

CONVAIR T-29 & C-131 SAMARITAN

T-29 & C-131 SERVICE

Manufacturer: Convair Aircraft Corp., San Diego, California, USA
(In 1954, became Convair Division of General Dynamics Corp.)

Models: CV-240, CV-340, CV-440

Designations: C-131; T-29; AT-29, R4Y, T-32

Names: Samaritan (C-131), Flying Classroom (T-29, unofficial)

First official flight: XT-29 22/09/1949

Factory production period: 1949 – 1957

Primary service period: 1950 – 1970's

Last official flight: C-131H 1990

T-29 & C-131 VARIANTS

Based on the Convair civil airliner, 1077 built from 1946 – 1958.
565 built as Convair 240 / 340 / 440 civil version from 1946 – 1958:

Model CV-110 c/n: 1 1 built ff: 08/07/1946.
Model CV-240 c/n: mixed 1 to 178 176 built ff: 16/03/1947.
Model CV-340 c/n: mixed 1 to 239 212 built ff: 05/10/1951.
Model CV-440 c/n: mixed 312 to 510 176 built ff: 06/10/1955.
512 built as T-29 / C-131 military version from 1949 – 1957.

1949	Model CV-240-17	XT-29	2	
1950	Model CV-240-17	T-29A	46	
1952	Model CV-240-27	T-29B	105	
1953	Model CV-240-27	T-29C	119	
1953	Model CV-240-52	T-29D	92	
1954	Model CV-240-53	MC-131A	26	Total: 390
1954	Model CV-340-70	C-131B	36	
1954	Model CV-340-67/-68/-79/ 440-79	C-131D	33	
1956	Model CV-440-72	C-131E	15	Total: 084
1955	Model CV-340-71	R4Y-1	36	
1957	Model CV-440-71	R4Y-2	2	Total: 038
				<u>Total: 512</u>

T-29 & C-131 PRODUCTION

XT-29

Prototype twin engined crew trainer. Original designation **XAT-29**. To **T-29A** standard.
produced 1949 – 1950

Convair San Diego, California (CO)

49-1910, 49-1911 169, 179 2 **Total: 002**

T-29A

As XT-29, navigator trainer, 4 astrodomes, unpressurized.

produced 1949 – 1951

Convair San Diego, California (CO)

49-1912, 49-1913 180, 152

49-1914 / 49-1945 181 / 212

50-183 / 50-194 213 / 224

46 **Total: 046**

(Model 240-18) YT-32 – Projected bomber training version of T-29A, cancelled.

T-29B

As T-29A, navigator / radio trainer, 3 astrodomes, engine upgrade, pressurized.

produced 1951 – 1953

Convair San Diego, California (CO)

51-3797 / 51-3816 225 / 244

51-5114 / 51-5172 245 / 303

51-7892 / 51-7917 304 / 329

105 **Total: 105**

T-29C

As T-29B, engine upgrade.

produced 1953 – 1955

Convair San Diego, California (CO)

52-1091 / 52-1175 330 / 414

53-3461 / 53-3494 415 / 448

119 **Total: 119**

T-29D

As T-29C, bombardier training, no astrodomes.

produced 1953 – 1955

Convair San Diego, California (CO)

52-1176 / 52-1185 52-1 / 52-10

52-5812 / 52-5836 52-11 / 52-35

52-9976 / 52-9980 52-36 / 52-40

53-3495 / 53-3546 52-41 / 52-92

92 **Total: 092**

(Model 340-50) XT-29E – Proposed turbo-prop version, cancelled.

MC-131A

As CV-240, military passenger / medical transport, 37 seats.

Redesignated as C-131A(M) in 1962.

produced 1953 – 1954

Convair San Diego, California (CO)

52-5781 / 52-5806 53-1 / 53-26

26 **Total: 026**

5 additional airframes cancelled.

C-131B

As CV-340, military passenger transport, 48 seats.

produced 1954 – 1955

Convair San Diego, California (CO)

53-7788 / 53-7823 240 / 275

36 **Total: 036**

(Model 340-60) C-131C – Proposed SAC support aircraft, 61 on order cancelled.

C-131D

As CV-340 / CV-440, military passenger transport, 44 seats, engine upgrade. 4 as new built, 29 as factory conversions from civil airliners.

produced 1954 – 1956

Convair San Diego, California (CO)

54-2805 / 54-2825 mixed 183 to 238

55-290 / 55-301 mixed 206 to 329 33 **Total: 033**

- 6 completed as civil CV-340-79, c/n: 218, 219, 222, 227, 230, 239. These were replaced by 6 CV-440-79

civil airframes with c/n: 315, 316, 321, 322, 326, 329

- s/n: 55-292, 55-293, 55-294, 55-297, 55-299, 55-301.

