

35-161	5-36	US School	8-36	135	0-46A	35-212	11-36	US Wreckd	11-41	1564	0-46A
35-162	7-36	OS Cndmnd	11-42	1661	0-46A	35-213	11-36	US School	8-42	2299	0-46A
35-163	7-36	OS Cndmnd	11-42	1689	0-46A	35-214	11-36	US Wreckd	1-42	1903	0-46A
35-164	7-36	R F C	9-44	2279	0-46A	35-215	12-36	US Cndmnd	12-42	2250	0-46A
35-165	7-36	OS Cndmnd	12-41	1776	0-46A	35-216	11-36	US School	3-43	1869	0-46A
35-166	7-36	US Wreckd	8-36	17	0-46A	35-217	12-36	Donated Sch	1-46	1682	RO-46A
35-167	7-36	US Wreckd	3-41	1535	0-46A	35-218	12-36	US School	10-42	1690	0-46A
35-168	7-36	OS Cndmnd	12-41	1813	0-46A	35-219	12-36	US ReclComp	6-45	2079	RO-46A
35-169	7-36	OS Cndmnd	12-41	2076	0-46A	35-220	12-36	US ReclComp	10-45	1914	RO-46A
35-170	7-36	US Recl Comp	10-44	3776	RO-46A	35-221	12-36	US School	4-43	1895	0-46A
35-171	7-36	US Recl Comp	6-45	966	RO-46A	35-222	12-36	US School	4-43	1479	0-46A
35-172	9-36	OS Cndmnd	9-41	2279	0-46A	35-223	12-36	US School	4-43	1799	0-46A
35-173	9-36	OS Cndmnd	11-42	3215	0-46A	35-224	12-36	US Wreckd	11-38	807	0-46A
35-174	9-36	R F C	11-44	1936	RO-46A	35-225	12-36	US School	8-43	1594	0-46A
35-175	10-36	OS Wreckd	7-41	1874	0-46A	35-226	12-36	US School	9-43	1578	0-46A
35-176	9-36	US Wreckd	1-38	747	0-46A	35-227	12-36	US School	8-43	2096	0-46A
35-177	9-36	US Cndmnd	2-44	4123	RO-46A	35-228	12-36	US School	3-44	1785	0-46A
35-178	9-36	OS Cndmnd	12-41	2091	0-46A	35-229	12-36	US Wreckd	12-41	1303	0-46A
35-179	9-36	US School	5-43	3006	0-46A	35-230	12-36	US Cndmnd	8042	1759	0-46A
35-180	9-36	US Wreckd	5-41	2213	0-46A	35-231	12-36	US Wreckd	6-37	128	0-46A
35-181	9-36	OS Cndmnd	1-42	2037	0-46A						
35-182	9-36	US School	8-43	3255	0-46A	36-128	12-36	US School	8-42	1460	0-46A
35-183	9-36	US Survey	4-43	2923	0-46A	36-129	12-36	US School	8-42	1876	0-46A
35-184	9-36	US Wreckd	12-41	3015	0-46A	36-130	12-36	US School	7-42	1696	0-46A
35-185	10-36	US School	7-42	2479	0-46A	36-131	12-36	US School	4-42	1501	0-46A
35-186	10-36	US Survey	5-42	2656	0-46A	36-132	12-36	DPC McKellar	8-44	----	RO-46A
35-187	10-36	R F C	10-44	3048	0-46A	36-133	12-36	US Survey	4-43	----	0-46A
35-188	10-36	US School	3-42	2124	0-46A	36-134	12-36	US ReclComp	4-46	----	0-46A
35-189	10-36	US School	5-43	2968	0-46A	36-135	12-36	US School	11-42	1963	0-46A
35-190	10-36	US Wreckd	8-39	1210	0-46A	36-136	12-36	US Wreckd	11-41	1573	0-46A
35-191	10-36	ParksAirCol	1-42	2646	0-46A	36-137	12-36	US School	8-43	----	0-46A
35-192	10-36	US Wreckd	1-40	1733	0-46A	36-138	12-36	US School	6-43	----	0-46A
35-193	10-36	US ReclComp	10-45	3110	RO-46A	36-139	12-36	Avia Tech	1-42	1368	0-46A
35-194	10-36	US School	8-43	3101	0-46A	36-140	12-36	US Wreckd	12-41	1379	0-46A
35-195	10-36	ParksAirCol	1-42	1703	0-46A	36-141	1-37	US School	5-43	----	0-46A
35-196	10-36	OS Cndmnd	10-41	2013	0-46A	36-142	1-37	US Wreckd	12-41	1436	0-46A
35-197	10-36	US Wreckd	8-42	2516	0-46A	36-143	2-37	US School	8-43	----	0-46A
35-198	10-36	US ReclComp	7-45	2705	RO-46A	36-144	2-37	US School	12-42	----	0-46A
35-199	10-36	US School	4-43	1225	0-46A	36-147	2-37	US School	9-42	1880	0-46A
35-200	10-36	US Wreckd	6-43	1758	0-46A	36-148	4-37	US Wreckd	12-41	991	0-46A
35-201	10-36	US Wreckd	9-38	534	0-46A						
35-202	11-36	DPC McKellar	8-44	2221	RO-46A						
35-203	11-36	US Wreckd	1-43	2509	0-46A						
35-204	11-36	US School	5-42	2512	0-46A						
35-205	11-36	US School	4-43	2757	0-46A						
35-206	11-36	US School	5-43	2710	0-46A						
35-207	11-36	US ReclComp	9-45	2160	RO-46A						
35-208	11-36	US Wreckd	12-38	593	0-46A						
35-209	11-36	US School	6-43	2305	0-46A						
35-210	11-36	US Wreckd	1-37	89	0-46A						
35-211	11-36	US Wreckd	8-41	1305	0-46A						

