UNITED STATES MILITARY AIRCRAFT

by Jos Heyman

Air Force

B = Bomber

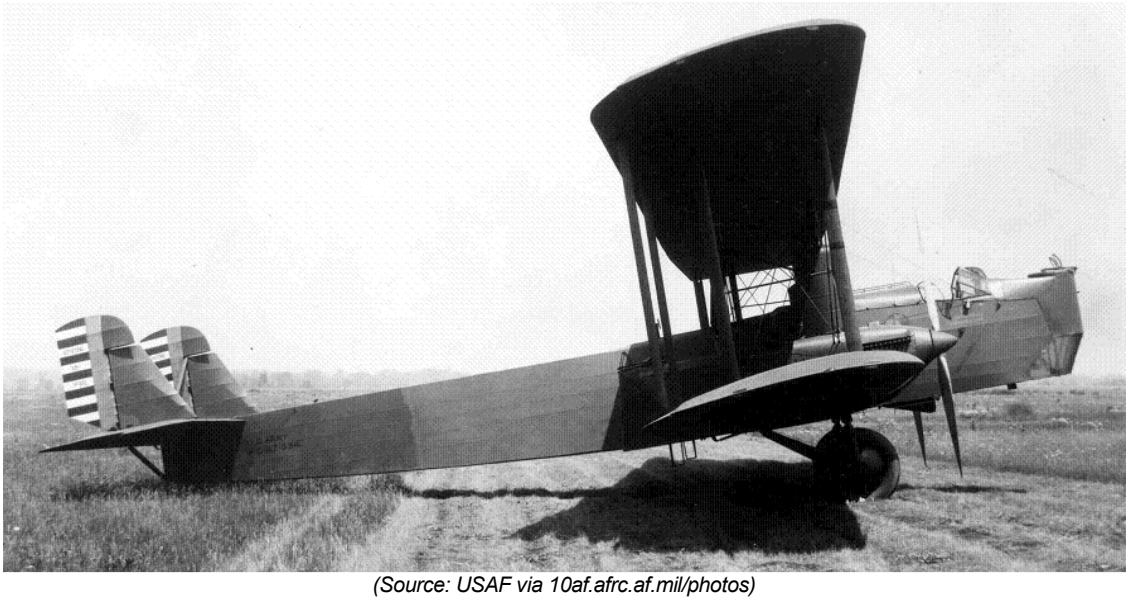
From March 1951 the series was also used for a number of missiles which, initially, performed a typical ‘bomber mission’. When, at a later date, it was decided to use more specific letters in the designation of missiles, the numerical series established by these earlier missiles, was continued although none of the later missiles were ever assigned a ‘B’ designation and were, often, not equipped to perform ‘bomber missions’. Nevertheless, these missiles have been included in this description to retain the numerical sequence established by the B series. There are a few ‘overlaps’.

Last update: 1 August 2015

B-1
Keystone Super Cyclops

Specifications:

span:	85', 25.91 m
length:	61'6", 18.75 m
engines:	2 Packard 2A-1530
max. speed:	110 mph, 177 km/h



(Source: USAF via 10af.afrc.af.mil/photos)

The **XB-1** was designed by Huff Daland as a development from the HB-1 but was built by Keystone after Huff Daland was re-organised in 1927. One aircraft is believed to have been built with serial 27-334. It was also flown with Wright Field serial P-480.
The XB-1 was later re-engined with 2 Curtiss V-1570-5 engines and a length of 62', 18.90 m and was redesignated as **XB-1B**. Because the Dayton Wright XB-1A fighter which was still in use, the designation **XB-1A** was not used.

Refer also to HB-1, LB-1

B-2
Curtiss 52 Condor

Specifications:

span:	90', 27.43 m
length:	47'5", 14.45 m
engines:	2 Curtiss V-157-7
max. speed:	133 mph, 214 km/h

(Source: USAF via 10af.afrc.af.mil/photos)

The **XB-2** was a twin engined bomber with a crew of five. A single example was ordered with serial 26-211 and was evaluated in September 1927 against the XLB-6. It was also flown with Wright Field serial P-477. The aircraft crashed on 8 December 1927. The XB-2 designation was later given to B-2 29-029 which was used for tests. This aircraft was also flown with Wright Field serial P-582.
Twelve examples of the **B-2** production version were ordered from June 1928 and they carried serials 28-398/399 and 29-028/037. One of these (29-029) was used as the XB-2 aircraft whilst another aircraft (29-030) was converted with dual controls and redesignated as **B-2A**.
One unidentified aircraft was also flown with Wright Field serial P-552.

B-3
Keystone

Specifications:
span: 74'9", 22.78 m
length: 48'10", 14.88 m
engines: 2 Pratt & Whitney R-1690-3
max. speed: 114 mph, 183 km/h

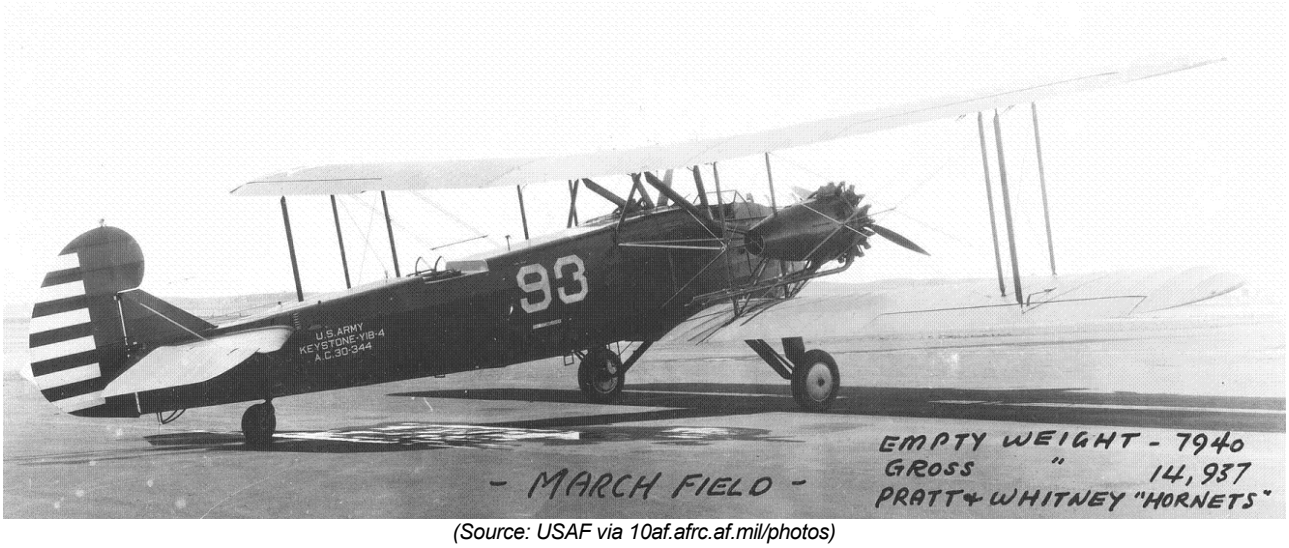
(Source: USAF via 10af.afrc.af.mil/photos)

63 aircraft had been ordered as LB-10A but were redesignated as **B-3A** before delivery. The serials were 30-281/343. Of these 30-317/343 were completed as B-5A. Aircraft 30-316 was later redesignated as **ZB-3A**.

Refer also to B-4, B-5, B-6, LB-3, LB-5, LB-6, LB-7, LB-8, LB-9, LB-10, LB-11, LB-12, LB-13, LB-14

B-4
Keystone

Specifications:
span: 74'9", 22.78 m
length: 48'10", 14.88 m
engines: 2 Pratt & Whitney R-1860-7
max. speed: 121 mph, 195 km/h



(Source: USAF via 10af.afrc.af.mil/photos)

The **Y1B-4** designation was used for seven LB-13s which were redesignated before delivery. The serials were 30-344/348. In addition B-3A 30-281 was converted as Y1B-4.
In addition 25 production **B-4A**s were ordered with serials 32-117/141. Also several Y1B-4s, including 30-346 and 30-347, were converted as B-4As. Those B-4As remaining in service were later redesignated as **ZB-4A**.

Refer also to B-3, B-5, B-6, LB-3, LB-5, LB-6, LB-7, LB-8, LB-9, LB-10, LB-11, LB-12, LB-13, LB-14

B-5
Keystone

Specifications:
span: 74'9", 22.78 m
length: 48'10", 14.88 m
engines: 2 Wright R-1750-3
max. speed: 111 mph, 179 km/h

(Source: USAF via 10af.afrc.af.mil/photos)

Three LB-14s were redesignated as **Y1B-5** before delivery but were eventually not taken on charge. The serials were 30-354/356. They were probably never completed as the serials were re-assigned.
Originally ordered as LB-10A and redesgnated as B-3A before completion, 27 **B-5A**s were built with serials 30-317/343. They were later redesignated as **ZB-5A**.

Refer also to B-3, B-4, B-6, LB-3, LB-5, LB-6, LB-7, LB-8, LB-9, LB-10, LB-11, LB-12, LB-13, LB-14

B-6
Keystone

Specifications:
span: 74'9", 22.78 m
length: 48'10", 14.88 m
engines: 2 Wright R-1820-1
max. speed: 120 mph, 193 km/h

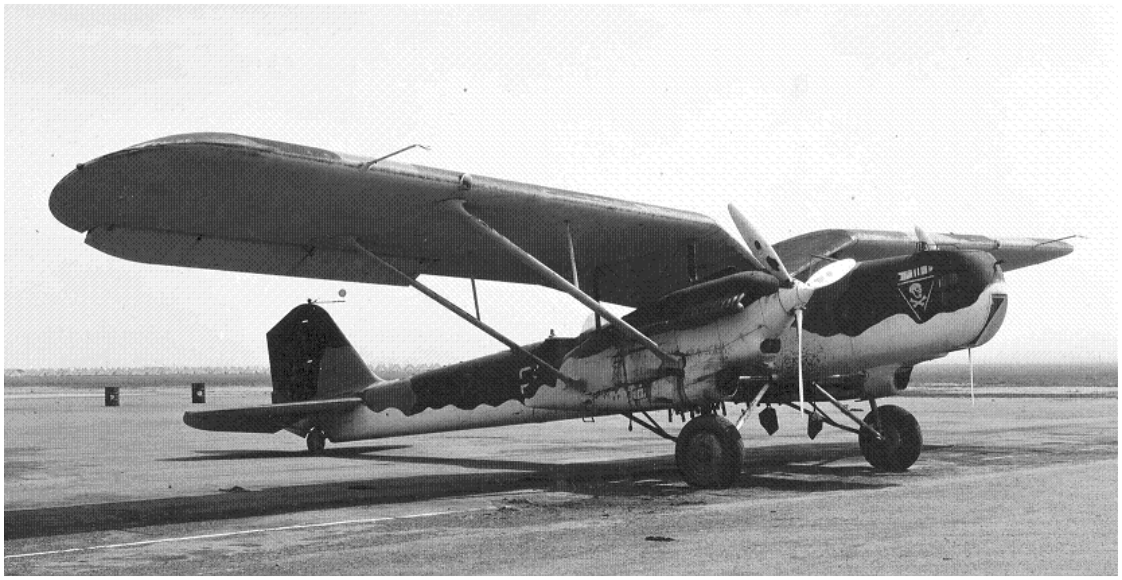
(Source: USAF via 10af.afrc.af.mil/photos)

Five LB-13s, which had been redesignated as LB-10 before completion, were delivered as **Y1B-6** with serials 30-349/353. Some, including 30-349 and 30-351, were later converted as B-6. Those Y1B-6s remaining in service were later redesignated as **ZB-6**.
The production version was the **B-6A** of which 39 were built with serials 32-142/180. In addition Y1B-6 30-353 was converted to B-6A standards.

Refer also to B-3, B-4, B-5, LB-3, LB-5, LB-6, LB-7, LB-8, LB-9, LB-10, LB-11, LB-12, LB-13, LB-14

B-7
Douglas

Specifications:
span: 65'3", 19.89 m
length: 46'7", 14.20 m
engines: 2 Curtiss V-1570-27
max. speed: 182 mph, 293 km/h



(Source: USAF via 10af.afrc.af.mil/photos)

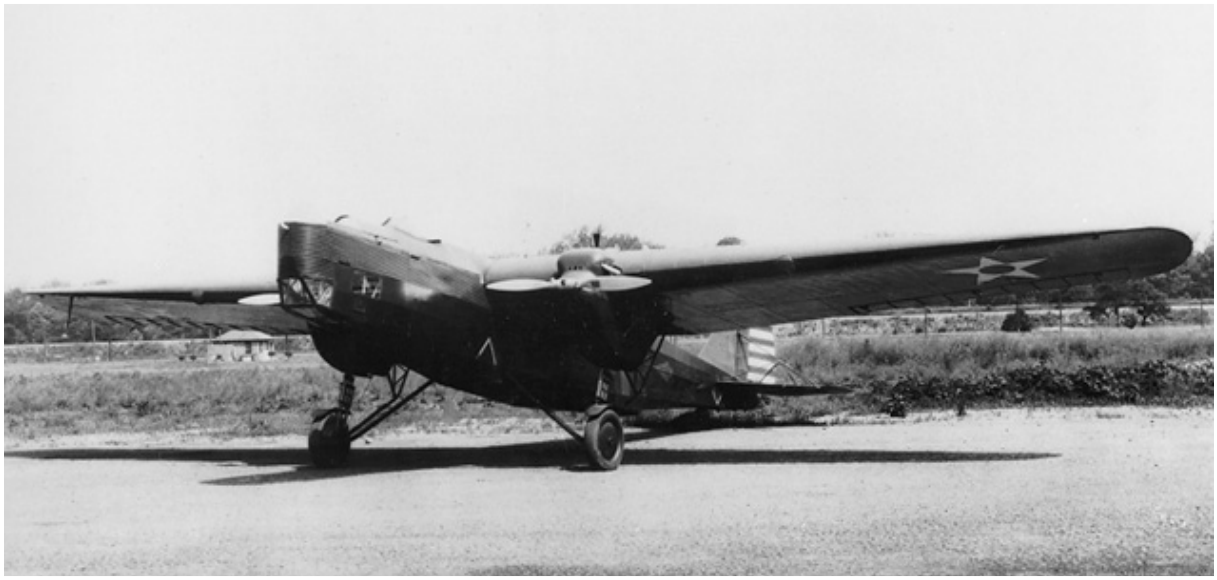
The single **XB-7**, which carried serial 30-228, was ordered as XO-36 but was redesignated before completion. It had a span of 65', 19.81 m, a length of 45'6", 13.87 m and was fitted with V-1570-25 engines. The aircraft was later redesignated as **ZXB-7**.
The specifications apply to the **Y1B-7** and seven aircraft were built with serials 32-308/314. After evaluation they were redesignated as **B-7** and, yet later, **ZB-7**.

Refer also to O-36

B-8
Atlantic 16

Specifications:

span:	64'7", 19.69 m
length:	47'6", 14.48 m
engines:	2 Curtiss V-1570-27
max. speed:	177 mph, 285 km/h



(Source: USAF via 10af.afrc.af.mil/photos)

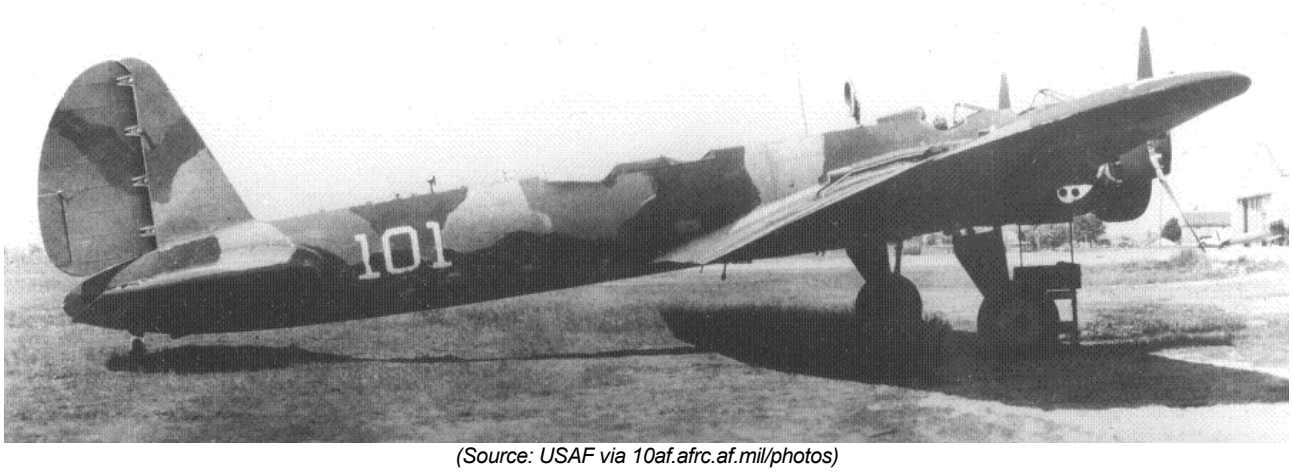
The **XB-8** had originally been ordered as XO-27 but was delivered as XB-8. The serial was 29-328 and the aircraft had a span of 64'4", 19.61 m, length of 47'4", 14.43 m and two V-1570-23 engines. Two examples of the **YB-8**, to which the specifications apply, were ordered with serials 31-598/599 but these were delivered as Y1O-27.
In addition four **Y1B-8**s, fitted with V-1570-29 engines, were ordered with serials 31-600/603 but were completed as Y1O-27.

Refer also to O-27

B-9
Boeing

Specifications:

span:	76'9", 23.39 m
length:	51'6", 15.70 m
engines:	2 Pratt & Whitney R-1860-11
max. speed:	163 mph, 262 km/h

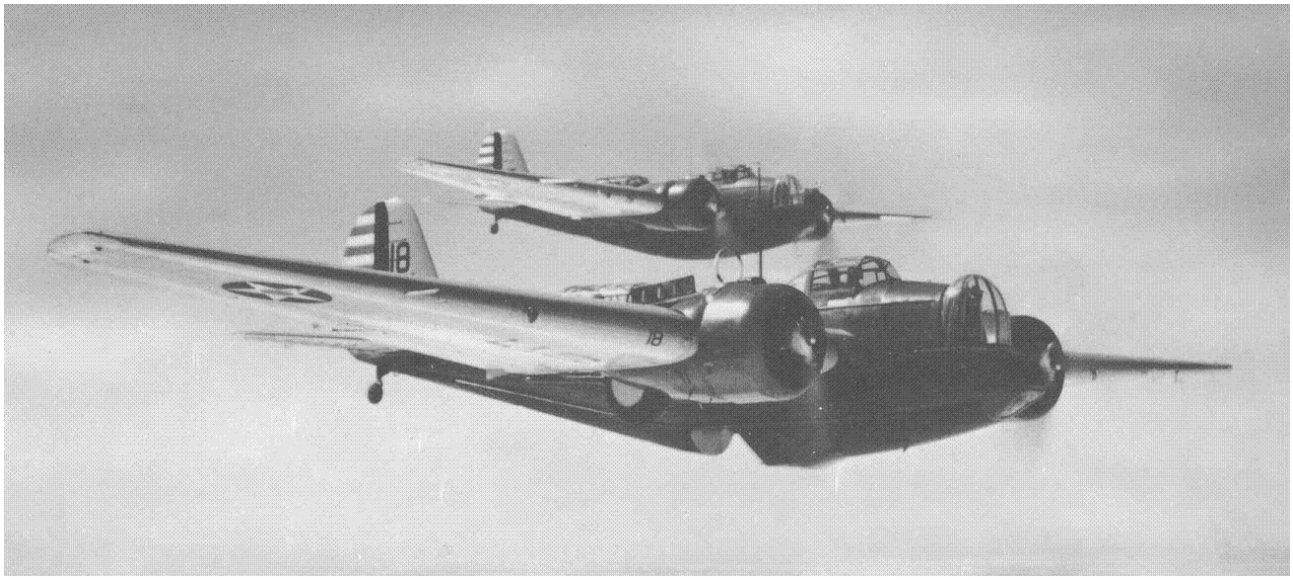


(Source: USAF via 10af.afrc.af.mil/photos)

Previously owned by Boeing, the model 215 bomber flew for the first time on 13 April 1931 with registration NX10633. At that time it was fitted with R-1860-13 engines. After having been tested by the Army as **XB-901**, the **YB-9** was procured in September 1931 and given serial 32-301.
This was followed by a single model 214 which had Curtiss V-1570-29 engines and a max. speed of 173 mph, 278 km/h. Designated **Y1B-9**, it was ordered on 14 August 1931 with serial 32-302 and flew for the first time on 5 November 1931. Later it was fitted with R-1860-11 engines and was redesignated as YB-9.
The **Y1B-9A** or model 246, had a length of 52', 15.85 and 5 were built with serials 32-303/307. The first flight was on 14 July 1932.
The **B-9B** version (model 276), similar to the Y1B-9A but with minor improvements, was not procured.

B-10
Martin 139

Specifications:
span: 70'6", 21.49 m
length: 44'8", 13.61 m
engines: 2 Wright R-1820-25
max. speed: 196 mph, 315 km/h



(Source: USAF via 10af.afrc.af.mil/photos)

The Martin model 123, which had a span of 70'7", 21.51 m, a length of 45', 13.72 m and R-1820-19 engines, was initially tested by the USAAC as **XB-907** and then purchased as **XB-10** with serial 33-139. This aircraft has also been linked to the **XB-950** designation.
This was followed by 14 **YB-10**s or model 139s, to which the specification apply. These carried serials 33-140/153 and were later redesignated as **B-10**. Some of the aircraft were fitted with floats to support coastal artillery. Others were later converted to **B-10M** target tugs and these included aircraft with serials 33-140, 33-142/144, 33-147, 33-150 and 33-153. The designation B-10 was also assigned to two aircraft which carried serials 36-347/348 and had been assembled by the USAAF from spares.

The **YB-10B** was the prototype of the next production version and had a length of 45'3, 13.79 m and 2 R-1820-31 engines. One was built with serial 33-154.
The production version was the **B-10B** which had a length of 44'9", 13.64 m and R-1820-33 engines. 103 were built with serials 34-028/115 and 35-232/246. Those remaining in service on 22 October 1942 were redesignated as **RB-10B**. Several of the B-10Bs were converted as **B-10BM** target tugs including aircraft with serials 34-028, 34-030, 34-032, 34-034, 34-036/039, 34-041/052, 34-054/059, 34-061, 34-063/069, 34-072/075, 34-077/080, 34-082/089, 34-091/103, 34-105/108, 34-110/115, 35-232, 35-235, 35-236, 35-238/240, 35-243, 35-245 and 35-246. Those remaining in service on 22 October 1942 were redesignated as **RB-10BM**.
The aircraft had also been delivered to Argentina, China, Thailand, Turkey, Spain and the Netherlands East Indies. On 8 April 1942 one of the latter aircraft, registered as M585, was impressed in Australia as **RB-10** with serial 42-68358. It was formally acquired on 8 October 1942 and remained in use until August 1944. On 22 October 1942 it was redesignated as **ZRB-10**.

Refer also to A-15, B-12, B-13, B-14, O-45

B-11
Douglas

Specifications:
span: 89'9", 27.36 m
length: 69'9", 21.26 m
engines: 2 Wright R-1820-13
max. speed: 160 mph, 257 km/h

(Source: USAF via 10af.afrc.af.mil/photos)

A single **XB-11** was ordered on 18 November 1932 with serial 33-017. It was later redesignated as YO-44 and eventually delivered as YOA-5.

Refer also to OA-5, O-44, P3D

B-12
Martin 139

Specifications:
span: 70'6", 21.49 m
length: 45'3", 13.79 m
engines: 2 Pratt & Whitney R-1690-11
max. speed: 218 mph, 351 km/h

(Source: USAF via 10af.afrc.af.mil/photos)

The **YB-12** was essentially similar to the B-10 design except for different engines. Seven YB-12s were built with serials 33-155/161 but these were later redesignated as **B-12**. Aircraft with serials 33-155, 33-156 and 33-158 were converted as **B-12M** target tugs.
In addition 25 **B-12A**s were built. These had a length of 44'9", 13.64 m and carried serials 33-163/177 and 33-258/267. Of these aircraft 33-165 and 33-171 were also designated as **YB-12A**. A number of the B-12As were later converted as **B-12AM** target tugs. These included aircraft with serials 33-163, 33-164, 33-169, 33-170, 33-173, 33-174, 33-176, 33-177 and 33-259/265. Several B-12As were also converted with twin floats. Reference has also been made to a **RB-12A** designation for the B-12As. The **B-12B** version was cancelled.

Refer also to A-15, B-10, B-13, B-14, O-45

B-13
Martin 139

Specifications:
span: 70'6", 21.49 m
length: 45'3", 13.79 m
engines: 2 Pratt & Whitney R-1860-17
max. speed:

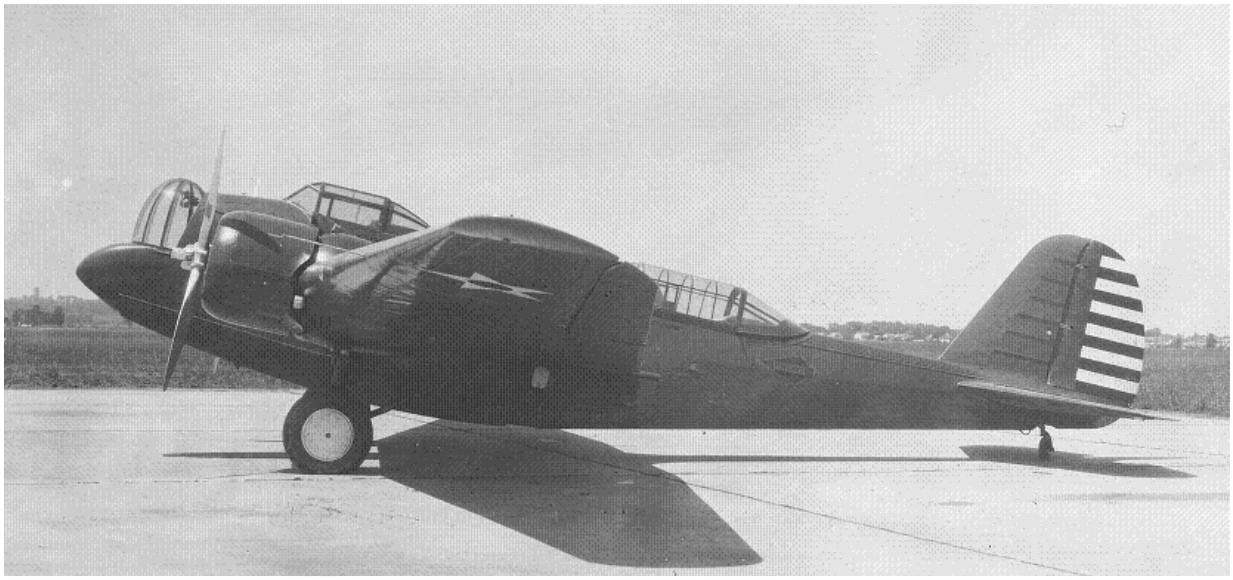
10 **YB-13**s were cancelled. The design was based on the B-10.

Refer also to A-15, B-10, B-12, B-14, O-45

B-14
Martin 139

Specifications:

span:	70'6", 21.49 m
length:	45'3", 13.79 m
engines:	2 Pratt & Whitney YR-1830-9
max. speed:	222 mph, 357 km/h



(Source: USAF via 10af.afrc.af.mil/photos)

Based on the B-10, a single **XB-14** was built with serial 33-162.

Refer also to A-15, B-10, B-12, B-13, O-45

B-15
Boeing 294

Specifications:

span:	149', 45.42 m
length:	87'11", 26.80 m
engines:	4 Pratt & Whitney R-1830-11
max. speed:	197 mph, 315 km/h

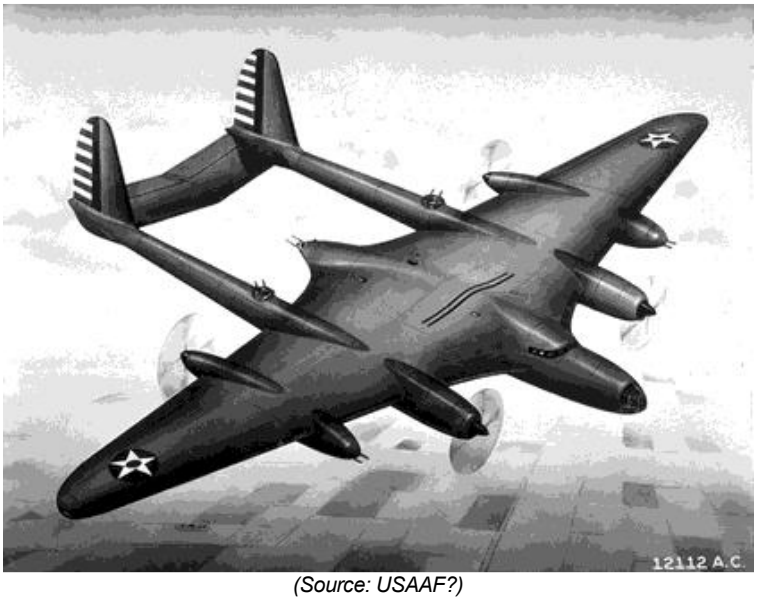
(Source: David Horn, via 1000aircraftphotos.com photo #8824)

Studies for a heavy bomber began in April 1934 followed by a contract as XBLR-1 on 28 June 1934. On 29 June 1935 the design was redesignated as **XB-15** and the only aircraft built, 35-277, flew for the first time on 15 October 1937. Procurement of at least 11 production aircraft was planned for FY1938 but was not approved. In 1943 the XB-15 was fitted with a cargo door and hoist and was redesignated as XC-105 on 6 May 1943. Eventually it was scrapped in May 1944.

Refer also to BLR-1, C-105

B-16
Martin 145

Specifications:
span: 173', 52.73 m
length: 115', 35.05 m
engines: 6 Allison V-1710-3
max. speed: 190 mph, 306 km/h



(Source: USAAF?)

The **XB-16** designation was used for two separate designs for long range bombers. The model 145 had a twin boom configuration with 2 pusher and 4 tractor engines buried in the wing. An alternative design had a low wing with 4 Allison V-1710 engines, a span of 140', 42.67 m, a length of 84', 25.60 m and a max. speed of 237 mph, 381 km/h.
It has been suggested that the design was earmarked to be designated XBLR-4.

