OUR FIGHTING "JETS"

by Maj. C. B. Colby, CAP

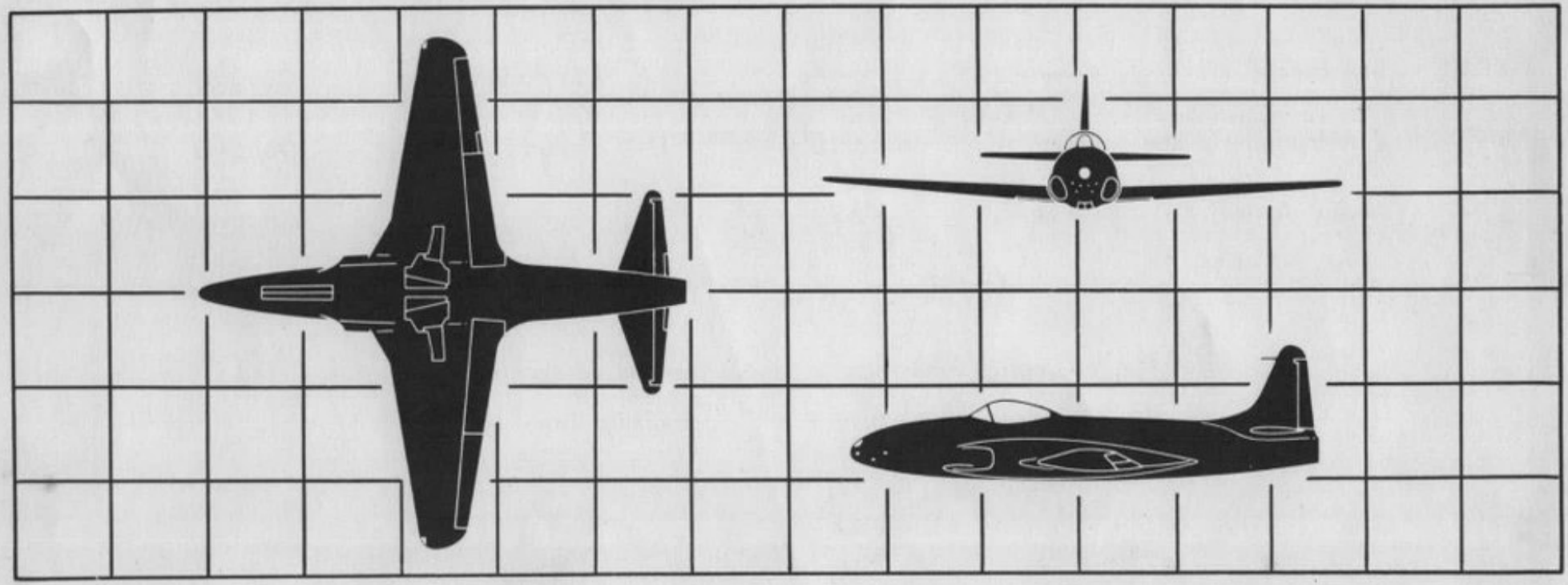
CONTENTS

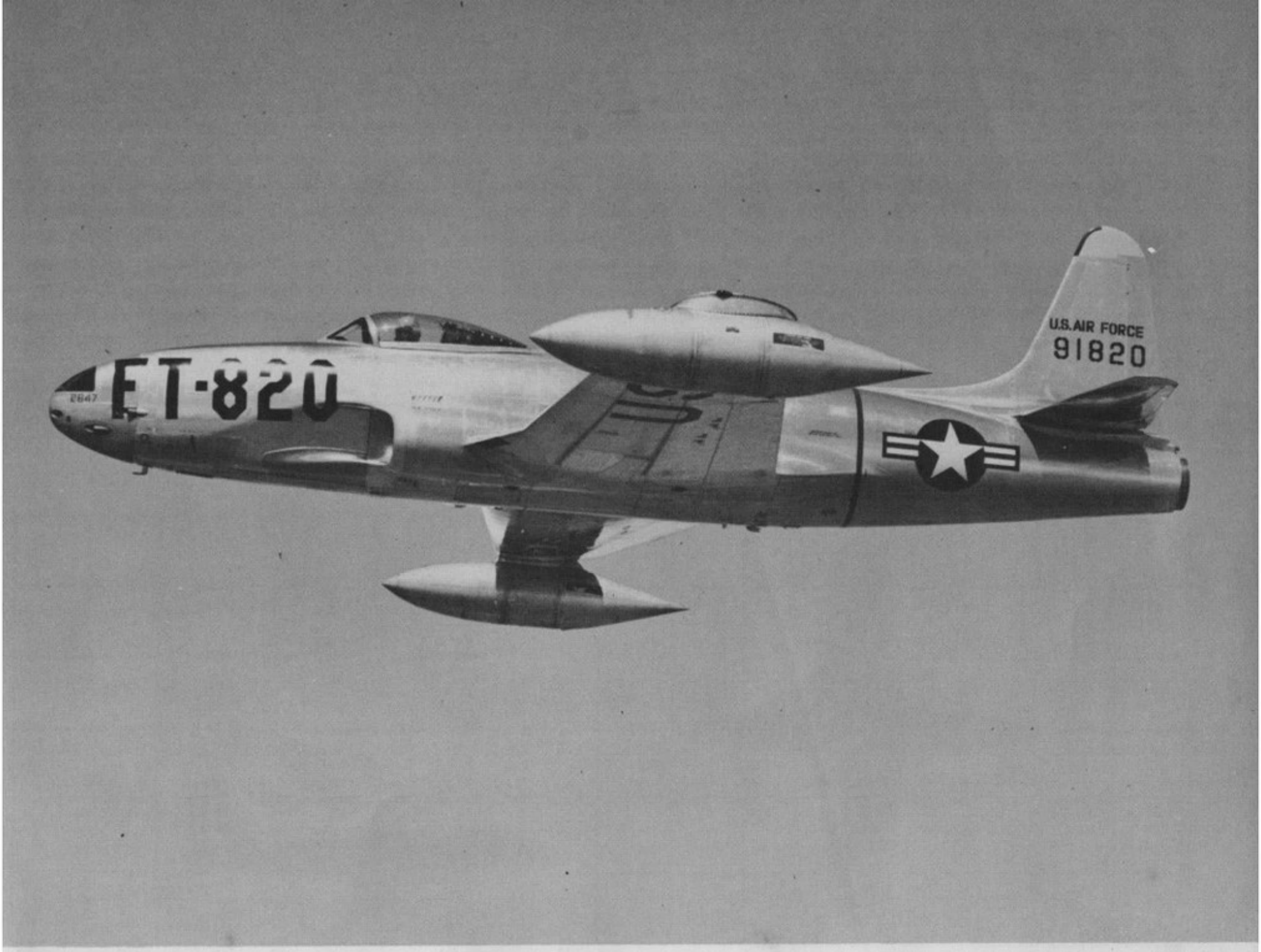
F-80 Shooting Star

LOCKHEED AIRCRAFT CORP., BURBANK, CALIFORNIA

Our first operational jet fighter and holder of more than fifty speed records. Right from the very first the F-80 broke record after record. In 1946 four Shooting Stars took off after breakfast in California, flew to New York City for lunch, and then flew back to their base at March Field for supper, a distance of nearly 5,000 miles, dawn to dusk, with time out for lunch. The F-80's are performing outstanding service under hot tropical conditions and at the same time they are patrolling the frozen wastes of Alaska. The Shooting Star can take off thirty seconds after starting a cold engine, and is exceptionally agile in maneuvers. F-80's are serving with the USAF around the world from Japan to Germany.

Speed:	600 m.p.h. class	**Weight:**	15,000 lbs.
Range:	Over 500 miles CR (combat radius)	**Length:**	34 feet 6 inches
Ceiling:	Over 45,000 feet	**Span:**	39 feet
Bomb load:	Various combinations of bombs and rockets	**Height:**	11 feet 4 inches
Engine:	One Allison Model J-33-23	**Armament:**	Six .50 cal. guns





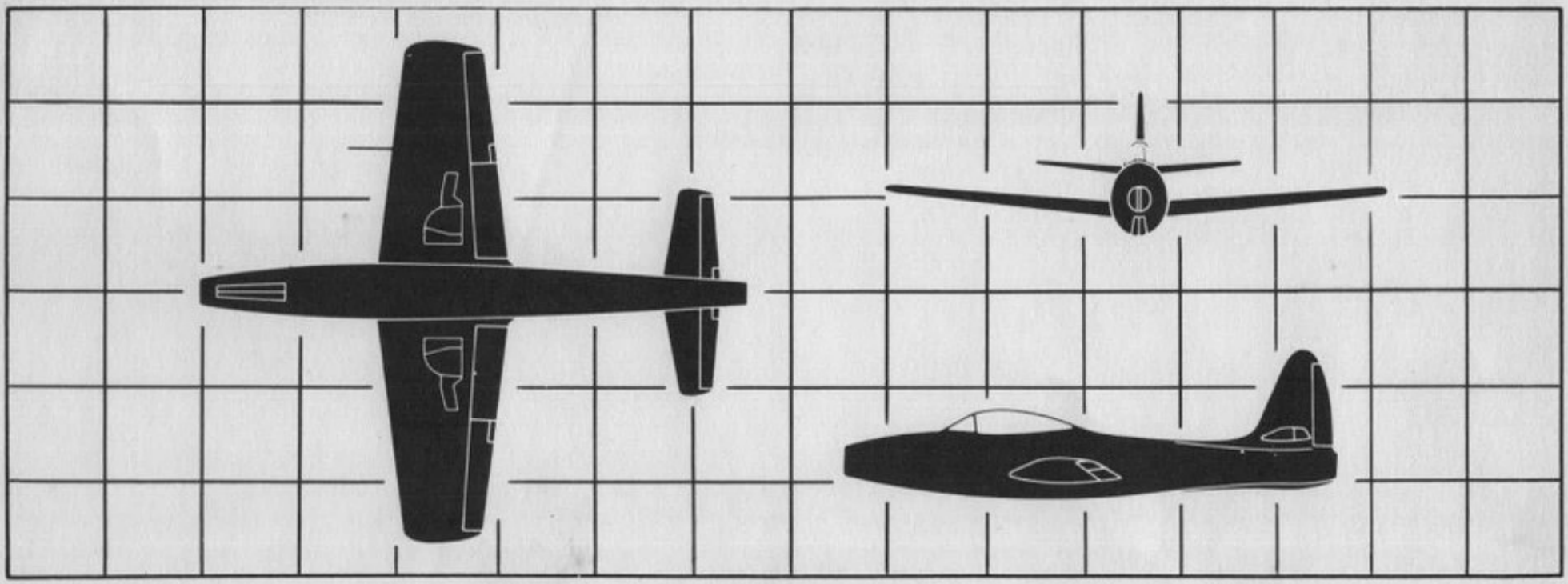
LOCKHEED F-80 SHOOTING STAR

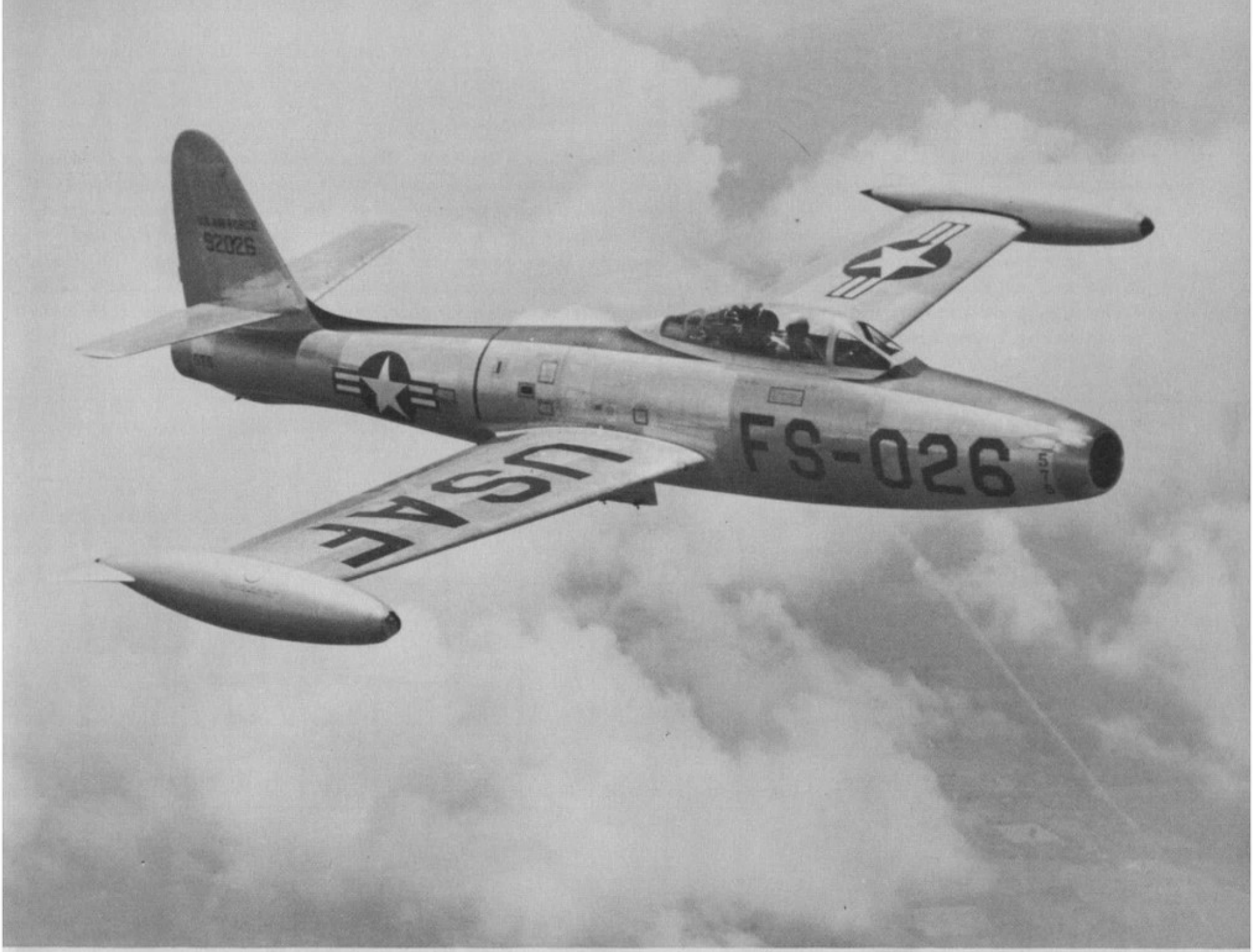
F-84E Thunderjet

REPUBLIC AVIATION CORP., FARMINGDALE, L. I., N. Y.

