalizing system and flap closure doors; improved carburetor; lightened canopy - jettisonable in flight; armor plate revised to include elbow protection; thickness of armor plate below pilot's shoulders reduced to 5/16th inch.

Same as the P-47D-5-RE except as follows: Redesignated preheater and access door; frameless gunsight; carburetor air thermometer covered in Spec. AN-CO-1-522, Dwg. AN5790-6, in lieu of the Type P-5 thermometer.

Same as the P-47D-6-RE except for Type C-23 turbo supercharger, which is not interchangeable with prior models. (Cancelled 7-28-43).

Essentially the same as the P-47D-5-RE except as follows: Elimination of flap equalizing system and flap closure doors; lightened canopy - jettisonable in flight; elimination of landing gear bearing braceance fittings; inspection door in cockpit wall; frameless gun sight; carburetor air thermometer AN-5790-6 in place of Type P-5; addition of a P-2A relay to gun camera wiring diagram.

Same as the P-47D-10-RE except for revised water injection switch actuated by throttle lever and electric motor to drive water injection pump.

Same as the P-47D-10-RE except for the following: Water injection switch revised; auxiliary motor for water injection system pump.

Same as the P-47D-10-RE except for a lightened canopy, jettisonable in flight.

Similar to the P-47D-11-RA except for the following: Lightened jettison type canopy; relocated oil and intercooler switches; external gun chargers and wrench ports; revised filler neck cupper for auxiliary fuel tank; condensed fuel tank; revised front gun posts; overrun controls for gun camera; pressurizing fuel system for external tanks; redesigned detector control panel; relocated battery vent flaps; revised external power supply; clear view panel eliminated. (The R2800-63 engine is the same as the -21 with the addition of water injection system, as designed by T&W).





## CHARACTERISTICS

## FIGHERS

MODEL	MFR.	SPEC. NOCON.	NO. QUIN.	POWER MFR.	PLANT MODEL
P-51K-5-NT	North American	NA-5503-3	400	1 Packard	V1650-3
P-51K-10-NT	North American	NA-5503-3	600	1 Packard	V1650-7
P-51K-15-NT	North American	NA-5503-3	300	1 Packard	V1650-7
XP-52	Bell	13-945-010	1	Continental	X11430-5
XP-53	Curtiss	XG-622-3 7855	1	Continental	I-1430-3
XP-54	Vultee	XG-622-4B 570	1	P&W	X1800-44C
XP-55	Curtiss-Wright	P-249-21	1	Allison	V1710-95
XP-56	Northrop	NS-2 XG-622-6	3	P&W	R2800-23
XP-57	Tucker	XG-622-7	1	Miller	L510-1
XP-58	Lockheed	XG-621-3 1870	1	P&W	XE2600-1
XP-59	Bell	XG-622-8	2	P&W	R2800-23
XP-59A	Bell	27-947-001	3	Gen. Elec.	I-16
YP-59A	Bell	29-947-001	13	Gen. Elec.	I-16
XP-59B	Bell	AC-590	80	Gen. Elec.	I-16
XP-60	Curtiss	8230-A	1	Packard	V1650-1
XP-60A	Curtiss	8509	1	Allison	V1710-75
YP-60A	Curtiss	8411	26	P&W	R2800-10
P-60A-1-CU	Curtiss	8411	2	P&W	R2800-10
XP-60B	Curtiss	8509	1	Allison	V1710-75
XP-60C	Curtiss	AC-2811J	1	P&W	R2800-10
XP-60D	Curtiss	AC-1855I	1	Packard	V1650-3
XP-60E	Curtiss	8509	1	P&W	R2800
YP-60E	Curtiss	AC-35373	2	P&W	R2800
XP-60F	Curtiss	AC-17442	2	P&W	R2800
XP-61	Northrop	XG-622-9	2	P&W	R2800-10
YP-61	Northrop	NS-8B	13	P&W	R2800-10
P-61	Northrop	622-11	45	2 P&W	R2800-10
P-61A-1-NO	Northrop	NS-8-C	45	2 P&W	R2800-10
P-61A-5-NO	Northrop	NS-8-C	35	2 P&W	R2800-10
P-61A-10-NO	Northrop	NS-8C	120	2 P&W	R2800-65
P-61B-1-NO	Northrop	NS-8E	100	2 P&W	R2800-65
P-61B-5-NO	Northrop	NS-8E	100	2 P&W	R2800-65
P-61B-10-NO	Northrop	NS-8E	210	2 P&W	R2800-65

Same as the P-51D-10-NA except for AeroProducts A-542A1 propeller and manufactured at Dallas, Texas, plant.

Same as the P-51D-15-NA except for AeroProducts A-542A1 propeller and manufactured at Dallas, Texas, plant.

Same as the P-51D-20-NA except for AeroProducts A-542A-1 propeller and manufactured at Dallas, Texas, plant.

Bell Model 16, similar to the P-39 except for wing loading and engine installation. Armament: Two 20 mm. cannon and six .50 cal. guns. (Project cancelled - none procured).

Improved XP-46 except smaller higher wing loading. Four .50 cal. guns.

Twin boom pusher type with opposite rotating propeller installation. Armament includes two 20 mm. cannon and four .50 cal. nose guns. (Vultee Model 70).

Tail first, pusher type airplane with opposite rotating propeller. Armament same as used in the XP-54. (Curtiss-Wright Model P-249-C).

Tail-less type airplane incorporating a short nacelle type fuselage and opposite rotating propeller. Armament same as in the XP-54. (Northrop Model N-2B).

Low wing, full cantilever monoplane with wood wings and tubular steel fuselage. Incorporates a special high-speed supercharged Miller engine and is extremely light in weight, having a design gross weight of 3000 lbs. Three .50 cal. machine guns. (Project cancelled).

Two place fighter with four .50 cal. and two 20 mm. forward firing fixed guns and four .50 cal. rear firing flexible guns. Armor protection for pilot.

Single place interceptor with twin tail boom, dual rotation pusher type propeller installation, six .50 cal. guns, and two 20 mm. cannon. Similar to the XP-52 except for air cooled engine. (Project cancelled 11-29-41).

A tri-cycle gear, single place fighter with jet motors. Armament consists of three .50 cal. machine guns and one 37 mm. cannon all mounted in the nose. SR-274-N radio is provided. (Project No. MX-397).

Similar to the XP-59A, having the same power plant installation, armament, and major items of equipment, to be used for service test purposes. (Project No. MX-397).

Planned as a single place fighter incorporating a type T-16 jet propulsive unit. The configuration of the very much the lines of the P-39 series. Armament was intended to consist of a .50 cal. machine gun with 200 rds. of ammunition each; radio was to be the SCR-274-N. (Project discontinued - final report contained in Memorandum Report No. ENG-50-965, 30 Oct. 1943).

Improved model of the P-40 series with a modified P-40D fuselage, laminar flow wings, and a Rolls-Royce Merlin 1050 HP engine. Tentative armament: Eight .50 cal. wing guns. Pilot protection and self-sealing fuel tanks. (Redesignated XP-60D).

