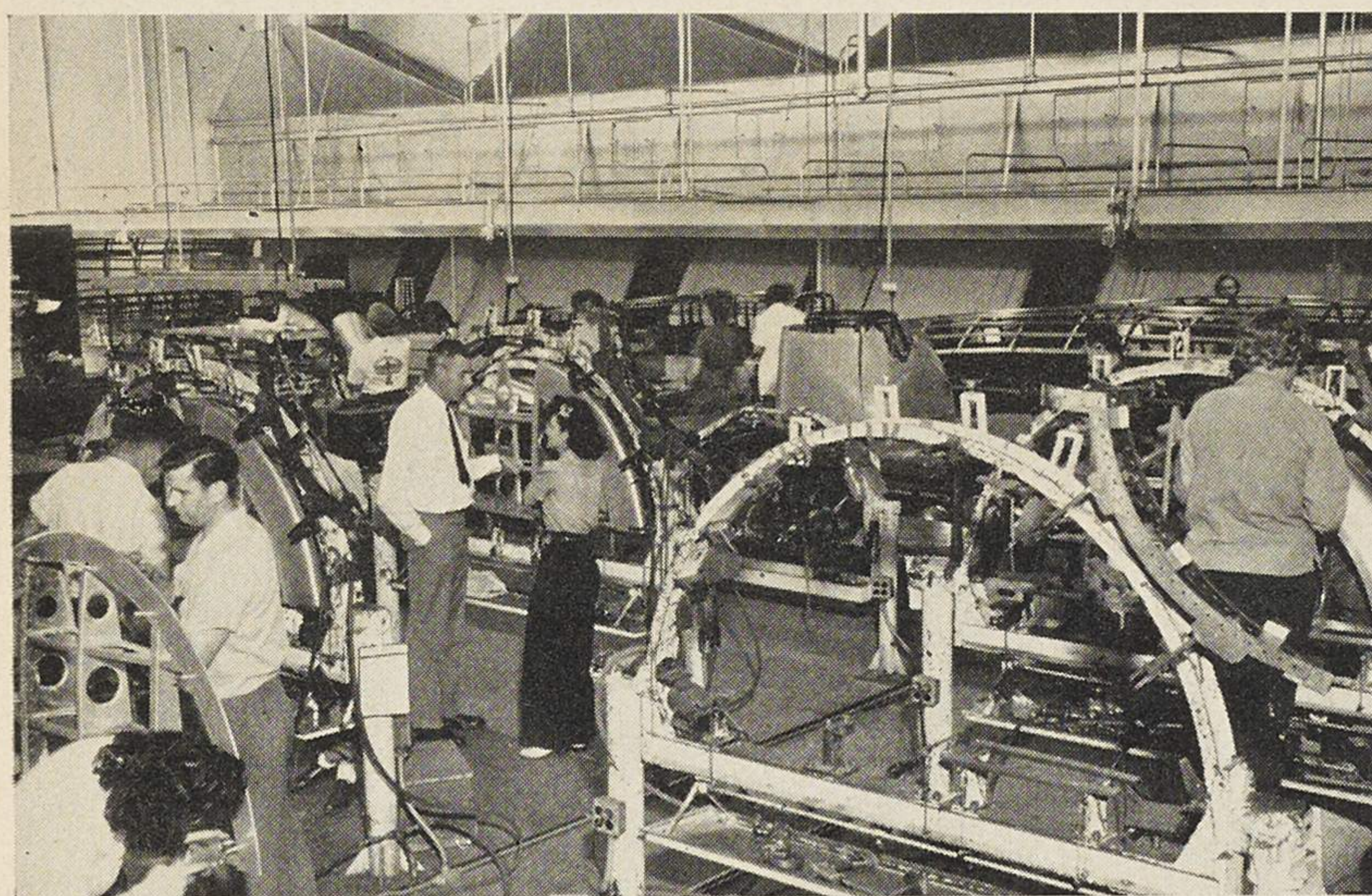
