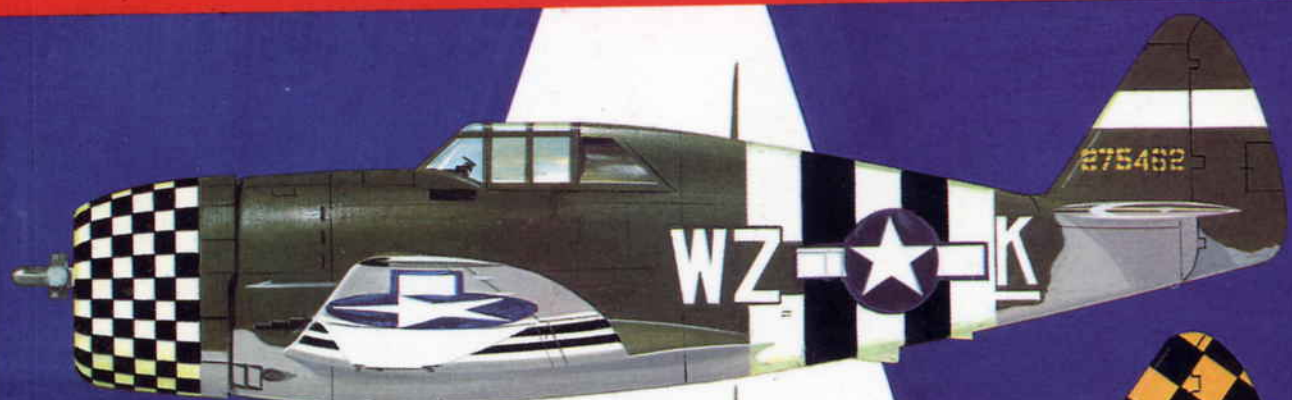


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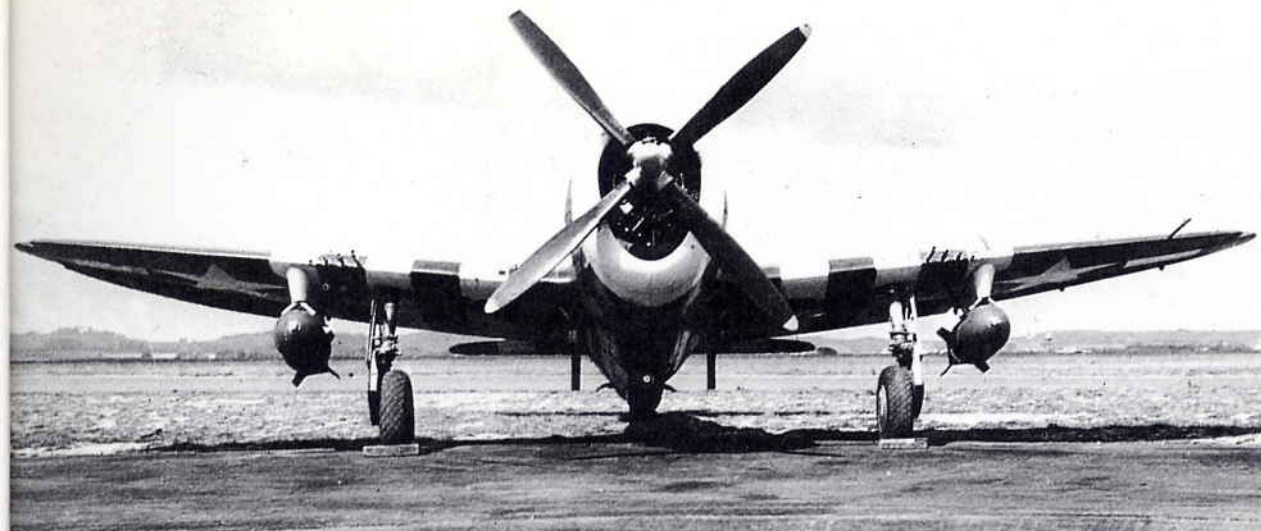
REPUBLIC P-47 THUNDERBOLT

IN USAAF·RAF·FOREIGN SERVICE

Nº2



WARD.



8th Air Force Thunderbolt with maximum bomb load, 2 x 1000 lb. plus 1 x 500 lb. under the belly. Note position of D-Day bands and double marked national insignia. (USAF)

REPUBLIC P-47 THUNDERBOLT

Fifty-eight fighter groups in the USAAF, at one time or another during World War II, flew the Republic P-47 Thunderbolt. Despite the number of groups involved, the 4th, 6th, 11th and 13th Air Forces did not have a single squadron equipped with the Jug. The 9th Air Force with a total of 16 groups was the largest user of the aircraft.

The 1st, 2nd and 3rd Air Forces in the Zone of the Interior operated a number of training groups which had Thunderbolts as part of their equipment. The 4th Air Force did not have a single P-47 assigned, possibly because it was located in the Western half of the U.S. where several rival manufacturers were located and they felt it would not look too good to have their plants protected by Republic's pride and joy, or possibly it was merely coincidence.

Groups in the training command operated OTU's and RPT squadrons equipped with P-47's and it was not at all unusual for a pilot to be trained for combat on the P-47 only to find himself flying a P-40 or P-39 when he reached an operational unit depending on the area to which they were assigned upon completion of the course.

FIFTH AIR FORCE, SWPA

The 5th had four Thunderbolt Groups assigned, not all of these were completely equipped with the P-47 but most were so equipped.

The 35th Fighter Group converted to P-47's late in 1943 and after working up to operational status began operations early in 1944. Operating out of Nadzab and Gusap, New Guinea, they flew interdiction missions against Japanese air bases and other installations in Halmahera, Borneo and the southern part of the Philippines. During this period Lt.-Col. Edwin A. Doss was replaced as Group CO by Lt.-Col. Furlo S. Wagner. After helping to soften up the defences prior to the U.S. Army's invasion of the Philippines, they then provided close air support for the ground forces on Luzon. Later they flew bomber escort missions and fighter sweeps to China and Formosa.

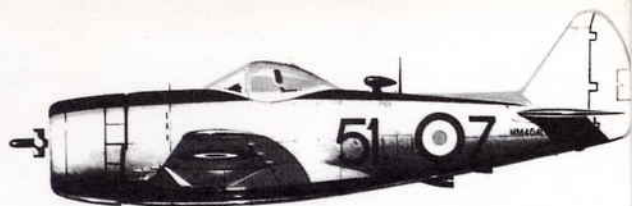
The 49th Fighter Group received only enough P-47's to re-equip the 9th Fighter Squadron, 'The Flying Knights'. At the time, the 49th was one of the few Groups to have each of its three squadrons flying a different type of fighter aircraft, as the other two were using the P-40 and P-38. The Group CO, Lt.-Col. David A. Campbell, flew a P-47 on many missions. The 9th flew Jugs from Nov. 1943 until April 1944 operating out of Gusap. Their first mission was escorting B-24's to Wewak, a large Japanese force hit the B-24's and shot down three before the 9th could intervene but once in action they shot down eleven Jap fighters without loss to themselves.

The 58th Fighter Group trained on the P-47 and kept it throughout the entire war. They began operations in Feb. 1944, being broken in slowly by first flying security patrols over U.S. bases and then escorting C-47's. Moving up to bomber escort duties, they covered raids over New Guinea and later escorted convoys to the Admiralty Islands. In August 1944 they moved to Noemfoor and began tactical operations strafing and dive bombing targets in Ceram, the Kai Islands and Halmahera. November found the Group in the Philippines where they continued the tactical and interdiction roles. On 26th Dec. 1944 they surprised a Japanese Naval force off Mondoro and so effectively strafed that it was forced to withdraw before it could do any damage to that base, for this action they were awarded a DUC. They moved to Okinawa in July 1945 and remained there until VJ Day operating in the tactical role against targets in Korea and Kyushu.

The 348th Fighter Group was the last of the P-47 outfits in the 5th Air Force. Preparing for combat with the Jug they moved to New Guinea in May of 1943. Awarded two DUC's, one for covering Allied landings and furnishing ground support on New Britain in Dec. 1943 and the other for thwarting a large enemy fighter force while escorting bombers raiding Clark Field on 24th Dec. 1944, their biggest moment came on 11th Oct. 1943. Col. Neel E. Kearby, flying 'Firey Ginger', was on his way home, leading his flight after a recce mission over Wewak, when he



P-47C, Unit unknown, 3rd Air Force, ZI. OD and grey finish, yellow/white cowl, yellow/white/blue fuselage stripes.



P-47D, 51st Stormo Caccia Terrestre, Italian Air Force, 1951. Natural metal with black top decking, red spinner and black serial, MM4641.



P-47D, 53rd Fighter Group, 13th Fighter Squadron, 3rd AF, ZI. OD and grey finish, yellow cowl, fuselage stripes and fin tip. White P88.



P-47D, Dominican Air Force. Natural metal with black top decking and white stripe. Blue cowl and fin top, black lettering. (See plan view.)



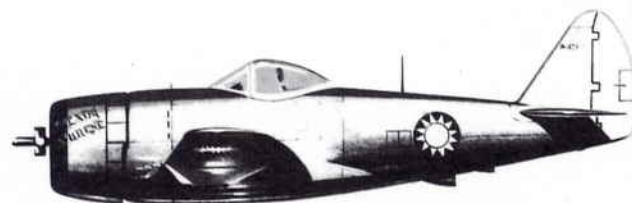
P-47D, 58th Fighter Group, 69th Fighter Squadron, 5th AF, Saidor, New Guinea, SWPA. OD and grey scheme. Flown by Capt. Harry L. McMullen. (See plan view.) 'The Golden Gopher.'



P-47D, Yugoslav Air Force. Natural metal with black top decking. Black serial 13054. (See plan view.)



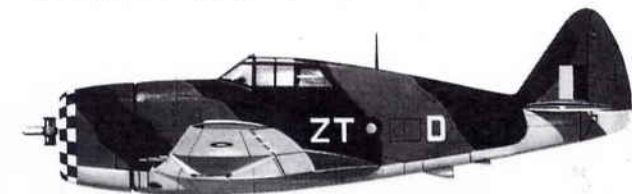
P-47D, 318th Fighter Group, 73rd Fighter Squadron, 7th AF, Saipan, Marianas, POA. OD and grey scheme. 'Sonny Boy' in white on cowl. (See plan view.)



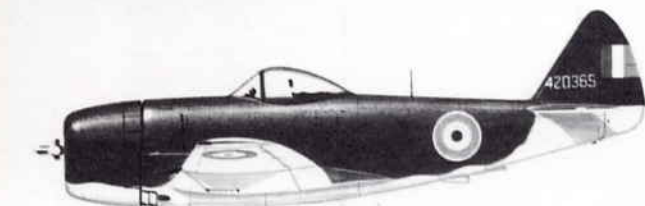
P-47D, 11th Fighter Group, Kangwan Field, Shanghai, Chinese Air Force, 1947. Natural metal finish with OD top decking, black band round cowl. 'Lady Aurene' in red outlined white. (See photo.)



P-47D, 57th Fighter Group, 66th Fighter Squadron, 12th AF, Italy. Natural metal with OD top decking, red band round cowl and spinner. Yellow band outlined black on fin and rudder. 'Billie' white outlined black.



Thunderbolt Mk. I, No. 258 Squadron Yellahanka, Arkanam, late 1944. Ratnap, Burma, 1945. RAF, SEAC. Green/brown with pale grey under surfaces. Red/white checks on cowl. ZT aft of roundel on stbd. side. Serial unknown.



P-47D, Unit unknown, 1st French Air Force supporting 1st French Army, North East France 1944. OD and grey scheme. (See plan view.)



Thunderbolt Mk. I, No. 135 Squadron Jumchar, Akyab and Shikulia, India, Dec. 1944 to July 1945. RAF, SEAC. Green/brown with pale grey under surfaces. WK same position stbd. side. Serial HB975.



'Zombie,' flown by Lt. T. Bailey of the 356th FG, 361st FS, 8th AF, based at Martlesham, Norfolk.
(via G. J. Letzter)

sighted a Jap bomber formation escorted by more than 30 fighters. Despite the low fuel situation and the odds against them, the four Thunderbolts roared into the formation and completely disrupted it, in the ensuing action Kearby personally shot down six aircraft and was subsequently awarded the Congressional Medal of Honour.

SEVENTH AIR FORCE, POA

The 318th Fighter Group operated from the Marianas in June 1944 in support of ground forces on Saipan, Tinian and Guam before moving to the Ryukus in April 1945. From there they hit targets in Japan and China and flew bomber escort to these targets as well.

The 508th Fighter Group was the second P-47 outfit with the 7th Air Force and were one of those equipped with the long range P-47N's. They were moved to Hawaii in Jan. 1945 to provide long range bomber escort but due to the lateness in becoming operational they were mainly used as an RTU and as part of the Island's defences.

EIGHTH AIR FORCE, ETO

The Eighth Air Force had a total of eleven Thunderbolt Groups assigned, including the top group so far as aerial victories were concerned in the 56th Fighter Group.

The 4th Fighter Group converted to the P-47 after flying Spitfires and they did not take kindly to their new aircraft and most were happy to see them replaced by the P-51B later. Since the exploits of the 4th have been covered so well in books and articles they will not be dwelt with at length here.

The 56th Fighter Group, 'Zempke's Wolfpack', was without a doubt the greatest of the Thunderbolt groups, they produced the top scoring ace so far as aerial kills were concerned in Col. Francis Gabreski with 31 (see colour illustration A1). Not far behind came Col. Dave Schilling with 22½, Zempke with 19½ and Capt. Robert S. Johnson with 28, all aerial victories. The 56th received two DUC's, one for aggressiveness in seeking out and destroying enemy aircraft, from 20th Feb. to 9th March 1944, the other for strikes against anti-aircraft positions while supporting the airborne attack on Holland in Sept. 1944.

The 78th Fighter Group began operations from England in April of 1943. Like the 56th, the 78th received a DUC for supporting the airborne attack on Holland by escorting troop carriers and strafing ground positions.

The 352nd Fighter Group flew the P-47 from September 1943 until April 1944. Their CO, Col. John C. Meyer, shot down his first enemy plane while flying a Thunderbolt and went on to become the

leading ace of the 8th Air Force, with 24 aerial kills plus 13 aircraft destroyed on the ground, a grand total of 37.

The 353rd Fighter Group flew the P-47 from August 1943 until Oct. 1944, this Group also received a DUC for their part in the airborne attack on Holland. Cast mainly in a tactical role, the 353rd did a fine job in that respect.

The 355th Fighter Group flew its first combat mission on 14th Sept. 1943, a fighter sweep over Belgium. From then on they were mostly engaged in bomber escort missions to Berlin, Karlsruhe, Neuberg, Misburg, Gelsenkirchen and Minden.

The 356th Fighter Group flew T-Bolts from Oct. 1943 until Nov. 1944 and despite being mainly used in a tactical role, Lt.-Col. Donald A. Baccus achieved acedom by scoring a total of 9 kills.

The 358th Fighter Group served both in the 8th and 9th Air Force and will be covered with the 9th Air Force Groups.

The 359th Fighter Group entered combat in mid December 1943, the Group converted to P-51B's in April 1944. Most T-Bolt missions were of the escort type.

The 361st Fighter Group flew their first combat mission in P-47's on 21st Jan. 1944 and flew them until May 1944. The group was mainly engaged on escort work.

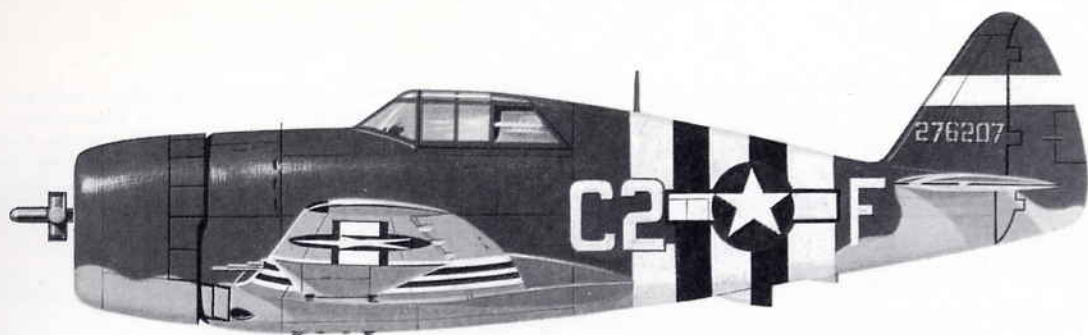
The 413th Fighter Group was the last group assigned to the 8th AF. This group was originally assigned to the 20th Air Force and had the long range P-47N as equipment, when the 8th AF was sent to the Pacific the 413th was reassigned. The Group flew a few strafing missions from Saipan to Truk before being moved to Ie Shima where they flew interdiction missions against Japan proper.

NINTH AIR FORCE, ETO

The 36th Fighter Group flew combat from May 1944 to May 1945. Winning two DUC's while operating primarily as a fighter-bomber unit. The first DUC was earned strafing Nazi columns south of the Loire on 1st Sept. 1944 which disrupted their orderly retreat across Central France, second DUC was for shooting up airfields in Southern Germany on 12th April 1945.

The 48th Fighter Group flew P-47's throughout their career, receiving a DUC on 6th Dec. 1944 for ground support against an enemy stronghold at Julich, facing heavy ground fire while flying below a heavy overcast. This Group also received three Belgian citations.

The 50th Fighter Group entered combat on 1st May 1944 with new P-47's. Received a DUC for close support of the 7th Army's assault on the Seig-



P-47D, 368th Fighter Group, 396th Fighter Squadron, 9th Air Force, ETO.

