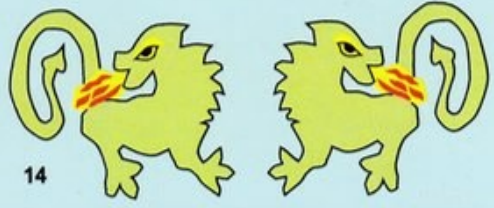


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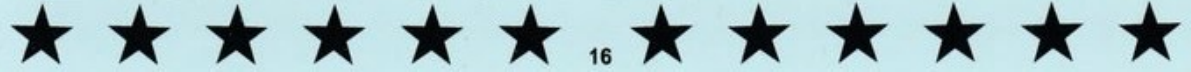


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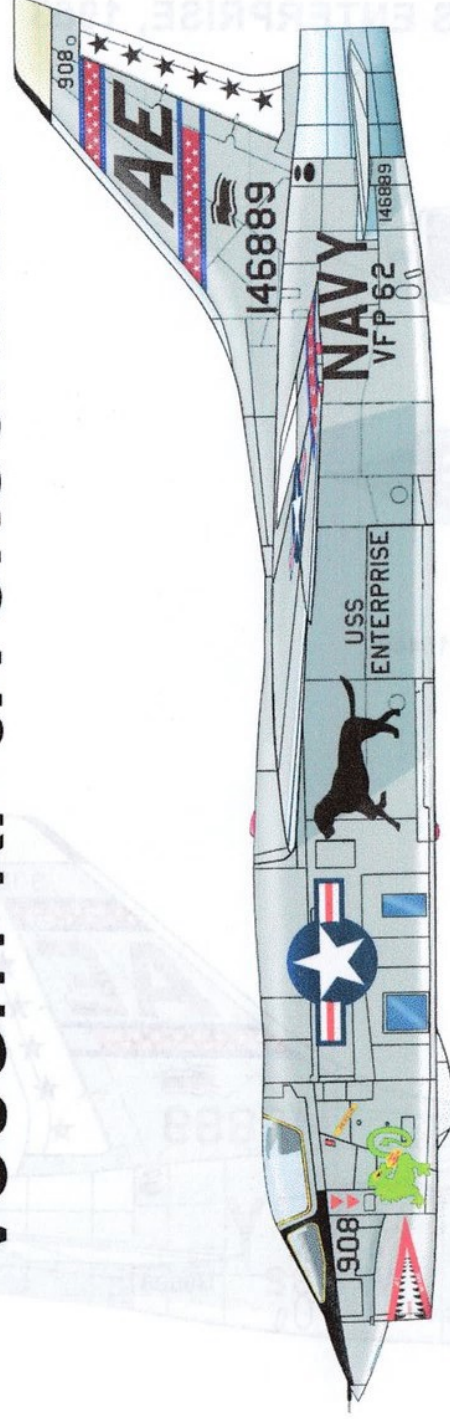
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VOUGHT RF-8A CRUSADER



HISTORY

F8U-1, 141363, was converted to the camera-carrying prototype for the F8U-1P, which was subsequently redesignated RF-8A. The first flight of a photo Crusader was made on December 17, 1956, and a total of 144 were built. In most respects the RF-8A was similar to the basic F-8A, except that the fuselage forward of the main wheel wells was redesigned to carry cameras instead of guns. This caused a noticeable flattening to the sides and bottom of the fuselage, and a hump behind the canopy that extended back on to the center section of the wing. This hump was necessary to maintain the proper area rule or “coking” of the fuselage. Five or six cameras could be carried, and at first, three trimetrogen and two vertical cameras were normally installed. Photo-flash cartridges could be carried internally for night photography.

As originally built, the RF-8As did not have the ventral fins or the cooling scoops for the afterburner. Another difference was that the in-flight refueling probe was housed completely inside the fighter versions. Like the F-8A, the RF-8A was powered by the J57-P-4 engine.

In 1963, five RF-8As had their wings strengthened, and ventral fins were added under the aft fuselage. This led to the beginning of a remanufacturing program that resulted in the RF-8G. Fifty-three aircraft were upgraded between 1968 and 1970, for a total of seventy-three airframes. Improvements included a stronger wing spar, ventral fins, additional navigation and electronic equipment and the associated antennas, and fuselage reinforcement. Test pilot Joe Engle flew the first RF-8G on August 31, 1965. The last American Crusaders to fly were RF-8Gs assigned to VFP-206 at NAF Andrews, Maryland.

Like their fighting cousins, RF-8s were used extensively in Vietnam. All were assigned to VFP-63, based at NAS Miramar, and detached to various carriers for combat duty. Earlier, RF-8As had participated in flights over Cuba before and during the blockade in 1962, and John Glenn had used the RF-8A in his historic record-setting trans-continental flight.

ASSEMBLY

The conversion is designed to replace original Hasegawa parts.

Only two parts needs separation by cutting: vertical stabilizer (do not cut ECM fairing) and fuselage chine on top part of wing.

