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Steve Ginter
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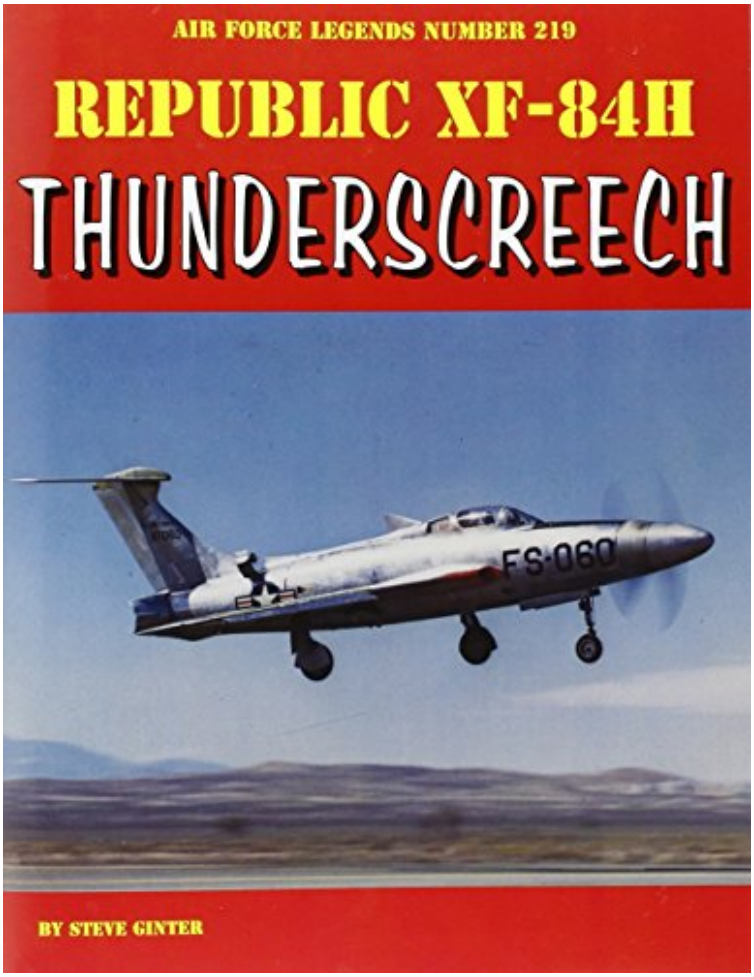

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#1405935 in Books IngramcontentModel: GI219CSN 2015-10-15Original language:EnglishPDF # 1 11.00 x .13 x 8.50l, .0 #File Name: 099682581940 pagesDetailed diagramsPhotographsDetailed facts | File size: 30.Mb

Steve Ginter : Republic XF-84H Thunderscreech (Air Force Legends) before purchasing it in order to gage whether or not it would be worth my time, and all praised Republic XF-84H Thunderscreech (Air Force Legends):

0 of 0 people found the following review helpful. A Peak Into What Might Have BeenBy JCALNormally I don't complain about the size of the AF Legends at their various price points. In this case I suspect Mr. Ginter might be well served to consider a revised edition completed by a specialist author on the USAF of this era.(Calling Mr. Pace!) I would have liked to have seen a bit more about the other issues of the time as well.While the common deficiencies of the turbojet are listed in the text, a direct comparison the F-86 in terms of performance and range certainly opened my eyes to why this concept was being pursued. The envelope is almost identical except for range is much greater for XF-84H.This monograph opened more questions and then left me wanting for more. For example it states the switch over to the single propeller shaft was done before the aircraft were built. The picture of the prop tach shows a needle

