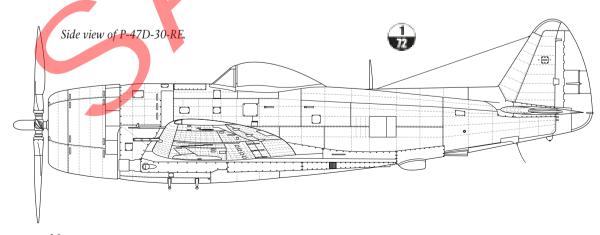


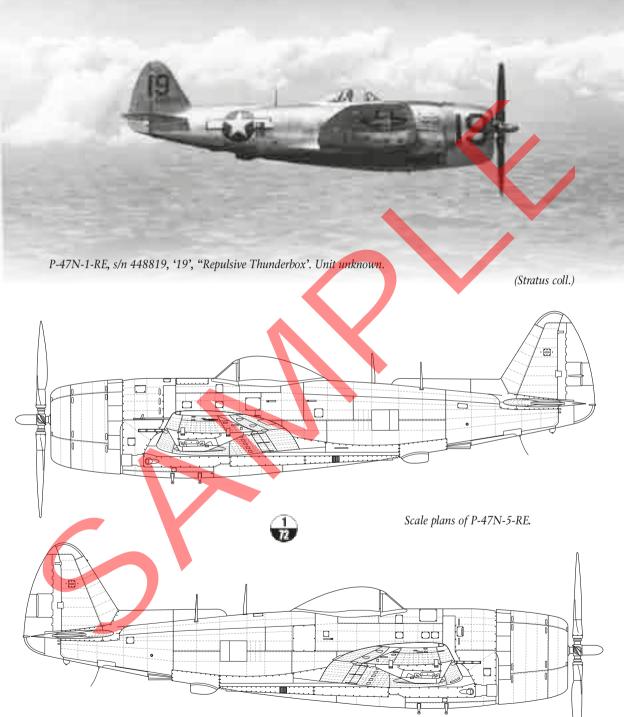
(US National Archives)

P-47D-30-RA/RE

This version introduced a number of important changes. The aircraft were fitted with additional compressibility flaps to assist dive recovery. Also the ailerons were modified with a blunt leading edge, this improving high speed control. The rear-view mirror was repositioned inside the cockpit, attached to the windscreen framing. The spare optical gun sight was removed from the forward fuselage. Under-wing pylons were fitted permanently and an electric release system for the external stores was fitted. Aircraft built at Evansville featured Curtiss Electric C642S-B propellers. A change that was less noticeable externally was that the cockpit floor was now smooth, having been corrugated previously. In service most aircraft were retro-fitted with dorsal fillets.

This was the most numerous 'bubbletop' version: a total of 2,600 were built.







Above: Rear view of P-47D, Duxford, UK. (R. Pęczkowski)

Right: Portside of P-47D

preserved at museum in Beijing, China.

(M. Orlog)

Below: P-47D, "Snortin'

Bull 3rd". of 404th FG.

Personal aircraft of James

Mullins.

(via P. Skulski)





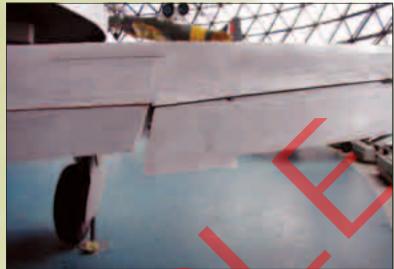


Above:

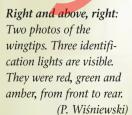
Port wingtip, red navigation lamp is visible.
(R. Pęczkowski)

Right:

Starboard aileron, fixed trim tab is visible. (via P. Skulski)









Republic P-47D/N Bubbletop

Two photos of the M26 cluster bombs used on Thunderbolts.

(P. Wiśniewski)





Below: M26 cluster bomb on the P-47D underwing pylon.

(US National Archives)

