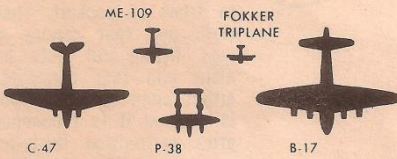


AIRFIX 1/72 Constant Scale Kit by Craft Master.



All Airfix 72 planes are made in 1/72 scale (1"=6'0"). For example, the ME 109 has a wingspan of 5 1/2" while the B-17's is 17 1/2". Your entire collection will have the same relationship, ideal for collectors and enthusiasts. You can build over fifty constant scale combat planes in this series.

McDONNELL F-4B PHANTOM II

The first pre-production Phantom flew in May 1958, and twenty-two further pre-production aircraft were built before 1960 when the first production Phantom I was delivered. In 1961 Phantom II's began to appear and went into service with the U.S. Navy and U.S. Marine Corps squadrons.

The F-4B is a twin-engined two seat jet fighter capable of operating from aircraft carriers and short runways. It is an extremely powerful aircraft with an outstanding performance including a maximum level flight speed in excess of 1500 m.p.h. and exceptionally long range and yet has a landing speed of only 130 m.p.h. As an interceptor the Phantom is normally equipped with Sparrow or both Sparrow and Sidewinder air-to-air missiles. Carrying conventional bombs it has twice the bomb load of the war-time B-17 Flying Fortress and using only the single center line external tank it can carry its load of external weapons over 92% of the earth's surface.

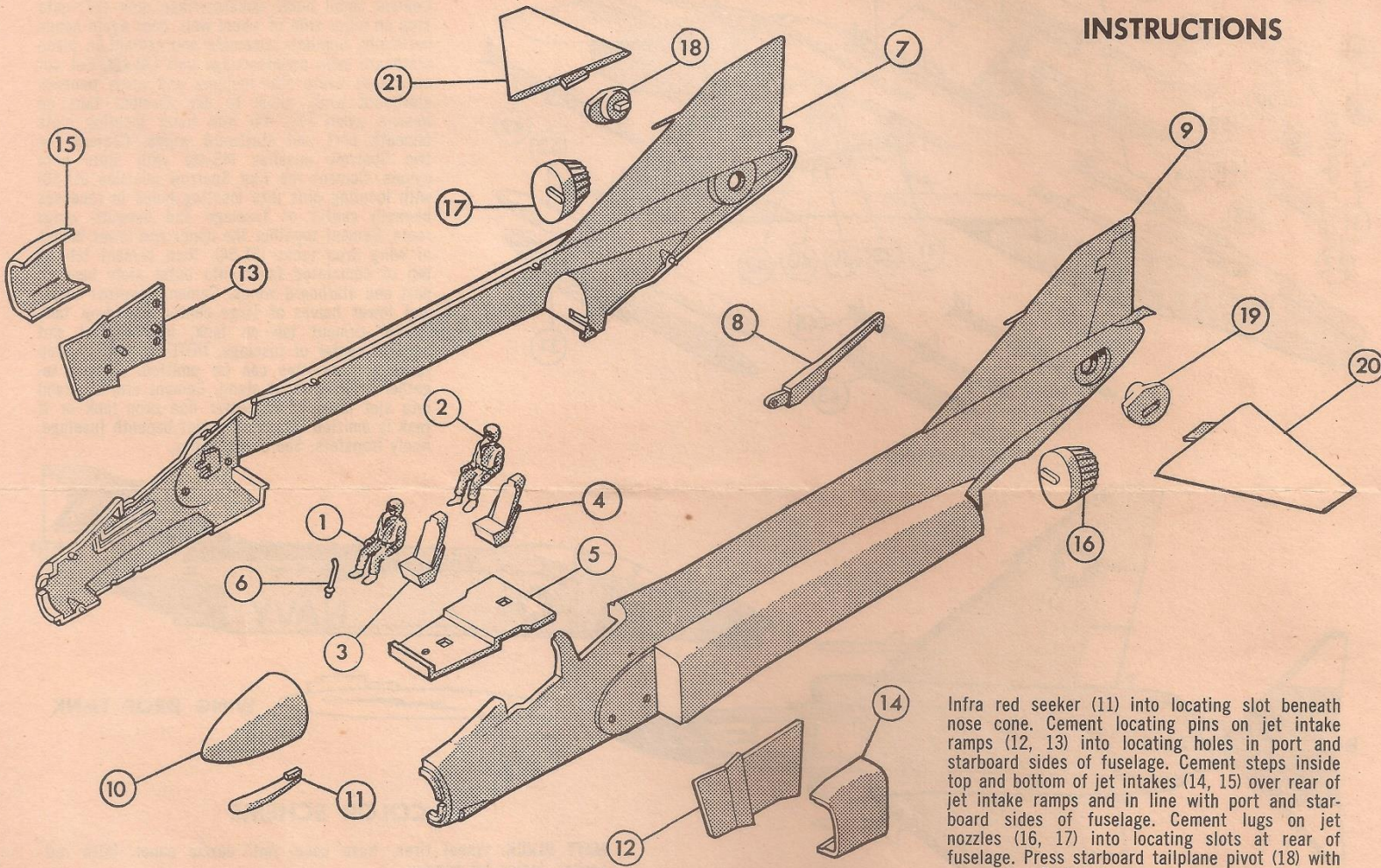
Many world records were captured by the Phantom in 1961 including the 16 kilometer straight course at 1,606 m.p.h., the 50 and 100 kilometer closed-circuits, the height record at 98,557 feet and a whole series of time-to-climb records which still stand. While these records were being established the Phantom was being evaluated by the U.S. Air Force and proved superior to the best of the Century Series of fighters flown by the U.S.A.F. The decision was therefore taken to order the Phantom for the Air Force under the designation F-4C, incorporating some modifications from the naval versions, and the Phantom was also developed for the reconnaissance role as the RF-4C.

