

Republic

P-47D THUNDERBOLT

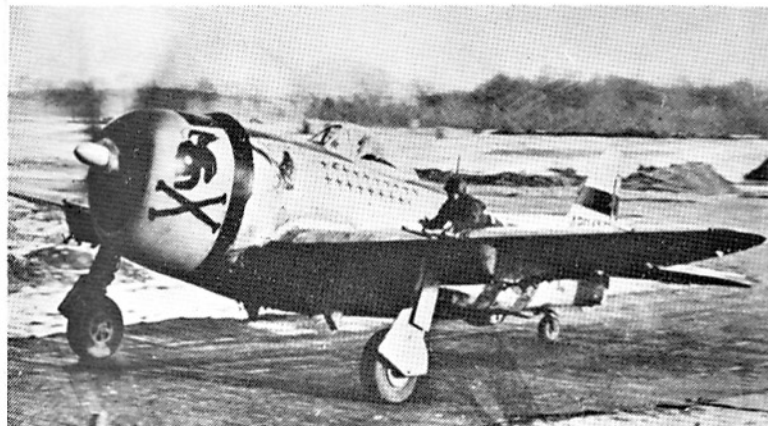
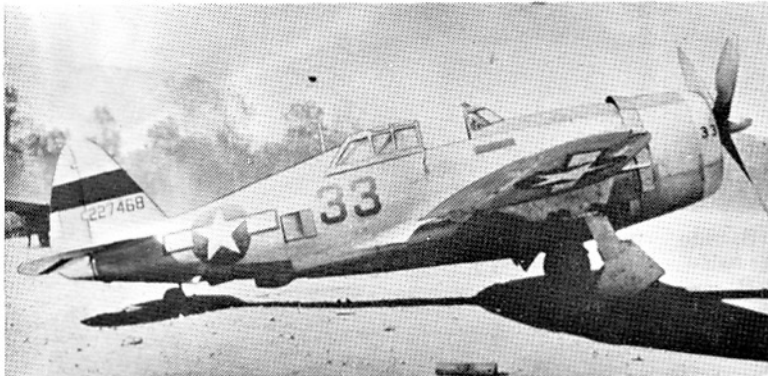
KIT No. 212-200

HAWK
IMC

HAWK MODEL CO.
620 BUCKBEE STREET
ROCKFORD, ILLINOIS 61101

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Col. Glenn T. Eagleston's P-47D

Imperial War Museum photo



John Andrews photo

One of the existing P-47
airplanes. This one owned by
Republic Aviation Corporation

Our thanks to Robert S. Johnson and Leon Shloss of Republic Aviation Corporation; Col. Glenn T. Eagleston, Col. Hubert Zemke, Col. Francis Gabreski and Lt. Col. John H. Corcoran of the USAF; Ken Sumney, Howard Levy, Bob O'Dell, Warren Shipp and many others for assistance in the P-47D model project.

The first P-47—the XP-47B—first flew on May 6, 1941. Considered by many to be an aircraft of excessive size and assumed to be too large to “mix it up” with smaller aircraft such as the Luftwaffe’s Me-109 and Fw-190, the Thunderbolt went on to score impressive victories during its combat life. Further, due to its rugged construction, the P-47 earned the respect of many a pilot who might not have returned had he been flying a different machine.

The “D” version—modeled in this kit—was produced in greater quantity than any other P-47 variant—12,602 P-47D airplanes finally being procured by the U.S. Army Air Force. Of this total 5,423 retained the framed sliding canopy of earlier Thunderbolts—often referred to as the “razorback” Thunderbolt. The remaining P-47D production was fitted with the all-round vision bubble canopy.

Powerplant for the P-47D was the Pratt & Whitney R-2800 engine that developed 2,000 h.p. dry and 2,300 h.p. when boosted by water injection. Maximum combat weight for the aircraft was 17,500 pounds. The aircraft spanned 40 ft. 9 $\frac{5}{16}$ in. and was 36 ft. 1 $\frac{3}{4}$ in. long. Maximum speed was 433 mph at 30,000 ft. Rate of climb at 5,000 feet was 2,750 ft. per minute. Range was 1,725 miles. Armament consisted of 8 50 cal. machine guns with 425 rounds per gun.

The list aces who flew the P-47 is impressive and contains such famous names as Gabreski, Johnson, Kearby, Zemke, Eagleston and Goodson; to name but a few. The attributes these pilots liked most were the Thunderbolt’s dependable air-cooled Pratt & Whitney engine, the tremendous wallop inherent in the aircraft’s eight 50 cal. guns, and the exceptional structural integrity of the P-47 that enabled her to absorb great amounts of battle damage yet fly home safely.

A number of P-47 aircraft remain in flyable condition and on rare occasions the powerful hum of the “Jug” can be heard in the blue skies over the United States—a sound, no doubt, that brings back nostalgic memories to many World War II veterans.

