



BOEING B-29A SUPERFORTRESS
SERIAL NUMBER 44-86292
ENOLA GAY

Between February 18th and November 1st, 1944, the newly designated 509th Composite Group underwent extremely thorough training dropping very large single test bombs from high altitude while maintaining maximum accuracy. This program was undertaken at Wright Field, Muroc and Wendover Air Bases and utilized a total of 45 modified B-29A aircraft. Its purpose was to provide a ready-made delivery system for the atomic bomb which was still in its development stage as part of the Manhattan Project.

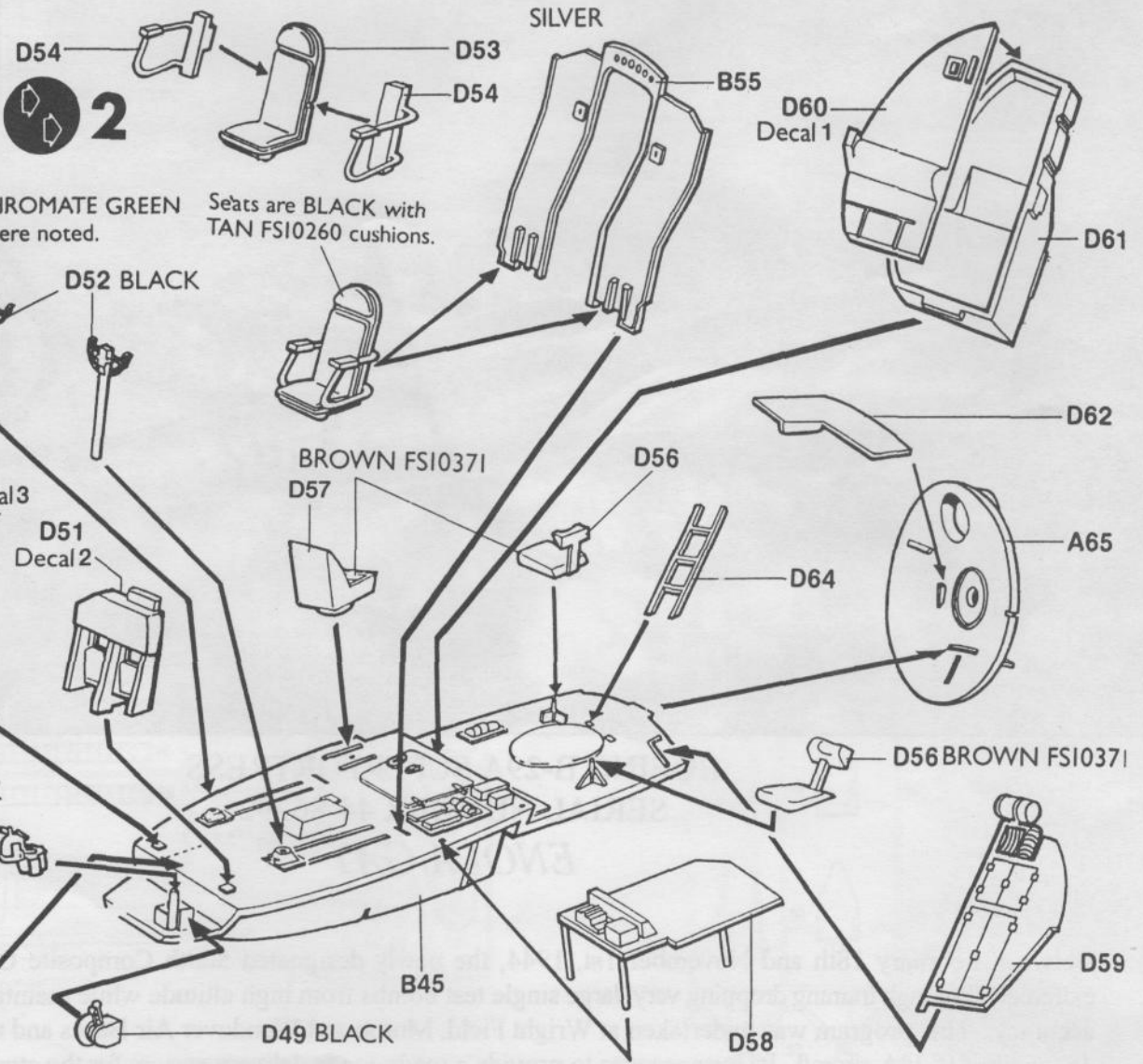
Though the exact shape and size of the atomic bomb was still in question, the decision to practice using 10,000 pound bombs similar to those developed by the RAAF, helped to move the operation forward. Initially, the hardware to hold and release such large bombs was all borrowed from the RAAF, but later US developed hardware was used in the operational aircraft.

By the time the first atomic bomb was exploded at Alamogordo, New Mexico on July 16th, 1945, the 393rd Bombardment Squadron, a part of the 509th, was stationed on Tinian Island in the Marianas and had practiced high-altitude bombing techniques against the Japanese Islands using normal high-explosive bombs. When President Truman made the decision to use the atomic bomb to end the war in the Pacific, the first two atomic bombs, Little Boy and Fat Man were rushed to Tinian on board a Navy cruiser.

