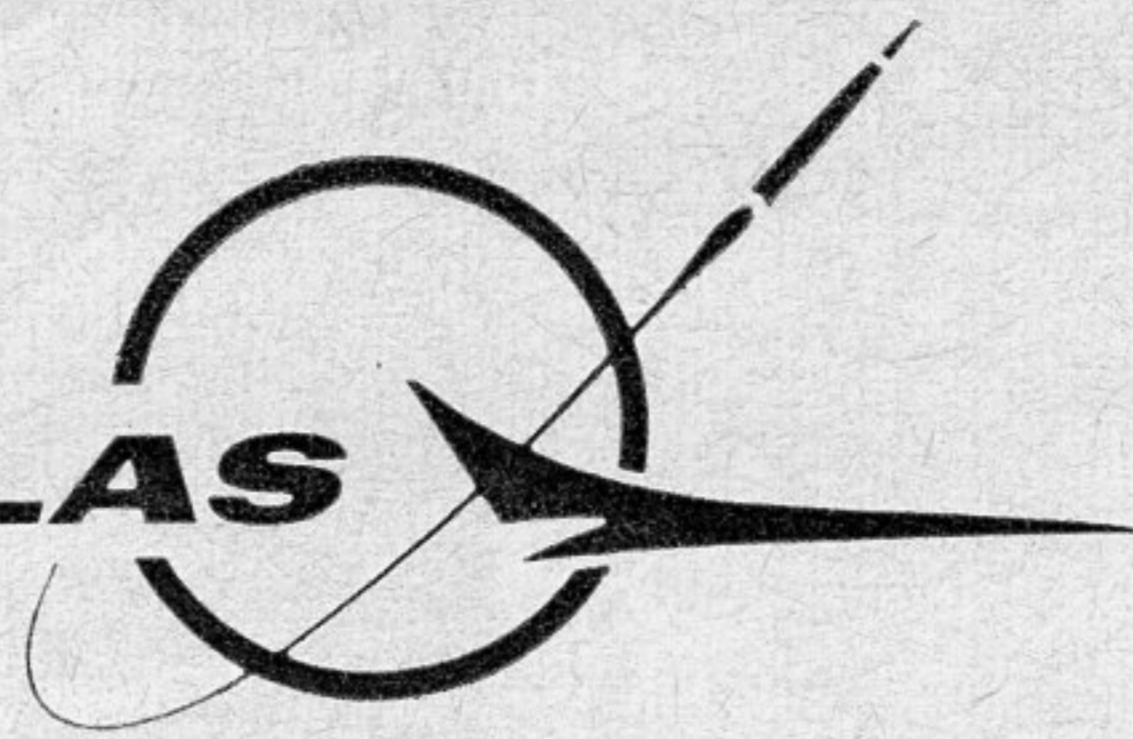


MCDONNELL DOUGLAS



Blue Angels

Modelled by Clive Hall, drawings via Joe Thompson

THE 1/32nd SCALE *Phantom F-4J* from **REVELL** can be taken straight from its box and built into a large, impressive model, or it can offer the enthusiast a challenge which he may spend a long time in meeting, as already stated in our preliminary review (January issue). Comparison with photographs shows at once that the sections at the points sometimes at fault on Phantoms, the cockpit, wing-roots, and rear fuselage ahead of the jet nozzles, are in general as they should be. There is a tendency for the parts to twist out of shape when being held firmly – and some of them do need to be held firmly at times to force them to meet when being cemented together – this would not happen with parts moulded with greater stiffness, and is most noticeable during the assembly of the fuselage, and its fitting to the wing panel.

The kit provides for a number of working details, the wheels being particularly satisfactory by virtue of the large bearing areas, and the arrester hook is well guided by the slot in which it runs. The same cannot be said for the canopies and the wingtips. The canopies over both seats are intended to open and are fitted between the fuselage sides while the latter are being

joined. The result is that the smooth line of the profile is broken up by misalignments and there is too much sideways play so that the canopies will not close in the correct position but lean out to one side or the other. There is no provision for keeping them in the open positions, so they fall shut when not being held – very frustrating for the photographer!