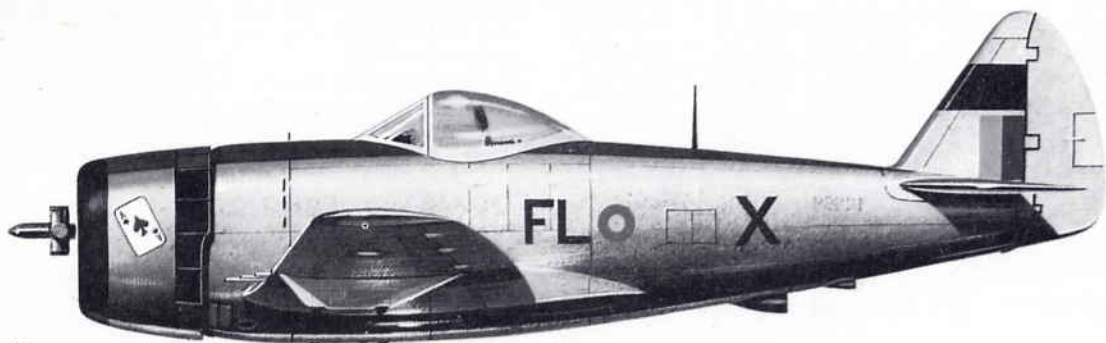
REPUBLIC P-47 THUNDERBOLT

Illustrated & compiled
by **RICHARD WARD**
Text: Ernest R. McDowell

ACKNOWLEDGEMENTS

Co-operation makes all things possible and only co-operation from many friends made possible this pictorial survey of the big Jug, one of the famous fighters of World War II years. My thanks to all those who assisted whose names are listed below in alphabetical order.

Ray E. Bowers, Peter M. Bowers, R. V. Carneiro, Gianni Cattaneo, Jean Cuny, Art Kreiger, George J. Letzter, Charles B. Mayer, Ernest R. McDowell, David W. Menard, H. Molland, Stephen P. Peltz, Earl Reinert, Frank F. Smith, P. D. Stevens, United States Air Force, AAF, Imperial War Museum, Italian Air Force. Thanks also to Capt. Max Lomax for Dominican and Iranian colour details.



L1

Mk. II, No. 81 Squadron, Sourabaya, Java, October 1945. SEAC. Standard natural metal finish with SEAC black bands in the usual position but with the addition of black cooling gills. Code in black, serial unknown.

PUBLISHED BY
OSPREY PUBLICATIONS LTD., ENGLAND.

EDITORIAL OFFICE:
P.O. BOX No. 5
CANTERBURY, KENT, ENGLAND.

SUBSCRIPTION & BUSINESS OFFICE:
P.O. BOX 25, 707 OXFORD ROAD,
READING, BERKSHIRE, ENGLAND.

FIRST PUBLISHED 1968
SECOND IMPRESSION 1971



P-47D of the 356th FG, 359th FS, 8th AF down in a cornfield near Manston, Kent. (Ray E. Bowers)

fried Line in March 1945. A second DUC resulted from a raid on an airfield near Munich on 25th April 1945.

The 354th Fighter Group operated P-47's from Nov. 1944 until Feb. 1945, supporting ground forces during the Battle of the Bulge. The top scoring ace in the 9th Air Force was a member of this Group, Lt.-Col. Glenn T. Eagleston had a total of 18½ victories (see colour illustration).

The 358th Fighter Group had originally been with the 8th Air Force but was reassigned to the 9th. The Group got a DUC for action in support of the 7th Army during a period from 24th Dec. 1944 to 2nd Jan. 1945. Their second DUC was won by shooting up German vehicles on 19-20th March 1945 and a third DUC resulted for raids on German airfields and other targets between 8th and 25th April 1945. Known as the 'Orangetails' they were probably the most colourful Group in the 9th AF (see colour illustration).

The 362nd Fighter Group went into action for the first time escorting B-24's on a raid on V-weapon sites in the Pas de Calais on 8th Feb. 1944. They won two DUC's, one for a mission against the heavily defended harbour area of Brest on 25th Aug 1944, their second for close support in the Moselle, Rhine River triangle on 16th March 1945.

The 365th Fighter Group, initiated into combat in Feb. 1944, very quickly developed a high degree of efficiency in close-support work. Awarded a DUC for an aerial duel over the Bonn-Dusseldorf area in Germany on 21st Oct. 1944, they followed with another on 20th April 1945 for tactical support work in Southern Germany.

The 366th Fighter Group flew its initial mission, a fighter sweep along the French coast on 14th March 1944. Their DUC was won the hard way, they shot up an enemy tank column at St. Lo despite heavy rain and poor visibility on 11th July 1944. This action saved a large number of Allied troops from ambush who were unaware of the German armoured force nearby.

The 367th Fighter Group traded their P-38's for Thunderbolts in Feb. 1945. On March 19th 1945 they won a DUC for dive bombing and strafing the headquarters of the German Commander in Chief, West, at Ziegenburg despite the fact that the target was concealed by haze, heavily defended, and in mountainous terrain.

The 368th Fighter Group, like so many others, broke in the P-47's by making a fighter sweep along the French coast, operational on the 14th March 1944 they won a DUC for tactical operations near Mons on 3rd Sept. 1944.

The 370th Fighter Group was a group which trained on the P-47 in the ZI but when they arrived in England in February 1944 were equipped with the P-38.

The 371st Fighter Group began operations with the standard sweep of the French coast in April 1944. Finally they were awarded a DUC but only after a long and varied career, it came on the basis of a six day operation during the period of 15-21st March 1945, in Southern Germany.

The 373rd Fighter Group flew its first mission, a fighter sweep over Normandy, on 8th May 1944 and

Note flak damage, external compass housing usually fitted for overseas flight and whip aerial. 359th FS. (Ray E. Bowers).



AIRCAM AVIATION SERIES

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- No. 2 REPUBLIC P-47 THUNDERBOLT, In USAAF-USAF; RAF; Free French; French Air Force; Mexican, Brazilian and other Air Forces.**
- No. 3 NORTH AMERICAN MUSTANG Mk. I-IV. In RAF; RAAF; SAAF; RNZAF; RCAF service and the NORTH AMERICAN P-51B and D MUSTANG in French; Italian; Swedish; Royal Netherlands; Netherlands East Indies; Indonesian; Israeli; Philippine; Dominican; Somali; South Korean; Chinese Nationalist; Chinese Communist, etc., Air Forces.**
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- No. 5 NORTH AMERICAN P-51B/C MUSTANG IN USAAF SERVICE. Similar content to No. 1 but with brief coverage of the P-51 and A-36.**
- No. 6 CURTISS (P-40) KITTYHAWK Mk. I-IV. In RAF; RAAF; RNZAF; SAAF; RCAF; Netherlands East Indies; Russian and Finnish Air Forces. The Curtis P-40 Warhawk will be covered in a future issue.**

SPECIFICATION

Republic P-47 Thunderbolt

	P-47B	P-47C/D	P-47D-25	P-47N
Span ...	40 ft. 9 in.	40 ft. 9 in.	40 ft. 9 in.	42 ft. 7 in.
Length ...	35 ft. 0 in.	36 ft. 1 in.	36 ft. 1 in.	36 ft. 1 in.
Height ...	12 ft. 8 in.	14 ft. 2 in.	14 ft. 2 in.	14 ft. 8 in.
Wing Area ...	300 sq. ft.	300 sq. ft.	300 sq. ft.	322 sq. ft.
Weights: Empty	9,345 lb.	9,900 lb.	10,000 lb.	11,000 lb.
Loaded	13,360 lb.	14,925 lb.	19,400 lb.	20,700 lb./1,156 gals. fuel.
Maximum speed	429 m.p.h. at 27,800 ft.	433 m.p.h. at 30,000 ft.	429 m.p.h. at 30,000 ft.	467 m.p.h. at 32,000 ft.
Ceiling ...	42,000 ft.	42,000 ft.	42,000 ft.	43,000 ft.
Range ...	550 miles. 1,700 miles (ferry).	as -25	480 miles/500 lb. bomb. 1,700 miles max.	800 miles/2,000 lb. bomb. 2,200 miles max.
Power unit:				
Pratt & Whitney	R-2800-21: 2,000 h.p.	R-2800-21: 2,000 h.p.	R-2800-59: 2,300 h.p.	R-2800-57/73/77: 2,800 h.p.
Armament ...	8 x .50 Browning m.g's.	8 x .50 Browning m.g's. 500 lb./1,000 lb. bombs.	8 x .50 Browning m.g's. 2 x 1,000 lb. bombs. 1 x 500 lb./2 x 1,000 lb.	8 x .50 Browning m.g's. 3 x 1,000 lb. bombs or 10 5 in. rockets.
Total built ...	15,660 all types.			

P-47D, 78th Fighter Group, 84th Fighter Squadron, 8th Air Force, Duxford, Cambs., UK.

P-47D, 'Big Stud,' flown by Lt.-Col. Robert L. Baseler, Group Commander of the 325th Fighter Group, aircraft in the markings of the 319th Fighter Squadron, 15th Air Force, Italy.

Thunderbolt Mk. II, No. 261 Squadron, RAF, South East Asia Command, 1945.

P-47D, GC III/3 'Ardennes', Free French Air Force, 1944.



OC-G still in cornfield getting the better of heavy duty crane. (Ray E. Bowers)

then flew B-26 escort missions for several months, moving to the Continent in July 1944. This group got its DUC for action which aided the Allied ground forces to cross the Rhine. On 20th March 1945 they repeatedly hit vital airfields in the German zone, clobbered rail lines and highways, cutting off supplies and reserves headed for the battle area. All of these attacks were carried out without the loss of a single Group aircraft.

The 404th Fighter Group entered combat on 1st May 1944 and was confined to operations in the Normandy area until June 7th. Subsequently moved to the Continent and flew escort missions, a DUC was presented to the group for three armed recon missions flown on 10th Sept. 1944. A French Croix de Guerre with Palm for assisting the 1st Army at St. Lo on 29, 30 and 31st July 1944, the Group was also cited by the Belgian government.

The 405th Fighter Group served in combat with its P-47's from April 1944 to 8th May 1945. A DUC was awarded this group which would have made a writer of fiction envious. On Sept. 24th 1944, the 3rd Army was in a tight spot near Laneuveville-en-Saulnois where a vicious tank battle was raging, two of the squadrons flew through heavy rain on instruments alone and despite the dense overcast and ground fog were able to locate the battle area, where ground controllers took over and zeroed them in on the target area. The first squadron bombed and strafed the tanks, while the second squadron hit and wiped out a convoy of trucks and armoured vehicles. The Belgian Government also cited the 405th.

The 406th Fighter Group went into action in May 1944, received a DUC for destroying a column of armoured vehicles attempting to breakout the Belfort Gap. Its second DUC was earned at Bastogne on 23-27th Dec. 1944 when they kept operating within an area ten miles in radius round the besieged garrison.

TWELFTH AIR FORCE, ITALY

The 27th Fighter Group had been wiped out in the Philippines and transferred without equipment or personnel to the ZI, assigned then to the 12th AF in the Mediterranean they converted to P-47's in June 1944. Their DUC was won for preventing three German armoured divisions from reaching the Salerno beachhead on 10th Sept. 1943. A second DUC came when they disrupted a German retreat on 4th Sept. 1944 thereby assisting the 7th Army's advance up the Rhone Valley.

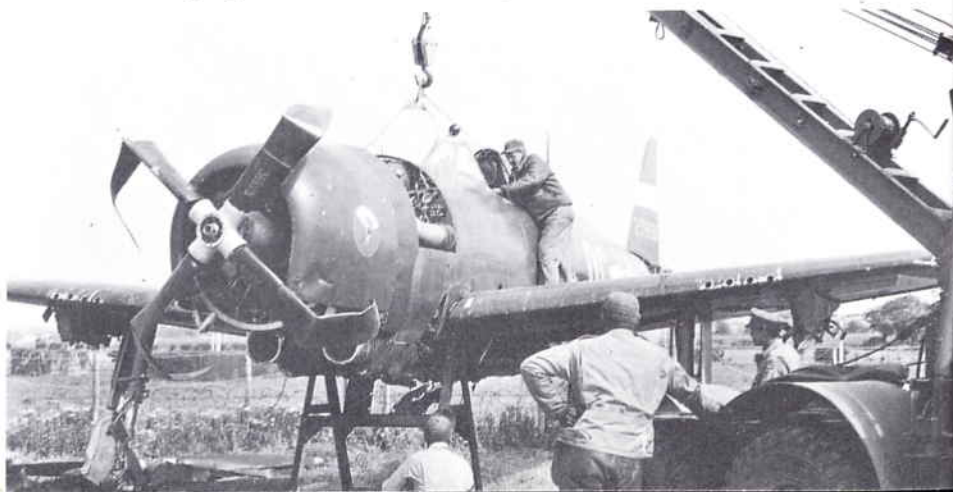
The 57th Fighter Group got their aircraft in early 1944, they almost immediately won a DUC for a series of interdiction attacks in the Florence-Arezzo area on 14th April 1944. This Group featured some interesting squadron names, the Black Scorpions, Red Fighting Cocks and the Exterminators.

The 79th Fighter Group like the 57th named its squadrons, being respectively the Flying Skulls, Comanches and Skeeters. The 79th inherited some of their P-47's from the 325th Group when they converted to Mustangs, a common practice in this theater. They received their second DUC, their first had been won supporting the British 8th Army while flying P-40's in the Western Desert, for numerous missions on low level attacks on positions along the Santerno River, Italy.

The 86th Fighter Group received two DUC's, one for tactical support just outside Rome on 25th May 1944 and the other for same type of operations in Northern Germany on 20th April 1945.

The 324th Fighter Group converted to P-47's in July 1944, they were awarded the French Croix de Guerre with Palm for supporting French forces during the campaigns in Italy and France 1944-45. The 324th featured a lightning flash on the fuselage as the Group identification mark.

OC-C eventually out of cornfield and under repair at Manston, emergency and bad weather field of the 8th AF. (Ray E. Bowers)



The 350th Fighter Group converted to the Thunderbolt during Aug. and Sept. 1944 and received a DUC for an action in Italy that resulted in a total of ten missions being flown in an interdiction role on 6th April 1944. 1st Lt. Raymond L. Knight was awarded the Congressional Medal of Honour for missions flown against enemy airfields in which he accounted for the destruction of 20 aircraft personally, these missions were voluntarily made and covered the two day span from 24-25th April 1945. Lt. Knight was killed when he crashed in the Apennines trying to bring his badly damaged aircraft home to save it rather than electing to bail out.

TENTH AIR FORCE, CBI

The 33rd Fighter Group after compiling an excellent record in North Africa and Italy was transferred to India and joined the 14th Air Force in Feb. 1944. After equipping with P-47's they moved to China in April to fly patrols and interdiction missions while training continued. The Group returned to India and was reassigned to the 10th Air Force in Sept. 1944. Used mainly in a dive-bombing and strafing role in Burma, they participated in all campaigns in this area until VJ-Day.

The 80th Fighter Group was entrusted with the task of defending the Indian terminal of the Hump route. They hit Japanese airfields and also provided a protective air patrol over Allied air bases, they were awarded a DUC for the mission of 27th March 1944 when they intercepted and routed a large Japanese bomber formation and escort, forcing the bombers to jettison their bombs they prevented the possible loss of a large oil refinery in the Assam Valley.

The 1st Air Commando Group, originally formed as a composite force to support Wingate's Raiders, the Chindits, who were operating behind Japanese lines in Burma. The 5th and 6th Fighter Squadrons converted to the P-47 in May 1944 and operated them on bomber escort missions to Rangoon and elsewhere and on strafing attacks on enemy airfields, bridges, troop concentrations, oil wells etc. until May 1945 when they received P-51D's.

FOURTEENTH AIR FORCE, CBI

The 33rd Fighter Group was previously covered as a unit of the 10th Air Force.

The 81st Fighter Group was the other P-47 group to serve with the 14th. Like the 33rd it had operated in North Africa before being sent to India. Upon converting to P-47's it was moved to China in May 1944 but did not begin full scale operations until

January 1945. Used mainly in ground and support roles the Group remained in combat in China until VJ-Day.

FIFTEENTH AIR FORCE, ITALY

The 325th Fighter Group known as the Checkertail Clan or Checkertails were the top scoring Group of the 15th Air Force, this organisation produced a number of Aces, among them Maj. H. H. Green with 10, Lt. E. H. Emmons with 8, Maj. L. W. Chick, Jr., and Capt. W. A. Rynneeach had 6, while Lt. G. P. Novotny had the basic 5, all these victories were scored flying the P-47. A DUC was awarded the Group for a daring raid on the airfield at Villaorba, the major part of the mission was flown over the sea in thick haze at less than 50 feet. So complete was the surprise that they shot down 37 German fighters for a loss of only two of their own. During the P-47 era the Group was first led by Col. Robert Baseler and then by Col. Chet Sluder, both outstanding leaders and superb fighter pilots.

The 332nd Fighter Group, the only all Negro fighter group, inherited the Checkertail Thunderbolts but kept them for only two months, April and May 1944, before converting to P-51's. The 332nd was led by Col. Benjamin O. Davis who is now a Major General. Such a short period on the P-47 hardly gave them time to change the paint scheme and they continued to fly missions with the black and yellow tails.

TWENTIETH AIR FORCE, POA

The 413th Fighter Group originally was assigned to the 20th but flew most of its missions of importance after being reassigned to the 8th and was covered under that section.

