

## **THE FORTRESS (B-17) IN BOMBER COMMAND**

In March 1938, Hitler invaded Austria. In anticipation of a war, the British government wanted to increase aircraft production and sent an Air Mission to the USA to examine large aircraft companies. One of the members of the mission was Air Commodore Arthur Harris, future Commander-In-Chief of Bomber Command. They ordered 400 Harvard trainers and 200 Lockheed Hudson bombers.

In 1940, Great Britain and the USA were concerned with possible attacks in the North Atlantic as Nazi bombers had already been over Iceland so they established the Permanent Joint Board of Defence for the northern part of the western hemisphere. Britain gave the USA rights to bases in Newfoundland and Bermuda. This later facilitated the movement of aircraft and ships between the USA and Britain. In March 1941, President Roosevelt signed the Lend-Lease Bill to allow war material to be provided to other nations on loan, transfer or sale.

Eventually over 2,000 Hudson bombers were delivered and provided to over 20 RAF squadrons during the war. In addition, over 350 Venturas, over 1000 Douglas Bostons, over 500 Martin Marauders, over 1000 Martin Baltimores, 170 B-17s (mostly C models and were referred to as Fortresses in the RAF. One source stated only 124 B-17s went to the RAF. 1800 B-24s were provided to squadrons in various RAF commands. The USA provided 164 B-25C Mitchell Mk II light bombers and photographic aircraft to Bomber Command. The RAF received almost 900 B-25s starting in January 1943 to replace its Venturas, Bostons and Wellingtons. A photo gallery of the various aircraft is available in the Annex to this article.

Bomber Command allocated its B-17s to 90, 214 and 223 Squadrons. The RCAF purchased six used B-17s for 168 Heavy Transport Squadron based in Rockcliffe, Ontario to take mail and supplies to RCAF units in Europe and Africa. 223 Squadron RAF was equipped with 20 B-24 bombers which were used to electronically jam German radar. Coastal Command used many B-24s in its operations. A large number of these aircraft served in the Middle East. Some aircraft were sent to Russia. Some such as the B-24 were also provided to the RCAF and the RAAF.

Shipping aircraft by sea would take about three months while flying them would take about 10 days. The USA was not at war, so custom regulations had to be followed. In September 1940, the first Hudsons were flown to Pembina (about 60 miles south of Winnipeg, MB) in North Dakota adjacent to the Canada US border then towed across the Canadian border. From there, the Canadian Pacific Air Service, established by the Canadian Pacific Railway Company, flew the aircraft to Britain. There were six airports where aircraft landed in the USA and were towed into Canada, sometimes with tractors and even horses.

In July 1941, it was decided to build an airfield at Goose Bay, Labrador. Within a month, three temporary runways each 7,000 feet long had been built and the first military aircraft landed 9 December 1941. This facilitated the movement of aircraft from North

America to Britain using Great Circle Routes. By September 1945, Goose Bay had 25,000 military aircraft transit through its airport.

### Comparison of B-17 to other WWII and two more modern bombers

AIRCRAFT	B-17 E	B-24 D	Lancaster Mk I	Halifax Mk II	B-52 G	B-2
Engines	4	4	4	4	8	4
Wing Span	103 ft 9 in	110 ft	102 ft	98 ft 10 in	185	172
Length	73 ft 10 in	66 ft 4 in	59 ft 6 in	71 ft 7 in	157.6 ft	69
Speed	318 mph	303 mph	275 mph	256 mph	634	680
Range <sup>1</sup> (mi)	3,300 mi	2850 mi	2530 mi	1900 mi	7,100	6,000
Ceiling(ft)	36,000 ft	32,000 ft	24,500 ft	21,000	46,000	50,000
Bomb Load - Max	4,000 lb	16,000 lb	12,000 lb	13,000	54,000	50,000
Machine Guns	8 @ .50, 1 @ .30	11 @ .50	8 @ .303	10 @ .303	4 @ .50	None
Crew	6 to 9	10	7	6	6	2

1 – Range with less than maximum load

The B-17 had several advantages over the Lancaster and the Halifax. It was faster, had more range and a higher ceiling. The 50 calibre guns had a longer range and more destructive power than the British .303. The Halifax and Lancaster could carry three times the bomb load of the B-17. The Lancaster had a much larger bomb load than the B-17 as it carried less fuel, had less crew, less armament and other items that were not necessary for the mission. The B-17 needed a larger fuel load to enable it to climb to the higher altitude and to carry its larger crew, armament and other items. A hundred Halifax or Lancasters could deliver the same amount of bombs that 300 B-17s could. The Lancaster with some modifications was able to carry the Grand Slam bomb which weighed 22,400 lbs, almost double the design bomb load of a Lancaster. This was made possible due to its 33-foot-long bomb bay. The B-17s provided Bomber Command with long range bombing capability until more Halifaxes and Lancasters were provided to Bomber Command. Despite B-17s being available, initial use of B-17s as bombers by 90 Squadron in 1941 were disappointing to the RAF. B-17s were later used by Bomber Command in 214 and 223 Squadrons for electronic warfare.

Armour in the B-17 consisted of armour plate applied to the backs of both pilot seats, bulkhead #3 in front of the cockpit and bulkhead #4 in front of the bomb bay. The ball turret had armour plating that the gunner sat on.

The crew of a B-17 in the USAAF consisted of four officers in the positions of pilot, co-pilot, navigator, and bombardier and five or six non-commissioned positions which often had dual roles namely waist gunner/engineer, ball turret gunner, radio operator, flight

engineer/gunner, first engineer/gunner, second engineer/waist gunner and armourer/gunner. Tail guns were not added to B-17 until the E model was built. The pilot was in command of both the aircraft and the crew. The co-pilot assisted the pilot with flying duties and assisting other crew members such as coordinating firing by the gunners when the aircraft was attacked. The USAAF sometimes put an experienced pilot in the tail gunner position of the lead aircraft of a large formation to provide information to the lead pilot on the status of the formation. The USAAF considered the complexity of the plane too much to rely on the memory of the pilot and led to the development of checklists for the pilot and co-pilot to use.

