

FINISHING YOUR MODEL

It is best to paint most of the parts before cementing them. The large outside surfaces, such as wings and fuselage, may be painted after assembly. Only ENAMEL or PAINT FOR PLASTICS should be used. All colors used should have a flat finish except as noted. A small pointed brush is best for painting small parts. Larger areas are best covered with a soft brush about 1/4 inch wide. Allow time for paint to dry thoroughly before handling parts. Scrape away paint from cement areas. Cement will not stick to paint. Suggestions for painting details are given below. Refer to photos on this page and box cover for general painting and markings.

WHITE—Switches on panel under instruments. **LIGHT GREY**—Cowl inside, gas tank, ignition wires, propeller hub. Engine gear cover is glossy.

ZINC CHROMATE (APPLE GREEN)—Cockpit, wheel wells, inside of wheel doors and strut covers.

RED—Gas cap on gas tank, fire buttons on control stick.

DARK GREY-GREEN (SEMI-GLOSS)—Headrest pad, oxygen hose.

OLIVE DRAB—Headrest, seat, seat belts, area behind seat, map case, back edge of cockpit, floor troughs, socket for control stick, bombs, antenna, pitot tube, crash-pad and arm on gunsight.

BLACK (GLOSSY)—Cockpit electrical panels, switch boxes, throttle quadrant, oxygen regulator, and various knobs. Engine push rods, magnetos, control stick grip.

