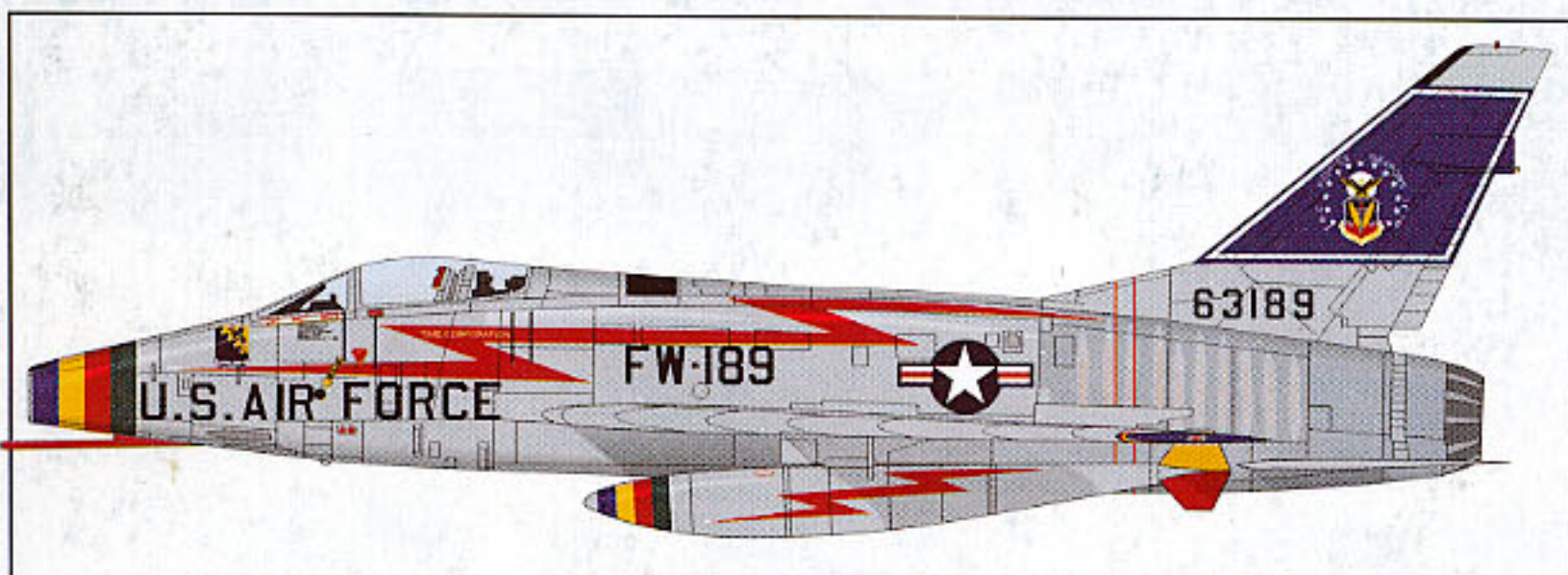


£7.50



WARPAINT SERIES NO. 4

North American **F-100 SUPER SABRE**

BY LINDSAY PEACOCK

The F-100D Super Sabre was the aircraft used by the United States Air Force aerobatic team, the 'Thunderbirds', otherwise known as the 3600th Air Demonstration Flight originally based at Luke Air Force Base, Arizona. The F-100D was issued to the unit in 1967, previously it had used F-100Cs from 1956. During the period that the team used both versions of the aircraft they visited no less than 45 countries including Europe. This picture was taken when the team came to the Paris Air Show in 1965 and later toured bases in the UK and Germany. (A. W. Hall)





North American F-100 SUPER SABRE

By Lindsay Peacock

FROM the point of view of US aircraft manufacturers, the 1950s must surely represent a high-water mark in their post-war activities. Companies like Convair, Boeing, Douglas and Lockheed were all doing well in the civil airliner market whilst the great strides made in the military arena found ready customers within the armed forces of the USA, and the decade in question brought forward a number of classic designs. In the field of fighter aircraft especially, it was a particularly rich period, witnessing the advent of the so-called Century series which for several years provided the backbone of the US fighter forces. Sadly, none of the types which appeared remain in service with the US Air Force today.

From the point of view of insignia it was also a most interesting period with the aircraft of the day wearing a variety of colourful schemes that are far removed from the generally drab finishes that are rife at the present time.

The first example of the Century series to

F-100A 31560 was assigned to the 479th Fighter Day Wing at George AFB, one of the first units to receive the new supersonic fighter. In its early markings the F-100 had the fuselage national insignia on the nose, later moved to the rear fuselage. (North American)

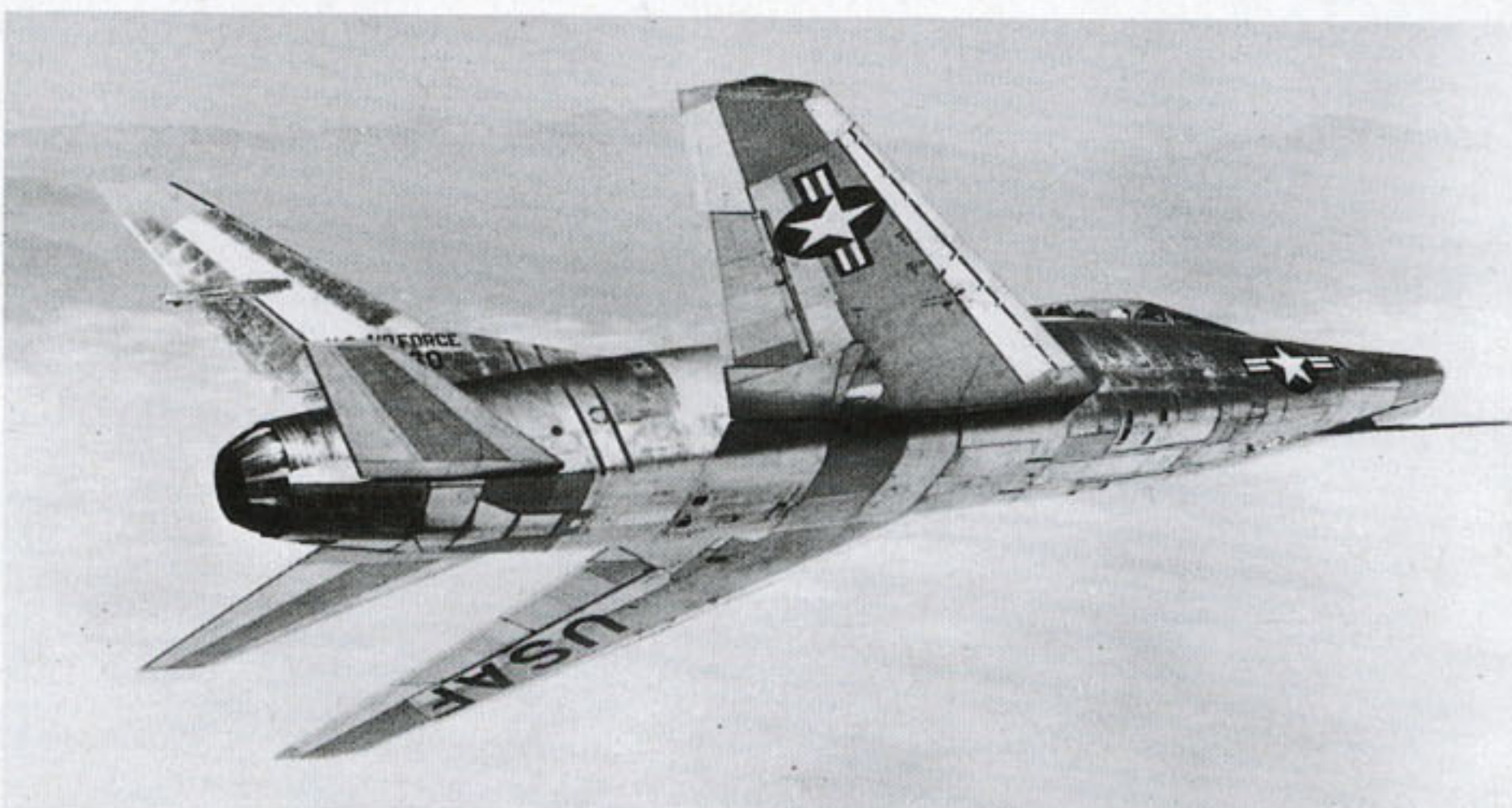
appear was in fact a logical development of one of the greatest fighters of all time, namely North American's F-86 Sabre which had achieved a remarkable combat record during the Korean War. Its successor from the same stable, the F-100 Super Sabre, was actually originally known as the 'Sabre-45', this designation referring to the wing sweep angle incorporated on the latest North American proposal. Development of the Super Sabre began on 3 February 1949 and essentially involved redesigning the earlier F-86 with

Above: The radical change in F-100 colour schemes occurred during the late 1960s. This picture of two aircraft of the 20th TFW at Alconbury shows the difference between the colourful all-silver and dull camouflage without unit badges (USAF)

the objective of producing an aircraft that would be capable of sustained level flight at speeds in excess of Mach One.

PRIVATE VENTURE

Started as a private venture, the Sabre-45





met with US Air Force approval almost from the outset and, even more importantly, it was successful in gaining a production contract although this was not finalised until nearly three years had elapsed since the start of design work. Formally signed on 1 November 1951, the initial contract covered the construction of a pair of YF-100A prototypes and 110 production examples of the F-100A, these being destined for use as day fighter interceptors.

Work on the first prototype progressed fairly rapidly and this aircraft (52-5754) gave clear indication of the Super Sabre's immense potential when during its first flight on 25 May 1953, it exceeded Mach One. The pilot on this occasion was George Welch, who was later to die in an accident whilst flight testing a production configured aircraft. The second prototype (52-5755) subsequently joined the flight test pro-

gramme on 14 October 1953 and, like the first YF-100, it was powered by a single Pratt & Whitney XJ57-P-7 turbojet engine complete with afterburner unit. Two weeks later, on 29 October, the first production F-100A-1-NA (52-5756) made its maiden flight, this being powered by a standard J57-P-7 engine rated at 9,700 lbst dry.

Flight testing of the prototypes and early production machines was, as usual, conducted at Edwards Air Force Base in the Mojave Desert. Occupying approximately 16 months, it was completed with remarkable haste, resulting in the type being cleared for operational service in late September 1954. Indeed, some might say it was taken at too fast a pace, but hindsight does happen to be a perfect science, unlike aerodynamics.

Located quite close to Edwards, George AFB at Victorville was chosen to be the home of the first operational unit - the 479th

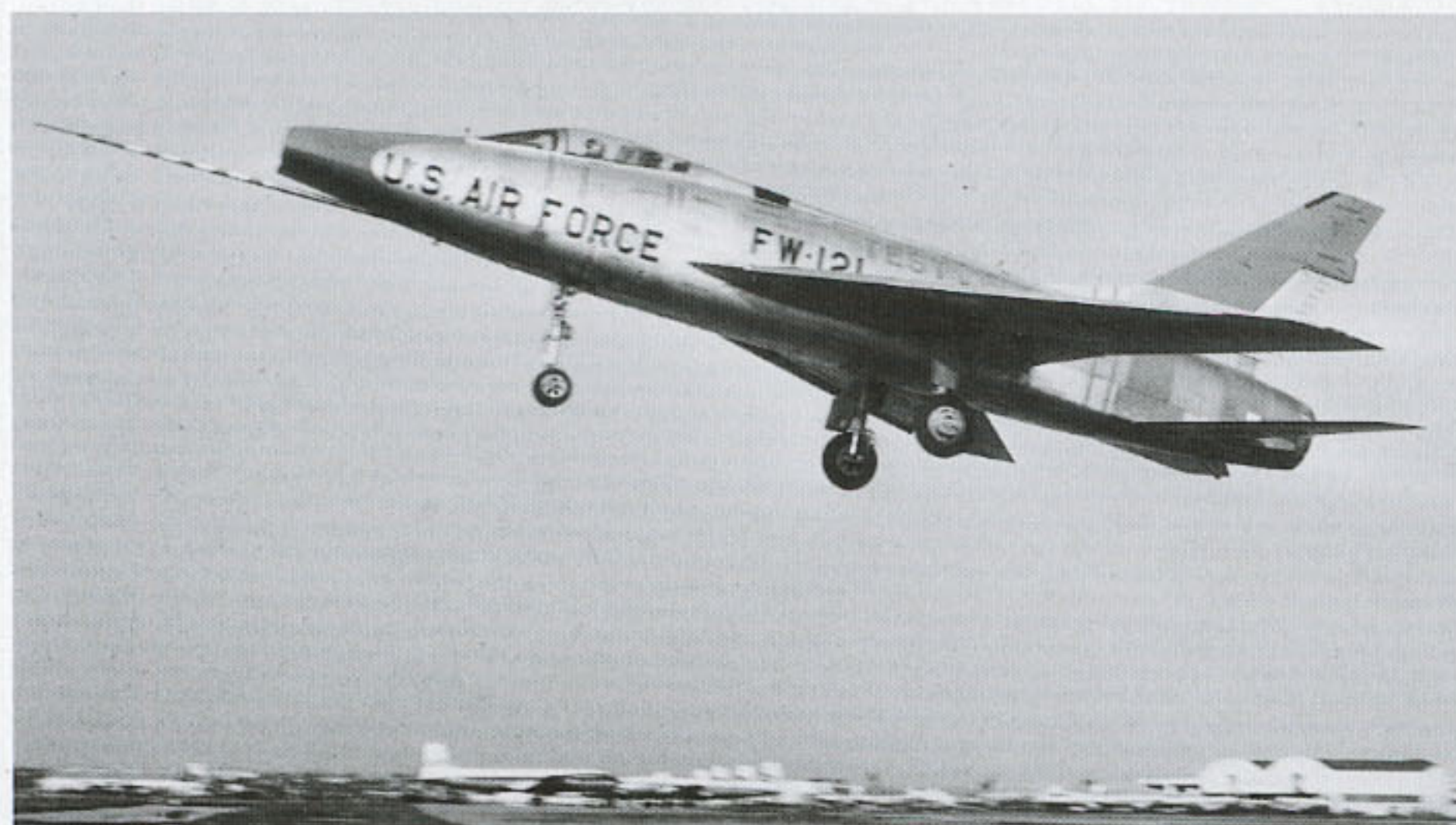
The Super Sabre achieved several world air speed records during its early career. This picture shows it on one pass over a 15 km close circuit course at California's Salton Sea. During one sortie it achieved 754.98 mph when flown by Lt. Col. Pete Everest who was a Research and Development Command test pilot. (North American)

Fighter Day Wing - which was activated on 29 September with a handful of early production F-100As. Just six weeks later, on 11 November, the programme experienced a major setback when the type was indefinitely grounded following a series of unexplained accidents which had resulted in several fatalities, these including North American's chief test pilot, George Welch.

The ensuing investigation lasted for several months before the cause was established. In essence, under certain flight conditions the vertical tail surface was unable to cope with pitch and yaw forces experienced during a roll, resulting in failure of this surface and an ensuing irrevocable loss of control. Fortunately for North American, the fix was relatively simple, involving an increase in fin area of 27 per cent and wing span of 26 inches. Testing of this modification was conducted on the 25th production F-100A (53-1530) and incorporated on the line from the 71st production aircraft (53-1576) onwards. The surviving earlier aircraft were retrospectively modified by North American and re-issued to the Air Force which pressed ahead with its re-equipment programme.

As already noted, the F-100A was seen primarily as an interceptor and it carried an

The first F-100D, 54-2121 with added bright red panels taking off from Los Angeles airport where the North American factory was established. Note the characteristic cranked wing of this variant.



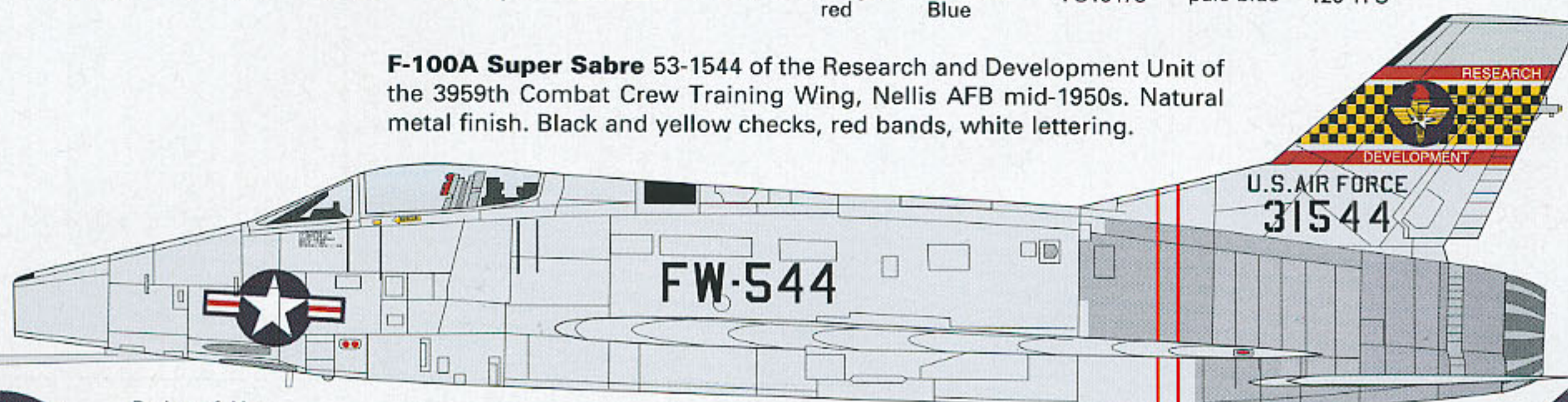
F-100 Super Sabre camouflage and markings

DRAWINGS BY DAVID HOWLEY ©

F-100 SUPER SABRE COLOUR KEY

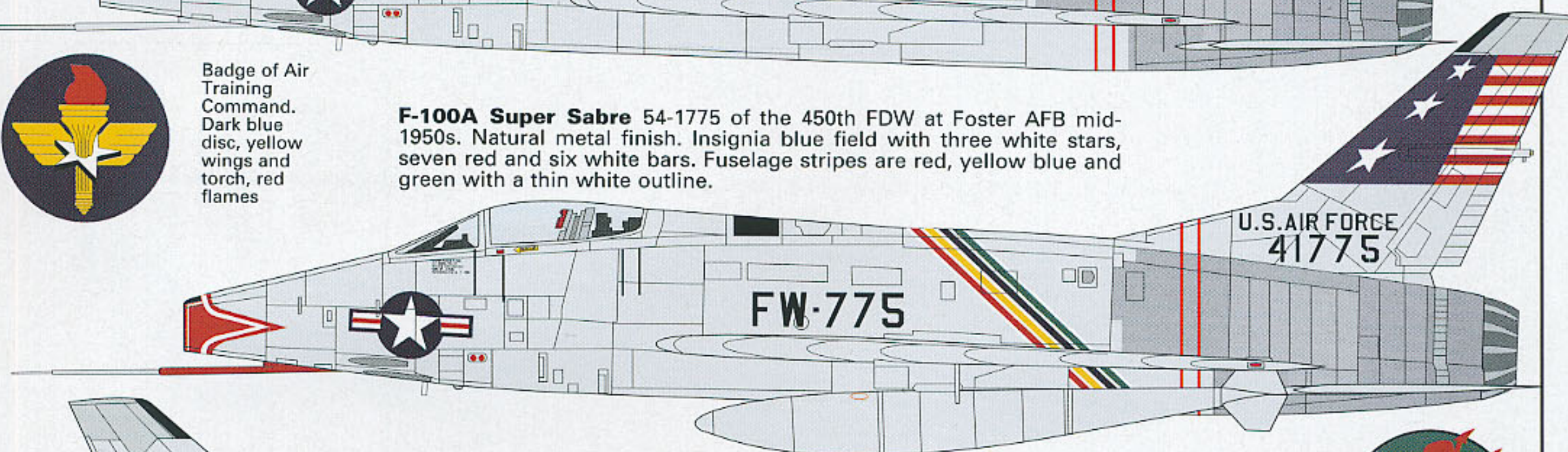
Black	White	Yellow	Aluminium	Insignia Red	Dark green FS34079	Green FS34102	Tan FS30219	Grey FS36622	Very faded Dark green FS34079	Very faded Green FS34102	Very faded Tan FS30219	Green FS34087
Insignia blue	Blue 31 TFW	Green 31 TFW	Natural Metal	Grey fin cap	Red Denmark	Blue Denmark	Turkish Insignia red	Nationalist Chinese Blue	ADC Grey FS16473	US Army pale blue	Orange 120 TFS	

F-100A Super Sabre 53-1544 of the Research and Development Unit of the 3959th Combat Crew Training Wing, Nellis AFB mid-1950s. Natural metal finish. Black and yellow checks, red bands, white lettering.



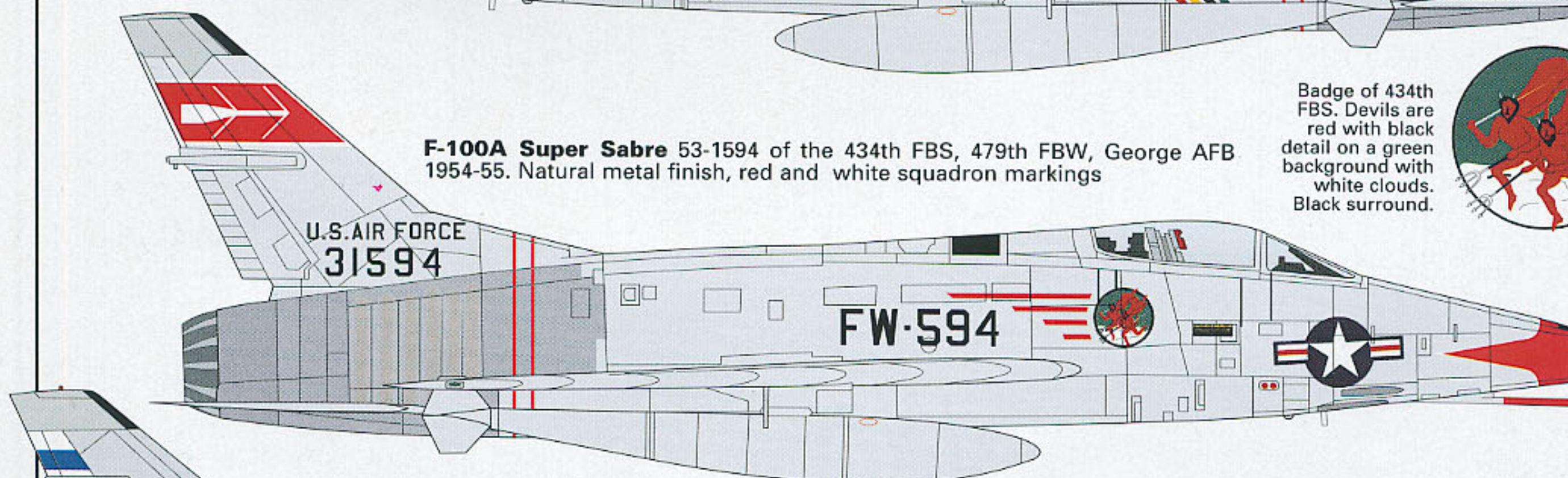
Badge of Air Training Command. Dark blue disc, yellow wings and torch, red flames

F-100A Super Sabre 54-1775 of the 450th FDW at Foster AFB mid-1950s. Natural metal finish. Insignia blue field with three white stars, seven red and six white bars. Fuselage stripes are red, yellow blue and green with a thin white outline.

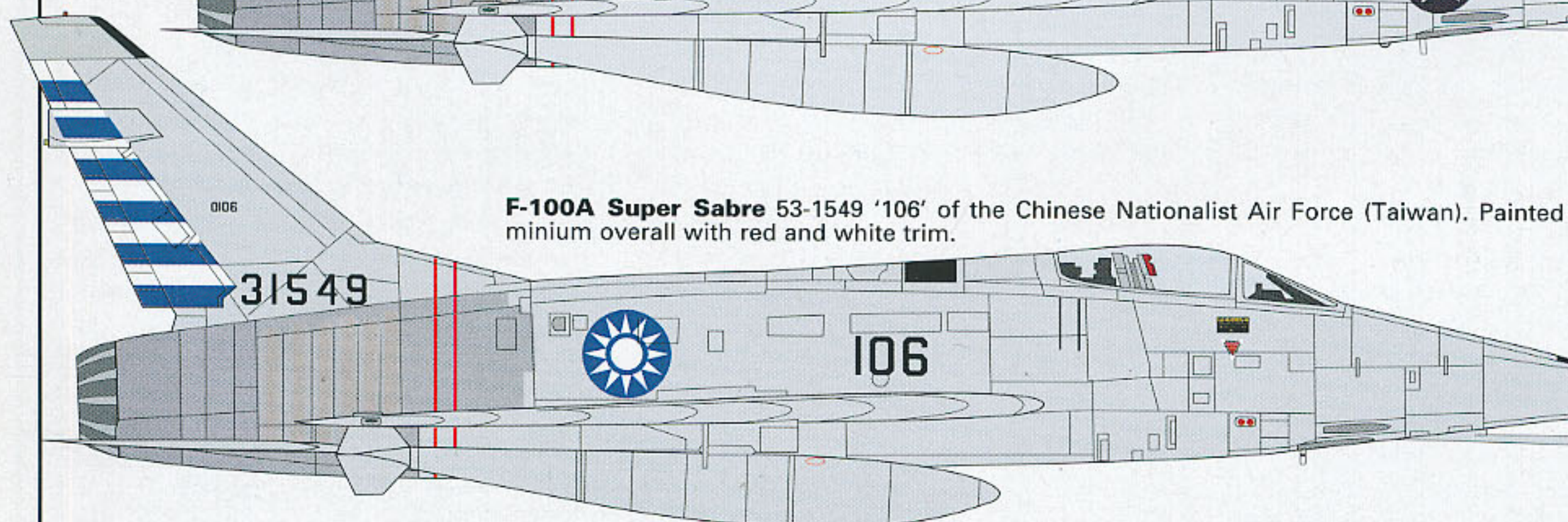


F-100A Super Sabre 53-1594 of the 434th FBS, 479th FBW, George AFB 1954-55. Natural metal finish, red and white squadron markings

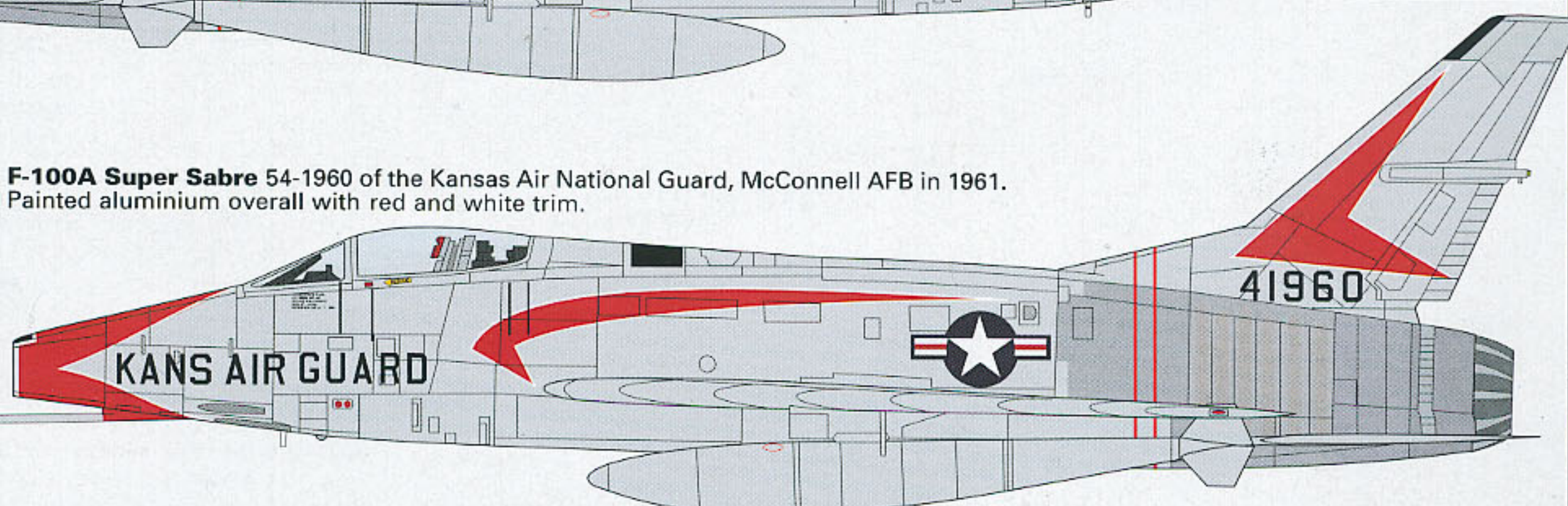
Badge of 434th FBS. Devils are red with black detail on a green background with white clouds. Black surround.



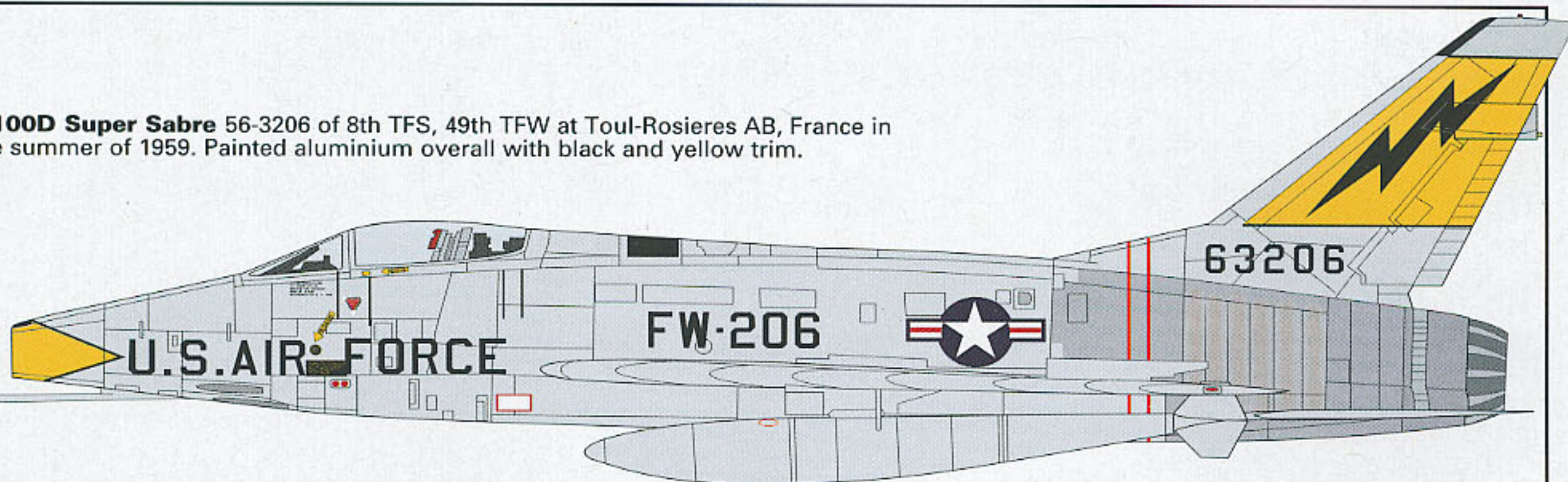
F-100A Super Sabre 53-1549 '106' of the Chinese Nationalist Air Force (Taiwan). Painted aluminium overall with red and white trim.



