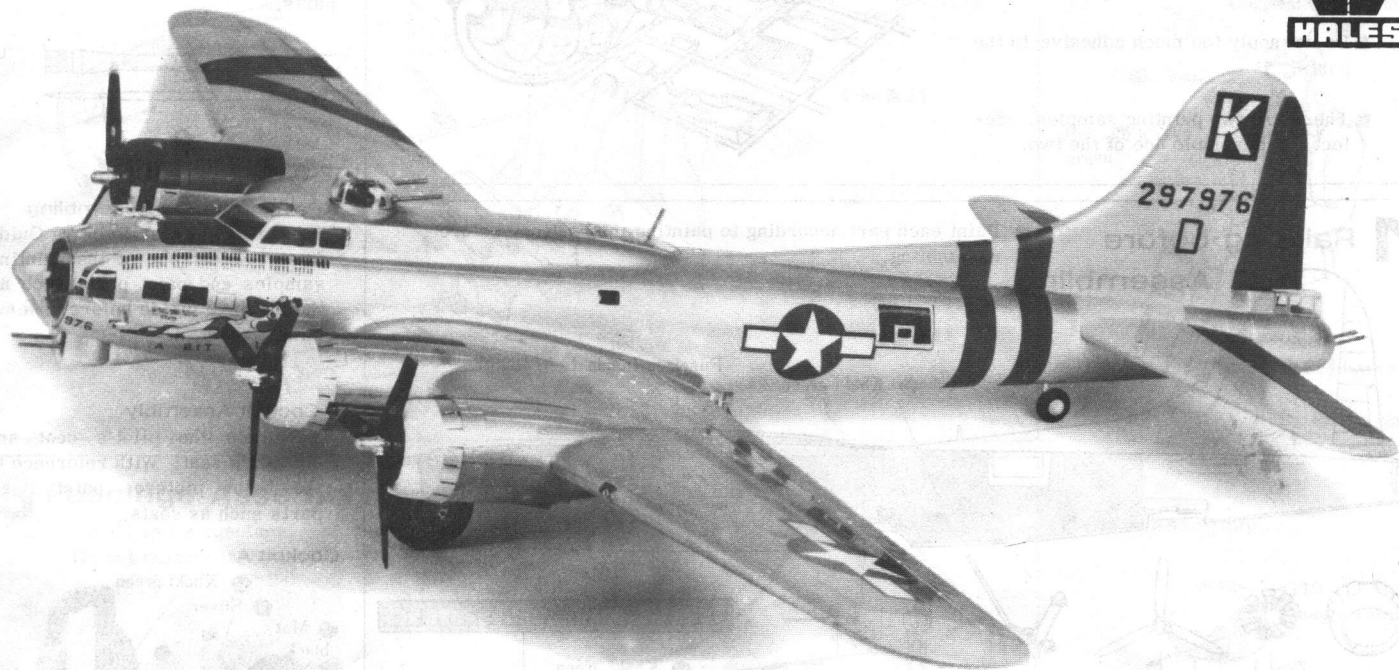


BOEING B-17G FLYING FORTRESS

1/72 Scale Series

KIT No. JS-113

Hasegawa
HASEGAWA



HISTORY

Production of the Boeing B-17s started with the B-17B through Model 299, the XB-17, the YB-17 and the trial plane YB-17A but these models did not see battle until the B-17Cs and the B-17Ds were ferried over to Europe as bombers for the Royal Air Force. When the Pacific War broke out, the B-17Es with the large, swooping, dorsal fin which increased the area of the vertical tail surface had already been completed. Beginning with the subsequent model, the B-17F which was actually an improved E, three companies jointly turned out B-17s to keep up with the demands of the Air Force. The B-17Fs were mainly sent to the European front and became the main bombers for raids over Germany. The B-17Es/Fs were also active on the fronts of North Africa, India, Burma and New Guinea and became the most important production models in American aviation industry along with the B-24D/E Liberators. Many B-17Fs were lost in air battles because of flak and concentrated fighter attacks over Germany. The YB-40 "escort-fighter" converted from the B-17F was equipped with a "chin turret" and engaged in escort missions before the appearance of fighters which were capable of providing cover to and from targets such as the P-47 Thunderbolt and the P-51 Mustang. Production of the heavily laden B-40, which was too slow to keep up with bombing formations, was stopped. But the chin turret had demonstrated its usefulness and was put to practical use as nose armament of the subsequent model, the B-17G. It constituted a big characteristic feature of the B-17G. The first B-17G with a chin turret appeared in September, 1943. It was mass-produced as the new strategic bomber of the Army Air Force. But the reinforced armament and the bulletproof equipment made the B-17G heavier than the B-17F. Therefore, speed was reduced to a maximum of 462km/h making them more vulnerable to German fighters.

A total of 8680 B-17Gs were produced: 4035 by the Boeing Company, 2395 by the Douglas Aircraft Company and 2250 by the Vega Aircraft Company (a subsidiary of Lockheed). After all, the Gs accounted for about 70% of a total of 12,677 (12,726 according to another report) B-17s produced.

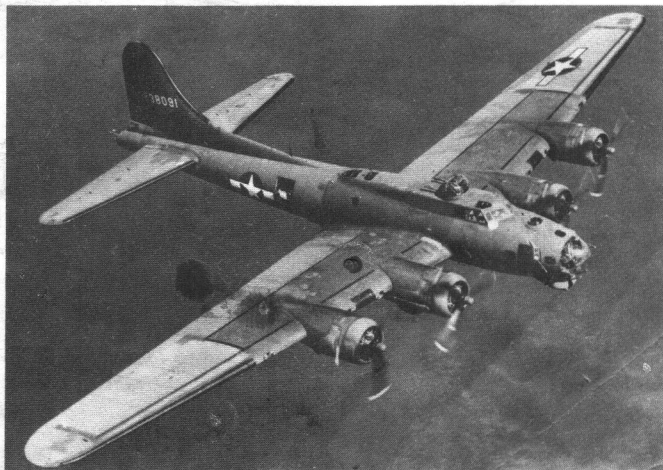
On the European front, the B-17Gs, the B-24Hs/Js were active to the last as the B-29s were not ready in time to join the line of battle. As shown in many war films, fighting units formed by the B-17Gs as main force were the U.S. Army 8th Air Force and the 12th Air Force (the 15th Air Force later), which were renowned for strategy bombardments against Germany. It was in late 1943 that the B-17Gs took part in actual fighting. Large formations dropped bombs on Berlin in March, 1944 and concentrated attacks were begun on the known oil production centers and synthetic oil production plants in May, 1944. Therefore, a reduction of oil supply not only affected the distressed Luftwaffe, but also seriously curtailed the activities of the army and navy. In June, 1944, when the

Normandy invasion was carried out by the Allied Forces, the B-17Gs bombed Luftwaffe bases greatly contributing to the success of the invasion. By the summer of 1944, the combined units formed by the B-17Gs and the B-24Hs/Js were reinforced and about 1500 were sent at a time. The number of the B-17 company formation was always 8 from B to F but that of G was increased to 18. The planes built after December, 1943 were not camouflaged and were of duralumin finishing. However, the front of the cockpit canopy and the inside of the engine cowling were painted in dark olive drab to prevent reflection of the sun light.

A small number of B-17Gs used by the RAF were designated "Fortress III" and were used in coastal patrols, jamming of enemy radar and escort. Other models developed out of the B-17G were the F-9C for photograph reconnaissance (renamed RB-17G later), the B-17H for long-range air-sea rescue duties (it was equipped with a large air-borne powered lifeboat and later renamed SB-17G), the CB-17G & VB-17G for transportation, the TB-17G for training, the QB-17L/P for radio-controlled target and Navy PB-1W fitted with early warning radar for search purposes.

DATA

Crew: 9 / Engine: Wright R-1820-97 1200HP x 4 / Wing Span: 31.62m / Fuselage Length: 22.66m / Main Wing Area: 131.9m²
Loaded Weight: 24,948kg / Max. Loaded Weight: 29,711kg / Max. Speed: 462km/h (7,620m in altitude) / Cruising Speed: 293km/h
Landing Speed: 145km/h / Climbing Time: 37 mins. up to 6,100m in altitude / Ceiling: 10,850m / Range: 3,220km (with 2,720kg bombs)-5,470km (without bombs) / Max. Bomb Burden: 4,900kg
Armament: 12.7mm machine gun x 13

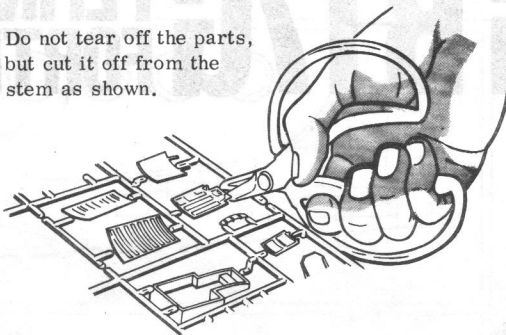


Manufactured in Japan & Packed in England by A. A. Hales Ltd., Hinckley, Leics.