The Thunderjet series began with the F-84. The F-84E is an improved type but with the same general silhouette. Wing-tip tanks give longer range, and greater structural strength has been added as a result of operational experience. A few inches have been added to the nose section to allow more room and comfort for the pilot. One hundred eighty access doors enable ground crews to service the Thunderjet quickly between missions by permitting them to reach almost any part of the plane's interior without having to partially dismantle the aircraft. This ship has either retractable or jettisonable rocket and bomb holders to preserve its cleanliness of design after delivering its punches at the enemy. A new and improved cabin pressurization and air-conditioning system gives the pilot a break regardless of what the weather may be outside. The F-84E is used for ground support operations, interception, and long-range escort for bombers.

Speed:	600 m.p.h. class	**Weight:**	16,000 lbs.
Range:	Over 850 miles without extra tanks	**Length:**	37 feet 3 inches
Ceiling:	Over 45,000 feet	**Span:**	36 feet 5 inches
Bomb load:	Various combinations of rockets and bombs	**Height:**	12 feet 10 inches
Engine:	One Allison J-35-17 jet	**Armament:**	Six .50 cal. guns





REPUBLIC F-84E THUNDERJET

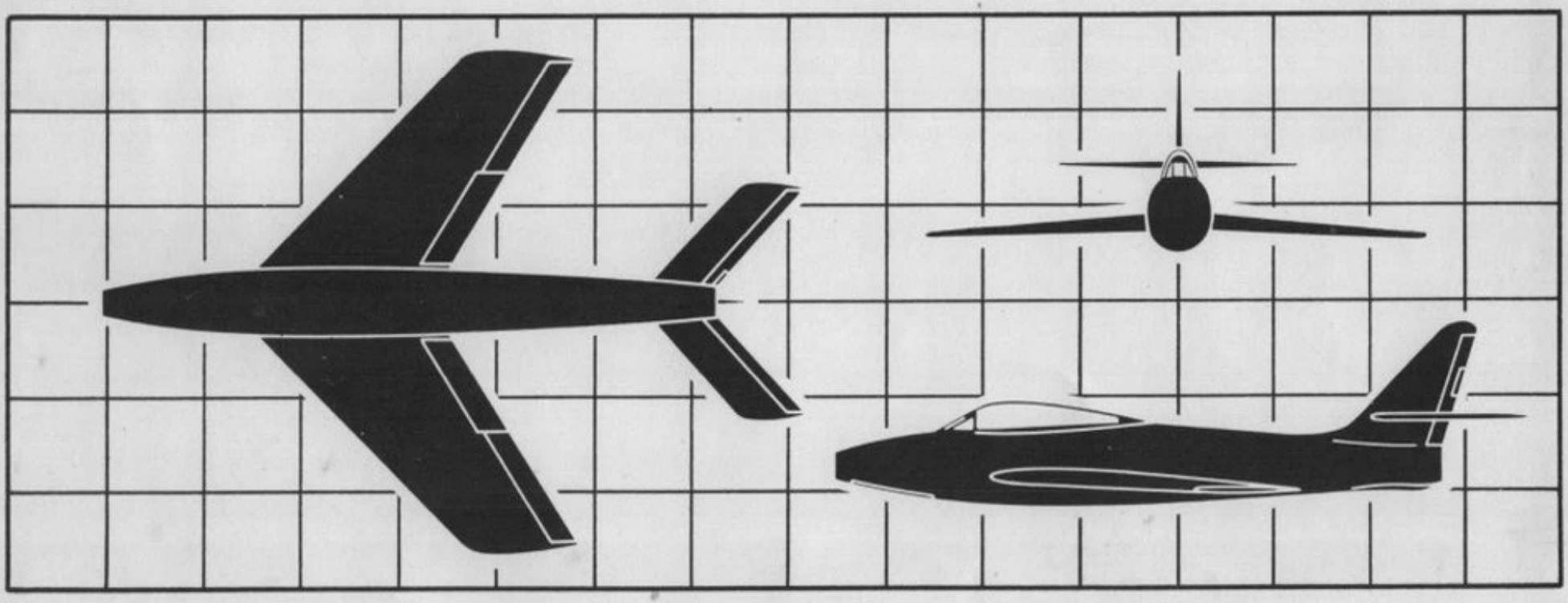
F-84F Thunderjet

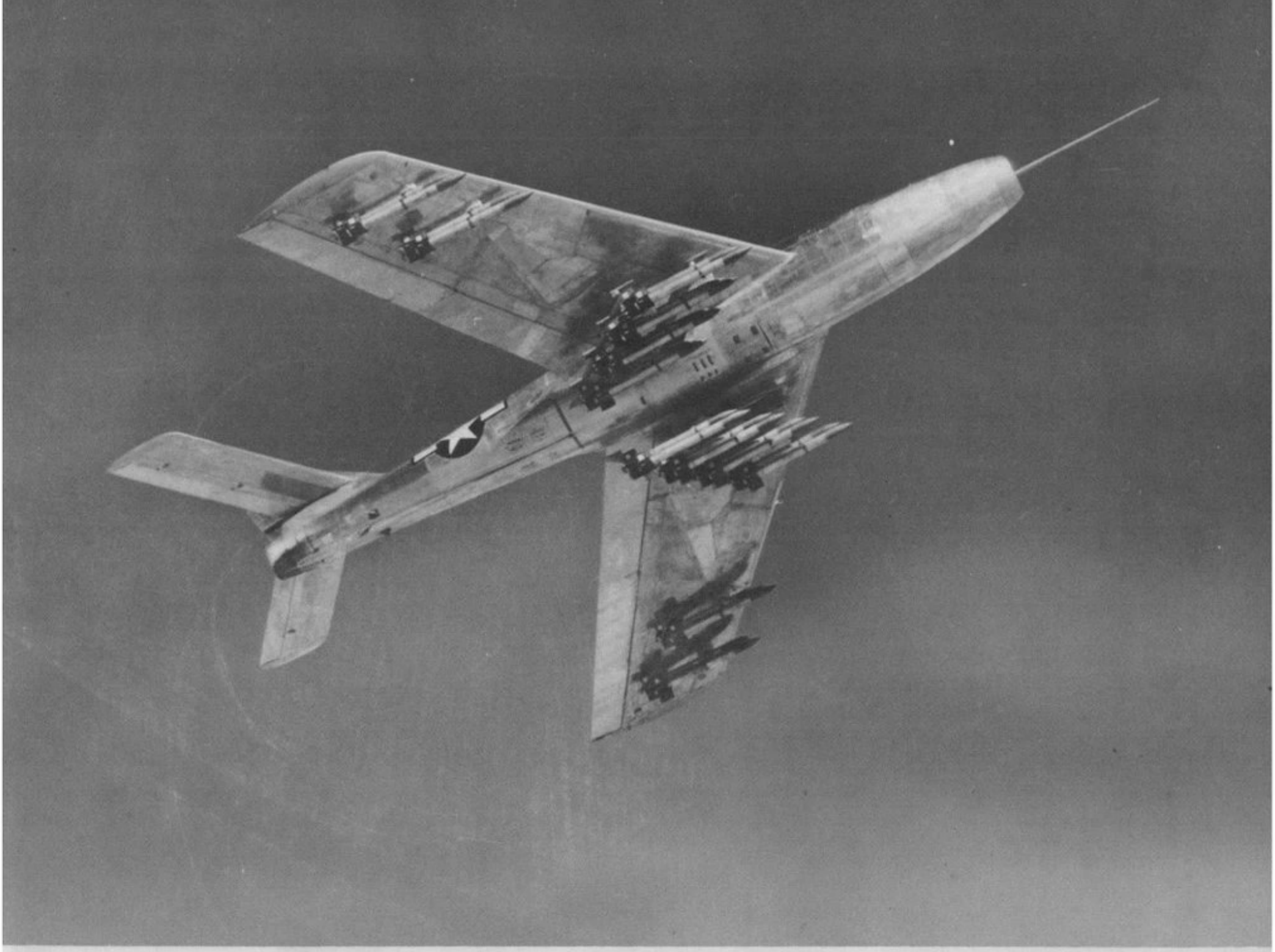
REPUBLIC AVIATION CORP., FARMINGDALE, L. I., N. Y.

The Thunderjet series includes the F-84E and the F-84F jet fighters. The F-84E Thunderjet has straight wings and tail surfaces, while those of the later model "F" are sharply swept back for less drag at high speeds. The "F" can outperform the earlier model in every category, but its exact performance figures are still secret. For fire-power, it can carry as many as 24 five-inch HVAR's (High Velocity Aircraft Rockets) or an assortment of bombs and rockets in various combinations. It carries a fixed armament of six .50 cal. machine guns. It can carry two 230-gallon tanks under its wings for extra long-range sorties, plus 18 five-inch rockets, or two 1,000-pound bombs and 18 five-inch rockets. The F-84E Thunderjet, earlier version of the "F," was nicknamed the "Mig-Master" by its pilots in Korea, and the "F" will more than live up to this honorary title, for it packs more wallop in every fighting inch.

Speed: Over 600 m.p.h.
Range: Over 800 miles
Ceiling: Over 45,000 feet
Bomb load: Various combinations of rockets and bombs
Engine: One Allison J-35-25 jet

Weight: 25,000 lbs.
Length: 43 feet
Span: 34 feet
Height: 14 feet
Armament: Six .50 cal. guns





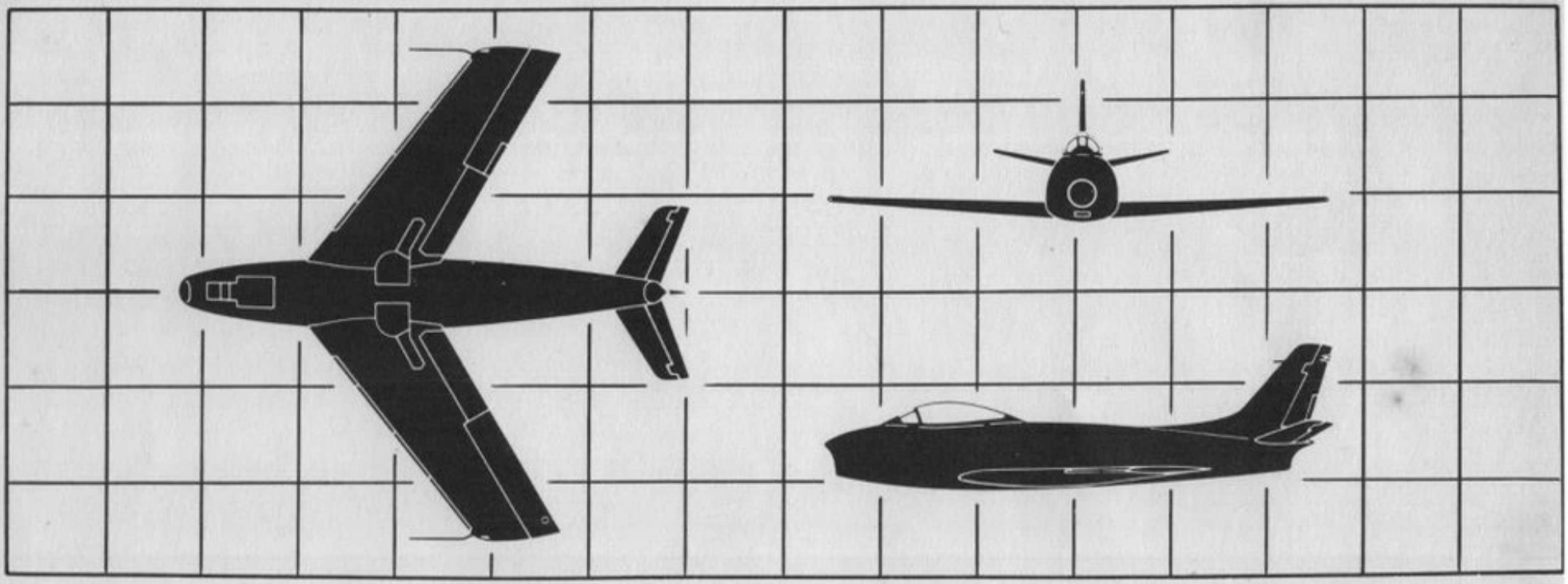
REPUBLIC F-84F THUNDERJET

F-86 Sabre

NORTH AMERICAN AVIATION, INC., LOS ANGELES, CALIFORNIA

This sharklike jet fighter holds the official world's speed record of 670.981 miles per hour. It was one of the first American jet fighters to see action in Korea, where it proved more than a match for the Red MIG-15 jets. It was America's first sweptback wing fighter and holds an unofficial speed record of 710 miles an hour. The pilot and his seat are ejected automatically as a unit if he has to abandon his ship while in flight. The Sabre carries full radar, radio, and navigational aides, and has plenty of fire-power packed into its stubby nose in the form of six .50 cal. machine guns. The F-86 can be fitted with external fuel tanks that give it additional range. These ferry tanks that give it extra range for escort duty or long sorties behind the enemy lines fit so sleekly that they do not have to be dropped in combat. The wings are swept back at an angle of 35 degrees, as are the tail surfaces, so as to cut high speed drag to a minimum.

