Jugs over Germany 1179

US WWII FIGHTER
1:48 SCALE PLASTIC KIT

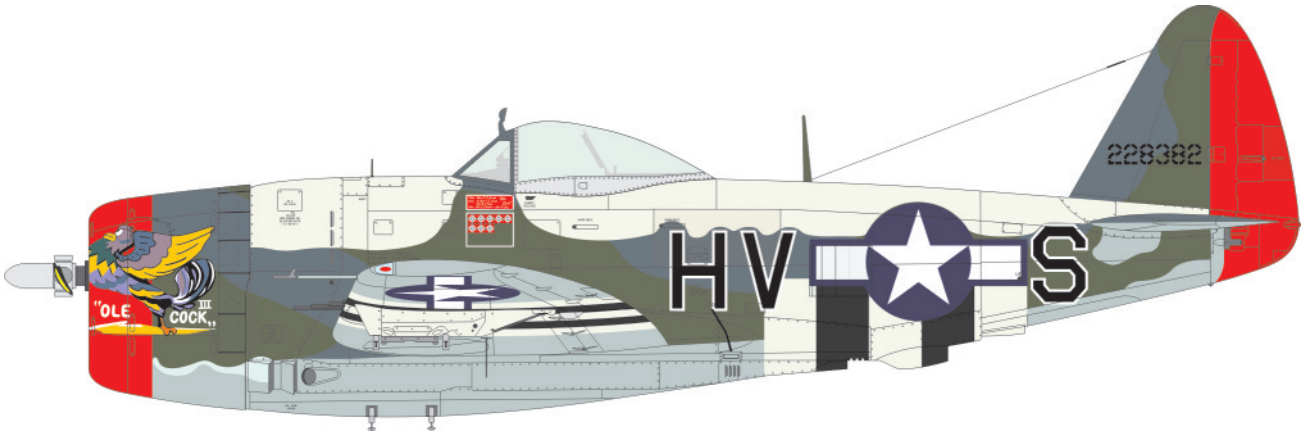
eduard

intro

In June 1940, the United States Army Air Corps (USAAC) issued a requirement for a new light fighter design. Among those manufaturers 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 figher 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 was equipped with a dorasl 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 was 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.

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 Gruzínec 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 přeplňování 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, které 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 přídí a možností nést přídavnou palivovou nádrž. Druhá jmenovaná úprava umožnila létat hlouběji nad okupovanou Evropu. Verze P-47D se od svého předchůdce příliš neodlišovala. V průběhu její výroby však došlo k mnoha změnám v konstrukci. Od bloku D-15 přibyly 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.



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 započetím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobre 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. SYMBOLY ✶ INSTRUKTION SINNBILDEN ✶ SYMBOLES ✶ 記号の説明

OPTIONAL
VOLBA

BEND
OHNOUT

OPEN HOLE
VYVRTAT OTVOR

SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ

REMOVE
ODŘÍZNOUT

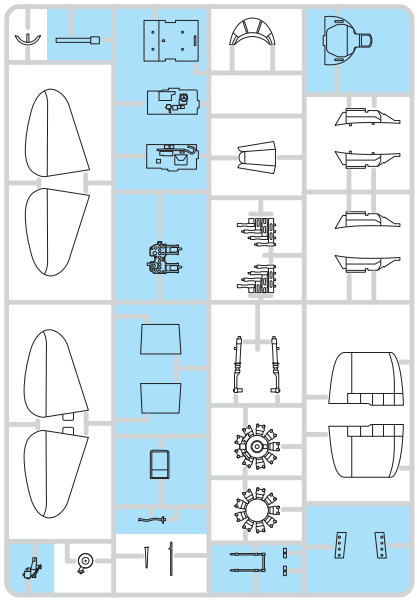
REVERSE SIDE
OTOČIT

APPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

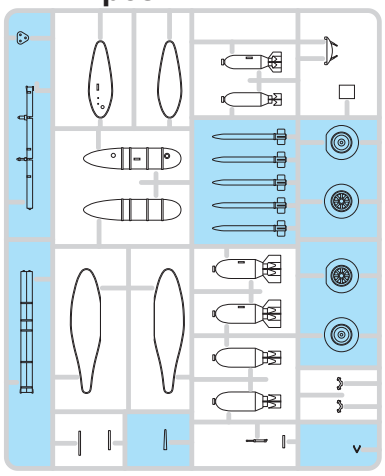
PARTS ✶ DÍLY ✶ TEILE ✶ PIÈCES ✶ 部品

PLASTIC PARTS

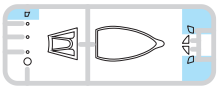
C>



D> 2 pcs.



E>



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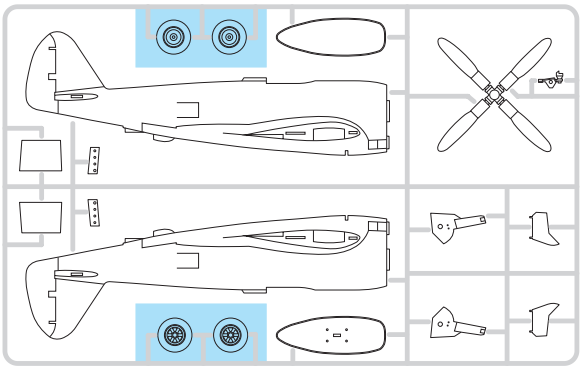
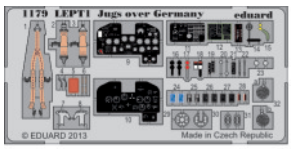
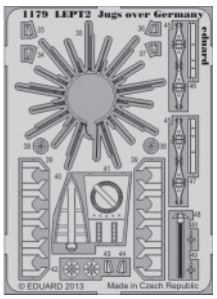


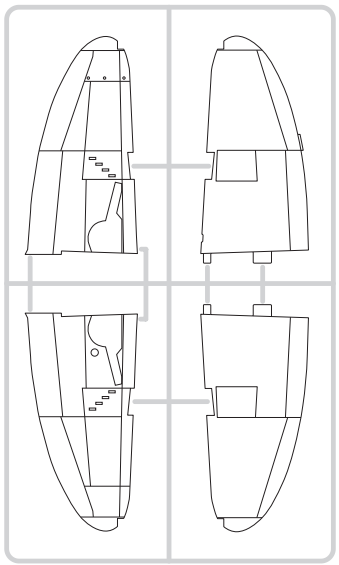
PE - PHOTO ETCHED DETAIL PARTS



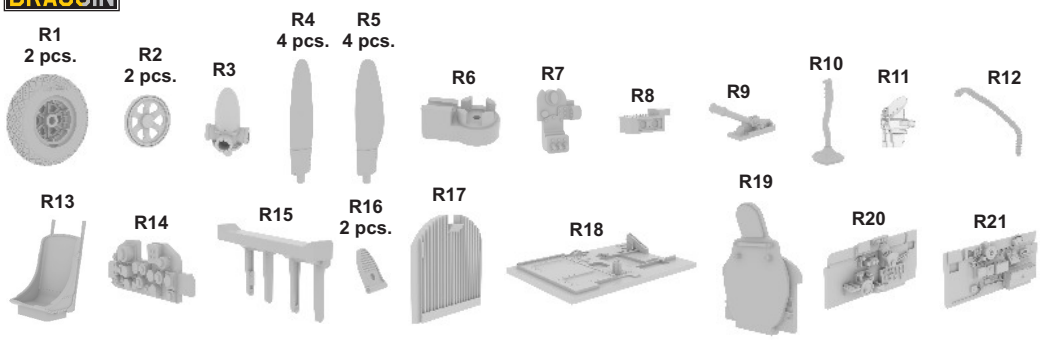


eduard MASK

G>



eduard BRASSIN RP - F



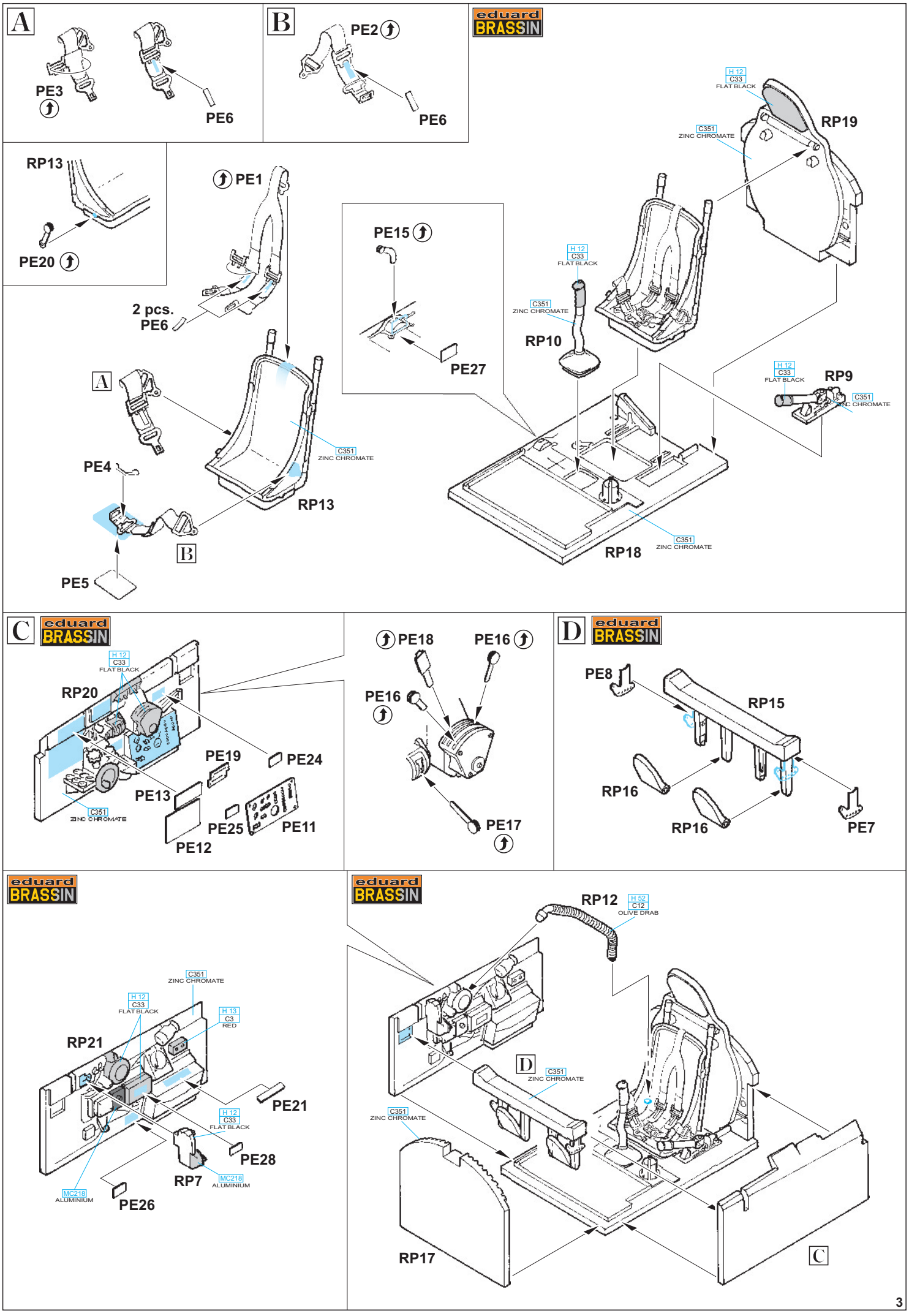
-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

