

CONSOLIDATED PBV CATALINA

CATALINA SERVICE

Manufacturers: *The Consolidated Aircraft Corp., San Diego, California, USA
(In 1941, became The Consolidated-Vultee Aircraft Corp.)
(In 1943, name changed to Convair Aircraft Corp.)
Naval Aircraft Factory, Philadelphia, Pennsylvania, USA
Boeing Aircraft of Canada Ltd., Vancouver,
British Columbia, Canada
Canadian Vickers Ltd., Montreal, Quebec, Canada
(In 1944, became Canadair Ltd.)*

Model: 28

Designations: PBV; A-10, OA-10, SA-10, PBN, PBV, PB2B, PB3Y, P3Y

Names: Catalina; Nomad (PBN), Canso (Canada)

*First official flight: XP3Y-1 21 Mar 1935
Factory production period: 1934 – 1945
Primary service period: 1936 – 1948
Last official flight: PBV-6A 03 Jan 1957*

CATALINA VARIANTS

Flying Boats

1935	Model 28	XP3Y-1	1	Total: 0001
1936	Model 28-1	PBY-1	60	
1937	Model 28-2	PBY-2	50	
1937	Model 28-3	PBY-3	66	
1938	Model 28-4	PBY-4	33	
1937	Model 28-1 / -2 / -3 / -4 / -5	<i>Commercial</i>	7	Total: 0216
1940	Model 28-5 / -5MA -5MC / -5ME / -5MN	PBY-5	1175	
1943	Model 28-5	PBN-1	156	Total: 1331
<i>Foreign built – Canada:</i>				
1943	Model 28-5	PB2B-1	240	
1944	Model 28-6	PB2B-2	67	Total: 0307

Amphibians

1941	Model 28-5A / -5AMC -5AMN	PBY-5A	828	
1944	Model 28-6A	PBY-6A	175	Total: 1003

Foreign built – Canada:

1942	Model 28-5AMC	Canso A	55	
1943	Model 28-5A / -5AMC	PBV-1A	369	Total: 0424

Total: 3282

CATALINA VARIANTS – TYPE COMPARISON

<u>US Navy</u>		<u>USAAF</u>		<u>British RAF</u>		<u>RCAF</u>	
<u>Flying Boats</u>							
XP3Y-1	1	-		-		-	
PBY-1	60	-		-		-	
PBY-2	50	-		-		-	
PBY-3	66	-		-		-	
PBY-4	33	-		-		-	
Commercial	7	-		-		-	
PBY-5	707	OA-10	5	Catalina Mk. I	89	Catalina Mk. I	10
				Catalina Mk. IB	217	Catalina Mk. IIB	8
				Catalina Mk. II	7	-	
				Catalina Mk. IIA	29	Canso	7
				Catalina Mk. IVA	85	Catalina Mk. IVA	12
PBN-1	156	-		Catalina Mk. V	0	-	
PB2B-1	40	-		Catalina Mk. IVB	200	-	
PB2B-2	8	-		Catalina Mk. VI	59	-	
<u>Amphibians</u>							
PBY-5A	750	OA-10	51	Catalina Mk. IA	0	Canso A	14
				Catalina Mk. IIIA	12	-	
PBY-6A	165	OA-10B	10	-		-	
-		-		-		Canso A	55
PBV-1A	0	OA-10A	230	-		Canso A	139
Total: 2043		Total: 296		Total: 698		Total: 245	

CATALINA PRODUCTION

Flying Boats

XP3Y-1

*Prototype twin-engined patrol flying boat, straight rudder. Revised 1936 and redesignated as **XPBY-1**.*

produced 1934 – 1935

Consolidated Buffalo, New York (Y)

BuNo. 9459

unknown

1 **Total: 0001**

PBY-1

As XP3Y-1, rounded rudder, front turret.

Original designation was P3Y-1.

produced 1936 – 1937

Consolidated San Diego, California (Y)

BuNo. 0102 / 0161 1 / 60

60 **Total: 0060**

PBY-2

As PBY-1, minor upgrades.

produced 1937 – 1938

Consolidated San Diego, California (Y)

BuNo. 0454 / 0503 1 / 50

50 **Total: 0050**

PBY-3

As PBY-2, engine upgrade.

produced 1937 – 1938

Consolidated San Diego, California (Y)

BuNo. 0842 / 0907 1 / 66

66 **Total: 0066**

PBY-4

As PBY-3, engine upgrade,

pointed prop spinners.

produced 1938 – 1939

Consolidated San Diego, California (Y)

BuNo. 1213 / 1245 1 / 33

33 **Total: 0033**

2 to RAAF as A24-28, A24-29.

