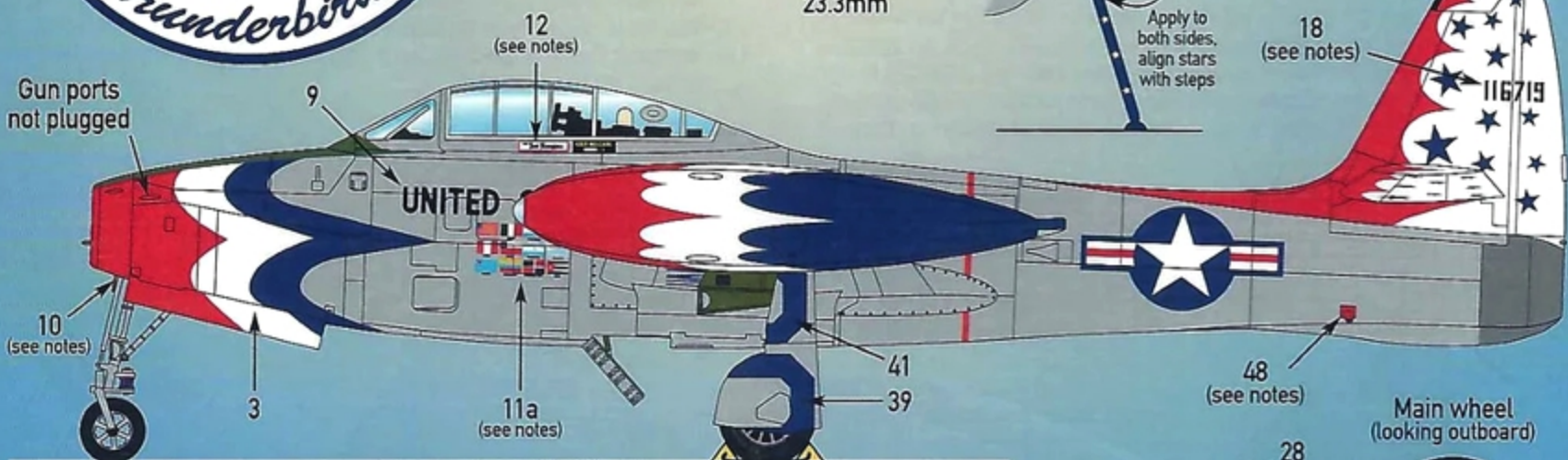
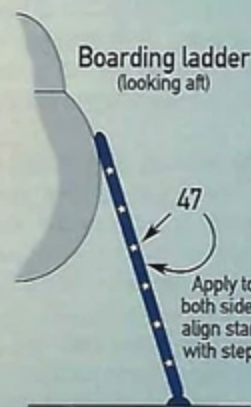
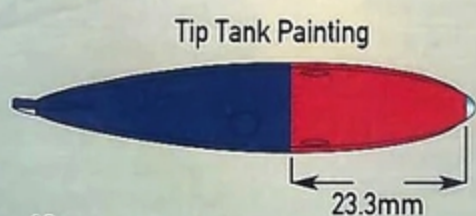
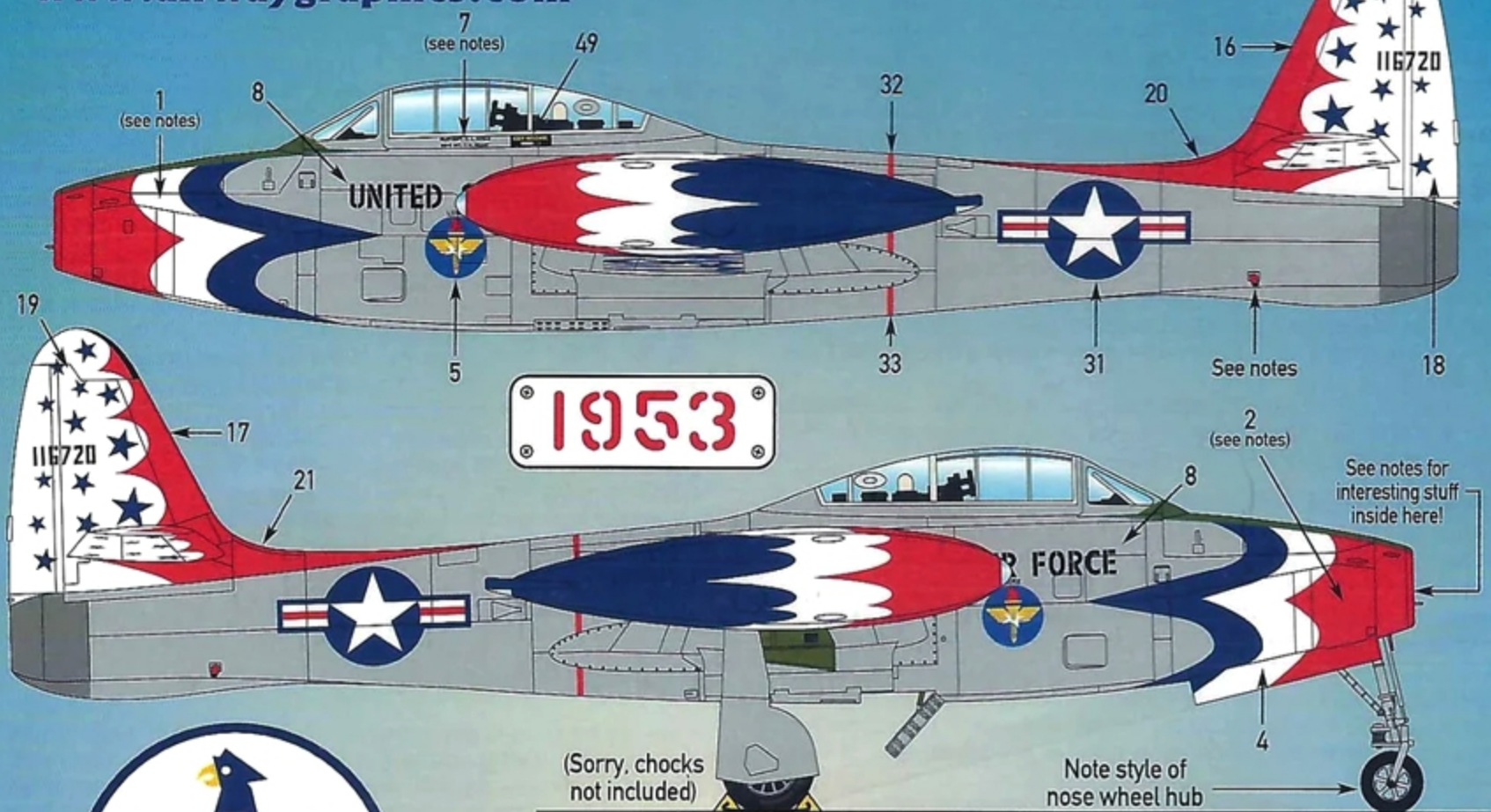


