

STOCK PAINTING & DECAL

Refer to the three illustrations and the box when painting the stock RF-4B Marine version. (USE ONLY FLAT PAINTS) Follow lines provided at the top of fuselage, from the rear of the nose cone to rear of the windshield when painting the anti glare panel as shown on the box. These lines are also provided for painting the wing flaps, horizontal stabilizer tips and vertical stabilizer flap. After paint has thoroughly dried, apply decals.

(BLACK FLAT) Radar probe, anti glare panel, windshield canopy frame, exhaust cones and panel around exhaust, tires, pilot's and radar observer's oxygen masks, seats and shoes. (GREEN, O.D.) Pilot's and radar observer's suits and goggles. (GRAY, MED.) Interior. (WHITE) Radar cone, wing flaps, horizontal stabilizer tips, vertical stabilizer flap, Pilot's and radar observer's helmets, underside of fuselage and wings.

Refer to the three illustrations and box for proper decal locations for the stock Marine RF-4B versions. The larger stars and stripes emblems are applied to the upper left wing and the lower right wing. Smaller emblems to the right and left fuselage just behind the air intake opening.

GENERAL DECAL INSTRUCTIONS

Remove individual decals from sheet, cut as close to decal as possible, dip in water for a few moments, then carefully slide from backing into position. Remove air bubbles with a damp cloth, working from the center out. Press decals against all contours, lines and rivets before they are completely dry.

CAMOUFLAGE PAINTING & DECAL

Refer to the color samples on the box for the official U.S. Government camouflage colors. Use the three illustrations and box patterns for the proper camouflage pattern and color location when painting Air Force version. (USE ONLY FLAT PAINTS) Apply lighter colors first. Giving each color time to dry before applying the next. After all painting is completed and dried, apply decals.

(BLACK FLAT) Nose cone, exhaust cones and panel around exhaust, tail hook, tires, pilot's and observer's oxygen masks, seats and shoes. (GREEN, O.D.) Interior, Pilot's and radar observer's suit and goggles. (SILVER) Main gear and nose wheel struts and camera windows. (WHITE) Pilot's and radar observer's helmets. (ZINC CHROMATE) Wheel wells and all wheel door inners.

Refer to the three illustrations for proper decal locations. When building the Air Force RF-4C camouflage version, it is necessary to use two of the smaller stars and stripes emblems from the stock Marine version. Apply the red stripes to the sides of the fuselage before applying the emblems.

HAWK
IMC

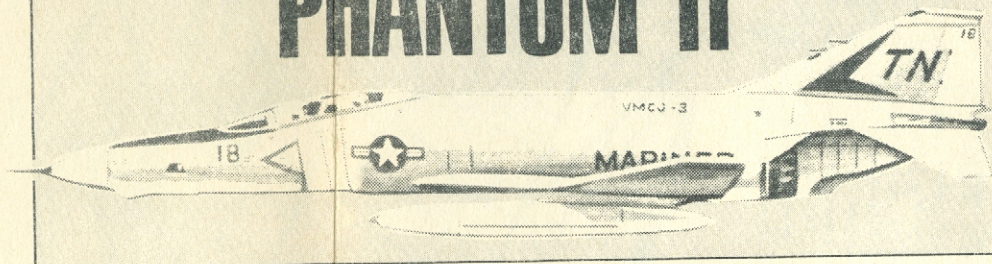
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RF-4B PHANTOM II

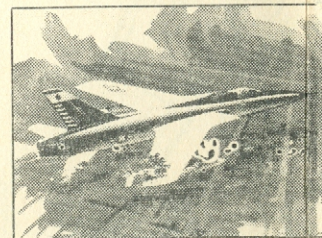
1/72nd SCALE

MODEL #481

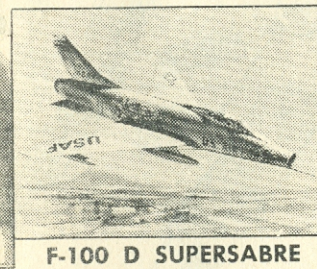


The McDonnell RF-4 Phantom II is, like its fighter brothers, the best of its kind. In this case, the "Kind" is Tactical Reconnaissance, the vital counterpart of all bombing missions over North Vietnam. The sleek RF-4 Phantoms possess the Phantom family's two-man, two-engine layout and Mach 2.25 speed, and substitutes sophisticated reconnaissance equipment for weapons systems. In addition to several cameras, the Recon Phantoms carry infra-red and radar sensors, and the nose radar serves for terrain-avoidance in low-level Mach 1.1 penetration. The panoramic camera equipment can process film in flight, so that it can be dropped by parachute directly to those who need it, with no delay. The RF-4B version serves with the Marines, and the RF-4C model equips Air Force squadrons, the first of which arrived in Vietnam in early 1966.

