

US WWII FIGHTER 1:48 SCALE PLASTIC KIT



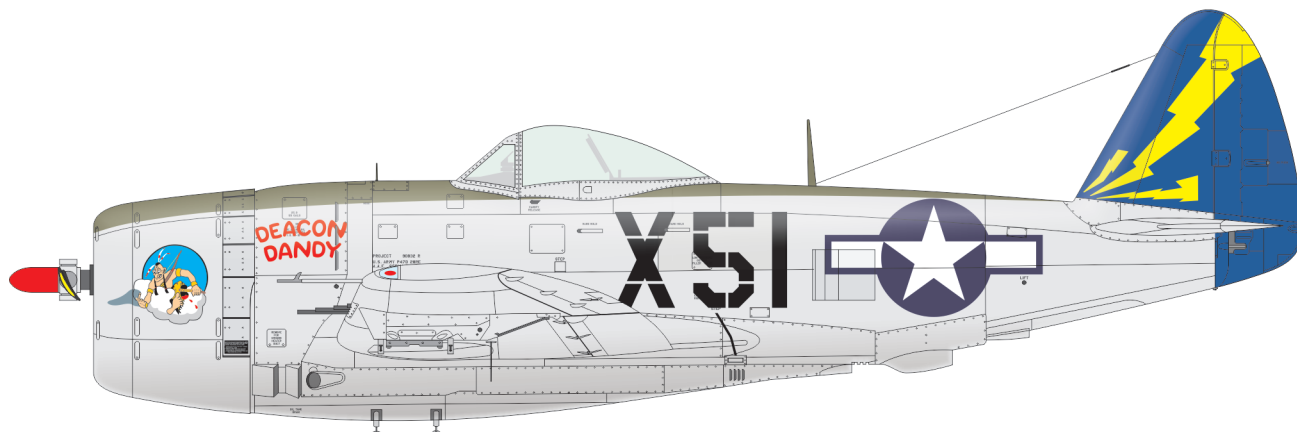
eduard

intro

In June 1940, the United States Army Air Corps (USAAC) issued a requirement for a new light fighter design. Among those manufacturers to respond was the Republic Aviation Corporation of Farmingdale, New York. This company was a successor to the Seversky Aircraft Corporation. Republic's chief designer, Alexander Kartveli, born in Georgia in the Soviet Union, moved to the States, as did his former chief, Alexander Seversky. One of Kartveli's designs was the P-35 fighter, accepted and used by the USAAC, and other countries. In 1939, Republic signed a contract to manufacture another fighter, the P-43 Lancer. The performance of the P-43 was not good enough to compare with contemporary European fighters, notably the Bf 109E and Spitfire. In the meantime, Kartveli finished the design of a brand new fighter under the company designation AP-10. It was powered by the Allison V-1710 inline engine. The USAAC gave it the designation XP-47 and XP-47A, but due to poor performance, no further development was planned. This led Kartveli to install the most powerful engine available at the time, the Pratt & Whitney R-2800 Double Wasp. He designed an efficient supercharging duct system using an innovative method. He designed the supercharging system first, and then built up the fuselage around it. The XP-47B prototype was significantly bigger than all fighters built up to that time. Twice as heavy as contemporary fighters, its powerful engine nevertheless enabled the aircraft to reach a speed of 633 km/h shortly after its maiden flight on May 6, 1941. The total of 171 P-47Bs was built, the first example leaving the production line in March 1942. The first frontline unit to accept the fighter, the 59th Fighter Group, obtained their aircraft no sooner than June. The new fighter was christened the 'Thunderbolt'. The P-47C was produced from September 1942. A total of 602 examples were manufactured and had a slightly longer nose and an underbelly external fuel tank could be installed. The latter change permitted units based in England to fly deeper into occupied Europe. The P-47D was similar to its predecessor, but many changes were introduced on the production line. The D-15 was the first Thunderbolt with underwing pylons. As such, two bombs could be added to the eight 0.50 guns, improving the combat value of the aircraft. The most obvious change was related to the canopy and rear fuselage. From Block D-25, the old canopy was replaced with a new bubble all-round vision type, with a corresponding cut down of the rear fuselage decking. The older Thunderbolts are known as Razorbacks and the newer types as Bubbletop. The Thunderbolt's performance increased with more powerful versions of the engine installed and with the use of advanced propellers. The final versions were equipped with a dorsal fin to improve stability. The final D version was the D-40. A total of 12,062 P-47Ds were built, making it the most produced American fighter. The production of the 'hot rod' P-47M with airbrakes in the wings followed. But only 130 P-47Ms were manufactured, all of them delivered to the 56th Fighter Group. The last version that entered series production was the P-47N. A new wing with a bigger wingspan and redesigned wingtips was used. The P-47Ns were exclusively used in the Pacific Theatre of Operations and served as a long range escort fighter to protect B-29 Superfortresses on their routes from the Marianas to Japan. Plans to fly them in Europe were halted by the final defeat of Nazi Germany. Two U.S. Air Forces flew P-47s in the Italian sky during WW2 - 12th Air Force and 15th Air Force. The first combat deployment of 12th AF was the Operation Torch, the landing in North Africa that was launched on November 8, 1943. In the same month 15th AF was established. The sole Fighter Group - 325th FG - was active with 15th AF. More groups - 27th, 57th, 79th, 86th, 324th and 350th FGs - were operated by 12th AF. Thunderbolts flown by all these units supported troops during their advance to the north. They were present over the beaches during landings in Sicily that was launched on July 9, 1943 (Operation Husky). The landings in Italy (Operation Baytown / Avalanche) was launched on September 3, 1943, followed by the landings in Anzio on January 22, 1944 (Operation Shingle). The Allied forces proceeded further north towards the Nazi Germany, the landings in south France followed on August 15, 1944 (Operation Dragoon). All the Fighter Groups mentioned above gradually converted to P-47. The first group that went over from older fighters to P-47 was 325th FG in September / October, 1943 and the last one was 350th FG in August, 1944.

úvodem

V červnu 1940 zadalo United States Army Air Corps (USAAC) požadavky na konstrukci nového lehkého stíhacího letounu. Mezi příjemci specifikací byla také společnost Republic Aviation Corporation sídlící ve Farmingdale ve státě New York. Firma byla faktickým pokračovatelem společnosti Seversky Aircraft Corporation. Hlavní konstruktér Republicu, původem Gruzinec Alexander Kartveli, jenž pocházel stejně jako dřívější šéf společnosti Alexander Seversky, ze zemí Sovětského svazu, již dříve zkonstruoval letoun P-35. V roce 1939 získal Republic též kontrakt na omezenou výrobu dalšího stíhacího typu, P-43 Lancer. Tento stroj však nedosahoval kvalit jeho evropských konkurentů, zejména pak Bf 109E a Spitfiru. Mezitím již Kartveli zkonstruoval novou stíhačku pod továrním označením AP-10. Poháněl ji řadový motor Allison V-1710. Tento typ USAAC označilo XP-47, resp. XP-47A, avšak pro nedostatečné výkony byl odmítnut. Kartveli se tedy rozhodl použít tehdy nejvýkonnější motor Pratt & Whitney R-2800 Double Wasp. K efektivnímu využití výkonu vymyslel dobře fungující systém využívající výfukových plynů pro přepřehování motoru. Nejprve zkonstruoval tento systém a až poté okolo něj trup letounu. Prototyp stíhačky XP-47B byl znatelně větší než všechny dosud používané stíhačky. Přestože byl dvakrát těžší, než jeho souputníci, výkonný motor mu již krátce po zalétání, který proběhlo 6. května 1941, umožnil dosáhnout maximální rychlosti 663 km/h. První z celkem 171 P-47B opustil montážní závod společnosti Republic v březnu 1942, ale 59th Fighter Group dostala první exempláře až v červnu. Nový stroj obdržel bojové jméno Thunderbolt. Počínaje zářím 1942 začala výroba verze P-47C. Postaveno bylo 602 kusů a od P-47B se lišil mírně prodlouženou příďí a možností nést přídavnou palivovou nádrž. Druhá jmenovaná úprava umožnila létat hlouběji nad okupovanou Evropou. Verze P-47D se od svého předchůdce příliš neodlišovala. V průběhu její výroby však došlo k mnoha změnám v konstrukci. Od bloku D-15 přibýly na křídlo dva závěsníky pro pumy a doplnily tak palebnou sílu osmi půlpalcových kulometů. Nejviditelnější byla úprava tvaru překrytu kabiny a hřbetu trupu. Od výrobního bloku P-47D-25 byl snížen trup za kokpitem a kokpit dostal kapkovitý překryt. Starší stroje se nazývaly Razorback, novější pak Bubbletop. Výkony letounů se postupně zvyšovaly, došlo k zástavbám výkonnějších verzí motoru, osazovaly se modernější vrtule. Poslední výrobní bloky také dostaly hřbetní kýlovou plochu, která pomáhala řešit problémy se stabilitou. Produkce verze D se zastavila s výrobním blokem D-40-RA. Montážní linky opustilo celkem 12 062 P-47D. Tím se stala nejpočetnější verzí amerického stíhacího letounu, který byl kdy vyroben. Následovala výroba vysoce výkonné verze P-47M s aerodynamickými brzdami v křídle, ale nakonec vzniklo pouze 130 kusů dodaných výhradně k 56th Fighter Group. Poslední sériově vyráběnou verzí byla P-47N. Letoun dostal překonstruované křídlo se zvětšeným rozpětím a od P-47D se dosti lišil. Letouny této verze byly dodávány výhradně na pacifické bojiště, kde sloužily zejména jako dálkový doprovod pro bombardéry B-29 Superfortress mířící nad cíle v Japonsku. Plány vyzbrojit „eNky“ také evropské jednotky ukončila bezpodmínečná kapitulace Německa. Na italském nebi se proháněly Thunderbolty z jednotek zařazených do 12. a 15. letecké armády. První uvedená letecká armáda zahájila své bojové tažení podporou invaze do severní Afriky, jež byla spuštěna 8. listopadu 1943. Týž měsíc byla ustavena 15. letecká armáda. Zatímco v rámci 15th AF působila s P-47 pouze 325th FG, u 12th AF top byly 27th, 57th, 79th, 86th, 324th a 350th FG. Letouny těchto Fighter Group zejména podporovaly postup pozemních jednotek tak, jak postupovaly z Afriky směrem na sever. Účastnily se tak vylodění na Sicílii, které započalo 9. července 1943 (operace Husky). Následovalo vylodění v Itálii (operace Baytown / Avalanche odstartovaná 3. září 1943), výsadek u Anzia (operace Single, začátek 22. ledna 1944) a vylodění na jihu Francie (operace Dragoon, začátek 15. srpna 1944). Jednotlivé Fighter Group přezbrojovaly na P-47 postupně. Jako první je dostala 325th FG v průběhu září a října 1943, jako poslední 350th FG v srpnu 1944.



ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

OPTIONAL
VOLBABEND
OHNOUTOPEN HOLE
VYVRTAT OTVORSYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



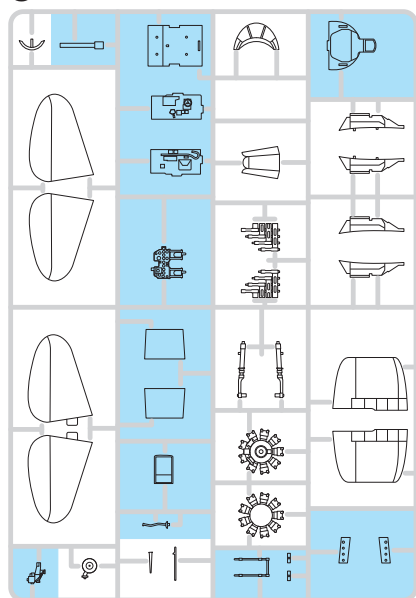
PIÈCES



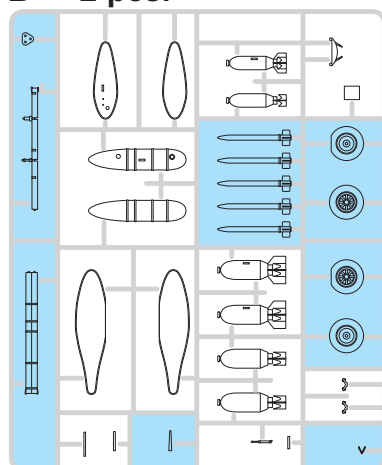
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PLASTIC PARTS

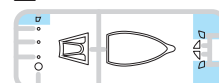
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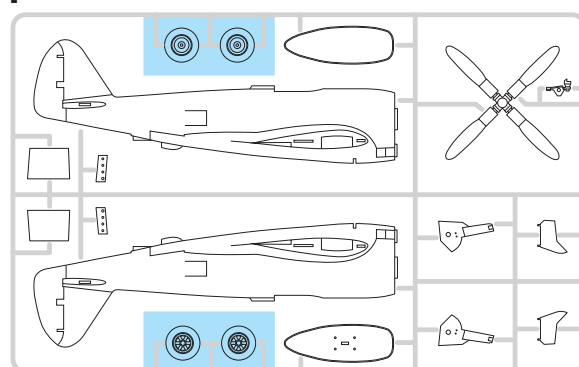
D> 2 pcs.



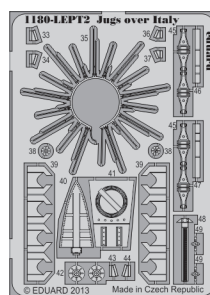
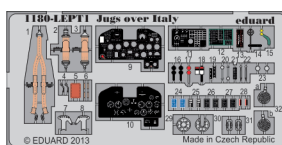
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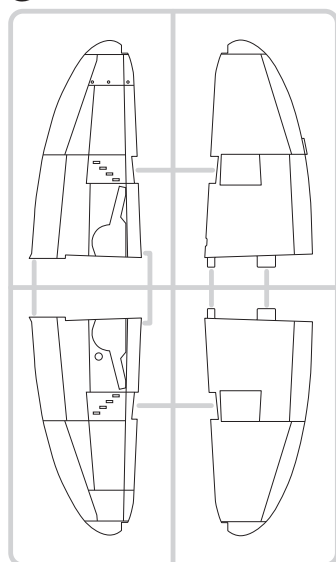
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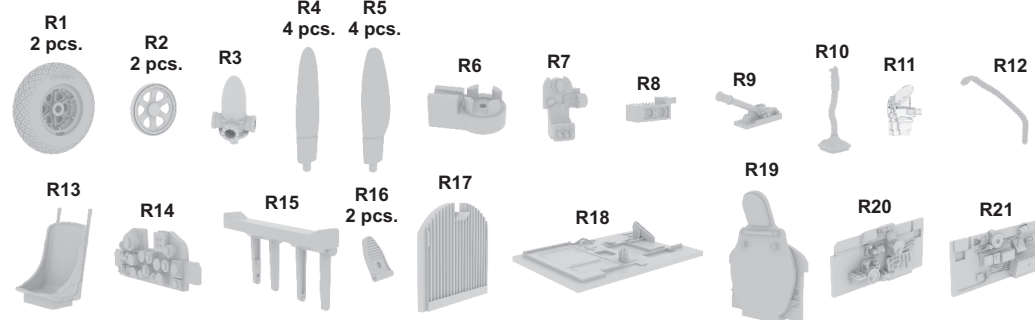
PE - PHOTO ETCHED DETAIL PARTS

eduard
MASK

G>

eduard
BRASSIN

RP - RESIN PARTS



-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



PEINTURE

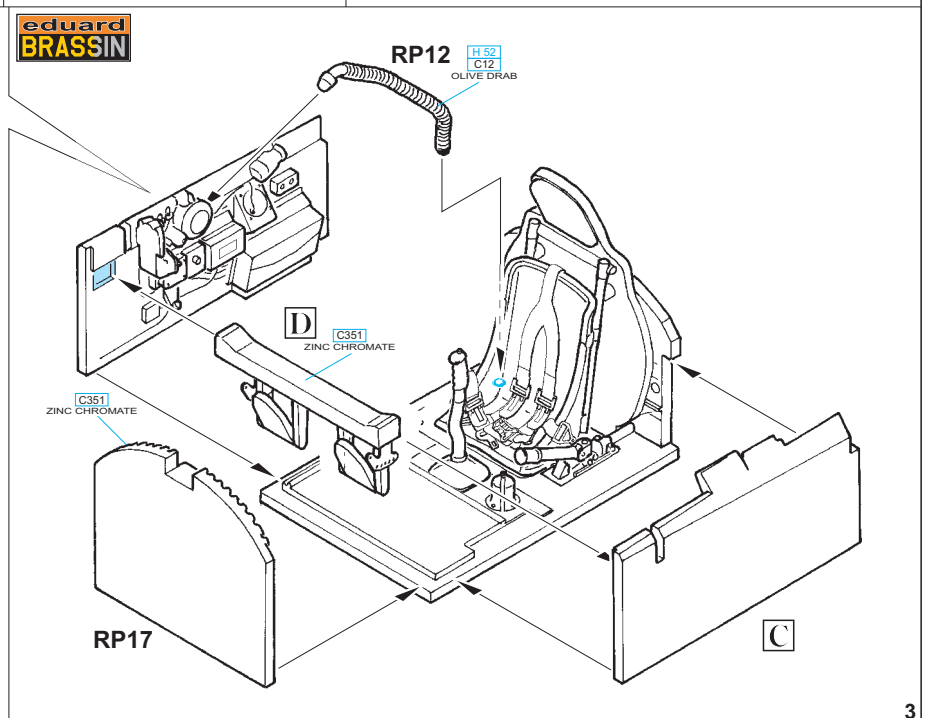
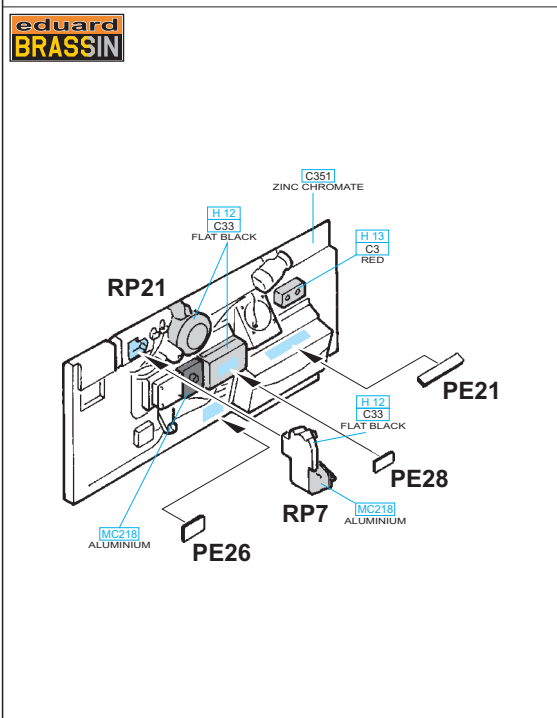
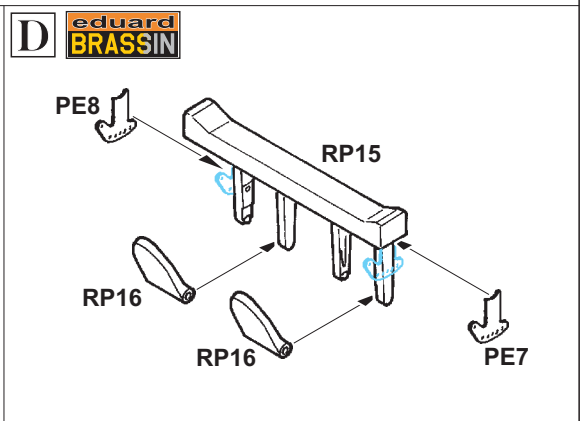
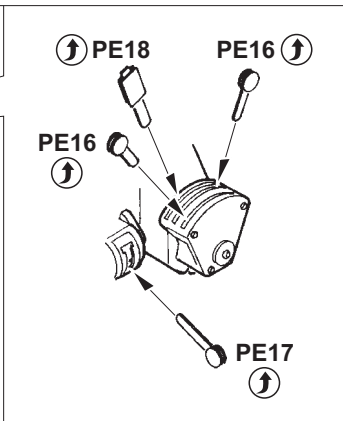
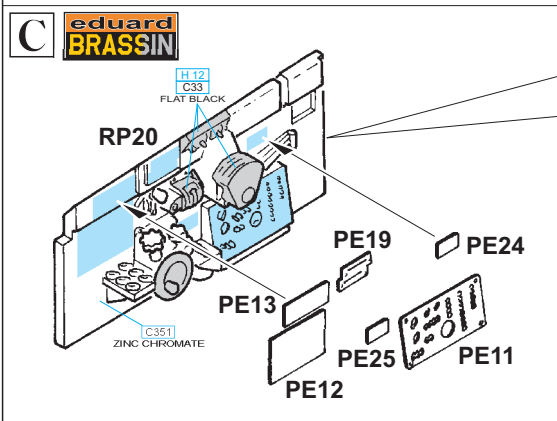
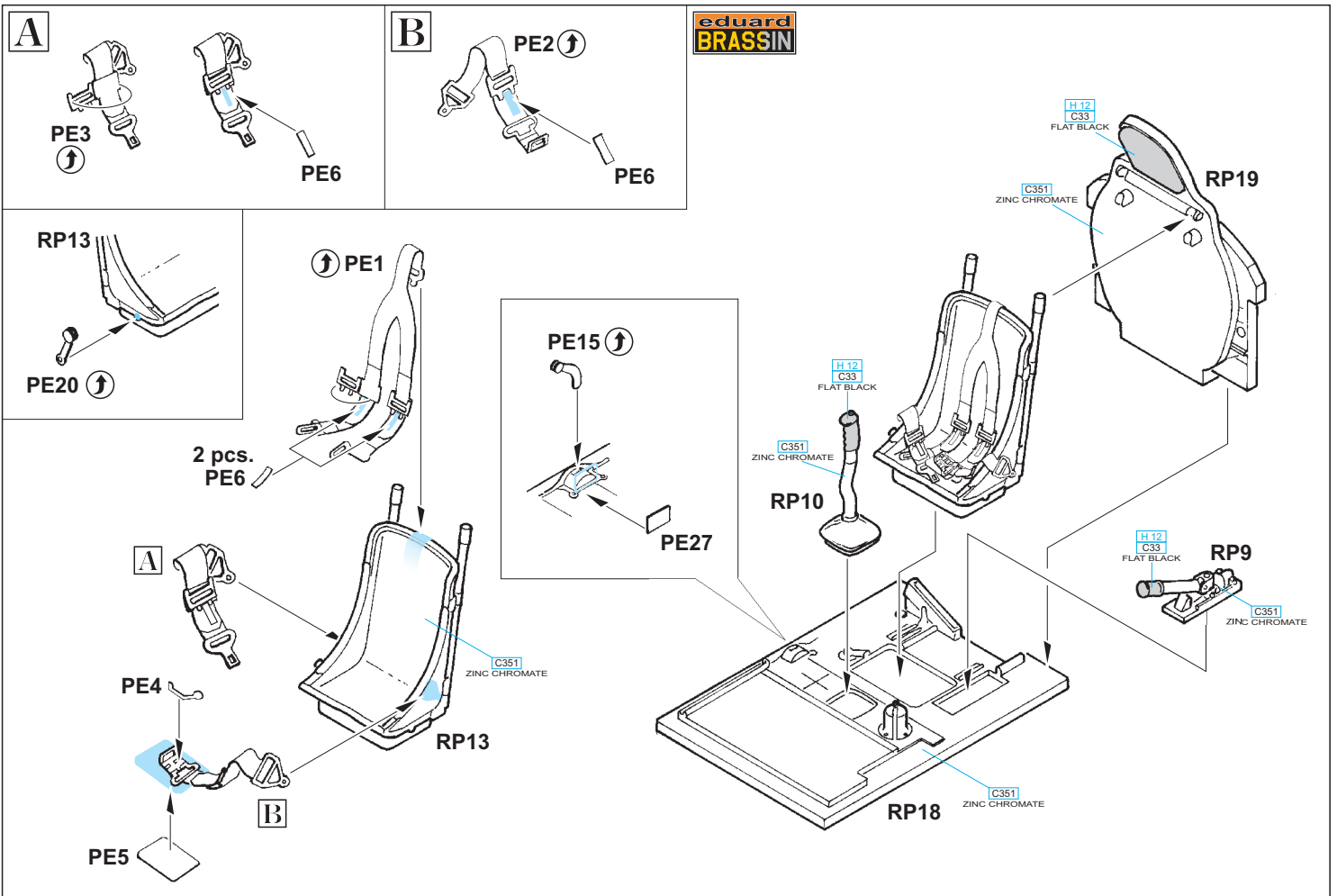