BEFORE ASSEMBLING

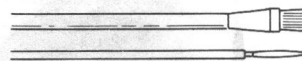
- Carefully read the instructions before assembling your model and follow them.
- Carefully cut off the parts from the stem with a knife or clipper.
- Do not apply too much adhesive to the parts.
- There are two painting samples. Select and assemble one of the two.

Do not tear off the parts, but cut it off from the stem as shown.



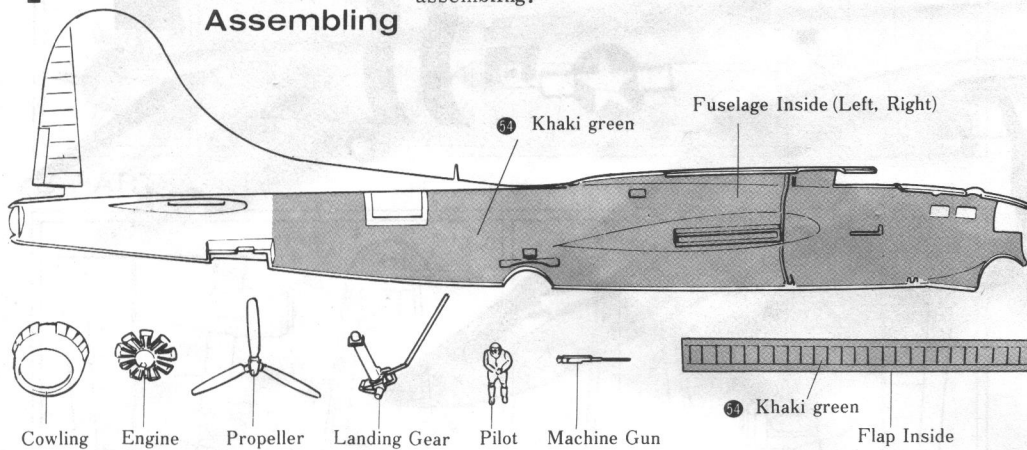
MODEL COLORS

To beautify your model, paint each part. The model colors are numbered from ①~⑫. Use wide brush to paint the wide area and the pointed one for tiny parts.



1 Painting before Assembling

- Paint each part according to painting instructions before assembling.



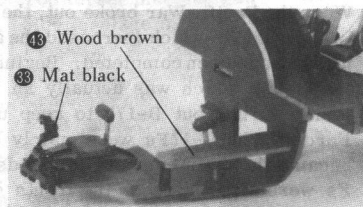
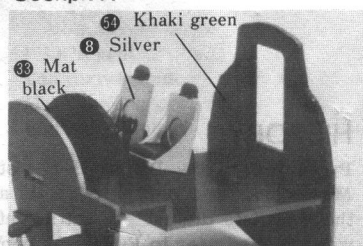
■ Painting before Assembling

Please read Color Painting Guide first. Select one of the painting samples and paint parts such as the fuselage inside before assembling.

■ Cockpit Assembly

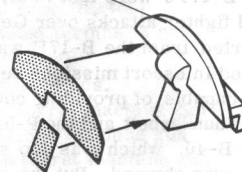
Assemble the pilot's seat and bomber's seat. With reference to the below picture, paint small parts such as seats.

Cockpit A



■ Apply the decal.

- ⑮ Mat black

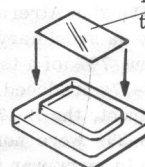


- Apply the decal with cardboard.

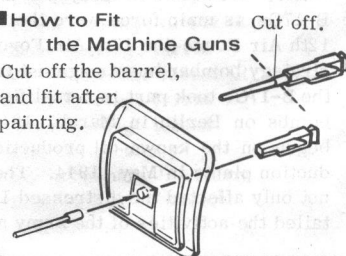
■ Window Glass Fitting

Paint the fuselage inside first and cement the window glass. The fuselage painting goes well when the outside glasses were masked with adhesive tape, etc.

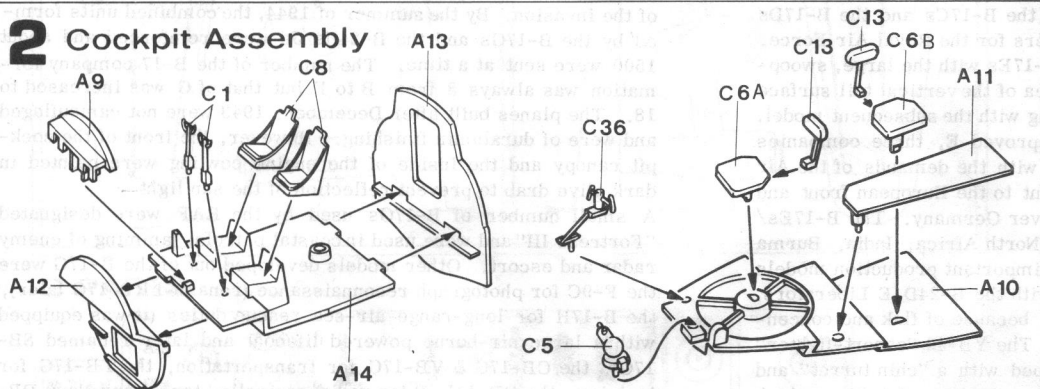
Mask with adhesive tape, etc. beforehand.



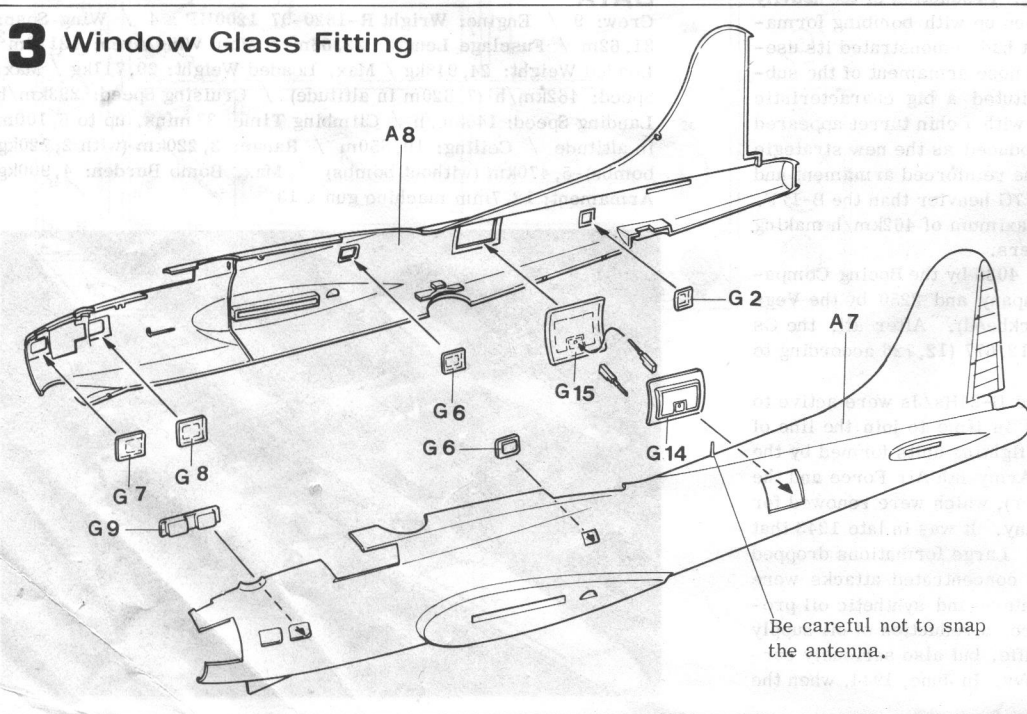
■ How to Fit the Machine Guns
Cut off the barrel, and fit after painting.