Refer also to BLR-4

B-17
Boeing Flying Fortress

Specifications:
span: 103'10", 31.65 m
length: 68'4", 20.83 m
engines: 4 Wright R-1820-39
max. speed: 256 mph, 412 km/h

(Source: USAF via 10af.afrc.af.mil/photos)

The first Flying Fortress was a civilian aircraft with registration NX13372 and unofficial designation **XB-17**. It was never procured by the USAAC and flew for the first time on 28 July 1935. It had a span of 103'9", 31.62 m, length of 67'10". 20.68 m, 4 Pratt & Whitney R-1690-S1EG engines and a max. speed of 250 mph, 402 km/h. The aircraft crashed on 30 October 1935.
The **Y1B-17**, to which the specifications apply, was the first USAAC order and 13 were ordered with serials 36-149/161 on 17 January 1936. The first flight was on 2 December 1936 and eventually the aircraft were redesignated as **B-17**. Apart from the latter aircraft, a further 15 B-17s were ordered in 1938 but these were subsequently cancelled. Those remaining in service on 22 October 1942 were redesignated as **RB-17**.
The designation **Y1B-17A** was assigned to a single aircraft with serial 37-369. It was ordered on 12 May 1937 and was fitted with GR-1820-39 supercharged engines. After evaluation it was redesignated as **B-17A**.
The first principal production version was the **B-17B** which had a length of 67'11", 20.70 m and R-1820-65 engines. 39 examples were ordered from 3 August 1937 and the first flight was on 27 June 1939. The serials were 38-211/223, 38-258/270, 38-583/584, 38-610, 39-001/010 whilst 39-011 was cancelled. Those remaining in service on 22 October 1942 were redesignated as **RB-17B**.
Although similar in specifications to the B-17B, the **B-17C** incorporated various design modifications. 38 were ordered on 20 September 1939 with serials 40-2042/2079 of which 20 went to the RAF as Fortress I. The order was later increased to 80 by serials 40-3059/3100 but these were completed as B-17D. The first flight was on 21 July 1940 and those aircraft remaining in service on 22 October 1942 were redesignated as **RB-17C**.
The 42 **B-17D**s had originally been ordered as B-17C but that order had been amended on 17 April 1940. The serials were 40-3059/3100. Those remaining in service on 22 October 1942 were redesignated as **RB-17D**. In addition 18 RB-17Cs were converted to this standard. The serials were 40-2042, 40-2045/2050, 40-2054, 40-2058, 40-2059, 40-2062, 40-2063, 40-2067, 40-2070, 40-2072, 40-2074, 40-2077, 40-2078.
The **B-17E** version had a span of 103'9", 31.62 m and a length of 73'10", 22,50 m and incorporated a re-designed rear fuselage and tail surfaces. The first flight was on 5 September 1941 and 512 were built with serials 41-2393/2669 and 41-9011/9245. 46 aircraft were supplied to the RAF as Fortress IIA and at a later date many were used for conversion to C-108, XB-38 and BQ-7. The designation **TB-17E** has been associated with aircraft with serials 41-2574, 41-2603 and 41-9192.
The **B-17F** was the first major production version with the total of 3405 built broken up into 2300 by Boeing, 605 by Douglas and 500 by Vega. With a span of 103'9", 31.62 m and a length of 74'9", 22.78 m, and R-1820-97 engines, the serials were 41-24340/24639, 42-2964/3562, 42-5050/5484, 42-5705/6204, 42-29467/31031, 42-37714/37715 and 42-37717/37720. 19 were diverted to the RAF as Fortress II and others were, in addition to the conversions described here, used for conversion to F-9, BQ-7 and B-40.
In 1945 those F-9 and F-9B reconnaissance aircraft remaining in service, were redesignated as **FB-17F**. On 10 June 1948 they were further redesignated as **RB-17F**. Also on 10 June 1948 B-17Fs remaining in service were redesignated as **ZB-17F**.
A single B-17F with serial 41-24613, was assigned to NACA as a test bed with designation **XB-17F**.
A number of aircraft were converted as **TB-17F** trainers, including 42-2984, 42-3007, 42-3010, 42-3250, 42-3365, 42-3368, 42-3371, 42-3470, 42-5159, 42-5211, 42-5249, 42-5264, 42-5266, 42-5304, 42-5354, 42-5358, 42-5374, 42-5785, 42-5799, 42-5973, 42-6010, 42-6066, 42-6081, 42-6107, 42-6121, 42-6127, 42-6137, 42-6150, 42-6157, 42-6173, 42-29678, 42-29687, 42-29759, 42-29782, 42-29835, 42-29871, 42-29912, 42-29969, 42-29977, 42-29980, 42-30019, 42-30052, 42-30098, 42-30124, 42-30227, 42-30297, 42-30480, 42-30513, 42-30620, 42-30633, 42-30679, 42-30683, 42-30684, 42-30764, 42-30828, 42-

30842, 42-30877, 42-30887, 42-30919, 42-30927, 42-30942, 42-30949, 42-30960, 42-30972, 42-30978 and 42-31004.

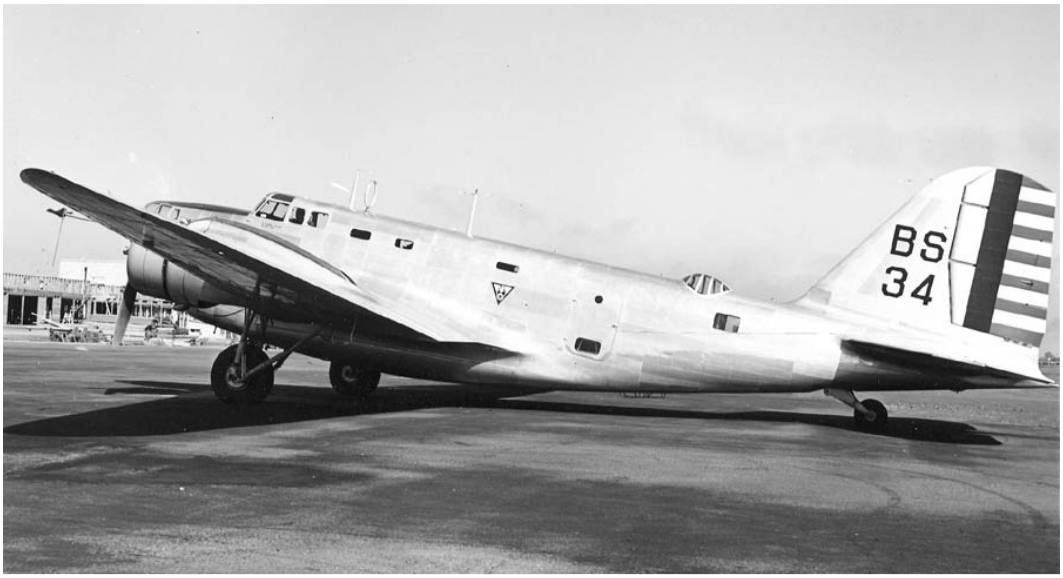
The **B-17G** was an improved and final version of the B-17F. A number of B-17Fs with serials 42-3483/3562 were converted to B-17G standards. In addition 4035 were built by Boeing, 2395 by Douglas and 2250 by Vega. The serials were 42-3563, 42-31032/32116, 42-37716, 42-37721/38213, 42-39758/40057, 42-97058/97407, 42-97436/98035, 42-102379/102978, 42-106984/107233, 43-37509/39508, 44-6001/7000, 44-8001/9000, 44-83236/83885 and 44-85492/85841. Aircraft with serials 44-85842/85941 and 45-7701/8300 were cancelled although there is evidence that some airframes, incl. 45-7701, 45-7702 and 45-7766 were completed.
The principal conversion was the **TB-17G** trainer. Converted aircraft included 42-102379, 42-102381, 42-102384, 42-102389, 42-102400, 42-102401, 42-102404, 42-102409, 42-102412, 42-102413, 42-102415, 42-102417, 42-102420, 42-102461, 42-102462, 42-102473, 42-102483, 42-102489, 42-102492, 42-102522, 42-102524, 42-102534, 42-102537, 42-102538, 42-102539, 42-102540, 42-102542, 42-102545, 42-102546, 42-102618, 42-102629, 42-102630, 42-102637, 42-102639, 42-102640, 42-102654, 42-102655, 42-102671, 42-102681, 42-102687, 42-102691, 42-102693, 42-102697, 42-102698, 42-102702, 42-102704, 42-102708, 42-102709, 42-102710, 42-102713, 42-102716, 42-102717, 42-102718, 42-102719, 42-102721, 42-102722, 42-102723, 42-102727, 42-102728, 42-102729, 42-102731, 42-102733, 42-102734, 42-102735, 42-102736, 42-102738, 42-102741, 42-102742, 42-102743, 42-102744, 42-102745, 42-102747, 42-102748, 42-102749, 42-102751, 42-102752, 42-102753, 42-102754, 42-102756, 42-102757, 42-102758, 42-102759, 42-102760, 42-102761, 42-102762, 42-102764, 42-102765, 42-102766, 42-102767, 42-102768, 42-102769, 42-102771, 42-102772, 42-102773, 42-102774, 42-102775, 42-102776, 42-102777, 42-102779, 42-102780, 42-102781, 42-102782, 42-102783, 42-102784, 42-102785, 42-102787, 42-102788, 42-102789, 42-102790, 42-102791, 42-102793, 42-102794, 42-102795, 42-102797, 42-102798, 42-102802, 42-102803, 42-102804, 42-102806, 42-102807, 42-102808, 42-102809, 42-102810, 42-102811, 42-102814, 42-102816, 42-102818, 42-102820, 42-102821, 42-102822, 42-102823, 42-102824, 42-102825, 42-102826, 42-102827, 42-102833, 42-102834, 42-102837, 42-102838, 42-102839, 42-102840, 42-102842, 42-102843, 42-102844, 42-102845, 42-102846, 42-102847, 42-102848, 42-102854, 42-102857, 42-102860, 42-102863, 42-102865, 42-102866, 42-102867, 42-102868, 42-102871, 42-102874, 42-102875, 42-102876, 42-102878, 42-102884, 42-102885, 42-102886, 42-102890, 42-102892, 42-102893, 42-102894, 42-102896, 42-102897, 42-102898, 42-102900, 42-102901, 42-102902, 42-102903, 42-102907, 42-102919, 42-102942, 42-31263, 42-31273, 42-31300, 42-31313, 42-31641, 42-31623, 42-31661, 42-31815, 42-31940, 42-31942, 42-31945, 42-31954, 42-37724, 42-37758, 42-38165, 42-38172, 42-97598, 42-97604, 42-97762, 42-97802, 42-97809, 42-97887, 42-97925, 42-102387, 42-102926, 42-107120, 43-37810, 43-38522, 43-39335, 43-39505, 44-6054, 44-6057, 44-6068, 44-6069, 44-6216, 44-6250, 44-6388, 44-6787, 44-6936, 44-8058, 44-8064, 44-8070, 44-8543, 44-8831, 44-8891, 44-8977, 44-83300, 44-83366, 44-83467, 44-83512, 44-83516, 44-83567, 44-83568, 44-83569, 44-83575, 44-83603, 44-83624, 44-83637, 44-83663, 44-83686, 44-83699, 44-83705, 44-83709, 44-83713, 44-83785, 44-85574, 44-85594, 44-85654, 44-85757, 44-85778, 44-85784 44-85802 and 44-85819.
The various other conversions included the **CB-17G** transport (including 44-6393, 44-6975, 44-8959, 44-8990, 44-83373, 44-83411, 44-83546, 44-83554, 44-83555, 44-83563). Those remaining in service on 11 June 1948 were redesignated as **VB-17G**. Other conversions included the **DB-17G** (which included 44-83514, 44-83525, 44-83542, 44-83559, 44-83592, 44-83624, 44-83678, 44-83684, 44-83690, 44-85599 and 44-85738) and the **MB-17G** unmanned version proposed in 1948 but not proceeded with. The **QB-17G** designation was used for BQ-7s which were redesignated in 1945 even though the project was terminated in August 1944. Aircraft with serials 44-8889, 44-83519, 44-83565, 44-83697 and 44-83717 were also designated as QB-17G. The **FB-17G** was used in 1945 as the redesignation of F-9Cs and they were further redesignated as **RB-17G** on 10 June 1948. It is not known if RB-17Gs with serials 44-8846, 44-8889, 44-8891, 44-8995, 44-83282, 44-83373, 44-83378, 44-83514, 44-83572, 44-83796, 44-83800, 44-85575 and 44-85593 carried the earlier designations. The RB-17G designation also seems to have been used for 'restricted' aircraft and serials 44-6208, 44-6217, 44-6225 and 44-6233 are known.
The **SB-17G** was a search and rescue version with known serials 42-97825, 42-102588, 43-37652, 43-39262, 43-39266, 43-39457, 44-83301, 44-83470, 44-83474, 44-83449, 44-83502, 44-83511, 44-83527, 44-83574, 44-83575, 44-83578, 44-83585,44-83642, 44-83699, 44-83701, 44-83703, 44-83705, 44-83707, 44-83713, 44-83714, 44-83717, 44-83719, 44-83722, 44-83724, 44-83730, 44-83755, 44-83756, 44-83768, 44-83780, 44-83781, 44-83785, 44-83794, 44-83824, 44-85505, 44-85594, 44-85715, 44-85746). The designation was also used for B-17Hs which were redesignated on 11 June 1948. The **VB-17G** staff transports included, apart from the redesignated CB-17Gs, aircraft with serials 43-39303, 43-39356, 43-39440, 44-6393, 44-6556, 44-6787, 44-6796, 44-6936, 44-6953, 44-8831, 44-8959, 44-8997, 44-83259, 44-83316, 44-83373, 44-83449, 44-83465, 44-83532, 44-83536, 44-83546, 44-83547, 44-83563, 44-835712, 44-83600, 44-83661, 44-83675, 44-83750, 44-83785, 44-83798, 44-83799, 44-85492, 44-85706, 44-85778 and 44-85817. The **TB-17G** was a training version and included aircraft with serials 42-102792, 42-102805, 43-37638, 43-37700, 43-37740, 43-37770, 43-37778, 43-38781, 43-39043, 43-39155, 43-39472 and 44-85752. The **XB-17G** (42-39840) was used for various tests. The suggestion that the **DB-17G** designation included aircraft that were formerly designated as CQ-4, is probably incorrect. A number of B-17Gs were transferred to the US Navy as PB-1.
The **MB-17G** designation was also assigned to about a dozen B-17Gs (including 44-83624 nd 44-85815) in July 1947 which were used to launch JB-2 and other missiles. In 1949 44-83624 was redesignated as TB-17G and further redesignated as DB-17G in 1955 and DB-17P in 1956.
Special mention must be made of the **EB-17G** which involved aircraft 44-85813 converted with a different flight deck and used by Curtiss Wright as a testbed for engines. These engines were installed in the nose section and tests included the Wright XT-35-W, General Electric XT-64-GE and Wright XJ65-W. It carried civil registration N6694C and was redesignated as **JB-17G** in November 1956. In addition another aircraft was supplied to Pratt & Whitney as a testbed for the Pratt & Whitney XT34-P engine. This was aircraft 44-85734 which was flown as N5111N but was not formally redesignated.
Other EB-17Gs were 43-38635, 44-85667 and 44-85784.
The designation **EDB-17G** was associated with aircraft with serials 44-85599 and 44-85738 whilst **ETB-17G** applied to aircraft with serials 44-8543, 44-85676 and 44-85784. Of these 44-8543 was also designated as **JTB-17G** at one point in time.

The **B-17H** designation was initially applied to a search and rescue conversion of the B-17G. Although 130 were to be converted, only a small number were converted, including serials 42-102588, 43-37652, 43-38882, 43-39112, 43-39266, 43-39361, 43-39364, 43-39365, 43-39457, 43-39473, 43-39492, 43-39499, 43-39502, 43-39503, 43-39505, 44-83345, 44-83470, 44-83474, 44-83509, 44-83511, 44-83517, 44-83527, 44-83575, 44-83585, 44-83642, 44-83700, 44-83701, 44-83703, 44-83706, 44-83707, 44-83710, 44-83713, 44-83714, 44-83719, 44-83722, 44-83724, 44-83725, 44-83755, 44-83764, 44-83773, 44-83775, 44-83780, 44-83794, 44-83799, 44-83802 and 44-83824. Those remaining in service on 10 June 1948 were redesignated as **SB-17G**. The **TB-17H** version was never built although it has been suggested that 44-83580, 44-83583, 44-83706, 44-83711, 44-83713, 44-83718, 44-83719, 44-83722, 44-83771, 44-83793, 44-83852 were converted as TB-17H.
The **QB-17L** (43-39492, 44-83717, 44-85662), **QB-17N** (44-83373) and **QB-17P** were B-17Gs converted as target drones whilst the **DB-17P** was a drone director conversion. The latter included serials 44-83525, 44-83559, 44-83360, 44-83624, 44-83684, 44-83690, 44-85599, 44-85738 and 44-85818.
In 1954 the USAAF requested the Q-7A, Q-7B and Q-7C designations for a new batch of QB-17G, as well as the QB-17L and QB-17N versions, but these designations were not approved.
The designation **RB-17Q** has been associated with converted 42-2477.
The designation **B-17J**, **B-17K** and **B-17M** were not assigned.
In total 12731 Flying Fortresses were built.

Refer also to B-38, B-40, BQ-7, C-108, CQ-4, Q-7, R-9, FB

B-18
Douglas DB-1 Bolo

Specifications:
span: 89'6", 27.28 m
length: 56'8", 17.27 m
engines: 2 Wright R-1820-45
max. speed: 217 mph, 349 km/h



(Source: W.T. Larkins)

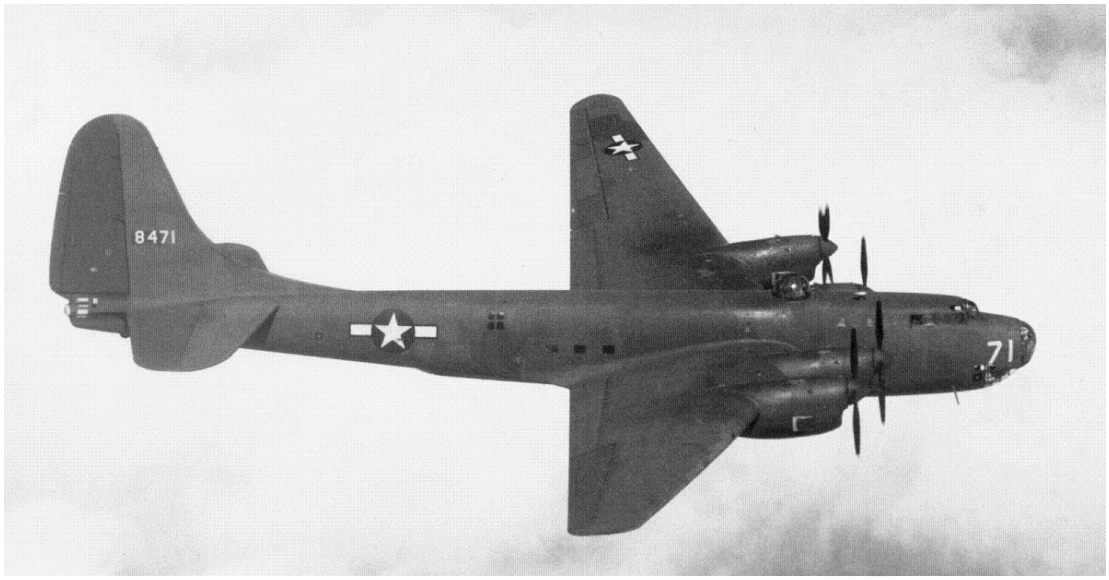
Based on the DC-2 transport aircraft airframe, the Bolo was designed in competition with the B-17 Flying Fortress. The first model DB-1 was unofficially designated as **XB-18** but was designated as **B-18** when it was included in the first batch ordered as such. This batch carried serials 36-262/344 and other batches were 36-431/446, 37-001/034, bringing the total to 132. Of these 37-034, which was converted with a gun turret, was known as model DB-2. Some references suggest that aircraft 36-344 was cancelled. Serials 37-035/051 may refer to a cancelled batch. Those remaining in service on 22 October 1942 were redesignated as **RB-18**.
The **B-18A** (model DB-4) had a length of 57'10", 17.63 m due to a redesigned nose, and 2 R-1820-53 engines. 217 were built with serials 37-458/634, 38-585/609 and 39-012/026. Some were later converted to B-18B standards whereas two were converted to C-58 transports in 1941. On 22 October 1942 those B-18As remaining in service were redesignated as **RB-18A**.
From 1939 onwards, 122 B-18s and B-18As were converted with anti-submarine detection gear in a tail boom and redesignated as **B-18B**. Serials included 37-029, 37-463, 37-474, 37-482, 37-483, 37-486, 37-495, 37-505, 37-507, 37-512, 37-526, 37-539, 37-551, 37-573, 37-574, 37-575, 37-578, 37-585, 37-594, 37-595, 37-602 and 38-593. Some of these were redesignated as **RB-18B** on 22 October 1942.
Two B-18Bs, including 37-575 were further converted to the **B-18C** standard. In addition B-18As 37-342, 37-508, 37-519 and 37-599 were converted as B-18C. On 22 October 1942 those remaining in service were redesignated as **RB-18C**.
In 1942 22 B-18s and 18 B-18As were converted as trainers and received, respectively the **B-18M** and **B-18AM** designations. Aircraft 36-276, 36-281, 36-290, 36-291, 36-309 and 36-317 were known as B-18M.

Refer also to B-22, C-58

B-19
Douglas

Specifications:

span:	212', 64.62 m
length:	132', 40.23 m
engines:	4 Wright R-3350-5
max. speed:	209 mph, 336 km/h



(Source: USAF via 10af.afrc.af.mil/photos)

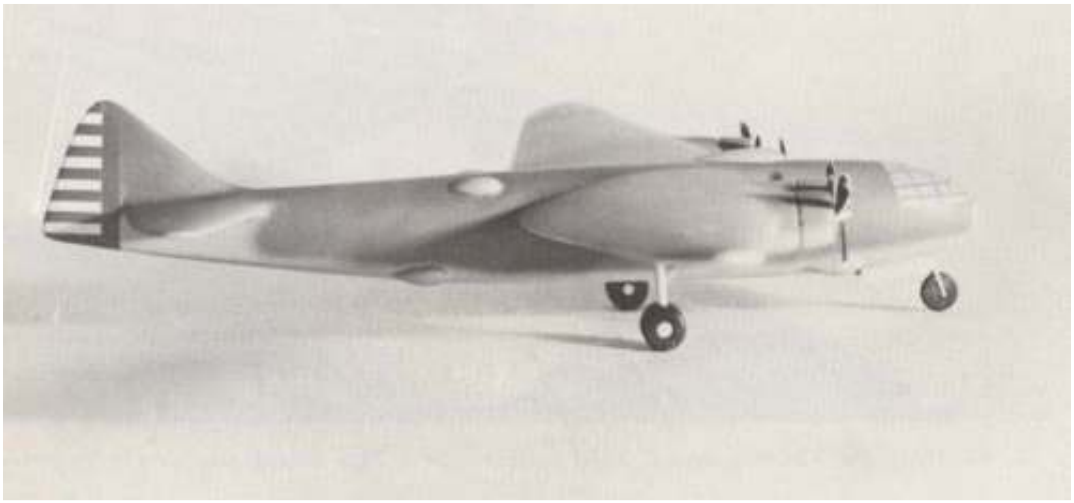
The **XB-19** four engined heavy bomber was originally ordered as XBLR-2 and redesignated in March 1938. The single aircraft, which had serial 38-471, flew for the first time on 27 June 1941. In 1943 it was re-engined with Allison V-3420-11 engines and redesignated as **XB-19A**. It was then mainly used as a troop carrier for 124 troops until scrapped in 1949.

Refer also to BLR-2

B-20
Boeing 316

Specifications:

span:	152', 46.33 m
length:	90', 27.43 m
engines:	4 Pratt & Whitney R-2180-5
max. speed:	258 mph, 415 km/h

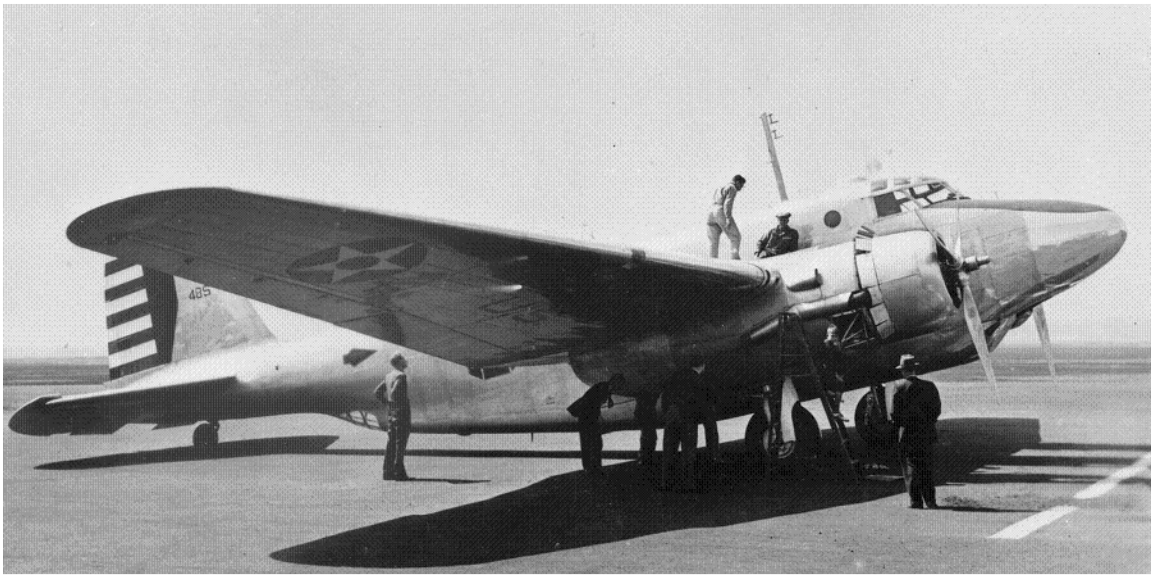


(Source: Lloyd S. Jones, US Bombers)

Two **Y1B-20**s were ordered in June 1938 but subsequently cancelled. Alterative engines were Wright GR-2600-A73s.
Whilst the XB-20 was based on the model 316, there were a further four model 316 derivatives, identified as models 316A to 316D. These included bomber designs as well as 4-engine airliner/transports.
In 1948 a few A-20Hs were redesignated as **ZB-20H**.

B-21
North American NA21

Specifications:
span: 95', 28.96 m
length: 61', 18.59 m
engines: 2 Pratt & Whitney R-2180-1
max. speed: 220 mph, 353 km/h



(Source: USAF via 10af.afrc.af.mil/photos)

One example of the **XB-21** bomber was procured in March 1937 with serial 38-485. It had flown for the first time on 21 December 1936 as a company owned aircraft. Eventually the aircraft was redesignated as **ZXB-2**1. A proposed order for five **YB-21**s never materialised.

B-22
Douglas Bolo

Specifications:
span: 89'6", 27.28 m
length: 57'10", 17.63 m
engines: 2 Wright R-2600-1
max. speed:

The **XB-22** was a projected version of the B-18A. Aircraft were ordered in 1938 but the funds were diverted to the B-23 project.

