

CANMILAIR **Set #** **DECALS 059**



Boeing B-17 Flying Fortress

Markings for a 168 Sqn RCAF Fortress used for overseas mail delivery from 1943 to 1946.



	Olive Drab 41	Medium Green 42	Neutral Grey 43
CGSB 1-GP-12:	-	-	-
Federal Standard:	23070	34092	36173
Testors MM:	1711	1764	2035
Humbrol:	30, 66, 155	149, 88	156, 128
Tamiya:	XF-58, XF-62	XF-26, XF-61	XF-53
Gunze Sangyo:	H78, H52, H304	H302	H82

200
 144
 100
 96
 72
 60
 48
 35
 32
 18



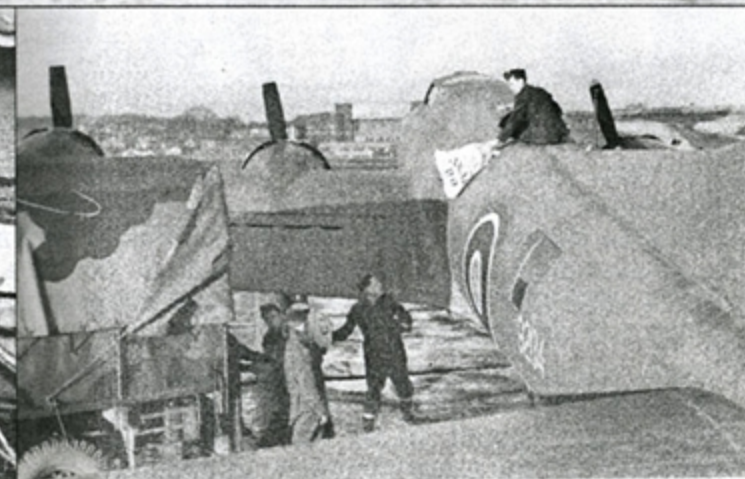
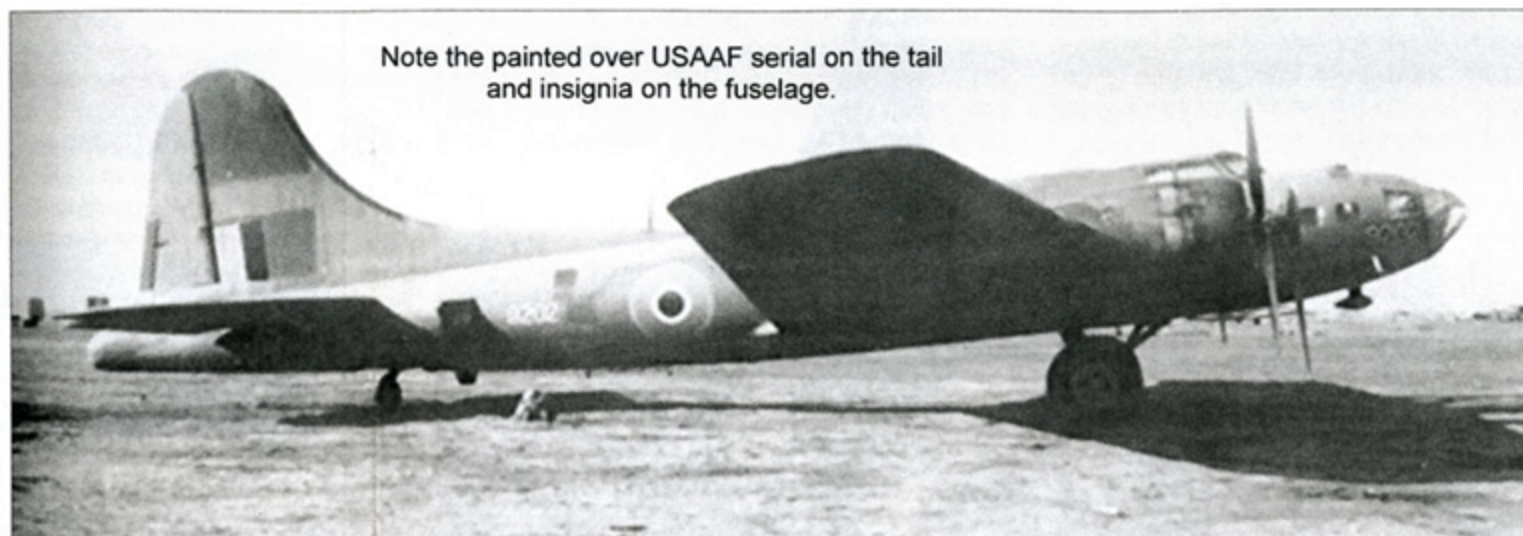
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The Boeing B-17 Flying Fortress was probably the most famous of all the American heavy bombers of WW2. Introduced into the US Army Air Corps prior to the war, the B-17 was subsequently flown in all theatres of the war. In some cases, war-weary B-17 bombers were converted to unarmed transport aircraft. It was in this latter less glamorous role, that RCAF Flying Fortresses were employed.

