

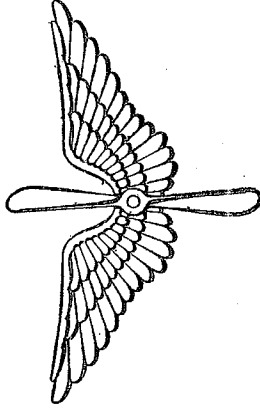
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00145173

MODEL DESIGNATION ARMY AIRCRAFT

ELEVENTH EDITION

P.R.Q



PUBLISHED BY COMMANDING GENERAL, ARMY AIR FORCES

COMPILED BY

AIR TECHNICAL SERVICE COMMAND
ENGINEERING DIVISION, TSESE-4D4
WRIGHT FIELD, DAYTON, OHIO

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DECLASSIFIED

DOD DIR 5200.9, 27 Sep 58

TO BE RETURNED
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00145173

MODEL DESIGNATIONS OF ARMY AIRCRAFT

Prepared by the Air Technical Service Command

The designations of the various Army Air Forces types of aircraft are as follows:

TYPE	SYMBOL	PAGE	TYPE	SYMBOL	PAGE
Amphibian	OA	1	Gliders:		
Army Reconnaissance (Photographic)	F	2	Assault	AG	60
Bombardment, Light	A	4	Bomb	BG	60
Bombardment, Medium and Heavy	B	9	Fuel	FG	60
Fighter	P	24	Power	PG	60
Liaison	L	36	Training	TG	60
Observation	O	38	Transport (Cargo)	CG	61
Training, Advance	(BC) AT	43	Miscellaneous:		
Training, Basic	BT	45	Autogiro	G	63
Training, Primary	PT	46	Controllable Bomb (Ground Launched)	BQ	63
Transport (Cargo and Personnel)	C	49	Helicopter (Rotary Wing)	R	63
			Target Control	CQ	64

The following prefix letters may be used with model designations, and are defined below:

R—Restricted Classification (restricted service of the airplane).

U—Utility (transport airplane carrying seven passengers or less, or less than 1400 lbs. in weight).

X—Experimental Classification.

Y—Service Test Classification.

Z—Obsolete Classification (on experimental and service test models the original "X," and "Y" prefixes are also retained).

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**THE FOLLOWING CODE SYMBOLS FORM A PART OF THE MODEL DESIGNATION
AND IDENTIFICATION OF ARMY AIRCRAFT, WITH RESPECT TO THE
MANUFACTURERS' INDIVIDUAL FACTORY**

Code Symbols	Manufacturer	Address	Code Symbols	Manufacturer	Address
AE	Aerona Aircraft Corporation	Middletown, Ohio	XU	Hughes Aircraft Company	Culver City, California
AG	Al-Glider, Incorporated	Akron, Ohio	IN	Interstate Aircraft & Eng. Corp.	El Segundo, California
BB	Babcock Aircraft Corporation	Deland, Florida	KE	Kellett Autogiro Corporation	Philadelphia, Pennsylvania
BH	Beech Aircraft Corporation	Wichita, Kansas	LK	Laister-Kaufman Aircraft Company	St. Louis, Missouri
BE	Bell Aircraft Corporation	Buffalo, New York	LO	Lockheed Aircraft Corporation	Burbank, California
BA	Bell Aircraft Corporation	Atlanta, Georgia	MA	Martin Company/The Glenn L.	Baltimore, Maryland
BL	Bellanca Aircraft Corporation	New Castle, Delaware	MO	Martin Company/The Glenn L.	Omaha, Nebraska
BO	Boeing Aircraft Company	Seattle, Washington	MC	McDonnell Aircraft Corporation	St. Louis, Missouri
BN	Boeing Aircraft Company	Renton, Washington	MM	McDonnell Aircraft Corporation	Memphis, Tennessee
BW	Boeing Aircraft Company	Wichita, Kansas	NK	Nash-Kelvinator Corporation	Detroit, Michigan
BS	Bowbus Sailplane, Incorporated	San Francisco, California	ND	Noorduyn Aviation Company, Ltd.	Montreal, Canada
BR	Briegleb Sailplane Corporation	Beverly Hills, California	NA	North American Aviation, Inc.	Inglewood, California
BU	Budd Manufacturing Co., Edward G.	Philadelphia, Pennsylvania	NT	North American Aviation, Inc.	Dallas, Texas
CE	Cessna Aircraft Company	Wichita, Kansas	NC	North American Aviation, Inc.	Kansas City, Kansas
CH	Christopher Aircraft Company	St. Louis, Missouri	NO	Northrop Aircraft, Incorporated	Hawthorne, California
CM	Commonwealth Aircraft, Inc.	Kansas City, Missouri	NW	Northwestern Aeronautical Corp.	St. Paul, Minnesota
CO	Consolidated-Vultee Aircraft Corp.	San Diego, California	PI	Piper Aircraft Corporation	Lockhaven, Pennsylvania
CR	Cornelius Aircraft Corporation	Fort Worth, Texas	PL	Pist-LePage Aircraft Company	Ecdystone, Pennsylvania
CL	Culver Aircraft Corporation	Dayton, Ohio	PR	Pratt, Read & Co., Inc. (Gould Div.)	Deep River, Connecticut
CU	Curtiss-Wright Corporation	Wichita, Kansas	RD	Read-York, Incorporated	Kenosha, Wisconsin
CV	Curtiss-Wright Corporation	Buffalo, New York	RE	Republic Aviation Corporation	Farmingdale, L. I., N. Y.
CK	Curtiss-Wright Corporation	Louisville, Kentucky	RA	Republic Aviation Corporation	Evanston, Indiana
CS	Curtiss-Wright Corporation	St. Louis, Missouri	RI	Ridgefield Manufacturing Company	Ridgefield, New Jersey
DH	DeHavilland Aircraft of Canada	Toronto, Canada	RO	Robertson Aircraft Corporation	St. Louis, Missouri
DO	Douglas Aircraft Company, Inc.	Santa Monica, California	RY	Ryan Aeronautical Company	San Diego, California
DC	Douglas Aircraft Company, Inc.	Chicago, Illinois	SL	St. Louis Aircraft Corporation	St. Louis, Missouri
DE	Douglas Aircraft Company, Inc.	El Segundo, California	SW	Schwesler Aircraft Corporation	Elmira, New York
DL	Douglas Aircraft Company, Inc.	Long Beach, California	SI	Sikorsky Aircraft Division	Stratford, Connecticut
DK	Douglas Aircraft Company, Inc.	Oklahoma City, Oklahoma	SP	Spartan Aircraft Corporation	Tulsa, Oklahoma
DT	Douglas Aircraft Company, Inc.	Hagerstown, Maryland	TA	Taylorcraft Aviation Corporation	Alliance, Ohio
FA	Fairchild Aircraft Division	Burlington, North Carolina	TI	Timm Aircraft Corporation	Van Nuys, California
FB	Fairchild Aircraft Division	Fort Erie, Canada	UN	Universal Molded Products	Bristol, Virginia
FE	Fleet Aviation, Ltd.	Fort Erie, Canada	VE	Vega Aircraft Corporation	Burbank, California
FL	Fleewings, Inc.	Bristol, Pennsylvania	VI	Vickers Canadian, Ltd., (Consolidated-Vultee Aircraft Corp.)	Montreal, Quebec, Canada
FT	Fletcher Aviation Corporation	Astoria, L. I., N. Y.	VU	Vultee Aircraft, Incorporated	Downey, California
FR	Ford Motor Company	Pasadena, California	VN	Vultee Aircraft, Incorporated (Consolidated-Vultee Aircraft Corp.)	Nashville, Tennessee
FR	Frankfort Sailplane Company	Joliet, Illinois	VW	Vultee Aircraft, Incorporated (Consolidated-Vultee Aircraft Corp.)	Wayne, Michigan
GA	G & A Aircraft Company, Inc.	Willow Grove, Pennsylvania	WO	Waco Aircraft Company	Troy, Ohio
GE	General Aircraft Corporation	Detroit, Michigan	WA	Ward Furniture Company	Fort Smith, Arkansas
GM	General Motors Corporation	Cleveland, Ohio	WI	Wichita Engineering Company	Wichita Falls, Texas
GC	General Motors Corporation	Greenville, Michigan			
GN	Gibson Refrigerator Company	Fort Worth, Texas			
GF	Globe Aircraft Corporation	Bethpage, L. I., N. Y.			
GR	Grumman Aircraft Corporation	New Orleans, Louisiana			
HI	Higgins Aircraft, Incorporated	Chicago, Illinois			
HO	Howard Aircraft Corporation				

CHARACTERISTICS

MODEL	M.F.R.	SPEC. NO	CONT. NO	Q.U.	T.N.O.	POWER M.F.R.	PLANT MODEL
OA-3	Douglas	1695A	AC-4460	8	2	Wright J-6	R-975-E
OA-4	Douglas	1695	AC-4460 C.O. 1381	2	2	P&W "Wasp JR"	R-985-A
OA-4A	Douglas	1727	AC-5100	8	2	P&W "Wasp"	R-985-B
OA-4B	Douglas	1733	AC-5745	4	2	P&W "Wasp"	R-985-9
ZOA-4C	Douglas		AC-5745/2 AC-5745 (Wings)	7	2	P&W "Wasp"	R-985-B9
YOA-5	Douglas	1731	AC-5450	1	2	Wright "Cyclone"	R-1820-45
OA-5A	Douglas	1731A	No contract entered into	2	2	Wright "Cyclone"	R-1820-25
OA-6	Consolidated		No contract entered into	2	2	Wright "Cyclone"	R-1820-25
OA-7	Douglas	1753	No contract entered into	2	2	P&W	R-1340-33
Y10A-8	Sikorsky	100-8A	AC-9597	5	2	P&W	R-1690-23
OA-9	Grumman	98-412-1	MA-86447	5	2	P&W	R-985-17
OA-10	Consolidated	R-421-1	NA-70464 NA-68476 NA-70496 NA-70498 NA-77713	31 15 5 2	2	P&W	R-1830-82
OA-10A	Vickers	(PFX-5AMC)	MA-296	230	2	P&W	R-1830-82
OA-11	Sikorsky	S-43	AC-21054	1	2	P&W	R-1690-S2RC
OA-12	Grumman	SD-234-5	MA-80281	1	1	Wright	R-1820-34
OA-13	Grumman			1	2	P&W	R-985-AN-1
OA-13A	Grumman	654		3	2	P&W	R-985
OA-14	Grumman	734		15	2	Ranger	L-440-5

High wing amphibian monoplane; steel tube fuselage; cantilever wing. (Formerly known as C-21 transport type). Reclassified ZOA-3. Similar to the OA-3 except for engine change and minor refinements: retractable landing gear. (Formerly known as C-26 transport type). Engine changed to R-985B. (Converted to ZOA-4C, Serial Nos. 32-396, 32-397).

Similar to the OA-4 except for 611 compression ratio, engine, and minor refinements. (Formerly known as C-26A transport type). Also equipped with R-985-9 engines. (Redesignated ZOA-4A). (A converted to ZOA-4C, Serial Nos. 32-403, 32-406, 32-408).

Similar to the OA-4A except for minor refinements. (Formerly known as C-26B transport type). (One converted to ZOA-4C, Serial No. 33-295). Same as the OA-4, OA-4A, and OA-4B models except for adaptation of stainless steel wings.

Five-place, high wing monoplane, cantilever wing, all-metal construction. (Formerly known as YO-4A). Redesignated OA-5. Similar to ZOA-5 except for minor improvements. (Project cancelled).

Five-place biplane, metal hull and air foil structure, fabric covered surfaces, retractable landing gear, controllable propeller. (Project cancelled).

Similar to the OA-4B except for engine change and minor improvements. (Project cancelled).

Commercial 11-place amphibian (Model S-43) with minor changes to meet Air Forces requirements. (Redesignated OA-8).

Six-place, high-wing (cantilever) monoplane of all metal construction equipped with Hamilton Standard constant speed propellers and split type trailing edge flaps. The hull is of semi-monocoque construction and the main landing gear and tail wheel are retractable into the hull.

High wing, semi-cantilever monoplane, all metal with the exception of control surfaces which are fabric covered. Tricycle landing gear and two auxiliary floats are retractable.

A high-wing amphibian monoplane with tricycle landing gear and retractable wing tip floats. Same as the Consolidated OA-10 except for the following: Has Canadian instruments in lieu of Hamilton Standard instruments for installation of .303 flexible guns instead of .30 cal.; Canadian radio as follows - two AR-6 receivers, one AP-7 transmitter, one intercommunication set, one MI-22124 VHF transmitter; U.S. radio as follows - one MN-26C radio compass, one ARN-1 radio altimeter.

Similar to OA-8 except for interior arrangement. Radio: One RCA receiver AVR-7; RCA transmitter AVT-12-B; Radio compass, Bendix type MN-28-B. (Crashed on trip to Trinidad).

Two-place, biplane (Navy model J2F-5). Armament - One .30 caliber flexible gun with 600 rds. ammunition in rear cockpit; two 100 lb. bombs on wing bomb rack or 2 smoke screen tanks Mark VII Model 1, or two 365 lb. aerial depth bombs. Radio - Navy transmitter, receiver equipment Model GP, Navy direction finder, Model DU.

Commercial: Eight-place, high-wing, metal covered monoplane, equipped with two wing tip floats and retractable amphibious gear. No armament. Radio: Unknown commercial type.

Commercial: Grumman Model C-24A. Eight-place, all metal amphibian with all metal riveted hull and retractable landing gear; tail wheel manually operated.

Commercial: Grumman Model C-44. Five-place cabin amphibian. Wing all metal. Single box spar with integral gas tank. Wing tip float bulkheaded. Retractable landing gear, tail wings and wood propellers.

CHARACTERISTICS

ARMY RECONNAISSANCE - Photographic

MODEL	M.F.R.	SPEC. NOCONT.	NO. QUITNO	POWER	PLANT
				M.F.R.	MODEL
XP-1	Fairchild	24-4720	1	1 P&W "Wasp"	R-1740
YF-1	Fairchild	AC-3167	8	1 P&W "Wasp"	SR-1340-C
F-1A	Fairchild	AC-3780	6	1 P&W "Wasp"	SR-1340-C
F-2	Beech	502-1	14	2 P&W	R-985-19
F-2A-BH	Beech	AC-12398	13	2 P&W	R-985-AM-1
F-2B	Beech	AC-12967	1	2 P&W	R-985-AM-1
YF-3	Douglas	C-103A	3	1 Wright	R-2600-7
F-3A-D0	Douglas	DS-446 (A-207)	10 36	2 Wright	R-2600-23
F-4	Lockheed	C-615-5	99	1 Allison	V-1710-27 & V-1710-29
F-4A-1-10	Lockheed	2560	20	1 Allison	V-1710-49 & V-1710-53
F-5A-1-10	Lockheed	2762	20	1 Allison	V-1710-51 & V-1710-55
F-5A-2-10	Lockheed	2762	1	1 Allison	V-1710-27 & V-1710-29
F-5A-3-10	Lockheed	2762	20	1 Allison	V-1710-51 & V-1710-55
F-5A-10-10	Lockheed	2762	140	1 Allison	V-1710-89 & V-1710-91
F-5B-1-10	Lockheed	2560	200	1 Allison	V-1710-89 & V-1710-91
F-5C-1-10	Lockheed	AC-24636	128	1 Allison	V-1710-89 & V-1710-91
XP-2D	Lockheed	4445	1	1 Allison	V-1710-51 & V-1710-55
F-5E-2-10	Lockheed	AC-35374	100	1 Allison	V-1710-89 & V-1710-91
F-5E-3-10	Lockheed	4445	105	1 Allison	V-1710-89 & V-1710-91
F-5E-4-10	Lockheed	4723	500	1 Allison	V-1710-111 & V-1710-115
F-5F-10	Lockheed	NA-5105	57	1 Allison	V-1710-89 & V-1710-91
F-6A-1-NA	North American	NA-5423	35	1 Packard	V-1650-3
F-6B-1-NA	North American	NA-5903	71	1 Packard	V-1650-3
F-6C-1-NA	North American	NA-5903-1	20	1 Packard	V-1650-3
F-6C-5-WT	North American	NA-5903-1	1	1 Packard	V-1650-7
F-6C-10-WT	North American	NA-5903-1	1	1 Packard	V-1650-7
F-6D-5-NA	North American	NA-5903-3	1	1 Packard	V-1650-7
XF-7	Consolidated	ZD-32-019	1	4 P&W	R-1830-43
F-7A-CO	Ford	ZD-32-020	86	4 P&W	R-1830-43
F-7B-CO	Consolidated	ZD-32-020	4	4 P&W	R-1830-65
F-8DE	DeHavilland	(British)	200	2	R-1830-65

Fairchild Model 71; single high externally braced wing which can be folded back; steel tube, fabric covered fuselage. (Designation changed from XC-8). (Airplane crashed 5-20-30 and was surveyed).

Service test XF-1; designation changed to Model C-8.

Production YF-1 incorporating minor changes. Designation changed to model C-8A.

Modified commercial 185, three-place, all metal.

