

CURTISS P-40 WARHAWK

P-40 SERVICE

Manufacturer: The Curtiss-Wright Corp., Airplane Division, Buffalo, N.Y., 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 14/10/1938

P-40 04/04/1940

Factory production period: 1939 – 1944

Primary service period: 1940 – 1945

Last official flight: ZF-40N 1948

P-40 VARIANTS

1940	Hawk 81A-1	P-40	200	
1940	Hawk 81A-1	Tomahawk Mk. I	140	
1941	Hawk 81A-2	P-40B	131	
1941	Hawk 81A-2	Tomahawk Mk. IIA	110	
1941	Hawk 81A-3	P-40C	193	
1941	Hawk 81A-3	Tomahawk Mk. IIB	930	Total: 01704
1941	Hawk 87A-1	P-40D	23	
1941	Hawk 87A-2/B-2	P-40E	820	
1941	Hawk 87A-1/-2	Kittyhawk Mk. I	560	
1941	Hawk 87A-3/-4	Kittyhawk Mk. IA	1500	Total: 02903
1941	Hawk 87B-3	P-40F	1082	
1942	Hawk 87	P-40K	948	
1942	Hawk 87B-4	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 87W	P-40N	4632	
1943	Hawk 87V	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 served as service test models designated YP-40.

produced 1939 – 1940

Curtiss Buffalo, New York (CU)

39-156 / 39-289 13033 / 13166

40-292 / 40-357 13167 / 13232

200 **Total: 00200**

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

390 additional airframes cancelled.

Tomahawk Mk. I

RAF version of the P-40. Redesignated as Tomahawk Mk. II after combat 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

Curtiss Buffalo, New York (CU)

41-5205 / 41-5304 15973 / 16072

41-13297 / 41-13327 16073 / 16103

131 **Total: 00131**

Tomahawk Mk. IIA

RAF version of the P-40B.

produced

Curtiss Buffalo, New York (CU)

(RAF) AH881 / AH970 14131 / 14220

(RAF) AH971 / AH990 14582 / 14601

24 to Russia.

110 **Total: 00110**

P-40C

As P-40B, improved equipment, belly drop tank.

produced 1941

Curtiss Buffalo, New York (CU)

41-13328 / 41-13520 16104 / 16296

193 **Total: 00193**

Tomahawk Mk. IIB

RAF version of the P-40C.

produced

Curtiss Buffalo, New York (CU)

(RAF) AH991 / AH999 14658 / 14666

(RAF) AK100 / AK290 14761 / 14951

(RAF) AK291 / AK570 15243 / 15522

(RAF) AM370 / AM519 15823 / 15972

(RAF) AN218 / AN517 17817 / 18116

100 to China for "Flying Tigers", 195 to Russia.

Some to Australia, Egypt, South Africa, Turkey.

930 **Total: 00930**

P-40D

Redesigned fuselage, chin intake, canopy,

engine upgrade, 4 wing guns only.

produced

Curtiss Buffalo, New York (CU)

40-359 / 40-381 13234 / 13256

1 additional airframe cancelled.

1519 aircraft s/n amended to later models.

23 **Total: 00023**

P-40E

As P-40D, 6 wing guns.

produced 1941

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

84 to RAAF as A29-1 / A29-29,

A29-31 / A29-72, A29-75 / A29-79,

A29-81, A29-154 / A29-157,

A29-159, A29-162, A29-163.

220 to Russia.

820 **Total: 00820**

Kittyhawk Mk. I

RAF version of the P-40D / E.

produced

Curtiss Buffalo, New York (CU)

Based on the 4-gun Model 87A-1 P-40D:

(RAF) AK571 / AK590 14952 / 14971

20

Based on the 6-gun Model 87A-2 P-40E:

(RAF) AK591 / AK870 14972 / 15251

(RAF) AK871 / AK950 15342 / 15421

(RAF) AK951 / AK999	18695 / 18743	
(RAF) AL100 / AL230	18744 / 18874	540
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	18795 / 19214	
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Delivered to RAF as:

(RAF) ET100 / ET519

41-35874 / 41-36953	19395 / 20474	1500
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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. II**.*

produced 1942

Curtiss Buffalo, New York (CU)

41-13600 / 41-14599	-	
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41-19733 / 41-20044	-	
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1 (41-13696), static test airframe.

1082 **Total: 01082**

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, many block changes.

200 with "short" fuselage, 1100 with "long" fuselage.

Original s/n's: 42-65902 / 42-66501, 42-64502 / 42-65201.

*948 delivered as **P-40K**.*

*352 delivered as **Kittyhawk Mk. III**.*

produced

Curtiss Buffalo, New York (CU)

42-9730 / 42-10429	21114 / 21813	
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42-45722 / 42-46321	15523 / 16122	
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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.

948 **Total: 00948**

P-40L

As P-40F, lightweight version, 4 wing guns, less armour.

50 with "short" fuselage, 650 with "long" fuselage.

Original s/n's: 42-65202 / 42-65901.

600 delivered as **P-40L**.

100 delivered as **Kittyhawk Mk. II**.

produced 1942 – 1943

Curtiss Buffalo, New York (CU)

42-10430 / 42-11129 -

1 to RNZAF as NZ3074, returned to US.

607 additional airframes cancelled.

600 **Total: 00600**

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

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

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.

produced

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:

(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

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

(RAF) FR779 / FR872 N/A

(RAF) FS100 / FS269 N/A

264 **Total: 00616**

- 170 to Russia.

P-40N

*As P-40M, reduced weight version, redesigned canopy, 4 or 6 wing guns, many block changes.
4632 delivered as **P-40N**, some as **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

Curtiss Buffalo, New York (CU)

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

*(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

USAAF

RP-40	1+	P-40, 1942, redesignation as “restricted” from combat.
P-40A	1	P-40(40-326), 1941, 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 conversion with roconn. 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), 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), prototype with wing mounted radiator inlets.

- TP-40M 1+ P-40M, 2-seater trainer with extra cockpit.
- TP-40N 30 P-40N, 2-seater trainer with extra cockpit, some were factory built.
- XP-40N** 1 P-40N(44-24571), prototype with bubble canopy. Also designated P-40XN.
- 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 87D) XP-40F**
- 1 P-40D(40-360), 1941, RR Merlin engine upgrade.
- (Model 87-X) XP-40Q**
- 3 2 P-40K(42-9987, 42-45722) / 1 P-40N(43-24571), prototype modifications to
airframe and engines - clipped wings, 4-bladed prop, bubble canopy.

FOREIGN MILITARY SERVICE

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