

## Construction Notes:

Remove moulding 'sprues' from component parts, using a sharp knife where necessary. Lightly sand fuselage with fine wet-and-dry paper (use wet to prevent inhaling resin dust).

Using Cyanoacrylate (Super Glue), cement wings, lower fuselage and tailplane in position (see illustration 1). Cement metal nose probe and jet exhaust in place.

Referring to illustration (2), cement instrument panel, control column and seat into cockpit interior and paint and detail as required. Cement splitter plates and air intakes in position, then add wing fences and strakes on tailfin.

Assemble metal undercarriage components and glue into position, using illustration (3) as a guide. Using a sharp knife, carefully trim away excess acetate from the canopy moulding. Test for fit and then glue into position with contact adhesive, or odourless Super Glue. Use filler to fill any gaps and sand smooth.

## Colour Notes:

The Convair YF-102 was finished in overall polished aluminium, with red nose probe and matt black anti-glare panel. Wheels were tyre black, and the exhaust a sooty gun-metal /bronze. The cockpit interior was **Black**, with olive drab/brown cushions on the seat.

Decals are provided for two different aircraft - FC-995 and FC-782. Many of the YF-102 prototypes were modified in various ways to incorporate the design changes which resulted in the production F-102A, so check references carefully. Refer to the scale drawings overleaf for placement of decals for markings and insignia.

## Decal Application:

The decals supplied with this kit are conventional waterslide decals. Cut out each subject, soak briefly in warm water, and apply.

When all the decals have been applied, if required the aircraft can be varnished as normal.

## References:

A series of useful photographs of YF-102s can be found at:  
<http://www.wpafb.af.mil/museum/research/fighter/f102.htm>  
<http://www.dfrc.nasa.gov/Gallery/Photo/YF-102/Large/index.html>