Coastal Command sent some aircrew to the USA to train on the B-17. Forty RAF aircrew were trained at McCord Air Force Base in Washington in early 1941. The USAAF sent advisors to the UK to train RAF aircrew on the B-17 prior to the USA entering the war in Europe. The RAF requested the B-17s be equipped with self sealing fuel tanks before being sent from America. The first 20 B-17s arrived in England in April 1941 with USAAF Major Walsh to train RAF crews. The Halifax had entered service in November 1940 and the Lancaster later in March 1942.

## **PROBLEMS**

The B-17Cs sent to the RAF were early models and numerous improvements to improve the reliability, performance and effectiveness were made as the war progressed. Heavier forward armament was added to later models.

Flying at 30,000 ft posed several challenges for the aircraft. Each engine was fitted with a turbo-exhaust supercharger to compensate for the thin atmosphere. As fuel can boil at such elevations, a new type of fuel pump was developed to prevent vapour lock.

Cold, air sickness and lack of oxygen are common problems of flying at 30,000 ft where the air temperature is  $-44^{\circ}\text{C}$ . The crews were trained on the dangers of lack of oxygen and its effect on judgement. This included sessions in a pressure chamber where they were exposed to pressures at 30,000 ft and how to use their oxygen apparatus.

The Fortress crews sometimes had to fly with some windows open to prevent frost on the Perspex which could otherwise get up to  $\frac{1}{4}$  inch thick and obscure vision. Wearing warm flying clothes before boarding the aircraft made the crew sweat on hot summer days. The sweat later froze in the unheated part of the aircraft at high and cold elevations. This made movement of fingers and hands painful for the crew as the hand coverings were not electrically heated like the flying suit. Most positions in the plane were cramped. Only the five positions in the nose had any heat.

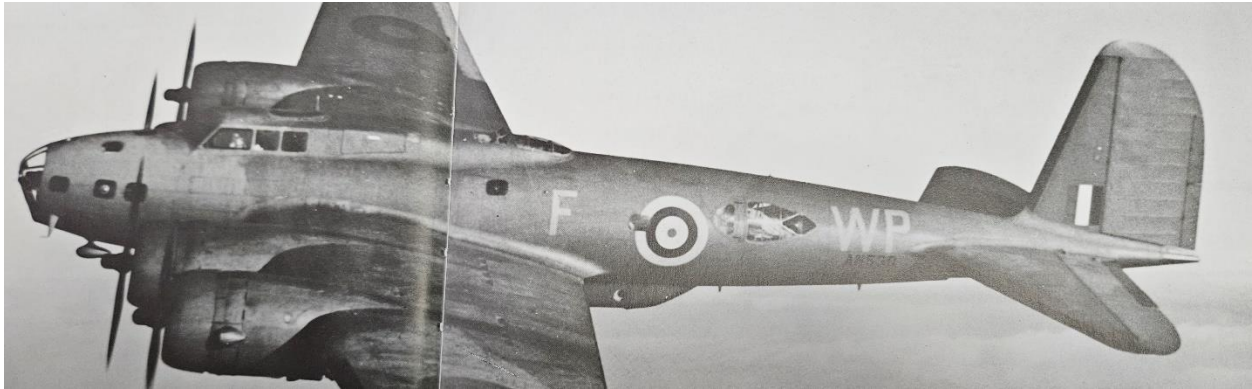
Other problems were inadequate defensive armament (no tail gun), fuel tanks lacked proper protection such as self sealing and a poor bomb sight. To be fair, the British bombers in 1941 had a low level of accuracy as only one in three bombers were able to drop their bombs within five miles of the target. Support for the operation of the

Fortress was hampered as spare parts were not made locally. Also, the Fortress could only carry American bombs which were not abundant in Britain.

As the ceiling for the Fortress was 10,000 ft more than the Halifax or Lancaster, potential crew members had to undergo a four-hour test in a decompression chamber that simulated breathing oxygen at 35,000 ft.

The Fortress was designed for hard runway surfaces. This sometimes cause problems for the pilots when landing at a diversion airfield in the dark to find out it was a grassed aerodrome.

Before the USA entered the war, Lt. Follett Bradley Jr, USAAF, was sent to train RAF aircrew on the operation of the B-17. He died in a crash of an RAF B-17 of 90 Squadron at RAF West Raynham on June 22, 1941. The aircraft broke up during a high-altitude experimental flight which reached 33,000 ft. He was the first American USAAF member to die in WWII.



90 Squadron Fortress I. (Source - *B-17 Flying Fortress*)

On July 8, 1941, 90 Squadron RAF sent three Fortresses on a trial mission to bomb the naval barracks at Wilhelmshaven. One had mechanical problems and turned back and bombed a secondary target. According to Jablonski in his book "Flying Fortress" the remaining two failed to hit anything when they bombed from 30,000 feet. Wilson's book "Boeing B-17, B-29 & Lancaster" contradicts this stating these two Fortresses put their bombs on target. When the Fortresses were attacked by a fighter, they were unable to return fire as the guns had frozen.

On July 24, 1941, the Fortresses led a daylight attack on Brest with Wellingtons and Hampdens in the group. With the Fortresses at a high level, they were very difficult to see or hear by those on the ground. The sound of bombs falling was the first indication those on the ground were under attack and caused confusion among the defenders. With support of Spitfires, the raid was a success. All Fortresses returned to England but one was so badly shot up the it fell apart when it landed.

On July 26, 1941, a Fortress made an armed reconnaissance flight during daylight over the port of Emden. The photographs taken of the damage confirmed the accuracy of

the American automatic bomb sight. Dropping bombs from 30,000 ft resulted in a terminal velocity of the bombs of between 600 to 700 mph and increased the damage. At this level, the air is clear and too cold for water vapour which are advantages. However, cloud cover below can hinder bombing operations. Fortresses were most useful in periods of clear weather and the summer. Fortresses were used for missions in the Mediterranean and the Middle East during the winter months rather than over Europe.

Fortresses and Hampdens were also used for diversionary attacks in France, Germany and Holland while a large bomber force did daylight bombing of industrial targets around Cologne on August 11, 1941.

An advantage of the Fortress was it could fly at over 30,000 ft well above the bomber stream. This made them more difficult for enemy fighters to intercept them. The first interception of a Fortress occurred August 15, 1941, when a Fortress had separated from the other Fortresses during a daylight raid on Brest and was intercepted by several enemy fighters. Despite severe damage and wounded crew, the aircraft managed to return to a small aerodrome on the English coast.

