

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 Jul 1942
Factory production period: 1942 – 1945
Primary service period: 1944 – 1969
Last official flight: VB-26B Oct 1972

A-26 VARIANTS

1942	Model D-538	XA-26	1	
1942	Model D-538	XA-26A	1	
1942	Model D-538	XA-26B	1	Total: 0003
1943	Model D-538	A-26B	1381	
1943	Model D-538	A-26C	1099	Total: 2480
1945	Model D-538	XA-26E	1	
1945	Model D-538	XA-26F	1	Total: 0002
				<u>Total: 2485</u>

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.

Production version not ordered.

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**

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

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

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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
44-35999 29278

8 **Total: 1099**

999 additional airframes cancelled – of these up to 190 almost complete and partial builds were scrapped.

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: 2485

A-26 CONVERSIONS & TRANSFERS

Military Conversions

USAAF / USAF

- CA-26B 1+ A-26B, cargo transports.
- FA-26C 1+ A-26C, 1945, night reconnaissance with cameras and radar.
- TA-26B / C 1+ A-26B / C, dual control trainers, some were factory built.
- VA-26B / C 1+ A-26B / C, VIP transports.
- XA-26D 2** A-26B (41-39543, 44-34100), 1945-1948, engine upgrade, 4-bladed props, solid nose.
- (B-26D) 2** 1948-1950, redesignation of XA-26D.
- B-26B / B-26C – 1948, redesignation of A-26B and A-26C**
- 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 **ETB-26B / C**.
- GB-26B / C 1+ Ground instructional conversions.
- JB-26B / C 1+ Temp conversions for test duties, also designated **JTB-26B / C**.
- NB-26B / C 1+ Permanent conversions for test duties.
- RB-26B / C 1+ Reconnaissance conversions, also a 1948 redesignation of FA-26C.
- (RB-26L) 2** RB-26C, 1963, night reconnaissance aircraft used in South Vietnam.
- 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	16 B-26B / 23 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, prototype transfers for US Navy testing. Assigned BuNo. 57990, 57991.
JD-1	150	A-26C, 1945, US Navy target towing / utility duty transfers. 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

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

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

Smith Biscayne 26	1+	High-speed version, 15 passengers.
Smith Super 26	1+	Wingtip tanks, executive interior.
Smith Tempo I	1+	Unpressurized.
Smith Tempo II	1	1959, fuselage extension, pressurized.

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

Super 26	1	1960, new pressurized fuselage.
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On Mark Engineering Co., California conversions:

On Mark Marketeer	17+	1956, unpressurized Marksman C.
On Mark Marksman A	1+	1962, pressurized.
On Mark Marksman B	1+	1962, pressurized.
On Mark Marksman C	1+	1962, pressurized.

Rhodes Berry Co., California conversion:

Silver Sixty	1	1960, fuselage revised for 16 passengers.
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Rock Island Oil & Refining Co., Kansas conversions:

Monarch 26	10+	1960s, longer nose, systems upgrades.
Consort 26	3	Research prototypes.

- Other conversions by Aero Trades Inc., CA., Grand Central Aircraft Co., CA., R.G. LeTourneau Co., 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.*