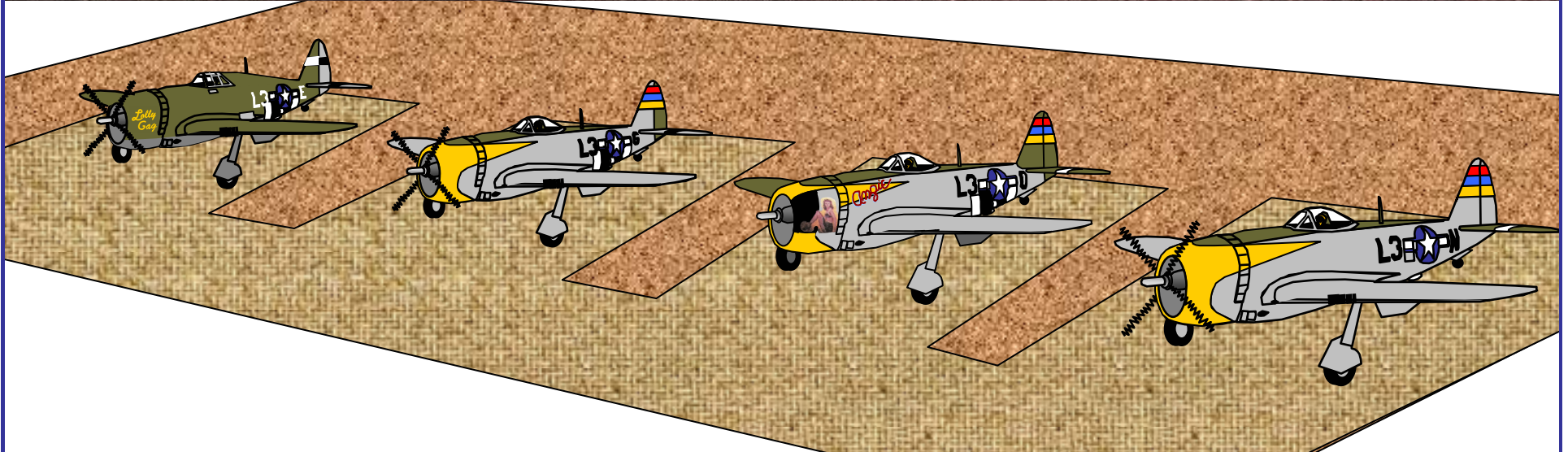
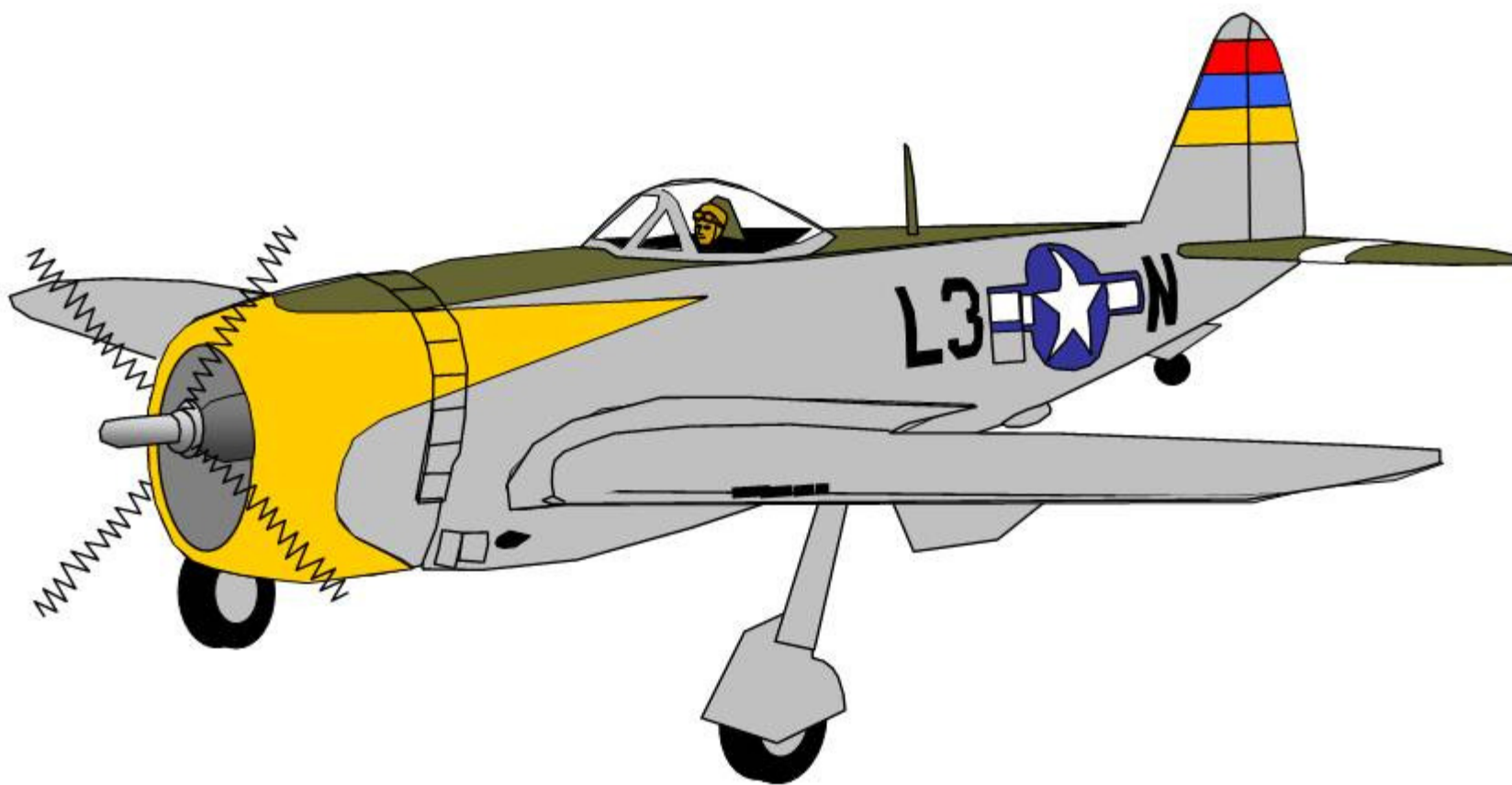


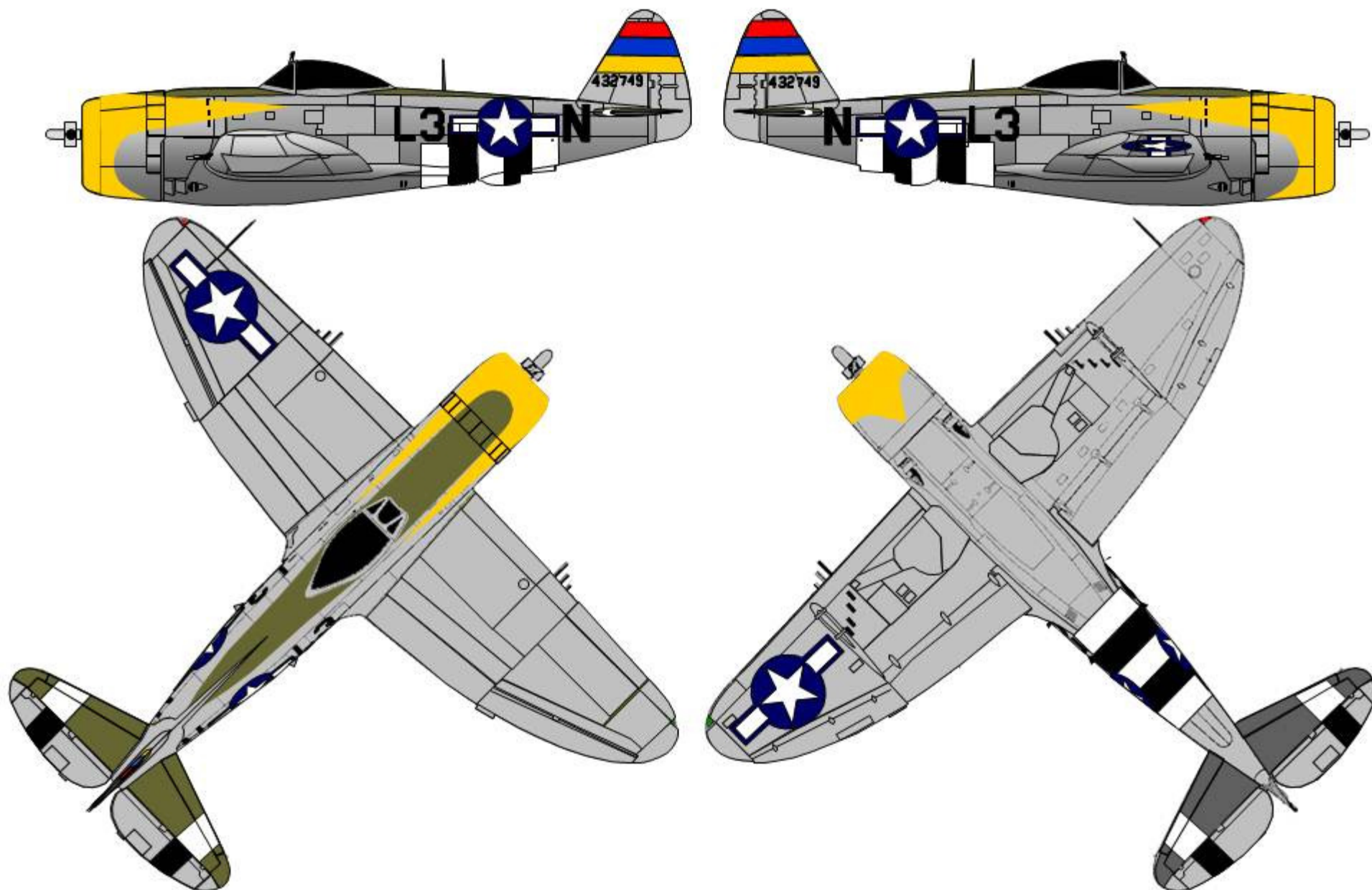
A 512th Fighter Squadron Diorama

Inspired by photos taken at Airfield Y-29 near Asch, Belgium, this diorama attempts to capture the