

INSTRUCTIONS FOR ASSEMBLING

NORTH AMERICAN F-107

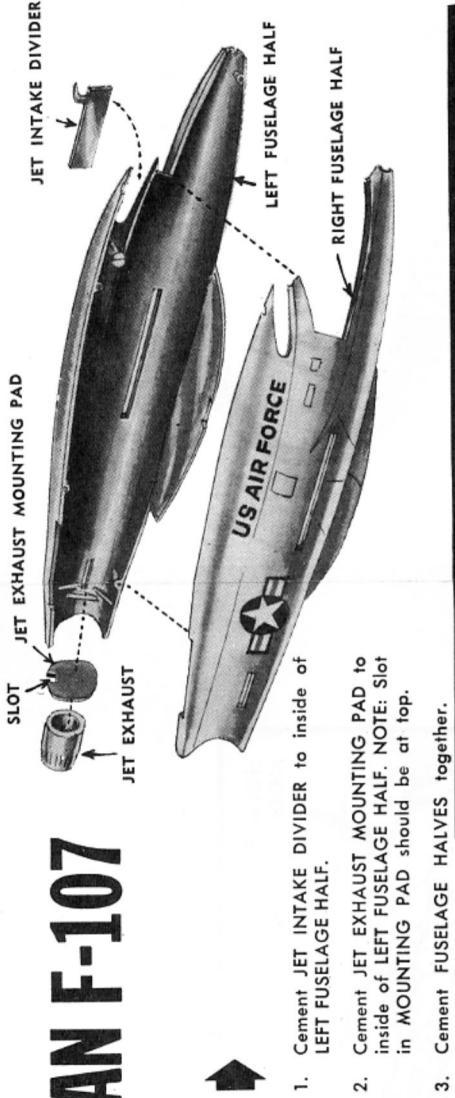
BEFORE ASSEMBLING MODEL, STUDY SKETCH CAREFULLY.

IMPORTANT—APPLY CEMENT TO INSIDE SURFACES ONLY. AVOID GETTING CEMENT ON OUTER SURFACES OF MODEL SECTIONS. USE CEMENT VERY SPARINGLY AND AVOID GETTING CEMENT ON HANDS, SO AS NOT TO MAR OR SMEAR PLASTIC SURFACES.

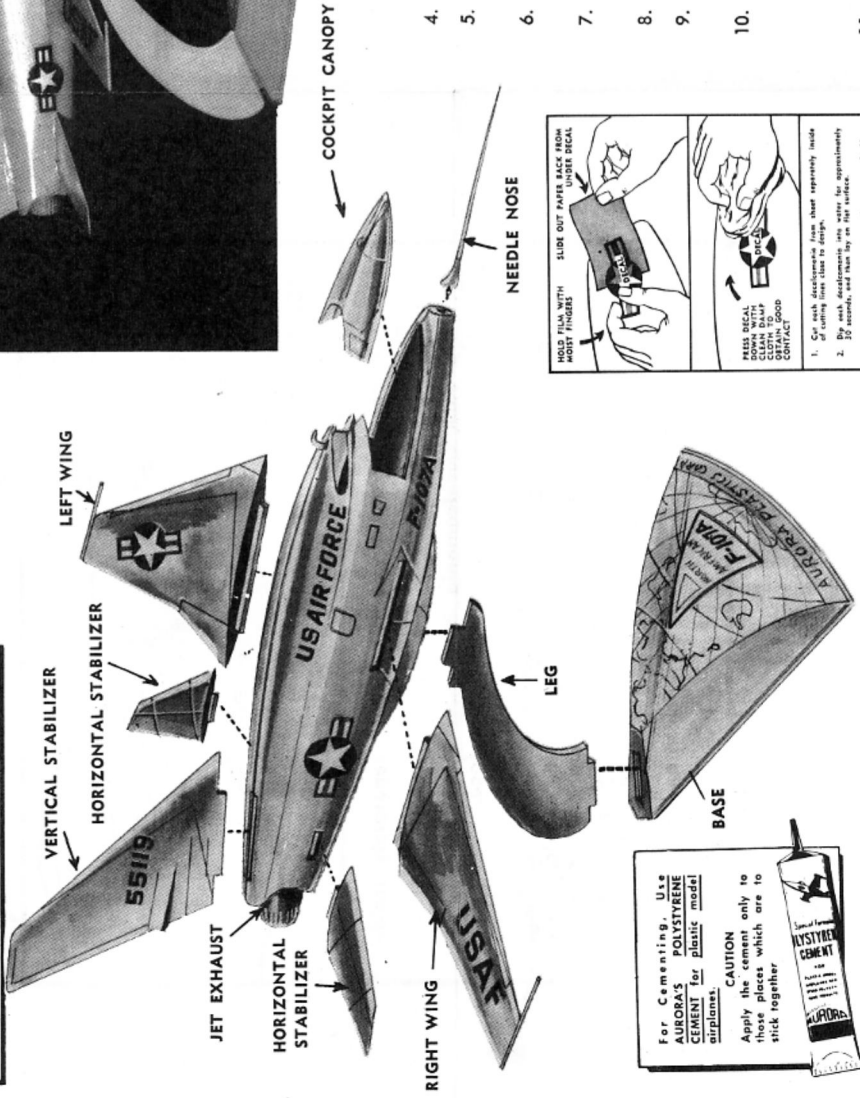
DO NOT HURRY. WORK CAREFULLY AND PATIENTLY.