Commercial Catalina:

Factory builds for civil applications.

produced 1937 – 1939

Consolidated San Diego, California

NC777 C-1

1

- Named "Guba."

Unknown C-2

3

- To Russia, plus 2 pattern airframes.

NC777 C-3

1

- Named "Guba." To RAF as AM258 then SM706.

NC18997 C-4

1

- Named "Transatlantic." To US Navy BuNo. 99080.

NX21732 C-5

1

Total: 0007

- To RAF as P9630.

PBY-5

As PBY-4, revised tail, bubble waist

turrets, engine upgrade. RAAF aircraft

Model 28-5MA, NEIAF aircraft

Model 28-5MN.

produced 1940 – 1944

Consolidated San Diego, California (Y)

BuNo. 2289 / 2455 *mixed 1 to 291*

BuNo. 04425 / 04514 597 / 686

BuNo. 08124 / 08549 *mixed 1018 to 1503*

683

37 to RAAF as A24-30 / A24-61,

A24-64 / A24-68.

13 to RNZAF as NZ4001, NZ4004,

NZ4012 / NZ4022.

7 to Brazil as 6500 / 6506. 3 to Chile

as 400 / 402. 2 to NEIAF as Y-86, Y-87. 5

to Brazil (US Co.) as NC33303 / NC33307.

(RAAF) A24-1 / A24-18	<i>mixed 40 to 350</i>	18	
(NEIAF) Y-38 / Y-73	<i>mixed 232 to 388</i>	36	
<i>Delivered as (Model 28-5ME) Catalina Mk. I to:</i>			
(RAF) W8405 / W8434	<i>mixed 7 to 152</i>		
(RAF) Z2134 / Z2153	<i>mixed 154 to 194</i>		
(RAF) AH530 / AH569	<i>mixed 9 to 147</i>		
(RAF) AJ154 / AJ162	<i>mixed 360 to 419</i>	99	
<i>9 to RCAF, no s/n change.</i>			
<i>Delivered as (PBY-5B) Catalina Mk. IB to:</i>			
(RAF) FP100 / FP324	<i>mixed 687 to 1017</i>	225	
<i>8 to RCAF as Catalina Mk. IIB, no s/n change.</i>			
<i>Delivered as (Model 28-5ME) Catalina Mk. II to:</i>			
(RAF) AM264 / AM270	<i>mixed 6 to 15</i>	7	
<i>Delivered as (PBY-5B) Catalina Mk. IVA to:</i>			
(RAF) JX200 / JX269	<i>mixed 1150 to 1513</i>	70	
<i>2 to RAAF as A24-62, A24-63.</i>			
<i>8 to RCAF, no s/n change.</i>			
<i>9 to RNZAF as NZ4002, NZ4003, NZ4005 / NZ4011.</i>			
<i>Delivered as (Model 28-5MC) Canso to:</i>			
(RCAF) 9701 / 9736	<i>mixed 233 to 389</i>	36	
<i>Consolidated New Orleans, Louisiana (Y)</i>			
BuNo. 63992	<i>1 (New Orleans c/n)</i>	1	Total: 1175

PBN-1 Nomad

NAF version of PBY-5, bow extension, new tail / floats / hull underside / electrical system.

produced 1943 – 1945

Naval Aircraft Factory, US Navy Yard, Philadelphia, Pennsylvania (N)

BuNo. 02791 / 02946 1 / 156 (not confirmed)

BuNo. 02946 not completed. BuNo. 02802

re-serialised as BuNo. 02946 for Russia.

17 to US Navy.

*139 Lend-Lease to Russia as **KM-1**,*

*later **KM-2** after engine upgrade.*

124 additional airframes cancelled.

156 **Total: 0156**

PB3Y – 1942, proposed heavy bomber variant, cancelled.

Catalina Mk. V – PBN-1 orders for RAF, cancelled.

Foreign built – Canada:

PB2B-1

Boeing Canada version of PBY-5, domed front turret.

produced 1943 – 1944

Boeing Aircraft of Canada, Vancouver, B.C., Canada (B)

BuNo. 44188 / 44227 61094 / 61133

BuNo. 72992 / 73094 28081 / 28183 (not confirmed)

BuNo. 73095 / 73116 60956 / 60977 (not confirmed) 165

6 retained by US Navy.

34 to RNZAF as NZ4023 / NZ4056.