Basically the same as the OX-45 with the following modifications: Installation of four cameras, Types K-17, K-18, K-19, and K-22, and Type K-24; auxiliary 37-gal. gasoline tank installed in the nose; a demand type oxygen system installed with outlets at each crew station sufficient for a period of 8 hrs. at 26,000 ft.; all cabin seats removed except one for camera operation; other minor changes.

Similar to the F-2A except for trimetrogon camera installation in baggage compartment.

Substantially the same as the A-20 with provisions for installation of a tandem F-3A camera in place of the bomb installation. (Reclassified XP-3).

A-20E-5-70, A-20K-10-D0, A-20K-15-D0, A-20E-15-D0, and A-20T-20-D0 airplanes converted to F-3A-D0 airplanes with the following changes: Provisions for intercommitter at camera operator's station in nose and at camera station in rear; provisions for Type K-2 viewfinder; provisions for Type K-2 photo flash; provisions for Type K-2 photo flash bombs with necessary controls in pilot's cockpit and bombardier nose; removal of lower .50 cal. gun and support and ammunition containers.

F-38E's converted to photographic type by deletion of armament equipment and the installation of four Type K-17 aircraft cameras and two dropable belly fuel tanks. (Reclassified XP-4).

Same as F-4, airplanes except for engine change. (Reclassified RF-4A-1-10).

Same as F-4A-1-10 except for 5 camera installation instead of four, and engine change.

Same as F-4, except for five camera installation instead of four.

Same as the F-5A-1-10 except for the installation of a demand oxygen system, Type B-13 turbo superchargers, and engine change. (20 out of 32 P-38C-3-10 airplanes on Contract 21217 redesignated).

Same as the F-5A-1-10 except for installation of G-5 and G-6 starters in lieu of F-1 and F-2 starters, and a demand oxygen system. (This designation was given to 140 out of 700 P-38G-10-10 airplanes procured on Contract 21217).

Same as the F-5A-1-10 except for engine change and core type intercoolers. Basically P-38H-1-10 airplanes converted to a photographic type.

Same as the F-5B-1-10 except that the following camera installation is provided; one K-17 camera with 6" lens in nose of aircraft mounted vertically, two Type K-22 or K-17 cameras with 2 1/2" lenses mounted in split vertical, and provisions for the installation of one Type K-17 camera with 12" lens, or one K-18 camera with 2 1/2" lens, or one K-22 camera with 40" lens.

One F-54 airplane with the nose section modified to accommodate a photographer-observer, who will operate a Type K-17 fired camera. In addition, there will be an oblique camera installed in each of the tail booms.

P-38J-15-10 airplanes modified as photographic types at Modification Center.

P-38S-25-10 airplanes modified as photographic types.

P-38U-1-10 airplanes modified as photographic types.

Similar to P-50-10 except for additional cameras. P-38T made in accordance with "mock-up" for 1944 schedule.

57 Model P-51 airplanes converted into photographic types as follows: Two K-24 cameras installed, SCR-27AN, SCR-535, and RC-32 filter radio equipment installed; auto signal dialsonce control camera, AN-3089 signal indicator installed. Provisions for six 250-lb. bombs, six 500-lb. bombs, and carbide. Carburetor air filter installed; British oxygen system modified to US standards; long range oxygen system installed. Various details arranged for long range ferrying or for crating. (Note: There will be no change in armament from the Model P-51. (Cancelled 10/42).

Similar to the P-51A except for installation of two Type K-24 cameras for use on reconnaissance missions, and change in engines.

Similar to the P-51B-1-NA except for installation of two Type K-24 cameras for use on reconnaissance missions.

Same as the P-51C-1-WT except for installation of two Type K-24 cameras for use on reconnaissance missions, and provisions for Types K-17 and K-22 cameras.

Same as the P-51C-5-WT except for installation of two Type K-24 cameras for use on reconnaissance missions, and provisions for Types K-17 and K-22 cameras.

Same as the P-51C-10-WT except for installation of two Type K-24 cameras for use on reconnaissance missions.

Same as the P-51D-5-NA except modified for reconnaissance use.

11 cameras and related equipment installed in B-24D airplanes, Serial No. 42-40113, for the purpose of making a long range photographic airplane as set forth in OH-1217, dated 3-5-42.

Similar to the XF-57 except that it is a B-24H airplane converted to a photographic type, having three cameras in the nose and three in the rear bomb bay. Ball and tail turrets are also installed.

Model B-24J airplanes converted to photographic type, similar to the F-7 with three cameras installed in the nose and three in rear bomb bay. Nose turret, tail turret, and ball turret are also installed.

Similar to the F-7A-CO except that it is a B-24J airplane modified to photographic type, having no cameras in the nose and six in the rear bomb bay. Nose turret, tail turret, and ball turret are also installed.

Two-plane DeHavilland Mark XII "Mosquito" built in Canada, modified by USAAF for photographic missions in lieu of bombing missions. All wood airplane with hydraulic, constant speed propellers, conventional landing gear, and external dropable wing tanks. No guns are provided but upon removal of long range fuel tanks the airplane may be used as a bomber with the following load: Normal - six 250-lb. or two 500-lb. and two 250-lb. bombs; overload - four 500-lb. and two 250-lb. bombs. Armor plate for crew is provided. The following photographic equipment is provided when used on photographic missions: Two Type K-17, 12" lens cone cameras in split vertical installation in bomb bay or two Type K-17, 6" lens cone cameras in single vertical installation in aft fuselage or Type K-22, Radio: One SCR-592 TRF, and one Type K-17 6" lens cone camera in single vertical installation in aft fuselage or one AN-3089 signal indicator and one AN-3089 signal indicator. One SCR-552 UHF command set; one TA-120/RA-108 liaison set; one AN-3089 signal indicator.

MODEL	MFR.	SPEC. NO	CONT. NO	QTY	NO	POWER PLANT		CHARACTERISTICS
						MFR.	MODEL	
XGA-1	Boeing Eng. Div.	272 Exp. Ord. 2877		1	1	Liberty	V-1460	Three seat, ground attack airplane.
XGA-2	Boeing	346		1	1	Liberty	V-1460	Three seat, ground attack airplane.
XA-2	Douglas	AC-2607 924		1	1	Liberty	V-1460	Three seat, ground attack airplane. Modified O-2 with inverted air-cooled engine, internal bomb racks, and wing guns.
ZA-3	Curtiss	AC-637 AC-750		40 31	1	Curtiss	V-1150D	Modified O-1. Guns and bomb racks inside of lower wings.
A-3A	Curtiss	AC-750		5	1	Curtiss	V-1150D	Modified A-3 for observation (transition) training.
A-3B	Curtiss	AC-2298 AC-3003		28 50	1	Curtiss	V-1150D	Modified A-3 with frizee ailerons, oleo landing gear, E-4 synchronizer and simplified wing gun installation. (Engine later changed to V-1150-EM). (Surveyed 10-30-37).
XA-4	Curtiss	27-2456-E		1	1	P&W	R-1340	Curtiss A-3 with Pratt & Whitney "Wasp" engine. Redesignated XA-9. (Surveyed 9-22-32).
A-5	Curtiss	1645		1	1	Curtiss	R-1570	Same as the A-3 except for power plant. (Designation cancelled).
A-6	Curtiss	1646		1	1	Curtiss Hex	H-1640	Same as the A-3 except for power plant. (Designation cancelled).
XA-7	Fokker	AC-2910		1	1	Curtiss	GV-1570C	Low wing monoplane with multiple spar cantilever metal wing and metal control surfaces, oleo yoke type axleless landing gear. Engine equipped for high temperature cooling. (Surveyed 1-19-32).
XA-8	Curtiss	AC-3088		1	1	Curtiss	V-1570-C	Low wing monoplane equipped with metal wing, externally braced, and metal control surfaces; also slots and flaps and oleo yoke type axleless landing gear. (Engine later changed to V-1570-EM/FM).
YA-8	Curtiss	AC-4603		5	1	Curtiss	V-1570-E	Service test XA-8. (Engine later changed to V-1570-FM). (Redesignated A-8).
YLA-8	Curtiss	AC-4603		8	1	Curtiss	V-1570-F	Identical to YA-8 except purchased out of F-1 funds. (Engine later changed to V-1570-FM). (Redesignated A-8).
A-8	Curtiss	AC-4603		13	1	Curtiss	V-1570E & F	Models YA-8 and YLA-8 airplanes reclassified.
YLA-8A	Curtiss	O.O. 1316		1	1	Curtiss	V-1570-F	Last article YLA-8 with engine change. Reclassified as A-8A and engine redesignated V-1570-57.
A-8B	Consolidated	1736		4	1	Curtiss	V-1570-F	Similar to the YA-8 except for minor improvements and electrical bomb rack installation. (A-12 procured instead).
YA-9	Detroit	AC-4536		1	1	Curtiss	GV-1570-C	Low wing, all metal monoplane, monocoque fuselage, retractable landing gear. (Formerly known as XA-938). (Contract cancelled).
YLA-9	Detroit	AC-4536		4	1	Curtiss	GV-1570	Same as the YA-9 except purchased out of F-1 funds. (Contract cancelled).
YA-10	Curtiss	AC-4603		1	1	P&W	R-1690-D	YA-8 type, serial number 32-344, with engine change. (Engine redesignated R-1690-9).
A-11	Consolidated	1736		4	1	Curtiss	V-1570-59	Low wing, two seated monoplane, all metal construction, monocoque fuselage, retractable landing gear, unsupercharged engine. (V-1570-61 engine may also be used interchangeably).
YLA-11	Consolidated	1726		1	1	Curtiss	V-1570-57	Model YIP-25, serial number 32-322, loaded to meet attack requirements; unsupercharged engine. Reclassified A-11. (Crashed 1-20-33).
A-11A	Consolidated	1726		1	1	Allison	V-1710-7	Model A-11 (Serial No. 33-208) with engine change.
A-12	Curtiss	P.O. 36-870		46	1	Wright	R-1820-21	Similar to the YA-10 except for engine change and minor improvements. Engine redesignated R-1820-37.
A-13	Northrop	1741		1	1	Wright	R-1820-37	All metal, low wing monoplane with fixed landing gear, and enclosed cabin. (Converted into XA-16 model).
XA-14	Northrop	5754		1	2	Wright	SR-1820	(Model designation cancelled).
A-15	Martin	AC-8227		1	2	Wright	R-1670-5	All metal, low wing monoplane, retractable landing gear, enclosed cabin. (Serial No. 36-146).
XA-16	Northrop	AC-6811 & WP 118162		1	1	P&W	R-1820-25	Similar to the YA-10 and YA-12 except for changes necessary to meet attack requirements. (Project cancelled).
RA-17	Northrop	98-1764-1		110	1	P&W	R-1830-7	Model YA-13 (Serial No. 34-27) with engine change. Engine later changed to R-1830-9.
RA-17A	Northrop	98-100-1A MA-61		100 29	1	P&W	R-1535-11	All metal, low wing monoplane, split type flaps, fixed landing gear, enclosed cabin.
A-17AS	Northrop	98-1764-1		2	1	P&W	R-1535-13	In general the same as Model A-17 except for retractable landing gear, engine change, and minor refinements.
YLA-18	Curtiss	AC-8950		13	2	Wright	R-1340-41	Similar to Model A-17 except for engine change and retractable landing gear; all armament omitted; two rear seats; larger baggage compartment; fuel load reduced to 211 gal.; special equipment in the rear cockpit. Engine redesignated R-1340-45.
A-18	Curtiss	98-1764-2		13	1	Wright	R-1820-47	Similar to Model XA-14 except for engine change and minor refinements. Redesignated A-18.
YA-19	Vultee	AC-11235		5	1	P&W	R-1830-17	Production model YLA-18 airplanes.
XA-19A	Vultee	AC-13290		1	1	Lycoming	O-1230-1	Three-place, all metal, low wing monoplane, equipped with retractable landing gear and Hamilton-Standard constant speed propeller. Armament: - 4 fixed and 2 flexible .30 cal. machine guns, and provisions for carrying thirty-six 30 pound bombs, six 100-pound bombs, or three 300-pound bombs.
XA-19B	Vultee	AC-12749		1	1	P&W	R-2800-1	Same as the YA-19 except for installation of an R-2800 test engine.
XA-19C	Vultee	P.O. 179124		1	1	Lycoming	R-1830-51	Same as the XA-19A except for installation of an R-1830-51 engine.
A-20	Douglas	AC-12967 C.O. 2917		63	2	Wright	R-2600-7	High wing monoplane of metal monocoque fuselage with metal wings and tail, equipped with turbo exhaust-driven supercharger. (Attack Bomber) (Three converted by C.O. 2917 to Model P-3, 59 converted into P-70 fighters).
RA-20A	Douglas	AC-15093 AG-12967		20 123	2	Wright	R-2600-3	Same as the A-20 except for omission of supercharger and different engines. 17 redesignated Model A-20E.
XA-20B	Douglas	C-103-A-2		1	2	Wright	R-2600-3	Same as the A-20A except it has three remotely installed machine guns, one in the tail and one in each engine nacelle, controlled through gun sight and computer installed in central fire control station. (Project cancelled).
A-20B	Douglas	C-103-A-3A		999	2	Wright	R-2600-11	Similar to the A-20A except for .50 cal. fixed guns and one .50 cal. flexible gun in the upper rear location in place of .30 cal. guns; also equipped for glide bombing. Chemical spray equipment: Four M10 airplane smoke tanks, two under each wing, 33 gal. each.

MODEL	MFR.	SPEC. NO	CONT. NO	NO	QUANTITY	POWER PLANT		MODEL
						MFR.	MODEL	
RA-310-VU	Vultee		DA-119	100	1	Wright	R-2600-19	Similar to the A-31 except for the following: Improved cockpit control arrangements; all Bendix radio equipment deleted and the following installed - SCR-274N command set, RC-32 filter, T-30 microphones, HS-23 headset, SCR-535 I.F.F.; improved fuel system.
XA-32	Brewster	XC-223-1	AC-21434	1	1	P&W	R-2800-37	Mid-wing monoplane, all metal except for fabric covered movable control surfaces, designed for dive bombing and torpedo dropping. Two 20 mm. cannon in the wings; normal bomb load normal plus two 500-lb. or two 500-lb. or one 1000-lb., or one 2000-lb. bomb or one 2000-lb. torpedo. Two M-10 airplane smoke tanks, one under each wing, 33 gal. each.
XA-32A	Brewster	341A	AC-21434	1	1	P&W	R-2800-37	Similar to the XA-32 except for more fire power. Four 20 mm. cannon and six .50 cal. guns in wings; bomb load same as XA-32; one M-20 airplane smoke tank with hinged discharge line within the bomb bay (50-gal.); SCR-274N radio command set.
RA-33	Douglas	DS-850	O.P.C. 282 AC-40174	18 13	1	Wright	R-1820-87	Low wing, full cantilever monoplane of aluminum alloy, semi-monocoque construction with retractable landing gear. Armament: Four .30 cal. machine guns in fuselage; one .50 cal. flexible machine gun with 1000 rds.; two .50 cal. machine guns with 200 rds. each. (Transferred to US Navy from Brazilian Government).
A-34	Brewster	Navy	A-642	192	1	Wright	R-2600-19	Navy Model SB-2A-1; two place, low wing, all metal monoplane with retractable conventional landing gear. Armament: Two .30 cal. fixed synchronized guns in fuselage with 600 rds. each; four .30 cal. fixed wing guns with 600 rds. each; two .30 cal. fixed wing guns with 600 rds. each; two 500-lb. bombs in bomb bay and two 250-lb. in wing racks. Radio: RA-12B transmitter, RA-102B receiver, 3611 interphone; R-3003 radio I.F.F.
A-35-VU	Vultee	N-1325	AC-27396	500	1	Wright	R-2600-19	Prototype airplane similar to the A-31 except for the following: Armament - four .50 cal. fixed wing guns; one .50 cal. flexible gun; maximum bomb load 1500 lbs. Radio, SCR-274N. (Redesignated A-35A-VU). Wing is increased approximately 4". (Redesignated A-35A-VU).
A-35A-1-VU	Vultee	N-1325	DA-119	99	1	Wright	R-2600-19	Same characteristics as A-35; production model.
A-35B-1-VU	Vultee	N-1325	AC-24664	400	1	Wright	R-2600-13	Similar to the A-35A except for engine change and two additional .50 cal. wing guns, making a total of six.
A-36-NA	North American	NA-5338	AC-27396	500	1	Allison	V-1710-F21R	Similar to the P-51 except for the following: Addition of dive brakes; engine change; addition of external wing bomb racks, each accommodating one 100-lb. or one 250-lb. or one 500-lb. or one 1000-lb. or one 2000-lb. bomb; addition of two fixed .50 cal. Type M-2 Browning guns in each wing panel and two fixed fuselage .50 cal. synchronized Browning guns. (Redesignated A-36A).
A-36A-1-NA	North American	NA-5338	AC-27396	500	1	Allison	V-1710-F21R	Characteristics are the same as the A-36.
XA-37	Hughes				2	P&W	R-2800-49	Duramold construction airplane without armament.
XA-38	Beech		AC-33348	2	2	Wright "Cyclone"	R-3350	Beech Model 28 "destroyer" with one .75 mm. cannon.
XA-39	Fleetwing	H-60	AC-34906	2	1	P&W	R-2800-27	Single place, mid-wing monoplane of all metal construction designed for low level ground attacks, dive bombing, and torpedo dropping, with a single stage, two-speed, gear driven supercharger. Armament: Four 20 mm. fixed wing guns with 30 rds. each and four .50 cal. fixed wing guns with 400 rds. each. Maximum alternate - four 37 mm. fixed wing guns with 100-lb. or one 500-lb. or one 1000-lb. or one 2000-lb. internal bombs, or one 1600-lb. or one 2000-lb. or one 2000-lb. torpedo, and two 500-lb. external bombs. Radio command set SCR-274N.
XA-40	Curtiss			1	1	Wright	R-3350-S	Single place, mid-wing monoplane of all metal construction designed for low level ground attacks, dive bombing, and torpedo dropping; engine equipped with gear driven, single stage, two-speed supercharger. Armament: Four 20 mm. fixed wing guns with 120 rds. each; six .50 cal. fixed wing guns with 400 rds. each; one 1000-lb. bomb or maximum alternate load of one 1600-lb. bomb in fuselage, or one 2000-lb. torpedo, or two 500-lb. bombs in wings (external). Radio command set SCR-274N. (Similar to Navy Model XPFC-1).
XA-41	Vultee		AC-34942	2	1	P&W	XR-4360	Vultee Model 90; single place, mid-wing monoplane of all metal construction designed for low level ground attacks, dive bombing, and torpedo dropping; engine equipped with gear driven, single stage, two-speed supercharger. Armament: Six .50 cal. fixed guns with 400 rds. each; two 1000-lb. or two 1600-lb. or one 2000-lb. bomb, or one 2000-lb. torpedo and two 500-lb. bombs externally. Radio command set SCR-274N.
XA-42	Douglas	459	AC-40188	1	2	Allison	V-1710-93	Three place, mid-wing monoplane of all metal construction designed for low level ground attacks and high altitude bombing with two-stage, two-speed engines. When used as a bomber, the .50 cal. fixed wing guns are installed in the fuselage. When used as a fighter, the .50 cal. fixed wing guns are installed in the wings. Flexible aft firing, remote controlled guns in wing trailing edge turrets. One .50 cal. fixed wing gun in the fuselage. One .50 cal. fixed wing gun in the turret. When used as an attack airplane the above guns are installed, plus one of the following nose installed turrets: controlled gun in spinner auto-loading forward firing gun, or four 20 mm. fixed forward firing guns, or two high velocity 37 mm. fixed forward firing guns, or one 75 mm. fixed auto-loading forward firing gun. Bombs: One 8000-lb. (British), or two 4000-lb. (British), or four 2000-lb. (American), or six 1000-lb. (American), or two Mk. XIII torpedoes (American), or two hundred 25-lb. fragmentation bombs (American) may be carried with bomb doors closed. One 10,000-lb. bomb (American) may be carried if bomb doors are opened about 6". Radio command set SCR-274. (Redesignated XB-42).