Similar to the XP-60 with different engine and radio as follows: Command set SCR-522 and SCR-274; microphone T-30A; filter RC-32; auxiliary receiver EG-608; I.F.F. equipment SCR-535 and SCR-535. (Only one built which was dismantled and parts used for XP-60C and XP-60E airplanes). The first 26 P-60A airplanes were to be used for service test purposes. (Cancelled 7-19-43).

The last 474 airplanes on subject contract, Serial Nos. 43-32789 to 43-32822, were to be designated P-60A-1-CU with the following: Two-stage R2800 engine (single rotation); four .50 cal. guns; standard equipment; true laminar flow wing; SCR-922 or SCR-274N radio command set. (Only two built - redesignated YP-60F).

Same as XP-60A except will have Wright Aeronautical turbo instead of G.F. (Redesignated XP-60E with engine change).

Same airframe as XP-60A and B, but is intended for use with Chrysler engine as soon as it becomes available.

Similar to the XP-60 except for engine change, 4-bladed propeller, and GFE equipment changes. The Merlin 61 two-stage engine is being installed for improved performance and higher critical altitude. (Crashed 5-6-43).

XP-60B redesignated with engine change, (Serial 42-79124). Identical to the XP-60C except for a single rotation 4-blade propeller instead of 8-blade dual rotation propeller. The XP-60C and the XP-60E are equipped with the following: One P&W R2800 engine; four .50 cal. free firing guns with 200 rds. of ammunition each; armor plate, bulletproof glass and self sealing tanks; one high frequency radio set with space provisions only for additional radio equipment.

Similar to the XP-60E. Only two P-60A-1-CU airplanes are to be completed on Contract AC-35373 which will have P&W R2800 Type C engines installed with four-bladed propellers, to be used for service test purposes; therefore, the two P-60A-1-CU airplanes are to remain as provided for in the P-60A-1-CU.

P-60A-1-CU with engine change. (Designation cancelled 8-6-43).

3-Place night fighter with AI equipment. Four 20 mm. fixed forward firing cannon; four .50 cal. flexible turret guns; special radio interception equipment.

Service test model of the XP-61. (Redesignated P-61).

Production model of the XP-61. (45 redesignated P-61A-1-NO).

Same as the P-61. (Beginning with Serial No. 42-55222, the .50 cal. turret gun and associated equipment are removed).

Similar to the P-61A-1-NO except as follows: Removal of four gun .50 caliber turret and remote control sighting stations; replacement of Type JH5BD starter with standard Type G-20 starter; provisions for field installation of water injection system; GE ignition harness used in place of old type cast or tubular harness.

Similar to the P-61A-5-NO except as follows: Complete water injection equipment; droppable front entrance hatch for emergency bail out; GE ignition harness; engine designation changed to R2800-65 because of water injection and GE harness.

Similar to the P-61A-15-NO except as follows: Mechanically operated main landing gear doors; pilot's canopy emergency release; automatic lower engine cowd flaps, oil cooler air exit flaps, and intercooler flaps; solenoid controlled carburetor preheat door and upper cowd flaps; two 50,000 BTU heaters in crew nacelle; A-W fittings; main landing gear emergency release; new wheel and flap indicator; general hydraulic system simplification; revised pilot's armor plate and nose section; double capacity oil tanks, 42-gal. nonself-sealing. Located in the engine nacelle instead of the outer wing.

Same as the P-61B-1-NO except for the addition of AN/APN-1 absolute altimeter system.

Same as the P-61B-5-NO except for provisions for four 165-gal. or four 300-gal. pressurized external fuel tanks, two attached on outer wings and two attached on inner.





CHARACTERISTICS

LIASON MODEL MFR. SPEC. NO. CONT. NO. QUANTITY MFR. MODEL POWER PLANT

MODEL	MFR.	SPEC. NO.	CONT. NO.	QUANTITY	MFR.	MODEL	POWER PLANT
L-1	Walter-Stinson	790		142	1	Lycoming	R680-9
		AC-17098					
L-1A	Waltco	1162		182	1	Lycoming	R680-9
		AC-17910					
L-1B	Waltco			3	1	Lycoming	R680-9
		AC-17098					
L-1C	Waltco			1	1	Lycoming	R680-9
L-1D-VU	Waltco	O-413-4A		21	1	Lycoming	R680-9
		AC-24648					
L-1E-VU	Waltco	790		22	1	Lycoming	R680-9
		AC-17098					
L-1F-VU	Waltco	1162		1	1	Lycoming	R680-9
		AC-17910					
L-2	Taylorcraft	423-2		4	1	Continental	O 170-3
		P.O. 2253		20			
		P.O. 9556		50			
		P.O. 4556P					
L-2A	Taylorcraft	423-5		376	1	Continental	O 170-3
		AC-24921		100			
		AC-36504					
L-2B-TA	Taylorcraft	A-101-A		490	1	Continental	O 170-3
		AC-30127					
L-2C-TA	Taylorcraft	746		1	1	Continental	A-65-8
		AC-31393					
L-2D-TA	Taylorcraft	746		1	1	Lycoming	O 145-B2
		AC-31393					
L-2E-TA	Taylorcraft			1	1	Franklin	4AC-150
L-2F-TA	Taylorcraft			1	1	Lycoming	O 145-B1
L-2G-TA	Taylorcraft	696		1	1	Franklin	4AC-150
		AC-31393					
L-2H-TA	Taylorcraft			1	1	Franklin	4AC-150
L-2I-TA	Taylorcraft			1	1	Franklin	4AC-150
L-2K-TA	Taylorcraft	A-101-B		900	1	Continental	O 170-3
		AC-36504					
L-3	Aerona	AC-3968		4	1	Continental	O 170-3
		P.O. 2266		50			
		P.O. 5486P					
L-3A	Aerona	423-1		20	1	Continental	O 170-3
		P.O. 5658					
L-3B	Aerona	423-6		375	1	Continental	O 170-3
		AC-2484		500			
		AC-36144					
L-3C-AE	Aerona	423-7		490	1	Continental	O 170-3
		AC-30123					
L-3D-AE	Aerona			10	1	Franklin	4AC-176-B2
L-3E-AE	Aerona			10	1	Continental	A-65-8
L-3F-AE	Aerona			1	1	Continental	A-65-8
L-3G-AE	Aerona			2	1	Lycoming	O 145-B1
L-3H-AE	Aerona			1	1	Lycoming	O 145-B1
L-3I-AE	Aerona			2	1	Continental	A-65-7
L-4	Piper	423-3		100	1	Continental	O 170-3
		P.O. 2263		40			
		P.O. 5657					
L-4A	Piper	423-4		199	1	Continental	O 170-3
		AC-36506		749			
		AC-24952					
L-4B-PI	Piper	3-A		980	1	Continental	O 170-3
		AC-30126					
L-4C-PI	Piper			2	1	Continental	O 145-B1
L-4D-PI	Piper			1	1	Franklin	4AC-176-B2
L-4E-PI	Piper			1	1	Continental	A-75-9
L-4F-PI	Piper			7	1	Continental	A-75-8
L-4G-PI	Piper			1	1	Lycoming	G0145-C2