By September 12, 1941, 90 Squadron and carried out 39 sorties with the Fortresses. Of those sorties, 19 hit their primary targets, two hit their secondary targets and 18 were aborted for undisclosed reasons. Eight of the 20 aircraft were lost in two months of operation.

On September 25, 1941, the last bombing operation by RAF Fortress aircraft in Europe was an abortive sortie against Emden by 90 Squadron. Additional missions in the fall had discouraging results due to problems with precision bombing and vulnerability to attacks to the rear by fighters. Also, the guns frequently froze up at high altitudes. The expectation that the Fortress was safe from fighters at 30,000 ft was disproved as the Messerschmitt fighters Bf109 models E and F could attack the aircraft at up to 32,000 ft.

USAAF observers reported that the RAF had overloaded the planes, that they tried to bomb from too great an altitude, failures in the oxygen and hearing systems impaired crew efficiency and the crews were under trained. They also wanted the Fortresses to be operated in large numbers to provide maximum defence with interlacing patterns of fire. The RAF has used them in small groups of three or four.



B-17E Flying Fortress during a stop at Dorval airport, Quebec. enroute to RAF Coastal Command. The ASV radar antennae under the wings and on the nose are a slightly modified version of the H2S radar used by Bomber Command in its Fortresses. (Source – <https://www.silverhawkauthor.com/post/canadian-warplanes-4-boeing-b-17-flying-fortress>)

After their withdrawal from bombing missions, the Fortresses were used for jamming German radar and windowing operations. The Fortresses were usually put in the middle of the bomber stream which frequently consisted of Lancasters and Halifaxes. A danger on dark nights was the Fortress had a single fin on the tail like most of the enemy aircraft while the allied bombers had double fins. A constant hazard was the chance that the Fortress would be mistaken for an enemy aircraft and shot at.

During their time in Bomber Command on bombing missions, Fortresses were dispatched on 52 bomb raids but only 24 attacked the target. On these raids, two Fortresses went missing and one was damaged. On other missions such as electronic warfare, Fortresses were dispatched 1,289 times. On these operations, 11 Fortresses went missing and five were damaged. Fortresses were not used for sea mining.

Some USAAF B-17s were forced down or made emergency landings behind enemy lines. The Luftwaffe managed to repair seven to 40 (number varies with sources) of these B-17 and used them for their own purposes such as reconnaissance, spying and training their fighter pilots. In a few cases, they kept the USAAF markings to use their B-17 to infiltrate Allied bomber streams.

Coastal Command received 45 B-17 models in August 1942 which were named Fortress IIA. Bomber Command and Coastal Command received 85 B-17G models between September 4, 1943 and April 13, 1945 and were referred to as Fortress III. By the end of the war the RAF had received 170 Fortresses.

## Crew Impressions

Air Marshall Sir Arthur Harris, Commander of Bomber Command wrote to USAAF General Arnold that the B-17 was “a very fine airplane”. Arnold was not impressed with the RAF’s use of the B-17s and said “The British never gave the Fortress a chance...”

In the book, “A Bomber’s Battle” written by ‘Wing Commander’ in 1943 (the name of the RAF Wing Commander was not used for security reasons), the captain of a Fortress said in a broadcast “It appears flying at great heights gives the airman a sense of power and almost of exaltation. He can see the curve of the earth, and the colour of everything below him is richer and more intense than in the normal world. The sea, as the Fortresses cross the Channel is a deep sapphire-blue, and the sky where it meets the sea is of as brilliant a colour.” Returning from the raid on Brest, one pilot reported “these Fortresses are wonderful aircraft-perfectly maneuverable, steady as a battleship and incredibly efficient. We thank you in America”.



214 Squadron Fortress III. (Source - *B-17 Flying Fortress*)

Flight Lieutenant (F/L) Murray Peden, DFC, an RCAF pilot, joined 214 Squadron RAF in January 1944 to fly B-17s Flying Fortresses to provide radar countermeasures for bombing raids. He was impressed with the Fortress. Following are some of his comments on the Fortress from his book “A Thousand Shall Fall”:

”My love affair with the Fortress started on the first takeoff. There was no tendency to swing on takeoff, none whatever. The Fortress soared into the

air like a carefree gull, and kept climbing effortlessly. To an old Stirling pilot, her rate of climb was enough to gladden the heart. Furthermore, she was as stable as a basic trainer in the air, and at the end of the approach, when I flared out to land, I found that she floated as lightly as an Anson. In short, she was a beautiful plane to fly: graceful, responsive, stable, forgiving and as reliable as the sunrise. After the Stirling, a most demanding aircraft on takeoff and landing, the Fortress was a pilot's dream."

"... with Stromberg injection carburettor, negative G would not cause the engines to cut out; consequently, in evasive action, a much sharper start to the corkscrew was possible – so sharp, indeed that Sam and J.B. cursed me heartily as I caused them to float weightlessly in the nose compartment, then brought them crashing down on top of one another...."

During night flying including landings with his crew and some passengers Murray Peden declared

"After three hours without the slightest problem, we were satisfied that the Fort as she was in so many other ways, was a first class aeroplane to fly at night."

Peden spent the period from April 4 to April 12, 1944 at the Bomber Development Unit in Newmarket doing trials with the Fortress. These evaluations resulted in the following changes or modifications:

- The ball turrets were removed as the visibility at night was so limited that it was virtually useless
- Squadron reverted to its own high pressure oxygen system
- Intercom system modified to use RAF microphones rather than American throat microphones.
- Special traps fitted to the underside of the turbo superchargers to hide the blue flames that would be highly visible at night.

The crew was increased from seven to ten. One was a combination window dropper and waist gunner. Another was a wireless operator who understood German to operate the equipment to jam German communications. The co-pilot's seat was used by the flight engineer instead of a co-pilot like the USAAF.

F/L Peden's first mission was to be one of 214 Squadron's specially equipped Fortresses interspersed in the main bomber stream for a night attack on Karlsruhe in southern Germany on April 24, 1944. The Fortress returned unscathed.

On May 1 and May 8, 214 Squadron's Fortresses were part of combined Bomber Command and USAAF raids on the railway yards at Chambly and Haine St Pierre. 214 Squadron lost its first Fortress during a raid on Aachen, Germany the night of May 25 when it was shot down by a night fighter.



