

F3D-2 Skyknight

1/72 Scale

SW 72094

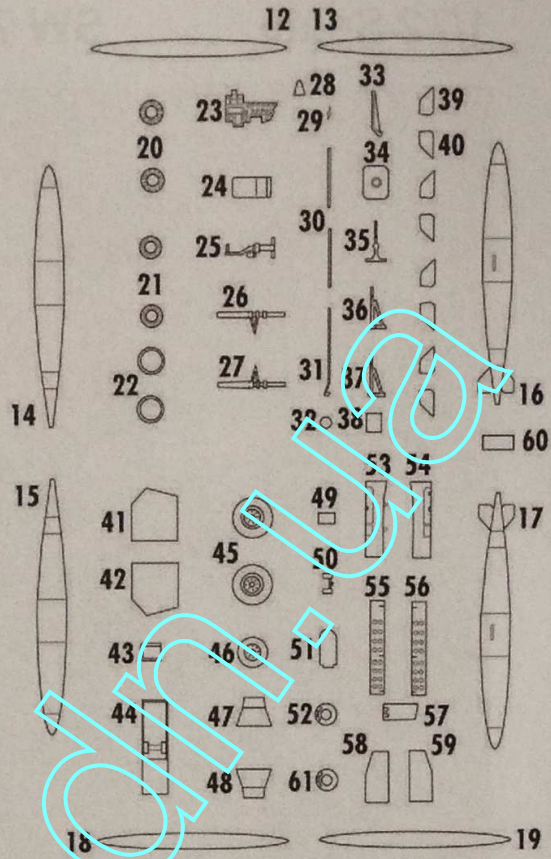
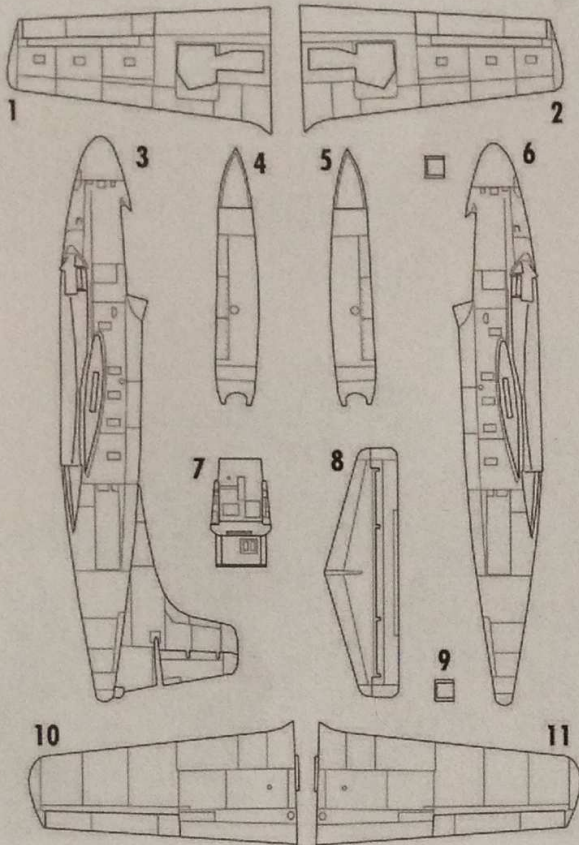


Douglas Aircraft received go ahead from the Navy for its F3D Skyknight in April 1946. The Skyknight was to be a two-seat, twin-engine, carrier-based night fighter. It had two radars in the nose, one for search and one for aiming its four 20mm cannon without requiring the target to be in sight. A rearward-facing radar was also installed in the tail to warn the crew of an attack from behind. The crewman in the right seat operated the radars while the pilot in the left seat flew the airplane.

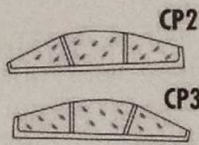
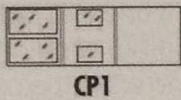
The F3D first flew in March 1948 with the first production F3D-1s delivered in December 1950 and the externally identical F3D-2s, late 1951. Most of the Skyknights were assigned to Marine Corps squadrons. Only a few Navy squadrons operated the airplane, rarely deploying from carriers due to its size (it was known as the Whale) and the lack of enthusiasm in peacetime on the part of carrier captains and air group commanders for conducting operations at night.

The Skyknight, however, proved its worth during the Korean War in night interdiction and bomber escort missions. The shore-based F3D's proved to be the Air Force's preferred jet escort for its B-29s that had been forced to operate at night due to their vulnerability to the swept-wing MiGs. Although the primary benefit was the distraction and harassment of the MiG pilots so they weren't able to successfully attack the bombers, Marine Corps and Navy pilots claimed six MiGs shot down against no losses as a result of air-to-air combat. Few B-29s were shot down being escorted by the F3Ds, none after January 1953.

The F3D was redesignated the F-10 in 1962. The Marines continue to operate some of its F-10s up through the early part of the Vietnam War for electronic reconnaissance and jamming.



CLEAR PARTS (CP)



