

RED GECKO PRODUCTIONS®

EARLY JUGS P-47C and P-47D

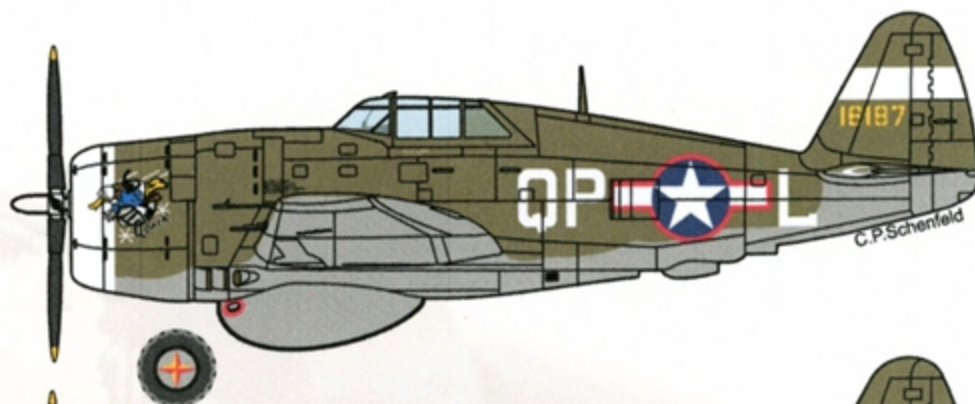
Razorbacks prior to D-Day



RG-009.48
1/48 Scale

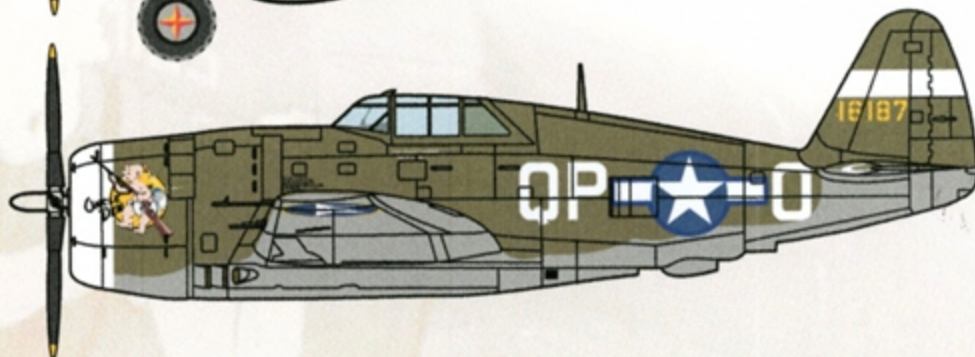
P-47C-2-RE 41-6187 QP-L
Flown by Capt. Robert L. Priser 334FS/4FG

QUACK nose art on port engine cowl.
Possible 4-point star device on wheel cover.
Starboard artwork unknown.



P-47C-2-RE 41-6187 QP-O
Flown by Capt. Herbert J. Blanchfield 334FS/4FG

UNCLE DEN (Dogpatch character) nose art on port engine cowl.
Wheel cover design and starboard artwork unknown.



P-47C-2-RE 41-6203 DQ-H
Pilot unconfirmed 552FTS

WINDY title on port forward fuselage,
Ace-of-Hearts on wheel cover.
Note "H" on bottom of engine cowl ring.



P-47C-2-RE 41-6203 UN-J
Flown by Capt. Jack D. Brown 63FS/56FG

THE FLYING UTE artwork on port engine cowl.
Note: "WINDY" originally retained on fuselage,
later painted over. Utah state shape originally
much smaller, without outline and possibly gray,
with title in yellow. Original wheel covers later
changed to a shooting star design.
Starboard artwork unknown.



P-47C-2-RE 41-6204 -04
Flown by Maj. Gus Daymond 334FS/4FG

Prior to implementation of theater markings, a
simple 2-digit code was used. The red devil
artwork may have been applied at this time.



P-47C-2-RE 41-6204 QP-M
Flown by Capt. Richard D. McMinn 334FS/4FG

Artwork of a red devil tormenting Hitler on port
engine cowl.
Starboard artwork unknown.



