

F-104S Conversion Set

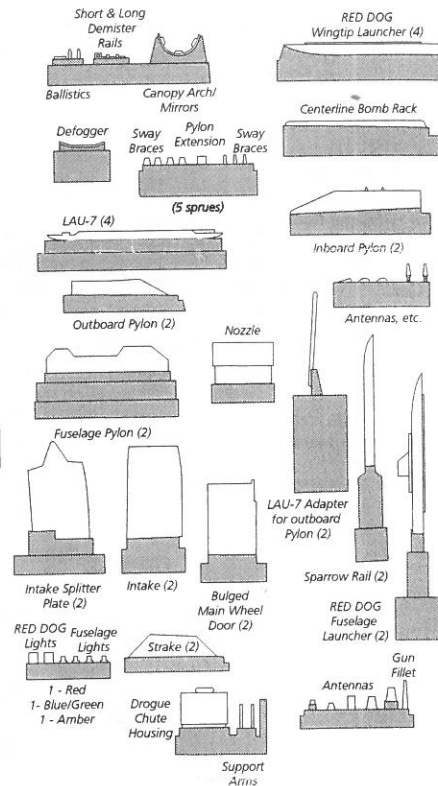
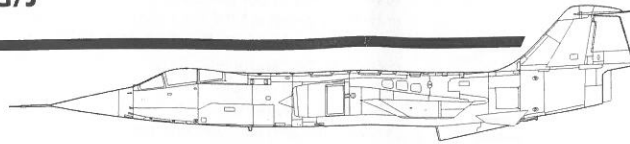
for the Hasegawa F-104G/J



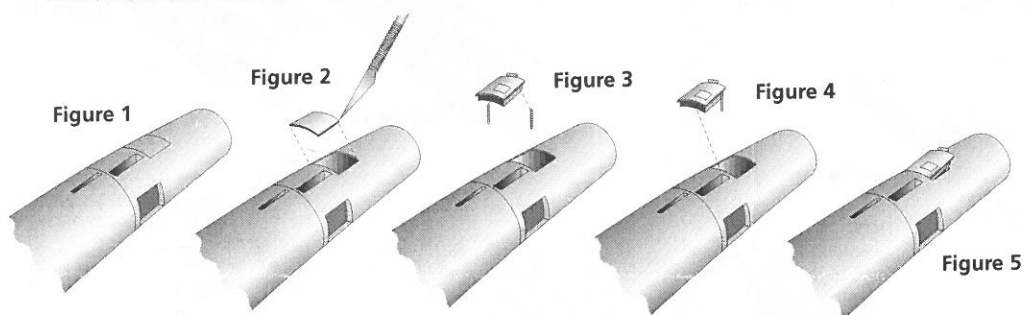
CEC48267

General Notes:

- Your **Cutting Edge Modelworks** F-104S Conversion Set fits the Hasegawa F-104G or F-104J kits, but may possibly be adapted to the Monogram F-104G kit with some work. These instructions are for the Hasegawa kit; you're on your own to fit it into the Monogram kit.
- There is a HUGE amount of misinformation about the F-104S oozing about. First, it is true the F-104S had larger intakes than the F-104G upon which it was based. They were 23 mm larger (less than an inch for you Anglo-Saxons). This is 19/1000th of an inch in 1/48 scale! In the interests of SCALE modeling, we've given you corrected intakes to ACCURATELY model the F-104S! It has also been claimed that the rear fuselage was "larger" on the F-104S because of the "larger" engine. This is utter nonsense, as any pilot or person associated with the aviation industry or military could tell you. The F-104S used the J79-19 engine, which was a more powerful (but NOT larger) variant of the J79-11 version used in the F-104G. We've traced this bit of aviation nonsense back to a 1980s modeling magazine notorious for its inaccuracies in technical and color information, as well as its pretty but wildly inaccurate "scale" drawings. The engine change from the F-104G to the F-104S was exactly analogous to the engine change between the F-4D and F-4E: externally the ONLY difference was the longer nozzles of slightly different design!
- We have a super detailed cockpit applicable to the F-104S (it was nearly identical to the F-104G) available from Cutting Edge: set CEC48251 with Martin Baker GQ7 ejection seat.
- BE CAREFUL if you're building the Hasegawa kit; its styrene is extremely brittle and easily cracks when it's being cut or sliced.
- CERTAIN PARTS ARE DELICATE! Please be careful with the slender parts.
- Dry fit all parts first. Measure twice and cut once!
- Use super glue (cyanoacrylate).