The 414th Fighter Group joined the 20th on Guam to hit targets in the Truks on July 13th and 22nd 1945, it then moved to Iwo Jima later in the month to attack a radar station on Chichi Jima. Remaining on Iwo Jima mounted a series of strafing raids on the Japanese home islands before being sent to the Philippines in late 1945. While at Clark Field it was reassigned to the 13th Air Force but never flew a mission under the 13th's colours.

POST-WAR P-47 ASSIGNMENTS

The Thunderbolt remained in squadron service with the Occupation Forces and in all other theaters after the war and was assigned to a large number of Air Guard squadrons of the National Guard where it was flown by the week-end warriors as late as the early 1950's.

'Zombie' now with a/c letter U and newly fitted Malcolm canopy, flown by same pilot but now Maj. T. Bailey. Martlesham, 20th November 1944. (USAF)

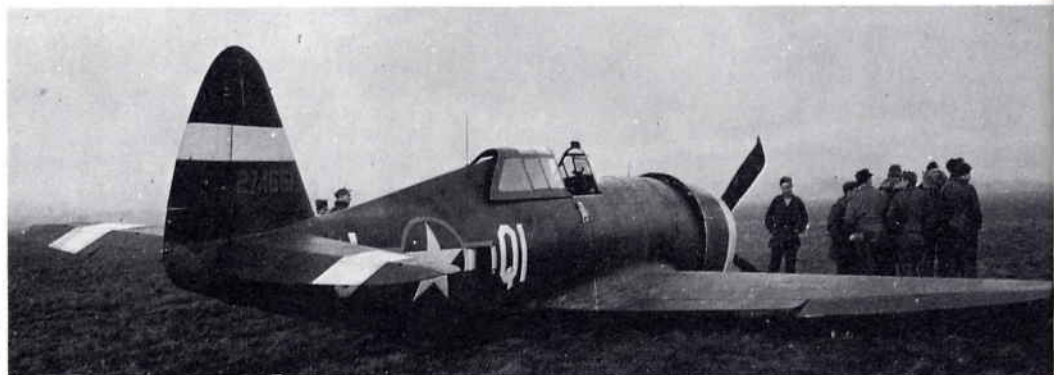


OC-1 of the 356th FG, 359th FS, 8th AF. Note D-Day bands have been overpainted on upper surface of wings, tail bands clearly shown. (Ray E. Bowers)

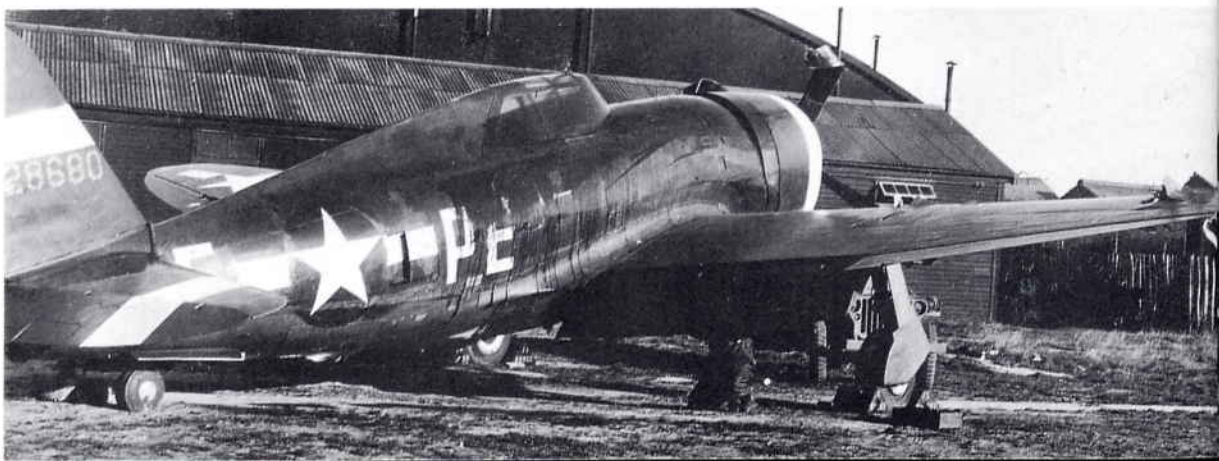


P-47D of the 356th FG, 360th FS, 8th AF. The underlined a/c letter indicates more than one a/c on the squadron used this letter at the same time. (Ray E. Bowers)

Q1-1 of the 356th FG, 361st FS, 8th AF. Note whip ariel and red surround to national insignia. (Ray E. Bowers)



Below, P-47D of the 352nd FG, 328th FS, 8th AF, based at Bodney, Norfolk. (Ray E. Bowers)





'Brutal Lulu' of the 352nd FG, 487th FS, 8th AF, having made it back to Manston. Note bars of national insignia in line with leading edge of wing. (Ray E. Bowers)



Personal insignia: close-up of 'Brutal Lulu' body flesh tint, hair brown, weapon with all outlined black. (Ray E. Bowers)



Left. Oil covered, pilot also, P-47D of the 352nd FG, 486th FS, 8th AF, safely back at Manston. Lancs and Halifax in background. (Ray E. Bowers)

Below. HO-W amongst the real estate at Manston. Note position of national insignia. (Ray E. Bowers)



P-47D, HO-W of the 352nd FG, 487th FS, 8th AF, spattered with rubble after Luftwaffe raid on Manston. (Ray E. Bowers)

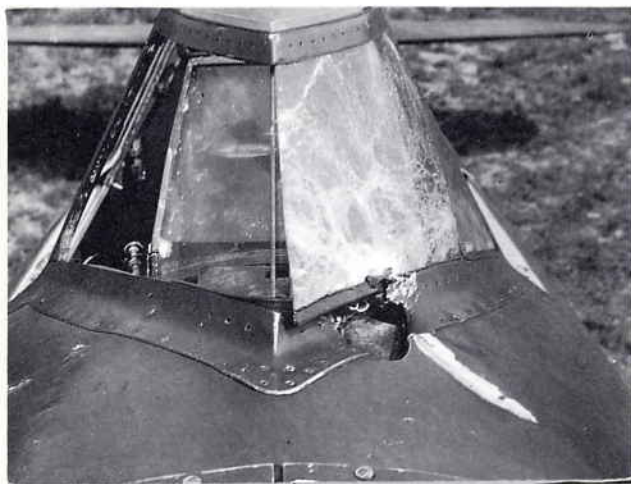




P-47D's of the 4th FG, converging on the main runway prior to take-off on escort mission. May 1943, Debden. (USAF)



Right. WD-K of the 4th FG, 335th FS, 8th AF, after another P-47D had landed on. (Ray E. Bowers)



Above. Flak damaged P-47D of the 4th FG, 335th FS, 8th AF, Manston. (Ray E. Bowers)

Left. Effect of a direct hit with a 20 mm. canon shell, flat optical panel saved pilot's life. Manston. (Ray E. Bowers)

P-47D of the 4th FG, 335th FS, 8th AF. Note red surround to national insignia. Compressed paper drop tank. (USAF)





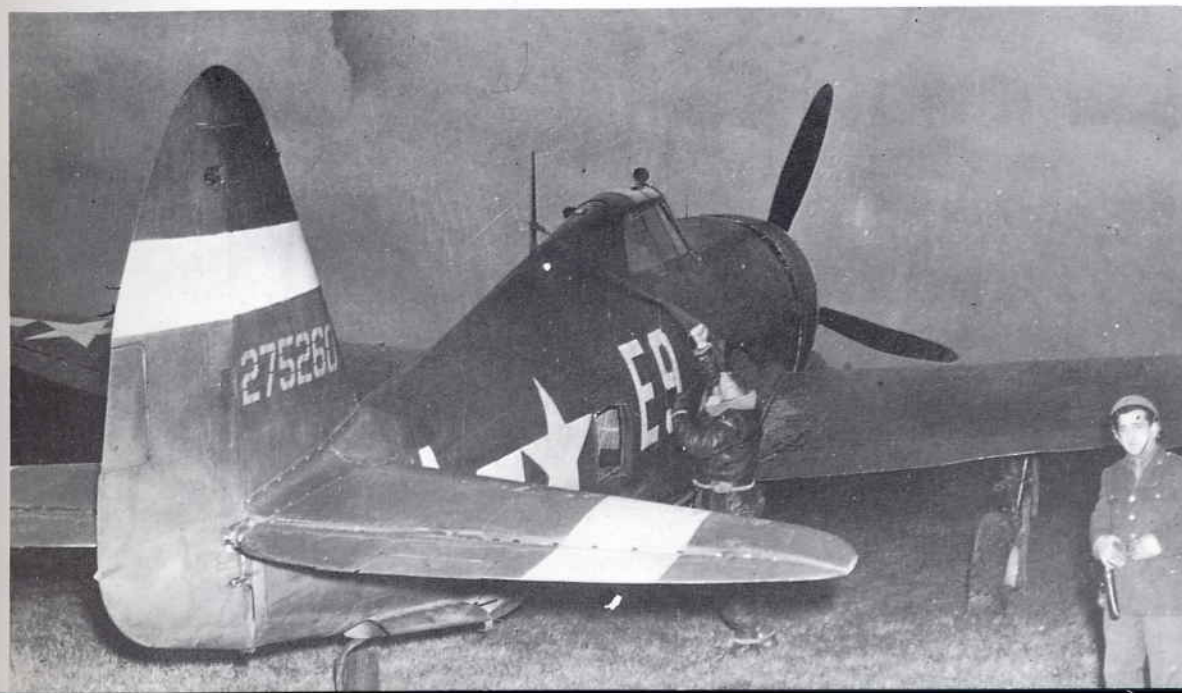
P-47D of the 355th FG, 357th FS, 8th AF, down on the turf at Manston. Home base Steeple Morden, Herts. Note whip ariel. (Ray E. Bowers)

Below. Yellow nosed 'Isabel' of the 361st FG, 375th FS, 8th AF. (Ray E. Bowers)



P-47D of the 361st FG, 376th FS, 8th AF, after forced landing on uncompleted runway, Manston. (Ray E. Bowers)

Below. P-47D, E9-A of the 361st FG, 376th FS, 8th AF, forced landed at Manston. (Ray E. Bowers)





Fine flying shot of a P-47D forming on a B-24 during the bomb-run in to Ludwigshaven, 23,000 ft. 361st FG, 374th FS, 8th AF. (USAF)

Yellow nosed P-47D of the 361st FG, 376th FS, 8th AF, photo taken from B-17 during attack on Berlin, 7th May 1944. (USAF)



P-47D of the 361st FG, 376th FS, 8th AF, home base Little Walden, Herts. Serial 22478. (via Fred C. Dickey)





Above. P-47D of the 56th FG, 61st FS, 8th AF. Note stencil lettering and whip ariel. (Ray E. Bowers)



Oil covered Thunderbolt of the 56th FG, red nose and rudder, 61st FS, 8th AF. Photo taken at Manston, note large size national insignia. (Ray E. Bowers)

P-47D of the 56th FG, 62nd FS, 8th AF. Red nose, yellow rudder, 10 Swastikas under cockpit. Somewhat damaged after belly landing at Manston. (Ray E. Bowers)



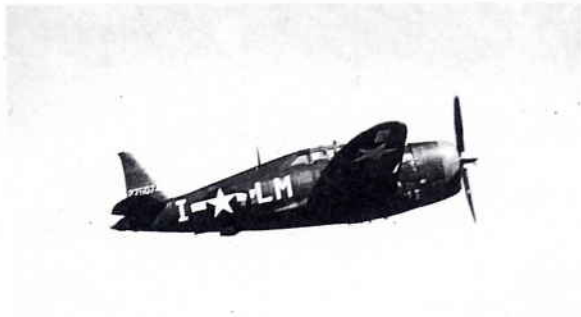
Below. P-47D of the 56th FG, 62nd FS, 8th AF. Photo taken at Bottisham during Group Commanders' conference. (USAF)



P-47D of the 56th FG,
63rd FS, 8th AF, down
in the rough.
(Ray E. Bowers)



Thunderbolt being chased
by Fw. 190 over Manston.
(Ray E. Bowers)

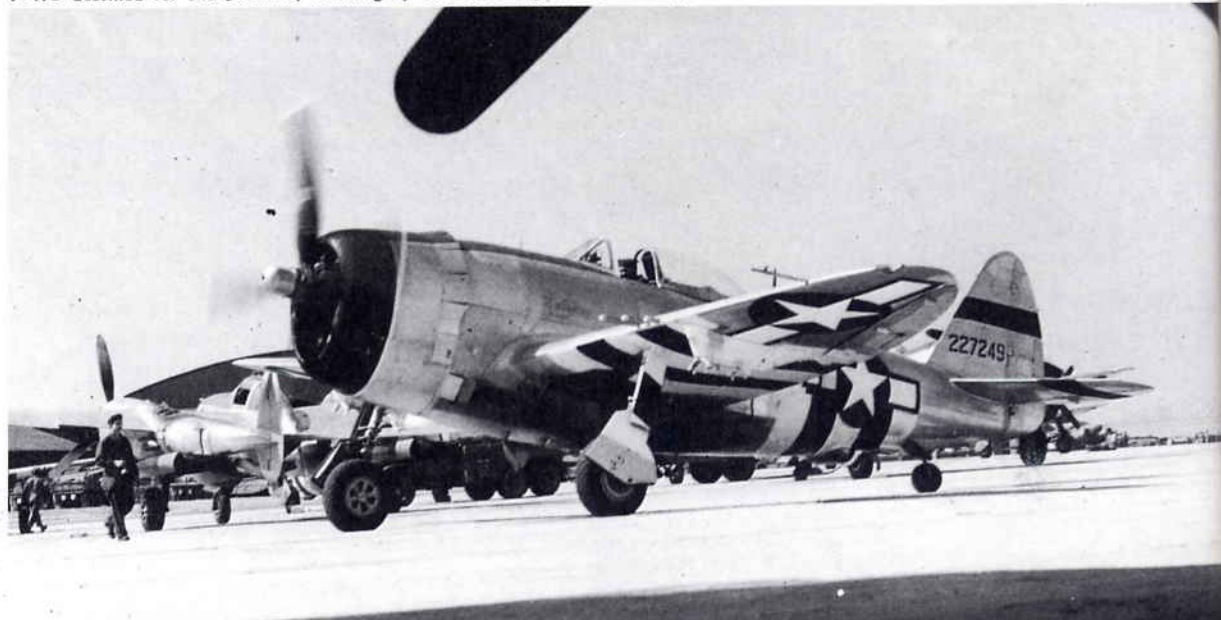


Red nosed, yellow ruddered P-47D of the 56th FG, 62nd FS,
8th AF. (Ray E. Bowers)



UN-E of the 56th FG, 63rd FS, belly flopped at Manston.
(Ray E. Bowers)

P-47D destined for the 56th FG, warming up at a base depot in the UK. (USAF)





P-47D flown by Lt.-Col. Francis E. Gabreski of the 61st Fighter Squadron, 56th Fighter Group, 8th Air Force. 28 victories later increased to 31. (USAF)



P-47D of the 78th FG, 84th FS, 8th AF. Photo taken from B-17 of 91st BG, somewhere over Europe, June 1943. (USAF)



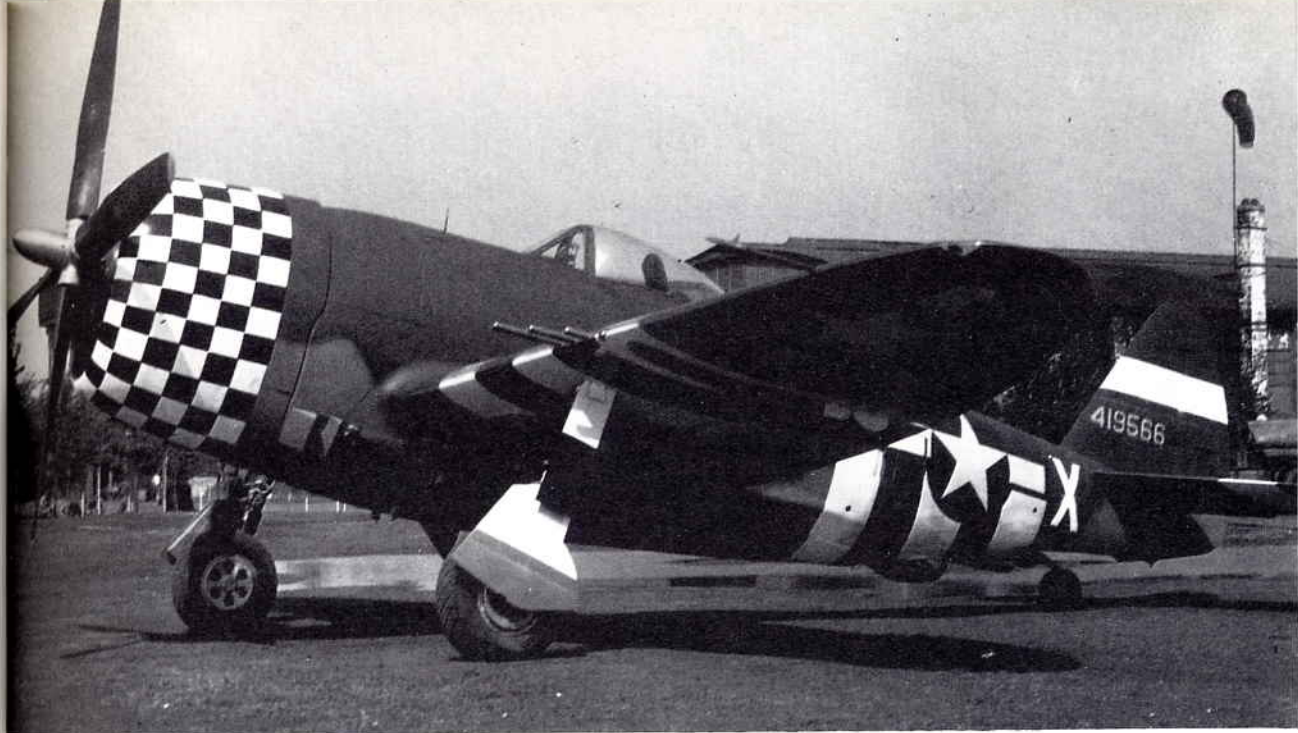
P-47D, 'Spokane Chief,' of the 78th FG, 84th FS, 8th AF. Red surround to national insignia. (USAF)