This 1/48 scale P-47 kit is a masterpiece of modern plastic technology and represents the very finest in design and production techniques. It is not intended to be a beginner's model nor is it designed to be hastily assembled. With reasonable care and patience this kit

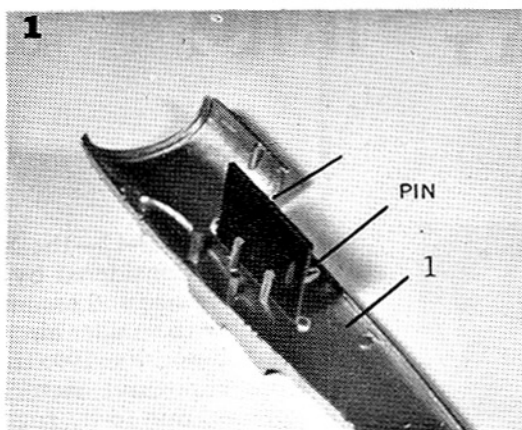
can be worked into one of the finest models on your shelf. Read the instructions before beginning construction. Work carefully. You will be rewarded with many hours of enjoyment and you will produce a model that can be proudly displayed.

FOR BEST PAINTING RESULTS, USE TESTOR'S PLA-AND-SPRAY

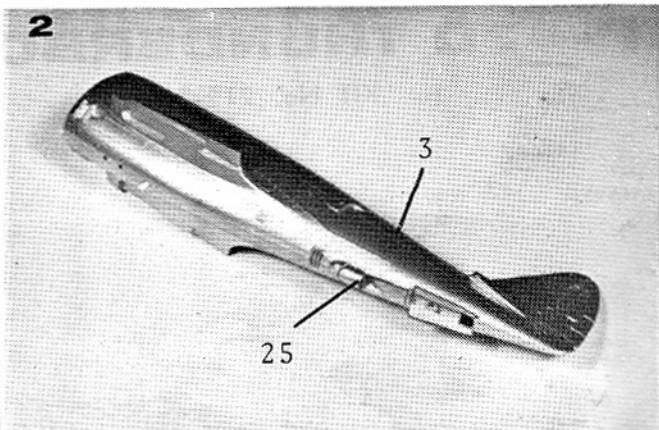
USE TESTOR'S PLASTIC CEMENT FOR A FINER MODEL

BEFORE YOU BEGIN...

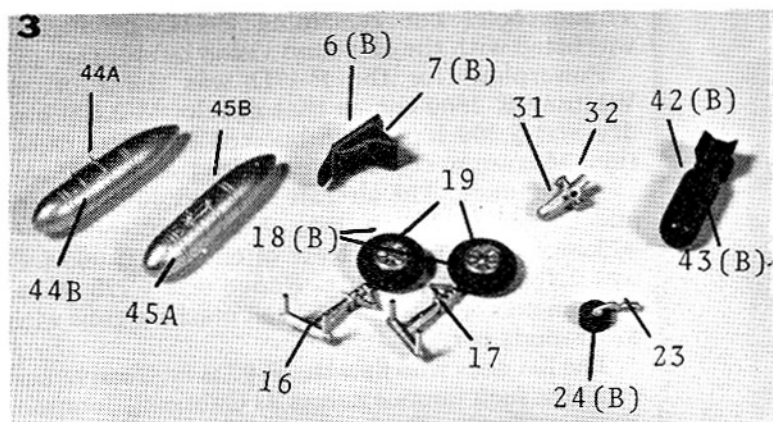
The metal plating must be removed at each gluing joint. This can be done neatly by scraping or sanding with fine sandpaper. Use only a good grade of polystyrene plastic cement for construction. An X-Acto knife can be used for trimming of excess plastic. Black plastic parts are indicated with a (B) behind the part number. Clear parts with a (C). Allow enough time between steps to allow cement and paint to dry. Work slowly and carefully.



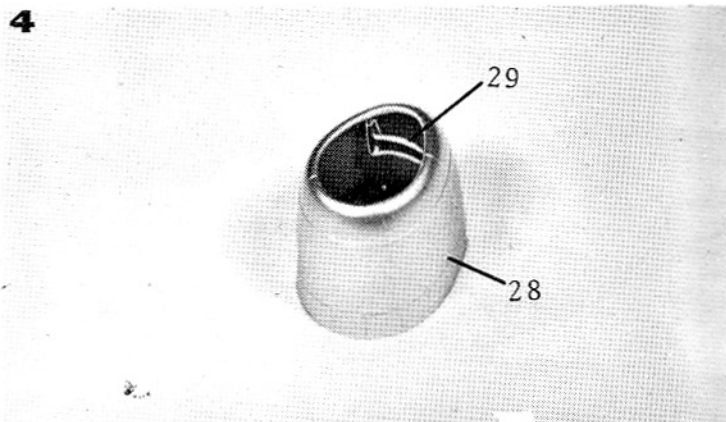
Begin by cementing the cockpit floor—2(B) onto the pins projecting from the right fuselage half—1. Note that the pin at the rear edge of 2(B) projects upward. Paint the cockpit floor gray.



With 2(B) now in place you can cement the left fuselage half—3—to the right fuselage half. Now cement 25 into position as shown.



