

CONSOLIDATED B-24 LIBERATOR

B-24 SERVICE

Manufacturer: The Consolidated Aircraft Corp., San Diego, California, USA
(In 1941, became The Consolidated-Vultee Aircraft Corp.)
(In 1943, named changed to Convair Aircraft Corp.)

Models: Model 32, 39, 40, 100, 101, 104

Designations: B-24; AT-22, B-41, BQ-8, C-87, C-109, F-7, PB4Y, P4Y
P-4B, RY, R2Y

Names: Liberator; Liberator Express (C-87, RY-1/2/3),
Liberator Liner (R2Y-1), Privateer (PB4Y-2)

First official flight: XB-24 29/12/1939

Factory production period: 1939 – 1945

Primary service period: 1940 – 1945

Last official flight: QP-4B 18/01/1964

B-24 VARIANTS

1939	Model 32	XB-24	1	
1941	Model 32	LB-30A Liberator Mk. I	6	
1941	Model 32	LB-30B Liberator Mk. I	20	
1941	Model 32	YB-24	1	
1941	Model 32	B-24A	9	
1941	Model 32	Liberator Mk. II	140	
1941	Model 32	B-24C	9	Total: 00186
1942	Model 32	B-24D	2728	
1942	Model 32	C-87	280	
1942	Model 32	C-87A	6	
1943	Model 32	AT-22	5	
1942	Model 32	B-24E	801	
1943	Model 32	B-24G	430	Total: 04250
1943	Model 32	B-24H	3100	
1943	Model 32	B-24J	6678	
1944	Model 32	B-24L	1667	
1944	Model 32	B-24M	2593	Total: 14038
1944	Model 32	XB-24N	1	
1945	Model 32	YB-24N	7	Total: 00008
1944	Model 40	PB4Y-2	740	
1944	Model 32	RY-3	34	
1944	Model 39	R2Y-1	2	Total: 00776
				<u>Total: 19258</u>

B-24 VARIANTS – TYPE COMPARISON

Figures for each type are final totals built or converted.

<u>USAAF</u>		<u>US Navy</u>		<u>British RAF</u>	
XB-24	1	-	-	-	-
YB-24	0	-	-	LB-30A Liberator Mk. I	6
B-24A	0	-	-	LB-30B Liberator Mk. I	20
YB-24	1	-	-	-	-
B-24A	9	-	-	-	-
LB-30	75	-	-	Liberator Mk. II	140
B-24C	9	-	-	-	-

B-24D	2728	PB4Y-1	273	Liberator Mk. III	156
				Liberator Mk. V	226
C-87	280	RY-2	5	Liberator Mk. VII	24
C-87A	6	RY-1	3	-	-
AT-22	5	-	-	-	-
B-24E	801	-	-	<i>Liberator Mk. IV</i>	0
B-24G	430	PB4Y-1	1	-	-

B-24H	3100	-	-	Liberator Mk. VI	1146
				Liberator Mk. VIII	366
B-24J	6678	PB4Y-1	372	Liberator Mk. VI	<i>(included above)</i>
				Liberator Mk. VIII	<i>(included above)</i>
B-24L	1667	PB4Y-1	186	Liberator Mk. VI	<i>(included above)</i>
				Liberator Mk. VIII	<i>(included above)</i>
B-24M	2593	PB4Y-1	145	-	-

XB-24N	1	-	-	-	-
YB-24N	7	-	-	-	-

-	-	PB4Y-2	740	-	-
C-87C	0	RY-3	34	Liberator Mk. IX	28
-	-	R2Y-1	2	-	-

B-24 PRODUCTION

XB-24

Prototype 4-engined heavy bomber, short nose, twin-tail, unarmed.

produced 1939

Consolidated San Diego, California (CO)

