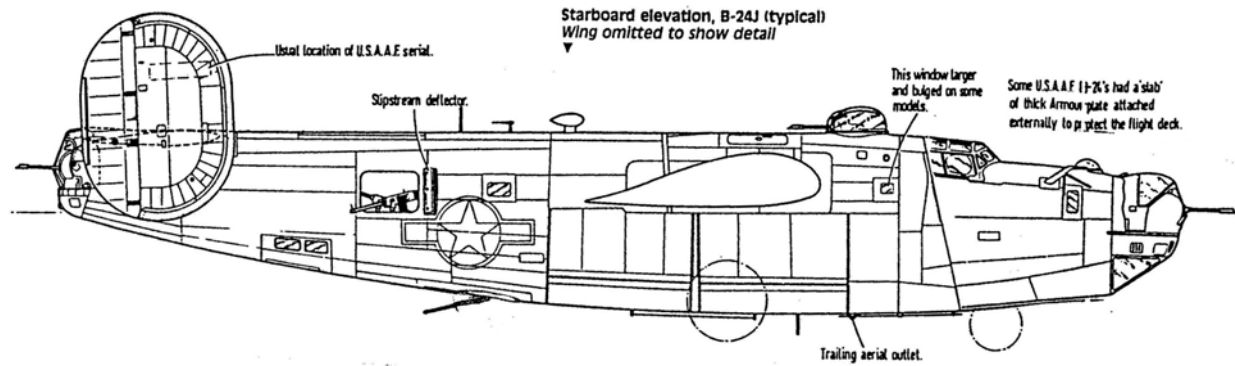


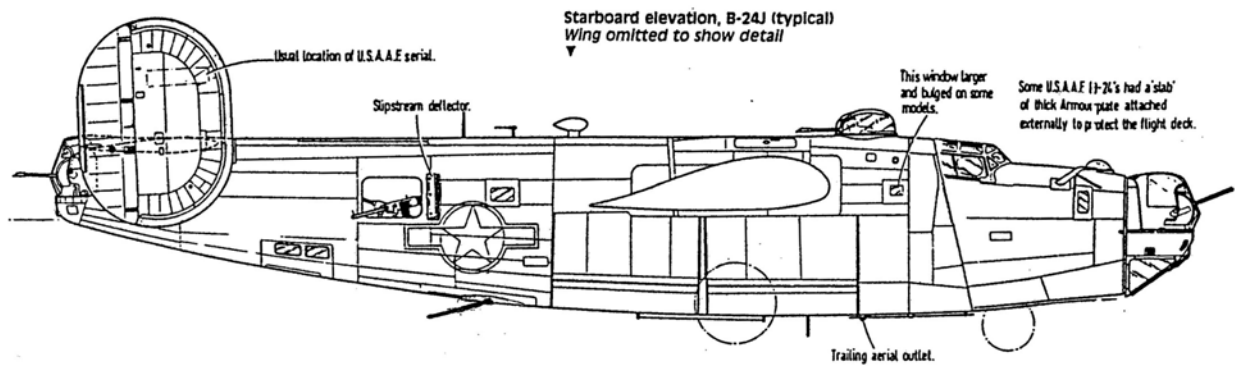
B-24J

VARIOUS MODELS

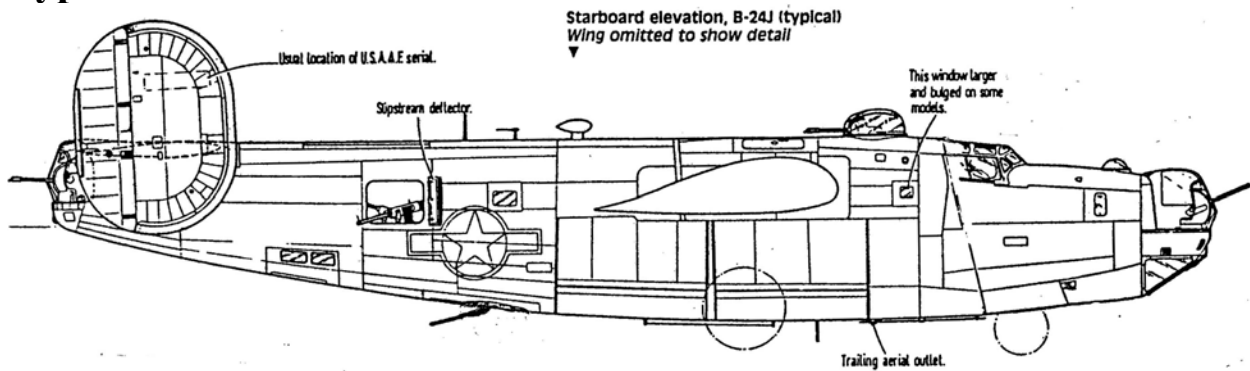
Type 4



Type 5

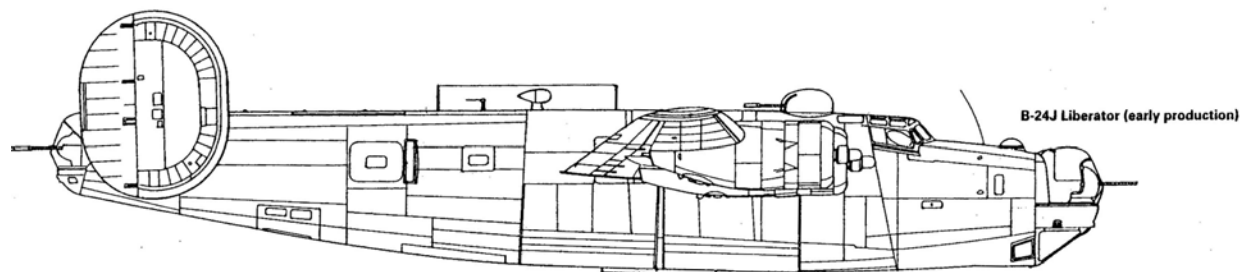
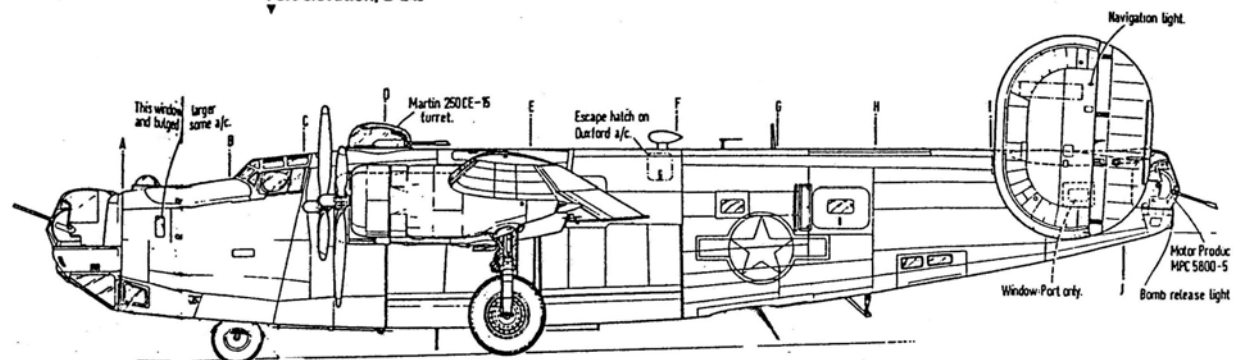