Speed:	650 m.p.h. class	**Weight:**	16,000 lbs.
Range:	Over 850 miles	**Length:**	37 feet 6 inches
Ceiling:	Over 45,000 feet	**Span:**	37 feet
Bomb load:	Various combinations of bombs and rockets	**Height:**	14 feet 8 inches
Engine:	General Electric J-47A (TG-190) jet	**Armament:**	Six .50 cal. guns



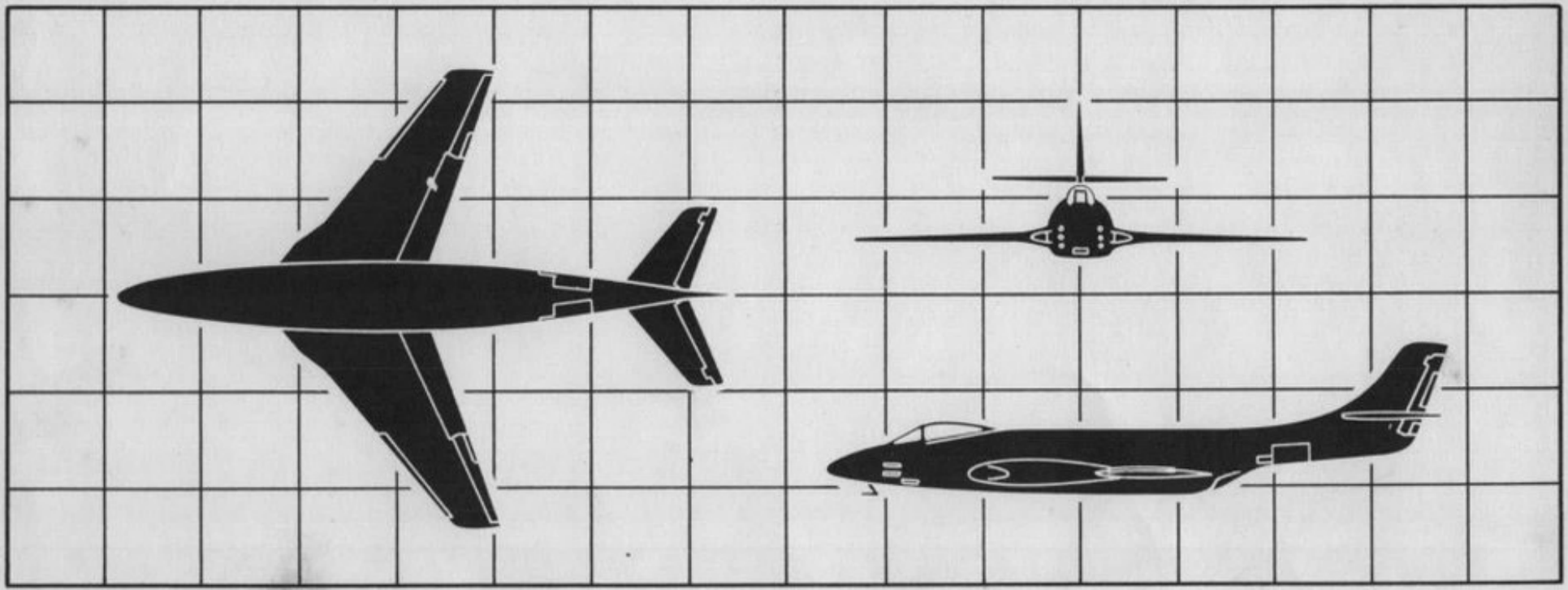
NORTH AMERICAN F-86 SABRE

F-88 Voodoo

McDONNELL AIRCRAFT CORP., ST. LOUIS, MISSOURI

This, the latest of the McDonnell series of fighting jets, is designed as a penetration fighter to range far behind enemy positions, seeking out and destroying all types of targets. Both wing and tail surfaces are wafer-thin to reduce air drag to a minimum. The wings are swept back for better performance at high speed, and both leading edge and trailing edge flaps are provided to furnish more lift when approaching stalling point. The bullet-resistant windshield is electrically heated and entire transparent canopy is defrosted by hot air. The Voodoo has bullet-puncture-sealing fuel tanks and both her engines may be removed in less than 30 minutes for overhaul or repair. Many removable panels along the fuselage permit quick inspection of wiring, hydraulic lines, and other items of equipment with a minimum of time and effort. One hundred tons of air are scooped up by each engine every hour the Voodoo flies.

Speed:	Over 650 m.p.h.	**Weight:**	30,000 lbs.
Range:	Secret	**Length:**	55 feet
Ceiling:	Over 45,000 feet	**Span:**	40 feet
Bomb load:	Various combinations of bombs and rockets	**Height:**	15 feet
Engines:	Two Westinghouse Yankee J-34 jets	**Armament:**	Six .50 cal. guns



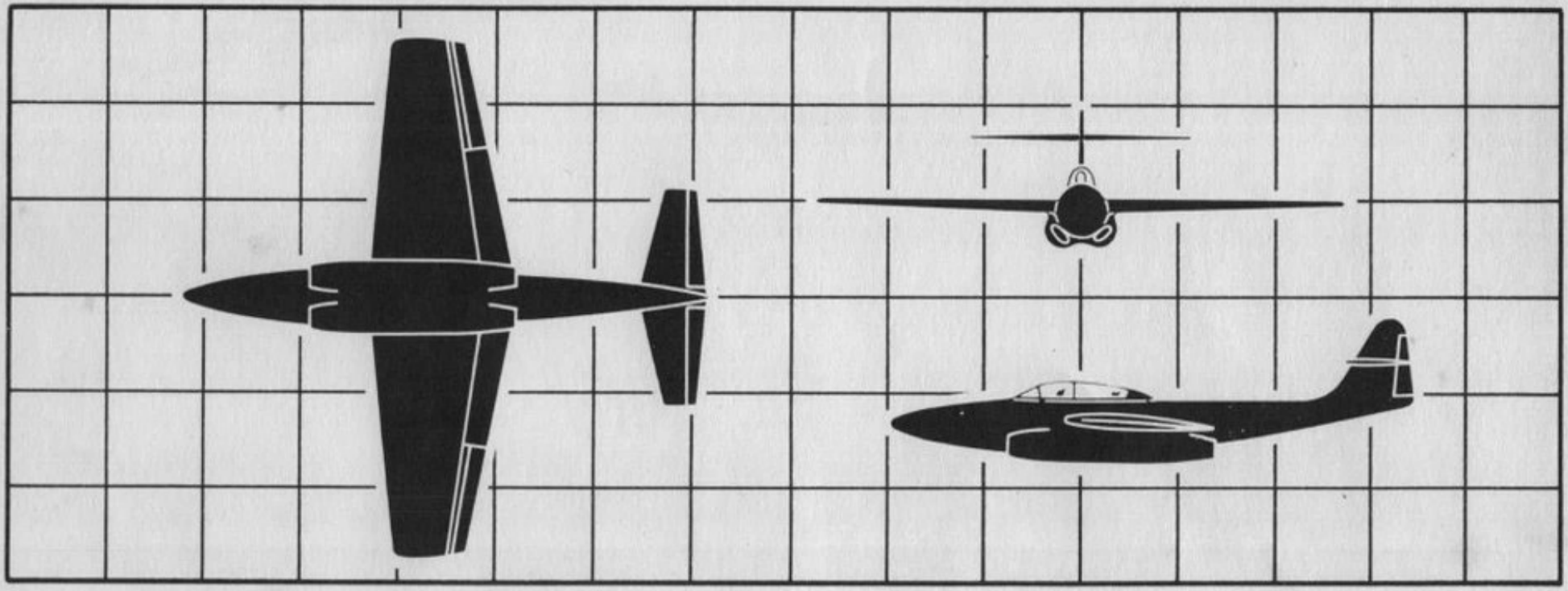
McDONNELL F-88 VOODOO

F-89 Scorpion

NORTHROP AIRCRAFT, INC., HAWTHORNE, CALIFORNIA

One of our deadliest weapons against an aggressor is this twin-jet all-weather interceptor named the Scorpion. It carries a crew of two, pilot and radar observer, seated in tandem in a pressurized cockpit equipped with pilot-ejection seats. The sole deadly purpose of this sleek namesake of the scorpion is to seek out by radar and destroy by fire-power any enemy planes that might try to slip through our defenses, regardless of the weather. That fire-power (currently) is the combined blast from six 20 mm cannon, sufficient to tear any bomber aloft to shreds. Although equipped with two turbo-jet engines, the Scorpion can operate on only one of them if need be. The engines are equipped with afterburners for added power. The F-89 is equipped with wide-area dive brakes known as "deceleRons" for better control during maneuvers. The Scorpion can dive almost vertically from 40,000 feet under complete speed control.

Speed:	600 m.p.h. class	**Weight:**	40,000 lbs.
Range:	Over 800 miles	**Length:**	Approx. 50 feet
Ceiling:	Over 40,000 feet	**Span:**	Approx. 50 feet
Bomb load:	Various combinations of bombs and rockets	**Height:**	Approx. 15 feet
Engines:	Two Allison J-35 jets with afterburners	**Armament:**	Six 20 mm cannon



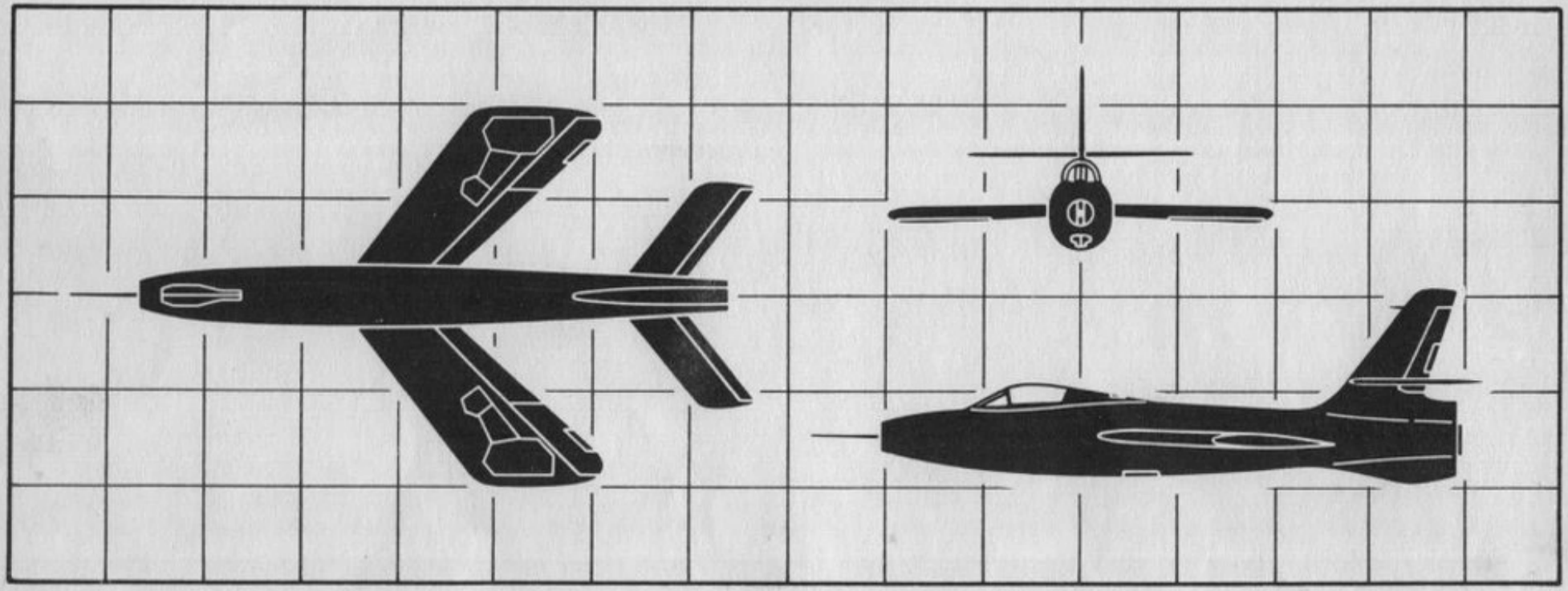
LOCKHEED F-90 PENETRATION FIGHTER

XF-91 Interceptor

REPUBLIC AVIATION CORP., FARMINGDALE, L. I., N. Y.

