

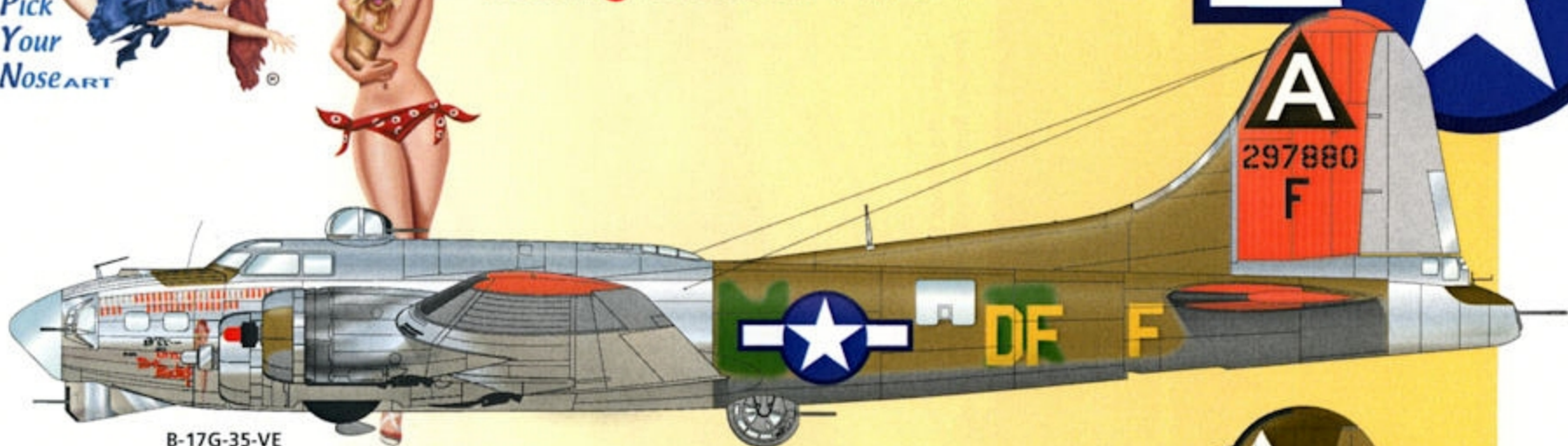
RYN-up
Decals

Pick
Your
NoseART

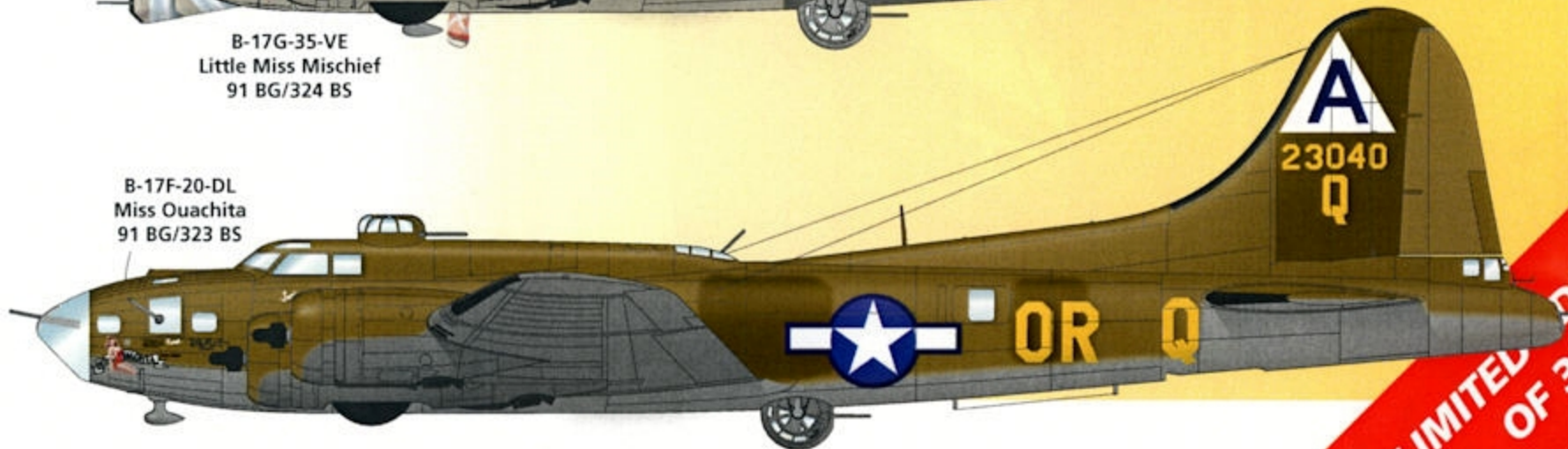


Boeing's Babes Part 4

PYND48044



B-17G-35-VE
Little Miss Mischief
91 BG/324 BS



B-17F-20-DL
Miss Ouachita
91 BG/323 BS

LIMITED EDITION
OF 300!

PYN-up Decals

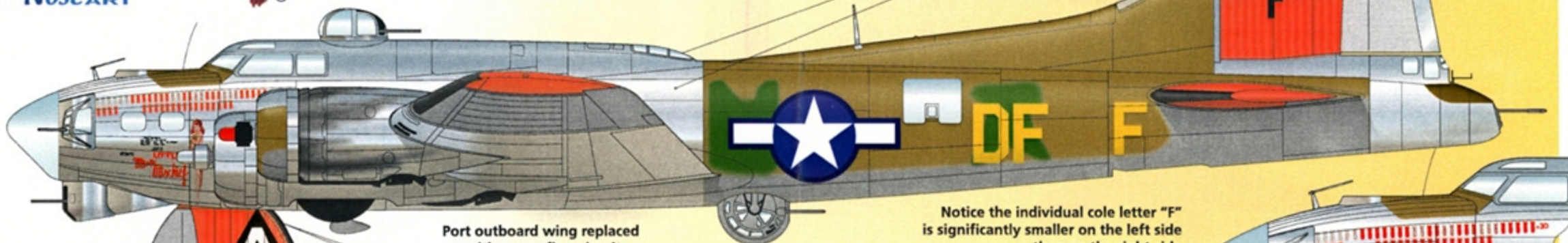
Pick
Your
NoseART