In the foregoing list, under "Final Disposition", it is indicated whether the aircraft ended its service life by being sent to a "School" to be used as a training airframe for ground instruction; by being "Wrecked"; by being "Surveyed" as no longer maintainable; by being "Condemned"; or by being disposed of in other ways, indicated. Under "Misc" the designation of the aircraft when it reached Final Disposition, at the specified Final Date, is given. "OS" indicates "Overseas" and "US" indicates Zone of the Interior.

THOSE THUNDERBOLTS

Subject for the photo spread on the next 3 pages is the Republic P-47 Thunderbolt with the 8th Air Force in England during WW II. In plane to plane combat, the P-47 was equal to any enemy fighter it met, and superior after paddle blade propellers came into use on 4 January 1944. For strafing, the P-47 was unexcelled as a gun platform and it packed a terrific punch with its eight 50 caliber machine guns. Most important, the P-47 could take far more punishment than any other fighter type and still return its pilot to base. Hampered in range at the beginning, the P-47D was developed to escort bombers to almost any target in Germany.

First operational use of the P-47 in the 8th AF occurred on 10 March 1943 when the 4th Fighter Group took 14 P-47s (with 12 Spitfires) on an offensive sweep over France. On 8 April, pilots of the 56th and 78th Fighter Groups joined the 4th for a Rodeo to St. Omer. One week later, Donald J. M. Blakeslee, of the 4th destroyed an

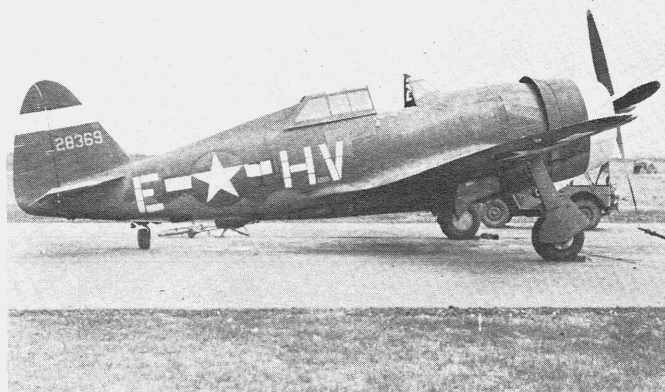
FW 190, first enemy plane to fall to a Thunderbolt.