MODEL MFR. SPEC. NO. CONT. NO. QUANTITY POWER PLANT MODEL

CHARACTERISTICS

MODEL	MFR.	SPEC. NO.	CONT. NO.	QUANTITY	POWER PLANT	MODEL	CHARACTERISTICS
XBR-1	Boeing	DL428A	AC-7816 AC-5886	1	4 P&W	RI830-11	Ten-place, all metal, low wing monoplane with retractable landing gear; endurance of 42 hours at operating speed. (Redesignated XB-15).
XBR-2	Douglas		AC-8132 CO-2148	1			Redesignated XB-19. 4-10-37.
XBR-3	Sikorsky		AC-8144				Designation cancelled.
NBL-1	Berling	1534	279	1	6 Liberty	12-A	Heavy bombardment triplane with four nacelles. The two inner nacelles carry two motors each, one tractor and one pusher type; the two outer nacelles one tractor type motor each. Eight-wheel landing gear. (Surveyed).
NBS-1	L.W.F. Curtiss Aeromarine	1502-E 402 139-22	367 402 139-22	25 25 25	2 Liberty	12-A	Service type bomber.
NBS-2	Curtiss	1542-A	556	2	2 Liberty	12-A	Improved NBS-1 with new fuselage and new wing section.
XEB-1	Huff-Daland	1751-A	830	1	2 Packard	2A-2540	Large Model LB-1 with geared engine. (Surveyed 11-8-29).
XEB-2	Atlantic	X-1594	933	2	2 Packard	2A-2540	Large monoplane with geared engines. (Engineering data only procured).
XEB-3	Huff-Daland	X-26032	919	2	2 Packard	1A-2540	Direct drive engines. (Engineering data only procured).
XLB-1	Huff-Daland	1528-C	732	1	1 Packard	2A-2540	Experimental bomber.
LB-1	Huff-Daland	1587-02	2686	10	1 Packard	2A-2540	Service test model.
LB-1A	Huff-Daland	X1587B	939	1	1 Packard	2A-2540	Production LB-1.
XLB-2	Atlantic	X1593	956	1	2 P&W	RI690	Monoplane designed for air-cooled, direct drive, inverted Liberty engines but accepted with "Wasp" engines. "Hornet" engine later installed. (Surveyed 5-31-31).
XLB-3	Huff-Daland	X1596	934	1	2 Liberty	VL410	Biplane with air-cooled, direct drive Liberty engines; in general same as the LB-1 except for engine and nose of fuselage. (Converted to XB-3A).
XLB-3A	Keystone	X-1596A	27-333	1	2 P&W	RI340	XLB-3 with "Wasp" engines. (Surveyed). 12-4-30.
XLB-4	Martin	X-1602	932	2	2 Liberty	VL410	Bomber with direct-drive, air-cooled engines. (Engineering data only procured).
XLB-5	Huff-Daland	X-1598	938	1	2 Liberty	VL410	Bomber with direct drive, water-cooled engines. In general same as the LB-1 except for engine and nose of fuselage.
LB-5	Huff-Daland	X-1603	939	10	2 Liberty	VL410	Service test XB-5.
LB-5A	Keystone	1613	AC-642	25	2 Liberty	VL410	Production Model LB-5.
XLB-6	Keystone		AC-939 C.O. SP-59	100	2 Wright	RI750	LB-5 with Cyclone engines and wing changes.
LB-6	Keystone	1622	AC-1342	17	2 Wright	RI750	Production Model XB-6. (Reclassified ZLB-6).
LB-7	Keystone	1626	AC-1342	18	2 P&W	RI690-A	Same as the LB-6 except for "Hornet" engines.
LB-8	Keystone	1626	AC-1342	1	2 P&W	GR1860	Same as the LB-7 except for Hornet geared (2:1) engines. (Surveyed).
LB-9	Keystone	1626	AC-1342	1	2 Wright	GR1750	Same as the LB-7 except for Cyclone geared (1.58:1) engines.
LB-10	Keystone	1622	AC-1342	1	2 Wright	RI750-B	Same as the LB-6 except for Cyclone geared (1.58:1) engines. RI750-B engines installed to permit delivery of airplane. (Crashed 11-22-29).
LB-10A	Keystone						Reassigned B-3A.
LB-11	Keystone	1622	AC-1342	1	2 Wright	RI750-B	Same as the LB-6 except for Cyclone geared (2:1) engines. RI750-B engines installed to permit delivery of airplane. (Reassigned LB-11A).
LB-11A	Keystone						
LB-12	Keystone	1626	AC-2307	1	2 P&W	GR1860	LB-11 with "Cyclone" engine having 2:1 reduction gear ratio.
XB-1	Huff-Daland	X-1597	935	1	2 Packard	2A-1530	Same as the LB-7 except for direct drive "Hornet" engines. (Crashed 8-31-29).
XB-1A	Huff-Daland						Geared engine; no cockpit in rear fuselage, rear gunner and radio operator located in rear of engine nacelles. (Converted to XB-1A).
XB-1B	Keystone	X-1600	936	1	2 Curtiss	GVL570	Designation originally assigned to an observation type airplane. (Converted to XB-1B).
XB-2	Curtiss						XB-1 with Curtiss GVL570 engine replacing Packard 2A-1530 engines originally installed. (Surveyed 10-17-29).
B-2	Curtiss	1621	AC-1332	12	2 Curtiss	GVL570	Two bay wing; C-72 airfoil, sectional cleo shock absorber landing gear with separately controlled wheel brakes; Gunner's cockpit in rear portion of each nacelle and in nose of fuselage. (Surveyed 1-10-28).
B-2A	Curtiss						Improved XB-2.
B-3A	Keystone	1676	AC-3008	38	2 P&W	RI690-A	Similar to the B-2 except equipped with dual control.
YLB-4	Keystone	Y1-1689	AC-3008	5	2 P&W	RI860	Production LB-6 with engine change. Similar to the LB-7 and LB-8 except for single rudder, modified fuel system, and minor changes. (Formerly designated LB-10A). (Engine later changed to RI690-B and airplane reclassified ZB-3A).
B-4A	Keystone	1689A	AC-3008	25	2 P&W	RI860-B	Same as the B-3A except for "Hornet" engine. (Reclassified ZB-4).
B-5A	Keystone	1688	AC-3008	27	2 Wright	RI750-F	Same as the B-3A except for "Cyclone" engine. Reclassified ZB-5A.
YLB-6	Keystone	Y1-1690	AC-300	5	2 Wright	RI820	Same as the B-3A except for engine change. (Reclassified ZB-6 and engine later redesignated RI820-EM).
B-6A	Keystone	1690-A	AC-4067	39	2 Wright	RI820	Production YLB-6. (Reclassified ZB-6A and engine changed to RI820-EM).
ZB-7	Douglas	X-1672	AC-2851	1	2 Curtiss	VL570-OM	Fast day bomber; (Formerly designated XO-36). (Reclassified ZXB-7, engines changed to VL570-OM/EM).
YLB-7	Douglas	Y1-1672	AC-4538	7	2 Curtiss	GVL570C	Service test ZB-7. (Reassigned ZB-7).
ZB-8	Fokker	X-1698	AC-2413	1	2 Curtiss	VL570C	Fast day bomber (Formerly assigned XO-27). (Surveyed 2-24-32).
YB-8	Fokker	Y-1698-A	AC-4035	3	2 Curtiss	GVL570C	Service test ZB-8. (YO-27 purchased instead).

CHARACTERISTICS

MODEL	BOEING		MEDIUM and Heavy		SPEC. NOCONT. NO. QUITING		POWER PLANT		CHARACTERISTICS
	MFR.	MFR.	MFR.	MFR.	MFR.	MFR.	MODEL		
YB-8	Boeing	Y1-1698-A	AG-1135	4	2	Curtiss	G1V1570C	Identical to the YB-8 except purchased out of P-1 funds. (Y10-27 purchased as in stand).	
YB-9	Boeing	Y1-1721	AG-6537	1	2	P&W "Hornet"	Y101SR-1860B	Low wing monoplane with metal monocoque fuselage and retractable landing gear. (Formerly known as YB-901). (Airplane surveyed 12-6-34).	
Y1B-9	Boeing	Y1-1721	AG-4537	5	2	P&W	Y101SR-1860B	Identical to the YB-9 except purchased out of P-1 funds. (Surveyed 9-6-33).	
B-9B	Boeing	1721A	AG-4537	2	2	P&W	Y101SR-1860B	Same as the Y1B-9 except for changes necessary to meet specifications requirements. (Surveyed).	
XB-10	Martin	Y-1733	AG-5649	1	2	Wright	R1820-17	Similar to the Y1B-9A except for minor improvements. (None procured).	
RB-10	Martin	Y-1733	AG-5665	14	2	Wright	R1820-17	Mid-wing all metal monoplane with monocoque fuselage having corrugated top and bottom surfaces, smooth skin inside; wing of smooth skin construction with metal surfaces to rear spars, fabric covering trailing edge; elevator and rudder fabric covered; gun turret in front runners cockpit; bombs carried internally. (Formerly known as XB-907-A; later reclassified B-10).	
YB-10A	Martin	98-1763-1	AG-5665 C.O. 1795	1	2	Wright	R1820-31	Similar to the XB-10 except for minor refinements. (Restricted class 10-22-42; reclassified ZB-10).	
RB-10B	Martin	98-1763-1	AG-5665 C.O. 1875	88 15	2	Wright	R1820-33	Similar to the YB-10 except for changes necessary to incorporate Form F-27 supercharger, controllable pitch propeller, and engine change. (Surveyed 4-4-39).	
YB-11	Douglas	Y-1731	AG-5450	1	2	Wright	R1820-F	Similar to the YB-10 except for engine change and minor improvements. (Restricted class 10-22-42).	
YB-12	Martin	Y-1734	AG-5665	7	2	P&W	R1690-11	High wings, 5-place amphibian monoplane of all metal, cantilever construction. (Redesignated Y0-44).	
RB-12A	Martin	Y-1734	AG-5665 C.O. 1795	25	2	P&W	R1690-11	Similar to the YB-12 except for "Hornet" engine. (Reclassified B-12 and engine changed to R1690-21).	
B-12B	Martin	Y-1735	AG-5665	2	2	P&W	R1690-11	Similar to the YB-12 except for minor refinements. (None procured).	
YB-13	Martin	Y-1735	AG-5665 C.O. 1795	12	2	P&W	R1860-17	Similar to the YB-10 except for engine change. (None procured).	
XB-14	Martin	D-1428-A	AG-8866 AG-7618	1	4	P&W	R1830-1	Medium bombardment airplane, similar to the YB-12 except for engine change. (Surveyed 7-19-39).	
XB-15	Boeing	X-200	AG-6868	1	4	P&W	R1830-11	Long range, heavy bombardment, 10-place, all metal, low-wing with retractable landing gear, and 150-ft. wing span. Designed to meet 70,000 lb. gross weight class. (Redesignated XB1K-1, reverted back to XB-15, redesignated XC-105).	
YB-16	Boeing	98-201-A-2	AG-8306	13	4	Wright	V1710-3	Long range bombardment airplane. (Engineering data only procured).	
YB-17	Boeing	98-201-A-2	AG-8306	13	4	Wright	R1820-39	Heavy bombardment, mid-wing monoplane, with tractor radial engines mounted in N.A.C.A. nacelles, retractable chassis under inboard engine nacelles; construction all metal, aluminum alloy stressed skin. (Redesignated B-17).	
YB-17A	Boeing	98-201-A-2	AG-9843	1	4	Wright	R1820-51	Same as the YB-17. (Restricted class).	
RB-17B	Boeing	98-201-E-1B	AG-10155	10	4	Wright	R1820-51	B-17 redesignated with Type T-L turbo superchargers, modified engines, and minor refinements.	
RB-17C	Boeing	C-212-3A	AG-13257	38	4	Wright	R1820-65	Similar to the YB-17 except for different engine with Type B-3 turbo superchargers and minor refinements. (Restricted class 10-22-42).	
RB-17D	Boeing	C-212-4	AG-13257	42	4	Wright	R1820-65	Similar to the B-17B except for flush type machine gun windows instead of blister type turrets, engine change, self sealing tanks, and other minor improvements. (Restricted class 10-22-42).	
B-17E	Boeing	C-212-5B	AG-15677	512	4	Wright	R1820-87	Similar to the B-17C except for minor improvements, gun installation, and self sealing gas tanks. (Restricted class 10-22-42).	
B-17F	Boeing	C-212-7A	AG-20290 AG-20291 AG-20292 DA-16 DA-16	800 439 4039 300 50	4	Wright	R1820-97	Similar to the B-17E except for engine change and redesigned empennage surfaces; camouflage finish; provisions for mounting gun sight aiming point camera.	
B-17F-1-B0	Boeing	2163F	DA-16	50	4	Wright	R1820-97	Similar to the B-17E except for increased bomb load and minor refinements in equipment and manufacturing methods. Radio: Command set SCR-274; liaison set SCR-287; radio compass SCR-269; marker beacon RB-43; interphone RB-56.	
B-17F-5-B0	Boeing	2163F	DA-16	50	4	Wright	R1820-97	Similar to the Boeing B-17F except for the following: Additional and relocated armor plate; redesigned bomb racks for increased bomb load; C-1 automatic pilot; leakproof oil tanks; wide blade propellers and revised cowling; carburetor air filter; provisions for use of aromatic fuels; leakproof bomb bay tanks; separate hydraulic system with motor driven pump; oxygen manifold changed to four separate systems; provisions for auxiliary power plant; electrically operated fuel selector valves; change to Type C-6 starter; engine operation of super-charger regulators; engine fire extinguisher system.	
E-17F-10-B0	Boeing	2163F	DA-16	14	4	Wright	R1820-97	Same as the B-17F-1-B0 except for 1/4" armor at side guns and deletion of armor on bulkhead #3 door.	
B-17F-15-B0	Boeing	2163F	DA-16	36	4	Wright	R1820-97	Same as the B-17F-10-B0 except for minor changes which do not affect the characteristics of the airplane. (Details not available).	
B-17F-20-B0	Boeing	2163F	DA-16	45	4	Wright	R1820-97	Same as the B-17F-15-B0 except for the following: Double capacity propeller governor with external oil line; .30 cal. ball and socket mounts removed from the nose.	
B-17F-25-B0	Boeing	2163F	DA-16	55	4	Wright	R1820-97	Same as the B-17F-20-B0 except for minor changes which do not affect the characteristics of the airplane. (Details not available).	
B-17F-27-B0	Boeing	2163F	AC-20292	29	4	Wright	R1820-97	Same as the B-17F-25-B0 except for the following: Non-metallic leakproof main fuel tanks (starting with the 267th airplane); increased strength of landing gear drag strut; .30 cal. guns eliminated (starting with the 264th airplane).	
B-17F-30-B0	Boeing	2163F	AC-20292	71	4	Wright	R1820-97	Same as the B-17F-27-B0 on DA-16 except for the following changes: Controls for external bomb racks; revised bomb door controls to allow dropping external bombs in train with internal bombs; ball socket mounts in side window removed.	
B-17F-35-B0	Boeing	2163F	AC-20292	71	4	Wright	R1820-97	Same as the B-17F-30-B0 except that the tail gunner's additional armor plate is removed.	

