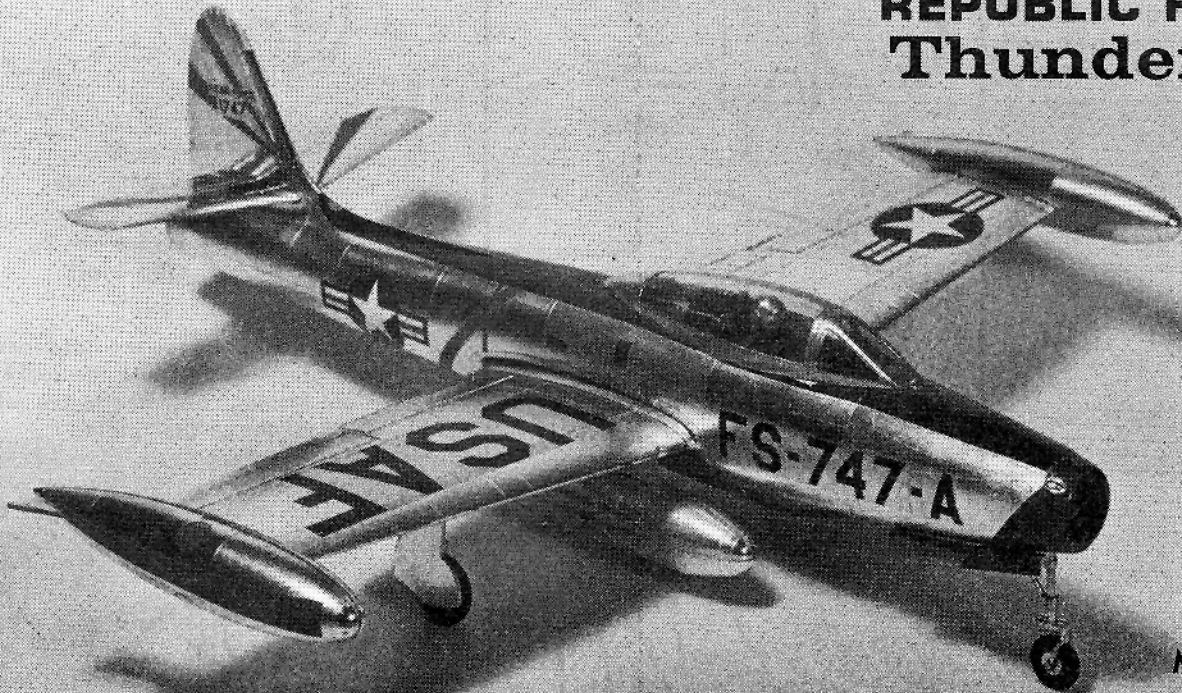
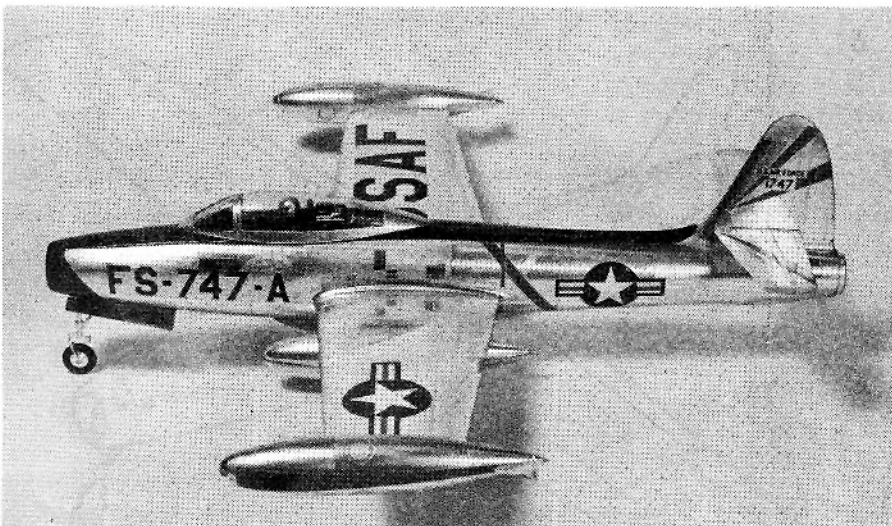
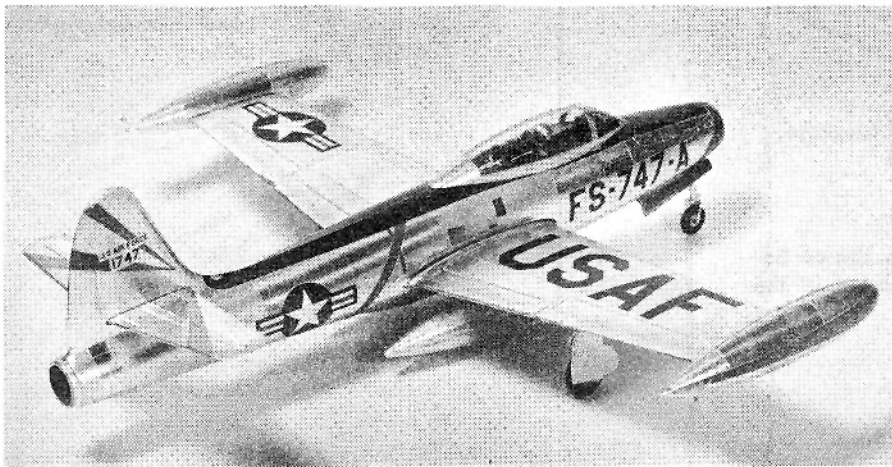


