

Mr Kouzle
NOTES OF A CONFERENCE ON B.17.C. FLYING FORTRESS

AIRCRAFT HELD AT BOSCOMBE DOWN, YESTERDAY, THE
28th APRIL, 1941, TO DECIDE BOMBER COMMAND REQUIREMENTS.

The aircraft was examined in the morning by the Air Officer Commanding-in-Chief, Bomber Command, and representatives of D.O.R. and M.A.P.

At a Conference held in the afternoon, there were present:-
D.D.O.R.1. outlined the intended operational use of the aircraft.

This is:-

High altitude bombing by day at 35,000 ft. with a range of approximately 1,500 miles as an immediate requirement with extension to long range night bombing at high altitude to follow.

It is anticipated that the crew will be:-

- 2 pilots.
- 1 navigator-bomb aimer
- 2 wireless operators-gunners
- 2 air gunners

The prime requirement is to carry

- 8 x 500 SAP British Bombs or
- 4 x 1000 G.P. British bombs

but if this is likely to cause delay, the use of American bombs would be accepted pending the provision of adaptors for British bombs.

The requirements discussed are placed under three headings:-

- (A) The bare minimum for immediate operational use.
- (B) The desirable minimum for operational use.
- (C) Longer term requirements to follow up initial conversion.

(A) After discussion with D.D.O.R.1 it was agreed that the bare minimum for immediate use would be:-

- (i) Modification of Signals equipment, including provision of R.3002.
- (ii) Provision of upward and downward identification lights and fitting of Verey pistol.
- (iii) The use of American bombs only.

(B)

DESIRABLE MINIMUM FOR OPERATIONAL USE.

(i) Bombs

- (a) Provision to carry eight 500 lb. S.A.P. British bombs.
- (b) Investigate the carriage of four 1,000 G.P. bombs.

(ii) Bomb Sight Bomber Command require accurate sighting at 35,000 ft. R.D.2. and R.D. Arm to check with Sperry representative whether existing Sperry sight, which now fails to operate at 25,000 ft. can be modified.

Also required is provision for Mark IX sight with Pilot's steering indicator.

SECRET

Office, Technical by
War Department
Washington, D. C.

(iii) Guns These are accepted as fitted.

(iv) Pyrotechnics.

- (a) Fit Verrey Pistol Mark II.
 - (b) Accept reconnaissance flare stowage as provided.
 - (c) Lash-up stowage for 12 Sea Markers or Flame Floats.
- It was noted that forced landing flares and photo flash flares are not required. Test of flare chute by A. & A.E.E. is already in hand.

(v) Recognition Devices. In addition to the up and down recognition lights, Resin lights and Towed Pyrotechnics will be required.

(vi) Radio. R.3002 required; Blind Approach is not required. Signals report C.S. 9057 dated 26th April indicates that unless certain American equipment is available to fill gaps in frequencies of American equipment installed, it will be necessary to fit T.1083/R.1082 as an interim measure. Details are being clarified, 29th April, between D.C.D., Signals 1(a) and R.D.Q.(B).

(vii) Navigation. Fit Astro Compass. Set of D.R. Instruments for Navigator (Computer being Mark II) Chart table plotter and sowsage for "Cyko". Table top is to be cleaned up to allow use of drawing pins. Compasses are accepted as fitted.

(viii) Armour Protection. This has been provided, but is in U.S. D.P.C.A. representative agree to urge delivery. No protection is provided on engines which are to a measure protected by fuel tanks. This was accepted. Admiralty Compass Observatory required one off Navigator's plate for demagnetisation tests.

(ix) Self Sealing. Fuel tanks and pipes are self-sealed. Oil system is not. This was accepted.

(x) Oxygen Installation provided was accepted, subject to fitting of bayonet sockets and economisers (if available). These latter are not to delay aircraft. One portable oxygen set is required for each member of the crew

(xi) De-icing. De-icing as fitted to wings, tailplane and fin, and airscrews was accepted. Glycol sprays are required externally for bomb aimer's screen and pilot's screen. Application of Glycol with a sponge was accepted for internal screen de-icing.

(xii) Anti Barrage Equipment is not required.

(xiii) Parachutes. Lap type parachutes required for all members of the crew with stowages for packs.

R.D.Q.(B) to locate stowages in relation to exit drill laid down in U.S. in collaboration with R.D.T.2 (b).

(xiv) Security.

Sutton Harness, as fitted for first pilot is accepted; is not required for second pilot. R.D.Q.(B) to check floor attachment fittings for crew fighting harness.

Fireman's Axe required in pilot's compartment.

First Aid Kit 2 off British kits required, stowed near rear main door. External access not required.

Fire Extinguishers. Engine bay extinguishers are non-automatic. These are accepted. Small hand extinguishers are required to a scale of one per member of the crew; those already in aircraft included.

Dinghy. 2 are carried. These are accepted subject to examination by

SECRET

Stowage will be required for miscellaneous emergency equipment.

- (xv) Camera Installation provides for American Fairchild Cameras.
R.D.Q.(B) to check availability with D.D. Phots. No remote control is fitted and this is accepted.
- (xvi) Sanitary Equipment Accepted as fitted.
- (xvii) Electrically heated Clothing. Heating points for gloves and boots are required for 4 member of crew at gun stations.
- (xviii) Camouflage. Camouflage finish to be to Standard Day Drawings.
Action by R.D.L. to prepare scheme.
- (XIX) Control Locking. Control locking as fitted is accepted but
R.D.Q.(B) is to investigate the provision of some form of safety device to prevent taking off with controls locked.
- (xx) Thermos Bottles. One off per crew required. ✓

(C). LONG TERM REQUIREMENTS TO FOLLOW UP INITIAL CONVERSION.

- (i) Pyrotechnics. Permanent stowage for 12 Sea Markers of Flame Floats.
- (ii) Navigation. Provide stowage at back edge of Navigator's table for charts.
Provide soft top for Navigator's table. Install astrograph.
Investigate fitting D.R. Compass.
- (iii) Armour Protection. Investigate provision of engine protection.
- (iv) Security Provide sea crash gear.
- (v) Camera. Provide Remote Control for camera operation.
- (vi) Guns. Removable panels at Gun Stations. Provide stowages for these.
- (vii) Black-Out Provide for all windows.

Mr. Tipps when asked to quote a time limit for the work in (B) gave an estimate of one month.

Present:

Wing Commander Ewing	- R.D.Q.B.
Group Captain Breakey, D.F.C.	- D.D.O.R.1.
Group Captain Williamson-Jones	- Bomber Command.
Group Captain Odbert	- D.D.O.R.,2
Squadron Leader Heather	- R.D.Q.B.
Flight Lieutenant Ackerman	- R.D.Q.2
Squadron Leader Foster	- R.D.Arm 4
Wing Commander Pearce	- D.P.C.A.
Wing Commander Chilton	- O.R.3
Mr. R.H. Walmsley	- R.D.L.2
Mr. J.C.K. Shipp	- R.D.L.2(b)
Mr. R.M. Pearson	- Vickers Armstrong
Mr. Gardiner	- " "
Mr. J.P. Prior	- R.T.O. Vickers Armstrong
Mr. Tipps	- Burtonwood
Mr. Clark	- Vickers Armstrong
Major Brant	- U.S. Air Force
Mr. Rouzie	- Boeing Aircraft Company

SECRET