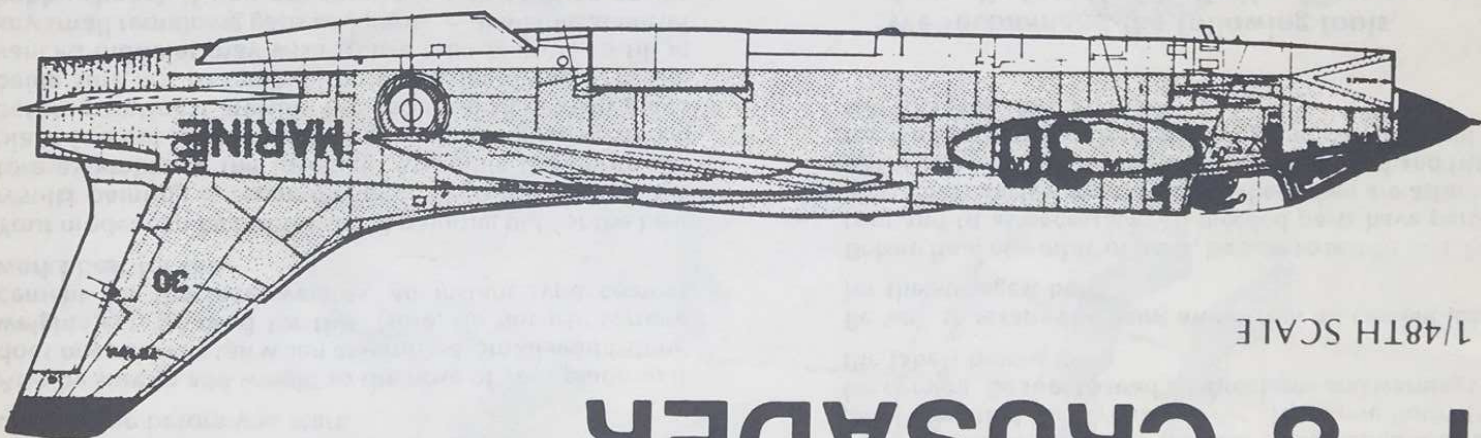


History

The Vought F-8 Crusader (F-8 U before October 1962) is well known by pilots of the U. S. Navy under the nickname "MIG Killer" as result of the success obtained during the Vietnam war against the Soviet built "MIG" fighters. This development dates back to September 1952 when the U. S. Navy asked for a day-time carrier based supersonic fighter for horizontal flight. In May 1953 after lively competition with the North American Super Fury, a new version of the F-100 Super Saver for aircraft carriers, the XF8U-1 Crusader project was chosen. The first prototype left the factory in February 1955 and took off for the first time on March 25 of the same year. The test pilot John Konrad, in speed of sound noting with enthusiasm the exceptional qualities of the Pratt & Whitney Turbojet (J57-P-11, 4950 kg/s on). The plane went into service on December 21, 1957 and was then developed in various versions: F-8U 1 (then F-8A), F-8U 1P (RF-8A) and F-8U 2N (F8D). The final version was the F-8E which was the (XF-8U 2NE) which in day and night missions made it possible to operate in all weather conditions with missiles and armaments for air to surface missions. After a series of record flights, the Crusader took part in numerous missions. It was the F-8s which gave air cover during the American landing in Lebanon (1958) and the RF-8As which spotted the missile installations which brought about the Cuban crisis. In August 1964 four RF-8Es were called into action in the Gulf of Tonkin, which later degenerated into the long Vietnam conflict in which the Crusaders played a vital role until 1969, when after active and good service they were gradually replaced by the more modern Phantoms. In the second half of the Seventies the F-8s were all replaced at the front line units of the U. S. Navy and the Marines, except for the RF-8G reconnaissance planes destined still to have a long life.

F-8 CRUSADER

1/48TH SCALE



Histoire

Le Vought F-8 Crusader (F-8U avant Octobre 1962) est bien connu des pilotes de l'U.S. Navy sous le nom de « MIGs-Killer » (destructeur de MIG), à cause de ses nombreux succès contre les chasseurs MIG soviétique, au cours de la guerre du Vietnam. Son lancement remonte au mois de septembre 1952, lorsque la U.S. Navy demanda, pour ses porte-avions, un chasseur de jour, supersonique en vol horizontal. Au mois de mai 1953, après une vive compétition avec le North American Super Fury (une nouvelle version du F-100 Super Sabre pour l'emploi sur les porte-avions), l'on choisit le projet XF8U-1 Crusader. Le premier prototype sortit de l'usine en février 1955 et prit l'air pour la première fois le 25 mars de la même année. Le pilote d'essai John Konrad, au cours des 52 minutes de vol, lui fit dépasser la vitesse du son, constatant avec enthousiasme les qualités exceptionnelles du turboréacteur Pratt & Whitney (J57-P-11 de 4950 kg/s au décollage et 6575 kg/s avec le post-brûleur allumé). L'avion entra en service le 21 décembre 1957 et, depuis cette date, il fut construit en différentes versions: F-8U 1 (puis F-8A), F-8U 1P (RF-8A) (F-8C) et F-8U 2N (F-8D). La version définitive fut le F-8E (ex F-8U 2NE), qui, dans les missions de jour et de nuit, permet d'opérer par tous les temps, avec un armement amélioré: ce furent des F-8 qui couvrirent le débarquement américain au Liban (1958) et des RF-8A qui repêchèrent les installations de fusées qui provoquèrent la « crise de Cuba ». Au mois d'août 1964, quatre F-8E engagèrent la première action dans le Golfe du Tonkin, qui dégénéra ensuite dans le long conflit vietnamite, au cours duquel les « Crusaders » eurent un rôle de premier plan jusqu'en 1969, lorsque, après un service actif et positif, ils furent progressivement remplacés par des avions plus modernes, les Phantoms. Dans la seconde moitié des années 70, les F-8 furent définitivement remplacés dans les détachements de première ligne de la U.S. Navy et des Marines, à l'exception des avions de reconnaissance RF-8G, destinés à avoir encore une longue existence.



PLEASE READ THIS PAGE BEFORE STARTING

You are about to build a highly detailed Ertl-E-SCI airplane kit.

You are advised to study the construction sequence before starting to build your kit. There are options which you may wish to incorporate in your model such as up or down landing gear, etc. which you should plan for. Also included are several different paint and decal schemes to represent different versions of the plane. It is best to choose one before you start.

Also be sure to add weight to the nose of your plane so it does not sit on its tail when assembled. Small lead fishing weights can be used for this. Note, do not use styrene cement for the lead weights, an instant type cement works best for this.

Your model can be built without painting but for the best results painting is recommended. Paint the cockpit before assembly to the fuselage. Assemble the entire airplane (except for the landing gear and underwing stores) before painting. Carefully file and sand all cement joints being sure not to remove the engraving detail. (The advanced modeler may wish to use a body putty to fill in any small remaining gaps and joints — available at better hobby shops). If you are spray-painting or using an airbrush, be sure to cover the canopy with tape or masking material first.

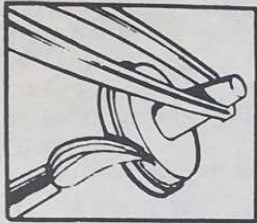
When assembling clear parts and very small parts, we recommend the use of liquid cement applied with a brush. (The advanced modeler may use an "instant" cement for this. Be sure to read the label before using, it glues skin together as well as plastic.)

