

EMHAR F3H DEMON

F3H-2 (F-3B)

D Die Mc Donnell F3 "Demon" wurde zum einen als einsitziges trägergestütztes Kampfflugzeug, zum anderen als Abfangjäger mit Raketenbewaffnung produziert. Ursprünglich mit einem Westinghouse XJ40-WE-8 Triebwerk ausgestattet wurde dieses später durch ein Allison J71 ersetzt, da sich ersteres als sehr unzuverlässig herausstellte. Die Demon blieb dennoch immer etwas untermotorisiert.

Der Prototyp XF3H-1 flog erstmals am 7. August 1951 und die erste Serienmaschine F3H-2N (mit dem Allison Triebwerk) hatte im Januar 1955 ihren Erstflug. Die Demon war normalerweise mit vier 20mm Mk.12 Colt-Browning Kanonen im Bug ausgestattet. Dennoch war es durchaus üblich, daß das obere paar entfernt wurde, um Gewicht zu sparen.

Die F3H-2 (F-3B) war ein mit AIM-7 Sparrow III und AIM-9 Sidewinder bewaffneter Abfangjäger. Der lange biberartige Schwanz der F3H-1 wurde durch ein kürzeres Rumpfenetz ersetzt und einige Maschinen erhielten sogar Spoiler auf den Tragflächenoberseiten. Es konnten zwei Außentanks mitgeführt werden, jedoch erwies sich dies als sehr ineffizient. Die meisten F3H-2 wurden mit Tankstutzen auf der Steuerbordseite des Bugs ausgestattet.

Insgesamt wurden 520 Demon gebaut. Dieser Typ blieb bis zur Einführung der besser bekannten F-4H Phantom II im aktiven Dienst.

Spannweite	10,77m	Höchstgeschwindigkeit	1036km/h
Länge	17,95m	Dienstgipfelhöhe	13000m
Höhe	4,45m		

F Le F3 DEMON MC DONNELL fut à la fois produit comme chasseur monoplace et comme intercepteur armé de missiles. D'abord équipé du moteur Westinghouse XJ 40 WE 8, qui s'avéra trop peu puissant, il fut ensuite livré avec des moteurs Allison J 71. Malgré cela, le Demon restera un avion sous-motorisé.

Le Prototyp XF 3 H-1 vola pour la première fois le 7 Aout 1951, alors que le F3H-2 équipé du moteur Allison vola en janvier 1955. Le Demon était armé de 4 canons 20MM Mk 12 Browning, montés à l'avant, et il n'était pas rare que pour gagner du poids l'on supprime les 2 canons supérieurs, et que l'on carène les porte-canon.

Le F 3H-2 (F-3B) était un intercepteur armé de missiles air-air AIM-7 Sparrow III et AIM-9 Sidewinder. La longue queue type "BEAVER" du F3H-1 fut remplacée par une queue plus courte, et quelques avions furent équipés de spoilers sur la face supérieure de l'aile. Deux réservoirs supplémentaires pouvaient être montés mais cet excédent de poids réduisait les performances. La plupart des F3H-2S furent modifiés pour recevoir une perche de ravitaillement en vol installée à l'avant droit.

Le Demon fut construit à 520 exemplaires et resta en action jusqu'en 1964, et il fut remplacé par son célèbre successeur le F4 H Phantom II.

Envergure	10,77 m	Vitesse maxi	1036 km/h
Longueur	17,95 m	Plafond de vol	13 000 m
Hauteur	4,45 m		

GB The McDonnell F3 Demon was produced as both a single seat carrier based fighter and as a missile armed interceptor. Originally flown with the Westinghouse XJ40-WE-8 engine, this engine proved unreliable and was later replaced by an Allison J71. The Allison engine was more reliable but the Demon remained slightly underpowered.

