

AIRCAM AVIATION SERIES

№14

REPUBLIC F/RF-84F THUNDERSTREAK/THUNDERFLASH

IN USAF - BAF - R Mar AF - R Neth AF - Luft - French AF - TAF - CNAF & ROAF SERVICE





1945. The aircraft is a P-51 Mustang, a single-engine fighter aircraft. The aircraft is shown in flight, with its wings and fuselage clearly visible. The aircraft is positioned in the upper left quadrant of the frame, with its wings and fuselage clearly visible. The background is a light, overcast sky. The aircraft has a single engine and a canopy. The overall composition is dramatic, with strong shadows and highlights.

F-84F of the Italian Air Force, 4th Armigeron Group
near Aviano, Italy in 1957 markings. Serial 5624



REPUBLIC F/RF-84F

THUNDERSTREAK/THUNDERFLASH

IN USAF - USAF-R Nor AF - R Neth AF - Luft - French AF - TAF - CNAF & RAAF SERVICE

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Text by
Ernest R. McDowell

ACKNOWLEDGMENTS

The book on the Republic F/RF-84F Thunderstreak/Thunderflash is the first title in the AIRCAM AVIATION SERIES to cover a post-war aircraft. The F-84F was placed in the series because of my long history of service with and interest in the USAF, some Air Forces and Air National Guard Units for very little has been published previously on the aircraft in detail. The book on the F-84F is the first published volume in which the Republic F/RF-84F is the central theme. It is the first volume in the series to be published in both the United States and the United Kingdom. My thanks go to those who assisted with photographs and to especially those names mentioned below in alphabetical order.

M. Nozdák, Ivan Černý, L. E. Powers, R. W. Hillman, Capt. A. F. de Jong, Genltd. Jack R. R. Carrington, D. A. Savelle, D. W. Harrod, G. P. Pella, James Kruggel, W. B. Taylor, Lt Col. M. C. Trelkoff, M. C. Mendenhall, Reichsheeres Geschwaderstab der Armee (RGA), French Air Force, Italian Air Force, Royal Canadian Air Force, Royal Netherlands Air Force, Royal Danish Air Force.

F-84F of the Italian Air Force, 4th Armigeron Group
near Aviano, Italy in 1957 markings. Serial 5624



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1943: The Douglas F4U Corsair, USA Service Number FS-667, photographed May 1944, with 47th Fighter Squadron, 34th Fighter Group, 8th AF.

one of the models, due to power at 1400. This model had the M-2 engine and was replaced by the M-3, which had a higher rate of climb. It carried six 50-caliber machine guns in two wing and fuselage positions (usually by radio port). Various armament standard equipment in the model. The F4U-17C was replaced on the production line by the F4U-17D for the F4U-17C variant, which featured the 1100-hp Pratt & Whitney engine. Included a revised electrical system and changes in the fuel and hydraulic systems. Various engine added about 1,000 lb to the weight however, the added power kept the performance roughly similar. After the month had been completed, the 12 models replaced the F4U-17C and began leaving of the production line in November. The F4U-17D (17) was replaced by a redesigned and strengthened wing to fit them for a light bomber role and include stock to carry conventional bombs. It lacked gas ducts, a 500hp gas tank and a standard fuel system with 450 gallons. The speed was now close to 400 mph. The F4U-17D made its first flight in November 1944.

Six months later on May 18, 1946, the F4U-17D was to be used as its standard flight. It proved to be the end of the line for the Corsair, as the increased power and other modifications brought it close to the ultimate speed machine. The F model was powered by the F4U-17D and had the number replaced by 12 inches.

A thirty-inch side was built, one internal fuel circuit worked, with provision being made for the mounting of two 20-gallon fuel tanks under the wing tips and fuselage under the wings. Fuel tank, aluminum body. First were added to the wing to make a general fuel tank arrangement with the main tank. In line of the deep ribs the plane could carry up to 32 20-gallon tanks or two 100-gallon tanks and two 1170 gallons for the liquid fuel. One engine 1200. In all 1946 it was built into the Republic, and it was the D model named the Republic's name. They got contact when they were still in Korea in December 1945.

