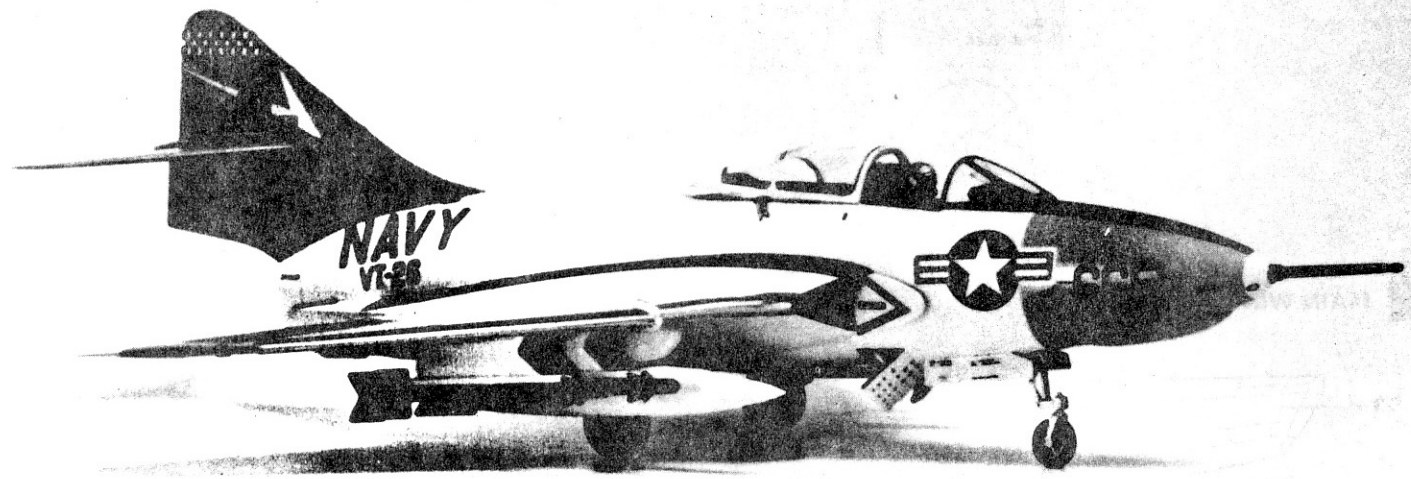


F9F-8 COUGAR

1/72 Scale Series
GRUMMAN F9F-8 COUGAR



The Grumman F9F-8 Cougar was an improved version of the same Grumman's jet carrier fighter F9F-5 Panther, whose modification was started on the F9F-6 airframe. The development was proceeded as Cougar series to gain higher performance in every aspect.

The straight-winged Panther was remodeled into a swept-winged fighter plane with 30° swing angle for each of the main and the tail wings, by reason that the Panther's large drag, incidental to the straight wing design, did not allow it to have enough high-speed flying capability as compared with the contemporary swept-winged fighters. The Cougar, with the wing changed into swept type, put off shock wave occurrence and progressed its highspeed performance to a great extent. It was also another reason that Grumman was urged, and driven by the need, to develop a modern sweptwinged fighter in that transition period to the new age of transonic airplanes based on the sweptwing design concept.

The trial production of the prototype of the Cougar, XF9F-6, was ordered in March 1951, and then the F9F-5-

based version was developed smoothly to complete its initial production plane, F9F-6, in five months after the maiden flight of the prototype Cougar, XF9F-6.

The Cougar series from the F9F-6 disused the wing-tip fuel tank that had been one of the characteristics of the Panther series, since it would extend moving distance of the center of gravity on the swept-winged planes. Instead, it mounted a bladder type fuel cell between the outer wing spars. The F9F-6 was equipped with a higher-powered engine of the Pratt & Whitney J48-P-8 rated at 3,300 Kg, which increased the maximum speed from 933 Km/h of the F9F-5 to 1,040 Km/h attaining to the level of 1,000 Km/h for the first time. The F9F-8 was further powered-up with the Pratt & Whitney J48-P-8A and extended the fuselage length by 432 mm in order to accommodate its enlarged inside fuel tank. This greatly advanced its speed performance as to display a supersonic maximum speed at diving.

