

US SUPERSONIC FIGHTER 1:48 SCALE PLASTIC KIT



eduard

intro

The development of the F-104 Starfighter was launched by the Lockheed company at the very beginning of the 50s, inspired by Korean War experience. The prototype of the new aircraft made its maiden flight on February 17, 1956. The USAF accepted the F-104 in 1958 and flew it till 1969. Starfighters fought in the Vietnam War as well. USAF service was followed up by service within National Guard units.

During the early 60s, the Bundeswehr was looking for a new supersonic fighter for the Luftwaffe. Competitors included, besides the F-104 Starfighter, the F11F Tiger, the Mirage III and the Saunders Roe SROV.177 which was still in its design phase. The whole process was led by Joseph Kammhuber, the CO of the Luftwaffe, supported by Walter Krupinski. They decided to purchase the Starfighter, as the F-104G, due its capability to deliver nuclear weapons, its ability to fly at more than Mach 2 and its compatibility with NATO systems.

The introduction of such a complex and highly technical system was surrounded by problems. In 1966, Johannes Steinhoff, another famous WW2 pilot, took over the command of the Luftwaffe and grounded all the German F-104s until all of the major problems could be solved. One of the most serious problems were the wings, prone to structural failure as they were not designed for the high g-forces experienced by German F-104Gs.

From 1960 to May 22, 1991 the Bundeswehr flew a total of 916 Starfighters. This number consisted of 30 F-104Fs, 586 F-104Gs, 163 RF-104Gs and 137 TF-104Gs and the Luftwaffe thus became the biggest user of the F-104 on the planet.

Around one third of German Starfighters crashed during their service (269 aircraft), killing 108 German and 8 US pilots. It's little wonder the aircraft was dubbed 'Witwenmacher' ('Widowmaker').

The Bundeswehr operated the F-104 as an interceptor with Jagdgeschwader 71 and 74, and in the role of fighter-bomber with JaboG 31, 32, 33, 34 and 36. More Starfighters were flown by members of Marine MFG 1 and MFG 2. The very first F-104 was accepted by JaboG 31 on June 20, 1962.

Many modifications and upgrades were made during the F-104's long service career. Among other changes, the replacement of the Lockheed C2 ejection seat by the newer Martin Baker GQ 7A was notable, as well as larger undercarriage wheels with bulged wheel wells doors.

úvodem

Vývoj letounu F-104 Starfighter začal u společnosti Lockheed na samém počátku 50. let na základě zkušeností z korejské války. Prototyp poprvé vzletl 17. února 1956. Do stavu USAF se dostal v roce 1958 a létal zde až do roku 1969, zapojil se i do války ve Vietnamu. Na tuto službu navázalo působení u Národní gardy.

Při hledání nového nadzvukového stíhacího letounu vybíralo velení Bundeswehru, pod nějž Luftwaffe spadala, z typů F-104 Starfighter, F11F Tiger, Mirage III a dosud projektovaného Saunders Roe SR.177. Do výběru se zapojili Joseph Kammhuber, velitel letectva, a Walter Krupinski. Výsledkem bylo doporučení nakoupit F-104 Starfighter. Pro německé síly byla určena verze F-104G. Důvodem byla schopnost nosit jaderné zbraně, vysoká rychlost letounu a kompatibilita se systémy NATO.

Zavádění tak složitěho zbraňového systému přineslo řadu problémů. V roce 1966 převzal velení Luftwaffe Johannes Steinhoff, další známá postava druhoválečné Luftwaffe. Po nástupu do funkce zakázal lety s typem F-104 až do uspokojivého vyřešení problémů obklopujících službu tohoto letounu. K nezásadnějším se přiřadily problémy s pevností křídla, jež nebylo konstruováno pro přetížení a náročné manévry prováděné u německého letectva.

Od roku 1960 až do 22. května 1991 sloužilo v rámci Bundeswehru celkem 916 Starfighterů. Tento počet zahrnoval 30 F-104F, 586 F-104G, 163 RF-104G a 137 TF-104G, čímž se Bundeswehr stal největším uživatelem typu F-104.

Během celé doby služby havarovala téměř třetina německých Starfighterů, konkrétně 269. Životem zaplatilo 108 německých a osm amerických pilotů. Není divu, že letoun dostal přezdívku Witwenmacher, výrobce vdov.

Bundeswehr používal F-104 v roli přepadového stíhače u Jagdgeschwader 71 a 74, v roli stíhacího bombardéru u JaboG 31, 32, 33, 34 a 36, u námořnictva pak sloužil u MFG 1 a MFG 2. Jako první německý útvar převzala Starfightery JaboG 31 dne 20. června 1962.

V průběhu služby prošel tento typ řadou modifikací. Za všechny vyjmenujme náhradu vystřelovací sedačky Lockheed C2 sedačkou Martin Baker GQ 7A či instalaci větších pneumatik podvozku spojenou s „vyboulenými“ kryty podvozku.



ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

OPTIONAL
VOLBABEND
OHNOUTOPEN HOLE
VYVRTAT OTVORSYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE

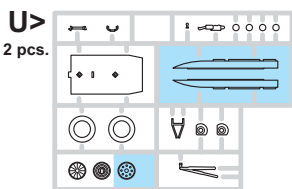
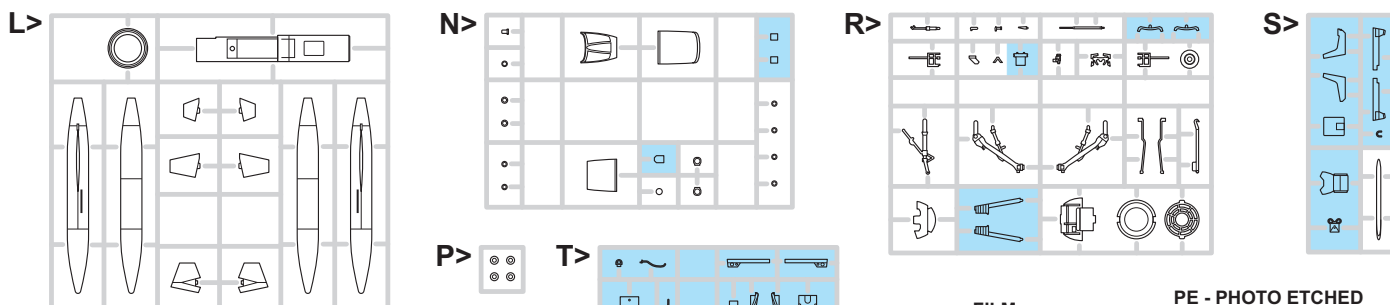
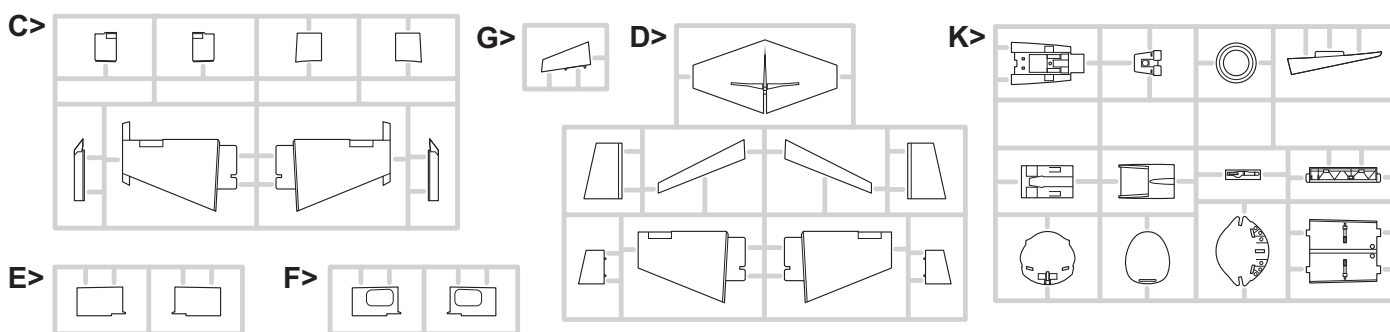
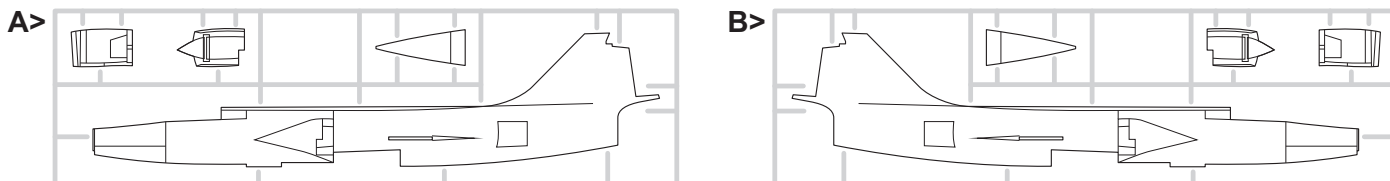


PIÈCES

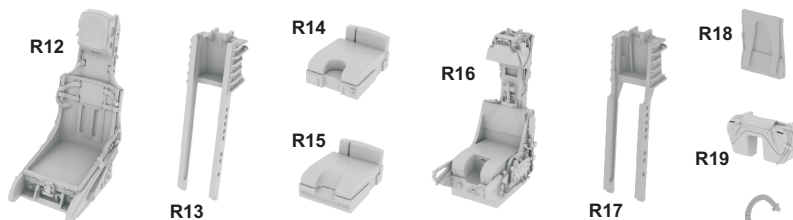


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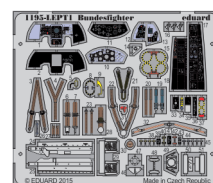
PLASTIC PARTS



eduard **BRASSIN** RP - RESIN PARTS



FILM

PE - PHOTO ETCHED
DETAIL PARTS

eduard
MASK



-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



PEINTURE



色

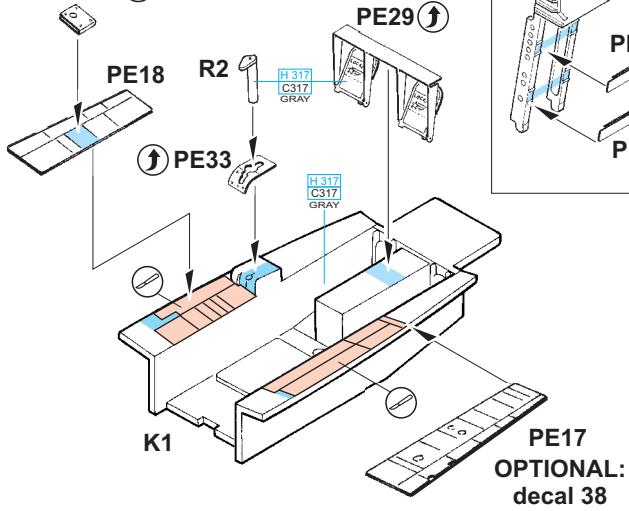
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H 3	C3	RED
H 8	C8	SILVER
H 12	C33	FLAT BLACK
H 14	C59	ORANGE
H 25	C34	TAN BLUE
H 27	C44	SKY BLUE
H 43	C100	WINE RED
H 52	C12	OLIVE DRAB

