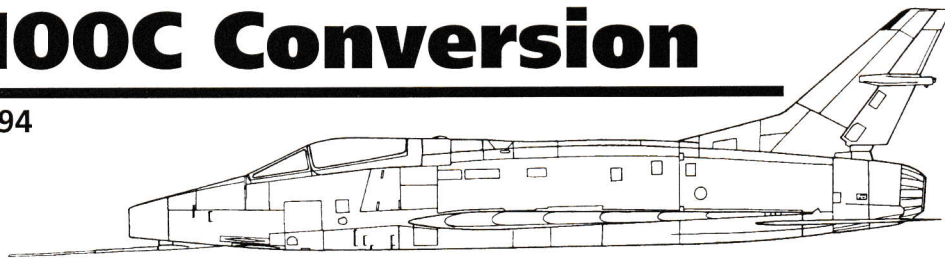


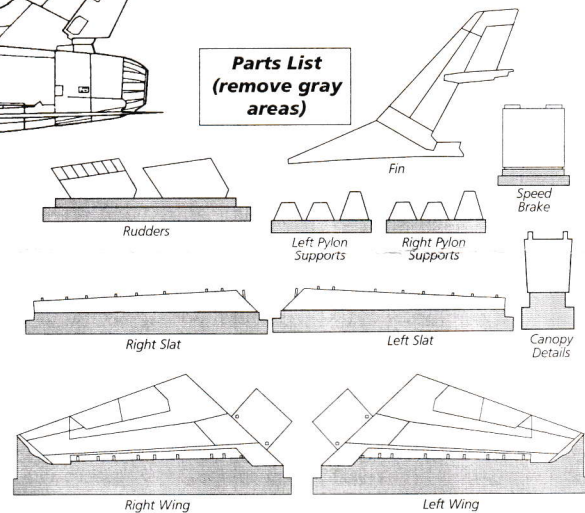
# F-100C Conversion

CEC48094

**Cutting Edge**®  
MODELWORKS

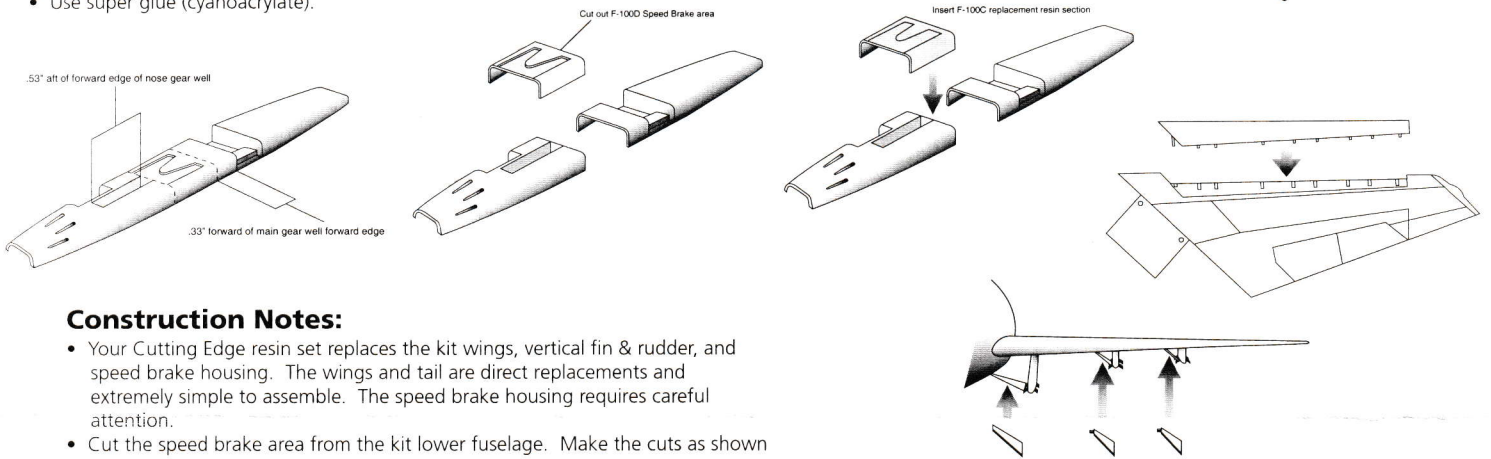


**Parts List  
(remove gray areas)**



## General Notes:

- Your Cutting Edge set converts the Monogram F-100D kit into the earlier F-100C.
- There is a great deal of confusion about the shape of the vertical fin, and drawings from different sources have considerably different shapes. Detail analysis of technical orders, factory drawings, photos and published plans shows that the "tall tail" fitted to the YF-100A was, while similar, different from the tall tail retrofitted to F-100As and the production F-100C tail. This has apparently led to numerous shape errors in published drawings. Your Cutting Edge set is based on the correct information and does not match some of those incorrect published drawings.
- There has also been considerable misunderstanding about the wing span and fuselage length of the "C" models. The "C" had the same wing span as the last 133 "A" models (and modified earlier "As") and the later "D" models. It's been widely and incorrectly reported that the F-100C fuselage was one foot shorter than the F-100D. This is totally incorrect, and if you want to get Dave Menard mad, just tell him the D was longer than the C! He measured the "C" at the USAF Museum and it is the same length as the "D!"
- The F-100C carried six wing pylons in the same positions as on the F-100D, although diagonal pylon supports were used. It is common to see "C" models without pylons fitted, so we left the mounting holes off your Cutting Edge set. If you want to fit them, use your Monogram kit as a template and drill mounting holes in the wing. The diagonal pylon supports are included in this set.
- Note the F-100C was equipped for inflight refueling. Most photos show the "cranked" refueling boom, but there are plenty of instances where the straight boom was fitted, or none at all. Use the appropriate kit part if you need a boom.