Other Cougar's variants were the F9F-7, similarly specified to the F9F-6 except its engine of the Allison J33-A-6A

(2,880 Kg thrust, 3,180 Kg at water injection), the F9F-8P photo-reconnaissance plane and the F9F-8T training plane. Cougar series had been the most prevalent carrier jet fighter in the U.S. Navy for a long time due to its excellent serviceability and produced in large numbers of 709 F9F-6s, 168 F9F-7s, 601 F9F-8, 110 F9F-8Ps and 390 F9F-8Ts.

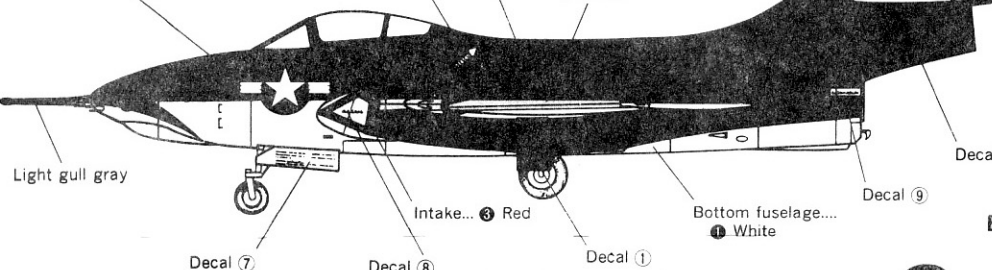
DATA

Powerplant	: J48-P-8A 3,860 Kg water injection thrust engine
Overall span	: 11.52 m
Fuselage length	: 12.69 m
Weight	: Fully loaded weight 8,180 Kg Max. take-off weight 8,850 Kg
Max. speed	: 1,525 m at 615 altitude
Service ceiling	: 12,800 m
Cruising range	: 2,100 Km
Crew	: 1