CHARACTERISTICS

POWER PLANT MODEL

SPEC. NOCONT. NO. QUITNO

MFR.

MODEL

MODEL	MFR.	SPEC. NOCONT. NO. QUITNO	POWER PLANT MODEL	CHARACTERISTICS
B-17F-10-B0	Boeing	2163F	R1820-97	Same as the B-17F-35-B0 except for minor changes which do not affect the characteristics of the airplane.
B-17F-45-B0	Boeing	2163F	R1820-97	Same as the B-17F-40-B0 except that a demand oxygen system has been installed and the Type B-3 drift meter is replaced with a Type B-5 drift recorder.
B-17F-50-B0	Boeing	2163F	R1820-97	Same as the B-17F-45-B0 except that a flexible feed for side guns is installed and heavy duty brakes will be installed beginning with the 610th airplane.
B-17F-55-B0	Boeing	2163F	R1820-97	Same as the B-17F-50-B0 except for the following: Alcohol spray windshield de-icing system installed; additional wing fuel tanks; lost motion in tail gun support; capacity of hydraulic system increased; elevator down spring installed; bomb rack controls revised to permit release of external bombs with bomb doors closed; installation of two 50 cal. side nose guns.
B-17F-60-B0	Boeing	2163F	R1820-97	Same as the B-17F-55-B0 except for minor changes which do not affect the characteristics of the airplane. (Details of changes not given).
B-17F-65-B0	Boeing	2163F	R1820-97	Same as the B-17F-60-B0 except for the following: Type P-1 generators in place of Type O-1; additional wing fuel tanks and new outer wing fillers and corrosion reinforcement; other minor changes.
B-17F-70-B0	Boeing	2163F	R1820-97	Same as the B-17F-65-B0 except has a Type D-16 emergency fuel pump in place of Type D-15 and other minor changes.
B-17F-75-B0	Boeing	2163F	R1820-97	Same as the B-17F-70-B0 except for the following: Upper flexible gun installed in radio compartment; auxiliary power plant connected to electrical system of airplane; body reinforcement for nose gun; other minor changes.
B-17F-80-B0	Boeing	2163F	R1820-97	Same as the B-17F-75-B0 except for the following: Outer wing tank installed; landing gear type motor replaced by bomb door type motor (brackets); engine fire extinguisher system eliminated; bomb bay fuel tanks eliminated; other minor changes.
B-17F-85-B0	Boeing	2163F	R1820-97	Same as the B-17F-80-B0 except for the following: Remote reading compass installed (fuse panels a.d. charts); increased brake capacity and wheel strength; other minor changes.
B-17F-90-B0	Boeing	2163F	R1820-97	Same as the B-17F-85-B0 except for the following: Revisions in A.T.C.V. (resistors in junction box and improved type servo motors); strength of elevator fabric attachment; other minor changes.
B-17F-95-B0	Boeing	2163F	R1820-97	Similar to the B-17F-90-B0 except for the following: External bomb racks removed; interchangeability of right and left hand stabilizers; P-8 pyrotechnic pistol and holder; reinforced fuselage at radio compartment for gun blast; installation of JF-3R starters; other minor changes.
B-17F-100-B0	Boeing	2163F	R1820-97	Same as the B-17F-95-B0 except as follows: Method for reducing rudder load; redesignated tail gunner's ammunition box; installation of Type B-5 ignition switches; other minor changes.
B-17F-105-B0	Boeing	2163F	R1820-97	Same as the B-17F-100-B0 except for the following: Remote reading compass; swivel check valves replaced with Type E-5 valves; landing gear warning horn eliminated; other minor changes.
B-17F-110-B0	Boeing	2163F	R1820-97	Same as the B-17F-105-B0 except for the following: Tail gun flexible ammunition chute; Universal thermometers Type AN5790; other minor changes.
B-17F-115-B0	Boeing	2163F	R1820-97	Same as the B-17F-110-B0 except for the following: Unnecessary SCR-287 transmitter units removed; carburetor air filter gaskets revised; other minor changes.
B-17F-120-B0	Boeing	2163F	R1820-97	Similar to the B-17F-115-B0 except for the following: Emergency hydraulic brake system removed; Type D-16 fuel transfer pump removed; seat belt door latch spring; life raft compartment inspection window; provisions for B-7 bombsight mount; installation of Type A-3 oxygen flow indicators; installation of oil cooler drain cock; other minor changes.
B-17-125-B0	Boeing	2183F	R1820-97	Same as the B-17F-120-B0 except for the following: Double shock units for mounting gyro flux rate compass transmitters; low temperature hydraulic hose with detachable fittings; other minor changes.
B-17F-130-B0	Boeing	2163F	R1820-97	Same as the B-17F-125-B0 except for the following: Catwalk reinforcement for Perfix chin turret; provisions for installation of A-1 bomb release receptacle; other minor changes.
B-17F-1L	Douglas	2163F	R1820-97	Same as the B-17F built by Boeing except for manufacturer.
B-17F-1-DL	Douglas	2163F	R1820-97	Similar to the B-17F-DL except for the following major changes: Installation of recognition lights; liquidometer type fuel gauges; auxiliary power plant, leakproof oil and fuel tanks; double windows in pilot's cockpit; camouflaged fifth gear; increased capacity of carburetor regulators; increased bomb load; aluminum alloy wheels; electrically operated fuel shut-off valves; decreased sensitivity of fuel gauges; sealed beam landing light; relocation of propeller feathering line and supercharger regulator balance line; new type of thermo couple fireproof plug to be used at the firewall; revised method of marking control cables; addition of lock on elevator trim tab control; addition of fire extinguisher in navigator's compartment; and elimination of bottom sink station; reinforced structure for gun blast.
B-17F-5-DL	Douglas	2163F	R1820-97	Same as the B-17F-1-DL except for the following: Change of fuel transfer safety switches; revision of carburetor air filters; supercharger housing drain tube; other minor changes.
B-17F-10-DL	Douglas	2163F	R1820-97	Similar to the B-17F-5-DL except for the following: Dual brake line installed independent of main braking system; outlets for electrically heated suits installed; fluorescent lamps changed to 24-volt D.C., Type T-5; flame bonding attachment for M series sight; bomb selector switch installed; provisions for VIX bombsight; armor plate for radar and elevator servo motors; side gun armor installed; provisions for 1000 lb. armor piercing bomb; radio compass SCR-269-F installed; .30 cal. nose gun eliminated; other minor changes.
B-17F-15-DL	Douglas	2163F	R1820-97	Similar to the B-17F-10-DL except for the following: Check gasses for low temperature operation; leakproof bomb bay fuel tanks; air filters for vacuum operated instruments; antenna for B3090 radio; addition of Type A-12 oxygen transmitter for tail gun; addition of Type A-12 oxygen transmitter for wing gun; addition of Type A-12 oxygen transmitter for outer wing gun; addition of Type A-12 oxygen transmitter for waist gun; suitable stowage installed for SCR-578 dinghy transmitter; Type M-8 pyrotechnic pistol and signal container; provisions for day and night drift signal fires; installation of astrodome, astrograph, and astrocompass; carburetor air thermometers; installation of two .30 cal. flexible nose guns; other minor changes.
B-17F-20-DL	Douglas	2163F	R1820-97	Similar to the B-17F-15-DL except for the following: External bomb rack controls; temporary heavy duty brakes; B-5 drift recorder installed; other minor changes.
B-17F-25-DL	Douglas	2163F	R1820-97	Same as the B-17F-20-DL except for the following: Additional wing fuel tanks; battery and starter solenoid switches changed to Type B-4 relays; other minor changes.
B-17F-30-DL	Douglas	2163F	R1820-97	Similar to the B-17F-25-DL except for the following: Reduction of radio interference; change from Type D-15 to D-16 fuel pump; elimination of engine fire extinguisher system; other minor changes.
B-17F-35-DL	Douglas	2163F	R1820-97	Similar to the B-17F-30-DL except for the following: Windshield wiper installed; increased brake capacity and wheel strength; increased capacity of hydraulic system; interchangeability of brake return boost valves; installation of C-13 thermometer in bomber's compartment; other minor changes.
B-17F-40-DL	Douglas	2163F	R1820-97	Same as the B-17F-35-DL except for the following: Elimination of bomb bay fuel tanks; elimination of lost motion in tail gun sight; other minor changes.
B-17F-45-DL	Douglas	2163F	R1820-97	Similar to the B-17F-40-DL except for the following: Method of reducing rudder load provided; body reinforcements for nose guns; D-1 hydraulic pump solenoid changed to Type P-4; increased strength of elevator fabric attachment; complete interchangeability of horizontal stabilizers; other minor changes.
B-17F-50-DL	Douglas	2163F	R1820-97	Similar to the B-17F-45-DL except for the following: Landing gear motor replaced by bomb door motor; fluorescent marking of bombardier's equipment; P-8 starter relay; other minor changes.

MODEL	MFR.	SPEC.	NOCONT.	NOQUINT.	MFR.	PLANT	MODEL
B-17E-55-DL	Douglas	2163F	AC-20291	29	4	Wright	RI820-97
B-17E-55-DL	Douglas	2163F	AC-20291	26	4	Wright	RI820-97
B-17E-60-DL	Douglas	2163F	AC-20291	34	4	Wright	RI820-97
B-17E-65-DL	Douglas	2163F	AC-20290	800	4	Wright	RI820-97
B-17E-VE	Vega	2163F	AC-20290	5	4	Wright	RI820-97
B-17E-1-VE	Vega	2163F	AC-20290	15	4	Wright	RI820-97
B-17E-5-VE	Vega	2163F	AC-20290	20	4	Wright	RI820-97
B-17E-10-VE	Vega	2163F	AC-20290	20	4	Wright	RI820-97
B-17E-15-VE	Vega	2163F	AC-20290	20	4	Wright	RI820-97
B-17E-20-VE	Vega	2163F	AC-20290	40	4	Wright	RI820-97
B-17E-25-VE	Vega	2163F	AC-20290	50	4	Wright	RI820-97
B-17E-30-VE	Vega	2163F	AC-20290	50	4	Wright	RI820-97
B-17E-35-VE	Vega	2163F	AC-20290	50	4	Wright	RI820-97
B-17E-40-VE	Vega	2163F	AC-20290	75	4	Wright	RI820-97
B-17E-45-VE	Vega	2163F	AC-20290	75	4	Wright	RI820-97
B-17E-50-VE	Vega	2163F	AC-20290	100	4	Wright	RI820-97
B-17G-80	Boeing	2163F	AC-20292	100	4	Wright	RI820-97
B-17G-1-80	Boeing	D-5150	AC-20292	100	4	Wright	RI820-97
B-17G-5-80	Boeing	D-5150	AC-20292 Suppl. #2	100	4	Wright	RI820-97
B-17G-10-80	Boeing	D-5150	AC-20292 Suppl. #2	100	4	Wright	RI820-97
B-17G-15-80	Boeing	D-5150	AC-20292 Suppl. #2	100	4	Wright	RI820-97
B-17G-20-80	Boeing	D-5150	AC-20292 Suppl. #2	200	4	Wright	RI820-97
B-17G-25-80	Boeing	D-5150	AC-20292 Suppl. #2	100	4	Wright	RI820-97
B-17G-30-80	Boeing	D-5150	AC-20292 Suppl. #2	200	4	Wright	RI820-97
B-17G-35-80	Boeing	D-5150	AC-20292 Suppl. #2	185	4	Wright	RI820-97
B-17G-40-80	Boeing	D-5150	AC-20292 Suppl. #6	115	4	Wright	RI820-97
B-17G-45-80	Boeing	D-5150	AC-20292 Suppl. #6	235	4	Wright	RI820-97
B-17G-50-80	Boeing	D-5150	AC-20292 Suppl. #8	165	4	Wright	RI820-97
B-17G-55-80	Boeing	D-5150	AC-20292 Suppl. #8	200	4	Wright	RI820-97
B-17G-60-80	Boeing	D-5150	AC-20292 Suppl. #8	235	4	Wright	RI820-97
B-17G-65-80	Boeing	D-5150	AC-20292 Suppl. #14	165	4	Wright	RI820-97
B-17G-70-80	Boeing	D-5150	AC-20292 Suppl. #14	200	4	Wright	RI820-97

Same as the B-17E-50-DL except for the following: Auxiliary power plant connected to electrical system of airplane; B-3 bomb release inter-nd control; Universal thermometer Type AN5790; other minor changes.

Similar to the B-17E-55-DL except for the following: Auxiliary power plant is made fly-away equipment; unnecessary SCR-287 transmitter units removed; bombardier's windshield wiper removed; D-16 fuel transfer pump removed; other minor changes.

Same as the B-17E-60-DL except for removal of emergency hydraulic brake system and other minor changes.

Same as the B-17E built by Boeing except for manufacturer.

Similar to the B-17E-VE except for the following: Installation of reception lights; leakproof fuel tanks (sultase type); replacement of autostop fuel gauges by liquidometer; lower remote control turret by bellows; addition of auxiliary electrical power plant; hydraulic hand pump and mounting; reinforced fuselage for gun blast; engine operation of superchargers for tanks; electrically operated fuel shut-off valves; glide bombing attachment for M series sight; increased bomb door opening speed; provisions for tanks for increased fuel capacity; modification of armaments; modified A.F.C.P. installation; Type O-1 generator changed to Type P-1; high beads on fuel line and hose fittings; change to C-6 starter; Type A-7 supercharger regulator changed to Type A-11; double capacity governors; other minor changes.

Same as the B-17E-1-VE except for the following: Leakproof fuel tanks in bomb bay; revised oxygen manifold; SCR-2690 radio compass installed; other minor changes.

Similar to the B-17E-5-VE except for the following: SCR-595 radio installed; bomb selector switch installed; provisions for installation of Type P-15 fuel pump; B-3 driftmeter deleted; improved fuel tank vent outlets; radio stationing switch moved to vertical position; external power adapter storage; other minor changes.

Similar to the B-17E-10-VE except for the following: Alcohol spray exterior de-icing of windows; change to Type A-12 oxygen regulators; improved method of preventing fuel tank leakage; addition of fuel tank vent outlets; installation of Type A-1 bomb nose fusing solenoid; installation of astro compass and star projector; provisions for installation of Type M-8 pyrotechnic pistol and signal container; addition of shoulder harness safety belt; temporary heavy duty tanks; other minor changes.

Same as the B-17E-15-VE except for external bomb racks and controls and other minor changes.

Same as the B-17E-20-VE except for the following: Battery and starter solenoid switches changed to Type B-4 relays; D-1 hydraulic pump solenoid changed to B-4; engine fire extinguisher system eliminated; other minor changes.

Similar to the B-17E-25-VE except for the following: Additional wing fuel tanks; lost motion in ball gunsight eliminated; increased brake capacity and wheel strength; change from Type D-15 to D-16 ball turret; revised wing flaps; revised fuel tank filler caps; elimination of bomb bay fuel tanks; method of attaching fabric to elevator; other minor changes.

Same as the B-17E-30-VE except for the following: Provisions for interchangeability of inverters; single nose gun - doublers only (station 1 doubler); other minor changes.

Same as the B-17E-35-VE except for the following: Increased rating of landing gear motor; generator conduit between generator and firewall removed; other minor changes.

Same as the B-17E-40-VE except for the following: Type D-16 fuel pump removed; Type A-3 oxygen flow indicators installed; other minor changes.

Same as the B-17E-45-VE except for the following: Complete interchangeability of horizontal stabilizers; life raft compartment inspection window; other minor changes.

Similar to the B-17E airplanes except for addition of chin turret. Heavy bombardment type, mid-wing monoplane with retractable main landing gear under inboard engine nacelles and retractable tail wheel. Construction in all metal aluminum alloy stressed skin. Armament: Two .50 cal. side waist guns, 300 rds/gun; one .50 cal. radio compartment gun, 275 rds/gun; two .50 cal. chin turret guns, 400 rds/gun; two .50 cal. lower turret guns, 575 rds/gun; two .50 cal. ball turret guns, 500 rds/gun; or twenty-four 100-lb. internal bombs, Type 4000-lb. two 200-lb., or eight 1600-lb., or eight 1000-lb., or sixteen 500-lb., or twenty-four 100-lb. internal bombs, Type 4000-lb. two 200-lb., or 1600-lb., or two 1600-lb., or two 1000-lb. external bombs. Design bomb load, 20,000 lbs. - maximum bomb load, 20,800 lbs., consisting of eight 1600-lb., or two 1600-lb. externally. Radio: 274-W Command set, 287-A liaison set, 269-G radio compass, RC-43B marker beacon, RC-50 beacon, internally and two 4000-lb. externally. Radio: 274-W Command set, 287-A liaison set, 269-G radio compass, RC-43B marker beacon, RC-50 beacon, internally and two 4000-lb. externally.