B-17G-35-VE
91 BG/324 BS

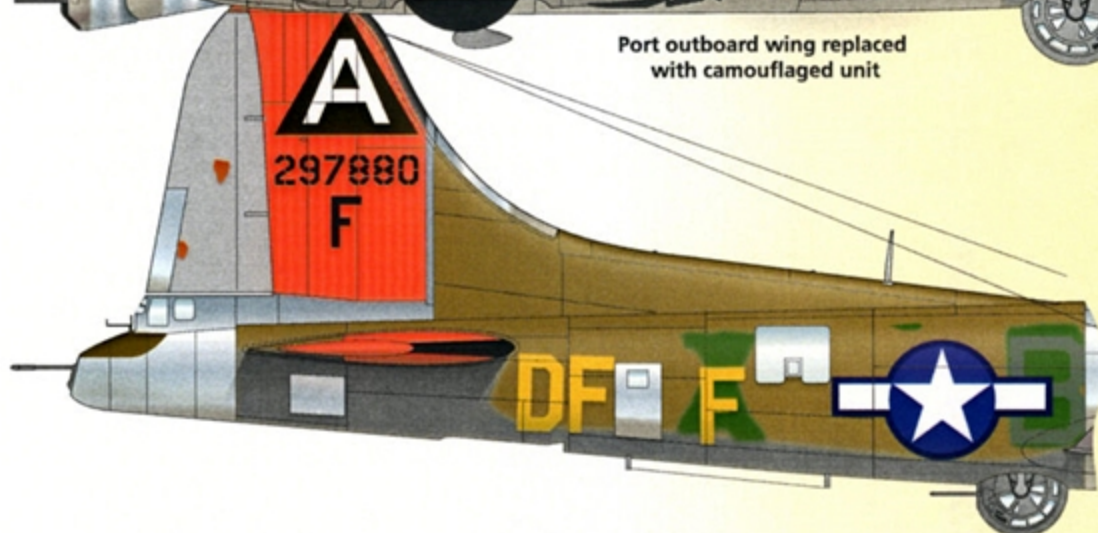
Many pilots!
1944-45

PYND48044



Port outboard wing replaced
with camouflaged unit

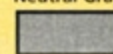
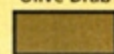
Notice the individual cole letter "F"
is significantly smaller on the left side
than on the right side



