

CURTISS P-40 WARHAWK

P-40 SERVICE

Manufacturer: The Curtiss-Wright Corp., Airplane Division, Buffalo, New York, USA

Models: Hawk 81, Hawk 87
(Developed from the 1935 Curtiss (Model 75) P-36 Hawk)

Designations: P-40; F-40

Names: Warhawk (USAAF); Kittyhawk & Tomahawk (RAF)

First official flight: XP-40 14 Oct 1938
P-40 04 Apr 1940

Factory production period: 1939 – 1944

Primary service period: 1940 – 1945

Last official flight: ZF-40N 1948

P-40 VARIANTS

1940	Hawk 81-A1	P-40	200	
1940	Hawk 81-A1	Tomahawk Mk. I	140	
1941	Hawk 81-A2	P-40B	131	
1941	Hawk 81-A2	Tomahawk Mk. IIA	110	
1941	Hawk 81-A3	P-40C	193	
1941	Hawk 81-A3	Tomahawk Mk. IIB	930	Total: 01704
1941	Hawk 87-A1	P-40D	23	
1941	Hawk 87-A2 / -B2	P-40E	820	
1941	Hawk 87-A1 / -A2	Kittyhawk Mk. I	560	
1941	Hawk 87-A3 / -A4	Kittyhawk Mk. IA	1500	Total: 02903
1942	Hawk 87-B3	P-40F	1082	
1942	Hawk 87	P-40K	948	
1942	Hawk 87-B4	P-40L	600	
1942	Hawk 87	P-40M	336	
1942	Hawk 87	Kittyhawk Mk. II / IIA	330	
1942	Hawk 87	Kittyhawk Mk. III	616	Total: 03912
1943	Hawk 87-W	P-40N	4632	
1943	Hawk 87-V	Kittyhawk Mk. IV	588	Total: 05220
				<u>Total: 13739</u>

P-40 VARIANTS – TYPE COMPARISON

<u>USAAF</u>		<u>British RAF</u>	
P-40	200	Tomahawk Mk. I	140
P-40B	131	Tomahawk Mk. IIA	110
P-40C	193	Tomahawk Mk. IIB	930

P-40D	23	Kittyhawk Mk. I	20

P-40E	820	Kittyhawk Mk. I	540
P-40E-1	-	Kittyhawk Mk. IA	1500

P-40F	1082	Kittyhawk Mk. IIA	230
P-40K	948	Kittyhawk Mk. III	160
P-40K-1	-	Kittyhawk Mk. III	192
P-40L	600	Kittyhawk Mk. II	100
P-40M	336	Kittyhawk Mk. III	264

P-40N	4632	-	-
P-40N-1	-	Kittyhawk Mk. IV	588
Total: 8965		Total: 4774	

P-40 PRODUCTION

XP-40

Model 75P, 1938, P-36A (38-010), re-engined as the Warhawk prototype. Modifications made in 1939 to increase performance.

P-40

Redesigned fuselage, engine upgrade, 2 wing, 2 nose guns. First 3 airframes as service test models designated as YP-40.

produced 1939 – 1940

Curtiss Buffalo, New York (CU)

39-156 / 39-289 13033 / 13166

40-292 / 40-357 13167 / 13232

44 later converted to P-40G, 16 to Russia.

390 additional airframes cancelled.

200 Total: 00200

Tomahawk Mk. I

RAF version of the P-40. Redesignated as Tomahawk Mk. II after mods with 4 wing guns, 2 nose guns.

produced

Curtiss Buffalo, New York (CU)

(RAF) AH741 / AH840 14446 / 14545

(RAF) AH841 / AH880 14091 / 14130

140 Total: 00140

P-40B

As P-40, 4 wing guns, 2 nose guns, various combat upgrades.

produced 1941

Curtiss Buffalo, New York (CU)

