



## Republic P-47N Thunderbolt

Die Republic P-47 entstand 1940 unter dem Eindruck der Kriegsergebnisse in Europa, die der amerikanischen Führung klar machten, das ihre Jagdflugzeuge für einen Einsatz in Europa nur noch sehr bedingt geeignet waren. Basierend auf früheren Entwicklungen wurde Republic im September 1940 auf einer Konferenz der wichtigsten Hersteller in Wright Field, Ohio mit dem Bau eines Prototypen beauftragt, der mit einem Pratt & Whitney R-2800 Double Wasp 18-Zylinder Sternmotor von über 2.000 PS ausgerüstet werden sollte, und der die Bezeichnung XP-47 erhielt. Es entstand die P-47B die im Dezember 1941 in Serie ging und mit den Versionen P-47 C und D gefertigt wurde. Der Hauptkritikpunkt der Piloten an dem neuen Jagdflugzeug war die sehr bescheidenen Sichtverhältnisse durch den hochgezogenen Rumpfrücken und die fehlende Frontscheibe, die bis zur Version P-47D-23 das Merkmal der „Razorback“-Thunderbolts (Razorback = Rasiermesser-Kante) war. Um diese gravierenden Nachteile zu ändern wurde ab der Serienversion P-47D-25 der Rumpfrücken entfernt und die vollverstärkte Cockpitverglasung durch eine tropfenförmige Scheibenhäube ersetzt. Die P-47D Thunderbolt war mit 12.609 Exemplaren die am meisten gebaute Thunderbolt, und wurde fast ausschließlich auf dem europäischen Kriegsschauplatz eingesetzt. Nach dem Angriff Japans auf den Hawaiianischen US-Stützpunkt Pearl Harbor 1941 benötigte die US Air Corps Jagdflugzeuge mit immer größerer Reichweite für die Einsätze im Langstrecken-Begleitschutz. Besonders die ungeschützten Bomben verlangten nach einem neuen Pratt & Whitney R-2800-57 Double Wasp 18-Zylinder-Doppelstern-Motor mit 2838 PS, und einer verbesserteren Triebwerksform durch die Neukonstruktion der Tragfläche. Diese erhielt nun eine Vergrößerung der Tiefe und von jeweils 45,7 cm in die Breite am Rumpfanchluss. Die bisher gerundeten Tragflächenansätze entfielen und waren nun eckig. Das maximale Startgewicht der P-47N mit über 9 Tonnen und einer Reichweite von über 2000 km ist ein absolutes Rekord für einen einmotorigen Jagdflugzeug. Damit die bis zu 12 Stunden dauernden Einsätze beim Langstreckenbegleitschutz für die B-29 den Piloten nicht überforderten, erhielt die P-47N einen General Electric AEC C-1-Auto-Piloten, Armlehnen und komfortablere Sitze. Im März 1945 lief die Serienfertigung der P-47N in Farmingdale an. Als erste Einheit erhielt die 318th Fighter Group im April 1945 ihre neuen Maschinen und überführte sie von Hawaii nach Le Shima, Okinawa, eine Strecke von über 8000 km - der längste Überführungsflug eines einmotorigen Jagdflugzeuges in der Geschichte der amerikanischen Luftwaffe. Die Serienproduktion lief im März 1945 nach einem Auftrag für 550 P-47N-1 RE an. Die folgenden P-47N-5 erhielten serienmäßig Verordnungen zum Abschuss von bis zu 16 5-mal-Baketen unter den Tragflächen. Diese Bewaffnung wurde auch in einem Teil der früheren Serie nachgerüstet. Diese Maschinen erhielten danach die Bezeichnung P-47N-2. Mit dem Bau der letzten P-47N-25 ging im Oktober 1945 die Serienfertigung der P-47 mit 15.683 gebauten Thunderbolts zu Ende.

## Republic P-47N Thunderbolt

Die Republic P-47 originated in 1940 under the impact of the war in Europe when it became clear to the U.S. leadership that their fighters were not entirely suitable for use in the European Theatre of Operations. At a conference of major manufacturers at Wright Field, Ohio in September 1940, Republic was commissioned to build a prototype based on earlier designs. It was to be fitted with a Pratt & Whitney R-2800 Double Wasp 18-cylinder radial engine of about 2000 horsepower and was designated XP-47. The result was the P-47B which went into mass production in December 1941, and continued with the P-47 C and D versions. The pilots main criticism with the new fighter was poor visibility due to the raised fuselage and missing front windscreen, a feature of the so called „Razorback“-Thunderbolts - up to the P-47D-23 version. In order to rectify these serious disadvantages on the P-47D-25 and all subsequent mass production versions the fuselage „hump“ was removed and the framed cockpit glazing replaced with a tear-drop shaped sliding canopy. The P-47D Thunderbolt was from the most numerous of all Thunderbolts (12609 examples) and was almost exclusively deployed in the European Theatre of War.

After the Japanese attack on the U.S. base at Pearl Harbour - Hawaii in 1941, the U.S. Air Corps required light-aircraft with greater range and endurance capabilities to operate in the vastness of the Pacific area. Their particularly vulnerable bombers required long-range escort fighters. The solution to this problem was further development of the P-47 to the N version. This was fitted with the new Pratt & Whitney R-2800-57 Double Wasp 18-cylinder twin-star radial engine producing 2838 horsepower and had a greater fuel tank capacity through redesign of the wing. The wing chord was increased and each root extended by 45.7cm (1ft 6in) at the fuselage. The previously rounded wing-tips disappeared and were now square. The P-47N's maximum take-off weight of over 9 tons, and a range in excess of 2000 km is an absolute record for a single-engine fighter. In order to reduce the pilot work-load and increase comfort for the B-29 pilots on long distance escort missions of up to 12 hours duration, the P-47N received a General Electric AEC C-1 Autopilot, armrests and a more comfortable seat.

Mass production of the P-47N started at Farmingdale in March 1945. In April 1945 the 318th Fighter Group became the first unit to receive the new aircraft and transferred them from Hawaii to Le Shima, Okinawa. With a distance of over 8000 km (5000 miles) this was the longest ferry flight of a single engine fighter in the history of the U.S. Air Force. With an order for 550 P-47N-1 RE versions, mass production began in March 1945. The following P-47N-5's were fitted with 16.5inch rocket launching racks under the wings as standard. Some of the earlier versions were retrofitted with these weapons and received the designation P-47N-2. Mass production of the P-47 Thunderbolt came to an end in October 1945 when the last P-47N-25's bought the total number to 15683 units.

