

THREE VIEWS

MODEL DESIGNATION

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AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
TG-31 AERO- INDUSTRIES	FO-23373	1	-	High wing, single place, soaring sailplane model G-2 of wood-steel-fabric construction, single wheel aft of nose skid, span: 48 ft., length 20 ft., height 5 ft., gross weight 450 lb. Designed and built by students of Aero Industries Tech. Institute, L.A., California under direction of C.L. Bates.	1
TG-32 PRATT-READ	NYS-3625	3	-	A 2 place, side by side, high wing training glider: wood-steel-plastic-fabric construction, single main wheel. Navy model LNE-1 purchased by AAF and assigned to ANC.	2
XTG-33 AERONCA	MODIFICATION		MODIFICATION	TG-5 modified for pilot to be in prone position. Also incorporated dihedral tow bar. To be used for training pilots in prone position flying.	3
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AIRCRAFT MODEL & MFRGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE	
L-1-VW L-1,B,E,T *VIGILANT*	AC-13098	142	-	Formerly designated O-49. High wing, externally braced, fabric covered, 2 place, monoplane with R-680-9 engine. L-1B: ambulance conversion of L-1. L-1E: ambulance conversion of L-1 with twin floats, winterization, camouflage paint, hoisting hooks to facilitate lifting aboard vessel. L-1F: glider-towing version of L-1. (2 or 3 gliders). T.O. 01-500-1	1	
L-1-VW A,C,D,F *VIGILANT*	AC-17910	182	-	Similar to L-1. R-680-9 engine, installation of 24 V electrical system, increased length and structural strength. L-1A: similar to L-1. L-1C: ambulance version. L-1D: glider-towing version. L-1F: dual float provisions, ambulance provisions, hoisting hooks to facilitate lifting aboard ships. All L-1 ambulance planes have elevator tabs. T.O. 01-500-1	2	
L-2-TA L-2 thru M *GRASSHOPPER*	AC-24951 AC-34504 AC-30127 PO-2259 PO-3456 PO-4255 PO-1211	276 1000 100 1 20 56 2	-	Formerly designated O-57. All metal structure, fabric covered. L-2A,B,M: have high visibility canopy. L-2M: fitted with L.E. spoilers to decrease lift. L-2B: procured for field artillery. L-2C thru L: commercial models DC-65, DL-65, DF-65, BL-65, SFT-65, SC-12, BL-12, BF-12, SF-50. ENGINE: Continental O-170-3 (L-2A,B,M). ENGINES: (L-2C thru L). Cont. A-65-8; Lycom. O-145-82; Franklin V AC-150; Lycom. O-145-81; Franklin V AC-150; Cont. A-65-7; Lycom. O-145-81 Franklin V AC-150; same. T.O. 01-500-1	3	
L-3-AE L-3 thru J *GRASSHOPPER*	AC-24884 AC-34514 AC-30123 PO-2256 PO-3486 PO-5658	225 500 290 1 50 20	AAC-2868 423-1,-7	Formerly designated O-58. All metal structure, fabric covered, 2 place, L-3A fuselage 4" wider than L-3. the L-3B like A with minor changes and improved visibility. L-3C: procured for field artillery. L-3A,B,C have Continental O-170-3 engine. L-3D thru J: commercial models 55-TAF, 55-TAC, 55-CA, 55-LB, 55-TL, 55-TG. ENGINES: (L-3D thru J), Franklin V AC-175-82; Cont. A-65-8; Cont. A-65-8; Lycom. O-145-81; Lycom. O-145-81; Cont. A-65-7. T.O. 01-500-1	4	
L-4-PI L-4 thru J TL-4A-PI *GRASSHOPPER*	AC-31374 AC-34504 AC-24952 AC-30125 PO-2263 PO-5657 PO-1211	100 250 100 200 1 10 1	423-3,-4, 3-A,-10.	Formerly designated O-58. High wing, fabric covered, 2 or 3 place, short range liaison plane powered with Continental O-170-3 engine (L-4A,B,H,J). The L-4A like L-4 with minor changes and improved visibility. L-4B: procured for field artillery for British. TL-4A: glider-towing version. L-4M: with RAF instruments. L-4N: control metal prop. L-4C,D,E,F,G: commercial models J3L-65; J3F-65; J-4E; J-5B with Cont., Franklin; Cont; Cont; Lycom. engines. T.O. 01-500-1	5	
L-5-VU & VW L-5 thru E-I XL-5F-VW *SENTINEL*	AC-24616 AC-34453	275 4100 3200	425-1, 1A	Formerly designated O-62. High wing, fabric covered, 2 place, powered with Lycoming O-435-1 engine. L-5: 12 volt system liaison plane. L-5A: 24 volt system (cancelled). L-5B: ambulance or light cargo version with float provisions. L-5C: ambulance, light cargo, photo version with float provisions. L-5D: photo version of L-5 (modified in service). L-5E: similar to L-5C except drooping ailerons giving lower landing speed. L-5F: like E with larger brakes. XL-5F: like B except 24 volt system and radio installation. T.O. 01-500-1	6	
L-5G-VW *SENTINEL*	AC-34453	300 115	-	Like XL-5F except O-435-1 engine, controllable pitch prop, weight increase, radio changes. T.O. 01-500-1	7	
XL-6-IN L-6-IN	PO-14016 AC-30448	1 250	-	Formerly designated O-63. High wing, fabric covered, 2 place-tandem, short range liaison plane powered with Aircooled O-200-5 engine. Transmitter and receiver, no armament. L-6: production article. T.O. 01-500-1	8	
L-7A-UN	AC-32802	20 19	306	Universal Molded "Monocoque" model (90-AF). High wing, fabric covered, 2 place side by side, strut braced monoplane powered with Franklin O-200-1 engine. No armament, radio or photographic equipment. Tail-end of fuselage appears to have up-sweep due to straight-line lower contour and concave-line upper contour. Procured for Free French Government.	9	
L-8A-IN	AC-33482	8	-	Commercial model (90) similar to L-6 with minor changes. Powered with Franklin S1A-90F engine; wooden propeller; no flaps.	10	
NOTES:	O-49 REDESIGNATED L-49 THEN L-1 O-57 REDESIGNATED L-57 THEN L-2 O-58 REDESIGNATED L-58 THEN L-3 O-59 REDESIGNATED L-59 THEN L-4					

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L-9A & B (VU) VULTEE-STINSON	AC-33465 MISC. PD.	8 12	-	A high wing, fabric covered, 2 place cabin land monoplane powered with Franklin S1A-90F engine and wooden propeller. L-9A is commercial model (105) "VOYAGER". Procured for Bolivian government. L-9B is commercial model (10-A) with Franklin 4 AC-199-E3 engine.	1
L-10 RYAN	NONE	1	-	Commercial model (SCN-145). A low wing, all metal fabric covered, 3 place cabin land monoplane powered with Warner "Super Scarab" series 50 engine and wooden prop. Donated to AAF by Capt. Sass.	2
L-11 BELLANCA	NONE	1	-	Commercial model (31-50) "SKYROCKET". A fabric covered, 5 place cabin land monoplane powered with Pratt-Witney "MASP" (S3H1) engine. Square-tipped wing with aft corner cut off. Purchased by Corps of Engineers.	3
L-12 & A STINSON	AC-9160	4	-	A fabric covered, 4 place cabin land monoplane. L-12 is commercial model (SP-54) "RELIANT" powered with Lycoming R-680-5 and controllable pitch, metal prop. L-12A is commercial model (SN-79) with P&W "R-385-4" engine. Purchased by Western Airlines.	4
XL-13 CONSOL-VULTEE	AC-9160	1/2	1573	All metal, high wing, 3 place monoplane similar in construction to L-5 and powered with Franklin XO-425-5 engine. Has folding wings, provisions for floats, 1 or 2 litters and bomb shackles under each wing. May be fitted for wire laying, message pick-up or loud speaker.	5
YL-14 PIPER L-14-PI	AC-9133	850	425-6	A high wing, fabric covered, 3 place monoplane similar in construction to L-4A and powered with Lycoming O-290-3 engine. Designed for artillery adjustment, messenger and courier service. YL-14 is service test model of L-14. T.O. O-1-1000-1	6
XL-15 BOEING (MCHITA)	-	2	-	A high wing monoplane used for field artillery observation. Powered with one Lycoming O-290-7 engine; 2 bladed, 2 position Sensenich propeller and provisions for a pilot and observer. Provisions for instrument flight including artificial horizon and directional gyro are made. External tanks provided for ferrying.	7
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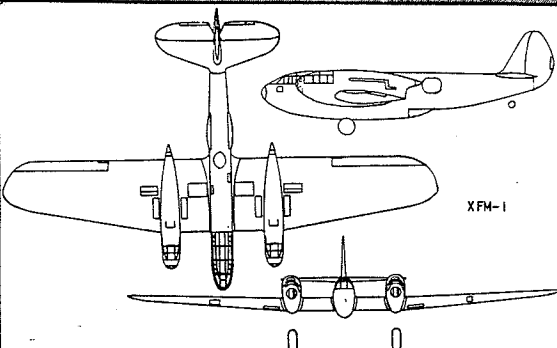
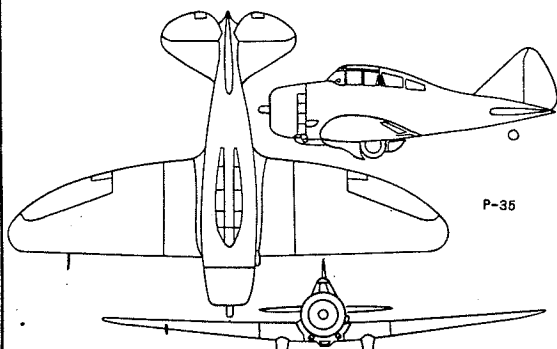
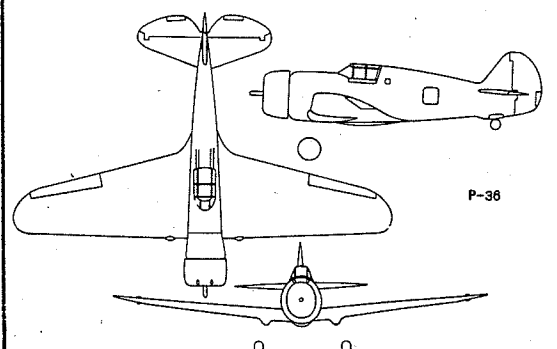
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AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE	
XO-46 O-46A-00	AC-5743 AC-7342	1 30	1738 98-1767-1	Two place, high wing "parasol type", strut-braced monoplane with enclosed canopy over cockpit. Powered with R-1535-7 engine. Provisions for 2-.30 cal. guns, 232 lbs. of bombs. O-46A Production model with redesigned canopy and rear fuselage. T.O. 01-40P-1 1st ACCEPTANCE: OCT. 1932	1	
XO-47 O-47A-NA	AC-8203 AC-9443	1 164	581 98-408-1A	Model 64-15, 3 place, all metal monoplane, retractable gear. Powered with R-1820-47 engine (XO-47) and R-1820-49 engine (O-47A). Provisions for 2-.30 cal. guns and night photo equipment. T.O. 01-60EA-1 1st ACCEPTANCE: DEC. 1935	2	
O-47B-NA	AC-11994	74	98-409-1A	Similar to O-47A except R-1820-57 engine, additional 50 gal. fuel tank, elimination of night photo equipment and minor changes. T.O. 01-60EB-1 1st ACCEPTANCE: AUG. 1939	3	
XO-48 DOUGLAS	MODIFIED XO-46	1 0	-	XO-46 to have been redesignated XO-48 by change from R-4 535-7 engine to R-1670-3. Conversion not accomplished, designation cancelled.	4	
O-49, A, B (YU) "VIGILANT"	AC-13098 AC-17910	142 0 182 0	C-413-2B C-413	O-49: high wing, two place, externally braced monoplane with R-680-9 engine. (3 converted as ambulance plane and redesignated O-49B, later redesignated L-1). O-49A: like O-49 except 24 V. system installed. (Redesignated L-1A). O-49B: like O-49 except provisions for 1 litter and attendant. (Redesignated L-1B). T.O. 01-50DA-1	5	
YO-50 BELLANCA	AC-13148	3	C-413-1A	High wing, externally braced, two place monoplane with synthetic resinous plastic bonded plywood cover. Powered with Ranger XV-770-1 engine. 1st ACCEPTANCE: APRIL 1941	6	
YO-51 "DRAGONFLY" RYAN	AC-13101	3	C-413-3A	High wing, externally braced, two place monoplane powered with R-985-21 engine. Sent to training schools. 1st ACCEPTANCE: JULY 1940	7	
O-52-CU "OWL"	AC-13382	203	C-418-1	High wing, strut braced monoplane with retractable landing gear, one .30 cal. flex. gun and one .30 cal. synchronized gun. Powered with R-1340-51 engine. T.O. 01-25DA-1 1st ACCEPTANCE: JUNE 1941	8	
O-53-D0	AC-15948	775 0	C-103-A-4	Development of A-29B with modifications in bomb bay to accommodate photo equipment. Powered with R-2600-7 engines equipped with turbos. (Project cancelled).	9	
YO-54 STINSON	PO-1071	6	1116	High wing, strut braced, cabin monoplane powered with Continental O-170-1 engine and accommodations for pilot and two passengers. 1st ACCEPTANCE: SEPT. 1940	10	
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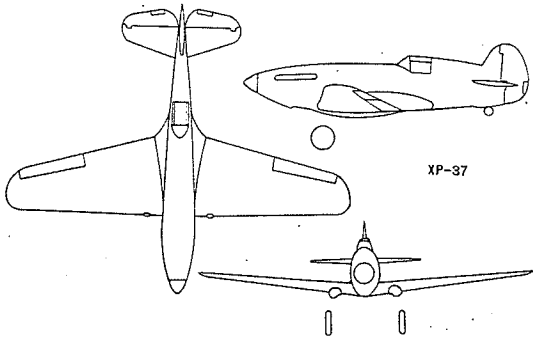
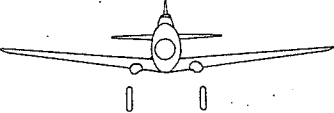
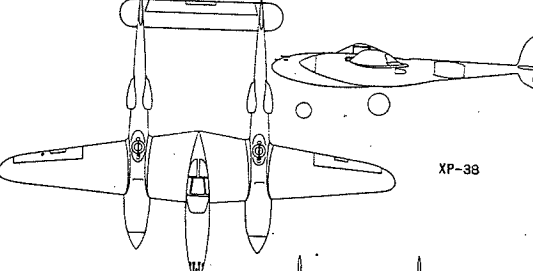
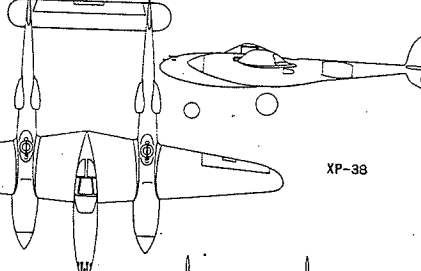
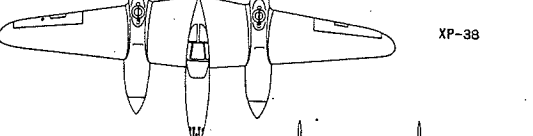
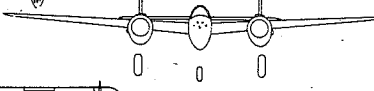
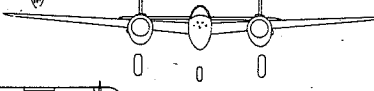
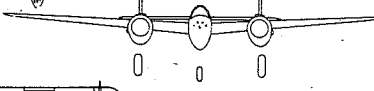
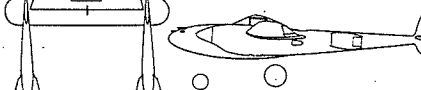
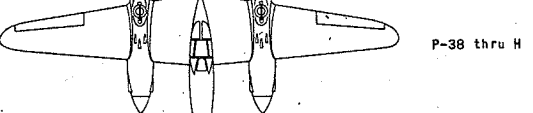