Earlier code letter "B" is clearly visible
through the Medium Green overpaint

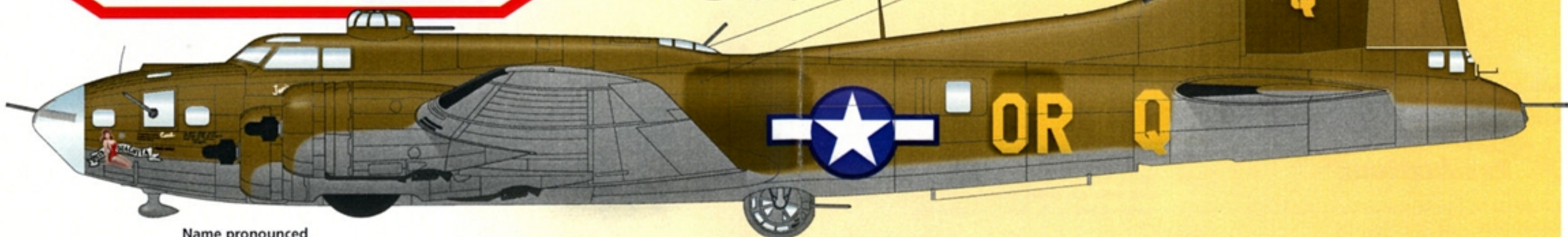
Olive Drab

Neutral Gray



B-17F-20-DL
