

# **BOEING B-29 SUPERFORTRESS**

## **B-29 & Derivatives SERVICE**

### **B-29 Superfortress**

*Manufacturer:* The Boeing Aircraft Co., Seattle, Washington, USA  
*Model:* 345  
*Designations:* B-29; B-39, B-44, F-13, P2B  
*Names:* Superfortress; Washington (RAF)

*First official flight:* XB-29 21/09/1942  
*Factory production period:* 1942 – 1946  
*Primary service period:* 1944 – 1953  
*Last official flight:* TB-29 21/06/1960

### **C-97 Stratofreighter**

*Manufacturer:* The Boeing Aircraft Co., Seattle, Washington, USA  
(In 1948, became The Boeing Airplane Co.)  
*Models:* 367; 377  
*Designations:* C-97; C-137  
*Names:* Stratofreighter; Stratocruiser

*First official flight:* XC-97 09/11/1944  
Model 377 08/07/1947  
*Factory production period:* 1944 – 1956  
*Primary service period:* 1948 – 1966  
*Last official flight:* KC-97L 23/06/1978

### **B-50 Superfortress**

*Manufacturer:* The Boeing Aircraft Co., Seattle, Washington, USA  
(In 1948, became The Boeing Airplane Co.)  
*Model:* 345-2  
*Designations:* B-50; B-54  
*Names:* Superfortress, Superfortress II

*First official flight:* B-50A 25/06/1947  
*Factory production period:* 1947 – 1953  
*Primary service period:* 1947 – 1953  
*Last official flight:* RB-50F 25/05/66

## **B-29 & Derivatives VARIANTS**

### **B-29 Superfortress**

1942	<b>Model 345</b>	<b>XB-29</b>	3	
1943	<b>Model 345</b>	<b>YB-29</b>	14	<b>Total: 0017</b>

1943	<b>Model 345</b>	<b>B-29</b>	2513	
1943	<b>Model 345</b>	<b>B-29A</b>	1119	
1945	<b>Model 345</b>	<b>B-29B</b>	311	<b>Total: 3943</b>

**Total: 3960**

**C-97 Stratofreighter**

1944	<b>Model 367-1-1/-2</b>	<b>XC-97</b>	3	
1946	<b>Model 367-5-5</b>	<b>YC-97</b>	6	
1948	<b>Model 367-4-6</b>	<b>YC-97A</b>	3	
1948	<b>Model 367-4-7</b>	<b>YC-97B</b>	1	<b>Total: 013</b>

1949	<b>Model 367-4-19</b>	<b>C-97A</b>	50	
1951	<b>Model 367-4-29</b>	<b>C-97C</b>	14	
1951	<b>Model 367-4-29</b>	<b>KC-97E</b>	60	
1952	<b>Model 367-76-29</b>	<b>KC-97F</b>	159	
1953	<b>Model 367-76-66</b>	<b>KC-97G</b>	592	<b>Total: 875</b>

1947	<b>Model 377</b>	<b>Stratocruiser Series</b>	56	<b>Total: 056</b>
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**Total: 944**

**B-50 Superfortress**

1947	<b>Model 345-2-1</b>	<b>B-50A</b>	79	
1949	<b>Model 345-2-1</b>	<b>B-50B</b>	45	
1949	<b>Model 345-9-6</b>	<b>B-50D</b>	222	<b>Total: 346</b>

1952	<b>Model 345-31-26</b>	<b>TB-50H</b>	24	<b>Total: 024</b>
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**Total: 370**

**B-29 PRODUCTION**

**XB-29**

*Prototype pressurized heavy bomber, no gun fittings / tail turret, 3-bladed props. produced 1942*

Boeing Seattle, Washington (BO)

41-002 / 41-003 2482, 2481

41-18335 2884

**3 Total: 0003**

**YB-29**

*Service test variant, armed, 4-bladed props.*

*produced 1943*

Boeing Wichita, Kansas (BW)

