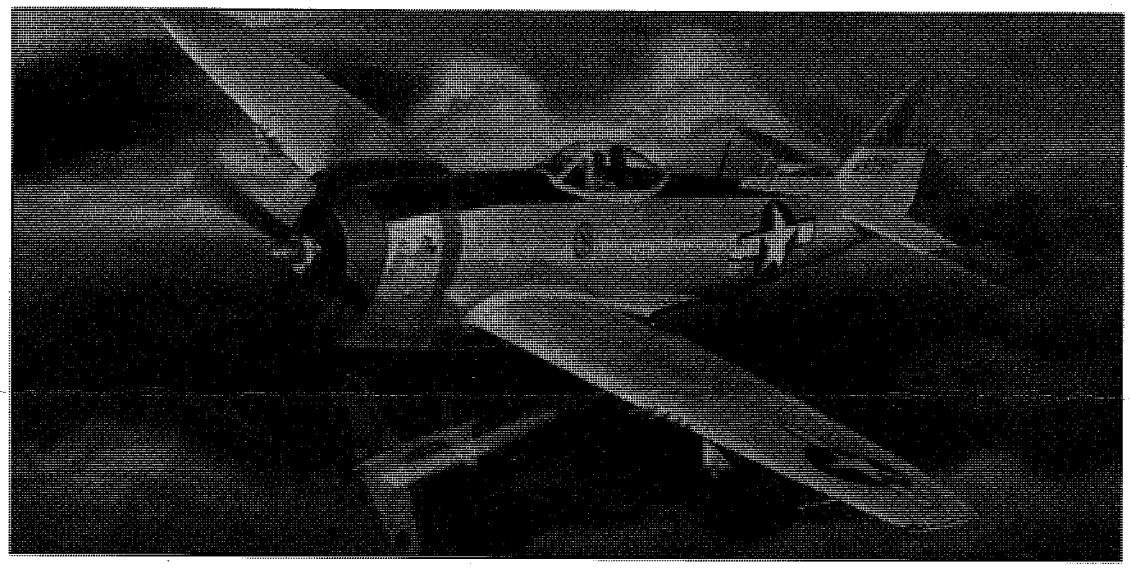
PRO MODELER™

by Revell-Monogram

KIT 5929

P-47N THUNDERBOLT

1/48 SCALE MASSTAB 1:48 ESCALA 1/48 1/48 ECHELLE



Affectionately known as the "Jug," Republic's P-47 Thunderbolt was built in greater numbers than any other U. S. fighter in history. Known for its rugged reliability, P-47s were often flown safely home with battle damage that would have brought down almost any other fighter. While most other fighters of its time were armed with four or six machine guns, the Thunderbolt's eight .50 caliber weapons provided a lethal punch that meant the quick destruction of enemy aircraft as well as targets on the ground.

The P-47N was the final production variant of the Thunderbolt, and it was specifically designed for missions of very long duration. To increase its range, Republic redesigned the wing to make it larger than that used on previous variants. The wing span was increased, and blunt tips replaced the curved design used on earlier versions. Internal fuel capacity rose from 305 gallons on the P-47D to 556 gallons on the P-47N. Carrying external tanks, a P-47N could take off with up to 1,236 gallons of fuel.

During World War II, P-47Ns served exclusively in the Pacific Theater, where their long range was used to escort B-29s on raids against the Japanese homeland. Usually flying with two or three external fuel tanks, the P-47Ns would take off from the island of Ie Shima on missions to Japan that would last up to nine hours in duration.

Beginning with the P-47N-5-RE production block, zero-length rocket launchers were added under the wings, and up to ten 5-inch rockets could be carried. Some P-47N-1-REs were modified to P-47N-5-RE standards at field depots and thus had the capability to carry rockets added at that time. These modified aircraft were redesignated P-47N-2-REs.

After World War II, the P-47N remained in service with the U. S. Army Air Forces. In 1948, the USAAF became the United States Air Force, and Thunderbolts still in service were redesignated as F-47s to reflect the change in official classification from pursuit to fighter. The final operational service of F-47Ns was with the Air National Guard.

Your ProModeler kit comes with colorful markings for two P-47Ns that flew missions from Ie Shima during the closing months of World War II. *DRINK'N SISTER* was flown by Captain John E. Vogt, who became an ace on a single mission by downing five Japanese aircraft on May 28, 1945. This P-47N-2-RE was assigned to the 19th Fighter Squadron of the 318th Fighter Group.

The second set of markings is for *SACK HAPPY*, a P-47N-1-RE, which was flown by Lt. Robert Redfield. This Thunderbolt also flew from Ie Shima while assigned to the 73rd Fighter Squadron of the 318th Fighter Group. Lt. Redfield is credited with one victory on August 8, 1945.

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ASSEMBLY INSTRUCTIONS

READ THIS BEFORE YOU BEGIN

- Study the assembly drawings.
- Each plastic part is identified by a number.
- Scrape plating from areas to be cemented.
- Check the fit of each piece before cementing into place.
- Do not use too much cement to join parts.
- Use only cement for polystyrene plastic.
- Models may be painted to match photos on box.
- Allow paint to dry thoroughly before handling parts.
- Scrape paint from areas to be cemented.
- For better paint and decal adhesion, wash the plastic parts in a mild detergent solution. Rinse and let air dry.

LISEZ CE QUI SUIT AVANT DE COMMENCER LE MONTAGE

- Etudier les schémas d'assemblage.
- Chaque piece plastique porte un numéro d' identification.
- Grattez le chromage sur les surfaces a coller.
- Contrôler que chaque piëce soit bien cinfirme avant de la coller a sa place.
- N utilisez pas trop de colle pour réunir les pieces.
- Utilisez uniquement une colle spéciale pour polystyrene.
- Le modele peut etre peint conformement aux photos surboite.
- Laissez sécher la peinture completement avant de manipuler les pieces.
- Grattez la peinture sur les surfaces devante etre collées.
- Pour assurer la meilleure adhésion possible de la peinture des décalomanies, laver les pieces de plastique avecune légere solution savonneuse. Rinse et laisser secher a l'aire.

LEA ESTO ANTES DE EMPEZAR

- Estudie los dibujos de ensamblaje.
- Cada pieza de plástico se identificapor un número.
- Raspe el laminado de las superficies que serán pegadas.
- Verifique que cada pieza encaje bien antes de posición.
- No use demasiado pegamento paraunir las piezas.
- Use unicamente pegamento paraplástico de poliestitina.
- El modelo puede pintarse de acuerdo con las fotografias de la caja.
- Permita que se seque la pintura completa mente antes de tocar las piezas.
- Raspe la pintura de las superficiea que serán pegadas.
- Para una mejor fijacion de la pintura y de las calcoma nias lávense las piezas plásti cas en una solu-ción de detergente suave. Enjua-guense y dejense secar al aire.

ALLGEMEINE HINWEISE

- Die Anordnung der Bauteile ist den Zeichnungen der Anieitung ersichtich.
- Jedes Plastikeil ist durch eine Nummer gekennzeichnet.
- Dei Beschichtung muss von alien Klebestellen vorher entfernt werden.
- Die Teile vor dem Verkieben ungeleimt zusam-menhalten um iher Pass itz zu prüfen.
- Klebstoff nicht zu dick auttragen.
- Nur Modellbaukleber für Polystyrol verwenden.
- Man Kann das modell nach den fotos auf der schachtel anstreichen.
- Bemalte Teile vor der Weiterverwendung gut trocknen lassen.
- Die Farbe muss von allen späteren Klebestellen abgeschabt werden.
- Damit sie Farbe und die Abziehbilder kleben sind die Plastikteile in einer milden Seifenlauge z waschen. Dann abspülen und an der Luft trocknen lassen.

CEMENT TOGETHER
A COLLER
UNIR CON PEGAMENTO
VERKLEBEN

DECAL (DIP IN WATER)
DECALCOMANIE (Á PLONGER DANS L'EAU)
DECALCOMANIA (MOJE CON AGUA)
ABZIEHBILD

OPTIONAL PARTS
PIECES EN OPTION
PIEZAS OPCIONALES
BAUTEILE NACH WAHL

REMOVE AND THROW AWAY
A RETIRER ET JETER
QUITE Y TIRE
ENTFERNEN (ABFALL)

REPEAT SEVERAL TIMES
A REPETER PLUSIEURS FOIS
REPITA VARIAS VECES
ARBEITSGANG MEHRMALS WIEDERHOLEN

PAINTING TIPS AND NOTES

MODELING TIPS

Every effort has been made to create and manufacture a model kit that is the finest available. If a part is missing , please write to:

Revell-Monogram
Consumer Service Department
8601 Waukegan Road
Morton Grove, Illinois 60053

Be sure to include the kit number, part number, description, and your return address.

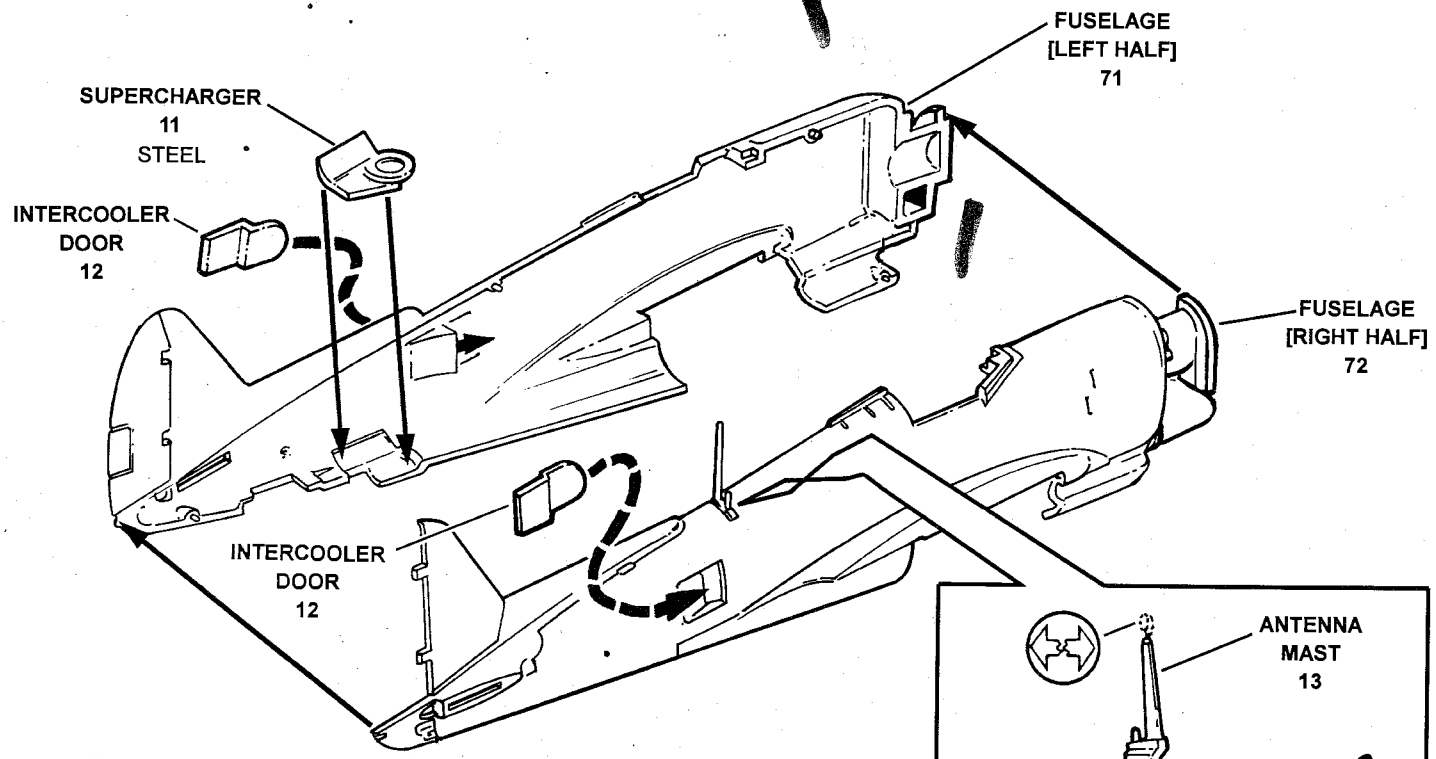
If you have any problems building this model, call our modeling tips hotline at:

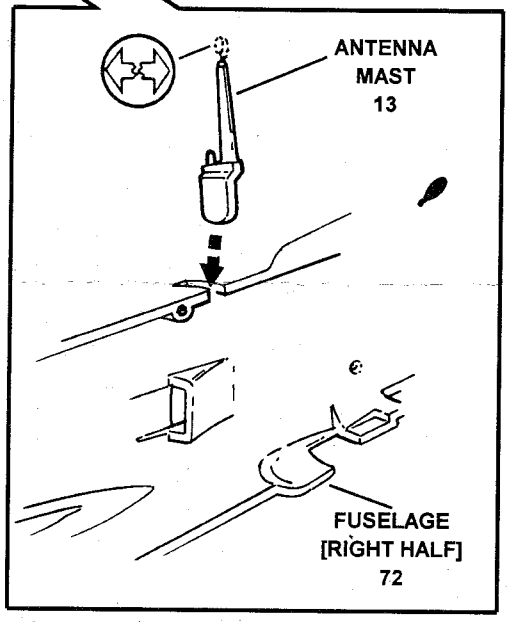
(800) 833-3570

TO COMPLETE THIS KIT AS SHOWN, WE RECOMMEND THE FOLLOWING PROMODELER PAINTS.

ENGLISH	FS NUMBER	PROMODELER	GERMAN	SPANISH	FRENCH
OLIVE DRAB	34087/88	88-0028	OLIV8RAUN	ACEITUNADO	VERT OLIVE
ALUMINUM	NONE	88-0014	ALUMINUM	ALUMINIO	ALUMINUM
STEEL	NONE	88-0015	EISENFARBIG	METALICO	METALLIQUE
SILVER	17176	88-0013	SILBER	PLATA	ARGENT
FLAT BLACK	37038	88-0022	MATT SCHWARZ	NEGRO APAGADO	NOIRE TRENE
GLOSS YELLOW	13507	88-0005	GEL8-GLÄNZEND	AMARILLO	JAUNE
INSIGNIA RED	31136	88-0026	DUNKLEROT	CASTANO	MARRON
FLAT WHITE	37855	88-0023	MATT-WEISS	BLANCO	BLANC
GLOSS DARK GREEN	14090	88-0007	CUNKLEGRÜN-GLÄNZEND	VERDE OSCURO	VERTE FONCE
DARK GHOST GRAY	36320	88-0036	DUNKEL-KOMPASSGRAU	GRIS FANTASMA OSCURO	GRIS FONCE
CHROMATE GREEN	34227	88-0031	ZINKCHROMATE-GRÜN	VERDE PLANTINADO	VERT CHROME

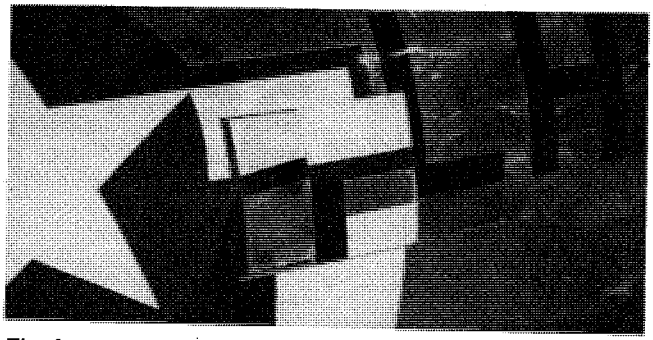
STEP 1, FUSELAGE ASSEMBLY





PAINTING NOTE: Paint the interior of the fuselage in the cockpit area Dull Dark Green before gluing the fuselage halves together. Use ProModeler Gloss Dark Green (88-0007) for this purpose and spray Clear Flat (88-0047) over it to give it the dull luster.

This photograph looks forward into the supercharger vent under a P-47's aft fuselage. The supercharger is a steel color, and the inside of the vent is a dirty, blackened, Chromate Green.
(Detail & Scale photo by Bert Kinzey)



The forward portion of the intercooler door on each side of the fuselage slid forward as it opened, and the part of the national insignia painted on it slid forward with it. Keep this in mind when applying the decals. (Detail & Scale photo by Bert Kinzey)

PAINT ALL PARTS BEFORE ASSEMBLY.

