

NOV/DEC Dakota Territory Air Museum's P-47 Update



by Chuck Cravens





www.dakotaterritoryairmuseum.com



Update

Finishing details on the wings, gear doors, and control surfaces continued this month. Fuselage work included the cockpit enclosure, empennage fairings, turbosupercharger assembly, and permanently attaching the tail surfaces.

Wings

Work to prepare the wings for the control surfaces was the main focus this month.







Grease pencil and marker notes by the restoration guys indicate tasks yet to be completed.



The top side of the right wing, with the gun and ammunition bay doors yet to be installed.



The right wing is completed except for the gun and ammunition bay doors, flaps, and ailerons.



Gear Doors

Each gear door is designed in two pieces to allow for the shortening of the main landing gear legs as they retract.

















that the assembly was done by the "nite" shift.







The parts with two holes in them on either side of the landing gear axle are mounting blocks for the lower gear doors.





Rudder and Flaps

The flaps, ailerons, elevators, and the rudder are the last large components of the P-47 to be assembled.















Fuselage

Fuselage restoration work was concentrated on empennage fairings, cockpit systems, the cockpit enclosure, assembly of the turbosupercharger, and the cowl.















The rudder light harness hangs in front of the rear fuselage. Also visible are the two rudder cable end fittings (protruding from ovoid holes center left and right).



The black part with red capped tubes is an oil separator for the vacuum system. Slightly above that and to the left (with a lever attached to the upper surface) is the cam mechanism assembly for controlling the Curtiss Electric prop.



Cockpit





Cockpit Enclosure

















The sliding portion of the cockpit enclosure is positioned on the fuselage for fitting.



Turbosupercharger











Cowl

Work continues on fabricating the cowl as time for installation of the restored engine nears.





The former is now attached to the cowl assembly fixture.









WWII Advertisements for the P-47

Original artwork was much more common in print advertising in the 1940s than it is now. The Army Air Force, Republic Aviation, their subcontractors, and even model airplane magazines displayed the P-47 in drawings and paintings that really captured the imagination.



Official U.S Army poster for the P-47



Republic Aviation Advertisements

This March 1941 ad is a very early example, since the first P-47 test flight (the XP-47B) did not take place until May 6, 1941. It interestingly emphasizes an order for 773 P-47s that had been signed in September of 1940, basically a case of ordering the new fighter right off the drawing board before a flying example existed. Photo AirCorps Art



REPUBLIC AVIATION

POWER AT WORK... The rocket-like speed and fine all-round performance of Republic Aviation Pursuit-Interceptors demonstrate the value of design principles which successfully utilize the tremendous power-output of America's great aircooled radial engines—unmatched in efficiency at high altitudes...unfaltering in service for extended intervals between overhauls. Holders of the largest single

order for fighter aircraft ever awarded by the U.S. Army Air Corps, Republic Aviation Corporation is ready for today's job-and tomorrow's.



REPUBLIC AVIATION CORPORATION FARMINGDALE, LONG ISLAND, NEW YORK, U.S.A.

MARCH 1941





REPUBLIC AVIATION

REPUBLIC AVIATION CORPORATION

REPUBLIC

FARMINGDALE, L. I., NEW YORK

JANUARY 1943

This Republic ad emphasizes the P-47's diving speed. Photo AirCorps Art

THE RISING CURVE **OF SPEED!**



ER



Our Back Yard is the Stratasphare

This company ad emphasizes high altitude performance and bomber escort with text like "Our backyard is the stratosphere". Photo AirCorps Art

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Republic mentions the future of commercial high altitude flight in this ad, suggesting the technology developed for the P-47 as the forerunner of high speed peacetime high altitude airliners. photo AirCorps Art

 $U^{\mu}_{\dots,\mu}$ at 40,000 feet...in the stratupphere in the density of the air is only une-fifth of what it is at sea feed.

fifth of what it is at sea feed. This incurse beaused air resistance. More important, it means higher and higher speeds..., for planes higher and higher speeds..., for planes half as go just in the strong-lace. Ordinary planes, there his appreximation of the strong probability of the strong speed of the strong the time appreximation of the strong speed the stratesphere ... to surface the strong the stratesphere ... to surface, which is 2000 horesposer engines and its eight 30 calibre stratesposer engines and its eight 30 calibre stratesposer signs, it pro-vides formulable protection for high bing bounders. flying bombers.

Bring bundlets. The bigh stratesphere and sub-ortaous phere levels loave become the strategic levels of today suit way. Tomorrow, these levels will be the favored sky reads, for high speed, long distance transportation. In this aroos, the Thomletholt is a foretunner of the high-speed, powering air liners of temorrow.



REPUBLIC P-47 THUNDERSOLT





Supremacy in the stratosphere is the catchphrase of this Republic advertisement. Photo AirCorps Art



Subcontractor's P-47 Related Ads



Proud to be one of the P-47's suppliers B.F. Goodrich made not only tires, but also de-icers, expander tube brakes, and feed shoes as this ad tells us. Photo AirCorps Art



knockout specialist from stratosphere to sea level

Having was a reputation as another of the strategobers, the Republic P-47 Thundarbolt new domanatories its power as a low-level Aghter-bomber is clearing the way for increase. After attacking without waining of tree-log levels, the Thundarbolt pacefily hoods styward at a new, faster rate of climb—aided by new wider Curtus Mallew Steel blades.



Curtiss Electric props were used on most P-47s, though Hamilton Standard hydraulically actuated props were also used in some cases, notably on the D-22 and D-25 versions of the P-47D.





A poster from the collections of the Smithsonian's National Air and Space Museum depicts a striking visual of the P-47's reputation for rugged reliability. NASM



Model Airplanes News magazine's cover depicted the P-47 on its December 1942 issue. Model plane building was extremely popular both pre war and during WWII, and every young model builder wanted to create a small replica of the latest Army Air Force fighter. The artist responsible for this work is Jo Kotula, who drew the covers for Model Airplane News and Popular Science for decades.