Refer also to B-18, B-23, C-58

B-23
Douglas Dragon

Specifications:
span: 92', 28.04 m
length: 58'4", 17.78 m
engines: 2 Wright R-2600-3
max. speed: 282 mph, 454 km/h

(Source: USAF via 10af.afrc.af.mil/photos)

The **B-23** was developed instead of the B-22 and funds originally assigned to the B-22 as well as the B-18A projects, were used to procure 38 B-23s with serials 39-027/064. Several were later converted as UC-67 transports and some others were used for ASW duties before they were used as glider tugs and trainers. Those remaining in service on 22 October 1942 were redesignated as **RB-23.**
The first flight was on 27 July 1937 and a number were converted to high speed transports for civil uses. The University of Washington used one aircraft for some years in volcanic and other research.
The designation **B-23A** refers to a number of cancelled aircraft with serials 39-564/679 and 39-681/688, with the possibility that 39-680 (which serials was given to the XB-24) was originally a B-23A,

Refer also to C-67

B-24
Consolidated 32 Liberator

Specifications:
span: 110', 33.53 m
length: 63'9", 19.43 m
engines: 4 Pratt & Whitney R-1830-33
max. speed: 273 mph, 439 km/h

(Source: Convair)

The Liberator was a heavy long distance bomber of which a total of 18188 were built. Several were delivered directly to the RAF and France. The **XB-24** contract was awarded on 30 March 1939 and the first flight of the aircraft was made on 29 December 1939. It was initially serialled as 39-556 but was completed as 39-680. In 1940 the XB-24 was fitted with self sealing tanks and R-1830-41 engines and was redesignated as **XB-24B**. Eventually it was redesignated as **ZXB-24B**.
This was followed by eight **YB-24** service test aircraft with serials 39-681/688 which were later cancelled and replaced by seven with serials 40-696/702. On completion of testing these were redesignated as **RB-24** and six were yet later converted to B-24D standards. Those remaining in service on 22 October 1942 were redesignated as **ZRB-24**. Other sources suggest that 40-696/701 were transferred to the RAF and that the serials were re-used for B-24Ds.
There is also a reference to seven cancelled **B-24**s with serials 39-557/563.
The **B-24A** was the initial production version and was ordered with serials 40-2349/2386. The first twenty, with serials 40-2349/2368 were diverted to the RAF and the serials were re-assigned to B-24Ds. Aircraft with serials 40-2369/2377 were delivered to the USAAF and were redesignated as **RB-24A**. The final batch with serials 40-2378/2386 was completed as B-24C.
The **B-24C** version had R-1830-41 engines and a length of 66'4", 20.22 m. 9 were built with serials 40-2378/2386. Those remaining in service on 22 October 1942 were redesignated as **RB-24C**.
The **B-24D** was the first principal production version. Similar to the B-24C apart from R-1830-43 engines, the B-24D was built by Consolidated/San Diego, Consolidated/Fort Worth and Douglas/Tulsa. The serials were 40-696/701 (re-assigned), 40-2349/2368 (re-assigned), 41-1087/1142, 41-11587/11638, 41-11643/11654, 41-11658/11673, 41-11677/11703, 41-11705, 41-11710/11727, 41-11734/11741, 41-11748/11787, 41-11790/11799, 41-11801/11836, 41-11839/11906; 41-11909/11938, 41-23640/23668, 41-23671/23693, 41-23697/23790, 41-23794/23849, 41-23853/23858, 41-23864/23902, 41-23906/23958, 41-23960/24003, 41-24007/24026, 41-24030/24138, 41-24142/24157, 41-24164/24171, 41-24175/24311, 41-24339, 42-40058/41257, 42-63752/64046, 42-72765/72963. A batch with serials 41-24312/24338 was cancelled. The possibility that a number of interspersed C-87s were originally ordered as B-24D cannot be supported by adequate documentary evidence. In August 1943 several were transferred to the US Navy where they were redesignated as PB4Y-1 and used for anti-submarine duties.
The designation **CB-24D** was used for converted aircraft 41-23838, 41-24168, 41-24310, 42-40484 and 42-40939.
A number of B-24Ds were converted as **TB-24D** trainers. They included serials 41-1098 41-1099; 41-1100; 41-1136; 41-1141; 41-1142; 41-11614; 41-11673, 41-11778, 41-11822, 41-11909, 41-23645, 41-23706, 41-23736, 41-23844, 41-23949, 41-23979, 41-24095, 41-24103, 41-24136, 41-24138, 41-24144, 41-24181, 42-40067, 42-40357, 42-40372, 42-40374, 42-40379, 42-40386, 42-40082, 42-40100, 42-40407, 42-40411, 42-40596, 42-40602, 42-40603, 42-40694, 42-40732, 42-40736, 42-40944, 42-41161, 42-63754, 42-63774 and 43-63777.
Aircraft 41-11614 was later redesignated as **RTB-24D**. In addition those AT-22s remaining in service in 1944 were redesignated as TB-24D. The serials included 42-107266. The designation **SB-24D** was used for 10 aircraft fitted with radar controlled bombsights for night attacks against Japan. The designation **RB-24D** is also known.
The **B-24E** version had R-1830-65 engines and was built by Consolidated/Fort Worth, Ford/Willow Run and Douglas/Tulsa. The latter were fitted with R-1830-43 engines. The serials were 41-28409/28573, 41-29007/29115, 42-6976/7464, 42-7770 and 42-64395/64431. Of these 41-28413, 41-28418, 41-28424, 41-28448, 41-28451, 41-28471, 41-28476, 41-28480, 41-28483, 41-28485, 41-28488, 41-28491, 41-28494, 41-28497, 41-28501, 41-28508, 41-28510, 41-28525, 41-28539, 41-28555, 41-

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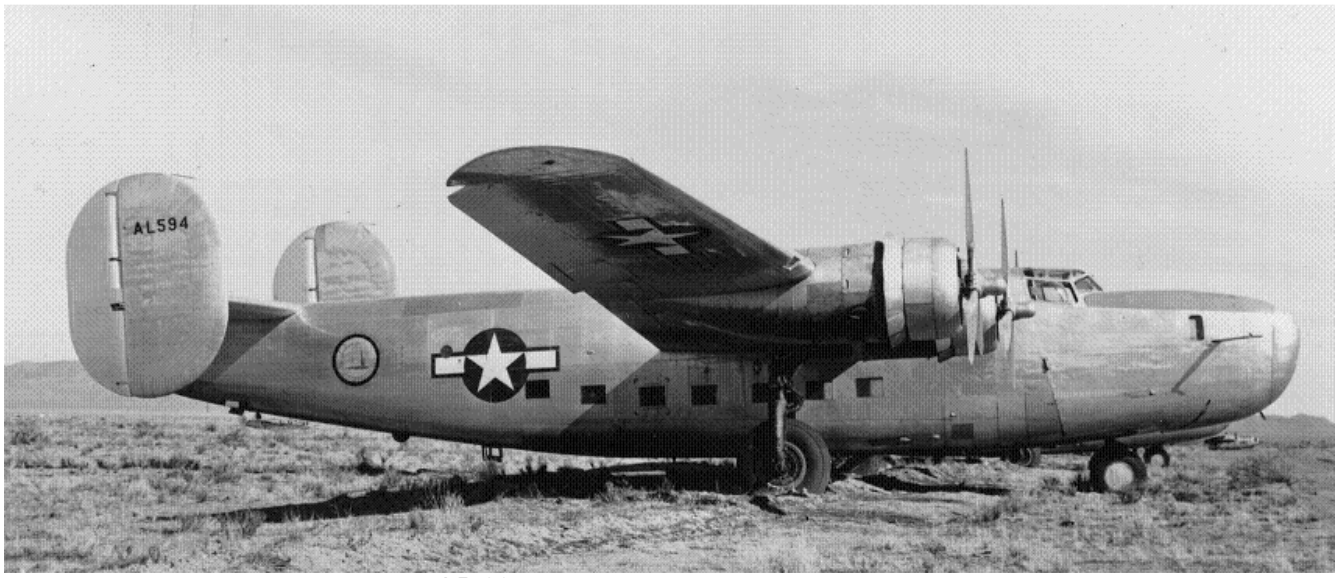
The designation **TB-24E** was assigned to converted aircraft, including 41-29111.
The **XB-24F** designation was used for a single B-24D fitted by NACA with a thermal de-icing system for testing purposes. The serial was 41-11678.
The **B-24G** designation was used for 430 B-24Ds built by North American/Dallas with the charge number NA95. The serials were 42-78045/78474 and they had a length of 67'2", 20.47 m. At least one, 42-78130, was converted as **TB-24G**.
The **B-24H** was a further development of the B-24D with a length of 67'2", 20.47 m and R-1830-65 engines. They were built by Consolidated/Fort Worth, Douglas/Tulsa and Ford/Willow Grove. The serials were 41-28574/29006, 41-29116/29608, 42-7465/7769, 42-50277/50451, 42-51077/51225, 42-52077/52776, 42-64432/64501 and 42-94729/95503.
Several aircraft were converted to **CB-24H** (serials 41-29408, 42-7560, 42-7616) whilst others were converted to **TB-24H** (including serials 41-28892, 41-29202 and 41-29480, 42-7686, 42-7701, 42-94976, 42-95069, 42-95081, 42-95156, 42-95176, 42-95358, 42-95411, 42-95443, 42-95444, 42-95472, 42-95476).
It has been reported that the first few aircraft that came off the production line at the Ford plant were so poorly constructed they were considered not airworthy. Documentary evidence suggests however, that the early production models were operationally used.
The **B-24J** was similar to the B-24H and 2792 were built by Consolidated/San Diego, 1558 by Consolidated/Fort Worth, 1587 by Ford, 536 by North American/Dallas and 205 by Douglas/Tulsa. The serials were 42-50452/51076, 42-51226/52076, 42-64047/64394, 42-72964/73514, 42-78475/78794, 42-95504/95628, 42-99736/100435, 42-109789/110188, 44-10253/10752, 44-28061/28276, 44-40049/41389, 44-44049/44501 and 44-48754/49001. Aircraft with serials 44-28277/28710, 44-39299/40048 and 44-48749/48752 were cancelled. Aircraft with serials 44-42723/44048 and 44-44502/44548 were also cancelled but these were possibly B-24J or B-24M.
In 1944 a B-24J (42-73130) was experimentally fitted with the nose of a B-17G (42-97772) and the aircraft flew for the first time on 6 July 1944. It did not receive a separate designation.
The **CB-24J** designation was used for two F-7As with serial 42-64175 and 42-73032, which had been converted. Other CB-24Js were 42-73037, 42-109946, 44-40633, and 44-40678.
The designation **TB-24J** was used for trainer conversions. Serials included 42-73393, 42-73395, 42-73397, 42-73398, 42-73399, 42-100052, 42-50632, 42-50638, 42-50702, 42-50771, 42-50821, 42-50840, 42-50866, 42-50869, 42-50877, 42-50890, 42-50916, 42-50929, 42-50937, 42-50972, 42-50983, 42-51033, 42-51325, 42-51955, 42-64113, 42-73241, 42-73377, 42-73414, 42-78475, 42-78549, 42-78551, 42-78570, 42-78642, 42-78651, 42-78654, 42-78773, 42-79345, 42-79349, 42-79409, 42-95574, 42-99960, 42-100050, 42-100135, 42-100143, 42-100401, 42-100050, 42-100052, 44-28120, 44-28212, 44-40336, 44-40339, 44-48756, 44-48762, 44-48772, 44-48783, 44-48799, 44-48802, 44-48811, 44-48812, 44-48838, 44-48865, 44-48878, 44-48896, 44-48919, 44-48921, 44-48923, 44-48934, 44-48940, 44-48952, 44-48959, 44-48977, 44-48991 and 44-48997.
A single B-24D was converted by Ford in Willow Grove with a single tail and was redesignated as **XB-24K**. The aircraft had R-1830-75 engines and the serial was 42-40234.
The **B-24L** was similar to the B-24J except for armament. They were built by Consolidated/San Diego and Ford/Willow Grove. The serials were 44-41390/41806 and 44-49002/50251. A number of these were converted as crew trainers and redesignated first as **RB-24L** and later as **TB-24L**. The latter included serials 44-49089, 44-49124, 44-49134, 44-49149, 44-49152, 44-49185, 44-49186, 44-49188, 44-49189, 44-49190, 44-49360, 44-49570, 44-49590, 44-49597, 44-49599, 44-49601, 44-49603, 44-49605, 44-49616, 44-49630, 44-49631, 44-49632, 44-49635, 44-49636, 44-49642, 44-49643, 44-49646, 44-49650, 44-49655, 44-49658, 44-49661, 44-49663, 44-49677, 44-49690, 44-49694, 44-49676, 44-49678, 44-49705, 44-49714, 44-49718, 44-49734, 44-49743, 44-49745, 44-49779, 44-49783, 44-49809, 44-49811, 44-49943, 44-49946, 44-49948, 44-49949, 44-49953, 44-49957, 44-49961, 44-49963, 44-49964, 44-49966, 44-49967, 44-49970, 44-49973, 44-49975, 44-50011, 44-50015, 44-50028, 44-50093, 44-50097, 44-50105, 44-50106, 44-50133, 44-50142, 44-50149, 44-50150, 44-50203, 44-50204, 44-50211 and 44-50220/50224.
The **B-24M** differed from the B-24J in armament details and were built by Consolidated/San Diego as well as Ford/Willow Grove. The serials were 44-41807/42722 and 44-50252/51928. A batch with serials 44-51929/52052 was cancelled. Aircraft with serials 44-42723/44048 and 44-44502/44548 were also cancelled but these were possibly B-24J or B-24M.
In 1946 one B-245M (44-41986) was fitted with a General Electric I-16 jet engine in the rear fuselage to test the effects of icing on jet engines. On 10 June 1948 the B-24Ms remaining in service were redesignated as **ZB-24M** whilst a single aircraft (44-51228) was used as **EZB-24M** until 1953.
Aircraft with serials 44-41830, 44-50474, 44-50501, 44-50516, 44-50541, 44-50544, 44-50552, 44-50604, 44-50620, 44-50627, 44-50629, 44-50630, 44-50638, 44-50646, 44-50649, 44-51180, 44-51187, 44-51248, 44-51426, 44-51494, 44-51510, 44-51518 and 44-51519 were converted to **TB-24M**.
The **XB-24N** was a development with a single tail which was built by Ford and carried serial 44-48753. It had R-1830-75 engines. Production of 5168 B-24Ns was cancelled in May 1945 after seven pre-production **YB-24N**s with serials 44-52053/52059 were completed by Ford. Production aircraft designated **B-24N** and with serials 44-52060/52852 were cancelled. The design was eventually used as PB4Y-2 for the US Navy.
The **XB-24P** designation was used for a single B-24D (42-40344) which was converted by Sperry as a test bed for airborne fire control systems.
The **XB-24Q** designation was used for a single B-24L in 1946 to test a radio controlled tail turret for the B-47. The serial was 44-49916.



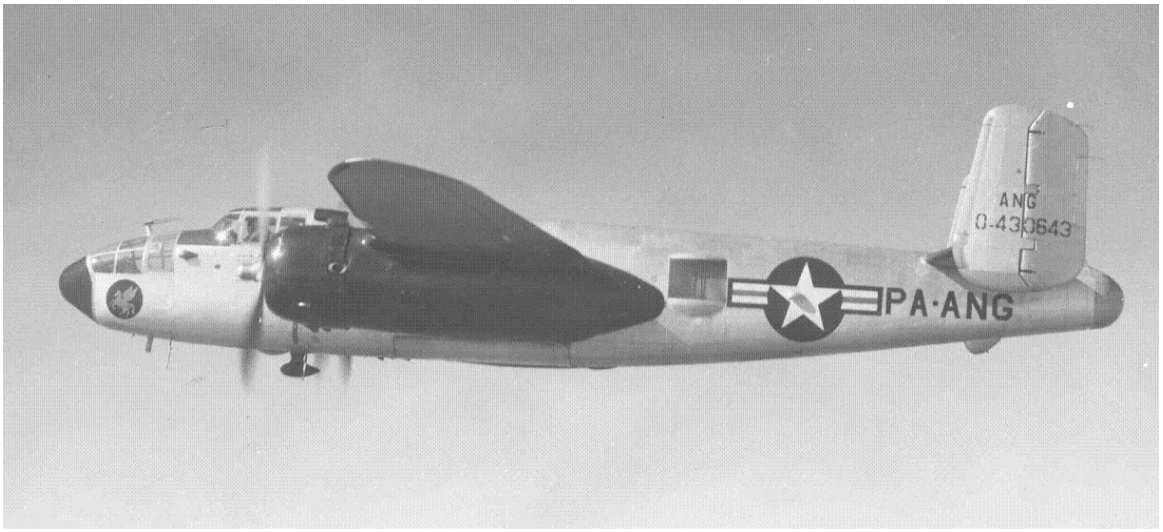
LB-30 (Source: USAF via 10af.afrc.af.mil/photos)

The USAAF also used a number of Liberators supplied to the RAF as LB-30. They retained their RAF serial and were not given a US designation.

Refer also to AT-22, B-41, BQ-8, C-87, C-109, R-7, PB4Y, RY

B-25
North American Mitchell

Specifications:
span: 67'6", 20.57 m
length: 51'1", 15.57 m
engines: 2 Wright R-2600-9
max. speed: 322 mph, 518 km/h



(Source: USAF via 10af.afrc.af.mil/photos)

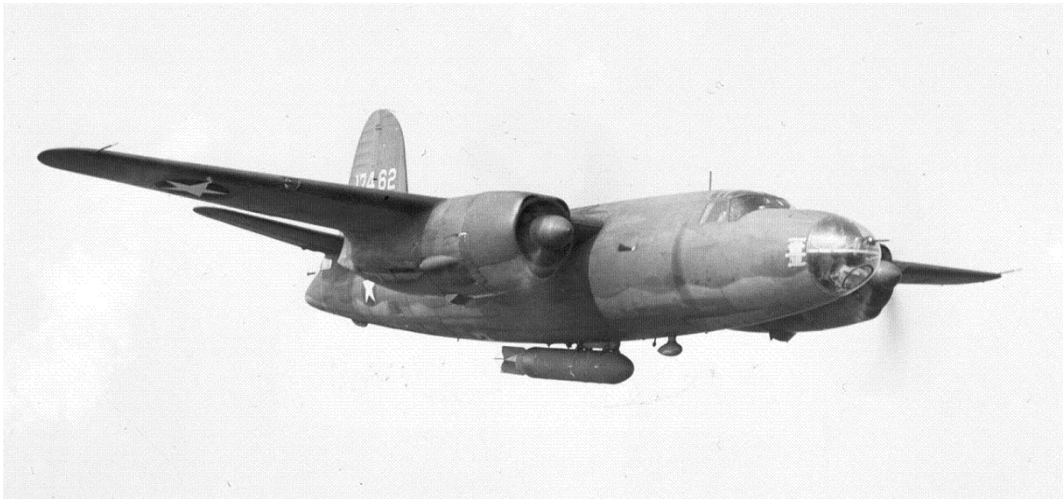
The Mitchell was based on the North American NA40 which flew for the first time in January 1939 with registration NX14221 and was never procured by the USAAC. The **B-25** was ordered in production on 20 September 1939 and the first flight was on 19 August 1940. 24 aircraft were built with serials 40-2165/2188 and those remaining in service on 22 October 1942 were redesignated as **RB-25**.
The **B-25A** incorporated various modifications resulting from European combat experiences. 40 were built with serials 40-2189/2228 and the first flight was on 25 February 1941. Those remaining in service on 22 October 1942 were redesignated as **RB-25A**.
The **B-25B** version had a span of 67'7", 20.60 m and a length of 52'11", 16.13 m. 120 were built with serials 40-2229/2348 and many were supplied to the RAF as Mitchell I. The first flight was on 7 July 1941 and those remaining in service on 22 October 1942 were redesignated as **RB-25B**.
The **B-25C** was the first principal production version and had a length of 52', 15.85 m and R-2600-13 engines. 1620 were built and most were supplied to the RAF, RAAF and RCAF as Mitchell II. The serials were 41-12434/13296, 42-32233/32532, 42-53332/53493 and 42-64502/64801. The first flight was on 9 November 1941. On 10 June 1948 those B-25Cs remaining in service were redesignated as **ZB-25C**.
In 1945 some AT-24Cs remaining in service were redesignated as **TB-25C** (including serial 41-13233). Other aircraft identified as TB-25C include 41-12532, 41-12686, 41-12779, 41-12781, 41-12841, 41-12844, 41-12942, 41-13105, 41-13229, 41-13249, 41-13250, 42-32256, 42-32324, 42-32356, 42-32362, 42-32364, 42-32375, 42-32383, 42-32401, 42-32404, 42-32494, 42-32509, 42-53362, 42-53384, 42-53397, 42-53477, 42-53484, 42-64784 and 42-64780. These may have been designated AT-24C before 1945.
The **B-25D** was similar to the B-25C and 2290 were built on the Kansas production line with the first flying on 3 January 1942. The serials were 41-29648/30847, 42-87113/87612 and 43-3280/3869. A number were supplied to the RAF, RAAF and RCAF as Mitchell II as well as to Brazil. Those remaining in service on 10 June 1948 were redesignated as **ZB-25D**. On the same date F-10Cs were redesignated as **RB-25D** whilst AT-24As had been redesignated as **TB-25D** in 1945. Other TB-25Ds were 41-29667, 41-29784, 41-29822, 41-29827, 41-29867, 41-29882, 41-29892, 41-29911, 41-29914, 41-29942, 41-29946, 41-29947, 41-29952, 41-30011, 41-30088, 41-30095, 41-30134, 41-30172, 41-30243, 41-30261, 41-30305, 41-30394, 41-30423, 41-30428, 41-30481, 41-30501, 41-30633, 41-30635, 41-30667, 41-30673, 41-30685, 41-30693, 41-30699, 41-30701, 41-30702, 41-30703, 41-30704, 41-30711, 41-30723, 41-30762, 41-30815, 42-87302 and 42-87515. It is possible that some of these aircraft had been initially designated as AT-24A.
Using the designation **XB-25E** (and **ZXB-25E** after 10 June 1948) B-25C 42-32281 was converted with a thermal de-icing system and flew for the first time on 4 February 1944.
A hot air de-icing system was fitted to another B-25C and was redesignated as **XB-25F**.
The **XB-25G** designation was used for a B-25C which had been fitted with a short solid nose housing a 75 mm gun and two smaller guns. The serial was 41-13296 and the length was 51', 15,54 m. It flew for the first time on 22 October 1942. The production version was the **B-25G** of which 400 were built with serials 42-64802/65201. In addition five B-25Cs 42-32384/32388 were completed as B-25G whilst B-25Cs with serials 42-32503, 42-64531, 42-64558, 42-64558, 42-64561, 42-64563, 42-64569, 42-64579, 42-64580, 42-64584, 42-64649, 42-64654, 42-64668, 42-64670, 42-64675, 42-64692, 42-64693, 42-64696, 42-64702, 42-64705, 42-64706, 42-64707, 42-64753, 42-64779 and 42-64780 were also converted to B-25G standards.
In 1948 those AT-24Bs remaining in service were redesignated as **TB-25G**. In addition aircraft with serials 42-32386, 42-32388, 42-64699, 42-64917, 42-64921, 42-64951, 42-64978, 42-64981, 42-64985, 42-64987, 42-65001, 42-65002, 42-65007, 42-

65008, 42-65012, 42-65025, 42-65035, 42-65037, 42-65050, 42-65055, 42-65082, 42-65095, 42-65127, 42-65163, 42-65193 and 42-65198 have been identified as TB-25G. Some, if not all of these may have been designated as AT-24B before 1945.
The designation **RB-25G** has been used for 42-32385 but this may have been a post-USAAF/USAF conversion.
The **B-25H** version was similar to the B-25G except for armament. 1000 were built with serials 43-4105/5104 and the first flight was on 5 July 1943. The **TB-25H** was a training conversion and included aircraft 43-4342, 43-4446, 43-4485, 43-4518, 43-4520, 43-4526, 43-4555, 43-4567, 43-4571, 43-4583, 43-4587, 43-4614, 43-4617, 43-4618, 43-4642, 43-4643, 43-4708 and 43-4897. The designation **RB-25H** has been used for 43-4536 but this may have been a post-USAAF/USAF conversion.
The **B-25J** version was similar to the B-25H except for a glazed nose and R-2600-29 engines. The first flight was on 5 October 1943 and 4340 were built on the Kansas production line with serials 43-3870/4104, 43-27473/28222, 43-35946/36245, 44-28711/31510, 44-86692/86897 and 45-8801/8899 of which 45-8824, 45-8829, 45-8830, 45-8833/8877, 45-8882 and 45-8883 have been reported as cancelled although, based on available data, it is more likely that these aircraft were built but put in immediate storage. Also cancelled were aircraft with serials 45-8900/9244. In 1945 those AT-25Ds remaining in service were redesignated as **TB-25J** whereas further B-25Js were converted to trainers bringing the number of trainers to 600. These included serials 43-4007, 43-27589, 43-27599, 43-27712, 43-27840, 43-28048, 43-28050, 43-28056, 43-28057, 43-28121, 43-28160, 43-28168, 43-28172, 43-28173, 43-28188, 43-28199, 43-28202, 43-28204, 43-28209, 43-28219, 43-35948, 43-35963, 43-36024, 43-36026, 43-36063, 43-36078, 43-36088, 43-36138, 43-36168, 43-36221, 43-36224, 44-28713, 44-28714, 44-28724, 44-28764, 44-28725, 44-28776, 44-28778, 44-28824, 44-28825, 44-28841, 44-28857, 44-28860, 44-28865, 44-28869, 44-28881, 44-28906, 44-28919, 44-28921, 44-28987, 44-29012, 44-29036, 44-29037, 44-29041, 44-29042, 44-29052, 44-29054, 44-29057, 44-29060, 44-29061, 44-29063, 44-29076, 44-29103, 44-29104, 44-29106, 44-29109, 44-29112, 44-29115, 44-29117, 44-28118, 44-29119, 44-29121, 44-29126, 44-29130, 44-29135, 44-29169, 44-29200, 44-29212, 44-29214, 44-29219, 44-29221/29223, 44-29225, 44-29241, 44-29246, 44-29248, 44-29249, 44-29251, 44-29252, 44-29254/29256, 44-29274, 44-29287, 44-29289, 44-29301, 44-29312/29314, 44-29328, 44-29340, 44-29363, 44-29365, 44-29367, 44-29370, 44-29392, 44-29394, 44-29416/29421, 44-29443, 44-29445/29447, 44-29464, 44-29465, 44-29468/29472, 44-29474/29477, 44-29479/29484, 44-29504, 44-29505, 44-29508, 44-29518/29524, 44-29624, 44-29627, 44-29652, 44-29672, 44-29676, 44-29677, 44-29701, 44-29703, 44-29724, 44-29752, 44-29753, 44-29759, 44-29781, 44-29784, 44-29795/29798, 44-29800, 44-29813, 44-29823, 44-29824, 44-29836, 44-29841, 44-29842, 44-29858, 44-29862, 44-29863, 44-29865/29867, 44-29888, 44-29902, 44-29909, 44-29911, 44-29915, 44-29920, 44-29923/29929, 44-29937/29939, 44-29943/29947, 44-29950, 44-29951, 44-29968, 44-29971, 44-29973, 44-29975, 44-29976, 44-29994, 44-29996, 44-29998, 44-30007/30009, 44-30012, 44-30021, 44-30025, 44-30034, 44-30036/30038, 44-30056, 44-30057, 44-30059/30061, 44-30065, 44-30076, 44-30078, 44-30081/30083, 44-30090, 44-30096, 44-30098, 44-30100, 44-30103, 44-30105, 44-30107, 44-30111, 44-30114, 44-30121, 44-30126, 44-30130/30133, 44-30135, 44-30138, 44-30152, 44-30153, 44-30154, 44-30155, 44-30158, 44-30161, 44-30205, 44-30209, 44-30213, 44-30224, 44-30227, 44-30230/30233, 44-30236, 44-30237, 44-30239/30241, 44-30243, 44-30253, 44-30279, 44-30322, 44-30331, 44-30363, 44-30372, 44-30380, 44-30385, 44-30389, 44-30395, 44-30423, 44-30470, 44-30474, 44-30477, 44-30480, 44-30573, 44-30585, 44-30595, 44-30596, 44-30623, 44-30624, 44-30627, 44-30633, 44-30640, 44-30647, 44-30649, 44-30662, 44-30676, 44-30698, 44-30700, 44-30702, 44-30714, 44-30731, 44-30734, 44-30736, 44-30750, 44-30753, 44-30761, 44-30762, 44-30764, 44-30765, 44-30776, 44-30785, 44-30788, 44-30825, 44-30827, 44-30834, 44-30860, 44-30869, 44-30875, 44-30880, 44-30913, 44-30915, 44-30916, 44-30925, 44-30953, 44-30954, 44-30977, 44-30978, 44-31005/31008, 44-31015, 44-31021, 44-31022, 44-31024, 44-31032, 44-31045, 44-31173, 44-31183, 44-31185, 44-31186, 44-31188, 44-31193, 44-31194, 44-31195, 44-31316, 44-31322, 44-31345, 44-31365, 44-31385, 44-31401, 44-31403, 44-31420, 44-31477, 44-31481, 44-31485, 44-31498, 44-86692, 44-86699, 44-86715, 44-86748, 44-86753, 44-86769, 44-86787, 44-86791, 44-86792, 44-86794, 44-86796, 44-86797, 44-86806, 44-86809, 44-86828, 44-86846, 44-86848, 44-86873, 44-86883, 44-86887, 45-8803, 45-8852, 45-8853, 45-8855, 45-8858/8860, 45-8865, 45-8866, 45-8867, 45-8868, 45-8869, 45-8878, 45-8895 and 45-8897.
The designation **JB-25J** was used for aircraft 44-30854 whilst 44-31171 was designated as **JTB-25J**. Other conversions included the **CB-25J** (43-4030, 44-29229, 44-29724, 44-29839, 44-29944, 44-30047, 44-30049, 44-30058, 44-30243, 44-30674, 44-30843, 44-30971, 44-31341, 44-31343, 44-86732, 44-86874 and 45-8842), the **EB-25J** (44-30322, 44-30328, 44-30347 and 44-30423), **JB-25J** (44-30423) and **VB-25J** (43-28060, 44-28938, 44-30204, 44-30275, 44-30319, 44-30801, 44-30955, 44-30971, 44-30976, 44-86703, 45-8817 and 45-8891). The designation **RB-25J** was used for aircraft 44-29037. An aircraft with serial 42-4030 was converted to **VB-25J** for use by General Eisenhower.
The **TB-25K** designation was applied to 117 B-25Js converted radar trainers. Serials included 44-29509, 44-30235, 44-30643, 44-30761, 44-30937, 44-86785 and 44-86814. One of these, 44-29509, was used for permanent testing as **NB-25K**.
The **TB-25L** version was used for 90 converted B-25Js and included aircraft 44-28914.
Forty B-25Js were converted to **TB-25M** radar trainer and the serials included 44-30444 and 44-30493.
Finally a number of B-25Js were converted to **TB-25N** trainers. These included aircraft with serials 42-3910, 43-27596, 43-27712, 43-27868, 43-28059, 43-28060, 43-28204, 43-28222, 43-35972, 43-35974, 43-36074, 43-86800, 44-28738, 44-28765, 44-28837, 44-28866, 44-28925, 44-28938, 44-29121, 44-29125, 44-29127, 44-29366, 44-29465, 44-29507, 44-29808, 44-29835, 44-29839, 44-29887, 44-29919, 44-29939, 44-30011, 44-30159, 44-30210, 44-30243, 44-30324, 44-30386, 44-30422, 44-30423, 44-30456, 44-30493, 44-30535, 44-30606, 44-30607, 44-30613, 44-30649, 44-30635, 44-30690, 44-30721. 44-30733, 44-30734, 44-30737, 44-30748, 44-30756, 44-30801, 44-30832, 44-30854, 44-30925, 44-30979, 44-30996, 44-31004, 44-31032, 44-31042, 44-31170, 44-31172, 44-31173, 44-31487, 44-31489, 44-31504, 44-86701, 44-86715, 44-86716, 44-86734, 44-86746, 44-86747, 44-86749, 44-86752, 44-86772, 44-86777, 44-86779, 44-86782, 44-86785, 44-86798, 44-86811, 44-86843, 44-86844, 44-86853, 44-86805, 44-86880, 45-8887, 45-8887, 45-8898 and 45-8822.
A single B-25J with serial 44-30861, a VB-25J with serial 44-30801 and some TB-25N with serials 45-8822 and 45-8843, were converted to the **VB-25N** staff transport.
Large number of aircraft of all versions were diverted to the US Navy.