Other P-47 groups joined the 8th AF later in 1943--the 353rd in August, the 352nd and 355th in September, the 356th in October, and the 358th and 359th in December (the former going to the 9th AF in February 1944). In January 1944, the 361st joined the 8th and became its last P-47 unit. By February 1944 a trend was begun to equip the 8th AF mostly with P-51 Mustangs and the 9th (tactical) AF with P-47s. The 4th converted to P-51s in February, the 355th in March, the 352nd in April, the 359th and the 361st in May, the 353rd in September, the 356th in November, and the 78th in December 1944. Only the 56th continued to operate P-47s within the 8th until the end of the war. Additionally, P-47s were used in the 495th Fighter Training Group in northern England.

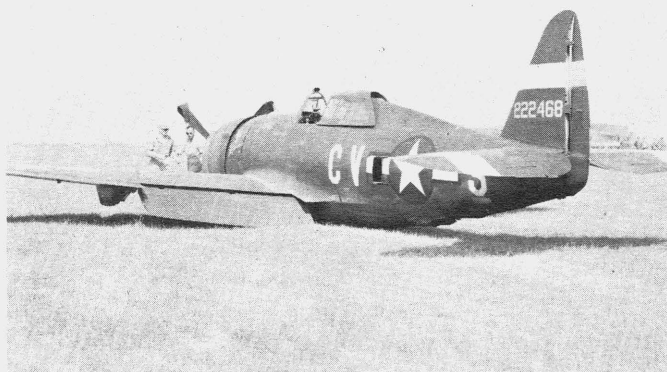
The photos on the next three pages have been made available to the JOURNAL by Ray E. Bowers, to whom we are most deeply and sincerely grateful.



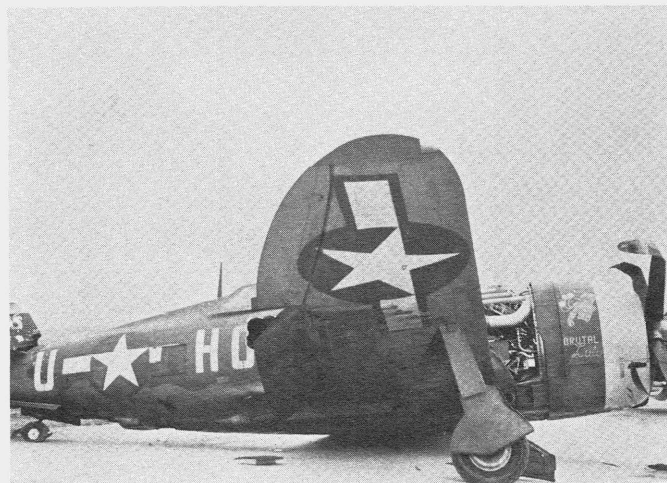
A Republic P-47D-10-RA, E9-Z, of the 376th Fighter Squadron, 361st Fighter Group showing the results of a forced landing on an uncompleted runway.



Note painting lines left in buzz letters, HV-E, which shows this P-47D-2-RA belongs to the 61st Fighter Squadron of the famous 56th Fighter Group.



A clean belly landing for "Georgina", CV-S, of 368th Fighter Squadron, 359th Group. The "S" shows this aircraft is second "S" of the 368th Squadron.



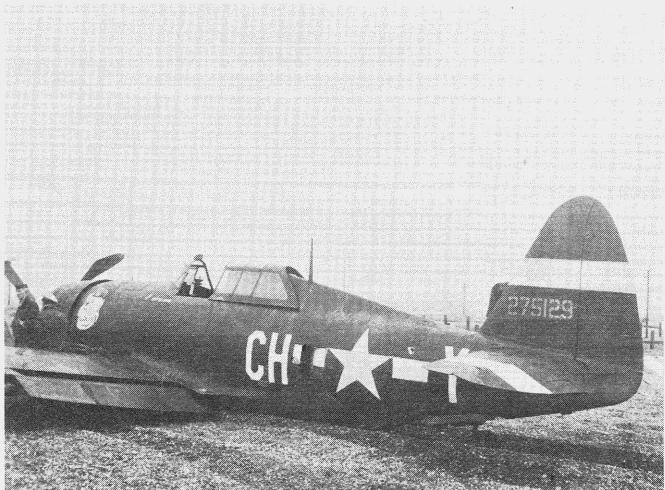
BRUTAL Lulu came home after taking a beating over Germany. HO-U, 42-22515, is a P-47D-2-RE of the 487th Fighter Squadron, 352nd Fighter Group.