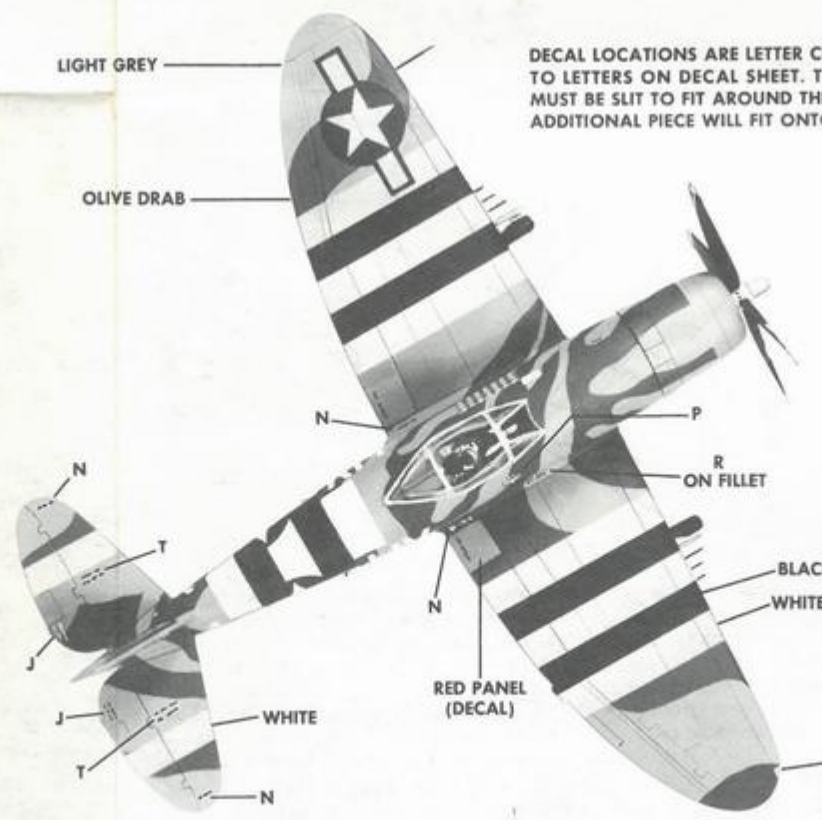
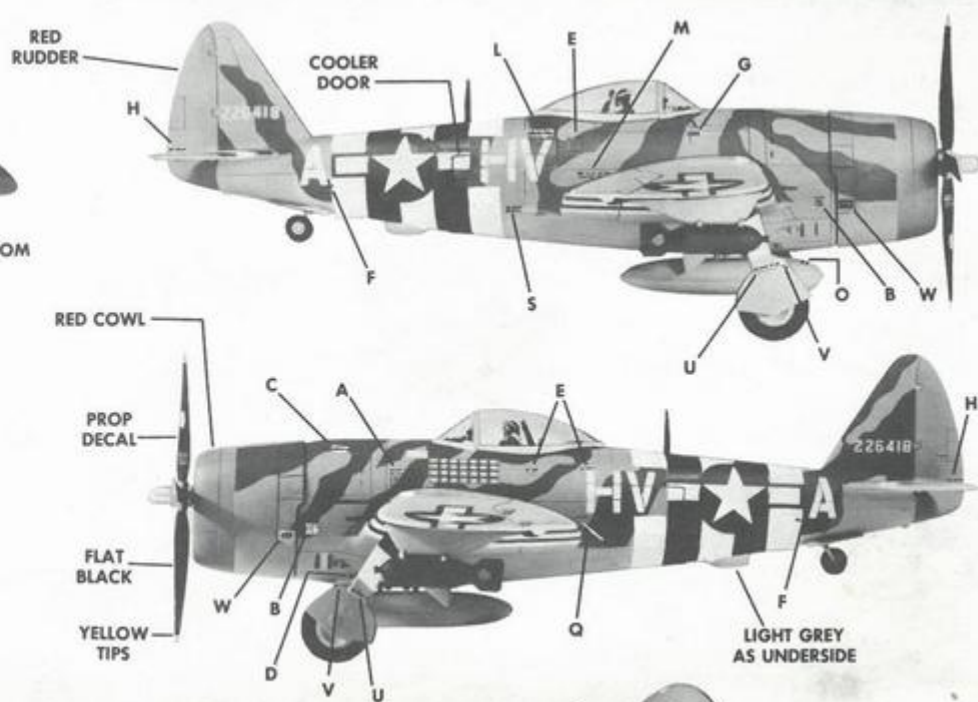
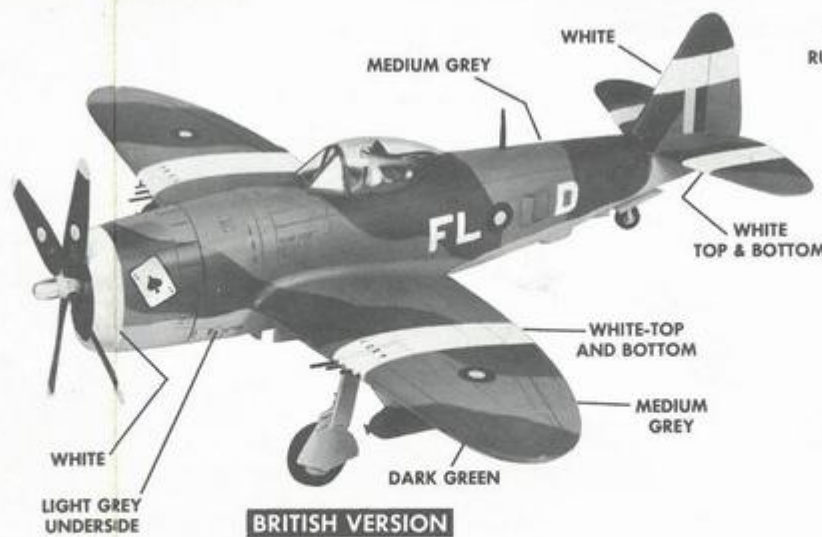
BLACK (FLAT)—Cockpit front walls, tires, canopy slide, canopy slide rails and elliptical area around rails, instrument panel, gunsight and area under windshield, engine mounting plate.

SILVER—Landing struts, wheels, door brace, tail-wheel strut, canopy and windshield frame, propeller dome, canopy guide frame and bracing inside of cockpit, engine cylinders, ignition ring, all guns, engine bolts, gunsight optic glass, back of instruments, control pedals and arms, bomb sway braces, pitot head.