There is nothing wrong with either the photo on the opposite page or your eyes; it is just that the wings of this XF-91 High Altitude Interceptor throw normal perspective completely out of line. It is our only aircraft in which the wings are wider at the tips than at the roots. Another innovation is that the incidence of the wings is variable, giving high angle of attack for take-offs and very flat angle of attack for high speed. Although the power is a jet engine, four rocket motors will be added later for faster climb and interception speeds. In direct contradiction of this high speed, the XF-91 can fly slower than any other present jet, because of leading edge slots. The thinness of the wing at the fuselage junction reduces drag and permits a more even flow of air at this point. The XF-91 is also the first fighter plane to use the tandem-type landing gear. Much of the XF-91 data is still secret.

Speed:	Secret	**Weight:**	30,000 lbs. gross
Range:	Secret	**Length:**	45 feet
Ceiling:	Secret	**Span:**	30 feet
Bomb load:	Various combinations of bombs and rockets	**Height:**	13 feet
Engine:	General Electric J-47 jet plus rockets	**Armament:**	Secret



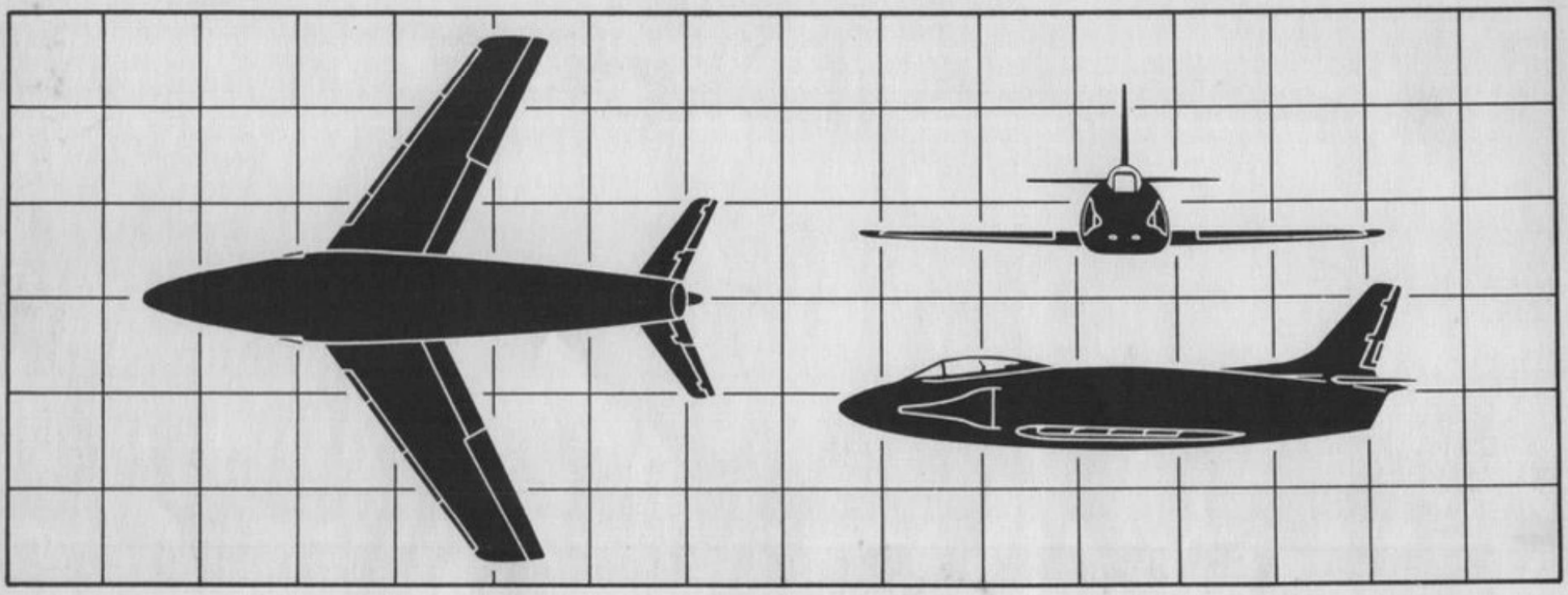
REPUBLIC XF-91 INTERCEPTOR

F-93A Penetration Fighter

NORTH AMERICAN AVIATION, INC., LOS ANGELES, CALIFORNIA

Another and important development of the basic North American F-86 Sabre design is this long-range penetration fighter. This F-93A is designed for long-range missions at a speed close to that of sound (761 m.p.h. at sealevel). Somewhat resembling the F-95A, but with a more powerful engine, and different air intake arrangement, the F-93A is faster and more powerful. It is a single seater and the pilot's cockpit is equipped with the latest electronic devices for tracking down an enemy aircraft. It is also pressurized, heated, and air-conditioned, and extremely well protected with armorplate to the rear and bullet-proof windshield before the pilot. The wings are sharply swept back as in the F-95A and the F-86, as are also the horizontal members of the tail. The F-93A is equipped with a tricycle landing gear and carries heavy armament in the nose. It has full wing flaps and dive brakes.

Speed:	Secret	**Weight:**	Secret
Range:	Secret	**Length:**	44 feet
Ceiling:	Over 45,000 feet	**Span:**	39 feet
Bomb load:	Secret	**Height:**	16 feet
Engine:	One Pratt & Whitney J-48 jet engine	**Armament:**	Secret



Official U. S. Air Force Photo

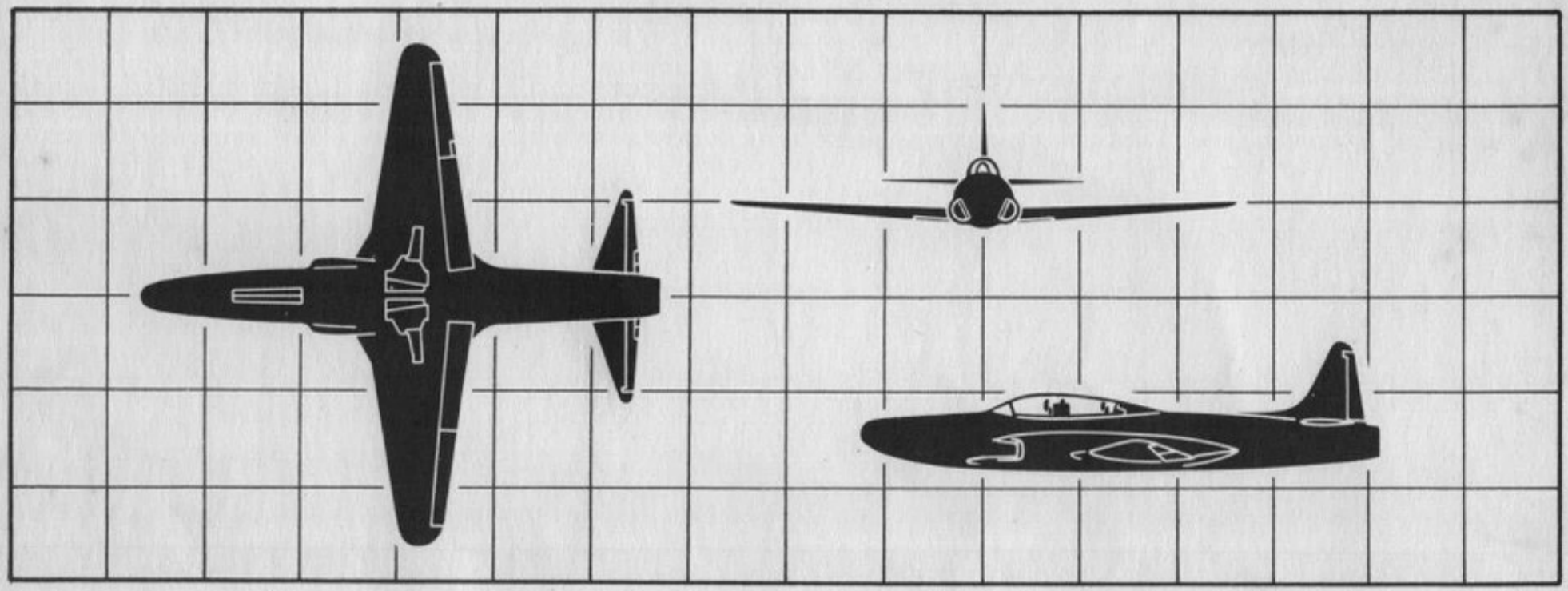
NORTH AMERICAN F-93A PENETRATION FIGHTER

F-94 Night Fighter

LOCKHEED AIRCRAFT CORP., BURBANK, CALIFORNIA

The F-94 is designed to fly and fight in pitch darkness and regardless of weather conditions. It is a radically advanced version of the F-80 Shooting Star, carries a crew of two, and is equipped with the latest radar devices for detection of any enemy aircraft in the night skies. The F-94 is directed to the vicinity of the enemy aircraft by radio from the ground, where it then picks the enemy up on its own radar and closes for the kill. This may be carried out under completely blind flying conditions right down to the runway. These F-94's, because of this ability to take off and fight under any conditions, have been assigned areas which have atomic energy plants. The two crew members sit in tandem, the pilot ahead and the radar operator behind him, where he can watch his aircraft-detection instruments and direct the pilot straight to the target.

Speed:	600 m.p.h. class	**Weight:**	15,000 lbs. gross
Range:	Over 500 miles (combat radius)	**Length:**	40 feet 1 inch
Ceiling:	Over 45,000 feet	**Span:**	38 feet 11 inches
Bomb load:	Various combinations of bombs and rockets	**Height:**	12 feet 8 inches
Engine:	One Allison J-33-A-33 jet with afterburner	**Armament:**	Four .50 cal. guns



LOCKHEED F-94 NIGHT FIGHTER

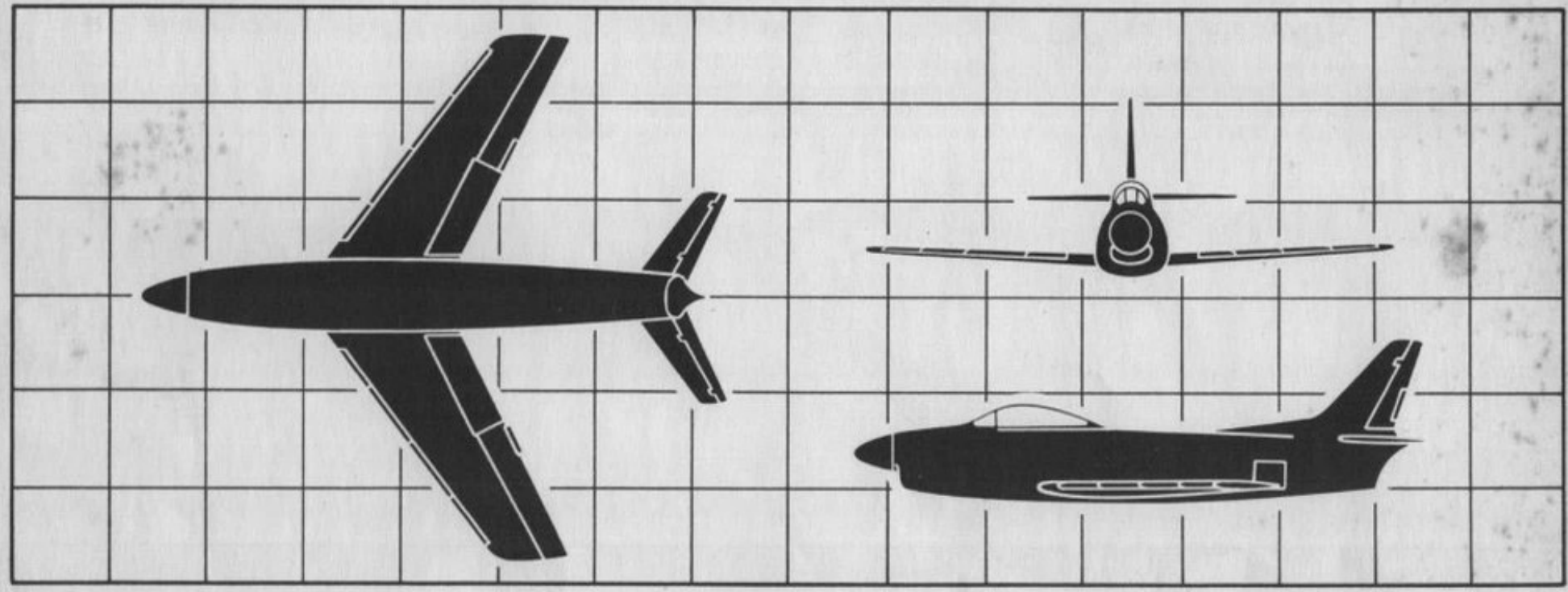
F-95A Interceptor

NORTH AMERICAN AVIATION, INC., LOS ANGELES, CALIFORNIA

Formerly known as the F-86D, the new version of this all-weather jet interceptor, has been redesignated the F-95A. It is faster, more powerful, and carries complex radar "snooper" instruments in its nose to seek out enemy aircraft at high altitudes. The F-95A is equipped with one of the most deadly loads of destruction ever carried by a fighter plane: 24 Mighty Mouse rockets. They may be fired in various numbers and combinations. When the salvo is set, all the pilot has to do is press a button and in less than four-tenths of a second the rockets are on their way. The rockets are 2.75 inches in diameter and have folding tail vanes that open when fired to stabilize the deadly "stingers" on their way to their target. Provisions have been made for rapid refueling and re-arming between missions and complete all-weather instrumentation permits the F-95A to seek out an enemy invader regardless of weather, or whether night or day.

