

Lifelike Decals

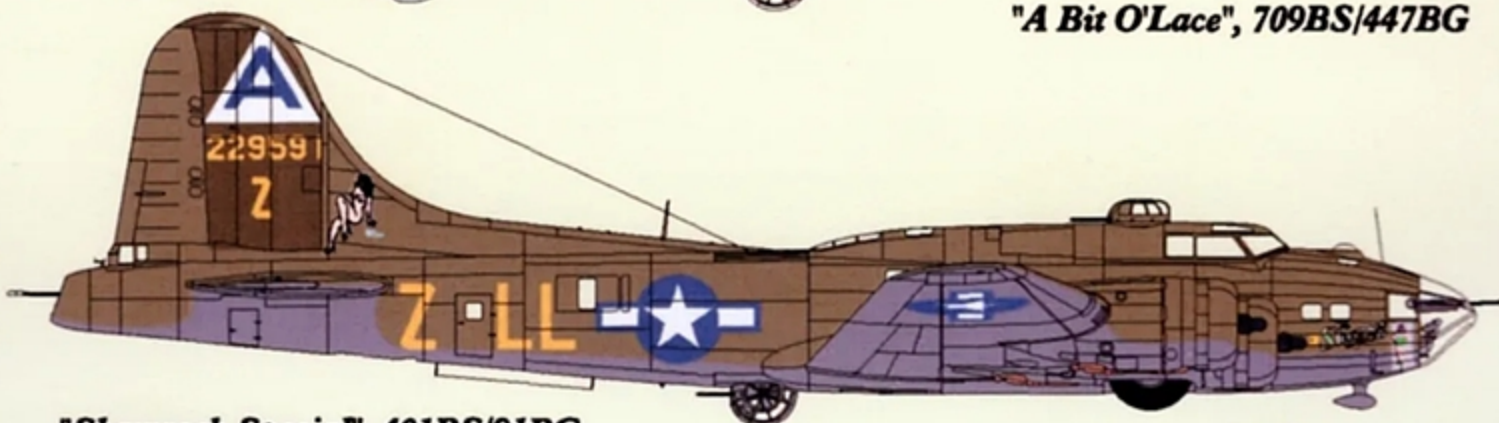
72-014

Boeing B-17 Flying Fortress Part 1

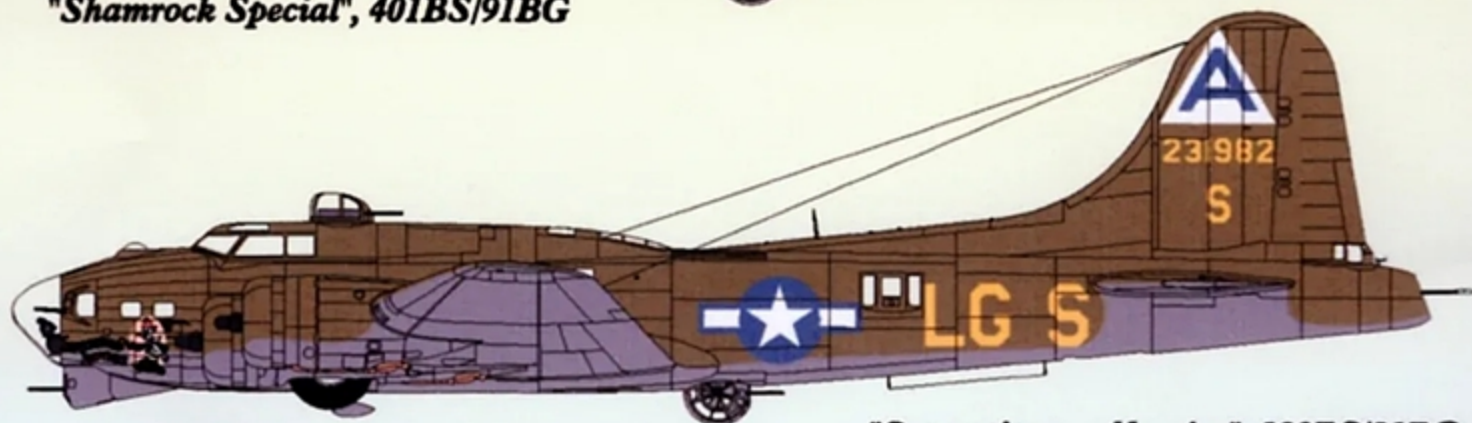
Limited Edition!