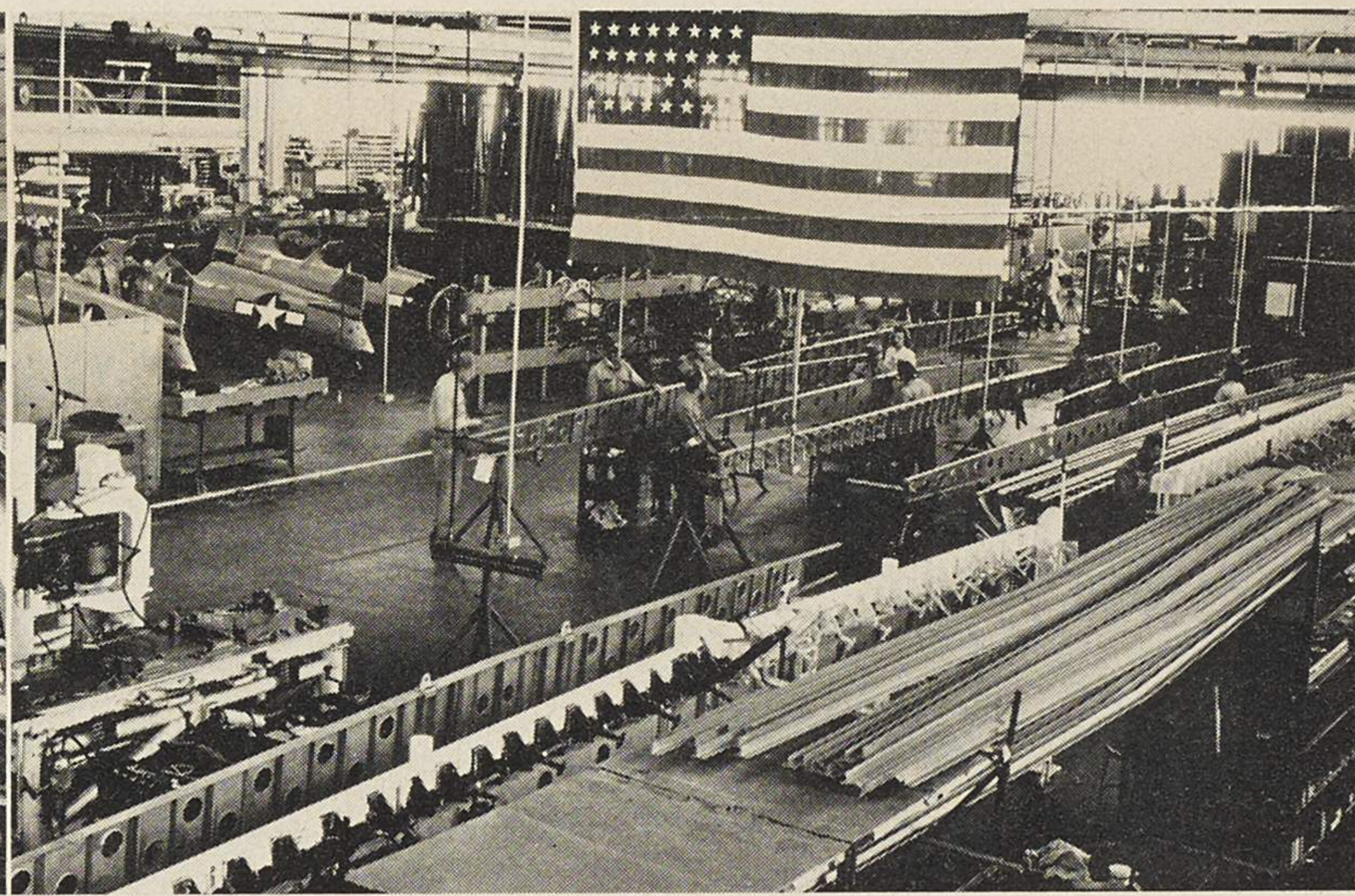