REPUBLIC F-84G Thunderjet



Model No.
219



Following long years of production of the P-47 Thunderbolt during World War II, the Republic Aviation Corporation began development of a jet propelled aircraft designed around the General Electric J35 axial flow engine. The time was the summer of 1944 and initial studies considered adapting the basic P-47 airframe to the engine. This idea was abandoned and an entirely new airframe was designed and designated the XP-84 Thunderjet. On February 28, 1946, the Thunderjet took to the air for the first time.

First production airplane was the F-84B of which 500 were built. The last production variant was the F-84G, Thunderjet production being completed in July of 1953 with 4,457 Thunderjets being produced.

The F-84G was the first USAF fighter-bomber capable of carrying atomic weapons. Normal loaded weight was 18,000 lbs. Maximum speed was 605 m.p.h. at sea level. Span was 36 ft. 4 in.; length 38 ft. 5 in.; height 12 ft. 10 in.

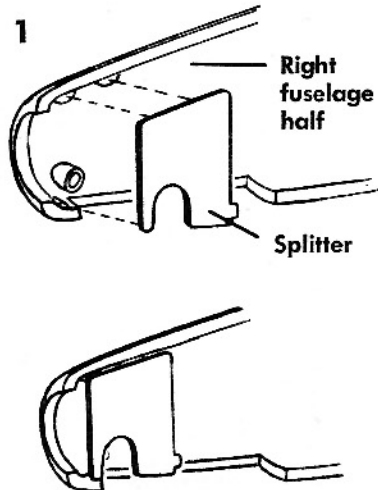
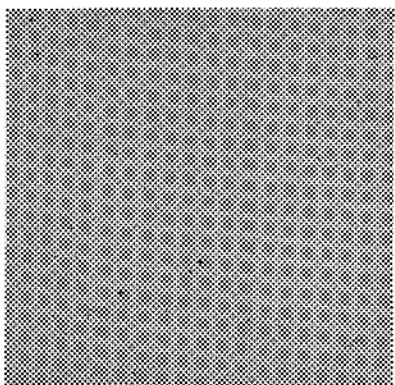
The F-84 was used extensively during the Korean war of early 1950's and proved itself a tough dependable aircraft in the best tradition of Republic Aviation.