The prototype XF3H-1 first flew on 7 August 1951 and the F3H-2N (powered by the Allison engine) first flew during January of 1955. The Demon was armed with four 20MM Mk12 Colt-Browning cannons in the nose, although it was common to remove the upper pair of guns to save weight and the gun ports were faired over.

The F3H-2 (F-3B) was a missile armed interceptor carrying both AIM-7 Sparrow III and AIM-9 Sidewinder air-to-air missiles. The long "Beaver" tail of the F3H-1 was replaced by a shorter tail and some aircraft had spoilers fitted on the upper wing surfaces. Two external fuel tanks could be carried, although these proved to be ineffectual in increasing either range or endurance. Most F3H-2s were modified with an aerial refuelling probe installed on the starboard side of the nose.

There were some 520 Demons built and the aircraft remained in service until 1964 when it was replaced by its well known successor, the F4H Phantom II.

Wing Span	35' 4" (10,77m)	Max Speed	648 mph (1036 km/h)
Length	59' 11" (17,95m)	Service Ceiling	42,650 ft (13,000m)
Height	14' 6" (4,45m)		

I Il McDonnell F3 Demon e' stato prodotto sia come caccia monoposto, che come intercettatore, armato di missili. Originariamente volava con il motore Westinghouse XJ40-WE-8, che pero' si rivelò inaffidabile e fu presto rimpiazzato da un Allison J71. Il motore Allison era molto piu' affidabile, ma purtroppo il Demon rimase spinto da un motore di potenza insufficiente.

Il prototipo XF3H-1, volò per la prima volta il 7 agosto 1951 e l'F3H-2N (azionato da un motore Allison) volò per la prima volta nel gennaio 1955. Il Demon disponeva nel proprio muso di quattro cannoni 20MM Mk12 Colt-Browning, nonostante fosse in uso rimuovere il paio di armi superiori per evitare il sovraccarico e i portellini per le armi fossero stati carenati.

L'F3H-2 (F-3B) era un intercettatore armato di missili, entrambi i missili AIM-7 Sparrow III e AIM-9 Sidewinder erano di tipo aria-aria. La lunga coda "Beaver" dell'F3H-1 fu rimpiazzata da una coda piu' corta e alcuni aerei erano dotati di spoilers sulla superficie superiore delle ali. Potevano essere trasportati due serbatoi esterni per il carburante, nonostante si fossero rivelati inefficaci per aumentare sia il raggio d'azione che l'autonomia di volo. La maggior parte degli F3H-2s furono modificati con una sonda aerea di rifornimento carburante, installata sulla parte destra del muso.

Furono costruiti 520 Demon e l'aereo rimase in servizio sino al 1964 quando fu rimpiazzato dal suo famoso successore, l'F4H Phantom II.

Apertura alare	10,77 m	Massima velocita'	1036 Km/h
Lunghezza	17,95 m	Altitudine massima	13,000 m
Altezza	4,45 m		