### Technische Daten

Spannweite	12,43 m
Länge	10,98 m
Höhe	4,32 m
Pratt & Whitney R-2800-57 /-73 Double Wasp	
Triebwerk	2.129 PS
Kampfleistung	2.838 PS
Startleistung max	4.977 kg
Leertgewicht	6.261 kg
Rüstgewicht	9.132 kg
Startgewicht max	751 km/h in 9.745 m
Hochgeschwindigkeit	533 km/h in 12.800 m
Reisegeschwindigkeit	12.800 m
Dienstgipfelhöhe	6,2 min
Steigzeit auf 4.572 m	10,4 min
Steigzeit auf 7.620 m	1.287 km
Reichweite normal	
Reichweite max	3.539 km
Mit 4428 l Treibstoff	
Startstrecke mit 7.383 kg	1.036 m
Landestrecke mit 7.383 kg	
Bewaffnung	8 x Browning MG Kaliber 12,7 mm; 2 x 250 kg - Bombe oder 1 x 500 kg - Bombe oder 10 x 12,7 mm - Raketen
Besatzung	1 Mann

### Technical Data:

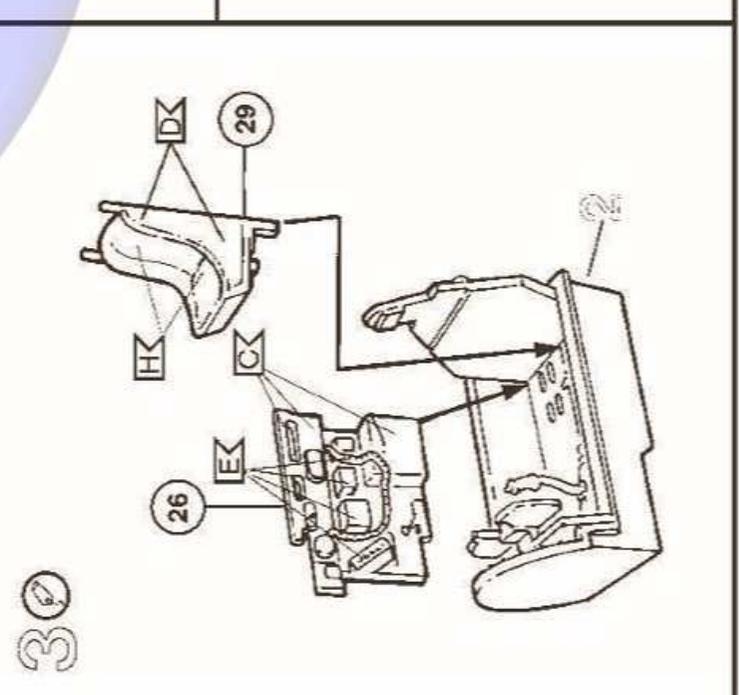
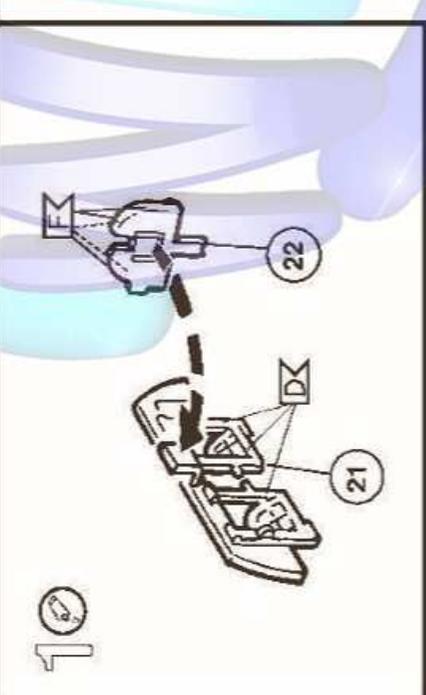
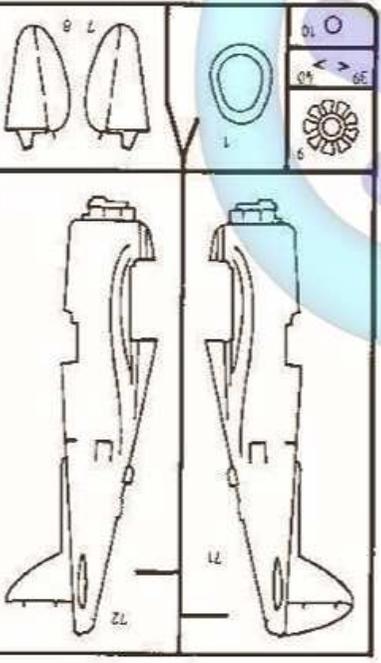
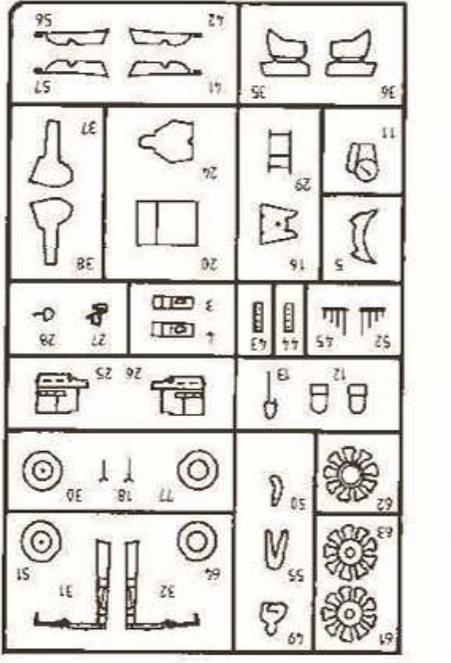
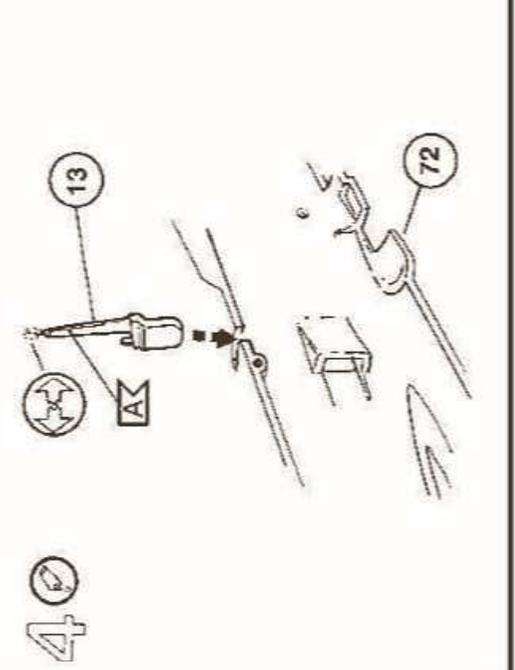
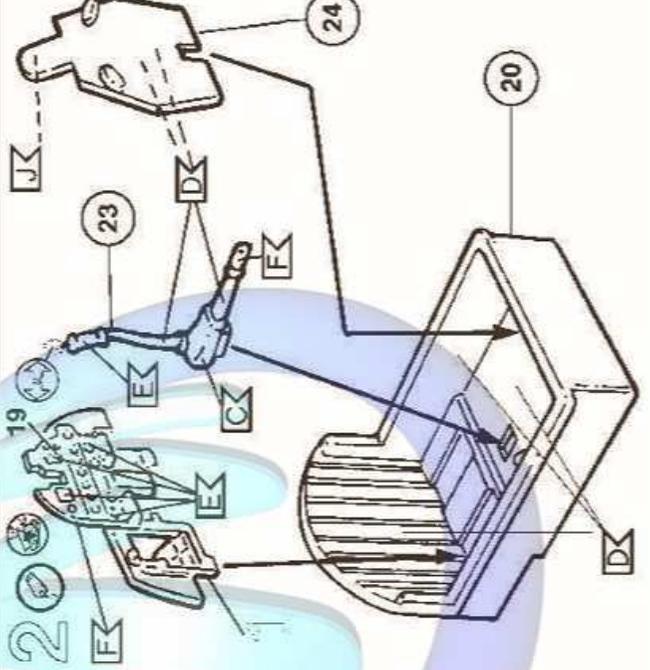
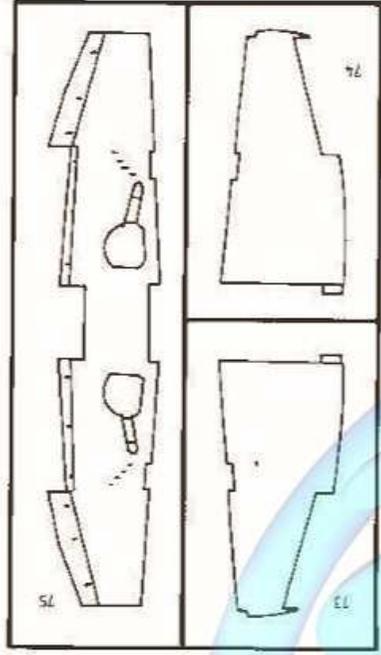
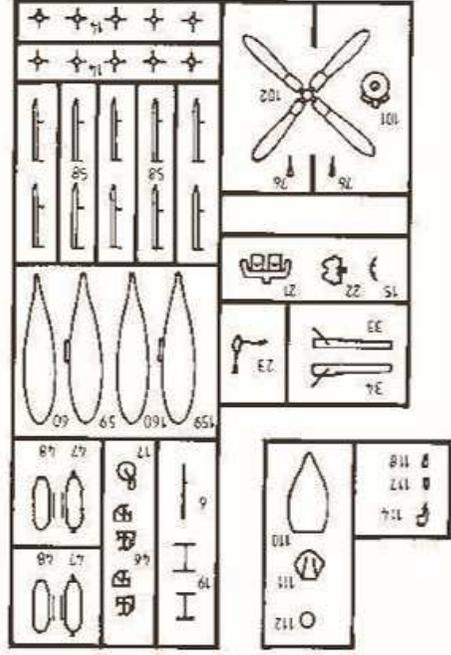
Wingspan	12,43 m (40 ft 8 in)
Length	10,98 m (36 ft 0 in)
Height	4,32 m (14 ft 2 in)
Engine	Pratt & Whitney R-2800-57 /-73 Double Wasp
Combat Power Rating	2838 Bhp
Take-off Power Max	4977 kg (10975 lbs)
Weight Empty	6261 kg (13805 lbs)
