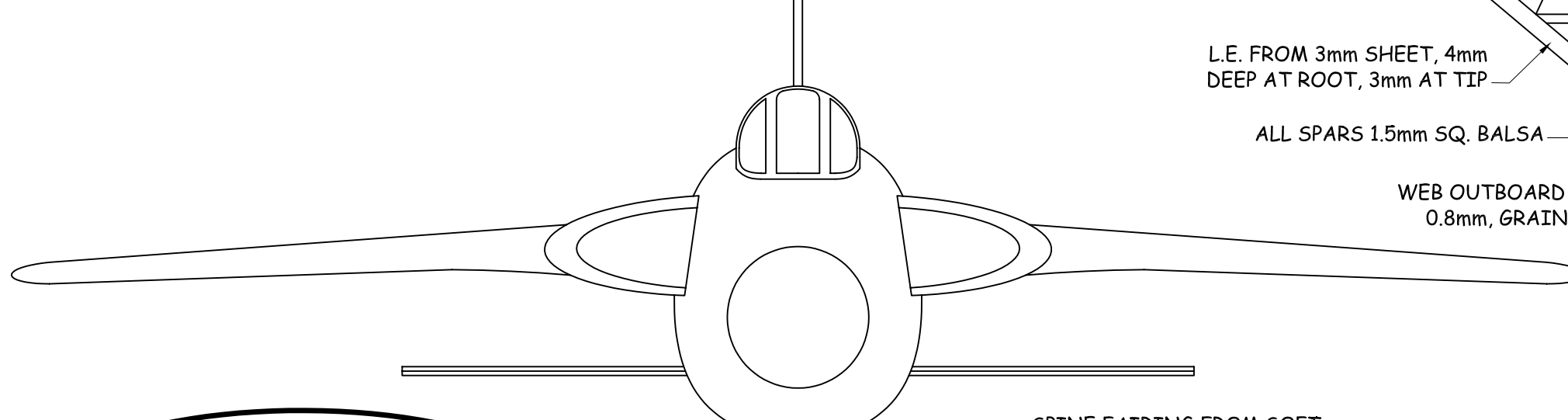
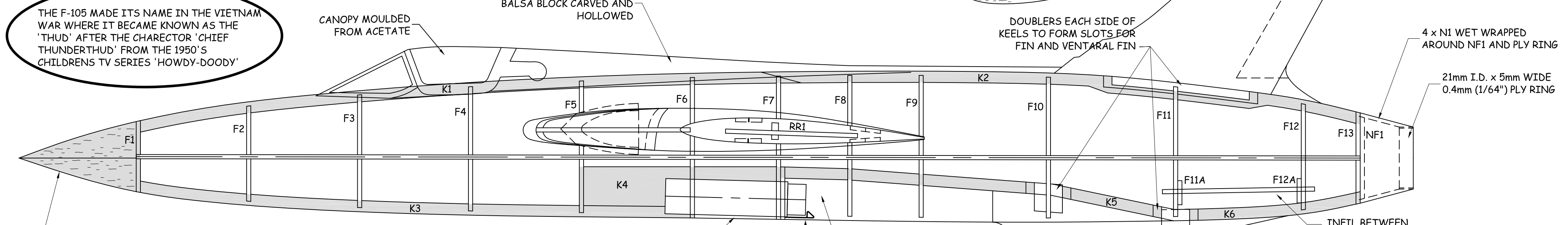