THUNDERBIRDS F-84G

RECOMMENDED KIT: TAMIYA NO. 60745



1954

Color Key	
	Natural Metal
	Insignia Blue (FS 15044)
	Insignia Red (FS 11136)
	Olive Drab (FS 34087)

Thank you for purchasing this Airway Graphics International decal! We aim to bring you interesting and offbeat subjects, so if you like this one, let us know what else you want to see. And if you have, or know where to get, good reference material on cool and interesting stuff, we are always interested. Free decals await those whose reference material gets used for decal production!

General Thunderbird F-84G Notes:

The Thunderbirds were formed on 1 June 1953 as the 3600th Air Demonstration Flight at Luke AFB, Arizona. The Republic F-84G was chosen as the team's first mount due to its ruggedness, forgiving handling, and first-line status with the USAF at the time. The team flew its last F-84G show in May of 1955, after which they switched over to the F-84F Thunderstreak.

The F-84Gs used by the team were stripped of almost all maintenance markings and stencils. They were polished up, but not to a mirror finish as you might think. Paintwork was allowed in some cases to weather (the red intake lip became quite chipped up), but overall the aircraft were in good shape.

This decal is specifically designed to fit the Tamiya 1/72 F-84G kit (No. 60745). It may or may not fit other kits. Cockpits and wheel wells were painted the same as standard F-84Gs, so use the Tamiya kit instructions for reference. Various tones of natural metal were evident, but there is no evidence of aluminum lacquer paint as is seen on areas of some other Thunderjets.