Most military aircraft are painted with flat or matte colors. You can find flat colors at better hobby shops and departments to duplicate the real thing. Be sure to use paint specified for styrene plastic. The same holds true for cement. Be sure to read all directions and warnings on the labels before using.

Be sure to scrape the paint away from all cement joints for the strongest bond.

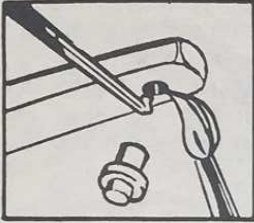
Before final assembly of parts, be sure to test-fit first. File, trim and fit as necessary. All molded parts have parting lines, draft angles and the gates where they are attached to the runners. These should be trimmed, filed and fitted for the best results. Good planning and patience will result in a well finished model.

We recommend the following tools:
 A small sharp hobby knife, tweezers, a small flat and round file, Spring type clothespins (for clamps), fine sandpaper, small brushes (for liquid cement and paint.)



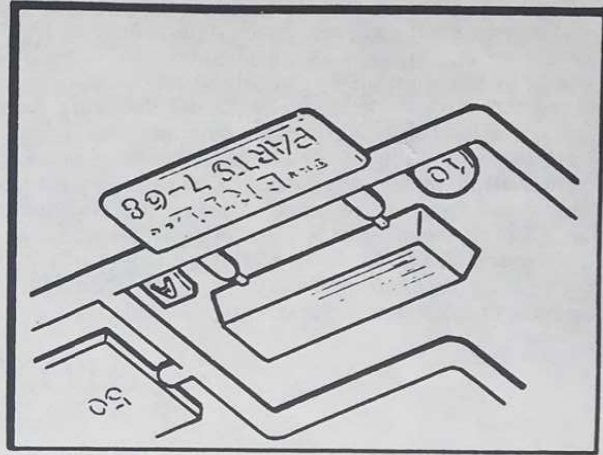
TWEEZERS

Tweezers are handy for holding very tiny parts when you glue them in place or when you are painting them.



CEMENT

We recommend the use of liquid poly styrene cement. Apply with a fine brush and toothpick.

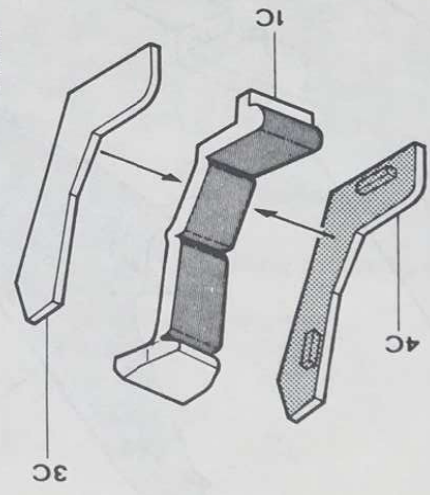
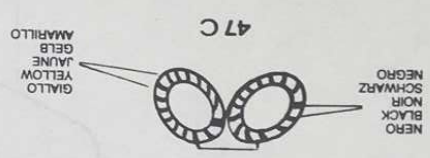
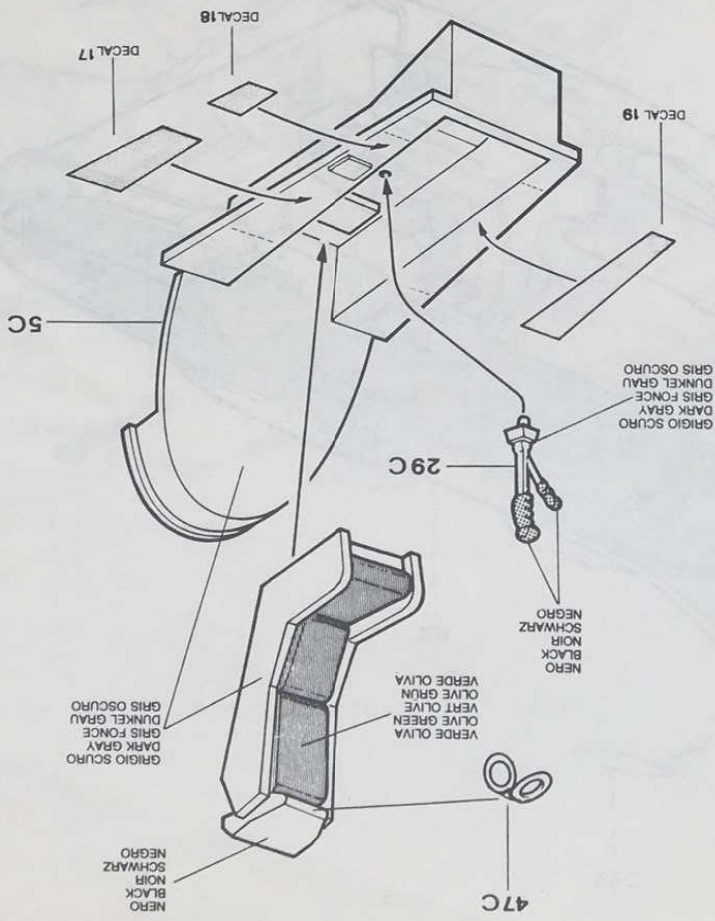
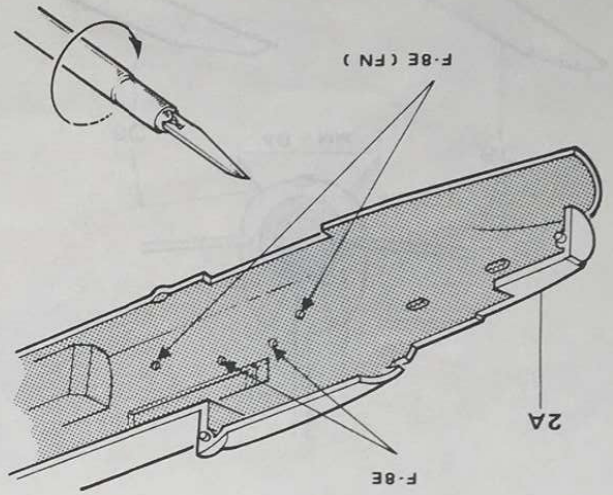
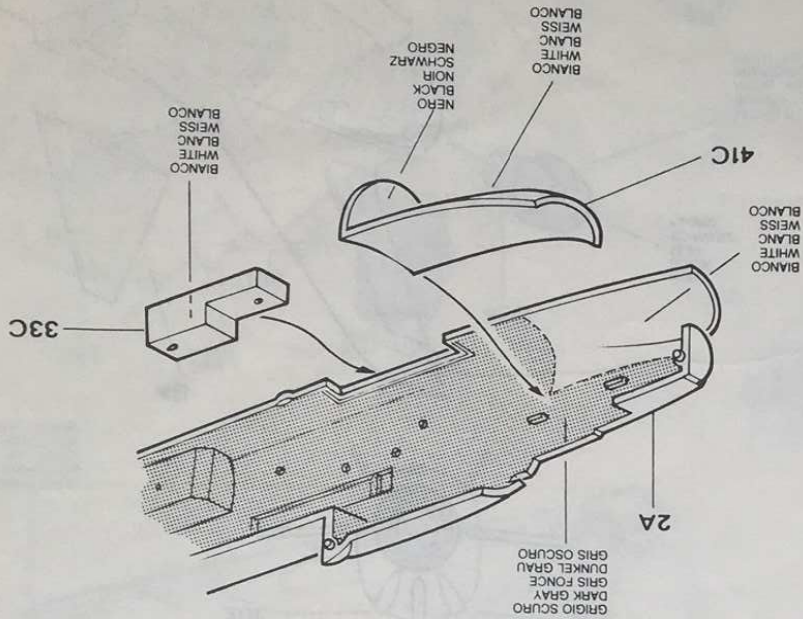
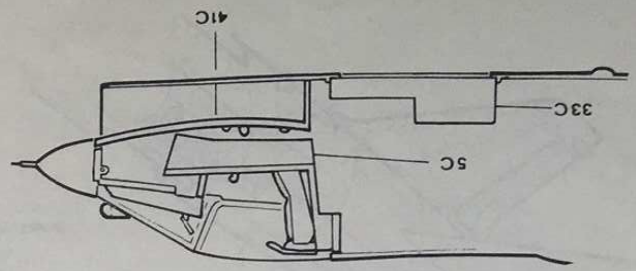