Model O-49 redesignated. High wing, externally braced, two place monoplane. Wing is fabric covered between front and rear spars. Metal covered at leading and trailing edges; tail surfaces are fabric covered stainless steel. (3) converted to ambulance airplanes, Model L-1B). Model O-49A redesignated. Substantially the same as the Model L-1 except for 24-volt electrical system, fluorescent light, and new instruments and equipment necessitated by the 24-volt system. It is a high wing, strut braced monoplane with steel tubular fuselage and stainless steel tail surfaces. Model O-49B redesignated. Same as the L-1 except provisions are made for one litter, one attendant, and pilot, and elevator tabs are installed. No armament. Radio: Command set SCR-274. (Reclassified ZL-1B). Model L-1A converted into an ambulance type airplane. Model L-1A redesignated, equipped with glider pickup unit, which entails considerable structural changes to the airplane. (Reclassified ZL-1D-VU). Model L-1A redesignated, equipped with glider pickup unit, which entails considerable structural changes to the airplane. (Reclassified ZL-1E-VU). Model L-1 converted to ambulance type with the following modifications: Provisions for one standard AAF type litter; provisions for winterization; twin amphibious dual floats; special camouflage paint; hoisting hooks provided for lifting the airplane aboard ship. (Reclassified ZL-1E-VU). Model L-1A converted to ambulance type with the following modifications: Provisions for one standard AAF type litter; provisions for winterization; twin amphibious dual floats; special camouflage paint; hoisting hooks provided for lifting the airplane aboard ship. (Reclassified ZL-1E-VU). Models YO-57 and O-57 redesignated. High wing, fabric covered monoplane; no armament. Radio: RCA transmitter AVT-15A, 2300-6700 K.C., and RCA receiver AVR-20A. Model O-57A redesignated. Short range liaison observation airplane similar to the L-2 except for a seat assembly installation to allow rear passenger to face forward or backward in flight, and side and top pyralin fuselage enclosure is modified to permit better visibility. Radio: 1 RCA receiver AVR-20A; 1 RCA transmitter AVT-15A with remote control; 1 antenna reel AVA-120. Procured for the Field Artillery. Two-place, high wing, fabric covered monoplane with a 65 hp, 4-cylinder, horizontally opposed engine. Similar to the L-2A except that no radio or electrical system is provided by the contractor. Commercial: Taylorcraft Model DC-65. Two-place cabin, high wing land monoplane with tandem seating arrangement. Commercial: Taylorcraft Model DL-65. Two-place, tandem, high wing cabin land monoplane. (Reclassified ZL-2D-TA). Commercial: Taylorcraft Model DF-65. Two-place, tandem, high wing cabin land monoplane with wooden propeller. Commercial: Taylorcraft Model EL-65. Two-place, side-by-side, cabin land monoplane. Commercial: Taylorcraft Model EF-65. Two-place, side-by-side, cabin land monoplane with wooden propeller. Commercial: Taylorcraft Model EG-12. Two-place, cabin land monoplane with wooden propeller. Commercial: Taylorcraft Model EH-12. Two-place, cabin land monoplane with wooden propeller. Commercial: Taylorcraft Model EI-50. Two-place, cabin land monoplane, weight 1100 lbs. (Reclassified ZL-2E-TA). Similar to the L-2A except for the following: Slight modification of the pilot's transparent enclosure; installation of spoilers in the wings to decrease lift; closed engine cowling with resulting increase in performance and change in appearance. Model YO-58 redesignated. High wing, externally braced monoplane. Radio: RCA transmitter AVT-15A; RCA receiver AVR-20. Model O-58A redesignated. Similar to the L-3 except that the fuselage is 4" wider. No armament. Radio: RCA transmitter AVT-15A; receiver AVR-20A-L. Model O-58B redesignated. Short range liaison observation airplane similar to the L-3A except for a seat assembly installation allowing rear passenger to face forward or backward in flight, and modification of side and top pyralin fuselage enclosure for increased visibility. Radio: 1 RCA receiver AVR-20A; 1 RCA transmitter AVT-15A with remote control; 1 antenna reel AVA-120. Procured for the Field Artillery. Two-place, high wing, fabric covered monoplane with 65 hp, 4-cylinder, horizontally opposed engine. Similar to the L-3B except that no radio or electrical system is provided by the contractor. Commercial: Aerona Model 65-TAF. Two-place tandem, short range, observation liaison monoplane. Commercial: Aerona Model 65-TAC. Two-place tandem, short range observation liaison monoplane. Commercial: Aerona "Chief", Model 65-CA. Two-place cabin land monoplane with wooden propeller. Commercial: Aerona "Chief", Model 65-IB. Two-place cabin land monoplane. Commercial: Aerona Model 65-TL. Two-place tandem, short range observation liaison airplane. (Reclassified ZL-3E-AE). Commercial: Aerona Model 65-TC. Two-place cabin, short range observation liaison airplane. (Reclassified ZL-3F-AE). Models YO-59 and O-59 redesignated. High wing, fabric covered monoplane, no armament. Radio: RCA transmitter AVT-15A, 2300-6700 K.C., and RCA receiver AVR-20A. Model O-59A redesignated. Short range liaison airplane similar to the L-4 except for seat assembly installation to allow rear passenger to face forward or backward and modification of side and top pyralin fuselage enclosure for increased visibility. Radio: 1 RCA receiver; 1 RCA transmitter AVT-15A with remote control; 1 antenna reel AVA-120. Procured for the Field Artillery. Two-place, high wing, fabric covered monoplane with 65 hp, 4-cylinder, horizontally opposed engine. Similar to the L-4A except that no radio or electrical system is provided by the contractor. Commercial: Piper Model J3L-65. Two-place cabin land monoplane. Commercial: Piper Model J3F-65. Two-place cabin land monoplane with wooden propeller. Commercial: Piper Model J5A. Three-place cabin land monoplane. Commercial: Piper Model J5B. Three-place cabin land monoplane with wooden propeller.