1. Cement the SUPERCHARGER (11) into place inside the FUSELAGE [LEFT HALF] (71).

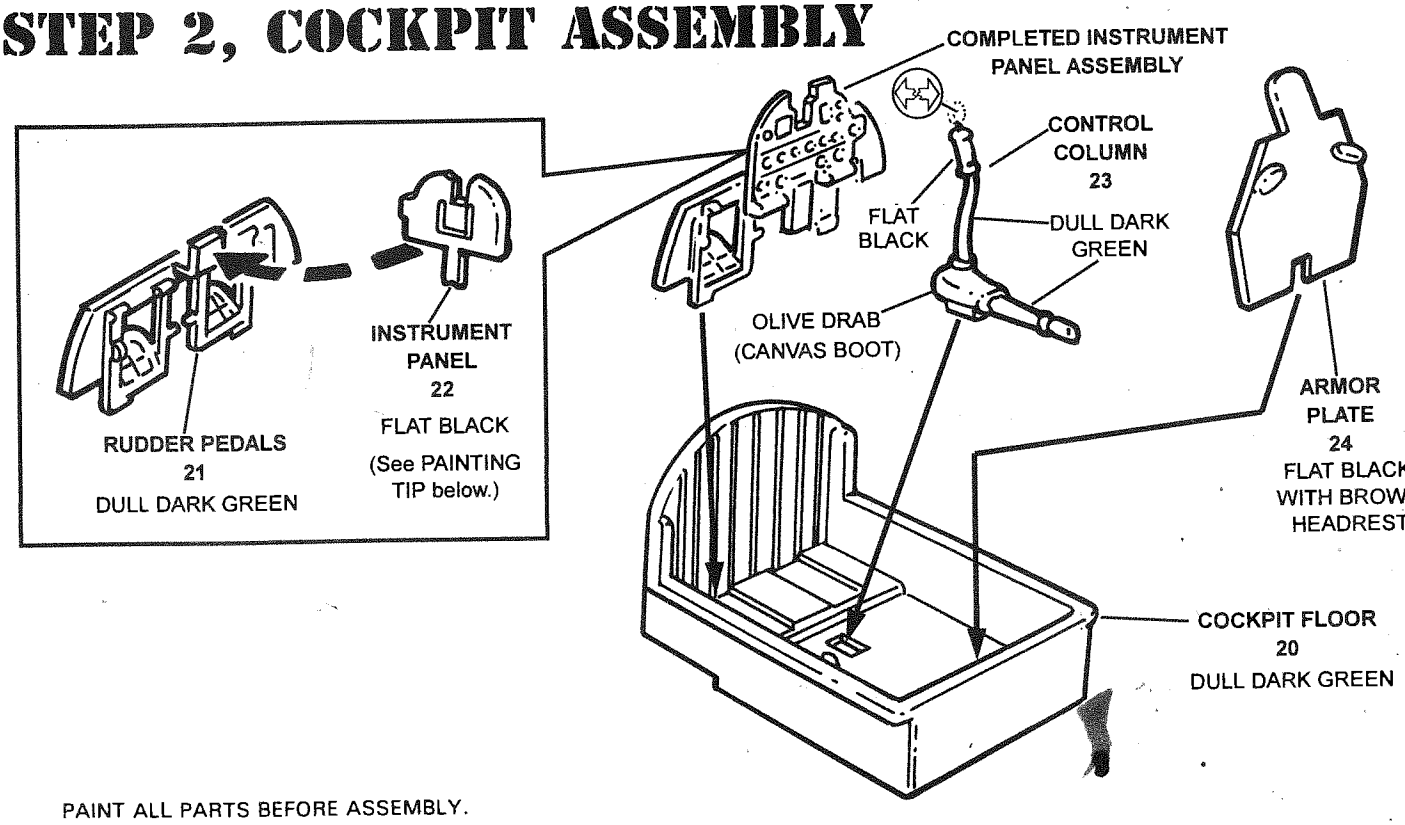
2. Glue the two INTERCOOLER DOORS (12) to their positions inside the FUSELAGE [LEFT HALF] (71) and the FUSELAGE [RIGHT HALF] (72).

3. Cement the ANTENNA MAST (13) into the slot in the FUSELAGE [RIGHT HALF] (72) as illustrated in the detail drawing at right.

4. Carefully glue the FUSELAGE [LEFT HALF] (71) to the FUSELAGE [RIGHT HALF] (72).

MODELING TIP: After joining the fuselage halves together, carefully check the seam between the two parts for any small cracks. Fill as necessary with modeling putty. Once the putty has hardened, sand smooth with modeling sandpaper.

STEP 2, COCKPIT ASSEMBLY



PAINT ALL PARTS BEFORE ASSEMBLY.

PAINTING TIP: After painting the front of the instrument panel flat black, use a sharp white colored pencil to highlight the features and dials of the individual instruments. Likewise, use a silver pencil to color the switches. This is much easier than using even the smallest brush to apply paint. Then put a drop of clear gloss over each instrument to simulate the glass face.

1. Glue the INSTRUMENT PANEL (22) to the RUDDER PEDALS (21) as shown in the detail drawing.

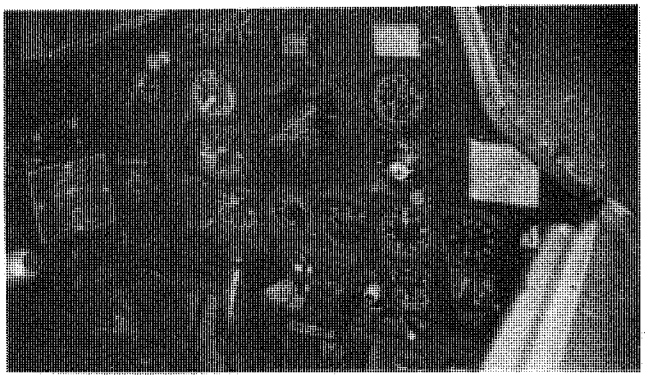
2. Cement the COMPLETED INSTRUMENT PANEL ASSEMBLY into the COCKPIT FLOOR (20).

3. Glue the CONTROL COLUMN (23) in place into the COCKPIT FLOOR (20).

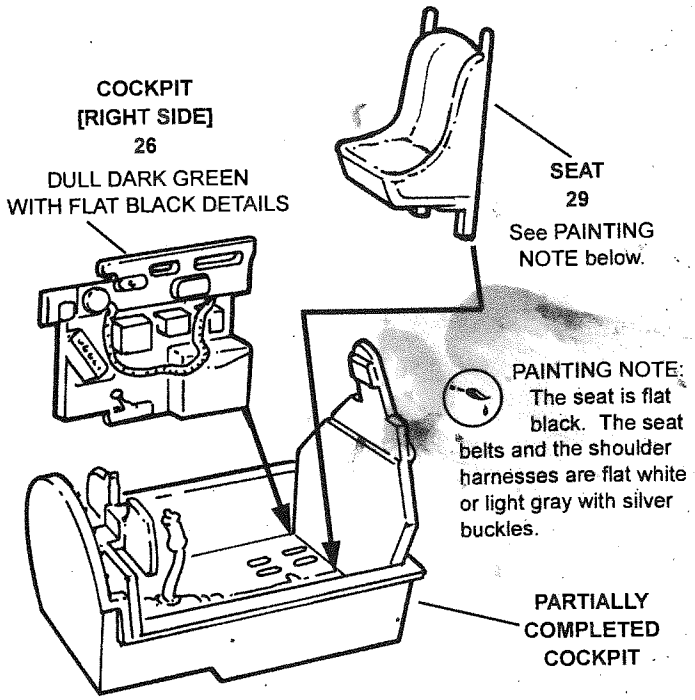
4. Cement the ARMOR PLATE (24) to the COCKPIT FLOOR (20).

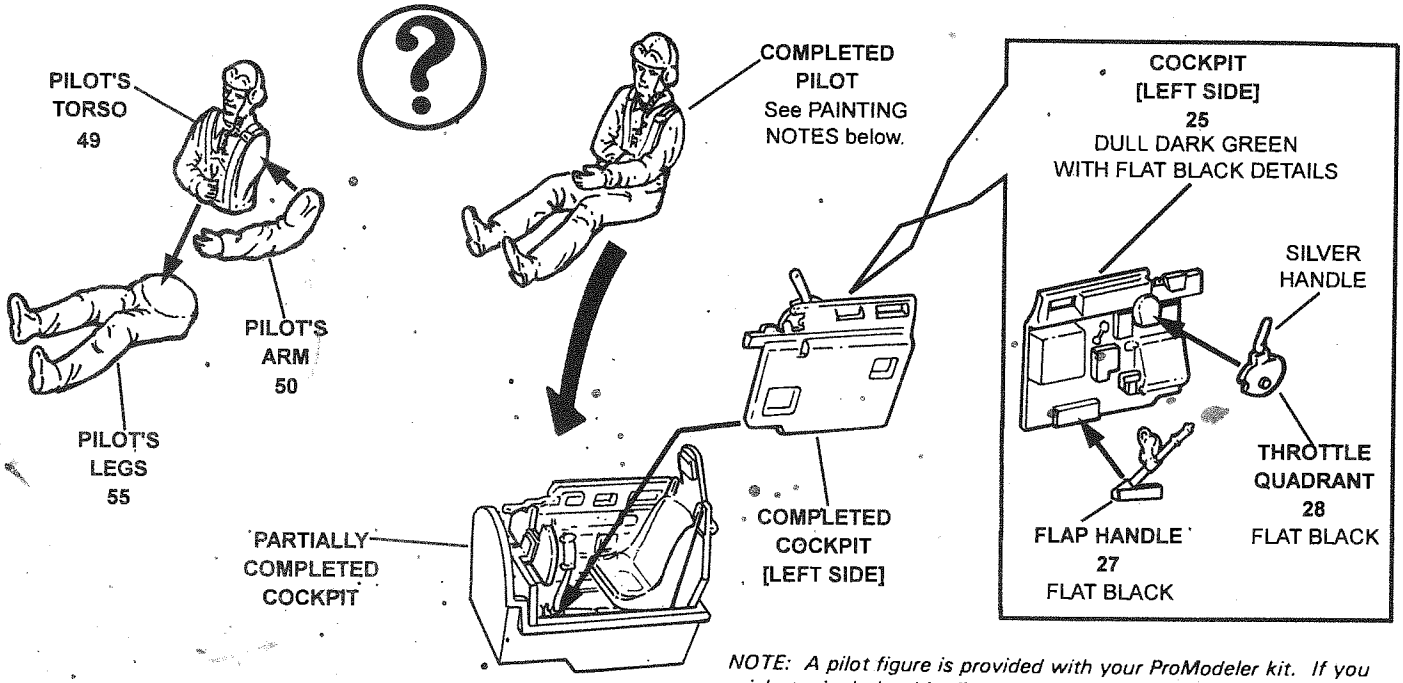
5. Refer to the drawing at right, and glue the COCKPIT [RIGHT SIDE] (26) to its position inside the PARTIALLY COMPLETED COCKPIT.

6. Cement the SEAT (29) in place inside the PARTIALLY COMPLETED COCKPIT.

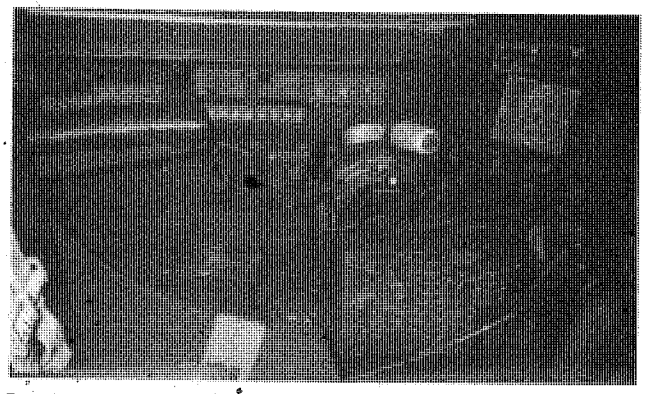


One of the few remaining P-47Ns still in existence is on display at the U. S. Air Force Armament Museum at Eglin Air Force Base, Florida. This photograph shows the instrument panel in that Thunderbolt. Although the gunsight has been removed, and some modifications were made during the aircraft's service with the Air National Guard, many of the P-47Ns original features still remain on this panel. *(Detail & Scale photo by Bert Kinzey)*





NOTE: A pilot figure is provided with your ProModeler kit. If you wish to include this figure in your model, complete items 9 through 12. If you do not wish to use the pilot figure, skip down to item 13 below.



Details on the left side of the cockpit can be seen here. As was often the case, the cockpit in this P-47N was repainted flat black during service with the Air National Guard. However, during World War II, P-47N cockpits were painted Dull Dark Green. This was an interior color used by Republic and several other aircraft manufacturers. The throttle quadrant was flat black with a silver handle on the throttle lever and red knobs on the other levers. The electrical box at the lower right was flat black with red circuit breakers. (Detail & Scale photo by Bert Kinzey)

STEP 2, COCKPIT ASSEMBLY CONTINUED

7. Glue the FLAP HANDLE (27) and the THROTTLE QUADRANT (28) to the COCKPIT [LEFT SIDE] (25).

8. Cement the COMPLETED COCKPIT [LEFT SIDE] into the PARTIALLY COMPLETED COCKPIT.

9. Glue the PILOT'S LEGS (55) to the PILOT'S TORSO (49).

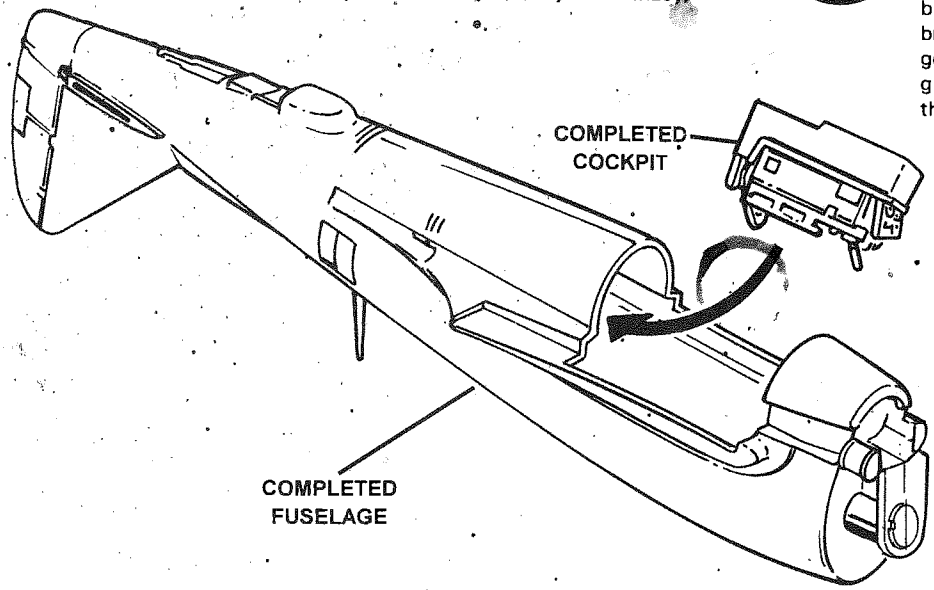
10. Cement the PILOT'S ARM (50) to the PILOT'S TORSO (49).

11. Paint the COMPLETED PILOT according to the PAINTING NOTES below.

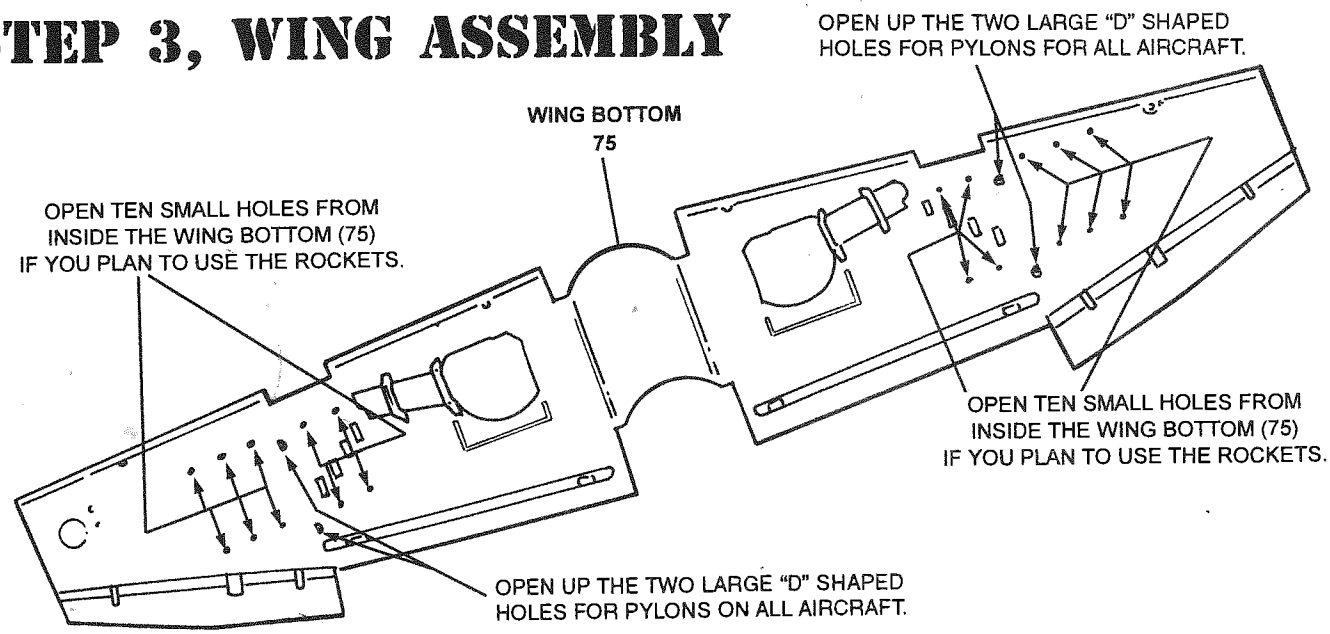
PAINTING NOTES: The standard uniforms were khaki, including the soft helmet, shirt, and pants. The Mae West life vest was yellow, and the harness and seat belt straps were a dirty white with silver buckles. The flight jacket was dark brown or black leather, and the headphones and gloves were brown or black. Boots were brown leather, and the goggles were brown, khaki, or gray. Drops of clear gloss can be used to simulate the glass lenses in the goggles.