Marking & Color Painting Guide

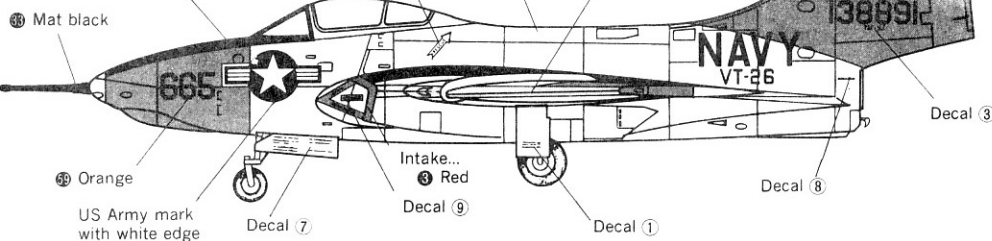
1 F9F-8 Assigned to VF-81

Anti-glare shield... ⑩ Mat black

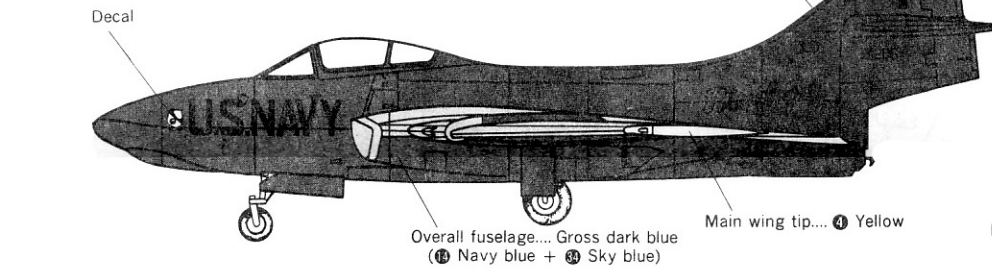


2 F9F-8 (TAF-9J) Assigned to VT-26

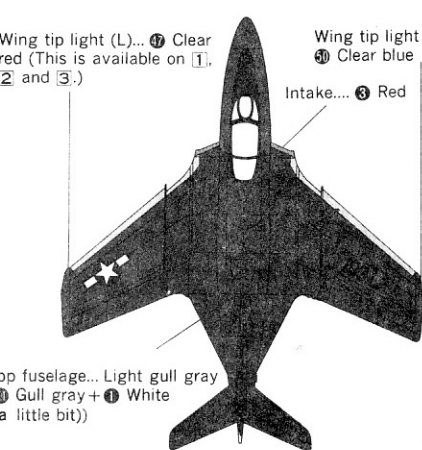
Anti-glare shield... ⑩ Mat black



3 F9F-8 Assigned to Blue Angels



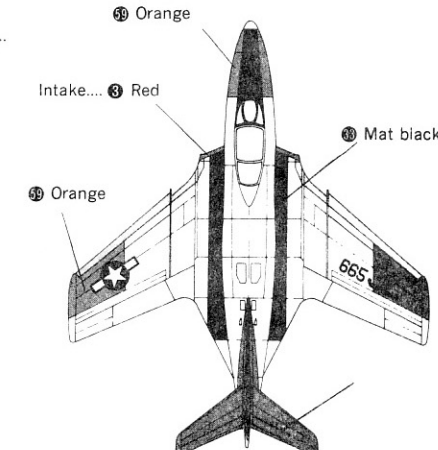
Top view of 1



F9F-8 COUGAR COLOR PAINTING

There are two types of color painting of F9F-8 Cougar. The first one is very common and is used for U.S. Army planes, that is light gray on top fuselage and white on bottom fuselage. (Only the bottom of inside wing is painted in light gray.) The second one is white on overall fuselage except for nose cone, horizontal tail and tip area of top main wing. (These are painted in orange.) Blue Angels version is painted in gloss dark blue. And their front edge and top inside wing is painted in silver, main wing tip is in yellow. Cougar was the first jet fighter written the letter as "Blue Angels" on the fuselage rear.

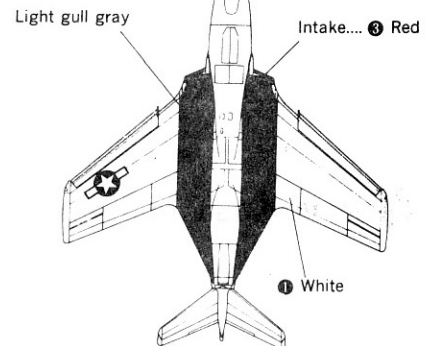
Top view of 2



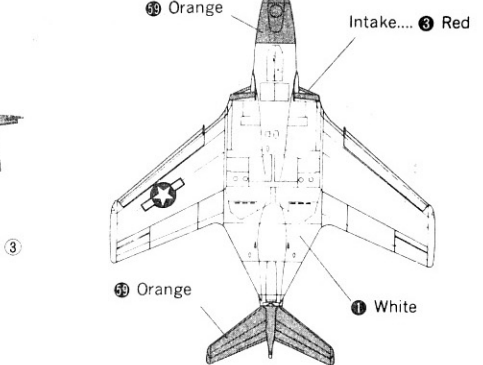
HOW TO APPLY DECALS

1. Cut out the decal and remove the film covering. Place it in water for 20 seconds.
2. Slide slightly the decal on the paste-board.
3. Press the decal with a soft cloth and remove the moisture and surplus adhesive.

