



B-24A Liberator



OI' 927

Dedicated to Honoring American Military Aviation, through Flight, Exhibition and Remembrance

Liberator B-24A Specifications

Year built	1941	Fuel consumption	200 gallons per hour
Length	66 feet 4 inches	Oil capacity	68 gallons each engine
Wingspan	110 feet	Horsepower	1200 each engine
Tail height	17 feet 11 inches	Top speed	275mph
Crew	10	Cruise speed	200mph
Gross weight	58,000 lbs	Range	15 hours/2600 miles
Fuel capacity	3,000 gallons	Ceiling	25,000 feet
		Engines	4 Pratt & Whitney 1830-94
		Bomb capacity:	8,000 lbs of bombs
Nose Gun	Top Gun	Tunnel Gun	Left & Right Waist Guns
			Tail Gun

The Liberator saw service with the following groups

5 th Air Force – Australia	7 th Air Force – SW Pacific
8 th Air Force – Europe	9 th Air Force – Africa
11 th Air Force – Aleutians	13 TH Air Force – Far East
14 th Air Force – China	15 th Air Force - Europe

The Liberator was also flown by the Air Forces of:

Australia	Great Britain	Canada
China	India	Netherlands
South Africa		Yugoslavia

B-24 Liberator

The Consolidated-built heavy bomber reached higher production than any other U. S. WW II allied combat aircraft. Over **18,000** of these versatile four-engine bombers were built for the U.S. Army Air Corps, Navy, and Allies from 1939-1945 by Consolidated plants in San Diego and Fort Worth, by Henry Ford at Willow Run, MI, and by North American at Dallas. The B-24 went through many modifications which added armor, power-operated gun turrets, self-sealing gasoline tanks, and armament to the original model. The B-24 was not only used as a bomber but as a tanker and transport, and in its many configurations saw duty in all theaters of the war including the ice and snow of the Aleutian Islands, the sand and winds of North Africa, and the heat and humidity of the tropics. In all cases the aircraft adapted to the area and performed the many tasks given. It was used most in the Mediterranean and Pacific, where longer range gave it an edge over the B-17. This range made it particularly useful in the Pacific for search missions for downed airmen. Probably the best description that can be given the versatile B-24 is "work horse extraordinaire."

OI' 927 ~ B-24A

This aircraft, built in **May 1941, is the 25th B-24 produced by Consolidated Aircraft** at their San Diego facility. The British and French had ordered a large number of the aircraft in 1939 and 1940 before the Army Air Corps had taken delivery of any production aircraft. With the fall of France to Germany, the British picked up the French order of 6 LB-30A's. These aircraft were diverted from the YB-24 service test program leaving 1 YB-24 for a test aircraft. The next 20 B-24A aircraft were produced for the Army Air Corps, but were diverted to the British and redesignated the LB-30B, also called the Liberator 1. AM-927 (Army Air Corps serial number 40-2366) is the 18th aircraft of that order of 20.

On a training flight from Eagles Nest Airport, N.M., prior to its delivery to England, AM-927 experienced a landing accident. The damage was major enough that the aircraft had to be returned to San Diego for repairs. The plane was deleted from the order to be shipped to England and was converted to a transport aircraft. This was to be the prototype for the C-87 transport and AM-927 served as a flying test bed for further development of important B-24 features, such as modifying the control surfaces to help with lighter control forces for the pilots.

During the war "**OI' 927**", as she was known by her crews, flew scheduled runs between San Diego, Fort Worth, New York, and Washington D.C. For six months she served Consolidated by carrying critically needed parts between San Diego and the **Fort Worth plant**. She carried various American and foreign dignitaries within the U.S. At the end of the war she was sold to Continental Can Co. and, after receiving a well-appointed interior, was flown as an executive aircraft for about 10 years. She was then sold to Petroleos Mexicanos (PEMEX), an oil company in Mexico, and made many trips through Central America and to the U.S. In **1969** the aircraft was purchased by the **Commemorative Air Force**.

In 1971 she was painted in the colors and markings of the 98th Bomb Group, Pyramiders of the 9th Air Force in North Africa, and was named "**Diamond Lil**". The 98th BG is known for its participation in the initial raids on the Ploesti oil refineries.

A major conversion project began in 2006, to restore her to her **original 1941 B-24A bomber configuration**; plus factory camouflage paint scheme and new 'OI' 927 nose art. She is currently based at **Cavanaugh Flight Museum, Addison, TX**, through the generosity of Jim Cavanaugh.

OI' 927 is operated and maintained entirely by volunteers. We rely on the support of individuals, communities, and corporations like you, to help offset the high operational costs required to keep these rare, historic aircraft flying for future generations, that we may honor Freedom and the Americans who built, serviced and flew them. Donations, small and large, are appreciated. Please help support the B-24 today by contacting the B-29/B-24 Squadron: **432-413-4100** or b24rides@gmail.com. **Keep 'em flying!**

B-29 / B-24 Squadron of the Commemorative Air Force

www.cafb29b24.org ~ www.commemorativeairforce.org

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