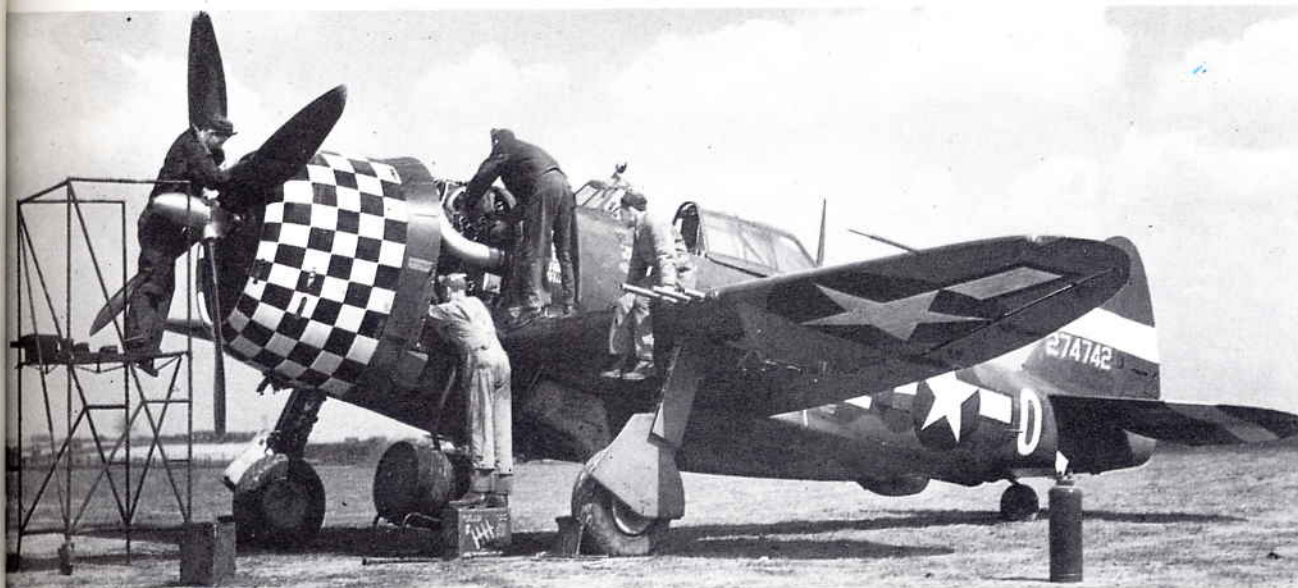
P-47D of the 78th FG, 83rd FS, 8th AF, photo taken from B-17 over UK, Sept. 1943. (USAF)

P-47D's of the 78th FG. Note early yellow surround to national insignia. (USAF)





Immaculate P-47D of the 78th FG at Duxford, UK, August 1944. (USAF)



P-47D of the 78th FG, 83rd FS, 8th AF. Note large size national insignia. Duxford, Cambs., UK. (USAF)

Line-up of P-47D's of the 78th FG, 82nd FS, 8th AF, at Duxford, UK. (USAF)





P-47D of the 78th FG, 84th FS, 8th AF, in full D-Day markings, note underwing pylon has been painted white. (Ray E. Bowers)



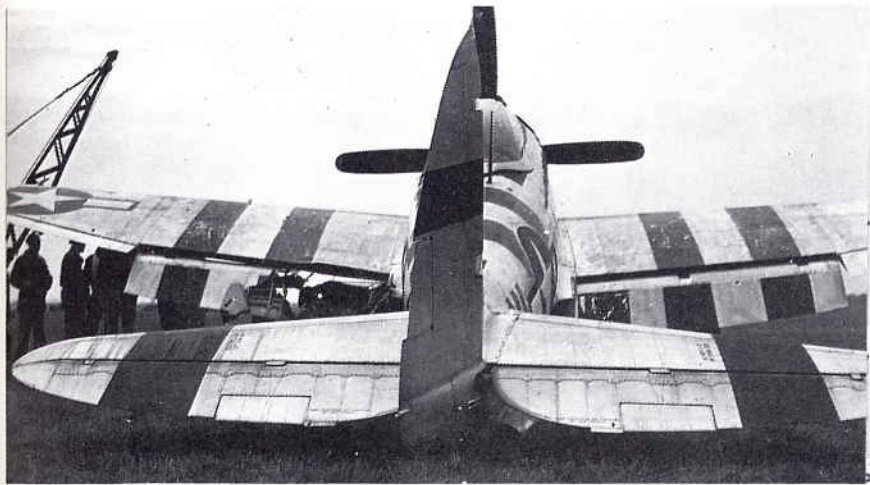
Line-up of 78th FG, 82nd FS, P-47D's at Duxford, UK, after sweep over Germany. (USAF)

'Roger the Lodger' of the 78th FG, 84th FS, 8th AF. D-Day stripes under fuselage only. Photo taken at 8th AF Station F-357, Duxford, UK, Sept. 1944. (USAF)





Above. P-47D of the 78th FG, 84th FS, 8th AF, after heavy landing at Manston.



Rear view of WZ-W clearly showing D-Day bands and tail-plane bands. (Ray E. Bowers)



HL-J of the 78th FG, 83rd FS, 8th AF, covered with oil after flying through high tension cables on low level strafing mission. (Ray E. Bowers)



Below. WZ-U, 78th FG, 84th FS, another P-47D which returned to Manston covered with oil, three Spits in background. (Ray E. Bowers)



'Arkansas Traveler', LH-Q of the 353rd FG, 350 FS, 8th AF. Note trim tabs with yellow/black checks as cowl. (USAF)

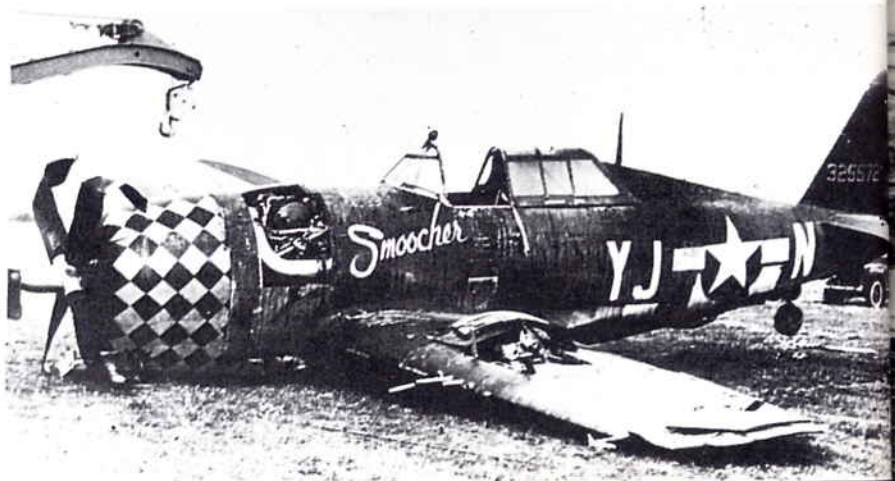


'Little Princess' of the 350th FS, based at Raydon, Suffolk, UK. (Art Krieger)



'Dottie' of the 353rd FG, 351st FS, 8th AF, after undercart collapse at Manston, note no tail identification bands. (Ray E. Bowers)

Right, 'Smoocher' of the 351st FS awaiting the hook at Manston. D-Day bands on under surface only, note no tail bands. (via C. J. Letzter)



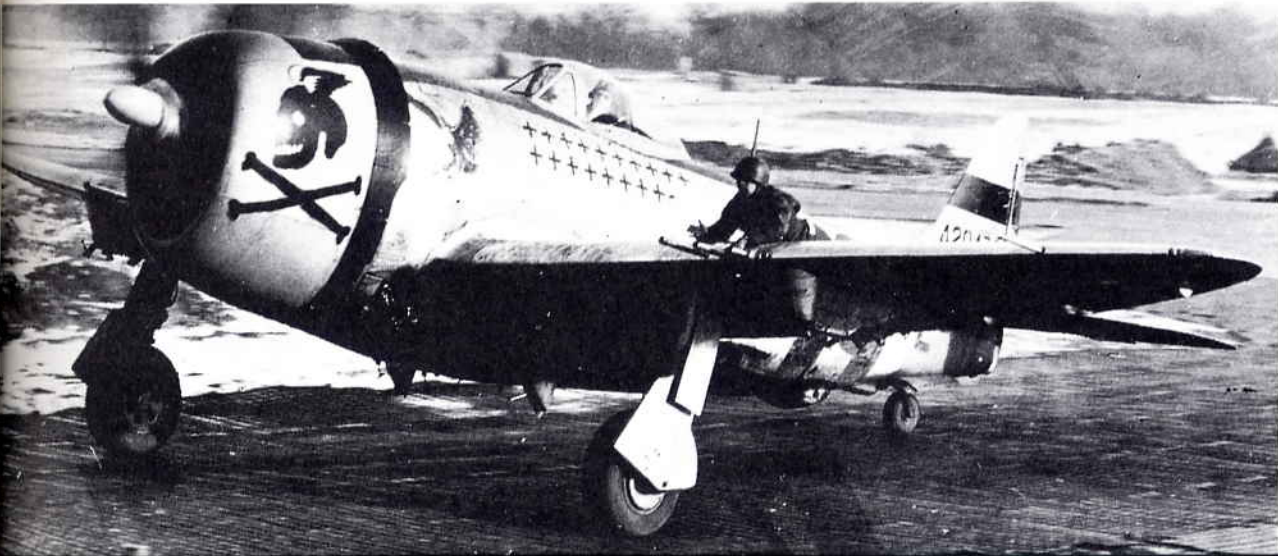


'Prudence' of 353rd
FG, 350th FS, 8th AF,
taking off from
Raydon, Suffolk, UK.
(USAF)



P-47D flown by General Kepner, 2nd Bomb Division, 8th AF. 'Kokoma'.

With ground crewman on wing pointing the way, Maj. Glenn Eagleston taxis his P-47D to runway. 354th FG, 353rd FS, 9th AF. (IWM)





P-47D's of the 354th FG, 353rd FS, 9th AF, awaiting take-off for bombing mission. Blue nose markings. (IWM)



P-47D of the 358th FG, 366th FS, 9th AF, orange lightning flash and tail unit. (AAF)



IA-W of the 358th FG, 366th FS, 9th AF.

P-47D of the 358th FG, 367th FS, 9th AF, neatly tucked away in a wood near Manston, Kent, UK. (Ray E. Bowers)



Bombed up and ready to go, P-47D's of the 366th FS. Red/yellow cowl, orange tail units. (via G. J. Letzter)

P-47D of the 367th FS, Orange tail unit, red (?) cowl, black cowl flaps with bucking mule design. (via G. J. Letzter)





B8-T of the 362nd FG, 378th FS. Yellow cowl, red tail tip. (C.J.L.)



OD/grey camouflaged P-47D flown by Lt. D. E. Kark, 365th FG, 387th FS, 9th AF. (C.J.L.)



D5-H down on the beach, June 1944. 365th FG, 386th FS, 9th AF. (C.J.L.)



P-47D, unit unknown, takes off from airfield in Germany. Probably 365th FG. (IWM)



P-47D's of the 365th FG, 388th FS, 9th AF, on an airfield in Belgium, winter 1944-45. (IWM)



P-47D of the 365th FG, 386th FS, 9th AF, on an airfield in Belgium. Code D5-C. (IWM)

P-47D of the 368th FG, 395th FS, 9th AF, over Europe, photo taken from another P-47. Note OD top decking carried on through fin and rudder. Red nose. (via C. J. Letzter)





P-47D of the 366th FG, 390th FS, 9th AF, flown by M. R. Paisley. No D-Day bands under wings, note u/c outlined black, cowl flaps black.



P-47D of the 366th FG, 390th FS, 9th AF, bombed up. (M. R. Paisley via G. J. Letzter)

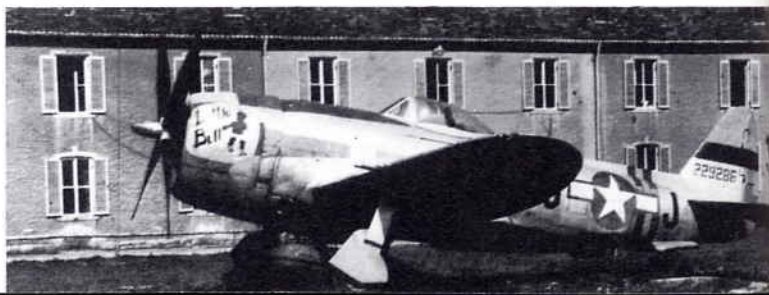


Above, 'Philbert V' of the 367th FG, 394th FS, 9th AF, flown by 1st Lt. J. V. Raiti. See page 50 for name detail. (via G. J. Letzter)



P-47D of the 368th FG, 395th FS, 9th AF, starting strafing run on target in Germany. (via G. J. Letzter)

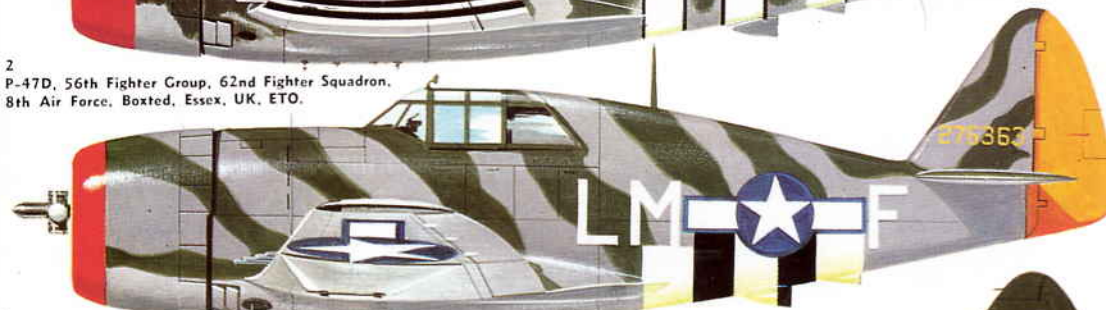
'Little Bill', a P-47D of the 368th FG, 397th FS, 9th AF, in Germany, 1945. Code D3-J. (via G. J. Letzter)



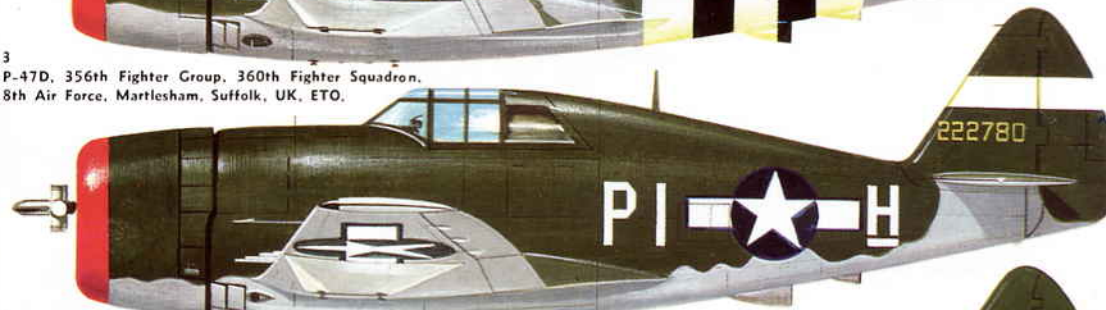
1
P-47D, 56th Fighter Group, 61st Fighter Squadron, 8th Air Force, Boxted, Essex, UK, ETO.



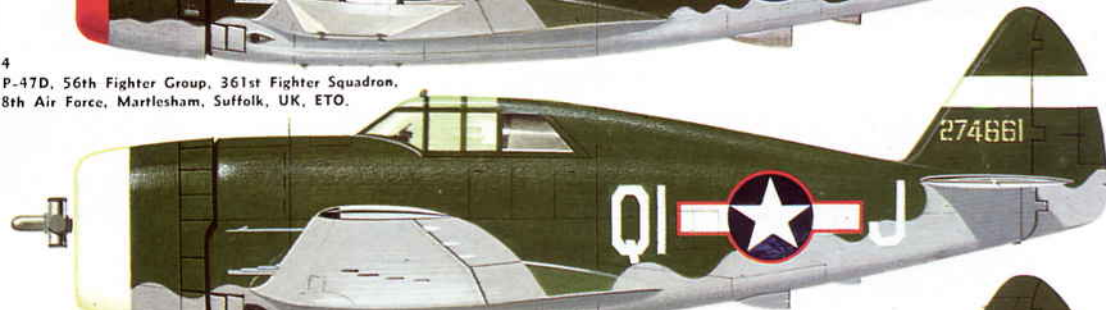
2
P-47D, 56th Fighter Group, 62nd Fighter Squadron, 8th Air Force, Boxted, Essex, UK, ETO.