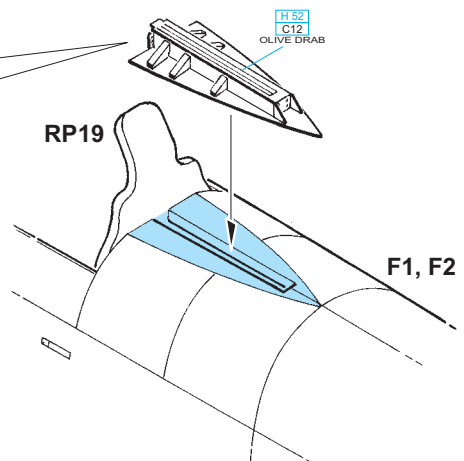
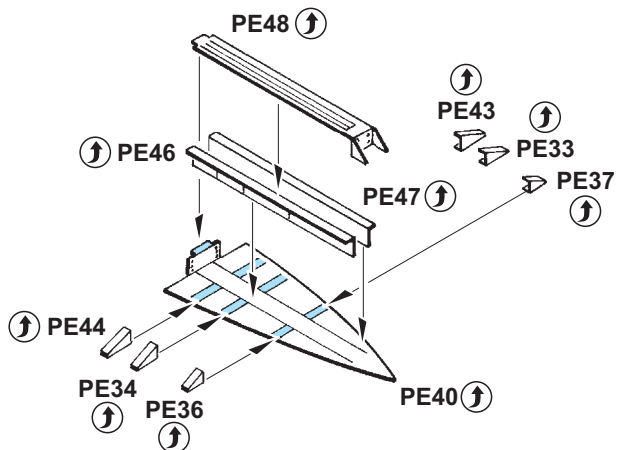
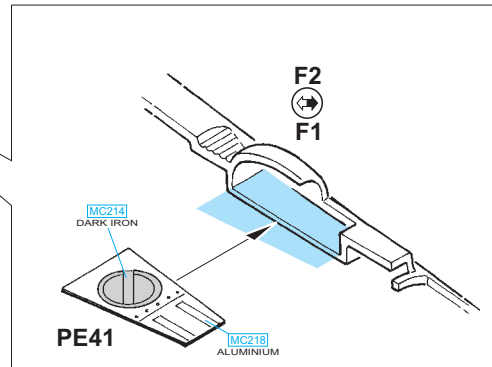
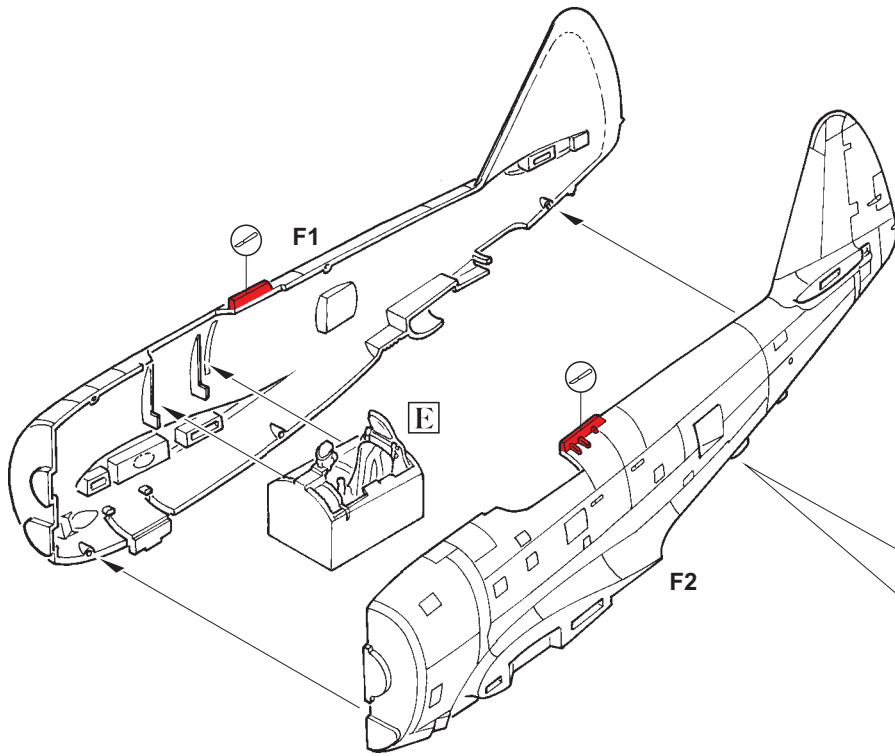
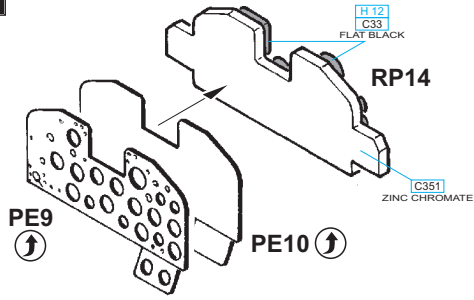
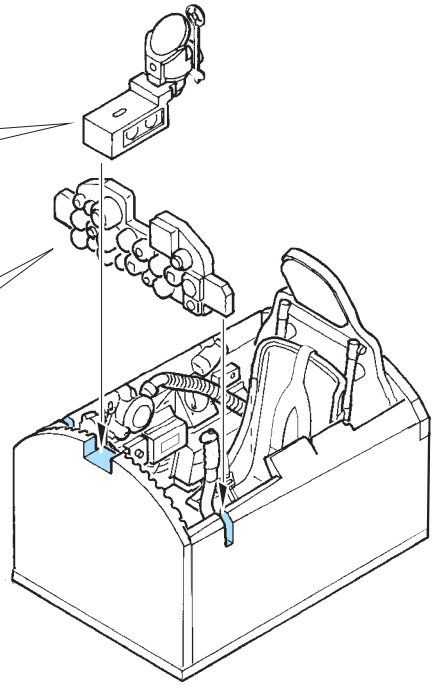
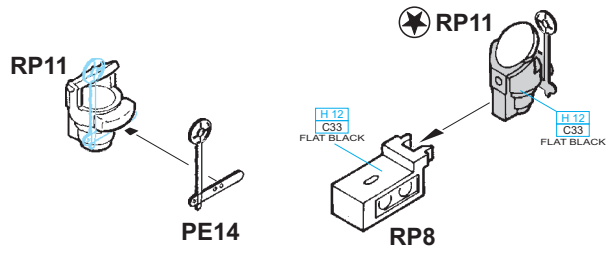
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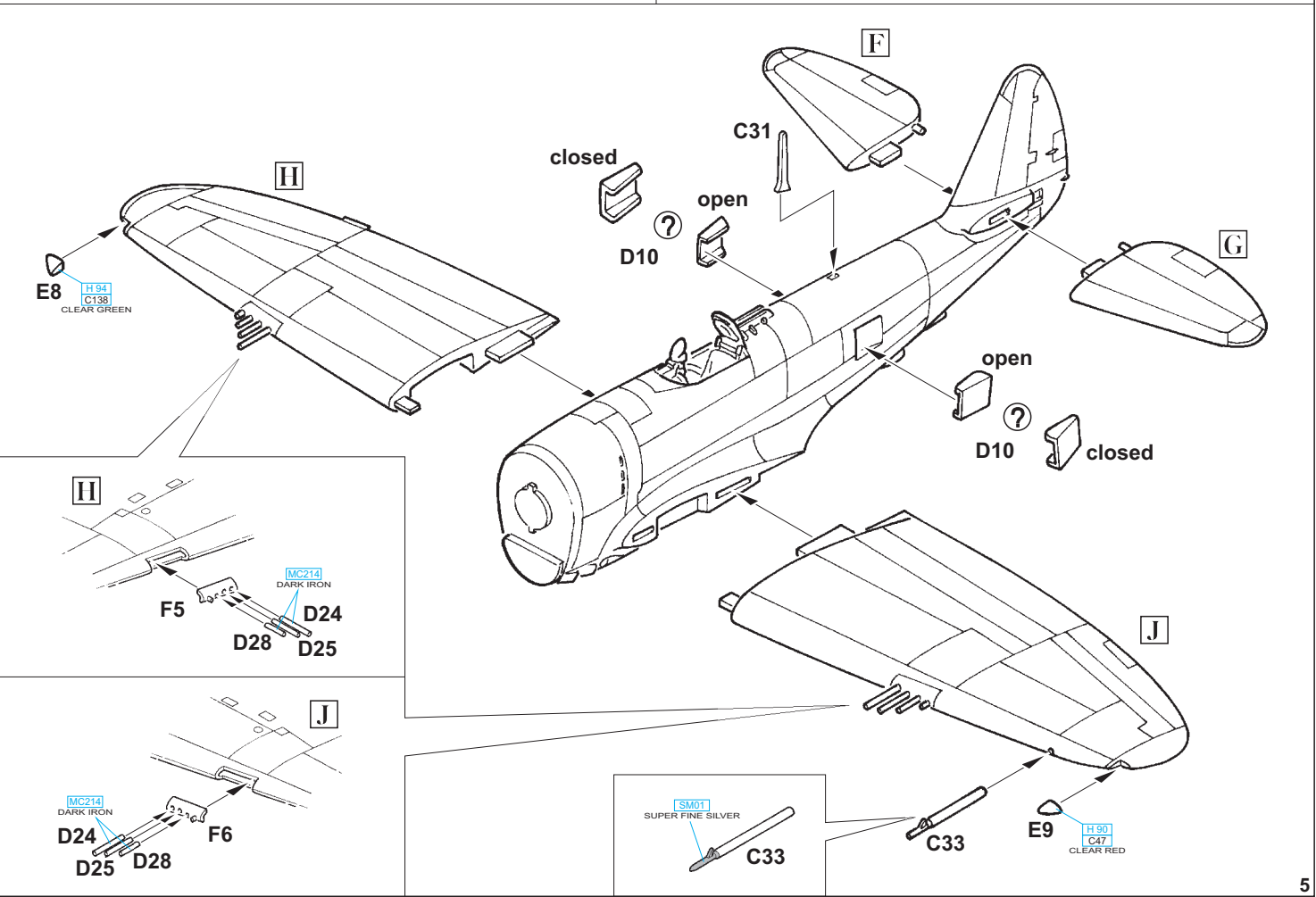
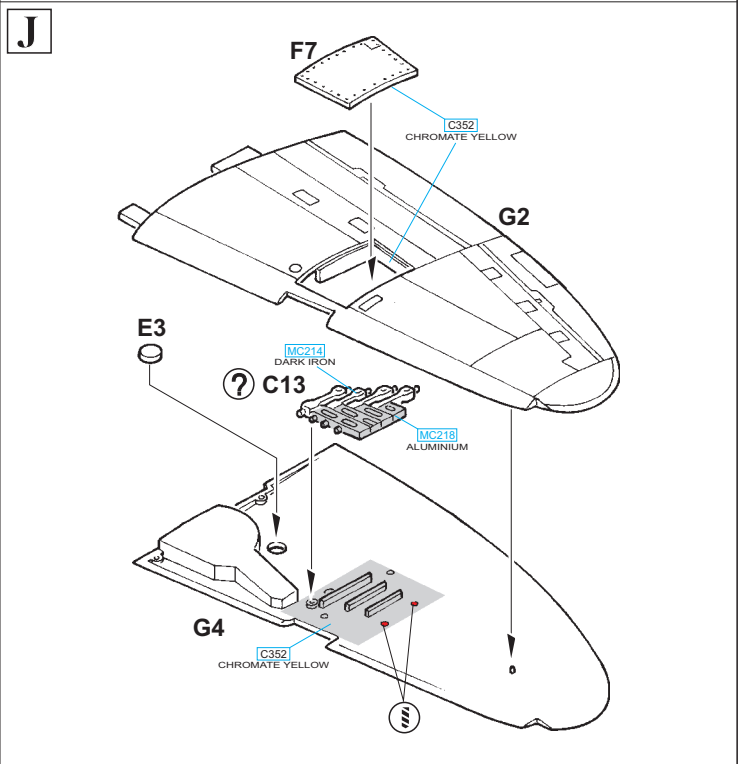
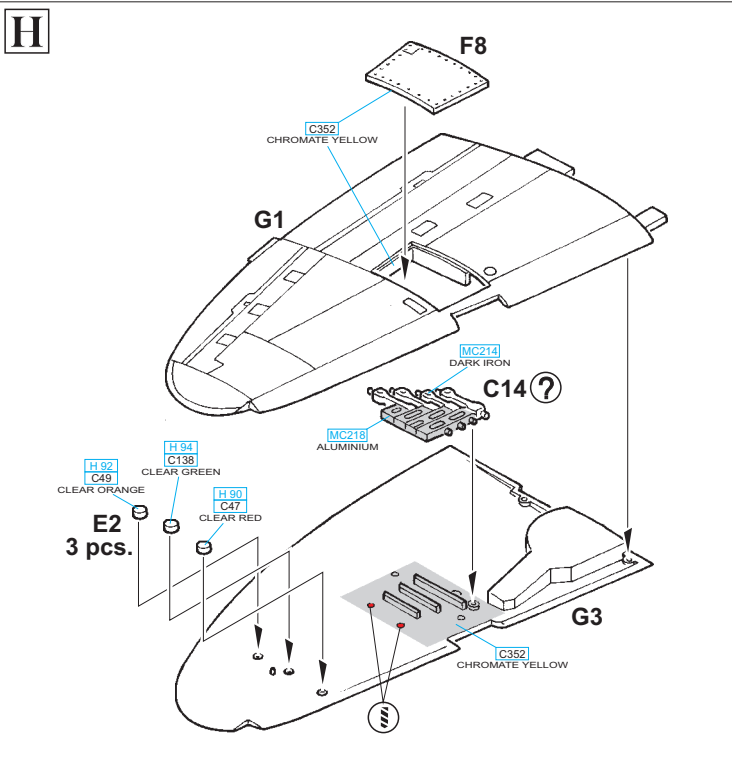
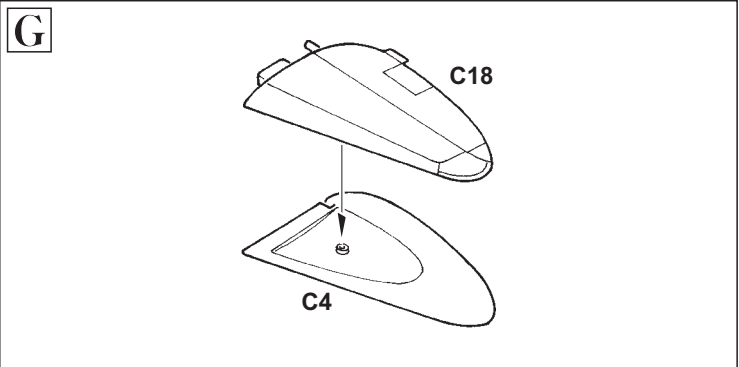
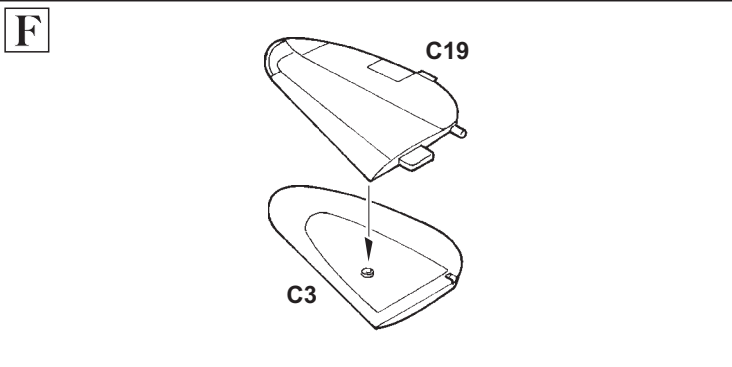
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H 4	C4	YELLOW
H 5	C5	BLUE
H 12	C33	FLAT BLACK
H 13	C3	RED
H 27	C44	TAN
H 52	C38	OLIVE DRAB
H 53	C13	NEUTRAL GRAY

