

AUTHENTICALS DECALS

SHEET #4

1/72 P-47

\$ 1.00



Gabreski and his P-47

(Yant)

THE INTERNATIONAL PLASTIC MODELERS SOCIETY - 3813 Durango Dr., Dallas, Texas. \$5.00/yr. (\$4.00 if under 17). Publishes the *IPMS Monthly* and *IPMS Quarterly* magazines. Both are of high quality and contain information on markings, conversions, and new kits. Branches of the Society are in nine countries around the world. A MUST for any serious modeler.

MODELERS JOURNAL magazine - 6015 Colby St., Oakland, Ca 94618. Subscription \$4.50/yr., published monthly. Edited by Jerry Smith. Articles on conversions, markings, and reviews of the latest kits with bibliographies. We advise our customers that a subscription to MJ is the best way to keep abreast of our new releases as it is the only publication in which we advertise regularly.

THE AMERICAN AVIATION HISTORICAL SOCIETY - P.O. Box 45-435, Los Angeles, Ca, 90045. \$6.00/yr. Publishes a first-class quarterly Journal with research articles on the history of aviation. Highly recommended.

Our thanks to the well-known markings expert, J. Frank Dial, for his generous and unsolicited donation of Source 8. His careful research made our task infinitely easier.

To long-time IPMS supporter, Phil Yant, we will always be indebted for the loan of Source 1.

To Colonel "Hub" Zemke, a very special thank you, not only for invaluable assistance in the preparation of this sheet, but for having been responsible, more than any other individual, for assuring the Thunderbolt of its place in history.

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STENCILLING NOTES

Space, and the complexity of the instructions it would entail, preclude our showing the placement for the standard P-47 stencilling we have provided. Enough has been included for all five aircraft. For placement information we suggest the modeller consult Source 11 (Aero Series No. 6).

NOTES ON VICTORY SCORES

Following Toliver's arguments (Source 23) we have given only air-to-air victories after each pilot's name.

BIBLIOGRAPHY AND REFERENCES

- 1) ---; unpublished photos of Gabreski's aircraft, supplied by Phil Yant.
- 2) ---; motion picture film in the possession of Colonel Zemke.
One sequence shows Schilling's aircraft warming up and clearly shows the individual insignia to be "Hairless Joe" from the comic strip *LI'l Abner*.
- 3) ---; unsigned contemporary water color of Men Tovarich II in the possession of Colonel Zemke.
The basic source, along with Source 12, for the aircraft as depicted in the sheet. No serial number is shown on the painting.
- 4) ---; *IPMS QUARTERLY*; Vol. 1, No. 6.
Drawing of the cockpit area of Kearby's aircraft.
- 5) Blend, C.J., Hill, Richard & Krane, Norbet; "Firey Ginger", *IPMS Quarterly*; Vol. 1, No. 4.
Side view drawing of Kearby's aircraft which served as basis for the decals of his aircraft.
- 6) Botting, Alan; *IPMS Monthly*; Vol. 1, No. 2.
Drawing of Gabreski's aircraft which, along with Sources 1 & 21, provided the basis for our representation.
- 7) Davis, Albert H., Russell, J. Coffin & Woodward, Robert B.; *The 56th Fighter Group in World War II*; Infantry Journal; Washington, D.C.; 1948.
This well illustrated unit history contains a month by month narrative of all the missions flown by the 56th, its changes of bases, personnel, and all facets of its activity.
- 8) Dial, J. Frank; unpublished markings diagrams of Mahurin's aircraft.
The result of much original research, these drawings were the basis for the markings featured.
- 9) Dial, J. Frank; *United States Camouflage WW II*; Arlington, Texas; 1964.
The color chips in this book served as the basis for all the paint formulas given except the one for Ocean Grey which was taken from U.S. Government sources.
- 10) Duval, G. R.; "Aircraft Described #146 -- Republic P-47 Thunderbolt"; *Aeromodeller*; Dec. 1965.
These excellent scale plans, with accompanying text, are invaluable for the serious modeler. They are available for 5/- +6¢ postage from Aero Modeller Plans Service, 13/35 Bridge St., Hemel Hempstead, England, Request Plan Pack 2793.
- 11) Feist, Uwe & Maloney, Edward; *Republic P-47 Thunderbolt*; Aero Series #6; Aero Pub.; Fallbrook, Ca; 1966.
Features many close-up photos of The Air Museum's P-47 which has been finished accurately in Mahurin's markings. Photos clearly show stencilling positions. Available from any aviation book seller for \$3.00.
- 12) Garrett, Don; unpublished notes taken during an interview with Col. Hubert Zemke in July 1967.

13) Haugland, Vern; *The AAF Against Japan*; Harper & Bros.; N.Y.; 1948.

14) Gurney, Gene; *Five Down and Glory*; G.P. Putnam's Sons; N.Y.; 1958.