Speed: 650 m.p.h. class
Range: Over 800 miles
Ceiling: Over 45,000 feet
Bomb load: 24 Mighty Mouse rockets
Engine: One G.E. J-47 GE-17 jet with afterburner

Weight: Secret
Length: 41 feet
Span: 37 feet
Height: 14 feet
Armament: See Bomb load



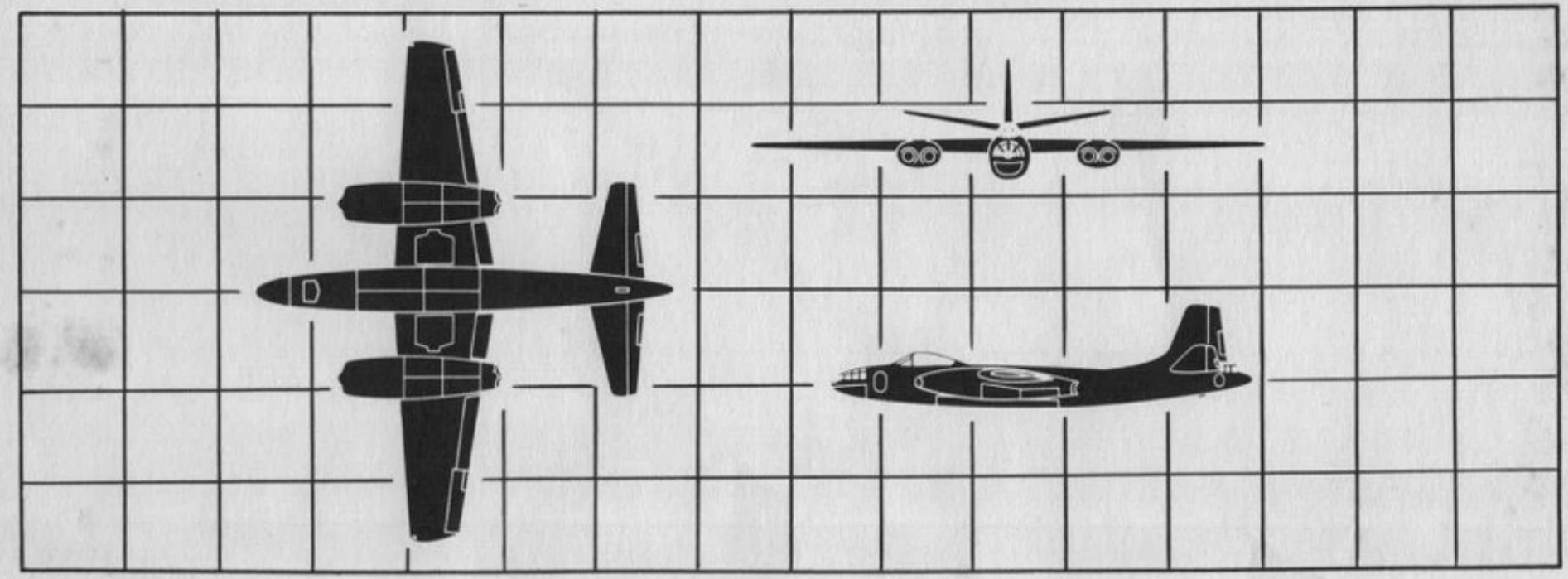
NORTH AMERICAN F-95A INTERCEPTOR

B-45 Tornado Bomber

NORTH AMERICAN AVIATION, INC., LOS ANGELES, CALIFORNIA

The North American B-45 Tornado bomber holds two distinctions at least. The first is that it was the first four-jet airplane to fly in the United States, and the second is that it was the first bomber to drop bombs at a speed of more than 500 miles an hour. Prior to the dropping of bombs at this speed by the Tornado the highest speed reached for a "drop" had been 400 miles an hour. The B-45 has dropped as many as 27 bombs at once with perfect accuracy and ease. The bombs have weighed from "small" ones of 500 pounds to huge ones of over 4,000 pounds. The Tornado will carry over ten tons of bombs and can drop them from a height of over seven miles. This sleek fighter-like bomber is comparable in size to our World War II heavy bombers but is now classed as a light bomber. It carries a crew of four and is well able to protect itself. It holds an unofficial high-speed record of 675 miles an hour.

Speed:	Over 550 m.p.h.	**Weight:**	110,000 lbs.
Range:	Over 800 miles	**Length:**	75 feet
Ceiling:	Over 40,000 feet	**Span:**	89 feet
Bomb load:	Over 10 tons	**Height:**	25 feet
Engines:	Four General Electric J-47A (TG-190) jets	**Armament:**	Secret



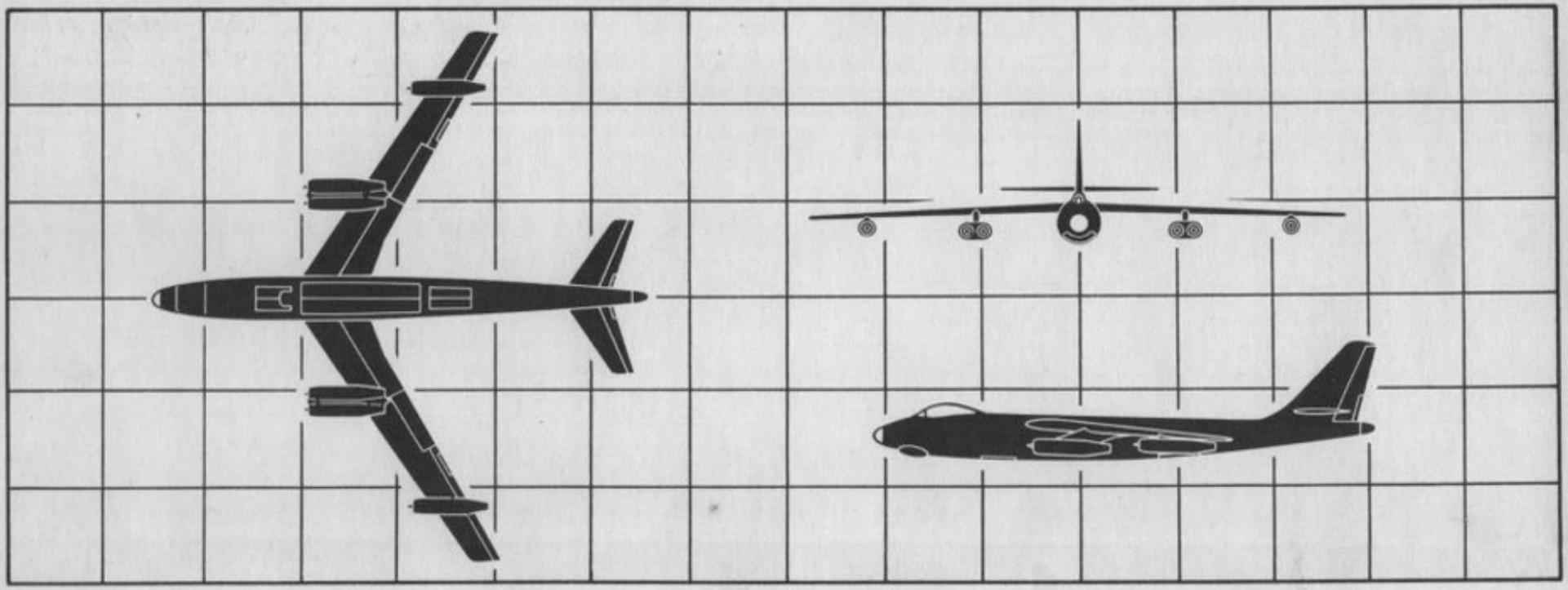
NORTH AMERICAN B-45 TORNADO BOMBER

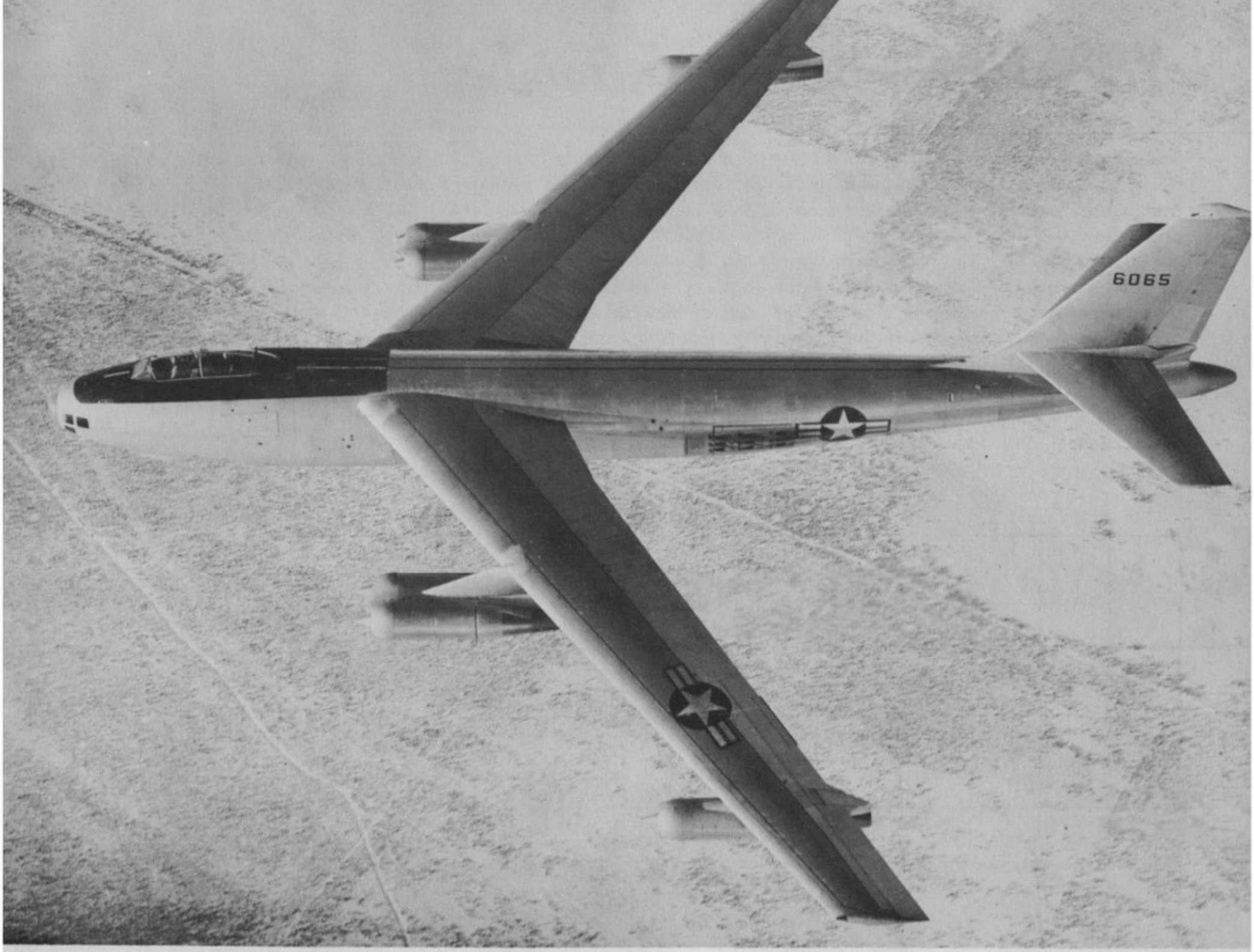
B-47 Stratojet Bomber

BOEING AIRPLANE CO., SEATTLE, WASHINGTON

The plane on the cover. This beautifully streamlined swept-wing bomber is one of the most easily identified planes in the skies today. The long tapering wings are unusually flexible; and for a purpose. This unusual flexibility gives far greater strength in rough air and a much more stable bombing "platform" from which to sow destruction upon an enemy below. This is the world's fastest bomber with speeds better than some fighter jets. It was engineered by the same company which gave America the famous B-17 Flying Fortress and the B-29 of World War II. This jet bomber can be refueled in flight, which adds greatly to its range and value as a strategic weapon. It carries a crew of three men: pilot, radio operator-navigator, and bombardier. It carries 18 Aerojet Rato rocket units for terrific take-off speed and fast climb. The cockpit and the bombardier's compartment are pressurized, air-conditioned, and refrigerated.