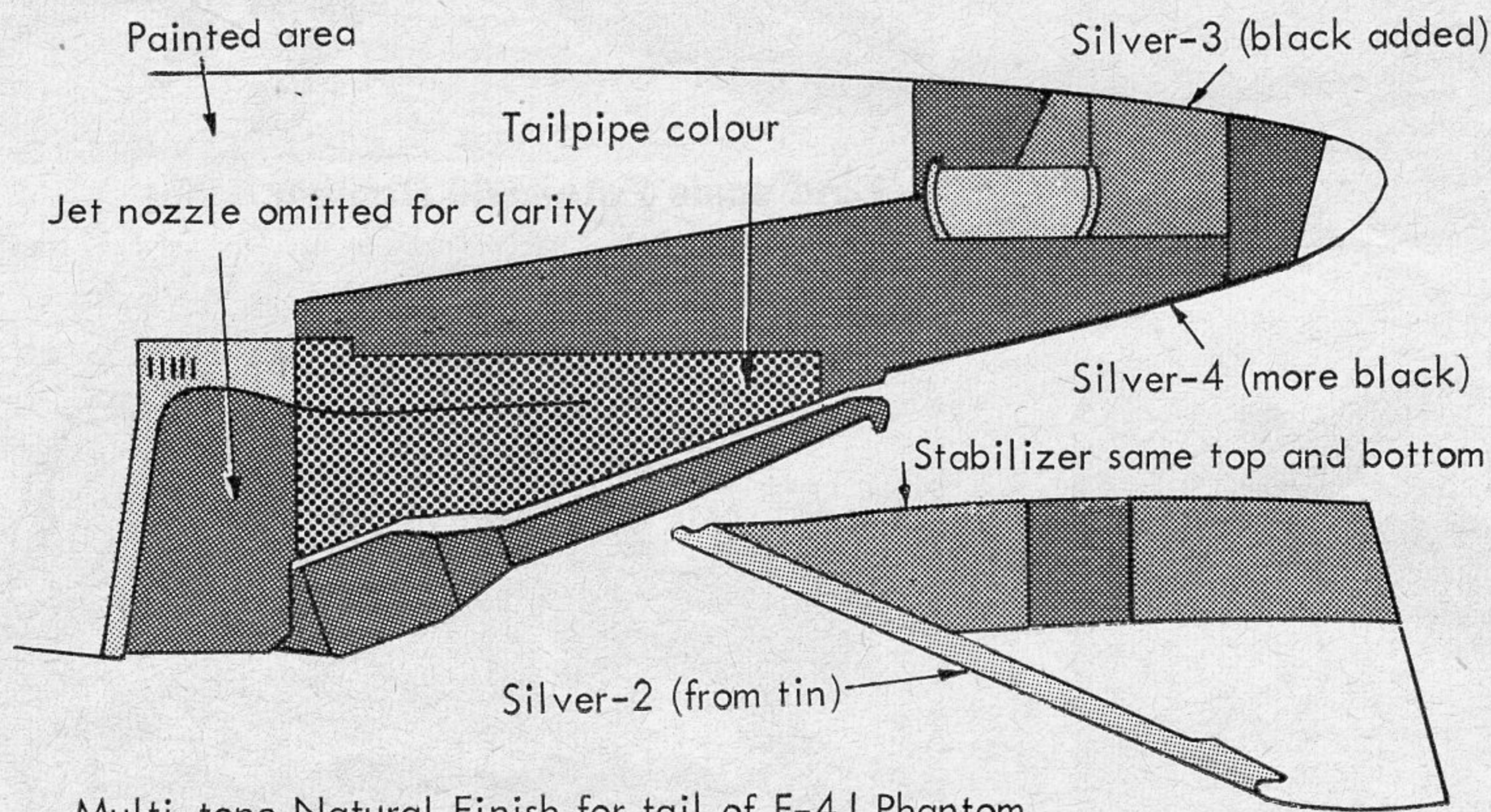
The canopy mouldings are crystal clear and give an excellent view of the inside even when shut. If they are cemented shut they can be lined up correctly and it will now be found necessary to build up the arch between them with filler. It is not otherwise high enough to continue the canopy line but correction is simple.

The wingtips pivot on very small diameter pins and on each of our review models they all broke during construction. They broke easily and had lacked a positive location, so they were soon cemented firmly in place. The kit also has a removable panel and a moulded engine unit, with some detail in low-relief, which can be withdrawn from the fuselage.

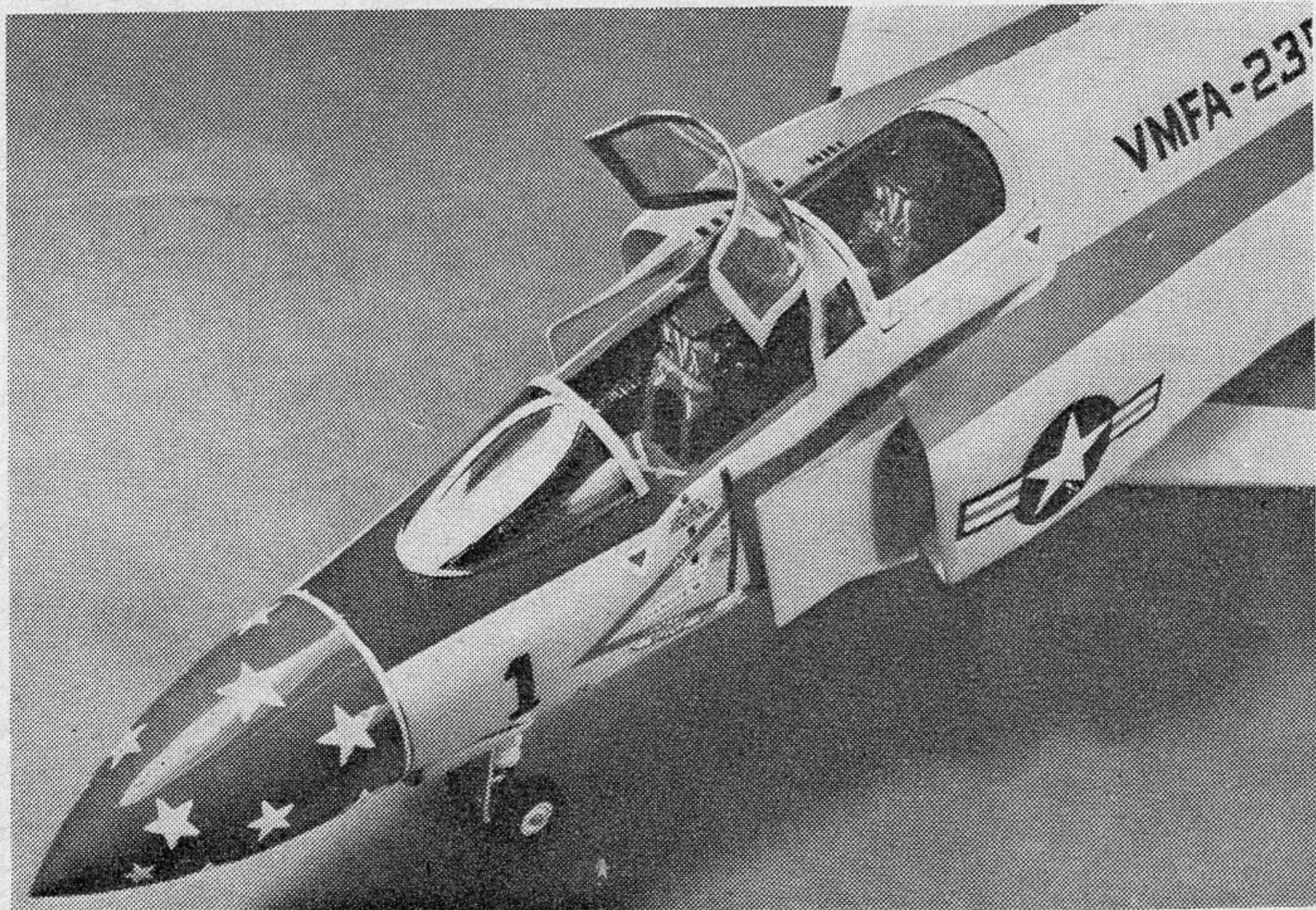
The interior consists of a floor panel with sides, two seats, two panels of instruments and two control columns. The side consoles and the panels are packed with

