

48-791

PRODUCTS

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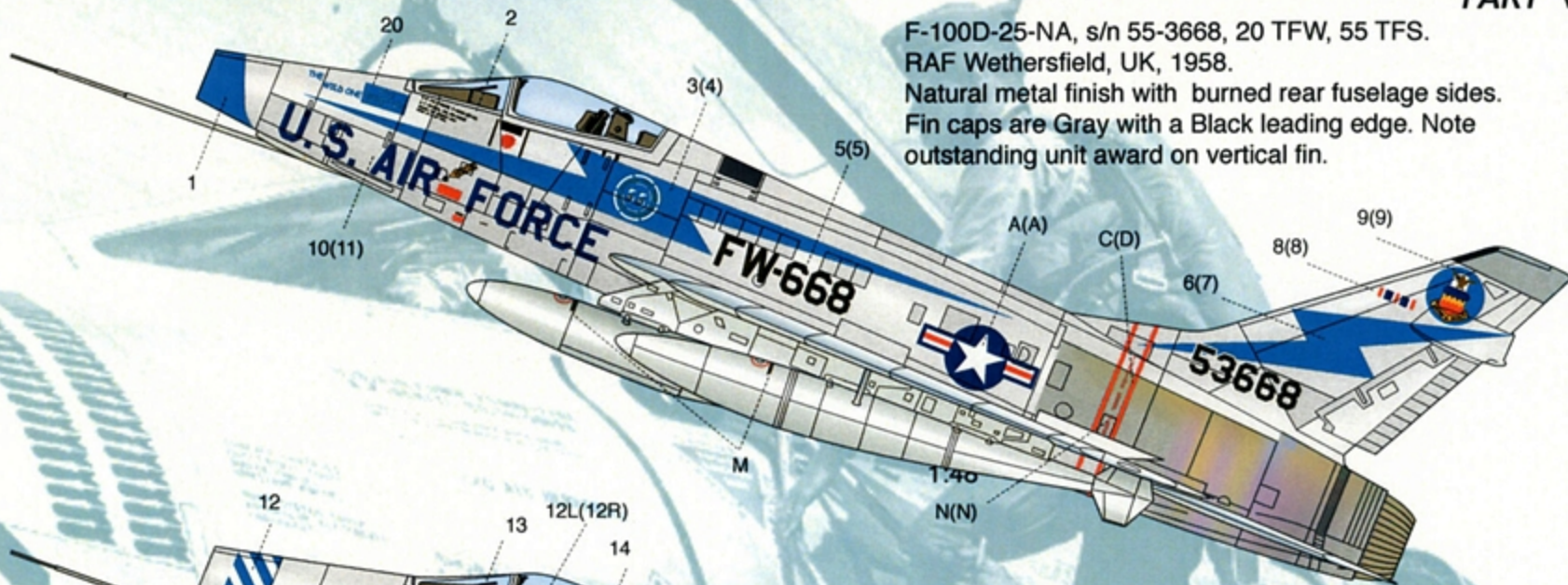
F-100D USAF SUPER SABRE