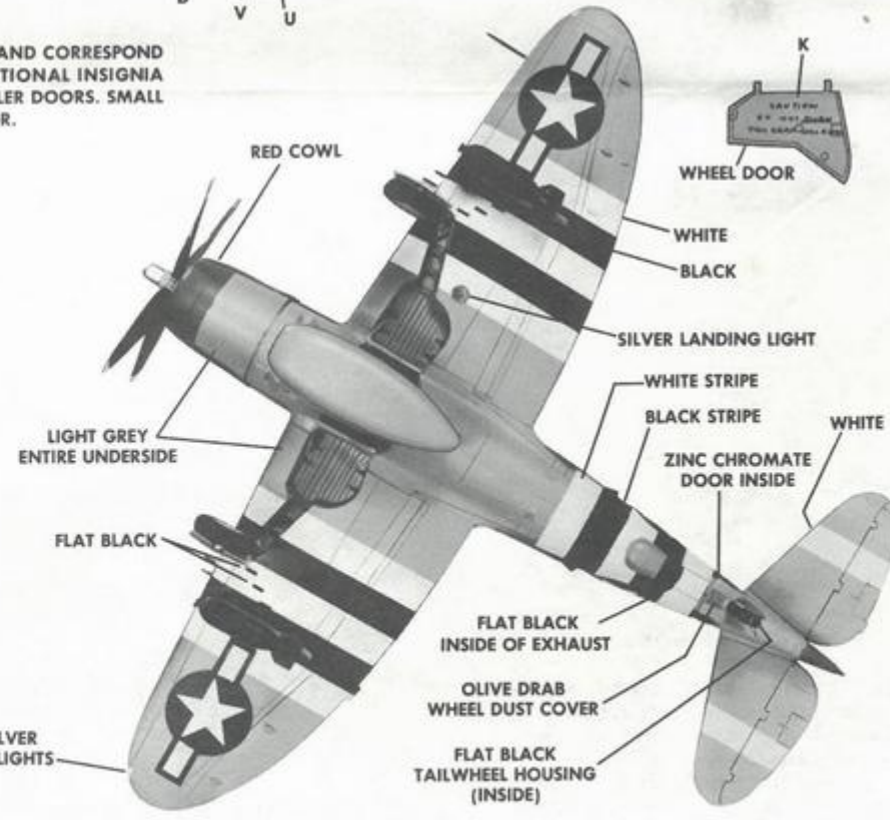
PILOT-AMERICAN—Olive drab suit, black-brown helmet, green lens goggles with tan frames and white straps, yellow life jacket, white parachute straps, flesh face, tan gloves, oxblood boots, dark grey-green (semi-gloss) oxygen hose and mask.

PILOT-BRITISH—As American pilot except, tan suit, silver lens goggles with black frames and black straps, black-brown gloves.

When applying decals, refer to the photos on the right. Choose either of two versions. To apply decals, select the item you wish to apply and cut it from the sheet. For a neat job, work with one subject at a time and trim it close to color outline. Dip the decal in water for a few moments until it slides easily on the paper backing. Next, slide the decal into position, press out trapped air bubbles and blot with a soft rag.



DECAL LOCATIONS ARE LETTER CODED AND CORRESPOND TO LETTERS ON DECAL SHEET. THE NATIONAL INSIGNIA MUST BE SLIT TO FIT AROUND THE COOLER DOORS. SMALL ADDITIONAL PIECE WILL FIT ONTO DOOR.



THUNDERBOLT P-47D

MONOGRAM MODELS, INC. Morton Grove, Ill. Copyright © 1967

All rights reserved. Made in U.S.A.



