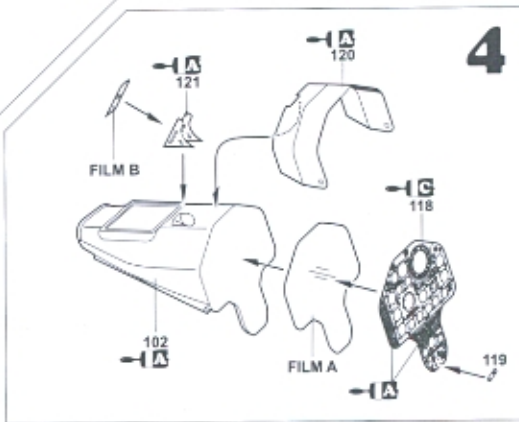
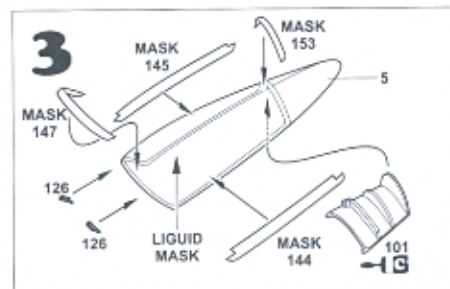
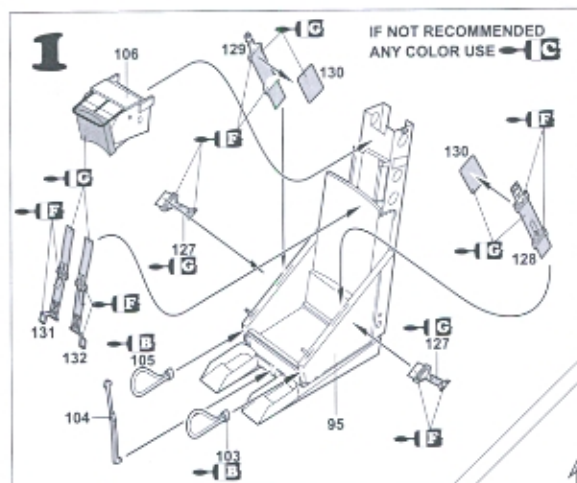


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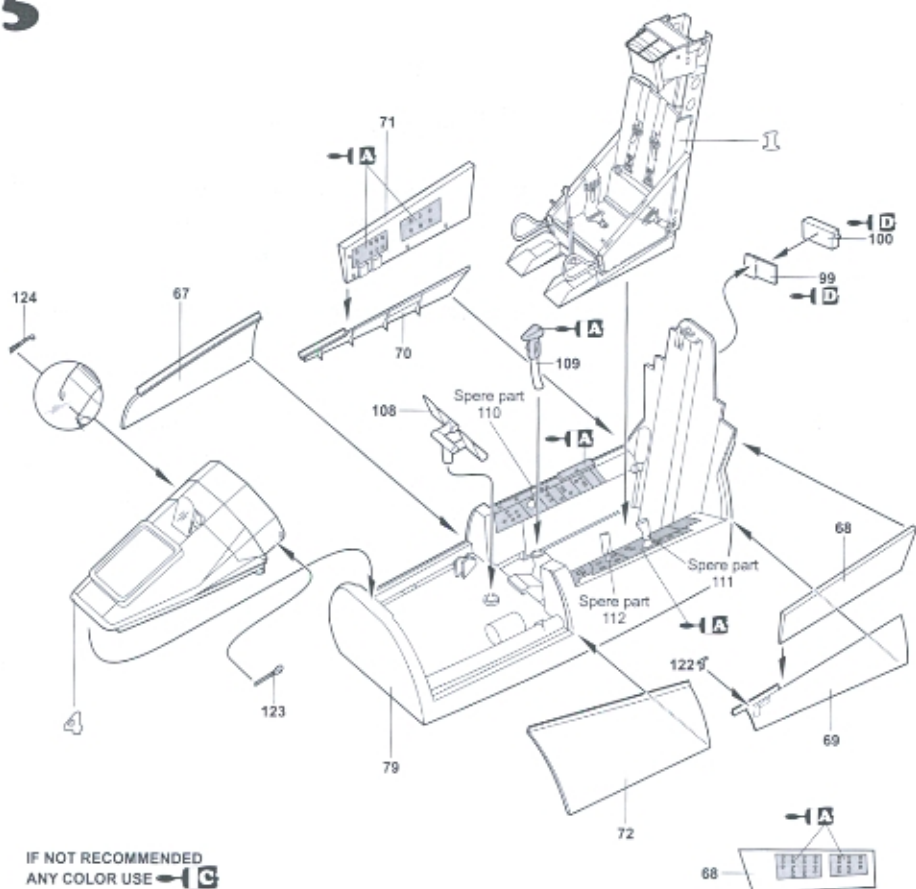