Refer also to AT-24, R-10, PBJ

B-26
Martin 179 Marauder

Specifications:
span: 65', 19.81 m
length: 56', 17.07 m
engines: 2 Pratt & Whitney R-2800-5
max. speed: 315 mph, 507 km/h



(Source: USAF via 10af.afrc.af.mil/photos)

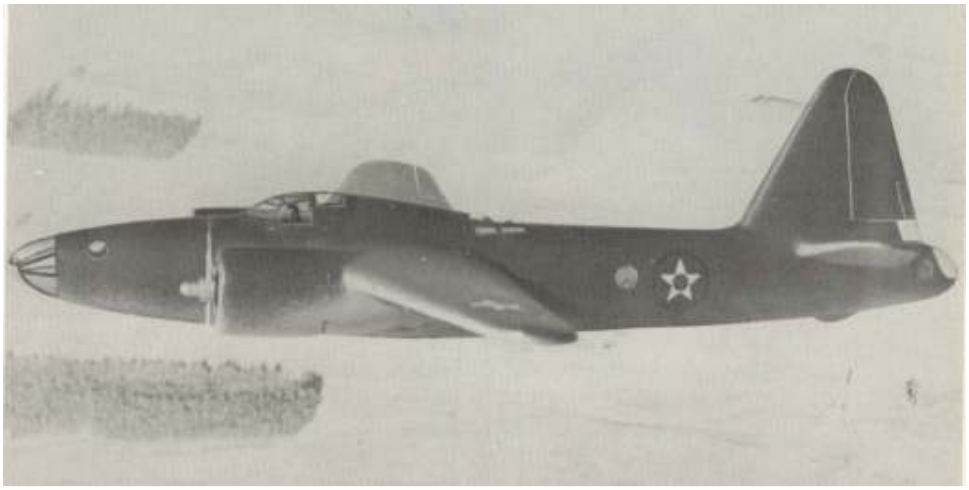
Originally to be named 'Flying Torpedo' or 'Martian', 5157 Marauders were built. The **B-26** was the first version of which 201 were ordered in September 1939. The first flight was on 25 November 1940 and the serials were 40-1361/1561. Those remaining in service on 22 October 1942 were redesignated as **RB-26**.
The **B-26A** version had R-2800-9 engines and a length of 58'3", 17.75 m and other changes resulting from operating experience were also incorporated. 139 were built with serials 41-7345/7483 and 52 went to the RAF. Those remaining in service on 22 October 1942 were redesignated as **RB-26A**.
The **B-26B** incorporated an increased span of 71', 21.64 m and R-2800-41 engines. The length was similar to that of the B-26A. 2091 were built, some of which had R-2800-43 engines, and the serials were 41-17544/18334, 41-31573/32072, 42-43260/43459 and 42-95629/96228. Of these a large number were completed as AT-23A. 19 B-26Bs were supplied to the RAF whilst a number were converted to **CB-26B** transports. In 1944 AT-23As remaining in service were redesignated as **TB-26B**. The designation TB-26B has also been associated with aircraft serialled 41-18228, 41-18241, 41-31626, 41-31735, 41-31758, 41-31909, 41-31922, 41-31988, 41-31995, 41-32004 and 41-32062. These may have been designated as AT-23A earlier but there is no documentary evidence to support this. On 10 June 1948 those B-26Bs remaining in service were redesignated as **ZB-26B**. The designation **RB-26B** is also known and was used for aircraft including serials 42-43338 and 42-43347.
The **B-26C** had R-2800-43 engines and 1534 were built at the Omaha and Baltimore plants with serials 41-34673/35872 and 42-107497/107830 whilst a batch with serials 42-107856/108470 was cancelled. One B-26B with serial 41-17571 was also converted to B-26C. 100 of the B-26Cs went to the RAF whilst many were completed as AT-23B. Those AT-23B that remained in service in 1944 were redesignated as **TB-26C** whilst aircraft with serials 41-34815, 41-34829, 41-34843, 41-35096, 41-35099, 41-35129, 41-35182, 41-35281, 41-35298, 41-35312, 41-35321, 41-35377, 41-35439, 41-35468, 41-35751, 41-35763 and 41-35765 were converted outright as TB-26C. The AT-26B/TB-26C was also used by the US Navy as JM-1. B-26Cs remaining in service on 10 June 1948 were redesignated as **ZB-26C**.
The **XB-26D** designation was assigned to a single B-26 with serial 40-1380 fitted with experimental de-icing equipment.
The **B-26E** designation was used for a single B-26B fitted with different armament for testing purposes whilst B-26C 41-34680 was converted to **XB-26E**.
The **B-26F** was similar to the B-26B but had a length of 56'1", 17.09 m and was fitted with R-2800-41 engines as well as a modified fuel system and an increased wing dihedral. 300 were built with serials 42-96229/96528 of which 200 went to the RAF and South Africa. The designation **TB-26F** was applied to converted aircraft 42-96230.
The **B-26G** version was based on the B-26F and 893 were built with serials 43-34115/34614, 44-67805/67954, 44-67970/68221 and 44-68254. 150 went to the RAF. B-26Gs with serials 43-34547, 43-34550, 44-67945/67954 and 44-68222/68253 were converted to **TB-26G**, a crew trainer version. In addition aircraft with serials 44-67955/67969 were built outright as TB-26G. A number were transferred to the US Navy as JM-2.
A single B-26G, 44-68221, was converted to **XB-26H** when it was fitted with a tandem main undercarriage as a test for the B-47 and B-48 designs. On 10 June 1948 the aircraft was redesignated as **ZXB-26H**.
On 11 June 1948 several versions of the Douglas Invader, originally designated as A-26 in the A = Attack series, were redesignated in the B = Bomber series. Known redesignations are B-26B, B-26C, RB-26C and XB-26F, whilst, at a later date, more designations were added due to conversions etc.

Refer also to A-26, AT-23, JM

B-27
Martin 182

Specifications:

span:	84'1", 25.63 m
length:	60'9", 18.52 m
engines:	2 Pratt & Whitney R-2800-9
max. speed:	376 mph, 605 km/h



(Source: Lloyd S. Jones, US Bombers)

The **XB-27** high altitude bomber was ordered in August 1939 but not built. The specifications are based on estimates only.

B-28
North American

Specifications:

span:	72'7", 22.12 m
length:	56'5", 17.20 m
engines:	2 Pratt & Whitney R-2800-11
max. speed:	372 mph, 599 km/h

(Source: USAF via 10af.afrc.af.mil/photos)

The **XB-28** was a high altitude development of the Mitchell design. Three aircraft were ordered on 13 February 1940 with NA63 charge number. One was completed as XB-28 with serial 40-3056 and flew for the first time on 24 April 1942. A second aircraft, 40-3058, was completed as **XB-28A** with R-2800-27 engines and charge number NA67. The third aircraft, with serial 40-3057 was never completed.

B-29
Boeing 345 Superfortress

Specifications:

span:	141'3", 43.05 m
length:	99', 30.18 m
engines:	4 Wright R-3350-23
max. speed:	358 mph, 576 km/h

(Source: USAF via 10af.afrc.af.mil/photos)

The Superfortress was a heavy four engined bomber designed against specifications issued in January 1940. Three examples of the **XB-29** were ordered from 29 August 1940 with serials 41-002/003 and 41-18335 and the first flight was on 21 September 1942. These aircraft were fitted with R-3350-13 engines and had a length of 98'2", 29.92 m.
They were followed by 14 **YB-29** service test aircraft with serials 41-36954/36967 and were fitted with R-3350-21 engines. One of these aircraft, 41-36954, was later converted to XB-39.
The first main production version was the **B-29** to which the specifications apply. Production was ordered on 17 May 1941 and was undertaken by Boeing, Bell/Atlanta, Martin/Omaha whilst production by North American/Inglewood and Fisher Body was also considered. The production details are:

	built	cancelled
Boeing	1620	1345
Martin	536	239
Bell	358	827
North American	0	200
Fisher Body	0	0

The serials were 42-6205/6454, 42-24420/24919, 42-63352/63580, 42-63737, 42-63744, 42-63750, 42-65202/65401, 44-27259/27358, 44-69655/70154, 44-83894, 44-83900, 44-83904, 44-83908, 44-83911, 44-83914, 44-83917, 44-83920, 44-83923, 44-83926/834940(even numbers), 44-83945/83957(odd numbers), 44-83960, 44-83962, 44-83964/84148 (even numbers), 44-84152, 44-84156, 44-86242/86473, 44-87584/87783 and 45-21693/21872. Cancelled serials included 42-14502/14701, 44-84150, 44-84154, 44-84157/84389, 44-86473/86691, 45-21873/22392, 45-40911/41735 and 45-42480/43079.
The various conversions included the **DB-29** drone director conversion, **GB-29** carrier aircraft for experimental aircraft such as the X-1 (serial 45-21800), **KB-29** tankers (with serials 44-69704, 44-69729, 44-70024, 44-87753, 44-87770, 44-87779 and 45-21781), **QB-29** radio controlled target conversion, **SB-29** search and rescue version with a life boat suspended under the fuselage (serials included 42-63750, 44-61671, 44-69957, 44-69982, 44-70104, 44-70119, 44-84030. 44-84078, 44-84084, 44-84086, 44-84094, 44-84096, 44--84112, 44-84124, 44-86259, 44-86303, 44-86308, 44-86355 and 44-87665), and the **WB-29** weather reconnaissance conversion (including serials 44-61872, 42-65281, 44-69770, 44-69791, 44-69987, 44-70134, 44-70153, 44-86267, 44-86331, 44-86379, 44-86399, 44-87744, 44-87756, 45-21824 and 45-21838). The designation **TB-29** was used for aircraft 42-6346, 42-6398, 42-6405, 42-24434, 42-24503, 42-24527, 42-24705, 42-63506, 42-65375, 42-65382, 44-27279, 44-27283, 44-27289, 44-69778, 44-69830, 44-69858, 44-69972, 44-70016, 44-70133, 44-86288, 44-86313, 44-86380, 44-86440, 44-86448, 44-87627 and 44-87774.
The designation **EB-29** was assigned to aircraft 45-21857 which was modified for upper atmosphere research.
In 1945 those aircraft converted to F-13 photo reconnaissance aircraft and remaining in service, were redesignated as **FB-29** and further as **RB-29** on 11 June 1948. Aircraft with serials 44-61796, 44-61891, 44-62128, 44-87750, 44-87760, 45-21717 and 45-21823 have also been identified as RB-29 but it is not clear whether they carried the F-13 and/or FB-29 designation as well.
The **B-29A** version had a span of 142'3", 43.36 m and was fitted with R-3350-57 engines. 1119 were built by Boeing with serials 42-93824/94123 and 44-61510/62328. The production of 2181 aircraft, including 44-62329/62909 and 44-75027/76026, was cancelled. On 10 June 1948 those F-13As remaining in service were redesignated as **RB-29A**. The **TB-29A** designation was

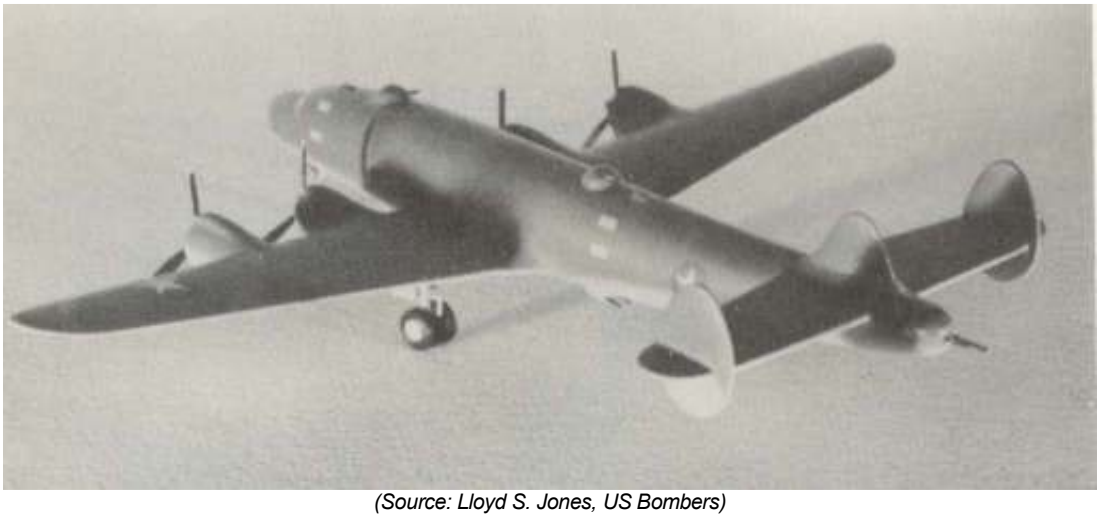
used for trainer conversions of the B-29A. Known serials included 42-93839, 42-93862, 42-93988, 42-94108, 42-94065, 42-94107, 42-94122, 44-61747, 44-61748, 44-61858, 44-62093 and 44-62215. Aircraft 44-62093 was further converted to **ETB-29A** to test the wing tip to wing tip hook-up with two EF-84Bs (48-641 and 48-661) which combination was flown but crashed on the first flight.
A number of aircraft, with serials 44-61600, 44-61640, 44-61710, 44-61974, 44-62040, 44-62079, 44-62080, 44-62090, 44-62163, 44-62225, 44-62277, 44-62281, 44-69676 and 44-69769, were converted to **WB-29A**.
The **B-29B** version was basically similar to the B-29 but had the tail guns removed and carried R-3350-51 engines. 313 were built by Bell alongside the B-29s resulting in an intricate mixture of serials. The serials were 42-63581/63736, 42-63738/63743, 42-63745/63749, 42-63751, 44-83890/83893, 44-83895/83899, 44-83901/83903, 44-83905/83907, 44-83909/83910, 44-83912/83913, 44-83915/83916, 44-83918/83919, 44-83921/83922, 44-83924/82925, 44-83927/83939(odd numbers), 44-83941/83944, 44-83946/83958(even numbers), 44-83959/84151(odd numbers) and 44-84155. 44-84153 was cancelled.
Conversion of the B-29B included two **EB-29B**s (44-84111 and 44-84141), of which 44-84111 was converted as the launch vehicle for the XF-85, and **TB-29B** conversions (incl. 42-63642, 44-83973, 44-84053, 44-84076).
The **B-29C** was a projected version with unspecified Wright R-3350 engines. 5000 were cancelled.
The **XB-29D** designation was first used for a B-29A fitted with Pratt & Whitney R-4360-33 engines. The aircraft, with serial 42-93845, was eventually redesignated as XB-44. The production version was designated as **B-29D**, had an enlarged fin and R-4360-35 engines. 200 were ordered in July 1945 and subsequently cancelled although the order was later reinstated as B-50.
A single B-29 was converted to **XB-29E** to test fire control systems whilst six B-29s were converted to **B-29F** for cold weather trials. The latter included 45-21855.
The **XB-29G** designation was used for a converted B-29B with serial 44-84043 which was used in tests with a large variety of jet engines attached in the bomb bay.
The **XB-29H** was a converted B-29A (44-62272) used in special armament tests whilst six B-29s (including serials 44-84061, 44-86398 and 44-86402) were used for engine tests as **YB-29J**. Two of these, including 44-84061, were later converted to **FB-29J** for reconnaissance duties and were redesignated as **RB-29J** on 10 June 1948. Two of the YB-29Js (44-86398 and 44-86402) were in May 1948 converted with refuelling systems and were redesignated as **YKB-29J**.
The **CB-29K** was used for a single B-29 used as a freighter.
After having an initial designation of **KB-29K**, the **KB-29M** designation was used for 92 B-29s and B-29As converted to tankers with a hose system. The serials included 44-27329, 44-27330, 44-61855, 44-62320, 44-69710, 44-69729, 44-69806, 44-69809, 44-69860, 44-69951, 44-86347, 44-86420, 44-87601, 44-87622, 44-87651, 44-87680, 44-87704, 44-87725, 44-87741, 44-87758, 44-87776, 44-87777, 44-87779, 44-87781, 44-87782, 44-87783, 45-21697, 45-21699/21701, 45-21703, 45-21704, 45-21705, 45-21706, 45-21713, 45-21734, 45-21741, 45-21764, 45-21778, 45-21792 and 45-21840.
In addition 74 B-29s were fitted with receptacles for the tankers. They were initially designated as **B-29L** and became **B-29MR**. The serials included 44-87651 and 44-87741.
The **KB-29P** designation was assigned to 119 B-29s fitted with a flying boom refuelling system. It included aircraft with serials 44-27268, 44-27338, 44-27348, 44-69674, 44-69685, 44-69693, 44-69699, 44-69702, 44-69716, 44-69731, 44-69797, 44-69815, 44-69822, 44-69846, 44-69847, 44-69853, 44-69874, 44-69875, 44-69915, 44-69953, 44-69960, 44-69981, 44-70024, 44-70026, 44-70081, 44-83890, 44-83891, 44-83897, 44-83905, 44-83906, 44-83918, 44-83922, 44-83943, 44-83944, 44-83950, 44-83951, 44-83956, 44-83959, 44-83962, 44-83967, 44-83985, 44-83989, 44-83993, 44-83999, 44-84005, 44-84007, 44-84009, 44-84029, 44-84038, 44-84047, 44-84055, 44-84071, 44-84107, 44-84119, 44-84107, 44-84119, 44-84120, 44-84123, 44-84134, 44-84139, 44-84141, 44-84144, 44-84149, 44-84151, 45-21769, 45-21785, 45-21788 and 45-21865. One of these aircraft, 44-83951, was later converted to **JKB-29P**.
A single KB-29M was converted with a three point hose refuelling system as **YKB-29T**. The serial was 45-21734 and it served as a test bed for the KB-50D system.
The designation **B-29N**, **B-29Q**, **B-29R** and **B-29S** were not assigned although it has been suggested that aircraft 42-6258, 42-6266 and 42-65377 were converted to **TB-29Q**.
A total of 3970 Superfortresses were built.

Refer also to B-39, B-44, B-50, R-13, P2B

B-30
Lockheed 51

Specifications:

span:	123', 37.49 m
length:	104'8", 31.90 m
engines:	4 Wright R-3350-13
max. speed:	382 mph, 615 km/h



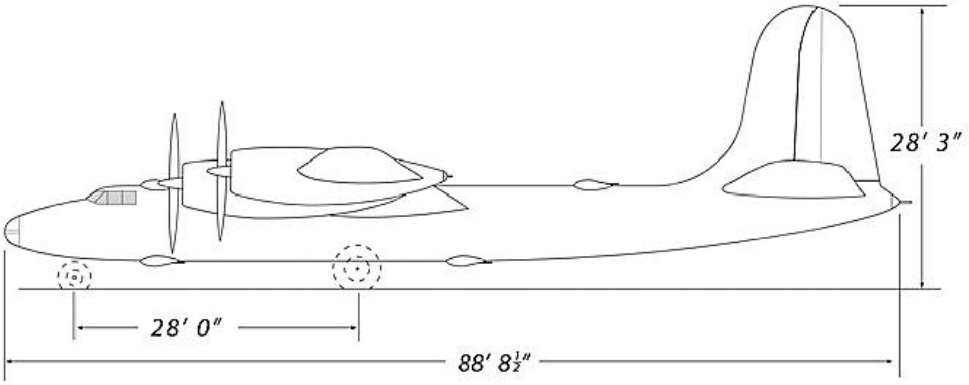
(Source: Lloyd S. Jones, US Bombers)

A development of the Lockheed 49 Constellation and also known as the model 249, the **XB-30** was based on the same design brief as the B-29. A contract for a preliminary design was awarded on 27 June 1940 but Lockheed subsequently withdrew from the competition as the company did not have the production capacity and no aircraft was ever built.

Refer also to C-69, C-121, PO, R7O, R7V, WV, W2V

B-31
Douglas 332F

Specifications:
span: 140’8”, 42.89 m
length: 88’8”, 27.04 m
engines: 4 Wright R-3350
max. speed:



(Source: AC Researcher, via secretprojects.co.uk)

As part of the B-29/B-32 design competition Douglas studied a number of designs. No aircraft were ordered but the serial 41-004 was associated with the **XB-31** designation.
For a long time it was thought that this involved the model 423, which had a span of 207', 63.09 m and a length of 117'3", 35.74 m but research undertaken in 2014 indicated that the XB-31 designation was linked to the Douglas model 332F.
It is likely, but not confirmed that the model 423 was designed to meet the B-36 requirements.

B-32
Consolidated 33/34 Dominator

Specifications:

span:	135', 41.15 m
length:	82'1", 25.02 m
engines:	4 Wright R-3350-21
max. speed:	376 mph, 605 km/h

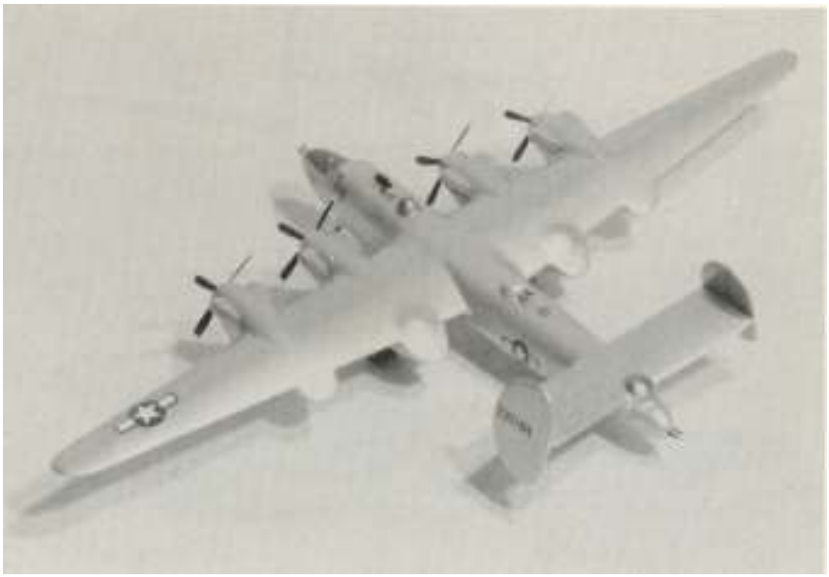
(Source: USAF via 10af.afrc.af.mil/photos)

The B-32 design was developed as a back-up to the B-29. Two **XB-32** prototypes were ordered on 9 September 1940 with serials 41-141/142 with a third aircraft, 41-18336 ordered at a later date. The first aircraft had a twin fin configuration and a fully glazed nose and flew for the first time on 7 September 1942. The second aircraft had a stepped windscreen arrangement whilst the third aircraft had a single fin. The prototypes had a length of 83', 25.30 m and R-3350-13 engines.
Thirteen **YB-32**s were ordered in June 1941 with serials 42-108471/108484. The order was later cancelled and replaced by an order of **B-32** with the same serials.
This was followed by an order for B-32 with serials 42-108485/108584 and 44-90486/90985 whilst another 1596 were cancelled, including 42-108585/108594, 44-90484 and 44-90485.
The first two aircraft were completed in the summer of 1944 whilst the next eight aircraft were not completed until December 1944. The third and the ninth aircraft went to Wright Field for flight and static tests, respectively whilst it has been suggested that as many as fifteen aircraft reached operational units before the war ended and were flown on combat missions. Aircraft 44-90486 was also accepted. After the end of the war further contracts were cancelled although production continued for some time with the aircraft being flown directly to the scrap yards.
Aircraft 42-108485/108524 were completed as **TB-32**, a training version without armament and gun turrets as well as with a non-glazed nose.

B-33
Martin 190 Super Marauder

Specifications:

span:	134', 40.84 m
length:	79'10", 24.33 m
engines:	4 Wright R-2600-15
max. speed:	345 mph, 555 km/h



(Source: Lloyd S. Jones, US Bombers)

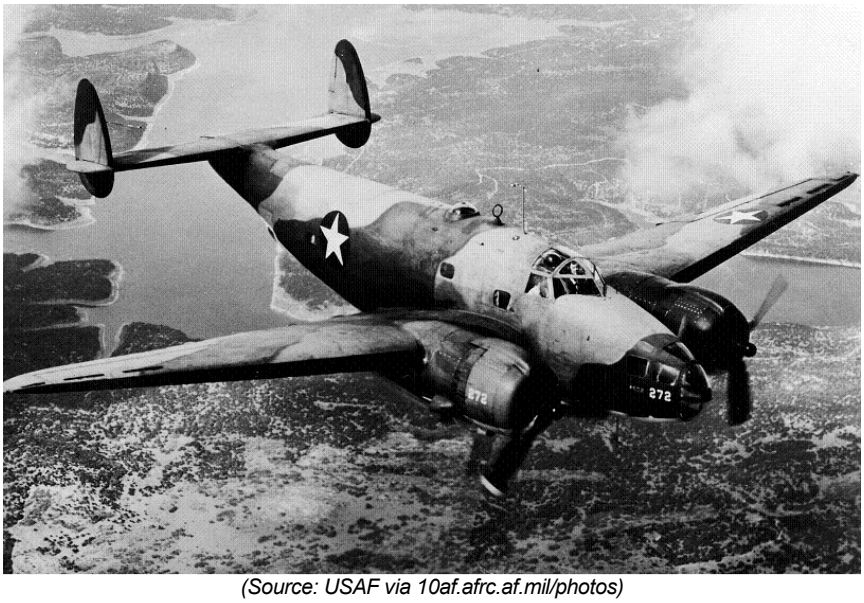
The **XB-33** was a pressurised development of the Marauder with a twin tail configuration similar to the PBM Mariner. The span was 100', 30.48 m, length 71', 21.64 m, and it was intended to fit 2 Wright R-3350 engines. Two aircraft were ordered with serials 41-28407/28408 but they were cancelled. The same serials were then used again for the **XB-33A** to which the specifications apply. Production of 400 **B-33A**s was cancelled and these aircraft may have had serials 42-35184/35583. A single aircraft with serial 42-38279 was also cancelled.

It has also been suggested that the XB-33 design was known as the Model 189 and was also referred to MX-34 and XC-218, which are proposal numbers.

B-34
Lockheed 37 Lexington

Specifications:

span:	65'6", 19.96 m
length:	51'5", 15.67 m
engines:	2 Pratt & Whitney R-2800-31
max. speed:	315 mph, 507 km/h



(Source: USAF via 10af.afrc.af.mil/photos)

The Lexington was developed from the Lodestar transport against British requirements. Under the Lend Lease arrangements 200 **B-34s** were procured for the RAF as Ventura II with serials 41-38020/38219. A number of these were repossessed by the USAAF as **RB-34**.
Under the so called Reverse Lend Lease arrangements, 333 RAF Venturas were returned to the USAAF as **B-34A**. Some of these aircraft had been directly purchased by the RAF. The aircraft did retain their RAF serials in the AJ235/442 range and no USAAF serials were assigned. Serials 42-14222/14236 referred to cancelled B-34As. It is claimed that 167 of the B-34As were later designated as **RB-34A**.
The **B-34B** designation was originally assigned for those aircraft which had been ordered as O-56 and were produced as B-37. Later the designation was used for 117 B-34As which had been converted as navigational trainers. It has been suggested that the **RB-34B** designation was assigned to 13 converted RB-34s.
The **XB-34B** designation was also unofficially used for a proposed USAAF version of the PV-2 Harpoon. This design had a span of 74'11", 22.83 m, length of 52'1", 15.88 m, 2 Pratt & Whitney R-2800-31 engines and a max. speed of 282 mph, 454 km/h.

Refer also to B-37, C-56, C-57, C-59, C-60, C-66, C-111, O-56, PBO, PV, R5O

B-35
Northrop

Specifications:
span: 172', 52.43 m
length: 53', 16.15 m
engines: 4 Pratt & Whitney R-4360-17/21
max. speed: 390 mph, 628 km/h

(Source: USAF via 10af.afrc.af.mil/photos)

The B-35 was a flying wing design evolved from the MX-140 project. Two **XB-35**s were built with serials 42-13603 and 42-38323. The first aircraft, which flew on 25 June 1946, had contra rotating propellers whereas the second aircraft had single propellers. The second aircraft flew for the first time on 26 June 1947. Both aircraft were scrapped in August 1949.
Thirteen pre-production **YB-35**s were ordered with serials 42-102366/102378 on 17 December 1942. Only two, 42-102366 and 42-102369, were completed to this standard and the first one flew on 12 May 1948.
The designation **YB-35A** referred to the last five YB-35s (42-102374/102378) which were completed to this standard.
The designation **YB-35B** was initially used for what became the YB-49 and two aircraft (42-102367 and 42-102368) were converted and eventually redesignated as YB-49.
Aircraft 42-102366 was eventually redesignated as **RB-35**, along with 42-102370/102373.
The designation **RB-35B** applied to further conversion of aircraft 42-102370/102377.
The second prototype, 42-38323, was converted as **EB-35**, whilst the first prototype, 42-13603, was converted as **ERB-35** (type N.45).
The **EB-35B** (type N.48) version was to have been engined by four Northrop XT37 engines but was never built although some sources have aircraft 42-102378 linked to this designation. Other sources suggest this particular aircraft was redesignated as **YRB-35** for the tests.
Aircraft 42-102370/102375 and 42-102377 were eventually designated as **YB-35B**, the second application of this designation, but most likely never flew with this designation, instead being used for spare parts.
Aircraft with serials 42-102367, 42-102368, 42-102369 and 42-102376 were used in the B-49 programme.
In June 1943 200 **B-35A**s were ordered for production with Martin/Omaha but they were all cancelled. They had serials 43-35126/35325.

