

Revell: 1:72 F-101 B Voodoo

Beitrag von „Balrog“ vom 17. Januar 2016, 02:03

Bausatzvorstellung: **F-101 B Voodoo**



Modell: F-101 B Voodoo

Hersteller: Revell

Modell-Nr.: 04854

Maßstab: 1:72

Teile: 93

Anzahl der Spritzlinge: 3 hellgraue +1 Klarsicht

Schwierigkeitsgrad: 3

Preis: 8-15 €

Herstellungsjahr: 1991

Verfügbarkeit: ???

Besonderheiten: ???



F-101B Voodoo

Die Geschichte der MiG-19 RF-121 hat zweifelsfrei, Unklarheiten! Unklarheit wurde bis 1984 als einziger Abzug unter der Bezeichnung RF-101A nach den Erfahrungen im Korea-Krieg entwickelt um die 16-Bomber (jeweils noch 8-20) gegen die Angriffe der sowjetischen Luftabwehr zu schützen. Der Bedarf an dringendem Bedarf an schnellen Aufklärern zu decken begann 1957 die RF-101A eine Kammerweite und die Bezeichnung RF-101C. Sie spielte vor allen Dingen während der Kubakrise eine entscheidende Rolle. Die MiG-19 RF-121 war jedoch die RF-101B die als zweites Projekt der Abteilung 420 in der UdSSR entwickelt wurde. Sie wurde als Ersatz der MiG-19 RF-101A zur Luftverteidigung gebaut. Ihren Erstflug absolvierte die Aufklärung der ersten Blick nur durch den Zweiteiler Cockpit von der RF-101A zu unterschiedliche RF-101B am 28. März 1957. Der Radarapparat, für den der zweite Sitz eingebaut werden musste, verfügte über das neue 100-MHz-Radarinstrument für die in einer rotierenden Kanne im Rumpf unter dem Cockpit befindlich.

NAS-42 Falcon, Capellen jeweils 2 Falcon innerhalb der Wasserwaage hängen, während die anderen zwei Raketen an der Außenseite aufgehängt waren. Alternativ dazu konnten an den äußeren Stationen auch zwei M8-1 Granie Raketen mit einem atomaren Gefechtskopf montiert werden. In diesen Fall gingen jedoch die zwei inneren Falcon. Auf eine Concurrenzwährung wurde, dem Trend der damaligen Zeit folgend, verzichtet. Durch ein museumsspezifische, größere Riffeln entwickelt werden, was zu der charakteristischen Beule an der Fahrwerkabdeckung führt. Die ersten Maschinen gingen am 5. Januar 1959 bei der 60th FIS in Otisville in Dienst. Bis 1960 waren weitere 16 Squadrons des AAC mit der F-101B ausgerüstet. Die letzten Maschinen der F-101F mit einer Doppelsitzversion gebaut wurden. Am 2. Juni 1961 wurden in der "Operation Quack Row" 86 F-101 an die kanadische Luftwaffe geliefert, die als CF-101B in Dienst gestellt wurden. Im gleichen Jahr wurde zum ersten Mal einer F-101F Einheit die Teilnahme am bekanntesten Wettbewerb, dem William Tell Weapons Contest, gestattet. Die ersten F-101B-Staffeln wurden 1971 außer Dienst gestellt und alle noch vorhandenen Maschinen an die Air National Guard abgegeben. Am 20. September 1982 nach der mit 25 Jahren längsten Dienstzeit eines amerikanischen Kampfflugzeuges, ging die Air Force Voodoo endgültig zu Ende. Eine der letzten Maschinen ist im Luftfahrt-Museum Technik-Museum Speyer.

F-101B Voodoo

The history of the McDonnell F-301 has two parts.

Designated F-101A the Voodoo was originally developed in 1954. It was a single-engine fighter built around experience gained during the Korean War with the aim of providing US forces with a fast, maneuverable fighter capable of attacking Soviet missile bases. In 1957 the F-101A was given a nose cannon and designated RF-101C in order to meet an urgent need for a fast reconnaissance aircraft. This aircraft played an especially crucial role during the Cuban Missile Crisis. The ultimate F-101 was the RF-101D, which was developed in 1960 with the A-1C Air Defense Command—formed the backbone of American Air Defense over most of the decade. Although it was extremely different from the F-101A with its two-seat cockpit, the RF-101D completed its first flight on 27 March 1967. The radar operator, for whom the second seat was installed, had the new M-12 Weapons Guidance System for the AIM-46 Falcon missiles at his disposal. Two of the RF-101D were involved in a notorious 'scuttling ploy' within the US defense days before the Cuban Missile Crisis. Both were shot down by Soviet anti-aircraft fire.