Similar to the B-17E-130-80 except as follows: Bombardier's windshield wiper removed; revised bomb control system; induction vibrator start/buy coil; wiring for electronic turbo supercharger regulator installed; plexiglass nose installation revised; standardization of engine instrument; Bendix chin turret installed.

Same as the B-17G-1-80 except for the following major changes: Installation of series "P" Type E-5 valves; additional oxygen bottle for ball turret; other minor changes.

Same as the B-17G-5-80 except for the following major changes: Change border on airplane insignia; provisions for electrical turbo regulator; provisions for SCR-595-695 radio; revised wiring for M series bomb sight; other minor changes.

Same as the B-17G-10-80 except for the following major changes: 600 round waist gun ammunition boxes; provisions for modified Type A-2 ball turret; and other minor changes.

Same as the B-17G-20-80 except for the installation of Type A-2A ball turret with oxygen swivel and other minor changes.

Same as the B-17G-25-80 except for the addition of one T-30 microphone and HS-33 headset to make a total of ten and other minor changes.

Same as the B-17G-30-80 except for the following major changes: High speed turbo superchargers Type B-22; bulbous elevator trim tab; elimination of camouflage; and other minor changes.

Same as the B-17G-35-80 except for the following major changes: Marker beacon, Type RC-193 to Type RC-43-B; has external access to life raft control and other minor changes.

Same as the B-17G-40-80 except for the following major changes: Addition of RU-5B tuning unit for SCR-281 radio; change of Type A-7 signal container to Type A-8; electrical bomb control system; other minor changes.

Same as the B-17G-45-80 except for the following major changes: Enclosed waist gun installation; K-6 mounts for enclosed waist guns; B-5 fuel valves replaced by Type D-5; engine fire extinguisher system reinstalled; other minor changes.

Same as the B-17G-50-80 except for provisions for RC-103 radio, installation of landing gear safety switch, and other minor changes.

Same as the B-17G-55-80 except for the following major changes: Deletion of provisions for SCR-515 radio; deletion of provisions for British Lorenz blind landing equipment; installation of check guns; other minor changes.

Same as the B-17G-60-80 except for removal of one VH-3R starter gear box and other minor changes.

Similar to the B-17G-65-80 except for the following major changes: Reinstallation of trailing wire static discharger at tail wheel; installation of fore and aft radio compass antenna; installation of tail reserve for propeller feathering system; dry clutch landing gear motor, Type 1073-CBT; increased head treatment of bomb door, flap and tail gear motor output shaft key to 200,000 PSI.

MODEL	MFR.	SPEC.	NOCONT.	NOQUIN	NO	MFR.	POWER	PLANT	MODEL
B-170-75-BO	Boeing	D-5150	AC-20292 Suppl. #14	200	4	Wright	RI820-97	RI820-97	Similar to the B-170-70-BO except for the following major changes: Complete replacement of Type B-7 bomb shackles with Type B-10; installation of dry clutch landing gear motors Type 1073-1B; modification of installation of microphone switches on hand held guns and bomb sight; modification of installation of parachute static lines.
B-170-80-BO	Boeing	D-5150	AC-20292 Suppl. #14	200	4	Wright	RI820-97	RI820-97	Similar to the B-170-75-BO except for the following major changes: SCR-269C compass replaced with Type AN/ARM-7; complete duplication of wiring and safety switches for all electric bomb release; hot air cabin heating system modified for hot air cabin heating system; installation of chin turret in instrumenting hand chargers; Group "W" parts for RC-103 radio; external fire extinguisher system; SCR-522 radio and RC-36B interphone system; induction hardened landing gear retracting unit output shafts replaced with fuselage hardened shafts; installation of Group "A" parts for glide path radio receiver AN/ARM-5; Type B-4 propeller feathering solenoids replaced with Type B-6.
B-170-85-BO	Boeing	D-5150	AC-20292 Suppl. #14	200	4	Wright	RI820-97	RI820-97	Similar to the B-170-80-BO except for the following major changes: Enclosed radio operator's gun installations; modification of installation of first aid knives.
B-170-90-BO	Boeing	D-5150	AC-20292 Suppl. #14	200	4	Wright	RI820-97	RI820-97	Similar to the B-170-85-BO except for the following major changes: Individual fusing and wiring for supercharger regulator amplifiers; removable fittings for oil tanks; installation of square "W" Type M-2 bomb door solenoids to prevent simultaneous energizing of open end close circuits; installation of copper oil coolers with integral surge valves.
B-170-95-BO	Boeing	D-5150	AC-20292 Suppl. #14	200	4	Wright	RI820-97	RI820-97	Similar to the B-170-90-BO except for the following major changes: Type B-2A bomb release interval control replaced with Type B-3A; fire extinguisher tubing forward of firewall changed to steel; provisions to prevent reversal of bomb shackles.
B-170-1-DL	Douglas	D-2163-F	AC-20291	650	4	Wright	RI820-97	RI820-97	Similar to the B-177-65-BO except for the following: Installation of remote reading compass; redesigned tail gun stowage lock; installation of Bendix chin turret.
B-170-5-DL	Douglas	D-2163-F	AC-20291	1	4	Wright	RI820-97	RI820-97	Same as the B-170-1-DL except for induction vibrator starting coil and installation of Type A-3 oxygen flow indicator. Other changes of minor importance are also incorporated.
B-170-10-DL	Douglas	D-2163-F	AC-20291	84	4	Wright	RI820-97	RI820-97	Same as the B-170-5-DL except for the following changes: AC hose fittings replaced with AN fittings; fuselage reinforcements for radio compartment gun blast; oil cooler drain cock installed; low impedance headsets installed; other minor changes.
B-170-15-DL	Douglas	D-5150	AC-20291 Suppl. #3	90	4	Wright	RI820-97	RI820-97	Same as the B-170-10-DL except for the following major changes: Electronic turbo-supercharger regulator installed; provisions for SCR-595 radio; installation of series "W" Type E-5 fuel valves; 600 round waist gun ammunition boxes; other minor changes.
B-170-20-DL	Douglas	D-5150	AC-20291 Suppl. #3	95	4	Wright	RI820-97	RI820-97	Same as the B-170-15-DL except for the following major changes: Removable panel in windshield; change of border on airplane insignia; other minor changes.
B-170-25-DL	Douglas	D-5150	AC-20291 Suppl. #3	95	4	Wright	RI820-97	RI820-97	Same as the B-170-20-DL except for the following major changes: Enclosed waist gun installation; installation of provisions for RC-103 radio; installation of side hose guns; and other minor changes.
B-170-30-DL	Douglas	D-5150	AC-20291 Suppl. #3	130	4	Wright	RI820-97	RI820-97	Same as the B-170-25-DL except for the following major changes: Removal of provisions for SCR-521 radio; installation of Type A-2A ball turret; other minor changes.
B-170-35-DL	Douglas	D-5150	AC-20291 Suppl. #6	250	4	Wright	RI820-97	RI820-97	Similar to the B-170-30-DL except for the following major changes: Partial replacement of Type B-7 bomb shackles with Type B-10; change AN instrument tubing to copper; provisions for homogeneous armor plate; deletion of bomb hoist pulley and cable assemblies; elimination of airplane camouflage.
B-170-40-DL	Douglas	D-5150	AC-40032	125	4	Wright	RI820-97	RI820-97	Similar to the B-170-35-DL except for the following major changes: High speed turbo supercharger for high altitude flight; Type K-6 mounts for enclosed waist guns; removable fuel tank hose fittings; Type E-5 fuel valve replaced with Type D-5; electric bomb control system.
B-170-45-DL	Douglas	D-5150	AC-40032	125	4	Wright	RI820-97	RI820-97	Similar to the B-170-40-DL except for the following major changes: Complete replacement of Type B-7 bomb shackles with Type B-10; deletion of installation parts for bomb bay doors; deletion of tail static discharger at tail wheel; modification of installation of installation of external life raft release handles; modification of installation of five additional oxygen outlets.
B-170-50-DL	Douglas	D-5150	AC-40032	250	4	Wright	RI820-97	RI820-97	Same as the B-170-45-DL except for the following major changes: Hot air cabin heating system; modification of installation of chin turret hand chargers.
B-170-VE	Vega	D-5150	AC-20290	4	4	Wright	RI820-97	RI820-97	Same as the Boeing B-177 except manufactured by Vega.
B-170-1-VE	Vega	D-5150	AC-20290	100	4	Wright	RI820-97	RI820-97	Same as the B-170-50-VE except as follows: Installation of remote reading compass; removal of bombardier's windshield wiper; removal of oil immersion heater; revised instrument board cut-out for AN-5735 turn indicator; removal of B-170-10-VE chin turret release interval control; reinforced fuselage Sta. 6 to 60 for gun blasts; life raft compartment inspection window; Bendix chin turret.
B-170-5-VE	Vega	D-5150	AC-20290 Suppl. #5	100	4	Wright	RI820-97	RI820-97	Same as the B-170-1-VE except for the following major changes: Removal of emergency hydraulic brake; revision of airplane insignia; electric turbo supercharger regulator; swing check valve replaced by Type E-5 fuel valve, series D; other minor changes.
B-170-10-VE	Vega	D-5150	AC-20290 Suppl. #5	100	4	Wright	RI820-97	RI820-97	Same as the B-170-5-VE except for the following major changes: British Lorenz blind approach radio installed; A-2A ball turret with oxygen swivel gland installed; and other minor changes.
B-170-15-VE	Vega	D-5150	AC-35321	100	4	Wright	RI820-97	RI820-97	Same as the B-170-10-VE except for the following major changes: Type EG-459A transmitter, Type EG-459A changed to RC-457A; installation of SCR-525 radio; Type A-9 wing tip lights; revised wiring for M series bombsight; camouflage removed; other minor changes.
B-170-20-VE	Vega	D-5150	AC-35321	100	4	Wright	RI820-97	RI820-97	Same as the B-170-15-VE except for revised tail gunner's ammunition box, and other minor changes.
B-170-25-VE	Vega	D-5150	AC-35321	100	4	Wright	RI820-97	RI820-97	Same as the B-170-20-VE except for installation of Type B-22 supercharger and other minor changes.
B-170-30-VE	Vega	D-5150	AC-35321	100	4	Wright	RI820-97	RI820-97	Same as the B-170-25-VE except for the following major changes: Change from E-5 series D fuel valve to Type D-5; ammunition boxes for cheek guns; and other minor changes.
B-170-35-VE	Vega	D-5150	AC-35321	100	4	Wright	RI820-97	RI820-97	Same as the B-170-30-VE except for installation of cheek guns and other minor changes.
B-170-40-VE	Vega	D-5150	AC-35321	100	4	Wright	RI820-97	RI820-97	Same as the B-170-35-VE except for the following major changes: Lower ball turret disconnect switch installed; number of supercharger mounting coats reduced; other minor changes.
B-170-45-VE	Vega	D-5150	AC-40031	100	4	Wright	RI820-97	RI820-97	Similar to the B-170-40-VE except for the following major changes: Removable fittings on non-metallic fuel tanks; removable fuel tank drain fittings; complete replacement of Type B-7 bomb shackles with Type B-10; change AN instrument tubing to copper; electric bomb control system; deletion of installation parts for bomb bay fuel tanks; installation of parachute static lines at main and navigator's entrance doors.
B-170-50-VE	Vega	D-5150	AC-40031	100	4	Wright	RI820-97	RI820-97	Similar to the B-170-45-VE except for the following major changes: Reinstallation of trailing wire static discharger at tail wheel; Type K-6 mounts for waist guns; hot air cabin heating system; installation of RC-103 radio set.
B-170-55-VE	Vega	D-5150	AC-40031	100	4	Wright	RI820-97	RI820-97	Similar to the B-170-50-VE except for the following major changes: Installation of chin turrets incorporating hand charger; external life raft release handles; modification of installation of enclosed radio compartment gun; modification of installation of tail guns with increased angles of fire and incorporation of Type N-8 sights; installation of provisions for first aid knives; change from Type B-1 relays to Type B-8.
B-170-60-VE	Vega	D-5150	AC-40031	100	4	Wright	RI820-97	RI820-97	Similar to the B-170-55-VE except for the following major changes: Type B-2A bomb release interval control replaced with Type B-3; complete duplication of wiring and safety switch for all electric bomb releases; installation of engine fire extinguisher system; Group "W" parts for RC-103 radio; five additional oxygen regulators; SCR-522 radio and RC-36B interphone system; microphone switches for hand held gun adapters; Group "A" parts for "W" parts for glide path radio receiver AN/ARM-5.

CHARACTERISTICS

MODEL	M.F.R.	SPEC.	NOCONT.	NO	QUINO	M.F.R.	POWER	PLANT	MODEL	
B-17C-65-VE	Yeags	D-5150	AC-40011	100	4	Wright	RL820-97			Similar to the B-17C-60-VE except for the following major changes: SCR-2690 radio compass replaced with Type AN/ARN-7; wiring provisions for either Type N-6A sight on cheek gun; enclosed radio operator's gun installation.
B-17D-70-7F	Yeags	D-5150	AC-40031	100	4	Wright	RL820-97			Similar to the B-17C-65-VE except for the following major changes: Individual fusing and wiring for supercharger regulator amplifiers; improved Type C-5 lamp with adjustable iris.
RB-1E	Douglas	98-20A-1A	AC-8307 C.O. 2028 C.O. 2087	82	2	Wright	RL820-45			Medium bombardment, six-place, mid wing monoplane, all metal construction, retractable landing gear.
RB-1EA	Douglas	98-20A-1A	AC-9977	15	2	Wright	RL820-53			Similar to the B-1E except that it is equipped with power operated upper gun turret, feathering propeller, and other refinements resulting from experience with the B-1E model. (Restricted class 10-22-42).
RB-1EB	Douglas	98-20A	C.O. to AC-9977	10	2	Wright	RL820-53			Model B-1EA airplane equipped with special radio equipment SCR-517-TA (ASVT). (Restricted class 10-22-42).
XB-19	Douglas	X-203-1	AC-8132 C.O. 2148	1	4	Wright	R3350-5			Heavy bombardment airplane. 10-place, low wing, full cantilever monoplane of all metal construction. (Changed from XB1R-2).
XB-19A	Douglas	X-85	AC-33362	1	4	Allison	V2420-11			XB-19 airplane, Serial No. 38-471, redesignated with engine change and Type CM turbo superchargers. Radio, armament, equipment, etc., will be the same as on the XB-19. Guaranteed performance not available.
XB-20	Boeing	98-20A-2A	AC-11070	4	4	P&W	R2180-5			Modified XB-15 powered with R2180 engine. (None procured).
XB-21	North American			1	2	P&W	R2180-1			Six-place, midwing, medium bombardment airplane of all metal construction, with two R2180 engines, Type F-10 turbo superchargers, and hydraulically operated gun turrets. (See also XB-21).
B-22	Douglas	DS-282	AC-8877	2	2	Wright	R2600-2			B-18A with engine change and 3-bladed propellers. (Designation cancelled).
RB-23	Douglas	98-20A-3A	AC-9977 C.O. 2661	38	2	Wright	R2600-3			Medium bombardment airplane, similar to the B-18A except for R2600-3 engines; constant-speed, hydromatic, full-feathering propellers. (11 redesignated C-67). (Restricted class 10-22-42).
B-23A	Douglas			125	2	Wright	R2600-3			Designation cancelled.
XB-24	Consolidated	C-212-1	AC-12436	1	4	P&W	RL830-33			Heavy bombardment airplane, gross weight 41,000 lbs., with all metal wings and fuselage, tricycle type landing gear, twin tail surfaces. (Converted to XB-24B with turbine superchargers, self-sealing gas tanks, and minor refinements).
YB-24	Consolidated	C-212-1	AC-12454 C.O. 3265	7	4	P&W	RL830-33			Service test model of the XB-24. (Reclassified B-24).
RB-24	Consolidated	C-212-1	AC-12464	1	4	P&W	RL830-33			Gross weight 41,000 lbs.; all metal wings and fuselage, tricycle landing gear, twin tail surfaces. Camouflage finish applied to one airplane. (Restricted class 10-22-42; reclassified ZB-24).
RE-24A	Consolidated	C-212-2	AC-13281	38	4	P&W	RL830-33			High-wing, internally braced, all metal monoplane with extensible metal trailing edge flaps, hydromatic constant-speed, full-feathering propellers, and retractable tricycle landing gear. (9 converted to B-24C, 20 converted to B-24D).
XB-24B	Consolidated	C-212-1	AC-12436	1	4	P&W	RL830-33			Converted XB-24 with turbine superchargers, self-sealing gas tanks, and minor refinements. (Reclassified ZB-24B).
RB-24C	Consolidated	C-212	AC-13281 C.O. 3259	9	4	P&W	RL830-41			Same as the B-24A except for 3 power gun turrets. Camouflage finish. (Restricted class 10-22-42).
B-24D	Consolidated	C-212-6	AC-12464 AC-13281 AC-15005	6 76 305	4	P&W	RL830-43			Same as the B-24C except for minor refinements. Armament: 7 flexible .50 cal. guns; normal bomb load 2500 lbs.; maximum bomb load 9040 lbs. Camouflage finish.
B-24D-1-CO through B-24D-25-CO	Consolidated									Block designations B-24D-1-CO to B-24D-25-CO inclusive are not listed separately due to the fact that these airplanes were manufactured and released before the block designation system was established, although some of these block designations may appear on the fuselages of airplanes.
B-24D-30-CO	Consolidated		AC-24620	80	4	P&W	RL830-43			Same as the basic B-24D except for the following: 1600-lb. AN bomb; new lower nose gun; addition of right and left hand nose guns; GFE for lower nose gun supply; new equipment aboard airplane; addition of pilot's side window blisters; reinforcement of belt frame 7,2 and 7,3 tail bumper gear revision; pin lock for rear turret in line of strips; reinforced outer wing panels; revision of fuel system.
B-24D-35-CO	Consolidated		AC-24620	80	4	P&W	RL830-43			Same as the B-24D-30-CO except for the following: Tail turret blind spot reduction; removal of armor plate; plate glass window-shield wiper added and one fire extinguisher installed in bomber's compartment.
B-24D-40-CO	Consolidated		AC-24620	40	4	P&W	RL830-43			Same as the B-24D-35-CO except for the following: Clear vision windshield; new demand oxygen system; Type A-12 regulators; pressure gauges for 12 static ports; redesign of bomb release control to new cam system; APV gas tank vented into air cleaner to eliminate fumes; emergency nose wheel lock.
B-24D-45-CO	Consolidated	ZD-32-014	AC-24620	65	4	P&W	RL830-43			Same as the B-24D-40-CO except for the following: Deletion of bomber's computer stowage; Type O-1 ammunition box for side guns; oil immersion heater; elimination of permanent septic tank.
B-24D-50-CO	Consolidated		AC-24620	22	4	P&W	RL830-43			Same as the B-24D-45-CO except for deletion of parachute stowage barrel.
B-24D-55-CO	Consolidated		AC-24620	48	4	P&W	RL830-43			Same as the B-24D-50-CO except for the following: Automatic oil cooler shutters; lower turret heater receptacle; GFE for lower nose gun supplied as loose equipment aboard airplane; foot firing provisions for tail turret; upper surface skin stabilizer reinforcement.
B-24D-55-CO	Consolidated		AC-24620	40	4	P&W	RL830-43			Same as the B-24D-53-CO except for the following: Propeller blade modification; tail bumper gear unlock clip; reinforcement of fuselage around wings; relocation of engine oil breather; removal of Type A-12 fire extinguisher system.
B-24D-60-CO	Consolidated		AC-24620	50	4	P&W	RL830-43			Same as the B-24D-55-CO except for installation of propeller anti-icing equipment.
B-24D-65-CO	Consolidated		AC-24620	45	4	P&W	RL830-43			Same as the B-24D-60-CO except for the following: Magnesium remote indicating compass (supplies as loose equipment aboard airplane for Modification Center installation - production incorporation not yet scheduled); change to induction vibrator; deletion of navigator's confidential locker box.
B-24D-70-CO	Consolidated		AC-24620	40	4	P&W	RL830-43			Same as the B-24D-65-CO except for deletion of bomb bay fuel tank and deletion of hydraulic provisions for lower turret.
B-24D-75-CO	Consolidated		AC-24620	45	4	P&W	RL830-43			Same as the B-24D-70-CO except for the following: Manifold casting PP auxiliary wing fuel cell (center); Houde shimmy damper nose wheel; propeller anti-icing tail pump gear revision and addition of shoes; reinforcement of trailing edge of wing over flap.