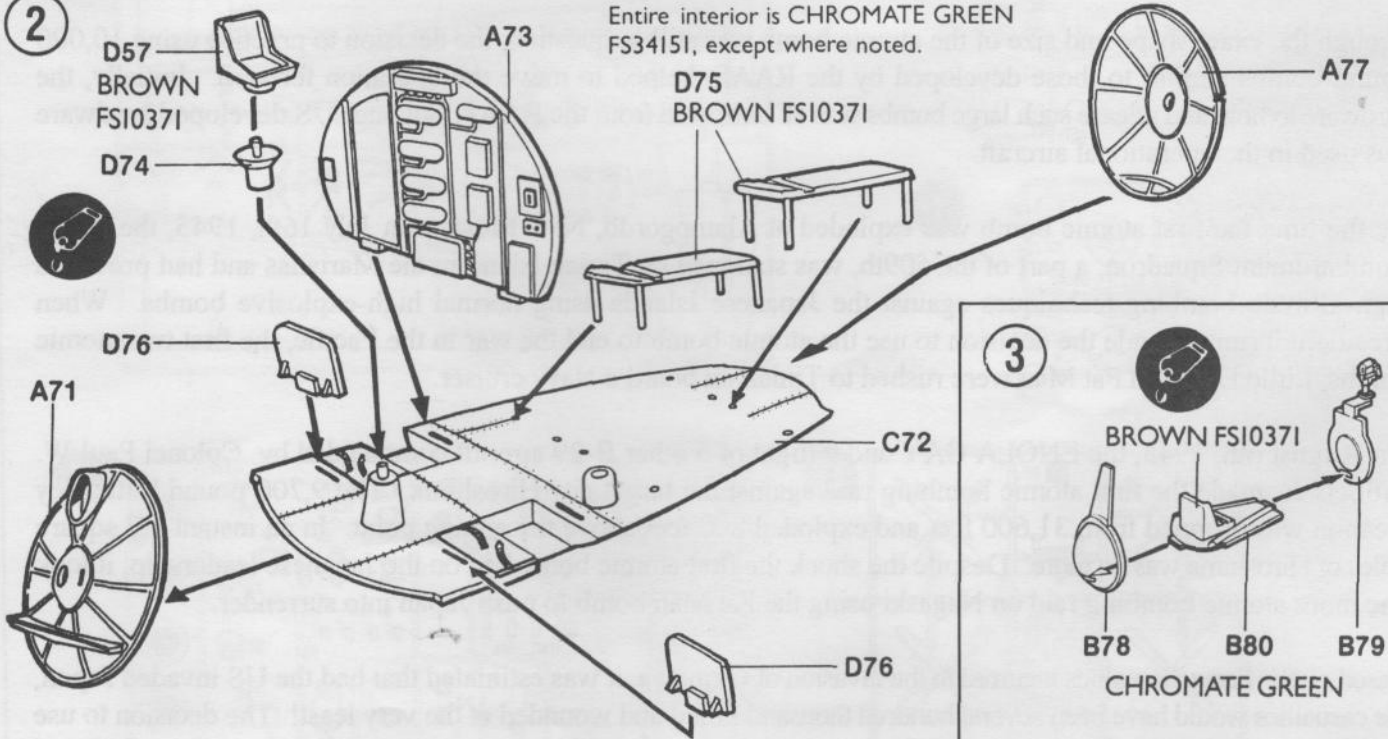
On August 6th, 1945, the ENOLA GAY and a flight of 6 other B-29 aircraft commanded by Colonel Paul W. Tibbets Jr. made the first atomic bombing raid against the target city Hiroshima. The 9,700 pound Little Boy weapon was dropped from 31,600 feet and exploded 800 feet above the aiming point. In an instant 4.7 square miles of Hiroshima was no more. Despite the shock the first atomic bomb had on the Japanese leadership, it took one more atomic bombing raid on Nagasaki using the Fat Man bomb to push Japan into surrender.

Based on the heavy casualties incurred in the invasion of Okinawa, it was estimated that had the US invaded Japan, the casualties would have been several hundred thousand killed and wounded at the very least! The decision to use the atomic bomb was made knowing that in the long run, it would save countless lives, both American and Japanese.

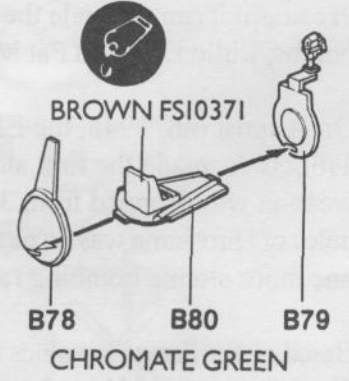
1



2



3



4

GLOSS DARK GREEN

G10

G8

G7

SILVER

G9

G5

SILVER

Entire interior is CHROMATE GREEN FS34151, except where noted.

Make two holes before the assembling fuselage halves.

A2

A68 SILVER

F133

B23 GREEN

F134

A67

D48 BLACK

D63 BLACK

F133

SILVER

I149

B66 OLIVE DRAB

SILVER Ribs

A21

SILVER

A20

A22

I150

FUSELAGE HALVES SHOWN TOGETHER FOR CLARITY. DO NOT CEMENT NOW. Remove shaded areas.