OHNUT
BEND



VYTAT
OPEN HOLE



VYROBIT
SCRATCH BUILD



VTERINOVÉ LEPIDLO
CYANOACRYLATE GLUE



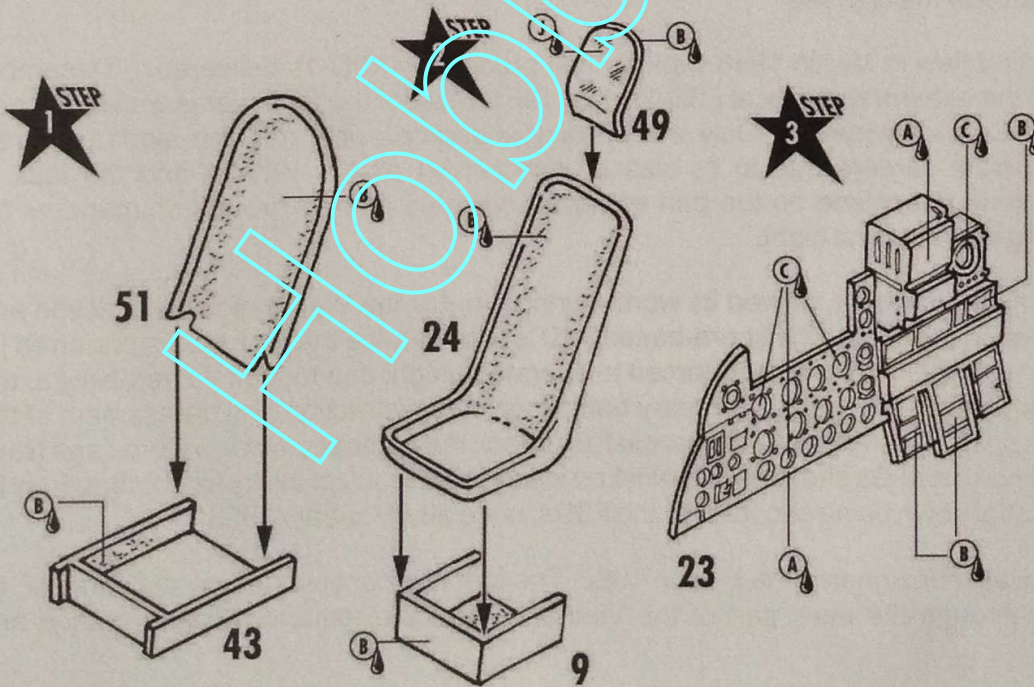
SYMETRICKÁ MONTÁŽ
SYMETRICAL ASSEMBLY



VOLBA
OPTION

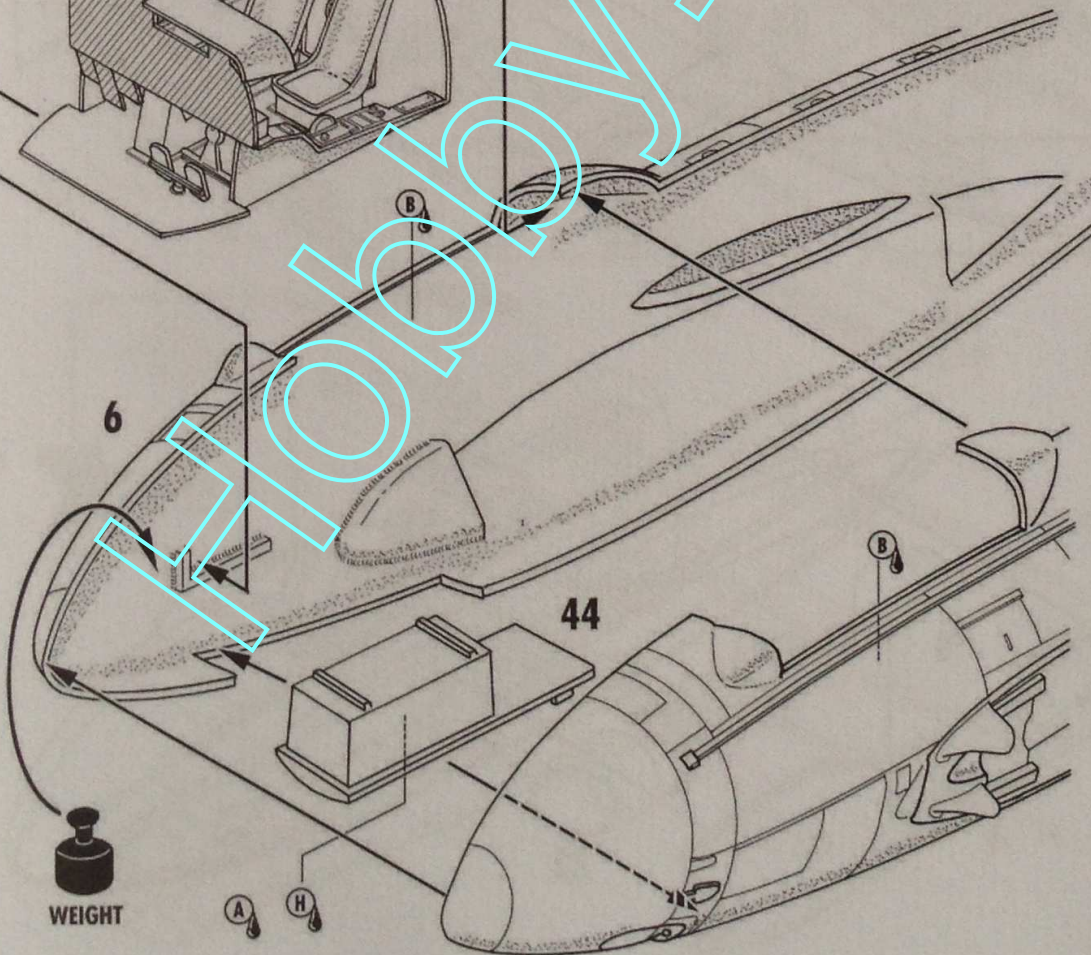
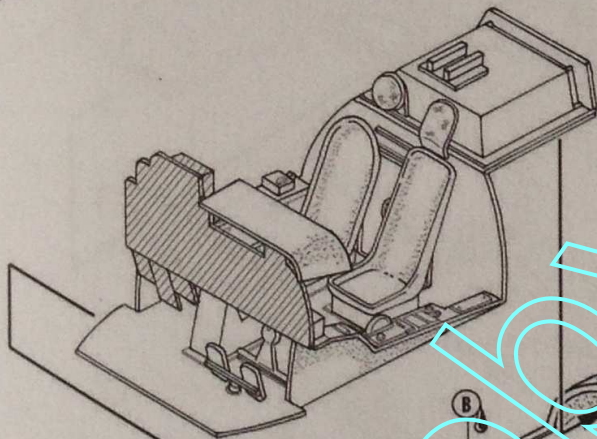
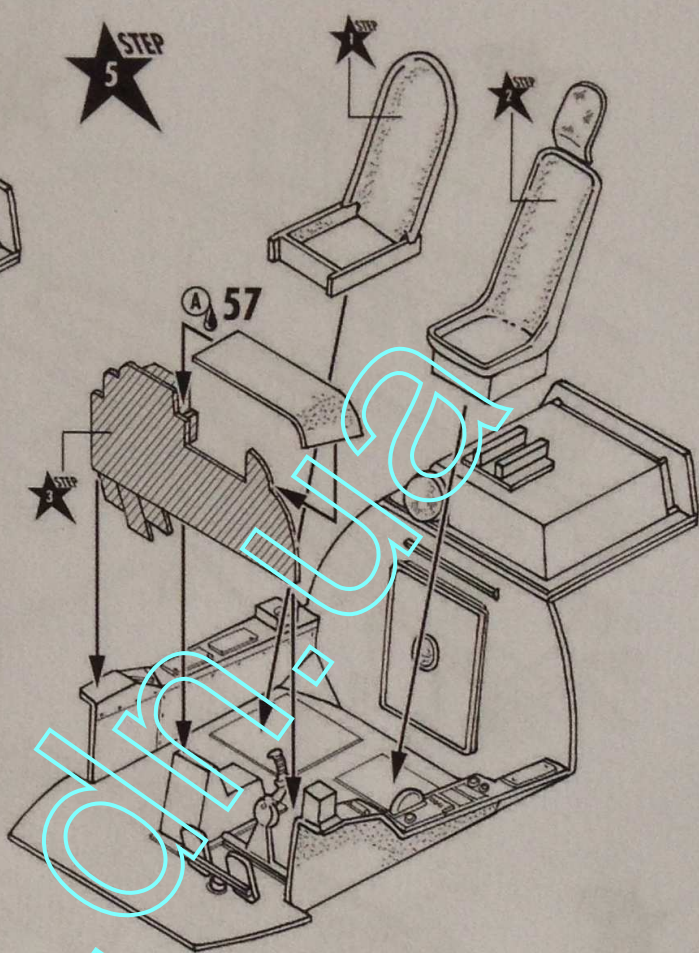
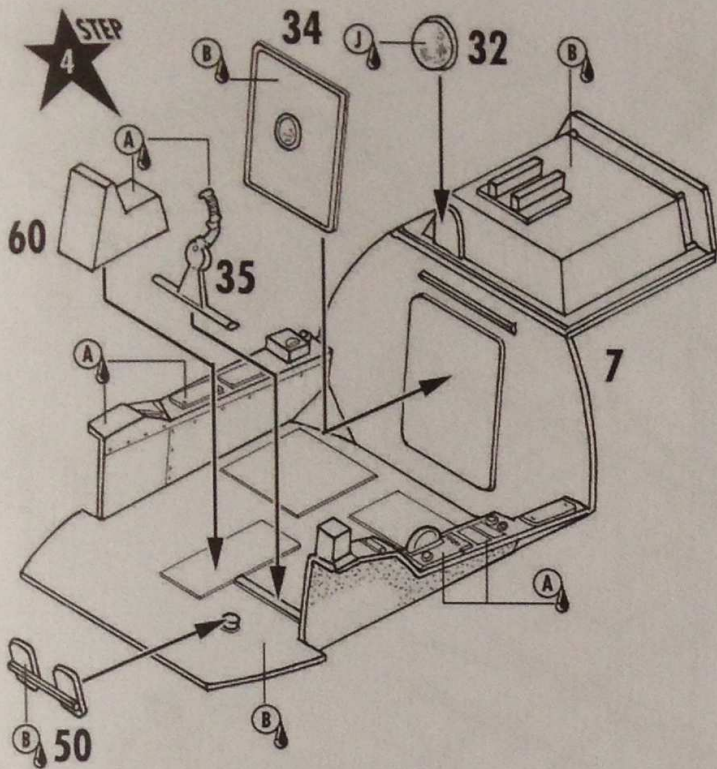