MODEL	MFR.	SPEC. NO	CONT. NO	QTY	IN	POWER MFR.	PLANT MODEL	CHARACTERISTICS
L-4H-FI	Piper	423-10	AC-36506	1801	1	Continental	0 170-3	Similar to the L-4 except for the following: No radio is installed, antenna only; gross weight increased to 1220 lbs.; AAF type instruments in lieu of commercial types; numerous other minor changes resulting from substitutions of material and changes in production procedure.
L-4J-FI	Piper	423-10	AC-36506	1600	1	Continental	0 170-3	Similar to the L-4H except for a controllable pitch metal propeller instead of a fixed pitch wooden propeller. Two-place, high wing monoplane with fabric covered wing, fuselage, and empennage, designed for liaison missions. No armament or photographic equipment. Radio: One AVA-126 antenna and reel.
L-5	Vultee-Stinson	425-1	AC-24616 AC-34453	275 1538	1	Lycoming	0 435-1	Model Q-52 redesignated. Two-place, high wing, fabric covered monoplane. No armament. Radio: 1 RCA receiver AVR-20A; 1 RCA transmitter AVT-15A with remote control; 1 RCA antenna reel AVA-120. (12-volt electrical system).
L-5A-WU	Vultee-Stinson	425-1A	AC-34453	1662	1	Lycoming	0 435-1	Same as the L-5 except for 24-volt electrical system. (Designation cancelled - none procured).
L-5B-WU	Vultee (Consolidated)	425-1A	AC-34453	1662	1	Lycoming	0 435-1	Similar to the L-5 with a reworked fuselage to make a combination ambulance, light cargo, and liaison airplane. Two-place, high wing monoplane designed to carry pilot and observer, or pilot and litter with casualty, or pilot and light cargo. It has a fabric covered wing, fuselage, and empennage, single fixed pitch propeller, and equipped with fuselage fittings for installation of floats. No armament or photographic equipment. Radio: 1 RCA receiver AVR-20A; 1 RCA transmitter AVT-112 with remote control; 1 RCA antenna system AVA-120. (12-volt).
L-5C-00	Consolidated	425-1A			1	Lycoming	0 435-1	Two-place, high wing monoplane for liaison, ambulance, and light cargo missions. Carries pilot and observer, or pilot and litter with casualty, or pilot and light cargo, and equipped with fuselage fittings for installation of floats. No armament, photographic equipment. Radio: 1 RCA receiver AVR-20A; 1 RCA transmitter AVT-112 with remote control; 1 RCA antenna system AVA-120; 1 receiver AV/ARR-11. (12-volt electrical system. Production model).
L-5D-00	Consolidated	425-1A		500	1	Lycoming	0 435-1	Two-place, high wing monoplane designed for liaison missions, carrying pilot and observer (photographer). It has a fabric covered wing, fuselage, and empennage, and a single fixed pitch propeller. No armament. Photographic equipment: Type K-20 camera installation. Radio: 1 RCA receiver AVA-20A; 1 RCA transmitter AVT-112 with remote control; 1 RCA antenna system AVA-120. (12-volt electrical system. Modified in service).
L-5E-00	Consolidated	425-1A			1	Lycoming	0 435-1	Similar to the L-5C except for drooping ailerons on the wing to allow lower landing speed on rough terrain. Radio, photographic, and other equipment is the same. (12-volt electrical system. Production model).
XL-5F	Consolidated				1	Lycoming	0 435-1	Similar to the L-5B except for 24-volt electrical system and SCR-27AN radio. The engine has an 0 435-2 accessory drive case. (Redesignated L-5F-WU, production model).
XL-6	Interstate		P.O. 14016	1	1	Aircooled	0 200-5	Model XC-63 redesignated. Two-place tandem, high wing, short range observation airplane. Radio: Lear transmitter and receiver AMTE-12. No armament.
L-6-IN	Interstate		AC-30488	250	1	Aircooled	0 200-5	Similar to the XL-6 except production model.
L-7A	Universal	306	AC-32802	19	1	Franklin	0 200-1	Universal Modified "Monocoque" Model 90-AF, weight 1100 lbs. Two-place, side-by-side, high wing, fabric covered strut braced monoplane, equipped with starter, generator, battery, and navigation lights installed. No armament, radio, or photographic equipment. (Procured for Free French Government).
L-8A	Interstate		AC-33482	8	1	Franklin	SLA-90F	Commercial: Interstate Model 90. Two-place, high wing monoplane with wooden propeller. (Procured for Bolivian Government). (Reclassified ZL-8A).
L-9A-WU	Vultee-Stinson		AC-33465	8	1	Franklin	SLA-90F	Commercial: Stinson "Voyager". Three-place, high wing, cabin land monoplane with wooden propeller. (Procured for Bolivian Government). (Reclassified ZL-9A-WU).
L-9B-WU	Vultee-Stinson			12	1	Franklin	4AC-199-33	Commercial: Stinson Model 10-A. Three-place cabin land monoplane, weight 1650 lbs.
L-10-RY	Ryan			1	1	Warner	"Super Searab" Series 50	Commercial: Ryan Model SCW-145. Three-place cabin land monoplane with wooden propeller. (Reclassified ZL-10-RY).
L-11-BL	Bellanca			1	1	P&W	S3H1 "Wasp"	Commercial: Bellanca "Skyrocket", Model 31-50. Five-place cabin land monoplane. (Reclassified ZL-11-BL).
L-12	Stinson			2	1	Lycoming	R680-6	Commercial: Stinson Model SR5A. Four-place cabin land monoplane with controllable pitch metal propeller.
L-12A	Stinson			2	1	P&W	R985-A	Commercial: Stinson Model SR7B. Four-place cabin land monoplane.
XL-13	Fairchild			1	1	Lycoming	0 435-	Ambulance airplane with provisions for pilot and two litter carriers.