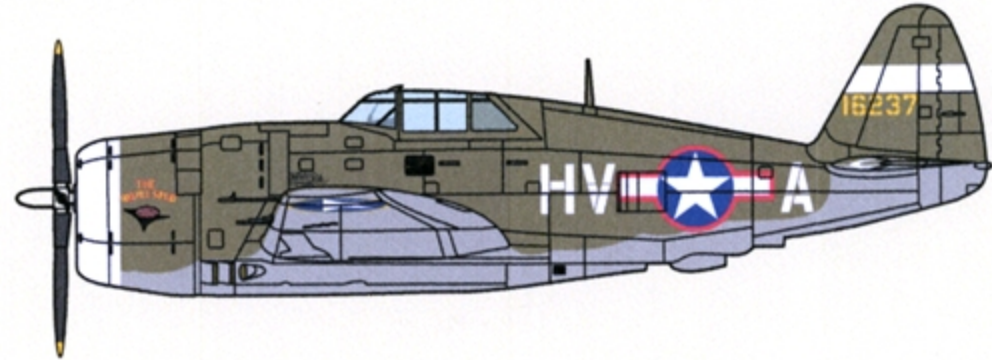
P-47C-2-RE 41-6232 HV-B
 Flown by Lt. Hiram O. Bevins 61FS/56FG

BUNKIN title in yellow on port engine cowl
 Superman flinging Hitler artwork on port fuselage forward of cockpit.
 Wheel cover design and starboard artwork unknown.



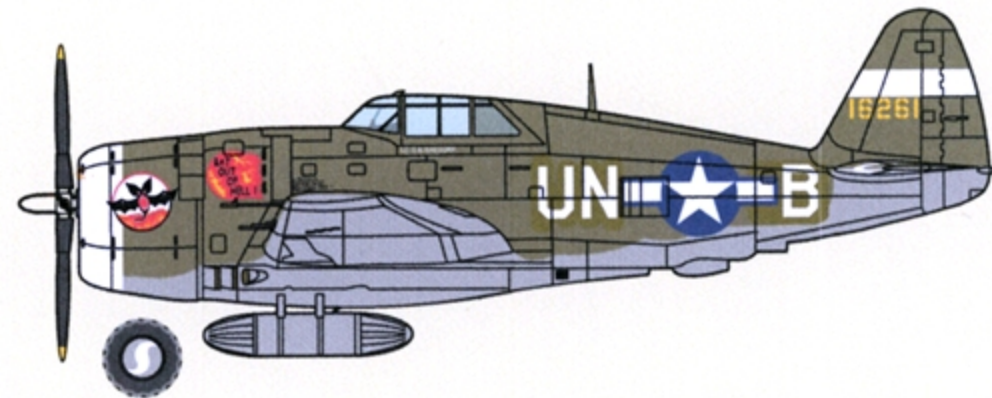
P-47C-2-RE 41-6237 HV-A
 Flown by Lt. Milton Anderson 61FS/56FG

IDAHO SPUD artwork on port engine cowl.
 Wheel cover design and starboard artwork unknown.



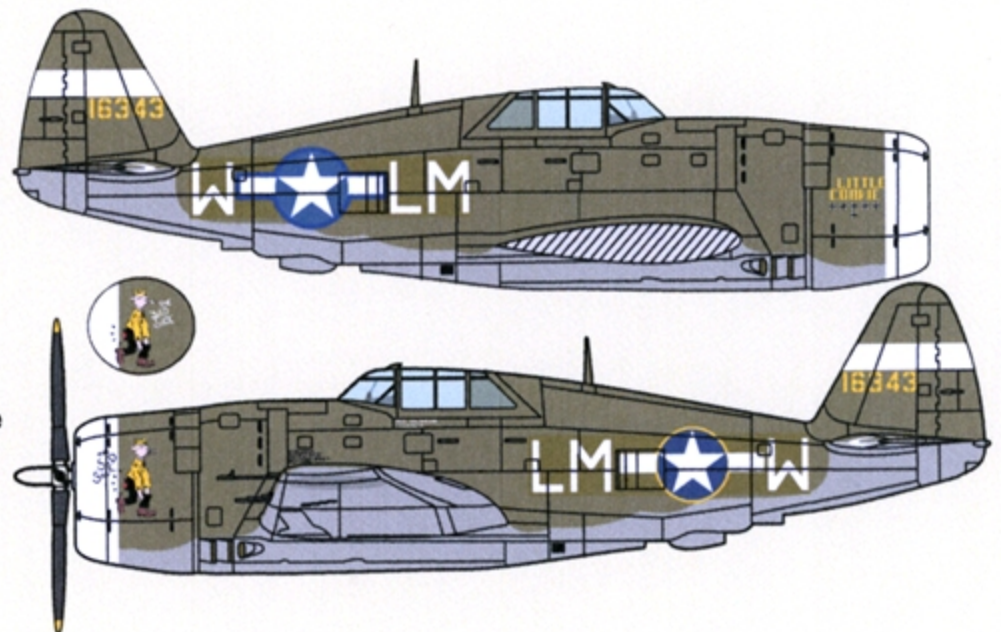
P-47C-2-RE 41-6261 UN-B
 Flown by Lt. Gordon E. Batdorf 63FS/56FG