1/48 Scale  
ITEM #KIT 006

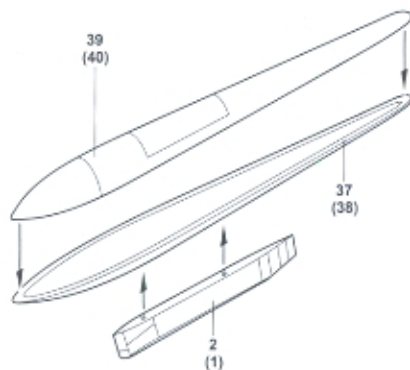
# F3H-2N DEMON



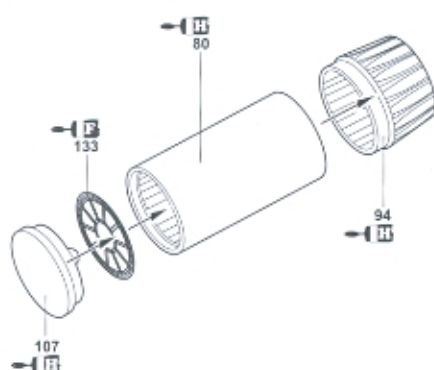
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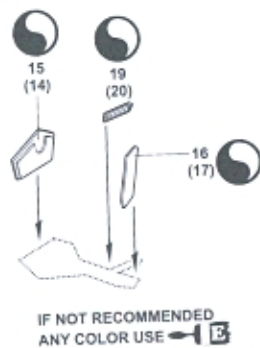
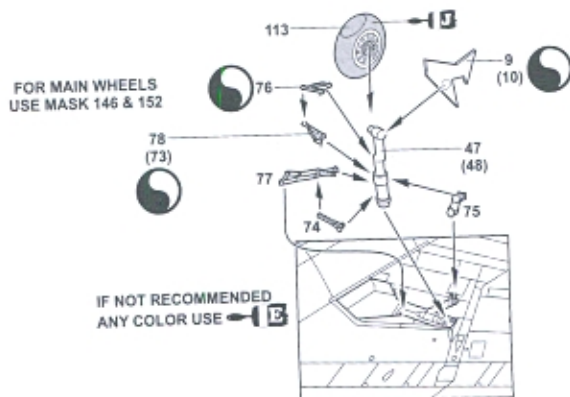
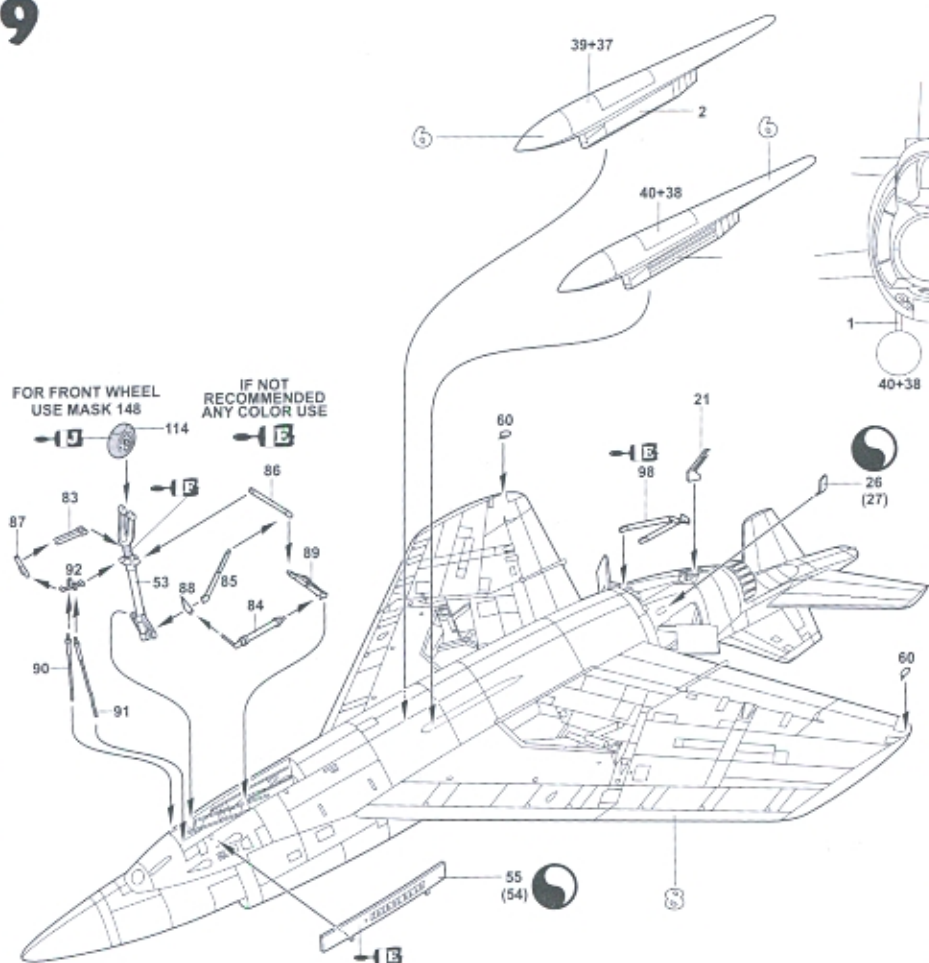


