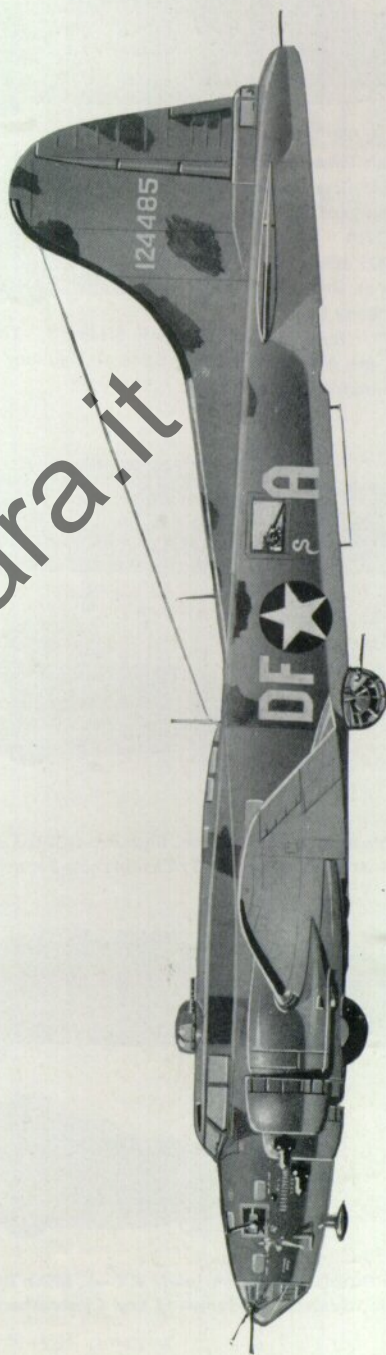


PROFILE PUBLICATIONS

The Boeing B-17E & F Flying Fortress

NUMBER 77
TWO SHILLINGS



The Boeing B-17E & F Flying Fortress

by Charles D. Thompson



The Boeing B-17 aircraft series was a strange mixture of brilliant design work, dogmatic misuse, aerodynamic honesty, adaptability, myth, bravery, and luck, seasoned by wartime propaganda into a soufflé greatness. As is the case with all "pilot's aeroplanes", her docility endeared her to her crews and tended to overshadow her faults; but despite her many design and tactical faults, the B-17 emerged as truly a giant among aircraft, in every sense of the word.

Any aeroplane is only as good as the men who build her. The B-17 was fortunate indeed in her creators, the Boeing Company, who as one of America's pioneer aviation concerns had produced some thirty-nine different designs in the company's eighteen-year life prior to the B-17's debut in 1934. Many were notable trend-setters, and some were revolutionary. Among these earlier designs had been the PW-9 and FB-series fighters for the U.S. Army and Navy; the U.S. Post Office's Model 40; the elegant little F4B/P-12 fighter series; the revolutionary B-9 high speed bomber; the classic P-26; and the B-17's ancestor, the XB-15. With such a comprehensive list of forebears, the B-17 had to be good; Boeing's name had been a synonym for quality for nearly two decades.

Conceived as a defensive weapon comparable to a flying coastal artillery battery, the B-17 was to be called upon to test a rather dogmatic offensive theory of unescorted daylight precision bombing. Originally advanced by the Italian General Douhet, this theory rested essentially on the proposition that a fast, well-armed bomber flying at very high altitude could fight its way in broad daylight through and over any number of defending interceptors to destroy targets at will. (The name "Flying Fortress" did not arise from the aircraft's fabled invulnerability, but rather from the original defensive conception, so quickly forgotten when American tacticians subscribed to Douhet's theory.) The B-17 seemed tailor-made to be the instrument of this new concept of strategic bombardment; and she became the symbol, and at first the only concrete expression, of daylight precision bombing.

It was on 28th June 1935 that the prototype, X13372, was rolled out for the first time; on 28th July she made her first flight, and from that date until her untimely end two months later the prototype participated in many test flights. An attempted take-off with gust locks engaged ended the career of X13372 at Wright Field and cost test pilots Hill and Tower their lives. There were only a few points of difference between X13372 and the thirteen XB-17s constructed for service tests and assigned to the 2nd Bomb. Group for evaluation. Long-range navigation was a major aspect of this programme, and in this field the early Fortresses recorded several remarkable performances. They won the 1938 Mackay Trophy for a formation flight between Langley Field and South America. The one structural test airframe, designated B-17A, set a load/speed record for 1,000 km., and a load/altitude record.

A 1937 contract called for a batch of thirty-nine machines with more powerful engines providing even higher speed and altitude figures; and although the first B-17B was not delivered until July 1939, it immediately set a new transcontinental speed record. The B-17C requirement called for further engine refinements and cleaned-up gun emplacements. The -C variant was the fastest of all previous or subsequent B-17 models; and England's need for combat aircraft caused the diversion of large numbers of B-17Cs to the Royal Air Force, under the designation Fortress I, the first arriving in March 1941. R.A.F. Bomber Command and Coastal Command began operations with the type in June 1941, and for a short time the Fortress seemed to have her own way in the cold stratosphere over Europe; but it was soon made painfully apparent that the *Luftwaffe* had high altitude capability as well. Mechanical problems appeared daily, and after many attempts to improve the situation, the R.A.F. dropped the Fortress from first-line operations altogether. Reports of these problems filtered back to Boeing; vulnerability to gunfire, a tendency to burn easily, icing problems, oxygen

Heading photograph shows the "Memphis Belle", B-17F-10-BO serial number 41-24485, photographed before her return to the U.S.A. after completing twenty-five operational missions from England. Despite numerous hits from flak and fighter cannon-fire, only one crew member, the tail gunner, was wounded during the tour. The "Belle" was the subject of the sixth War Bond Drive, and her last mission was filmed in colour as a feature documentary. Note blotching effect of Medium Green on Olive Drab paint scheme. (Photo: U.S.A.F.)



B-17F-30-BO "Delta Rebel" of the 322nd B.S., 91st B.G. en route for the Reich. This was the Fortress in which the late actor Clark Gable flew a mission as observer. (Photo: U.S.A.F.)

system failures, crew fatigue from high altitude operations, and a subsequent general distrust of the type. Boeing's efforts to rectify these problems resulted in the B-17D, with self-sealing fuel tanks, additional armour, engine nacelle cowl flaps, and two extra .30 calibre machine guns.

All remaining -C models were brought up to -D standard, but the first few days after the attack on Pearl Harbour saw many lost to enemy action and attrition. The surviving B-17Ds were evacuated to Australia and the Java area for regrouping; many were the subjects of a field modification which provided a .50 calibre machine gun in the tail cone to supplement rear armament. However, further complaints from units in the Pacific theatre, when examined in conjunction with R.A.F. reports, made it painfully obvious that more than modifications were

needed to make a realistic combat aircraft out of the B-17. Something drastic had to be done to both the aircraft and the mission concept; the first requirement was met quickly, the second, unfortunately, not for many months.