The night of June 5, 214 Squadron provided five Fortresses to provide window and jamming with 15 Lancasters to provide a patrol line about 80 to 90 miles north of the Normandy beaches. The Fortresses flew at 27,000 feet, well above the Lancasters. On the last leg, F/L Peden started a descent towards the coast and encountered heavy icing. His forward view was cut off by two inches of clear ice which built up on the windshield. It cleared up as they descended to lower altitude. After 6 hours and 25 minutes the crew returned to Oulton .

After completing 30 missions, (15 on the Fortress) on September 9, 1944, F/L Peden and his crew were posted to 1699 Conversion Unit to train new crews on the Fortress.

The Fortress was well liked by the crews for its ability to get the crews home despite battle damage, was also easier to bail out of than the British bombers and it was easy to fly. Murray Peden, a RCAF pilot in 214 Squadron, was awarded the DFC after landing a badly damaged Fortress with his crew aboard. On June 22, 1944. Peden's Fortress was in the bomber stream for an attack on the synthetic oil plant at Gelsenkirched when it was attacked twice by a night fighter which set an engine on fire, damaged the wings and wounded two crew. The aircraft lost altitude from 22,000 feet to 6,000 feet as they returned to try to land in England. On landing at Woodbridge, one of the tires had been shot up and the brakes were not working. Despite F/L Peden's efforts to control the aircraft, it veered off the runway crashing into a Lancaster which still had its bomb load aboard. Fortunately, there was no explosion or fire and both crews made it to safety. F/L Peden's two wounded crew members survived their injuries. In his book , "A Thousand Shall Fall", Murray Peden describes this harrowing incident in greater detail.



USAAF B-17 returned to base after direct hit by anti-aircraft artillery shell over Cologne.  
(Source – *B-17 In Action*)

The B-17 proved useful to Bomber Command to fulfill its mission. The B-17 and the other American bombers provided the RAF with bombing capabilities until the British aircraft industry increased its aircraft production to meet the RAF needs.

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**ANNEX STARTS ON NEXT PAGE**