15) Johnson, Robert S.; *Thunderbolt*; Ballantine; N.Y.; 1958.

Excellent autobiography (with Martin Caidin) of the famed 56th FG ace.

16) Mahurin, Walker M.; *Honest John*; G.P. Putnam's Sons; N.Y.; 1962.

Mahurin's autobiography. Relates his experiences in WW2, Korea, and as a prisoner of the Chinese Communists. Very well written.

17) Maurer, Maurer (sic); *Air Force Combat Units of World War II*; Franklin Watts, Inc.; N.Y.; 1963.

Originally compiled as an official Air Force project, this book contains a brief synopsis of the operations of every Air Force combat group during WW2. Bases and commanders are given with dates of changes.

18) Morgan, Len; *The P-47 Thunderbolt*; Morgan Aviation Books; Dallas, Texas; 1963.

The cover drawing is of P-47 44-21175. (See note on this machine under our notes on Zemke's markings.)

19) Morgan, Len; *The Planes the Aces Flew*; Morgan Aviation Books; Dallas, Texas; 1964.

Features 44-21175 as Zemke's aircraft. (See our note mentioned above.)

20) Preston, John (artist); back cover painting; *AAHS Journal*; Vol. 11, No. 4; Winter, 1966.

A striking painting of a hypothetical formation of Gabreski's, Schilling's and Johnson's aircraft.

21) Shacklady, Edward; *The Republic P-47D Thunderbolt*; *Profile Publications*; Aircraft Series, No. 7.

Color drawing on inside back cover of Gabreski's aircraft, by Roger Ward, served as a major source for our representation.

22) Sims, Edward H.; *American Aces*; Harper & Bros.; N.Y.; 1958.

An escort mission to Emden flown by Col. Gabreski on Dec. 11, 1943 is the subject of Chapter 6.

23) Toliver, Colonel Raymond F. & Constable, Trevor; *Fighter Aces*; Macmillan; N.Y.; 1965.

24) Ward, Richard (artist); color drawings of various P-47's; *Flying Review International*; Vol. 19, No. 12 (Dec., 1963).

While not labeled as such the second drawing depicts Schilling's aircraft. The drawing is inaccurate in several respects but gives a good impression of the camouflage pattern. (For comments on Schilling's individual emblem see our notes on Schilling's aircraft.)

DECAL APPLICATION INSTRUCTIONS

- 1) If desired, trace the image outline with a razor knife to trim the excess decal flash. 2) Clip the backing paper so that each image is on its own piece, with enough excess paper to serve as a "handle". 3) Holding the "handle" with a pair of tweezers, immerse the decal into warm water for 10 seconds. 4) Using the soft eraser end of a pencil slide the image off the paper and into position on the model. Try to avoid sliding the image around on the model as this simply spreads out the glue and will weaken the final bond. 5) Once the decal is in its final position; take a soft, absorbent, lint free cloth (diapers are ideal), start at one corner of the image and, pressing firmly as you go, work across the decal. This forces all the water out from under the film, will avoid bubbles, sets the pressure sensitive glue.
We advise against the use of "Solvaset" or similar setting agents. Authenticals should not require such products and they can easily write our very thin film. If on very difficult surfaces an extra agent is needed, thin it before application.