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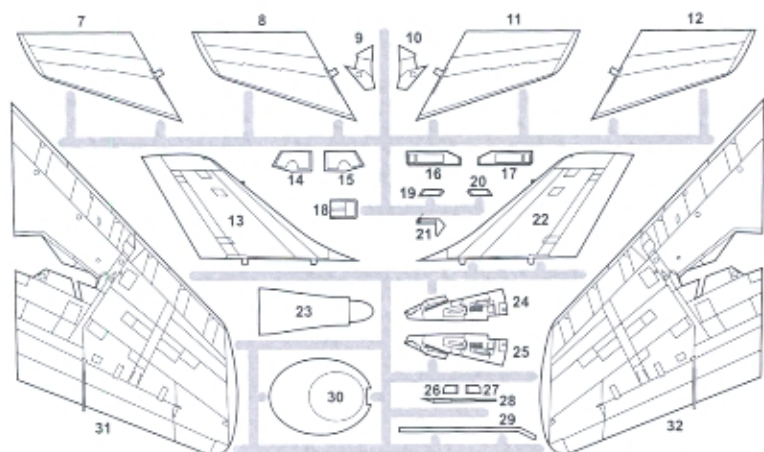
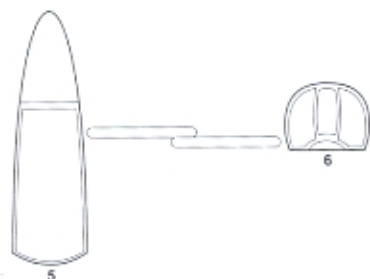
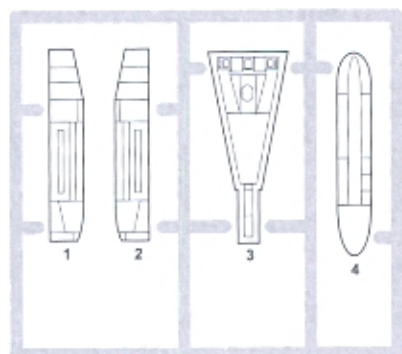