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YO-55 "ERCOUPE" ENGINEERING RESEARCH	PO-7100	1	415-21	Commercial model Ercoupe 415-C, two place, selected by AAF for study purposes. Powered with Continental O-170-3 engine and Sensenich, fixed pitch prop. ACCEPTANCE: MAR, 1941	1
O-56-L0 "VENTURA"	DA-150	550 0	DA-V22-1	Built to 8-34 specification to expedite placing of contract and designated O-56. (18 built and redesignated 8-37). Fitted with cameras, radio and night flying equipment and incorporated wing slots, power turret and Lockheed-Fowler flaps.	2
YO-57 (TA) O-57 & A (TA) "GRASSHOPPER"	AC-21189 AC-22528 AC-24951	4 0 20 0 276 0	A-100 A-100 A-101	Short range observation type for ground forces liaison duties. Powered with Continental O-170-3 engine. All models were redesignated L-2 and L-2A. T.O. OI-1350A-1 1ST ACCEPTANCE: NOV, 1940	3
YO-58 (AE) O-58A & B (AE) "GRASSHOPPER"	AC-22530 AC-21190 AC-24504	20 0 4 0 375 0	3966 3966 4027	Externally braced, high wing monoplane, 2 place, powered with Continental O-170-3 engine. All models were redesignated L-3, L-3A and L-3B respectively. T.O. OI-1451A-1 1ST ACCEPTANCE: SEPT, 1941	4
YO-59 (PI) O-59 & A (PI) "GRASSHOPPER"	AC-21191 AC-22529 AC-24952	4 0 40 0 749 0	423-3 423-3 423-4	Externally braced, high wing monoplane, 2 place in tandem and powered with Continental O-170-3 engine. All models were redesignated L-4 and L-4A. T.O. OI-1500A-1 1ST ACCEPTANCE: SEPT, 1941	5
XO-60 YO-60 KELLETT	AC-21921 AC-21921	1 6	120-22	Two place, short range liaison-observation autogyro similar to XR-2 except for minor changes. YO-60 used as service test model. Powered with Jacobs R-915-3 engine. 1ST ACCEPTANCE: AUG, 1943	6
XO-61 YO-61 A. G. A. AVIATION CORP.	AC-21450	6 0	1333	Two place, short range liaison-observation autogyro powered with Jacobs R-915-3 engine.	7
O-62 "SENTINEL" STINSON	AC-24616	275 0	1344	Two place, high wing, fabric covered monoplane used for short range liaison-observation work and powered with Lycoming O-435-1 engine. Redesignated L-5.	8
XO-63 INTERSTATE	AC-26821	1 0	-	Two place, high wing monoplane used for short range liaison-observation work and powered with Aircooled Motors O-200-5. Redesignated XL-6.	9
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AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION		
OA-8-SI (Y10A-8)	AC-9597	10	100-5A	A 11 place, metal-fabric covered, model (S-43) amphibian type with minor changes to meet AAF requirements. Two-step hull of 5 water tight compartments, hydraulic type swivelling tail wheel, folding maintenance platform in L.E. of center section. Powered with (2) R-1690-23 engines. (Y10A-8 redesignated OA-8). T.O. 01-12A-1 ACCEPTED AUG. 1937.	1	
OA-9-GR *GOOSE*	AC-11204 NA-86447	26 10	98-412-1	A 6 place, all metal type powered with (2) R-985-17 engines. Fore section rectangular - aft is oval; mechanical gear retraction into hull; two-step 6 water-tight bulkheads; integral fuel tanks. Similar to Navy JRF model. Commercial model (G-21). T.O. 01-85A-1 1st ACCEPTANCE NOV. 1938	2	
OA-10-CO OA-10A & B (V1) *CATALINA*	NA-70464 NA-88476 NA-91876 NA-70496 NA-77713 NA-296	31 15 10 2 230	R-421-1 PBY-6HC	All metal, powered with (2) R-1830-82 engines, tricycle gear, retractable wing floats, 2 step hull, integral fuel tanks. OA-10 similar to Navy PBY-5A model. OA-10A same as OA-10 except for Canadian equipment. OA-10B similar to OA-10A except modified tail assembly and increased structural strength. Similar to Navy PBY-6A model. T.O. 01-84D 1st ACCEPTANCE APRIL 1937	3	
OA-11 SIKORSKY	AC-21054	1	S-43	Similar to OA-8 except for interior arrangement and radio equipment. (Crashed on trip to Trinidad). Powered with (2) R-1690-S2RC engines.	4	
OA-12 GRUMMAN *DUCK*	NA-80281	1	SD-234-5	Two-place biplane powered with R-1820-34 engine. Similar to Navy J2F-5 model. Landing gear retracted by chain and sprocket arrangement tail wheel retractable, sliding cockpit enclosure, wing racks for bombs.	5	
OA-13, A, B GRUMMAN *GOOSE*	PO-22047 OA-415	1 2	654	An 8 place, all metal monoplane powered with (2) R-985-14-1 engines, equipped with two wing-tip floats and retractable amphibious gear. Similar construction as OA-9. The OA-13A commercial model (G-21A). OA-13B like A except interior furnishings, Navy model (PBY-6A). T.O. 01-85AB-1 PURCHASED BY PAN-AMERICAN AIRCRAFT.	6	
OA-14-GR *MIDGEON*	AC-30829 AC-52	15 1	734	A 5 place, all metal cabin amphibian powered with (2) L-400-2 engines, retractable tail wheel and hydraulically actuated landing gear, 2 step hull with 5 airtight compartments, wooden props. Com. model (G-44). Purchased by Corps. of Engineers.	7	
XOA-15 YOA-15 REPUBLIC *SEABEE OR THUNDERBOLT*	APP-406060	12 2	ES-305	All metal high-wing monoplane powered with (1) Franklin, 6 ALG-425 pusher type engine, quick detachable engine cowlings, landing gear electrically operated, 6 water-tight compartments, swivelling tail wheel, accommodations for pilot and 3 passengers, two of which may be casualties on litters. (Project cancelled).	8	
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 <p style="text-align: right;">XFM-1</p>		AIRCRAFT MODEL & MFRGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
		 <p style="text-align: right;">P-35</p>		XFM-1 BELL "AIRACUDA"	AC-8773	1	1Y012-A
 <p style="text-align: right;">P-36</p>		YFM-1 YFM-1A BELL	AC-11122	10 7 1	Y-604-1 Y-604-1A	Like XFM-1 except V-1710-23 engines and turbo on the YFM-1; YFM-1A is equipped with F-13 turbo supercharger and tricycle landing gear. T.O. 01-110NA-1 YFM-1-ACCEPTED - MARCH, 1940 YFM-1A-ACCEPTED-OCTOBER, 1940	2
		YFM-1B BELL	AC-11122	2	Y-504-1	Like YFM-1 except for installation of V-1710-41 engines and removal of turbo superchargers. T.O. 01-110NA-1 ACCEPTED JUNE, 1940	3
		P-35 (SEVERSKY) REPUBLIC	AC-8892	77 75	98-600-A-1A	All metal design with cantilever wing, 5 spar center section, 2 spar outer panels and integral fuel tanks, semi-monocoque fuselage, electrically actuated split flaps and semi-retractable landing gear. Stainless steel fabric covered control surfaces. R-1830-9 engine. 1 Airplane on contract modified to XP-41. T.O. 01-65 CONTRACT DELIVERY DATE JAN. '37 1ST PROD. ACCEPTED JULY '37	4
		P-35A REPUBLIC	AE-0001	60	98-600-A-5	Export Model of P-35 (Republic EP-1) built for Sweden. Purchased by AAF when foreign delivery could not be completed. (1) R-1830-45 engines. T.O. 01-65 CONTRACT DELIVERY DUES: JAN '37 1ST PROD. ACCEPTED: JULY '37	5
		P-36 CURTISS "MOHAWK"	AC-9045	3	98-600-A-2	Designed as a medium altitude (10000ft) fighter featuring all metal construction. 3 spar cantilever wing with outer panel sealed for flotation purposes, monocoque fuselage, hydraulically actuated split flap and fully retractable landing gear. Non-leak proof fuel tanks fitted. Airplane used by English and French known as the "Mohawk". Fitted with R-1820-13 engine. ORIGINALLY XP-36 1ST PRODUCTION MARCH, 1937	6
		P-36A P-36B CURTISS	AC-10126	210 127	98-605-1.	P-36A similar to P-36 except for R-1830-13 or -17 engine, propeller change and deletion of bomb rack provisions. P-36 B reconverted to P-35A with R-1820-17 engine. T.O. 01-25 & 25CB P-36A-ACCEPTED APRIL '38 P-36B-ACCEPTED NOV. '38 1ST PRODUCTION 1938 - 39	7
		P-36C CURTISS	AC-10136	31	98-605-1	Like P-36A except for change in armament. T.O. 01-25C & 25CB ACCEPTED DEC. 1938 1ST PRODUCTION - 1939	8
		XP-36D XP-36E XP-36F CURTISS	P0-777 P0-777 P0-229B	1 1 1	98-605-1	Aircraft similar to P-36 except for armament changes. XP-36F had provision for 2-23 mm Madsen wing cannon. PRODUCED 1938	9
		P-36G CURTISS	AC-25953 AC-W0174	18 12	98-605-1	Like P-36A except for GR-1820-87 engine and changes in armament. Originally intended for Norway. ACCEPTED JAN. 1941	10
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 <p>XP-37</p>	XP-37 CURTISS	AC-9555	1	98-500-A-3A	All metal design with V-1710-11 engine, 3 spar cantilever wing, monocoque fuselage, hydraulically actuated split flap and fully retractable landing gear, fabric covered control surfaces. Wing panels joined at centerline to form a skid for "belly" landings.	1
						ACCEPTANCE JULY, 1937
	YP-37 CURTISS	AC-10535	13	98-600-A-4A	Similar to XP-37 except for V-1710-21 engine, B-2 turbo supercharger and change in fuel capacity.	2
						ACCEPTANCE - 1939.
 <p>XP-38</p>	XP-38 LOCKHEED	AC-8974	1	C-615-1	Fitted with V-1710-11 & -15 engines and B-1 turbos. No combat protection provided.	3
						ACCEPT. AUG., 1939
	YP-38 LOCKHEED	AC-12523	13	C-615-1A	Like XP-38 except for V-1710-27 and -29 engines, B-2 turbos and armament changes.	4
						ACCEPT. SEPT., 1940
 <p>P-38</p>	P-38 LOCKHEED	AC-24636 AC-13205 AC-35374	1800 3 66 1250 0	C-615-2	Like XP-38 except for change in armament and addition of armor plate and bullet proof glass. One converted to XP-38A.	5
						T.O. 01-75 & 75F ACCEPT. JUNE, 1941
 <p>XP-38A</p>	XP-38A LOCKHEED	AC-13205	1	C-615-4	Like P-38 except for V-1710-27 and -29 engines, and addition of pressurized cabin.	6
						ACCEPT. DEC., 1942
 <p>P-38B & C</p>	P-38B & C	DESIGNATIONS NOT ASSIGNED				7
						ACCEPT. DEC., 1942
 <p>P-38D-L0</p>	P-38D-L0 P-38E-L0	AC-13205 AC-15646 AC-21217	33 607 210 1000 0	C-615-3A	P-38D like the P-38 except for addition of leakproof tanks.	8
						PROD. JULY, 1941 P-38E like P-38D except for change in cannon. T.O. 01-75F-1 ACCEPT. OCT., 1941
 <p>P-38F-L0</p>	P-38F-L0 -F thru -15	AC-15646 AC-21217 AC-31707	277 100 150	C-615-7	Like P-38E except for V-1710-48 & -53 engines, type B-13 turbo and wing racks.	9
						T.O. 01-75F-1 ACCEPT. FEB., 1942
 <p>P-38G-L0</p>	P-38G-L0 -I thru -15	AC-21217 AC-31707	708 374	C-615-7	Like P-38F except for V-1710-51 and -55 engines.	10
						T.O. 01-75F-1 ACCEPT. JUNE, 1942
 <p>P-38H-L0</p>	P-38H-L0 -I & -5	AC-24636 AC-21217	500 1		Like P-38G except for V-1710-59 & 91 engines, B-23 turbo, and provisions for carrying larger bombs and fuel tanks.	11
						T.O. 01-75-1 ACCEPT. MARCH 1943
NOTES:						