HAWK
IMC

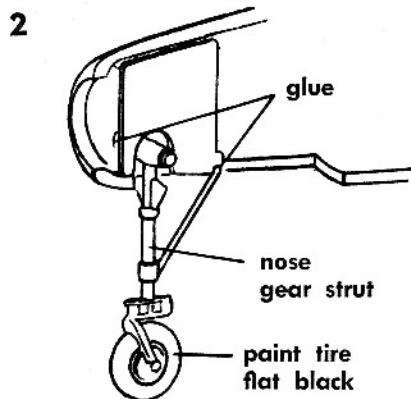
HAWK MODEL CO.
620 BUCKBEE STREET
ROCKFORD, ILLINOIS 61101

Use the photos above and on page 4 to help you properly position the decals.
Read all the instructions carefully and take your time in building the model.

Read through all instructions before beginning assembly—be sure you understand how the parts go together. CAUTION: Plating must be scraped away at all points where glue is applied—glue will not hold to plating. Work carefully.

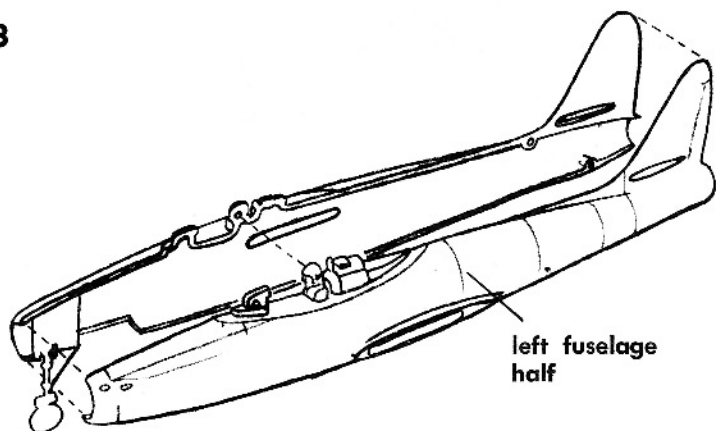


Glue the nose splitter into the right fuselage half as shown.



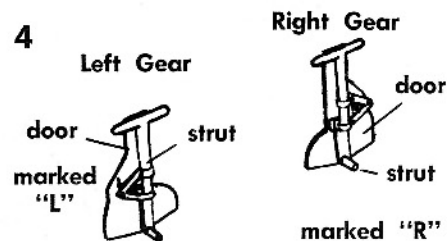
Paint the nose gear tire flat black. When dry glue the strut into the socket of the right fuselage half and to the tab at the back of the splitter plate.

3



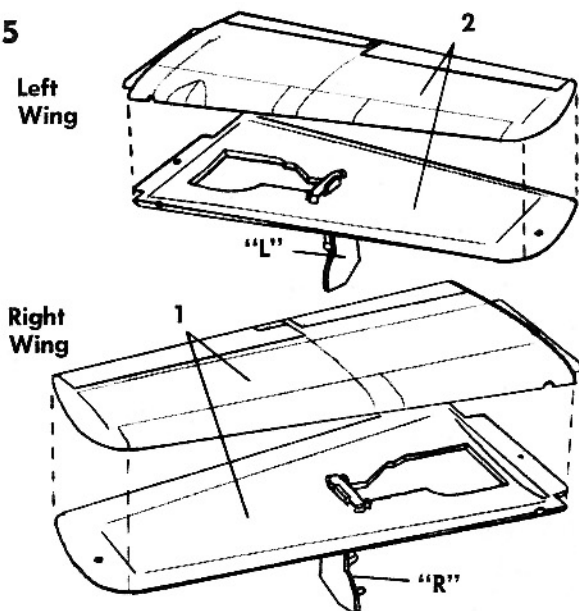
Glue the left and right fuselage halves together as shown being careful to guide the nose strut pin into the socket in the left fuselage half.

