

**P 47d**

**Jerry Scutts**

P-47D Thunderbolt vs Ki-43-II Oscar Michael John Claringbould,2020-07-23 Although New Guinea's Thunderbolt pilots faced several different types of enemy aircraft in capricious tropical conditions, by far their most common adversary was the Nakajima Ki-43-II Hayabusa, codenamed 'Oscar' by the Allies. These two opposing fighters were the products of two radically different design philosophies. The Thunderbolt was heavy, fast and packed a massive punch thanks to its battery of eight 0.50-cal machine guns, while the 'Oscar' was the complete opposite in respect to fighter design philosophy – lightweight, nimble, manoeuvrable and lightly armed. It was, nonetheless, deadly in the hands of an experienced pilot. The Thunderbolt commenced operations in New Guinea with a series of bomber escort missions in mid-1943, and its firepower and superior speed soon saw Fifth Air Force fighter command deploying elite groups of P-47s to Wewak, on the northern coast. Flying from there, they would pick off unwary enemy aircraft during dedicated fighter patrols. The Thunderbolt pilots in New Guinea slowly wore down their Japanese counterparts by continual combat and deadly strafing attacks, but nevertheless, the Ki-43-II remained a worthy opponent deterrent up until Hollandia was abandoned by the IJAAF in April 1944. Fully illustrated throughout with artwork and rare photographs, this fascinating book examines these two vastly different fighters in the New Guinea theatre, and assesses the unique geographic conditions that shaped their deployment and effectiveness.

**Modelling the P-47 Thunderbolt** Brett Green,2012-04-20 The P-47 Thunderbolt, affectionately nicknamed the 'Jug', was one of the most famous fighter aircraft of World War II. Used as both a high-altitude escort fighter and a low-level fighter-bomber, it quickly gained a reputation for being tough and resilient. Many different air forces operated this plane, and it sported a wide range of camouflage schemes, finishes and markings, including stunning nose art. Modellers have been well served with Thunderbolt kits over the years, right up to the latest highly accurate releases. This book takes a step-by-step approach to modelling a wide variety of P-47 types in 1/48-scale, from 'Razorbacks' in USAAF colours to RAF T-bolts in the Far East. It provides expert advice on conversions (including a Bubbletop to a P-47M), adding aftermarket items, detailing, and ways to achieve top quality weathering and finishes.

*Republic P-47 Thunderbolt* Maciej Noszczak,2018-04-19 The P-47D was the most produced version of the Thunderbolt fighter. From overall number of 15 683 P-47s built the 12 609 of them were the version D. The first trial P-47D left the factory in September 1942. The first serial version of the P-47D was the D-1-RE variant, which can be easily distinguished from the P-47C by its additional blinds on lower part of the engine cowling. The important change was also the additional cockpit armor. The most important variant of the early P-47Ds was the P-47D-5 version. It received the installation which injected the water and methanol mixture to the R-2800-21 engine's cylinders. During the autumn of year 1943 another variant of the P-47D was developed - P-47D-10 with new R-2800-63 engine. In next version - P-47D-11 - the usage of the water & methanol mixture was automatic. The injection was triggered by the maximum push of the throttle lever. The plane also received the gun camera. In another version - P-47D-15 - the capacity of the front fuel tank was enlarged, so the maximum range of the P-47 increased too. The D-15 variant was equipped with two B-10 racks under the wings which allowed to make different configurations of the payload (bombs and fuel tanks). Another innovation was the detachable canopy in case of emergency. Also the shape of two lower blinds was modified. The P-47D-20 received the new engine - R-2800-59 - which had a different ignition system. The D-20 variant also received the higher tail wheel fork and redesigned racks under the wings. The most important change of the construction took place between spring and summer of the year 1944, when the production of the P-47D-22 and D-23 has started. The D-22 version built in Farmingdale factory received the Hamilton Standard Hydromatic 24E50-65 propeller with 4,01 m in diameter. The planes produced in Evansville (D-23) had Curtiss Electric C542S-A114 propeller with 3,96 m in diameter. The new propellers considerably improved the climbing rate of the P-47s.