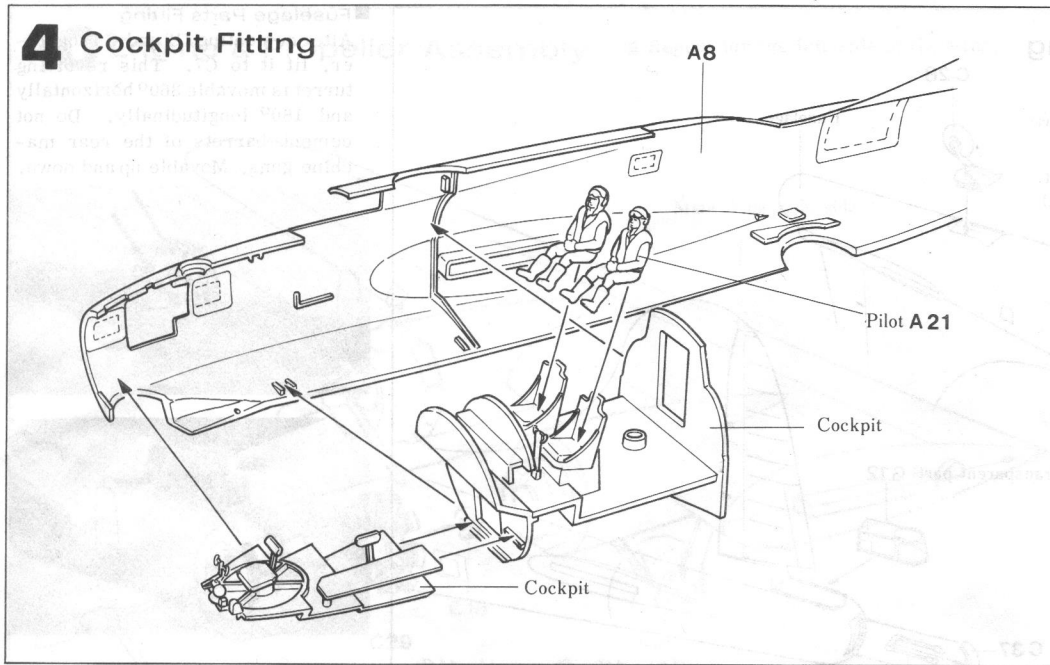
2 Cockpit Assembly



3 Window Glass Fitting



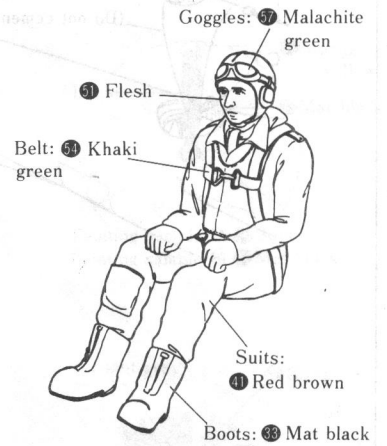
4 Cockpit Fitting



■ Cockpit Fitting

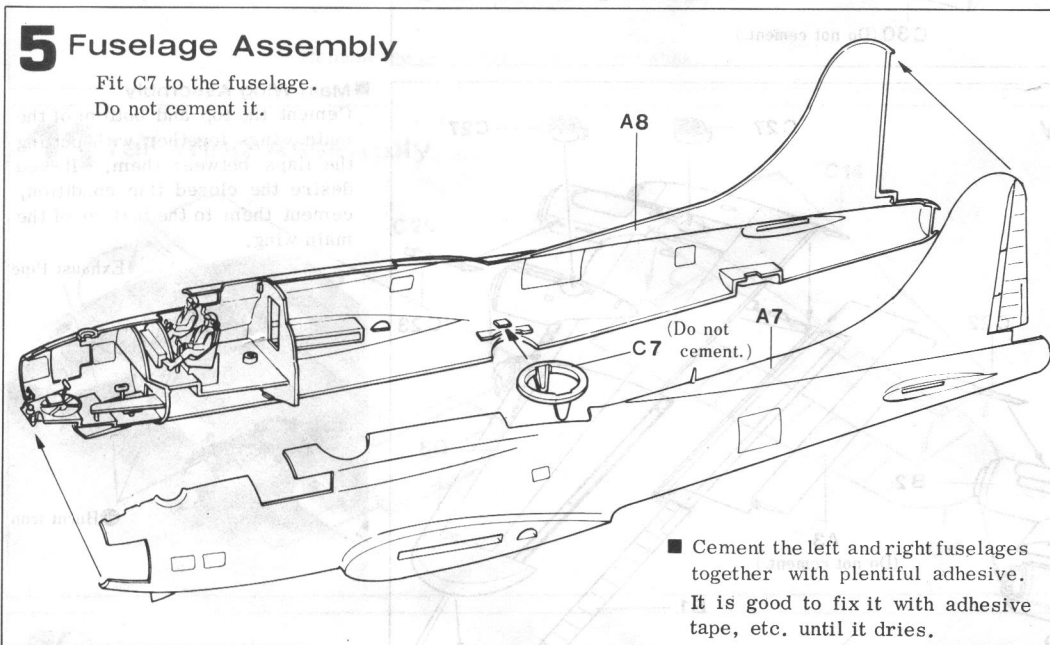
Cement and fit the pilot's seat and bomber's seat to the fuselage. The painted pilots sit on the seats.

■ Pilot Painting



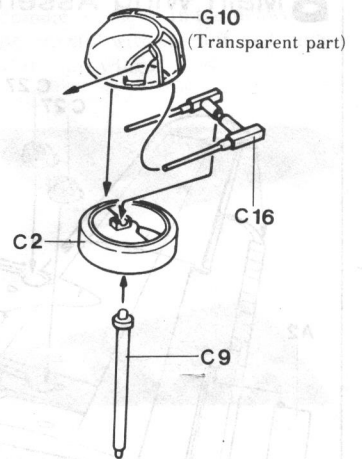
5 Fuselage Assembly

Fit C7 to the fuselage. Do not cement it.

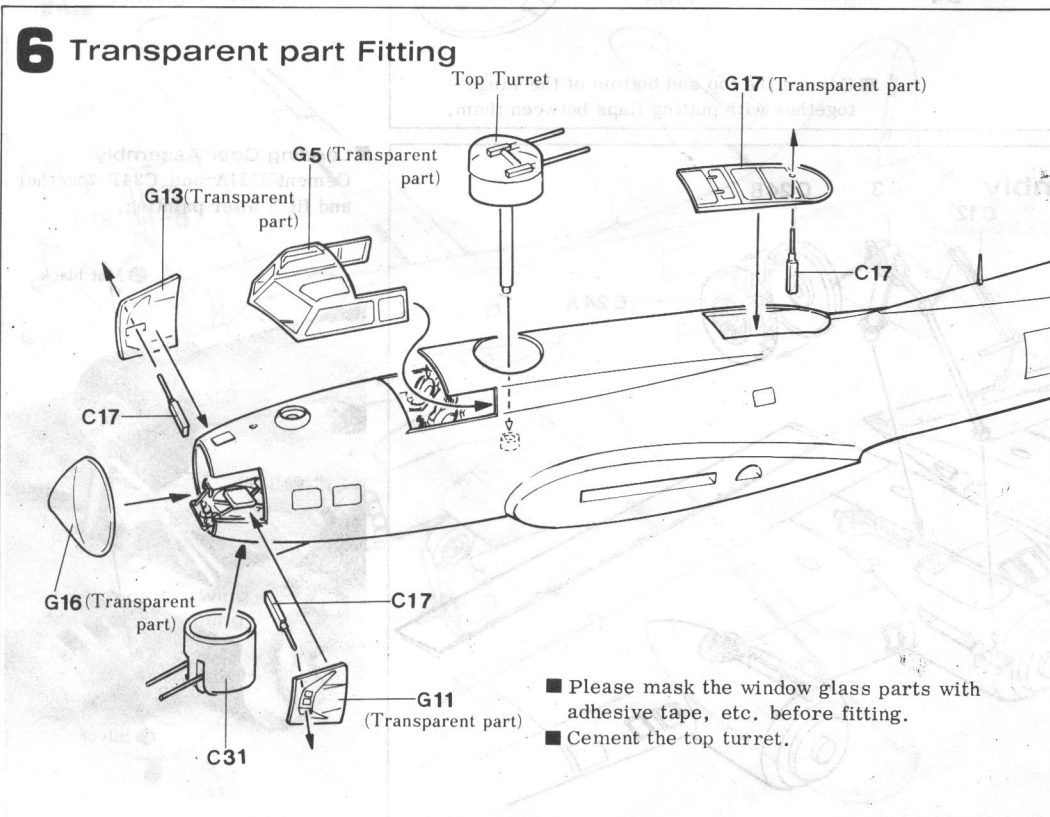


■ Cement the left and right fuselages together with plentiful adhesive. It is good to fix it with adhesive tape, etc. until it dries.