AQUEOUS	Mr.COLOR	
H 56	C72	INTERMEDIATE BLUE
H 77	C137	TIRE BLACK
H 90	C47	CLEAR RED
H 92	C49	CLEAR ORANGE
H 94	C138	CLEAR GREEN
H 316	C316	WHITE
	C351	ZINC CHROMATE
	C352	CHROMATE YELLOW

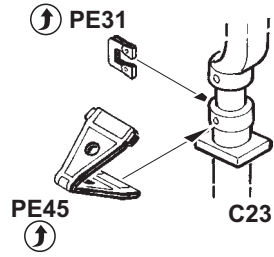
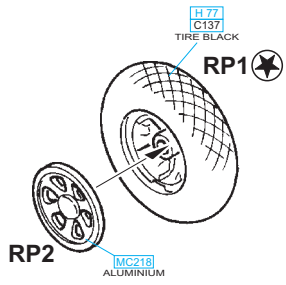
Mr.METAL COLOR	
MC214	DARK IRON
MC218	ALUMINIUM
Mr.COLOR SUPER METALLIC	
SM01	SUPER FINE SILVER



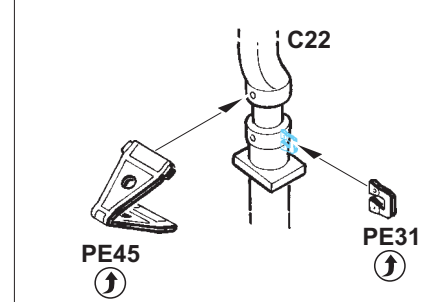
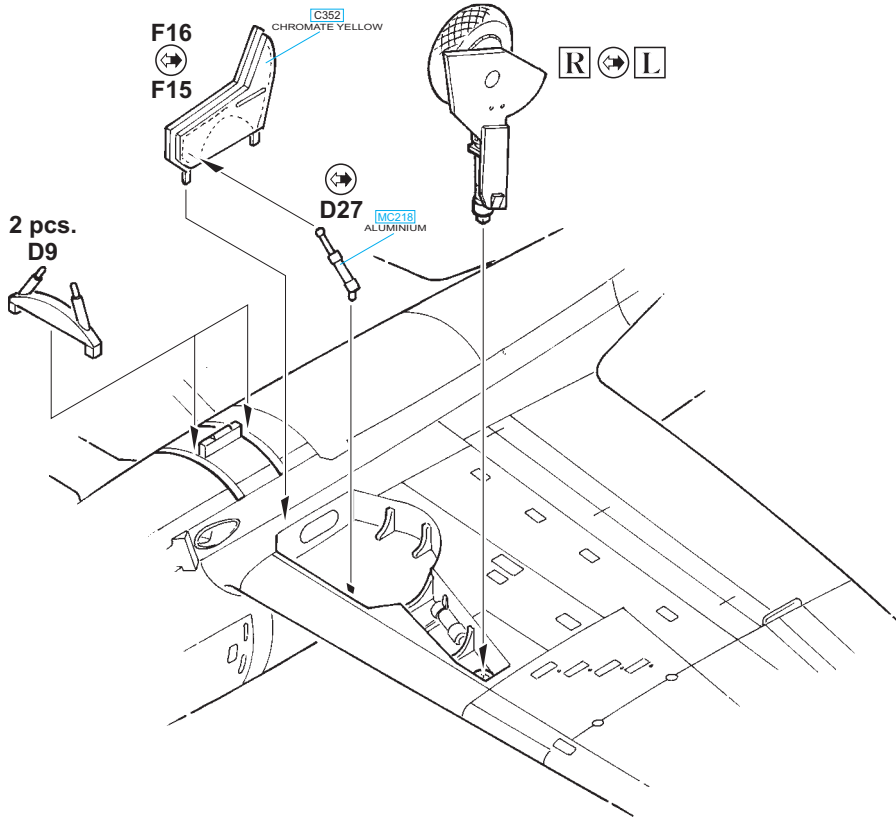
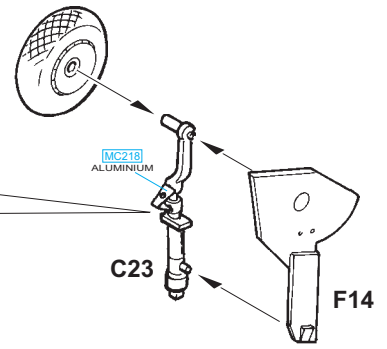