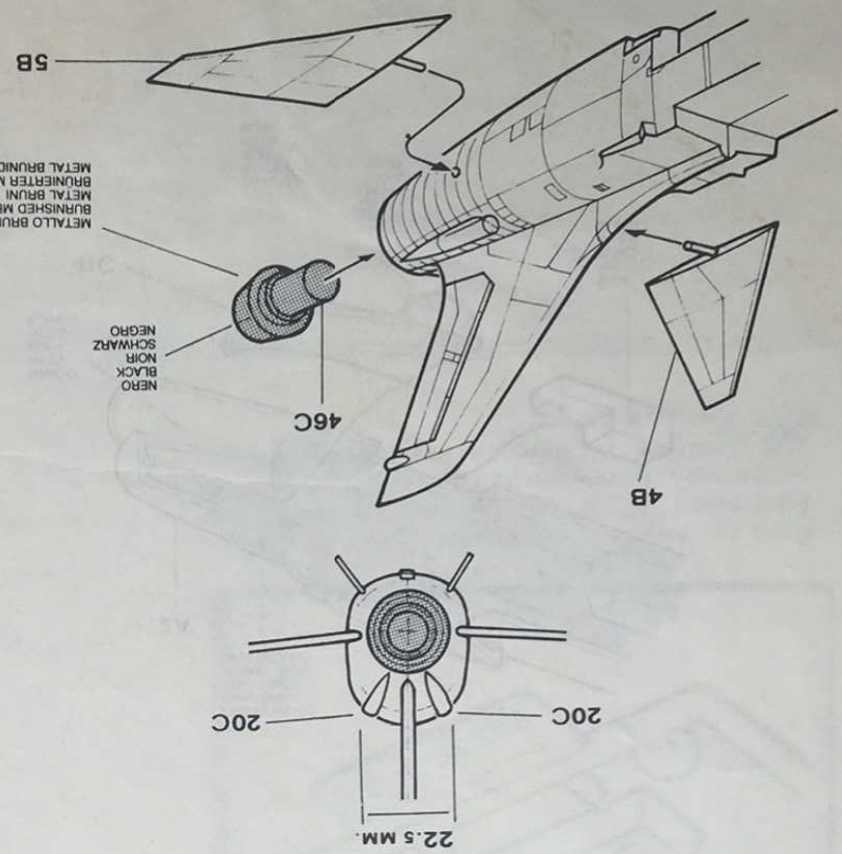
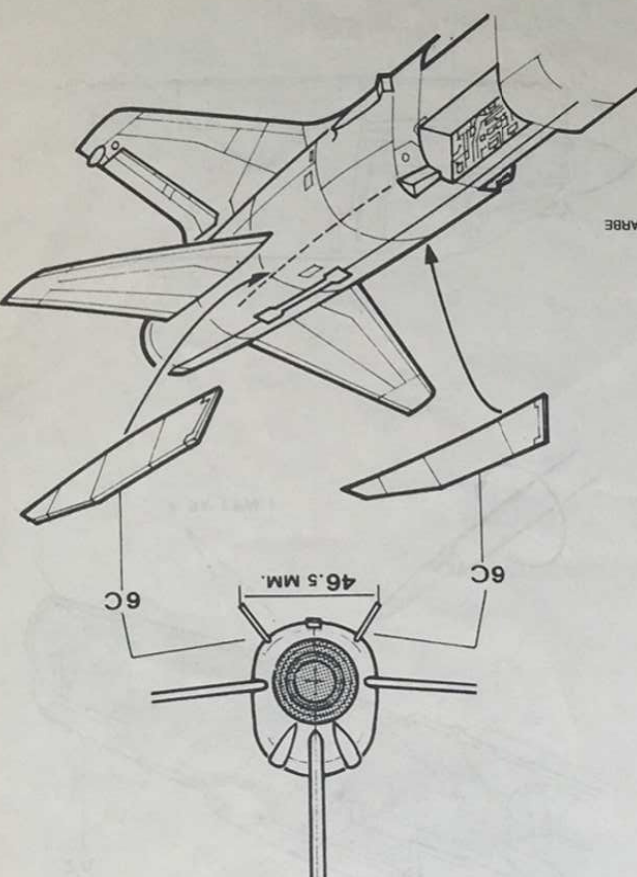
Parts are arranged on separate trees. The trees are labeled "A", "B" etc. The parts are numbered on the trees. Thus when part 37A is called for, it is part 37 on tree "A". Remove the parts only as you need them, not before.

SPECIAL MODELING TIPS

Always allow cement to dry before handling assembled parts. Use as little cement as possible for quicker drying. The cement is a solvent which actually melts the plastic to weld the joint together. Too much will deform the plastic. Use a good sharp hobby knife for trimming parts off of the runners, cutting decals out of the sheet and smoothing out parting lines. (Scrape the plastic by holding the blade at right angles to the surface of the part.)

Examine books and magazines pertaining to the airplane you are building to gain a better idea of what the actual plane looks like. You may even attend an air show to examine the real thing — be sure to take a camera. As you gain experience you may wish to add "weathering" and special modifications to your ERTL-E-SCI airplane kits. There are several magazines which cover this sort of advanced modeling — see your hobby shop or magazine store.