91 BG/323 BS

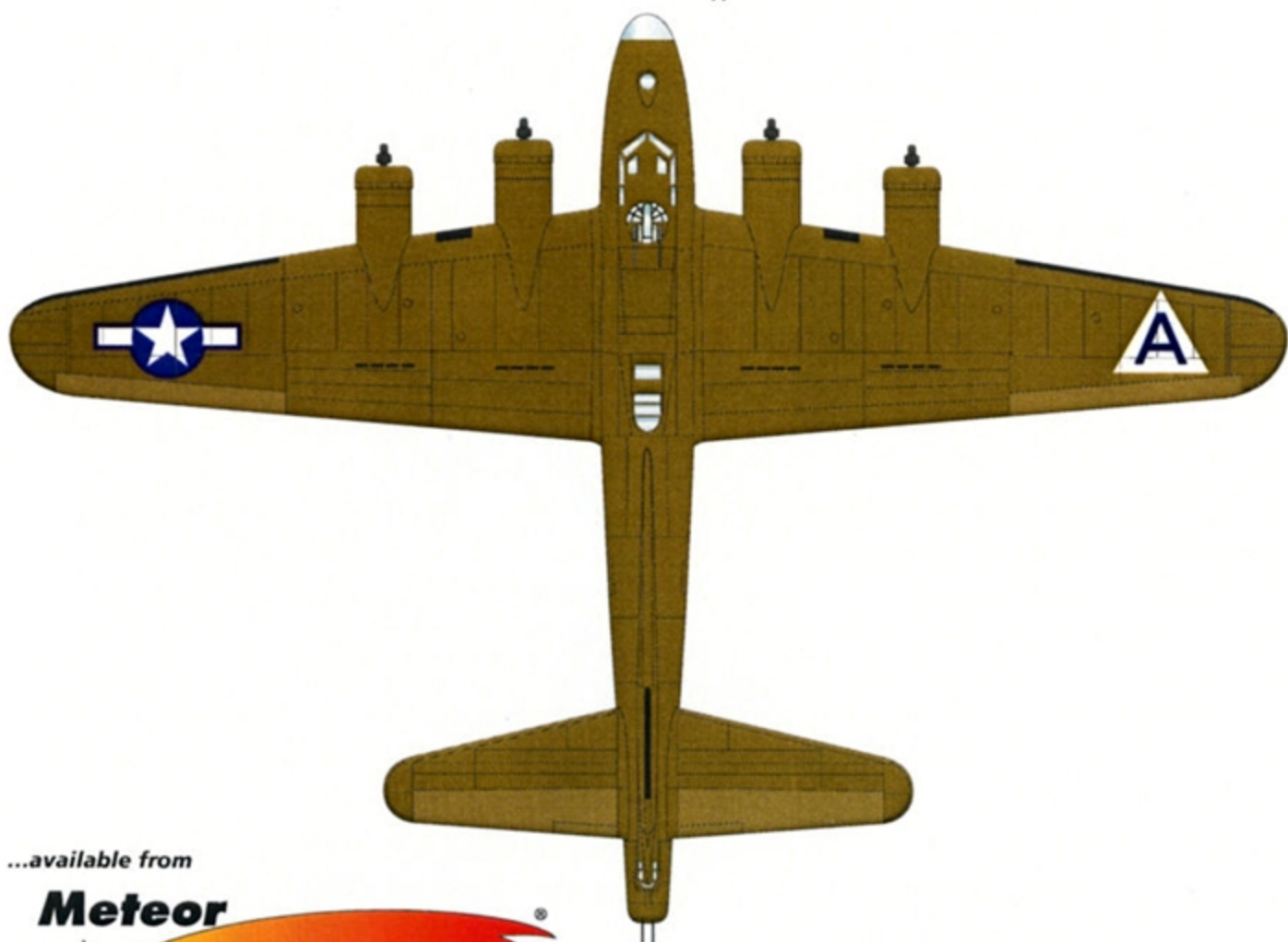
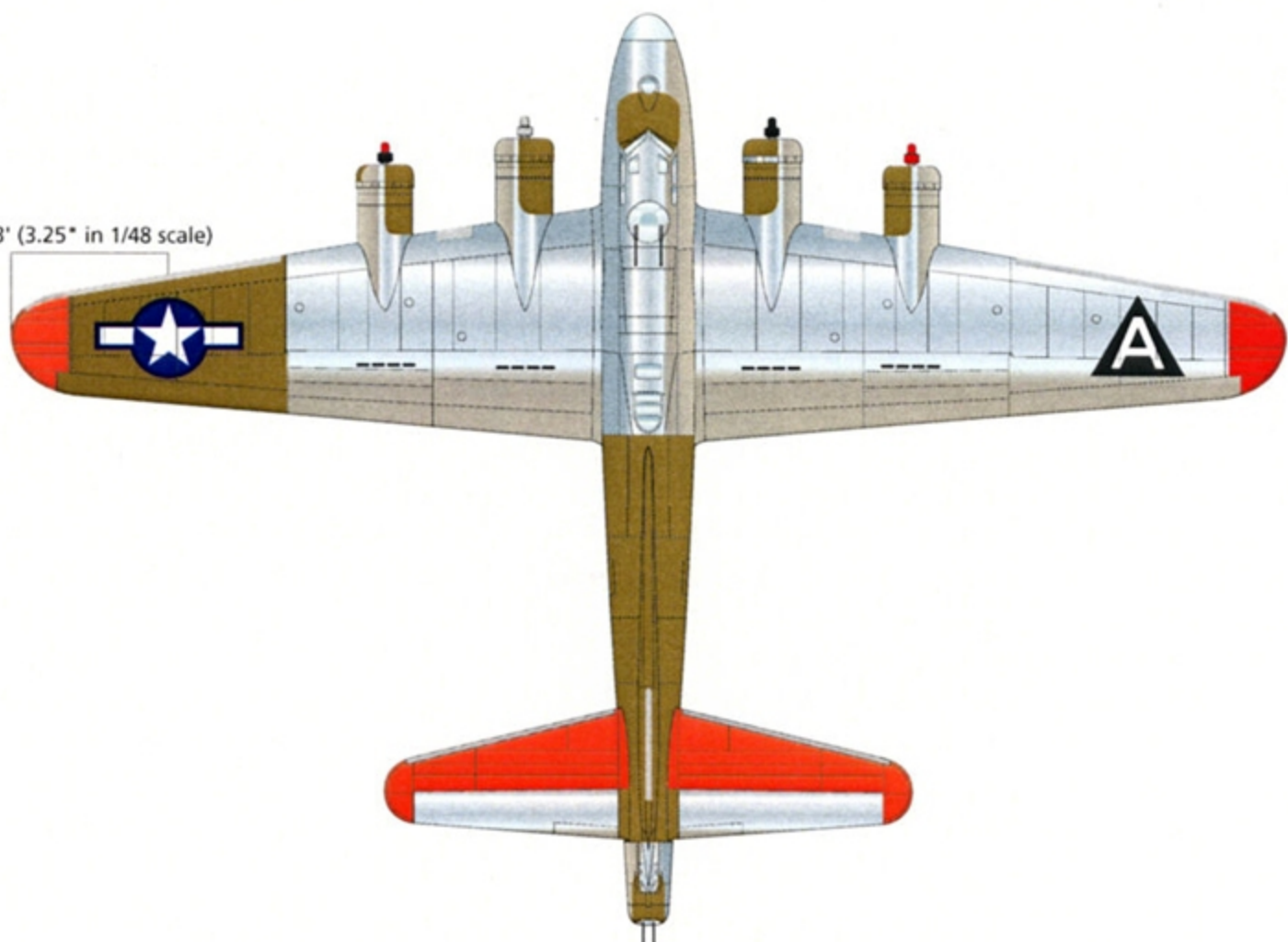
Lt Spencer Osterberg
Shot down by
Heinz Bär
21 Feb 44



