F-100 Super Sabre Information Guide

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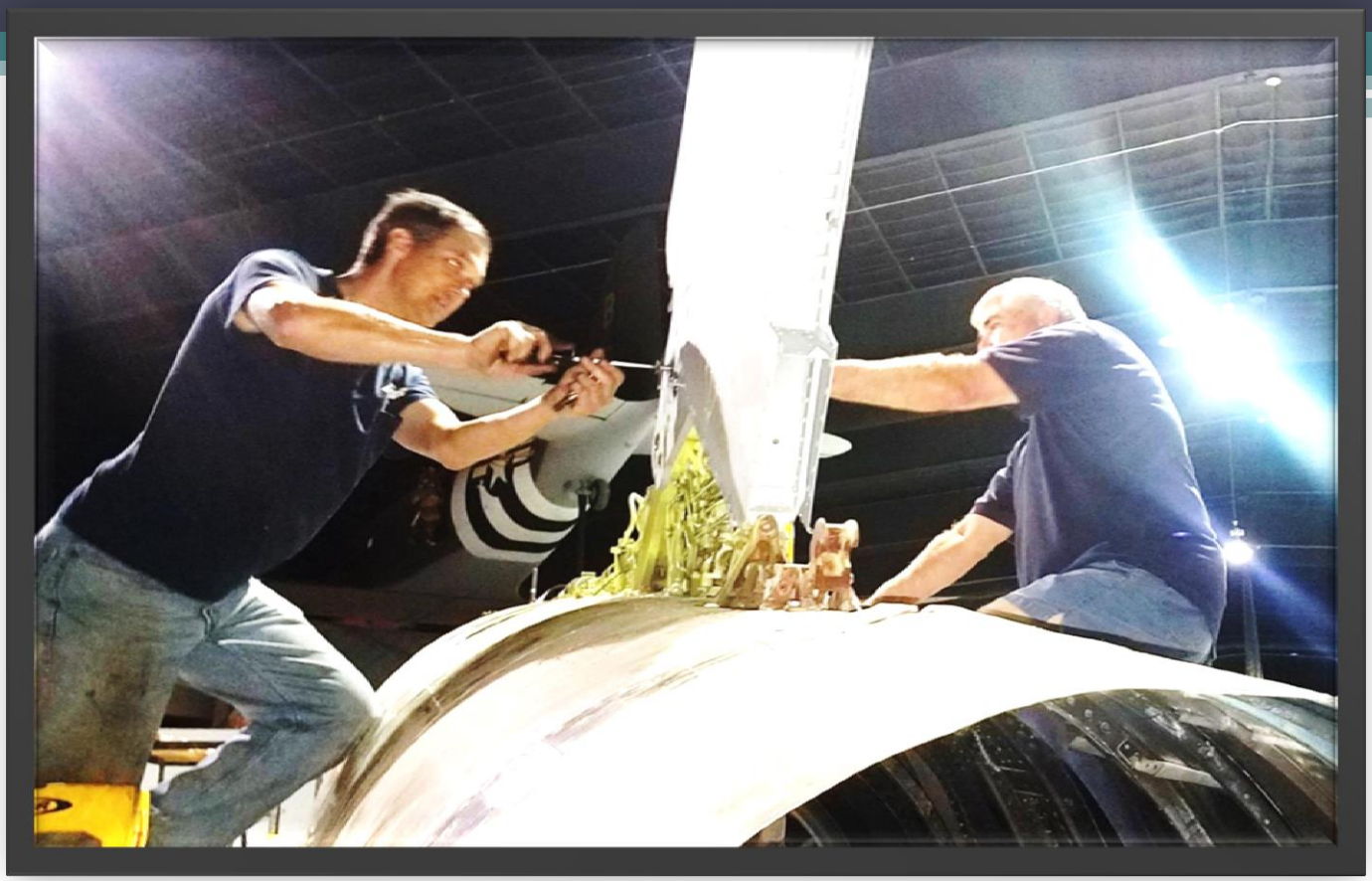
The North American F-100 Super Sabre was a tactical fighter-bomber used by the U.S. Air Force and it's allies. As a fighter, the F-100 could launch the AIM 9 Sidewinder Missile. As a bomber, it could drop conventional or nuclear bombs. Additionally, the F-100 carried 4 x 20mm M39 cannons.

Designed as a replacement to the F-86 Sabre, with a wing sweepback increased to 45 degrees, the F-100 was initially called the "Sabre 45". Eventually, the name "Super Sabre" was coined and adapted by the USAF, although most pilots affectionally referred to it as the "Hun", short for 'hundred'. The prototype had its first flight in 1953 and became operational in 1954.