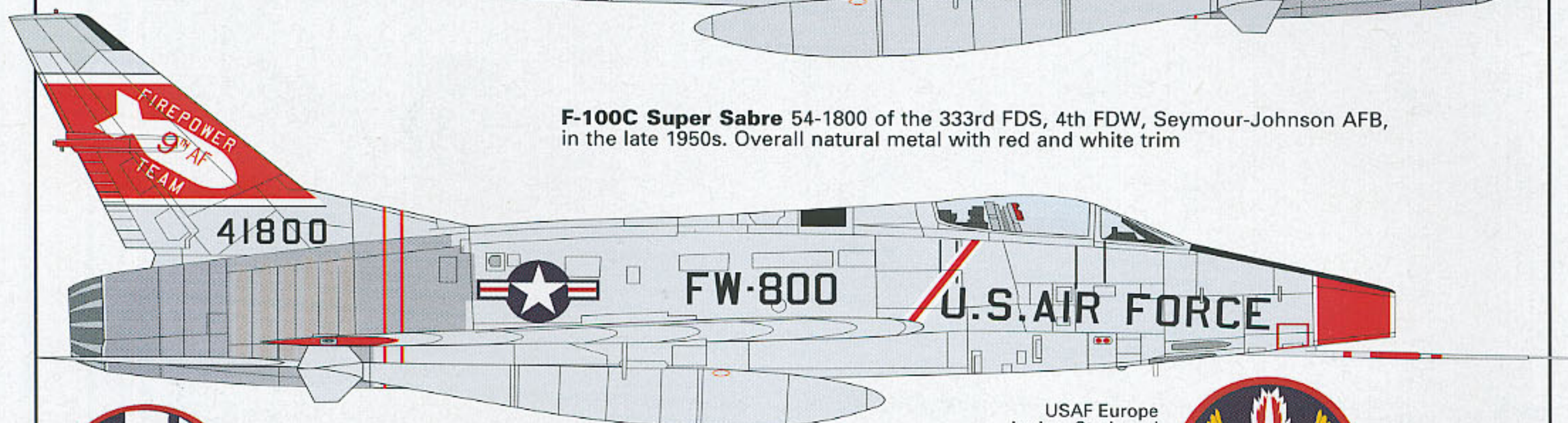
F-100A Super Sabre 54-1960 of the Kansas Air National Guard, McConnell AFB in 1961. Painted aluminium overall with red and white trim.



F-100D Super Sabre 56-3206 of 8th TFS, 49th TFW at Toul-Rosieres AB, France in the summer of 1959. Painted aluminium overall with black and yellow trim.



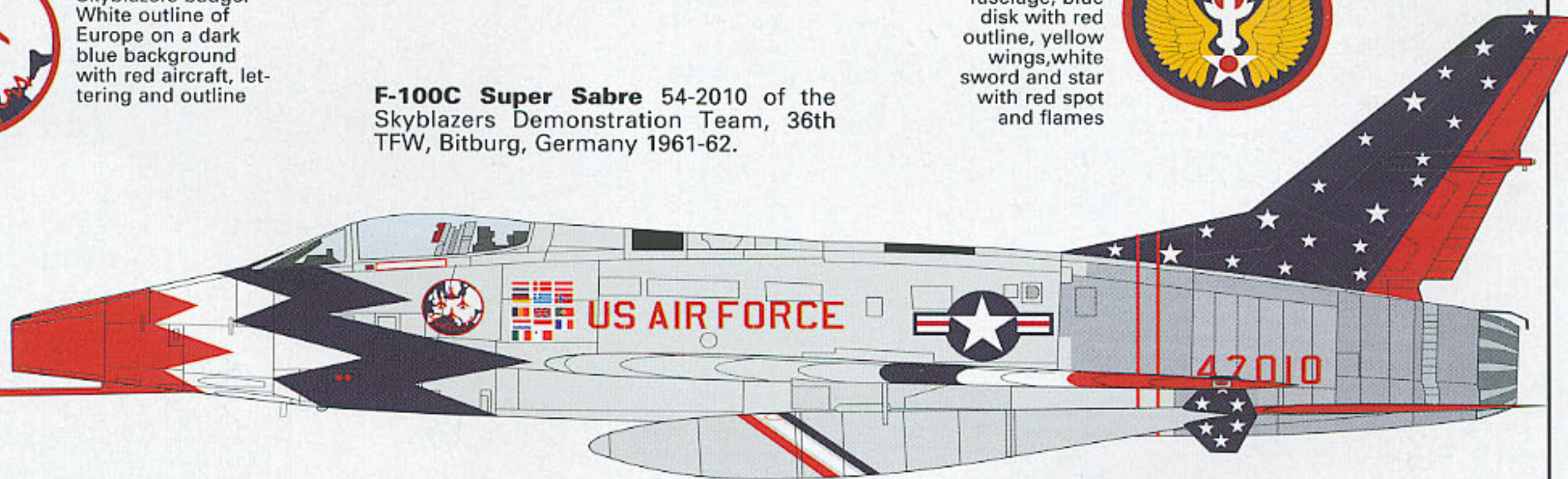
F-100C Super Sabre 54-1800 of the 333rd FDS, 4th FDW, Seymour-Johnson AFB, in the late 1950s. Overall natural metal with red and white trim



Skyblazers badge. White outline of Europe on a dark blue background with red aircraft, lettering and outline

F-100C Super Sabre 54-2010 of the Skyblazers Demonstration Team, 36th TFW, Bitburg, Germany 1961-62.

USAF Europe badge. Starboard fuselage, blue disk with red outline, yellow wings, white sword and star with red spot and flames



internal armament of four Pontiac-built M-39E 20-mm cannons. An AN/APX-6 radar gunsight was provided for the pilot, the antenna for this being housed in a fairing in the upper lip of the distinctive oval-shaped air intake. Other features of the design were full-span automatic leading edge slats and an 'all-flying' slab tailplane.

During the production run of the F-100A, the design was further refined with the cockpit layout being re-arranged and an AN/APX-6 gunsight being incorporated from the 104th aircraft (53-1609) whilst the 168th and subsequent machines utilised the J57-P-39 engine. Production of the F-100A ceased in March 1954 with the delivery of the 203rd example (53-1708) although 80 were subsequently brought up to F-100D standard and supplied to Taiwan during 1960.

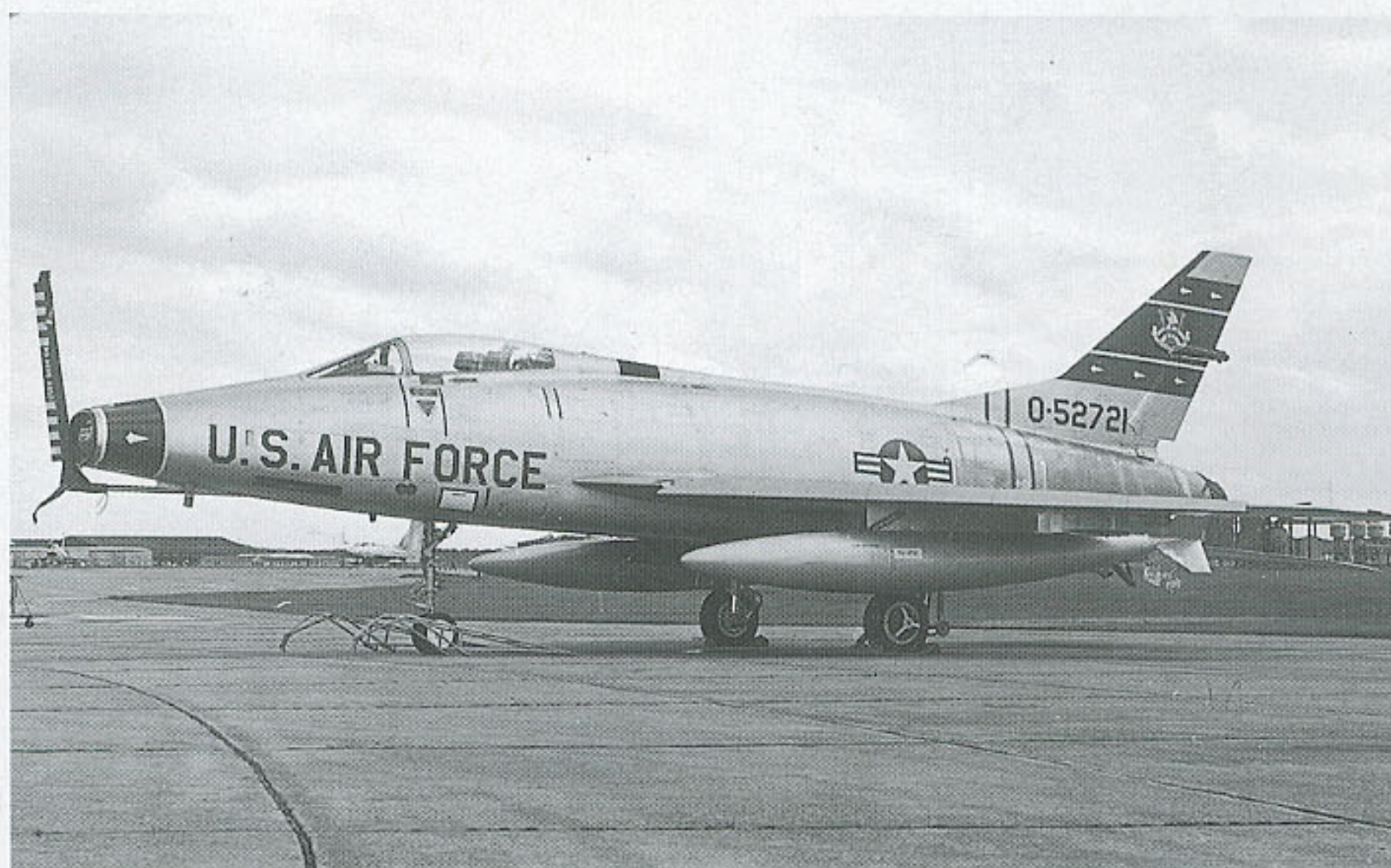
Taiwan's force of Super Sabres was supplemented by further refurbished F-100As in the early 1970s, these being intended to make good the heavy attrition losses experienced by that time.

The F-100A's front-line career with the In addition to the front line USAFE fighter wings there was a training unit at Wheelus Air Base, Tripoli which remained in existence until the mid-1960s. This was the 7272nd Flying Training Wing which operated mainly F-100Cs such as 52721 seen here at Lakenheath. (APN)

USAF was relatively short, many being handed on to Air National Guard units during the late fifties and early sixties, but it is interesting to note that a few were modified for reconnaissance tasks as the RF-100A. These had their internal cannon armament removed to make way for a battery of cameras but were quickly replaced by the specialist RF-101 Voodoo.

The next member of the family was the

YF-100B which was very quickly re-designated as the YF-107. Intended as an all-weather interceptor and strike aircraft, this was powered by a single J75 engine fed by a novel air intake located on the upper fuselage behind the cockpit. Nine examples were ordered for trials although, in the event, only three (55-5118 to 5120) were completed, the first of these flying in September 1956. This programme was short-lived, being aban-



F-100 SUPER SABRE PRODUCTION DETAILS

Model	Serial Numbers	Construction Numbers
YF-100A-1-NA	52-5754/5755	180-1/2
F-100A-1-NA	52-5756/5765	192-1/10
F-100A-5-NA	52-5766/5778	192-11/23
F-100A-10-NA	53-1529/1568	192-24/63
F-100A-15-NA	53-1569/1608	192-64/103
F-100A-20-NA	53-1609/1708	192-104/203
F-100C-1-NA	53-1709/1778	214-1/70
F-100C-1-NA	54-1740/1769	217-1/30
F-100C-5-NA	54-1770/1814	217-31/75
F-100C-15-NA	54-1815/1859	217-76/120
F-100C-20-NA	54-1860/1970	217-121/231
F-100C-25-NA	54-1971/2120	217-232/381
F-100D-1-NA	54-2121/2132	223-1/12
F-100D-5-NA	54-2133/2151	223-13/31
F-100D-10-NA	54-2152/2221	223-32/101
F-100D-15-NA	54-2222/2303	223-102/183
F-100C-10-NH	55-2709/2733	222-1/25
F-100D-35-NH	55-2734/2743	224-1/10
F-100D-40-NH	55-2744/2783	224-11/50
F-100D-45-NH	55-2784/2863	224-51/130
F-100D-50-NH	55-2864/2908	224-131/175
F-100D-55-NH	55-2909/2954	224-176/221
F-100D-20-NA	55-3502/3601	223-184/283
F-100D-25-NA	55-3602/3701	223-284/383
F-100D-30-NA	55-3702/3814	223-384/496
F-100D-60-NA	56-2903/2962	235-1/60
F-100D-65-NA	56-2963/3022	235-61/120
F-100D-70-NA	56-3023/3142	235-121/240
F-100D-75-NA	56-3143/3198	235-241/296
F-100D-90-NA	56-3199/3346	235-297/444
F-100D-80-NH	56-3351/3406	245-1/56
F-100D-85-NH	56-3407/3463	245-57/113
F-100F-1-NA	56-3725/3729	243-1/5
F-100F-5-NA	56-3730/3769	243-6/45
F-100F-10-NA	56-3770/3874	243-46/150
F-100F-15-NA	56-3875/4019	243-151/295
F-100F-20-NA	58-1205/1233	255-1/29
F-100F-15-NA	58-6975/6983	261-1/9
F-100F-15-NA	59-2558/2563	262-1/6

PRODUCTION BREAKDOWN

Model	Columbus, Ohio (NH)	Inglewood Ca (NA)	Total
YF-100A	-	2	2
F-100A	-	203	203
F-100C	25	451	476
F-100D	334	940	1,274
F-100F	-	339	339
Total	359	1,935	2,294

doned during the course of 1957.

DUAL ROLE VARIANT

Although the F-100B met with little success, the F-100C was acquired in substantial numbers, some 476 being built at North American's Inglewood, California and Columbus, Ohio factories. This was the first member of the Super Sabre family to possess dual strike/interceptor capability and, accordingly, it featured a strengthened wing with provision for eight external store stations as against the six of the earlier F-100A. It was also the first model to incorporate in-flight refuelling equipment, this facility offering a much improved radius of combat and the first production example (53-1709) made its maiden flight on 17 January 1955. Internal armament was identical to that of the 'A' model but the radar gunsight was changed with an AN/APG-30 unit being fitted as standard. Amongst the other improvements was an increase in the internal fuel capacity from 850 Imperial Gallons to 995 Imperial Gallons and it also used the J57-P-39 engine although this was changed to the J57-P-21 from the 101st aircraft to roll off the line.

The performance of the F-100C was slightly improved, it possessing a service ceiling of some 50,000 ft whilst it could attain an altitude of 35,000 ft within four minutes from brakes off. Initial deliveries were made to the 450th Fighter-Day Wing at Foster AFB, Texas, and it was the first variant to also be produced at the Columbus facility, although only 25 examples were in fact built there before the introduction of the more advanced F-100D model.

The various USAFE Super Sabre Wings, like the 20th TFW, used both the F-100D and the two-seat F-100F aircraft for front line duties. Seen in 1962 at Wethersfield before the 20th moved to Upper Heyford, 63991 is a typical example. (A.W.Hall)



F-100 SUPER SABRE KITS, DECALS AND ACCESSORIES

Compiled by David Hannant. Correct to March 1996

Injection moulded and vacuform kits

Scale	Manufacturer	Identification	Details
1:144th	Arii	AR396	Only known kit of F-100D in 1:144th
1:100th	Revell	RV4058	F-100D
1:72nd	AMT/Ertl	AMT8892	F-100F two-seater
1:72nd	Hasegawa	HA611	F-100D
1:72nd	Hasegawa	HABT011	F-100D 48th TFW markings
1:72nd	Pioneer 2	PI5004	F-100C
1:72nd	PM Plastic Model	PM302	F-100C
1:48th	Esci	ES4017	F-100D In 'Thunderbirds' markings
1:48th	Monogram	MG4010	F-100D
1:48th	Monogram	MG5471	Vacuform kit
1:32nd	ID Models	ID3226	

Conversion parts, white metal and brass etched accessories

1:72nd	Aeroclub	ABEJ002	Martin Baker Mk.4B seats for TF-100
1:72nd	Aeroclub	ABEJ028	Seat for F-100D
1:72nd	Aeroclub	ABEJ413	Seat for F-100D later style
1:72nd	Airwaves	AEC72049	Brass etched accessories for F-100D
1:72nd	Airwaves	AEC72118	Brass etched accessories for TF-100
1:72nd	Eduard	ED72164	Brass etched parts for F-100F
1:72nd	Maintrack	MK7209	Conversion parts for TF-100F
1:72nd	Model Technologies	MT0074	Brass etched parts for F-100 ladders
1:72nd	PP Aeroparts	PPAL705	Brass etched parts for F-100
1:72nd	Reheat	RH078	Conversion parts for F-100D/F
1:48th	Maintrack	MK4804	Conversion parts for TF-100F
1:48th	Model Technologies	MT0073	Brass etched parts for F-100 ladders
1:48th	Reheat	RH079	Brass etched accessories for F-100D

Decals

1:144th	Superscale	SS14097	20th TFW, 44th TFS, 48th TFW
1:144th	Superscale	SS14126	4 sets
1:144th	Superscale	SS14176	49th TFS, 308th TFS, 612th TFS
1:144th	Superscale	SS14177	50th TFW, 511th FBS, 429th TFS
1:72nd	Carpena Decals	CA7216	French AF decals
1:72nd	Superscale	SS72097	20th TFW, 44th TFS, 48th TFW
1:72nd	Superscale	SS72098	80th TFS, 21st TFW, 405th TFS
1:72nd	Superscale	SS72126	4 sets
1:72nd	Superscale	SS72158	US Demo Teams F-100D
1:72nd	Superscale	SS72176	49th TFW, 308th TFS, 612nd TFS
1:72nd	Superscale	SS72177	50th TFW, 511th FBS, 429th TFS
1:72nd	Superscale	SS72254	354th TFW, 49th TFS, 48th TFW
1:72nd	Superscale	SS72334	ANG for N. Mexico, Ohio, Arkansas
1:72nd	Superscale	SS72357	Col. Laven F-84E + F-100C
1:72nd	Superscale	SS72363	F-100D + F-102A, 48th TFW
1:72nd	Xtradecal	XO3472	F-100D 1972, F-4D 1975
1:48th	Carpena Decals	CA4809	French AF F-100D
1:48th	Superscale	SS48077	354th TFW F-100D, 0-53580
1:48th	Superscale	SS48078	49th TFS, 48th TFW
1:48th	Superscale	SS48080	F-100D 'Pretty Penny', 'Triple Zilch'
1:48th	Superscale	SS48081	49th TFW, 450th TFS, Thia
1:48th	Superscale	SS28169	ANG N.Mexico, Ohio, Arkansas
1:48th	Superscale	SS48226	429th FBS, 474th FBW, 50th

One aircraft (54-1966) was subsequently modified to two-seat configuration as the TF-100C and this served as the aerodynamic test bed for the F-100F which was produced in quantity. The TF-100C modification involved the addition of a 36-inch section in the forward fuselage for the second cockpit and deletion of two of the four internal M-39E cannons. The inboard landing flaps which were adopted as standard by the F-100D were also fitted to this aircraft.

Like the F-100A, the F-100C's front-line career was relatively short, at least as far as the USAF was concerned and most were relegated to reserve units during the 1960s. Turkey, which received a substantial number in the form of military aid, continued to operate the F-100C alongside the later 'D' variant in several squadrons until well into the eighties.

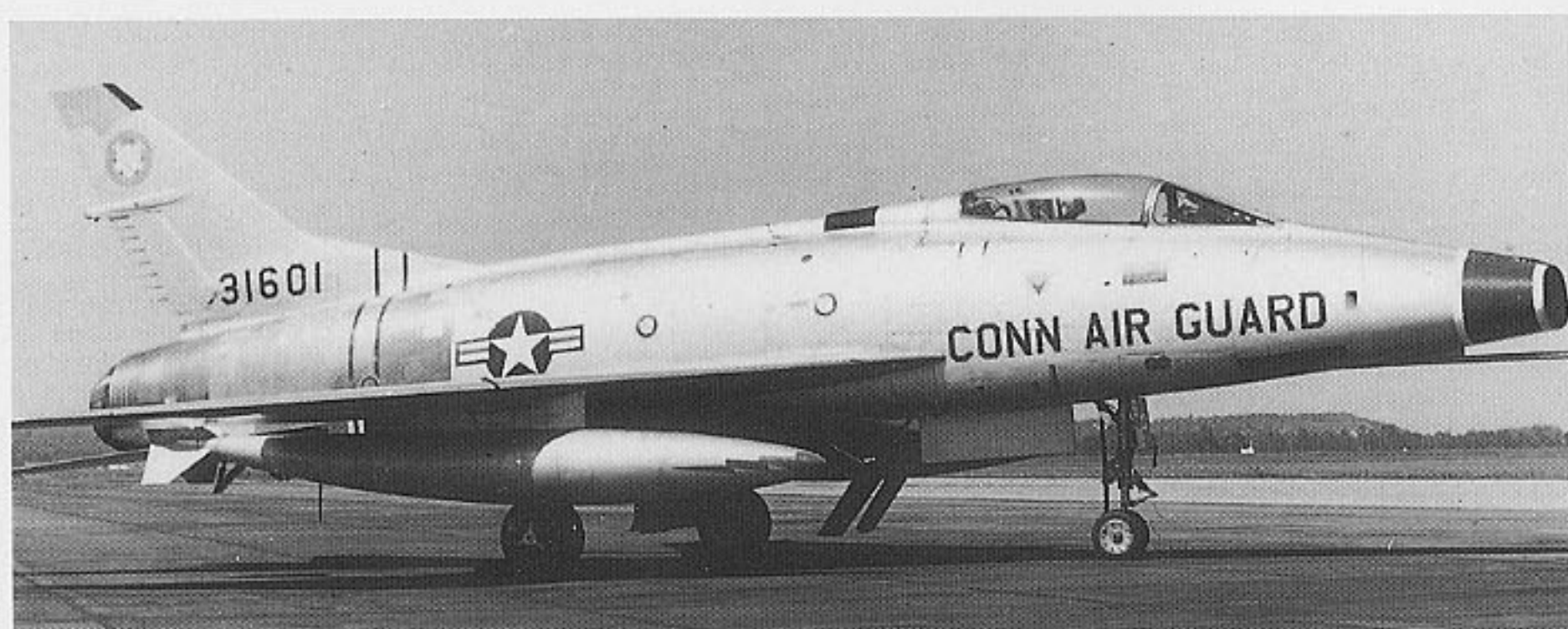
'D' FOR DEFINITIVE

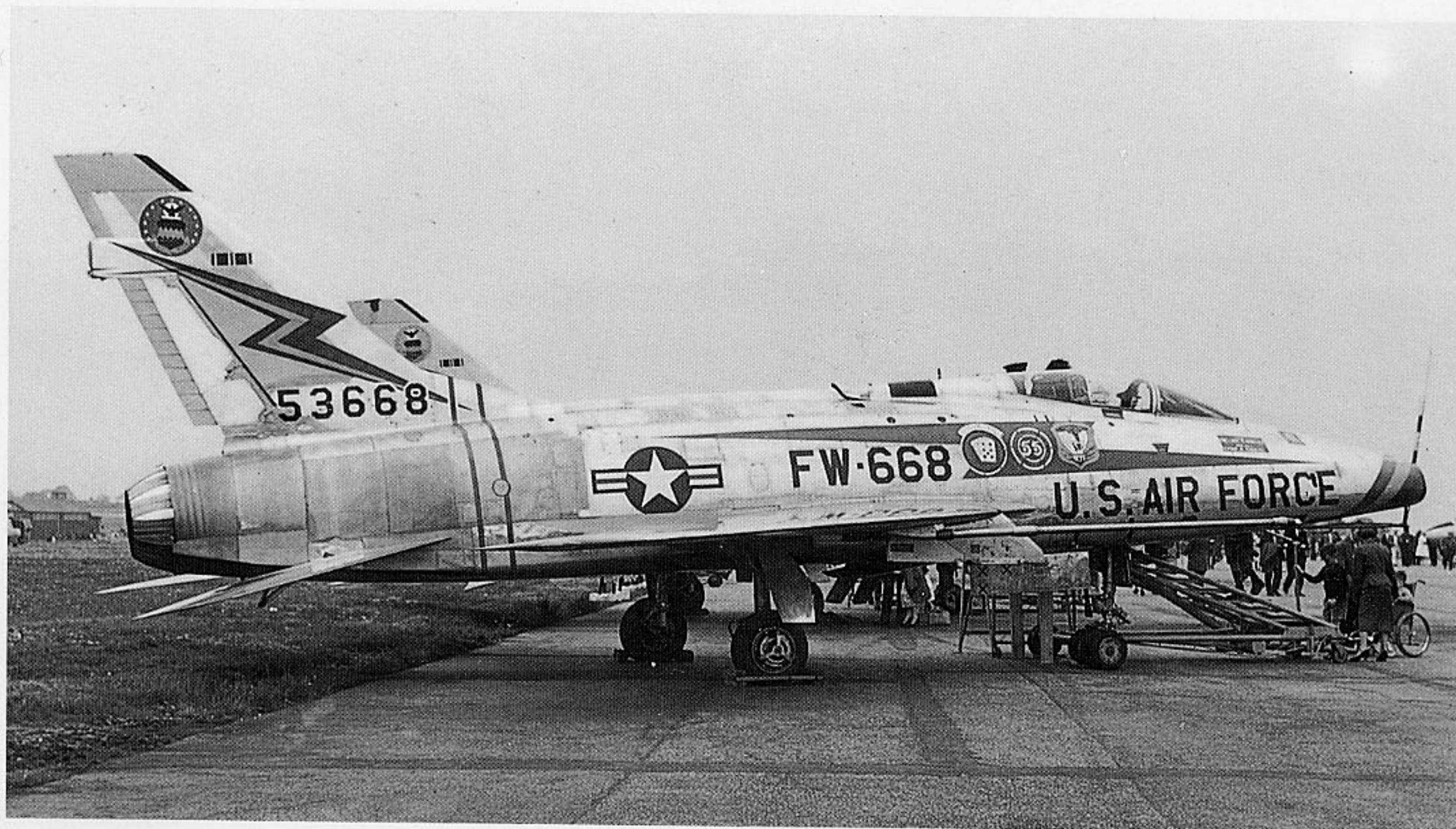
The continuing process of refinement eventually led to the appearance of the F-100D. The first example of this (54-2121) made a successful maiden flight on 24 January 1956. This proved to be the definitive 'Sled' variant with some 1,274 being built by the time production terminated in 1958. No less than 940 of these came from the Inglewood facility with the remaining 334 being manufactured at Columbus.

Also intended to fulfil the dual strike/interceptor functions, the F-100D progressively switched its attentions to the former role as more sophisticated, purpose-built, interceptors became available and it was a most formidable strike and close support aircraft as it was later to reveal in Vietnam. Powered by the Pratt & Whitney J57-P-21A offering 11,700 lbst dry and 16,950 lbst in afterburner, the F-100D introduced several modifications of which probably the most notable was the addition of inboard landing flaps. Other improvements included provision of a Minneapolis-Honeywell autopilot, further modifications to the tail, jettisonable cantilever external stores stations and wing fences.

Weapons carrying capability was essentially identical to the F-100C although the F-100D did become the first member of the Super Sabre family to possess the ability to operate with missile armament. This was aimed at improving both intercept and strike potential and it could use either the AIM-9B Sidewinder infra-red homing air-to-air missile or the AGM-12A Bullpup air-to-surface missile, these being carried on the inboard pylons. Trials with the latter weapon were in fact conducted during 1959, resulting in authorisation to commence the modification of an initial batch of 80 aircraft in the latter half of the year. Subsequently, all surviving F-100Ds received Bullpup capability. Other weaponry compatible with this model of the Super Sabre included tactical nuclear

Top left: After front line service, F-100A 31601 was passed to the Connecticut ANG, remaining with them until placed in storage in the mid-1960s. It was subsequently refurbished and sold to the Chinese Nationalist Air Force in Taiwan. (MAP) **Left:** F-100D 52951 of the Hahn-based 50th TFW which had an attractive three-colour tail marking and unit badge.





weapons, conventional and retarded bombs, rocket packs and napalm canisters.

The final 148 production examples of the F-100D (56-3199 to 56-3346) were also unique in possessing Zero-launch capability, this involving the use of a jettisonable rocket motor and a flat-bed trailer. A series of successful trials of this concept was conducted during 1958 with the first launch taking place on 28 May of that year. These aircraft featured additional stressing to cope with the loads which would have been encountered in such launches, power being provided by a single Astrodyne rocket motor capable of generating some 150,000 lbs of thrust. It was intended to house these aircraft in hardened bomb-proof shelters although in the event this system was never used operationally.

NATO SERVICE

Deliveries of the F-100D to operational elements within Tactical Air Command began in the latter half of 1956 and it very soon became the workhorse of that Command, as well as joining the US Air Forces in Europe and the Pacific Air Forces in considerable numbers. In addition to the USAF the 'D' model was also exported as part of the Military Aid Programme with numerous examples delivered to Denmark, France and Turkey over a considerable period of time.