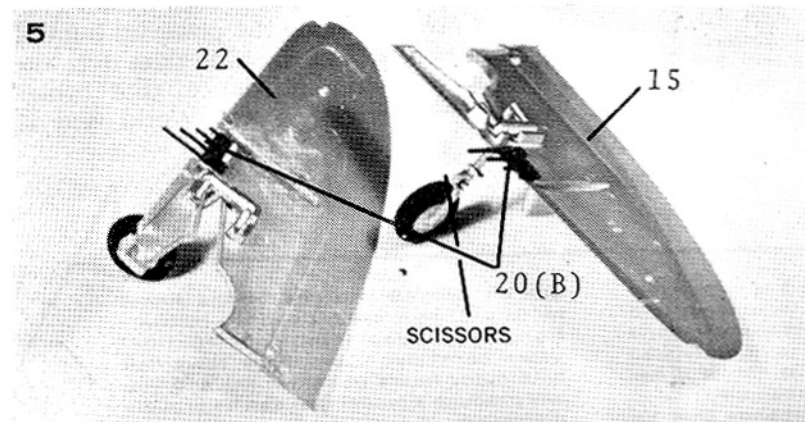
Assemble the various sub-assemblies as indicated. The bomb—42(B) and 43(B)—should be painted olive drab or black. Paint the seat and seat support—7(B) and 6(B)—dull green.



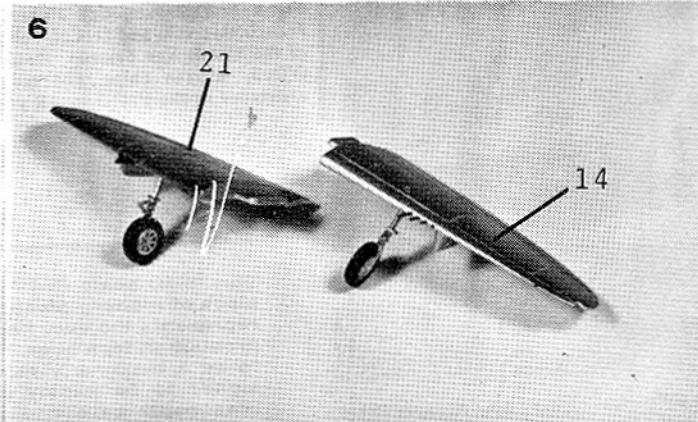
Neatly trim away any excess plastic that may be on the oil cooler lip—29. Insert it into the cowl—28—from the rear and glue into place on the stepped areas molded inside the cowl.

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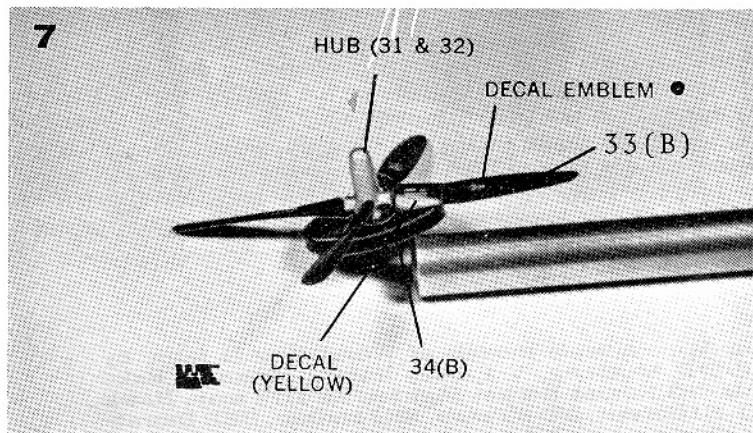
USE TESTOR'S PLASTIC CEMENT FOR A FINER MODEL



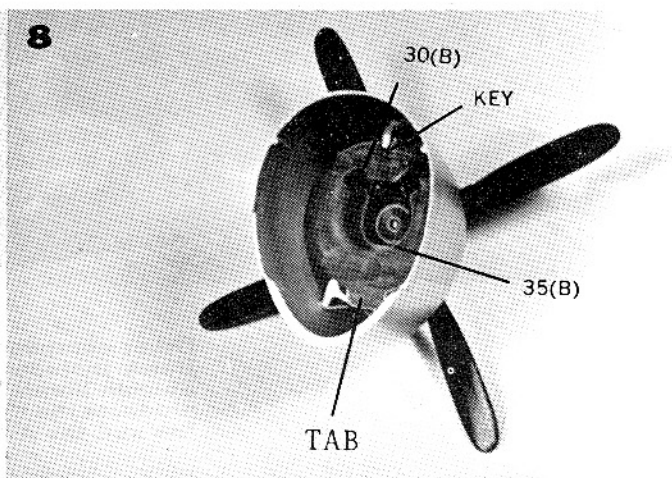
Cement the machine guns—20(B)—into place on parts 22 and 15. Now add the landing gear struts as illustrated. Note that the "scissors" on the strut points to the front edge of the wing.



