

made in Italy

LOCKHEED MARTIN F-104 G/S Starfighter®

EN

The supersonic interceptor aircraft F-104 Starfighter was, without doubts, one of the most famous, and long-lasting, aircraft in History. The F-104 entered in service in the late '50s and served with USAF for a long time. Later on, it has formed the fighter squadrons of several NATO air forces for more than 40 years. The "Starfighter" was based and developed on an original and unique concept for its time: innovative shape of the plane extremely thin, small, straight mid-mounted, trapezoidal wings, the stabilator mounted atop the fin, a powerful and reliable General Electric J-79 turbojet engine able to guarantee outstanding supersonic performances. The F-104G, manufactured under license in several NATO countries, has been built in a huge number of units - and used, thanks to its increased flight range and load capacity, as multi-role fighter-bomber. The F-104S, upgraded in technological features and weapons system, has equipped the Italian Air Force fighter squadrons until the mid-2000s, replaced with the Eurofighter Typhoon, showing an impressive operational life.

FR

L'avion de chasse intercepteur Lockheed F-104 Starfighter a sans aucun doute été l'un des avions les plus célèbres de l'Histoire de l'aviation. Il a certainement été l'un des plus durables aussi. En effet, l'F-104 est entré en service à la fin des années 50 avec l'Aéronautique Militaire Américaine et a constitué la ligne de vol des escadrons de chasse de plusieurs pays de l'OTAN pendant plus de 40 ans. L'F-104 se développe sur un concept aérodynamique absolument original et, pour l'époque très innovant: petites ailes trapézoïdales à la moitié du fuselage, une forme très allongée, le stabilisateur horizontal monté sur la queue et un moteur, le puissant et fiable turbojet J-79 de la General Electric, en mesure de garantir des prestations supersoniques extraordinaires. L'F-104G, produit sur licence dans plusieurs pays de l'OTAN, est réalisé en nombreux exemplaires et utilisé, grâce à une meilleure autonomie de vol et de chargement, comme chasseur-bombardier. L'F-104S, version évoluée dans l'avionique, la technologie et les systèmes d'arme, a équipé les escadrons de vol de l'Aéronautique Militaire Italienne jusqu'au milieu des années 2000, claire démonstration de la longévité opérationnelle et de l'efficacité du projet, remplacé avec un net saut de génération, par le très moderne Eurofighter Typhoon.

EN ATTENTION - Useful advice!

Study the instructions carefully prior to assembly. Remove parts from frame with a sharp knife or a pair of scissor and trim away excess plastic. Do not pull or parts. Assemble the parts in numerical sequence. Use plastic cement IT and use cement sparingly to avoid damaging the model. Black arrows indicate parts to be glued together. White arrows indicate on which frame the parts must be assembled WITHOUT using cement. These letters (A - B - C...) indicate on which frame the parts will be found. Paint small parts before detaching them from frame. Remove paint-where parts are to be cemented. Crossed out parts must not be used.

FR ATTENTION - Conseils utiles!

Avant de commencer le montage, étudier attentivement le dessin. Détacher avec beaucoup de soin les morceaux des moules en usant un massicot ou bien un pair de ciseaux et couper avec une petite lame avec de papier de verre fin ébarbagés éventuels. Jamais détacher les moules avec le mains Monter les en suivant l'ordre de la numération des tables. Eliminer de la moule le numéro de la pièce qui vient d'être montée, en le biffant avec une croix. Les flèches noires indiquent les pièces à coller, les flèches blanches indiquent les pièces à monter sans colle. Employer seulement de la colle pour polystyrol. Les lettres (A - B - C...) aux côtés des numéros indiquent la moule où se trouve la pièces à monter. Les pièces marquées par une croix ne sont pas à utiliser

IT

Il caccia-intercettore Lockheed F-104 Starfighter è stato, senza alcun dubbio, uno dei più celebri aerei della Storia dell'aviazione. Sicuramente è stato anche uno dei più longevi. L'F-104 è entrato infatti in servizio alla fine degli anni '50 con l'Aeronautica Militare Americana e ha costituito la linea di volo dei reparti da caccia di diverse nazioni della NATO per più di 40 anni. L'F-104 si sviluppa su un concetto aerodinamico assolutamente originale e, per l'epoca, innovativo: piccole ali trapezoidali a metà fusoliera, una forma estremamente allungata, lo stabilizzatore orizzontale montato sulla coda e un motore, il potente ed affidabile turbogetto J-79 della General Electric, in grado di garantire straordinarie prestazioni supersoniche. L'F-104G, prodotto su licenza in diversi Paesi della Nato, venne realizzato in numerosi esemplari ed impiegato, grazie alla maggiore autonomia di volo e di carico, come caccia-bombardiere. L'F-104S, versione evoluta nell'avionica, nella tecnologia e nei sistemi d'arma, ha equipaggiato i reparti di volo dell'Aeronautica Militare Italiana sino alla metà degli anni 2000, chiara dimostrazione della longevità operativa e dell'efficacia del progetto, sostituito, con un deciso salto generazionale, dal modernissimo Eurofighter Typhoon.

NL

Het jachtvliegtuig Lockheed F-104 Starfighter was ongetwijfeld een van de beroemdste vliegtuigen uit de luchtvaartgeschiedenis. Het was bovendien ook zonder twijfel één van de vliegtuigen die het langst meeging. De F-104 kwam op het einde van de jaren '50 in dienst bij de US Air Force en vormde gedurende meer dan 40 jaar het vliegtuig van de jachtafdelingen van verschillende landen van de NATO. De F-104 ontwikkelde zich op een absoluut origineel aerodynamisch concept en was voor die tijd zeer innovatief: kleine, trapezoidale vleugels halverwege de romp, een extreem langgerekte vorm, de horizontale stabilisator gemonteerd op de staart en met als motor de krachtige, betrouwbare straalmotor J-79 van General Electric, in staat om buitengewone, supersonische prestaties te garanderen. De F-104G, geproduceerd onder licentie in verschillende landen van de Nato, werd in talrijke exemplaren gebouwd en dankzij de grotere vliegautonomie en het grotere laadvermogen als jachtbommenwerper gebruikt. De F-104S, een geavanceerde versie zowel op gebied van luchtvaart als omwille van zijn technologie en wapensystemen, maakte deel uit van de uitrusting van de vliegafdelingen van de Italiaanse Militaire Luchtvaart tot halweg de jaren 2000, wat een duidelijk bewijs is van de lange operationele levensduur en de efficiëntie van het ontwerp. Met een bewuste generatiesprong werd het toestel toen vervangen door de hypermoderne Eurofighter Typhoon.



EN **WARNING:** Model for adult modelers age 14 and over
IT **ATTENZIONE:** Modello per collezionisti adulti di età superiore ai 14 anni
FR **ATTENTION:** Modèle pour modélistes de 14 ans et plus.
DE **ACHTUNG:** Modellbausatz für Modellbauer über 14 Jahre.
NL **WAARSCHWING:** Geschikt voor 14 jaar en ouder.
ES **ATENCIÓN:** Modelo para modelistas mayores de 14 años.

IT ATTENZIONE - Consigli utili!

Prima di iniziare il montaggio studiare attentamente il disegno. Staccare con molta cura i pezzi dalle stampe, usando un taglia-balsa oppure un paio di forbici e togliere con una piccola lima o con carta vetro fine eventuali sbavature. Mai staccare i pezzi con le mani. Montarli seguendo l'ordine delle numerazione delle tavole. Eliminare dalla stampa il numero del pezzo appena montato facendogli sopra una croce. Le frecce nere indicano i pezzi da incollare, le frecce bianche indicano i pezzi da montare senza colla. Usare solo colla per polistirolo. Le lettere (A - B - C...) ai lati dei numeri indicano la stampata ove si trova il pezzo da montare. I pezzi sbarrati da una croce non sono da utilizzare.

NL OPGELET - Belangrijke bemerkingen!

Bestudeer zorgvuldig het montageplan voor het bouwen. Breek nooit onderdelen van het kader. Maak ze los met een scherp mes of kleine nageltang. Verwijder daarna al het overtoellige plastic en pas de delen uitvoeren te lijmen. Gebruik alleen lijn voor plastic modellen. Werk zorgvuldig en spaarzaam, teveel lijn zal uw model beschadigen. Zwarte pijlen duiden de te lijmen delen aan. Witte pijlen verwijzen naar bewegende delen welke niet mogen worden gelijmd. Deze letters (A - B - C...) geven de kaders aan waarin de onderdelen zich bevinden. Schilder de kleine onderdelen voor ze van het kader te snijden. Verwijder de verf van de te lijmen oppervlakten.

DE

Der Abfangjäger Lockheed F-104 Starfighter war zweifellos eines der berühmtesten Flugzeuge in der Geschichte der Luftfahrt. Sicherlich war er auch eines der langlebigsten. Der F-104 wurde in den späten 50er Jahren von der United States Air Force in Dienst genommen und bildete über 40 Jahre lang die Fluglinie der Jagdabteilungen verschiedener Nationen der NATO. Der F-104 wurde auf der Grundlage eines absolut originellen und für die damalige Zeit innovativen aerodynamischen Konzepts entwickelt: kleine trapezförmige Tragflächen in der Mitte des Rumpfs, eine extrem lange und schlanke Form, Montage der Stabilisierungsflosse am Heck und ein Motor - das leistungsstarke und zuverlässige Strahltriebwerk J-79 von General Electric - der in der Lage war, außergewöhnliche Überschall-Leistungen zu erbringen. Der in verschiedenen Nato-Staaten in Lizenz produzierte F-104G wurde in großer Stückzahl hergestellt und dank seiner großen Reichweite und Ladefähigkeit als Jagdbomber eingesetzt. Der F-104S, der Weiterentwicklungen in der Flugelektronik, der Technologie und den Waffensystemen aufwies, kam in den Flugabteilungen der italienischen Luftwaffe bis Mitte der 2000er Jahre zum Einsatz, was ein deutlicher Beweis für die Langlebigkeit und die Effizienz des Projekts darstellt, und wurde schließlich mit einem eindeutigen Generationensprung durch die hochmodernen Eurofighter Typhoon ersetzt.

ES

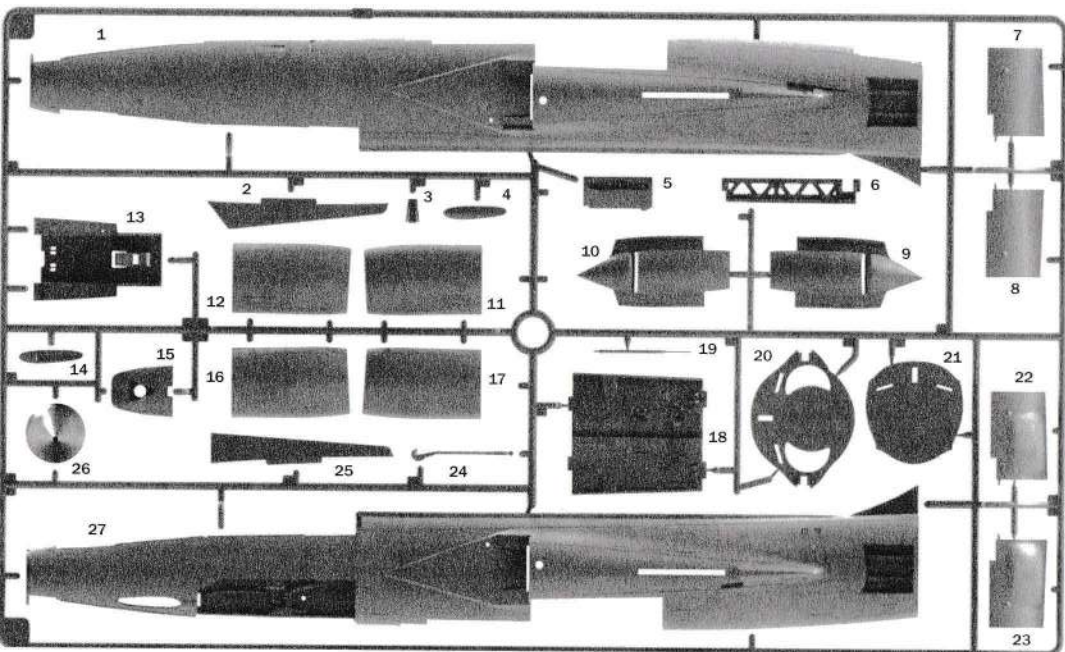
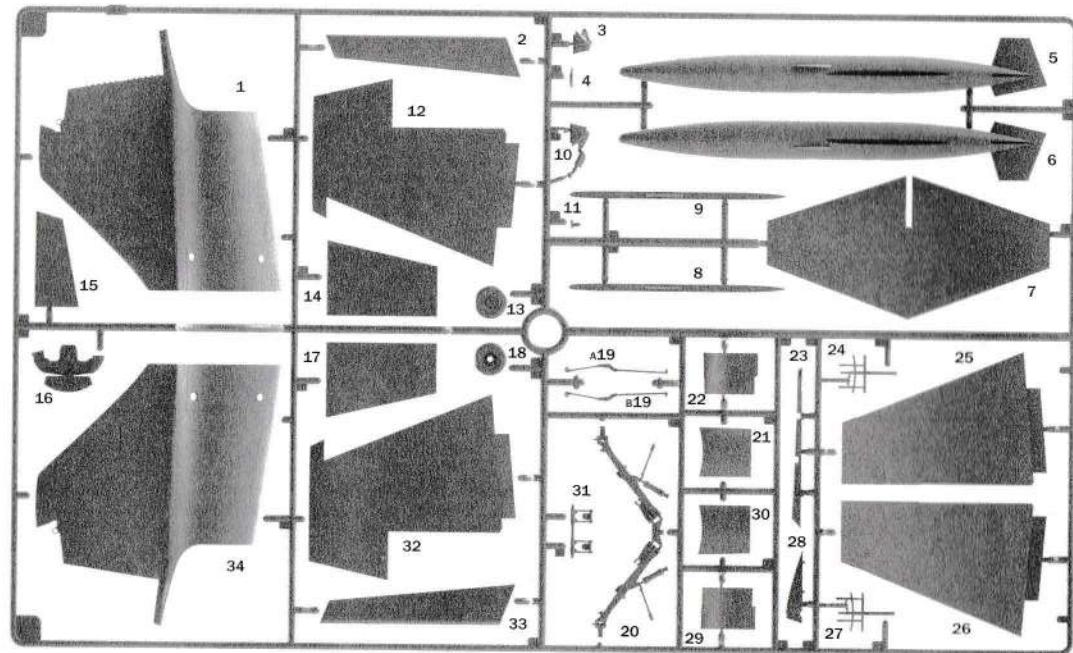
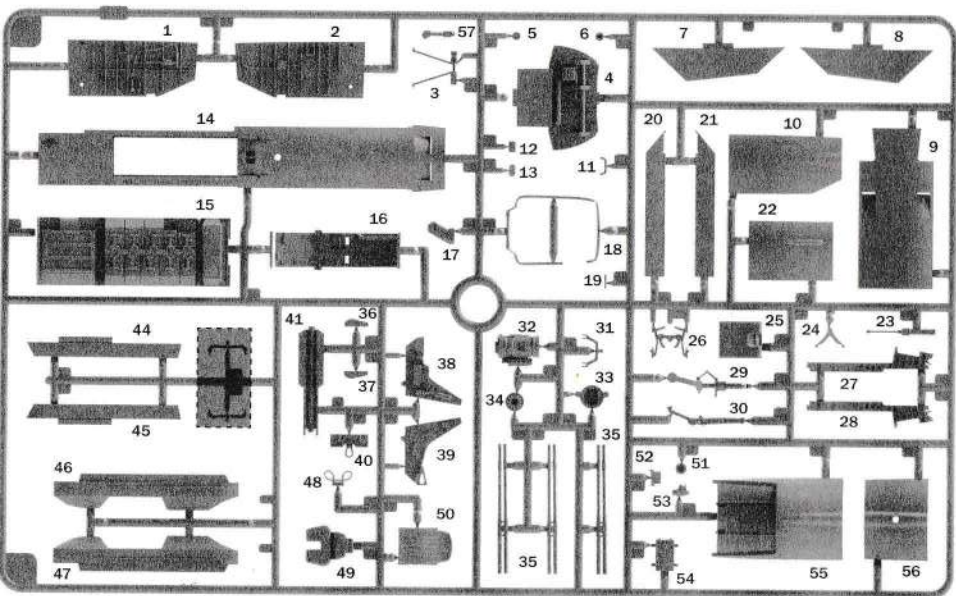
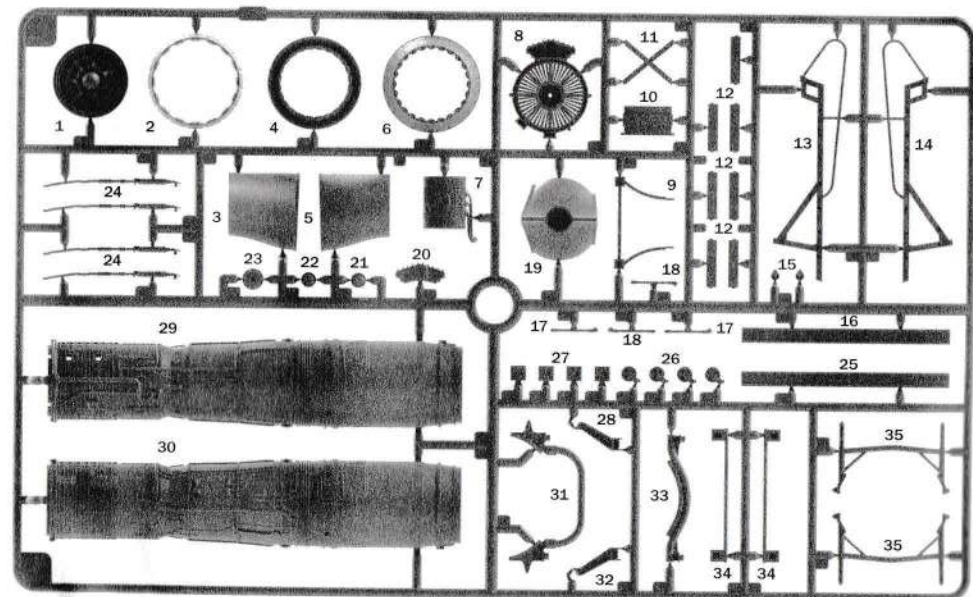
El caza interceptor Lockheed F-104 Starfighter ha sido sin duda, uno de los aviones más conocidos de la Historia de la aviación. Seguramente ha sido también, uno de los más longevos. El F-104 entró en servicio con la Fuerza Aérea de los Estados Unidos al final de los años 50. Durante más de 40 años ha representado la línea de vuelo de las flotas de caza de diferentes países pertenecientes a la OTAN. El F-104 se basa en un concepto aerodinámico absolutamente original e innovador para sus tiempos: pequeñas alas trapezoidales a mitad del fuselaje, una forma muy alargada, el estabilizador horizontal montado en la cola y un motor: el potente y fiable turboreactor J-79 de la General Electric, capaz de asegurar prestaciones supersónicas extraordinarias. El F-104G, que se fabrica con licencia en diferentes Países de la Otan, y del cual se realizan numerosos ejemplares, se usa gracias a su mayor autonomía de vuelo y de carga, como caza bombardero. El F-104S, versión moderna de la aviónica, de la tecnología y de los sistemas de armamento, ha equipado las divisiones de vuelo de la Aeronáutica Militar Italiana hasta mediados de los años 2000, lo cual demuestra claramente su longevidad operativa y la eficacia del proyecto, que fue sustituido con un decisivo salto generacional, con el modernísimo Eurofighter Typhoon.

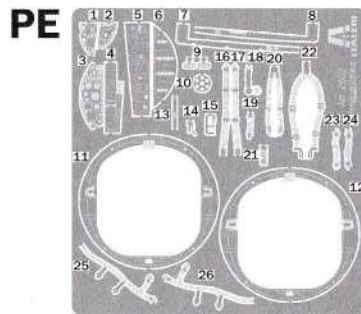
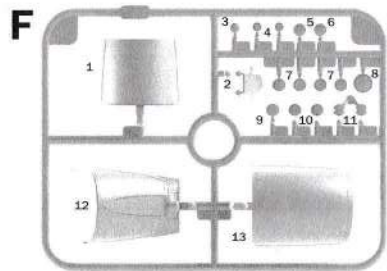
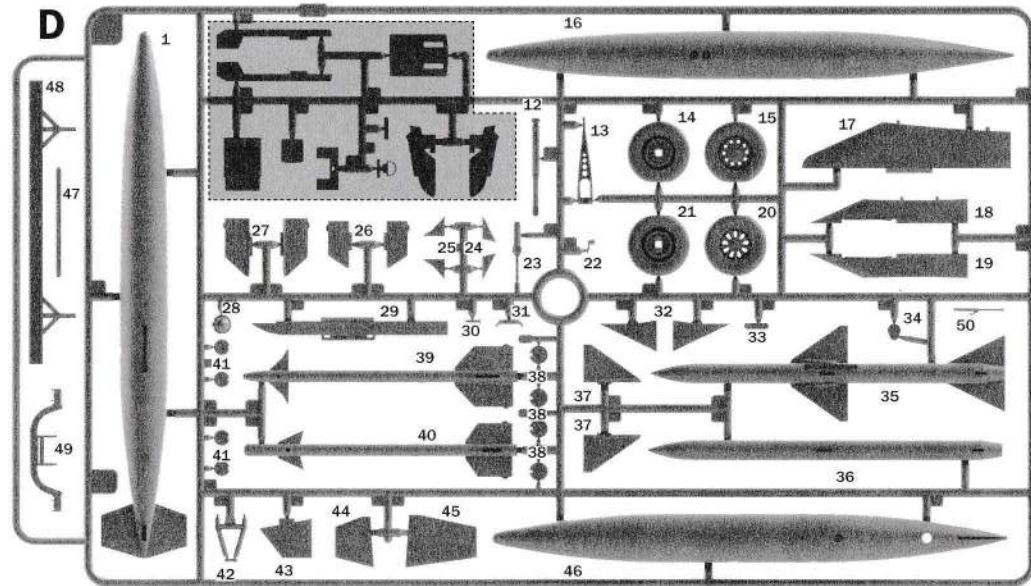
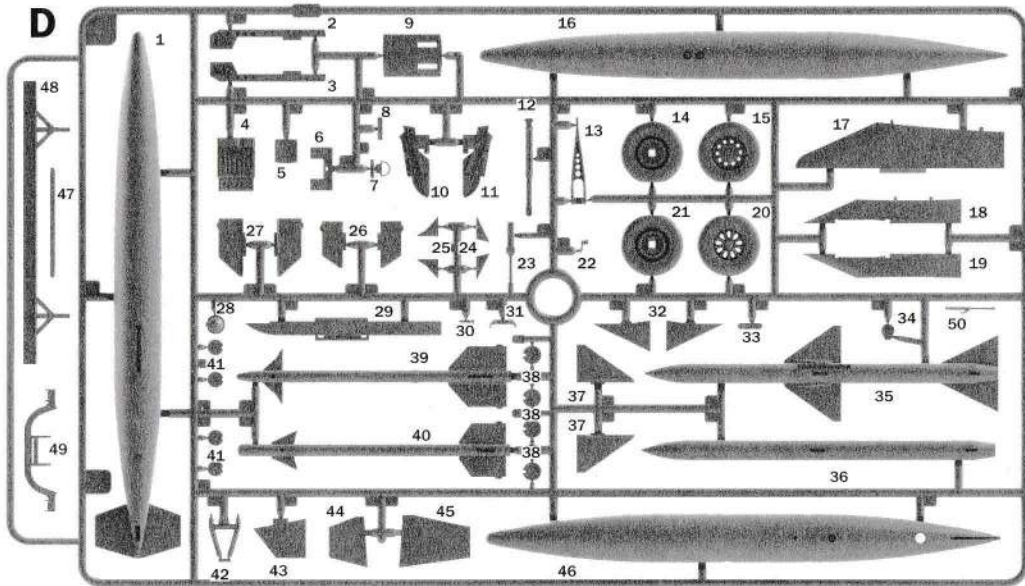
DE ACHTUNG - Ein nützlicher Rat!

Vor der Montage die Zeichnung aufmerksam studieren. Die einzelnen Montageteile mit einem Messer oder einer Schere vom Spritzling sorgfältig entfernen. Eventuelle Grate werden mit einer Klinge oder feinem Schmirgelpapier beseitigt. Keinesfalls die Montageteile mit den Händen entfernen. Bei der Montage der Tafelnummerierung folgen. Pfeile zeigen die zu klebenden Teile während die weissen Pfeile die ohne Leim zu montierenden Teile anzeigen. Bitte nur Plastikklebstoff verwenden. Die Buchstaben (A - B - C...) neben den Nummern zeigen auf welchem Spritzling der zu montierende Teil zu finden ist. Die mit einem Kreuz markierten Teile sind nicht zu verwenden.

ES ATENCION - Consejos útiles!

Estudiar las instrucciones cuidadosamente antes de comenzar el montaje. Separar las piezas de las bandejas con un cuchillo afilado o un par de tijeras y retirar el exceso de plástico o rebada. No arrancar las piezas. Montar las piezas en orden numérico. Utilizar SOLAMENTE pegamento para plástico y en poca cantidad para evitar que se dane el modelo. Las flechas negras indican las piezas que se deben pegar juntas. Las flechas blancas indican las piezas que deben ensamblarse SIN usar pegamento. Las letras (A - B - C...) indican en que bandeja se encuentran las piezas. Pintar las piezas pequeñas antes de separarlas de la bandeja. Retirar la pintura de los lugares por donde se deban pegar las piezas.

A**B****C****E**



Separare
Cut
Retirer
Entfernen
Separar
Gesneden



Parti da non utilizzare
Parts not for use
Pièces à ne pas utiliser
Teile werden nicht verwendet
Partes a no utilizar
Onderdelen niet te gebruiken



Aprire i fori
Drill holes
Ouvrir les trous
Die Locher Ausbohren
Perforar los agujeros
Open gaten

I numeri si riferiscono all'assortimento colori / Italeri Acrylic Paint
The indicated colour number refer to the / Italeri Acrylic Paint
Les références indiquées concernent les peintures / Italeri Acrylic Paint
Die angegebenen farbnnummern beziehen sich auf die / Italeri Acrylic Paint
Los números se refieren a los colores surtido / Italeri Acrylic Paint
De nummers verwijzen naar het assortiment kleuren / Italeri Acrylic Paint

THE INDICATION "FOR VERSION A/A2/B/..."
REFER TO OUR COLOUR PROFILES

A

GLOSS WHITE
F.S.17875
Italeri AcrylicPaint 4696 AP

B

FLAT GUN METAL
F.S.37200
Italeri AcrylicPaint 4681 AP

C

GLOSS SILVER
F.S.17178
Italeri AcrylicPaint 4678 AP

D

FLAT BLACK
F.S.37038
Italeri AcrylicPaint 4768 AP

E

FLAT RED
F.S.31400
Italeri AcrylicPaint 4606 AP

F

FLAT GUN METAL
F.S.37200
Italeri AcrylicPaint 4681 AP

G

MAT FLAT ALUMINIUM
F.S.31178
Italeri AcrylicPaint 4677 AP

H

FLAT DARK GREEN
F.S.34079
Italeri AcrylicPaint 4726 AP

I

FLAT MEDIUM GREEN
F.S.34092
Italeri AcrylicPaint 4314 AP

J

MAT FLAT STEEL
F.S.37178
Italeri AcrylicPaint 4679 AP

L

FLAT SAND
F.S.30475
Italeri AcrylicPaint 4720 AP

M

FLAT OLIVE DRAB
F.S.34084
Italeri AcrylicPaint 4728 AP

N

FLAT INSIGNA YELLOW
F.S.33538
Italeri AcrylicPaint 4721 AP

O

FLAT GULL GRAY
F.S.36622
Italeri AcrylicPaint 4763 AP

P

FLAT INTERIOR GRAY GREEN
F.S.34151
Italeri AcrylicPaint 4201 AP

Q

FLAT LIGHT FLASH
F.S.33695
Italeri AcrylicPaint 4390 AP

R

GLOSS GREEN
F.S.14090
Italeri AcrylicPaint 4669 AP

S

GLOSS RED
F.S.11302

T

ZINC CROME YELLOW
F.S.13538

U

INTERIOR GRAY
F.S.36231

V

EXHAUST

W

CHROMATE

Y

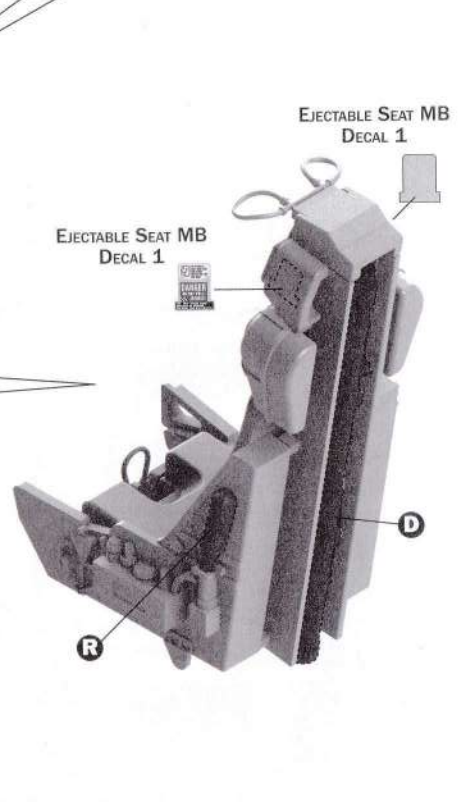
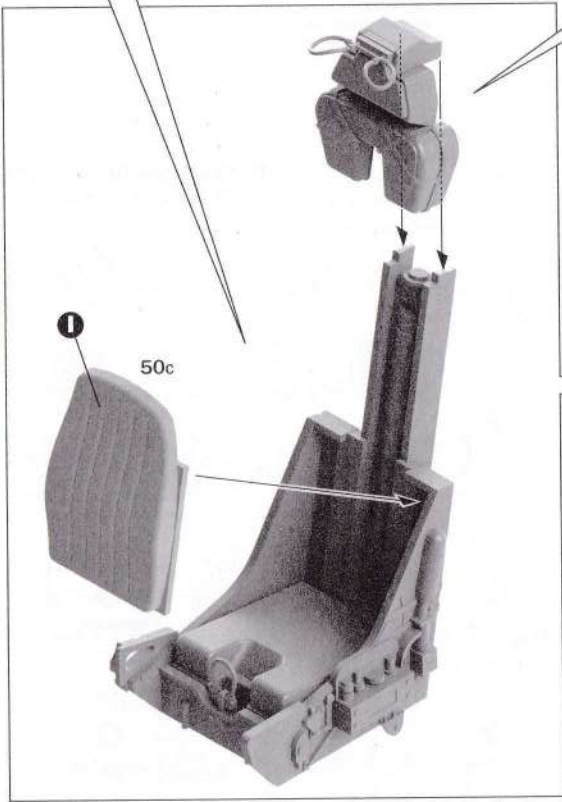
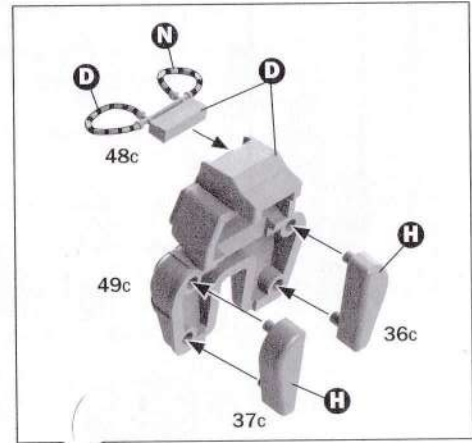
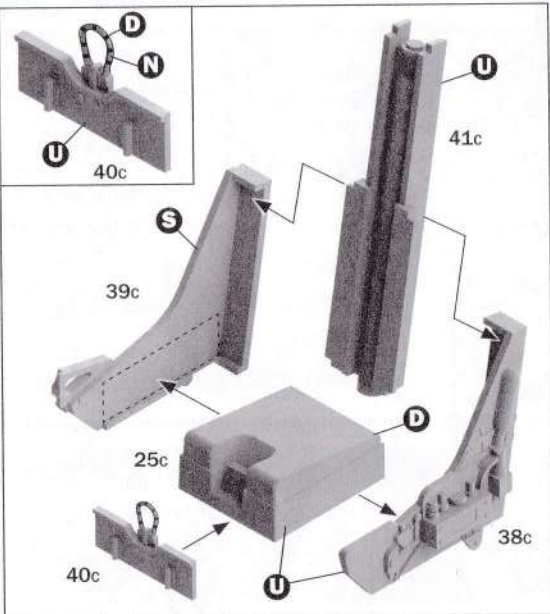
FLAT RUST
F.S.3019
Italeri AcrylicPaint 4675 AP