COLOR CHART

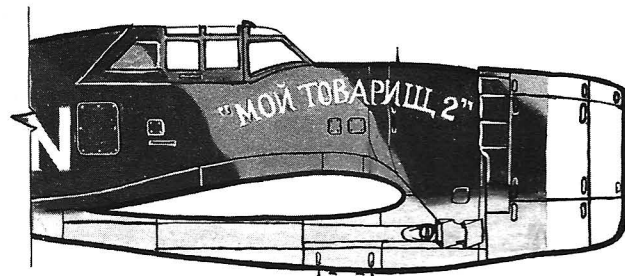
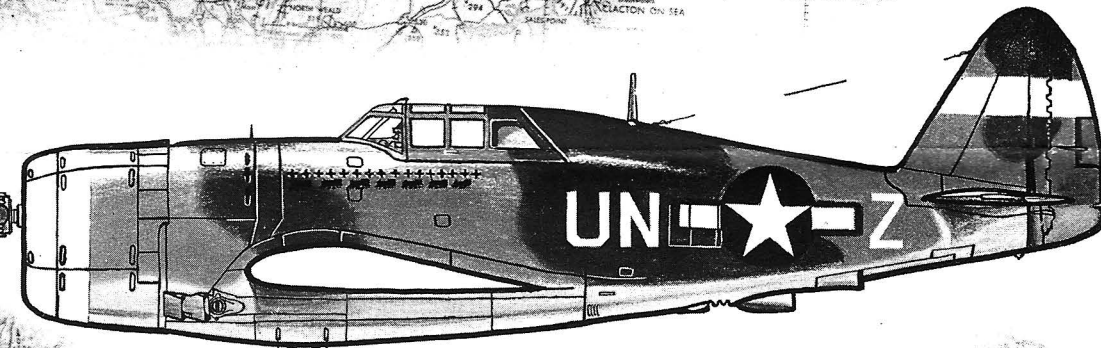
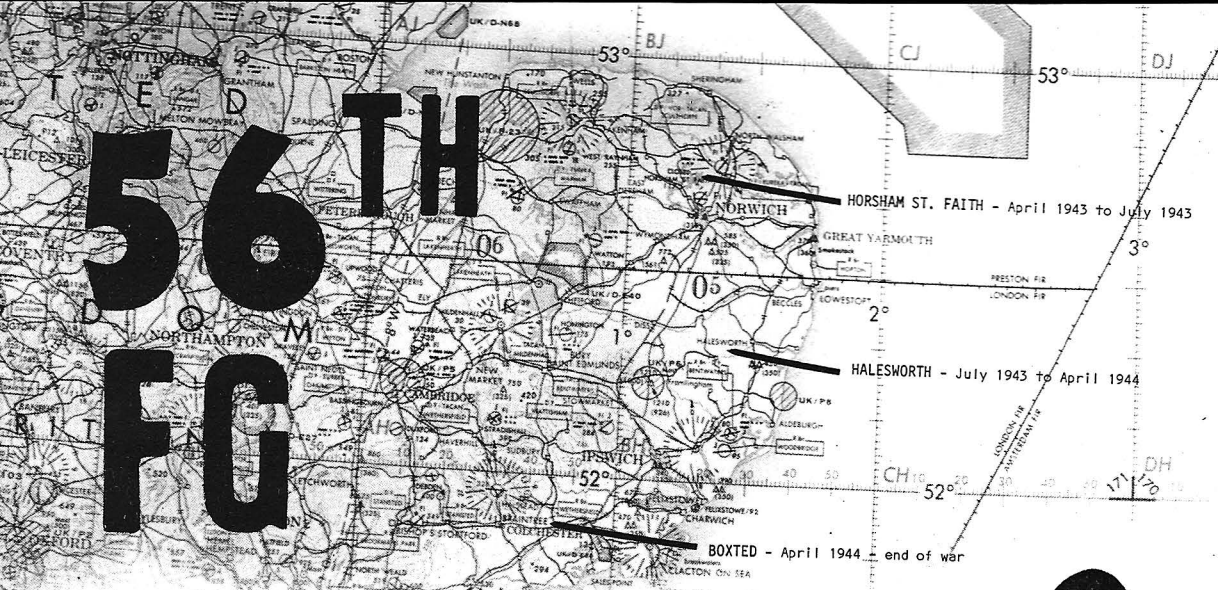
Color	F10-Quil Railway	Pactra	410M	Official
Olive Drab 41	5xPullman Green 2xReefer Yellow	1xAnti-Glare Green 1xFlat Roof Brown	1xMedium Green 1xDark Brown	#89
Medium Green 42	10xCoach Green 1xEngine Black 1xDark Blue	3xAnti-Glare Green 1xFlat Black	1xMedium Green 1xPullman Green	#90
Ocean Grey	50xPrimer 20xReefer White 3xCaboose Red 2xDark Blue	7xFlat White 2xHot Rod Primer	20xLight Blue 10xWhite 1xFlat Black	---
Neutral Gray 43	12xReefer White 5xDark Blue 4xEngine Black 3xCaboose Red	2xFlat White 1xHot Rod Primer	40xLight Gray 4xBlack 2xDark Blue 1xRed	#91
Insignia Red	Caboose Red	Flat Insignia Red	Red	#42
black	Engine Black	Flat Black	black	#39
Zinc Chromate	2xLight Green 1xReefer Yellow	5xFlat Yellow 1xAnti-Glare Green	2xYellow 1xLight Green	#68
Identification Yellow 48	Reefer Yellow	50xFlat Yellow 1xFlat Red	10xYellow 1xOrange	#40

*Throughout the instruction sheet capitalized colors are official colors and lower case names are generic only.

AUTHENTICALS

UNDER THE AUSPICES OF THE
NORTHERN CALIFORNIA CHAPTER
INTERNATIONAL PLASTIC MODELER'S SOCIETY

56TH FG



REPUBLIC P-47D- (serial unknown) "Mon Tovarich II" (My Comrade II)

Unit: 63rd Fighter Squadron, 56th Fighter Group, U. S. 8th Air Force.
Base: Boxted, near Colchester, England.
Time: Probably Spring 1944
Pilot: Colonel Hubert "Hub" Zemke (19½ victories), commander 56th FG.

COMMANDER OF THE "WOLFPACK". "Hub" Zemke was more than just a highly successful fighter pilot. It was his leadership and strategic ability that made the 56th the deadliest unit in the USAAF. He was a leader in the development of fighter tactics and strafing techniques. His command ability is reflected in the 56th's outstanding 1 to 8 kill ratio, best of any U.S. unit in the ETO.