41-36954 / 41-36967 3325 / 3338

**14 Total: 0014**

**B-29**

*As YB-29, engine upgrade, various changes. Main wings built as one unit, front & rear fuselages then attached. produced 1943 – 1945*

Boeing Wichita, Kansas (BW)

42-6205 / 42-6221	3339 / 3355	
42-6223	3357	
42-6225 / 42-6228	3359 / 3362	
42-6234, 42-6236	3368, 3370	
42-6238 / 42-6242	3372 / 3376	
42-6244 / 42-6454	3378 / 3588	
42-24420 / 42-24919	4081 / 4580	
44-69655 / 44-70154	10487 / 10986	
44-87584 / 44-87783	12387 / 12586	
45-21693 / 45-21872	13587 / 13766	1620

*3526 additional airframes cancelled.*

Bell Atlanta, Georgia (BA)

42-6222, 42-6224	3356, 3358	
42-6233, 42-6235	3367, 3369	
42-6243	3377	
42-63352 / 42-63751	unknown	

*- 232 as B-29-BA.*

*- 168 as B-29B-BA.*

44-83890 / 44-84156	unknown	357
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*- 120 as B-29-BA and 3 cancelled.*

*- 143 as B-29B-BA and 1 cancelled.*

Martin Omaha, Nebraska (MO)

42-6229 / 42-6232	3363 / 3366	
42-6237	3371	

42-65202 / 42-65313	unknown	
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42-65315 / 42-65401	unknown	
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44-27259 / 44-27358	unknown	
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44-86242 / 44-86473	unknown	536
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**Total: 2513**

*200 additional NAA (NA-92, NA132) airframes cancelled.*

**B-29A**

*As B-29, 1ft. wider main wing, built as two separate parts then joined to fuselage.*

*produced 1943 – 1946*

Boeing Renton, Washington (BN)

42-93824 / 42-94123	7231 / 7530	
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44-61510 / 44-62328	10987 / 11805	1119
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**Total: 1119**

**B-29B**

*As B-29, no gun turrets, tail guns retained.*

*produced 1945*

Bell Atlanta, Georgia (BA)

311 mixed with B-29-BA s/n.	unknown	311
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**Total: 0311**

*B-29C – 5000 ordered but cancelled on VJ Day.*

**Total: 3960**

## B-29 CONVERSIONS

### WW2

#### USAAF

YB-29	1	XB-29, unofficial, upgraded engines / propellers.
<b>XB-39</b>	<b>1</b>	YB-29 (41-36954), 1944, engine upgrade.
<b>XB-44</b>	<b>1</b>	B-29A (42-93845), 1944, engine upgrade. Later redesignated as XB-29D, then became the B-50 prototype.
<b>F-13A</b>	<b>118</b>	B-29 / B-29A, 1944, photo reconnaissance aircraft.
(TF-13A)	4	F-13A, 1944, conversions as crew trainers.
(FB-29 / A)	114	1945, redesignation of F-13A with original series letter.
(RB-29 / A)	114	1948, redesignation of FB-29 and FB-28A.
<b>SB-29</b>	<b>16</b>	1944-1956, air-sea rescue aircraft with detachable life-boat. Nicknamed: <i>Super Dumbo</i> .