CHARACTERISTICS

OBSERVATION		POWER PLANT		SPEC. NO. CONT. NO. QUANTITY		M.F.R.		M.F.R.		MODEL	
MODEL	M.F.R.	MODEL	M.F.R.	MODEL	M.F.R.	QUANTITY	M.F.R.	QUANTITY	M.F.R.	MODEL	MODEL
DB-4B	DeHavilland	Liberty	12-A	1							88 gal., plain main tank. 96 gal. total.
DE-4BML	DeHavilland Boeing	Liberty	12-A	1							Transport type, dual controls, 110 gal. main tank, 118 gal. total. Reclassified ZDE-4BML.
DE-4M	DeHavilland Boeing	Liberty	12-A	1							Steel fuselage, 76 gal. main tank, 83 gal. total. Reclassified ZDE-4M.
DE-4MLK	DeHavilland Boeing	Liberty	12-A	1							DE-4M equipped for low target use. Reclassified ZDE-4MLK.
DE-4M2	DeHavilland Atlantic	Liberty	12-A	1	2015-24						Steel fuselage; 110 main tank, 118 gal. total.
DE-4M2A	DeHavilland Atlantic	Liberty	12-A	1							DE-4M2 equipped for airways use. Reclassified ZDE-4M2A.
DE-4M2K	DeHavilland Atlantic	Liberty	12-A	1							DE-4M2 equipped for low target use. Reclassified ZDE-4M2K.
DE-4M2P	DeHavilland Atlantic	Liberty	12-A	1	2015-24						Steel fuselage. Photographic; 110 gal. main tank, 118 gal. total. Reclassified ZDE-4M2P.
DE-4M2S	DeHavilland Boeing	Liberty	12-A	1	2015-24						Steel fuselage; supercharged; 88 gal. main tank, 96 gal. total.
DE-4MLT	DeHavilland Boeing	Liberty	12-A	1							DE-4M equipped for training. Reclassified ZDE-4MLT.
DE-4M2T	DeHavilland	Liberty	12-A	1	1568-1589						DE-4M2 without armament or radio equipment. Equipped with dual controls. (Plane and engine). Reclassified ZDE-4M2T.
X-11-1	Ordnance			1	222						Two seat Infantry Liaison.
X-11-1	Eng. Div.			1	E.O. 3023						Corps Observation.
X-11-1	Gallaudet			1	599						Corps Observation.
X-11-1	D. Wright			1	274						Corps Observation.
X-11-1	Eng. Div.			1	E.O. 3026						Corps Observation.
X-11-1	Eng. Div.			1	E.O. 3024						Corps Observation.
X-11-1	Fokker			1	610						Corps Observation.
X-11-1	Eng. Div.			1	E.O. 3216						Corps Observation.
X-11-1	Boeing			1	1441-24						Corps Observation.
X-11-1	Boeing			1	1441-24						Corps Observation.
X-11-1	Boeing			1	P.O. 50781						Corps Observation.
X-11-1	Fokker			3	548						Cantilever biplane with N struts. Plywood covered center section. Nose radiator. Straight axle floating type. Reclassified ZKO-4.
X-11-1	Eng. Div.			1	E.O. 3114						Same construction as TP-1 with supercharged engine; tunnel radiator. Large upper wing; small lower wing. Reclassified ZKO-5.
X-11-1	Eng. Div.			1	E.O. 3194						Liberty air-cooled inverted engine, built at Division. Reclassified ZKO-6.
X-11-1	Eng. Div.			1	E.O. 3269						Type XCO-6 with R.A.F. 15 airroll section wing; tunnel radiator; supercharged altitude airplane. Reclassified ZKO-6B.
X-11-1	Loening			1	E.O. 410-48						Loening Amphibian wing on standard DE-4M2 fuselage. Surveyed 9-4-30.
X-11-1	Douglas			1	833						Engineering data only. Fusher type airplane.
X-11-1	Douglas			2	833						Engineering data only.
X-11-1	Curtiss			1	727 & 820						Experimental model submitted. Reclassified ZKO-1.
X-11-1	Curtiss			1	Clr. 2487						In Observation competition in 1924. Reclassified ZKO-1.
X-11-1	Curtiss			10	25415						Service test airplanes. In general same as XO-1 except for power plant. Reclassified XO-1.
X-11-1	Curtiss			1	25415						First revised O-1. Increased fuselage depth, improved rear cockpit, and Liberty power plant. (Curtiss changes) (Surveyed 10-10-30)
X-11-1	Curtiss			1							Second revised O-1A. Airplane revised by Observation Board October 1926, with power plant changes by Curtiss. Reclassified XO-1A.
X-11-1	Curtiss			25	AC-637						Improved Type O-1 with Sauerzede wheel brakes. Dumpable main fuel tank. Reclassified ZM-1B.
X-11-1	Curtiss			4	AC-637						Modified O-1B; rear seat widened and provision made for back type parachute. Baggage compartment added; no armament. Reclassified ZO-1C.
X-11-1	Curtiss			1	AC-931						Designation cancelled. None procured.
X-11-1	Curtiss			37	AC-2298						Modified Type O-1B, frizez ailerons, also landing gear, E-4 synchronizer system. Reclassified ZO-1E and engine changed to V-1150-EH.
X-11-1	Curtiss			2	AC-2298						O-1B with armament omitted. Baggage compartment installed. Reclassified ZO-1F and engine changed to V-1150-EH.
X-11-1	Curtiss			1	AC-3537						O-1B incorporating minor changes including axle type landing gear, tail wheel, etc. (Converted into O-1G). Reclassified ZO-1G and engine changed to V-1150-EH.
X-11-1	Curtiss			30	AC-3825						XO-1G incorporating minor changes including redesigned instrument board and new gunner's seat. Reclassified ZO-1G.

MODEL	M.F.R.	SPEC. NO.	CONT. NO.	QTY.	NO.	POWER M.F.R.	PLANT MODEL
XO-2	Douglas	1577-C	728 G.I.R. 2487 82L	1	1	Packard Liberty	1A-1500 V-1410
O-2	Douglas	1576-A	25421 C.O.-W-339	46	1	Liberty	V-1410
O-2A	Douglas	1576-A	25421	18	1	Liberty	V-1410
XO-2B	Douglas	1576-A	25421	6	1	Liberty	V-1410
O-2C	Douglas	1576-B	26364	35	1	Liberty	V-1410
O-2D	Douglas	1576-D	26364	2	1	Liberty	V-1410
O-2E	Douglas			1	1	Liberty	V-1410
O-2F	Douglas						
O-2G	Douglas	1576-H	AC- 552 1843 1843 2009	10 20 10 30	1	Liberty	V-1410
O-2H	Douglas						
O-2J	Douglas	1576-H	C.O. 300	2	1	Liberty	V-1410
O-2K	Douglas	1574	AC-1572	40	1	Liberty	V-1410
XO-3	Wright	1577-C	729	1	1	Wright	T-3
XO-4	Wright	1577-C	730	1	1	Liberty	V-1410
O-5	Douglas	1572-A	2199-24	5	1	Liberty	V-1410
XO-6	Thomas-Morse	1579-A	818	6	1	Liberty	V-1410
O-7	Douglas	1584	25421	3	1	Packard	1A-1500
O-8	Douglas	1584	25421	1	1	Curtiss	R-1454
O-9	Douglas	1584	25421	1	1	Packard	1A-1500
XO-10	Loening	X-1599	923	1	1	Wright	V-1460
XO-11	Curtiss	1608	27-1386	1	1	Liberty	V-1410
O-11	Curtiss	1608	AC-637 AC-951	45 21	1	Liberty	V-1410
O-11A	Curtiss	98-1608-A	AC-1724	1	1	Liberty	V-1410
XO-12	Curtiss	1608	AC-637	1	1	P&W "Wasp"	R-1340
XO-13	Curtiss		27-3115	1	1	Curtiss	V-1570
XO-13A	Curtiss		P.O. 28-161	1	1	Curtiss	V-1570
O-13B	Curtiss	1649	29-1922	1	1	Curtiss	V-1570
O-13C	Curtiss	Y-1654	AC-2298	3	1	Curtiss	V-1570
O-13D	Curtiss		AC-2165	1	1	Curtiss	SV-1570A
XO-14	Douglas	X-1606-A	AC-948	1	1	Wright "Whirlwind"	J-5E R-790B
XO-15	Keystone	X-1606-A	AC-949	1	1	Wright "Whirlwind"	J-5B R-790B
XO-16	Curtiss	X-1660	AC-950	1	1	Curtiss	V-1570
XO-17	Consolidated	X-1606 & Exhibit	P.O. 28- 2450-E	1	1	Wright "Whirlwind"	J-5 R-790
O-17	Consolidated	1624	AC-1293	27	1	Wright "Whirlwind"	J-5A R-790A
XO-17A	Consolidated		28-4078	1	1	Wright "Whirlwind"	J-5 R-790A
XO-18	Curtiss		AC-1937 28-3181	1	1	Curtiss Hex	H-1640
XO-19	Thomas-Morse		AC-734 & 1498	1	1	P&W "Wasp"	R-1340B
O-19	Thomas-Morse	1631	AC-1458 AC-1941	1	1	P&W "Wasp"	SR-1340C
O-19A	Thomas-Morse	1631	AC-1941	1	1	P&W "Wasp"	SR-1340C
O-19B	Thomas-Morse	1631A	AC-2622	69	1	P&W "Wasp"	R-1340C
O-19C	Thomas-Morse	1631B	AC-3274	70	1	P&W "Wasp"	R-1340C

Experimental model submitted in Observation Competition in 1924.

