

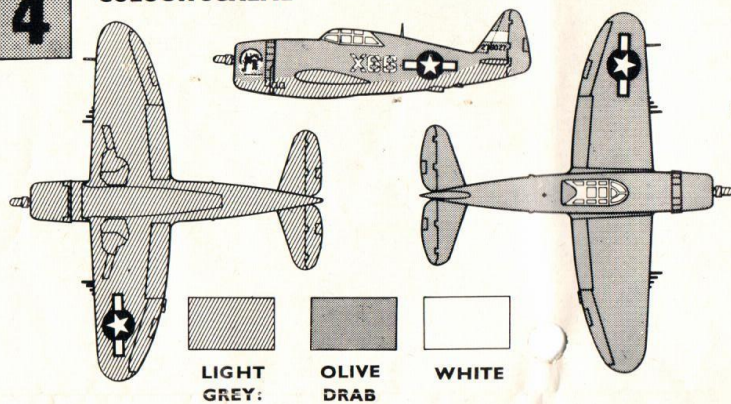
Wing span was 40 ft 9 ins and length 36 ft 1 in.
 m.p.h. Armament consisted of six or eight .5in. machine guns and up to 2,500 lbs of bombs or ten 5 in. rockets.
 The P-47D was powered by a 2,300 h.p. Pratt & Whitney Double Wasp giving a maximum speed of 429 (Comanches) of the 79th Fighter Group, 12th Air Force operating in Italy.
 of America's top aces with 28 victories. The second aircraft is one of the machines of the 8th Fighter Squadron of the 62nd Squadron, 56th Fighter Group, 12th Air Force operating in Italy. Major Johnson survived the war as one of the 62nd Squadron, 56th Fighter Group, 12th Air Force operating in Italy. Major Johnson survived the war as one of the 62nd Squadron, 56th Fighter Group, 12th Air Force operating in Italy.
 "Penrod and Sam", one of the two aircraft which can be built from this kit was flown by Major Robert and from the end of 1943 underwing pylons were fitted to enable the Thunderbolt to be used as a fighter-bomber. Later versions of the P-47D were fitted with a cut-down rear fuselage and bubble canopy for better visibility. Major production version almost 14,000 of which were produced, some 800 of which served with the R.A.F. During 1943 the P-47D came into service, this was the first P-47D to be used as a fighter-bomber. During 1943 the P-47D came into service, this was the first P-47D to be used as a fighter-bomber.
 arrived in Britain with the 56th Fighter Group and began flying escort missions for the "heavies" on daylight raids as soon as long range fuel tanks were available. During 1943 the P-47D came into service, this was the first P-47D to be used as a fighter-bomber.
 When America entered the war the P-47 went into large scale production and in 1943 the first P-47C's became a satisfactory combat aircraft.
 The Thunderbolt was designed around the new turbo-supercharged Double Wasp engine and was the largest and heaviest single engine fighter then built. With a top speed of 400 m.p.h. at a service ceiling of 40,000 feet the P-47 could out perform any of its contemporaries but few people believed that it would ever months later.
 In June 1940 the U.S.A.A.F. issued its requirement for a new fighter incorporating the lessons learned from the war in Europe, the Republic answer to the requirement was the P-47 Thunderbolt which flew only eleven months later.



AIRFIX - 72 SCALE
P-47D THUNDERBOLT

4

COLOUR SCHEME

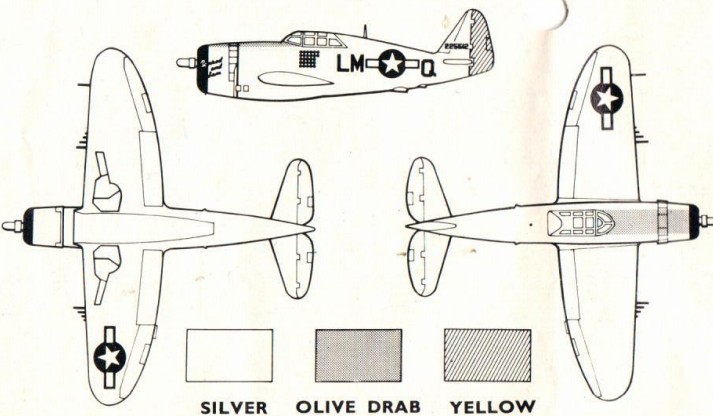


According to version you wish to model, read notes below, paint and then apply transfers. Separate sheet into required number of subjects, dip each into warm water and slide off backing into position shown on illustration.