intensity of the gritty slugfest between the U.S. 9th Air Force and the German Wehrmacht in early 1945 by showing the patched-together state of most of the 512th Fighter Squadron's P-47s at the time.



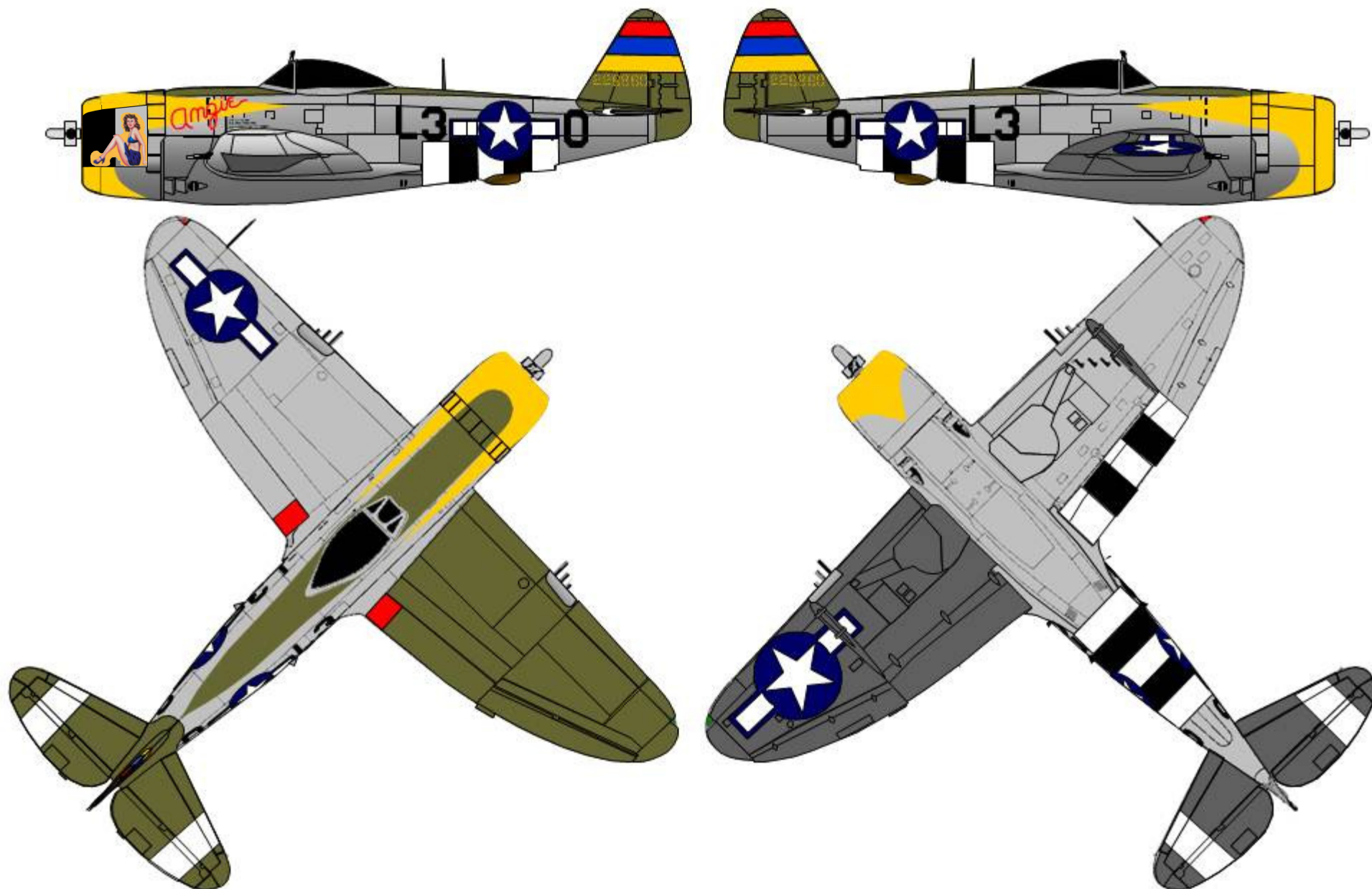