THE FORTRESS REDESIGNED

The first version of the ultimate series was the B-17E, which was more of a 30% re-design than a new variant. A new empennage and rear fuselage were the most obvious changes; also provided were two-gun power turrets in dorsal and ventral positions, a new twin-gun tail position, .50 calibre guns in all positions except the nose, extensive armour plating, simplified waist emplacements, and numerous smaller internal improvements. Production was initiated without interruption, the first B-17E serving as the prototype and flying on 5th September 1941. (Although production lines were being set up at this time by Vega and Douglas, they were to produce no E-models.)

The B-17E was first delivered to combat units of the 7th Air Force in early February 1942, and the type made its first combat raid on 2nd April over the Andaman Islands. Shipping attacks were carried out by units of the 5th Air Force (from Australia) and the 7th Air Force (from India) in the Philippines some ten days later; and the B-17E was also active during the Battles of Midway and the Coral Sea.

The first 8th Air Force units arrived in Great Britain on 12th May 1942 to "set up house" and to prepare for the coming campaign of unescorted daylight precision bombing. Despite warnings from the combat-experienced R.A.F. authorities, the 8th Air Force Staff began training. The first raid was launched by eighteen B-17Es of the 97th Bomb. Group on 17th August, against Rouen. Twelve machines made the actual assault, the remaining six performing a diversionary sweep up the coast. Subsequent attacks on coastal targets were more in the nature of operational training flights than serious attempts to damage the enemy, and were not forcefully challenged by the Luftwaffe. The 8th A.F. Staff grew more secure in its convictions.

On 20th September 1942 the famous General Jimmy Doolittle formed the nucleus of the 12th Air Force in England, and early in October the 97th, 99th, 301st and 2nd Bomb. Groups were transferred to the new formation. The 8th A.F.'s "muscle" was needed for the North African campaign of November.

THE B-17F JOINS BATTLE

The last B-17E rolled off the line on 28th May 1942, and only two days later the first production model of



This photo of the B-17E "Avenger" shows to good effect the greenhouse nose peculiar to this variant. (Photo: U.S.A.F.)

B-17E "Goonie" of the 7th B.G., Pacific Theatre, 1942. The battle star on the nose is marked "Midway". (Photo: U.S.A.F.)



a new version was rolled out, tested and delivered. Although it incorporated over 400 changes from its predecessor's specification, the -F variant could be distinguished externally from the -E only by its single-piece blown transparent nose. The changes, however, were extremely important. A new ball turret, external bomb racks, paddle-blade propellers, an improved oxygen system, carburettor intake dust filters, stronger landing gear, dual brake system, more photographic equipment, an electronic link between the autopilot and the Norden bombsight, additional ball-and-socket machine gun mounts in the nose; all these combined with Wright R1820-97 engines in place of R1820-60s, added fuel capacity and an improved gross weight and payload performance to make the -F model a considerably more sophisticated fighting aeroplane. No prototype of the -F was built, the first production model being processed in one day, as stated above. The Vega and Douglas lines were put into operation and in the next fifteen months 2,400 B-17Fs were produced.

The initial assault by American forces on the German homeland was a raid on the 27th January 1943 against the port of Wilhelmshaven, carried out by a force of B-17Fs drawn from the 91st, 303rd, 305th and 306th Bomb. Groups; simultaneously, two lonely B-17Fs made a nuisance raid on Emden. "Milk Runs" were the order for February, due to bad weather; but March came in like a lamb, and with it the legendary P-47 Thunderbolt. The "Jug" made its debut in a fighter sweep off Holland; at last, effective there-and-back escort for the bombers was possible.

The 18th March saw first use of Automatic Flight Control over Vegesak. The *Luftwaffe* put up a determined resistance to the raid, but at this stage a certain lack of co-ordination dulled the edge of their attacks; a state of affairs which was not to last, as the 8th A.F. would learn to their cost. Other notable raids in this period were upon the Renault works at Billancourt, the Focke-Wulf plant at Bremen, Kiel, Antwerp, Courtrai, Ijmuiden, Heroya, Trondheim, and Kassel.

These seven months of operations were but a prologue; for in August, in co-operation with R.A.F. Bomber Command, the 8th A.F. was to embark upon a task which almost ended unescorted daylight raids. On 17th August, in a simultaneous daylight attack upon the ball-bearing and aircraft industries at Schweinfurt and Regensburg, the 8th A.F. lost sixty aircraft to enemy action, with further heavy losses in immediate strength through combat damage and attrition. The Regensburg force proceeded to North African bases, and after licking its wounds returned to England via the Focke-Wulf works at Bordeaux. Losses from this raid brought the week's losses to over



Clark Gable poses with the crew of "Delta Rebel".
(Photo: W. J. Connell collection)



The pilot of "Delta Rebel No. 2" awards his aircraft the D.F.C.
(Photo: W. J. Connell collection)

100 B-17s; another week of comparable casualties, and the 8th Air Force would have ceased to exist. The *Luftwaffe* had found the formula.

Attacks in September were, of necessity, weak, and the 8th A.F. picked its targets carefully. Bad-weather "through-the-overcast" techniques were used under conditions so bad that interceptors could not operate. Night attacks were made on Billancourt, Chartres, and the Paris area. By October, sufficient replacements of crews and aircraft were available to mount once more an all-out offensive. "Big Week" saw attacks on Anklam, Marienburg and Gdynia in Poland; and the climax of the week was a continuation on 14th October of the 8th A.F.'s "private war" against Schweinfurt, in what was probably the most bloody and savage air battle in history. Sixty Fortresses fell to flak and to the guns of the recklessly brave *Luftwaffe*

A 5th B.G. B-17E on SeaSearch duties over the Pacific.

(Photo: U.S.A.F.)





Messerschmitt's eye-view of a B-17F radio-operator's .50 cal. gun in the O-type mounting. (Photo: W. J. Connell collection)



Navigator's eye-view of the single .50 cal. gun in the nose of a B-17F. In this case the installation appears to be a factory-supplied kit rather than a field modification. Note shrouded Norden bombsight. (Photo: W. J. Connell collection)

