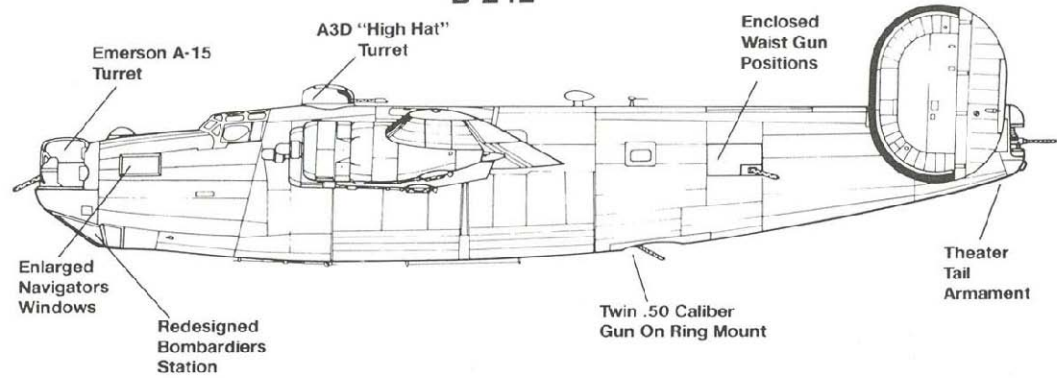


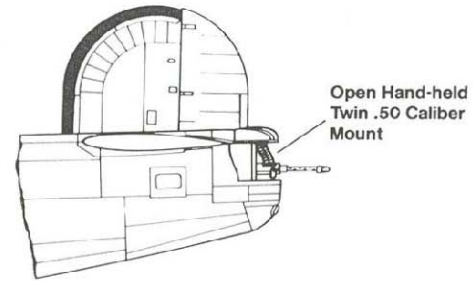
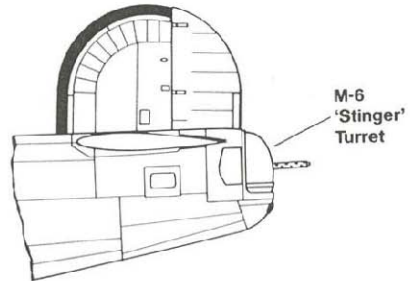
## B-24L MODELS