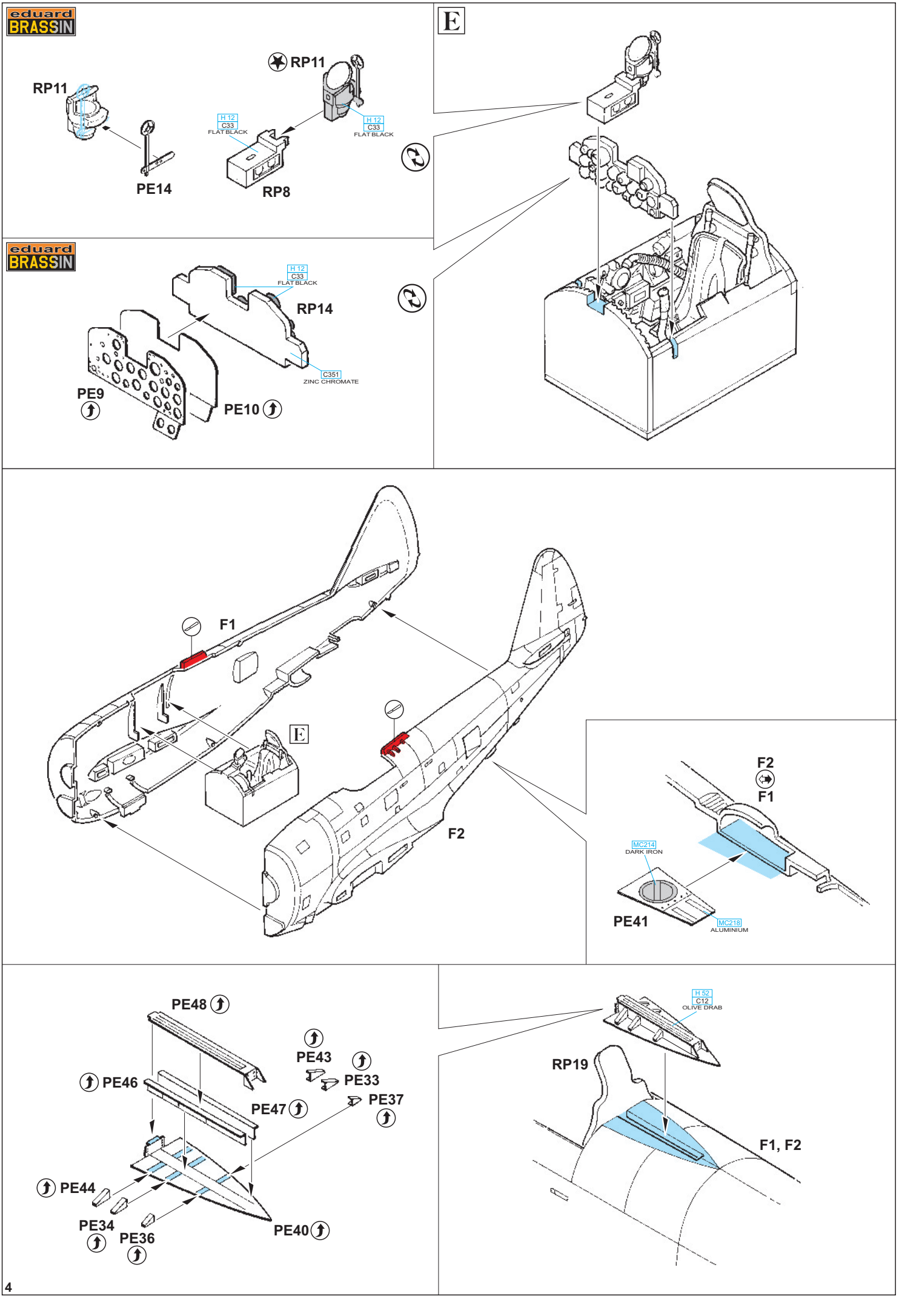
COLOURS ✶ BARVY ✶ FARBEN ✶ PEINTURE ✶ 色

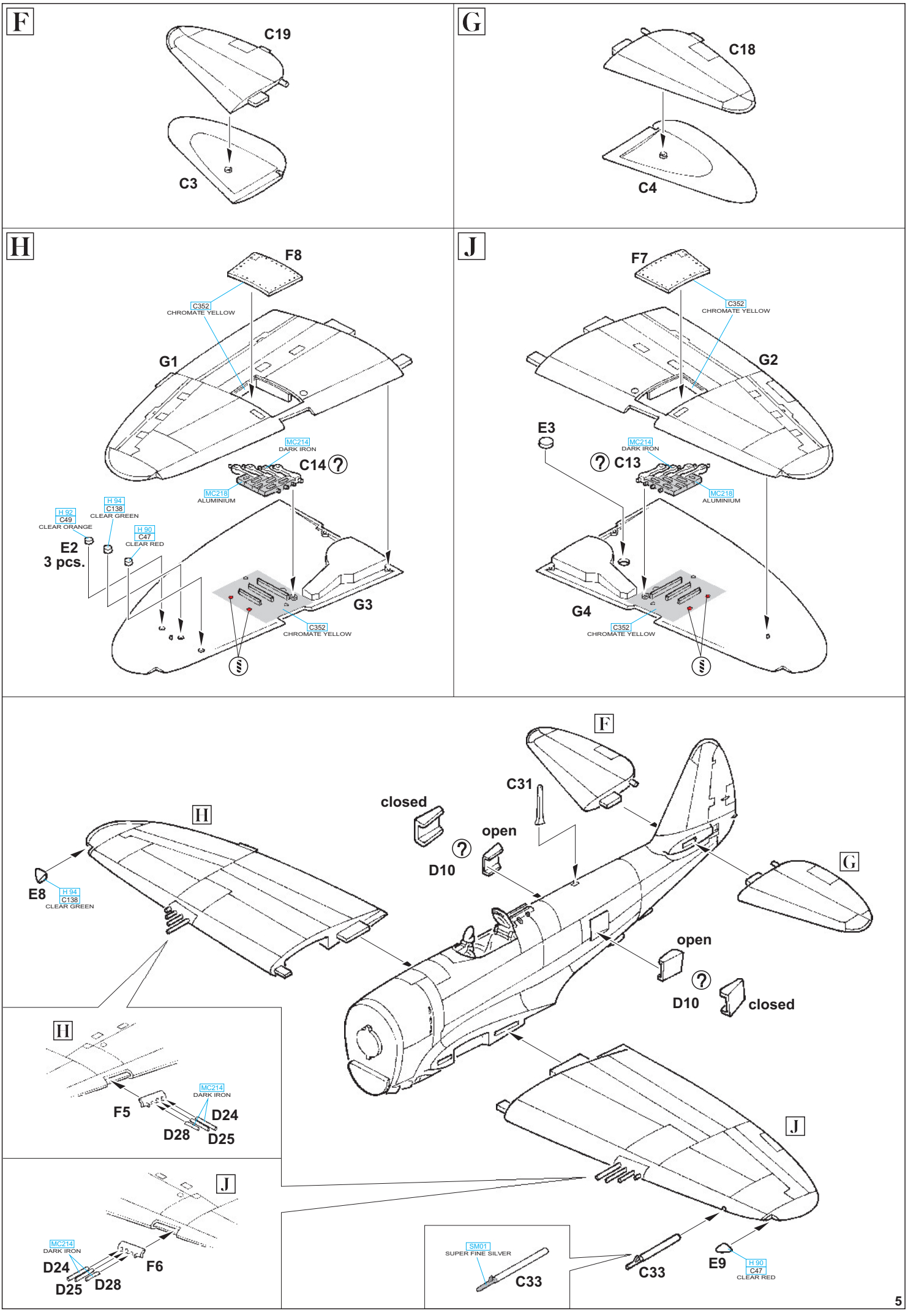
GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H 4	C4	YELLOW
H 12	C33	FLAT BLACK
H 13	C3	RED
H 27	C44	TAN
H 52	C38	OLIVE DRAB
H 56	C72	INTERMEDIATE BLUE
H 77	C137	TIRE BLACK

AQUEOUS	Mr.COLOR	
H 90	C47	CLEAR RED
H 92	C49	CLEAR ORANGE
H 94	C138	CLEAR GREEN
H 316	C316	WHITE
H 324	C324	LIGHT GRAY
	C351	ZINC CHROMATE
	C352	CHROMATE YELLOW
	C361	MEDIUM SEA GRAY

AQUEOUS	Mr.COLOR	
	C362	OCEAN GRAY
	C363	DARK GREEN
Mr.METAL COLOR		
MC214		DARK IRON
MC218		ALUMINIUM
Mr.COLOR SUPER METALLIC		
SM01		SUPER FINE SILVER


A
PE3
PE6
B
PE2
PE6
eduard
BRASSIN
RP13
PE20
PE1
2 pcs.
PE6
A
PE4
PE5
B
C351
ZINC CHROMATE
RP13
PE15
PE27
H 12
C33
FLAT BLACK
C351
ZINC CHROMATE
RP10
RP19
RP9
RP18
C
D
RP20
PE19
PE24
PE13
PE25
PE11
PE12
PE18
PE16
PE16
PE17
PE8
RP15
RP16
RP16
PE7
H 13
C3
RED
RP21
PE21
PE28
RP7
MC218
ALUMINIUM
PE26
H 52
C12
OLIVE DRAB
RP12
RP17
3