P-38 "LIGHTNING"

WING:
Full cantilever design with center section built around a double web, box type spar at 35% MAC, an outer panel around a modified single web "Wagner" type spar. A rear beam is installed to complete the wing torsion structure. Covering of butt jointed flush riveted aluminum.

FUSELAGE:
Pilot gondola of stiffened monocoque design fabricated from aluminum alloy. Forward booms of semi-monocoque design of aluminum alloy construction, except in area of turbo, where stainless steel is employed to cast head. Aft booms of semi-monocoque aluminum construction.

EMPENNAGE:
Horizontal tail consists of two aluminum alloy shear beams supported, as partially fixed ended beams, from tail booms. Vertical fin a full cantilever multiple shear web structure rigidly attached to tail booms. Empennage covered with flush riveted aluminum alloy.

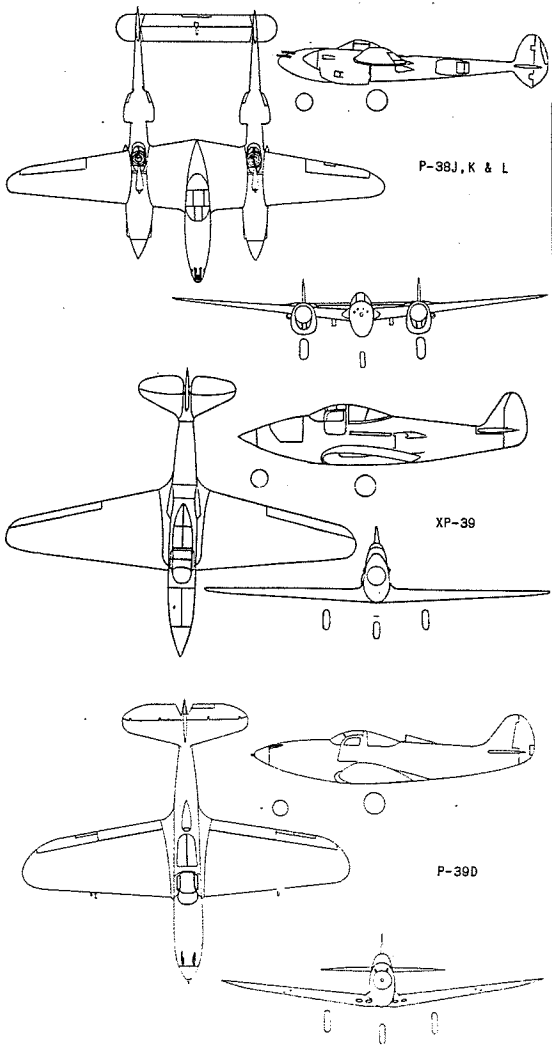
LANDING GEAR:
A fully retractable hydraulically actuated tricycle type is employed.

DEVELOPMENT

CONTRACT DATE: JUNE 1937
 CONTRACT DEL. DATE: MAY 1938
 ACTUAL DEL. DATE: AUG. 1939
 1st PRODUCTION: SEPT. 1940

THREE VIEWS

MODEL DESIGNATION



AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
P-38J-L0 -1 thru -25	AC- 760 AC-21217 AC-24636 AC-35374 AC-40040	2000 0 100 500 1500 210	C-615-10	Similar to P-38H except for installation of leading edge wing fuel tanks and core type intercooler giving increased altitude performance. T.O. 01-75-1 ACCEPTANCE SEPT., 1942	1
P-38K-1 LOCKHEED	AC-21217	1		Like P-38J except for V-1710-75 & -77 engines, and larger propeller. (Prototype; production article never built). ACCEPTANCE 1943	2
P-38L-L0 -1 & -5 P-38L-VN -5	AC-40040 AC-760	3735 119	C-615-11	Like P-38J except for V-1710-111 & -113 engines and production installation of rockets. T.O. 01-75-1 ACCEPTANCE JUNE, 1944 LAST ARTICLE - 1945	3
TP-38L-L0 -1	AC-40040	-	C-615-11	P-38L-L0 modified as trainer by removal of radio equipment back of pilots' seat, providing "piggy back" place. MODIFIED 1945	4
P-38M-L0	AC-40040	75	C-615-11	P-38L-L0 converted into night fighter by revising fuel system, replacing standard canopy with longer and larger canopy and installation of observer's seat. MODIFIED 1945	5
XP-39 BELL	AC-10341	1 0	X-609-1	All metal fighter with V-1710-17 engine, type F-10 turbo, no combat protection, drooping ailerons and manually operated landing gear. 1st FLIGHT 1939	6
YP-39 YP-39A* BELL	AC-12635	13	C-616-1B C-719-2	Like XP-39 except for V-1710-37 engine, no turbo, armament change, addition of armor plate, and electrically actuated landing gear. ACCEPT. 1940	7
XP-39 B BELL	AC-10341	1	X-609-1	Converted XP-39 with V-1710-37 engine, no turbo, and reduction of cockpit size. ACCEPT. 1938	8
P-39C-BE	AC-13383	20	C-619-2B	Like YP-39 except for V-1710-35 engine, bullet-proof glass and leak-proof tanks added. ACCEPT. JAN. 41	9
P-39D-BE -D,-1,-3,-4	AC-20910 AC-15675 AC-13383 DA-22 DA-155	1800 8 523 353 25 150 183	C-619-11A C-619-12	Like P-39C except armament change and addition of belly rack. Few P-39D's redesignated P-39D-3, and P-39D-1's redesignated P-39D-4, modified as ground support planes. T.O. 01-110PE-1 ACCEPT. FEB. 41	10
NOTES: *Reconverted to YP-39.					11

**P-39
"AJRACOBRA"**

WING:
Full cantilever design of two spar, stressed skin box type construction.

FUSELAGE:
Front half consists of two built up beams, and transverse framing to maintain contour. Aft of fire wall monocoque construction is employed. Covering stressed metal skin.

EMPOWERAGE:
Vertical and horizontal stabilizers: cantilever design of aluminum alloy construction. Rudder and elevator metal covered.

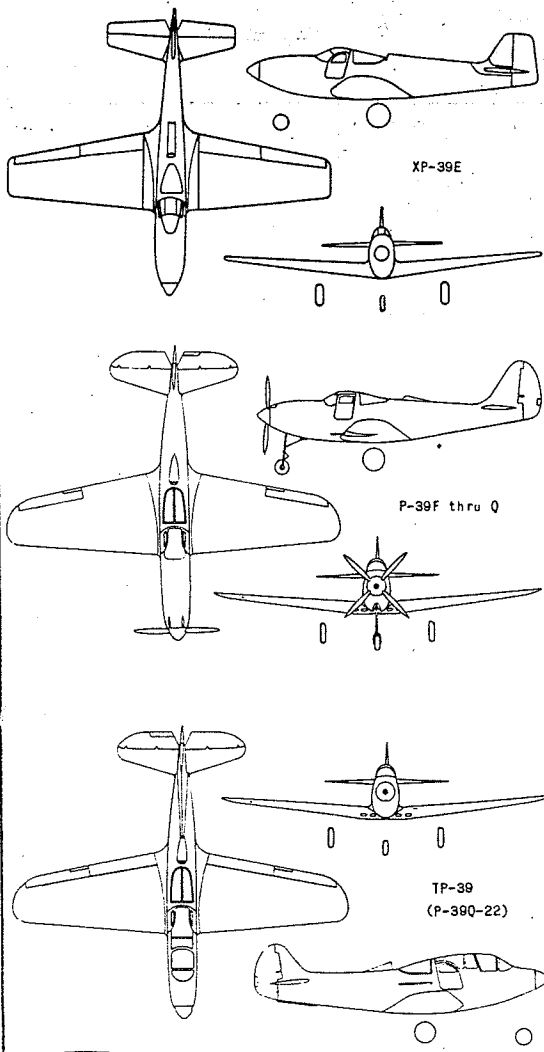
LIGHTING GEAR:
An electrically actuated retractable tricycle type is employed.