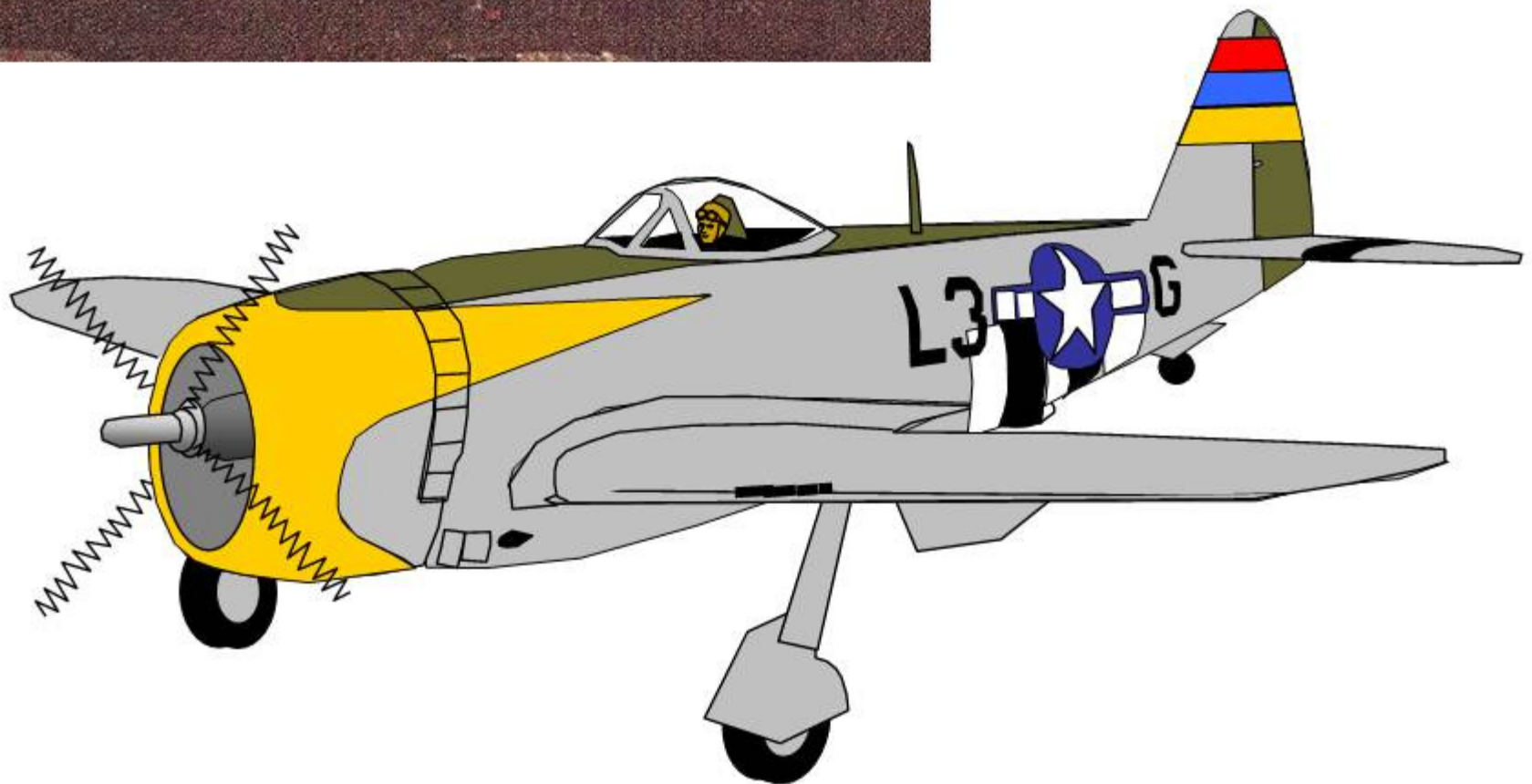
The most distinctive feature on 44-32749 L3-N was the OD and gray horizontal stabilizer with white ID bands which it acquired during the cold snowy days at Mourmelon-le-Grand During the Battle of the Bulge. This contrasted with the bare metal elevators with black ID bands to give the impression of a battle-scarred veteran. A correct impression. Recent information suggests that this plane may have eventually acquired some very colorful nose art, though not by the time depicted in this diorama.