41-5205 / 41-5304 15973 / 16072

41-13297 / 41-13327	16073 / 16103	131	Total: 00131
Tomahawk Mk. IIA			
<i>RAF version of the P-40B.</i>			
<i>produced</i>			
Curtiss Buffalo, New York (CU)			
(RAF) AH881 / AH970	14131 / 14220	110	Total: 00110
(RAF) AH971 / AH990	14582 / 14601		
<i>24 to Russia.</i>			
P-40C			
<i>As P-40B, improved equipment,</i>			
<i>belly drop tank.</i>			
<i>produced 1941</i>			
Curtiss Buffalo, New York (CU)			
41-13328 / 41-13520	16104 / 16296	193	Total: 00193
Tomahawk Mk. IIB			
<i>RAF version of the P-40C.</i>			
<i>produced</i>			
Curtiss Buffalo, New York (CU)			
(RAF) AH991 / AH999	14602 / 14610		
(RAF) AK100 / AK440	14611 / 14951		
(RAF) AK441 / AK470	15312 / 15341		
(RAF) AK471 / AK570	15423 / 15522		
(RAF) AM370 / AM519	15823 / 15972		
(RAF) AN218 / AN517	17817 / 18116	930	Total: 00930
<i>100 to China for "Flying Tigers", 195 to Russia.</i>			
<i>Some to Australia, Egypt, South Africa, Turkey.</i>			
P-40D			
<i>Redesigned fuselage, chin intake,</i>			
<i>canopy, engine upgrade, 4 wing</i>			
<i>guns only.</i>			
<i>produced 1941</i>			
Curtiss Buffalo, New York (CU)			
40-359 / 40-381	13234 / 13256	23	Total: 00023
P-40E			
<i>As P-40D, 6 wing guns.</i>			
<i>produced 1941 – 1942</i>			
Curtiss Buffalo, New York (CU)			
40-358	13233		
40-382 / 40-681	13257 / 13556		
41-5305 / 41-5744	16297 / 16736		
41-13521 / 41-13599	16737 / 16815	820	Total: 00820
<i>84 to RAAF as A29-1 / A29-29,</i>			
<i>A29-31 / A29-72, A29-75 / A29-79,</i>			
<i>A29-81, A29-154 / A29-157,</i>			
<i>A29-159, A29-162, A29-163.</i>			
<i>220 to Russia.</i>			
Kittyhawk Mk. I			
<i>RAF version of the P-40D / E.</i>			
<i>produced 1941</i>			
Curtiss Buffalo, New York (CU)			
<i>Based on the 4-gun Model 87-A1 P-40D:</i>			
(RAF) AK571 / AK590	14952 / 14971	20	

Based on the 6-gun Model 87-A2 P-40E:

(RAF) AK591 / AK870 14972 / 15251
(RAF) AK871 / AK950 15342 / 15421
(RAF) AK951 / AK999 18695 / 18743
(RAF) AL100 / AL230 18744 / 18874

540 **Total: 00560**

72 to RCAF as 1028 / 1099.

24 to Turkey as 3701 / 3724.

Kittyhawk Mk. IA

RAF Lend-Lease version of the 6-gun

P-40E. USAAF designation P-40E-1.

produced 1941 – 1942

Curtiss Buffalo, New York (CU)

41-24776 / 41-25195 18975 / 19394

Delivered to RAF as:

(RAF) ET100 / ET519

41-35874 / 41-36953 19707 / 20786

1500 **Total: 01500**

Delivered to RAF as:

(RAF) ET520 / ET999

(RAF) EV100 / EV699

78 to RAAF as A29-30, A29-74,

A29-80, A29-82 / A29-153,

A29-158, A29-160, A29-161.

12 to RCAF as 720 / 731.

62 to RNZAF as NZ3001 / NZ3044,

NZ3091 / NZ3107, NZ3271.

704 to Russia, 17 to Turkey.

P-40F

As XP-40F, Packard Merlin engine

upgrade. 700 with "short" P-40E

fuselage, 612 with "long" fuselage.