Speed:	600 m.p.h. class	**Weight:**	185,000 lbs. gross
Range:	Over 2,200 miles	**Length:**	107 feet 6 inches
Ceiling:	Over 40,000 feet	**Span:**	116 feet
Bomb load:	Over 10 tons	**Height:**	28 feet
Engines:	Six General Electric J-47 jets	**Armament:**	Secret





Boeing Airplane Company

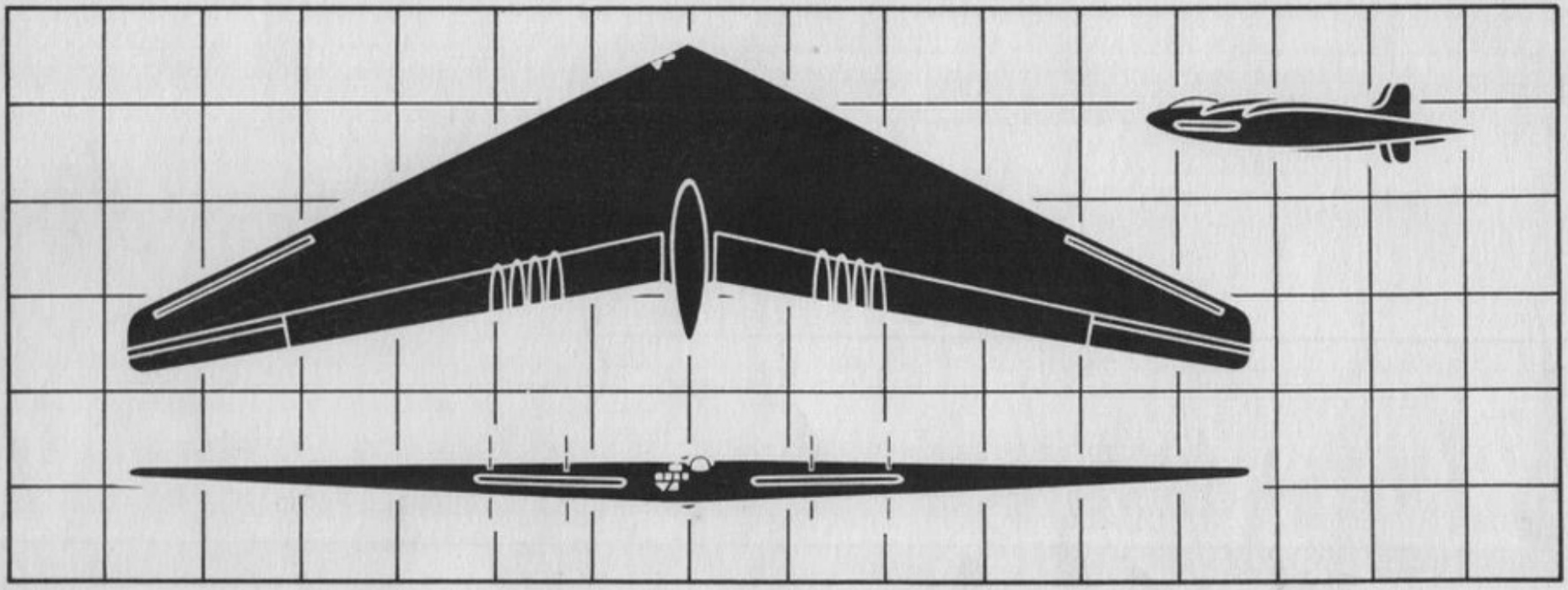
BOEING B-47 STRATOJET BOMBER

YRB-49 Flying Wing Bomber

NORTHROP AIRCRAFT, INC., HAWTHORNE, CALIFORNIA

This giant flying wing is the jet-powered version of the B-35 flying wing. It is the closest man has come to the perfect flying-wing design, and represents many years of research and testing of much smaller designs. Its eight engines develop the equivalent of approximately 32,000 horsepower. The vertical fins, called "air separators," extend above and below the trailing edge of the wing for stability. Fuel tanks are in the front of the wing on either side of the crew compartments. Six bomb bays are aft of these fuel tanks, three on each side. The crew of six consists of: pilot, co-pilot, navigator, radio operator, flight engineer, and bombardier. There are quarters for "off-duty" men aft of the nose in the cone-shaped section. The size of the YRB-49 is indicated by the fact that crew members can walk upright within their quarters in the nose of the giant.

Speed:	500 m.p.h. class	**Weight:**	196,000 lbs.
Range:	1,500 miles CR (combat radius)	**Length:**	53 feet
Ceiling:	Over 40,000 feet	**Span:**	172 feet
Bomb load:	Over 15 tons	**Height:**	20 feet
Engines:	Eight Allison J-35 jets	**Armament:**	Secret



Official Department of Defense Photo

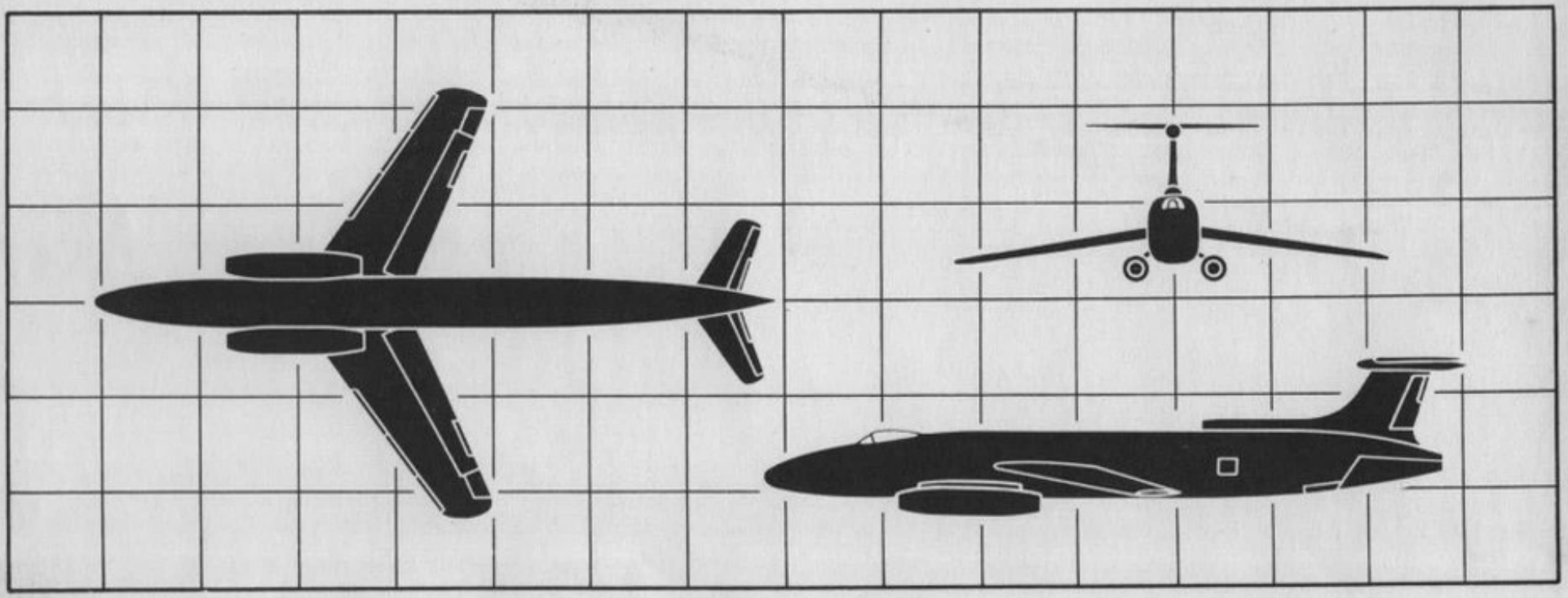
NORTHROP YRB-49 FLYING WING BOMBER

XB-51 Bomber

GLENN L. MARTIN CO., BALTIMORE, MARYLAND

One of the weirdest aircraft ever to roar down a runway and take to the skies in defense of freedom is the Martin XB-51. Looking like something out of a mad engineer's sketchbook, this giant three-jet bomber is anything but mad. It is one of the most advanced and radically different aircraft ever to come from the drawing boards of any aircraft plant. Its landing gear is of the tandem or bicycle type developed by Martin engineers. There are small outrigger wheels that extend from the wing tips to keep the plane level while taxiing. This swift bomber can change the angle of its wing while in flight, for better performance, the first bomber to be able to do this. Two of its three engines are mounted on pylons beneath the fuselage, and the third is carried internally near the tail. Only two men fly in this giant, pilot and radio operator-navigator. The cockpit is pressurized and air-conditioned and has ejector seats.

Speed:	Secret	**Weight:**	Secret
Range:	Over 900 miles	**Length:**	80 feet
Ceiling:	Secret	**Span:**	55 feet
Bomb load:	Secret	**Height:**	20 feet
Engines:	Three General Electric J-47 jets	**Armament:**	Secret



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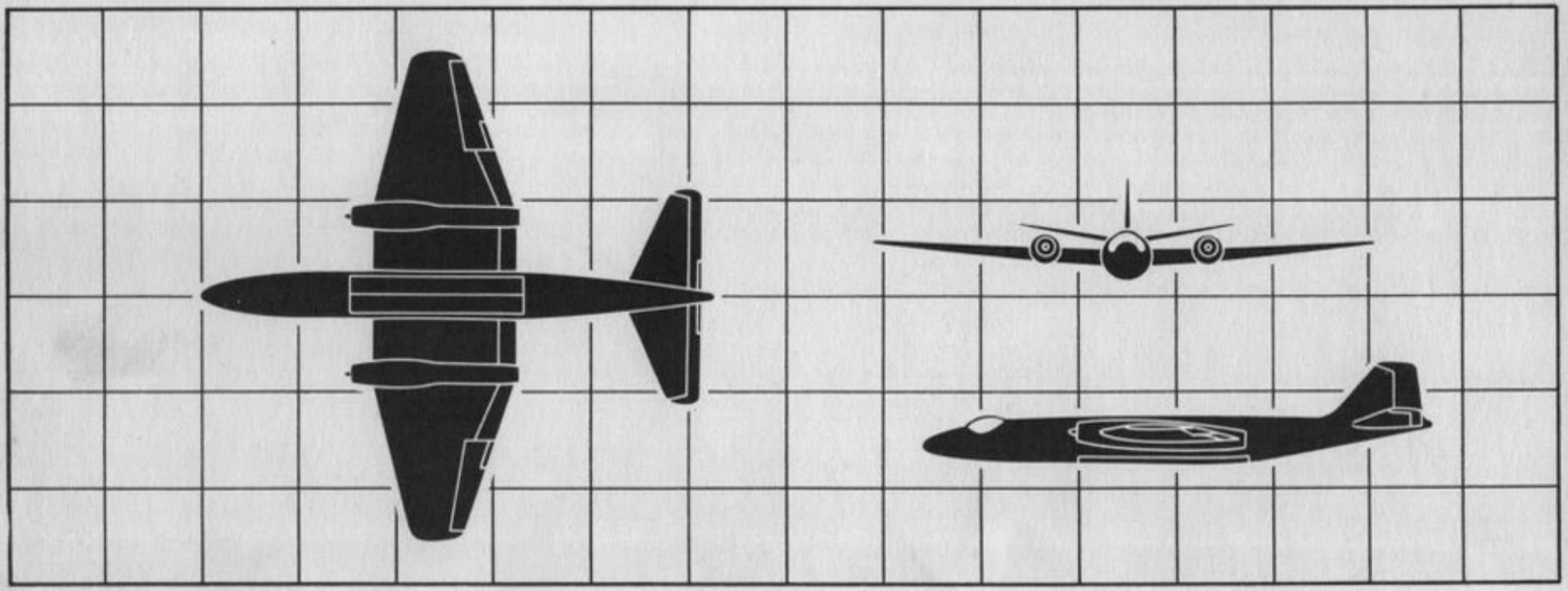
MARTIN XB-51 BOMBER

B-57A Night Intruder

GLENN L. MARTIN CO., BALTIMORE, MARYLAND

This is a rather unusual development in American aircraft manufacturing, for the B-57A is a night-intruder version of the British-designed Canberra light bomber. This splendid example of British jet design will be built for, and flown by, men of the USAF. It was primarily designed as a light bomber for high altitude work, but was found to be equally effective for low altitude work in support of ground troops. Its silhouette may become common in the United States, equipped with USAF markings. It is equipped with dive flaps and "finger" brakes that may be extended above and below the wings. The crew of three consists of pilot, co-pilot, and bombardier. The B-57A has a tricycle landing gear. Inasmuch as the B-57A version of the Canberra will be somewhat modified for USAF use (including power plants), the performance figures given are for the Canberra.