Type 6



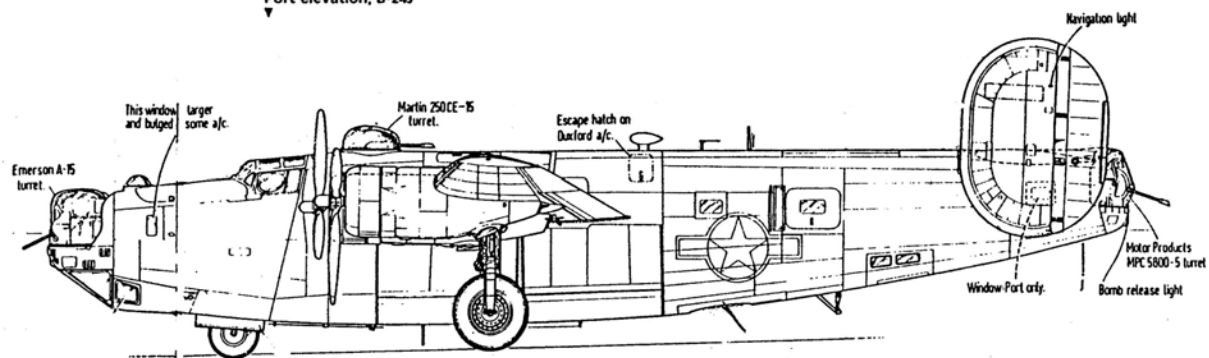
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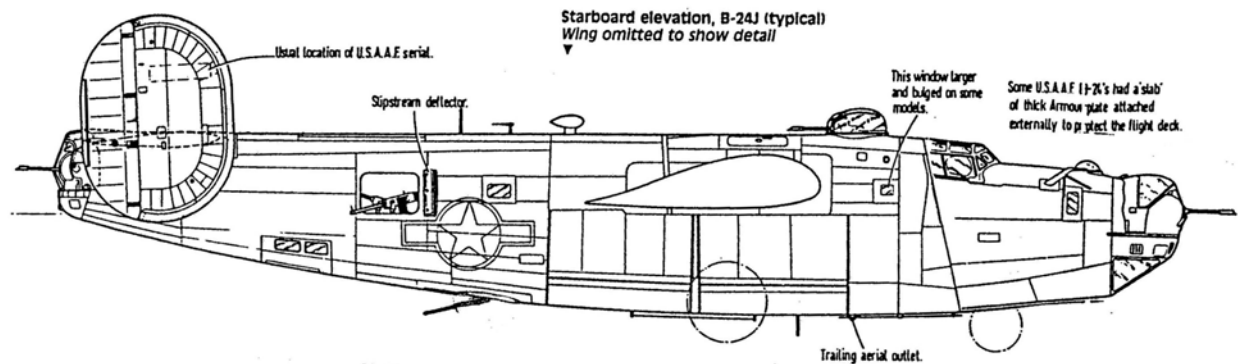
Port elevation, B-24J



Type 8

Port elevation, B-24J





TYPE 4 – THE INITIAL J MODELS OF THE B-24

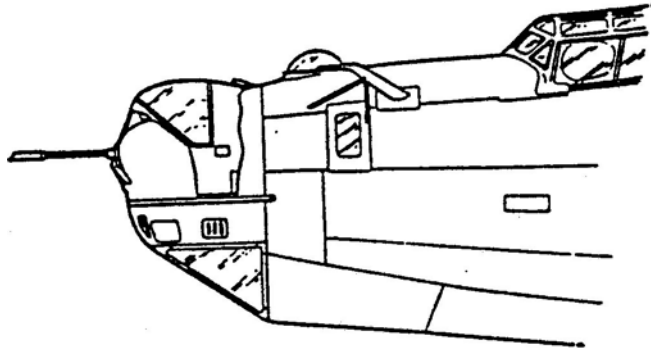
These were the first B-24 with nose turrets installed at the factory before delivery to the USAAF. These aircraft are identified by the Consolidated A6A nose turrets, by the use of twin braces on each pitot tube location, and by the fact that no fairing was applied to streamline the nose turret installation. The Townsville installation on D1s and all later factory models had such a fairing.

DOTTIE'S DOUBLE (080) was the first B-24J produced and came to the 380th.

There are five distinct types of Js. All had a turret incorporated into the design of the nose section and installed at the factory. This added firepower would remain an integral part of the B-24's design for the remainder of its operational life. The new "J" models coming into the 380th's inventory differed from each other with respect to pitot tubes, model of the nose turret installed, and bombardier side windows.

This first batch of planes had braced pitot tubes and lacked side windows to the bombardier's compartment. Above this position in the nose, the navigator's area now had narrow side windows that were sometimes fitted with sockets for a 30cal machine gun.

B-24J-5



Scrap port elevation

Source: Przegląd Konstrukcji Lotniczych, B-24 Liberator, p. 15, 1992, Warsaw.



A "J" model B-24 with braced pitot tubes and hydraulic nose turret.
Dexter Baker Collection

Source: Horton, Best of the Southwest, p. 238.



Another "J" model B-24, but this one has braced pitot tubes on both sides, no side windows to the bombardier compartment and the earlier, A6A hydraulic nose turret.

A. V. Connery Collection

Source: Horton, Best of the Southwest, p. 292.

LIST OF TYPE 4 AIRCRAFT IN THE 380TH

Listed by Serial Number:

080	42-72964	“DOTTIE'S DOUBLE”
081	42-73112	DALLY'S DILLY
082	42-73113	THE BIG ASS BIRD
083	42-73114	CARROT TOP
084	42-73115	(NONE)
085	42-73116	HEAVENLY BODY
086	42-73117	DOODLEBUG
087	42-73121	ROYAL FLUSH II / PAPPY'S PASSION II
088	42-73125	(NONE)
089	42-73126	FOIL PROOF MARY
090	42-73127	(NONE)
091	42-73133	SAD SACK
092	42-73134	“MILADY”
093	42-73164	SNORKEY
094	42-73167	THE BEAUTIFUL BEAST / BEAUTIFUL BEAST
095	42-73186	(NONE)
096	42-73187	PAPER DOLL
097	42-73193	B.T.O. II / “LADY JEANNE” II
098	42-73201	“TENN” SQUIRREL HUNTER / “CRUISIN” SUSAN
099	42-73275	(NONE)
100	42-73332	(NONE)
101	42-73333	UNDEC?IDED / SLIGHTLY DANGEROUS
102	42-73340	FIRST NIGHTER
103	42-73449	(NONE)
104	42-73451	“FRISCO” FRANNIE / RAMEY'S WRECK
105	42-73464	ANGEL IN DE SKIES
106	42-73474	“PATCHES”
107	42-73475	“PROP WASH”
108	42-73481	ESQUIRE
109	42-73485	LUCKY DON
110	42-73488	EH-WHAT'S UP DOC? / “READY TEDDY”
111	42-73489	HOT ROCKS / THE SULTAN'S DAUGHTER

