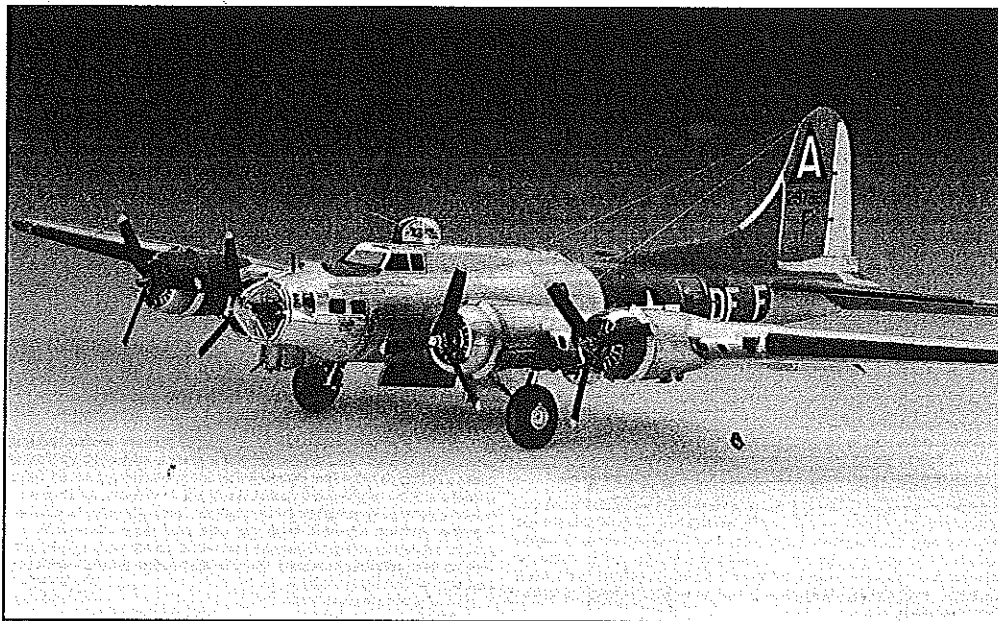


# Revell B-17G Flying Fortress

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## B-17G Flying Fortress

Die B-17G war die letzte in Großserie produzierte Version der „Flying Fortress“. Die Firma Boeing entwickelte den strategischen Langstreckenbomber ab Sommer 1934 für die US Army Air Force aus der Boeing Model 299. Zum Zeitpunkt seines Jungfluges 1935 war es das größte Landflugzeug in den USA. Unter der Bezeichnung Y1B-17 bestellte das Air Corps anfanglich 14 Flugzeuge. Der Erstflug der B-17G erfolgte am 21. Mai 1943. Im Unterschied zu seinen Vorgängern besaß der Bomber einen Geschützturm unter dem Bug. Bis Mitte 1945 vollendeten 8.680 Maschinen dieser Version die Produktionshallen der Firmen Boeing, Douglas und Lockheed. Die vorhandenen B-17F ribtelte man durch den Einbau des Kinnturms zur G-Version auf. Von der B-17 sind insgesamt 12.731 Maschinen gebaut worden. Trotzdem der zweite schwere Standardbomber der USA, die Consolidated B-24 mit 18.482 Stück weitaus häufiger produziert wurde, ist die B-17 heute der bekannteste Bomber des Zweiten Weltkrieges. Die höchste Tagesproduktion wurde im April 1944 mit 16 Flugzeugen erreicht. Die sehr robust gebauten Maschinen verfügten über selbstdichtende Tanks, eine starke Abwehrbewaffnung und waren zum Teil gepanzert. Neben den 6 Millimeter dicken Trennwänden und den gepanzerten Pilotensitzen war der Rumpf im Bereich der Seitenbewaffnung gepanzert. Gegen einen frontalen Beschuss gab es keinen Schutz. Bis zum September 1944 war es bei der B-17G nicht möglich, die Propellerblätter nach einem Motorschaden in Segelstellung zu drehen. Zur Gewichtseinsparung war kein Feuerlöschsystem für die Triebwerke eingebaut worden. Neben oft aufsteigenden Stribungen der Ökulation waren dies die Hauptursachen für die hohen Verluste der B-17G. 1943 erlitten die Bomberformationen bei ihren Tagesangriffen auf Ziele in Deutschland hohe Verluste durch den Flakbeschuss vom Boden und deutsche Jagdflugzeuge. Am 17. August kamen 60 Maschinen von den Missionen gegen Schweinfurt und Regensburg nicht zurück. Bei dem zweiten Angriff auf Schweinfurt am 14. Oktober wurden 77 von 291 B-17 abgeschossen. 121 Maschinen kehrten schwer beschädigt nach England zurück. Die mit weniger als 300 km/h in enger Formation und konstanter Höhe fliegenden Bomber wurden erst seit 1944 von Langstreckenjagdflugzeugen begleitet. Bei der 8. Luftflotte gingen im Sommer 1944 in einer Woche durchschnittlich 60 „Flying Fortress“ durch Kampflerwirkung und Unfälle verloren. Zu diesem Zeitpunkt verfügte die Luftflotte über 1.829 B-17. Infolge der alliierten Luftherrschaft über Europa begann man gegen Kriegsende, die Anzahl der Bomben und die Munition zu verringern. Einige Geschwader führten ihre Einsätze ohne Schützen durch. Nach dem Abbau des Kinn- und Kugelboms flogen die Maschinen rund 40 km/h schneller. Mit der B-17 sind über Europa 640.036 Tonnen Bomben abgeworfen worden. Insgesamt gingen bei 291.508 Einsätzen 4.688 B-17 verloren. Im Mai 1945 waren in England 106 Bomb Squadrons mit 2.300 B-17 stationiert. Weitere 500 Maschinen standen auf Flugplätzen in Italien. Die letzte B-17G verließ am 29. Juli 1945 die Werkhalle. Im Koreakrieg noch eingesetzt, sind einzelne Maschinen im Vietnamkrieg für Sondermissionen verwendet worden. Die B-17G-35-VE 42-97880 „Little Miss Mischief“ wurde am 23. März 1944 ausgeliefert und war vom 15. Juni 1944 bis zum 4. April 1945 in der 91st Bomb Group, 324th Bomb Squadron in Bassingbourn, England, bei 75 Missionen im Einsatz. Am 15. Oktober 1944 wurde die Maschine durch Flak-Treffer schwer beschädigt. Für die Reparatur verwendete man das Heck der ausgemusterten B-17G 42-31405. Nach einer Bruchlandung am 4. April wieder instandgesetzt, erhielt die 306. Bomb Group die Maschine. Seit dem 24. Februar 1944 in Bassingbourn bei der 323. Bomb Squadron stationiert, beendete die B-17G-30-BO 42-31909 „Nine-O-Nine“ 1945 nach einer Gesamtflugzeit von 1129 Stunden und der Rekordzahl von 140 Missionen in der 8. Luftflotte ihren Dienst, wurde im Juni 1945 in die USA überführt und später verschrottet. Die Nose Art, ein auf einer Bombe reisender Kolombus, stammte von dem Mechaniker Sergeant Tony Starcer, der auch die „Little Miss Mischief“ gemalt hatte. Seit 1986 betreibt die Collins Foundation in den USA eine flugfähige restaurierte B-17G mit den Markierungen der „Nine-O-Nine“. Von 44 erhaltenen Maschinen sind derzeit noch 14 B-17G flugbereit.

### Technische Daten:

Besatzung:	6 - 10
Länge:	22,80 m
Höhe:	5,85 m
Spannweite:	31,63 m
Flügelfläche:	141,9 qm
Triebwerke:	4 Curtiss-Wright R-1820-97 Cyclone Neunzylinder-Sternmotore mit Turbolader
Startleistung:	881 kW (1.200 PS)
Propeller:	3-Blatt-Luftschrauben, 3,531 m Durchmesser
Leertmasse:	16.425 kg
Startmasse:	15.000 kg/ max. 32.727 kg
Treibstoffkapazität:	10.635 l/ max. 13.740 l
Schmierstoffvorrat:	560 l
Höchstgeschwindigkeit:	485 km/h in 7.600 m Höhe
Reisegeschwindigkeit:	296 km/h
Reichweite:	2.897 - 6.034 km
Reichweite bei max. Zuladung:	1.760 km
Gipfelhöhe:	11.920 m
Steigzeit auf 6.100 m:	37 Minuten
Bombenzuladung:	2.724 kg/ max. 5.800 kg
Abwehrbewaffnung:	13 M-2 Browning 0,50 cal MG (12,7 mm) und 6380 - 7485 Schuss Munition

## B-17G Flying Fortress

The B-17G was the last „Flying Fortress“ to be produced in large numbers. Starting late in 1934, Boeing developed this Strategic Long-Range Bomber for the US Army Air Force. It was based on the Boeing B-299. At the time of its maiden flight in 1935, it was the largest land-based aircraft in the USA. The US Army Air Corps initially ordered 14 aircraft with the designation Y1B-17. The maiden flight of the B-17G took place on 21 May 1943. In contrast to its predecessors, the B-17 had a gun turret under the nose. Up to the middle of 1945 - 8.680 of these aircraft had left the production lines of Boeing, Douglas and Lockheed. The remaining B-17F models were converted to the „G“ specification with the addition of a chin-turret. A total of 12,731 B-17s were built. Despite the fact that the second heaviest US standard bomber, the Consolidated B-24 was, with 18,482 aircraft built, the most prolific bomber of the Second World War, the B-17 still remains the most renowned. In April 1944, the highest daily production was achieved with 16 aircraft. The robustly built aircraft had self-sealing fuel tanks, a formidable defensive armament and were partly armoured. As well as 6mm thick dividing bulk-heads and armoured pilots seats, the fuselage was armoured around the area of the lateral gun bays. There was no protection against a frontal attack. Up to September 1944 it was not possible to feather the B-17G's propellers after an engine failure. A fire extinguishing system was not incorporated into the engine nacelles in order to save weight. This was one of the main reasons for high losses within the B-17G fleet, along with the regularly occurring malfunctions in the oil cooling system. In 1943 during their daily attacks on targets in Germany, the bomber formations received heavy losses from ground FLAK and German Fighter Aircraft. Of the aircraft sent on missions against Schweinfurt and Regensburg on 17th August that year, sixty did not return. During a second attack on Schweinfurt on 14th October, 77 of the 291 B-17s were shot down and 121 aircraft returned to England heavily damaged. The bombers, flying in close formation at less than 300 km/h (186 mph) at a constant altitude, were only escorted by long range fighter aircraft from 1944 onwards. In the summer of 1944, the 8th Aviation Wing lost an average of 60 „Flying Fortress“ per week due to enemy action and accidents. At this moment in time, the Air Force had over 1829 B-17s. As a result of allied air superiority in Europe towards the end of the War, it was deemed necessary to reduce the number of on board gun positions and the quantity of ammunition carried. Some Wings flew their missions without any Guns. After the removal of the Chin and Ventral Turrets the aircraft flew 40 km/h (66 mph) faster. 640,036 tons of bombs fell on Europe from the B-17s. A total of 4,688 B-17s were lost during 291,508 missions. In the May of 1945, one hundred and six bomber squadrons with a total of 2,300 B-17s were stationed in England. A further 500 aircraft were stationed on airfields in Italy. The last B-17s left the factory on 29th July 1945. Still in use during the Korean War, some aircraft were also used for special missions during the Vietnam War. B-17G-35-VE 42-97880 „Little Miss Mischief“ was rolled out on 23rd March 1944. Between 15th June 1944 and 4th April 1945 she took part in 75 missions with the 324th Bomb Squadron of the 91st Bomb Group stationed at Bassingbourn in England. The aircraft sustained heavy damage from FLAK on 15th October 1944. The tail of the de-commissioned B-17G 42-31405 was used for its repair. The aircraft was again repaired after an emergency landing on 4th April and transferred to the 306th Bomb Group. Stationed with the 323rd Bomb Squadron in Bassingbourn since 24th February 1944, with a total of 1129 hours flying time and a record 140 missions with the 8th Aviation Wing, B-17G-30-BO 42-31909 „Nine-O-Nine“ was de-commissioned and returned to the USA in June 1945. It was later scrapped. Its nose artistry - Columbus riding on a bomb - originated from Technical Sergeant Tony Starcer who also painted the nose of „Little Miss Mischief“. Since 1986, the Collins Foundation in the USA runs a fully restored B-17G with the registration „Nine-O-Nine“. Out of forty four remaining aircraft, fourteen B-17s are currently in an airworthy condition.

