

**F-100** **USAF**  
**Skyblazers**



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F-100C, S/N 54-2009  
1961 Season



New Style Fuselage Markings  
1961-1962



F-100C, S/N 54-2002  
1956 Season



Old Style Fuselage Markings  
1956-1960



Fill and fair over  
all gun muzzles



## F-100C Skyblazers History

In October 1956, the Skyblazers aerobatic team returned to the 36th Fighter Defense Wing at Bitburg, West Germany. They were previously assigned to the 48th Fighter Bomber Wing. Capt Wilber L. "Bill" Creech was assigned to lead the team. Capt. Creech had previously been a part of the first "all-jet" air battle over Korea and had previously flown with the US based Thunderbirds demo team.

Team members took their spare aircraft to Morocco in 1956 to train in their F-100C aircraft while their paint scheme was being applied to their aircraft in Germany. The first tail marking scheme featured a zig-zag red white and blue pattern which Capt. Creech was not impressed with and he requested something more in line with the stars and stripes pattern that you see to the right.

The first official season was 1957 and the team performed 40 shows in Europe, England and North Africa.

Being the first supersonic team in Europe, the team quickly gained a reputation for their very powerful displays. They routinely performed very low and noisy passes in full afterburner and there were reports that their sonic booms routinely shattered windows over areas they performed.

A new maneuver was added at this time that was a slow, gear-down pass that suddenly climbed out at 45 degrees in full afterburner. At that time fuel was dumped into the afterburner plume which resulted in a long trail of flame behind each aircraft. When conditions allowed, another aircraft would fly in from the opposite direction trailing his own long flame.

The Skyblazers were disbanded in January 1962 as the 36th TFW transitioned into the F-105 Thunderchief. The team attempted to continue on with the Thunderchief but were denied by the USAF Commander and the team ceased to exist.

Very special thanks to Don Landolt, the USAF Museum and Richard Caruana for their reference help on this sheet. Don is the nephew of Capt. Pat Kramer who was the team leader in 1962 and provided many of the photographs you see on this instruction sheet.

F-100C, S/N 54-1959  
1959/1960 Season



Some A/C in the 1961/1962 season had misshapen national insignia (smaller star). Use these markings at your discretion.

F-100C, S/N 54-1980  
1961 Season

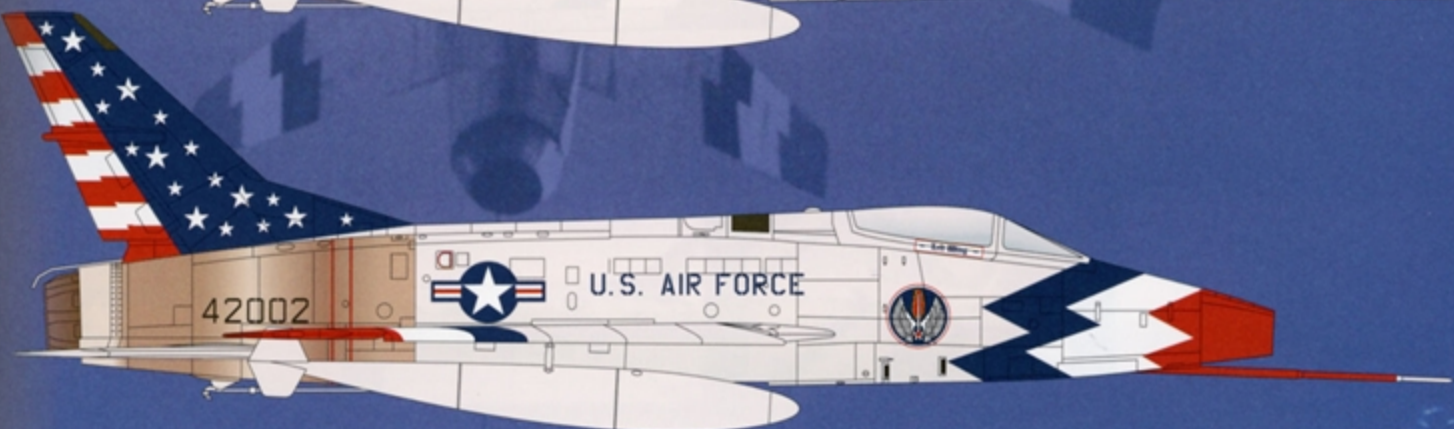


Subtle differences between the Skyblazers' badge. 1958 version is far left; 1959 and later version is near left. Notice shift in red Skyblazer font.

F-100C, S/N 54-2002  
1959 Season



Some A/C in the 1961/1962 season had misshapen national insignia (smaller star). Use these markings at your discretion.



**F-100C Skyblazers  
Markings Details**

From 1956 to 1962 there were multiple markings variations on these aircraft.

The major variations from season to season were:

- Two different style nose markings
- Two different style wing markings
- Two different tail markings
- Minor variation in national insignia

Please read additional notes throughout the instruction sheet for further information on the specific A/C you are modeling.

**Pilot/Crew Markings**

There were not any names associated with individual aircraft until the 1959 season. If you are modeling a 1956-1958 jet, do not use any pilot or crew names.

F-100C, S/N 54-2006  
1959/1960 Season



F-100C, S/N 54-2010  
1960 Season



F-100C, S/N 54-1992  
1961/1962 Season



**1959/1960**

42009 — Leader — Capt Bill Green

42010 — Right Wing — Capt Gordon Ellis

42002 — Left Wing — Lt E.L. Schenck

41980 — Slot — Capt Christman

41959 — Hole — Capt Dot Kramer

41891 — Alternate — Capt Bill Armstrong

**1960/1961**

42009 — Leader — Capt J.M. Armstrong

42002 — Right Wing — Capt Gordon Ellis

42010 — Left Wing — Capt Carl Fank

41980 — Slot — Capt Dot Kramer

(til May then Leader)

41891 — Hole — Capt John Clayton

(til May then Slot)

41959 — Alternate — Capt Bill Gordon

**1961/1962**

42009 — Leader — Capt Dot Kramer

42002 — Right Wing — Lt Bert Roberts

42010 — Left Wing — Capt Carl Fank

41980 — Slot — Capt John Clayton

41891 — Hole — Capt Bill Gordon

41959 — Alternate — Lt Gary Marshall

41992 — Slot — Unknown



Natural Metal  
Testors Metalizer  
SNJ Spray Metal  
Humbrol Metal Cote

Natural Metal  
Testors Metalizer  
SNJ Spray Metal  
Humbrol Metal Cote

Smoke Generator Mod (Not to scale)

1957-1959 Scheme Markings

All Skyblazer A/C had their HUD's removed

1957-1959 Scheme Markings

Unique national insignia as seen on some jets

Smoke Generator for all A/C can be fashioned out of scrap plastic and stretched sprue.

006 009 010 980

Match Nose Wheel Door # With A/C Tail #

1961-1962 Scheme Markings

1961-1962 Scheme Markings

002 009 010 891 980 959 992

Match Nose Wheel Door # With A/C Tail #