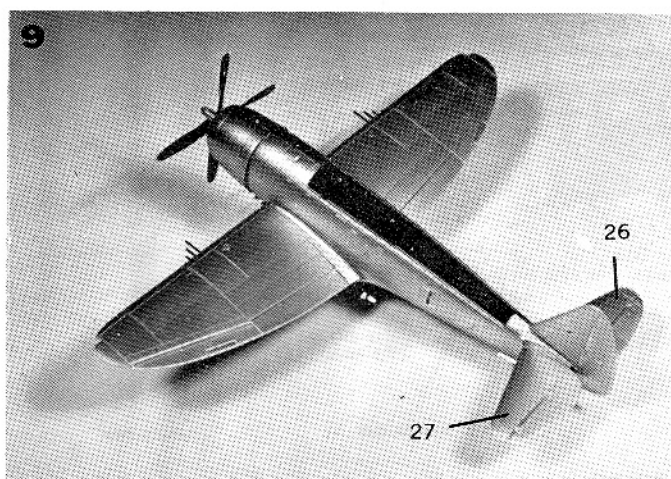
After the landing gear is properly located and cemented in place you can now glue the upper wing halves—21 and 14—to the wing units.



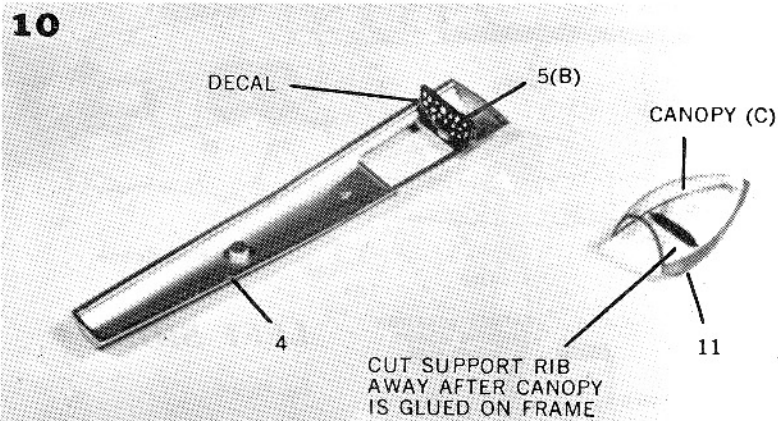
Apply yellow decal stenciling and emblems to propeller blades—33(B). Insert pin on hub (31 & 32) through jig plate—34(B) as indicated. Glue blades—33(B)—into hub as shown allowing cuff of blade to rest on jig plate. Allow to dry before removing from jig plate.



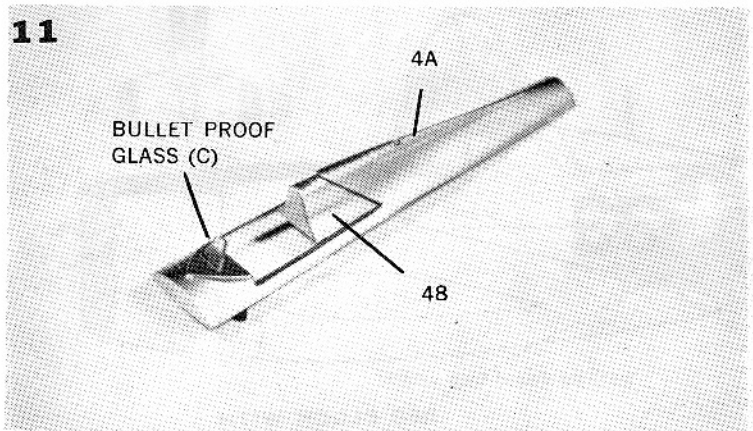
Engine—30(B)—should be painted before assembling to cowl—28. Paint cylinders silver; crankcase gray. When paint is dry insert engine into cowl from rear. Note how key and tab align engine. Cement engine into place. Insert pin on prop hub through hole in crankcase. Place dab of cement on *recessed* side of retainer—35(B)—and push retainer over hub pin.



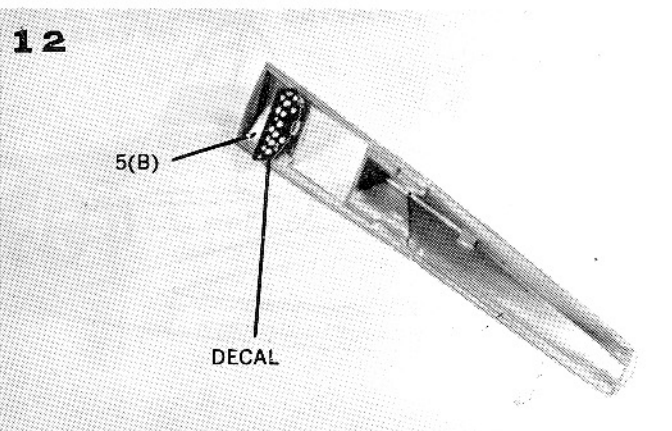
Glue cowl, wings, and stabilizer halves—26 & 27—to fuselage as shown.