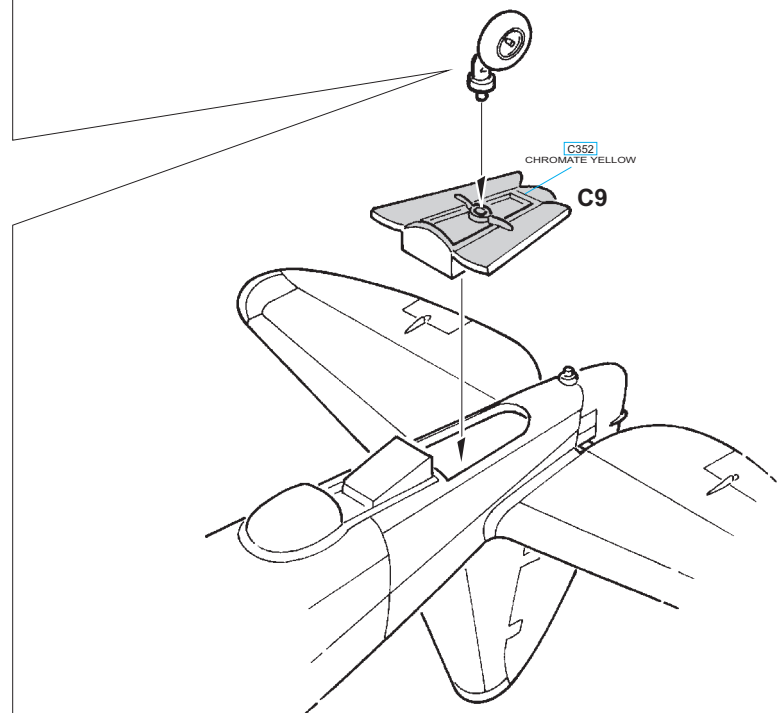
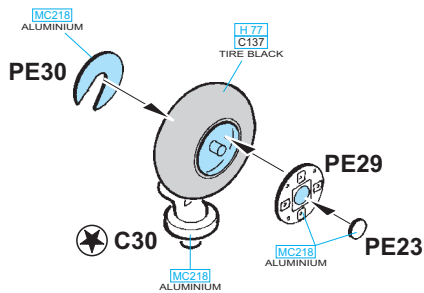
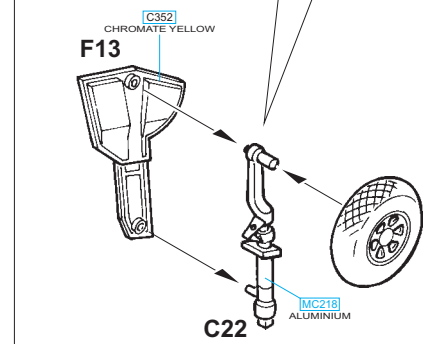
eduard
BRASSIN 2 pcs.

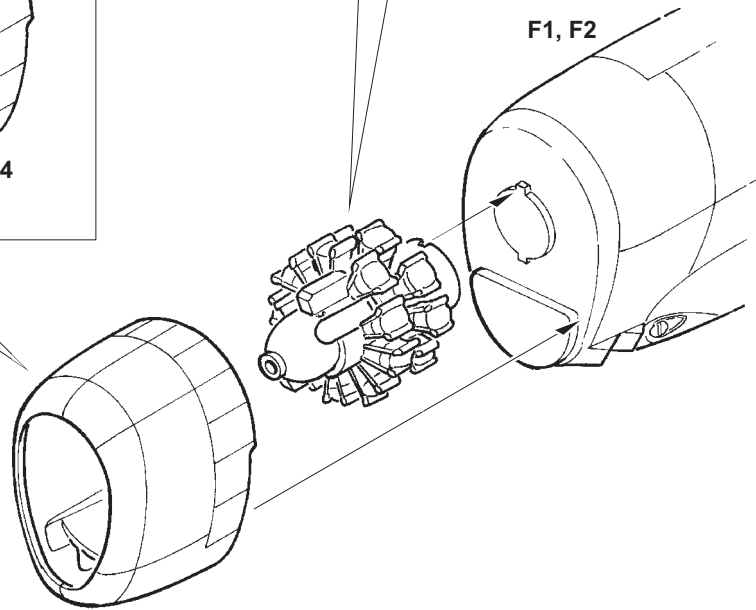
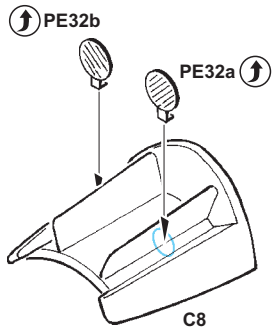
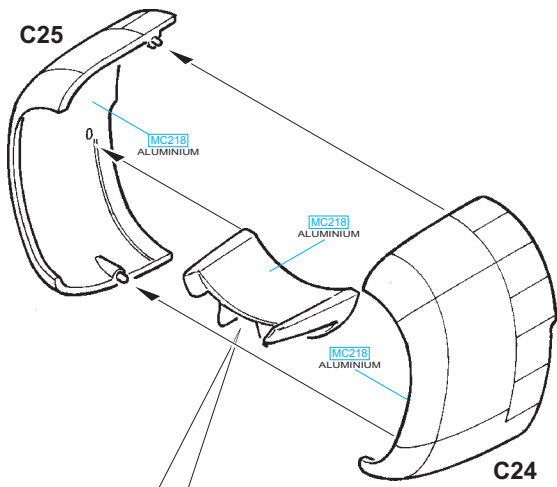
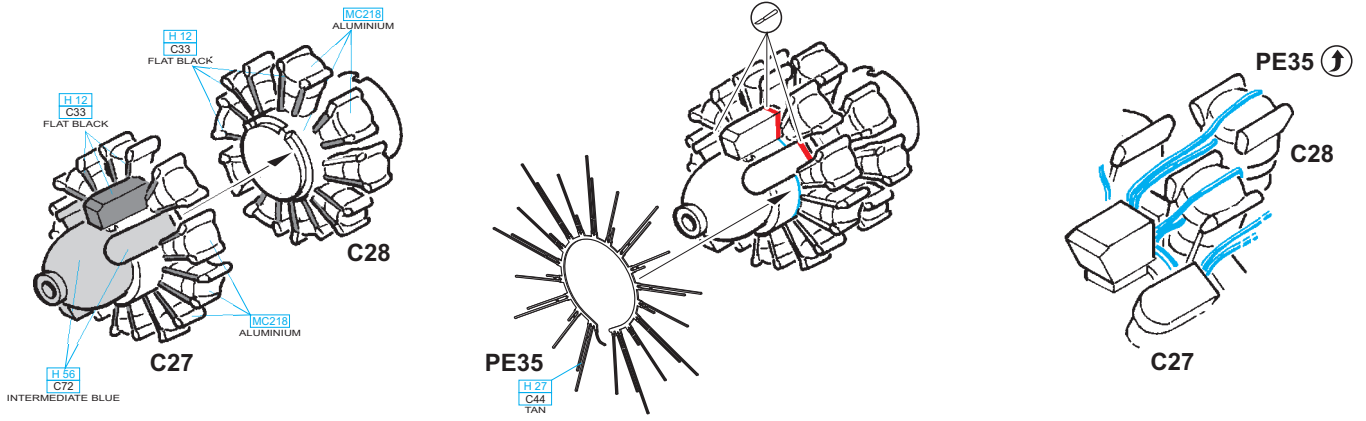


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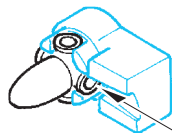
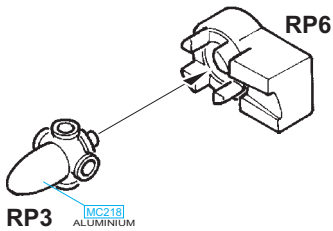


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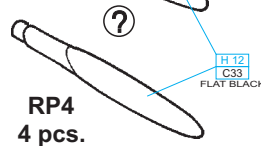


