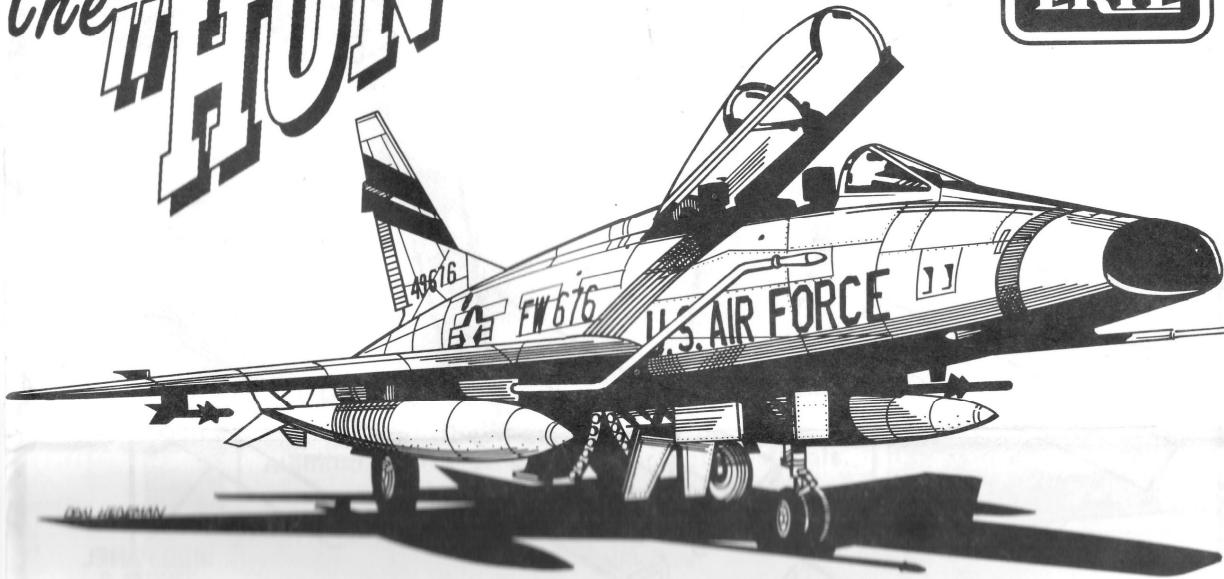


F-100F SUPER SABRE FIGHTER-BOMBER



Stock No. 8892
Form No. 099-8892

the "HUN"



Back in the mid to late 1950s, The American Air Force's tactical air arm was poised for retaliatory action against strikes on American interests anywhere in the world. The backbone of this air arm was the new North American F-100 Super Sabre, first fighter in the famed "Century Series" of American war planes, first supersonic American fighter, and successor to the famed North American F-86 Sabre. The first F-100A's were accepted by the Air Force in October 1953, the first F-100F two-seat fighter-bombers were not available for service until May 1957.

The two-place Hun is 50 feet long, 15 feet high, and carries a 37 foot wingspan. All later models of the F-100, including the "F", had a service ceiling of 50,000 feet, a top speed of approximately 1000 mph, and a range of 1000+ miles.

The "F" was designed to fulfill three missions: fighter-bomber missions (air-to-mud missions as they were called by ground and air crews), air-superiority fighter missions, and pilot training missions. The "F" carried the same bomb and rocket load as the single seat F-100's, that is, 500 or 750 pound iron bombs, napalm, and Sidewinder or Bullpup missiles. The "F," however, only carried two 20mm cannons against four for the other models of the Hun.

F-100F's were used extensively in Vietnam, primarily as fighter-bombers, but also as "Wild Weasels" (SAM site destroyers) and high speed "MISTY FACs" (Forward Air Controllers) over North Vietnam.

A few hardy F-100F's are still flying today, performing target towing and research missions, almost 40 years after the first models took to the skies.

Before you begin to assemble your model kit, study the instructions carefully. This will help you to familiarize yourself with the part locations as you proceed. Prior to cementing parts together, be sure to "TEST FIT" them in order to assure proper alignment and also to check for excess "FLASH" that may occur along parting lines. Use a sharp hobby knife or file to remove flash if necessary.

If you wish to paint your model, various sub-assemblies and components should be painted before any parts are attached. During assembly, you may note that the recommended color is stated after the part name.

This model kit is molded from the finest high-impact styrene plastic. Use only paints and cements which are specifically formulated for styrene. Read all labels and warnings carefully.

Because the cement will only adhere to bare plastic, it is necessary to remove any paint or "plating" from the area to which the cement is to be applied.

BUILDING TIPS FOR THE ADVANCED MODELER

For the best possible finish, your kit should be painted, even if molded in color. Paint should be applied evenly, in several thin coats rather than one heavy coat. The first coat should not completely cover the surface. Each layer should be allowed to thoroughly dry before the next is applied. Also, each coat should be "wet sanded", except for the final coat, using No.1200 wet or dry sandpaper which is slightly damp. Be careful not to remove any detail while sanding.

It is important to keep your hands clean when working with your model and wash parts thoroughly before painting to remove any mold release agent that may have been used during manufacture, body oil from your hands, sanding residue, and dust, which is naturally attracted to plastic by static electricity. Use a mild solution of dishwashing detergent and water. A tack rag should be used to dry the parts, DO NOT use paper towels or tissues, since they will leave lint on the part.

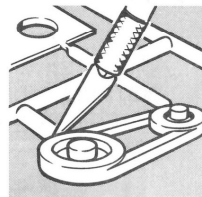
Parting lines and glue joints should be sanded or filed prior to painting and cementing. Because paint has a tendency to draw away from sharp edges, they should be lightly filed. Use filler putty designed for plastic to fill small gaps that may occur between parts and to blend contours. This should be done only after the first, or "primer," coat of paint is applied.

