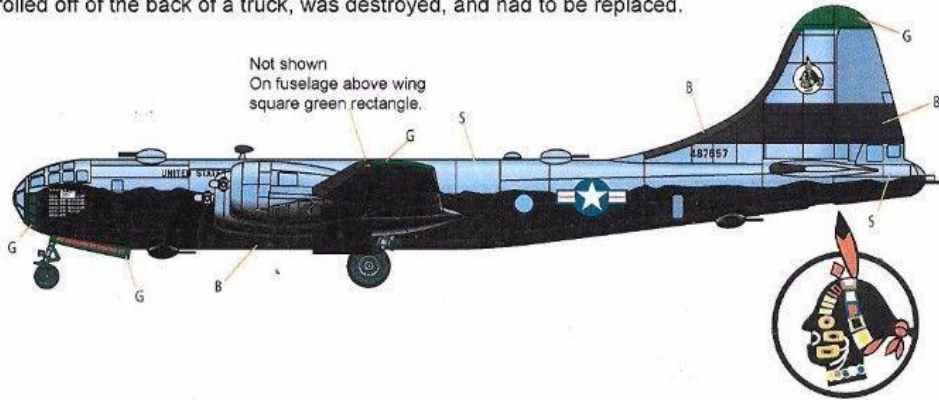


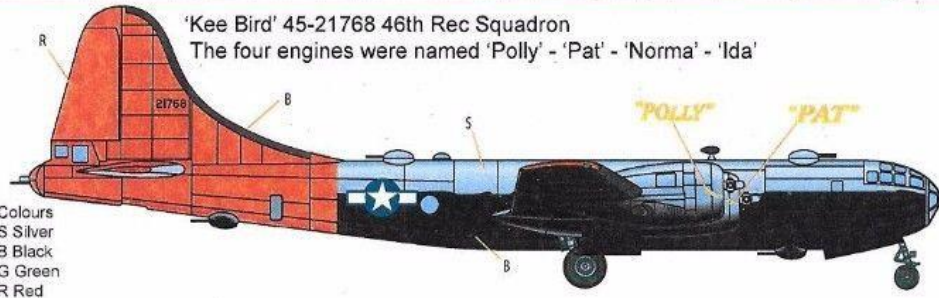
'Command Decisions' painted fuselage section on display at the National Museum of the USAF OH is not the original. The original was destroyed in a transportation accident, the forward section of #44-62139 was requisitioned and painted for the display. It's sad to think that an aircraft that survived heavy flak and numerous enemy attacks was damaged after being dropped from a helicopter, and while being transported from the AF Museum, on loan to another museum, rolled off of the back of a truck, was destroyed, and had to be replaced.



Not shown  
On fuselage above wing  
square green rectangle.

The B-29 gunnery system had many advantages over the manned turrets used on nearly all bombers before the B-29. The computers and gyros automatically calculated factors like bullet drop - air speed, speed of the target, etc.

More importantly, one gunner could aim and fire multiple turrets against a single target.



'Kee Bird' 45-21768 46th Rec Squadron  
The four engines were named 'Polly' - 'Pat' - 'Norma' - 'Ida'

Colours  
S Silver  
B Black  
G Green  
R Red

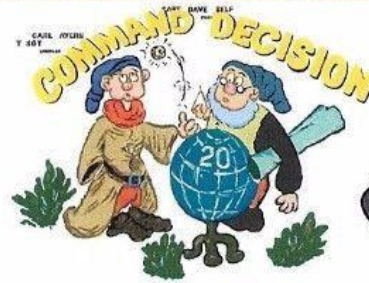
'Kee Bird' 45-21768 flew a grand total of 7 'Top Secret Missions', being forced to crash land after running low on fuel on a frozen lake near Peterman Fjord in Greenland. With a air temperature of minus 50°F, the crew was lost, and the odds of being rescued were slim.