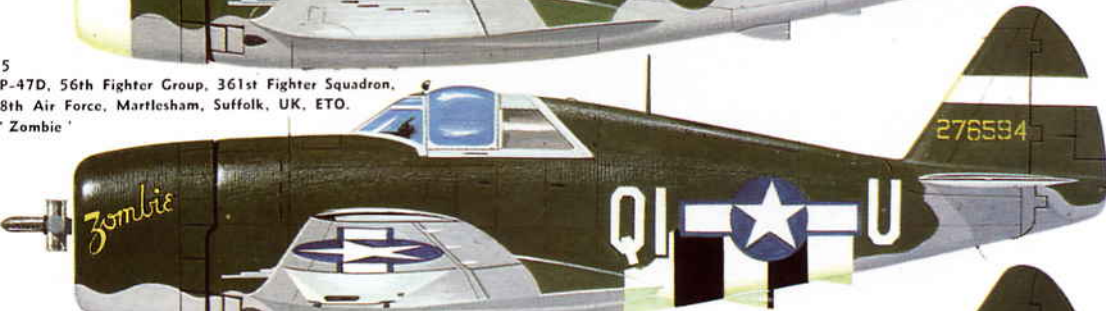
3
P-47D, 356th Fighter Group, 360th Fighter Squadron, 8th Air Force, Martlesham, Suffolk, UK, ETO.



4
P-47D, 56th Fighter Group, 361st Fighter Squadron, 8th Air Force, Martlesham, Suffolk, UK, ETO.



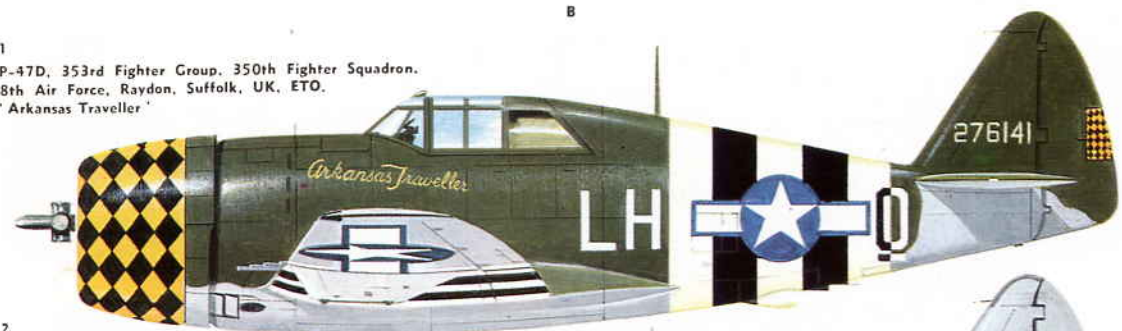
5
P-47D, 56th Fighter Group, 361st Fighter Squadron, 8th Air Force, Martlesham, Suffolk, UK, ETO.
'Zombie'



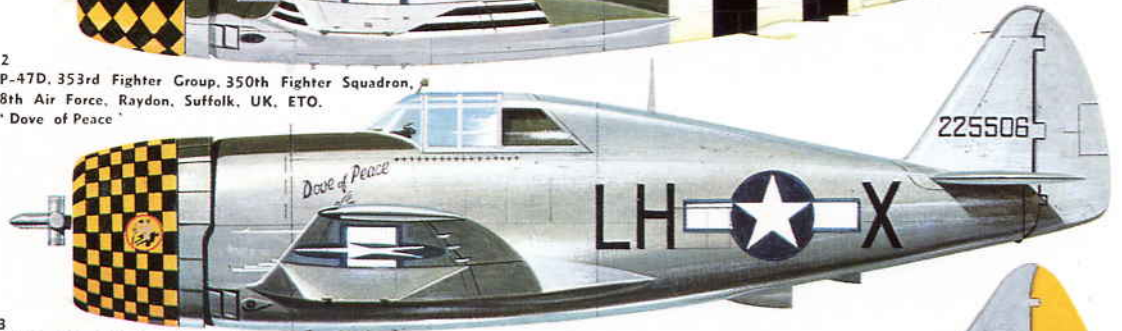
6
P-47D, 352nd Fighter Group, 487th Fighter Squadron, 8th Air Force, Bodney, Norfolk, UK, ETO.
'Brutal Lulu'



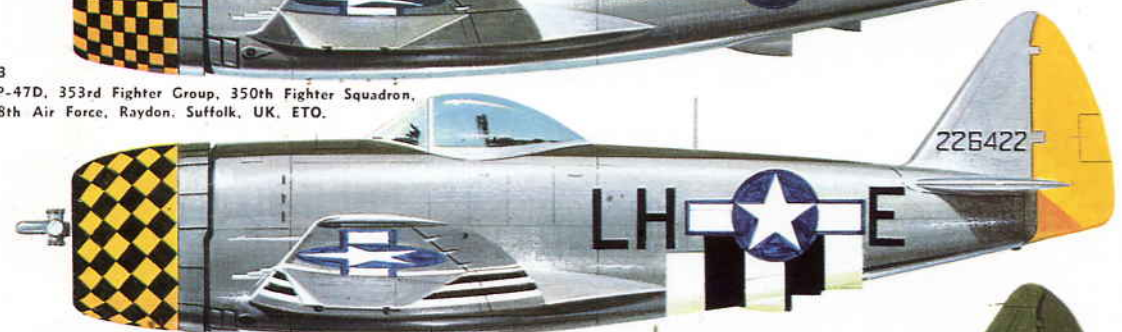
1
P-47D, 353rd Fighter Group, 350th Fighter Squadron,
8th Air Force, Raydon, Suffolk, UK, ETO.
'Arkansas Traveller'



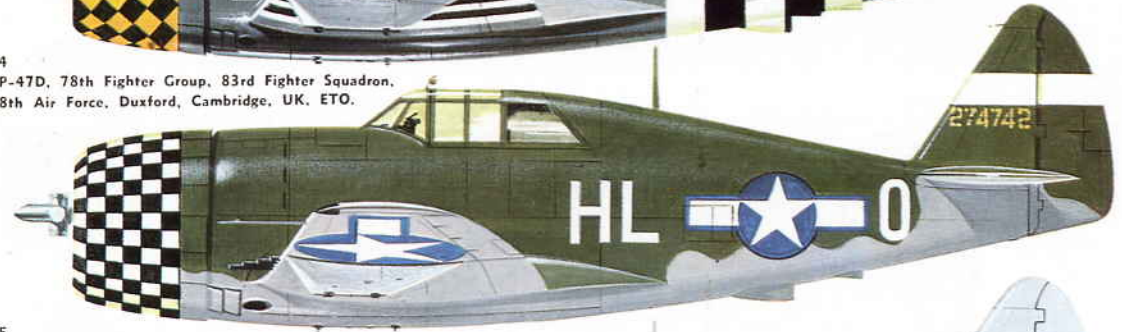
2
P-47D, 353rd Fighter Group, 350th Fighter Squadron,
8th Air Force, Raydon, Suffolk, UK, ETO.
'Dove of Peace'



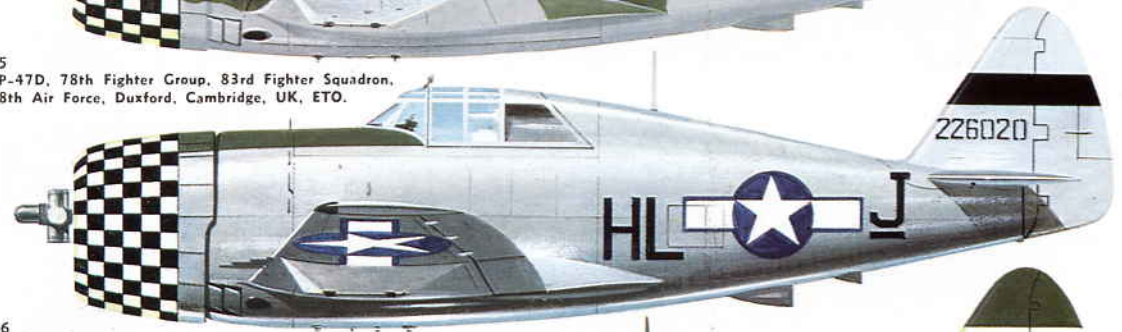
3
P-47D, 353rd Fighter Group, 350th Fighter Squadron,
8th Air Force, Raydon, Suffolk, UK, ETO.



4
P-47D, 78th Fighter Group, 83rd Fighter Squadron,
8th Air Force, Duxford, Cambridge, UK, ETO.



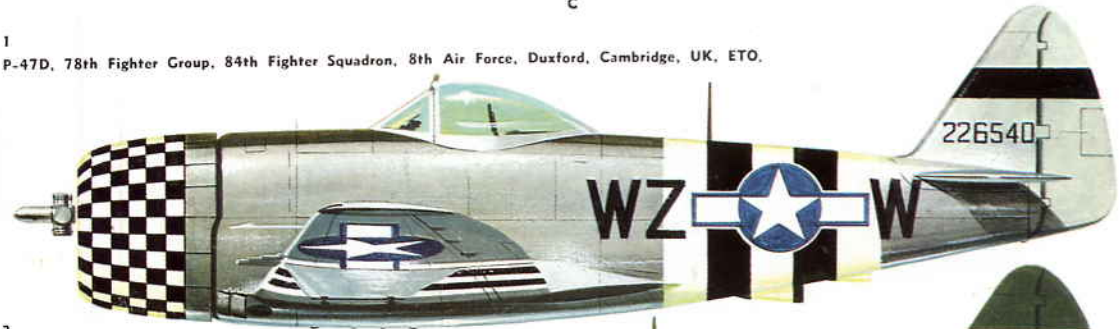
5
P-47D, 78th Fighter Group, 83rd Fighter Squadron,
8th Air Force, Duxford, Cambridge, UK, ETO.



6
P-47C, 78th Fighter Group, 84th Fighter Squadron,
8th Air Force, Duxford, Cambridge, UK, ETO.



1
P-47D, 78th Fighter Group, 84th Fighter Squadron, 8th Air Force, Duxford, Cambridge, UK, ETO.



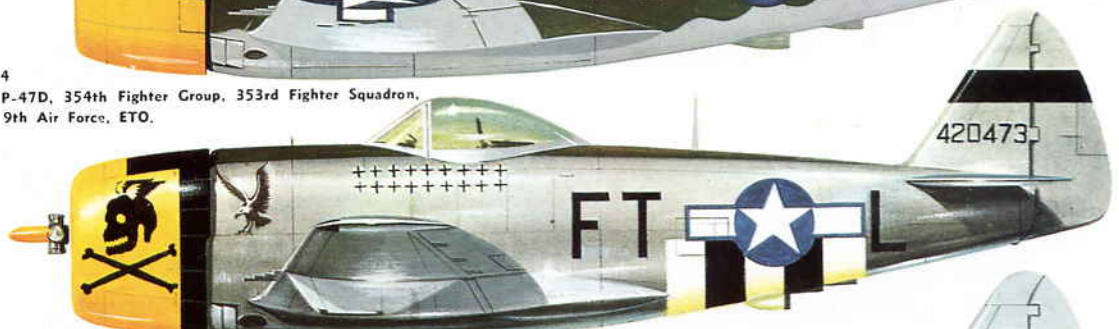
2
P-47D, 361st Fighter Group, 375th Fighter Squadron,
8th Air Force, Little Walden, Herts., UK, ETO.
'Isabel'



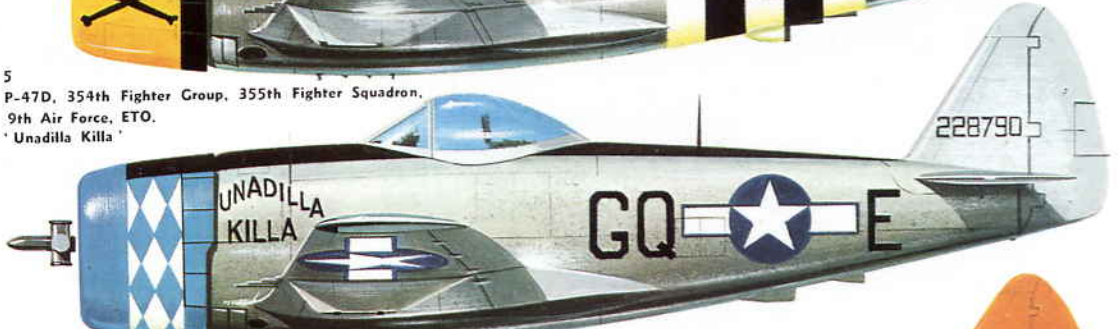
3
P-47D, 36th Fighter Group, 23rd Fighter Squadron,
9th Air Force, ETO.



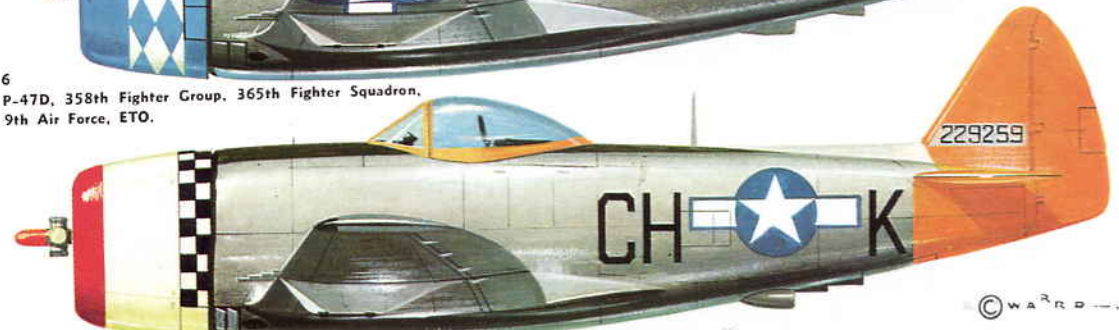
4
P-47D, 354th Fighter Group, 353rd Fighter Squadron,
9th Air Force, ETO.



5
P-47D, 354th Fighter Group, 355th Fighter Squadron,
9th Air Force, ETO.
'Unadilla Killa'



6
P-47D, 358th Fighter Group, 365th Fighter Squadron,
9th Air Force, ETO.



1
P-47D, 358th Fighter Group, 366th Fighter Squadron, 9th Air Force, ETO.



2
P-47D, 362nd Fighter Group, 379th Fighter Squadron,
9th Air Force, ETO.



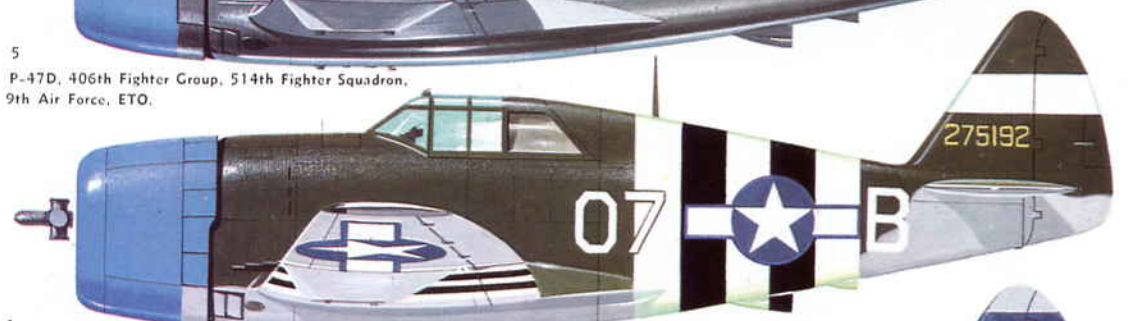
3
P-47D, 367th Fighter Group, 394th Fighter Squadron,
9th Air Force, ETO.



4
P-47D, 371st Fighter Group, 405th Fighter Squadron,
9th Air Force, ETO.



5
P-47D, 406th Fighter Group, 514th Fighter Squadron,
9th Air Force, ETO.



6
P-47D, 406th Fighter Group, 514th Fighter Squadron,
9th Air Force, ETO. 'Bloom's Tomb'



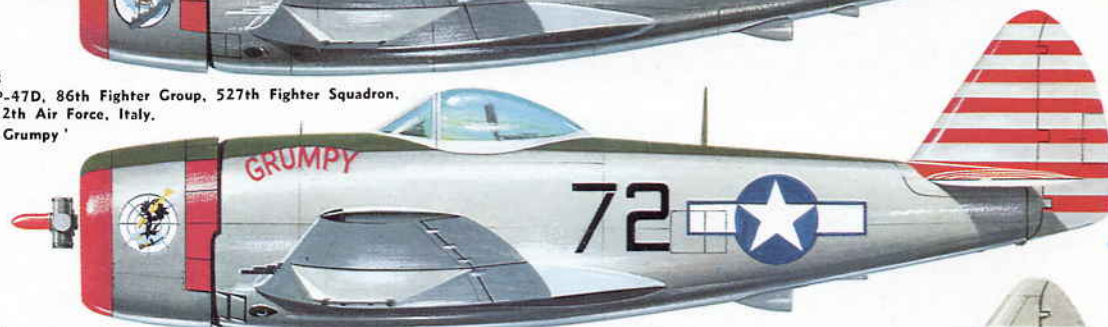
1
P-47D, 79th Fighter Group, probably 85th Fighter Squadron, 12th Air Force, Cesenatico, Italy.