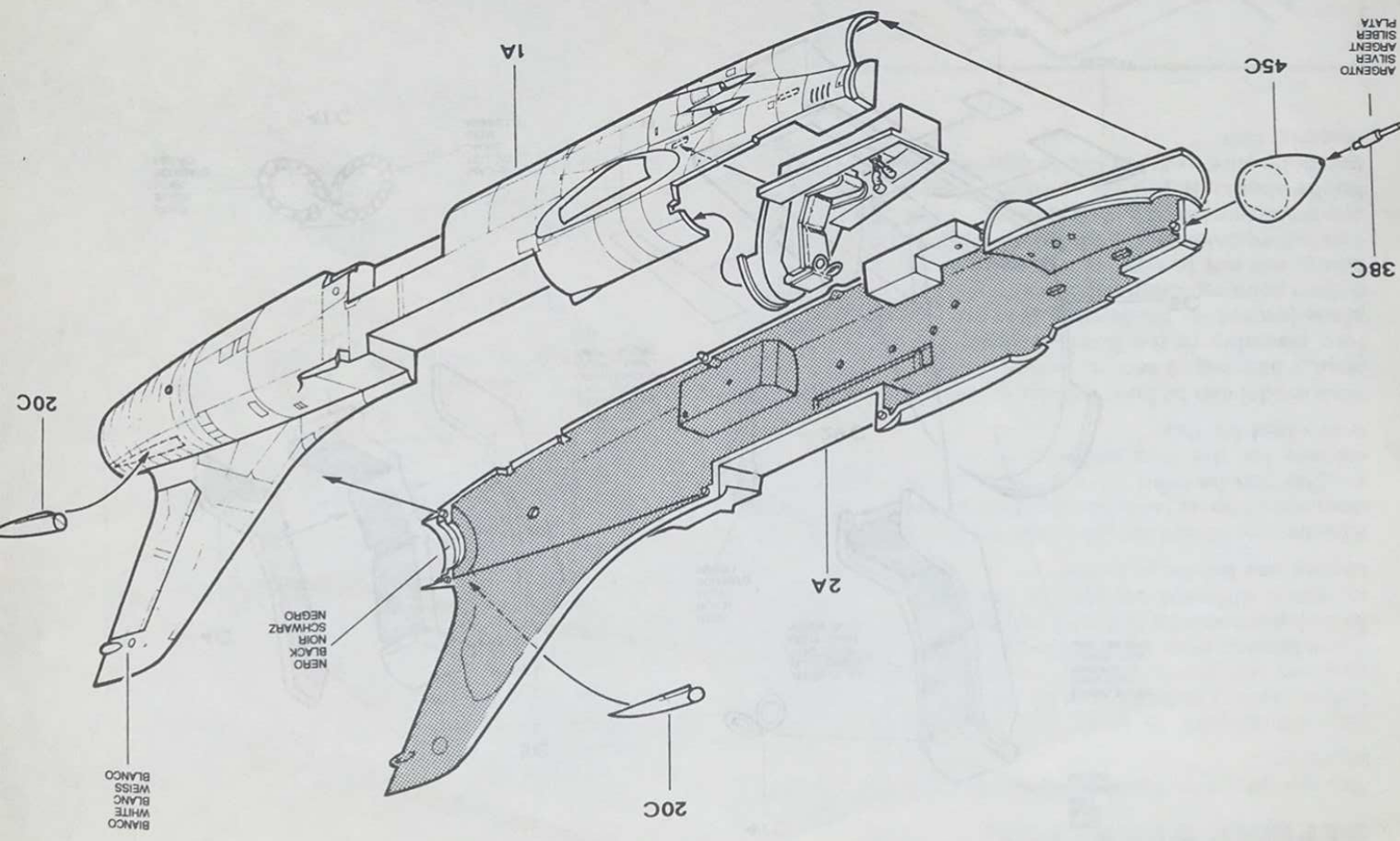
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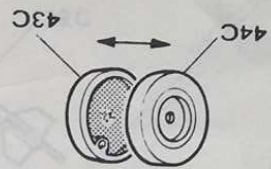
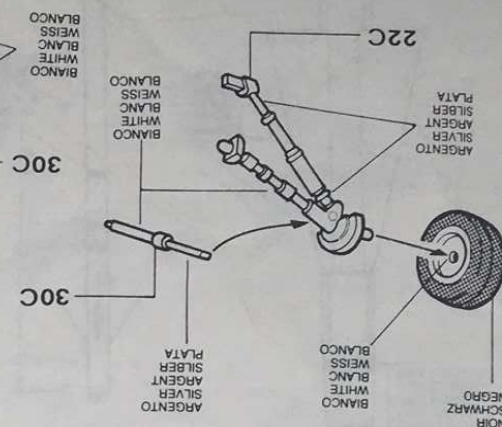
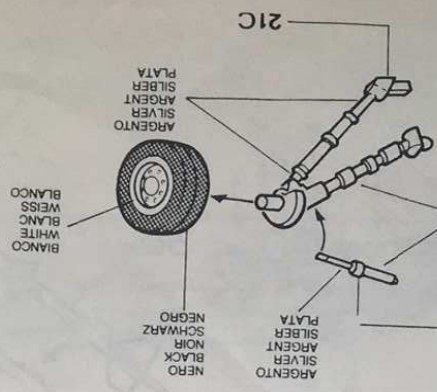
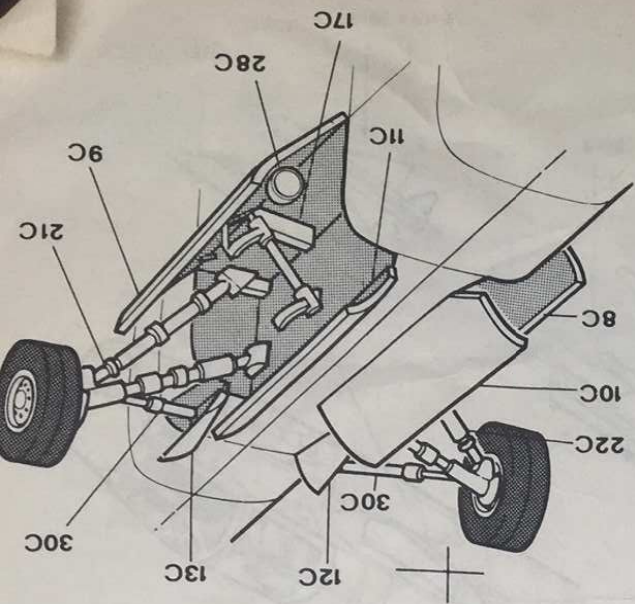
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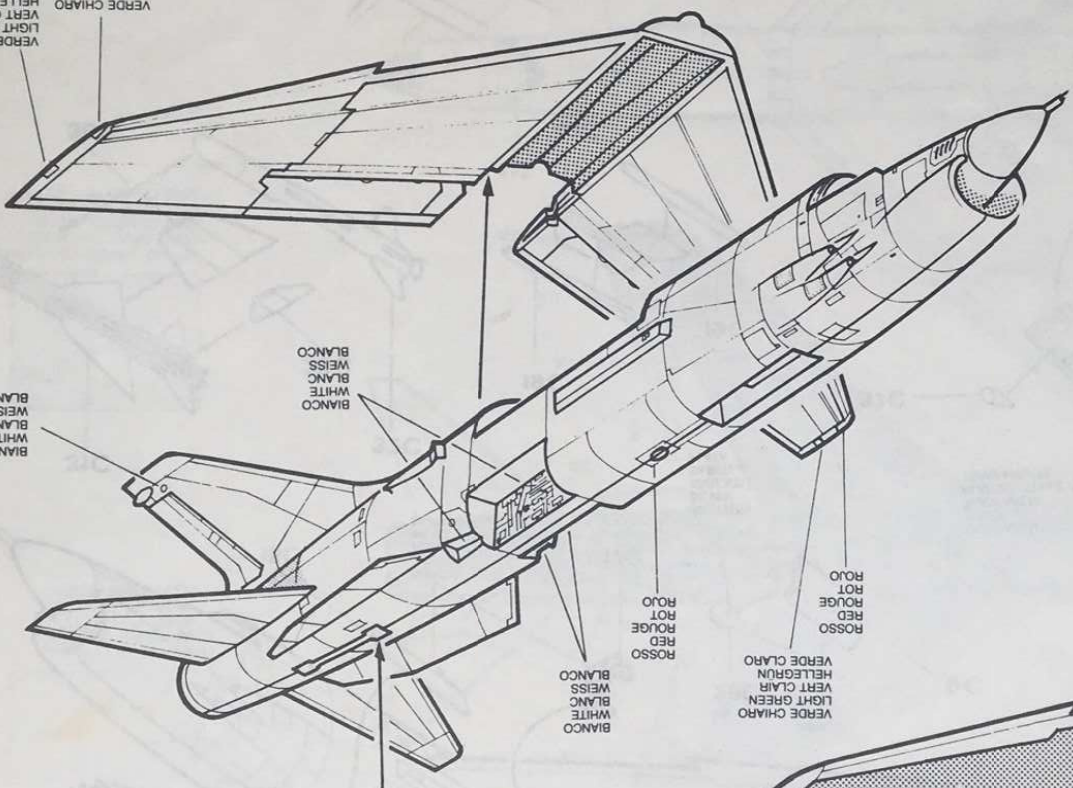
46C

