

PRODUCTS

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## F-100D USAF SUPER SABRE

PART 3



Suggested Kit: 1:48 Monogram/Revell F-100D Super Sabre



## F-100D USAF SUPER SABRE

### PART 3



North American F-100D Super Sabre 56-3307  
417th. Tactical Fighter Squadron, 50th. Tactical  
Fighter Wing, Ramstein Air Base, West Germany,  
1959. Squadron Commander's aircraft.



North American F-100D Super Sabre 56-3433  
352nd. Tactical Fighter Squadron, 354th. Tactical  
Fighter Wing, Myrtle Beach Air Force Base, South  
Carolina, 1959.

Kit part #6, (F-102 after-burner exhaust) can be used only on National Guard Unit A/Cs, the only ones equipped with this better working component.



Our thanks to Dave Menard for his advise, corrections and coaching.

*Thanks Dave !!!*

Catch us on the net!



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#### References:

F100 Super Sabre in Color, Robert Robinson & David Menard, Fighting Colors, Squadron/Signal Publications  
North American F-100 Super Sabre, famous Airplanes of the World No. 22, Bunrin-Do Co. Ltd.  
USAF Europe 1948-1965 in Color, Robert Robinson, Fighting Colors, Squadron/Signal Publications

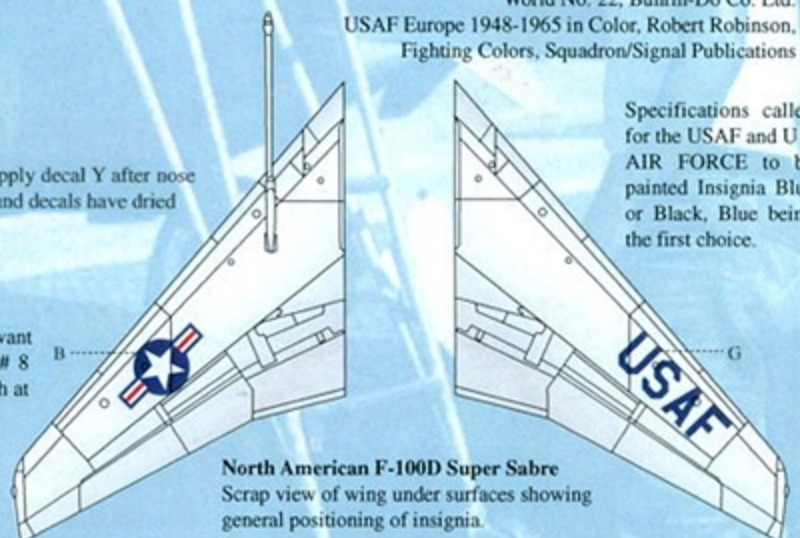
**Recommended Kit**  
1:48 Monogram/Revell F-100D Super Sabre



North American F-100D Super Sabre  
Plan view of upper surfaces showing general positioning of insignia and stencils.

Apply decal Y after nose band decals have dried

On these early 1950's a/c, you want to use the refueling probe part # 8 after you shorten it 5/8 of an inch at the indicated area.



North American F-100D Super Sabre  
Scrap view of wing under surfaces showing general positioning of insignia.

Specifications called for the USAF and U S AIR FORCE to be painted Insignia Blue or Black, Blue being the first choice.

Extended fuses were used only after the 1960 era. Do not use if your a/c is depicted in the 50's.

Apply decal G (top right) before attaching wing fences.



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## F-100D USAF SUPER SABRES

Interestig facts about your F-100D model and A/C.

One of the main dimensional problems with this kit is that the main drop tanks are 12 inches too short in front of the holding pylon. This tank should be stretch a full 1/4 of an inch. These tanks carrying 275 gallons of fuel, became the 335 gallon tanks used in VN. Since your decals depict a/c during the 1950's, you are only required to add the first 12 inches.

The kit offers you the F-102 after-burner exhaust (part # 6). This part can only be used on ANG a/c, as no regular AF units got to use this better performing component. Wing fences were not always fitted, and tail hooks were absent prior to late 1960, 61.

There were 4 different types of refueling probes. You must shorten part # 8 by 5/8 of an inch just forward of the wing mount. All we are trying to tell you is that if you want a 100% accurate Hun, look at your references carefully, since small details varied greatly between production blocks.

Our thanks to Dave Menard for all these points. Only someone who worked on these planes would know little details like these. Thanks