SCALE: 1/4" = 1'
1/48 SIZE
KIT NO. 6838

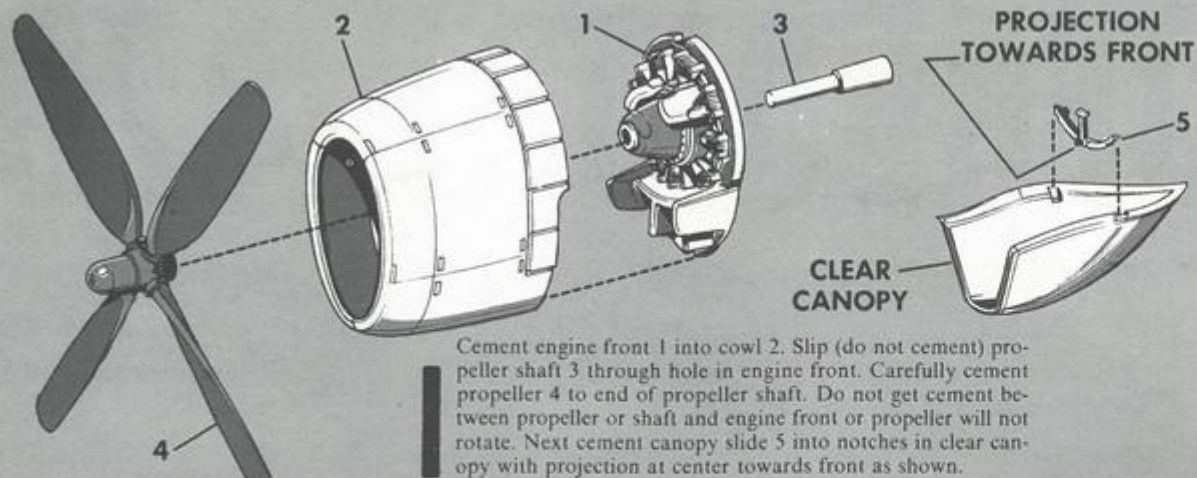
IMPORTANT! READ THIS BEFORE YOU BEGIN

Read the instructions and study the drawings to become familiar with all of the parts. Once you've started the assembly, check the fit of each part by putting it in place without cement. Then remove the part, apply cement and attach it to the model.

Plastic parts are molded with identifying numbers appearing on the part or on a tab next to the part. These numbers are referred to in the instructions to make it easy for you to locate the correct part during the assembly. Do not detach parts from the trees until you are ready to use them. After cutting or breaking off the required part, trim away any excess bits of plastic using a small sharp knife.

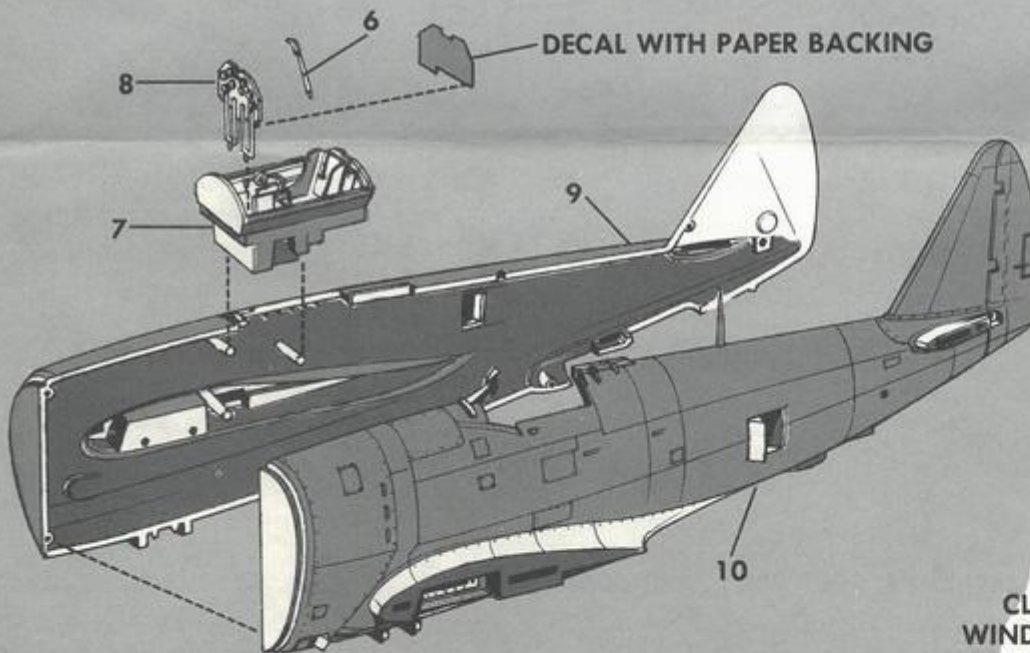
Do not rush the assembly of your model. Avoid excessive amounts of cement. All plastic cements contain solvents which dissolve plastic in order to form a solid weld between the cemented parts. Too much cement can soften and distort the plastic, spoiling your model's appearance. When applying cement to small or confined areas, use cement on the end of a toothpick to better regulate the amount being applied.