BAT artwork on port engine cowl, and
BAT OUT OF HELL title on red fireball on
 port forward fuselage.
 Wheel cover probably NG with white swirl design
 Starboard artwork unknown.
 Note: enlarged keel design to allow for drop tank.



P-47C-5-RE 41-6343 LM-W
 Flown by Capt. Walter V. Cook 62FS/56FG

Originally, **LITTLE COOKIE** title on both sides
 of engine cowl, with two kill marks on starboard
 side. After a landing accident, **THE SAD SACK**
 artwork painted on replacement port engine cowl.
THE SAD SACK saw three distinct versions: the
 first had no title, then **THE SAD SACK** added in
 black on the white nose ring, and finally, **THE SAD**
SACK removed from nose ring and painted in white
 between the figure and the cowl flaps. Note that
 the final version has one fewer "pain" marks.
LITTLE COOKIE on the starboard side eventually
 displayed six kill marks.
 Wheel cover design unknown.



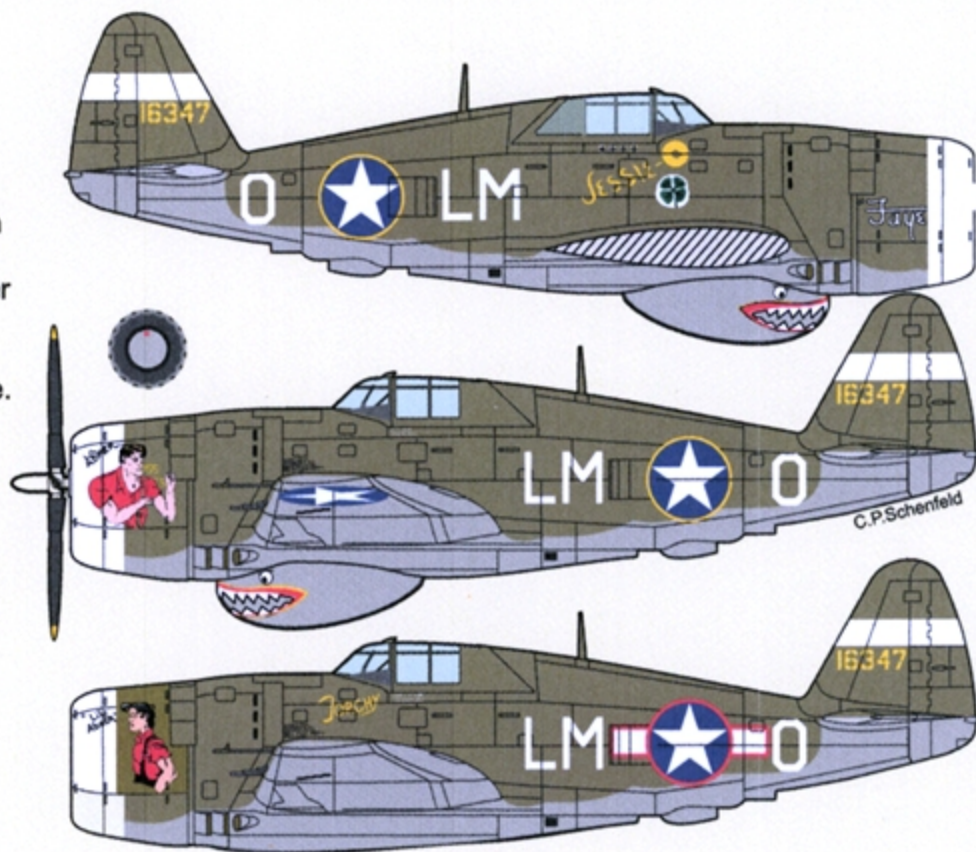
P-47C-5-RE 41-6347 LM-O

Flown by Capt. Eugene W. O'Neill 62FS/56FG