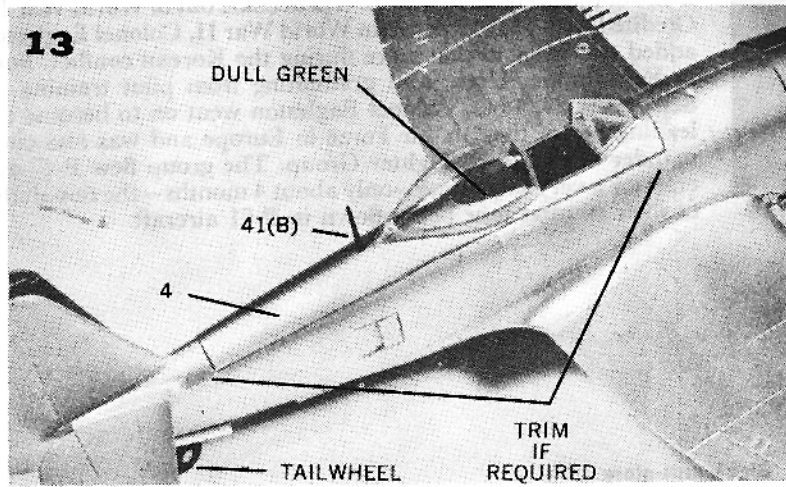
Decide now whether you want a bubble canopy or "razorback" version of the Thunderbolt. Apply decal instrument panel to 5(B). Part 4 is the bubble canopy turtledeck—use it for the bubble version. Glue instrument panel into place on 4 for the bubble Thunderbolt. Cement canopy to canopy frame—11. Cut support rib from frame *after* canopy is dry.



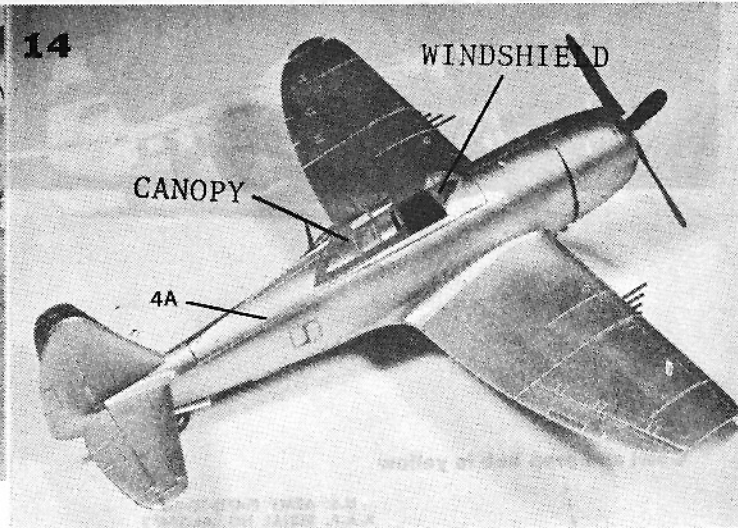
Shown above and in Step 12 are the parts for the "razorback" version of the Thunderbolt. Paint area forward of cockpit opening dull green. When dry cement bullet proof glass (C) into place. Now cement 48 to 4A.



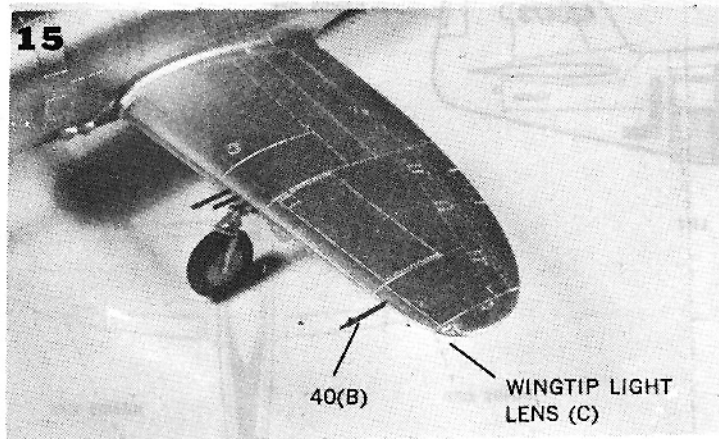
Decal instrument panel should be applied to 5(B). Cement 5(B) to 4A. This now forms the basic turtledeck for the "razorback" version of the P-47D.



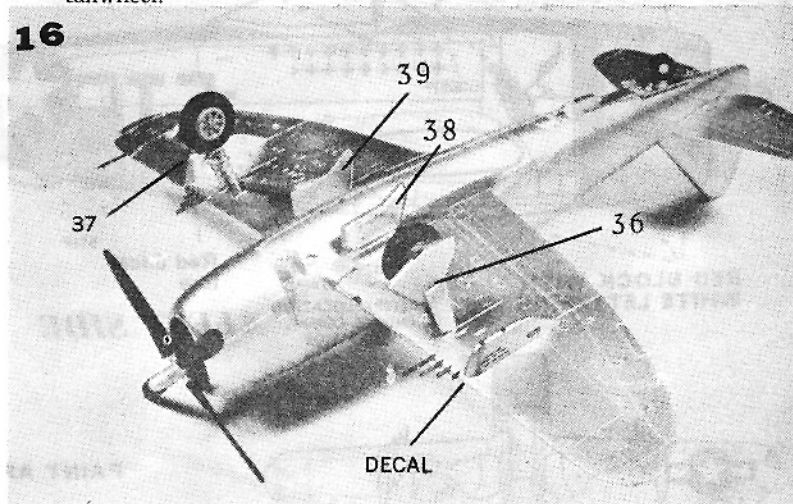
BUBBLE VERSION: Cement tailwheel into place. Paint flat area inside of canopy dull green. Cement windshield into place. If model is to have canopy opened, cement it in place at this time. Fit turtledeck—4—to fuselage and cement in place. Add antennae—41(B).