4



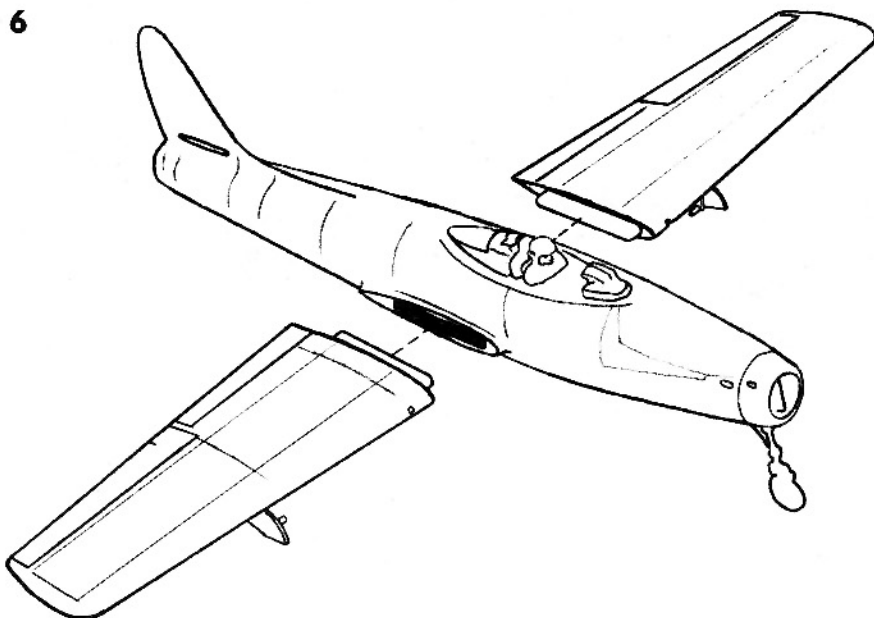
Assemble the left and right main gear assemblies as shown.

5

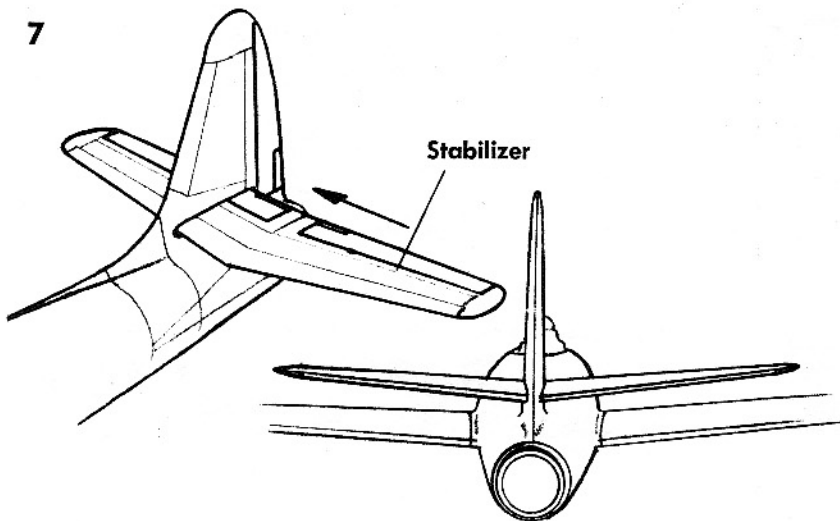


Glue the main gear struts into place on the lower wing halves as shown. Now glue the upper and lower wing sections together.

Glue the wings to the fuselage as indicated.