marked "1". This is typical of a dual tach set-up. Why have that when you're only driving a single shaft propeller? Other questions arise such as why did the RH wing have an additional fuel cell with an extra 10 gallons compared the the LH wing? Another missing tidbit was why BuAer insisted on an afterburner.The book follows the usual Legends format with a little pre-history, design, usage then the available models. As usual with the series there is an abundance of detail photographs. A nice surprise was a one page description of the XF-88B. Highly recommended for anyone with an interest in early jet fighters or USAF experimental programs,1 of 1 people found the following review helpful. XF-84H Book CommentsBy John M. LeonardThis book contains a lot of good pictures of the XF-84H and a nice table of geometric characteristics. But I thought it had too many pictures of landing gears and ejection seats. I thought it contained a number of technical errors. For example, the Navy T40s used a combining gearbox where both propellers could be turned by either engine, not separately with each prop being powered by its own engine. The anti-torque fin called a "take-off fin" would have been worthless at take-off because the aircraft speed would have been to low. And I question all of the references to an afterburner. I have looked up the tailpipe of the XF-84H at the Air Force Museum and I don't see anything that looks like an afterburner - no fuel nozzles and no flame holder. And he didn't say anything about the 3000 rpm prop designed and built for the Navy. (See the AAHS Journal. Fall 2015.)0 of 0 people found the following review helpful. A fascinating closeup on one of the most obscure aircraft of the jet age.By Gerome G. TorribioI have been curious about this aviation curiosity since I saw the XF-84H sitting out in the weather on a pedestal as a "gate guard" at Meadows Field in Bakersfield. I thought the book had a good mix of pictures, tech. details and analysis that show that this project was an attempt to solve some vexing technical problems at the time. Given the unreliability of the Allison XT40 turboprop engine that powered these planes, the story is a reminder of the supreme courage of the test pilots who strapped themselves into these crates and "pushed the envelope."

The XF-84H was derived from the RF-84F as a supersonic propeller test vehicle driven by an afterburning Allison XT-40 turboprop engine. Two aircraft were built and briefly tested as noise produced by the propeller even at idle was too severe for safe ground crew activities. The sickening noise gave the aircraft its nickname "Thunderscreech." It was the first US aircraft built with a Ram Air Turbine (RAT) which provided emergency electrical and hydraulic power in subsequent US aircraft, but provided needed power for the XF-84H when landing. Another novel feature was a "take-off fin" or "vortex gate" aft of the cockpit to overcome the effects of the propeller torque. The flight program lasted from June 1955 until October 1956 with the program being taken over by the McDonnell XF-88B which flew until January 1958. The XF-88B had both turbojet and turboprop engines and could taxi and take off without the turboprop operating, thus without subjecting the ground crew to the painful noise.

"For those interested in interesting US Air Force testbed aircraft, this is a great book to have. Not only does it fill a gap in the story on the F-84, it also helps tell the story of the evolution of aircraft propulsion in the 1950s." (Chris Banyai-Riepl Internet Modeler 2015-10-25)"Utterly enjoyable, informative." (David L. Veres Cybermodeler Online 2015-11-20)From the Back CoverThe XF-84H was derived from the RF-84F as a supersonic propeller test vehicle driven by an afterburning Allison XT-40 turboprop engine. Two aircraft were built and briefly tested as noise produced by the propeller even at idle was too severe for safe ground crew activities. The sickening noise gave the aircraft its nickname "Thunderscreech." It was the first US aircraft built with a Ram Air Turbine (RAT) which provided emergency electrical and hydraulic power in subsequent US aircraft, but provided needed power for the XF-84H when landing. Another novel feature was a "take-off fin" or "vortex gate" aft of the cockpit to overcome the effects of the propeller torque. The flight program lasted from June 1955 until October 1956 with the program being taken over by the McDonnell XF-88B which flew until January 1958. The XF-88B had both turbojet and turboprop engines and could taxi and take off without the turboprop operating, thus without subjecting the ground crew to the painful noise.About the AuthorUpon graduation from college, Steve Ginter was commissioned an officer in the U.S. Navy and became a pilot. After leaving the Navy he entered into corporate human resources at the management level. Steve Ginter founded Ginter Books, Naval Fighters Series in 1980 while working in district and regional management positions for Thrifty Drugs. In the 1990s the Air Force Legends Series was launched. Between the two series, over 112 books have been published thus far promoting the colorful history of military aircraft in America.