

LIMITED EDITION!

CED32048

F-105

Fancy Girls Part 3



F-105D "PUSSY GALORE I"

NOTE! This jet was PAINTED aluminum, NOT natural metal!

Recommended kit:
Trumpeter F-105D

**Cutting
Edge**

®

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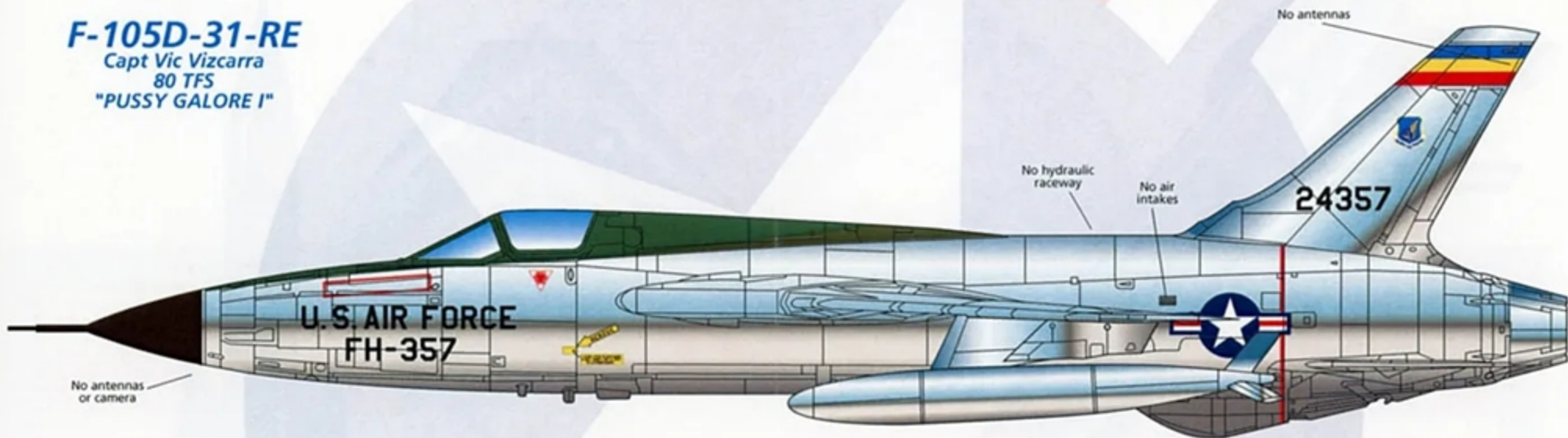
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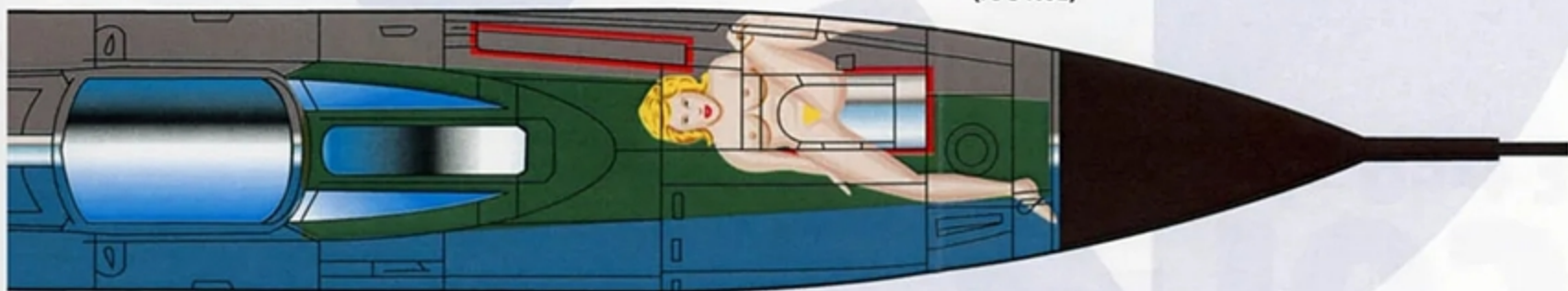
F-105 THUNDERCHIEF Part 3

F-105D-31-RE

Capt Vic Vizcarra
80 TFS
"PUSSY GALORE I"



ANA 612
(FS 34092)



FIRST: we're deeply indebted to **Bob Mikesh** for sharing his many photos of the Pussy Galore and Cherry Girl jets. Some of these schemes have been done in decal form before, but thanks to Bob's excellent photos we're able to bring you accurate versions of these famous pieces of art. Second, all F-105Ds on this sheet are identified as Block 25 or higher, since all went through LOOK ALIKE, which brought all jets to Block 25 standards regardless of their block number when they were produced.