2
P-47D, 86th Fighter Group, 526th Fighter Squadron,
12th Air Force, Italy.



3
P-47D, 86th Fighter Group, 527th Fighter Squadron,
12th Air Force, Italy.
'Grumpy'



4
P-47D, 324th Fighter Group, 315th Fighter Squadron,
12th Air Force, Italy.
'Amy Lou'



5
P-47D, 325th Fighter Group, 318th Fighter Squadron,
12th Air Force, Italy.



6
P-47D, 350th Fighter Group, 1st Grupo de Caca,
Brazilian Air Force, 12th Air Force, Italy.



1
P-47D, 1st Air Commando Group, Burma/India 1944-45, 10th Air Force, CBI.
'The Flying Abortion'



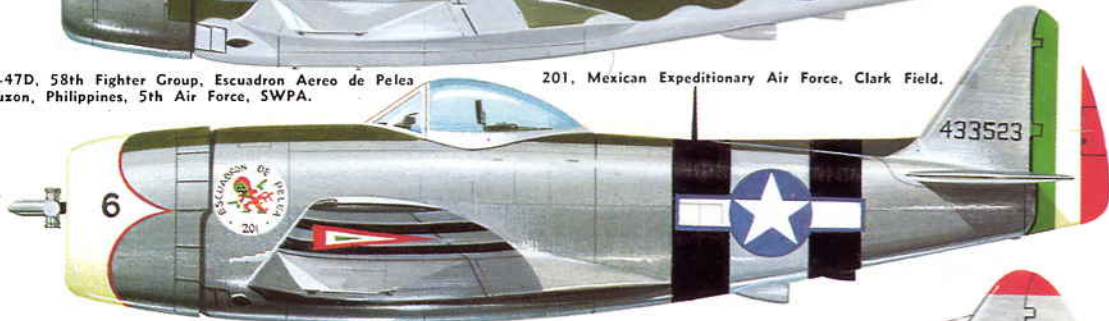
2
P-47D, 1st Air Commando Group, Burma/India 1945, 10th Air Force, CBI.



3
P-47D, 318th Fighter Group, 19th Fighter Squadron, 7th Air Force, Saipan, Marianas, POA.
'Big Squaw'



4
P-47D, 58th Fighter Group, Escuadron Aereo de Pelea 201, Mexican Expeditionary Air Force, Clark Field, Luzon, Philippines, 5th Air Force, SWPA.



5
P-47D, Unit unknown, post-war markings.



6
P-47D, Unit unknown, post-war markings.



1
Mk. I, No. 134 Squadron, RAF, Arakan, 1945. SEAC.



2
Mk. II, No. 134 Squadron, RAF, Arakan, 1945. SEAC.



3
Mk. II, No. 30 Squadron, RAF, Arakan, 1945. SEAC.

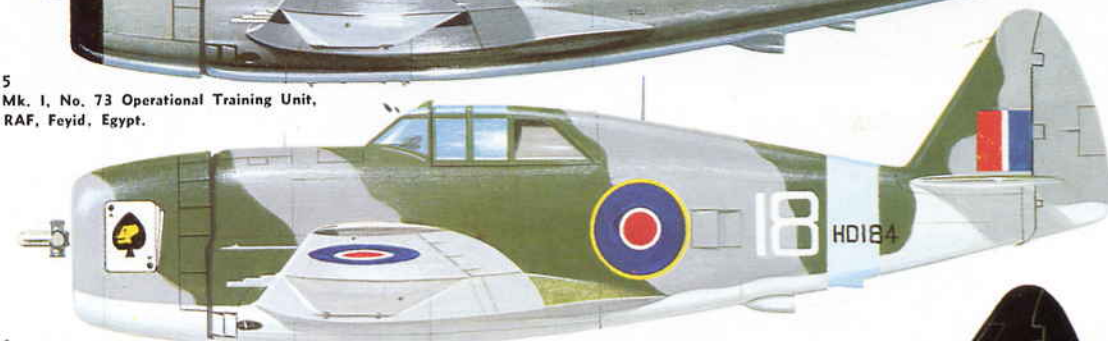


4
Mk. II, No. 60 Squadron, RAF, Sourabaya, Java,
Sqn.-Ldr. J. B. Wales, Squadron C.O.

October 1945. SEAC. Aircraft flown by



5
Mk. I, No. 73 Operational Training Unit,
RAF, Feiyd, Egypt.



6
Mk. II, No. 73 Operational Training Unit,
RAF, Feiyd, Egypt.



1 P-47D, GC III/3 'Ardennes', Free French Air Force, 1944.



2 P-47D, Unit unknown, French Air Force, Algeria.



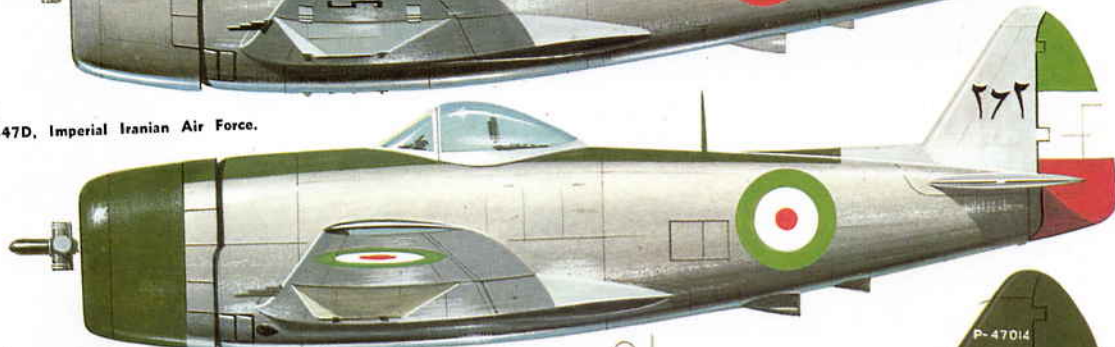
3 F-47D, 5th Stormo Caccia Terrestre, Italian Air Force, 1951.



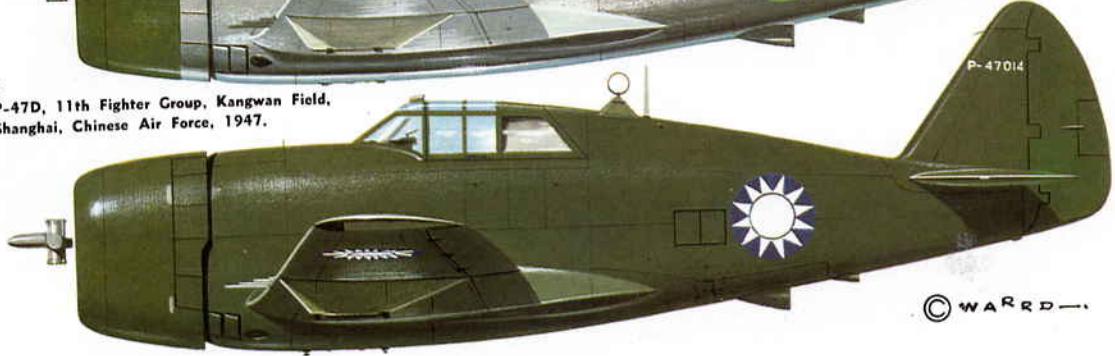
4 F-47D, Escuadron Caza 13, Peruvian Air Force.



5 F-47D, Imperial Iranian Air Force.



6 P-47D, 11th Fighter Group, Kangwan Field, Shanghai, Chinese Air Force, 1947.





Blue cowled P-47D of the 406th FG 514th FS, 9th AF.
(via G. J. Letzter)



Cockpit detail, note rudder pedal shot up under pilot's foot.
(USAF)



'Chunky', bombed up, unit unknown,
probably 358th FG. (via G. J. Letzter)



P-47D's of unknown unit, Germany, post-war. TD16, fuselage stripes red/yellow/red, red rudder. HB19, cowl and spinner dark green, anti-glare panel medium blue, fuselage stripes red/yellow/red, red rudder, codes both a/c medium blue. (Ray E. Bowers)



P-47D of the 57th FG, 66th FS, 12th AF, Italy. See side view illustration. (E. R. McDowell)



'Jane' P-47D of the 57th FG, 66th FS, 12th AF, Italy. (E. R. McDowell)

P-47D of the 79th FG, probably 85th FS, 12th AF, Italy. (Ward)



P-47D of the 86th FG, 526th FS, 12th AF, Italy. Note serial in OD below cockpit. (E. R. McDowell)

Poor flying shot of P-47D of the 86th FG, probably the 527th FS, 12 AF, Italy. Two red fuselage stripes. (E. R. McDowell)





P-47D of the
86th FG, 527th
FS, 12th AF,
Italy.
(via Frank F.
Smith)



Above, P-47D probably of the 324th
FG, 12th AF, Italy. Yellow cowl and
fuselage band. (E. R. McDowell)



'Amy Lou' of the 324th FG, 315th FS,
12th AF, Italy. (via G. J. Letzter)



P-47D of the 324th FG, 315th FS, 12th
AF, Italy. Red diamond, lightning flash
and flash in tail band. (via G. J. Letzter)



P-47D of the 324th FG, 316th FS, 12th
AF, Italy. Note upper wing OD. Blue
diamond on cowl, lightning flash and
flash in tail band. (via G. J. Letzter)

Line-up of 324th FG
Thunderbolts in Italy.
(R. Crawford via
E. R. McDowell)

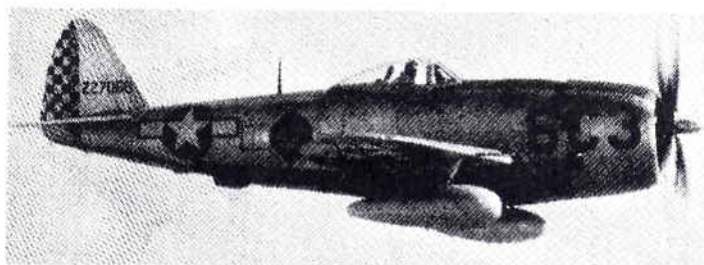


'Topper' OD
camouflaged P-47D
of the 325th FG,
12th AF in Italy.
(E. R. McDowell)

P-47D, unit unknown, 12th AF, Italy.
(via C. J. Letzter)



Poor shot of P-47D of the 350th FG, 12th AF,
Italy. Rudder black checks on natural metal.
(USAF)



Below, 'Torrid Tessie' of the 350th FG, squadron
unknown, 12th AF, Italy. (IWM)





Formation of bombed up P-47D's over the Apennines, probably 27th FG aircraft.
(above IWM, below USAF)



86th FG, 525th FS.
Black bird outlined yellow on blue disc also outlined yellow, white clouds.



86th FG, 526th FS.
Brown deer, white forelegs/belly, beige face, ruff and tail. OD bomb on blue disc, white clouds, black outline.



86th FG, 527th FS.
Black bird and gun barrel, yellow bomb, beak and feet, white eyes, brown stool. Grey gun sight, pale blue cloud.



57th FG, 66th FS.
Brown head, orange beak, red hat, yellow shirt and feet. White shorts, brown head, arms and lower body, medium brown gloves all outlined black, on white ground with red outline, some a/c black outline.



53rd FG, 13th FS, 3rd AF.
Brown head, black and white detail, cream horns and breath on white disc outlined blue (inner) and red.



P-47C of the little known 58th FG, 69th FS, 5th AF, SWPA. Probably in New Guinea. White cowl front, wing tips, fuselage stripes and tail unit. (C. B. Mayer)



Close-up of lettering of 'Golden Gopher' (see side view), port side only, maroon letters with gold shadow. Aircraft flown by Capt. Harry L. McMullen. 58th FG, 69th FS, 5th AF, SWPA, Saidor, New Guinea. (C. B. Mayer)



5th AF nose art, 'Passionate Patsy' on the cowl of a 58th FG, 310th FS, P-47D. (C. B. Mayer)



P-47C of the 58th FG, squadron unknown, 5th AF, SWPA. (C. B. Mayer)

P-47D of the 58th FG, 310th FS, 5th AF, SWPA. Saidor, New Guinea. (C. B. Mayer)





P-47D of the 318th FG, 73rd FS, 7th AF, POA. On an airfield on Saipan, Marianas, July 1944. (USAF)

Below, 'Spittin Kitten', a P-47D, 73rd FS, revving up on the flight deck of the USS Manila Bay prior to taking off for Saipan. A/c number 404. Below, 'Sonny Boy', 28, of same unit taking off also bound for Saipan. Note 28 on inside of wheel disc. (USAF)



P-47D probably of the 318th FG, 19th FS, 7th AF, SWPA, ready for dive bombing mission on Pagan Island. (USAF)

P-47D of the 1st Air Commando Group, 10th AF, CBI. See colour illustration. (Peter M. Bowers)



P-47D, 86th FBW, Celle, Germany. Photo taken at time of Berlin airlift. Red cowl and stripe, black top decking. (David W. Menard)



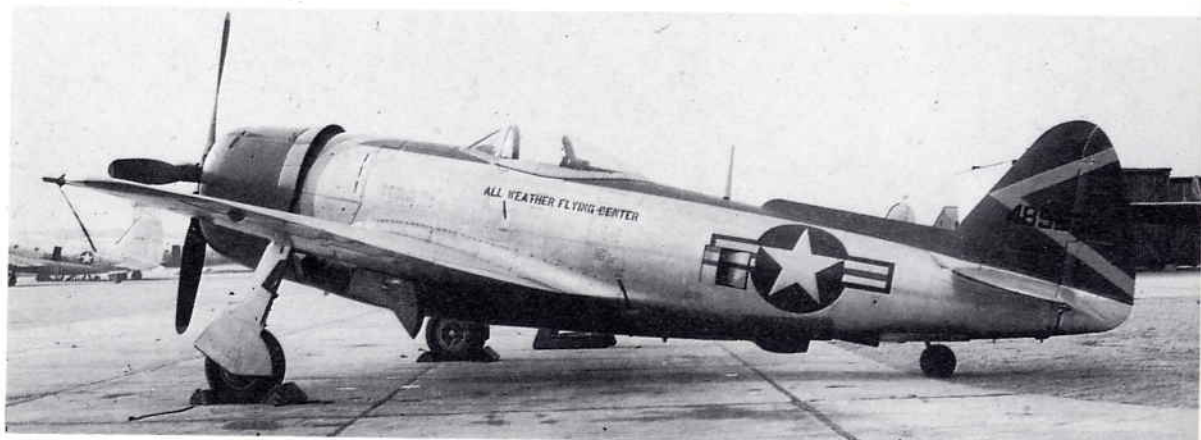
P-47D, Wright Field warning aircraft, black letters on orange dayglo panel.



P-47D, unit unknown. PE-468 under port wing. Red/white checks on cowl. (via C.J.L.)



P-47D, unit unknown. Red cowl, rudder and fuselage stripe. (Stephen P. Peltz)



P-47N, All Weather Flying Center, yellow/red/yellow cowl, red fin and rudder with yellow stripe, red wing tips. OD top decking, black lettering. (via David W. Menard)



P-47N, Red trim, unit unknown. Note twin radio masts. (via David W. Menard)

P-47N of same unit as above. N/DF loop aft of radio mast.





P-47D of the Massachusetts Air National Guard, red/white bands on cowl. (via David W. Menard)



P-47D, Mass NG. OD top decking, black lettering. (via David W. Menard)



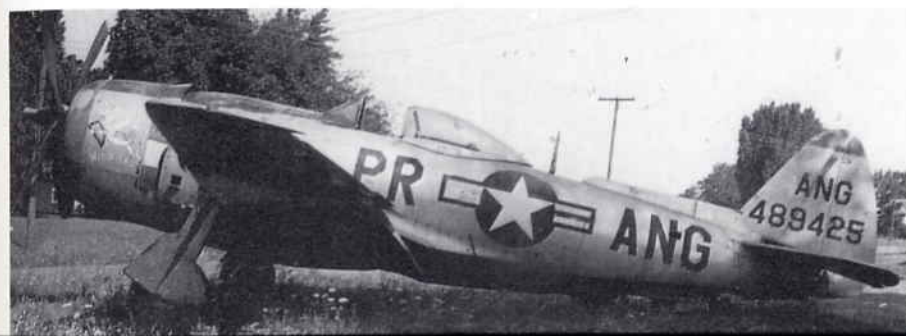
Above. P-47N of the Pennsylvania Air National Guard. OD top decking, yellow cowl band, yellow/red checks on tail tip. (via David W. Menard)



P-47N of the Connecticut National Guard. Note DF loop. (via David W. Menard)



P-47D of the District of Columbia National Guard, blue cowl, OD top decking, black lettering. (via David W. Menard)



P-47N of the Puerto Rican Air National Guard. (Paul D. Stevens)

P-47D, 1st Grupo de
Caca, Brazilian Air
Force, 350th FG, 12th
AF, Italy.
(via R. V. Carneiro)



Brazilian P-47D's, probably post-war. (via D. W. Menard)



Brazilian and RAF Thunderbolts. (Earl Reinert)

P-47D's of the 11th FG,
Chinese Air Force,
Kangwan airfield, 1947.
Serial P-47012.
(Earl Reinert)



P-47D, 11th FG,
Kangwan airfield, 1947.
Serial P-47014.
OD overall. (Earl Reinert)



'Lady Aurene', nose detail of 11th FG, P-47D. (Earl Reinert)





Thunderbolt Mk. II of No. 30 Squadron, RAF, SEAC. Note inner half of wing pylons painted white. Arakan Front, 1944. (IWM)



Thunderbolt Mk. II, No. 30 Squadron, RAF, Arakan, 1944. Photo clearly shows typical starboard camouflage presentation. Code RS-C. (IWM)

Nice shot of Mk. II's of No. 30 Squadron, RAF, revving up prior to taking off on op. RS-C, HD265. (IWM)





Mk. II's of Nos. 60 and 81 Squadrons at Batavia, RAF Dakotas and NEIAF Mitchell and Catalinas in background. (IEM)

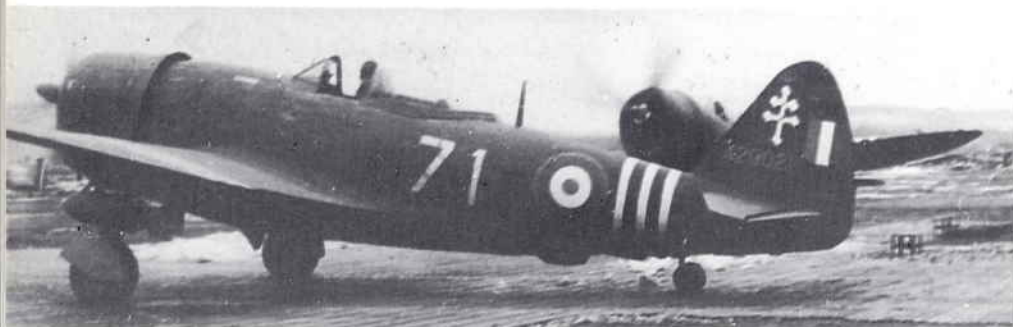
Mk. I's of an unknown squadron rolling along perimeter track past Hurricane Mk. IIC's. (IWM)



Fitters at work on a Mk. II of No. 81 Squadron, RAF, SEAC, Batavia, 1945.

