

13. DECAL PLACEMENT



FORCE ONE

McDONNELL-DOUGLAS
F-15 A / C EAGLE
1/72 Scale Model Kit



Stock No. 8694
Form No. 099-8694

History

The concept for the F-15 grew in the early 1960's, even though the F-4 Phantom was still a new plane with the Navy and Air Force. It was correctly presumed that the Soviets would be developing new tactical aircraft that could be superior to the formidable Phantom. This presumption proved itself all too correct with the unveiling of the MIG 23 Flogger and the all new MIG 25 'Foxbat' in 1967. The Foxbat was a winner in that it flew faster and higher than anything the West had in the air. Despite some troubles with its engines at higher altitudes, the Foxbat remained untouchable as it streaked over Iran and Israel.

This action by the Soviets crystallized the need for a true air superiority fighter to replace the Phantom. Bids went out to three different companies and McDonnell Douglas won the competition. Perhaps no plane to date has had the hours of research and testing that the F-15 had. As an example, the F-4 Phantom went through 900 hours of wind tunnel tests while the F-15 went through no less than 13,000 hours. The first F-15 Eagle flew in July of 1972, went into service in November of 1974 and was pronounced operational at January of 1976.

With a top speed probably in excess of Mach 2.5 and a rate of climb in excess of 40,000 feet per minute, the F-15 Eagle is only matched in performance by the Navy F-14 Tomcat. No previous U.S. fighter has ever had the thrust to weight ratio of the F-15. It can accelerate while doing a completely vertical climb, truly a manned missile.

This remarkable plane is still being developed. It has set world speed records, been almost invincible in actual combat when the Israelis used them to take out Syrian MIG 21's in July of 1979 and is now being developed for more multi-purpose roles. It is still the best of the air superiority aircraft of the world.

Specifications

First Flight: July 27, 1972.

Length: 63.8 feet.

Height: 18.5 feet.

Wingspan: 42.8 feet.

Weight: Air combat - 44,500 lbs.

Speed: Mach 2.5 class.

Range: With conformal tanks, has flown the Atlantic without air refueling.

Engines: Two Pratt & Whitney F100-PW-220 turbofan engines in the 25,000 lb. thrust class with afterburners. Thrust-to-weight greater than one-to-one.

Armament: Air-to-air weaponry, including 20mm cannon, four medium-range radar-guided missiles and four short-range IR missiles, or eight advanced medium range air-to-air missiles. Air-to-ground ordnance, including the current USAF inventory of guided and unguided munitions.

IMPORTANT: Before you begin to assemble your model kit, study the instructions carefully. This will help you to familiarize yourself with the part locations as you proceed. Prior to cementing parts together, be sure to "TEST FIT" them in order to assure proper alignment and also to check for excess "FLASH" that may occur along parting lines. Use a sharp hobby knife or file to remove flash if necessary.

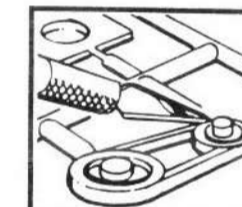
If you wish to paint your model, various sub-assemblies and components should be painted before any parts are attached. During assembly, you may note that the recommended color is stated after the part name.

This model kit is molded from the finest high-impact styrene plastic. Use only paints and cements which are specifically formulated for styrene. Read all labels and warnings carefully.

Because the cement will only adhere to bare plastic it is necessary to remove any paint or "plating" from the area to which the cement is to be applied.

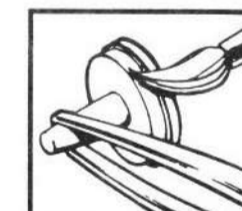
HOBBY KNIFE

Use a sharp hobby knife to remove parts from the trees. Some parts may appear to have an extra "tab" on them, these should be removed.



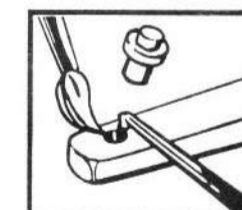
TWEEZERS

Tweezers are handy for holding very small parts during assembly or painting.



CEMENT

We recommend the use of liquid polystyrene cement. Apply with a fine brush or toothpick. Use cement sparingly or a sloppy job will result.



BUILDING TIPS FOR THE ADVANCED MODELER

For the best possible finish, your kit should be painted, even if it is molded in color. Paint should be applied evenly, in several thin coats rather than one heavy coat. The first coat should not completely cover the surface. Each layer should be allowed to thoroughly dry before the next coat is applied. Also, each coat should be "wet sanded" using No. 1200 wet or dry sandpaper which is slightly damp; except for the final coat. Be careful not to remove any detail while sanding.