ODSTRANIT
REMOVE

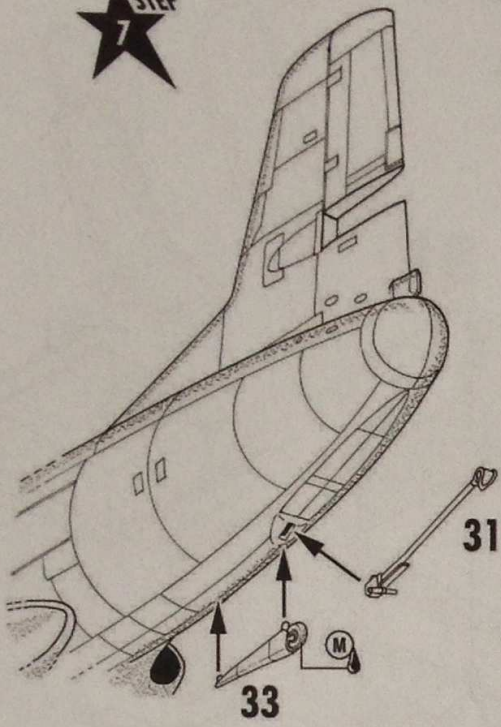


BARVA/COLOR

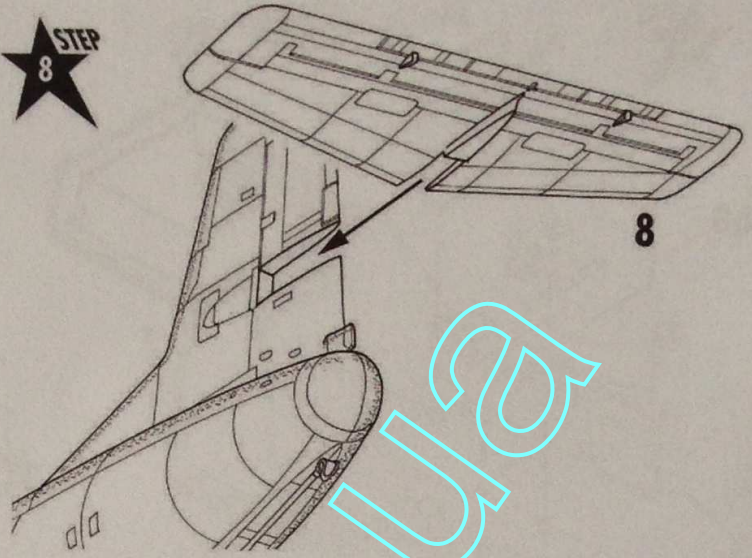
- A ČERNÁ/BLACK
- B INTERIÉROVÁ ČERNÁ
INTERIOR BLACK
- C STRÍBRNÁ/SILVER
- D HLIŇÍK/ALUMINIUM
- E ČERVENÁ/RED
- F ŽLUTÁ/YELLOW
- G INTERIÉROVÁ ZELENÁ
INTERIOR GREEN
- H ČERNO-MODRÁ/
BLACK-BLUE
- I CHROM/CHROME
- J HNĚDÁ/BROWN
- K KOV/GUN METAL
- L ŠEDÁ/GREY
- M PNEU/TYRE BLACK