Name pronounced
"WASH-it-ta:"

Special thanks to Mike "Eagle Eyes" Lampros

13' (3.25" in 1/48 scale)



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etc.!*

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Applying the Decals

You probably already know all this stuff, so feel free to use your regular process; however, if you're new to aftermarket decals, here goes:

- Generally, use the Microscale Finishing System. We don't recommend extremely strong decal solvents such as Solvaset.
- Your model must have a smooth, glossy surface, as decals won't adhere well to matte surfaces. Use gloss paints or your favorite clear gloss overspray over matte or semigloss paint.
- Cut each subject out without trimming off the slight excess film (this helps the decal film disappear when dry).
- Put the decal in warm water that has a drop or two of liquid dishwashing soap or photo-flo for 10 seconds.
- When the decal will slide off the backing paper without forcing it, apply it to the proper position on your model. Slide the backing paper out from underneath.
- Gently blot off excess water and smooth out bubbles under the decal surface. If you wish, carefully brush on a mild decal softener such as Micro-Sol.
- When all decals are completely dry, gently wash off all excess decal adhesive.
- Finally, overcoat your model with a good quality gloss coat, followed by your choice of matte or eggshell clear topcoat.

FS 595 Color Cross Reference

Neutral Gray	FS 6173 Xtracolor X158, Gunze Sangyo H053, Pro Modeler 88-0035, Floquil 303176
Olive Drab	FS 4087 Xtracolor X111, Floquil 303108/303170/303263, Gunze Sangyo H304, Modelmaster 1711, Mr Color 304, Pro Modeler 88-0028
Medium Green	FS 4092 Pro Modeler 88-0029, Floquil 303128/303172

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PYN-up 
PICK YOUR NOSE ART DECALS
PYND48044

Applying the Specialty Nose Art

PYN-ups has supplied you with the thinnest possible decal material to create a true masterpiece on your model. Some extra care is required when handling these decals. After applying the white background decal from the main decal sheet, carefully trim around the nose art decal to separate it from the rest of the paper. Only use room temperature water. Do NOT leave the decal in the water by itself. The material will curl on you. Place the image in the water and hold the opposite edges down against the paper (either with your fingers or cotton swabs) and wait for the decal to separate from the paper. Once it has separated, the tendency to curl will have passed for the most part. Gently slide the nose art decal on top of the previously applied white background decal.

Little Miss Mischief

When "Little Miss Mischief" joined the 91st Bomb Group on 15 June 1944, she looked just like any other natural metal replacement B-17G. Her first pilot, Joe Bessolo, named her Little Miss Mischief and went on to fly 27 of his 28 combat missions in her.

Her nose art, based on one of George Petty's Esquire centerfolds, was painted by the 91st Bomb Group's Tony Starcer. Upon finishing his task, Starcer told Bessolo "I outdid myself on this one!" Few people would have disagreed that LMM was one of the best of the more than 130 creations that came from the brush of one of the war's most famous nose art artists. But she would be remembered for more than just great nose art—unlike the typical B-17, she combined an amazing combat history with an unusual appearance.

