

Lifelike Decals

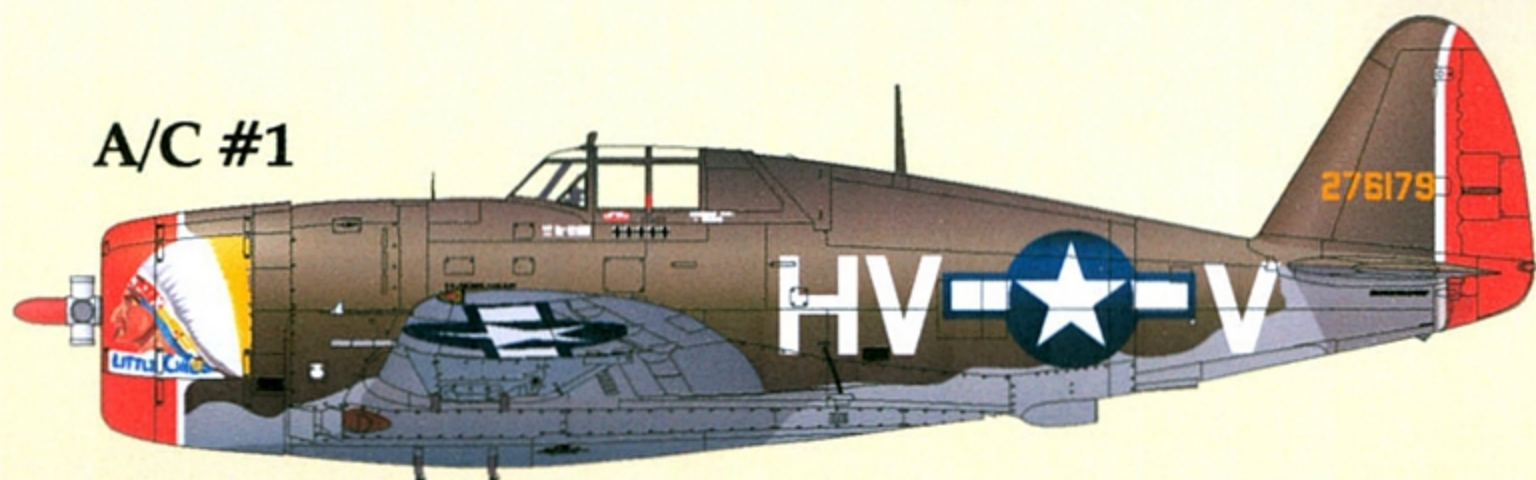
48-049

Republic P-47D

Limited Edition!