IMPORTANT NOTE: BEFORE PROCEEDING TO CEMENT PARTS TOGETHER, IT IS ADVISABLE TO FIT PARTS TOGETHER DRY (WITHOUT CEMENT) SO THAT YOU MAY FAMILIARIZE YOURSELF WITH THE PARTS AND HOW THEY GO TOGETHER, ALSO NOTING THE POINTS WHERE CEMENT IS TO BE APPLIED.

FOR BEST RESULTS ASSEMBLE MODEL EXACTLY IN THE ORDER INDICATED.



1. Cement JET INTAKE DIVIDER to inside of LEFT FUSELAGE HALF.
2. Cement JET EXHAUST MOUNTING PAD to inside of LEFT FUSELAGE HALF. NOTE: Slot in MOUNTING PAD should be at top.
3. Cement FUSELAGE HALVES together.



For Cementing, Use AURORA'S POLYSTYRENE CEMENT for plastic model airplanes.

Apply the cement only to the plastic parts which are to stick together.

CAUTION: Do not inhale dust from this cement.

THIS CEMENT MAY BE PURCHASED FROM YOUR DEALER!

HOLD FILM WITH MOST FINGERS. SLIDE OUT PAPER BACK FROM OTHER DECAL.

NEEDLE NOSE

1. Get each decal in place, over supporting inside.

2. If each decal is not in place, use water for approximately 30 seconds, and then lay on the surface.

3. When application is made, use paper backing. Press down with your fingers. Hold the paper and place in position. Hold the paper in place for 30 seconds. Then remove the paper. The decal should be in place. If you have any questions, write to Aurora Plastics Corp., Dept. M, West Hempstead, N. Y.

4. Press out bubbles with soft, damp cloth and other dust. Cement is set.

4. Cement VERTICAL STABILIZER to FUSELAGE.
5. Cement LEFT and RIGHT WINGS to FUSELAGE.
6. Cement LEFT and RIGHT HORIZONTAL STABILIZER to FUSELAGE.
7. Cement JET EXHAUST to JET EXHAUST MOUNTING PAD in tail of FUSELAGE.
8. Cement COCKPIT CANOPY to FUSELAGE.
9. Cement NEEDLE NOSE to NOSE of FUSELAGE.
10. Cut out sections of DECALS to correspond with markings on MODEL or SKETCH. Read directions on back of DECALS before applying. Allow to dry before any further handling.
11. Cement LEG of STAND to BASE.
12. Mount MODEL on STAND.

History of the North American F-107A

Originally, the F-107A was designated as the F-100B, an advanced single-seat fighter-bomber development of the F-100 Super Sabre. Briefly, this newly shaped aircraft appeared in the skies when the first prototype made its maiden flight in September, 1956. Although highly successful in attaining a speed in excess of Mach 2.0 during subsequent test flights at Edwards AFB in California, further development was halted due to an economy measure in 1957.

Built by North American Aviation, Inc., the F-107A is powered by a Pratt and Whitney J75 engine. An outstanding feature is the bifurcated air intakes on top of the fuselage behind the cockpit. The vertical tail is an all-moving structure and eliminates a rudder, and the fuselage has an indentation to allow for carrying external stores pod. There is a fixed geometry center wedge in the engine air inlet along with a small boundary layer bleed.

