

# DOUGLAS A-26 INVADER

## A-26 SERVICE

*Manufacturer:* The Douglas Aircraft Co. Inc., Santa Monica, California, USA  
*Model:* D-538  
*Designations:* A-26; B-26, JD  
*Names:* Invader; Counter Invader (B-26K)

*First official flight:* XA-26 10/07/1942  
*Factory production period:* 1942 – 1945  
*Primary service period:* 1944 – 1969  
*Last official flight:* VB-26B 10/1972

## A-26 VARIANTS

1942	<b>Model D-538</b>	<b>XA-26</b>	1	
1942	<b>Model D-538</b>	<b>XA-26A</b>	1	
1942	<b>Model D-538</b>	<b>XA-26B</b>	1	<b>Total: 0003</b>
1943	<b>Model D-538</b>	<b>A-26B</b>	1381	
1943	<b>Model D-538</b>	<b>A-26C</b>	1289	<b>Total: 2670</b>
1945	<b>Model D-538</b>	<b>XA-26E</b>	1	
1945	<b>Model D-538</b>	<b>XA-26F</b>	1	<b>Total: 0002</b>
				<b><u>Total: 2675</u></b>

## A-26 PRODUCTION

### **XA-26**

*Prototype twin-engined attack bomber, glass nose.*

*produced 1942*

Douglas El Segundo, California (DE)

41-19504 1004

1 **Total: 0001**

### **XA-26A**

*Prototype night-fighter version, solid nose with radar, 20mm cannon in ventral tray.*

*produced 1942*

Douglas El Segundo, California (DE)

41-19505 1005

1 **Total: 0001**

### **XA-26B**

*Prototype ground-attack version, solid nose with 75mm cannon.*

*produced 1942*

Douglas El Segundo, California (DE)

41-19588 1006

1 **Total: 0001**

*A-26A – Production order cancelled.*

## A-26B

As XA-26B, solid nose (6 guns), dorsal, ventral turrets. Later with modified enlarged canopy and 8 gun nose.

\* Odd numbers between c/n: 18574 / 18648 (37).

produced 1943 – 1945

Douglas Long Beach, California (DL)

41-39100 / 41-39151	6813 / 6864	
41-39153 / 41-39192	6866 / 6905	
41-39194	6907	
41-39196 / 41-39198	6909 / 6911	
41-39201 / 41-39599	6914 / 7312	
44-34098 / 44-34585	27377 / 27864	
44-34587 / 44-34753	27866 / 28032	
44-34776	28055	1151

Completed but not AAF delivered:

44-34754 / 44-34775	28033 / 28054	
44-34777 / 44-34779	28056 / 28058	25

418 additional airframes cancelled.

Douglas Tulsa, Oklahoma (DT)

43-22252 / 43-22303	18399 / 18450	
43-22305 / 43-22307	18452 / 18454	
43-22313 / 43-22345	18460 / 18492	
43-22350 / 43-22466	mixed 18497 to 18736 *	205

**Total: 1381**

XA-26C – Projected prototype with nose mounted 20mm cannon, cancelled.

## A-26C

As A-26B, bomber version, glass nose.

\* Even numbers between c/n: 18574 / 18648 (38).

produced 1943 – 1945

Douglas Long Beach, California (DL)

41-39152, 41-39193	6865, 6906	
41-39195, 41-39199	6908, 6912	
41-39200	6913	5

Douglas Tulsa, Oklahoma (DT)

43-22304	18451	
43-22308 / 43-22312	18455 / 18459	
43-22346 / 43-22349	18493 / 18496	
43-22467 / 43-22751	mixed 18499 to 18898 *	
44-35198 / 44-35562	28477 / 28841	
44-35564 / 44-35947	28843 / 29226	
44-35953, 44-35955	28232, 29234	
44-35957 / 44-35996	29236 / 29275	1086

Completed but not AAF delivered:

44-35948 / 44-35952	29227 / 29231	
44-35954, 44-35956	29233, 29235	7

Completed and scrapped:

44-35997 / 44-36187	29276 / 29466	191
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**Total: 1289**

1809 additional airframes cancelled.

*A-26D – 1945, order for 750 A-26D-DL, cancelled after VJ Day.*

### **XA-26E**

*Prototype (A-26C), engine upgrade,  
glass nose.*

*produced 1945*

Douglas Tulsa, Oklahoma (DT)

44-35563

28842

**1 Total: 0001**

*A-26E – 1945, order for 3250 A-26E-DT, cancelled after VJ Day.*

### **XA-26F**

*Prototype (A-26B), engine upgrade  
with fuselage mounted jet engine.*

*Redesignated as **XB-26F** in 1948.*

*produced 1945*

Douglas Long Beach, California (DL)

44-34586

27865

**1 Total: 0001**

*A-26Z – 1945, projected post-war version as the A-26G and A-26H,  
cancelled after VJ Day.*