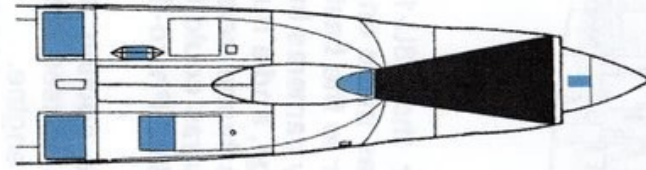
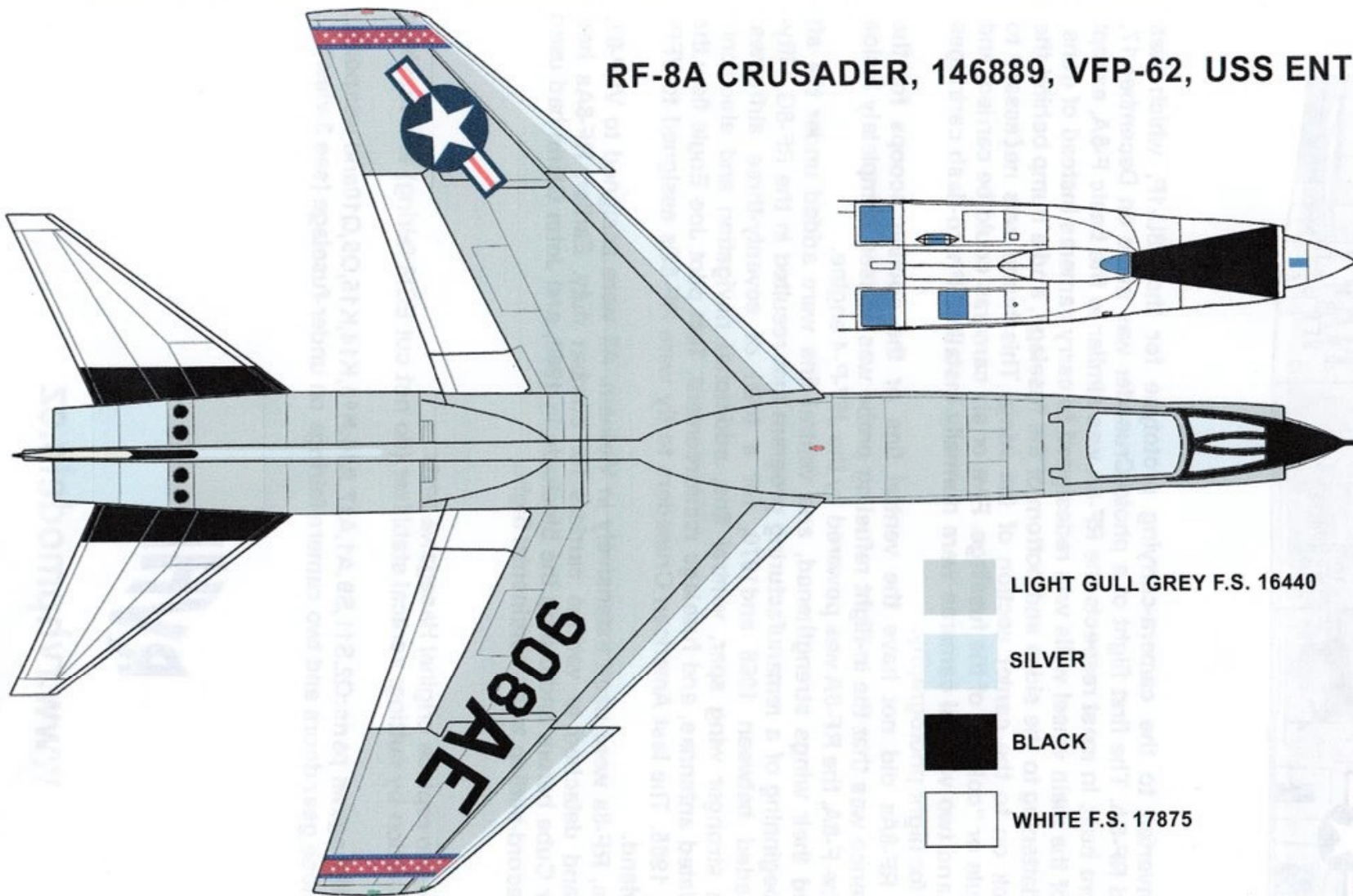
Do not use these original Hasegawa parts: Q2, S11, S9, A1, A17, A16, K13, K14, K15, Q5, Q10 and weapons.





Do not forget install new nose gear doors and two camera fairings on under-fuselage (see 3-view).

RVHP

www.rvhmodels.cz

RF-8A CRUSADER, 146889, VFP-62, USS ENTERPRISE, 1963



-  LIGHT GULL GREY F.S. 16440
-  SILVER
-  BLACK
-  WHITE F.S. 17875