Refer also to B-49, B2T

B-36
Consolidated 36 Peacemaker

Specifications:
span: 230', 70.10 m
length: 163', 49.68 m
engines: 6 Pratt & Whitney R-4360-25
max. speed: 346 mph, 557 km/h

(Source: USAF via 10af.afrc.af.mil/photos)

Originally given the model number 35, the model 36 was first conceived in April 1941 in a competition for a very long range heavy bomber in which designs had been submitted by Boeing (models 384 and 385), Douglas (model 423) and Northrop (B-35), whilst there is also evidence of a North American design (NA-116).
The **XB-36** prototype, with serial 42-13570, was ordered on 15 November 1941 but because of the priority of B-24 production, progress was very slow and the aircraft was not completed until September 1945 and did not make its first flight until 8 April 1946.
Originally also ordered as XB-36, the **YB-36**, with serial 42-13571 had a modified cockpit configuration and R-4360-41 engines. It flew for the first time on 4 December 1947 and was in June 1948 converted with a 4 wheel main undercarriage. In 1950 it was further converted to RB-36E standards.
The initial production version was the **B-36A** of which 22 were built with serials 44-92004/92025. The first flight took place on 28 August 1947 and all but one were eventually converted to RB-36E. The first aircraft, 44-92004 was eventually used for destruction testing. It has also been referred to as **YB-36A**.
The **B-36B** version was fitted with R-4360-41 engines and 73 were built with serials 44-92026/92098. Five aircraft with serials 44-92099/92103 were cancelled as part of the B-36C development programme. The first B-36B flew on 8 July 1948 and of those produced 7 were completed as RB-36D whilst 64 were converted to B-36D, some of them prior to delivery.
The **YB-36C** designation was used for the prototype of a version fitted with tractor engines. The length of this version was 162', 49.38 m and the engines were R-4360-51. It was proposed to complete the B-36B airframes with serials 44-92065/92098 as production **B-36C**s but the programme was cancelled on 22 August 1947 and the airframes concerned were completed as B-36B.
To increase the performance of the bomber, the **B-36D** version introduced in addition to the R-4360-41 engines, four auxiliary General Electric J47-GE-11 (later –19) fitted in underwing pods on the outer wing. The pods were similar to those of the B-47 and were built by Bell. The length of this version was 162'1", 49.40 m and a B-36B with serial 44-92057 was converted to this standard as the **YB-36D** prototype but, due to the unavailability of the J47, this aircraft had 4 Allison J35-A-19 jets. It made its first flight on 26 March 1949. A further 22 B-36Ds were built outright with serials 49-2647/2668 whereas 64 B-36Bs with serials 44-920926/92034, 44-92036/92056/92074, 44-92076/92078, 44-92080/92087 and 44-92095/92098 were also converted to this standard, some of them prior to delivery. The first flight of a newly built B-36D was on 11 July 1949.
The **RB-36D** was a reconnaissance version of the B-36D of which 17 were built outright with serials 49-2686/2702 and seven were converted from B-36Bs whilst still on the production line. The latter had serials 44-92088/92094. The first flight was on 14 December 1949.
Eleven RB-36Bs were converted as the **GRB-36D** parent aircraft in the FICON project which carried a RF-84F Thunderflash in the bomb bay. The serials were 44-92090, 44-92092, 44-92094, 49-2687, 49-2692, 49-2694, 49-2695, 49-2696, 49-2701 and 49-2702. The first flight was on 28 July 1954.
The designation **ERB-36D** applied to aircraft 44-92088 which was used in project Boston Camera tests.
The **RB-36E** version was similar to the RB-36D but was fitted with R-4360-53 and J47-GE-19 engines. The YB-36 (42-13571) and 21 B-36As (44-92005/92025) were converted to this standard. The first converted aircraft flew on 7 July 1950.
The **B-36F** was similar to the B-36D and 34 were built with serials 49-2669/2685 and 50-1064/1082. The first flight was on 18 November 1950.
The **RB-36F** was a reconnaissance version of which 24 were built with serials 49-2703/2721 and 50-1098/1102. The first flight was on 30 April 1951. A single RB-36F with serial 49-2707, was converted to carry a GRF-84F on a hoist in the FICON project

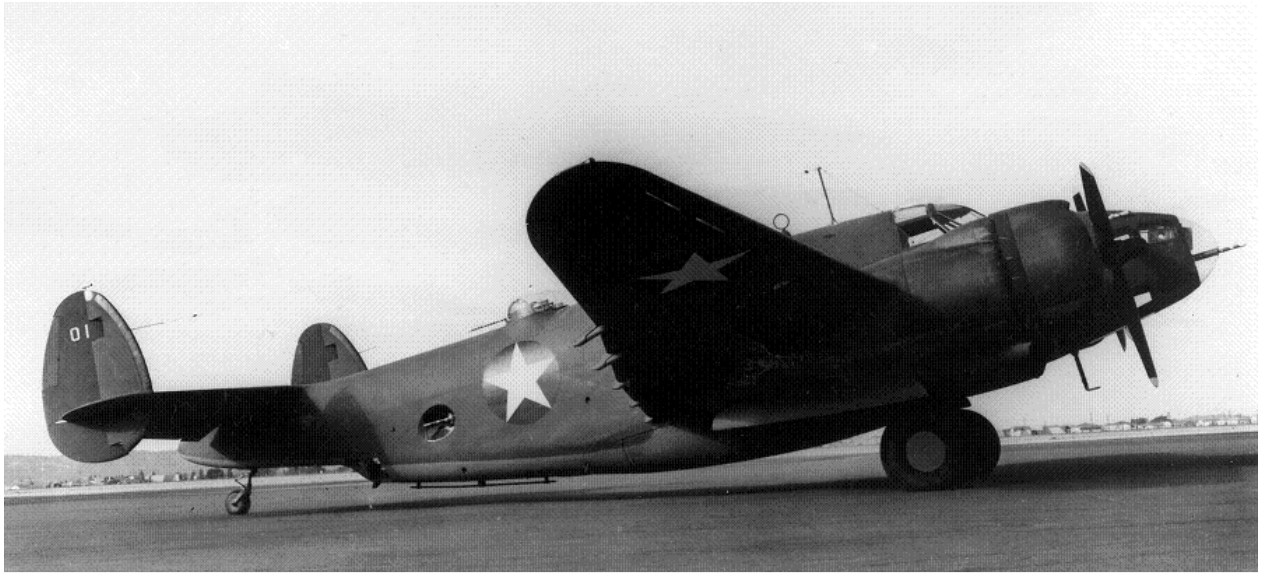
and was redesignated as **GRB-36F**. It was ordered on 19 January 1951 and has also been referred to as **JRB-36F** and **ERB-36F**. In 1955/56 the same aircraft was used for wing tip connection tests with two RF-84Fs.
The designation **YB-36G** was used to initially designate the prototype of the jet engined version which was later redesignated as YB-60. This version had a span of 206', 62.79 m, length of 171', 52.12 m and had 8 Pratt 7 Whitney J57-P-3 engines giving it a speed of 600 mph, 965 km/h. The aircraft were originally part of the B-36F contract and carried serials 49-2676 and 49-2684.
The **B-36H** was similar to the B-36F apart from minor equipment changes. 83 were built with serials 50-1083/1097, 51-5699/5742 and 52-1343/1366. The first flight was on 5 April 1952. One B-36H (51-5706) was used to test in-flight refueling as a tanker in 1953 although the aircraft was not redesignated.
Three B-36Hs were converted as **DB-36H** director aircraft for the GAM-63 missile. The serials were 50-1085, 51-5706 and 51-5710. Alternative designations for these aircraft were **EDB-36H** and **JDB-36H**, whilst 51-5710 was also known as **YDB-36H**. Originally 11 aircraft were to be converted to this standard. The first flight of the YDB-36H was on 3 July 1953.
As part of project MX-1589, one B-36H, 51-5712, was fitted with a nuclear reactor in the fuselage to study the effect of radiation on the airframe. The reactor was not used for propulsion purposes and the aircraft had a modified nose. Designated as **XB-36H** on 11 March 1955 and redesignated as **NB-36H** on 6 June 1955, it made 47 flights between 17 September 1955 and 28 March 1957 although a first flight date of 20 July 1955 has also been quoted, a flight on which the reactor was not switched on. The NB-36H was also known as model 9.
The designation **EB-36H** was used for aircraft 51-5726, 51-5731, 52-1357 and 52-1358. They were redesignated as **JB-36H** in 1955.
The **RB-36H** was a reconnaissance version of which 73 were built with serials 50-1103/1110, 51-5743/5756, 51-13717/13741 and 52-1367/1392. In 1957 51-5748 and 51-5750 were modified to serve as camera platforms to observe nuclear tests. They were redesignated as **JRB-36H**.
Further improvements in the design were made in the **B-36J** and 33 were built with serials 52-2210/2226 and 52-2812/2827. The first flight was in July 1953.
In total 383 B-36s were built.

Refer also to B-60, C-99, X-6

B-37
Lockheed 437

Specifications:

span:	65'6", 19.96 m
length:	51'5", 15.67 m
engines:	2 Wright R-2600-13
max. speed:	298 mph, 479 km/h



(Source: USAF via 10af.afrc.af.mil/photos)

Originally part of an order for 550 O-56s, the only eighteen O-56s that were built were delivered as **B-37**. The serials were 41-37470/37487 and those remaining in service in 1943 were redesignated as **RB-37**.

Refer also to B-34, C-56, C-57, C-59, C-60, C-66, C-111, O-56, PBO, PV, R5O

B-38
Boeing Flying Fortress

Specifications:
span: 103'9", 31.62 m
length: 74', 22.56 m
engines: 4 Allison V-1710-89
max. speed: 327 mph, 526 km/h

(Source: USAAF?)

The **XB-38** was a version of the B-17E with Allison engines. Originally a new aircraft was ordered with serial 42-73515 but this was cancelled in favour of a single B-17E airframe with serial 41-2401. The conversion was ordered on 10 July 1942 and was undertaken by Lockheed Vega as their model V-134. It flew for the first time on 19 May 1943 and was destroyed by fire on 16 June 1943. The demand for Allison engines for the P-38 and P-40 fighters made the further development of this version impractical.

Refer also to B-17, B-40, BQ-7, C-108, CQ-4, Q-7, R-9, PB

B-39
Boeing Superfortress

Specifications:

span:	141'3", 43.05 m
length:	99', 30.18 m
engines:	4 Allison V-3420-11
max. speed:	400 mph, 644 km/h

(Photo: William T. Larkins)

A single YB-29 with serial 41-36954, was converted with different engines and was redesignated as **XB-39**.

Refer also to B-29, B-44, R-13, P2B

B-40
Boeing Flying Fortress

Specifications:
span: 103'9", 31.62 m
length: 74'9", 22.78 m
engines: 4 Wright R-1820-65
max. speed: 292 mph, 470 km/h

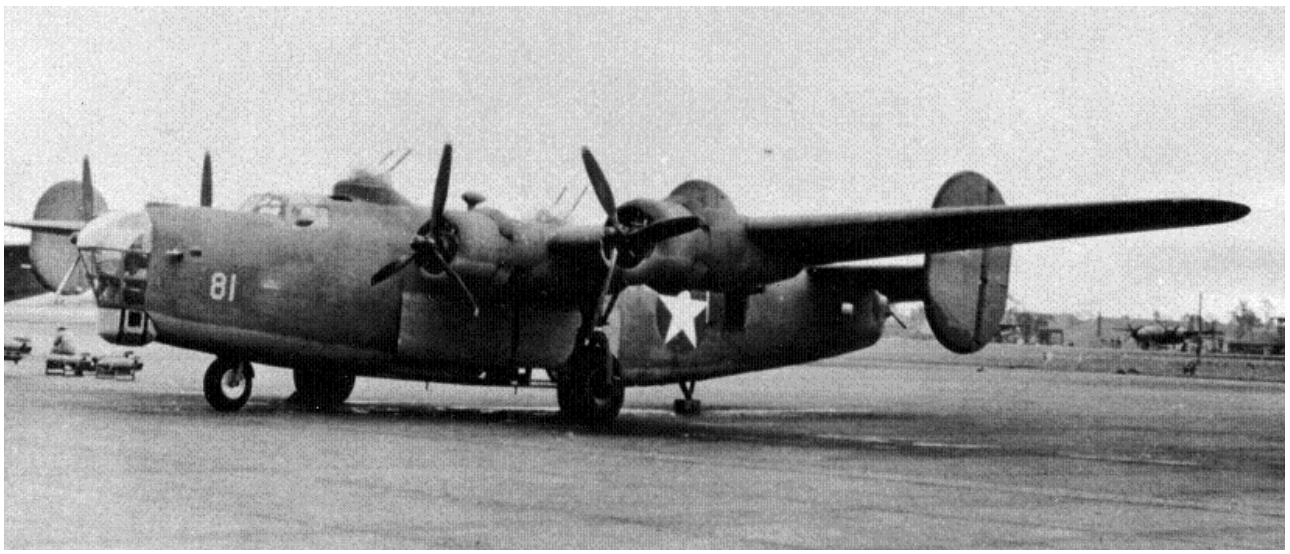
(Source: USAF via 10af.afrc.af.mil/photos)

In order to provide a long range escort for the B-17 bombers a single B-17F was converted in 1943 by Vega as model V-139 with additional armament and armour protection. Designated as **XB-40** the serial was 41-24341.
This was followed by a number of **YB-40**s which had been converted from B-17Fs. The serials were 42-5732/5744, 42-5823, 42-5833, 42-5834, 42-5871 and 42-5920/5927. They were used for some time over Europe but, with the availability of the P-51, were withdrawn and used for gunnery training instead. Aircraft 42-29743 has been identified as **B-40**.
In addition some B-17Fs and YB-40s were converted as **TB-40** crew trainers. The serials were 42-5833, 42-5834, 42-5872, 40-5922 and 42-5926.

Refer also to B-17, B-38, BQ-7, C-108, CQ-4, Q-7, R-9, PB

B-41
Consolidated Liberator

Specifications:
span: 110', 33.53 m
length: 66'4", 20.22 m
engines: 4 Pratt & Whitney R-1830-43
max. speed: 289 mph, 465 km/h



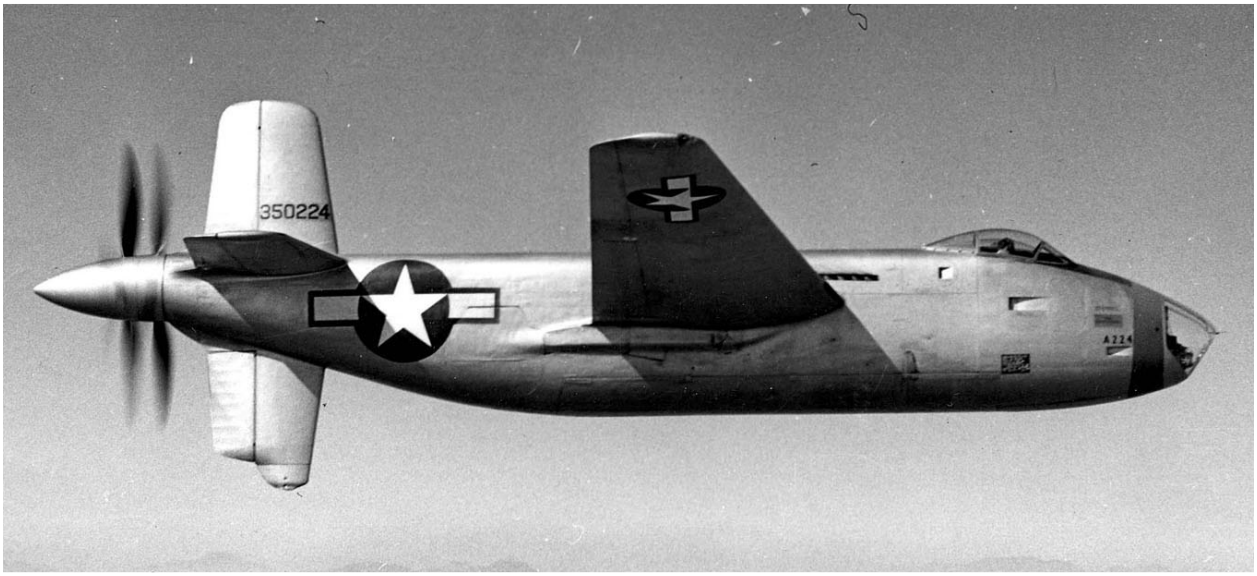
(Source: USAF via 10af.afrc.af.mil/photos)

The **XB-41** was a heavy attack version of the Liberator intended to accompany long range bomber missions. A single B-24D with serial 41-11822 was converted and trials conducted in February 1943 proved to be disappointing. The aircraft was eventually redesignated as TB-24D.
Conversion of 13 other aircraft as **YB-41** was cancelled.

Refer also to AT-22, B-24, BQ-8, C-87, C-109, R-7, PB4Y, RY

B-42
Douglas Mixmaster

Specifications:
span: 70'7", 21.51 m
length: 53'10", 16.41 m
engines: 2 Allison V-1710-125
max. speed: 380 mph, 611 km/h



(Source: USAF via 10af.afrc.af.mil/photos)

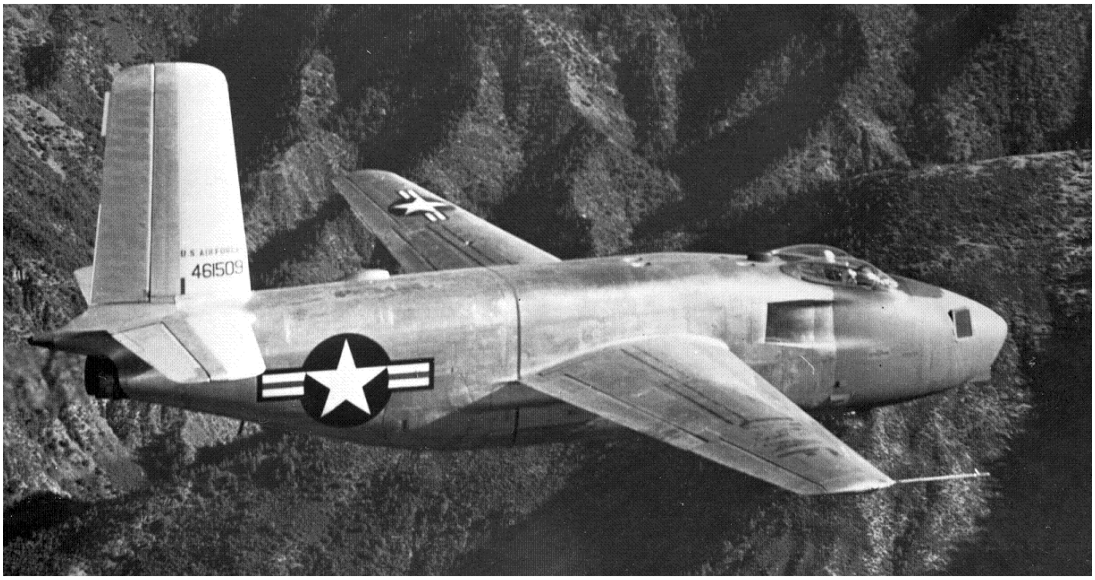
Originally designated as XA-42 and redesignated as **XB-42** on 26 November 1943, the XB-42 had its engines located side-by-side in the fuselage, driving a single contra-prop arrangement in the tail. Evolved from the MX-392 project, two aircraft were ordered with serials 43-50224/50225 and the first aircraft flew for the first time on 6 May 1944. The second aircraft flew for the first time on 1 August 1944 but crashed on 16 December 1944. The first aircraft was later fitted with 2 Westinghouse 19XB-2A auxiliary jets and redesignated as **XB-42A**. It flew like this for the first time on 27 May 1947. This installation was not successful and in June 1949 the aircraft was handed over to the USAF Museum.

Refer also to A-42

B-43
Douglas Jetmaster

Specifications:

span:	71'2", 21.69 m
length:	51'2", 15.60 m
engines:	2 General Electric J35-GE-3
max. speed:	515 mph, 829 km/h



(Source: USAF via 10af.afrc.af.mil/photos)

Based on the B-42 design, and in fact using a static test article of the XB-42, two **XB-43**s were built with serial 44-61508/61509. The first flight took place on 17 May 1946. The aircraft remained in use as test beds until 1953. The project was also known as MX-475.
The **YB-43** was a slightly modified version of which 13 were ordered but eventually cancelled although 44-61509 was converted to this standard.
Production of an initial run of 50 aircraft against an ultimate requirement of 1000, was never commenced.
In early 1945 the XB-43 designation was associated with a Boeing design.

B-44
Boeing Superfortress

Specifications:

span:	141'3", 43.05 m
length:	99', 30.18 m
engines:	4 Pratt & Whitney R-4360-33
max. speed:	400 mph, 644 km/h

(Source: USAAF?)

A single B-29A with serial 42-93845, was re-engined as the **XB-44**, itself a prototype version of the B-50. The aircraft was later redesignated as XB-29D. It flew for the first time in May 1945. Some reference sources refer to this aircraft as the Pratt & Whitney XB-44.

Refer also to B-29, B-39, B-50, R-13, P2B

B-45
North American Tornado

Specifications:
span: 89'6", 27.28 m
length: 75'4", 22.96 m
engines: 4 General Electric J47-GE-7
max. speed: 580 mph, 933 km/h

(Source: USAF via 10af.afrc.af.mil/photos)

Three examples of the **XB-45** were ordered on 13 September 1944 with charge number NA130 and serials 45-59479/59481. The first flight was on 17 March 1947 and the third aircraft was used for static tests. The XB-45 had Allison J35-A-4 engines. The USAF project number was MX-553.
The initial production version was the **B-45A** of which 97 were built with serials 47-001/097. The specifications apply to this version although some of the earlier aircraft had J35-A-9 engines. A number of B-45As were converted as **DB-45A** drone directors whilst three with serials 47-047/049 and 47-096 were converted as **JB-45A** testbeds for Westinghouse engines. 15 B-45As were converted as **TB-45A** trainers, including 47-007 and 47-020. Aircraft with serials 47-012, 47-014 and 47-036 were used for tests with the designation **EB-45A**. Aircraft with serial 47-005 was converted as **EDB-45A**.
The **B-45B** was a projected version with a radar directed fire control system which was not built.
The **B-45C** version had a span of 96', 29.26 m, a length of 75'4", 22.96 m. It had 4 General Electric J47-GE-13/15 engines. 10 were built outright with serials 48-001/010 against an order of 43 which was placed on 17 October 1947. Aircraft with serials 48-011/043 were eventually completed as RB-45C whilst a further two were cancelled. The first flight of the B-45C was on 3 May 1949. In addition many B-45As were converted to this standard.
The **RB-45C** was a reconnaissance version with a length of 75'10", 23.11 m and 33 were ordered on 17 June 1948 with serials 48-011/043. A further 49 were cancelled. The first flight was in April 1950. A number of B-45Cs were converted as **DB-45C** drone directors whilst aircraft 48-008 and 48-009 was converted as **JB-45C** test bed, 48-008 for the General Electric engines. Aircraft 48-005 and 48-017 were converted as **EDB-45**C. The **EB-45C** designation was used for aircraft 48-001, 48-002, 48-008 and 48-010. In addition a single RB-45C with serial 48-017 was used as a testbed with designation **JRB-45C**, whilst DB-47C 48-007 was used as the **EDB-45C** and **JDB-45C** testbed. A number of B-45Cs were converted as **TB-45C** trainers. The designation **NRB-45C** was also applied to 48-017.

B-46
Convair 109

Specifications:
span: 113', 34.44 m
length: 106', 32.31 m
engines: 4 Allison J35-A-3
max. speed: 550 mph, 885 km/h

(Source: USAF via 10af.afrc.af.mil/photos)

Based on the same design specifications as the B-45 and identified as project MX-585, three **XB-46**s were ordered on 27 February 1945 with serials 45-59582/59584. Only the first aircraft was completed and flew for the first time on 2 April 1947. It was scrapped in July 1950. The funds for the remaining two aircraft were transferred to the A-44 design that eventually became the B-53 design. The B-46 programme was cancelled in August 1947.
A production version of the B-46 would have used General Electric J47 engines.

B-47
Boeing Stratojet

Specifications:
span: 116', 35.36 m
length: 107'2", 32.66 m
engines: 6 General Electric J47-GE-23
max. speed: 630 mph, 1014 km/h

(Source: USAF via 10af.afrc.af.mil/photos)

Design of the B-47 was commenced in 1943 but it was not until after the end of WWII that German research data on swept wings was applied. The project designation was MX-584. In May 1946 two **XB-47**s were ordered with serials 46-065/066. They had a length of 108', 32.92 m and one was fitted with General Electric J35-GE-2 engines whilst the second aircraft had J35-GE-3 engines. The first flight was on 17 December 1947.
The first production version was the **B-47A** which had a length of 106'9", 32.54 m and J47-GE-11 engines. 10 aircraft had been ordered with serials 49-1900/1909 and the first flight took place on 25 June 1950. A number these with serials 49-1909, 49-1907, 49-1905 and 49-1903 were converted as **EB-47A**.
The **B-47B**, to which the specifications apply, was the initial major production version and 399 were ordered from November 1948. Of these eight were built by Lockheed and ten by Douglas. The first flight took place on 26 April 1951 and the serials were 49-2642/2646, 50-001/082, 51-2045/2356 of which 51-2145 was cancelled. 74 B-47Bs were converted as **DB-47B** drone directors. They included serials 51-2160, 51-2161, 51-2162, 51-2163, 51-2164, 51-2165, 51-2166, 51-2167, 51-2168, 51-2169, 51-2170, 51-2171, 51-2172, 51-2173, 51-2174, 51-2175, 51-2176, 51-2177, 51-2178, 51-2179, 51-2180, 51-2181, 51-2182, 51-2183, 51-2184, 51-2185, 51-2186, 51-2187, 51-2188, 51-2189, 51-2190, 51-2191, 51-2192, 51-2193, 51-2194, 51-2195, 51-2196, 51-2197, 51-2198, 51-2199, 51-2200, 51-2201, 51-2202, 51-2203, 51-2204, 51-2205, 51-2206, 51-2207, 51-2208, 51-2209, 51-2210, 51-2211, 51-2212, 51-2213, 51-2214, 51-2216, 51-2217, 51-2218, 51-2219, 51-2220, 51-2221, 51-2222, 51-2223, 51-2224, 51-2225, 51-2226, 51-2227, 51-2228, 51-2229, 51-2230, 51-2231, 51-2232, 51-2233 and 51-2234. Another three (51-2186, 51-2328, 51-2350) were converted as the **YDB-47B** drone director fors the Bell XGAM-63 Rascal and the Radioplane GAM-67 Crossbows. The designation **EB-47B** was used for a conversion aircraft 49-2644, 50-002, 50-003, 50-004, 50-018, 50-020, 50-027, 50-037, 50-052, 50-054, 50-077, 51-2046, 51-2071, 51-2075, 51-2078, 51-2103, 51-2155, 51-2160, 51-2198, 51-2222, 51-2279, 51-2300. An aircraft with serial 51-2215 was converted as **WEB-47B**. Aircraft with serials 50-003, 50-077, 51-2047, 51-2052, 51-2071, 51-2075, 51-2080, 51-2090, 51-2155, 51-2159, 51-2160, 51-2198, 51-2200, 51-2222, 51-2279 and 51-2350 were converted as **JB-47B**. Aircraft 51-2328 was flown as **NB-47B**. 24 B-47Bs, including 51-2142, were fitted with cameras as **RB-47B**. Their length was 112'8", 34.34 m. The **YRB-47B** was a prototype conversion although aircraft with serials 51-2050, 51-2054, 51-2055, 51-2056, 51-2057, 51-2058, 51-2060, 51-2061, 51-2062, 51-2063, 51-2064, 51-2065, 51-2066, 51-2132, 51-2139, 51-2142, 51-2144, 51-2147, 51-2149, 51-2152, 51-2154, 51-2157, 51-2159, 51-2162, 51-2164, 51-2167, 51-2169, 51-2173, 51-2174, 51-2179, 51-2184, 51-2187, 51-2189, 51-2194, 51-2195, 51-2201, 51-2203, 51-2205, 51-2207, 51-2208, 51-2209, 51-2213, 51-2214, 51-2216, 51-2218, 51-2219, 51-2221, 51-2223, 51-2226, 51-2228, 51-2229, 51-2233, 51-2235, 51-2236, 51-2238, 51-2239, 51-2241, 51-2242, 51-2244, 51-2245, 51-2247, 51-2248, 51-2249, 51-2250, 51-2252, 51-2253, 51-2255, 51-2256, 51-2258, 51-2259, 51-2261, 51-2262, 51-2264, 51-2266, 51-2268, 51-2270, 51-2274, 51-2275, 51-2280, 51-2281, 51-2285, 51-2286, 51-2288, 51-2292, 51-2293, 51-2297, 51-2301, 51-2304, 51-2311, 51-2312 and 51-2313 were given this designation raising the possibility that some of these may have been incorrectly designated. Aircraft 50-005 was also converted as **ERB-47B** and **JRB-47B**.
66 B-47Bs were converted as **TB-47B** trainers including aircraft with serials 49-2642, 49-2643, 49-2646, 50-001, 50-002, 50-003, 50-004, 50-005, 50-008, 50-009, 50-010, 50-011, 50-012, 50-013, 50-014, 50-015, 50-016, 50-017, 50-018, 50-019, 50-020, 50-021, 50-022, 50-023, 50-025, 50-027, 50-028, 50-029, 50-030, 50-031, 50-032, 50-033, 50-034, 50-036, 50-039, 50-040, 50-041, 50-042, 50-043, 50-044, 50-045, 50-046, 50-047, 50-048, 50-049, 50-050, 50-051, 50-052, 50-053, 50-054, 50-055, 50-056, 50-057, 50-058, 50-059, 50-060, 50-061, 50-062, 50-063, 50-064, 50-066, 50-067, 50-068, 50-070, 50-071, 50-072, 50-073, 50-074, 50-075, 50-076, 50-078, 50-079, 50-080, 51-2045, 51-2047, 51-2049, 51-2050, 51-2051, 51-2052, 51-2053, 51-2055, 51-2056, 51-2057, 51-2058, 51-2059, 51-2060, 51-2061, 51-2062, 51-2063, 51-2064, 51-2065, 51-2066, 51-2067, 51-2068, 51-2069, 51-2070, 51-2071, 51-2072, 51-2073, 51-2074, 51-2075, 51-2076, 51-2077, 51-2078, 51-2079, 51-

2080, 51-2081, 51-2082, 51-2083, 51-2084, 51-2087, 51-2088, 51-2090, 51-2091 and 51-2122. Some of these were already withdrawn from service when they were converted. Several aircraft were converted as **ETB-47B**. They included serials 49-2643, 49-2644, 50-002, 50-003, 50-005, 50-009, 50-018, 50-027, 50-037, 50-040, 50-052, 50-053, 50-077. The designation **JTB-47B** was assigned to a number of aircraft with serials 49-2643, 50-002, 50-009, 50-014, 50-018, 50-019, 50-027, 50-037, 50-040, 50-052, 50-053, 50-062, 50-064, 50-066, 50-067, 50-080, 51-2075, 51-2078 and 51-2090. Two aircraft with serials 50-040 and 50-062 were flown as **NTB-47B**.

The unusual designation **UB-47B** was used for aircraft with serials 50-020, 50-046, 51-2098, 51-2152 and 51-2198. No reference has been found to indicate the purpose of this designation. Two B-47Bs with serial 51-2066 and 51-2115, were converted as weather reconnaissance aircraft with designation **WB-47B**.