These aircraft had the early style open spoke nose wheel. Unfortunately the Tamiya kit has the later type. The good news is, you can rob the correct type from the Tamiya F4D-1 Skyray kit.

Notes on Specific Decals:

First off, this decal will not allow you to build a Thunderbird F-84G in one evening. You **will** (probably) have to do some touching up with paint, so take heed. Extra red and blue decal is provided for patching. The only areas you need to paint white are the vertical and horizontal stabilizers. We recommend painting the entire fin fillet white before applying the decals.

Decals #1 & #2: Putting this much two dimensional decal around this much three dimensional, compound curved airplane is tricky at best. Our suggestion is to simply cut the red part of the decal off and paint the nose red. The whites are double-printed, so you should have no color bleed problems.

You will see that we pointed to the inside of the intake for a little surprise. Part of the problem with using decals is that the inside of the intake lip was red back about 75mm (3") on the 1:1 model. This is about the width of the inner lip of the kit intake. You can try wrapping the red decal around inside there if **you** want to, but paint is a much more elegant solution. The rest of the intake trunk was natural metal.

Decals #7 & #12: For the '53 season, the aircraft had the stencil style pilot and crew chief blocks painted directly on the canopy rail. They were only on the left side. Photos are not conclusive, so we can't provide a definite tie-up of serials with crew names other than 51-16720 with Capt. C.A. Patillo. It is likely that 51-16719 was flown in '53 by the team leader, Capt. Jack Broughton, as this was his mount in '54, but again, no guarantees. In '54 he was promoted to Major, so both ranks are provided in the later style. We have provided all the assigned crew names for both seasons in case you decide to build the whole team (you have way too much time on your hands...).

Decals #10: During the '53 season, the forward nose landing gear door was red. In '54, the aircraft's position number was painted in white on this door. Serial no. 51-16719 (Capt. Broughton's) was #1 in '54.

Decal #11: When the flag panel (and Thunderbird logo opposite) were applied for the '54 season, the flags were initially painted on a natural metal background. By October of '54, the red outlined white background had been applied. The person who painted the flags was obviously vexillogically challenged (ie: flag ignorant), as most of them are totally incorrect. But in the interest of historical accuracy, we have faithfully reproduced them exactly as they were on the airplane, errors and all.

Decals #22 & #23: Since the wingtip tanks are a mass of small radius compound curves, we elected to let you paint the red and blue portions. The white scallops, as with the nose scallops, are double-printed so you shouldn't have any color bleed. Measure back 23.3mm from the nose of the tank (WITHOUT the clear lens in place) for the red/blue split. Be sure your paint line goes perpendicular to the longitudinal axis of the aircraft (ie: straight around the tank, not on an angle).

Decals #24-27: The horizontal stabilizer decals are designed so that the upper ones wrap slightly around the leading edges to help hide the seam. If you mix up the decals they will still work, but will wrap from the bottom to the top instead of vice-versa.

Decal #48: In the early part of the '53 season, the fuel vent pipes were unpainted. Later in '53 the pipes themselves were painted red, and finally in '54 there was a red panel around the pipes. Decal #48 is provided for this red panel. Apply the decal before attaching the kit fuel vent pipe parts, and paint the pipes red to match the decal.

Decals #38-42: The lower wing USAF titles were angled slightly toward the leading edge of the wing. The various pieces of the U and S have been made specifically to fit the Tamiya kit parts, so proceed slowly and carefully.

Notes on Applying Decals:

We are not going to give you specifics on how to apply decals. If you don't know that stuff by now, go buy a different decal to experiment with. Otherwise, you know the drill. If you use Solvaset™ decal solvent at full strength, you may end up with a gooey mess on your model. You've been warned!

Thanks again for purchasing this decal. We hope you have as much fun using it as we did making it! Let us hear from you. Y'all come back now, y'hear?

References (In obtuse schematic order):

1. Diamond in the Sky, by Knotts & Moore (essential)
2. Aerobatic Teams of the World, by Adrian Balch
3. Republic F-84, A Photo Chronicle, by McLaren
4. Aerobatic Teams 1950-1970, Arco-Aircam #29, by Richard Ward