Rüstgewicht	9132 kg (20136 lbs)
Maximum Take-off Weight	751 km/h (466 mph) at 9745 m (31963 ft)
Maximum Speed	533 km/h (330 mph) at 12800 m (41984 ft)
Cruising Speed	12800 m (41984 ft)
Service Ceiling	6 min 12 secs
Time to Climb to 4572 m	10 min 24 secs
Time to Climb to 7620 m	
Range normal	1287 km (800 miles)
Range max	3539 km (2197 miles)
With 4428 l of fuel	
Take-off Run with 7383 kg	1036 m (3398 ft)
Landing Run with 7383 kg	
Armament	8 x Browning 12,7 mm Machine Guns, 2 x 250 kg - Bombs or 1 x 500 kg - Bomb or 10 x 12,7 mm - Missiles
Crew	1

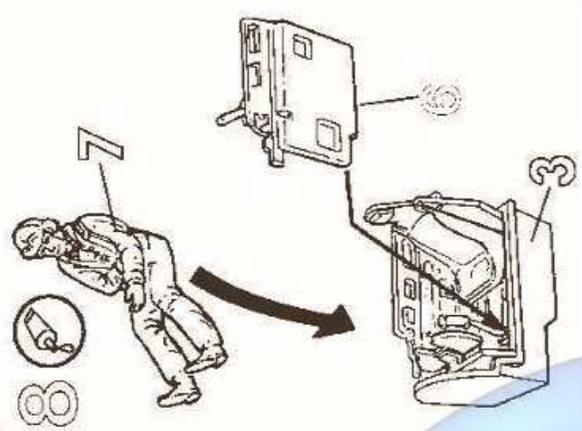
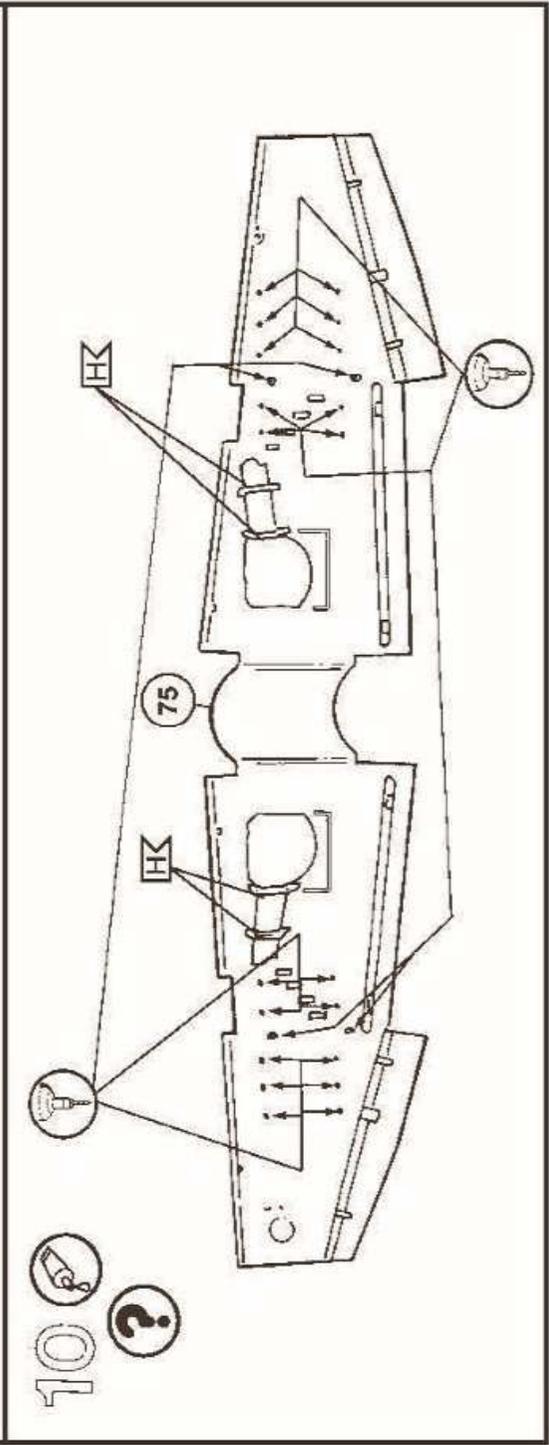