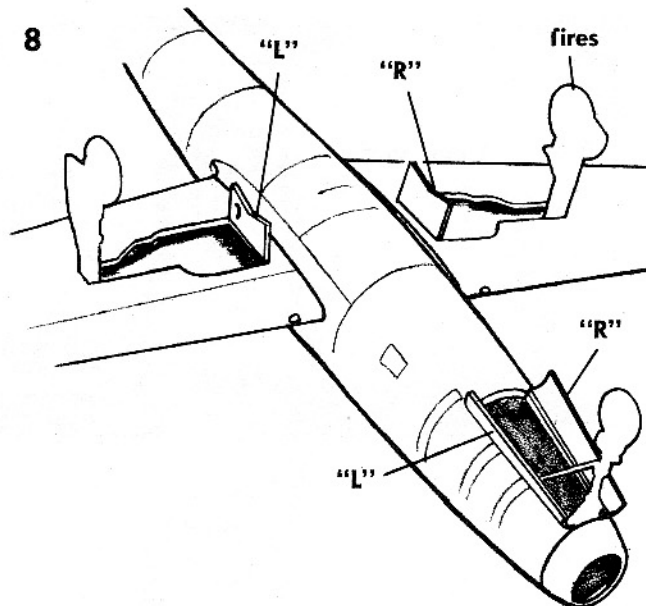


7



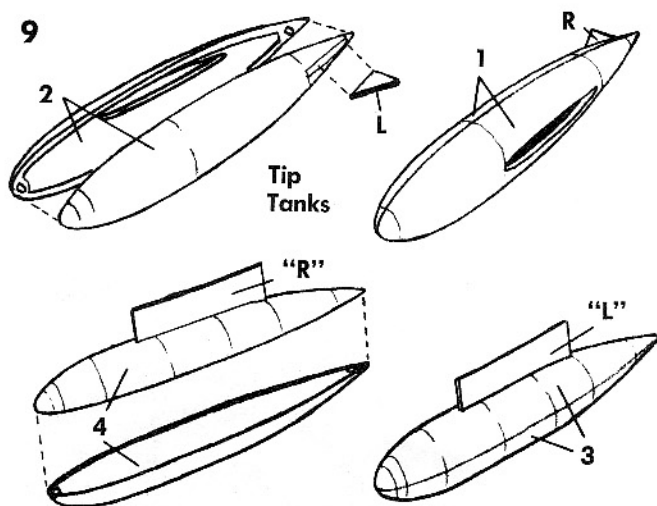
Slide the stabilizer through the rudder slot. Position carefully and glue.

8



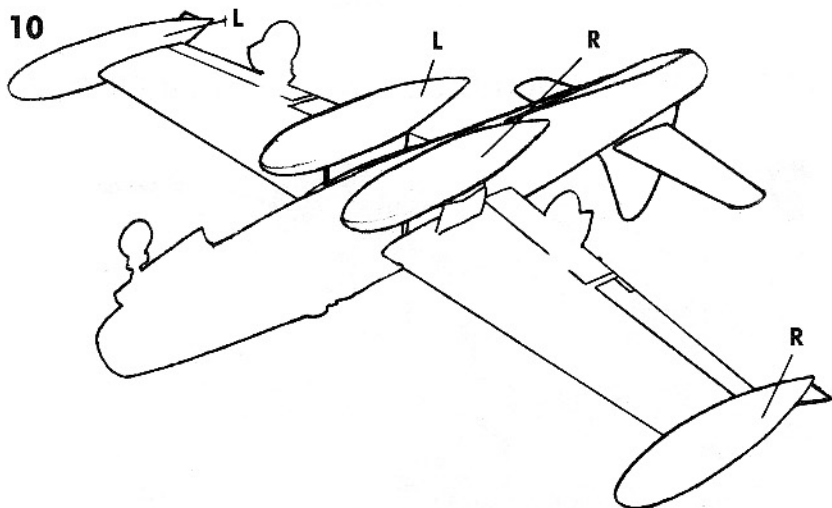
Glue the left and right ("L" and "R") inner wheel cover doors into place. Paint the main wheel tires black and glue tires to the struts. Now glue the nose doors, "L" and "R," into place as shown.

