

# Convair YF-102

## 1/72 Scale Resin Model Kit



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The Convair YF-102 evolved from the earlier XF-92A delta-winged research prototype and was designed as an all-weather, missile-armed interceptor. The armament was to consist of six Hughes GAR-1 Falcon air-to-air missiles carried internally in ventral bays. In addition, twenty-four 2-inch FFAR rockets were to be carried in channels contained inside the missile-bay doors. A maximum speed of 870 mph at 35,000 feet was promised. The first aircraft, 52-7994, first flew on October 24, 1953. On its seventh flight on November 2, it crashed shortly after liftoff due to a fuel control problem. The wreck later appeared in an early scene in the 1950s movie *Towards the Unknown* starring William Holden. The second prototype, 52-995, was soon flying (first flight January 11, 1954) to continue the test program. The 10 YF-102s were intended to be the initial production run of hundreds of supersonic interceptors for the Air Defense Command. Unfortunately, drag estimates turned out to be over-optimistic, and the aircraft would only go supersonic in a steep dive. Convair engineers now desperately searched for a solution. The NACA's Richard Whitcomb had a new 'Area Rule' principle that was engineered into the eleventh aircraft (53-1787), which was re-designated YF-102A. This plane finally met the design goals and became the first of 875 F-102A Delta Daggers that admirably served the ADC and Air National Guard for some twenty years. The surviving YF-102s were used to test various systems for the F-102A and the NACA used one (53-1785) as a research vehicle.

This model kit can be built as any one of the ten YF-102s, although markings are provided for eight aircraft. The first two (52-7994/7995) had a short, stubby tail cone while the other eight (53-1779/1786) had a wider, less flared cone.

LENGTH: 52.4 ft.

HEIGHT: 18 ft.

WING AREA: 661.5 sq. ft.

POWERPLANT: 1 Pratt & Whitney J-57-P-11 turbojet @ 10,900lb. st. dry and 14,500lb. st. in afterburner

ARMAMENT: Six GAR-1 Falcons and twenty-four FFAR rockets

MAX. SPEED: 679 mph

SERVICE CEILING: 40,000ft.

NUMBER BUILT: Convair San Diego built 2 Model 8-80 and 8 Model 8-82

WEIGHT: 21,235 lb. empty, 27,800 lb. gross

WINGSPAN: 31 ft.

CREW: 1 pilot

COMBAT RADIUS: 200 miles

This kit is designed for rapid construction by a modeler with some experience. As with any resin kit, extra care has to be observed in detaching parts from trees and test-fitting parts before assembly. Cyanoacrylic ('super') glues are used to hold everything together. Please be very careful when sanding resin and do not inhale resin dust. Before assembly or painting, wash all parts to remove any mold release agents. We also recommend that you paint all interior details (cockpit, nose gear and main gear wells) before completing fuselage assembly. Prime and paint the model as you would a plastic kit.

### RECOMMENDED TOOLS & SUPPLIES:

Hobby knife with replacement blades

Sandpaper (various grades)

Paint brushes (assorted sizes)

Masking tape or liquid (lo-tack type)

CA (super) glue

Dishwashing liquid (for washing parts)

Ruler

Paints (various – see painting guide)

### BUILDING NOTES:

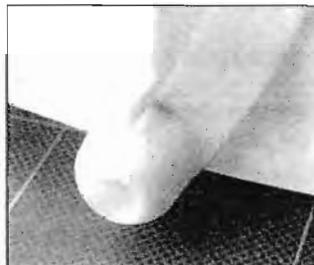
- We recommend that you paint and assemble the cockpit before assembling the fuselage.
- If built with landing gear down, main gear doors need to be separated with a sharp knife before attaching them.
- Decide which tail and nose configuration you want before construction (see illustrations on pages 2 & 3).
- The decals are ALPS decals and require careful handling. We recommend that you spray or brush a clear coat over the decals before using them and be careful – the ink can be easily scratched off if left uncoated.