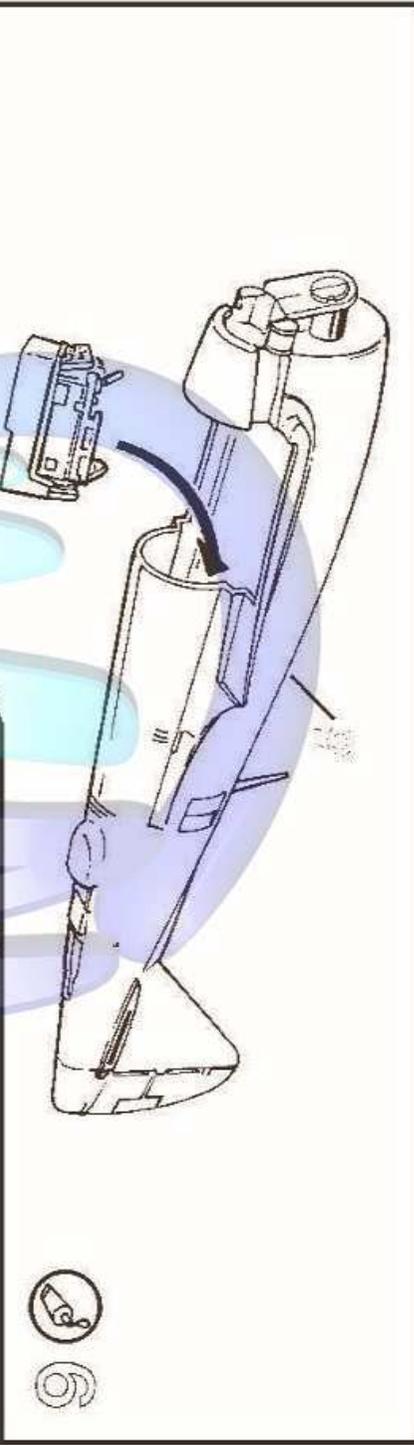
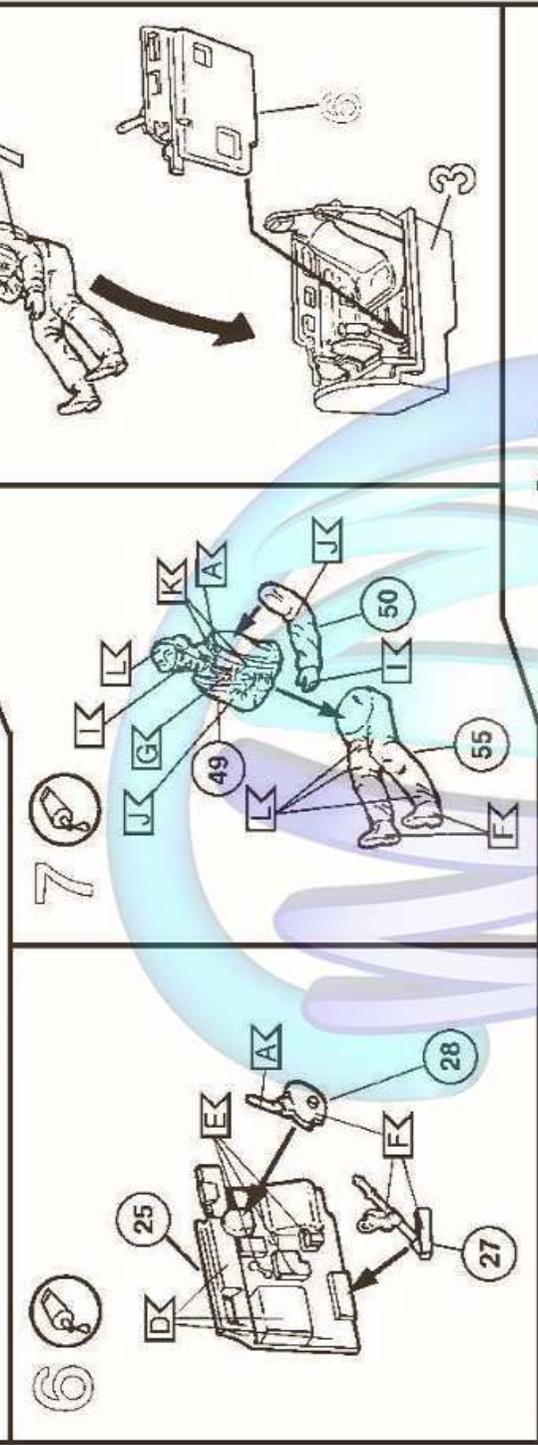
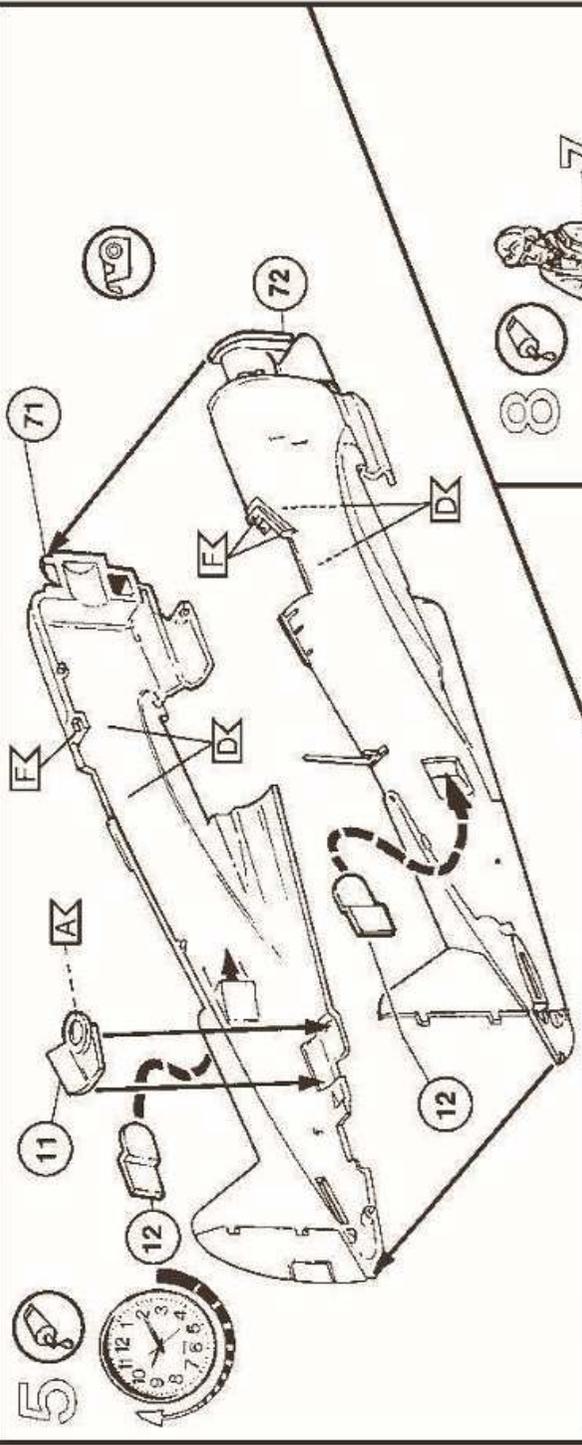
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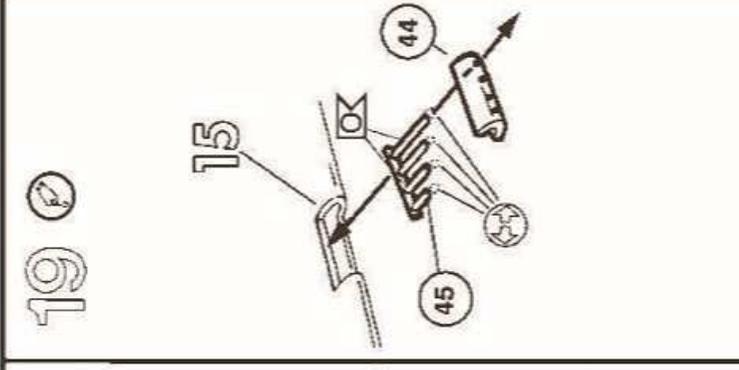
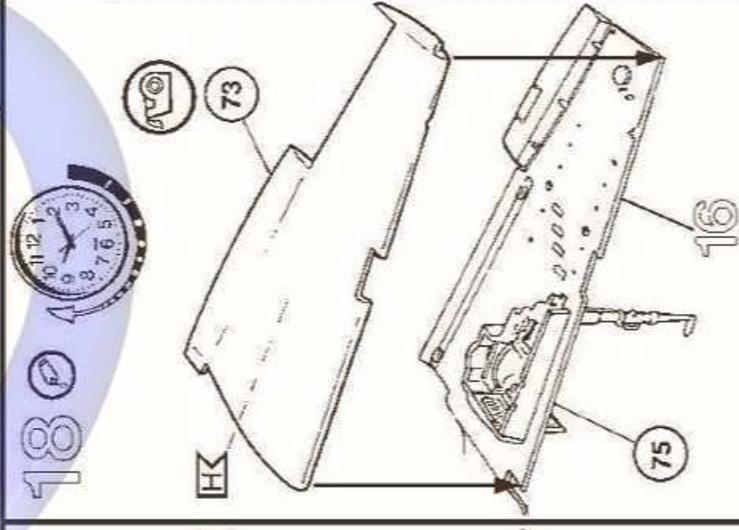
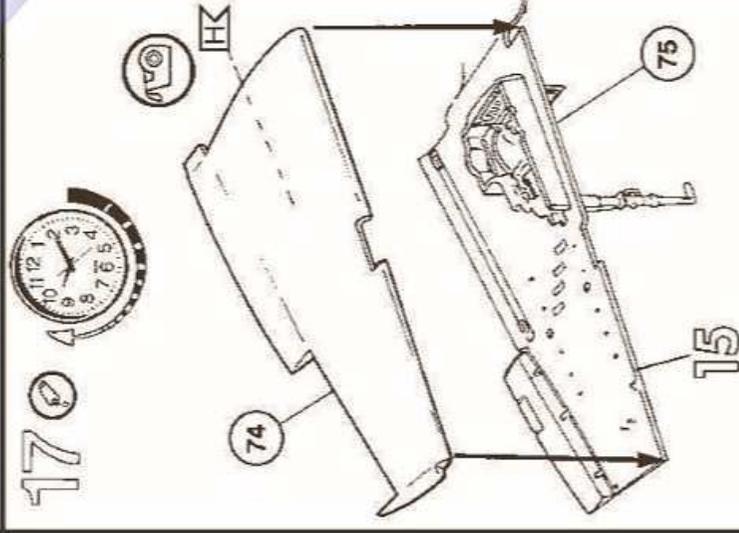
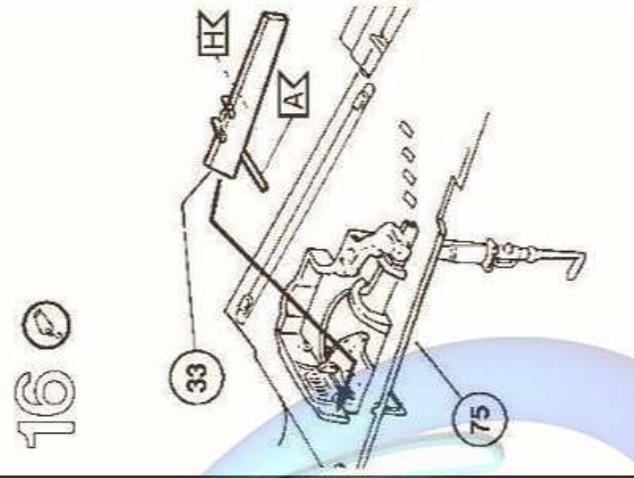
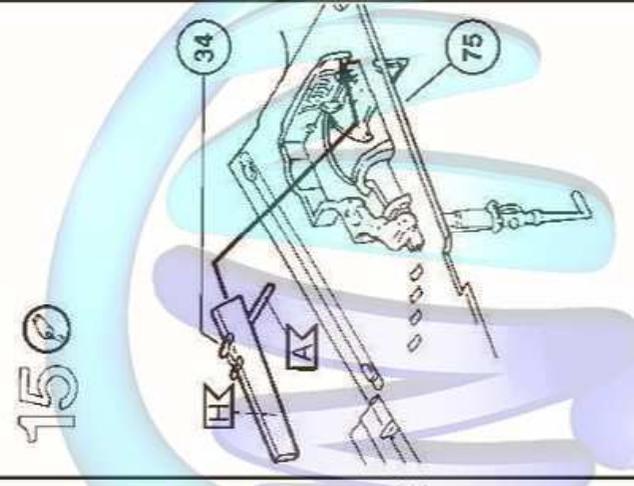
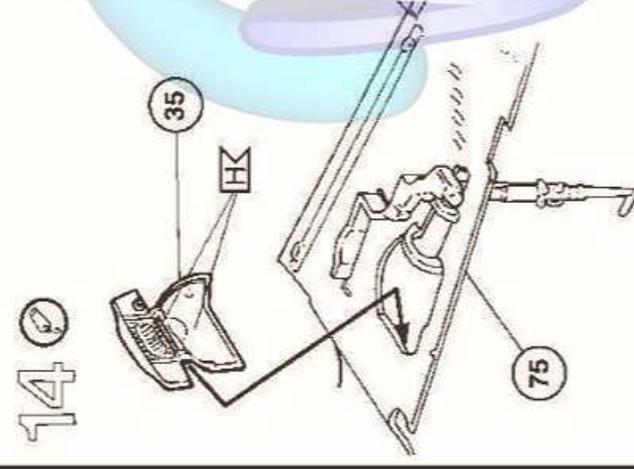
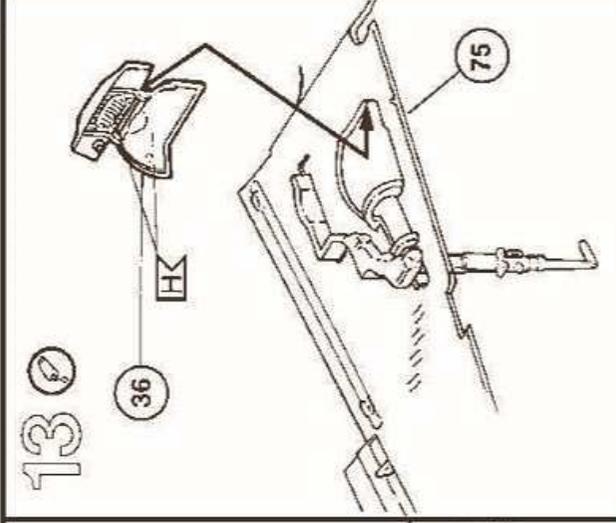
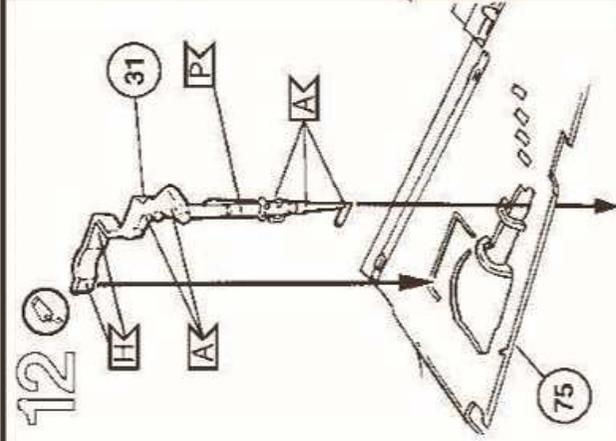
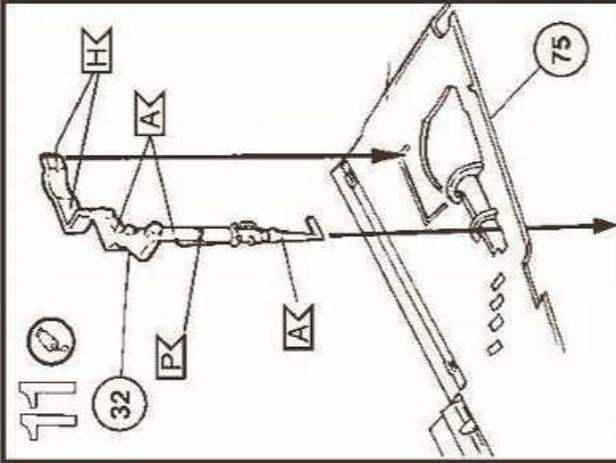
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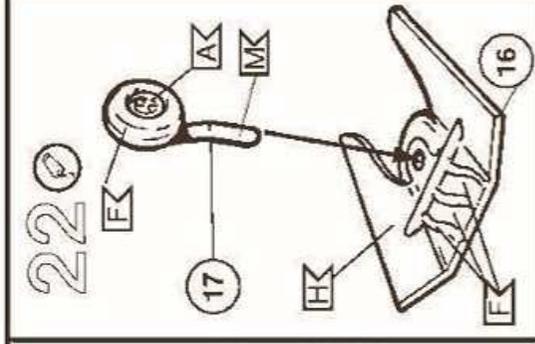