LMM did her job well, and after Joe Bessolo's crew completed their tour she was taken over by other crews. Lt Paul McDowell was flying her on the 15 October 1944 mission to Köln (Cologne) when she became a victim of antiaircraft fire. Flak blew a large hole in the left side of the fuselage just above the ball turret, trapping gunner Sgt Ed Abdo inside. The same explosion wounded right waist gunner Glenn Slaughter. The rudder and trim cables were shot through as well.

McDowell salvaged the bombs while flight engineer Jim Hobbs grabbed and repaired the control cables flapping in the waist. Ball turret gunner Abdo was given blankets and oxygen bottles, and administered himself morphine, amazingly surviving the whole ordeal. The aircraft dropped down to lower altitude and flying at only about 100 miles per hour eventually made it home to Bassingbourn. Before landing the crew had to crank the landing gear down by hand. The fact that the aircraft had suffered such major damage, yet stayed intact long enough to bring her crew home, was a testament to the strength of the Flying Fortress and the indomitable spirit of the people who built them. But, it certainly appeared that LMM had flown her final mission.

At the 441st Sub Depot, the service unit attached to the 91st Bomb Group, Col Frank Kamykowski decided to make an extraordinary effort to repair this ship. He combined its undamaged front portion and wings with the rear fuselage from an older aircraft, most likely 42-31405 "Walleroo Mk. 2," a camouflaged B-17G-15-BO that had served with the 303rd Bomb Group's 359th Bomb Squadron and was salvaged on 12 August 1944. By the time they were finished the repaired plane incorporated parts from 13 different aircraft!

LMM's "half and half" finish made her one of the most conspicuous aircraft in the Eighth Air Force. After yet another raid on Köln, she was forced to make an emergency landing at Merville, France, on 6 January 1945, remaining on the continent for about a month. She rejoined the 91st upon her return, but lost an engine on 4 April 1945 while setting out to attack Fassberg, Germany, and was forced to abort the mission. Upon return to Bassingbourn her landing gear collapsed on landing and she again suffered major damage.

Repaired yet again, she transferred to the 306th Bomb Group at Thurleigh in May 1945. Presumably she was eventually scrapped—a sad end for one of the thousands of aluminum warriors that refused to stop fighting. All told, she flew more than 50 combat missions.

- Neither LMM nor the B-17 that contributed its rear fuselage ("Walleroo Mk. 2"), had the staggered waist gun windows that appeared on later B-17Gs. These were introduced on the Boeing and Vega production lines at Block 50 at both plants. We have a photo of LMM's starboard side that confirms this.
- While many B-17s were retrofitted with the improved "Pumpkin" tail turret (typically called the "Cheyenne Turret" in IPMS circles), LMM was not. Although artists' representations of LMM have often included this modified turret, no photos exist that show it was ever actually fitted to this plane. It is certainly true that a natural metal replacement tail turret enlivened the camouflaged aft end of LMM; but it was without doubt of the ORIGINAL type and not the improved "Pumpkin" type. There are plenty of photos that show LMM's tail turret as being the original type installed on the B-17E and on. Of course, it is slightly possible a Pumpkin turret was installed as part of her final rebuild just before she went to the 306th BG, but again, no photos, no proof.
- Note the "faded" bombs in the mission tally. Photos confirm this, although they can be difficult to see in

some of the books showing LMM's nose. All these bombs were originally red, as can be seen on this ship earlier in her career. We've provided PYN-up Decals for these faded bombs; simply apply the PYN decal over the top of the gray bombs on the standard decal sheet. They really look GREAT!