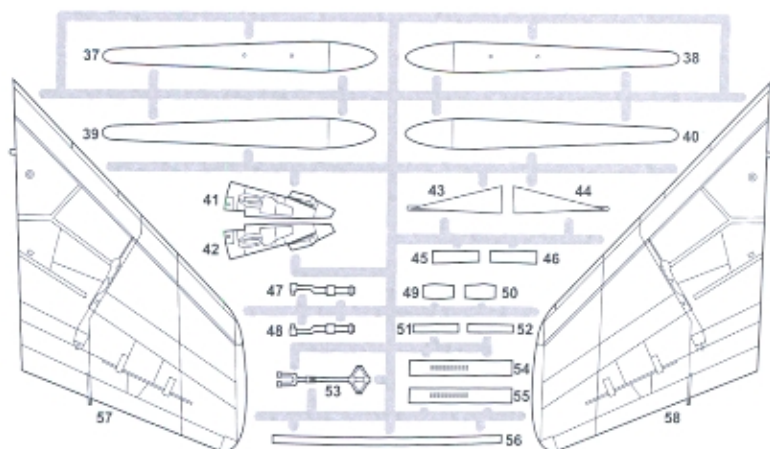
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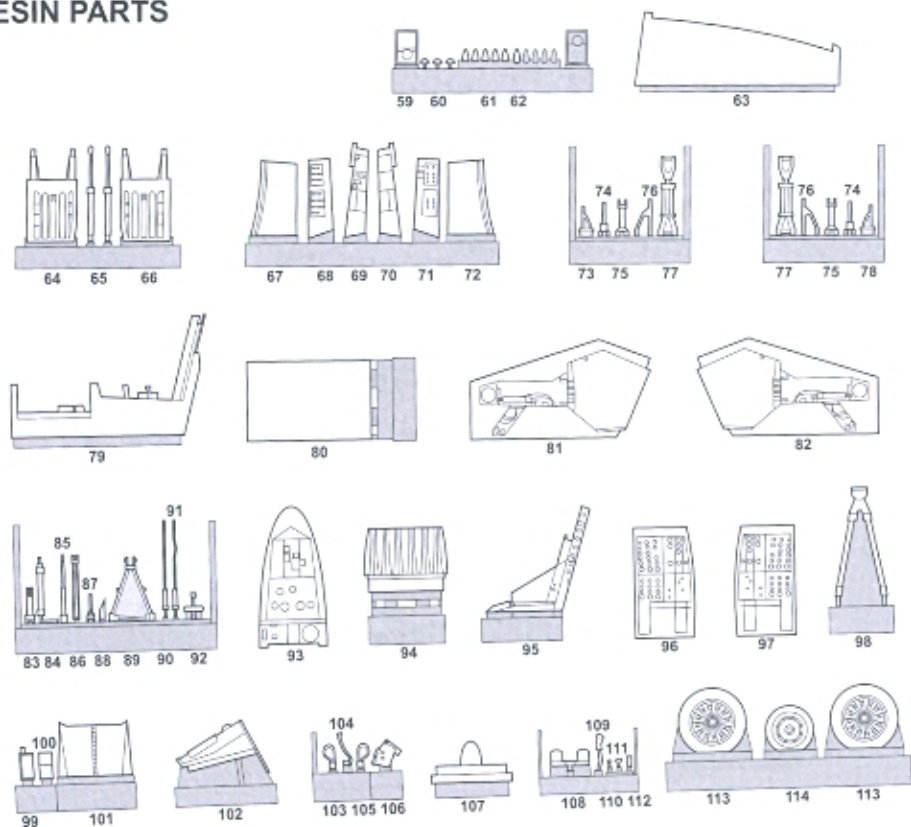
## PLASTIC PARTS



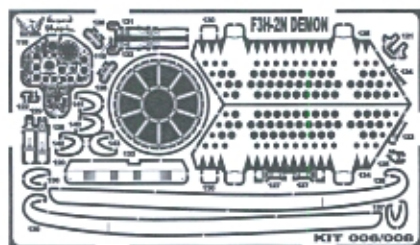
## PLASTIC PARTS



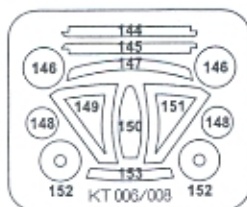
## RESIN PARTS



## PHOTO-ETCHED PARTS



## PAINTING MASKS



OPTIONS



OPEN HOLE



MIRROR ASSEMBLY

## COLOURS

— **A** Matt Black

— **B** Aluminium

— **C** Gray

— **D** Semi-Gloss Black

— **E** White

— **F** Silver

— **G** Olive Drab

— **H** Burnt Iron

— **I** Red

CAUTION ! Read before assembly!

Study carefully the instructions before assembly.  
Paints and adhesive are not included in kit.

Kit contains injected plastic parts, casted resin parts and photoetched parts. For gluing of resin and photoetched parts use cyanoacrylate only.

Some parts are very small and with sharp edges. During work protect your eyes with goggles and be aware of breathing dust or swallowing any small parts.

Use tools, paints and adhesives properly after careful studying of instructions.

This kit is not suitable for children under 10 years.



# Demon F3H

## Short Story

McDonnell F3H-2, -2N, -2M "Demon"

Dimensions: Span 35' 4" Length: 58' 11.5" Height 14' 6.6"

Maximum speed: 647 mph at 30,000 feet.

For carrier aircraft, the F3H Demon represented the first generation of naval shipboard fighters which was comparable in performance with land-based aircraft. First flown in 1951, the Demon series went through a painful early history due to the inadequacy its Westinghouse jet engines. Eleven aircraft and four pilots were lost by October 1955. In fact, the performance of the F3H-1N (the only ones in Gloss Sea Blue scheme) was so poor that it never saw operational service. Many were cancelled, parked, and scrapped before they flew.

In 1955, with a new Allison J71 engine and larger wings, the F3H-2 succeeded aboard the carriers and contributed greatly to the essential development of ground and air-to-air weapons. Initially like a World War Two fighter, with four 20mm nose guns and underwing bombs and Mighty Mouse FFAR rockets, the new Demon then evolved side-by-side in three practically identical versions. These were the F3H-2 Strike Fighter, the F3H-2M Fleet Air Defense Missile Carrier, and the F3H-2N All-Weather Interceptor.