AQUEOUS	Mr.COLOR	
H 53	C13	NEUTRAL GRAY
H 64	C17	DARK GREEN
H 77	C137	TIRE BLACK
H 80	C54	KHAKI GREEN
H 90	C47	CLEAR RED
H 94	C138	CLEAR GREEN
H 307	C307	GRAY
H 308	C308	GRAY
H 316	C316	WHITE

AQUEOUS	Mr.COLOR	
H 317	C317	GRAY
H 338	C338	LIGHT GRAY
Mr.METAL COLOR		
MC213		STAINLESS
MC214		DARK IRON
MC218		ALUMINIUM
Mr.COLOR SUPER METALLIC		
SM01		SUPER FINE SILVER

AOPTIONAL:
decal 39

PE35 ↗

**eduard**
BRASSIN**MARKING B ONLY**

RP17

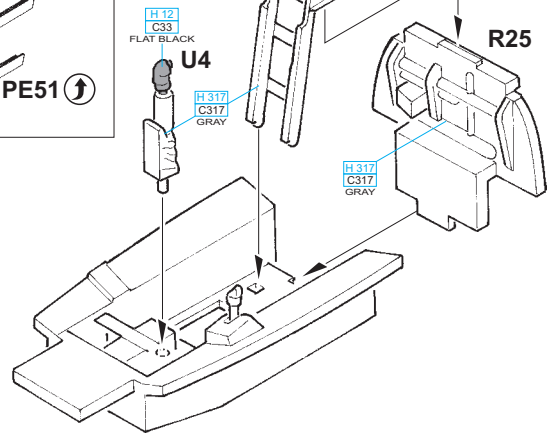
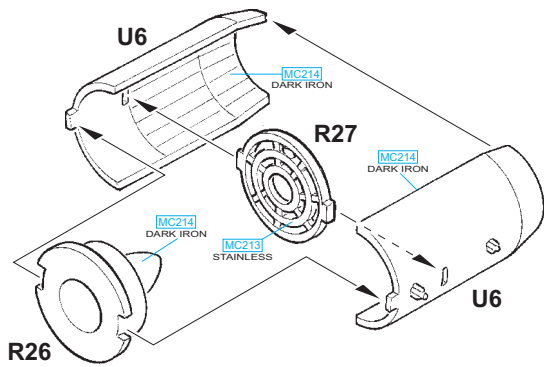