1082 delivered as P-40F. 230

delivered as Kittyhawk Mk. IIA.

produced 1942 – 1943

Curtiss Buffalo, New York (CU)

41-13600 / 41-14599 16816 / 17815

41-19733 / 41-20044 19395 / 19706

1082 **Total: 01082**

1 (41-13696), static test airframe.

P-40H – Not used.

P-40I – Not used.

P-40J – Projected high-altitude version of the P-40E, cancelled.

P-40K

As P-40E, engine / armament upgrade.

800 with "short" fuselage and reshaped

tail, 500 with "long" fuselage. 948

delivered as P-40K. 352 delivered as

Kittyhawk Mk. III.

produced 1942

Curtiss Buffalo, New York (CU)

42-9730 / 42-10429 21114 / 21813

42-45722 / 42-45896 18520 / 18694

42-45897 / 42-45996 18875 / 18974

42-45997 / 42-46321 20789 / 21113

948 **Total: 00948**

40 to RAAF as A29-164 / A29-203.
9 to RCAF.
23 to RNZAF as NZ3045 / NZ3065,
NZ3090, NZ3108.
31 to Brazil, 313 to Russia.
3 additional airframes cancelled.

P-40L

As "long" fuselage P-40F, lightweight version, 4 wing guns. 600 delivered as **P-40L**. 100 delivered as **Kittyhawk Mk. II**.

produced 1942 – 1943

Curtiss Buffalo, New York (CU)

42-10430 / 42-10726 15526 / 15822

42-10727 / 42-11129 18117 / 18519

600 **Total: 00600**

1 to RNZAF as NZ3074, returned to US.

607 additional airframes cancelled.

P-40M

As "long" fuselage P-40K, for Lend-Lease, engine upgrade, minor changes. 336 delivered as **P-40M**. 264 delivered as **Kittyhawk Mk. III**.

produced 1942 – 1943

Curtiss Buffalo, New York (CU)

43-5403 / 43-6002 27091 / 27690

336 **Total: 00336**

92 to RAAF as A29-204, A29-205,
A29-300 / A29-389.

15 to RCAF as 831 / 845.

35 to RNZAF as NZ3066 / NZ3073,
NZ3075 / NZ3089, NZ3109 / NZ3119,
NZ3180.

10 to Brazil, 50 to Russia.

Kittyhawk Mk. II / IIA

RAF version of the P-40F / L.

produced 1942 – 1943

Curtiss Buffalo, New York (CU)

Delivered from **P-40F** s/n designated as **Kittyhawk Mk. IIA**:

(RAF) FL219 / FL448 N/A

230

Delivered from **P-40L** s/n:

(RAF) FS400 / FS499 N/A

100 **Total: 00330**

Most to Free French, Russia and USAAF.

Kittyhawk Mk. III

RAF version of the P-40K / M. P-40K with "long" fuselage from s/n: FR414.

produced 1942 – 1943

Curtiss Buffalo, New York (CU)

Delivered from **P-40K** s/n:

(RAF) FL714 / FL730 N/A

(RAF) FR116 / FR140 N/A

(RAF) FR385 / FR392 N/A

(RAF) FR412 / FR521 N/A

160

Delivered from **P-40K** s/n with USAAF designation **P-40K-1**:

(RAF) FL710 / FL713 N/A

(RAF) FL875 / FL905 N/A

(RAF) FR111 / FR115	N/A	
(RAF) FR210 / FR361	N/A	192
<i>Delivered from P-40M s/n:</i>		
(RAF) FR779 / FR872	N/A	
(RAF) FS100 / FS269	N/A	264
<i>- 170 to Russia.</i>		

Total: 00616

P-40N

As P-40M, reduced weight version, redesigned canopy, 4 or 6 wing guns. 4632 delivered as P-40N and TP-40N 2-seaters. 588 delivered as Kittyhawk Mk. IV.

produced 1943 – 1944

Curtiss Buffalo, New York (CU)

42-104429 / 42-106428 28191 / 30190

43-22752 / 43-24751 30691 / 32690

44-7001 / 44-8000 32741 / 33740

44-47749 / 44-47968 33741 / 33960

4632 **Total: 04632**

553 to RAAF as A29-400 / A29-587, A29-600 / A29-704, A29-800 / A29-828, A29-900 / A29-928, A29-1000 / A29-1079, A29-1100 / A29-1221.