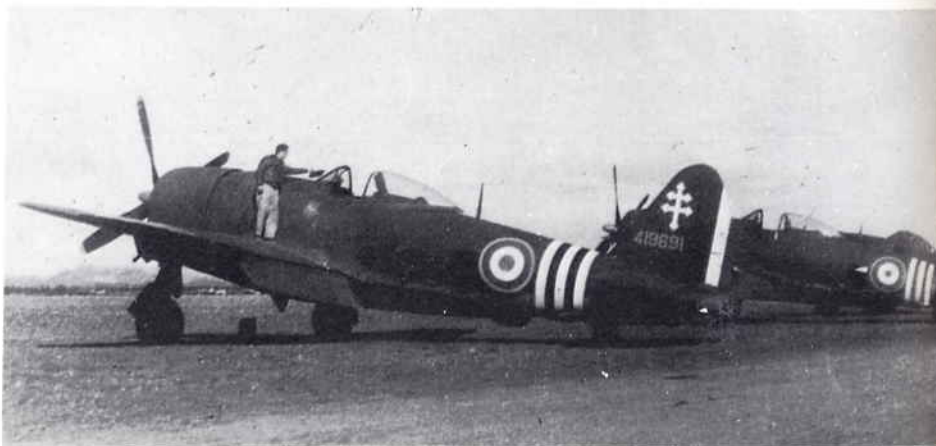


P-47D of GC III/3 'Ardennes', Free French Air Force. Note D-Day bands outboard of wing pylons. (J. Cuny)



P-47D's of GC III/3 'Ardennes' revving up prior to taking off on bombing mission. (J. Cuny)

See page 46 for squadron insignia.



P-47D of GC III/3, Free French Air Force. (J. Cuny)



Bare Metal



Grey



Olive Drab



Red



Medium Blue

Standard OD and grey scheme applicable to 8th and 9th AF P-47D's post D-Day.



White



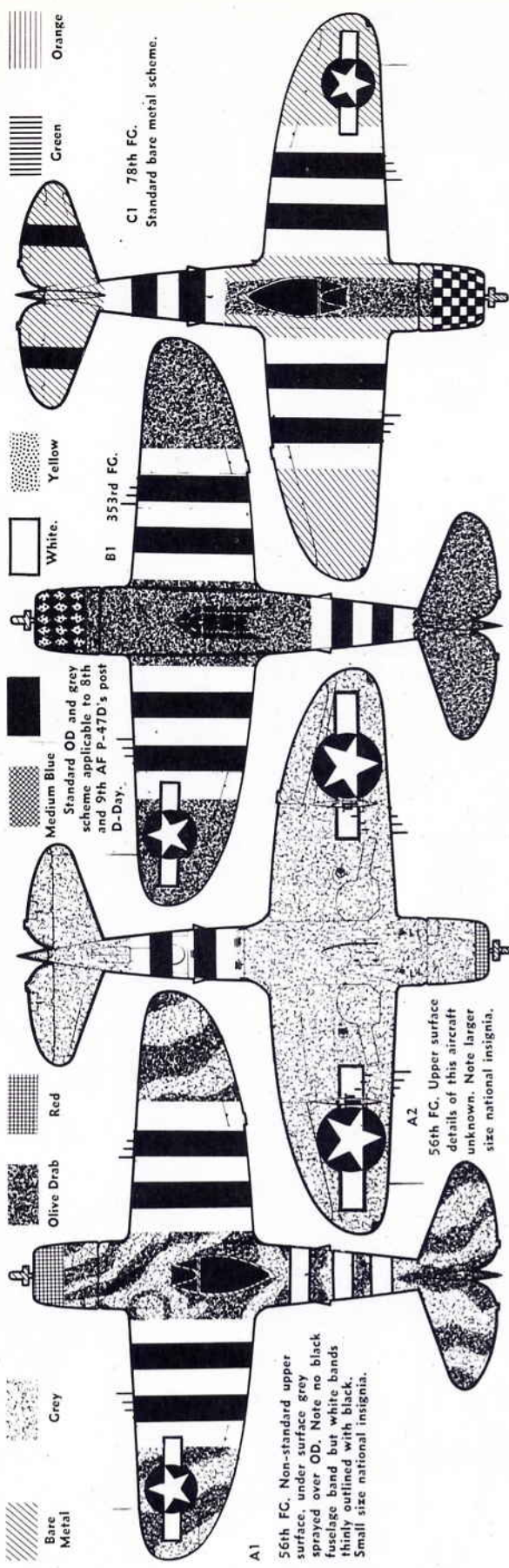
Yellow



Green



Orange



C1 78th FG.
Standard bare metal scheme.

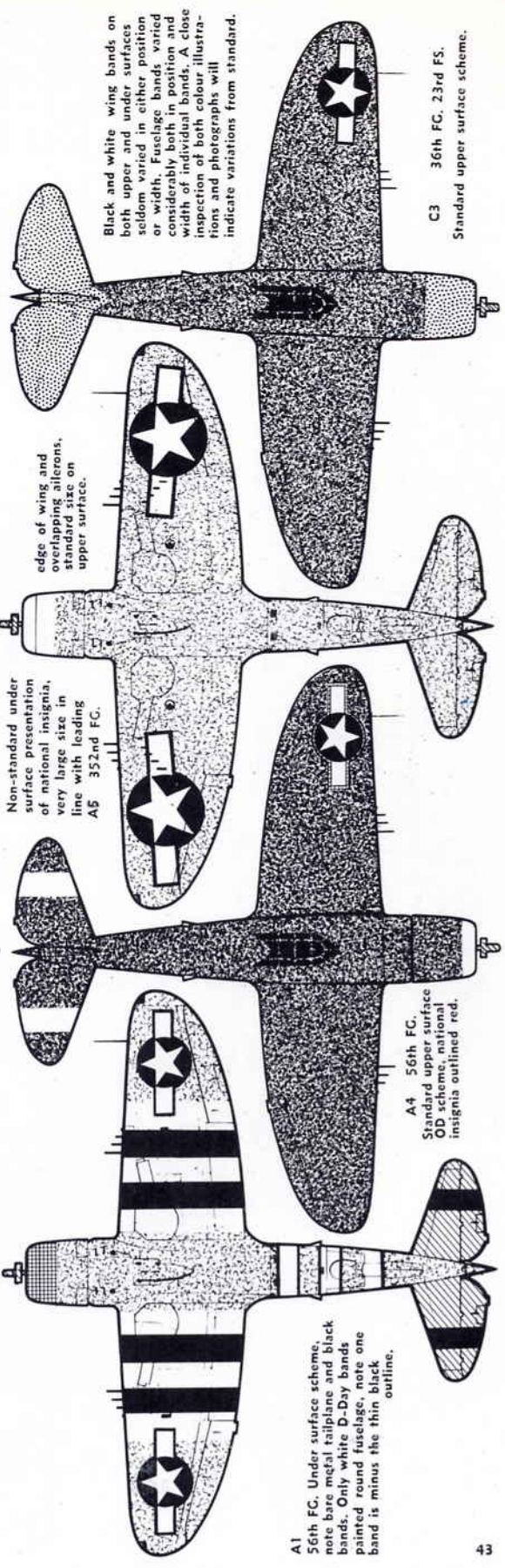
B1 353rd FG.

A1

56th FG. Non-standard upper surface, under surface grey sprayed over OD. Note no black fuselage band but white bands thinly outlined with black. Small size national insignia.

A2

56th FG. Upper surface details of this aircraft unknown. Note larger size national insignia.



A4 56th FG.
Standard upper surface OD scheme, national insignia outlined red.

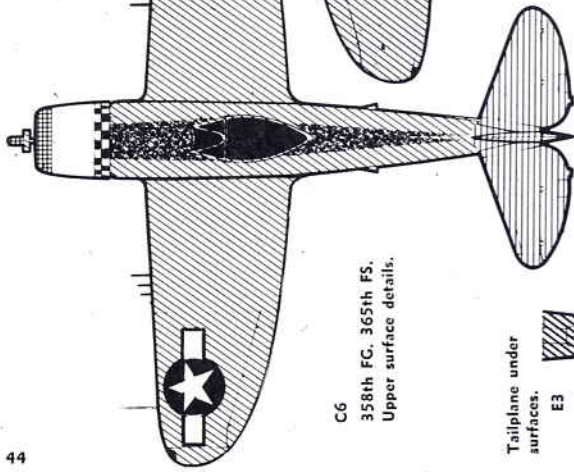
A5 352nd FG.
Non-standard under surface presentation of national insignia, very large size in line with leading edge of wing and straggling ailerons, straggles on upper surface.

Black and white wing bands on both upper and under surfaces seldom varied in either position or width. Fuselage bands varied considerably both in position and width of individual bands. A close inspection of both colour illustrations and photographs will indicate variations from standard.

C3 36th FG, 23rd FS.
Standard upper surface scheme.

A1

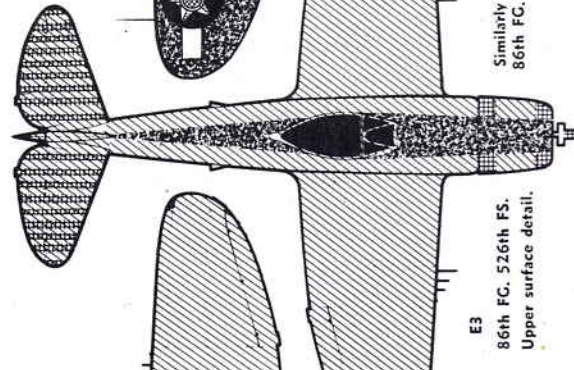
56th FG. Under surface scheme, note bare metal tailplane and black bands. Only white D-Day bands painted round fuselage, note one band is minus the thin black outline.



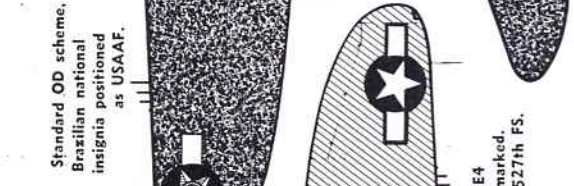
C6
358th FC, 365th FS.
Upper surface details.



E3

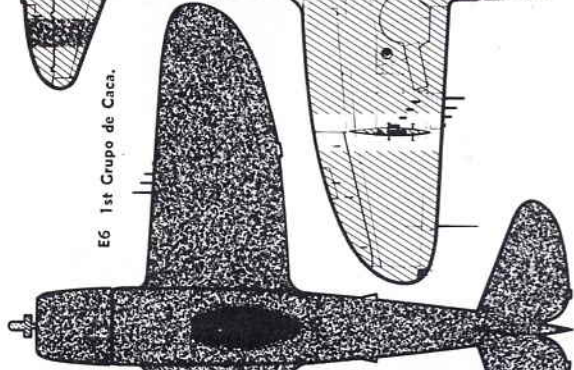


E3
86th FC, 526th FS.
Upper surface detail.

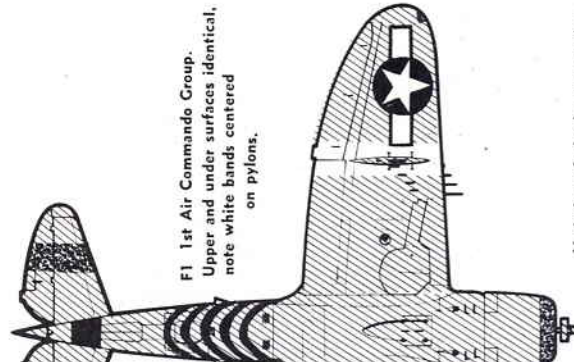


Standard OD scheme,
Brazilian national
insignia positioned
as USAAF.

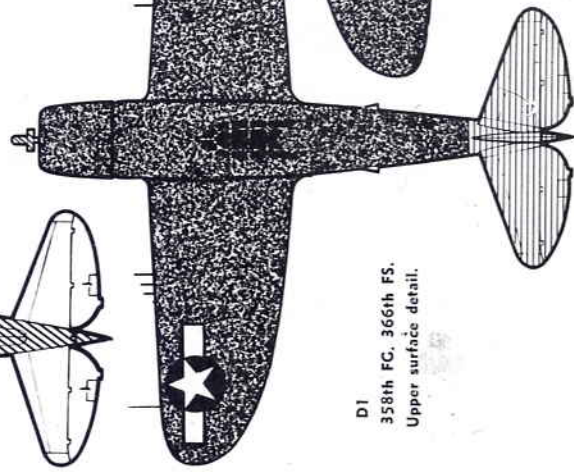
E4
Similarly marked.
86th FC, 527th FS.



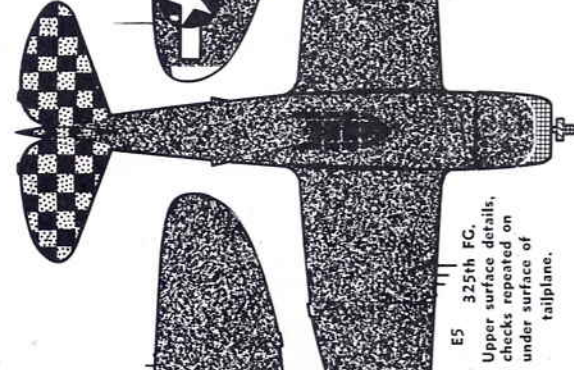
E6 1st Grupo de Caca.



F1 1st Air Commando Group.
Upper and under surfaces identical,
note white bands centered
on pylons.



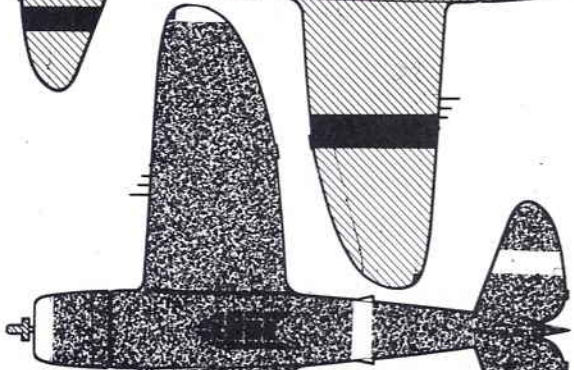
D1
358th FC, 366th FS.
Upper surface detail.



E5 325th FC.
Upper surface details,
checks repeated on
under surface of
tailplane.



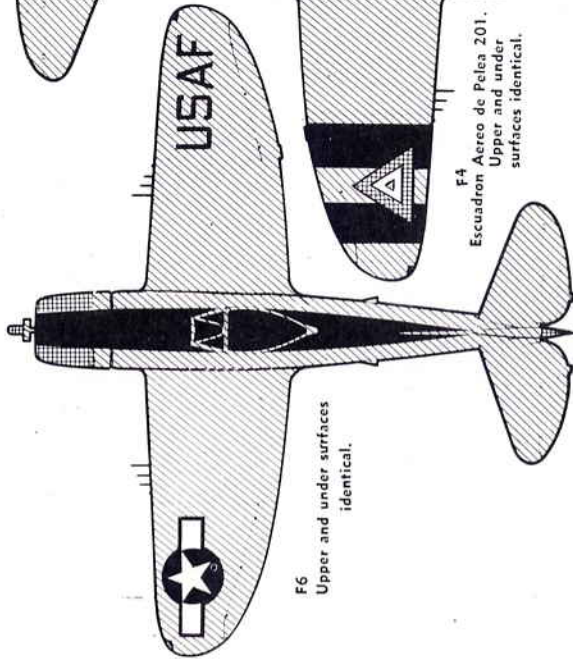
K2
318th FC, 73rd FS.
Upper surface
presentation.



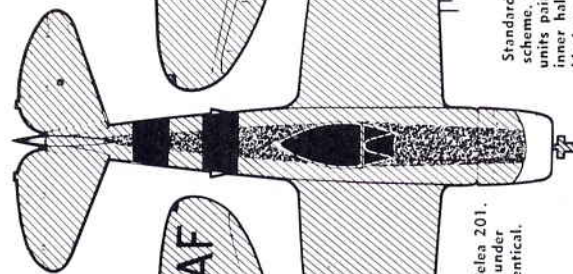
F2 1st Air Commando Group.
Upper and under surfaces identical.



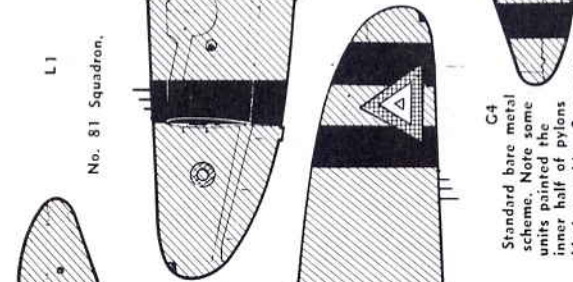
Variation of check presentation
used on some aircraft.
E5 325th FC.