9



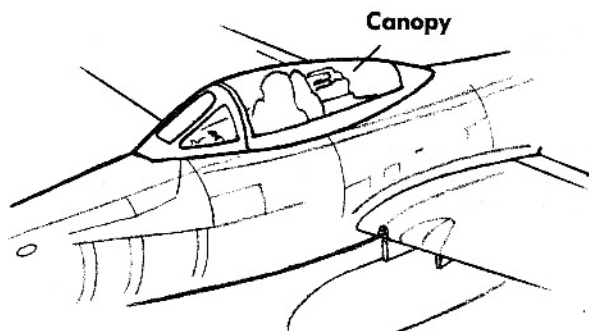
Assemble the tip and fuselage tanks as shown. Apply decals as shown on pages 4 and 1 of this instruction sheet.

10



Glue tanks into place. Tanks can also be left off if you desire.

11

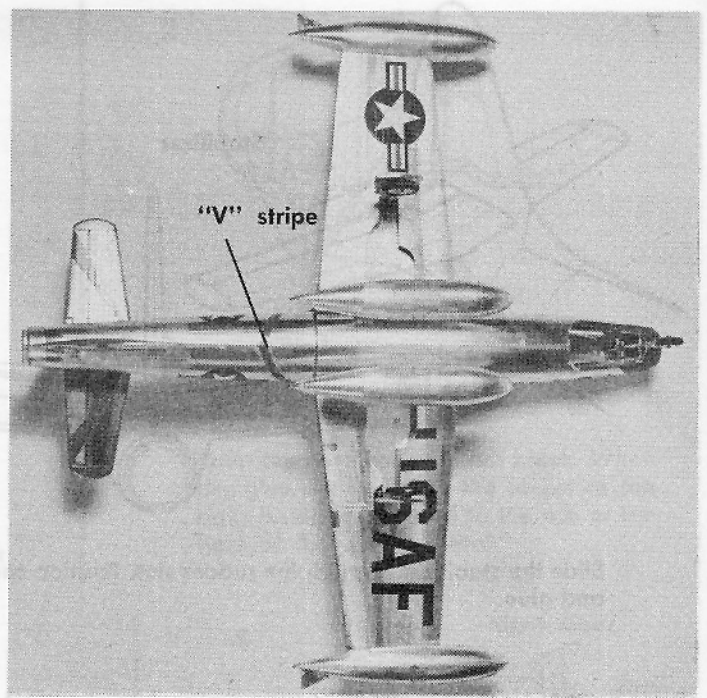
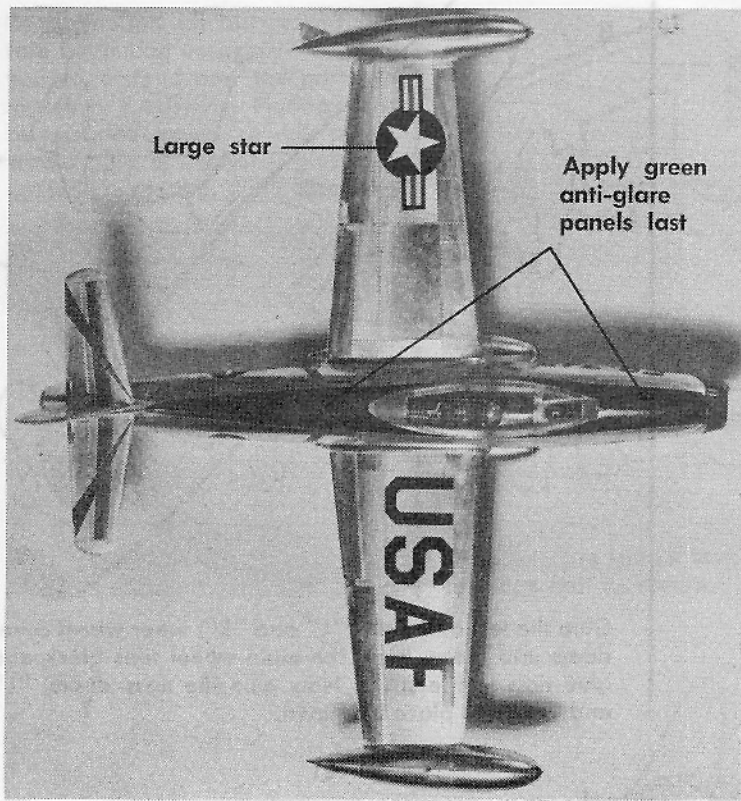