At rest after a hard landing is "Dottie" with black and yellow checked cowl of the 353rd Fighter Group. YJ-R shows P-47D-11-RA to belong to 350th Fighter Squadron.



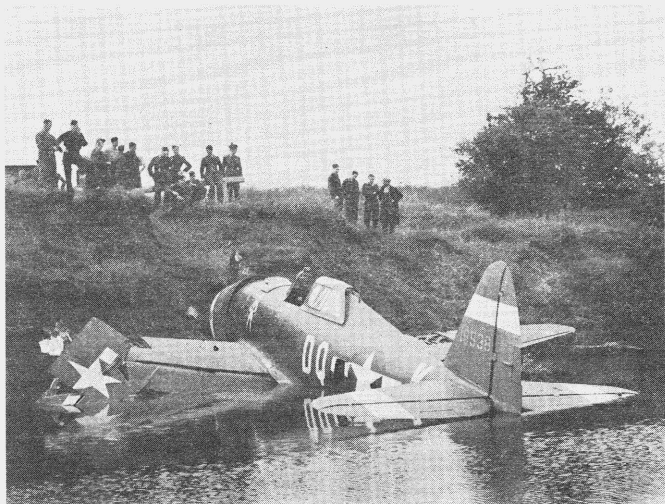
Back from the wars come WZ-W, a P-47D-25-RA of the 84th Fighter Squadron, 78th Fighter Group. Cowling is finished in black and white checkerboard design.



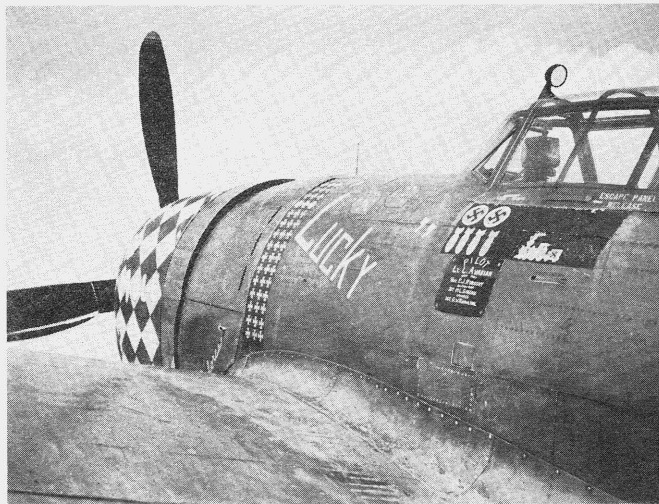
"Big Dog" is seen when a member of 365th Fighter Squadron, 358th Group. Pilot of CH-Y was Capt. Burton D. Yarian of Indianapolis, Indiana. P-47D-10-RA.



Later, "Big Dog" joined 395th Fighter Training Group at Atcham and became DQ-P. Then along came "Marian" who cut "Big Dog" in half with her propeller.



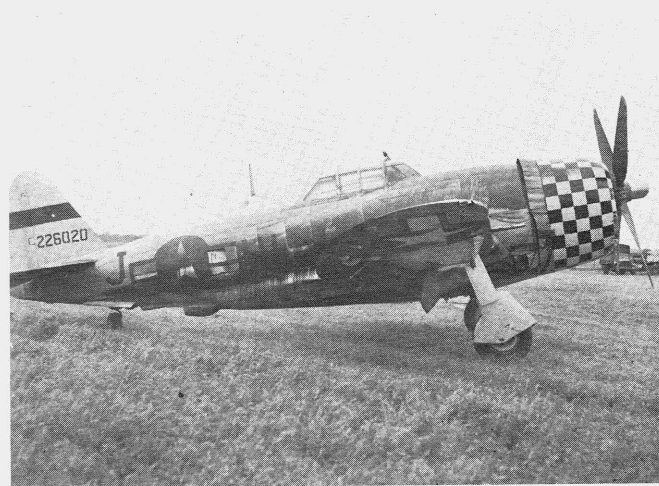
As though ashamed of herself, "Marian", DQ-K, 41-6538 (a P-47C-5-RA), attempted drowning and ended her days in this fateful fashion.