Speed:	Over 500 m.p.h.	**Weight:**	Secret
Range:	Over 2,000 miles	**Length:**	65 feet 6 inches
Ceiling:	Over 40,000 feet	**Span:**	64 feet
Bomb load:	Secret	**Height:**	15 feet 7 inches
Engines:	Two Rolls-Royce Avon jets	**Armament:**	Secret



Official U. S. Air Force Photo

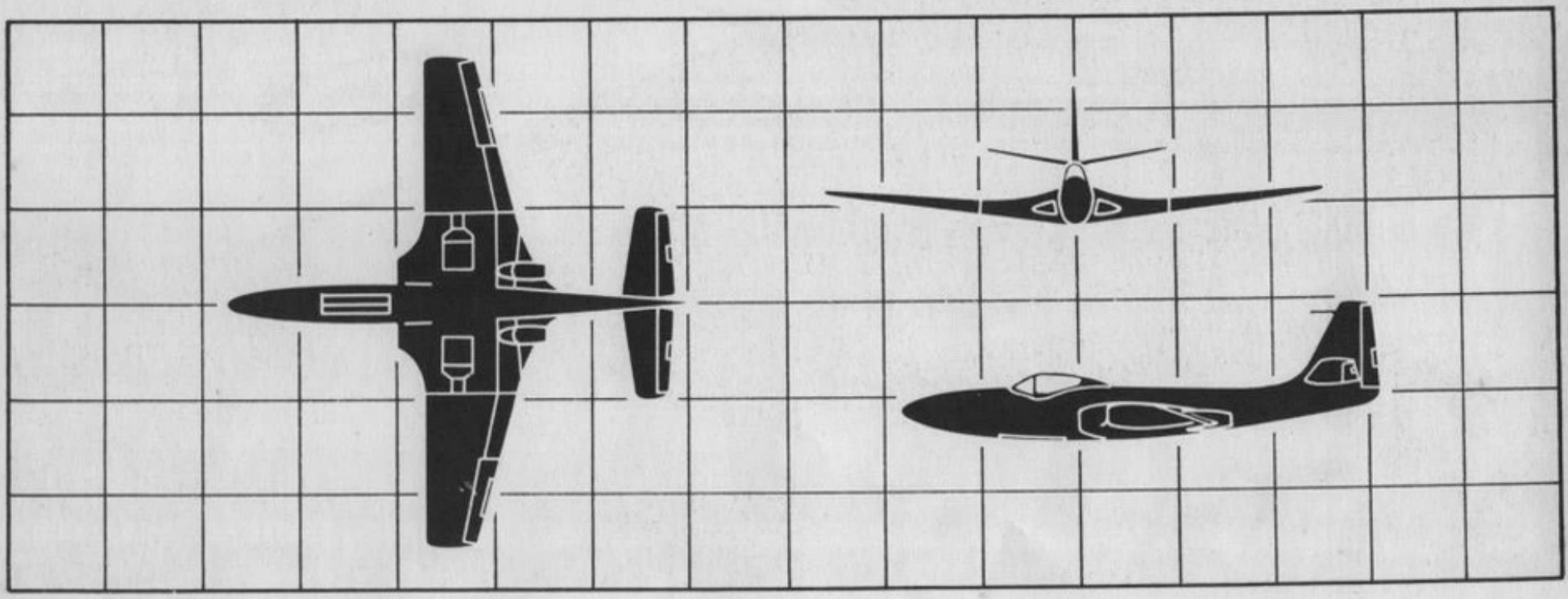
MARTIN B-57A NIGHT INTRUDER

FH-1 Phantom

McDONNELL AIRCRAFT CORP., ST. LOUIS, MISSOURI

The first jet aircraft to be landed upon and flown from a Navy carrier. The Phantom was the first of the McDonnell series including the Banshee and the Voodoo. Designed as a defensive air patrol aircraft, the Phantom uses two jet engines embedded in the wings, one on each side of the fuselage. It may be equipped with a droppable belly tank which extends its range to over 1,000 miles. The Phantom can operate on either or both of its engines, an important factor when in combat areas where damage to a power plant might be sustained. The pilot's seat, ahead of the wing, gives excellent visibility and his cockpit is fully equipped with armor plate, bulletproof windshield, and air conditioning as well as heating facilities. The wings of the FH-1 fold to a width of only 16 feet for compact stowage in the limited hold or deck space of a carrier. Like all Navy aircraft it is painted a deep Navy blue camouflage.

Speed:	Over 500 m.p.h.	**Weight:**	10,000 lbs.
Range:	Over 800 miles	**Length:**	39 feet
Ceiling:	Over 30,000 feet	**Span:**	41 feet
Bomb load:	Rockets	**Height:**	14 feet
Engines:	Two Westinghouse J-34 jets	**Armament:**	Four .50 cal. guns



McDONNELL F2H-2 BANSHEE

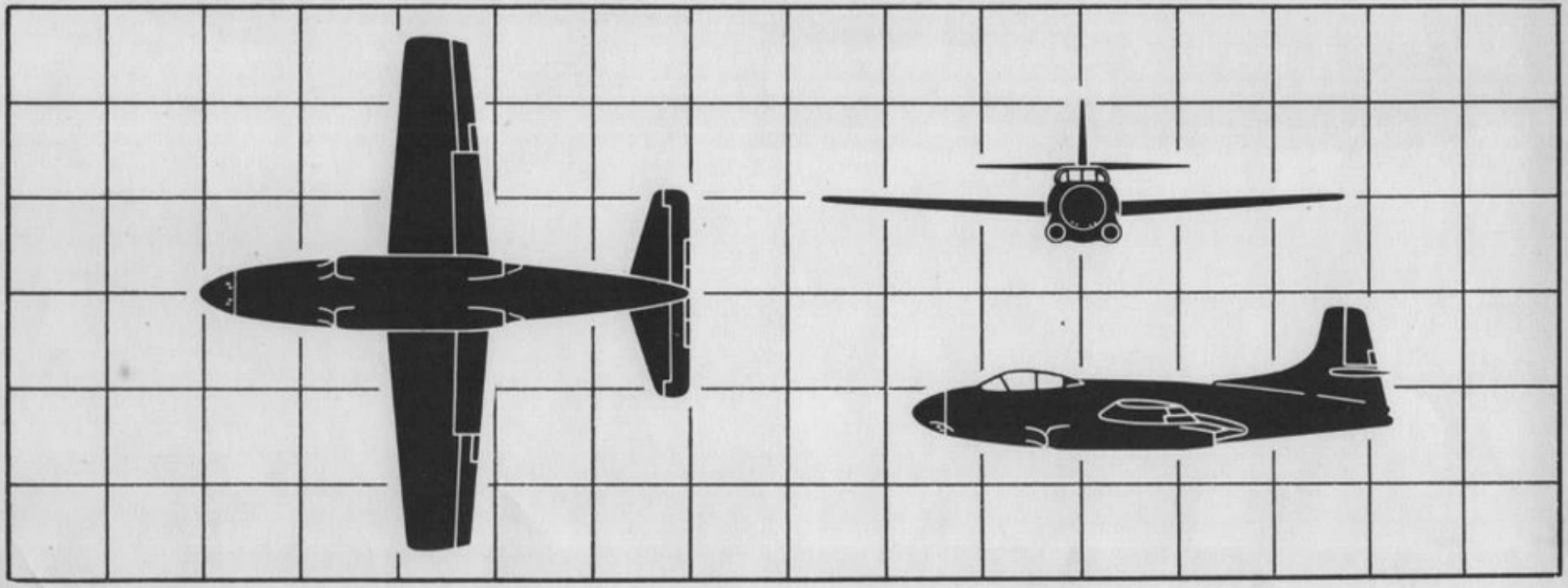
XF3D Skyknight

DOUGLAS AIRCRAFT CO., INC., EL SEGUNDO, CALIFORNIA

Aptly named, the Skyknight's mission is to rise against an enemy night raider, seek him out by electronic devices, and destroy him. This twin-jet Navy aircraft is well designed and equipped to do just this in the quickest possible time. The two-man crew sits side by side in a pressurized cockpit equipped with air-cooling and heating systems. A radical escape hatch is provided in case of an emergency at high speeds. The two men slide down a chute and out of the bottom of the plane with no danger of injury from the tail as it passes. The Skyknight can operate on one of its two jet engines for a long mission or in case of damage to the other in combat. Hydraulic brake flaps can be extended from the sides of the XF3D near the tail to slow the plane down for combat maneuvers or carrier landings. The Skyknight can be used for long-range patrolling, attack, reconnaissance, or as a long-range bomber escort.

Speed: Over 600 m.p.h.
Range: Over 600 miles
Ceiling: Over 40,000 feet
Bomb load: Secret
Engines: Two Westinghouse J-34 jets

Weight: Secret
Length: 50 feet 6 inches
Span: 50 feet
Height: 16 feet 1 inch
Armament: Machine guns