When painting a two-tone body, the lightest color should be painted first. Use frosted, or "magic," tape to mask off the area you do not want painted. After the second color is dry to the touch, the tape can be removed. Use a very fine brush to touch up edges if necessary. If decals are to be added, do so before adding any gloss coat. A gloss coat will help even out the edges between the two colors as well as set the decals.

RECOMMENDED TOOLS

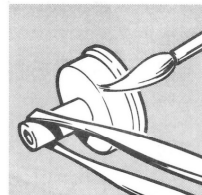
HOBBY KNIFE

Use a sharp hobby knife to remove parts from the trees. The knife may also be used to remove parting lines and flash.



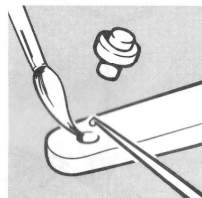
TWEEZERS

Use tweezers to hold small parts during assembly, painting and when applying cement.



BRUSH

We recommend the use of liquid polystyrene cement. Apply with a fine brush. Use sparingly or a sloppy job will result.



READ ALL LABELS AND WARNINGS CAREFULLY

We take great pride in providing the finest model kits available, giving strong attention to detail and craftsmanship. Should you have any difficulty with assembly or missing parts, please call the appropriate number listed below between the hours of 8:00 am to 4:30 pm central time, Monday through Friday.