C-131E

As CV-440, ECM trainer. Also designated as the **TC-131E**. Proposed designations were RC-131F, RC-131G.

produced 1956 – 1957

Convair San Diego, California (CO)

55-4750 / 55-4759 337 / 346

57-2548 / 57-2551 477 / 480

57-2552 476 15 **Total: 015**

R4Y-1

USN version of C-131D. 10 T-29B and 3 T-29C also converted.

Redesignated as **C-131F** in 1962.

produced 1955 – 1956

Convair San Diego, California (Y)

BuNo. 140993 / 141028 276 / 311

36 **Total: 036**

R4Y-2

USN staff transport version.

Redesignated as **C-131G** in 1962.

produced 1957

Convair San Diego, California (Y)

BuNo. 145962, 145963 481, 482

2 **Total: 002**

R4Y-2Q – Projected radar CM version, 5 cancelled.

R4Y-2S – Projected ASW trainer version, 14 cancelled.

R4Y-2T – Projected trainer version, 13 cancelled, 5 under construction completed as the last 5 civil CV-440's.

Total: 512

T-29 & C-131 CONVERSIONS

USAF

CT-29A	4	T-29A, 1959, cargo conversions.
ET-29A	1	T-29A, conversion as electronic test-bed.
GT-29A	1	T-29A, conversion to ground instructional airframe.
JT-29A	3	T-29A, temporary conversions for tests.
NT-29A	1	T-29A, permanent conversion for tests.

VT-29A	32	T-29A, staff transport conversions.
(GVT-29A)	4	VT-29A, conversions as ground instructional airframes.
ET-29B	2	T-29B, conversions as electronic test-beds.
GT-29B	1	T-29B, conversion to ground instructional airframe.
JT-29B	8	T-29B, temporary conversions for missile program tests.
NT-29B	8	T-29B, permanent conversions for missile program tests.
(NVT-29B)	2	NT-29B, conversions for staff duties.
VT-29B	80	T-29B, 1952, staff transports.
JT-29C	1	T-29C, temporary conversion for tests.
VT-29C	31	T-29C, staff transports.
ET-29D	12	T-29D, 1966, conversions for ECM training.
JT-29D	1	T-29D, temporary conversion for tests.
VT-29D	69	T-29D, 1953, staff transports.
VT-29E	1	T-29B, executive staff transport.
AC-131A	10	T-29C, 1958, modifications for airways checks.
(AT-29C)	10	1960, redesignation of AC-131A.
(ET-29C)	10	1962, redesignation of AT-29C.
VC-131A	2	C-131A, 1968, staff transports. 4 VT-29B also redesignated in 1956.
EC-131B	8	C-131B, conversions for electronics testing, all later to JC-131B.
JC-131B	36	C-131B, temporary conversions for tests.
NC-131B	1	C-131B(53-7793), 1967, permanent conversion for test duties.
VC-131B	1	C-131B, temporary conversion as a staff transport.
JYC-131C	1	C-131C, temporary conversion for Radio Corp. of America.
YC-131C	2	Civil CV-340-36 & -64, 1954-1960, conversions with turbo-prop engines. Assigned s/n: 53-7886 (c/n: 91), 53-7887 (c/n: 131).
VC-131D	2	C-131D, 1967, temporary conversions as staff transports.
C-131H	5	1 NC-131B(53-7793) / 4 C-131D(54-2815, 54-2816, 54-2817, 55-299), 1965, equivalent civil Model 580 turbo-prop upgrades.
(VC-131H)	4	C-131H, 1966, staff transports. 3 to USN in 1979 as C-131H.
(NC-131H)	1	C-131H(53-7793), 1970-1995, flight simulator nose for jet training.

US Navy / USCG

R4Y-1Z	1	Civil CV-340-66 (c/n: 140), 1954-1961, conversion as staff transport with US Navy. Assigned BuNo. 140378.
HC-131A	22	C-131A(M), 1976-1982, transfers to the USCG, equipment changes. Assigned USCG s/n: 5781 / 5796, 5798 / 5801, 5805, 5806. 1 supposed conversion as an HC-131G or HC-131H.
EC-131F	1	C-131F, 1976-1979, modified as an electronics trainer.
VC-131F	2	R4Y-1, 1962-1988, staff transports.
VC-131G	1	C-131G, 1978-1986, staff transport.

FOREIGN MILITARY / CIVILIAN SERVICE

- Convair aircraft in military service with Australia, Bolivia, Canada, Colombia, Ecuador, West Germany, Italy, Mexico, Paraguay, Peru, Spain and Sri Lanka.
- Ten new airframes built as the **Canadair (CL-66B) CC-109 Cosmopolitan** by Canadair Aircraft Ltd., Canada for the RCAF in 1960-1961.
- Many T-29 and C-131 aircraft sold onto the civil market post military service.
- Many turbo-prop upgrades as the **Convair Turboliner, 540, 580, 600 and 640.**