Z

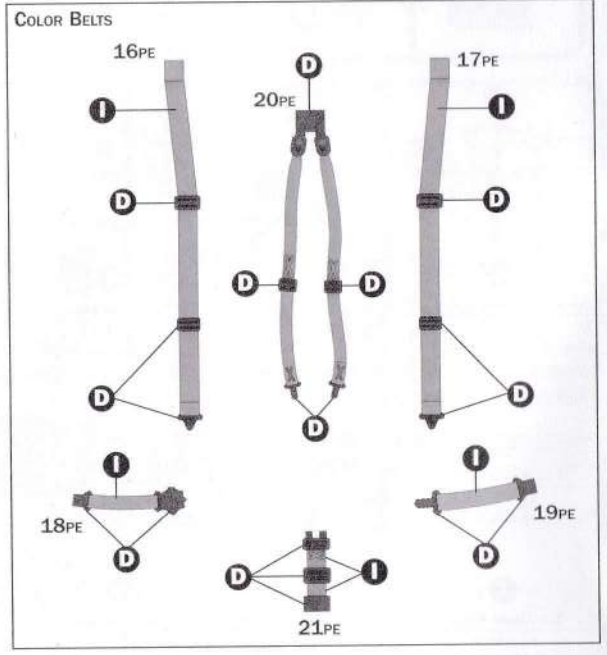
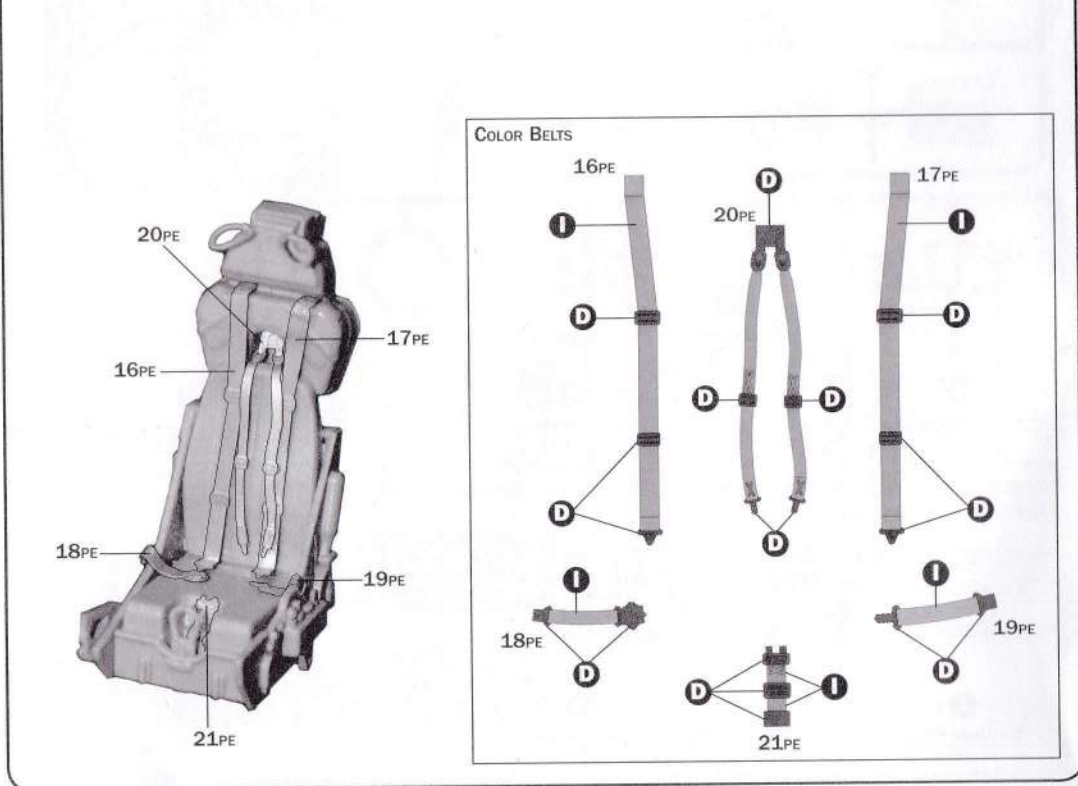
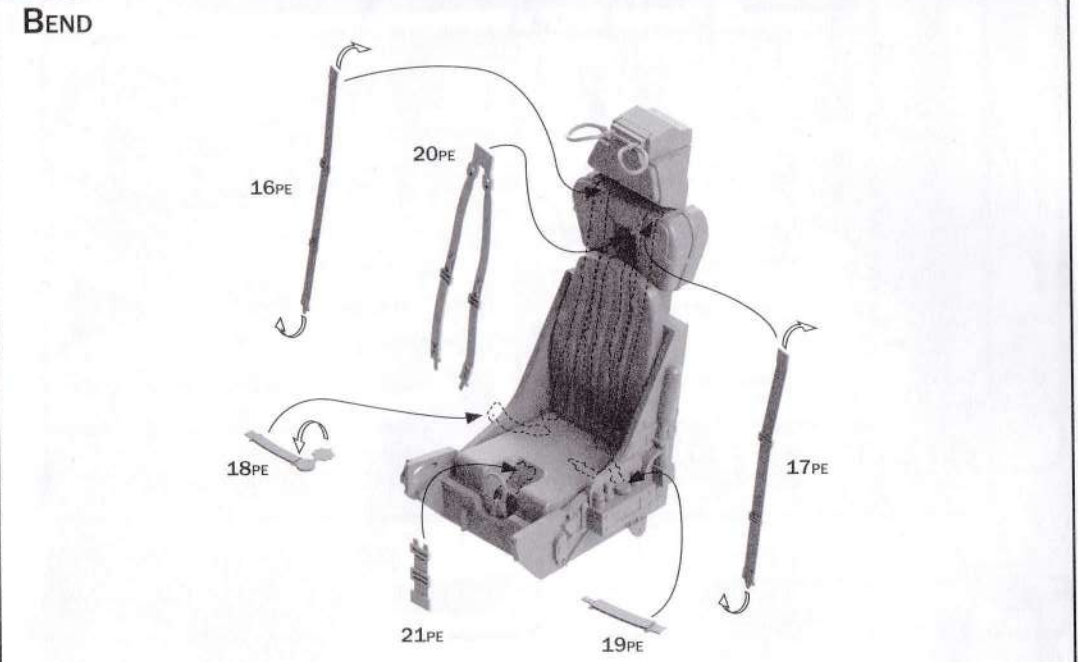
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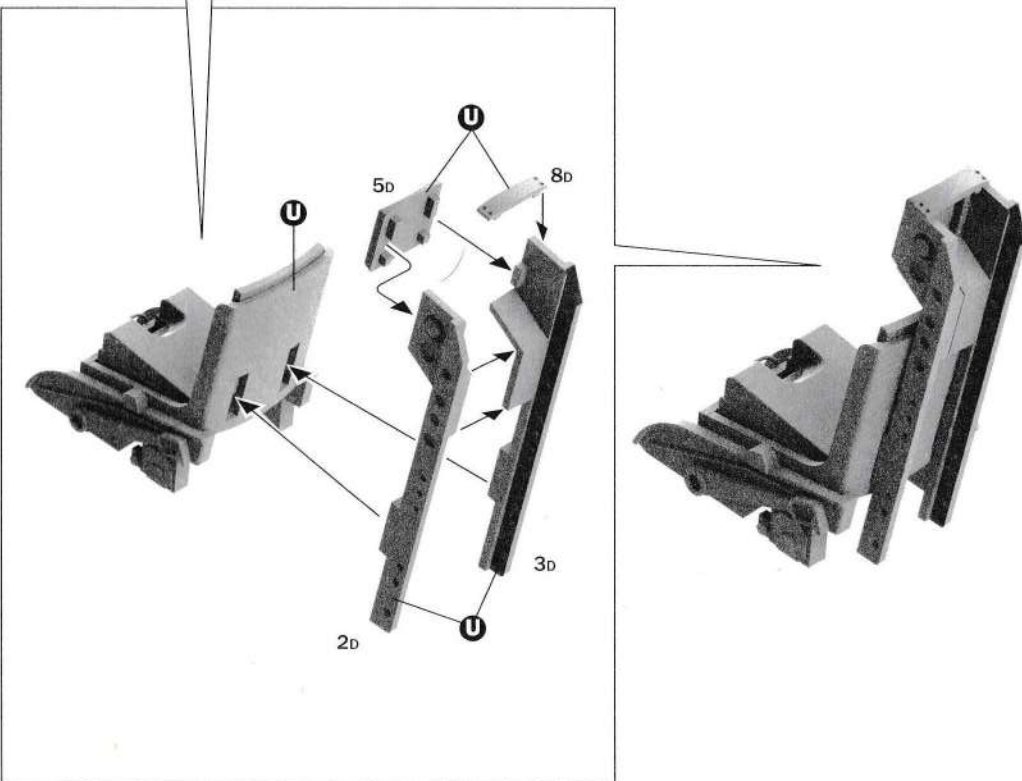
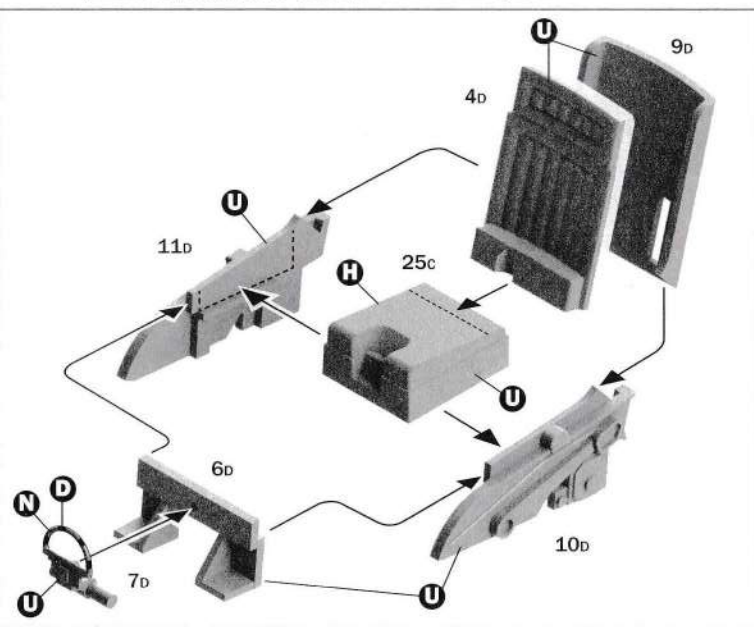
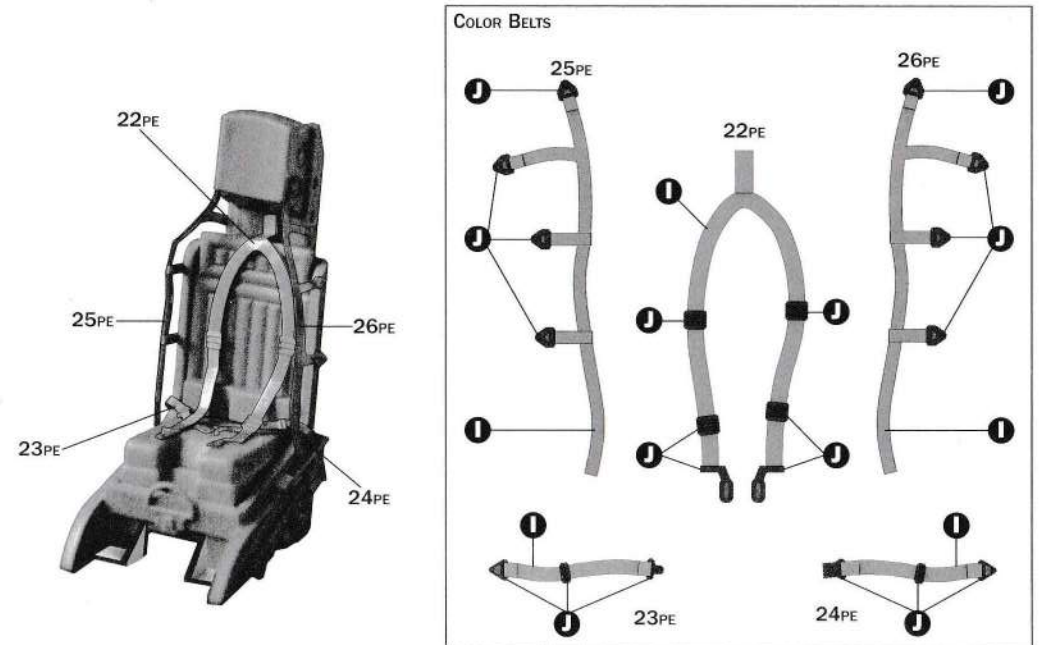
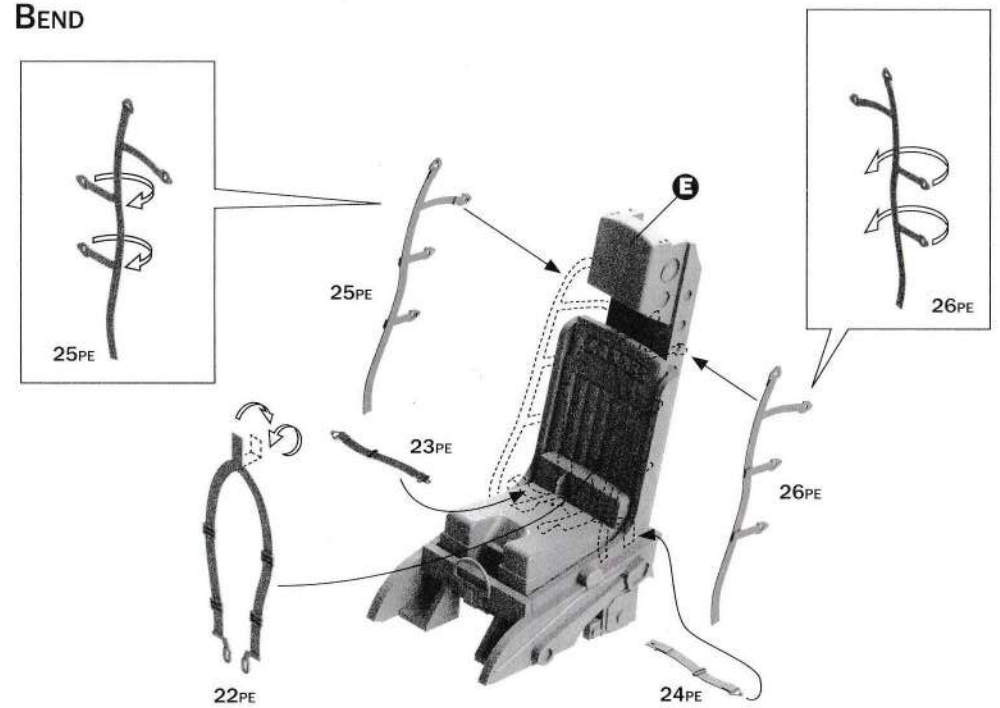
1 A1 MARTIN BAKER SEAT

FOR VERSION:
A/A2/B/C/E/H/J



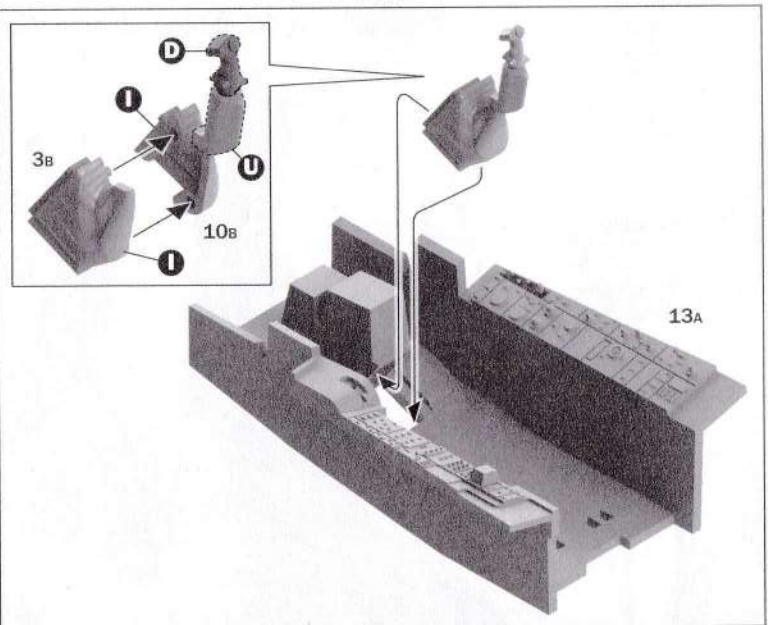
2 BEND



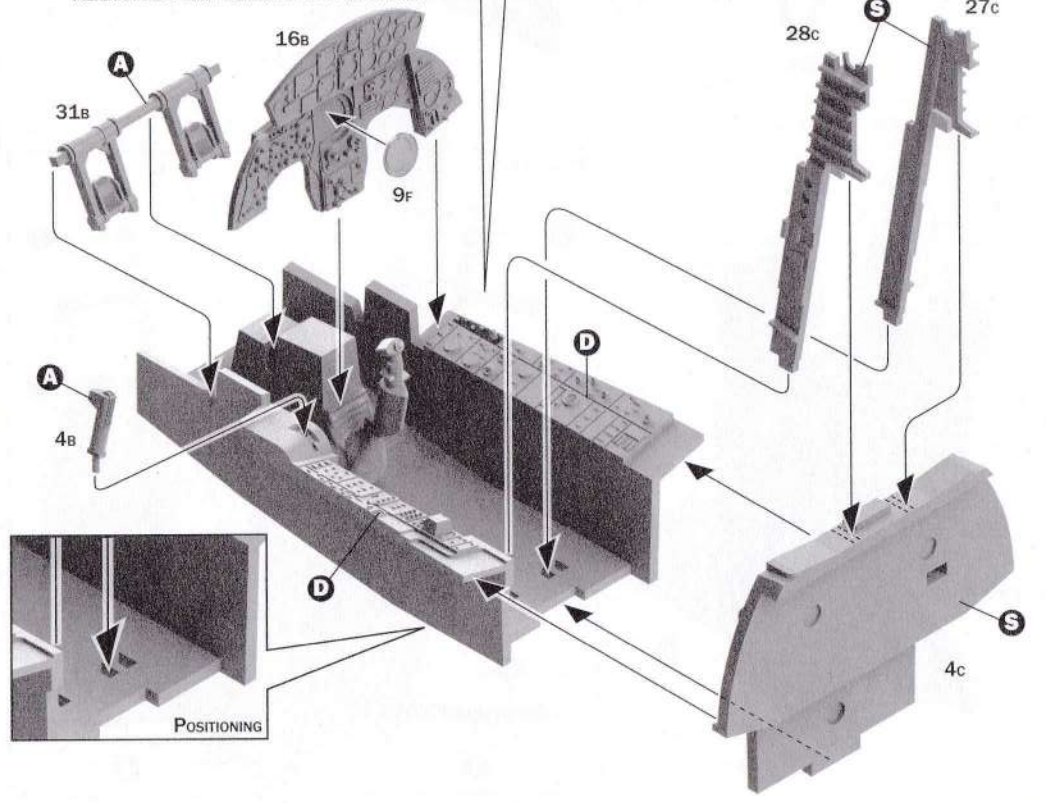
3**A2 LOCKHEED SEAT FOR VERSION: D/F/G****4****BEND**

5

B1

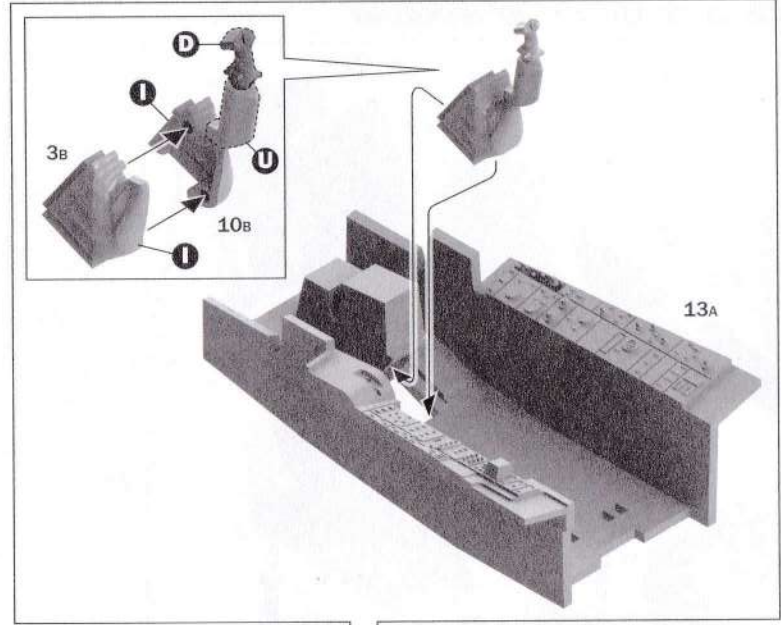


ALTERNATIVE PANEL INSTRUMENTS TO NEXT PAGE

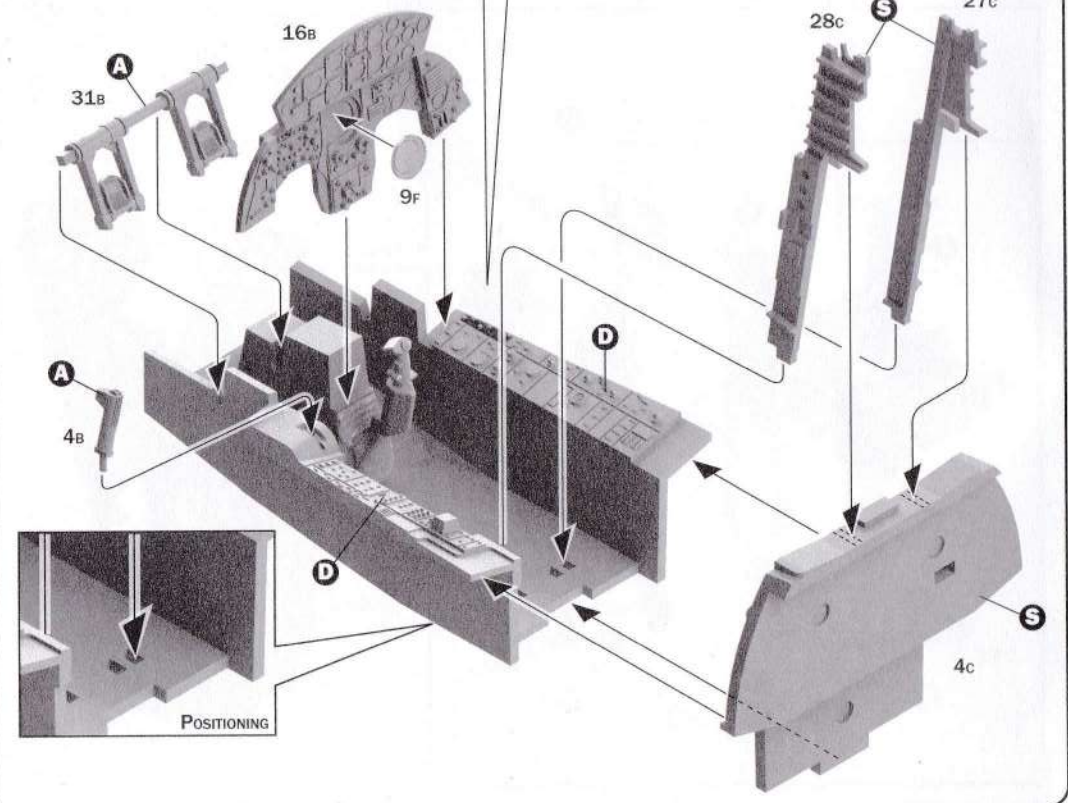


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B2

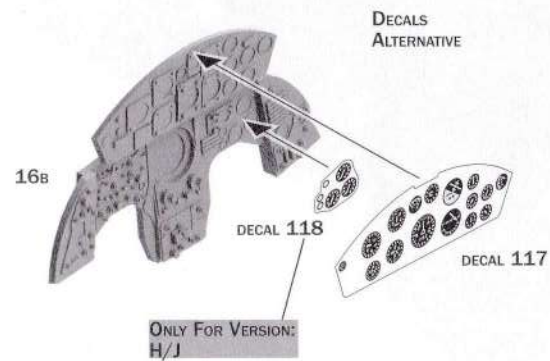
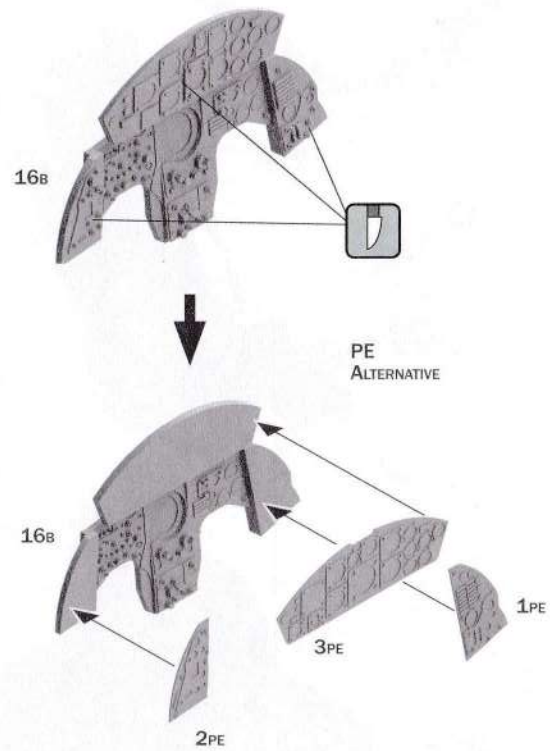


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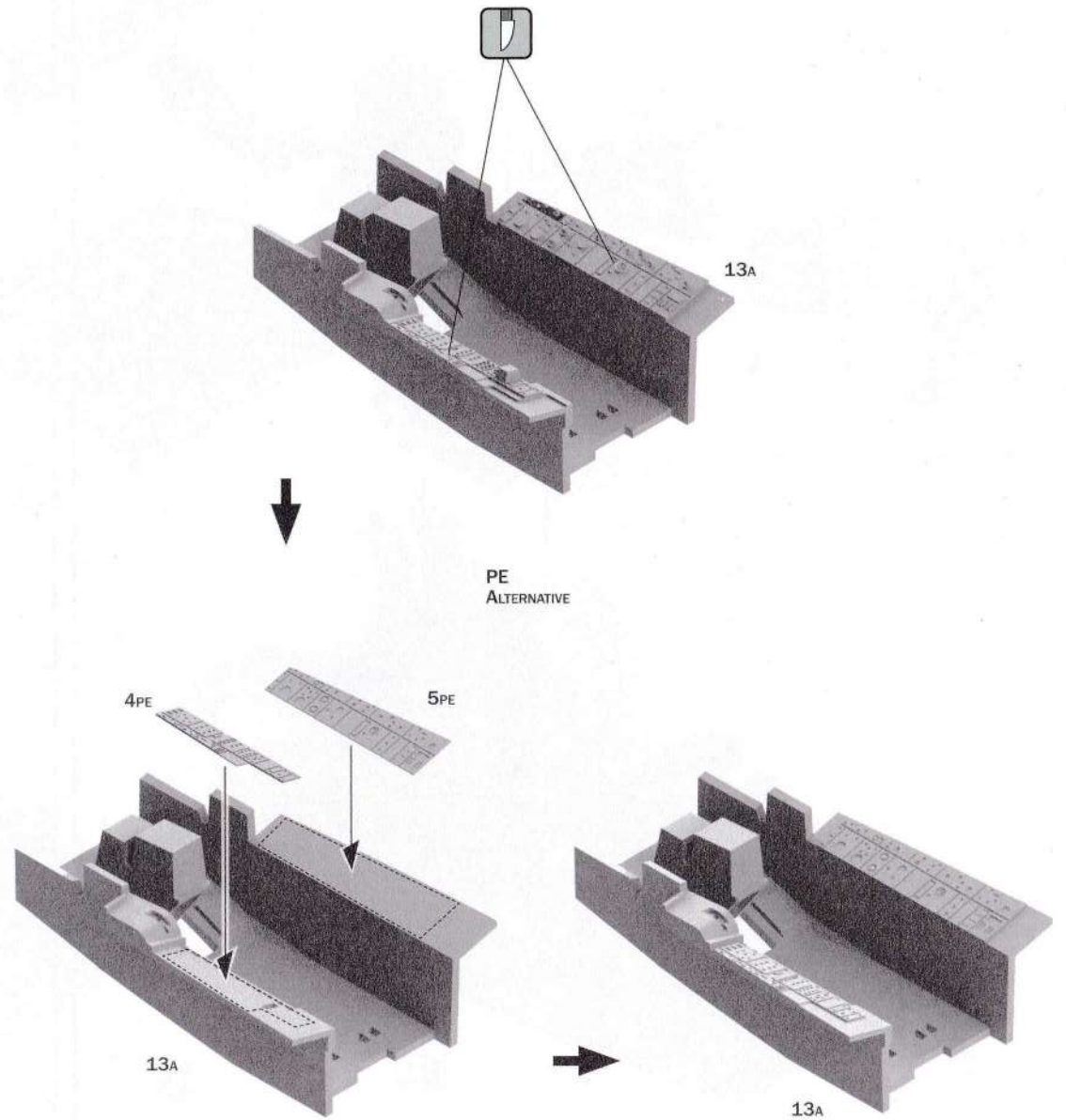
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ALTERNATIVE PANEL INSTRUMENTS



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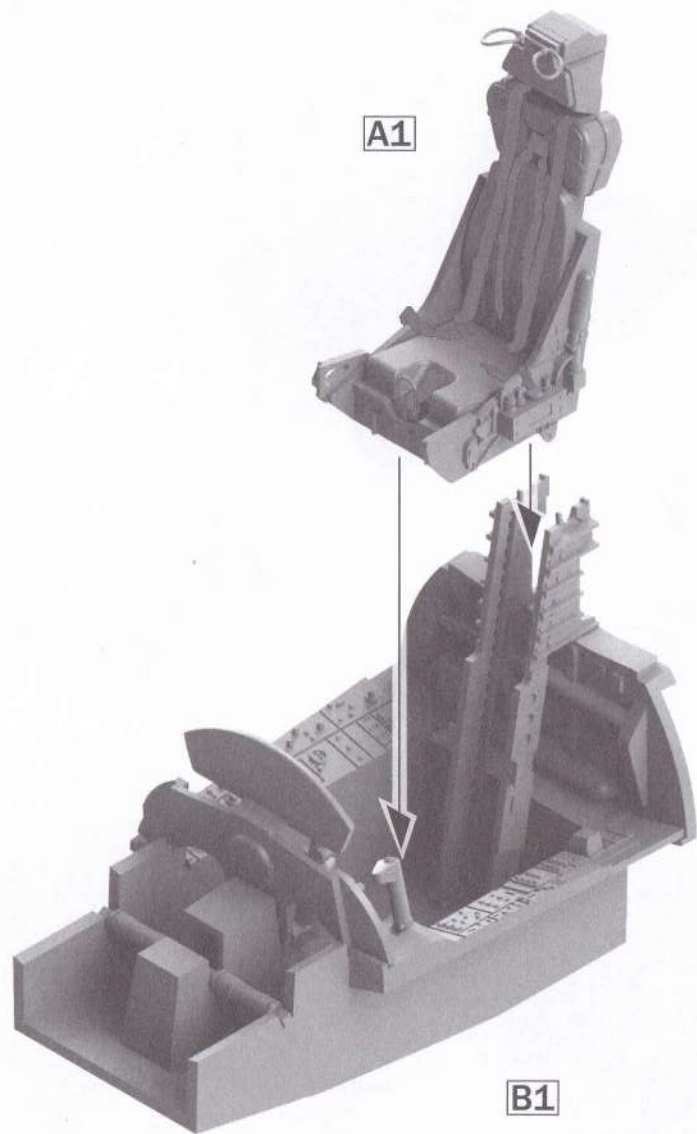
ALTERNATIVE PANEL INSTRUMENTS



9

MARTIN BAKER COCKPIT

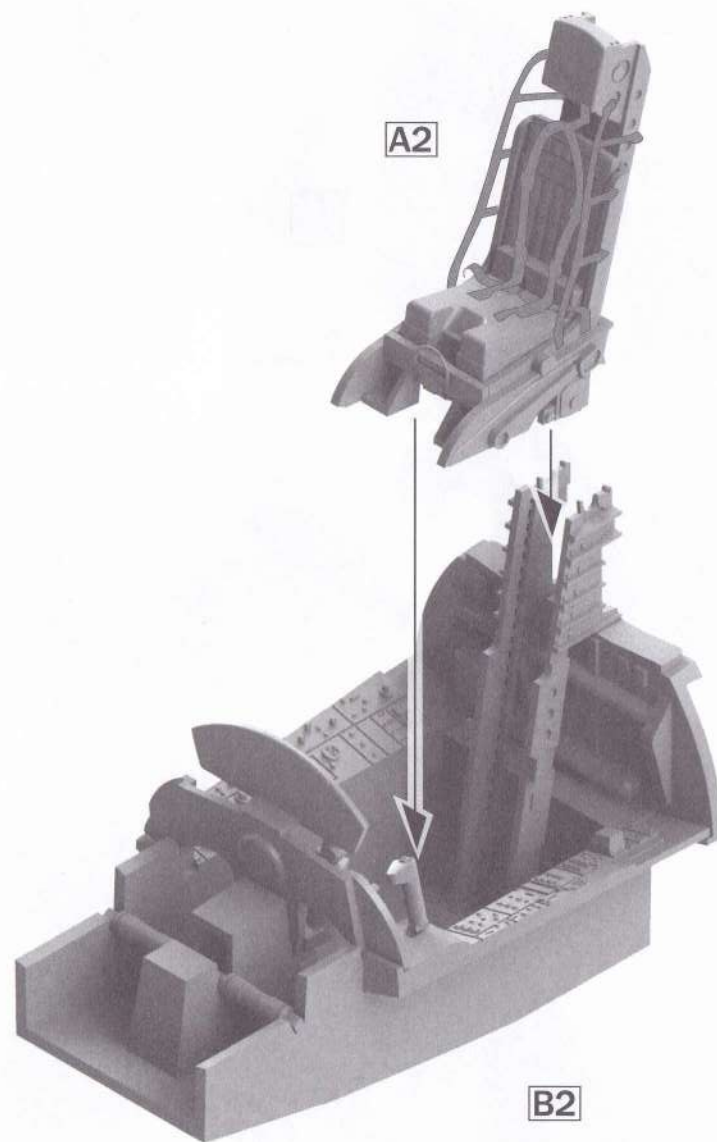
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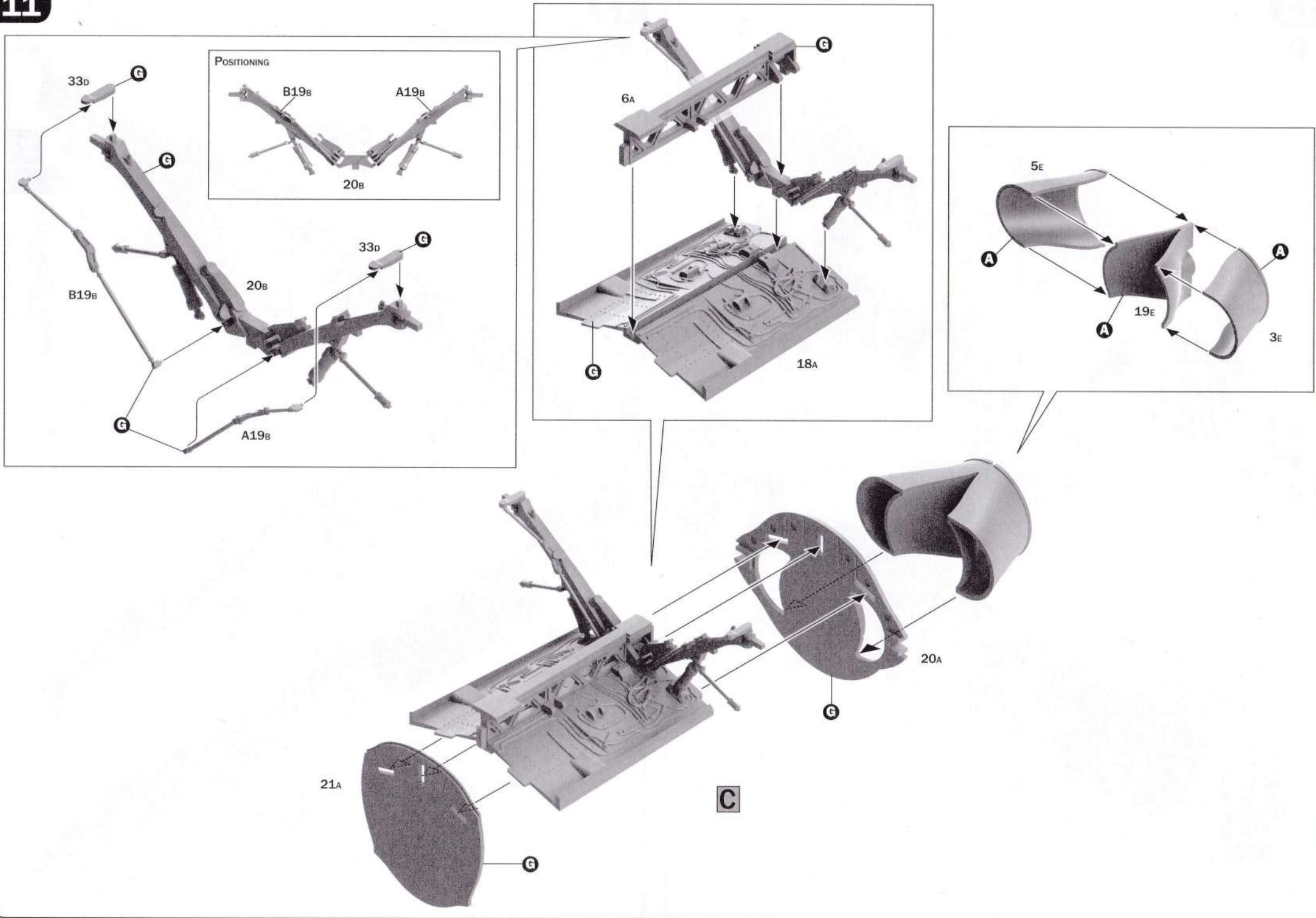