We are honored to publish here, for the first time anywhere, information on the Colonel's aircraft.* Although he flew 10-12 different P-47's it is this plane, Mon Tovarich II, ** that he flew on the most missions and to which he was most attached, referring to it today as "my aircraft". There are no known photographs of this aircraft and it has been reconstructed from a contemporary water color (source 3) and the Colonel's memory.

On August 11, 1944 Zemke was transferred to take command of the 479th FG at Wattisham. While leading this unit, on Oct. 31, 1944, his Mustang came apart in a storm cloud. He parachuted safely and was a prisoner (and allied camp commander) in Stalag Luft 1 until the end of the war.

Color Scheme and Markings:

Upper Surfaces: Shadow shaded pattern of RAF Ocean Grey (light tone in drawing) and U.S. Medium Green 42. The RAF paint is accounted for by the fact that the 56th FG used many RAF support facilities. Tail Bands (as shown): Insignia White
Undersurfaces: Neutral Grey 43.
Forward part of cowlings (as shown): Insignia Red.
Interior of Cockpit and wheel wells: zinc chromate.
Propeller Notes: Zemke's aircraft probably carried a Curtiss-Electric propeller provided in the Frog kit.

* We caution our readers that the much-publicized bubble-top P-47 (sources 18 and 19) inscribed "Zemke's Wolfpack - 56th Fighter Group" is not the Colonel's aircraft. This machine was painted for publicity purposes and displayed under the Eiffel Tower at the end of the war.

** Aircraft name was reminiscent of Zemke's 1941 assignment training pilots in Russia to fly Lend-Lease P-40's.

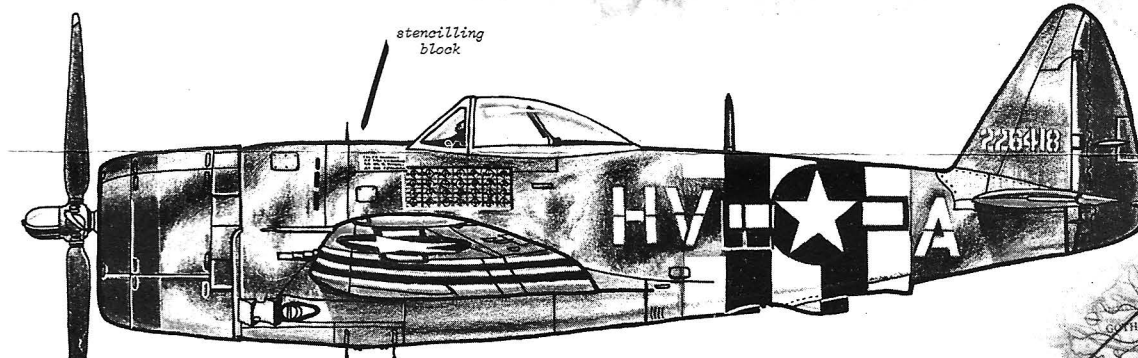
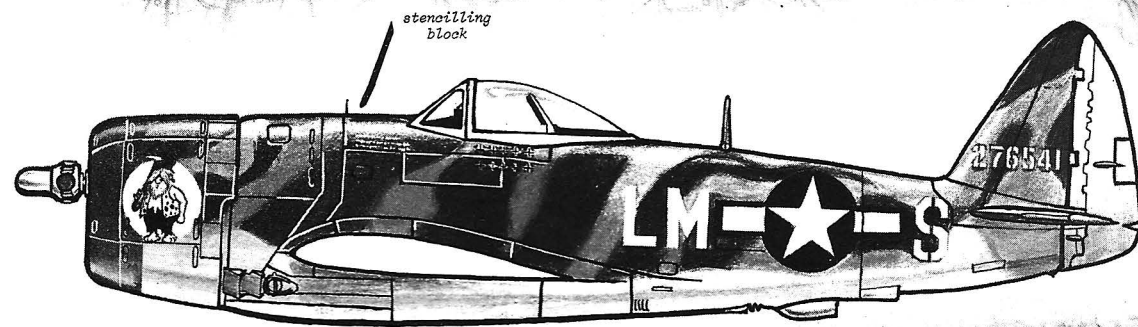
REPUBLIC P-47D-20-RA (42-76541)

Unit: 62nd Fighter Squadron, 56th Fighter Group, U.S. 8th Air Force
Base: Boxted, near Colchester, England.
Time: Probably Late May 1944.
Pilot: Colonel David Schilling (22½ victories)

