

NORTHROP P-61 BLACK WIDOW

P-61 SERVICE

Manufacturer: Northrop Aircraft Inc., Hawthorne, California, USA
Model: NS-8A
Designations: P-61; F-15, F-61, F2T, R-15
Names: Black Widow; Reporter (F-15)

First official flight: XP-61 26/05/1942
Factory production period: 1942 – 1947
Primary service period: 1943 – 1949
Last official flight: RF-61C 1952

P-61 VARIANTS

1942	Model NS-8A	XP-61	2	
1943	Model NS-8A	YP-61	13	Total: 015
1943	Model NS-8A	P-61A	200	
1944	Model NS-8A	P-61B	450	
1945	Model NS-8A	P-61C	41	Total: 691
1946	Model NS-8A	F-15A	36	Total: 036
				<u>Total: 742</u>

P-61 PRODUCTION

XP-61

*Prototype night-fighter, twin engine, twin boom.
produced 1942*

Northrop Hawthorne, California (NO)
41-19509, 41-19510 -

2 **Total: 002**

YP-61

*As XP-61, service test aircraft, engine upgrade.
produced 1943*

Northrop Hawthorne, California (NO)
41-18876 / 41-18888 -

13 **Total: 013**

P-61A

*As YP-61, revised canopy, last 155 with engine upgrade,
last 163 without top turret, combat modifications.*

*Redesignated as F-61A in 1948.
produced*

Northrop Hawthorne, California (NO)
42-5485 / 42-5634 -
42-39348 / 42-39397 -

200 **Total: 200**

P-61B

As P-61A, longer nose - radar upgrade, top turret re-installed on later airframes.

*Redesignated as **F-61B** in 1948.*

produced

Northrop Hawthorne, California (NO)

42-39398 / 42-39757 -

43-8231 / 43-8320 -

450 **Total: 450**

P-61C

As P-61B, engine / prop upgrade, air-brakes.

*Redesignated as **F-61C** in 1948.*

produced

Northrop Hawthorne, California (NO)

43-8321 / 43-8361 -

41 **Total: 041**

551 additional airframes cancelled.

F-15A Reporter

As XF-15A, photo reconn. version, redesigned nose section for cameras, unarmed.

*Later redesignated **R-15A**, then **RF-61C** in 1948.*

produced 1946 – 1947

Northrop Hawthorne, California (NO)

45-59300 / 45-59335 3201 / 3236

36 **Total: 036**

139 additional airframes cancelled.

Total: 742

P-61 CONVERSIONS

USAAF

XP-61D	2	P-61A(42-5559, 42-5587), 1944-1946, major engine upgrade. Original designation was XP-61C. Conversions by Goodyear Aircraft Corp., Ohio.
XP-61E	2	P-61B(42-39549, 42-39557), 1945, major redesign of center section and cockpit (bubble canopy), armament altered for day-fighter tests.
(XF-15)	1	XP-61E(42-39549), 1945, conversion with 6 cameras in modified nose.
XP-61F	-	<i>Proposed conversion similar to XP-61E, cancelled.</i>
P-61G	16	P-61B, 1945, weather reconnaissance conversions, unarmed. Conversions by Douglas Aircraft Co., Oklahoma.
XP-61H	-	<i>Proposed long-range conversion with fuel tank in place of gun turret. Many P-61's field converted to this standard with same designation.</i>
XF-15A	1	P-61C(43-8335), 1945, prototype conversion with XF-15 fuselage.
ZF-61A	1+	F-61A, redesignation as "obsolete".
EF-61C	1	F-61C(43-8357), conversion as electronics test aircraft.

US Navy

F2T-1N	12	P-61A, 1945-1947, crew trainers in service with the USMC. Assigned BuNo. 52750 / 52761.
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CIVILIAN SERVICE

- Some P-61's sold on the civil market post WW2 as fire-bombers, private executive transports and circuit racers etc.