

The Aero Historian



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Revell 1/48 scale F-86 Sabre Dog
by Mark L. Rossman

It's Greek to Me 2
Revell 1/48 F-84 Thunderjet

One of the most important combat aircraft to see action in Korea was the straight winged F84 E/G. It's Republic design dating back to the rugged P-47 Thunderbolt of WWII. However, this became an important NATO Jet, as it was a type deployed to

many member nations such as; Belgium, Denmark, France, Greece, Italy, Netherlands, Norway, Portugal, Turkey.

Like most early jets, the Thunderjet's takeoff performance was inadequate. In hot Korean summers with a full combat load, the aircraft routinely required 10,000 ft (3,000 m) of runway for takeoff even with the help of RATO bottles (two or four of

these were carried, each producing 1,000 lb (4.4 kn) of thrust for 14 seconds). All but the lead aircraft had their visibility obscured by the thick smoke from the rockets. Early F-84s had to be pulled off the ground at 160 mph (140 kn, 260 km/h) with the control stick held all the way back. Landings were made at a similar speed, for comparison the F-51 landed at approximately

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TCAH Officers

President, Steve Jantscher

Vice-President, Steve Shaffer

Secretary, Bob Maderich

Treasurer, Dennis Strand

Historian, Merrill Anderson

Newsletter Info

Article Submission Deadline: 22nd of each month

Editor

Bob Arko

6417 Rice Court

Lino Lakes, MN 55014

651-481-8887

boba@arkokraft.com

Send Change of Address Notice to:
Dennis Strand

TCAH This Month

The monthly meeting will be held on line May 9 beginning at 1:00 pm. Come early.



President's Corner

by Steve Jantscher

Greetings my fellow club members. May we live in interesting times. Yes, that ancient Chinese curse seems to be ours this year. As you all know by now, our last few meetings have been canceled from the Fleming field site. I want to thank those who attended our first virtual zoom meeting last month. For those of you that couldn't attend you missed a good gathering of some of your fellow club members and model builders. Thanks to all that were in attendance. We covered a little news, but primarily held a show & tell, holding our model projects up to the camera's small eye, and discussing any interesting books we've been reading. I'd like to especially thank our VP, Steve Shaffer for facilitating our get together.

In looking ahead, I don't foresee any change for the next few months, perhaps all the way into the fall. I'll be just as happy as anybody when we can safely return to our normal Saturday meeting at the airfield. I intend for us to celebrate with a pizza party and a pent up in person show and tell. After all, for those of us at home, what better way to occupy ourselves then build those kits we never had the time for before. Also as I said at the end of our video meeting last month, remember your fellow club members and give them a call. We all need social contact these days, even if we have to physically be apart.

I end on a sad note. As I'm sure most of you know by now, WingNut Wings company have gone under and ceased business. I'd like to sing their praises one last time. I know that World War I subjects aren't everybody's

cup of tea. All that rigging... Not as sexy as a Spitfire or Mustang... Unfamiliar camouflage colors etc. I've heard all those excuses and held most of them at one time or another. However, having collected many more WingNut Wings kits than I built (2), I fallen in love with the overall quality of the contents of each one of their kits. From the fantastic box art, exquisitely designed molded parts to the wonderfully presented instructions, each kit they released was truly a gem, and easily representative of the absolute best kits ever made. For those of you that want to experience this excellence, I'd suggest grabbing a kit before they all end up on the secondary market at inflated prices. While the molds and other assets will be sold off, eventually to be released again, I find it hard to believe the total package of a new production kit will be as nice as the original. Of course the talented team that brought us those kits have now lost their jobs along with millions of others this year.

These are interesting and sad times. Keep at it, I hope to see you all online at our next zoom meeting May 9th at 1:00pm. Steve usually starts up the meeting online a little after noon for those that want to chat in an informal way. If you have trouble getting connected, try logging on early and give our VP a call. He'll try to help you join us.



120 mph (100 kn, 190 km/h). Despite the "hot" landing speeds, the Thunderjet was easy to fly on instruments and crosswinds did not present much of a problem.

The definitive straight-wing F-84G entered U.S. service in 1951. The aircraft introduced a refueling boom receptacle in the left wing, autopilot, instrument landing system, J35-A-29 engine with 5,560 lbs. of thrust, a distinctive framed canopy (also retrofitted to earlier types), and the ability to carry a single Mark 7 nuclear bomb.

The top speed limitation proved troublesome against Mig-15's in Korea. Slower than the MiG, the F-84 was also unable to turn tightly with a maximum instantaneous-turn load of only 3 Gs followed by rapid loss of airspeed. One F-84E pilot credited with two MiG kills achieved his second victory by intentionally flying his aircraft into pitch-up. The MiG's chasing him were unable to follow the violent maneuver and one crashed into the ground. Luckily for the F-84E pilot, the aircraft did not disintegrate but the airframe did suffer heavy warping. The F-84 was a stable gun platform and the computer gunsight aided in accurate gunnery and bombing. Pilots praised the aircraft for Republic's legendary ruggedness.