### Technical Data:

Crew:	6 - 10
Length:	22,80 m (74ft 10ins)
Height:	5,85 m (19ft 2ins)
Wingspan:	31,63 m (103ft 5ins)
Wing Area:	141,9 qm (1,527 sq ft)
Engines:	4 Curtiss-Wright R-1820-97 Cyclone Nine Cylinder Turbocharged Radial Engines.
Take-off Power:	881 kW (1,200 hp)
Propeller:	3-Blade Propeller, 3,531 m (11ft 7ins) diameter.
Empty Weight:	16,425 kg (36,217 lbs)
Take-off Weight:	25,000 kg (55,125 lbs) / max. 32,727 kg (72,163 lbs)
Fuel Capacity:	10,635 l (2,340 gals) / max. 13,740 l (30,22 gals)
Lift capacity:	560 l (1,23 gals)
Maximum Speed:	485 km/h (300 mph) at 7,600 m (25,000 ft) Altitude
Cruising Speed:	296 km/h (183 mph)
Range:	2,897 - 6,034 km (1,800 miles - 3,750 miles)
Range with maximum load:	1,760 km (1,092 miles)
Service Ceiling:	11,920 m (39,100 ft)
Time to Climb to 6,100 m (20,000 ft):	37 Minutes
Bomb load:	2,724 kg (6,006 lbs) / max. 5,800 kg (12,790 lbs)
Defensive Armament:	13 M-2 Browning 0,50 cal MG (12,7 mm) and 6380, 7485 Rounds of Ammunition

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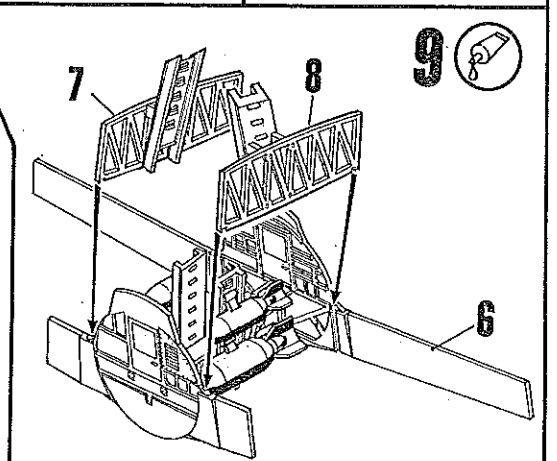
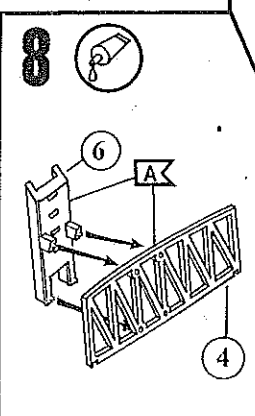
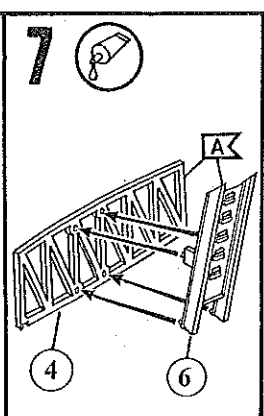
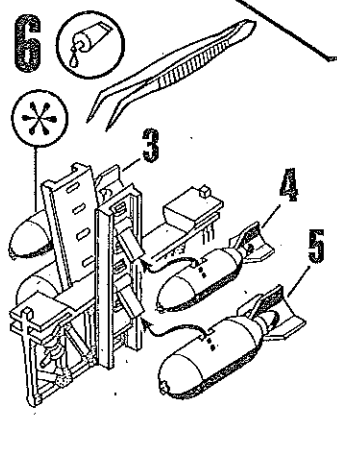
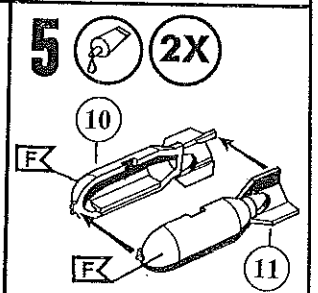
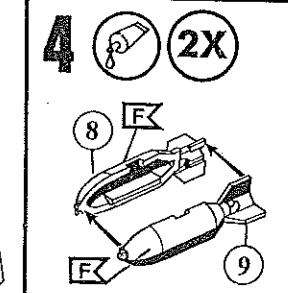
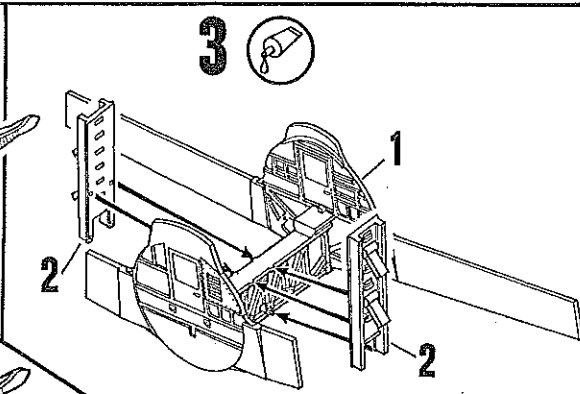
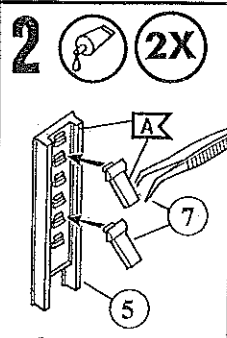
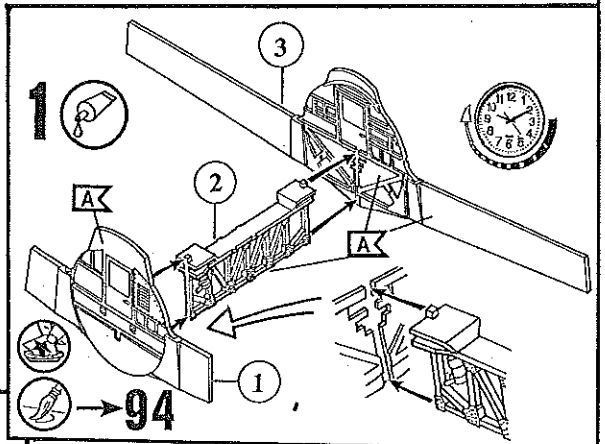
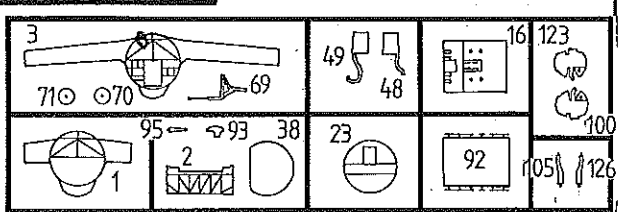
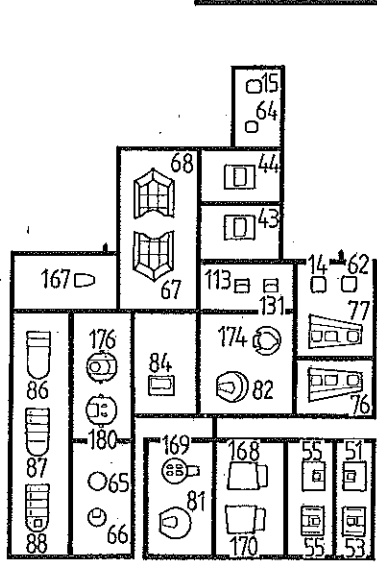
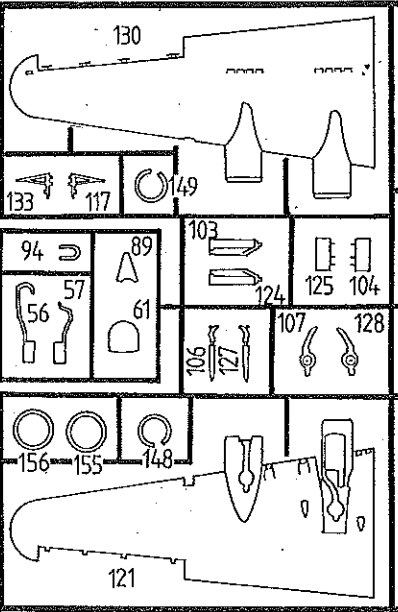
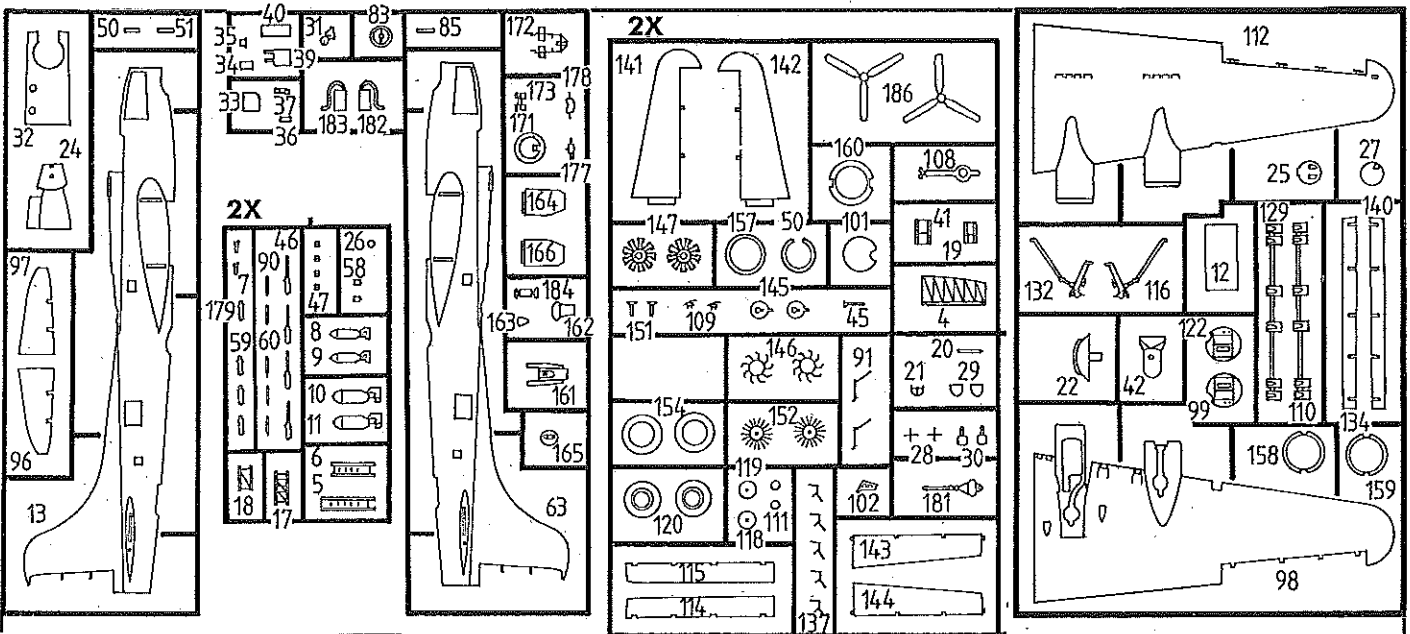
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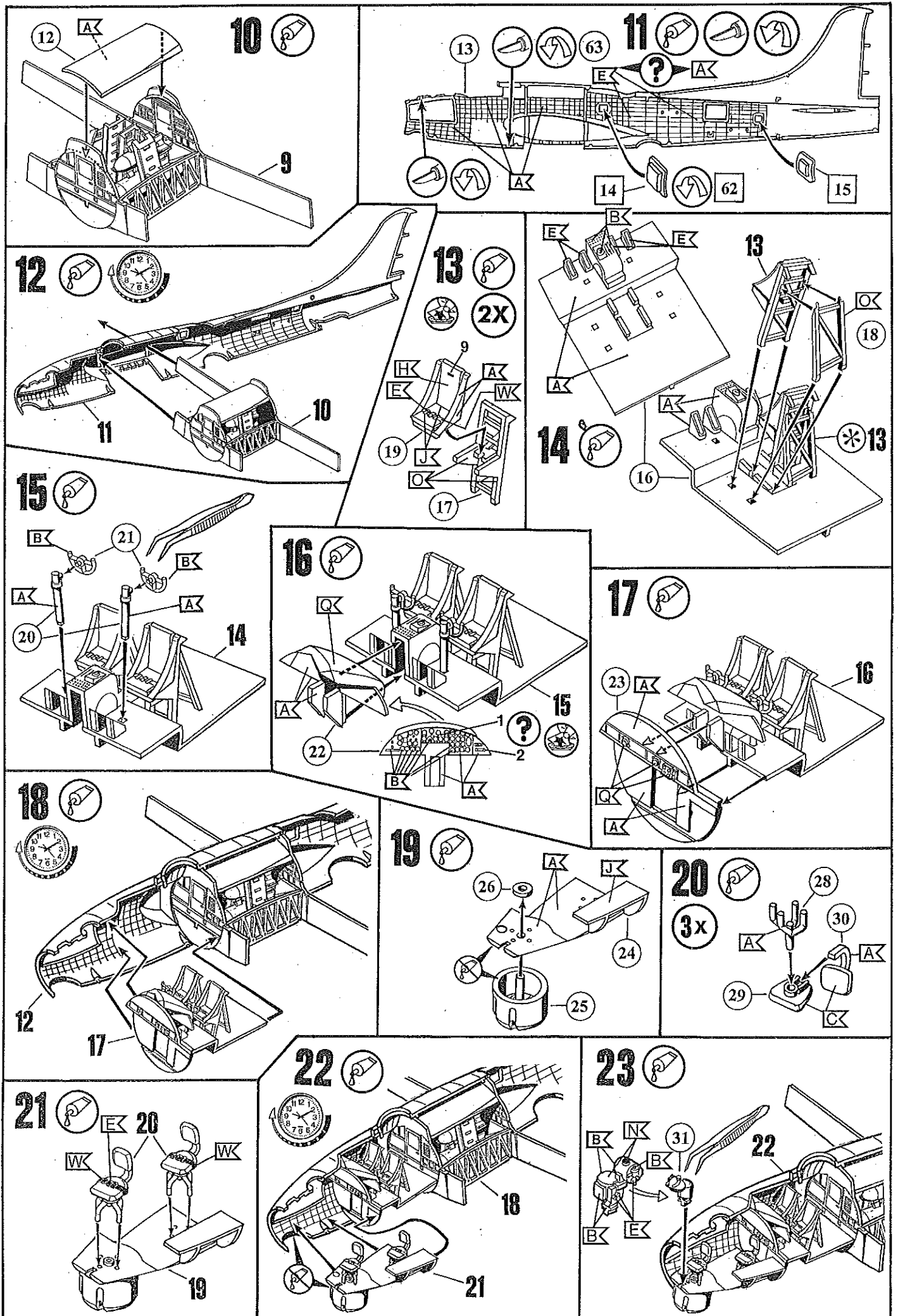