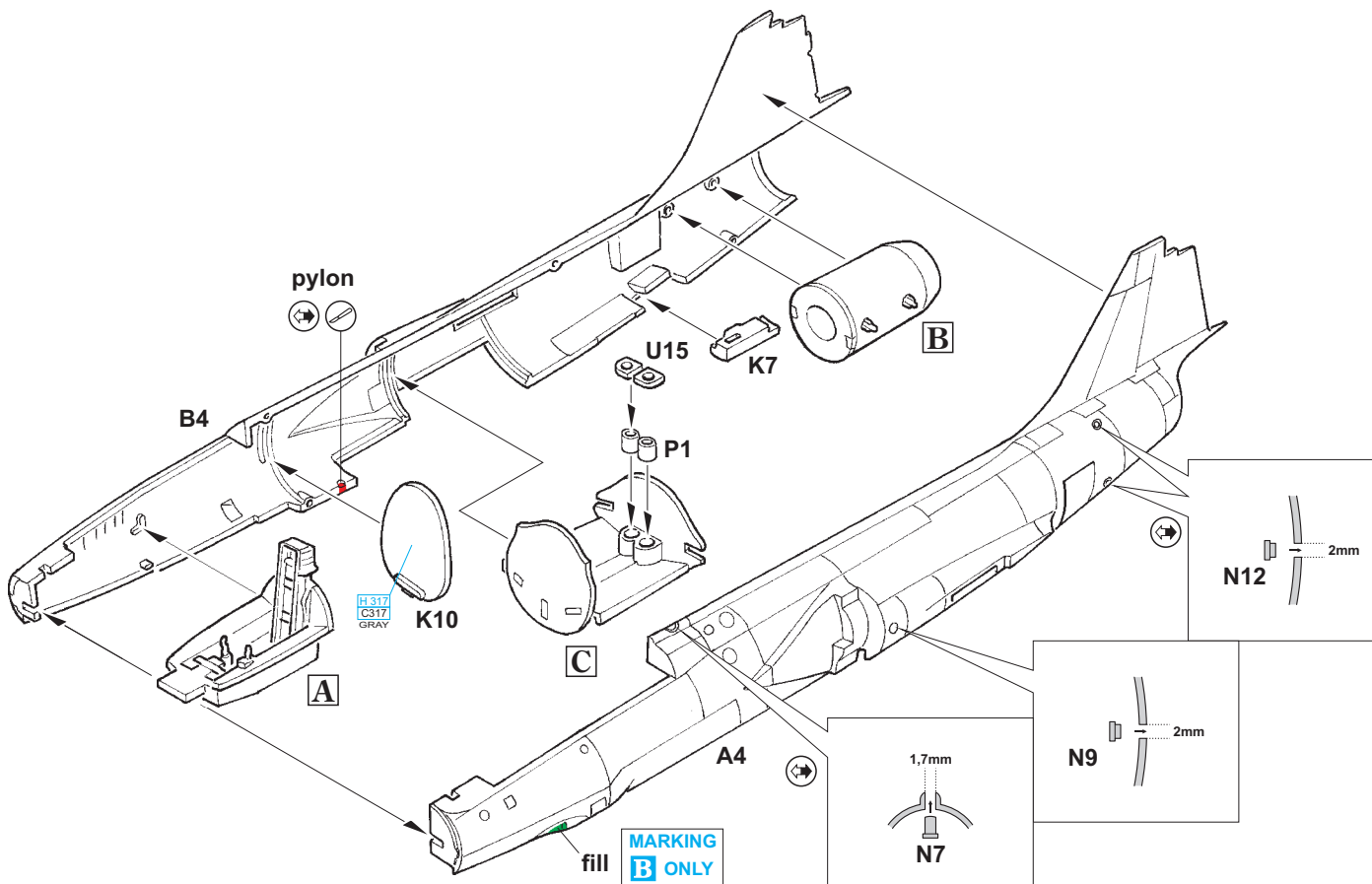
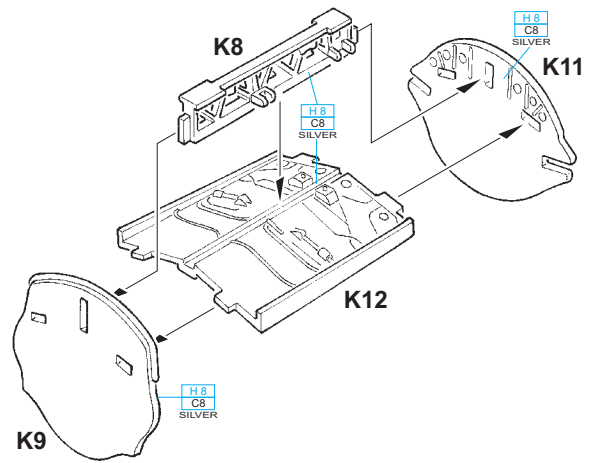
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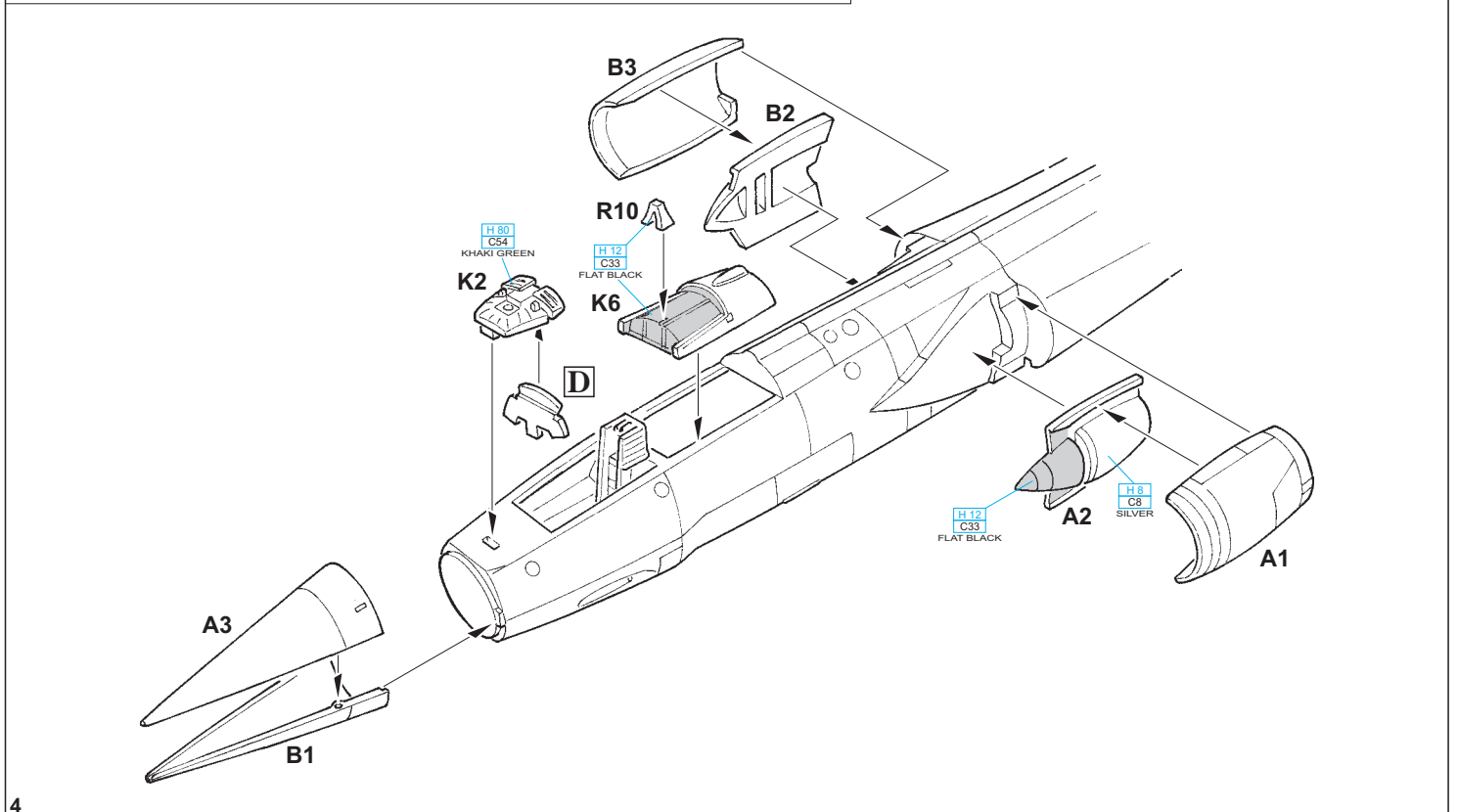
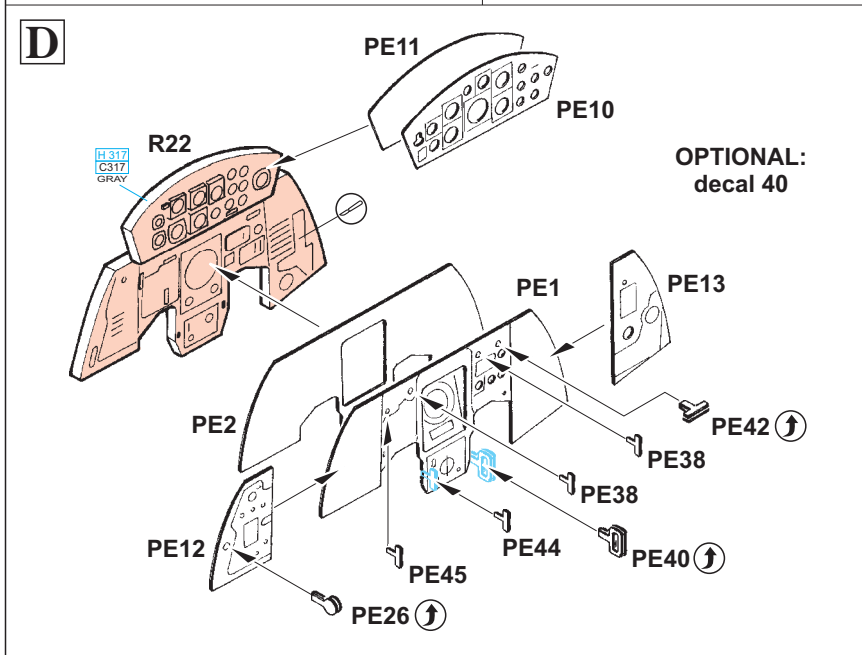
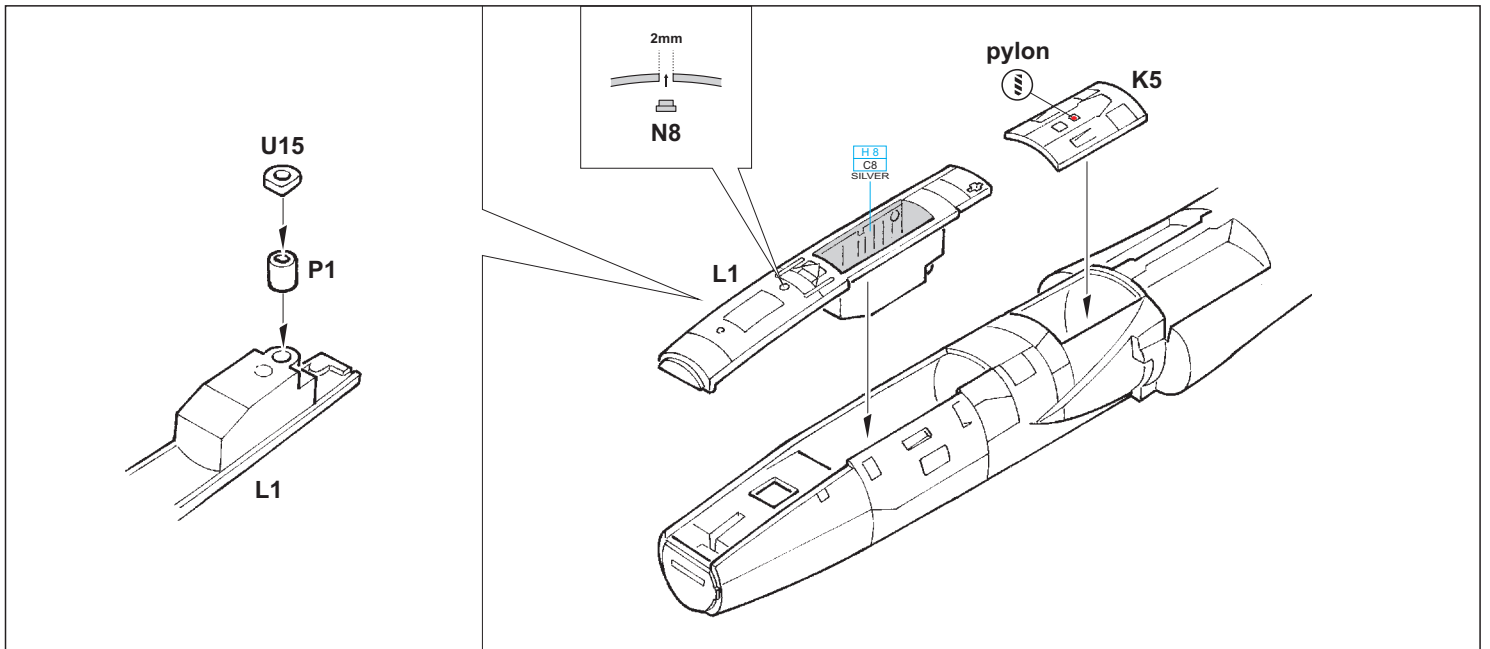
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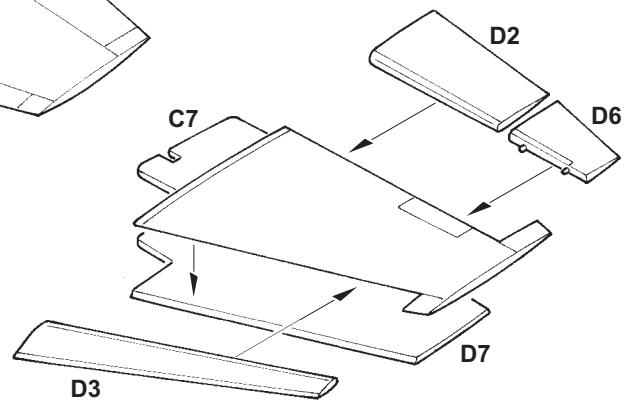
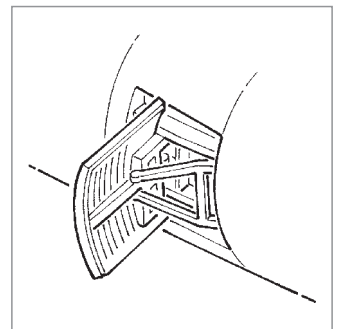
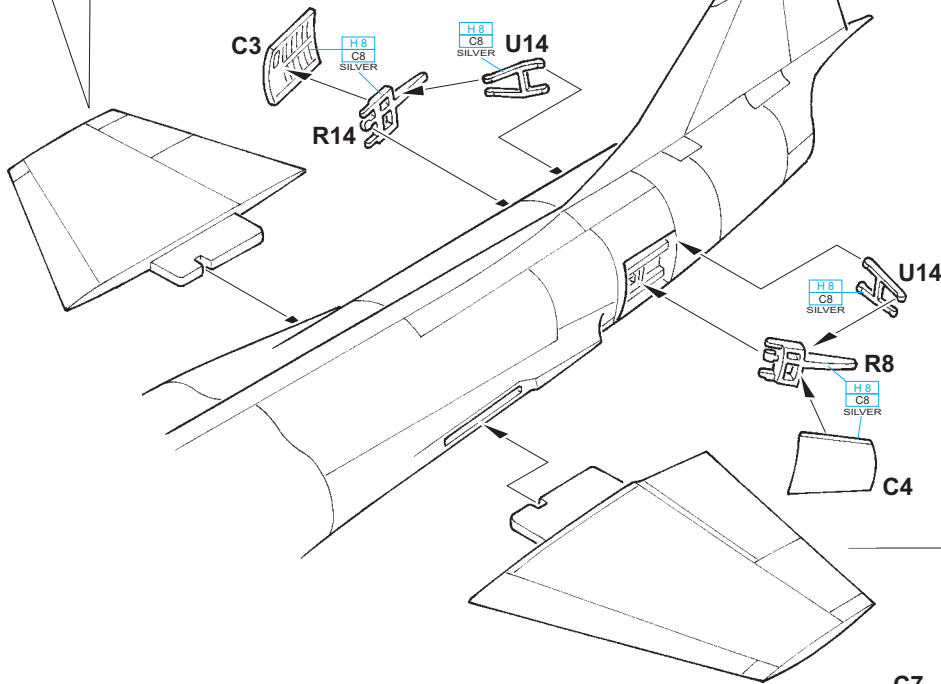
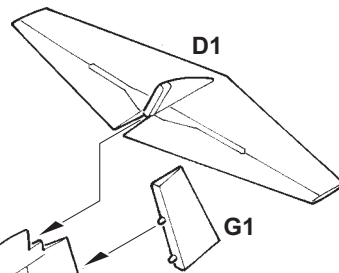
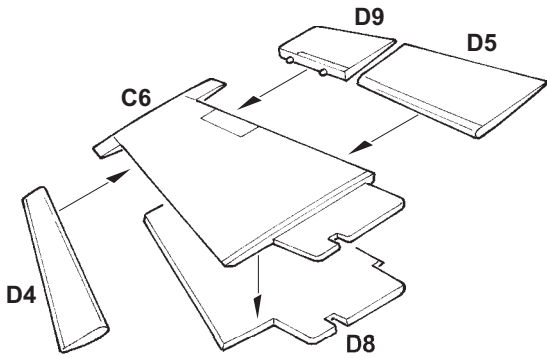
