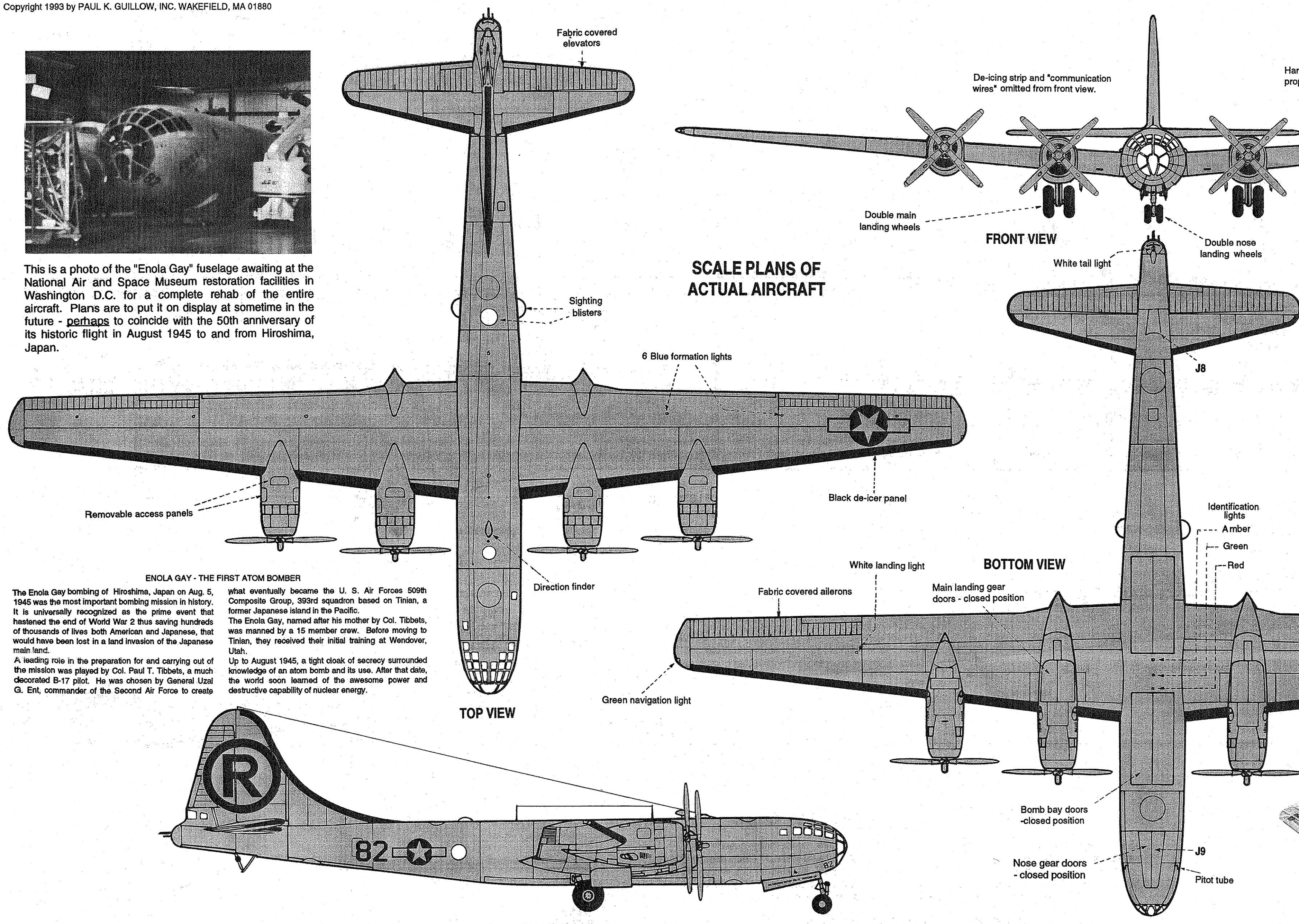
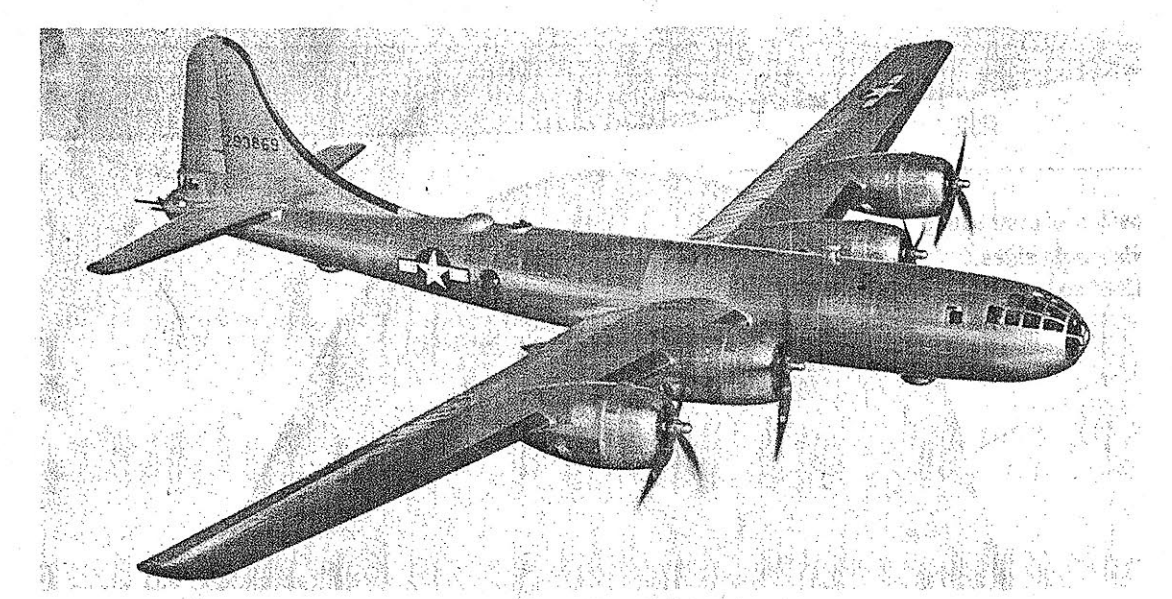