BOMBARDMENT - Medium and Heavy	POWER PLANT		SPEC. NO. CONT. NO. Q. T. NO.		M.F.R.	MODEL
	M.F.R.	MODEL	NO.	NO.		
B-24D-80-CO	Consolidated	AC-24620	40	4	P&W	R1830-43
B-24D-85-CO	Consolidated	AC-24620	45	4	P&W	R1830-43
B-24D-90-CO	Consolidated	AC-24620	45	4	P&W	R1830-43
B-24D-95-CO	Consolidated	AC-24620	45	4	P&W	R1830-43
B-24D-100-CO	Consolidated	AC-24620	35	4	P&W	R1830-43
B-24D-105-CO	Consolidated	AC-24620	45	4	P&W	R1830-43
B-24D-110-CO	Consolidated	AC-24620	50	4	P&W	R1830-43
B-24D-115-CO	Consolidated	AC-24620	45	4	P&W	R1830-43
B-24D-120-CO	Consolidated	AC-24620	40	4	P&W	R1830-43
B-24D-125-CO	Consolidated	AC-24620	45	4	P&W	R1830-43
B-24D-130-CO	Consolidated	AC-24620	45	4	P&W	R1830-43
B-24D-135-CO	Consolidated	AC-24620	45	4	P&W	R1830-43
B-24D-140-CO	Consolidated	AC-24620	35	4	P&W	R1830-65
B-24D-145-CO	Consolidated	AC-24620	45	4	P&W	R1830-65
B-24D-150-CO	Consolidated	AC-24620	40	4	P&W	R1830-65
B-24D-155-CO	Consolidated	AC-30461	50	4	P&W	R1830-65
B-24D-160-CO	Consolidated	AC-30461	50	4	P&W	R1830-65
B-24D-165-CO	Consolidated	AC-30461	50	4	P&W	R1830-65
B-24D-170-CO	Consolidated	AC-30461	49	4	P&W	R1830-65
B-24E	Consolidated	AC-18722 Suppl. #1	600	4	P&W	R1830-43
B-24E-DT	Douglas	AC-18722 Suppl. #1	800	4	P&W	R1830-43
B-24E-1-DT	Douglas	AC-18722	8	4	P&W	R1830-43
B-24E-5-DT	Douglas	Consolidated Spec. ZD-32-012				
B-24E-10-DT	Douglas	Consolidated Spec. ZD-32-012				
B-24E-15-DT	Douglas	Consolidated Spec. ZD-32-012				
B-24E-20-DT	Douglas	Consolidated Spec. ZD-32-012				
B-24E-25-DT	Douglas	Consolidated Spec. ZD-32-012				
P-24E-FO	Ford	AC-21216	1	4	P&W	R1830-43
B-24E-1-FO	Ford	AC-21216	30	4	P&W	R1830-43
B-24E-5-FO	Ford	AC-21216	60	4	P&W	R1830-43

Same as the B-24D-75-CO except for the following: Deletion of M-8 L.H. flare stowage racks; incorporation of portable fire extinguisher; and modification of air intake duct.

Same as the B-24D-80-CO except for the following: Revision of SCR-578 emergency transmitter; redesign of cowling flap to eliminate rework and prevent fatigue; strengthening of 250 stabilizers by increasing gauge of skin stringers; P-3 bomb release interval control in lieu of P-24; deletion of mooring kits.

Same as the B-24D-85-CO except for the following: Oil separator 218Y for F-8 vacuum pump; relocation of vacuum pump release valve; bar electric emergency ignition switch handle; control wheel removed.

Same as the B-24D-90-CO except for the following: Partial revision of outer wing panel bulkhead; Lord mounting of nose ring and cowling flap former ring; swave antenna kit installation at bulkhead L-0; elevator trailing edge reinforcement; rework of terminal and nose assembly.

Same as the B-24D-95-CO except for the following: Rerouting of oil line and change fittings for turbo regulator; top turret shield addition; field service refueling equipment.

Same as the B-24D-100-CO except for the following: Deletion of side gunner's armor plate; monorail deletion; redesigned cowling flaps to eliminate rework and prevent fatigue; deletion of propane gas wiring; oil sump reflector plate deletion; elimination of P&P&X lower turret; hydraulic gun charger for tail turret.

Same as the B-24D-105-CO except for the following: Installation of magnesium remote imitating compass; relocation of SCR emergency transmitter; engine cowling flap to be low long; G-5 starter installation nacelle now in access door; work platform deleted.

Same as the B-24D-110-CO except for the following: Installation of interchangeable inverter interval relay; P-8 starter circuit relay in lieu of P-4; revision of tail bumper gear; fuel operator's seat changed to stool; 24 Vacuum retractable tail turret; auxiliary wing fuel transfer interiors; pilot's data case deleted.

Same as the B-24D-115-CO except for the following: Motor Products tail turret hand charger in lieu of Consolidated - Valtee; nose landing gear life revision.

Same as the B-24D-120-CO except for the following: Service installed oxygen bail-out cylinder in lieu of contractor installed; nose passage revision of bulkhead 2.0; installation of maintenance kit.

Same as the B-24D-125-CO except for the following: Installation of oil system; oil tank sump drain; retractable tail turret oxygen bottles relocation; rework of AC fittings on fuel and oil line connections.

Same as the B-24D-130-CO except for the following: Deletion of 9 inch oil cooler shutters; relocation of structure between stations 6 and 7 for support of tail turret; R1830-65 engine in lieu of R1830-43; addition of access doors to lower turret support beam.

Same as the B-24D-135-CO except for the following: Deletion of tunnel gun installation; redesign of bulkhead 6 doorway in connection with ball turret; installation of hand pump and tank to retractable turret; deletion of two engine tool kits.

Same as the B-24D-140-CO except for the following: Redesign relocation of drift signal stowage rack; new control wheel with elastic cover instead of metal; deletion of armor plate and brackets for side guns.

Same as the B-24D-145-CO except for renewed provisions for use of entrance door ladder.

Complete information at later date.

Similar to the B-24D-155-CO except for the following: Deletion of fireman's axe; deletion of landing gear warning horn; addition of a drop message bag assembly; addition of gunner goggles; hydraulic shock strut packing leather in lieu of rubber.

Complete information at later date.

Similar to the B-24D-165-CO except for the following: Removal of provisions for drift sight stowage; revised pilot's and co-pilot's armor plate; deletion of first aid kits; addition of canvas ejection chutes for top turret; deletion of pilot's and co-pilot's sunshades; deletion of cam guard on landing gear handle.

Same as the B-24D except for manufacturing methods. Armament: 7 flexible, 50 cal. guns; normal bomb load, 2500 lbs.; maximum bomb load, 9040 lbs.; camouflage finish, high wing, internally braced, all metal monoplane with extensible metal trailing edge flaps. Radio command set SCR-274-B, Watson set SCR-257-A, radio compass SCR-259, marker beacon BR-134, inversephone RC-36, radio sets SCR-578, SCR-579, and SCR-518. Provisions for SCR-515, 1124-A, and 1125-A. Microphone T-30, filter (2), RC-32, frequency meter SCR-211, localizer receiver RC-103.

Similar to the B-24E-DT; detail changes not available.

Block designation not assigned.

Similar to the B-24E-1-DT on AC-18722 except for the following: Installation of auxiliary power plant; installation of direct view alexis glass windshield; reduction of vibration of tail turret gun sight; blind spot reduction in the tail turret; installation of astro-dome.

Similar to the B-24E-10-DT on AC-18722 except for the following: Houde shimmy damper; installation of large pulleys in elevator control system; addition of solenoid engine priming device.

Similar to the B-24E-15-DT on AC-18722 except for the following: Pilot's side window blisters; induction vibrator coil in lieu of C-1 booster coil; identification of bomb rack stations.

Similar to the B-24E-20-DT on AC-18722 except for the following: Relocation of oxygen bottles and aft equipment rack; gas tightening of wing center section tank; main landing gear flanged needle bearings.

Same as the Consolidated B-24E except manufactured by Ford.

Similar to the B-24E-FO; detail changes not available.

Similar to the B-24E-1-FO on AC-21216 except for the following: Installation of auxiliary power plant and relocation of bomb sight stowage; installation of auxiliary power plant unit; tail turret index and azimuth scale; hydraulic gun charger for tail turret; blind spot reduction in tail turret; side gun mount provisions and installation of CP side guns; prop. blade modification use of Hamilton #677 modification blue card for console switches on pedestal; tail turret manual firing provision; work of wire outer panel bulkheads to eliminate foil-serve service (start up with 400; a trainer); redesign of engine cowling support brackets.

CHARACTERISTICS

MODEL	MFR.	SPEC. NO.	CONT.	NO.	QTY.	POWER PLANT		MODEL	CHARACTERISTICS
						MFR.	MODEL		
B-24E-10-FO	Ford	Consolidated Spec. ZD-32-012	AC-21216	57	4	P&W	RI830-43	Similar to the B-24E-5-FO on AC-21216 except for the following: Self-sealing oil tanks; incorporation of automatic oil cooler shutters; installation of Pave Glass windshield; astrogaph installation; navigation dome installation; windshield spray (starting with the 123rd airplanes).	
B-24E-15-FO	Ford	Consolidated Spec. ZD-32-012	AC-21216	49	4	P&W	RI830-43	Similar to the B-24E-10-FO on AC-21216 except for the following: Redesign of bomb release control system (starting with 251st MD set); balance spring of turbo waste gate; supercharger deflector plates; propane gas priming system (winterization).	
B-24E-20-FO	Ford	Consolidated Spec. ZD-32-012	AC-21216	58	4	P&W	RI830-43	Similar to the B-24E-15-FO on AC-21216 except for the following: Navigation pyrotechnics; field service refueling equipment; pilot's side window blisters; radio emergency transmitter SCR-578, mounting and stowage.	
B-24E-25-FO	Ford	Consolidated Spec. ZD-32-012	AC-21216	235	4	P&W	RI830-43	Similar to the B-24E-20-FO on AC-21216 except for the following: Astro-compass mount; winterization - 21 gal. alcohol tank for windshield and propeller de-icing (accomplished by MKR-291-3); side gun installation; rework of carburetor air filter installation; installation of ammunition boxes; carburetor air thermometers.	
XB-24F	Consolidated			1	4	P&W	RI830-43	One B-24D airplane, Serial No. 41-11678, reworked to include heated surface type anti-icing equipment. The inflatable rubber de-icers and related equipment have been removed. Such modifications are included in the engine exhaust tail pipe, wings, and empennage as are necessary to accommodate heated surface type anti-icing equipment.	
B-24G-WT	North American	MA-5494	AC-24663	25	4	P&W	RI830-43	Same as the basic model B-24D manufactured by Consolidated, San Diego, except for manufacture installation of Type A-5 automatic pilot in place of the Type C-1, installation of an S-1 series compass in place of the M series, and other minor changes due to the methods of manufacturing.	
B-24G-1-WT	North American	MA-5494	AC-24663	5	4	P&W	RI830-43	Same as the B-24G-WT; however, in order to begin a new series of block designations these will be known as B-24G-1-WT.	
B-24G-5-WT	North American	MA-5494	AC-24663	80	4	P&W	RI830-43	Same as the B-24G-1-WT except for the following: Rerouting of oil lines and change fittings, change of GFE booster coil to GFE inductor vibrator VBR-2435, and removal of brake de-booster unit.	
B-24G-10-WT	North American	MA-5494	AC-24663	160	4	P&W	RI830-43	Same as the B-24G-5-WT except for the following: Fluorescent marking of contractor furnished equipment, and relocation of thermocouple lead and splice.	
B-24G-15-WT	North American	MA-5494	AC-24663	38	4	P&W	RI830-43	Same as the B-24G-10-WT except for heated surface type anti-icing equipment for wing outer panels.	
B-24H-CF	Consolidated	ZD-32-012	AC-18722		4	P&W	RI830-43	Similar to the B-24E except that the Emerson nose turret and the Briggs 44" retractable ball turret are scheduled for production installation beginning with the 128th airplane, Serial No. 41-20279, on Contract 18722.	
B-24H-DT	Douglas	ZD-32-012	AC-18722		4	P&W	RI830-43	Same as the B-24H-CF except manufactured by Douglas, Tulsa. (Beginning with the 174th airplane, Serial No. 41-28482 on Contract 18722).	
B-24H-1-DT	Douglas	ZD-32-019	AC-18722	66	4	P&W	RI830-45	Similar to the B-24H-DT except for the following: Installation of Type A-3 oxygen flow indicators in lieu of Type A-1; increase in portable oxygen bottle assemblies from 9 to 10; deletion of tunnel gun stowage provisions; relocated SCR-578 emergency transmitter; redesigned emergency ignition switch; deletion of provisions for armor plate for waist gunners; engine change.	
B-24H-5-DT	Douglas	ZD-32-019	AC-18722	29	4	P&W	RI830-45	Similar to the B-24H-1-DT except for the following: Deletion of drift signal stowage provisions; deletion of master power switch; blister side window for radio operator installed; modified pilot's and co-pilot's check list; deletion of pilot's and co-pilot's sun shades. Installation of Motor Products Company tail turret; deletion of pilot's and co-pilot's sun shades.	
B-24H-10-DT	Douglas	ZD-32-019	AC-18722	84	4	P&W	RI830-43	Similar to the B-24H-5-DT except for the following: Self-sealing oil tanks, provisions for 2-piece fittings; revised wiring for interphone power supply; deletion of blind flying curtain; addition of roller fairlead for flaps; installation of provisions for M-35 smoke tanks; reworked supercharger and throttle knob assemblies.	
B-24H-15-DT	Douglas	ZD-32-019	AC-18722	189	4	P&W	RI830-43	Similar to the B-24H-10-DT except for the following: Deletion of camouflage paint; installation of Type A-5 automatic pilot timing placards; installation of oxygen masks; 2-point instrument panel suspension; Type B-10 in lieu of Type B-7 bomb shackles in g stations; modified life raft ejection system; installation of electronic turbo supercharger regulator.	
B-24H-20-DT	Douglas	ZD-32-019	AC-18722	65	4	P&W	RI830-43	Similar to the B-24H-15-DT except for the following: Relocated auxiliary power unit; GFE bomb bay tanks in lieu of GFE; addition of two Type D-1 oxygen bottle assemblies; installation of Type K-6 gun mount and flash window; installation of bomb on flight deck; increase in propeller feathering system oil supply; installation of Ford type armored seat.	
B-24H-25-DT	Douglas	ZD-32-019	AC-18722	78	4	P&W	RI830-43	Similar to the B-24H-20-DT except for the following: Increased ammunition box capacity to 500 rounds for waist guns; rerouted carburetor vent line; deleted tunnel gun stowage provisions; increased fuel flow; installation of Type A-3D top turret in lieu of A-3C; deletion of co-pilot's data case; change of material in fuel sight gauge.	
B-24H-30-DT	Douglas	ZD-32-019	AC-18722	44	4	P&W	RI830-43	Similar to the B-24H-25-DT except for the following: Side window for radio operator has flat panel in lieu of blister; addition of surge protection for oil coolers; engine breather relocation; reduction of excessive play in nose landing gear.	
B-24H-FO	Ford	ZD-32-012	AC-21216		4	P&W	RI830-43	Same as the B-24H-CF except manufactured by Ford - Ypsilanti. (Beginning with the 489th airplane, Serial No. 42-7465, on Contract AC-21216).	
B-24J-CO	Consolidated	ZD-32-020	AC-30461		4	P&W	RI830-43	Similar to the B-24D except that the Motor Products nose turret and the Briggs 44" retractable ball turret are scheduled for production installation beginning on the 201st airplane, Serial No. 42-7296. As on the B-24D airplanes, the C-1 automatic pilot and the M series bomb-sight will be installed.	
B-24J-1-CO	Consolidated	ZD-32-020	AC-30461	51	4	P&W	RI830-65	Similar to the B-24J-170-CO except for the installation of Type A-6B Emerson nose turret.	
B-24J-5-CO	Consolidated	ZD-32-020	AC-30461	50	4	P&W	RI830-65	Similar to the B-24J-1-CO except for the following: Installation of low temperature expander tubes; installation of pilot's seat armor plate; modified oil dilution switches to permit simultaneous operation.	
B-24J-10-CO	Consolidated	ZD-32-020	AC-30461	50	4	P&W	RI830-65	Similar to the B-24J-5-CO except for the following: Self-sealing oil tanks, provisions for 2-piece fittings; deletion of the Bal-O-Dial; standardized flexible hydraulic hose assemblies.	
B-24J-15-CO	Consolidated	ZD-32-020	AC-30461	50	4	P&W	RI830-65	Similar to the B-24J-10-CO except for the installation of propeller feathering system drain cock and dust excluders for engine air intake.	
B-24J-20-CO	Consolidated	ZD-32-020	AC-30461	50	4	P&W	RI830-65	Similar to the B-24J-15-CO except for the following: Deletion of blind flying curtain and provisions; deletion of pilot's and co-pilot's side window and installation of flat panel; installation of a propeller tool kit assembly; reworked fuel filler cap to prevent fuel cell filler cap to prevent leakage.	
B-24J-25-CO	Consolidated	ZD-32-020	AC-30461	50	4	P&W	RI830-65	Similar to the B-24J-20-CO except for the following: Revised cruise control data charts; modified ball turret retracting mechanism; carburetor air thermometer change from government installation to contractor.	
B-24J-30-CO	Consolidated	ZD-32-020	AC-30461	50	4	P&W	RI830-65	Similar to the B-24J-25-CO except for the following: Installation of the turbo supercharger regulator; modified AAT insignia; installation of oil thermometer indicator; deletion of internal dome light system; deletion of radio operator's B-6 lamp.	
B-24J-35-CO	Consolidated	ZD-32-020	AC-30461	50	4	P&W	RI830-65	Similar to the B-24J-30-CO except for the following: Addition of W-3 filter to marker beacon set; deletion of camera blinker light; modified electric turbo supercharger regulator; modification of differential cowling flap mechanism; standardized hydraulic hand pump; standardized flexible hose assemblies.	