The success of the McDonnell machine, chosen to equip the U.S. Navy, Air Force and Marines attracted the attention of the British Government and in 1964 it was decided to adopt the Phantom II for the Royal Navy. Because of the smaller carriers in service with the Royal Navy increased power is necessary and in the finalized F-4J version Rolls-Royce Spey engines will replace the American jets and some airframe modifications will be carried out.

The F-4B Phantom is powered by two General Electric J79-GE-8 turbojets, each of 17,000 lb. s.t. giving a maximum speed of approximately Mach 2.5. Range with maximum external fuel is 2,300 miles. Armament varied according to the role of the Phantom, a typical interception load being six Sparrow missiles together with external fuel tanks.

Wing span is 38 ft. 5 in. and length 58 ft. 3 in.

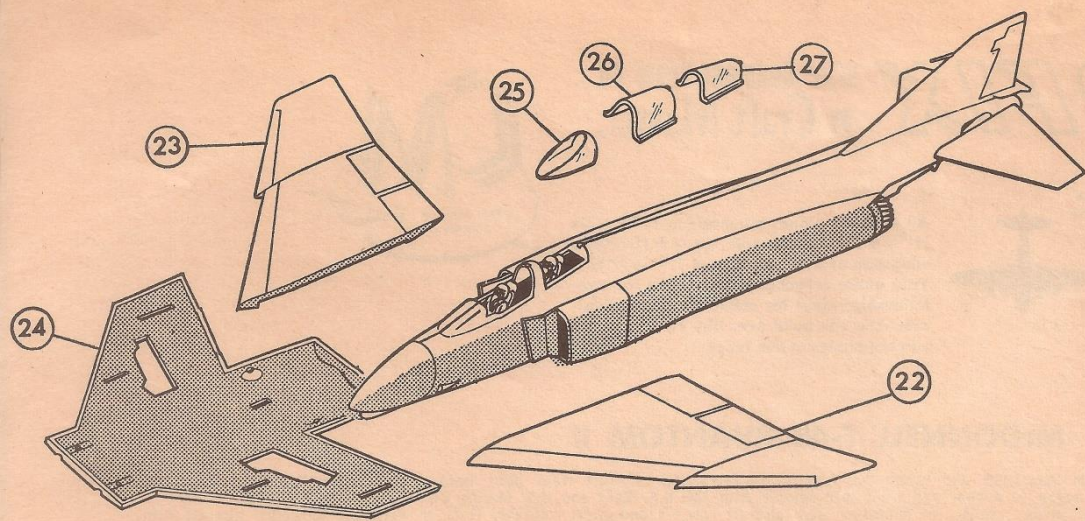
INSTRUCTIONS



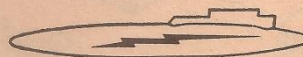
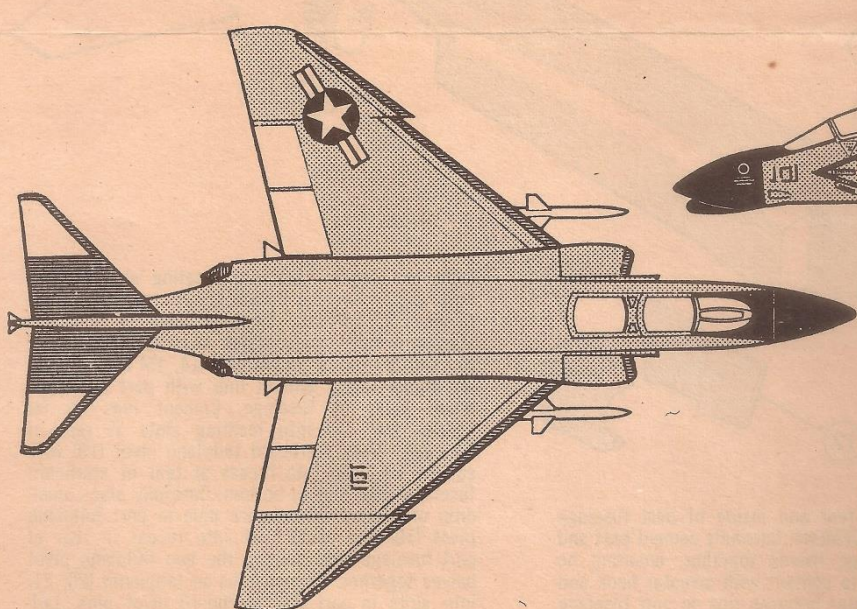
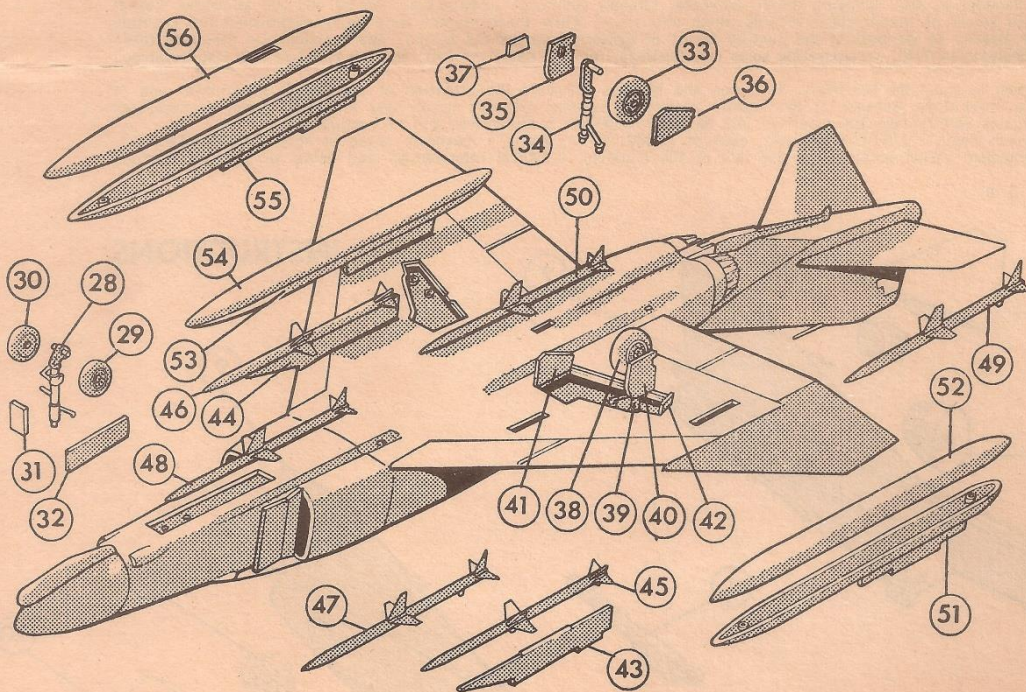
Cement pilot (1) and navigator (2) onto seats (3, 4). Cement locating pins beneath seats into locating holes in cockpit floor (5). Cement control column (6) into locating hole in cockpit floor in front of pilot. When dry cement side of completed cockpit assembly between locating ribs in starboard fuselage half (7). Position arrestor hook (8)