Originally, **L'IL ABNER** (Dogpatch character) in a pugilistic pose on port engine cowl (overpainting an earlier unknown title). **JESSIE-O** title in yellow on starboard fuselage under cockpit, later, 4-leaf clover added.

FAYE title in white on starboard engine cowl. Four kill marks under canopy rail on starboard side. Wheel cover possibly NG with a small red star. Elaborate sharkmouth design on fuel tank.

Later, a more traditional "clueless" L'il Abner character painted on a replacement cowl panel, and **TORCHY** title added in yellow to port fuselage in front of cockpit.



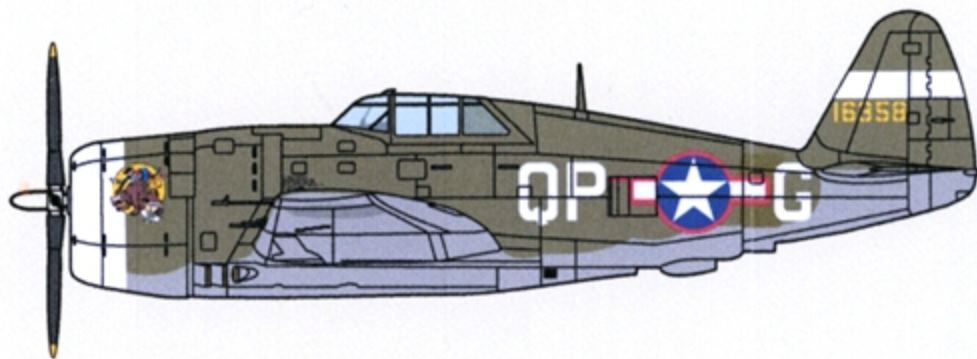
P-47C-5-RE 41-6358 QP-G

Flown by Capt. Archie W. Chatterly 334FS/4FG

CALIFORNIA OR BUST artwork on port engine cowl.

Wheel cover design and starboard artwork unknown.

Note: Conversion to red-bordered insignia improperly/incompletely rendered in one photo.



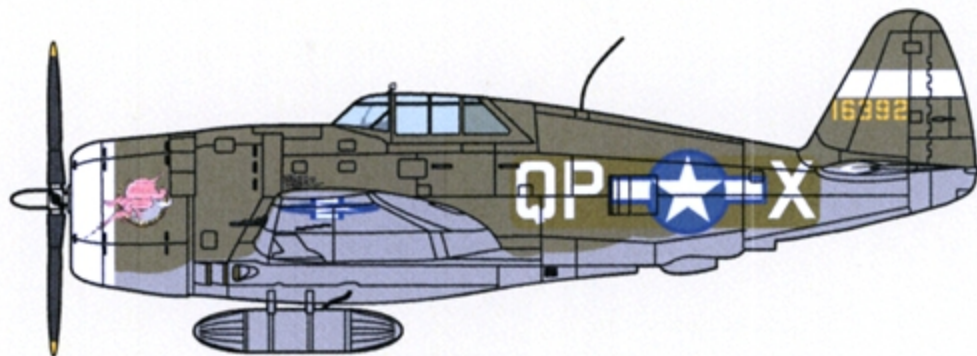
P-47C-2-RE 41-6392 QP-X

Flown by Capt. William T. O'Regan 334FS/4FG

PINK ELEPHANT artwork on port engine cowl.

Wheel cover design and starboard artwork unknown.

Note: enlarged keel design to allow for drop tank.