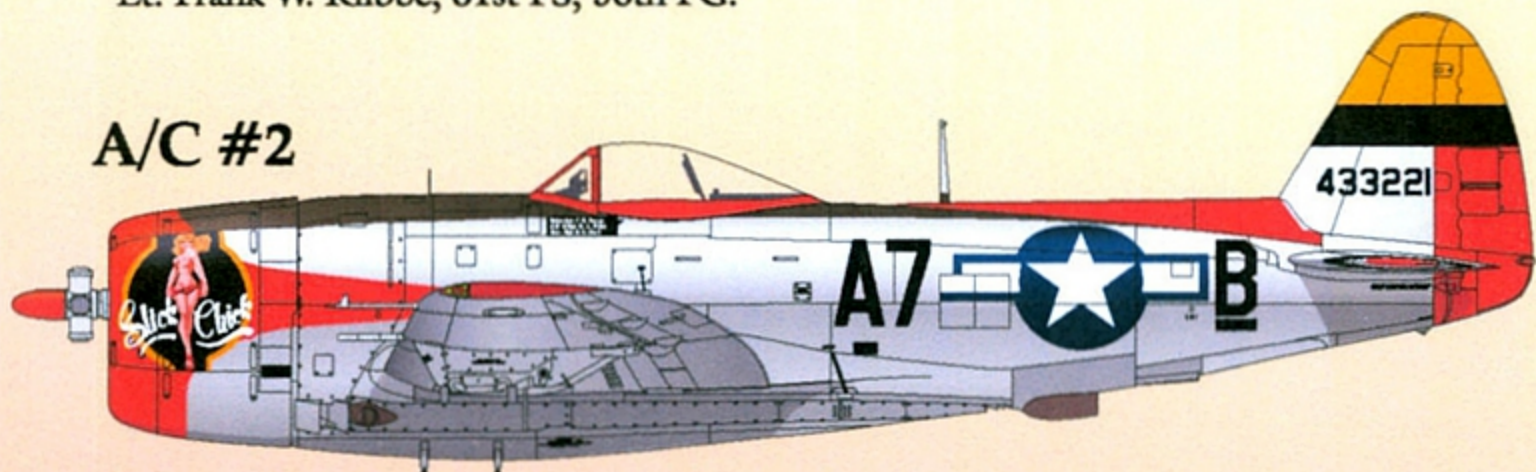
Thunderbolt Part 9

A/C #1



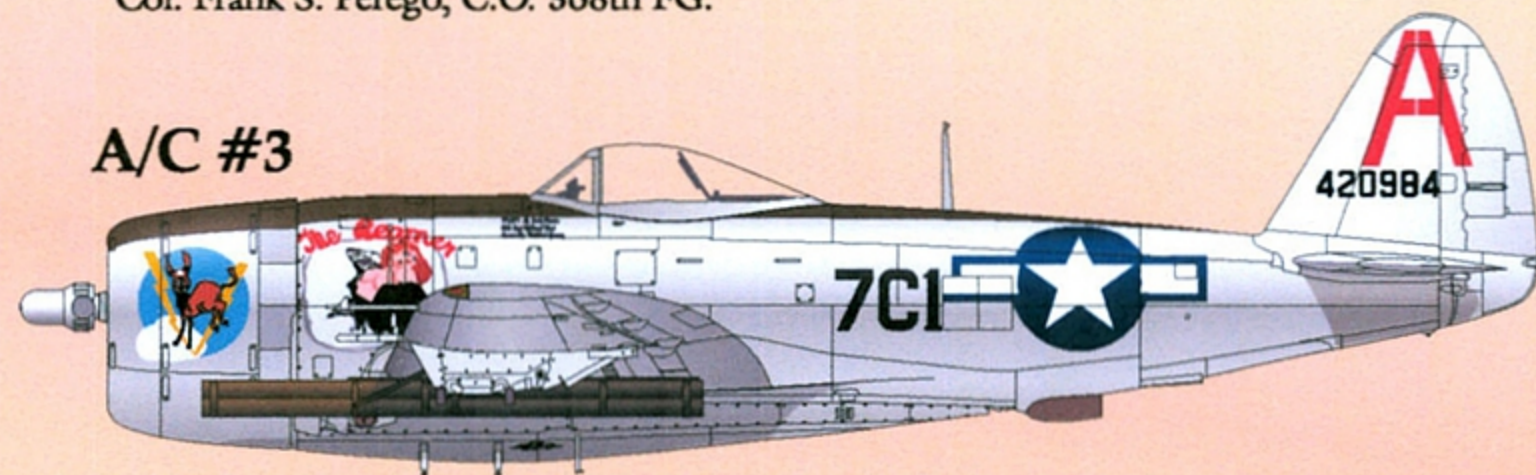
Lt. Frank W. Klibbe, 61st FS, 56th FG.

A/C #2



Col. Frank S. Perego, C.O. 368th FG.

A/C #3



Lt. Jack H. Reams, 347th FS, 350th FG.

Recommended kits: Tamiya P-47 Thunderbolt kits

Lifelike Decals wants to hear from you and your input.

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Republic P-47D Thunderbolt Part 9