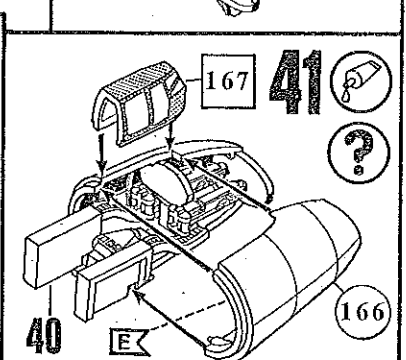
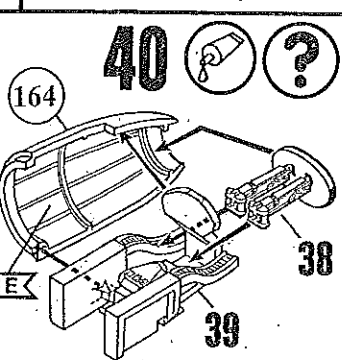
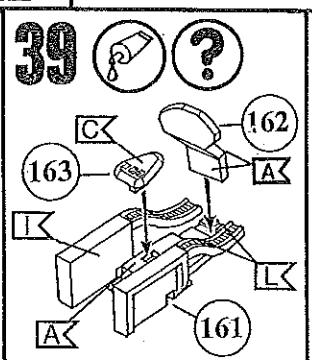
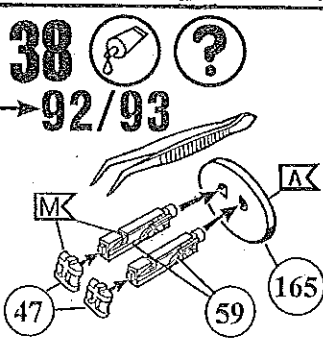
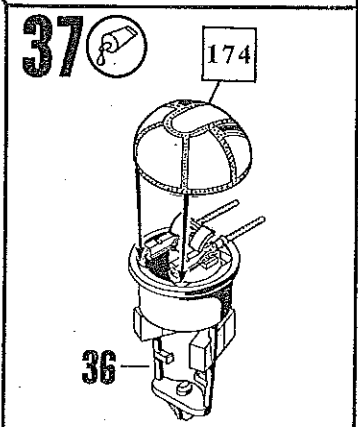
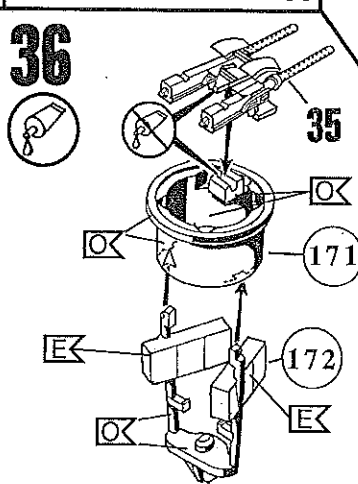
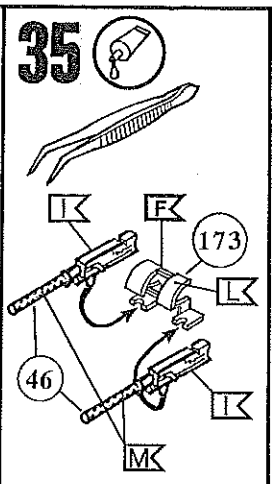
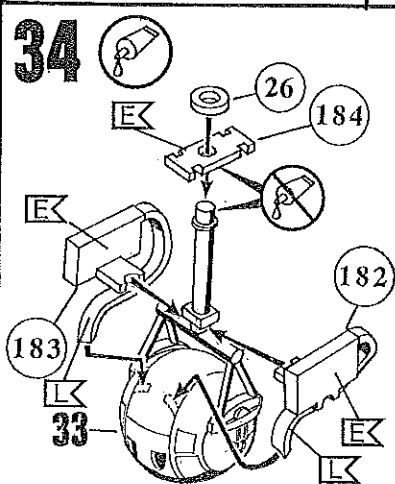
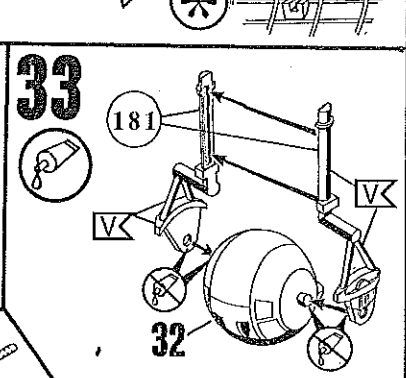
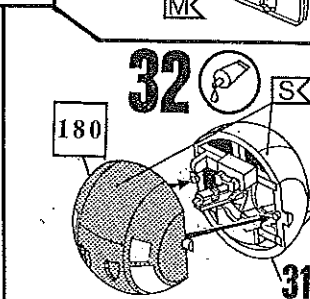
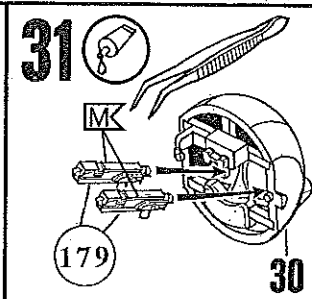
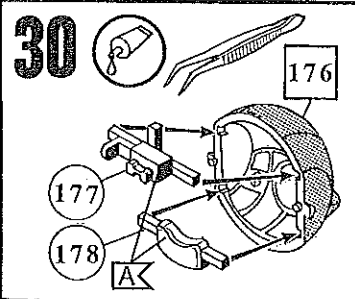
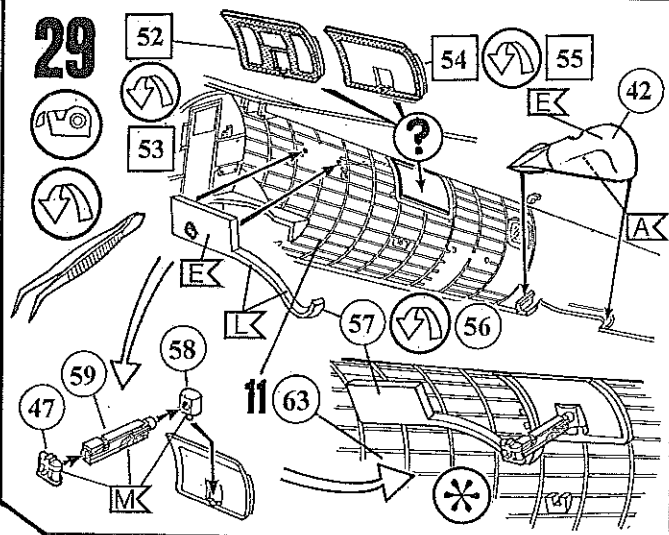
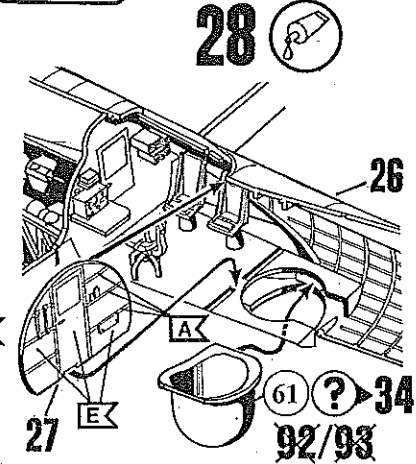
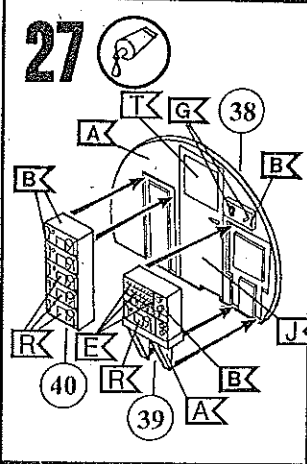
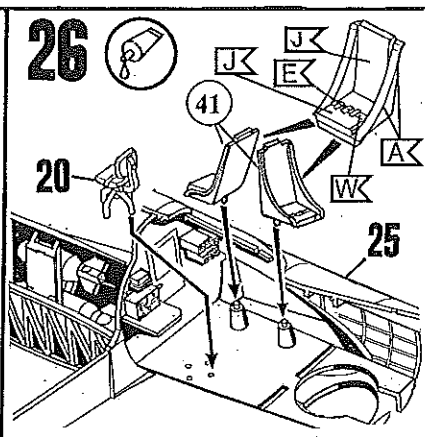
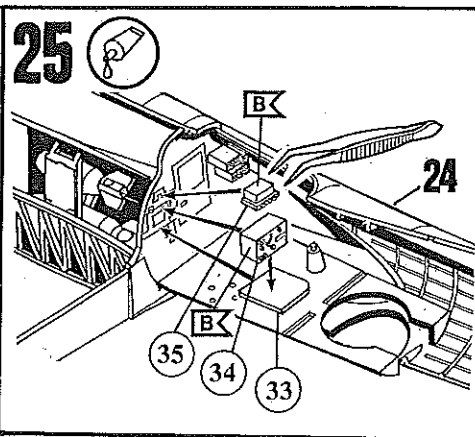
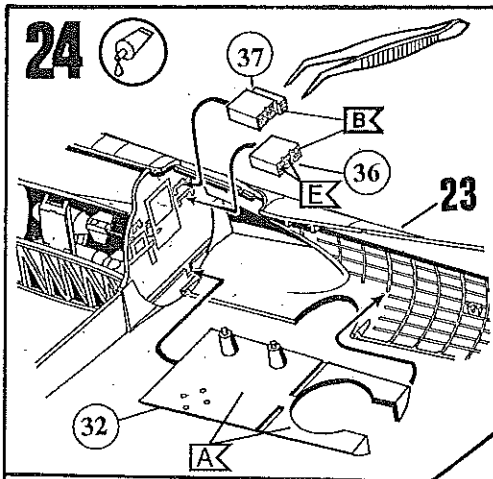