*125 delivered as **Catalina Mk. IVB** to:*

(RAF) JX345 / JX437

(RAF) JX586 / JX617

7 to RAAF as A24-200 / A24-206.

Delivered as **Catalina Mk. IVB** to:

(RAF) JX270 / JX344 28006 / 28080 (not confirmed) 75 **Total: 0240**

PB2B-2

As PB2B-1, PBN-1 tall tail, domed front turret, radar pod.

produced 1944 – 1945

Boeing Aircraft of Canada, Vancouver, B.C., Canada (B)

BuNo. 44228 / 44294 61134 / 61200 67 **Total: 0067**

8 retained by US Navy.

59 delivered as **Catalina Mk. VI** to:

(RAF) JX618 / JX662

(RAF) JZ828 / JZ841

47 to RAAF as A24-300 / A24-309,

A24-350 / A24-386.

18 additional airframes cancelled.

Amphibians

PBY-5A

Amphibious version of PBY-5, later aircraft had domed front turret, radar pod. NEIAF aircraft **Model 28-5AMN**.

produced 1941 – 1945

Consolidated San Diego, California (Y)

BuNo. 2456 / 2488 mixed 294 to 392

BuNo. 7243 / 7302 mixed 394 to 470

BuNo. 02948 / 02977 545 / 574

BuNo. 04399 / 04420 mixed 575 to 596

BuNo. 04972 / 05045 471 / 544

BuNo. 08030 / 08123 849 / 942

BuNo. 33960 / 34059 1514 / 1613

BuNo. 46450 / 46579 1814 / 1943

BuNo. 48252 / 48451 1614 / 1813 743

35 to RAAF as A24-69 / A24-103.

15 to Brazil as 6507 / 6521. 30 to

Free French. 3 to Brazil (US Co.)

as NC33300 / NC33302.

(NEIAF) Y-74 / Y-85 837 / 848 12

Delivered as (**Model 28-5AMC**) **Canso A** to:

(RCAF) 9737 / 9750 mixed 393 to 427 14

RAF designation **Catalina Mk. IA**.

Consolidated New Orleans, Louisiana (Y)

BuNo. 46580 / 46638 1944 / 2002 59 **Total: 0828**

(New Orleans c/n: 2 / 60)

11 to RAAF as A24-104 / A24-114.

PBY-6A

As later PBY-5A, PBN-1 tall tail, additional armour.

produced 1945

Consolidated New Orleans, Louisiana (Y)

BuNo. 46639 / 46698 2003 / 2062

BuNo. 46724	(New Orleans c/n: 61 / 120) 2063		
BuNo. 63993 / 64099	(New Orleans c/n: 121) 2064 / 2170		
BuNo. 64101 / 64107	(New Orleans c/n: 122 / 228) 2171 / 2177	175	Total: 0175
	(New Orleans c/n: 229 / 235)		

48 to Russia.
1675 additional airframes cancelled.

Foreign built – Canada:

Canso A

Boeing Canada built version of *PBY-5A*.
Components from Consolidated San Diego.
produced 1942 – 1944
Boeing Aircraft of Canada, Vancouver, B.C., Canada
(RCAF) 9751 / 9805 21980 / 22034 55 **Total: 0055**

PBV-1A

Canadian Vickers version of *PBY-5A*. In 1944
became *Canadair Ltd.* with last 57 *OA-10A*
designated *Model CL-1*.
produced 1943 – 1945
Canadian Vickers Ltd., St. Hubert,
Montreal, Quebec, Canada (V)
BuNo. 03563 / 03592
Delivered as **(Model 28-5AMC) Canso A** to:
(RCAF)
9806 / 9835 CV-240 / 269 30
Canadian Vickers Ltd., Cartierville,
Montreal, Quebec, Canada (V)
BuNo. 03593 / 03712 (*last 11 cancelled*)
Delivered as **(Model 28-5AMC) Canso A** to:
(RCAF)
9836 / 9844 CV-270 / 278
11001 / 11025 CV-279 / 303
11026 / 11039 CV-308 / 321
11040 / 11100 CV-329 / 449 (*odd numbers*) 109
BuNo. 67832 / 68061
Delivered as **OA-10A-VI** to:
(USAAF)
44-33868 / 44-33871 CV-304 / 307
44-33872 / 44-33878 CV-322 / 328
44-33879 / 44-33938 CV-330 / 448 (*even numbers*)
44-33939 / 44-34097 CV-450 / 608 230 **Total: 0369**
- 44-34037 later to USN as
PBY-5A, BuNo. 21232.
- 3 to RAF as FT997 / FT999.
150 additional airframes cancelled.

