

# The Aero Historian



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**Hasegawa 1/48 scale Republic P-47M**  
*by Mark L. Rossman*

Republic P-47M  
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## History

The P-47 was an outstanding escort and ground attack aircraft and was the heaviest and largest single seat fighter built during WWII. It rose out of a humble beginning which saw its ancestors the P-35 and P-43 fall short of expectations.

Alexander Kartveli continued

the lineage with the cream of the crop, the P-47. In 1939 Republic created two prototypes, one with an Allison liquid cooled engine, which turned out quite inadequate, underpowered and woefully short in high altitude performance.

The second built around the new 2000-h-p 18-cylinder Pratt and Whitney Double Wasp radial which was also used by the P-61 Black Widow, F4U Corsair and the F6F Hellcat. The P-47 had an exhaust-gas-powered feeding

system where air entered the cowl intake carrying it to the supercharger behind the cockpit, via an air duct passing through the belly of the plane. The turbine used the engine exhaust gasses to run, which caused the compressed air to high temperatures, then passing into the intercooler before entering the engine carburetor via air ducts on either side of the cockpit. This allowed the P-47 to maintain its great performance at high altitudes escorting the B-17

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## TCAH Officers

**President**, Steve Jantscher

**Vice-President**, Steve Shaffer

**Secretary**, Bob Maderich

**Treasurer**, Dennis Strand

**Historian**, Merrill Anderson

## Newsletter Info

*Article Submission Deadline: 22nd of each month*

*Editor*

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Dennis Strand

## TCAH This Month

The monthly meeting will be held January 11, at Fleming Field, South St. Paul, beginning at 1:00 pm. Come early.



## Secretary's Report

*by Bob Maderich*

Hello all, it's Bob Maderich, (or little Bob) and I am the new secretary for the club in 2020. Thanks to Bob Ferreira for his fine job over the previous two years.

December brought us the new officers, Steve Jantscher, Steve Shaffer, myself, and of course Dennis Strand, who continues to do his usual fine job as treasurer. He also runs our collaboration with the CAF and he says the new display of Navy planes is coming along nicely. It will be set up soon. Thanks to all who donated models for the display.

Steve spoke of our annual Club contest that will take place next month. We will have some cash rewards for models completed in the 2019 calendar year. At this meeting we will also line up a monthly schedule for the club and pick some themes for the "On the Table" displays.

So here's the lovely models that were on display at this month's meeting.

Jim Kloek completed his 1/700 IJN Hyuga from Hasegawa, adding the water base to the kit that he brought in last month.

Sean Brzozowski had a very cool 1/48 Japanese Type 10 tank in a very distinctive camo scheme. He used Tamiya paints and some 3-D parts to finish this vehicle.

Steve Hustad gave us, "The Fateful Flight of Lt. Luther Sieber". It was one of his 1/72 scale masterpieces that used a ton of PE for the launch platform, plus adding the plane and

figures. Very unique and wonderful, Steve.

Bob Maderich II built a Fujimi Enthusiast Porsche 911 RS Carrera Rally car that ran in the 1973 Safari race in Africa. He added some engine wiring and seat belts to this build.

Tom Norrbohm brought us his 1/48 Bristol Beaufighter Mk. VI from Tamiya.

Bob Ferreira had a trio of ME-109's in 1/72 scale. They were all different markings and were built from the Tamiya kits. Very cool, Bob

Steve Erickson went World War One on us, with a lovely rendition of the Siemens Schuckert DII fighter, built from the Eduard kit.

John Ross had two models for us, the 1/1000 OSS Kelvin, that had a ton of decals, and came complete with lighting and John's latest novel for a base. He also had a 1/35 Tamiya Gamma Goat, which was his "White Elephant" from 2019.

So, there you go, and I could not leave without giving a shout out to all who participated in the annual, "White Elephant" Kit exchange. It was a blast and a great way for club members to bond and actually have fun.



**CAF Update**  
by Dennis Strand

As I have previously mentioned, the CAF display is developing a WWII US naval aviation theme for the near future. I asked for models that would be appropriate for this theme. Jim Kloeck responded by offering 5 models to be on loan for this display. He brought in the following:

1/48 Consolidated PB4Y-2 Privateer  
1/48 Grumman TBF-3 Avenger  
1/48 Douglas SBD-3 Dauntless  
1/48 Chance Vought F4U-1 Corsair

He also brought in a 1/700 CV-12 USS Hornet, which was featured in April, 1997 issue of Fine Scale Modeler.

Together with a 1/48 PBV Catalina build, that is almost completed, and the other models that were gathered or already in the case, it looks like we have put together a respectable collection for this exhibit. We will not require any more models at this time

To top it off, Bob Arko has loaned 3 of his original paintings of naval aviation subjects. These are planned to be hung on the wall behind the display case. These will be a great addition to our efforts. The plan is to have everything done by the end of January. If you have the opportunity, please stop by the CAF hangar and check out the TCAH contribution to the museum as well as the many other items of interest in the hangar.