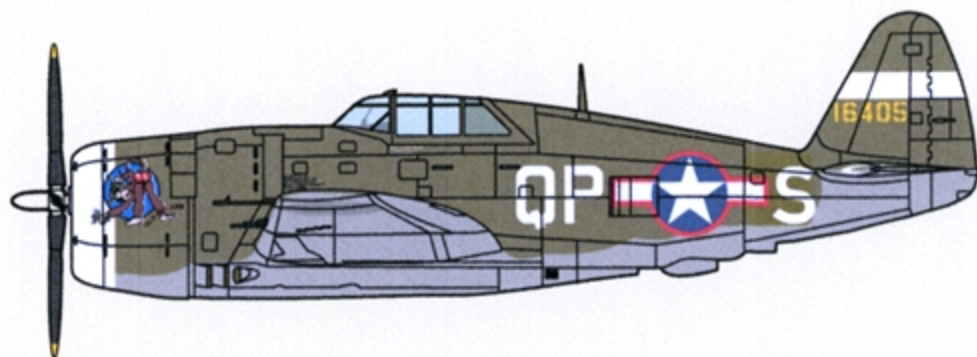


P-47C-2-RE 41-6405 QP-S

Flown by Lt. Robert A. Boock 334FS/4FG

OLD RED ASS artwork on port engine cowl.

Wheel cover design and starboard artwork unknown.



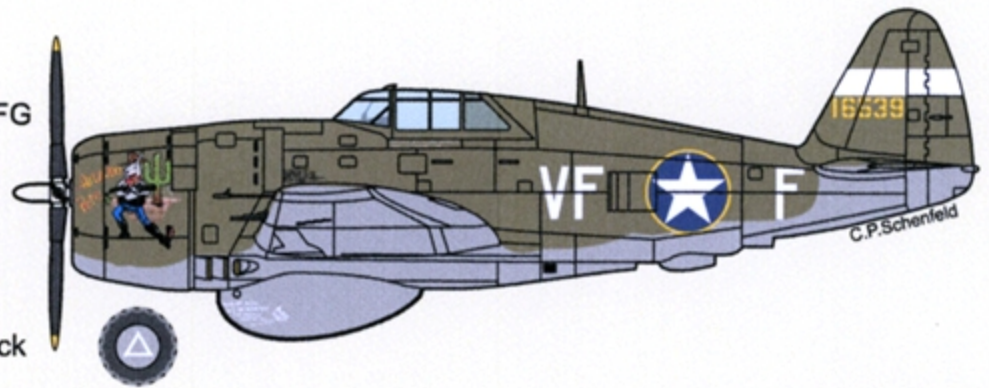
P-47C-5-RE 41-6539 VF-F

Flown by Capt. Kenneth D. Peterson 336FS/4FG

ARIZONA PETE artwork on port engine cowl. "Delta" geometric wheel cover design in white. Forward half of fuel tank covered in chalked-on graffiti.

Starboard artwork unknown.

Note: Capt. Petersen wore a large "Pete" in black on the right side of his life vest.