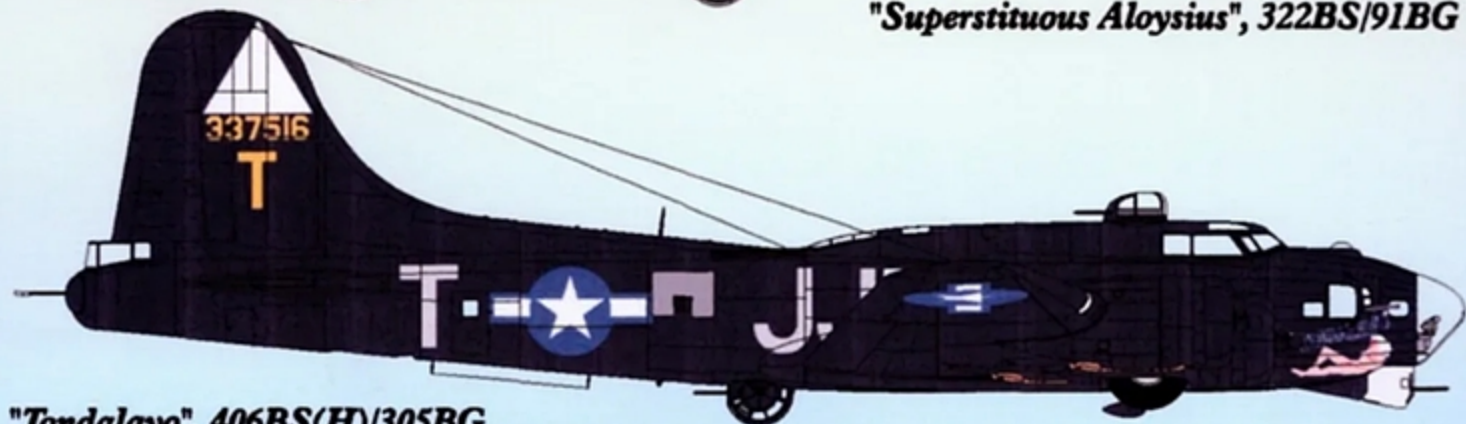
"A Bit O'Lace", 709BS/447BG



"Shamrock Special", 401BS/91BG



"Superstitious Aloysius", 322BS/91BG



"Tondalayo", 406BS(H)/305BG

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Recommended kits: F: Academy or Hasegawa

G: Academy or Hasegawa (for "Tondalayo" only)

Lifelike Decals wants to hear from you and your input.

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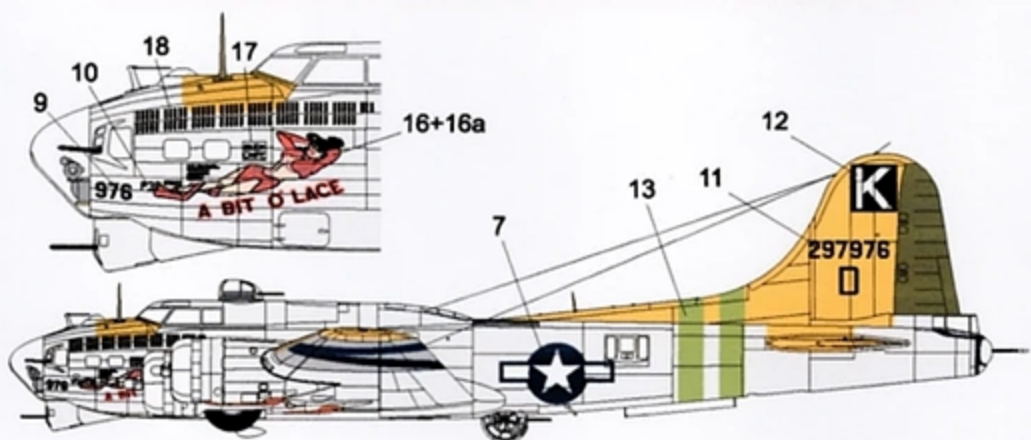
All of the nose art and mission marks are based on the correct position of nose guns and windows of B-17, but regrettably Academy or Hasegawa kits do not reproduce these parts correctly. The differences are shown in the attached sheet.

A/C #1

B-17G-40-VE, s/n 42-67976, "A BIT O'LACE", 708BS/447BG, Rattlesden AB/UK, spring 1945.

This is a very famous A/C with the nose art of Milton Caniff on its left side, and a total of 10 photos of this A/C are known to us (references 1-8 and illustration in ref. 8-10). The color photos in references 1, 2, 6 and 7 clearly show that (1) there is no nose art nor mission marks on its right side, (2) it was fitted with replacement rudder, left flap, left elevator and left outer wing in OD color after severe flak damage to the tail section on April 4, 1945, and OD paint on outer left wing is extensively peeled off, (3) engine nacelles are painted in white and anti-glare OD. Further enlargement of the large close-up photo of the nose art in ref. 2 shows that "A BIT O'LACE" is outlined in red, which is also observable in the color photo of ref. 7. It completed 83 missions.