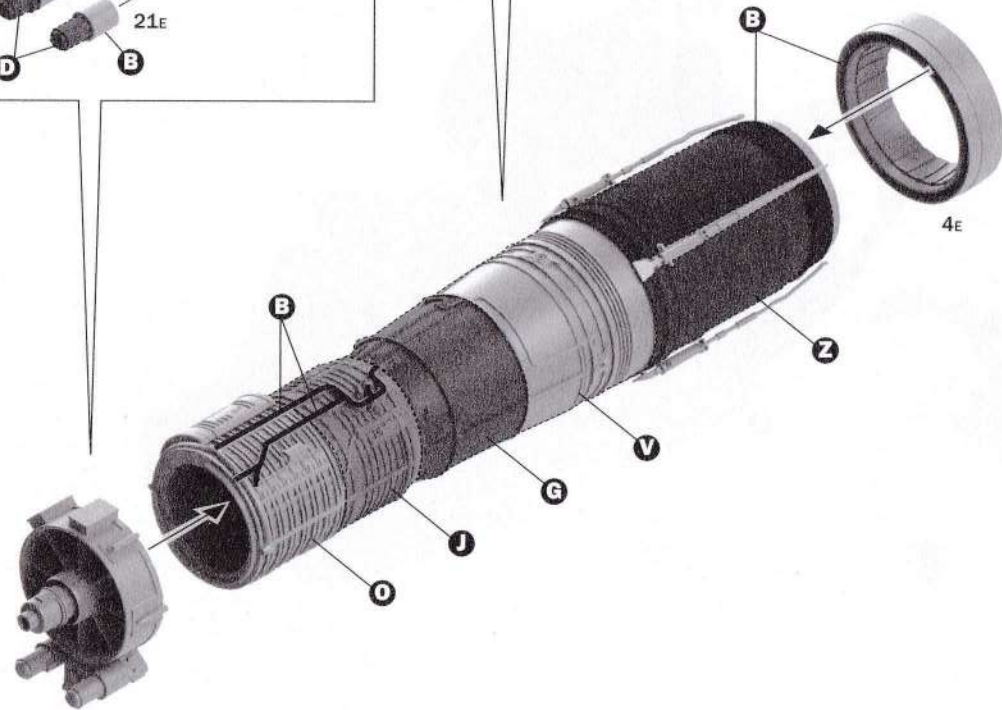
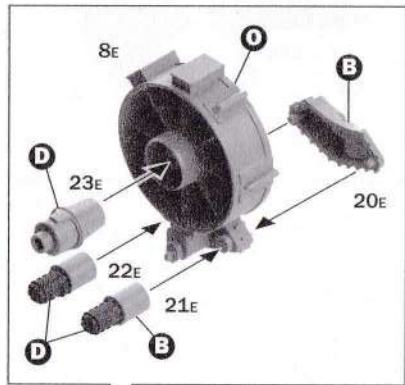
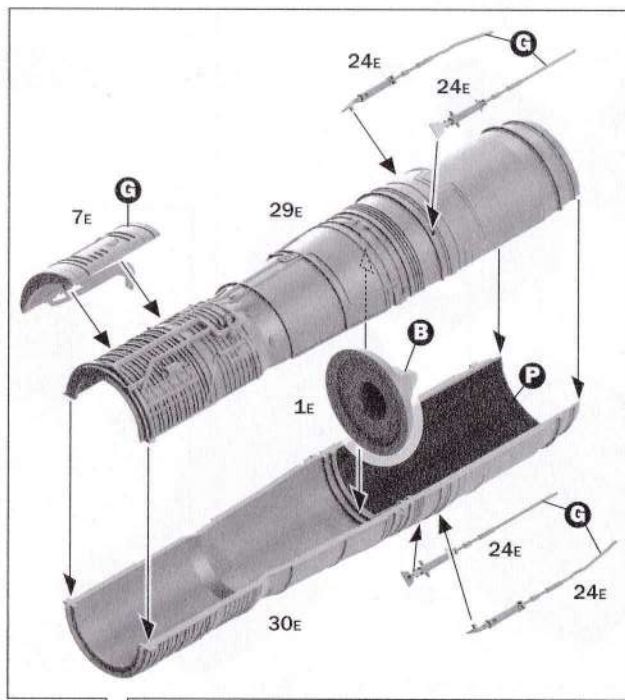
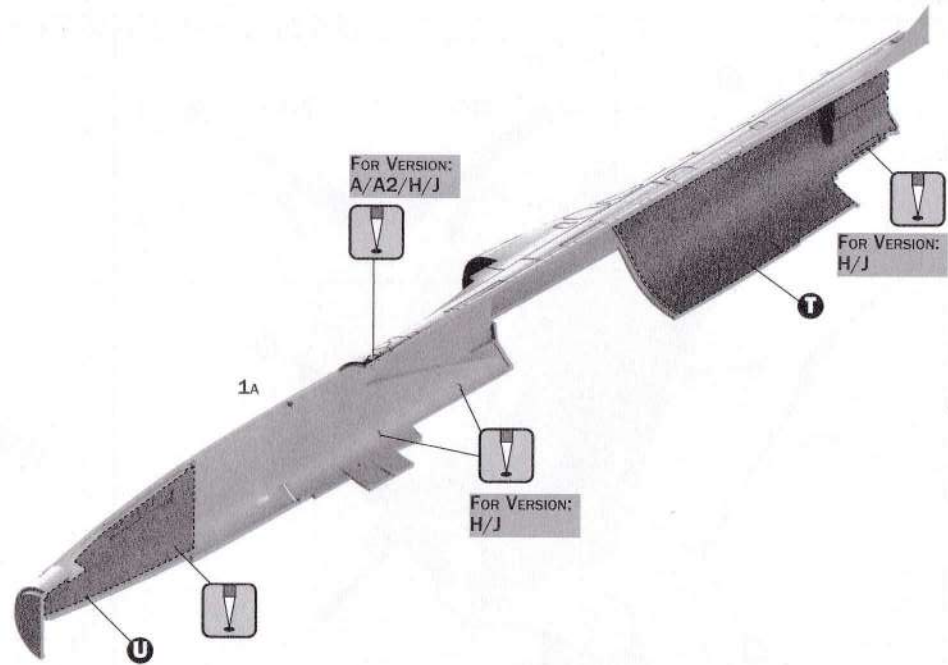
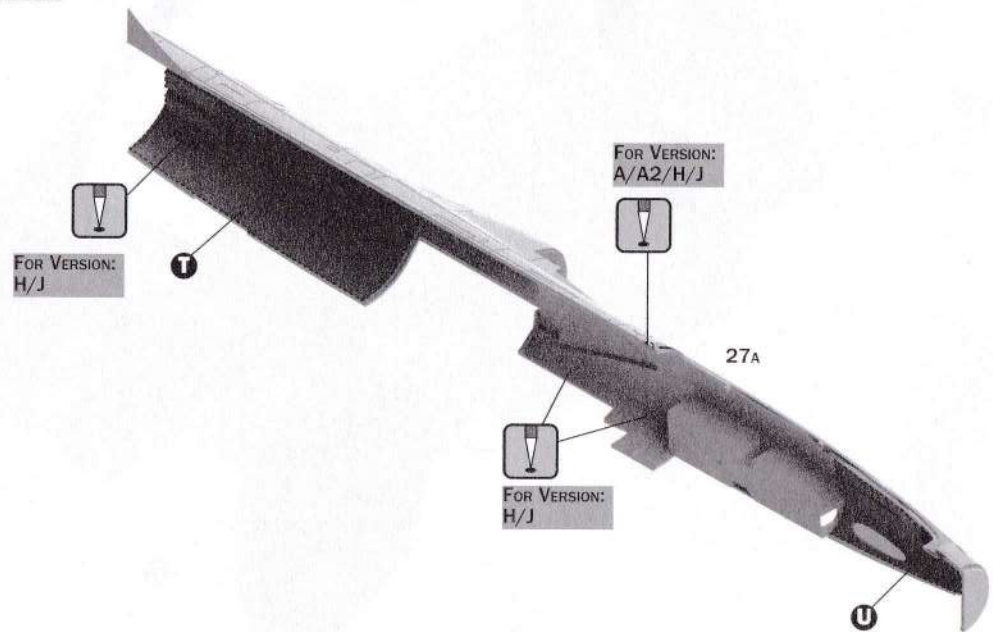
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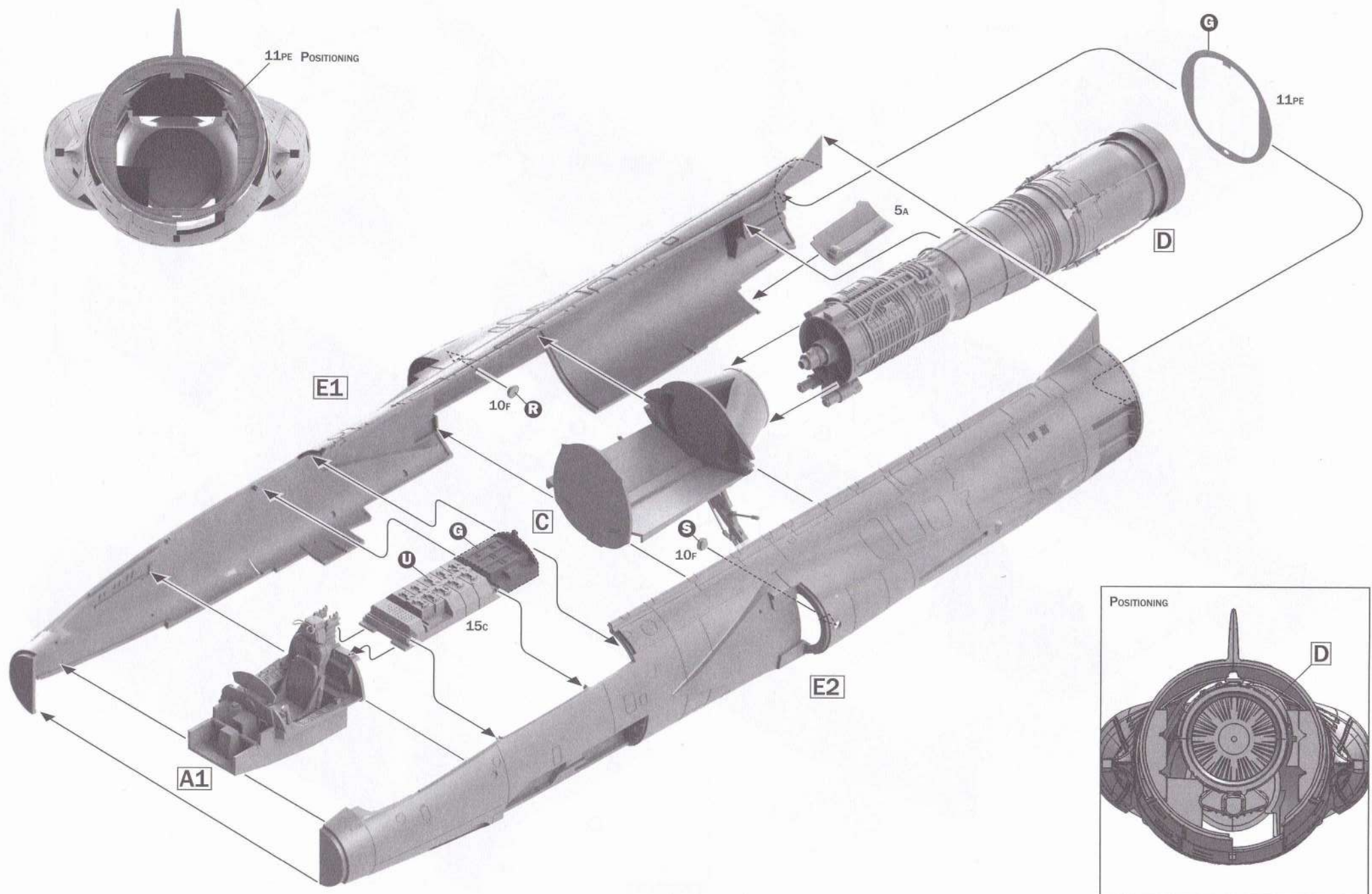
LOCKHEED COCKPIT

FOR VERSION: D/F/G

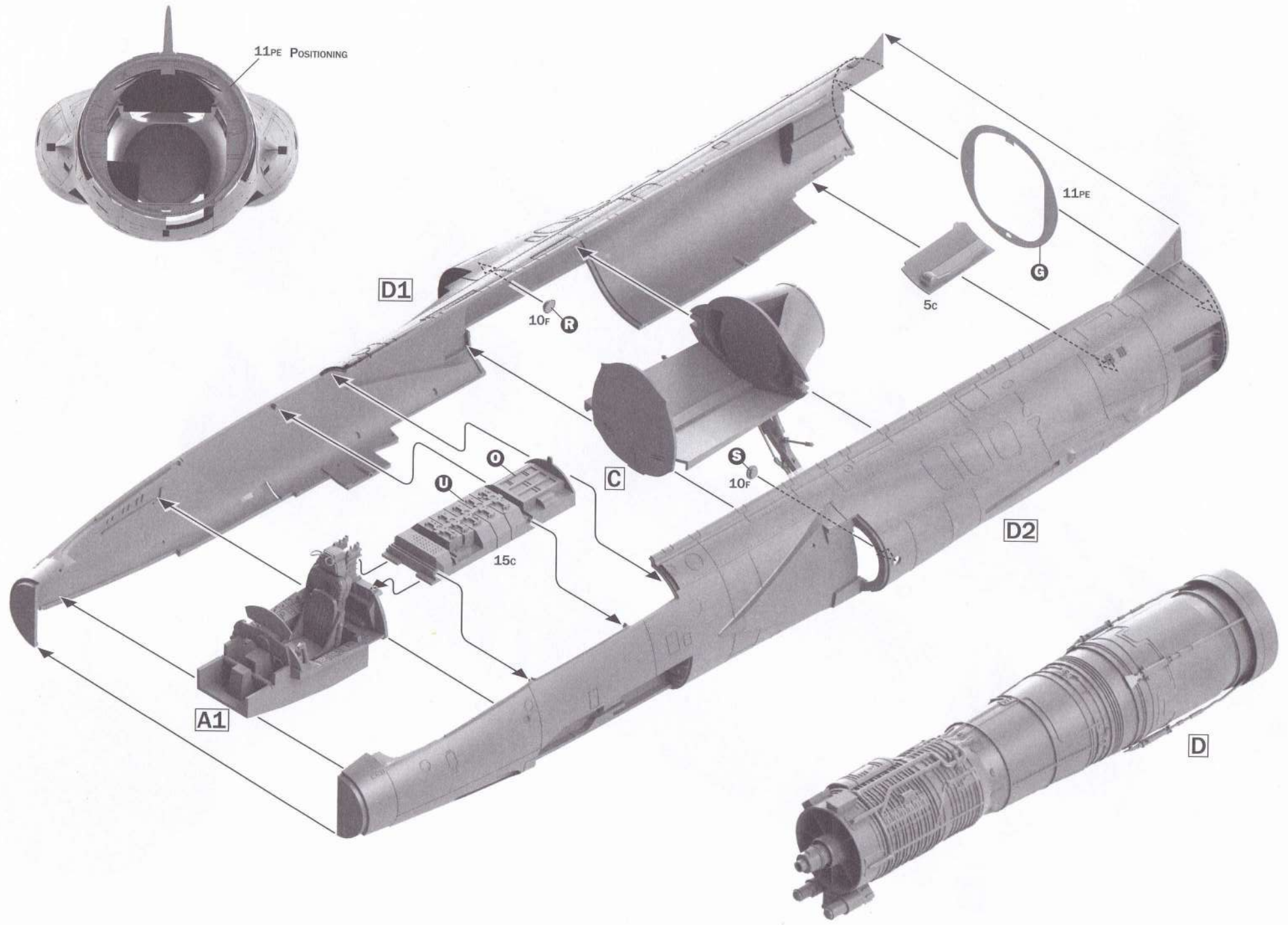


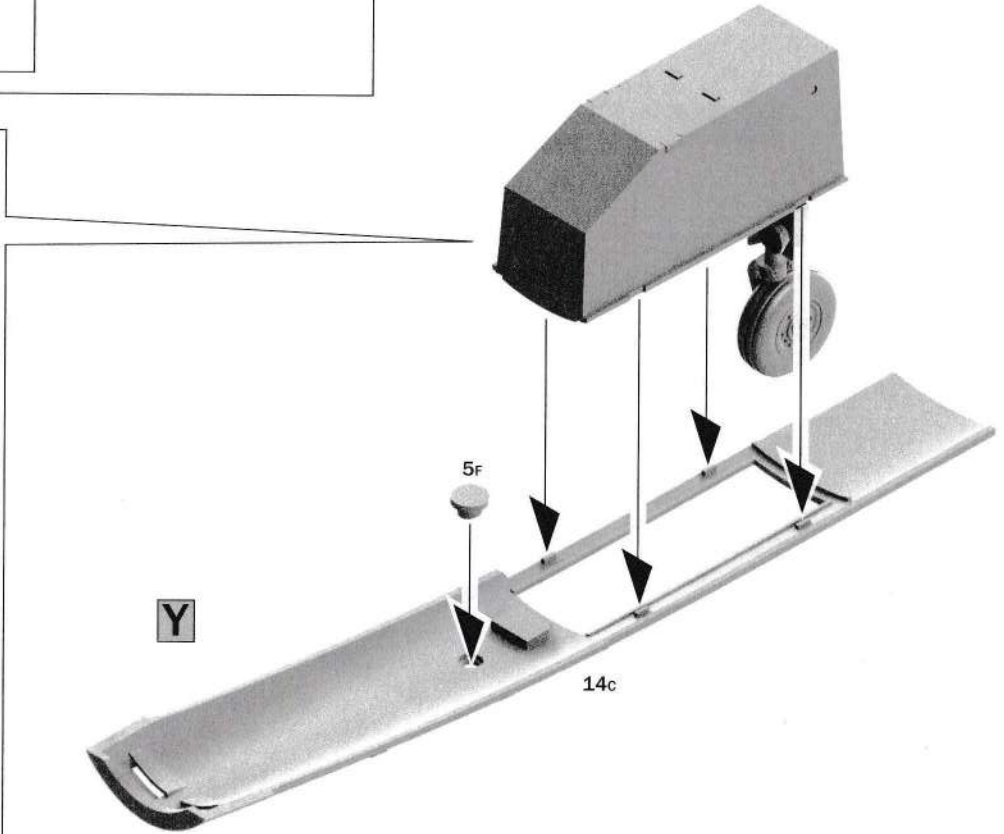
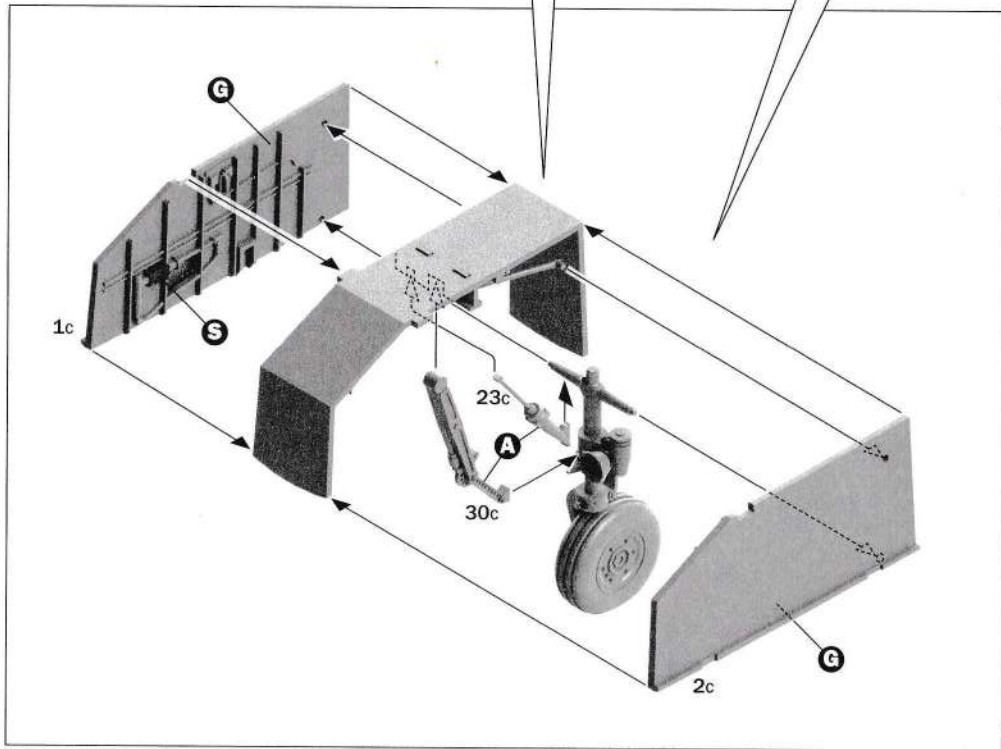
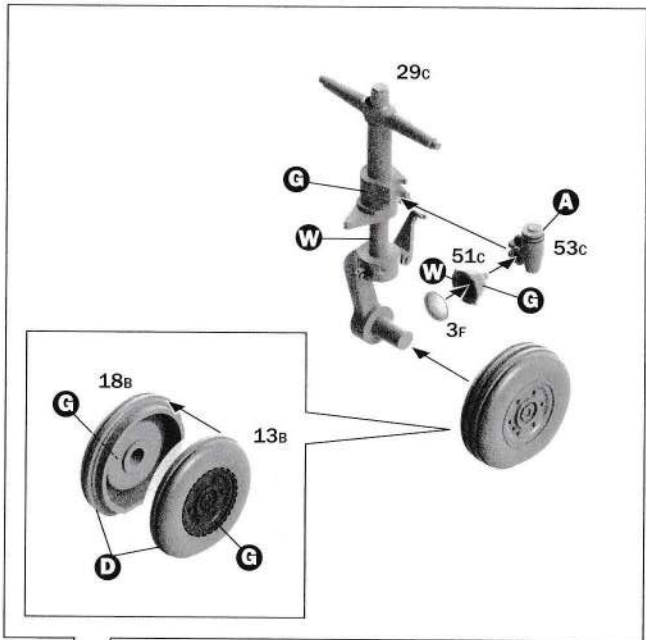
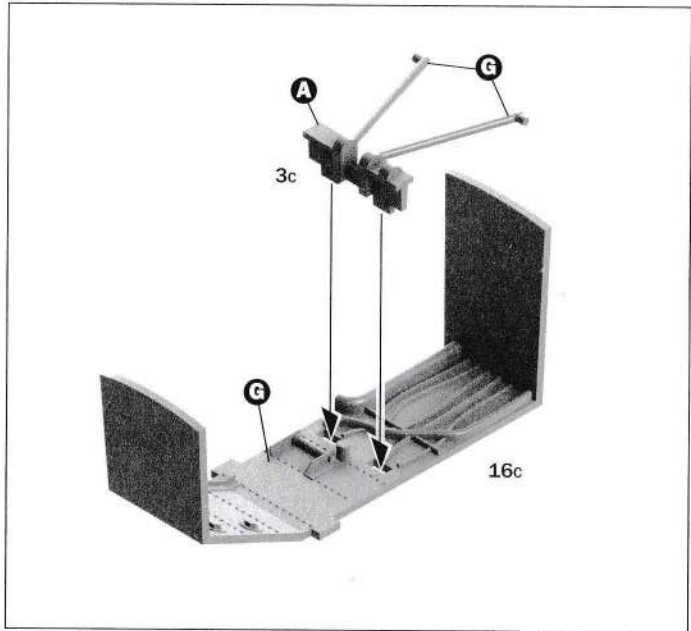


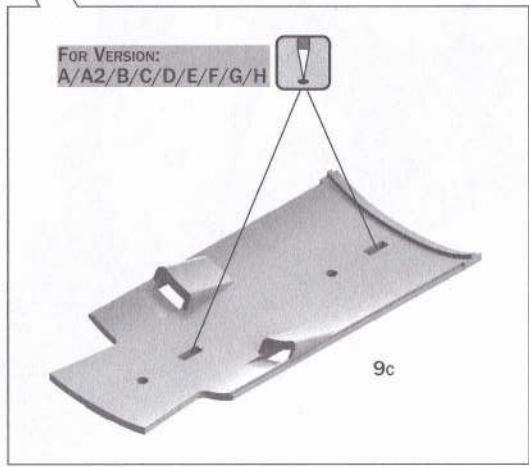
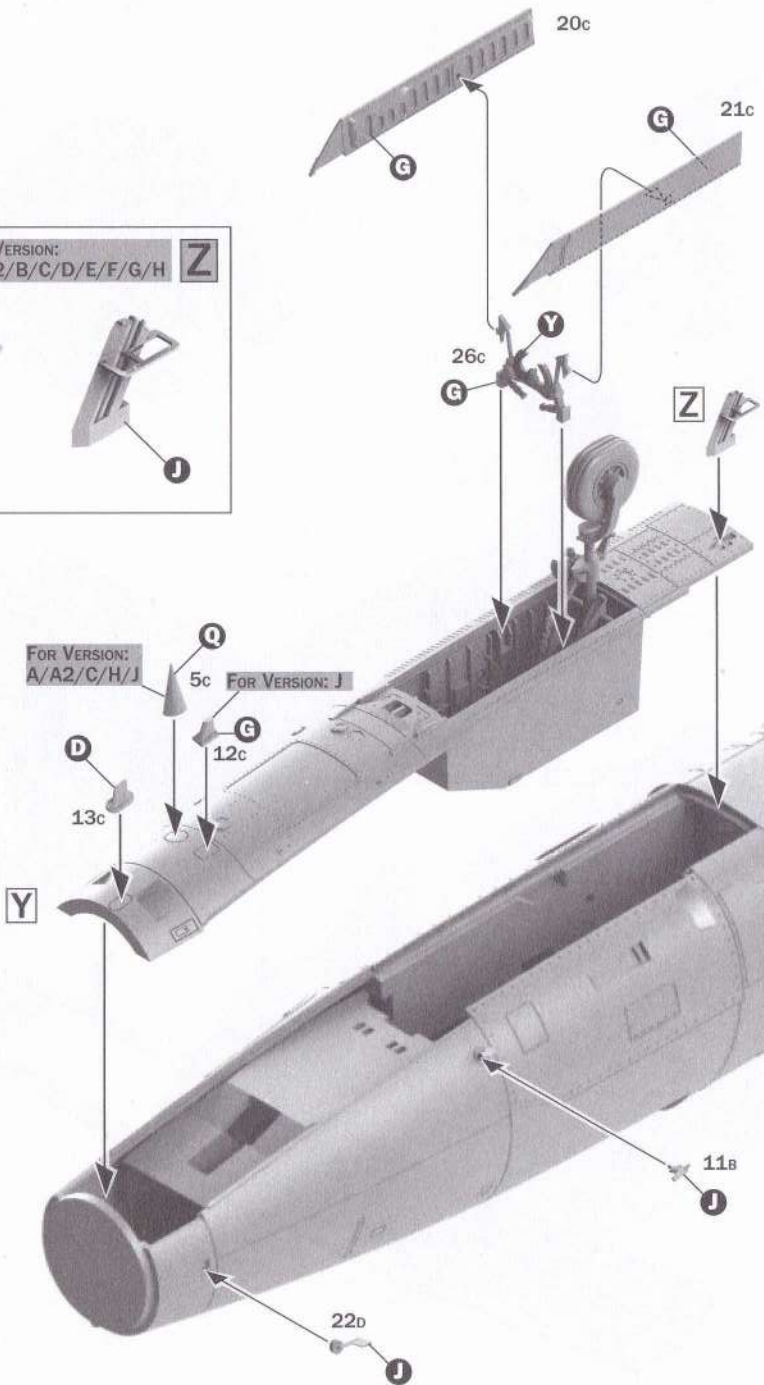
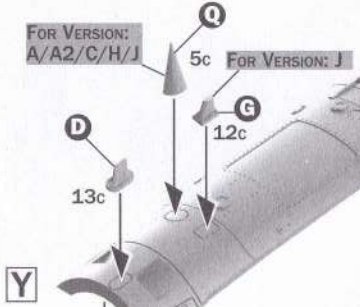
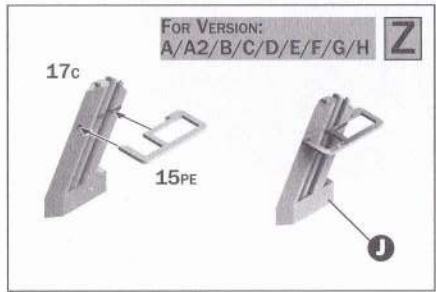
12**D****13****E1****E2**



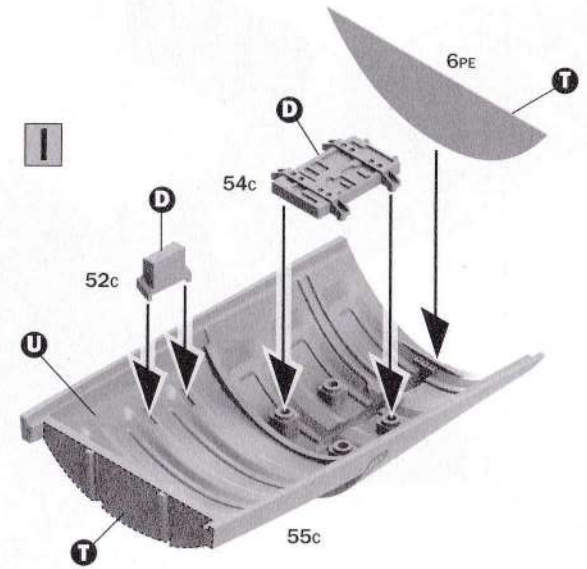
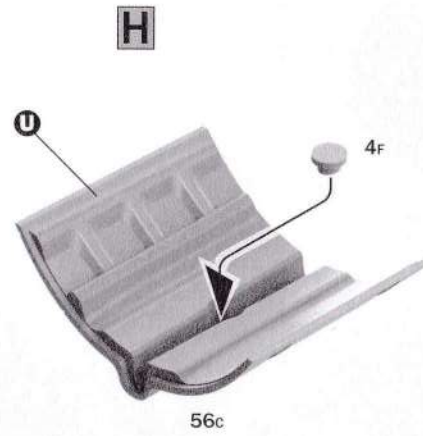
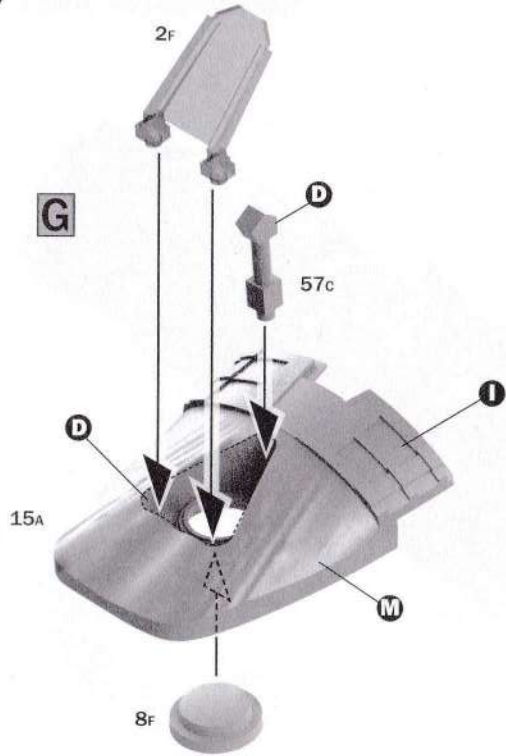
15 **F2** ALTERNATIVE 2





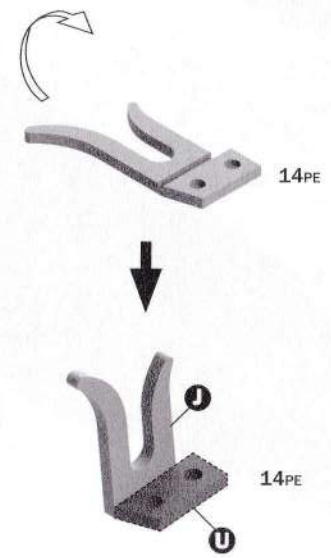
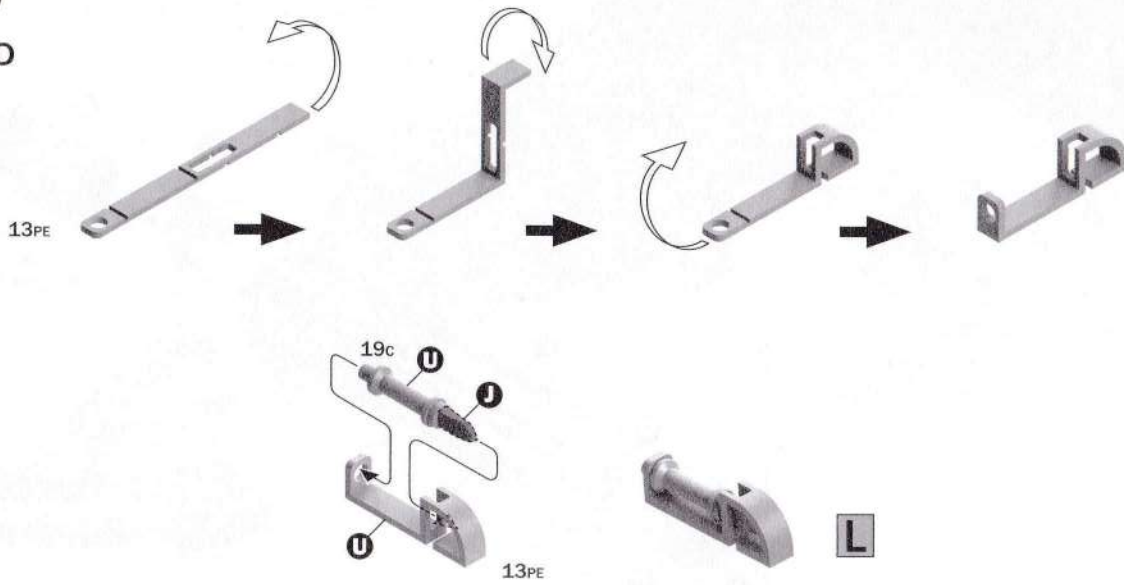


18

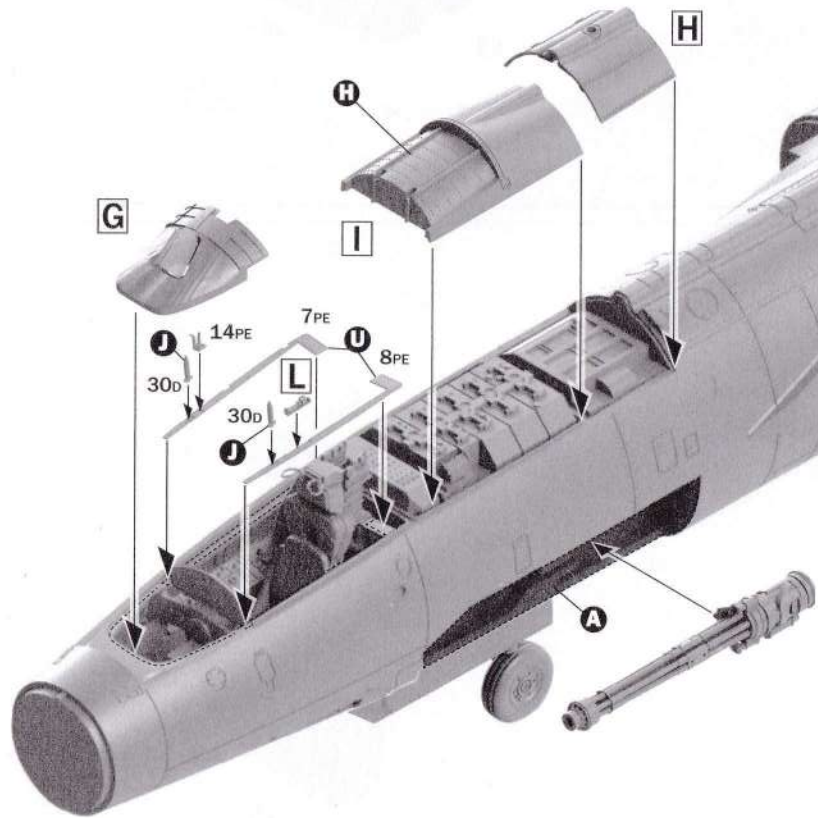
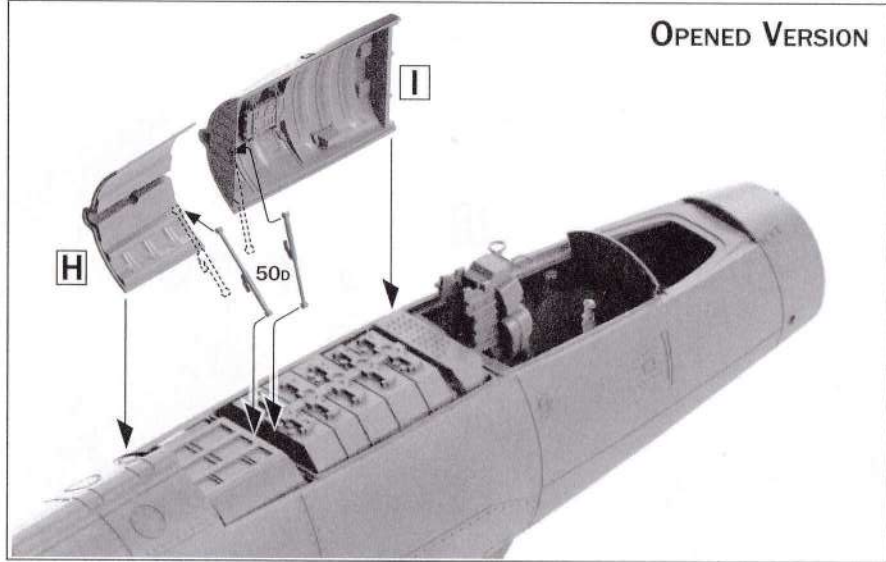