On the other hand, in this case, because the aircraft were carrying a nuclear armament, they had to be mounted on the ground stations. In fact, however, the two first Falcon's were omitted. In accordance with the trend at that time, no cannon were included in the armament. Numerous problems were caused by the additional weight compared to the single-seat F-701 version. In particular, larger fuel tanks had to be developed leading to the characteristic bump on the undercarriage fairings. The aircraft was also equipped with a new engine, the Pratt & Whitney TF-30, which, although more powerful, 6000 hp, another 18 AOC Squadrons had been equipped with the F-101B. A little known fact is that out of a total of 475 F-101B built, 79 were produced with dual controls and designated F-101D. On 2 June 1961, six F-101A and F-101B were delivered to the Canadian Air Force as part of "Operation Queen's Row" and entered service with the designation CF-101B. In the latter year participation in the NATO exercise "Spartan Shield" took place. In 1962, the 43rd and 44th squadrons received the F-101B and the 442nd FS won the event. F-101 units continually won subsequent competitions. The last three F-101B Squadrons were disbanded in 1981 and all remaining aircraft were given to the Air National Guard. On 20 September 1982 after 25 years in service—the longest period of any American jet fighter—the Voodoo era finally came to an end.

The last F-101 was retired from active service in 1984. It was later moved to the Aerospace Museum in Dayton, Ohio where it can still be seen today. At the same time, the Ground School and the Senior Squadron (USAFSCN) were transferred to the Air National Guard.

Technical Staff:

Length	12.09 m (39ft 8ins)
Length with Pilot Tube	21.87 m (71ft 10ins)
Length without Pilot Tube	20.54 m (67ft 4ins)
Height	5.48 m (18ft 0ins)
Engines	2x Pratt & Whitney J67-P-53 or J67-P-55
Power Rating	8750 hp
Empty Weight	13141 kg (28971 lb)
Max. Take-off Weight	23768 kg (52398 lb)
Max. Speed	1197 km/h (744 mph) at 12190 m (40000ft)
Cruising Speed	878 km/h (546 mph)
Landing Speed	142 km/h (87 mph)
Normal Range	2814 km (1750 miles)
Maximum Range with 2 x 768 l External Tanks	3540 km (2200 miles)
Initial Rate of Climb	4267 m/min (1400 ft/min)
Service Ceiling	14710 m (48260 ft)
Armament	1x AIM-9 Falconer 2x MB-1 Genie 2

1998. *Journal of the American Academy of Child and Adolescent Psychiatry*, 37, 10, 1125-1132.

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And as Paul says elsewhere, "I cannot boast of my own strength, but of the strength of Christ which is with me."