From 6 Dec 43 until 27 Dec 46, the RCAF held six Flying Fortresses on strength. Three were B-17E and three were B-17F models. The aircraft were delivered in the standard USAAF scheme of Olive Drab over Neutral Gray. The aircraft were stripped of armament and armour and the USAAF insignias & serial numbers were painted over using stock RAF Dark Green on the top & Medium Grey underneath.

Employed by No. 168 Squadron out of RCAF Station Rockcliffe, the aircraft were tasked to fly mail to the Canadian troops serving in Europe and Africa. They were progressively modified and improved for service in this transport role and in early 1945, the remaining three aircraft (9202, 9205 and 9206) were stripped of paint and appeared in a polished bare metal finish.

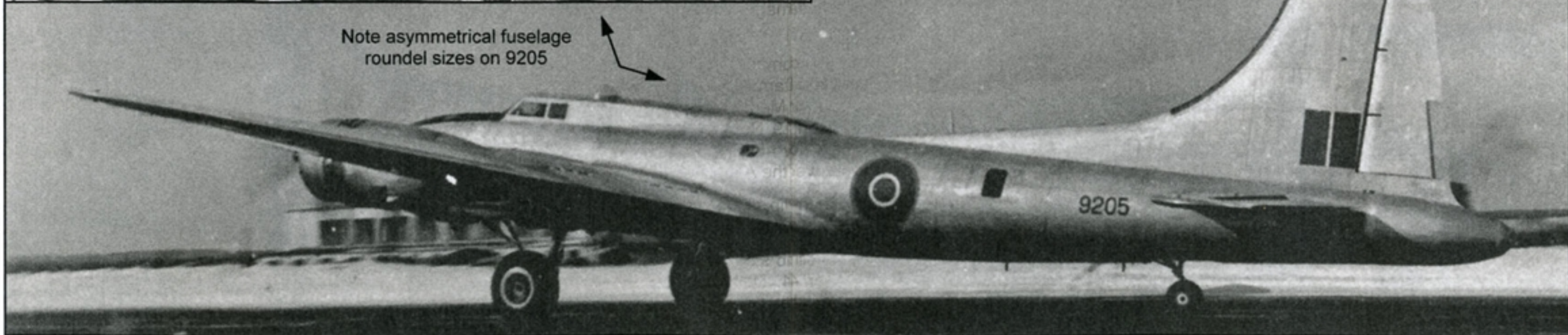
No. 168 Sqn flew a total of 636 trans-Atlantic mail flights (of which 240 were flown by the B-17's), accumulated 26,417 flying hours, delivered 2,245,269 pounds of mail from Canada to U.K. and 8,977,600 pounds from U.K. to the continent between December 1943 and March 1946.



<u>Serial</u>		<u>TOS</u>	<u>SOS</u>	<u>Comments</u>
9202	Ex USAAF B-17F-30-DL serial number 42-3160	6 Dec 43	19 Feb 46	Fitted with flip down metal nose cone.
9203	Ex USAAF B-15F-45-VE serial number 42-6101	6 Dec 43	7 Jun 45	Lost at sea between Morocco and Azores with 5 crew and 3 passengers, only a few mail bags ever found.
9204	Ex USAAF B-17F-50-DL serial number 42-3369	9 Dec 43	11 Oct 44	Severely damaged at Rockcliffe on 17 Sept 44 and was never repaired.
9205	EX USAAF B-17E-BO serial number 41-9142	15 Dec 43	27 Dec 46	Extensive damage 23 Jan 44, in mid air collision with Wellington, between Prestwick and Gibraltar, losing 2 engines. Damage to nose, wings, and tail. Mail jettisoned, returned to the UK, crew received four AFC's and one Air Medal. Nose replaced with fabric fairing, later fitted with flip down metal nose cone. Gear up landing on 19 Nov 44 at Rockcliffe. Category C damage at the Azores, 6 Apr 45. Carried penicillin to Warsaw Nov 45, along with 9202. Transferred to No. 9 (T) Group in Apr 46, used briefly for search and rescue over the Atlantic. Sold to Argentine civil registry as LC-RTP. Reported scrapped in 1964.
9206	Ex USAAF B-17E-BO serial number 41-2438	21 Dec 43	7 Jun 46	Fitted with flip down metal nose cone. By end of the war in natural metal finish, coded "QB". Sold to Argentine civil registry as LC-RTO. Reported scrapped in 1964.
9207	Ex USAAF B-17E-BO serial number 41-2581	2 Feb 44	3 May 44	Seen to climb steeply and stall and spin under full power, shortly after take off from Prestwick for Canada, on 2 Apr 44. Destroyed by post impact fire, 5 fatalities. No official cause of crash found, but report theorizes that cargo shifted in flight shortly after take off. Aircraft did not have final version of RCAF developed mail restraints installed.