The F3H-2 carried three small pylons under each wing for ground weapons and two under the fuselage for more bombs or fuel tanks. It retained the capability for four larger underwing pylons and air-to-air missiles of the -2M and -2N. The -2M emphasized the radar-homing early Sparrow I missile for its Fleet Defense role, but retained Sidewinder capability. Similarly, the -2N primarily used early heat-seeking Sidewinders for interception but, in 1958, it became the only version to receive additional advanced Sparrow III capability.

Sharing its service life with the development of these revolutionary missiles, the Demon became a modern, radar-equipped "weapons system".

Capable of carrying four of either missile, the Demon usually carried two of each and often the upper two nose guns were removed (or all four in some squadrons) and the gun ports faired over to save weight and increase range. Here was the genesis of the missile-only interceptor.

The early tail cone (or "beaver tail") was shortened and tapered during mid-production in 1957. Since the three versions were produced side-by-side, and the shorter cone was also retrofitted to earlier aircraft, a particular Bureau Number Demon might have either type. The long tail cone is correct for (the F3H-1N and) early F3H-2N/ 2M/ 2. Later, Bu.No.143403 and the following -2N/ 2M/ 2 had the shorter, rounded-down "beaver tail".

Combination wing spoiler/aileron were added in mid-production in 1957, and these holed slabs literally laid on top of the wing and did not retract into a depression.



The movable, but non-retracting refuel probe on the upper right intake was an afterthought. If not needed, the system was removed and its hole faired over, saving 180 pounds. Twin under-fuselage fuel tanks were found to reduce overall performance, actually reduce range, and only contribute five minutes to endurance. Squadrons usually eliminated one for a few more minutes flight time, or eliminated both for speed.

Father to the rapidly-developing and fantastic McDonnell F-4 Phantom, the Demon ceased production in 1959, after eight years in frontline service with twenty-three VF squadrons. All were retired by September 1964. Although it evolved into something very different, the first Phantom mockup had the same wing and fuselage shape similar to a twin-engined F3H, and all later naval fighters owed their reliance on missile capability to the experience gained with the Demon.

## REFERENCES

- . F3H Demon, Naval Fighters 12, Ginter, 1985. Excellent detail drawing and photo reference.
- . F3H Demon, In Action #140, Mesko, Squadron/Signal, 1994. Page 27 shows both types of tail cone.
- . McDonnell F3H Demon, Famous Aircraft of the World # 46, Bunrin-do (Japan), 1994-5 (May 1994).
- . Official Monogram USN & MC Aircraft Color Guide Vol 3 1950-1959, Elliott, Monogram Aviation Pubs, 1991.
- . Excellent photos: p.19, 28, 77, 103, 114, 177, 179. Color: p.122, 123, 164.
- . "A Demon Possessed", Air Enthusiast #43, Spick, (U.K. periodical), 1991. Cutaway drawing.
- . United States Navy Aircraft since 1911, Swanborough/Bowers, Putnam, 1968. Short history and specs.

USN COLORS introduced February 23, 1955:

Upper- Light Gull Gray (flat) FS 36440

Lower- Gloss Insignia White FS 17875

Movable control surfaces- white.

The following specifications do not appear to have been followed until well after 1955:

Movable surface interiors (speed brake, slats/flaps, edges of landing gear doors)- Gloss Insignia Red 11136.

Walkways- specified to be the same as the upper surface color (36440), they were later changed to Dark Gull Gray (36231), and then black, and did not include the top of the wing aileron/spoiler. This should not have included the flaps, although in some squadrons it did. The pattern varied with a trailing-edge flare in VF-213 and a taper in VF-14, which both included the white flap.