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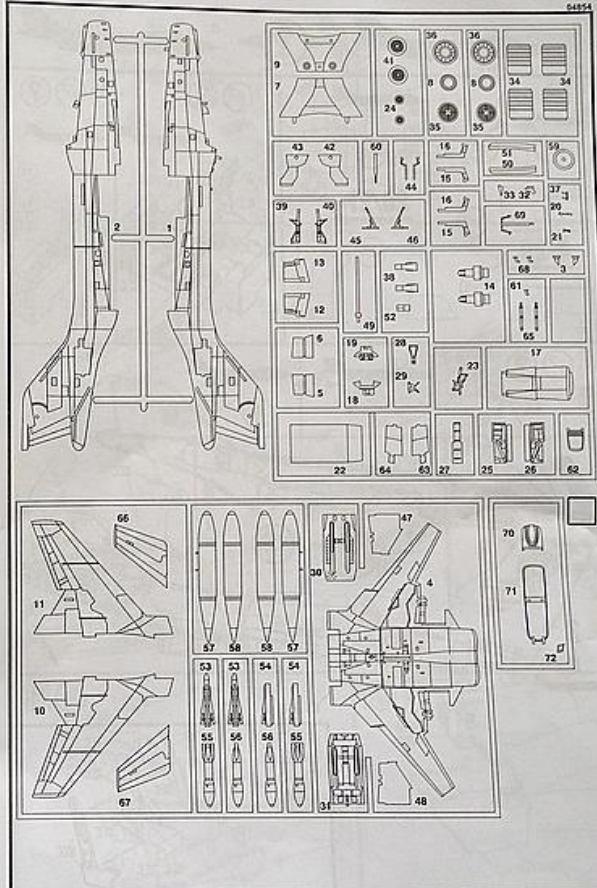
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