

CONSOLIDATED PBV CATALINA

CATALINA SERVICE

Manufacturers: The Consolidated Aircraft Corp., San Diego, California, USA
(In 1941, became The Consolidated-Vultee Aircraft Corp.)
(In 1943, name changed to Convair Aircraft Corp.)
Naval Aircraft Factory, Philadelphia, Pennsylvania, USA
Boeing Aircraft of Canada Ltd., Vancouver,
British Columbia, Canada
Canadian Vickers Ltd., Montreal, Quebec, Canada
(In 1944, became Canadair Ltd.)

Model: Model 28

Designations: PBV; A-10, OA-10, PBN, PBV, PB2B, PB3Y, P3Y

Names: Catalina; Nomad (PBN), Canso (Canada)

First official flight: XP3Y-1 21/03/1935
Factory production period: 1934 – 1945
Primary service period: 1936 – 1948
Last official flight: PBV-6A 03/01/1957

CATALINA VARIANTS

Flying Boats

1935	Model 28	XP3Y-1	1	Total: 0001
1936	Model 28-1	PBY-1	60	
1937	Model 28-2	PBY-2	50	
1937	Model 28-3	PBY-3	66	
1938	Model 28-4	PBY-4	33	
1937	Model 28-1/-2/-3/-4/-5	<i>Commercial</i>	7	Total: 0216
1940	Model 28-5/-5MA -5MC/-5ME/-5MN	PBY-5	1175	
1943	Model 28-5	PBN-1	156	Total: 1331
	<i>Foreign built – Canada:</i>			
1943	Model 28-5	PB2B-1	240	
1944	Model 28-6	PB2B-2	67	Total: 0307

Amphibians

1941	Model 28-5A/-5AMC -5AMN	PBY-5A	828	
1944	Model 28-6A	PBY-6A	175	Total: 1003
	<i>Foreign built – Canada:</i>			
1942	Model 28-5AMC	Canso A	55	

1943 Model 28-5A/-5AMC PBV-1A 369 Total: 0424

Total: 3282

CATALINA VARIANTS – TYPE COMPARISON

<u>US Navy</u>		<u>USAAF</u>		<u>British RAF</u>		<u>RCAF</u>	
<u>Flying Boats</u>							
XP3Y-1	1	-		-		-	
PBY-1	60	-		-		-	
PBY-2	50	-		-		-	
PBY-3	66	-		-		-	
PBY-4	33	-		-		-	
Commercial	7	-		-		-	
PBY-5	707	OA-10	5	Catalina Mk. I	89	Catalina Mk. I	10
				Catalina Mk. IB	217	Catalina Mk. IIB	8
				Catalina Mk. II	7	-	
				Catalina Mk. IIA	29	Canso	7
				Catalina Mk. IVA	84	Catalina Mk. IVA	12
PBN-1	156	-		Catalina Mk. V	0	-	
PB2B-1	40	-		Catalina Mk. IVB	200	-	
PB2B-2	8	-		Catalina Mk. VI	59	-	
<u>Amphibians</u>							
PBY-5A	750	OA-10	51	Catalina Mk. IA	0	Canso A	14
				Catalina Mk. IIIA	12	-	
				Catalina Mk. IVA	1		
PBY-6A	165	OA-10B	10	-		-	
-		-		-		Canso A	55
PBV-1A	0	OA-10A	230	-		Canso A	139
Total: 2043		Total: 296		Total: 698		Total: 245	

CATALINA PRODUCTION

Flying Boats

XP3Y-1

*Prototype twin-engined patrol flying boat, straight rudder. Revised 1936 and redesignated as **XPBY-1**. produced 1934 – 1935*

Consolidated Buffalo, New York (Y)

BuNo. 9459

unknown

1 **Total: 0001**

PBY-1

As XP3Y-1, rounded rudder, front turret.