Listed by Name:

105	42-73464	ANGEL IN DE SKIES
094	42-73167	BEAUTIFUL BEAST
097	42-73193	B.T.O. II
083	42-73114	CARROT TOP
098	42-73201	“CRUISIN” SUSAN
081	42-73112	DALLY'S DILLY
080	42-72964	“DOTTIE'S DOUBLE”
086	42-73117	DOODLEBUG
110	42-73488	EH-WHAT'S UP DOC?
108	42-73481	ESQUIRE
102	42-73340	FIRST NIGHTER
104	42-73451	“FRISCO” FRANNIE
089	42-73126	FOIL PROOF MARY
085	42-73116	HEAVENLY BODY
111	42-73489	HOT ROCKS
097	42-73193	“LADY JEANNE” II
109	42-73485	LUCKY DON
092	42-73134	“MILADY”
096	42-73187	PAPER DOLL
087	42-73121	PAPPY'S PASSION II
106	42-73474	“PATCHES”
107	42-73475	“PROP WASH”
104	42-73451	RAMEY'S WRECK
110	42-73488	“READY TEDDY”
087	42-73121	ROYAL FLUSH II
091	42-73133	SAD SACK
101	42-73333	SLIGHTLY DANGEROUS
093	42-73164	SNORKEY
098	42-73201	“TENN” SQUIRREL HUNTER
094	42-73167	THE BEAUTIFUL BEAST
082	42-73113	THE BIG ASS BIRD
111	42-73489	THE SULTAN'S DAUGHTER
101	42-73333	UNDEC?IDED
084	42-73115	(NONE)
088	42-73125	(NONE)
090	42-73127	(NONE)
095	42-73186	(NONE)
099	42-73275	(NONE)
100	42-73332	(NONE)
103	42-73449	(NONE)

STATISTICAL SUMMARY

FATES OF OUR AIRCRAFT – EAST INDIAN AND NEW GUINEA CAMPAIGN 380TH BOMB GROUP (H)

B-24J MODELS, TYPE 4 ONLY

[illegible]

STATISTICAL SUMMARY
FATES OF OUR AIRCRAFT – EAST INDIAN AND NEW GUINEA CAMPAIGN
380TH BOMB GROUP (H)

B-24J MODELS, TYPE 4 ONLY (continued)

#	AIRCRAFT	R	C	CA	MA	AM	ASM	A	AS	WWS	RAAF	OG	PI	NT	RUS
92	42-73124 “MILADY”							✓ 1/17/45							
93	42-73164 SNORKEY									✓ 10/22/44					
94	42-73167 BEAUTIFUL BEAST								✓ 8/22/44						
95	42-73186 (NONE)								✓ 3/26/44						
96	42-73187 PAPER DOLL		✓ 1/19/44												
97	42-73193 B.TO. II / “LADY JEANNE” II			✓ 12/31/43											
98	42-73201 “TENN” SQUIRREL HUNTER / “CRUISIN” SUSAN												✓ 3/45		
99	42-73275 (NONE)									✓ 9/44					
100	42-73332 (NONE)					✓ 3/16/44									
101	42-73333 UNDEC?IDED / SLIGHTLY DANGEROUS												✓ 3/45		
TOTALS THIS PAGE			1	1		1		1	2	2			2		
BROUGHT FORWARD			2	5									5		
TOTALS, OVERALL			3	6		1		1	2	2			7		

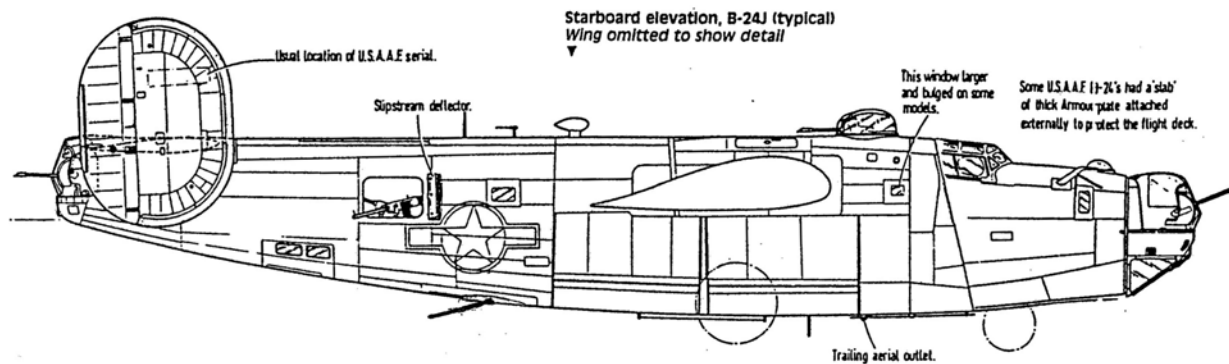
**STATISTICAL SUMMARY
FATES OF OUR AIRCRAFT – EAST INDIAN AND NEW GUINEA CAMPAIGN
380TH BOMB GROUP (H)**

B-24J MODELS, TYPE 4 ONLY (continued)

#	AIRCRAFT	R	C	CA	MA	AM	ASM	A	AS	WWS	RAAF	OG	PI	NT	RUS
102	42-73340 FIRST NIGHTER												✓ 3/45		
103	42-73449 (NONE)				✓ 1/7/44										
104	42-73451 “FRISCO” FRANNIE / RAMEY’S WRECK												✓ 3/45		
105	42-73464 ANGEL IN DE SKIES												✓ 3/45		
106	42-73474 “PATCHES”												✓ 3/45		
107	42-73475 “PROP WASH”												✓ 3/45		
108	42-73481 ESQUIRE												✓ 3/45		
109	42-73485 LUCKY DON												✓ 3/45		
110	42-73488 EH-WHAT’S UP DOC? / “READY TEDDY”												✓ 3/45		
111	42-73489 HOT ROCKS / THE SULTAN’S DAUGHTER												✓ 3/45		
TOTALS THIS PAGE					1								9		
BROUGHT FORWARD			3	6		1		1	2	2			7		
TOTALS, OVERALL			3	6		1		1	2	2			16		

Legend:

R	Destruction As Result of Enemy Air Raid
C	Loss of Aircraft in Enemy Territory Due Directly to Enemy Action
CA	Accident and/or Salvage As Result of Enemy Combat Damage (In Friendly Territory)
MA	Loss While on Mission While in Enemy Territory but Direct Enemy Action Not Involved
A	Accident in Friendly Territory Causing Complete Destruction of Aircraft – Not Combat Mission Related
AM	Same as A but Involved in Combat Mission
AS	Accident in Friendly Territory Resulting in Salvage of the Aircraft – Not Combat Mission Related
ASM	Same as AS but Involved in Combat Mission
WWS	Salvage of Aircraft as War Weary
RAA	Transfer of Aircraft to Royal Australian Air Force
F	
OG	Transfer of Aircraft to Other Groups
PI	Transfer to Philippines Islands for Continuation of War Service There
NT	Whether Nose Turret Installed (Applies Only to Initial Deployment Aircraft) During 1943
RUS	Returned to U.S. at End of War