CHARACTERISTICS

BOMBARDMENT - Medium and Heavy

MODEL	MFR.	SPEC. NO.	CONT. NO.	QTY.	NO.	POWER MFR.	PLANT MODEL
B-24J-40-CO	Consolidated	ZD-32-020	AC-30461	50	4	P&W	RI830-65
B-24J-45-CO	Consolidated	ZD-32-020	AC-30461	50	4	P&W	RI830-65
B-24J-50-CO	Consolidated	ZD-32-020	AC-30461	50	4	P&W	RI830-65
B-24J-55-CO	Consolidated	ZD-32-020	AC-35312	50	4	P&W	RI830-65
B-24J-60-CO	Consolidated	ZD-32-020	AC-35312	50	4	P&W	RI830-65A
B-24J-65-CO	Consolidated	ZD-32-020	AC-35312	50	4	P&W	RI830-65A
B-24J-70-CO	Consolidated	ZD-32-020	AC-35312	50	4	P&W	RI830-65A
B-24J-75-CO	Consolidated	ZD-32-020	AC-35312	50	4	P&W	RI830-65A
B-24J-80-CO	Consolidated	ZD-32-020	AC-35312	50	4	P&W	RI830-65A
B-24J-85-CO	Consolidated	ZD-32-020	AC-35312	50	4	P&W	RI830-65A
B-24J-90-CO	Consolidated	ZD-32-020	AC-35312	50	4	P&W	RI830-65A
B-24J-95-CO	Consolidated	ZD-32-020	AC-35312	50	4	P&W	RI830-65A
B-24J-100-CO	Consolidated	ZD-32-020	AC-35312	50	4	P&W	RI830-65A
B-24J-105-CO	Consolidated	ZD-32-020	AC-35312	50	4	P&W	RI830-65A
B-24J-110-CO	Consolidated	ZD-32-020	AC-35312	50	4	P&W	RI830-65A
B-24J-115-CO	Consolidated	ZD-32-020	AC-35312	50	4	P&W	RI830-65A
B-24J-120-CO	Consolidated	ZD-32-020	AC-35312	50	4	P&W	RI830-65A
B-24J-125-CO	Consolidated	ZD-32-020	AC-35312	50	4	P&W	RI830-65A
B-24J-130-CO	Consolidated	ZD-32-020	AC-35312	50	4	P&W	RI830-65A
B-24J-135-CO	Consolidated	ZD-32-020	AC-35312	50	4	P&W	RI830-65A
B-24J-140-CO	Consolidated	ZD-32-020	AC-35312	50	4	P&W	RI830-65A
B-24J-145-CO	Consolidated	ZD-32-020	AC-40033	100	4	P&W	RI830-65A
B-24J-150-CO	Consolidated	ZD-32-020	AC-40033	100	4	P&W	RI830-65A
B-24J-155-CO	Consolidated	ZD-32-020	AC-40033	100	4	P&W	RI830-65A
B-24J-160-CO	Consolidated	ZD-32-020	AC-40033	100	4	P&W	RI830-65A
B-24J-165-CO	Consolidated	ZD-32-020	AC-40033	100	4	P&W	RI830-65A
B-24J-170-CO	Consolidated	ZD-32-020	AC-40033	100	4	P&W	RI830-65A
B-24J-175-CO	Consolidated	ZD-32-020	AC-40033	100	4	P&W	RI830-65A
B-24J-180-CO	Consolidated	ZD-32-020	AC-40033	100	4	P&W	RI830-65A
B-24J-185-CO	Consolidated	ZD-32-020	AC-40033	100	4	P&W	RI830-65A

Similar to the B-24J-35-CO except for the following: Installation of plywood ammunition boxes for side waist guns in lieu of metal; installation of fuel cell vent system; deletion of armor plate at Station 2.0; installation of B-24J flight computer.

Similar to the B-24J-40-CO except for the following: Installation of spring loaded fuel cell filler cap; redesigned main landing gear down switch bracket; modified bomb bay fuel cells to provide for jettisoning in flight.

Similar to the B-24J-45-CO except for the following: Redesignated fuel system manifold couplings; installation of Type A-9 wing tip formation light in lieu of Type A-8 installation of 50-1020 hydraulic pressure gauge in lieu of 50-3000.

Similar to the B-24J-50-CO except for the following: Installation of provisions for Type J-1 gun heater; installation of Type A-1 bomb arming controls; command receiver repositioned to accommodate cabin heat ducts; 30 amp. fuse in lieu of 20 amp. at all suit heater receptacles.

Similar to the B-24J-55-CO except for the following: Installation of RRS-8-50 resistor in lieu of RRS-35 in the generator; revised alleron drawings to agree with lot instead of tools; modified ball turret retracting mechanism to facilitate retraction.

Similar to the B-24J-60-CO except for the following: Side gun firing post assembly; addition of spring lock; deletion of master battery switch; reinstallation of mounting provisions for AM-4 camera; reinforced main pivot collar and side brace, main landing gear; relocated relief tube outlets; deletion of SCR tuning units over aft bomb.

Similar to the B-24J-65-CO except for the following: Propeller switch electrical head control changed from CFE to GFE; addition of plastic wiring board for recognition switches; installation of Martin A-38 turret; deletion of spare antenna kit provisions; deletion of flight computer.

Similar to the B-24J-70-CO except for the following: Installation of Type A-2 bomb arming controls in lieu of Type A-1; sealing of auxiliary fuel cell vent lines; installation of automatic thermal protective device in nose turret; reinforcement of elevator hinge bracket.

Similar to the B-24J-75-CO except for the following: Installation of provisions for AAF Type K-24 camera; ring and head sight; ball turret, beams from CFE to GFE; repositioning of generator voltage regulators; installation of -5 MFC ball turret; installation of main fuel cell heating plates.

Similar to the B-24J-80-CO except for the following: Installation of BE-458A transmitter in lieu of BE-459A; installation of tension regulators and guards to rudder and alleron control systems.

Similar to the B-24J-85-CO except for the relocated bomb door switches and installation of Type B-22 turbo supercharger in lieu of Type B-2.

Similar to the B-24J-90-CO except for the following: Replacement of 12 Type B-7 bomb shackles with Type B-10; installation of Type G-2 pilot tube; addition of range markings on carburetor air thermometers.

Similar to the B-24J-95-CO except for added elevator bungee installation 32C4484 to left hand side of airplane between station 9.0 and 9.1.

Similar to the B-24J-100-CO except for the following: Deletion of astro-compass mounting brackets; relocated bomb bay demand oxygen regulator installation of fly-away gun covers on ball turret; installation of louvers at bottom of nose turret for air blast for ejected links and cables.

Similar to the B-24J-105-CO except for elimination of bomb fusing plugs and routed harnesses directly to A-1 bomb fusing units.

Similar to the B-24J-110-CO except for the following: Revised brake bleeder valves; revised wing fuel cell compartment drain; addition of engine throttle stop; revision of Briggs bottom ball turret; increased engine jumper leads to 600 amp. capacity.

Similar to the B-24J-115-CO except for deletion of louver blind approach equipment and provisions in nose turret for air blast on ejected shells.

Similar to the B-24J-120-CO except for the following: Installation of Type A-4 formation light in lieu of A-3; AN standard instruments in lieu of autostay type; replacement of nose landing gear selector valve.

Similar to the B-24J-125-CO except for the following: Installation of Type A-1 GFE receptacle for bomb fusing; modified life raft ejection mechanism; deletion of hoisting slings; installation of safety device to prevent locking of controls in flight; shock mounting of command receiver and compass control box.

Similar to the B-24J-130-CO except for the following: Addition of drainage plug on bottom of oil radiator; installation of heat anti-icing ducts from nacelle to fuselage; deletion of sound-proofing in navigator's compartment; installation of air mixer for use with castin heat; deletion of main landing gear static lead-off wire.

Similar to the B-24J-135-CO except for the addition of Surque Valve to oil system and bomb fusing installation of GFE Type A-1 receptacle.

Similar to the B-24J-140-CO except for the following: Deletion of ammunicions; improvement of stowage for bombardier's Type C-5 fluorescent lamp; installation of outside air thermometer; deletion of maintenance kit; provisions for installation of additional dust excluders; deletion of B-7 lamp in tail turret.

Similar to the B-24J-145-CO except for the following: Installation of wing tip anti-icing system; installation of cable tension regulators; installation of "CO" detector; relocation of cylinder head thermocouples from #3 to #1 cylinder.

Similar to the B-24J-150-CO except for the following: Installation of fork type torque arm in main landing gear; additional 1/2 gal. capacity in propeller feathering system; installation of B-2A bomb release in lieu of B-3; revised exhaust collector ring; deletion of head rail around tunnel hatch.

Similar to the B-24J-155-CO except for the following: Installation of low impedance headsets and adaptors; relocation of remote reading magnesian compass transmitter; deletion of tunnel gun scanning window.

Similar to the B-24J-160-CO except for the following: Bomb fusing use of GFE Type AX-5 in lieu of GFE Type A-1; deletion of supercharger deflector plates; relocation of engine breather; replacement of 2-piece sight gage fittings in main wing fuel cell.

Similar to the B-24J-165-CO except for the following: Addition of 2 portable bottles for demand oxygen system; installation of alleron cable tension regulators; installation of noise condensers on alcohol pumps; installation of -5 ball turret; reduction of pilot's and co-pilot's armor plate from 1/2" to 3/8".

Similar to the B-24J-170-CO except for the following: Rearrangement of radio compartment; increased oxygen bottles from 9 to 10; A-3D turret in lieu of A-3C top turret; main fuel cell sight gage; M-5 detector on SCR-595 or 695 radio.

Similar to the B-24J-175-CO except for the following: Relocated demand oxygen panels for pilot and co-pilot; 4 1/2" ball turret; addition of restrictor plate to limit turret extension speed; deletion of bombardier's chest sling; reinforced rudder stop; addition of pilot's and co-pilot's shoulder safety harness.

Similar to the B-24J-180-CO except for the following: Redesignated and improved passageway to nose; Type F-1 airspeed indicator in lieu of F-2; redesigned nose landing gear drag link; installation of "person nose turret; installation of blister type side windows for navigator in lieu of flat panel.

BOEBOARDMENT - Medium and Heavy	POWER PLANT		NO. QUANTITY	M.F.R.	SPEC. NO.	CONT.	NO.	M.F.R.	MODEL
	MODEL	M.F.R.							