### Post WW2

#### USAF

DB-29	1+	B-29, drone and target directors for QB-29s.
<b>GB-29</b>	<b>1</b>	B-29 (45-21800), 1947, "Mothership" for Bell X-1 aircraft.
QB-29	1+	B-29, remotely piloted target aircraft.
ERB-29	1	B-29, fitted with ECM suite.
TB-29	1+	B-29, target towing / radar evaluation conversions.
WB-29	1+	B-29, 1947, weather reconnaissance conversions.
VB-29	1	B-29, 1952, VIP conversions.
EB-29A	1	B-29A (44-62205), 1948, single B-29 receiver for the KB-29P tanker.
TB-29A	1+	B-29A, crew trainers.
(ETB-29A)	1	TB-29A (44-62093), redesignation as parasite carrier for F-84 jets.
EB-29B	1	B-29B (44-84111), 1948, "Mothership" for XF-85 Goblin jet.
XB-29E	1	B-29, 1946, test-bed for new electronic fire-control.
B-29F	6	B-29, temporary Arctic conversions.
XB-29G	1	B-29B (44-84043), test-bed for turbojet engines.
XB-29H	1	B-29A, 1947, special defensive armament.
YB-29J	6	B-29, test-bed for commercial powerplants.
(FB-29J)	2	YB-29J, photo reconnaissance conversions.
(RB-29J)	2	1948, redesignation of FB-29J.
(YKB-29J)	2	YB-29J, 1948, "Flying Boom" prototypes for the KB-29P.
CB-29K	1	B-29, 1949-1956, military cargo conversion.
<b>KB-29M</b>	<b>92</b>	B-29 / B-29A, 1948, rebuilds as single trailing hose tankers. Original designation was B-29K.
(YKB-29T)	1	KB-29M (45-21734), prototype 3-hose tanker for the KB-50D.
<b>B-29MR</b>	<b>74</b>	B-29 / B-29A, 1948, receiver aircraft for the KB-29M. Original designation was B-29L.
<b>KB-29P</b>	<b>116</b>	B-29 / B-29A, 1950-1957, tankers with the "Flying Boom" system.

#### US Navy

<b>P2B-1S</b>	<b>2</b>	B-29, 1947, long-range patrol / search duties. Assigned BuNo. 84028, 84029. BuNo. 84029 was the "Mothership" for the Douglas D-558-II Skyrocket from 1950-1956.
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## **C-97C**

*As C-97A, various changes.*

*produced 1950 – 1951*

Boeing Seattle, Washington (BO)

50-690 / 50-703                      16234 / 16247

14    **Total: 014**

## **KC-97E**

*As C-97C, tanker version, refuelling boom,  
extra fuel tanks, loading doors sealed,  
engine upgrade.*

*produced 1951 – 1952*

Boeing Seattle, Washington (BO)

51-183 / 51-242                      16250 / 16309

60    **Total: 060**

## **KC-97F**

*As KC-97E, engine upgrade.*

*produced 1952 – 1953*

Boeing Seattle, Washington (BO)

51-243 / 51-397                      16310 / 16464

51-7256, 51-7257                      16489, 16490

51-7258, 51-7259                      16504, 16505

159    **Total: 159**

## **KC-97G**

*As KC-97F, tanker / transport convertible,  
fixed wing-mounted fuel tanks.*

*produced 1953 – 1956*

Boeing Seattle, Washington (BO)

51-7260 / 51-7271                      16506 / 16517

52-826 / 52-938                      16520 / 16632

52-2602 / 52-2806                      16633 / 16837

53-106 / 53-365                      16888 / 17147

53-3815, 53-3816                      17148, 17149

592    **Total: 592**

*8 additional airframes cancelled.*

## **Model 377 Stratocruiser**

*Civil airliner version of the C-97,  
double deck cabin.*

*produced 1947 – 1950*

Boeing Seattle, Washington

**Model 377-10-19**                      15922

1

**Model 377-10-26**                      15923 / 15942

20

**Model 377-10-28**                      15943 / 15946

4

**Model 377-10-29**                      15957 / 15964

8

**Model 377-10-30**                      15947 / 15956

10

**Model 377-10-32**                      15974 / 15979

6

**Model 377-10-34**                      15965 / 15971

7

**Total: 056**

**Total: 944**

## **C-97 CONVERSIONS**

### **C-97 Stratofreighter**

#### **USAF**

ZXC-97                      1    XC-97, 1948, redesignation as "obsolete".

JC-97A                      1    C-97A, temporary designation for test work.