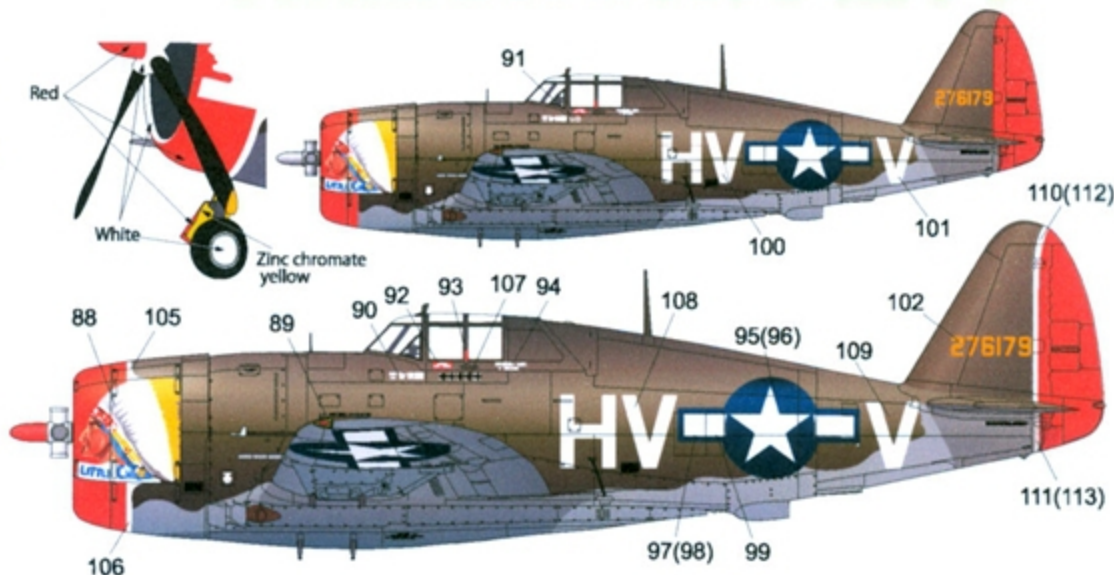
A/C #1

P-47D-15-RE, 42-76179, flown by Lt. Frank Klibbe, 61FS/56FG, Halesworth/England, January 30th to March 15th, 1945.

This is one of the most famous P-47 with Indian Chief mark on nose, and a total of nine photos are shown in ref. 1-9, including color photos in ref. 2, 4, 6 and 7.

Its early stage markings with two kill marks has stencil-type codes with no white bands on nose or rudder. In its late stage markings with 5 kill marks, the codes were changed to solid type and white bands were added to cowl and rudder. In addition to these changes propeller spinner was painted in red, hub and inner trim of cowl in white, landing gear cover in yellow with its trim in red, and wheel cover in white, thus making the A/C a very colorful one. Decals for both these markings are provided. We could not find any right side photo, but probably no nose art nor kill marks on this side. Its main wheels are cross-treaded tires with hub covers.

Though the photos of nose art are a bit over-exposed, and details of Chief's war bonnet are difficult to discern, there should be some light gray highlight in the white area due to the presence of some light gray area near the gray and yellow edge.



Capt. Klibbe hailed from Marion/Indiana, and arrived at Halesworth AB/England on September 12th 1943. From November 26th 1943 to May 8th 1944 he scored

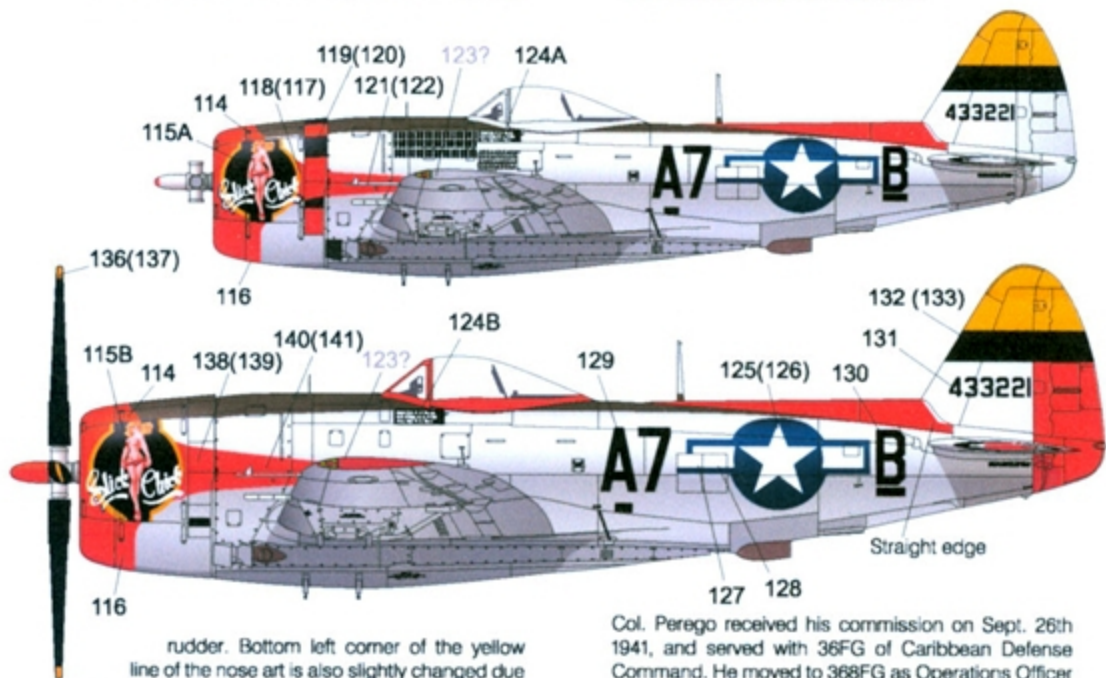
a total of 7 confirmed victories in the air, and finished his tour of duty. After the war he served again with 56FG at Selfridge Field/Michigan to develop F-80 jet fighter, and retired USAF as Colonel.