REMOVE

REMOVE

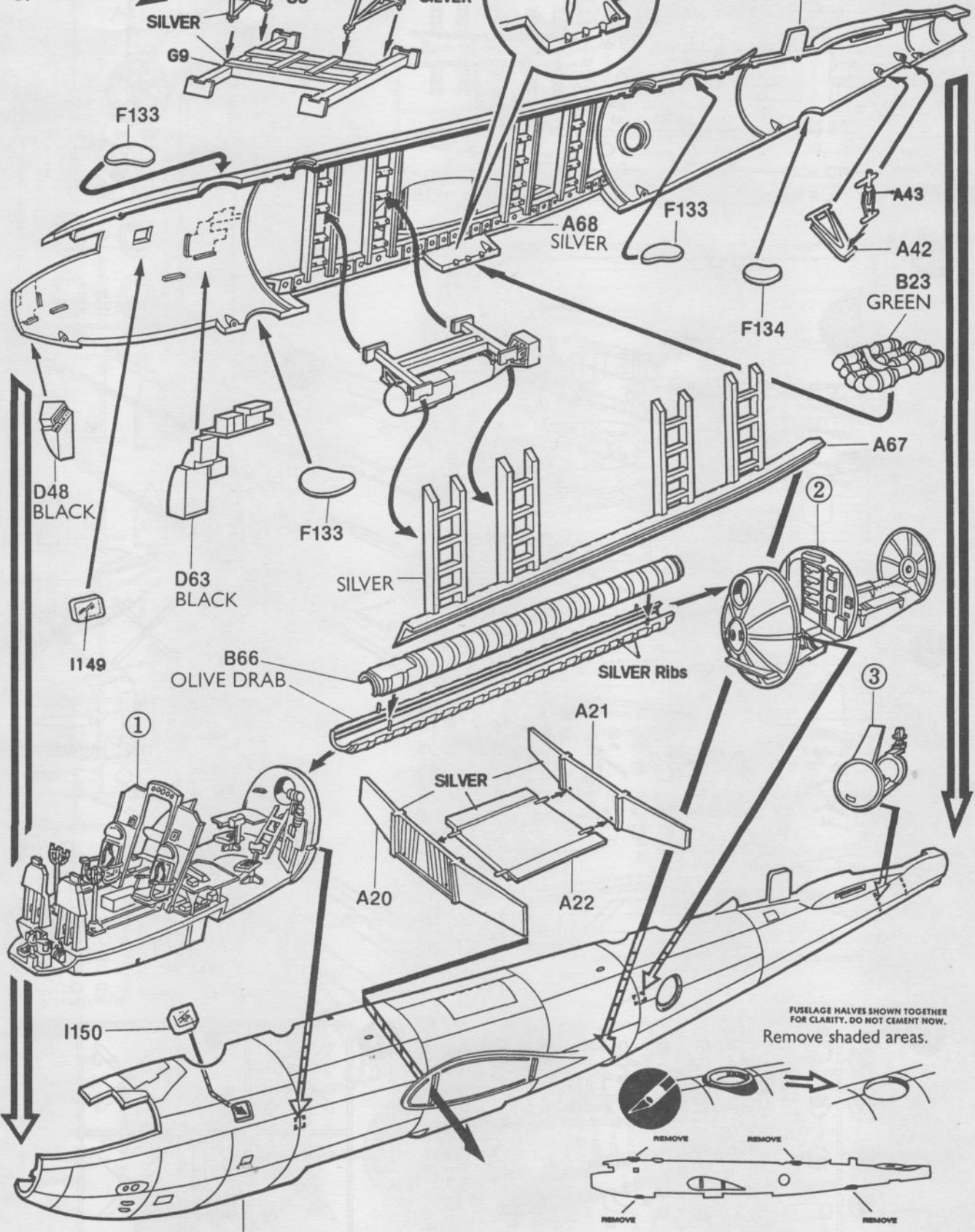
REMOVE

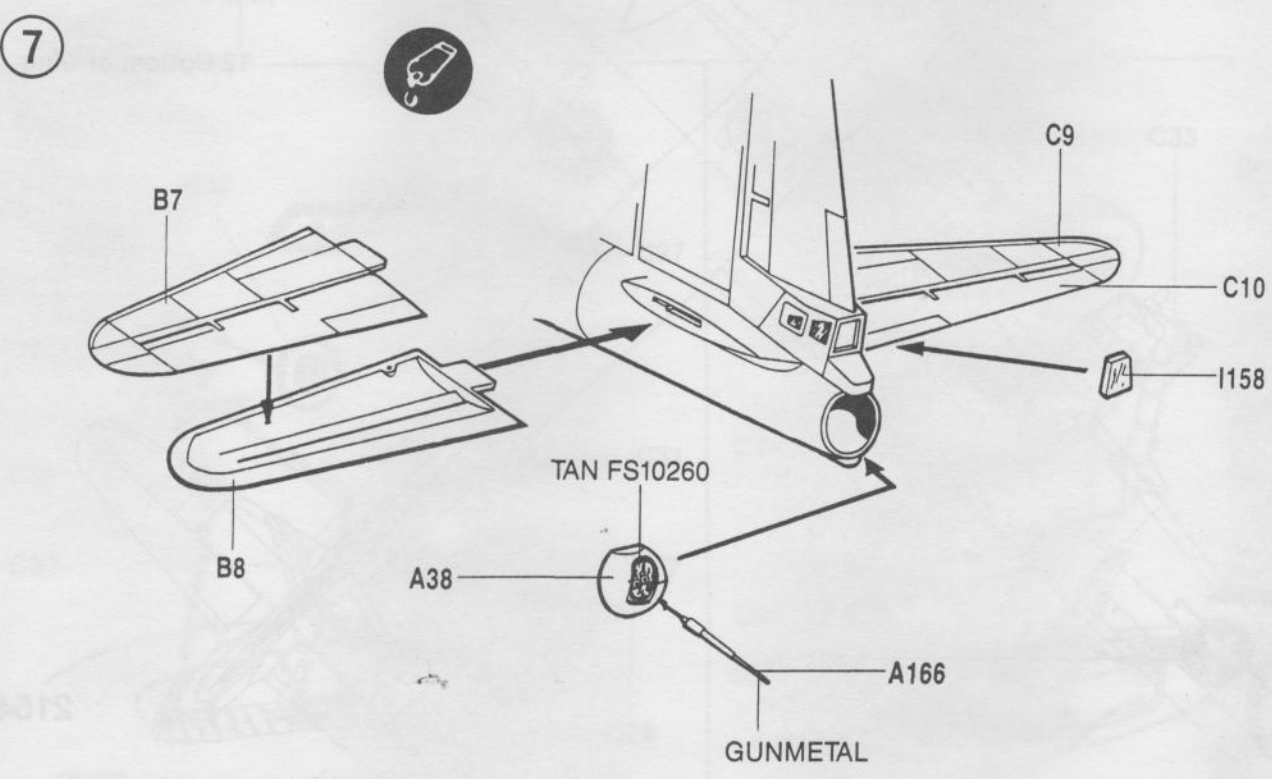