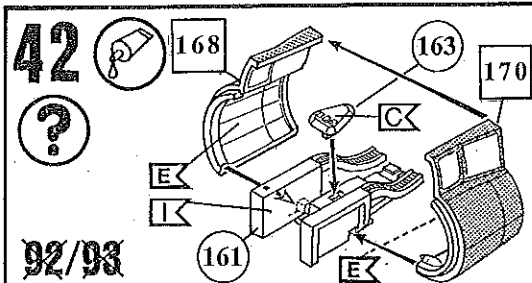




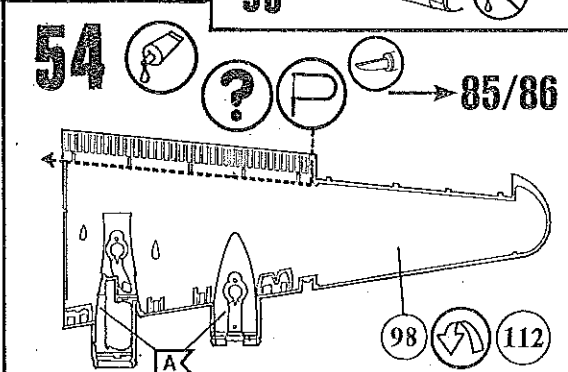
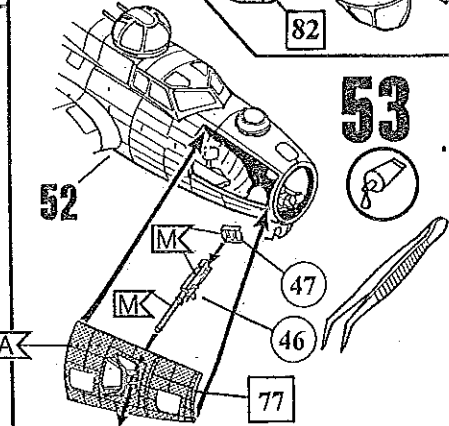
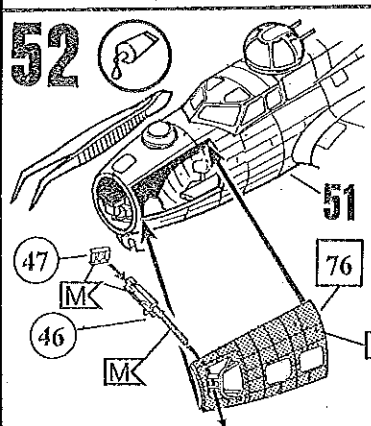
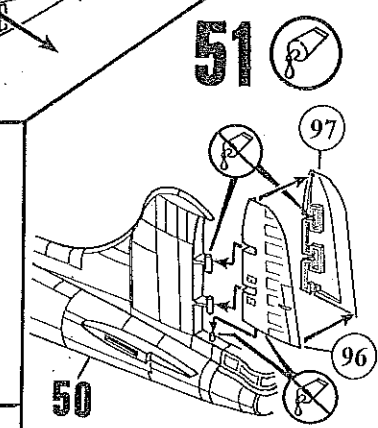
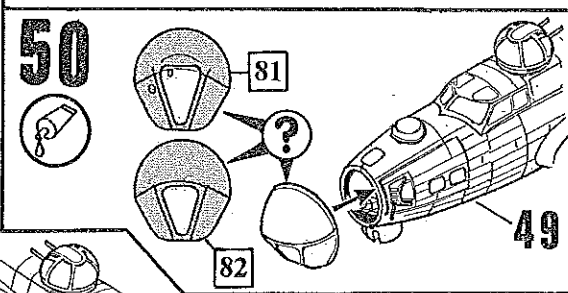
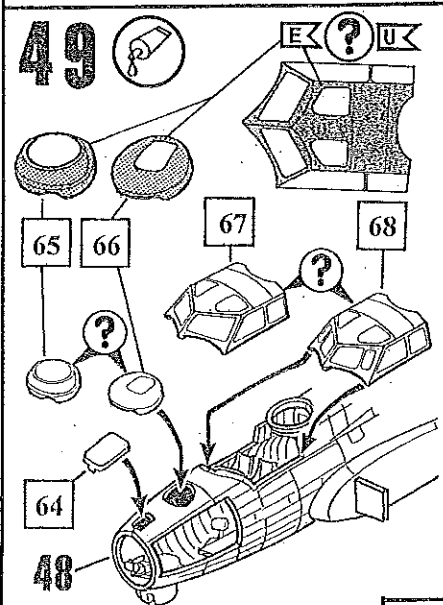
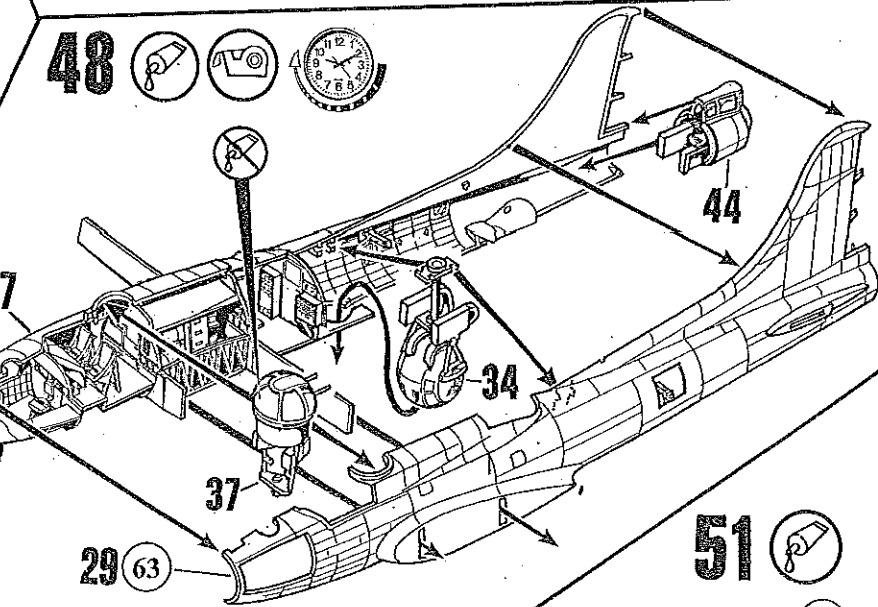
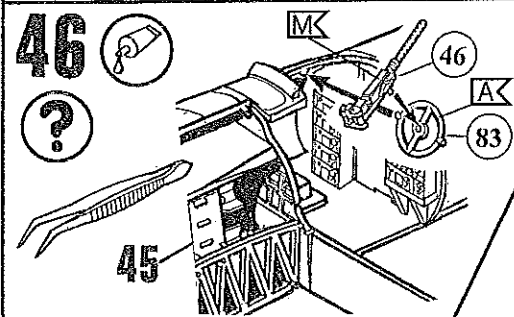
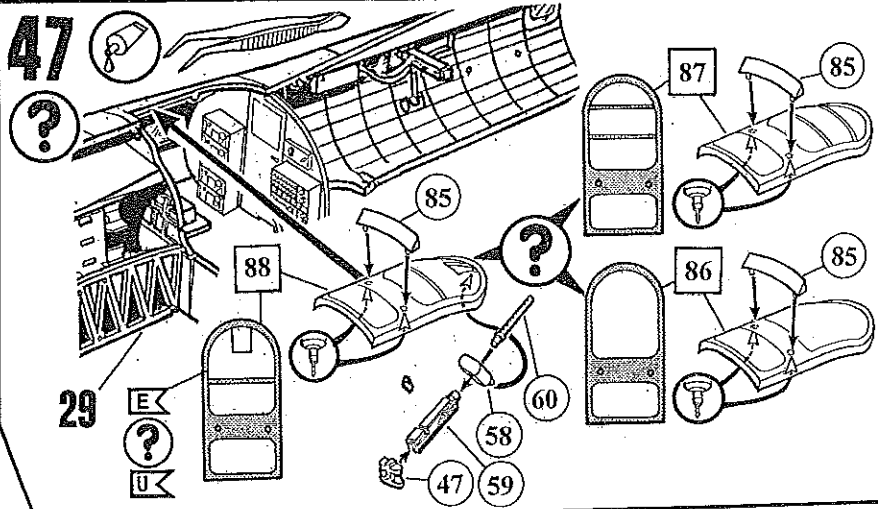
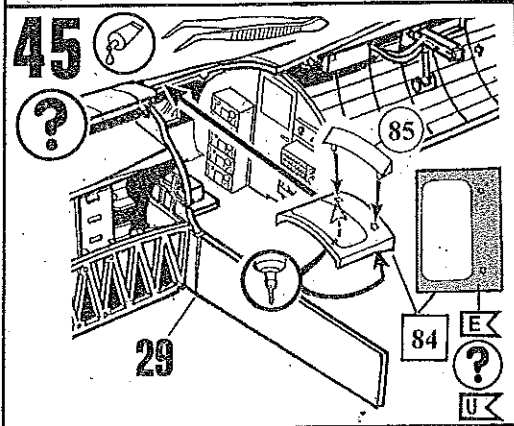
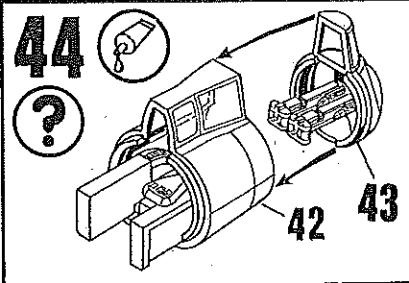
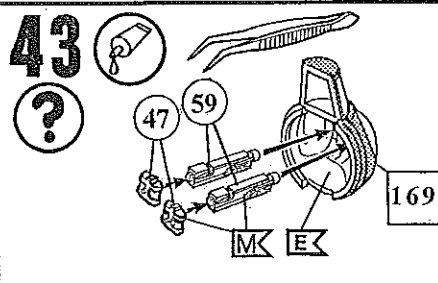