With the USAF it was progressively retired from the mid to late sixties, the final fully operational unit being the 48th TFW at Lakenheath, Suffolk which disposed of its last aircraft in 1972. Service with the Air National Guard was extensive and lengthy, coming to a close in November 1979, while Denmark continued to use the trusty 'Sled' until August 1982. In the event, it fell to

Taking the wire! F-100s were fitted with a tail hook that could be used in emergencies like brake failure, graphically shown here being used for real by this 48th TFW aircraft at Lakenheath. (A.W.Hall)

Turkey to claim the distinction of being the last military operator, for it did not retire its last examples until 1988.

In the meantime, well over 300 surplus USAF F-100Ds and F-100Fs were fitted out as drone targets for use in trials of new weapons and operational training. A sad end for a type which performed sterling work in South-East Asia but at least they did continue to make a genuine contribution to US air power rather than rot away quietly in some desert scrapyard.

TWO-SEATER

The final derivative of the Super Sabre to attain quantity production was the two-seat F-100F. A total of 339 was built, all at Inglewood, between 1957 and 1959, with the first example (56-3725) taking to the air for

One of the most attractively marked F-100Ds which was stationed with the 20th TFW at Wethersfield was 53668. It was the Wing Commander's aircraft and had all three of the squadron badges as well as the Wing insignia on the fuselage. (APN)

its maiden flight on 7 March 1957. The F-100F had, of course, been preceded by the TF-100C but the 'F' model was more closely related to the F-100D and, in addition to its combat proficiency training duty, it also possessed genuine strike capability although it only carried two internal cannons.

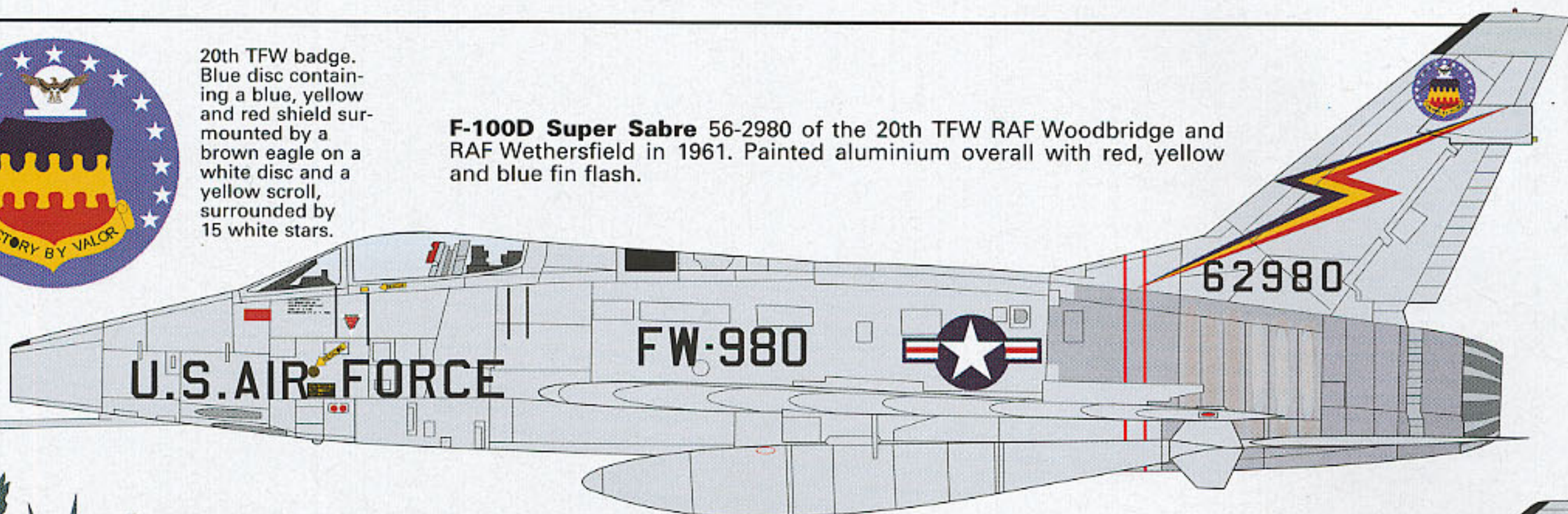
Weapons that could be utilised by the F-100F were identical to those of the F-100D, up to a maximum of 6,000lbs externally, but it was somewhat heavier, this having a slightly adverse effect on the overall performance. Deliveries to USAF units began during the latter half of 1957, most squadrons receiving a small number of two-seaters





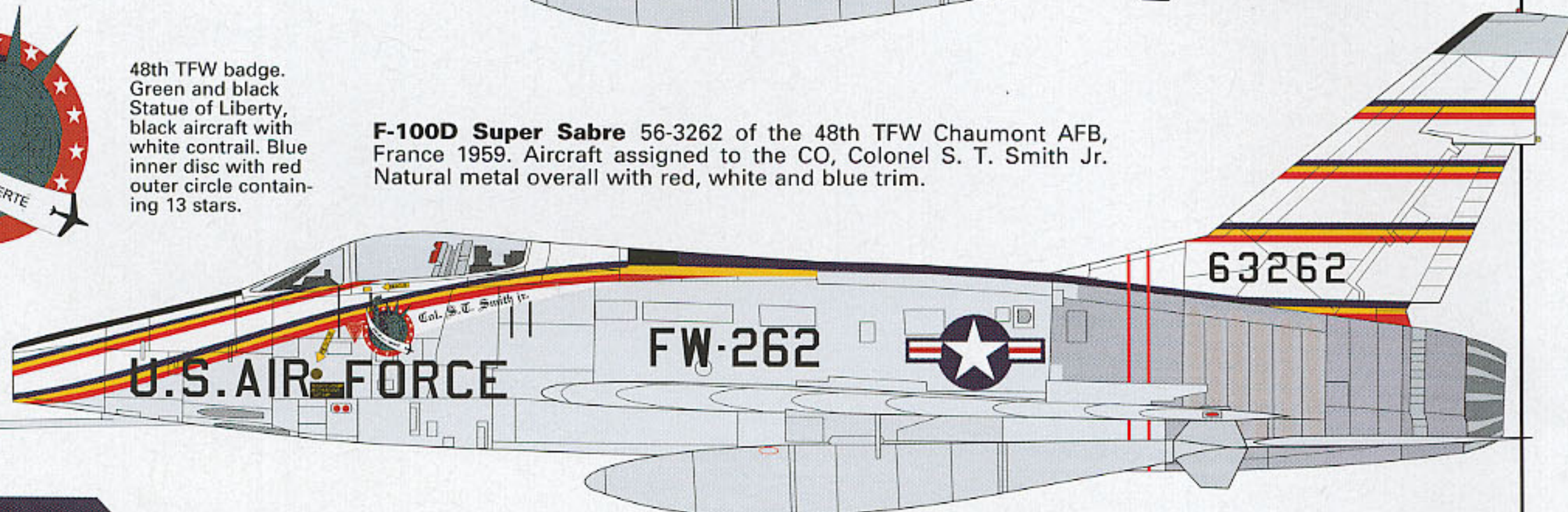
20th TFW badge. Blue disc containing a blue, yellow and red shield surmounted by a brown eagle on a white disc and a yellow scroll, surrounded by 15 white stars.

F-100D Super Sabre 56-2980 of the 20th TFW RAF Woodbridge and RAF Wethersfield in 1961. Painted aluminium overall with red, yellow and blue fin flash.



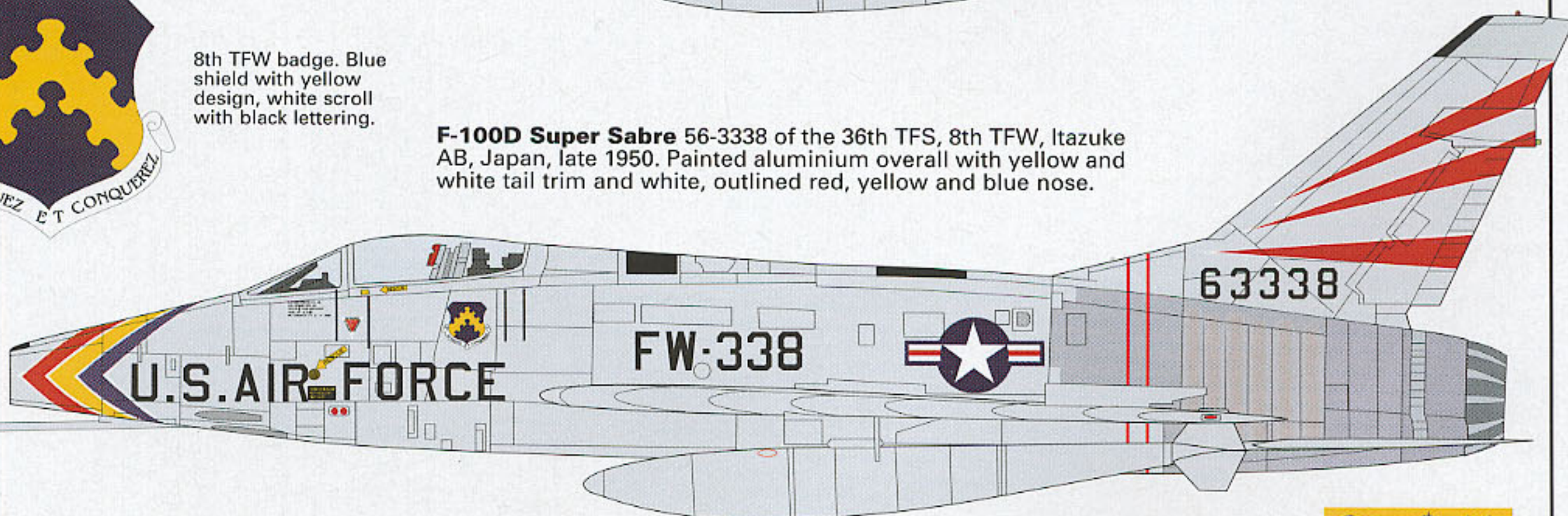
48th TFW badge. Green and black Statue of Liberty, black aircraft with white contrail. Blue inner disc with red outer circle containing 13 stars.

F-100D Super Sabre 56-3262 of the 48th TFW Chaumont AFB, France 1959. Aircraft assigned to the CO, Colonel S. T. Smith Jr. Natural metal overall with red, white and blue trim.



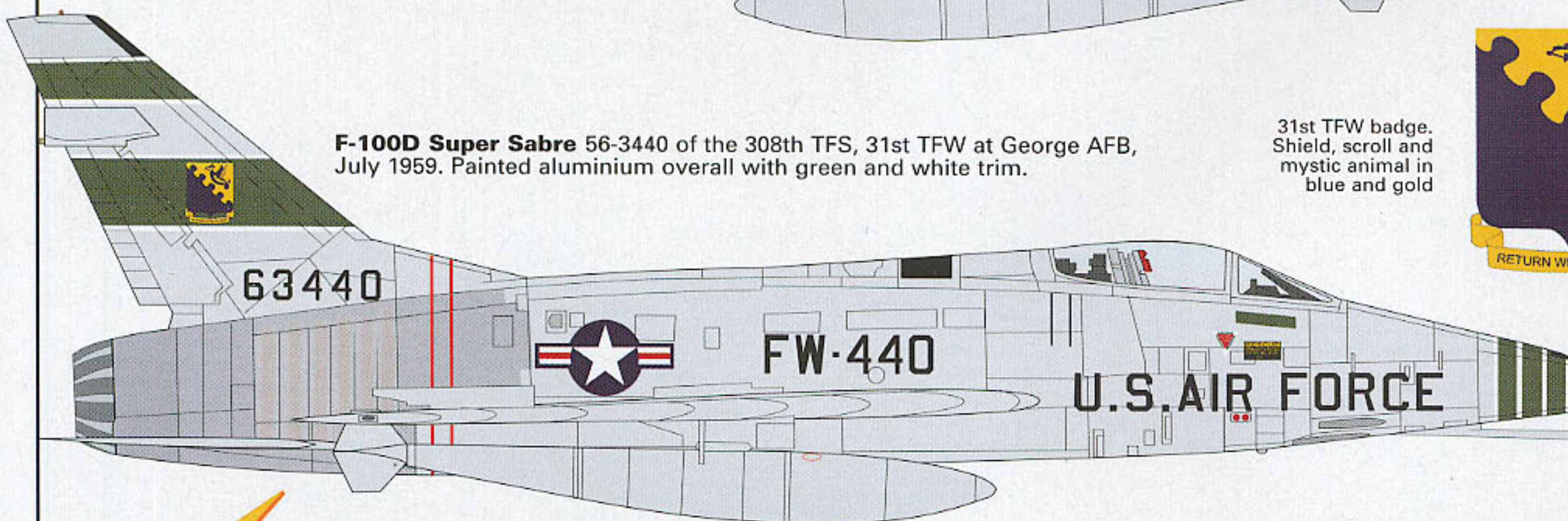
8th TFW badge. Blue shield with yellow design, white scroll with black lettering.

F-100D Super Sabre 56-3338 of the 36th TFS, 8th TFW, Itazuke AB, Japan, late 1950. Painted aluminium overall with yellow and white tail trim and white, outlined red, yellow and blue nose.



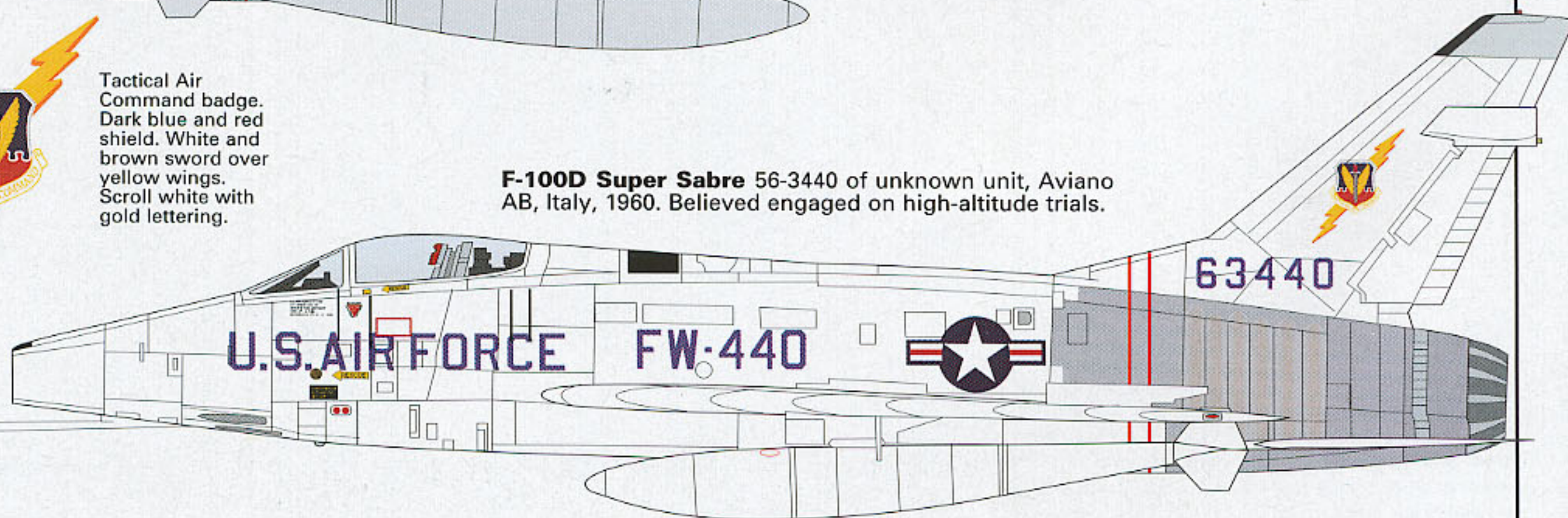
F-100D Super Sabre 56-3440 of the 308th TFS, 31st TFW at George AFB, July 1959. Painted aluminium overall with green and white trim.

31st TFW badge. Shield, scroll and mystic animal in blue and gold



Tactical Air Command badge. Dark blue and red shield. White and brown sword over yellow wings. Scroll white with gold lettering.

F-100D Super Sabre 56-3440 of unknown unit, Aviano AB, Italy, 1960. Believed engaged on high-altitude trials.



The first camouflaged Super Sabres were devoid of any squadron or wing identification markings. It took some while before these began to re-appear. This picture of F-100D 0-52834 shows the aircraft fitted with the later style of in-flight refuelling probe on the starboard wing. (APN)

which were operated alongside the single-seat F-100D. The F-100F was found to be of great value in Vietnam where they were used as high speed FAC (Forward Air Control) aircraft for target marking and control of friendly strike forces - the extra pair of eyes in the back enabled the pilot to concentrate his attention on actually flying the aircraft.

Like the F-100D no examples of the two-seater remain in USAF service but it was supplied in relatively small numbers to all four overseas operators.

In addition to those models already detailed there were several further proposals

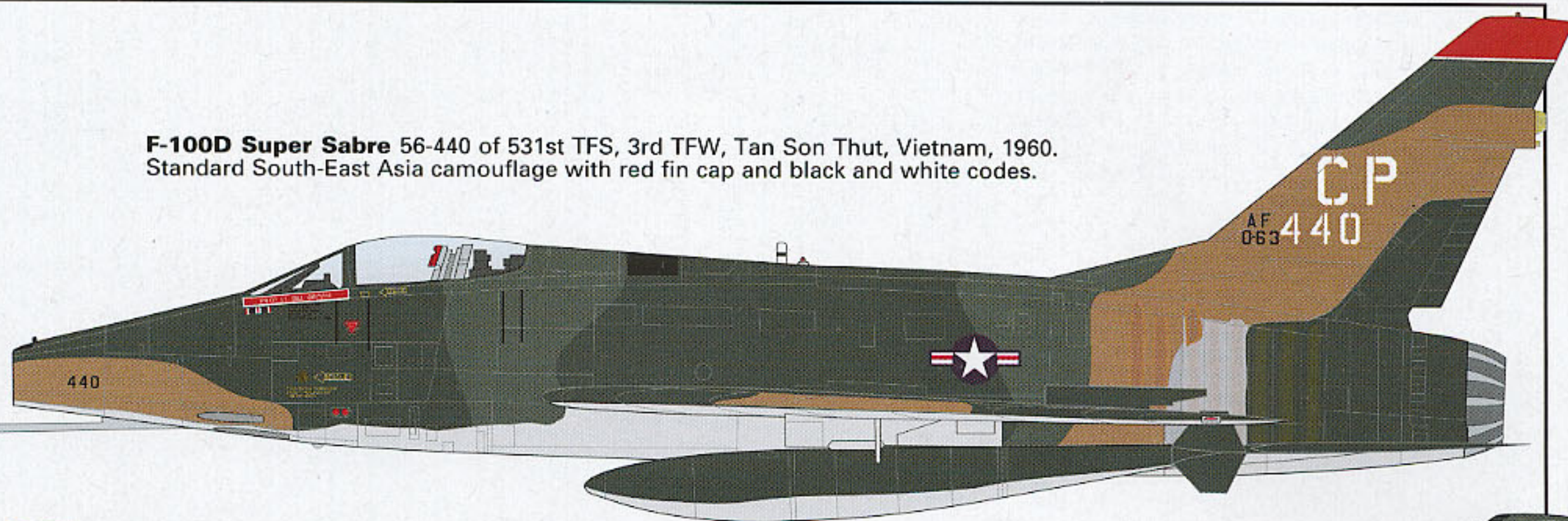


although none of these reached the go-ahead stage. The F-100E was to be a single-seat aircraft derived from the F-100D but was shelved at a very early stage whilst the F-100J was planned as an all-weather interceptor to replace F-86D Sabres with the Japanese Air Self Defence Force. This would have featured an air intercept radar antenna above the nose intake and a single pilot although, in the event, the Japanese opted for the F-104J Starfighter. The

Left and below: The USAF aerobatic team, the Thunderbirds performed all over the United States and visited Europe on more than one occasion. The picture below shows the team when it took part in the 1965 Paris Air Show lined up on one of the ramps before their display. (A.W.Hall) The picture, left, shows the first four aircraft of the team formation getting airborne when they visited Alconbury. (APN)

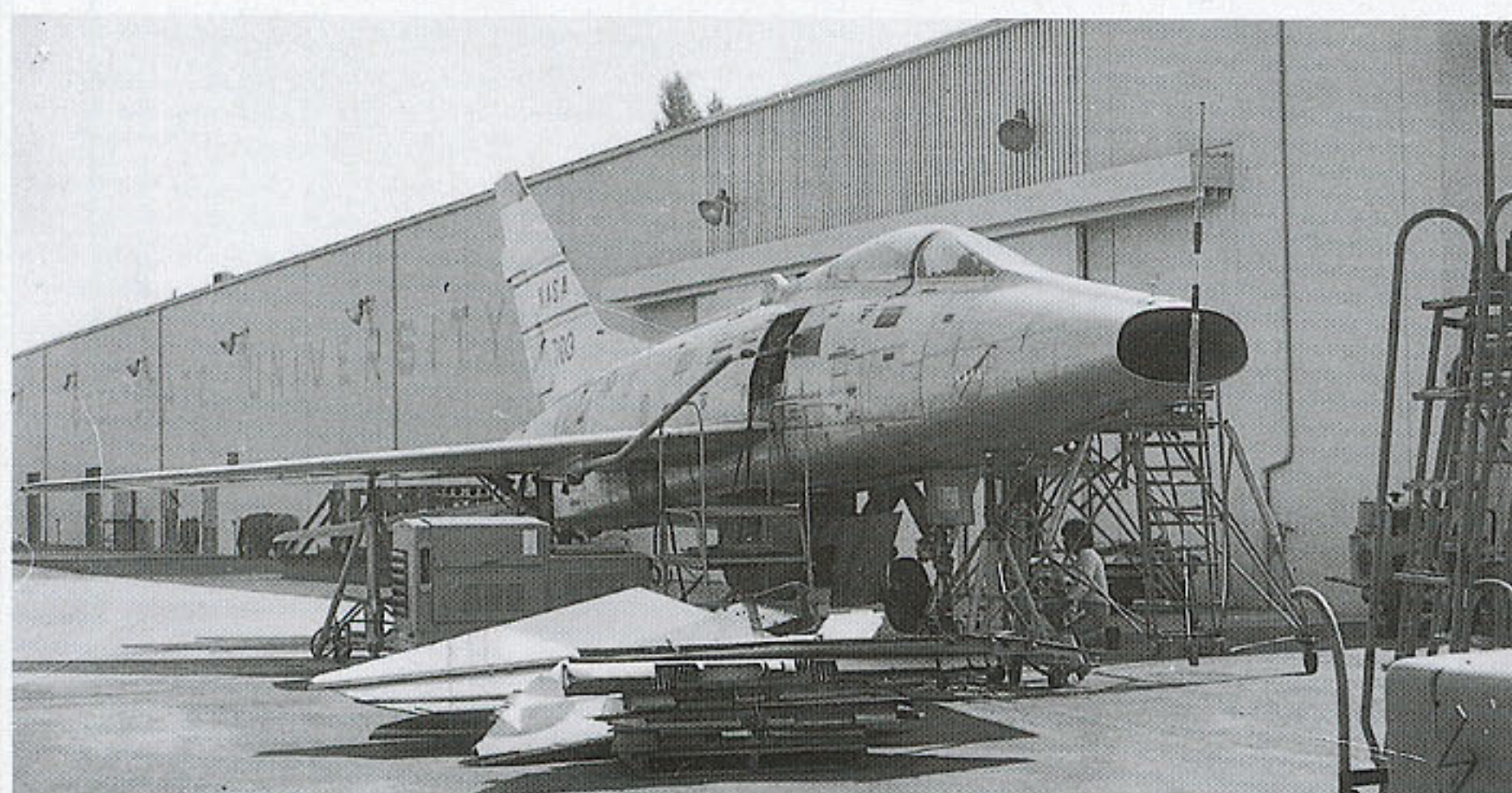
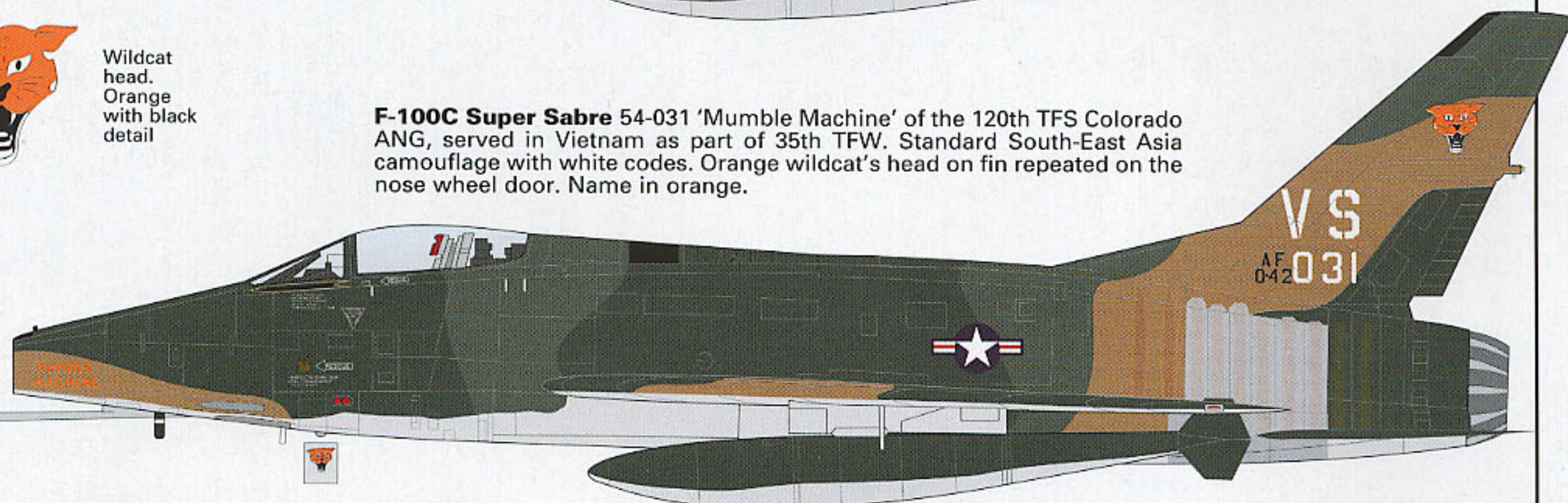


F-100D Super Sabre 56-440 of 531st TFS, 3rd TFW, Tan Son Thut, Vietnam, 1960. Standard South-East Asia camouflage with red fin cap and black and white codes.



Wildcat head.
Orange
with black
detail

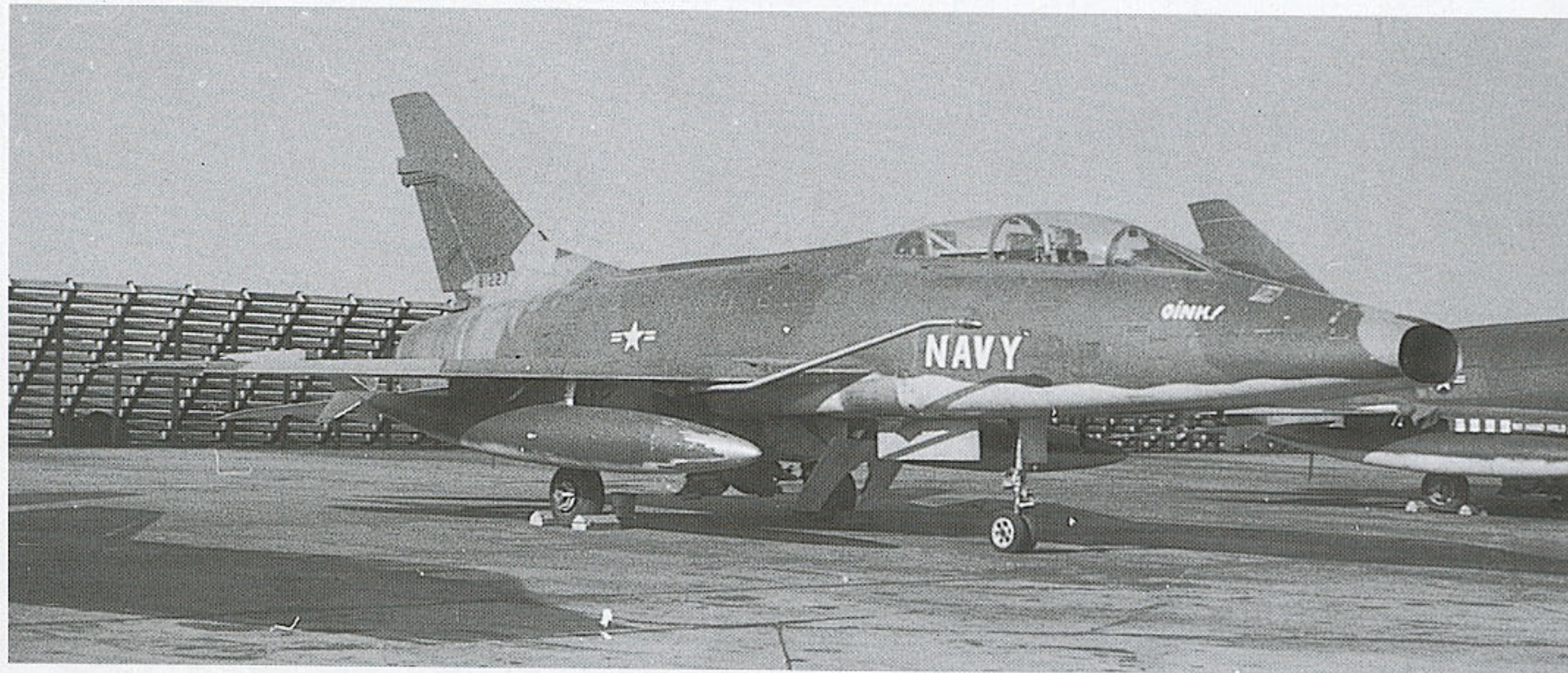
F-100C Super Sabre 54-031 'Mumble Machine' of the 120th TFS Colorado ANG, served in Vietnam as part of 35th TFW. Standard South-East Asia camouflage with white codes. Orange wildcat's head on fin repeated on the nose wheel door. Name in orange.



The first production F-100C (53-1709) was subsequently passed to NASA at Edwards AFB, gaining the new identity of '703'. It was last noted in late 1975 at San Jose airport in use by the local technical college. F-100K and F-100L were J57-P-55 powered variants of the F-100F and F-100D respectively and the F-100N was a simplified F-100D for use by NATO air arms which had reduced electronic equipment. The final proposal, the F-100S, would have utilised the RB.168-25R Spey turbofan powerplant in an F-100F airframe - production of this would have been undertaken in France on a license.