One of the few F-107A jet fighters has been flown to Wright Field to be placed in the Air Museum. The landing gear is the retractable tricycle type with steerable main nose wheels. The Mach 2 aircraft is armed with four 20 mm cannons with 200 rounds per gun. A low-wing cantilever type, the fuselage is an all metal structure. Automatically regulated air conditioning and pressurizing systems are provided for the pilot whose cockpit is forward of the wings and has an ejection seat. Three of the nine F-107A originally ordered were cancelled but the remaining six were cancelled. Further production is unlikely due to advanced developments. Dimensions are a length of 47 feet, span of 38 feet, and a height of 16 feet with an approximate loaded weight of some 28,000 lbs.



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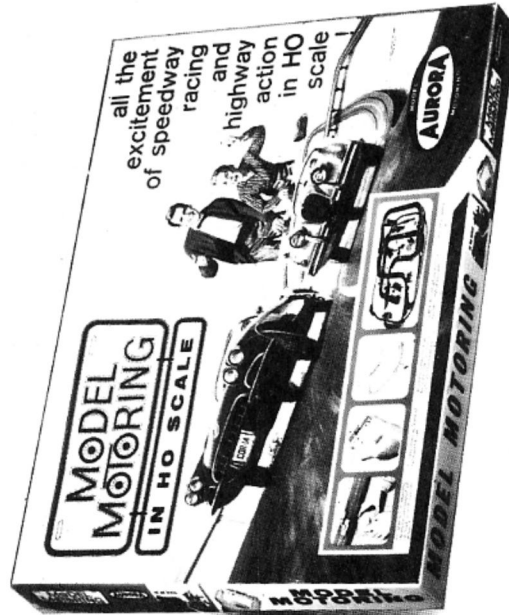
at 10¢ each

Every effort has been made to insure the completeness of this Kit—however, should any part be missing, write directly to:

AURORA PLASTICS CORP.
West Hempstead, L. I., N. Y., Dept. M
(When writing please print your NAME and ADDRESS PLAINLY)

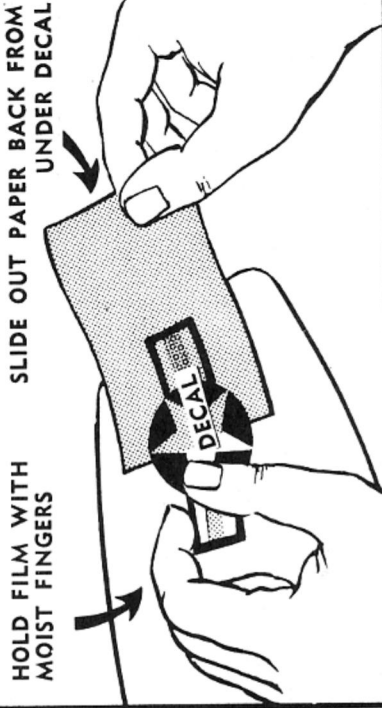
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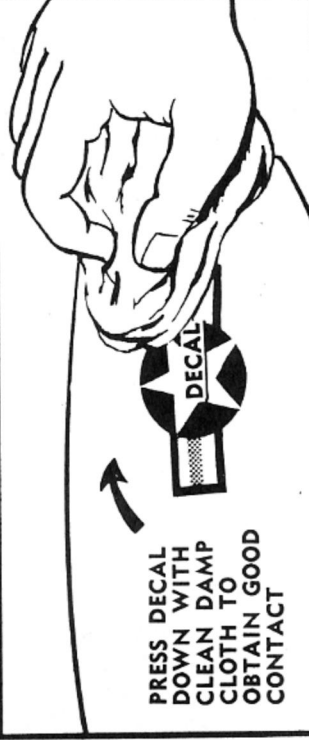
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 search and presents "MODEL MOTORING" . . . The GREATEST NEW HOBBY
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HOLD FILM WITH
 MOIST FINGERS



SLIDE OUT PAPER BACK FROM
 UNDER DECAL

PRESS DECAL
 DOWN WITH
 CLEAN DAMP
 CLOTH TO
 OBTAIN GOOD
 CONTACT



1. Cut each decalcomania from sheet separately inside of cutting lines close to design.
2. Dip each decalcomania into water for approximately 30 seconds, and then lay on flat surface.
3. When decalcomania slides easily on paper backing, (DON'T FORCE.) with moist fingers slide decalcomania partly off paper and place in location desired. Hold decalcomania in this position and then slide paper backing from underneath design. (Note illustration.)
4. Press out bubbles with soft, damp cloth and allow decalcomania to set.