12. Glue the COMPLETED PILOT into the cockpit.

13. Cement the COMPLETED COCKPIT inside the COMPLETED FUSELAGE as illustrated in the drawing at left.



STEP 3, WING ASSEMBLY

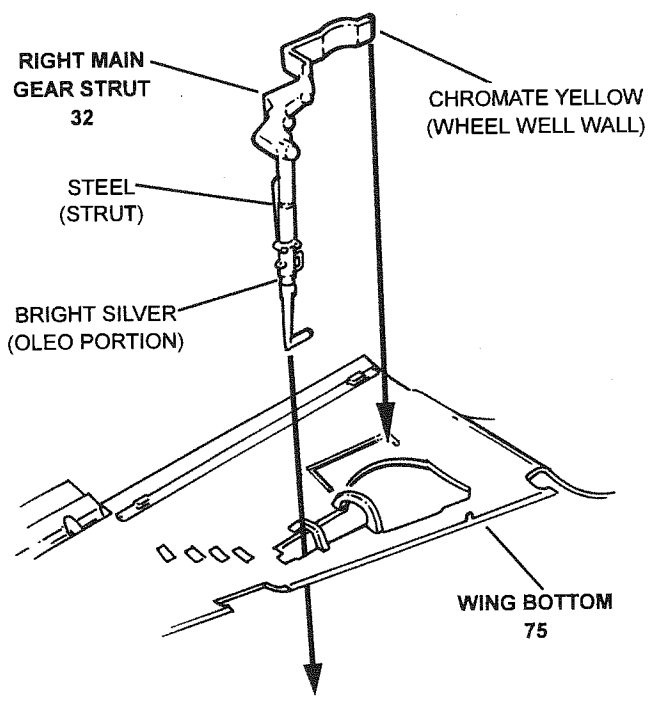


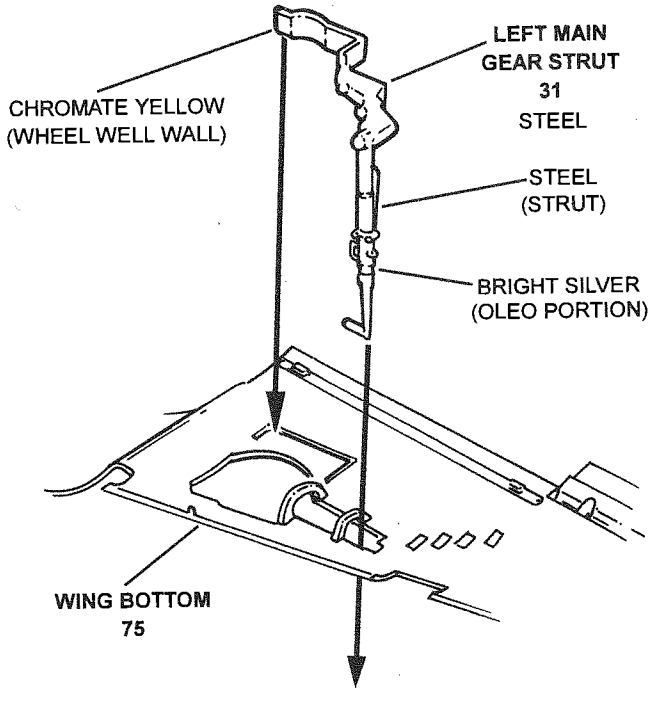
MODELING NOTE: One of the Thunderbolts for which markings are provided in this kit is SACK HAPPY which was a P-47N-1-RE. These early production P-47Ns were not equipped to carry rockets. Provisions for rockets were introduced with the P-47N-5-RE production block, however, some P-47N-1-REs were modified at field depots to the -5 standard. These modified aircraft were redesignated as P-47N-2-REs, and could carry rockets. The second aircraft for which markings are provided is DRINK'N SISTER, which is one of these modified aircraft. Rockets would be appropriate if you are building this aircraft. Further, if you are building a model of a post-World War II P-47N, you may want to include these rockets on your model. ProModeler produces after-market decals for many different aircraft. ProModeler decal sheet 88-1002 provides markings for later production P-47Ns for which the rockets are appropriate. Look for this and other ProModeler after-market decal sheets at your local hobby shop or mail order house.

PAINT ALL PARTS BEFORE ASSEMBLY.

1. Read the MODELING NOTE above, and if you plan to use the rockets on your model, open the ten small holes inside both ends of the WING BOTTOM (75).

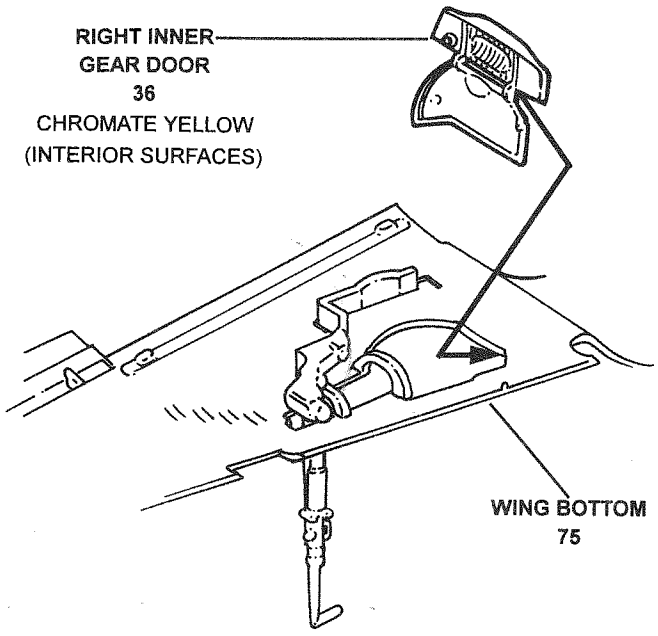
2. For all models, open the two larger holes inside both ends of the WING BOTTOM (75). These are for the underwing pylons.

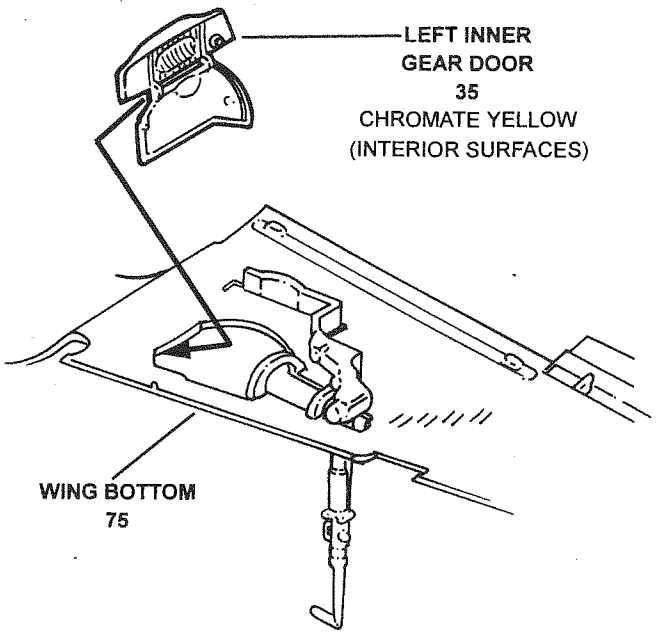




3. Cement the RIGHT MAIN GEAR STRUT (32) in place on the WING BOTTOM (75) as shown at left.

4. Glue the LEFT MAIN GEAR STRUT (31) to its location on the WING BOTTOM (75) as illustrated in the drawing at right.

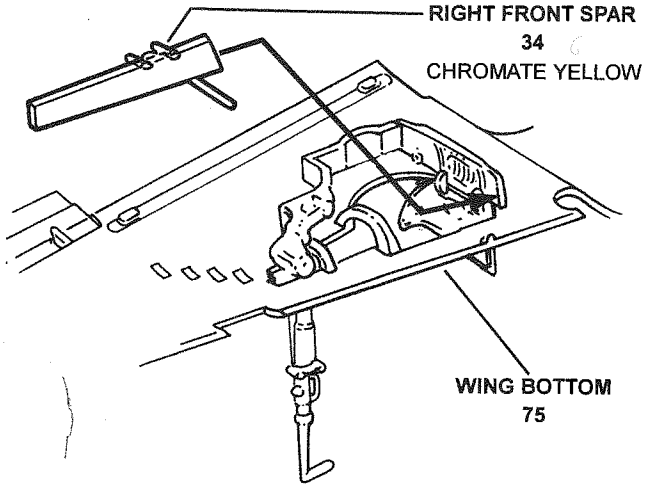


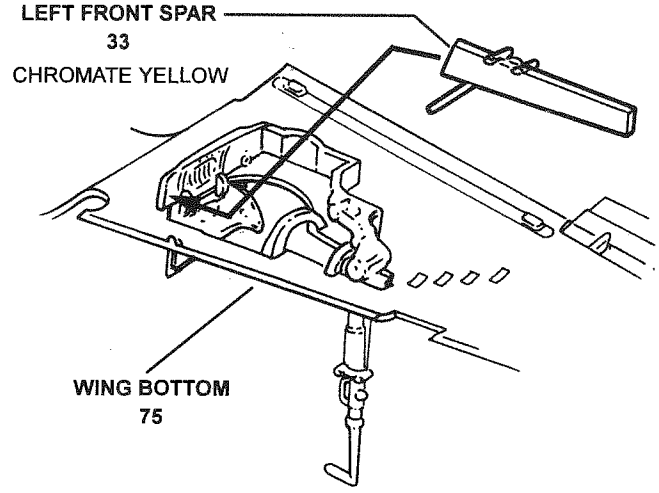


STEP 3, WING ASSEMBLY, CONTINUED

5. Glue the RIGHT INNER GEAR DOOR (36) into place on the WING BOTTOM (75) as illustrated at left.

6. Refer to the drawing at right and cement the LEFT INNER GEAR DOOR (35) to its location on the WING BOTTOM (75).

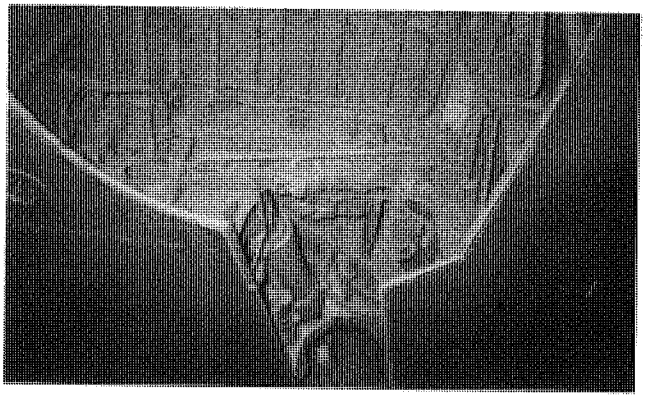




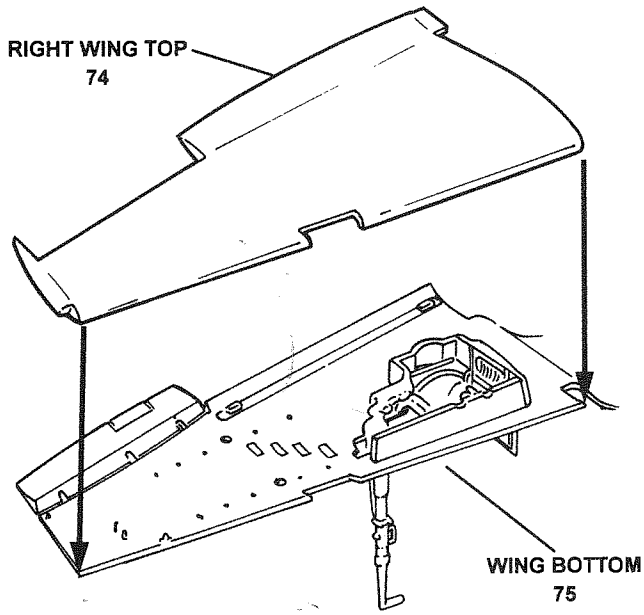
7. Cement the RIGHT FRONT SPAR (34) in place on the WING BOTTOM (75).

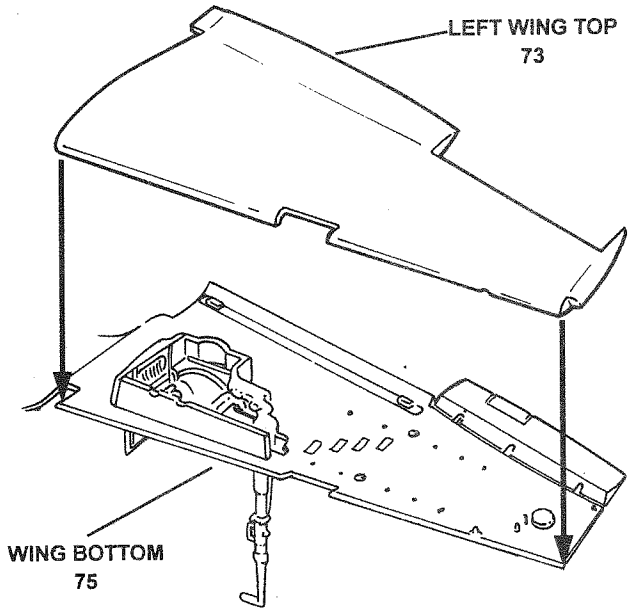
8. Glue the LEFT FRONT SPAR (33) to its position on the WING BOTTOM (75).

Details of the left inner gear door can be seen in this photograph. (Detail & Scale photo by Bert Kinzey)



Here is a view that shows the outboard portion of the left wheel well. (Detail & Scale photo by Bert Kinzey)

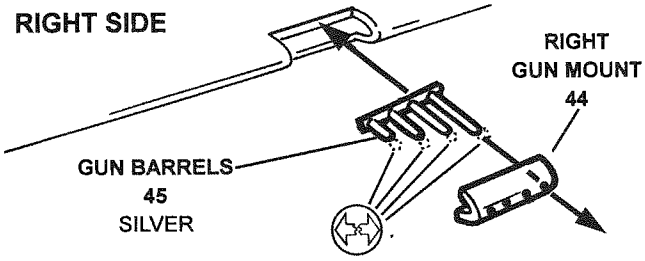


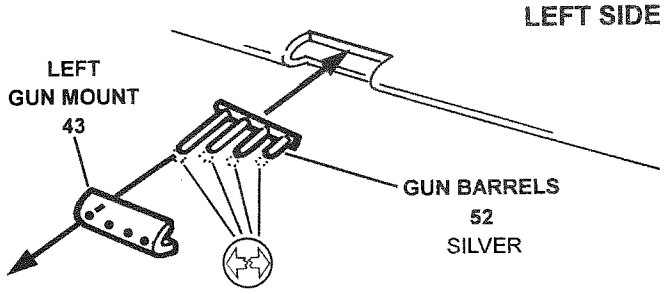


STEP 3, WING ASSEMBLY CONTINUED

9. Cement the RIGHT WING TOP (74) to the WING BOTTOM (75) as illustrated in the drawing at left.

10. Glue the LEFT WING TOP (73) to the WING BOTTOM (75) as shown in the drawing at right.

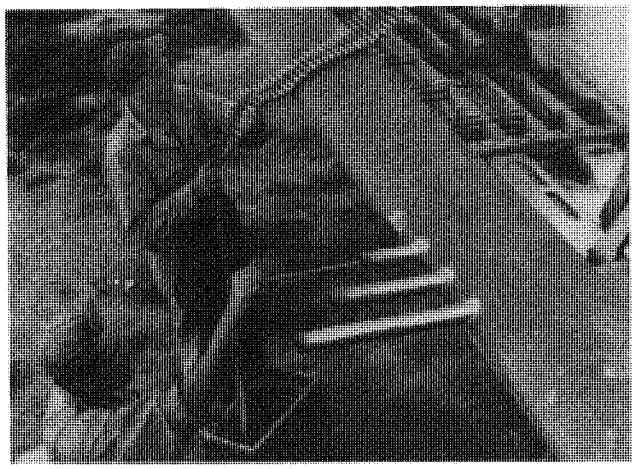




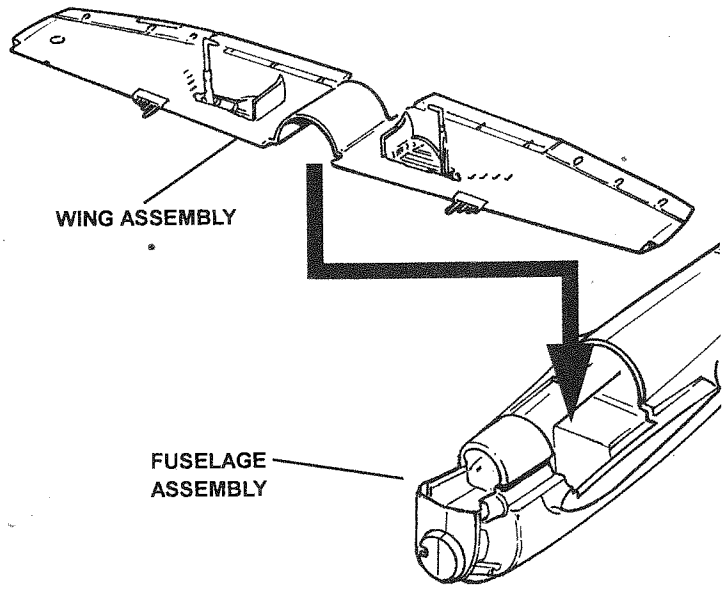
11. Cement the GUN BARRELS (45) into the RIGHT GUN MOUNT (44), then glue the RIGHT GUN MOUNT (44) to the leading edge of the right wing as indicated in the drawing at left.