19

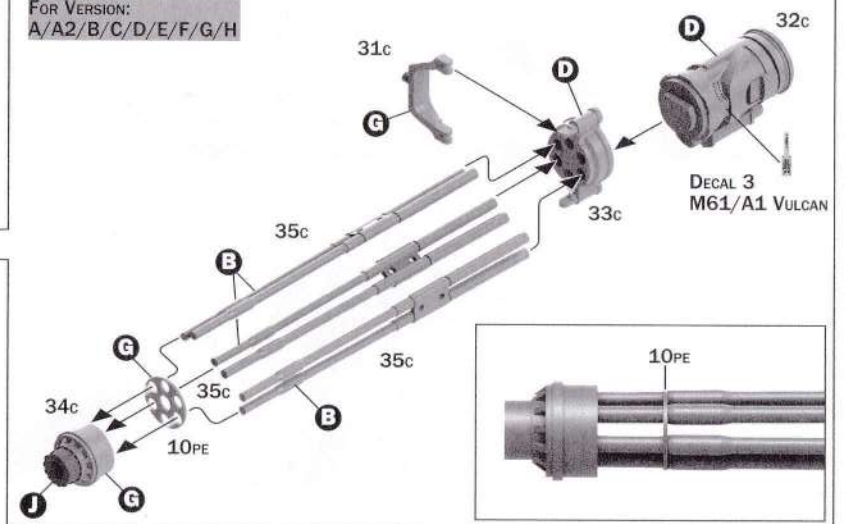
BEND

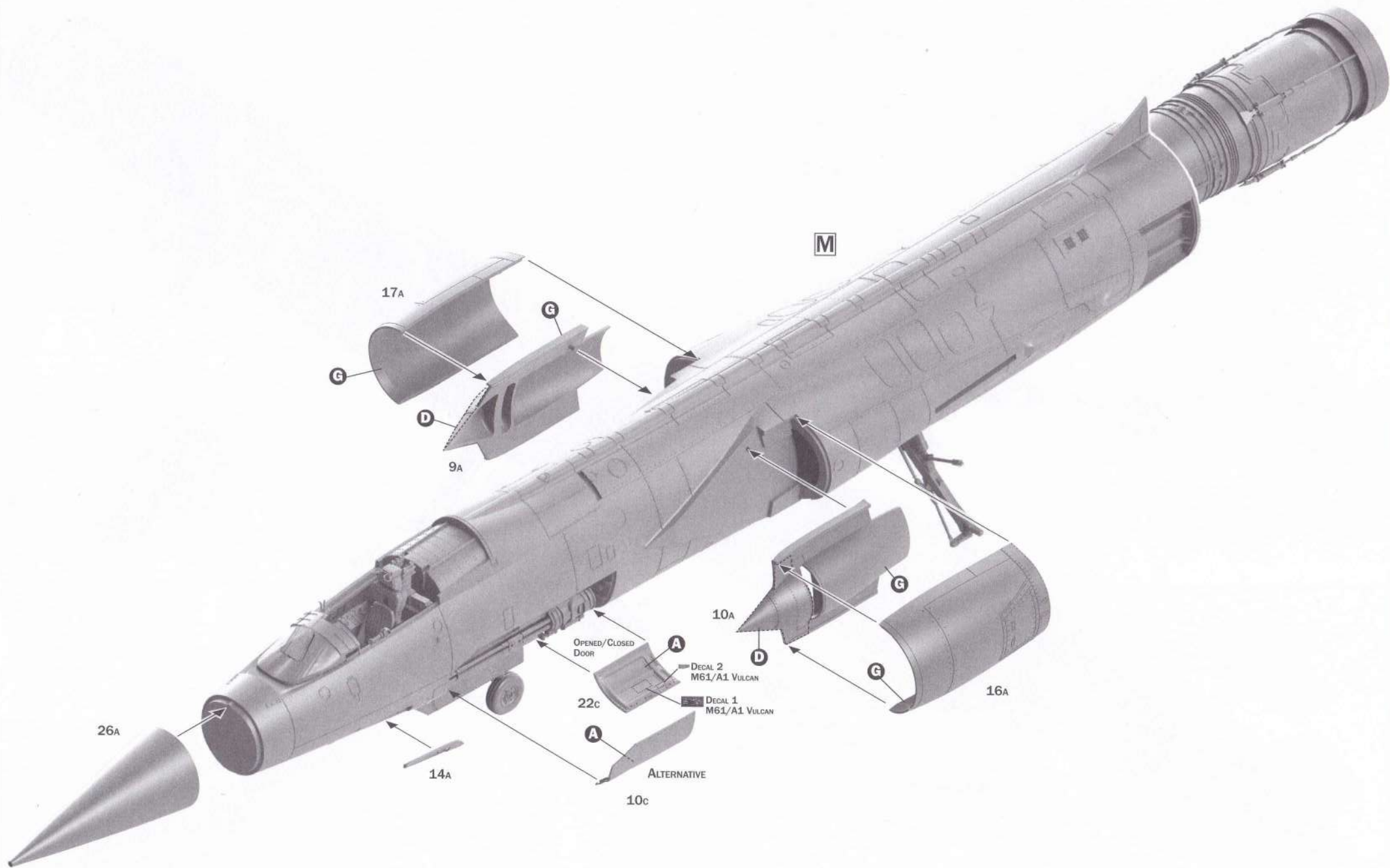


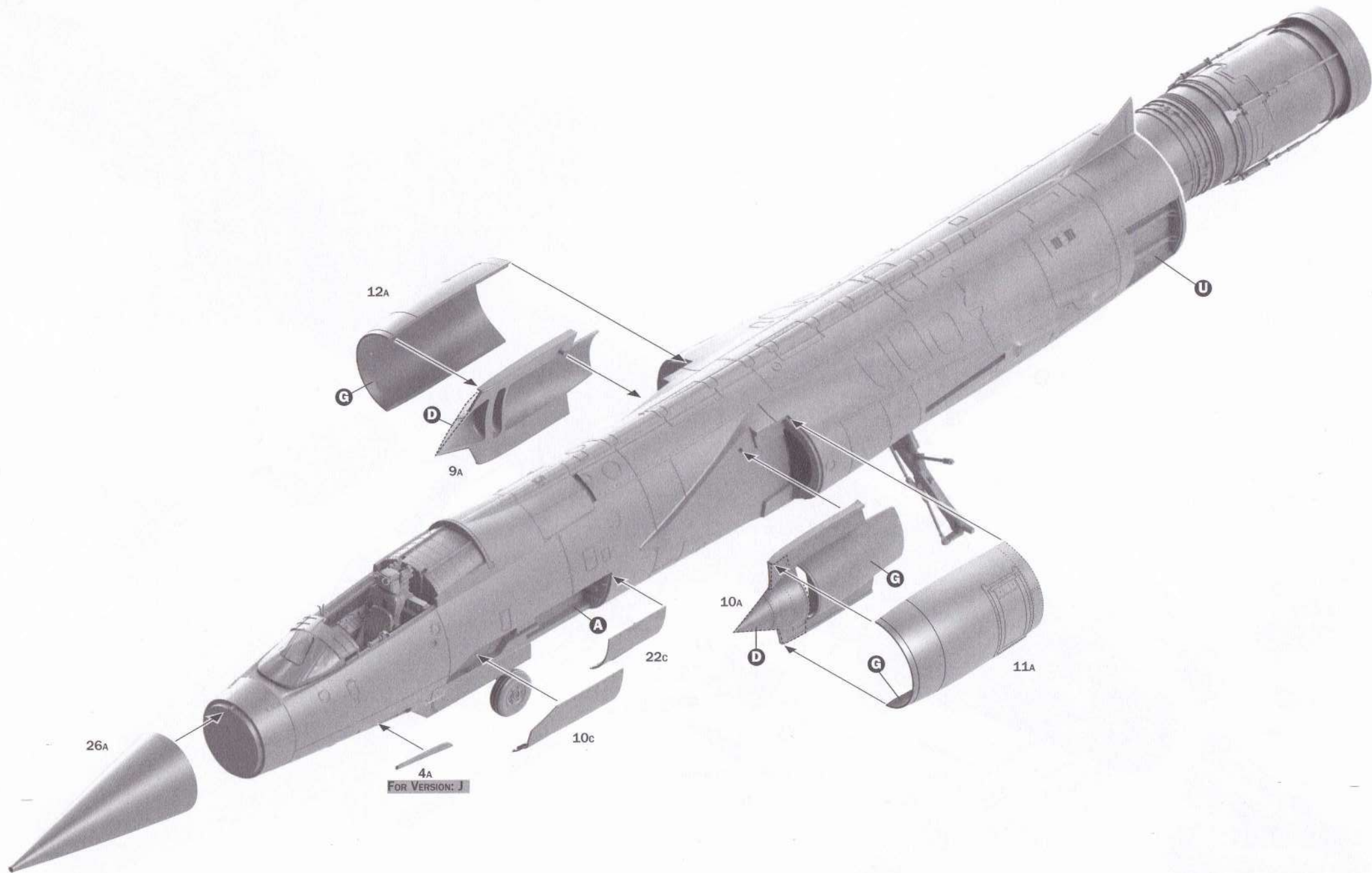
OPENED VERSION

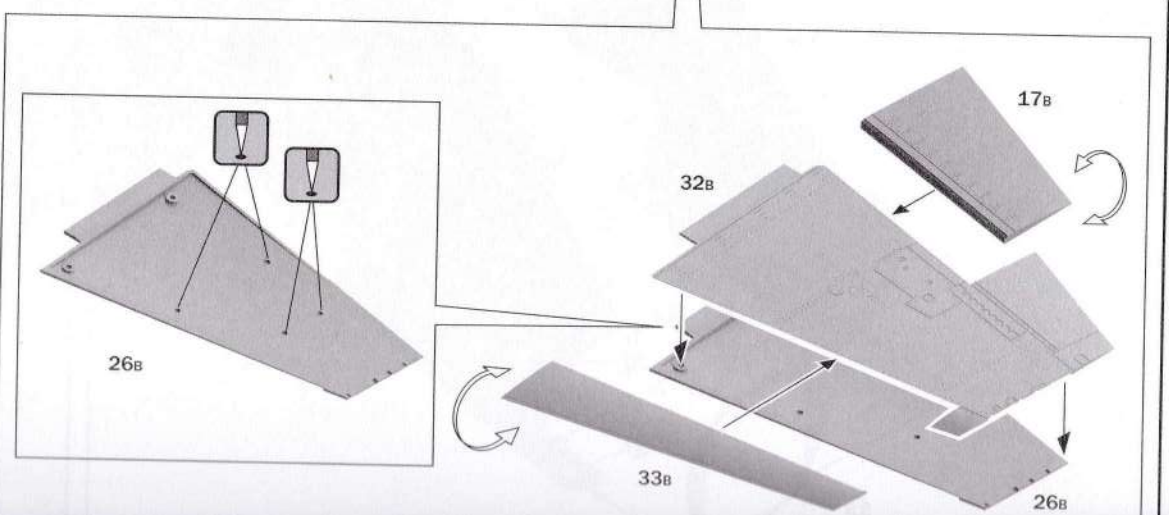
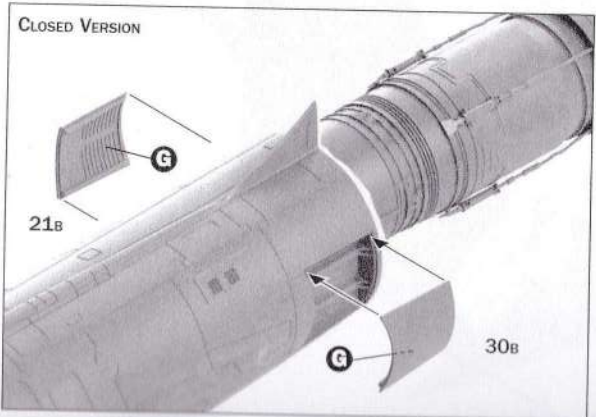
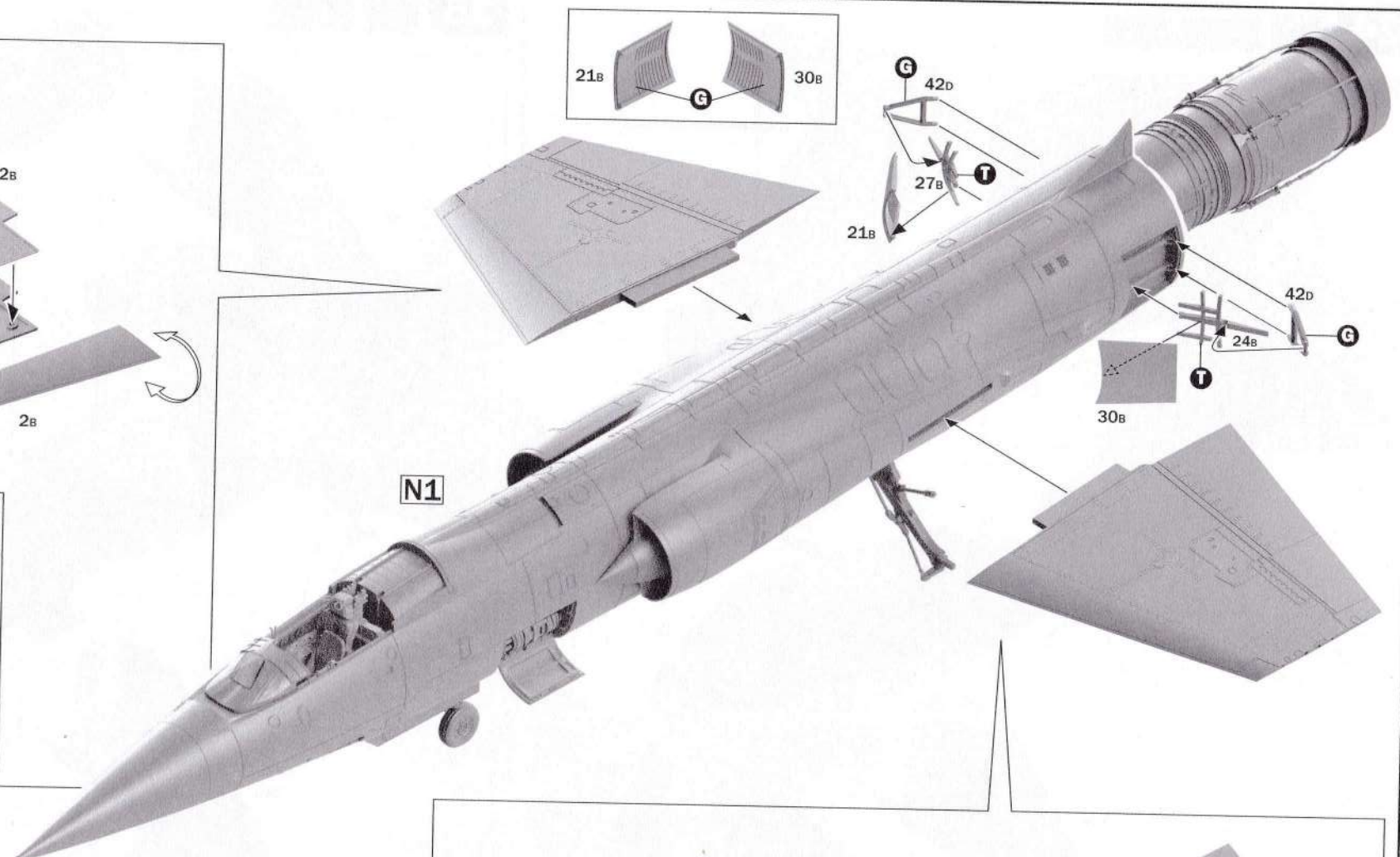
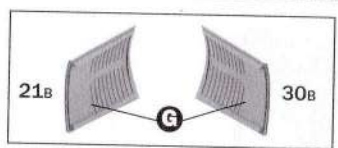
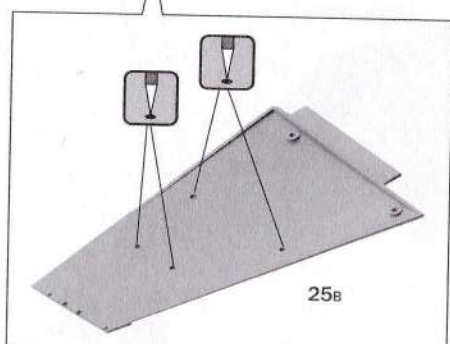
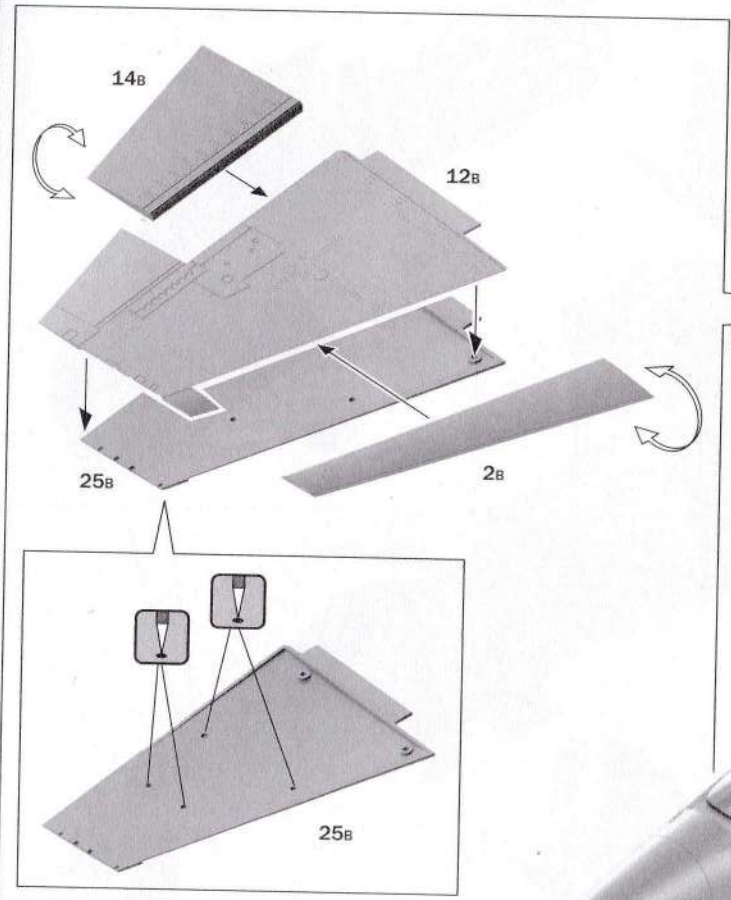


FOR VERSION:
A/A2/B/C/D/E/F/G/H





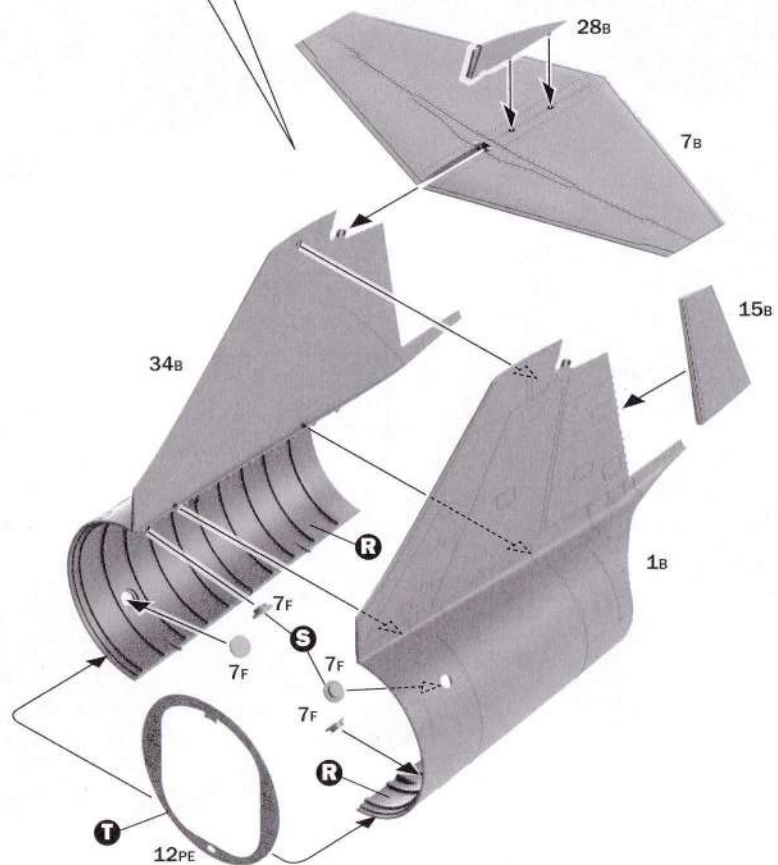
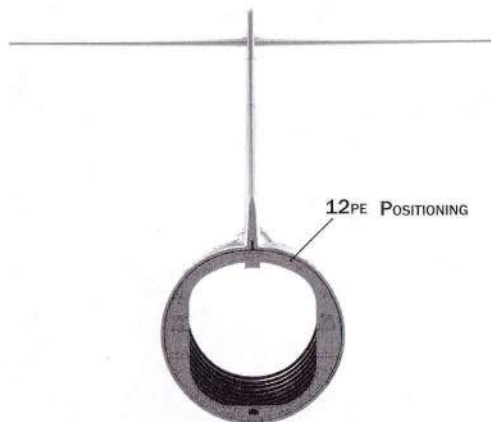
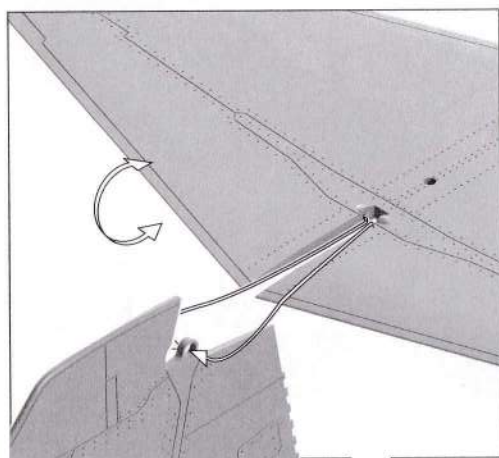




24

P1

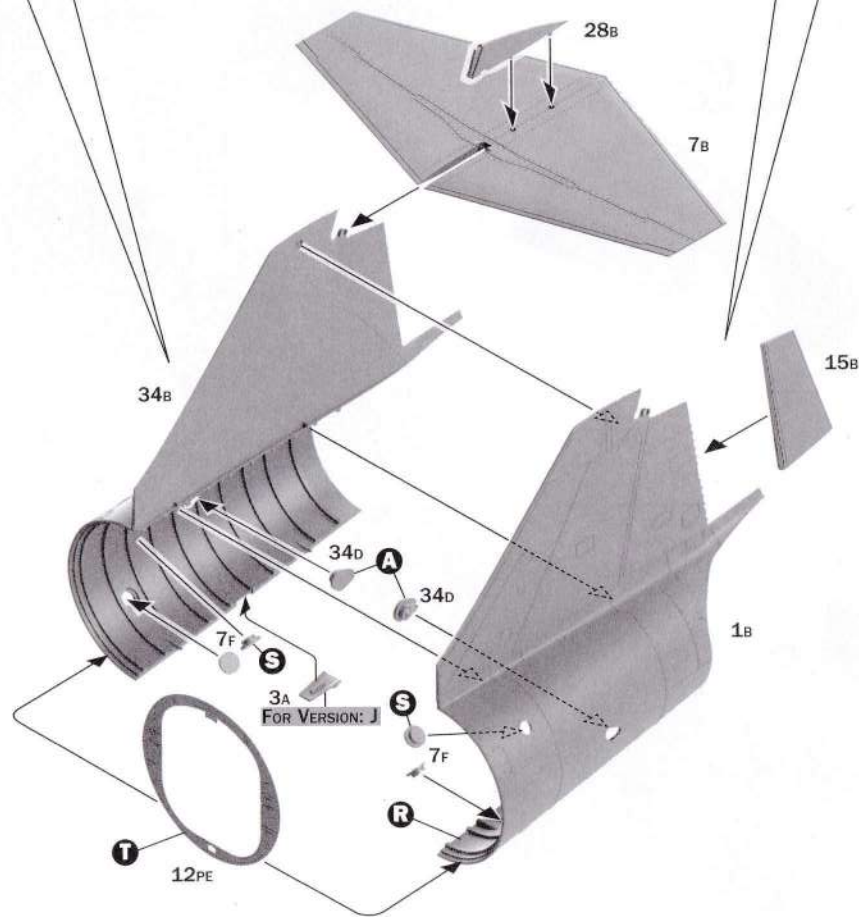
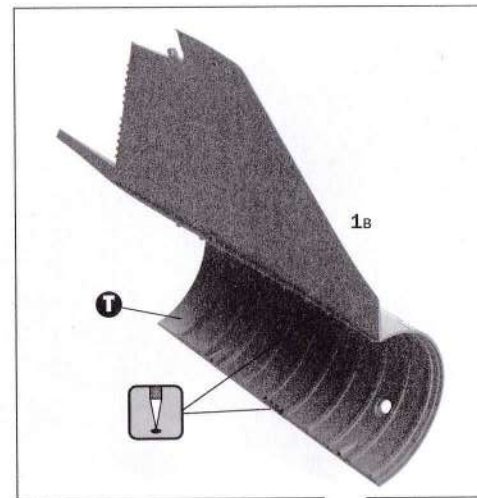
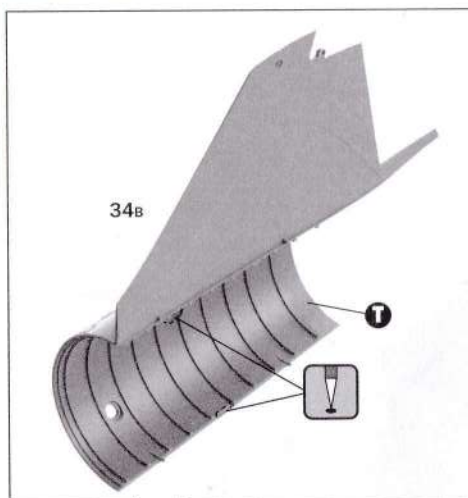
FOR VERSION:
A/A2/B/C/D/E/F/G

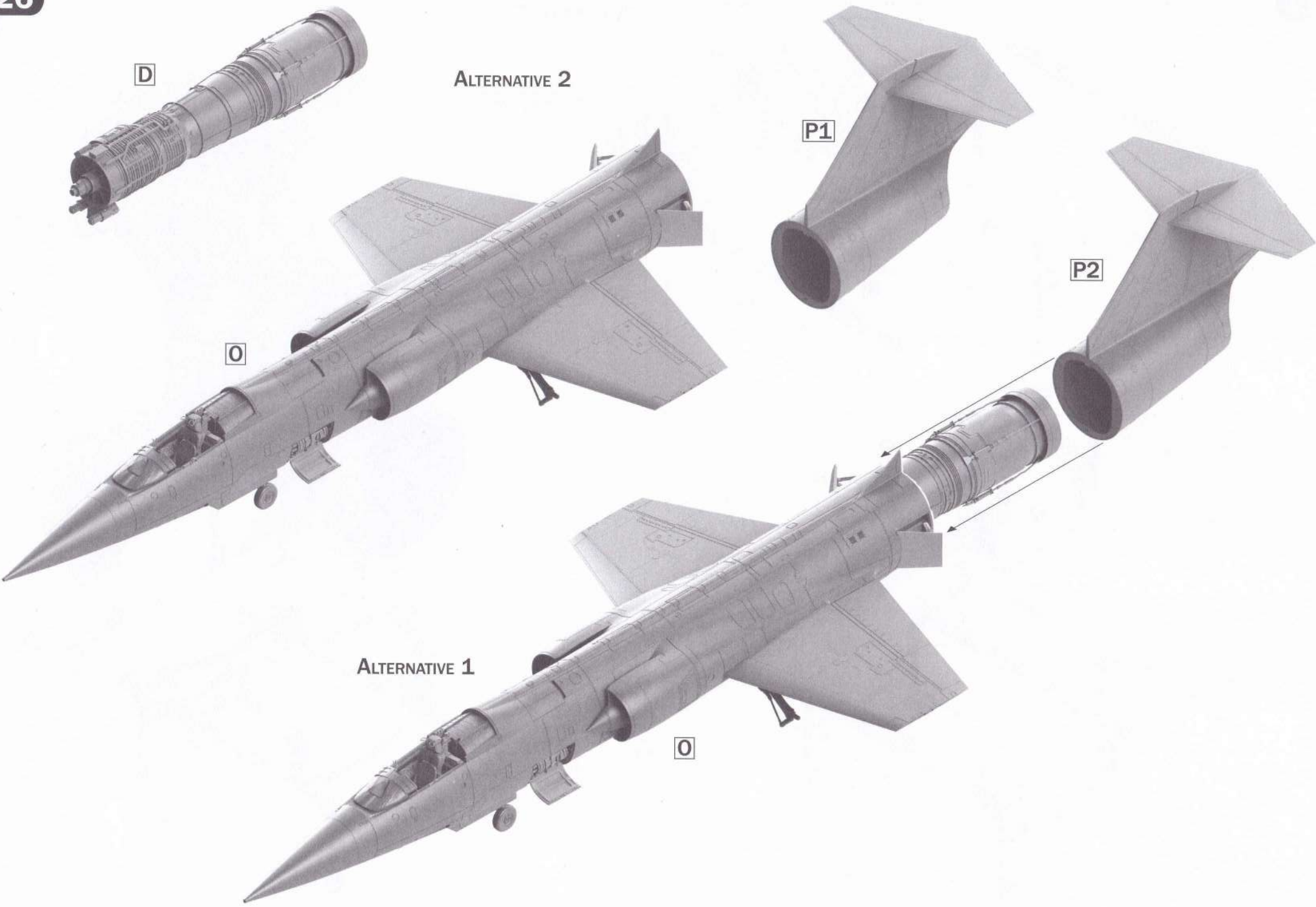


25

P2

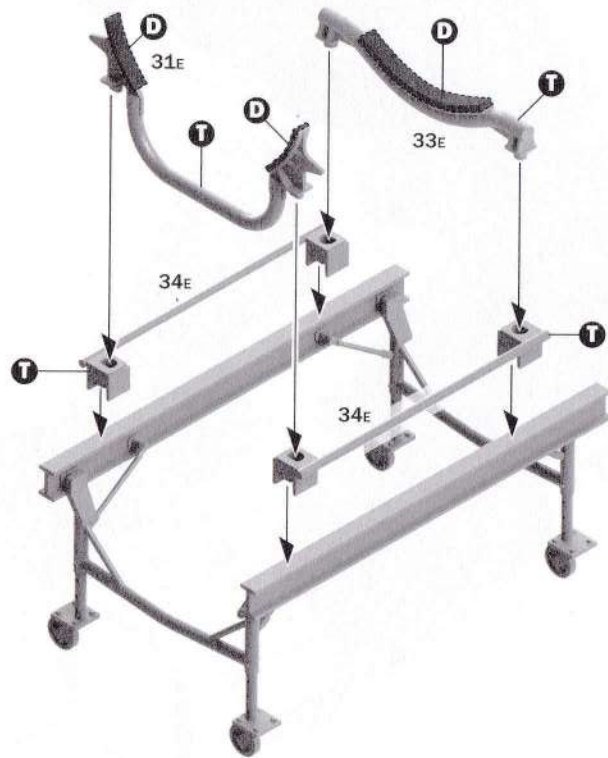
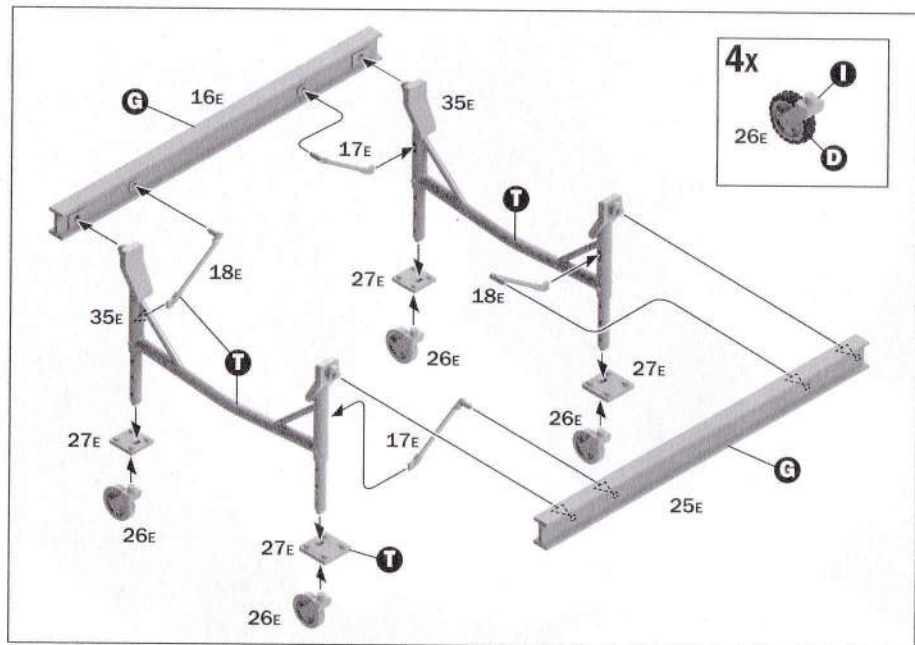
FOR VERSION:
H/J