It was powered by an advanced new engine; the Pratt & Whitney J-57, which was an epoch leap forward in propulsion technology. The F-100 flew supersonic on its first flight and became America's first supersonic fighter. The J-57 engine would also power aircraft like the B-52, F-102, U-2, and numerous other military and civilian aircraft.

Figure 1-5



Master Sergeant (retired) Aaron Robinson and Major General (retired) Richard N. Goddard

Restoration:

The Museum spent six years restoring, tail number, 56-2995. Tony Day, the Museum's Chief of Restoration said, "Restoring and preserving an aircraft is a monumental undertaking to say the least. Each one of my restoration employees along with numerous volunteers, other museum staff members, and local support agency personnel each played a vital role during the acquisition, restoration, and exhibit process of the F-100D aircraft. Because of all the hard work and dedication this aircraft was saved from destruction and put on display for all to enjoy for generations to come." While it takes many people to refurbish the F-100D, Aaron Robinson is the lead restorer. He is a retired USAF Master Sergeant with 22 years of service. Although he has only officially worked at the Museum of Aviation for three years, he began helping the museum restore aircraft as far back as 1993 while still active duty at Robins AFB.

When tail number 56-2995 first arrived at the Museum, corrosion was the biggest issue and the wings were beyond repair. Restoration parts came from no less than five other aircraft. Many parts had to be fabricated. The fiberglass range radar radomes were reconditioned by the Radome Shop at Robins AFB. According to Robinson, who has examined F-100s at multiple museums around the country, it is rare to find an F-100 on display with a pitot tube and an inflight refueling probe. 56-2995 has both.

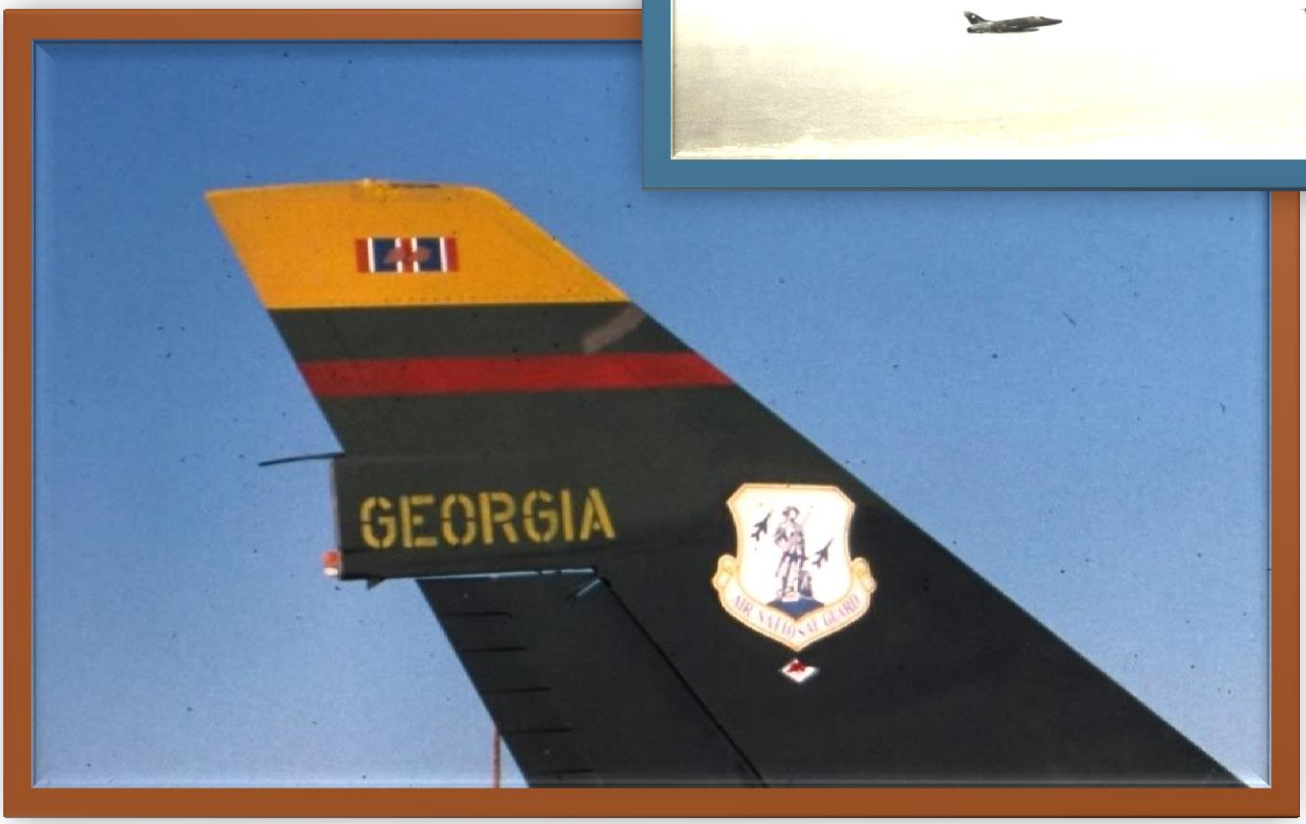
Major General (retired) Richard N. Goddard and Master Sergeant (retired) Aaron Robinson

