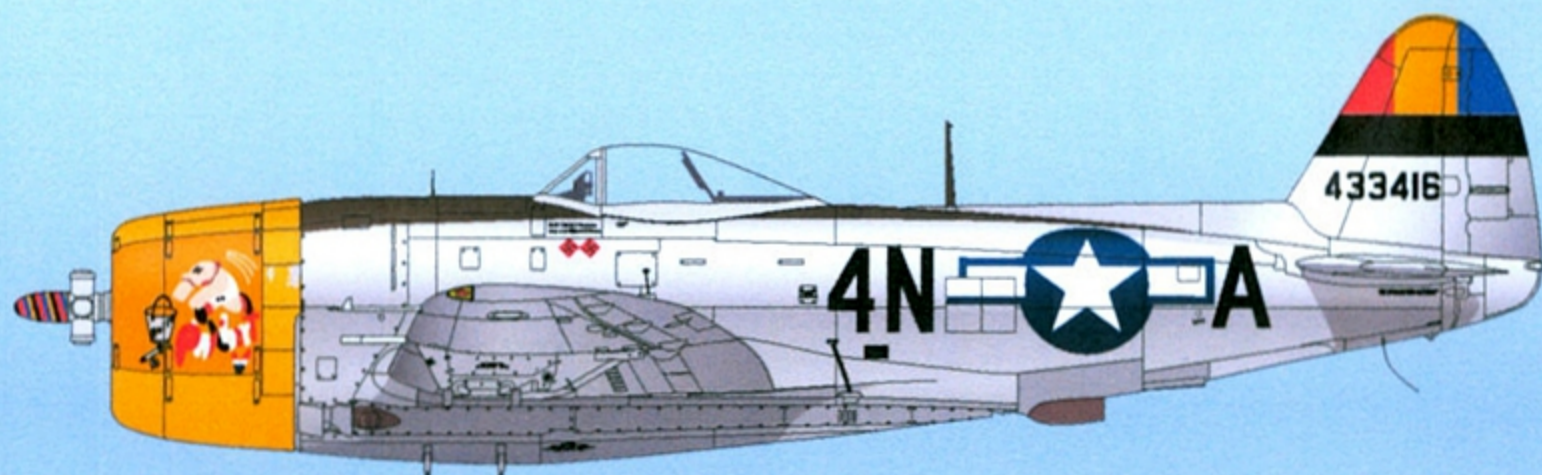


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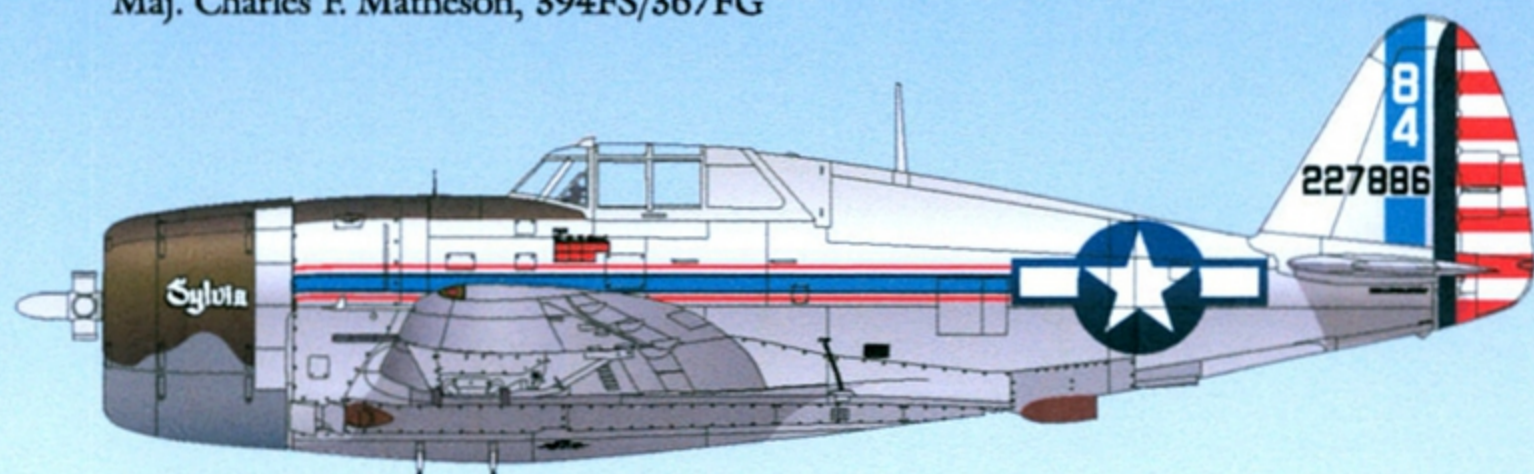
48-046