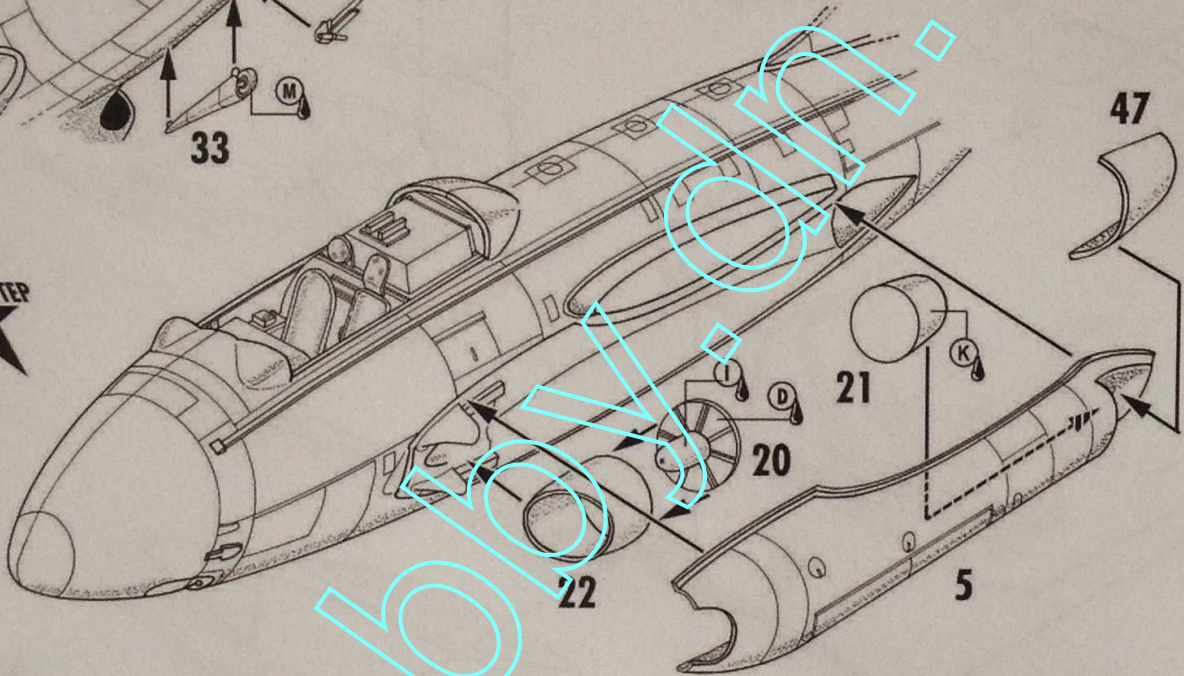
STEP
7



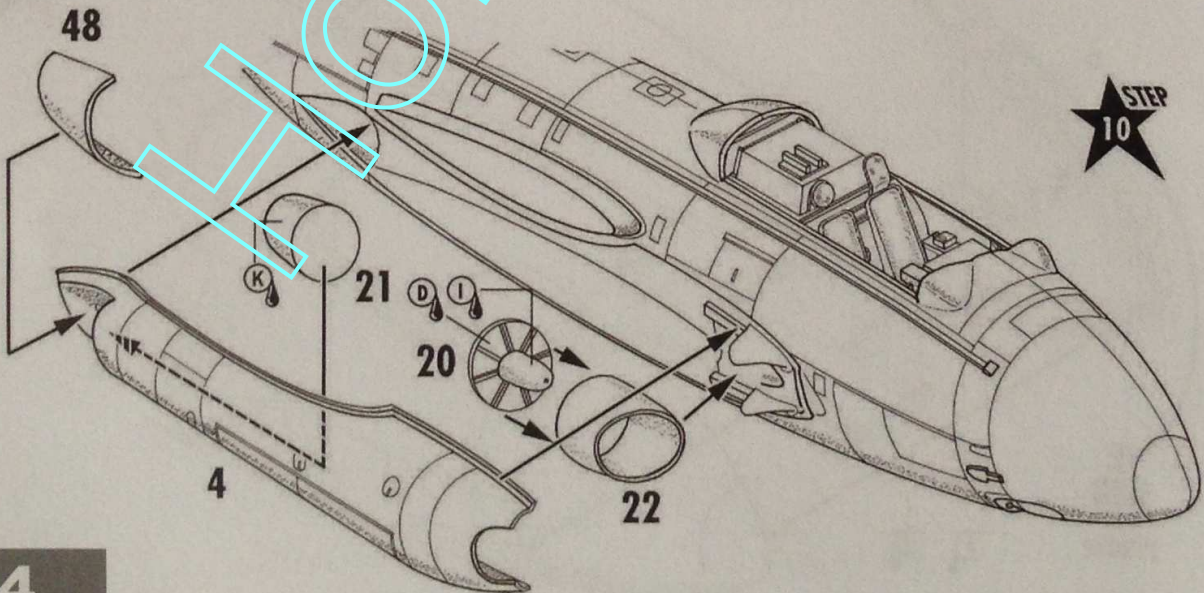
STEP