instruments but all in fine raised line detail, which is not very convincing. In particular the panel for the rear seat can be seen as a thin flat surface, so the least requirement for improving it is to build up its thickness so that it looks capable of housing the depth of its equipment and the associated wiring. The ejector seats have harness lightly raised in the surface and this can easily be rubbed down. Replacement harness can be made from notepaper cut

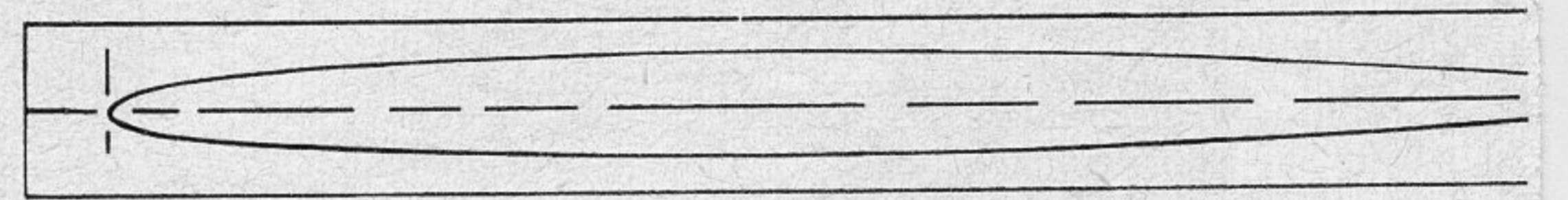
Clive Hall's hints on silver or natural metal finishes in January issue are extended here for the Phantom with the four stages of silver toning to obtain multi-tone effect.



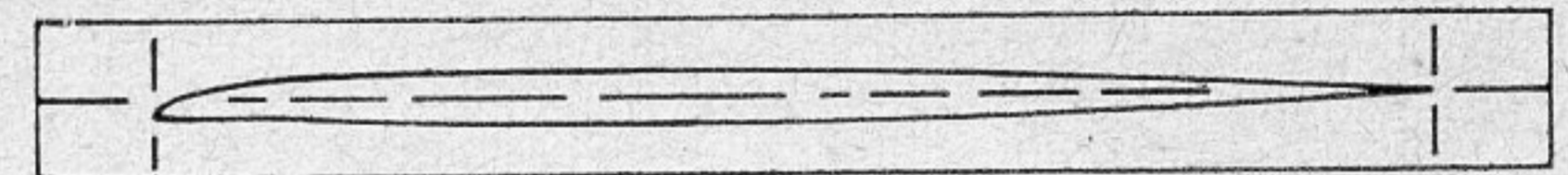
Multi-tone Natural Finish for tail of F-4J Phantom



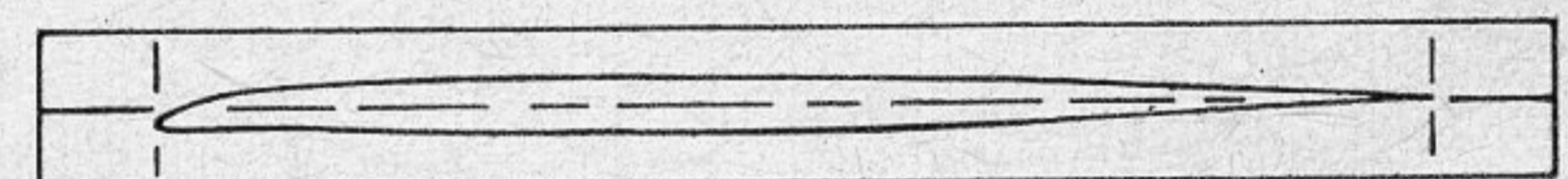
Cockpit of the Revell F-4J kit, as modelled by Joe E. Thompson showing the hinged canopy and the interior detail which deserves attention in view of its large size and the clarity of the cockpit covers.



