

Chapter 1 : IPMS Book Review: Zenith Press The P Thunderbolt at War

P Thunderbolt at War is a very classy addition to the Thunderbolt literature. Cory Graff exceeds expectations for a book of this length, packing its pages with useful information and outstanding images.

A small number of Republic P Lancers were built but Republic had been working on an improved P Rocket with a more powerful engine, as well as on the AP fighter design. The latter was a lightweight aircraft powered by the Allison V liquid-cooled V engine and armed with eight. Republic tried to improve the design, proposing the XPA but this failed. The XPA, which had little in common with the new design, was abandoned. The XPB was of all-metal construction except for the fabric-covered tail control surfaces with elliptical wings, with a straight leading edge that was slightly swept back. The canopy doors hinged upward. A P engine with the cowling removed. Uncompressed air enters through an intake under the engine and is carried to the turbosupercharger behind the pilot via the silver duct at the bottom. The cowling admitted cooling air for the engine, left and right oil coolers, and the turbosupercharger intercooler system. The engine exhaust gases were routed into a pair of wastegate-equipped pipes that ran along each side of the cockpit to drive the turbosupercharger turbine at the bottom of the fuselage, about halfway between cockpit and tail. This was difficult since long-legged main landing gear struts were needed to provide ground clearance for the enormous propeller. Kartveli said, "It will be a dinosaur, but it will be a dinosaur with good proportions". The guns were staggered to allow feeding from side-by-side ammunition boxes, each with rounds. All eight guns gave the fighter a combined rate of fire of approximately rounds per second. Brabham at the controls. Although there were minor problems, such as some cockpit smoke that turned out to be due to an oil drip, the aircraft proved impressive in its early trials. Note the windows behind the cockpit and the sliding canopy, an indication that this was an early production PB. While possessing good performance and firepower, the XPB had its share of teething problems: Its sheer size and limited ground-propeller clearance in a fuselage-level attitude made for challenging takeoffs which required long runways—the pilot had to hold the tail low until considerable speed was attained on the initial run. The sideways-opening canopy covers had a tendency to jam. The multiple-gun installation, with its tight fit and cramped ammunition belt tracks, experienced jamming problems, especially during and after hard maneuvering. Maneuverability was less than desired when compared with the Supermarine Spitfire and Messerschmitt Bf. The ignition system arced at high altitude. Access to the rear engine accessory pad was difficult due to the short engine mount used. At high altitude the ailerons "snatched and froze". At high speeds the control loads were deemed excessive. Republic addressed the problems by fitting a rearwards-sliding canopy that could be jettisoned in an emergency, a pressurized ignition system and all-metal control surfaces. The deficient maintenance access to the Double Wasp radial on the B-series subtypes had to wait until the PC introduced a new engine mount. An engineering prototype PB was delivered in December, with a production prototype following in March and the first production model provided in May. Republic continued to improve the design as PBs were produced and although all PBs had the sliding canopy and the new General Electric turbosupercharger regulator for the R engine, features such as all-metal control surfaces were not standard at first. A modification on the PB, also required for the early marks of the U. The PB led to a few "one-off" variants. In September, the st and last PB was also used as a test platform as XPE to evaluate the R engine, a pressurized cockpit with a hinged canopy and eventually a new Hamilton Standard propeller. The plans for production were canceled after increased emphasis on low-level operations over Europe. After around hours of test flying of the P engined Battle at Wright Field, the idea to re-engine the P with the P was abandoned. Production changes gradually addressed the problems with PB and the USAAF decided that the P was worthwhile, quickly following the initial order for PBs with another order for more examples of an improved PC, with the first of this variant delivered in September. The initial PCs were very similar to the PB. The 56th served as an operational evaluation unit for the new fighter. A Republic test pilot was killed in the fifth production PB when it went out of control in a dive on 26 March and crashed, due to failure of the tail assembly, after fabric-covered tail surfaces ballooned and ruptured. Revised rudder and elevator balance systems and other changes corrected these problems. There were a