RP11
RP11
PE14
H 12
C33
FLAT BLACK
H 12
C33
FLAT BLACK
RP8
E
H 12
C33
FLAT BLACK
RP14
C351
ZINC CHROMATE
PE9
PE10
F1
E
F2
F2
F1
MC214
DARK IRON
PE41
MC218
ALUMINIUM
PE48
PE43
PE33
PE46
PE37
PE47
PE44
PE34
PE36
PE40
H 52
C12
OLIVE DRAB
RP19
F1, F2


F
C19
C3
G
C18
C4
H
F8
C352
CHROMATE YELLOW
G1
MC214
DARK IRON
C14
MC218
ALUMINIUM
H 92
C49
CLEAR ORANGE
H 94
C138
CLEAR GREEN
H 90
C47
CLEAR RED
E2
3 pcs.
G3
C352
CHROMATE YELLOW
J
F7
C352
CHROMATE YELLOW
G2
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MC214
DARK IRON
C13
MC218
ALUMINIUM
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C352
CHROMATE YELLOW
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E8
H 94
C138
CLEAR GREEN
G
open
D10
closed
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MC214
DARK IRON
F5
D24
D28
D25
J
MC214
DARK IRON
D24
F6
D25
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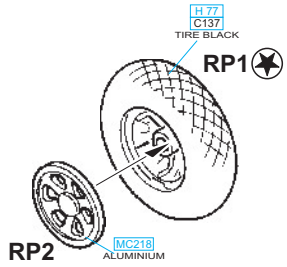
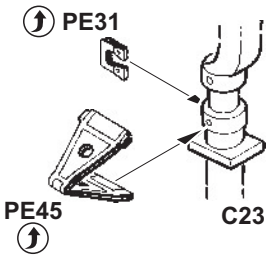
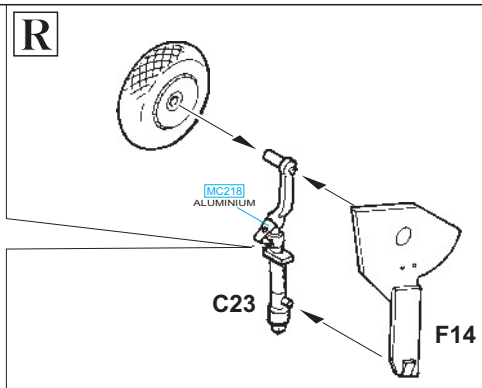
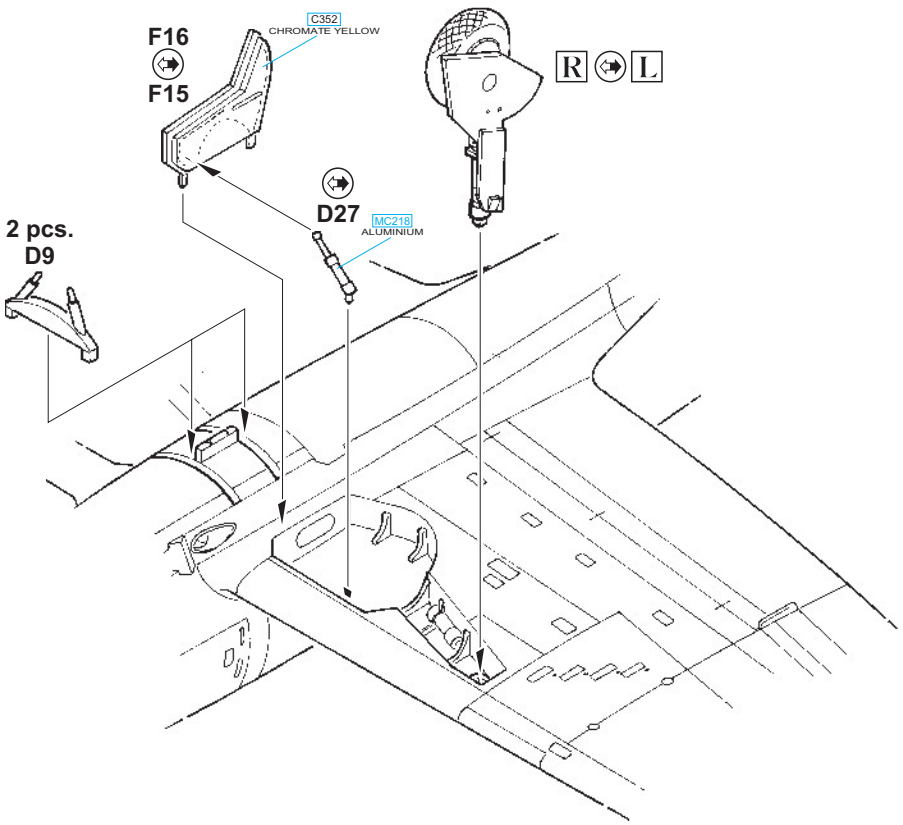
SM01
SUPER FINE SILVER
C33
C33
E9
H 90
C47
CLEAR RED

