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Republic F-105 Thunderchief

The AP-63 project was a private venture by Republic Aviation to follow the F-84. It's primary mission was the delivery of nuclear or conventional weapons in all types of weather, with very high speed and long range. Though it only had a stop gap engine, the J57, the first F-105 exceeded the speed of sound on it's first flight. The B model from which it was derived was soon in production for the Tactical Air Command of the USAF. Apart from being the largest single-seat, single engine aircraft in history, the 105 was notable for it's large bomb bay and swept forward engine inlets at the forward wing roots. There were only 75 B models built before switching production over to the advanced D model of which 600 were built. This aircraft carried Nasarr monopulse radar and doppler navigation. production was completed with 143 tandem-seat F models with full operational equipment and dual controls. During the Vietnam War, around 350 D models were rebuilt with the ThunderStrick (T-stick) all weather blind attack system. A few aircraft were also updated to the T-stick II. This was a large saddle back fairing extending from the cockpit to tail fin. About 30 F series 105's were converted to ECM

(Electronic Counter Measures) attackers, with pilot and observer along with Wild Weasel and other radar homing, warning and jamming systems. Westinghouse jammers and Goodyear Chaff pods were carried externally. Prolonged harsh use over 20-odd years had by 1982, degraded flight performance of this well liked aircraft, whose nicknames of Thud, Lead Sled, and Ultra Hog (the F-84 was the original Hog and the F-84F the Super Hog) in no way reflected Pilot dissatisfaction with what in it's day was the nearest thing to a one-type air force. By 1982 all F-105's had gone from active service with regular units and the survivors were grouped in three Afres squadrons for a short period; 457th and 465th TFS's converted to F-4's in 1982-83 and the last F-105 unit, 466th TFS, carried out the final operational flight on February 25, 1984. A few aircraft remain operational, the last of the remarkable Republic fighters.

ORIGIN: Republic Aviation Corporation, Farmingdale, NY

TYPE: (B,D) single-seat fighter / bomber, (F) two-seat operational trainer, (G) EW / ECM platform.

ENGINE: One Pratt & Whitney J75 two-shaft afterburning turbojet. (B) 23,500lb J75-5; (D, F, G) 24,500lb

DIMENSIONS: Span 34 ft 11 1/4 in; Length 64 ft 3 in. Height 19ft 8 in

WEIGHT: Empty 28,393 lbs. Maximum loaded 52,546 lbs.

PERFORMANCE: Maximum Speed 1,480 mph. (Mach 2.25) Initial Climb 32,000 ft/min. Service Ceiling 52,000 ft. Tactical Radius with 16,500 lbs of bombs 230 miles. Ferry Range with maximum fuel 2,390 miles.

ARMAMENT: One 20MM M-61 gun with 1,029 rounds in left side of fuselage, Internal bay for ordinance load of up to 8,000 lbs. and five external pylons for additional load of 6,000lbs.

HISTORY: First Flight (YF-105A) October 22, 1955, (Production B) May 26 1956, (D) June 9, 1959, (F) June 11, 1963, final delivery 1965.

This model was created in Lightwave 5.5 all markings are stenciled in, so if you want to add texture maps to complete its "war-weary look" feel free to do so. Even though it is "Freeware" all that I ask is that this text file remain with the object and if it is used for any publication, that I be given credit for the creation of the model. I am a professional computer animator by trade so if you like this model and need anything specific, at present I can be reached at :

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