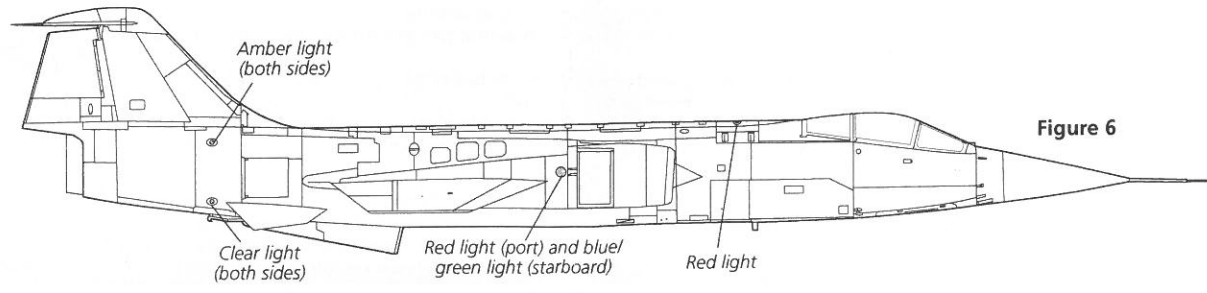


Remove shaded areas

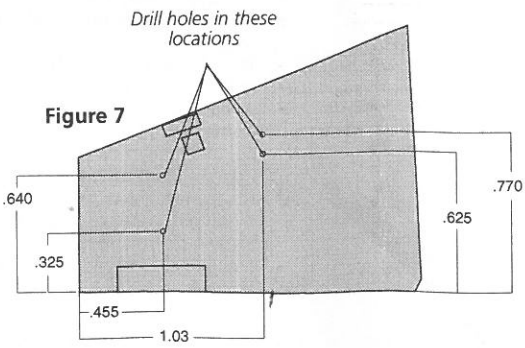


Construction Notes:

- Your model will generally be assembled according to the Hasegawa instructions. However, if you wish to show the drogue chute door in the open (dropped) position, you should do the steps shown in Figures 1-5 BEFORE Hasegawa kit step 5!
- DROGUE CHUTE DOOR:** Tape the kit fuselage halves together, then cut away the kit's closed drogue chute door per Figures 1 & 2. Attach the two vertical braces to the door, then glue in place after the fuselage is completed. See Figures 3-5. You will have to bend the kit arrestor hook down a bit to clear the open door (just like on the real thing!).



- The inboard wing pylon was similar for all F-104s. Refer to Figure 7 for the exact locations to drill the mounting holes in the lower wing parts before gluing the wings together. The F-104S added, for the first time, outboard weapons pylons; see Figure 7 for mounting hole locations.



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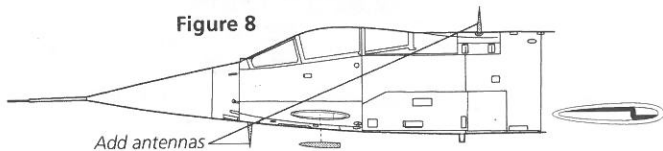