## ANNEX - THE FORTRESS (B-17) IN BOMBER COMMAND - PHOTO GALLERY

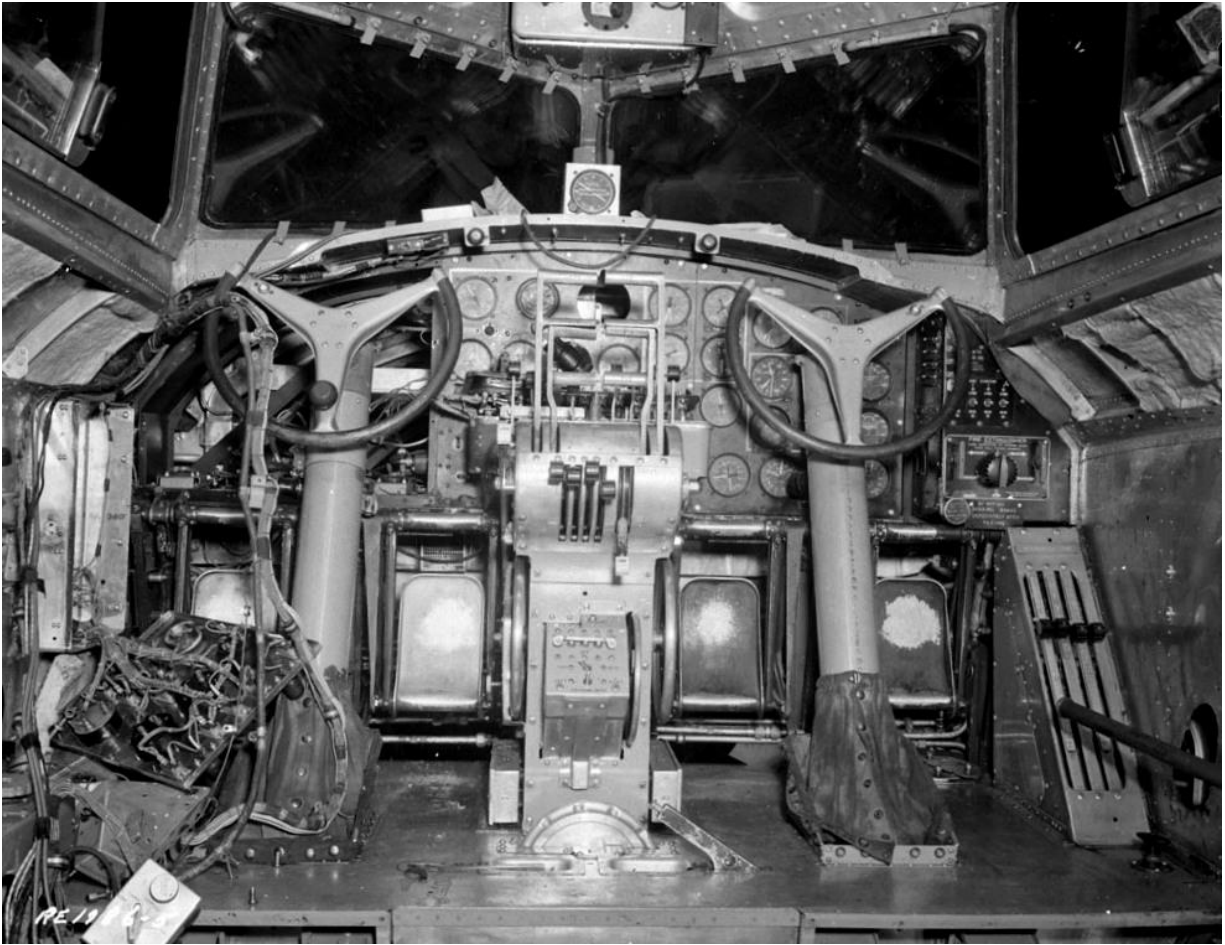
### BOEING B-17 FLYING FORTRESS



**B-17 MAIN BODY ASSEMBLY LINE AT BOEING FACTORY IN SEATTLE. (Source - *B-17 Flying Fortress*)**



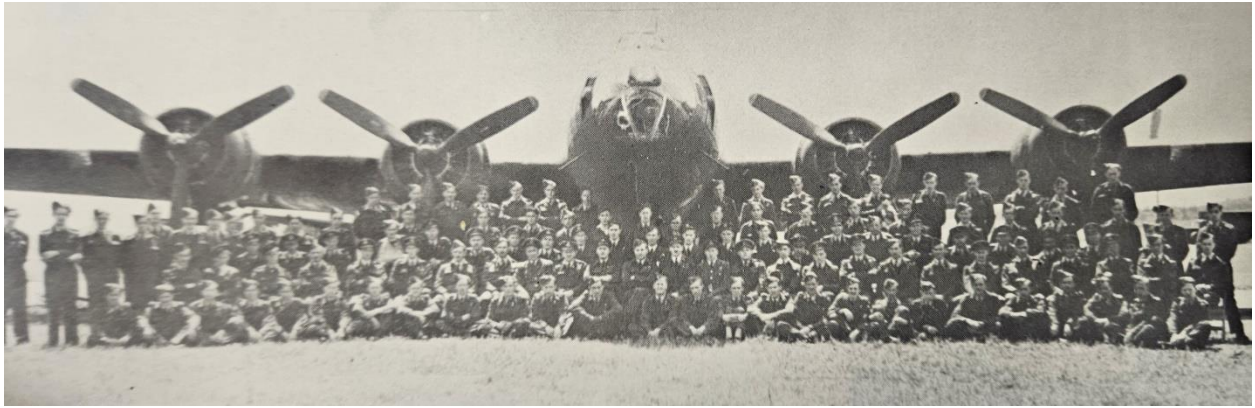
**INITIAL GROUP OF 20 B-17C, FLYING FORTRESS I BOMBERS TRANSFERRED FROM USAAF TO RAF (Source - *Lend-Lease Aircraft in World War II*)**



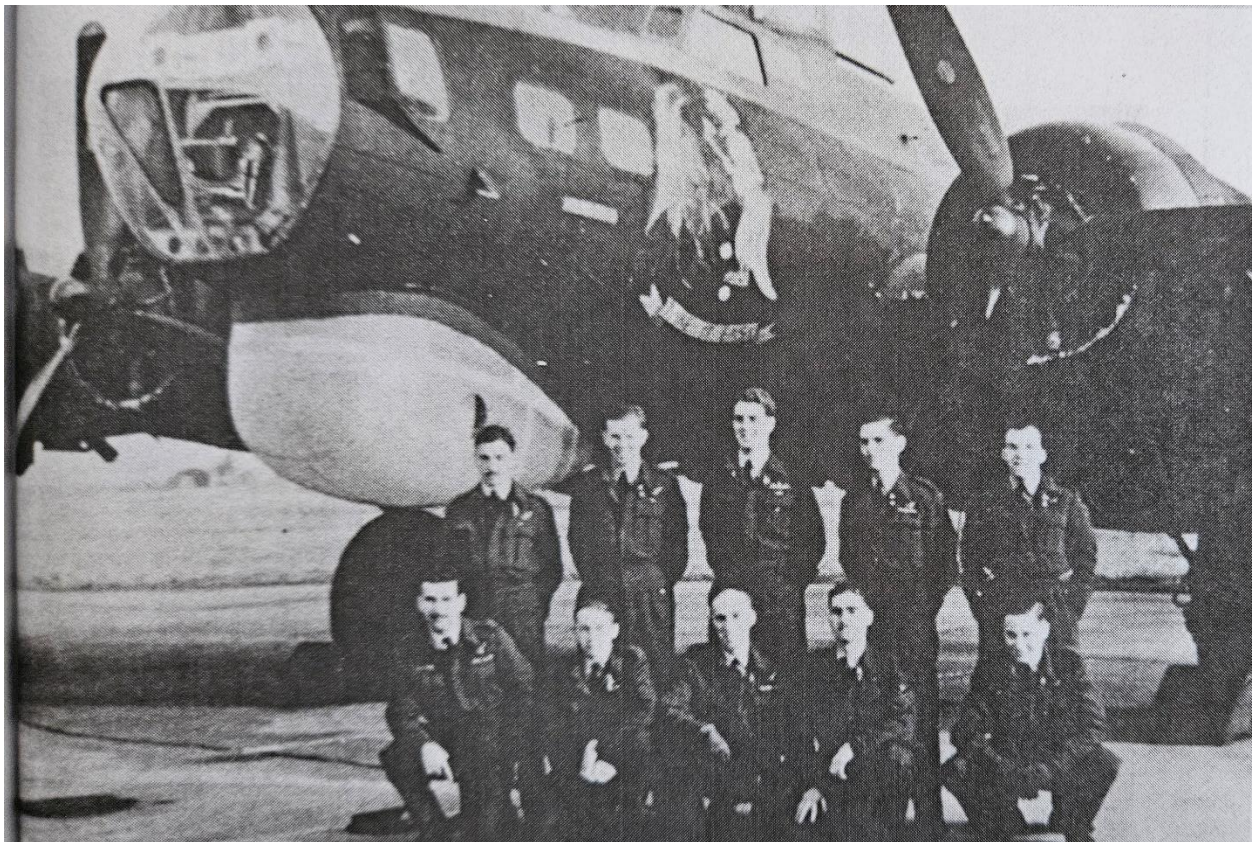
**B-17 COCKPIT. (Source - <https://www.silverhawkauthor.com/post/canadian-warplanes-4-boeing-b-17-flying-fortress>)**



**RCAF B-17F USED BY 168 HEAVY TRANSPORT SQUADRON, (Source - <https://www.silverhawkauthor.com/post/canadian-warplanes-4-boeing-b-17-flying-fortress>)**



**214 SQUADRON RAF WITH THEIR FORTRESS. (Source - *A Thousand Shall Fall*)**



**JOHNNY WYNNE'S CREW OF 214 SQUADRON WITH THEIR FORTRESS SHOWING THE CHIN RADOME FOR THE H2S RADAR. BACK ROW (L TO R) F/O STEVENS, WO BOSTOCK, F/L WYNNE, WO GODFREY AND F/SGT RICHARDSON. FRONT ROW (L TO R) F/O MOORE, F/SGT BUTLER, P/O KNOX, F/SGT LEWIS AND F/SGT PIPER. (Source - *A Thousand Shall Fall*)**