12. Glue a second set of GUN BARRELS (45) to the LEFT GUN MOUNT (43), then cement the LEFT GUN MOUNT (43) to the leading edge of the left wing as shown at right.

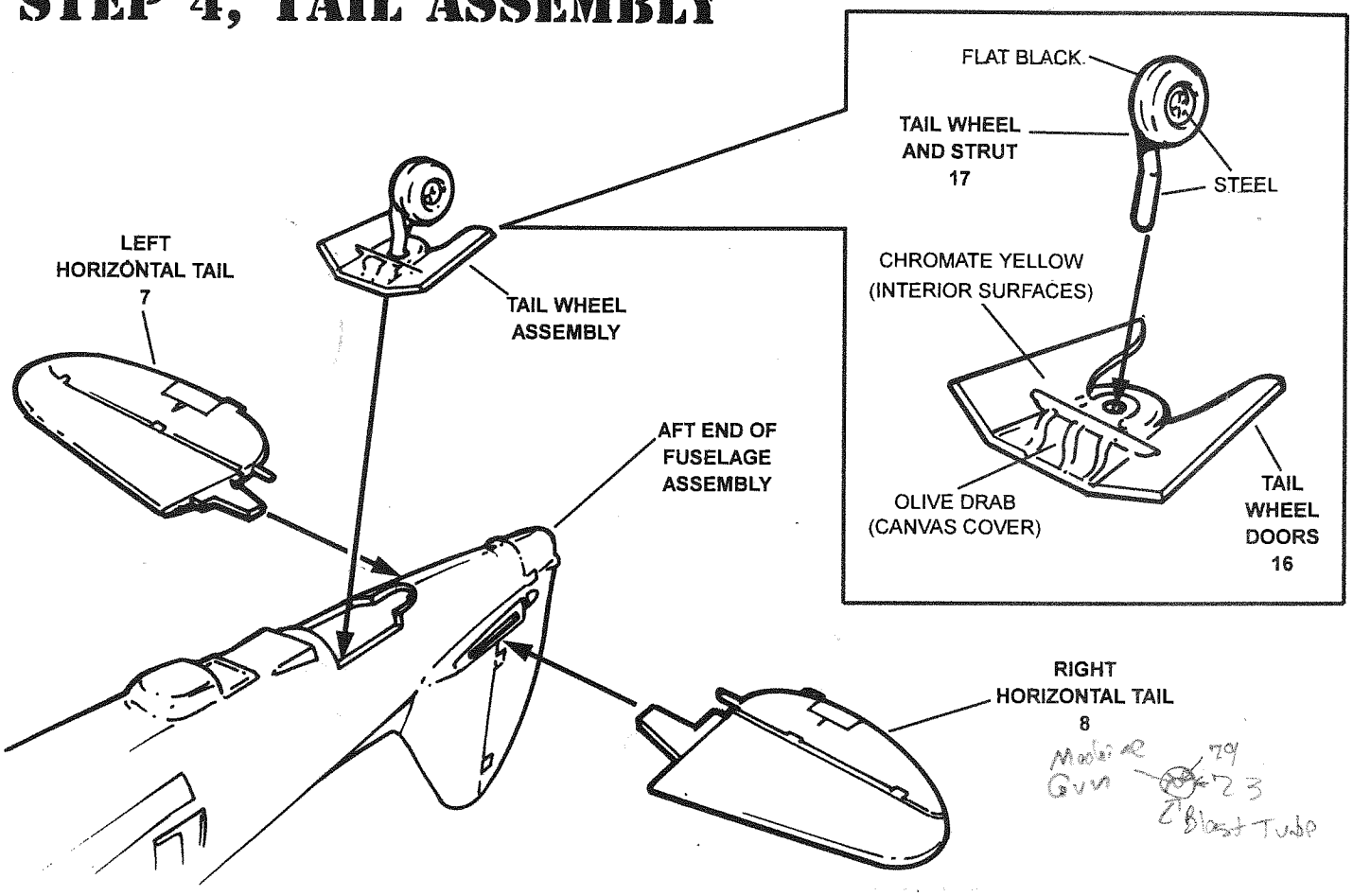
13. Carefully cement the WING ASSEMBLY to the FUSELAGE ASSEMBLY as shown at right.



An armorer cleans the right side guns on a Thunderbolt while others load ammunition in the wing. Silver blast tubes covered and protected the gun barrels. (U. S. Air Force Museum)



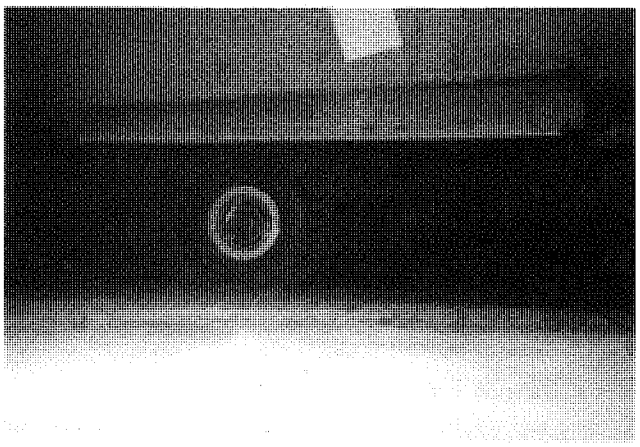
STEP 4, TAIL ASSEMBLY



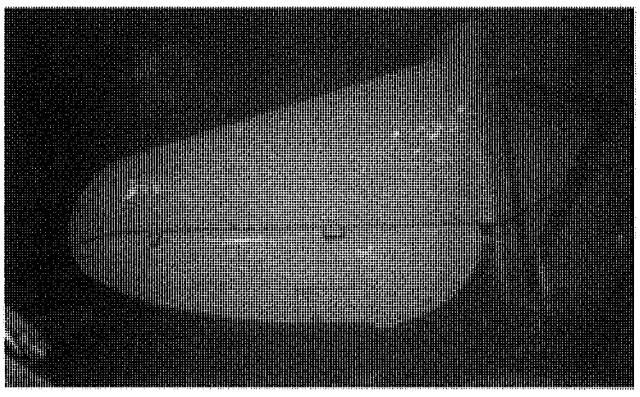
PAINT PARTS 16 AND 17 BEFORE ASSEMBLY. PAINT ALL OTHER PARTS AFTER ASSEMBLY.

1. Glue the TAIL WHEEL AND STRUT (17) into the hole in the TAIL WHEEL DOORS (16) as shown in the detail drawing.
2. Cement the completed TAIL WHEEL ASSEMBLY to the AFT END OF THE FUSELAGE ASSEMBLY.
3. Glue the LEFT HORIZONTAL TAIL (7) into its slot in the AFT END OF THE FUSELAGE ASSEMBLY.
4. Cement the RIGHT HORIZONTAL TAIL (8) into its slot in the AFT END OF THE FUSELAGE ASSEMBLY. Check the alignment of the horizontal tails carefully and make any adjustments as necessary before the glue sets.

MODELING TIP: Check the seams where the wings and the two horizontal tails mate to the fuselage. Carefully fill any cracks with modeling putty. Once the putty has dried, sand it smooth with fine modeling sandpaper. Be sure to smooth out even the smallest cracks or scratches. Your model will have a natural metal finish, and this finish exposes any imperfection in the plastic to a much greater extent than a painted finish does.

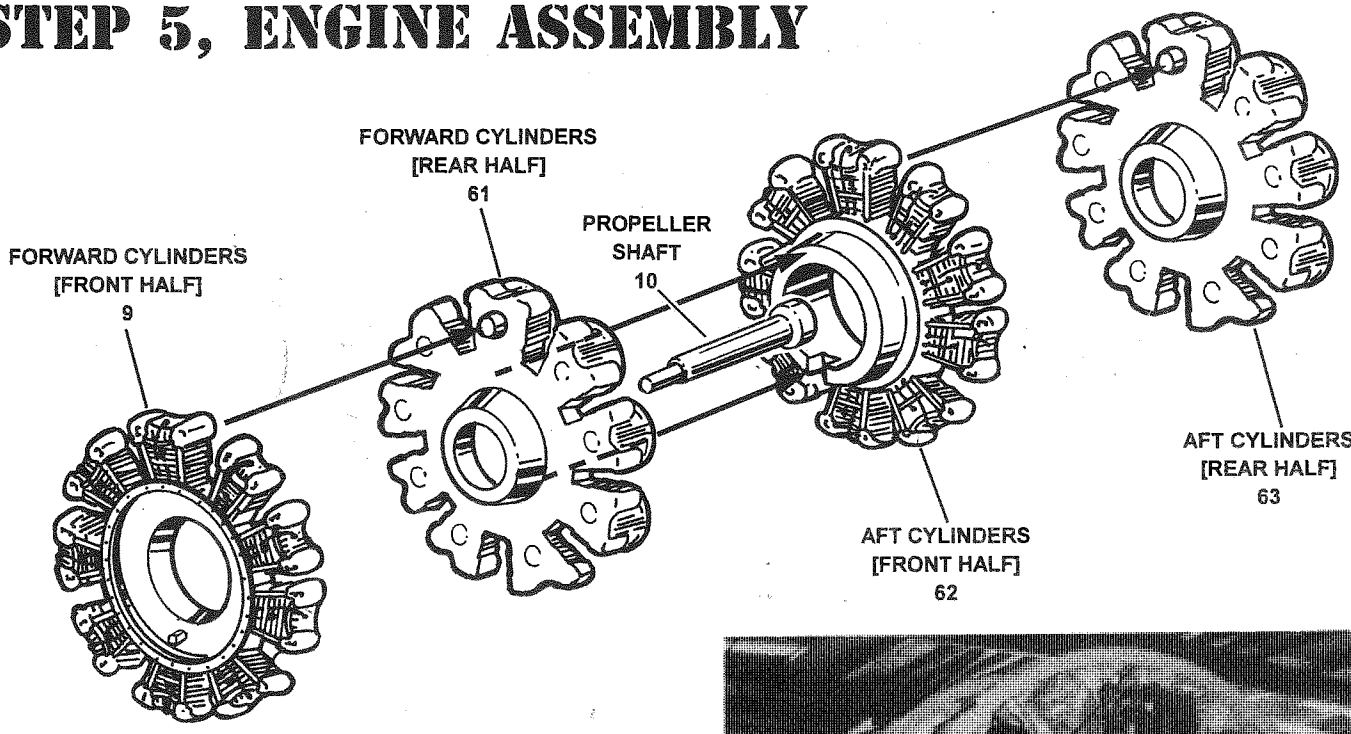


This low-angle photograph shows the tail wheel and the right tail wheel door. *(Detail & Scale photo by Bert Kinzey)*



The left horizontal tail is shown here from above. Note the adjustable trim tab within the elevator's surface area and the small fixed tab on the trailing edge of the elevator. *(Detail & Scale photo by Bert Kinzey)*

STEP 5, ENGINE ASSEMBLY



PAINT PARTS 9, 61, 62, AND 63 AFTER ASSEMBLY. PAINT ALL OTHER PARTS BEFORE ASSEMBLY.

1. Glue the FORWARD CYLINDERS [FRONT HALF] (9) to the FORWARD CYLINDERS [REAR HALF] (61).

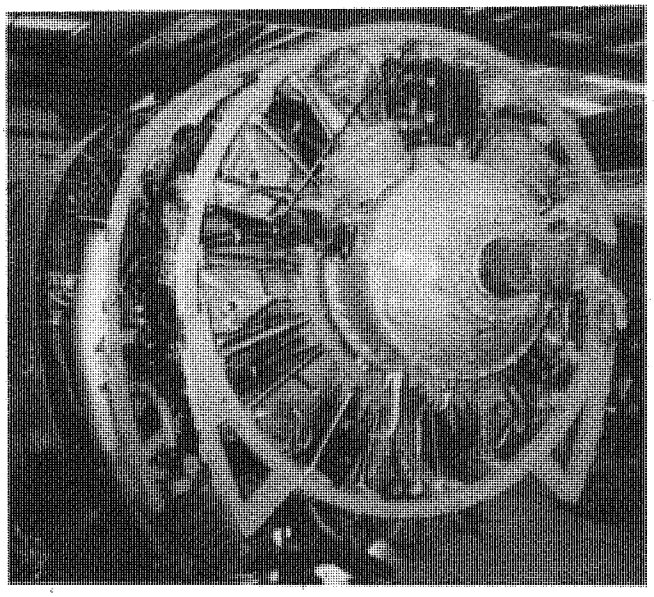
2. Cement the AFT CYLINDERS [FRONT HALF (62) to the AFT CYLINDERS [REAR HALF] (63).

3. PROP SHAFT must be inserted between front and rear cylinder rows.

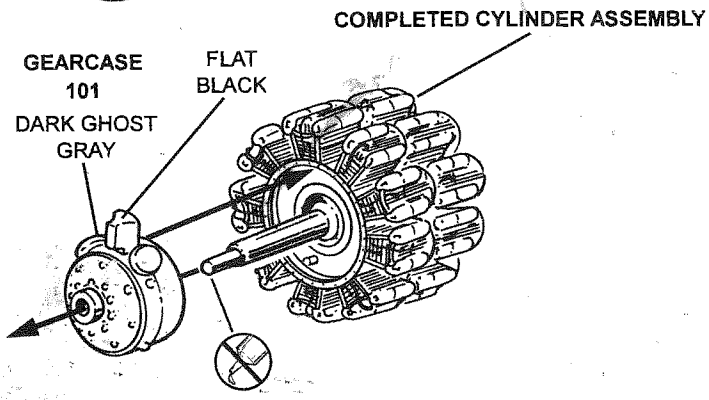
4. Glue the completed front cylinders to the completed aft cylinders.

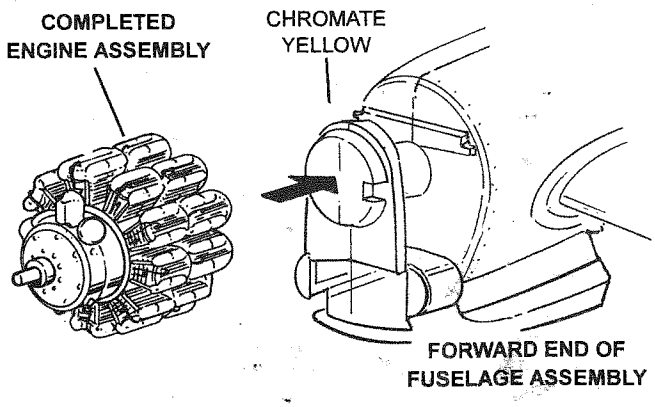
Paint the completed cylinder assemblies at this time.

PAINTING NOTES: The cylinders are a steel color, while the two push rods on each cylinder are bright silver. The wires are dark gray with copper colored connectors.