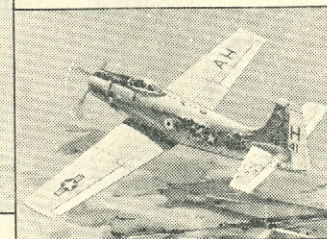
Other . . . IMC BATTLE DAMAGE KITS



F-105 D THUNDERCHIEF



F-100 D SUPERSABRE



A-1H SKYRAIDER

WARNING

Read the instructions over carefully and completely familiarize your self with the assembly and parts before starting. First decide which version you are going to build: the stock RF-4B Marine version straight off the assembly line, the battle damaged version, or the Air Force camouflage version. If you intend to build the battle damaged version, use the battle damaged parts in place of the stock parts. Secondly, if you wish to assemble the wheels in a up or down position, the clear stand included with the model can be used with both versions. This model is molded in the authentic color and can be displayed without painting. However, if you wish to add more detail to your model read the "Painting Instructions" over completely before removing parts from the runners. Remove all paint from areas that are to be cemented. Cement will not hold on a painted surface. Too much cement will prolong the drying, soften and distort the plastic, spoiling the appearance of your model. For hard to get at areas, a small amount of cement on the end of a toothpick will often be helpful (take your time, don't rush) and the finished kit will be worth the time and patience you have taken.

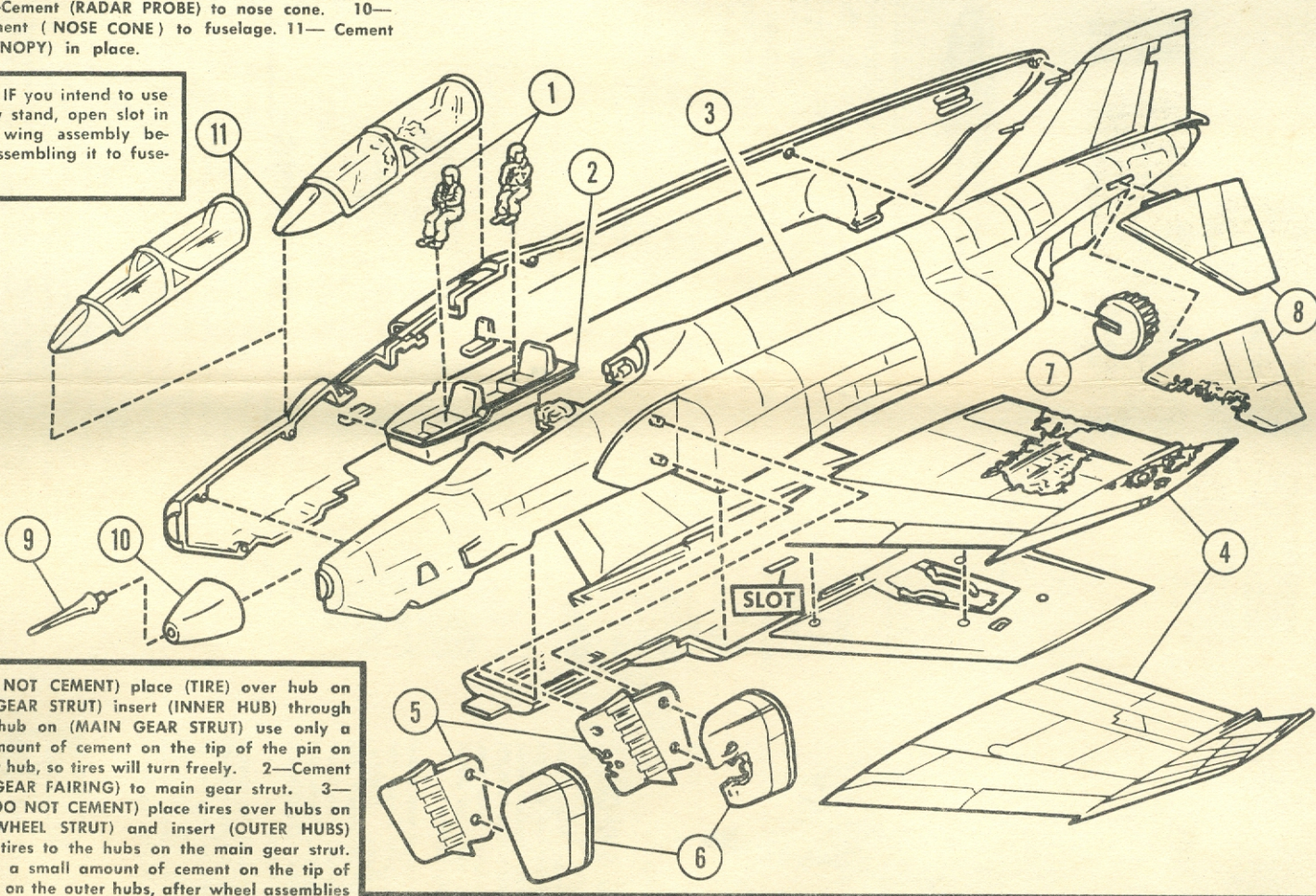
USE TESTOR'S PLASTIC CEMENT FOR A FINER MODEL

