

# 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 Sep 1949

**Factory production period:** 1949 – 1957

**Primary service period:** 1950 – 1970s

**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 Jul 1946.

Model CV-240 c/n: mixed 1 to 178 176 built ff: 16 Mar 1947.

Model CV-340 c/n: mixed 1 to 239 212 built ff: 05 Oct 1951.

Model CV-440 c/n: mixed 312 to 510 176 built ff: 06 Oct 1955.

512 built as T-29 / C-131 military version from 1949 – 1957.

1949	<b>Model CV-240-17</b>	<b>XT-29</b>	2	
1950	<b>Model CV-240-17</b>	<b>T-29A</b>	46	
1951	<b>Model CV-240-27</b>	<b>T-29B</b>	105	
1953	<b>Model CV-240-27</b>	<b>T-29C</b>	119	
1953	<b>Model CV-240-52</b>	<b>T-29D</b>	92	
1954	<b>Model CV-240-53</b>	<b>C-131A</b>	26	<b>Total: 390</b>
1954	<b>Model CV-340-70</b>	<b>C-131B</b>	36	
1954	<b>Model CV-340-67 / -68 / -79 / 440-79</b>	<b>C-131D</b>	33	
1956	<b>Model CV-440-72</b>	<b>C-131E</b>	15	<b>Total: 084</b>
1955	<b>Model CV-340-71</b>	<b>R4Y-1</b>	36	
1957	<b>Model CV-440-71</b>	<b>R4Y-2</b>	2	<b>Total: 038</b>
				<b><u>Total: 512</u></b>

## 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.*

**C-131A**

*As CV-240, military passenger / medical  
transport, 37 seats. Unofficially designated  
MC-131A when in medical use.  
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 – 1955

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, assigned to 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.

**Total: 512**

## **T-29 & C-131 CONVERSIONS & TRANSFERS**

### **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.
<b>YC-131C</b>	<b>2</b>	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.
<b>C-131H</b>	<b>5</b>	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, 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.***