DEVELOPMENT

DESIGN INITIATED:	JUNE 1936
CONTRACT DATE:	OCT. 7 1937
DATE 1st FLIGHT:	APRIL 1939
CONTRACT DEL. DATE:	AUG. 1938
ACTUAL DEL. DATE:	OCT. 1939
1st PRODUCTION:	SEPT. 1940

THREE VIEWS

MODEL DESIGNATION

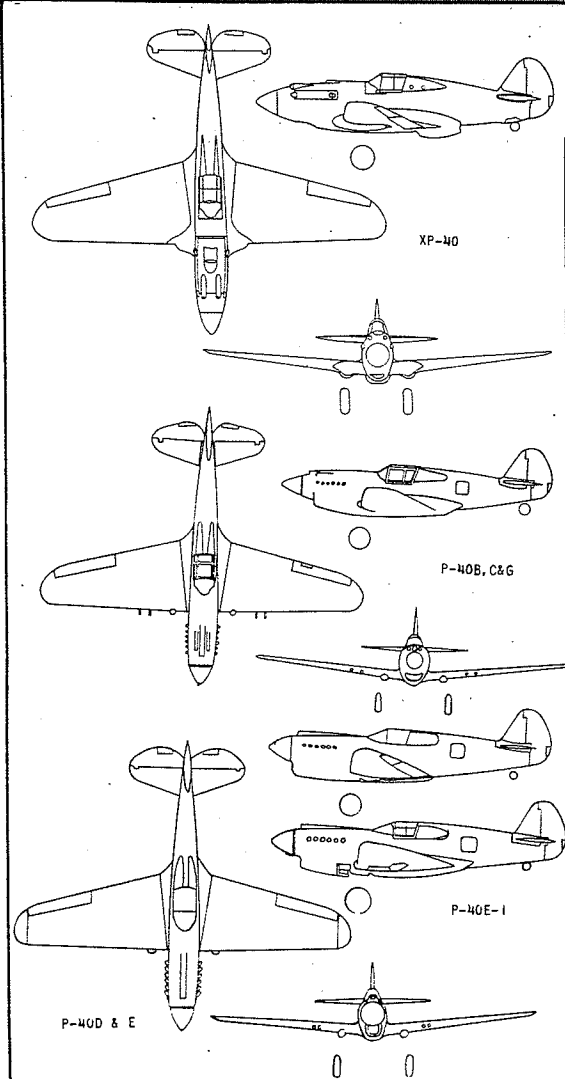


AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
P-39D-BE -2	DA-156	158	C-619-11A C-619-12	P-39D-2 similar to P-39D-1 except for installation of Y-1710-63 engine. T.O. 01-110FE-1 ACCEPTANCE JUNE 1942	1
XP-39E BELL	AC-18373	3	C-619-24	Like P-39D-1 except for Y-1710-47 engine, and changes in armament, propeller, fuel capacity and deletion of belly rack. Engine interchangeable with Continental Y-1430.	2
P-39E-BE	AC-20910	4000		700 transferred to AC-29316 (P-63) ACCEPTANCE DEC. 1942	
P-39F-BE -F & F-2	AC-15675	229	C-619-12	Similar to P-39D-1 except for propeller change. Some P-39F airplanes were modified for photographic purposes and designated P-39F-2. T.O. 01-110FE-1 ACCEPTANCE DEC. 1941	3
P-39G BELL	AC-20910	0	C-619-14	Designation of P-39G cancelled and entire contract reassigned to P-39K, L, M & N designations.	4
P-39H	DESIGNATION NOT ASSIGNED				
P-39J-BE	AC-15676	25	C-619-12A	Similar to P-39D-1 except for installation of Y-1710-59 engine and automatic boost control. T.O. 01-110FB-1 ACCEPTANCE 1941	5
P-39K-BE -1,-2,-5	AC-20910	210	C-619-15B	P-39K-1 like P-39F except for Y-1710-63 engine. Some P-39K-1's modified into photographic planes and designated P-39K-2. (1) P-39K-1 with Y-1710-85 engine reworked into prototype for P-39N and designated P-39K-5. T.O. 01-110FG-1 ACCEPTANCE NOV. 1941	6
P-39L-BE -1 & -2	AC-20910	250	C-619-16B	P-39L-1 like P-39K-1 except for propeller change. Some P-39L-1's modified as photographic planes and designated P-39L-2. T.O. 01-110FG-1 ACCEPTANCE AUG. 1942	7
P-39M-BE -1 & -2	AC-20910	250	C-619-17B	P-39M-1 similar to P-39L-1 except for Y-1710-83 engine. Some P-39M-1's modified as photographic planes and designated P-39M-2. T.O. 01-110FH-1 ACCEPTANCE OCT. 1942	8
P-39N-BE -0 thru -6	AC-20910	2095	C-619-32	P-39N-0,-1,-5 like P-39M-1 except for Y-1710-85 engine and AeroProducts propeller. Some P-39N-1's modified for photographic purposes designated P-39N-2. Some P-39N-0's modified for photographic purposes designated P-39N-3. Some P-39N-5's modified for photographic purposes designated P-39N-6. T.O. 01-110FH-1 ACCEPTANCE NOV. 1942	9
P-39P	DESIGNATION NOT ASSIGNED				
P-39Q-BE -1 thru -30	AC-20910	2305		Similar to P-39N-0,-1,-5 except for an armament change. Random P-39Q's modified as ground support planes were designated P-39Q-2,-6 & -11. (12) P-39Q-20 modified as (2) plane trainers and designated P-39Q-22. *500 airplanes were transferred to contract AC-29318 as P-63. T.O. 01-110-F-1 ACCEPTANCE MARCH 1943	10
P-39Q-22-BE	AC-40071	3100			

NOTES:

THREE VIEWS

MODEL DESIGNATION



AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
XP-40 CURTISS	AC-10136	1	98-605-1	Similar to P-36 except for installation of V-1710-19 engine, armor plate, and leak-proof tanks. 1st FLIGHT OCT. 1938	1
P-40-CU	AC-15802 AC-12414	100 254 159	98-610-2A	Like XP-40 except V-1710-33 engine change in armament and fuel capacity, and addition of bullet-proof glass.	2
P-40A	DESIGNATION NOT ASSIGNED			T.O. 01-25CD-1 ACCEPT. MAY 1940	
P-40B-CU	AC-15802	224 131	98-610-5A	This airplane similar to P-40 with changes in armament and fuel system. T.O. 01-25CE-1 ACCEPT. FEB. 1941	3
P-40C-CU	AC-15802	193	98-610-11	Identical to P-40B except for internal leak-proof fuel tanks instead of external protection. T.O. 01-25CE-1 ACCEPT. MARCH 1941	4
P-40D-CU	AC-15802 AC-12414	1519 22	98-610-3A	Redesigned fuselage with improved cockpit visibility, V-1710-39 engine, 4-.50 cal. guns mounted in wings. No nose guns. T.O. 01-25CF-1 ACCEPT. MAY 1941	5
P-40E-CU E & E-1	AC-15802 AC-12414	519 301	98-610-7A	P-40E like P-40D with armament change. P-40E-1 is P-40-E modified to British requirements. (2) P-40E's modified as 2 place trainer designated P-40ES. T.O. 01-25CF-1 ACCEPT. JUNE 1941	6
P-40ES-CU	DA-3	1500 2			
XP-40F YP-40F CURTISS	AC-12414	1		XP-40F like P-40B with V-1650-1 engine installed and carburetor air intake scoop removed. YP-40F like XP-40F except coolant system moved to rear. XP-REF JUNE 1942	7
P-40F-CU -1 thru -20	AC-15802 AC-18585	999 312		Like P-40E except for V-1650-1 engine and fuel capacity. P-40F-5 and subsequent models have increased fuselage length. T.O. 01-25CH-1 JAN. 1942	8
P-40G-CU	AC-12414	1	98-610-3	Like P-40 except for armament change fuel capacity and modifications to accommodate "Tomahawk" wings. ACCEPT. JULY 1940	9
P-40H	-	0	-	P-40H Designation cancelled. Originally to have been P-40E with turbo-supercharger.	10
P-40J	-	0	-		
NOTES:					11

P-40
"WARHAWK"

WING:
Full cantilever design of multi-cellular all-metal construction. Split flap hydraulically actuated installed on wing trailing edge. Ailerons are fabric covered.

FUSELAGE:
Monocoque structure, constructed of flush riveted aluminum alloy, attached to wings by means of bolts in shear.

EMPELLAGE:
The horizontal stabilizer and vertical fin are of multi-cellular construction, metal covered with flush riveted aluminum alloy. Stabilizer constructed in one piece. Basic structure of elevator and rudder is metal, covering is of fabric.

ALIGNING GEAR:
Conventional type landing gear is fitted consisting of single strut, pneumatic oleo type hydraulically actuated retractable main gear and tail wheel. Main gear rotates 90° and retracts back into wing.

DEVELOPMENT

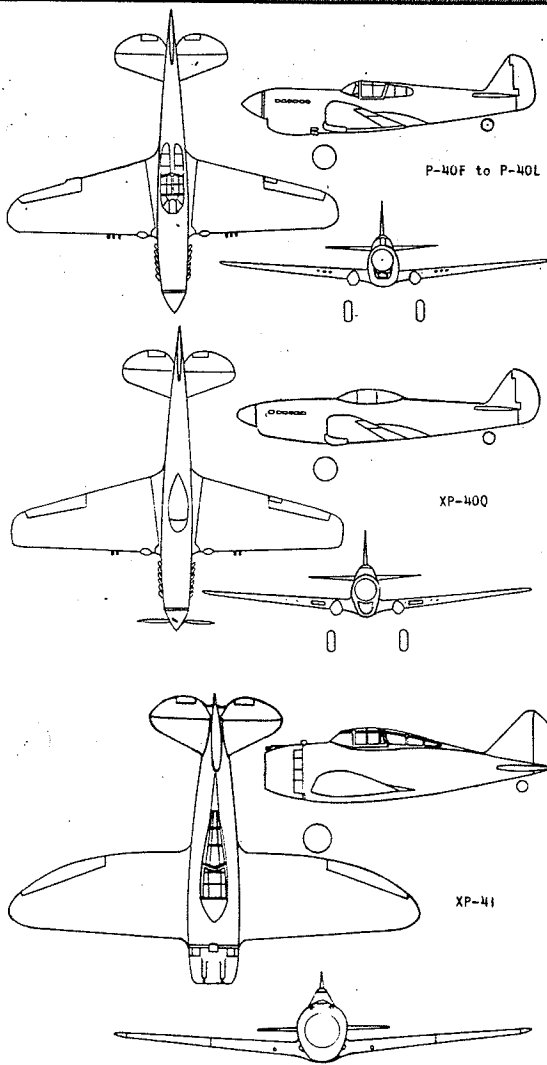
DESIGN INITIATED: MARCH 1937
 CONTRACT DATES: JULY 1937
 1st FLIGHT: OCT. 1938
 CONTRACT DEL. DATE: FEB. 1938
 ACTUAL DEL DATE: OCT. 1938
 PRODUCTION: MAY 1940

THREE VIEWS

MODEL DESIGNATION

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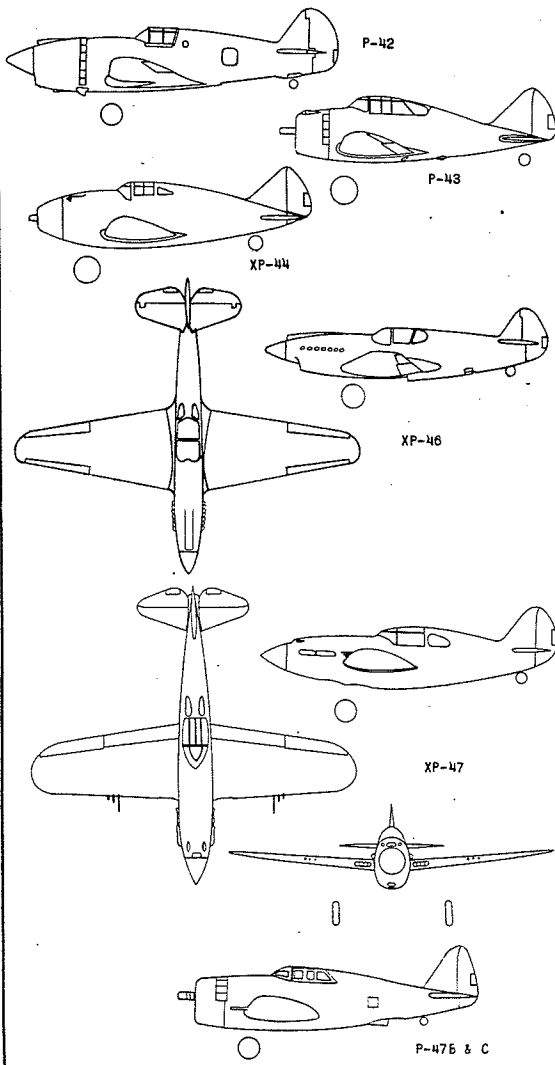
DATE: JUNE 1948



AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
XP-40K CURTISS	AC-22714	1	98-610-13A	(1) P-40K-10 reworked for experimental flight test of Y-1650-1 engine as follows: P-38 spinner and bulk head, air scoop and side cowling revised, experimental engine mounts, oil & coolant radiators mounted under center section of wing, leading edge of center section of wing rebuilt to accommodate ducting for new radiators and P-40F experimental expansion tank mounted on spinner bulk head. ACCEPTANCE 1943	1
P-40K-CU -1 thru -15	AC-22714	1300 1299	98-610-13A	Like P-40F series except: Y-1710-73 engine variations in fuselage length and carburetor air intake. T.O. 01-25CK-1 ACCEPTANCE AUG. 1942	2
P-40L-CU -1 thru -20	AC-22714	700	98-610-14A	Like P-40F except: armament change and removal of auxiliary wing fuel tanks. T.O. 01-25CK-1 ACCEPTANCE JAN. 1943	3
P-40M-CU -1 thru -10	AC-30481	600	98-610-16A	Like P-40K except: Y-1710-81 engine and reinforcement of ailerons. T.O. 01-25CK-1 ACCEPTANCE NOV. 1942	4
P-40N-CU -1	AC-34423	6000 400	98-610-15A	Stripped "light weight" P-40 similar to P-40M except: change in armament, removal of battery, starter, and auxiliary wing fuel tanks saving 984 pounds. Items reinstalled in service and X-5's were fully equipped. T.O. 01-25CK-1 ACCEPTANCE MARCH 1944	5
P-40N-CU -5 thru -40	AC-34423	4819	98-610-15A	Like P-40M-1 except: Y-1710-81, -89, or -115 engine, armament increase, addition of auxiliary wing fuel tanks, and wing racks to accommodate larger fuel tanks or bombs. Provisions on X-5's for trans-Atlantic towing by B-17. Some models modified as photographic planes and designated P-40M-6, -16, -26. (3) P-40N-25, (2) -30 & (5) -40 modified as (2) place trainers and designated -26, -31, & -40. T.O. 01-25CK-1 ACCEPTANCE 1942	6
P-40P	-	0	-	Designation cancelled and planes redesignated P-40M.	7
XP-40Q CURTISS	AC-34423	1	-	Similar to P-40F except: Y-1710-121 engine, 2 stage supercharger, armament decreased, new 4 bladed propeller, bubble canopy, wing tip redesigned, and coolers moved from under engine to inboard wing panels. ACCEPTANCE APRIL 1944	8
P-40R-CU -1 & -2	MODIFICATION	300	-	Total of 300 planes modified by AMC as follows: Some P-40P's with change to Y-1710-81 engine designated P-40R-1. Some P-40L's with change to Y-1710-81 engine designated P-40R-2. MODIFIED 1942	9
XP-41 REPUBLIC	AC-8892	1	98-600-A2	Last P-35 on AC-8892 redesigned for high altitude operation. Center section redesigned to accommodate inward-retracting landing gear. R-1830-19 with turbo installed. Served as prototype for P-43 series. ACCEPTANCE: MARCH 1942	10
NOTES:					11

THREE VIEWS

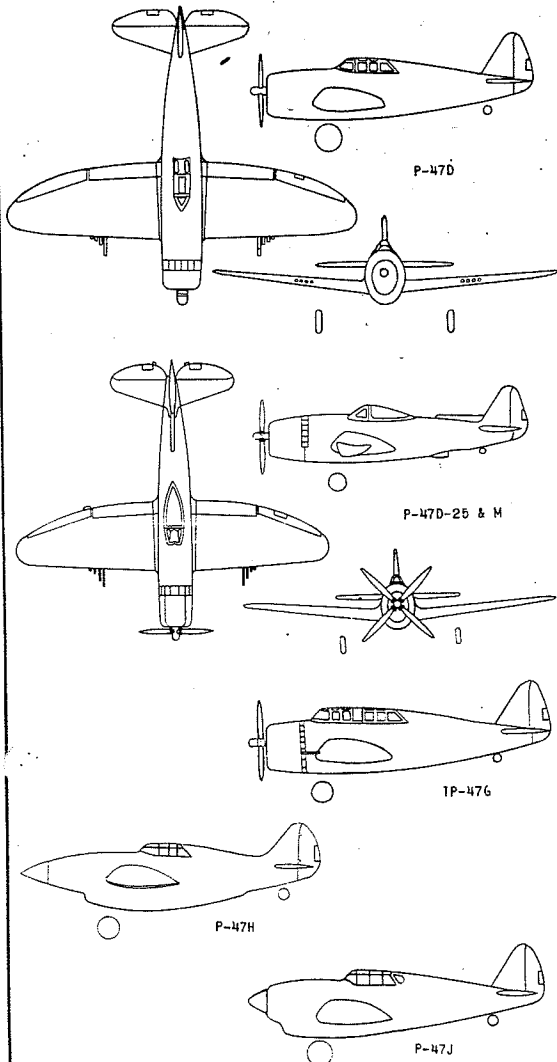
MODEL DESIGNATION



AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC NUMBER	DESCRIPTION	LINE
P-42 CURTISS	AC-10136	1	98-605-1	Similar to P-56A except for R-1830-31 engine, extension shaft and tunnel cooling and propeller change. Modification.	1
P-43 REPUBLIC "LANCER"	AC-12643	13	98-610-2A	PRODUCED 1939 All metal fighter similar to P-35. Equipped with R-1830-35 engine, P-1 turbo, cantilever wing, 3 spar center section, 2 spar outer panels, metal covered movable control surfaces, provisions for external bomb racks, but no combat protection. (Formerly YP-43) CONT. DATE 22 MAY 1939 CONT. DEL. DATE 12 MAY 40 T.O. 01-658B-1 ACCEPTANCE SEPT. 1940	2
P-43-RE -43, A, B, C, D "LANCER"	AC-15850 AC-13380	56 80	98-610-2A 98-610-4A 98-610-6A	(67) P-43 like original P-43 except: R-1830-47 engine. Random models of P-43 and P-43A airplanes reworked into photographic planes and designated P-43B, C, & D respectively. These planes were equipped with R-1830-48 engine. T.O. 01-658B-1 ACCEPTANCE SEPT. 1940	3
P-43-RE A-1 & E "LANCER"	DA-55	125	98-610-10A	P-43A-1 like P-43A except: R-1830-57 engine and addition of external fuel tanks. Some P-43A-1's modified as photographic planes and designated P-43E. T.O. 01-658B-1 ACCEPTANCE DEC. 1941	4
P-44 REPUBLIC	AC-13380	0	C-619-1	All metal fighter identical to XP-41, with R-2800-7 engine. None procured by AAF.	5
XP-45 BELL	CANCELLED & REDESIGNATED P-39C				
XP-46 XP-46A CURTISS	AC-13447 AC-13447	1 1	C-619-8A C-619-5A	XP-46 all metal, improved version of P-40 incorporating V-1710-39 engine, bullet-proof glass. As result of experience of French with P-36, armament and armor of XP-46 was increased. Wing incorporated leading edge slots operating with wing flaps. CONT. DATE 26 SEPT. 1939 1ST FLIGHT 19 FEB. 1941	6
XP-47 XP-47A REPUBLIC	A C-13817 AC-13817	1 0 1 0	C-619-7	XP-47-an all metal fighter with V-1710-39 engine and combat protection. XP-47A same as XP-47 except: No armament or radio equipment.	7
XP-47B REPUBLIC	AC-13817	1	C-619-10A	All metal fighter with R-2800-17 engine, structural modifications, armament. Cantilever wing, 2 spar with 3 false spar, metal covered ailerons, hydraulically actuated slotted flap. 1ST FLIGHT APRIL 1942	8
P-47B-RE	AC-15850	827 1169	C-619-18A	Like XP-47B except: R-2800-21 engine. (1) P-47B became XP-47H. ACCEPTANCE DEC. 1941	9
P-47C-RE -1, 2, 5	AC-15850	602	C-619-23	Like P-47B except: quick detachable engine mount and belly rack for bomb or fuel tank change in radio. 54-P-47's on contract No. 15850 became P-43 airplanes. T.O. 01-658C-1 ACCEPTED SEPT. 1942	10
NOTES:					11

THREE VIEWS

MODEL DESIGNATION

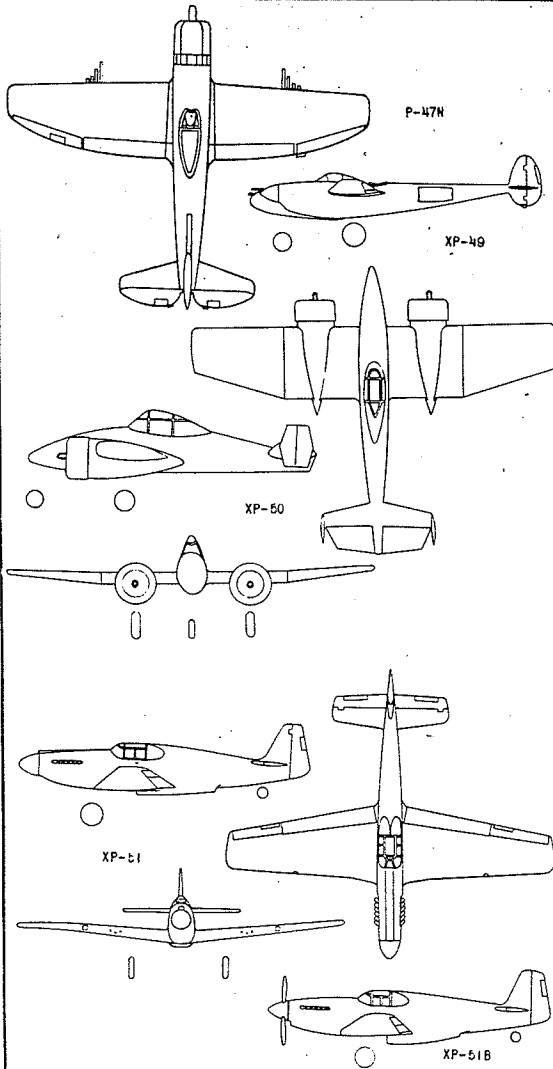


AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE	
P-47D-RE -D thru -22 P-47D-RA -2 thru -25	AC-21080 AC-28278 AC-24578	860 1249 4111 3843 6519 1126	C-619-19C	Like P-47C except: R-2800-21 or -59 engine including water injection giving increased altitude performance, and addition of wing racks carrying bombs or fuel tanks. 1 airplane on contract AC-21080 became XP-47K. 1 airplane on contract AC-28278 became XP-47L. T.O. 01-658C-1 ACCEPT. FEB. 1943	P-47 "THUNDERBOLT"	1
P-47D-RE -25 thru -30 P-47D-RA -26 thru -40	AC-29278 AC-24578	2537 4532	C-619-19C	Like P-47D except: bubble canopy, paddle blade propeller, dorsal fin, increased fuel capacity, type C-21 and -23 turbos. Rocket provisions were installed on later models. Dive flaps were installed on P-47D-30RA and subsequent and P-47D-30RE. T.O. 01-658C-1A	WING: Design is of full cantilever, all metal, stressed skin construction. Flush riveting is employed on all external surfaces and covering joints perpendicular to airflow made flush by joggling on butt splicing to reduce drag. Basic construction is of aluminum alloy with some magnesium used for castings.	2
XP-47E REPUBLIC	AC-15850	1	-	P-47B reworked to accommodate pressurized cabin. ACCEPT. APR. 1942		3
XP-47F REPUBLIC	AC-19376	1	-	P-47B reworked with wing changed to laminar flow airfoil. FIRST FLOWN 1943	FUSELAGE: Semi-monocoque structure, of all-metal construction, composed of transverse bulkheads and longitudinal stringers. Covering of aluminum alloy flush riveted.	4
P-47G-CU -G thru -15 TP-47G	AC-24545	4547 354	C-619-19A	Like early P-47D with R-2800-21 engine except: manufactured by Curtiss, TP-47G; Trainer version incorporating additional forward cockpit and dual controls. T.O. 01-658C-1 ACCEPT. SEPT. 1942	EMPERATURE: Surfaces are constructed of built-up spars and sheet metal ribs with trailing edge reinforcements provided for rigidity. Fixed surfaces are covered with aluminum alloy.	5
XP-47H REPUBLIC	AC-11850	1	-	P-47B reworked to provide test with XIV-2220 liquid cooled Chrysler engine.	ALIGNING GEAR: Composed of hydraulically actuated fully retractable main and tail wheels. Main gear is of the cantilever type, swinging inboard into wells in the lower surface of the wing.	6
XP-47J REPUBLIC	AC-39160	2 1	-	Similar to P-47D except: R-2800-61 engine, armament, 6 blade, dual rotation propellers and shortened fuselage. Originally intended for R-2600-21 engine with conventional propeller. ACCEPT. NOV. 1943		7
XP-47K REPUBLIC	AC-21080	1	-	Similar to P-47D with R-2800-21 engine and revised "bubble" canopy for increased visibility. ACCEPT. 1942		8
XP-47L REPUBLIC	AC-28278	1	-	Similar to P-47D except: R-2600-63 engine and increase of built-in fuel by 65 gallons. ACCEPT. 1942	DEVELOPMENT DESIGN INITIATED: JULY 1940 CONTRACT DATED: JULY 1940 1ST FLIGHT: MAY 1941 CONTRACT DEL. DATE: JUNE 1941 ACTUAL DEL. DATE: APRIL 1942 PRODUCTION: DEC. 1942	9
YP-47M REPUBLIC	AC-29278	3	C-619-35	P-47D-25R modified as follows: R-2800-14 or -57 engine with Ch-5 turbo, unlever power control, automatic intercooler and oil cooler doors. Differs from P-47M by not having dive flaps or blunt nose all-erons. ACCEPT. 1943		10
NOTES:						11

