

RYN-up

Decals

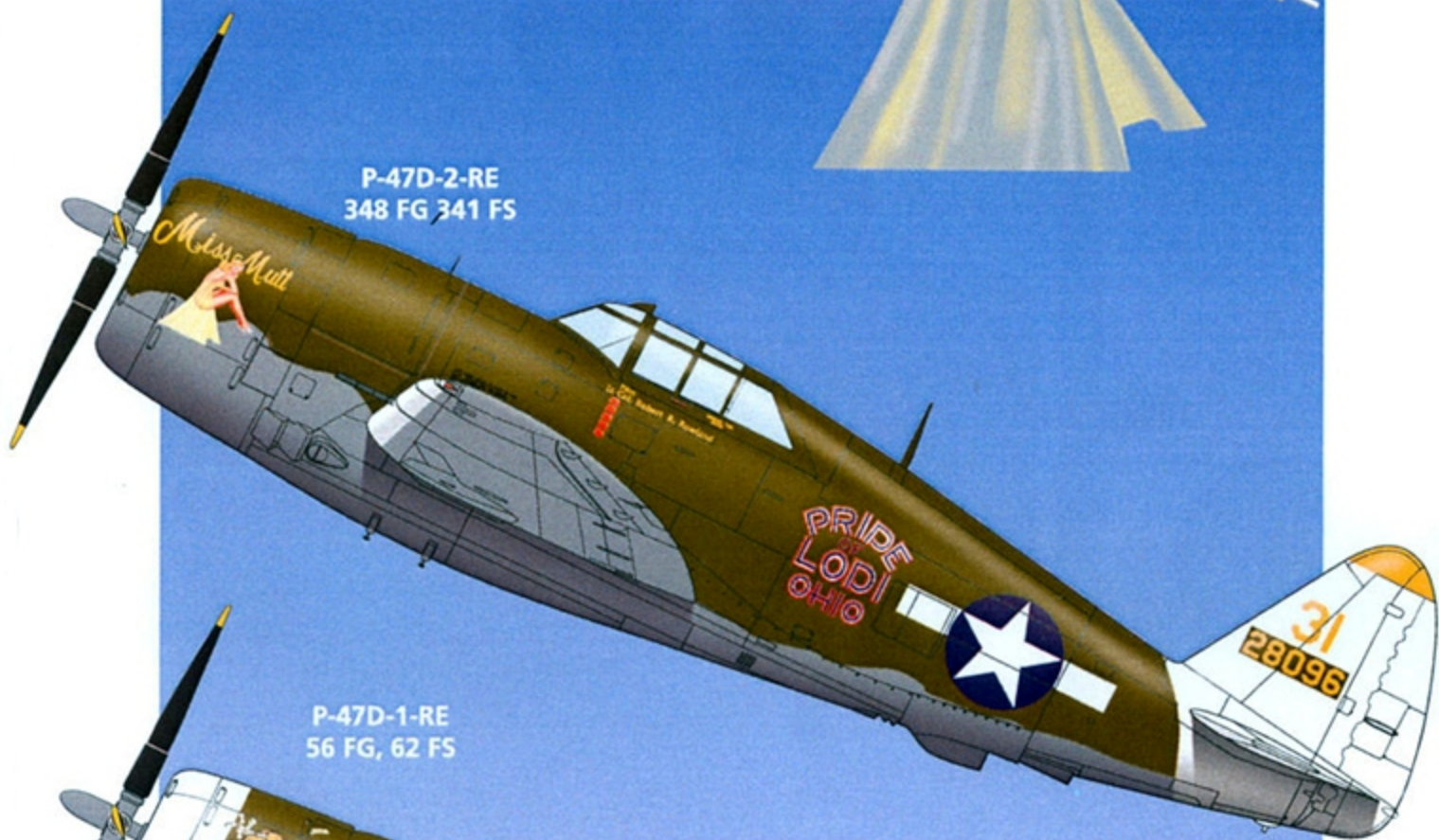
Pick
Your
NoseART



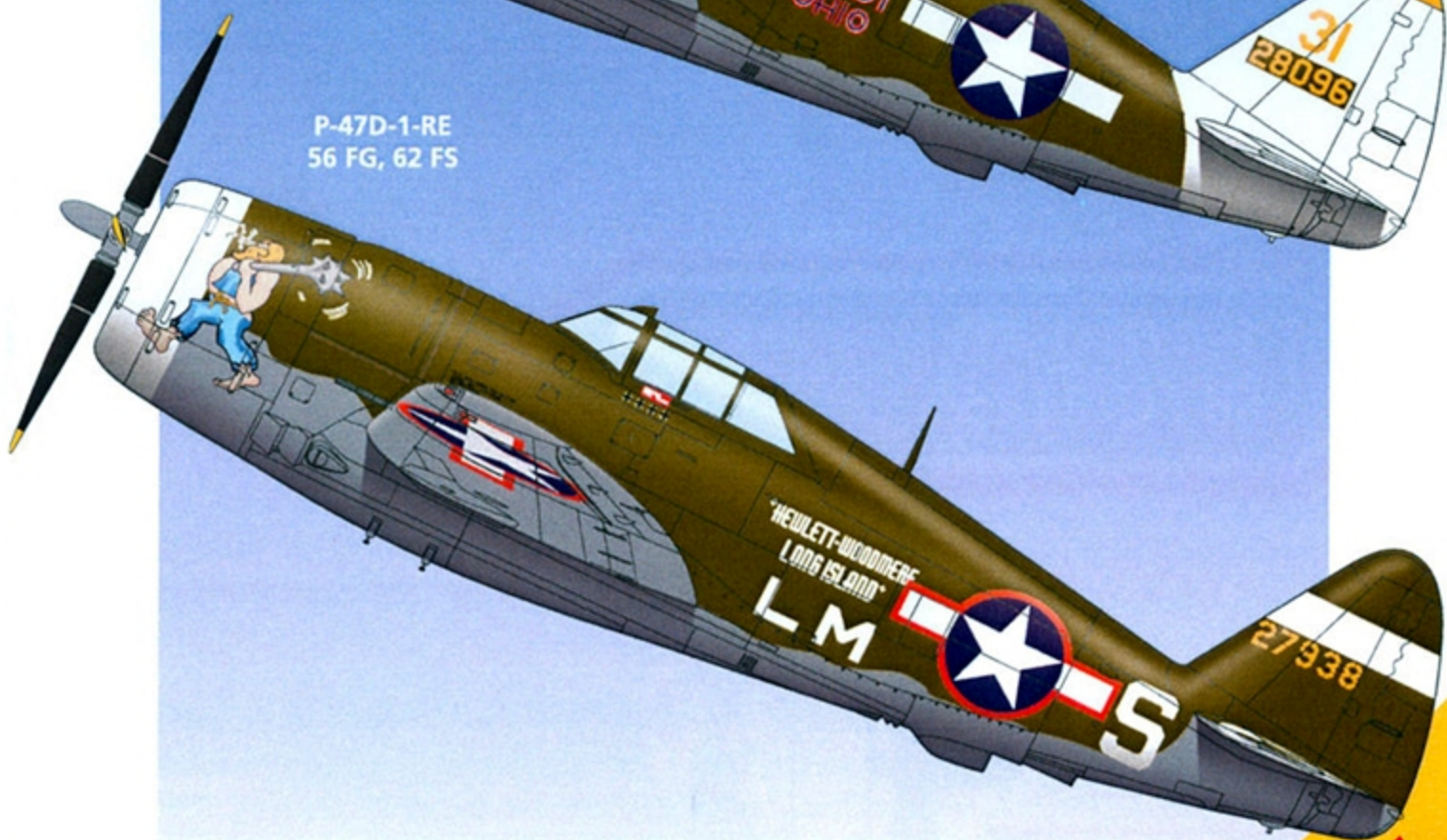
PYND48042



P-47D-2-RE
348 FG 341 FS



P-47D-1-RE
56 FG, 62 FS



Big Beautiful Jugs Part 4

LIMITED EDITION
OF 300!