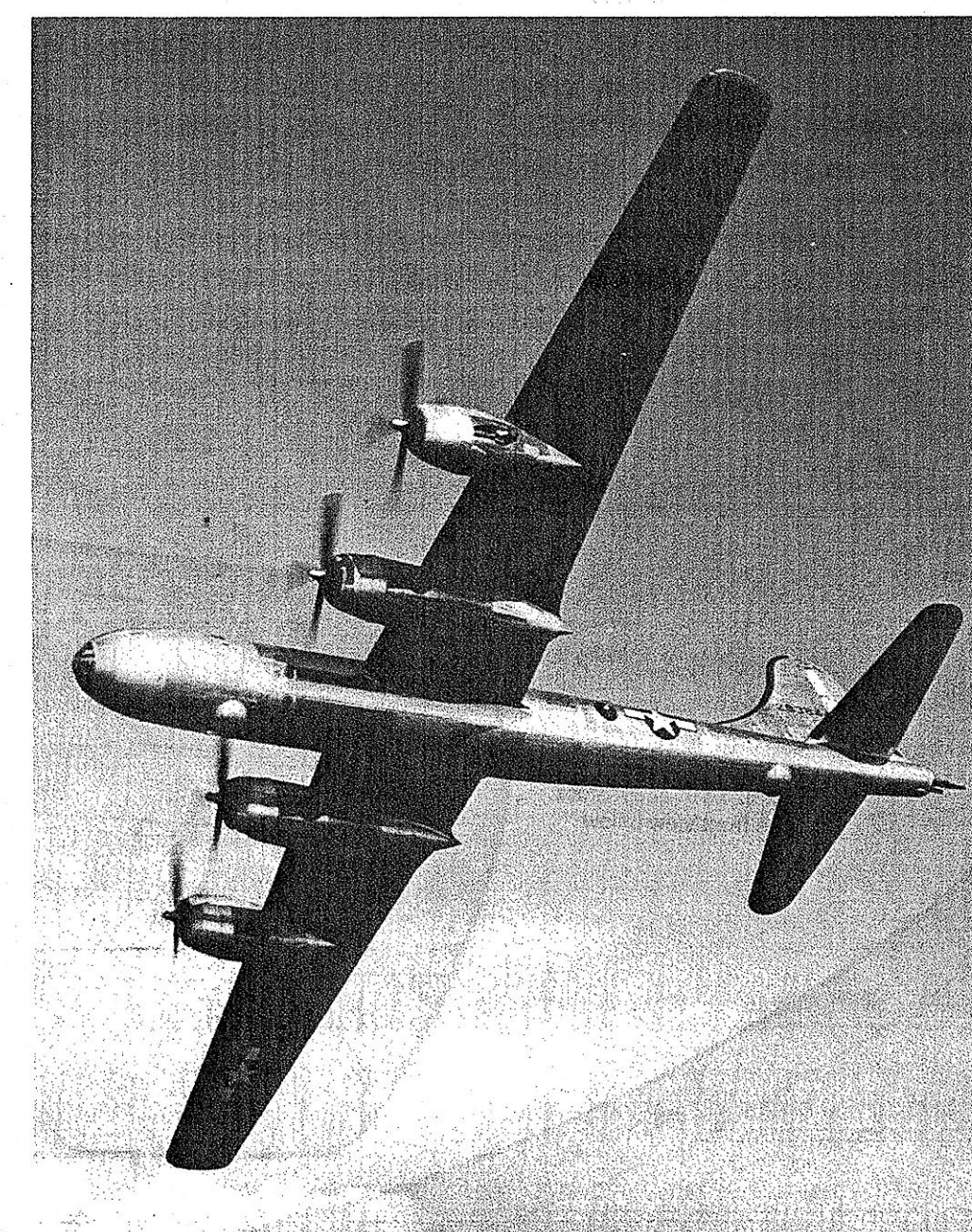