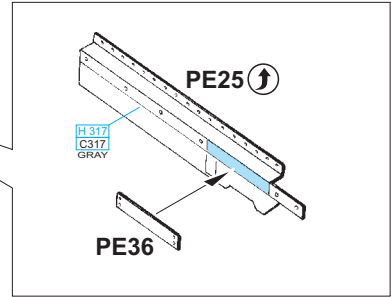
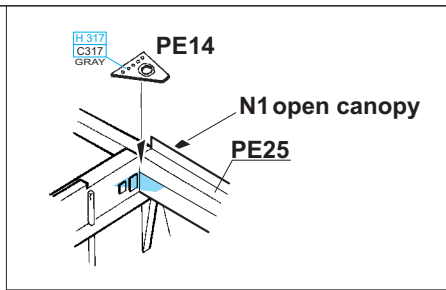
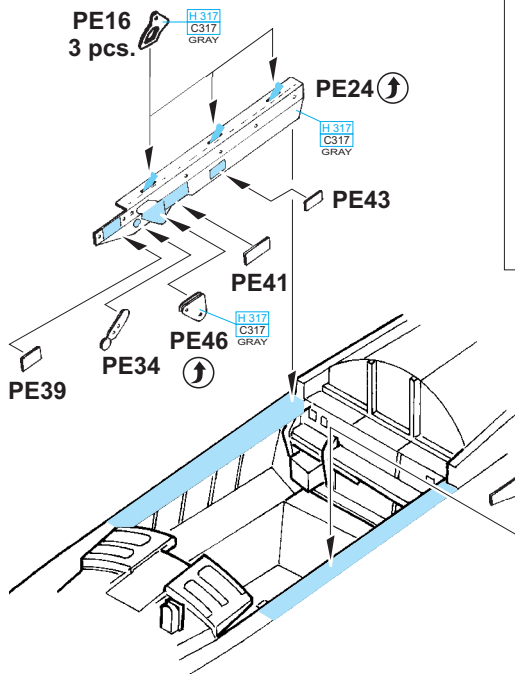
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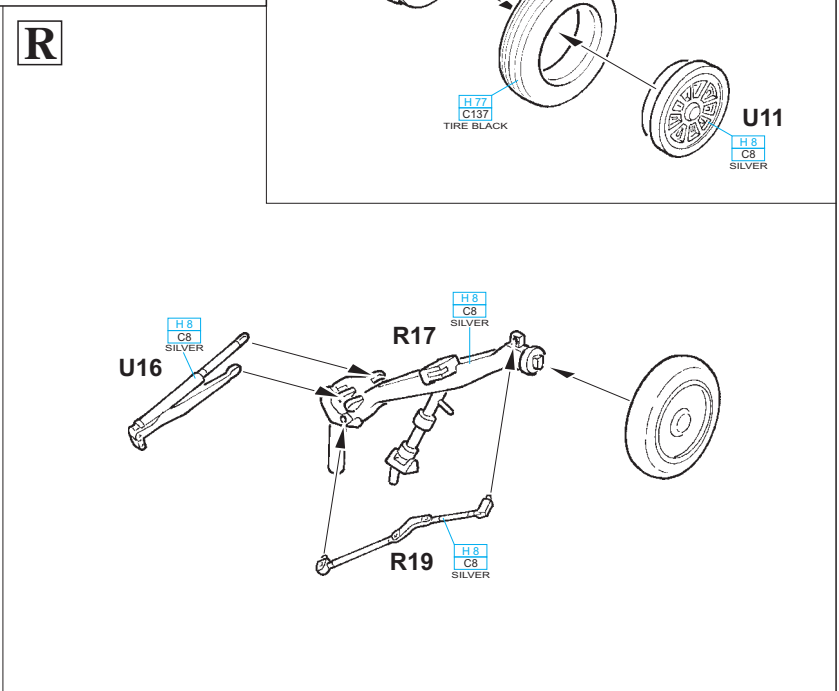
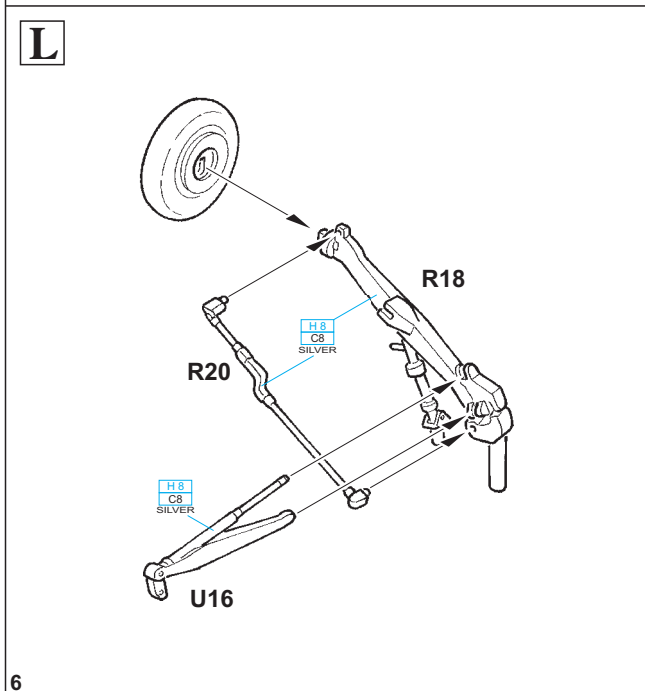
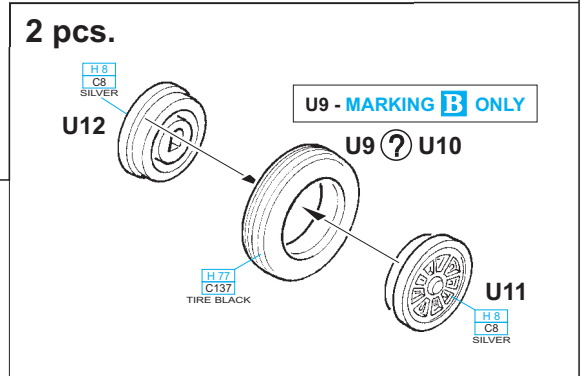
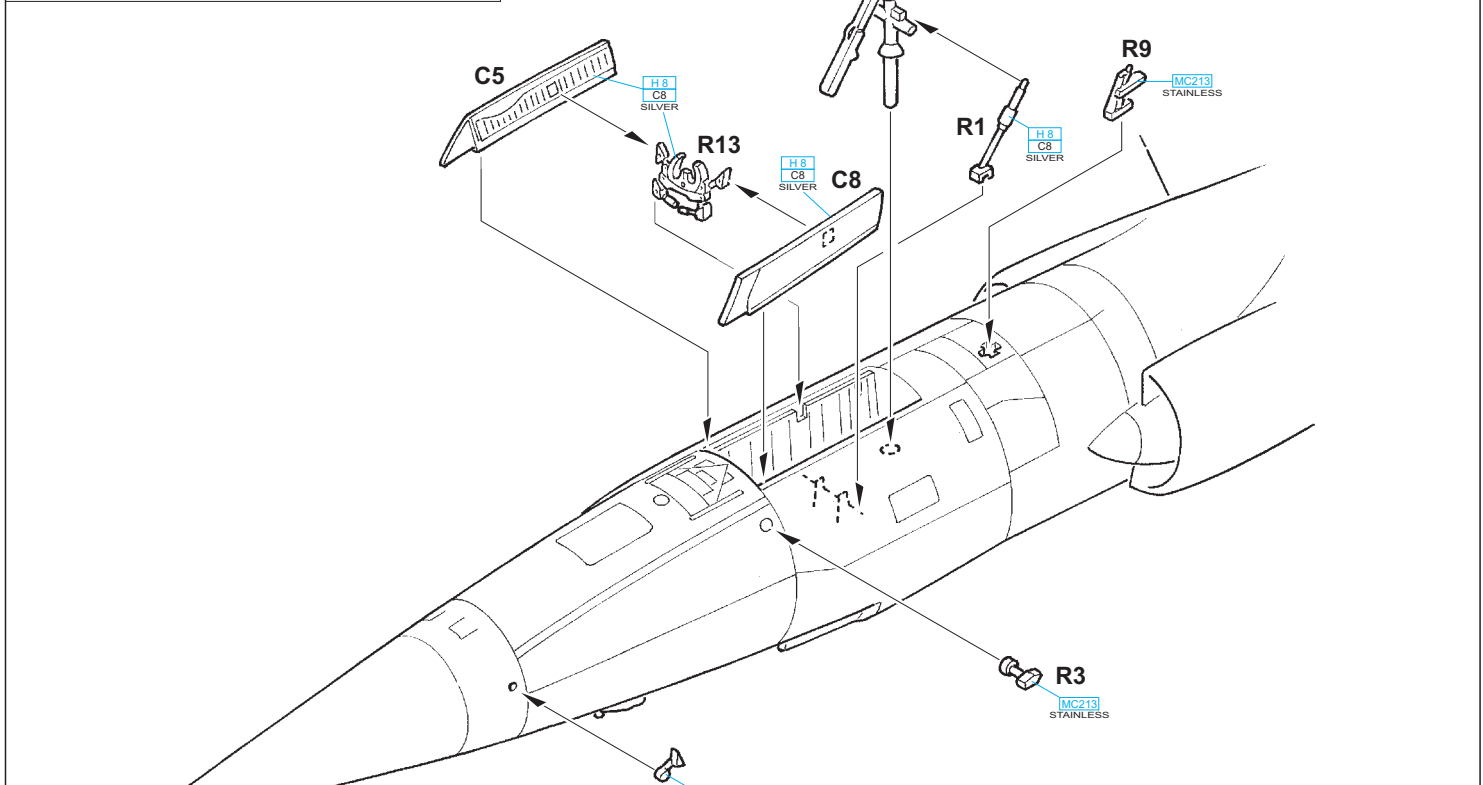
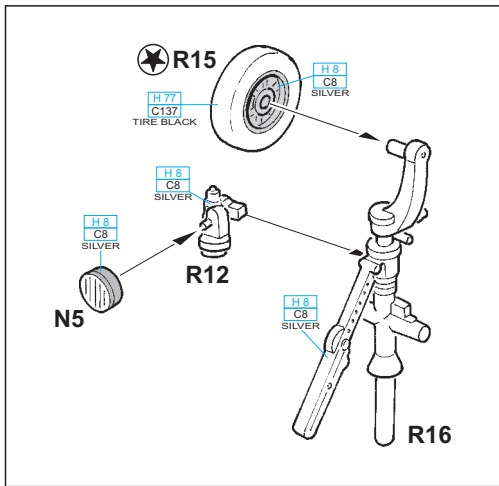
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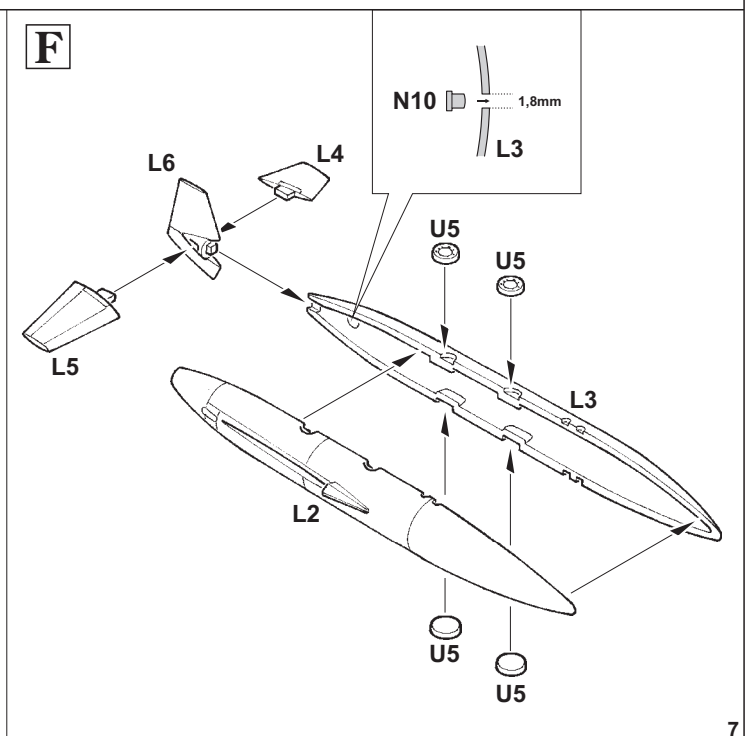
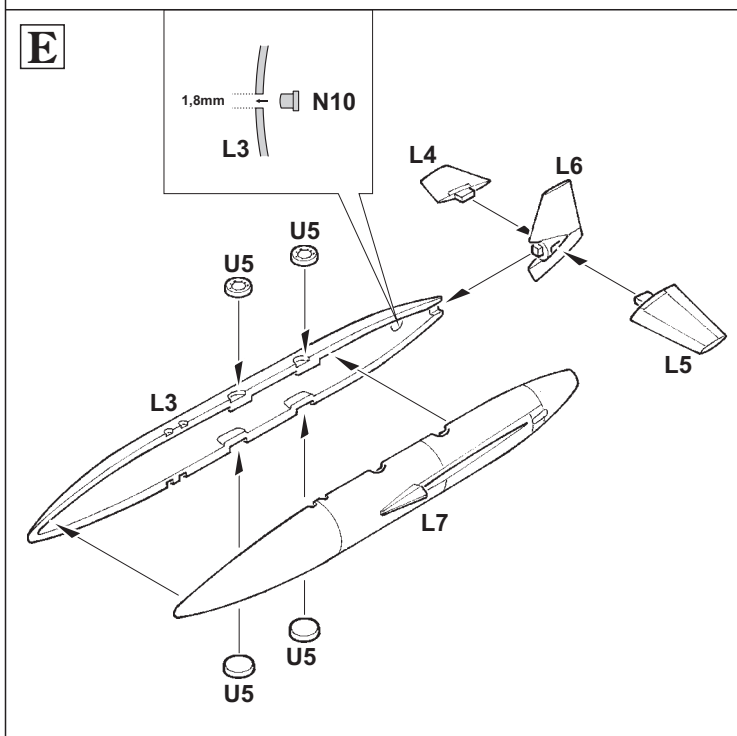