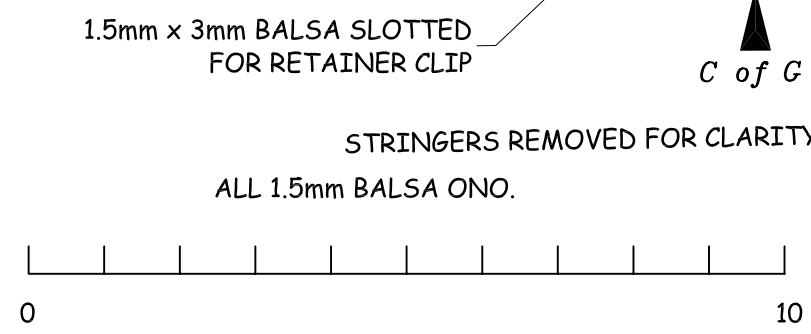
FORMERS F2 TO F13 ARE BUILT FROM 4 'QUARTER PIECES'. CUT QUARTER PIECES FROM THE TEMPLATE ON SHEET 3 AND PIN OVER FORMER DETAILS SHOWN ABOVE. GLUE ONLY THE HORIZONTAL JOIN SUCH THAT SEPARATE LEFT AND RIGHT FORMER HALVES ARE CREATED. BEFORE REMOVING FROM PLAN MARK ALL FORMERS WITH STRINGER POSITIONS.



THE F-105 MADE ITS NAME IN THE VIETNAM WAR WHERE IT BECAME KNOWN AS THE 'THUD' AFTER THE CHARACTER 'CHIEF THUNDERTHUD' FROM THE 1950'S CHILDRENS TV SERIES 'HOWDY-DOODY'



THE REPUBLIC F-105 THUNDERCHIEF STILL HOLDS THE RECORD AS THE LARGEST AND HEAVIEST SINGLE ENGINE JET TO FLY. DESPITE ITS 65'-5" LENGTH AND 52,550 LBS GROSS WEIGHT IT STILL MANAGED A TOP SPEED OF 1,390 MPH. THE FIRST PROTOTYPE FLEW IN 1955 AND THE LAST AIRCRAFT FLEW IN SERVICE IN 1983.



CLAD VENT. FIN WITH ALUM. FOIL. MAKE PUSH FIT (NO GLUE!) INTO TROUGH KEEL SLOT TO FACILITATE REMOVAL FOR CLEANING.

REPUBLIC F-105D 'THUNDERCHIEF'
266mm (10.5") SPAN FOR RAPIER L2 POWER
 Drawn by Steve Bage

CARVE FROM SOFT BALSAM BLOCK

CANOPY MOULDED FROM ACETATE

SPINE FAIRING FROM SOFT BALSAM BLOCK CARVED AND HOLLOWED

L.E. FROM 3mm SHEET, 4mm DEEP AT ROOT, 3mm AT TIP
 ALL SPARS 1.5mm SQ. BALSAM

WEB OUTBOARD OF R2 0.8mm, GRAIN VERT.

DO NOT GLUE LOWER SPAR TO R1. AFTER REMOVAL OF WING FROM BOARD LIFT SPAR FROM NOTCH IN R1, ADD R1A THEN GLUE SPAR INTO R1A NOTCH