**DO NOT GLUE!
NELEPIT**

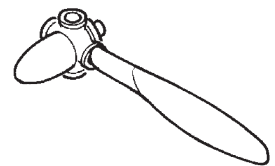


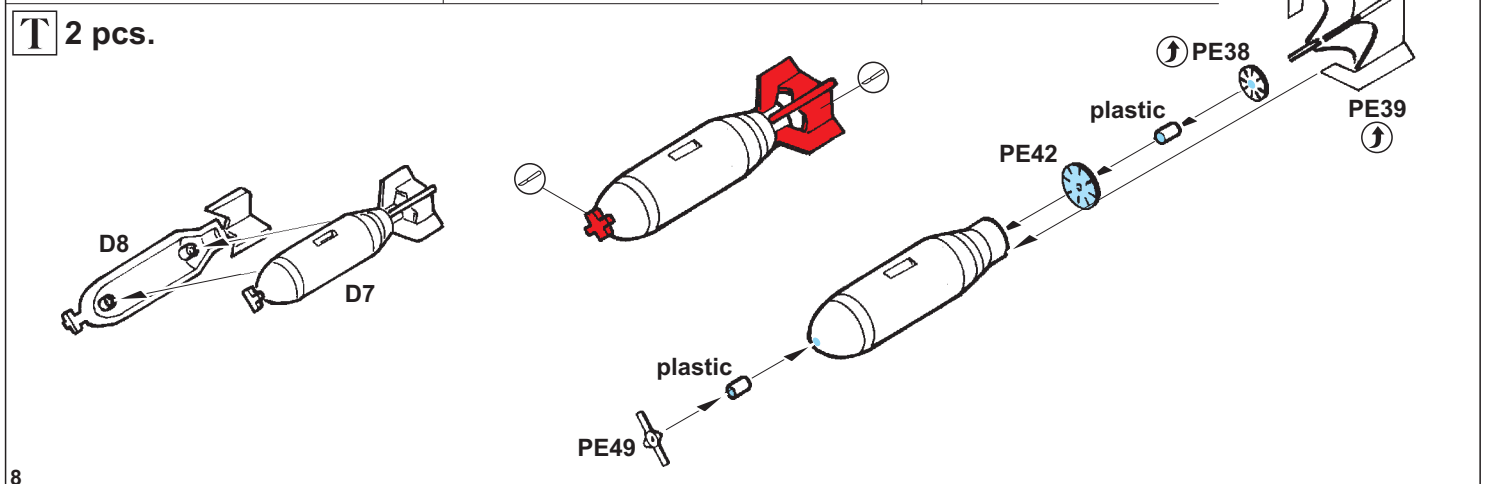
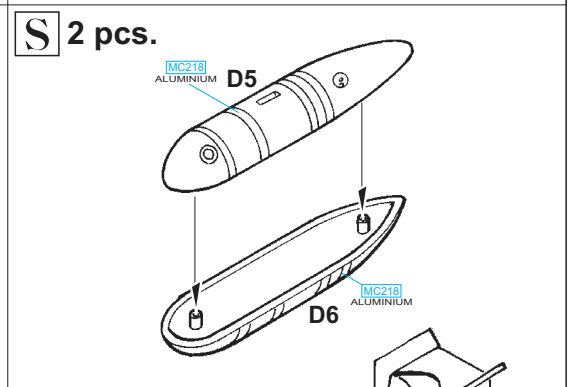
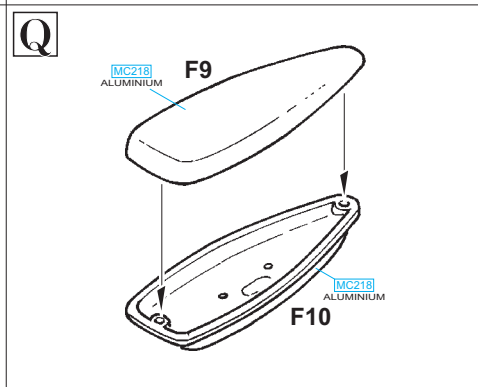
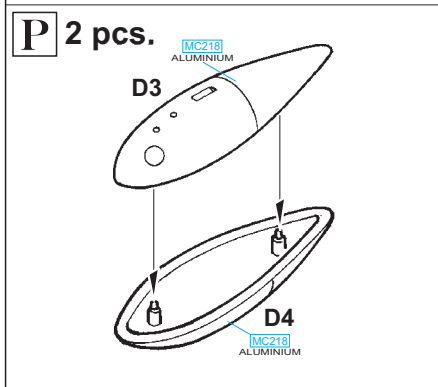
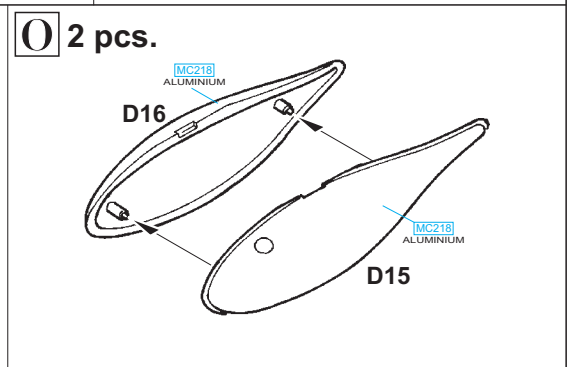
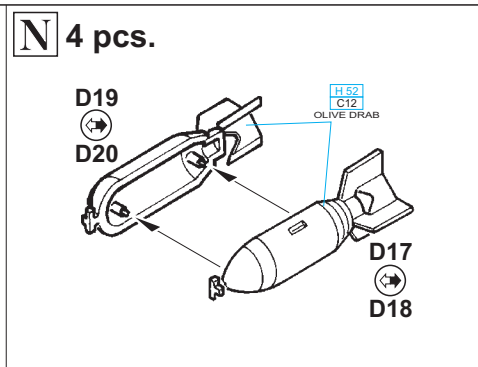
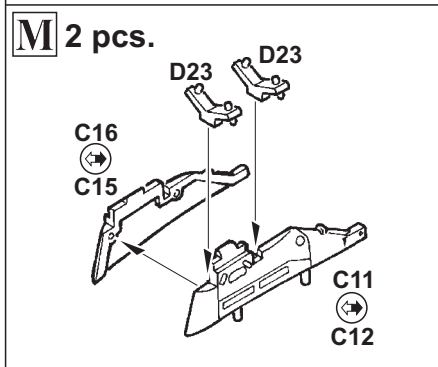
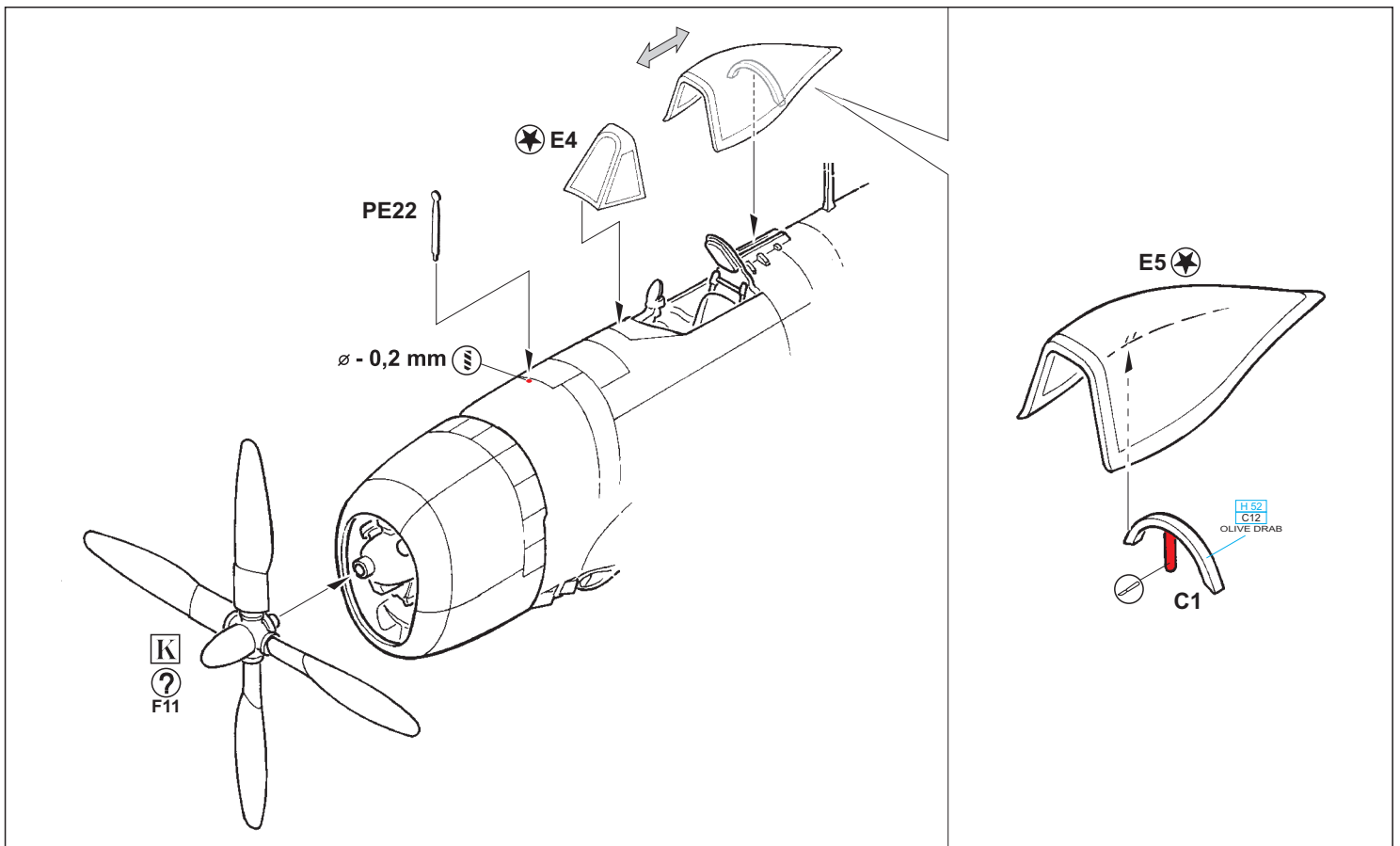
F11 - MARKINGS **B, C, D**
 RP4 - MARKING **E**
 RP5 - MARKINGS **A, F**

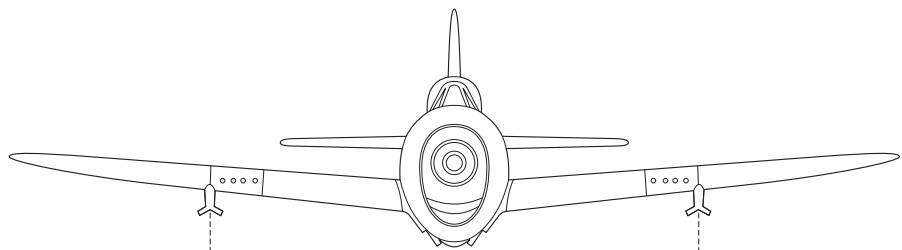
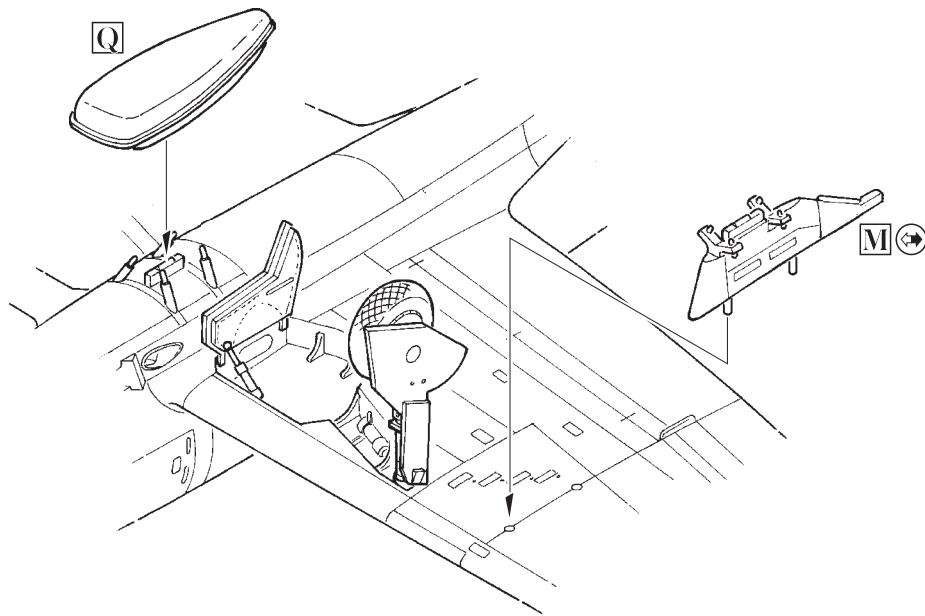
4 pcs.
RP5



RP4
4 pcs.



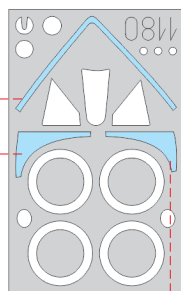
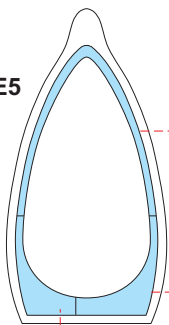




1000lb bomb	N	○	○	○
150 gal tank	O	○		○
75 gal tank	P	○	○	○
200 gal tank	Q		○	
108 gal tank	S	○	○	○
500lb bomb	T	○	○	○

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MASK

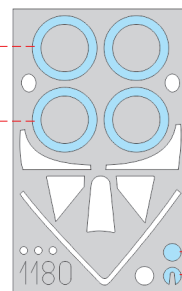
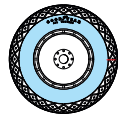
E5



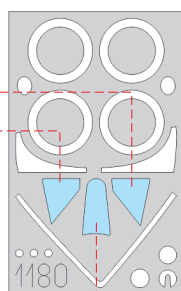
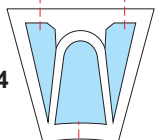
2 pcs.
RP1+ RP2



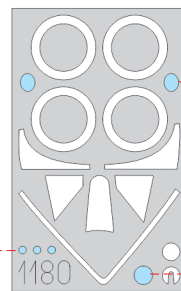
RP1+ RP2
2 pcs.



E4



E2
3 pcs.



E3

A P-47D, 86th FS, 79th FG, Fano Air Field, Italy, February, 1945

A picture of this P-47D was taken at Fano Air Field in February 1945 with bazookas and 110 napalm tanks attached to the wings and pylons. This air field situated near the Adriatic Sea enabled the group to perform flights over the sea to support Soviet infantry units fighting in Yugoslavia. Fano became 79th FG's home in December 1944 and group personnel rest here till second half of April, 1945. The blue tail with yellow lightnings was the marking of 79th FG. The aircraft flown by 86th FS wore numbers from 70 to 69. The squadron badge was painted on the left side of the cowling.