86TH FIGHTER SQDN. (COMANCHES)

The large stars above port and below star-board wings, white letters and numbers X66 with smaller stars to fuselage sides.
 The Indian insignia to cowling sides.
 The yellow serial numbers to either side of fin.
 The aircraft name to base of stand.

- MATT BLACK M6:** Wheel tyres, propeller blades, engine front.
- OLIVE DRAB M3:** All upper surfaces, bombs.
- LIGHT GREY:** Spinner, all under surfaces, auxiliary tanks.
- YELLOW G2:** Propeller blade tips.
- WHITE G3:** Band on fin.



62ND SQDN. 56TH FIGHTER GROUP

The large stars above port and below star-board wings, smaller stars with black letters LM-Q to fuselage sides, the combat markings below port sides of cockpit. The words Penrod and Sam to port side of cowling, the white letters on the red area of cowling.
 The black serial numbers to either side of fin.
 The aircraft name to base of stand.

- MATT BLACK M6:** Wheel tyres, propeller blades, engine front.
- RED G1:** Band on cowling.
- SILVER G8:** Fuselage, upper and lower wing surfaces, propeller spinner.
- YELLOW G2:** Propeller blade tips, rudder.
- OLIVE DRAB M3:** Top of cowling and fuselage forward of cockpit, bombs.
- DARK GREY M2:** Auxiliary tanks.