8



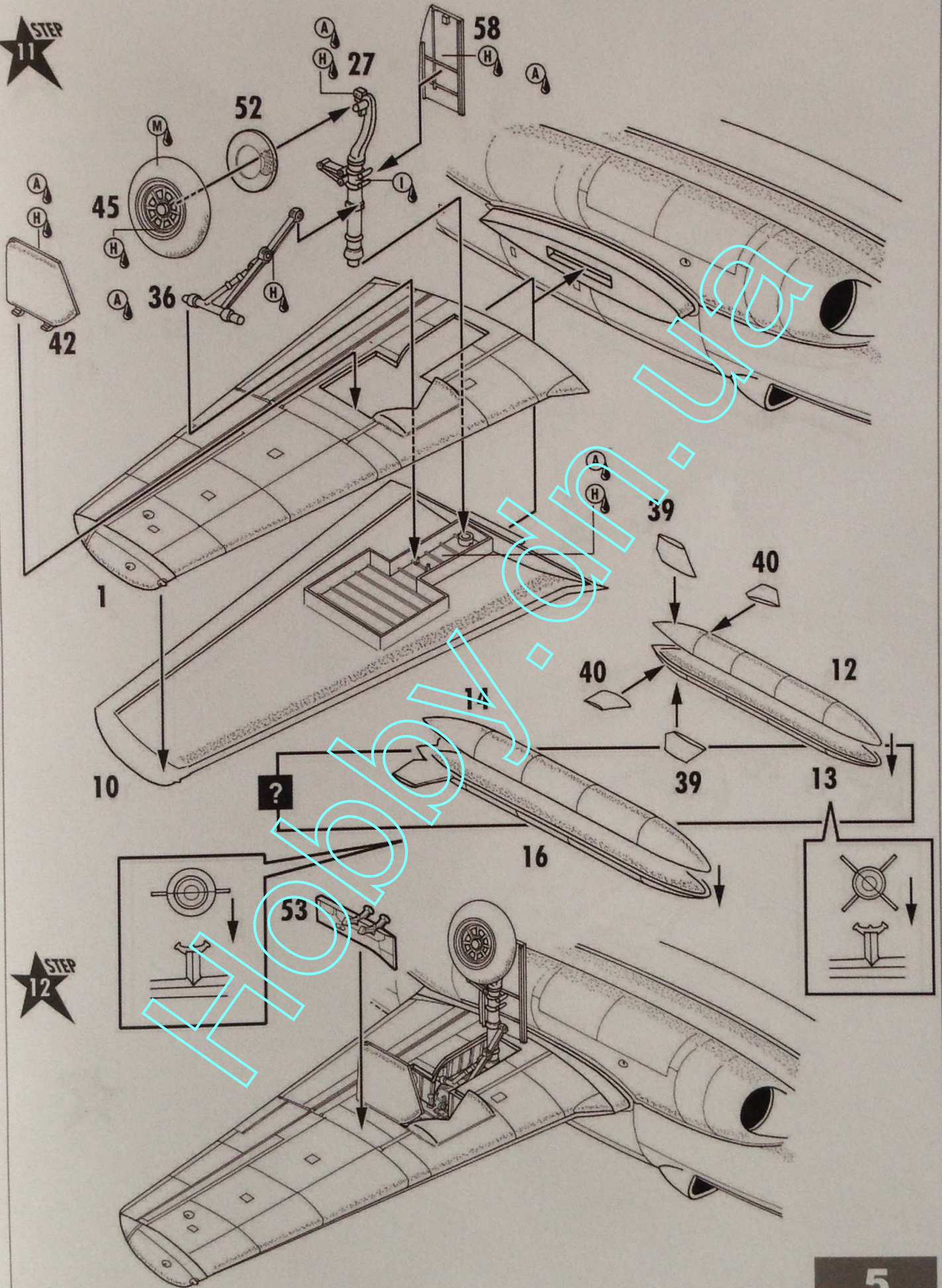
STEP
9



STEP
10

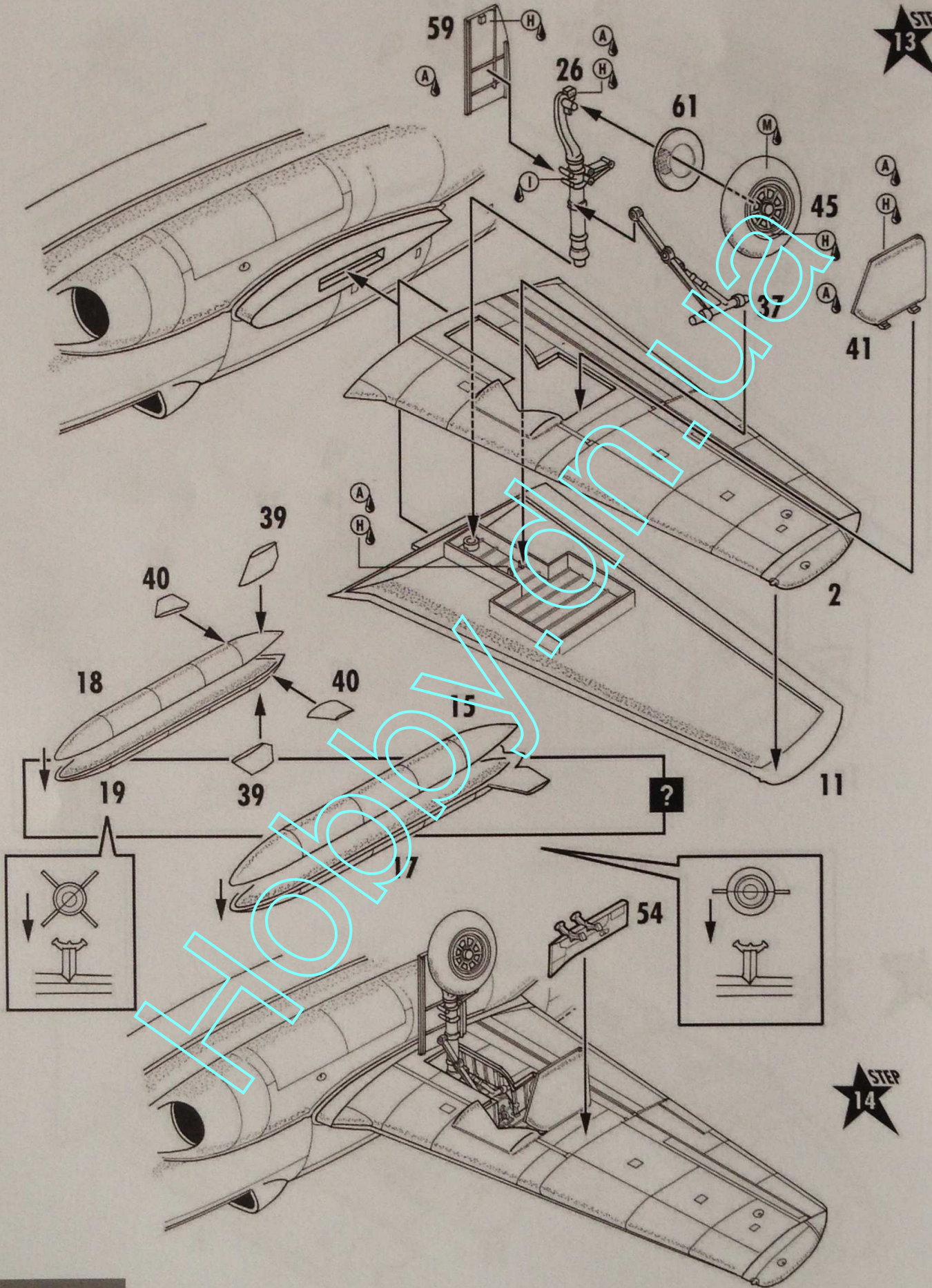