This is a photo of the "Enola Gay" fuselage awaiting at the National Air and Space Museum restoration facilities in Washington D.C. for a complete rehab of the entire aircraft. Plans are to put it on display at sometime in the future - perhaps to coincide with the 50th anniversary of its historic flight in August 1945 to and from Hiroshima, Japan.

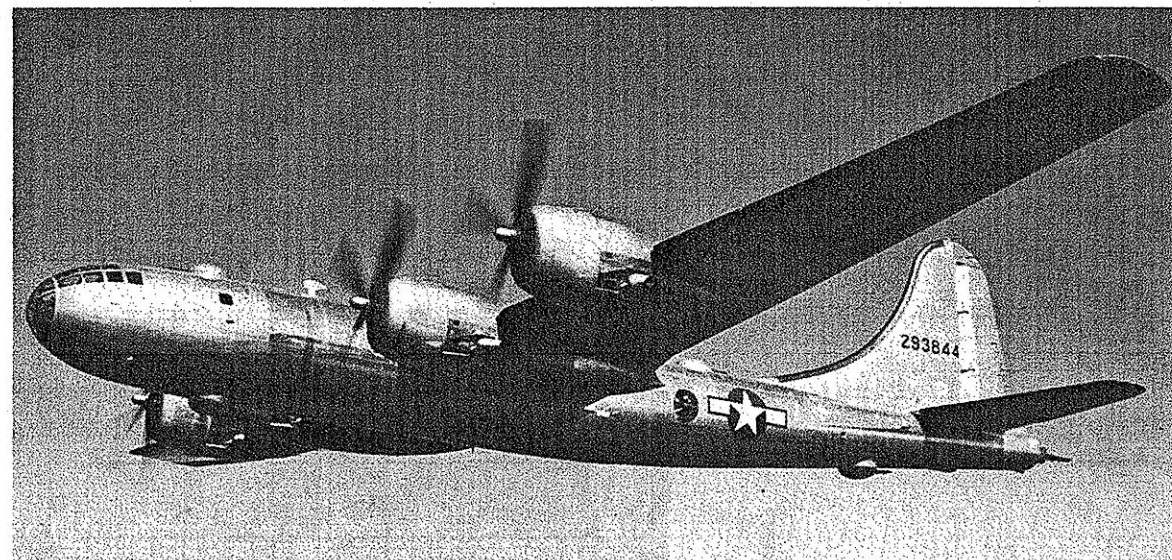


**THE B-29 STORY IN BRIEF**

No offensive weapon contributed more to ending the war with Japan in 1945 than the mighty B-29 Super Fortress. Half as big again as the famed B-17, its engines were nearly twice as powerful, it carried a bigger bomb load, had longer range, higher speed and greater service altitude than any other bomber in the world at the time. The B-29 began to evolve in 1936 and eventually was built at five huge factories spread throughout the country. From start to finish 965 B-29's were built, most of which saw service mainly in the Pacific War area. The first B-29 attack on the Japanese homeland took in June 1944 with the Imperial Iron and Steel works at Yawata on the island of Kyushu as the target. From the Marianas Islands in March 1945 began the fire bombing of Tokyo which gutted over 15 sq. miles of Japan's first city. From the same islands began the effective mining of Japanese ports and shipping lanes, literally starving the enemy of supplies. The most historic B-29 missions were from Tinian island on August 8th and 9th 1945 when two bombers dropped the first atomic bombs on Hiroshima and Nagasaki thus hastening the Japanese surrender. Cumulatively, the various attacks on Japan brought it to its knees without a feared gigantic invasion that could have been the bloodiest of the war. With the outbreak of undeclared war in Korea on June 25, 1950, the B-29 Superfortress was called back into active service to help defend the Republic of Korea from their Communist North Korean aggressors. Successful in destroying military targets, the B-29's ran into serious opposition when the Reds unleashed their MiG jets, as an effective defensive measure. From then to the end of the war the B-29's needed heavy fighter escort protection to carry out their missions.