PYN-up

Decals

Pick
Your
NoseART



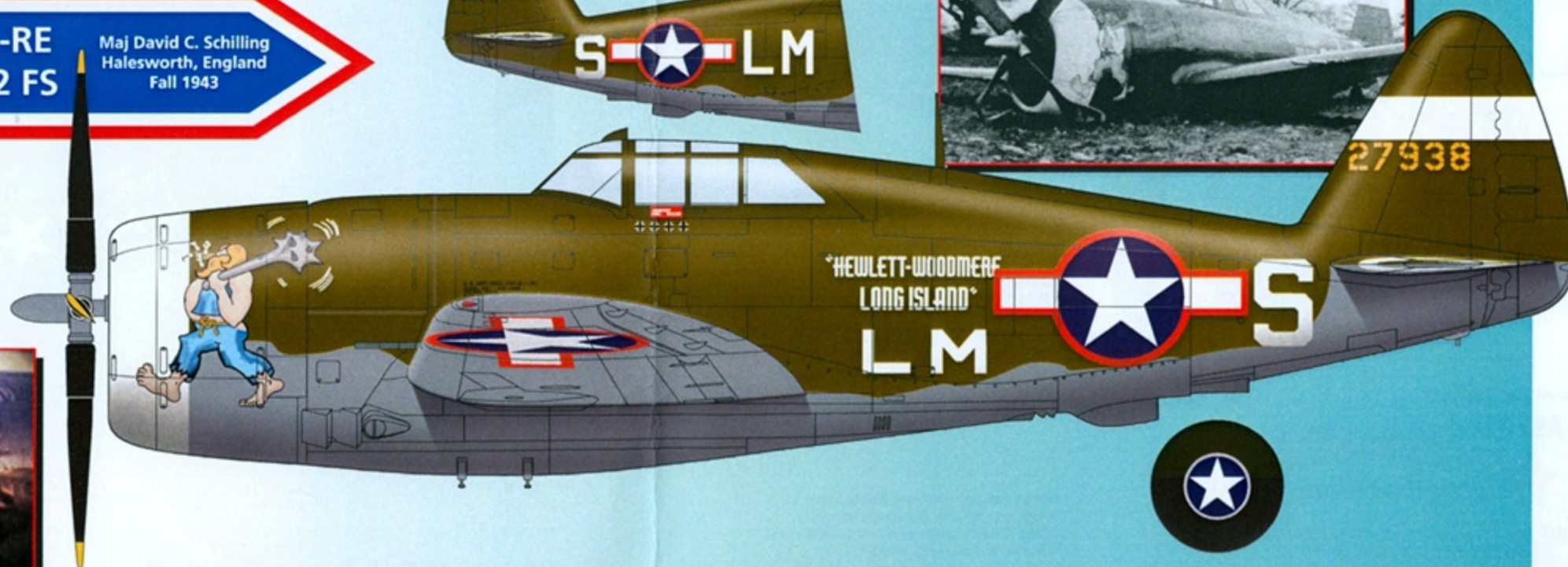
PYND48042