THREE VIEWS

MODEL DESIGNATION

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DATE JUNE 1945

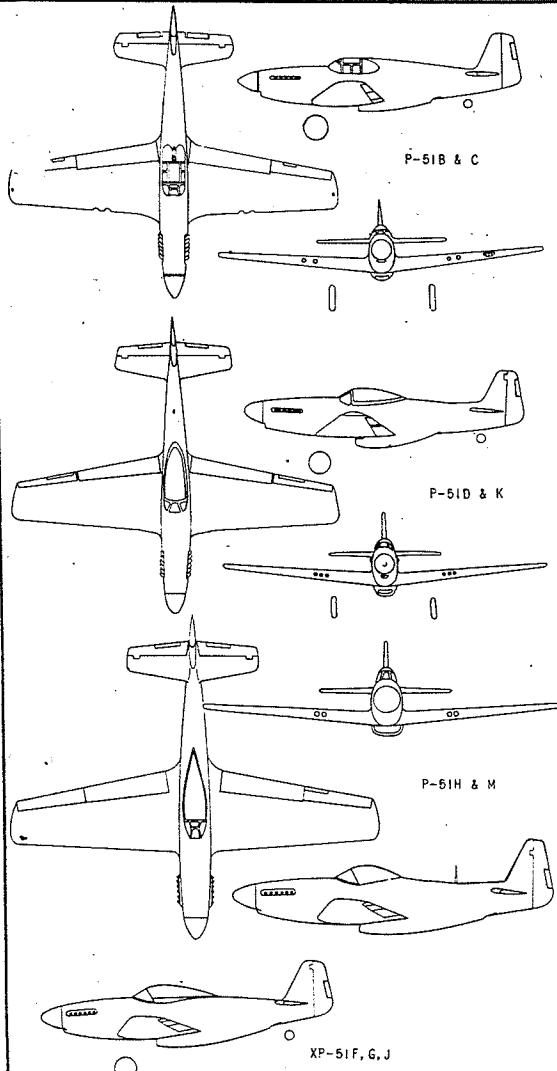


AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
P-47N-RE -1	AC-29279	130	C-619-35	Production article of YP-47N with R-2800-57 engine. Uniliver control not installed. Used by AAF in England for V-1 interception. ACCEPTED 1944	1
XP-47N REPUBLIC	AC-29279	1	C-619-34	Modified YP-47N with R-2800-57 engine and incorporates new and larger wing panels designed to hold 200 gallons of fuel. ACCEPTED 1943	2
P-47N-RE -1 thru -25 P-47N-RA -20	AC-29279 AC-24879	4150 1667 3600 129	C-619-34	Production article of XP-47N, larger than P-470 with R-2800-57, -73, or -77 engine, increased wing fuel, larger wing panels, clipped wing tips, bubble canopy, dorsal fin, rockets, external racks, and increased span and tread. T.O. 01-658D-1 ACCEPTED 1944	3
XP-48 DOUGLAS				Performance with proposed engine installation not considered feasible. Contract cancelled.	4
XP-49 LOCKHEED	AC-13476	1	XC-621-18	Similar in appearance to P-38; of increased length and gross weight, featured pressurized cabin, I-1480-13 & -15 engine, R-32 turbo, combat protection and addition of (1) 20 mm nose cannon. Performance increase over P-38 not sufficient to warrant production since engines were not in production. 30 round 20 mm drums developed for the airplane became A.C. standard. Airplane was originally intended for X-1820-28 engines. Gun compartments were prestone heated. 1st FLIGHT 11 NOV. 1942	5
XP-50 GRUMMAN	AC-13682	1	XC-621-2A	Similar to Navy XP5F-1 except for tricycle, fully retractable landing gear, combat protection and armament; R-1820-67 & -69 engines. Airplane placed 2nd in design competition with P-38. Turbo failed in flight and destroyed airplane. To replace XP-50 procurement of XP-85 (XF7F) was initiated. Known as "Skyrocket". FLOWN 1941	6
XP-51 NORTH AMERICAN	AC-15471	2	X-630-1	All metal design with V-1710-39 engine, combat protection and 4 - .30 & 4 - .50 caliber guns. ACCEPTED AUG. 1941	7
P-51-NA P-51, -1*, -2*	DA-140	150 148	DA-630-2A	(93) P-51 like XP-51 except: 4 - 20 mm cannon, (1) P-51 modified as photo plane and designated P-51-1*. (54) P-51 modified as photo plane at Mod. center and designated P-51-2*. ACCEPTED JULY 1942	8
P-51A-NA -1 thru -11**	AC-30479	1900 310	630-4	Like P-51 except: V-1710-81 engine, armament and wing racks added. (35) P-51A-10 modified as photo planes and designated P-51A-11**. T.O. 01-60JC-1 ACCEPTED MARCH 1943	9
XP-51B NORTH AMERICAN	DA-140	2	DA-630-2A	Similar to P-51A except: Packard V-1650-3 engine, 4 bladed propeller, armament changes and no bombs, sealed ailerons. Originally designated XP-76. ACCEPTED AUG. 1942	10

NOTES: *P-51-1 and -2 were originally designated F-6A-1 and -2.
**P-51A-11 redesignated F-6B-1.

THREE VIEWS

MODEL DESIGNATION



AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
P-51B-NA -1, -5, -7, -10 -2*	AC-33923 AC-30479	400 1198	630-5 & 6	Production Model of XP-51 with V-1650-3 engine, armament added, and wing racks strengthened to carry 1000 lb. bombs. P-51B7NA and later B & C models had 85 gallon fuselage tank. (7) P-51B-1's modified as photo planes and designated P-51B-2*. T.O. 01-60J0-1 ACCEPT. APR. 1943	1
P-51B-NA -15	AC-30479	390	630-5 & 6	Like P-51B-1 except: V-1650-7 engine giving superior performance at lower altitude. T.O. 01-60J0-1 ACCEPT. 1943	2
P-51C-NT -1, -2, -3	AC-33940	350	630-7	Like P-51B-1 except manufactured by North American Dallas. (20) P-51C-1's modified as photo planes and designated P-51C-2. T.O. 01-60J0-1 ACCEPT. AUG. 1943	3
P-51C-NT -5, -10, -11	AC-33940 AC-40063	1000 400	630-7	Like P-51C-1 except: V-1650-7 engine giving superior performance at lower altitude. T.O. 01-60J0-1 ACCEPT. 1943	4
P-51D-NA -1 thru -30 P-51D-NT -5, -20, -25	AC-30479 AC-40064 AC-2376 AC-40063 AC-2400	2 2500 4000 2500 359 2000 887	630-9 & 10	Similar to P-51B & C series except: V-1650-7 engine on -1 thru -25(NA) & -5 & -20(NT); V-1650-3 engine on -30 NA & -25(NT). Wing moved forward, bubble canopy and dorsal fin added, rocket equipment installed on later models. T.O. 01-60J0-1 ACCEPT. OCT. 1943	5
TP-51D-NT -25 P-51E	AC-2400	10	630-10	(2) P-51D-25NT airplane modified as (2) place trainers and 8 random P-51 D's modified as 2 place trainers. MODIFIED 1945	6
P-51F NORTH AMERICAN	AC-37857	5 3	XC-630-3A	Prototype of P-51H incorporating lower load factors and considerable structural changes over P-51D. Similar in appearance to P-51D with V-1650-3 engine; 3 bladed Aero-products propeller, wing racks. ACCEPT. JUNE 1944	7
XP-51G NORTH AMERICAN	AC-37857	2	XC-630-12	Similar to XP-51F except for Rolls Royce "RM-145H" engine and 4 bladed Aero-products propeller. ACCEPT. SEPT. 1944	8
P-51H-NA -1 thru -10	AC-8389 AC-1752	2500 0 2400 1555	630-11	Similar in appearance to later P-51D except: V-1650-9 engine, 4 bladed Aero-products propeller, longer fuselage, major structural changes and decrease in basic weight. T.O. 01-60JF-1 ACCEPT. JAN. 1945	9
XP-51J NORTH AMERICAN	AC-37857	2	-	Similar to XP-51F & G except V-1710-119 engine giving considerable increase in performance. ACCEPT. MARCH 1945	10
NOTES: *P-51B-2 redesignated F-5C-1					11

P-51 "MUSTANG"

WING:
Full cantilever structure of aluminum alloy construction. Made in two sections and bolted together. Employs low-drag laminar type airfoil for high speed flight.

FUSELAGE:
Semi-monocoque, aluminum alloy structure of the four longeron type incorporating a box-beam engine mount structure. Covering of aluminum alloy flush riveted.

EMPERATURE:
Horizontal and Vertical stabilizers are of cantilever construction and are non-adjustable. The rudder and elevator are fabric covered and are equipped with trim tabs controllable from the cockpit.

ALIGNING GEAR:
The hydraulically actuated fully retractable main gear is of the full cantilever half fork type and folds toward the airplane center line during retraction. The main gear is fully enclosed in the retracted position. The tail wheel is steerable and fully retractable.

DEVELOPMENT

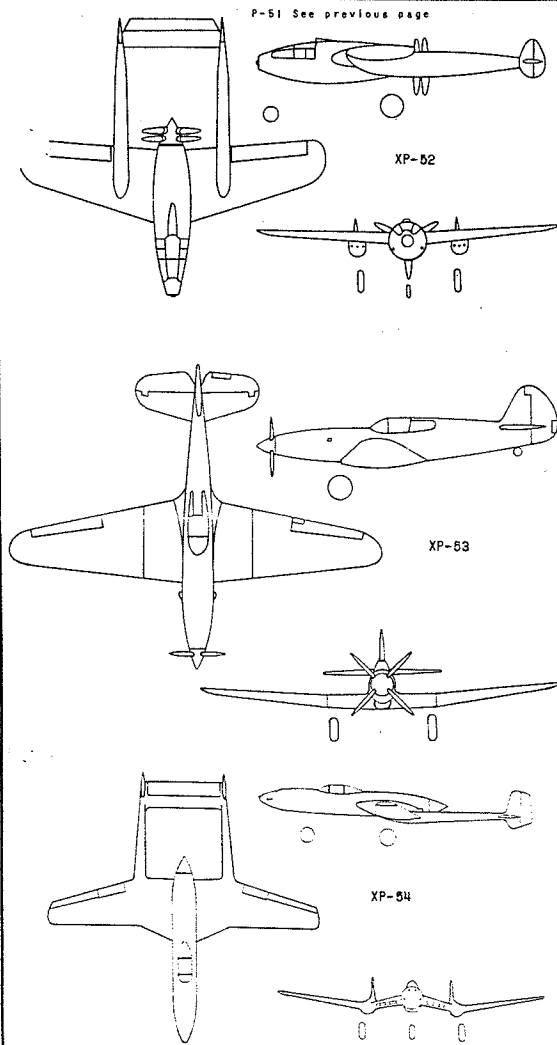
DESIGN INITIATED: MAY 4 1940
CONTRACT DATE: SEPT. 20 1940
CONTRACT DEL. DATE: FEB. 29 1941
ACTUAL DEL. DATE: AUG. 24 1941
PRODUCTION: JULY 1942