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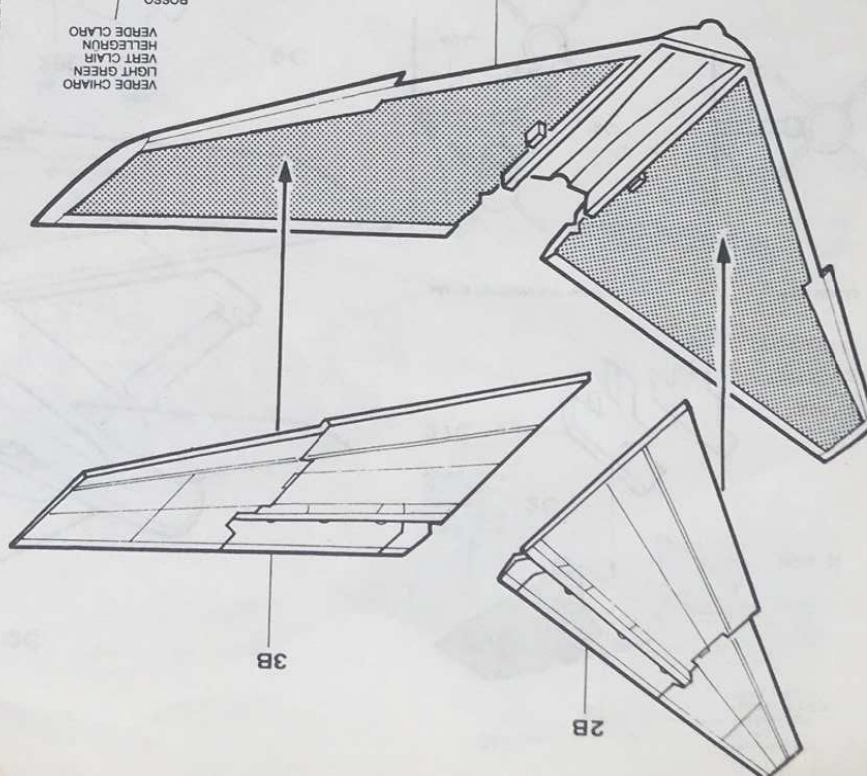
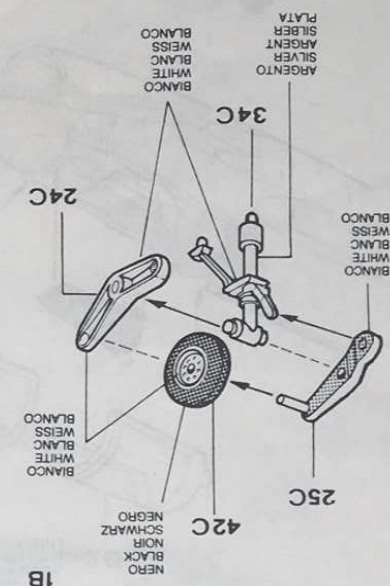
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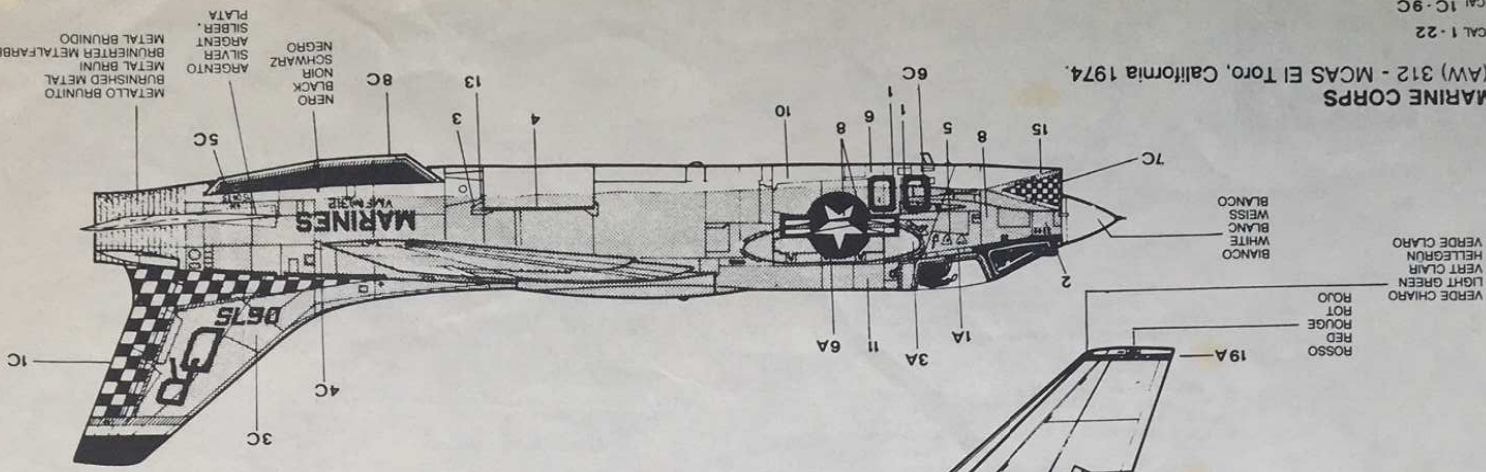
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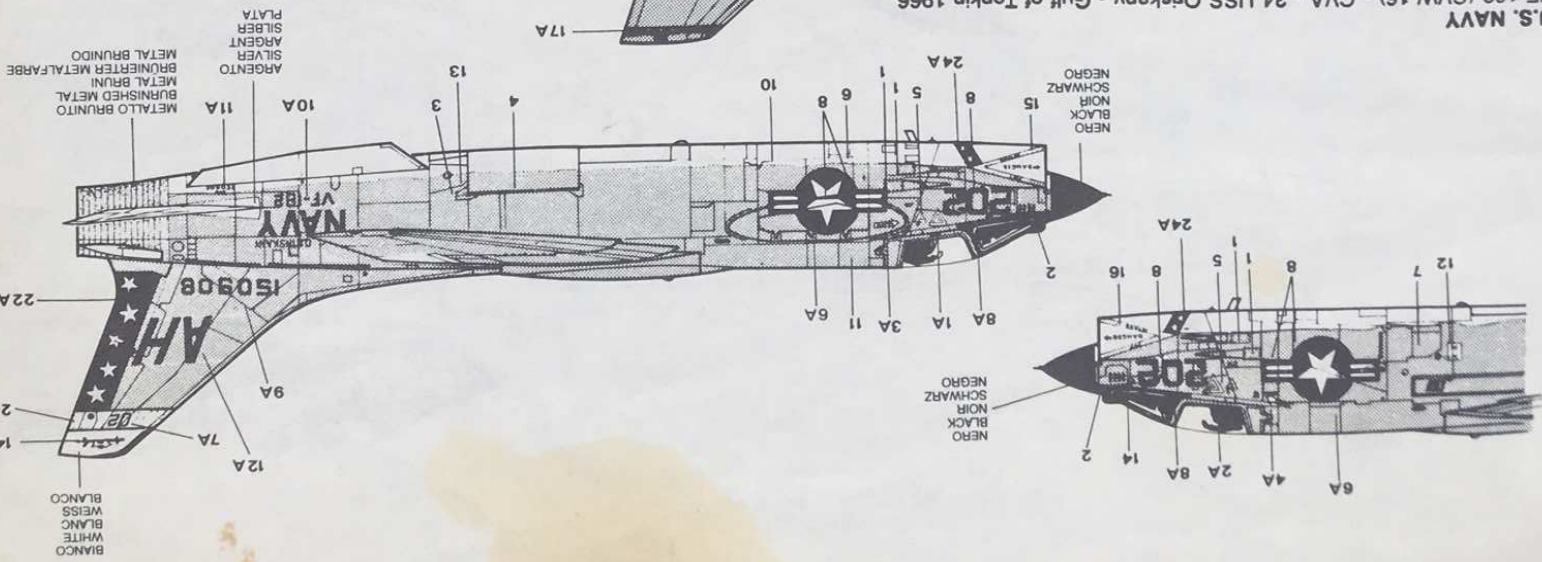
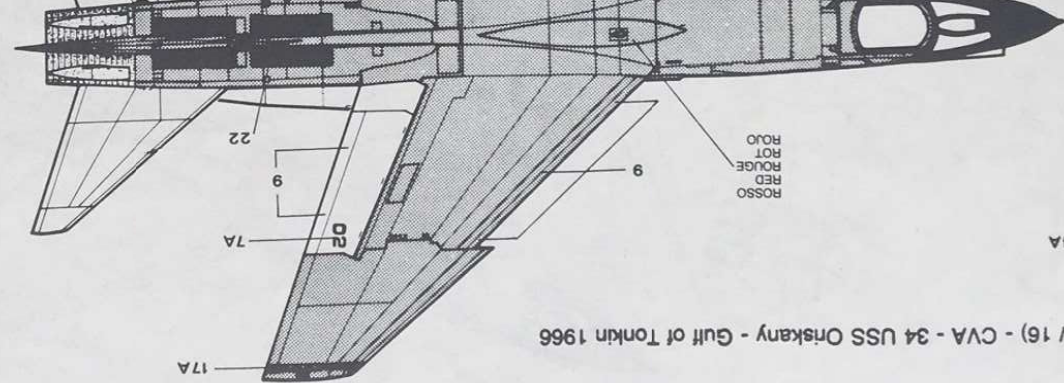
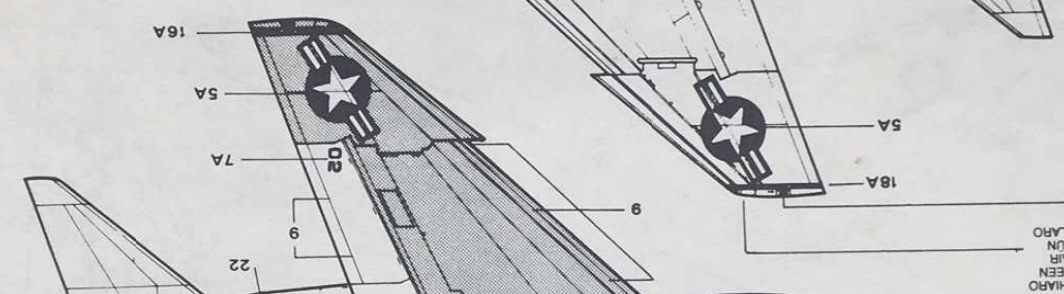
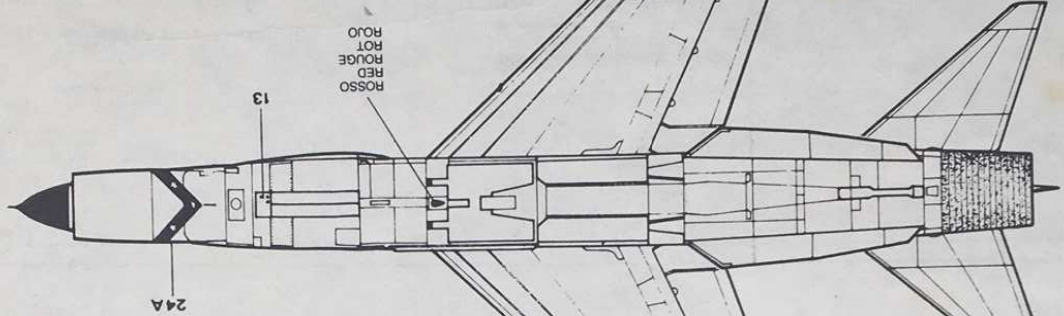