1.5mm Sq. COMPRESSION BRACES PASSES BETWEEN UPPER AND LOWER SPARS

NOTCH COMP BRACE

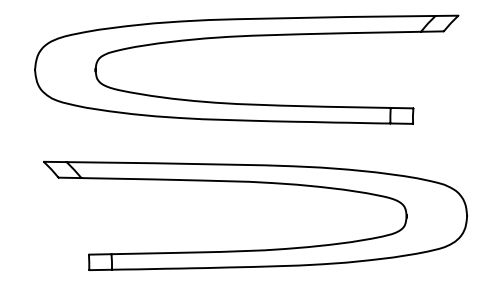
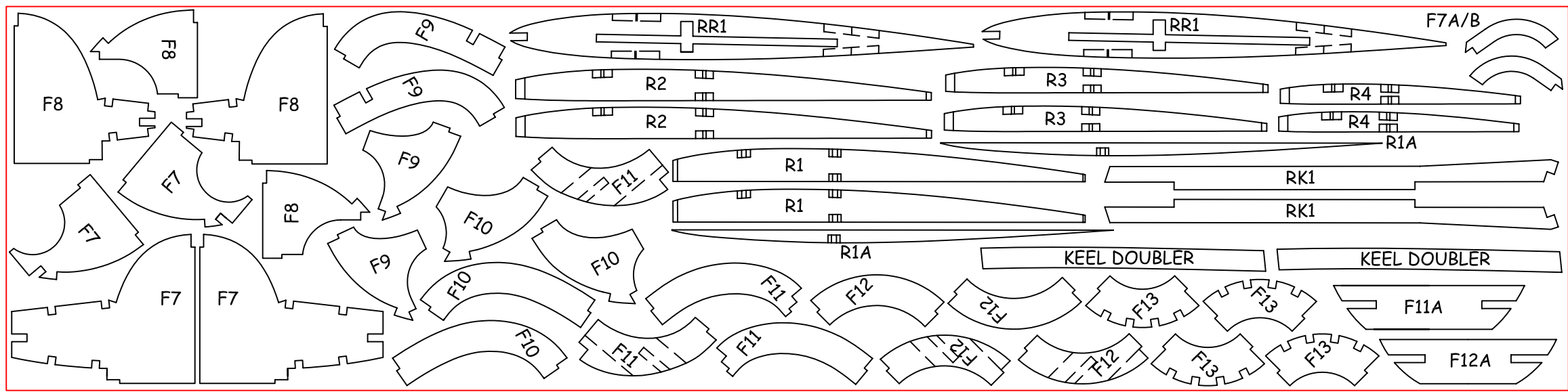
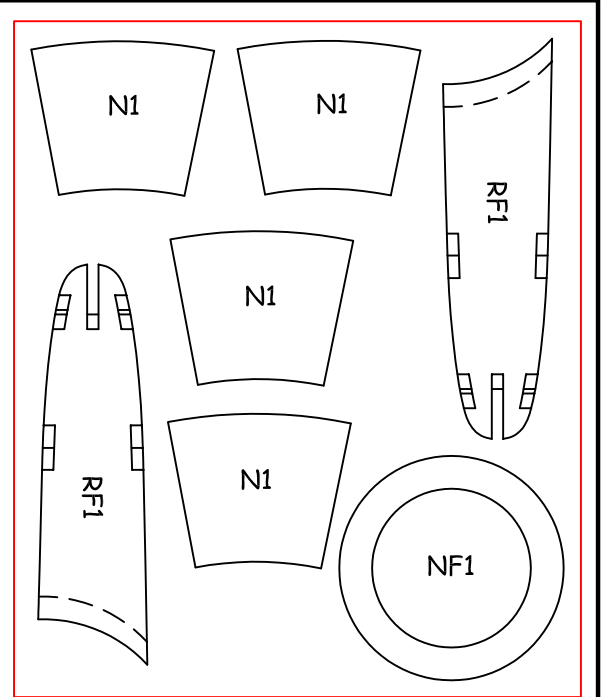
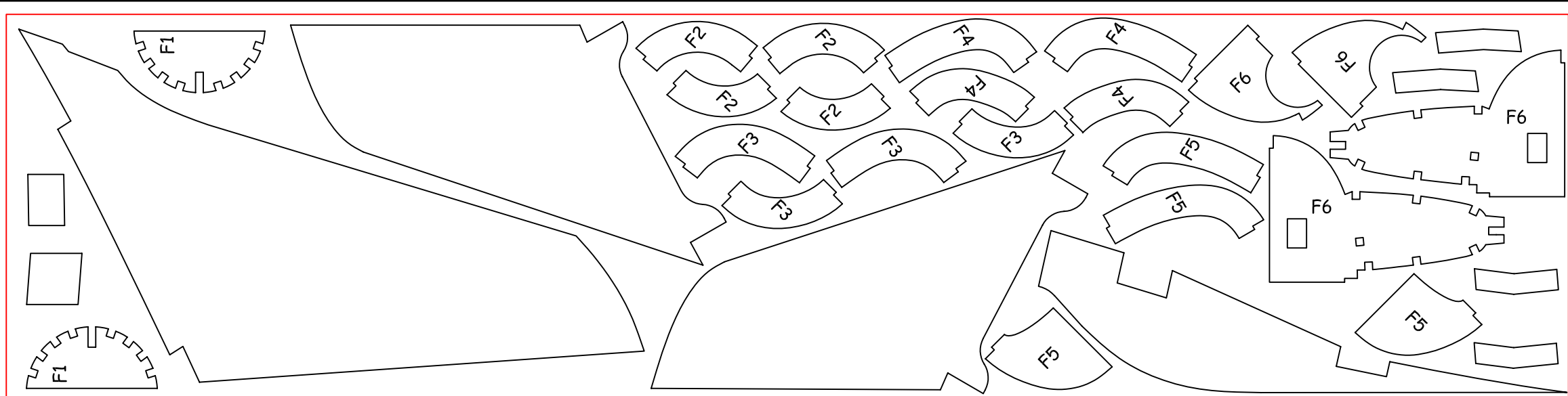
DOUBLERS EACH SIDE OF KEELS TO FORM SLOTS FOR FIN AND VENTRAL FIN