**P-47D Thunderbolt vs Ki-43-II Oscar** Michael John Claringbould,2020-07-23 Although New Guinea's Thunderbolt pilots faced several different types of enemy aircraft in capricious tropical conditions, by far their most common adversary was the Nakajima Ki-43-II Hayabusa, codenamed 'Oscar' by the Allies. These two opposing fighters were the products of two radically different design philosophies. The Thunderbolt was heavy, fast and packed a massive punch thanks to its battery of eight 0.50-cal machine guns, while the 'Oscar' was the complete opposite in respect to fighter design philosophy – lightweight, nimble, manoeuvrable and lightly armed. It was, nonetheless, deadly in the hands of an experienced pilot. The Thunderbolt commenced operations in New Guinea with a series of bomber escort missions in mid-1943, and its firepower and superior speed soon saw Fifth Air Force fighter command deploying elite groups of P-47s to Wewak, on the northern coast. Flying from there, they would pick off unwary enemy aircraft during dedicated fighter patrols. The Thunderbolt pilots in New Guinea slowly wore down their Japanese counterparts by continual combat and deadly strafing attacks, but nevertheless, the Ki-43-II remained a worthy opponent deterrent up until Hollandia was abandoned by the IJAAF in April 1944. Fully illustrated throughout with artwork and rare photographs, this fascinating book examines these two vastly different fighters in the New Guinea theatre, and assesses the unique geographic conditions that shaped their deployment and effectiveness.

*P-47 Thunderbolt Units of the Twelfth Air Force* Jonathan Bernstein,2012-08-20 The P-47 Thunderbolt, originally designed as a high-altitude interceptor, became the principal US fighter-bomber of World War II. First adapted to the ground attack role by units of the Twelfth Air Force in early 1944, the strength and durability of the P-47 airframe, along with its massive size, earned it the nickname 'Juggernaut', which was quickly shortened to 'Jug' throughout the MTO and ETO. By October 1943, with the creation of the Fifteenth Air Force, nearly half of the Twelfth's fighter groups would be retasked with strategic escort missions, leaving six groups to perform close air support and interdiction missions throughout the entire Mediterranean theatre. The groups inflicted incredible damage on the enemy's transport routes in particular, using rockets, bombs, napalm and machine-gun rounds to down bridges, blow up tunnels and strafe trains. Myriad first-hand accounts and period photography reveal the spectacular success enjoyed by the Thunderbolt in the MTO in the final year of the war.

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**Thunderbolt!** Martin Caidin,Robert S. Johnson,2018-02-12 Thunderbolt! The Extraordinary Story of a World War II Ace is the incredible true life story of Robert S. Johnson, one of America's leading fighter pilot aces in World War II. His memoir is an action-packed account of how a young man from Lawton, Oklahoma went on to amass 28 enemy kills, the first U. S. Army Air Force pilot in the European theater to surpass Eddie Rickenbacker's World War I tally of 26 enemy planes destroyed. Johnson's detailed, vivid descriptions of close-scrapes with Goering's elite fighters and his numerous other skirmishes makes Thunderbolt! essential reading for World War 2 buffs.

*P-47 Thunderbolt Units of the Twelfth Air Force* Jonathan Bernstein,2012-08-20 The P-47 Thunderbolt, originally designed as a high-altitude interceptor, became the principal US fighter-bomber of World War II. First adapted to the ground attack role by units of the Twelfth Air Force in early 1944, the strength and durability of the P-47 airframe, along with its massive size, earned it the nickname 'Juggernaut', which was quickly shortened to 'Jug' throughout the MTO and ETO. By October 1943, with the creation of the Fifteenth Air Force, nearly half of the Twelfth's fighter groups would be retasked with strategic escort missions, leaving six groups to perform close air support and interdiction missions throughout the entire Mediterranean theatre. The groups inflicted incredible damage on the enemy's transport routes in particular, using rockets, bombs, napalm and

machine-gun rounds to down bridges, blow up tunnels and strafe trains. Myriad first-hand accounts and period photography reveal the spectacular success enjoyed by the Thunderbolt in the MTO in the final year of the war.