BATTLE DAMAGE (PAINTING)

When painting the damaged parts, use only flat enamel paints made for plastics. First apply a medium gray to the outer surfaces of the battle damaged area with a fairly dry brush, work to the inner surface. While the paint is still wet, darken the gray gradually as you work to the inner edge. Next add a small amount of red to the paint and work from the inner surface outward giving the damaged area a scorched appearance. Let the paint dry thoroughly before going on. Now to highlight the damaged areas, use a small pointed brush and apply silver to the outer edges for a bared metal effect. Again allow time for paint to dry thoroughly and apply zinc chromate (one part green, three parts yellow) to the inner surfaces of the left wing, separator, air intake and horizontal stabilizer which would be exposed due to damage. After painting is completed and dried thoroughly, continue with assembly.

- 1—Cement (PILOT) and (RADAR OBSERVER) to interior.
- 2—Cement (INTERIOR) to right fuselage half.
- 3—Cement (FUSELAGE HALVES) together.
- 4—Cement right and left (UPPER WINGS) to lower wing assembly.
- 5—Cement right and left (SEPARATORS) to fuselage.
- 6—Cement right and left (AIR INTAKES) to fuselage.
- 7—Cement right and left (EXHAUST CONES) to rear of fuselage.
- 8—Cement right and left (HORIZONTAL STABILIZERS) to fuselage. (BE SURE STABILIZERS SLOPE IN A DOWNWARD POSITION).
- 9—Cement (RADAR PROBE) to nose cone.
- 10—Cement (NOSE CONE) to fuselage.
- 11—Cement (CANOPY) in place.

NOTE: IF you intend to use display stand, open slot in lower wing assembly before assembling it to fuselage.