# Demon F3H

## Short Story

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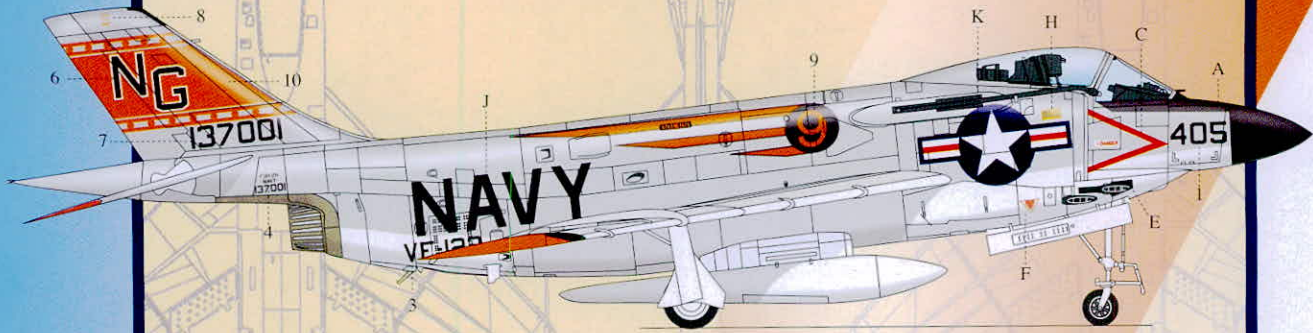
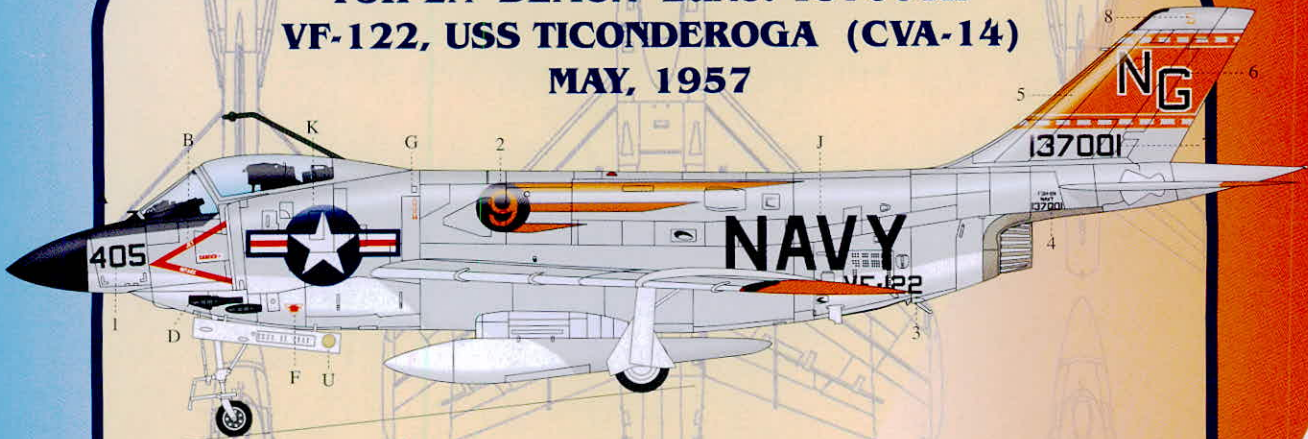




# Ultimate

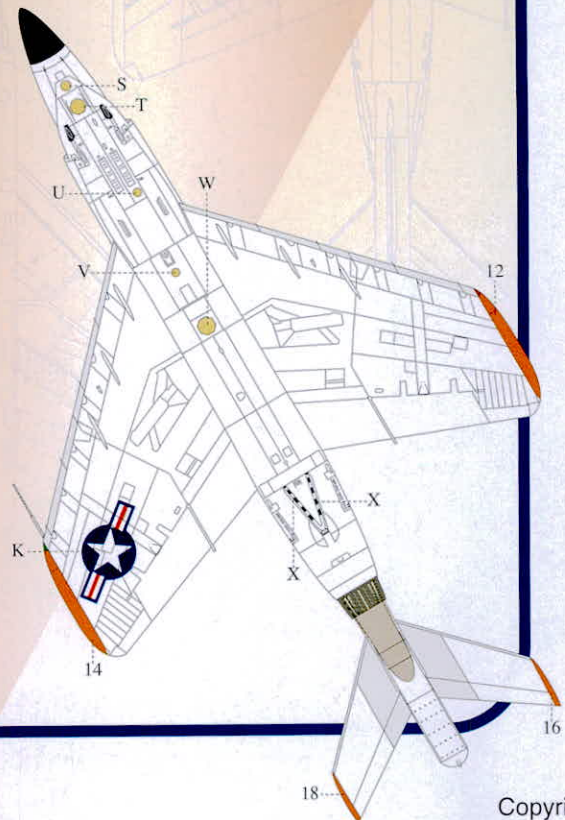
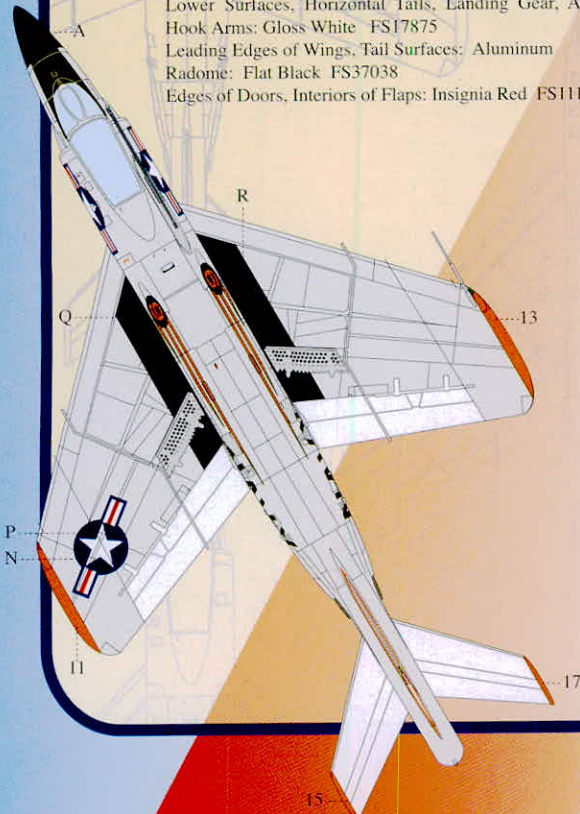
# Demon