The US Army used the F-100 Super Sabre on loan from the Air Force but repainted their examples in a blue finish with black and yellow trim. This F-100F 56-3905 had the US Army insignia in white on the fin.





One of the rarest markings on a Super Sabre were those of the United States Navy. In standard USAF camouflage colours, it was one of several used for a series of unspecified trials having the name 'OINK!' on the nose and all other markings in white.

basis. Put forward for consideration in 1964 it was not proceeded with due to the availability of more advanced versions of the Mirage which were better tailored to meet French requirements.

COMBAT IN VIETNAM

Even as North American was making its last sales pitch to the French, the Super Sabre was facing the sternest test of all, for it was fast becoming a combat veteran.

Coincidentally, the scene of the action was in a part of the world that held very unhappy memories for France, which was finally forced to admit the end of its colonial ambitions in South-East Asia after a humiliating defeat at Dien Bien Phu in 1954. Two decades on, the USA experienced similar humiliation, when it too had to withdraw from Vietnam after more than ten years of bitter conflict.

For the F-100, the call to arms came on 8 June 1964, when eight Super Sabres took part in a retaliatory air strike against anti-aircraft artillery sites in Laos. Staged in response to the shooting down of two US Navy F-8 Crusaders on the previous two days, this was the first such mission to be carried out against what became known as the Ho Chi Minh trail and passed off satisfactorily for the US pilots, all of whom returned safely to Da Nang. Others who came later were less fortunate.

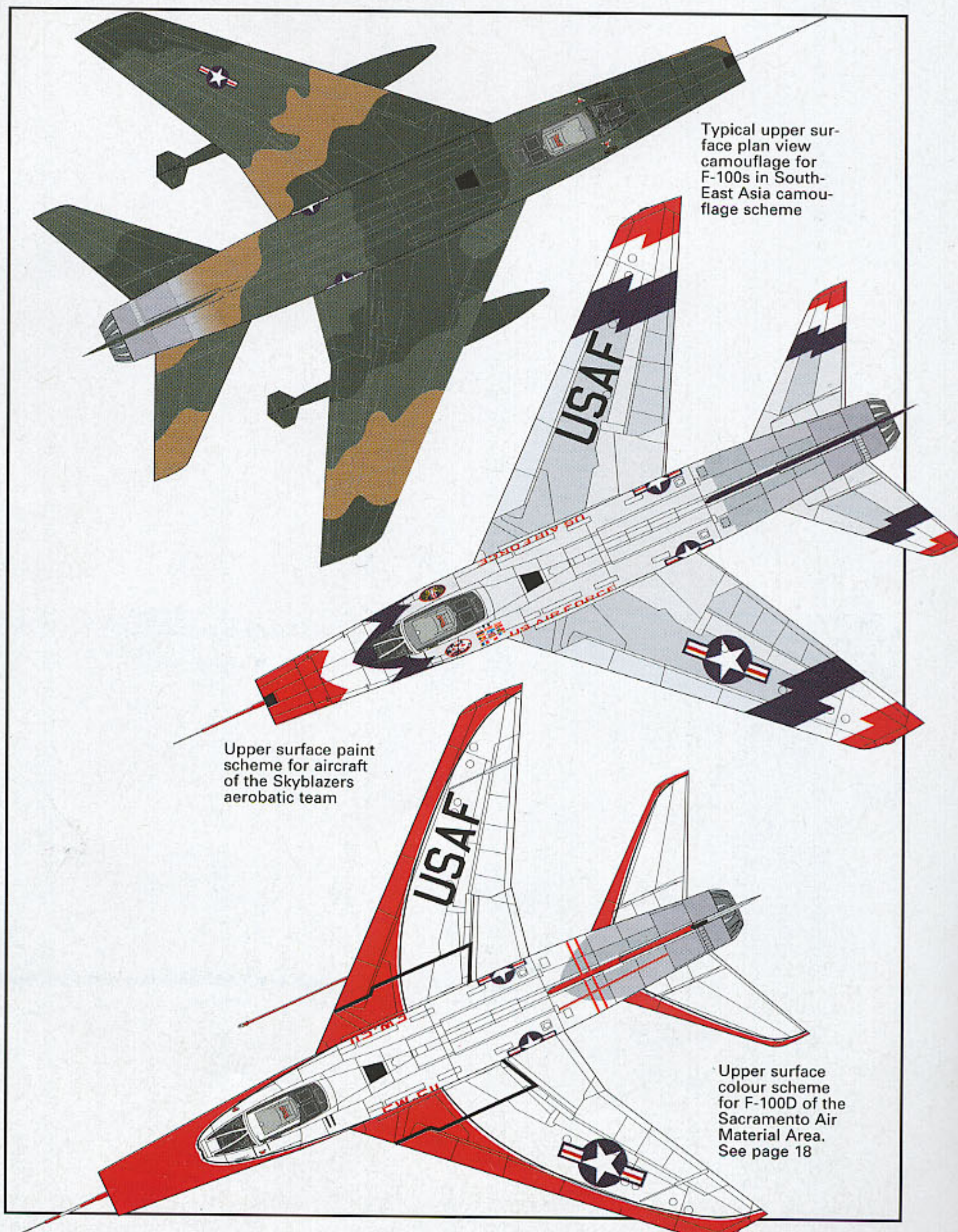
At the outset, operations were conducted by units deployed to the region for tours of rotational duty, but the increased US commitment to South Vietnam eventually resulted in units being assigned on a permanent change of station basis from late 1965 onwards. The first F-100 contingent to arrive was the 3rd TFW which took up residence at Bien Hoa in November 1965, initially with three squadrons although it soon expanded to five.

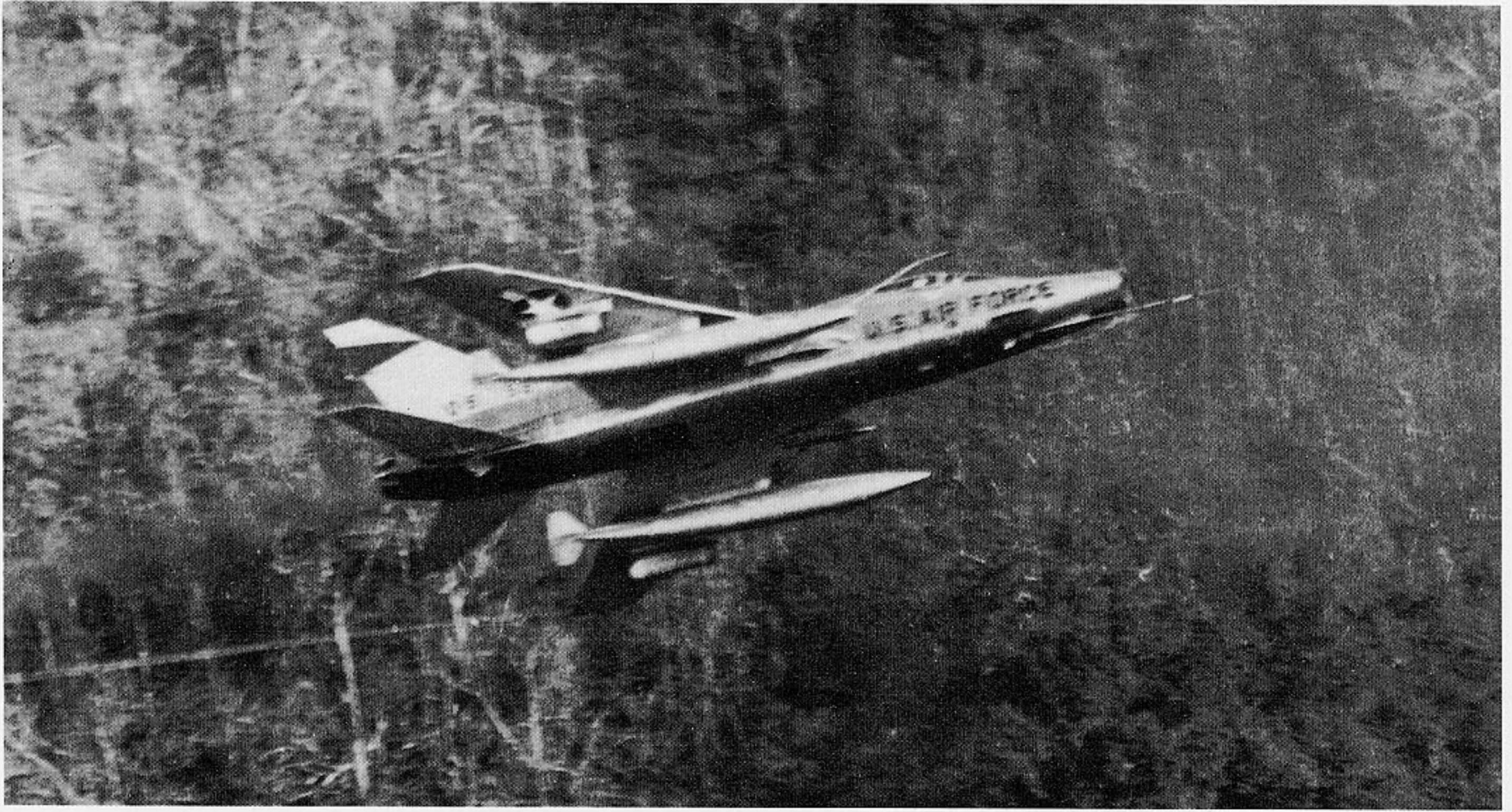
Further units followed, starting at Phan Rang, which was home to the 366th TFW from March to October 1966, when the 35th

TFW took over in one of those often confusing changes of designation. Next came Tuy Hoa, which was used by the 31st TFW from December 1966, with the F-100 fleet being rounded out by the 37th TFW which was organised at Phu Cat in March 1967. This

meant that at peak strength during 1967-69, there were no fewer than four fully-fledged F-100 Tactical Fighter Wings in the country.

At the beginning of the air war, few limits were placed upon the F-100. In consequence, it was committed to action against





Flying low and fast, this F-100C of an unidentified unit in Vietnam turns into the target which will be attacked by air-to-ground rockets seen under the outer wing pylons. (USAF)

targets in North Vietnam when the 'Rolling Thunder' campaign was launched in March 1965. Subsequently, as North Vietnam's defences were increased, the less than startling performance of the 'Hun' meant that it became increasingly vulnerable and it was seldom sent against the most heavily defended objectives once the war had been running for a year or so.

That still left plenty of targets, however, especially in the south, where the F-100 was kept busy supporting US and allied ground forces, utilising weapons such as bombs and napalm to often devastating effect. In addition, the North was never put entirely off-limits, for the F-100 continued to venture across the border on a regular basis, although such activities were generally limited to targets just above the demilitarised zone.

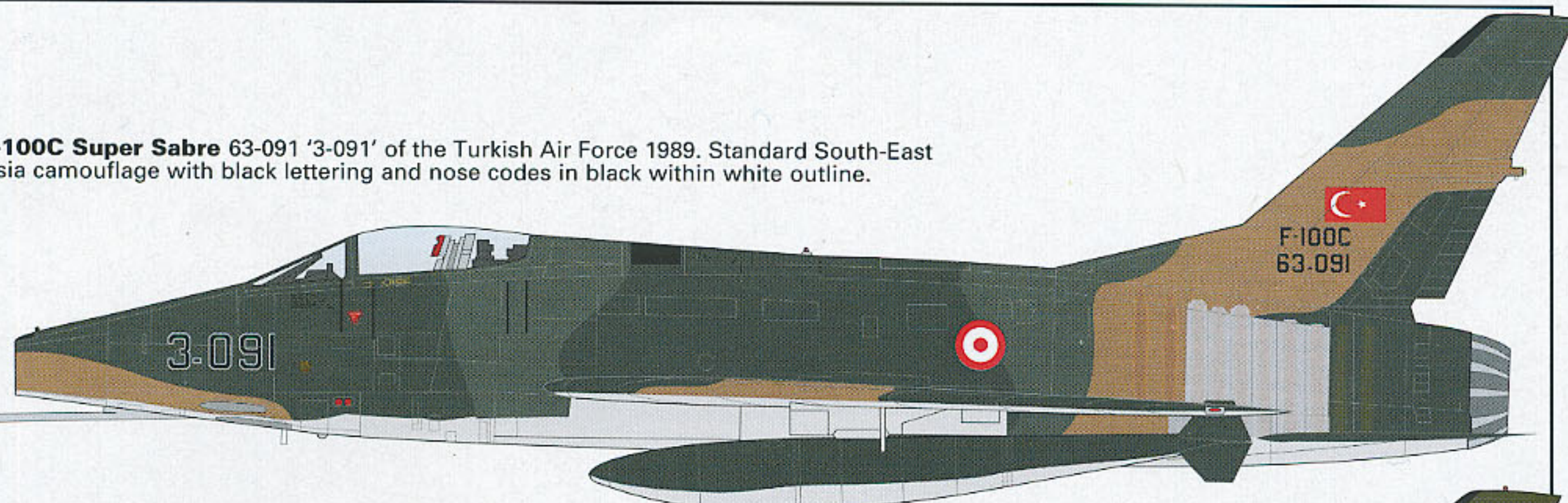
Known as 'Route Pack 1', the defences in this area were less formidable than those around Hanoi and Haiphong - nevertheless,

while it was viewed as a more permissive environment, losses did occur even here with distressing regularity, largely as a result of North Vietnamese ingenuity in deploying AAA (Anti-Aircraft Artillery) where it was least expected. That kind of firepower was not encountered in the south all that often, but losses there were significantly greater,

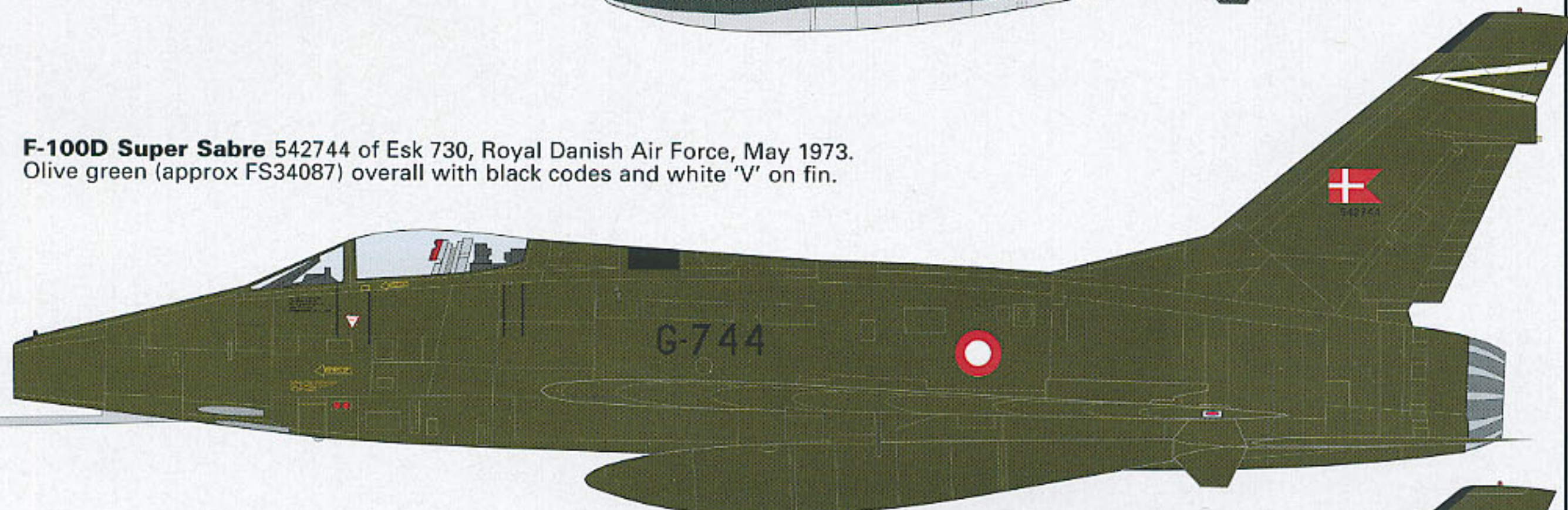
F-100D 63397 of the 307th TFS undergoes weapons loading in a revetment at Bien Hoa AB during the latter half of 1965 before the introduction of camouflage colours on operational aircraft. Markings comprise two light blue bands and a TAC badge on the fin. (USAF)



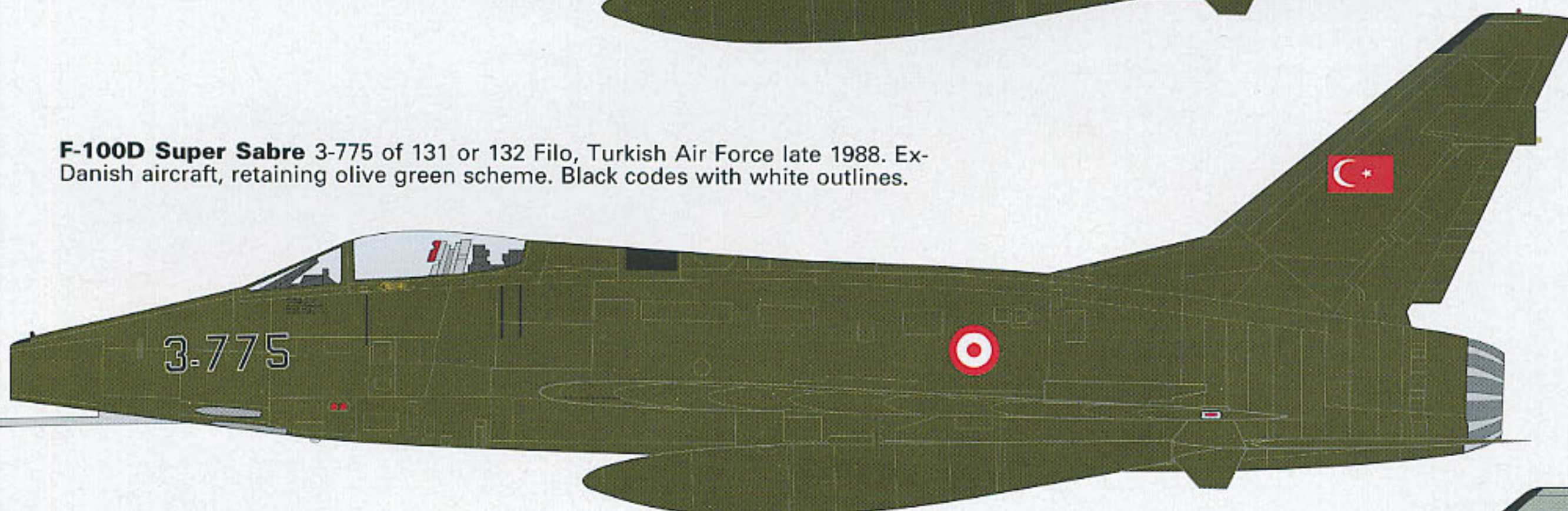
F-100C Super Sabre 63-091 '3-091' of the Turkish Air Force 1989. Standard South-East Asia camouflage with black lettering and nose codes in black within white outline.



F-100D Super Sabre 542744 of Esk 730, Royal Danish Air Force, May 1973. Olive green (approx FS34087) overall with black codes and white 'V' on fin.

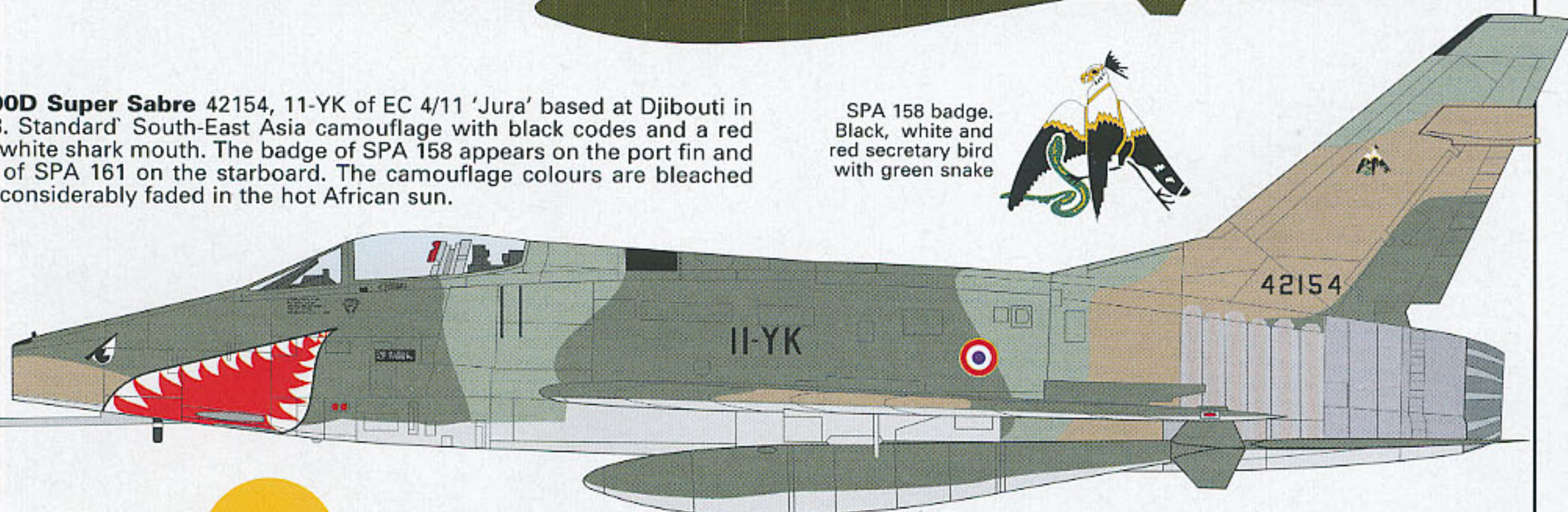


F-100D Super Sabre 3-775 of 131 or 132 Filo, Turkish Air Force late 1988. Ex-Danish aircraft, retaining olive green scheme. Black codes with white outlines.



F-100D Super Sabre 42154, 11-YK of EC 4/11 'Jura' based at Djibouti in 1978. Standard South-East Asia camouflage with black codes and a red and white shark mouth. The badge of SPA 158 appears on the port fin and that of SPA 161 on the starboard. The camouflage colours are bleached and considerably faded in the hot African sun.

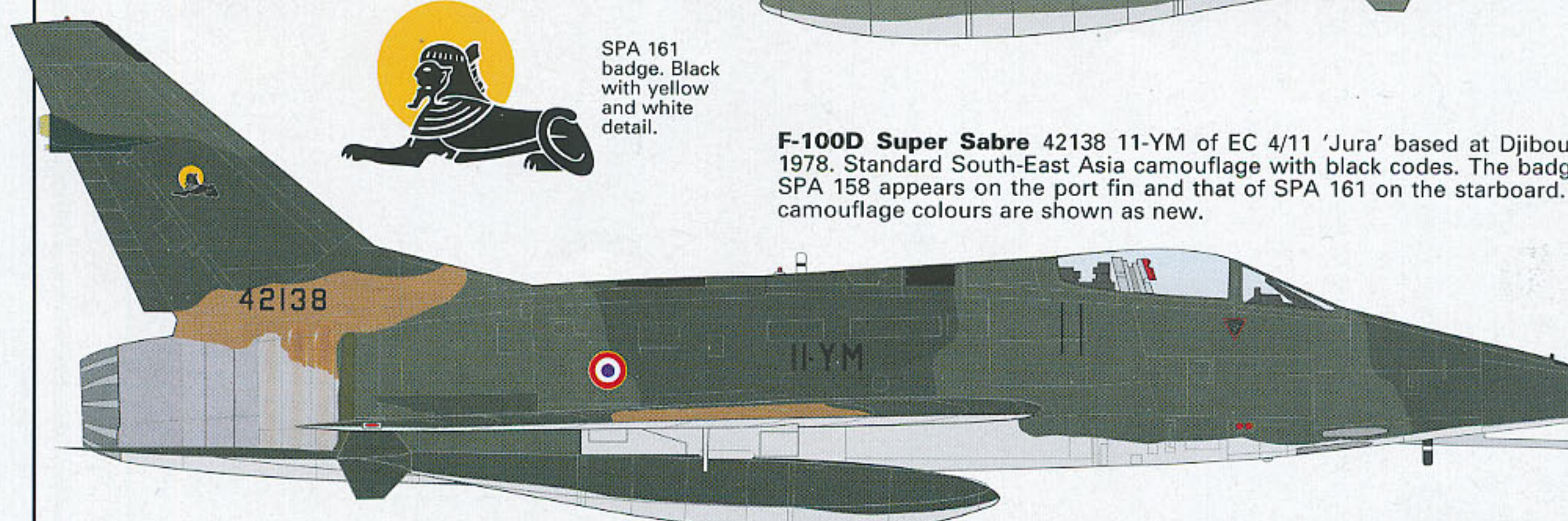
SPA 158 badge. Black, white and red secretary bird with green snake



SPA 161 badge. Black with yellow and white detail.



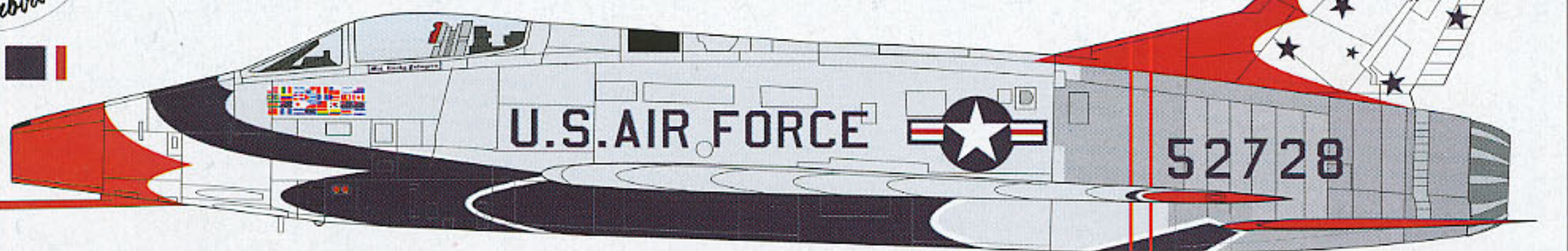
F-100D Super Sabre 42138 11-YM of EC 4/11 'Jura' based at Djibouti in 1978. Standard South-East Asia camouflage with black codes. The badge of SPA 158 appears on the port fin and that of SPA 161 on the starboard. The camouflage colours are shown as new.





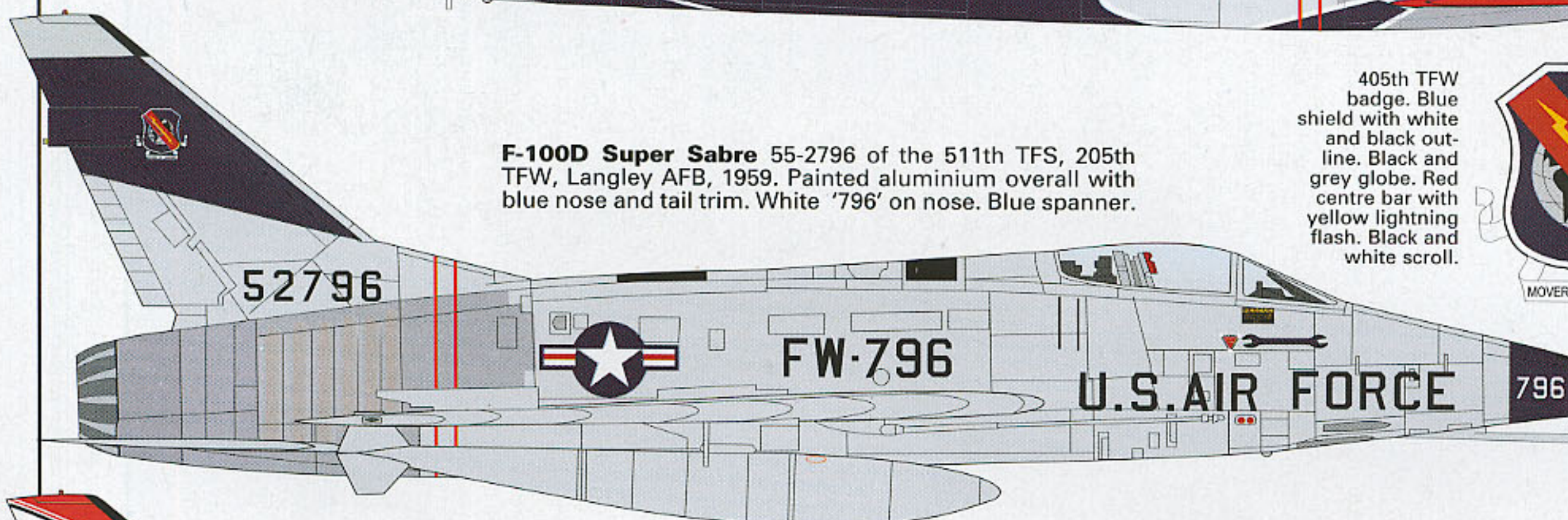
Thunderbirds badge. Design is in red, white and blue.

F-100C Super Sabre 55-2728 of the Thunderbirds Demonstration Team in 1960. Polished natural metal overall with red, white and blue scallops on fuselage and fin. Blue stars on fin. Thunderbirds badge and Unit Citation bar carried on starboard fuselage. Flags of 40 nations visited by the team on the port side.