PUSSY GALORE I

Capt Vic Vizcarra painted this jet in one afternoon in mid 1965 while TDY to Takli from the 80th TFS at Yakota, Japan. The fighter jocks had noticed the SAC KC-135 boomers (boom operators), being more used to refueling huge, steady B-52s, were having trouble refueling the heavily laden fighters. He decided to give them a better target.

Although he was fragged (twice) to fly the jet the next day, a maintenance ground abort caused him to fly a different plane and Pappy Detwiler got honors for first flight. However, Capt Vizcarra did fly the jet most on many combat missions, and the painting had the desired effect on the sex-starved SAC aircrews. After the James Bond movie Goldfinger was released the pilot decided to call her "Pussy Galore." Capt Vizcarra put his talents to work again a year later on a camouflaged F-105D, 62-4364, and created a second "Pussy Galore" with slightly different artwork (see Cutting Edge decal CED48179).

Eventually the jet was transferred to SEA and camouflaged, the artwork removed. On 10 April 1967, Maj John O'Grady was shot down flying her over the Mu Gia Pass. He is still listed MIA.

- In consideration of wives and children who might not fully appreciate the realities of modern warriors, we've bikini waxed the female figure. The pie part is separated on the decal sheet, so add it where necessary.

Silver Thuds (oh my, what confusion!)

F-105s were originally delivered to the Air Force in natural metal. However, all F-105B/Ds were updated in 1962-3 under OPERATION LOOK ALIKE. Despite its name, this program was not primarily focused on making the jets "look alike" visually, but rather to incorporate more than 385 technical updates to bring all airframes to Block D-25 configuration (obviously, the nose/radar was not upgraded on the B models). One major change was the addition of the "high speed boom" refueling capability in addition to probe-and-drogue refueling capability (also on production Block 31 jets). A tail hook was added, along with numerous internal upgrades.

LOOK ALIKE included an overall aluminum acrylic lacquer finish as an anti-corrosion palliative for the rampant water leaks in various electronics compartments, and this is the most obvious external difference. Technically, the color was one gallon of clear lacquer mixed with one gallon of thinner and 12 oz. of aluminum paste.

Note that all "silver" F-105s in Vietnam had already received the LOOK ALIKE upgrades. Superdetailers & painters, don't despair: the extreme climactic conditions in SEA eventually caused even the aluminized lacquer to spot and erode.

F-105Fs were built after LOOK ALIKE was completed and, since they were based on the F-105D-31, carried all the upgrades including paint from the beginning.

The antiglare panels were probably painted Dull Dark Green when the F-105B/Ds left the Republic plant. After LOOK ALIKE, when the Air Force stripped and repainted the jets, the antiglare panels were most likely ANA 612 Medium Green (FS 34092). In some color photos the antiglare panels look like they could have been painted ANA 613 Olive Drab (FS 34088), but this seems less likely.

Correcting the Monogram/Revell kit to make a silver F-105D/F:

There's a lot of confusion among modelers about the configuration of silver Thuds (post LOOK ALIKE). The list below will guide you through the changes that need to be made to the Monogram/Revell F-105D kit, although some will not be necessary if you're building a kit produced a long time ago (before the molds were modified to make the F-105G kit).

The main mistakes modelers make seem to stem from confusing natural metal F-105Bs with LOOK ALIKE F-105Ds & F-105Fs. Although LOOK ALIKE was applied to all F-105s in the fleet, it's easy to mix up jet types and dates.

The main thing to remember is that if the F-105B, F-105D, or F-105F is silver, it's LOOK ALIKE. If it's natural metal (F-105B and F-105D only), it's not.

Most SEA combat upgrades were made to the jets after they were camouflaged.

- Remove RHAW antennas under the nose (including strike camera), from fin sides and trailing edge (3 bumps), and wingtips. Remove the four small triangular antennas from the nose just aft of the radome. The RHAW system and strike camera were installed starting in 1965; and all F-105Ds & F-105Fs in SEA were quickly upgraded.
- Remove the mounting bases for the large external engine bay cooling scoops (kit part 21) on the rear fuselage sides. Sand the stiffener plates away as well, then scribe a rectangular intake hole per reference photos. These large scoops were added beginning in 1964 as the result of engine/afterburner overheats in Thailand. They were not applied to F-105Ds prior to camouflage painting, but were often seen on silver Stateside F-105Bs and F-105Fs.
- Fill in the three rows of gun compartment vents (which are massively oversized anyway) on the port front fuselage and single row of vents on the starboard front fuselage (applies to most camouflaged Thuds prior to mid-1968).