This A/C joined 447BG in June 1944, and was initially named "Louis The Creep" (without nose art), but its name was changed to "A BIT O'LACE" in November 1944 (ref. 7). It survived the war, and returned to the States, but was scrapped at Kingman/Arizona.

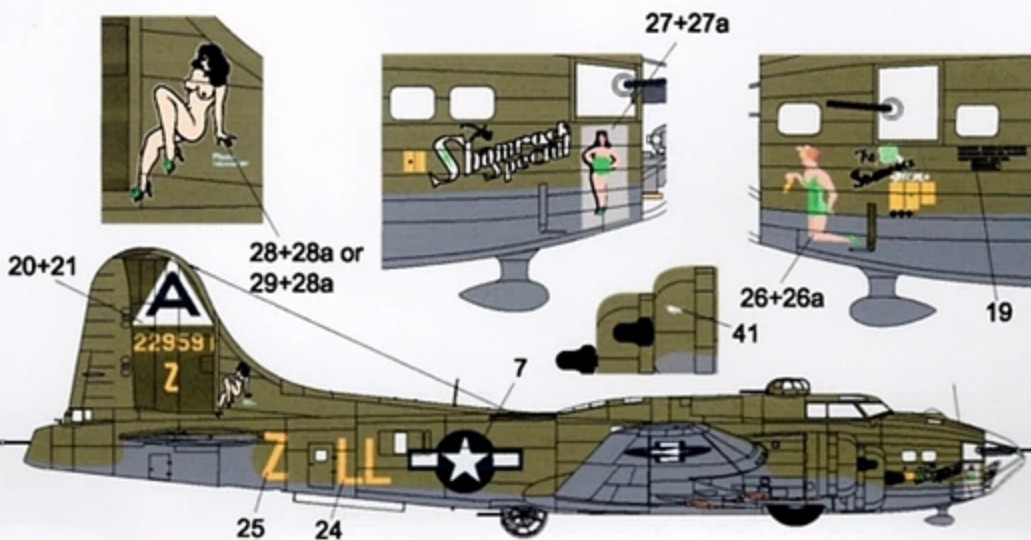


A/C #2

B-17F-60-BO, s/n 42-29591, "Shamrock Special", 401BS/91BG, Basingbourn AB/UK, October 1943.

This is a rather well-known A/C with 3 arts (left/right nose, and tail). It is illustrated in ref. 11 (without any hint of left side nose art), and a total 12 photos of this A/C are shown in ref. 2, 12 and 13. For the right side nose art, only 2 indistinct photos are shown in ref. 12, but we could get its much clearer and bigger photo from the painter of the art, Mr. Jack Gaffney, and Group's photographer, Mr. Joseph Harlick, and color information of all arts are kindly given by Jack. His shot of putting a finishing touch to the tail art is shown in ref. 2 and 12. He is now living in his hometown at the age of 91 (November 2009), and his brief career is shown in ref. 2. His stepfather has Irish ancestry, thus he put "kelly green" color and lucky four-leaf clover on the arts. The bomb marks are always yellow, and one bomb mission mark has a dark blue star in it, indicating being the leader a/c in that mission. Please note the small clover in the large S on the right side. On the left side a girl is aiming a target with a yellow bomb, and has a scarf wrapping her blond hair.

Jack sent us an illustration of tail art with black outline and black shoes. This is in line with the photo in ref. 2, but strangely the photo on p108 and 121 of ref. 13 shows much lighter shade and lighter color shoes than hair. As this tail art was lost on October 9, 1943 by the collision of "The Careful Virgin" (Jack nar-



rowly escaped this accident by stepping out of the A/C instant before.), and was not re-applied on the replacement tail section, there can't be two such tail arts. Though we believe Jack's illustration with black shoes is right (mark 28), we provide here another art (mark 29) with different shoes color. 337 on the tail

is the last digits of Jack's home phone.