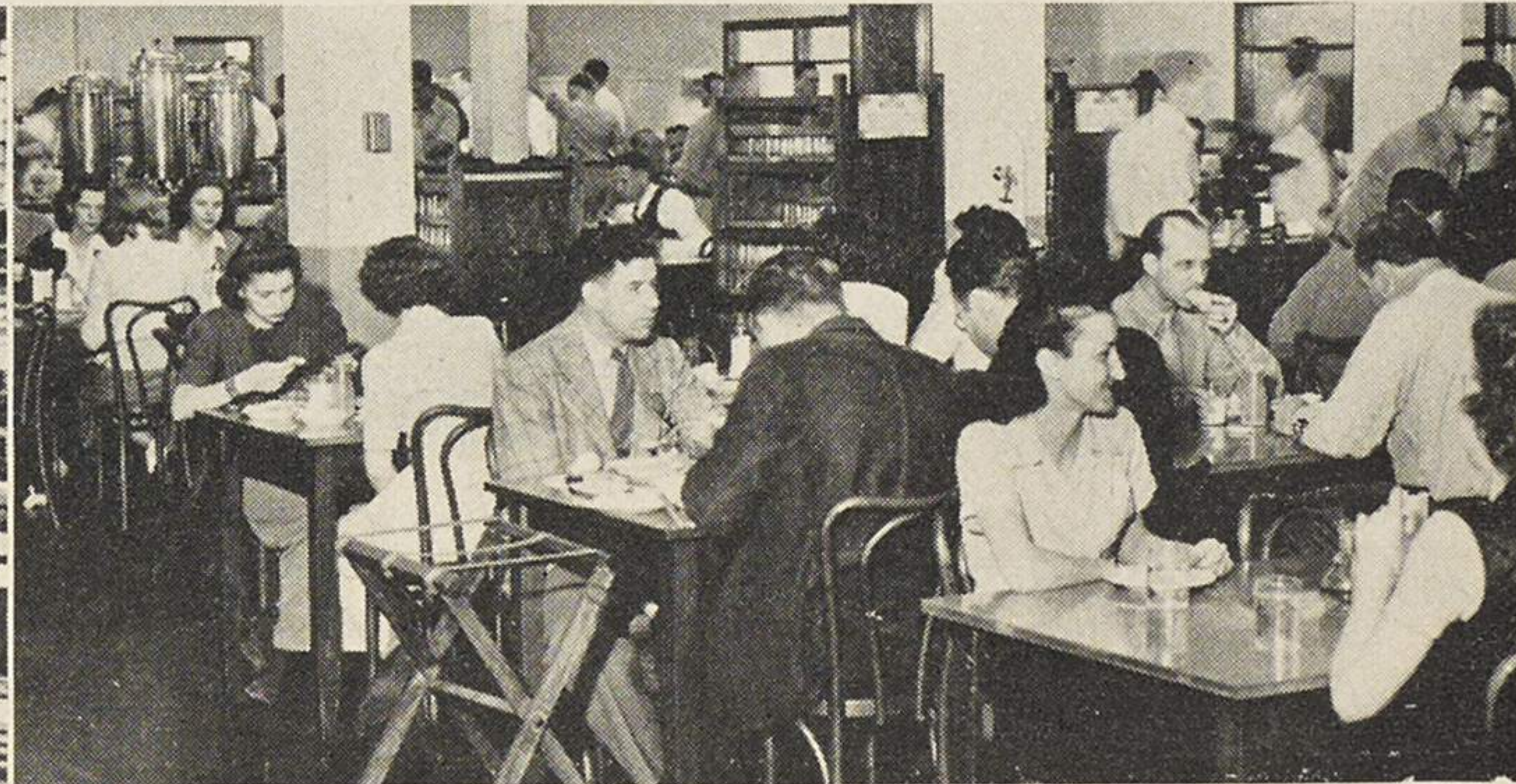
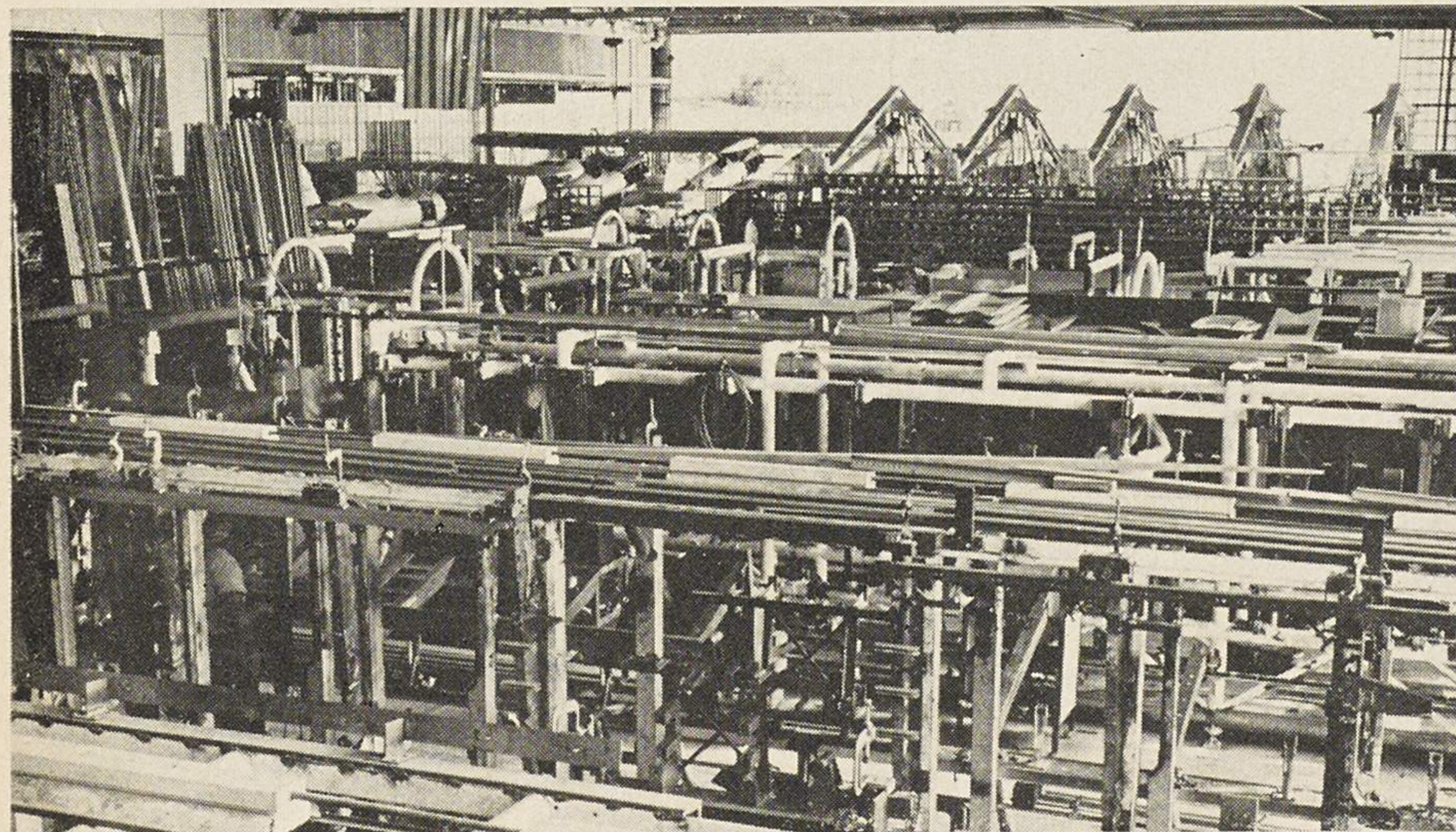
A Boeing-Wichita B-29 in Flight Above the Kansas Plains



THE NOISE OF RIVET GUNS AND DRILLS has invaded the Plant I paint room. Principal activity is making B-29 stabilizer assemblies. PT painting is now done in part of the old dope room



TYPICAL OF CONVERSION AT PLANT I is this scene in what once was Primary Assembly. Instead of long rows of PT's, B-29 stabilizer spars now dominate the picture



PLANT I OFFICES WERE ALSO AFFECTED by B-29 conversion program. Biggest change was moving of cafeteria from second to first floor where Planning and Dispatching and part of Engineering were located. Expedite, Production, Material Control and Tooling departments now occupy second floor. Cafeteria still features good food

LEFT: PLANT I FINAL ASSEMBLY is now a forest of heavy B-29 jigs. Single row of PT's is squeezed in far corner. Bridge-like jigs in distance are for B-29 stabilizers. Stabilizer span is 43'3"; PT wing span is 32'2"

★

BROAD PARKING APRON across from Plant II is busy spot 24 hours a day. Here B-29's get final check-ups before delivery to the Army. Familiar sounds are deep-throated roar of Superfortress engines, staccato of plane's machine guns and cannon during armament tests. View is from south end of apron

