



*Close up shot of the nose art 'GEORGIA REBEL'.
(Bo Widfeldt)*

9 October 1943
B-17F s/n 42-3543

A raid against German targets along the Baltic Sea coast on 9 October 1943 - including the Arado aircraft factory at Anklam, the marine base at Gdynia and submarine works at Danzig (now Gdańsk) - saw the arrival of three bombers in Sweden, one B-17F, s/n 42-3543 and two B-24Ds, s/ns 41-24111 and 42-40610. The B-17F was from 96 BG, 338 BS, and, after receiving slight damage during the raid against Gdynia, landed at Bulltofta airfield at 1535 hours, local time. The crew was unhurt, and for the most part repatriated after a couple of month's internment. However, one of the crew, S/Sgt J T Degnan, married a Swedish girl, Eva Nilsson, on 20 August 1944. In 1946, the couple emigrated to the USA. The B-17F, named "Sack-Time Susy", was repaired, and assigned to the conversion programme. It was later registered as SE-BAH.

*The B-17F landed at Bulltofta 1943-10-09 after a raid against Gdynia.
(Bo Widfeldt)*





6 March 1944
B-17G s/n 42-31163

Berlin was the target of a massive raid on 6 March 1944. Of the approximately 700 USAAF aircraft taking part, 69 were lost. Four of the aircraft, three B-17Gs, s/ns 42-31163, 42-39994 and 42-40006 and B-24D 41-29191, came down in Sweden. One of the B-17Gs, 42-31163 was part of 338 BG, 562 BS, and while over Berlin the No. 4 engine was hit by flak. As a result, oil pressure dropped, after which the crew flew northwards. The B-17 landed at Rinkaby airfield at 1550 hours local time. The B-17, named "Glory Girl", was only lightly damaged, and was later repaired and registered as SE-BAM.

The same aircraft after having been flown to Linköping and the Saab factory for conversion to SE-BAK. (Bo Widfeldt)



B-17G 'Glory Girl' was hit by Flak when it took part in an attack against German aircraft factories close to Berlin. On 1944-03-06 it landed at Rinkaby. The pilot 2/Lt C.D. Wallace together with three crew members and a Swedish Flight Lieutenant after the landing. (Bo Widfeldt)



Two photos of B-17G s/n 42-97155. This aircraft became SE-BAO. Note that although the US Star and Bars have been painted out, other USAAF markings have been left untouched. (Archives of the Arlanda Civil Aircraft Collection)



POSSIBLE USE BY *Flygvapnet*

In January 1943, the Swedish Commander-in-Chief initiated a study into the possibility of using aircraft for mine-sweeping duties. The idea was not unique, as the *Luftwaffe* were operating Blohm und Voss Bv 138C flying boats and Junkers Ju 52/3M aircraft on such duties. The RAF, on the other hand, was operating converted Vickers Wellingtons. Sweeping mines from the air was a highly dangerous occupation, and often resulted in accidents.

The Commander of the *Flygvapnet* (Swedish Air Force) investigated modifying already available aircraft, which consisted of Heinkel He 115s (*Flygvapnet* designation T 2), Junkers Ju 86Ks (B 3) as well as Douglas DC-3s and Junkers Ju 52/3Ms of the national airline ABA. It was quickly established that both the T 2 and B 3 had too limited load capability, while none of the ABA airliners could be spared. As an alternative solution, it was suggested that some of the USAAF Boeing B-17 Flying Fortresses or Consolidated B-24 Liberators that by then had been interned in Sweden could be obtained. Although briefly considered, this proposal came to nothing. Although both the B-17 and B-24 had the required load capability, it was believed that *Flygvapnet* did not possess the number of staff needed in order to man and maintain such aircraft, and that, also, the organizational structure of *Flygvapnet* would have to be considerably restructured as well. As a result, no B-17s or B-24s entered service with *Flygvapnet*, either during or after the war.

As far as is known, *Flygvapnet* never considered operating any Boeing B-17s in the bomber, transport or maritime reconnaissance roles. However, if Sweden had become involved in the Second World War, it is likely that at least some of the interned American aircraft would have been pressed into service with *Flygvapnet*.

Plans were put forward for Flygvapnet operating the Fortress for magnetic mine-sweeping duties. However, nothing came of this. (Via Lars E Lundin)





conducted between 18 and 25 May. The next mission, between 26 May and 1 June, was a proving flight to Greenland and Canada. On 2 July, the Fortress was flown to Greenland, where, between 3 July and 16 September, 98 hours were flown on behalf of GI. Other missions in late 1948 included a SAR operation for the missing ship Alken.

*672 seen at Greenland.
(DAHS Archives)*

During May and June 1949, the Fortress was flown to the USA. One of the purposes of the visit was to inspect a second Flying Fortress for possible purchase. The reasoning behind this was to have a spare aircraft available in case "Store Bjørn" was damaged or written off in service. In 1950 a B-17F, s/n 42-30921, was offered by the company Babb Co Inc., through the Danish company Danavia A/S. This particular B-17 was a low-time aircraft having flown a mere 186 hours,

*Another view of s/n 672 at
Greenland. Note the USAF
SB-17 in the background.
(DAHS Archives)*





A good view of the recreated Shoo Shoo Shoo Baby nose art.