**THREE EARLY PHOTOS OF THE B-29**  
 Originals presented to Paul K. Gullow in the late 1940's by the News Bureau of the Boeing Aircraft Co.



**A Guillow "Pin-Up" reference plan**

Plans "A" and "B" on this sheet provide reference material necessary to complete construction of the B-29 model frames. It can be hung up near the work area during model assembly. The sheet with Plans "C" and "D" provide the layouts on which to build the various frames

and it is to be cut into separate sections for ease of handling and economy of space. In addition, this sectional layout treatment makes the templates of die-cut balsa parts for a specific frame structure readily available during the frame's assembly. Plans "E", "F" and "G" are both

instructional and "working" in nature providing details not supplied elsewhere. Lastly, DO NOT begin model construction before reading the instruction pamphlet supplied with the kit. It is your "road map" to a successful model building effort.

**SPECIFICATIONS**

Wing span	141'-3"
Length	99'
Height	27'-9"
Weight (max. at take-off)	110,000 lbs.
Maximum speed	365 M.P.H.
Service ceiling	31,850 ft.
Combat range	5,830 Miles
Power	Four Wright Cyclone R-3350-23 engines

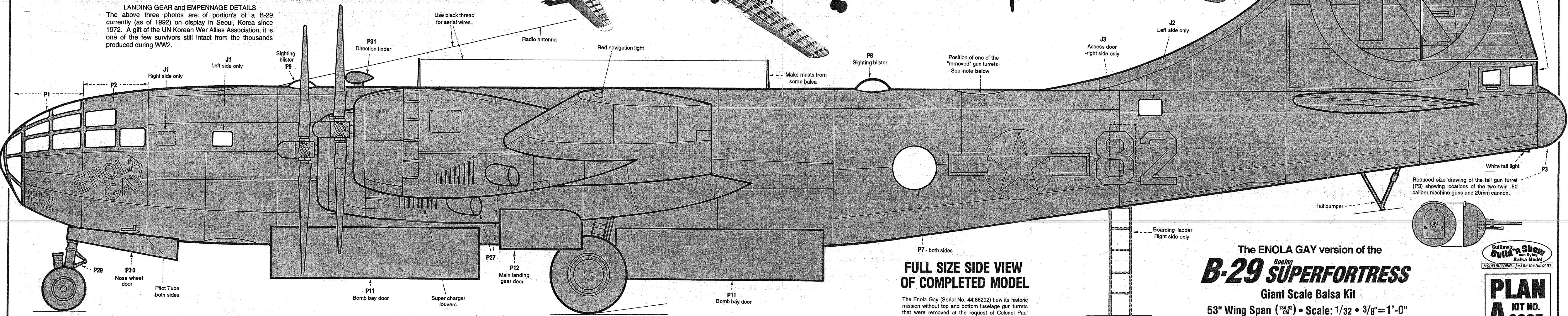
**IMPORTANT NOTE!**  
 Building this model with extended landing gear will result in "tail heaviness" when set on a flat surface. This can be offset by either gluing the boarding ladder to the right side of the fuselage as shown below or by adding some weight such as 2 oz. of clay (included in kit) inside the pilot compartment BEFORE attaching the clear plastic cowl (P1) to former F1/F1A.