ZEMKE'S SUCCESSOR. Schilling had been with the group since its earliest days of training in North Carolina and as commander of the 62nd Squadron had played a prominent role in its rise to fame. On August 12, 1944, following Zemke's transfer to command the 479th FG, Schilling assumed command of the 56th and led it until the end of the war. On December 23rd, 1944, while he was leading the Group on an escort mission to Bonn, three gaggles of Germans totaling over 250 aircraft, were sighted. Schilling ordered the 48 planes of the 56th to assume the type of formation the Germans were flying. The ruse worked and the 56th got into a favorable attack position before the Germans realized what was happening. The "Wolfpack" downed an incredible 37 aircraft and Schilling bagged no less than 4½ in this one fight. For this action he was awarded an Oak Leaf Cluster for his DSC and received from General Spaatz commendation for his "outstanding heroism and splendid leadership". (7:88)

Color Scheme and Markings:

Overall: Same as Zemke's.
Forward part of cowlings: Insignia Red.
Rudder: Identification Yellow 48.
Details: Same as Zemke's.
Code Letters: Opposite side reads, tail to nose, S*LM.
Propeller Notes: Schilling's aircraft carried a Hamilton-Standard Propeller available in the Airfix kit.
Insignia Notes: Schilling's emblem is not an old man with a wrench as shown in Source 24. It is in fact "Hairless Joe" from Li'l Abner (see Source 2). On the decal his nose and stomach should be painted flesh.
Kill Marking Notes: The 10 kills shown, taken from Source 20, may not be correct. Schilling had scored at least 11 kills by April 10 (Source 7) and the first bubble-tops did not reach the 56th until May 19 (Ibid).



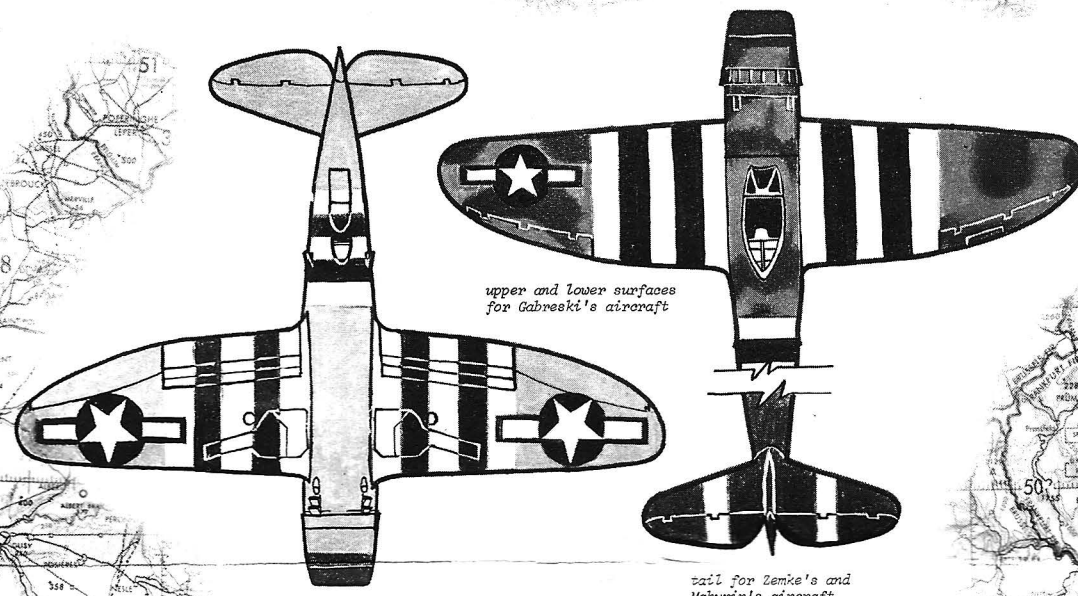
REPUBLIC P-47D-25-RA (42-26418)

Unit: 61st Fighter Squadron, 56th Fighter Group, U. S. 8th Air Force
Base: Boxted, near Colchester, England.
Time: Early July 1944, upon becoming the leading American ace in the ETO.
Pilot: Lt. Colonel Francis S. "Gabby" Gabreski (37½ victories - 31 WW2, 6½ Korea).

AMERICA'S TOP LIVING ACE, and 3rd among all U. S. aces, Gabreski is one of the few pilots to be an ace in two wars. "Gabby" was so valuable to the 56th as an air combat leader that Zemke tried to keep him off hazardous ground strafing missions. Nonetheless, on July 20, 1944 Gabreski was leading the group returning from an escort mission when Bassenheim airbase appeared as a target of opportunity. During a "grass-trimming" pass Gabreski's propeller struck the ground and his plane skidded in. He was unhurt but before the end of the day the famed ace, invincible in the air, was off to Stalag Luft 1.