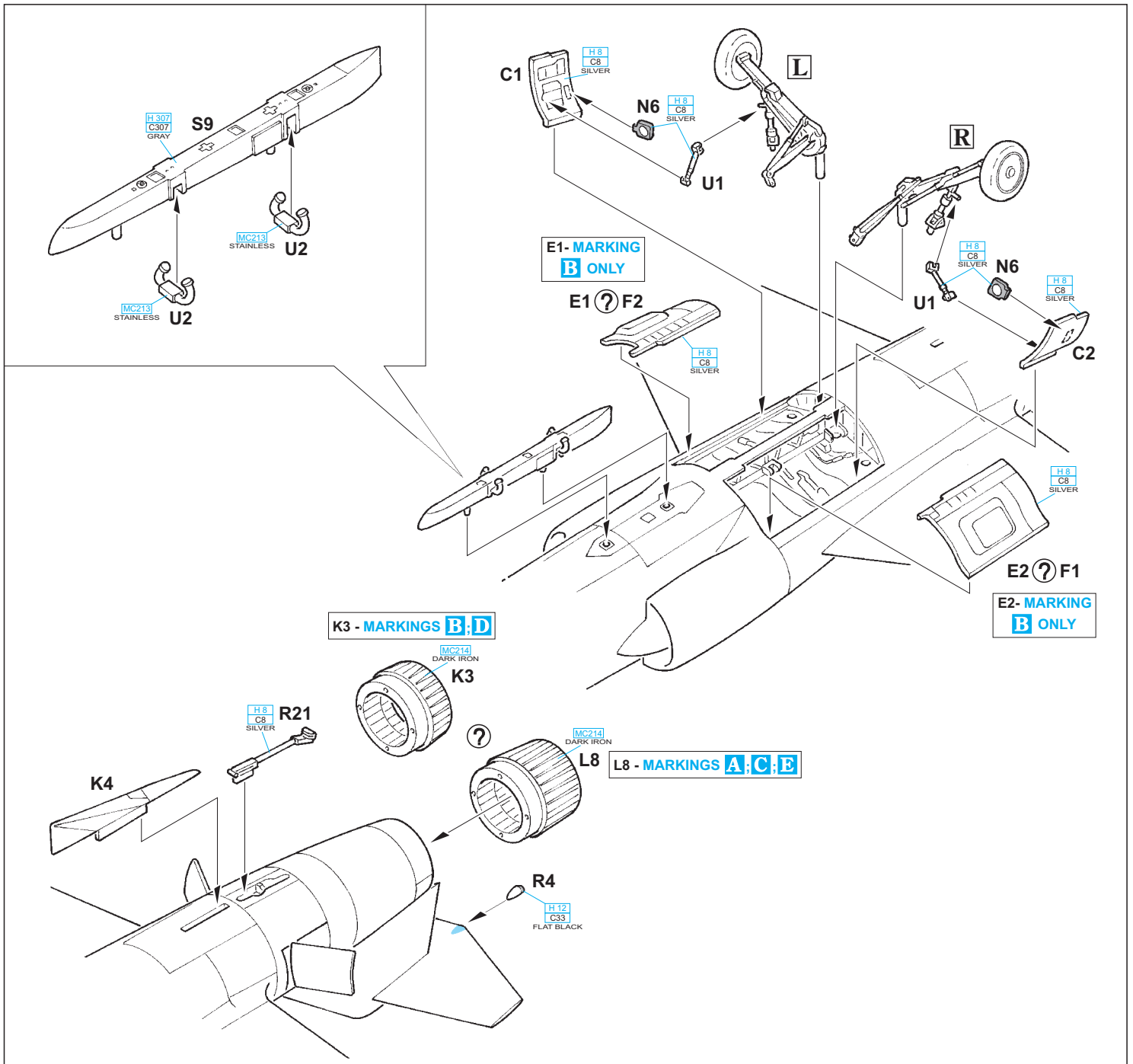
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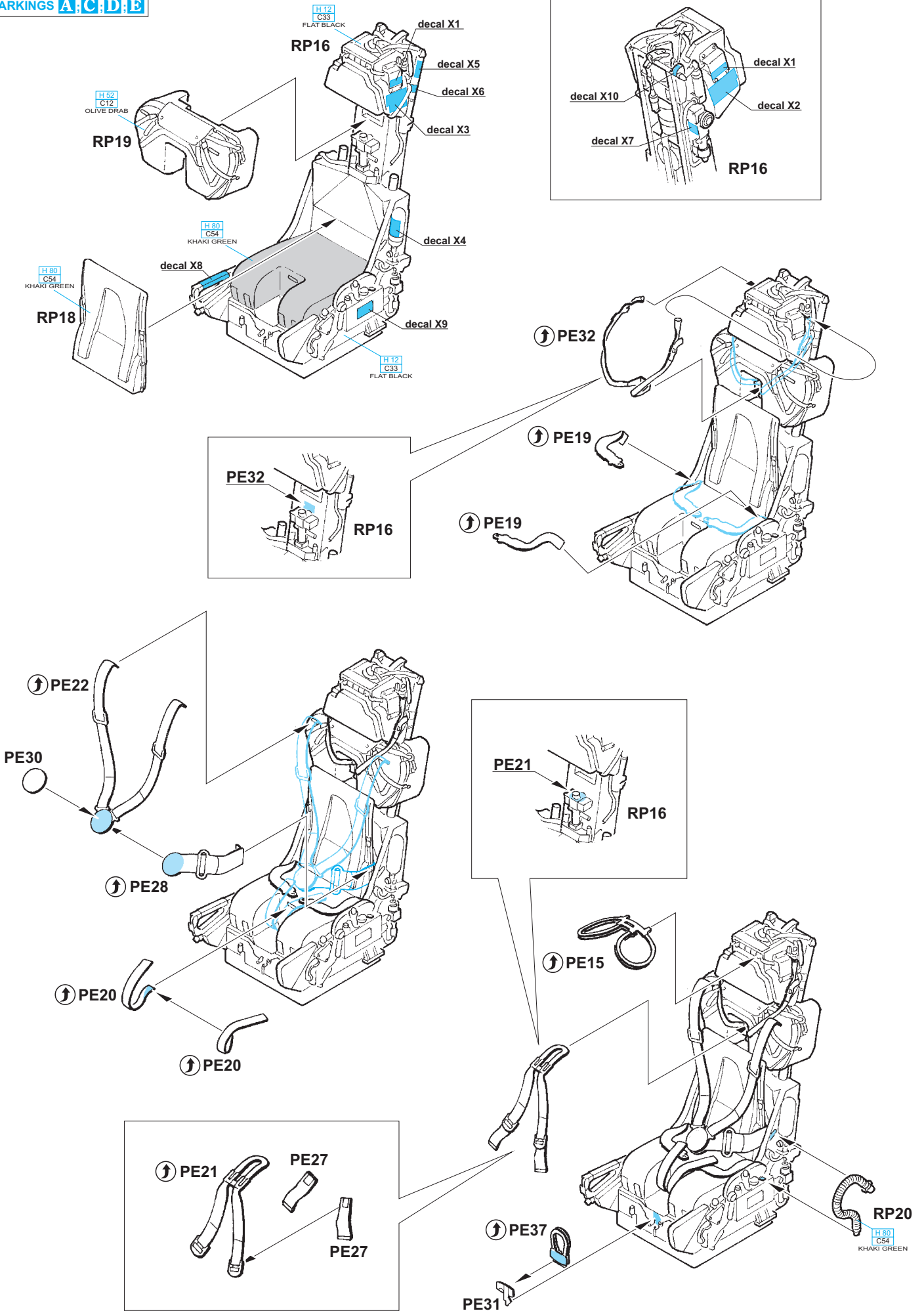
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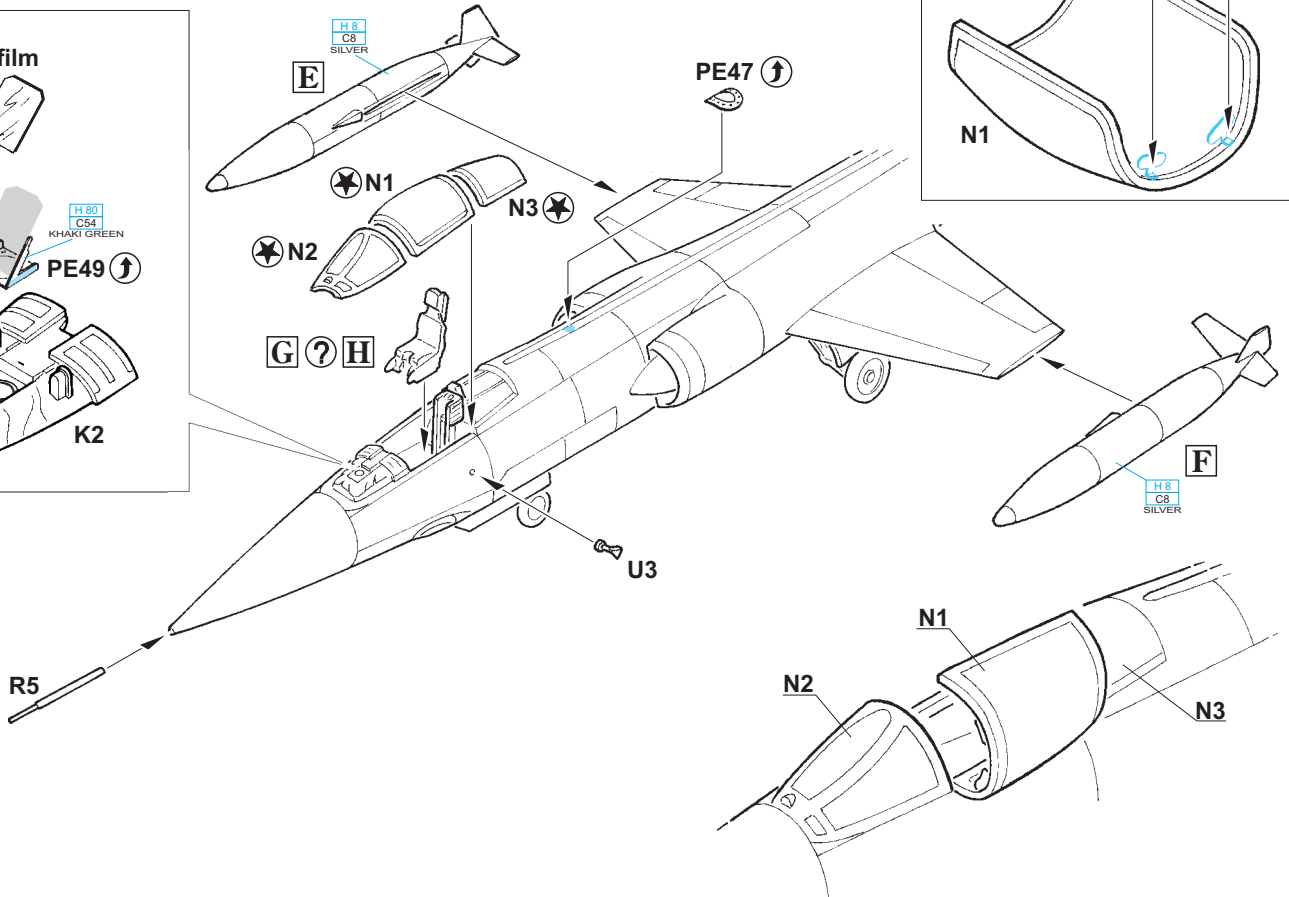
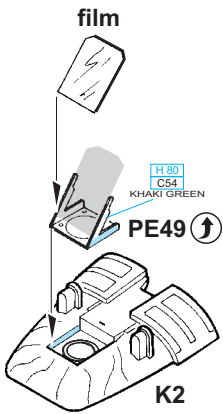
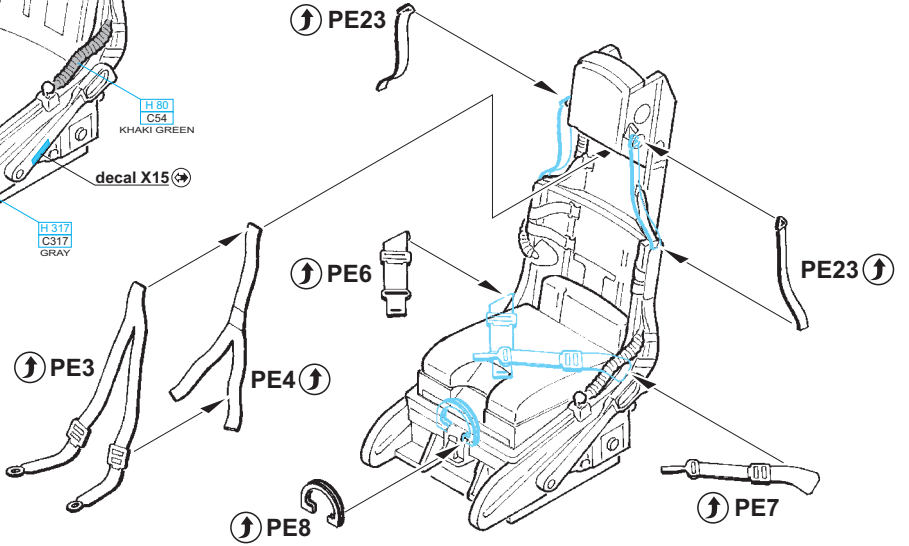
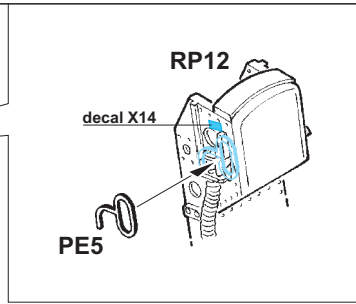
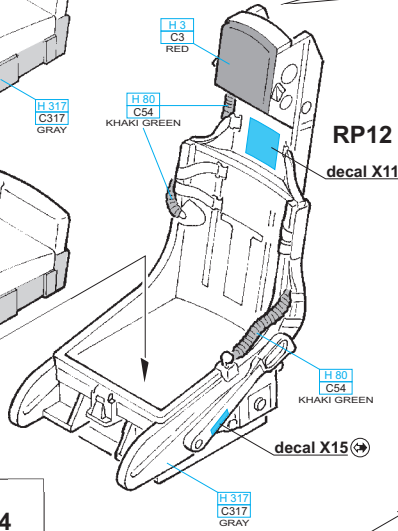
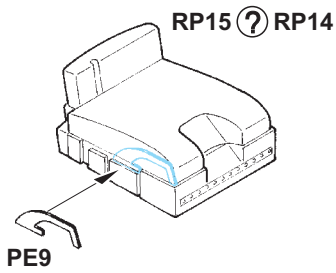
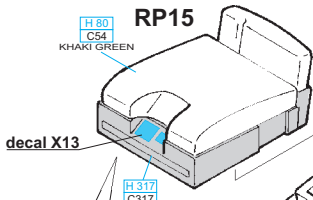
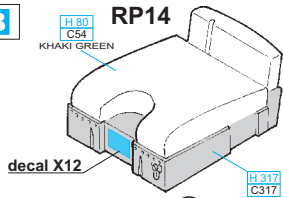