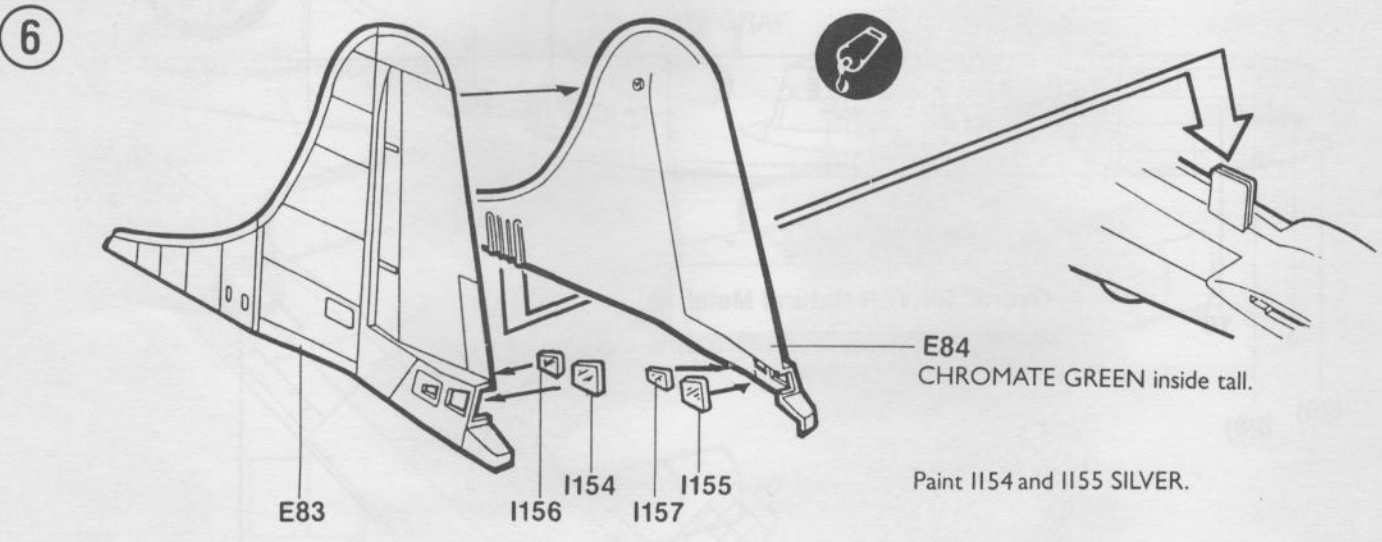
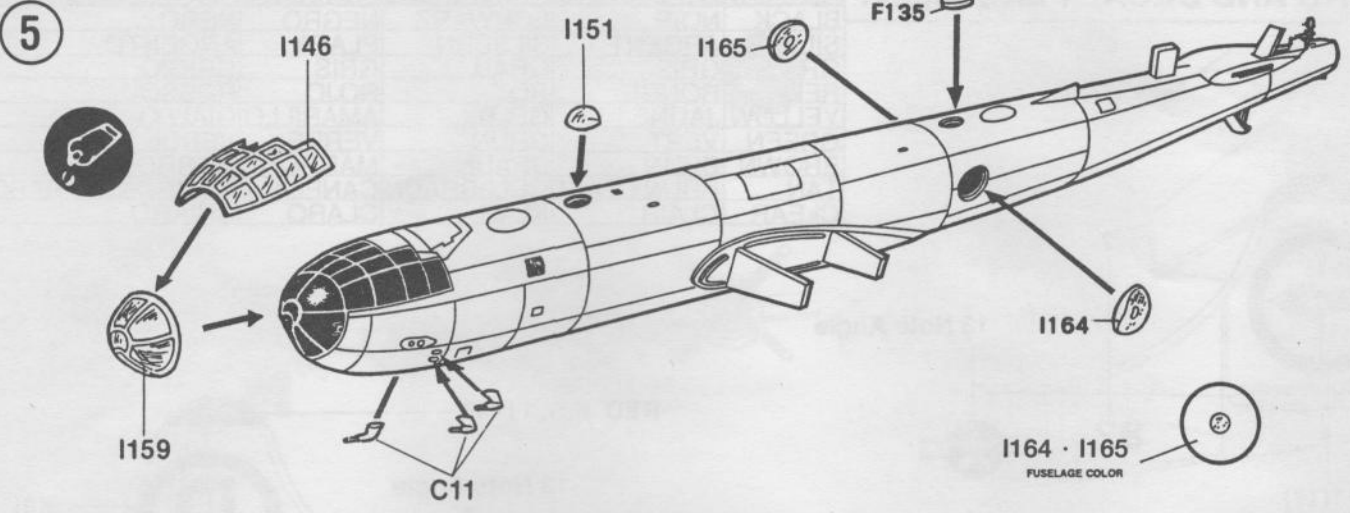
REMOVE

