

McDonnell F4H-1 Phantom- Assembly guide construction notes

This conversion set is designed to be used with the 1/48th scale Academy F4B Phantom kit, product number AC12232. Should any other base kit be used, additional modifications will be required and this assembly guide will be of limited use.



Original kit components-
use/keep.



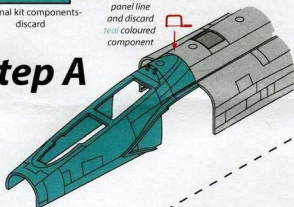
Resin kit components



Original kit components-
discard

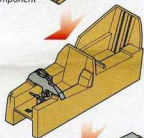
Cut fuselage
along this
panel line
and discard
that coloured
component

Step A

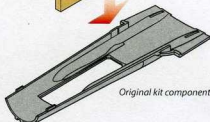


Seat component

Use kit parts F47, F48, F49, F50 and F51 to
complete nose wheel bay box

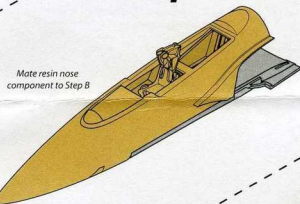


Cockpit insert
and front wheel well



Original kit component

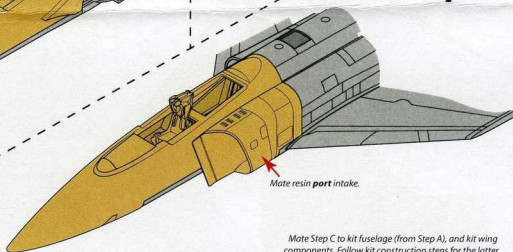
Step C



Mate resin nose
component to Step B

Step B

Step D



Mate resin **port** intake.

Mate Step C to kit fuselage (from Step A), and kit wing
components. Follow kit construction steps for the latter.

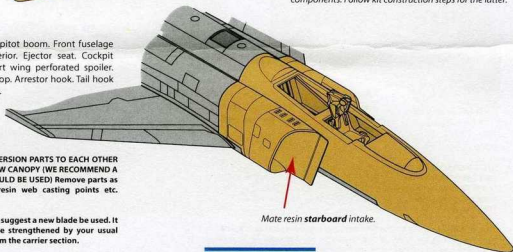
Contents

Assembly guide construction notes. Nose pitot boom. Front fuselage section. Cockpit coaming(s). Cockpit interior. Ejector seat. Cockpit canopy. Port intake. Starboard intake. Port wing perforated spoiler. Starboard wing perforated spoiler. Fin tip top. Arrestor hook. Tail hook fairing. Decal sheet. Decal placement guide.

NOTE:

USE CYANOACRYLLIC GLUE TO ATTACH CONVERSION PARTS TO EACH OTHER AND THE DONOR/BASE KIT PARTS, EXCEPT NEW CANOPY (WE RECOMMEND A CLEAR DRYING, NOT FUMING, ADHESIVE SHOULD BE USED) Remove parts as required from casting block remove any resin web casting points etc. File/clean parts to resemble drawings.

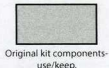
Take care whilst cutting out vac form parts; we suggest a new blade be used. It is recommended the inside of the canopy be strengthened by your usual method to support a canopy whilst cutting from the carrier section.



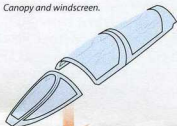
Mate resin **starboard** intake.

McDonnell F4H-1 Phantom- assembly instructions

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Canopy and windscreen.



A choice of cockpit coamings are provided. Photos show a few circuit conduits entering the rear of coaming (A). Others show a coaming with no conduits (B). We were unable to identify if the pictures were of the same airframe taken at different times, hence the alternative parts of your choice.

Coaming(s) attach to flat area on main casting.