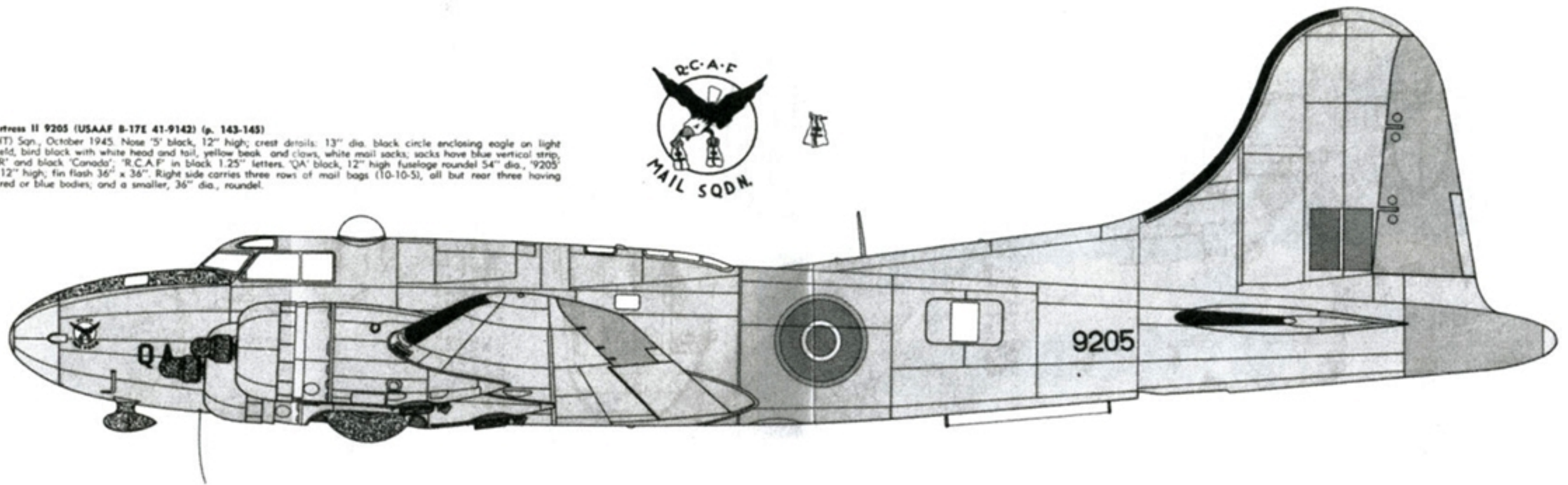


Note asymmetrical fuselage
roundel sizes on 9205



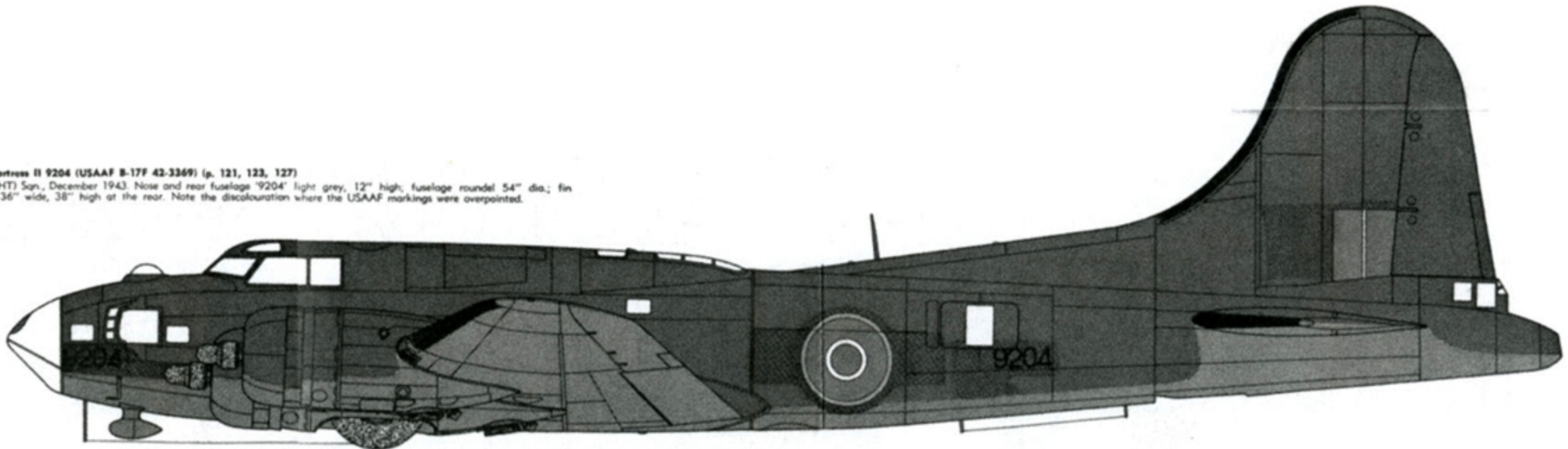
Fortress II 9205 (USAAF B-17E 41-9142) (p. 143-145)

168 (HT) Sqn., October 1945. Nose 'S' black, 12" high; crest details: 13" dia. black circle enclosing eagle on light blue field, bird black with white head and tail, yellow beak and claws, white mail sacks; sacks have blue vertical strip, red 'GR' and black 'Canada'; 'R.C.A.F.' in black 1.25" letters, 'QA' black, 12" high fuselage roundel 54" dia., '9205' black, 12" high; fin flash 36" x 36". Right side carries three rows of mail bags (10-10-5), all but rear three having either red or blue bodies, and a smaller, 36" dia., roundel.



Fortress II 9204 (USAAF B-17F 42-3369) (p. 121, 123, 127)

168 (HT) Sqn., December 1943. Nose and rear fuselage '9204' light grey, 12" high; fuselage roundel 54" dia.; fin flash 36" wide, 38" high at the rear. Note the discolouration where the USAAF markings were overpainted.





APPLICATION INSTRUCTIONS - Please Read Carefully

- CanMilAir Decals are printed using solid resin "inks". The images are transferred from the colour ribbons onto the decal paper using a thermal print head. To improve the adhesion of the different colour layers to each other, it is advisable to pass a standard hair dryer over the decal while still on the sheet. After a few passes, you will note the graphics will become uniformly glossy just like the empty portions of the sheet.