Republic P-47D Thunderbolt Part 8

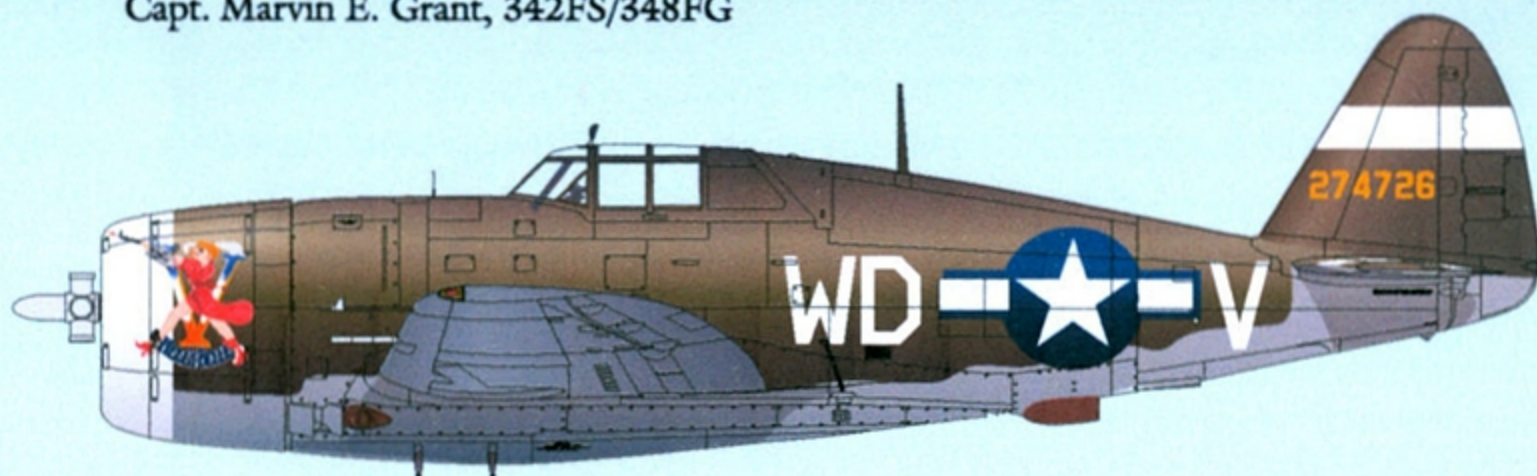
Limited Edition!



Maj. Charles F. Matheson, 394FS/367FG



Capt. Marvin E. Grant, 342FS/348FG



Capt. Charles F. Anderson, 335FG/4FG

Recommended kits: Tamiya P-47 Thunderbolt kits

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Republic P-47D Thunderbolt Part 8

A/C #1

P-47D-30-RA, 44-33416, flown by Maj. Charles F. Matheson, 394 FS/367 FG, Fürth/Germany, spring 1945.

This is a well known aircraft, and two splendid color photos are shown in ref. 1 and 2, and color illustrations are shown in ref. 3 and 4, but no starboard side photo is known. This aircraft is finished in NMF with OD antigrare forward and aft of the canopy. It is fitted with Curtis Paddle Blade propeller, and its antenna also seems to be OD. Two outer guns of wings are removed, which is a quite rare case.