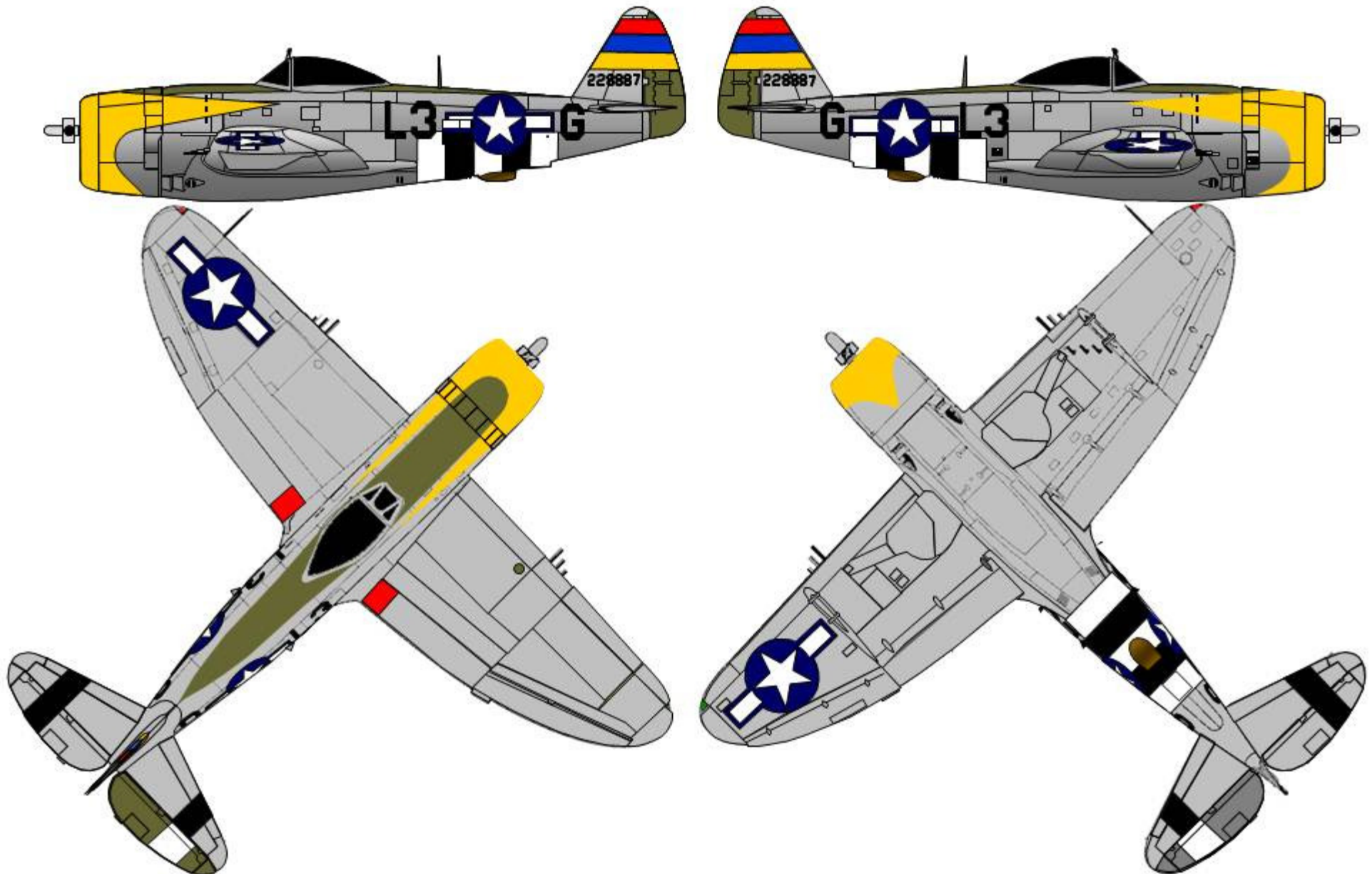


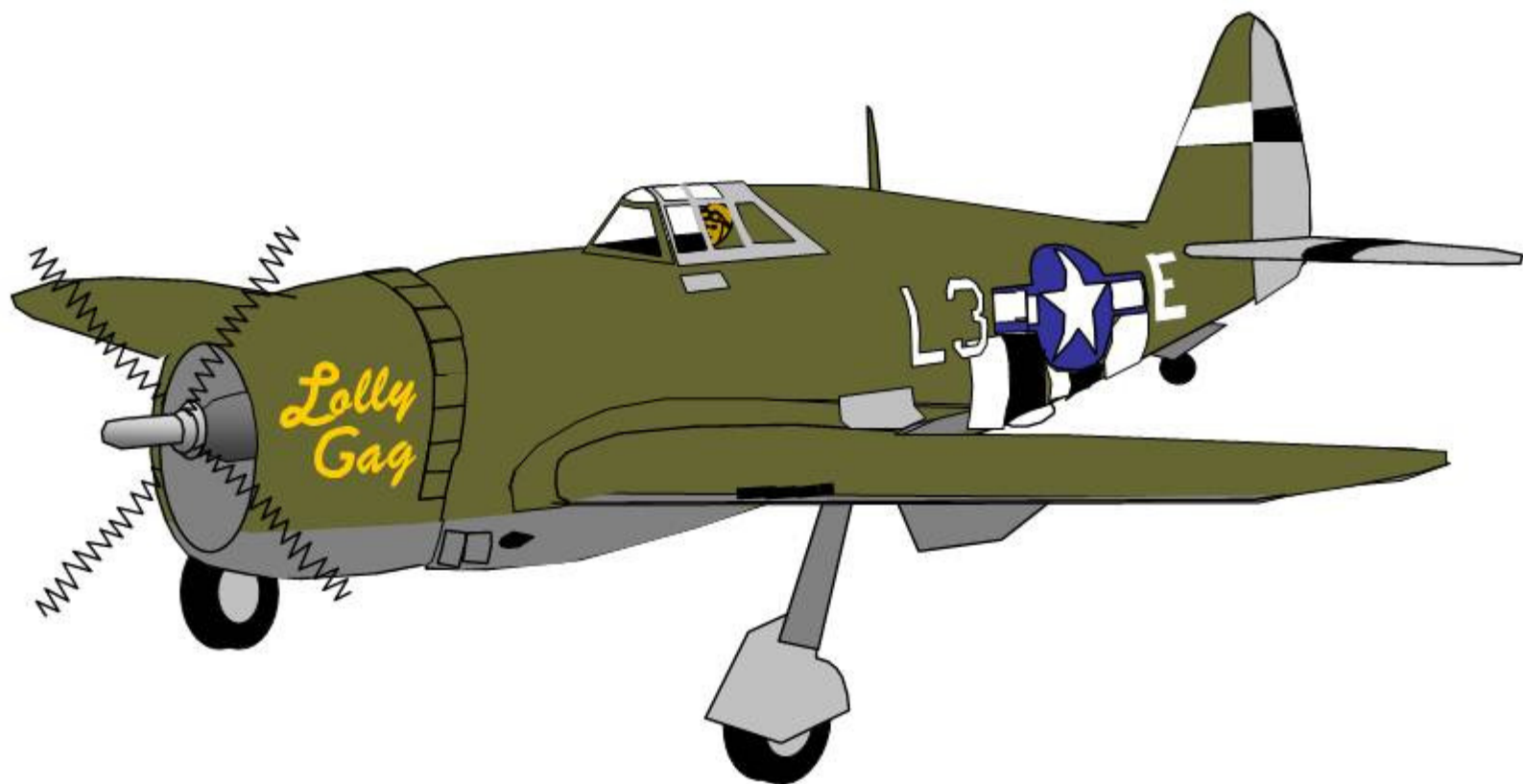
P-47D-27-RE 42-26860 L3-O "Angie" had her own set of battle scars. At some time between June and December 1944 severe damage required replacement of all empennage components as well as her right wing. The donor was one or more older P-47s which were painted OD and gray. At some point her factory-installed Hamilton Standard Hydromatic propeller was replaced by a Curtiss-Electric asymmetric paddle-blade propeller, probably coincident with an engine change. And of course, she also received at least one replacement cowling panel...