THREE VIEWS

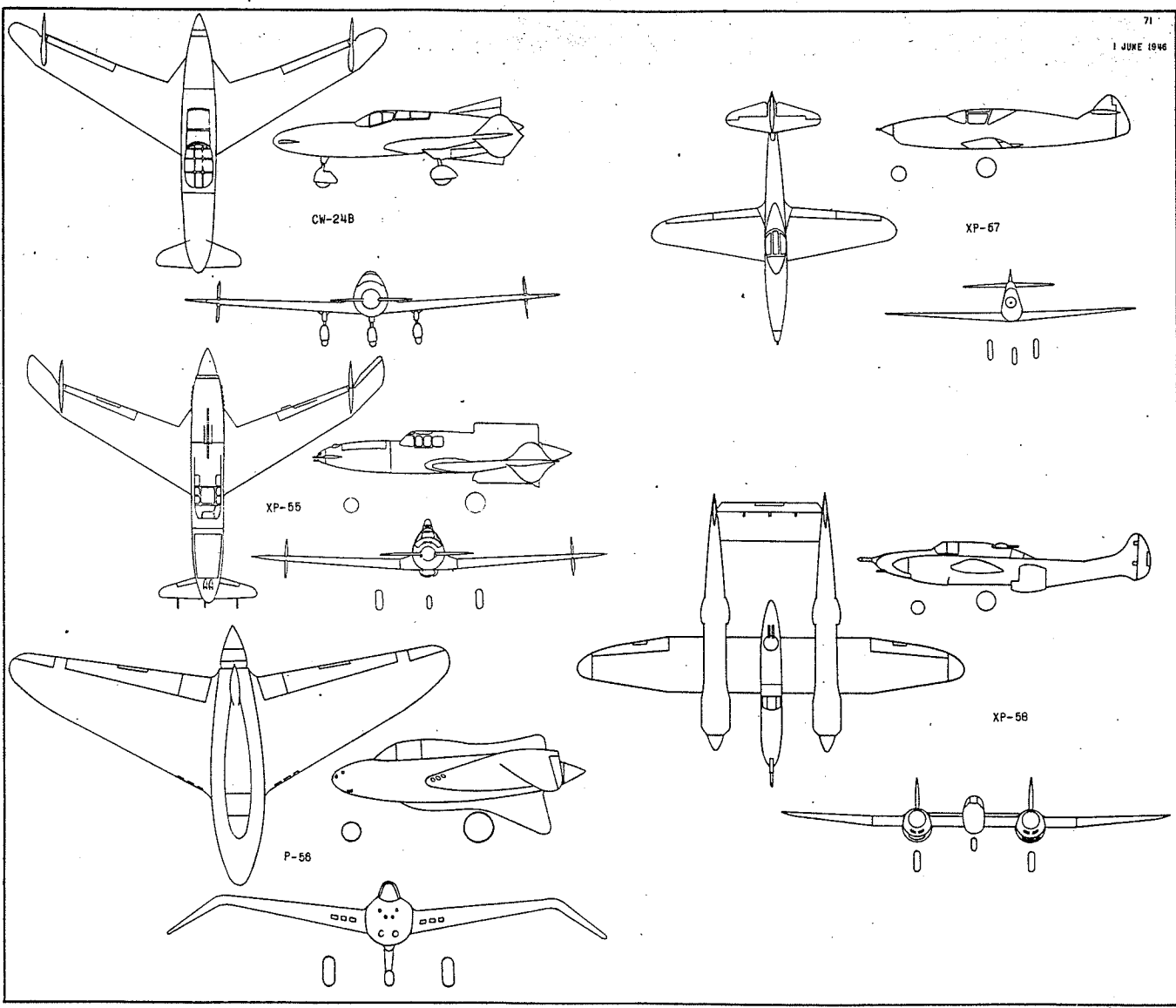
MODEL DESIGNATION

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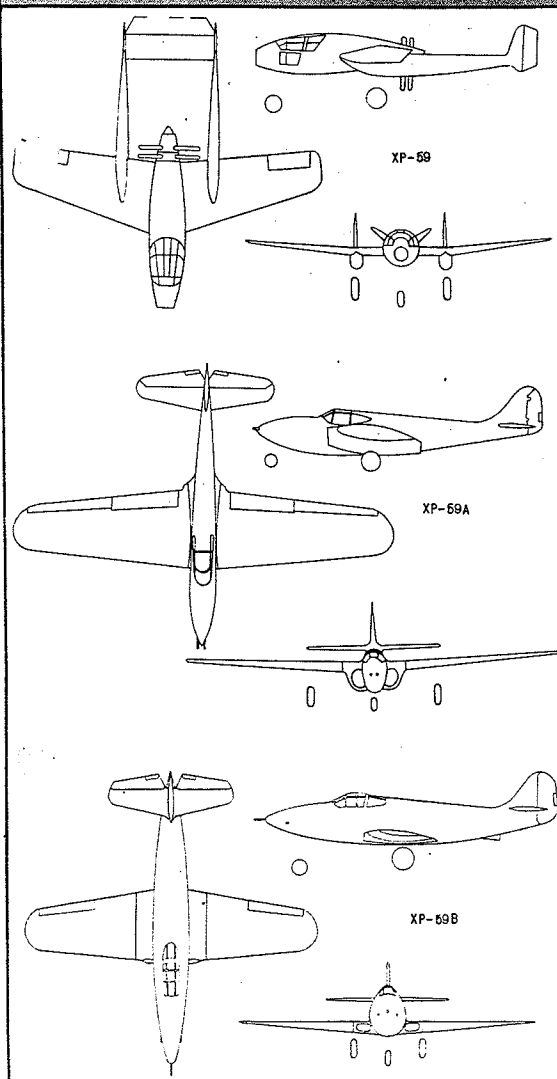


AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
P-51K-NT -1 thru -15	AC-40069	1337	630-10	Same as later P-51D-NT models except: Aeroproducts propeller installed. 163 airplanes were converted to P-51K-1. T.O. 01-60JE-1 ACCEPTED SEPT. 1944	1
P-51L-NA	AC-8389	-	-	Essentially same as P-51H except: V-1650-11 engine.	2
P-51M-NT M & M-1 TP-51M-NT 1	AC-8367 AC-2400	1629 1	-	Essentially same as P-51H except: V-1650-9A engine. TP-51M-1: Trainer version. All airplanes cancelled except one P-51M. ACCEPTED JUNE 1945	3
XP-52 BELL	AC-16352	1	16-945-004	Single seat pusher twin boom design. XI-1430-5 engine installed, dual rotation propeller, tricycle gear, cooling air intake in nose of fuselage. None procured - contract cancelled in favor of XP-59-date Nov. 25, 1941.	4
XP-53 CURTISS	AC-15581	1	XC-622-3	Similar to XP-56 with I-1430-3 engine, combat protection, laminar flow type airfoil. Airplane was converted into static test article for XP-50. Combat protection and guns intended for XP-53 installed in P-50.	5
XP-54 WULTEE "SWOOSIE-BOOSIE"	AC-15019	2	XC-622-48	All metal construction, pressurized cabin, XH-2470-1 engine, turbo, swinging arm to catapult pilot down and clear of pusher propeller. Originally intended for X-1800-4A6 engine and 6 bladed dual rotation propeller. CONTRACT 22 JUNE '40 1ST FLIGHT 15 JAN. '43	6
XP-55 CURTISS "ASCENDER"	AC-22239 AC-29013	1 2	XC-622-13A	XP-55 all metal, canard type, single seater, with V-1710-95 engine, tricycle landing gear, combat protection, propeller ejection device. Original proposal for XP-55 (Curtiss Model P-2480) was based on IV-1430-3 and had guaranteed top speed of 507 mph. Design never built. (1) Curtiss Model 248, a 2 place full scale model to obtain preliminary flight test data on stability and control for XP-55. CONTRACT DATE 11 JUNE 40 1ST FLIGHT OCT. 1943	7
XP-56 NORTHROP "BLACK BULLET"	AC-15021 AC-25060	1 1	XC-622-6A	All metal tailless aircraft (no horizontal tail surface) R-2800-9 engine behind pilot, counter rotating pusher propeller, combat protection, lateral and pitch control maintained by use of "elevons". CONTRACT 22 JUNE 40 1ST FLIGHT 23 MARCH 43 ACCEPTED OCT '43	8
XP-57 TUCKER	AC-15449	1	XC-622-7	Extremely maneuverable, light weight fighter, welded steel tube fuselage, plywood wing. Miller L-510-1 engine mounted behind pilot. Combat protection. Project cancelled.	9
XP-58 LOCKHEED	AC-15857 AC-39212	1 1	XC-621-38	All metal, two place pressurized airplane in appearance similar to P-38. V-3420-11 & -13 engines, combat protection, wing racks, tricycle landing gear, remote control turrets. ACCEPTED DEC. 1944	10
NOTES:					11

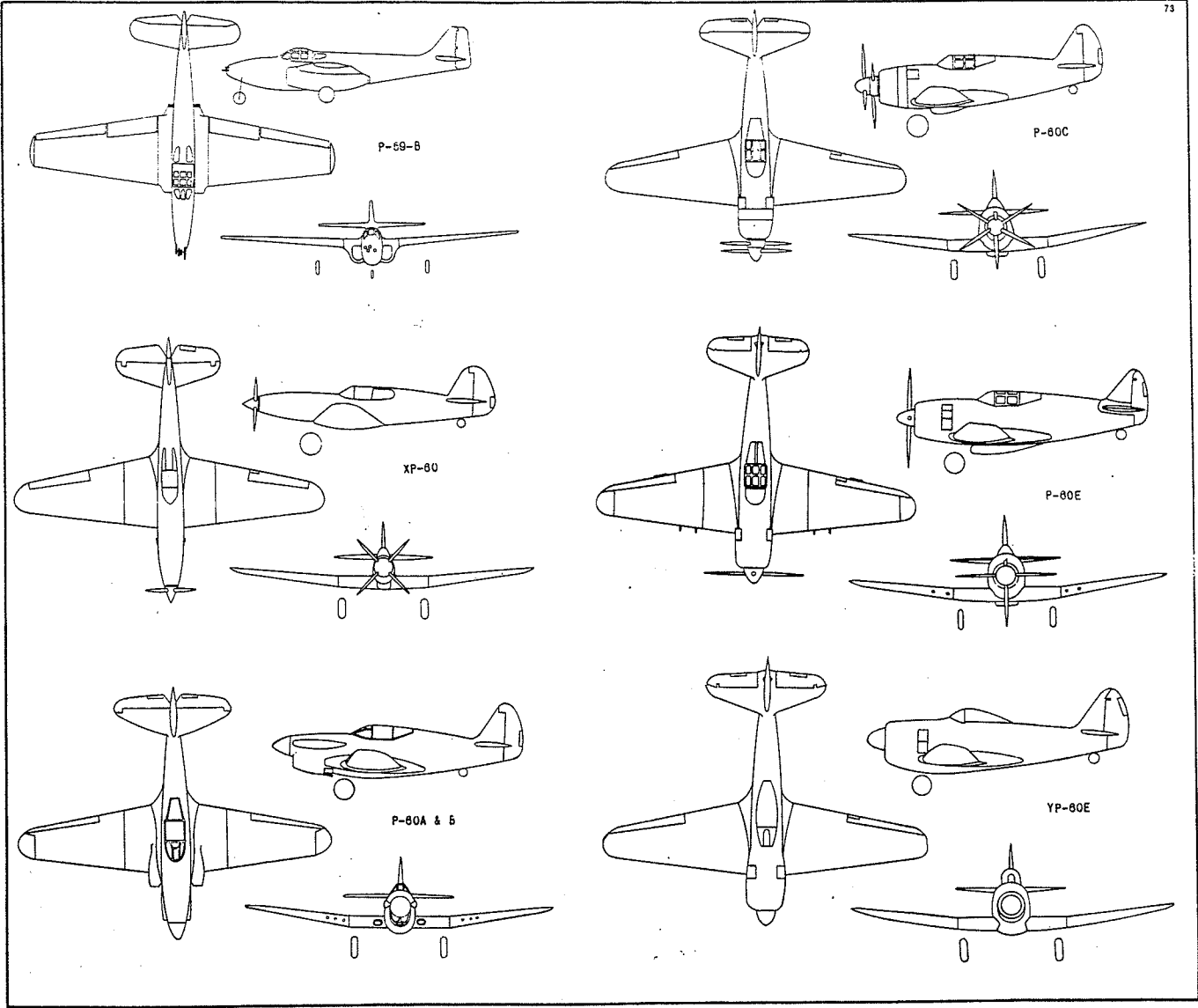


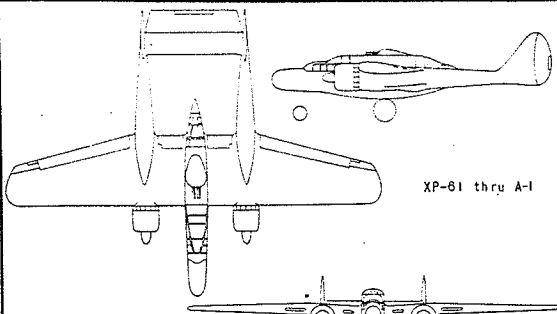
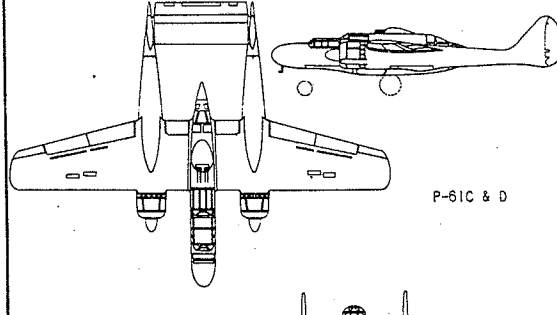
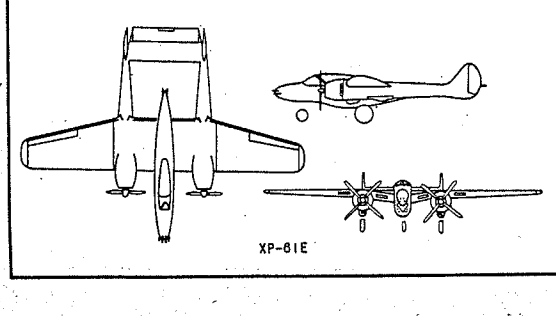