■ Turret Assembly



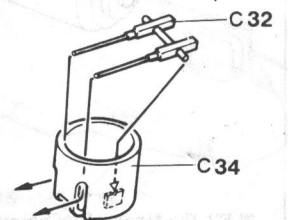
6 Transparent part Fitting



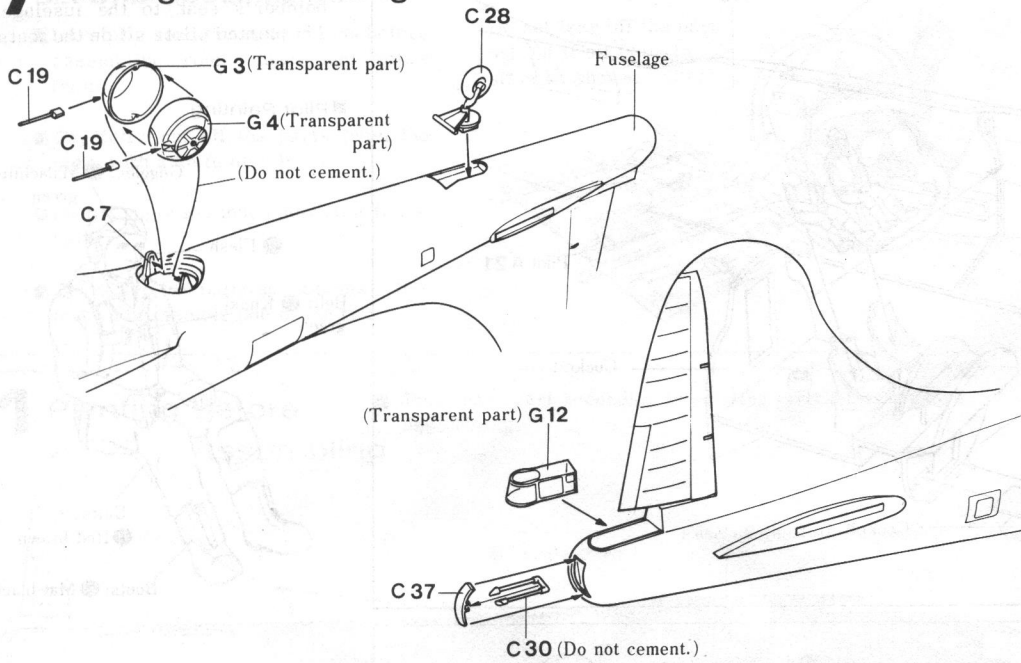
■ Please mask the window glass parts with adhesive tape, etc. before fitting.
 ■ Cement the top turret.

■ Transparent Part Fitting

■ Chin Turret Assembly

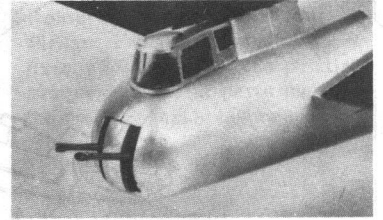
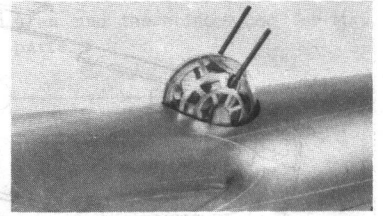


7 Fuselage Parts Fitting

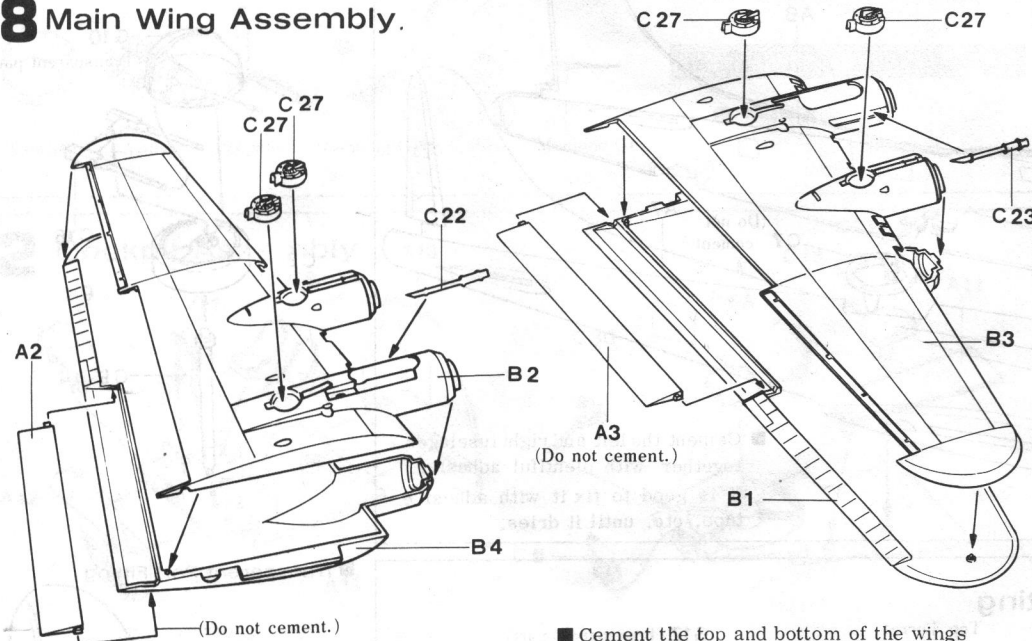


■ Fuselage Parts Fitting

After cementing G3 and G4 together, fit it to C7. This revolving turret is movable 360° horizontally and 180° longitudinally. Do not cement barrets of the rear machine guns. Movable up and down.

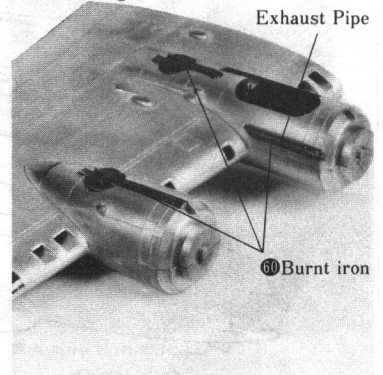


8 Main Wing Assembly.



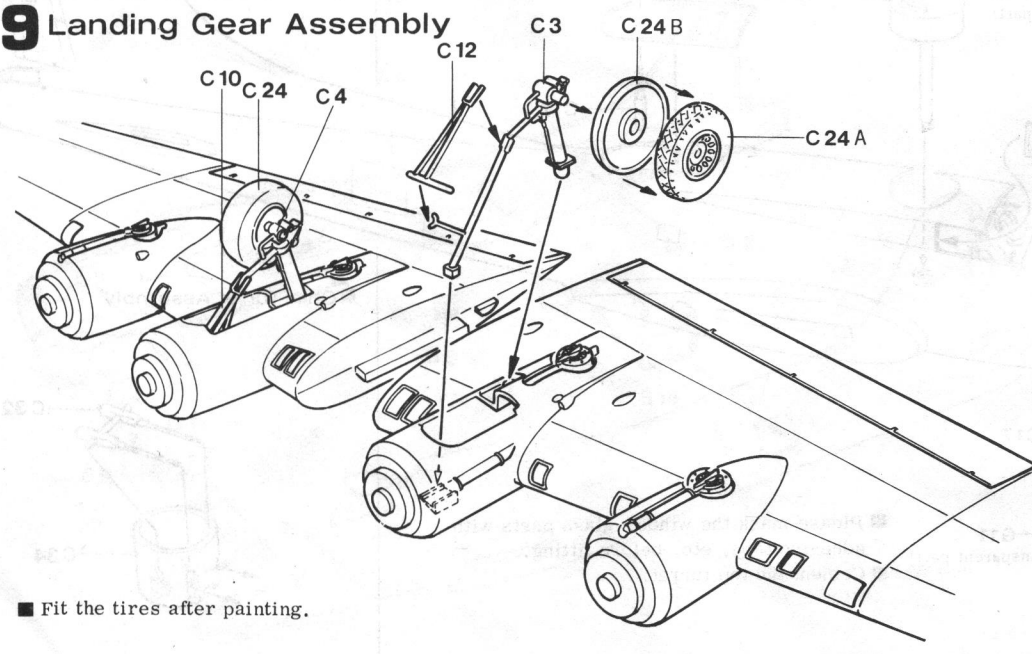
■ Main Wing Assembly

Cement the top and bottom of the main wings together with putting the flaps between them. If you desire the closed flap condition, cement them to the bottom of the main wing.