39-556 1

1 Total: 00001

LB-30A Liberator Mk. I

As XB-24, minor changes, diverted from YB-24 order (39-681 / 39-688) to RAF as unarmed ferry transports. YB-24 s/n reassigned as 40-696 / 40-702, then cancelled again.

produced 1940

Consolidated San Diego, California (CO)

(RAF) AM258 / AM263 1 / 6

6 Total: 00006

LB-30B Liberator Mk. I

*As LB-30A, diverted from USAAF (40-2349 / 40-2368)
B-24A order to RAF for ASW duties, cannon, antennas.
produced 1941*

Consolidated San Diego, California (CO)
(RAF) AM910 / AM929 1 / 20

20 **Total: 00020**

YB-24

*As LB-30B, service test aircraft for USAAF,
redesignated as **B-24** upon delivery.
produced 1941*

Consolidated San Diego, California (CO)
40-702 1

1 **Total: 00001**

B-24A

*As YB-24, used as ferry transports by USAAF.
produced 1941*

Consolidated San Diego, California (CO)
40-2369 / 40-2377 1 / 9

9 **Total: 00009**

Liberator Mk. II

*As B-24A, lengthened nose, RAF armament,
mid-upper / rear turrets.
produced 1941 – 1942*

Consolidated San Diego, California (CO)
(RAF) AL503 / AL641 1 / 139

- AL503 lost in accident before delivery,
replaced by FP685.
- AL504 to Winston Churchill, named "Commando",
upgraded in 1944 to RY-3 standards with single tail.

(RAF) FP685 140

140 **Total: 00140**

B-24C

*Upgraded B-24A, based on the XB-24B, lengthened nose,
oval nacelles, engine upgrade, upper / rear turrets.
produced 1941 – 1942*

Consolidated San Diego, California (CO)
40-2378 / 40-2386 1 / 9

9 **Total: 00009**

B-24D

*As B-24C, engine upgrade, ventral turret, astrodome,
many block no. changes.
First s/n range reassigned from YB-24 order.
Second s/n range reassigned from LB-30B order.
produced 1942 – 1943*

Consolidated San Diego, California (CO)
40-696 / 40-701 1 / 6
40-2349 / 40-2368 7 / 26
41-1087 / 41-1142 27 / 82
41-11587 / 41-11938 83 / 434

- 305 as **B-24D**.

- 8 as **B-24D-CF**.

- 4 as **B-24D-DT**.

- 35 as **C-87-CF**.

41-23640 / 41-24311 435 / 1106

- 628 as **B-24D**.

- 6 as **B-24D-DT**.

- 35 as **C-87-CF**.

- 3 as **C-87A-CF**.

41-24339	1134	
42-40058 / 42-41257	1135 / 2334	
42-72765 / 42-72963	2335 / 2533	2415
<i>12 to RAAF as A72-1 / A72-12.</i>		
<i>27 additional airframes cancelled.</i>		
Consolidated Fort Worth, Texas (CF)		
<i>8 mixed with B-24D-CO s/n.</i>		
42-63752 / 42-64046	1 / 295	303
Douglas Tulsa, Oklahoma (DT)		
<i>10 mixed with B-24D-CO s/n.</i>	<i>mixed 250 to 553</i>	10
	<i>(DT c/n: 15514 / 15523)</i>	Total: 02728

C-87 Liberator Express

As B-24D, cargo transport, side doors, windows, solid nose and tail, unarmed. Prototype was B-24D s/n: 41-11608. produced 1942 – 1944

Consolidated Fort Worth, Texas (CF)

70 mixed with B-24D-CO s/n.

42-107249 / 42-107275 1107 / 1133

- 26 as **C-87**. (renumbered: 1 / 27)

- 1 as **AT-22-CF**.

43-30548 / 43-30627 28 / 107

- 73 as **C-87**.

- 3 as **C-87A-CF**.

- 4 as **AT-22-CF**.

44-39198 / 44-39298 1 / 101

44-52978 / 44-52987 102 / 111

125 additional airframes cancelled.