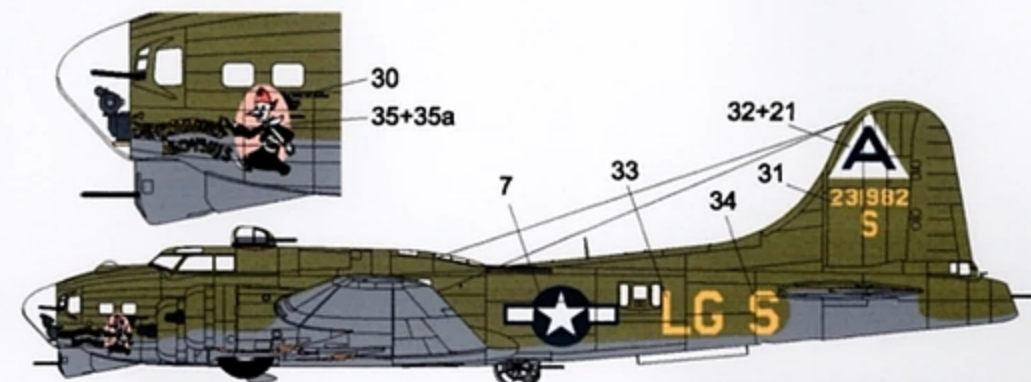
This A/C came from the 95th BG on June 16, 1943, and flew a total of 26 missions before being transferred (April 1944) to Air Force Service Command to become a General's personal A/C, and then to USA (June 1944). It was finally scrapped at Kingman/Arizona.

A/C #3

B-17G-35-BO, s/n 42-31982, "Superstitious Aloysius", 322BS/91BG, Basingbourn AB/UK, July 1944.

This is another B-17 from 91BG with "Superstitious Aloysius" nose art, which is very popular for bringing "good luck". Three photos of this nose art are shown in ref. 12, but we could get much clearer and bigger photos (along with a colored image of nose art) from Mr. Tracy Stuckey and Mr. Joseph Harlick. The nose art differs slightly from the original design for lucky card by Albert Freedman. Its A/C code and s/n is established in ref. 12, but we could not be confident of the existence of the tall high visibility red painting which started in July 1944. Mr. Jack Gaffney suggested its non-existence, as "Destiny's Child" (shot down on the same day, July 20, 1944 with "Superstitious Aloysius") did not carry this tail marking. Our illustration follows Jack's view.

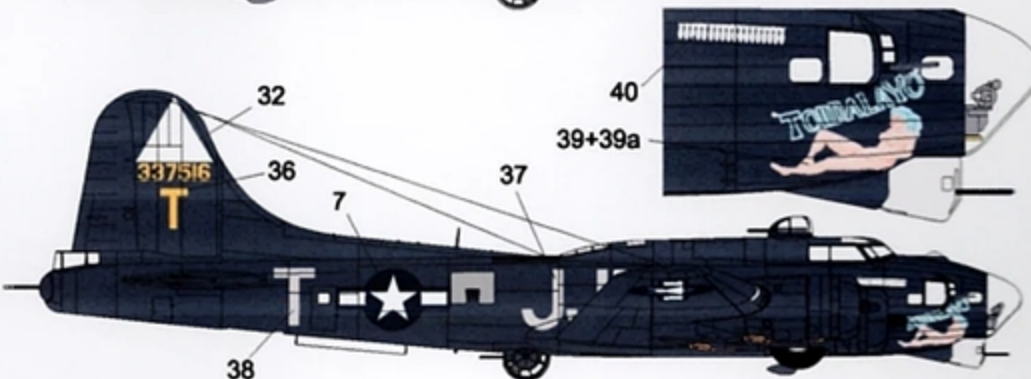
This A/C was shot down by enemy fighters, and the 3 crews were killed and 6 became POW (including the pilot, 2nd Lt. Albert Deshaw).



A/C #4

B-17G-65-BO, s/n 43-37516, "Tondalayo", 406BS(h)/305BG, Cheddington AB/UK, February 1945.

This is a black beauty B-17 with a nose art. Tondalayo originally belonged to 305BG/422BS, but was transferred to 406BS on June 28, 1944. It was engaged in the night leaflet dropping mission, and was painted overall black. A total of 4 photos at this stage are shown in ref. 14-16 and 5. Its code and s/n is defined by ref. 14, and from some of the photos therein JJ code letter is the round-shaped one, not 45 degree edged. The color photo in ref. 5 clearly shows that (1) it is fitted with the Cheyenne tail turret, (2) the word "Tondalayo" is light blue, not yellow as shown in ref. 11, and (3) the nose art has a mixture of light blue-grey and white hair. The details of the body are still not clear, and the mark 39 is our best guess. Its tail has white triangle, which is reminiscent of the original 305BG, but we are not



whether it also carried the same white triangle on its right upper wing or not. This A/C was caught fire by British shore batteries of Clacton

on March 4, 1945, and crashed into the sea in flames, causing the life of Lt. Col. Earle Aber (CO of the Sq.) and 2nd Lt. Maurice Harper.