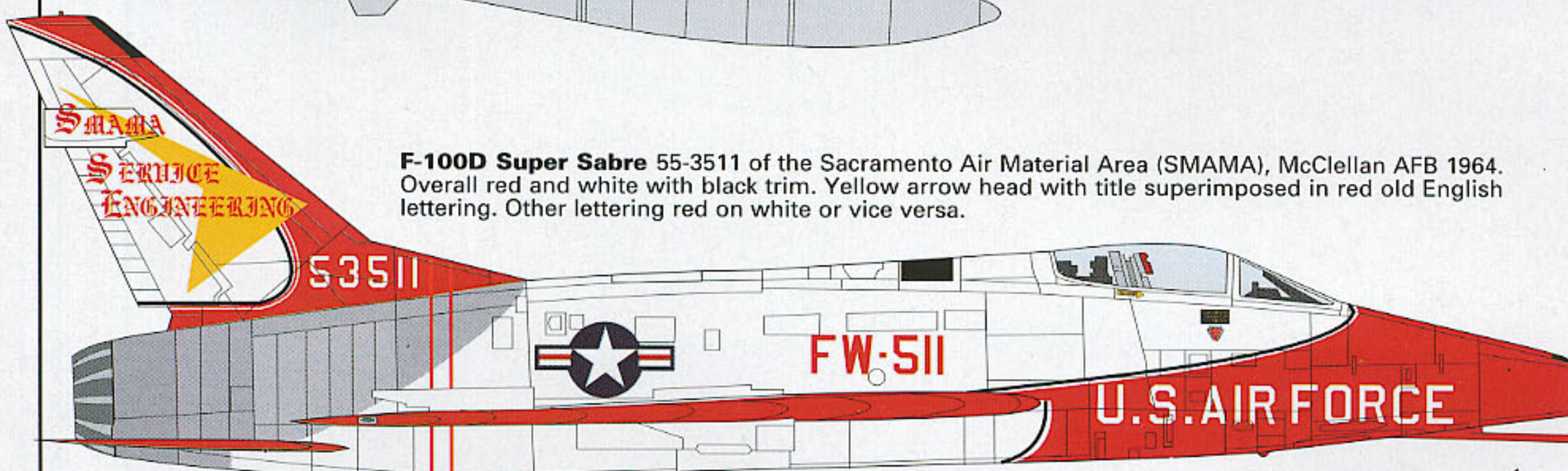


F-100D Super Sabre 55-2796 of the 511th TFS, 205th TFW, Langley AFB, 1959. Painted aluminium overall with blue nose and tail trim. White '796' on nose. Blue spanner.

405th TFW badge. Blue shield with white and black outline. Black and grey globe. Red centre bar with yellow lightning flash. Black and white scroll.



F-100D Super Sabre 55-3511 of the Sacramento Air Material Area (SMAMA), McClellan AFB 1964. Overall red and white with black trim. Yellow arrow head with title superimposed in red old English lettering. Other lettering red on white or vice versa.

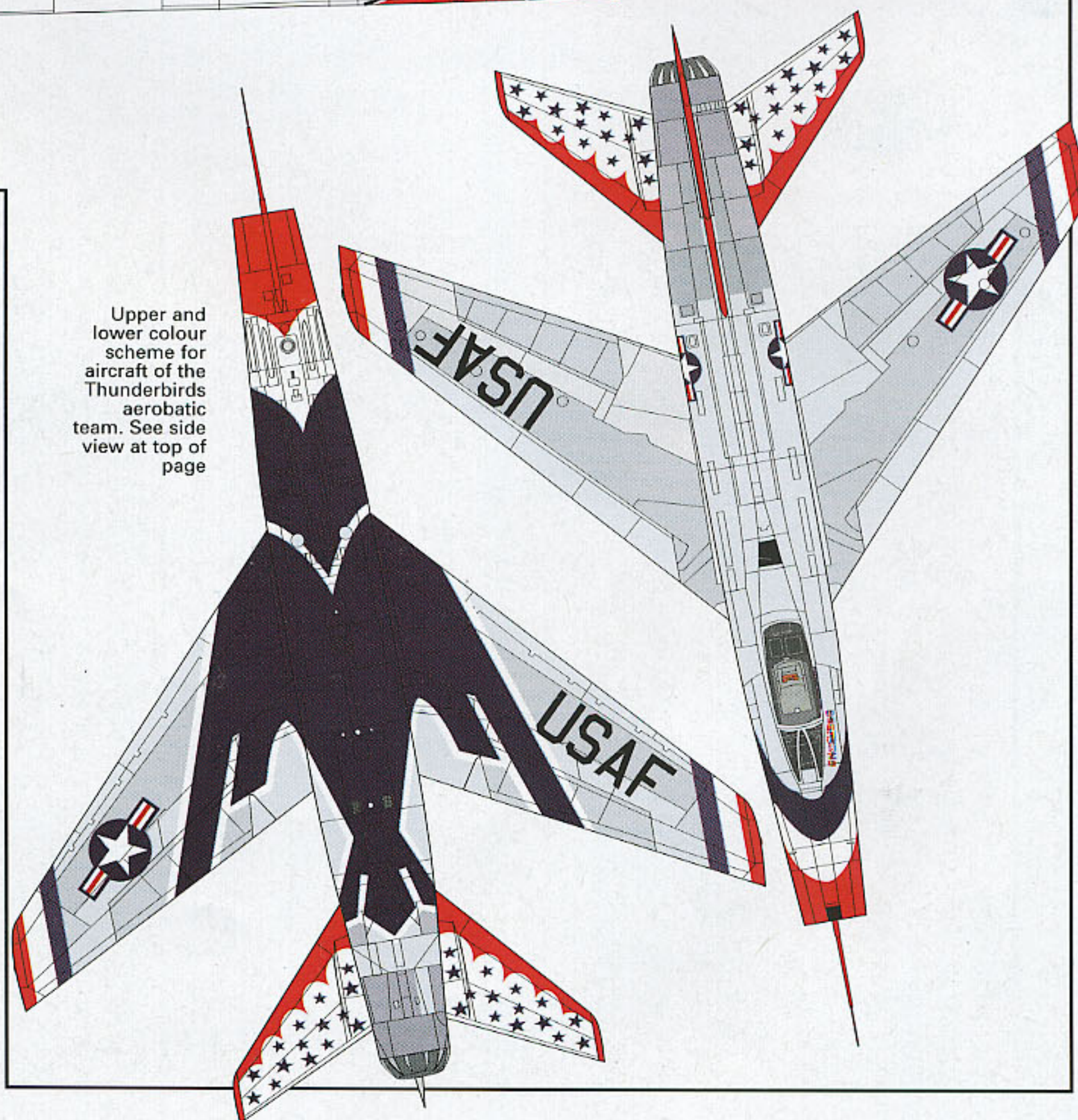


with fire from automatic weapons claiming many victims during bombing and strafing attacks when pilots had to maintain straight and level flight in order to ensure accurate placement of ordnance.

Although the majority of the Super Sabres used in Vietnam were single-seaters, the two-seat model was also extensively employed in combat and the F-100F pioneered two important concepts during the early stages of the air war, namely those of the 'Wild Weasel' and 'Fast FAC' (Forward Air Controller). As far as the former was concerned, the part played by the F-100F tends to be overlooked since it was only operational in this role for a matter of a few months. However, although it can hardly claim to have covered itself with glory, the F-100F was instrumental in paving the way for wider acceptance of the 'Wild Weasel'.

'Iron Hand' defence suppression duties were first undertaken by barely a handful of suitably-adapted F-100Fs in the winter of 1965-66. Those first 'Weasels' came from Detachment One of the Tactical Air Warfare Center, which sent four F-100Fs from Eglin

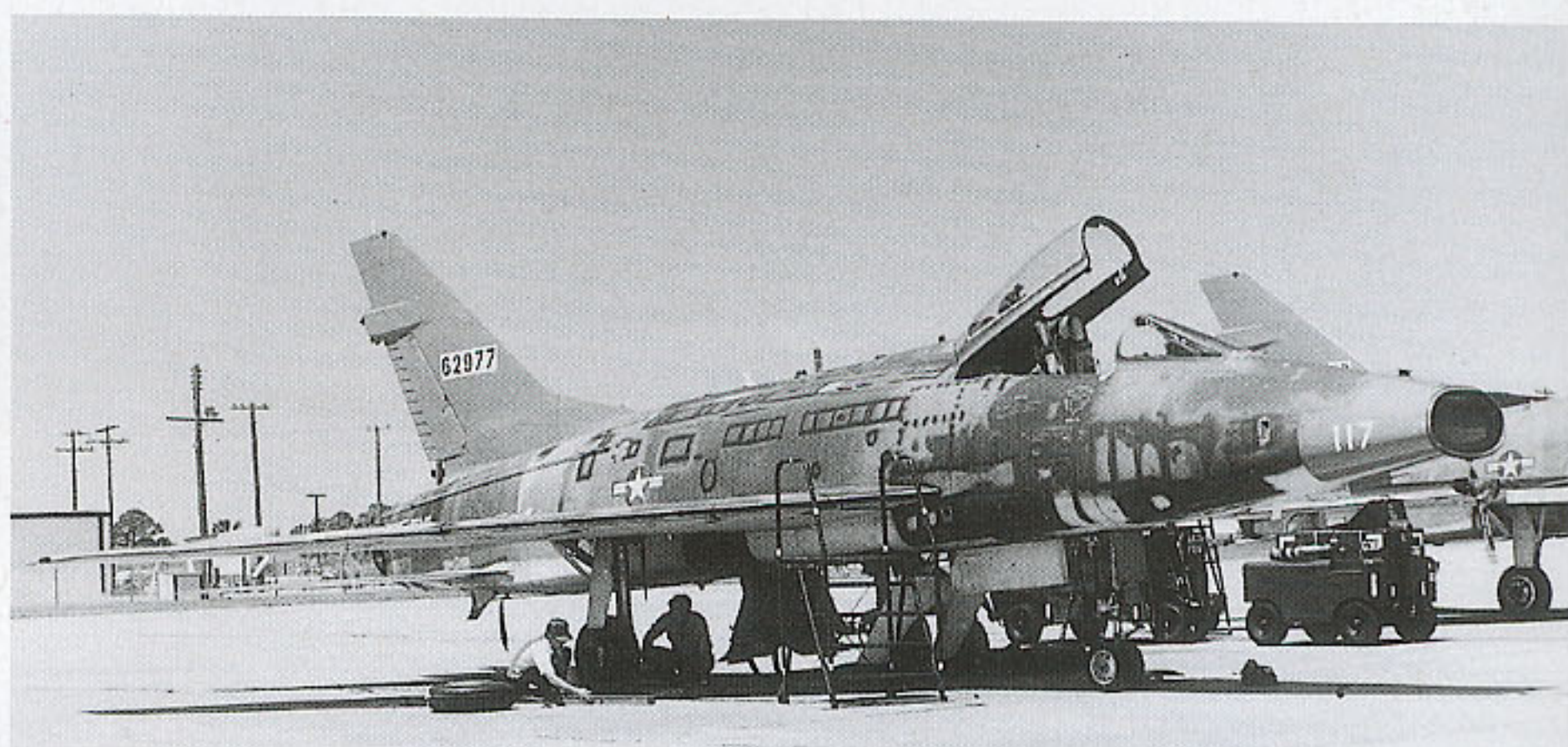
Upper and lower colour scheme for aircraft of the Thunderbirds aerobatic team. See side view at top of page





A number of surplus F-100s were taken from MASDC, refurbished and equipped as pilotless target drones. As seen above they were normally left in South-East Asia camouflage but with large areas of dayglo red on the tail, nose and wings. The example right, 56-2977, coded 117, looks as if it has been well used. Below: Flight Systems Inc F-100F N414FS was one of several used for target towing duties, hence the equipment under the port wing. (All MAP)

AFB to Korat, Thailand, in November 1965 for evaluation by the 6234th TFW. Combat experience, coupled with losses in December 1965 and March 1966, soon confirmed that the Super Sabre wasn't the ideal vehicle for this hazardous mission, since it was just too slow which was always going to make it vulnerable to accurate enemy fire. In





The Air National Guard in peace and war. Left: Maintained in beautiful condition, this F-100C of the New York Air Guard is one that had very few additional or colourful markings. Below: F-100C 54-1993 of the 121st District of Columbia ANG seen in camouflage after the unit was mobilised in January 1968 and moved from its home base in Maryland to Myrtle Beach. The codes 'XA' was assigned for operational reasons at the time. (APN)

view of that, it was withdrawn after only a short period of time, with similarly adapted but far more suitable F-105F Thunderchiefs taking over from May 1966 onwards.

Turning to the 'Fast FAC' role, this mission was almost tailor-made for the F-100F. Also known as 'Misty' (from the radio call-sign), the 'Fast FAC' task was allocated to the 37th TFW at Phu Cat and was concentrated in a single squadron-sized element (612th TFS Det 1) which was re-assigned from the 35th TFW in June 1967. Selection of Phu Cat was deliberate, for this was one of the more northerly bases used by the USAF in Vietnam and lay closest to the

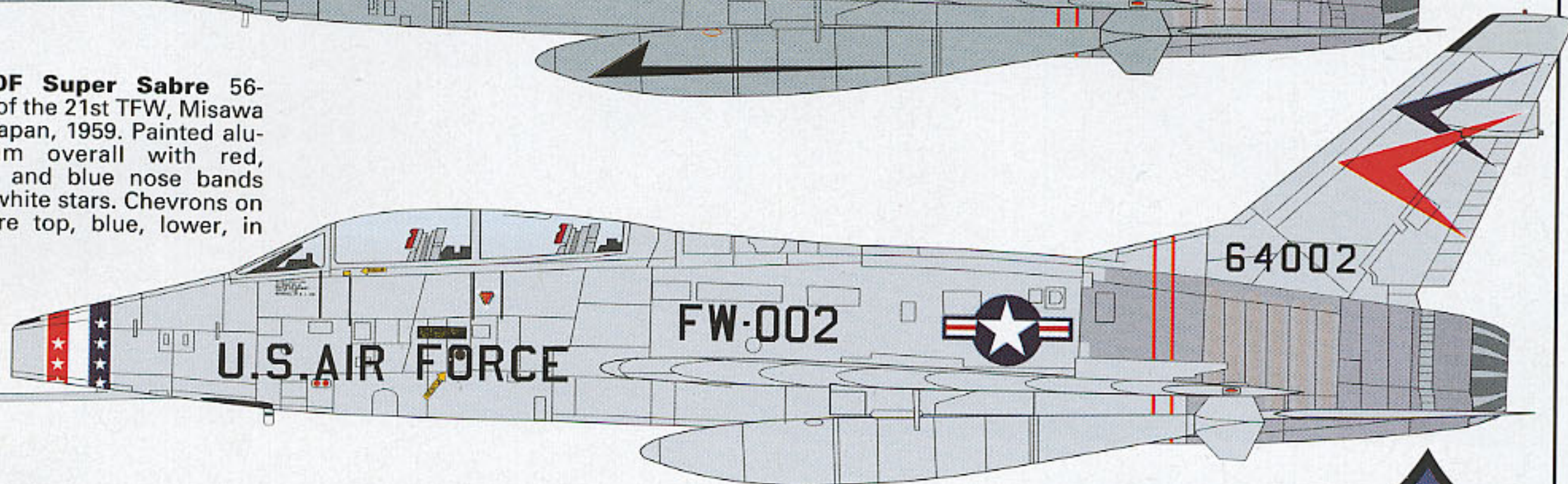
Seen on one of the NATO exchange visits, this Turkish Air Force F-100F was photographed on a German airfield in 1973. It has faded South-East Asia camouflage and is serialled 63967. (MAP)



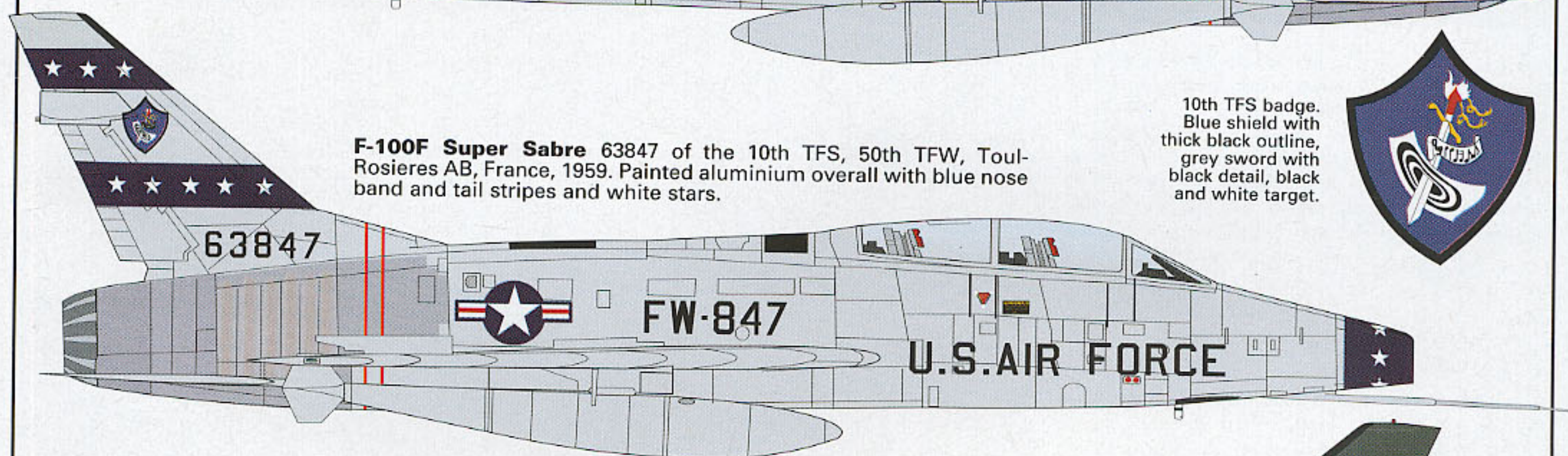
F-100C Super Sabre 54-1873 of the 188th TFS New Mexico ANG, Kirtland AFB, October 1972. Overall Air Defence Command Grey with black and yellow trim with thin black border.



F-100F Super Sabre 56-4002 of the 21st TFW, Misawa AB, Japan, 1959. Painted aluminium overall with red, white and blue nose bands with white stars. Chevrons on tail are top, blue, lower, in red.



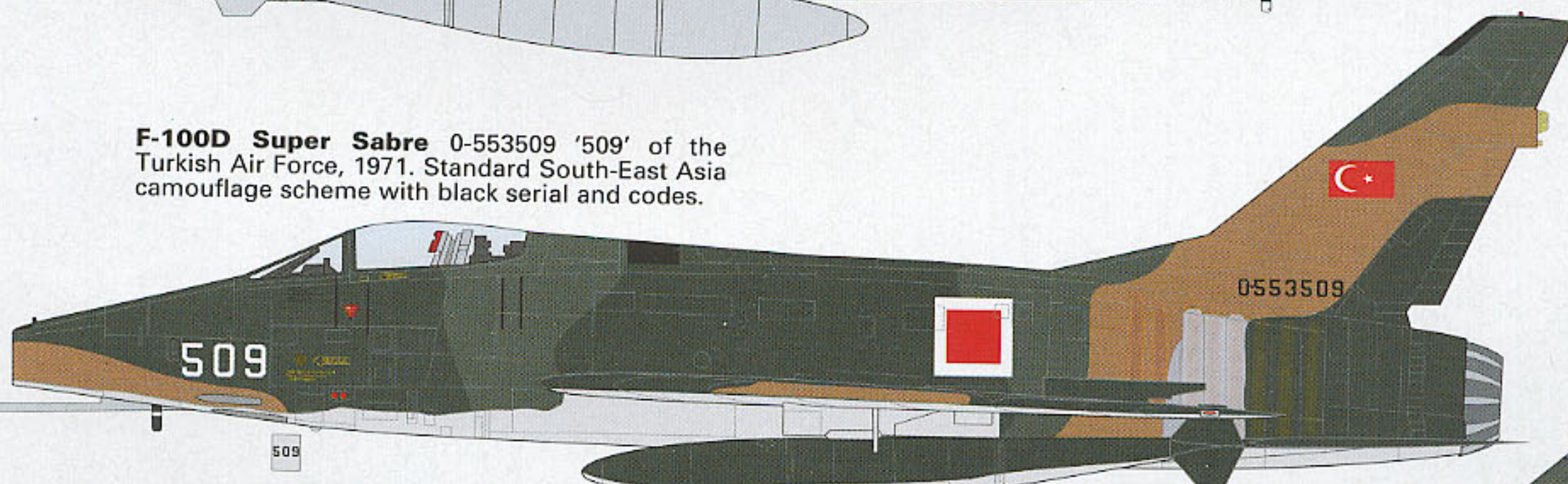
F-100F Super Sabre 63847 of the 10th TFS, 50th TFW, Toul-Rosieres AB, France, 1959. Painted aluminium overall with blue nose band and tail stripes and white stars.



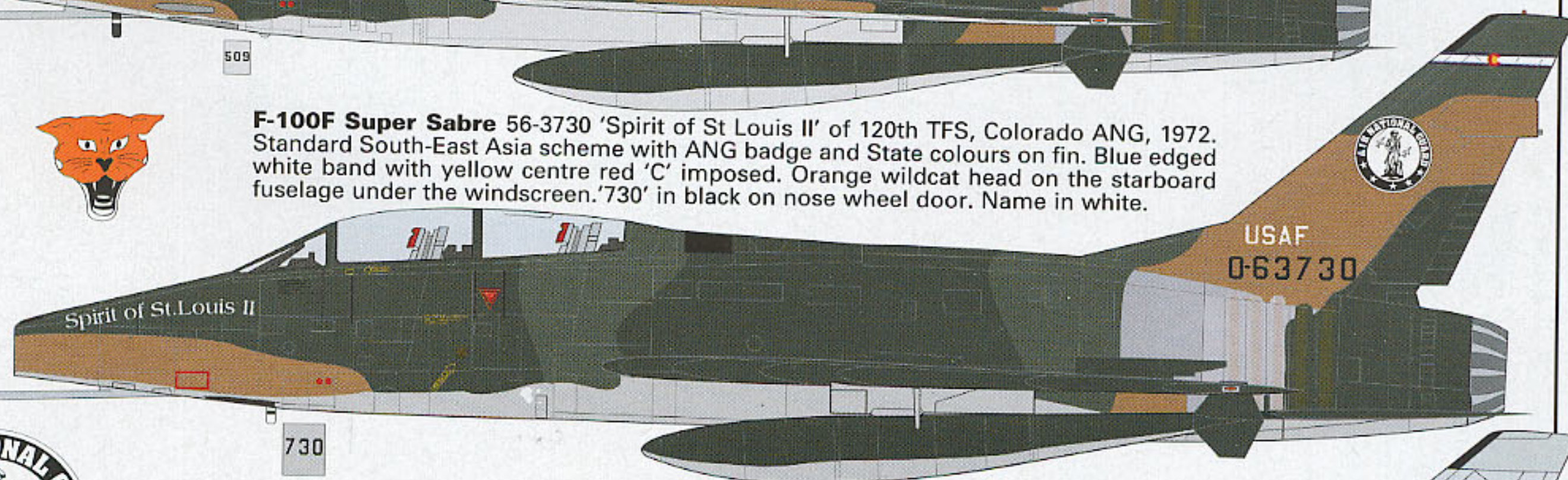
10th TFS badge. Blue shield with thick black outline, grey sword with black detail, black and white target.



F-100D Super Sabre 0-553509 '509' of the Turkish Air Force, 1971. Standard South-East Asia camouflage scheme with black serial and codes.

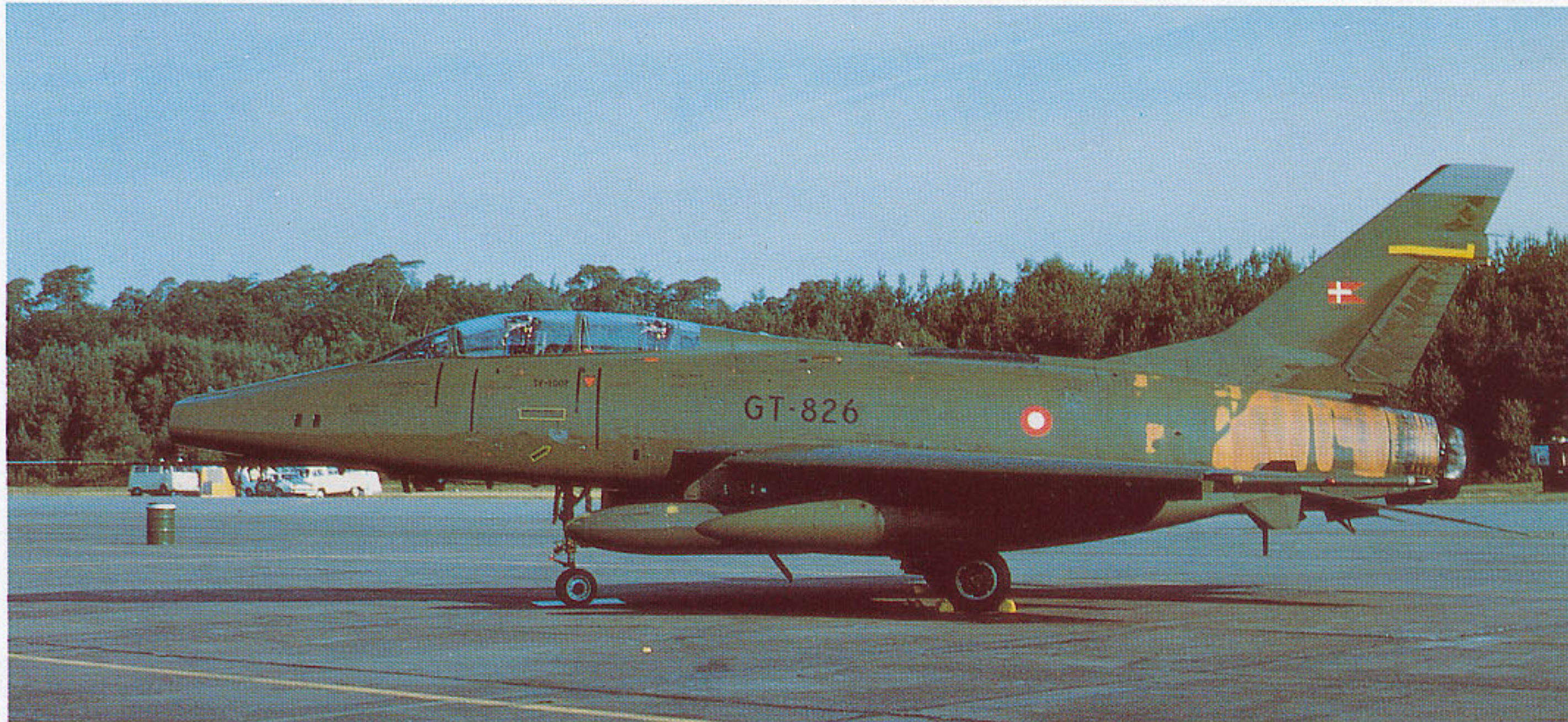


F-100F Super Sabre 56-3730 'Spirit of St Louis II' of 120th TFS, Colorado ANG, 1972. Standard South-East Asia scheme with ANG badge and State colours on fin. Blue edged white band with yellow centre red 'C' imposed. Orange wildcat head on the starboard fuselage under the windscreen. '730' in black on nose wheel door. Name in white.



F-100F Super Sabre 56-3997 FW-997 of the Turkish Air Force. Painted aluminium overall with red and white nose chevrons, Black head with white eyes and red mouth.

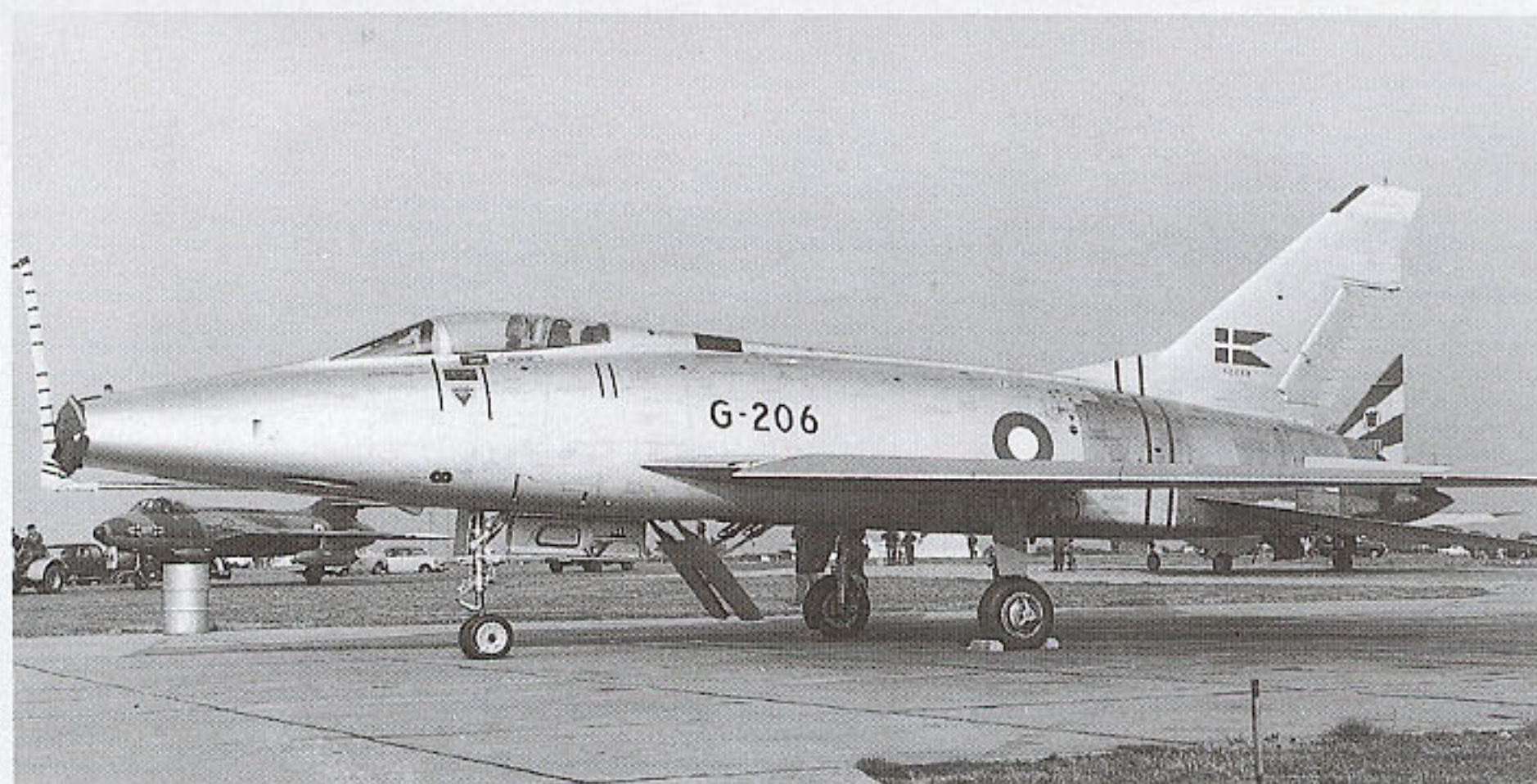




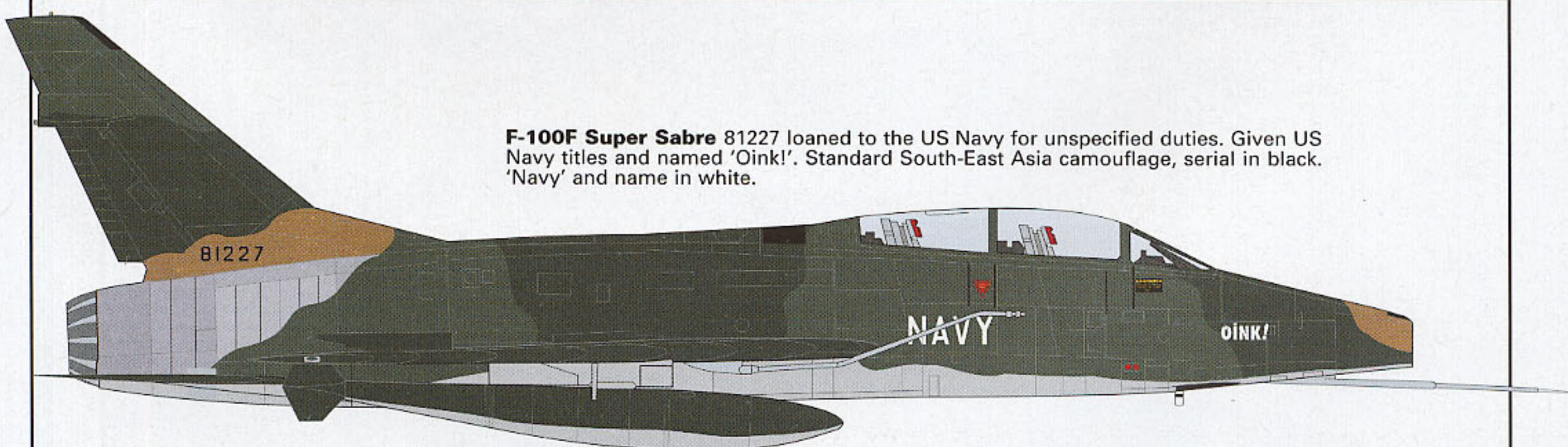
Above: The F-100s supplied to the Royal Danish Air Force were camouflaged in an olive green mid-way through their service careers. Right: This was in strong contrast to the initial overall aluminium scheme when the F-100s were first delivered. F-100D 42206 seen at a Wethersfield air show in 1961. (APN)

and potential targets for orbiting fighter-bombers. In the event of locating a promising target or targets, co-ordinates were passed on by radio in the usual fashion - and it seldom took long before the objective was pounded by bombs.