**F3H-2N DEMON BuNo. 137001h**  
**VF-122, USS TICONDEROGA (CVA-14)**  
**MAY, 1957**



**PAINT SCHEME**

- Upper Surfaces: Non-Specular Light Gull Gray FS36440
- Lower Surfaces, Horizontal Tails, Landing Gear, Arrestor Hook Arms: Gloss White FS17875
- Leading Edges of Wings, Tail Surfaces: Aluminum
- Radome: Flat Black FS37038
- Edges of Doors, Interiors of Flaps: Insignia Red FS11136

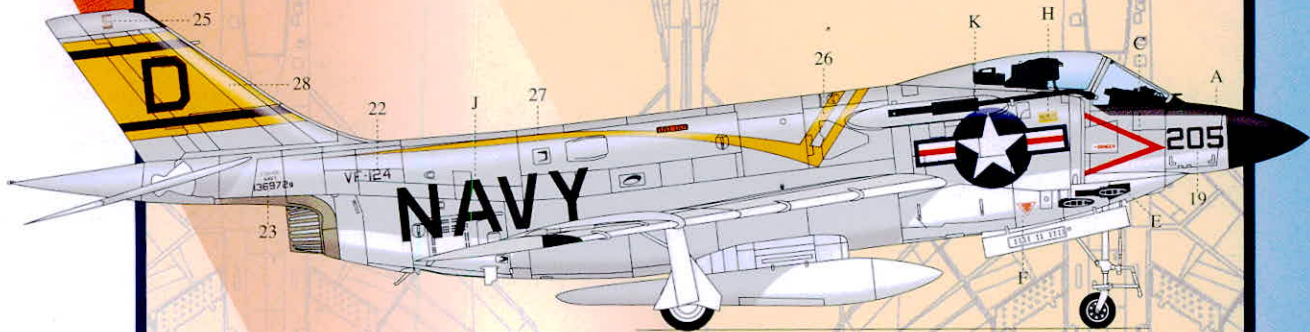
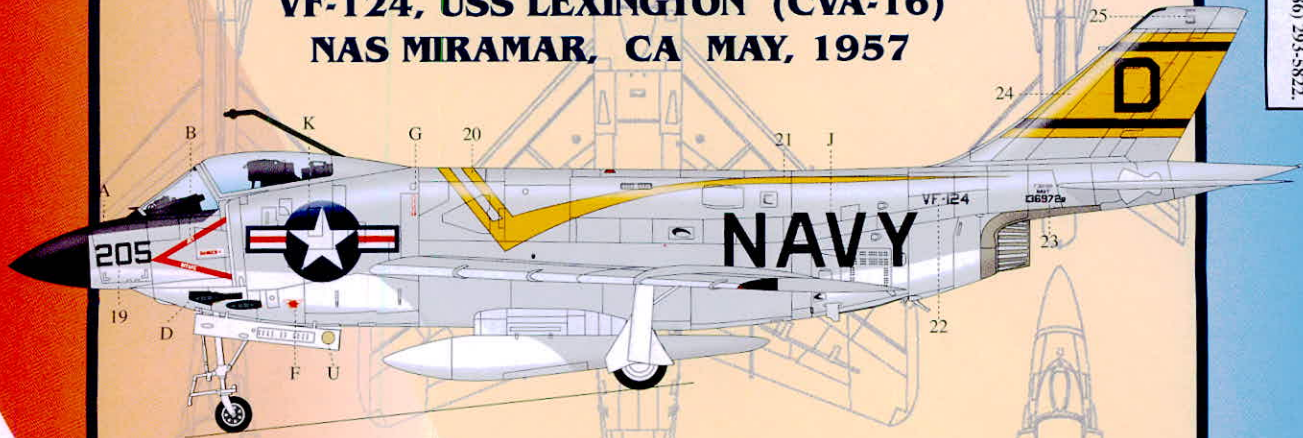