Production model of XO-2.

Night flying model.

Dual control night flying model.

Improved O-2A with gunner's cockpit.

Improved O-2B.

Improved O-2C; new tail surfaces; tanks in fuselage. (Was not built to any specification).

Designation not assigned.

Designation not assigned.

New Douglas Observation airplane.

Special dual control O-2H with baggage compartment.

Type O-2H with dual controls, no military equipment. (Redesignated PT-1)

Experimental observation submitted in observation competition in 1924.

Experimental observation submitted in observation competition in 1925.

Douglas observation similar to World Cruisers. Equipped with pontoons.

Douglas O-2 rebuilt in metal.

Production O-2 with upright direct-drive Packard 1A-1500 engine. (Converted to Douglas O-2)

Production O-2 with Curtiss radial engine. (Converted into O-2A with Liberty engine)

Production O-2, geared Packard 1A-1500. (Converted into O-2A with Liberty engine)

Amphibian airplane with retractable wheel in center of hull.

Curtiss O-1, Serial No. 25-323, modified by Observation Board and Curtiss Company. Same as the second revised O-1A.

Improved XO-11.

Improved O-11. Frieze ailerons, oleo landing gear, true castor tail skid, new horizontal tail group.

O-11 with Wasp engine.

O-1 with V-1570 engine. Race Project 1927. (Surveyed)

Curtiss O-11 with wing radiators and new engine. Race Project 1927. (Converted into XO-13) (Surveyed).

Curtiss O-1C with Curtiss V-1570 engine. (Surveyed).

Modified O-1E.

O-11 equipped with supercharger. (Converted into O-1B type).

Special observation biplane, single bay wing, divided axle with wheel brakes. Steel tube fuselage.

Special observation biplane, single bay wing, divided axle with wheel brakes, steel tube fuselage, 5° sweep back in upper wing. (Surveyed 8-2-30).

O-11 equipped with Prestone cooled engine.

Converted PT-3 for National Guard.

Similar to PT-3 construction with oleo shock absorber landing gear and wheel brakes.

Consolidated "Courier" similar to XO-17 airplane. (Converted into XP-8).

Curtiss O-11 with new Hex engine. (Converted back to O-1B type).

All metal biplane, except for wings, elevator, and fin covering.

Service Test XO-19 airplane.

Type O-19 with 88 gal. main fuel tank.

Modified O-19 with 88 gal. fuel tank, Reclassified XO-19B.

Improved O-19B with tail wheel; new instrument board incorporating small radial instruments; engine ring cowl. Reclassified 20-19C, and engine changed to R-1340C and SR-1340-C.

CHARACTERISTICS

OBSERVATION MODEL MFR. SPEC. NO. CONT. NO. QUANTITY POWER PLANT MODEL

OBSERVATION MODEL	MFR.	SPEC. NO.	CONT. NO.	QUANTITY	POWER PLANT MODEL	CHARACTERISTICS
0-19B	Thomas-Morse	1631C	AG-3274	1	P&W "Wasp"	0-19C converted for special purposes. Standard seat installed in rear cockpit and additional equipment added to facilitate flying from rear cockpit; baggage compartment installed; all armament and camera equipment for the provision of flares. (Reclassified ZO-19D and engine changed to SR1340-B).
0-19E	Thomas-Morse	1631C	AG-3928	30	P&W "Wasp"	0-19C with supercharged engine; redesigned stabilizer operating mechanism; pilot's cockpit dimensions altered to conform to Handbook requirements. (Reclassified ZO-19E and engine changed to SR1340-D). (Condensed 1/18/42).
0-20	Thomas-Morse	1632	AG-1458	1	P&W "Hornet"	Same as 0-19 except for power plant. (Airplane destroyed).
XO-21	Thomas-Morse	1633	AG-1458	1	Curtiss Rex	Same as 0-19 except for power plant.
XO-21A	Thomas-Morse	1636	AG-1639	3	Wright	XO-21 with engine change.
0-22	Douglas	1642	AG-1847	1	P&W "Wasp"	New Douglas biplane with all metal, semi-monocoque fuselage with wood wings. (Reclassified ZO-22 with SR1340-D engine).
0-23	Thomas-Morse	1642	AG-1847	1	Curtiss	Same as 0-19 except for power plant. (Sent to Chanute Field for instruction purposes).
0-24	Curtiss		AG-1572 E.O. W-1653 N-1776	1	Curtiss	None procured.
0-25	Douglas			1	Curtiss	Same as 0-2K except for water cooled CIVL570 (geared 7:5) engine (Redesignated XO-25A).
XO-25A	Douglas	1656A	AG-2709	1	Curtiss	0-25 with Prestone cooled engine. (Surveyed 5/5/34).
0-25A	Douglas	1656A	AG-2709	1	Curtiss	Production 0-25 with Prestone cooled engine. (7:5 geared engine). (Converted to 0-25C).
0-25A	Douglas	1656A	AG-3015	31	Curtiss	Production 0-25 with water cooled engine. (7:5 geared engine). (Reclassified ZO-25 and engine changed to CIVL570-CMM, -EMM, -F, and FM).
0-25B	Douglas	1656A	AG-2709	3	Curtiss	2nd, 3rd, and 4th articles on Contract AC-2709 converted for special purposes. Principal changes: Dual controls; all armament omitted; baggage compartment added. (Reclassified ZO-25B and engines changed to CIVL570-CM and -FM).
0-25C	Douglas	1656B	AG-4099	30	Curtiss	Same as the 0-25A except for Prestone cooled engine. Radio installation same as in the 0-38B; new flexible gun mount; other minor improvements. (Reclassified ZO-25C and engine changed to CIVL570-CMM, -EMM, and -FM).
Y10-26	Curtiss	Y1-1655	AG-2298	1	Curtiss	Same as 0-1E except for engine change.
XO-27	Fokker	X-1648A	AG-2413	1	Curtiss	Monoplane with folding landing gear, cabin type cockpit; wooden wing, veneer covered; fuselage of steel tube construction, fabric covered. Carries a crew of three in tandem. (Converted to XO-27A).
XO-27A	Fokker	X-1648A	AG-2413	1	Curtiss	XO-27 with geared engines. (Surveyed 9/20/32).
YO-27	Fokker	Y-1648B	AG-4035	6	Curtiss	Service Test XO-27A. (Reclassified ZFO-27).
Y10-27	General Aviation	Y1-1648B	AG-4153	6	Curtiss	Same as YO-27 except procured out of F-1 funds. (Reclassified ZO-27).
0-28	Vought	1651	AG-2320	1	P&W "Wasp"	NAVY type 0-2U-3. (NAVY Spec. AP-106-2). (Destroyed by fire 3/18/30).
0-29	Douglas		AG-1572	1	Wright "Cyclone"	Same as the 0-2K except for power plant. (Converted to 0-29A).
0-29A	Douglas		AG-1572	1	Wright "Cyclone"	0-29 with engine change. (Reclassified ZO-29A).
XO-30	Curtiss	X-1662	AG-2740	1	Curtiss	Observation monoplane equipped for high temperature cooling. (Contract cancelled).
XO-31	Douglas	X-1663B	P-0-30-2822	1	Curtiss	Equipped for high temperature cooling. Gull wing monoplane; all metal monocoque fuselage; all metal control surfaces; oleo yoke type landing gear. (Reclassified ZO-31 and engine changed to YL570-CMM, -EMM, and -FM).
YO-31	Douglas	1663B	P-0-30-2823	1	Curtiss	Equipped for high temperature cooling. Similar to the XO-31 except for engine change. (Reclassified ZFO-31 and engine changed to YL570-CMM, -EMM, and -FM).
YO-31A	Douglas	1663C	AG-4326	5	Curtiss	Same as YO-31 except for minor improvements. (Reclassified ZFO-31A and engine changed to CIVL570-FM).
Y10-31A	Douglas	Y1-1663C	AG-4324	5	Curtiss	Same as YO-31A except purchased out of F-1 funds. (Converted to Y10-31C).
0-31B	Douglas	Y-1669C	AG-4326	1	Curtiss	Same as YO-31A except for changes to conform to Militia Bureau requirements. Engines changed to CIVL570-CMM. (Reclassified ZO-31B).
YO-31C	Douglas		AG-4326 C.O. ST-992	1	Curtiss	Last article YO-31A equipped with cantilever landing gear. (Reclassified ZO-31C and engine changed to CIVL570-CMM, -EMM, and -FM).
Y10-31C	Douglas	Y1-1663C	AG-4324	5	Curtiss	Identical to YO-31C except purchased out of F-1 funds. (Converted to Y10-43).
0-32	Douglas	1664	AG-1572 E.O. W-1926	1	P&W "Wasp"	0-2K with engine change. (Redesignated FO-2).
0-32A	Douglas	1664A	AG-2709	30	P&W "Wasp"	Production 0-32 with engine change (10:1 induction). (Redesignated BT-2A).
0-33	Thomas-Morse	1665	AG-2622	1	Curtiss	0-19B with engine change.
0-34	Douglas	1666	AG-1639 SP-728	1	Curtiss	Third article 0-22 with engine change; equipped for high temperature (Prestone) cooling. (Crashed 12/23/30 and surveyed).
XO-35	Douglas	X-1671	AG-2851	1	Curtiss	Externally braced gull wing monoplane with metal monocoque fuselage, carrying a crew of three in tandem. (Reclassified ZKO-35 and engines changed to CIVL570-EMM and -FM).
Y10-35	Douglas	Y1-1671	AG-3275	5	Curtiss	Service test XO-35. (Reclassified ZFO-35 and engines changed to CIVL570-EMM and -FM).
XO-36	Douglas	X-1672	AG-2851	1	Curtiss	Externally braced gull wing monoplane with metal monocoque fuselage, carrying a crew of three in tandem. (Redesignated XB-7).
0-37	Keystone-Loening			1	P&W "Wasp"	OA-2 with engine change. (Project cancelled).
0-38	Douglas	1683	AG-3275	44	P&W	0-25A with engine change and a new instrument board incorporating small round dial instruments. (Reclassified ZO-38).
0-38A	Douglas	1683	AG-3275 C.O. 886	1	P&W "Hornet"	0-38 converted for special purposes. Principal changes: Dual controls; all armament omitted; baggage compartment added. (Reclassified ZO-38A).