To extend their useful life, 220 B-47Bs were fitted with J47-GE-25 engines and other modifications and were redesignated as **B-47BII**. The serials included 51-2201, 51-2203, 51-2205, 51-2207, 51-2208, 51-2209, 51-2213, 51-2214, 51-2216, 51-2218, 51-2219, 51-2221, 51-2223, 51-2228, 51-2229, 51-2233, 51-2235, 51-2236, 51-2238, 51-2239, 51-2241, 51-2242, 51-2244, 51-2245, 51-2247, 51-2248, 51-2249, 51-2250, 51-2252, 51-2255, 51-2256, 51-2258, 51-2259, 51-2261, 51-2262, 51-2264, 51-2266, 51-2268, 51-2270, 51-2274, 51-2275, 51-2280, 51-2281, 51-2285, 51-2286, 51-2288, 51-2292, 51-2293, 51-2297, 51-2301, 51-2304, 51-2311, 51-2312 and 51-2313.

The **YB-47C** version was fitted with 4 Allison YJ71-A-5 engines and had a length of 106'10", 32.56 m. It was converted from a B-47B with serial 50-082 and was initially designated XB-56. It may not have flown.

The **XB-47D** had 2 Wright YT49-W-1 installed on the inboard pylons with 2 J47-GE-23s on the outboard pylons. Two B-47Bs were converted to this standard and the first flight was on 26 August 1955. The serials were 51-2046 and 51-2103.

The **B-47E** production version had a length of 109'10", 33.48 m and J47-GE-25 engines. Actual production figures differ between reference sources with total of 1341, 1359 and 1591 quoted. The figure of 1341 is broken up into 691 built by Boeing, 386 built by Lockheed and 264 built by Douglas, whilst the 1591 figure attributes 931 aircraft to Boeing. The serials were 51-2357/2445, 51-5214/5257, 51-7019/7083, 51-15804/15812, 51-17368/17386, 52-019/120, 52-146/620, 52-1406/1417, 52-3343/3373, 53-1819/1972, 53-2028/2040, 53-2090/2170, 53-2261/2417, 53-4207/4244 and 53-6193/6244. Batches with serials 51-15813/15820, 52-621/684, 53-1973/2027, 53-2041/2089 and 53-2171/2260 were cancelled whilst a batch of aircraft with serials 53-6250/6531 may have been B-47Es as well. Two B-47Es were converted as **YDB-47E** drone directors for the Bell GAM-63. They had serials 51-5219/5220. Another four B-47Es with serials 53-2345/2346 and 53-4245/4246 were converted as **DB-47E** drone directors. The **EB-47E** conversion had a length of 112'8", 34.34 m. Serials included 52-394, 52-398/401, 52-403, 52-404/420, 52-422, 52-424/431, 52-433, 52-434, 52-437, 52-440, 52-441, 52-446, 52-447, 52-454, 52-467, 52-468, 52-469, 52-471, 52-0160, 53-1881, 53-1889, 53-1900, 53-1915, 53-1929, 53-1930, 53-1940, 53-1942, 53-1963, 53-1966, 53-1968, 53-1969, 53-2121, 53-2124, 53-2126, 53-2127, 53-2128, 53-2131, 53-2133, 53-2135, 53-2137, 53-2138, 53-2164, 53-2168, 53-2315, 53-2316, 53-2320, 53-2329, 53-2383, 53-2388, 53-2401, 53-2402, 53-2403, 53-2404, 53-2406, 53-2407, 53-2408, 53-2410, 53-2411, 53-2412, 53-2413, 53-4207, 53-4210, 53-4214, 53-4215, 53-4220, 53-4221, 53-4229, 53-4242 and 53-6234. Some of these were further converted as **RB-47H**.

The **RB-47E** was a photo reconnaissance version and 240 were built with serials 51-5258/5276, 51-15821/15853, 52-685/825, 52-3374/3400 and 53-4245/4264. The first flight was in August 1953. Aircraft with serials 53-4265/4279 were completed as RB-47K. 14 of the RB-47Hs were later converted as **QB-47E** radio controlled targets. Serials included 53-4248, 53-4250, 53-4253, 53-4256, 53-4262, and 53-4263. Three of these were used for tests with the designation **JQB-47E**. They had serials 53-4250, 53-4256 and 53-4262. Two RB-47Es with serials 51-5258 and 53-4261 were used as **NRB-47E** test aircraft.

A few B-47Es were converted as **ETB-47E** electronic crew trainers whilst the designation **WB-47E** applied to a number of B-47Es converted for weather reconnaissance duties. The serials were 51-2358, 51-2360, 51-2362, 51-2363, 51-2366, 51-2369, 51-2373, 51-2375, 51-2380, 51-2383, 51-2385, 51-2387, 51-2390, 51-2396, 51-2397, 51-2402, 51-2406, 51-2408, 51-2412, 51-2413, 51-2414, 51-2415, 51-2417, 51-2420, 51-2427, 51-2435, 51-5218, 51-5257, 51-7021, 51-7046, 51-7049, 51-7058, 51-7063 and 51-7066. A number of B-47Es were used for test purposes with the designation **JB-47E** and serials included 51-2359, 51-2368, 51-2386, 51-7043, 52-370, 52-389, 52-514 and 53-2280. The designation **NB-47E** was applied to other test aircraft with serial 53-2104.

The **YB-47F** designation was used for a single B-47B (50-069) which was fitted for probe and drogue refuelling tests. It was later used as JTB-47B.

As part of that programme a single B-47B (50-040) was converted as a **KB-47G** tanker with a drogue and reel in the bomb bay.

The **RB-47H**, also designated as **EB-47H**, was an electronic reconnaissance version. 35 were built with serials 53-4280/4309 and 53-6245/6249. Aircraft with serials 53-4310/4321 were cancelled. The first flight was in June 1955. Three B-47Es were remanufactured as RB-47Hs. They had serials 53-6245, 53-6246 and 53-6249, and were also designated as **ERB-47H**. In addition aircraft 53-4291, 53-4293, 53-4294 and 53-4296 were converted as ERB-47H whilst 53-4296 became **NRB-47H** at a later date.

The designation **YB-47J** was assigned to a single B-47B with serials 53-2281 converted as a testbed for radar and navigation equipment.

The **RB-47K** designation was used for 15 aircraft originally ordered as RB-47E. The serials were 53-4265/4279.

In 1963/65 obsolete B-47Es were converted to **EB-47L** to serve as communications platforms during a nuclear war. Serials included 52-031, 52-033, 52-034, 52-035, 52-038, 52-041, 52-059, 52-061, 52-066, 52-067, 52-069, 52-071, 52-078, 52-081, 52-082, 52-086, 52-099, 52-105, 52-154, 52-204, 52-211, 52-212, 52-214, 52-217, 52-220, 52-224, 52-291, 52-292, 52-298, 52-303, 52-305, 52-308, 52-309, 52-410, 52-412, 52-510, 52-513 and 53-2329 and some aircraft had already been withdrawn from use.

In August 1961 various aircraft were redesignated to clearly distinguish between bomber aircraft and reconnaissance aircraft so that the propaganda potential would lessened in case one of them would be shot down by the USSR. The RB-47Hs were redesignated as **R-47H**, the RB-47K became **R-47K**, the RB-47E became **E-47** whilst the ERB-47H became **ER-47H**.

Refer also to B-56

B-48
Martin 223

Specifications:
span: 108'4", 33.02 m
length: 85'9", 26.14 m
engines: 6 Allison J35-A-5
max. speed: 500 mph, 805 km/h

(Source: USAF via 10af.afrc.af.mil/photos)

Built against the same specifications as the B-46 and B-47 and also known as MX-589, two **XB-48**s were ordered on 27 March 1945 and were built with serials 45-59585/59586. The first flight was on 22 June 1947 but the aircraft provided insufficient advance over piston engined aircraft and was eclipsed by the B-47.
In 1949 Martin proposed to convert the second aircraft with four Allison T-40 turboprop which would have given it a longer range. The USAF did not accept this proposal.

B-49
Northrop

Specifications:

span:	172', 52.43 m
length:	53'1", 16.18 m
engines:	8 Allison J35-A-5
max. speed:	520 mph, 837 km/h

(Source: USAF via 10af.afrc.af.mil/photos)

A jet engined development of the B-35 flying wing bomber, two YB-35 airframes with serials 42-102367/102368 were ordered for conversion as YB-35B on 1 June 1945 and were subsequently redesignated as **YB-49** before the first flight was made on 21 October 1947. The first one was also known as **XB-49**.
A single YB-35 with serial 42-102376, was converted as **YRB-49A** with 4 J35-A-12 engines in the wing and two similar engines in underwing pods. The first flight was on 4 May 1950. Aircraft 42-102369 was also given this designation but may not have flown as such.
In December 1948 the conversion of ten YB-35As (with serials 42-102370/102378) was ordered but later cancelled.
The **RB-49** was a production version of which 500 were to be built. An order for 30 with serials 49-392/421 was cancelled in April 1949.

Refer also to B-35, B2T

B-50
Boeing 345 Superfortress

Specifications:
span: 141'3", 43.05 m
length: 99', 30.18 m
engines: 4 Pratt & Whitney R-4360-35
max. speed: 385 mph, 619 km/h

(Source: USAF via 10af.afrc.af.mil/photos)

Based on the B-29 but with redesigned wings and tail, the **B-50A** was originally ordered as B-29D, then cancelled and re-ordered. 79 aircraft were built with serials 46-002/060 and 47-098/117 and the first flight was on 25 June 1947. Eleven of these, including 46-004, 46-015 and 46-037, were converted as **TB-50A** crew trainers whilst aircraft 46-011 was converted as the **EB-50A** carrier aircraft.
The **B-50B** had a strengthened airframe and was built with serials 47-118/170. It flew for the first time in January 1949. The **EB-50B** was a conversion with a tandem main undercarriage. It had serial 47-118. The same aircraft was also used to test a tracked undercarriage in 1949. 44 B-50Bs with serials 47-119/162 were eventually converted as **RB-50B** reconnaissance aircraft although some sources suggest that only aircraft 47-138, 47-139, 47-140, 47-141, 47-142, 47-143, 47-144, 47-145, 47-146, 47-147, 47-148, 47-149, 47-150, 47-151, 47-152, 47-153, 47-154, 47-155, 47-156, 47-157, 47-158, 47-159, 47-160, 47-161 and 47-162 were converted to this standard with the other aircraft probably directly converted to other standards.
The designation **TB-50B** was used for the conversion of aircraft with serials 47-163, 47-164, 47-167 and 47-170.
The **YB-50C** had a span of 161'2", 49.12 m. length of 111', 33.83 m, 4 Pratt & Whitney R-4360-51 engines and a max. speed of 433 mph, 697 km/h. One aircraft was ordered with serial 46-061 but this was cancelled. The **B-50C** and **RB-50C** were proposed production versions which were ordered with serials 49-200/206, 49-207/229, 49-1757/1770 and 49-1771/1799 but were redesignated as B-54A and RB-54A before any aircraft was completed.
The **B-50D** was similar to the B-50B but had a single piece transparent nose. They were built with serials 48-046/127 and 49-260/391. The first flight was in May 1949. Two B-50Ds with serials 48-069 and 48-075 were converted as **DB-50D** drone directors for the X-9 and XGAM-63. Aircraft 48-096 was converted as the **EB-50D** carrier aircraft. Another EB-50D was serialled as 49-0290. Several B-50Ds with serials 48-127, 49-307 and 49-312 were converted as **RB-50D** reconnaissance aircraft. Other B-50Ds with serials 48-046/052 were converted as **TB-50D** trainers. Two RB-50Ds were also converted as TB-50D. They had serials 49-0307 and 49-312. The designation **JTB-50D** was used for aircraft 48-068 and 49-312. One of these, 48-046, was converted as the **KB-50D** tanker prototype, as were B-50Ds 47-170 and 48-123. The **WB-50D** designation was assigned to a number of B-50Ds converted for weather reconnaissance. The serials were 48-073, 48-076, 48-093, 48-095, 48-097, 48-098, 48-105, 48-108, 48-113, 48-115, 48-116, 48-121, 48-124, 49-260, 49-261, 49-264, 49-266, 49-281, 49-284/288, 49-291, 49-296, 49-298, 49-300, 49-302, 49-304, 49-310, 49-311, 49-313, 49-315, 49-319, 49-324, 49-329, 49-332, 49-333, 49-337, 49-341, 49-343, 49--345, 49-351, 49-352, 49-371 and 49-375. One of these aircraft, 49-310, was further converted as **JB-50D** for temporary testing.
A number of RB-50Bs were later modified with different cameras and they were redesignated as **RB-50E**. The serials were 47-119, 47-120, 47-124/132, 47-135. One of the, with serial 47-0119, was flown as **NRB-50E**.
Other RB-50Bs were fitted with SHORAN radar and redesignated as **RB-50F**. The serials were 47-121, 47-122, 47-123, 47-134, 47-137/142, 47-144, 47-146, 47-158, 47-159, 47-160, 47-162.
In addition a number of RB-50Bs were fitted with improved radars and became **RB-50G**. The serials were 47-133, 47-136, 47-143, 47-145, 47-147/154, 47-156, 47-157, 47-161. Of these 47-147 was flown as **JRB-50G**. The designation **TB-50G** was used for aircraft with serials 47-148, 47-155 and 47-156. 47-155 was also flown as **JTB-50G**.
The designation **TB-50H** was assigned to an unarmed crew trainer of which 24 were built with serials 51-447/470. They had a length of 105'1", 32.03 m and had R-4360-35B engines. Several aircraft were later converted as **WB-50H**.
The designation **KB-50** (without a suffix) was used for a number of aircraft that were converted as tankers by Hayes Industries. Initially no distinction was made between different series of aircraft that had been modified but structural and equipment

differences soon made separation necessary for maintenance and operations, and distinguishing designations were applied. Those KB-50s modified from B-50A, RB-50B, B-50D, TB-50D, RB-50E, RB-50F and RB-50G were redesignated as **KB-50J**. They were fitted with R-4360-35 engines and two auxiliary General Electric J47-GE-23 in underwing pods. Serials included 47-163, 47-164, 47-167, 47-170, 48-047, 48-048, 48-049, 48-050, 48-051, 48-052, 48-053, 48-054, 48-055, 48-056, 48-057, 48-058, 48-059, 48-061, 48-062, 48-063, 48-064, 48-065, 48-066, 48-067, 48-074, 48-078, 48-079, 48-080, 48-081, 48-082, 48-083, 48-084, 48-085, 48-086, 48-087, 48-088, 48-089, 48-090, 48-093, 48-094, 48-099, 48-101, 48-102, 48-103, 48-105, 48-106, 48-107, 48-109, 48-114, 48-117, 48-118, 48-119, 48-123, 48-125, 49-263, 49-265, 49-269, 49-280, 49-282, 49-289, 49-293, 49-308, 49-309, 49-316, 49-317, 49-320, 49-321, 49-322, 49-323, 49-326, 49-328, 49-330, 49-331, 49-334, 49-335, 49-341, 49-342, 49-344, 49-346, 49-347, 49-348, 49-349, 49-350, 49-352, 49-353, 49-354, 49-355, 49-356, 49-357, 49-358, 49-359, 49-360, 49-361, 49-363, 49-364, 49-365, 49-366, 49-367, 49-368, 49-369, 49-372, 49-373, 49-374, 49-376, 49-377, 49-378, 49-379, 49-380, 49-381, 49-382, 49-383, 49-384, 49-385, 49-386, 49-387, 49-388, 49-389, 49-390 and 49-391.
The 24 TB-50Hs that were converted as KB-50, were redesignated as **KB-50K** tankers. They had serials 51-447/470.

Refer also to B-29, B-44, B-54

B-51
Martin 234

Specifications:
span: 55', 16.76 m
length: 80', 24.38 m
engines: 3 General Electric J47-GE-7
max. speed: 550 mph, 885 km/h

(Source: USAF via 10af.afrc.af.mil/photos)

Two **XB-51**s were ordered on 23 May 1946 with serials 46-685/686. The serials were first used for the XA-45, a larger aircraft of different design.
The first XB-51 flew on 28 October 1949 and the second on 17 April 1950. The aircraft were later fitted with J47-GE-13 engines and had provisions for JATO gear. In February 1951 the XB-51 took part in a competitive fly-off with the Canberra bomber whilst in June 1951 the XB-51 was considered for the RBL-X requirement for daylight tactical bomber. The XB-51 failed to win either of these competition, which were won by the B-57 and B-66 respectively, and in November 1951 production plans for the XB-51 were cancelled.
The second aircraft was lost on 9 May 1952 whilst the first aircraft was lost on 25 March 1956.
A seaplane version with boat hull, hydroskis or hydro-sled landing gear, was also considered.

Refer also to A-45

B-52
Boeing 464 Stratofortress

Specifications:

span:	185', 56.39 m
length:	156'6", 47.70 m
engines:	8 Pratt & Whitney J57-P-9W
max. speed:	660 mph, 1062 km/h

(Source: USAF via 10af.afrc.af.mil/photos)

The original design of the Stratofortress featured 6 Wright T35 engines and was developed under project designation MX-839.
The **XB-52** was originally ordered in July 1948 although the configuration was changed in September 1948. Two aircraft were ordered. 49-230 was completed as XB-52 and flew for the first time on 2 October 1952 whilst the second aircraft, with serial 49-231 was completed as **YB-52** and flew on 15 April 1952, ie. before the XB-52. Both the YB-52 and the XB-52 had a length of 153', 46.63 m, YJ57-P-3 engines and featured a fighter type cockpit canopy.
The XB-52 was, at one stage, used to test J75 engines, resulting in a six engine configuration with the J75s replacing the outer engines.
The **B-52A** version, to which the specifications apply, featured a redesigned flight deck. Three aircraft were ordered with serials 52-001/003 and the first flight was on 5 August 1954. Aircraft 52-003 was later converted as the carrier aircraft for the X-15 and subsequent experimental aircraft. It had a special pylon under the starboard wing root and was designated as **NB-52A**.
The **B-52B** version was fitted with J57-P-19W and J57-P-29W engines and 23 were built with serials 53-373/376 and 53-380/398. The first flight was in December 1954. It has also been suggested that RB-52B 52-005 was converted to B-52B standard.
The **RB-52B** version had a length of 157'7", 48.03 and 27 were built with serials 52-004/013, 52-8710/8716, 53-366/372 and 53-377/379 and the first flight was on 25 June 1955. The suggestion that it was related to the XR-16 design is not correct as the XR-16 never evolved into a design and shared only the requirement with the RB-42B. A single RB-52B, wih serial 52-004 was flown as **JB-52B** whilst aircraft 52-008 was converted as a **NB-52B** carrier for the X-15. This particular aircraft had J57-P-29W engines.
The **B-52C** version had J57-P-29W engines and large underwing tanks. 35 were built with serials 53-399/408 and 54-2664/2688 and the first flight was on 9 March 1956. Aircraft 53-399 and 54-2676 were used for tests as **JB-52C**.
The **B-52D** was similar to the B-52C and 170 were built with serials 55-049/117, 55-673/680, 56-580/630 and 56-657/698. It flew for the first time on 4 June 1956. Aircraft 56-620 was used as **NB-52D** and **JB-52D**.
The **B-52E** version was also similar to the B-52C and 100 were built with serials 56-631/656, 56-699/712, 57-014/029, 57-095/138. The first flight was on 3 October 1957. Of these 56-632 was converted as the **NB-52E** for the Control Configured Vehicle Tests. Another NB-52E was 57-0119.
The **B-52F** had J57-P-43W engines and 89 were built with serials 57-030/073 and 57-139/183. Aircraft with serials 57-074/094 and 57-184/228 were cancelled. The first flight was on 6 May 1958.
The **B-52G** was similar to the B-52F but was configured to carry the GAM-72 or GAM-77 missiles. 193 were built with serials 57-6468/6520, 58-158/258 and 59-2564/2602 and the first flight was on 26 October 1958. A batch with serials 60-063/070 was cancelled. Earlier a single B-52A with serial 52-001 was configured as the **XB-52G**. B-52Gs with serials 57-6470, 57-6473, 57-6477, 58-159 and 58-182 were used as **JB-52G**.
The **B-52H** version introduced Pratt & Whitney TF33-P-1 engines and had a length a length of 156', 47.55 m. Later TF33-P-3 engines were fitted. 102 aircraft were built with serials 60-001/062 and 61-001/040 and the first flight was on 6 March 1961. Aircraft 61-025 was converted as **NB-52H** and went to NASA.
Most B-52s were converted during their life time to reflect their changing roles and to accommodate newly developed equipment and armament. These modifications happened without a change in designation. In 1995 proposals were made to extend the lifetime of the remaining B-52Hs to 2030 by the installation of four commercial Rolls Royce RB211 turbofan engines. It is anticipated that the B-52H will remain in use until 2040.

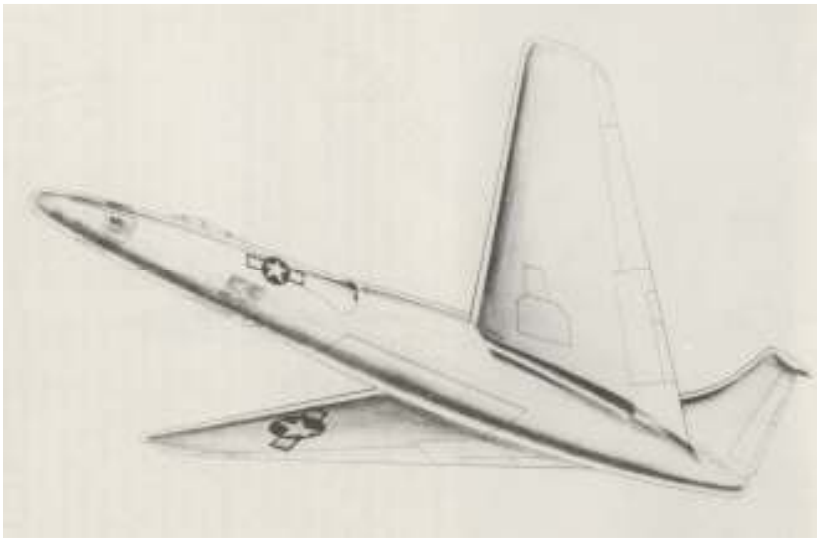
The **B-52I** designation was used to identify a development offered in 1975 as an alternative to the B-1. It was not proceeded with.
In 1996 consederation was gven to refitting the B-52Hs with 4 Rolls Royce RB211-535 engines, but this was not proceeded with.

Refer also to R-16

B-53
Convair

Specifications:

span:	80'7", 24.56 m
length:	79'6", 24.23 m
engines:	3 General Electric J35-GE
max. speed:	583 mph, 938 km/h



(Source: Convair)

The **XB-53** was a medium range bomber with forward swept wings. It was based on the XA-44 studies and used B-46 funds. Two aircraft were ordered with serials 45-59583/59584 but they were subsequently cancelled.

Refer also to A-44

B-54
Boeing

Specifications:
span: 161'2", 49.12 m
length: 111', 33.53 m
engines: 4 Pratt & Whitney R-4360-51
max. speed: 433 mph, 697 km/h

(Source: Boeing via airlandseaweapons.com)

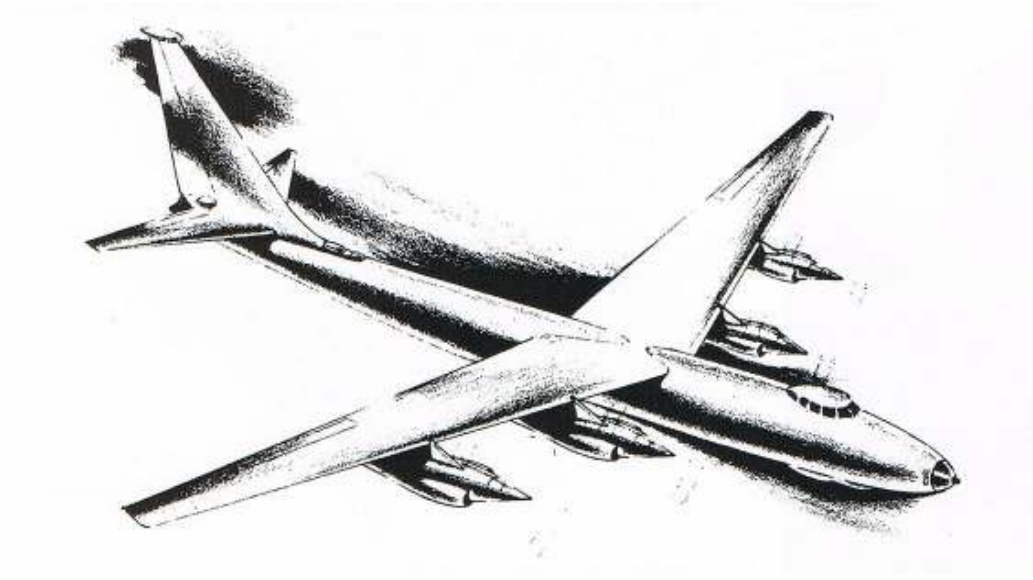
A development of the B-50 and initially designated B-50C, 21 **B-54A**s were ordered on 29 May 1948 with serials 49-200/206 and 49-1757/1770.
On the same day 52 **RB-54A**s, originally designated RB-50C, were ordered with serials 49-207/229 and 49-1771/1799. All were cancelled on 18 April 1949.

Refer also to B-50

B-55
Boeing 474

Specifications:

span:	135', 41.15 m
length:	118'11", 36.25 m
engines:	4 Allison T40-A-2
max. speed:	490 mph, 788 km/h

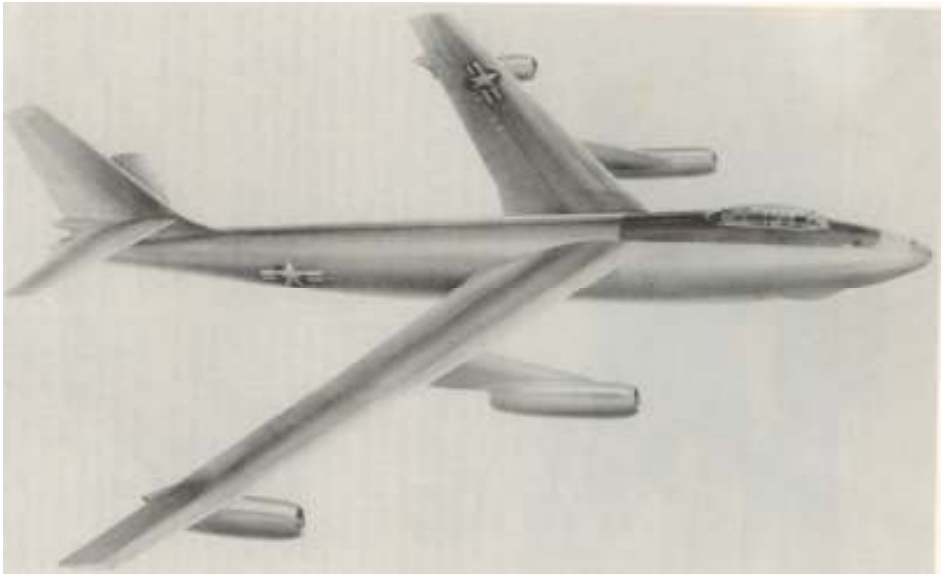


(Source: Boeing?)

The **XB-55** covered a number of evolutionary designs, including a version using 4 Westinghouse J40 engines. Other designs included a jet powered version and a delta winged version and may have been Boeing models 484 and 485.
The serial 49-1946 was allocated and it is believed an order was placed on 1 July 1948. Development was cancelled in January 1949.

B-56
Boeing

Specifications:
span: 116', 35.36 m
length: 106'10", 32.56 m
engines: 4 Allison YJ71-A-5
max. speed: 600 mph, 965 km/h



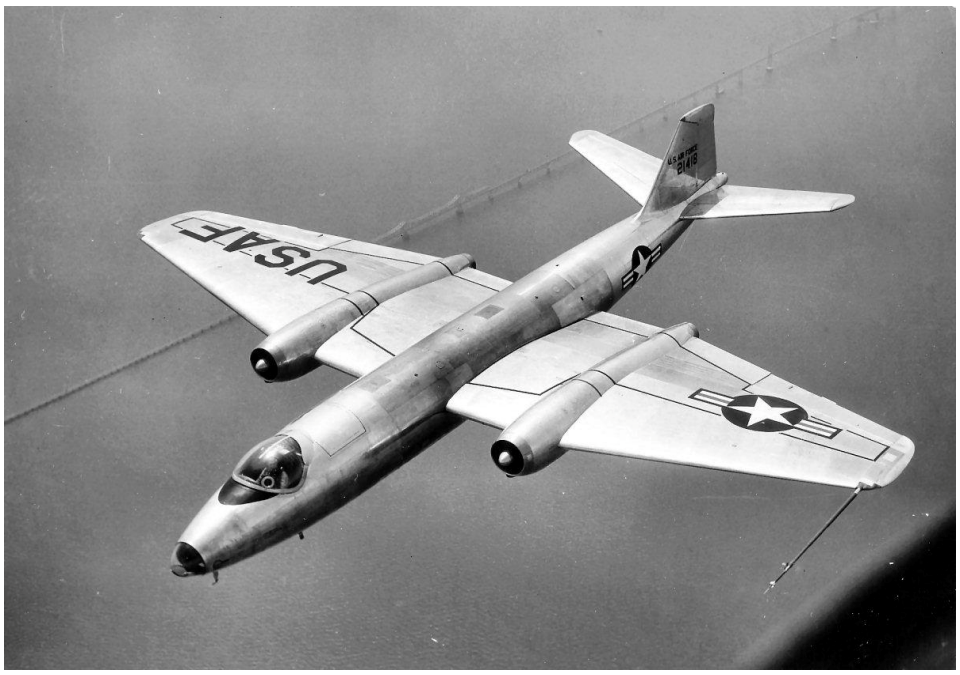
(Source: Boeing)

The **XB-56** was a four engined derivative of the B-47. A single B-47B with serial 50-082 was re-engined as XB-56, then redesignated as **YB-56** and eventually as YB-47C. In spite of this, the aircraft never flew.
A production version known as **RB-56A** was also cancelled.