STEP
11

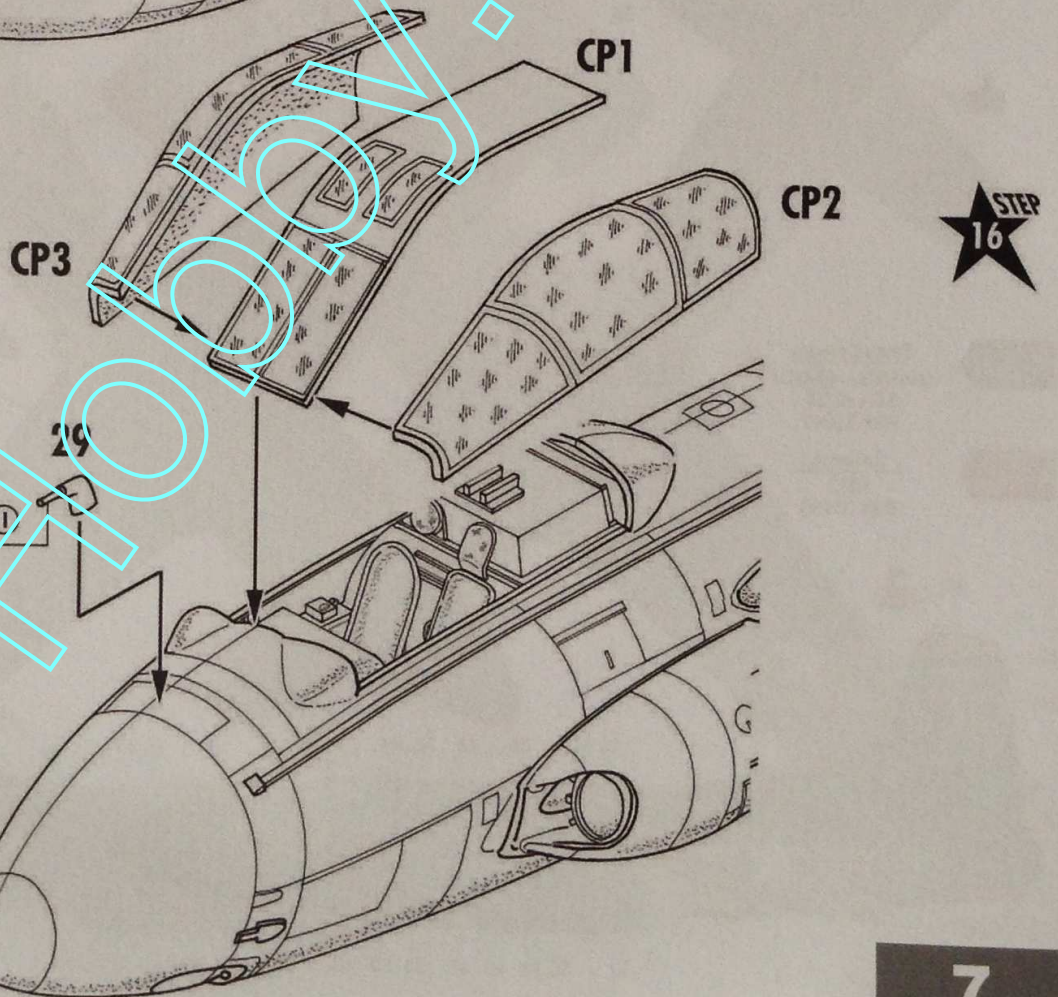
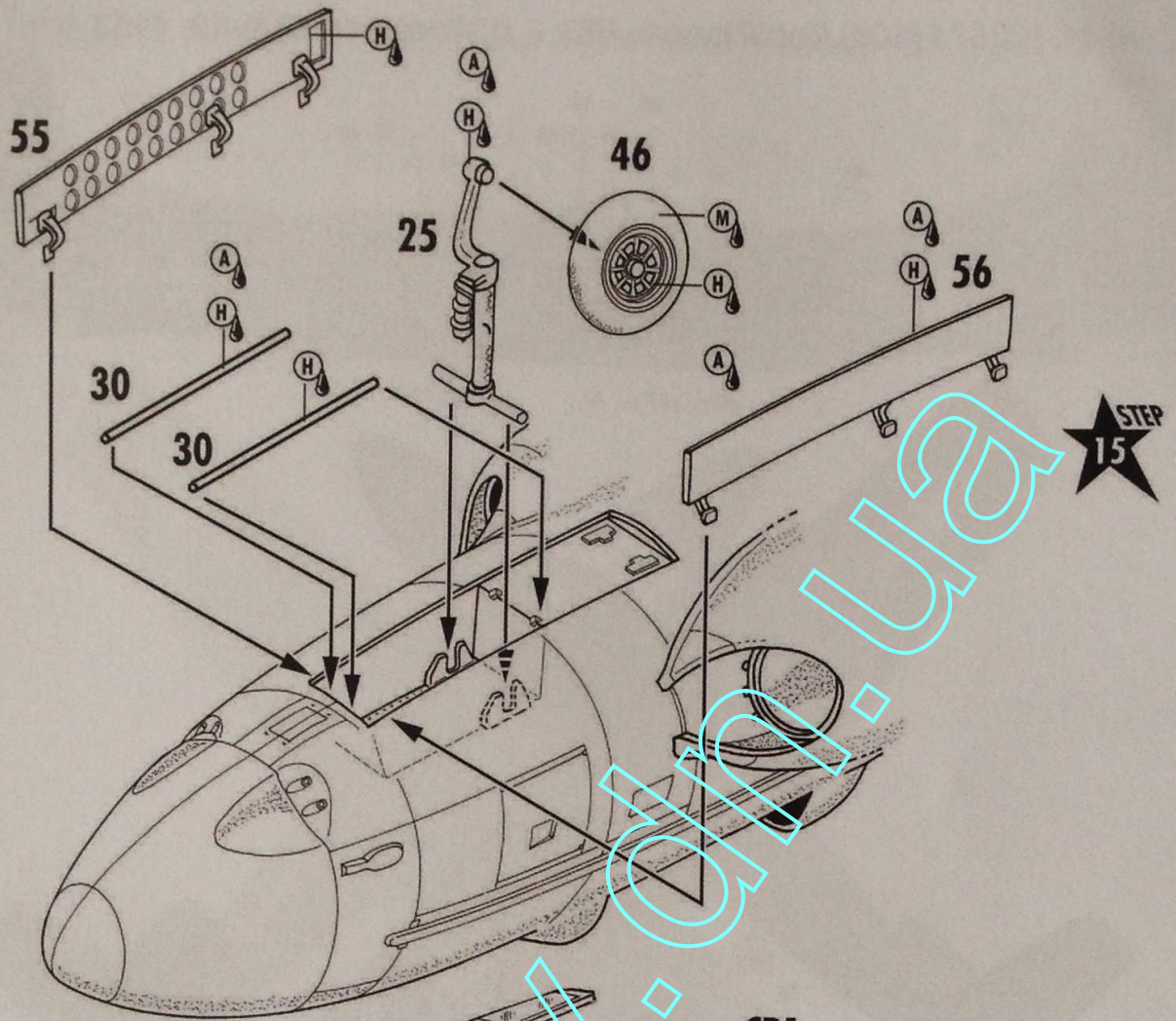