Here is a look at a Pratt & Whitney R-2800 engine with all of the panels removed to reveal the details.
(Detail & Scale photo by Bert Kinzey)

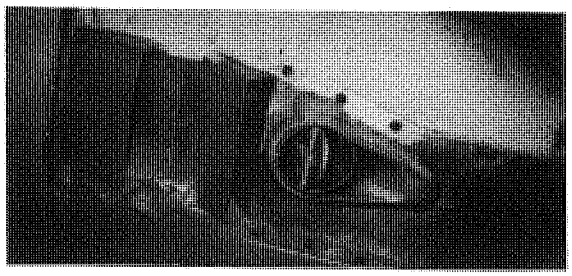




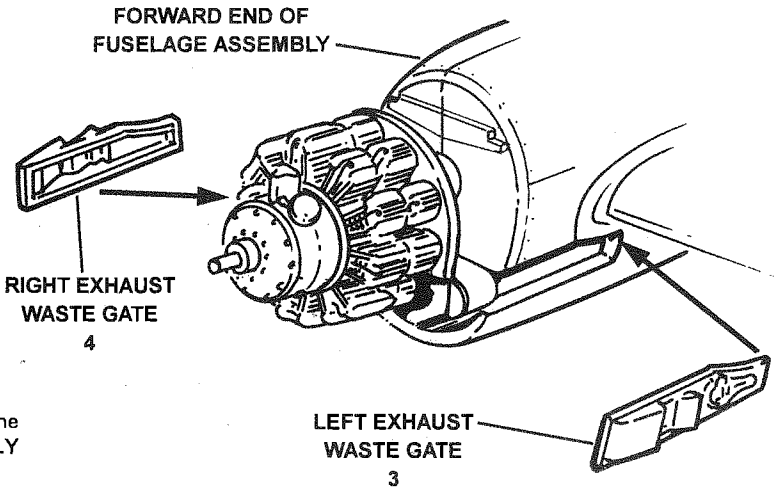
5. Cement the GEARCASE (101) to the COMPLETED CYLINDER ASSEMBLY as shown in the drawing at left.

6. Slide, DO NOT CEMENT, the PROPELLER SHAFT (10) through the hole in the GEARCASE (101) from behind.

7. Glue the COMPLETED ENGINE ASSEMBLY to the FORWARD END OF THE FUSELAGE ASSEMBLY as illustrated at right.



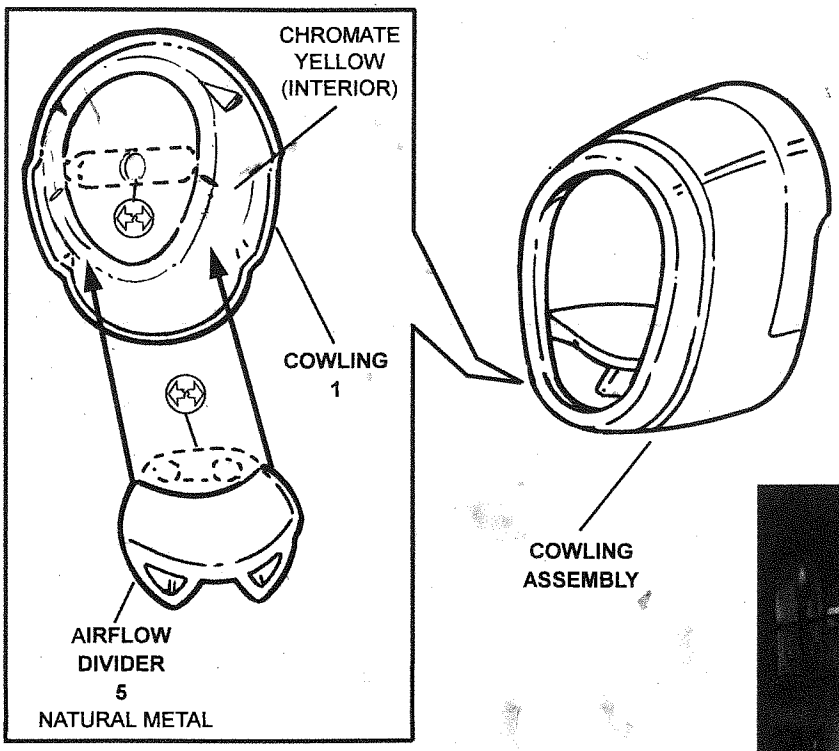
Here is a close up of the waste gate assembly on the left side of a P-47N. (Detail & Scale photo by Bert Kinzey)

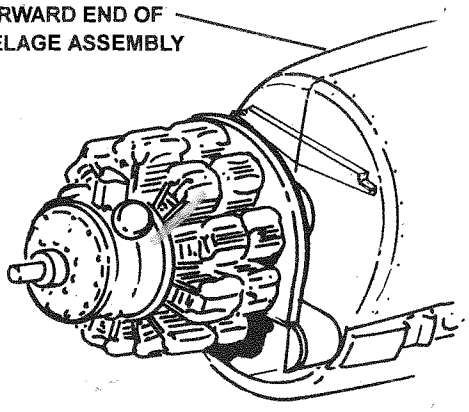


STEP 5, ENGINE ASSEMBLY CONTINUED

8. Glue the LEFT EXHAUST WASTE GATE (3) in position on the left side of the FORWARD END OF THE FUSELAGE ASSEMBLY as illustrated in the top drawing.

9. Cement the RIGHT EXHAUST WASTE GATE (4) to the right side of the FORWARD END OF THE FUSELAGE ASSEMBLY.



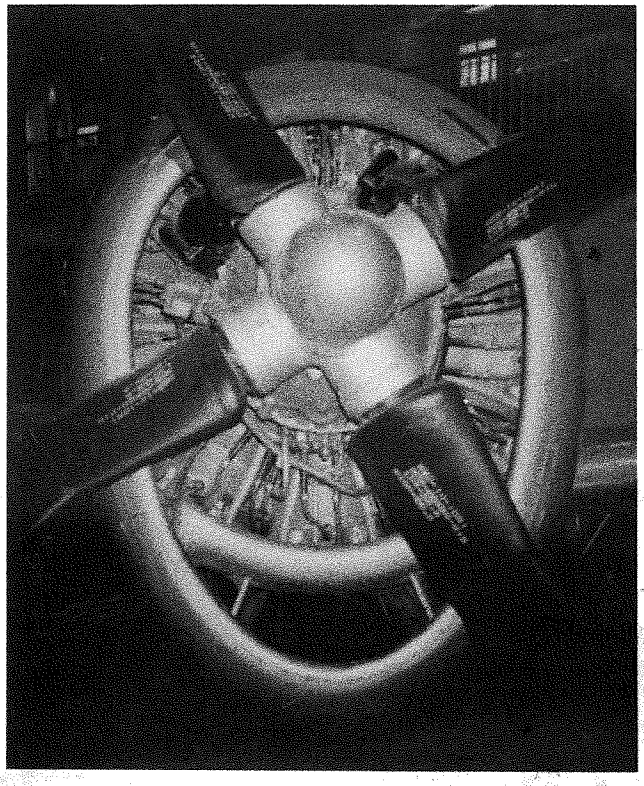


10. Paint parts 1 and 5 as indicated in the detail drawing.

11. Once the paint has dried, glue the AIRFLOW DIVIDER (5) to its position inside the COWLING (1).

12. Glue the COWLING ASSEMBLY to the FORWARD END OF THE FUSELAGE ASSEMBLY.

PAINTING TIP: Now is the best time to apply the finish to your model. Refer to the last three pages of this instruction booklet, and apply the natural metal finish and paint colors as indicated. The decals may be applied now or at the end of construction.



Right: The installed engine on a P-47N looked like this when viewed from directly in front of the aircraft.
(Detail & Scale photo by Bert Kinzey)

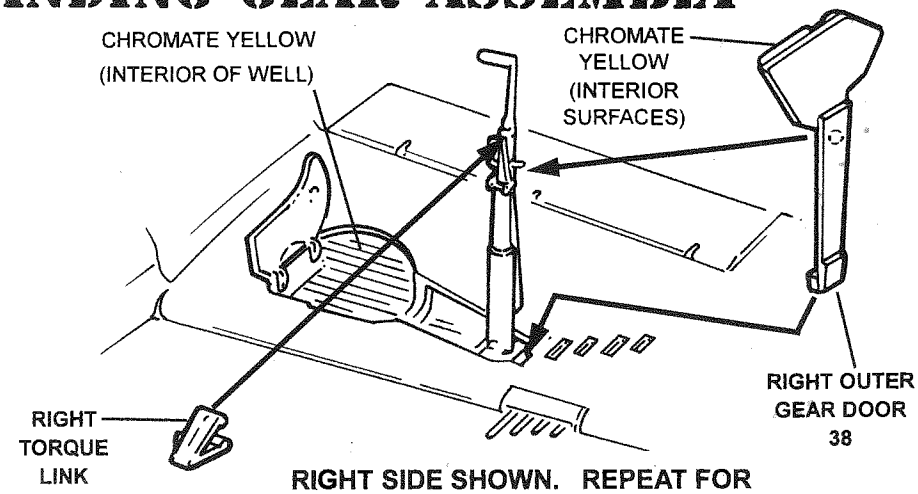
STEP 6, MAIN LANDING GEAR ASSEMBLY

PAINT ALL PARTS IN ITEMS 1, 2, AND 3, BEFORE ASSEMBLY.

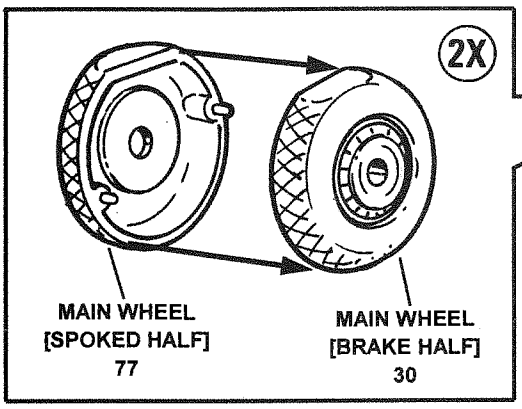
1. Glue the RIGHT TORQUE LINK (40) to the right main gear strut as shown at right.

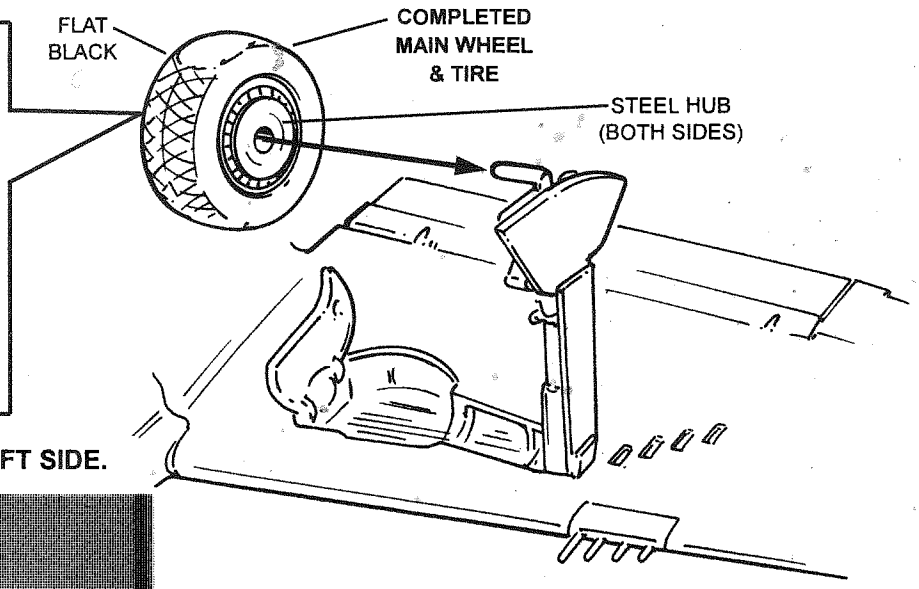
2. Cement the RIGHT OUTER GEAR DOOR (38) to the right main gear strut and the underside of the right wing.

3. Repeat items 1 and 2 above for the left side using parts 37 and 39.



RIGHT SIDE SHOWN. REPEAT FOR LEFT SIDE USING PARTS 37 AND 39.





RIGHT SIDE SHOWN. REPEAT FOR LEFT SIDE.

PAINT PARTS 30 AND 77 AFTER ASSEMBLY.

4. Make a main wheel and tire by gluing a MAIN WHEEL [SPOKED HALF] (77) to a MAIN WHEEL [BRAKE HALF] (30) as shown in the detail drawing.

5. Make a second main wheel and tire by cementing a second part 64 to a second part 51.

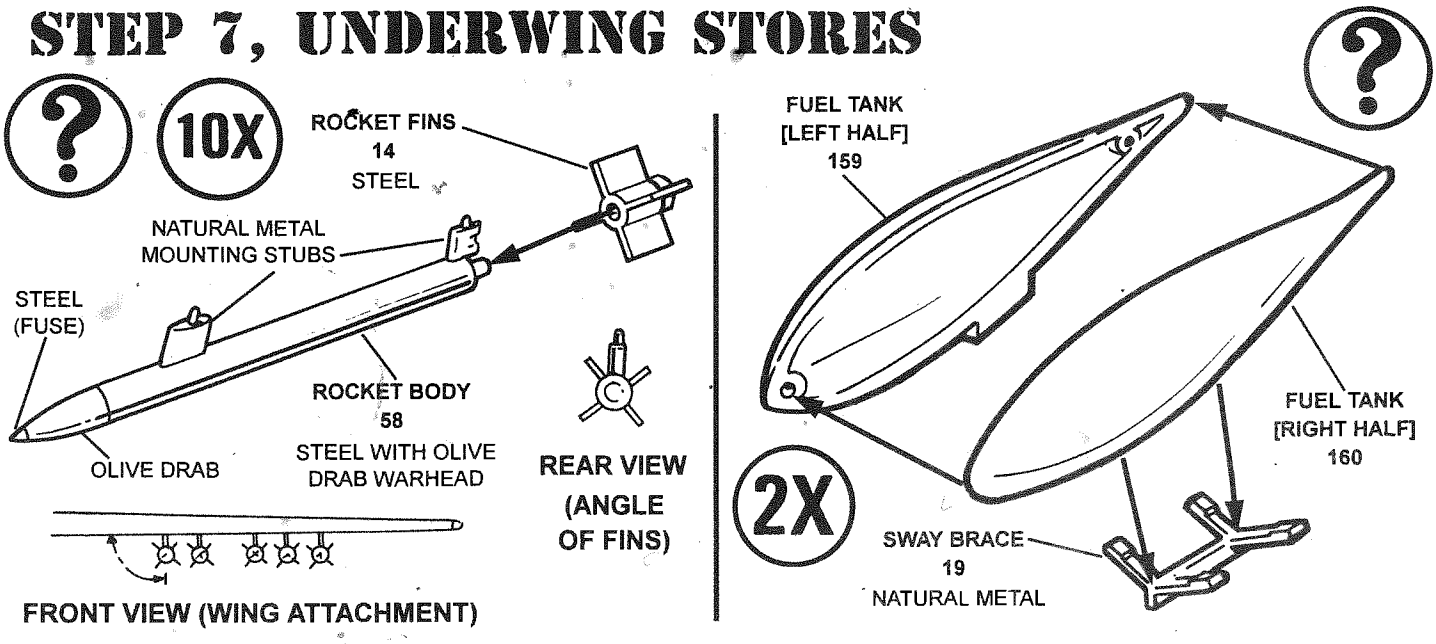
6. Paint the completed main wheels and tires before attaching them to the model.

7. Glue the COMPLETED MAIN WHEEL AND TIRES to the main gear struts. Make sure the weighted side of the tire is down and rests squarely on the ground.

MODELING TIP: Although the drawings show the positions for the main wheels and tires at this point, some modelers may find it easier not to glue them in place at this time. Instead, place them aside until the model has been completed, then glue them in place at the end of construction.

Left: Details of the left main landing gear on a P-47N can be seen in this photograph. (Detail & Scale photo by Bert Kinzey)

STEP 7, UNDERWING STORES



PAINT ALL PARTS AFTER ASSEMBLY.

1. If you are using the rockets on your model, make each of ten rockets by gluing a ROCKET BODY (58) to a set of ROCKET FINS (14).