Major General Richard N. Goddard was the former commander of Warner Robins Air Logistics Center and retired from the USAF after 34 years of service. He refers to Aaron Robinson as a “sheet-metal genius”. The general is a former F-100 pilot who now found himself in the restoration hangar with rivets and power tools assisting the completion of this project. He has great appreciation for Robinson and all the other restoration crewmembers who work hard to refurbish these old warbirds.

When Goddard graduated from USAF pilot training, he was originally assigned to an F-100 squadron in England. With U.S. forces in Vietnam, he elected to trade his assignment with another pilot and went to the 31st Tactical Fighter Wing at Tuy Hoa instead.

He flew 226 combat missions in the F-100; at least 180 missions were in 56-2995 and he was awarded the Silver Star. After Vietnam, he also flew T-37s and F-111s. Additionally, he has flight time in F-15s and F-16s; all of these aircraft types are on display at the Museum of Aviation.

The F-100 was flown by the 116th Tactical Fighter Wing, 128th Tactical Fighter Squadron of the Georgia Air National Guard. Their lineage continues today with the 116th Air Control Wing, 128th Air Control Squadron here at Robins Air Force base.



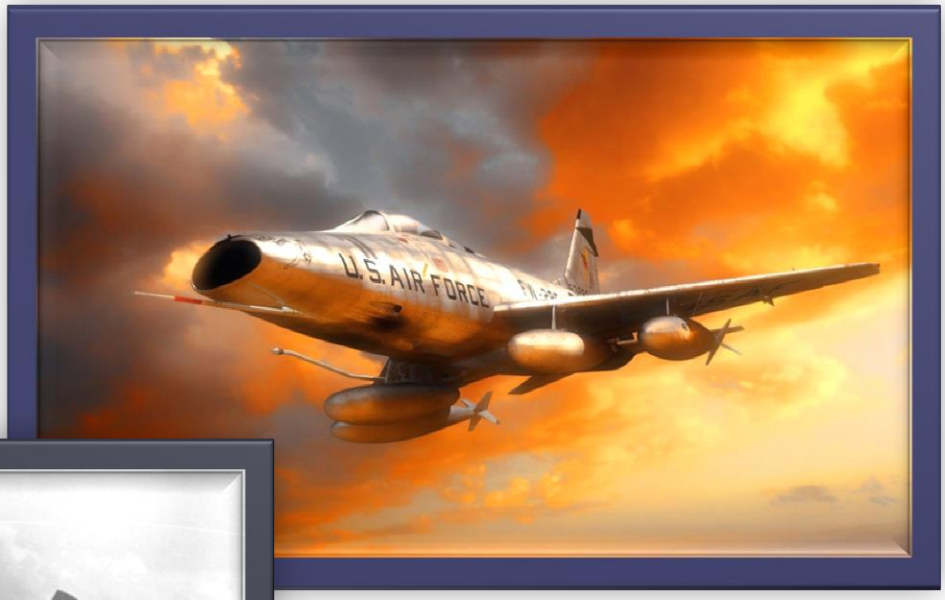
Throughout its history, the F-100 suffered from longitudinal instability and compressor stalls. As crews learned to fly and accept these quirks it became a beloved, robust, and reliable aircraft. It flew more combat sorties in Vietnam than any other aircraft.

2,294 Huns were produced and flown by the United States, Denmark, France, Turkey, and Taiwan. The last Taiwanese F-100 was retired in 1988. In effect, the F-100 provided 34 years of loyal service to the United States and its allies.

References:

Major General (retired) Richard N Goddard

Master Sergeant (retired) Aaron Robinson

http://www.boeing.com/history/products/f-100-super-sabre.page

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