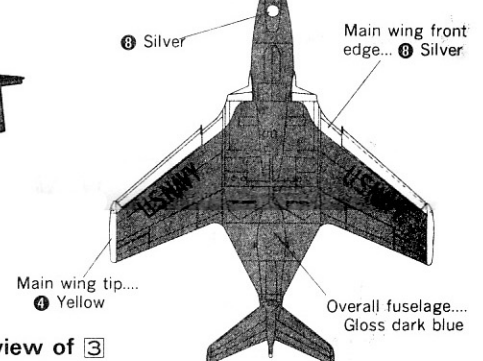
Bottom view of 1



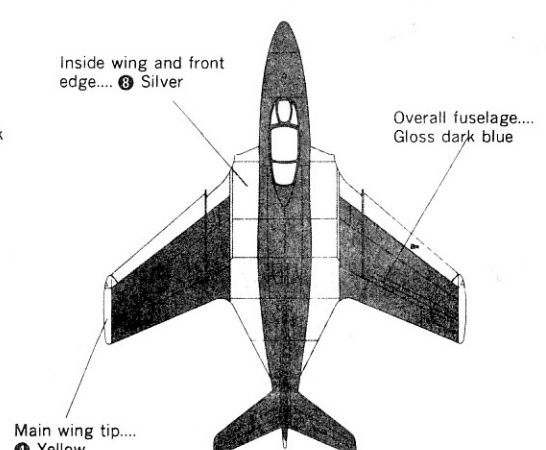
Bottom view of 2



Bottom view of 3



Top view of 3

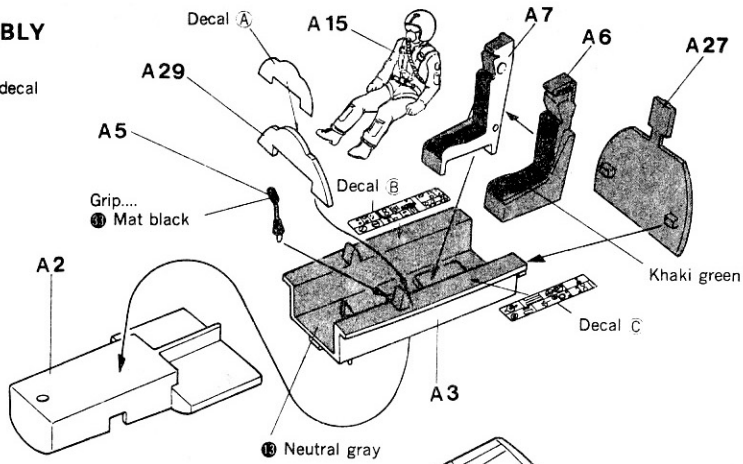


MODEL COLORS

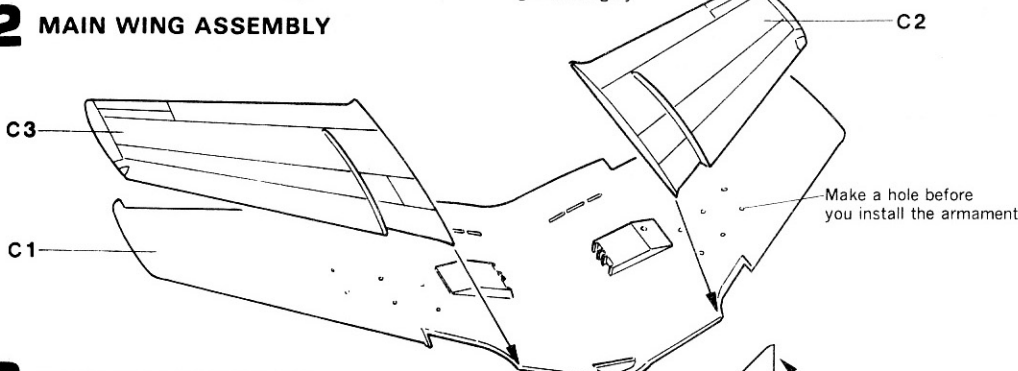
Model Colors are numbered. After assembling, be sure to paint the model in order to enhance your workmanship. As to paint tiny parts, use a profile brush, and paint wide area, use a flat brush.

1 COCKPIT ASSEMBLY

■ Don't forget to apply the decal on the instrument panel.