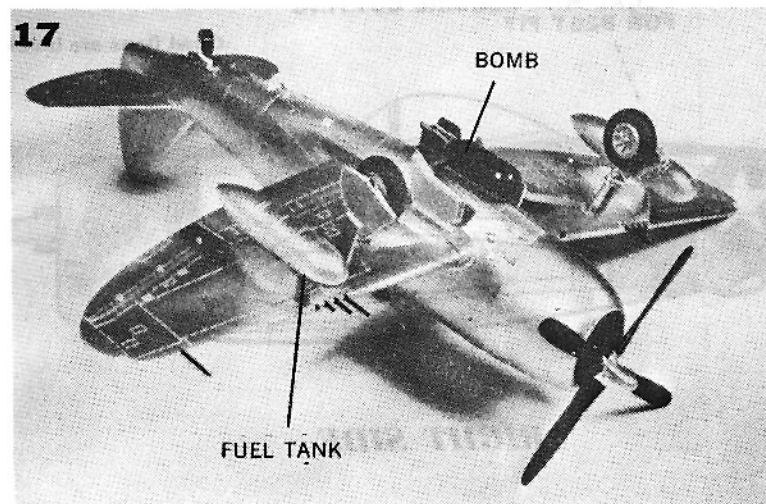
RAZORBACK VERSION: Bend and remove headrest from seat support—6(B)—it is scored and will easily break away. Fit 4A to fuselage and cement. Add windshield and canopy—cement it now if it is to be left open. Paint canopy framing silver. Add antennae and tailwheel.



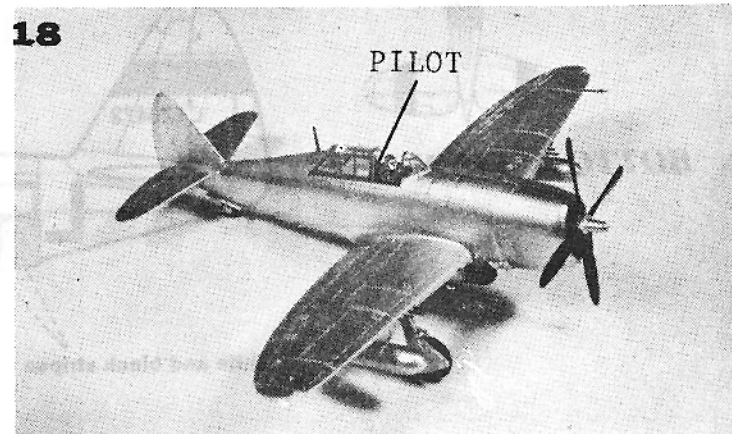
Insert and glue pitot tube—40(B)—into left wing. Add wingtip lights (C) to both wingtips.



Cement landing gears into place as shown. Now is the time to decorate your model as shown on the following pages. Work carefully.

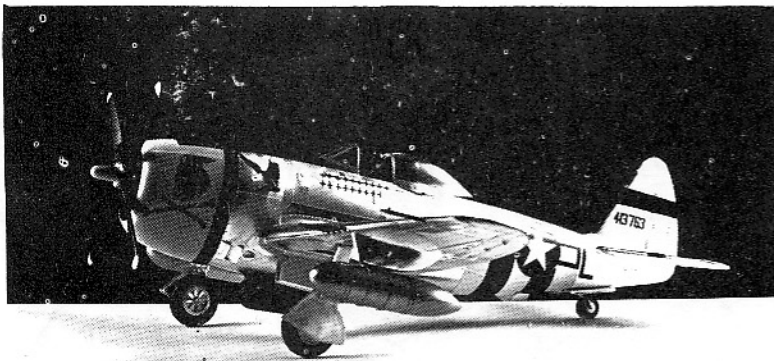


After all painting and decaling is finished you can add the fuel tanks and bomb.