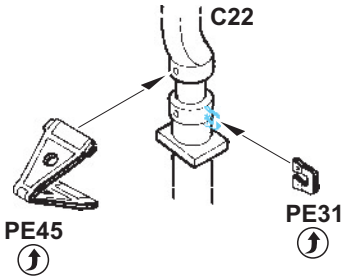
eduard BRASSIN **2 pcs.**

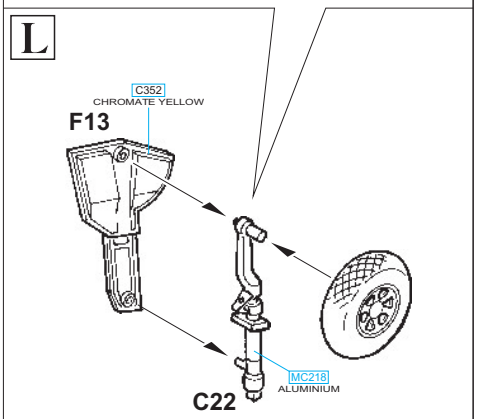


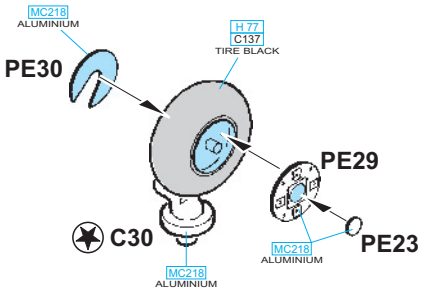


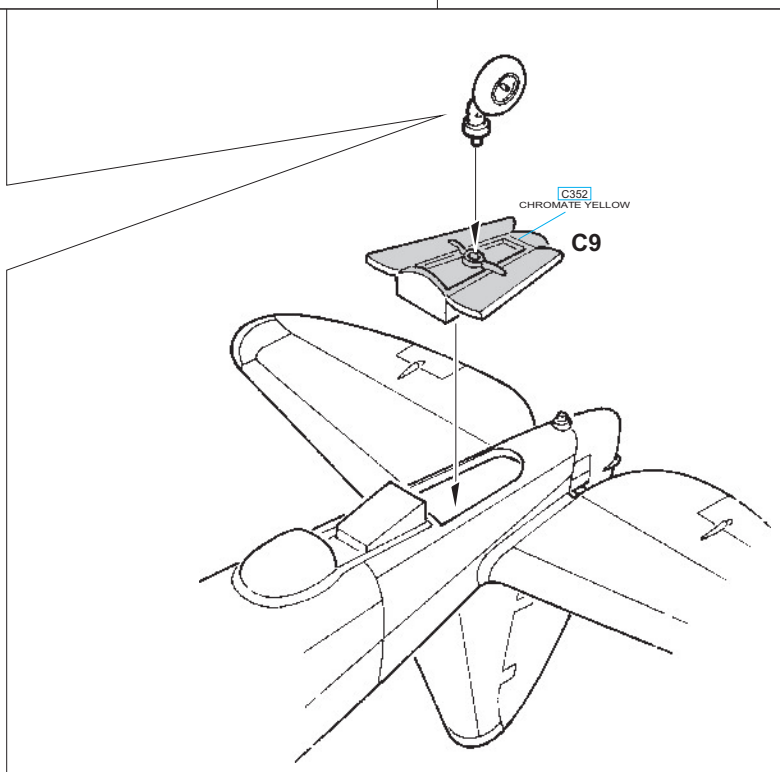


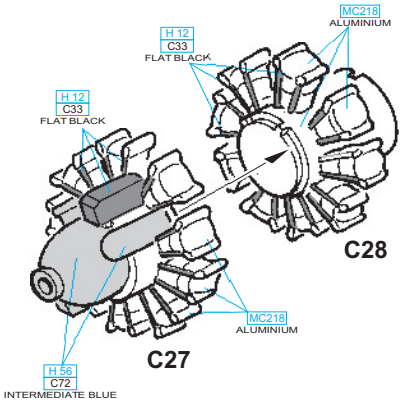


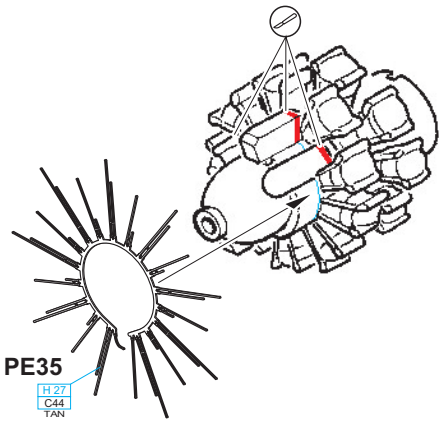


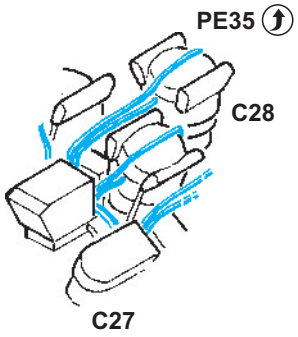


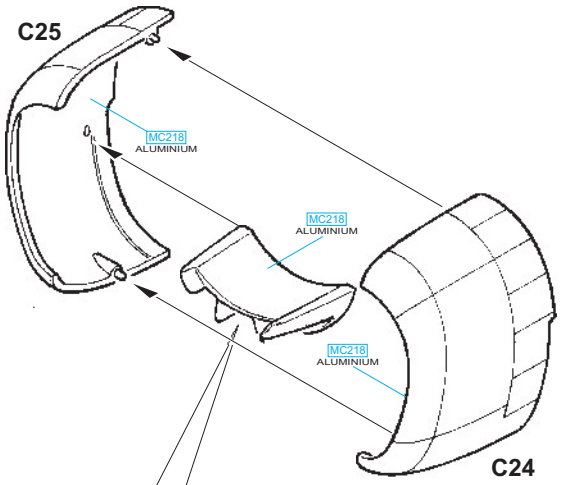


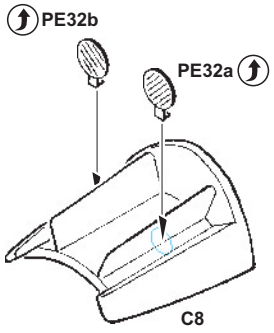


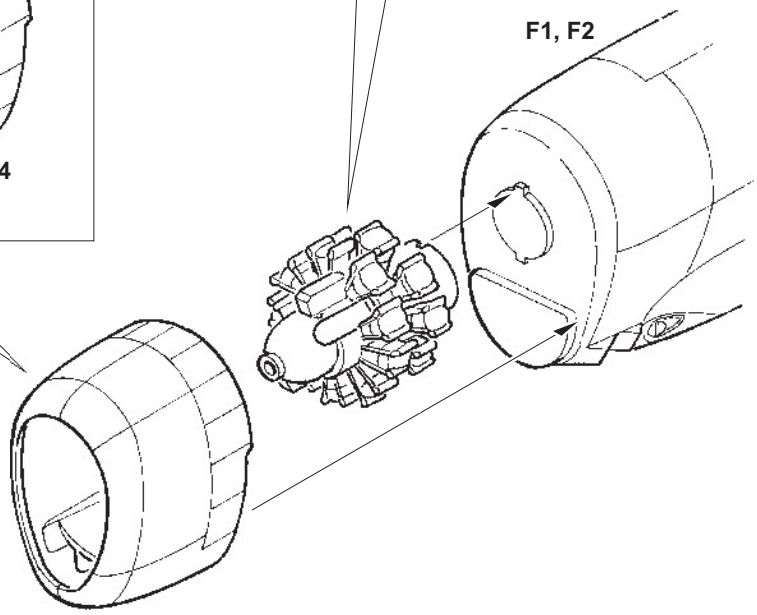






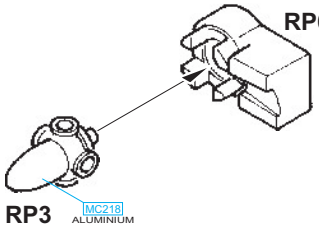


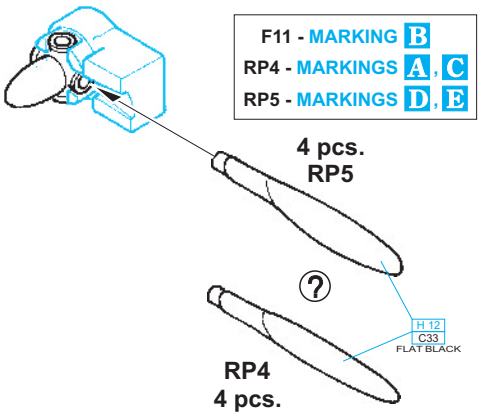


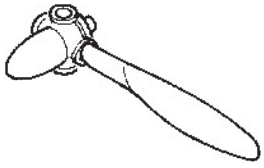


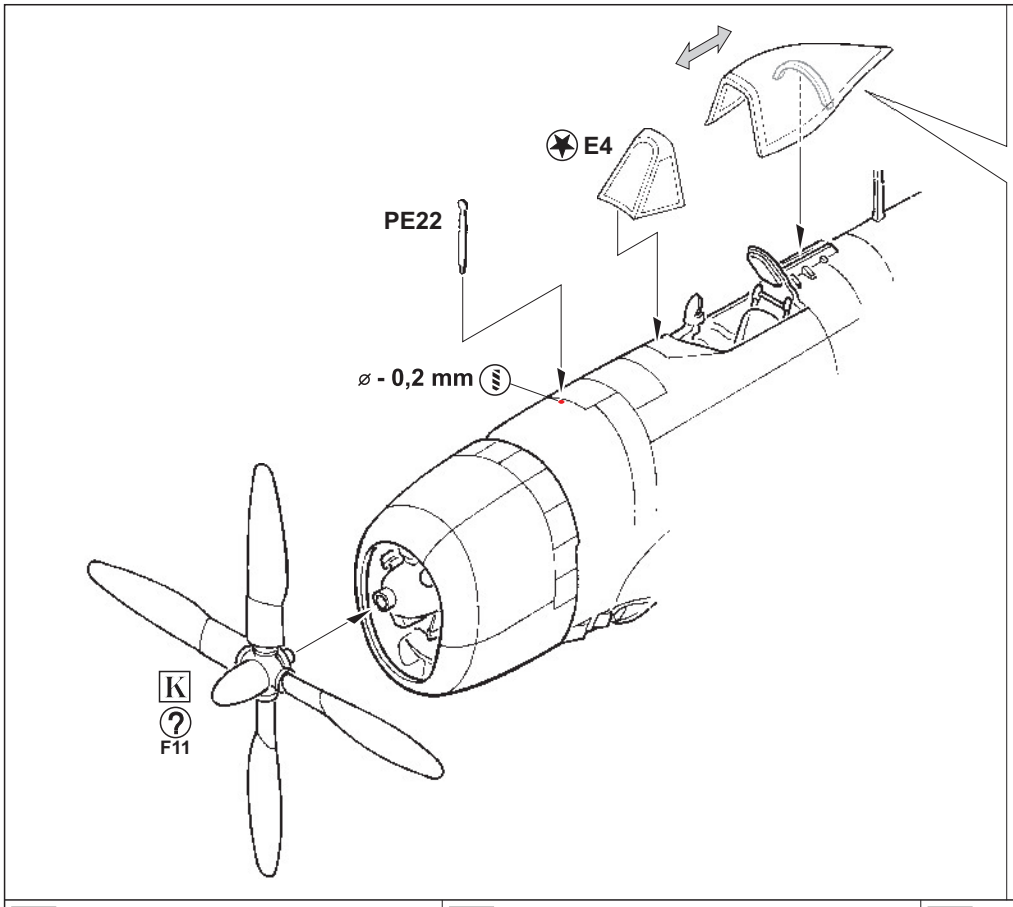
K eduard BRASSIN

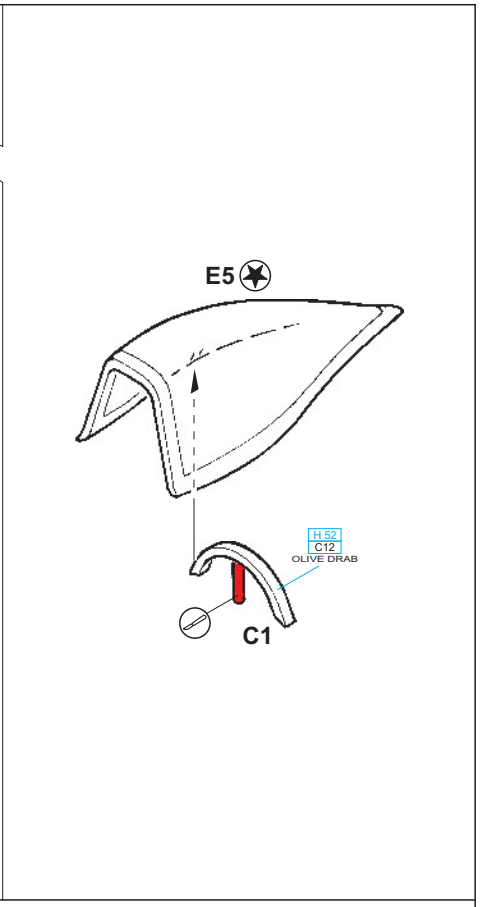
DO NOT GLUE!
NELEPIT



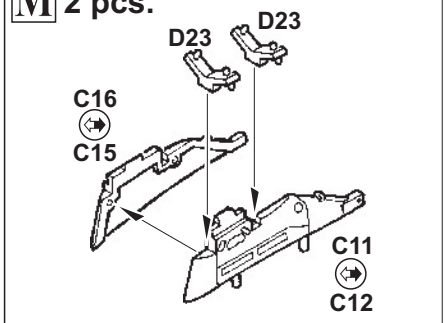








M 2 pcs.