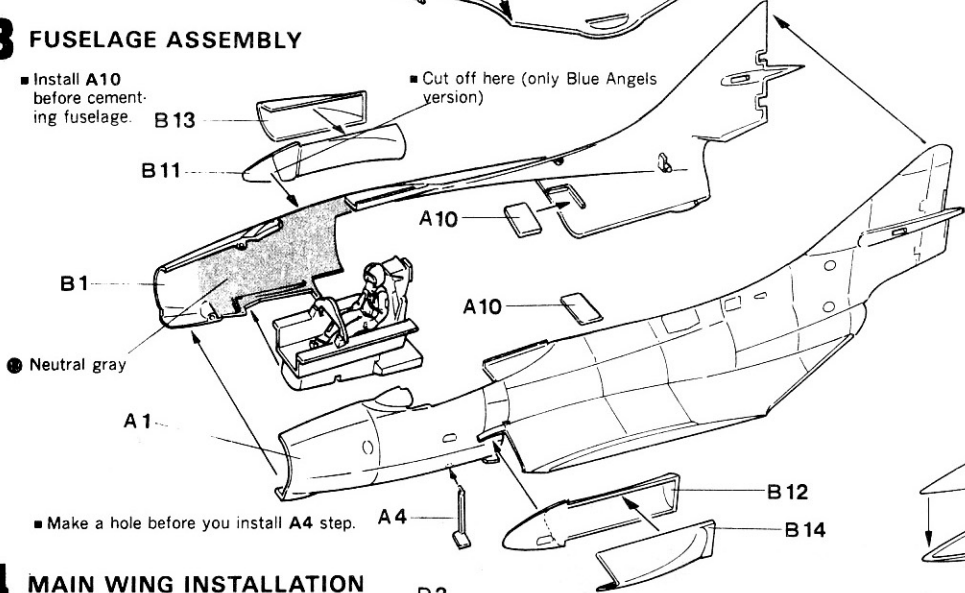
2 MAIN WING ASSEMBLY



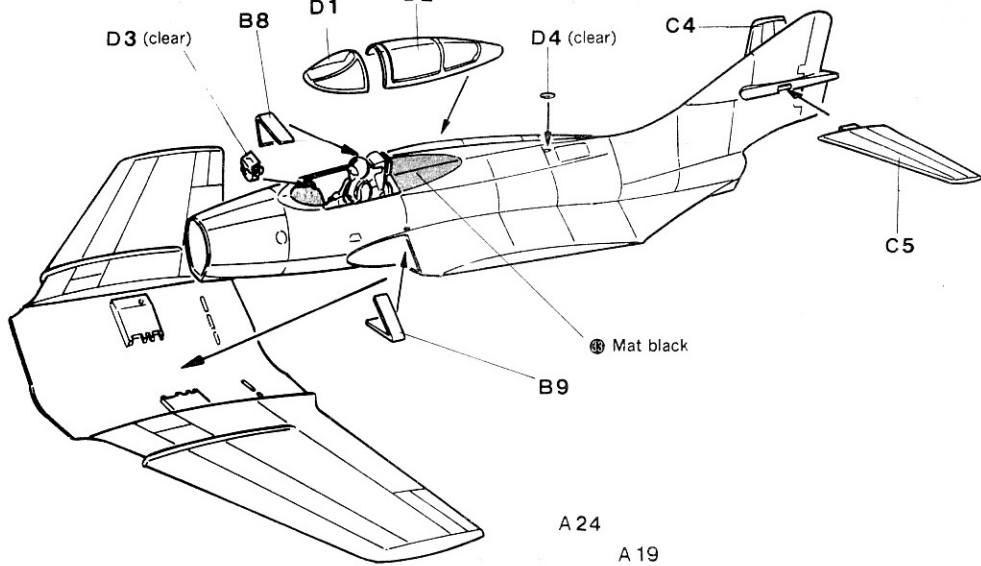
3 FUSELAGE ASSEMBLY

■ Install A10 before cementing fuselage.

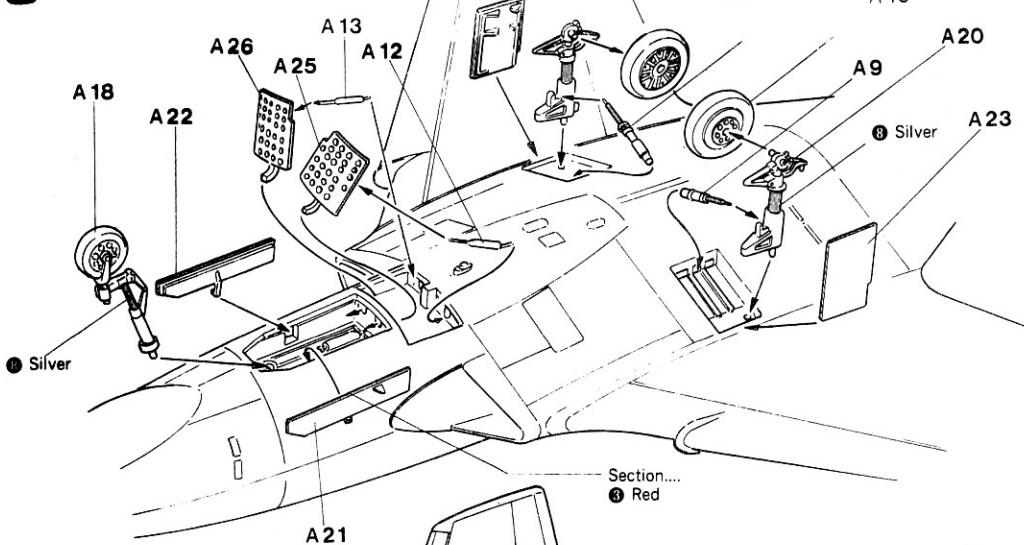
■ Cut off here (only Blue Angels version)