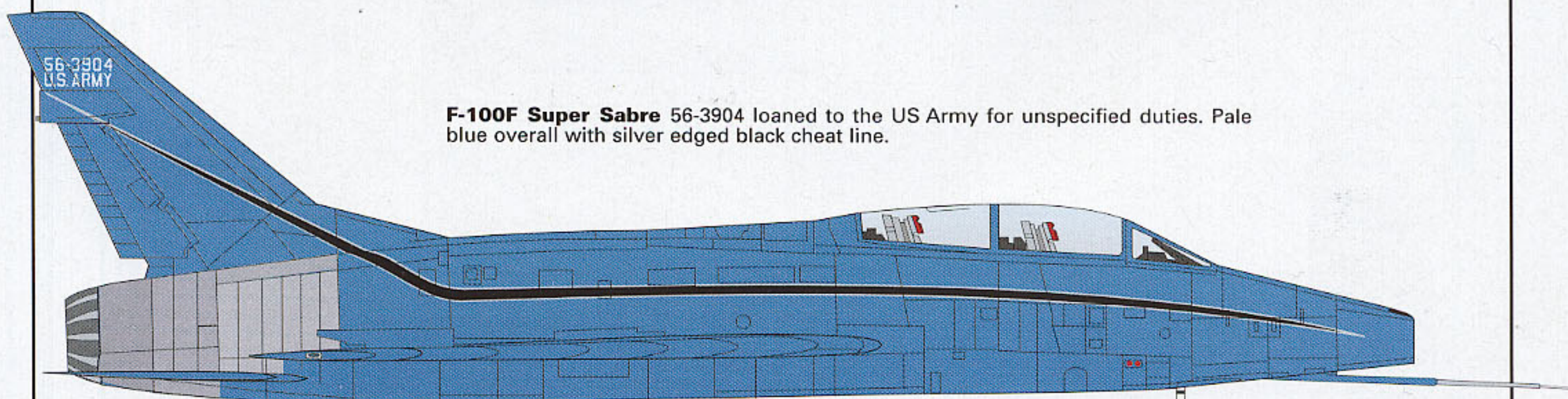
After just over seven years of often intensive action, the combat career of the F-100 came to a close when the 35th TFW flew its last combat missions from Phan Rang on 26



F-100F Super Sabre 81227 loaned to the US Navy for unspecified duties. Given US Navy titles and named 'Oink!'. Standard South-East Asia camouflage, serial in black. 'Navy' and name in white.



F-100F Super Sabre 56-3904 loaned to the US Army for unspecified duties. Pale blue overall with silver edged black cheat line.



Right and below right: Two Turkish Air Force F-100s of unknown squadron allocations but showing the contrast between the two colour schemes used between 1958 to 1988 when these aircraft were in service. The Turks were the last air force to use the F-100 in front line service. In both cases the colour schemes and buzz numbers followed the then current USAF practice. (Both MAP)

June 1971. That was not quite the end, for it was to take a few more weeks before the last examples of the Super Sabre finally left Vietnam on 30 July, bound for the USA and further service with elements of the Air National Guard. As for their former parent, this came off much worse, for it was inactivated on the very next day.

During those seven years, no fewer than 360,283 sorties were flown by 16 Tactical Fighter Squadrons (including four from the Air National Guard). That was an impressive tally, but it was not accomplished without cost, for some 243 aircraft were destroyed while serving in Vietnam. Inevitably, the majority of the casualties were sustained in battle, with enemy weapons claiming nearly 200 Super Sabres between August 1964 and April 1971, while just over 40 more were lost during the same period due to a variety of reasons which were not directly attributable to combat.

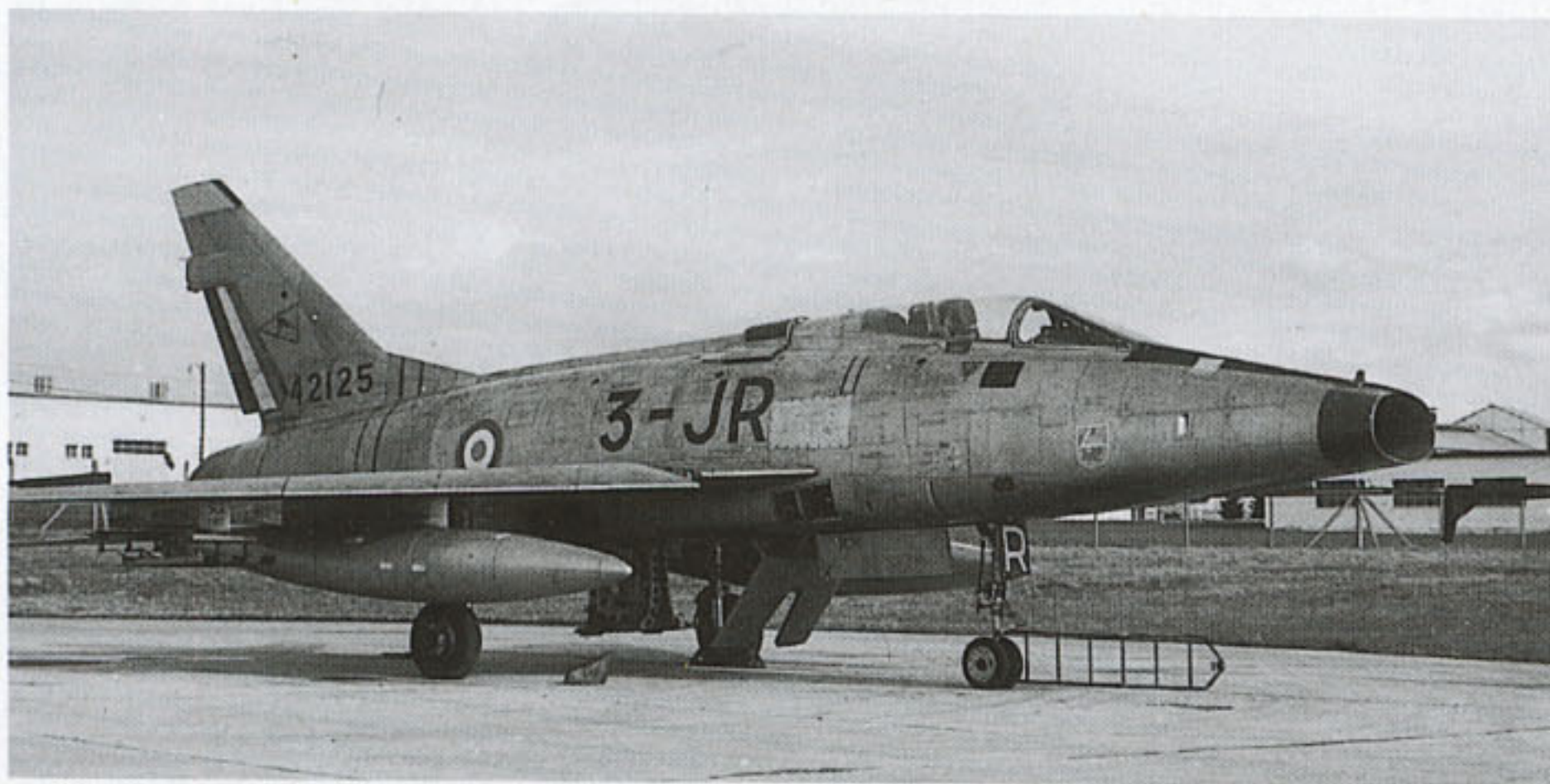
Conceived during one war and destined to serve with great distinction in another, the F-100 Super Sabre was the first aircraft possessing genuine supersonic performance to enter service with the USAF and, as such, is assured of a permanent place in the history of that air arm.

In addition the 'Sled' or 'Hun' pointed the way ahead for the remarkable Century series and will surely be remembered with affection by many.

CIVIL SUPER SABRES		
Type	USAF serial	Registration
F-100A	53-1688	N100X
F-100C	54-2091	N2011M
F-100D	55-2888	N2011U
F-100F	56-3948	N2011V
F-100F	56-3899	N404FS
F-100D	56-3022	N405FS
F-100F	56-3826	N414FS
F-100F	56-3844	N416FS
F-100F	56-3842	N417FS
F-100F	56-3996	N418FS
F-100F	56-3971	N419FS
F-100F	56-3899	N8056Y

Above Right: Another picture of an F-100F in service with the Danish Air Force. The US serial 64018 was partially repeated in the side number GT-018. Below and on following page: F-100s soon after withdrawal from French Air Force service. Being supplied under MDAP regulations the aircraft were returned to the US after service. In this case they were flown to Sculthorpe in the UK in February 1976.

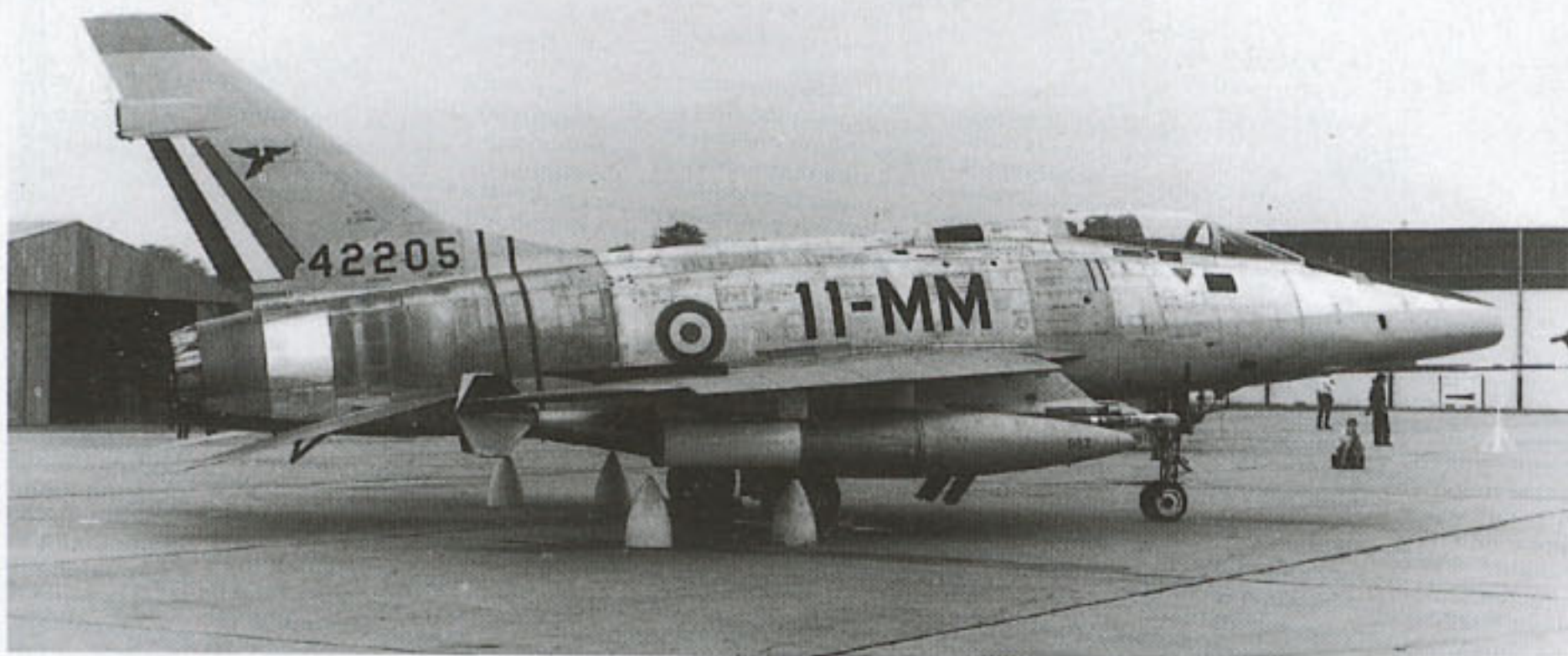




F-100D 42125 of EC2/3 'Champagne' which used the Super Sabre between 1959 and 1966 when based at Reims and Lahr. The pennant on the fin depicts a stork.



11 Escadre de Chasse used the F-100 between 1959 and 1978, the last being EC4/11 in Djibouti. This aircraft is 42160 from EC1/11 'Roussillon', during the camouflaged period.

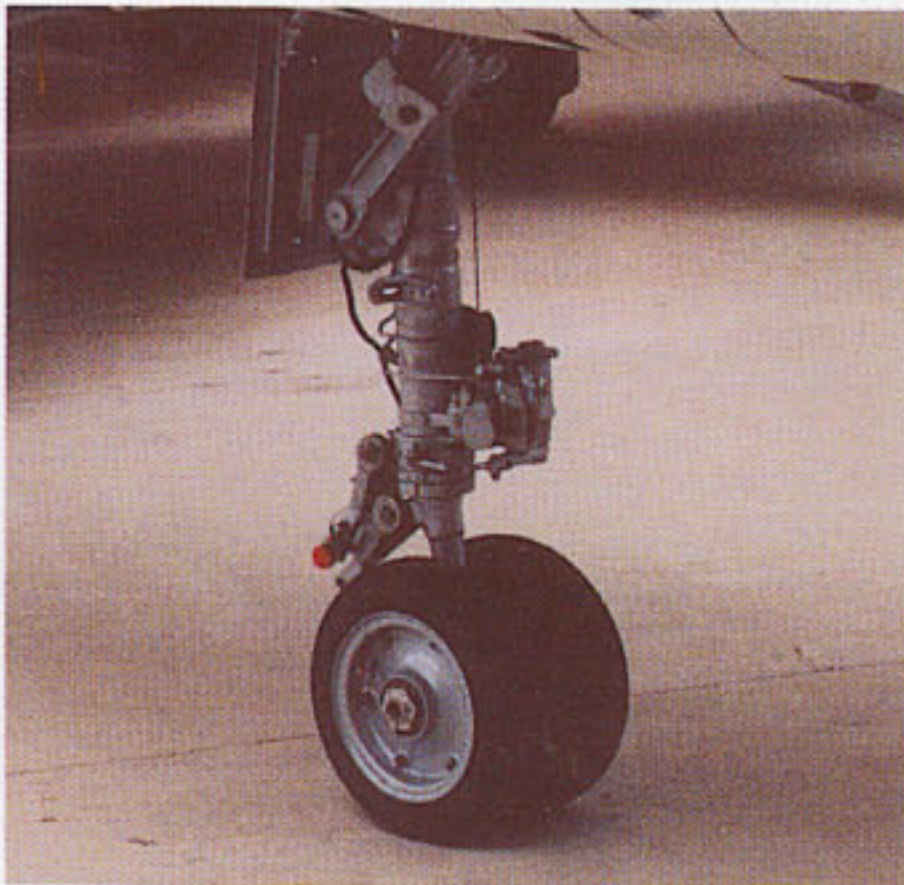


Above: F-100 42205 of EC2/11 'Vosges' sporting both rocket pods and Sidewinder missiles. Below: F-100F 63937 of EC3/11 'Corse' one of 15 two-seaters delivered to the l'Armee de l'Air. The pictures shows it at its Toul-Rosieres base in 1967. (All MAP)



SUPER SABRE IN DETAIL

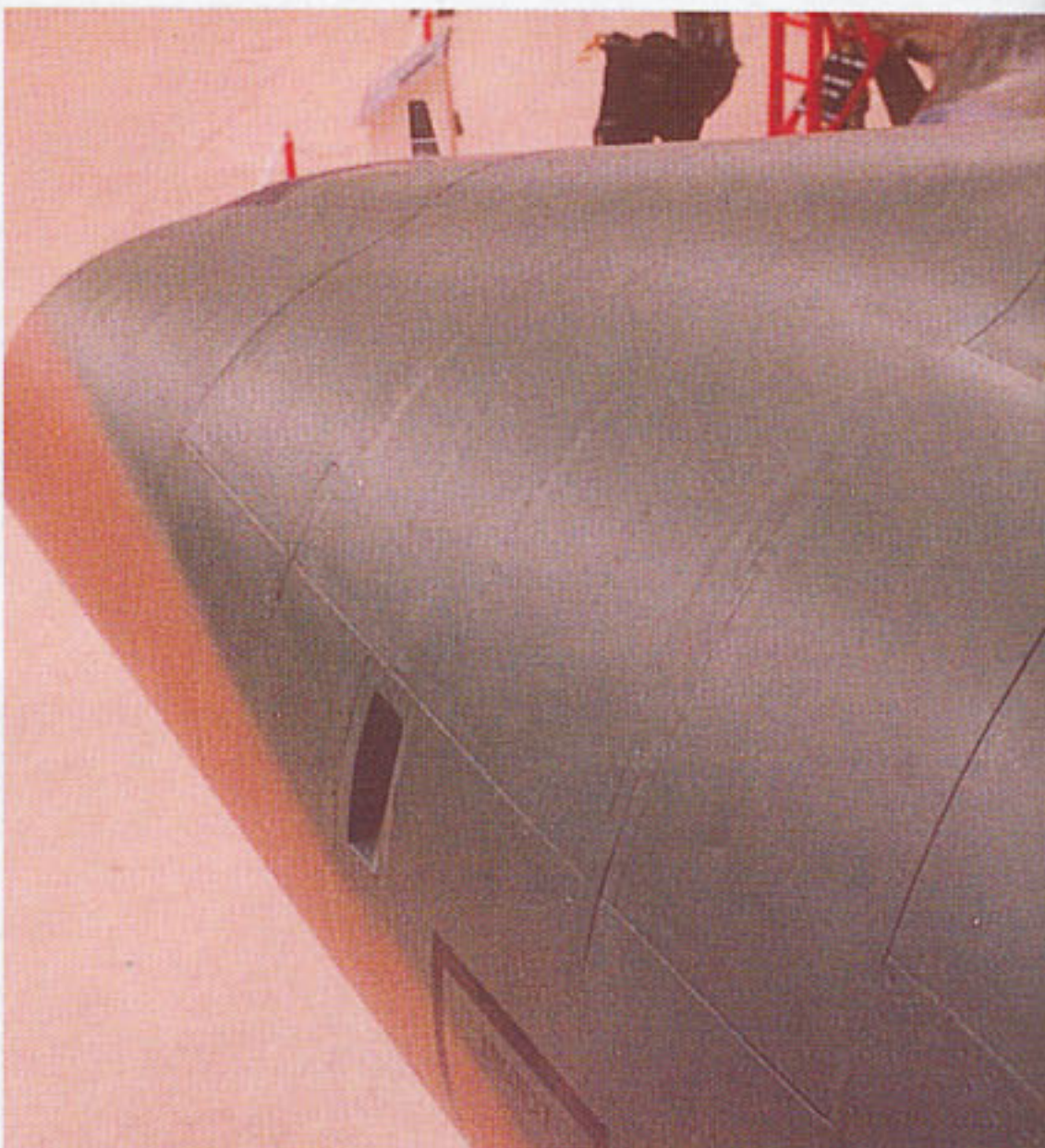
The subject aircraft in these detailed pictures is the ex-French Air Force F-100D now preserved in the Imperial War Museum, Duxford. Thanks are due to the museum staff for their help.

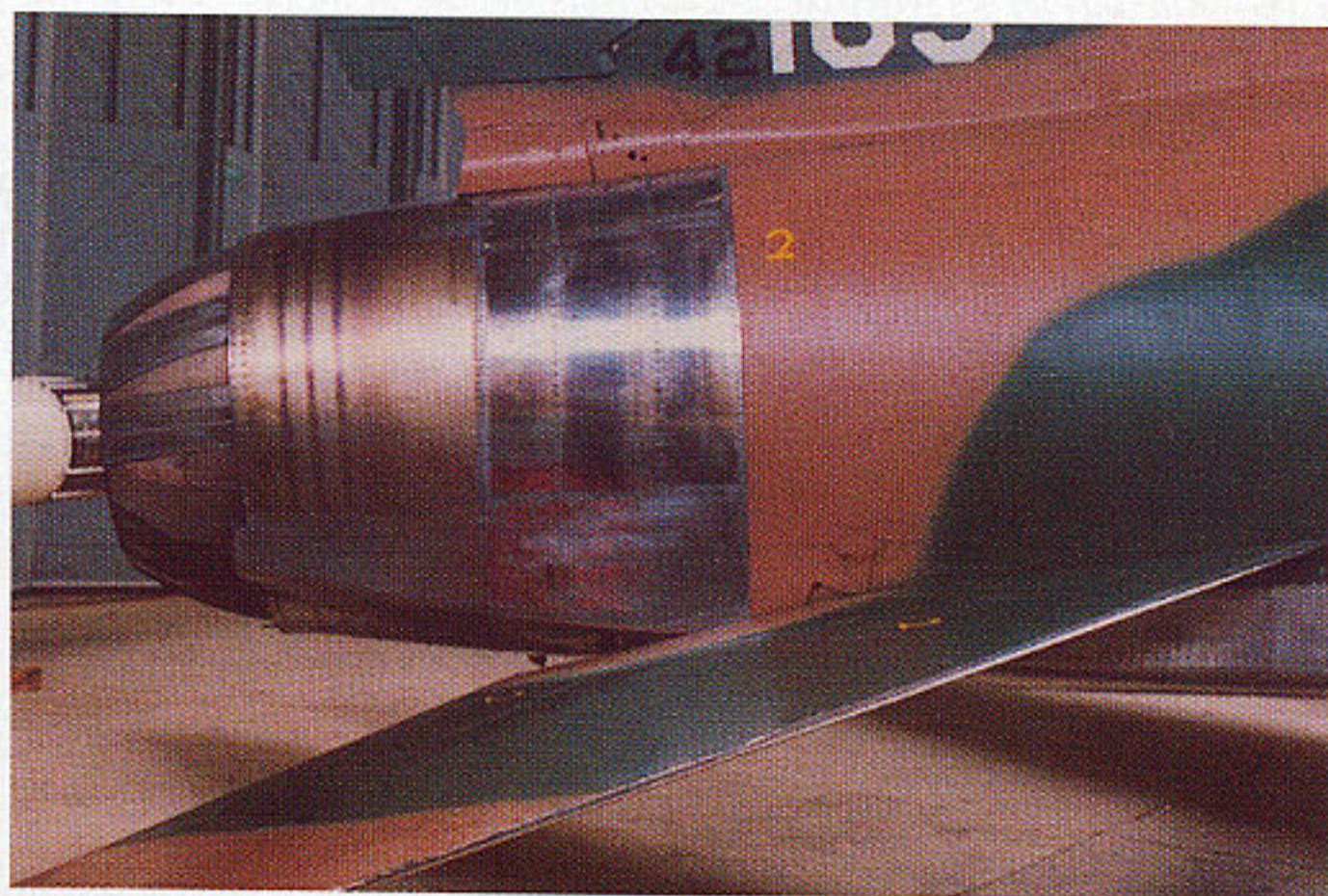


Super Sabre nose undercarriage leg. Note the feathered appearance of the camouflage demarcation line.

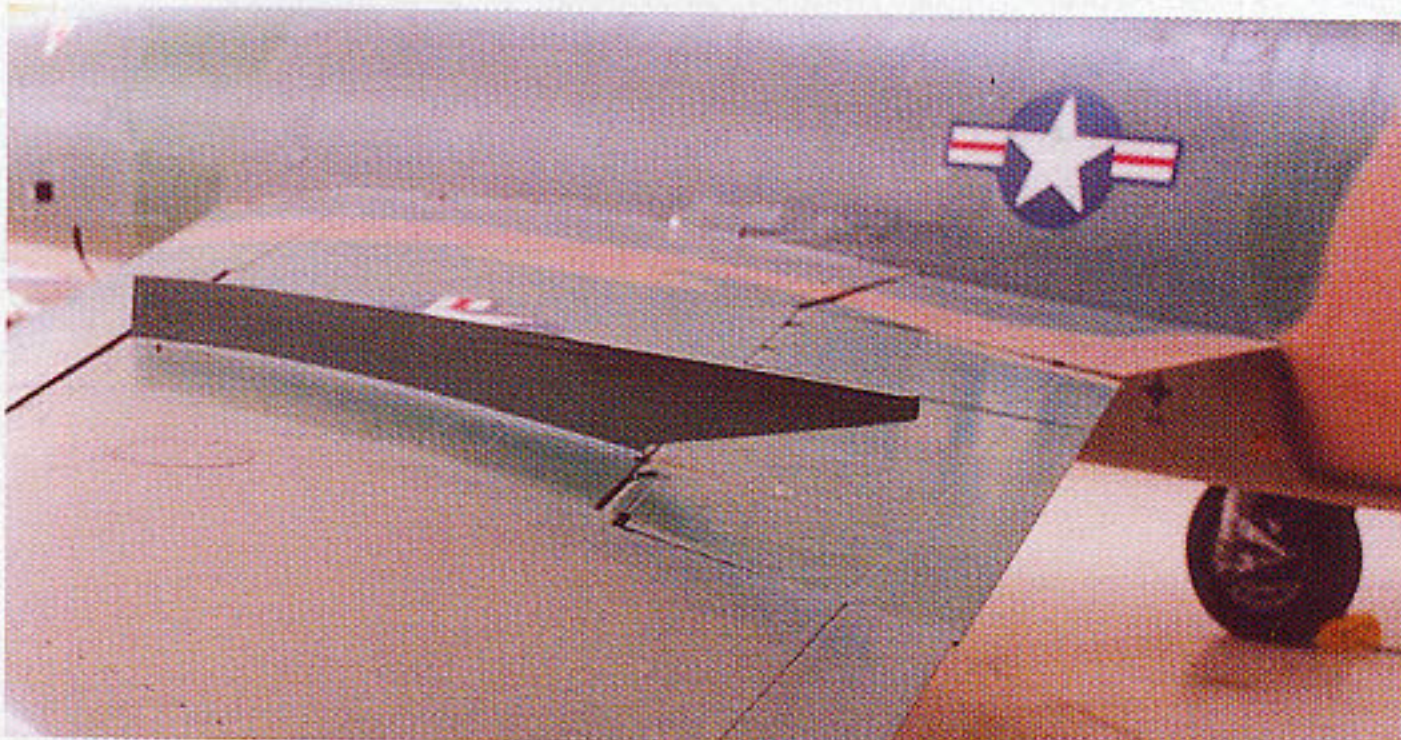
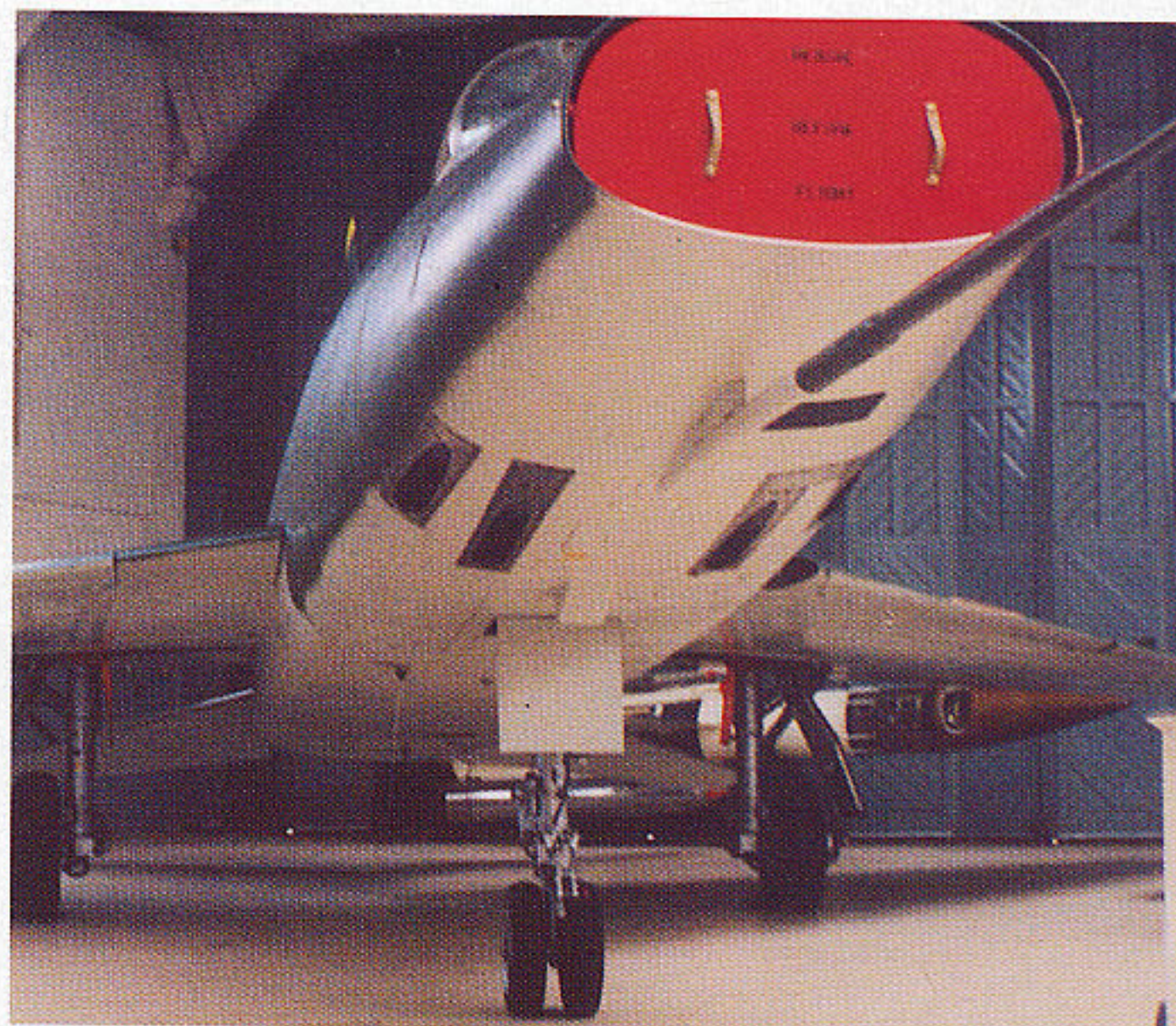


Main undercarriage leg, starboard side. 'Remove before Flight' tags were always inserted when the aircraft was parked.