- We've shown the national insignia on our profile with the darker blue outline where the original red outline was overpainted with fresh, darker Insignia Blue paint. The B-17G that provided the rear fuselage (42-31405) was produced at Boeing at the tail end of the period when the red outlines were being applied at the factory, so the darker blue outline is reasonable. In most photos it appears the national insignia has a darker blue outline, but it's not so obvious in other photos, so as usual, check your own references.
- Although never shown in profile form before, the replacement camouflaged (olive drab over neutral gray) port outer wing is confirmed by a photo we found. The national insignia on the wing top cannot be seen, so we don't know whether it had a dark blue outline. In addition, some cowling panels were replaced with camouflaged sections as shown in our profile and top view. So, LMM had not only a camouflaged rear fuselage, but also a camouflaged left outer wing and some camouflaged cowling panels! What a colorful bird!
- Color photos of LMM show her 91st Bomb Group red fin was extremely faded; actually it was more of a pink than bright red. In addition, it has visible darker red vertical lines in it, although whether they are from undulations in the metal surface or from double color coverage as a spray gun was swung back and forth to paint the red tail is not clear. In any case, this effect is quite striking.
- The B-17G that donated its rear fuselage, Wallaroo Mk. 2, had the unit codes BN*X of the 303rd BG/359th BS. After this section was attached to the front end of LMM, the old codes were overpainted with Medium Green paint (ANA 612) EXACTLY as we've shown in our profiles. Although the codes on the port side were completely overpainted, the "B" on the starboard side was clearly showing through the Medium Green overpaint. To replicate this on your model, first apply the "B" decal in the position shown in our profile, then overspray it with Medium Green, allowing most of the outline of the "B" to show through your overpainting. After the Medium Green is completely dry, apply the fuselage national insignia on top, again as shown in our profile.
- Note the natural metal areas on the rear fuselage, and the natural metal rear crew entry door are confirmed by clear photos.
- This particular B-17 did NOT have a "blown" astrodome installed on the fuselage top immediately in front of the windscreen. Instead, a simple flat circular Plexiglas plate was put in the dome's place. This was far more common than you might think, and you'll do well to carefully examine photos of any B-17 you wish to model to determine whether it had a dome or flat panel in the astrodome fairing.

Miss Ouachita

"Miss Ouachita" (pronounced WASH-it-ta) became one of the most famous B-17s in the 8th AF because of a widely published series of German propaganda photos taken after she bellied in to a field in Germany after being shot down by Luftwaffe ace Oberstleutnant Heinz Bär. Bär's 221 confirmed aerial victories (some sources state 220) make him Germany's eighth highest-ranking ace, with Miss Ouachita one of his 21 four engine bomber victories.

When she was shot down, Miss Ouachita was one of the "Ragged Irregulars" of the 91st Bomb Group. But that isn't where her combat career started. Originally assigned to the 303rd BG at Molesworth in mid April 1943, after only one week and no combat missions she moved to the 306th BG at Thurleigh. After only about a month with the 306th's 369th Bomb Squadron, she was severely damaged and transferred to the Air Force Service Command for major repair. In June 1943 she was moved to the 2nd Advanced Air Depot at Little Staughton, where the required repairs were most likely completed.

Her story was not uncommon; at that time heavy bombers were in short supply and after overhauls or major repair were issued as replacements to whatever bomb group needed it—the policy of returning a specific airframe back to the unit it came from did not begin until later in the war.

On 23 August 1943 she was assigned to the 91st Bomb Group's 323rd Bomb Squadron at Bassingbourn. Tony Starcer, the 91st master nose artist, probably painted the artwork on her nose at this time, but direct evidence of this has not been found to date.

She began combat operations with the 91st in early September 1943. Warrington Dalton piloted this ship on her first successful mission, a raid on Stuttgart on the 6th. He would fly her for four more combat missions before she was passed to other crews. All told, 11 different 91st pilots flew Miss Ouachita on her 18 combat missions.

On Ouachita's final mission was Lt Spencer Osterberg's crew's fifth combat mission and first in this airplane. It was 21 February 1944 and their ship was one of eight 323rd BS planes enroute to bomb Luftwaffe airfields at Gutersloh and Achmer. There is some dissention regarding this information; some sources state the date as 22 February, but the squadron's daily report posted on the unit's website gives the 21st. Roger Freeman's *Mighty Eighth War Diary* lists Gutersloh as the primary target for that date.

The weather was poor that day, and things went wrong from the start. The First Bombardment Wing had no pathfinder aircraft; the fighter escort failed to meet them at the rendezvous point, and just as the large

formation came to a place deep inside enemy territory where they needed to make a turn they flew into a large cloudbank. When they finally broke into the clear, Miss Ouachita was separated from the rest of the formation by about a mile. As she attempted to rejoin the group, Fw 190s attacked and knocked out an engine, badly wounded the radio operator, killed the top turret gunner, shot away the rudder controls, and made many gun positions inoperable.