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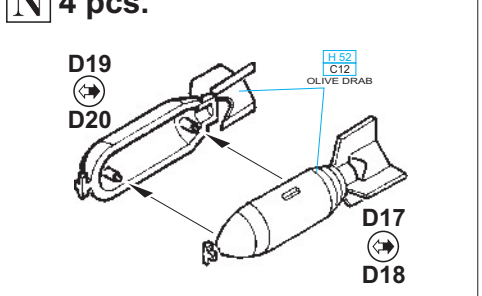

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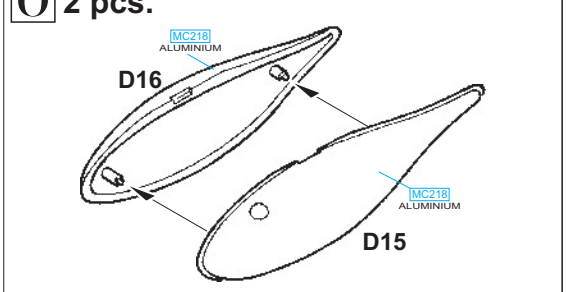

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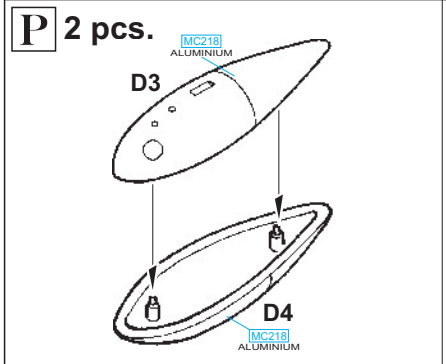

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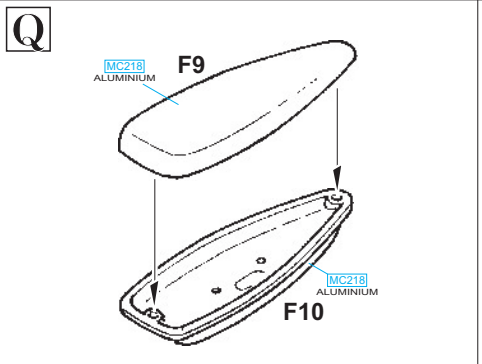

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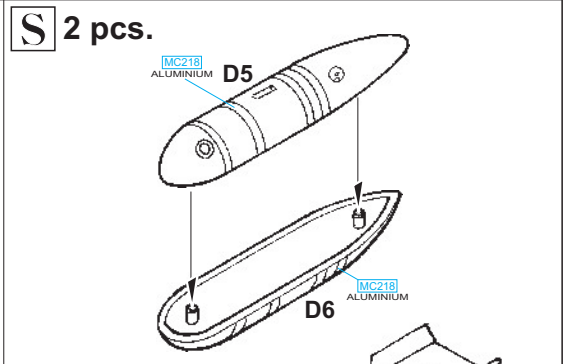

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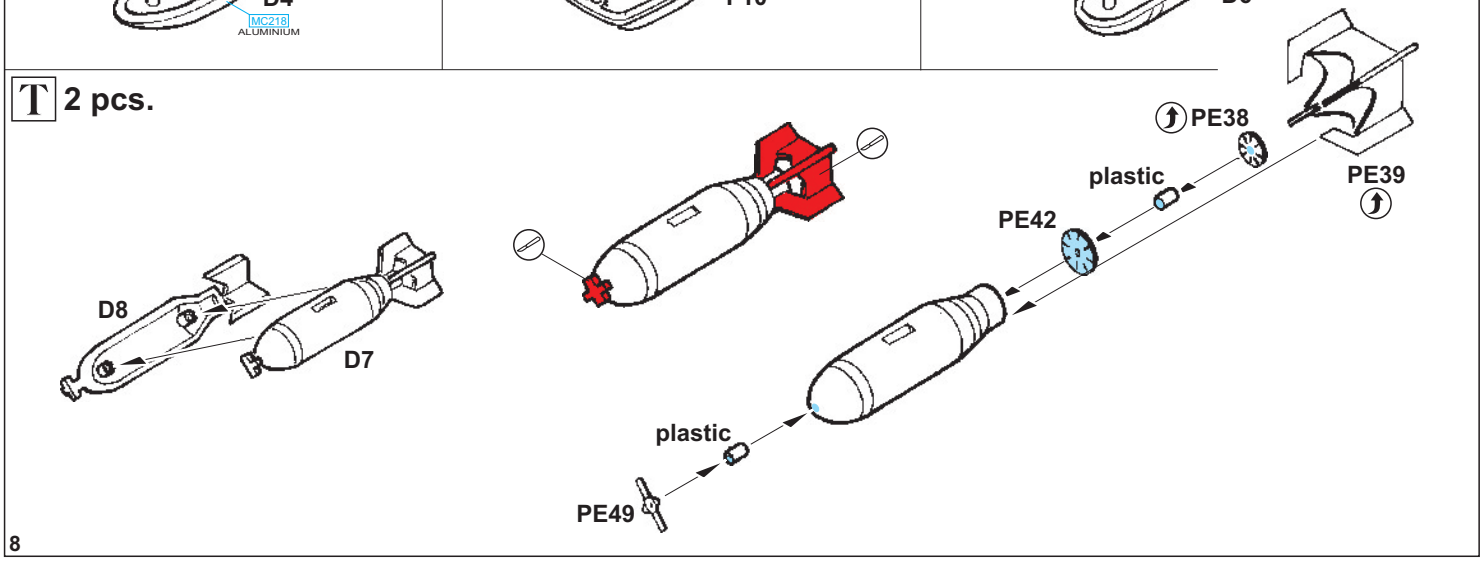
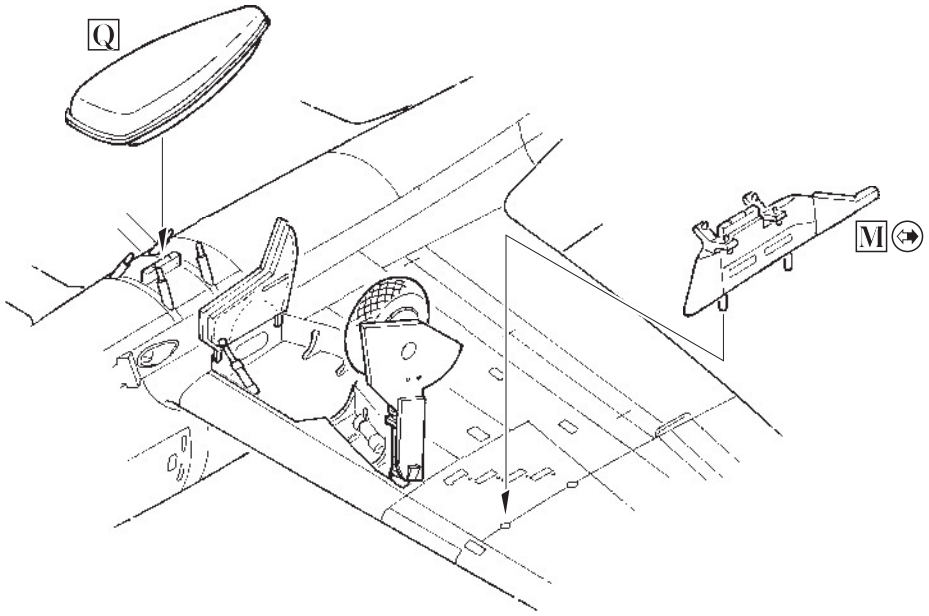
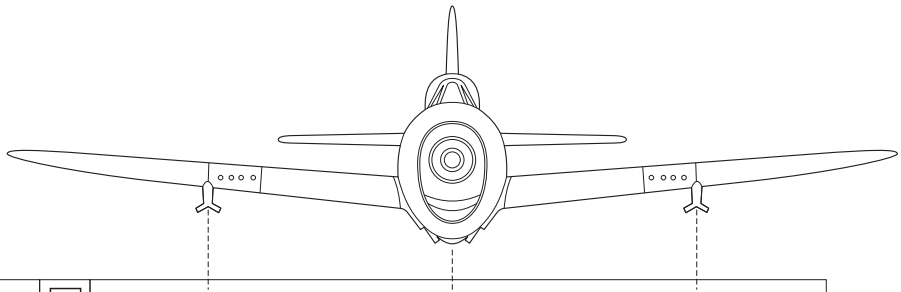
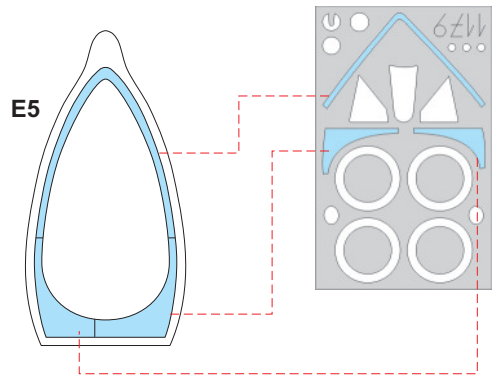


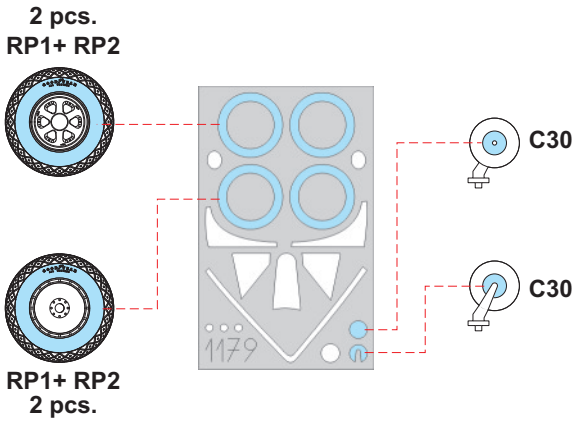


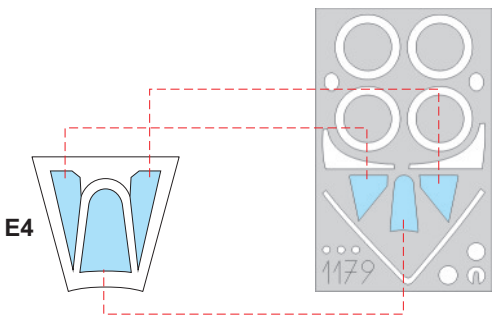


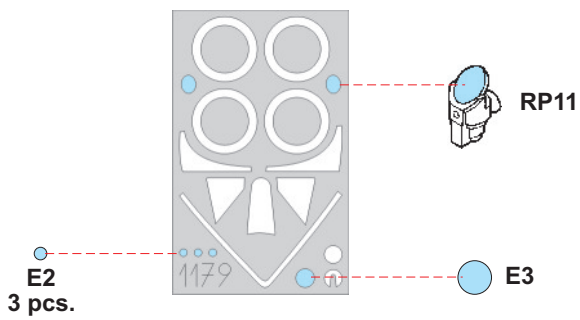
1000lb bomb	N	○	○	○
150 gal tank	O	○		○
75 gal tank	P	○	○	○
200 gal tank	Q		○	
108 gal tank	S	○	○	○
500lb bomb	T	○	○	○

eduard MASK









A P-47D-28-RA, flown by Lt. Talmadge Ambrose, 410th FS, 373rd FG, Venlo airfield, the Netherlands, March 1945

Talmadge L. Ambrose joined the 410th FS after pilot training in the States at a time when the squadron move from Great Britain to continental Europe. By the end of WWII he flew 84 combat missions and is credited with 11 enemy aircraft destroyed ether in the air or on the ground, nine of them being confirmed. The most successful combat mission was flown on April 8, 1945, when Ambrose downed four Fw 190Ds in combat over Hannover. The Jug was christened after Ambrose´s wife Dorothy Kolbe. The appearance of this aircraft changed later during overhaul. The dorsal fin fillet was added and the vertical stabilizer tip was overpainted with a blue color. The black upper part of the cowling was a remnant of an older marking , when the entire cowl was black.