The F4U-17 was ordered to the US, for use as a replacement in quantity to the air force of the NATO system. During its production development programme the F4U-17 was built in quantities for a total of 14,000. During the period 1944-1945, it was built in a total of 700 F4U-17s in a total of 1944. The primary mission of the Corsair was to provide the US Air Force with a fighter for the Pacific theater. It was also used as a fighter for the US Navy and US Marine Corps. The F4U-17 was also used as a trainer for the US Navy and US Marine Corps. The F4U-17 was also used as a trainer for the US Navy and US Marine Corps.

Another view of the F4U-17D of the 47th Fighter Squadron, 34th Fighter Group, 8th AF, photographed May 1944, with 47th Fighter Squadron, 34th Fighter Group, 8th AF.





Four Corsairs by the 442nd Central Postal Directory, 1945. (U.S. Marine)

While about 80% of the existing stock was used, the aircraft itself was redesigned to improve the rate of fire. Other components were interchangeably with previous models. Power was supplied by the J-45-A-2 which produced 3,200 pounds of thrust. It was planned to replace this engine with the more powerful Wright J-45, a license-built version of the British Napier. The wings and tail were never built. An engine nacelle was needed for one purpose, and the vehicle took to the air on February 14th, 1951. Differences were with the engine and the wing structure components and closed to the program.

The aircraft to be produced by the F-40G, which evolved to the original design, but employed the J-45-A-2 producing 3,000 pounds of thrust. A secondary engine was fitted, an example installed and long range operations were limited by the addition of a fuselage on the left wing to permit aerial refueling of the "flying boom" type rather than the "probe and drogue" which had been used on the F-40. The F-40G was the last American fighter equipped to deliver a tactical atomic bomb. While the G was often referred to by its service designation, it proved to be so successful that a total of 4,000 were built and a large number were supplied to the NATO Nations taking part in the Mutual Security Program. Progress was necessarily being made on the F-40F program, and the model was assigned a new name—the Thunderbolt. Canada and developed independently was the F-40F Thunderbolt, a reconnaissance version.

A pre-production Thunderbolt which was rolled out in March of 1951 had a tail cone with wing root air intake, and lacked the G model canopy. A pre-production Thunderbolt was built to provide to the USAF and was the wing was intake which became standard on the reconnaissance version. It carried only four M-61 guns and the nose was modified and changed to carry cameras, radar or a variety of other nose electronic gear.

The production Thunderbolts were built to an even more sophisticated standard. The model had a set of landing-mounted speed brakes, and lacked from the "dash 15" variants were equipped with the all-weather. It was built to carry two crew members to meet the high altitude requirements.

The Thunderbolt could carry several night camera along with a number of magazines from its dual camera systems which were mounted under the wings for easy quick access. A pair of 100mm cameras fitted its RF-40F variants, and a number of various combinations could be carried, including during camera of the Thunderbolt camera. The RF-40F was the first reconnaissance fighter to have a camera control system and a video-finder for the pilot. An automatic computer in the camera system, which analyzed each frame to speed, altitude and light, and automatically set the camera. It was also equipped with a video recording system. The pilot manually chose a video recording station. This allowed the camera to take photos in three steps of camera to camera when in use. He could record the aircraft, ground and other details, which would not show up in a still photo, if any significant ground movement. He could also record the speed, time, speed and altitude of which he had when the picture.

The RF-40F was the last new design in the series, although two Thunderbolt were later modified to accept the J-45-A-2 power plant, they were not really reconnaissance models and the project never went beyond the design stage.

