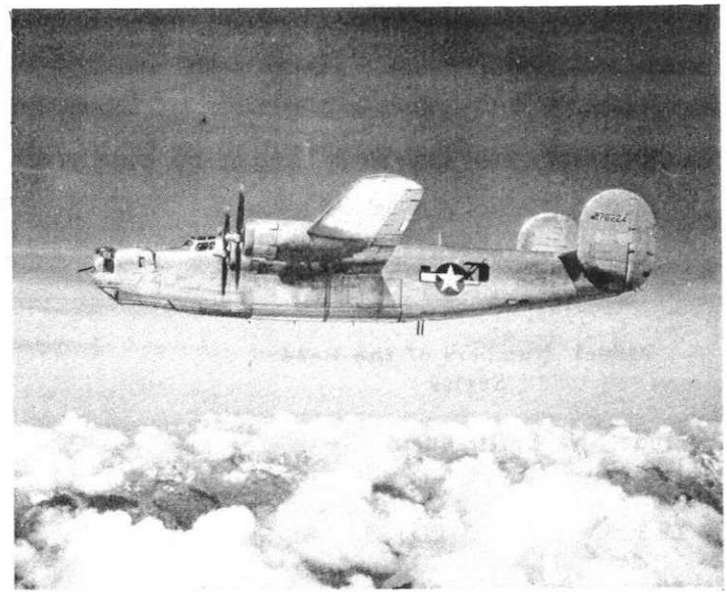


B-24 LIBERATOR PRODUCTION SERIAL NUMBERS DEBUGGED THE MOST PRODUCED ALLIED AIRCRAFT OF WORLD WAR TWO



A B-24J autographed by Consolidated employees to commemorate the completion of the 5000th Consolidated B-24. This aircraft served with the 15th Air Force and had to make two forced landings on the Island of Vis after losing engines in combat operations. This photo shows a Consolidated Aircraft test crew about to board for a factory test flight. Bob Waag Photo.



44-10484, a B-24-J-50-CF, of the 826 Squadron, (note the last 3 numbers) a Consolidated, Fort Worth, Texas built aircraft. Note that the deicer boots have been removed to save weight and increase performance. If you compare subtle differences in the two models shown here, there is an extra window installed just aft of the bombardier's station in this J model but is not in the G model shown in other photo. An important innovation incorporated first in the field and then picked up in later production models with the plexiglas enclosed waist window that reduced drag considerably and reduced the draft at the waist window. Rod Stewart Photo 826 Sq.

42-78224 (first 4 not shown) a B-24-G-10-NT assigned to either the 766 or 767 squadron. The 461st rudder insignia and crew number that were painted in red appear very light because the photograph was taken through a red filter to darken the sky, but at the same time lightens red colored objects. It was assembled in Dallas, Texas by North American from kits supplied by either Ford or Consolidated.

The airplane depicted sports an Emerson nose turret, giving evidence that its origin may have been a Ford kit. Note the two small windows installed just above the camera door below and aft of the waist window. The J model shown in the other photo eliminated these windows. George F. Brinker photo 461 St BG.