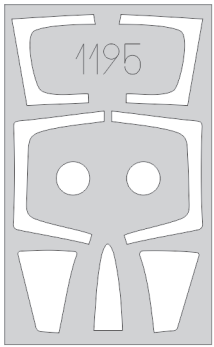




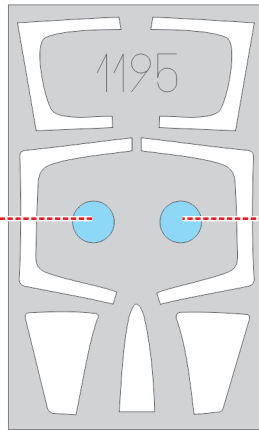
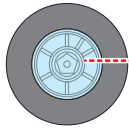




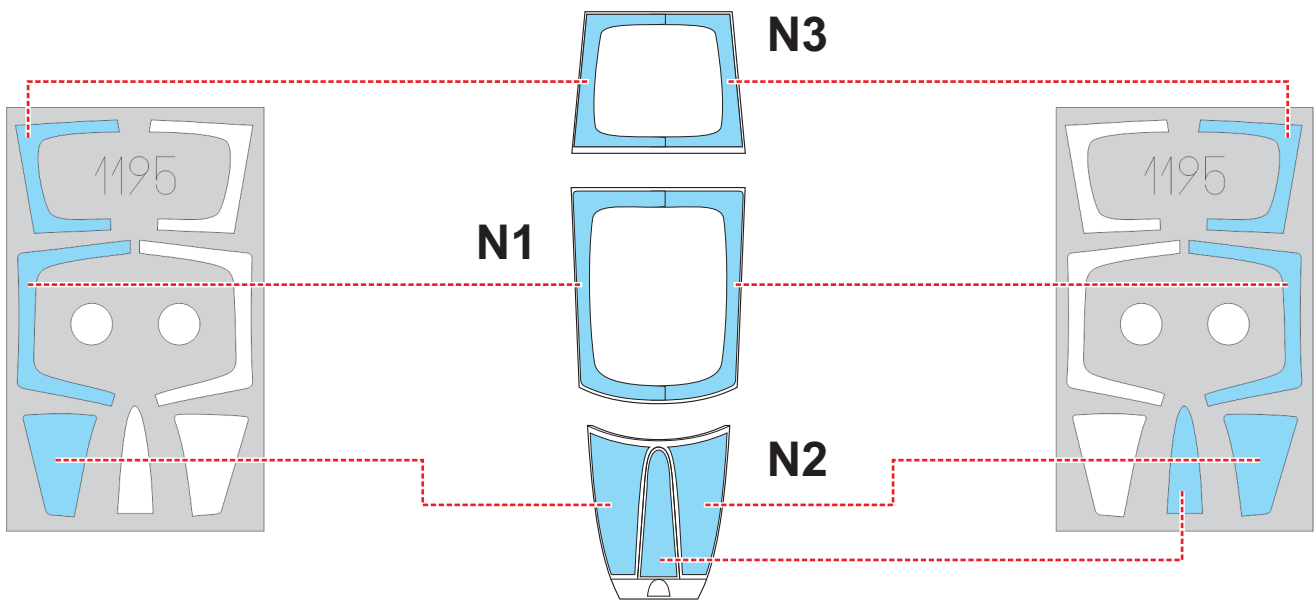
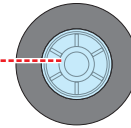