**Treasurer's Report**  
by Dennis Strand

As I write this report TCAH has had no expenses in the last 30 days. On the plus side, there were 7 people who paid their 2020 membership dues this month for a total income of \$105.00. We now have 48 paid members and 8 "life" members. Our total revenues are \$5186.72. In January, I will begin sending out reminders about membership dues for 2020. If you receive one and have already paid your dues and got your membership card, please let me know so that I can correct my records.

Remember you can send \$15.00 to: Dennis Strand, 833 Manomin Ave., St. Paul, MN 55107 if you wish to join or renew your TCAH membership.

Hope you all had a wonderful holiday season.



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and B-24.

The uniqueness of the engine and supercharger feed system proved exceptional in the test flights as the P-47 reached speeds over 410 m.p.h., with a climb to 15,000 feet in 5 minutes. And mind you, the take-off weight of the test aircraft was nearly 5 ½ tons.

The first unit to take them to war was the 8<sup>th</sup> A.F. 56<sup>th</sup> Fighter group. The last ETO unit, to get the fastest version, the 'M', was also the 56<sup>th</sup> Fighter group.

On D-Day Hitler ordered the bombardment of London with the new secret terror weapon, the V1. On the night of June 12<sup>th</sup>, it

began, with only seven operational sites, but there was a stockpile of over 12,000 V1's in northern France. More sites came on-line and a sustained attack of about 100 a day started on the 15<sup>th</sup>. The only aircraft with the low-altitude speed to be effective against it was the Hawker Tempest. Fewer than 30 Tempests were available. They were assigned to No. 150 Wing RAF. The Brits needed fast fighters from U.S. to help shoot down the V1's, which only had a speed of just over 400 mph. Early attempts to intercept and destroy V-1s often failed, but improved techniques soon emerged. These included using the airflow over an interceptor's wing to raise one wing of the V-1, by sliding the wingtip to within 6 in (15 cm) of the lower surface of the V-1's wing. If properly executed, this maneuver would tip the V-1's wing up, over-riding the gyro and sending the V-1 into an out-of-control dive. At least sixteen V-1s were destroyed this way (the first by a P-51 piloted by Major R. E. Turner of 356th Fighter Squadron on 18 June)

Republic engineers had an answer, the P-47M. Max performance using R-2800-14W or R-2800-57 fitted with new CH-5 turbosupercharger coupled to the C642S-B40 prop, 13' diameter and reduction in fuel tanks, gave it top speed: 473 mph at 32,000 ft.

The "M" was the final version used in the ETO; The 56<sup>th</sup>, flying with the 8<sup>th</sup> AF and the only P-47 unit left within the 8<sup>th</sup>, took delivery in February 1945.

Major teething problems forced the "M's out of service till April:

a. Immediately on arrival, they were fitted with dorsal fin

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fillet to cure stability problems. Only the D-40 came with factory dorsal fin, all other P-47's were fitted with field kits.

b. Low cylinder head temperatures resulted in internal baffling of the cowl flaps to raise the cylinder head temps.

c. Short range – fuel tank reduction

d. Breakdown of ignition systems at high altitude.

e. Problems with the R-2800-57 engine, led to replacement of all ignition wiring.

f. Reworked power controls.

g. Lastly extensive engine corrosion was found, caused by the salt water, when lack of sufficient sealing of the engines occurred for the ocean crossing. Thus, all the engines in the delivered aircraft had to be pulled and replaced by factory fresh engines.





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Unknown to me and found in my research, the first P-47N's were actually shipped to England for the 56<sup>th</sup> FG, likely due to the 'M' issues. The war ended, the N's were disassembled, shipped to the U.

S. and then to the Pacific units, the first being the 318<sup>th</sup> on Saipan.

Some pilots of the 56<sup>th</sup> trained with the Gloster Meteor unit to learn how to deal with the V1's. The Meteor and Tempest along with the 'M' were the only

fighters that could hit 465 mph at altitude. A few missions with the 'M', were flown with the Meteors, but with no results.

In April 1945, the 56<sup>th</sup> scored against the ME-262, the speed of the 'M' kept up and passed the

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unbelieving German pilots. The April 13<sup>th</sup> mission by the 56<sup>th</sup> occurred as they were free of escorting and were ordered to give freelance support of the target area. The 62<sup>nd</sup> flew top cover at 15,000 ft, the 61<sup>st</sup> at 10,000 ft and the 63<sup>rd</sup> Blue section orbiting at 5,000 ft with 8 P-47s. As they approached the Eggebeck Airdrome, Red and White flights of the 63<sup>rd</sup> hit the field. Before the flack installations were knocked out, one casualty occurred when Lt. William Hoffman was hit, not having enough altitude his chute didn't open. The pass was made in line abreast between 400 and 450 mph, an estimated 150 to 200 German aircraft were on the field.