A1

2154

3

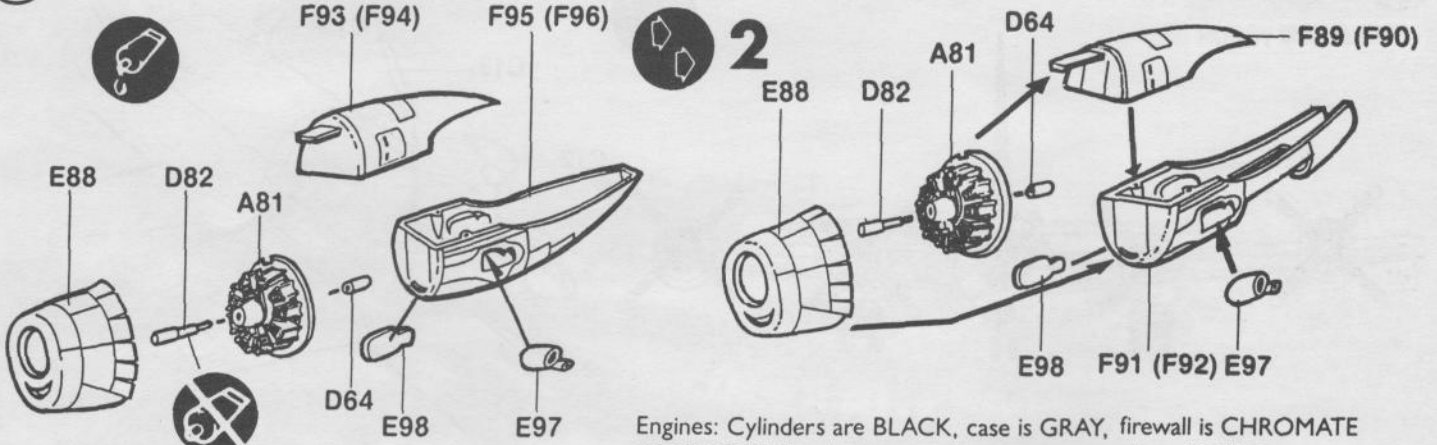




8

OUTBOARD

INBOARD

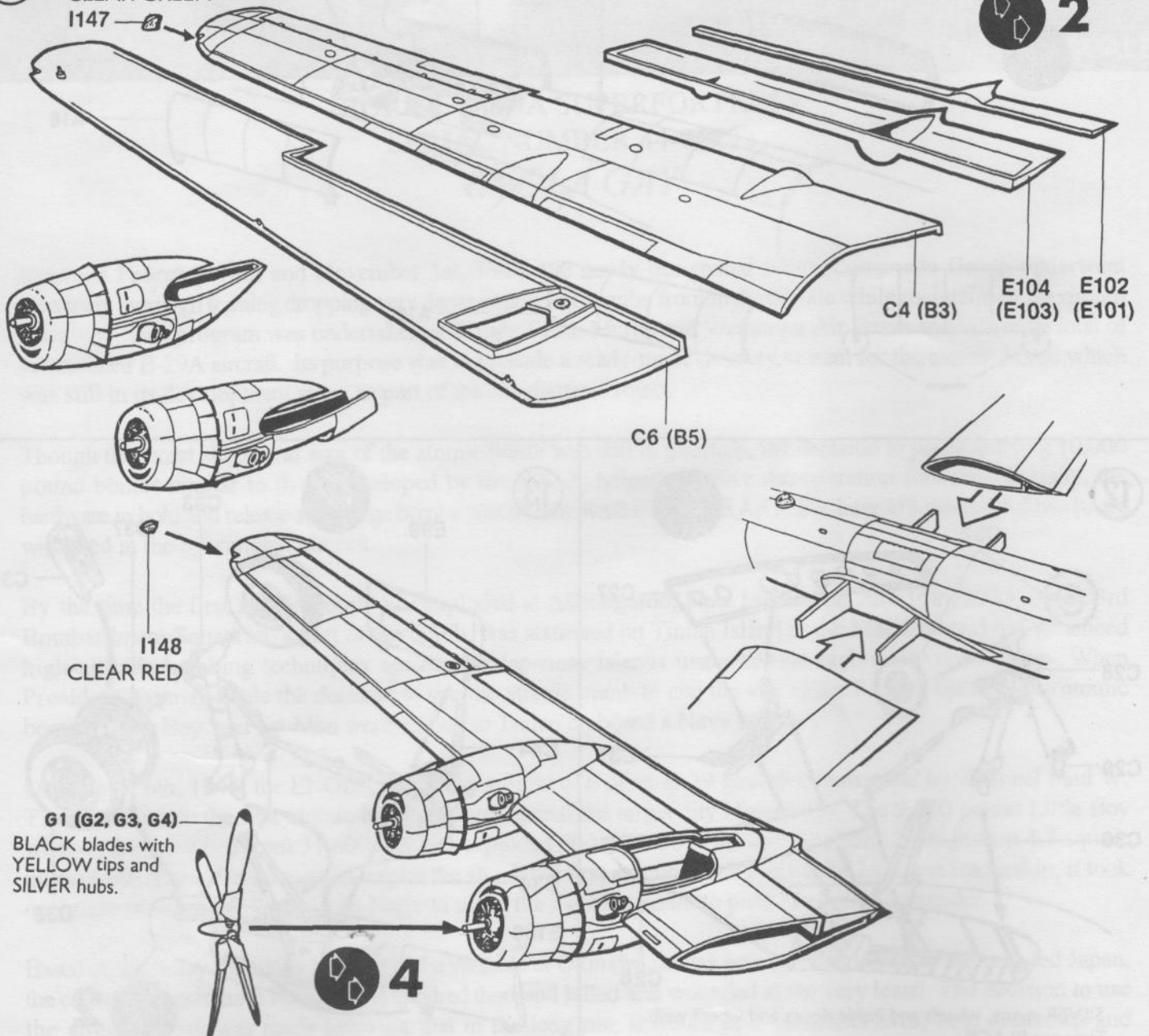


Engines: Cylinders are BLACK, case is GRAY, firewall is CHROMATE GREEN FS3515 and the superchargers are weathered RUST.