What's her name? It's THE MOLE on cowling of 353rd Group P-47D-2-RE, 42-8396. On fuselage is "LUCKY" and forward of wing we have "Delores". Pilot-Lt. L. Avakian.



This P-47D-20-RA, OC-G, of the 359th Squadron, 356th Fighter Group, glided 18 miles from 23,000 feet for a dead stick landing and then hit a truck.



Just a bit on the oily side, after flying through high tension wires on strafing mission, is HL-J, P-47D-22-RA of the 83rd Fighter Squadron, 78th Group.



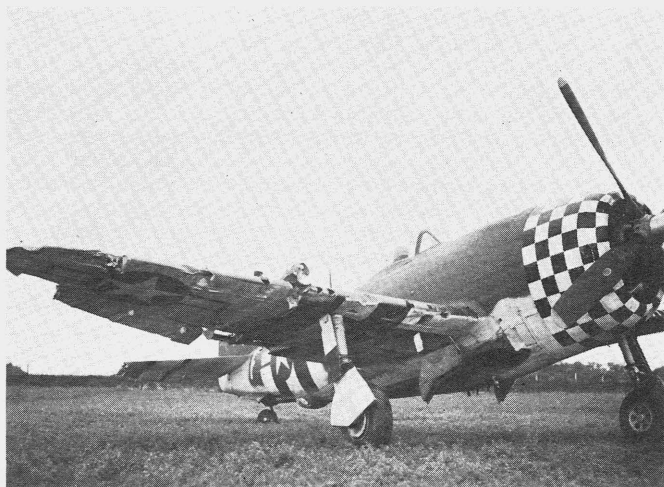
With ten Crosses beneath her cockpit, a P-47D-15-RA carries Invasion Stripes and interesting camouflage design. 42-76363 is IM-E (or -F), 62nd Sqdn, 56th Ftr Group.



A little bedraggled after another Thunderbolt landed on top of her is WD-K, a P-47C-5-RA of the 335th Fighter Squadron, 4th Fighter Group.



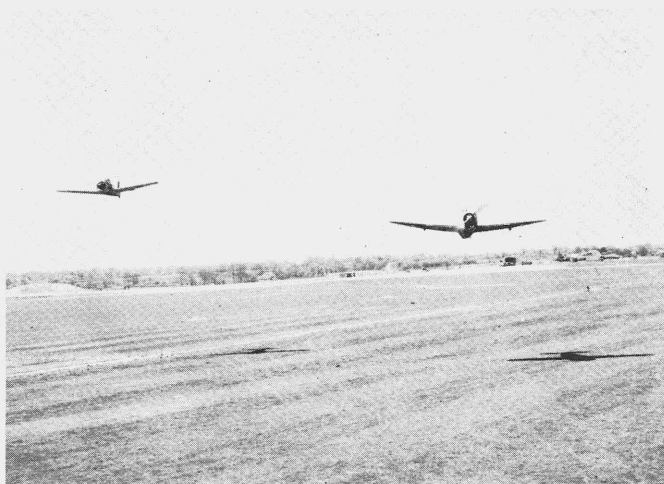
When it came time for a belly landing, this P-47D-2 found herself a big field. OS-N shows aircraft to be part of 357th Fighter Squadron, 355th Fighter Group.



A strafing run in France saw this 78th Group Thunderbolt flying through some trees, but she came home safely. Note light undersurfaces and Invasion Stripes.



How much could a Thunderbolt take? This P-47D came home on aileron control only, after flak all but removed her vertical tail during a mission over Germany.



Natural enemies, a Republic P-47 and a Focke Wulf FW 190 here cavort with swift and graceful power over an airfield in England during 1944.