CHARACTERISTICS

OBSERVATION

MODEL M.F.R. SPEC. NOCONT. NO. QUIT NO. POWER PLANT MODEL

MODEL	M.F.R.	SPEC. NOCONT. NO.	QUIT NO.	NO.	POWER PLANT MODEL	CHARACTERISTICS	
0-38B	Douglas	1689A	30	15	P&W "Hornet"	RI690A	Similar to the 0-38 except for new landing gear and redesigned vertical tail surfaces; also changes in construction of instrument board. (Reclassified ZO-38B and engine changed to RI690C).
0-38C	Douglas	AC-4051 AC-4553	18	1	P&W "Hornet"	RI690C	0-38B with engine change; dual controls similar to 0-38A; minor improvements. Procured for Coast Guard. (None in Service).
0-38D	Douglas	33-1461	1	1	Wright	RI820C	Two place biplane, similar to Douglas 0-38 except equipped with dual controls, cabin type cockpit, and faired fuselage. (Redesignated ZO-38D) (None in Service).
0-38E	Douglas	1683B	15	1	P&W "Hornet"	RI690-13 or 43	Similar to 0-38B except for enclosed cabin; streamline wheels; fixed gun installed on right side of fuselage forward of firewall. (Some equipped with RI690-9 engines. (Redesignated ZO-38E).
0-38F	Douglas	1669C	8	1	P&W "Hornet"	RI690-13	Similar in construction to 0-38E. Installation and arrangement of equipment same as 0-38D. (None in Service).
0-39	Curtiss	Y-708	10	1	Curtiss	VI570C	Same as 0-1C except for engine change. (Redesignated ZO-39 and engine changed to VI570-FM).
YO-40	Curtiss	Y-1715	1	1	Wright "Cyclone"	YIR1820F	Seesiplane, type with all metal monocoque fuselage, retractable landing gear. (Crashed 5/20/32 and surveyed).
YO-40A	Curtiss	Y-1715B	1	1	Wright "Cyclone"	YIR1820F	Similar to YO-40 except for more rigid wing requirements. (Reclassified ZTO-40A and engine changed to RI820-37).
YO-40A	Curtiss	YI-1715B	1	1	Wright "Cyclone"	YIR1820F	Identical to YO-40A type. (YO-40B model procured instead).
YO-40B	Curtiss	YI-1715C	4	1	Wright "Cyclone"	YIR1820F	Similar to YO-40A except equipped with monoplane wing instead of seesiplane type. Reclassified O-20B and engine changed to RI820-37. (None in Service).
YO-41	Thomas-Morse	Y-1716					Formerly known as XO-932 model. (Project cancelled).
YO-42	Thomas-Morse	Y-1717					Formerly known as XO-924 type. Metal fuselage, including engine mount procured (AC-4911) for static test purposes. (Assignment cancelled).
YO-43	Douglas	YI-1665C	5	1	Curtiss	GIV1570F	Similar to YO-31C except equipped with varasol wings and new (smaller) tail surfaces. Reclassified O-43 and engine change to GIV1570-FM. (None in Service).
O-43A	Douglas	1738	24	1	Curtiss	VI570-59	Similar to YO-43 except for later type engine and minor improvements.
YO-44	Douglas	Y-1731	1	2	Wright	RI820-25	Fire-place, high-wing amphibian monoplane with cantilever wing. All metal construction. (Designation changed to YO-45).
XO-45	Martin	AC-5665	1	2	Wright	RI820-17	YO-10 airplane, Serial No. 33-148, converted to long range Observation type for tests by the Observation Board. (Converted back to YO-10 model 6/15/34).
O-45	Martin	1745	2		Wright	RI820-17	B-10 converted. Assignment cancelled.
XO-46	Douglas	1738	1	1	P&W	RI535-7	Model O-43A except for engine change. (Reclassified ZKO-46).
O-46A	Douglas	98-1767-1 (DS-131)	71	1	P&W	RI535-7	Similar to Model XO-46 except for minor refinements.
XO-47	North American	581	1	1	Wright	RI820-47	Three-place, mid wing monoplane, all metal monocoque fuselage; all metal tail surfaces except elevator and rudder which are fabric covered; retractable landing gear. (Commercial Model GA-15). (Reclassified ZKO-47).
O-47A	North American	98-408-1A (NA-154)	109	1	Wright	RI820-49	Similar to Model XO-47 except for engine change and minor refinements.
O-47B	North American	98-409-1A	55	1	Wright	RI820-57	Similar to O-47A except for engine change, additional 50 gal. fuel tank, elimination of night photographic equipment, and other minor changes.
XO-48	Douglas	C-413-2B	1	1	Wright	RI670-3	One XO-46, serial No. 33-291, with engine change. (Conversion not made).
O-49	Vultee-Stinson	C-413-2B	10	1	Lycoming	R680-9	High wings, externally braced two-place monoplane. Wing covering is fabric between front and rear spars, leading edge and trailing edge are metal covered; stainless steel tail surfaces, fabric covered. (3 converted to ambulance planes, redesignated O-49B; late redesignated L-1).
O-49A	Vultee-Stinson	C-413	42	1	Lycoming	R680-9	Similar to the O-49 except for 24-volt electrical system, fluorescent lighting, and new equipment necessitated by the 24-volt system. Radio command set SCR-274N. (Redesignated L-1A).