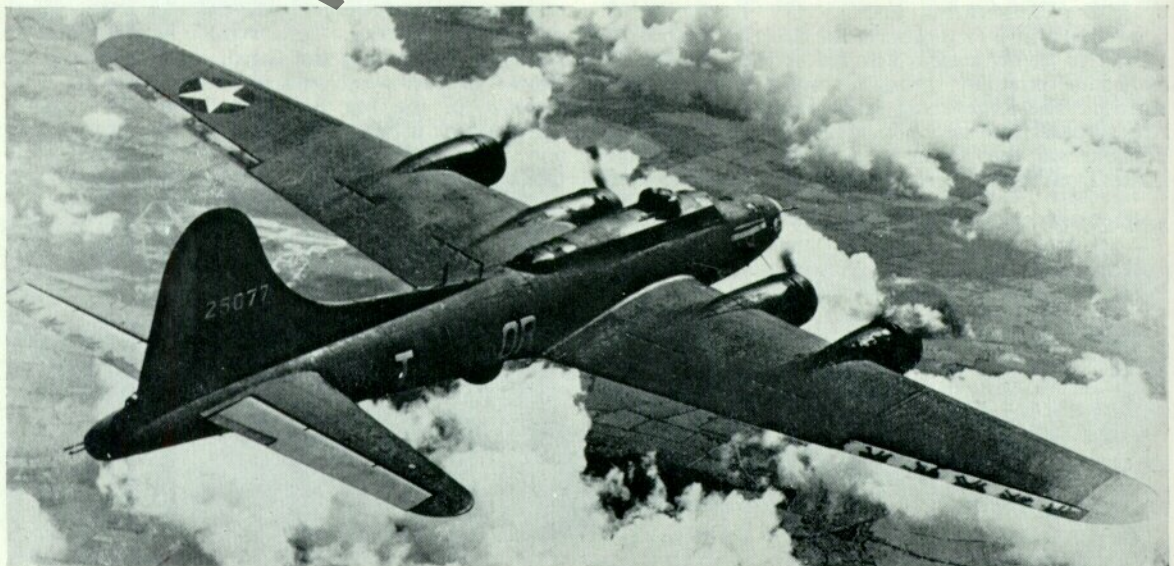
fighter pilots. An untold number were damaged so badly as to be permanently removed from service. The 305th B.G. based at Chelveston lost thirteen out of the sixteen aircraft dispatched. Total losses for the week, combined with the time needed to repair the 200 damaged machines, morale factors and the demands of replacement training cost the 8th A.F. almost two full months before in-strength attacks were again possible. By this time the battered -F model was being phased out of first-line operations in favour of the B-17G, and relegated to various second-line duties such as training. As the -G began to take the strain, the P-51 Mustang became available in sufficient quantities to make its presence felt. A new era in the European air war was dawning.

COMBAT SUMMARY

In retrospect, it is greatly to the credit of the 8th Air Force crews that in spite of extreme losses the B-17's were never turned back from a raid. They made many determined attempts to vindicate the tacticians' theory of the unescorted day bomber's relative invulnerability; but even with the heaviest defensive battery ever provided for a bomber the B-17F was unable to gain the necessary air superiority over Germany.

"Delta Rebel" in flight over England. Note Medium Green blotching on control surfaces.

(Photo: W. J. Connell collection)



THE PACIFIC THEATRE

Only five Bombardment Groups employing the B-17 drew assignment in the Pacific Theatre. After using B-17s during the Philippine and Java operations, the 7th B.G. moved to India and retrained on B-24s. The 19th B.G. took a serious beating at Clark Field on the 8th December 1941, and after hastily regrouping found operations over the Philippines too costly to continue. The Group's ground personnel were transferred to the ground forces and most were killed or wounded, while the air echelon evacuated to Australia where they participated in the Netherlands Indies, Java and Coral Sea operations before returning to the Z.I. late in 1942. The 5th B.G. carried out Sea-Search duties from Hawaii, and were transferred thence to the S.W. Pacific in time to participate in the drive from the Solomons back to the Philippines, using both B-17s and B-24s.

The 11th and 43rd B.G.'s careers closely paralleled that of the 5th, but they retrained completely on B-24s early in 1943. This trend was due to the B-24's better speed and bomb-load at medium altitudes; also, the losses in Europe were reaching such magnitude that the production was needed for replacements and training in that theatre.

THE MEDITERRANEAN THEATRE

The brunt of the theatre's bombing operations was borne by the B-24 Liberator, although a few B-17 Groups were employed. The four B.G.s spirited away from the 8th A.F. participated in the Tunisian Bizerta and Kasserine Pass battles. The 68th Reconnaissance Group used B-17Fs equipped with electronic counter-measure apparatus alongside their tactical fighter complement. When the war moved northwards, the 12th A.F. B-17s took part in the 28th June raid on Messina, the 5th and 8th September Naples raids, the operations against the *Wehrmacht* counter-attack at Salerno between 13th and 18th September, and the 24th October raid on Wiener Neustadt. By the end of the year the 15th A.F. establishment consisted primarily of B-17G types.

THE FORTRESS DESCRIBED

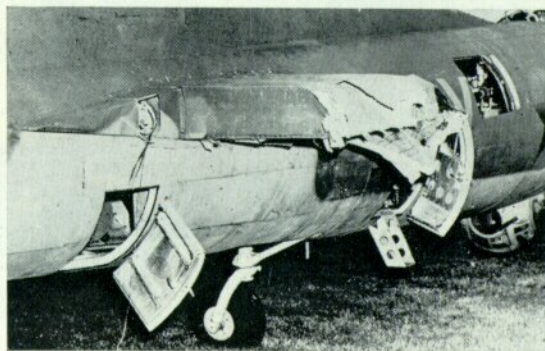
There are many ways to judge a bomber aircraft: speed, bomb load/range factors, defensive ability, ability to absorb combat damage, aerodynamic honesty, versatility, handling ease, speed and ease of maintenance and battle damage repair; and in all these respects the B-17E and -F ranked high. Pilots liked the Fortress; they trusted her, for she was completely predictable. Landing speed at normal landing weight was low, an amazing 73 m.p.h.; and two-engine landings were possible without too much drama. Formation flying is never easy, but the Fort took to it much more willingly than the B-24 or even the B-29 Superfortress. Anybody who has had the privilege of seeing a B-17 do a "buzz job" will testify to the apparent lightness of handling. A brief tour of the internal layout of the B-17 reveals the rather Spartan conditions under which Fortress crews existed. The bombardier's "greenhouse" offered magnificent visibility and was reasonably warm; a crawl back past the navigator's position and upwards leads to the flight deck, with side-by-side seats for pilot and co-pilot. Directly behind them and above is the top turret, usually manned by the flight engineer; the miniscule "bicycle seat" must have been uncomfortable in the extreme to a big man in flying gear, but the turret does provide excellent all-round vision. Moving



Battle damage 1: this Fortress returned to base safely after a burning wing tank had destroyed 30% of the wing root.
(Photo: W. J. Connell collection)



Battle damage 2: this B-17F-65-BO of the 91st B.G. came home with her fin wrecked by Luftwaffe aerial bombing. The practice of dropping bombs to break up Fortress formations is believed to have been pioneered in August 1943 by the Staffelführer of the crack 5th Staffel, Jagdgeschwader 1, Oblt. Heinz Knocke.
(Photo: W. J. Connell collection)



Battle damage 3: a bomb from a Fortress in a higher-flying Group knocked the starboard stabiliser and elevator off this B-17 over the target. She was repaired and put back into service. Note tail gunner's hatch.
(Photo: W. J. Connell collection)

aft from the turret one has to negotiate a door apparently designed with Greek gods in mind—a V-shaped aperture, none too large in the first place. This affords albeit awkward access to the bomb-bay, which is traversed by a narrow catwalk with precarious rope grab-handles. The aft exit door is conventional in shape, but small; it leads to the radio room, the only place in a Fort where a six-footer can stand erect,