Refer also to B-47

B-57
Martin Night Intruder

Specifications:
span: 64', 19.51 m
length: 65'6", 19.96 m
engines: 2 Wright J65-W-5
max. speed: 582 mph, 936 km/h



(Source: USAF via 10af.afrc.af.mil/photos)

The B-57 was a licence built version of the English Electric Canberra which was heavily adapted to meet USAF requirements which was ordered on 23 March 1951. The Canberra itself had first flown on 13 May 1949 and two **Canberra B Mk.2**, with serials WD940 and WD932 were transferred to the USAF with serials 51-17352 and 51-17387 respectively to serve as prototypes. They were delivered on 31 August 1951 and had a span of 63'11", 19.48 m and were fitted with Rolls Royce Avon 101 engines. They did not receive a designation.
Although the USAF wanted to have the aircraft built by English Electric this manufacturer did not have the capacity and instead the order was placed with Martin.
The first eight aircraft built by Martin were **B-57A**s. The specifications apply to this version. The serials were 52-1418/1425 and the first flight was on 20 July 1953. Aircraft with serials 53-3983/4015 were cancelled. Aircraft with serial 52-1423 was flown as **JB-57A**. The **RB-57A** version (model 294) was fitted with cameras in the bomb bay and 67 were built with serials 52-1426/1492. The first flight was in October 1953. A single example, 52-1435, was used for tests, first as **JRB-57A**, then as **NRB-57A**, whilst a number were modified as **EB-57A** electronic warfare aircraft. The latter had serials 52-1428, 52-1437, 52-1439, 52-1440, 52-1441, 52-1442, 52-1447, 52-1448, 52-1450, 52-1461, 52-1464, 52-1469, 52-1481, 52-1482 and 52-1489.
The **YB-57B** designation was used for a swept wing version which was not proceeded with.
The **B-57B** was not a production version of the YB-57B but rather a night bomber version of which 202 were built with serials 52-1493/1594, 53-3859/3935, 53-3937/3939, 53-3941/3943, 53-3945/3947 and 53-3949/3962. The first flight was on 18 June 1954. 30 were eventually delivered to Pakistan and one went to NASA as N809NA. A number of aircraft were converted as **EB-57B** ECM aircraft and the serials were 52-1499/1507, 52-1509, 52-1511, 52-1515, 52-1516, 52-1519/1521, 52-1526, 52-1545, 52-1548, 52-1551, 52-1564, 52-1571 and 53-3859. B-57Bs with serials 52-1497, 52-1499 and 52-1579 were also flown as **JB-57B**. Six B-57Bs were converted for the calibration of missiles and fitted with tracking cameras. Also referred to as **JB-57B** or **MSB-57B**, they carried serials 52-1535, 52-1539, 52-1540, 52-1552, 52-1562 and 52-1594. A number of B-57Bs were converted as **RB-57B** reconnaissance aircraft. Serials included 52-1518, 52-1522, 52-1527, 52-1551, 52-1557, 52-1559, 52-1567,
52-1570, 52-1571, 52-1581, 52-1589, 53-3860 and 53-3920. One of these, 52-1581, was used for permanent tests as **NRB-57B**. Also converted for permanent tests, as **NB-57B**, were B-57Bs with serials 52-1493, 52-1496, 52-1498, 52-1551, 52-1552, 52-1580, 52-1581 and 52-1584. The designation **WB-57B** was used for converted aircraft 52-1496, 52-1502/1504 and 52-1506.
The **B-57C** was a training version of which 38 were built with serials 53-3825/3858, 53-3936, 53-3940, 53-3944 and 53-3948. The first flight was on 30 December 1954. Several of these, including 53-3831, 53-3832, 53-3841, 53-3842 and 53-3944, were converted as **RB-57C** reconnaissance aircraft whilst others, including 53-3826, 53-3832, 53-3837, 53-3839, 53-3842, 53-3850, 53-3851 and 53-3944, were converted as **WB-57C** weather reconnaissance aircraft. Aircraft 53-3840 was converted as **EB-57C**. A number of B-57Cs, with serials 53-3832, 53-3842, 53-3850, 53-3851 and 53-3857, were converted to **TB-57C** trainers.
The **RB-57D** was a heavily modified version with a span of 107'6", 32.77 m, length of 65'6", 19.96 m and 2 Pratt & Whitney J57-P-37A engines, used for high altitude reconnaissance. The first flight was on 3 November 1955 and twenty were built with

serials 53-3963/3982. They were completed in various configurations: single seaters, two seaters, with or without refuelling facilities etc. Nine of these were later converted as **EB-57D** for ECM duties. The serials included 53-3964/3969, 53-3977, 53-3980 and 53-3982. The designation **NRB-57D** was used for aircraft 53-3973.
The **B-57E** version (model 326), which flew for the first time on 16 May 1956, was similar to the B-57A and 68 were built with serials 55-4234/4301. One was used for temporary testing as **JB-57E** and carried serial 55-4267. A number of B-57Es were used for permanent tests as **NB-57E**. These included serials 55-4257, 55-4258, 55-4262 and 55-4267. Others were converted as **EB-57E** for ECM duties. These included 55-4238, 55-4240, 55-4241, 55-4242, 55-4247, 55-4253, 55-4254, 55-4259, 55-4260, 55-4263, 55-4266, 55-4275, 55-4276, 55-4278/4281, 55-4287, 55-4288, 55-4290, 55-4292/4296, 55-4298, and 55-4300. Other conversions included the **RB-57E** (55-4237, 55-4239, 55-4243, 55-4245, 55-4249, 55-4257, 55-4259, 55-4264 and 4292), the **WB-57E** (55-4245) and **TB-57E** (55-4243).
The **RB-57F** was a strategic reconnaissance version with a span of 122', 37.19 m, length of 68', 20.73 m, 2 Pratt & Whitney TF33-P-11A and 2 Pratt & Whitney J60-P-9, with a max. speed of 483 mph, 777 km/h. The first flight was in April 1964 and 17 B-57B and 4 RB-57D airframes were rebuilt by General Dynamics and given new serials 63-13286/13302 and 63-13500/13503. Serials 63-131303/13499 and 63-13504/13585 were for conversions which were cancelled. In 1968 a number of aircraft were converted as **WB-57F** weather reconnaissance aircraft. They had serials 63-13286, 63-13287, 63-13288, 63-13289, 63-13290, 63-13291, 63-13292, 63-13293, 63-13294, 63-13295, 63-13296, 63-13297, 63-13298, 63-13299, 63-13300, 63-13301, 63-13302, 63-13500, 63-13501, 63-13502 and 63-13501 were converted as WB-57F although records indicate that 63-13268 and 63-13297 were written off before 1968 and may not have been converted.
In 1972/74 aircraft with serials 63-13298, 63-13501 and 63-13503 were transferred to NASA as 928, 925 and 926 respectively.

RB-57F (Source: USAF)

Following the conversion of a B-57B with serials 52-1581 as the **YB-57G** prototype, the **B-57G** designation was used to identify a number of B-57Bs with improved electronics. The serials were 52-1533, 52-1578, 52-1580, 52-1582, 52-1588, 53-3849, 53-3854, 53-3860, 53-3865, 53-3877, 53-3878, 53-3886, 53-3889, 53-3898, 53-3905, 53-3906, 53-3928, 53-3929 and 53-3931.
Aircraft with serials 52-1578, 52-1580, 52-1582, 52-1588, 53-3860, 53-3865, 53-3877, 53-3878, 53-3886, 53-3889, 53-3898, 53-3905, 53-3906, 53-3928, 53-3929 and 53-3931 were converted for night interdiction under the Tropical Moon III programme and they received the designation **RB-57G**.

B-58
Convair 4 Hustler

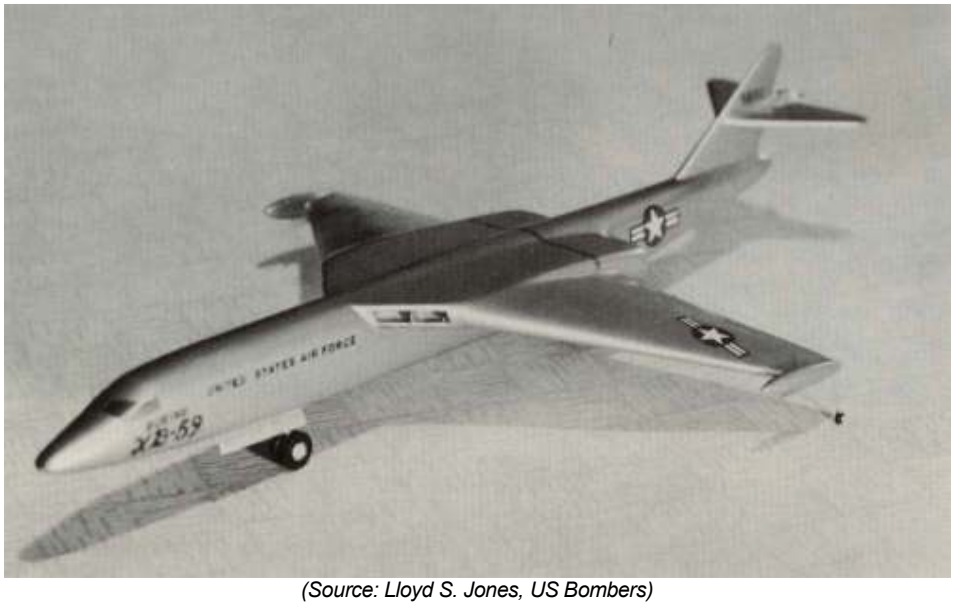
Specifications:
span: 56'10", 17.32 m
length: 96'9", 29.41 m
engines: 4 General Electric J79-GE-5
max. speed: 1385 mph, 2228 km/h

(Source: USAF via 10af.afrc.af.mil/photos)

Also known as MX-1964, the Hustler was a delta winged bomber which could be fitted with a variety of equipment pods including MA-1C which was powered by a Bell LR-81 but was cancelled, the MB-01 free falling bomb and the MC-1 reconnaissance pod.
Two **XB-58**s were ordered on 29 June 1954 with serials 55-660/661. The first flight was on 11 November 1956 and these aircraft were fitted with J79-GE-1 engines.
The **YB-58A**s were also ordered on 29 June 1954 and 11 were built with serials 55-662/672. Eventually they were brought up to B-58A standards. 17 YB-58As with serials 58-1007/1023 were completed as **RB-58A**. Production of the RB-58A, with serials 58-1024, 60-1130/1148 was cancelled. One of the YB-58As (55-662) was later used a test bed for the J93-GE-3 engine which was placed in a ventral pod. The aircraft was redesignated as **NB-58A**.
The **B-58A** was the first production version and in addition to the YB-58As brought up to this standards, 86 aircraft were built with serials 59-2428/2463, 60-1110/1129 and 61-2051/2080. Eight YB-58As were converted as **TB-58A** trainers. They had serials 55-661/663, 55-668, 55-670/672 and 58-1007. The first flight in this configuration was on 10 May 1960.
Several developments were proposed, including the **B-58B** which was to be fitted with 4 General Electric J79-GE-9 engines and was to have a lengthened fuselage. One was ordered in October 1958 and was cancelled in 1959 although the associated serial is 60-1109. Other projects were the **B-58C** with 4 Pratt & Whitney J58 engines, the **B-58D** with 2 J58s and the **B-58E** a multi mission bomber with 2 Pratt & Whitney J58 engines. None of these were ordered.

B-59
Boeing 701

Specifications:
span: 81'4", 24.79 m
length: 123'4", 37.59 m
engines: 4 General Electric J73-GE-24A
max. speed: 1200 mph, 1931 km/h



(Source: Lloyd S. Jones, US Bombers)

Various designs of this supersonic bomber, using the designation **XB-59,** were considered but not ordered. The project designation was MX-1965.

B-60
Convair 11

Specifications:
span: 206', 62.79 m
length: 171', 52.12 m
engines: 8 Pratt & Whitney J57-P-3
max. speed: 600 mph, 965 km/h

(Source: USAF via 10af.afrc.af.mil/photos)

Originally designated YB-36G, two **YB-60**s were ordered with serials 49-2676 and 49-2684 on 15 March 1951. They used B-36F airframes and the first flight of the first aircraft was on 18 April 1952. This aircraft flew for 40 hours but the engines of the second aircraft were never delivered and it was not flown. Instead it was cocooned.

Refer also to B-36

B-61
Martin Matador

Specifications:

span:	28'8", 8.74 m
length:	39'7", 12.07 m
engines:	1 Allison J33-A-37
max. speed:	650 mph, 1046 km/h

(Source: USAF)

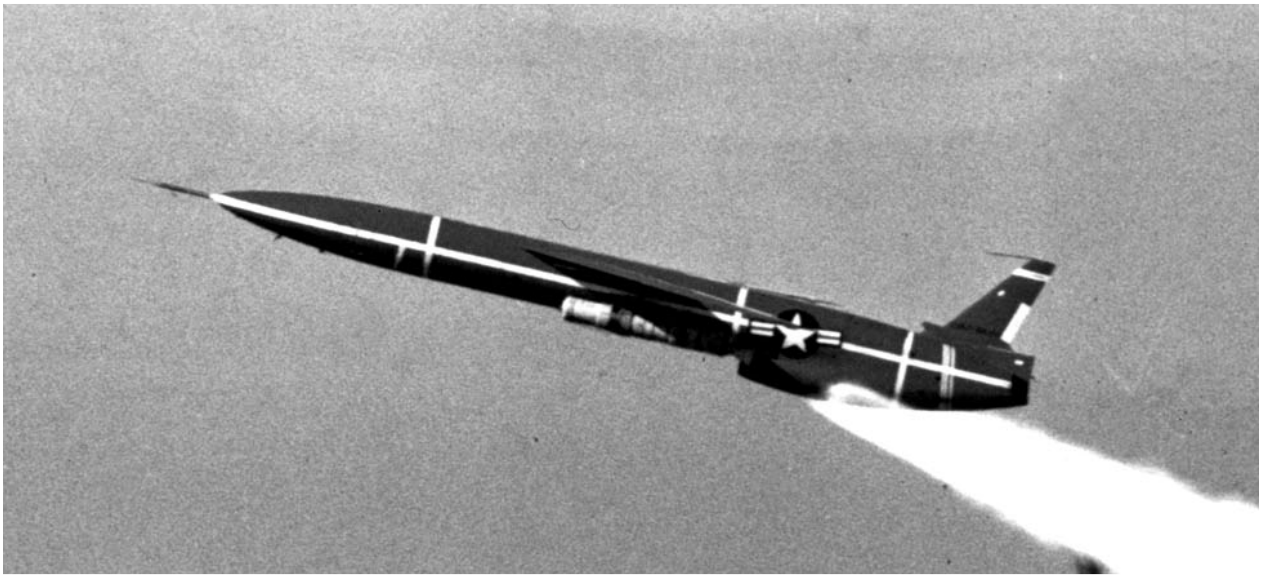
A tactical missile with a conventional warhead which was launched from a hardened shelter with a ramp and rocket booster, the Matador was designated in the B=Bomber series. The **XB-61** designation was assigned to the prototype (model 359) which flew for the first time on 20 January 1949. It had a span of 27'10", 8.48 m, a length of 39'8", 12.09 m and an Allison J33 engine. Early design studies had been under the designation MX-771 and the XB-61 was earlier known as XSSM-1-A.
Other version which have been identified included the **YB-61** (originally YSSM-1-B), **B-61A** (to which the specifications apply), **YB-61B**, **B-61B** and **B-61C**. Known serials include GM54-001/238 for TM-61As whilst 389 B-61Cs were built with serials 55-426/609 and 56-1793/1997.
References have also been found to **YQB-61**, **YQB-61A**, **QB-61A** (all dated August 1952) and **XQTM-61C** (dated June 1956).
In 1955 and on 27 June 1963 the following redesignations took place:

pre-1955	1955	Tri-service
B-61A	**TM-61A**	---
B-61B	**TM-61B**	---
B-61C	**TM-61C**?	MGM-1C

The TM-61B evolved into the TM-76.

B-62
Northrop N69 Snark

Specifications:
span: 42', 12.80 m
length: 69', 21.03 m
engines: 1 Pratt & Whitney J57
max. speed: Mach 0.94



(Source: USAF via 10af.afrc.af.mil/photos)

The Snark was a strategic missile with a portable launcher and two rocket booster engines designed for project MX-775. It came in two versions, the subsonic MX-755A Snark and the supersonic MX-755B Boojum, which was not further developed. Its reconnaissance version was developed for project MX-1960.
Early development versions were identified as type N-25 and the designation XSSM-A-3. The first flight was on 16 April 1951 and was at Holloman AFB, where a total of 19 Snarks were tested in 1951/1952. The XSSM-A-3 was powered by an Allison J-33 jet engine.
In 1954 and 1955 eleven 'recoverable' Snark A and B models were launched from Cape Canaveral although none were recovered. The next Snark C models were deliberately flown into the Atlantic Ocean. The Snark D flights were intended to return to the launch site and the third actually landed at Cape Canaveral. However, another Snark (53-8172), launched on 5 December 1956, went astray and may have crashed in the Brazilian Amazon region.
Operational deployment started in 1959 but was ceased on 25 June 1961. Remaining missiles were destroyed.
The various designations that are known are **XB-62** (**XSM-62**), **YB-62** (**YSM-62**), **XRB-62** (**XRSM-62**), **XSM-62A** and **SM-62A** with the redesignations taking place in 1955. References have also been found to the **QB-62A** designation (dated October 1952).
Known serials include 51-17557/17580 (XB-62), 52-1709/1714 (XB-62), 52-1715/1722 (XB-62A), 52-2329/2341 (XB-62), 52-10971/10976 (XSM-62), 52-10977/10983 (XSM-62A), 53-8171/8193 (XB-62A), 55-3147/3152 (XSM-62A), 57-001/013 (SM-62A), 58-905/982 (SM-62A) and 59-1874/1895 (SM-62A). Some of these were cancelled. The SM-62A had a span of 42'3", 12.88 m, length of 75'11", 23.14 m and a J57-P-17 engine giving the missile a speed of 614 mph, 988 km/h.

B-63
Bell 66 Rascal

Specifications:
span: 16'8", 5.08 m
length: 31'11", 9.73 m
engines: 3 Bell LR67
max. speed: Mach 1.6

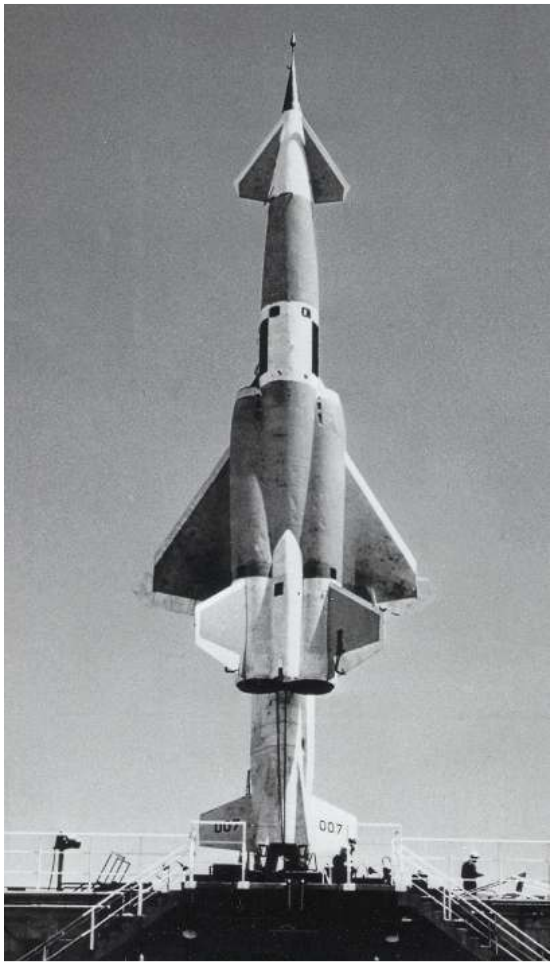
(Source: USAF)

The Rascal missile was air launched from the B-47. The project was commenced with the X-9 design in 1946, progressing into the **XB-63** (model 56) of which 79 were built with serials 51-17581/17625, 52-10984/10986, 53-8194/8196, 53-8198/8199, 53-8210/8229 and 53-8231/8236. In 1955 the XB-63 was redesignated as **XGAM-63**. The serial GM-19175 is also known.
A production version was the **B-63** (later **GAM-63**) (model 62) of which serials 53-8208/8209, 53-8230 and 53-8237/8256 are known.
Another production version was the **B-63A** (**GAM-63A**) (model 66) with serials 53-8197, 53-8200/8207, 53-8257/8259 and 56-4448/4469. Further development was cancelled on 9 August 1958.

Refer also to X-9

B-64
North American G-26 Navaho

Specifications:
span: 28'7", 8.71 m
length: 67'10", 20.68 m
engines: 2 Curtiss Wright RJ-47 + 3 North American Thiokol LR83 boosters
max. speed: Mach 3



(Source: NASA)

The Navaho was a strategic missile launched with a booster rocket with a length of 82'6", 25.12 m. Tests were conducted with the X-10 vehicle and the project was also known as MX-770 and WS-104. The first flight of the **XSM-64** (previously designated as **XB-64**) was on 6 November 1956.
The programme was cancelled on 11 July 1957 but the already built missiles were flown to 18 November 1958 as part of special test programmes, with the last two flights being used in flight testing for the B-70 and F-108 aircraft designs. A total of 11 flights were conducted but all were essential failures. One vehicle was not launched and another four were built but not delivered.
Known serials include 52-10989/10990, 53-8270/8272, 54-3095/3099 and 55-4222/4223. XSM-64s with serials 55-4224/4233 were cancelled.
The production development, designated as **XB-64A** (later **XSM-64A**), which was type G-38, had a span of 40'3", 12.30 m a length of 87'4", 26.60 m without booster and 95'3" with booster. None of the 10 ordered were completed.

Refer also to X-10

B-65
Convair Atlas

Specifications:
diam: 10', 3.05 m
length: 86'2", 25.15 m
engines: 1 Rocketdyne LR89-NA-3 + 2 Rocketdyne LR105-NA
max. speed: Mach 20

(Source: USAF)

Development of the Atlas Intercontinental Ballistic Missile commenced in January 1951 as MX-1593, a seven engined missile. In August 1951 the project was assigned the **XB-65** designation and by September 1951 the design had evolved into a 5 engined missile which was to be tested in single and three engine configurations as X-11 and X-12 which were ordered in 1953. As lighter nuclear warheads became available the 5 engined version never materialised. The XB-65 was in 1955 redesignated as **XSM-65**.
The first successful flight of the **XSM-65A** Atlas A was on 17 December 1957 following failures on 11 June 1957 and 25 September 1957. On 2 August 1958 the **XSM-65B** Atlas B flew for the first time, following a launch failure on 19 July 1958, whilst the **XSM-65C** Atlas C followed on 23 December 1958.
The **XSM-65D** Atlas D, prototype of the initial production variant flew for the first time on 29 July 1959, following failures on 14 April 1959, 18 May 1959 and 6 June 1959.
The first production model was designated **SM-65D** of which there was an unarmed training version known as **USM-65D**.
Further production versions were the **SM-65E** Atlas E, the **USM-65E** training version and the **SM-65F** Atlas F. The SM-65E flew for the first time on 7 July 1961 after a failure on 7 June 1961, whilst the SM-65F flew for the first time on 8 August 1961.
Known designations and serials are:
XSM-65A: 55-5132/5134, 56-6741/6750, 57-1771/1773
XSM-65B: 57-1774/1786
XSM-65C: 57-1787/1790, 57-2612/2618
SM-65D: 57-2619/2633, 58-2187/2231, 58-7056/7116, 61-2509/2522
USM-65D:
SM-65E: 58-7117/7142, 60-5464/5531, 60-5554/5559, 61-2574/2590
USM-65E:
SM-65F: 60-5532/5553, 61-2523/2573, 62-12125/12146, 62-12595/12623.
Batches with serials 62-12107/12124 and 62-12400/12472 are believed to have been a mixture of SM-65D and SM-65E. Serials 55-5135/5154 were cancelled XSM-65As.
On 27 June 1963 those missiles remaining in service were redesignated as per table:

USAF	Tri-service
SM-65D	CIM-16D

USM-65D	CTM-16D
SM-65E	CGM-16E
USM-65E	CTM-16E
SM-65F	HGM-16F

The missiles were de-activated in 1965/67 and subsequently used as space launchers.

Refer also to X-11, X-12

B-66
Douglas Destroyer

Specifications:
span: 72'6", 22.10 m
length: 75'2", 22.91 m
engines: 2 Allison J71-A-13
max. speed: 631 mph, 1015 km/h

(Source: USAF via 10af.afrc.af.mil/photos)

Evolved from the A3D design, the Destroyer was extensively redesigned to meet USAF requirements as expressed for MX-1934. The **RB-66A** was fitted with YJ71-A-9 engines and five were built with serials 52-2828/2832. The first flight took place on 28 June 1954. All, except 52-2831, were later redesignated as **JRB-66A**.
This was followed by 145 **RB-66B**s to which the specification apply. These had serials 53-409/481, 54-417/446, 54-506/547 and 55-415 and the first flight was on 4 January 1955. RB-66B 53-412 was converted as **JRB-66B** whilst aircraft 53-413 and 53-421 were converted to **NRB-66B**. One of these aircraft was fitted for test purposes with a General Electric CJ-805-3 engine whilst another was used to test a Pratt & Whitney TF33-P-3. Aircraft with serials 53-481 and 53-488 were converted to **NB-66B**. 72 examples of the **B-66B** were built with serials 53-482/507, 54-477/505, 54-548/551 and 55-302/314 whilst aircraft with serials 55-315/383 were cancelled.
A number of B-66Bs and RB-66Bs, including 53-482, 53-484/487, 53-489, 53-491, 53-492, 53-493, 53-495/498 and 54-435 were converted as **EB-66B**s. A number of B-66Bs and RB-66Bs were used for drop tests in the Gemini and Apollo space programmes with designation **NB-66B**. These included 53-413, 53-488, 54-477, 54-481.
The next version was the **RB-66C** which had a span of 74'7", 22.73 m, length of 75'2", 22.91 m, and 2 J71-A-11 engines. 36 were built with serials 54-447/476 and 55-384/389 and the first flight was on 20 October 1955. Several were modified with new ECM gear as **EB-66C** (including 54-447/450, 54-452/459, 54-461/476 and 55-384/389).
The **WB-66D**, also known as **B-66D**, was a weather reconnaissance version of which 36 were built with serials 55-390/425. Two aircraft (55-390 and 55-391) were used for tests with the designation **JWB-66D**. Aircraft 55-396 was converted as **RB-66D**.
The final version was the **EB-66E** or **B-66E** and 52 RB-66Bs were converted to this standard including 53-479, 53-480, 54-417, 54-419, 54-420, 54-423, 54-424, 54-426, 54-427, 54-429, 54-431, 54-434, 54-435, 54-438, 54-439, 54-440, 54-441, 54-442, 54-443, 54-445, 54-446, 54-506, 54-507, 54-508, 54-509, 54-510, 54-511, 54-514, 54-515, 54-516, 54-519, 54-520, 54-521, 54-522, 54-523, 54-524, 54-525, 54-526, 54-527, 54-528, 54-529, 54-531, 54-532, 54-533, 54-534, 54-536, 54-537, 54-539, 54-540, 54-542, 54-545 and 54-546.
An **EB-66F** version was cancelled in August 1968.

Refer also to A3D, X-21

B-67
Radioplane RP-54 Crossbow

Specifications:
span: 12'6", 3.81 m
length: 19'1", 5.82 m
engines: 1 Continental J69-T-17
max. speed: 676 mph, 1088 km/h

(Source: Lloyd S. Jones, US Bombers)

Originally known as MX-2013, the Crossbow was an ECM and decoy missile that was recoverable. 28 were ordered as **XB-67** (later **XGAM-67**) (including serial 54-2968 which was cancelled) and these were fitted with a variety of engines including Westinghouse J81 and Fairchild J83. The production version was designated as **GAM-67** and four could be carried by a B-47. Known serials are 54-2960/2967, 54-2969/2970, 54-3090/3094 and 55-3466/3480. The program commenced in 1954 and continued until 1970.

B-68
Martin Titan

Specifications:
diam: 10', 3.05 m
length: 92', 28.04 m
engines: 1 Aerojet LR87-AJ-1 + 1 Aerojet LR91-AJ-1
max. speed: Mach 20

(Source: Martin?)

The **XB-68** designation was used for a Martin model 136 supersonic bomber, the design of which was commenced in 1952 as WS-302A but was cancelled in 1957. The aircraft was to be fitted with 3 General Electric J79-GE-1s, producing a max. speed of 1650 mph, 2655 km/h. There are various versions of the design and a mock-up was built.

The designation was then used as **XSM-68** for the two stage Titan ICBM which was first launched on 6 February 1959. Known designations and serials are:
XSM-68: 57-2685/2697, 58-2232/2254, 60-3620/3638, cancelled: 56-427/450
XSM-68A: 60-3639/3645
SM-68: 60-3646/3709, 61-4492/4528
USM-68A: ?
XSM-68B: 60-6808/6812, 61-2729/2754, 62-1867/1868, cancelled: 62-1869/1871
SM-68B: 61-2755/2774, 62-002/029, 62-12292/12301
The XSM-68, XSM-68A and SM-68 were referred to as Titan I whilst the XSM-68B and SM-68B was known as Titan II. The **SM-68A** designation was intended for a version of the Titan I that would be structurally modified for in-silo launches.
The designation USM-68A has been used to identify an unarmed training version of the Titan I. It may refer to the 19 Titan Is that were flown from the TF-1 training complex at Vandenberg.
The SM-68B had a length of 103', 31.93 m and had LR87-AJ-5 and LR91-AJ-5 engines.

(Source: USAF)

On 27 June 1963 the following designations took place:

USAF	Tri-service
SM-68	HGM-25A
USM-68A	HTM-25B
XSM-68B	XLGM-25C
SM-68B	LGM-25C

Production of the LGM-25C continued whilst the Titan was used as the basis for a family of Titan III (also known as SLV-5) and IV space launchers.