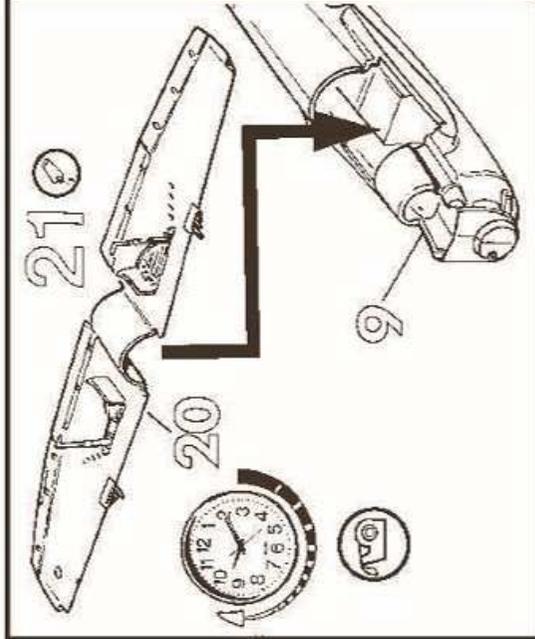
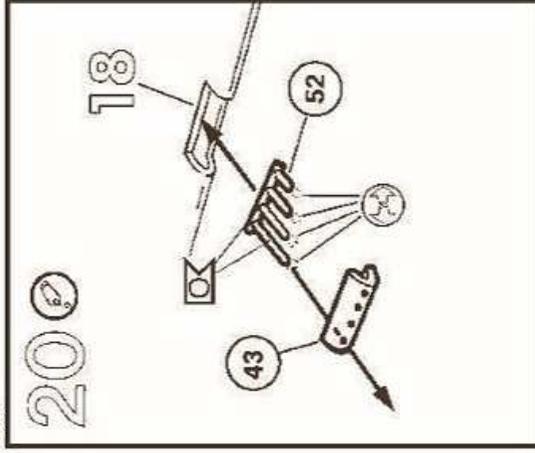




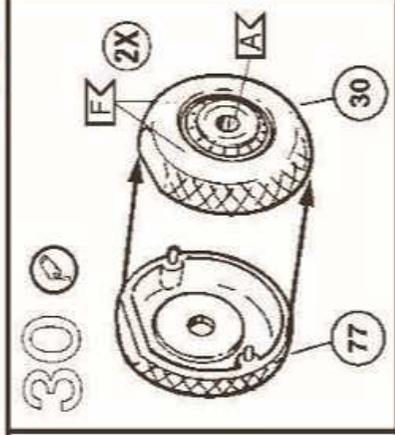
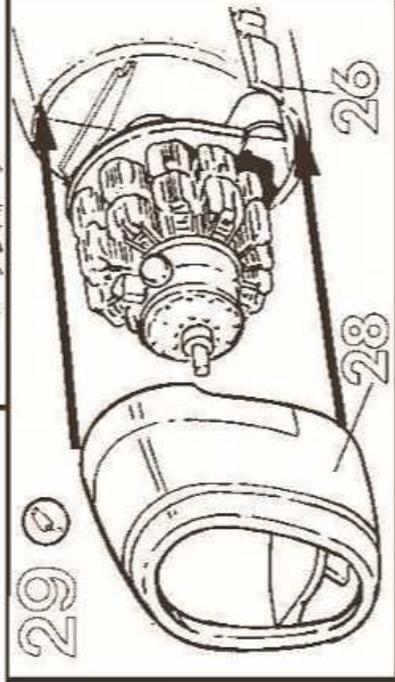
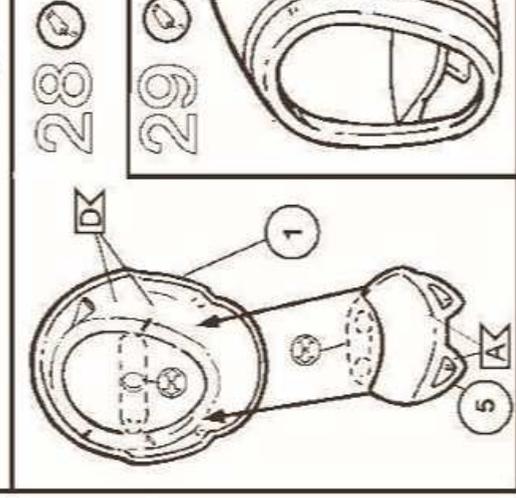
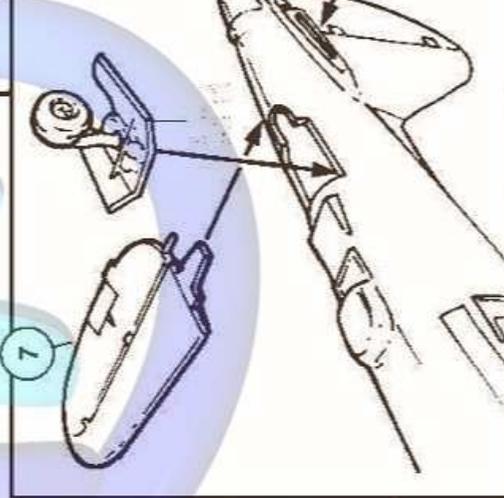
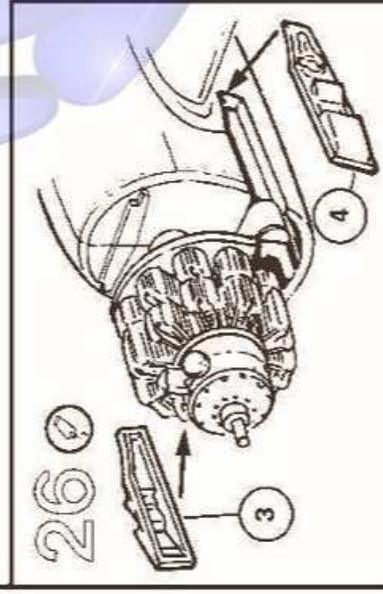
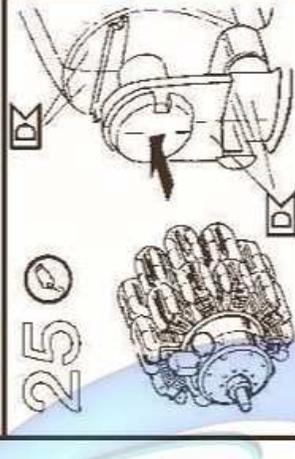
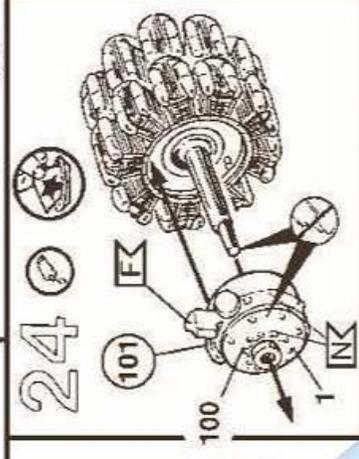
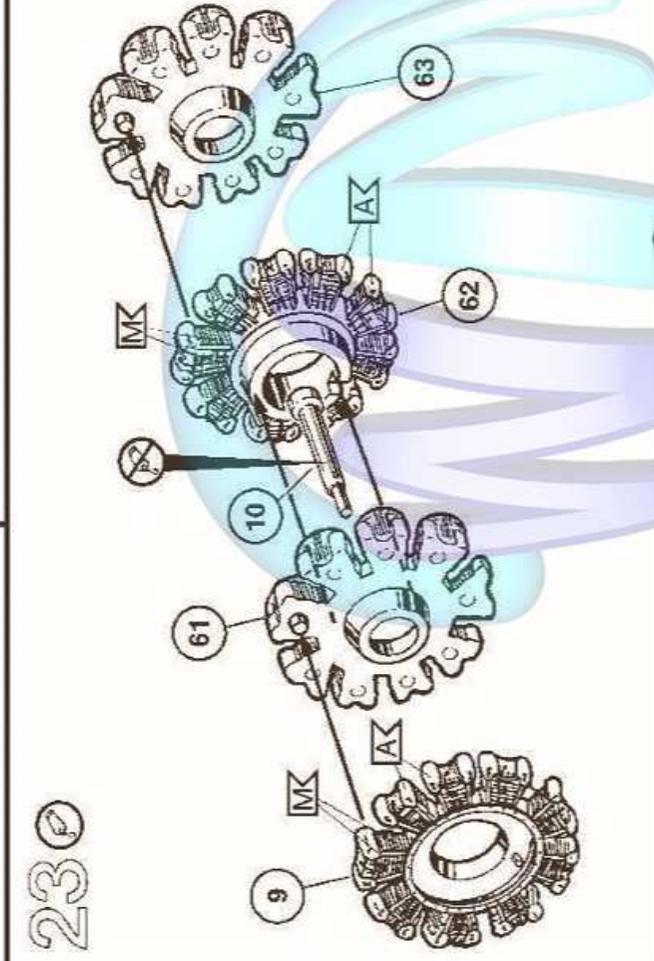




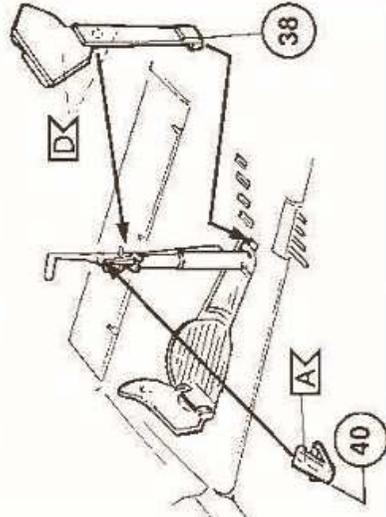




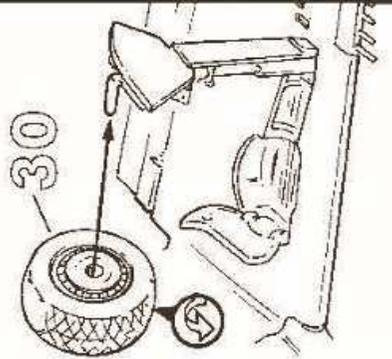
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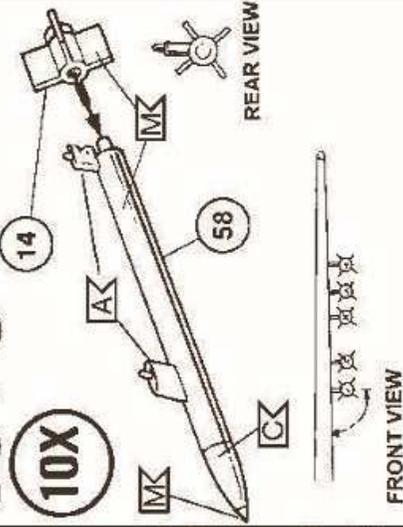