EM3001

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EMHAR

F3H DEMON

1:72 SCALE

MASSTAB
ECHELLE

ASSEMBLED SECTION
ASSEMBLAGE
BAUABSCHNITT
SECCION MONTADA
MONTAGGIO



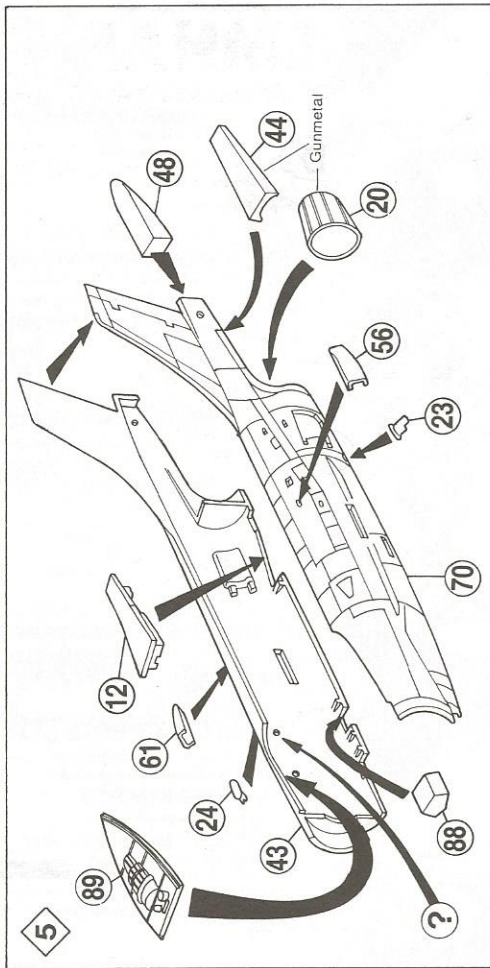
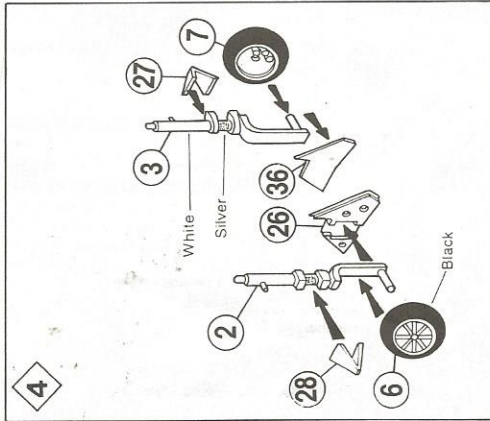
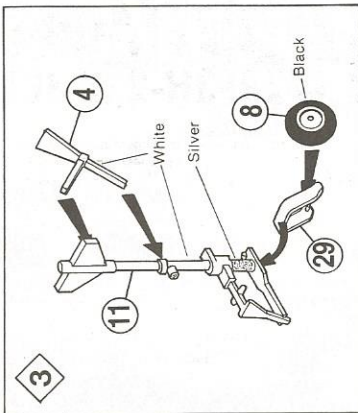