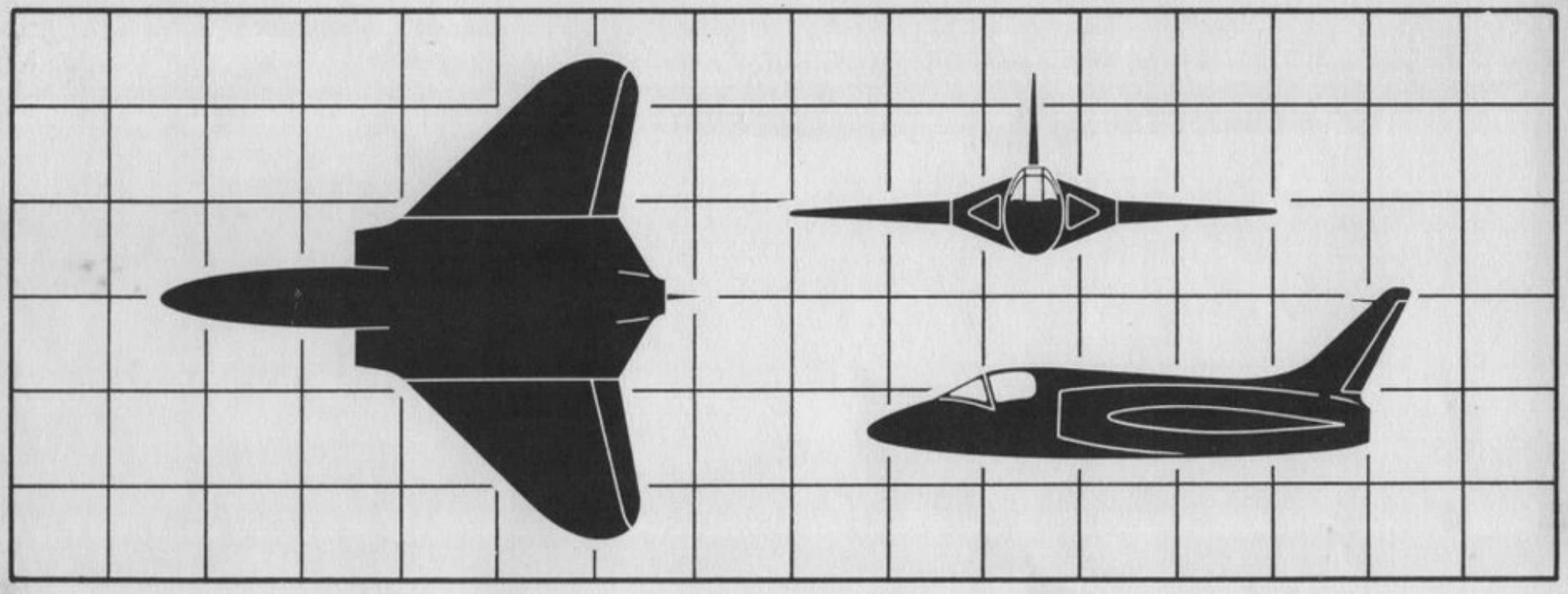
DOUGLAS XF3D SKYKNIGHT

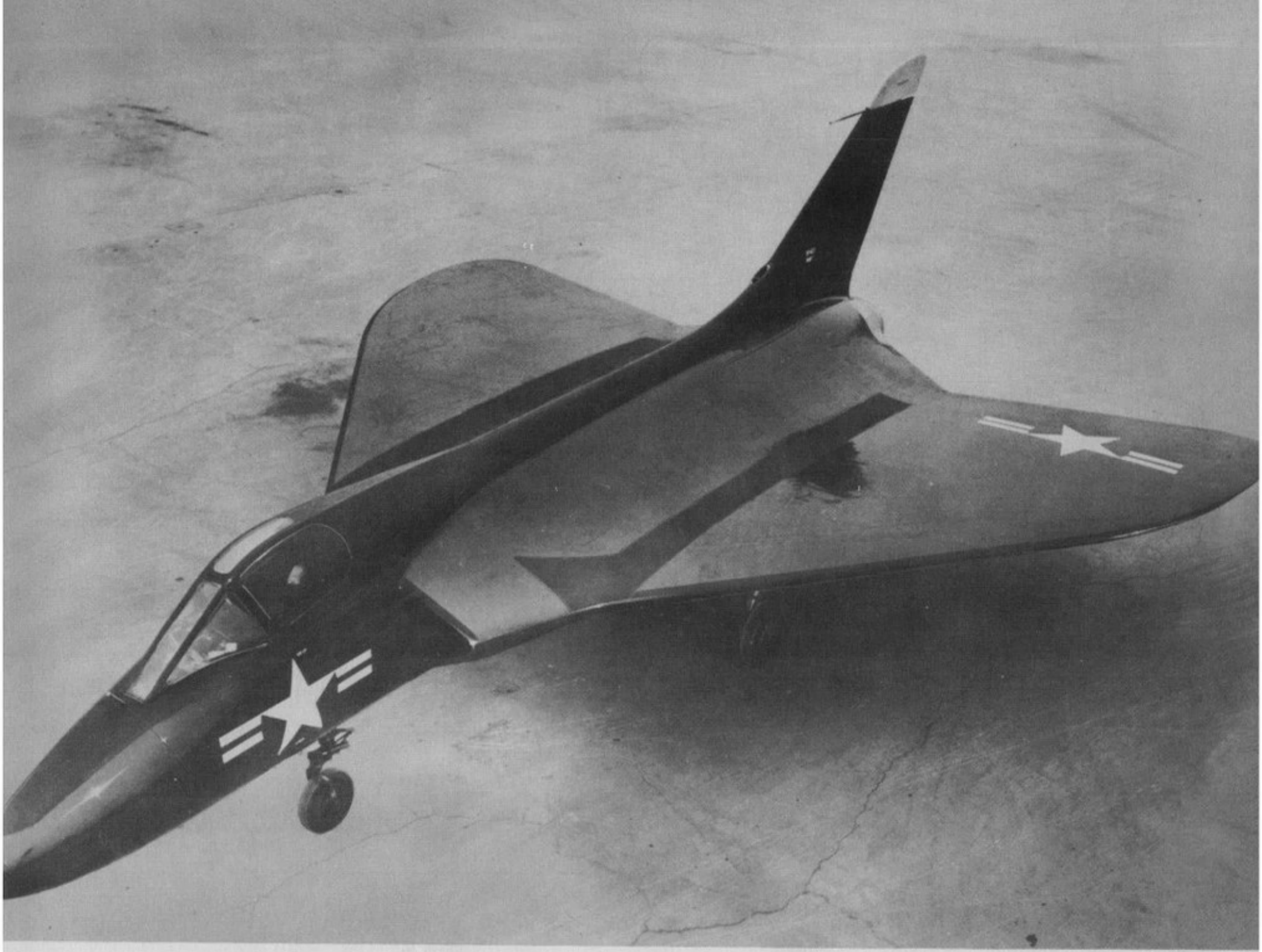
XF4D-1 Interceptor

DOUGLAS AIRCRAFT CO., INC., EL SEGUNDO, CALIFORNIA

Looking very much like the folded paper "airplanes" familiar to every boy, this sleek bat-wing jet interceptor, is something special. It is designed to be catapulted from carrier decks and streak skyward to intercept an enemy on short notice. This XF4D-1 is really a flying wing with a long nose to accommodate the cockpit and the armament. Its powerful jet engine is completely embedded in the triangular-shaped wing. In place of the traditional tail assembly controls, the ship is controlled by "spoilers" on the rear of the wings to apply drag to one side or the other. The slim vertical stabilizer contains a rudder as in orthodox planes. The cockpit in the nose is pressurized, armor protected, and contains a full complement of all-weather flying instruments. The XF4D-1 uses a tricycle landing gear with steerable nose wheel for ground maneuvering. Much of its data is secret.

Speed:	Over 600 m.p.h.	**Weight:**	Approx. 18,000 lbs.
Range:	Over 500 miles	**Length:**	Approx. 36 feet
Ceiling:	Over 35,000 feet	**Span:**	Approx. 35 feet
Bomb load:	Secret	**Height:**	Approx. 13 feet
Engines:	Secret	**Armament:**	Secret





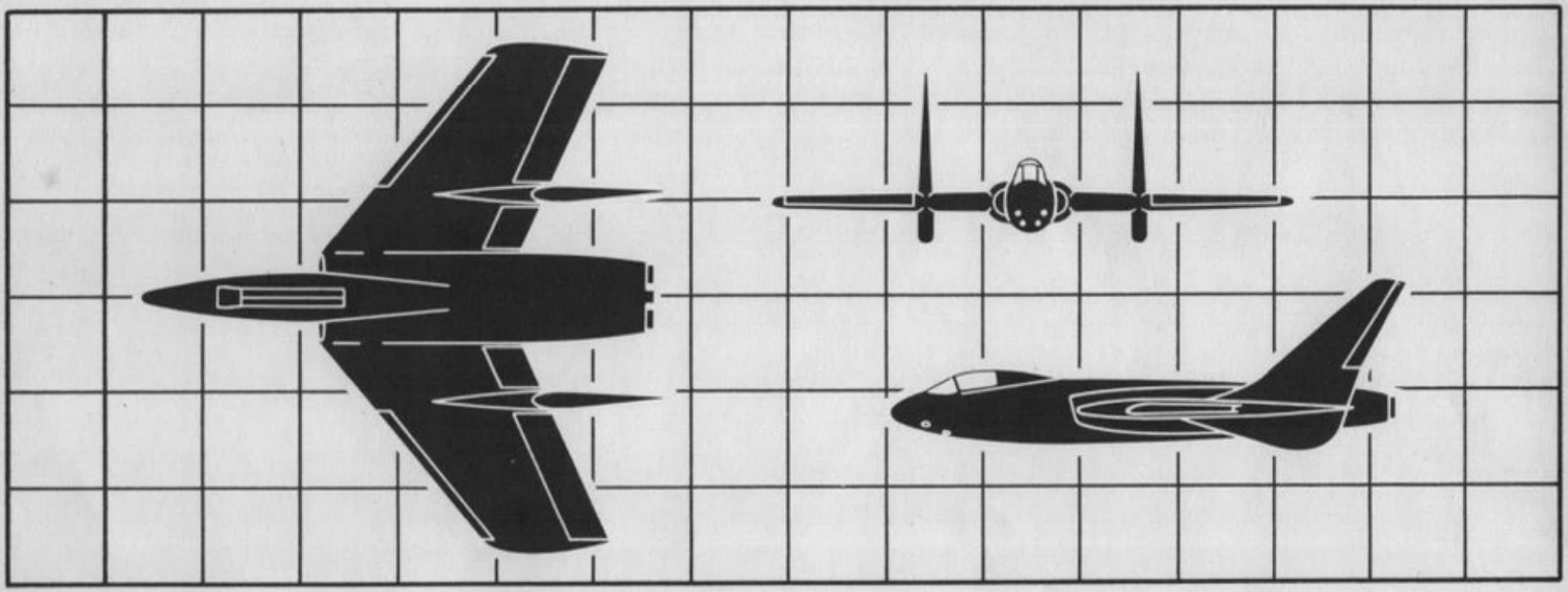
DOUGLAS XF4D-1 INTERCEPTOR

F7U-1 Cutlass

CHANCE VOUGHT AIRCRAFT CORP., DALLAS, TEXAS

Strikingly remindful of the deadly sting ray slipping through the water with its up-turned fins just breaking the surface, this new Navy fighter-interceptor jet presents an equally sinister appearance. This weird Navy jet was designed to be catapulted from carriers for fast-climbing interception of an enemy before he might come within dangerous striking distance of the fleet or vital ground installations. This completely tailless jet interceptor has rudders but no elevators as usually found in aircraft. For these are substituted trailing edge flaps and trim tabs for maneuvers about the lateral axis. The cockpit is pressurized and air-conditioned, and the position of the pilot far ahead of the wing gives superlative visibility in all directions. The F7U-1 is equipped with a tricycle landing gear and complete all-weather flying instruments for accurate interception under all conditions. Aircraft detection devices are carried in the nose along with destructive fire-power for use against an enemy.

Speed:	Over 650 m.p.h.	**Weight:**	Secret
Range:	Over 500 miles	**Length:**	40 feet 10 inches
Ceiling:	Over 40,000 feet	**Span:**	38 feet 8 inches
Bomb load:	Secret	**Height:**	Approx. 12 feet
Engines:	Secret	**Armament:**	Secret



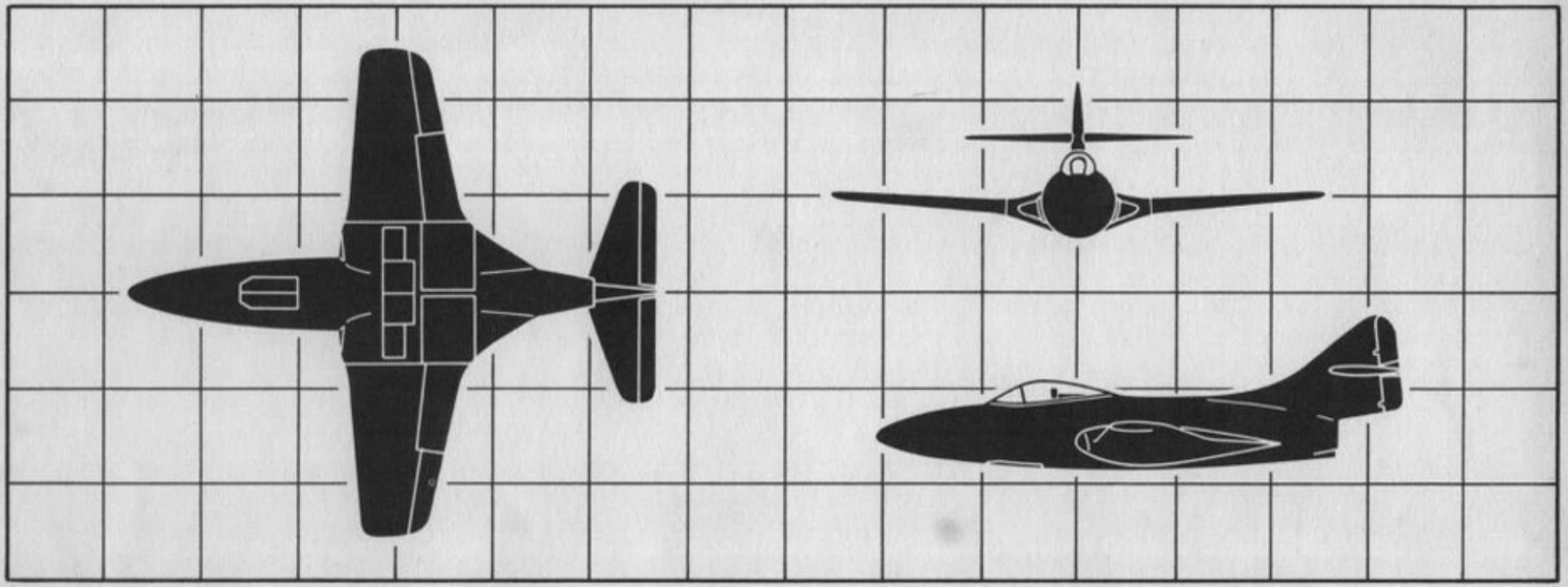
CHANCE VOUGHT F7U-1 CUTLASS

F9F Panther

GRUMMAN AIRCRAFT ENGINEERING CORP., BETHPAGE, L. I., N. Y.

This vicious-looking bomb-toting jet has lived up to the name of Panther to the last letter. It was the first U. S. Navy carrier-based jet to be used in Korea. Marines used it from advanced air bases as well. Its armament of 20 mm cannon and varieties of bomb and rocket loads makes it one of our most deadly fighting jets. It is used for interception, troop support sorties, and low-level bombing attacks. Panthers have flown from Florida to the plant on Long Island in a bit over an hour and a half, at a speed of 630 m.p.h. Some of the highest air combat action to date has been taken part in by the sleek Panthers, some of them starting at over 35,000 feet. These planes are operating from the carriers *Valley Forge* and *Philippine Sea* and are also thrown into action by the 1st Marine Air Wing. The cockpit is air-conditioned, heated, and well protected with tough armorplate. Photo shows latest Panther model, the F9F-5.

Speed:	About 600 m.p.h.	**Weight:**	Secret
Range:	Over 1,000 miles	**Length:**	38 feet 1 inch
Ceiling:	Over 40,000 feet	**Span:**	38 feet
Bomb load:	Various combinations of bombs and rockets	**Height:**	11 feet 4 inches
Engine:	Pratt & Whitney J-48 jet	**Armament:**	Four 20 mm cannon



GRUMMAN F9F-5 PANTHER

HOW TO USE THE THREE-VIEW DRAWINGS OF OUR FIGHTING "JETS" TO MAKE SCALE MODELS, OR LARGE SILHOUETTE CUT-OUTS FOR CLASSES IN AIRCRAFT RECOGNITION.

First, decide how many times larger than the plane shown in *Our Fighting "Jets"* you wish your redrawn plane to be. Then lay out on a large piece of paper the number of squares covering the plane shown in the small-sized drawing in the book. If you wish your plane to be twice as large as that in the book, draw your squares twice as large as those on the page. If your plane or model is to be five times the size, make your squares five times as big, etc.

Now divide the small squares in the book into still smaller sections or squares (either trace the squares off along with the plane, or make your lines right on the page). Carry these smaller section lines right across the silhouette of the plane. Make these smaller sections accurately. You may divide the squares in the book into quarters, eighths, or even smaller sections. Now divide your larger squares on the bigger piece of paper in the same way that you have divided the ones in the book.

You will see now that the plane in the book is completely covered with a grid of lines forming small squares. It is now a comparatively simple matter to sketch in, on your larger sheet of paper, the outline of the plane in the new larger size. Make sure that you draw the outline and detail of the plane so that they cross the lines or fall in the parts of the large-scale squares just as they do in the corresponding units on the page.

If you wish to make solid scale models of these planes, draw the larger squares directly on the sides of a wooden block for the fuselage of the plane, or a thin piece of wood for the wings or tail sections. Draw in the outline of the plane. Once you have done this, carve or cut along the edge of the outline and carefully round into shape with sandpaper.

Use details shown in the drawings in the book and the photographs to complete your model. Use silver paint or model plane colors to finish your own fighting jets for a complete collection.

Members of the U S A F Ground Observer Corps may make large-sized copies of these plane silhouettes for flash recognition training. For such use transfer to heavy cardboard or plywood, leave out all lines of detail, and paint with a flat black paint. Making smaller copies of just the bottom views of these planes and hanging them from the ceiling of your spotter posts or meeting rooms will help familiarize you with their characteristics as they appear overhead.

Three-view drawings by Paul Plecan