9

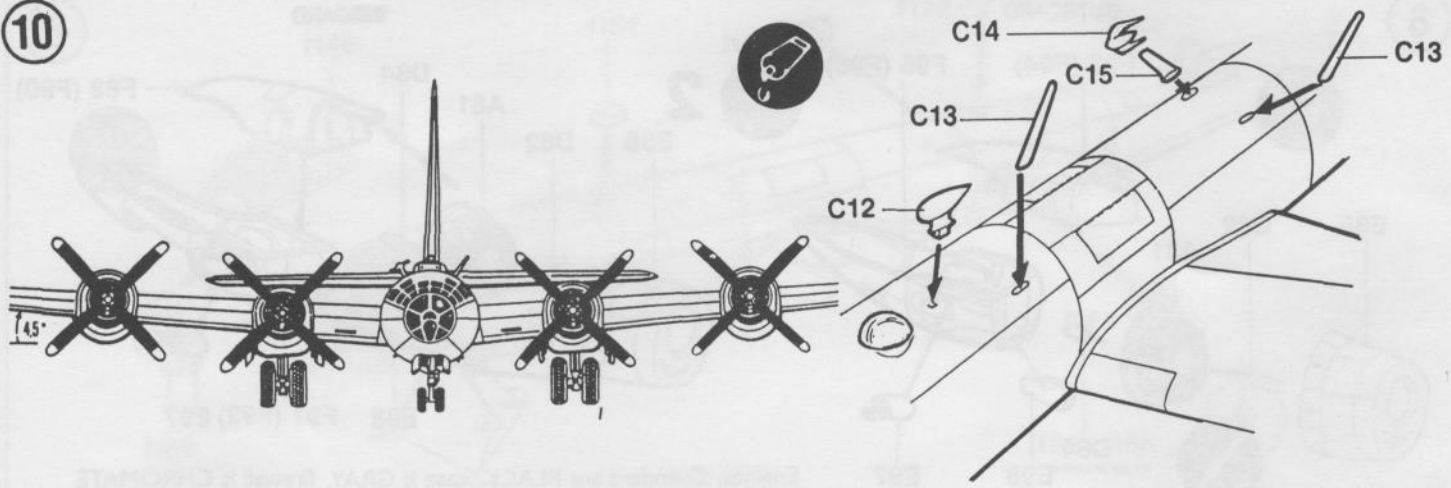
CLEAR GREEN
I147

2

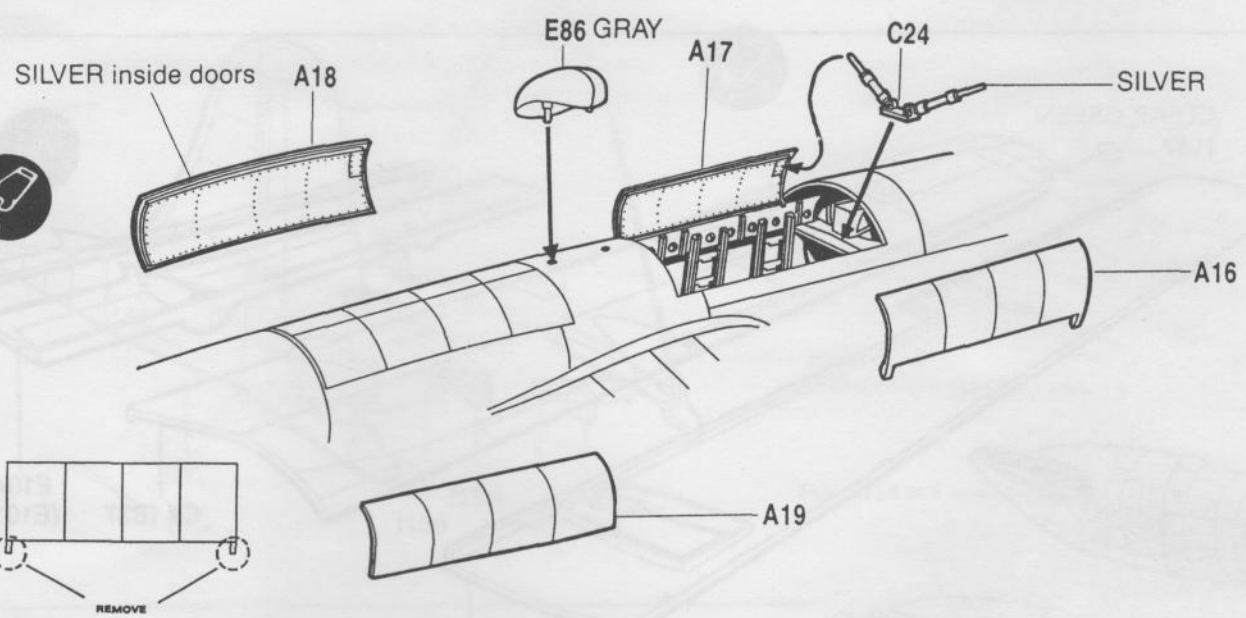


G1 (G2, G3, G4)
BLACK blades with
YELLOW tips and
SILVER hubs.

