



## **B-29 Superfortress, Serial Number 45-21748**

The National Museum of Nuclear Science & History acquired its B-29 in August 1993, with the closing of Chanute AFB, Illinois. Built by Boeing in Wichita Kansas, #45-21748 was delivered to the Air Force on August 9, 1945, the same day that a B-29 named *Bockscar*, dropped the plutonium bomb "Fat Man" on Nagasaki.

World War II ended a few days later, so our B-29 never saw combat in WWII. The aircraft was then assigned to the Air Technical Command at Tinker Army Air Field, Oklahoma, before being put in storage at Davis-Monthan AAF, Arizona. In April 1946 it was reactivated as part of the Air Material Command back at Tinker, AAF. In December that same year, the aircraft was assigned to the 509<sup>th</sup> Bombardment Group at Roswell AAF, NM.

In August 1947 the aircraft served at a number of different bases and commands before being dropped from the USAF inventory in June 1954, for use in ground school at Chanute AFB. When the B-29 was replaced by more modern bombers, ours became part of a display of old war birds at Chanute.

After Chanute closed the aircraft became part of the collection of the then USAF Museum and was loaned to the then National Atomic Museum as part of the USAF Heritage Program. It was taken apart and loaded onto seven trailers and transported to Albuquerque.

On October 9, 1993 #45-21748 at the then National Atomic Museum on Kirkland Air Force Base, our B-29 was dedicated. One of the speakers was, Major General Charles Sweeney (retired), the Command Pilot of *Bockscar*, the 509<sup>th</sup> B-29 that had dropped Fat Man on Nagasaki on August 9, 1945. The same day that #45-21748 was delivered to the Air Force.

### **Additional detail information on our B-29 Superfortress S/N #45-21748**

Manufactured by Boeing plant in Wichita, Kansas and delivered to the Air Force on 8/9/45. Between August 1945 and April 1946 it was assigned first to the Air Technical Command, Tinker AFB, OK. Then it was assigned to Davis-Monthan AFB, Tucson, AZ. It was then transferred to the 509<sup>th</sup> Bombardment Group, Strategic Air Command in December, 1946, Roswell AFB, Roswell, NM.

In August 1947 it was assigned to the 93<sup>rd</sup> Bombardment Group (SAC), Smoky Hill AFB, KS and then assigned to Biggs, AFB TX. 1948 to Air Material Command, Kelly AFB, San Antonio, TX. In Feb. 1950 to the 274<sup>th</sup> Experimental Wing, Holloman AFB, at which time the aircraft designation changed to EB-29.

In December 1950 the aircraft was transferred to the 3200<sup>th</sup> Proof Test Group, Air Proving Ground Command, Eglin AFB, FL. July of 1952 it was assigned to the 3205<sup>th</sup> Drone Group, Eglin AFB and to the 3345<sup>th</sup> Technical Training Wing, Air Training Command, Chanute AFB, IL. where it was used for ground instructional training.

It was dropped from USAF inventory by assignment to class 26, ground school instruction. The Museum acquired the aircraft from Chanute AFB, IL, at the same time it became part of the then USAF Museum and it is on loan from that museum as part of the USAF Heritage Program.