number of other changes, such as revised exhausts for the oil coolers and fixes to brakes, undercarriage and electrical systems, as well as a redesigned rudder and elevator balance. The main production PC sub-variant was the PC-5 which introduced a new whip antenna. With the use of pressurized drop tanks, the PC was able to extend its range on missions beginning 30 July. Refinements of the Thunderbolt continued, leading to the PD, which was the most produced version with 12, built. The "D" model actually consisted of a series of evolving production blocks, the last of which were visibly different from the first. The first PDs were actually the same as PCs. Republic could not produce Thunderbolts fast enough at its Farmingdale plant on Long Island, so a new plant was built at Evansville, Indiana. Farmingdale aircraft were identified by the -RE suffix after the block number, while Evansville aircraft were given the -RA suffix. The PD-1 through PD-6, the PD, and the PD successively incorporated changes such as the addition of more engine cooling flaps around the back of the cowl to reduce the engine overheating problems that had been seen in the field. Engines and engine subsystems saw refinement, the PD introduced the R, replacing the R seen in previous Ps as did the fuel, oil and hydraulic systems. Additional armor protection was also added for the pilot. The PD was produced in response to requests by combat units for increased range. Seven different auxiliary tanks were fitted to the Thunderbolt during its career: A conformed tub-shaped jettisonable tank made of paper, which barely cleared the ground on grass airfields, was used as an interim measure between 30 July and 31 August. A standardized, all-metal teardrop-shaped steel tank with a prominent protruding horizontal seam, initially produced for the P Airacobra, was adapted to the P beginning 31 August. It was initially carried on the belly shackle, but was used in pairs in as underwing tanks, and adopted as a standard accessory in the US inventory. A cylindrical paper tank of British design and manufacture, used as a belly tank beginning in September and a wing tank in April. A steel tank first used as a belly tank 20 February, and an underwing tank 22 May. This tank, produced by Lockheed, could be used either as a fuel tank or as a napalm container. This tank was similar in shape to the 75 gallon drop tank, but was larger. It could also be used as a napalm container. The tanks made of plastic-impregnated laminated paper could not store fuel for an extended period of time, but they worked quite well for the time it took to fly a single mission. These tanks were cheaper, lighter, and were useless to the enemy if recovered after being dropped— not only did they break apart, but they did not provide the enemy with any reusable materials that could be scavenged for their own war effort. With the increased fuel capacity, the P was now able to perform escort missions deep into enemy territory. A drawback to their use was that fighters could not land with the tanks in place because of the hazard of rupture and explosion. Fighters recalled from a mission or that did not jettison their paper tanks for some reason were required to drop them into a designated "dump" area at their respective fields, resulting in substantial losses of aviation fuel. The PD, D, D and D were similar to the PD with minor improvements in the fuel system, engine subsystems, the PD introduced the R engine a jettisonable canopy, and a bulletproof windshield. Failure to do so damaged both the propeller and the runway. A modification to the main gear legs was installed to extend the legs via an electric motor un-extending before retraction to accommodate the larger propeller diameter. Brazilian P after impact with chimney; the pilot managed to land safely. Even with two Republic plants rolling out the P, the U. Army Air Forces still were not getting as many Thunderbolts as they wanted. Consequently, an arrangement was made with Curtiss to build the aircraft under license in a plant in Buffalo, New York. The Curtiss plant experienced serious problems and delays in producing Thunderbolts, and the Curtiss-built fighters were relegated to stateside advanced flight training. Two PGs were built with the cockpit extended forward to just before the leading edge of the wing to provide tandem seating, designated TPG, essentially to provide a trainer variant. The second crew position was accommodated by substituting a much smaller main fuel tank. The "Doublebolt" did not go into production but similar modifications were made in the field to older Ps, which were then used as squadron "hacks" miscellaneous utility aircraft. Bubbletop Ps [edit] Republic XPK All the Ps produced to this point had a "razorback" canopy configuration with a tall fuselage spine behind the pilot, which resulted in poor visibility to the rear. The British also had this problem with their fighter aircraft, and had devised the bulged "Malcolm hood" canopy for the Spitfire as an initial solution. However, the British then came up with a much better solution, devising an all-round vision "bubble canopy" for the Hawker Typhoon. The bubble canopy and increased fuel capacity were then rolled into production.