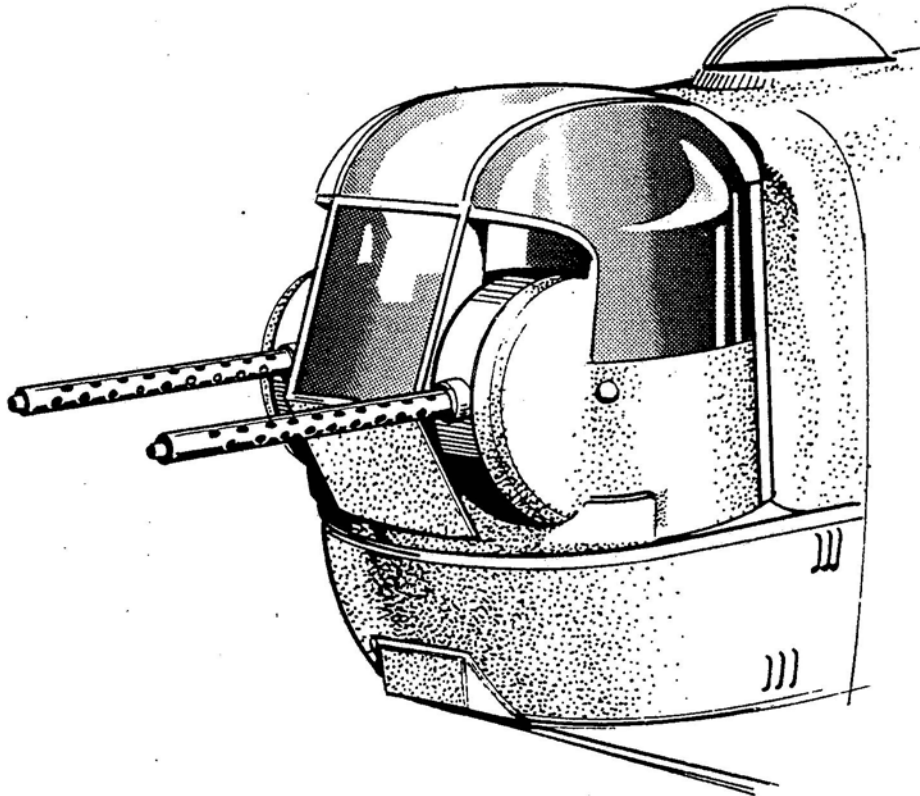


TYPE 5 – REPLACING THE A6A NOSE TURRET WITH THE A6B

Replacement of the A6A turret by the Motors Product Company A6B turret, which was lighter and more streamlined than the A6A. The A6B improved visibility, was hydraulically powered, and had gun barrels that extended equally. Also fairing added to further streamline the nose. Braced pitot tubes still used.

ROUGH NIGHT/ROUGH KNIGHT (112) exemplifies this model of the B-24.

B-24J Consolidated Turret, A6B

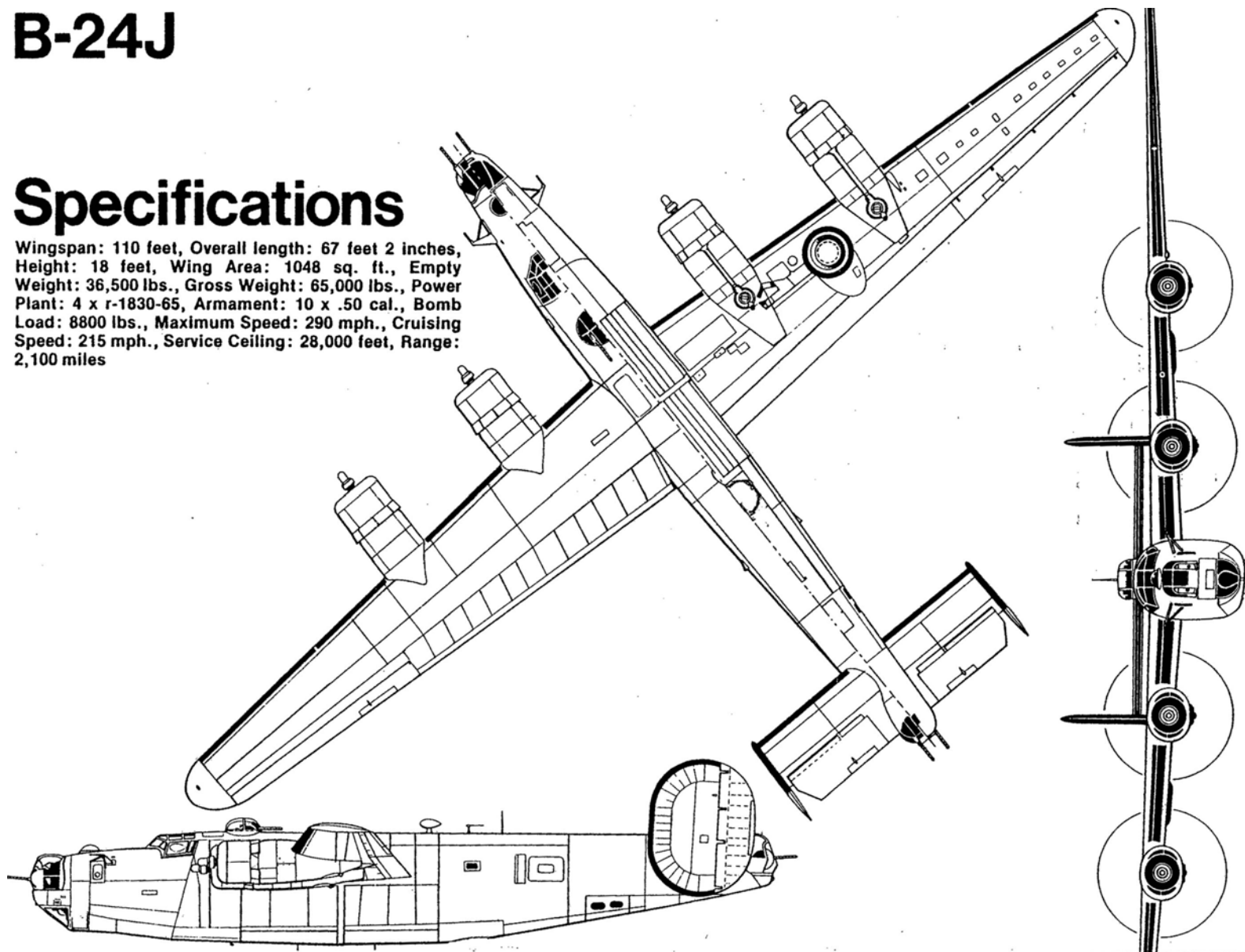


Source: S. Birdsall, *B-24 Liberator in Action, Aircraft No. 21*, Squadron/Signal Publications, 1975, p. 21.

B-24J

Specifications

Wingspan: 110 feet, Overall length: 67 feet 2 inches,
Height: 18 feet, Wing Area: 1048 sq. ft., Empty
Weight: 36,500 lbs., Gross Weight: 65,000 lbs., Power
Plant: 4 x r-1830-65, Armament: 10 x .50 cal., Bomb
Load: 8800 lbs., Maximum Speed: 290 mph., Cruising
Speed: 215 mph., Service Ceiling: 28,000 feet, Range:
2,100 miles



Source: *B-24 Liberator in Action*, Squadron/Signal Publications, Inc., Aircraft Number 80, 1987.