# Ultimate

# Demon

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**F3H-2N DEMON BuNo. 136972g**  
**VF-124, USS LEXINGTON (CVA-16)**  
**NAS MIRAMAR, CA MAY, 1957**

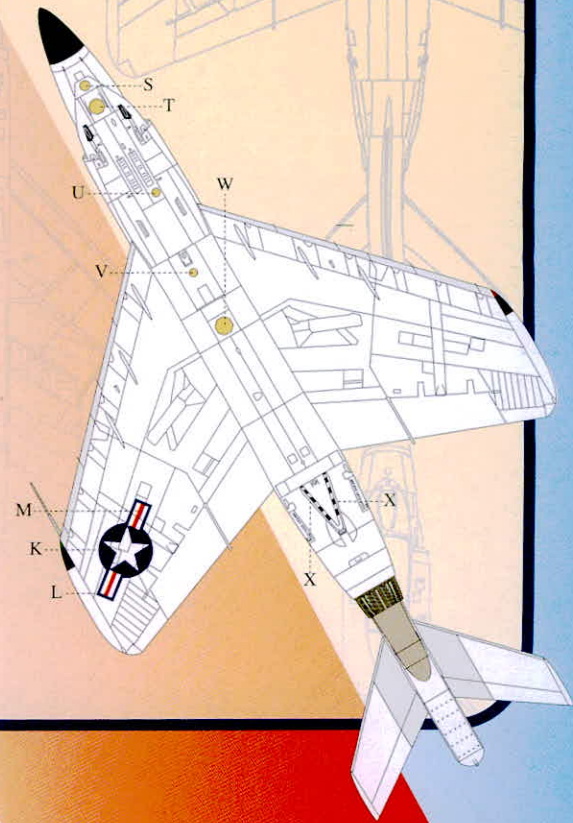
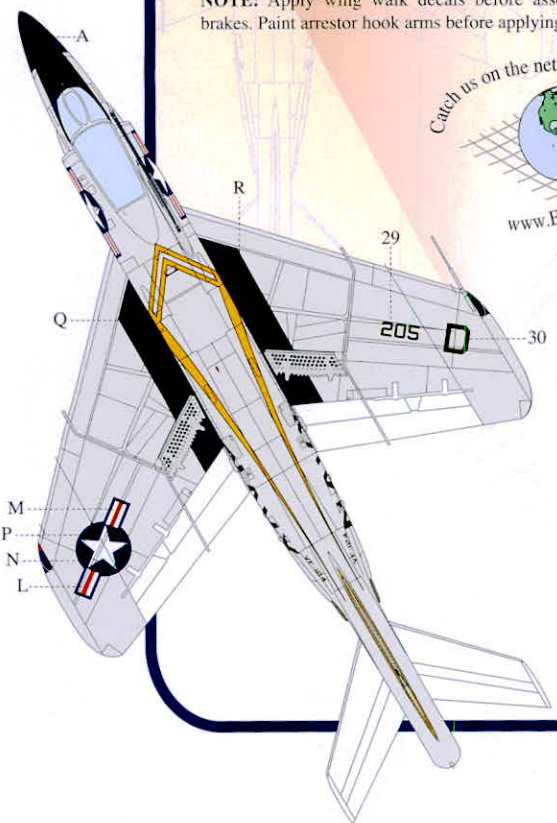


**NOTE:** Apply wing walk decals before assembling speed brakes. Paint arrestor hook arms before applying decal stripes.

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# Ultimate Demon



KT006B

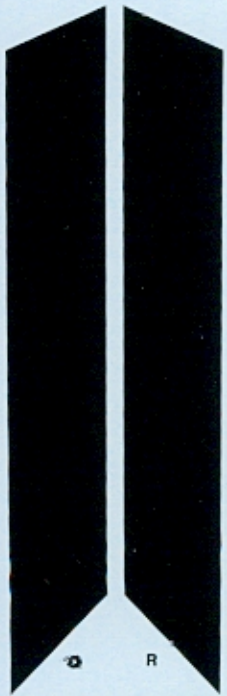
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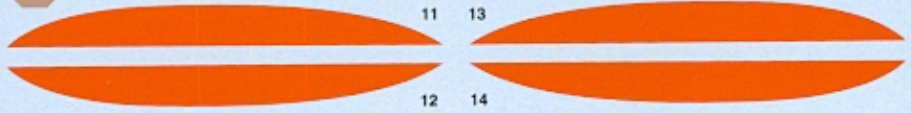
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