W-1

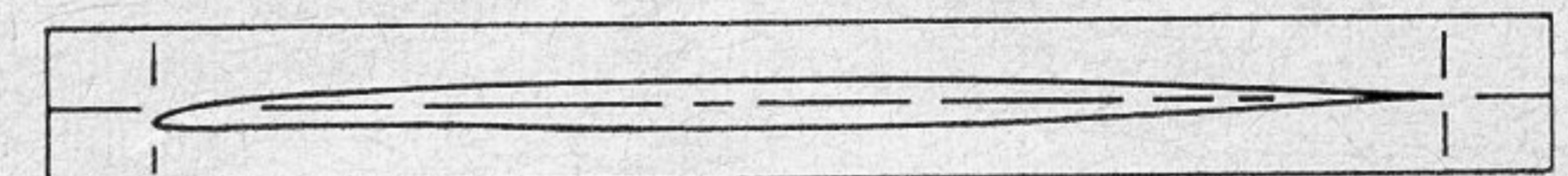
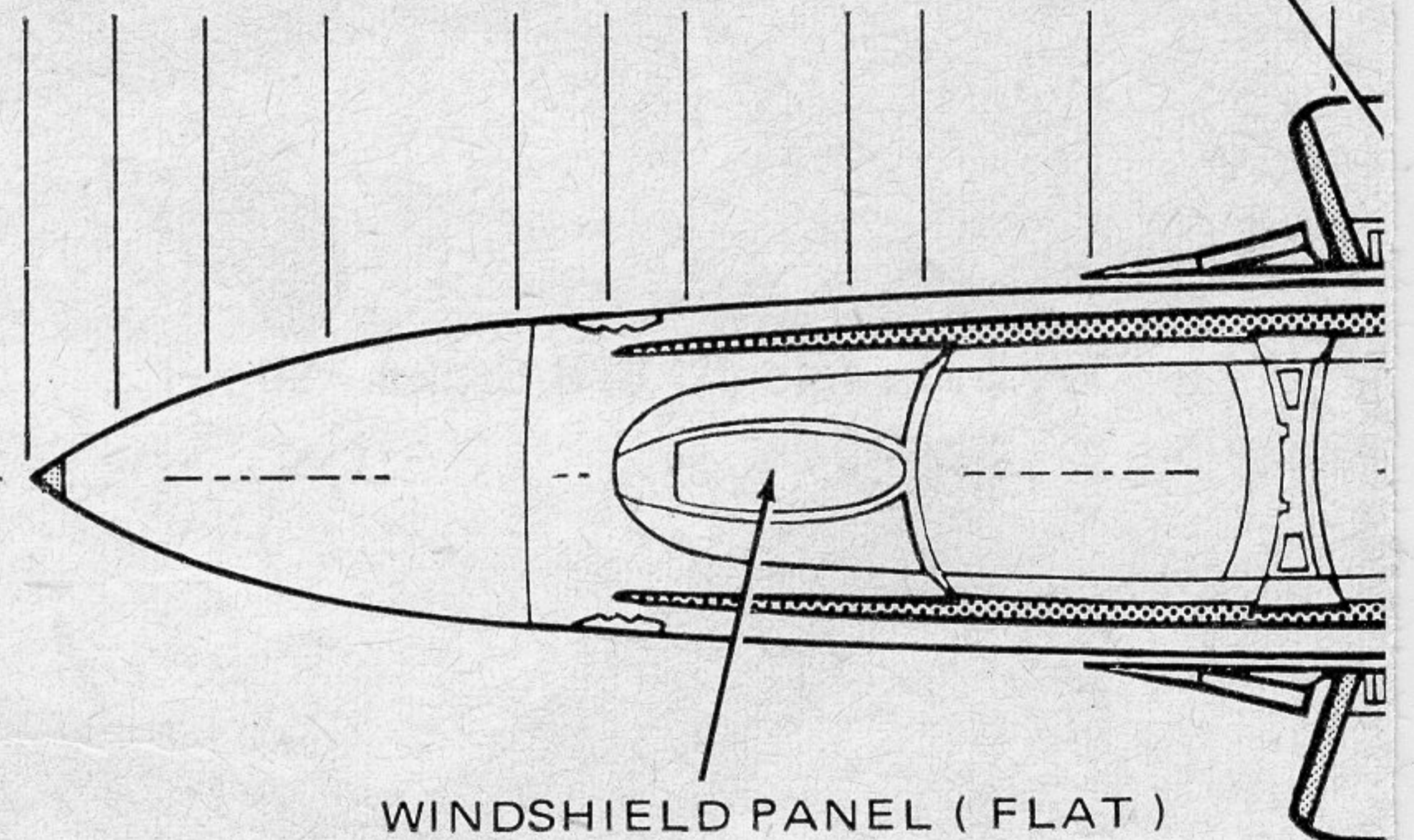