In the U.S.A. call toll free

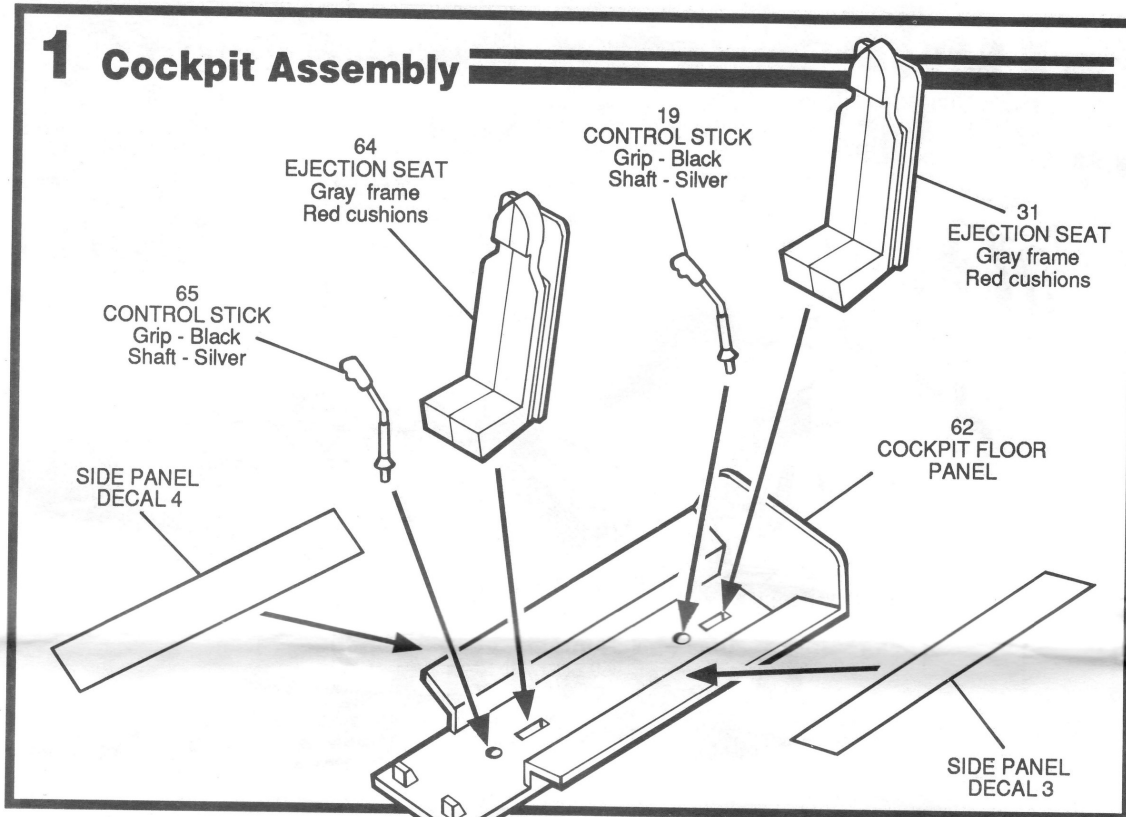
800 - 553 - 4886

Outside of the United States call

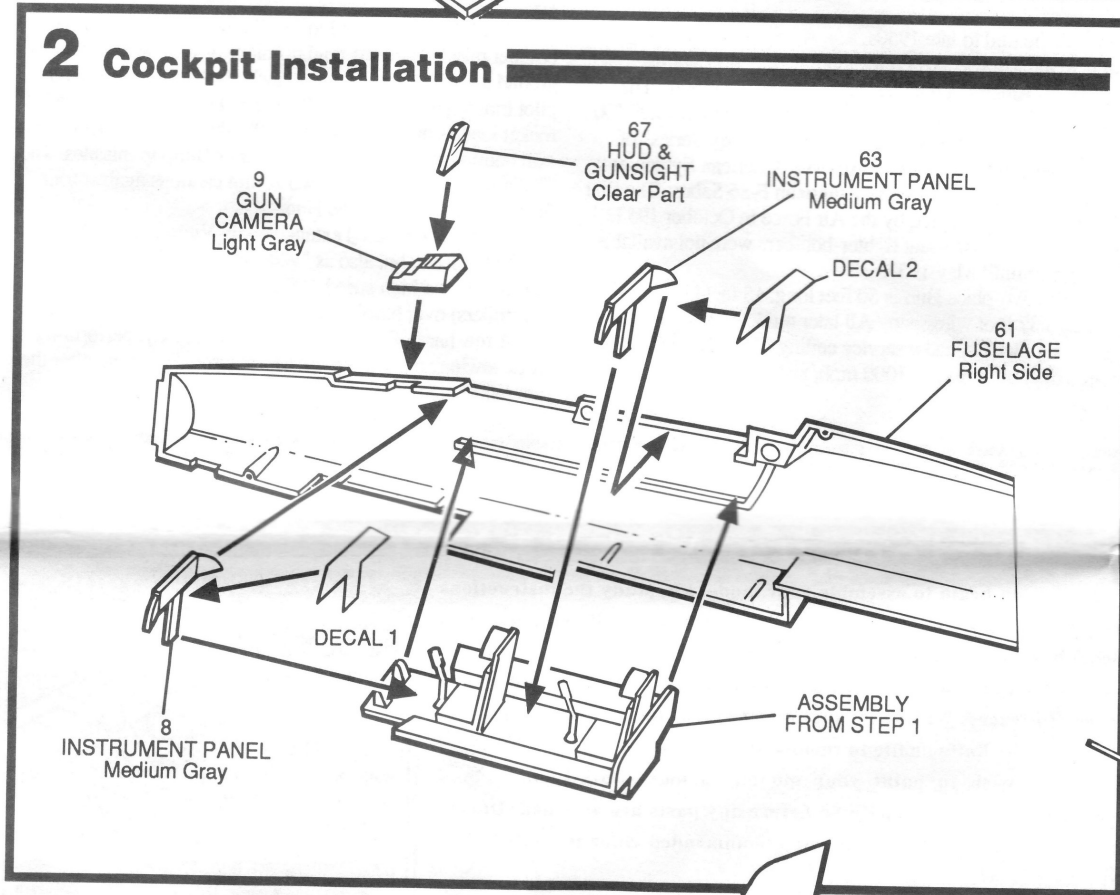
1 - 319 - 875 - 2000

When in the Midwest, please visit the ERTL Company for a tour of the AMT production facilities, 10am & 1pm weekdays. Reservations suggested.

