

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 |
|------|------------------|-----------------------------|----|-------------------|

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 |
|------|------------------------|---------------|----|-------------------|

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 | |
|-----------------|------------|--|

| | | |
|----------|------|--|
| 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 |
|---------------------|---------|-----|

- 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 |
|---------------------|---------|-----|

Total: 2513

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 |
|-----------------------------|---------|-----|

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. |

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 KC-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 | 9 | 1 YC-97A / 1 YC-97B / 6 C-97A / 1 KC-97F, 1950-1971, flying command posts and sometime VIP transports (VC-97D), wing fuel pods. |
| GKC-97E | 3 | KC-97E, 1962-1963, ground instructional conversions. Originally designated as UKC-97E. |
| JKC-97E | 1 | KC-97E, 1956-1957, temporary conversion for tests at Eglin AFB. |
| C-97E | 1 | KC-97E (51-224), 1960-1972, Special Category (SC) designated as a flying command post named "Talking Bird." |
| GKC-97F | 2 | KC-97F, 1962-1965, ground instructional conversions. Originally designated as UKC-97F. |
| JKC-97F | 1 | KC-97F (51-332), 1955-1959, wing-mounted refuelling hoses. Also known to be designated as the KC-97H, but no evidence for this. |
| (JC-97F) | 1 | JKC-97F, 1959-1961, testbed for B-58 radar development. |
| C-97F | 6 | KC-97F, 1962-1971, cargo conversions. |
| GKC-97G | 7 | KC-97G, 1963-1974, ground instructional conversions. |
| JKC-97G | 2 | KC-97G (52-834, 52-2795), 1962-1964, temporary test conversions. S/n: 52-834 to NC-97G/K 1963-1964 for further tests. |
| C-97G | 207 | KC-97G, 1962-1976, cargo conversions, many later to ANG. |
| (GC-97G) | 1 | C-97G (52-898), 1971-1975, ground instructional conversion. |
| (C-97K) | 31 | C-97G, 1963-1973, passenger conversions, tanks removed. |
| HC-97G | 28 | KC-97G, 1964-1972, search and rescue conversions, wing mounted fuel tanks. Conversions by Fairchild St. Augustine, Florida. |
| KC-97L | 82 | KC-97G, 1965-1978, conversions with auxiliary J47 jet engines fitted. |
| (Model 367-86-542) YC-97J | 2 | KC-97G (52-2693, 52-2762), 1955-1965, turboprop engines, redesignated as C-97J in 1960. Conversions by Hayes Aircraft Co., Alabama. Original designations were YC-137, then supposedly 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. |