280 **Total: 00280**

C-87A Liberator Express

As C-87, VIP interior, engine upgrade.

produced 1942 – 1943

Consolidated Fort Worth, Texas (CF)

41-23863, 41-24159 658, 954

41-24174 969

43-30569 / 43-30571 49 / 51

6 **Total: 00006**

AT-22

As C-87, trainers for flight engineers.

*Redesignated as **TB-24D** in 1944.*

produced 1943

Consolidated Fort Worth, Texas (CF)

42-107266 1124 (renumbered: 18)

43-30549, 43-30561 29, 41

43-30574, 43-30584 54, 64

5 **Total: 00005**

B-24E

As B-24D, modified props, no ventral turret.

produced 1942 – 1943

Consolidated Fort Worth, Texas (CF)

41-29009 / 41-29115 1 / 107

42-64395 / 42-64431 108 / 144

144

Douglas Tulsa, Oklahoma (DT)

41-28409 / 41-28573 1 / 165

(DT c/n: 15524 / 15688)

41-29007, 41-29008 unknown

167

Ford-Willow Run, Ypsilanti, Michigan (FO)		
42-6976	unknown	
42-6977 / 42-7464	1 / 488	
42-7770	unknown	490 Total: 00801

B-24G

*NAA version (NA-95) of B-24D, minor changes.
produced 1943 – 1944*

North American Dallas, Texas (NT)		
42-78045 / 42-78069	1 / 25	25
	(NT c/n: 95-15131 / 15155)	

B-24G-1

Introduction of powered nose turret.

42-78070 / 42-78474	26 / 430	405 Total: 00430
	(NT c/n: 95-15156 / 15560)	

650 NA-118 and 300 NA-125 additional airframes cancelled.

B-24H

As B-24G-1, engine / armament upgrade, ventral turret.

produced 1943 – 1944

Consolidated Fort Worth, Texas (CF)

41-29116 / 41-29211	154 / 249	
41-29212 / 41-29258	261 / 307	
41-29259 / 41-29608	358 / 707	
42-50277 / 42-50451	708 / 882	
42-64432 / 42-64440	145 / 153	
42-64441 / 42-64451	250 / 260	
42-64452 / 42-64501	308 / 357	738

Douglas Tulsa, Oklahoma (DT)

41-28574 / 41-29006	166 / 598	
	(DT c/n: 15689 / 16121)	
42-51077 / 42-51225	599 / 747	582
	(DT c/n: 16122 / 16270)	

Ford-Willow Run, Ypsilanti, Michigan (FO)

42-7465 / 42-7769	489 / 793	
42-52077 / 42-52776	794 / 1493	
42-94729 / 42-95503	1494 / 2268	1780 Total: 03100

B-24I – Not used.

B-24J

As B-24H, engine upgrade, many block no. changes.

NAA built had charge number NA-95.

produced 1943 – 1944

Consolidated San Diego, California (CO)

42-72964 / 42-73514	2534 / 3084	
42-99936 / 42-100435	3085 / 3584	
42-109789 / 42-110188	3585 / 3984	
44-40049 / 44-41389	3985 / 5325	2792

39 to RAAF as A72-13, A72-31 / A72-68.

434 additional airframes cancelled.