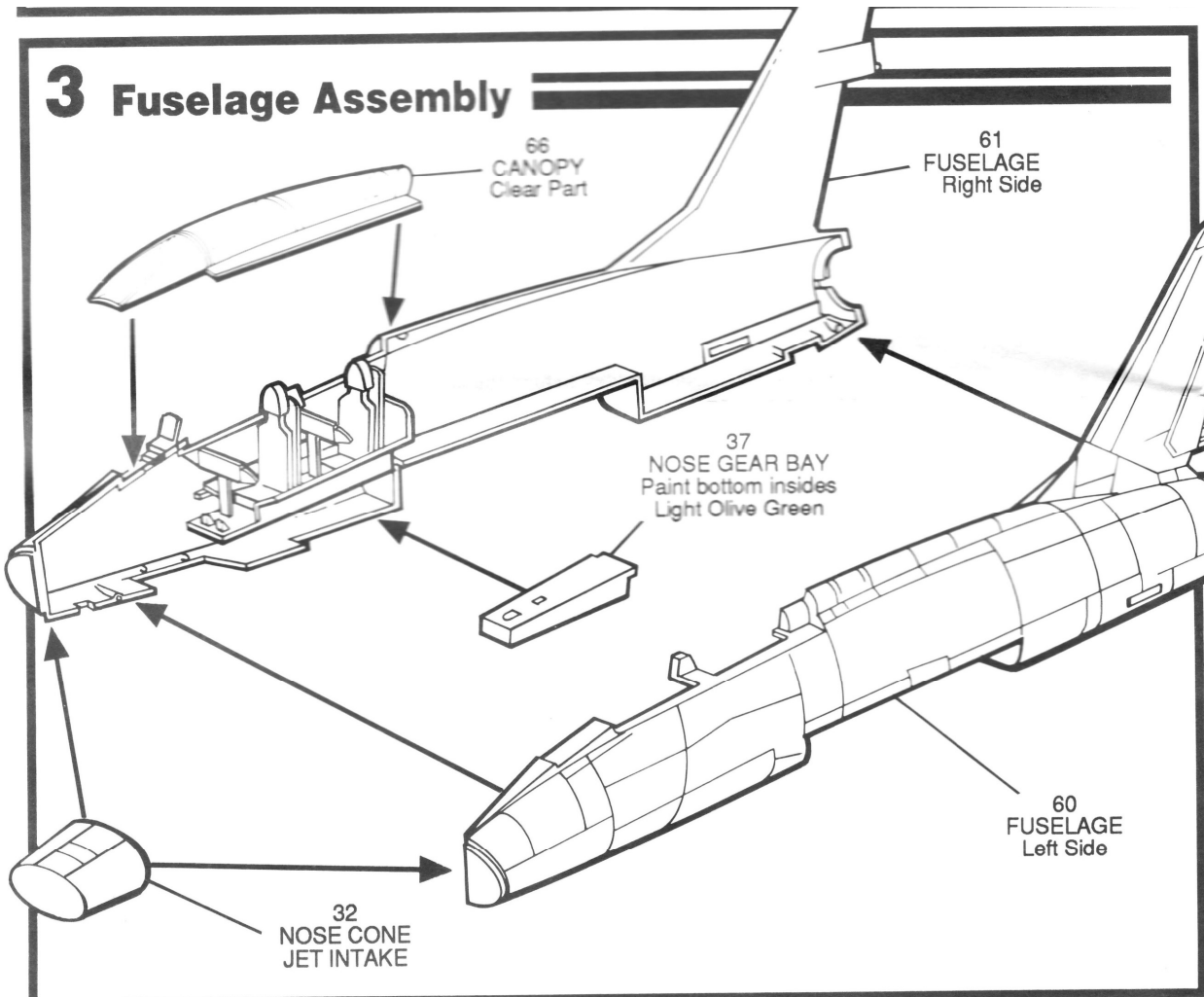
1 Cockpit Assembly



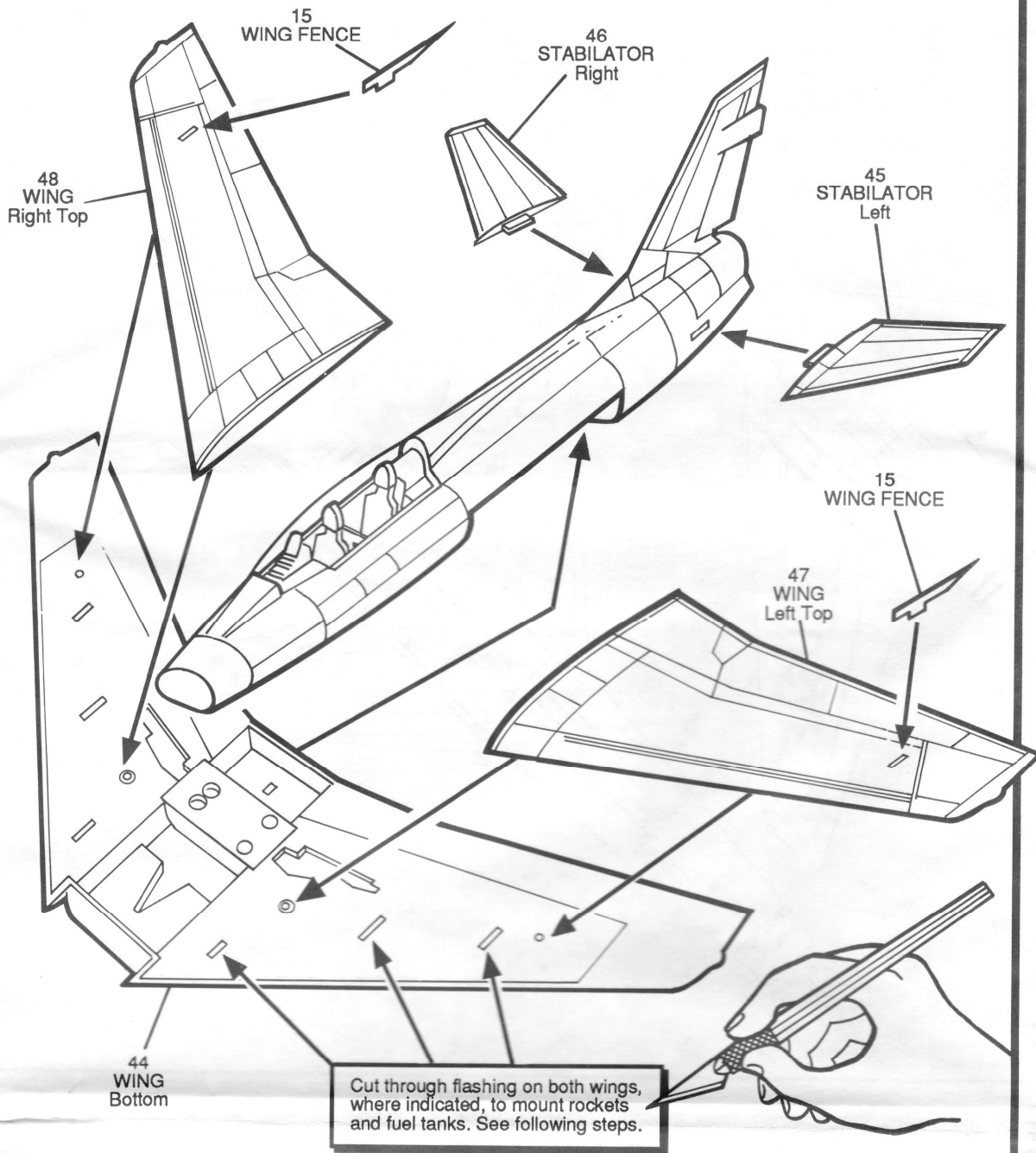
2 Cockpit Installation



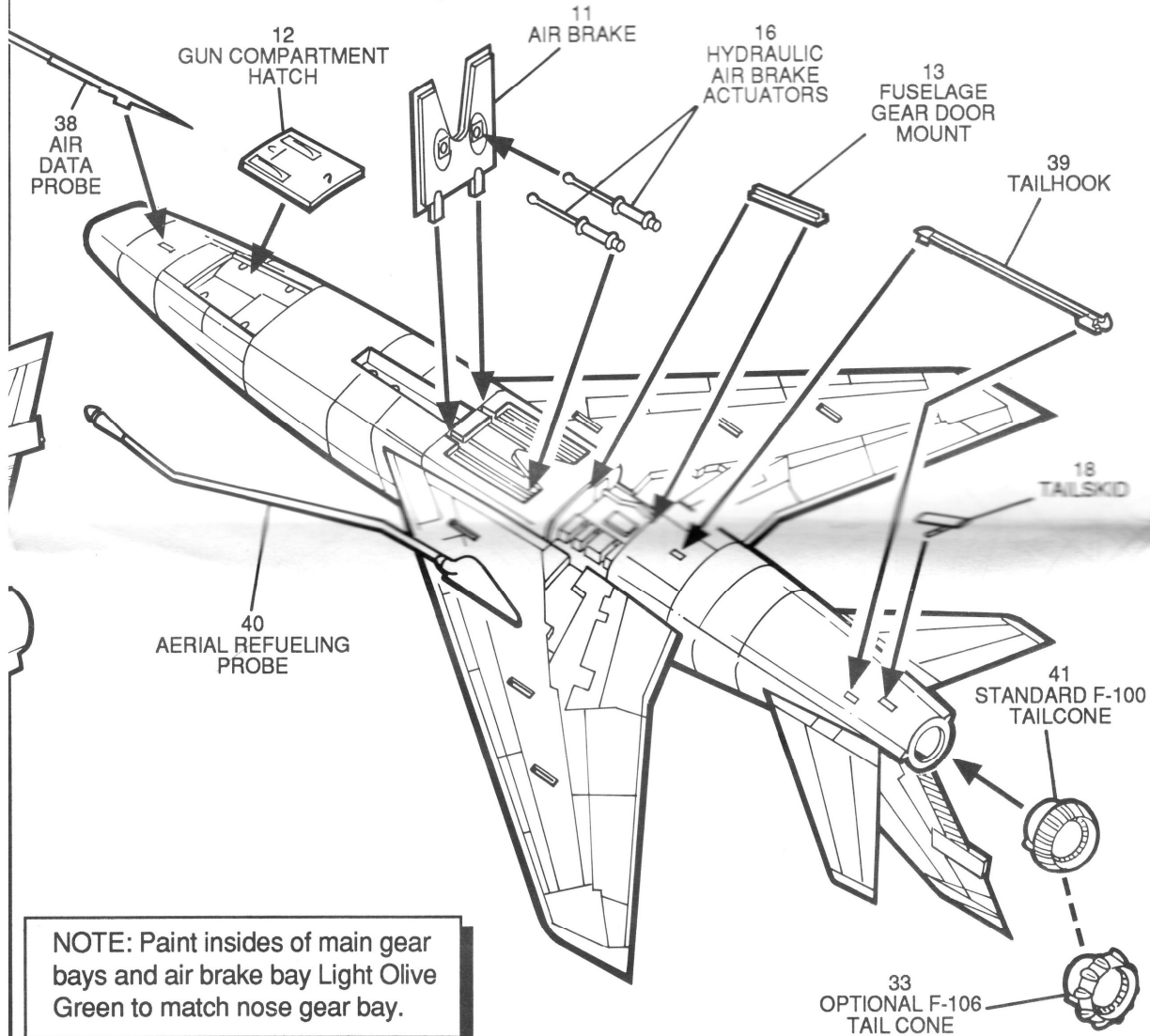