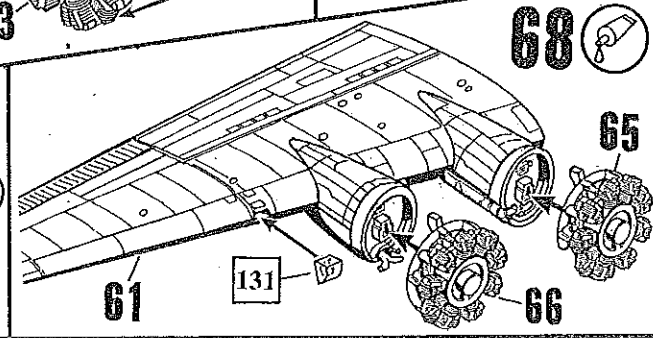
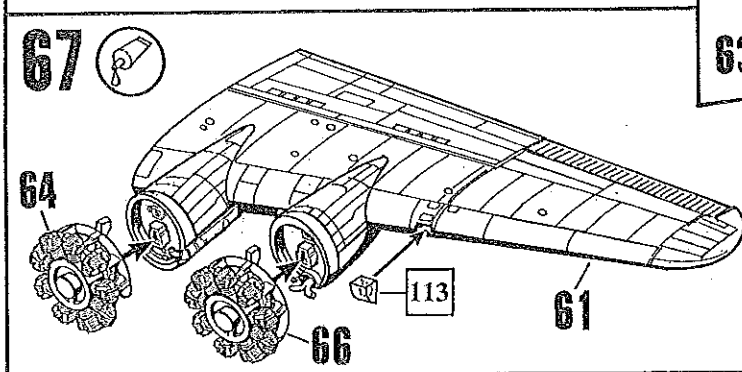
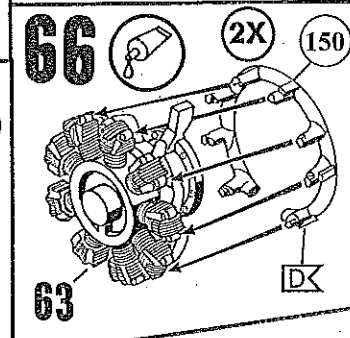
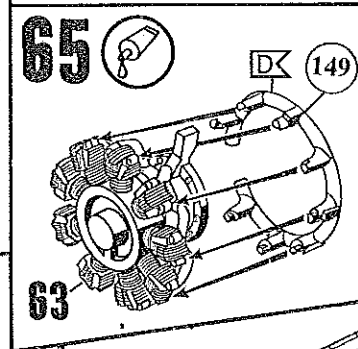
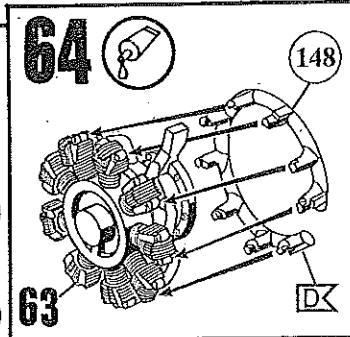
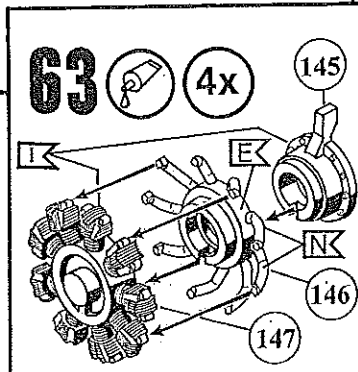
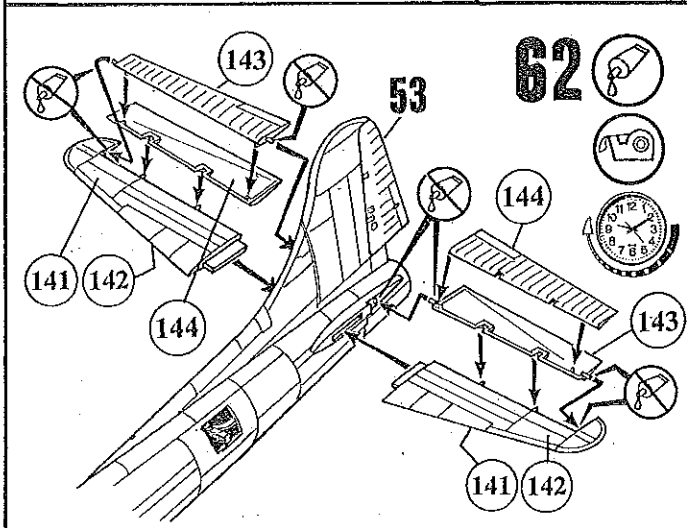
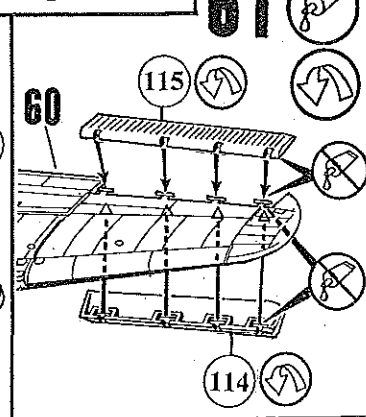
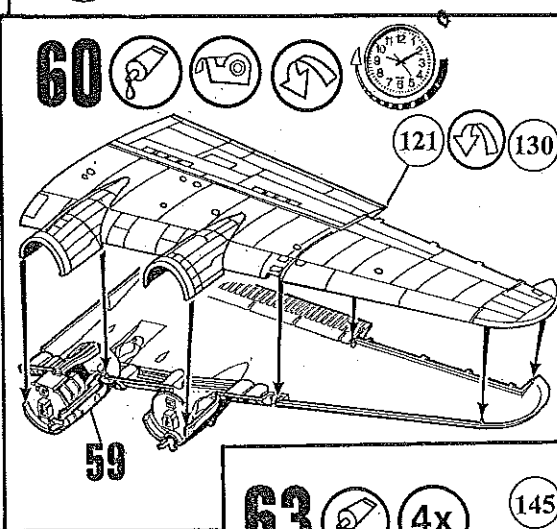
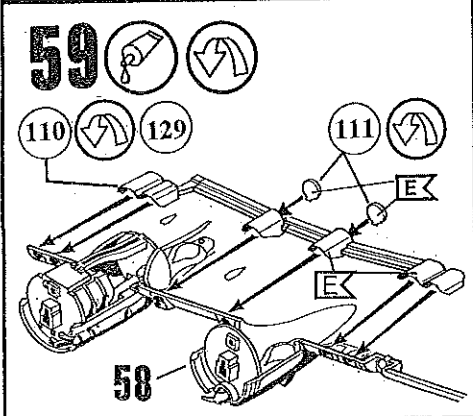
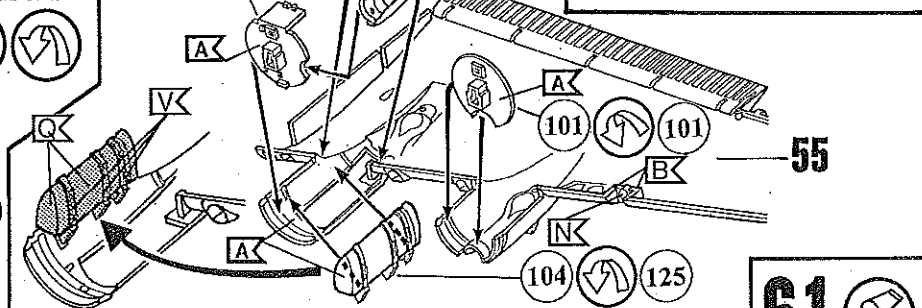
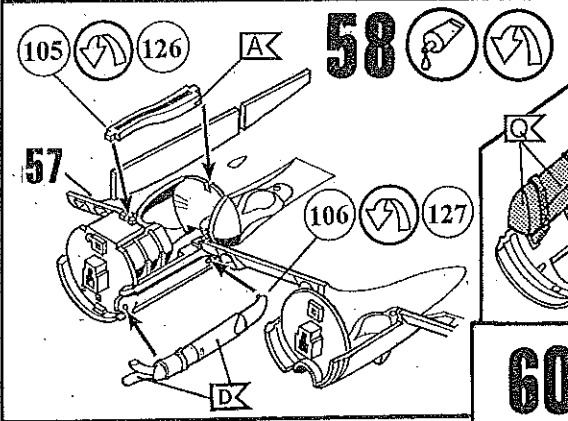
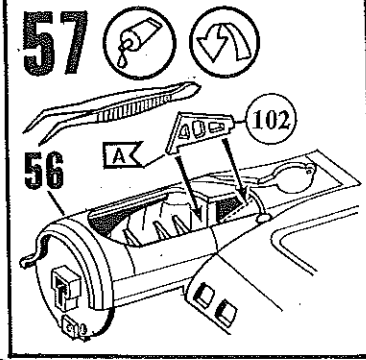
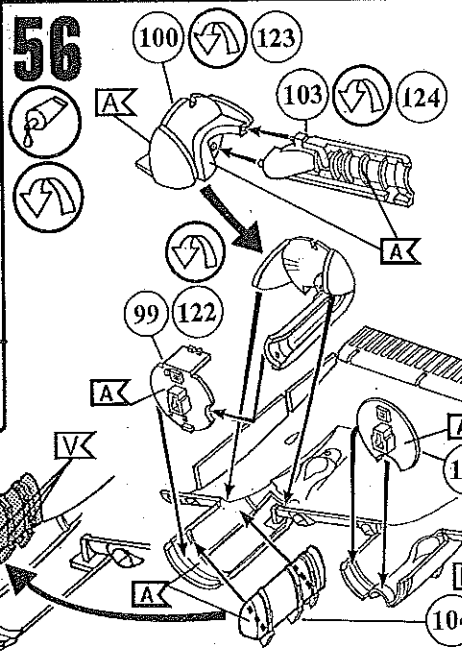
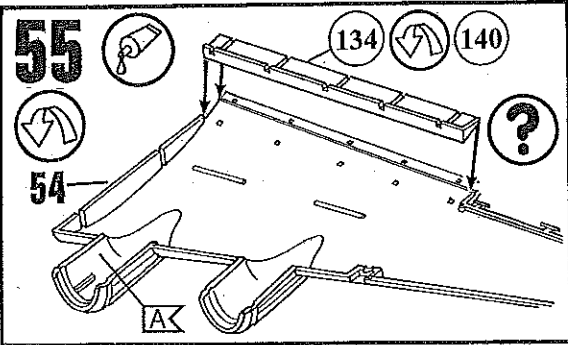