R15



R15



Bundesfighter

STENCIL VARIANTS



S76

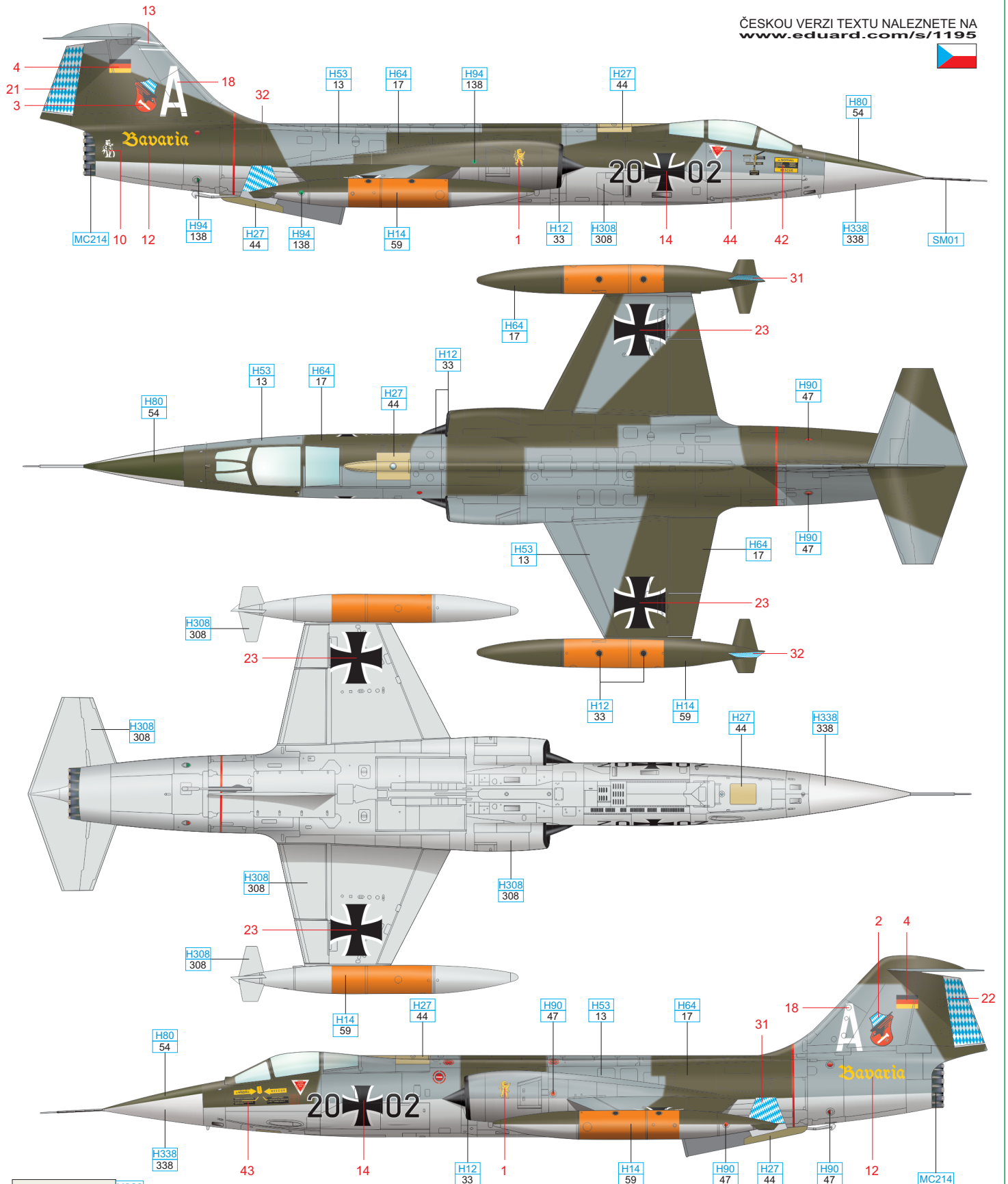


S76

A JaboG 32, Tactical Air Meet 80, Rammstein Air Base, June, 1980

Assembled by Lockheed, this plane flew for the first time on November 15, 1960. Until 1963, it served in the USA coded DA+102. Two years later, it was shipped to Germany, painted in the Norm 62 camouflage scheme and given the new code DB+127. Its new home was JaboG 32 and from 1968 it carried the code 20+02. The interesting artwork appeared on 20+02 in 1980, during the Tactical Air Meet that took place at Rammstein AB. It was struck off charge in 1984 and found its way to the Luftwaffenmuseum der Bundeswehr in Berlin-Gatow.

ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/s/1195

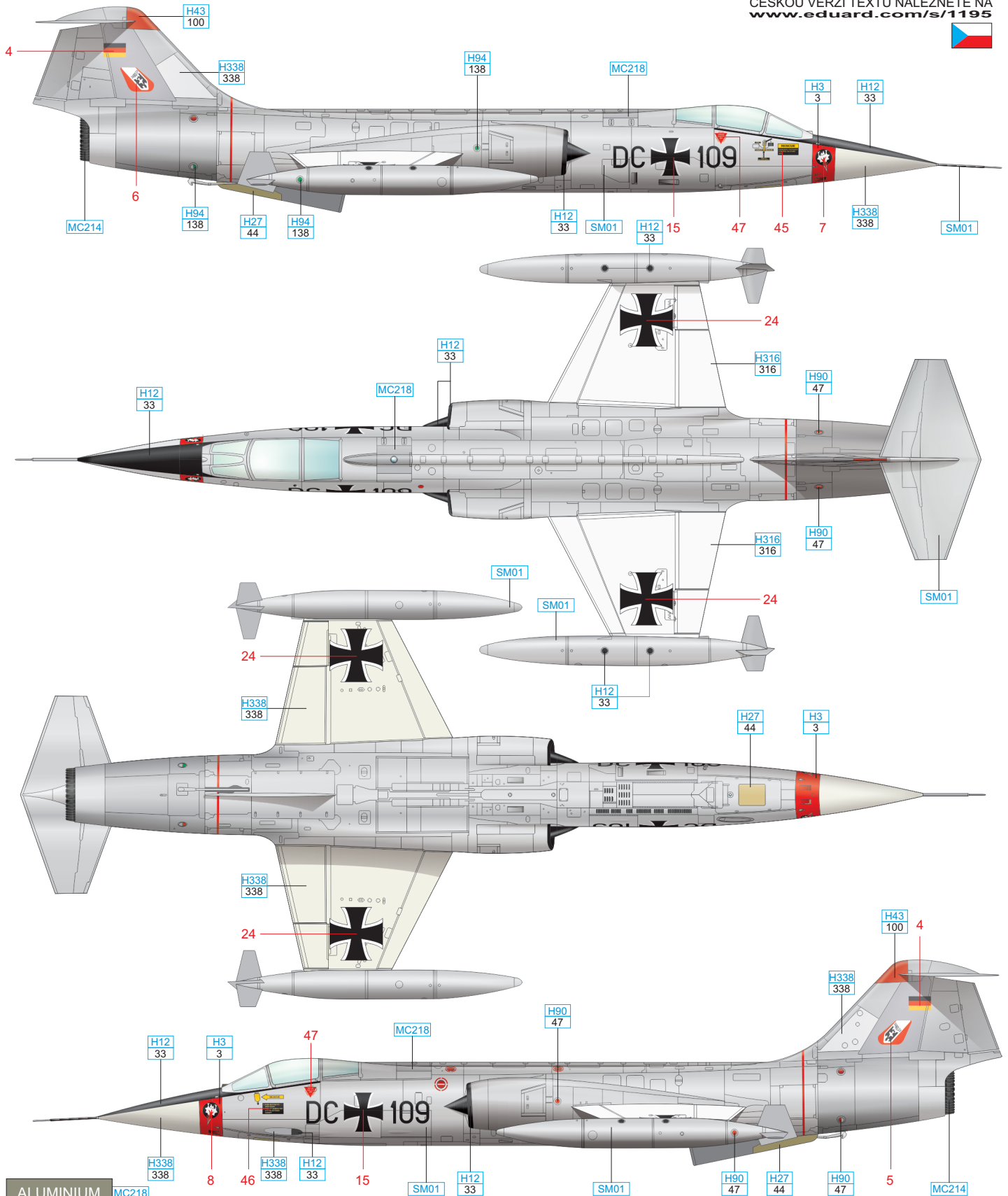


LIGHT GRAY	H338 338	GRAY	H308 308	CLEAR GREEN	H94 138	ORANGE	H14 59	TAN	H27 44	
DARK IRON	MC214	DARK GREEN	H64 17	BLACK	H12 33	SILVER	SM01	CLEAR RED	H90 47	
NEUTRAL GRAY	H53 13								KHAKI GREEN	H80 54

B JaboG 33, Decimomannu AB, Sardinia, 1964

The Messerschmitt company began assembly of this aircraft at the Manching facility on September 11, 1962. It was coded KE+151 during its first flight on January 22, 1963 and the coding was changed to DC+109 when it was accepted by JaboG 33 on June 24, 1963. The natural metal finish was replaced by the Norm 62 camouflage scheme in 1965. Along with this change, the new code DB+259 was painted on the fuselage. The next unit to fly this F-104 G was JaboG 32, it was operated from its base from 1966. One more change of the code came shortly after, this time being changed to 21+82. 21+82 was retired in August 1983 with 3,593 flight hours and was sold to Turkey the following year. The Turkish Armed Forces flew it until 1989.