Step E

Coaming A (alternate)

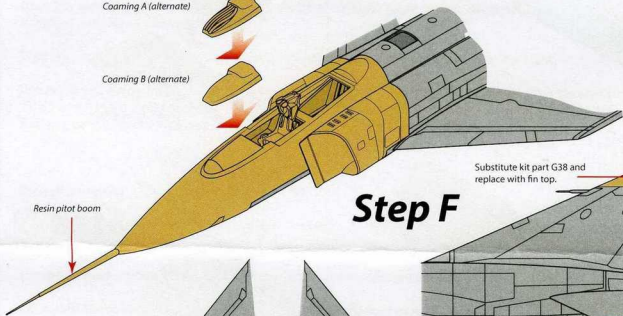


Coaming B (alternate)



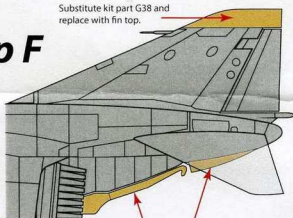
Mate cockpit coaming (of choice) to Step D. Attach windscreen component and canopy component. Attach pitot boom component.

Resin pitot boom



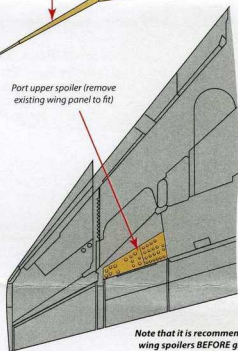
Step F

Substitute kit part G38 and replace with fin top.

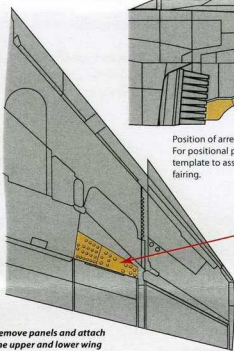


Position of arrestor hook, tailhook fairing and fin tip. For positional purposes and not to scale. Below is a template to assist with the mounting of the tailhook fairing.

Port upper spoiler (remove existing wing panel to fit)



Starboard upper spoiler (remove existing wing panel to fit)

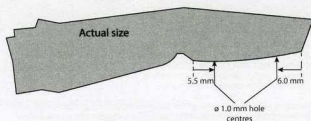


Note that it is recommended to remove panels and attach wing spoilers BEFORE glueing the upper and lower wing sections together (see other drawing).

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1/48 scale drawing for attachment of tail hook fairing.

AIRCRAFT BACKGROUND

McDonnell F4H-1 *Phantom II*

On the 8th May 1958 a new aircraft rolled out of the McDonnell factory St. Louis. McDonnell of course hoped this prototype would lead to a production contract for the U.S. Navy. However nobody present expected this to be the first of over 5,000 F4 Phantoms with a production run lasting from 1958 to 1981, and destined to fly with the United States Air Force, Navy and Marine Corps along with numerous air forces worldwide.

This initial aircraft was labelled F4H-1 and named *Phantom II*. McDonnell had previously used the name Phantom on the McDonnell FH which served with the United States Navy and Marine Corps during the years immediately following WWII, until its replacement with the Grumman F9F Panther.

Bureau Number 142259 was the first aircraft to fly, and made its maiden flight on the 27th May 1958 with McDonnell Chief Test Pilot, Robert C. Little at the controls. At that point, only the pilots seat was fitted.

BuNo 142259 carried on with other test aircraft in the program to help develop and test the F4's systems and also to set a number of aviation records. It was during one of these flights, part of project *Top Flight* on the 21st October 1958 that 142259 was lost and sadly, test pilot Gerald "Zeke" Huelsbeck did not survive the ejection from the aircraft; another test pilot who paid the ultimate price whom we salute. The definitive cause of the accident was never fully established.

This conversion set provides parts and markings to depict the aircraft on its first flight.

We hope you enjoy this conversion, whether it be a one-off project or the first in your family of F4 Phantoms. All F4's can trace their lineage to this aircraft which served with so many nations for such a lengthy time period, and in many different versions.

Modeller's notes-

As with any project it is best to research your subject before commencing. Please do this in relation to this subject and be satisfied with your findings this should help find any errors or omissions we may have made.

For this project we found considerable help at <http://tailspintopics.blogspot.com/>

We would like to thank the following people who have helped us with this product:

Ted Bayliss (IPMS UK F4 SIG group), Mark Rolfe, Rob Taurus, Les Wolston, Dominic Jadual (Retro Kit), Chris McGee, Tommy Thomason, Dave Paintin, Chris Walker, and Peter Cosgrove.

WARNING!

This kit contains small parts and is therefore not suitable for children to use. Always take care when working with resin parts especially when sanding or cutting.

Resin dust can be harmful if ingested.

Wash all parts in warm soapy water, rinse clean and allow to air dry before commencing construction.

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Please retain packaging for communication purposes