**USAAF B-17 LEAVES MARIENBURG AFTER BOMBING FOCKE-WULF ASSEMBLY PLANT. (Source - *B-17 Flying Fortress*)**



**CONTRAILS LEFT BY THE B-17 MADE IT EASY FOR GERMAN FIGHTERS TO LOCATE THEM. (Source *B-17 Flying Fortress*)**

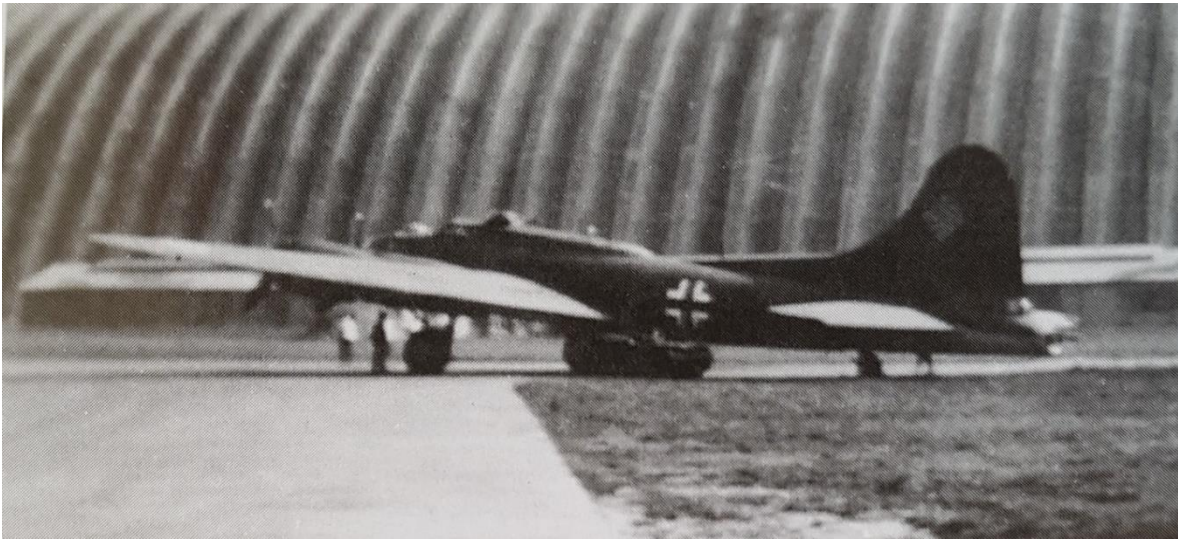


**TAIL GUNNER 'PADDY' MOORE ON HIS THIRD TOUR WITH 214 SQUADRON PREFERRED THE .50 CALIBRE GUNS OF THE FORTRESS TO THE .303 OF THE RAF AIRCRAFT. (Source - *A Thousand Shall Fall*)**





**MOVEMENTS OF B-17 GUNNER DIFFICULT WHEN IN FULL BATTLE DRESS INCLUDING BODY ARMOUR AND ELECTRICALLY HEATED FLIGHT SUIT AS WELL AS SPENT CARTRIDGES AND BELT.**  
*(Source - Lend-Lease Aircraft in World War II)*



**CAPTURED B-17 WITH LUFTWAFFE MARKINGS (Source – *B-17 At War*)**

**CONSOLIDATED B-24 LIBERATOR**



**CONSOLIDATED B-24 LIBERATOR ASSEMBLY LINE. (Source - <https://www.worldwarphotos.info/gallery/usa/aircrafts-2-3/b-24/b-24-liberator-assembly-line/>)**



**NEW CONSOLIDATED B-24 LIBERATOR.** (Source - <https://www.worldwarphotos.info/gallery/usa/aircrafts-2-3/b-24-bomber/brand-new-b-24d-liberator/>)



**RCAF B-24 LIBERATOR** (Source - *Bomber Command Museum of Canada Files*)



**CONSOLIDATED B-24 LIBERATOR OVER VIENNA AUSTRIA 1944 725TH BOMB SQUADRON  
451ST BOMB GROUP. (Source - <https://www.worldwarphotos.info/gallery/usa/aircrafts-2-3/b-24/b-24-liberator-over-vienna-austria-1944-725th-bomb-squadron-451st-bomb-group/>)**