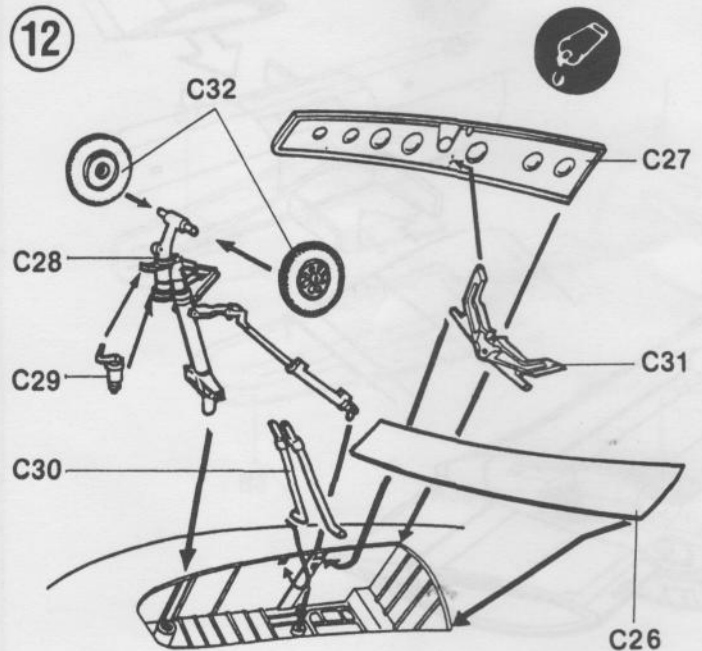
10



11

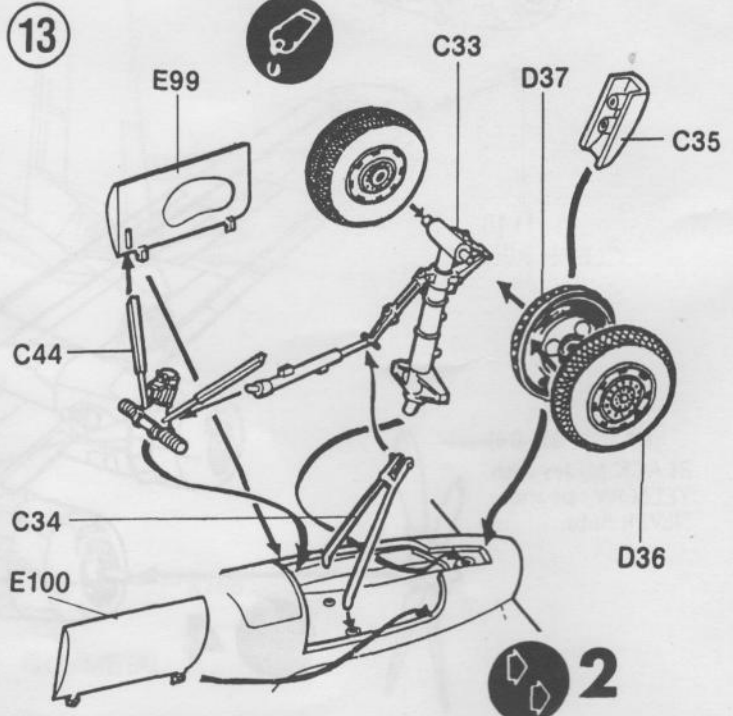


12



SILVER struts, wheels and inside doors and wheel wells.
Tires are BLACK.