P-47 Thunderbolt vs German Flak Defenses Jonathan Bernstein,2021-10-28 Since the end of World War 2, the tactical air war over Europe has been largely overlooked by historians and authors alike in favour of analysis of the higher profile strategic bombing campaign. Involving just as many aircraft as the daylight heavy bombing campaign, the fighter-bombers (principally of the Ninth Air Force) wreaked considerably more havoc on German ground forces. Indeed, Thunderbolt units undertaking such missions effectively complemented the strategic campaign, ensuring the defeat of Nazi Germany. P-47 pilots paid a high price to achieve this victory, however, as the German flak arm was well equipped (nearly a quarter of all war-related production was devoted to anti-aircraft weaponry) with weapons of various calibres to counter tactical air power's low to medium altitude threat. The USAAF four numbered air forces that saw action over the European continent suffered significant fighter-bomber losses to flak. The principle fighter-bomber from the summer of 1944 through to VE Day was the P-47D, with both dedicated ground attack units and squadrons that had completed their bomber escort tasking seeking out targets of opportunity across occupied Western Europe. While heavy-calibre anti-aircraft fire was intended to both shoot down enemy aircraft and force bombers to drop their ordnance sooner or from higher altitudes, thus reducing bombing accuracy, low-altitude flak batteries put up a virtual 'wall of steel' for enemy fighter-bombers to fly through. Damaging a low-flying fighter-bomber made it easier for other flak gunners to track, engage and destroy it. Innovations like lead-computing gunsights gave gunners a higher probability of intercepting low-altitude fighters. Conversely, the appearance of air-to-ground rockets beneath the wings of P-47s gave pilots better standoff range and a harder-hitting punch when dealing with low and medium altitude flak units. This volume analyses the tactics and techniques used by both P-47 fighter-bomber pilots and German flak gunners, featuring full-colour illustrations to examine the Allied tactical air power in Europe from 1943 and how German defences were overpowered by the air threat.

*P-47 Thunderbolt in Action* Larry Davis,Don Greer,Kevin Wornkey,1984 Captioned photos, illustrations, and brief text describe the design, development, and uses of the American designed fighter plane.

Republic P-47 Thunderbolt Dan Hagedorn,1991-11-01 Beskriver det navnlige fra 2. verdenskrig kendte, amerikanske jagerfly Republic P-47 Thunderbolt her anvendt af lande i Sydamerika.

*Those Who Flew* ,2002

### **Bibliography of Scientific and Industrial Reports ,1947**

Republic P-47 Thunderbolt Tomasz Szlagor,Leszek Wieliczko,2010-01-05 \* Free 1:48 and 1:72 decals and masking foil The last, fourth part of a monograph on P-47 Thunderbolt discusses its combat use as fighter-bomber in Western Europe during the last few months of WW2. The air battles over Southern Europe in 1944-1945 are also thoroughly described. Another chapter is devoted to Thunderbolt's service in the RAF, the Free French AF, the Brazilian AF, the Mexican AF and the Chinese AF together with other foreign operators. The author uncovers the fates of particular fighter units as well as individual pilots who fought in them. The book includes technical data and lists of units operating the P-47. Free 1:48 and 1:72 decals for 3 schemes: P-47D-30-RA (s/n 44-33721) of Escuadron Aereo de Pelea 201, July 1945. P-47D-30-RE of the Columbian Air Force. P-47D-40-RA (s/n 45-49506) of Grupo de Aviacion 11, Chile. About the Series Monographs focuses on an individual type of aircraft. Each monograph contains descriptions of the aircraft's origin, its variants and combat history. Each volume includes several hundred archive photographs, technical scale drawings and color profile artwork. Each book also has free extras for modelers, with decals and masking foil.

Combat Codes Vic Flinham,Andrew Thomas,2008-07-15 The authors of 'Combat Codes' have painstakingly researched the codes used by the RAF to replace unit markings during World War II in order to attempt to confuse the enemy.

**Republic P-47 Thunderbolt** Jerry Scutts,1998 The distinctive, rugged lines of this heavyweight single-seater earned it the nickname the jug. But what the Thunderbolt lacked in elegance, it more than made up for in firepower. Of the 15,683 Thunderbolts built, only 54 airframes are known to exist today. This book provides a generously illustrated and thoroughly researched tribute to the aircraft.