P-47D-2-RE Lt Col Robert R. Rowland
348 FG/341 FS Port Moresby, NG
Fall 1943

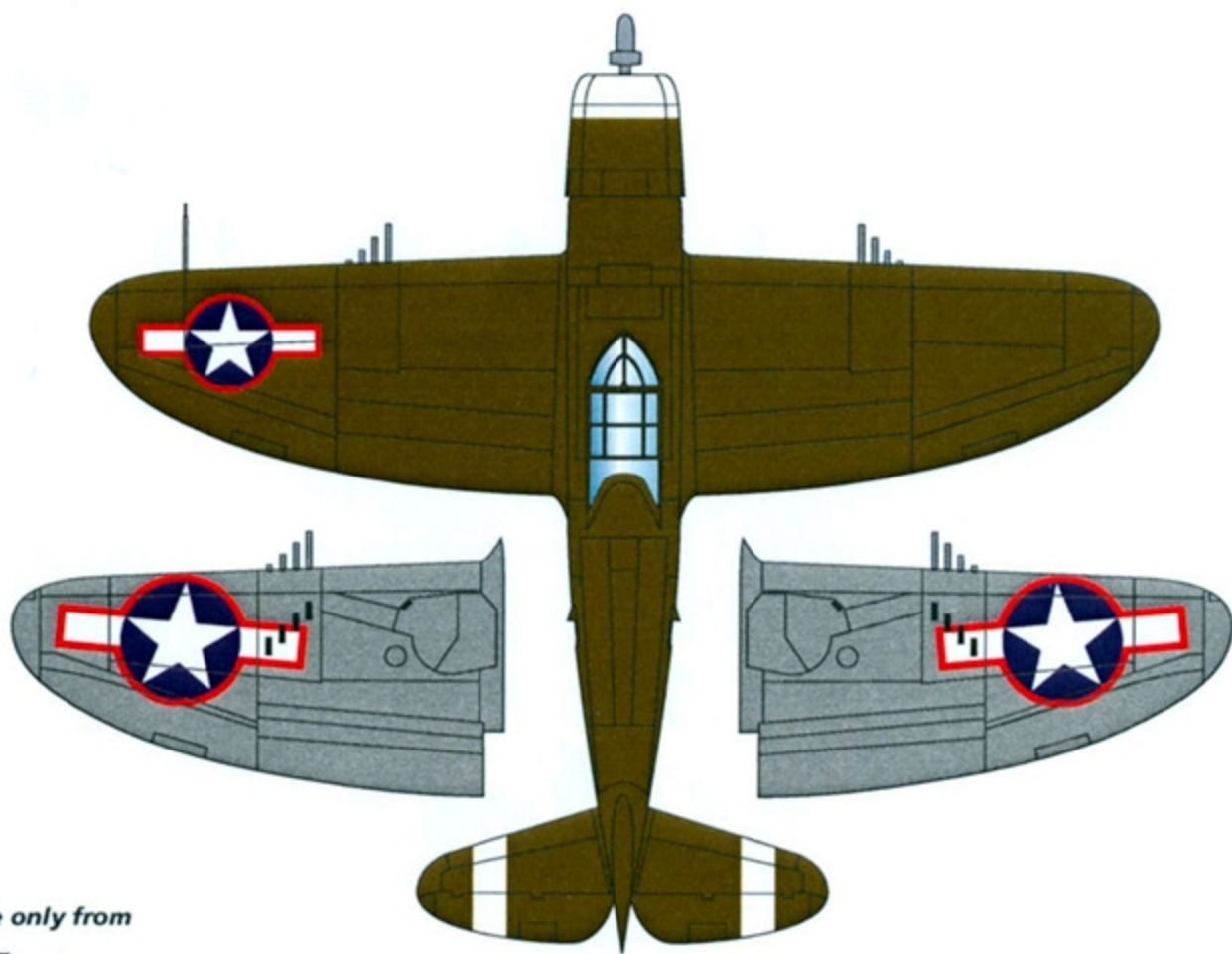
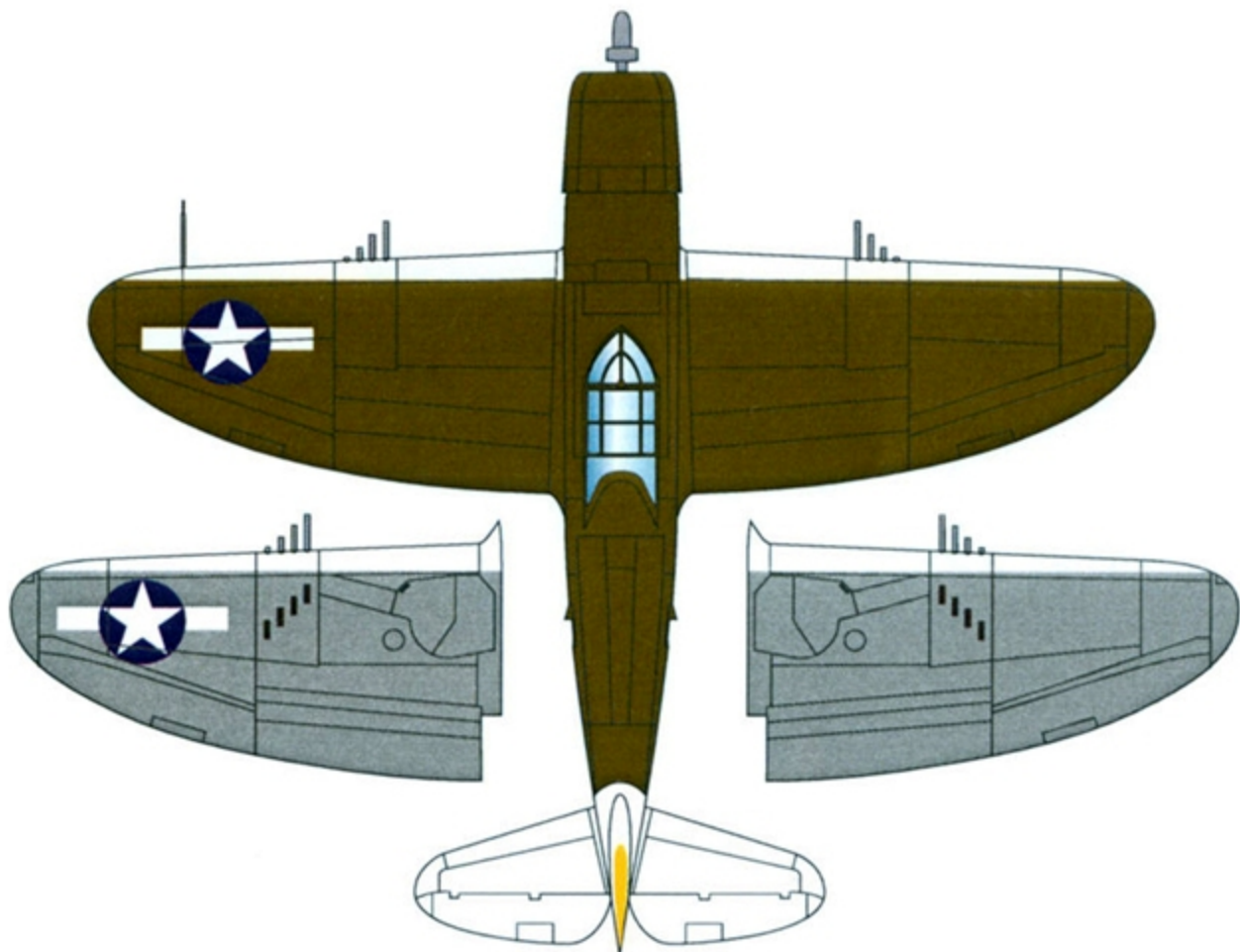