together, resulting in the block 25 PD rather than a new variant designation. First deliveries of the PD to combat groups began in May. Improvements added in this series included engine refinements and the addition of dive recovery flaps. Cutting down the rear fuselage to accommodate the bubble canopy produced yaw instability, and the PD introduced a vertical stabilizer extension in the form of a fin running from the vertical stabilizer to just behind the radio aerial. The fin fillet was often retrofitted in the field to earlier PD bubble-top variants. This was a license-built copy of the British Ferranti GGS Mark IID computing gyroscopic sight which allowed the pilot to dial in target wingspan and range, and would then move the gunsight reticle to compensate for the required deflection. The bubbletop Ps were nicknamed "Superbolts" by combat pilots in the field. Two XPHs were converted. They were major reworkings of existing razorback PDs to accommodate a Chrysler IV liquid-cooled cylinder inverted vee engine. Less than a year later it flew into the aviation history books marking a new milestone for speed. PM[edit] Republic PM The PM was a more conservative attempt to come up with a higher-performance "Sprint" version of the Thunderbolt, designed to chase V-1 flying bombs, done, in part, by reducing armament from eight. However, the type suffered serious teething problems in the field due to the highly tuned engine. Engines were unable to reach operating temperatures and power settings and frequently failed in early flights from a variety of causes: Persistent oil tank ruptures in replacement engines were found to be the result of inadequate protection against saltwater corrosion during transshipment. By the time the bugs were worked out, the war in Europe was nearly over. However, PMs still destroyed 15 enemy aircraft in aerial combat, normal results for any fighter type in March–May when aerial encounters with the Luftwaffe were rare. Twelve were lost in operational crashes with the 56th Group resulting in 11 deaths, two after VE Day, and two on 13 April and on 16 April were shot down in combat both by ground fire. PN[edit] Republic PN-5 in three ship formation. The PN was the last Thunderbolt variant to be produced.

Chapter 2 : www.nxgvision.com: Customer reviews: P Thunderbolt at War

[PDF]Free P 47 Thunderbolt At War download Book P 47 Thunderbolt At www.nxgvision.com Republic P Thunderbolt - Wikipedia Tue, 06 Nov GMT The Republic P Thunderbolt was a World War II era fighter aircraft produced by the United States from through

Air Force during Second World War and was certainly one of the most iconic American aircraft, alongside its successor, the P Mustang. Capable of carrying five-inch rockets or a bomb load of 2, pounds, together with its eight. A P Thunderbolt during take off Entering active service in November , a contingent of Thunderbolts was dispatched to England as part of the 56th Fighter Group, under the command of the 8th Air Force. It first saw combat in March , during a mission over occupied France, but due to a radio malfunction, the mission turned out to be a catastrophe. Very soon, the Ps stationed in England were refitted with new, English-made radio equipment, resuming active service. From that point on the Jug proved to be a formidable opponent. Serving both in Europe and in the Pacific, the P Thunderbolt flew over , sorties of all types, claiming some 3, air-to-air kills of enemy aircraft. One of the most recognizable U. Cletrac in front of a P Thunderbolt of the th Fighter Group. Stump and Second Lieutenant George J. Thunderbolt flies its first combat mission a sweep over the Pacific. Used as both a high-altitude escort fighter and a low-level fighter-bomber, the P quickly gained a reputation for ruggedness. Its sturdy construction and air-cooled radial engine enabled the Thunderbolt to absorb severe battle damage and keep flying. II readying for a sortie over Burma. PDs of the 48th Fighter Group at an advanced landing ground in France. Handwritten on slide casing: When a squadron of P Thunderbolts attacked a gunpowder storage depot, the ensuing explosion destroyed one of their aircraft. The grave for the pilot was made by a refugee French couple, with. A deckload of U. Destroyed Ps at Y Metz-Frescaty airfield.

Chapter 3 : P Thunderbolt at War : Cory Graff :

P Thunderbolt at War has 9 ratings and 0 reviews: Published by Ian Allan, pages, Hardcover.

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