Color Scheme and Markings:

Overall: Same as Zemke's but with greater overspray (see photo on P.1).
Rudder and Forward Part of Cowlings: Insignia Red (as shown).
Details: Same as Zemke's.
Propeller Notes: Same as Schilling's.
Code Letters: Other side reads, tail to nose, A*HV.
Kill Marking Notes: We regret that although this decal sheet was printed on a letter press with brass plates the proper scale reproduction of Gabreski's complex kill markings (see photo P.1) is beyond our technical capabilities.



upper and lower surfaces for Gabreski's aircraft

tail for Zemke's and Mahurin's aircraft

REPUBLIC P-47-5-RA (42-8487) "Spirit of Atlantic City, N. J."

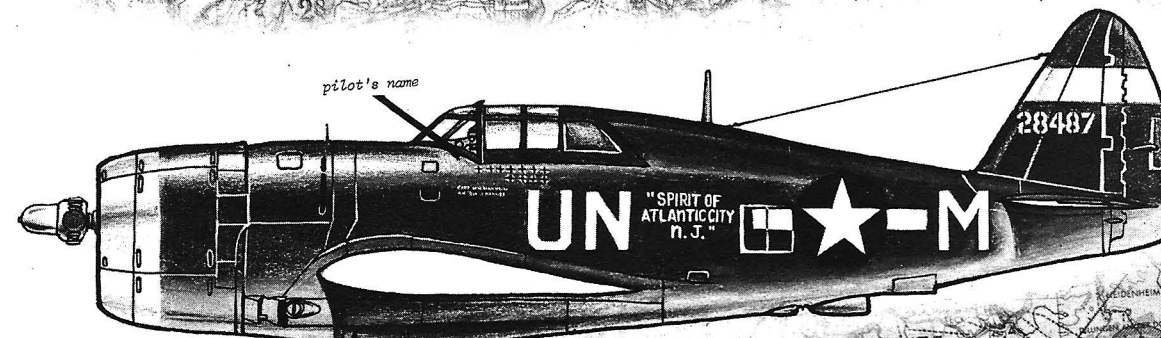
Unit: 63rd Fighter Squadron, 56th Fighter Group, U. S. 8th Air Force
Base: Halesworth, England.
Time: December, 1943 - shortly after Mahurin scored his 10th kill Nov.26, 1944.
Pilot: Lt. Walker M. "Bud" Mahurin (25.25 victories, 21.75 WW2, 3.50 Korea)

AMERICA'S FIRST DOUBLE ACE in the ETO. Toliver writes (23:148) that Mahurin "...is considered by the aces themselves to be one of the best combat pilots America has ever produced." On two different occasions he downed three aircraft on a single mission. He was a crack shot and one of the 56th's most colorful personalities.

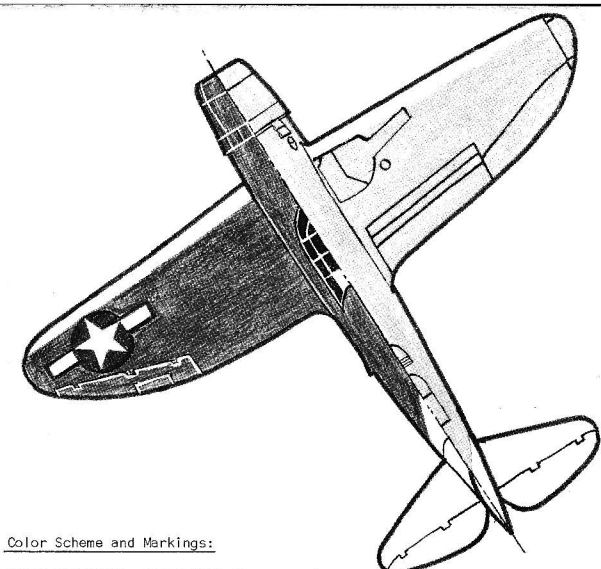
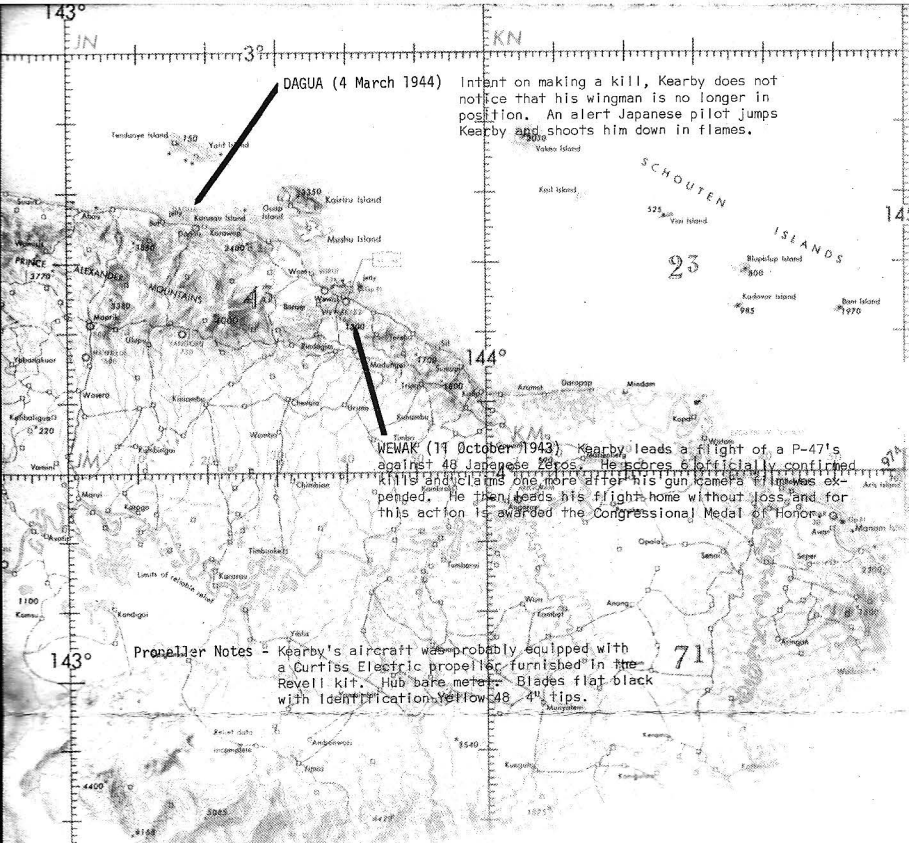
On March 27, 1944 while on an escort mission to Toul he was shot down in occupied France. He was given up for dead but men like Mahurin are hard to kill and harder to capture. Mahurin became one of the few pilots to escape from the continent to England, returning to active duty May 5, 1944.