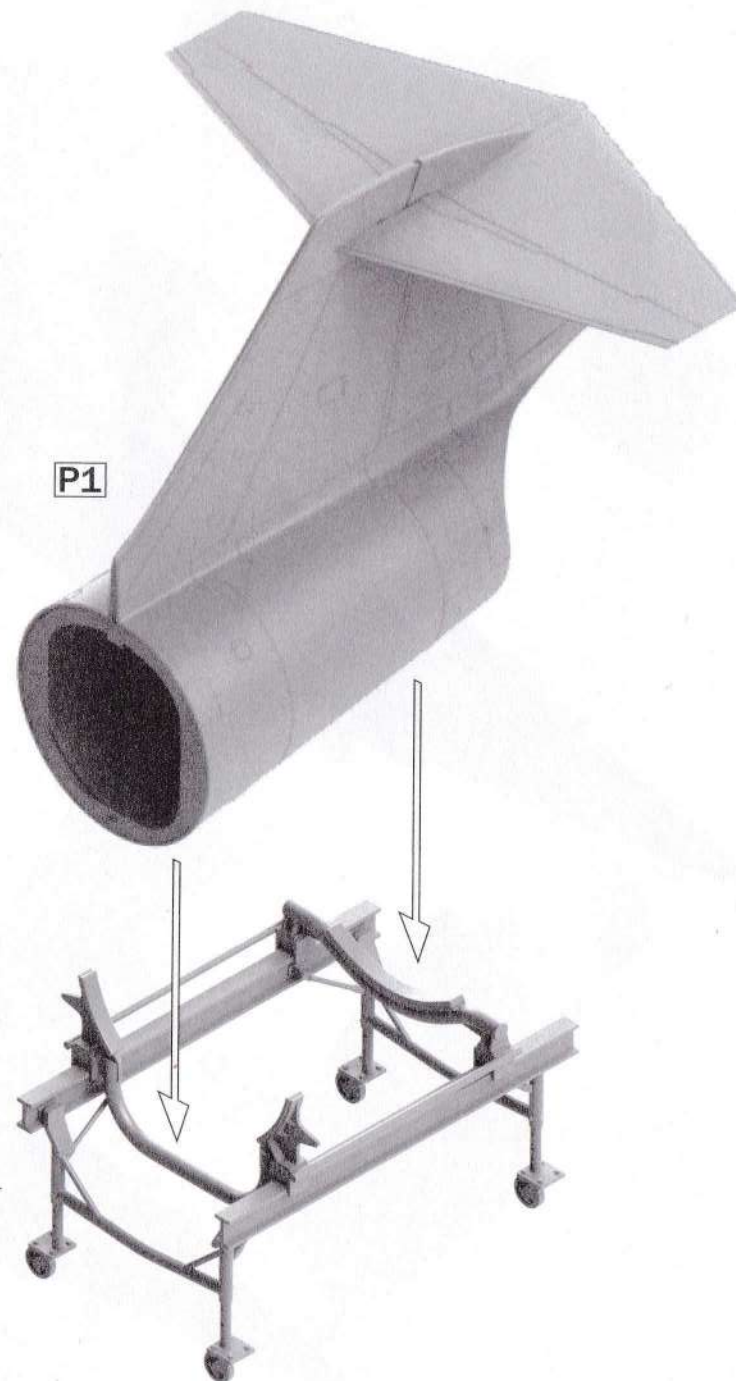


ALTERNATIVE 2

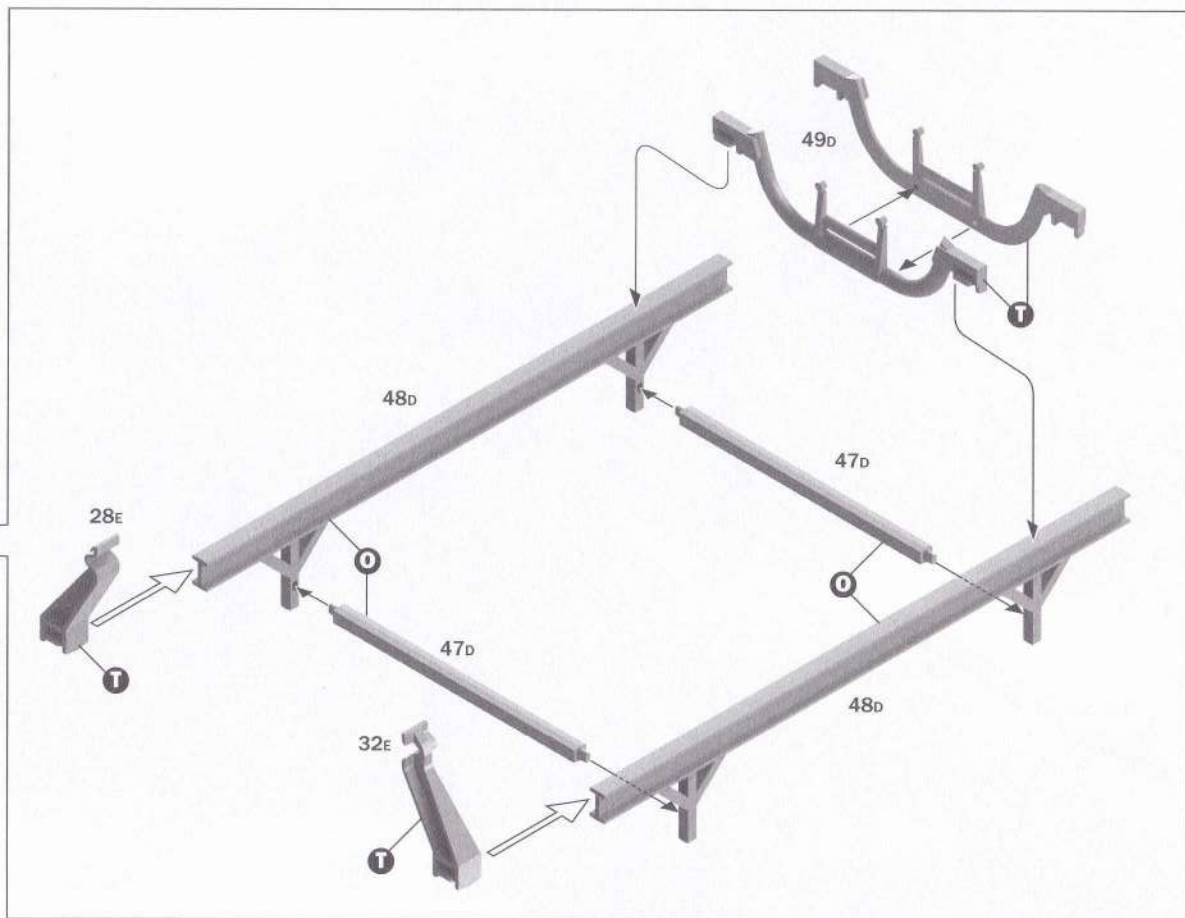
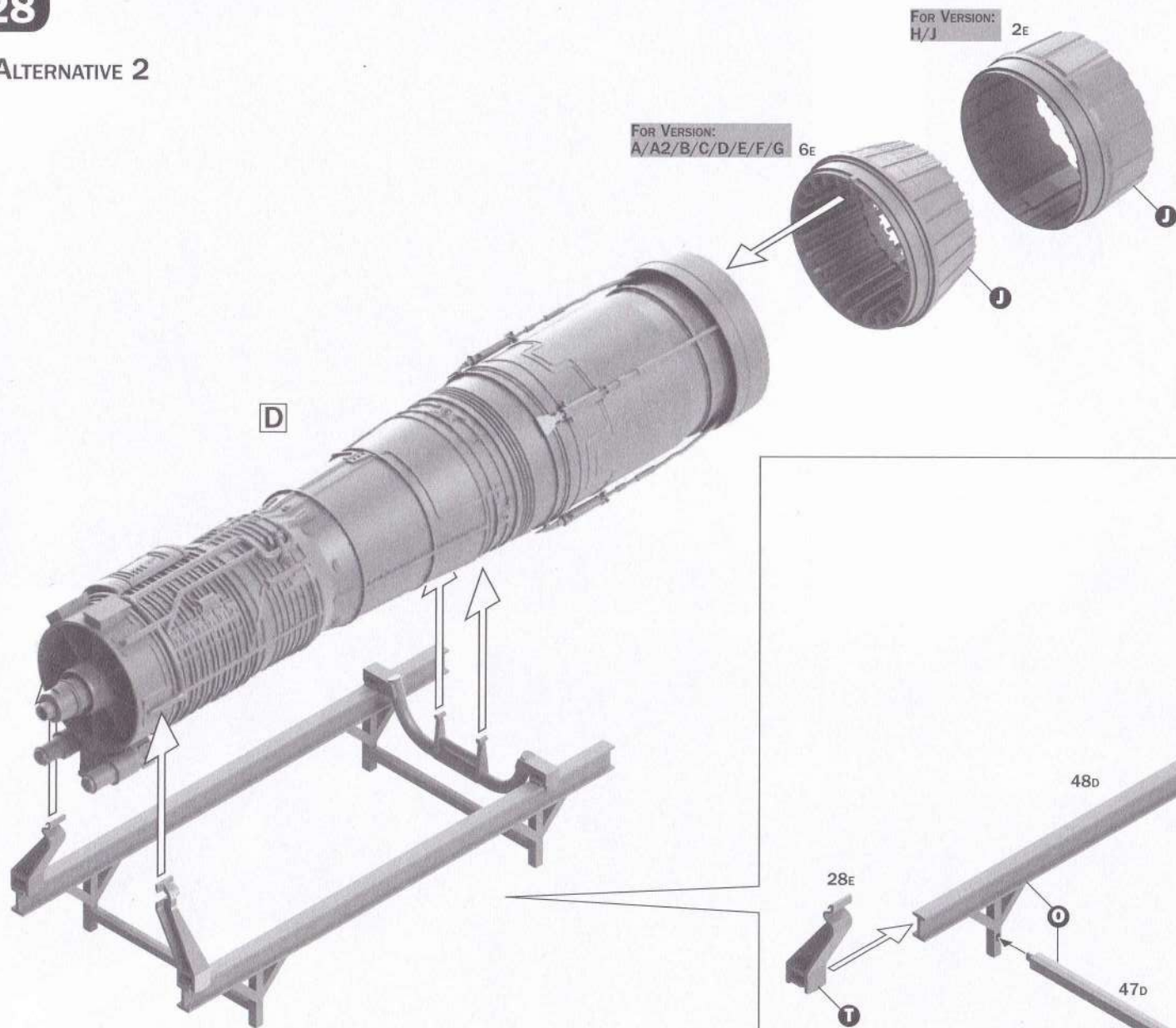
ALTERNATIVE 1

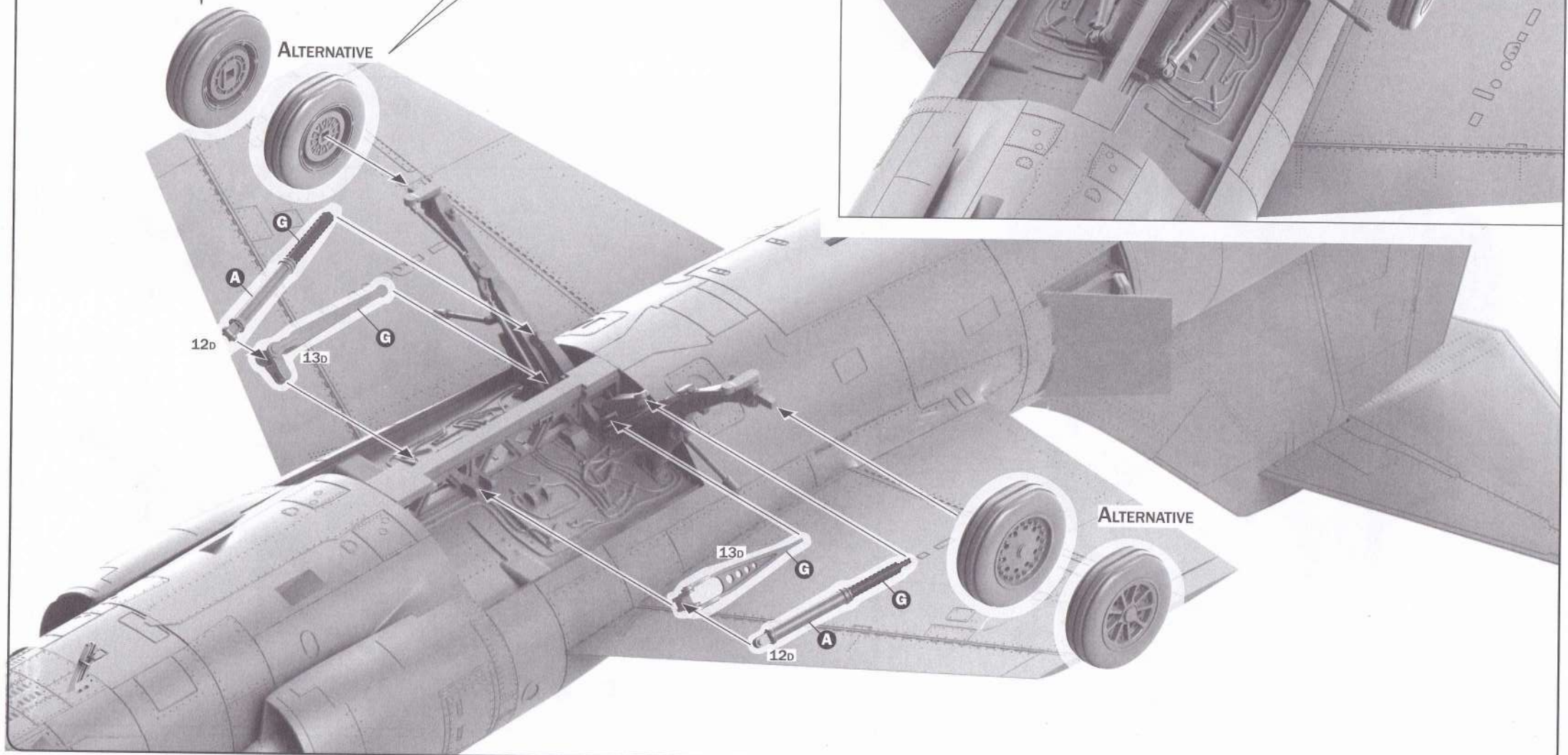
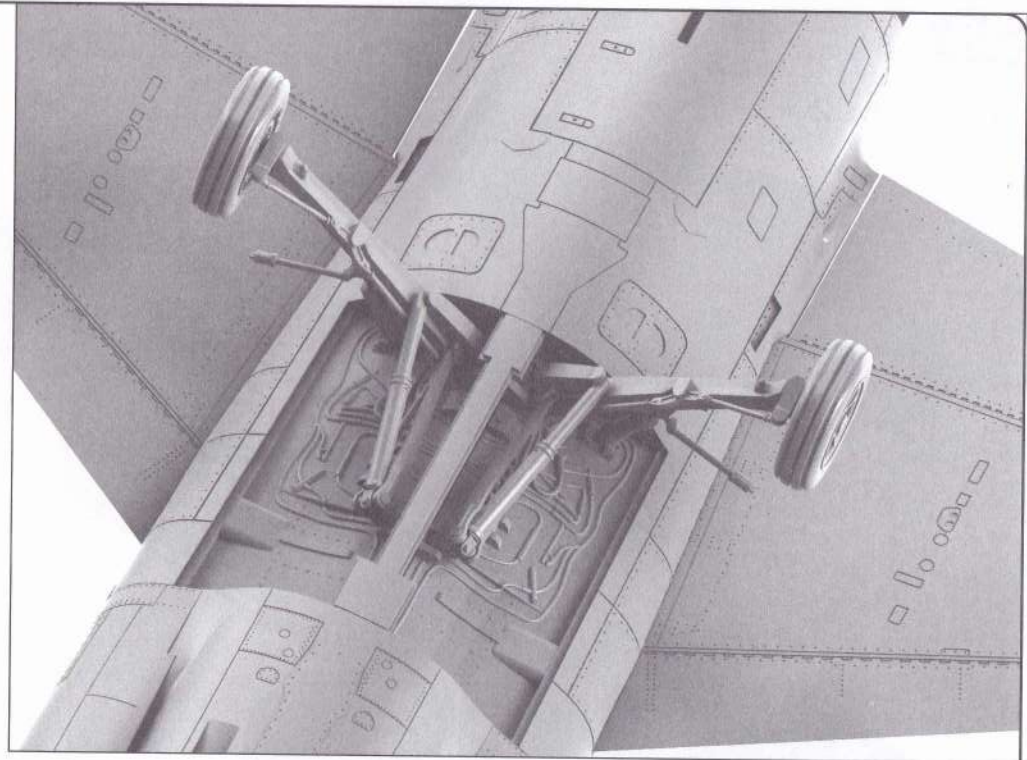
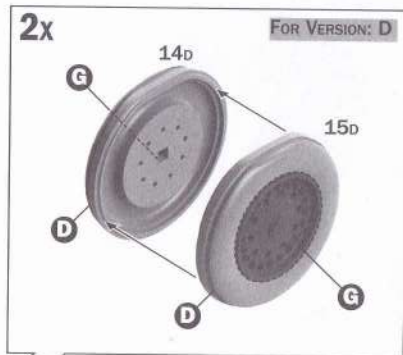
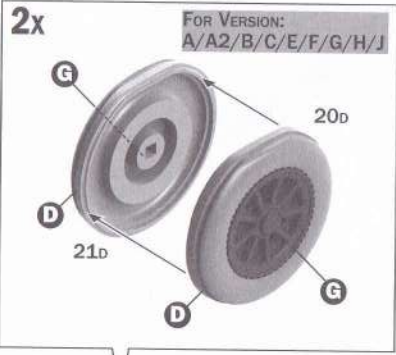


ALTERNATIVE 2



ALTERNATIVE 2

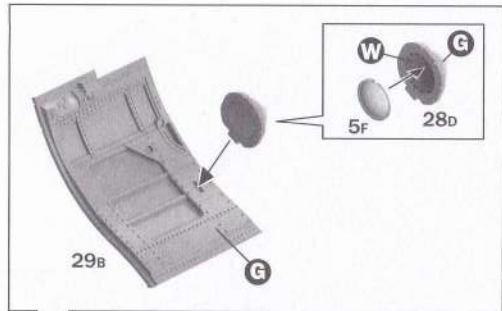
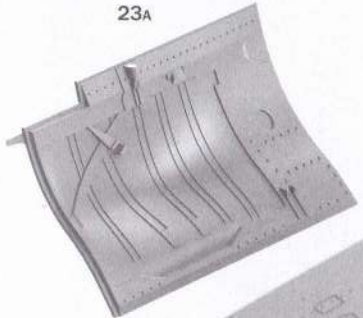