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U.S. MARINE CORPS
VMF (AW) 312 - MCAS El Toro, California 1974.

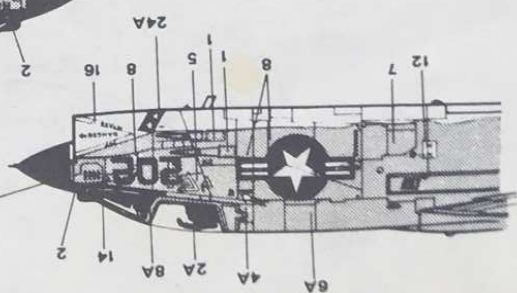


GRIGIO CHIARO FS - 36440
LGT GRAY FS - 36440
GRIS CLAIR FS - 36440
HELL GRAU FS - 36440
GRIS CLARO FS - 36440



BLANCO
BLANC
WEISS
BLANCO

U.S. NAVY
VF-162 (CVW 16) - CVA - 34 USS Onokany - Gulf of Tonkin 1966



SPECIFICATION AND TECHNICAL DATA
 (Vought F-8 E Crusader)

Engine:
 one turbojet with axial flow Pratt & Whitney J57-P-20A, 4850
 kgs dry and 8165 kgs with back burner.

Dimensions:
 Length 16.61 m - height 4.80 m - wing span 10.72 m (6.86
 m with folded ends) - wing surface 32.5 sq.m.

Weights:
 total 12,500 kgs - maximum at take off 15,420 kgs.

Performances:
 maximum speed 1824 km/h at 12,200 m (Mach 1.7), 1125
 km/h at low altitude (over Mach 1) - cruising speed 900
 km/h at 12,200 m (Mach 0.85) - operational ceiling 12,200 m,
 max. 17,765 m - radius of action 650 km - maximum fuel
 distance 2250 kms.

Armament:
 4 Colt Browning Mk 12 20 mm guns with 144 shots per gun;
 four non guided missiles Zuni 127 mms; 2250 kgs of war
 four short range air-air missiles (AIM-9B Sidewinder (A) or
 load (including two air-surface missiles AGM12 Bullpup).