ČESKOU VERZI TEXTU NALEZNETE NA
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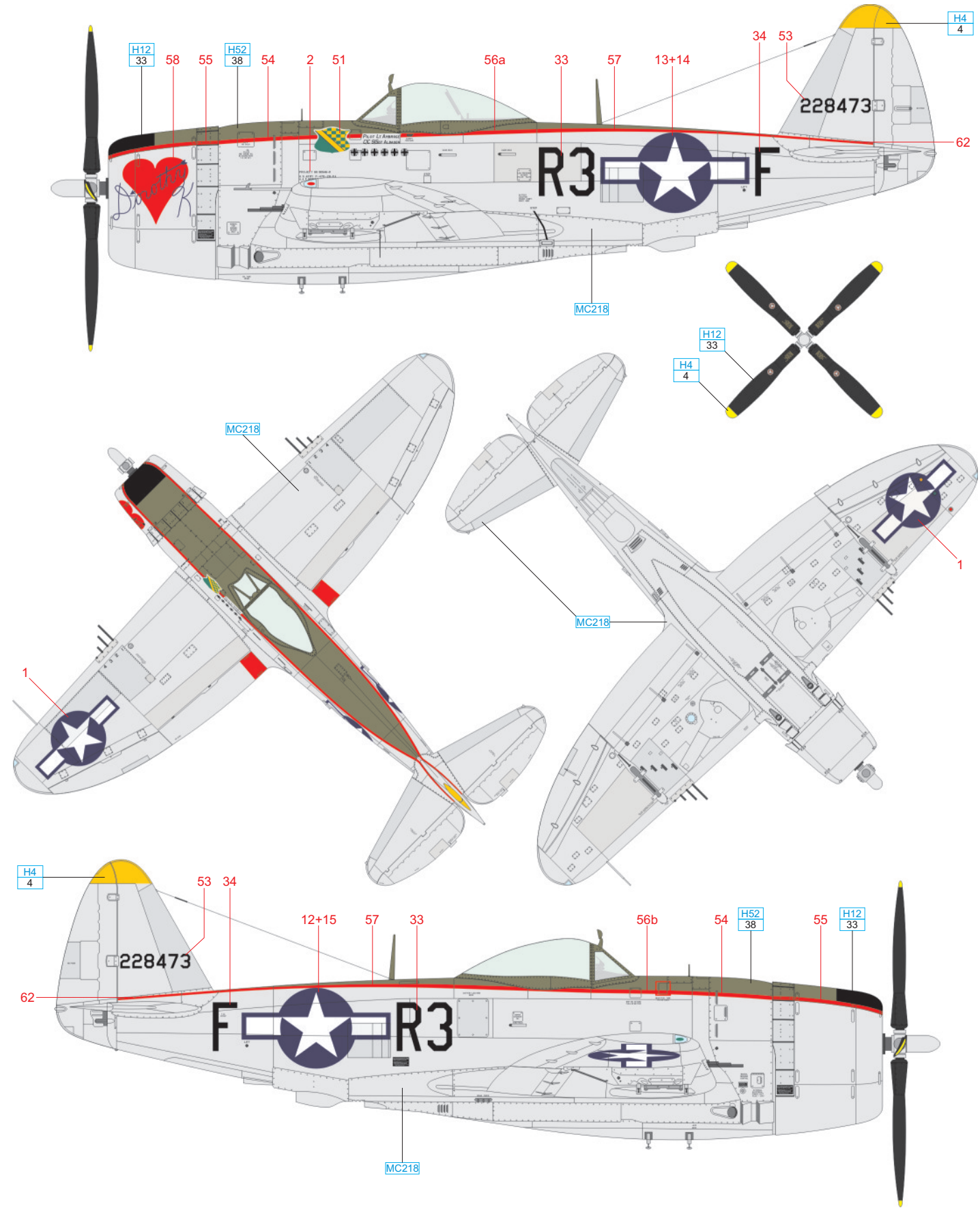

ALUMINIUM MC218 | YELLOW H4 4 | OLIVE DRAB H52 38 | BLACK H12 33

B P-47D-25-RE, flown by Capt. Fred J. Christensen, 62th FS, 56th FG, Boxted AB, summer, 1944

Fred Christensen joined the 56th Fighter Group on August 26, 1943. His first kill was a Bf 110 downed three months later over Papenburg, Germany. Christensen´s final score was 21.5 kills. He destroyed two of them while flying this aircraft christened after his college girlfriend 'Rosamand Gethro'. The first of these was a Bf 109 downed on June 27, 1944 and the second victim was an Fw 190 destroyed on July 5, 1944. After the war, Christensen joined the Air National Guard and retired with the rank of Colonel. The red nose band was a feature of all 56th FG aircraft, and the yellow rudder was typical for the 62nd Fighter Squadron.

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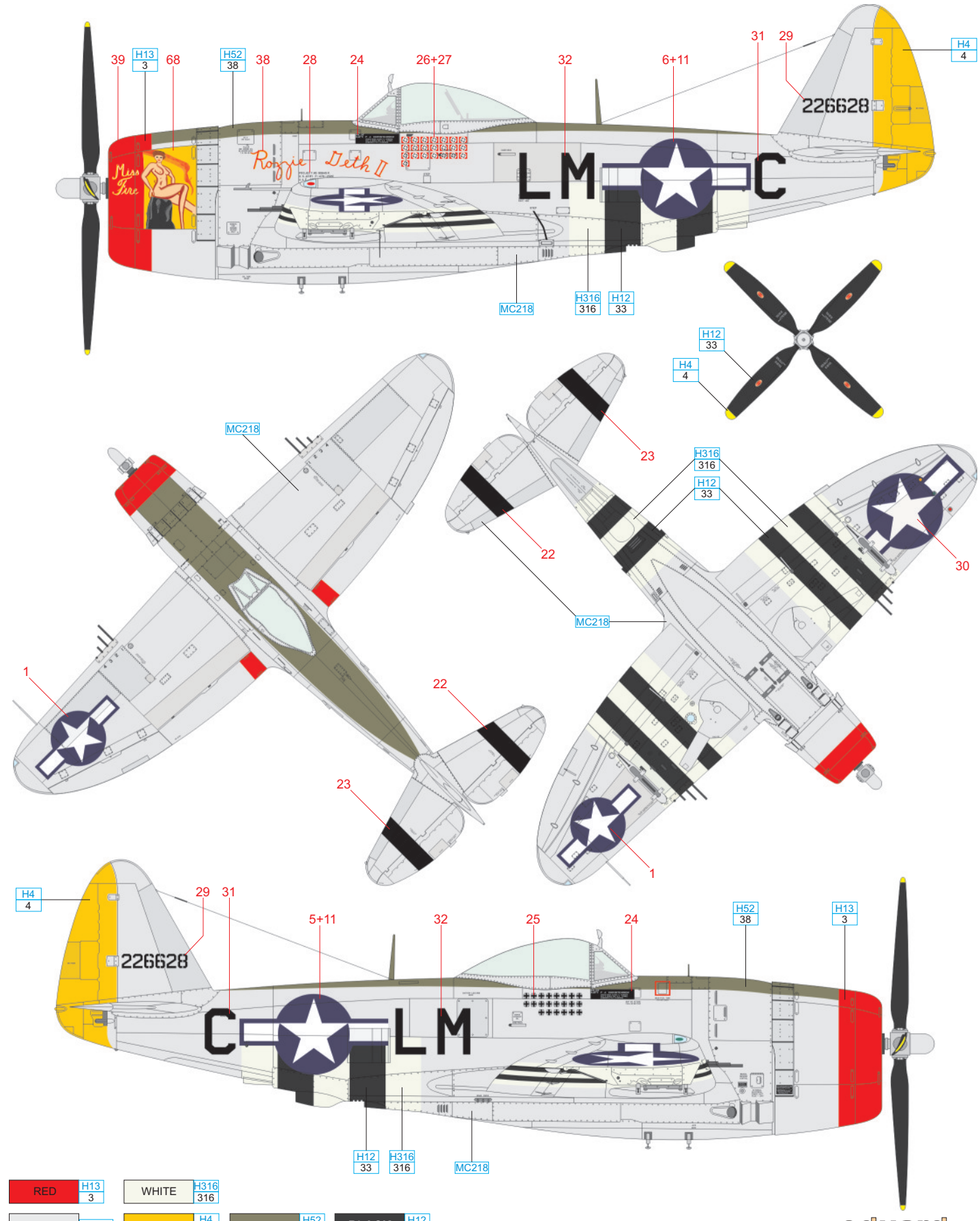

RED	H13 3	WHITE	H316 316				
ALUMINIUM	MC218	YELLOW	H4 4	OLIVE DRAB	H52 38	BLACK	H12 33

C P-47D-26-RA, flown by Maj. Donavon Smith, the CO of 61st FS, 56th FG, Boxted AB, early 1945

Smith´s personal mount was camouflaged in a consistent manner with other 56th Fighter Group aircraft. The paints used are a topic of discussion, but in all probability were British Dark Green, Ocean Gray and Medium Sea Gray. In early 1945, a temporary white color was painted on the upper surfaces. The red rudder identifies this as a 61st Fighter Squadron aircraft. Maj. Donavon Smith led the 61st FS from September 26, 1944 to January 10, 1945. He is credited with 7.5 confirmed kills, one probable and three enemy aircraft damaged. After the war, Smith´s military career continued and his last assignment was as CO of the 6th Tactical Air Force.