The RF-40F was built to explore the possibilities of a reconnaissance fighter. Improvements were necessary to fit the RF-40F engine, modifications by Alaska was the solution. A three-stage compressor modification was fitted. The engine had an air-intake for added and a T-300 jet. The nose and engine nacelle to the ground and became less noticeable as a result of added nose. When the engine jet ran up to the ground, intake which a large intake became directed by the

Three Corsairs in flight, with the wing root air intake. (U.S. Marine)



and its smaller predecessor. Although the new design included more seats, the cockpit was now cramped.

Further revisions and testing was made to a YF-90 in May of 1973. A noticeable weak was observed in the landing gear and its support. This led to the use of a modified engine which had been used on the heavy lift aircraft C-141. The engine was the General Electric TF30-100. The engine was installed in the fuselage and the landing gear was moved forward. The engine was now mounted in the fuselage and the landing gear was moved forward. The engine was now mounted in the fuselage and the landing gear was moved forward.

When the first YF-90 rolled off the production line, it was the smallest ever built. Before then, the production aircraft of the Air Force were the F-105, F-106, F-107, F-108, F-109, F-111, F-119, F-120, F-121, F-122, F-123, F-124, F-125, F-126, F-127, F-128, F-129, F-130, F-131, F-132, F-133, F-134, F-135, F-136, F-137, F-138, F-139, F-140, F-141, F-142, F-143, F-144, F-145, F-146, F-147, F-148, F-149, F-150, F-151, F-152, F-153, F-154, F-155, F-156, F-157, F-158, F-159, F-160, F-161, F-162, F-163, F-164, F-165, F-166, F-167, F-168, F-169, F-170, F-171, F-172, F-173, F-174, F-175, F-176, F-177, F-178, F-179, F-180, F-181, F-182, F-183, F-184, F-185, F-186, F-187, F-188, F-189, F-190, F-191, F-192, F-193, F-194, F-195, F-196, F-197, F-198, F-199, F-200.

Development

All land-based aircraft designs were required with the main body of the F-90 in the USAF as well as the other aircraft. The main body of the F-90 was the same as the other aircraft. The main body of the F-90 was the same as the other aircraft. The main body of the F-90 was the same as the other aircraft.

initially after the design was completed. The design was completed in 1973. The design was completed in 1973. The design was completed in 1973.

A total of 100 aircraft were built for the USAF. The aircraft were built for the USAF. The aircraft were built for the USAF. The aircraft were built for the USAF.

Listed below are the aircraft that were built for the USAF. The aircraft were built for the USAF. The aircraft were built for the USAF.

All land-based aircraft designs were required with the main body of the F-90 in the USAF as well as the other aircraft. The main body of the F-90 was the same as the other aircraft. The main body of the F-90 was the same as the other aircraft.



F-90: The Super Fighter. (Photo: USAF, courtesy of Lockheed Martin Co.)



Above: Six Sabres of the 48th TFW in flight over the target at a low level, but in a steep climb. Plans of the 48th TFW are located at the National Air and Space Museum, Washington, D.C. (U.S. Air Force)



Above: A group of F-100 Super Sabres at the National Air and Space Museum, Washington, D.C. (U.S. Air Force)



Above: A close-up of an F-100 Super Sabre at the National Air and Space Museum, Washington, D.C. (U.S. Air Force)

Above: A close-up of an F-100 Super Sabre at the National Air and Space Museum, Washington, D.C. (U.S. Air Force)



In Allied service

The F-47F was shown in the standard fighter-bomber appearance of the US forces of the North Atlantic Treaty Organization, and it was in the colours of a fighter jet base that the Thunderbolts first flew in Europe. The Thunderbolts' first role during the war was to intercept the F-47F's reconnaissance sorties over the Continent. The Thunderbolts were the first of the Thunderbolts to be equipped with the F-47F's armament. It was the Thunderbolts who were the first to be equipped with the F-47F's armament. It was the Thunderbolts who were the first to be equipped with the F-47F's armament.

The United States also made serious attempts to offer the F-47F to other countries, including the United Kingdom, France, the Soviet Union, and the United States Army Air Corps. The F-47F was also used by the United States Army Air Corps in various capacities, including as a fighter, a bomber, and a reconnaissance aircraft.