- There has been considerable discussion about the kit drop tanks being 1/4" too short. What is NOT clear is whether people are discussing the 275 gallon tank or the 335 gallon tank (which was an extended 275 tank).
- The F-100C did not have wing fences.
- A Mk 7 or Mk 28 nuclear bomb could be carried, normally on the left inboard pylon. A very few jets were modified to carry Sidewinders on the inboard pylons while in ANG service, and some served in Vietnam.
- CERTAIN PARTS ARE DELICATE! Please be extremely careful with the slender parts.
- Dry fit all parts first. Measure twice and cut once!
- Use super glue (cyanoacrylate).



## Construction Notes:

- Your Cutting Edge resin set replaces the kit wings, vertical fin & rudder, and speed brake housing. The wings and tail are direct replacements and extremely simple to assemble. The speed brake housing requires careful attention.
- Cut the speed brake area from the kit lower fuselage. Make the cuts as shown in the drawing. As always, cut a bit undersize and check your fit often!
- The resin wings replace the kit wings. Test fit your new wings, then superglue the lap joint to ensure they correctly fit your fuselage. Assemble the remainder of the fuselage and wings as per the kit instructions.
- The resin fin completely replaces the kit part. Select the plain or ribbed rudder as needed for the plane you're modeling.
- Remove the kit inner main landing gear doors from their center mount. The F-100C had 1-piece gear doors, which are provided in this set. Glue them in place on the center mount.
- The F-100C arrestor hook [kit instructions step 18, part 60], which was fitted only after 1960, was offset to the left. Fill the rear mounting hole and drill a new hole the same distance off the centerline to the left, then mount the hook.
- Mount the bomb pylon braces to each pylon as per the drawings and photo.
- Mount the slats to the wing leading edges.
- The resin canopy details replace kit part 16.

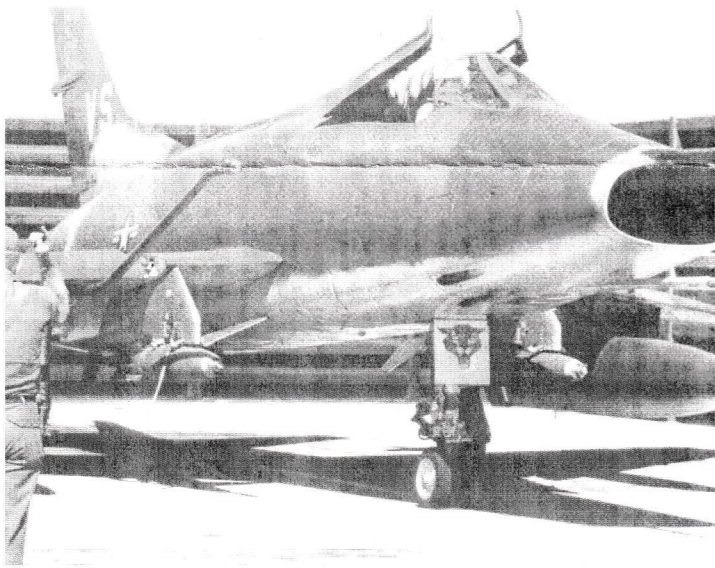
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