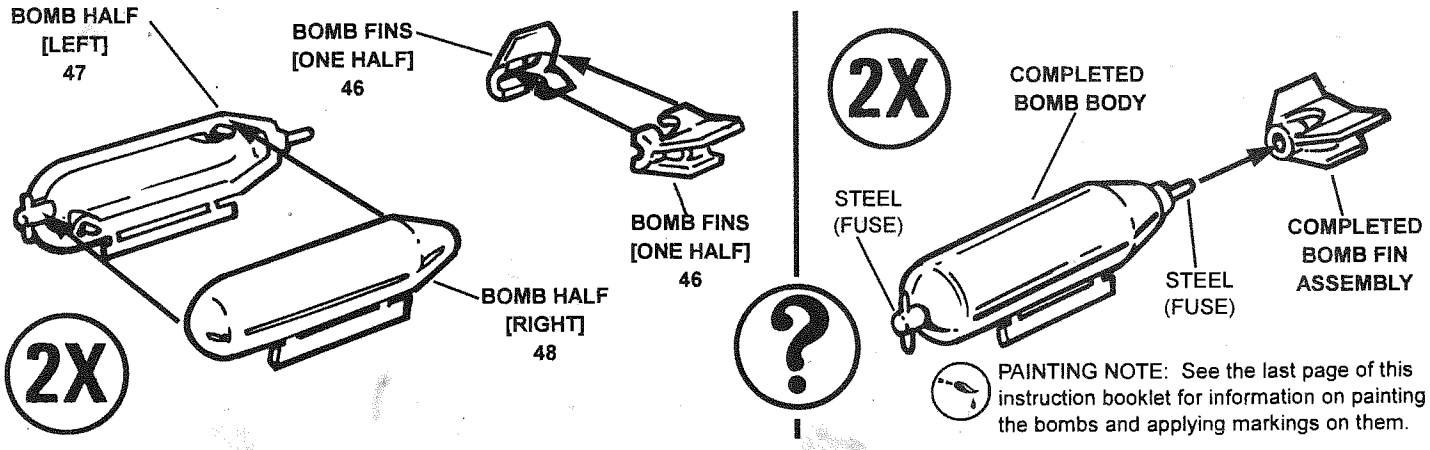
2. Paint the rockets as indicated.

3. Glue the ten completed rockets to the underside of the wings. Be sure to mount each rocket at the correct angle to the wing as shown in the front view.

4. If you wish to use the external fuel tanks on the underwing pylons, glue a FUEL TANK [LEFT HALF] (159) to a FUEL TANK [RIGHT HALF] (160) as shown in the drawing at right.

5. Cement a SWAY BRACE (19) to the fuel tank.

6. Repeat items 4 and 5 using a second set of parts 159 , 160, and 19 to build a second fuel tank.



PAINTING NOTE: See the last page of this instruction booklet for information on painting the bombs and applying markings on them.

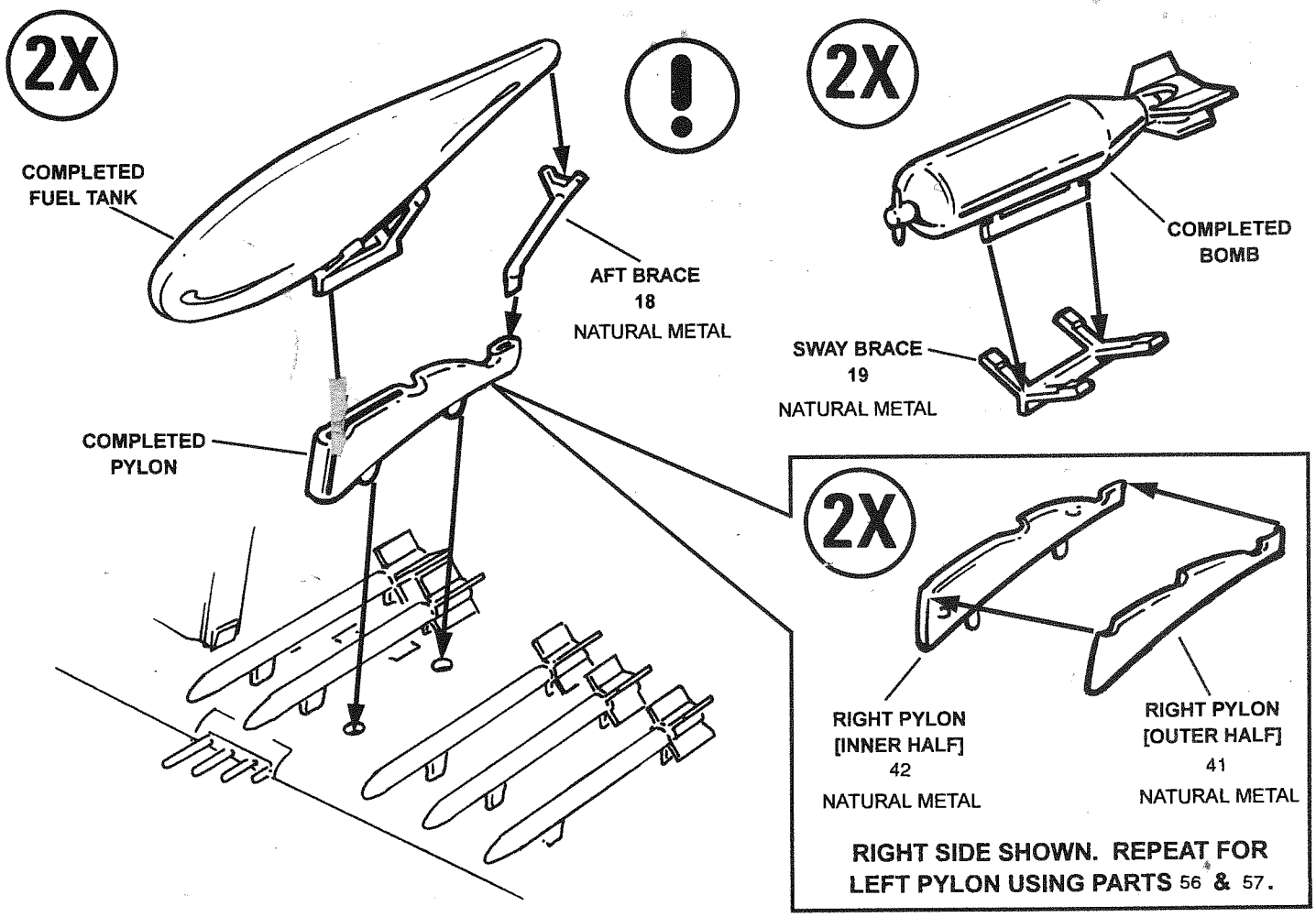
7. If you prefer to use bombs instead of external fuel tanks on the underwing pylons, glue a BOMB HALF [LEFT] (47) to a BOMB HALF [RIGHT] (48) as illustrated in the drawing at left.

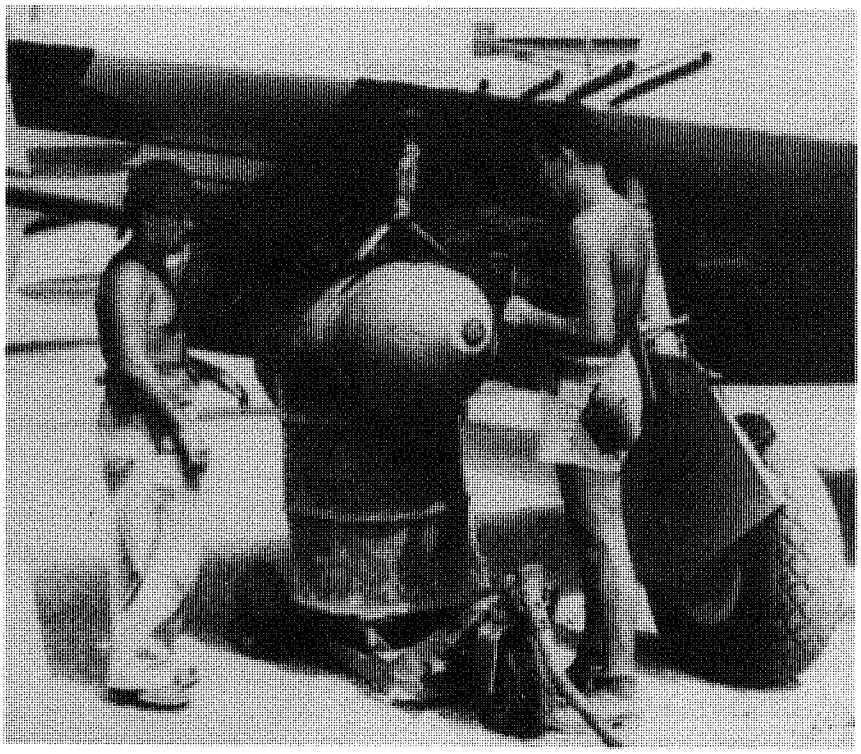
8. Glue a BOMB FIN [ONE HALF] (46) to a second BOMB FIN [ONE HALF] (46) to make a COMPLETED BOMB FIN ASSEMBLY.

9. Cement the COMPLETED BOMB FIN ASSEMBLY to the COMPLETED BOMB BODY as shown at right.

10. Repeat items 6, 7, and 8 to make a second bomb, then paint both bombs and apply decals as indicated on the last page of this instruction booklet.

MODELING NOTE: ProModeler makes after-market decals for U. S. World War II bombs and rockets in both 1/72nd and 1/48th scales. These after-market decals in 1/48th scale are found on sheet number 88-1012. Included on this sheet are stripes for various sizes of bombs as well as stencilling for bombs and rockets. These decals will enhance this or any other U. S. World War II aircraft on which bombs and/or rockets are displayed.





Armorers load a 500-pound bomb on the right pylon of a Thunderbolt. A 55-gallon drum is being used on a standard bomb dolly for this purpose. A bomb dolly like this one can be found in ProModeler kit number 5930, WW-II GROUND EQUIPMENT.
(U. S. Air Force Museum)

STEP 7, UNDERWING STORES, CONTINUED

11. Make the right underwing pylon by gluing the RIGHT PYLON [OUTER HALF] 56 to the RIGHT PYLON [INNER HALF] (57) as shown in the detail drawing.

12. Make the left underwing pylon by gluing the LEFT PYLON [OUTER HALF] (42) to the LEFT PYLON [INNER HALF] (41).

13. Cement the two COMPLETED PYLONS to the holes in the underside of the appropriate wing.

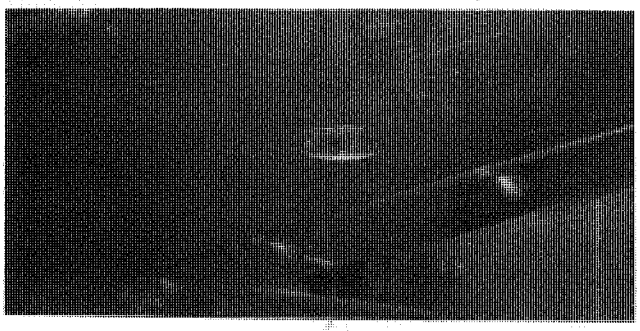
14. If you are using the two external fuel tanks, glue an AFT BRACE (18) to each COMPLETED PYLON.

15. Cement the two COMPLETED FUEL TANKS to the COMPLETED PYLON and AFT BRACE.

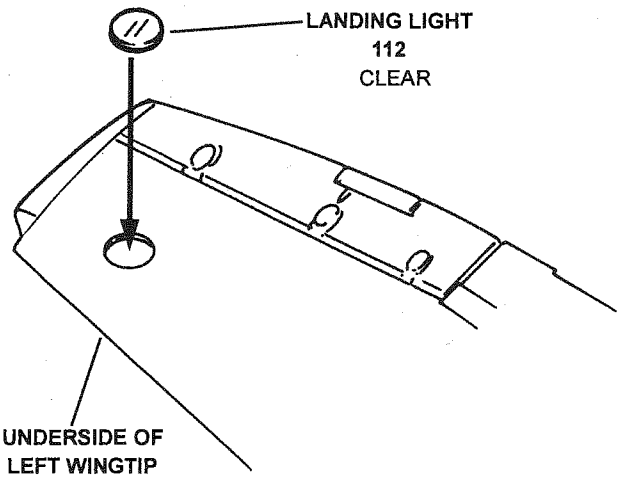
16. If you are using the bombs instead of the fuel tanks, glue a SWAY BRACE (19) to each COMPLETED BOMB.

17. Cement a COMPLETED BOMB and SWAY BRACE to each COMPLETED PYLON.

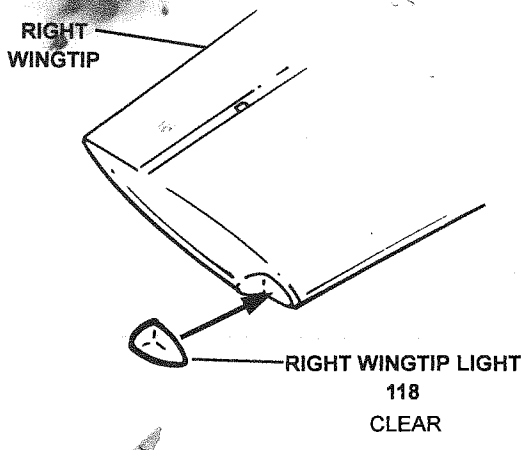
STEP 8, WING DETAILS

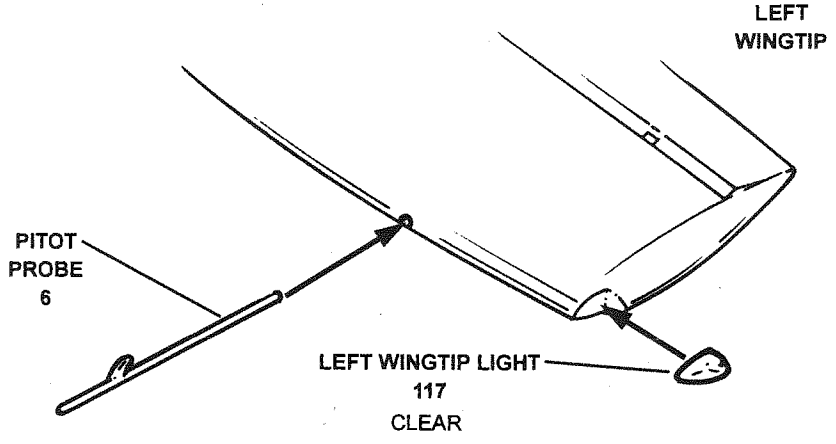


The retractable landing light is shown here on the underside of the left wing of a P-47N. (Detail & Scale photo by Bert Kinzey)



1. Using a water-based white glue, attach the LANDING LIGHT (112) to the underside of the LEFT WING.

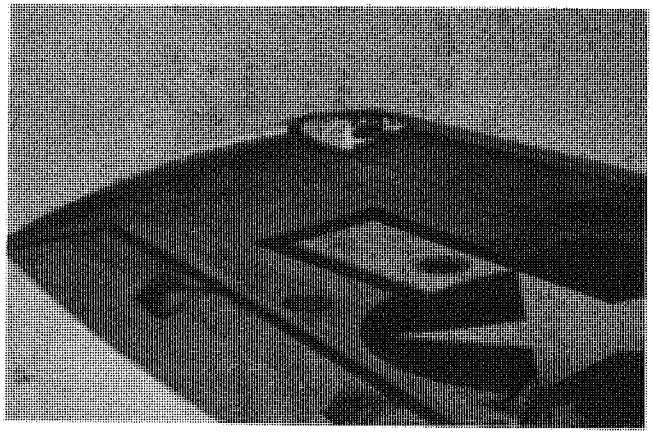




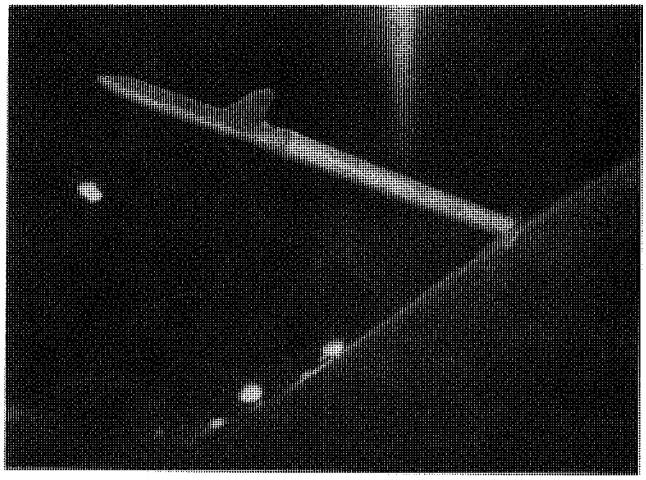
2. Still using a water-based white glue, attach the RIGHT WINGTIP LIGHT (118) to its location on the tip of the right wing.

3. Continue to use the water-based white glue, and attach the LEFT WINGTIP LIGHT (117) to the left wingtip.

4. Glue the PITOT PROBE in place on the leading edge of the left wing. Paint the probe as indicated in the bottom caption on this page.