**Republic P-47 Thunderbolt "Bubbletop"** Robert Peczkowski,2011-04-01 The book covers the technical history of the late production P-47 Thunderbolts, with the "bubbletop" canopy. From the P-47D-25-RE through to the final P-47N, the changes in the various production series are described and illustrated, with 1/72, 1/48 and 1/32 scale line drawings and many photos. There are about 30 black and white wartime photos, including walk around photos of P-47s in 10 different museums around the world and shots of restored planes in private hands still flown today. At the rear of the book are color illustrations of P-47s in profile (23) and 12 two-views (showing wing tops and fuselage sides). These show the markings of almost every air force that ever flew the P-47D and N: Brazil, Chile, Columbia, Cuba, Dominican Republic, Ecuador, France, Iran, Mexico, Nicaragua, Peru, Portugal, Taiwan, Turkey, USSR, USA, Venezuela and Yugoslavia.

Home Front Warriors Harold B. Morgan,2016-08 DetailsHome Front Warriors is the third book in a series of Evansville and Tri-state history books by Harold Morgan. Previous books in this series are Home Front Heroes and Home Town History. Evansville's most renowned WWII products were the P-47 Thunderbolt fighter and the Landing Ship Tank; the LST. This book endeavors to illustrate how the devoted employees built the components and assembled the P-47 and the LST. The author's goal is to provide as many war-time production employee photos as space allowed.Harold Morgan lived the war years and a total of 15 years of his young life immediately west of the airport and Republic Aviation. The many test flights and machine-gun test firing sounds became common enough to the author as a child as to be generally unnoticed.After collecting 40,000 historical photos and images of various subjects, the author wants to use as many of his photo collection as possible. The author selected 500 of these photos to illustrate how these war winning products were built and used.

*P-47 Thunderbolt Aces of the Eighth Air Force* Jerry Scutts,1998-10-30 The US aviation industry produced three great fighter designs to equip its burgeoning army air force during World War 2, and of this trio, Republic's P-47 Thunderbolt was easily the heaviest. Powered, crucially, by a turbocharged Pratt & Whitney R-2800 Double Wasp radial engine that produced 2000 hp, the first production fighters reached the 56th FG in June 1942, and six months later the group joined the Eighth Air Force in Britain. The arrival of the first P-47Cs in mid-1943 addressed the problem of the aircraft's short combat radius, as this model could be fitted with an external tank. Slowly, as combat tactics evolved in units like the 56th and 78th FGs, pilots learnt how best to fly the Thunderbolt in order to effectively counter the more nimble Luftwaffe fighters.

A History of the Mediterranean Air War, 1940-1945, Volume 5 Christopher Shores,Giovanni Massimello,Russell Guest,Frank Olynyk,Winfried Bock,Andrew Thomas,2021-12-03 "This international collaboration between air war historians is simply fantastic. . . . a deep-dive on the operations in a vast and very important theater of war." —Air Classics During the final year of World War II, the defending Axis forces were steadily driven from southern skies by burgeoning Anglo-American power. This was despite the steady withdrawal of units to more demanding areas. This fifth volume of the series describes in detail the activities of the Allied tactical air forces in support of the armies on the ground as their opponents were steadily extracted from northern Italy and the Balkans for the final defense of the central European homeland. The book commences with coverage of the final fierce air-sea battles over the Aegean that preceded the advance northward to Rome and the ill-conceived British attempt to secure the Dodecanese islands following the armistice with Italy. The authors also deal fully and comprehensively with the advance northward following the occupation of Rome, and the departure of forces to support the invasion of France from the Riviera coast, coupled with the formation of a new Balkan Air Force in eastern Italy to pursue the German armies withdrawing from Yugoslavia and take possession of newly freed Greece. The effect of the creation within the same area of the US and RAF strategic forces to join the Allied Combined Bombing Offensive is also discussed. Includes photographs "Reflects the scope of a remarkable research effort and provides valuable detail that the reader is not going to find between two covers elsewhere." —The NYMAS Review

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