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KIT NUMBER WPX72014

# Convair YF-102

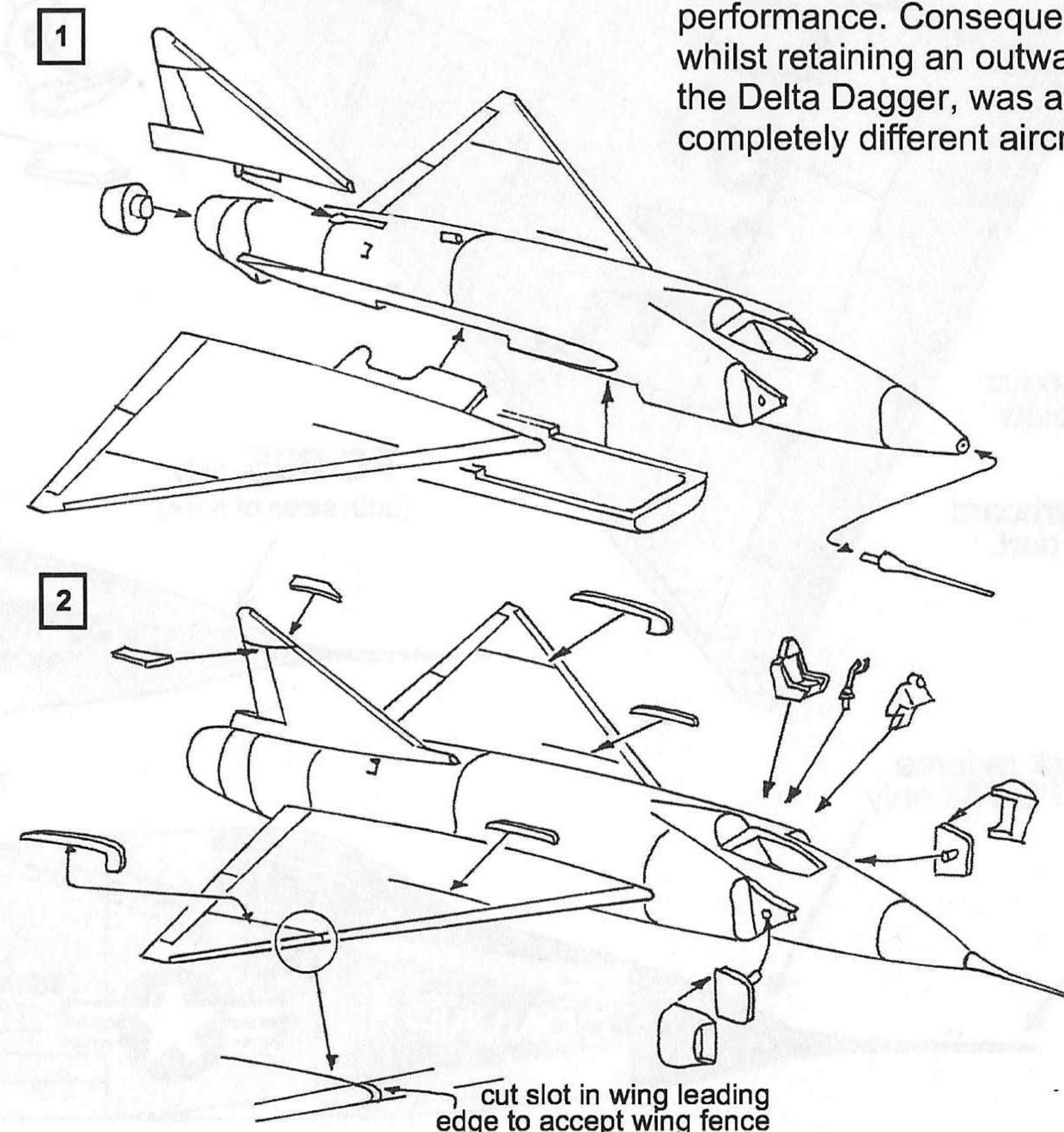
## Jet fighter prototype

### Aircraft History

The Convair YF-102 made its first flight in October 1953, following experience with the XF-92A delta. The F-102 was intended to be an integrated weapons system equipped with missile-only armament, and eight YF-102 prototypes were built. It was found that the YF-102 was decidedly lacking in performance, and was subject to a considerable re-design to produce the production standard aircraft - the F-102A Delta Dagger. Changes included a considerably longer fuselage, taller fin, v-shaped windshield and revised canopy and modified wing, however the most significant

change was the area-ruled 'coke-bottle' fuselage which enabled the production aircraft to achieve its intended performance. Consequently, the YF-102, whilst retaining an outward resemblance to the Delta Dagger, was actually an almost completely different aircraft.