Consolidated Fort Worth, Texas (CF)		
42-50452 / 42-50508	883 / 939	
42-64047 / 42-64394	296 / 643	
42-99736 / 42-99935	644 / 843	
44-10253 / 44-10752	844 / 1343	
44-44049 / 44-44501	1344 / 1796	1558
<i>47 additional airframes cancelled.</i>		
Douglas Tulsa, Oklahoma (DT)		
42-51226 / 42-51430	748 / 952	205
<i>(DT c/n: 16271 / 16475)</i>		
North American Dallas, Texas (NT)		
42-78475 / 42-78794	431 / 750	
<i>(NT c/n: 95-15561 / 15880)</i>		
44-28061 / 44-28276	751 / 966	536
<i>(NT c/n: 95-36536 / 36751)</i>		
<i>106 to RAAF as A72-300 / A72-405.</i>		
<i>434 additional B-24J-NC airframes cancelled.</i>		
Ford-Willow Run, Ypsilanti, Michigan (FO)		
42-50509 / 42-51076	2394 / 2961	
42-51431 / 42-52076	2962 / 3607	
42-95504 / 42-95628	2269 / 2393	
44-48754 / 44-49001	3609 / 3856	1587
		Total: 06678
B-24L		
<i>As B-24J, revised gun turret positions.</i>		
<i>produced 1944 – 1945</i>		
Consolidated San Diego, California (CO)		
44-41390 / 44-41806	5326 / 5742	417
<i>83 to RAAF as A72-69 / A72-142,</i>		
<i>A72-149 / A72-157.</i>		
Ford-Willow Run, Ypsilanti, Michigan (FO)		
44-49002 / 44-50251	3857 / 5106	1250
		Total: 01667
B-24M		
<i>As B-24L, lightweight tail turret, minor changes.</i>		
<i>produced 1944 – 1945</i>		
Consolidated San Diego, California (CO)		
44-41807 / 44-42722	5743 / 6658	916
<i>47 to RAAF as A72-143 / A72-148,</i>		
<i>A72-158 / A72-198.</i>		
<i>1326 additional airframes cancelled.</i>		
Ford-Willow Run, Ypsilanti, Michigan (FO)		
44-50252 / 44-51928	5107 / 6783	1677
		Total: 02593
<i>124 additional airframes cancelled.</i>		
XB-24N		
<i>Prototype, single tail, nose ball turret, minor changes.</i>		
<i>produced 1944</i>		
Ford-Willow Run, Ypsilanti, Michigan (FO)		
44-48753	3608	1
		Total: 00001
YB-24N		
<i>As XB-24N, service test aircraft.</i>		
<i>produced 1945</i>		
Ford-Willow Run, Ypsilanti, Michigan (FO)		
44-52053 / 44-52059	6908 / 6914	7
		Total: 00007

B-24N – 5168 ordered but cancelled on VJ Day.

PB4Y-2 Privateer

As PB4Y-1, lengthened fuselage, single tail,
engine upgrade, oval waist turrets.
Consolidated **Model 40**, (Convair **Model 100**).
Redesignated as **P4Y-2** in 1951.
Redesignated as **P-4B** in 1962.
produced 1944 – 1945
Consolidated San Diego, California (Y)
BuNo. 59350 / 60009 -
BuNo. 66245 / 66324 -
630 additional airframes cancelled.

740 **Total: 00740**

RY-3 Liberator Express

USN version of C-87, single tail, unofficial USAAF
designation was C-87C, of which 125 cancelled.
Consolidated **Model 32**, (Convair **Model 101**).
produced 1944
Consolidated San Diego, California (Y)
BuNo. 90020 / 90050 -
BuNo. 90057 / 90059 -
78 additional airframes cancelled.

34 **Total: 00034**

R2Y-1 Liberator Liner

Prototype, new fuselage, B-24 wings, PB4Y-2 tail.
Later registered to a civil operator for evaluation.
Consolidated **Model 39**, (Convair **Model 104**).
produced 1944
Consolidated San Diego, California (Y)

XR2Y-1 BuNo. 09803 - 1

NX30039 (civil reg.)

R2Y-1 NX3939 (civil reg.) - 1

253 additional airframes cancelled.