Refer to the instructions, "Finishing Your Model", for helpful hints on painting. It is best to paint some parts before cementing them into place. Scrape paint away from areas which will be cemented. Cement will not stick to paint.

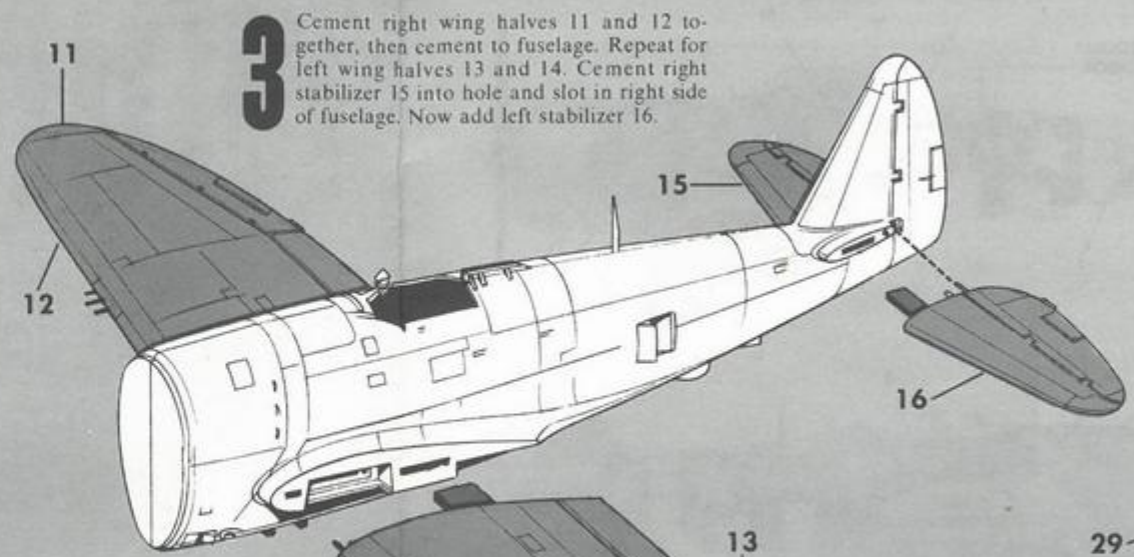


Cement engine front 1 into cowl 2. Slip (do not cement) propeller shaft 3 through hole in engine front. Carefully cement propeller 4 to end of propeller shaft. Do not get cement between propeller or shaft and engine front or propeller will not rotate. Next cement canopy slide 5 into notches in clear canopy with projection at center towards front as shown.

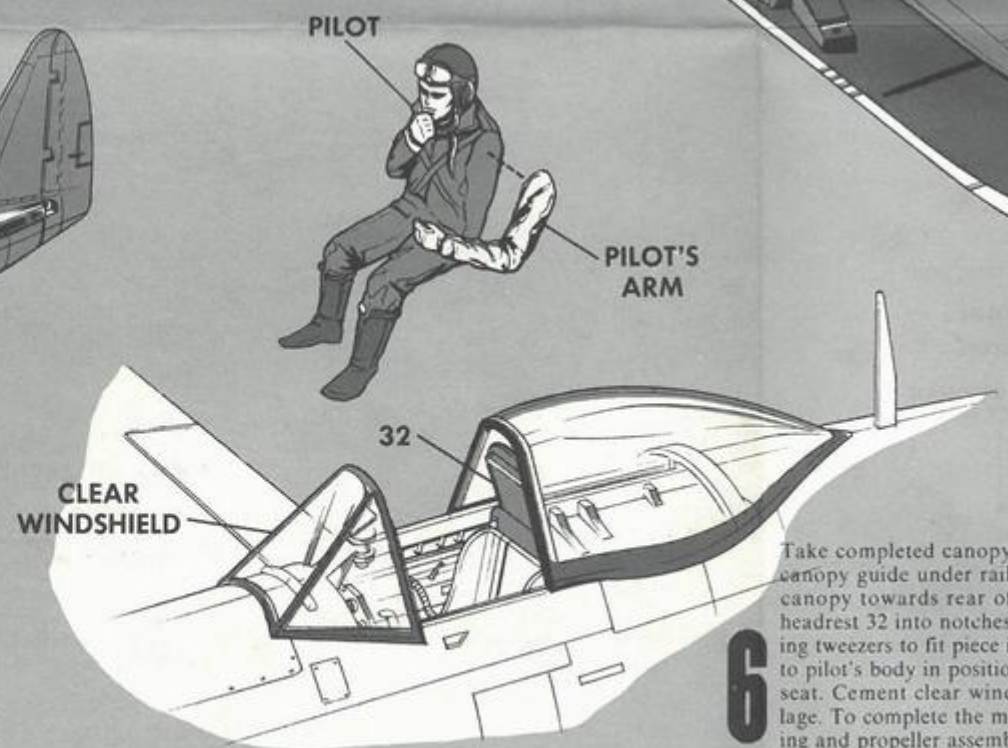
SET ASIDE TO ALLOW CEMENT TO DRY THOROUGHLY!



