



P 47 Thunderbolt

Ernest R. McDowell, Don Greer



P 47 Thunderbolt:

P-47 Thunderbolt at War Cory Graff, **Republic P-47 Thunderbolt** Jerry Scutts, 1998 The distinctive rugged lines of this heavyweight single seater earned it the nickname the Jug But what the Thunderbolt lacked in elegance it more than made up for in firepower Of the 15 683 Thunderbolts built only 54 airframes are known to exist today This book provides a generously illustrated and thoroughly researched tribute to the aircraft **P-47 Thunderbolt vs German Flak Defenses** Jonathan Bernstein, 2021-10-28 A detailed analysis of the tactics and techniques used by both sides the employment of Allied tactical air power in Europe from 1943 and how German defences struggled to counter the overwhelming air threat P-47 Thunderbolt in Action Larry Davis, Don Greer, Kevin Wornkey, 1984 Captioned photos illustrations and brief text describe the design development and uses of the American designed fighter plane P-47 Thunderbolt Pilot's Flight Operating Manual Periscope Film Com, 2006-06-12 Known as the Jug because of its fuselage shape the Republic P 47 Thunderbolt flew in every theatre of WWII except Alaska Nearly 13 000 were built by war s end The large aircraft carrier eight Browning machine guns and up to 2 000 lbs of bombs or rockets and proved an effective fighter and bomber The radial Pratt and Whitney powerplant put out over 2500 h p and propelled the P 47 at a maximum speed of 426 mph at 30 000 feet Originally published by the U S Army Air Force this handbook taught pilots everything they needed to know before entering the cockpit This affordable facsimile of a real WWII manual has been reformatted Care has been taken to preserve the integrity of the text

Thunderbolt Dan Patterson, Paul Perkins, 2004 *Thunderbolt* The P-47 Thunderbolt Len Morgan, 1963 *Republic P-47 Thunderbolt* Mantelli - Brown - Kittel - Graf, 2015 The Republic P 47 Thunderbolt nicknamed Jug was an American fighter bomber used during the Second World War Because of its more than seven tons of weight and of considerable size is considered the single engine car largest and heaviest ever built before and during the conflict It was equipped with an extremely powerful engine 2 000 HP or more and it was fast especially at high altitudes It was also heavily armed with eight 12 7 mm machine guns and its robustness allow him to return to base even if very damaged Since the early months of 1943 was used intensively on all fronts contributing significantly to consolidate the supremacy ally in the last two years of war It was built at a total of 15 678 copies at a cost of 83 000 each of the time with winning colors USAAF the remarkable total of 3 752 victories in combat against the loss of 824 machines and after the war he served in the air forces of fifteen countries including Italy **Republic P-47 Thunderbolt** Maciej Noszczak, 2019-04-19 Before the P 47 Thunderbolt gained a bubble top fairing these fighters had slightly different some claim to be more racial figure In the first versions the plane had a typical canopy built into the fuselage which resulted in a slightly hunched line The first copies of the P 47B underwent a series of tests at the turn of 1941 and 1942 Initially they were not very promising One of the planes was lost because of the tail tearing off during the dive In addition at heights above 9144 m the flaps froze it was impossible to open the cabin hood and the forces on the rudders were very big At high speeds the paint covering the elevators fell off and the aerodynamic

pressure inflated their sheath they were covered with canvas causing dangerous tail vibrations To remedy these problems metal sheathing was introduced elevators shape was changed and weight flaps were added The propulsion of the P 47B version was a 2000 HP R 2800 21 engine The time to reach the ceiling of 4572 m was 6 7 minutes The aircraft developed a speed of 690 km h at an altitude of 8230 m in horizontal flight which was a great result

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

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

P47 Thunderbolt David Doyle,2019-06-28 Among the iconic aircraft of World War

If the Republic P 47 Thunderbolt not only was physically the biggest single engine fighter it also had an enormous impact on history. In terms of its combat effectiveness P 47 fliers destroyed 7 067 hostile aircraft with about half of those kills recorded during aerial combat. Thunderbolt pilots reported destroying 6 000 enemy tanks 68 000 trucks 86 000 railway cars and 9 000 locomotives. For a single engine fighter such a tally is definitely one for the history books. The history of this iconic aircraft is presented through carefully researched archival photos as well as photographs of preserved examples thereby illustrating not only the combat use of the Thunderbolt but also the details of its design and construction. Large clear photos coupled with descriptive and informative captions put the reader on the airfield and in the sky with this historic aircraft. Part of the Legends of Warfare series **P-47 THUNDERBOLT.** ,2022 Republic P-47 Thunderbolt Tomasz Szlagor, Leszek Wieliczko, 2010-01-05. Free 1 48 and 1 72 decals and masking foil. The last fourth part of a monograph on P 47 Thunderbolt discusses its combat use as fighter bomber in Western Europe during the last few months of WW2. The air battles over Southern Europe in 1944 1945 are also thoroughly described. Another chapter is devoted to Thunderbolt's service in the RAF the Free French AF the Brazilian AF the Mexican AF and the Chinese AF together with other foreign operators. The author uncovers the fates of particular fighter units as well as individual pilots who fought in them. The book includes technical data and lists of units operating the P 47. Free 1 48 and 1 72 decals for 3 schemes. P 47D 30 RA s n 44 33721 of Escuadron Aereo de Pelea 201 July 1945. P 47D 30 RE of the Columbian Air Force. P 47D 40 RA s n 45 49506 of Grupo de Aviacion 11 Chile. About the Series Monographs focuses on an individual type of aircraft. Each monograph contains descriptions of the aircraft's origin its variants and combat history. Each volume includes several hundred archive photographs technical scale drawings and color profile artwork. Each book also has free extras for modelers with decals and masking foil Thunderbolt Ernest R. McDowell, Don Greer, 1999 **P-47 Thunderbolt** William N. Hess, 1989 **P-47 Thunderbolt at War** William N. Hess, 1977 American Eagles Roger Freeman, 2002. An essential reference guide to the P 47 Thunderbolts of the Eighth Air Force profiling their service from the summer of 1942 to beyond D Day. Details the progression of P 47 camouflage and markings including photograph galleries of key Fighter Groups. Contains information on the bubble top canopy Superbolts plus biographies of the aces and combat reports **The P-47 Thunderbolt** Len Morgan, 2012-07-01 **Republic P-47 Thunderbolt - North American P-51 Mustang** Mantelli - Brown - Kittel - Graf, 2017-03-03. The Republic P 47 Thunderbolt nicknamed Jug was an American fighter comes with an extremely powerful engine 2 000 hp or more and it was fast especially at high altitude. It was also heavily armed with eight 12 7 mm machine guns and its strength allowed him to return to base even if badly damaged. The North American P 51 Mustang is considered among the best fighters of World War II. Produced starting from 1941 he was one of the most versatile American fighters of the Second World War. It was deployed both in the Pacific and on that European opposition to the planes of the Luftwaffe. It was mainly used as a fighter escort to the formations of bombers Boeing B 17 but also as a fighter bomber.

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P 47 Thunderbolt Introduction

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