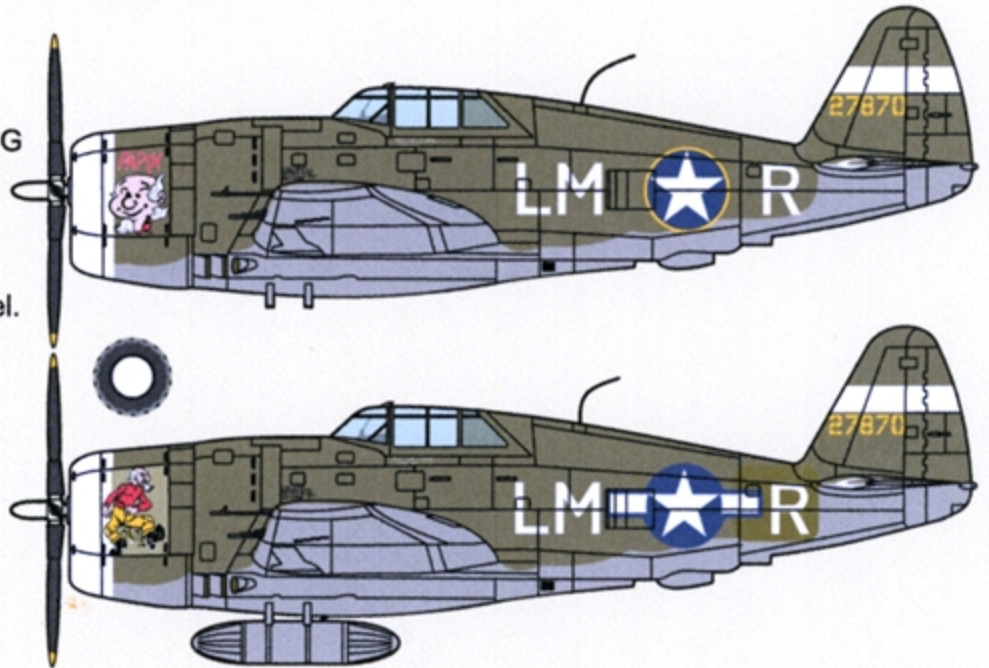


P-47D-1-RE 42-7870 LM-R

Flown by Maj. Horace "Pappy" Craig 62FS/56FG

PAPPY (Dogpatch character) artwork on port engine cowl. Changed later to a different, more belligerent version of Pappy Yokum on a replacement or (possibly) repainted cowl panel. White wheel cover.

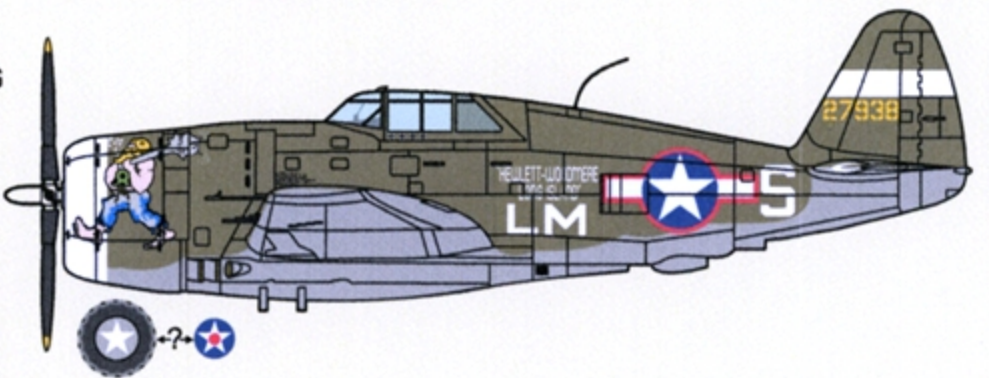
Starboard artwork unknown.



P-47D-1-RE 42-7938 LM-S

Flown by Lt. Col. David C. Schilling 62FS/56FG
Later flown by Lt. James E. Fields (as LM-S)

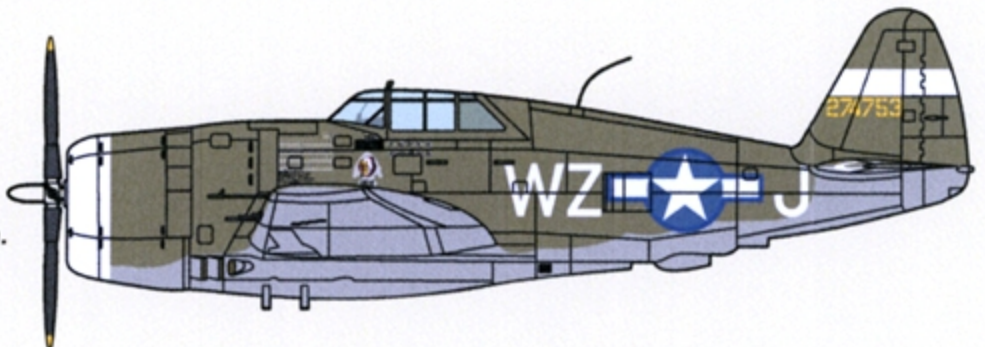
HAIRLESS JOE (Dogpatch character) artwork on port engine cowl. HEWLETT-WOODMERE LONG ISLAND legend on port side above aircraft code. Four kill marks on port side under canopy rail. White star wheel cover design, which may have evolved into to a pre-war circle-star-dot insignia. Starboard artwork unknown.