(continued on page 10)

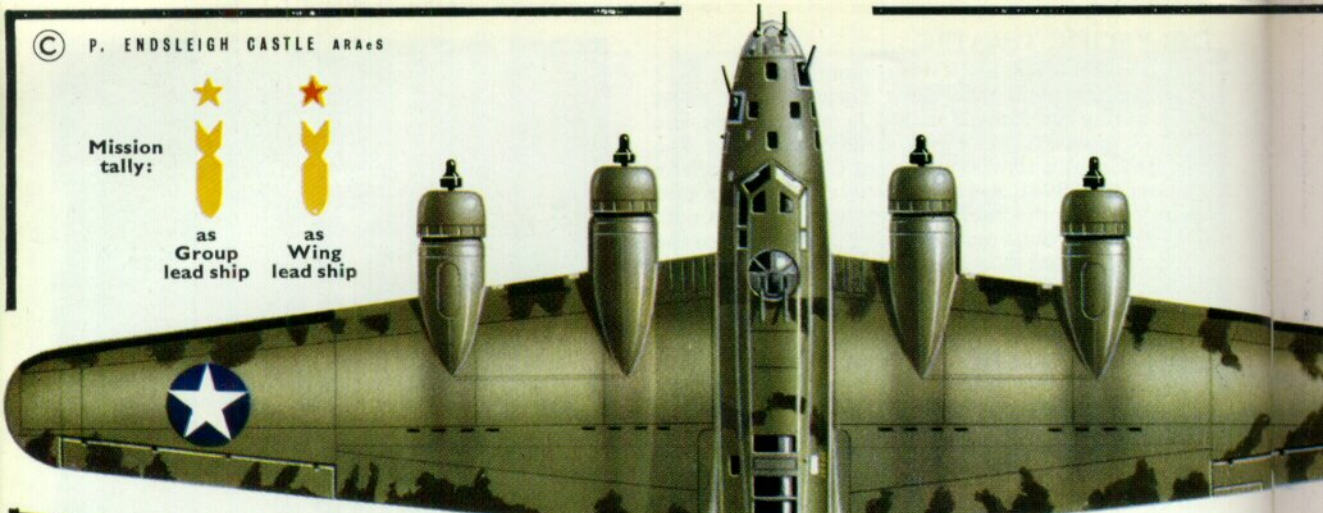
Mission tally:



as Group lead ship



as Wing lead ship

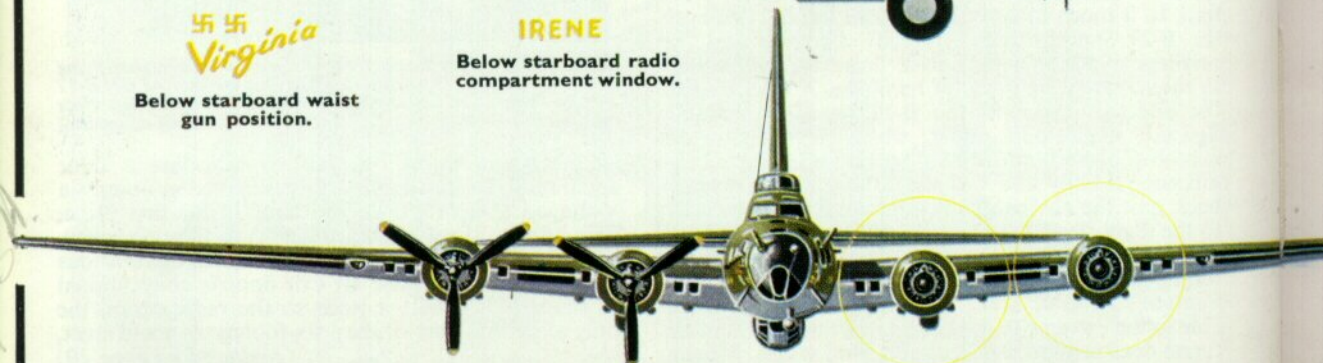


Virginia

Below starboard waist gun position.

IRENE

Below starboard radio compartment window.



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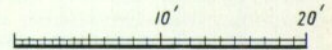
MOM

Between and below top turret guns.



Stylised "S" below port waist gun position.

CINDY
Below nose.



BOEING B-17F-10-BO FLYING FORTRESS of the 324th Bombardment Squadron, 91st Bombardment Group, 1st Combat Wing, 1st Air Division, United States 8th Air Force. Basingbourn, Cambridgeshire, England. 7th June 1943.

"Memphis Belle" was the first 8th Air Force bomber to complete an operational tour of 25 combat missions and return to the U.S.



Note blue swimsuit port side, red swimsuit starboard side.

Crew members names are lettered adjacent to fuselage aft entry door and individually under windows at crew stations:

- Pilot:** Capt. Robert K. Morgan
- Co-pilot:** Capt. James A. Verinis
- Bombardier:** Capt. Vincent B. Evans
- Navigator:** Capt. Charles B. Leighton
- Radio operator:** T./Sgt. Robert J. Hanson
- Top turret gunner:** T./Sgt. Harold P. Loch
- Ball turret gunner:** S./Sgt. Cecil H. Scott
- Waist gunners:** S./Sgt. Clarence E. Winchell
- Tail gunner:** S./Sgt. Casimer A. Nastal
- S./Sgt. John P. Quinlan





B-17F-80-BOs serials 42-30018, 115 and 125 in formation with B-17F-85-BO serial 42-30032 of the 532nd B.S., 381st BG., 8th Air Force. (Photo: U.S.A.F.)

brightly lit through the big skylight/gun hatch. Through the rear door lies the tail section, with the big ball turret hanging in its gimbals; a narrow catwalk leads down the centre of the fuselage to the waist-gun windows, with two smaller walk-ways higher on the cabin sides for the waist gunners. With the top hatch open, the radio room was breezy; but the temperature in the tail section, with its yawning side-ports, made the provision of points for electrically heated flying suits an absolute necessity. High-altitude operations in winter were a waist-gunner's nightmare, with hurricane winds clawing through the gun-ports. Leaving the waist, one moves aft down a rapidly-tapering fuselage, and a kneeling posture is necessary to negotiate the tail wheel well cover safely. A further short crawl ends in the tail gunner's position; a tiny plexiglass cage, where perhaps the most vital gunner in a Fort's crew fought a cramped war from a bicycle

seat and padded knee supports. All the draught from the waist positions seems to sweep through into the tail position, and the endurance of the kneeling warriors on long, cold trips over Germany is worth a moment's admiring memory. The mildest comment one can make on crew comfort is that the farther one moves from "officers' country", the colder it gets!