In 1947, these Polar regions were totally uncharted areas, although secretly, The US Air Force was routinely flying missions to chart these areas. The second crew of aircraft 45-21761 "Boeing's Boner" found 'Kee Bird' and dropped 1500lbs of emergency supplies which included survival gear and food.

In July 1994, a team of aircraft restorers operating as Kee Bird Limited Liability Co. Led by Darryl Greenamyre, planned to restore 'Kee Bird' in situ and fly her back to Thule AFB.

After the initial survey of the aircraft the repairs were finally completed and she was ready for take off in May 1995.

Being fitted with four rare newly overhauled Wright R-3350 engines along with the all associated running gear and props the aircraft was started. She successfully taxied into position for the Take off attempt, when a fire broke out in the rear fuselage - the crew escaped but 'Kee Bird' was lost.

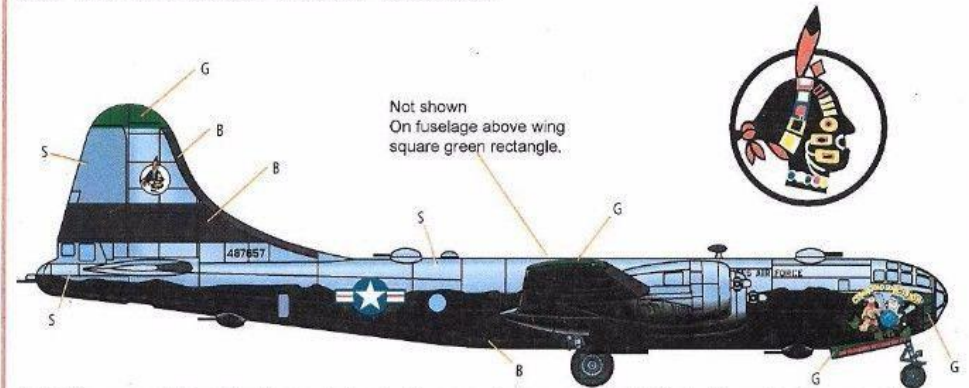


B-29-95-BW 'Kee Bird' 45-21768 46th Rec Squadron



B-29 "Command Decision" 44-87657 19BG-28BS

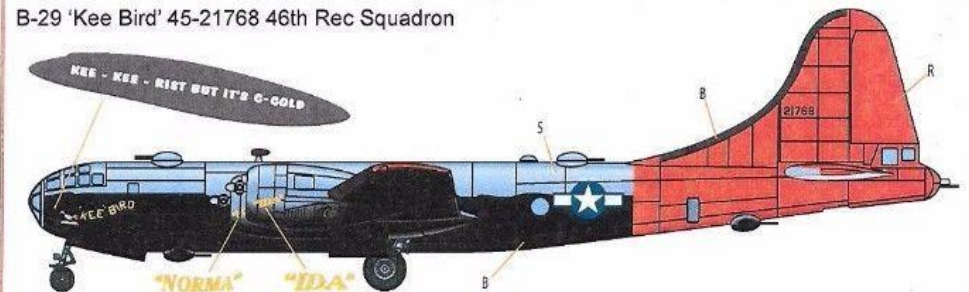
B-29 "Command Decision" 44-87657 19BG-28BS



Not shown  
On fuselage above wing  
square green rectangle.

B-29 'Command Decision' unmatched with a combat record of 121 bombing missions earning an 'Ace' status with its gunners shooting down 5 enemy jet fighters during the Korean war.

B-29 'Kee Bird' 45-21768 46th Rec Squadron



The Kee Bird was a United States Army Air Forces B-29-95-BW Superfortress, 45-21768, of the 46th Reconnaissance Squadron, that became marooned after making an emergency landing in Greenland during a secret Cold War spying mission on 21 February 1947. Although the entire crew was safely evacuated, after spending three days in the isolated Arctic tundra, the aircraft itself was left at the landing site - see over.