Paint interior of cockpit flat black. Paint pilot. Apply decals as shown on page 4. After decals are applied glue canopy into place. Paint canopy frame silver. The airplane is ready for display . . . add weights to nose so model stands on its gear.

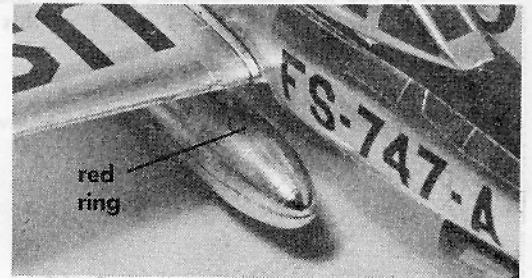
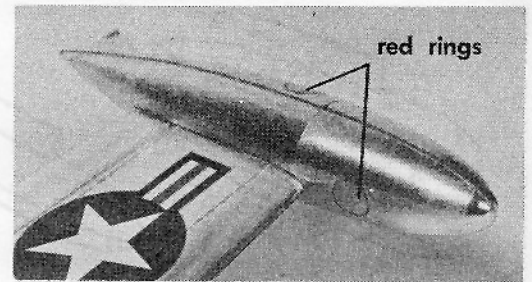
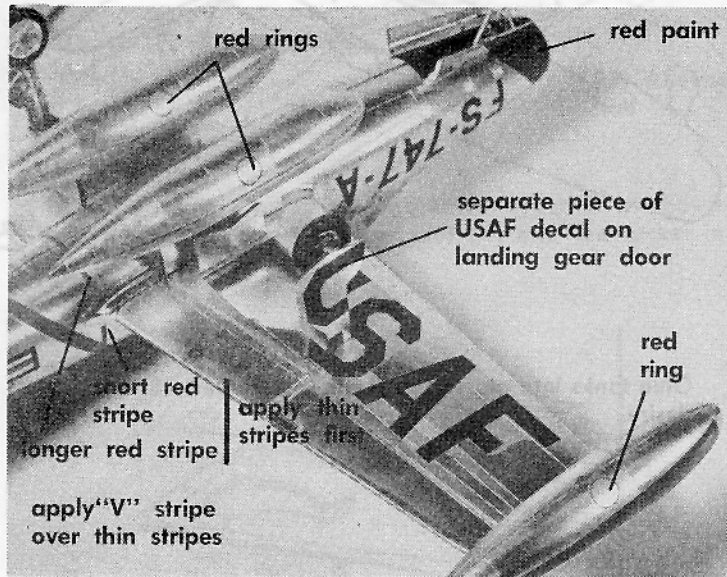
12



Paint standing pilot basic blue-green. Mechanic suits are green. Position crew around model for realistic scene.



USE TESTOR PLASTIC CEMENT FOR A FINER MODEL



FOR BEST PAINTING RESULTS, USE TESTOR PLA-AND-SPRAY

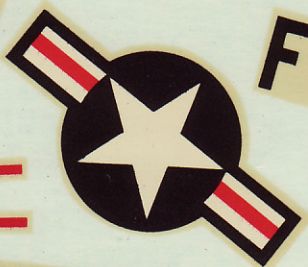
Apply the various decals as shown here and on page 1. Fuel tank decals should be applied **BEFORE** tanks are cemented into place. Study all photos carefully for proper decal positioning.

The red paint at the nose is 1103. Tires are flat black. Canopy frame is painted with Testor silver. Interior of cockpit area is flat black. Large stars go on wings.



USAF

USAF



FS-747-A

FS-747-A