There are three ways to enter a B-17; the nose hatch, located lower left; the main door just forward of the right horizontal stabiliser; and the tail gunner's escape hatch under the right elevator. In Hollywood epics the hero always enters by the nose hatch, jumping from the ground and performing an indelible wriggle to enter feet first. If the reader had ever tried this manoeuvre in forty pounds of leather and fleece flying clothing, he would follow the example of most Fort crews and enter by the main door. It is said that by the twenty-fifth mission of a



Left: "Sugar", a late model B-17F, displays the cheek positions usually associated with the B-17G. Right: "The Eagle's Wrath", a B-17F-20-BO, serial 41-24524, of the 91st B.G., with twin nose guns. The armour plate covering the bombardier's optical-flat panel is a pointed reminder of the B-17's vulnerability to head-on attack, one of the main reasons for the failure of the Unescorted Daylight Precision Bombing theory. (Photos: W. J. Connell collection)

Left: "I Got Spurs", a B-17F-10-BO of the 3rd Recon. Group, 12th Air Force, based in North Africa; Group Commander was Col. Elliot Roosevelt. Note "dimple" nose transparency and Tri-Metrogon window under nose. (Photo: U.S.A.F.). Right: The famous "Piccadilly Commando"; note lack of guns in nose transparency. (Photo: W. J. Connell collection)



tour, the tail gunner was so shrunken and withered by the constant cold blast that he could enter his hatch with ease; but it was as well to ensure that no one was checking out elevator movement at the crucial moment.

The last "people-hatch" is the armoured, hinged plate that forms the seat back of the ball turret, and serves as an emergency exit for this foetal gladiator. It could be used as an entrance door only if the gunner wished to stay in the turret during take-off, and with a ground-clearance of only fifteen inches, that took a brave man. The door was only inside the ship when the guns pointed vertically down, a position not possible on the ground.

The B-17, for all its size, was neither luxurious nor roomy. One could stand in the centre and touch both sides in any part of the aircraft. Unlike its successor the B-29, the Fortress sacrificed comfort for efficiency; but it could at least be claimed that no one ever suffered from lack of ventilation in the rear sections.

STRUCTURE OF THE B-17

Fuselage A conventional semi-monocoque all-metal structure of basically circular configuration consisting of four main assemblies bolted together. Major assemblies made up of nine sub-assemblies riveted together into stressed elements. A series of vertical frames and bulkheads with longitudinal stringers and stressed skin provided an exceptionally strong structural unit.

Wings Eighteen sub-assemblies made up an extremely efficient lifting surface with a low weight/strength ratio. Truss-type main spars were capped with sheet metal and gusseted girders. Sections between spars covered with corrugated aluminium sheet and stressed skin riveted to corrugated areas and to the truss-type ribs. The entire structure gave a wing with an exceptional ability to absorb damage without loss of structural integrity. Ailerons were of all-metal structure with fabric covering; the split flaps were of all-metal construction.

Empennage All-metal pressed flanged ribs and stringers covered with riveted aluminium sheeting. Control surfaces all-metal with fabric covering.

Landing Gear Single-strut oleo assembly formed rear portion of drag strut, and wheel combination electrically retracted to bring assembly forward and upward into inboard nacelles. Tyres remained partially exposed to slipstream. Tail wheel oleo shock equipped, fully retractable electrically.

B-17F-10-BO "Adorable" of the 369th B.S., 306th B.G., after a wheels-up landing. Note yellow surround on cocarde. Swastika flashes show that the ball turret gunner has three confirmed kills, the top turret and starboard waist gunners one each.

(Photo: W. J. Connell collection)



A B-17F-70-BO of the 422nd B.S., 305th B.G., coded XK-O. Note twin nose guns and Group tail marking. (Photo: U.S.A.F.)

VARIATIONS ON A THEME

XB-38—B-17E (41-2401) with Allison V-1710-89 liquid-cooled engines, not produced.

YB-40—B-17F-BO conversion intended as heavily-armed escort; two additional power turrets in chin and dorsal positions, twin waist gun mounts, additional ammunition rather than bomb load. Saw limited operational service, but as YB-40 was slower than the standard B-17F this necessitated formation slowdown, and plan was dropped.

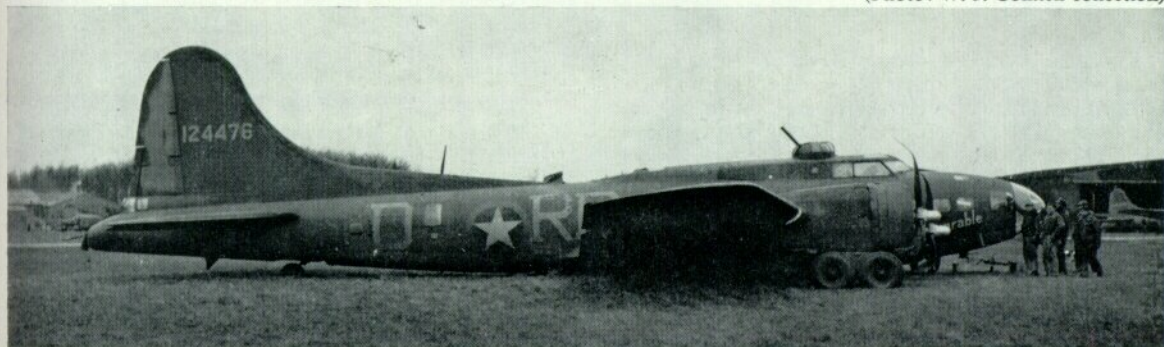
BO-7—Converted war-weary B-17Es and B-17Fs stripped of armament and all unnecessary equipment. Packed with explosives, these machines were radio controlled on to targets. Several attacks carried out, but control problems caused alarm and the project, designated Castor, was discontinued.

C-108—B-17E-B0s (41-2593 and 41-2595), B-17F-VE (42-6036) and B-17F-B0 (42-30190) were converted for evaluation in VIP, Cargo and Tanker rôles. Gen. Douglas MacArthur used a V.I.P. conversion retaining nose and tail guns.

F-9—B-17F aircraft converted and manufactured to fulfil duties of long-range reconnaissance. Six-inch Tri-Metrogon, 12 in. vertical, 24 in. split vertical, and 6 in. oblique camera positions were possible in three versions, the F-9, F-9A and F-9C.

CAMOUFLAGE AND MARKINGS

With B-17E and -F production covering only a year, and operational use being limited to U.S.A.A.C. and R.A.F. units, only two basic schemes apply for the





This unusual sequence graphically demonstrates the "repairability" of the Fortress. Top left shows "Eight Ball", a B-17E-25-DL (DO) of the 91st B.G., serial 42-3138, with nose damage from a runaway propeller. The area to be replaced is marked off with masking tape. Top right shows the section removed, with the replacement nose from "Sweet Pea 1st" ready. Bottom left shows the section in place. Bottom right shows job almost complete. (Photos: W. J. Connell collection)

former and one for the latter. Basic scheme as delivered consisted of Olive Drab (Shade 41) on all upper surfaces and Neutral Grey (Shade 43) on all under surfaces with the two shades meeting in a four-inch overspray blending. June 1943 saw the addition of Medium Green (Shade 42) specified for use on leading and trailing edges of all flying surfaces in blotches not exceeding 20% of the surface, but not on fuselage surface. However, several E.T.O. Groups applied Medium Green on the fuselage in the form of irregular stripes ending either at the under surface blend or at the wing root.