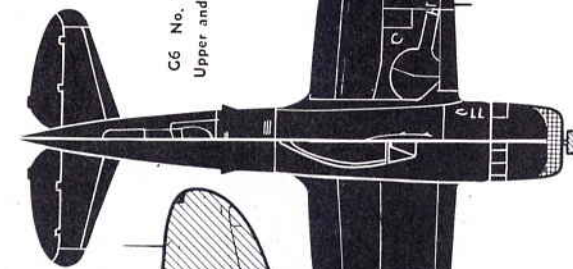
F6 Upper and under surfaces identical.



F4
Escuadron Aereo de Pelos 201.
Upper and under surfaces identical.



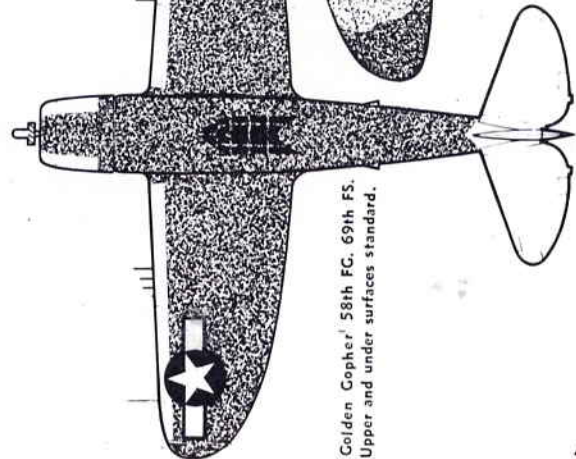
L1
No. 81 Squadron.



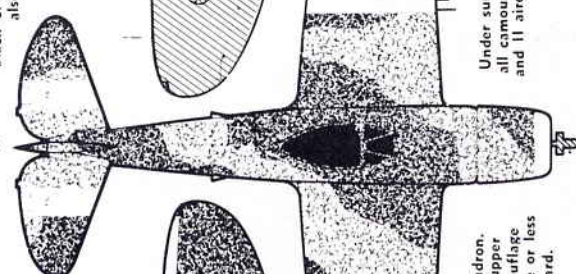
G6 No. 73 OTU.
Upper and under surface detail.



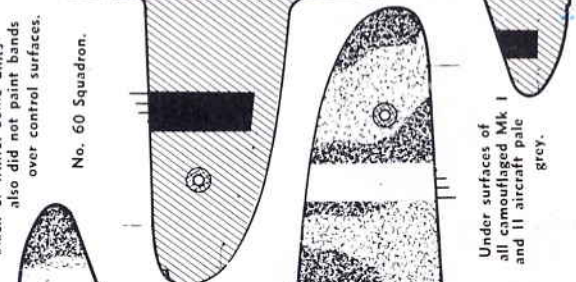
M1
Upper surface national insignia detail, note small size, outlined yellow.



'Golden Gopher' 58th FG. 69th FS.
Upper and under surfaces standard.

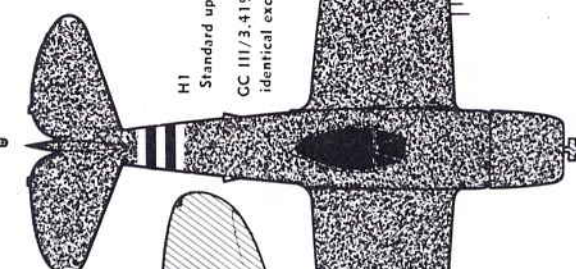


G3
No. 30 Squadron.
Green/grey upper surface camouflage pattern more or less standard.



No. 60 Squadron.

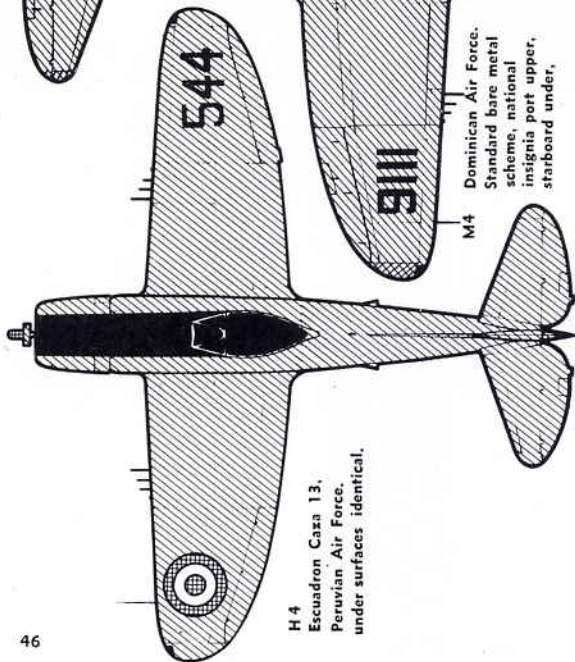
C4
Standard bare metal scheme. Note some units painted the inner half of pylons black or white. Some units also did not paint bands over control surfaces.



H1
Standard upper and under surface scheme.
GC III/3-419691 on front cover identical except for rudder stripes.

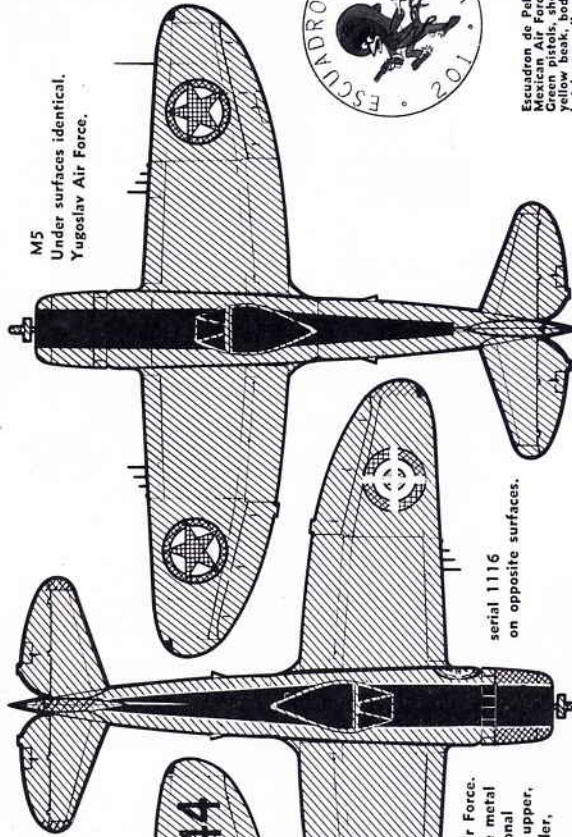


Under surfaces of all camouflaged Mk I and II aircraft pale grey.



H4
Escuadron Casa 13,
Peruvian Air Force.
Under surfaces identical.

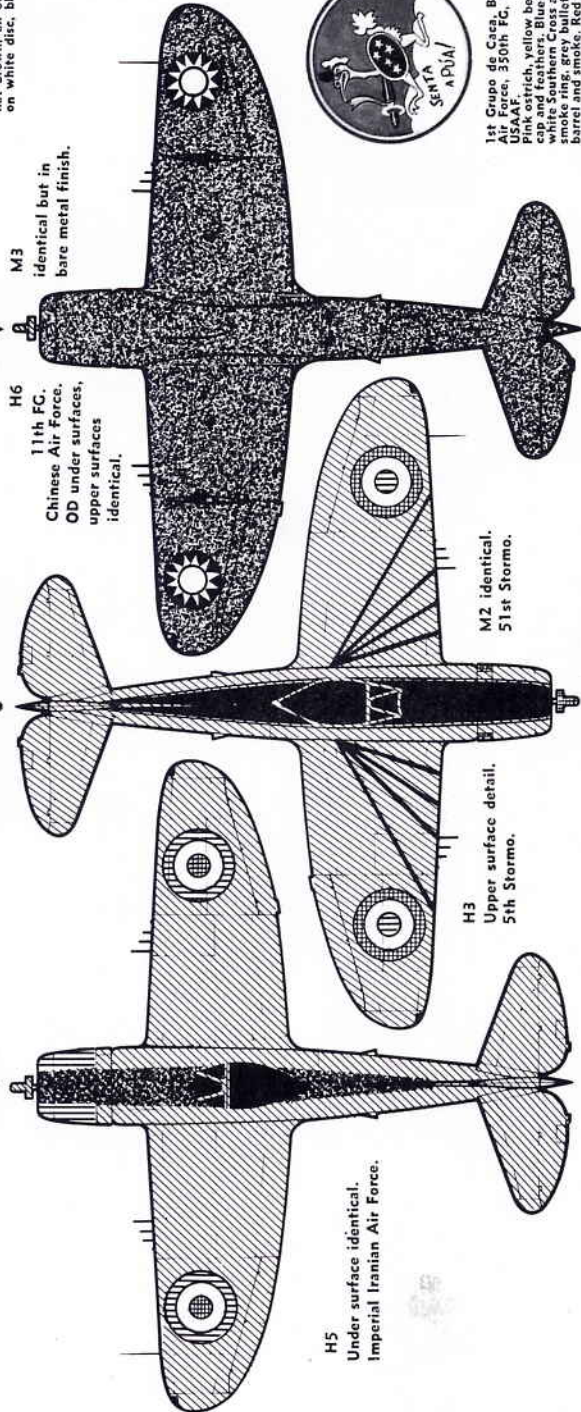
M4
Dominican Air Force.
Standard bare metal
scheme, national
insignia port upper,
starboard under.



M5
Under surfaces identical.
Yugoslav Air Force.

H6
11th FC.
Chinese Air Force.
OD under surfaces,
upper surfaces
identical.

M3
identical but in
bare metal finish.



H3
Upper surface detail.
5th Stormo.

M2 identical.
51st Stormo.

H5
Under surface identical.
Imperial Iranian Air Force.



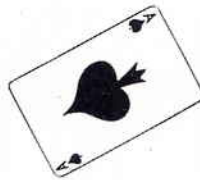
No. 30 Squadron.
Dark green and
brown palm trees on
pale blue ground.



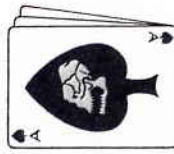
GC III/3 'Ardennes'.
Brown boat on blue
shield outlined yellow.



Escuadron de Pelea 201.
Green pistol, shoes and
hat, yellow beak, body and
outside hat brown, all outlined
black on white disc, black
lettering.



No. 81 Squadron.
Black on white.



No. 73 Operational
Training Unit.
Black on white
with yellow skull.



Dominican M.A.C.
Fighter-bomber squadron.
Dark grey bomb, pale grey
wings, red head, legs and body
black, black and white check
black checks outlined yellow,
black hair all outlined black on
yellow disc outlined red (inner),
white and blue.



1st Grupo de Caça, Brazilian
Air Force, 350th FG, 12th AF.
Pink ostrich, yellow beak, white
cap and feathers. Blue shield,
white Southern Cross and
stars on blue background, sun
barrel and smoke. Red sky,
white cloud outlined yellow
(inner) and green.

ROYAL AIR FORCE

The Royal Air Force received 826 Thunderbolt Mk. I and Mk. II aircraft and with the exception of No. 73 Operational Training Unit at Feyid, Egypt, MEF, were operated solely by South East Asia Command units. Camouflaged Mk. I's were delivered in standard RAF green/grey upper surfaces but it seems that upon arrival in SEAC the grey segments were sprayed brown, this also appears to be true of some Mk. II's though most of the latter retained the green/grey uppers. The last batches of Mk. II's were delivered and operated in natural metal finish. The sky blue fuselage band was retained on 73 OTU aircraft but always sprayed over on SEAC Thunderbolts. Operated mainly in the fighter-bomber role by SEAC squadrons the RAF found it necessary to impose dive limitations as operational height was usually between 4,000 and 6,000 feet, in other words out of range of Jap light ground fire and below the minimum lethal range of the heavier stuff. One of the first squadrons to equip with the Thunderbolt was No. 5 in late 1944 and one of the last was No. 60 who converted just as the war ended and was to have taken part in Operation 'Zipper', the Allied invasion of Malaya. In October 1945 a No. 60 Squadron detachment flew to Batavia from Malaya to give close support to the Allied forces which included the 5th and 23rd Indian Divisions and the 49th Indian Infantry Brigade in their fighting against the Indonesian terrorists, on the 1st December the remainder of the Squadron were brought over to join the detachment now at Sourabaya. By the 11th November 1945 all flying ceased and the Thunderbolts were all broken up.

Squadrons: Nos. 5, 30, 34, 42, 60, 79, 81, 113, 123, 131, 134, 135, 146, 258, 261, 615 and No. 73 OTU, Feyid, Egypt, MEF.

FRANCE

Nearly 500 P-47D's were supplied to the French, being operated by the Free French and French Air Forces during the last two years of World War II and subsequently by the French Air Force in the fighting in Algeria.

ITALY

A small number were acquired in 1947, forming the equipment of the 5th and 51st Stormos.

BOLIVIA

As a signatory of the Rio Pact of Mutual Defence the Bolivian Air Force received a number of P-47D's, a few remaining in service until 1964.

BRAZIL

Having declared war on the Axis in 1944 it was decided to send one fighter group on active service overseas. After training in the US the 1st Grupo de Caca became operational in Italy under the command of the USAAF 350th Fighter Group. Subsequently P-47D's saw service in the BAF during the post-war years.

CHILE

A small batch of P-47D's were acquired in the late 1940's to equip one fighter-bomber squadron, subsequently a further 17 aircraft were purchased in 1952.

CHINA

The Chinese Air Force equipped the three squadrons of the 11th Fighter Group with the P-47D in 1947, both the razor back and later P-47D-27-RE were operated side by side. Subsequently some aircraft went to Formosa with Chiang Kai-shek when his government was overthrown by the Communists and remained in service for some time with the Nationalist Air Force, some were also flown by the Chinese Communist Air Force as was the P-51D.

COLUMBIA

One small batch of P-47D's were acquired in 1947 for the equipment of one squadron, some still flying in 1958.

DOMINICA

The Dominican Air Force operated a small number of P-47D's with De Havilland Vampires in a mixed fighter-bomber unit, evidently the three flights had cowls and upper fins in red, blue and yellow though for some obscure reason aircraft letters were duplicated within the same flight.

ECUADOR

A small batch of P-47D's were obtained in 1947, some still in service in the middle 1960's.

HONDURAS

The Honduran Military Air Arm operated the P-47D from 1951 to the middle of the 1960's.

IRAN

The P-47D first flew in Iranian colours in late 1948, subsequently a total of seven fighter - bomber squadrons were equipped with the type.

MEXICO

The 201st Fighter Squadron equipped with the P-47D saw service during the closing stages of World War II operating from Clark Field, Luzon, Philippines. A few P-47D's remained in post-war service.

NICARAGUA

One fighter-bomber squadron equipped with the P-47D in 1947.

PERU

Two fighter-bomber squadrons were equipped with the Thunderbolt, the first in 1947, a few still remain on charge.

TURKEY

A small number were acquired in 1948 and were phased out of front-line squadrons with the advent of jets in the early 1950's.

VENEZUELA

After signing the Rio Pact a small number of P-47D's were made available to the Venezuelan Air Force, replaced in first-line service by jets in 1957.

YUGOSLAVIA

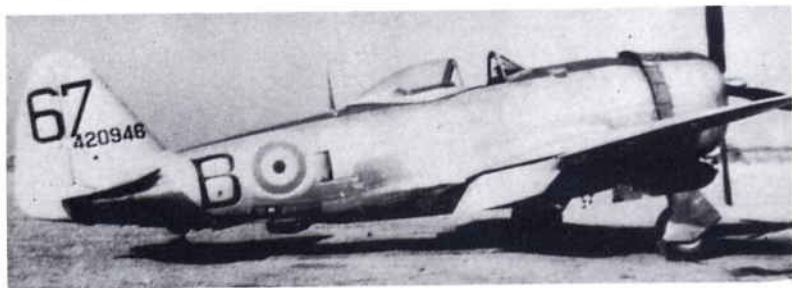
150 P-47D's were supplied for the re-equipping of fighter-bomber squadrons after Yugoslavia signed the Mutual Assistance Pact with the Western Powers.

RUSSIA

Approximately 200 P-47D's were delivered under Lease-Lend agreement. Some were flown operationally with the factory finish, i.e. with red star on white disc on fuselage and wings.



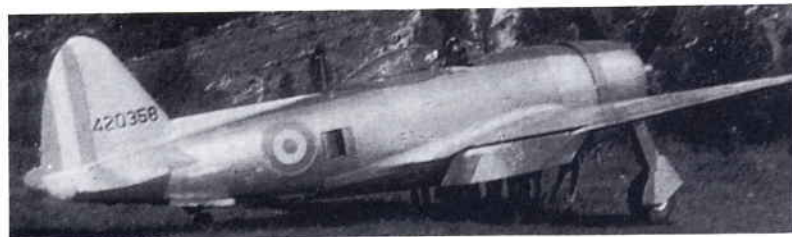
P-47D's, unit unknown, French 1st Air Force. Note 500 lb bombs and small size roundel on upper surface of two nearest a/c. Third a/c with yellow wing bands. (IWM)



P-47D, unit unknown, French Air Force, Algeria.



P-47D, unit unknown, French Air Force, Algeria.



P-47D, unit unknown, French Air Force, Algeria.

F-47D, 51st Stormo, Italian Air Force. (Italian Air Force)



F-47D, 5th Stormo, Italian Air Force. (via Gianni Cattaneo)

F-47D, Imperial Iranian Air Force.

