

## REPUBLIC XF-84H

*Note: This aircraft is located in the Research & Development Gallery on a secure part of Wright-Patterson Air Force Base. Click [here](#) for **visiting instructions**.*



The XF-84H, a joint Air Force/Navy project based on the **Republic F-84F**, was originally designed to combine the speed of jet aircraft with the long range, low fuel consumption and low landing speed of propeller-driven aircraft.

The XF-84H used an Allison XF-40-A-1 turboprop engine in a modified F-84 fuselage. Additional changes included a T-type tail and a triangular fin on the top of the fuselage to reduce the high torque produced by the propeller.

Between July 22, 1955 and Oct. 9, 1956, two XF-84H made 12 test flights. Eleven of the 12 flights ended in emergency landings. Sounds produced by the aircraft's turboprop engine caused nausea and headaches among ground crews, earning the XF-84H the unofficial nickname "Thunderscreech." Though the XF-84H was the fastest single-engine propeller-driven aircraft ever built, it never approached supersonic speed. Due to poor performance and high maintenance requirements, the XF-84H never became operational.

The aircraft on display (S/N 51-17059) was the first of the two prototypes produced by Republic. It flew eight of the 12 test flights. The museum obtained the aircraft from Kern County, Calif., in February 1999.

### **SPECIFICATIONS:**

**Span:** 33 ft. 5 in.

**Length:** 51 ft. 5 in.

**Height:** 15 ft. 4 in.

**Weight:** 17,892 lbs.

**Armament:** None

**Engine:** Allison XF-40-A-1 turboprop of 5,850 shaft hp

**Crew:** One

### **PERFORMANCE:**

**Maximum speed:** 520 mph

**Range:** Beyond 2,000 miles

**Service ceiling:** Above 40,000 ft.