Markings consisted of cocardes on the fuselage sides midway between the wing trailing edge and the horizontal stabiliser leading edge. Wing cocardes were placed above the port wing and below the starboard wing. Some groups used a yellow surround on the fuselage cocardes. Production covered the specified use of three cocarde styles: blue field with white star; blue field with white star and horizontal bars bordered in red; and blue field with white star and horizontal bars bordered in blue.

Radio call numbers were marked in yellow characters measuring 8 x 12 in. or larger. Many E.T.O.-based Groups used formation code letters in the British style consisting of two letters or one letter and one number serving as a unit designation, with a single letter identifying the individual aircraft. Formation codes were applied in yellow or white paint, three to five feet high. Individual aircraft in combat areas were often emblazoned with names and artwork covering (or uncovering) a broad range of styles, some so bawdy that on one occasion orders were given to "cover up". Petty and Vargas styles were most popular, followed by anti-Nazi and patriotic themes and cartoon

characters. Some of the better-known examples are *Southern Comfort*, *Bat Outa Hell*, *Quitchurchitchin'*, *Lady Halitosis*, *Impatient Virgin*, *Wabbit Twacks*, *King Malfunction*, *Berlin Sleeper*, and *Chugalug Lulu*.

R.A.F. Fortresses were used primarily by Coastal Command and were camouflaged in the Temperate Sea scheme of dark slate grey/extra dark sea grey on all plan view surfaces with white under surfaces and fuselage sides. National markings followed standard British practice of the period.

R.A.F. UNITS EQUIPPED WITH B-17E & -F (FORTRESS II & IIA)

Unit	Coastal Command	Squadron Code
59 Sqn.	TR
86 Sqn.	XQ
206 Sqn.	VX & 2V
220 Sqn.	ZZ
251 Sqn. (Met.)	AD
517 Sqn. (Met.)	X9
519 Sqn. (Met.)	Z9
521 Sqn. (Met.)	50
Bomber Command		
214 Sqn.	BU
223 Sqn.	6G

With the exception of 223 Sqn., which saw service in the

B-17E of 97th B.G. displays striped camouflage after that unit's transfer to the 12th A.F. in N. Africa in support of Operation Torch. (Photo: Imperial War Museum)





Mediterranean Theatre, all above units operated from the British Isles.

B-17E & -F SERIALS

B-17 E-BO

Military Serials	Manufacturer's Serials
41-2393-41-2669	2204-2480
41-9011-41-9245	2493-2717

B-17-F: Boeing Production

Military Serial	Type and Block	Boeing Serial
41-24340-24389	B-17F-1-BO	3025-3074
41-24390-24439	B-17F-5-BO	3075-3124
41-24440-24489	B-17F-10-BO	3125-3174
41-24490-24503	B-17F-15-BO	3175-3188
41-24504-24539	B-17F-20-BO	3189-3224
41-24540-24584	B-17F-25-BO	3225-3269
41-24585-24639	B-17F-27-BO	3270-3324
42-5050-5078	B-17F-30-BO	3589-3617
42-5079-4159	B-17F-35-BO	3618-3688



Nose emblems varied from the extremely simple ("Cased Ace"), through the vulgar ("Down and Go!"), the beautiful ("Elusive Elcy"), and the original ("Dame Satan") to the frankly weird ("The Witch's Tit"). The last-mentioned was a B-17F-50-BO, serial 42-5382 of the 91st B.G. (Photos: W. J. Connell collection)

B-17E (Fortress II) of No. 1435 Fligh , Coastal Command, R.A.F. The R.A.F.'s major use of the type was on maritime patrol missions. (Photos: Imperial War Museum)



42-5150-5249
42-5250-5349
42-5350-5484
42-29467-29531
42-29532-28631
42-29632-29731
42-29732-29831
42-29832-29931
42-29932-30031
42-30032-30131
42-30132-30231
42-30232-30331
42-30332-30431
42-30432-30531
42-30532-30616
42-30617-30731
42-30732-30831
42-30832-30931
42-30932-31031

B-17F-40-BO
B-17F-45-BO
B-17F-50-BO
B-17F-55-BO
B-17F-60-BO
B-17F-65-BO
B-17F-70-BO
B-17F-75-BO
B-17F-80-BO
B-17F-85-BO
B-17F-90-BO
B-17F-95-BO
B-17F-100-BO
B-17F-105-BO
B-17F-110-BO
B-17F-115-BO
B-17F-120-BO
B-17F-125-BO
B-17F-130-BO

3689-3788
3789-3888
3890-4023
4581-4645
4646-4745
4746-4845
4846-4945
4946-5045
5046-5145
5146-5245
5246-5345
5346-5445
5446-5545
5546-5645
5646-5730
5731-5845
5846-5945
5946-6045
6046-6145

TABLE OF SPECIFICATIONS

B-17F Aeroplane (B-17E specifications shown in parentheses when differing from -F).

Official Description: "Ten-Place Landplane Monoplane, Long Range High Altitude Low Wing Bomber".

Manufacturer's Model Designation: 299-0.

Military Designation: B-17F (B-17E).

Popular Name: Boeing Flying Fortress.

Total Produced: 2,300 (512).

Period of Production: 30th May 1942-2nd September 1943. (5th September 1941-28th May 1942).

First Flight: 30th May 1942 (5th September 1941).

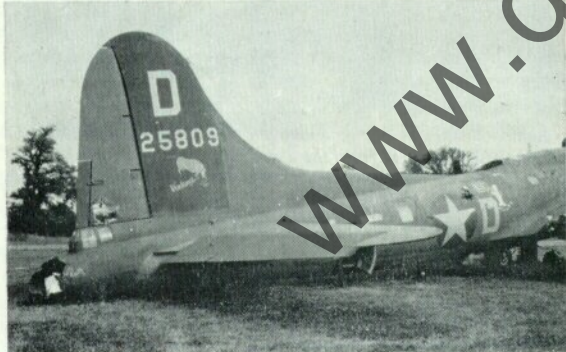
Douglas Production

42-2964-2966	B-17F-1-DL	42-3284-3338	B-17F-45-DL
42-2967-2878	B-17F-5-DL	42-3339-3393	B-17F-50-DL
42-2979-3003	B-17F-10-DL	42-3394-3422	B-17F-55-DL
42-3004-3038	B-17F-15-DL	42-3423-3448	B-17F-60-DL
42-3039-3073	B-17F-20-DL	42-3449-3482	B-17F-65-DL
42-3074-3148	B-17F-25-DL	42-3493-3503	B-17F-70-DL
42-3149-3188	B-17F-30-DL	42-3504-3562	B-17F-75-DL
42-3189-3228	B-17F-35-DL	42-37714-37715	B-17F-80-DL
42-3229-3283	B-17F-40-DL	42-37717-37720	B-17F-85-DL