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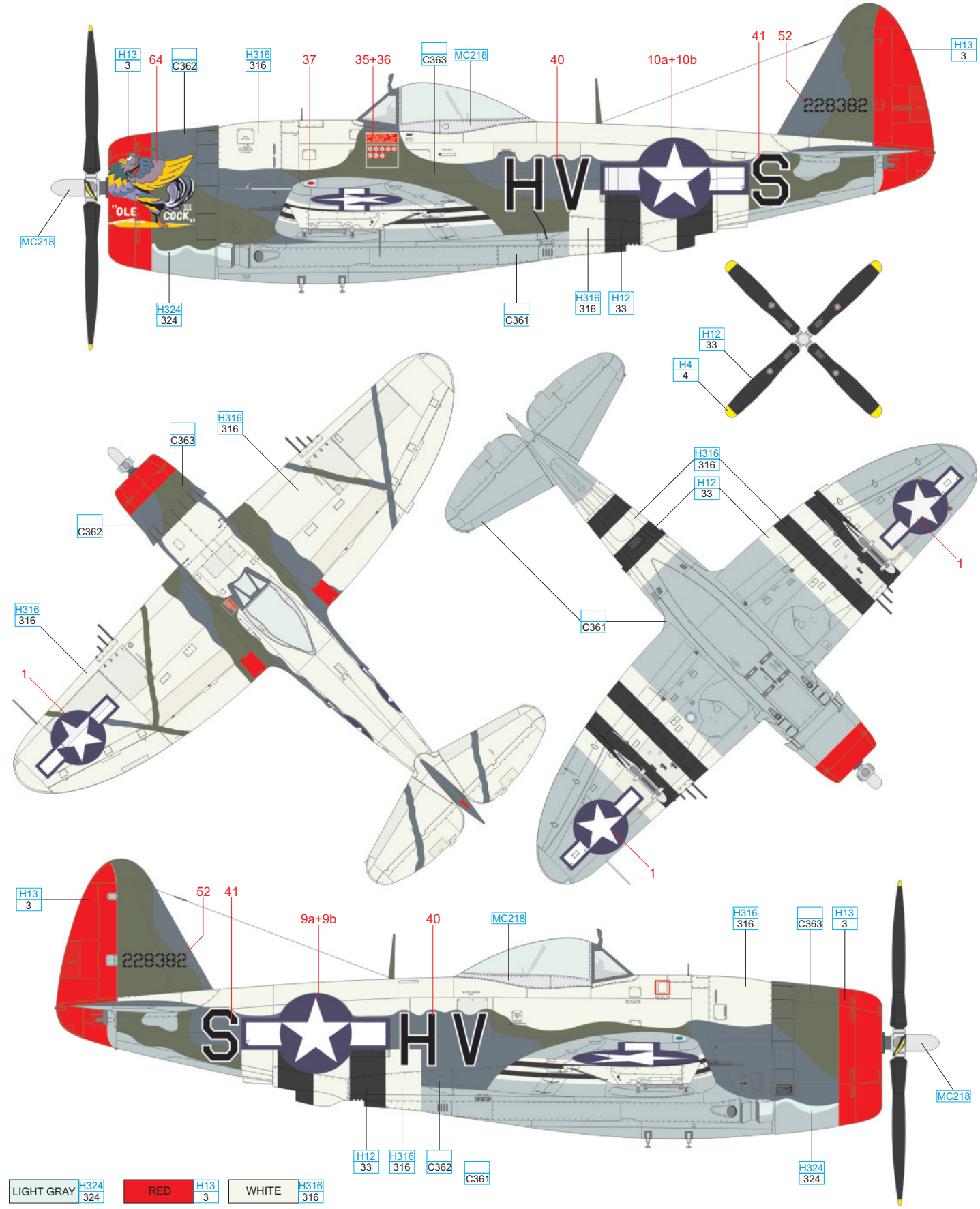

LIGHT GRAY	H324 324	RED	H13 3	WHITE	H316 316				
ALUMINIUM	MC218	MEDIUM SEA GRAY	C361	OCEAN GRAY	C362	DARK GREEN	C363	BLACK H12 33	YELLOW H4 4

D P-47D-28-RA, flown by Capt. Robert Blackburn, 509th FS, 405th FG, Saint-Dizier airfield, France, 1944

'Chowhound 2nd' had two incarnations – with either a red or black nose stripe. The black & white invasion stripes are applied on lower wing and fuselage. The black bands on the tail were typical most Thunderbolts. These served as a quick identification marking to distinguish P-47s from the visually very similar Fw 190. Robert Blackburn flew one more Thunderbolt with the dog noseart – 'Chowhound III'. He lost his life at the controls of this aircraft on March 25, 1945. He attacked Dortmund – Brackel airfield using bombs and guns, destroying two Ju 88s but flew through the blast debris of one of the Ju 88s. The debris damaged his Jug and he decided to bail out. His radio message regarding his situation was the last he was heard from.

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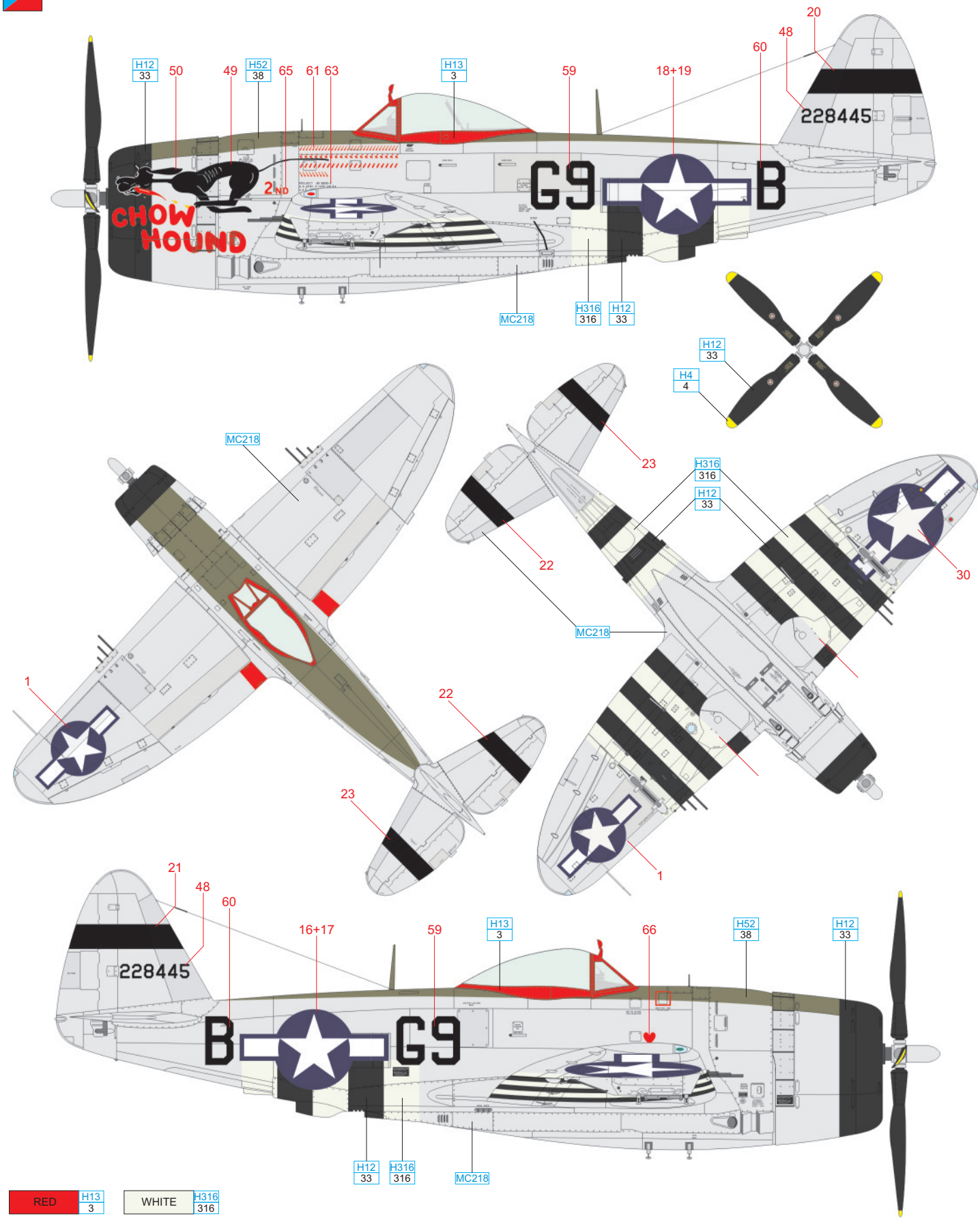

RED	H13 3	WHITE	H316 316				
ALUMINIUM	MC218	YELLOW	H4 4	OLIVE DRAB	H52 38	BLACK	H12 33

E P-47D-28-RA, flown by Lt. Harold Cox, 512rd FS, 406th FG, Y-29 – Asch airfield, Belgium, February – April, 1945

The distinctive yellow nose marking was typical of 512th Squadron, a part of the 406th Fighter Group. The Group marking consisted of three color bands on the vertical stabilizer. The two black bands on the horizontal stabilizer were quick identification markings typical for Thunderbolts. 2Lt. Harold Cox, who is considered to be the pilot of this aircraft, is credited with two kills. The successes were achieved on February 22 and 28, 1945.