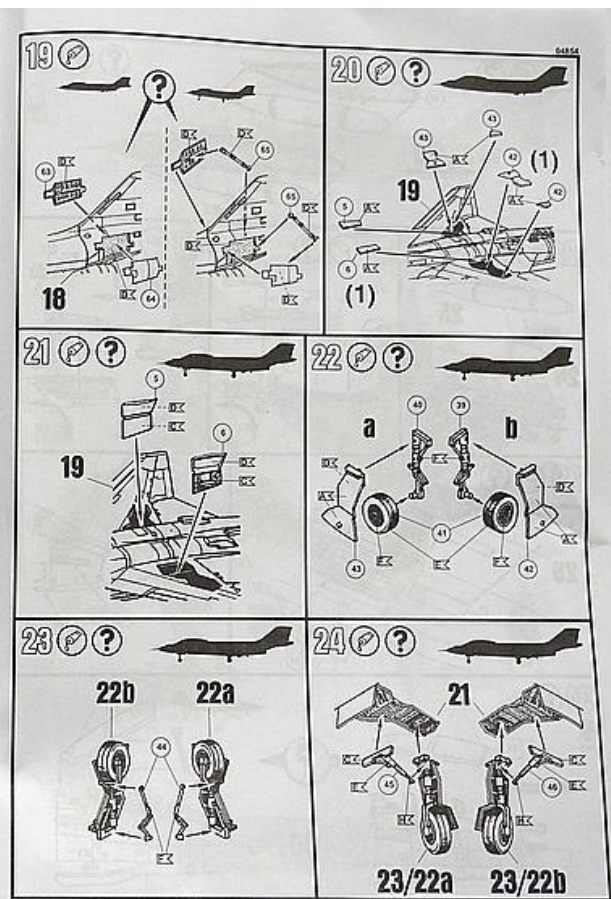
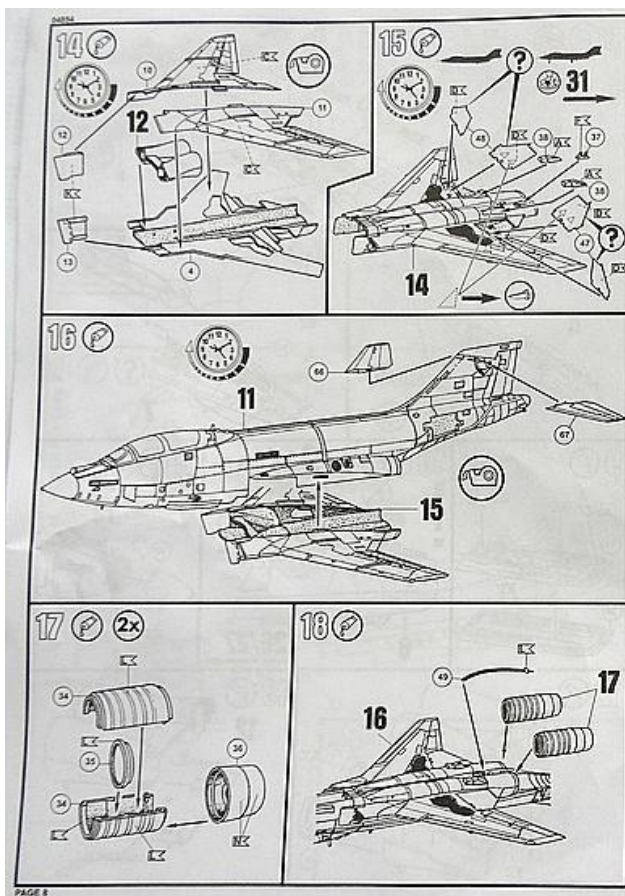
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