

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 oriented vertically on the page.



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 Sapphire. The wings and tail were never built. An engine Sapphire was mounted by one person, and the aircraft 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 appearance of the F-40G, which proved to be original design, but combined the J-45-A-2 producing 3,000 pounds of thrust. A secondary engine was fitted, an engine mounted 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-40G. 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 being part of the Mutual Security Program. Progress was made in 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 missiles, radar or a variety of other nose electronic gear.

The production Thunderbolts were built to an order and were produced under six M-61 guns. The model had a set of launch-mounted speed brakes, and packed from the "dash 15" onwards were equipped with the all-weather. It was built in great numbers to meet the high altitude requirements.

The Thunderbolt could carry several night camera along with a number of magazines from its dual camera system which were mounted under the wings for easy quick release. A set of 10 standard cameras fitted its RF-40F magazine, and a number of various combinations could be carried, including diving camera of the Thunderbolt camera. The RF-40F was the first reconnaissance fighter to have a camera control system and a view-finder for the pilot. The magazine carried in the camera turret, were activated with buttons to speed, altitude and light, and automatically set the camera. It was also equipped with a view-finding system, the pilot manually closing a visual reconnaissance mission. This allowed the operator the ability to take views of terrain or weather when on task. He could avoid the aircraft, ground and other details, which would not show up in a still photo, if any significant ground movement. He could also control the view view, speed and altitude of which he had under his position.

The RF-40F was the last new design in the series, although two Thunderbolts were later modified to accept the J-45-A-2 power plant, they were not really reconnaissance models and the project never went any further. They were designated as the VF-40.

The XF-40F was built to explore the possibilities of a reconnaissance fighter. Improvements were made to it in the XF-40F-1 program, undertaken by Alaska and the Atlantic. A three-stage supersonic turbojet engine was fitted. The engine had an air-intake for added and a T-38 jet. The nose and engine ducts to the ground and became less noticeable as a result of added nose. When the engine jet ran up to the ground, exhaust which a large intake became directed by the

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





Above: Six Sabres of the 48th TFW in flight over the target at a low level for an attack on the Pleiku air base on the 15th of August 1968. (Photo by the 48th TFW, USAF, 1968)



Above: A group of F-100 Super Sabres at the 48th TFW, USAF, 1968.



Above: A close-up of an F-100 Super Sabre on the ground, showing the cockpit and canopy.

Above: A close-up of an F-100 Super Sabre on the ground, showing the cockpit and canopy.





Line up of 134 and 136 Tactical Fighter Wings at HAFB, 1st Tactical Fighter Wing, USAF, Ft. Worth

Serial Number Range	Quantity	Model	Serial Number Range	Quantity	Model
51-0817-1820	34	F-4E-1-GR	51-1085-1507	13	RF-4E-21-RE
51-0818-1854	36	F-4E-2-GR	51-1085-1510	4	RF-4E-25-RE
51-0819-1927	45	F-4E-3-GR	51-1085-1528	11	RF-4E-29-RE
51-0820-1837	18	F-4E-4-GR	51-1507-1507	5	RF-4E-27-RE
51-0821-1824	39	F-4E-4-GR	51-1507-1508	13	RF-4E-29-RE
51-0822-1893	142	F-4E-4-GR	51-1832	1	RF-4E-25-RE
51-0823-1920	146	F-4E-5-GR	51-1832-7577	71	RF-4E-25-RE
51-1838	1	RF-4E-RE	51-2120-1280	4	RF-4E-28-RE
51-1839-2031	3	RF-4E-1-RE	51-2120-1281	12	RF-4E-28-RE
51-1839-2030	0	RF-4E-1-RE	51-2120-1282	20	RF-4E-28-RE
51-1839-2031	0	RF-4E-1-RE	51-2120-1283	21	RF-4E-28-RE
51-1839-2032	0	RF-4E-1-RE	51-2120-1284	19	RF-4E-28-RE
51-1839-2033	0	RF-4E-1-RE	51-2120-1285	9	RF-4E-28-RE
51-1839-2034	0	RF-4E-1-RE	51-2120-1286	5	RF-4E-28-RE
51-1839-2035	0	RF-4E-1-RE	51-2120-1287	27	RF-4E-28-RE
51-1839-2036	0	RF-4E-1-RE	51-2120-1288	28	RF-4E-28-RE
51-1839-2037	0	RF-4E-1-RE	51-2120-1289	40	RF-4E-28-RE
51-1839-2038	0	RF-4E-1-RE	51-2120-1290	1	RF-4E-28-RE
51-1839-2039	0	RF-4E-1-RE	51-2120-1291	13	RF-4E-28-RE
51-1839-2040	0	RF-4E-1-RE	51-2120-1292	7	RF-4E-28-RE
51-1839-2041	0	RF-4E-1-RE	51-2120-1293	16	RF-4E-28-RE
51-1839-2042	0	RF-4E-1-RE	51-2120-1294	78	RF-4E-28-RE
51-1839-2043	0	RF-4E-1-RE	51-2120-1295	26	RF-4E-28-RE
51-1839-2044	0	RF-4E-1-RE	51-2120-1296	7	RF-4E-28-RE
51-1839-2045	0	RF-4E-1-RE	51-2120-1297	4	RF-4E-28-RE
51-1839-2046	0	RF-4E-1-RE	51-2120-1298	7	RF-4E-28-RE
51-1839-2047	0	RF-4E-1-RE	51-2120-1299	14	RF-4E-28-RE
51-1839-2048	0	RF-4E-1-RE	51-2120-1300	17	RF-4E-28-RE
51-1839-2049	0	RF-4E-1-RE	51-2120-1301	27	RF-4E-28-RE