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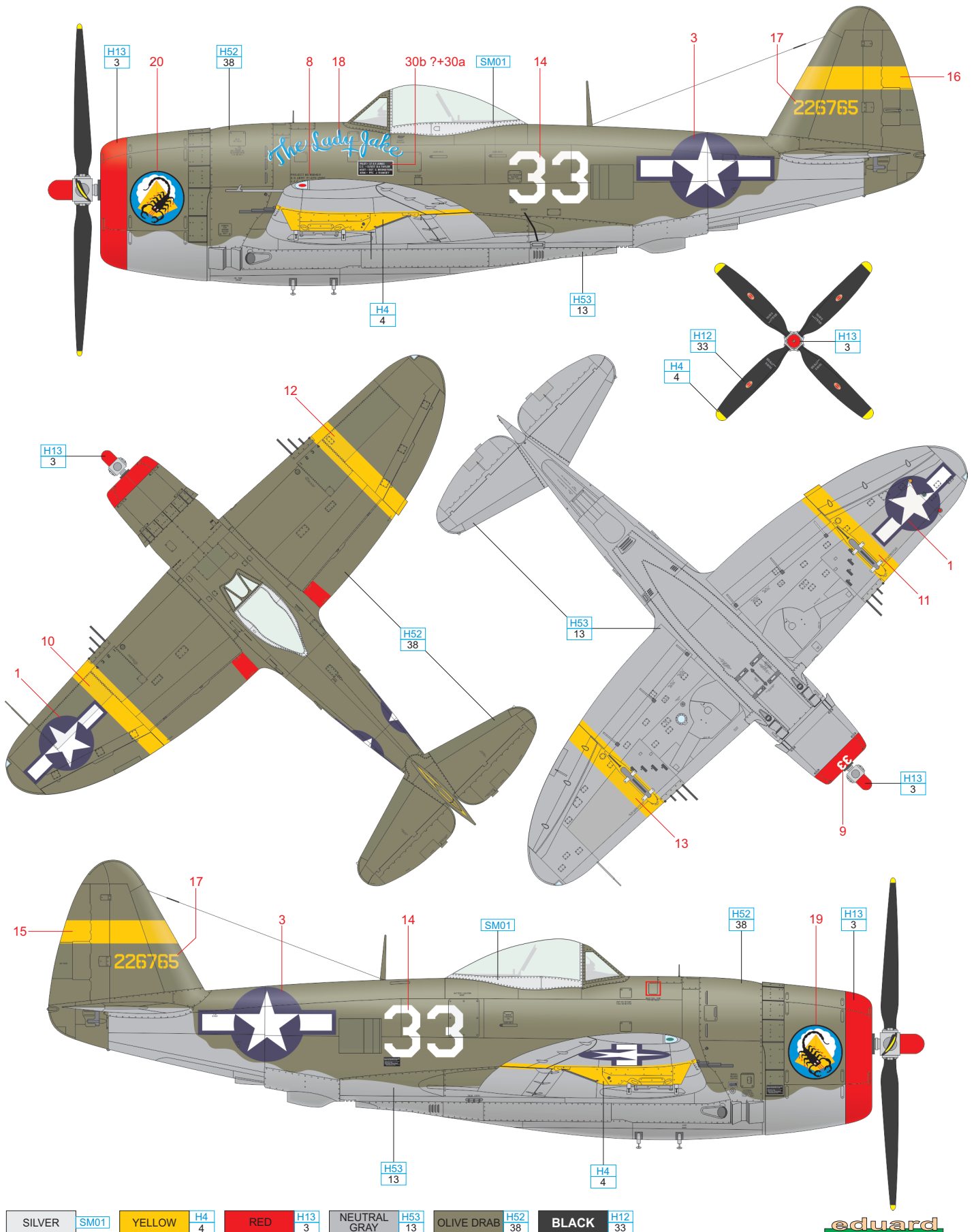
SILVER	SM01	YELLOW	H4/4	RED	H13/3	BLUE	H5/5	OLIVE DRAB	H52/38	BLACK	H12/33
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B P-47D-25, flown by Capt. Edward F. Jones, 64th FS, 57th FG, Grosseto AB, Italy, Early 1945

Edward Jones christened his Jug after his high school girlfriend 'Jake'. He joined the 64th Fighter Squadron in the late summer of 1944 and completed 76 combat missions by the end of WWII. The scorpion painted in black on the cowling has its roots in the name of the squadron – 'The Black Scorpions'. The squadron aircraft were numbered from 10 to 39. The yellow stripes on the wings and tail were typical for P-47Ds flown by the 57th Fighter Group.

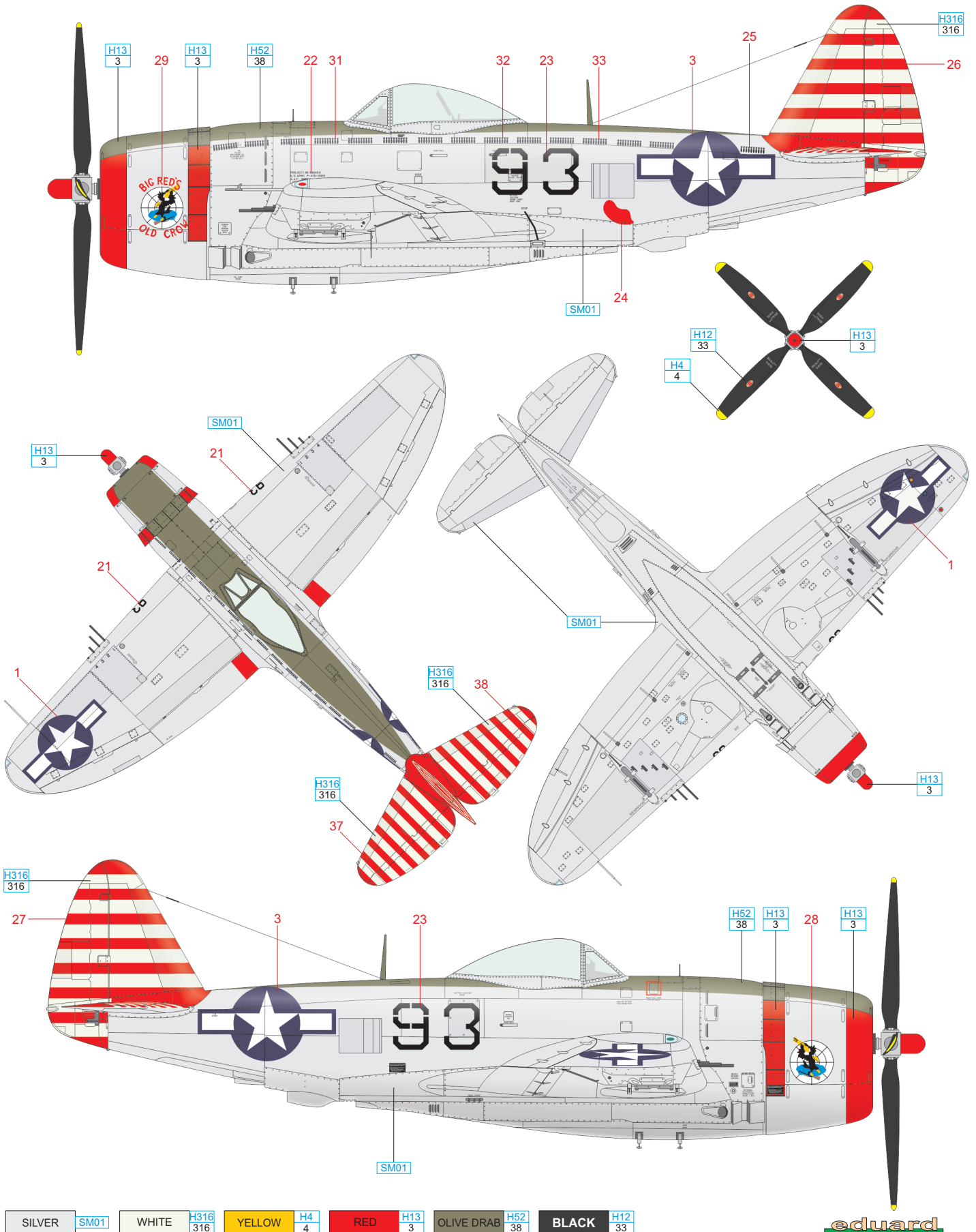
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C P-47D-25, 527th FS, 86th FG, Pisa Air Base, Italy, 1945

This Jug, christened 'Big Red's Old Crow' was photographed at Pisa Air Field. The 86th Fighter Group used this air field as its homebase from October 26, 1944 to February 21, 1945 when it moved to France. The red and white stripes on the tail were typical for the Group's aircraft, the 527th FS aircraft were numbered from 70 to 99. Note the small bombs – the mission marks - painted along the left side of the fuselage. The red patch on the left side of the fuselage is likely a repair patch.

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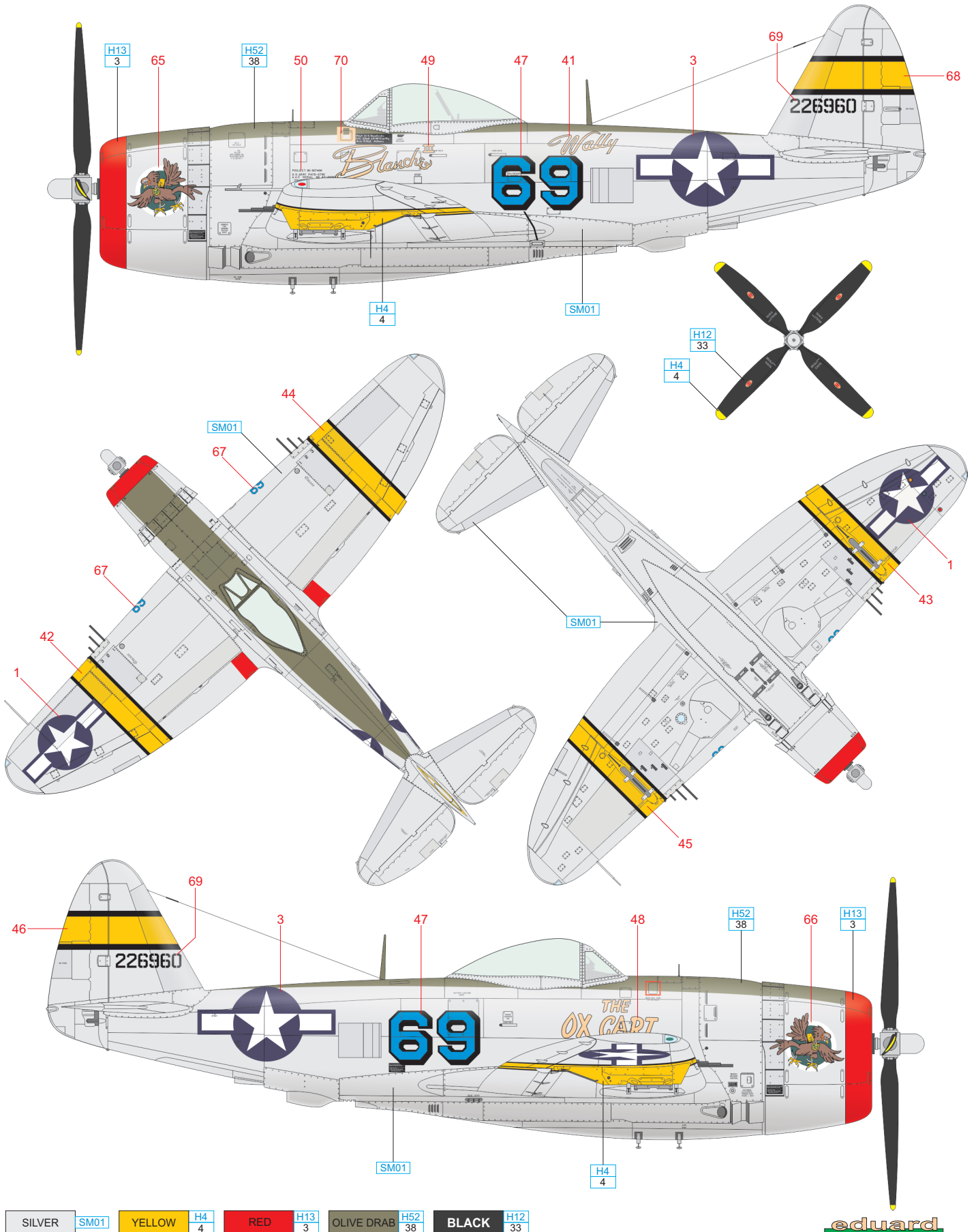
SILVER	SM01	WHITE	H316 316	YELLOW	H4 4	RED	H13 3	OLIVE DRAB	H52 38	BLACK	H12 33
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D P-47D-27RE, s/n 42-26960, flown by Lt. Sylvester 'Bud' Hendricks, 65th FS, 57th FG, Grosseto Air Base, Italy, Fall 1944 / 1945