■ Cement the top and bottom of the wings together with putting flaps between them.

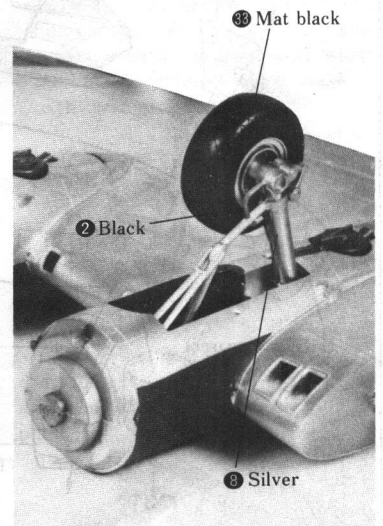
9 Landing Gear Assembly



■ Landing Gear Assembly

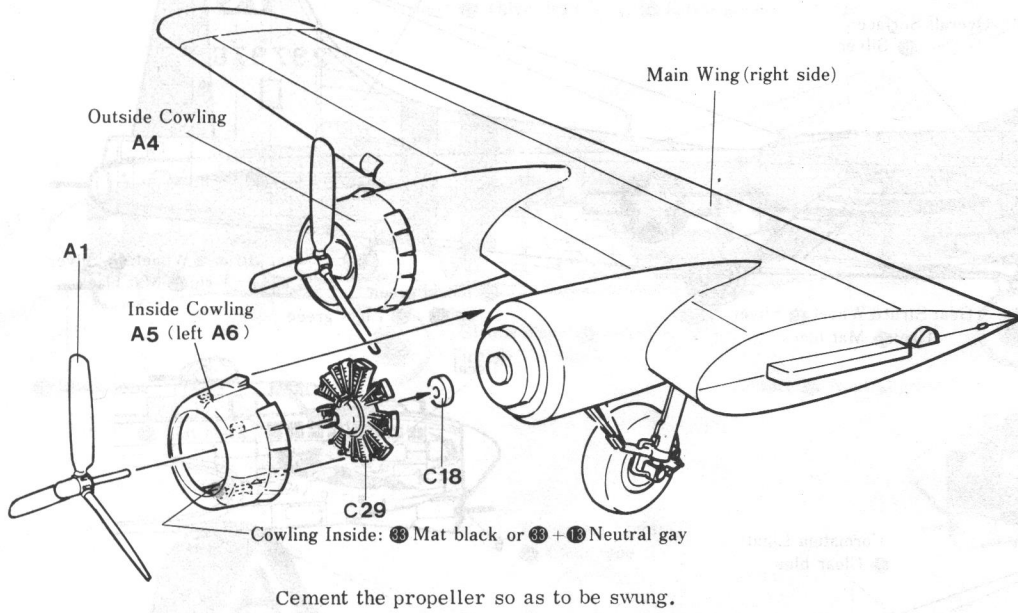
Cement C24A and C24B together and fit it after painting.

■ Fit the tires after painting.



10 Engine & Propeller Assembly

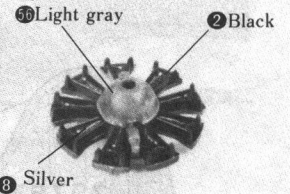
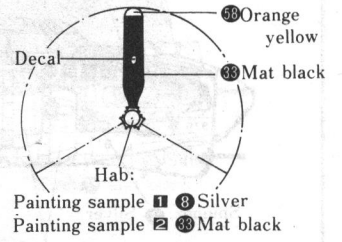
Repeat for the left side of the wing.



Engine & Propeller Assembly

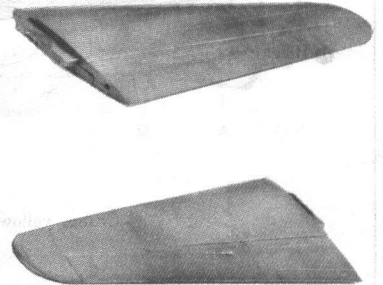
Assemble the propeller, cowling and engine after painting. There are the cowlings for outside and inside of the wing. Repeat for the left side of the wing.

Propeller & Engine Painting

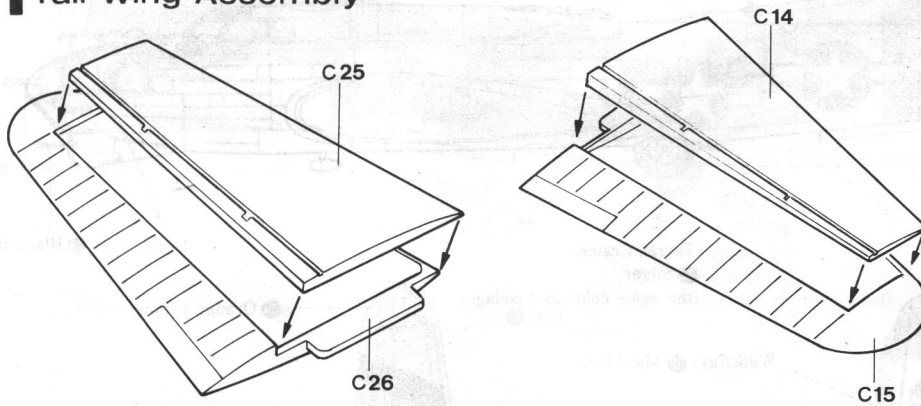


Tail Wing Assembly

Cement as shown in the drawings. Be careful with the left and right of the tail wings.

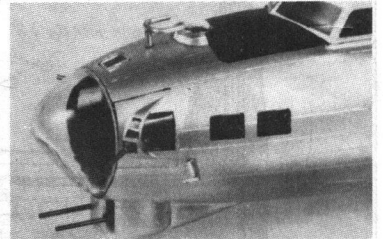


11 Tail Wing Assembly

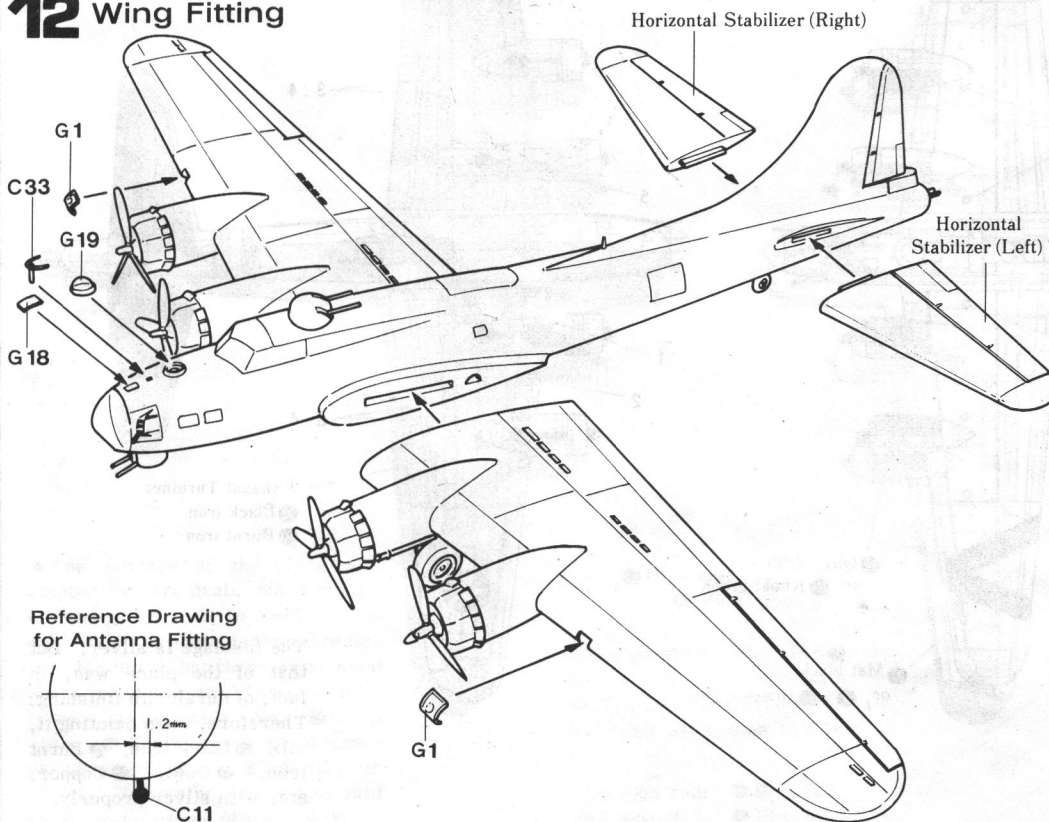


Wing Fitting

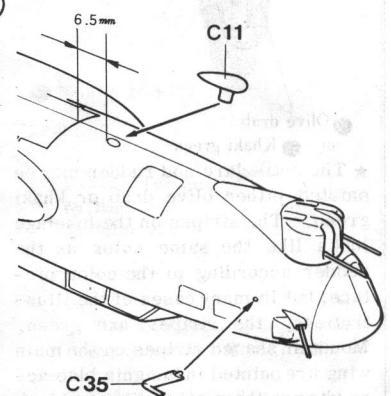
Fit the wings to the completed fuselage. It is desirable to fit the antenna and small transparent parts after painting the fuselage.



