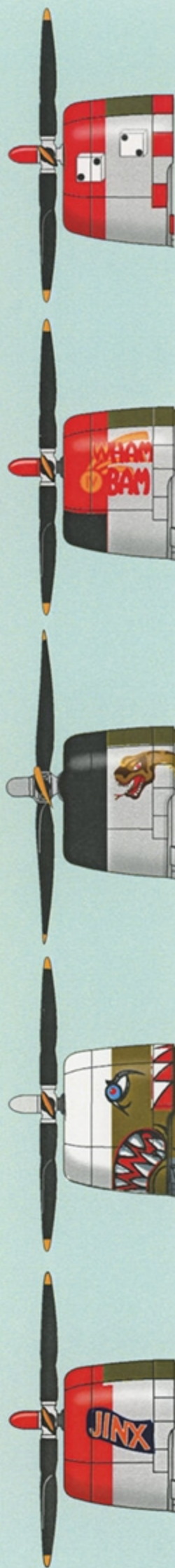




Thunderbolts Over Europe:

The 405th F.G. in Color

Part 1



Thunderbolts Over Europe

The 405th F.G. in Color



WHOOOO....

P-47D-26-RA • 42-28382 • 509 FS/405 FG

Flown by Lt. J.R. Hopkins, this A/C is perhaps the epitome of Thunderbolt nose art. In typical 509 fashion, the A/C has a Red cowl (18" from lip), canopy fairing, vertical tail stripe (12"), horizontal stabilizer and elevator stripes (15"). Natural metal prop hub. All these decorations were applied over an Olive Drab/Neutral Gray scheme, making this bird, in our opinion, "Top Dog" amongst Thunderbolts.



LITTLE JOE II

P-47D-30-RA • 44-33415 • 509 FS/ 405 FG

Lt. Joe O'Neil flew this colorful airplane during WWII. As you know, Red was the 509 FS color, and some of these machines might as well have been painted Red all over, this one being one of the most Red-full examples. Notice the Red exhaust doors, wheel covers, and rudder trim tab along with all the other usual Red markings. Unusual dorsal fin's Red trim demarcation line.



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WHAM BAM IV

P-47D-30-RE • 44-20535 • 509 FS/ 405 FG

One of Captain Warren S. Woirols' aircraft (another version will be included in a future set). WHAM BAM IV was his last and was passed on to Lt. Bob Whitehead when Woirol left the squadron. Whitehead changed the name to JINX retaining the side code. Notice the Black lower cowlings on this A/C, reason unknown, and the small D on the rudder trim tab.



BALLS OUT

P-47D-30-RA • 44-33813 • 509 FS/ 405 FG

Flown by Lt. Milt Thompson, this bull nose art is perhaps one of the most aggressive decorations on an any allied A/C over Europe. Notice the impressive score board as well as the red dorsal fin strake and wing tips. Red nose ring is a little shorter than usual.



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SQUIRT

P-47D-30-RE • 44-20569 • 510 FS/ 405 FG

Piloted by Lt. Richard H. Parker and art by S/Sgt. Trank. Lt. Parker had eight aircraft, all named Squirt, but this one never carried the name. Flying over 100 missions, seven were lost to flak. He claimed that Republic guaranteed the Thunderbolt and his proof was that every time he crashed one, Republic gave him a new one to replace it. Lt. Col. Jenkins stated that pilot's teased Parker about damaging more Thunderbolts than the Germans. Lt. Parker was officially credited with one aerial victory. With a very delicately painted lady on its cowling, this A/C had the colors of the 510 FS, consisting of Dk. Blue cowl ring, canopy frames, tail bands and propeller hub. This A/C had one of the largest upper wing insignia we have ever seen on Thunderbolts, estimating it to be at least 55" in size. As no photo of this A/C with the name Squirt painted on exists, we thank Mr. Parker for stating the facts as he remembers them.



THE TOUCH OF TEXAS

P-47D-25-RE • 42-27313 • 510 FS/ 405 FG

Flown by our friend Capt. Charles Mohrle, this A/C also had a White cloud behind the snake, but we were unable to find a photo with this configuration. If you decide you want to reproduce it as it was at a later date, simply paint a similar cloud as shown in his razorback on part two of this collection. Add a thin Black line to the cloud. Do not overlap the Black Cowl ring. Full invasion stripes (lower surfaces only). Front White fuselage band is peeled off almost in its entirety. Nose art by S/Sgt. Lynn Trank.

Capt. Mohrle, this one is for you!