PART VIII

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

F-100D USAF SUPER SABRE

PART VIII

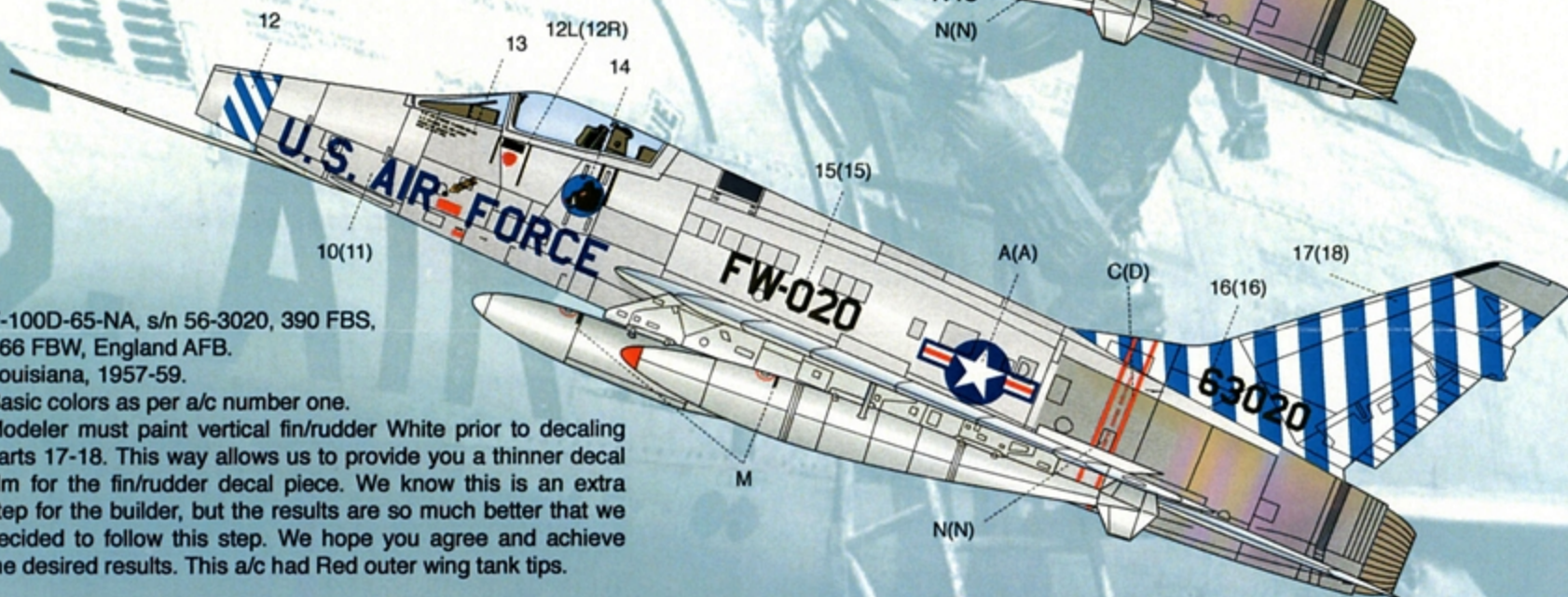


F-100D-25-NA, s/n 55-3668, 20 TFW, 55 TFS.

RAF Wethersfield, UK, 1958.

Natural metal finish with burned rear fuselage sides.

Fin caps are Gray with a Black leading edge. Note outstanding unit award on vertical fin.



F-100D-65-NA, s/n 56-3020, 390 FBS,

366 FBW, England AFB.

Louisiana, 1957-59.

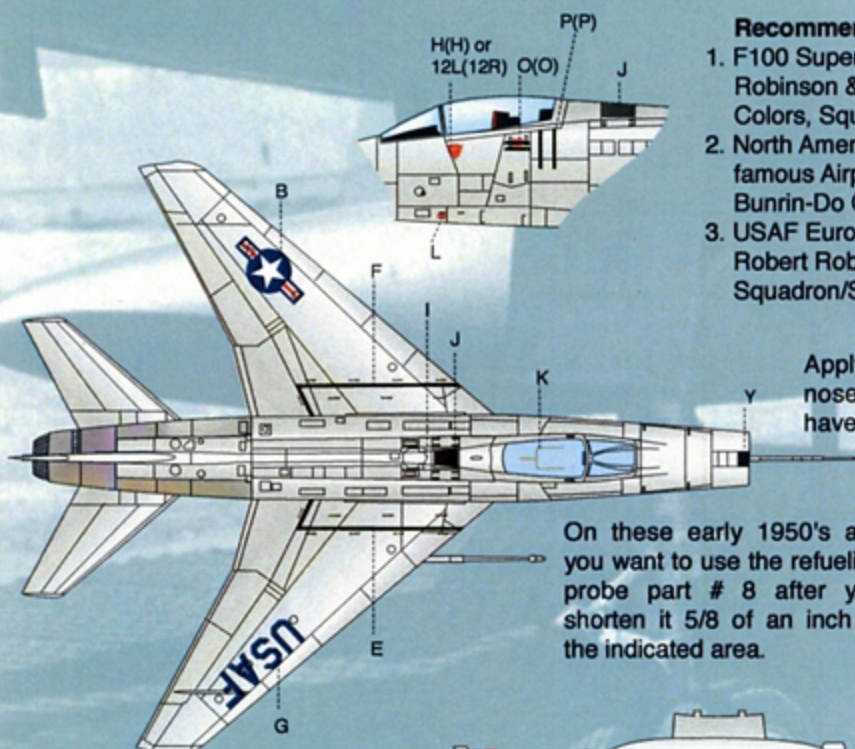
Basic colors as per a/c number one.