3 Fuselage Assembly



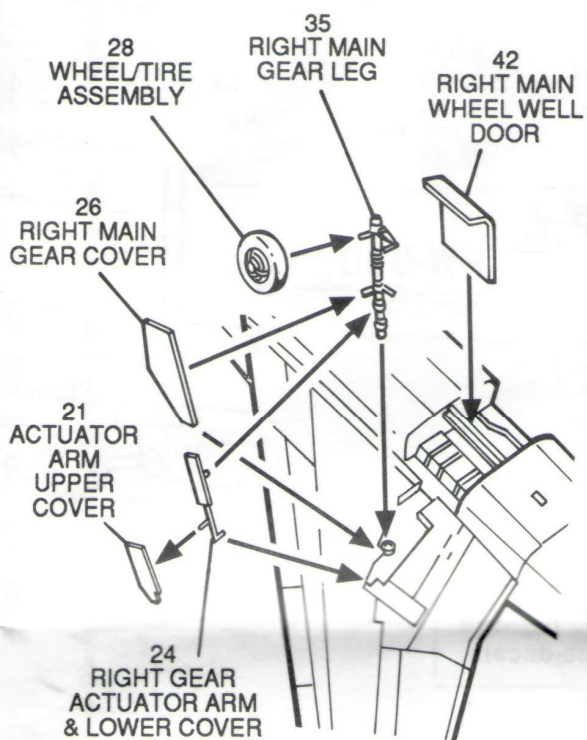
4 Airframe Assembly



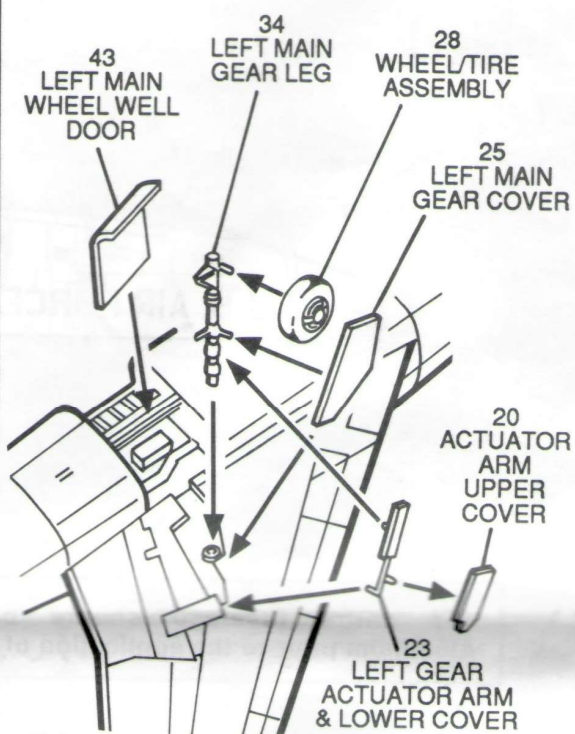
5 Airframe Assembly