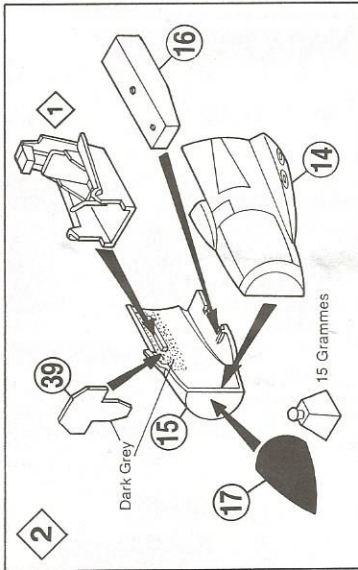
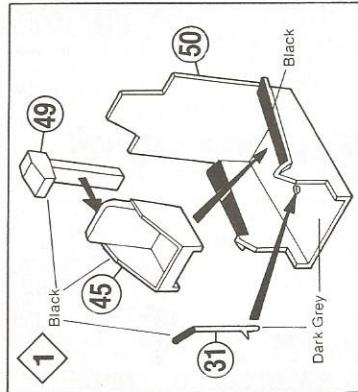
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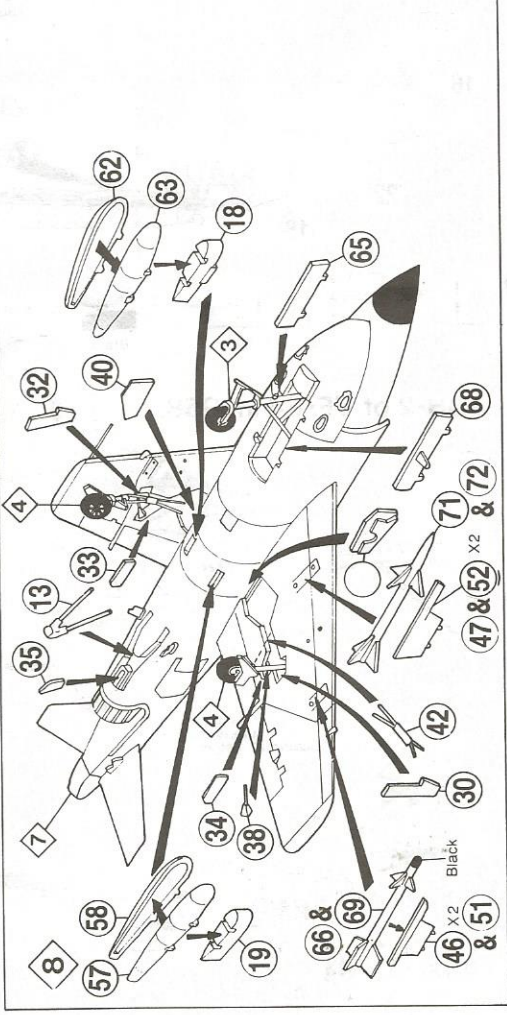
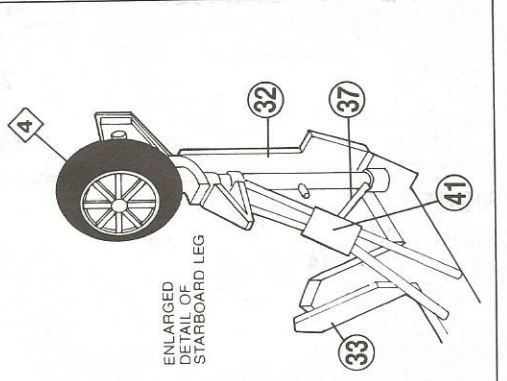
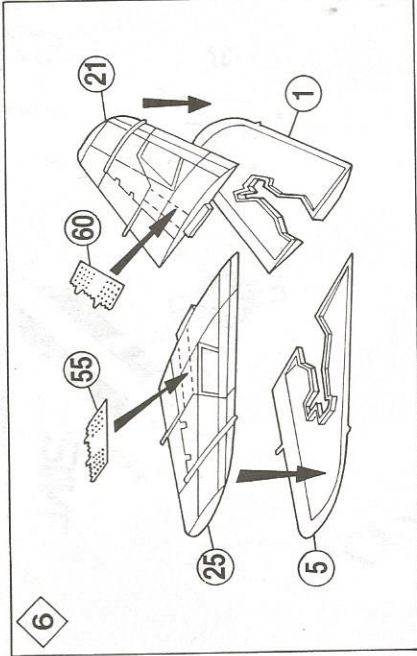
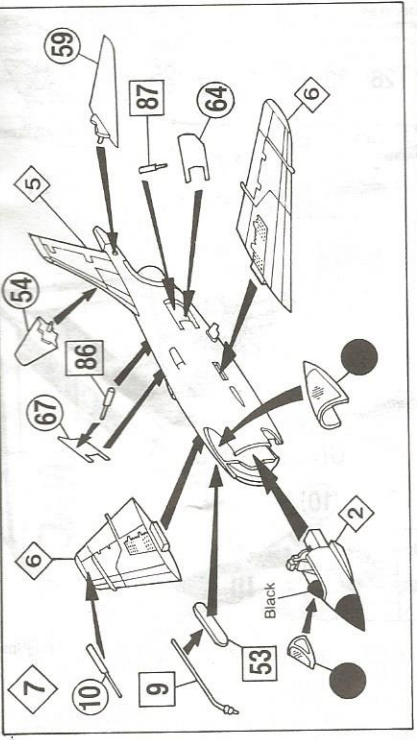