W-2

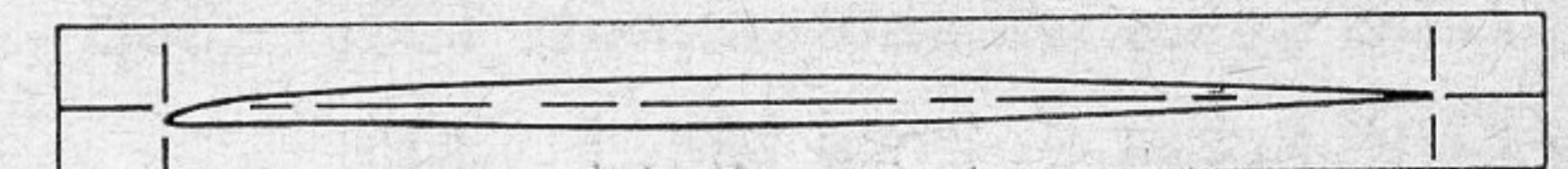


W-3

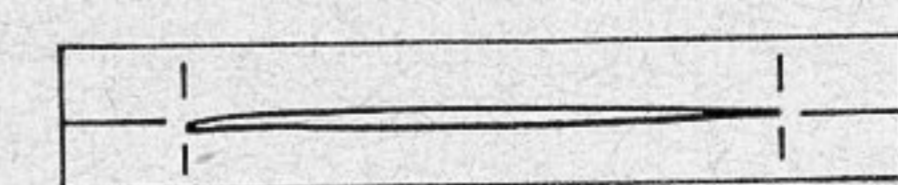
UPPER VARIABLE RAMP BLEED AIR



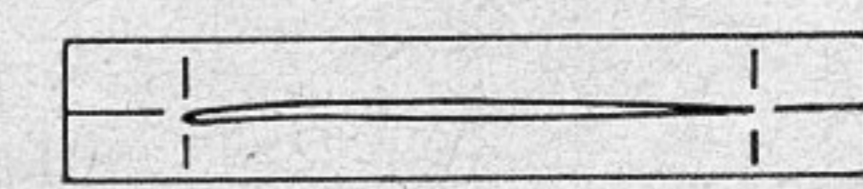
W-4



W-5



W-6



W-7

MARKINGS

* BASIC COLOR-KEY

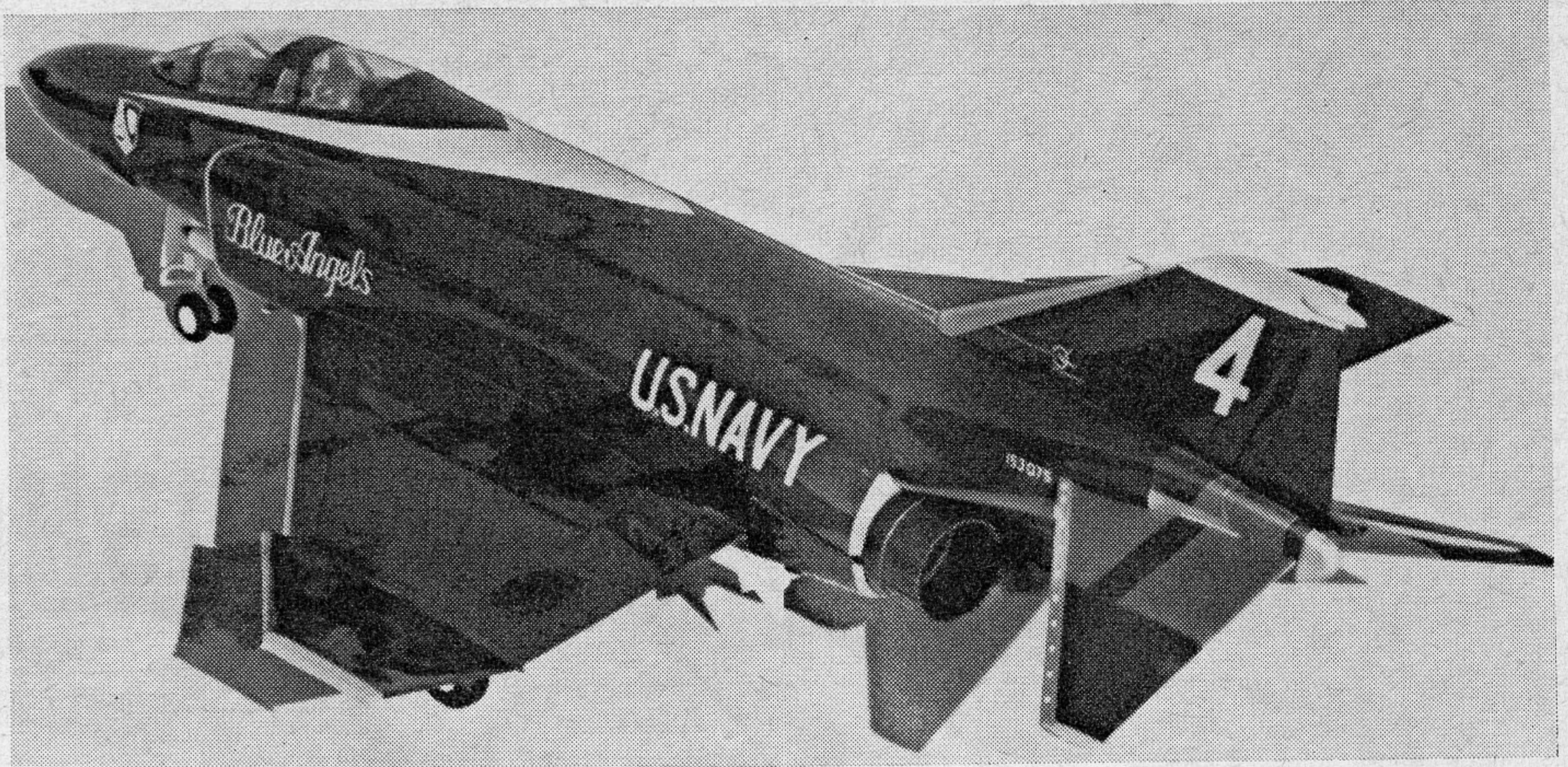


* OTHER COLORS AS MARKED BY CALL-OUTS

into strips and damped then pushed into shape.

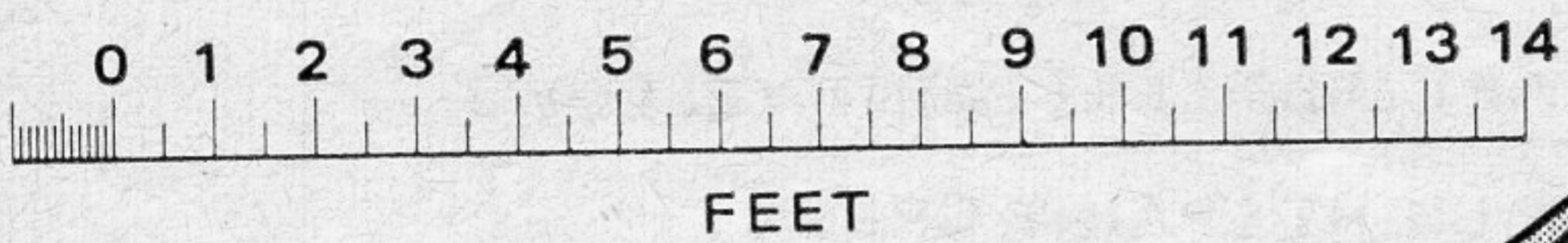
The panelling on the outer surfaces can be converted into the engraved type using a hard steel spike, but the raised lines are best rubbed off, a point in favour of this is that many of them are fictitious, as reference to M.A.P. plan pack 2922 will show. This pack is strongly recommended as a guide for improvements, it shows the location of numerous details, and attention is drawn in particular to the layout of panels on the wing surfaces, and on the fuselage behind the jet outlets, to the shape of the fuel dump pipe at the base of the rudder, the catapult hooks in recesses under the wing leading edge at the roots, and the fairing above the main landing gear leg hinge, all of which call out to be put right.

(continued on page 197)



Clive Hall's Phantom with multi-tone tail surface (colour scheme permitting).