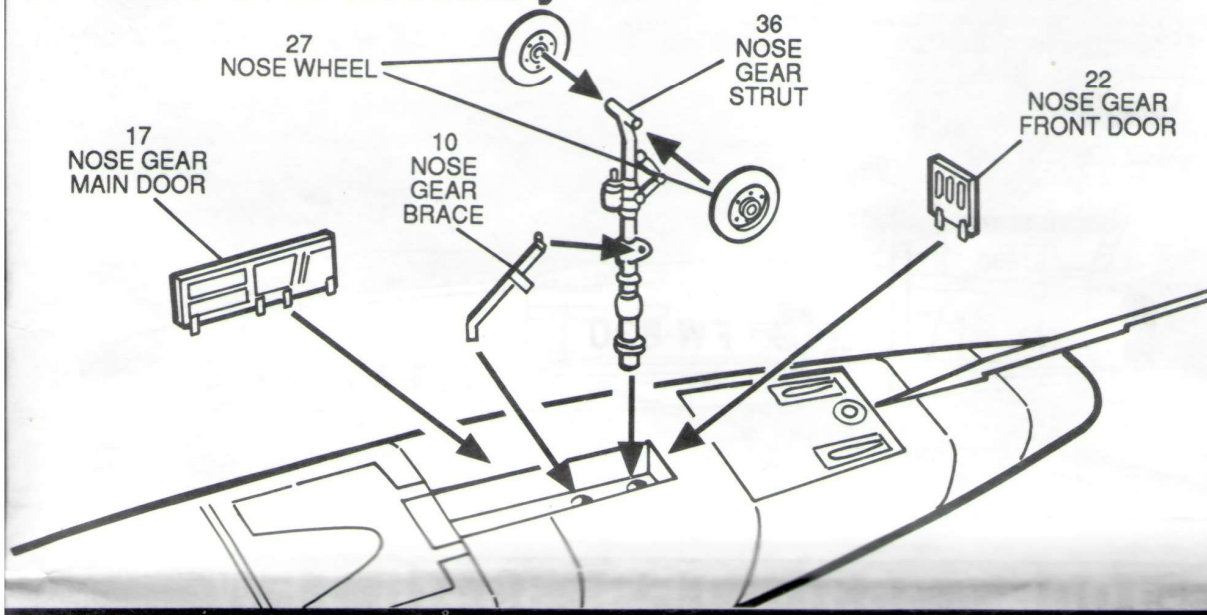
6 Right Main Gear



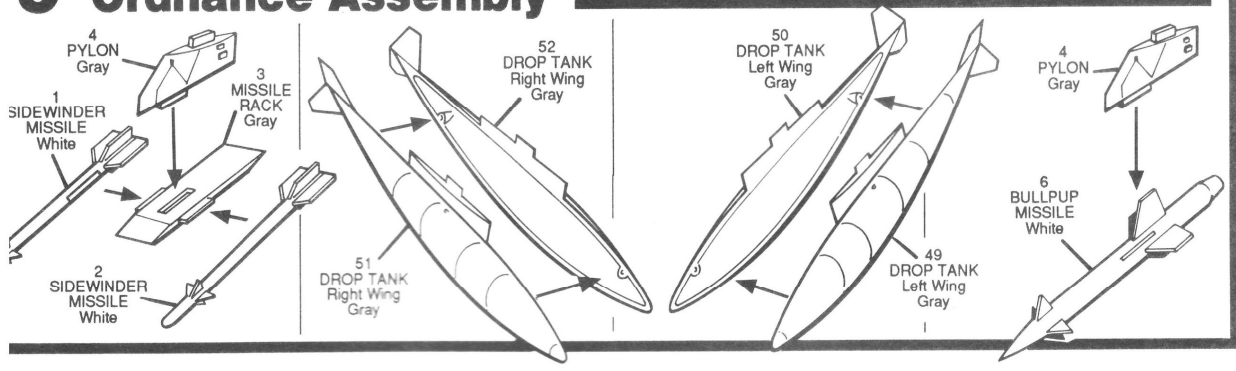
7 Left Main Gear



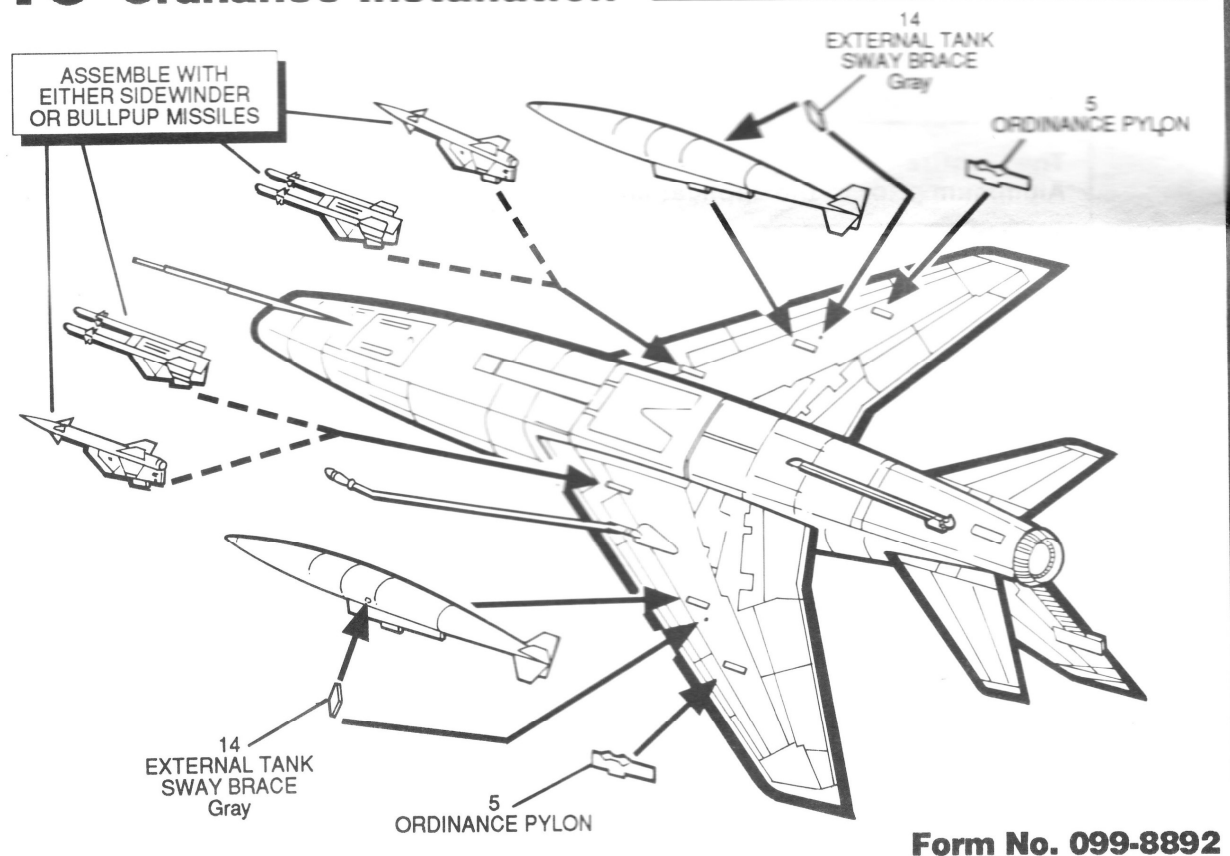