35 to RCAF as 846 / 880.

172 to RNZAF as NZ3120 / NZ3179,

NZ3181 / NZ3270, NZ3272 / NZ3293.

41 to Brazil, 67 to NEIAF, 1097 to Russia,

some to China, South Africa.

780 additional airframes cancelled.

P-40O – Not used.

P-40P – Projected P-40N with engine upgrade, cancelled.

Kittyhawk Mk. IV

RAF version of the P-40N.

produced 1943 – 1944

Curtiss Buffalo, New York (CU)

Delivered from P-40N s/n with

USAAF designation P-40N-1:

(RAF) FR884, FR885 N/A

(RAF) FS270 / FS399 N/A

- 130 to Russia.

(RAF) FT849 / FT954 N/A

(RAF) FX498 / FX847 N/A

588 **Total: 00588**

Total: 13739

P-40 CONVERSIONS & TRANSFERS

USAAF

RP-40 1+ P-40, 1942, redesignation as “restricted” from combat.

P-40A 1 P-40 (40-326), 1942, photo equipment in rear fuselage.

RP-40B 1+ P-40B, 1943, redesignation as “restricted” from combat.

RP-40C 1+ P-40C, 1943, redesignation as “restricted” from combat.

RP-40D 1+ P-40D, 1943, redesignation as “restricted” from combat.

P-40EF	1+	P-40E / K, 2-seater Russian conversions with reconn. camera.
P-40ES	2	P-40E, 2-seater trainer with extra cockpit.
TP-40F	2	P-40F, 2-seater trainer with extra cockpit.
YP-40F	1	P-40F (41-13602), 1942-1943, revised air scoop design for cooling tests.
TP-40K	1	P-40K, 2-seater trainer with extra cockpit.
XP-40K	1	P-40K (42-10219), 1942-1944, prototype with wing mounted radiator inlets.
TP-40L	1+	P-40L, 2-seater trainer with extra cockpit.
TP-40M	1+	P-40M, 2-seater trainer with extra cockpit.
TP-40N	30	P-40N, 2-seater trainer with extra cockpit, many more were factory built.
XP-40N	1	P-40N (43-24571), prototype with bubble canopy, also designated as P-40XN-1. Later converted to an XP-40Q.
P-40R	123	P-40F / L, 1944-1945, retrofitted with Allison engines. 70 P-40F became P-40R-1, 53 P-40L became P-40R-2.
ZF-40N	1+	P-40N, 1948, redesignation as "obsolete."
(Model 81-AG) XP-40G	1	P-40 (39-221), 1941, prototype P-40 with Mk. IIB wings, 6 wing guns. 43 converted as P-40G-CU , some with new s/n: 42-14261 / 42-14274, 42-14277, 42-14278, 42-14281. 16 later sent to Russia. All 44 redesignated as RP-40G in 1943 as "restricted" from combat.
(Model 87-D) XP-40F	1	P-40D (40-360), 1941-1943, RR Merlin engine upgrade.
(Model 87-X) XP-40Q	3	2 P-40K (42-9987, 42-45722) / 1 P-40N (43-24571), 1942-1947, prototype modifications to airframe and engines, clipped wings, 4-bladed prop, bubble canopy.

FOREIGN MILITARY SERVICE

- *P-40s in service during WW2 with Australia, Brazil, Canada, China, Egypt, Free French, New Zealand, Russia, South Africa and Turkey.*
- *P-40s in brief service post WW2 with Brazil, Chile, China and The Netherlands.*