Vega Production

42-5705-5709	B-17F-1-VE	42-5855-5904	B-17F-30-VE
42-5710-5724	B-17F-5-VE	42-5905-5954	B-17F-35-VE
42-5725-5744	B-17F-10-VE	42-5955-6029	B-17F-40-VE
42-5745-5764	B-17F-15-VE	42-6030-6104	B-17F-45-VE
42-5765-5804	B-17F-20-VE	42-6105-6204	B-17F-50-VE
42-5805-5854	B-17F-25-VE		

A B-17F-25-VE, serial 42-5809, coded LF-D, Squadron and Group unknown. The tail wheel of this Fortress apparently collapsed on landing; note severe damage from cannon and machine gun fire. Bull emblem on tail is captioned Wunhunglo; Ruth appears by tail gun position, Ola under top turret on port side, and Strato Sam figure on both sides of fuselage. Strato Sam's "balloon" reads: "The boys on this ship sure have a lot to learn about shooting dice!" (Photo: W. J. Connell collection)



B-17F with external bomb racks in place on a test flight over Mt. Rainier, near Seattle, Washington.

(Photo: Boeing)

DIMENSIONS AND SPECIFICATIONS

Wing: Span 103 ft. 9-38 in. Area 1,420 gross, 1,277-5 net. Root chord 228 in. Tip chord 106-7 in. Incidence $3\frac{1}{2}$ degrees. Dihedral $4\frac{1}{2}$ degrees. Sweepback 8 degrees 9 minutes. Airfoil NACA 0018 root, NACA 0010 tip. Wing loading 28-3 lb. per sq. ft.

Fuselage: Length 74 ft. 8-9 in. (73 ft. 1-52 in.). Height 19 ft. 2-44 in.

Landing Gear: Tread 21 ft. 1-52 in. Wheel 55 in. diameter. Tail wheel 26 in. solid core.

Powerplant: Type: 4 Wright R1820-97 (R1920-65). Power rating: 1,200 b.h.p. at take-off, 1,000 b.h.p. maximum at 25,000 ft., 2,300 r.p.m.

Propeller: 4 Hamilton Standard Hydramatic, 3 blade of 11 ft. 7 in. diameter.

Fuel Capacity: Normal 2,520 U.S. gallons (2,490 gallons), maximum 3,612 U.S. gallons with Tokyo tanks.

Oil Storage: 147-6 U.S. gallons (180 gallons).

Performance: Speed: Top 325 m.p.h. at 25,000 ft. (318 m.p.h. at Cruise 160 m.p.h. at 5,000 ft. Landing 73 m.p.h. (70 m.p.h.)). Range: Maximum 4,420 miles on 3,612 gallons at 5,000 ft. (maximum 3,300 miles on 2,492 gallons at 5,000 ft.).

Weight: Design empty 35,728 lb. (33,279 lb.). Design gross 40,260 lb. (40,260 lb.). Maximum gross 48,720 lb. (48,726 lb.).

Bomb Load: Design bomb load maximums: 26 M30 100-lb. GP (20), or 16 M31 300-lb. GP (14), or 12 M43 500-lb. GP (8), or 8 M44 1,000-lb. GP (4), or 4 M34 2,000-lb. GP (2).

Specified Defensive Armament

Nose Position: 6 Type K-1 ball-and-socket .30 calibre mounts located in windows and nose. 1 M-2 .30 calibre Browning machine gun with 5,100 rd. ammo. boxes.

Dorsal Position: 1 Sperry No. 645473E power turret with 2-50 calibre M-2 Browning machine guns. 500 rds. per gun. 1 type K-2 ball-and-socket .50 calibre mount in radio compartment with M-2 .50 calibre Browning machine gun. 5,100 rd. ammo. boxes.

Ventral Position: 1 Sperry No. 645849-J power turret with 2-50 calibre M-2 Browning machine guns. 500 rds. per gun. **Waist Position:** 1 .50 calibre M-2 Browning machine gun in each of the 2 waist windows. 400 rds. per gun.

Tail Position: 2 .50 calibre M-2 Browning machine guns. 500 rds. per gun. Equipped with remote sight.

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B-17F, 390th Bomb. Group, 8th Air Force. Based at Framlingham, U.K., 1943-45.



B-17F "Lady Luck", 324th Bomb. Squadron, 91st Bomb. Group, 8th Air Force. Bases, Kimbolton and Bassingbourn, U.K., 1942-45.

(Note that this a/c was assigned DF-A code after "Memphis Belle" had completed tour of operations: see pp. 8-9.)



Symbols of 5th Bomb. Wing, 15th A.F., positions as 97th Bomb. Group.



2nd B.G.



99th B.G.



301st B.G.



463rd B.G.



483rd B.G.



B-17F, 97th Bomb. Group, 15th Air Force, Italy. Bases, Cerignola, December 1943; Amendola, January 1944; Marcianise, October 1945.

B-17F, Kampfgeschwader 200. In markings

illustrated this a/c was probably employed on test flights and evaluation of fighter interception tactics. On clandestine operations with this "special duties" unit the machine would have carried either U.S.A.A.F. markings or none at all.



illustrated this a/c was probably employed on test flights and evaluation of fighter interception tactics. On clandestine operations with this "special duties" unit the machine would have carried either U.S.A.A.F. markings or none at all.



PB-1W, B-17F partially modified to B-17G standard, N.A.M.C. Philadelphia, U.S. Navy. Heavily weighted F8F Bearcat model carried for drop tests.

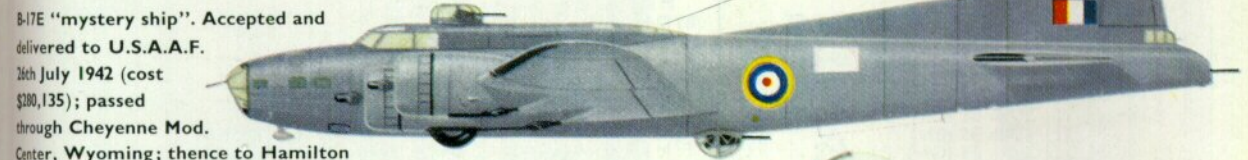
B-17E "mystery ship". Accepted and delivered to U.S.A.A.F.

26th July 1942 (cost \$380,135); passed through Cheyenne Mod.

Center, Wyoming; thence to Hamilton

Field, California, for Project SUMAC, the delivery of a/c to the 5th A.F. At some subsequent date passed to the R.A.F., serial (if any), unit and history unknown.

Crashed on mountain north of Blackcat Gap near Wau, New Guinea, where the remains still exist.



Fortress II, No. 1435 Flight, Coastal Command, R.A.F.



A late model B-17F "Bomb Boogie" of the 401st B.S., 91st B.G. with modified cheek gun position which allows .50 to fire directly forward. (Photo: U.S.A.F.)