KC-97A	3	C-97A, 1950, factory fitted with "Flying Boom" similar to KB-29P.
NC-97A	1	C-97A, 1963, NASA test conversion.
MC-97C	1+	C-97C, 1950-1953, medical evacuation aircraft during Korean War.
C-97D	7	1 YC-97A / 1 YC-97B / 2 C-97A / 3 VC-97D, 1950-1962, flying command posts and VIP transports, wing fuel pods.
VC-97D	3	2 C-97A / 1 KC-97A, flying command posts, later redesignated C-97D.
C-97E	1+	KC-97E, cargo conversions.
GKC-97E	1+	KC-97E, ground instructional conversions.
C-97F	158	KC-97F, cargo conversions.
JKC-97F	1	KC-97F, 1952-1959, wing-mounted refuelling hoses.
(JC-97F)	1	JKC-97F, 1959-1960, B-58 radar test-bed.
C-97G	135	KC-97G, 1963-1964, cargo conversions.
(EC-97G)	3	Redesignation of C-97Gs for testing electronic equipment.
HC-97G	29	KC-97G, search and rescue conversions, wing mounted fuel tanks. Conversions by Fairchild-Stratos Corp., Maryland.
(HC-97H)	1+	HC-97G, equipment changes.
KC-97H	1	KC-97F, 1953, prototype single hose tanker conversion.
C-97K	30	KC-97G, 1963-1973, passenger conversions, tanks removed.
NC-97K	1	KC-97G, permanent conversion for test duties.
<b>KC-97L</b>	<b>82</b>	KC-97G, 1964-1977, conversions with auxiliary J47 jet engines fitted.
<b>(Model 367-86-542) YC-97J</b>	<b>2</b>	KC-97G (52-2693, 52-2762), 1955-1964, turboprop engines. Conversions by Hayes Aircraft Co., Alabama. Original designations: <b>YC-137</b> , then YC-97H.

#### Model 377 Stratocruiser

<i>377 Super Stratocruiser</i>	10	Pan Am aircraft with extra fuel capacity for Atlantic flights.
<i>377 (Cargo Conversion)</i>	11	Conversions for overseas buyers.
On Mark Engineering Co., California conversions: (under license from Aero Spacelines Corp.)		
<i>377-PG Pregnant Guppy</i>	1	1962, (c/n: 15925), rear fuselage detaches.
<i>377-SG Super Guppy</i>	1	1965, (c/n: 15938), hinged forward fuselage. Turboprop engine upgrade.
<i>377-MG Mini Guppy</i>	1	1967, (c/n: 15937), hinged rear fuselage.
<i>Model 101 Mini Guppy</i>	2	1970, new c/n: 0001, 0002, hinged forward fuselage. Turboprop engine upgrade.
<i>Model 201 Super Guppy</i>	4	1970-1983, new c/n: 0001 / 0004, hinged forward fuselage. Turboprop engine upgrade.

## **BOEING B-50 SUPERFORTRESS**

### **B-50 PRODUCTION**

#### **B-50A**

*Major upgrade of B-29, engine  
& nacelle upgrade, higher tail.  
produced 1947 – 1949*

Boeing Seattle, Washington (BO)

46-002 / 46-060                      15722 / 15780

47-098 / 47-117                      15782 / 15801

**79    Total: 079**

## **B-50B**

*As B-50A, strengthened airframe,  
increased weights.  
produced 1949*

Boeing Seattle, Washington (BO)

47-118 / 47-162                      15802 / 15846                      45    **Total: 045**

*YB-50C – Prototype for B-50C, cancelled.*

*Partly built airframe was s/n: 46-061, c/n: 15781.*

*B-54 – 21 B-54A and 52 RB-54A, orders cancelled.*

## **B-50D**

*As B-50B, frameless glass nose, oval  
upper turret, underwing fuel tanks,  
refuelling receptacle.*