O-49B	Vultee-Stinson	AC-13098 C.O. 3107	182	1	Lycoming	R680-9	Similar to -49 except for provisions for one litter, attendant, and pilot. Radio command set SCR-274. (Redesignated L-1B).
YO-50	Bellanca	C-413-1A	3	1	Ranker	XV770-1	High-wings, externally braced, two-place monoplane. Wing construction consists of wood spars, metal and wood ribs, and synthetic resinous plastic bonded plywood cover. Fuselage is welded chrome molybdenum construction. (None in Service).
YO-51	Ryan	C-413-3A	3	1	P&W	R985-2L	High-wing externally braced, two place monoplane. Wing frame and leading edge back to rear spar is of wood, trailing edge cover is fabric. Tail surfaces are aluminum alloy with fabric covering. Fuselage is semi-monocoque aluminum alloy construction except forward section which is of welded steel tube. (Sent to training schools).
O-52	Curtiss	C-416-1	203	1	P&W	RI340-51	High-wing, strut braced monoplane with retractable landing gear and all metal monocoque fuselage; one synchronized forward gun and one flexi-ble gun; liaison radio with marker beacon and radio compass; Type K-3B camera.
O-53	Douglas	C-103-A-4	775	2	Wright	R2600-7	Development of the A-20B with provisions made in the bomb bay for photographic equipment. Bombs installed in the front bomb bay are interchangeable with the photographic equipment. Engines equipped with superchargers. (Project cancelled).
YO-54	Vultee-Stinson	1116	6	1	Continental	O-170-1	A high-wing, strut braced, cabin monoplane carrying a pilot and two passengers, powered by an 80 HP engine. (None in Service).
YO-55	Eng. Research Corp.	Rep. 415-21	1	1	Continental	YO-170-3	Commercial airplane, Ercoupe Model 415-C, selected for study purposes. (None in Service).
O-56	Lockheed	DA-422-1	550	2	Wright	R2600-13	Built on B-34 specification to expedite placing of contract, designated O-56. (Redesignated B-37).
YO-57	Taylorcraft	A-100	4	1	Continental	YO-170-3	Redesignated L-2.
O-57	Taylorcraft	A-100	20	1	Continental	O-170-3	High wing, fabric covered monoplane. Radio: Lear receiver AMF-125, Lear transmitter AMT-12, Lear microphone 5343Y, two Lear headsets 52. (Redesignated L-2).
O-57A	Taylorcraft	A-101	336	1	Continental	O-170-3	Similar to the O-57 except for different seat assembly, increased visibility, and changes in radio equipment. (Redesignated L-2A).

CHARACTERISTICS

OBSERVATION		POWER PLANT		SPEC. NO.		CONT. NO.		QTY.		MFR.		MODEL	
MODEL	MFR.	3966	3966	4027	423-3	423-3	423-4	170-22	120-22	1333	1333	1344	
YO-58	Aeronca	AC-21190 P.O. 42-2266	4	1	Continental	YO-170-3	Externally braced high wing, monoplane with provisions for pilot and observer. Two way radio, RCA AVF-15A transmitter, AVR-20 receiver (Redesignated L-3).						
O-58A	Aeronca	AC-22530	20	1	Continental	O-170-3	Similar to the YO-58. (Redesignated L-3A).						
O-58B	Aeronca	AC-24584	85	1	Continental	O-170-3	Similar to O-58A except for different seat assembly and increased visibility. (Redesignated L-3P).						
YO-59	Piper	AC-21191 P.O. 42-2263	4	1	Continental	YO-170-3	Externally braced high wing monoplane accommodating pilot and observer seated in tandem. (Redesignated L-4).						
O-59	Piper	AC-22529	40	1	Continental	O-170-3	Similar to the YO-59. (Redesignated L-4).						
O-59A	Piper	AC-24922	171	1	Continental	O-170-3	Similar to the O-59 except for different seat assembly and increased visibility. (Redesignated L-4A).						
XO-60	Kellett	AC-21921	7	1	Jacobs	R915-3	Short range liaison observation autogyro, similar to the XR-2 except for minor changes. High speed: 127 M.P.H.; minimum speed: 30 M.P.H. Construction is of steel tube and wood frame with fabric covering. Seats crew of two, pilot and observer, are seated in tandem with the pilot occupying the front cockpit. Radio command set SCR-183. No armament.						
YO-60	Kellett	AC-21921	6	1	Jacobs	R915-3	Six XO-60 airplanes redesignated YO-60 for Service Test purposes.						
XO-61	AGA Aviation Corp.	AC-21450	6	1	Jacobs	R915-3	Short range liaison observation autogyro. High speed: 103 M.P.H.; minimum speed: 29 M.P.H.; steel tube and wood frame construction; plywood rotor blade covering and fabric tail surfaces covering. No armament. Radio command set SCR-183.						
YO-61	AGA Aviation Corp.	AC-21540	5	1	Jacobs	R915-3	Five XO-61 airplanes redesignated YO-61 for Service Test purposes.						
O-62	Vultee-Stinson	AC-24616	275	1	Lycoming	O-435-1	Short range, two-place, high wing, fabric covered monoplane. (Redesignated L-5).						
XO-63	Interstate	AVF-216055	1	1	Aircooled Motors	O-200-5	High wings, two-lace tandem, short range monoplane; Lear radio equipment. (Redesignated XL-6).						