13

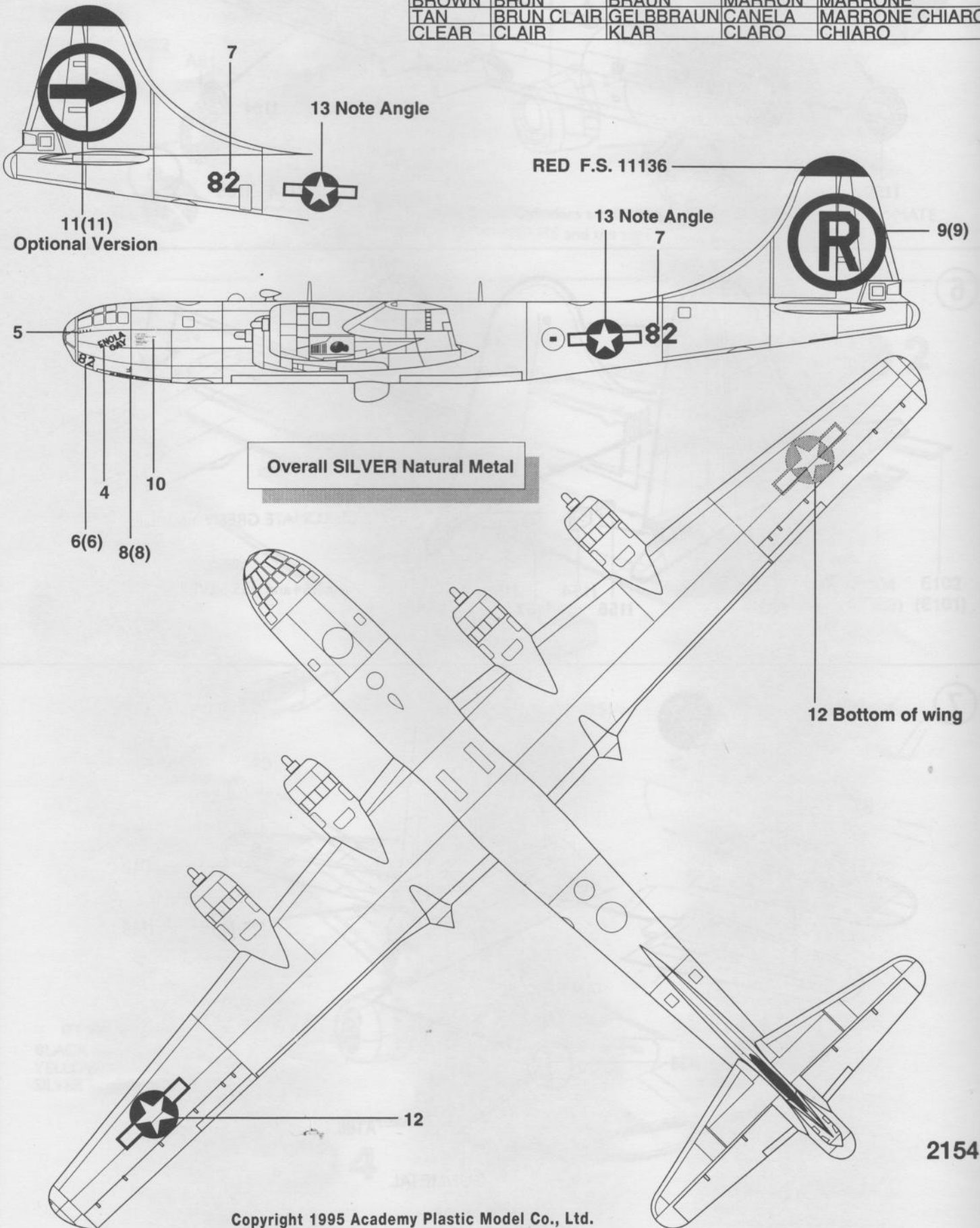


Opposite landing gear section numbers are same.

2

PAINING AND DECAL PLACEMENT

ENGLISH	FRENCH	GERMAN	SPANISH	ITALIAN
BLACK	NOIR	SCHWARZ	NEGRO	NERO
SILVER	ARGENT	SILBERN	PLATA	ARGENTO
GRAY	GRIS	GRAU	GRIS	GRIGIO
RED	ROUGE	ROT	ROJO	ROSSO
YELLOW	JAUNE	GELB	AMARILLO	GIALLO
GREEN	VERT	GRUN	VERDE	VERDE
BROWN	BRUN	BRAUN	MARRON	MARRONE
TAN	BRUN CLAIR	GELBBRAUN	CANELA	MARRONE CHIARO
CLEAR	CLAIR	KLAR	CLARO	CHIARO



Parts Locating Diagram.

UNUSED PARTS : A165,C13(1EA),C25,C39,D40,D41,D167,D168
E85,F87,F136-145,I152,I153,I160-163