1 **Total: 00002**

Total: 19258

B-24 CONVERSIONS

USAAF / USAF

RB-24	1	B-24, 1942, "restricted" from combat for company testing.
RB-24A	1+	B-24A, 1941, "restricted" from combat for company testing.
XB-24B	1	XB-24 (39-556), 1941, oval nacelles, upgraded engines, armour. Basis for the 9 B-24Cs, new s/n: 39-680.
RB-24C	9	B-24C, 1942, "restricted" from combat for company testing.
SB-24D	10	B-24D, 1943-1945, "Snooper", blind bombing capable conversions.
XB-24F	1	B-24D (41-11678), 1943-1947, tests for thermal anti-icing system.
TB-24H	1	B-24H, training aircraft for B-29 gunners.
XB-24J	2	B-24H (42-95100), prototype for Ford Motor Co. "J" production. B-24J (42-73130), prototype fitted with B-17G nose section.
CB-24J	1+	B-24J, cargo conversions.
TB-24J	621	B-24J, 1944-1945, conversions for crew training.
RB-24L	1+	B-24L, 1944, training aircraft for B-29 gun crews.
(TB-24L)	194	RB-24L, 1944-1945, redesignation for radar training.
TB-24M	111	B-24M, 1944-1945, conversions for crew training.

ZB-24M (EZB-24M)	1+	B-24M, 1948, redesignation as "obsolete".
XB-24P	1	ZB-24M, 1945-1953, conversion for anti-icing tests.
XB-24Q	1	B-24D (42-40344), 1943-1945, conversion for fire control research.
B-24ST (XB-24K)	1	B-24L (44-49916), 1946-1948 tests for B-47 radar-controlled turret.
	1	B-24D (42-40058), 1943, Single Tail prototype.
	1	B-24D (42-40234), 1943-1945, tail section of 42-40058 grafted to front end of more developed 42-40234 for further flight testing.
XB-41	1	B-24D (41-11822), 1943, prototype gunship escort, later redesignated as TB-24D.
BQ-8	1+	B-24D/J, unmanned flying bombs, no operational use.
XC-87	1	C-87 (41-11608), 1944-1945, temporary conversion of original prototype, new s/n: 41-39600.
XC-87B	1	B-24D (42-40355), 1943, unofficial designation for C-87 / RY-3 hybrid for CAC use, named " <i>Pinocchio</i> ."
C-87B	1+	C-87, armed transport conversion, few converted.
XC-109	1	B-24E (42-7221), 1943-1944, prototype for unarmed fuel tanker.
C-109	209	93 B-24J / 116 B-24L, 1943-1945, fuel tanker transports.
XF-7	1	B-24D, 1943-1945, conversion as photo reconn. aircraft.
F-7	4	B-24D, 1943-1945, photo reconnaissance aircraft.
F-7A	87	B-24J, 1944-1945, photo reconn. aircraft with 3 cameras.
F-7B	123	47 B-24J / 5 B-24L / 71 B-24M, 1944-1945 photo reconn. aircraft with 6 cameras.
LB-30	75	Liberator Mk. II, 1942, returned to US as cargo transports. RAF s/n's retained.
<i>Liberator Ferret</i>	173	1 B-24D / 172 B-24J, 1943-1945, conversions with passive radar detecting / jamming equipment.
US Navy		
PB4Y-1	977	273 B-24D / 1 B-24G / 372 B-24J / 186 B-24L / 145 B-24M, 1942-1945, aircraft serving with the US Navy. Assigned BuNo. 31936 / 32335, 38733 / 38965, 46725 / 46737, 63915 / 63959, 65287 / 65396, 90132 / 90271, 90462 / 90483. 46 additional conversions cancelled.
(PB4Y-1G)	5	PB4Y-1, 1944-1946, conversions of PB4Y-1 for Coast Guard.
(PB4Y-1P)	65	PB4Y-1, 1944-1950, conversions for photo reconnaissance.
(P4Y-1P)	1+	1951-1953, redesignation of PB4Y-1P.
(XPB4Y-2)	3	PB4Y-1, 1943, prototypes for PB4Y-2 with single tail etc.
PB4Y-2B	1+	PB4Y-2, conversions with anti-shipping missiles.
(P4Y-2B)	1+	1951, redesignation of PB4Y-2B.
PB4Y-2G	9	PB4Y-2, US Coast Guard conversions, observation windows added in place of turrets, glass nose.
(P4Y-2G)	9	1951, redesignation of PB4Y-2G.
PB4Y-2K	1+	PB4Y-2, radio controlled drones.
(P4Y-2K)	1+	1951, redesignation of PB4Y-2K.
(QP-4B)	1+	1962, redesignation of P4Y-2K.
PB4Y-2M	1+	PB4Y-2, meteorological conversions.
PB4Y-2N	3	PB4Y-2, 1945-1953, onboard loudspeaker systems, upgraded during The Korean War.
PB4Y-2P	1+	PB4Y-2, photo reconn. conversions.
(P4Y-2P)	1+	1951, redesignation of PB4Y-2P.
PB4Y-2S	1+	PB4Y-2, aircraft with surface search radar.
(P4Y-2S)	1+	1951, redesignation of PB4Y-2S.