Total: 3282

CATALINA CONVERSIONS & TRANSFERS

US Navy

XPBY-5A	1	PBY-4 (BuNo. 1245), 1939, amphibian prototype for PBY-5A.
(PBY-5R)	1	XPBY-5A, 1945-1946, conversion to transport flying boat named "Sea Mare."
SPBY-5	1+	PBY-5, possible post-WW2 conversions.
PBY-5AG	1+	PBY-5A, transfers to USCG.
PBY-5A(M)	24	PBY-5A, 1944, RAAF conversions with u/c removed. At least 9 additional deliveries were temporary or partial conversions.
APBY-5A	1+	PBY-5A, possible post-WW2 conversions.
PBY-6AG	1	PBY-6A (BuNo. 64096), staff transport used by USCG.
PB2B-2R	21	PB2B-2, 1945-1952, RAAF conversions to transports.

USAAF / USAF

OA-10-CO	56	5 PBY-5 / 51 PBY-5A, 1942-1948, aircraft in service with the USAAF. Assigned s/n: 41-18772, 41-18773, 42-107401 / 42-107405 (PBY-5), 42-109020 / 42-109025, 43-3259 / 43-3270, 43-43839 / 43-43863, 43-47956 / 43-47961. 2 additional transfers cancelled. 2 additional PBY-5A transfers in 1947 as OA-10-CO, assigned s/n: 47-638, 47-639.
(A-10-CO)	56	1948-1951, USAF redesignation of OA-10. 8 (48-1376 / 48-1383) additional transfers cancelled. Redesignated as SA-10 in 1949.
OA-10B-CN	10	PBY-6A, 1945-1948, aircraft in service with the USAAF. Assigned s/n: 45-57833 / 45-57842. 65 (45-57843 / 45-57907) additional transfers cancelled.
(A-10B-CN)	10	1948-1951, USAF redesignation of OA-10B. Redesignated as SA-10B in 1949.
A-10A-VI	230	1948-1952, USAF redesignation of OA-10A. 2 additional PBY-5A and 1 PBY-6A obtained in 1949 as A-10A-CO, assigned s/n: 49-2894 / 49-2896. Redesignated as SA-10A in 1949.

British RAF

Catalina Mk. I	1	PBY-5 (RAAF A24-2), transfer to RAF, s/n: DP202. Later to RCAF as Catalina Mk. I. A24-1 reserialled as A24-2. Catalina Mk. I s/n: AH534 to RAAF as A24-1 replacement.
Catalina Mk. IIA	29	(Model 28-5MC) Canso, aircraft transferred to the RAF. Assigned RAF s/n: <i>mixed</i> VA701 to VA736. <i>Conversions: GR.Mk. IIA.</i> 9 to RAAF as A24-19 / A24-27. 14 additional transfers cancelled.
Catalina Mk. IIIA	12	PBY-5A, aircraft in service with the RAF. Assigned RAF s/n: FP525 / FP536. <i>Conversions: GR.Mk. IIIA.</i>
Catalina Mk. IVA	27	PBY-5, aircraft in service with the RAF. Assigned RAF s/n: JX570 / JX585, JV925 / JV935. 4 to RCAF, no s/n change.
Catalina ASR.Mk. IVB	1+	Catalina Mk. IVB, conversions for air-sea rescue duties.

Foreign Conversions

C-10 / C-10A	1+	PBY-5 / -5A, 1943, Brazilian AF designations. Later redesignated as CA-10 and CA-10A.
CV-14	1+	1980s, Transport Canada conversions for in-flight radio comms.

Tp-47

3 Canso A, 1946-1958, conversions by Sweden.

Civil Conversions

Model 28-5ACF

1+ PBY-5A / Canso A, 1948, civil conversions post-WW2. All turrets removed, internal modifications and upgrades.

FOREIGN MILITARY / CIVILIAN SERVICE

- **GST (Gidro Samolyet Transportnyi) / MP-7 (Morskoi Passazhirski) 'Mop'**, 24, licensed Russian version of the PBY-5 built from 1938-1940 at Taganrog. Assigned c/n: 023-001 / -027 including the 3 US sub-assemblies. 1 to RAF, s/n: HK850.
- Catalina civil conversions included the **Bird Innovator, Landseaire, Steward-Davis Super Catalina and Super Canso S/C 1000**.
- Many Catalinas sold on the civil market as freighters, fire-bombers, utility and survey aircraft.