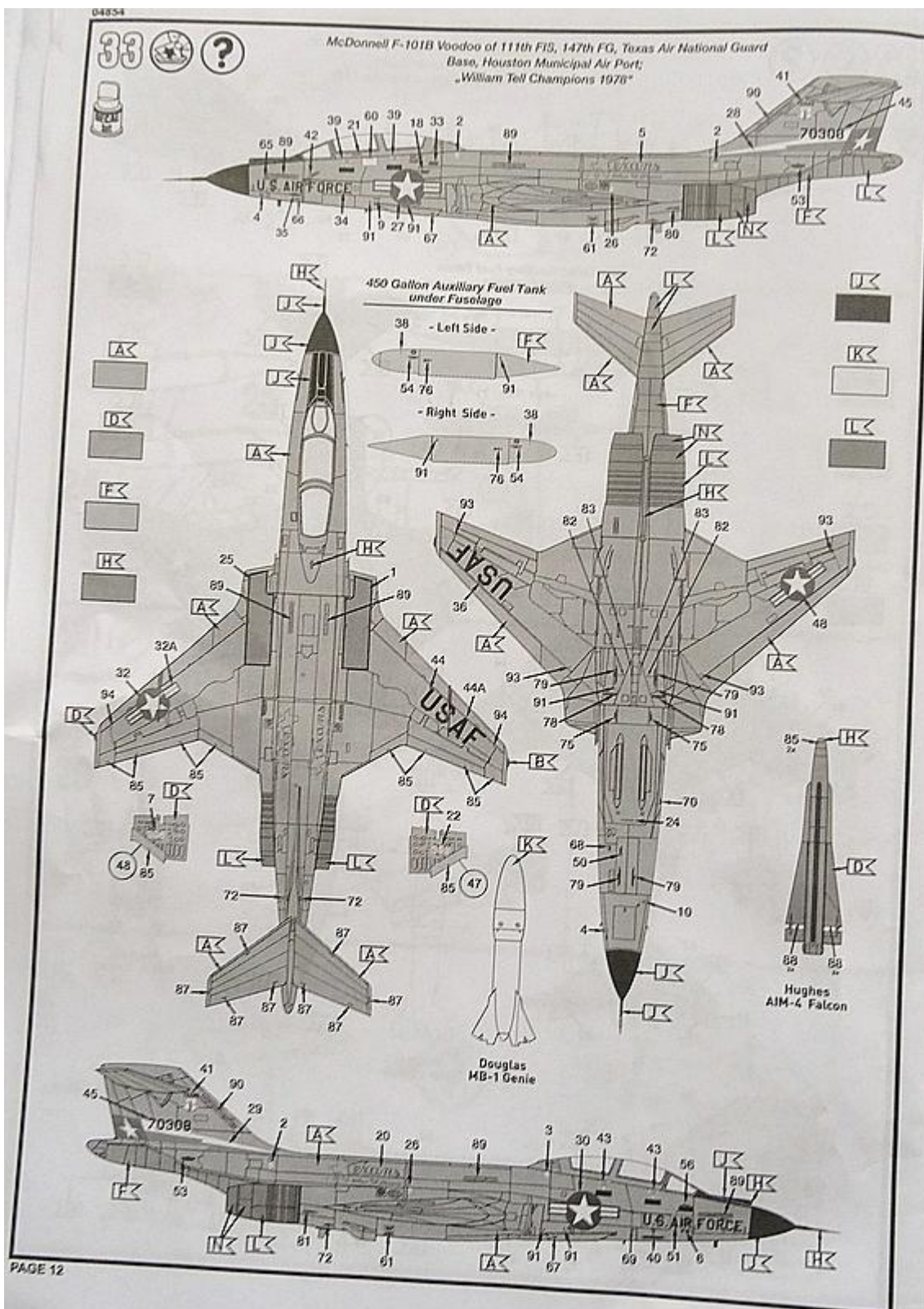
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