1/72 SCALE



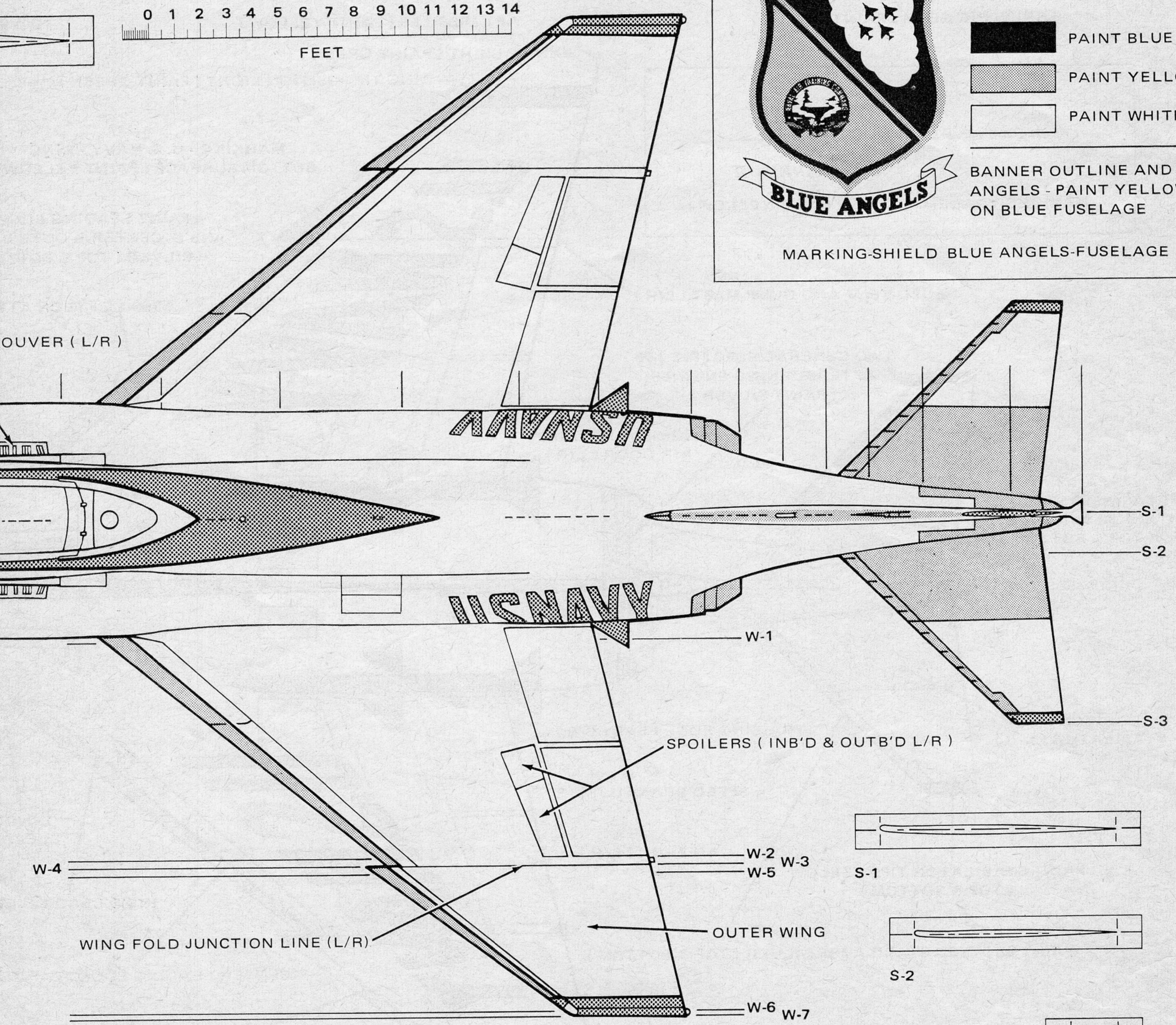
PAINT BLUE

PAINT YELLOW

PAINT WHITE

BANNER OUTLINE AND BLUE ANGELS - PAINT YELLOW ON BLUE FUSELAGE

MARKING-SHIELD BLUE ANGELS-FUSELAGE



TOP VIEW

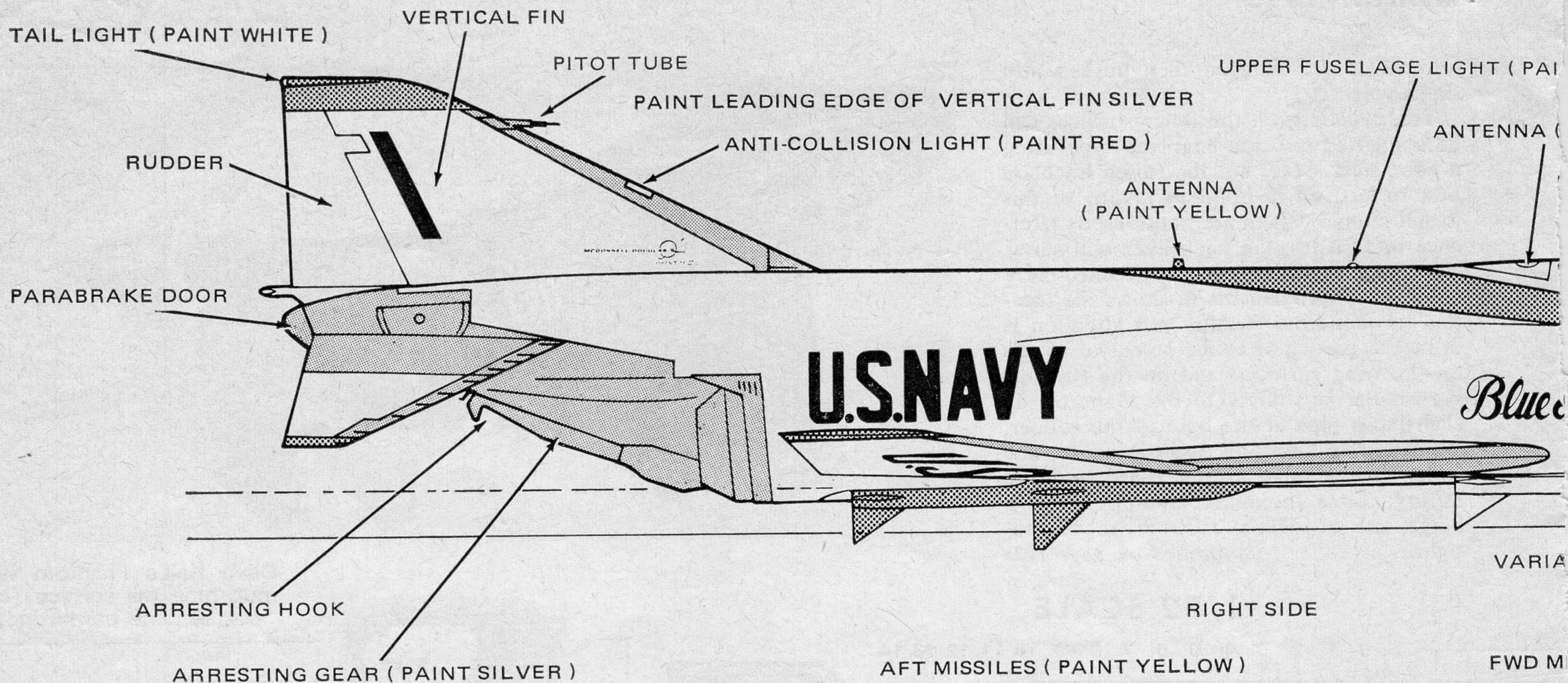
PAINT YELLOW


PAINT SILVER