"Philbert" is the name Maj. Matheson applied on his A/C including his P-38. Red/yellow/blue stripes backed by black band on tail are the group marking, and yellow nose is the squadron marking. Its spinner is elaborately painted in 4 color spirals, but it would be rather difficult to paint very tiny spirals on the small spinner, so 3 color spirals (two sets, in case one fails to apply correctly) are included. Please paint the spinner and cowl yellow (semi-gloss) before applying mark 88. Another b/w photo we found on the website shows two shades of yellow on the cowlings,



and closer look at the color photo shows the nose art is applied on the fresh glossy yellow panel. One portion of yellow is scratched off from a cowl flap. Kill marks is outlined in red. The color photo was taken in Fürth, but officially 394 FS was stationing in Eschborn (April to July 1945), not Fürth.

The 367 FG was basically fighter-bomber unit, and saw the first action on May 9th 1944, so only one year operation over Europe. This unit received the Presidential Unit Citation for the

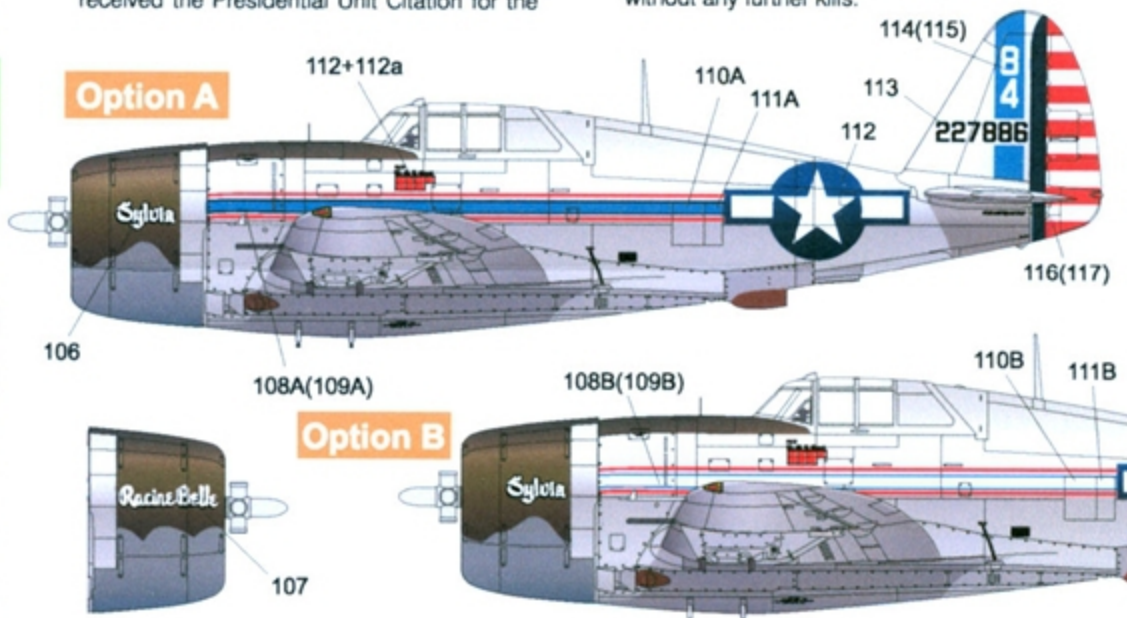
big aerial combat on August 25th. On this day 12 P-38's of 394FS was jumped by about 40 Fw 190A's of II/JG 6 en route to attack against Clastres. 21 P-38's of 392FS and 393FS joined the aerial battle over Laon, and achieved 17 kills, while losing 7 A/C. Major Matheson was the member of 394 FS from the beginning, and achieved 2 kills on this day. He became the CO of 394 FS on October 23rd, and lived through the war without any further kills.

A/C #2

P-47D-23-RA, 42-27886, flown by Capt. Marvin E. Grant, 342 FS/348 FG, Leyte, November 1944 to January 1945.