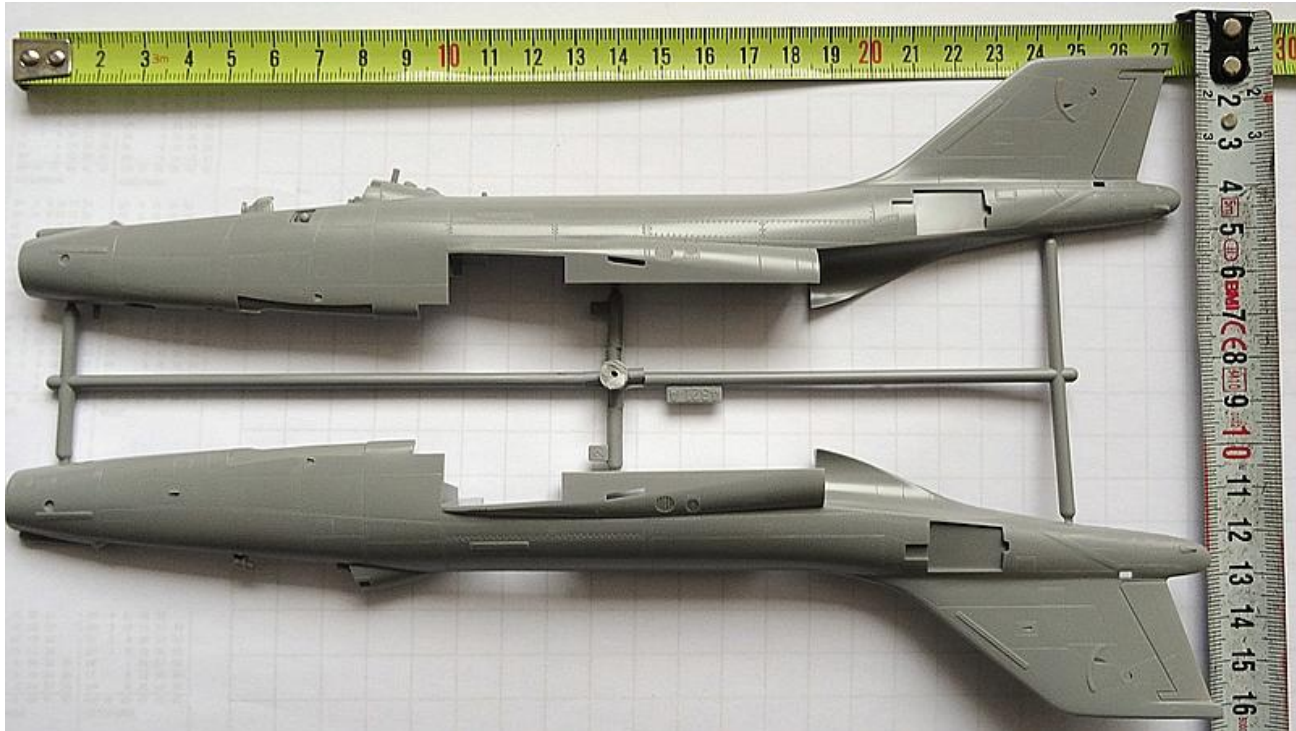
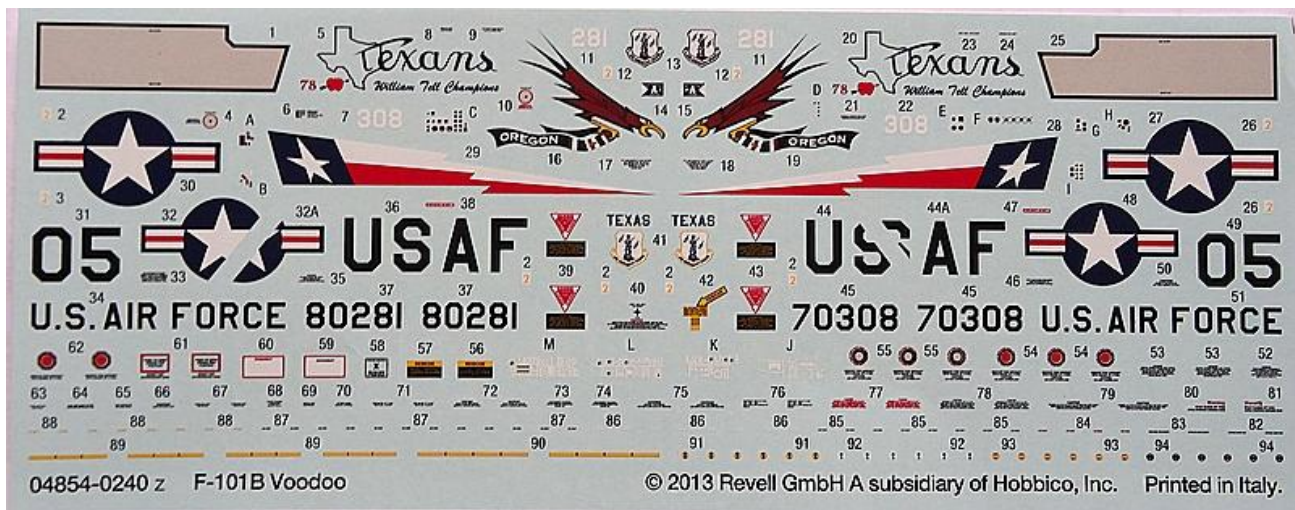
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