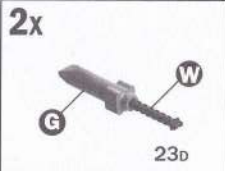
30 OPENED VERSION

FOR VERSION:
A/A2/B/C/E/F/G/H/J

23A



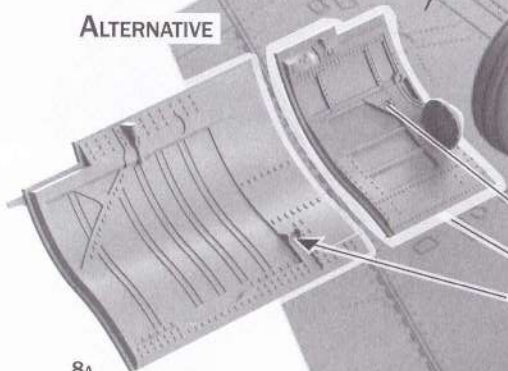
29B



2x

23D

ALTERNATIVE



8A

23D

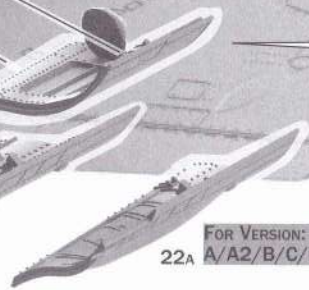
FOR VERSION: D

23D

FOR VERSION: D

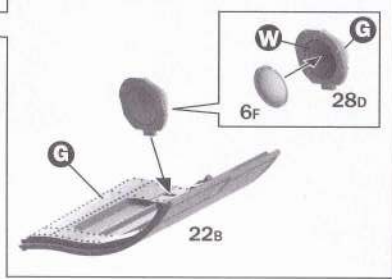
7A

ALTERNATIVE



22A

FOR VERSION:
A/A2/B/C/E/F/G/H/J

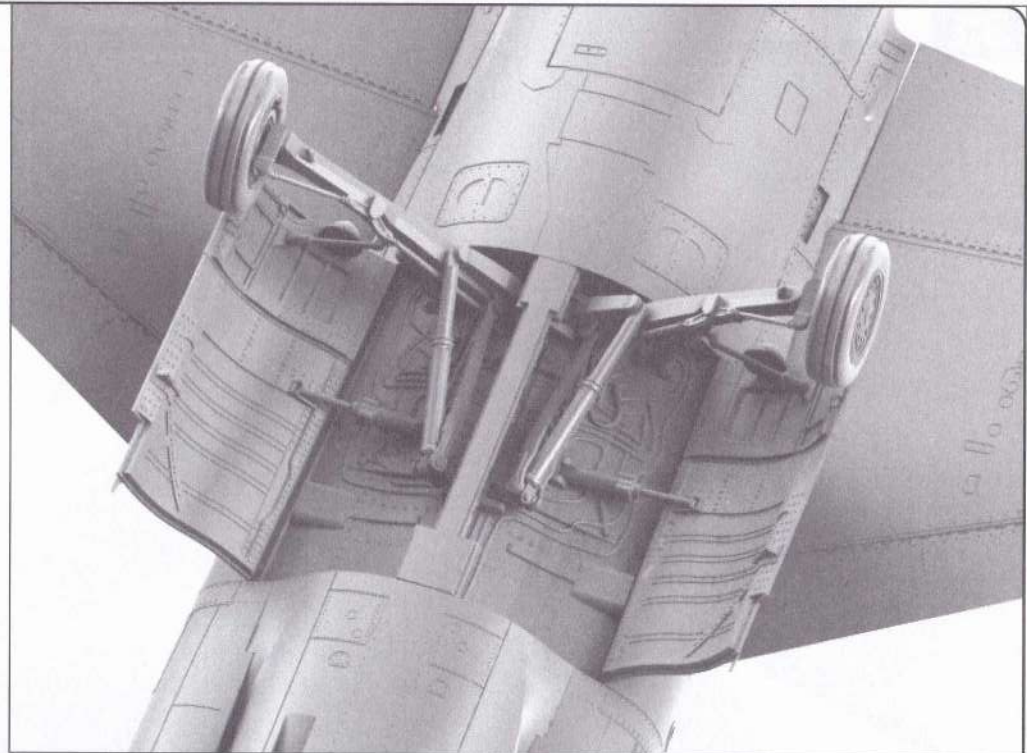


G

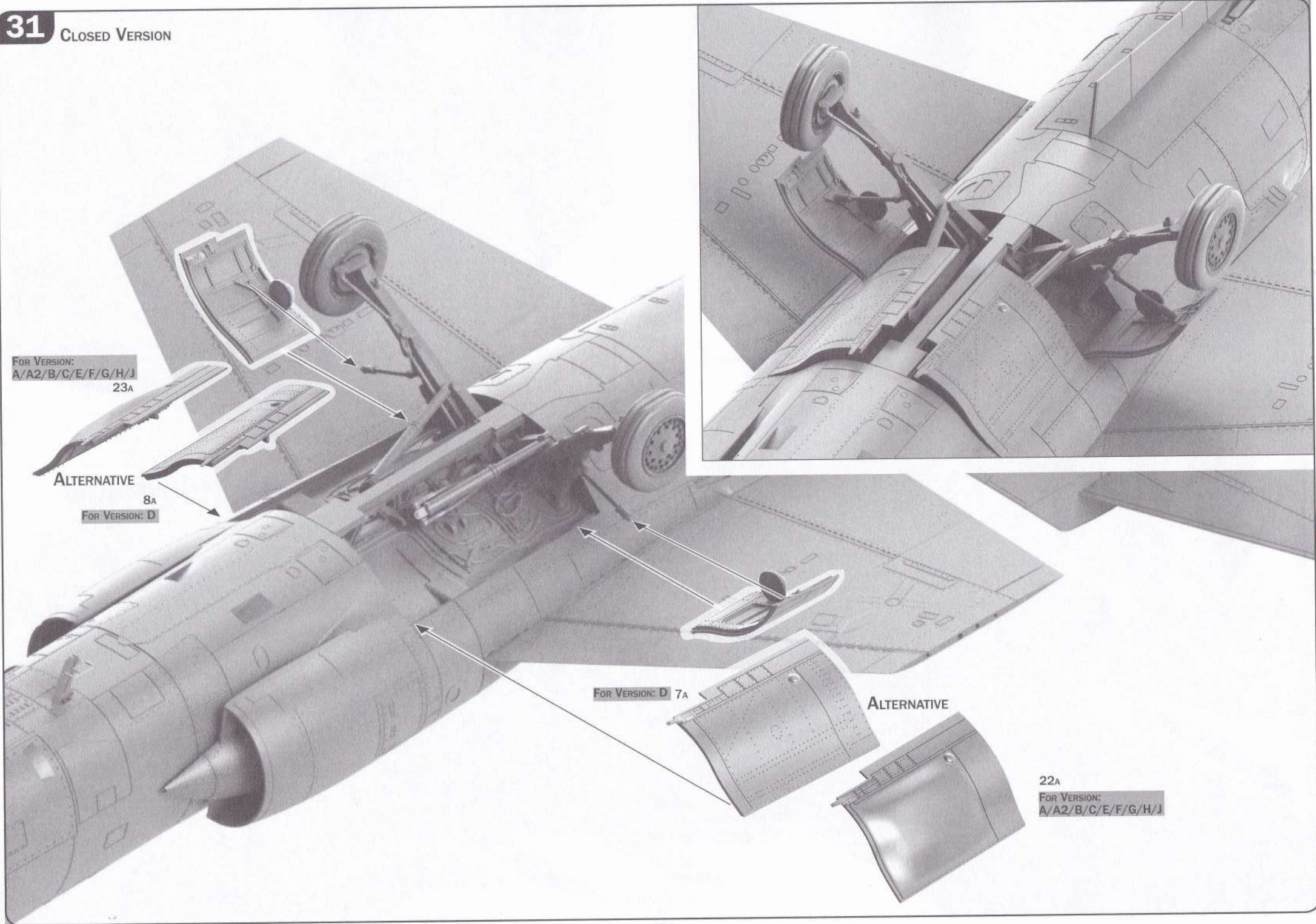
6F

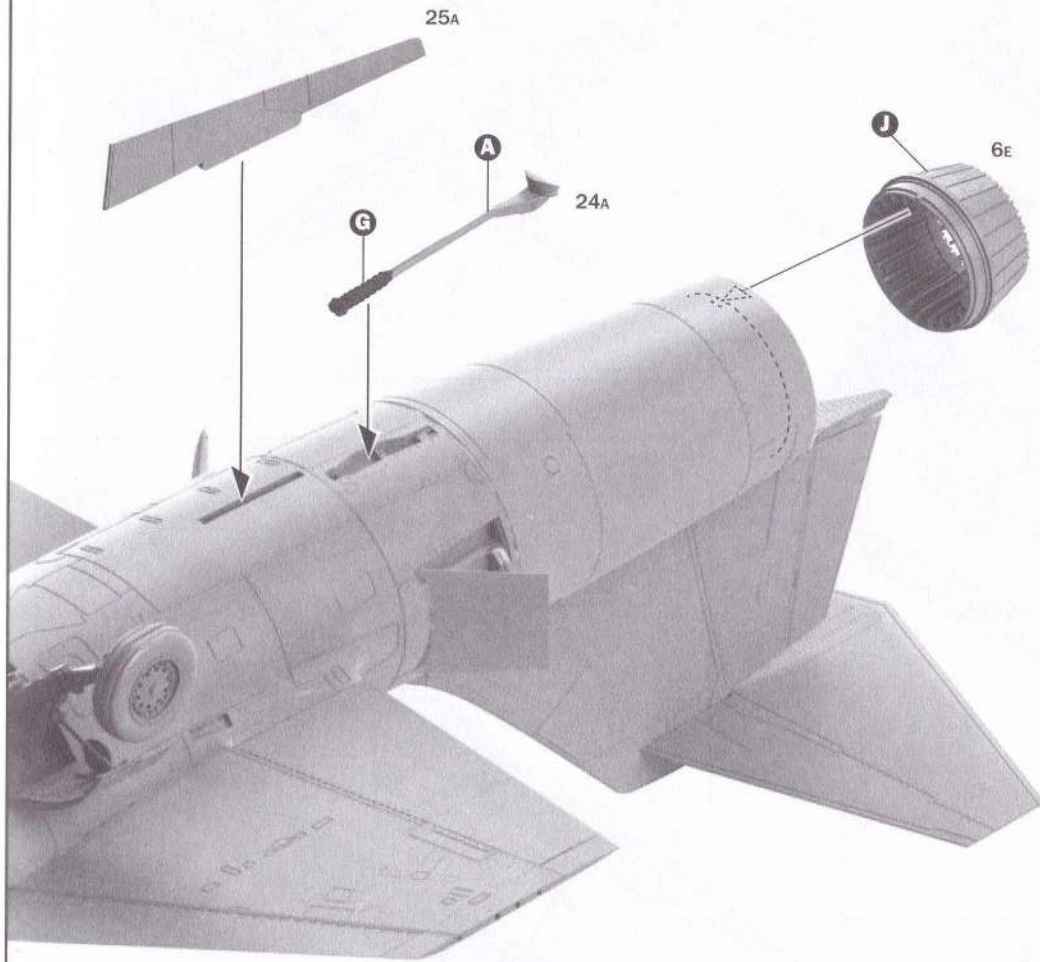
28D

22B

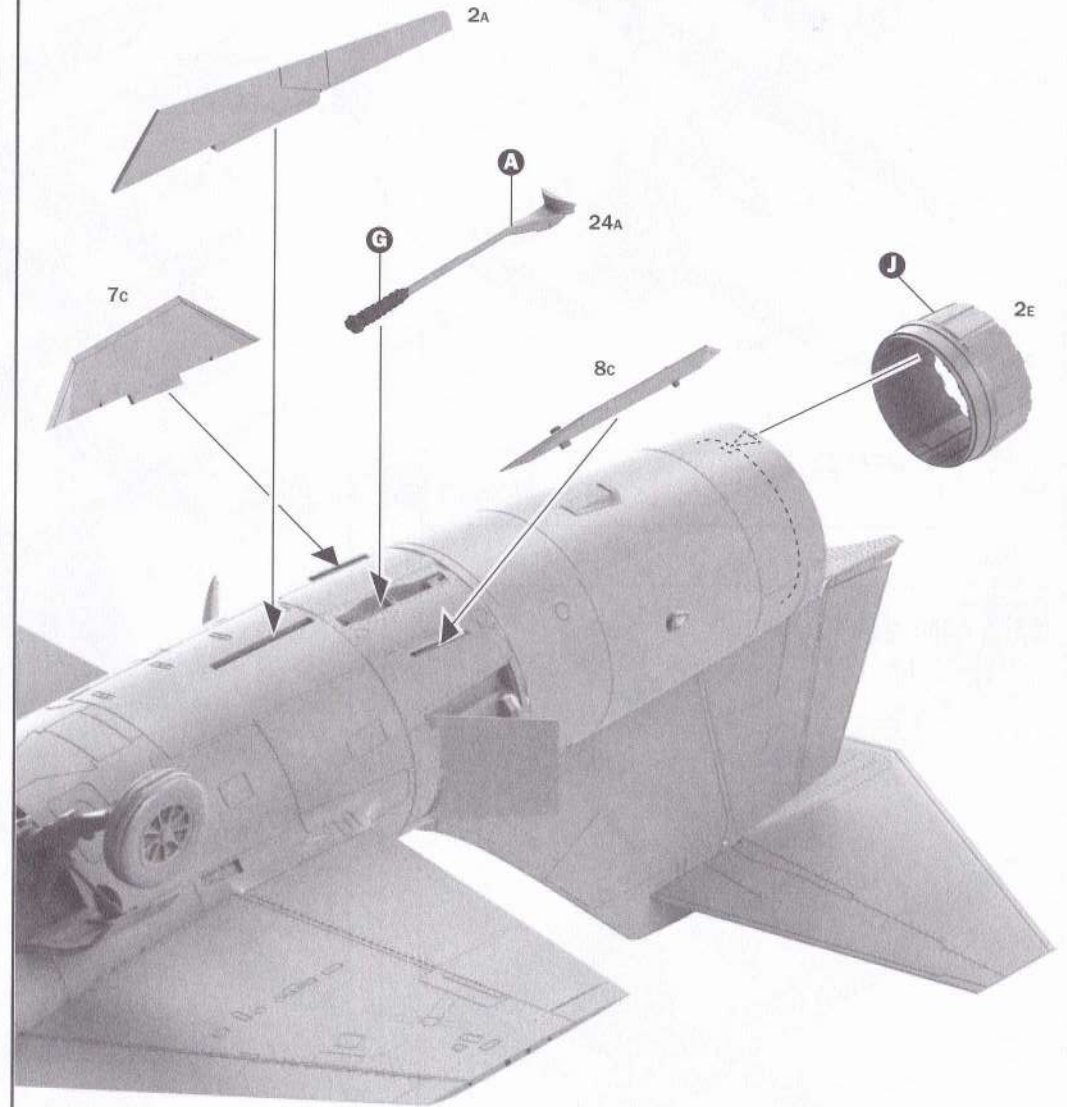


31 CLOSED VERSION

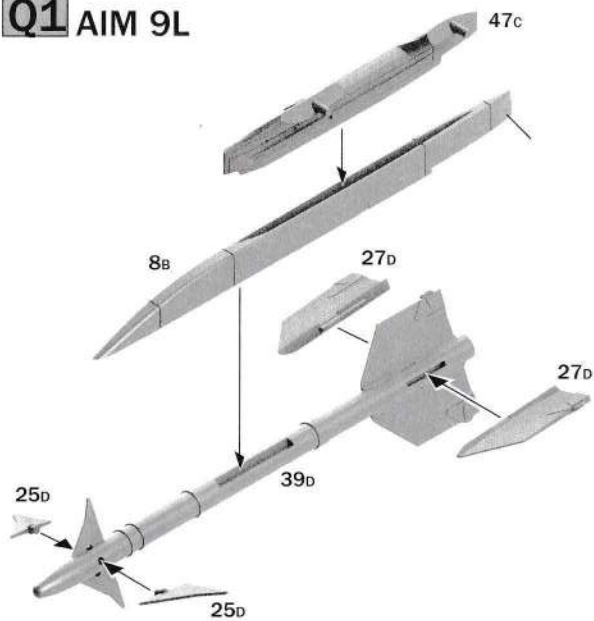


32FOR VERSION:
A/A2/B/C/E/F/G**33**

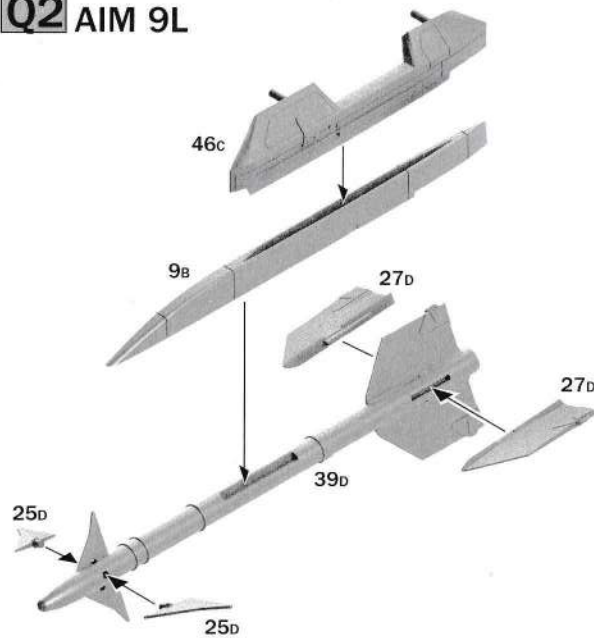
FOR VERSION: H/J



Q1 AIM 9L

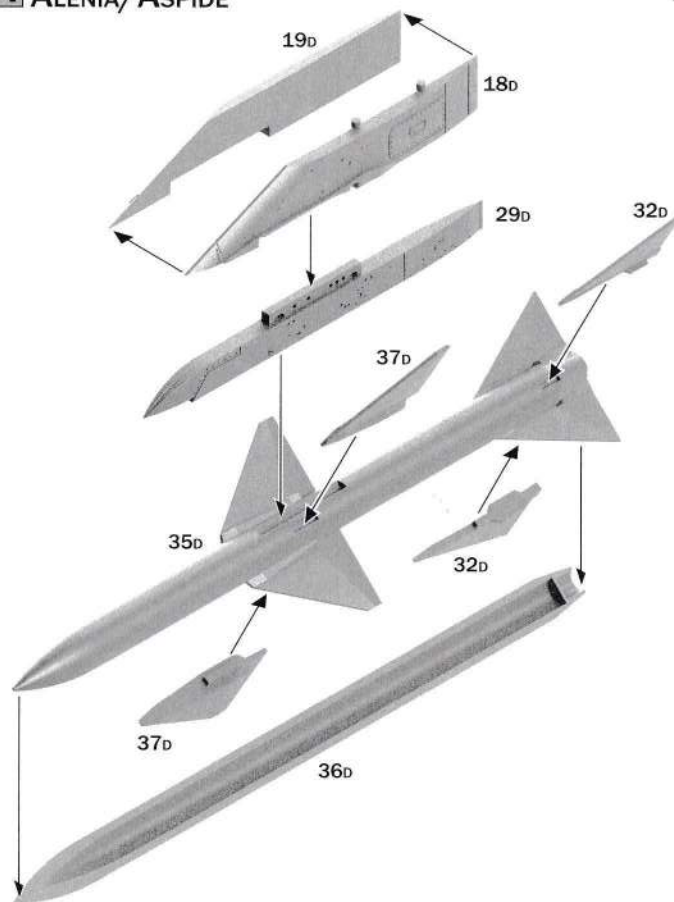


Q2 AIM 9L

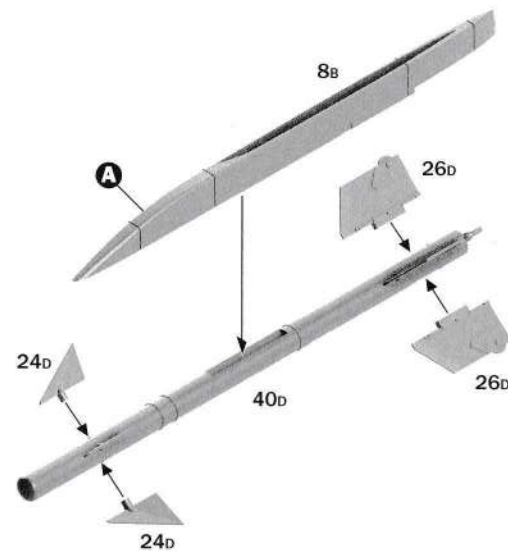


R ALENIA/ASPIDE

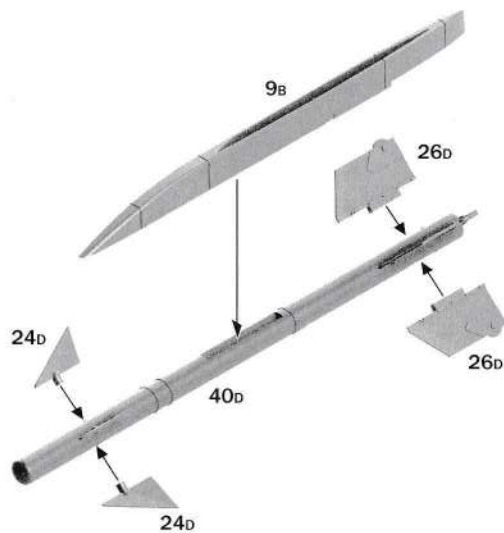
2x



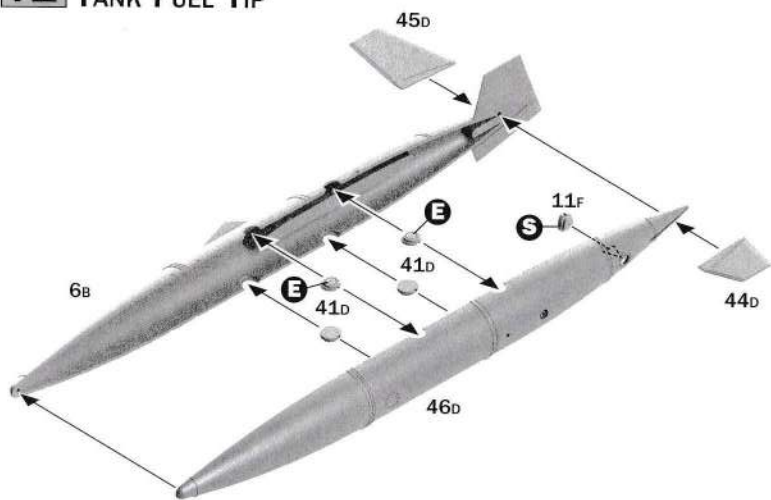
S1 AIM 9B



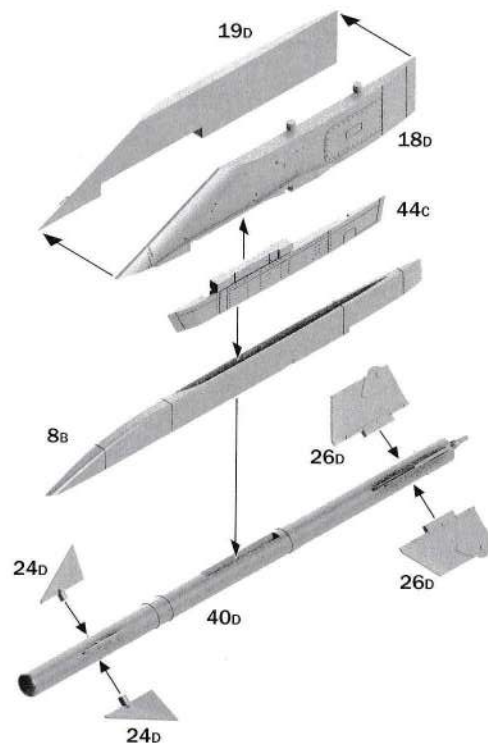
S2 AIM 9B



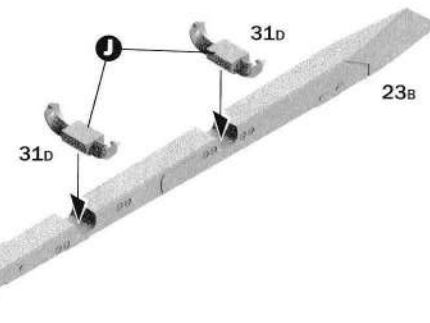
T1 TANK FUEL TIP



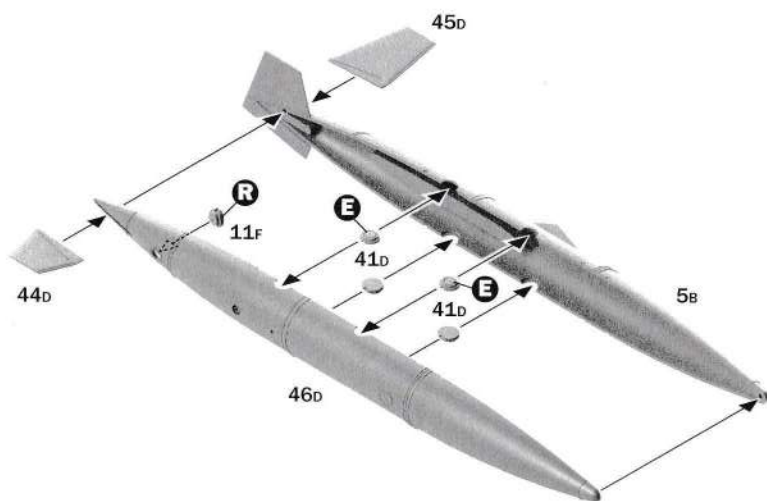
U AIM 9B



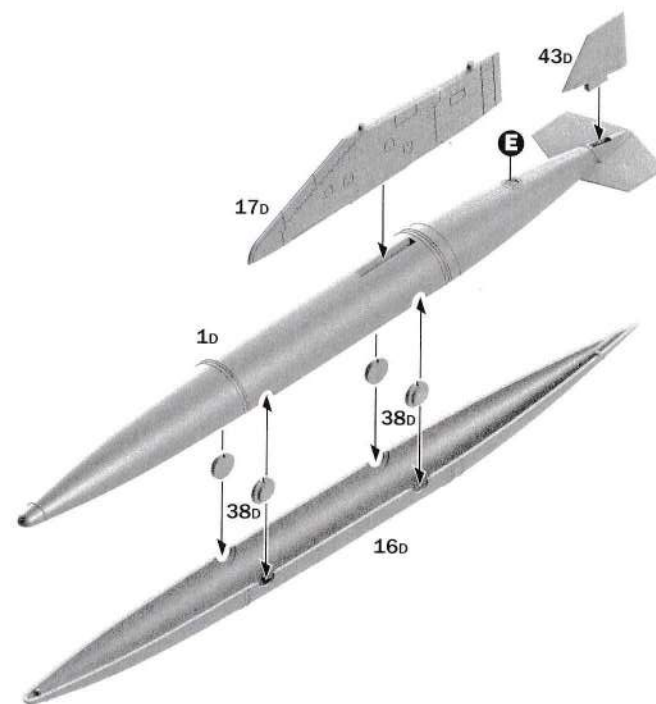
Z CENTERLINE RACK



T2 TANK FUEL TIP

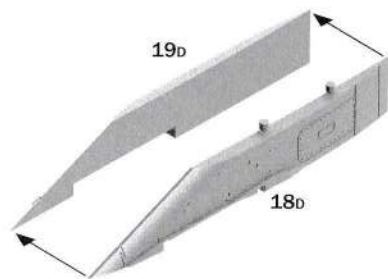


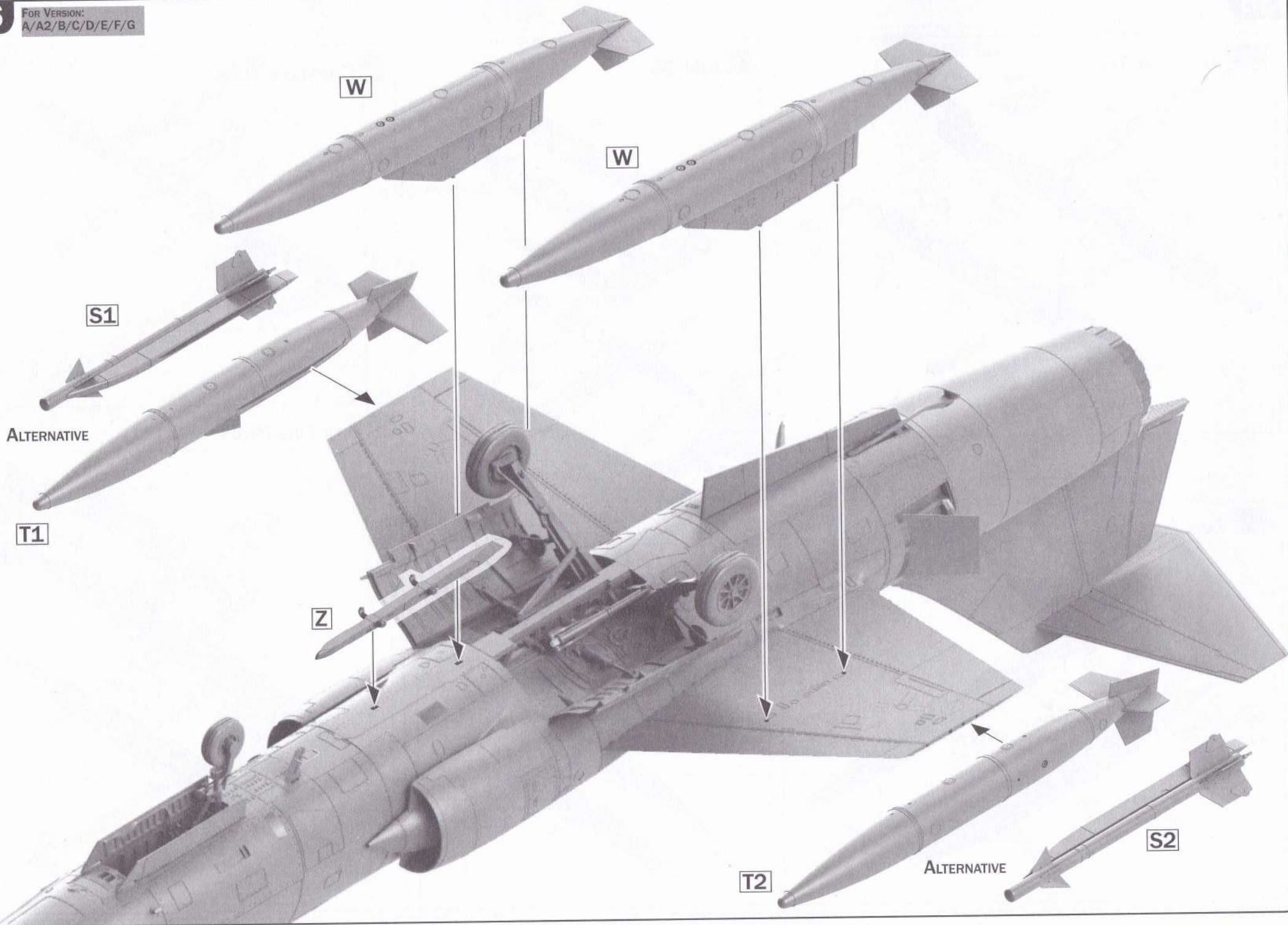
W TANK FUEL PYLON **2x**

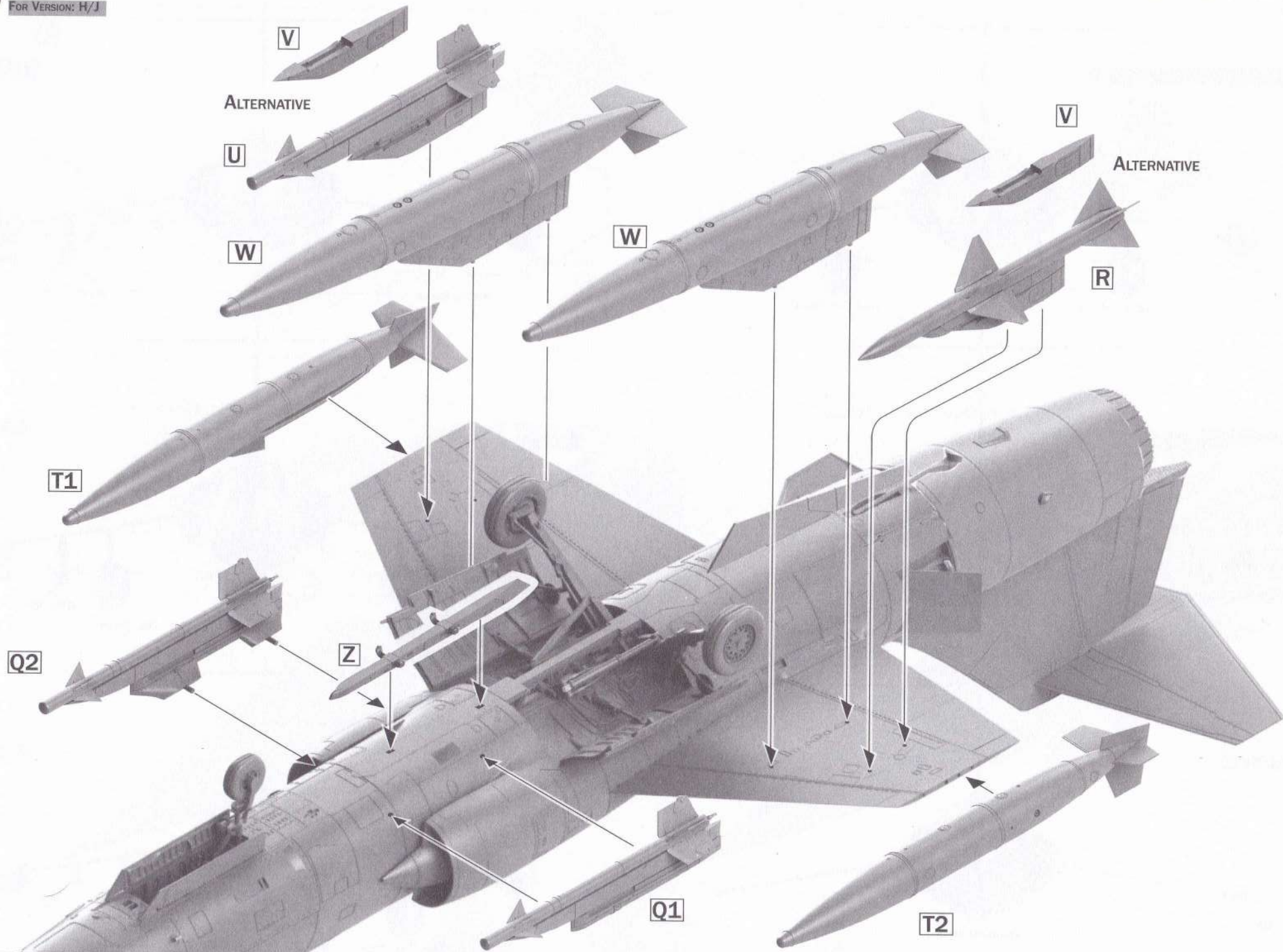


V

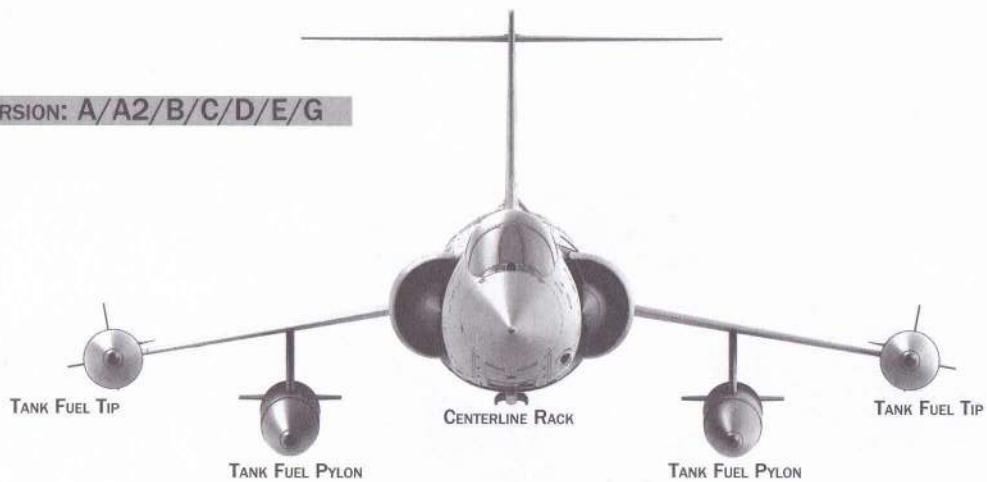
2x



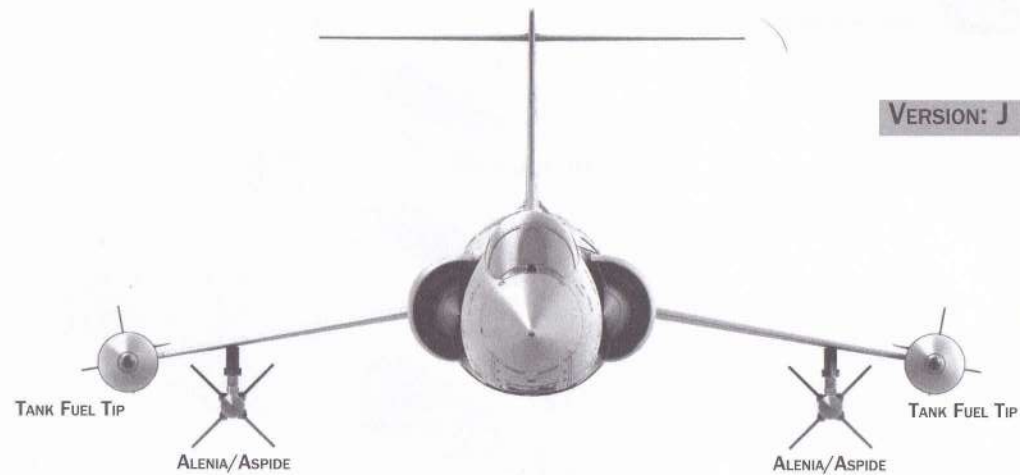




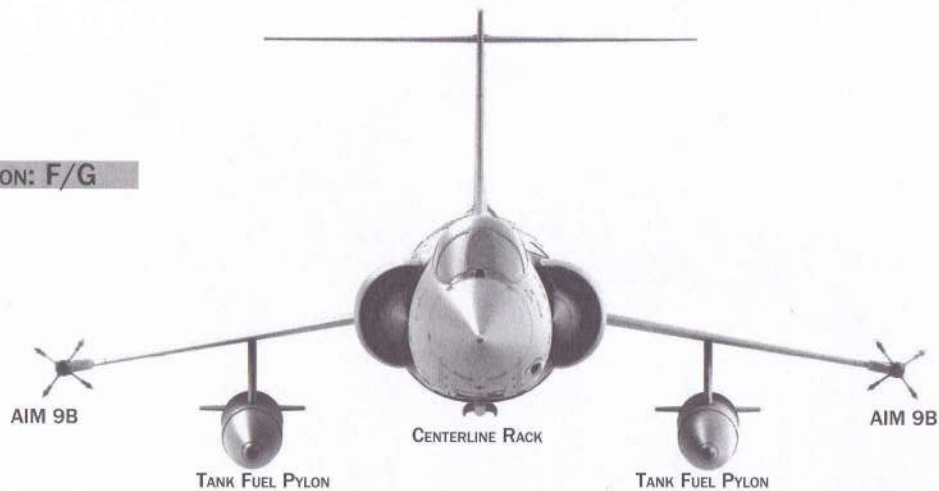
VERSION: A/A2/B/C/D/E/G



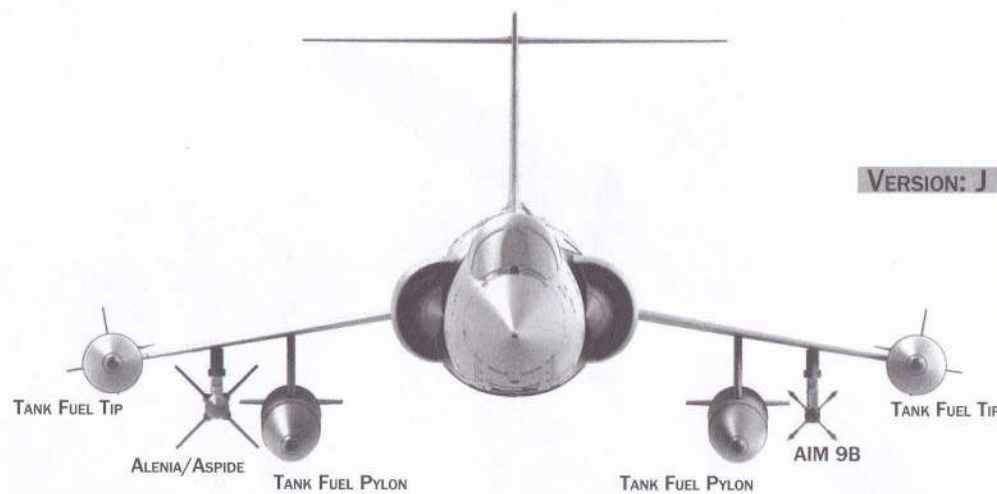
VERSION: J



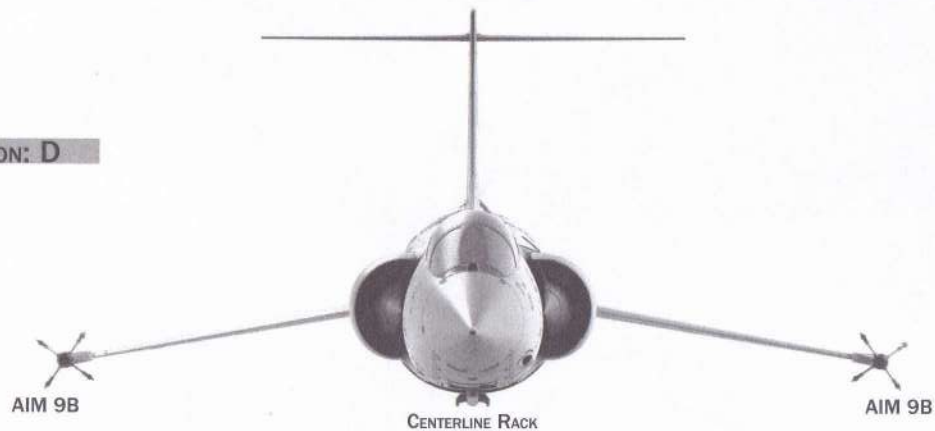
VERSION: F/G



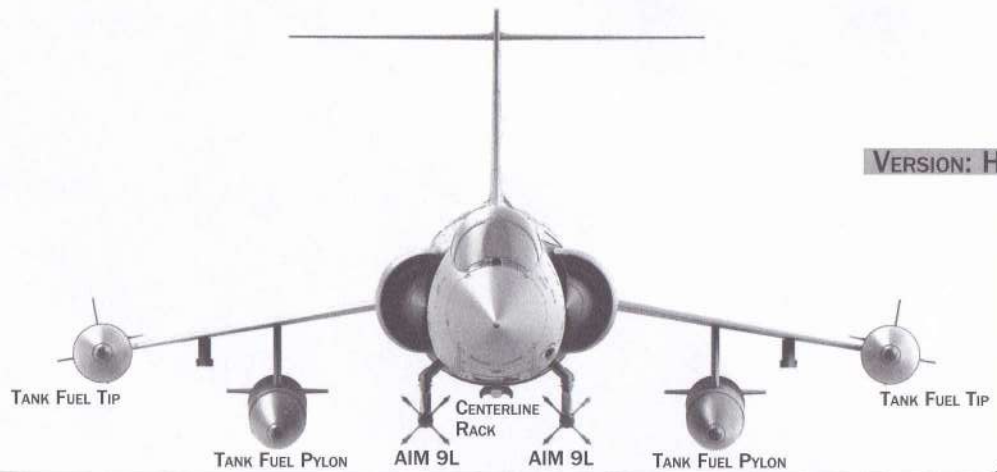
VERSION: J

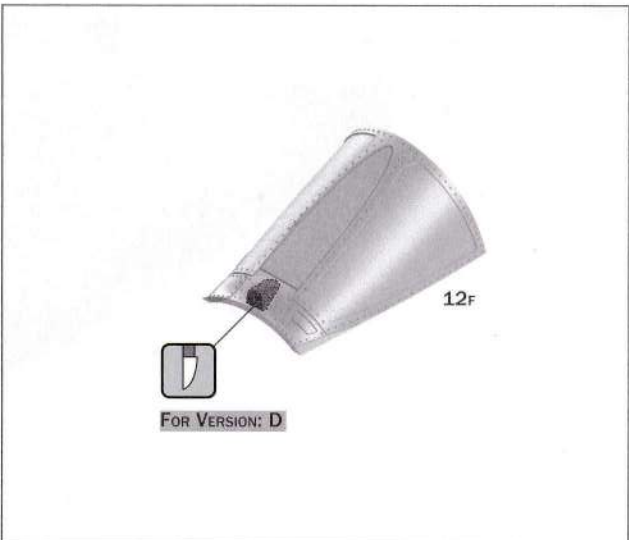
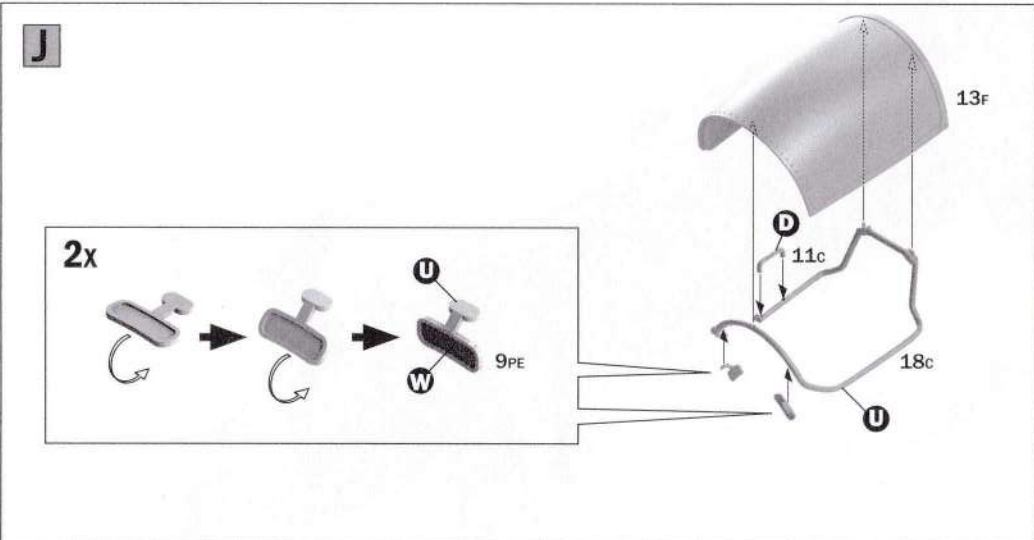


VERSION: D

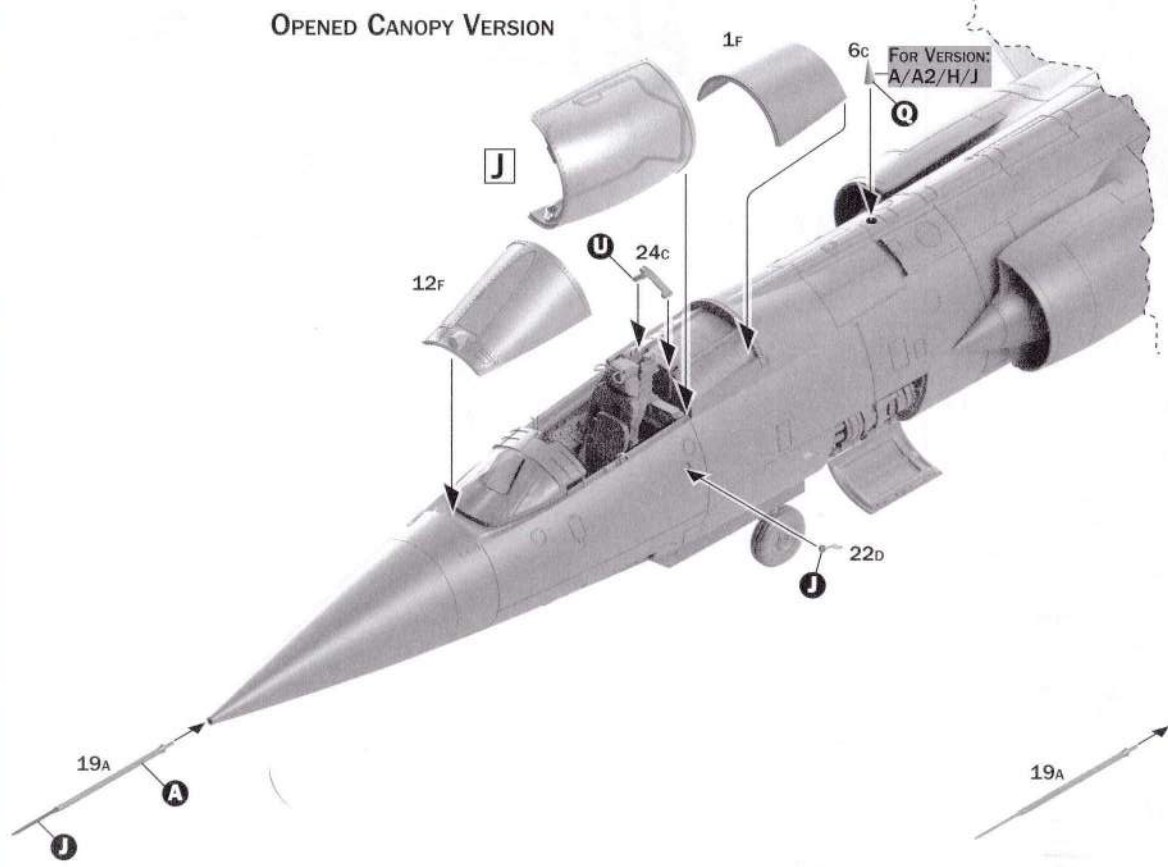


VERSION: H

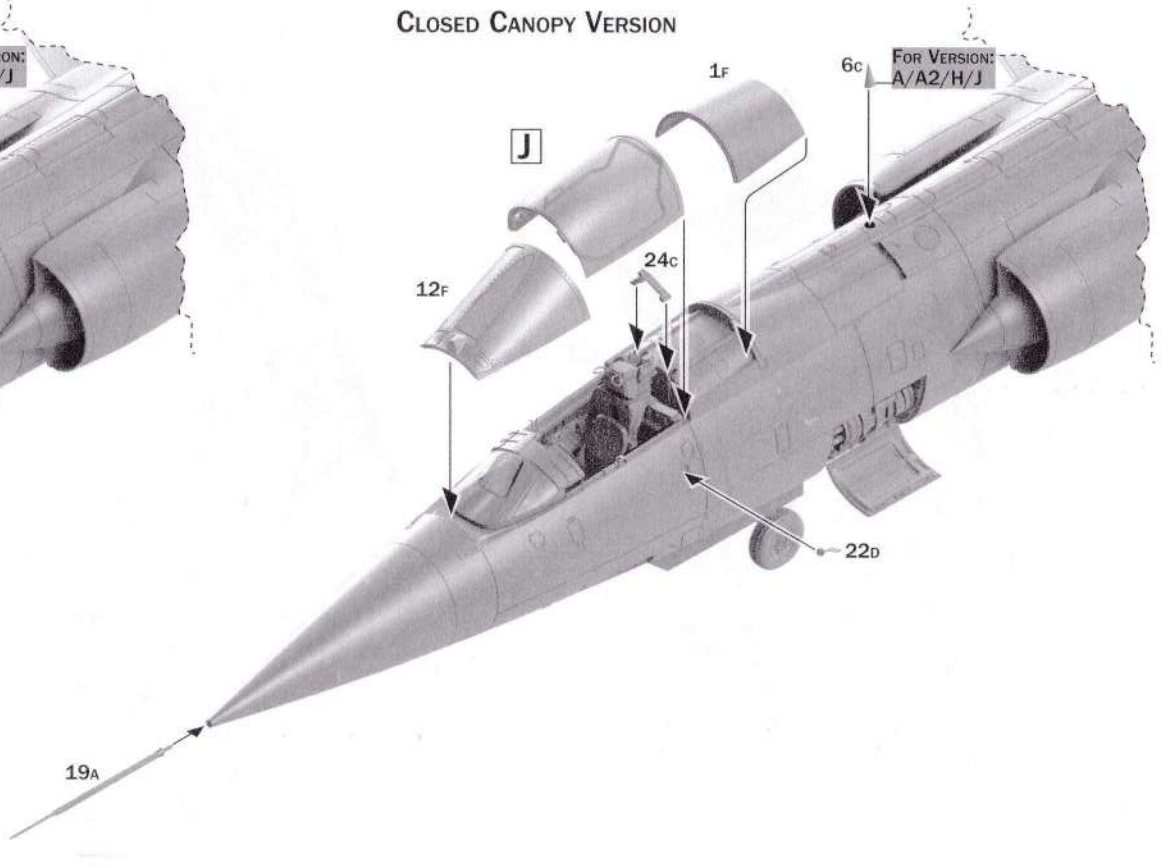


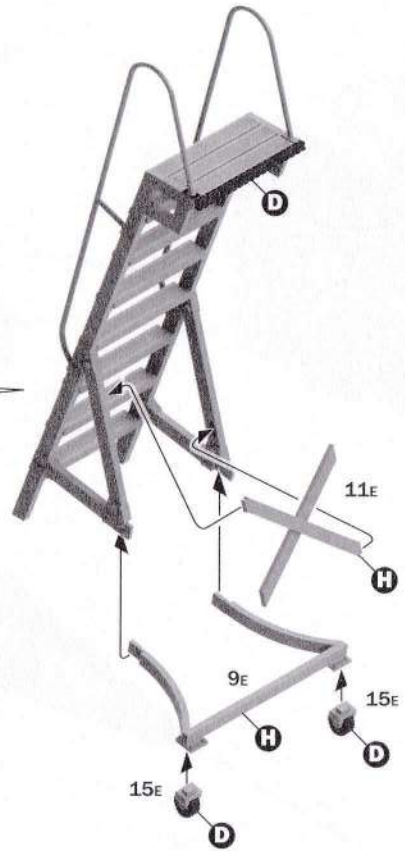
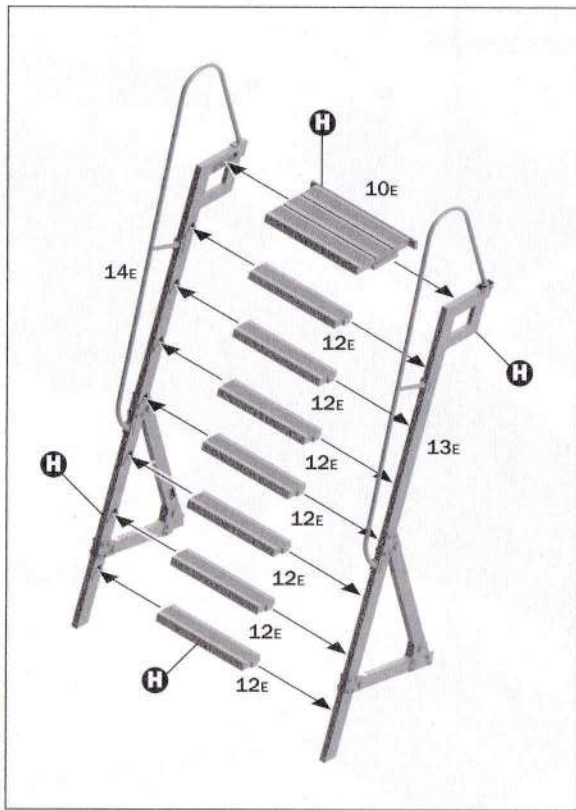
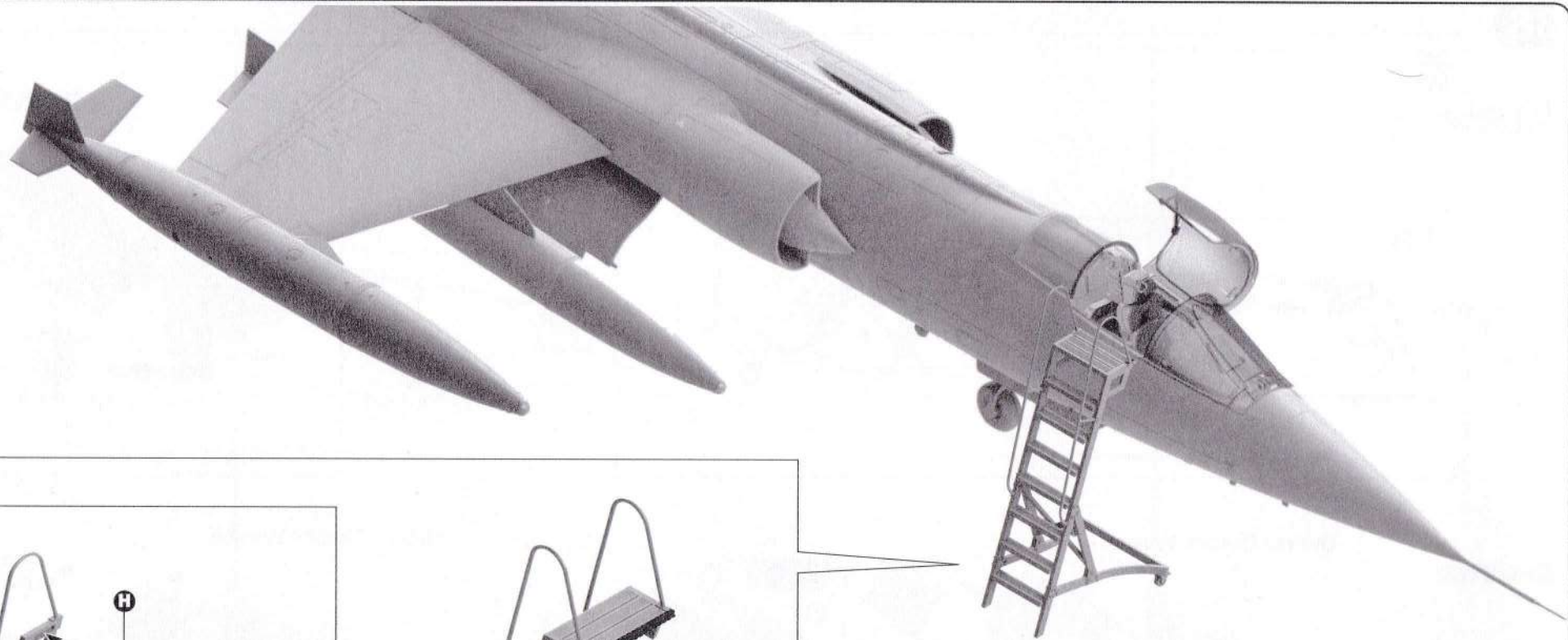