LIST OF TYPE 5 AIRCRAFT IN THE 380TH

Listed by Serial Number:

112	42-100209	ROUGH NIGHT / ROUGH KNIGHT
113	42-100213	ROSIE O' THE RAMP
114	42-100214	“SIX BITTS”
115	42-100221	THE MISS HAP
116	42-100226	“TODDY”

Listed by Name:

113	42-100213	ROSIE O' THE RAMP
112	42-100209	ROUGH NIGHT / ROUGH KNIGHT
114	42-100214	“SIX BITTS”
115	42-100221	THE MISS HAP
116	42-100226	“TODDY”

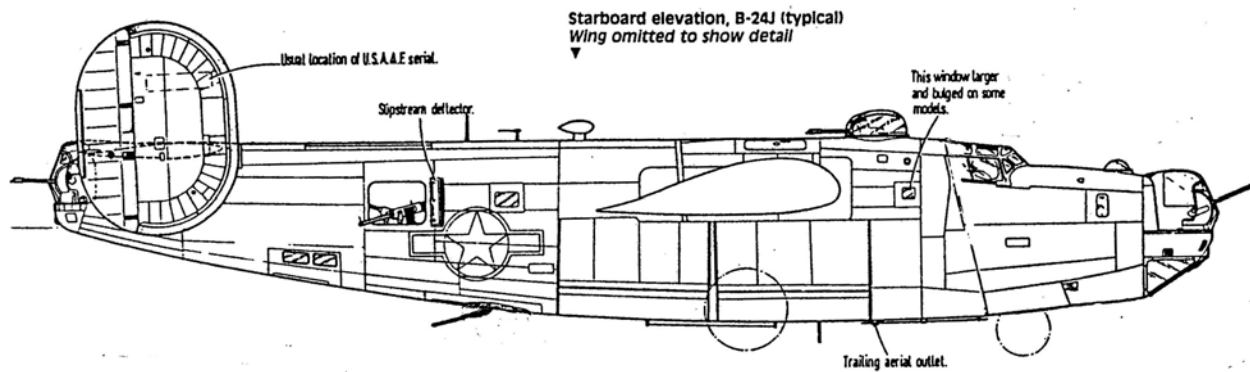
STATISTICAL SUMMARY
FATES OF OUR AIRCRAFT – EAST INDIAN AND NEW GUINEA CAMPAIGN
380TH BOMB GROUP (H)

B-24J MODELS, TYPE 5 ONLY

#	AIRCRAFT	R	C	CA	MA	AM	ASM	A	AS	WWS	RAAF	OG	PI	NT	RUS
112	42-100209 ROUGH NIGHT / ROUGH KNIGHT												✓ 3/45		✓ 9/45
113	42-100213 ROSIE O' TH' RAMP												✓ 3/45		
114	42-100214 "SIX BITTS"												✓ 3/45		
115	42-100221 THE MISS HAP												✓ 3/45		
116	42-100226 "TODDY"												✓ 3/45		
TOTALS THIS PAGE													5		1
BROUGHT FORWARD															
TOTALS, OVERALL													5		1

Legend:

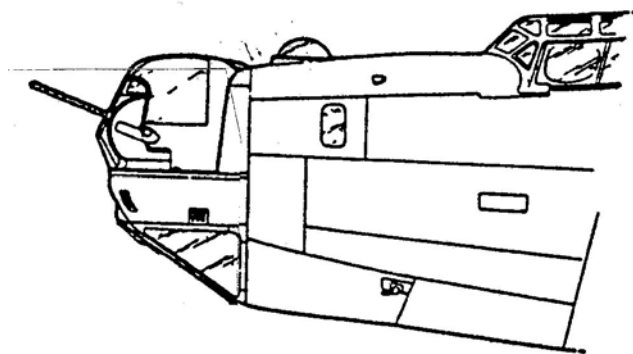
R Destruction As Result of Enemy Air Raid
C Loss of Aircraft in Enemy Territory Due Directly to Enemy Action
CA Accident and/or Salvage As Result of Enemy Combat Damage (In Friendly Territory)
MA Loss While on Mission While in Enemy Territory but Direct Enemy Action Not Involved
A Accident in Friendly Territory Causing Complete Destruction of Aircraft – Not Combat Mission Related
AM Same as A but Involved in Combat Mission
AS Accident in Friendly Territory Resulting in Salvage of the Aircraft – Not Combat Mission Related
ASM Same as AS but Involved in Combat Mission
WWS Salvage of Aircraft as War Weary
RAA Transfer of Aircraft to Royal Australian Air Force
F
OG Transfer of Aircraft to Other Groups
PI Transfer to Philippines Islands for Continuation of War Service There
NT Whether Nose Turret Installed (Applies Only to Initial Deployment Aircraft) During 1943
RUS Returned to U.S. at End of War



TYPE 6 – REPLACING THE TWIN PITOT TUBES WITH SINGLE TUBES

Twin high braced (“horn-styled”) pitot tubes replaced by a single short pitot tube on the lower left nose. A6B turret still used. An example of this type in the 380th is LADY LUCK (122).