Color Scheme and Markings:

Upper Surfaces: Medium Green 42.
Under Surfaces: Neutral Grey 43.
Forward Part of Cowlings: flat white
Bands on Tail: Insignia White
Propeller Notes: Same as Zemke's.
Details: Same as Zemke's.
Code Letters: Opposite Side reads, tail to nose, M*UN.

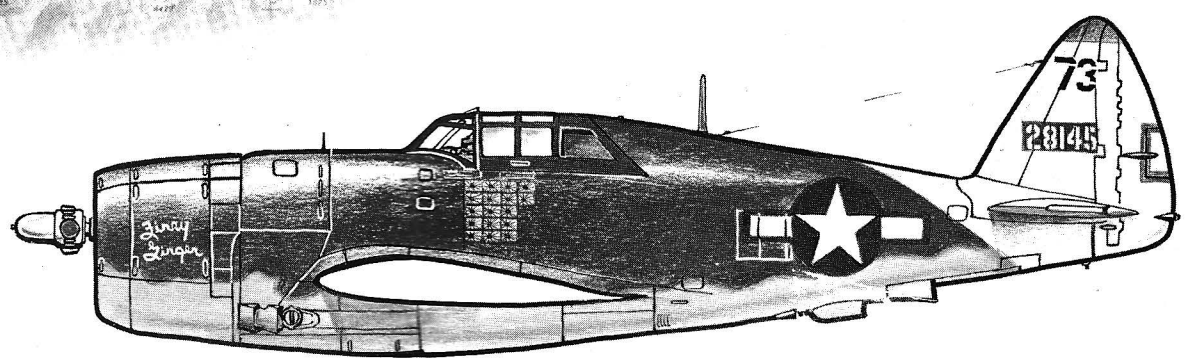


ARTWORK BY
JIM WOOD
Side View Drawings 1/72 Scale



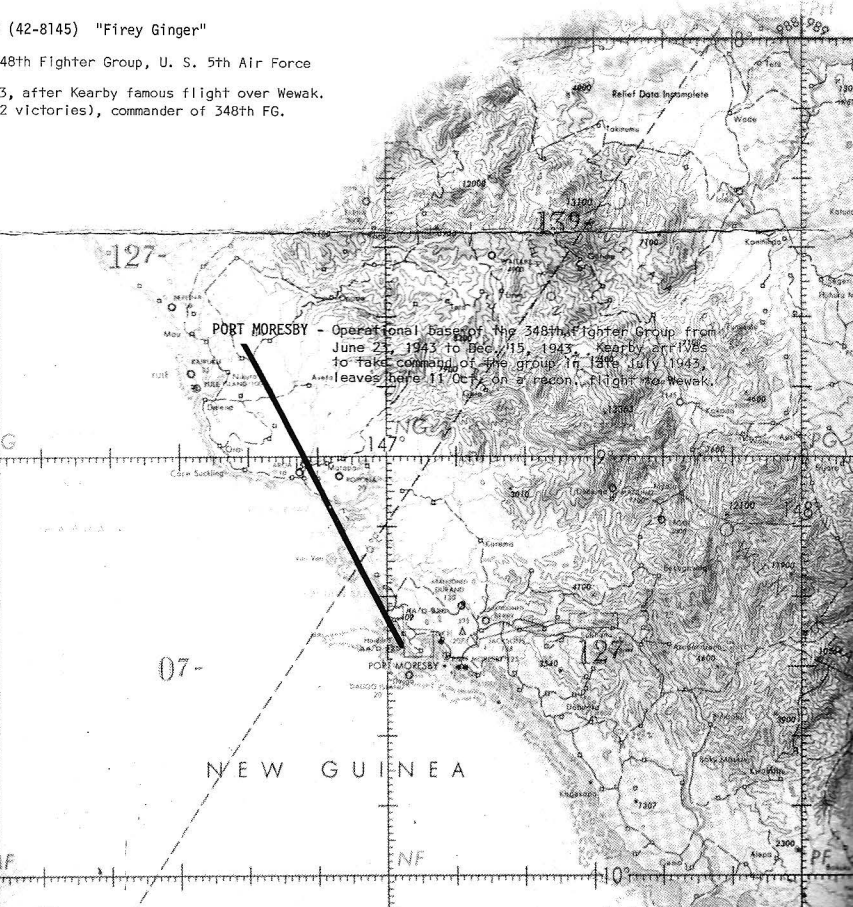
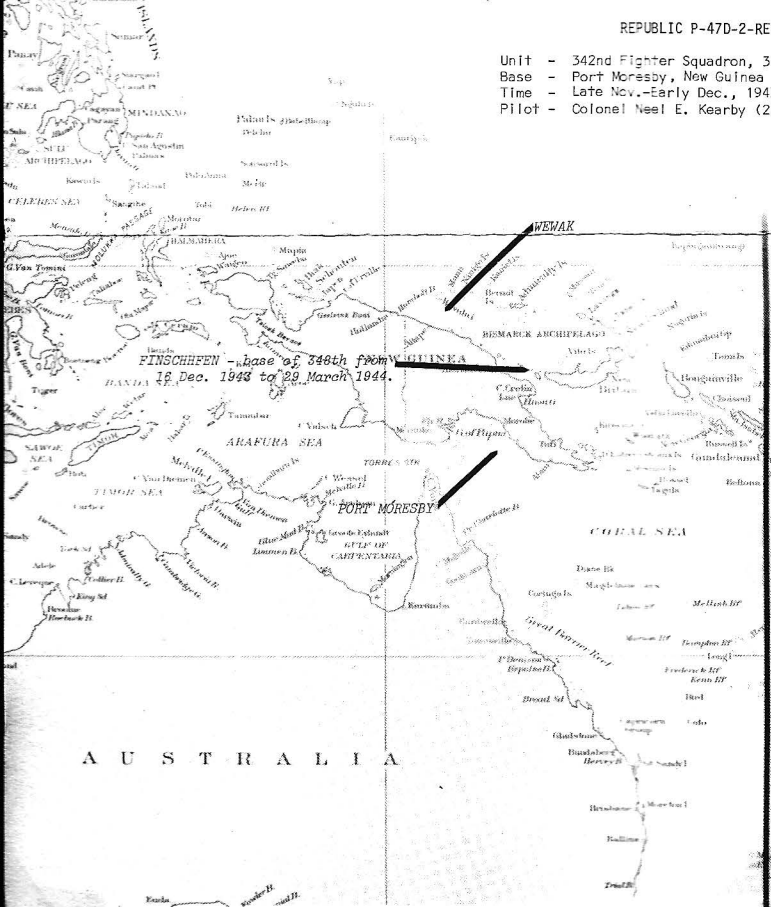
Color Scheme and Markings:

- Upper Surfaces: Olive Drab 41
 - Under Surfaces: Neutral Grey 43
 - Tail and leading edge of wings (as shown): Insignia White
 - Interior of cockpit and wheel wells: Zinc Chromate
 - Propeller: blades - black with 4" (prototype) Identification Yellow 48 tips.
 - hub - natural metal.
 - Block behind serial number (as shown): Olive Drab 41.
 - Outline around trim tabs on rudder and elevators (as shown): Olive Drab 41.
 - Tip of vertical stabilizer (as shown): blue (343rd Sq. ID color), shade unknown.
- *Source 5 gives Kearby's unit as the 343rd Squadron but a check in Source 17 reveals that there was no 343rd Sq. in the 348th FG. The group was composed, throughout most of the war, of the 340th, 341st, and 342nd Squadrons.



REPUBLIC P-47D-2-RE (42-8145) "Firey Ginger"

- Unit - 342nd Fighter Squadron, 348th Fighter Group, U. S. 5th Air Force
- Base - Port Moresby, New Guinea
- Time - Late Nov.-Early Dec., 1943, after Kearby famous flight over Wewak.
- Pilot - Colonel Neel E. Kearby (22 victories), commander of 348th FG.



A U S T R A L I A

N E W G U I N E A