

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 Sep 1942
Factory production period: 1942 – 1946
Primary service period: 1944 – 1953
Last official flight: TB-29 21 Jun 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 Nov 1944
Model 377 08 Jul 1947
Factory production period: 1944 – 1956
Primary service period: 1948 – 1966
Last official flight: KC-97L 23 Jun 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 Jun 1947
Factory production period: 1947 – 1953
Primary service period: 1947 – 1953
Last official flight: RB-50F 25 May 1966

B-29 & Derivatives VARIANTS

B-29 Superfortress

1942	Model 345	XB-29	3	
1943	Model 345	YB-29	14	Total: 0017

1943	Model 345	B-29	2513	
1943	Model 345	B-29A	1119	
1945	Model 345	B-29B	311	Total: 3943

Total: 3960

C-97 Stratofreighter

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

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

1947	Model 377	Stratocruiser Series	56	Total: 056
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Total: 944

B-50 Superfortress

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

1952	Model 345-31-26	TB-50H	24	Total: 024
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Total: 370

B-29 PRODUCTION

XB-29

Prototype 4-engined, pressurized heavy bomber, no gun fittings / tail turret, 3-bladed props.

produced 1942

Boeing Seattle, Washington (BO)

41-002 / 41-003	2482, 2481	
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41-18335	2884	
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3 Total: 0003

YB-29

Service test variant, armed, 4-bladed props.

produced 1943

Boeing Wichita, Kansas (BW)

41-36954 / 41-36967	3325 / 3338	
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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	
42-65315 / 42-65401	unknown	
44-27259 / 44-27358	unknown	
44-86242 / 44-86473	unknown	536

200 additional NAA (NA-92, NA-132) 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	
44-61510 / 44-62328	10987 / 11805	1119

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 & TRANSFERS

WW2

USAAF

XB-39	1	YB-29 (41-36954), 1944-1946, engine upgrade.
XB-44	1	B-29A (42-93845), 1944-1949, engine upgrade. Later redesignated as XB-29D, then became the B-50 prototype.
F-13A	118	B-29 / B-29A, 1944-1945, photo reconnaissance conversions.
(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.
SB-29	16	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.
EB-29 / A / B	1+	B-29 / A / B, 1947-1955, "Exempt" conversions for various test duties. GB-29 (45-21800), 1947-1959, "Mothership" for Bell X-1 aircraft. EB-29A (44-62205), 1950, single prototype B-29 receiver for the KB-29P tanker. EB-29B (44-84111), 1948-1956, "Mothership" for XF-85 Goblin jet.
(JB-29 / A / B)	1+	1955, redesignation of EB-29 conversions.
QB-29	1+	B-29, remotely DB-29 piloted target conversions.
ERB-29	1	RB-29, fitted with ECM suite.
TB-29 / A / B	1+	B-29 / A / B, trainer / target towing / radar evaluation conversions.
(ETB-29A)	1	TB-29A (44-62093), 1949-1954, parasite carrier for F-84 jets.
(JTB-29 / A / B)	1+	TB-29 / A / B, temporary conversions for test duties.
VB-29 / A / B	1+	B-29 / A / B, 1952, VIP / staff conversions.
WB-29 / A / B	1+	B-29 / A / B, 1947, weather reconnaissance conversions.
XB-29E	1	B-29 (42-24725), 1946-1959, test-bed for an electronic fire-control system. Redesignated as EB-29 1948-1953, XB-29E 1953-1959.
B-29F	4	B-29 (45-21846, 45-21856, 45-21859, 45-21871), 1948-1952, temporary Arctic service conversions.
(CB-29K)	1	B-29F (45-21871), 1950-1956, experimental cargo conversion. Redesignated as ECB-29K 1951-1954, EB-29K 1954-1955, JB-29K 1955-1956.
XB-29G	1	B-29B (44-84043), 1946-1954, test-bed for turbojet engines.
XB-29H	1	B-29A (44-62272), 1947-1953, special defensive armament.
YB-29J	5	3 B-29 (44-27349, 44-86398, 44-86402) / 1 B-29A (44-62027) / 1 B-29B (44-84061), 1950-1957, engine / nacelle upgrade, 3-bladed props. 1 additional B-29 (42-24528) similarly converted but not redesignated.
(YKB-29J)	1	YB-29J (44-27349), 1950-1952, KB-29P "Flying Boom" prototype.
(YKB-29P)	1	YB-29J (44-86402), 1951-1953, KB-29P "Flying Boom" prototype. Redesignated as EB-29P 1953-1956, JB/JTB-29 1956-1960.
KB-29M	166	B-29 / B-29A, 1948, single trailing hose tankers / receivers. Briefly designated as KB-29 without a Series Suffix Letter. 92 as KB-29M tankers. Original designation was B-29K. 74 as KB-29MR receivers. Original designation was B-29L.
(YKB-29T)	1	KB-29M (45-21734), 1950-1954, prototype 3-hose tanker for the KB-50D. Unofficial designation, trials undertaken in the UK.