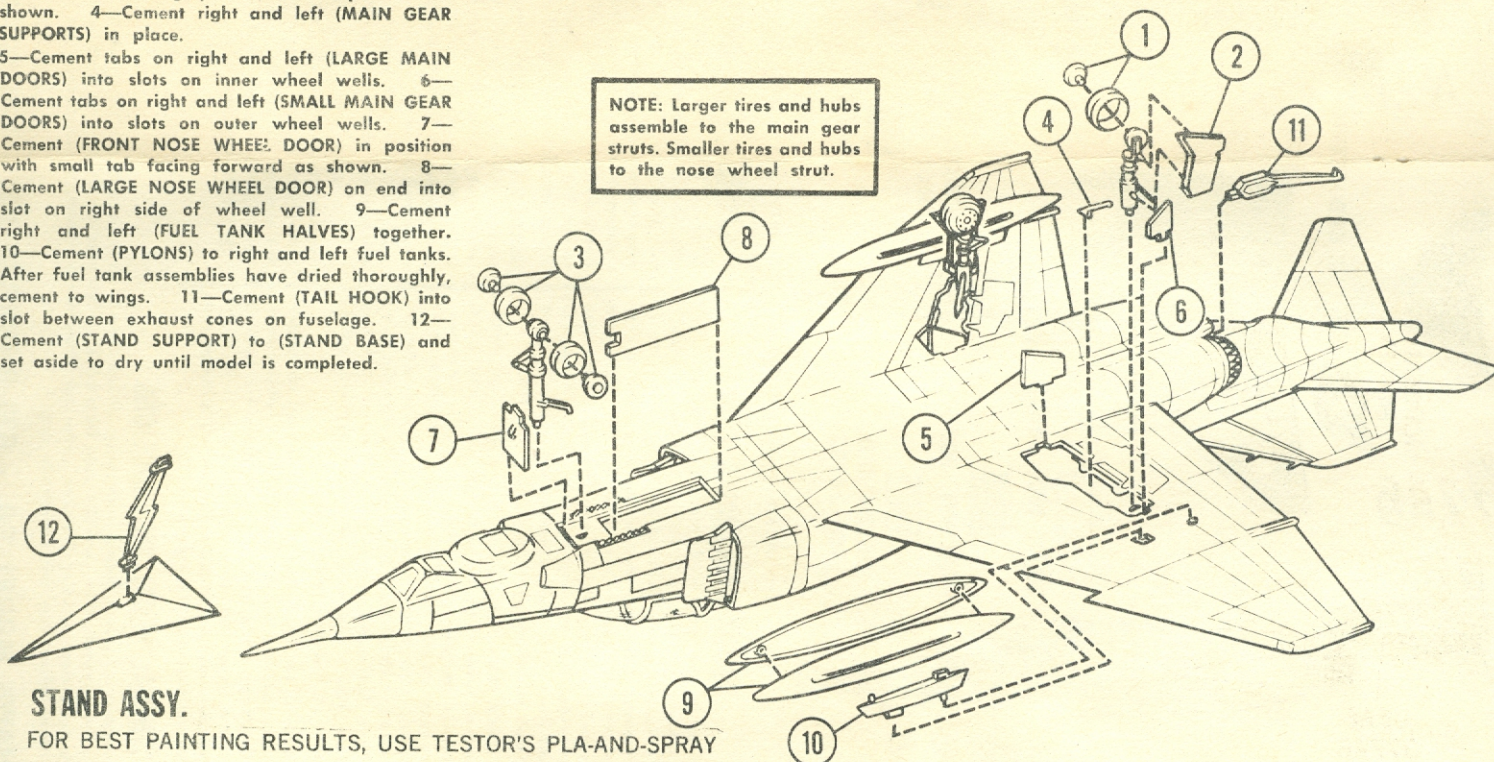


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- 1—(DO NOT CEMENT) place (TIRE) over hub on (MAIN GEAR STRUT) insert (INNER HUB) through tire to hub on (MAIN GEAR STRUT) use only a small amount of cement on the tip of the pin on the inner hub, so tires will turn freely.
- 2—Cement (MAIN GEAR FAIRING) to main gear strut.
- 3—Again (DO NOT CEMENT) place tires over hubs on (NOSE WHEEL STRUT) and insert (OUTER HUBS) through tires to the hubs on the main gear strut. Use only a small amount of cement on the tip of the pins, on the outer hubs, after wheel assemblies have dried thoroughly cement into position as shown.
- 4—Cement right and left (MAIN GEAR SUPPORTS) in place.

- 5—Cement tabs on right and left (LARGE MAIN DOORS) into slots in inner wheel wells.
- 6—Cement tabs on right and left (SMALL MAIN GEAR DOORS) into slots on outer wheel wells.
- 7—Cement (FRONT NOSE WHEEL DOOR) in position with small tab facing forward as shown.
- 8—Cement (LARGE NOSE WHEEL DOOR) on end into slot on right side of wheel well.
- 9—Cement right and left (FUEL TANK HALVES) together.
- 10—Cement (PYLONS) to right and left fuel tanks. After fuel tank assemblies have dried thoroughly, cement to wings.
- 11—Cement (TAIL HOOK) into slot between exhaust cones on fuselage.
- 12—Cement (STAND SUPPORT) to (STAND BASE) and set aside to dry until model is completed.

NOTE: Larger tires and hubs assemble to the main gear struts. Smaller tires and hubs to the nose wheel strut.



STAND ASSY.

FOR BEST PAINTING RESULTS, USE TESTOR'S PLA-AND-SPRAY