**COLOR SCHEME**  
 Except for colorful nose decorations and squadron markings, the exterior surfaces of most B-29's were never painted after leaving the factory. Some exceptions were aircraft used as fuel tankers and others for resupply and communication work. Late in the air war over Japan, the B-29's undersides were painted black to diminish the effectiveness of ground search lights during night bombing raids. A tissue covered model of the Enola Gay should be given an aluminum finish of paint or spray. As an alternative, aluminum colored iron-on film can be purchased at a local hobby shop as covering medium. The following model features should be painted black: wheel tires, propellers, landing gear, engines and de-icing strips. Wheel hubs: aluminum.

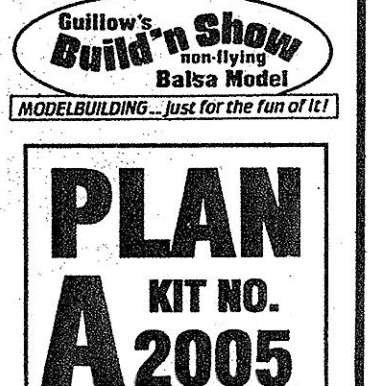


**LANDING GEAR and EMPENNAGE DETAILS**

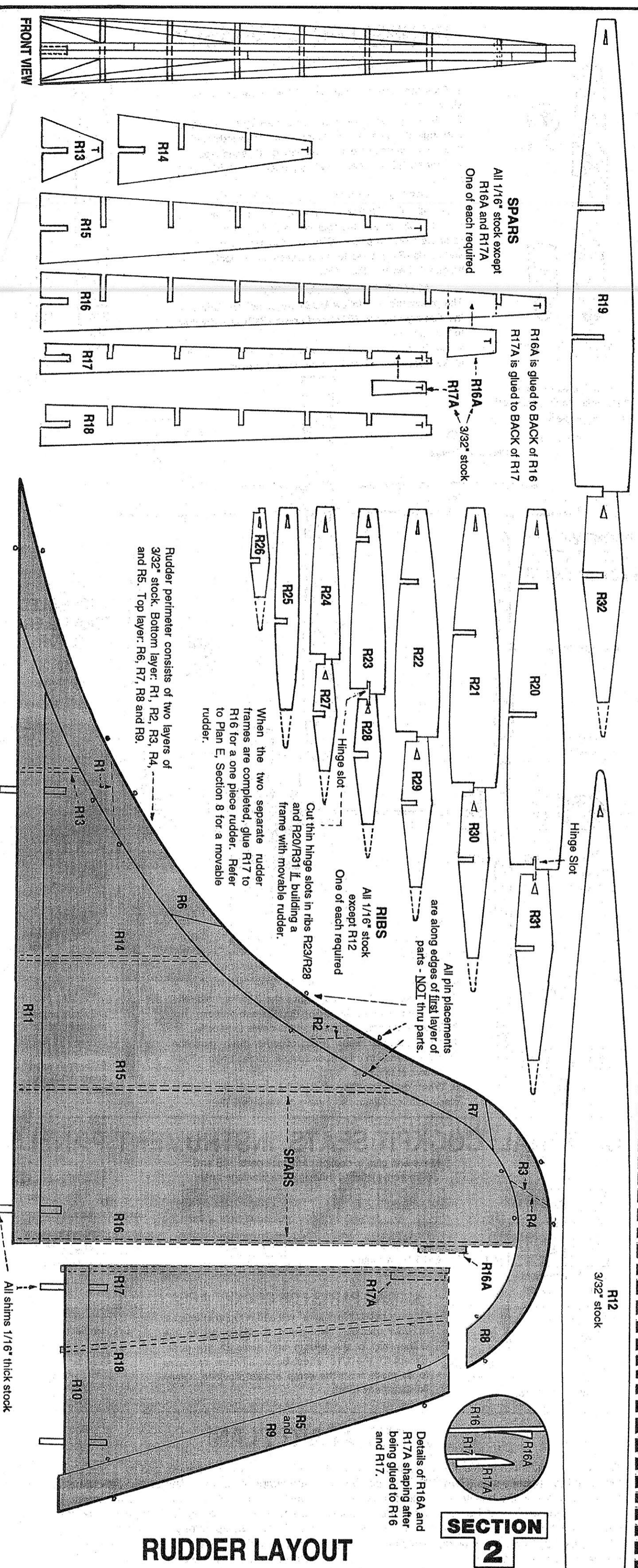
The above three photos are of portions of a B-29 currently (as of 1982) on display in Seoul, Korea since 1972. A gift of the UN Korean War Allies Association, it is one of the few survivors still intact from the thousands produced during WW2.