B-24J-30



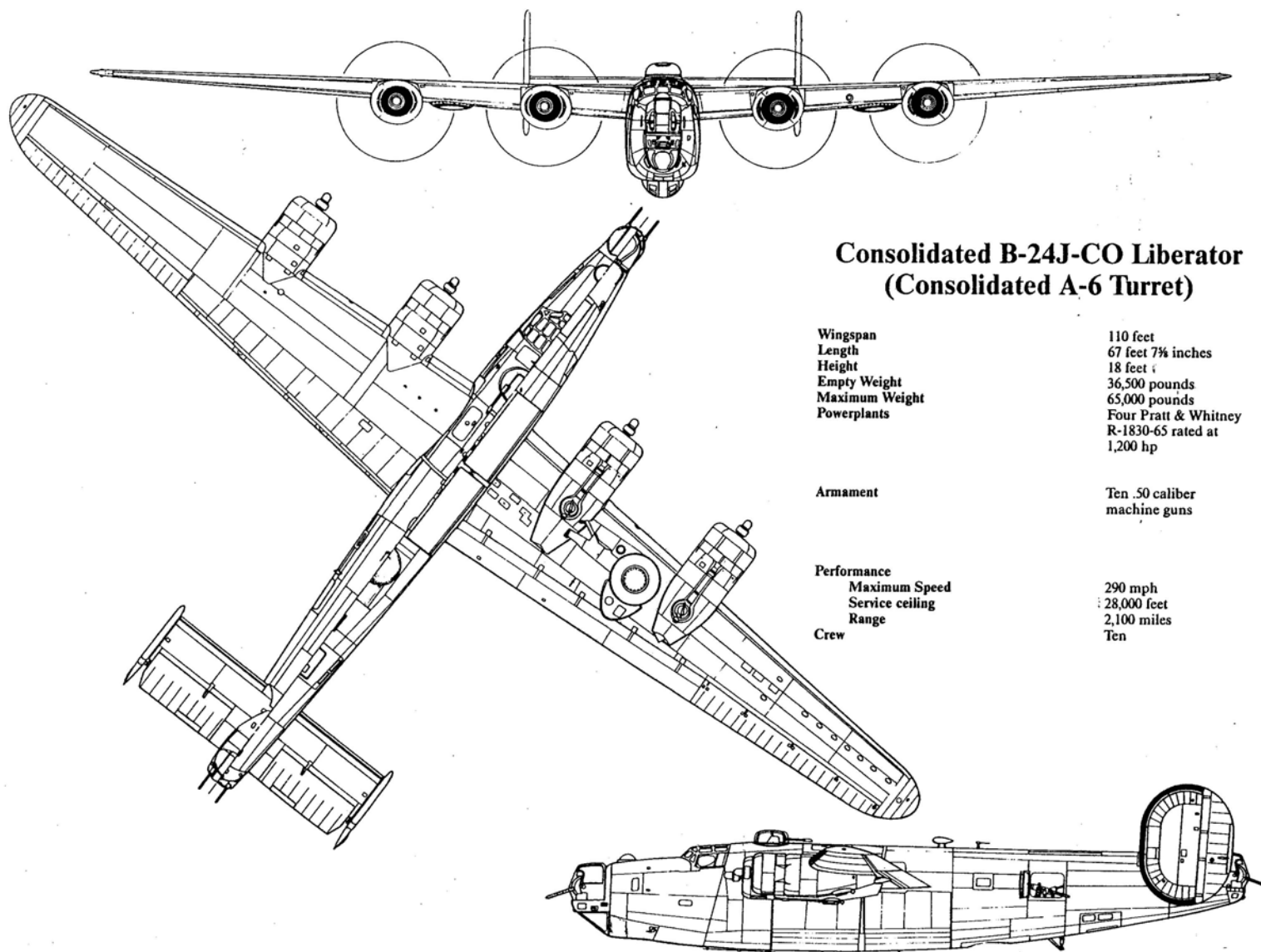
MPC 5800-5 Nose & Tail turrets, Martin 250CE-5 Top Turret.

Source: Przegląd Konstrukcji Lotniczych, B-24 Liberator, p. 15, 1992, Warsaw.



#0116 *Lady Luck* proved to be as good as her name and flew at least 90 missions before the end of the war. It was flown back to CONUS for salvage at Kingman, Arizona. *James Ruth Collection*

Source: Horton, Best in the Southwest, p. 282.



Consolidated B-24J-CO Liberator (Consolidated A-6 Turret)

Wingspan	110 feet
Length	67 feet 7½ inches
Height	18 feet
Empty Weight	36,500 pounds
Maximum Weight	65,000 pounds
Powerplants	Four Pratt & Whitney R-1830-65 rated at 1,200 hp
Armament	Ten .50 caliber machine guns
Performance	
Maximum Speed	290 mph
Service ceiling	28,000 feet
Range	2,100 miles
Crew	Ten

Source: *B-24 Liberator in Action*, Squadron/Signal Publications, Inc., Aircraft Number 80, p. 39, 1987.

LIST OF TYPE 6 AIRCRAFT IN THE 380TH

Listed by Serial Number:

117	42-109986	ROBERTA AND SON / FIRE POWER
118	42-109990	UNDECIDED
119	42-109995	ON DE-FENSE
120	42-109999	LITTLE LULU / MADAME QUEEN
121	42-110115	DRUNKARD'S DREAM
122	42-110116	"LADY LUCK"
123	42-110117	OLD IRONSIDES
124	42-110120	"SLEEPY TIME GAL"
125	42-110123	BUMS AWAY
126	42-40189	THE SCREAMER / EMBARRASSED

Listed by Name:

125	42-110123	BUMS AWAY
121	42-110115	DRUNKARD'S DREAM
126	42-40189	EMBARRASSED
117	42-109986	FIRE POWER
122	42-110116	"LADY LUCK"
120	42-109999	LITTLE LULU
120	42-109999	MADAME QUEEN
123	42-110117	OLD IRONSIDES
119	42-109995	ON DE-FENSE
117	42-109986	ROBERTA AND SON
124	42-110120	"SLEEPY TIME GAL"
126	42-40189	THE SCREAMER
118	42-109990	UNDECIDED

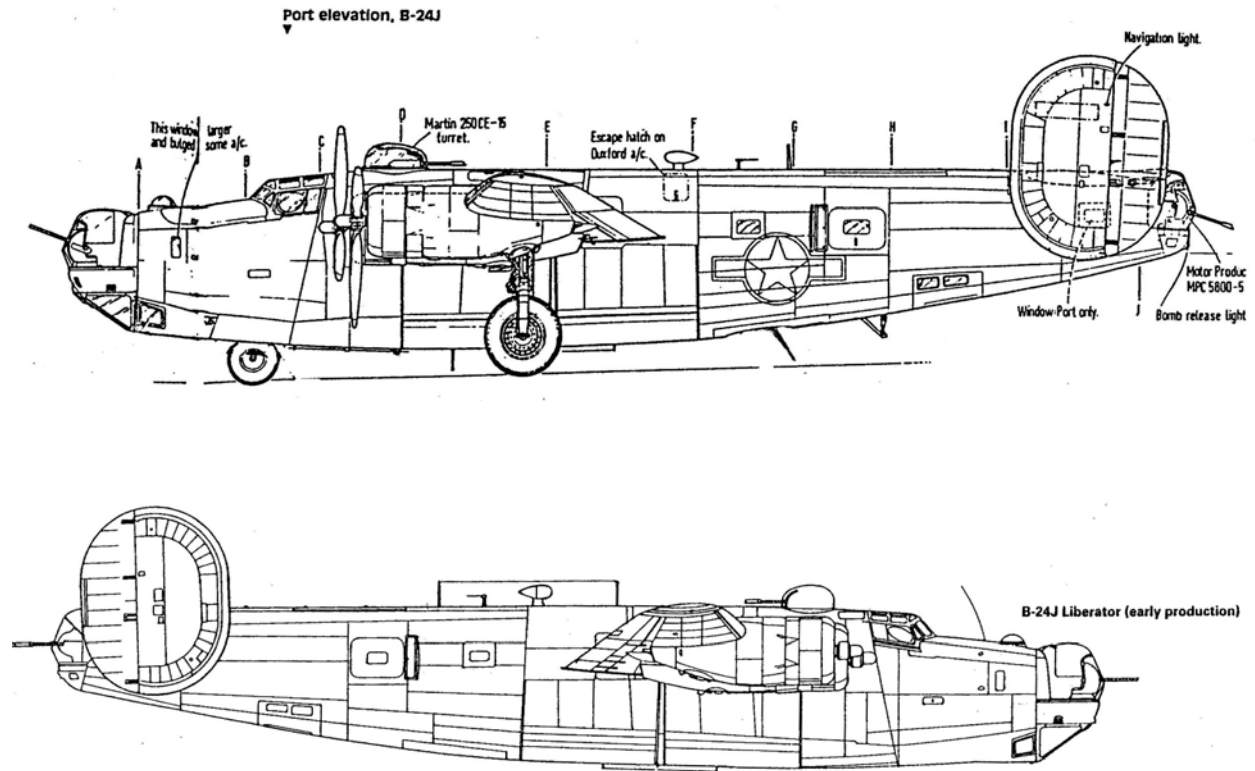
B-24J MODELS, TYPE 6 ONLY

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Legend:

R	Destruction As Result of Enemy Air Raid
C	Loss of Aircraft in Enemy Territory Due Directly to Enemy Action
CA	Accident and/or Salvage As Result of Enemy Combat Damage (In Friendly Territory)
MA	Loss While on Mission While in Enemy Territory but Direct Enemy Action Not Involved
A	Accident in Friendly Territory Causing Complete Destruction of Aircraft – Not Combat Mission Related
AM	Same as A but Involved in Combat Mission
AS	Accident in Friendly Territory Resulting in Salvage of the Aircraft – Not Combat Mission Related
ASM	Same as AS but Involved in Combat Mission
WWS	Salvage of Aircraft as War Weary
RAA	Transfer of Aircraft to Royal Australian Air Force
F	
OG	Transfer of Aircraft to Other Groups
PI	Transfer to Philippines Islands for Continuation of War Service There
NT	Whether Nose Turret Installed (Applies Only to Initial Deployment Aircraft) During 1943
RUS	Returned to U.S. at End of War

**ALL AIRCRAFT PAST THIS POINT CARRY 1944 SERIAL NUMBERS.
CHANGE OF APPROPRIATION FOR PROCUREMENT.**



TYPE 7 – BOMBARDIER’S WINDOW ADDED

Same as Type 6 except a single small window was added on each side of the nose to improve the bombardier’s visibility of the target. The model is best represented by THE K.O. KID (127).



Between missions at Darwin. Note the variations in this "J" model B-24: A6B hydraulic nose turret, the lack of a pitot tube on the right side and the bombardier side windows.

Stephen Levandoski Collection

Source: Horton, Best in the Southwest, p. 292.

LIST OF TYPE 7 AIRCRAFT IN THE 380TH

Listed by Serial Number:

127	44-40342	THE K.O. KID
128	44-40370	"MARY M"
129	44-40371	"SILVER LADY"
130	44-40398	"PATTY'S PIG"
131	44-40432	"QUEEN HI"
132	44-40434	FLAK FLED FLAPPER
133	44-40801	"SQUAW PEAK"

Listed by Name:

132	44-40434	FLAK FLED FLAPPER
128	44-40370	"MARY M"
130	44-40398	"PATTY'S PIG"
131	44-40432	"QUEEN HI"
129	44-40371	"SILVER LADY"
133	44-40801	"SQUAW PEAK"
127	44-40342	THE K.O. KID

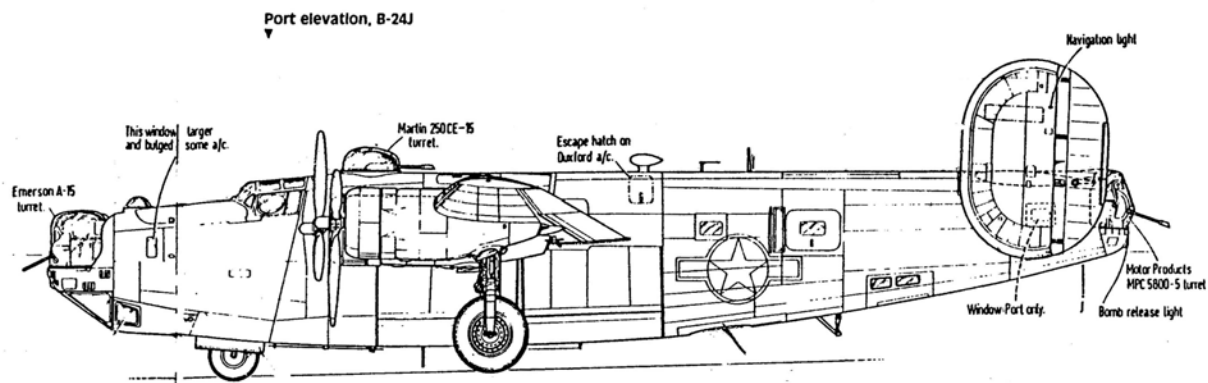
STATISTICAL SUMMARY
FATES OF OUR AIRCRAFT – EAST INDIAN AND NEW GUINEA CAMPAIGN
380TH BOMB GROUP (H)

B-24J MODELS, TYPE 7 ONLY

#	AIRCRAFT	R	C	CA	MA	AM	ASM	A	AS	WWS	RAAF	OG	PI	NT	RUS
127	44-40342 THE K.O. KID												✓ 3/45		
128	44-40370 “MARY M”												✓ 3/45		
129	44-40371 “SILVER LADY”												✓ 3/45		
130	44-40398 “PATTY’S PIG”		✓ 10/9/44												
131	44-40432 “QUEEN HI”												✓ 3/45		
132	44-40434 FLAK FLED FLAPPER												✓ 3/45		
133	44-40801 “SQUAW PEAK”			✓ 7/45									✓ 3/45		
TOTALS THIS PAGE			1	1									6		
BROUGHT FORWARD															
TOTALS, OVERALL			1	1									6		

Legend:

R Destruction As Result of Enemy Air Raid
C Loss of Aircraft in Enemy Territory Due Directly to Enemy Action
CA Accident and/or Salvage As Result of Enemy Combat Damage (In Friendly Territory)
MA Loss While on Mission While in Enemy Territory but Direct Enemy Action Not Involved
A Accident in Friendly Territory Causing Complete Destruction of Aircraft – Not Combat Mission Related
AM Same as A but Involved in Combat Mission
AS Accident in Friendly Territory Resulting in Salvage of the Aircraft – Not Combat Mission Related
ASM Same as AS but Involved in Combat Mission
WWS Salvage of Aircraft as War Weary
RAAF Transfer of Aircraft to Royal Australian Air Force
F
OG Transfer of Aircraft to Other Groups
PI Transfer to Philippines Islands for Continuation of War Service There
NT Whether Nose Turret Installed (Applies Only to Initial Deployment Aircraft) During 1943
RUS Returned to U.S. at End of War