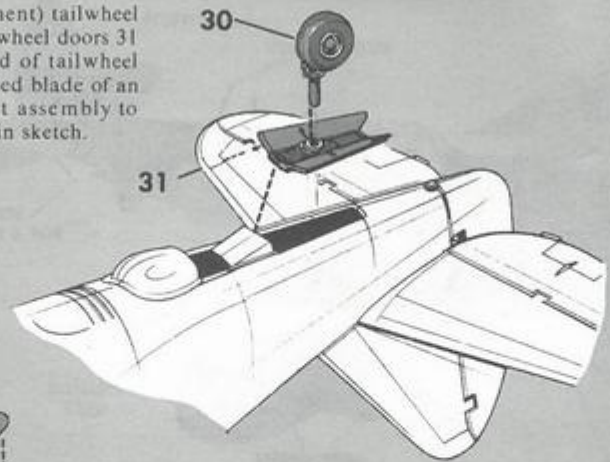
2 Cement control stick 6 into hole in cockpit interior 7. Cut out instrument panel from decal sheet, trimming close to edge. Cement decal with paper backing onto control panel 8, then cement panel into holes in floorboard. Pin on center of panel back should rest against bucket. Cement bucket onto two pins on right fuselage half 9 then cement left fuselage half 10 to right half.



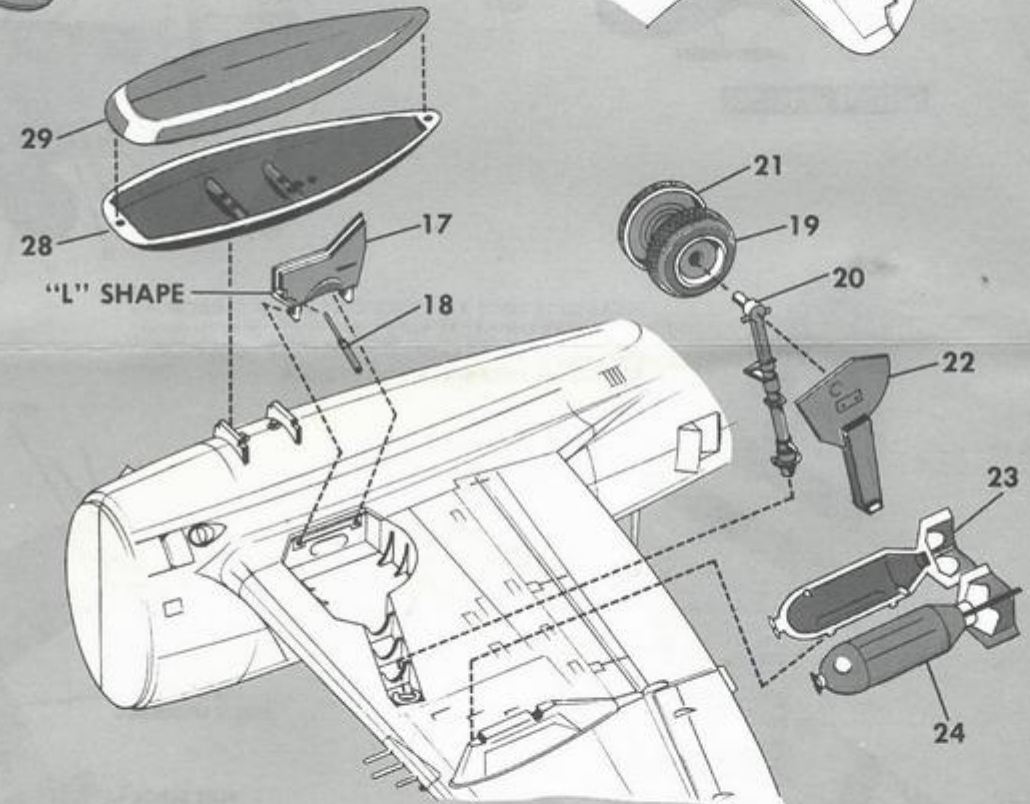
3 Cement right wing halves 11 and 12 together, then cement to fuselage. Repeat for left wing halves 13 and 14. Cement right stabilizer 15 into hole and slot in right side of fuselage. Now add left stabilizer 16.