AIRFIX

CONSTRUCTION KIT

1/72 SCALE MODEL CONSTRUCTION KIT

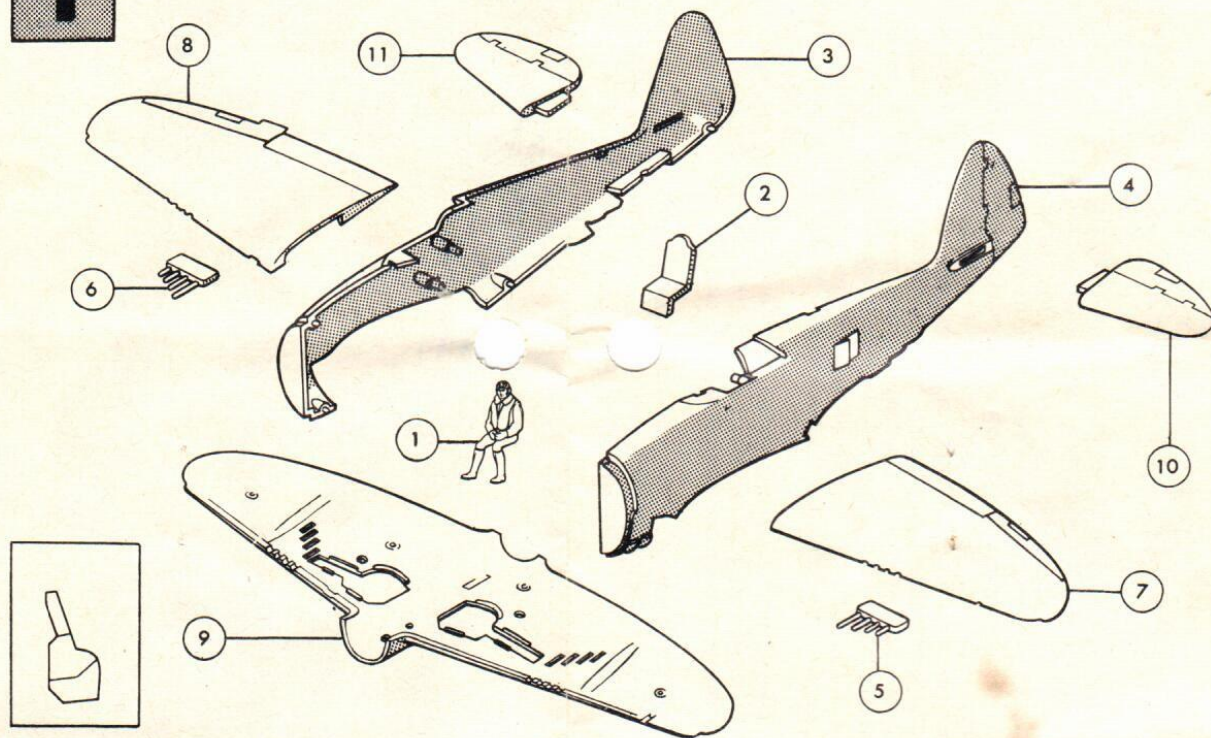
P 47 D THUNDERBOLT

INSTRUCTIONS

N.B. FOR PAINTING USE "AIRFIX" PAINTS, FOR FIXING USE "AIRFIX" POLYSTYRENE CEMENT
PAINT ALL DETAILS AND LET DRY BEFORE ASSEMBLING (SEE SECTION 4)

1

FUSELAGE & WING ASSEMBLY

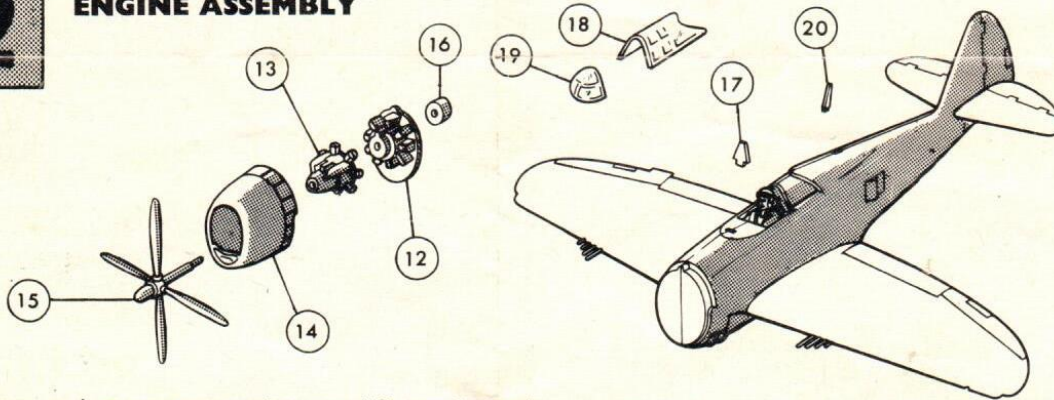


It is recommended that the instructions and exploded view are studied before commencing assembly. Note that some parts are best painted before assembly.

1. Cement pilot (1) to seat (2) (after first painting if required).
2. Locate and cement seat onto starboard fuselage half (3) locating pins, side of seat against thicker sections of pins.
3. Locate and cement port (4) and starboard fuselage halves together.
4. Locate and cement port and starboard wing guns (5, 6) against locating ribs on inner sides of port and starboard upper wing halves (7, 8).
5. If a closed undercarriage position is required, it is easier at this stage to locate and cement all main wheel doors (36-41) flush into lower wing, see inset, also if stand is to be used, open slot in rear of lower wing.
6. Locate and cement upper wing halves to lower wing section (9). When dry, locate and cement assembled wing into cut-out beneath fuselage.
7. Locate and cement tabs on tailplanes (10, 11) into locating slots at rear of fuselage.