**Total: 2675**

## **A-26 CONVERSIONS**

### **Military Conversions**

#### **USAAF / USAF**

CA-26B	1+	A-26B, cargo transports.
FA-26C	1+	A-26C, 1945, night reconnaissance aircraft with cameras and radar.
(RB-26C)	1+	1948, redesignation of FA-26C.
(RB-26L)	2	RB-26C, 1963, night reconnaissance aircraft used in South Vietnam.
TA-26B/C	1+	A-26B/C, dual control trainers.
VA-26B/C	1+	A-26B/C, VIP transports.
<b>XA-26D</b>	<b>2</b>	<b>A-26B (41-39543, 44-34100), 1945-1948, engine upgrade, 4-bladed props, solid nose.</b>
<b>(B-26D)</b>	<b>2</b>	<b>1948-1950, redesignation of XA-26D.</b>
<b>B-26B / B-26C, 1948, redesignation of A-26B and A-26C</b>		
CB-26B/C	1+	Cargo transports.
DB-26B/C	1+	Drone Control (RPV) conversions.
EB-26B/C	1+	Aircraft used for missile guidance research, also designated <b>ETB-26B/C</b> .
GB-26B/C	1+	Ground instructional conversions.
JB-26B/C	1+	Temp conversions for test duties, also designated <b>JTB-26B/C</b> .
NB-26B/C	1+	Permanent conversions for test duties.
RB-26B/C	1+	Reconnaissance conversions.
TB-26B/C	1+	Target-tugs and advanced trainers with dual controls.
VB-26B/C	1+	VIP transports.
WB-26B/C	1+	Weather reconnaissance conversions.

## **YB-26K-OM Counter Invader**

- 1** B-26C (44-35634), 1963-1964, prototype heavily modified counter-insurgency aircraft. Wing structure / tail / engine / prop / cockpit / armament upgrade, wingtip fuel tanks, turrets deleted, other minor upgrades.  
Conversion by On Mark Engineering Co., Van Nuys, California (OM).

## **B-26K-OM Counter Invader**

- 40** 18 B-26B / 21 B-26C / 1 YB-26K, 1964-1969, modified similar to YB-26K, further engine upgrade. Conversions by On Mark Engineering Co., Van Nuys, California (OM). New s/n: 64-17640 / 64-17679. S/n: 64-17670 was the YB-26K.
- (RB-26K) **40** B-26K, 1964-1969, designation after glass nose change for night reconn.
- (A-26A-OM) **40** B-26K, 1966-1969, redesignation for service in Thailand / Vietnam.

## **US Navy**

- XJD-1** **2** 1 A-26B / 1 A-26C, 1945, prototypes for US Navy testing.  
Assigned BuNo. 57990, 57991.
- JD-1** **150** A-26C, 1945, US Navy target towing / utility duty conversions.  
Assigned BuNo. 77139 / 77224, 80621, 80622 – all these undelivered or ex. RAF airframes, 89072 / 89081, 140326 / 140377.
- (UB-26J) **1+** 1962, redesignation of JD-1.
- (JD-1D) **1+** JD-1, 1945, conversions as missile / drone directors.
- (DB-26J) **1+** 1962, redesignation of JD-1D.

## **British RAF**

- Invader B.Mk. I* **140** A-26C, 1944, order for RAF (KL690 / KL829), cancelled in 1945.  
2 were delivered (KL690, KL691), but not put in service,  
to US Navy in 1947 as BuNo. 80621, 80622.  
86 undelivered airframes to US Navy in 1945 with  
BuNo. 77139 / 77224.

## **Civil Conversions**

L.B. Smith Aircraft Corp., Florida conversions:

**Smith Biscayne 26** – high-speed version, 15 passengers.

**Smith Super 26** – wingtip tanks, executive interior.

**Smith Tempo I** – unpressurized.

**Smith Tempo II** – 1959, 1, fuselage ext., pressurized.

Lockheed Aircraft Service Inc. (LAS), California conversion:

**Super 26** – 1960, 1, new pressurized fuselage.

On Mark Engineering Co., California conversions:

**On Mark Marketeer** – unpressurized Marksman C.

**On Mark Marksman A** – pressurized.

**On Mark Marksman B** – pressurized.

**On Mark Marksman C** – pressurized.

Rhodes Berry Co., California conversion:

**Silver Sixty** – 1960, fuselage revised for up to 16 passengers.

Rock Island Oil & Refining Co., Kansas conversions:

**Monarch 26** – 1960's, 4, longer nose, systems upgrades.

**Consort 26** – 3, research prototypes.

- Other conversions by Aero Trades Inc., CA., Grand Central Aircraft Co., CA.,  
LeTourneau, TX., Slick Airways and Wold Corp.

## **FOREIGN MILITARY / CIVILIAN SERVICE**

- *A-26 Invaders in military service with Biafra, Brazil, Chile, China, Colombia, Congolese Republic, Cuba, Cuban Rebel Air Force, Dominican Republic, El Salvador, France, Guatemala, Honduras, Indonesia, Laos, Mexico, Nicaragua, Peru, Portugal, Saudi Arabia, South Vietnam, Turkey, and West Germany.*
- *Many more flown in foreign countries on CIA clandestine missions.*
- *Many used on civil markets for fire-bombing, aerial mapping, surveying, cargo carriers, executive transports, circuit racers and warbirds.*