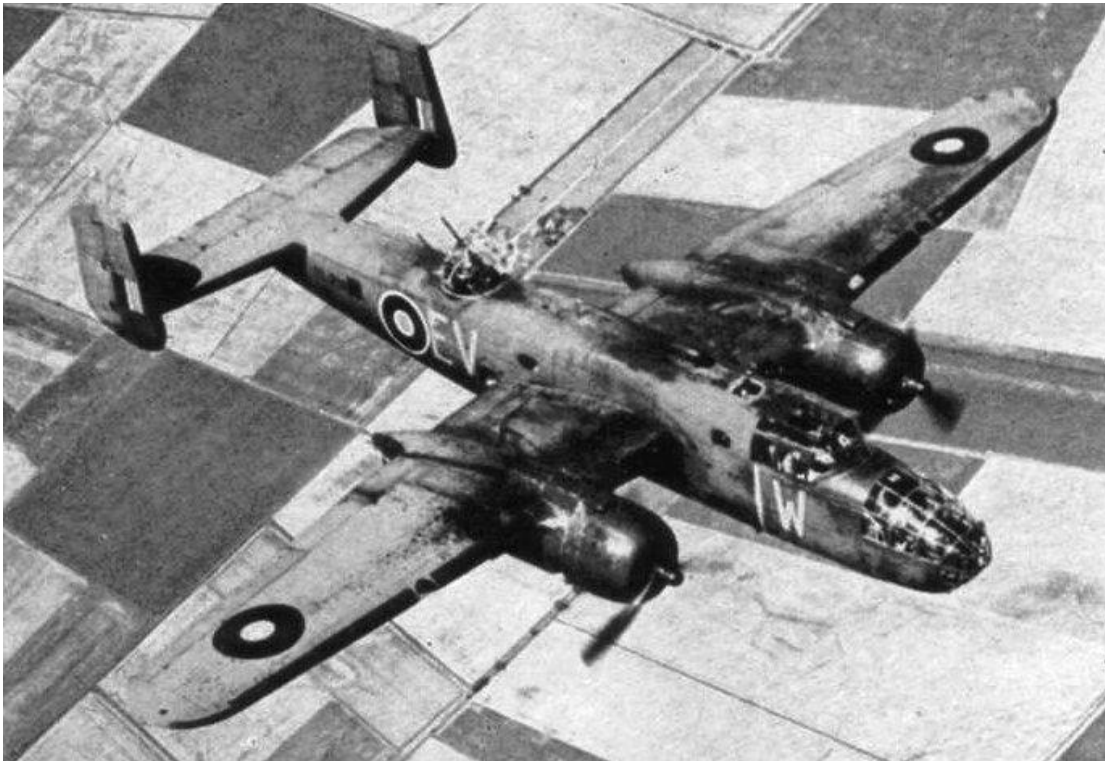
**NORTH AMERICAN B-25 MITCHELL**



**B-25 NORTH AMERICAN MITCHELL BOMBER IN 180 SQUADRON RAF. (Source - *Lend-Lease Aircraft in World War II*)**



**B-25 MITCHELL BOMBER - (Source - <https://www.google.com/url?sa=i&url=https%3A%2F%2Fww2aircraft.net%2Fforum%2Fthreads%2Fraf-b-25s.25131%2F&psig=AOvVaw1U5wYK3mPHdsUvSSRFD14S&ust=1689808196589000&source=images&cd=vfe&opi=89978449&ved=0CA4QjRxqFwoTCPDp3Z-wmYADFQAAAAAdAAAAABAE>)**



**B-25 MITCHELL OF 214 SQUADRON RAF. (Source - [https://uploads-ssl.webflow.com/60d3c6d0e106af90561564f7/60fa82bca87ef3f1ea2f850a\\_North-American-B-25-Mitchell--RAF--top-view.jpeg](https://uploads-ssl.webflow.com/60d3c6d0e106af90561564f7/60fa82bca87ef3f1ea2f850a_North-American-B-25-Mitchell--RAF--top-view.jpeg))**

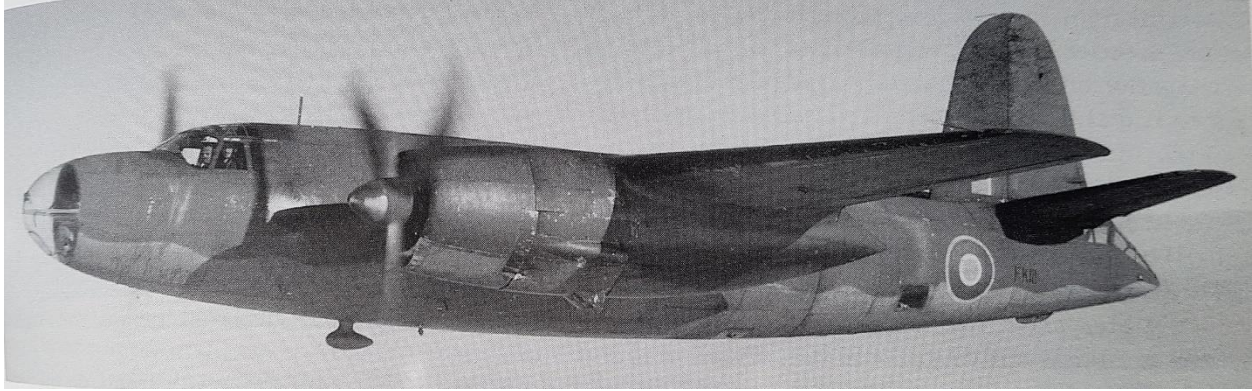
## MARTIN B-26 MARAUDER



**B-26 MAURADER** (Source - [https://www.worldwarphotos.info/wp-content/gallery/usa/aircrafts/b-26-marauder/B-26\\_Marauder\\_Bomber\\_at\\_Airbase.jpg](https://www.worldwarphotos.info/wp-content/gallery/usa/aircrafts/b-26-marauder/B-26_Marauder_Bomber_at_Airbase.jpg))



**B-26 RAF MAURADERS IN FORMATION** (Source - <https://i.redd.it/ppqxuvqnf6v41.jpg>)



**B-26A MARAUDER I (Source - *Lend-Lease Aircraft in World War II*)**

**MARTIN BALTIMORE**



**BALTIMORES MK IV WITH 223 SQUADRON RAF BOMBER COMMAND AT LUQA, MALTA.  
(Source - <https://www.worldwarphotos.info/gallery/uk/raf/baltimore/baltimores-iv-223-sqn-raf-at-luqa/>)**



RAF MARTIN BALTIMORE BOMBER (Source - [raf baltimore bombers - Bing images](#))

**DOUGLAS BOSTON**



DOUGLAS BOSTON A-20G. (Source - <https://www.worldwarphotos.info/gallery/usa/aircrafts-2-3/a-20-havoc-boston/a-20g-bomber-48/>)





