

REVISED 1 FEBRUARY, 1945

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THE

B-29

AIRPLANE COMMANDER TRAINING MANUAL FOR THE SUPERFORTRESS

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THIS REVISED EDITION SUPERSEDES THE ORIGINAL (BLUE COVERED) AIRPLANE COMMANDER TRAINING MANUAL FOR THE SUPERFORTRESS. ALL COPIES OF THE LATTER ARE RESCINDED.

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AIRPLANE COMMANDER TRAINING MANUAL FOR THE SUPERFORTRESS



REVISED 1 FEBRUARY, 1945

PREPARED FOR HEADQUARTERS, AAF

OFFICE OF ASSISTANT CHIEF OF AIR STAFF TRAINING

BY HEADQUARTERS AAF, OFFICE OF FLYING SAFETY

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Foreword

THIS MANUAL is the text for your training as a B-29 pilot and airplane commander.

The Air Forces' most experienced training and supervisory personnel have collaborated to make it a complete exposition of what your pilot duties are, how each duty will be performed, and why it must be performed in the manner prescribed.

The techniques and procedures described in this book are standard and mandatory. In this respect the manual serves the dual purpose of a training checklist and a working handbook. Use it to make sure that you learn everything described herein. Use it to study and review the essential facts concerning everything taught. Such additional self-study and review will not only advance your training, but will alleviate the burden of your already overburdened instructors.

This training manual does not replace the Technical Orders for the airplane, which will always be your primary source of information concerning the B-29 so long as you fly it. This is essentially the textbook of the B-29. Used properly, it will enable you to utilize the pertinent Technical Orders to even greater advantage.



GENERAL, U. S. ARMY,
COMMANDING GENERAL,
ARMY AIR FORCES

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Early in 1945
determine just
and better than
being. Its basic
Three airplane
the actual performance
these taking

Many questions
into the B-29
development
a B-17 was
fin and rudder
and even with

The B-29
bombers."
much larger
weight and
is considered

**Additional copies of this manual should be requested from:
HEADQUARTERS AAF, OFFICE OF FLYING SAFETY, SAFETY EDUCATION DIVISION,
Winston-Salem 1, North Carolina.**

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MEET THE

Superfortress



The B-29 is just what the name implies . . .
a Superfortress . . . a bigger and better B-17.

Early in 1939, when studies were started to determine just how to produce a bomber bigger and better than the B-17, the XB-29 came into being. Its basic design was determined in 1940. Three airplanes were built as prototypes for the actual production of the B-29, the first of these taking to the air in the fall of 1942.

Many qualities of the B-17 have been built into the B-29. The B-17 tail was one step in the development. In the early experimental stages, a B-17 was flown with dual turbos, the B-29 fin and rudder, the B-29 stabilizer and elevator, and even with the B-29 ailerons.

The B-29 is the first of the "very heavy bombers." Actually, in physical size it is not much larger than a B-17 or a B-24, but its weight and power are twice theirs and its speed is considerably greater. Loaded down with gas

and oil for a long ferrying trip, it holds almost as much fuel as a railroad tank car. Under normal loads, it weighs 1/7 as much as a railroad locomotive and has four times the power. It is designed to carry heavy loads for long distances at high speeds and high altitudes.