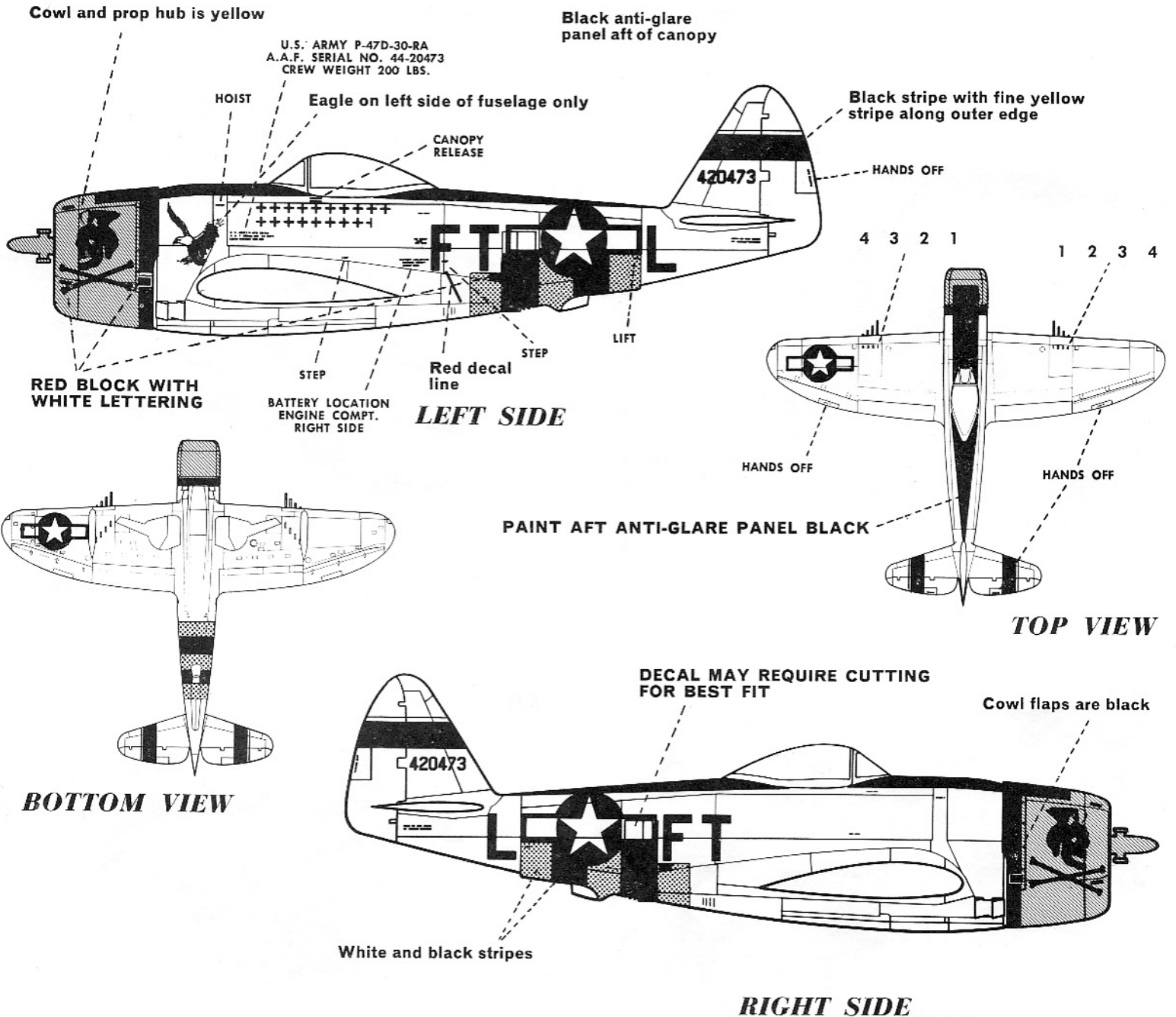


Paint the pilot: brown helmet and jacket, tan trousers, black shoes and gloves, flesh face, green sunglasses, white scarf, tan parachute straps. Cement him into the cockpit seat. Cement canopies closed if you wish.

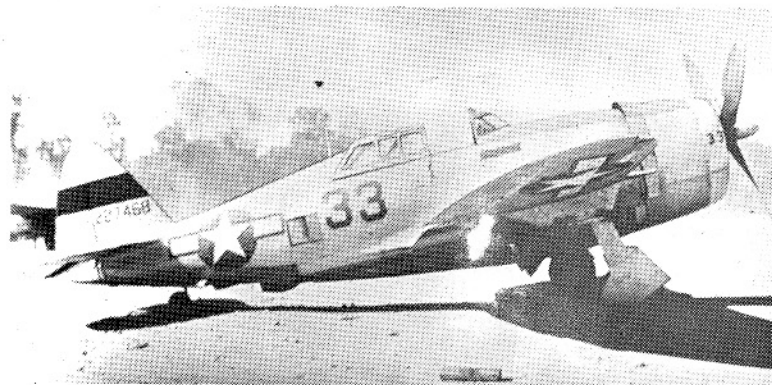
Major Glenn T. Eagleston's Bubble "D"



The P-47D flown by Major (now Colonel) Glenn T. Eagleston is one of the prettiest marked P-47s to come out of World War II. Credited with 18½ victories in World War II, Colonel Eagleston added two Migs to that score during the Korean conflict. Born in Farmington, Utah, and graduating from pilot training on September 29, 1942, Colonel Eagleston went on to become the leading ace of the 9th Air Force in Europe and was also commander of the 354th Fighter Group. The group flew P-47 aircraft for a very short time—only about 4 months—the remainder of their combat tour being flown in P-51 aircraft.