QP4Y-2	1	PB4Y-2, personnel transport.
(QP-4B)	1	1962, redesignation of QP4Y-2.
RY-1	3	C-87A, 1943, aircraft serving with the US Navy. Assigned BuNo. 67797 / 67799.
RY-2	5	C-87, aircraft serving with the US Navy. Assigned BuNo. 39013 / 39017. 15 additional conversions cancelled.

British RAF

Liberator C.Mk. II Liberator Mk. III & Liberator Mk. V

- 16** Liberator Mk. II, conversions to cargo transports.
- 382** B-24D, aircraft in service with the RAF, Mk. V were modified for Coastal Command with ASV radar. Delivered as **Mk. III** (156), **GR.Mk. V** (226). Assigned RAF s/n: BZ711 / BZ959, FK214 / FK245, FL906 / FL995, LV336 / LV346.
Conversions: C.Mk. III (1), **Mk. IIIA** (11), **C.Mk. V** (23).
15 Mk. III / V to RCAF as 586 / 600.

Liberator Mk. IV

Liberator Mk. VI & Liberator Mk. VIII

- *B-24E, not used, assigned to Liberator Mk. VI conversions.*
- 1512** B-24H/J/L, aircraft serving with the RAF.
Delivered as **B.Mk. VI** (899), **GR.Mk. VI** (247), **B.Mk. VIII** (108), **GR.Mk. VIII** (258). Assigned RAF s/n: BZ960 / BZ999, EV812 / EV899, EW100 / EW322, KG821 / KG999, KH100 / KH420, KK221 / KK378, KL348 / KL689, KN702 / KN836, KP125 / KP146, TS519 / TS539, TT336, TT340, TT343, TW758 / TW769, VB852, VB904, VD245, VD249.
156 Mk. VI probably not delivered, not counted.
Conversions: B.Mk. IV (12), **C.Mk. IV** (16), **C.Mk. VI** (144), **C.Mk. VIII** (86).
57 GR.Mk. VI to RCAF as 570 / 579, 3701 / 3742, 11101 / 11105.
16 GR.Mk. VIII to RCAF as 11120 / 11135.

Liberator C.Mk. VII

- 24** C-87, aircraft serving with the RAF.
Assigned RAF s/n: EW611 / EW634.

Liberator C.Mk. IX

- 28** RY-3, aircraft serving with the RAF.
Assigned RAF s/n: JT973 / JT999, JV936.
1 to RCAF.
83 additional conversions cancelled.

FOREIGN MILITARY / CIVILIAN SERVICE

- *B-24 Liberators in service during and post World War II with Australia, Canada, China, Czechoslovakia, France, Honduras, India, The Netherlands, South Africa and Turkey.*
- *Several P4Y-2's used by civil Latin-American Airlines in the 1960s.*
- *Super Privateer, conversions in the US to fire bombing aircraft.*