2

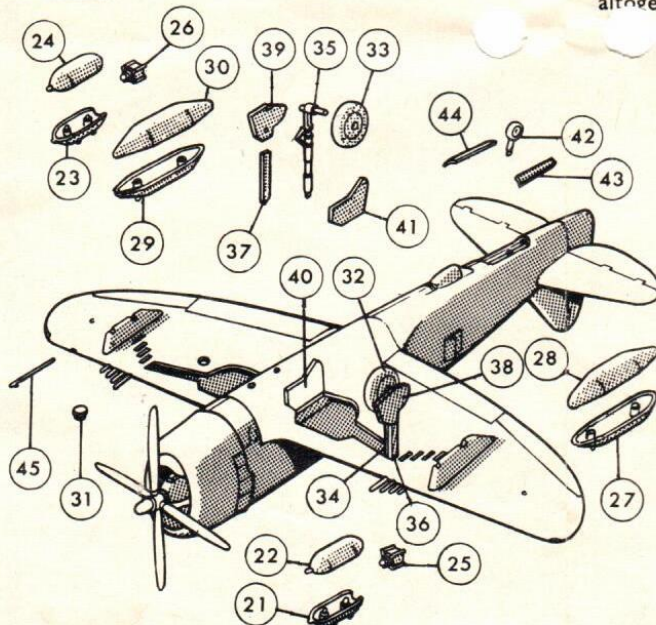
ENGINE ASSEMBLY



8. Locate and cement rear engine row (12) into back of forward engine row (13) lug on top and front of rear engine fitting cut-out in recess at back of forward engine.
9. Cement assembled engine into rear of cowling (14) lug on top and front of forward engine fitting into cut-out inside top and rear of cowling.
10. Insert pin on propeller (15) through hole in centre of engine. Locate and cement retaining bush (16) over end of pin, ensure propeller is free to turn. Cement completed engine and cowling assembly to front of fuselage.
11. Locate and cement tab on bullet proof screen transparency (17) into locating slot forward to cockpit.
12. Position and cement rear canopy transparency (18) to top of fuselage, locating rear of canopy into recesses on fuselage, applying cement only to edges of transparency.
13. Similarly position and cement forward canopy transparency (19) to top of fuselage.
14. Locate and cement antenna (20) into locating hole behind canopy on top of fuselage.

3

UNDERCARRIAGE ASSEMBLY



15. Cement together upper and lower halves of both bombs (21-24) then cement locating pins on fins (25, 26) into locating holes in ends of bombs.
16. Locate and cement upper and lower halves of auxiliary tanks (27-30) together.
17. As desired, cement locating pins on bombs and tanks into locating holes in underwing pylons and locating holes in centre of fuselage. One central bomb, plus outer tanks, one central tank plus outer bombs or omit bombs and tanks altogether. NOTE: Bull nose of tanks should be forward.
18. Locate and cement landing light transparency (31) into recess beneath port wing.
19. For a model with lowered undercarriage, locate and cement main wheels (32, 33) to stub axles on port and starboard main wheel legs (34, 35) then cement ends of legs into square holes in bosses within port and starboard wheel wells. NOTE: Wheels to inside.
20. Locate and cement upper sections of outer main wheel doors (36, 37) into port and starboard wells and against main wheel legs. NOTE: Slightly tapered end of doors into well and angled forward.
21. Locate and cement locating holes in lower section of outer main wheel doors (38, 39) onto locating pins on outer sides of main wheel legs, at same time line up with upper section of outer main wheel doors.
22. Locate inner main wheel doors (40, 41) to recess at inner sides of wheel wells.
23. Cement locating pin on tail wheel leg (42) into locating hole in tailwheel well.
24. Locate and cement tailwheel doors (43, 44) to sides of tail wheel well, doors hang vertically.
25. For a model with closed undercarriage, as previously mentioned, cement tailwheel doors in closed position.
26. Locate and cement pitot-tube (45) into locating hole in leading edge of port wing.
27. If desired cement together both parts of stand.
28. Cement arm of stand into slot provided in lower wing.