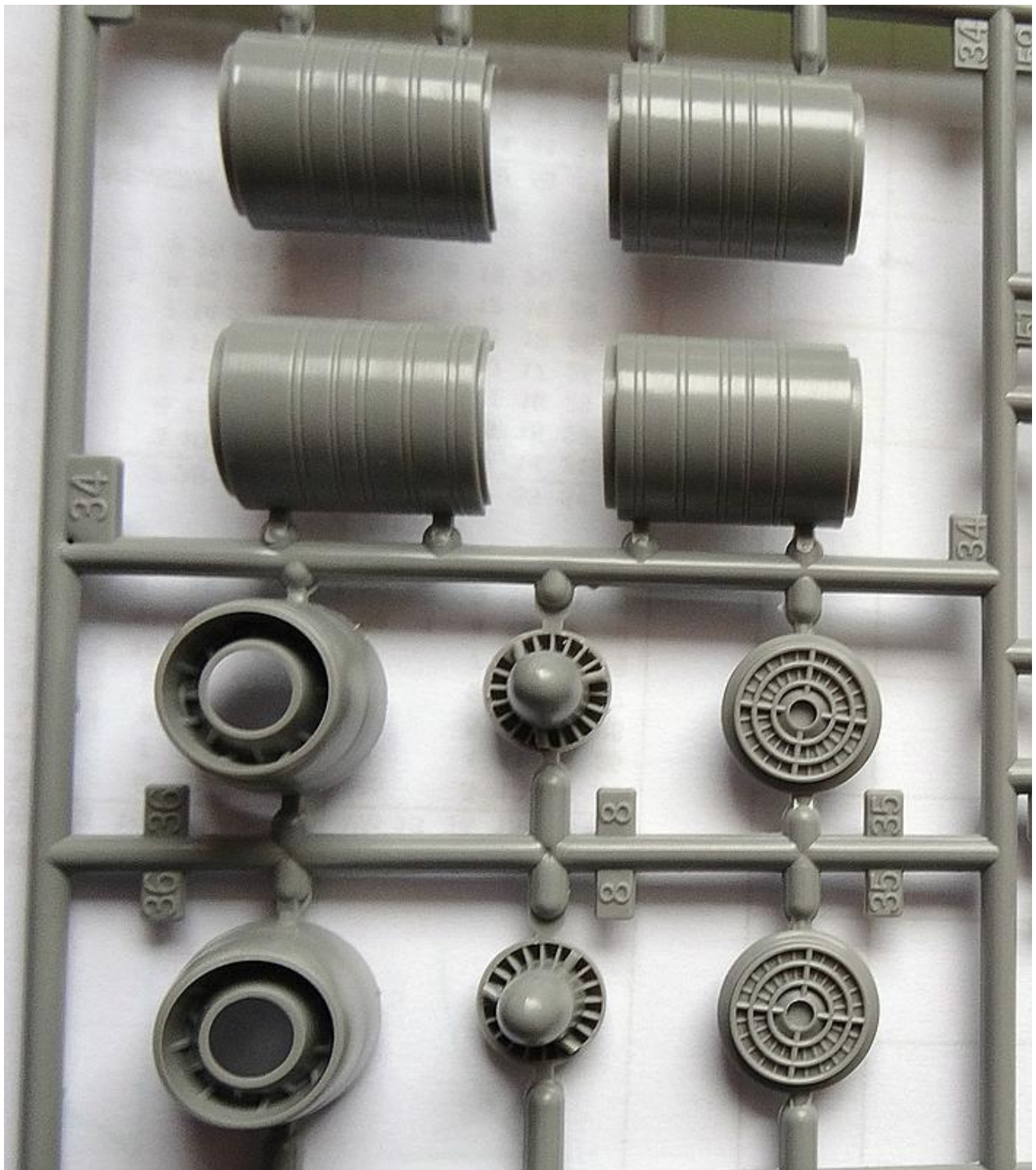
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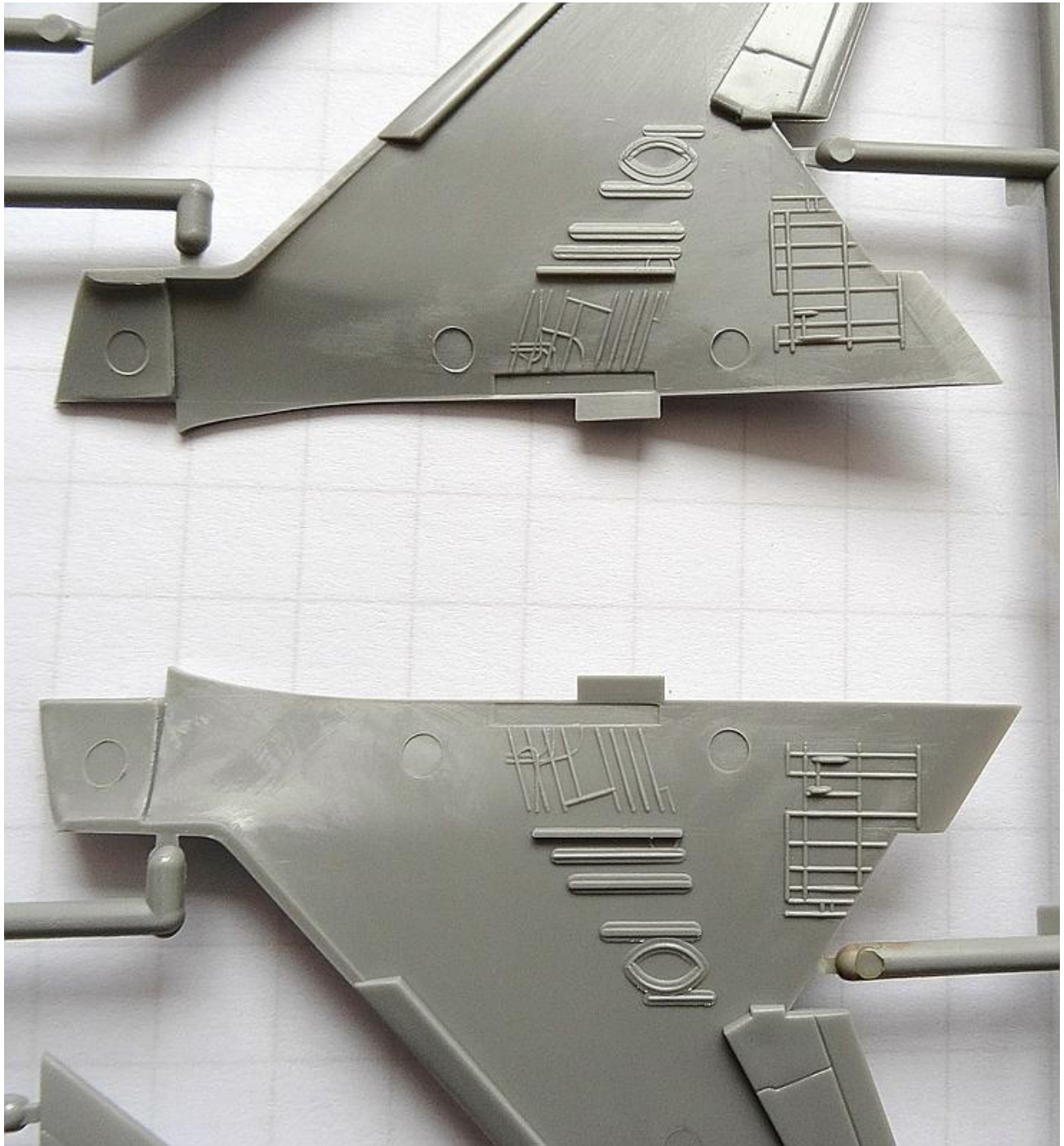