12 Wing Fitting



Parts Fitting

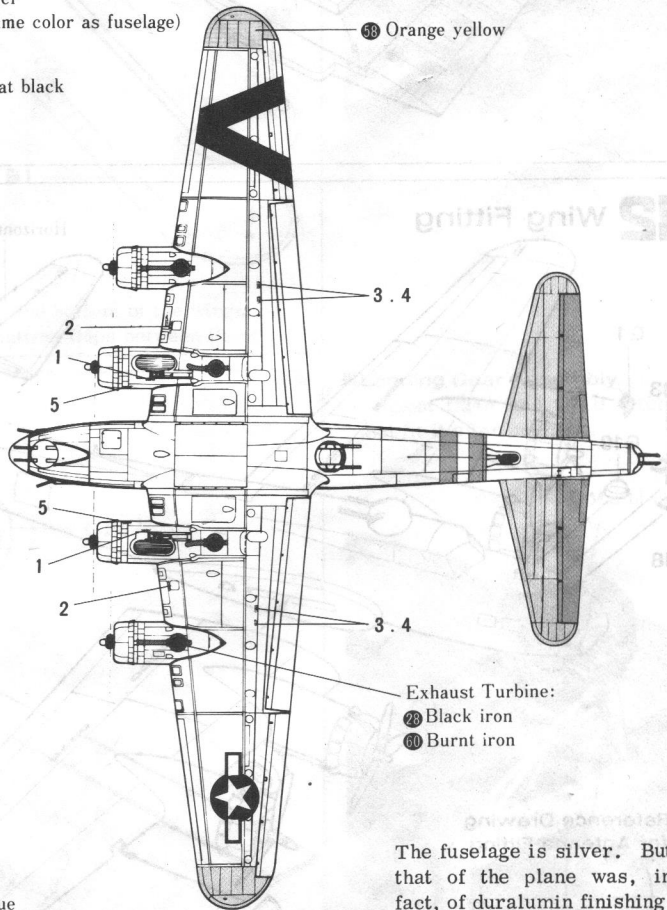
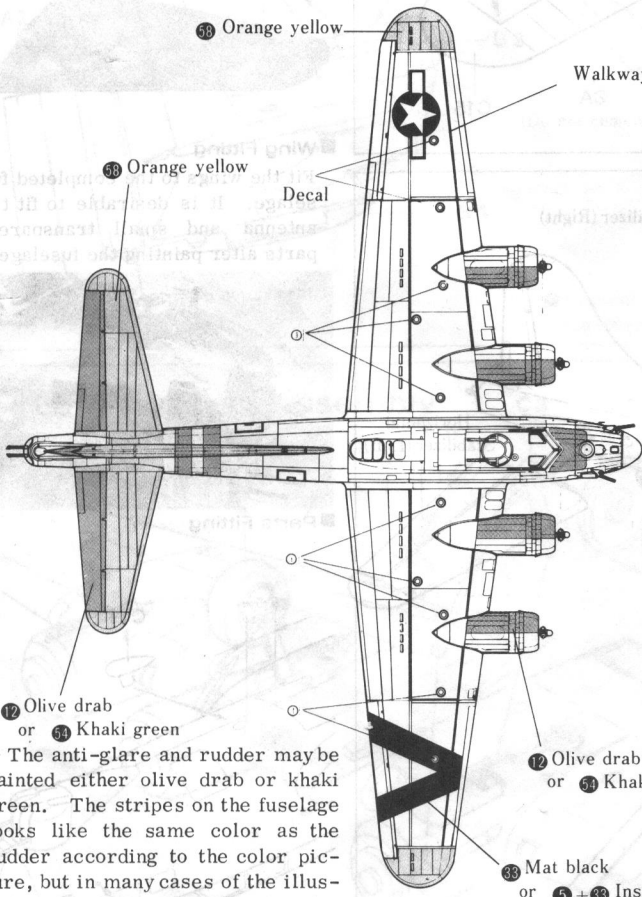
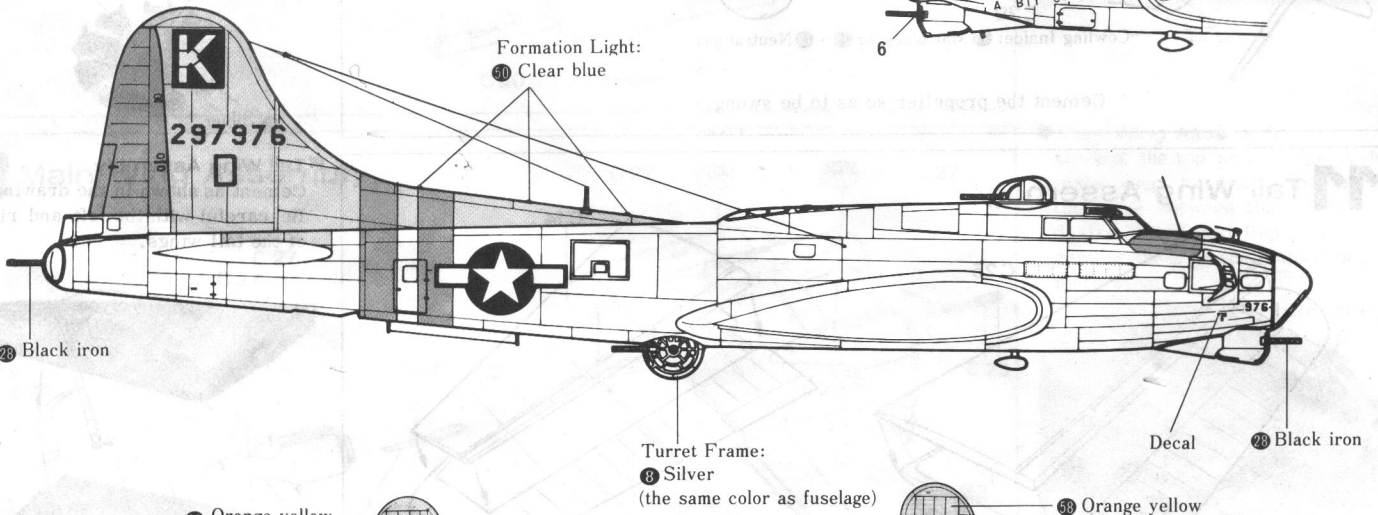
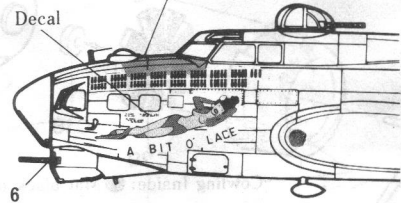
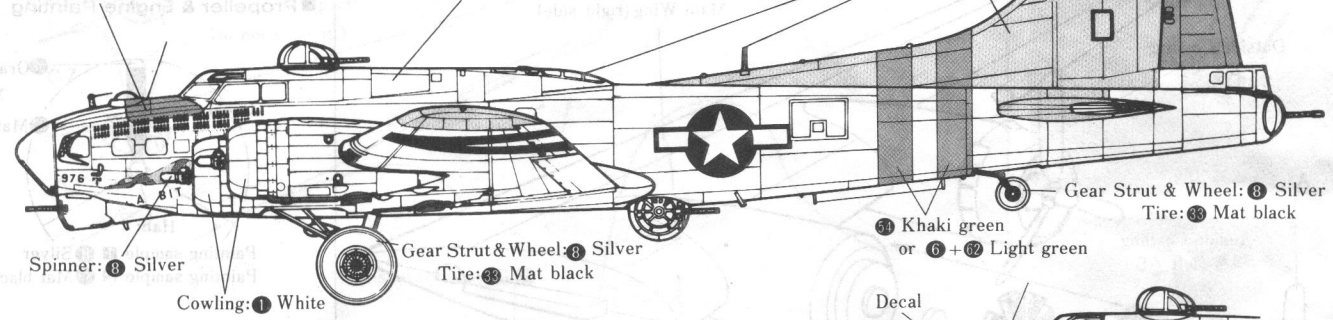


Marking & Color Painting Guide

Refer to the Color Guide for the whole painting.