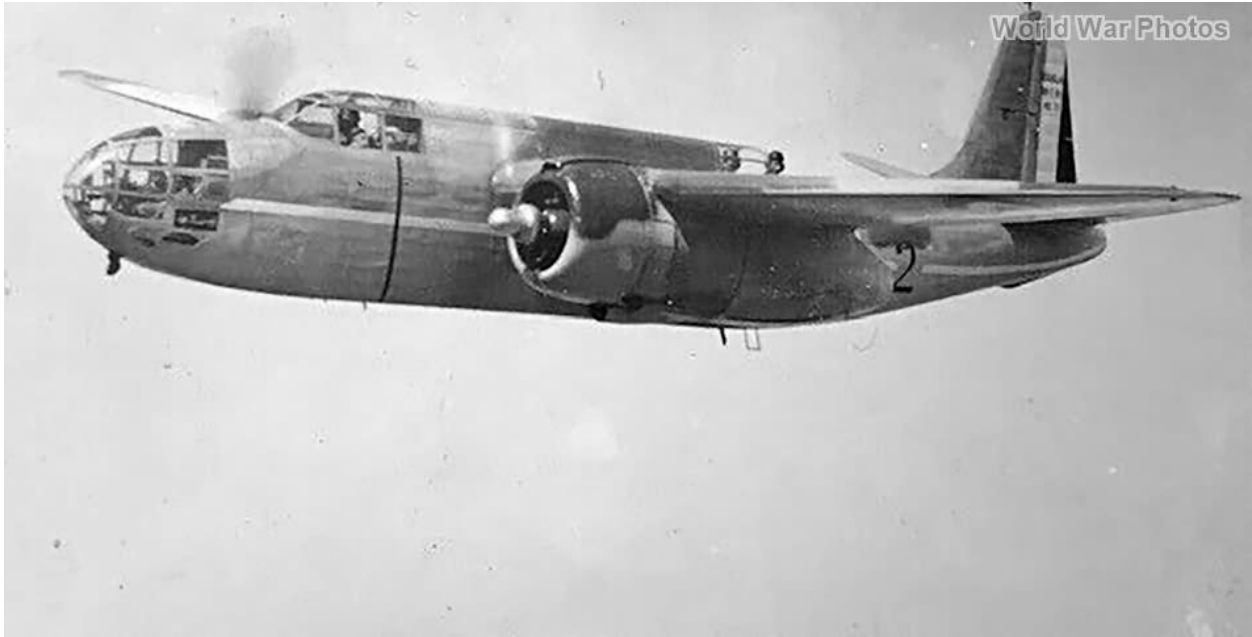
**DOUGLAS BOSTON III Z2230 OF 88 SQN RAF. Source -**  
*(<https://www.worldwarphotos.info/gallery/usa/aircrafts-2-3/a20/douglas-boston-iii-z2230-88/>)*



**DOUGLAS BOSTON-DB-7 71. (Source -**  
*<https://www.worldwarphotos.info/gallery/usa/aircrafts-2-3/a20/db-7-71/>)*

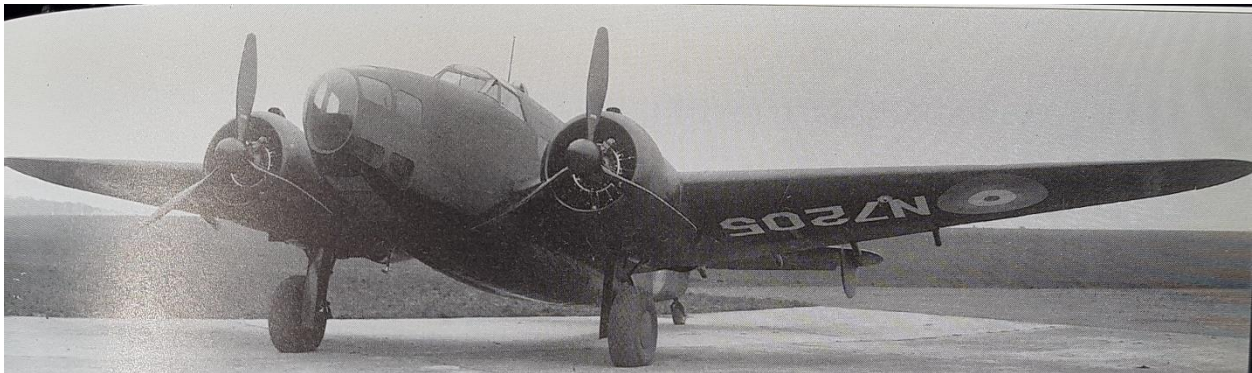


**DOUGLAS BOSTON DB-7A.** (Source - <https://www.worldwarphotos.info/gallery/usa/aircrafts-2-3/a20/db-7a-front/>)

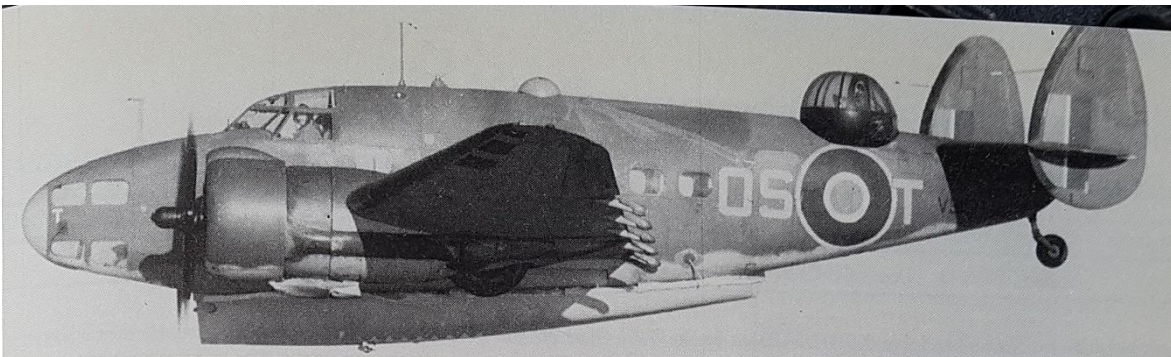


**DOUGLAS BOSTON** (Source - *Bomber Command Museum of Canada Files*)

**LOCKHEED HUDSON**



**LOCKHEED HUDSON I, 1338 WERE PROVIDED TO RAF UNDER DIRECT PURCHASE PROGRAM**  
(Source - *Lend-Lease Aircraft in World War II*)



**LOCKHEED HUDSON III OF COASTAL COMMAND,** (Source - *Lend-Lease Aircraft in World War II*)



HUDSONS MK.IV OF 8 SQUADRON, RAAF, OVER MALAYA BEFORE THE JAPANESE ATTACK.  
Source - <https://www.worldwarphotos.info/gallery/uk/raf/hudson/raaf-8-squadron-hudsons-malaya-1940/>)

### LOCKHEED VENTURA



RAF LOCKHEED VENTURA (Source - *Bomber Command Museum of Canada Files*)



**LOCKHEED VENTURA** (Source - *Bomber Command Museum of Canada Files*)



**RAF LOCKHEED VENTURA** (Source - *Bomber Command Museum of Canada Files*)



**RAF LOCKHEED VENTURA** (Source - *Bomber Command Museum of Canada Files*)



**RAF VENTURA BOMBER OVER IJMUIDEN STEELWORKS, IJMUIDEN, THE NETHERLANDS, FEBRUARY 1943.** (Source - [https://ww2db.com/image.php?image\\_id=11068](https://ww2db.com/image.php?image_id=11068))