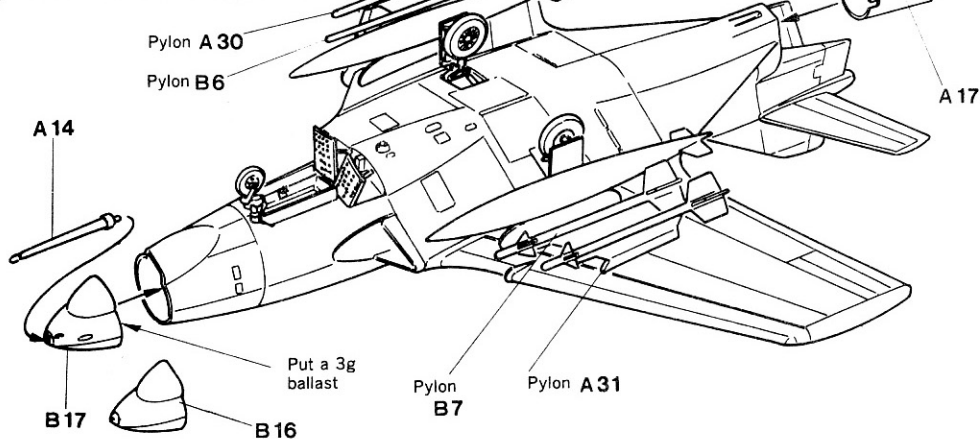
4 MAIN WING INSTALLATION



5 WHEEL INSTALLATION



6 MISSILE INSTALLATION



■ Blue Angels version is put B16 instead of B17.

★ Before assembling

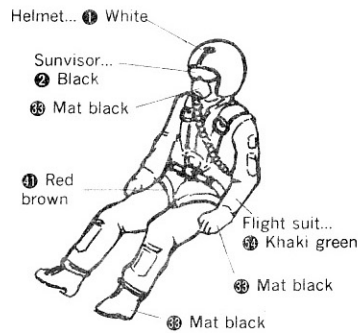
- Follow the instructions carefully.
- Cut off the parts from the stem with a nipper or cutter.
- When using adhesive, apply it to both parts to be cemented. Please take care not to apply too much adhesive.
- Pay attention to proper fitting of each parts using cello-tape before cementing the parts.

★ MODEL COLOR

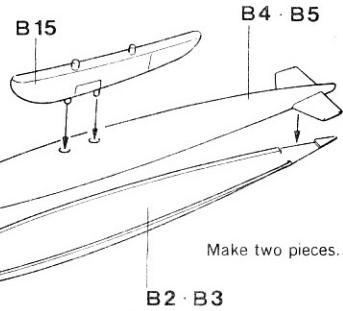
The number ①-⑩ mean Model Color number. Let's make the beautiful airplane with color painting!

■ Color painting of pilot

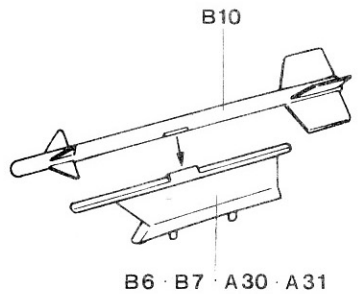
Cement pilot figure after painting. Apply light gray and dark gray on cockpit.