CARACTERISTIQUES ET DONNEES TECHNIQUES
 (Vought F-8 E Crusader)

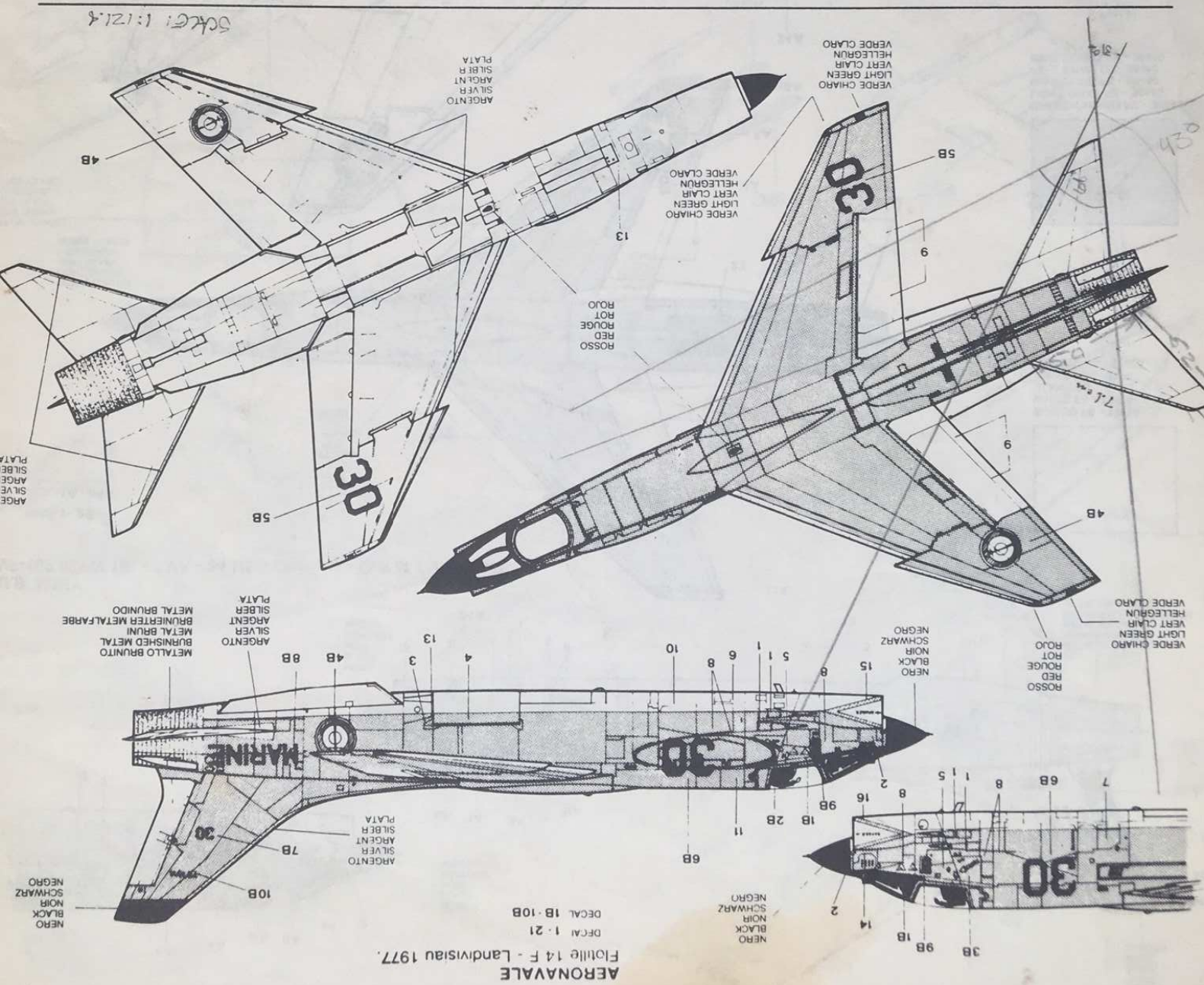
Moteur:
 Un turbojet à flux axial Pratt & Whitney J57-P-20A de
 4,850 kg/s au décollage et 8,165 kg/s avec post-brûleur.

Dimensions:
 Longueur m 16,61 - hauteur m 4,80 - envergure m 10,72 (m
 6,86 avec les extrémités repliés) - surface des ailes m² 32,5