Serial Number Range	Quantity	Model
49-1451	1	YP-47F-01
50-1244/1245	2	YP-47F-02
50-1962/1963	19	F-47F-01A
50-1963/1964	21	F-47F-01B
50-1965/1980	16	F-47F-01C
50-1981/2150	80	F-47F-01D
50-1981/2000	119	F-47F-01E
50-1981/2100	19	F-47F-01F
50-1981/2150	57	F-47F-01G
50-1981/2150	66	F-47F-01H
50-1981/2150	100	F-47F-01I
50-1981/2150	100	F-47F-01J
50-1981/2150	100	F-47F-01K
50-1981/2150	100	F-47F-01L
50-1981/2150	100	F-47F-01M
50-1981/2150	100	F-47F-01N
50-1981/2150	100	F-47F-01O
50-1981/2150	100	F-47F-01P
50-1981/2150	100	F-47F-01Q
50-1981/2150	100	F-47F-01R
50-1981/2150	100	F-47F-01S
50-1981/2150	100	F-47F-01T
50-1981/2150	100	F-47F-01U
50-1981/2150	100	F-47F-01V
50-1981/2150	100	F-47F-01W
50-1981/2150	100	F-47F-01X
50-1981/2150	100	F-47F-01Y
50-1981/2150	100	F-47F-01Z

Figure 10: The Thunderbolt's first flight in Europe. Thunderbolts in flight over the North Atlantic, circa May 1944. (Illustration by the author)





Line up of 25 and 100 Tactical Fighter Wings at HAFB, 1st Tactical Fighter Wing, USAF, Ft. Worth

Serial Number Range	Quantity	Model	Serial Number Range	Quantity	Model
51-0917-1400	54	F-4E-1-GR	51-1085-1507	13	RF-4E-25-GR
51-0917-1454	45	F-4E-2-GR	52-035-1501	9	RF-4E-25-GR
51-0917-1527	45	F-4E-3-GR	52-036-1528	11	RF-4E-25-GR
51-0917-1607	43	F-4E-4-GR	51-1507-1507	5	RF-4E-25-GR
52-052-1624	50	F-4E-4-GR	52-038-1501	13	RF-4E-25-GR
52-053-1693	42	F-4E-4-GR	51-1832	1	RF-4E-25-GR
52-053-17120	46	F-4E-5-GR	52-039-1507	7	RF-4E-25-GR
51-1837	1	RF-4E-1-GR	52-040-1500	4	RF-4E-25-GR
51-1839-1501	5	RF-4E-1-GR	52-040-1507	12	RF-4E-25-GR
51-1839-1508	5	RF-4E-1-GR	52-040-1508	20	RF-4E-25-GR
51-1839-1521	45	RF-4E-1-GR	52-040-1509	22	RF-4E-25-GR
51-1839-1526	55	RF-4E-1-GR	51-1546-1500	19	RF-4E-25-GR
51-1839-1548	18	RF-4E-1-GR	52-052-1501	9	RF-4E-25-GR
51-1839-1556	7	RF-4E-1-GR	52-070-1501	5	RF-4E-25-GR
51-1839-1571	1	RF-4E-1-GR	52-046-1501	27	RF-4E-25-GR
51-1839-1574	1	RF-4E-1-GR	52-056-1501	28	RF-4E-25-GR
51-1839-1576	1	RF-4E-1-GR	52-049-1501	40	RF-4E-25-GR
51-1839-1584	1	RF-4E-1-GR	52-042	1	RF-4E-25-GR
51-1839-1596	1	RF-4E-1-GR	52-072-1501	13	RF-4E-25-GR
51-1839-1598	1	RF-4E-1-GR	52-048-1501	7	RF-4E-25-GR
51-1839-1604	1	RF-4E-1-GR	52-071-1501	16	RF-4E-25-GR
51-1839-1606	1	RF-4E-1-GR	52-049-1501	78	RF-4E-25-GR
51-1839-1608	1	RF-4E-1-GR	52-050-1501	26	RF-4E-25-GR
51-1839-1610	1	RF-4E-1-GR	52-051-1501	7	RF-4E-25-GR
51-1839-1612	1	RF-4E-1-GR	52-052-1501	4	RF-4E-25-GR
51-1839-1614	1	RF-4E-1-GR	52-053-1501	7	RF-4E-25-GR
51-1839-1616	1	RF-4E-1-GR	52-054-1501	7	RF-4E-25-GR
51-1839-1618	1	RF-4E-1-GR	52-055-1501	14	RF-4E-25-GR
51-1839-1620	1	RF-4E-1-GR	52-056-1501	17	RF-4E-25-GR
51-1839-1622	1	RF-4E-1-GR	52-057-1501	57	RF-4E-25-GR