6 Take completed canopy assembly and insert pins on canopy guide under rails on fuselage. Carefully slide canopy towards rear of plane. Cement armor plate headrest 32 into notches in bucket in back of seat using tweezers to fit piece into place. Cement pilot's arm to pilot's body in position desired and cement pilot to seat. Cement clear windshield into position on fuselage. To complete the model, cement completed cowling and propeller assembly to front of fuselage.



4 Insert (do not cement) tailwheel 30 into hole in tailwheel doors 31 and flare over end of tailwheel stem with the heated blade of an old knife. Cement assembly to fuselage as shown in sketch.



5 Cement wheel door 17 into holes in wheel well as shown. Cement "thin end" of door brace 18 under "L" shape at front of door with other end against front wall of wheel well. Place outer wheel half 19 over axle portion on landing gear strut 20 and flare over end of axle with the heated blade of an old knife. Wheel half should revolve freely. Now cement inner wheel half 21 in place. Cement strut cover 22 onto landing gear strut. Pins on strut fit into socket and notches in cover. Now cement landing gear strut into socket in wheel well. Cement bomb halves 23 and 24 together, then cement one bomb to wing rack. The preceding procedure must be repeated for the left side of airplane with wheel door 25, landing gear strut 26, strut cover 27, bomb and wheels. Some Thunderbolts, both in Europe and in the Pacific, carried an auxiliary gas tank as in this kit. If you plan to use this tank, cement tank halves 28 and 29 and cement halves to fuselage.

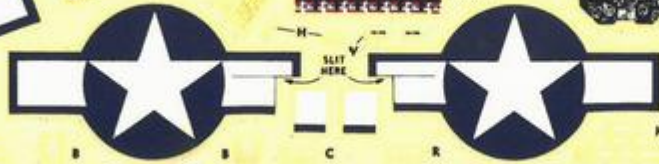
The Republic P-47 Thunderbolt was designed to meet U.S. Army Air Corps specifications as a heavily armed high altitude interceptor and bomber escort. Specifications called for a plane that would fly higher, faster, farther, carry more guns and more protection than any plane before.

On September 2, 1940, official approval came through from the War Department on the project which had already been started. The first prototype, the XP-47B, lifted into the air on May 6, 1941.

Throughout World War II the P-47 gained recognition on every front, due not only to its high altitude performance but also for its extreme ruggedness and ability to absorb extensive battle damage and still remain flying. The ruggedness contributed to its great success in the more hazardous ground attack roles.

The highest scoring ace in the European Theater was a member of the 56th Fighter Group, Lt. Col. Francis S. Gabreski, famous American Commanding Officer of the 61st Fighter Squadron. Decal markings for his plane are included in Monogram's kit of this famous plane showing 28 victories, although the eventual total he accumulated was 33 (air and ground). R.A.F. markings are also included for No. 81 Squadron.





VAH
VAH

226418



226418

FLY

R- 1 2 3 4
L- 4 3 2 1

HDI85



HDI85