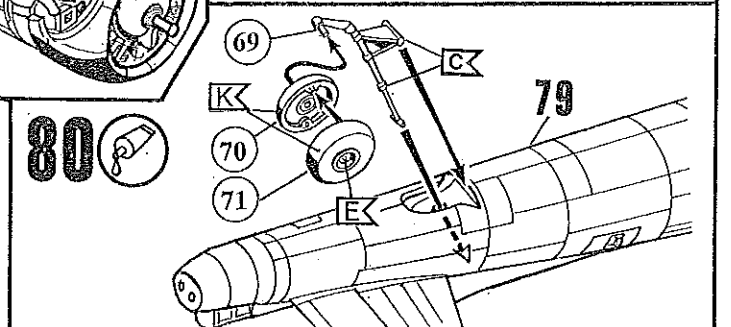
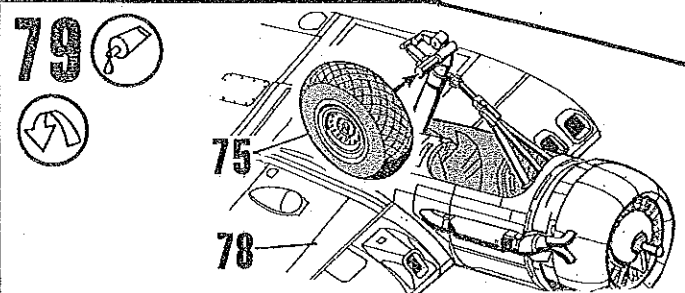
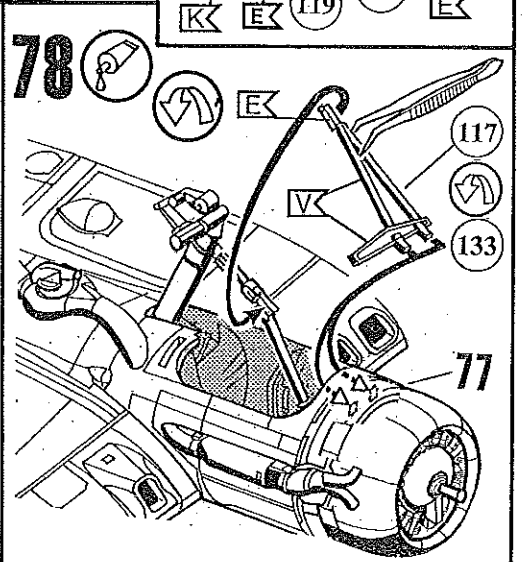
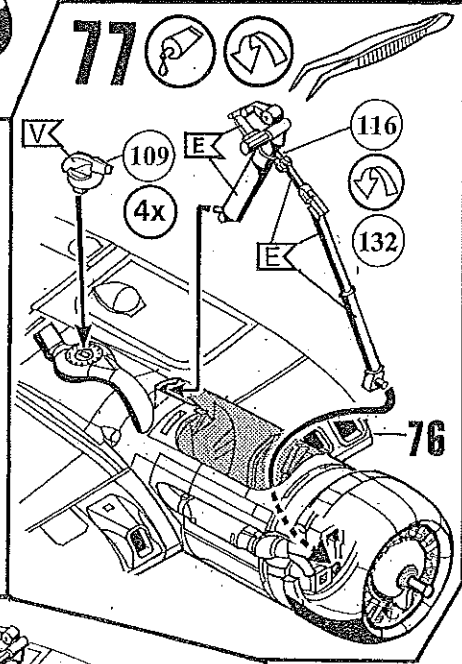
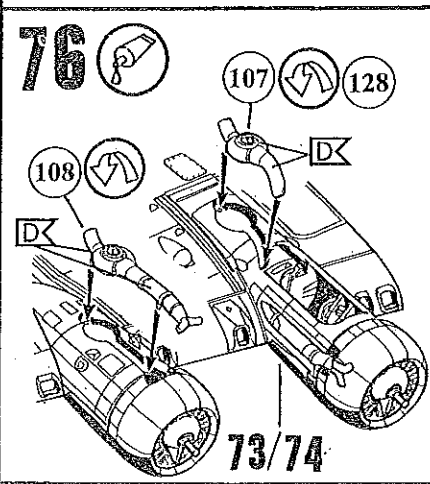
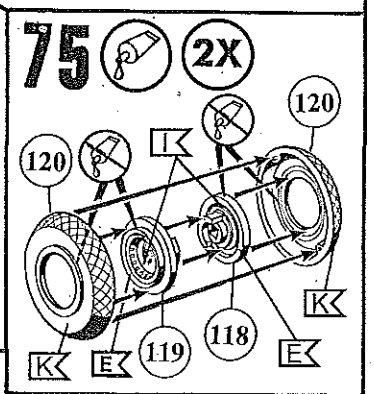
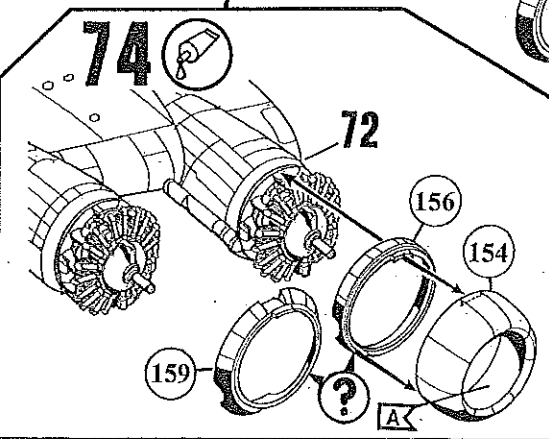
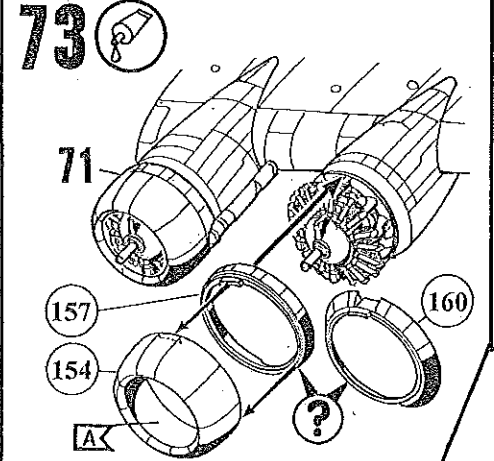
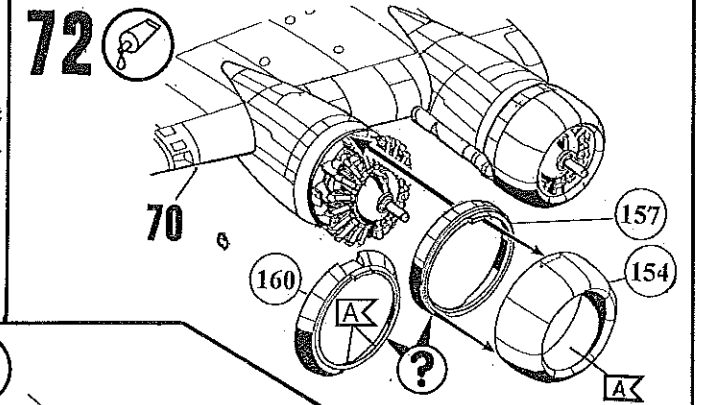
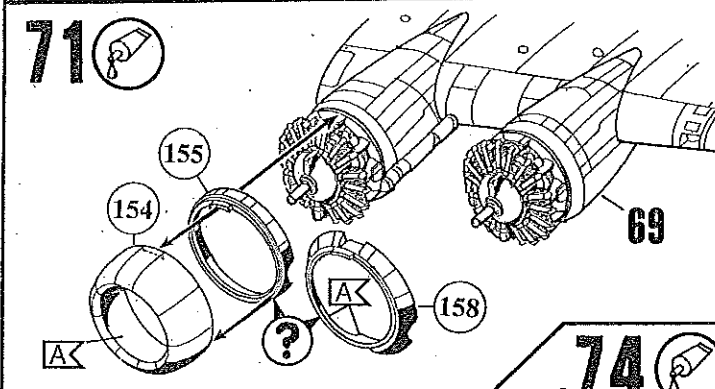
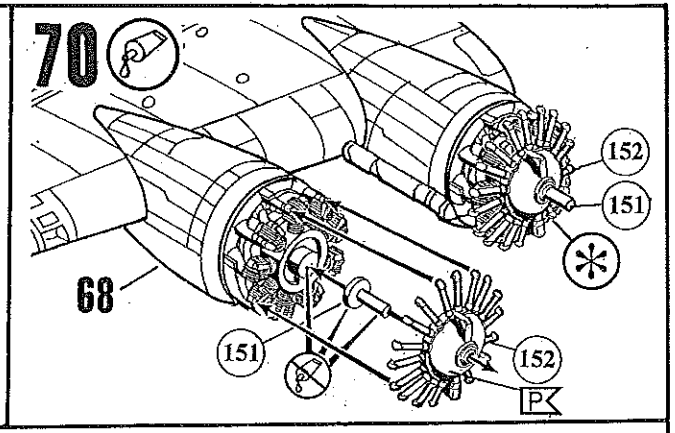
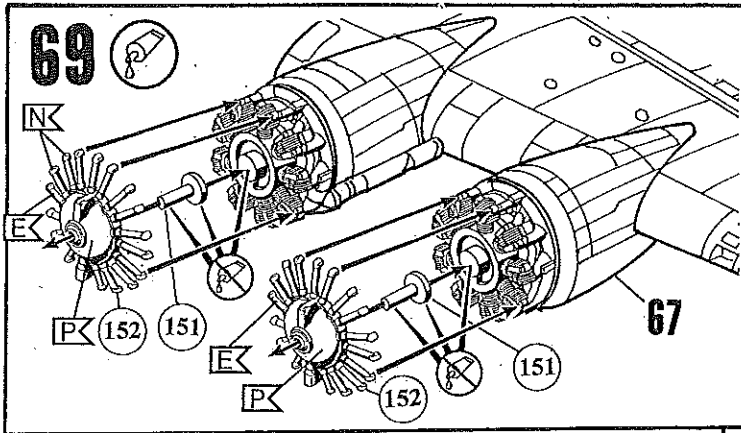