A/C #2

P-47D-30-RA, 44-33221, flown by Col. Frank S. Perego, CO 368FG, Juvincourt or Metz/France or Frankfurt-am-Main/Germany, late 1944 to Spring 1945.

This is one of the most fabulously marked P-47 of 368FG, and is regularly flown by Col. Frank Perego till he was promoted to CO of the Group. A total of 20 photos are shown in ref. 10-13. In the early days (before introduction of red nose and swoosh) its cowl flaps were painted in black or alternate black/red, and mission marks were applied. After introduction of red nose and swoosh in late 1944, it carried relatively narrow red swoosh, alternate black/red cowl flaps, mission marks (no kill marks) and red paint on spinner tip, nose cowl, and dorsal fin. Anti-glare on cowl top is slightly above the panel line, and the main wheels are cross-treaded tires without hub cover.

Up to this period Col. Perego was flying this A/C in the mission as Deputy CO, but when he was grounded for Group commander duty (November 1st 1944 to October 17th 1945), his beloved A7-B was handed over to 395FS for maintenance. The swoosh was changed to a broader one, cowl flap paint and mission marks removed, anti-glare on cowl top was extended to the panel line, and red paint was added to spinner, wind shield/canopy, tips of wings/stabilizer/lower



rudder. Bottom left corner of the yellow line of the nose art is also slightly changed due to some scars. Ref. 10 shows an illustration of this stage with mission marks, but the two photos in ref. 11 clearly show no mission marks. The right side photo in this website shows no nose art and no rear-view mirror. Decals for both of these markings are provided.

Col. Perego received his commission on Sept. 26th 1941, and served with 36FG of Caribbean Defense Command. He moved to 368FG as Operations Officer on Sept. 8th 1943, and then Deputy Group Commander on March 30th 1944. He led the group on several memorial missions, like the first mission to use napalm bombs and first fighter mission over the D-Day beachhead (ref. 10).

A/C #3

P-47D-30-RE, 44-20984, flown by Lt. Jack Reams, 347FS/350FG, Pisa/Italy, April 1945.

Only one photo of this A/C was once shown in ref. 14 (now deleted), which shows the nose art "The Reamer" and the right half of the cowl emblem. Much clearer copy of this photo and its full marking/crow information were kindly supplied to us by Mr. Bob Shifflet and Mr. Rick Peck.