U.S.A.A.C. UNITS EQUIPPED WITH B-17 AIRCRAFT

Abbreviations: BG=Bomb. Group; BS=Bomb. Squadron; SA=Search-Attack Unit; PS=Photo Squadron; RS, RG=Reconnaissance Squadron, Group; ETO=European Theatre of Operations; PTO=Pacific Theatre of Operations; MTO=Mediterranean Theatre of Operations; CBI=China, Burma, India Theatre; ZI=Zone of the Interior, i.e., United States of America. Sqdn. formation codes, where known and verified, are in parentheses for ETO sqdn. Identification symbols are Group tail, etc., markings.

Group	Squadrons	Theatre	Group	Squadrons	Theatre	
1st SAG	2nd, 3rd, 4th SAS ...	ZI	351st BG	408th BS (DS)	J ... ETO	
2nd BG	20th, 49th, 96th, 429th BS ...	MTO		409th BS (RQ)		
5th BG	23rd, 31st, 72nd, 394th BS ...	PTO		410th BS (TU)		
5th RG	21st, 22nd, 23rd, 24th RS ...	MTO	379th BG	411th BS (YB)		
6th BG	3rd, 25th, 74th, 395th, 397th BS	ZI		524th BS (FO)	K ... ETO	
7th BG	9th, 11th, 22nd, 88th BS ...	PTO/ CBI		525th BS (FR)		
				526th BS (LP)		
9th BG(SA)	1st, 5th, 99th, 430th BS ...	ZI	381st BG	527th BS (VA)	L ... ETO	
9th RG	No sqdns. assigned ...	ZI		532nd BS (VE)		
11th BG	26th, 42nd, 98th, 431st BS ...	PTO		533rd BS (VP)		
11th PG	1st, 3rd, 19th PS ...	PTO		534th BS (GD)	P ... ETO	
19th BG	14th, 28th, 30th, 40th, 93rd BS ...	PTO		535th BS (MS)		
29th BG	6th, 29th, 52nd BS ...	ZI	383rd BG	540th, 541st, 542nd, 543rd BS ...	ZI	
34th BG	4th, 7th, 18th, 391st BS ...	ZI	384th BG	544th BS (BK)	P ... ETO	
39th BG	6th, 61st, 62nd BS ...	ZI		545th BS (JD)		
40th BG	29th, 44th, 45th, 74th BS ...	ZI		546th BS (SO)		
43rd BG	63rd, 64th, 65th, 403rd BS ...	PTO		547th BS (SU)	P ... ETO	
68th RG	16th, 111th, 122nd, 125th, 127th, 154th RS ...	PTO	385th BG	548th, 549th, 550th, 551st BS ...		
88th BG	316th, 317th, 318th, 399th BS ...	MTO	388th BG	560th BS ...	H ... ETO	
91st BG	322nd BS (OR)	ZI		561st BS ...		
	323rd BS (LG)	A ... ETO	390th BG	562nd BS ...	J ... ETO	
	324th BS (DF)					
92nd BG	401st BS (LL)	B ... ETO		563rd BS ...	J ... ETO	
	325th BS (JW)					
	326th BS (NV)	B ... ETO	393rd BG	568th BS (BI)	J ... ETO	
	327th BS (PY)					
94th BG	407th BS (UX)	A ... ETO		569th BS (CC)	J ... ETO	
	331st BS (GL)					
	332nd BS (QE)	A ... ETO	396th BG	570th BS (DI)	J ... ETO	
	333rd BS (TS)					
95th BG	410th BS (XM)	B ... ETO	398th BG	571st BS (FC)	W ... ETO	
	334th BS (BG)					
	335th BS (ET)	B ... ETO	401st BG	580th, 581st, 582nd, 583rd BS ...	ZI	
	336th BS (OE)					
96th BG	412th BS (QW)	C ... ETO		588th, 589th, 590th, 591st BS ...	ZI	
	337th BS (AW)					
	338th BS (BX)	C ... ETO		592nd, 593rd, 594th, 595th BS ...	ZI	
	339th BS (MZ)					
	413th BS (QJ)	ETO/ MTO	444th BG	600th BS (K8)	W ... ETO	
97th BG	340th, 341st, 342nd, 414th BS ...					
99th BG	346th, 347th, 348th, 416th BS ...	ETO/ MTO	447th BG	601st BS (N7)	W ... ETO	
100th BG	349th, 350th, 351st, 418th BS ...	ETO/ MTO		602nd BS (N8)		
301st BG	32nd, 352nd, 353rd, 354th, 419th BS ...	ETO/ MTO		603rd BS (30)	L ... ETO	
303rd BG	358th BS (VK)	C ... ETO	457th BG	612th BS (IN)	S ... ETO	
	359th BS (BN)					
	360th BS (GN)	C ... ETO		613th BS (IW)	S ... ETO	
	427th BS (PU)					
304th BG	361st, 362nd, 363rd, 421st BS ...	ZI		614th BS (Y)	S ... ETO	
305th BG	364th BS (JJ)		448th BG	615th BS (SC)		
	365th BS (KY)	G ... ETO		676th, 677th, 678th, 679th BS ...	ZI	
	366th BS (WF)					
	422nd BS (XK)	G ... ETO	452nd BG	708th BS ...	K ... ETO	
	367th BS (BO)					
306th BG	368th BS (GY)	H ... ETO		709th BS ...	L ... ETO	
	369th BS (RD)					
	423rd BS (WW)	H ... ETO		710th BS ...	L ... ETO	
307th BG	370th, 371st, 372nd, 424th BS ...	ETO		711th BS ...	U ... ETO	
331st BG	461st, 462nd, 463rd, 464th BS ...	ZI	463rd BG	728th BS ...		
333rd BG	466th, 467th, 468th, 469th BS ...	ZI		729th BS ...	L ... ETO	
346th BG	502nd, 503rd, 504th, 505th BS ...	ZI	469th BG	730th BS ...		
		ZI	482nd BG	731st BS ...	U ... ETO	
		ZI		748th BS ...		
		ZI	483rd BG	749th BS ...	U ... ETO	
		ZI	486th BG	750th BS ...		
		ZI		751st BS ...	W ... ETO	
		ZI		772nd, 773rd, 774th, 775th BS ...		
		ZI		796th, 797th, 798th, 799th BS ...	MTO	
		ZI		812th, 813th, 814th BS ...	ZI	
		ZI		815th, 816th, 817th, 818th BS ...	ETO	
		ZI		832nd BS (H8)	MTO	
		ZI		833rd BS (2S)	W ... ETO	
		ZI		834th BS (3R)		
		ZI		835th BS (4N)	P ... ETO	
		ZI		836th BS (RS)		
		ZI		837th BS (3C)	P ... ETO	
		ZI		838th BS (3G)		
		ZI		839th BS (4F)	P ... ETO	
		ZI		840th, 841st, 842nd, 843rd BS ...		
		ZI	488th BG	860th, 861st, 862nd, 863rd BS ...	ETO	
		ZI		504th BG	393rd, 398th, 421st, 507th BS ...	ZI
		ZI		505th BG	482nd, 483rd, 484th, 485th BS ...	ZI