- These decals are printed on very high-quality clear decal paper with a continuous film. It is highly recommended the decals be given a top coat of **MicroScale Liquid Decal Film** before use. Each element must then be trimmed from the sheet as closely as possible.
- Dip the decal in lukewarm water for 10 seconds. Remove and let it sit for 30 seconds.
- Before applying decal, wet the area with **MicroScale Micro SET**. This will to soften the decal film, improve surface adhesion and prevent air bubbles.
- The carrier film is extremely thin, so to prevent the decal from folding, *you must slide the decal off its backing paper onto the model*, preferably nudging it along with a small wet brush. You can then easily reposition it and smooth out any wrinkles after it is in its final position.
- Use a tissue to soak up excess water, then allow decal to set up. Once firmly anchored, brush a small amount of **MicroScale Micro SOL** over the decal. Do not touch the decal as it is now very soft and could be easily damaged. Leave it alone and let it work. Allow decals to dry.
- For particularly troublesome areas, a repeat application of **MicroScale Micro SOL** may be necessary. Allow decals to dry.
- Once all decals are in place and snuggled down, gently wipe with fresh lukewarm water to remove any remaining residue and then let dry.
- You should protect the finished decals with a few light applications of Testors Dullcote or Glosscote.

Photo sources include (but not limited to) the following: Patrick Martin Slides, National Defence Imagery Library, Airliners.net, JetPhotos.net, MyAviation.net, HazersFlightline.com, et al.