P-47D-1-RE
56 FG/62 FS

Maj David C. Schilling
Halesworth, England
Fall 1943



Special thanks to Mike "Eagle Eyes" Lampros



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tools, books, magazines, etc., and we'll
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Applying the Specialty Nose Art

PYN-ups has supplied you with the thinnest possible decal material to create a true masterpiece on your model. Extra care is required when handling these decals! Because these decals are so thin, you may prefer to brush a coat of Microscale Liquid Decal Film over the top of the special nose art. This will dry in an extremely thin layer and will not add much thickness to our special decal.

After applying the white background decal from the main decal sheet, carefully trim around the nose art decal to separate it from the rest of the paper. Only use room temperature water. Do NOT leave the decal in the water by itself. The material will curl on you. Place the image in the water and hold the opposite edges down against the paper (either with your fingers or cotton swabs) and wait for the decal to separate from the paper. Once it has separated, the tendency to curl will have passed for the most part. Gently slide the nose art decal on top of the previously applied white background decal.

Miss Mutt/Pride of Lodi Ohio

- Rowland flew at least two P-47Ds with "Pride of Lodi Ohio" on the fuselage. His first "Lodi" was "Miss Mutt," the subject of this decal set. A later "Lodi" P-47D was named "Miss Mutt II" and lacked the female nose art. The lettering style, letter shape, and spacing of the "Lodi" logo was completely different on the early bird compared to the "Miss Mutt II" plane, so be very careful when you compare photos! Many previous artists have mixed the two ships up and created jumbled artwork.
- Note the 5th Air Force logo on the wheel covers. This was seen on both his aircraft, and was so similar it's likely he just moved the painted wheel covers from Miss Mutt to Miss Mutt II. The light outline is actually the natural metal wheel hub and not a painted ring.
- Note the ring and bead sight mounted in front of the windscreen.
- This aircraft had the yellow stencil-style "Emergency Panel Release" instruction painted on the canopy rail, rather than the more common red/white version. Be sure to use the proper decal!
- Note the national insignia did NOT have any color surround to the stars-and-bars. This has often been portrayed wrong by various artists. The photo clearly shows there was no surround to the white bars—red or blue!
- Many P-47s (and other types) based in New Guinea had white ailerons as a theater marking. This plane definitely did NOT have white ailerons, although it did of course have the white leading edge theater markings!
- The Olive Drab rectangle upon which the yellow serial number is applied can be painted with the enclosed BlackMagic™ precut painting masks. Paint the tail white, then place the SOLID rectangle in precisely the correct location for the OD. Then, place the HOLLOW mask directly matching the solid mask, then remove the solid mask. This will ensure you have the rectangle in exactly the right location. Paint the OD through the hole in the mask, remove the mask, then apply the serial number decal.
- The aircraft in-group number on the fin and fin cap have been identified as red in some published sources, apparently based on research done in the 1950s. According to extensive research conducted by Dana Bell, noted aviation writer and colors expert, the 341st Fighter Squadron, to which this bird was assigned, used yellow numbers on their aircraft. We provide both; the red is prettier, but the yellow is undoubtedly correct!
- Note the different cowl flap arrangement on this Block 1 P-47D. This is an extremely simple modification to make to your kit. This specific bird was also photographed carrying a belly drop tank, indicating it had been modified from its original configuration.
- Robert Rowland became a military pilot in early 1939 and saw service with the 1st Pursuit Group at Selfridge Field, Michigan, and the 16th Pursuit Group in the Panama Canal Zone. He then served as the Director of the Tuskegee Flying School in Alabama from December 1941 to February 1943.
- At that point he joined the newly formed 348th Fighter Group as executive officer. By the middle of November 1943 he was an ace, and scored his last aerial victory on 27 February 1944.
- Rowland became 348th group commander on 17 November 1943 when Neel Kearby transferred to V Fighter Command. He remained in command until June 1945. Postwar, he was the first Director of Operations for the Strategic Air Command, had a brief stint with the Central Intelligence Agency, and commanded the 21st Fighter Bomber Wing from April 1953 to June 1956. He retired from the Air Force as major general.

Hairless Joe/Hewlett-Woodmere Long Island

- The "Hewlett-Woodmere Long Island" logo was painted on the plane at the Republic Aircraft factory as a tribute to the company that paid for the aircraft through War Bond donations. When the inscription was originally applied, the US national insignia was the simple star/circle, without the white bars. Because of the presence of the inscription, when the bars were later applied they were slightly shorter than normal, and even then the red outline slightly overpainted the "E" in Woodmere. Even though the right side of the plane had no inscription (as verified by photographs), the bars on the right side were also slightly shorter than normal!
- Although the Al Capp "Hairless Joe" was painted on the nose, this ship never carried the name "Hairless Joe"

painted on the airframe.