4 x N1 WET WRAPPED AROUND NF1 AND PLY RING

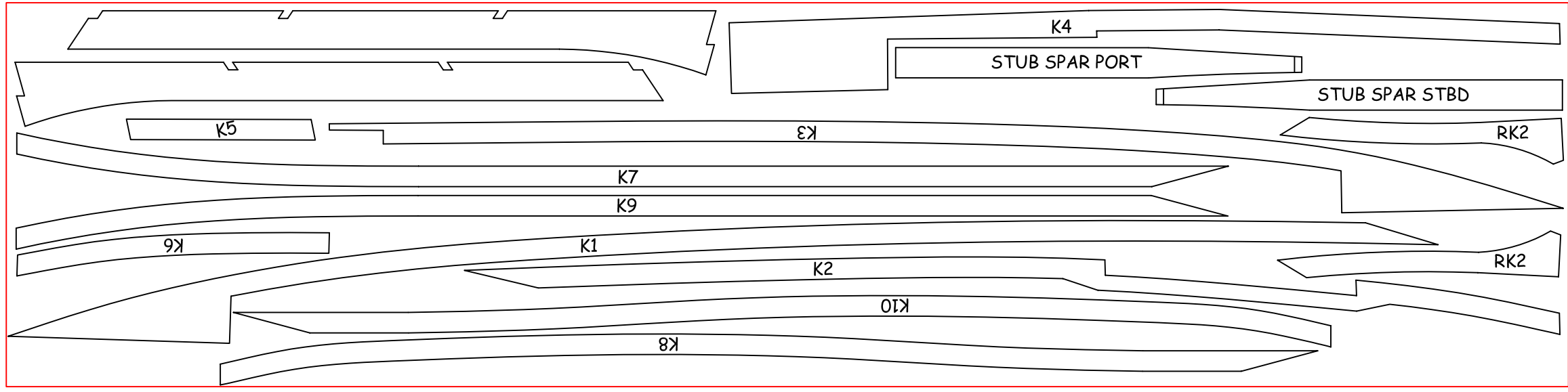
21mm I.D. x 5mm WIDE 0.4mm (1/64") PLY RING

INFIL BETWEEN STRINGERS TO FORM SLOT FOR TAIL

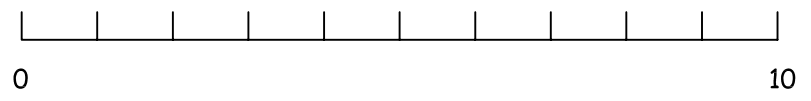
LAMINATE 2 x 1.5mm SQ. TO FORM TROUGH EDGE, F7 TO F10



INLET COMBING FROM 3MM BALSA



ALL 1.5mm Balsa ONO.



REPUBLIC F-105D 'THUNDERCHIEF'

266mm (10.5") SPAN FOR RAPIER L2 POWER

PARTS SHEET Drawn by Steve Bage