KB-29P	116	B-29 / B-29A, 1950-1957, tankers with the "Flying Boom" system.
US Navy		
P2B-1S	2	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.
P2B-2S	2	B-29, 1947, long-range patrol / search duties, with equipment changes and additional fuel tanks. Assigned BuNo. 84030, 84031.
British RAF		
Washington B.Mk. 1	87	3 B-29 / 84 B-29A, 1950-1954, aircraft serving with the RAF. Assigned RAF s/n: WF434 / WF448, WF490 / WF514, WF545 / WF574, WW342 / WW355, WZ966 / WZ968. Last 3 as ELINT specials from 1952-1958. 2 to RAAF as A76-1, A76-2 from 1952-1956.

FOREIGN MILITARY SERVICE

- **Tupolev Tu-4 'Bull'**, 1947, 851, *unlicensed Russian version of the B-29 based on 4 captured aircraft (42-6256, 42-6358, 42-6365, 42-93829). Served 1949-56. Derivatives were the Tu-12, -70, -75 'Cart' freighters and Tu-80 and -85 'Barge' bombers.*

BOEING C-97 STRATOFREIGHTER

C-97 PRODUCTION

XC-97

Prototype cargo / troop transport, pressurized double deck, B-29 engines / wing / tail section. 43-27470 built at Renton, other 2 at Seattle. produced 1944, 1945

Boeing Renton, Washington (BN) &
Boeing Seattle, Washington (BO)
43-27470 / 43-27472 8481 / 8483

3 Total: 003

YC-97

Service test variant, engine / systems upgrade. produced 1946 – 1947

Boeing Renton, Washington (BN)
45-59587 / 45-59592 15712 / 15717

6 Total: 006

YC-97A

As YC-97, B-50 components fitted, engine upgrade. All later redesignated as C-97A. produced 1947 – 1948

Boeing Seattle, Washington (BO)
45-59593 / 45-59595 15718 / 15720

3 Total: 003

YC-97B

As YC-97A, deluxe VIP interior. Later redesignated as C-97B then C-97D. produced 1948

Boeing Seattle, Washington (BO)
45-59596 15721

1 Total: 001

C-97A*As YC-97A, minor changes, chin radome.**produced 1949 – 1950*

Boeing Seattle, Washington (BO)

48-397 / 48-423 16009 / 16035

49-2589 / 49-2611 16211 / 16233

50 **Total: 050****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 & TRANSFERS

C-97 Stratofreighter

USAF

ZXC-97	1	XC-97 (43-27470), 1948-1950, redesignation as "obsolete."
EYC-97	2	YC-97, 1953-1955, Exempt for temporary test duties.
(JYC-97)	2	EYC-97, 1955-1958, redesignation for temporary test duties.
EYC-97A	1	YC-97A, 1949-1951, Exempt for temporary test duties.
EC-97A	3	C-97A, 1949-1955, Exempt for temporary test duties.
(JC-97A)	3	EC-97A, 1955-1961, redesignation for temporary test duties. 1 permanent redesignation as an NC-97A 1960-1963 for NASA.
KC-97A	3	C-97A, 1950-1953, factory fitted with "Flying Boom" similar to KB-29P.
MC-97C	1+	C-97C, 1951-1953, medical evacuation aircraft during Korean War.
C-97D	8	1 YC-97A / 1 YC-97B / 6 C-97A, 1950-1971, flying command posts and sometime VIP transports (VC-97D), wing fuel pods.
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.
KC-97L	82	KC-97G, 1964-1977, conversions with auxiliary J47 jet engines fitted.
(Model 367-86-542) YC-97J		
	2	KC-97G (52-2693, 52-2762), 1955-1964, turboprop engines. Conversions by Hayes Aircraft Co., Alabama. Original designations: YC-137 , 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.)		
377-PG Pregnant Guppy	1	1962, (c/n: 15925), rear fuselage detaches.
377-SG Super Guppy	1	1965, (c/n: 15938), hinged forward fuselage. Turboprop engine upgrade.
377-MG Mini Guppy	1	1967, (c/n: 15937), hinged rear fuselage.
Model 101 Mini Guppy	2	1970, new c/n: 0001, 0002, hinged forward fuselage. Turboprop engine upgrade.
Model 201 Super Guppy	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 & TRANSFERS

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.
KB-50	134	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 KB-50D for a short time. 1 was designated JKB-50 (49-344) 1956-1957 and 1 JKB-50D (48-109) in 1956. Conversions by Hayes Aircraft Co., Alabama.
(KB-50J)	104	KB-50 (B-50D), 1957-1965, upgrade with 2 wing-mounted jet engines. 1 was designated JKB-50J (49-391) from 1957-1959.
(KB-50K)	24	KB-50 (TB-50H), 1958-1963, upgrade to KB-50J standard.