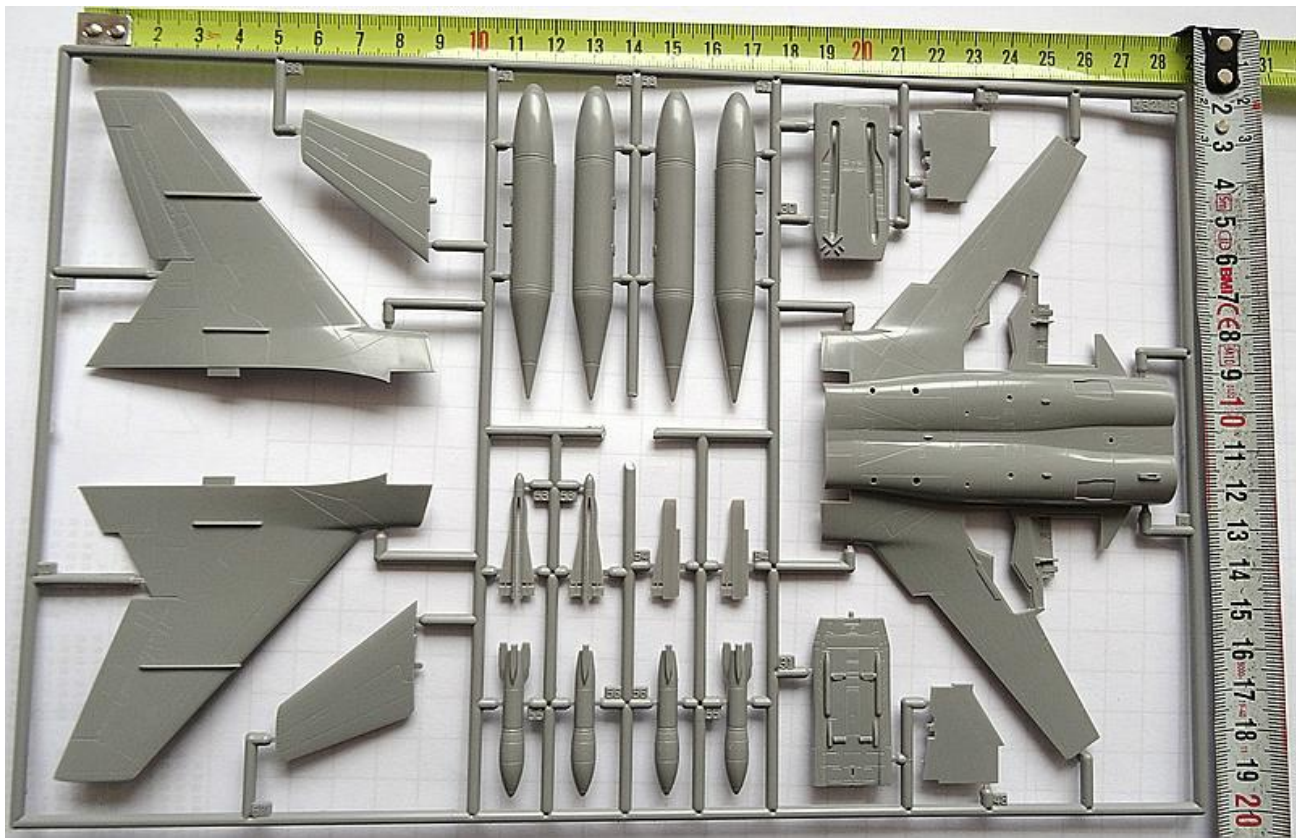


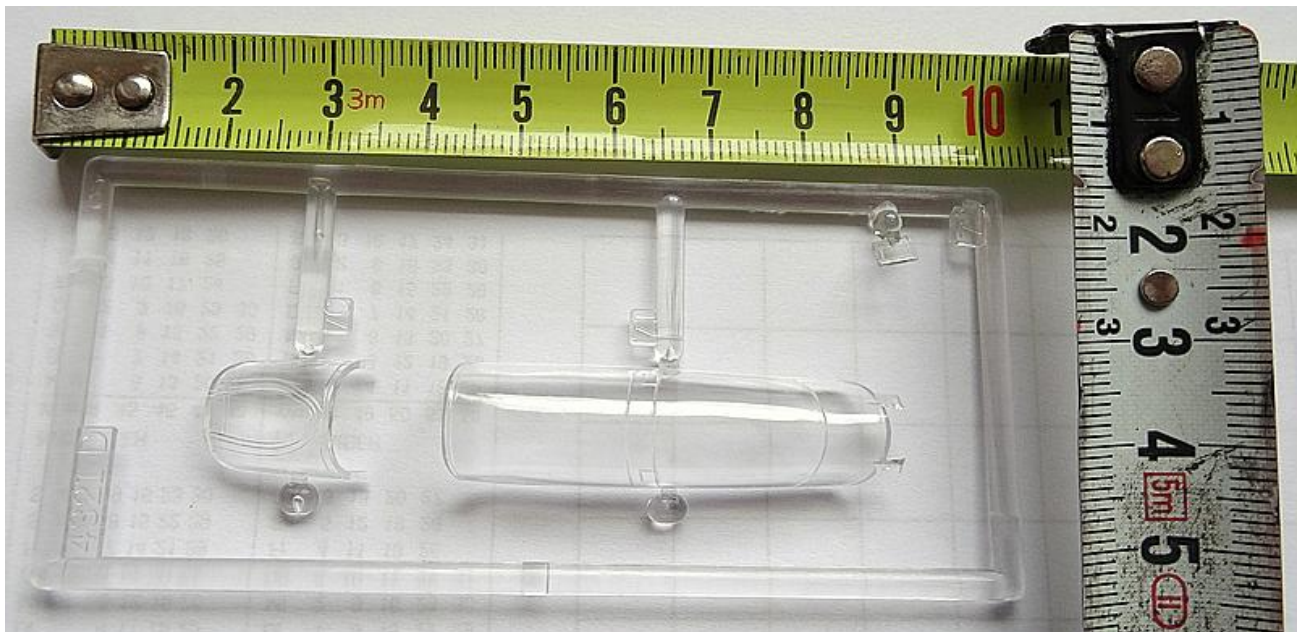














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