TYPE 8 – REPLACING THE A6B TURRET WITH THE EMERSON A-15 TURRET

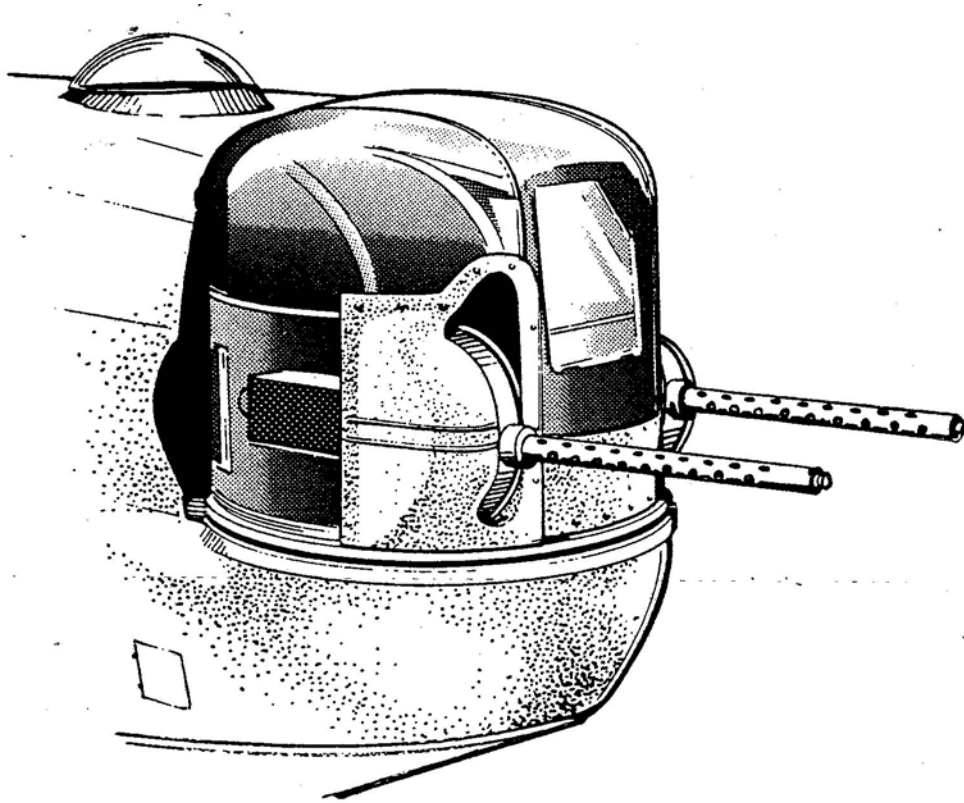
Replacement of the A6B turret by the Emerson A-15 turret. The Emerson turret was electronically powered, while all previous turrets were hydraulically powered. It was shaped somewhat like a soup can and was more responsive with its two rotational speeds for tracking incoming aircraft. This change necessitated the installation of an aphidian converter in the nose to convert aircraft power to that acceptable by the motors of the turret. This further required that the nose wheel doors had to open outwards below the fuselage since there was no space for them to retract inwards because of the aphidian

Another standard piece of equipment was the small, flush fitting G-2 pitot tube on the lower left side of the nose. These aircraft also carried a different model of Martin upper turret, the so-called “high hat” model for better visibility for the gunner, and was sloped raised in the back and sloped forward to give the gunner more head room.

This was the last model of the B-24J.

“L’IL NILMERG” (134) represents this model of the B-24.

B-24 Emerson Turret, A-15



Source: S. Birdsall, *B-24 Liberator in Action*, Aircraft No. 21, Squadron/Signal Publications, 1975, p. 21.

B-24J-10-CO

**CONSOLIDATED
NOSE TURRET ON MOST
B-24Js**

**MOST B-24Js BUILT IN SAN DIEGO
DID NOT HAVE "HIGH HAT"
TOP TURRET**

**ORIGINAL WAIST
WINDOW DESIGN ON
MOST B-24Js BUILT
IN SAN DIEGO**

**NOSE GEAR DOORS
OPEN INWARD
ON MOST B-24Js BUILT
IN SAN DIEGO**

**MOST B-24Js BUILT
IN SAN DIEGO RETAINED
SIGHTING WINDOWS FOR
TUNNEL GUN**

B-24J-100-CF

**EMERSON TURRET
ON LATE B-24Js**

**MOST B-24Js HAD
"HIGH HAT" TOP TURRET**

**ENCLOSED WAIST
WINDOWS ON MOST
B-24Js**

**NOSE GEAR DOORS
OPENED OUTWARDS
ON MOST B-24Js**

**TUNNEL GUN SIGHTING
WINDOWS DELETED ON
MOST B-24Js**

DETAIL & SCALE © COPYRIGHT DRAWING BY LLOYD S. JONES

Source: Kinzey, B-24 Liberator in Detail, Squadron/Signal Publications, Volume 64, p. 55, 2000.

LIST OF TYPE 8 AIRCRAFT IN THE 380TH

Listed by Serial Number:

134	44-40861	“LIL' NILMERG”
135	44-40919	“DREAM GAL”
136	44-40920	SHY-CHI BABY
137	44-40923	I'LL BE SEEING YOU

Listed by Name:

135	44-40919	“DREAM GAL”
137	44-40923	I'LL BE SEEING YOU
134	44-40861	“LIL' NILMERG”
136	44-40920	SHY-CHI BABY

STATISTICAL SUMMARY
FATES OF OUR AIRCRAFT – EAST INDIAN AND NEW GUINEA CAMPAIGN
380TH BOMB GROUP (H)

B-24J MODELS, TYPE 8 ONLY

#	AIRCRAFT	R	C	CA	MA	AM	ASM	A	AS	WWS	RAAF	OG	PI	NT	RUS
134	44-40861 “L’IL NILMERG”												✓ 3/45		✓ 10/45
135	44-40919 “DREAM GAL”												✓ 3/45		
136	44-40920 SHY-CHI BABY												✓ 3/45		✓ 10/45
137	44-40923 I’LL BE SEEING YOU												✓ 3/45		✓ 10/45
TOTALS THIS PAGE													4		3
BROUGHT FORWARD															
TOTALS, OVERALL													4		3

Legend:

R Destruction As Result of Enemy Air Raid
C Loss of Aircraft in Enemy Territory Due Directly to Enemy Action
CA Accident and/or Salvage As Result of Enemy Combat Damage (In Friendly Territory)
MA Loss While on Mission While in Enemy Territory but Direct Enemy Action Not Involved
A Accident in Friendly Territory Causing Complete Destruction of Aircraft – Not Combat Mission Related
AM Same as A but Involved in Combat Mission
AS Accident in Friendly Territory Resulting in Salvage of the Aircraft – Not Combat Mission Related
ASM Same as AS but Involved in Combat Mission
WWS Salvage of Aircraft as War Weary
RAA Transfer of Aircraft to Royal Australian Air Force
F
OG Transfer of Aircraft to Other Groups
PI Transfer to Philippines Islands for Continuation of War Service There
NT Whether Nose Turret Installed (Applies Only to Initial Deployment Aircraft) During 1943
RUS Returned to U.S. at End of War

STATISTICAL SUMMARY
FATES OF OUR AIRCRAFT – AUSTRALIAN AND NEW GUINEA CAMPAIGN
380TH BOMB GROUP (H)
B-24J MODELS ONLY

TYPE	AIRCRAFT GROUP	R	C	CA	MA	AM	ASM	A	AS	WWS	RAAF	OG	PI	NT	TOTAL (By Row)
4	Early J Models		3	6		1		1	2	2			16		32
5													5		5
6					1								9		10
7			1	1									6		8
8													4		4
	Totals		4	7	1	1		1	2	2			40		58
	Action Summary	11 Enemy Action			2 Missing – Non Enemy			3 Accidents		2 Salvaged			40 Re-tained		58
		13 Combat Losses						5 Non-Combat Losses					40		58

Legend:

R	Destruction As Result of Enemy Air Raid
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