F-4E, 136th Tactical Fighter Squadron, 136th Tactical Fighter Wing, USAF, Ft. Worth, Texas, 1970





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 by 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 by 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 by W. F. Turner.



Left: P-51, 111111, Max 200
Right: P-51, 26498, 1st Lt. W. W. ...
1st Lt. W. W. ...



Right: P-51, 26498, 1st Lt. W. W. ...
1st Lt. W. W. ...





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



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

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





North American F-86 Sabre fighter jet, serial number 44-11944, in flight over the Pacific Ocean, 1951. (U.S. Air Force)



North American F-86 Sabre fighter jet, serial number 44-1250, in flight over the Pacific Ocean, 1951. (U.S. Air Force)





Black P-51 Mustang 44-23 at the 115th TFS, 48th AF, 12th AF, 1954. Photo by the author.



Black P-51 Mustang 44-18313 at the 115th TFS, 48th AF, 12th AF, 1954. Photo by the author.



Black P-51 Mustang 44-2640 at the 115th TFS, 48th AF, 12th AF, 1954. Photo by the author.



Black P-51 Mustang 44-2640 at the 115th TFS, 48th AF, 12th AF, 1954. Photo by the author.



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.

82nd AFB aircraft. F-4Phantoms in flight over the Pacific Ocean. The aircraft in the foreground is the aircraft of the 1st F-4 Phantom Squadron, 82nd 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 mountainous.



A F-4 Phantom II fighter jet on a runway. The aircraft is viewed from a low angle, showing its distinctive twin-engine configuration and swept-back wings. The tail number "27208" is visible on the vertical stabilizer. The words "U.S. AIR FORCE" are printed on the side of the fuselage.



A F-4 Phantom II fighter jet on a runway. The aircraft is viewed from a low angle, showing its distinctive twin-engine configuration and swept-back wings. The tail number "27349" is visible on the vertical stabilizer. The words "U.S. AIR FORCE" are printed on the side of the fuselage. The number "F8-343" is also visible on the side of the fuselage.



North American Sabre of the 100th Tactical Recon Squadron, Arkansas ANG, in the days before the North (L. W. M. 1954)



North American F-86 Sabre of the 100th Tactical Recon Squadron, Arkansas ANG, in the days before the North (L. W. M. 1954)



North American F-86 Sabre of the 100th Tactical Recon Squadron, Arkansas ANG, in the days before the North (L. W. M. 1954)
Notes: Transfers from the Arkansas ANG with yellow nose and tail bands lined in black, yellow and black wing stripe with black wing band, yellow.





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. Features: high wing, retractable landing gear, two engines, etc. (See also P-38 Lightning, No. 1, high performance fighter aircraft.)



Front P-38 Lightning, No. 1, high performance fighter aircraft. Features: high wing, retractable landing gear, two engines, etc. (See also 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, the
Gloster Meteor, at RAF Farnborough, Hampshire.



Left, captured by the Germans at the
RAF Farnborough, Hampshire, in 1944.



Alone, 1944-50, by Major Ronald O'Neil
during a tour of the RAF's first jet, the
Gloster Meteor, at RAF Farnborough, Hampshire.





Photo: A-101-447. Turbopropeller P-51 Mustang "Mustang" in flight. The aircraft is a P-51 Mustang, serial number 44-2384, in flight. The aircraft is a P-51 Mustang, serial number 44-2384, in flight. The aircraft is a P-51 Mustang, serial number 44-2384, in flight.



Photo: A-101-447. Turbopropeller P-51 Mustang "Mustang" on the ground. The aircraft is a P-51 Mustang, serial number 44-2384, on the ground. The aircraft is a P-51 Mustang, serial number 44-2384, on the ground.



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