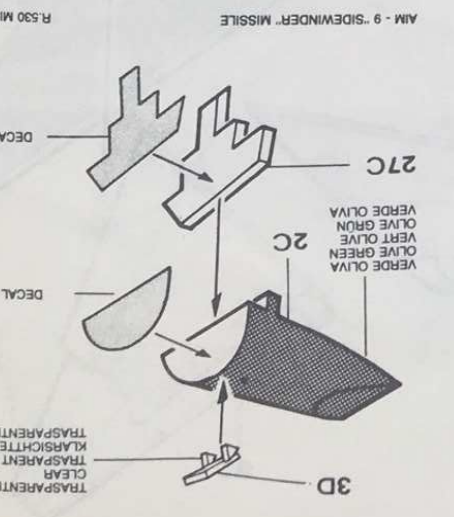
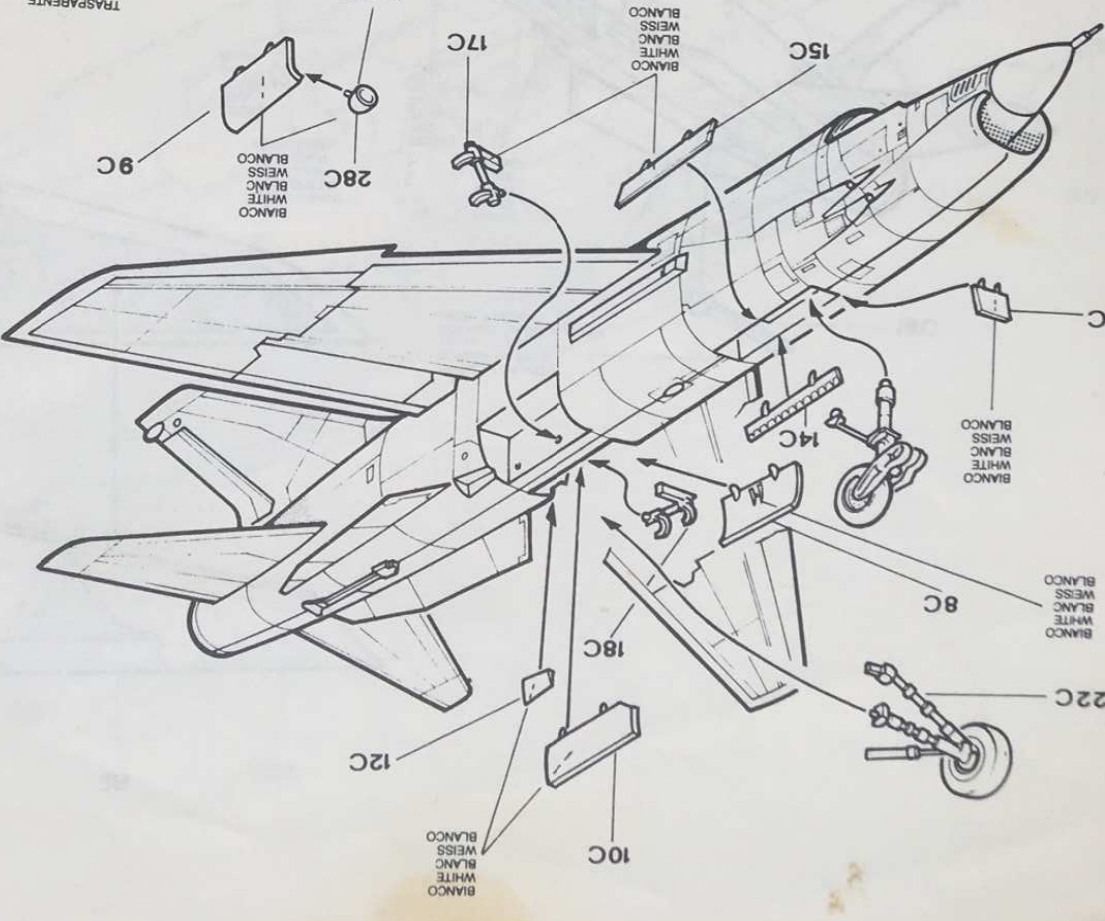
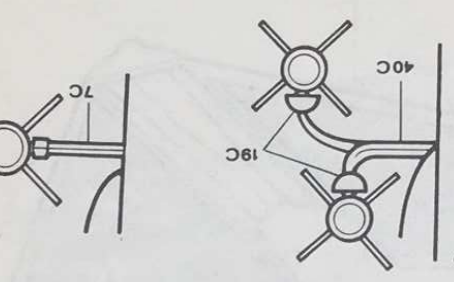
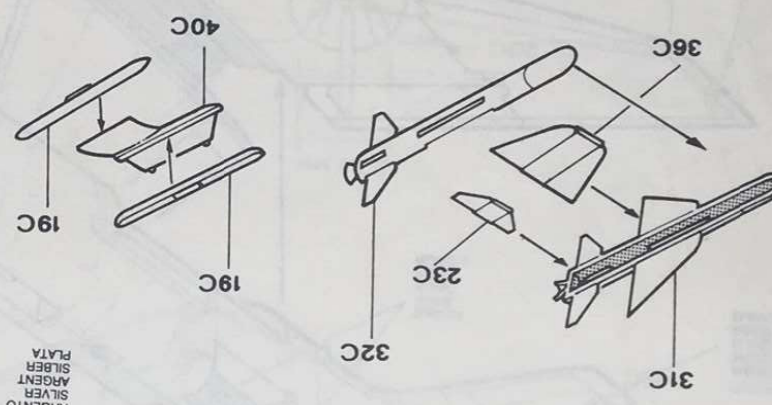
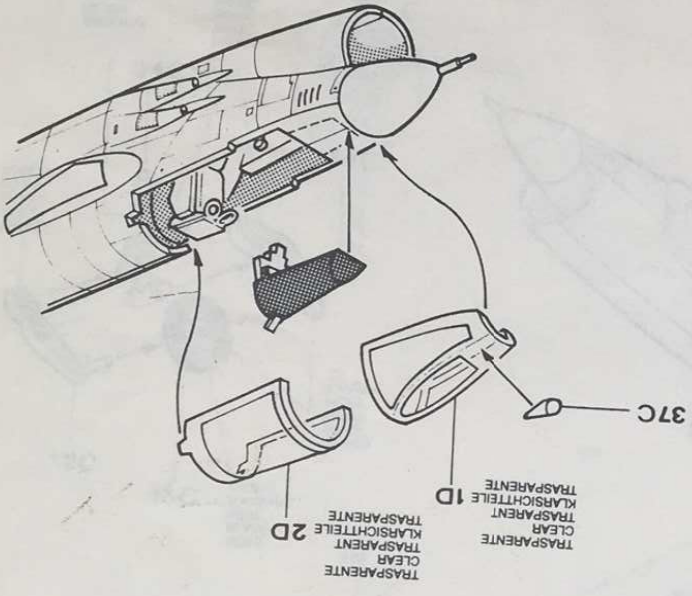
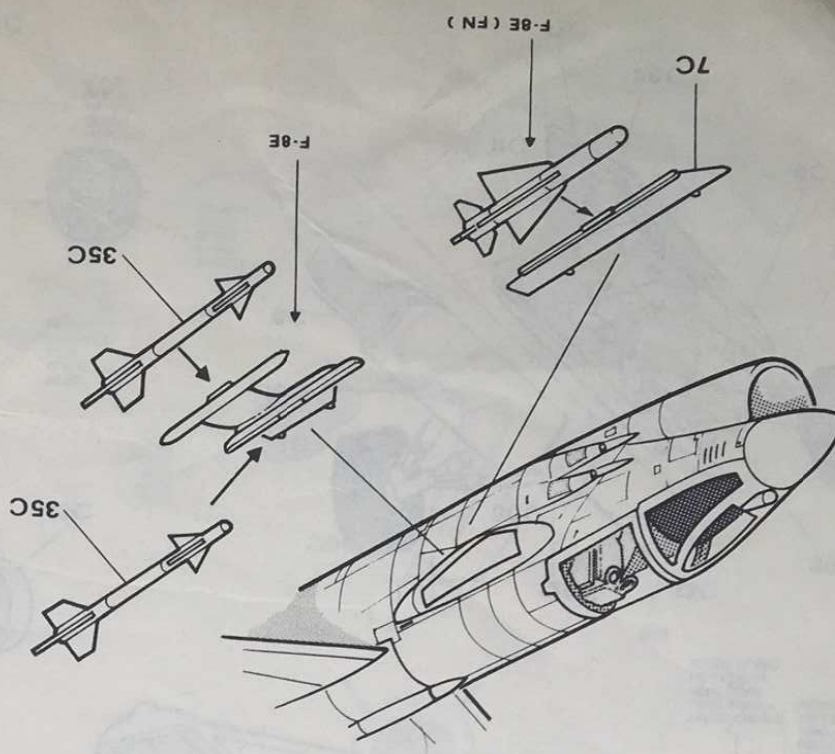
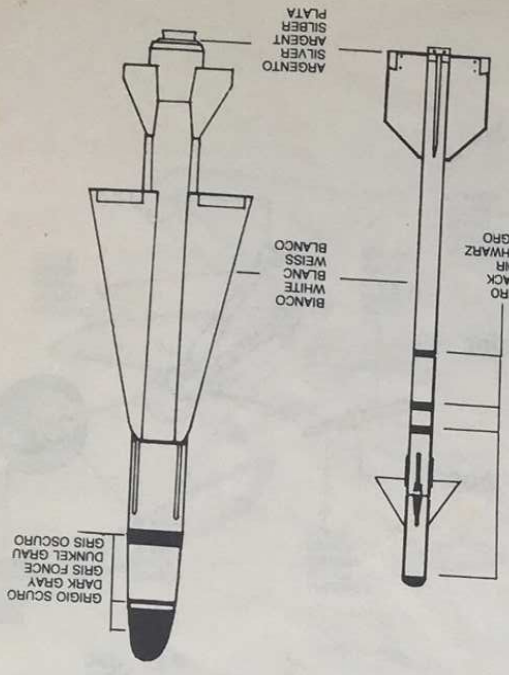
Poids:
 total kg 12 500 - maximum au décollage kg 15 420.

Performances:
 Vitesse maximum 1 824 km/h à 12 200 m (Mach 1,7) - 1 125
 km/h à basse altitude (un peu plus de Mach 1) - vitesse de
 croisière 900 km/h à 12 200 m (Mach 0,85) - plafond opéra-
 tionnel 12 200 m, maximum 17 765 m - rayon d'action 650
 km - autonomie max. 2 250 km.

Armement:
 quatre canons Colt-Browning Mk. 12 de 20 mm, avec 144
 coups chacun; quatre missiles air-air à court rayon (AIM-9B
 Sidewinder (A) ou quatre roquettes non téléguidés Zuni de
 127 mm; 2 250 kg d'armement (y compris deux fusées air-
 sol AGM-12 Bullpup).



AERONAVALE
 Flotille 14 F - Landvisian 1977.
 DECAL 1-21
 DECAL 1B-10B



R.530 MISSILE

AM - 9 "SIDEWINDER" MISSILE