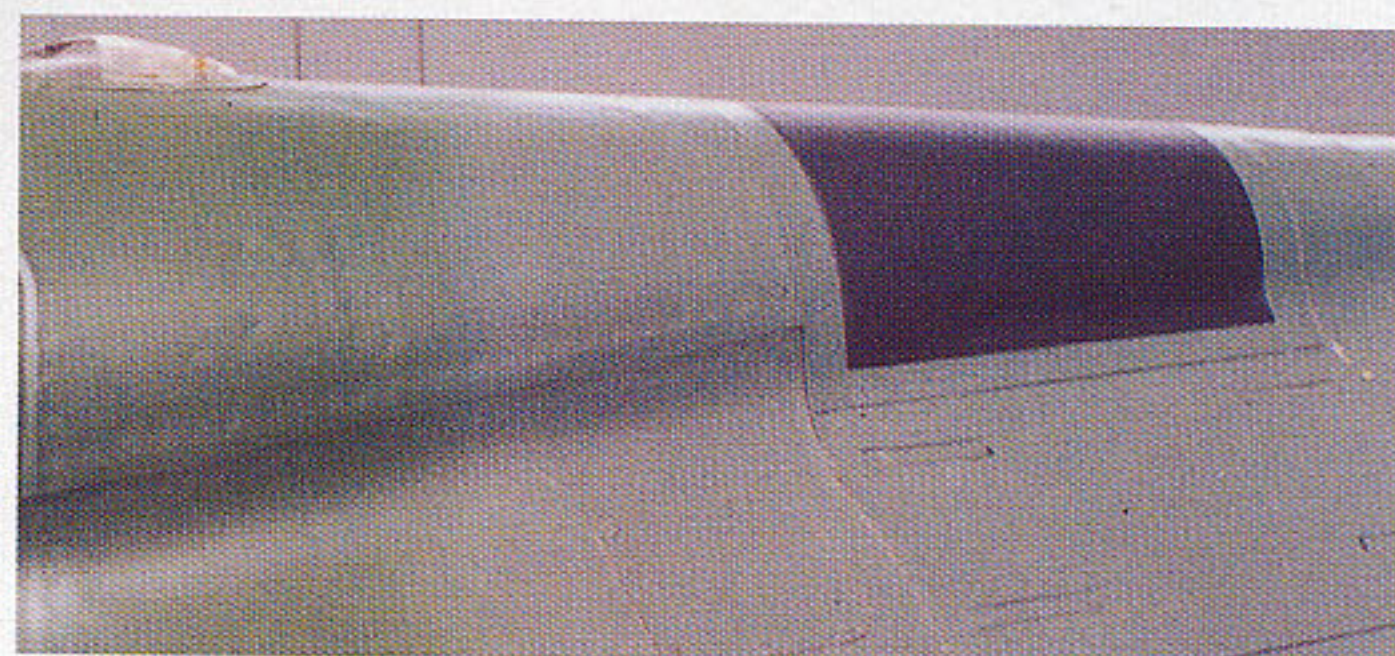
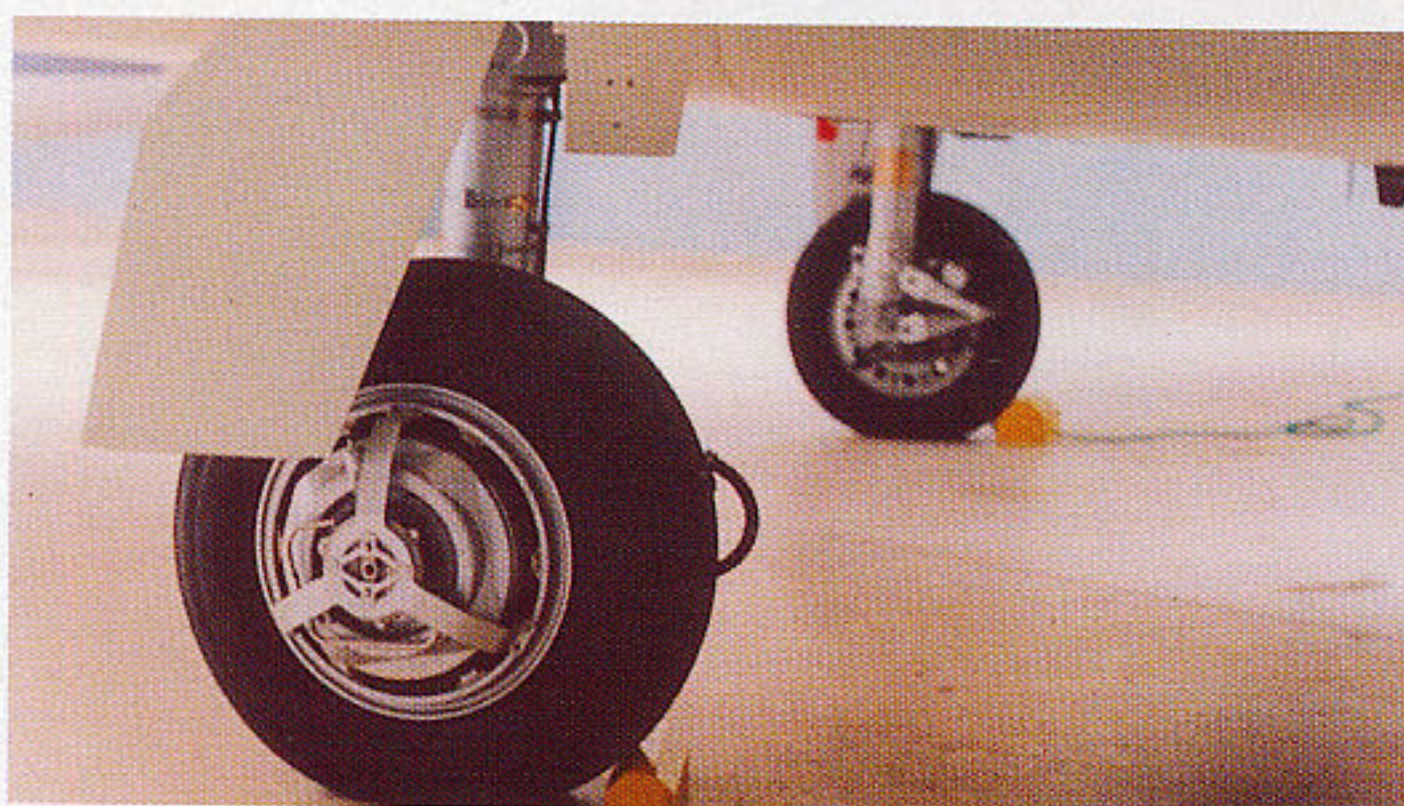




Above: The rear section of the Super Sabre's fuselage was always burnt metal covering the area occupied by the afterburner. **Right:** View from under the nose showing the four 20-mm cannon ports and the nose probe. This was more often than not in the folded position when the aircraft was parked.

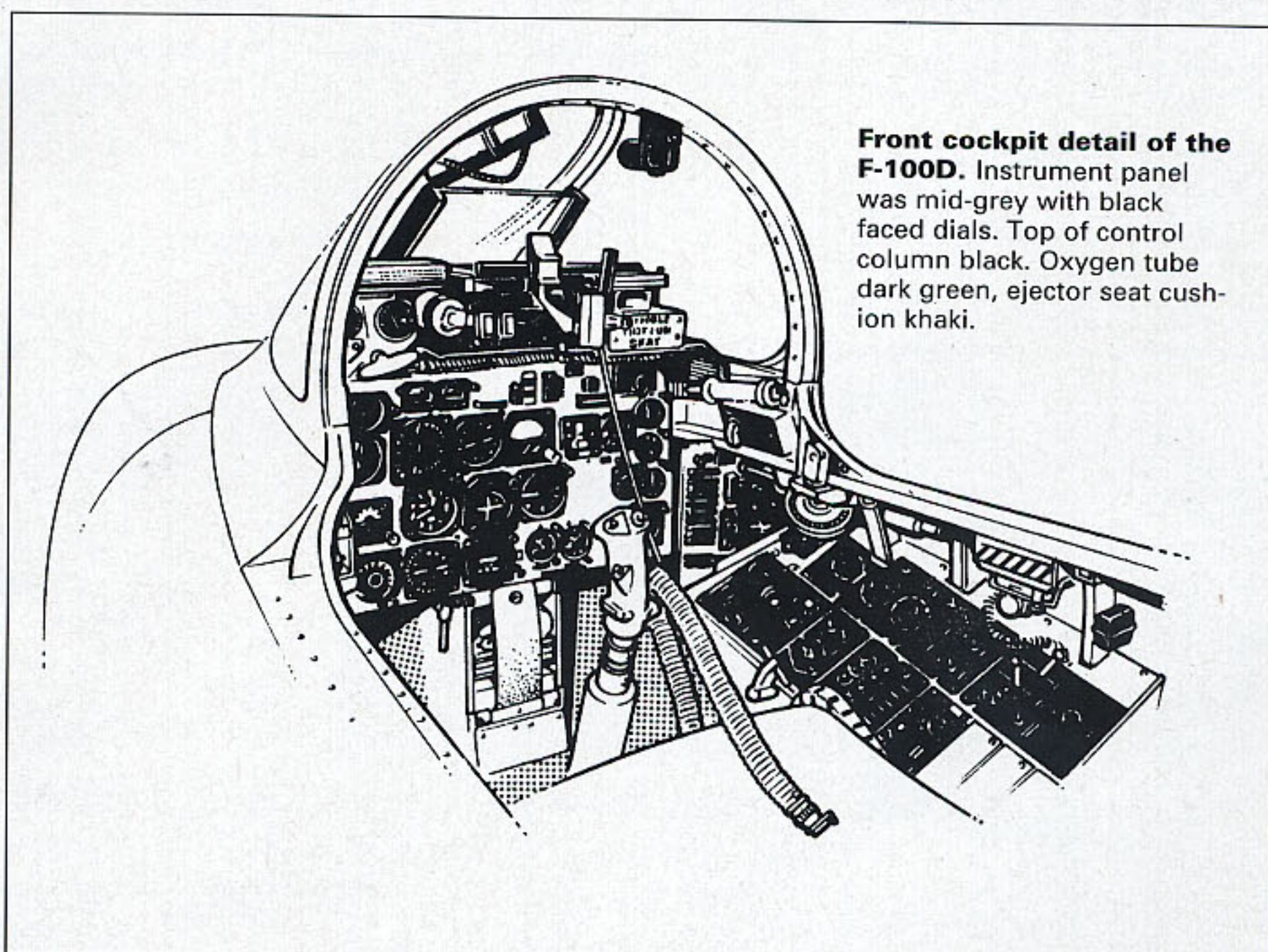
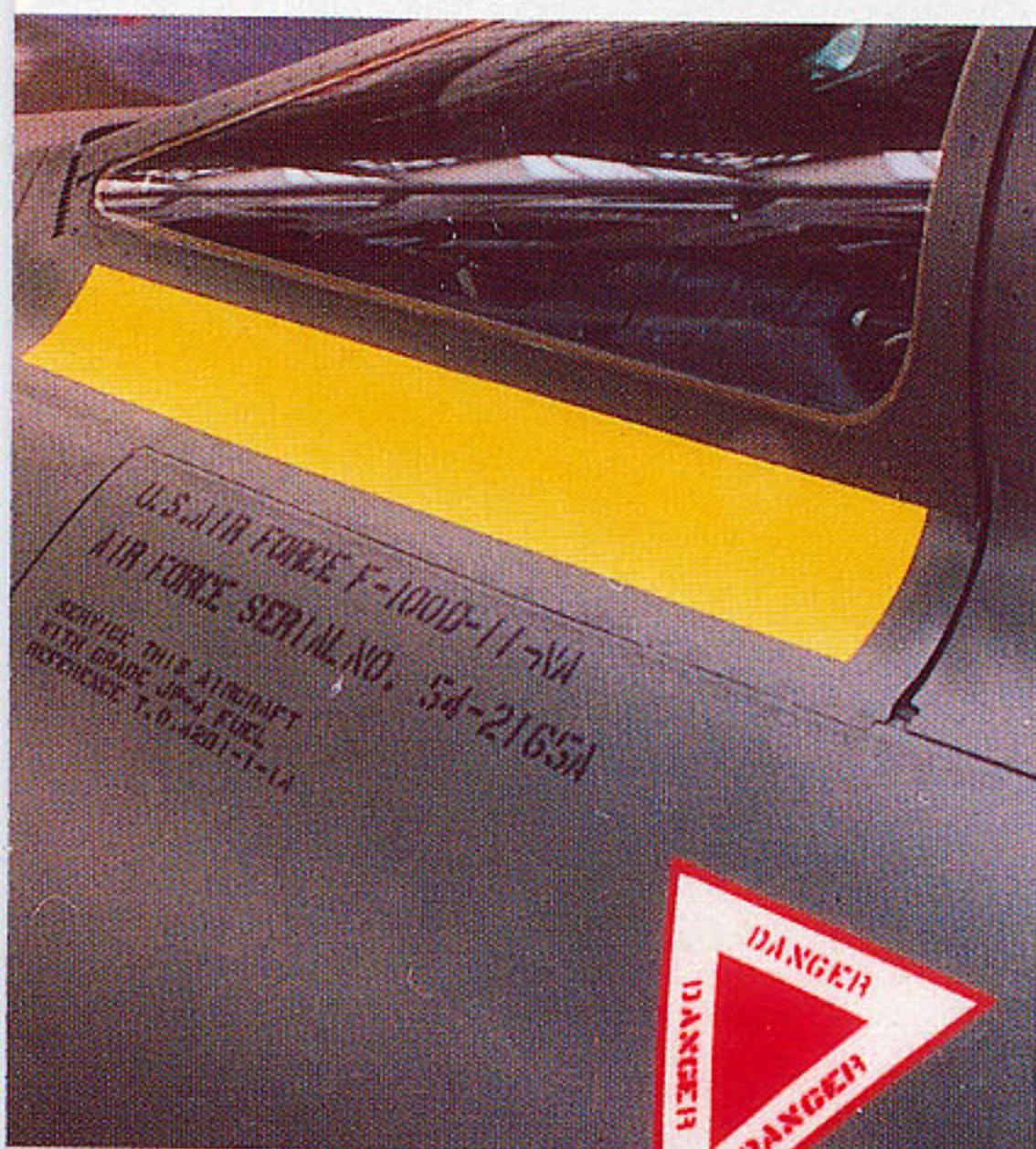


Above: The leading edge slats on the starboard wing. **Left:** One of the wing fences typical of later versions of the F-100D.

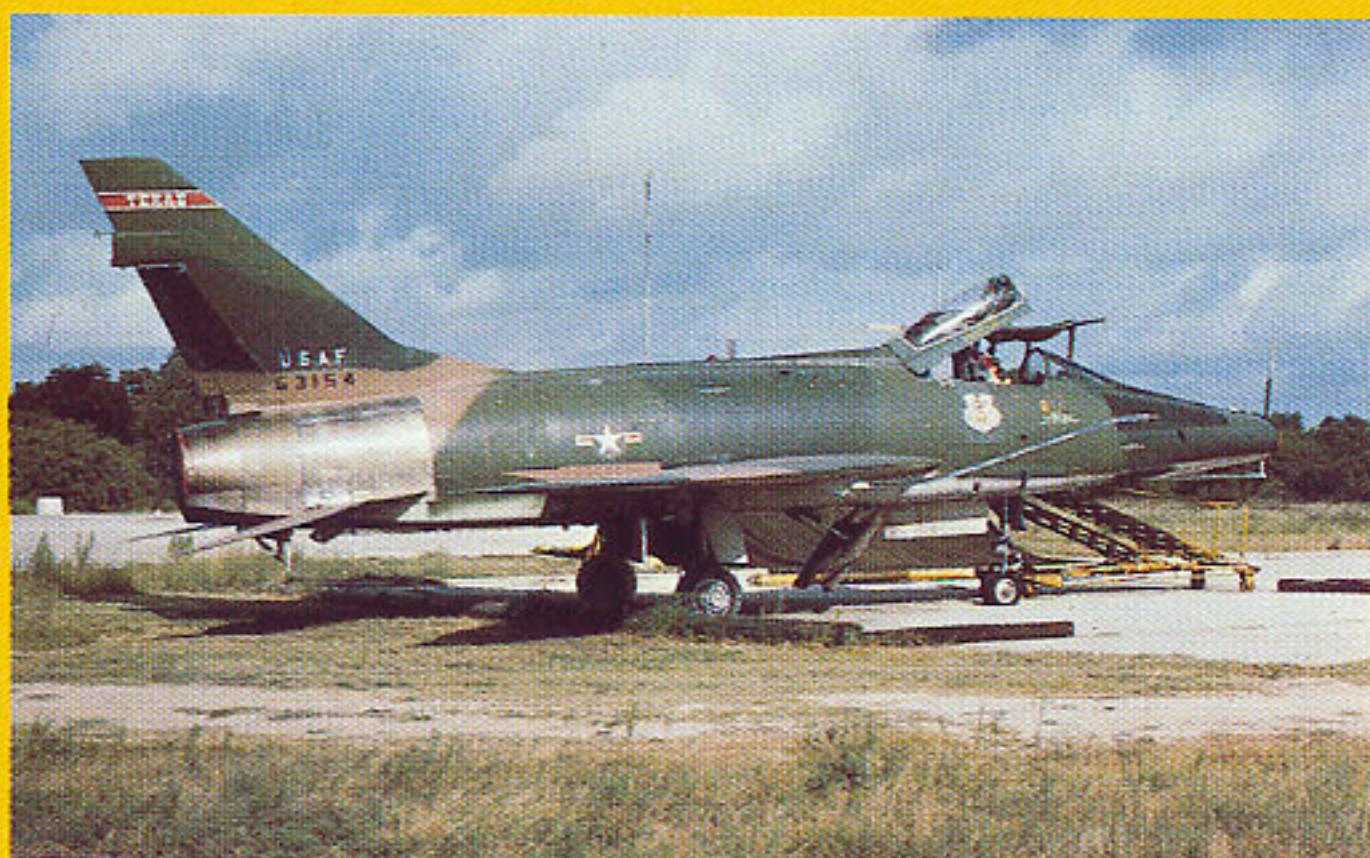


Left: Both main undercarriage legs showing the front and rear faces of the wheels. **Above:** A di-electric panel appears on the spine of the F-100D just aft of the cockpit and upward ident light.

Below: The forward section of the Super Sabre's nose showing the panel line detail and stencilling.



Front cockpit detail of the F-100D. Instrument panel was mid-grey with black faced dials. Top of control column black. Oxygen tube dark green, ejector seat cushion khaki.



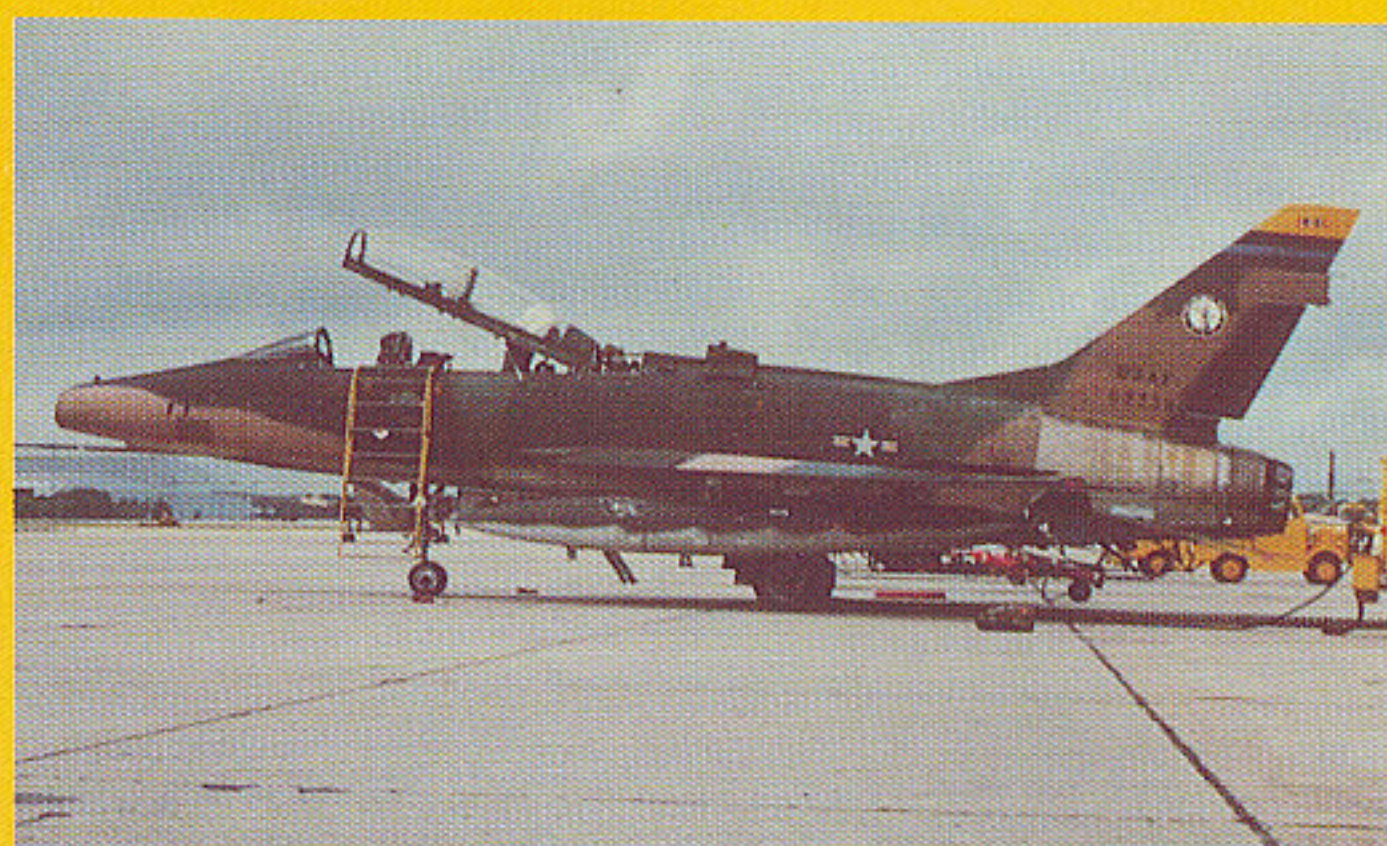
F-100D 63154 of the 182nd TFS, Texas ANG



F-100D 62925 of the 118th TFS/103rd TFG Connecticut ANG.



F-100D 53593 of the 107th TFS/127th TFW, Michigan ANG



F-100F 56-3739 of the 128th TFS Georgia ANG in the mid-1960s.



F-100C 54-1873 formerly of the 188th TFS New Mexico ANG still in its all aluminium finish seen at MASDC after retirement.



F-100D 56-3410 of the 120th TFS, Colorado ANG in 1973. Note the lion's head on the nose.

Air National Guard Units

Eight of the 28 United States-based Air National Guard units using the F-100 Super Sabre that either deployed to Europe or served in Vietnam

F-100D 56-024 of the 122nd TFW, Indiana ANG seen at Lakenheath on detachment in April 1976.



F-100F 56-767 of the 128th TFS, Georgia ANG seen at Dobins AFB in August 1973. (All pictures MAP - last two via R. Leader)



F-100 SUPER SABRE OPERATORS

UNITED STATES AIR FORCE

3 TFW

Flew F-100 during 1964-70
England AFB, La (8/1/64 - 7/11/65)
90 TFS (6/64 - 11/65)
416 TFS (6/64 - 11/65)
510 TFS (3/64 - 11/65)
531 TFS (6/64 - 11/65)
Bien Hoa, AB South Vietnam (8/11/65 - 1970)
90 TFS (2/66 - 11/69)
308 TFS (12/65 - 12/66)
416 TFS (11/65 - 4/67)
510 TFS (11/65 - 11/69)
531 TFS (11/65 - 7/70)

4 FDW/TFW

Flew F-100 during 1957-60; redesignated as TFW on 1/7/58
Seymour Johnson AFB, NC.
333 FDS/TFS
334 FDS/TFS
335 FDS/TFS
336 FDS/TFS

8 FBW/TFW

Flew F-100 during 1956-63; redesignated as TFW on 1/7/58
Itazuke AB, Japan
35 FBS/TFS
36 FBS/TFS
80 FBS/TFS

18 FBW/TFW

Flew F-100 during 1957-63; redesignated as TFW on 1/7/58
Kadena AB, Okinawa
12 FBS/TFS
44 FBS/TFS
67 FBS/TFS

20 FBW/TFW

Flew F-100 during 1957-71, redesignated as TFW on 8/7/58
RAF Wethersfield, England (1957 - 31/3/70)
55 FBS/TFS (at Wethersfield until late 1969)
77 FBS/TFS (at Wethersfield until late 1969)
79 FBS/TFS (at Woodbridge until late 1969)
RAF Upper Heyford, England (1/4/70 - 1971)
55 TFS (1969-71)
77 TFS (1969-71)
79 TFS (1969-71)

Note: Date of transfer from Wethersfield to Upper Heyford refers only to Wing headquarters elements.

21 TFW

Flew F-100 during 1958-60
Misawa AB, Japan
416 FBS/TFS
531 TFS
Note: 21 TFW inactivated 18/6/60, at which time control of both squadrons passed to 39 AD.

27 TFW

Flew F-100 during 1959-72
Cannon AFB, NM
481 TFS
522 TFS
523 TFS (until 11/65)
524 TFS

31 FBW/TFW

Flew F-100 during 1957-70, redesignated as TFW on 1/7/58
Turner AFB, Ga (1957 - 14/3/59)
306 FBS/TFS
307 FBS/TFS
308 FBS/TFS
309 FBS/TFS
George AFB, Ca (15/3/59 - 30/5/62)
306 TFS
307 TFS
308 TFS
309 TFS
Homestead AFB, Fl (31/5/62 - 6/12/66)
306 TFS
307 TFS
308 TFS (until 12/65)
309 TFS
Tuy Hoa AB, South Vietnam (16/12/66 - 15/10/70)
136 TFS (1968-69)
188 TFS (1968-69)
306 TFS
308 TFS

309 TFS
355 TFS (1969-70)
416 TFS (1969-70)

35 TFW

Flew F-100 during 1966-71
Phan Rang AB, South Vietnam.
120 TFS (1968-69)
352 TFS (1966-71)
612 TFS (1971)
614 TFS (1966-71)
615 TFS (1966-71)
612 TFS Det 1 (1966-67, 1969-71)

36 FDW/TFW

Flew F-100 during 1956-61, redesignated as TFW on 8/7/58
Bitburg AB, West Germany
22 FDS/TFS
23 FDS/TFS
32 FDS/TFS/FIS (1956-60, at Soesterberg AB, Holland)
53 FDS/TFS (at Landstuhl/Ramstein AB, West Germany)
461 FDS/TFS (1956-59, at Hahn AB, West Germany)

37 TFW

Flew F-100 during 1967-69
Phu Cat AB, South Vietnam
174 TFS (1968-69)
355 TFS (1968-69)
416 TFS (1967-69)
612 TFS Det 1 (1967-69)

48 FBW/TFW

Flew F-100 1956-72, redesignated as TFW on 8/7/58
Chaumont AB, France (1956 - 14/1/60)
492 FBS/TFS
493 FBS/TFS
494 FBS/TFS
RAF Lakenheath, England (15/1/60 - 1972)
492 TFS
493 TFS
494 TFS

49 FBW/TFW

Flew F-100 during 1957-62, redesignated as TFW on 8/7/58
Etain/Rouvres (later Etain) AB, France (1957 - 24/8/59)
7 FBS/TFS
8 FBS/TFS
9 FBS/TFS
Spangdahlem AB, West Germany (25/8/59 - 1962)
7 TFS
8 TFS
9 TFS

50 FBW/TFW

Flew F-100 during 1958-66, redesignated as TFW on 8/7/58
Toul-Rosieres AB, France (1958 - 9/12/59)
10 FBS/TFS
81 FBS/TFS
417 FBS/TFS
Hahn AB, West Germany (10/12/59 - 1966)
10 TFS
81 TFS
417 TFS (at Ramstein AB, West Germany)

57 FWW

Flew F-100 during 1969
Nellis AFB, Nv
65 FWS

58 TFW

Flew F-100 during 1969-71
Luke AFB, Az
311 TFS (1970-71)
426 TFS (1970-71)
4511 CCTS (1969-70)
4514 CCTS (1969)
4515 CCTS (1969-70)
4517 CCTS (1969)

83 FDW

Flew F-100 during 1957
Seymour Johnson AFB, NC
448 FDS
532 FDS
533 FDS
534 FDS

86 FM/AD

Flew F-100 during 1960, redesignated as AD on 18/11/60
Ramstein AB, West Germany.
32 FIS (at Soesterberg AB, Holland)

113 TFW

Flew F-100 during 1968-69 on active duty
Myrtle Beach AFB, SC
119 TFS
121 TFS
HQ Flight (possibly at Atlantic City, NJ)

312 FBW/TFW

Flew F-100 during 1956-59, redesignated as TFW on 1/7/58
Clovis (later Cannon) AFB, NM
312 FBG (components to 312 FBW 8/10/57)
386 FBS/TFS (1956-59)
387 FBS/TFS (1956-59)
388 FBS/TFS (1956-59)
477 FBS/TFS (1957-59; active only with 312 FBW)
474 FBG (components to 474 FBW 8/10/57)
428 FBS (1957)
429 FBS (1957)
430 FBS (1957)

323 FBW

Flew F-100 during 1956-57
Bunker Hill AFB, In
323 FBG
453 FBS (1956-57)
454 FBS (1956-57)
455 FBS (1956-57)
386 FBG
552 FBS (1957)
Note: Other two 386 FBG squadrons (553/554 FBS) inactivated before F-100 transition began.