B-69
Lockheed Neptune

Specifications:
span: 103'10", 31.65 m
length: 91'4", 27.84 m
engines: 2 Wright R-3350-32W + 2 Westinghouse J34-WE-36
max. speed: 403 mph, 684 km/h

(Source: USAF via 10af.afrc.af.mil/photos)

The USAF procured seven **RB-69A**s with serials 54-4037/4043 which the first five had been had been transferred from the US Navy as P2V-7U with the remainder being built outright as RB-69A. They were used for electronic intelligence gathering missions for the CIA and were eventually all returned to the US Navy where they served as SP-2H.

Reference is made to the Boeing **IM-69** Bomarc in the parallel missile designation sequence, which was the initial designation of the IM-99.

Refer also to C-139, P-2, P2V

B-70
North American Valkyrie

Specifications:
span: 105', 32.00 m
length: 189', 57.61 m
engines: 6 General Electric YJ93-GE-3
max. speed: 2000 mph, 3218 km/h

(Source: USAF via 10af.afrc.af.mil/photos)

The **XB-70** was a Mach 3 strategic bomber to replace the B-52. Studies were commenced in 1954 as WS-110, with a formal design contract being awarded on 23 December 1957. However, the development of ICBM technology had made the B-70 obsolete from a military point of view and in December 1959 the programme was reduced to an experimental programme to study supersonic flight.
Four aircraft were ordered on 4 October 1961 with serials 62-001/002 and 62-207/208. The first aircraft was designated as **XB-70A** and flew for the first time on 21 September 1965. This aircraft (62-001) eventually was handed over to the USAF Museum after it made its last flight on 4 February 1969. The second aircraft, also a XB-70A, (62-207) was destroyed on 8 June 1966. 62-002 was to be completed as XB-70A but was cancelled, whilst 62-208, which was to be completed as **XB-70B** was cancelled in March 1964.
The aircraft were principally used by NASA and flew for 252.5 hours of which only a token time was supersonic. The alternative designation is **RS-70** although the aircraft were never designated as such.
The designation **RSB-70** was approved on 27 October 1961 for a reconnaissance-strike version that was not built.

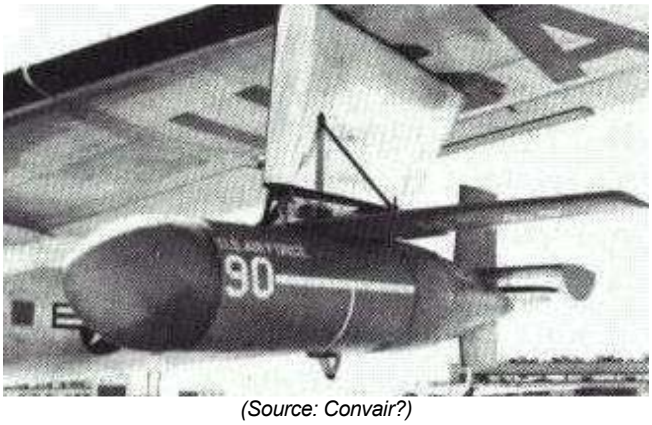
Reference is made to the Bendix IM-70 Talos missile in the parallel missile designation sequence. The missile, of which none were delivered to the Air Force, had a length of 31’6”, 9.60 m and a diameter of 2’4”, 0.71 m. Versions included **XIM-70A** and **XIM-70C**.

B-71
Lockheed 83 A-11

Specifications:
span: 57'7", 17.55 m
length: 107'5", 32.74 m
engines: 2 Pratt & Whitney J58-P-
max. speed: 2193 mph, 3529 km/h

(Source: USAF via 10af.afrc.af.mil/photos)

Intially referred to in Lockheed in-house documentation as **B-71**, the **SR-71A** was developed alongside the F-12 as the RS-12 strategic reconnaissance aircraft. On 28 December 1962 31 SR-71As were ordered with serials 64-17950/17980. The first flight was on 22 December 1964 and 64-17982/17984 were cancelled.
The **SR-71B** was a two seat conversion and two aircraft with serials 64-17956 and 64-17957 were converted. The first flight was on 2 November 1965.
The **SR-71C** was a single pilot trainer rebuilt from a functional mock-up and parts of 64-17951. It had serial 64-17981.
Some reference sources suggest that the Fiscal Year for these aircraft was 1961, with the serials being 61-7950 etc., however, such serials would be out of sequence.



(Source: Convair?)

Reference is made to the Convair **XGAM-71** Buck Duck air launched decoy missile for the B-36, in the parallel missile designation sequence. The Buck Duck had a span of 14'0", 4.27 m, a length of 13'0", 3.96 m and was powered by an Aerojet XLR85-AJ-1 rocket engine to give it a speed comparable to that of the B-36. Serials 55-3490/3501 are believed to have been assigned. The first captive flight, with a B-29, was made on 14 February 1955 and a total of seven glide flights were made in March 1955. It is likely that no motorised flights had been made by the time the programme was cancelled. The development was also known as MX-2224.

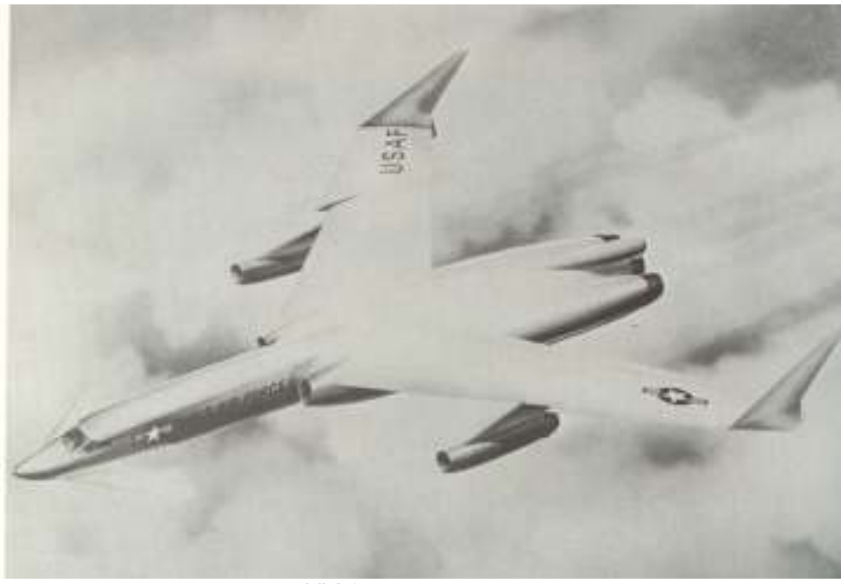
Refer also to F-12

B-72
McDonnell Quail

Specifications:
span: 5'6", 1.68 m
length: 12'11", 3.94 m
engines: 1 General Electric J85-GE-7
max. speed: Mach 0.95

(Source: McDonnell via Aviation Archive)

The Quail was a decoy missile of which 616 were built. The prototypes were designated as **YGAM-72A** and had serials 57-5752/5775. The first production version was the **GAM-72A** which flew for the first time in 1958. Known serials were 59-2232/2255, 60-0616/0851, and 61-333/633 and on 27 June 1963 they were redesignated as ADM-20B. The **GAM-72B** version was redesignated as ADM-20C on the same day. There is also reference to a **GAM-72** which was redesignated as ADM-20A. The Quail remained in use until December 1978.



NX-2 (Source: Convair?)

The **B-72** designation has also been associated with the Convair NX-2 nuclear powered bomber. A result of the WS-125A project whch was started in 1955, the aircraft was to be powered by four engines of which two would be the nuclear driven General Electric J87 (X-211) engines. One of the configurations studied had a span of 150', 45.70 m and a length of 171', 52.10 m. Work continued until about 1961.
Lockheed nuclear powered bomber proposal in response to the WS-125A requirements was known as NX-1. It was to be powered by Pratt & Whitney J91 (JTN9) engines.

B-73
Fairchild M-230 Bull Goose

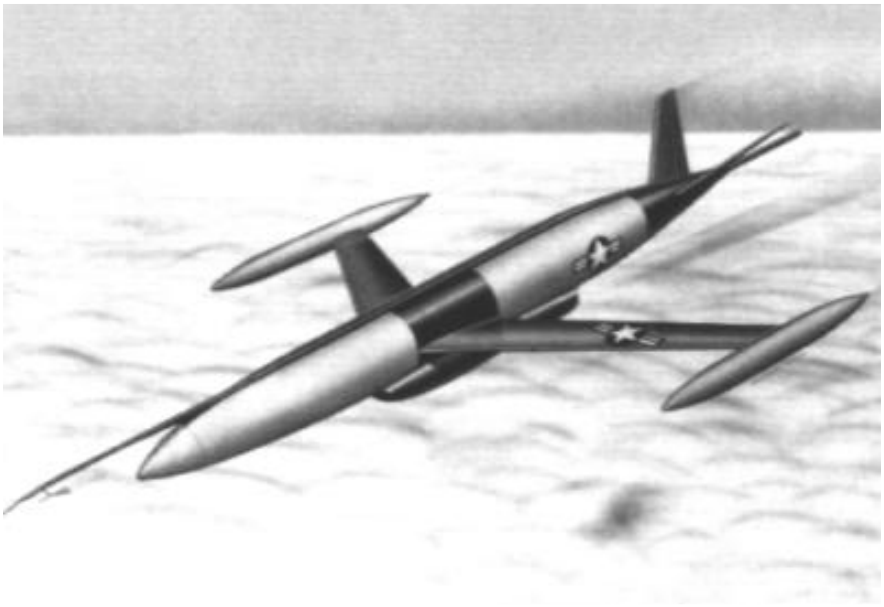
Specifications:
span: 24'5", 7.44 m
length: 33'6", 10.21 m
engines: 1 General Electric J85-GE-3
max. speed: 595 mph, 957 km/h

(Source: 45th SW/HO)

Commenced as **B-73** in March 1953, the **XSM-73** was a tailless long-range delta decoy missile incorporating a plastic airframe. It was to be launched from sites adjacent to SAC bases and was to simulate the speed and distance performances of B-36, B-47, B-52 and B-58 bombers over the final 2400 km. It was also known as MX-2223 and WS-123A. The **XSM-73A** project saw the missile to be fitted with a Fairchild J83-R-3 engine and launched with a Thiokol booster.
A first flight took place on 13 March 1957 but after 20 flights in that year up to 5 December 1958, all of which were conducted from Cape Canaveral, the project was cancelled on 12 December 1958. If it had become operational 53 development aircraft and 2328 operational aircraft would have been ordered.
Serials included 59-1843/1873.

B-74
Convair

Specifications:
span: app. 25', 7.60 m
length: app. 30', 9.15 m
engines: 1 Continental J69
max. speed: Mach 0.9



(Source: via designationsystems.net)

The **XSM-74** designation referred to a decoy missile similar to the XSM-73 and developed by Convair as part of the MX-2223 program. The first flight was anticipated in 1958 but development was cancelled. It is possible, but not confirmed, that development started as **B-74**.

B-75
Douglas Thor

Specifications:
diam: 8', 2.44 m
length: 65', 19.81 m
engines: 1 Rocketdyne LR79 + 1 Rocketdyne LR101
max. speed: 10000 mph, 16000 km/h

(Source: USAF)

Originally a US Army programme, the Thor was an intermediate range missile which flew for the first time on 19 April 1957. Known designations and serials are:
XSM-75: 56-6751/6760, 56-6782/6802, 57-2640/2645, cancelled: 56-6761/6781
SM-75: 57-2646/2651, 58-2255/2326, 59-2337/2427, 59-5030/5047, 60-5560/5573, 61-2650/2661, 61-2930/2939, 62-3586/3597, 62-12148/12165, 62-12388/12399.
In 1960/61 60 Thor missiles were deployed in Great Britain, ostensibly under the control of the RAF. In 1963 these were withdrawn again and the mssiles were returned to the United States where they were put into storage.
On 27 June 1963 the XSM-75 was redesignated as XPGM-17A and the SM-75 as PGM-17A and development continued under that designation. There is also reference to the **USM-75** that was redesignated as PTM-17A. The Thor also gave rise to an extensive family of space launchers.

B-76
Martin Mace

Specifications:
span: 22'11", 6.99 m
length: 44', 13.41 m
engines: 1 Allison J33-A-41
max. speed: 650 mph, 1045 km/h

(Source: USAF via National Atomic Museum)

The Mace A (TM-76A) missile was launched from MM-1 Teracruzer mobile ground launch trucks. The first of seven launches from a MM-1 was on 29 October 1959 from Holloman AFB. Operationally the missiles were deployed in Germany.
The Mace B (TM-76B) were deployed from hardened shelters. 37 TM-76Bs were launched from Cape Canveral from 11 September 1960 to 17 July 1963 whilst operational TM-76Bs were deployed from December 1961 at Kadena Air Base in Okinawa and from 27 June 1964 at Bitburg in West Germany. N missiles were fired from these sites by the time that they were withdrawn from service during 1969. They were then used, up to 1977 as target drones at Eglin AFB.

The following designations and serials are known:
YTM-76A: 55-3153/3166, 55-3328/3340, 56-713/729, 56-2883/2902
TM-76A: 57-2353/2388, 57-2390/2402, 57-2404/2416, 57-2418/2430, 57-2432/2444, 57-2446/2451, 58-1365/1380, 58-1382/1390, 58-1392/1400, 58-1402/1407, 58-1409/1411, 58-1445/1457, 58-1461/1466
YTM-76B: 57-2389, 57-2403, 57-2417, 57-2431, 57-2445, 57-2452, 58-1381, 58-1391, 58-1401, 58-1408, 58-1417, 58-1426/1427
TM-76B: 58-1412/1416, 58-1418/1425, 58-1428/1444, 58-1458/1460, 59-2464/2534, 59-4857/4910, 59-4976/4981, 60-5391/5423, 60-6700/6807
In addition a batch with serials 58-1467/1491 is known.
Cancelled serials included 55-3341/3354 for YTM-76A.
On 27 June 1963 the following redesignations took place:

USAF	Tri-service
YTM-76A	YMGM-13B
TM-76A	MGM-13A or MGM-13B
YTM-76B	YCGM-13C
TM-76B	CGM-13B or CGM-13C

Development continued in the M-13 series.

B-77
North American Hound Dog

Specifications:
span: 12', 3.66 m
length: 42'6", 12.95 m
engines: 1 Pratt & Whitney J52-P-3
max. speed: Mach 2

(Source: USAF)

The Hound Dog was an air to surface missile developed for the B-52 bomber and could also be used to boost the take-off performance of the bomber. The first flight of the **GAM-77A** was on 23 April 1959 and 592 examples of the GAM-77A and **GAM-77B** were in operational use. These included serials 59-2791/2867, 60-2078/2247, 60-5574/5603, 60-6691/6699, 61-2118/2357 and 62-030/206. In 1961 they were put in service and those remaining in service on 27 June 1963 were redesignated as AGM-28A and AGM-28B respectively. They remained in service until 1976.

B-78
Chrysler Jupiter C

Specifications:
diam: 8'9", 2.67 m
length: 60'1", 18.31 m
engines: 1 Rocketdyne S3
max. speed: Mach 5

(Source: USAF, via designationsystems.net)

Originally a US Army project, the Jupiter was an intermediate range ballistic missile developed by the US Army's Redstone arsenal and built by Chrysler after having been taken over by the USAF. The first flight of the **SM-78** was on 1 March 1957.
In 1960/61 30 Jupiter missiles were deployed in Italy and 15 in Turkey, ostensibly under the control of the respective air forces. In 1963 these were withdrawn again and the mssiles were returned to the United States where they were put into storage.
The known serials were 58-5279/5303, 58-5525/5526, 58-7029/7054 and 59-2638/2645. In 1962 they were redesignated as PGM-19A.

B-79
Martin White Lance

Specifications:
span:
length:
engines: 1 Thiokol LR-44-RM-2
max. speed:

The Martin White Lance was an advanced derivative of the US Navy's Bullpup missile and was to be an air launched nuclear missile. Designated as **GAM-79**, the development required some time and the USAF instead selected the GAM-83 Bullpup missile.

B-80
Boeing Minuteman

Specifications:
diam: 6', 1.83 m
length: 53'11", 16.43 m
engines: 1 Thiokol Th-122 + 1 Aerojet + 1 Hercules
max. speed: 15000 mph, 24100 km/h

(Source: USAF)

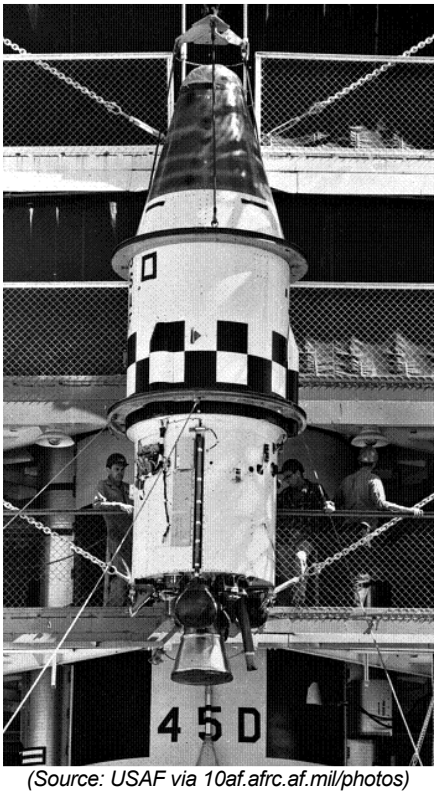
The Minuteman was a silo stored three-stage ICBM developed by Boeing and built at the Boeing plant at Ogden, UT. On 25 March 1960 150 were ordered and the first launch took place on 1 February 1961, with the first silo launch on 17 November 1961.
The prototypes were designated as **XSM-80** whilst he first production version was designated **HSM-80A** Minuteman 1A. The Minuteman IB was designated **HSM-80B**.
Known versions and redesignations after 27 June 1963 are:

USAF	Tri-service
XSM-80	XLGM-30A
HSM-80A	LGM-30A
HSM-80B	LGM-30B
HSM-80C	LGM-30C
HSM-80D	LGM-30D
HSM-80E	LGM-30E
HSM-80F	LGM-30F

There is some doubt about the HSM-80C, HSM-80D and HSM-80E designations. Further development took place after the redesignation and included the LGM-30G Minuteman III.
Known serials include 59-5963/5988, 61-2084/2117 and 62-3598/3602.

B-81
Lockheed Agena

Specifications:
diam: 5", 1.52 m
length: 25', 7.56 m
engines: 1 Bell LR81
max. speed: n.a.



(Source: USAF via 10af.afrc.af.mil/photos)

The **XRM-81** designation has been associated with the Lockheed Agena upper stage space launch vehicle.
Known serials include 59-2544/2557, 60-606/615, 60-5454/5463, 60-6594/6630, 60-6914/6922 and 62-12585 for XRM-81 and 60-3710/3719 for **RM-81.**
The serials 63-7368/7406, 63-12759/12764, 65-10657/10685, 66-4390/4432, 66-9249/9262 and 67-14544/14579 refer to vehicles designated as **SRM-81** whilst serials 61-4530/4536, 62-3876/3878, 62-4614/4625, 62-12202/12213, 62-12289/12291 and 63-13040/13085 refer to the **SRM-81A**. These 341 serials do not account for the full number of Agenas built (at least 365).
The Agena upper stage did not receive a designation in the tri-service designation system.
As a space launch vehicle, the Agena was used in combination with Atlas and Thor stages and appeared in the Agena A, Agena B and Agena D versions.

B-82
JPL Loki Dart

Specifications:
diam: 0’3”, 0.076 m
length: 8’8”, 2.63 m
engines: 1 JPL 132A solid fuelled rocket
max. speed: 3900 mph, 6275 km/h

(Source: Richard B. Morrow, Mitchell S. Pines: Small Sounding Rockets via designationsystems.net)

The **XRM-82** designation was used for the JPL Loki Dart sounding rocket which was first introduced in 1951 and was used to release chaff that was tracked to determine high altitude wind velocities. Alternative records state that the first launch was on 7 February 1956.
On 27 June 1963 it was redesignated as PWN-1A.

B-83
Martin Bullpup

Specifications:
diam: 1", 0.30 m
length: 10'6", 3.20 m
engines: 1 Thiokol LR58-RM-4
max. speed: Mach 1.8

(Source: nationalmuseum.af.mil/factsheets/index.asp)

The Bullpup was an air to surface guided missile. The known versions and redesignations on 27 June 1963 were:

USAF	Tri-service
TGAM-83	ATM-12
GAM-83A	AGM-12B
TGAM-83A	ATM-12B
GAM-83B	AGM-12D
XGAM-83B	XAGM-12D
TGAM-83B	ATM-12D

Known serials included 59-4142/4856, 60-2488/3447, 60-5604/6027, 61-973/2050, 61-3235/4487 (cancelled), 62-209/1147, 62-1186/1783, 62-2138/3486, 62-4845/5118, 62-5120/5375, 62-5377/5433, 62-5435/5844 and 62-6001/12106.

B-84
Aerojet Aerobee Hi

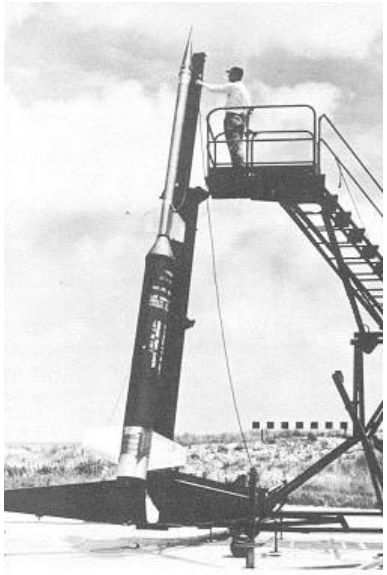
Specifications:
diam: 31', 9.44 m
length: 1'3", 0.38 m
engines: 1 Aerojet AJ11-21 + 1 Aerojet X103C10
max. speed: 4620 mph, 7440 km/h

(Source: Aerojet via designationsystems.net)

The **XRM-84A**, was a 1959 variant of the Aerobee Hi sounding rocket fitted with a 2.5KS18000 booster and an Aerojet AJ11-21 sustainer. On 27 June 1963 it was redesignated as PWN-2A.

B-85
Thiokol Nike Cajun

Specifications:
diam: 5', 1.52 m
length: 26'4", 8.04 m
engines: 1 Hercules X-216 + 1 Thiokol TE-82-1 Cajun
max. speed: 4200 mph, 6760 km/h



(Source: USAF via designationsystems.net)

The **XRM-85A** was a 1959 version of the Nike Ajax missile fitted with a Cajun second stage. The first recorded launch was on 6 July 1956 although that launch was not a military one.
In 1962 the USAF's Cambridge Research Laboratory launched four Nike-Cajun's from Andoya although there is no evidence that these sounding rockets were designated XRM-85.
On 27 June 1963 the XRM-85 was redesignated as PWN-3A.

B-86
Univ of Michigan Research Centre Exos

Specifications:
diam: 1’10”, 0.58 m
length: 42’5”, 12.94 m
engines: 1 Hercules XM6 + 1 ABL X216A2 + 1 Thiokol XM19 Recruit
max. speed: 7040 mph, 11300 km/h

(Source: NASA via designationsystems.net)

The designation **XRM-86A** was used for the Exos three stage sounding rocket which flew for the first time on 26 June 1958 although other sources state 25 September 1958. It was built for the USAF’s Cambridge Research Laboratory. On 27 June 1963 it was redesignated as PWN-4A.

B-87
Douglas Skybolt

Specifications:
span: 5'6", 1.68 m
length: 38'3", 11.66 m
engines: 1 two stage Aerojet rocket
max. speed: 9500 mph, 15300 km/h

(Source: USAF via ookaboo.com/o/pictures)

The Skybolt was an air-launched ballistic missile (ALBM) to be launched by B-52F bombers as well as British Vulcan bombers as an alternative to missiles in fixed silos. The B-52F would carry four missiles under the wings, two under each wing, whilst the Avro Vulcan was to carry one underneath each wing.
The programme started in 1958 as WS-318 and the designation GAM-87 was introduced in 1960. On 5 January 1961 the first missiles, attached to a B-52F, were rolled out at the factory at Wichita, KS.
Tests started in 1961 but the the first flight took place on 19 December 1962. On the same day the programme was cancelled as improvements to silo based missiles had made the Skybolt programme unnecessary. Another five est flights were conducted until 22 December 1962. By then the missiles had been redesignated as AGM-48.
Known serials include 61-2431/2487 for the **XGAM-87A**, which were redesignated as XAGM-48A on 27 June 1963. Other known serials include 63-7310/7367, which were probably cancelled.

B-88
Cooper Dev. Co. Rocksonde 200

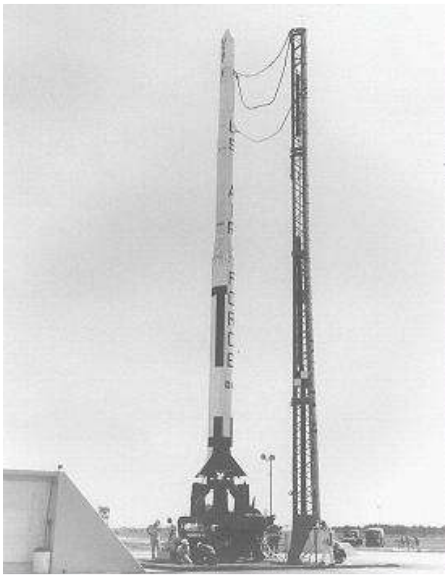
Specifications:
span: 0’3”, 0.076 m
length: 8’8”, 2.64 m
engines: 1 Cooper RM2210
max. speed: 3900 km/h, 6275 km/h

(Source: Richard B. Morrow, Mitchell S. Pines: Small Sounding Rockets via designationsystems.net)

Designated **SRM-88A**, this probe was a development of the Loki sounding rocket and was used to release chaff at high altitudes for determining wind velocities. On 27 June 1963 it was redesignated as PWN-8A.

B-89
Ford Blue Scout1

Specifications:
diameter: 3'4", 1.02 m
length: 71'0", 21.65 m
engines: 1 Aerojet Algol 1 + 1 Thiokol Castor 2 + 1 ABL Antares 1A
max. speed: 13,400 mph, 21,600 km/h



(Source: USAF via designationsystems.net)

The designation **XRM-89A** referred to a Ford managed development of the Vought Blue Scout I sounding rocket. The first flight was on 7 January 1961 (known as Nudets-4), followed by a flight on 9 May 1961 (as Nudets-7). There was a further flight on 12 April 1962 which carried a re-entry vehicle.
The sounding rockets had serials in the range 60-6082/6093.

Refer also to B-90, B-91 and B-92

B-90
Ford Blue Scout 2

Specifications:
diameter: 3'4", 1.02 m
length: 71'0", 21.65 m
engines: 1 Aerojet Algol 1 + 1 Thiokol Castor 2 + 1 ABL Antares 1A + 1 ABL Altair 1
max. speed: 18,000 mph, 29,000 km/h

(Source: USAF via designationsystems.net)

The designation **XRM-90A** referred to a Ford managed development of the Vought Blue Scout 2 sounding rocket. The first flight was on 3 March 1961 (as Nudets-5) followed by another two launches on 12 April 1961 (as Nudets-6) and 1 November 1961. The latter flight was also known as Mercury-Scout (MS)-1 and it failed after 30 seconds.
The sounding rockets had serials in the range 60-6082/6093.

Refer also to B-89, B-91 and B-92

B-91
Ford Blue Scout Junior

Specifications:

diameter:	2'7", 0.79 m
length:	40'6", 12.34 m
engines:	1 Thiokol Castor 2 + 1 ABL Antares 1A + 1 Aerojet Alcor + 1 NOTS 100A Cetus
max. speed:	13425 mph, 21600 km/h

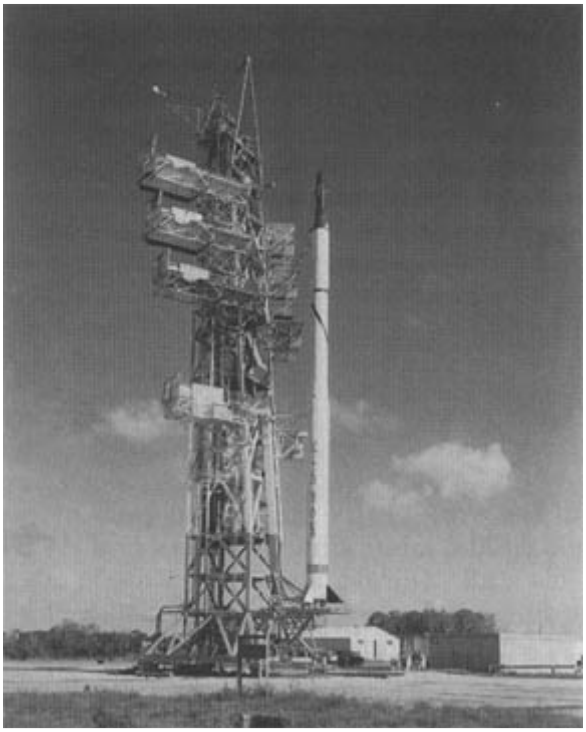
(Source: USAF via designationsystems.net)

The designation **XRM-91A** referred to a Ford managed development of the Vought Blue Scout Junior sounding rocket. The first flight was on 21 September 1960 (as Nudets-1), followed by flights on 8 November 1960 (as Nudets-3), 17 August 1961 (as Nudets-8) and 4 December 1961 (as Nudets-9).
There were further Blue Scout flights until 24 November 1970, but these are not considered XRM-91 flights. The sounding rockets had serials in the range 60-6082/6093 which also included the XRM-89, XRM-90 and XRM-92.
Additional serial numbers have not been found although serials 62-12586/12594 were for Vought LV-1C Scout launch vehicles, may have been used for post 1962 flights.

Refer also to B-89, B-90 and B-92

B-92
Ford Scout

Specifications:
Diameter: 3'4", 1.02 m
length: 75'0", 22.86 m
engines: 1 Aerojet Algol IB + 1 Thiokol Castor I + 1 ABL Antares I + 1 ABL Altair I
max. speed:



Scout ST-2 (Source: NASA)

The designation **XRM-92A** referred to a Ford managed development of the Vought Scout X-1 sounding rocket. The sounding rockets were in the serial in the range 60-6082/6093.
Seven flights of the Scout X-1 were undertaken between 1 July 1960 and 19 October 1961 of which one flight (ST-2 on 4 October 1960) carried a USAF Nudets experiment. Probably that flight might have been the XRM-92A flight.

Refer also to B-89, B-90 and B-91