STEP
12

STEP
13

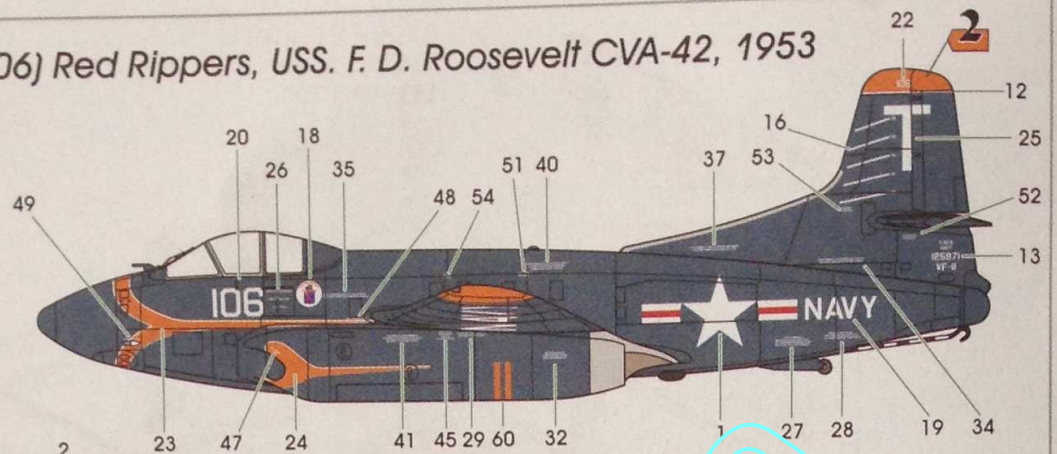


STEP
14



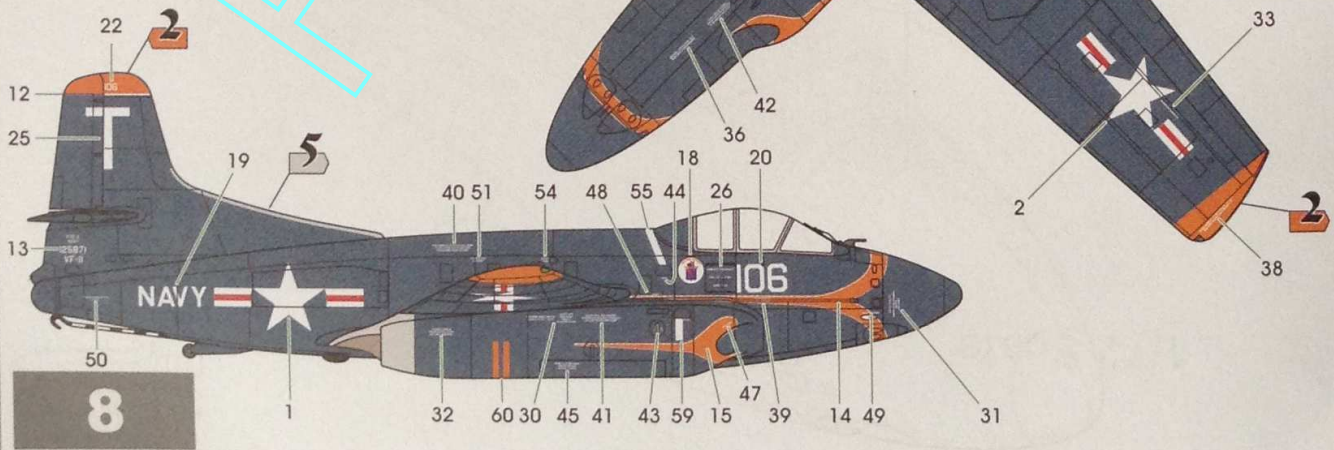
A

VF-11, 125871 (106) Red Rippers, USS. F. D. Roosevelt CVA-42, 1953



- 1** Tmavě modrá
OVERALL GLOSS
SEA BLUE
FS# 25042
- 2** Červená
RED
FS# 31136

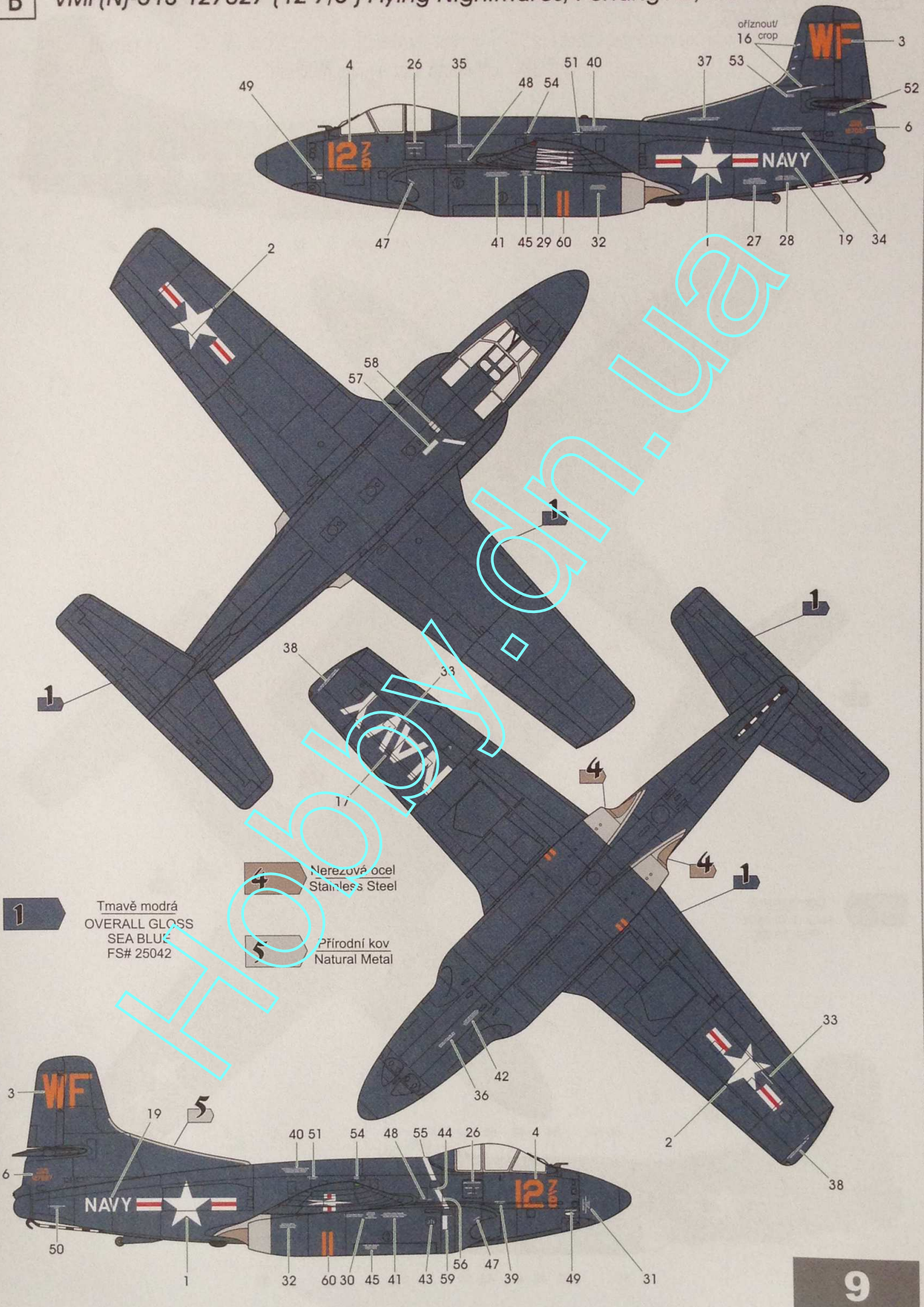
- 4** Nerezová ocel
Stainless Steel
- 5** Přírodní kov
Natural Metal



