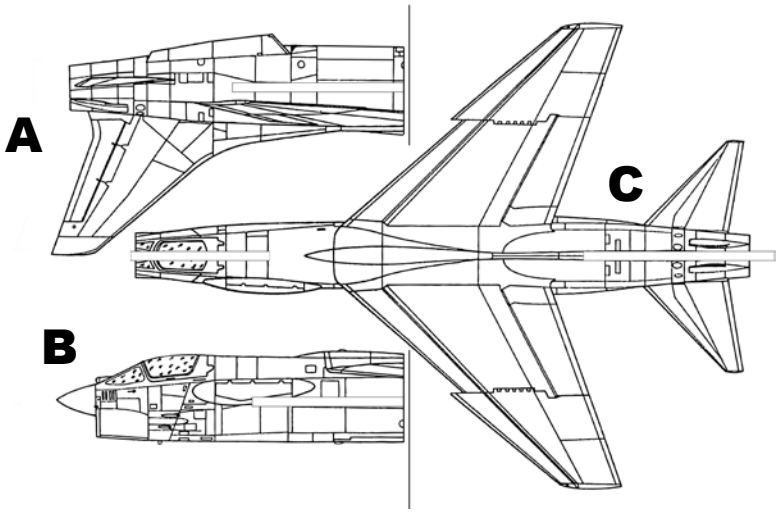
Assembly Instructions

F-8 Scale Glider

Thank you for your purchase of AirCraft Gliders™ F-8 Scale Glider. It has been painstakenly engineered for maximum flyability, durability and ease of assembly. We hope you will achieve long flights and get hours of entertainment from this enjoyable toy glider. Please read through these assembly instructions and flight/safety guidelines on the back of this sheet completely to ensure correct construction, thereby reducing possible damage and injury.



1. Insert tail section A into the back of wing section C by matching slots. Slide tail section until both ends of the exhaust are flush. Scissors may be used if the fit is too tight and prevents easy assembly. Just use the scissors or a hobby knife to widen the slots for easier insertion.

2. Wrap clear tape around nose section B up to black canopy area. Nose weight has already been inserted into nose, which also provides structural reinforcement. Insert nose section B into the front of wing section C by matching slots. Slide nose section until the end meets with the front of the tail section A. Scissors or a hobby knife may be used if the fit is too tight and prevents easy assembly. Just use the scissors or a hobby knife to widen the slots for easier insertion.

3. Use clear tape to join the tail section A and nose section B together to ensure stability and durability.

Care of Your Glider

As your frequent flying may encounter obstacles and occassional unintentional "groundings," your glider may experience some minor deforation in the wings and nose sections. Especially the forward and aft slots may tend to separate after a while. This will not affect the flight of the glider, but over time if heavy play continues and some damage is not addressed, the part may eventually fail.

- Using pins at the very front will reduce further separation and keep your glider looking pristine. Simply insert one pin, no longer than 2 inches long, through the side of the wing section on each side of the nose, where the front of each slot on the wing section meets the nose section. Be sure to insert the pin at an angle, going through the nose section and the other side of wing section.
- Adding tape to the top and bottom surfaces of parts that are "bending" will straighten the part and increase its overall strength.

You will need:

- clear tape
- scissors or hobby knife

F-8 Crusader

The Vought F-8 Crusader was a single-engine, supersonic, carrier-based air superiority jet aircraft built by Vought for the United States Navy and the U.S. Marine Corps, replacing the Vought F7U Cutlass. The first F-8 prototype was ready for flight in February 1955, and was the last American fighter with guns as the primary weapon, principally serving in the Vietnam War. The RF-8 Crusader was a photo-reconnaissance development and operated longer in U.S. service than any of the fighter versions. RF-8s played a crucial role in the Cuban Missile Crisis, providing essential low-level photographs impossible to acquire by other means. U.S. Naval Reserve units continued to operate the RF-8 until 1987.

The most innovative aspect of the design was the variable-incidence wing which pivoted by 7° out of the fuselage on takeoff and landing (not to be confused with variable-sweep wing). This afforded increased lift due to a greater angle of attack without compromising forward visibility because the fuselage stayed level. Simultaneously, the lift was augmented by leading-edge slats drooping by 25° and inboard flaps extending to 30°. The rest of the aircraft took advantage of contemporary aerodynamic innovations with area ruled fuselage, all-moving stabilators, dog-tooth notching at the wing folds for improved yaw stability, and liberal use of titanium in the airframe. Power came from the Pratt & Whitney J57 afterburning turbojet. The armament, as specified by the Navy, consisted primarily of four 20 mm (.79 in) autocannon; the Crusader happened to be the last U.S. fighter designed with guns as its primary weapon. They were supplemented with a retractable tray with 32 unguided Mk 4/Mk 40 Folding-Fin Aerial Rockets, and cheek pylons for two guided AIM-9 Sidewinder air-to-air missiles.

sales@aircraftgliders.com
www.aircraftgliders.com