On this mission Lt. Randall Murphy became known as the

"King of the Strafers", he was the top single mission strafing of the 8<sup>th</sup>, when he destroyed 10 aircraft. This may have been attributed to the new T-34 ammunition which was a high incendiary type designed to ignite the low-grade fuel in the German jets. Only group, squadron and element leaders were issued the new ammo. In the course of strafing they found the ammo burned so hot that it started grass fires, Murphey was a crack shot and whatever he hit went up in flames. Murphy was duly sent back to the U.S. to brief new pilots on combat strafing techniques, having thought it would be quite necessary for the invasion of Japan. Had it been, it would have been a boon for the strafers.

A few more missions through April, then the war ended

quietly for the 56<sup>th</sup> on May 8<sup>th</sup>.

### Build

Hasegawa kit built up well as usual. The masking and painting were more difficult than I had experienced in the past. Aircraft was painted all silver first, without the cowlings and engine, then masked and painted the light blue color. Drying for several days then masked and painted the darker blue pattern. Cowling was painted and added to the model. Note the kit comes with the separate Fin Filet, that should be painted separately and glued last to the model. Also, photo-etched dive-flaps come with kit and are located just aft of the wheel wells. All D-30's and after came with dive-flaps (see arrow

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on belly pic). The Tamiya "M" model has the dive-flaps molded into the wing.

The big problem was the silver lettering of the decals, they splintered to pieces even after use of a decal saver. So, scour the internet and only one other was found, ordered, it was overseas and took about 2 weeks to get. Finally, carefully add the decal saver, they went on ok, but, the silver had slightly smeared from the decal saver.

Lastly the wing tanks were added, yes this was one of the configurations used to give the 'M' the legs to travel as far as a "D" version without any drop

tanks.

## Aircraft

**Note:** After the block number, Evansville aircraft were identified by the **-RE** suffix, while Farmingdale aircraft were given the **-RA** suffix. All 'M' versions were built at Farmingdale

**Aircraft:** "Fire Ball", P-47M-1-RA (421229) – Unknown disposition

**Unit:** 62nd FS, 56<sup>th</sup> FG

**Pilot:** Lt. Phillip G. Kuhn; 1 air kill, 4 strafing kills.

**Model:** Hasegawa 1/48, SuperScale – 48-997, P47D/M

Thunderbolts 62<sup>nd</sup> & 63<sup>rd</sup> FS / 56th FG.

### Paint:

Tamiya sprays: TS-17 Aluminum, TS-86 Pure Red, AS-8 Navy Blue

Testers sprays: Intermediate Blue, Bright Blue

### References:

1. Zemke's Wolfpack – William Ness
2. P-47 Thunderbolt in Action #67 – squadron/signal publications
3. American Fighters Over Europe – FineScale Modeler
4. Super Scale decals
5. Instruction Sheet





## Directions to the Club Meeting Location

**Where: South St. Paul Municipal Airport, a.k.a. Fleming Field,** located on the southern extremity of South St. Paul, south of 1-494, west of Concord Street and East of Highway 52.

### If coming from the western Twin Cities going east on 494:

- Exit at the 7th and 5th Avenue exit (Exit No.65)
- Turn right (South) on 7th Ave and go approximately .6 miles to a 4-way Stop sign. This is South Street W. To your left there will be a McDonald's; to your right front there will be a Walgreen's.
- Turn left (East) at the 4-way Stop onto
- South Street W and go approximately .6 miles. Along the way you will encounter three more Stop signs—the third Stop sign (Henry Avenue) will be a "T" intersection. At the "T" intersection on your left will be homes and on your right softball fields.
- Turn right (south) onto Henry Ave. and go approximately .2

- miles toward the Fleming Field airport terminal building.

### If coming from east Twin Cities on westbound 494:

- Exit at the 7th and 5th Avenue exit (Exit No.65)
- Turn left (South) on 7th Ave and go approximately .6 miles to a 4-way Stop sign. This is South Street W. To your left front there will be a small strip mall; to your right there will be an Amoco station.
- Turn left (East) at the 4-way Stop onto
- South Street W and go approximately .4 miles. Along the way you will encounter two more Stop signs—the third Stop sign (Henry Avenue) will be a "T" intersection. At the "T" intersection on your left will be homes and on your right softball fields.
- Turn right (south) onto Henry Ave. and go approximately .2 miles toward the Fleming Field airport terminal building

The terminal is on the right with parking available.



The Aero Historian is published monthly by the Twin City Aero Historians, Inc., a joint chapter of the American Aviation Historical Society and International Plastic Modelers Society/USA, for members and readers as part of their annual dues or fees.

The group is open to aviation enthusiasts from teenagers on up who are interested in aviation modeling, photography, collecting, art and writing.

The Twin Cities Aero Historians (TCAH) meet the second Saturday of every month at 1:00pm.

See above for the new meeting locations and directions.

Mail Newsletter material to the editor and address changes to the treasurer.