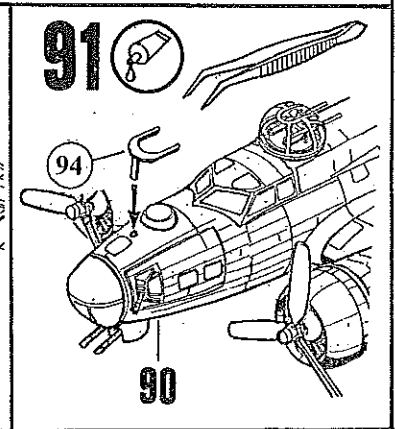
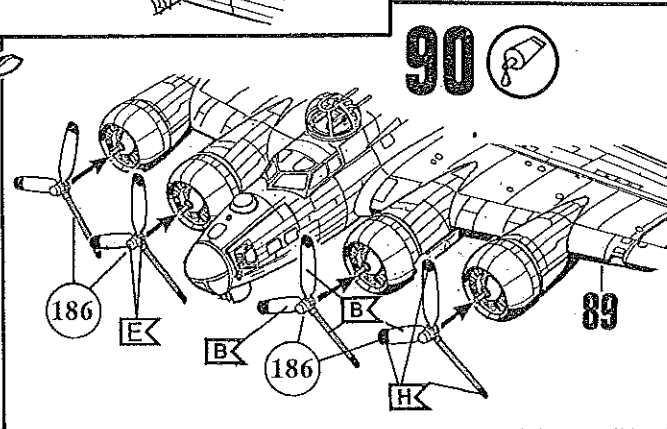
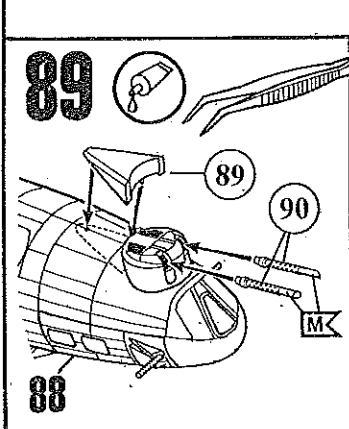
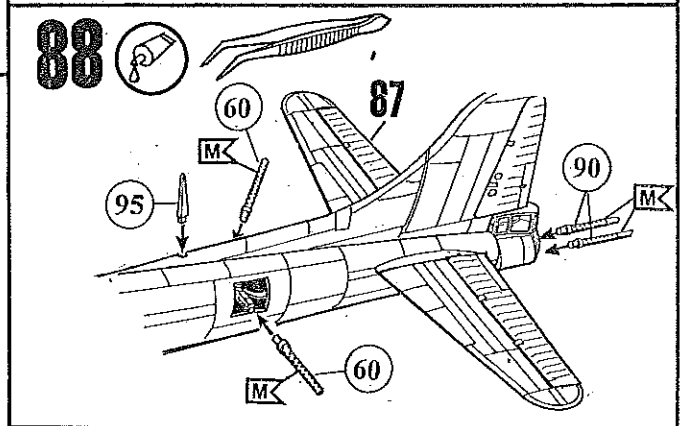
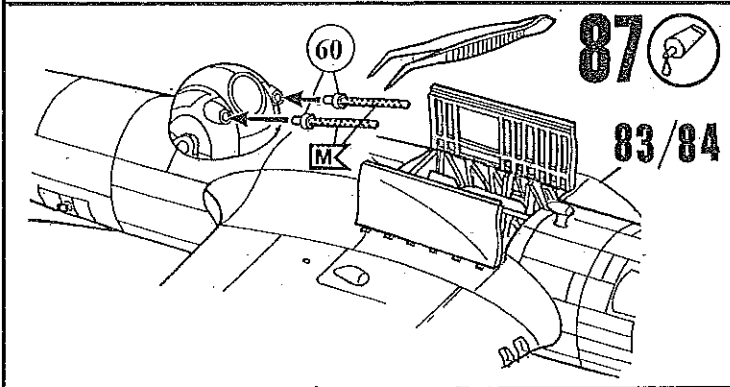
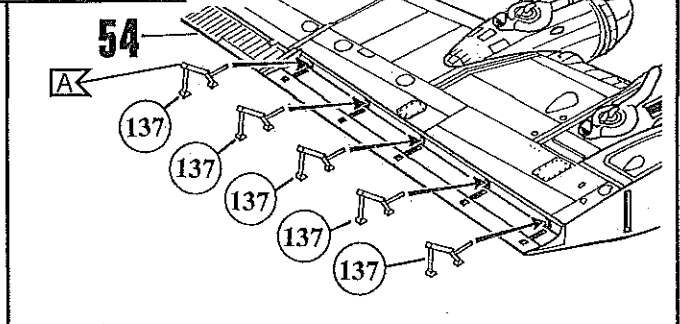
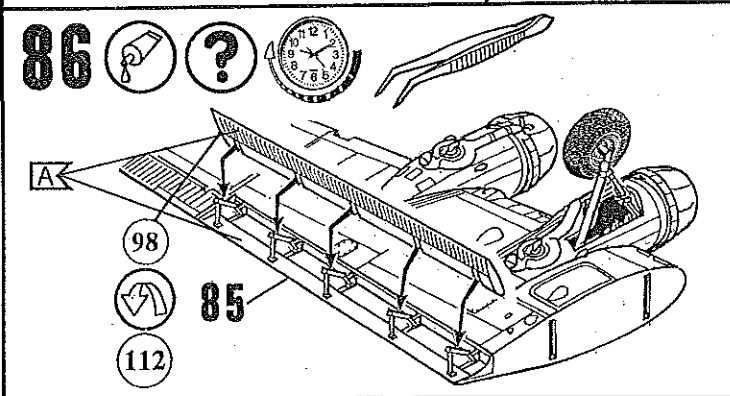
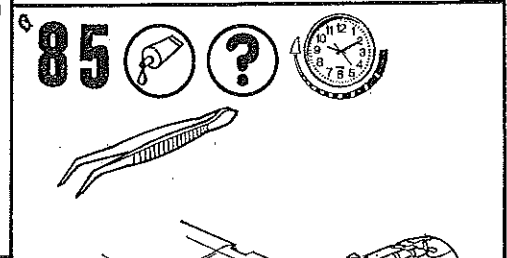
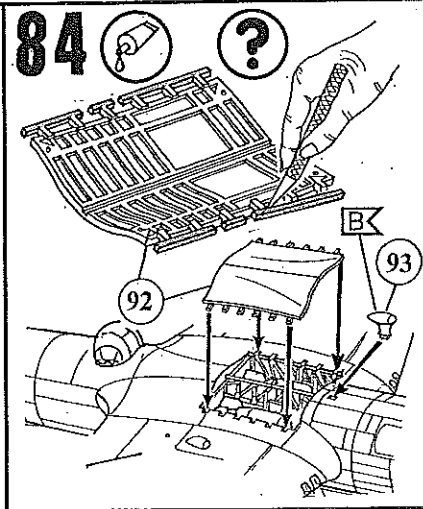
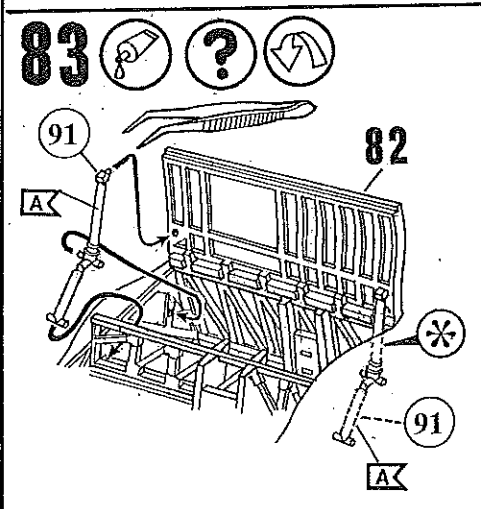
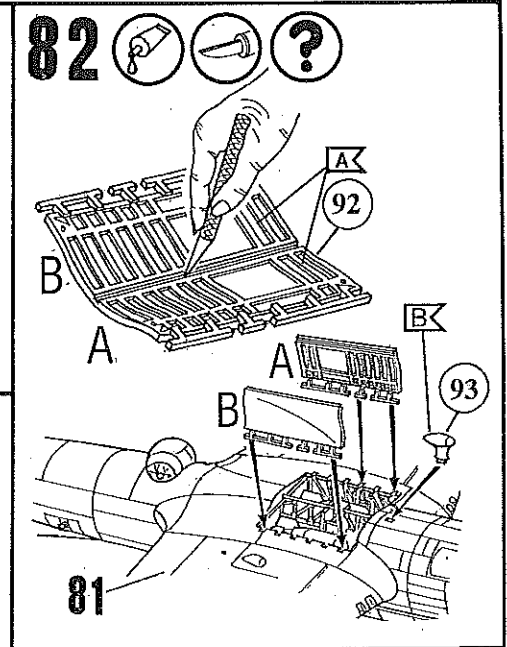
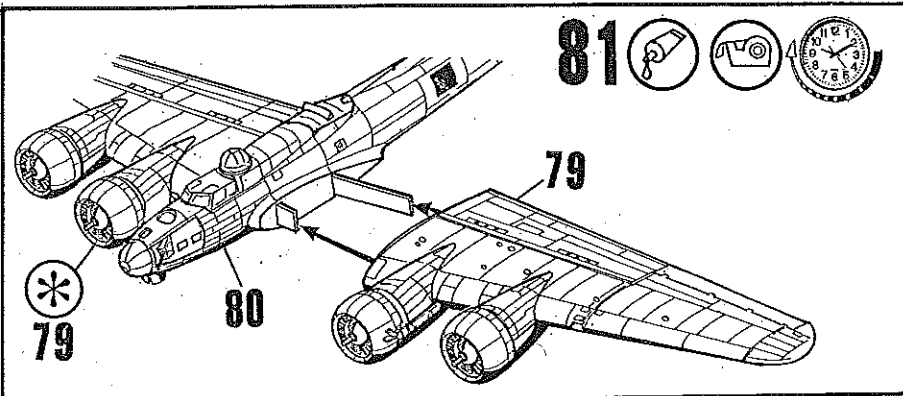
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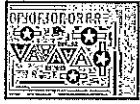