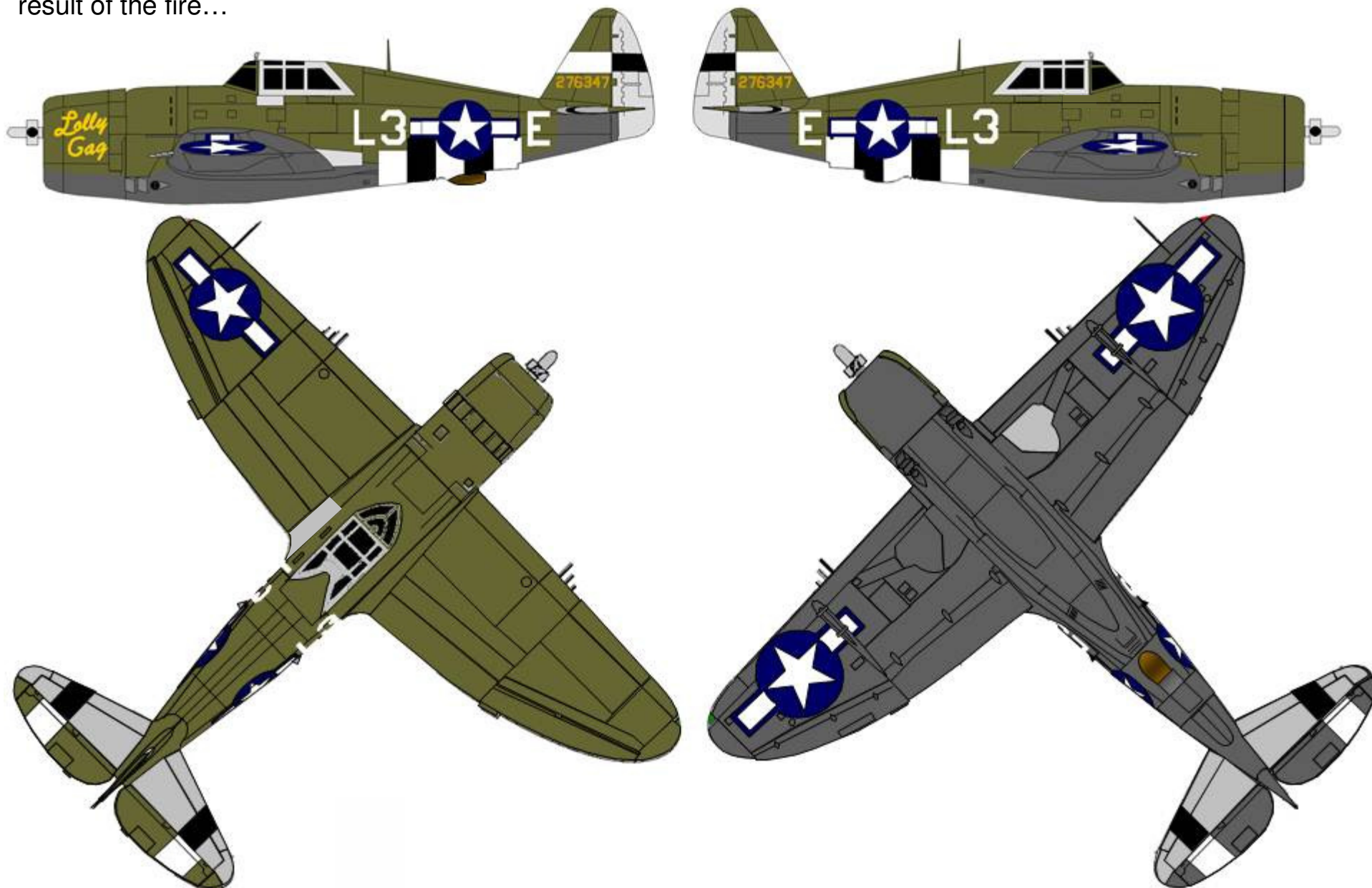


42-28887 L3-G did not go unscathed. Replacement rudder and right elevator are testimony to a tracking flak gun that almost found its mark. Thunderbolts were big, which made them look to gunners as if they were going slower than they actually were. This resulted in them not leading their targets enough. This may explain why so many P-47s exhibit empennage damage. Or it may be that aircraft with that sort of damage more often made it home...