Modeler must paint vertical fin/rudder White prior to decaling parts 17-18. This way allows us to provide you a thinner decal film for the fin/rudder decal piece. We know this is an extra step for the builder, but the results are so much better that we decided to follow this step. We hope you agree and achieve the desired results. This a/c had Red outer wing tank tips.

Recommended Reference

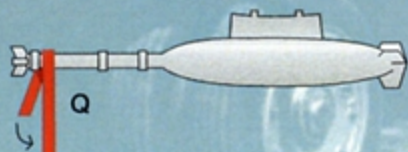
1. F100 Super Sabre in Color, Robert Robinson & David Menard, Fighting Colors, Squadron/Signal Publications
2. North American F-100 Super Sabre, famous Airplanes of the World No. 22, Bunrin-Do Co. Ltd.
3. USAF Europe 1948-1965 in Color, Robert Robinson, Fighting Colors, Squadron/Signal Publications

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

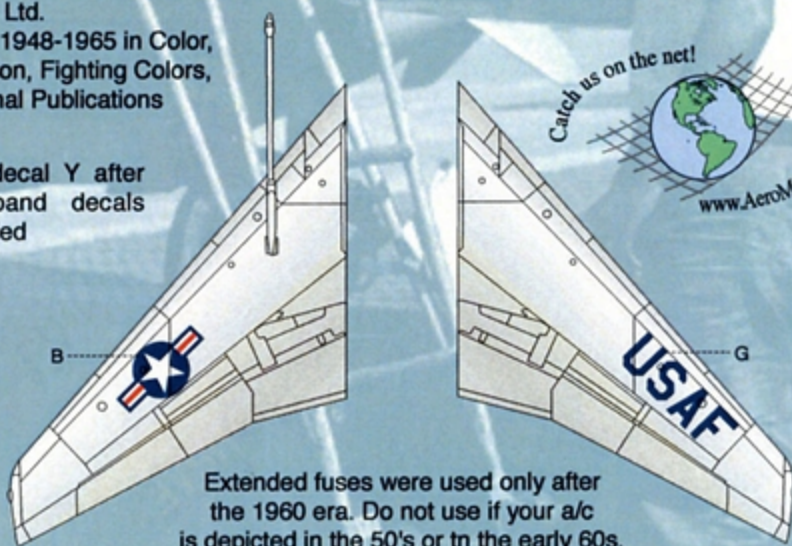


Apply decal Y after nose band decals have dried

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.



Apply decal G (top right) before glueing wing fences



Extended fuses were used only after the 1960 era. Do not use if your a/c is depicted in the 50's or in the early 60s.

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

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F-100D USAF SUPER SABRE

INTERESTING 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 stretched a full 1/4 of an inch. These tanks carrying 275 gallons of fuel, became the 335 gallon tanks used in VN. Since our decals depict a/c during the 1950s, 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 1960, 61.

There were 4 different types of refueling probes. You must shorten part #8 by 5/8 of an inch just forward of 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!



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