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THE BUG

P-47D-20-RE • 42-76553 • 510 FS/ 405 FG

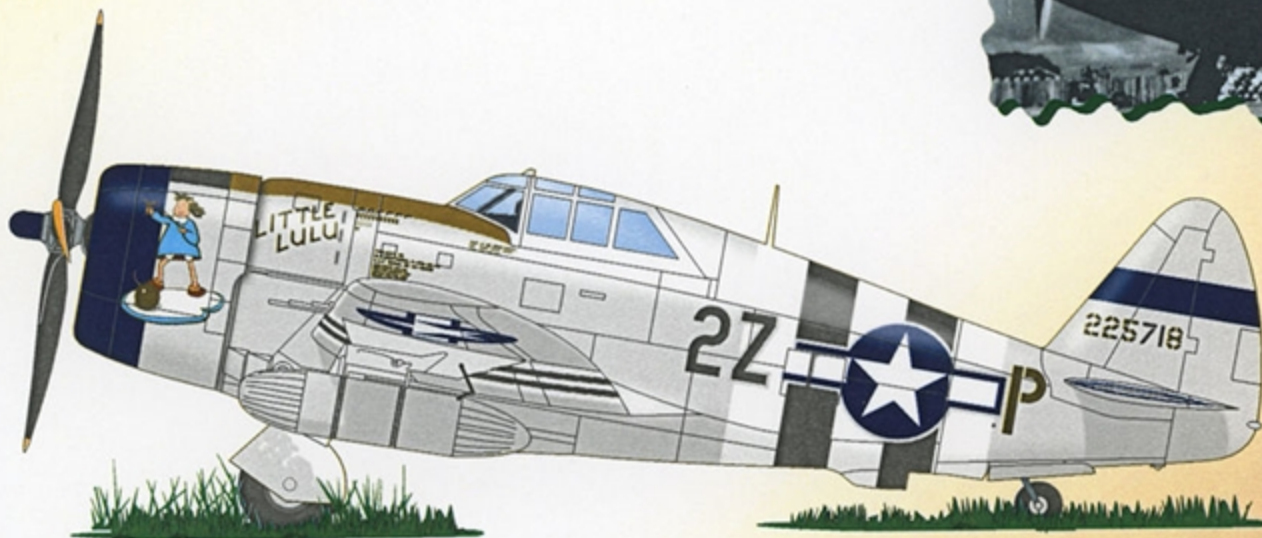
Flown by Lt. Arlie Blood, the interesting artwork for the Bug was created by Sgt. Lynn Frank, an artist much in demand within the 510 FS. Where did the name come from? Arlie called his son "The Bug". The Bug didn't last very long as it was hit by flak during a strafing pass at a train on May 21, 1944. The engine took a direct hit and burst into flame. When flames came out from beneath the instrument panel, Lt. Blood thought "it would be cooler outside of the airplane." bailing out at low altitude, his parachute opened just before he hit the ground. He evaded the Germans for a time, but was eventually captured. He escaped his captors and spent the next few months with the French Resistance (Maquis). He eventually made his way back and was reunited with the 510 FS on Sept. 8, 1944. If you are planning on building only one Jug out of this collection, well, this better be it. Olive Drab over Neutral Gray, White markings



LITTLE LULU

P-47D-22-Re • 42-25718 • 510 FS/405 FG

Flown by Lt. Col. Bruce Parcell, "Little Lulu" was one of the oldest P47's in the 510 FS and used a Hamilton Standard hydraulic propeller instead of the very common Curtiss Electric. Wearing Dk. Blue cowl band, tail stripes, and full invasion ID bands, this machine shows considerable peeling of the paint on the wheel covers. Colonel Parcell was killed flying this machine on July 27, 1944. Notice insignia under the left wing.



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Thunderbolts Over Europe

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CHOWHOUND 2ND

P-47D-28-RA • 42-28445 • 509 FS/ 405 FG

Flown by Capt. Robert "Blackie" Blackburn. This A/C had two different versions of the same nose art theme. This one is the second version of the artwork. The first one is featured in part two of this collection of A/C from the 405 FG. A typical 509 FS A/C with an aggressive hound for nose art. Capt. Blackburn ran a very impressive score of fighter sweeps, escort, and bombing missions, all carefully reproduced on this decal sheet. Notice the Red heart on the right side of the A/C. Hearts were sometimes applied to a spot where enemy fire hit an aircraft.



JINX

P-47D-30-RE • 44-20535 • 509 FS/ 405 FG

An aircraft flown by Lt. Whitehead, inherited from Capt Woirel. This Thunderbolt carries the name "JINX" on the cowling. A natural Metal bird, with the 509 FS Red trim as described somewhere else and an Olive Drab anti-glare panel. Notice the demarcation line of the Red cowling panels, reason unknown. Another very typical 405 aircraft.



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