8

B

VMF(N)-513 127027 (12 7/8) Flying Nightmares, Pohang AB, Korea 1954



1

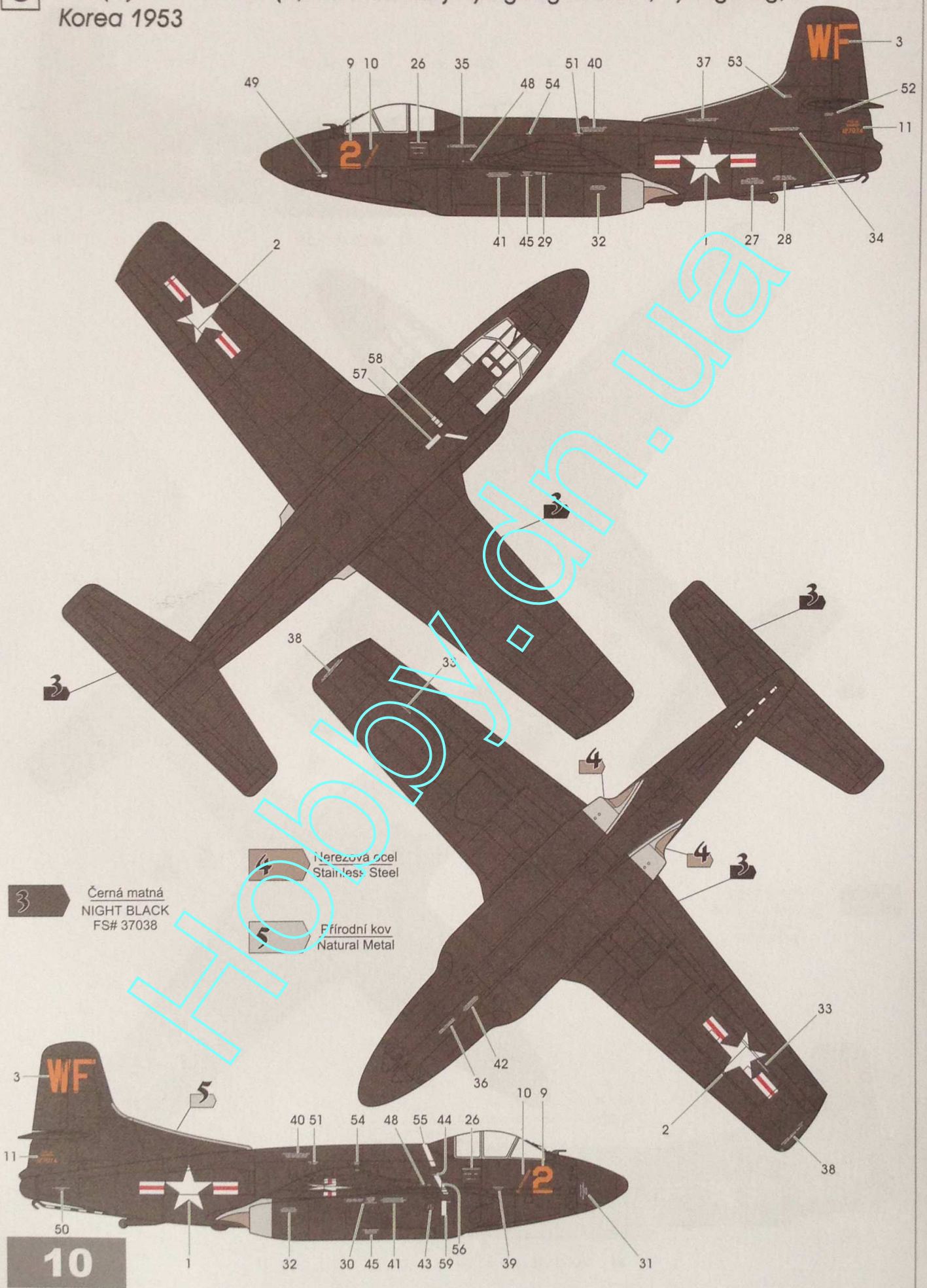
Tmavě modrá
OVERALL GLOSS
SEA BLUE
FS# 25042

4
Nerezová ocel
Stainless Steel

5
Přírodní kov
Natural Metal

9

C VMF(N)-513 127074 (2, Black widow) Flying Nightmares, Pyungteag, Korea 1953



3 Černá matná
NIGHT BLACK
FS# 37038

4 Nerezová ocel
Stainless Steel

5 Přírodní kov
Natural Metal

10

D VMF(N)-513 (23) Flying Nightmares, Lt. Col. R. F. Conley and M/Sgt. J. N. Scott, Korea 1953