Capt. Marvin Grant's "Sylvia" is a well known aircraft of the famous 348 FG Kirby's Thunderbolt, and two photos of this A/C is shown in ref. 5 to 9. Though the photos in ref. 5 to 8 (with P-38 drop tanks) show white center of fuselage stripes (as compared to "Sylvia"), the photo in ref. 9 (without drop tank) does show slightly darker hue for the central band. Accordingly there are two types of illustration of this A/C, one with white center (ref. 5, 8, 9, 10) and another with light blue center (ref. 11, 12). Probably this is due to the time difference, but which is earlier is not known. The photo of George Davis' P-47 (ref. 5) shows darker central band.

No starboard side photo of this A/C is known, but apparently its cowling is the carry-over from his former A/C (OD/NG camouflage), which evidently carried "Racine Belle" on its starboard side.



Capt. Grant hailed from Racine/Wisconsin, and joined 348 FG to go to Australia in June 1943. He scored his first kill (Kate) on December 16th, and reached the ace status on June 5th

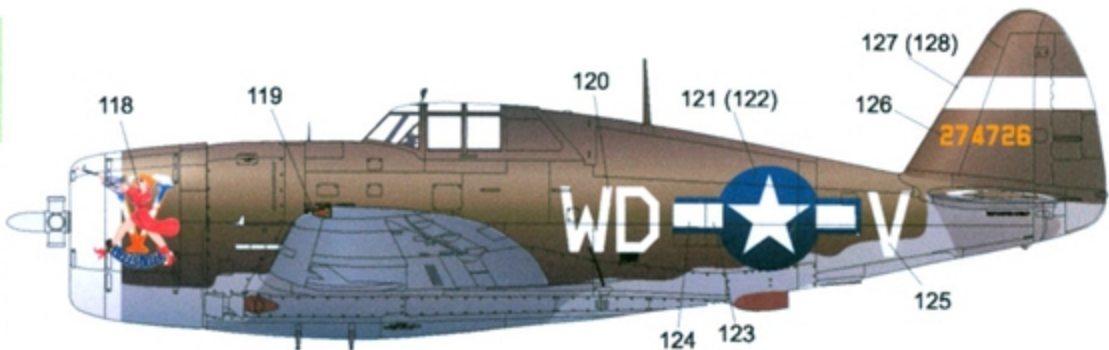
1944. He became Squadron Operations Officer in October 1944, and finished combat tour in February 1945 to return to the States. His total score is 7 aerial kills and one damaged.

A/C #3

P-47D-6-RE, 42-74726, flown by Capt. Charles F. Anderson, 335 FS/4 FG, Debden/England, November 1943 to March 1944.