*Original designation was **P3Y-1**.*

Produced 1936 – 1937

Consolidated San Diego, California (Y)			
BuNo. 0102 / 0161	1 / 60	60	Total: 0060
PBY-2			
<i>As PBY-1, minor upgrades.</i>			
<i>produced 1937 – 1938</i>			
Consolidated San Diego, California (Y)			
BuNo. 0454 / 0503	1 / 50	50	Total: 0050
PBY-3			
<i>As PBY-2, engine upgrade.</i>			
<i>produced 1937 – 1938</i>			
Consolidated San Diego, California (Y)			
BuNo. 0842 / 0907	1 / 66	66	Total: 0066
PBY-4			
<i>As PBY-3, engine upgrade,</i>			
<i>pointed prop spinners.</i>			
<i>produced 1938 – 1939</i>			
Consolidated San Diego, California (Y)			
BuNo. 1213 / 1245	1 / 33	33	Total: 0033
<i>2 to RAAF as A24-28, A24-29.</i>			
Commercial Catalina:			
<i>Catalinas factory for civil applications.</i>			
<i>produced 1937 – 1939</i>			
Consolidated San Diego, California			
NC777 (civil reg.)	C-1	1	
<i>- Named "Guba."</i>			
Unknown (civil reg.)	C-2	3	
<i>- To Russia, plus 2 pattern airframes.</i>			
NC777 (civil reg.)	C-3	1	
<i>- Named "Guba." To RAF as AM258 then SM706.</i>			
NC18997 (civil reg.)	C-4	1	
<i>- Named "Transatlantic." To US Navy BuNo. 99080.</i>			
NX21732 (civil reg.)	C-5	1	Total: 0007
<i>- To RAF as P9630.</i>			
PBY-5			
<i>As PBY-4, revised tail, bubble waist</i>			
<i>turrets, engine upgrade. RAAF aircraft</i>			
Model 28-5MA, NEIAF aircraft			
Model 28-5MN.			
<i>produced 1940 – 1944</i>			
Consolidated San Diego, California (Y)			
BuNo. 2289 / 2455	<i>mixed 1 to 291</i>		
BuNo. 04425 / 04514	597 / 686		
BuNo. 08124 / 08549	<i>mixed 1018 to 1503</i>	683	
<i>37 to RAAF as A24-30 / A24-61,</i>			
<i>A24-64 / A24-68.</i>			
<i>13 to RNZAF as NZ4001, NZ4004,</i>			
<i>NZ4012 / NZ4022.</i>			
<i>7 to Brazil, 3 to Chile, 2 to NEIAF.</i>			
(RAAF) A24-1 / A24-18	<i>mixed 40 to 350</i>	18	
(NEIAF) Y-38 / Y-73	<i>mixed 232 to 388</i>	36	
<i>Delivered as (Model 28-5ME) Catalina Mk. I to:</i>			
(RAF) W8405 / W8434	<i>mixed 7 to 152</i>		
(RAF) Z2134 / Z2153	<i>mixed 154 to 194</i>		

(RAF) AH530 / AH569	<i>mixed 9 to 147</i>		
(RAF) AJ154 / AJ162	<i>mixed 360 to 419</i>		99
<i>9 to RCAF, no s/n change.</i>			
<i>Delivered as (PB5-5B) Catalina Mk. IB to:</i>			
(RAF) FP100 / FP324	<i>mixed 687 to 1017</i>		225
<i>8 to RCAF as Catalina Mk. IIB, no s/n change.</i>			
<i>Delivered as (Model 28-5ME) Catalina Mk. II to:</i>			
(RAF) AM264 / AM270	<i>mixed 6 to 15</i>		7
<i>Delivered as (PB5-5B) Catalina Mk. IVA to:</i>			
(RAF) JX200 / JX269	<i>mixed 1150 to 1513</i>		70
<i>2 to RAAF as A24-62, A24-63.</i>			
<i>8 to RCAF, no s/n change.</i>			
<i>9 to RNZAF as NZ4002, NZ4003,</i>			
<i>NZ4005 / NZ4011.</i>			
<i>Delivered as (Model 28-5MC) Canso to:</i>			
(RCAF) 9701 / 9736	<i>mixed 233 to 389</i>		36
Consolidated New Orleans, Louisiana (Y)			
BuNo. 63992	<i>1 (New Orleans c/n)</i>		1
			Total: 1175

PBN-1 Nomad

NAF version of PB5-5, bow extension, new tail / floats / hull underside / electrical system. produced 1943 – 1945

Naval Aircraft Factory, US Navy Yard, Philadelphia, Pennsylvania (N)

BuNo. 02791 / 02946	unknown	156	Total: 0156
<i>17 to US Navy.</i>			
<i>139 Lend-Lease to Russia as KM-1,</i>			
<i>later KM-2 after engine upgrade.</i>			
<i>124 additional airframes cancelled.</i>			

PB3Y – 1942, proposed heavy bomber variant, cancelled.
Catalina Mk. V – PBN-1 orders for RAF, cancelled.

