

BOEING B-29 SERIAL NUMBERS

By JOHN T. WIBLE

B-29 Contract Data

B-29 airplanes were purchased under the following contracts:

Contract	Date Approved
AC 117	6/30/44
AC 117-2	9/6/44
AC 15429	9/6/40
AC 15429-1	12/14/40
AC 19673	6/16/41
AC 19673-1	9/6/41
AC 19673-2	1/31/42
AC 19673-6	9/19/42
AC 19673-32	6/13/44
AC 19673-41	6/30/44
AC 19673-48	6/30/44
AC 19673-67	1/31/45
AC 27730-25	7/10/44

This listing accounts for the 3 XB-29s, 14 YB-29s, 536 B-29-MO, 1119 B-29A-BH and 311 B-29B-BA aircraft ordered by the Army Air Forces (these quantities in agreement with various records of aircraft production figures checked). However, there are two batches, B-29-BW and B-29-BA for which the serial numbers, when summarized do not match production figures as given in various books consulted. According to other sources, there were 1570 B-29-BW and 668 B-29-BA airplanes delivered to USAAF. The above listing accounts for 1620 of the former and 357 of the latter.

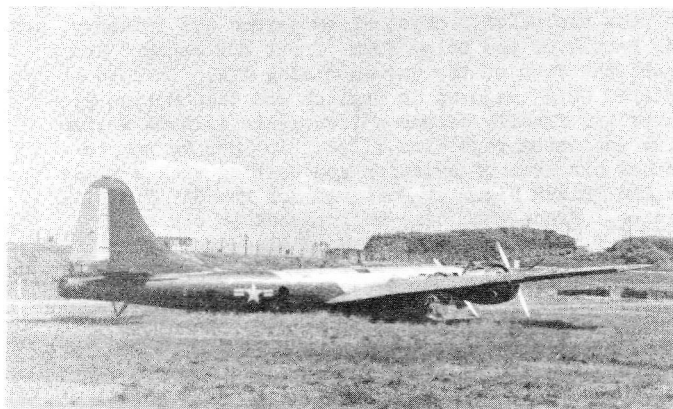
BA - Bell, Atlanta
 BN - Boeing, Renton
 BO - Boeing, Seattle
 BW - Boeing, Wichita
 MO - Martin, Omaha

BOEING B-29 SERIES - USAAF SERIAL NUMBERS									
XB-29-B0	41-002/003								
XB-29-B0	41-18335	B-29-15-BW	42-6355/6404 (50)	B-29-45-BA					
*YB-29-BW	41-3695/36967 (14)	-BA	42-63402/63451 (50)	44-83900	44-83923	44-83936	44-83951		
*41-36954	CONVERTED TO XB-39	-MO	42-65220/65235 (16)	44-83904	44-83926	44-83938	44-83953		
B-29-1-BW	42-6205/6221 (17)	B-29-20-BW	42-6405/6454 (50)	44-83908	44-83928	44-83940	44-83955		
-BA	42-6222	-BA	42-63452/63501 (50)	44-83911	44-83930	44-83945	44-83957		
-BW	42-6223	-MO	42-65236/65263 (28)	44-83914	44-83932	44-83947	44-83960		
-BA	42-6224	B-29-25-BW	42-24420/24469 (50)	44-83917	44-83934	44-83949	44-83962		
-BW	42-6225/6228 (4)	-BA	42-63502/63551 (50)	44-83920					
-MO	42-6229/6232 (4)	-MO	42-65264/65313 (50)						
-BA	42-6233	B-29-30-BW	42-24470/24519 (50)	*B-29-45-MO	44-86277/86315 (35)				
-BW	42-6234	-BA	42-63552/63580 (29)	*44-86292	"ENOLA GAY"				
-BA	42-6235	-MO	42-65315/65383 (69)						
-BW	42-6236	B-29-35-BW	42-24520/24569 (50)	B-29-50-BW	42-24770/24869 (100)				
-MO	42-6237	-MO	42-65384/65401 (18)	B-29-50-BA					
-BW	42-6238/6242 (5)	-MO	44-27259/27325 (67)	44-83964	44-83976	44-83988	44-84000		
-BA	42-6243	B-29-40-BW	42-24570/24669 (100)	44-83966	44-83978	44-83990	44-84002		
-BW	42-6244/6254 (11)	-BA	42-63737	44-83968	44-83980	44-83992	44-84004		
-BA	42-63352/63365 (14)	-BA	42-63744	44-83970	44-83982	44-83994	44-84006		
-MO	42-65202/65204 (3)	-BA	42-63750	44-83972	44-83984	44-83996	44-84008		
B-29-5-BW	42-6255/6304 (50)	-MO	44-27326/27358 (33)	44-83974	44-83986	44-83998			
-BA	42-63366/63381 (16)	-BA	44-83894						
-MO	42-65205/65211 (7)	-MO	44-86242	B-29-50-MO	44-86316/86370 (55)				
B-29-10-BW	42-6305/6354 (50)	-MO	44-86243/86276 (34)	B-29-55-BW	42-24870/24919 (50)				
-BA	42-63382/63401 (20)	B-29-45-BW	42-24670/24769 (100)	-BW	44-69655/69704 (50)				
-MO	42-65212/65219 (8)								

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THE LAST B-29

The last B-29 flight made by the Air Force ended at 2010 hours, 21 June 1960, when Major Clarence C. Rarick of the 6023rd Radar Evaluation Squadron landed B-29-15-



MO, serial number 42-65234, at Nana Air Base, Okinawa, following a routine radar evaluating mission.

No. 234, plus three other "Superfortresses", belonged to the 6023rd, last USAF unit to utilize the airplane. With the deactivation of this squadron in June 1960, the B-29 ended its AF career.

The four B-29s are still at Nana, all resting on their bellies. Three of them, one being 234, are nothing but charred hulks, being burned intentionally in the training for firemen in aircraft firefighting techniques. The fourth, serial number 44-86347, & B-29-50-MO, hasn't been burned yet—it still has a natural finish and black color scheme with red serial on the tail. The inside, from cockpit to tail cone, is littered with chaff, this being used by the 6023rd in its radar evaluation program. When retired and put out to pasture (literally), the B-29s had their gear retracted and instruments removed. No. 347 has two feathered props and is still an attractive plane despite its condition.

Just after 234 made its last flight, an AF Captain, Joseph Gervais, removed the pilot's control wheel. This item he plans to present to Boeing representatives at Wichita later this year.