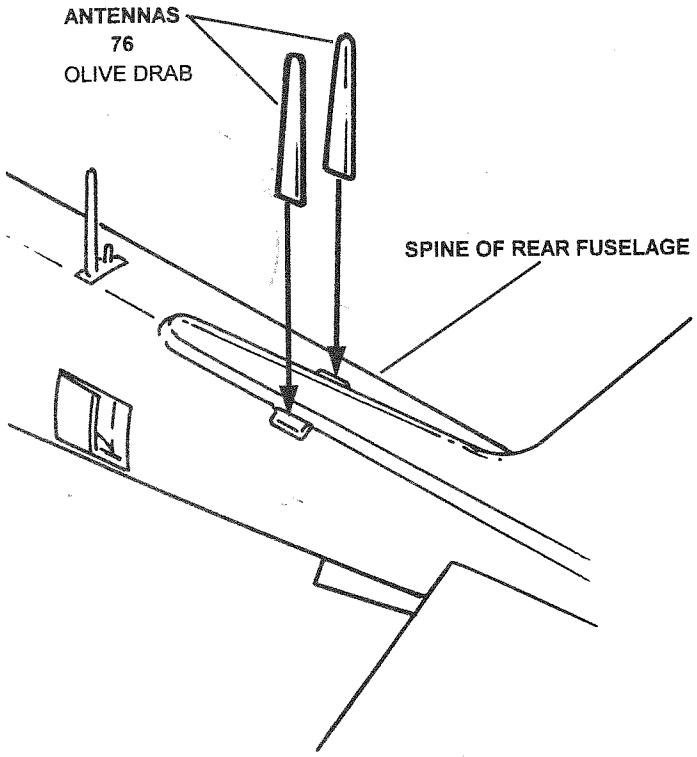


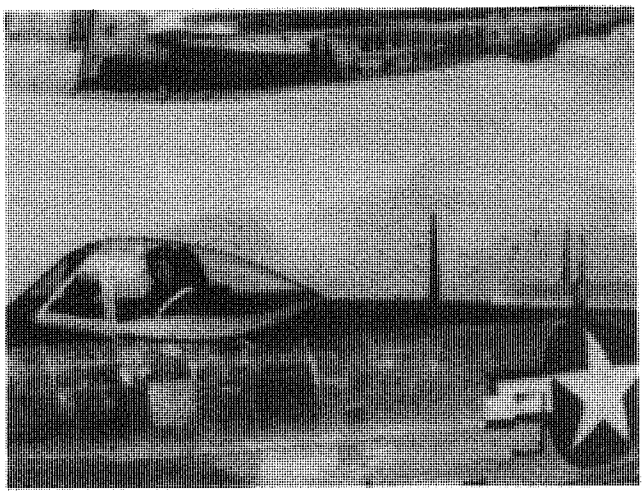
For most P-47Ns, the left and right navigation lights were located on the leading edge of both wingtips as shown here. For the last production block, which was designated P-47N-25-RE, these lights were replaced with small circular lights at the center of each tip. (U. S. Air Force Museum)



Details of the pitot probe can be seen here. Most of the probe was the same natural metal as the wing, but the head of the probe was a steel color. (Detail & Scale photo by Bert Kinzey)

STEP 9, ANTENNAS



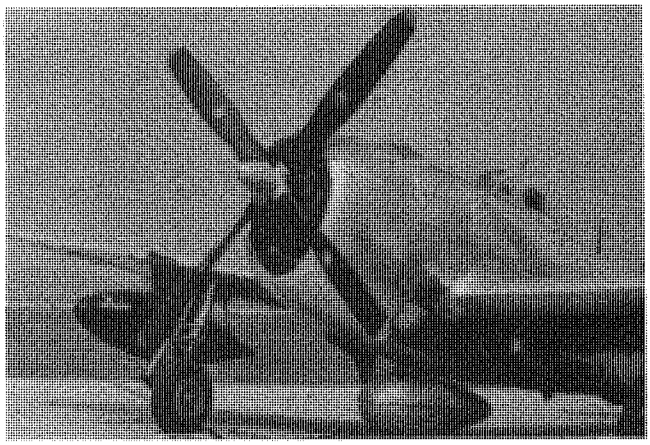


Although the number, type, and location of antennas varied on P-47Ns, the most common configuration is shown in this photograph. There is a single mast forward on the spine of the aircraft, and two more antennas are mounted side by side further aft on the spine. This standard configuration is included in your ProModeler kit. (U. S. Air Force Museum)

1. Glue the two ANTENNAS (76) in place on the SPINE OF THE REAR FUSELAGE as illustrated in the drawing at left.

2. Paint the antennas Olive Drab to match the anti-glare panel on the spine of the aircraft.

STEP 10, PROPELLER ASSEMBLY

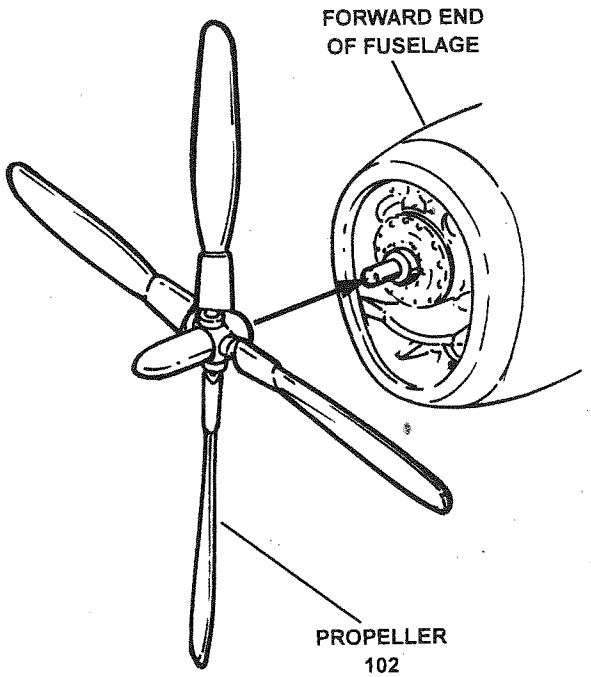


There were four different types of propellers used on Thunderbolts. The one supplied in this ProModeler kit was known as the Curtiss Electric symmetrical paddle blade propeller, and it was very common on P-47Ns. This picture shows this type of propeller with the round Curtiss Electric logo on each of the blades. (U. S. Air Force Museum)

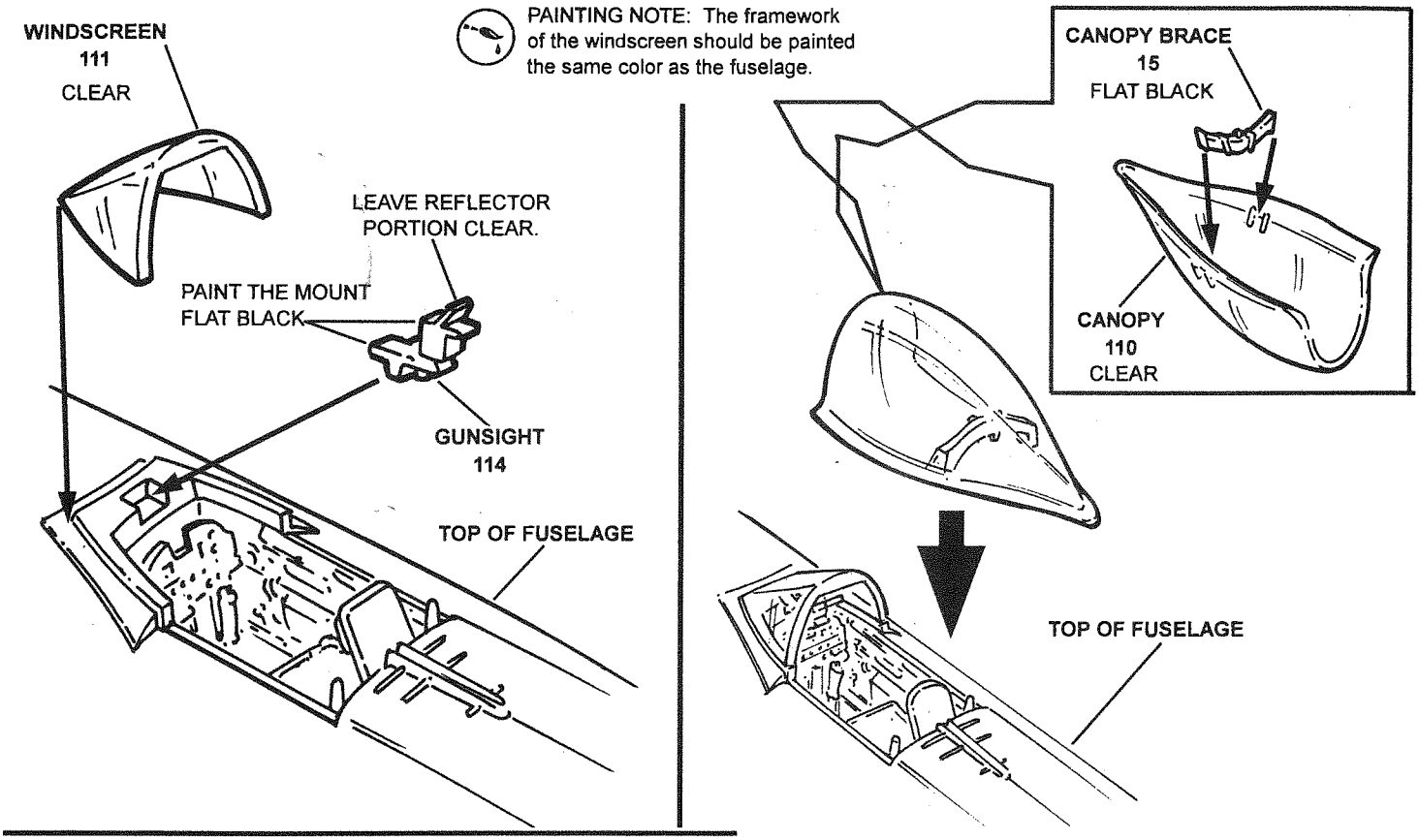
1. Refer to the last three pages of this instruction booklet, and paint the propeller as indicated.

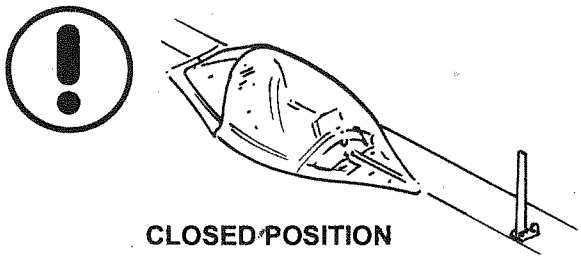
2. Apply the appropriate decals to the propeller.

3. Glue the PROPELLER (102) in place on the shaft at the front of the engine. Be very careful not to let any glue touch the engine where the shaft passes through it.

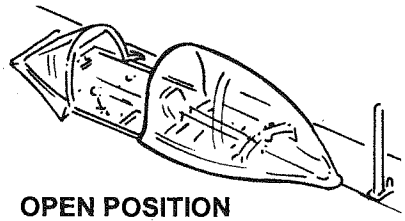


STEP 11, GUNSIGHT & CANOPY ASSEMBLY





CLOSED POSITION



OPEN POSITION

Note: It is recommended that a water-based white glue be used for all assembly involving clear parts.

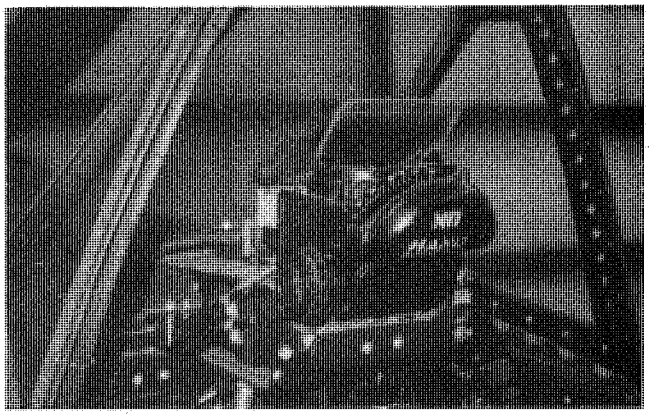
PAINT ALL PARTS BEFORE ASSEMBLY.

1. After painting the GUNSIGHT (114) to match the photograph at right, glue it in position at the forward end of the cockpit.

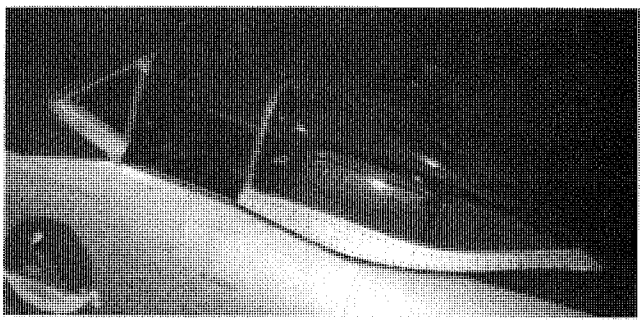
2. Attach the WINDSCREEN (111) in place as shown in the top left drawing.

3. Glue the CANOPY BRACE (15) to its position inside the CANOPY (110) as illustrated in the detail drawing.

4. Attach the CANOPY (110) to the top of the fuselage. The canopy can be placed in the open or closed position as desired.



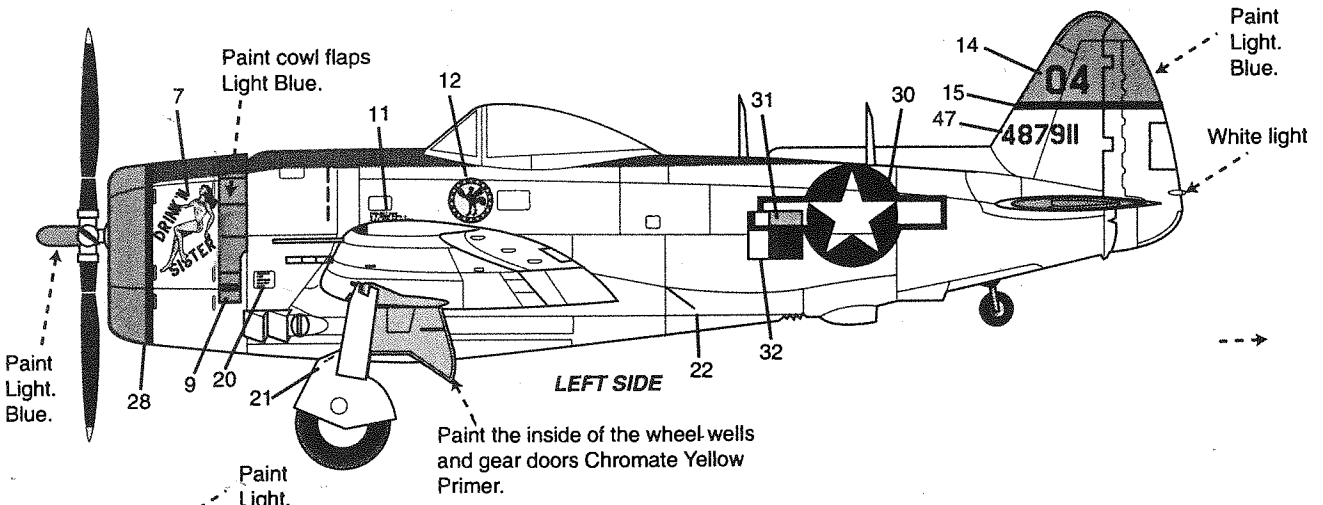
This photograph should be helpful when painting the gunsight. The sight was flat black with a clear reflector at the top. (Detail & Scale photo by Bert Kinzey)

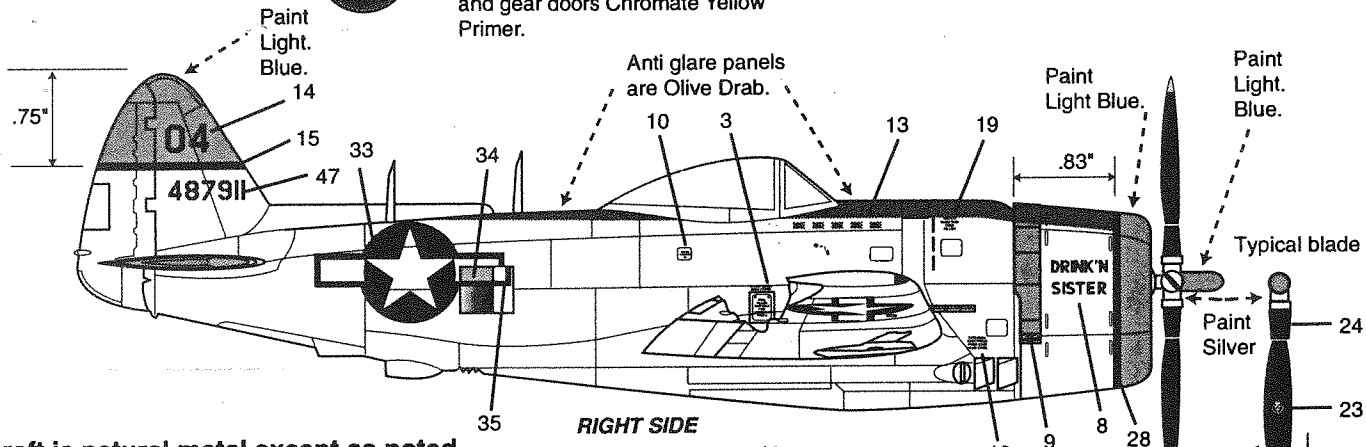


Both the windscreen and the canopy on the U. S. Air Force Armament Museum's P-47N can be seen here. Note how the center of the canopy brace slides forward and aft in the guides on the top of the fuselage. (Detail & Scale photo by Bert Kinzey)

P-47N-2-RE, DRINK'N SISTER, 19th FS, 318th FG, Ie Shima, 1945.
Pilot, Captain John E. Vogt, later to become Commander of the 19th Fighter Squadron. Five kills, all on one mission on 28 May, 1945.