Foreign built – Canada:

PB2B-1

Boeing Canada version of PB5-5, domed front turret. produced 1943 – 1944

Boeing Aircraft of Canada, Vancouver, B.C., Canada (B)

BuNo. 44188 / 44227	61094 / 61133		
BuNo. 72992 / 73116	~28086 / 28149		
	~60956 / 60977	165	

6 retained by US Navy.
34 to RNZAF as NZ4023 / NZ4056.
125 delivered as Catalina Mk. IVB to:

(RAF) JX345 / JX437

(RAF) JX586 / JX617

7 to RAAF as A24-200 / A24-206.

Delivered as Catalina Mk. IVB to:

(RAF) JX270 / JX344	unknown	75	Total: 0240
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PB2B-2

As PB2B-1, PBN-1 tall tail, domed front turret, radar pod.

produced 1944 – 1945

Boeing Aircraft of Canada, Vancouver, B.C., Canada (B)

BuNo. 44228 / 44294 61134 / 61200 67 **Total: 0067**

8 retained by US Navy.

*59 delivered as **Catalina Mk. VI** to:*

(RAF) JX618 / JX662

(RAF) JZ828 / JZ841

*47 to RAAF as A24-300 / A24-309,
A24-350 / A24-386.*

18 additional airframes cancelled.

Amphibians

PBY-5A

*Amphibious version of PBY-5, later aircraft
had domed front turret, radar pod. NEIAF
aircraft **Model 28-5AMN**.*

produced 1941 – 1945

Consolidated San Diego, California (Y)

BuNo. 2456 / 2488 *mixed 294 to 392*

BuNo. 7243 / 7302 *mixed 394 to 470*

BuNo. 02948 / 02977 545 / 574

BuNo. 04399 / 04420 *mixed 575 to 596*

BuNo. 04972 / 05045 471 / 544

BuNo. 08030 / 08123 *mixed 849 to 942*

BuNo. 33960 / 34059 1514 / 1613

BuNo. 46450 / 46579 1814 / 1943

BuNo. 48252 / 48451 1614 / 1813 743

46 to RAAF as A24-69 / A24-114.

15 to Brazil, 30 to Free French.

(NEIAF) Y-74 / Y-85 837 / 848 12

*Delivered as (**Model 28-5AMC**) **Canso A** to:*

(RCAF) 9737 / 9750 *mixed 393 to 427* 14

*RAF designation **Catalina Mk. IA**.*

Consolidated New Orleans, Louisiana (Y)

BuNo. 46580 / 46638 1944 / 2002 59 **Total: 0828**

(New Orleans c/n: 2 / 60)

PBY-6A

*As PBY-5A, PBN-1 tall tail, radar,
additional armour.*

produced 1945

Consolidated New Orleans, Louisiana (Y)

BuNo. 46639 / 46698 2003 / 2062

(New Orleans c/n: 61 / 120)

BuNo. 46724 2063

(New Orleans c/n: 121)

BuNo. 63993 / 64099 2064 / 2170

(New Orleans c/n: 122 / 228)

BuNo. 64101 / 64107 2171 / 2177 175 **Total: 0175**

(New Orleans c/n: 229 / 235)

48 to Russia.

1675 additional airframes cancelled.

Foreign built – Canada:

Canso A

*Boeing Canada built version of PBY-5A.
Components from Consolidated San Diego.*

Produced 1942 – 1944

Boeing Aircraft of Canada, Vancouver, B.C., Canada
(RCAF) 9751 / 9805 21980 / 22034

55 **Total: 0055**

PBV-1A

*Canadian Vickers version of PBY-5A. In 1944
became Canadair Ltd. with last 57 OA-10A
designated Model CL-1.*

produced 1943 – 1945

Canadian Vickers Ltd., St. Hubert,
Montreal, Quebec, Canada (V)
BuNo. 03563 / 03592

*Delivered as (Model 28-5AMC) Canso A to:
(RCAF)*

9806 / 9835 CV-240 / 269 30

Canadian Vickers Ltd., Cartierville,
Montreal, Quebec, Canada (V)
BuNo. 03593 / 03712 (*11 cancelled*)

*Delivered as (Model 28-5AMC) Canso A to:
(RCAF)*

9836 / 9844 CV-270 / 278
11001 / 11025 CV-279 / 303
11026 / 11039 CV-308 / 321
11040 / 11100 CV-329 / 449 (*odd numbers*) 109