The 65th Fighter Squadron was given the name 'Fighting Cocks' as can be seen from the unit badge painted on both sides of the cowling. The squadron aircraft wore the numbers from 49 to 69. As well as other 57th Fighter Group Thunderbolts, Hendricks' aircraft had yellow bands painted on the wings and tail. Note three names in total on the fuselage - 'Blanche III', 'Wally' and 'The Ox Cart'. Grosseto Air Base was situated 100 miles north of Rome and the 57th FG was based there from September 1944 till the end of the war.

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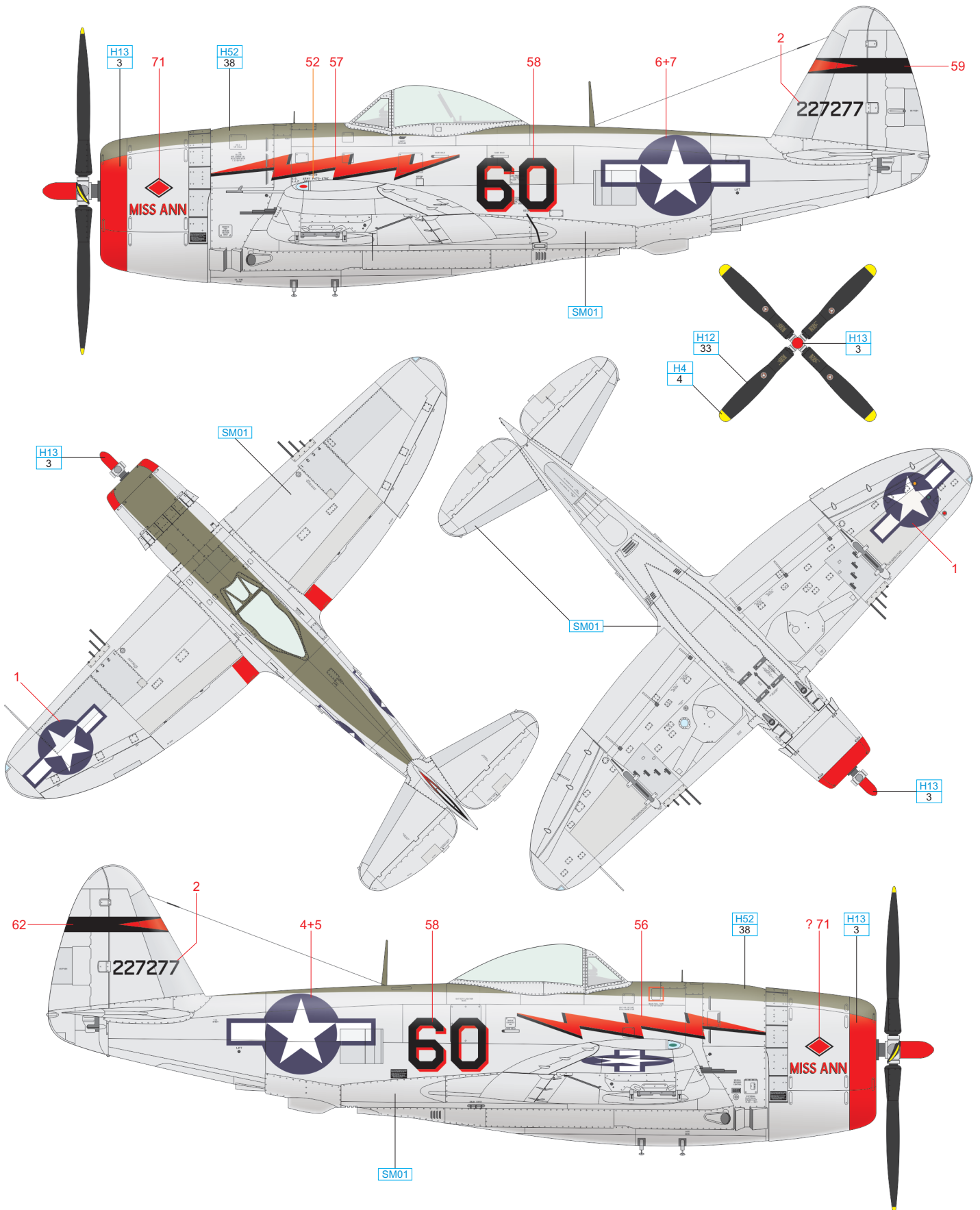
SILVER	SM01	YELLOW	H4 4	RED	H13 3	OLIVE DRAB	H52 38	BLACK	H12 33
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E P-47D-27RE, s/n 42-27277, 315th FS, 324th FG, Early 1945

Thunderbolt s/n 42-27277 was flown by 314th Fighter Squadron with the name 'Amy Lou' on the cowling. The aircraft belly landed in January, 1945 and was handed over to the 315th FS in January-February. The next emergency landing came on March 21, 1945 when the propeller was hit by AA fire. 1stLt. Richard G. Keene was forced to land in a field with the undercarriage retracted. The red marking was typical for the 315th Fighter Squadron. The name 'Miss Ann' is confirmed by photos on the left side of the cowling. The appearance of the right side is not known.

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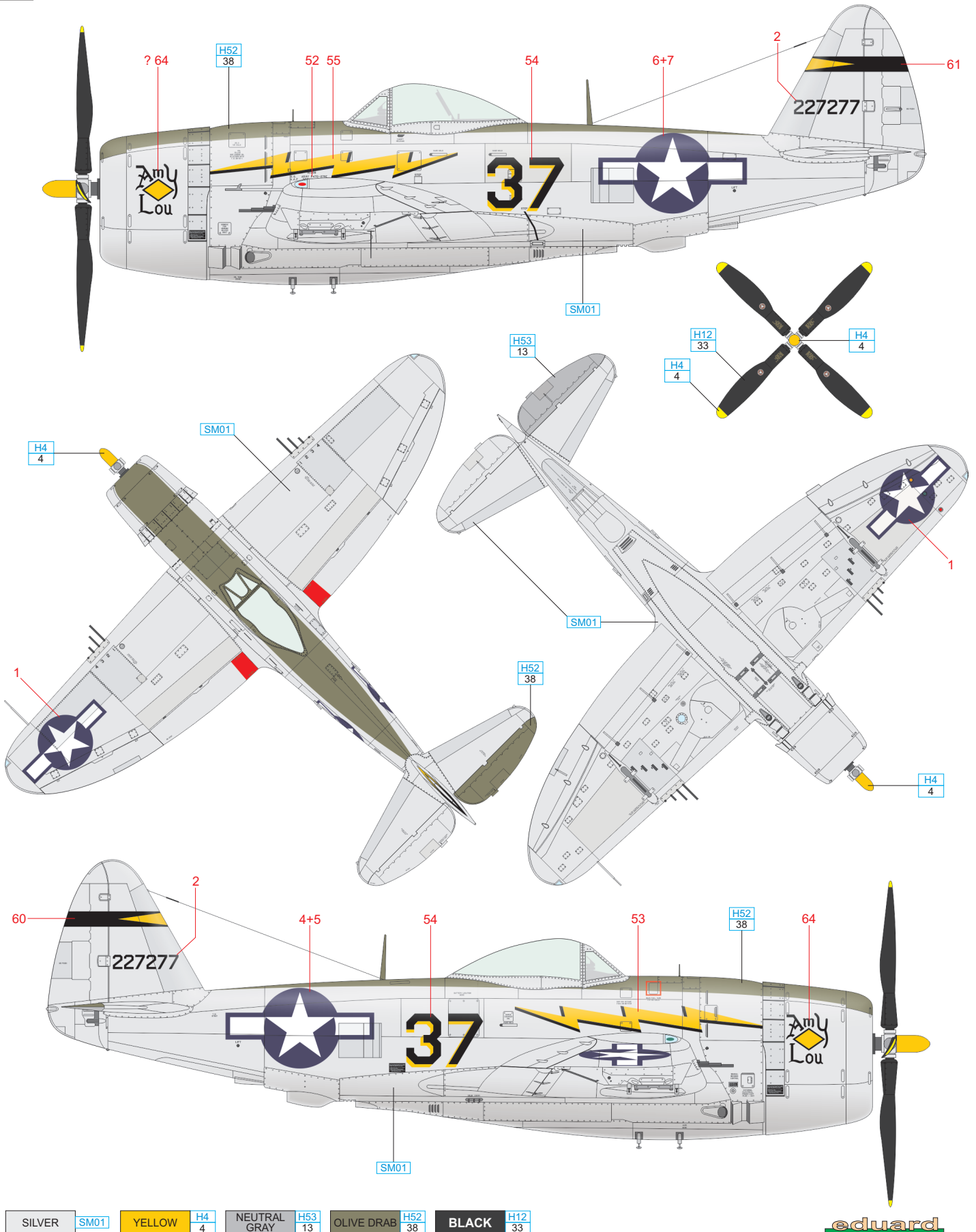
SILVER	SM01	YELLOW	H4 4	RED	H13 3	OLIVE DRAB	H52 38	BLACK	H12 33
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F P-47D-27RE, s/n 42-27277, 314th FS, 324th FG, Dole, France, winter 1944 / 1945

One of the air units that flew Thunderbolts in the Mediterranean Theatre of Operations was the 324th Fighter Group. It switched from P-40s to P-47s while based at Corsica. Afterwards, in August, 1944, the group landed in France. The aircraft depicted served with two squadrons of the 324th FG. With the 314th FS first and with the 315th FS later on. Capt. Harry A. Chance experienced a belly landing near Luneville on January 9, 1945 while flying this aircraft. The aircraft was flown by the 314th FS. The photo of the crashed aircraft shows the name 'Amy Lou' on the right cowling. The yellow marking symbolized the aircraft used by the 314th Fighter Squadron. The dark shade of the right elevator can be seen in the photo – probably the camouflaged replacement part.

ČESKOU VERZI TEXTU NALEZNETE NA
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SILVER	SM01	YELLOW	H4 4	NEUTRAL GRAY	H53 13	OLIVE DRAB	H52 38	BLACK	H12 33
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