The ENOLA GAY version of the  
**Boeing B-29 SUPERFORTRESS**  
 Giant Scale Balsa Kit  
 53" Wing Span (134.82 CM) • Scale: 1/32 • 3/8" = 1'-0"  
 Manufactured by Paul K. Guillow, Inc. Wakefield, Mass., U.S.A.

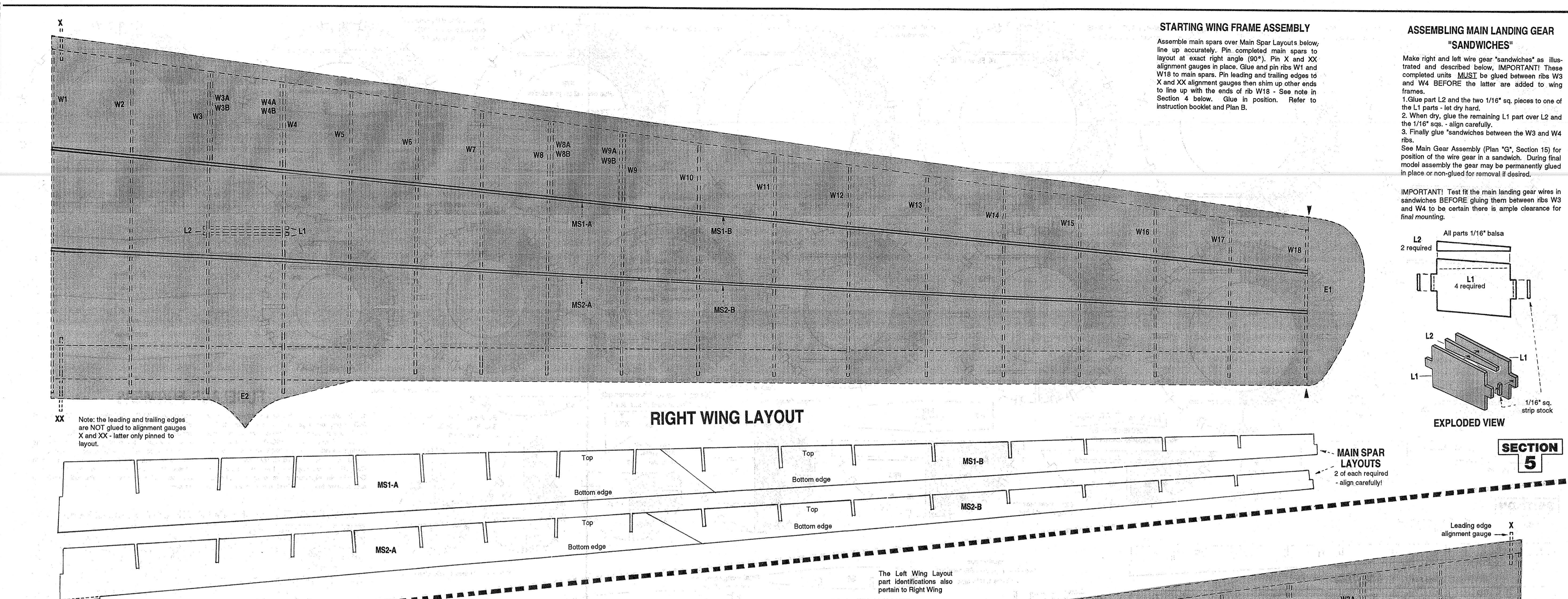






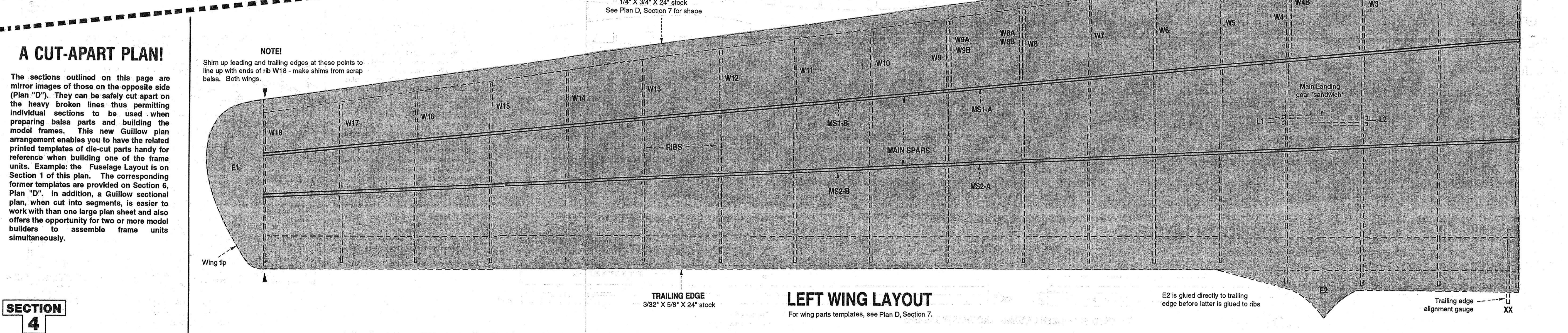
**RUDDER LAYOUT**

**SECTION 2**



**RIGHT WING LAYOUT**

**SECTION 5**

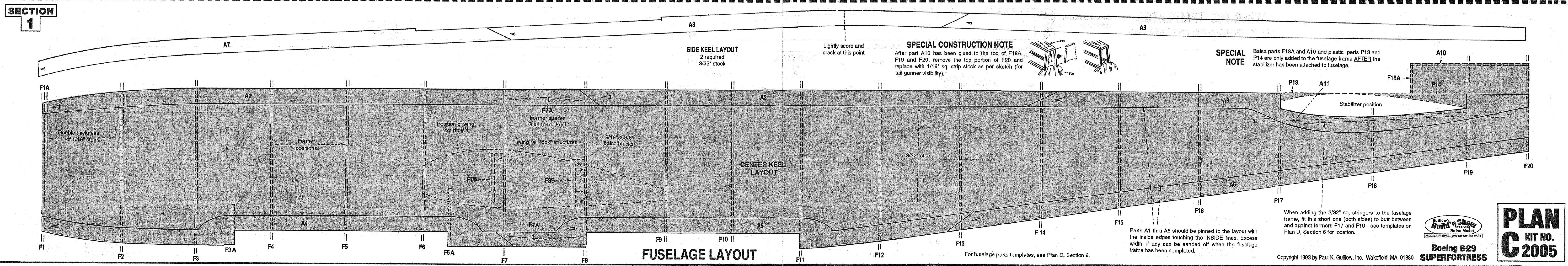


**LEFT WING LAYOUT**

**A CUT-APART PLAN!**

The sections outlined on this page are mirror images of those on the opposite side (Plan "D"). They can be safely cut apart on the heavy broken lines thus permitting individual sections to be used when preparing balsa parts and building the model frames. This new Guillow plan arrangement enables you to have the related printed templates of die-cut parts handy for reference when building one of the frame units. Example: the Fuselage Layout is on Section 1 of this plan. The corresponding former templates are provided on Section 6, Plan "D". In addition, a Guillow sectional plan, when cut into segments, is easier to work with than one large plan sheet and also offers the opportunity for two or more model builders to assemble frame units simultaneously.