- As a P-47D-1-RE, this ship did NOT have the underwing bomb racks, so remove them from your kit before painting and decaling.
- The Discovery Channel P-47 special has excellent film coverage of this bird with Schilling taxiing it from its hardstand. This film confirms the markings carried while Schilling was the pilot.
- The stars on the wheel hubs and Schilling's kill markings are clearly visible in both photos and film taken of the aircraft when Schilling was flying it.
- Note that when the ship was bellied-in short of Halesworth on 3 February 1944 it was being flown by Lt John Fields and was no longer Schilling's personal mount. There were several changes in the markings after Schilling gave this plane up (probably for 42-75237, "Whack"). Most noticeably, this was now the second aircraft in the squadron with the code letter "S," hence the white underline to the individual letter. Note this underline was NOT present while Schilling was the pilot.
- Note the different cowl flap arrangement on this Block 1 P-47D. This is an extremely simple modification to make to your kit. This specific bird was also photographed carrying a belly drop tank, indicating it had been modified from its original configuration.
- Dave Schilling was one of the most famous fighter pilots of the Second World War. He joined the 56th Fighter Group in June 1941 at the earliest phase of its history—it was still the 56th Pursuit Group at the time—and spent his entire combat time in the war with the group. He eventually commanded the unit from August 1944 to January 1945.
- At the end of the war he was the highest scoring ace in the group; his total of 22.5 aerial victories trailing only Francis (Gabby) Gabreski and Robert Johnson.
- His postwar career was just as illustrious. He resumed command of the 56th in 1946 and led them on a notable flight across the Atlantic Ocean, flying the entire unit from their base at Selfridge Field, Michigan, to Furstenfeldbruck Airfield near Berlin in July 1948. This famous flight, flown at the same time as the Berlin Airlift, demonstrated the feasibility of mass fighter unit trans-ocean deployments—and provided needed air cover for the transports flying the Berlin Airlift.
- He made a number of other pioneering flights, including the first non-stop jet fighter flight across the Atlantic on 22 September 1950 in a F-84 Thunderjet modified for air refueling, which he completed three times during the flight. He was awarded the Harmon International Trophy in 1951 and the Air Force Association's Flight Award the following year.
- Unfortunately, he was killed in an automobile accident in England in August 1956.

Applying the Decals

You probably already know all this stuff, so feel free to use your regular process; however, if you're new to aftermarket decals, here goes:

- Generally, use the Microscale Finishing System. We don't recommend extremely strong decal solvents such as Solvaset.
- Your model must have a smooth, glossy surface, as decals won't adhere well to matte surfaces. Use gloss paints or your favorite clear gloss overspray over matte or semigloss paint.
- Cut each subject out without trimming off the slight excess film (this helps the decal film disappear when dry).
- Put the decal in warm water that has a drop or two of liquid dishwashing soap or photo-flo for 10 seconds.
- When the decal will slide off the backing paper without forcing it, apply it to the proper position on your model. Slide the backing paper out from underneath.
- Gently blot off excess water and smooth out bubbles under the decal surface. If you wish, carefully brush on a mild decal softener such as Micro-Sol.
- When all decals are completely dry, gently wash off all excess decal adhesive.
- Finally, overcoat your model with a good quality gloss coat, followed by your choice of matte or eggshell clear topcoat.

FS 595 Color Cross Reference

Olive Drab	FS 4087 Xtracolor X111, Floquil 303108/303170/303263, Gunze Sangyo H304, Modelmaster 1711, Mr Color 304, Pro Modeler 88-0028
Neutral Gray	FS 6173 Xtracolor X158, Gunze Sangyo H053, Pro Modeler 88-0035, Floquil 303176

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