8 Nose Gear Assembly



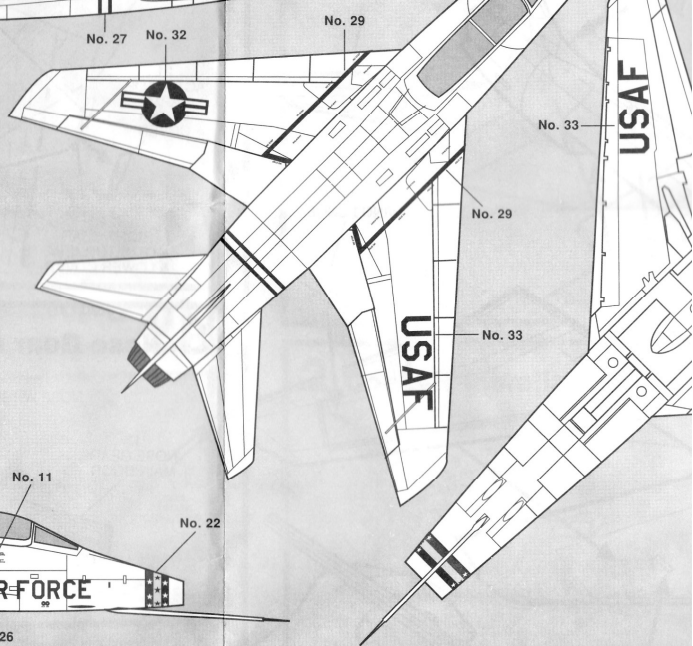
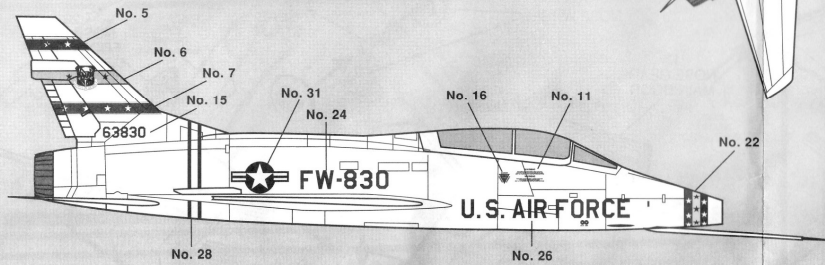
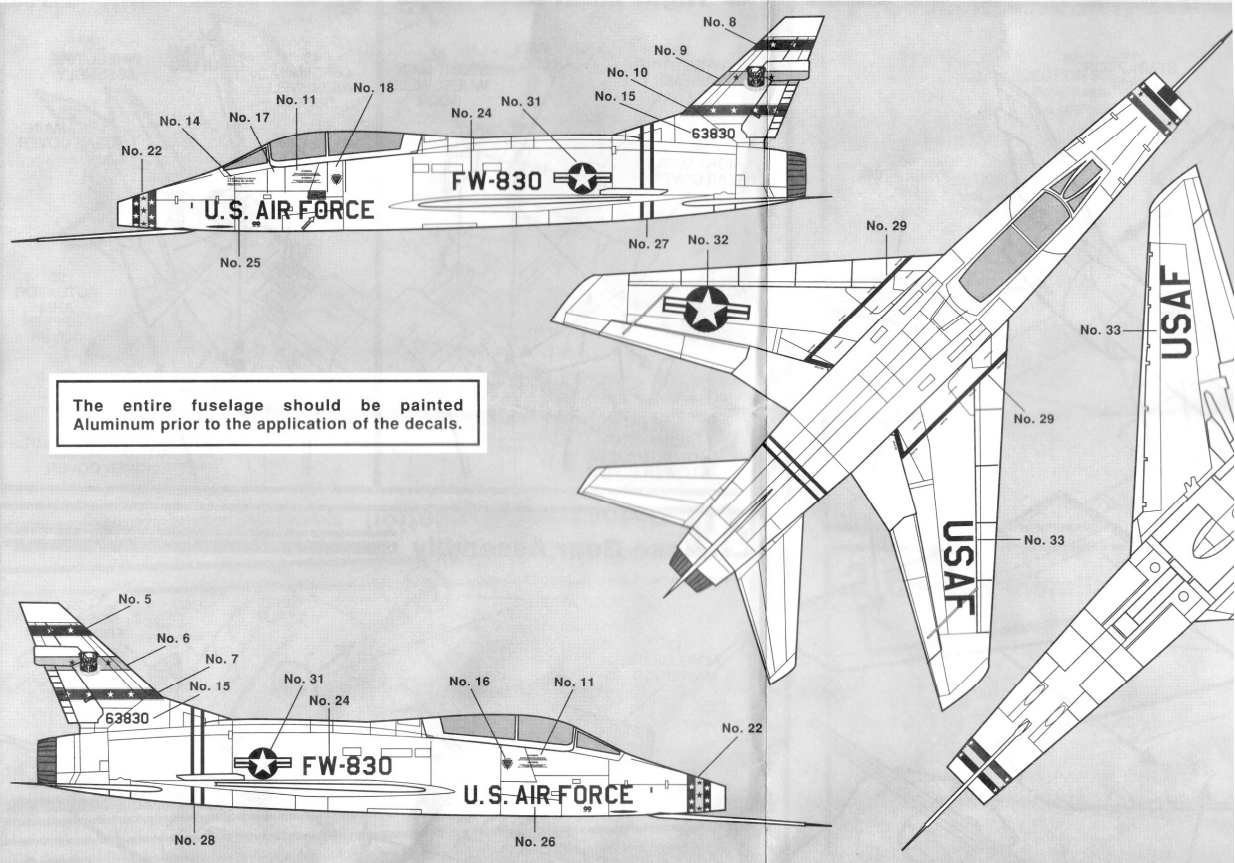
9 Ordnance Assembly