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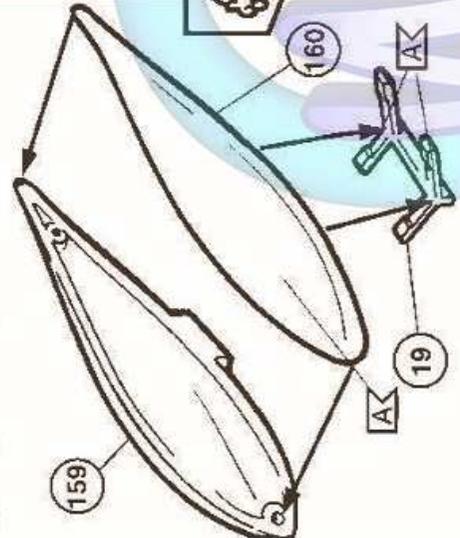
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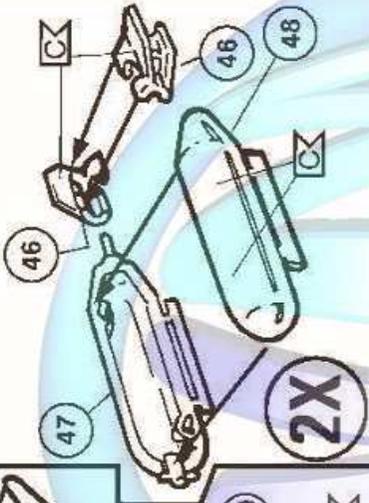
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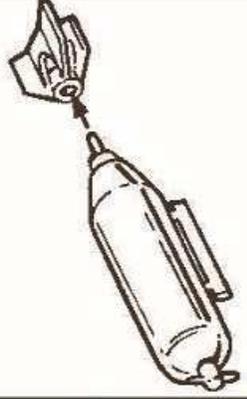
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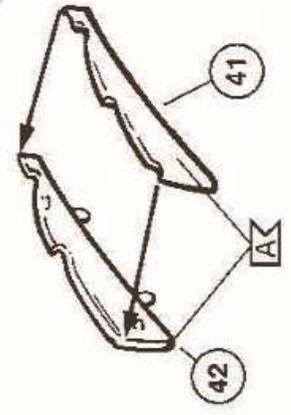
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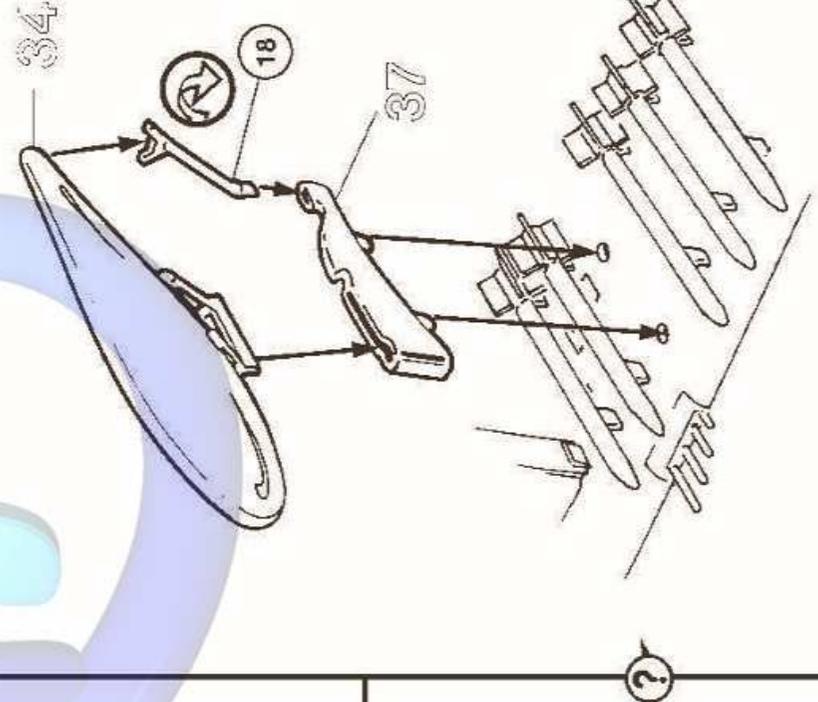
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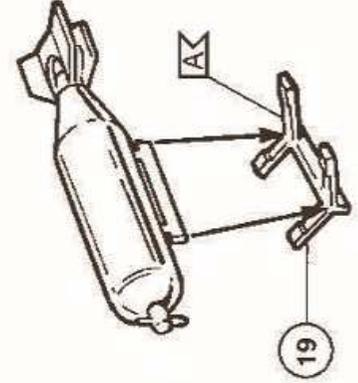
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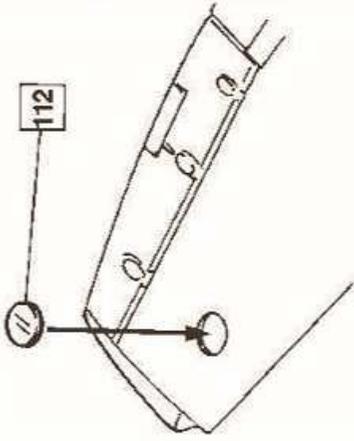