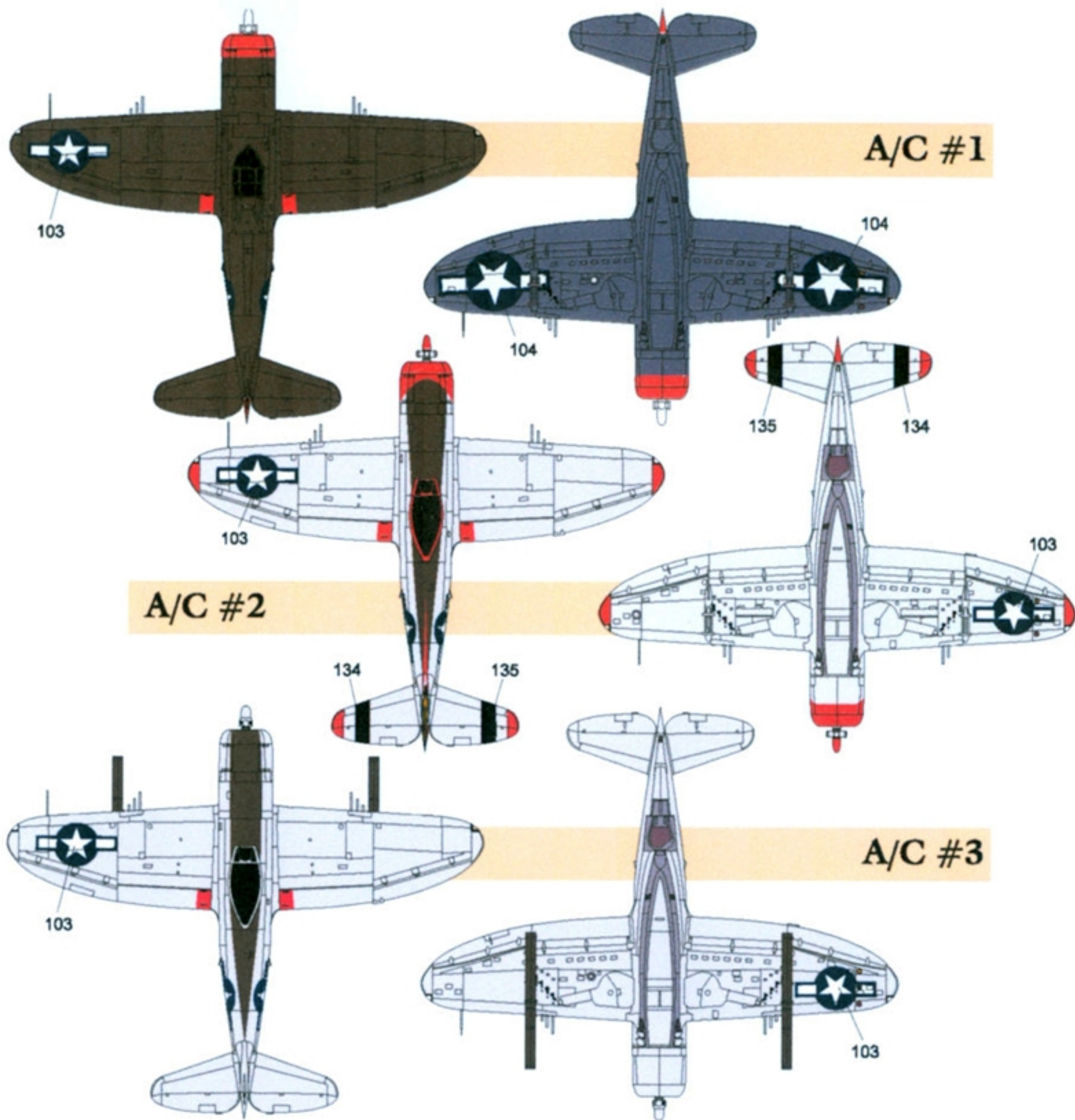
In the photo alternate cowl flaps are slightly darker. But photos of several other A/C of this unit (ref. 12, 14-16 and those once shown on the eBay site) do not show alternately colored cowl flaps, and Mr. Peck hasn't seen such case either. It might be that the former assignment of this A/C had alternate cowl flaps painted, but when transferred to 347FS the color was removed or flaps replaced to new ones.

"The Reamer" is probably red with no outline or shadow, and the nose art (inspired by the famous Vargas art) is on a white disk, judging from the yellow color of the lightning bolt on the adjacent Group emblem.



There are a few variations on the style of nose emblem. The disc is always medium blue, and the kicking mule is always facing forward on both sides, but the number of lightning bolts is either two or four. Position of the white cloud differs according to the number of lightning bolts, i.e., within the disc with four lightning bolts or slightly goes out of the disc with two lightning bolts. Judging from the position of right lightning bolt in the photo, "The Reamer" should have two lightning bolts, so the cloud should be the style

depicted here (ref. 15, 16). No rear-view mirror is fitted. This A/C is fitted with bazooka tubes, but the propeller type (Curtis or Hamilton), main wheels tread pattern or mission marks on its right side are not known. Photo of its right side, according to Mr. Peck, does not show mission marks, but probably some mission marks might have been applied later. Details of Lt. Reams' career is not known to us except that he flew many ground attack missions and lived through the war, but did not record any victory in the air or on the ground.



Special thanks to Mr. Bob Shifflet and Mr. Rick Peck for the photo and full marking info of A/C #3.

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