Pilots nicknamed the Thunderjet "The Lead Sled". It was also called "The Iron Crowbar", "a hole sucking air", "The Hog" ("The Groundhog"), and "The World's Fastest Tricycle", "Ground Loving Whore" as a testament to its long takeoff rolls.

In 1952 Greece joined NATO and the Air Force was rebuilt and organized according to NATO standards. New aircraft, including

jets, were introduced.

The Hellenic AF used the F-84G from 1952 into 1959. It was the first jet fighter acquired with about 200 equipping a total of 6 squadrons, the 335, 336, 337, 338, 339, 340 and by the first Hellenic aerobatic flight, the "Four Aces". Four F-84Gs were used for reconnaissance, by installing photo cameras on wingtip tanks. In 1957 the F-84F version started replacing the "G's", which were sent off to Yugoslavia, using them for another 10 years.

There are about 14 reported crashes of Greek F-84G Thunderjet's on the [Aviation Safety Network Foundation site](https://aviation-safety.net/). <https://aviation-safety.net/> The first being 52-8333 crashing near Almirs Magnisias on February 16, 1954. It is reported an instructor was fatally injured.

Greece became the longest user of all the NATO countries of the F-84, with F-84F's in operational condition up to 1983.

Model: Revell F-84G 1/48

This is a very good model, no gun-bay or engine structure like the Tamiya and is less costly. Would definitely use Revell again.

Paint: Testers Silver, Yellow and Red spray, overcoated in semigloss.

Decals: HI-DECAL LINE: 48-019 F-84G, with 1 Greek and 1 French jet.

Note: The checker decals for the tanks come with a top and bottom for each tank, black square / clear square. Tank is painted yellow, after placing the decals on they had many wrinkles and wouldn't straighten out and started to rip. Luckily, I

tracked another decal sheet down and painstakingly cut each black square out and applied them separately.

This represents a F-84G-16RE Thunderjet flying out of the Nea Anhialos A.F.B. in 1954 for the 340th Mira "Flying Foxes" of the 111th Combat Wing. Typical colors were black-yellow checkerboard on the wing tanks and rudder. However, FS-373 (51-10373) had the addition of a red tail and special design on the pipe. The decals are based on a photo in the IPMS-Hellas magazine.

References:

1. [HI-DECAL Sheet](#),
2. [Hellenic Airforce Website](#) www.haf.gr
3. [Wikipedia](#)
4. [Aviation-safety.net](#) <https://aviation-safety.net/>



Treasurer's Report *by Dennis Strand*

It was obviously a slow month for TCAH's financial activity. However, In late March we did have a \$33.50 expense for the domain name fee on our website. There was no income for the club during this time, so we currently have \$5048.22 available. Everyone stay safe and well.











Directions to the Club Meeting Location

Where: South St. Paul Municipal Airport, a.k.a. Fleming Field, located on the southern extremity of South St. Paul, south of 1-494, west of Concord Street and East of Highway 52.

If coming from the western Twin Cities going east on 494:

- Exit at the 7th and 5th Avenue exit (Exit No.65)
- Turn right (South) on 7th Ave and go approximately .6 miles to a 4-way Stop sign. This is South Street W. To your left there will be a McDonald's; to your right front there will be a Walgreen's.
- Turn left (East) at the 4-way Stop onto
- South Street W and go approximately .6 miles. Along the way you will encounter three more Stop signs—the third Stop sign (Henry Avenue) will be a "T" intersection. At the "T" intersection on your left will be homes and on your right softball fields.
- Turn right (south) onto Henry Ave. and go approximately .2

- miles toward the Fleming Field airport terminal building.

If coming from east Twin Cities on westbound 494:

- Exit at the 7th and 5th Avenue exit (Exit No.65)
- Turn left (South) on 7th Ave and go approximately .6 miles to a 4-way Stop sign. This is South Street W. To your left front there will be a small strip mall; to your right there will be an Amoco station.
- Turn left (East) at the 4-way Stop onto
- South Street W and go approximately .4 miles. Along the way you will encounter two more Stop signs—the third Stop sign (Henry Avenue) will be a "T" intersection. At the "T" intersection on your left will be homes and on your right softball fields.
- Turn right (south) onto Henry Ave. and go approximately .2 miles toward the Fleming Field airport terminal building

The terminal is on the right with parking available.



The Aero Historian is published monthly by the Twin City Aero Historians, Inc., a joint chapter of the American Aviation Historical Society and International Plastic Modelers Society/USA, for members and readers as part of their annual dues or fees.

The group is open to aviation enthusiasts from teenagers on up who are interested in aviation modeling, photography, collecting, art and writing.

The Twin Cities Aero Historians (TCAH) meet the second Saturday of every month at 1:00pm.

See above for the new meeting locations and directions.

Mail Newsletter material to the editor and address changes to the treasurer.