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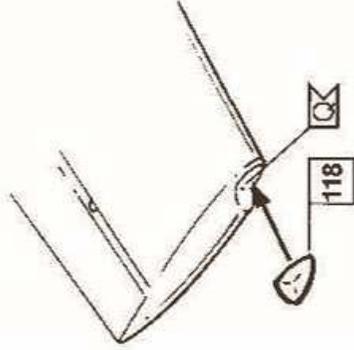
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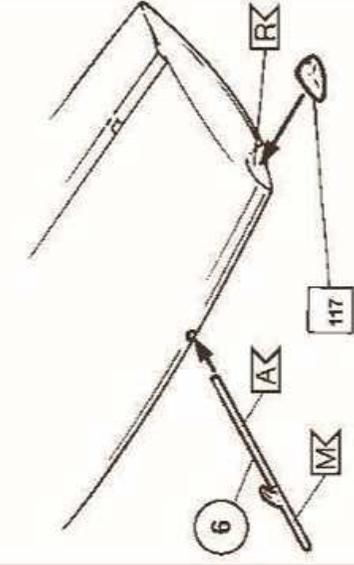
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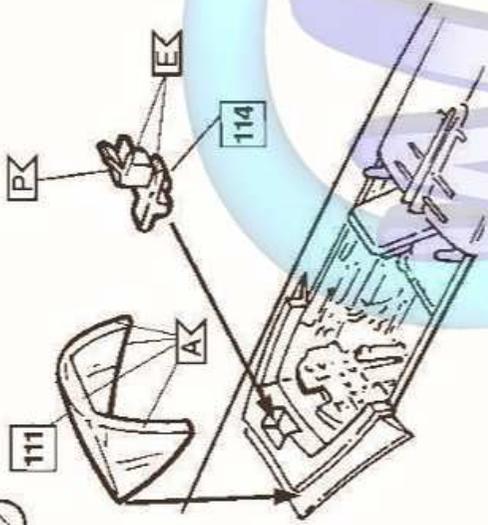
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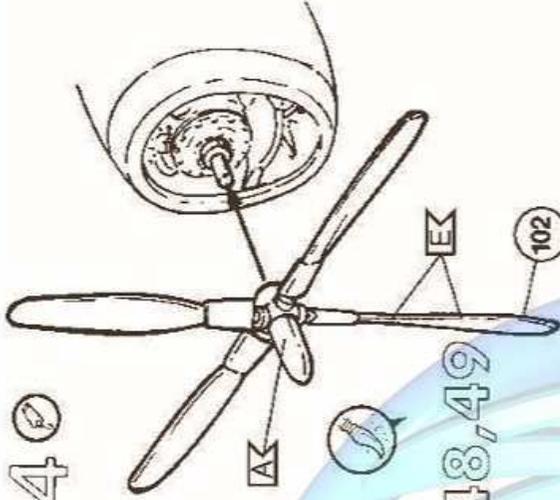
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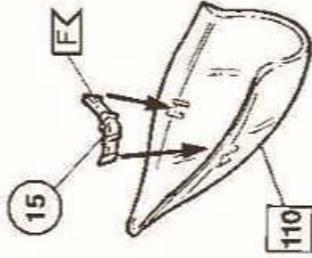
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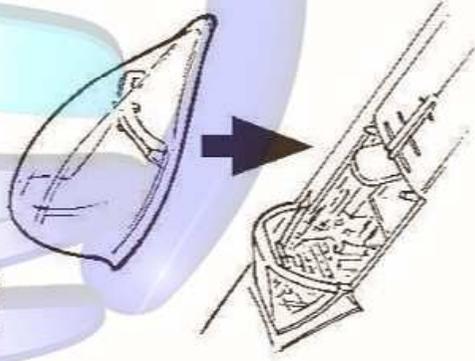
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