Main gear



Nose gear



Early tail cone

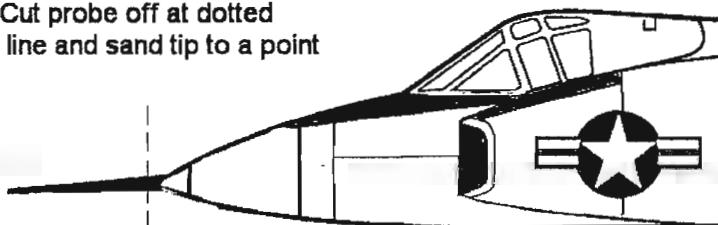


Later tail cone



## Conversion to Radar Nose (53-1782 and 1783 only)

1. Glue probe to nose
2. Cut probe off at dotted line and sand tip to a point



3. Mask off 1/8" forward of panel line for painting radome black

After finishing nose shaping, make a new, thinner probe from stretched sprue and attach to tip of radome.

## Painting and Markings Guide

The YF-102s were overall natural metal.

### YF-102 References

**F-102 Delta Dagger in Detail & Scale** by Bert Kinsey, Squadron/Signal Publications, 1990

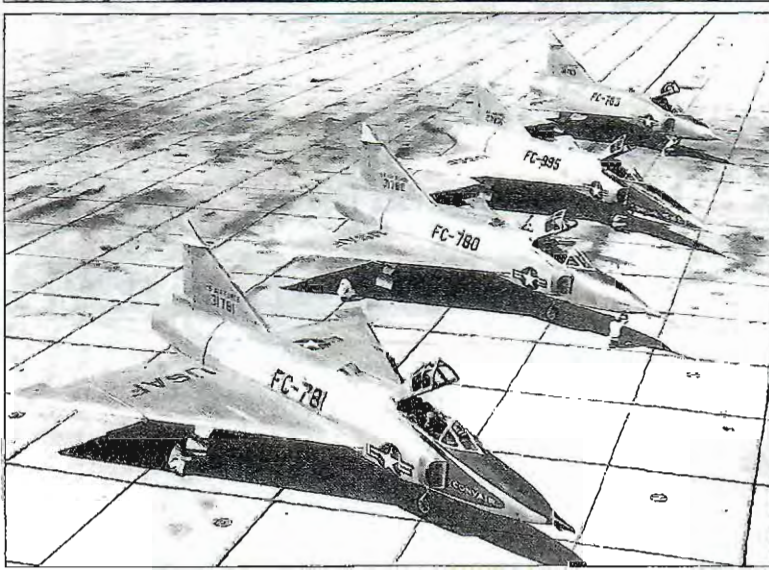
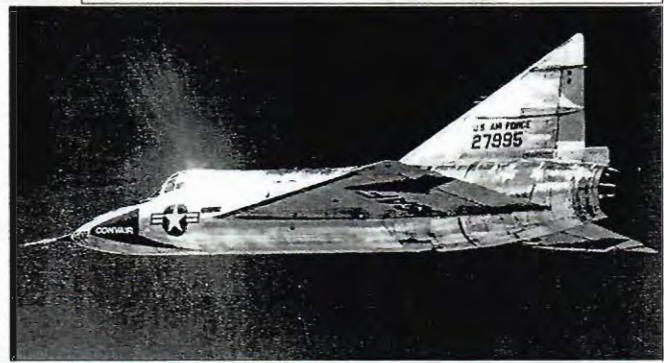
**F-102 Delta Dagger in Action** by Larry Davis, Squadron/Signal Publications, 2005

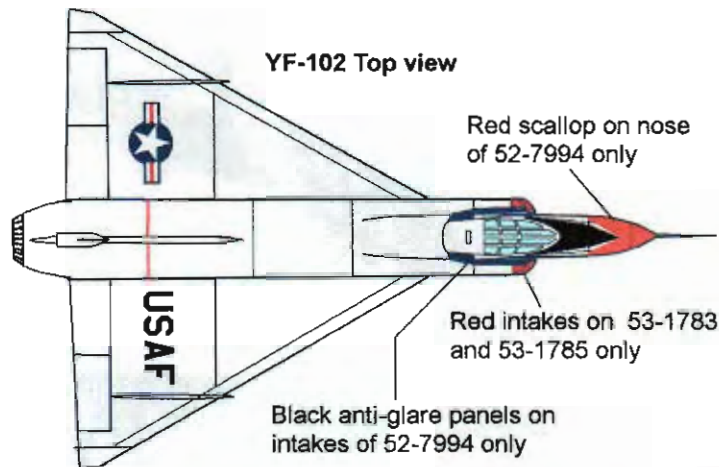
**Century Series in Color** by Lou Drendel, Squadron/Signal Publications, 1980