ALTERNATIVE PARTS
PIECES ALTERNATIVES
WECHSELBAUTEIL
PARTES ALTERNATIVAS
PEZZI ALTERNATIVI



EM3001

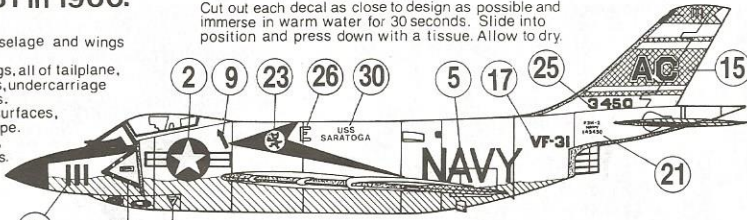




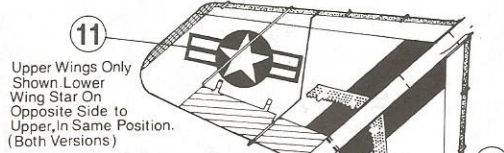
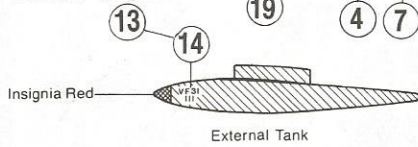
1. F3H-2 of VF-31 in 1960.

Decal Instructions
Cut out each decal as close to design as possible and immerse in warm water for 30 seconds. Slide into position and press down with a tissue. Allow to dry.

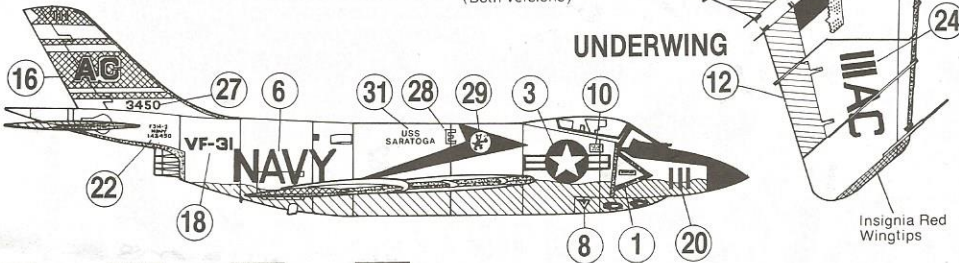
- Gull Grey: Upper Surfaces of fuselage and wings as shown.
- White: Lower fuselage and wings, all of tailplane, upper flaps and ailerons, undercarriage and bays, missiles, tanks.
- Silver: Leading edges of flying surfaces, intakes, area around jetpipe.
- Black: Radome, anti-glare panel, fintip, tyres, wing walkways.
- Gunmetal: Jetpipe, gunports.



RIGHT TANK

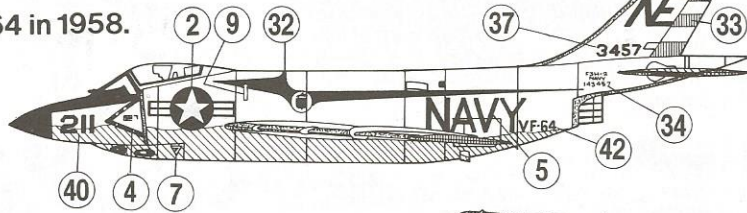
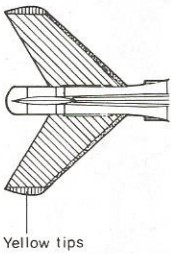


UNDERWING



				Colours common to both versions.	Also for assistance see boxtop illustrations.
Gull Grey FS36440	White FS37875	Silver	Black		

2. F3H-2 of VF-64 in 1958.



- Gull Grey: Upper Surfaces of fuselage and wings as shown.
- White: Lower fuselage and wings, all of tailplane, upper flaps and ailerons, undercarriage and bays, missiles, tanks.
- Silver: Leading edges of flying surfaces, intakes, area around jetpipe.
- Black: Radome, anti-glare panel, fintip, tyres, wing walkways.
- Gunmetal: Jetpipe, gunports.