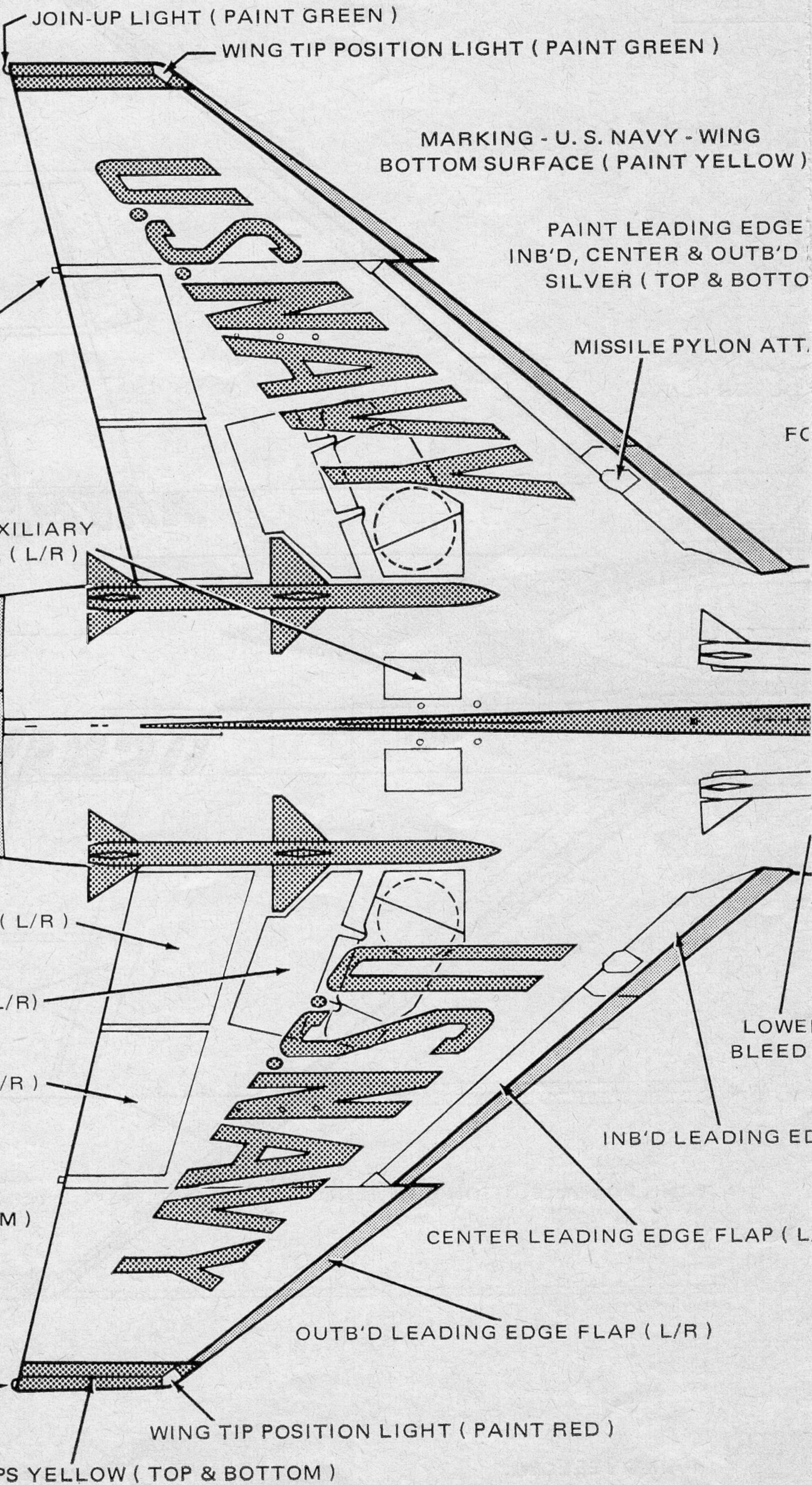
PAINT BLUE

MARKINGS-IDENTIFICATION NUMBERS & TRADE MARK-FIN (PAINT YELLOW)

MARKINGS-U.S. NAVY & BLUE ANG



MCDONNELL DOUGLAS

 PHANTOM II
 MARKING-TRADEMARK-FIN (PAINT YELLOW)



BOTTOM VIEW

MCDONNELL DOUGLAS F-4 PHANTOM

Blue Angels

T WHITE)

PAINT BLUE)