Osterberg reduced his altitude, salvaged his bombs, and turned for home. A second engine failed and the pilot gave the bail out order. Two men jumped, but one engine was restarted and the remaining crew decided to stay with the plane in hope of getting home safely. Flying over Germany at treetop level for more than an hour, they had the additional bad luck to fly right across a Luftwaffe fighter base. This time they came under attack by Bär. A shell exploded inside the cockpit wounding Osterberg and killing his copilot. The wounded Osterberg successfully bellied her into an open field at Bexten, Germany, near Salzburg. The surviving crewmembers spent the remainder of the war in German prisoner of war camps.

The following day Bär visited the crash site, an event filmed for propaganda purposes. It is from this film and still photos taken at the same time that Miss Ouachita's place in history was secured. Luftwaffe salvage experts considered the aircraft to be repairable to flight status, but she was sighted by Allied fighters very quickly thereafter and completely destroyed while still laying in the open field.

- Although it has been stated in print that Miss Ouachita's code letters (OR*Q) were not painted on when she was shot down, photos clearly show this was not the case and the 91st Bomb Group's normal location and sizing procedures were followed. Photos taken after she was shot down clearly show darker olive drab areas where earlier unit codes were painted out prior to the 323rd BS marking being applied. Note the "Q" on the rear fuselage on the left side was somewhat higher than the "OR" codes. This phenomenon was observed on other squadron aircraft as well.
- This particular B-17 did NOT have a "blown" astrodome installed on the fuselage top immediately in front of the windscreen. Instead, a simple flat circular Plexiglas plate was put in the dome's place. This was far more common than you might think, and you'll do well to carefully examine photos of any B-17 you wish to model to determine whether it had a dome or flat panel in the astrodome fairing.
- Note this aircraft had the "B-17E" style top turret; its shape was the same as on most B-17Fs, but its front quarter "vision panels" were actually painted sheet metal as on the B-17E. These panels were replaced by clear Plexiglas on most later B-17Fs.
- National insignia are available on Cutting Edge decal sheets CED48262 and CED48263, which give you a selection of B-17 insignia (with and without the dark blue outline).
- Available photos are not sharp enough to clearly read the name painted under the left cockpit. It was almost certainly "Janis" but it could also have been "Janie;" both variations are supplied. Note that all the names were crudely applied.
- No color photos of Miss Ouachita are known to exist, and it's unclear precisely what color the female's swimsuit was. Based on tonal value analysis, it was probably blue, but personally I like red better and red is certainly a viable choice. We've provided both. Also, there is some color to the banner edging in addition to black; we've provided the likely alternatives.
- Surprisingly, this aircraft actually had TWO data blocks applied to the left front fuselage. The forward block is different from any we've ever seen on a B-17, and was probably applied before delivery to the 91st at one of the repair depots due to slight overspraying of the original data block.
- Photos confirm the prop blades had stenciling but no Hamilton Standard logos.
- Photos of the right side of the nose, where the 91st normally applied mission markings, do not seem to exist. Even though many different crews flew this ship, it's still likely the crew chief applied mission markings, so we've provided 18 bomb shapes you can use if you wish. Again, we do not know whether the mission markings were in fact applied, and of course don't know what pattern was used. The bomb decals provided are typical of other 323rd BS B-17Fs of this time period.
- Sources disagree as to whether Ouachita had completed 18 combat missions at the time of her crash or was on her 18th mission; we've provided 18 bomb markings anyway.
- This aircraft was produced with simple "cocarde" national insignia (blue circles with white stars). It's unclear from photos whether the white stars were overpainted with gray paint, as was often done in the 8th AF, but it appears they certainly could have been. They were further modified in the field with white bars (again, possibly overpainted with gray) and a red outline during her operational period, although the red outlines were almost certainly overpainted with fresh Insignia Blue by the time she was shot down on 21 February 1944—well after the changeover to blue outlines.
- As noted earlier, the 306th BG code letters were painted out before the 91st codes were applied. Although sources differ, the earlier codes were probably WW*U or WW*R. In any case, the overpainting is clearly visible in the German propaganda photos.
- Although sometimes portrayed by artists with 91st BG red tail and wingtip markings, this ship certainly DID NOT have these markings! They were not instituted until July 1944, more than five months after she was lost.