1 8th Air Force, 447th Bombardment Group A BIT O' LACE

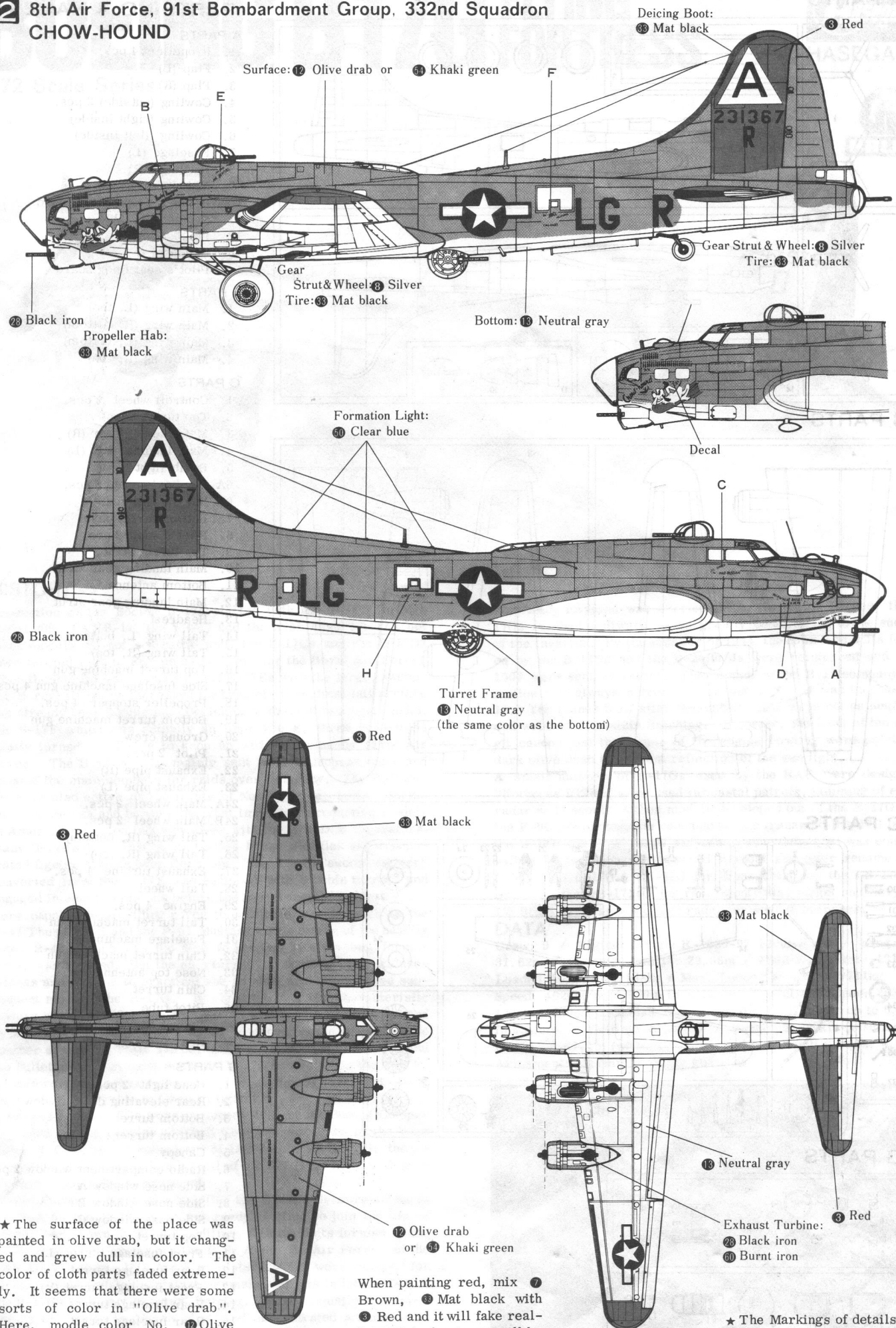
- 17 Olive drab or 59 Khaki green
- 59 Orange yellow



★ The anti-glare and rudder may be painted either olive drab or khaki green. The stripes on the fuselage look like the same color as the rudder according to the color picture, but in many cases of the illustrations, the stripes are green. Mountain shaped stripes on the main wing are painted in insignia blue according to the manual but are black according to the illustrations.

The fuselage is silver. But that of the plane was, in fact, of duralumin finishing. Therefore, when painting it, mix 28 Black iron, 60 Burnt iron, 9 Gold, 10 Copper, etc. with silver properly.

2 8th Air Force, 91st Bombardment Group, 332nd Squadron
CHOW-HOUND



★ The surface of the plane was painted in olive drab, but it changed and grew dull in color. The color of cloth parts faded extremely. It seems that there were some sorts of color in "Olive drab". Here, model color No. 17 Olive drab, 3 Khaki green or a compound color of 17 and 3 will fit your model. The same things are said about neutral gray of the bottom.

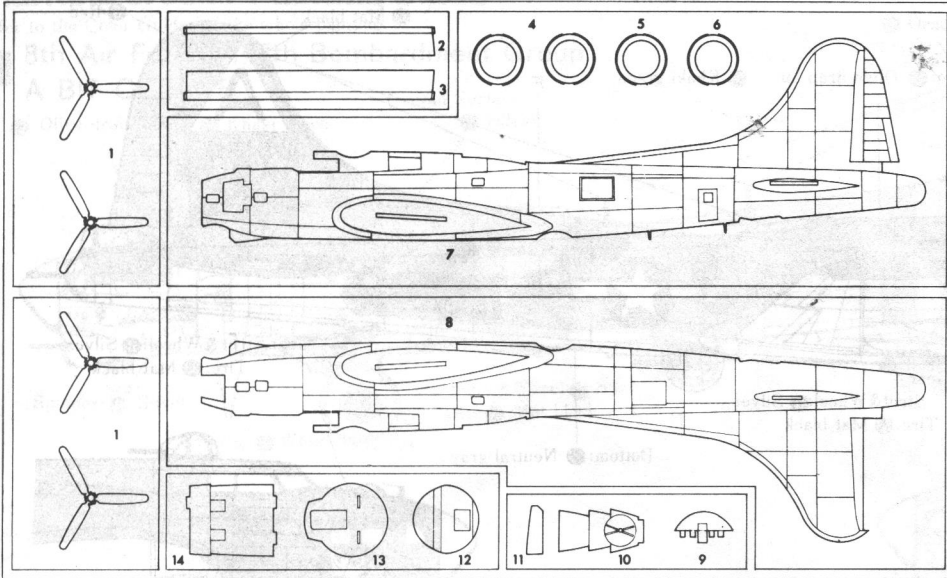
When painting red, mix 7 Brown, 3 Mat black with 3 Red and it will fake reality. But showiness will be lost.