354 FDW/TFW

Flew F-100 during 1957-69, redesignated as TFW on 1/7/58
Myrtle Beach AFB, SC (1957 - 2/7/68)
352 FDS/TFS (until 1966)
353 FDS/TFS (until 1966)
355 FDS/TFS (until 1968)
356 FDS/TFS (until 1965)
Kunsan AB, South Korea (2/7/68 - 1969)
127 TFS
166 TFS

366 FBW/TFW

Flew F-100 during 1957-59, redesignated as TFW on 1/7/58
Flew F-100 again during 1966
England AFB, La (1957-59)
366 FBG (components to 366 FBW 25/9/57)
389 FBS/TFS (1958)
390 FBS/TFS (1957-59)
391 FBS/TFS (1957-59)
480 FBS/TFS (1957-59; active only with 366 FBW)
401 FBG (components to 401 FBW 25/9/57)
612 FBS (1957)
613 FBS (1957)
614 FBS (1957)
Phan Rang AB, South Vietnam (1966)
352 TFS (1966)
614 TFS (1966)
615 TFS (1966)
612 TFS Det 1 (1966)

388 FBW/TFW

Flew F-100 during 1957 and again in 1962-64
Etain-Rouvres AB, France (1957)
561 FBS
562 FBS
563 FBS
McConnell AFB, Ks (1962-64)
560 TFS
561 TFS
562 TFS
563 TFS

401 FBW/TFW

Flew F-100 during 1957-70, redesignated as TFW on 1/7/58
England AFB, La (1957 - 22/4/66)
612 FBS/TFS (until 11/65)
613 FBS/TFS
614 FBS/TFS
615 FBS/TFS
Torrejon AB, Spain (27/4/66 - 1970)
307 TFS
353 TFS
613 TFS

405 FBW/TFW

Flew F-100 during 1956-58; 1959-64 and 1965-67; redesignated as FW on 11/3/59
Langley AFB, Va (1957-58).
508 FBS (1957-58)
509 FBS
510 FBS
511 FBS

Clark AB, Philippines (1959-67)
510 TFS (until 3/64)
523 TFS (from 11/65)

413 FDW/TFW

Flew F-100 during 1957-59, redesignated as TFW on 1/7/58
George AFB, Ca
1 FDS/TFS
21 FDS/TFS
34 FDS/TFS
474 FDS/TFS

450 FDW/TFW

Flew F-100 during 1955-58, redesignated as TFW on 1/7/58.
Foster AFB, TX
322 FDG (inactivated 18/11/57)
450 FDS (1955-57)
451 FDS (1955-57)
452 FDS (1955-57)
450 FDG (components to 450 FDW 11/12/57)
720 FDS/TFS (1957-58; active only with 450 FDW)
721 FDS/TFS (1955-58)
722 FDS/TFS (1955-58)
723 FDS/TFS (1955-58)

474 FBW/TFW

Flew F-100 during 1957-65, redesignated as TFW on 1/7/58
Cannon AFB, NM
428 FBS/TFS
429 FBS/TFS
430 FBS/TFS
478 FBS/TFS

475 TFW

Flew F-100 during 1968
Misawa AB, Japan
356 TFS (converted to F-4 when re-assigned to 475 TFW
from 39 AD)
612 TFS (non-operational; aircraft with Det 1 in South
Vietnam)

479 FDW/TFW

Flew F-100 during 1954-59, redesignated as TFW on 1/7/58.
George AFB, Ca
413 FDG (components to 413 FDW 8/10/57)
1 FDS (1956-57)
21 FDS (1956-57)
34 FDS (1956-57)
479 FDG (components to 479 FDW 8/10/57)
434 FDS/TFS (1954-59)
435 FDS/TFS (1954-59)
436 FDS/TFS (1954-59)
476 FDS/TFS (1957-59; active only with 479 FDW)

506 FDW/FBW/TFW

Flew F-100 during 1957-58, redesignated as FBW on 1/1/58
and as TFW on 1/7/58.
Tinker AFB, Ok
457 FDS/FBS/TFS
458 FDS/FBS/TFS
462 FDS/FBS/TFS
470 FDS/FBS/TFS

4403 TFW

Flew F-100 during 1970-72
England AFB, La
306 TFS (1970)
308 TFS (1970)
309 TFS (1970)
416 TFS (1970-72)

4510 CCTW

Flew F-100 during most of 1960s until 1969
Luke AFB, Az
4511 CCTS
4514 CCTS
4515 CCTS
4517 CCTS

4525 FWW

Flew F-100 during 1966-69
Nellis AFB, Nv
4536 FWS

39 AD

Flew F-100 during 1960-64 and 1965-68
Misawa AB, Japan
356 TFS (from 11/65, conversion to F-4 begun 11/67)
531 TFS (until 6/64) 416 TFS (until 6/64)
612 TFS (from 11/65; aircraft with Det 1 in Vietnam)

316 AD

Flew F-100 during 1956-1957.
Sidi Slimane AB, French Morocco; 45 FDS

AIR NATIONAL GUARD UNITS OPERATING F-100 SUPER SABRES

Unit	Base	Period
101 TFS	Otis AFB, Ma	1971-72
107 TFS	Selfridge ANGB, Mi	1972-78
110 TFS	Lambert Field, St. Louis, Mo	1962-79
112 TFS	Toledo, Oh	1970-79
113 TFS	Hulman Field, Terre Haute, In	1971-79
118 TFS	Bradley Field, Ct	1960-66, 1971-79
119 TFS	Atlantic City, NJ	1965-70
120 TFS	Buckley ANGB, Co	1961-74
121 TFS	Andrews AFB, Md	1960-71
122 TFS	NAS New Orleans, La	1970-79
124 TFS	Des Moines, Ia	1971-77
125 TFS	Tulsa, Ok	1972-78
127 TFS	McConnell AFB, Ks	1961-71
128 TFS	Dobbins AFB, Ga	1973-79
131 TFS	Barnes MAP, Westfield, Ma	1971-79
136 TFS	Niagara Falls, NY	1960-71
152 FS	Tucson IAP, Az	1958-66
152 TFS	Tucson IAP, Az	1969-78
162 TFS	Springfield MAP, Oh	1970-78
163 TFS	Fort Wayne, In	1971-79
164 TFS	Mansfield-Lahm Airport, Oh	1972-75
166 TFS	Lockbourne/Rickenbacker AFB, Oh	1962-74
174 TFS	Sioux City MAP, Ia	1961-77
175 TFS	Sioux Falls MAP, SD	1970-77
182 TFS	Kelly AFB, Tx	1971-79
184 TFS	Fort Smith MAP, Ar	1972-79
188 FS	Kirtland AFB, NM	1958-64
188 TFS	Kirtland AFB, NM	1964-73

GLOSSARY

AB	Air Base
AD	Air Division
AFB	Air Force Base
ANG	Air National Guard
ANGB	Air National Guard Base
CCTSW	Combat Crew Training Squadron/Wing
Det	Detachment
FBG/SW	Fighter-Bomber Group/Squadron/Wing
FDG/SW	Fighter-Interceptor Group/Squadron/Wing
FSW	Fighter Interceptor Squadron/Wing
FTW	Flying Training Wing
FW	Fighter Wing
FWSW	Fighter Weapons Squadron/Wing
HQ	Headquarters
IAP	International Airport
MAP	Municipal Airport
NAS	Naval Air Station
PACAF	Pacific Air Forces
TAC	Tactical Air Command
TFTSW	Tactical Fighter Training Squadron/Wing
TFSW	Tactical Fighter Squadron/Wing
USAFE	United States Air Forces in Europe

Notes:

1. Listing details only those first-line and second-line units known to have utilised the F-100 in an operational or operational training capacity but may be incomplete. Test organisations are not included and nor are elements of Flying Training Command.
2. Dates quoted against parent organisation relate only to period of F-100 operation. Dates quoted against subordinate squadrons relate only to period of assignment to Wing while operating F-100. Where no date is quoted, it means unit was present/assigned throughout period.
3. Squadrons listed are those which were assigned to parent Wing; attached squadrons (such as those engaged in TAC rotational programme) are not detailed, since periods of attachment were usually of brief duration.
4. Intermediate Group organisations existed as link between squadrons and parent Wing up to mid-1958, at which time the Groups were eliminated and squadrons previously under their control henceforth reported directly to Wing. Details of these groups not given, except in those instances where a specific Wing parented two subordinate Groups at the same base, viz 312 FBW (312/474 FBG); 323 FBW (323/386 FBG); 354 FDW (354/455 FDG, though latter not equipped); 366 FBW (366/401 FBG); 450 FDW (322/450 FDG) and 479 FDW (413/479 FDG).
5. Several Air National Guard squadrons were mobilised for active duty while operating the F-100; details of such periods appear under parent unit in USAF section of the table.

TAIL CODES

Code	Command	Unit	Period
BO	PACAF	166 TFS/354 TFW	1968-69
BP	PACAF	127 TFS/354 TFW	1968-69
CA	TAC	481 TFS/27 TFW	1968-71
CB	PACAF	90 TFS/3 TFW	1967-69
CC	TAC	522 TFS/27 TFW	1968-72
		27 TFW (all sqdns)	1972
CD	TAC	524 TFS/27 TFW	1968-72
CE	PACAF	510 TFS/3 TFW	1967-69
CP	PACAF	531 TFS/3 TFW	1967-70
CT	ANG	118 TFS/103 TFG	1974-79
HA	PACAF	174 TFS/37 TFW	1968-69
	ANG	174 TFS/132 TFW	1969-77
HE	PACAF	416 TFS/37 TFW	1968-69
HF	ANG	113 TFS/181 TFG	1979
HP	PACAF	355 TFS/37 TFW	1968-69
HS	PACAF	612 TFS Det 1/37 TFW	1968-69
LA	TAC	4510 CCTW (all sqdns)	1968-69
	TAC	58 TFW (all sqdns)	1969-71
LR	USAFE	492 TFS/48 TFW	1970-72
LS	USAFE	493 TFS/48 TFW	1970-72
LT	USAFE	494 TFS/48 TFW	1970-72
MA	ANG	131 TFS/104 TFG	1974-78
MI	ANG	107 TFS/127 TFW	1978
SD	PACAF	306 TFS/31 TFW	1968-70
	TAC	306 TFS/4403 TFW	1970
SE	PACAF	416 TFS/31 TFW	1969-70
	TAC	416 TFS/4403 TFW	1970-72
SG	PACAF	136 TFS/31 TFW	1968-69
SK	PACAF	188 TFS/31 TFW	1968-69
SM	PACAF	308 TFS/31 TFW	1968-70
	TAC	308 TFS/4403 TFW	1970
SP	PACAF	355 TFS/31 TFW	1969-70
SS	PACAF	309 TFS/31 TFW	1968-70
	TAC	309 TFS/4403 TFW	1970
VM	PACAF	352 TFS/35 TFW	1968-71
VP	PACAF	614 TFS/35 TFW	1968-71
VS	PACAF	120 TFS/35 TFW	1967-69
	PACAF	612 TFS Det 1/35 TFW	1969-71
	PACAF	612 TFS/35 TFW	1971
VZ	PACAF	615 TFS/35 TFW	1969-71
WB	TAC	4536 CCTS/4525 CCTW	1968-69
	TAC	65 FWS/57 FWW	1969
XA	ANG/TAC	119 TFS/113 TFW	1968-69
XB	ANG/TAC	121 TFS/113 TFW	1968-69
XD	ANG/TAC	HQ Flight/113 TFW	1968-69

OTHER OPERATORS

DENMARK

Esk 725	Karup	(4/61 - 1/70)
Esk 727	Karup	(9/59 - 4/74)
	Skrydstrup	(4/74 - 4/81)
Esk 730	Skrydstrup	(7/61 - 8/82)

FRANCE

EC 1/3 'Navarre'	Reims	(1/59 - 6/61)
	Lahr	(6/61 - 1/66)
EC 2/3 'Champagne'	Reims	(1/59 - 6/61)
	Lahr	(6/61 - 1/66)
EC 1/11 'Roussillon'	Luxeuil	(1957 - 6/61)
	Bremgarten	(6/61 - 9/67)
	Toul-Rosieres	(9/67 - 1976)
EC 2/11 'Vosges'	Luxeuil	(1957 - 6/61)
	Bremgarten	(6/61 - 9/67)
	Toul-Rosieres	(9/67 - 1976)
EC 3/11 'Corse'	Luxeuil	(1957 - 6/61)
	Bremgarten	(6/61 - 9/67)
	Toul-Rosieres	(9/67 - 1976)
EC 4/11 'Jura'	Djibouti	(12/72 - 12/78)

TAIWAN

Only unit positively identified with F-100 was 4th Fighter Wing at Chia Yi Air Base.

TURKEY

The following units operated F-100s which served Turkey from 1958 to 1988; last unit was 3 Wing which converted to the F-4 in 1987-88. Units usually had two squadrons (Filo), but a third may also have existed in some cases.

1 Wing	Eskisehir	(111/112 Filo)
3 Wing	Konya	(131/132 Filo)
7 Wing	Erhac	(171/172 Filo)
8 Wing	Diyarbakir	(181/182 Filo)

North American F-100D SUPER SABRE

This highly colourful aircraft took part in the Tactical Air Command Gunnery Meet in 1958. It belonged to the 309th FBS, 31st FBW (later TFW) and was flown by Captain Walt Bruce.



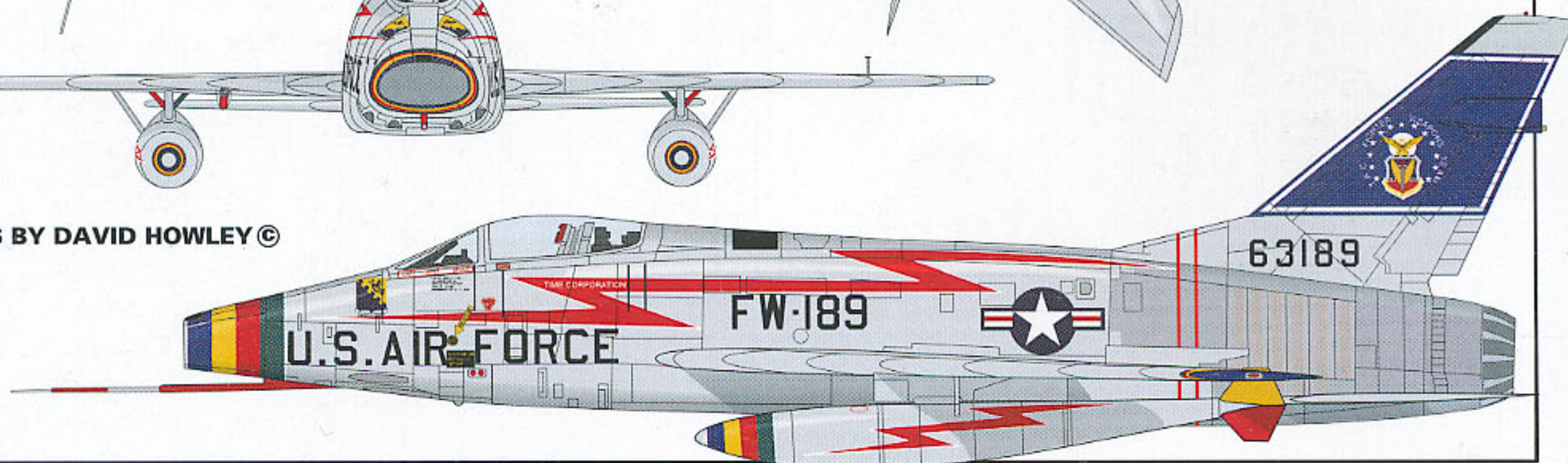
Badge of the 31st FBW on both sides of fuselage.



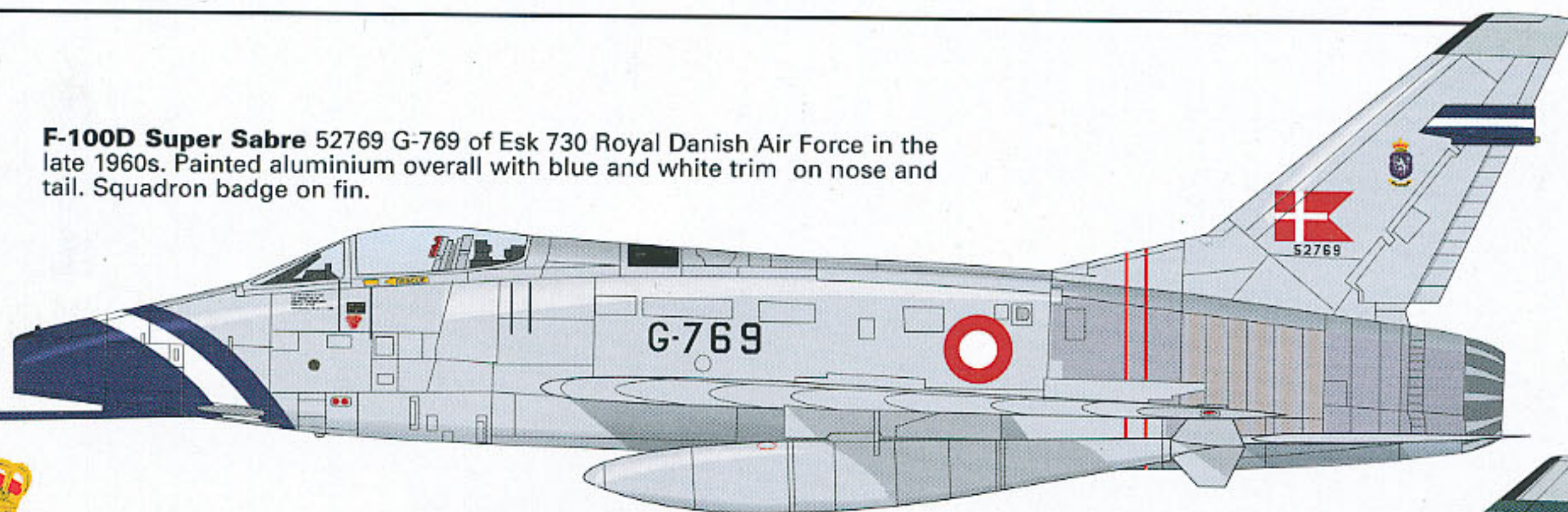
TAC Fighter Weapons Team badge specially painted on the fin of aircraft taking part in the event.



DRAWINGS BY DAVID HOWLEY ©

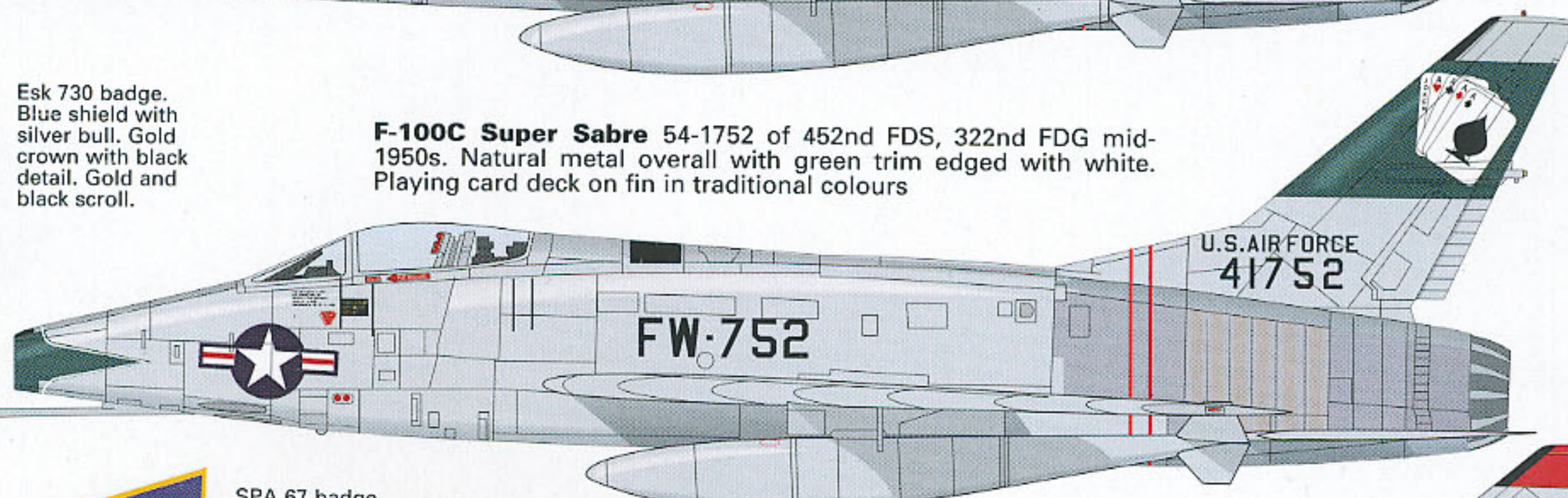


F-100D Super Sabre 52769 G-769 of Esk 730 Royal Danish Air Force in the late 1960s. Painted aluminium overall with blue and white trim on nose and tail. Squadron badge on fin.



Esk 730 badge. Blue shield with silver bull. Gold crown with black detail. Gold and black scroll.

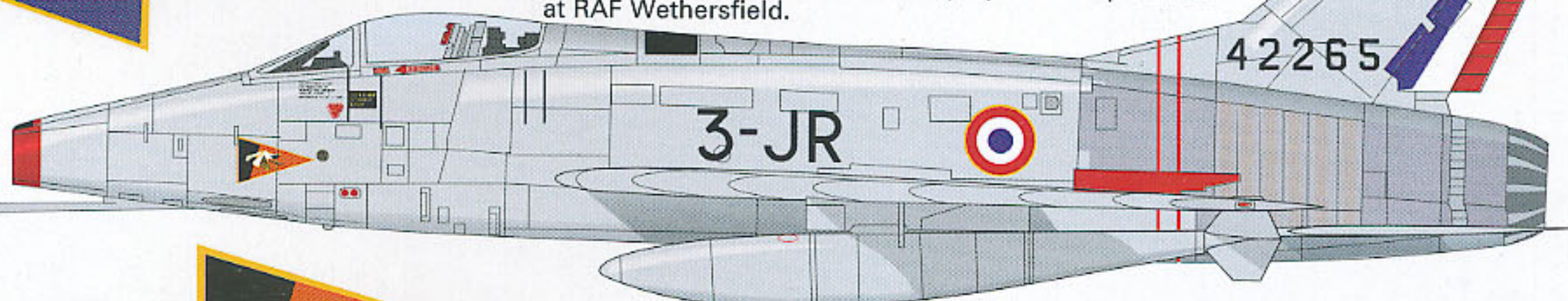
F-100C Super Sabre 54-1752 of 452nd FDS, 322nd FDG mid-1950s. Natural metal overall with green trim edged with white. Playing card deck on fin in traditional colours.



F-100D Super Sabre 54-2265 of EC2/3 'Champagne', Reims early 1960s. Painted aluminium with red trim. Badge of SPA 67 'Cigogne' on port nose and SPA 75 'Charognard' on starboard. This aircraft was returned to the USAF in January 1975 and displayed as 'Triple Zilch' at RAF Wethersfield.



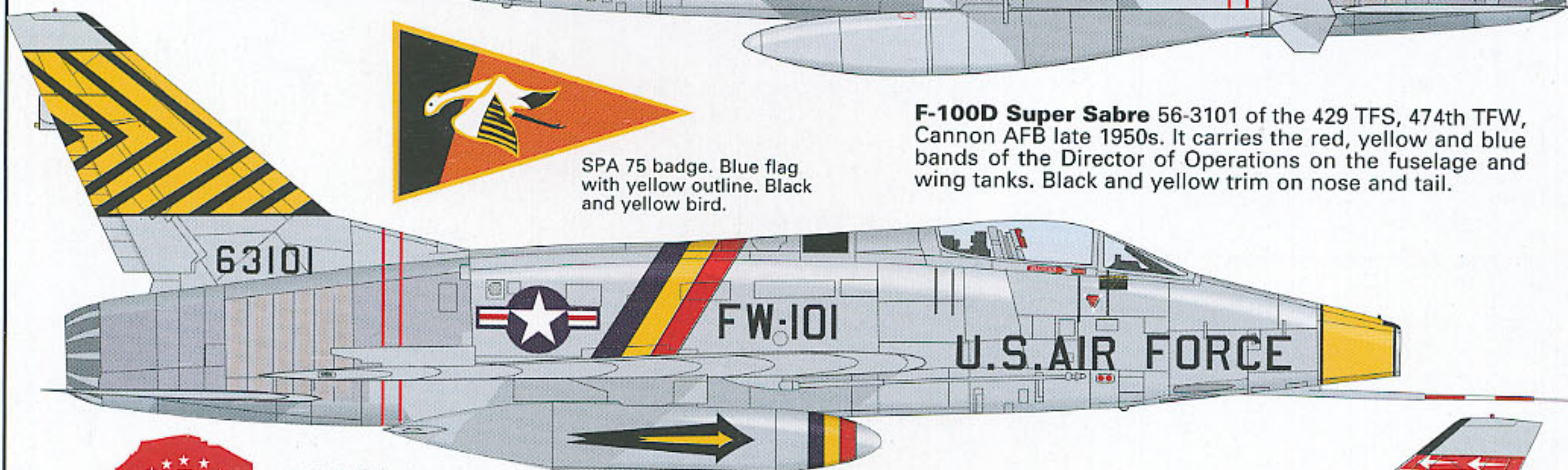
SPA 67 badge. Black and yellow flag with yellow outline. Bird is black and white with yellow detail.



F-100D Super Sabre 56-3101 of the 429 TFS, 474th TFW, Cannon AFB late 1950s. It carries the red, yellow and blue bands of the Director of Operations on the fuselage and wing tanks. Black and yellow trim on nose and tail.



SPA 75 badge. Blue flag with yellow outline. Black and yellow bird.

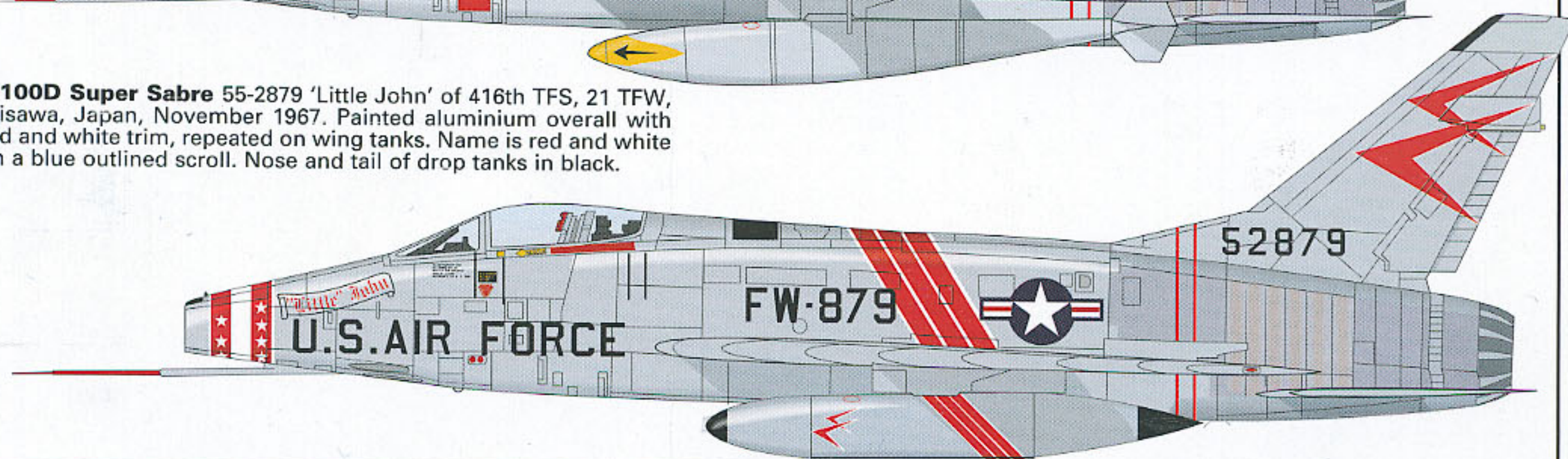


354th TFW badge. White shield with black border. Black and white crossed swords in lower left and red horse's head in upper right divided by a diagonal band (from top) of white bordered blue, yellow, green and red stripes.

F-100D Super Sabre 56-3020 of 353rd TFS, 354th TFW, Myrtle Beach AFB, late 1950s. Red and white trim with yellow trim on the wing tanks. 354th Wing badge centred on the fin badge.



F-100D Super Sabre 55-2879 'Little John' of 416th TFS, 21 TFW, Misawa, Japan, November 1967. Painted aluminium overall with red and white trim, repeated on wing tanks. Name is red and white on a blue outlined scroll. Nose and tail of drop tanks in black.





Above: A number of F-100Ds and Fs were converted for civil duties by two US-based companies, Flight Systems inc. and Tracor Flight Services. They were used for target towing duties. A total of 13 aircraft were given civil registrations including N416FS of Flight

Systems on show at the Paris Salon in 1989. Below: An F-100D and F-100F of the 118th TFS/103rd TFG which were Connecticut Air National Guard aircraft based at Bradley Field, between 1971 and 1979. (MAP).