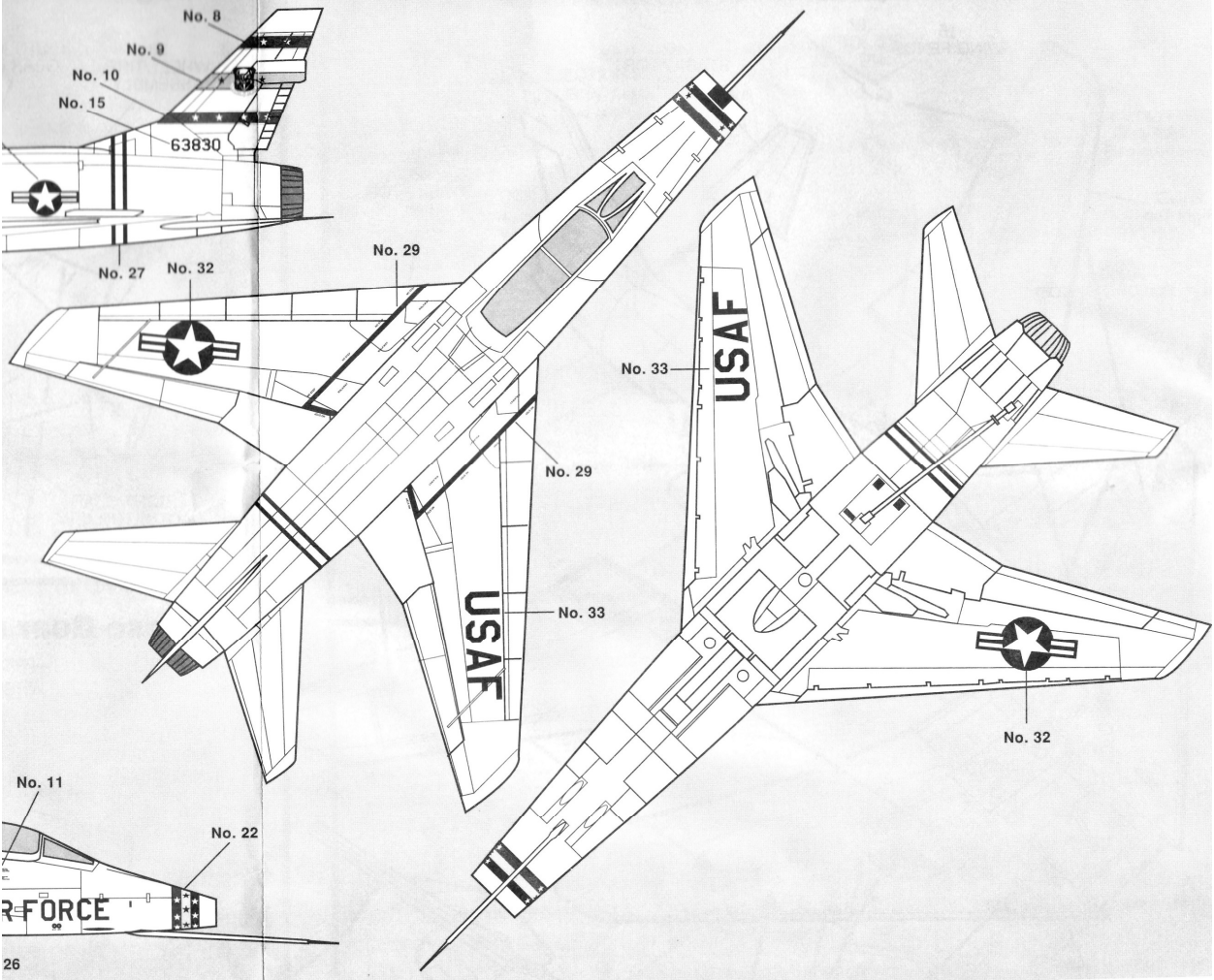


10 Ordnance Installation

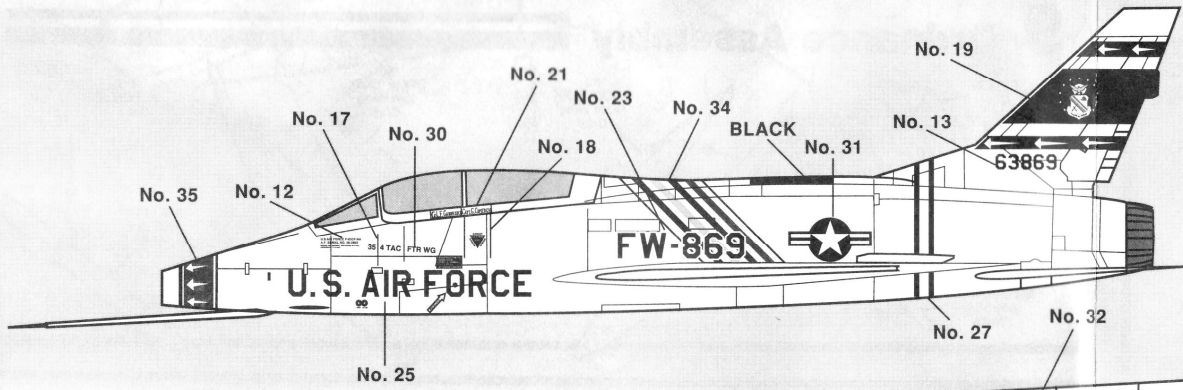


Form No. 099-8892





F-100F / 353rd TFS, 354th TFW



The entire fuselage should be painted Aluminum prior to the application of the decals.