BuNo. 67832 / 68061

*Delivered as OA-10A-VI to:
(USAAF)*

44-33868 / 44-33871 CV-304 / 307
44-33872 / 44-33878 CV-322 / 328
44-33879 / 44-33938 CV-330 / 448 (*even numbers*)
44-33939 / 44-34097 CV-450 / 608 230

Total: 0369

*- 44-34037 (BuNo. 67930), later to
USN as PBY-5A, BuNo. 21232.
150 additional airframes cancelled.*

Total: 3282

CATALINA CONVERSIONS

US Navy

**XPBY-5A
(PBY-5R)**

- 1 PBY-4 (1245), 1939, amphibian prototype for PBY-5A.
- 1 XPBY-5A, 1945-1946, conversion to transport flying boat
 named "Sea Mare."

SPBY-5

- 1+ PBY-5, possible post-WW2 conversions.

PBY-5AG

- 1+ PBY-5A, transfers to USCG.

PBY-5A(M)

- 1+ PBY-5A, RAAF conversions with undercarriage removed.

APBY-5A

- 1+ PBY-5A, possible post-WW2 conversions.

PBY-6AG

- 1 PBY-6A (64096), staff transport used by USCG.

PB2B-2R

- 1+ PB2B-2, RAAF conversions to transport aircraft.

USAAF / USAF

OA-10-CO	56	5 PBY-5 / 51 PBY-5A, aircraft in service with the USAAF. Assigned s/n: 41-18772, 41-18773, 42-107401 / 42-107405 (PBY-5), 42-109020 / 42-109025, 43-3259 / 43-3270, 43-43839 / 43-43863, 43-47956 / 43-47961. 2 additional conversions cancelled. 2 additional PBY-5A obtained in 1947 as OA-10-CO, assigned s/n: 47-638, 47-639.
(A-10-CO)	56	1948, USAF redesignation of OA-10.
OA-10B-CN	10	PBY-6A, aircraft in service with the USAAF. Assigned s/n: 45-57833 / 45-57842. Additional 65 assigned s/n: 45-57843 / 45-57907 not delivered.
(A-10B-CN)	10	1948, USAF redesignation of OA-10B.
A-10A-VI	230	1948, USAF redesignation of OA-10A. 2 additional PBY-5A and 1 PBY-6A obtained in 1949 as A-10A-CO. Assigned s/n: 49-2894 / 49-2896.

British RAF

Catalina Mk. I	1	PBY-5 (RAAF A24-2), transfer to RAF, assigned RAF s/n: DP202. Later to RCAF as Catalina Mk. I. A24-1 reserialled as A24-2. Catalina Mk. I s/n: AH534 to RAAF as A24-1 replacement.
Catalina Mk. IIA	29	(Model 28-5MC) Canso, aircraft transferred to the RAF. Assigned RAF s/n: <i>mixed</i> VA701 to VA736. Conversions: GR.Mk. IIA. 9 to RAAF as A24-19 / A24-27. 14 additional conversions cancelled.
Catalina Mk. IIIA	12	PBY-5A, aircraft in service with the RAF. Assigned RAF s/n: FP525 / FP536. Conversions: GR.Mk. IIIA.
Catalina Mk. IVA	27	PBY-5, aircraft in service with the RAF. Assigned RAF s/n: JX570 / JX585, JV925 / JV935. 4 to RCAF, no s/n change.
Catalina ASR.Mk. IVB	1+	Catalina Mk. IVB, conversions for air-sea rescue duties.

Foreign Conversions

CV-14	1+	1980s, Transport Canada conversions for in-flight radio comms.
Tp-47	3	Canso A, 1947, conversions by Sweden.

Civil Conversions

Model 28-5ACF	1+	PBY-5A / Canso A, 1948, civil conversions post-WW2. All turrets removed, internal modifications and upgrades.
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FOREIGN MILITARY / CIVILIAN SERVICE

- **GST (Gidro Samolyet Transportnyi) 'Mop'**, 24+, licensed Russian version of the PBY-5 built 1939-41.
- Many Catalinas sold on the civil market as freighters, fire-bombers, utility and survey aircraft etc.
- Catalina civil conversions included the **Bird Innovator**, **Landseaire**, **Steward-Davis Super Catalina** and **Super Canso S/C 1000**.