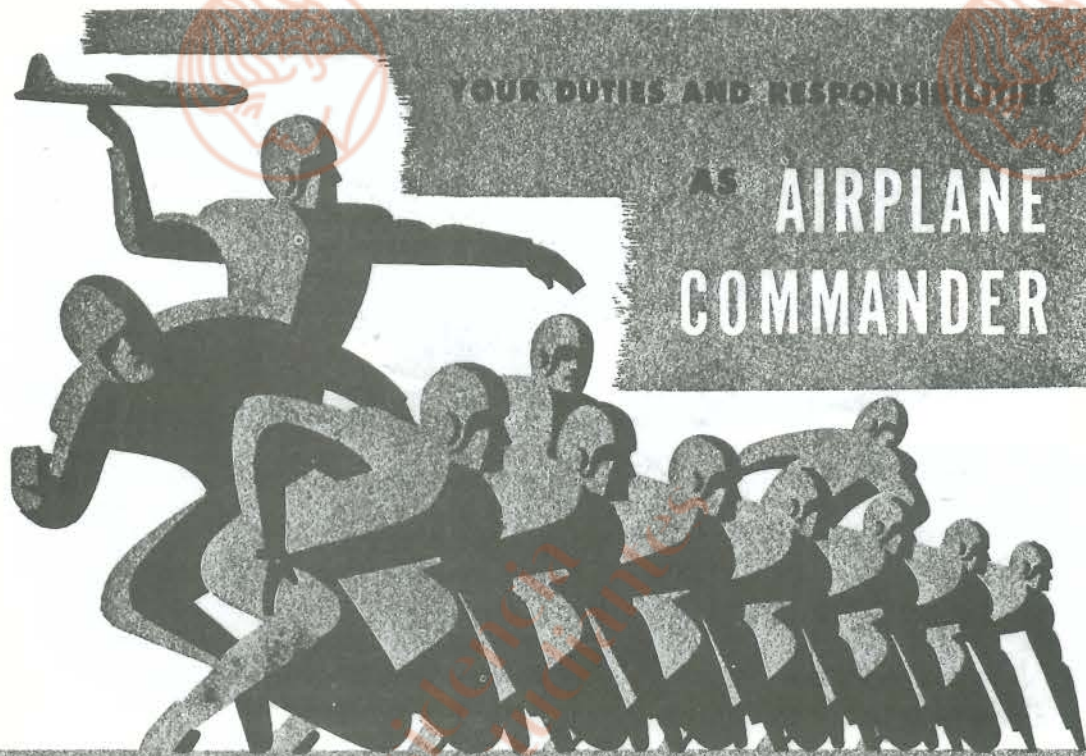


THE B-29 IS A YOUNG AIRPLANE, BUT IT IS FAST PROVING ITS CAPABILITIES . . .
AND YOU AS AN AIRPLANE COMMANDER WILL HAVE A HAND IN ITS FUTURE.

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TRAINING ACCOMPLISHED

WEEKS	NUMBER OF EACH MISSION FLOWN	TOTAL NUMBER OF MISSIONS FLOWN	TOTAL NUMBER OF HOURS FLOWN
1st			
2nd			
3rd			
4th			
5th			
6th			
7th			
8th			
9th			
10th			
11th			
12th			

The B-29 are the capt combat, and plane, depen team and ho

You are r command pc go with it. Y is your airpl you are figh hours in eve

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You can't fly the B-29 by yourself. You need the full cooperation of your crew and you can get that cooperation only if the morale of your crew is good. You can help build that morale

Make your crew members feel that they are an important part of their airplane. Make a point of letting each man take a short turn at the controls during practice missions while you or the copilot stand by on dual. Make a tour of all stations at least once during every practice flight. Talk to the men, ask them questions about their duties, try to clear up any questions they may have. Make them want to have the best team in their squadron.

DATE COMPLETED _____

1	The aircraft commander will complete a minimum of 20 hours formation above 25,000 feet mean sea level.	
2	The aircraft commander will accomplish the instrument check prescribed by AAF Regulation 50-3.	
3	The copilot will make a minimum of five landings from his own position.	
4	The copilot will accomplish at least four hours instrument flying under the hood to include at least two instrument let-downs on radio range.	
5	The combat crew will complete a navigational mission for a minimum of approximately 3000 miles. Cruise control will be emphasized.	
6	The combat crew will complete a navigational mission by the use of radar alone, over a Triangular course, for a minimum distance of 900 miles.	
7	The bombardier will drop a minimum of 20 individual bomb releases from above 25,000 feet mean sea level.	
8	The aircraft commander, navigator, and bombardier will combine their efforts in performing a minimum of 12 camera bombing attacks on industrial targets, four of which will be above 25,000 mean sea level.	
9	The combat crew members, except the aircraft commander, copilot, engineer, and radio operator, will accomplish a minimum of four gun camera missions (exposing approximately 50 feet of film on each and aimed at an attacking aircraft). The errors in aiming will be discussed between the instructor and gunner prior to the next gunnery mission.	
10	The combat crew members, with the exception of the aircraft commander, copilot, engineer, and radio operator, will fire 200 rounds above 25,000 feet mean sea level, divided between their primary and secondary gun position.	