OPENED CANOPY VERSION

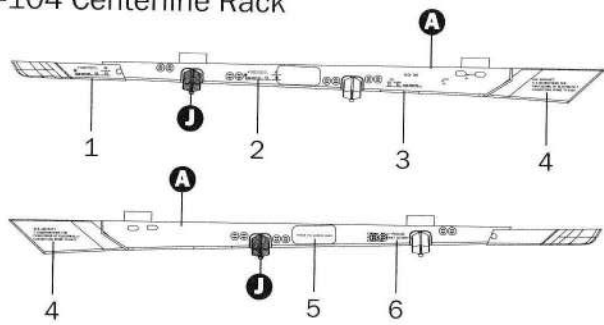


CLOSED CANOPY VERSION

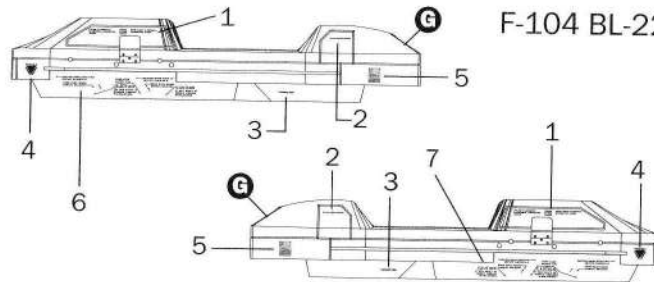




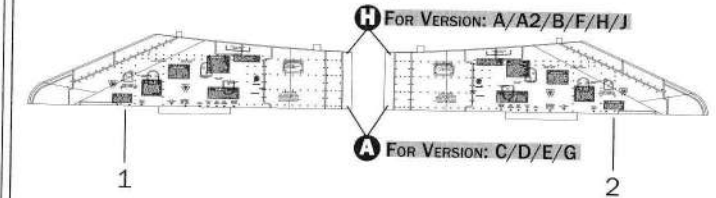
F-104 Centerline Rack



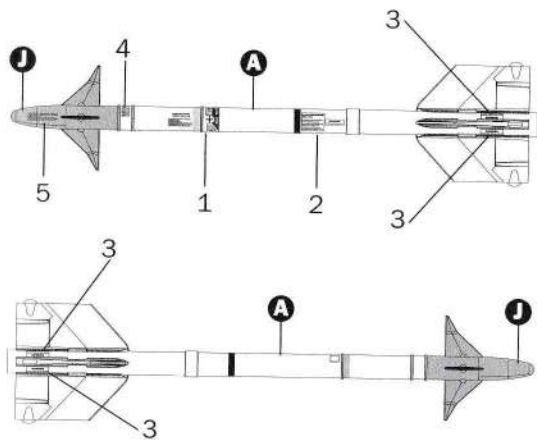
F-104 BL-22



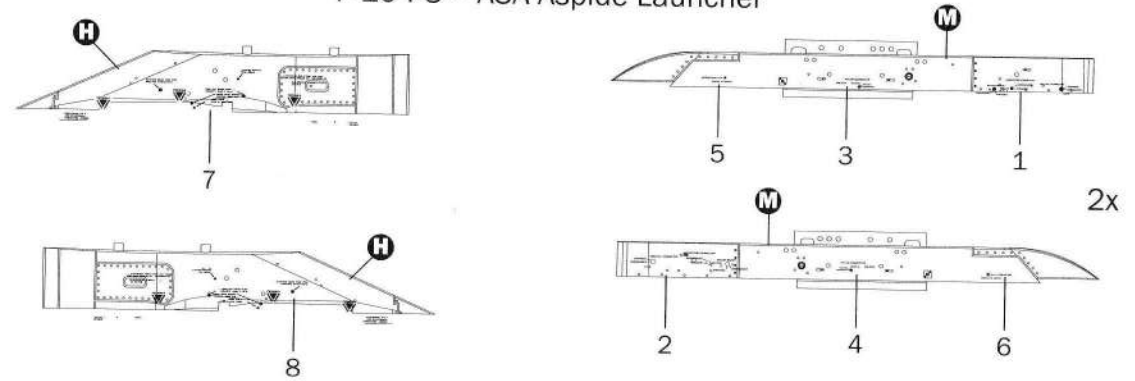
F-104 Pylon



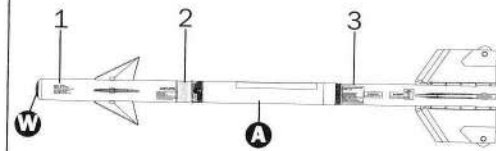
F-104 AIM 9-L



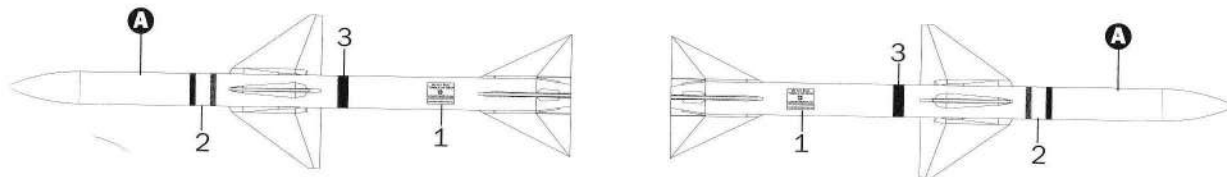
F-104 S - ASA Aspide Launcher



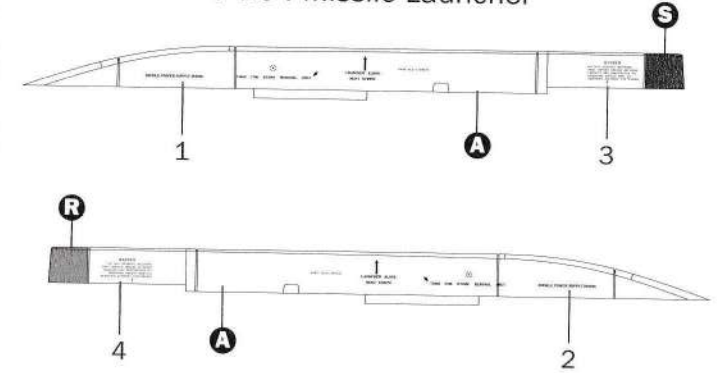
F-104 AIM 9-B



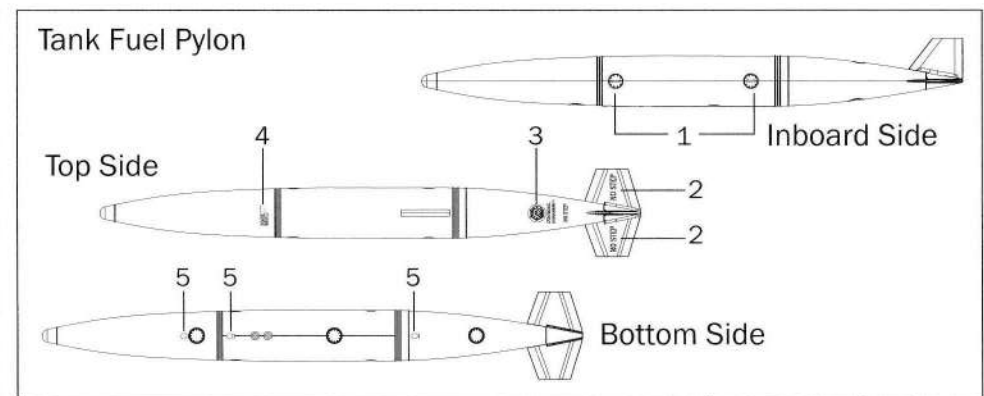
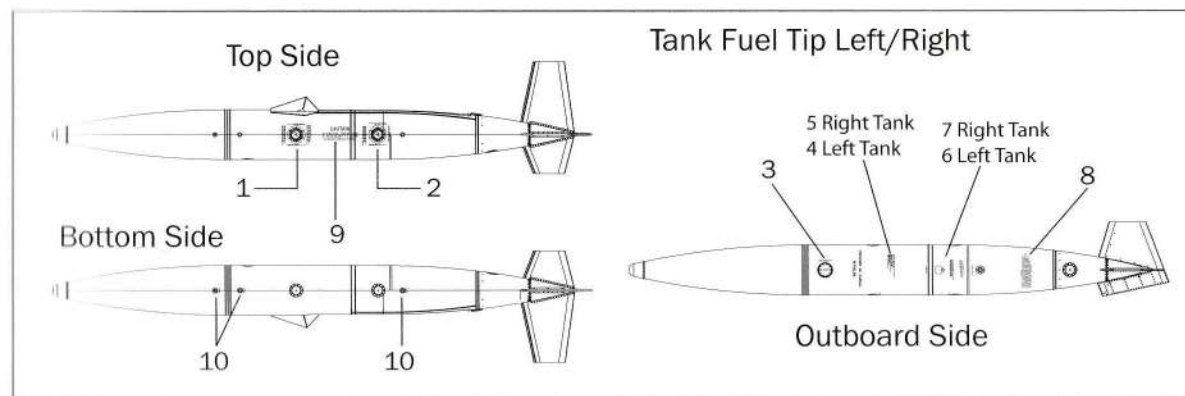
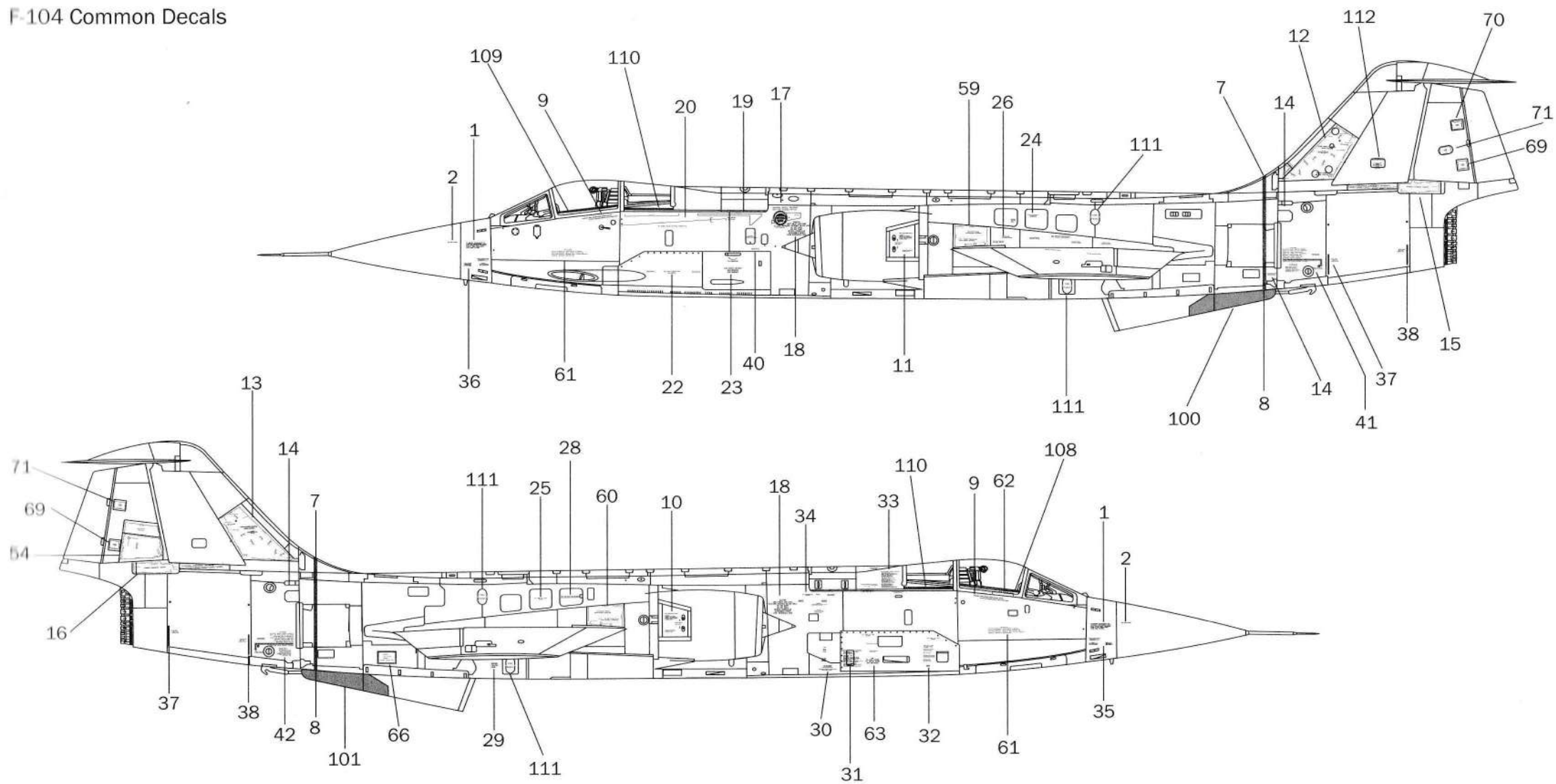
F-104 ASA Alenia/Aspide

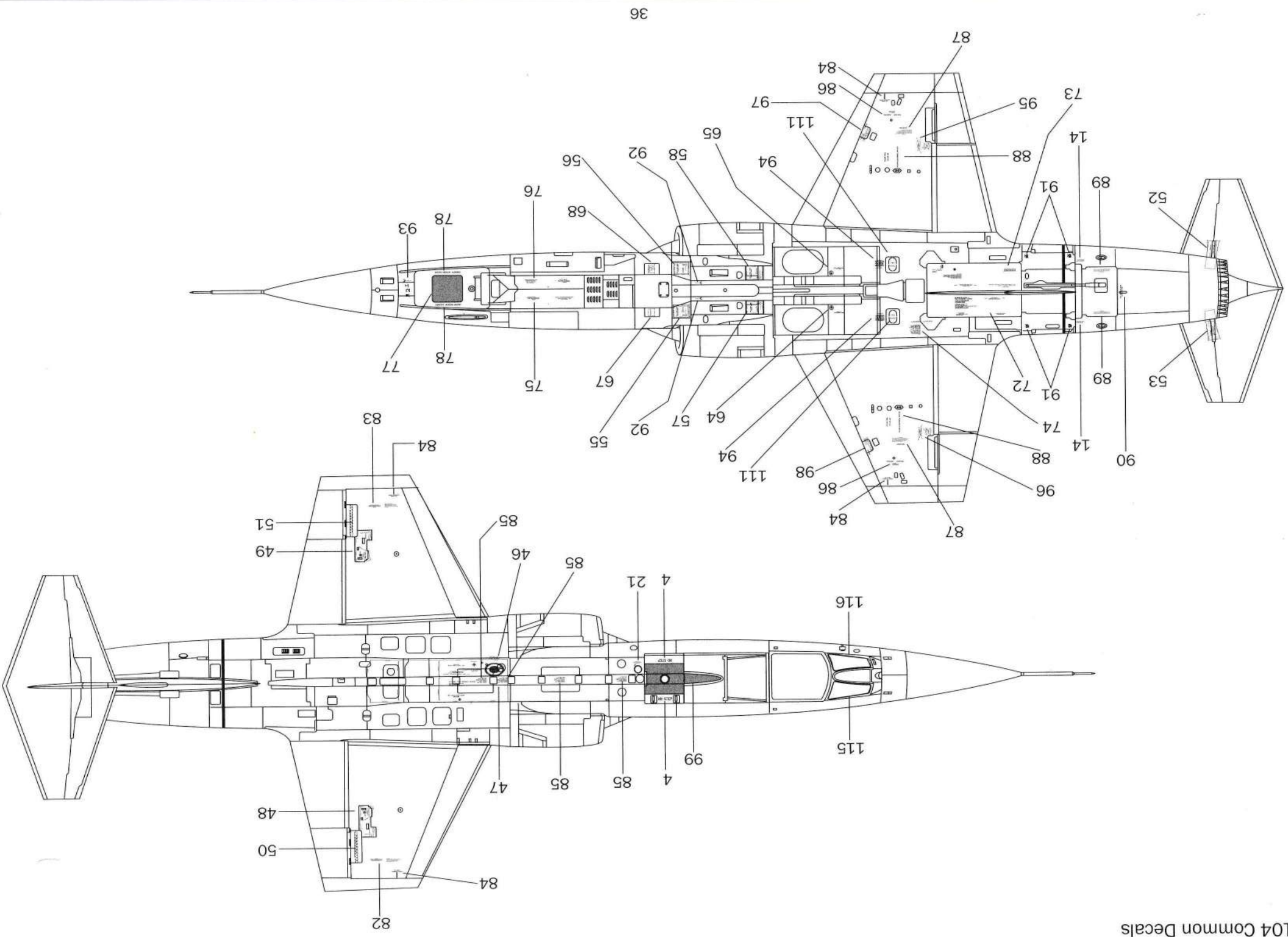


F-104 Missile Launcher



F-104 Common Decals



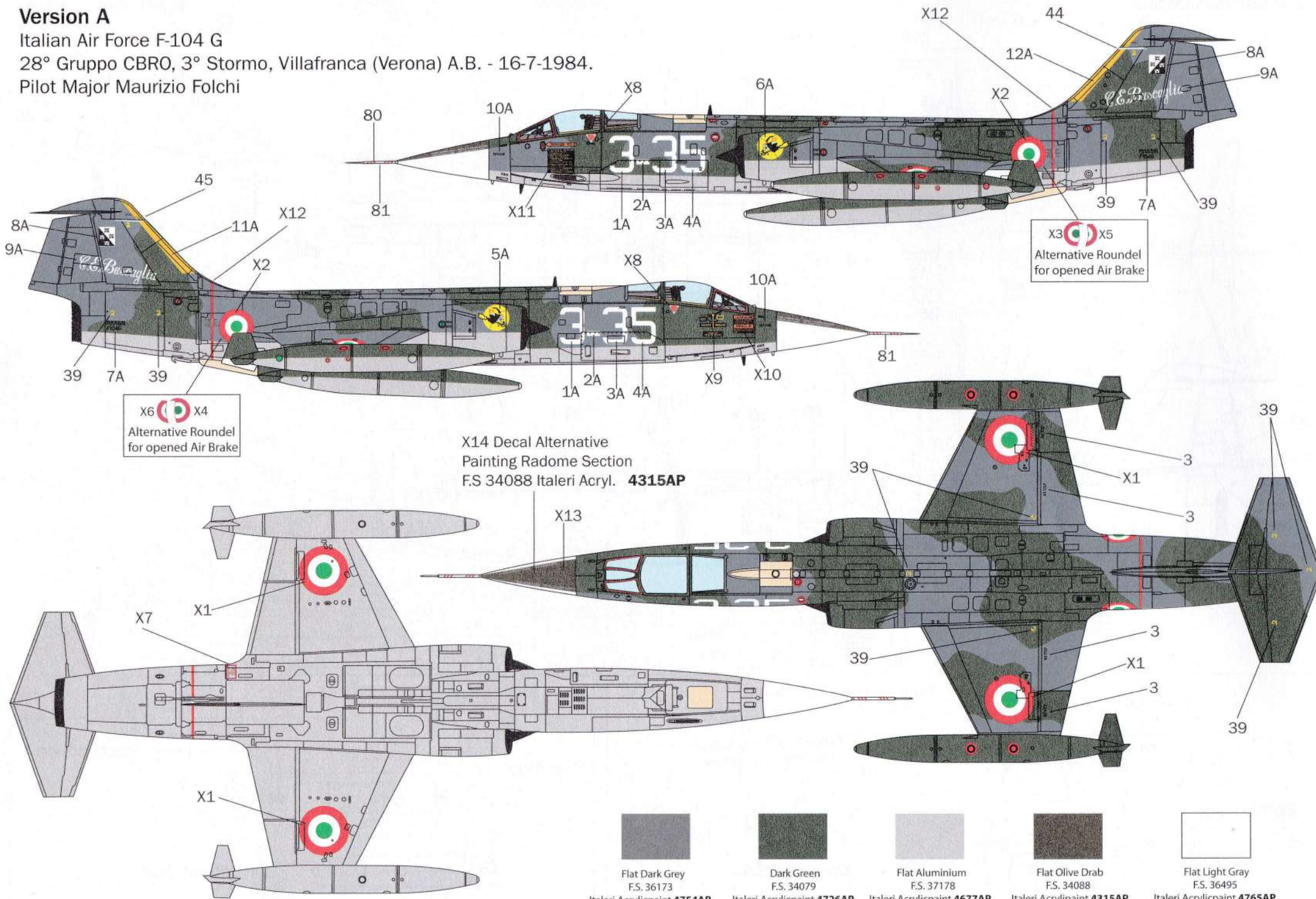


Version A

Italian Air Force F-104 G

28° Gruppo CBRO, 3° Stormo, Villafranca (Verona) A.B. - 16-7-1984.

Pilot Major Maurizio Folchi



X3 X5
Alternative Roundel
for opened Air Brake

X6 X4
Alternative Roundel
for opened Air Brake

X14 Decal Alternative
Painting Radome Section
F.S. 34088 Italeri Acryl. **4315AP**

Flat Dark Grey
F.S. 36173
Italeri Acrylicpaint **4754AP**

Dark Green
F.S. 34079
Italeri Acrylicpaint **4726AP**

Flat Aluminium
F.S. 37178
Italeri Acrylicpaint **4677AP**

Flat Olive Drab
F.S. 34088
Italeri Acrylicpaint **4315AP**

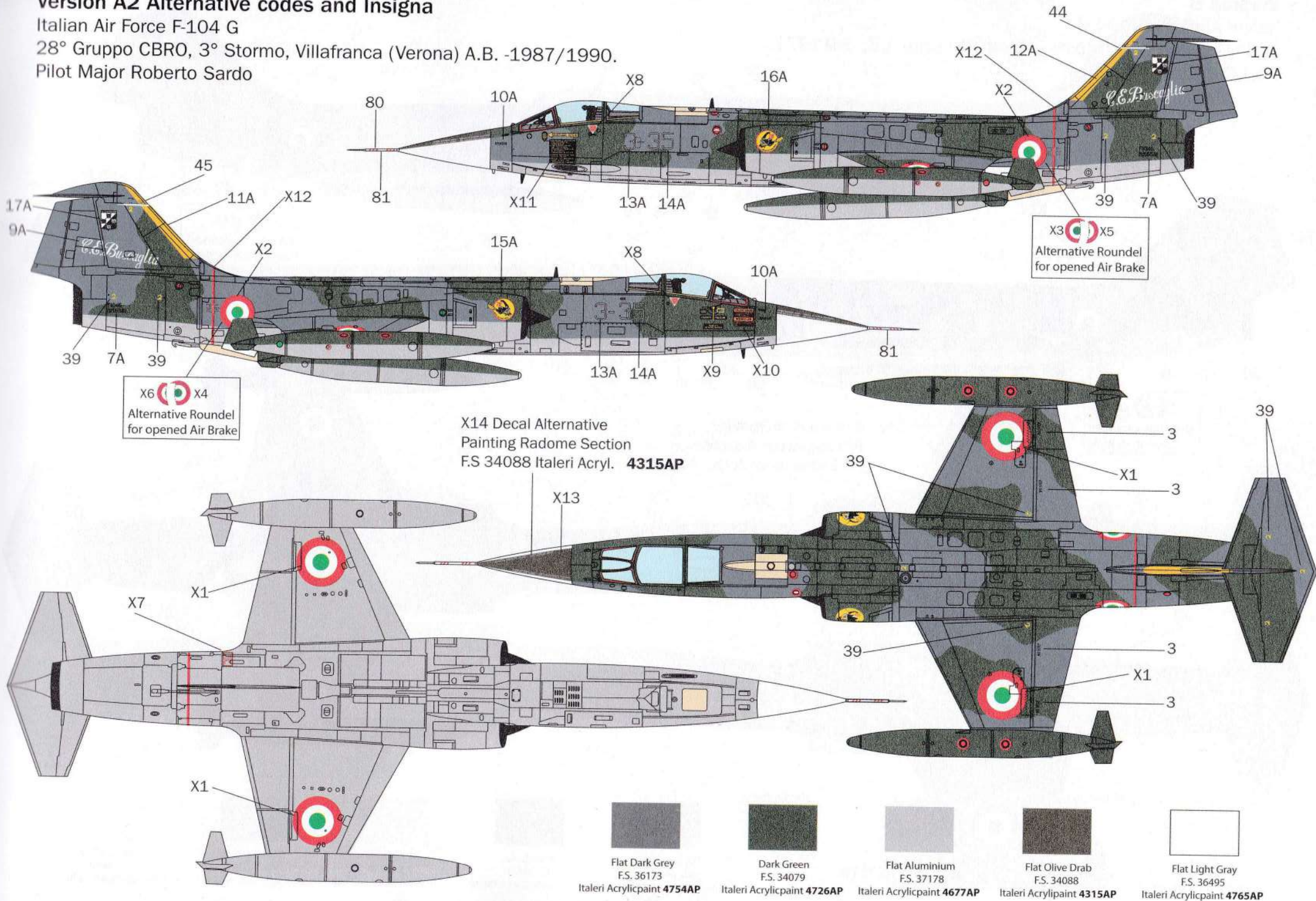
Flat Light Gray
F.S. 36495
Italeri Acrylicpaint **4765AP**

Version A2 Alternative codes and Insignia

Italian Air Force F-104 G

28° Gruppo CBRO, 3° Stormo, Villafranca (Verona) A.B. -1987/1990.

Pilot Major Roberto Sardo



X6 X4
Alternative Roundel
for opened Air Brake

X3 X5
Alternative Roundel
for opened Air Brake

X14 Decal Alternative
Painting Radome Section
F.S. 34088 Italeri Acryl. 4315AP

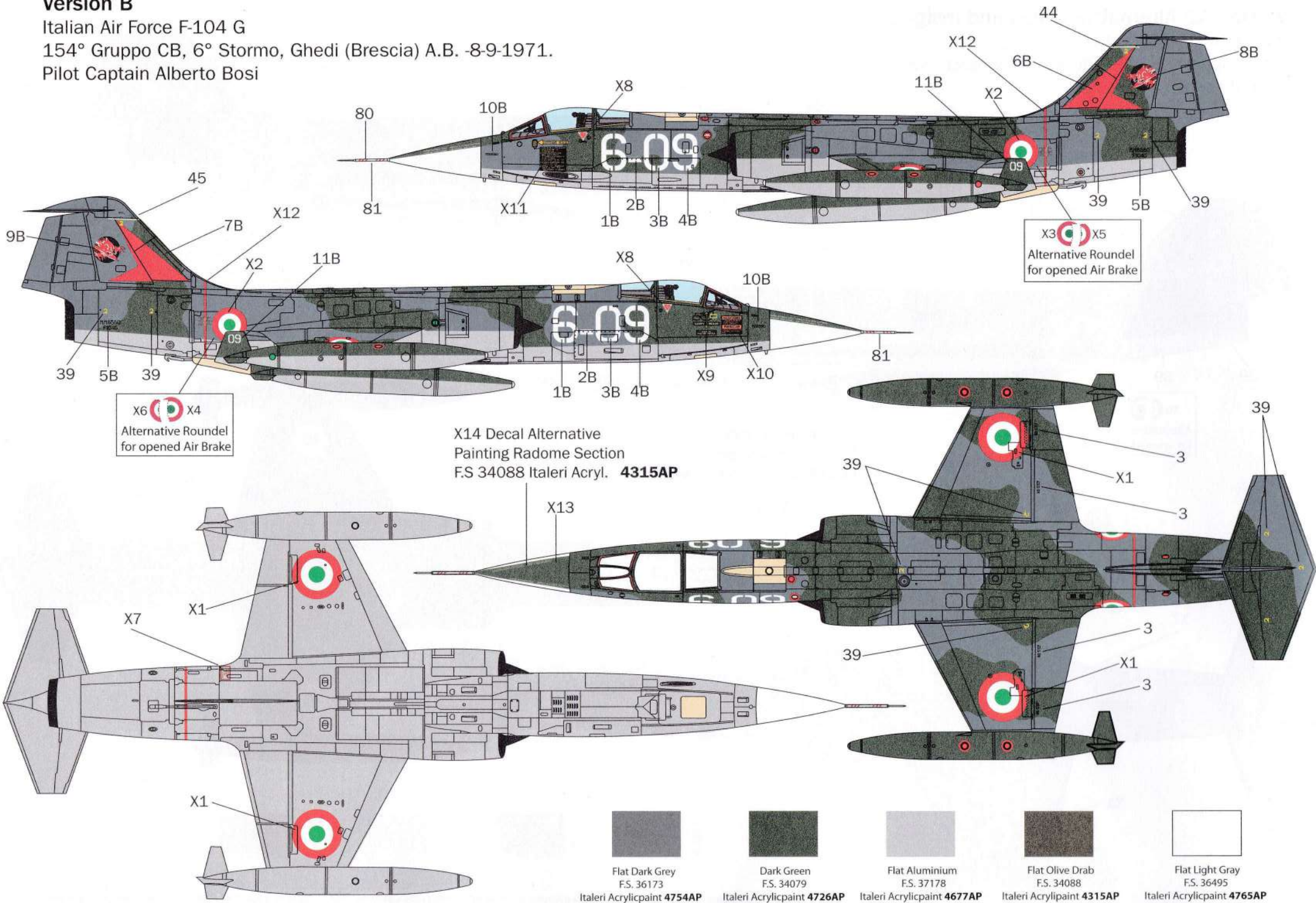
- 
 Flat Dark Grey
 F.S. 36173
 Italeri Acrylicpaint 4754AP
- 
 Dark Green
 F.S. 34079
 Italeri Acrylicpaint 4726AP
- 
 Flat Aluminium
 F.S. 37178
 Italeri Acrylicpaint 4677AP
- 
 Flat Olive Drab
 F.S. 34088
 Italeri Acrylicpaint 4315AP
- 
 Flat Light Gray
 F.S. 36495
 Italeri Acrylicpaint 4765AP

Version B

Italian Air Force F-104 G

154° Gruppo CB, 6° Stormo, Ghedi (Brescia) A.B. -8-9-1971.

Pilot Captain Alberto Bosi



X14 Decal Alternative
Painting Radome Section
F.S 34088 Italeri Acryl. **4315AP**

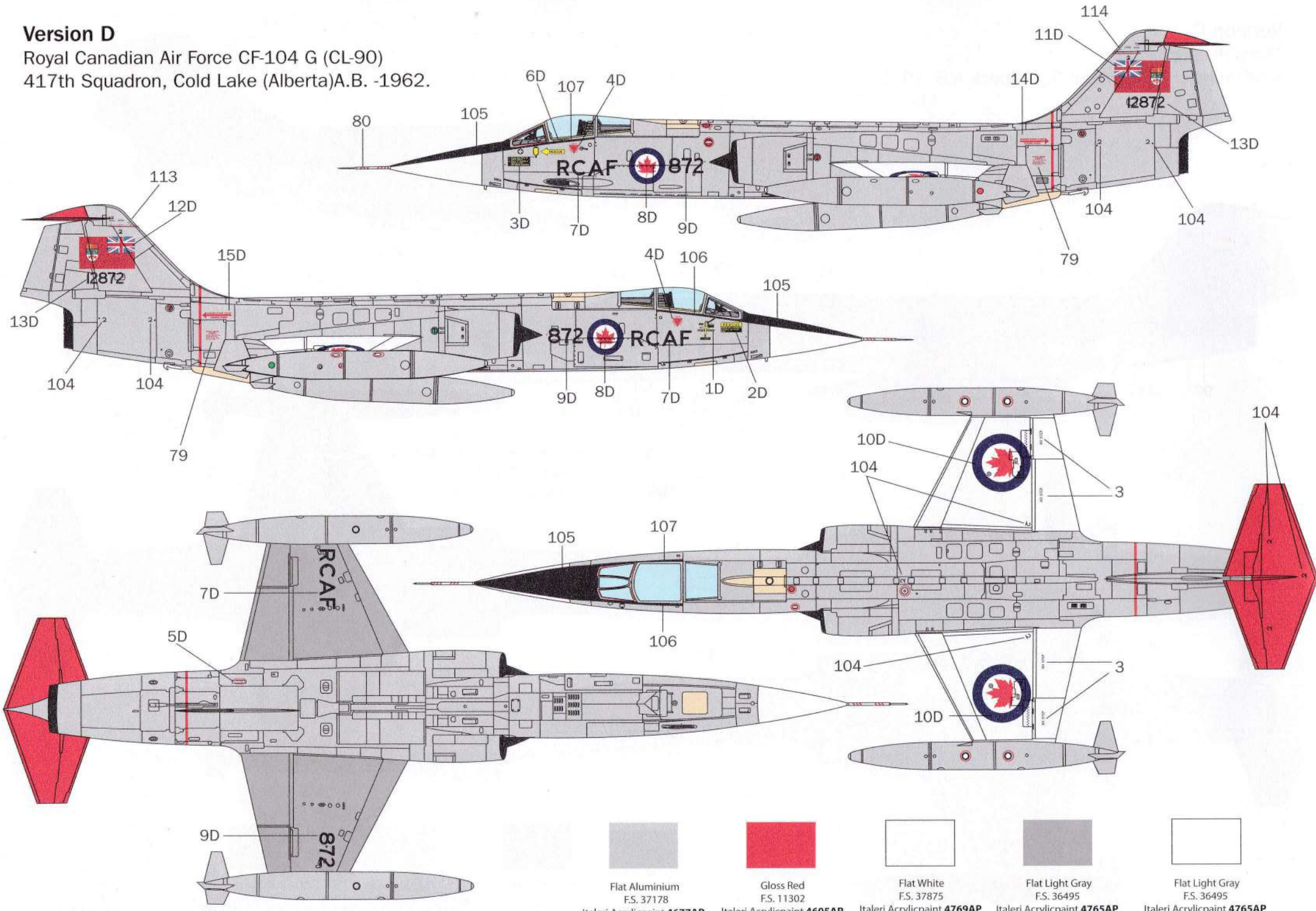
X6 X4
Alternative Roundel
for opened Air Brake

X3 X5
Alternative Roundel
for opened Air Brake

- 
 Flat Dark Grey
F.S. 36173
Italeri Acrylicpaint **4754AP**
- 
 Dark Green
F.S. 34079
Italeri Acrylicpaint **4726AP**
- 
 Flat Aluminium
F.S. 37178
Italeri Acrylicpaint **4677AP**
- 
 Flat Olive Drab
F.S. 34088
Italeri Acrylicpaint **4315AP**
- 
 Flat Light Gray
F.S. 36495
Italeri Acrylicpaint **4765AP**

Version D

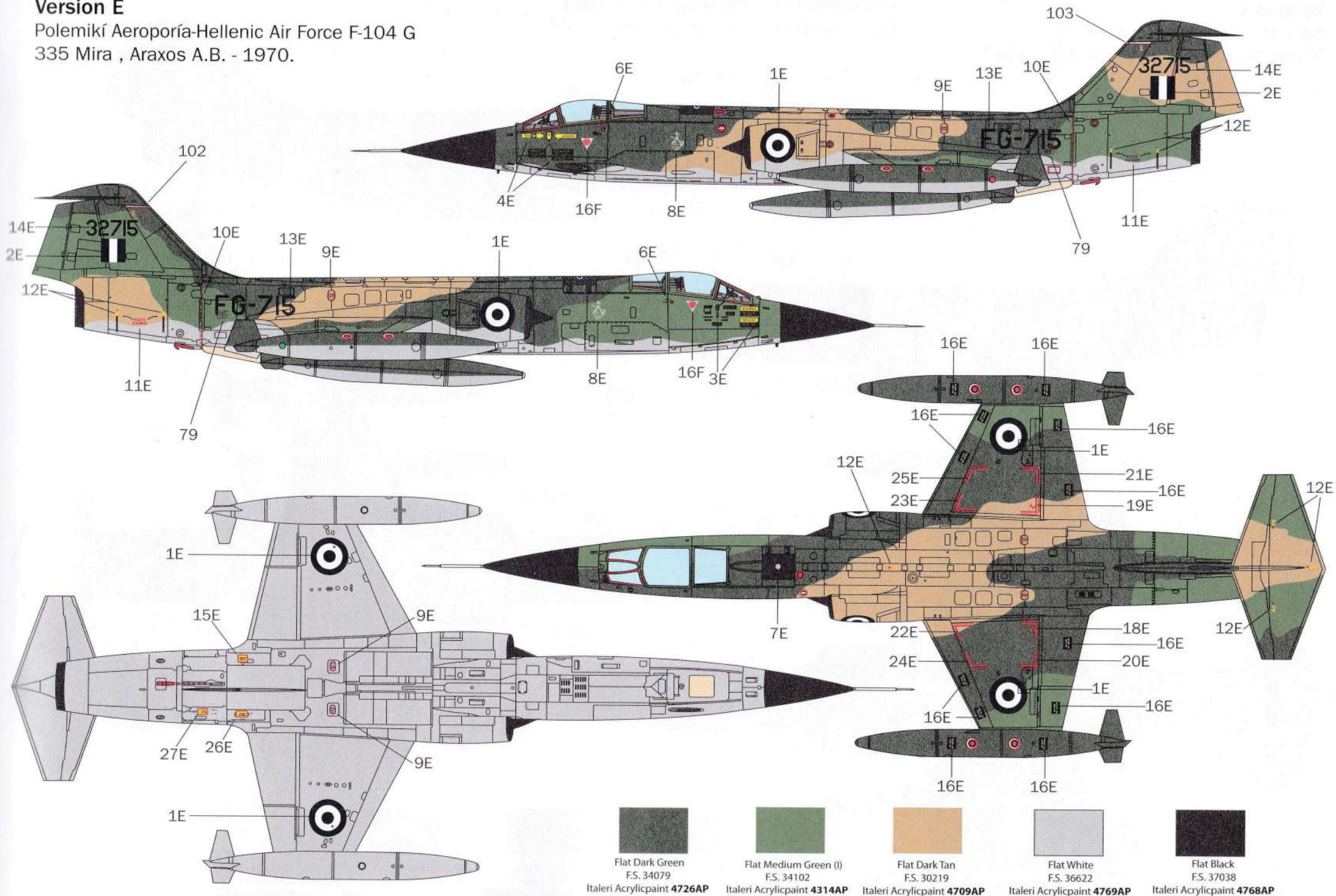
Royal Canadian Air Force CF-104 G (CL-90)
417th Squadron, Cold Lake (Alberta)A.B. -1962.