P-47D-6-RE 42-74753 WZ-J

Flown by Maj. Quince L. Brown 84FS/78FG

OKIE artwork on port fuselage under cockpit. Ten kill marks below canopy frame on port side. Also, 103 "sweeps" and a locomotive tallied on the port side. Wheel cover design and starboard artwork unknown.



The aircraft depicted on this sheet are P-47C and early P47D models based in England from 1942 until 1944. The standard scheme was Matt Olive Drab for all topside surfaces, with Matt Neutral Gray for all underside surfaces. In late 1942, a "theater" scheme of recognition markings saw the introduction of 12" wide white stripes on vertical and horizontal tail surfaces, with the front 20" of the cowl also painted white.

Initial national markings comprised the U. S. circle-star roundel with a 2" yellow surround in six positions. In June of 1942, white rectangular "wings" were added, soon to be followed by a Flag Red surround, with markings removed from upper starboard (right) and lower port (left) wing surfaces. In September 1943, the red surround was changed to Flag Blue. Of course, these orders were not completed instantaneously, and aircraft often flew with incomplete and/or mis-applied insignia during the transition period. Additionally, the blue central circle often faded, providing a noticeable contrast with the later blue surround.

Very few of these survived until D-Day, and, by then, the few survivors had been relegated to training units, thus none received the broad black and white invasion stripes.

C models were not plumbed for drop tanks, and were often fitted with the 200 gallon "baby" fuel tank. This tank usually had a red ring painted around the fuel filler cap, with octane and quantity information stenciled in white. In use, the informational ring was quickly damaged and often illegible. Any of the C model aircraft depicted here could have been fitted with this tank, prior to the keel modification as noted below.

Several C models were retrofitted with a modified keel to allow a drop tank to be carried. The disposable paper tank, either 200 gallon or 108 gallon type, were the types most often carried on missions over the continent.

Repairs, transfers of aircraft and personnel, as well as the different position of aircraft codes necessitated by changing proportions of the national insignia often lead to areas of the aircraft being repainted. Fading of the original paint, and the imperfect match of locally obtained paint stocks left these newly repainted areas quite noticeable.

When the white nose markings were originally applied, they were masked with 50mm tape, resulting in frequent over-spray. While this was usually tidied up (eventually) several aircraft received a thin black pinstripe at the aft edge of the white area. We have included a small selection of stripe material to replicate this feature.

Serial number/data blocks are unique to each aircraft. While the data blocks are laid out in numerical order, we recommend a good magnifying glass to choose the correct one for the aircraft you are building.

The pilot's name, as well as that of the crew chief and occasionally the armorer usually appeared below the canopy frame on the starboard side. Artwork and titles of the pilot's choosing was usually carried on the port side. The crew chief normally (but not universally) marked the starboard with personal sayings or the name(s) of loved ones. When the aircraft changed hands, the old artwork was occasionally painted out (again, not always) resulting in aircraft with multiple names and artwork. The starboard side of most aircraft is poorly documented, and we have provided a selection of period-typical sayings should you decide the crew chief's side looks a bit too barren.

Wheel covers were often decorated, but, again, this feature is poorly documented. Also, wheel covers could be switched between aircraft, resulting in odd and mismatched markings. We have provided some extra, if somewhat speculative, markings for the bare covers, should you decide to use them.

We have also included propeller data and logos for Curtiss Electric propellers, and a number of Pratt and Whitney logos for the engine gearcase.

Use the kit decals, or decals from other sources, for all standard markings and stencils.

NOTE: where ever possible, decals have been developed from pictures of the original artwork, and some differ substantially from previously published interpretations.

CONVERSION AND DETAIL RESOURCES:

Lone Star Models, Inc. (Mike West)
<http://www.lonestarmodels.com/>

LSM 40367 Conversion - P-47 D to C model (keel only)
LSM 40376 P-47C 200 gallon "baby" fuel tank

Little Friends website:
<http://www.littlefriends.co.uk/>

A special thank you to Rex Driscoll for his generous assistance, research and encouragement.

Artwork by C.P. "Silverback" Schenfeld
All artwork © 2010 Lone Star Models®

Disclaimer: Drawings are provided as an aid in decal placement only. Drawings are not to scale. Do not scale or use as detail, shape or size reference. Some markings are conjectural based on common practices and markings observed on similar aircraft.