**SECTION 4**



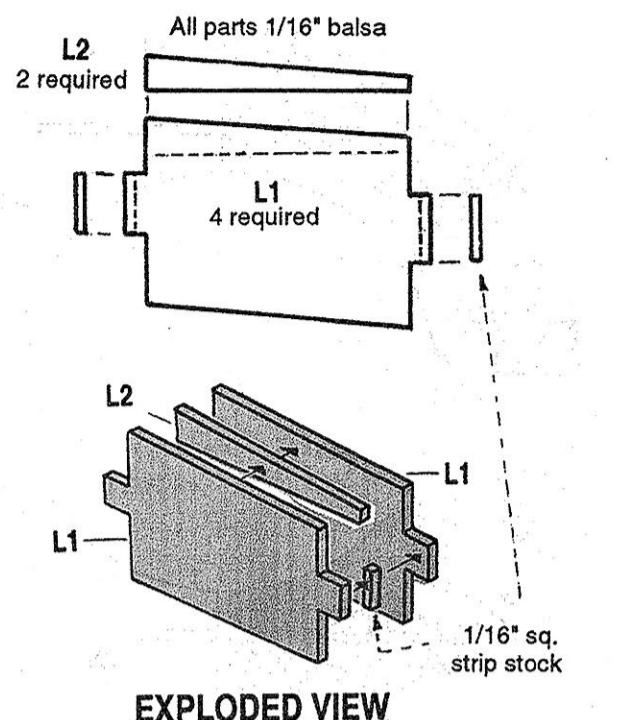
**FUSELAGE LAYOUT**

**SECTION 1**

**STARTING WING FRAME ASSEMBLY**  
Assemble main spars over Main Spar Layouts below; line up accurately. Pin completed main spars to layout at exact right angle (90°). Pin X and XX alignment gauges in place. Glue and pin ribs W1 and W18 to main spars. Pin leading and trailing edges to X and XX alignment gauges then shim up other ends to line up with the ends of rib W18 - See note in Section 4 below. Glue in position. Refer to instruction booklet and Plan B.

**ASSEMBLING MAIN LANDING GEAR "SANDWICHES"**  
Make right and left wire gear "sandwiches" as illustrated and described below. IMPORTANT! These completed units MUST be glued between ribs W3 and W4 BEFORE the latter are added to wing frames.  
1. Glue part L2 and the two 1/16" sq. pieces to one of the L1 parts - let dry hard.  
2. When dry, glue the remaining L1 part over L2 and the 1/16" sq. - align carefully.  
3. Finally glue "sandwiches" between the W3 and W4 ribs.  
See Main Gear Assembly (Plan "G", Section 15) for position of the wire gear in a sandwich. During final model assembly the gear may be permanently glued in place or non-glued for removal if desired.

IMPORTANT! Test fit the main landing gear wires in sandwiches BEFORE gluing them between ribs W3 and W4 to be certain there is ample clearance for final mounting.



**EXPLODED VIEW**

**SPECIAL CONSTRUCTION NOTE**  
After part A10 has been glued to the top of F18A, F19 and F20, remove the top portion of F20 and replace with 1/16" sq. strip stock as per sketch (for tail gunner visibility).

**SPECIAL NOTE**  
Balsa parts F18A and A10 and plastic parts P13 and P14 are only added to the fuselage frame AFTER the stabilizer has been attached to fuselage.

Parts A1 through A6 should be pinned to the layout with the inside edges touching the INSIDE lines. Excess width, if any can be sanded off when the fuselage frame has been completed.

When adding the 3/32" sq. stringers to the fuselage frame, fit this short one (both sides) to butt between and against formers F17 and F19 - see templates on Plan D, Section 6 for location.



**Being B29 SUPERFORTRESS**

**PLAN KIT NO. C 2005**