L3-E "Lolly Gag" appears to carry serial number 42-76347. If so, she is an apparition from beyond the grave. As A6-Y "Jenny Rebel" 42-76347 flew with the 389th FS of the 366th FG and was written off after an in-flight fire and emergency landing in October of 1944. Looking at her, it is easy to believe that the depot pieced her back together from parts salvaged from many different planes. The bare metal rudder and horizontal stabilizer are obvious implants, but there are probably many more. The large bare metal patch on the fuselage may be the result of the fire...

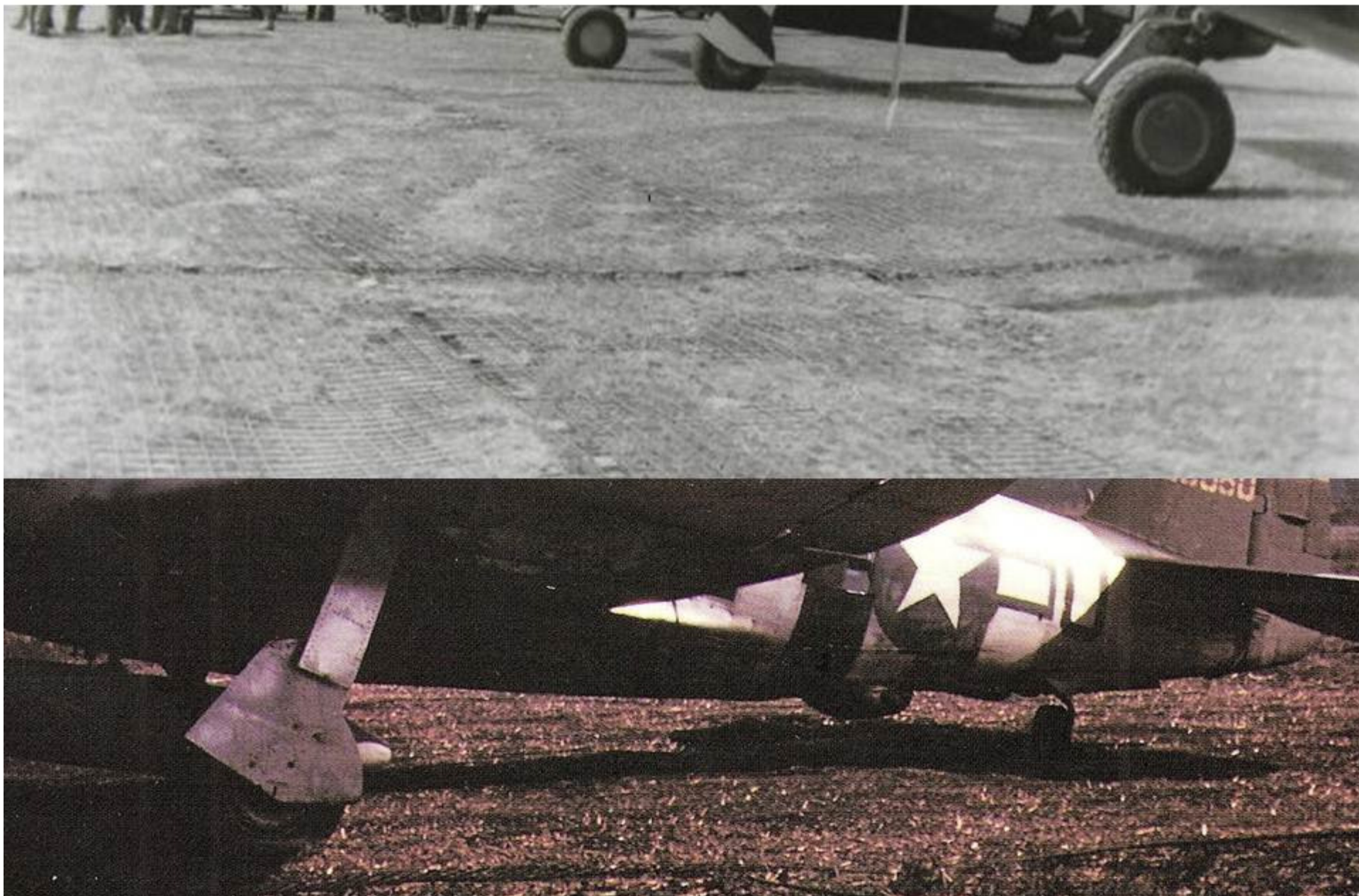




Refueling Trucks and Bowzers and Dozer and Scraper



Wire Mesh Hardstand – Not PSP



PSP Hardstand