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www.eduard.com/s/1195

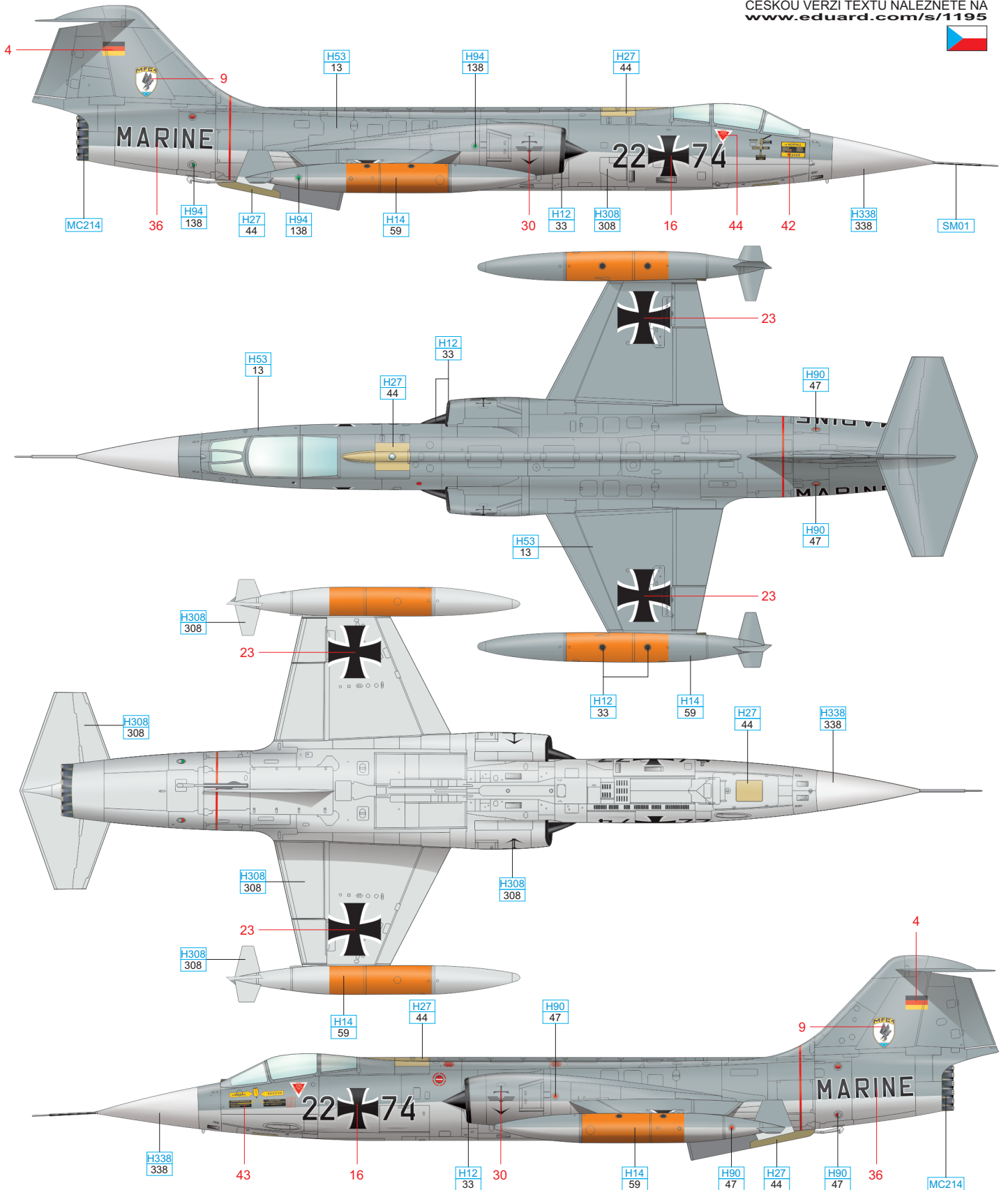


ALUMINIUM	MC218	LIGHT GRAY	H338 338	DARK IRON	MC214	CLEAR GREEN	H94 138	RED	H3 3	TAN	H27 44
SILVER	SM01	WHITE	H316 316	BLACK	H12 33	WINE RED	H43 100	CLEAR RED	H90 47		

C Marinefliegergeschwader 1, Hannover Airport, 1980

This F-104G was assembled by Messerschmitt in Manching, Bavaria. Its maiden flight was on May 6, 1964. MFG 1 accepted it on July 13 of the same year. The former code VA+131 was changed to 22+74, and the natural metal finish gave way to the Norm 76 camouflage scheme in 1970. This aircraft was struck off charge on March 16, 1981 with 2,387 flight hours and sold to Greece. Its career finally ended in 1993.

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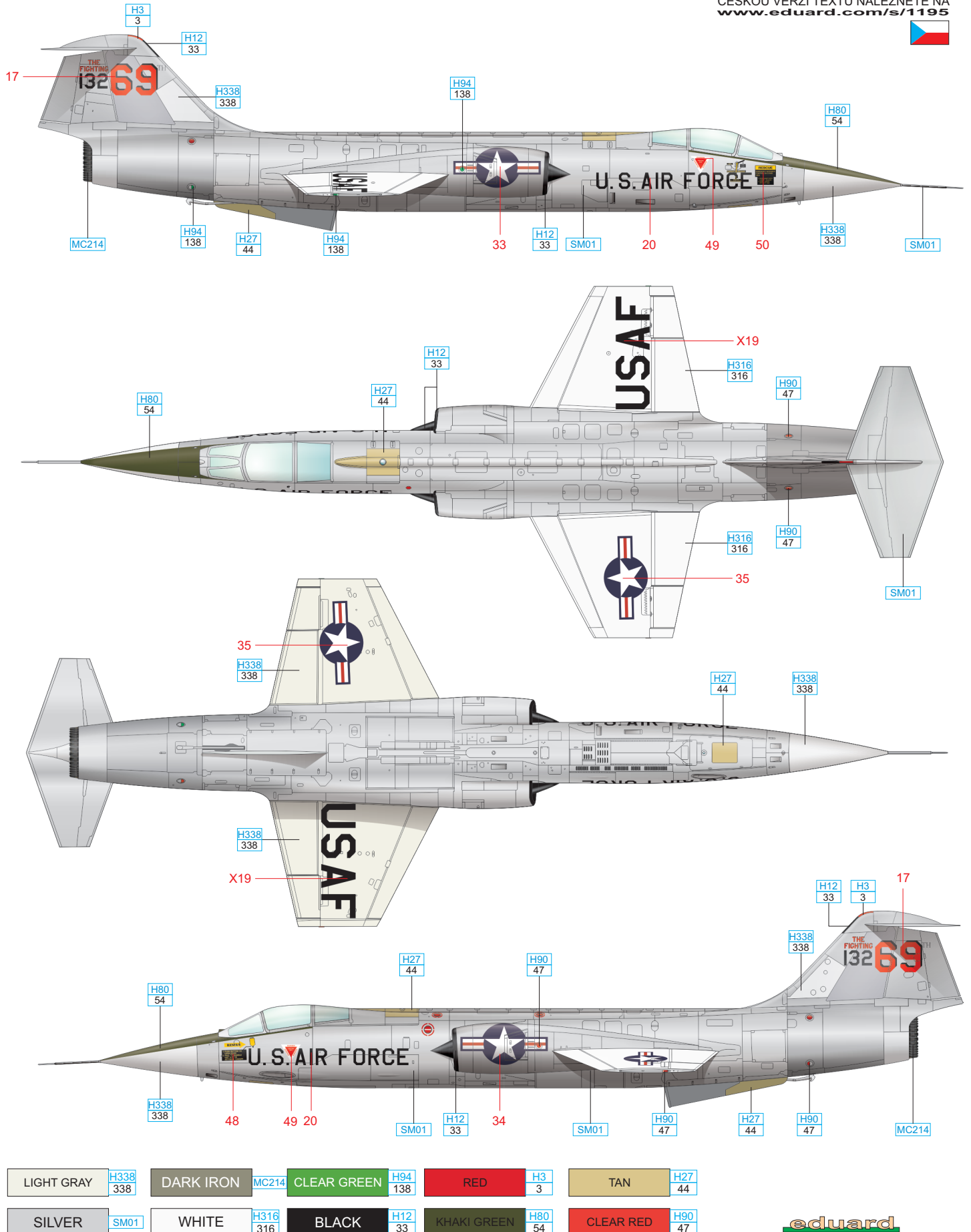
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NEUTRAL GRAY	H53 13	LIGHT GRAY	H338 338	BLACK	H12 33	SILVER	SM01	CLEAR RED	H90 47

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D 63-13269, 58th CTTW, Luke AFB, USA, 1982

This aircraft was assembled by Fokker from parts produced by Lockheed. The maiden flight was performed on March 2, 1962 and in the middle of May of that year, the F-104G was accepted by JaboG 31. In July 1963, it was transported to the United States, where it flew with 4510th CTTW. In 1974, it was grounded due to cracks but repaired and was returned to service. It was operated by the CO of the 69th TFTS at Luke AFB, AZ. The aircraft, sporting tail art of The Fighting 69th, starred in the movie 'The Right Stuff' about US test pilots from Edwards AFB who were involved in Project Mercury. 63-13269 was retired in 1983 and sold to the USAF and subsequently to Taiwan. The Taiwanese air force flew it until August, 1993.

ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/s/1195



LIGHT GRAY	H338 338	DARK IRON	MC214	CLEAR GREEN	H94 138	RED	H3 3	TAN	H27 44
SILVER	SM01	WHITE	H316 316	BLACK	H12 33	KHAKI GREEN	H80 54	CLEAR RED	H90 47

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E Marinefliegergeschwader 2, September, 1986

The assembly of this aircraft started on September 22, 1971 and was performed by MBB. Along with F-104G 22+74, it was armed with AS.34 Kormoran anti-ship missiles. MFG 1 accepted this F-104G on May 4, 1972, and it wore the Norm 76 camouflage scheme at the time. The colorful painting was applied to the aircraft in 1986, the Schleswig-Holstein colors were used for the F-104's farewell celebration. 26+63 was retired on November 26, 1986 with 2,052 flight hours. In April 1988 it was one of the F-104s sold to Greece where it was operated until 1993.

ČESKOU VERZI TEXTU NALEZNETE NA
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