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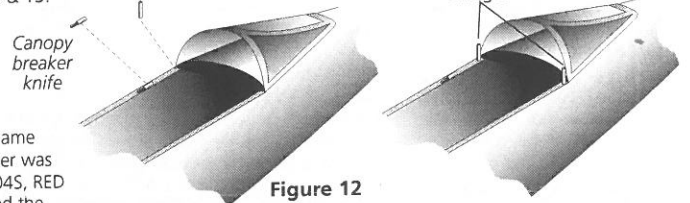
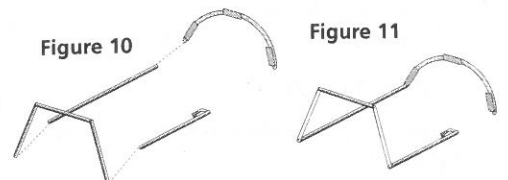
F-104S Conversion Set, continued



- 20mm cannons were not mounted on the F-104S. Glue the resin gun port fillet in place per Figures 8 & 9.



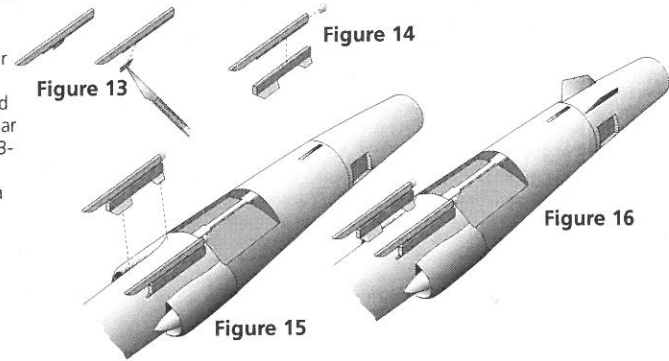
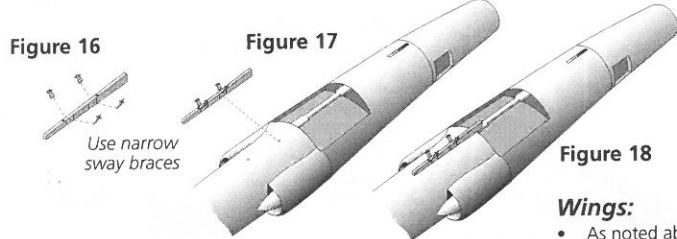
- Add the canopy demisting system parts per Figures 10 & 11. Although cast in our unique strong gray resin, which is MUCH stronger than the normal tan stuff available elsewhere, be careful with these parts as they're delicate!
- Add the canopy removal pyrotechnics and canopy knife per Figures 12 & 13.



STORES:

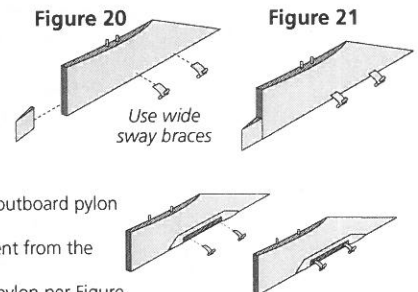
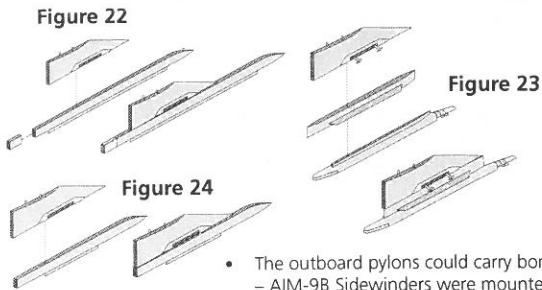
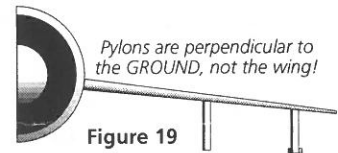
Fuselage:

- A quick missily tutorial: all F-104s used the RED DOG launch rails (don't ask us where the name came from; but it's in all the USAF documents!) for AIM-9B Sidewinders. The LAU-7 launcher was used for later Sidewinder versions, including the AIM-9Ls used by the Italians. One the F-104S, RED DOGS could be mounted on the wingtips and/or on the outboard pylons. We have designed the RED DOGS in two pieces: the gray resin rail and the red or blue/green rear light. Attach the red light portion to any rail (wingtip and/or belly) that goes on the port side of the jet and attach the blue/green light to rail(s) on the starboard side.
- Belly pylons (not the centerline rack) peculiar to the F-104S could carry bombs or Sidewinders. For the Sidewinders, we've seen only RED DOG launchers for AIM-9Bs mounted in this position, although it's possible later 'Winders on the LAU-7 might have also been used here. The aft colored lights were not attached to the RED DOGs when mounted in this position. Cut the small rectangular mounting lug off the fuselage RED DOG launchers and glue to the fuselage pylons. See Figures 13-16.
- The standard centerline rack was unchanged through the entire F-104 production. It could carry a variety of bombs, recce pods, or other stores, but NOT missiles. See Figures 16, 17 & 18.

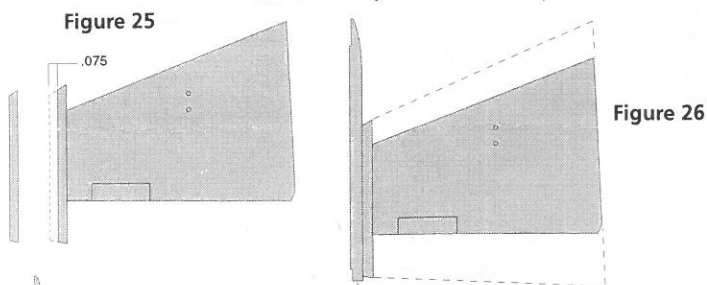


Wings:

- As noted above, two pylons could be mounted under each wing on the F-104S. Be very careful: on the F-104S, these pylons were mounted perpendicular to the GROUND, as shown in Figure 19 (the angle was different on the American F-104 variants!).
- The inboard pylons could carry fuel tanks, bombs, or other ordnance, but we've never seen AIM-9s or AIM-7s in this position. This pylon may sometimes have had a small protrusion at its lower rear. Add this piece if necessary per Figures 20 & 21. Do NOT use the sway braces if you will mount fuel tanks, but DO use sway braces if you're mounting ordnance.



- The outboard pylons could carry bombs, Sidewinders, Sparrows, or other ordnance.
 - AIM-9B Sidewinders were mounted directly to RED DOGs, which were in turn attached directly to the outboard pylon per Figure 22.
 - Later Sidewinders were mounted to LAU-7s, which were in turn attached to the LAU-7 adapter (different from the RED DOG), which in turn attached to the outboard pylon per Figure 23.
 - AIM-7 Sparrows were mounted to the Sparrow launcher, which was in turn attached to the outboard pylon per Figure 24. It was fairly common to see a Sparrow mounted under the starboard wing and a 'Winder under the port wing.



- To mount the wingtip rails, cut the outermost .075" off the kit wingtip (top wing part) and glue the RED DOGs in place after the wings are assembled. See Figures 25 & 26. AIM-9Bs mounted directly to the RED DOGs, but later 'Winder variants were mounted to a LAU-7 launcher which was in turn mounted to the RED DOG. See Figure 27 for details.

OTHER

- The bulged main gear doors are direct replacements for the kit parts.
- The intake splitter plates and intakes are direct replacements for the kit parts.
- The exhaust nozzle is a direct replacement for the Hasegawa part.
- Mount the strakes under the rear fuselage per Figures 28 and 29.
- As noted above, attach the triangular red (port) or blue/green (starboard) navigation lights to the rear of the RED DOG Sidewinder launchers. Drill out the seven round formation lights in the fuselage and mount the lights from the inside as shown in Figure 6. The clear round lights come from the Hasegawa kit, even though the Hasegawa instructions incorrectly state these lights were not mounted on F-104Cs. We've even provided BlackMagic™ masks to cover these lights when you paint your model!
- Mount the dorsal and ventral spike antennas and rear fuselage blisters per Figure 8.