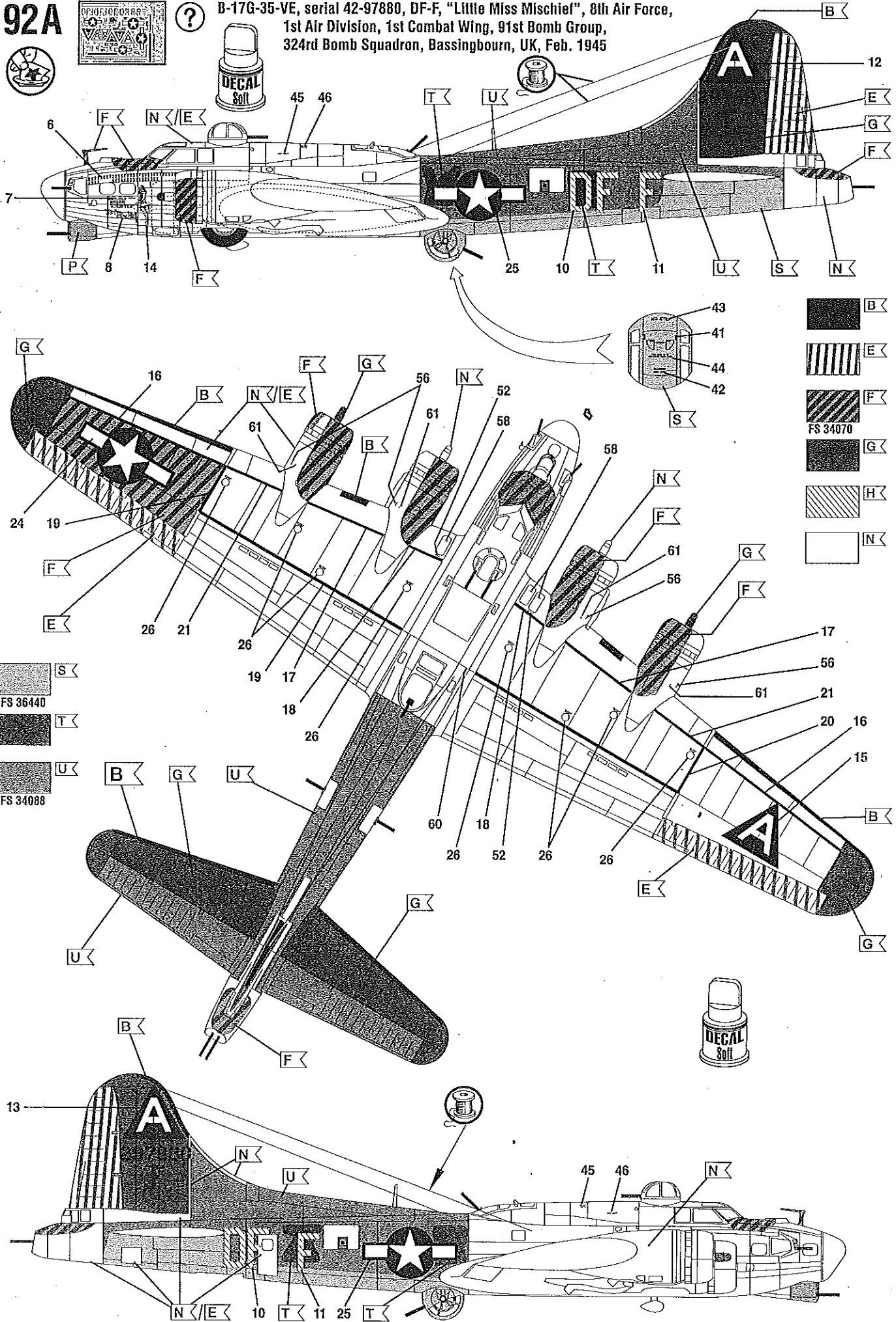







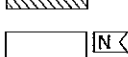
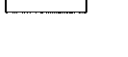






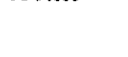
92A



B-17G-35-VE, serial 42-97880, DF-F, "Little Miss Mischief", 8th Air Force, 1st Air Division, 1st Combat Wing, 91st Bomb Group, 324rd Bomb Squadron, Bassingbourn, UK, Feb. 1945



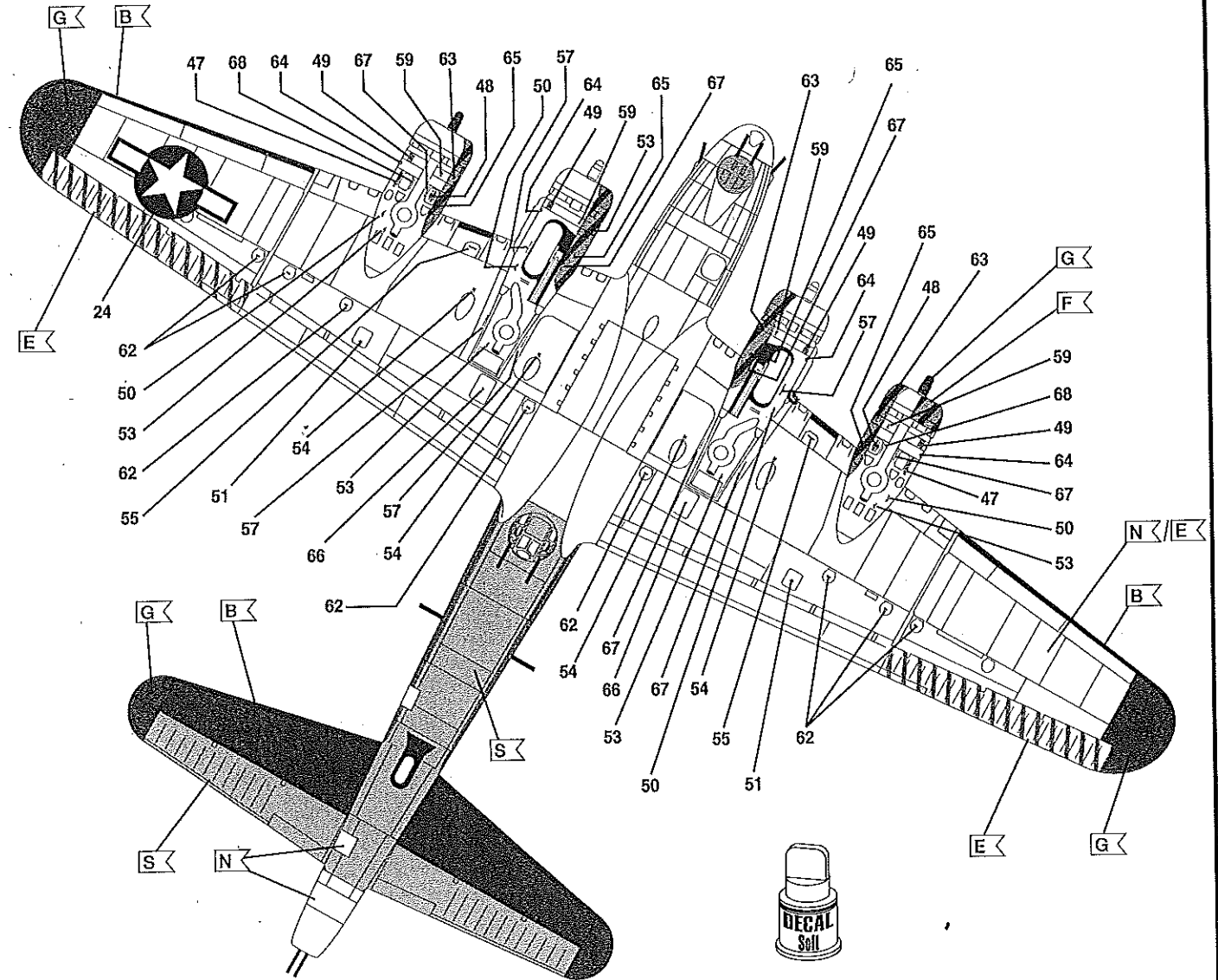
-  B
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-  U
-  FS 34088

92 B



B-17G-35-VE, serial 42-97880, DF-F, "Little Miss Mischief", 8th Air Force, 1st Air Division, 1st Combat Wing, 91st Bomb Group, 324rd Bomb Squadron, Bassingbourn, UK, Feb. 1945

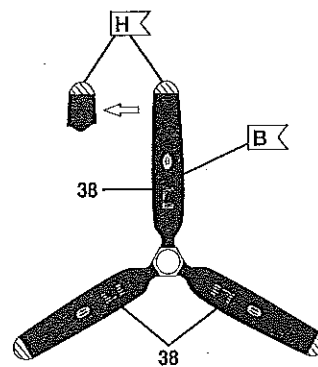


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FS 34070

FS 36440

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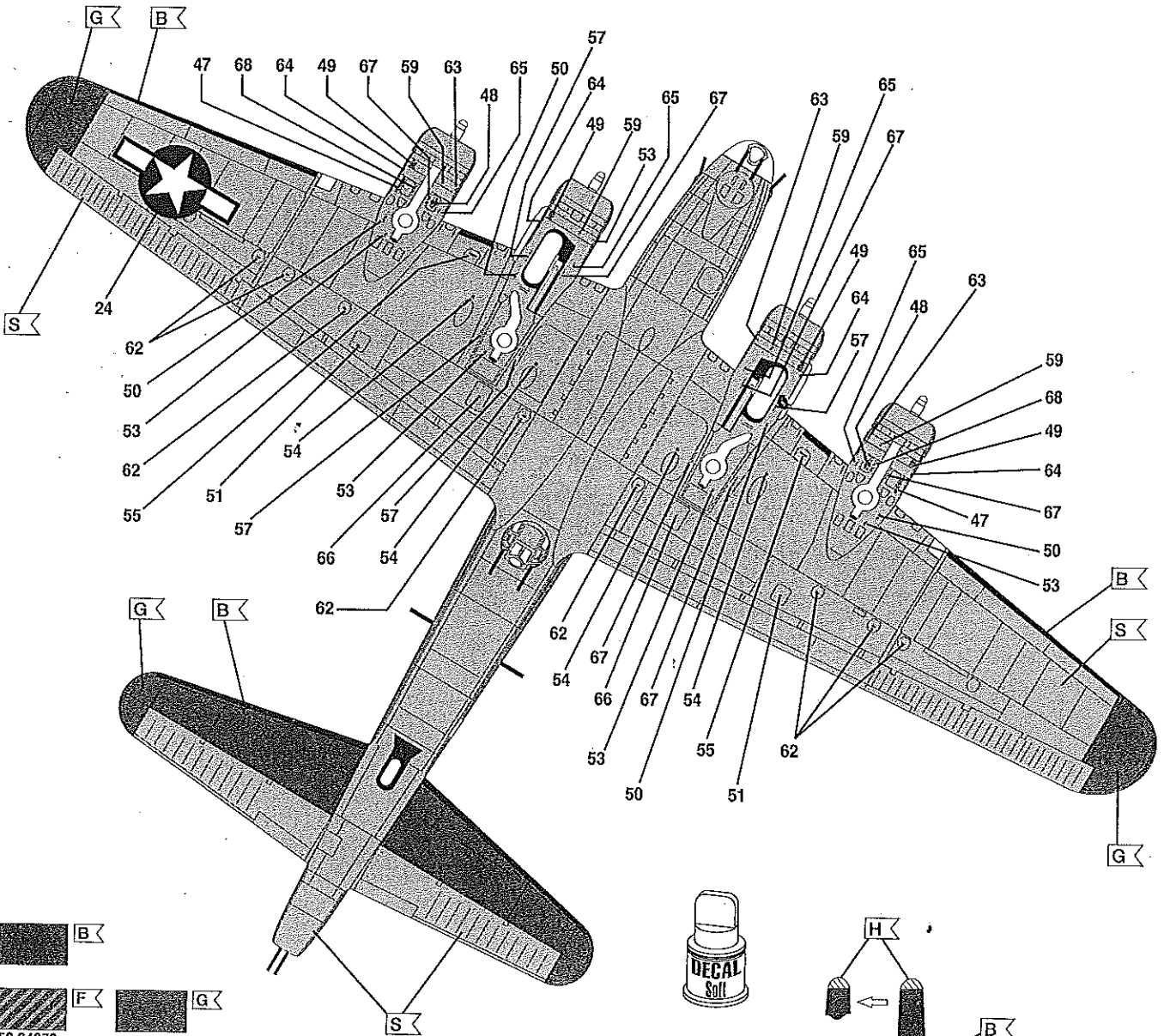




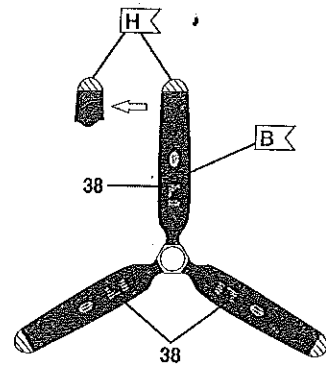
93B



B-17G-30-BO, serial 42-31909, OR-R, "Nine O' Nine", 8th Air Force,  
1st Air Division, 1st Combat Wing, 91st Bomb Group,  
323rd Bomb Squadron, Bassingbourn, UK, April 1945



FS 34070	
FS 36440	
FS 34088	



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