- 
 Flat Aluminium
F.S. 37178
Italeri Acrylicpaint **4677AP**
- 
 Gloss Red
F.S. 11302
Italeri Acrylicpaint **4605AP**
- 
 Flat White
F.S. 37875
Italeri Acrylicpaint **4769AP**
- 
 Flat Light Gray
F.S. 36495
Italeri Acrylicpaint **4765AP**
- 
 Flat Light Gray
F.S. 36495
Italeri Acrylicpaint **4765AP**

Version E

Polemikí Aeroporía-Hellenic Air Force F-104 G
 335 Mira , Araxos A.B. - 1970.

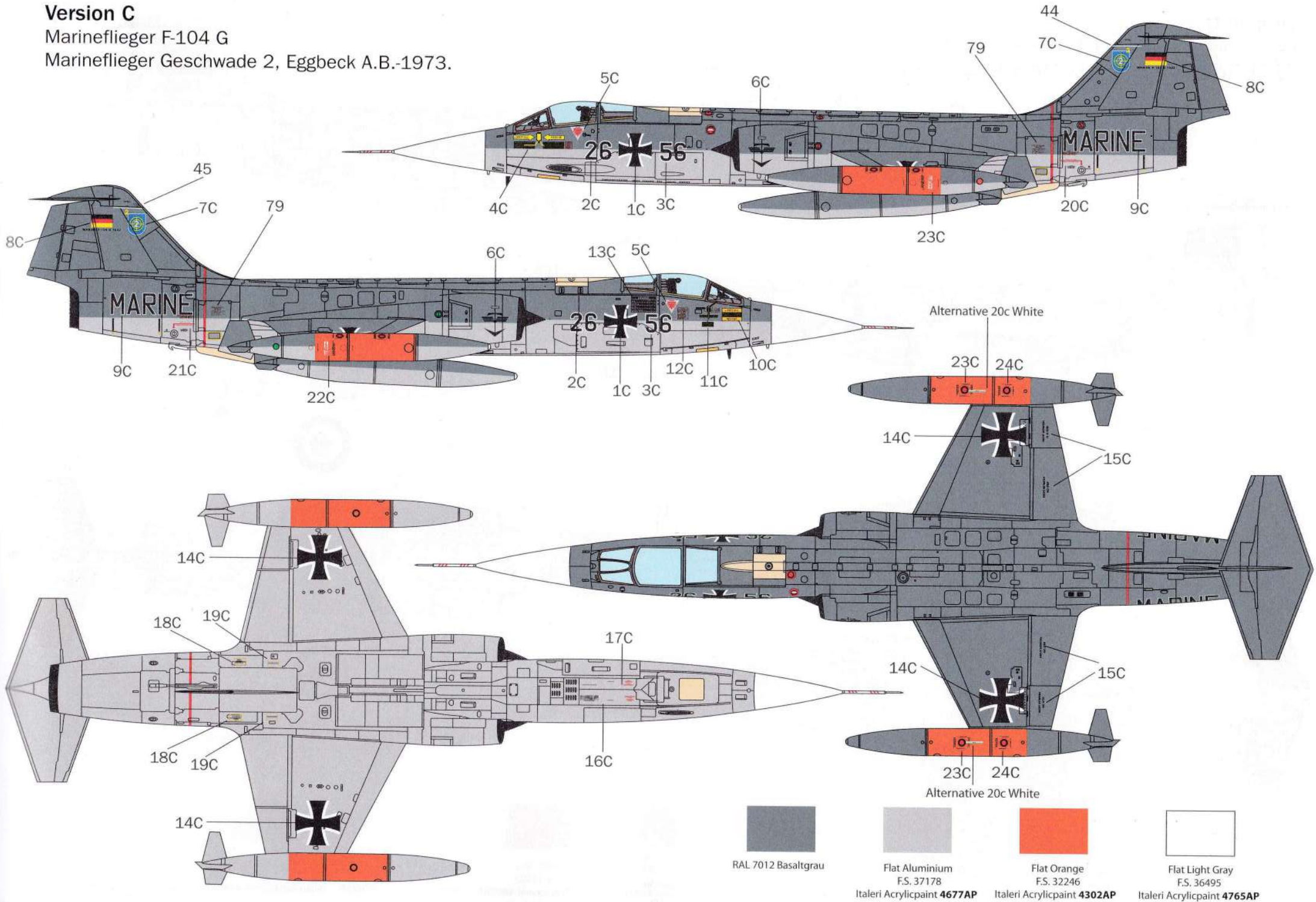


 Flat Dark Green F.S. 34079 Italeri Acrylicpaint 4726AP	 Flat Medium Green (I) F.S. 34102 Italeri Acrylicpaint 4314AP	 Flat Dark Tan F.S. 30219 Italeri Acrylicpaint 4709AP	 Flat White F.S. 36622 Italeri Acrylicpaint 4769AP	 Flat Black F.S. 37038 Italeri Acrylicpaint 4768AP
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Version C

Marineflieger F-104 G

Marineflieger Geschwade 2, Eggbeck A.B.-1973.

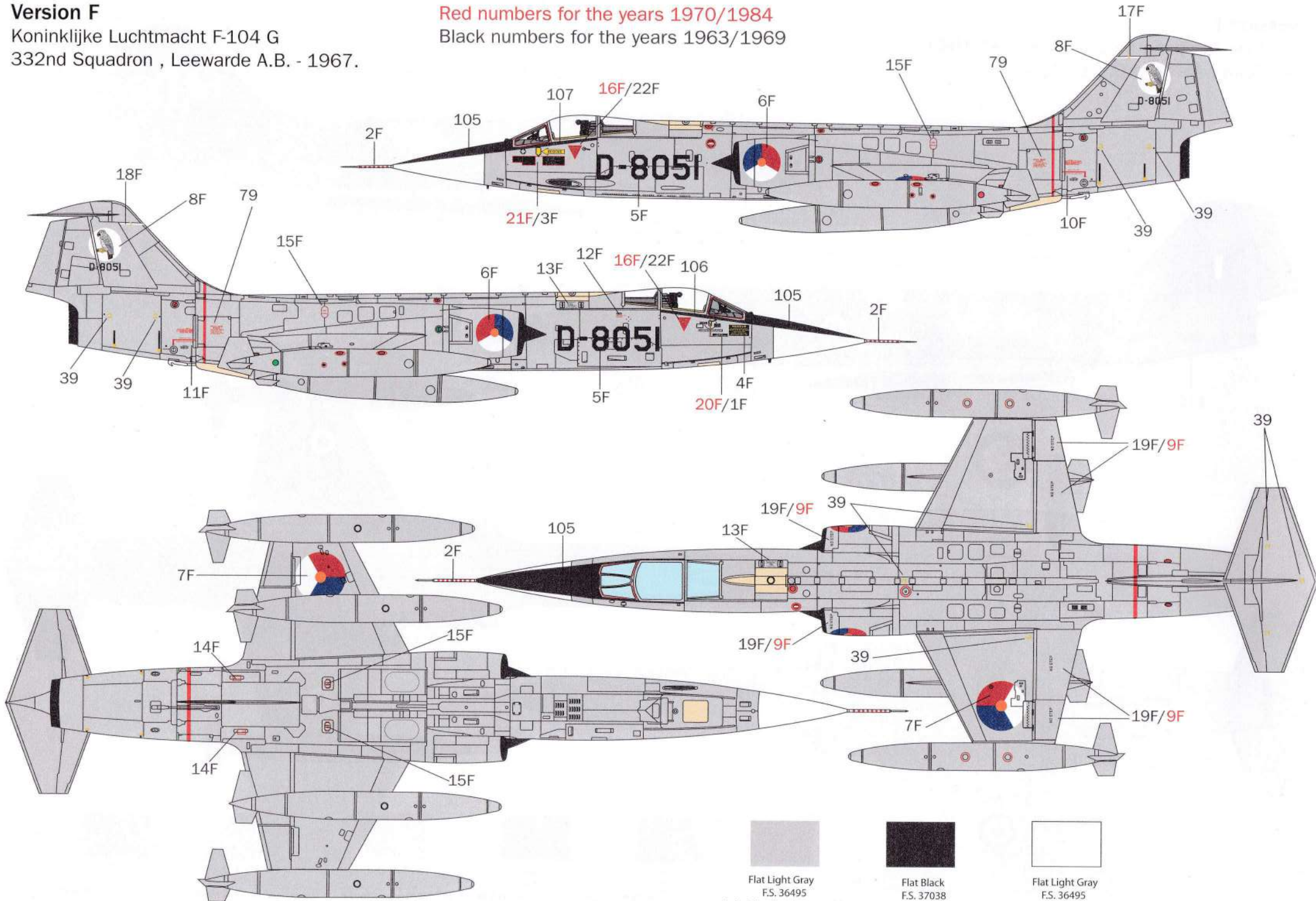


Version F

Koninklijke Luchtmacht F-104 G
332nd Squadron, Leewarde A.B. - 1967.

Red numbers for the years 1970/1984

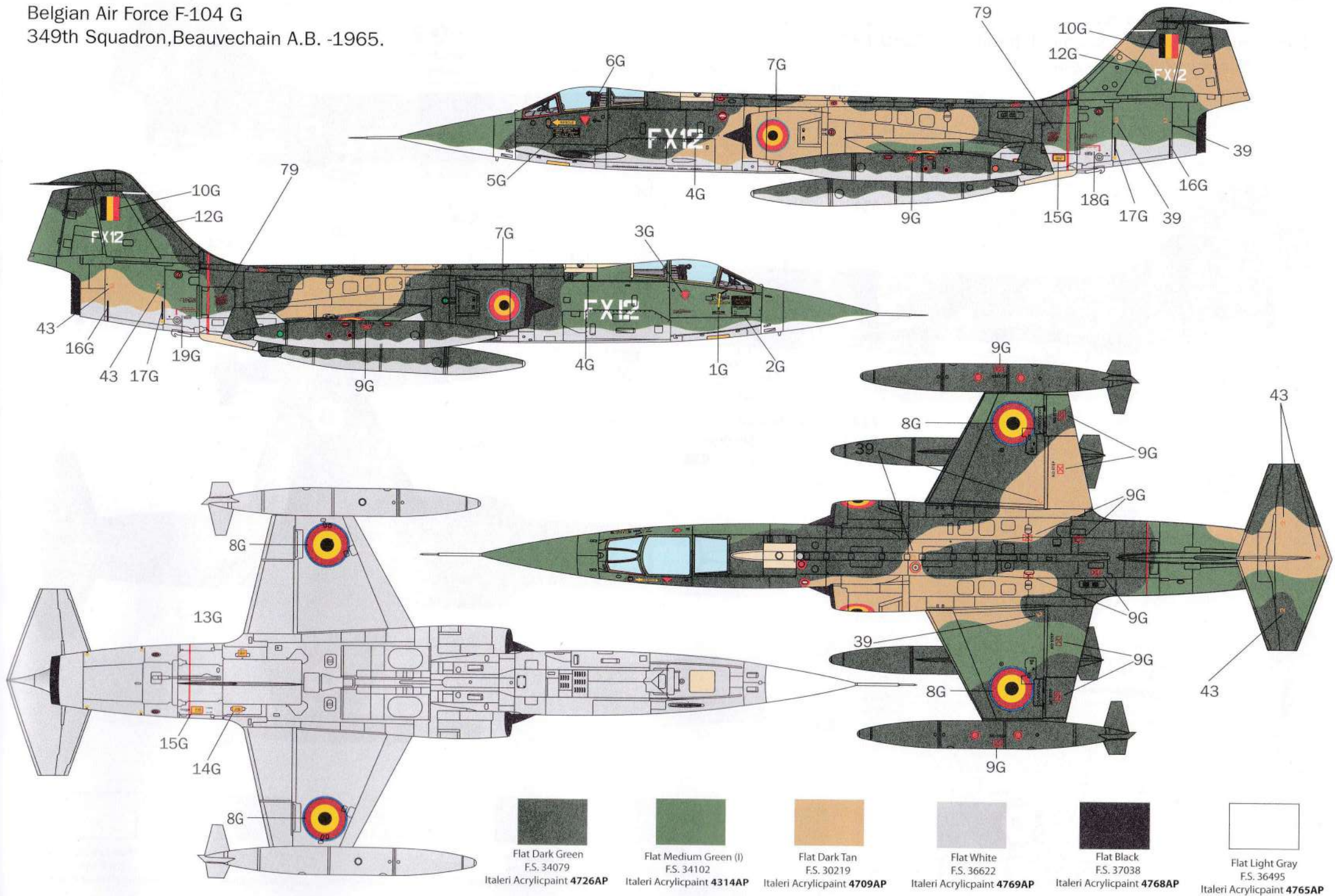
Black numbers for the years 1963/1969



Version G

Belgian Air Force F-104 G

349th Squadron, Beauvechain A.B. -1965.

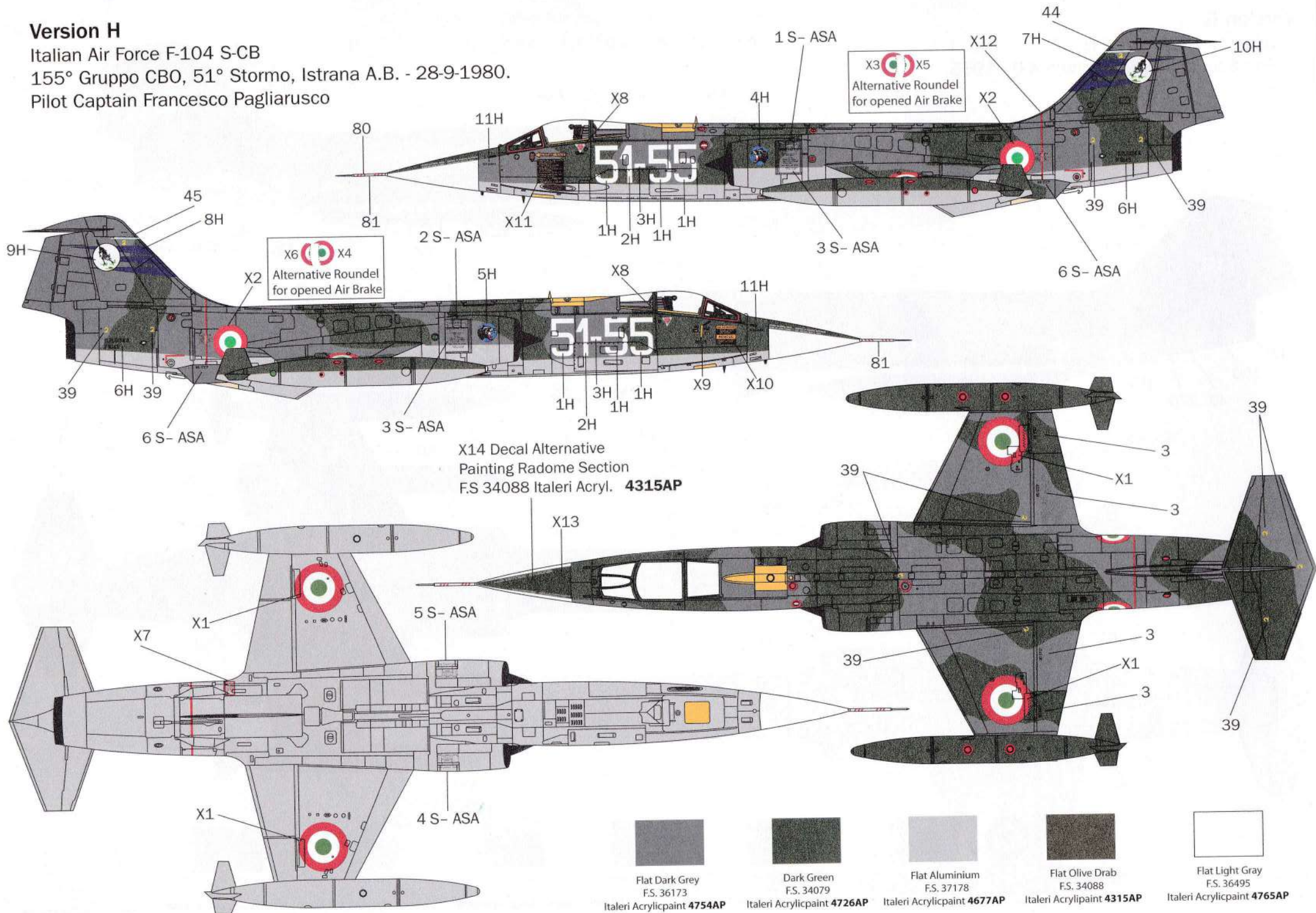


Version H

Italian Air Force F-104 S-CB

155° Gruppo CBO, 51° Stormo, Istrana A.B. - 28-9-1980.

Pilot Captain Francesco Pagliarusco

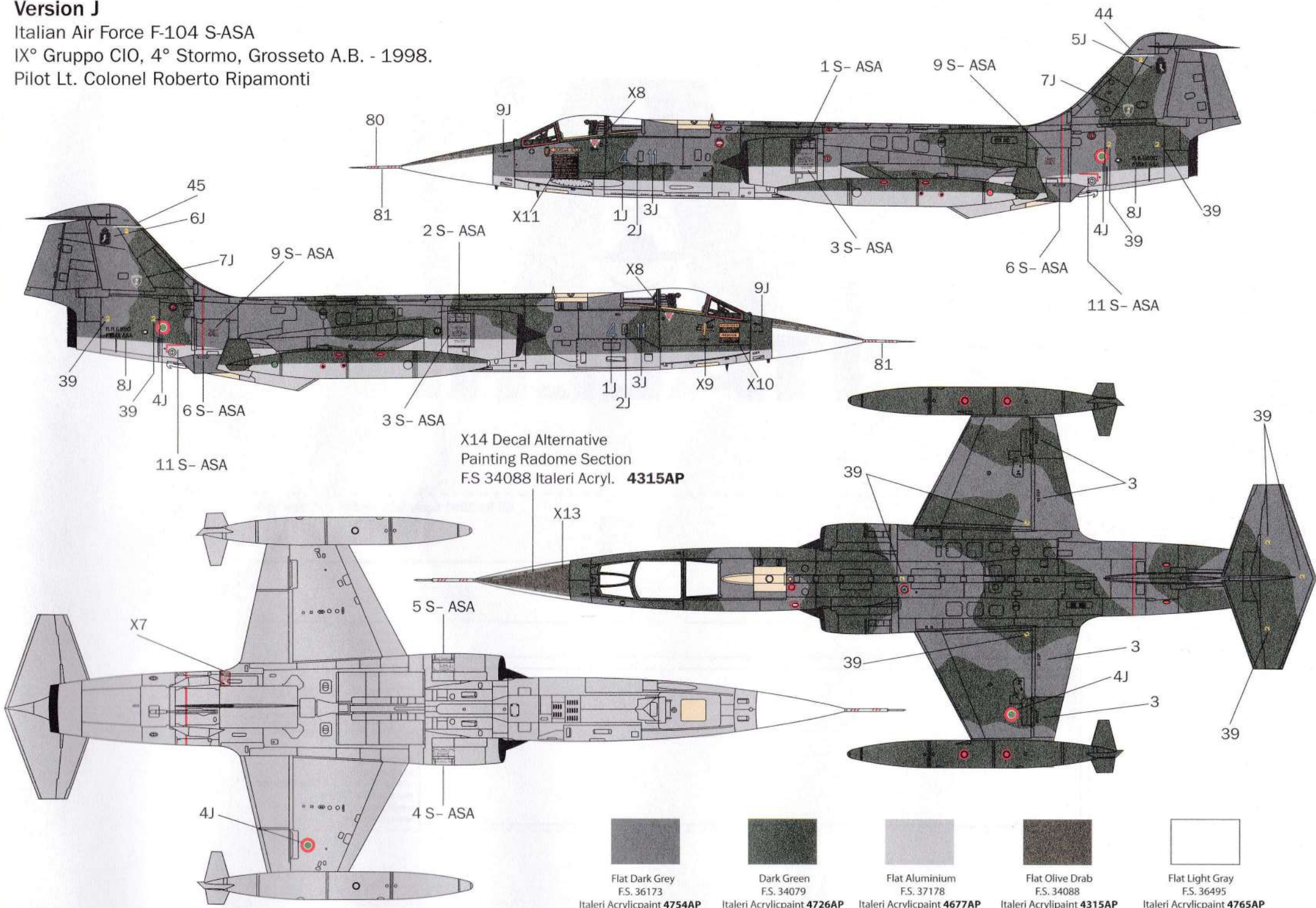


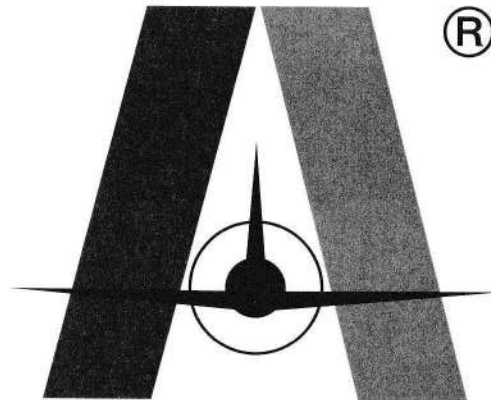
Version J

Italian Air Force F-104 S-ASA

IX° Gruppo CIO, 4° Stormo, Grosseto A.B. - 1998.

Pilot Lt. Colonel Roberto Ripamonti





ITALERI

KIT No 2502 Scale 1:32 - F 104 G/S Starfighter

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Andere
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F-104G/S Starfighter

photographic reference manual



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This publication is an integral part of the Italeri F-104G/S Starfighter kit (item number 2502), and cannot be sold separately. Information presented in these pages must be intended as a brief historical and technical overview of the F-104 aircraft, and doesn't necessarily relate to the versions offered in the Italeri kits.

Text and research: Alessandro Nati Fornetti.

Pictures: USAF, AMI, AIR KIT news.

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introduction



When the F-104 first flew on March 4th, 1954, few could imagine that its career would have ended exactly 50 years later... Developed as a high-performance lightweight interceptor, the F-104 was never fully understood by the USAF. Several ADC, TAC and ANG units flew the Starfighter, which was also deployed twice to Vietnam. Nevertheless, results were generally poor, and no enemy aircraft was shot down in SEA by what was regarded one of the best daylight interceptors of its time.

The Starfighter received new lease of life when it was reworked into an all-weather ground-attack, reconnaissance and interceptor aircraft as the F-104G. Several NATO countries received the MAP-funded aircrafts, and licence production in Europe, Canada and Japan brought the total Starfighters number to nearly 2,600.

Besides the United States, the F-104 saw service in Belgium, Canada, Republic of China (Taiwan), Denmark, Germany, Greece, Italy, Japan, Jordan, The Netherlands, Norway, Pakistan, Spain and Turkey.

The final Starfighter version was the Aeritalia-designed F-104S, which first flew in production form on December 30th, 1968. The Italian Air Force received 205 examples over ten years, and the last were retired in May, 2004.

The Starfighter had then flown around one million hours, becoming a Cold War legend: its unmistakable shape and noise will be sorely missed by aviation enthusiasts throughout the World..!



First, let's have a look at the many Starfighter versions, from the prototype to the final S/ASA-M.

XF-104: prototype aircraft with Wright J65 engines. Two built.

YF-104A: 17 pre-production aircraft used for testing, later converted to F-104A.

F-104A: initial production version. 153 built.

QF-104A: 22 F-104As converted to pilotless drones.

NF-104A: rocket-powered astronaut training variant. Three built.

F-104B: two-seat, dual-control trainer version of F-104A.

F-104C: first fighter-bomber version, nuclear-capable. 77 built for TAC.

F-104D: two-seat, dual-control trainer version of F-104C.



Page 4: the first XF-104 prototype (53-7786), first flown in 1954.

Above: don't be misled by the long-chord tail! This is a rocket-powered NF-104A.

Below: an F-104G in 69th TFTS markings for Luftwaffe pilot training.





F-104F: interim two-seat trainer version of F-104G. Not combat capable.

F-104G: main multi-role version for NATO countries. 1,122 built.

RF-104G: tactical reconnaissance version of the F-104G. 189 built.

TF-104G: two-seat trainer version of F-104G. Fully combat capable.

F-104J: JASDF interceptor based on the F-104G. 210 built.

F-104DJ: two-seat trainer version of the F-104J.

CF-104: Canadair-built version optimized for the nuclear strike/recon role.

CF-104D: two-seat trainer version of CF-104.

F-104S: Aeritalia-designed, Sparrow III capable version.

F-104S/ASA: Aspide and AIM-9L capable development of the F-104S.

F-104S/ASA-M: improved and final F-104S/ASA.



Page 6: early 4° Stormo F-104Gs in natural metal/white livery.
Above: The smartest '104 ever? This is the F-104S ASA-M "Black Beauty".
Below: TF-104G-M RS-08 (M.M.54260), the last Italian Starfighter to fly.





Now it's time to go into detail, and check the main differences of the F-104G and S.

Above: left forward fuselage. Note the faired gun port of the interceptor versions.

Right: F-104G intake, front view.

Below: open 20mm gun port.



Above: F-104G left intake. Below: the F-104S intake is slightly fatter (compare to the upper fuselage panel line) and the lip is positioned 1" further back. The bypass door is completely different.





Page 10 top: upper fuselage. Note the kink towards the rear.

Page 10 bottom: F-104G ventral fin.

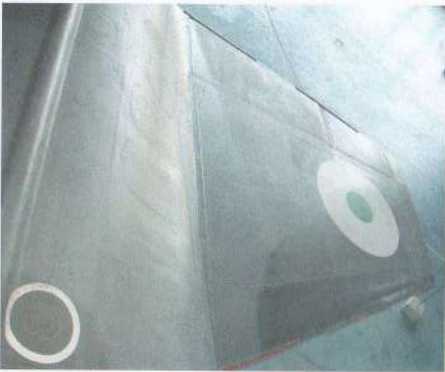
Above: the F-104S sports a different arrangement: the central fin leading edge has a higher sweep, and there are two auxiliary fins.

Below: the arrestor hook is common to all variants, and slightly offset to the right of the centerline.





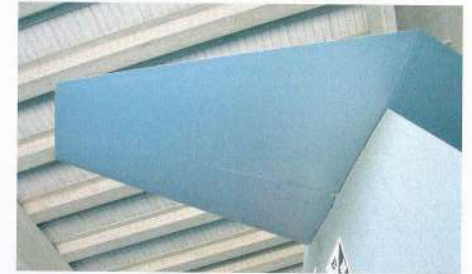
Above, and below right: wing details.
Below left: the left wing/tank joint looking outboard.



Above: the more details of the left wingtip tank.

Right: horizontal tail undersurface.

Below: several authors have stated that the F-104S has a fatter rear fuselage to hold the J79-GE-19 engine. This is not the case, as the -19 was easily fitted the 319th FIS F-104As reactivated after the Berlin and Cuban crises..!





Page 14 top: left rear fuselage. This is a TF-104G, but the single seater is identical. Note the seldom-seen open parachute door.

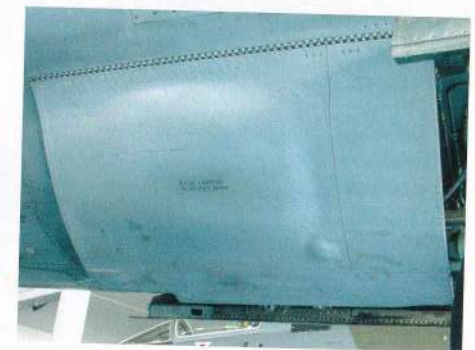
Page 10 bottom: F-104G ventral pylon and flat main gear doors.

Above left: F-104G gear with the "slim" wheel.

Above right: the "fatter" wheel first seen on ground-attack Starfighters has a slightly different rim.

Right: longitudinal frame between the main gear wells, looking forward.

Below: the bulge on the later doors associated with the larger wheels is actually easier to detect than actually see!



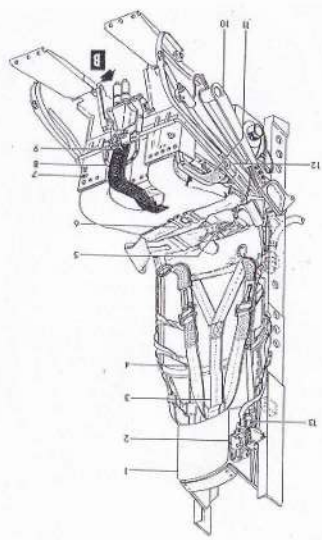


This page: more details of the main landing gear, brake and well. Note the door-mounted landing light.

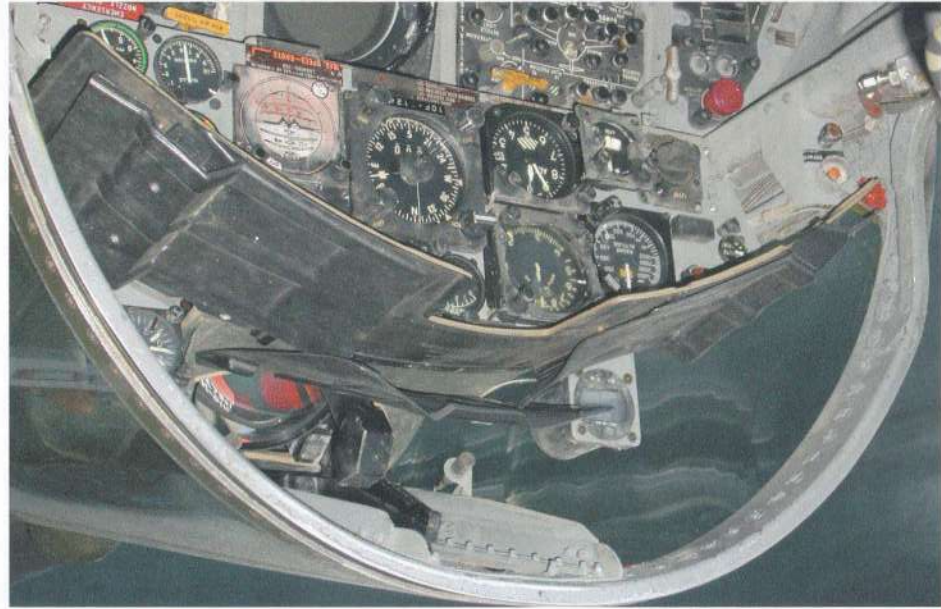


This page: nose landing gear. The swept leading edge of the doors fits into a shallow recess under the fuselage.





Above: the windscreen. Below right: the early Lockheed C-2 ejection seat. Below left: the open canopy. The F-104 is one of the few fighters accessed from the right.



Above, and below: F-104G cockpit and Martin-Baker IQ-7A seat.



This page: more F-104G cockpit details.



Above, and below left: F-104S/ASA-M cockpit. Below right: the rear canopy section.

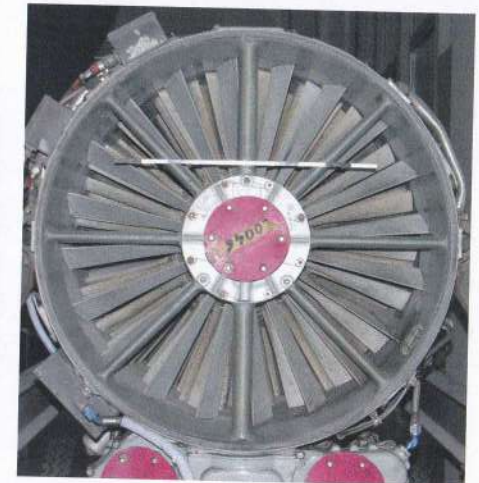


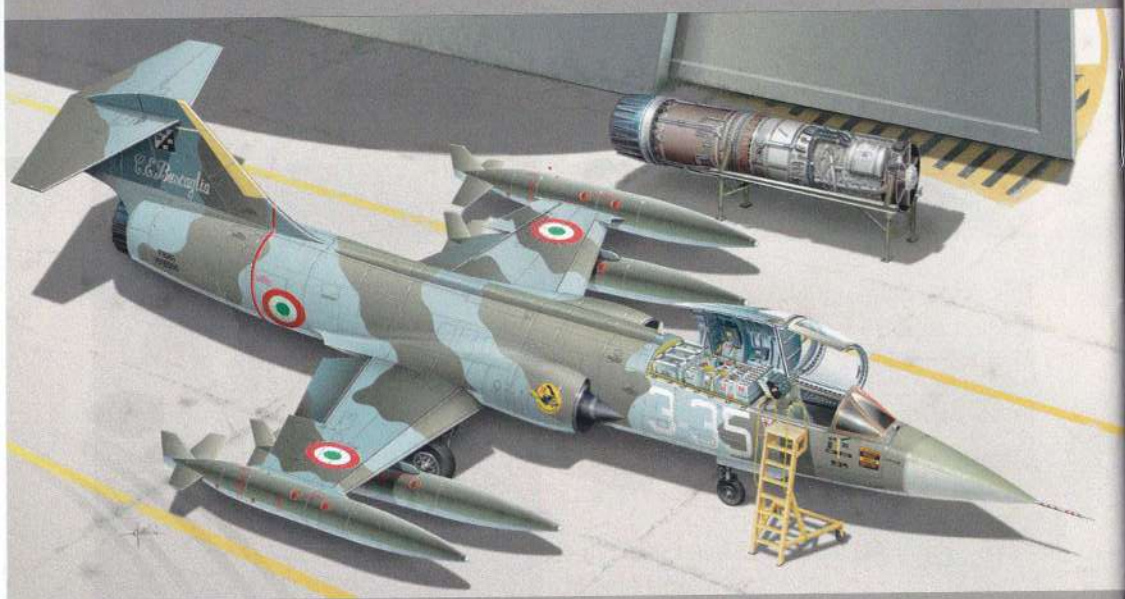


Above: Late type 16-petal afterburner nozzle in closed and open position.
Below: The General Electric J79 engine. Right side view.



This page: more details of the J79 engine and the early 24-petal afterburner nozzle.





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