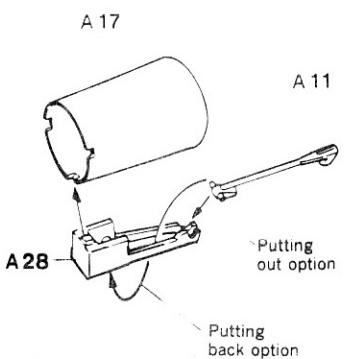
■ Fuel tank assembly



■ Missile assembly



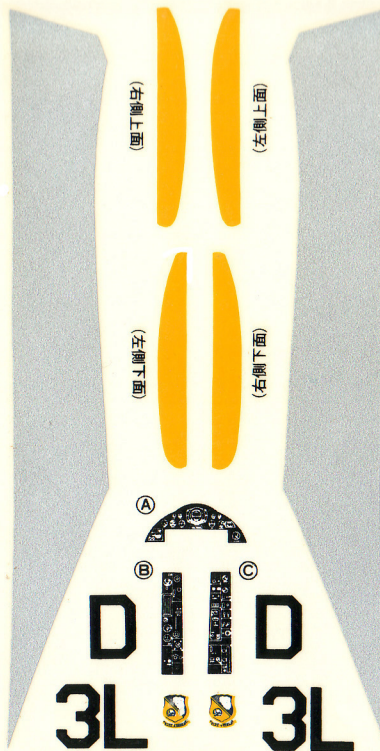
■ Deck-landing hook assembly



■ Choose putting out or putting back option.

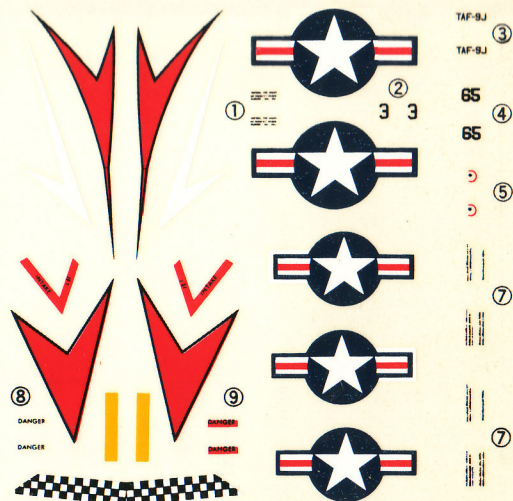
《Parts number & Name》

- | | |
|--------------------------|---------------------------|
| A-parts | B-parts |
| 1. Fuselage (L) | 1. Fuselage (R) |
| 2. Front gear well | 2. Fuel tank (bottom) |
| 3. Cockpit floor | 3. Fuel tank (top) |
| 4. Step | 4. Fuel tank (top) |
| 5. Control stick | 5. Fuel tank (top) |
| 6. Seat (L) | 6. Pylon A (inside) |
| 7. Seat (R) | 7. Pylon A (inside) |
| 8. Main gear strut | 8. Air intake (R) |
| 9. Main gear strut | 9. Air intake (L) |
| 10. Fuselage parts | 10. Side winder |
| 11. Arresting hook | 11. Air intake part A (R) |
| 12. Air brake strut | 12. Air intake part A (L) |
| 13. Air brake strut | 13. Air intake part B (R) |
| 14. Refueling probe | 14. Air intake part B (L) |
| 15. Pilot figure | 15. Fuel tank pylon |
| 16. Main wheel | 16. Nose cone part (A) |
| 17. Exhaust nozzle | 17. Nose cone part (B) |
| 18. Front gear | |
| 19. Main gear (L) | |
| 20. Main gear (R) | |
| 21. Front gear cover (R) | |
| 22. Front gear cover (L) | |
| 23. Main gear cover (R) | |
| 24. Main gear cover (L) | |
| 25. Air brake (R) | |
| 26. Air brake (L) | |
| 27. Bulk head | |
| 28. Arresting hook part | |
| 29. Instrument panel | |
| 30. Pylon A (outside) | |
| 31. Pylon A (outside) | |



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U.S.NAVY U.S.NAVY NAVY 665 103 665



Blue Angels V ⑥

Blue Angels V

VT-26 VT-26

1036 VF-81 | 38891

1036 VF-81 | 38891

F9F-8 131205

F9F-8 141036

F9F-8 131205

F9F-8 141036

3L

03L