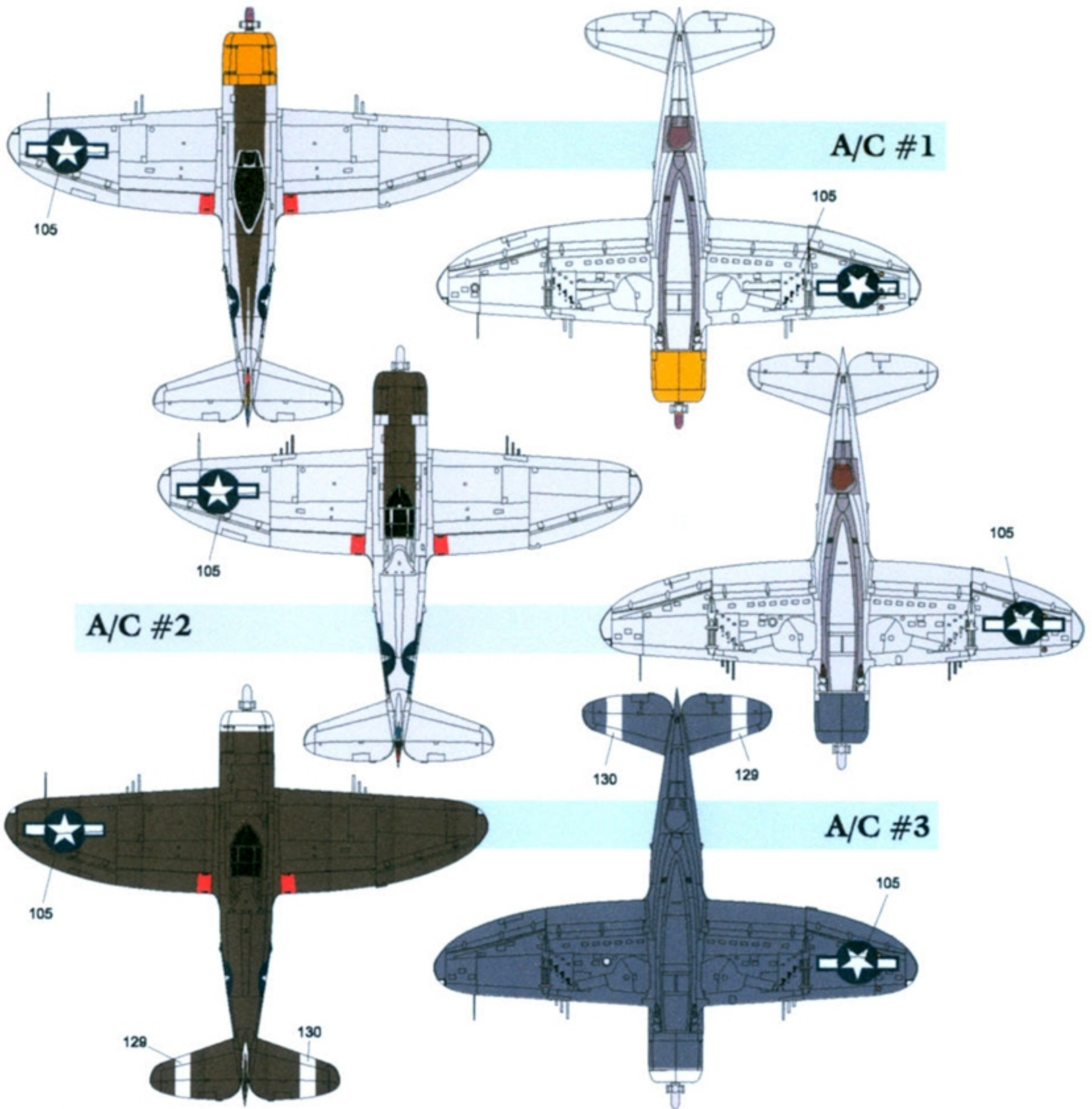
Capt. Anderson is a little known double ace of the famous Debden Eagles probably due to his loss of life in the middle of the war, but his P-47 was adorned with a very attractive nose art. Only one photo of this A/C (close-up of its nose art) is known, and is shown in ref. 13 to 16. Clearer photo was once shown in ref. 17, but the image is less clear now.

Color of the nose art is not known, and the one shown in this decal is our best guess. The color illustrations in ref. 18 and 19 show the dress in red, which is reasonable from the photo. Shoes is shown in black, but the left shoe is apparently the same hue as the dress (right shoe is in the shadow of the pilot, and looks much darker), so this should also be red.



The color of "V" is somewhat controversial. We see its top and "HELL'S BELLE" is quite dark, but still slightly less dark than the heat dissipation holes of the gun, so we judged it is insignia blue. Shadow of V is probably yellow, and the bottom of V is presumably red. (Blue/white/red is typical of victorious marks.) Capt. Anderson hailed from Gary/Indiana, and

achieved his first kill on January 30th, 1944. He continued to score kills as wingman of Maj. Carpenter, and reached double ace status on April 12th with his P-51, "Paul". But he was KIA by mechanical trouble on April 19th 1944, while flying an escort mission to Eschwege. His final tally is 10 aerial victories, 0.5 probable, 2 damaged, and 5.5 strafing kills.



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