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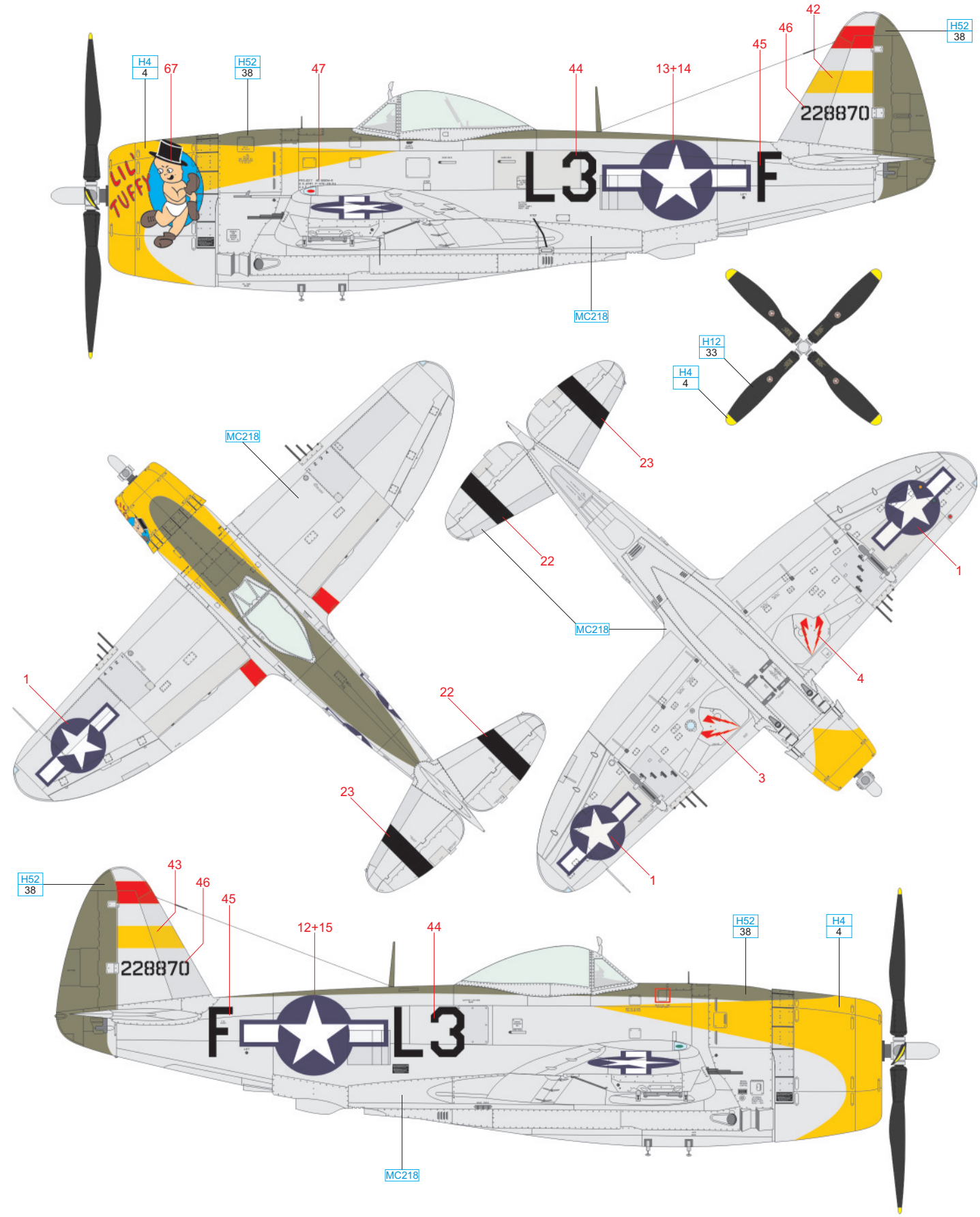
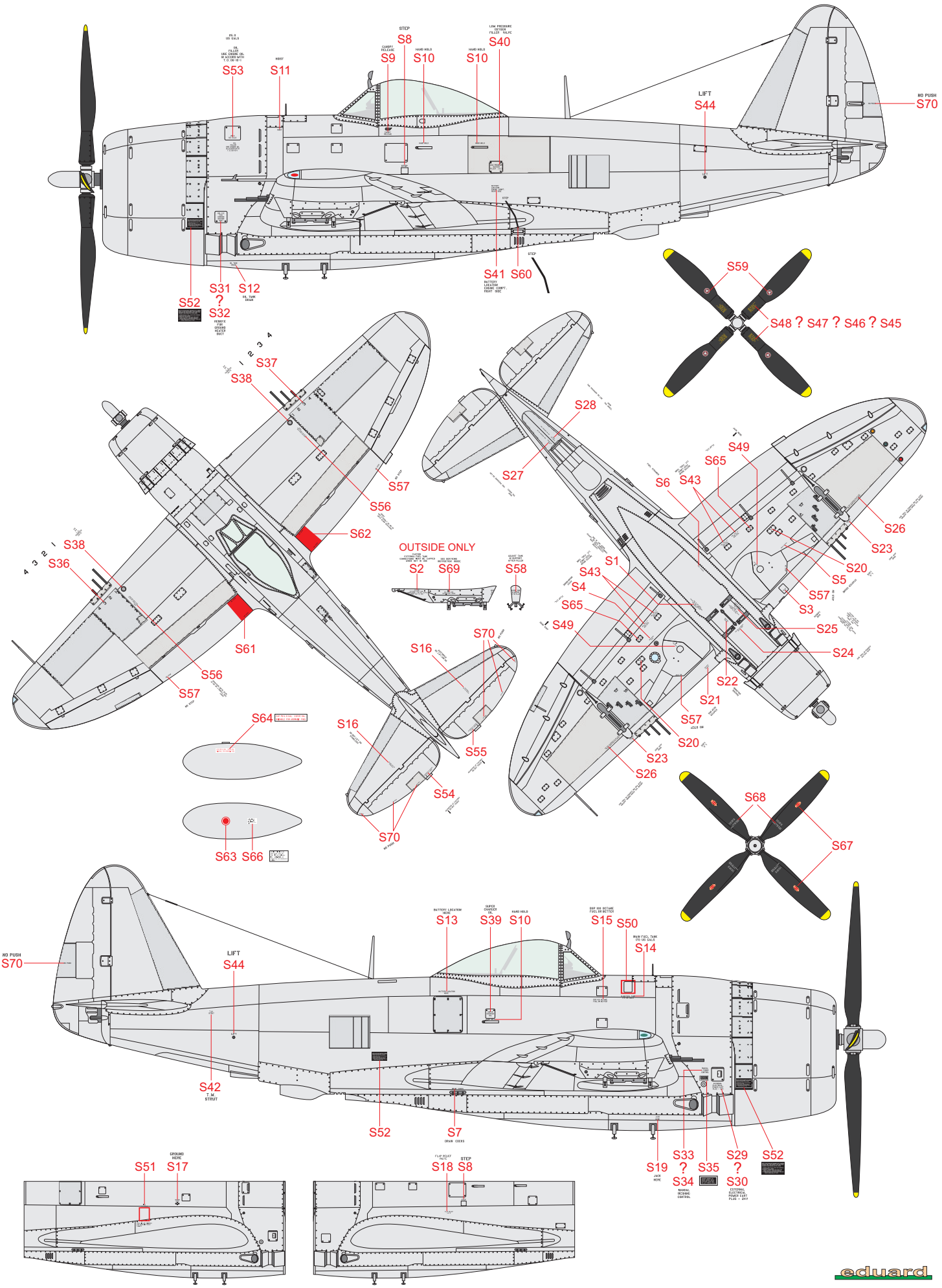


ALUMINIUM MC218 | YELLOW H4 4 | OLIVE DRAB H52 38 | BLACK H12 33

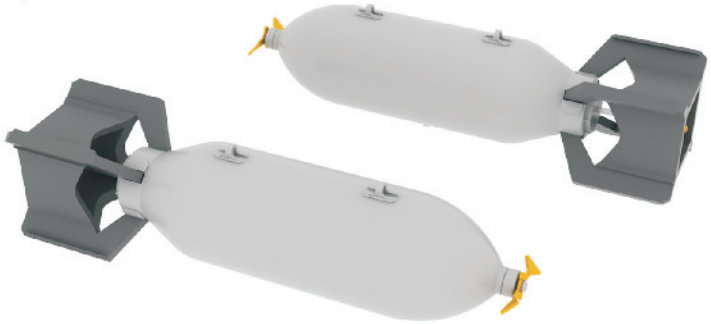


BRASSIN ACCESSORIES

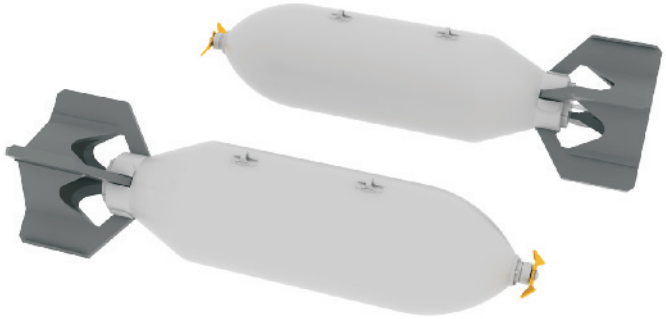
eduard BRASSIN

648061
HVAR rockets
1/48

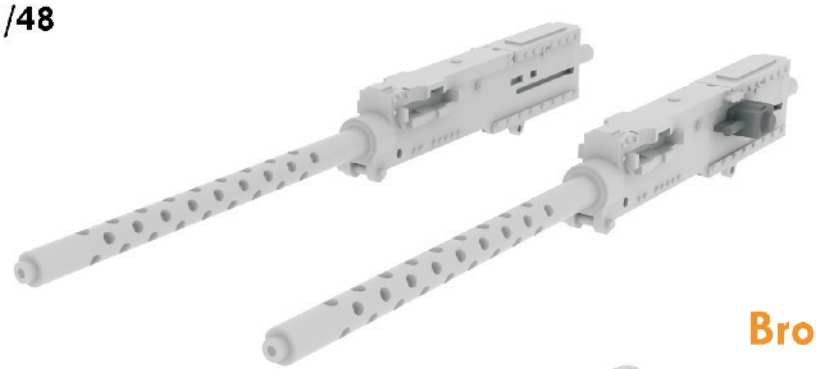
648086
US 250lb bombs (2 pcs)
1/48



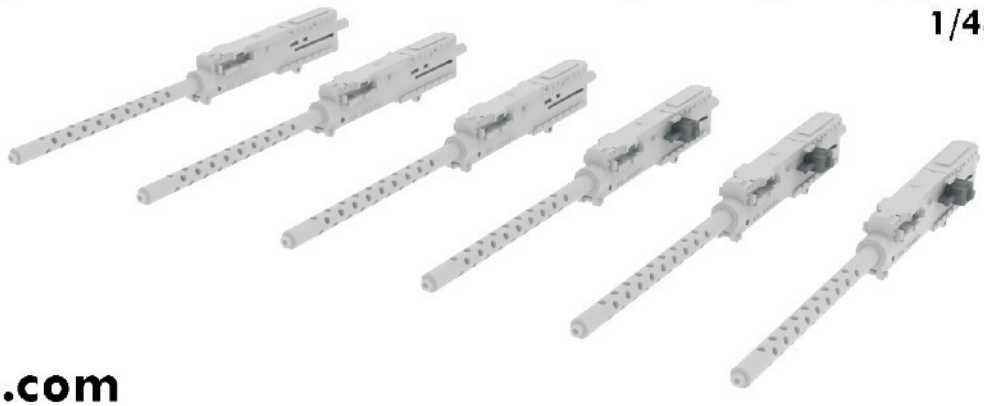
648081
US 500lb bombs (2 pcs)
1/48



648077
Browning M-2 guns (2pcs)
1/48



648075
Browning M-2 guns (6pcs)
1/48



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