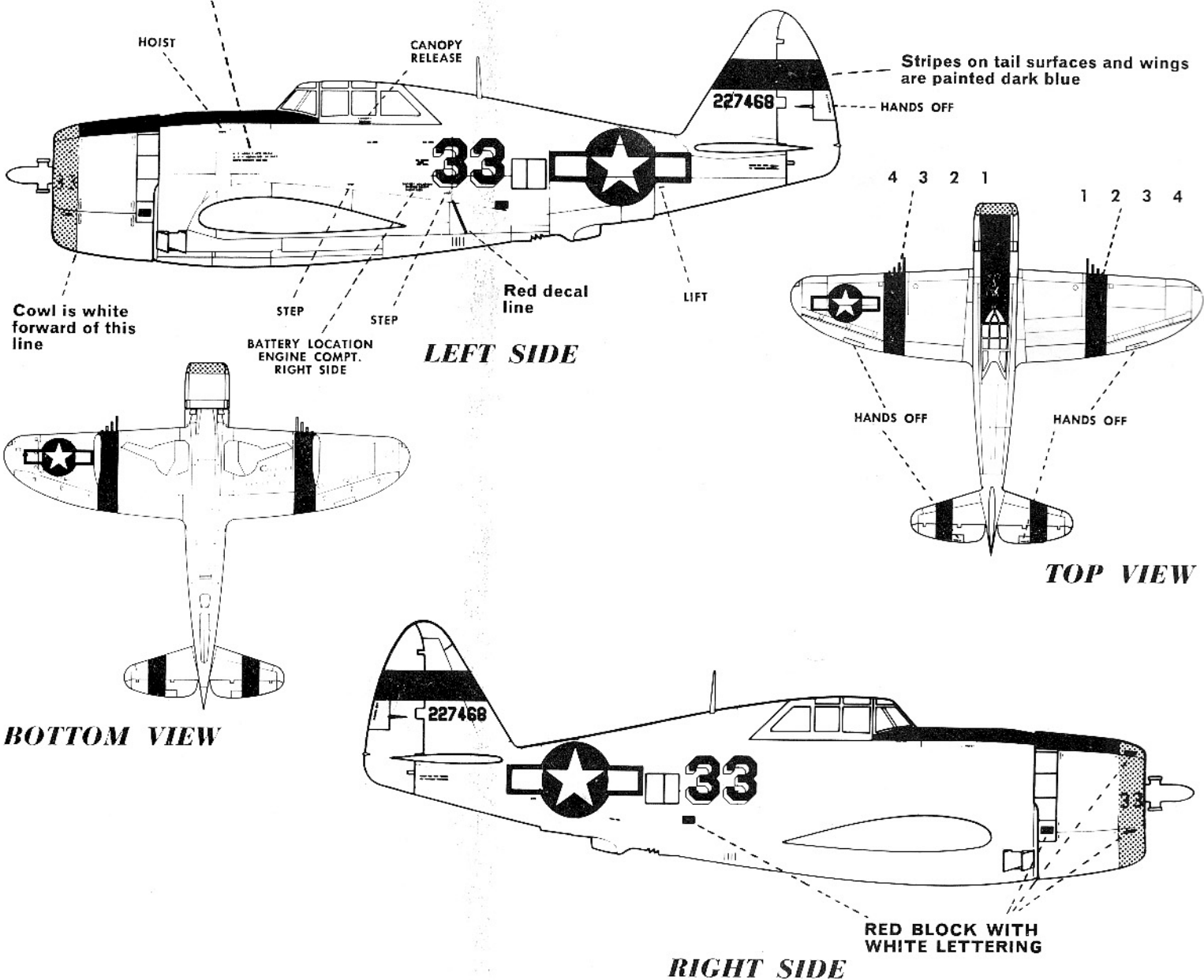
Burma Based "Razorback" P-47D



The "razorback" P-47D depicted here was photographed in 1944 on a Burmese airfield. P-47 aircraft of the 10th and 14th Air Force operated from airfields shared with Australian fighter groups who also were flying the P-47. Conditions in the China-Burma-India (CBI) Theater were tough on men and aircraft. Airfields were mere clearings in the semi-tropical brush and dust—when not turned to mud by heavy rain—was raised in huge gritty clouds by the churning propellers of aircraft taking off. Supply lines to the CBI were long and both the 10th and 14th Air Force endured with relatively little. Nevertheless the P-47s, P-40s, and P-38s that operated there went on to win a decisive victory.

Other companion 1/4 inch scale models of World War II fame by Hawk include; P-51D Mustang, V-1 Buzz Bomb, Japanese Baka Suicide Bomb, Me-163 Komet Rocket Fighter. In 1/72 scale Hawk produces the F4U-1D Corsair, AT-6 Texan, SNJ trainer, SBD Dauntless and the A-24 divebomber. Ask for them at your hobby dealer.

U.S. ARMY P-47D-23-RA
A.A.F. SERIAL NO. 42-27468
CREW WEIGHT 200 LBS.



LIFT HANDLE OFF U S ARMY P-47D 30-6A
A & F SERIAL NO. 43-36473
CREW WEIGHT 300 LBS

LIFT HANDLE OFF

STEP HANDLE OFF

STEP HANDLE OFF

HOLE1 HANDLE OFF

HOLE1 HANDLE OFF

BATTERY LOCATION
ENGINE COMPART
INFLIGHT SHOT

CANOPY
RELEASE

U S ARMY P-47D 31-6A
A & F SERIAL NO. 43-36448
CREW WEIGHT 300 LBS



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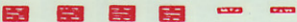
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