PAINT METAL FRAMING AROUND CANOPY & WINDSHIELD BLUE

AFT CANOPY

FWD (PILOT'S) CANOPY

CANOPY

WINDSHIELD PANEL (FLAT)

Angels

W. L. 0.00

W. L. -16.00

BLE RAMP (L/R)

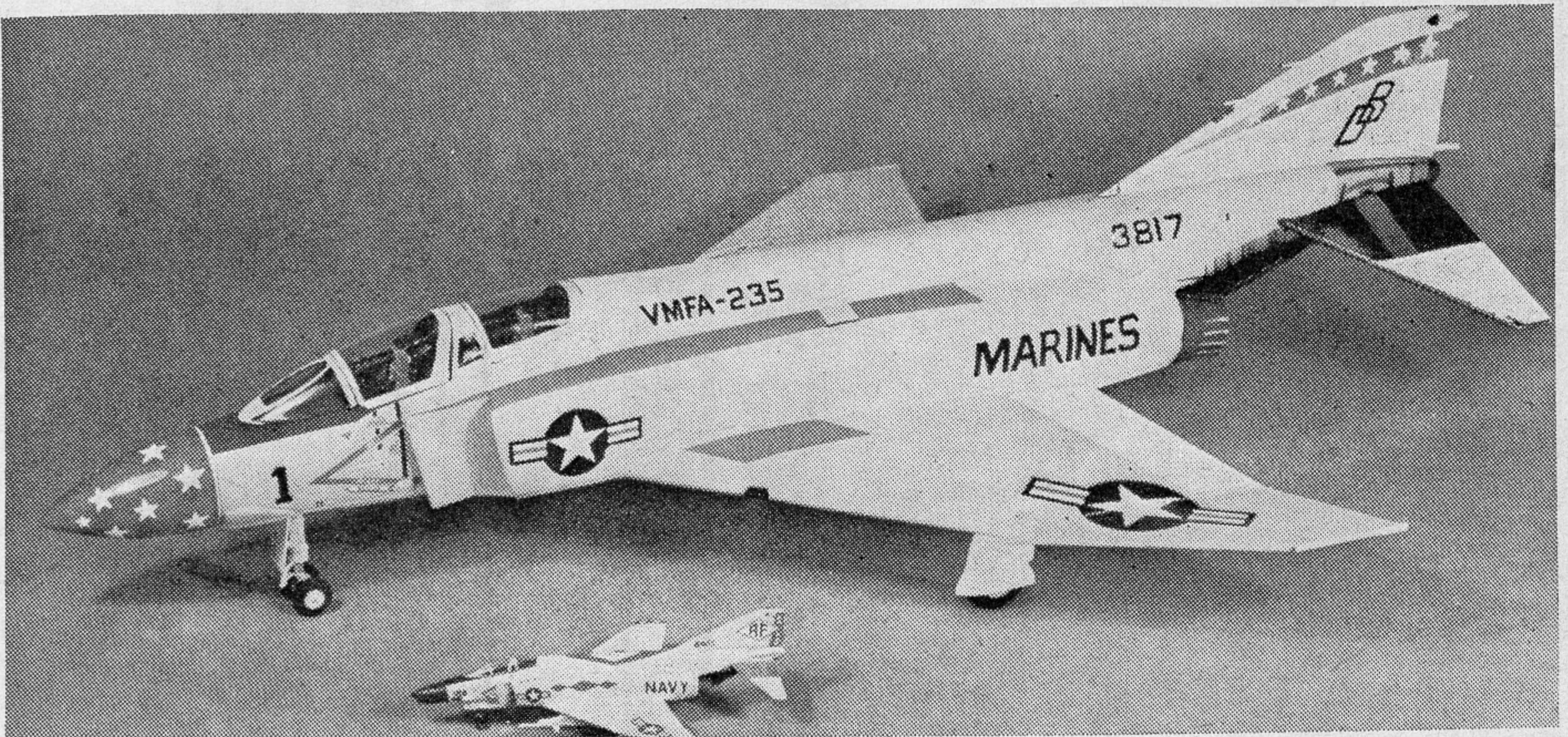
ANTENNA

FIXED RAMP (L/R)

SSILES (PAINT BLUE)

(continued from page 193)

The decals in the kit are for a U.S. Navy finish and the manufacturers are to be complimented on the crispness of the printing and the way in which the thin but tough designs adhere to the model and adapt faithfully to every ridge on the surface. The instruction sheet is clear and gives official colour references for painting.



Comparison of scales. Joe Thompson's U.S. Marines' 1/32nd F4J with white stars on red radome compared with Otaki 1/144th Phantom.

And what a galaxy of colours become possible! The Blue Angels are a 'natural' and these drawings (though to smaller scale of 1/72 for the small Revell kit) offer everything the modeller will need.

OF
FLAPS
(M)

U.S. NAVY

ACH POINT (L/R)

RMATION LIGHT (L/R PAINT WHITE)

LEADING EDGE OF ENGINE INTAKE AIR DUCT (L/R PAINT SILVER)

ENGINE INTAKE AIR DUCT (L/R)

ANTENNA (PAINT BLUE)

TAXI LIGHT (PAINT WHITE)

RADOME

APPROACH LIGHTS

(FWD GREEN, CENTER YELLOW, AFT RED)

1 2 3 4 5 6 7

MARKING - IDENTIFICATION NUMBERS - FIN (LEFT SIDE)

1 2 3 4 5 6 7

MARKING - IDENTIFICATION NUMBERS - FIN (RIGHT SIDE)

R VARIABLE RAMP
AIR LOUVER (L/R)

GE FLAP (L/R)

R)

U.S. NAVY

Underside of Clive Hall's beautifully painted Blue Angels F4J Phantom, which he entered in the I.P.M.S. National Championships reported elsewhere in this issue. According to drawings, Clive should have painted the forward missiles blue, as the main airframe colour, but we will forgive him this, and he probably has photo evidence to prove that he is right!

