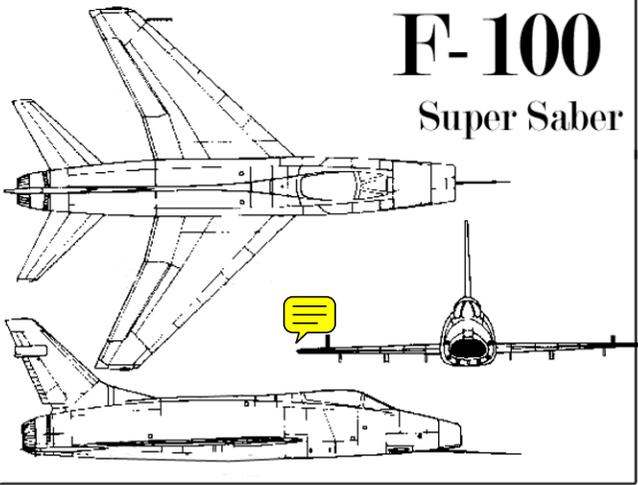


F-100

Super Saber



The F-100 Super Saber was the USAF's first aircraft capable of supersonic speed in level flight. Rushed into production to counter the Soviet Mig-19, the first production models were ordered in early 1952, before flight testing of the prototypes had begun! The first prototype flight occurred in May of 1953. The first production F-100A flew in October of the same year.

A fighter bomber version, the F-100B with six hard points under the wing and a logistics pod under the belly was offered. Due to its structural differences, it was redesignated the F-107, but was rejected in favor of the F-105.

A secondary role as fighter bomber was added to the -A, and the resultant aircraft was designated the F-100C, which had both conventional and nuclear weapons delivery capabilities.

From the outset, the Super Sabre was plagued with yaw problems, which could cause the aircraft to go into an uncontrollable roll. Numerous fixes were applied,

starting with an enlarged vertical fin, a stability augmentation system and finally a yaw damper system. Finally, wing fences were added to the outer wings. These were removed by some units, although PACAF units retained theirs.

The definitive model was the -D. Modifications included trailing edge flaps with increased wing area and the first autopilot designed for supersonic flight. The D could also carry a buddy store inflight refueling pod. The F-100D was one of the first aircraft sent to Southeast Asia in the 1960's. While eventually being replaced by more modern aircraft, during the early years of the conflict it was a workhorse, providing close air support, mostly in the south, but some of its most noteworthy accomplishments occurred north of the DMZ.

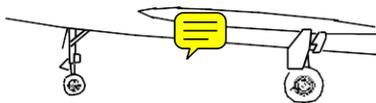
Plagued with a high accident rate, since its introduction, it was determined that a two seat trainer was needed to introduce pilots to supersonic flight. This became the F-100F. Although it did provide transitioning pilots with the advantage of flying with an experienced pilot on board, nearly one quarter of all F-100F's involved in training were lost to accidents. However, the -F was used successfully in other roles, notably the "Wild Weasel" SAM suppression mission and the "Misty", fast forward air control role, where it directed more heavily armed aircraft to targets hidden to high flying aircraft.

Eventually the F-100 was phased out of active service, being replaced by the more powerful F4 Phantom. The remaining Huns were converted to QF-100 drones and continued service into the '90's.

Taiwan, Belgium, France and Turkey also bought versions of the F100. The Super Sabre ushered in the era of supersonic flight to the USAF, continues to be one of the most recognizable fighters and can be seen on display at many locations across the country.

ALL FUSELAGE SEAMS ARE ORIENTED TO THE TOP. DO NOT SCORE AND FOLD FUSELAGE TABS. USE A SHARP KNIFE BLADE TO CUT THE SLOTS FOR THE FIN AND DORSAL FAIRING-- YOU HAVE TO CUT THROUGH TWO LAYERS ON THE RH SIDE. CUT SLOWLY AND CAREFULLY.

FLIGHT SAFETY: MAKE A NOSE PROBE FROM A STRAIGHTENED PAPER CLIP. IF YOU PLAN TO FLY IT OR GIVE IT TO A CHILD--THE PROBE SHOULD BE LEFT OFF.



LANDING GEAR DETAILS

SPECIFICATIONS F-100D

Length	49' 4" -- incl probe, 54' 2"
Wingspan	38' 9 3/8"
Weight	20,638 lb empty 38,048 lb max takeoff
Speed	765 kt max 512 Kt cruise
Ceiling	46,900 ft
Range	520 miles, combat radius 1995 miles ferry
Powerplant	Pratt & Whitney J-57 P21 with afterburner
Armament	4 M39 20mm cannon with 200 rounds per gun 6 underwing and one centerline weapons stations