**Convair F-102 Delta Dagger** by Wayne Mutza, Schiffer Publications, 1999

### Color Guide

Color	FS Number	Application
Flat Black	37038	Radome (782 & 783 only), anti-glare panel forward of cockpit (all), anti-glare panels on top of intakes (994 only), tires
Insignia Yellow	33538	NACA tail band (785 only)
Insignia Red	31136	Nose scallop (994 only), forward engine intakes (783 & 785 only)
Insignia White	37875	Antenna fins near tip of vertical tail (all aircraft), tip of vertical tail (781, 782, 783 & 785 only)

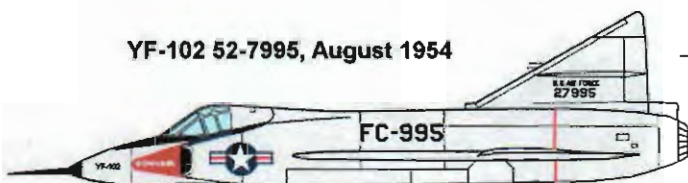




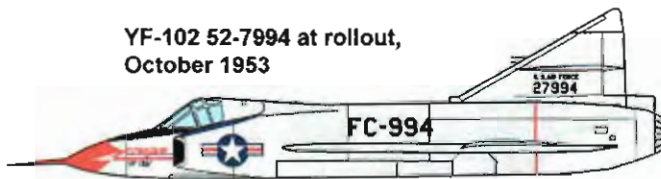
**Decal Notes**

1<sup>st</sup> prototype (7994) only aircraft with red scallop on nose. 7994 and 7995 do not have red panel on left fuselage aft of national insignia and do not have white fin tip. 1780 has same markings as 1781 but without the Convair scallop along nose. These are the only aircraft we have found photos for. Considering the standardization of markings, you should be able to do the other aircraft built.

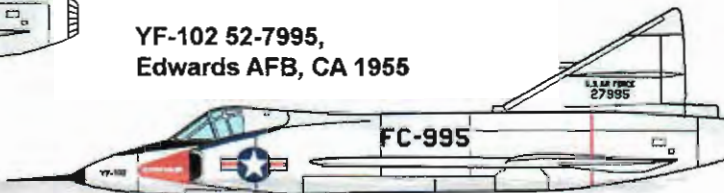
**YF-102 52-7995, August 1954**



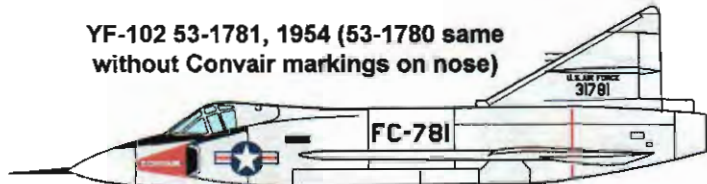
**YF-102 52-7994 at rollout, October 1953**



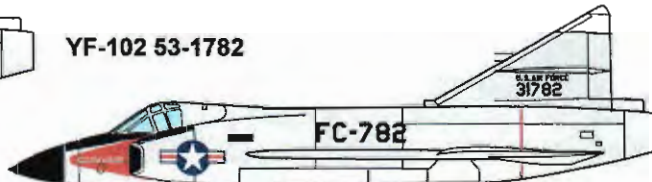
**YF-102 52-7995, Edwards AFB, CA 1955**



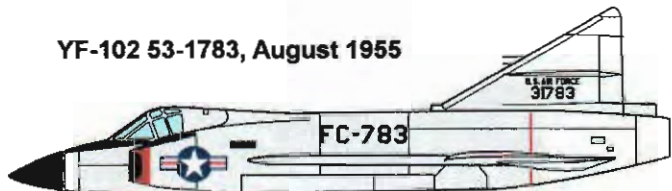
**YF-102 53-1781, 1954 (53-1780 same without Convair markings on nose)**



**YF-102 53-1782**



**YF-102 53-1783, August 1955**



**YF-102 53-1784, Late 1955**



**YF-102 53-1785, NACA, Edwards AFB, CA 1955**