The Consolidated (CO) – San Diego Model is pictured here

B-24L

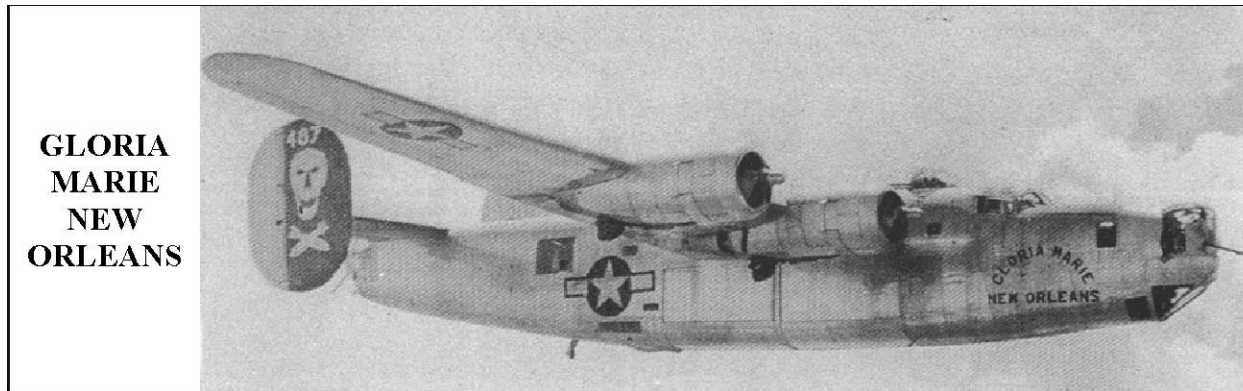


### Theater Tail Armament Variations



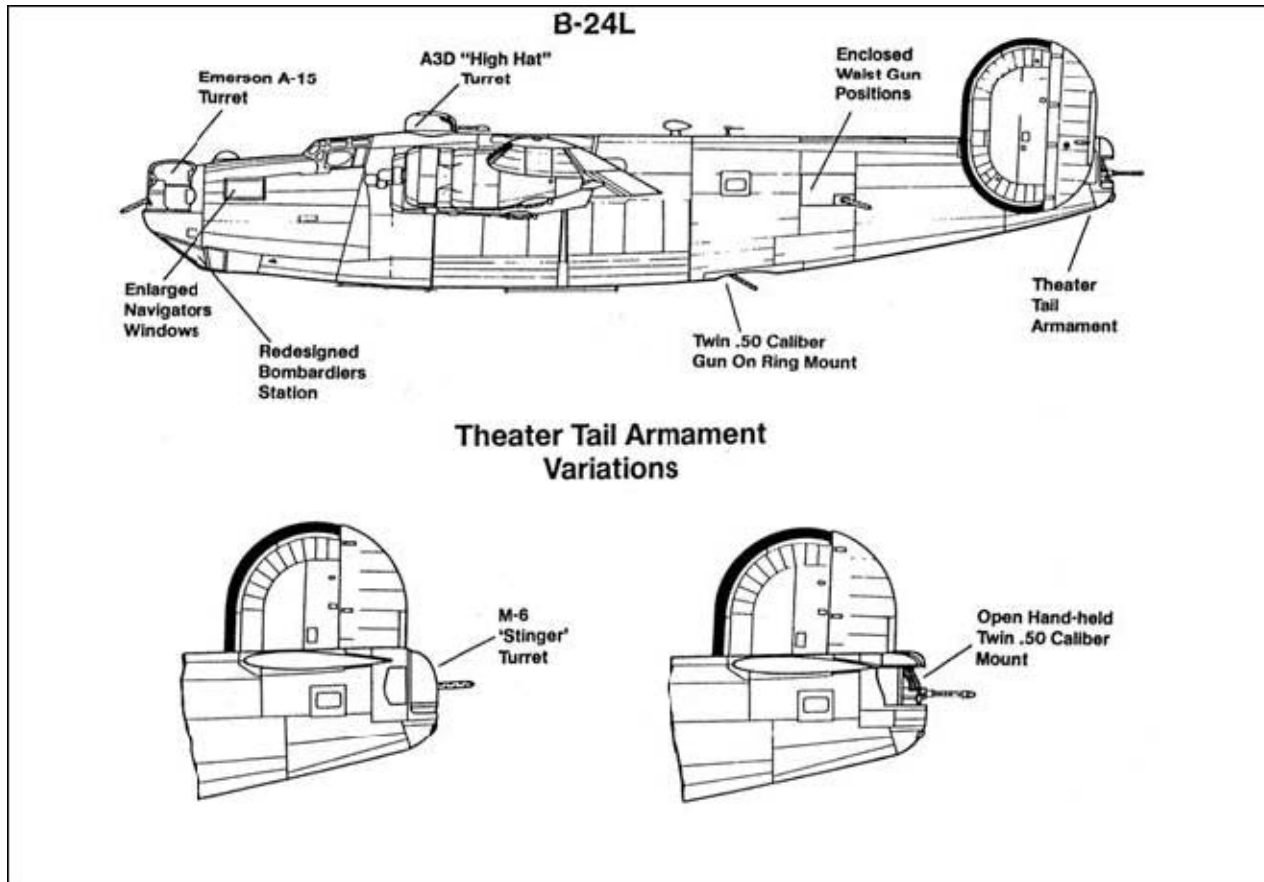
The only L CO type in the 380<sup>th</sup> was:

#139	B-24L-5-CO	44-41487	GLORIA MARIE NEW ORLEANS
On Temporary Assignment, Transferred Back to 90th			



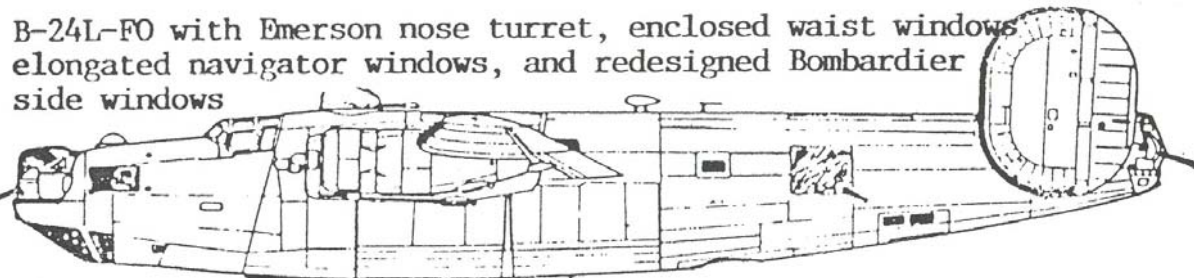
# TYPE 10 – FORD B-24 L-FO

The Ford (FO) Model is pictured here



During the Spring of 1945, the 380<sup>th</sup> started to receive “L” and “M” models of the B-24. Ones that came from the Ford Motor Company’s Willow Run plant were very easy to identify by their elongated navigator side windows in the nose, triangular side windows in the bombardier’s compartment and enclosed waist windows. These two Ford production models were externally very similar and difficult to distinguish from each other. (Source: Horton, *Best in the Southwest*, p. 468.)

This difficulty would not be a problem with San Diego produced “M” models for they looked much different than the Ford products. They retained the smaller, bulged, navigator side windows introduced on the B-24J-185-CO, but had a squared bombardier’s side window, like the late Js. They also had enclosed waist windows. Both the –FO and –CO produced “L” and “M” models occasionally used a new, lighter, hand-operated tail turret.



B-24L-FO with Emerson nose turret, enclosed waist windows, elongated navigator windows, and redesigned Bombardier side windows

### L-FO RADARS

No.	Serial No.	Nose Art	Radar Type
163	44-49471	(NONE)	Unknown
164	44-49844	(NONE)	Unknown
165	44-49860	DADDY OF 'EM ALL	Unknown
166	44-50117	(NONE)	Unknown

Differences between M-CO and F-CO models:



Leonard Mincks' 531st plane, #412 *Free For All III*, a B-24M-10-FO with the square bombardier's side windows and small, bulged navigator windows.  
*Leonard Mincks' Collection*



The 529th's #792 *Virgin Abroad*, a B-24M-10-FO from Willow Run showing the "high hat" top turret, elongated navigator side windows, triangular ones in the bombardier's compartment, Emerson nose turret plus a radar jamming antenna.  
*Robert Withorn Collection*



530th bombardier, S.C. Lewis, manning the lightweight tail guns in a late production B-24.  
*Robert Wilkinson Collection*

**STATISTICAL SUMMARY**  
**FATES OF OUR AIRCRAFT – PHILIPPINES CAMPAIGN**  
**380<sup>TH</sup> BOMB GROUP (H)**

**L - FO MODELS**

#	AIRCRAFT	R	C	CA	MA	AM	ASM	A	AS	WWS	RAAF	OG	RUS	TOTAL
163	44-49471 (NONE)								3 06/10/45					
164	44-49844 (NONE)												3 10/45	
165	44-49860 DADDY OF 'EM ALL					3 07/01/45								
166	44-50117 (NONE)												3 10/45	
TOTALS THIS PAGE						1			1				2	4
BROUGHT FORWARD														
TOTALS, OVERALL						1			1				2	4

*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
- OG Transfer of Aircraft to Other Groups
- RUS Returned to U.S. at End of War