

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: 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 Dec 1939

Factory production period: 1939 – 1945

Primary service period: 1940 – 1945

Last official flight: QP-4B 18 Jan 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 | 282 | |
| 1942 | Model 32 | C-87A | 6 | |
| 1943 | Model 32 | AT-22 | 5 | |
| 1942 | Model 32 | B-24E | 799 | |
| 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 | 282 | RY-2 | 5 | Liberator Mk. VII | 24 |
| C-87A | 6 | RY-1 | 3 | - | - |
| AT-22 | 5 | - | - | - | - |
| B-24E | 799 | - | - | <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, ferrying transports
used 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 to 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 |
| 12 to RAAF as A72-1 / A72-12. | | |
| 27 additional airframes cancelled. | | |
| Consolidated Fort Worth, Texas (CF) | | |
| 8 mixed with B-24D-CO s/n. | | |
| 42-63752 / 42-64046 | 1 / 295 | 303 |
| Douglas Tulsa, Oklahoma (DT) | | |
| 10 mixed with B-24D-CO s/n. | mixed 250 to 553 | 10 |
| | (DT c/n: 15514 / 15523) | 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.

2 mixed with **B-24E-FO** 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 | 282 |
|---------------------|-----------|-----|

125 additional airframes cancelled.

Total: 00282

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

- 1 as **C-87**.

42-6977 / 42-7464 1 / 488

- 487 as **B-24E**.

- 1 as **C-87**.

42-7770 unknown 488 **Total: 00799**

- Retained by Ford-WR.

B-24G

*NAA version (NA-95) of B-24D, minor
changes. Nose turret from s/n: 42-78070.
produced 1943 – 1944*

North American Dallas, Texas (NT)

42-78045 / 42-78474 1 / 430 430 **Total: 00430**
(NT c/n: 95-15131 / 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 |

47 additional airframes cancelled.

Douglas Tulsa, Oklahoma (DT)

| | | |
|---------------------|-------------------------|-----|
| 42-51226 / 42-51430 | 748 / 952 | 205 |
| | (DT c/n: 16271 / 16475) | |

North American Dallas, Texas (NT)

| | | |
|---------------------|----------------------------|-----|
| 42-78475 / 42-78794 | 431 / 750 | |
| | (NT c/n: 95-15561 / 15880) | |
| 44-28061 / 44-28276 | 751 / 966 | 536 |
| | (NT c/n: 95-36536 / 36751) | |

106 to RAAF as A72-300 / A72-405.

434 additional B-24J-NC airframes cancelled.

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

As B-24J, revised gun turret positions.

produced 1944 – 1945

Consolidated San Diego, California (CO)

| | | |
|---------------------|-------------|-----|
| 44-41390 / 44-41806 | 5326 / 5742 | 417 |
|---------------------|-------------|-----|

83 to RAAF as A72-69 / A72-142, A72-149 / A72-157.

Ford-Willow Run, Ypsilanti, Michigan (FO)

| | | |
|---------------------|-------------|---------------------|
| 44-49002 / 44-50251 | 3857 / 5106 | 1250 |
| | | Total: 01667 |

B-24M

As B-24L, lightweight tail turret, minor changes.

produced 1944 – 1945

Consolidated San Diego, California (CO)

| | | |
|---------------------|-------------|-----|
| 44-41807 / 44-42722 | 5743 / 6658 | 916 |
|---------------------|-------------|-----|

47 to RAAF as A72-143 / A72-148, A72-158 / A72-198.

1326 additional airframes cancelled.

Ford-Willow Run, Ypsilanti, Michigan (FO)

| | | |
|---------------------|-------------|---------------------|
| 44-50252 / 44-51928 | 5107 / 6783 | 1677 |
| | | Total: 02593 |

124 additional airframes cancelled.

XB-24N

Prototype, single tail, nose ball

turret, minor changes.

produced 1944

Ford-Willow Run, Ypsilanti, Michigan (FO)

44-48753

3608

1 **Total: 00001**

YB-24N

As XB-24N, service test aircraft.

produced 1945

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

-

740 **Total: 00740**

630 additional airframes cancelled.

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

-

34 **Total: 00034**

78 additional airframes cancelled.

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)

R2Y-1 NX3939

-

1 **Total: 00002**

253 additional airframes cancelled.

Total: 19258

B-24 CONVERSIONS & TRANSFERS

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), 1941-1946, oval nacelles, upgraded engines, armour. Basis for the 9 B-24C, new s/n: 39-680. |
| RB-24C | 9 | B-24C, 1942, "restricted" from combat for company testing. |
| SB-24D | 10 | B-24D, 1943-1945, " <i>Snooper</i> ", blind bombing capable conversions. |
| RB-24E | 1+ | B-24E, "restricted" from combat 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), 1944, prototype for Ford Motor Co. "J" production. B-24J (42-73130), 1943-1946 prototype 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 | 1+ | B-24M, 1948, redesignation as "obsolete." |
| (EZB-24M) | 1 | ZB-24M, 1945-1953, conversion for anti-icing tests. |
| XB-24P | 1 | B-24D (42-40344), 1943-1945, conversion for fire control research. |
| XB-24Q | 1 | B-24L (44-49916), 1946-1948 tests for B-47 radar-controlled turret. |
| B-24ST | 1 | B-24D (42-40058), 1943, Single Tail prototype. |
| (XB-24K) | 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), 1943-1944, 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 transfers 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, other changes. |

PB4Y-2B
(P4Y-2B)
PB4Y-2G
(P4Y-2G)
PB4Y-2K
(P4Y-2K)
(QP-4B)
PB4Y-2M
PB4Y-2N

PB4Y-2P
(P4Y-2P)
PB4Y-2S
(P4Y-2S)
QP4Y-2
(QP-4B)
RY-1

RY-2

1+ PB4Y-2, conversions with anti-shiping missiles.
1+ 1951, redesignation of PB4Y-2B.
9 PB4Y-2, US Coast Guard conversions, observation windows added in place of turrets, glass nose.
9 1951, redesignation of PB4Y-2G.
1+ PB4Y-2, radio controlled drones.
1+ 1951, redesignation of PB4Y-2K.
1+ 1962, redesignation of P4Y-2K.
1+ PB4Y-2, meteorological conversions.
3 PB4Y-2, 1945-1953, onboard loudspeaker systems, upgraded during The Korean War.
1+ PB4Y-2, photo reconn. conversions.
1+ 1951, redesignation of PB4Y-2P.
1+ PB4Y-2, aircraft with surface search radar.
1+ 1951, redesignation of PB4Y-2S.
1 PB4Y-2, personnel transport.
1 1962, redesignation of QP4Y-2.
3 C-87A, 1943, aircraft serving with the US Navy. Assigned BuNo. 67797 / 67799.
5 C-87, 1944, aircraft serving with the US Navy. Assigned BuNo. 39013 / 39017. 15 additional transfers 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.
- *B-24E, not used, assigned to Liberator Mk. VI transfers.*

Liberator Mk. IV **Liberator Mk. VI & Liberator Mk. VIII**

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 transfers 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-2s used by civil Latin-American Airlines in the 1960s.*
- **Super Privateer**, conversions in the US to fire bombing aircraft.