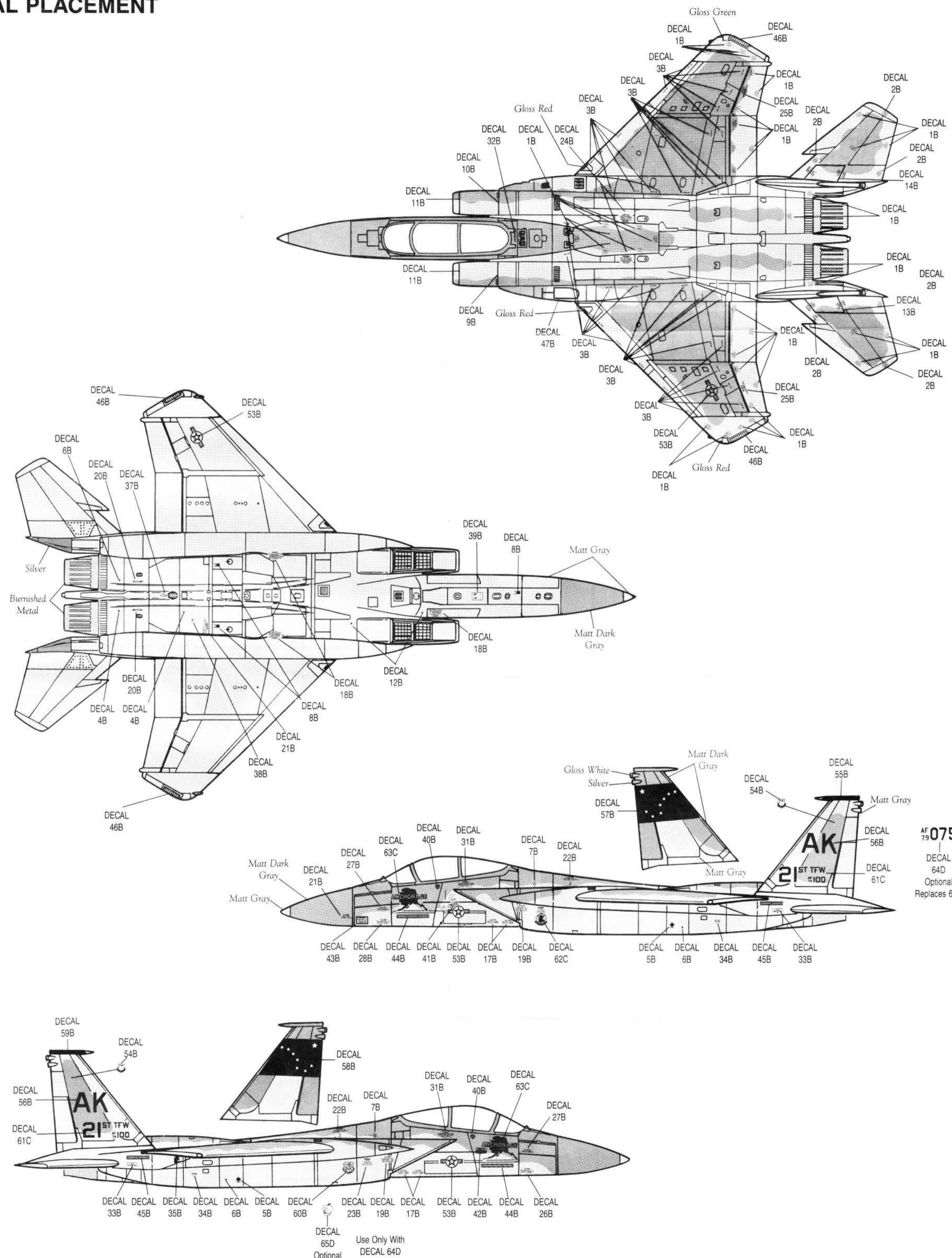
It is important to keep your hands clean when you are working with your model and always wash the parts before painting. This will remove any mold release agent that may have been used during manufacture, body oil from your hands, sanding residue, and dust, which is naturally attracted to plastic by static electricity. Use a mild solution of dishwashing detergent and water. Use a tack rag to dry the parts. **DO NOT** use paper towels or tissues, since they will leave lint on the part.

Parting lines and glue joints should be sanded or filed prior to painting and because paint has a tendency to draw away from sharp edges all sharp corners should be filed. Use filler putty designed for plastic to fill small gaps that may occur between parts, and to blend contours. This should be done only after the first or "primer" coat of paint is applied.

When painting a two-tone body, the lightest color should be painted first. Use frosted or "magic" tape to mask off the area you do not want painted. After the second color is dry to the touch, the tape can be removed. Use a very fine brush to touch up edges if necessary. If decals are to be added, do so before adding any gloss coat. A gloss coat will help even out the edges between the two colors as well as set the decals.

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We take great pride in providing the finest model kits available, giving strong attention to detail and craftsmanship. Should you have any difficulty with assembly or missing parts, please call. (IN IOWA) 1-800-942-4618* (ELSEWHERE IN U.S.A.) 1-800-553-4886* (OUTSIDE OF U.S.A.) 1-319-875-2000
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