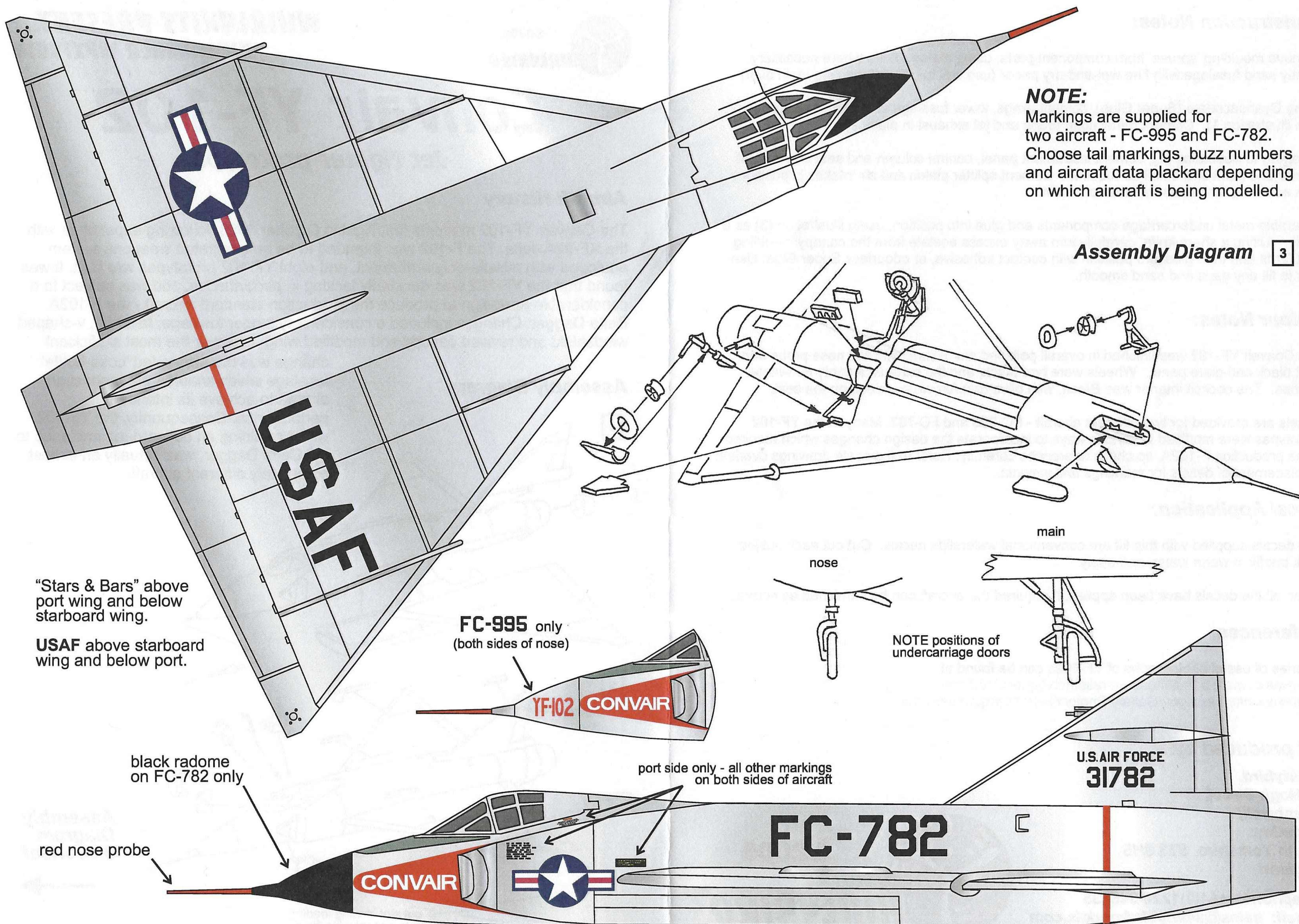
### Assembly Diagram



Assembly  
Diagram  
3 overleaf







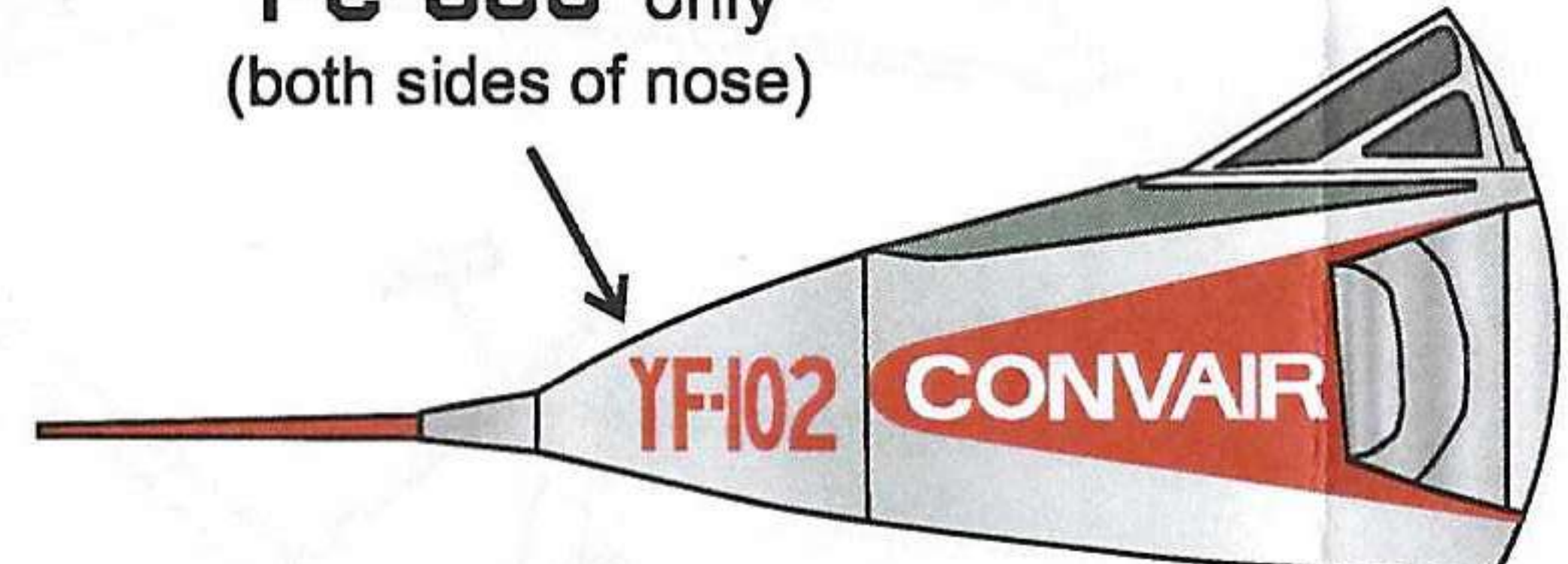
**NOTE:**  
 Markings are supplied for two aircraft - FC-995 and FC-782. Choose tail markings, buzz numbers and aircraft data placard depending on which aircraft is being modelled.

**Assembly Diagram** 3

"Stars & Bars" above port wing and below starboard wing.

**USAF** above starboard wing and below port.

**FC-995** only  
 (both sides of nose)



nose

NOTE positions of undercarriage doors

main

black radome on FC-782 only

red nose probe

port side only - all other markings on both sides of aircraft

**U.S. AIR FORCE**  
**31782**

**FC-782**