THREE VIEWS

MODEL DESIGNATION



AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
XP-59 BELL (NOT ORIGINAL JET PLANE)	AC-17506	2	XC-622-8	All metal twin boom, pusher type equipped with R-2800-23 engine, dual rotation propellers, combat protection and tricycle landing gear. Project cancelled and designation assigned to first jet plane.	1
XP-59A YP-59A BELL "AEROCOMET" XP-59B	AC-21931	16	XC-633-1	YP-59A all metal jet propelled by G.E. "J-31-5 & -7" jet units, cantilever wing with 3 spar center section, 2 spar outer panels, tricycle gear and pressurized cabin. XP-59A ACCEPTED MARCH 1944 YP-59A ACCEPTED AUG. 1943 T.O. 01-110FF-1X XP-59B all metal single engine jet propelled fighter (Whittle W2B or G.E. 1-16). Project cancelled due to over load on Bell (XP-77, XP-63, XP-59A, & YP-59A). Project turned over to Lockheed resulted in XP-80.	2
(PROJECT DISCONTINUED)					
P-59A-1-BE "AEROCOMET"	AC-590	100	-	Production article of XP-59A with G.E. J-31-5 & -7 jet units, external wing tanks or bombs, increase in weight and change in overall dimensions. T.O. 01-110FF-1 ACCEPTED AUG. 1944	3
P-59B-1-BE "AEROCOMET"	AC-590	30	-	Like P-59A-1 except: built in fuel capacity increased by 66 gal. and weight empty of airplane by approximately 200 lb. T.O. 01-110FF-1 ACCEPTED DEC. 1944	4
XP-60 CURTISS (REDESIGNATED XP-60D)	AC-18551	1	XC-627-1A	Modified P-40D fuselage, laminar flow wings, V-1650-1 engine, split flaps and retractable landing gear hydraulically actuated. Allerons metal covered, rudder and elevator fabric covered. Combat protection. Replaced XP-53. Airplane designed to check performance of laminar flow wing and Merlin engine. 1ST FLIGHT 1943	5
XP-60A YP-60A XP-60B CURTISS	AC-28113 AC-35373	1 1500	-	XP-60A like XP-60 except V-1710-75 engine, 8-11 turbo, 4 bladed propeller, plane dismantled and parts used on XP-60C & E. YP-60A like XP-60 except R-2800-10 engine. Originally planned as service test model of P-60A but was cancelled. XP-60B like XP-60A except type 8 turbo. Later redesignated XP-60E with change to R-2800-10 engine. ACCEPTED OCT. 1943	6
XP-60C CURTISS	AC-28113	1	-	Like XP-60A except: R-2800-63 engine, dual rotation propeller, and change in fuel capacity and armament. ACCEPTED JUNE 1944	7
XP-60D CURTISS	AC-18551	1	-	XP-60 with V-1650-3 engine and 4 bladed Curtiss propeller. ACCEPTED 1942	8
XP-60E YP-60E CURTISS	AC-28113 AC-35373	1 1	-	XP-60E like XP-60B except: R-2800-10 engine, 4 bladed propeller, armament change and combat protection. YP-60E like XP-60E except: R-2800-16 engine and bubble canopy. ACCEPTED XP-60E JUNE 1944 ACCEPTED YP-60E OCT. 1944	9
XP-60F CURTISS	-	-	-	Original YP-60A reworked to accommodate a different engine of the R-2800 series. Project cancelled.	10
NOTES:					11

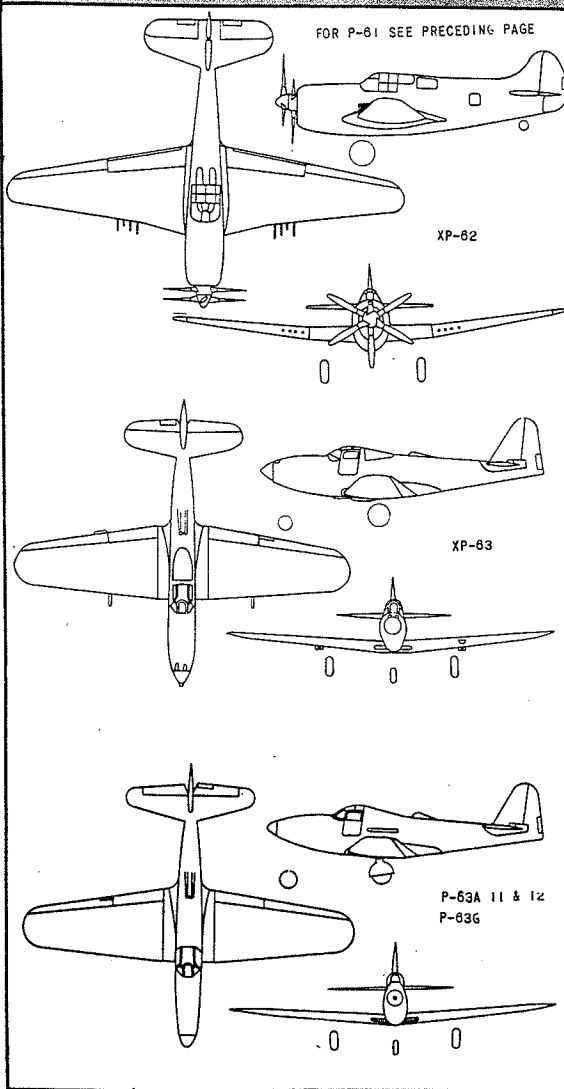


THREE VIEWS			MODEL DESIGNATION			DESCRIPTION		
AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION				
 <p>XP-61 thru A-1</p>	XP-61 NORTHROP	AC-17442	2	XC-622-38	All metal twin boom NIGHT FIGHTER with R-2800-10 engines, 4 bladed propellers and combat protection. First original night fighter, first remote turret controlled by gunner and radar operator, 1st FLIGHT 1943			
	YP-61 NORTHROP P-61-NO	AC-18086 AC-29319 AC-21061	13 270 1560	-	Service test model of XP-61. Designation changed to P-61. T.O. 01-15FB-1 ACCEPT. AUG. 1943			
 <p>P-61A-NO -1</p>	P-61A-NO -1	AC-21061	15	-	Production model of XP-61. T.O. 01-15FB-1 ACCEPT. OCT. 1943			
	P-61A-NO -5,-10,-11	AC-21061	155	-	Like P-61A-1 except: R-2800-65 engines, wing racks carrying bombs or fuel (-11 only). P-61A-1040 equipped with water injection. Turrets removed because of buffeting. T.O. 01-15FB-1 ACCEPT. 1943			
 <p>P-61B-NO -1,-2,-5,-6,-11</p>	P-61B-NO -1,-2,-5,-6,-11	AC-21061	155	-	Like P-61A except: revised nose section, wing racks on -2, -6 & -11, no turret. T.O. 01-15FB-1 ACCEPT. JULY 1944			
	P-61B-NO -10	AC-21061	15	-	Like P-61B-11 except: (4) wing racks accommodating 310 gal. tanks or 1600 lb. bomb size. No turret. T.O. 01-15FB-1 ACCEPT. 1944			
 <p>P-61C & D</p>	P-61B-NO -15,-16,-20,-25 -20"	AC-21061 AC-29319	160 90	-	Like P-61B-10 except: turret replaced (buffeting cured), 2 wing racks for fuel and bombs (-16 only) 4 racks on others. T.O. 01-15FB-1 ACCEPT. 1944			
	P-61C-NO -1,-5,-10	AC-29319	400 41	MS-8E	Like P-61B-25 except R-2800-57, -73, or -77 engines with G.E. turbos and fighter brakes. ACCEPT. JULY 1945			
 <p>XP-61D</p>	XP-61D NORTHROP	AC-2407	2	-	P-61A-1 with R-2800-77 engines, G.E. "CH-5" turbos for increased high altitude performance and provisions for (4) external wing racks. ACCEPT. 1945			
	XP-61E NORTHROP	AC-2407	2	-	Like standard P-61 except: R-2800-85 engines, fuel increase, fuselage cut down to provide bubble canopy. No turrets. Crew composed of Pilot and Co-pilot for long range missions. 1st FLIGHT 1945			
NOTES:					<p>DEVELOPMENT</p> <p>DESIGN INITIATED: NOV. 1940 CONTRACT DATE: JAN. 20 1941 1st FLIGHT: MAY 26 1942 CONTRACT DEL. DATE: NOV. 1 1941 ACTUAL DEL. DATE: JULY 1945 PRODUCTION: AVG. 1943</p>			

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THREE VIEWS

MODEL DESIGNATION



AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
XP-61F P-61G-NO	- MODIFICATION	1 16	- -	XP-61F a two place airplane similar to XP-61E except for changes in radio equipment. P-61G-NO: (16) P-61B-20's modified as weather reconnaissance planes with R-2800-85 engines, armament deleted, right canopy and radio equipment removed. T.O. 01-15F9-1 MODIFIED 1945	1
XP-62 CURTISS P-62A-1-CU	AC-19440 PROJECT CANCELLED	2 -	XC-627-2A ACCEPTED SEPT. 1944	All metal pressurized type with R-3350-17 engine, turbo, and Curtiss dual rotation propeller. Combat protection, laminar flow type airfoil, overall dimensions greater than P-60.	2
XP-63 XP-63A BELL XP-63B	AC-18966 AC-18966 PROJECT CANCELLED	1 1 -	XR-631-1 XR-631-2 ACCEPTED MAY 1943	All metal, V-1710-47 or -93 engine, 4 bladed AeroProducts propeller, 4-.50 cal. guns and 1 - 37 mm cannon. ACCEPTED MAY 1943	3
P-63A-BE -1 thru -10	AC-29318	4400 (1725)	R-631-3	Production model of XP-63A with V-1710-93 engine and provisions for belly and wing racks. T.O. 01-110FP-1 ACCEPTED OCT. 1943	4
P-63A-BE -11 & 12	AC-29318	100	R-631-3	As above except: deletion of armament, external racks and water injection. Plane covered externally with dorsal armor plate and used as target for frangible bullets. MODIFIED 1942	5
P-63C-BE -1 thru -5	AC-29318	675 (1427)	R-631-5A	Like P-63A-10 except: V-1710-117 engine. T.O. 01-110FP-1 ACCEPTED DEC. 1944	6
P-63D-BE	AC-29318	1	R-631-6	Like P-63C-5 except: V-1750-109 engine. A prototype model. ACCEPTED JULY 1943	7
P-63E-BE -1	AC-29318	3225 (113)	-	Like P-63C-5 except: V-1710-109 engine and (2) 3 tube rocket projectors under wings. T.O. 01-110FR-1 ACCEPTED MAY 1945	8
P-63F-BE P-63G-BE 6-6 G-1	AC-29318 AC-29318 AC-11724	2 2 1450 (30)	-	No information on P-63F. P-63G like P-63E except: V-1710-135 engine. Plane covered externally with armor plate and used as target for frangible bullets. P-63F ACCEPTED APRIL 1945 P-63G ACCEPTED JULY 1945	9
XP-63H BELL	MODIFICATION	1	-	Modified P-63E-1BE with V-1710-127 engine incorporating an exhaust driven turbine connected to engine crankshaft to recover power normally lost in exhaust gases. MODIFIED 1945	10
NOTES:					11

P-63

"KING COBRA"

WING:
Two spar cantilever structure of aluminum and magnesium construction. Cooling radiators are located in wing center section aft of the front spar.

FUSELAGE:
Front half based on two built-up beams with transverse framing and stringers, metal covered to maintain contour, aft of rear firewall the structure is of semi-monocoque aluminum alloy design.

EMPERATURE:
Tail surfaces of full cantilever design, constructed from aluminum and magnesium. Movable surfaces are fabric covered.

ALIGNING GEAR:
Electrically actuated, fully retractable tricycle gear is fitted.

DEVELOPMENT

DESIGN INITIATED: FEB. 1941
CONTRACT DATE: JUNE 27 1941
1st FLIGHT: DEC. 7 1942
CONTRACT DEL. DATE: JUNE 29 1942
ACTUAL DEL. DATE: JUNE 19 1945
*PRODUCTION: DEC. 1945