*produced 1949 – 1950*

Boeing Seattle, Washington (BO)

47-163 / 47-170                      15847 / 15854  
48-046 / 48-112                      15855 / 15921  
48-113 / 48-127                      15994 / 16008  
49-260 / 49-391                      16036 / 16167                      222    **Total: 222**

## **TB-50H**

*As B-50D, unarmed crew trainer.*

*produced 1952 – 1953*

Boeing Seattle, Washington (BO)

51-447 / 51-470                      16465 / 16488                      24    **Total: 024**

**Total: 370**

## **B-50 CONVERSIONS**

### **USAF**

EB-50A	11	B-50A, 1948-1955, experimental test-beds. Several used as “Motherships” for X-plane aircraft. 1 (46-002) to NB-50A 1955-1956.
(ETB-50A)	2	EB-50A (46-008, 46-057), 1955, further conversions for test duties.
TB-50A	13	12 B-50A / 1 EB-50A, 1952-1960, crew trainer conversions.
(JTB-50A)	13	3 EB-50A / 2 ETB-50A / 8 TB-50A, 1955-1960, redesignation of EB-50A and TB-40A for temp test duties. 1 (46-002) to NTB-50A 1956-1957.
EB-50B	3	B-50B, 1949-1955, experimental test-beds. 1 was test platform for B-47 landing gear.
(JB-50B)	1	EB-50B, 1955 redesignation of EB-50B, to JTB-50B 1957-1959.
RB-50B	30	B-50B, 1950-1951, strategic reconnaissance conversions. 1 (47-119) was the prototype ERB-50B 1950-1951.
(RB-50E)	14	RB-50B, 1950-1961, new sensors and photographic equipment. 1 (47-119) was the prototype ERB-50E 1951-1956 then NRB-50E 1956-1958.
(RB-50F)	17	14 RB-50B / 3 RB-50E, 1951-1966, SHORAN navigation radar.
RB-50G	15	13 B-50B / 2 RB-50B, 1951-1961, mapping radar and new nav aids. 1 to JRB-50G 1957-1960, 1 to TB-50G trainer 1958-1960.
EB-50D	20	B-50D, 1949-1955, experimental test-beds. Several used as “Motherships” for X-plane aircraft.
(ETB-50D)	5	EB-50D, 1955, further conversions for test duties.
(JB-50D)	14	1 B-50D / 11 EB-50D / 1 TB-50D, 1955-1960, redesignation of EB-50D. 1 additional WB-50D (49-310) designated as such 1966-1968.



(JTB-50D)	12	1 B-50D / 1 EB-50D / 5 ETB-50D / 4 JB-50D / 1 RB-50D, 1955-1961, further conversions for test duties. 1 was "Mothership" for X-7 / XQ-5 programs.
RB-50D	4	1 B-50D / 3 EB-50D, 1955-1958, reconnaissance conversions.
TB-50D	13	11 B-50D / 1 EB-50D / 1 RB-50D, 1951-1960, crew trainer conversions
WB-50D	74	B-50D, 1955-1965, weather reconnaissance conversions.
<b>KB-50</b>	<b>134</b>	99 B-50D / 11 TB-50D / 24 TB-50H, 1956-1958, 3-hose tanker conversions. No Series Suffix Letter used but at least 9 were designated <b>KB-50D</b> for a short time. 1 was designated <b>JKB-50</b> (49-344) 1956-1957 and 1 <b>JKB-50D</b> (48-109) in 1956. Conversions by Hayes Aircraft Co., Alabama.
( <b>KB-50J</b> )	<b>104</b>	KB-50 (B-50D), 1957-1965, upgrade with 2 wing-mounted jet engines. 1 was designated <b>JKB-50J</b> (49-391) from 1957-1959.
( <b>KB-50K</b> )	<b>24</b>	KB-50 (TB-50H), 1958-1963, upgrade to KB-50J standard.