[Insignia red: 3 Red 55%, 7 Brown 41%, 5 Blue 4%]

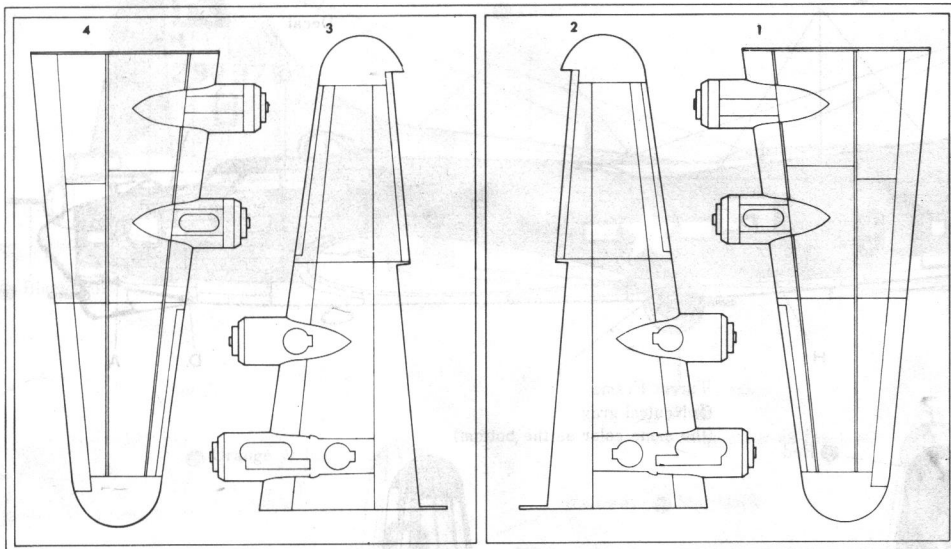
★ The Markings of details are the same as 1.

★ Refer to the color guide for painting.

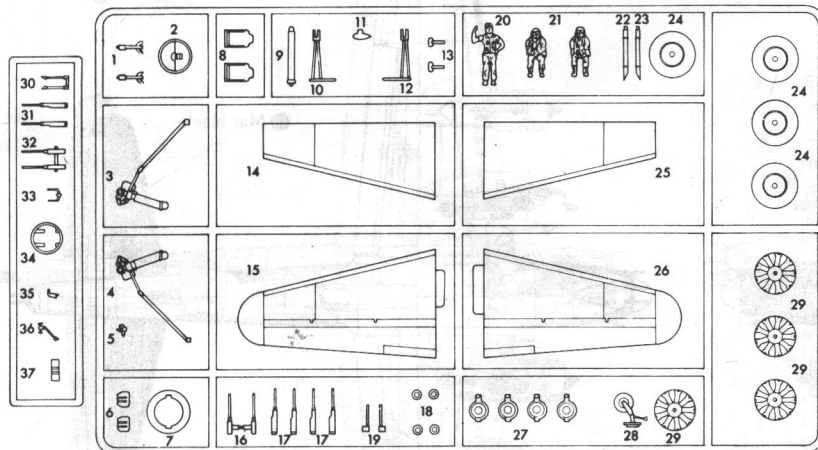
A PARTS



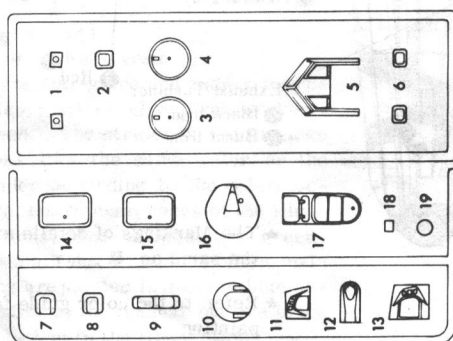
B PARTS



C PARTS



G PARTS



PARTS NO. & NAMES

A PARTS

1. Propeller 4 pcs.
2. Flap (L)
3. Flap (R)
4. Cowling (outside) 2 pcs.
5. Cowling (right inside)
6. Cowling (left inside)
7. Fuselage (L)
8. Fuselage (R)
9. Instrument panel
10. Bomber's seat floor board
11. Navigator's table
12. Bulkhead A
13. Bulkhead B
14. Pilot's seat floor board

B PARTS

1. Main wing (L, top)
2. Main wing (R, bottom)
3. Main wing (L, bottom)
4. Main wing (R, top)

C PARTS

1. Control wheel 2 pcs.
2. Top turret base
3. Main landing gear (R)
4. Main landing gear (L)
5. Bomb sight
- 6A. Bomber's seat 2 pcs.
- 6B. Navigator's seat
7. Bottom turret base
8. Pilot's seat 2 pcs.
9. Top turret strut
10. Main landing gear strut
11. Bottom antenna
12. Main landing gear strut
13. Headrest
14. Tail wing (L, bottom)
15. Tail wing (R, top)
16. Top turret machine gun
17. Side fuselage machine gun 4 pcs.
18. Propeller stopper 4 pcs.
19. Bottom turret machine gun
20. Ground crew
21. Pilot 2 pcs.
22. Exhaust pipe (R)
23. Exhaust pipe (L)
- 24A. Main wheel 2 pcs.
- 24B. Main wheel 2 pcs.
25. Tail wing (R, bottom)
26. Tail wing (R, top)
27. Exhaust turbine 4 pcs.
28. Tail wheel
29. Engine 4 pcs.
30. Tail turret machine gun
31. Fuselage machine gun
32. Chin turret machine gun
33. Nose top antenna
34. Chin turret
35. Pitot tube
36. Turret operation stick
37. Rear fuselage part

G PARTS

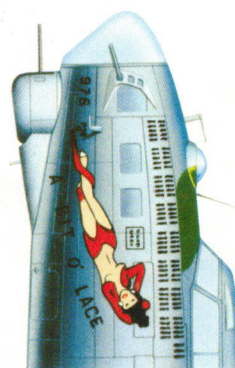
1. Head light 2 pcs.
2. Rear elevating door window
3. Bottom turret
4. Bottom turret
5. Canopy
6. Radio compartment window 2 pcs.
7. Side nose window A
8. Side nose window B
9. Side nose window C
10. Top turret
11. Front fuselage turret (L)
12. Rear fuselage turret
13. Front fuselage turret (R)
14. Rear fuselage turret
15. Rear fuselage turret
16. Bomber's canopy
17. Radio operator's canopy
18. Small top nose window
19. Astrodome



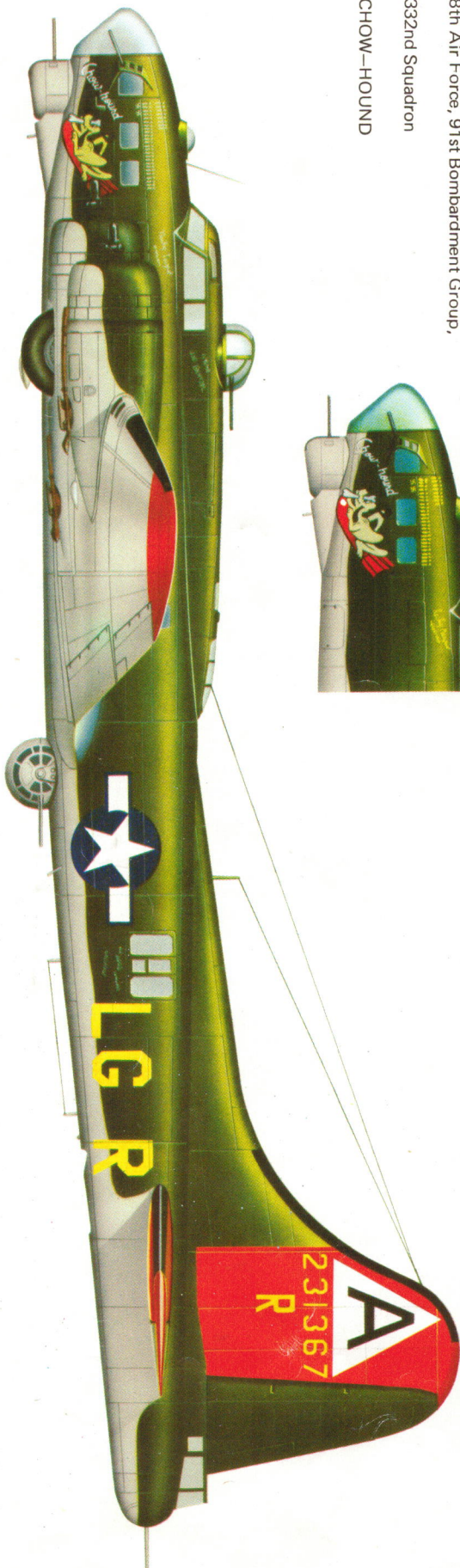
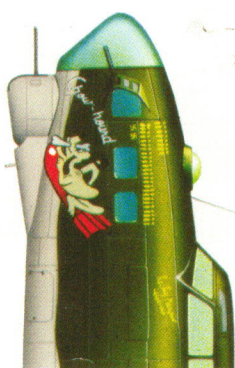
B-17G FLYINGFORTRESS

1/72nd SCALE SERIES

1 8th Air Force, 447th Bombardment Group
A BIT O' LACE



2 8th Air Force, 91st Bombardment Group,
332nd Squadron
CHOW-HOUND



HALES