F-4E, 100th Tactical Fighter Squadron, HAFB, Ft. Worth, Texas, USAF, 1968. (The aircraft in this image are not the same as the aircraft in the image above.)





Black and white photograph of the T-33A Tutor jet trainer aircraft, tail number 0-26616, parked on a tarmac. The aircraft features 'U.S. AIR FORCE' and 'FS-6M' markings. Photo credit: W. F. Turner.



Black and white photograph of the T-33A Tutor jet trainer aircraft, tail number 0-4937, parked on a tarmac. The aircraft features 'U.S. AIR FORCE' and 'FS-6M' markings. Photo credit: W. F. Turner.

Black and white photograph of the T-33A Tutor jet trainer aircraft, tail number 0-4937, parked on a tarmac. The aircraft features 'U.S. AIR FORCE' and 'FS-6M' markings. Photo credit: W. F. Turner.



Black and white photograph of the T-33A Tutor jet trainer aircraft, tail number 26893, parked on a tarmac. The aircraft features 'U.S. AIR FORCE' and 'FS-893' markings. Photo credit: W. F. Turner.



Photo 1-44: 1953 Douglas C-47 (C-47A) with 'IND AIR GUARD' markings. Tail number 2670. Photo by J. W. Mead.



Photo 1-45: 1953 Douglas C-47 (C-47A) with 'IND AIR GUARD' markings. Tail number 26426. Photo by J. W. Mead.



Photo 1-46: 1953 Douglas C-47 (C-47A) with 'U.S. AIR GUARD' markings. Tail number 27077. Photo by J. W. Mead.





Left: P-51, 111111, Max 100
Right: P-51, 111111, Max 100
Both: P-51, 111111, Max 100



Both: P-51, 111111, Max 100
Both: P-51, 111111, Max 100





Alamo, Texas, 1952. F-86 Sabre fighter jet on the runway. (U.S. Air Force)



Major flight of the Georgia Air National Guard, 1952. (U.S. Air Force)

Major flight of the Georgia Air National Guard, 1952. (U.S. Air Force)





North American F-86F Sabre fighter jet, serial number 44-19444, in flight over the Pacific Ocean, 1953. (U.S. Air Force)



North American F-86F Sabre fighter jet, serial number 44-1250, in flight over the Pacific Ocean, 1953. (U.S. Air Force)





Black P-51 Mustang 44-23 at the 115th TFS, 48th AF, 12th AF, 1954. The aircraft was used for training purposes.



Black P-51 Mustang 44-18313 at the 115th TFS, 48th AF, 12th AF, 1954. The aircraft was used for training purposes.



Black P-51 Mustang 44-2640 at the 115th TFS, 48th AF, 12th AF, 1954. The aircraft was used for training purposes.



Black P-51 Mustang 44-2640 at the 115th TFS, 48th AF, 12th AF, 1954. The aircraft was used for training purposes.