B-24L-1-W	North American	MA-60	AC-24663	319	4	P&W	RL830-65	Similar to the B-24G-16-W except for the following: Provisions for RC-103 radio equipment; addition of two Type A-12 fire extinguishers between stations 3.0 and 4.0; addition of integral valves for surge protection; provisions for left and right hand control wheel; second set of dual exchangers on power plant; bombardier's turning knobs on Type C-1 automatic pilot; bombardier's scanning window; deletion of bombardier's scanning window; deletion of bombardier's chest sling; addition of pilot's and co-pilot's and co-pilot's shoulder safety harness.
YB-24K	Ford	ZD-32-020	AC-12126	1	4	P&W	RL830-75	A prototype airplane incorporating the following changes over the B-24J: Cabin heat (new version); 500 round ammunition boxes for waist guns; Type A-3D turret; ditching provisions; 42-gallon oil tank; electric bomb release; Type B-2 life raft; single tail; RL830-75 engine in lieu of A-3; new forward position for the radio operator. (Serial #44-42753).
B-24L-40	Consolidated	ZD-32-020	AC-40033	600	4	P&W	RL830-65	Similar to the B-24J-CO except for replacement of the tail turret by the hand held gun installation.
B-24L-1-40	Consolidated	ZD-32-020	AC-40033	59	4	P&W	RL830-65	Same as the B-24L-40.
B-24L-5-40	Consolidated	ZD-32-020	AC-40033	100	4	P&W	RL830-65A	Similar to the B-24L-1-40 except for the following: RC-103 radio equipment; elimination of gear boxes in the alleron control system; addition of tab for left alleron; addition of bombardier's window; truncated cone type window with escape provisions for pilot and co-pilot.
B-24L-10-40	Consolidated	ZD-32-020	AC-40033	100	4	P&W	RL830-65A	Similar to the B-24L-5-40 except for the following: Provisions for grounding auxiliary power unit; deletion of G-1 oxygen pressure signal and warning light; revised bomb bay door roller track; Type K-10 or K-11 sight in Emerson nose turret; U.M.P. #10026 fuel cell filler cap.
B-24L-15-40	Consolidated	ZD-32-020	AC-40033	100	4	P&W	RL830-65A	Similar to the B-24L-10-40 except for the following: Microphone switch on grips for side waist guns; Type M-8A electric sight on side waist guns; 500 rd. ammunition capacity for side waist guns; Type K-6 in lieu of K-5 mount for waist waist guns; truncated pilot's and co-pilot's windows; deletion of propeller tool kit; fuel sight gage calibration card.
B-24L-20-40	Consolidated	ZD-32-020	AC-40033	100	4	P&W	RL830-65A	Similar to the B-24L-15-40 except for the following: Revised fuel transfer system pump chains; safety wiring of P-1 generator; AN/ARR-7 radio compass in lieu of SCR-2690; Weldon anti-icing pump; protection of outerboard fuel hose inboard nacelle; identification of electrical wiring.
B-24L-1-70	Ford	ZD-32-020	AC-21216	4	4	P&W	RL830-65A	Similar to the B-24J-70 except for replacement of the tail turret by the hand held gun installation.
B-24L-5-70	Ford	ZD-32-019	AC-13258	4	4	P&W	RL830-43A	Similar to the B-24L-1-70 except for the following: Redesigned astrocompass mount; different seat for pilot and co-pilot; steel vanes instead of aluminum in carburetor air scoop; RL830-43A engine in lieu of -65A; aluminum instead of steel air filter for carburetors.
B-24L-10-70	Ford	ZD-32-019	AC-13258	4	4	P&W	RL830-43A	Similar to the B-24L-5-70 except for the following: Reinforced emergency ball turret retracting system; Stewart-Warner heater in outboard exhaust system; deletion of lagging from propeller feathering oil line; revised rudder spar hinge attachment; tail position resin lights; hose in lieu of tube on engine breather system.
B-24L-15-70	Ford	ZD-32-020	AC-21216	4	4	P&W	RL830-43A	Similar to the B-24L-10-70 except for the following: Increased waist gun ammunition capacity; precipitation on type static dischargers; redesigned main fuel cell vent system; automatic charge over relay for standby inverter; increased span of alleron tab; two blister type navigator's scanning windows; SCR-522 Group A and B parts; ditching provisions over aft bomb bay; navigator's radio aid type G; elimination of gear boxes in the alleron control forces.
B-24M-70	Ford	ZD-32-019	AC-13258	4	4	P&W	RL830-43A	Similar to the B-24L-15-70 except for installation of the -7 lightweight tail turret in lieu of the hand held guns.
B-24M-1-80	Consolidated	ZD-32-020	AC-21216	4	4	P&W	RL830-65A	Similar to the B-24L-20-80 except for the installation of the -7 light weight tail turret in lieu of the hand held guns.
XB-24N	Ford	ZD-32-019	AC-13258	4	4	P&W	RL830-75	A prototype airplane incorporating all changes recommended for improvement. The following major changes are made: RL830-75 engines with quick change feature; single fin empennage; heat anti-icing and cabin heat; -128 nose turret and bell power boost tail turret.
RB-25	North American	C-213-1A	AC-13258	24	2	Wright	R2600-9	All metal, mid-wing, internally braced monoplane with retractable tricycle landing gear and controllable pitch, constant speed, full feathering propellers. (Restricted class 10-22-42).
RB-25A	North American	C-213-5	AC-13258 C.O. 3664	40	2	Wright	R2600-9	Same as the B-25 except for leakproof tanks and armor plate protection for all crew members. Armament: 3 flexible .30 cal. guns, 1 flexible .50 cal. gun; normal bomb load 2500 lbs., maximum bomb load 5000 lbs. (Restricted class 10-22-42).
RB-25B	North American	C-213-6	AC-13258	119	2	Wright	R2600-9	Same as the B-25A except for incorporation of two power-driven turrets and deletion of tail gun position. Armament: 1 flexible .30 cal. gun; 4 flexible .50 cal. guns; normal bomb load 2500 lbs.; maximum load 5000 lbs. (Restricted class 10-22-42).
B-25C	North American	C-213-4	AC-16070	605	2	Wright	R2600-13	Same as the B-25B except that the straght has been increased to meet new gross weight requirements with armor plate protection for all crew members. Also has gun mount change and improved finish. Armament: One .50 cal. flexible gun; normal bomb load 2500 lbs., maximum load 5000 lbs. Four bomb racks on wings (100 lbs. each).
B-25C-1-NA	North American	NA-954	AC-16070	258	2	Wright	R2600-13	The last 258 B-25C airplanes on AC-16070 changed to B-25C-1-NA (Serial Nos. 41-13039 through 41-13296). Difference between the B-25C-1-NA and the B-25C are listed in North American Master Change Summary.
B-25C-5-NA	North American	NA-954	REC-7131L/W	162	2	Wright	R2600-13	Originally purchased on Dutch contract but were taken over by the Air Forces. Similar to the B-25C-1-NA except for changes listed in North American Master Change Summary.
B-25C-10-NA	North American	NA-954	DA-896	149	2	Wright	R2600-13	149 B-25C airplanes on Contract DA-896 redesignated B-25C-10-NA, serial Nos. 42-32233 through 42-32382, except for serial No. 42-32281, which was redesignated XB-25C. Same as the B-25C-5-NA except for changes listed in North American Aviation Master Change Summary.
B-25C-15-NA	North American	DA-954	DA-897	145	2	Wright	R2600-13	145 B-25C-NA airplanes on Contract DA-897 changed to B-25C-15-NA, serial Nos. 42-32383 through 42-32432, except for 42-32384 through 42-32388 which were redesignated B-25C-10-NA. Same as the B-25C-10-NA except for changes listed in North American Master Change Summary.
B-25C-20-NA	North American	NA-954	AC-27390	200	2	Wright	R2600-13	The first 200 B-25C airplanes on AC-27390 redesignated. Similar to the B-25C-15-NA except for changes listed in North American Master Change Summary.
B-25C-25-NA	North American	NA-954	AC-27390	100	2	Wright	R2600-13	The 201st to the 300th B-25C airplanes on AC-27390 redesignated. Similar to the B-25C-20-NA except for changes listed in North American Master Change Summary.
B-25D	North American	C-213-9	AC-19341 Suppl. #4 Suppl. #4	200	2	Wright	R2600-13	Similar to the B-25C except manufactured at Kansas City plant. Principal armament consists of Bendix power-operated top and bottom turrets with two .50 cal. guns each, and a command set SCR-74 liaison set SCR-287, radio compass SCR-289, marker beacon receiver RC-43, filter equipment RC-36, I frequency meter SCR-211.
B-25D-1-NC	North American	NA-5106-1	AC-19341	100	2	Wright	R2600-13	The 201st to the 300th B-25D airplanes redesignated B-25D-1-NC, serial Nos. 41-29848 through 41-29947. Same as the B-25D except for changes listed in North American Aviation Master Change Summary.
B-25D-5-NC	North American	NA-5106-1 and -2	AC-19341	225	2	Wright	R2600-13	The 301st to the 525th B-25D airplanes on Contract AC-19341 redesignated B-25D-5-NC, Serial Nos. AC-41-29948 through 41-30172. Same as the B-25D-1-NC except for changes listed in North American Master Change Summary.
B-25D-6-NC	North American	NA-5106-2	AC-19341	1	2	Wright	R2600-13	One B-25D-6-NC reworked with a nose section from a B-25B airplane. (Serial No. 41-30096).
B-25D-10-NC through B-25D-25-NC	North American	NA-5106-2 and -3	AC-19341	2	2	Wright	R2600-13	Complete information will be found in North American Master Change Summary.
XB-25E	North American	NA-5106-2	DA-896	1	2	Wright	R2600-13	One B-25D airplane, serial No. 42-3228, reworked to include heated surface type anti-icing equipment.
XB-25F	North American	NA-5106-2	DA-896	1	2	Wright	R2600-13	B-25C airplane reworked to include thermo anti-icing equipment.

CHARACTERISTICS

MODEL	BOEING BOARDING - Medium and Heavy		SPEC. NO.		CONT. NO.		QUANT.		POWER		PLANT	
	MFR.	MFR.	MFR.	MFR.	MFR.	MFR.	MFR.	MFR.	MFR.	MFR.	MFR.	MODEL
XB-25C	North American	NA-954-5	AC-16070	1	2	P&W	R2800-13	One B-25C airplane, serial No. 41-13296, with engine changes and a new nose section incorporating a 75 mm. cannon in place of the standard nose section with bombardier and bomb sight installed.				
B-25G-1-NA	North American	NA-954-5	DA-897	5	2	Wright	R2600-13	Similar to the B-25C except for the following: Complete nose section with .50 cal. fixed gun, .50 cal. flexible gun, bombardier's station and control panel, pitot-static probe, compass and other associated equipment are deleted, and in lieu thereof a new nose is installed incorporating two fixed .50 cal. guns (1400 rds/gun), and one fixed .75 mm. cannon (21 rds/gun). All other armament items and radio equipment remain the same as in the B-25C series.				
B-25G-5-NA	North American	954-5	AC-27390	300	2	Wright	R2600-13	Same as the B-25G-1-NA except for minor changes affecting interchangeability of spare parts.				
B-25G-10-NA	North American	954-5	AC-27390	100	2	Wright	R2600-13	Information not available.				
B-25H-1-NA	North American	NA-5622	AC-30478	300	2	Wright	R2600-13	Same as the B-25G-1-NA except that the armament has been revised to consist of the following: One 75 mm. fixed forward firing cannon (21 rds/gun), six fixed forward firing .50 cal. guns (400 rds/gun), two .50 cal. guns in upper turret (400 rds/gun), two .50 cal. guns in Ball tail turret (500 rds/gun), two .50 cal. waist guns (200 rds/gun); normal bomb load 2000 lbs., maximum bomb load 3500 lbs. Radio command set SCR-277AN, radio compass SCR-269, interphone equipment RC-36, radio identification equipment SCR-595-A.				
B-25H-5-NA	North American	NA-5622	AC-30478	300	2	Wright	R2600-13	Information not available.				
B-25H-10-NA	North American	NA-5622	AC-30478	400	2	Wright	R2600-13	Information not available.				
B-25J-1-NC	North American	C-213-2B	AC-19341	235	2	Wright	R2600-5	Similar to the B-25H-NA except that it does not incorporate a 75 mm. cannon. (B-25D series airplanes redesignated).				
RB-26	Martin	C-213-2B	AC-13243	201	2	P&W	R2800-5	All metal, medium bombardment monoplane, mid-wing, internally braced, with retractable tricycle landing gear and controllable pitch, constant speed, full feathering propellers. (Restricted class 10-22-42).				
RB-26A	Martin	C-213-3A	AC-13243	30	2	P&W	R2800-5	Same as the B-26 except for minor refinements and changes in equipment. Armament: 2 flexible .20 cal. guns; 3 flexible .50 cal. guns; normal bomb load 2500 lbs.; maximum bomb load 3000 lbs. (Restricted class 10-22-42).				
RB-26A-1-NA	Martin	88A	AC-13243	109	2	P&W	R2800-39	Same as the B-26A except for R2800-39 engines, which have same ratings as the R2800-5. (Restricted class 10-22-42).				
B-26B	Martin	88B C-213-7A	AC-16137	307	2	P&W	R2800-43	Similar to the B-26A except for 24-volt electric system, self-sealing fuel lines, and other minor refinements. Armament: 2 flexible .50 cal. guns, normal bomb load 2400 lbs., maximum bomb load 5000 lbs. Twin tail gun installation has provisions for two .50 cal. flexible guns with 1900 rds. each.				
B-26B-1-NA	Martin	C-213-10	AC-16137	307	2	P&W	R2800-43	Similar to the B-26B except for larger wing, wheels, and tires, and other improvements as a result of standardization. Armament: 3 flexible .50 cal. hand held guns; five .50 cal. fixed guns; four .50 cal. guns mounted in turrets; normal bomb load 2000 lbs., maximum load 5800 lbs. Radio command set SCR-274, liaison set SCR-287, radio compass SCR-269, marker beacon receiver RC-43, interphone RC-36, filter RC-32, frequency meter SCR-211.				
B-26B-2-NA	Martin	88B	AC-16137	95	2	P&W	R2800-41	Same as the B-26B-1-NA except for engine change.				
B-26B-3-NA	Martin	88B	AC-16137	28	2	P&W	R2800-43	Same as the B-26B-2-NA except for engine change.				
B-26B-4-NA	Martin	88B	AC-16137	211	2	P&W	R2800-43	Similar to the B-26B-3-NA except for the following: Jack & Heinz JB-7E starter in lieu of Type G-4; extended nose gear; mechanically operated main wheel landing gear doors built in three sections; provisions for photographic equipment; provisions for navigation equipment, astrophotograph and astro-compass; provisions for fore and aft inclinometer; winterization equipment.				
B-26B-10-NA through B-26B-75-NA	Martin	88B	AC-16137 DA-146 DA-1049 AC-31733	150	2	P&W	R2800-43	Information not available.				
B-26C	Martin	C-213-8	AC-19342	2200	2	P&W	R2800-43	Equipped with full-feathering four-blade propellers; provisions for command set radio SCR-274-N, liaison set SCR-259-A, radio compass SCR-269-A, interphone RC-36, and marker beacon equipment RC-43. Similar to the B-26B except for manufacturing methods.				
B-26C-5-MO through B-26C-55-MO	Martin	88C	AC-19342 AC-31728	2	2	P&W	R2800-43	Information not available.				
XB-26D	Martin	AC-30113	AC-30113	2	2	P&W	R2800-5	Same as the B-26 except for changes required to provide heated surface type anti-icing equipment.				
B-26E-1-NA	Martin	DA-146 DA-1049 AC-31733	AC-31733	2	2	P&W	R2800-43	A stripped version of the B-26 series, similar to other B-26 airplanes except for removal of miscellaneous equipment, which decreases the weight by 2000 lbs., and upper turret moved to navigator's compartment.				
B-26E-1-MO	Martin	AC-19342	AC-19342	2	2	P&W	R2800-43	Same as the B-26E-1-NA except manufactured at Omaha, Nebraska.				
B-26F-NA	Martin	88F	AC-31733	1	2	P&W	R2800-43	Similar to the B-26E-1-NA except that the angle of incidence of the wing is increased 3-1/2°. This change affects the airplane in the following ways: The appearance of the ground is changed; the attitude of the fuselage in flight is horizontal; take-off speed and distance are reduced; stall and landing speeds are lower; cruising speed is increased; forward and downward visibility is improved. (One prototype airplane was modified).				
B-26F-1-NA	Martin	88F	AC-31733	100	2	P&W	R2800-43	Differs from the B-26F as follows: Deletion of SCR-515 radio provisions; interior release mechanism for pilot's life raft; main landing gear door; upper turret; detector control wheel rotation reduced to 200°; timing unit TU-5; all electric bomb release system; redesigned oil cooler incorporating surge protection and new type thermostat; new type booster pump; structural provisions for interconnecting fuel system; increased angle of incidence of wing by 3-1/2°; front mounted instruments and rearranged panel; fuel tank sumpers relocated to prevent loss of fuel capacity; relief valve added to hydraulic system to kill hydraulic pressure; other minor changes.				
B-26F-2-NA	Martin	88F	AC-31733	100	2	P&W	R2800-43	Similar to the B-26F-1-NA except allocated to the British with the following changes: Astrograph, astrodome, and Vector plotting machine; standard AAF camouflage and RAF insignia; total fuel capacity reduced to 1000 gallons; fuel tank sumpers and "W" type dummies; Type 9; Type 10; Type 11; Type 12; Type 13; Type 14; Type 15; Type 16; Type 17; Type 18; Type 19; Type 20; Type 21; Type 22; Type 23; Type 24; Type 25; Type 26; Type 27; Type 28; Type 29; Type 30; Type 31; Type 32; Type 33; Type 34; Type 35; Type 36; Type 37; Type 38; Type 39; Type 40; Type 41; Type 42; Type 43; Type 44; Type 45; Type 46; Type 47; Type 48; Type 49; Type 50; Type 51; Type 52; Type 53; Type 54; Type 55; Type 56; Type 57; Type 58; Type 59; Type 60; Type 61; Type 62; Type 63; Type 64; Type 65; Type 66; Type 67; Type 68; Type 69; Type 70; Type 71; Type 72; Type 73; Type 74; Type 75; Type 76; Type 77; Type 78; Type 79; Type 80; Type 81; Type 82; Type 83; Type 84; Type 85; 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B-26G-NA	Martin	88F	AC-31733	500	2	P&W	R2800-43	Same as the B-26F-NA except that AN Standard fittings are substituted for AAF fittings, resulting in the loss of interchangeability of practically all hydraulic fittings due to change in thread and seat design.				
B-26G-1-NA	Martin	88F	AC-31733	100	2	P&W	R2900-43	Similar to the B-26F-NA except for deletion of British modifications and the following changes: AAF hydraulic fittings replaced with AN type; compartment for A-3 life raft; B-5 driftmeter in navigator's compartment (relocated from nose); C-2 pitot head on fuselage deleted; C-1 pitot head installed on wing; new interturbine cam in upper turret to blank out fuel vent mast area; permanent fix installation made for M series bomb sight with B-7 mount, M series bomb sight head deleted; emergency mechanical nose gear lowering system in place of hydraulic system; revised fuel system consisting of interconnected inboard and outboard wing tank with selector valve remotely controlled by pilot; provisions for M-8A optical gun sights at flexible gun positions; anti-glare camouflage on upper surface; recognition light deleted; package gun blast protection deleted to Alesage; C-1 automatic pilot (for 9th Air Force ships).				