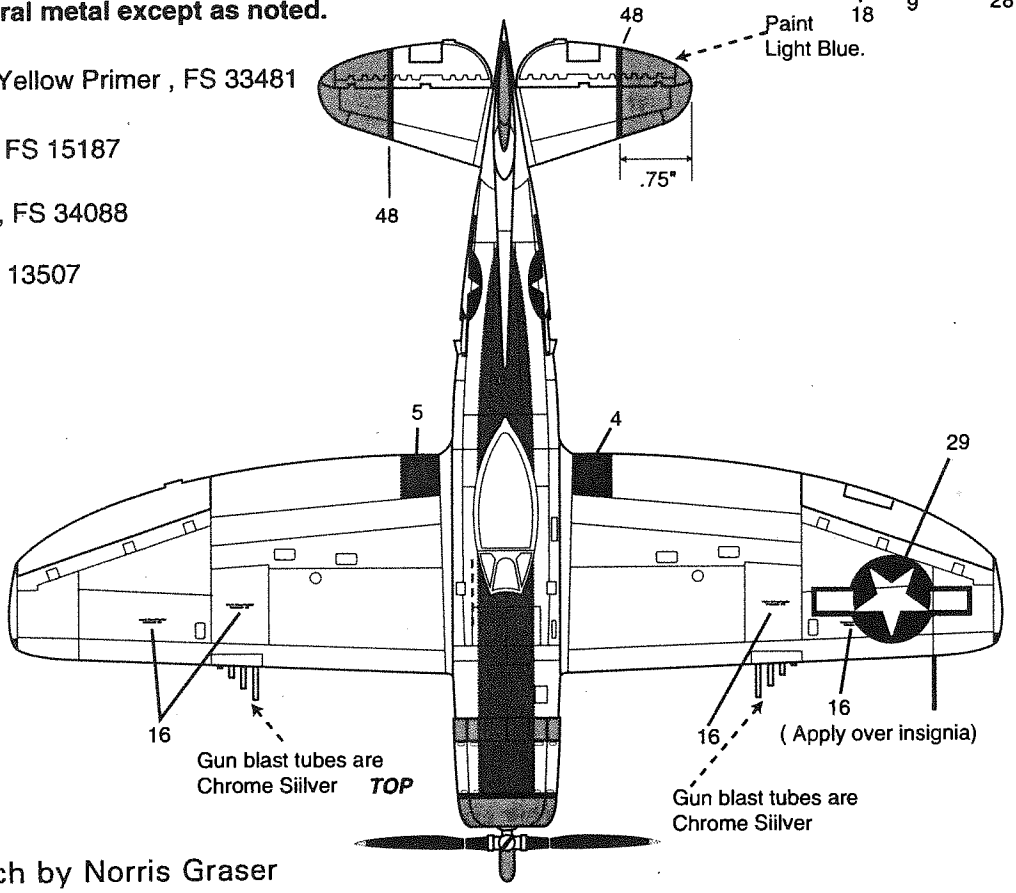
PRO MODELER by Revell-Monogram





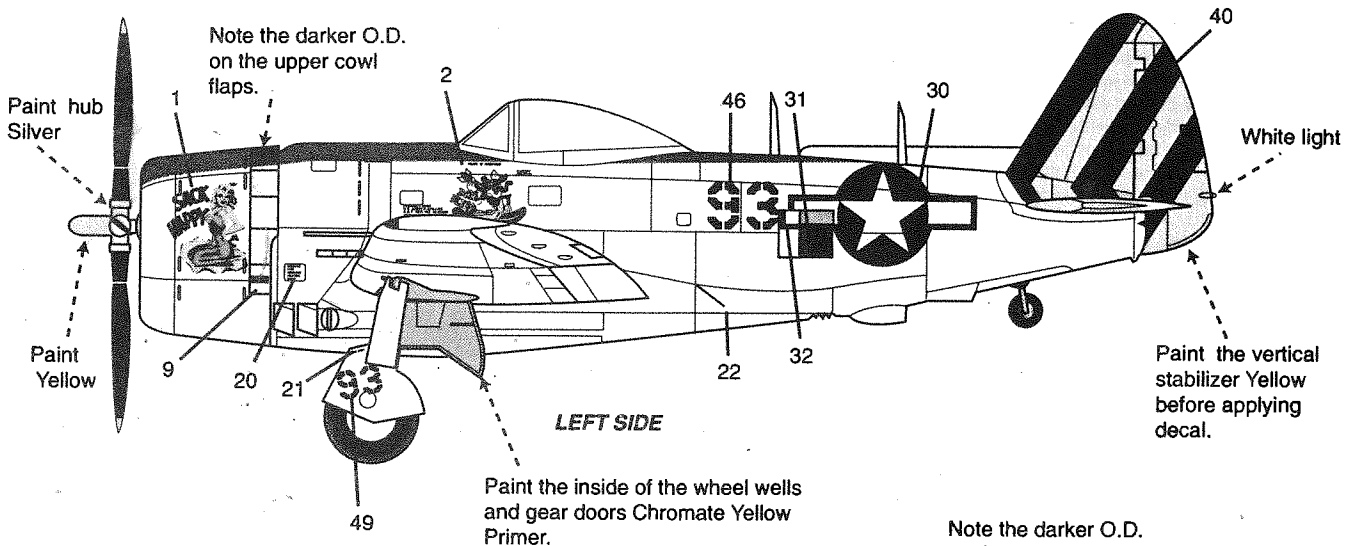
Aircraft is natural metal except as noted.

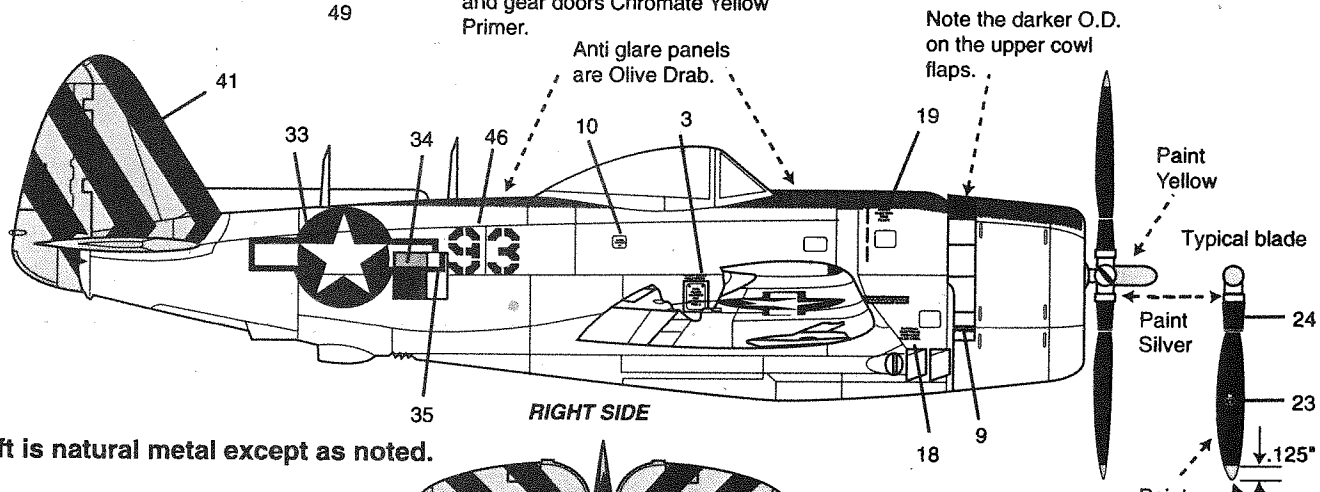
- Chromate Yellow Primer , FS 33481
- Light Blue, FS 15187
- Olive Drab, FS 34088
- Yellow, FS 13507
- Aluminum
- Flat Black



Decal research by Norris Graser

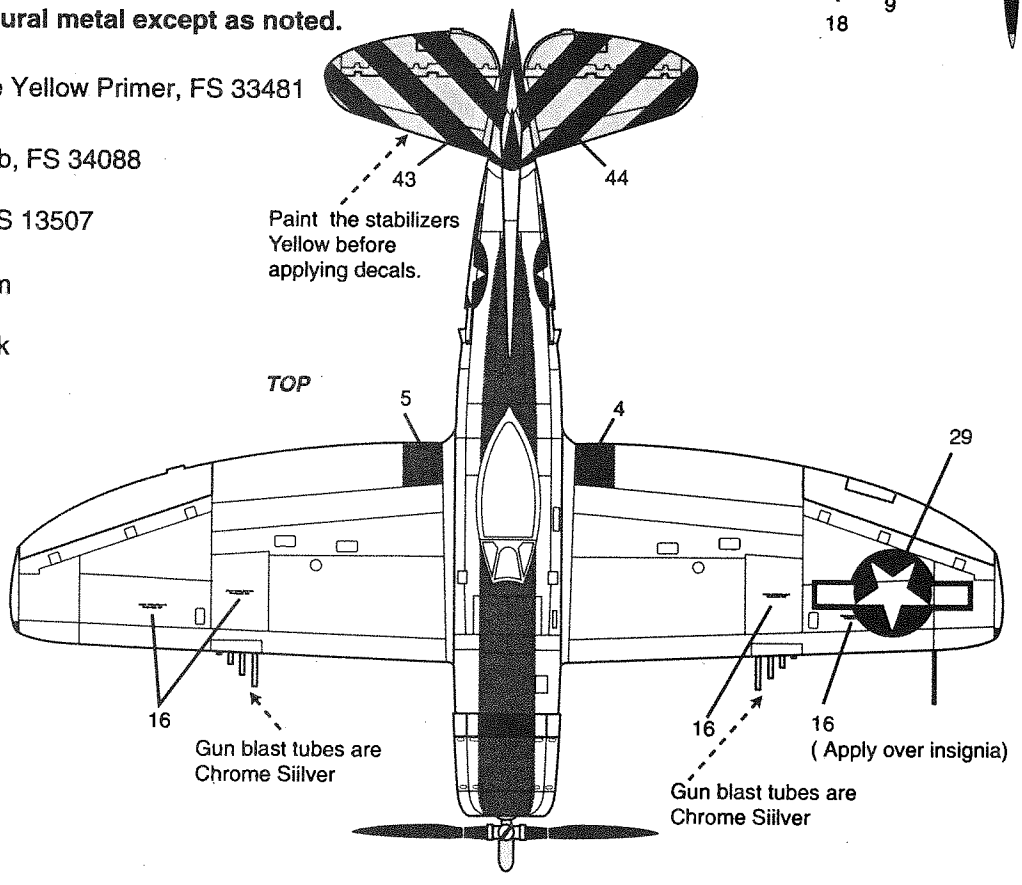
P-47N-1-RE, SACK HAPPY, 44-88320 73rd FS, 318th FG, Ie Shima, July 1945.
Pilot, Lieutenant Robert W. Redfield, one kill, August 8, 1945.





Aircraft is natural metal except as noted.

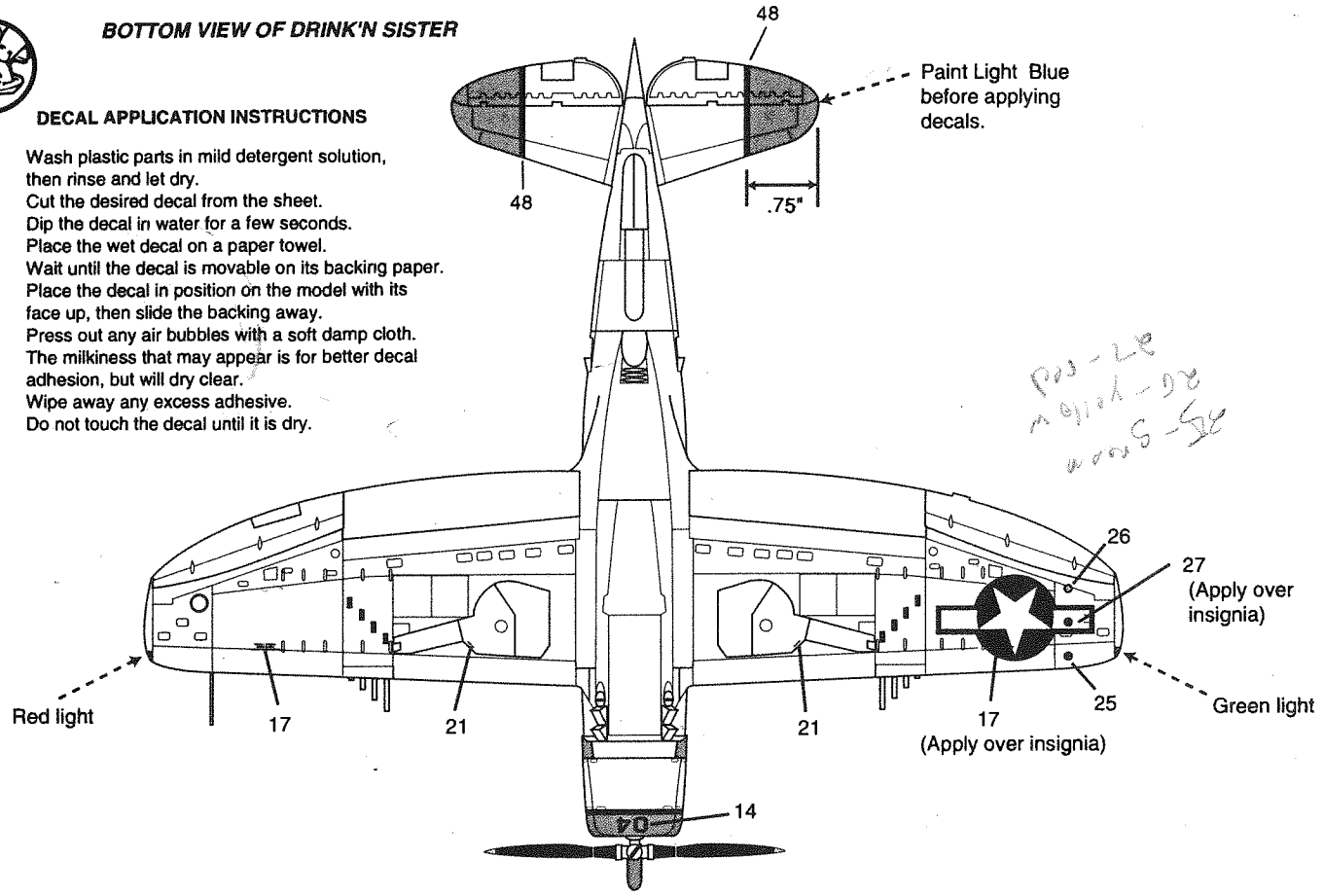
- Chromate Yellow Primer, FS 33481
- Olive Drab, FS 34088
- Yellow, FS 13507
- Aluminum
- Flat Black



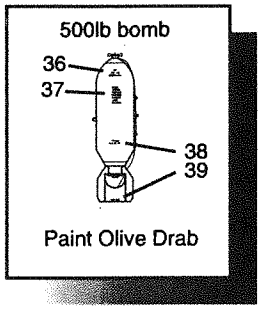
BOTTOM VIEW OF DRINK'N SISTER

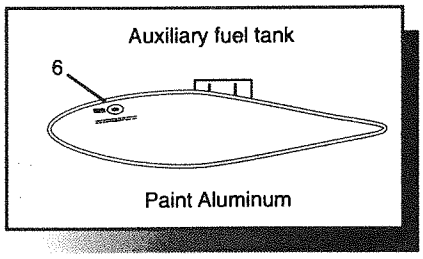
DECAL APPLICATION INSTRUCTIONS

1.) Wash plastic parts in mild detergent solution, then rinse and let dry.
2.) Cut the desired decal from the sheet.
3.) Dip the decal in water for a few seconds.
4.) Place the wet decal on a paper towel.
5.) Wait until the decal is movable on its backing paper.
6.) Place the decal in position on the model with its face up, then slide the backing away.
7.) Press out any air bubbles with a soft damp cloth.
8.) The milkiness that may appear is for better decal adhesion, but will dry clear.
9.) Wipe away any excess adhesive.
10.) Do not touch the decal until it is dry.



BOTTOM VIEW OF SACK HAPPY





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