Above and below: F-101 of the 76th Tactical Fighter Squadron, Ohio Air National Guard, receiving mid-air refueling from a B-57C Canberra of the 43rd Bombardment Squadron, Ohio Air National Guard, during Operation Freedom II, December 1965. Same as the photo opposite, but the B-57C is seen in cross-section (top photo, L. Todd)





42nd AFB aircraft. A pair of F-4Phantoms in flight over the Pacific Ocean. The aircraft in the foreground is the aircraft of the 1st F-4 Phantom Squadron, 42nd AFB.

83rd AFB aircraft. F-4Phantom in flight over the Pacific Ocean. The aircraft in the foreground is the aircraft of the 1st F-4 Phantom Squadron, 83rd AFB.





Aerial view of a military airbase in a mountainous region. The aircraft are parked on the tarmac, and the surrounding terrain is rugged and forested.



A U.S. Air Force F-4 Phantom II fighter jet on the ground. The aircraft is marked with the tail number 27208 and "U.S. AIR FORCE" on the fuselage.



A U.S. Air Force F-4 Phantom II fighter jet on the ground. The aircraft is marked with the tail number 27343 and "U.S. AIR FORCE" on the fuselage.



North American Sabre of the 100th Tactical Recon Squadron, Arkansas ANG, in the days before the North (L. W. Mansell)



North American F-86 Sabre of the 100th Tactical Recon Squadron, Arkansas ANG, in the days before the North (L. W. Mansell)



North American F-86 Sabre of the 112th Tactical Recon Squadron, Iowa ANG, in the days before the North (L. W. Mansell)
Notes: Transmitters of the Arkansas ANG with yellow nose and tail bands lined in black, yellow and black being major colors with black being minor.





Three Supermarine Spitfires in formation, flying over a cloudy sky. The aircraft are dark-colored with white roundels on the wings and tails. The top aircraft has the number 'PR-1' on its tail, the middle one '7R-A', and the bottom one 'PR-1'.



A formation of Supermarine Spitfires flying over a landscape. The aircraft are dark-colored with white roundels on the wings and tails. The aircraft in the foreground has the number '036' on its tail.





Advanced form. P-38 Lightning, No. 1, high performance fighter aircraft. P-38 Lightning, No. 1, high performance fighter aircraft. P-38 Lightning, No. 1, high performance fighter aircraft. P-38 Lightning, No. 1, high performance fighter aircraft.



Front P-38 Lightning, No. 1, high performance fighter aircraft. P-38 Lightning, No. 1, high performance fighter aircraft. P-38 Lightning, No. 1, high performance fighter aircraft. P-38 Lightning, No. 1, high performance fighter aircraft.





Alone, 1944-50, by Major Ronald O'Neil
during a tour of the RAF's first jet squadron,
No. 27, at RAF Cranwell, Lincolnshire.



Left: learned to fly at Cranwell, No. 27
Squadron, No. 27 Wing, Cranwell, Lincolnshire
March 1944. (A. G. Smith)



Alone, 1944-50, by Major Ronald O'Neil
during a tour of the RAF's first jet squadron,
No. 27, at RAF Cranwell, Lincolnshire.





Photo: A-104-447. Turboprop-1750. 42 12152. "Mustang" in the hands of the 388th Central Postal Directory, 1945. The aircraft is a P-51 Mustang, 44-10447, with the number 12 on the nose and tail.



Photo: A-104-447. Turboprop-1750. 42 12152. "Mustang" in the hands of the 388th Central Postal Directory, 1945. The aircraft is a P-51 Mustang, 44-10447, with the number 12 on the nose and tail.



Photo: A-104-447. Turboprop-1750. 42 12152. "Mustang" in the hands of the 388th Central Postal Directory, 1945. The aircraft is a P-51 Mustang, 44-10447, with the number 12 on the nose and tail.



Photo: A-104-447. Turboprop-1750. 42 12152. "Mustang" in the hands of the 388th Central Postal Directory, 1945. The aircraft is a P-51 Mustang, 44-10447, with the number 12 on the nose and tail.



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