on pivot pin at rear and inside of port fuselage half (9). DO NOT CEMENT. Carefully cement port and starboard fuselage halves together, ensuring no cement comes into contact with arrestor hook and cockpit floor locates between ribs on port fuselage side. Cement nose cone (10) onto front of fuselage with locating slot to bottom. Cement rib at rear of

Infra red seeker (11) into locating slot beneath nose cone. Cement locating pins on jet intake ramps (12, 13) into locating holes in port and starboard sides of fuselage. Cement steps inside top and bottom of jet intakes (14, 15) over rear of jet intake ramps and in line with port and starboard sides of fuselage. Cement lugs on jet nozzles (16, 17) into locating slots at rear of fuselage. Press starboard tailplane pivot (18) with square lug flush into recess at rear of starboard fuselage side, slot to bottom. Carefully place small drop of cement into square hole in port tailplane pivot (19) and press flush into recess in rear of port fuselage side, joining the two tailplane pivot halves together. Cement tabs on tailplanes (20, 21) into slots in port and starboard pivot pins, tailplanes angled downward, ensure tailplane is free to move.



Locate and cement upper port and starboard wing halves (22, 23) to lower halves on center section (24) then cement completed wing assembly into position flush beneath center of fuselage. Cement forward fixed canopy transparency (25) to front of cockpit. Then position and cement main and rear canopy transparencies (26, 27), lugs fitting cut outs in fuselage. NOTE: The main and rear canopies can be cemented in either open or closed position. If open position is desired it is recommended that this is done after instruction thirty-one. The desired undercarriage position should now be chosen. For a model with retracted undercarriage the wheels and legs are omitted and doors cemented flush with underside of fuselage. For a model with lowered undercarriage cement nose wheel leg (28) into forward locating hole in nose wheel well beneath fuselage rear, supporting strut on leg into rear hole. Cement nose (smaller) wheels (29, 30) onto stub axles either side of nose wheel leg. Cement forward nose wheel door (31) into well and against forward supporting strut on leg. Cement main nose wheel door (32) into starboard side of well, end of door against rear of well, door hangs vertically. Cement one main wheel (33) onto port main undercarriage leg (34). NOTE: Wheel faces inward, then cement main wheel leg into locating hole in outer boss in well, support strut on leg into locating hole in inner boss. Cement main undercarriage door (35) onto outer side of leg, slot in door fitting over rib on leg. Cement inner undercarriage door (36) onto step on inner side of wheel well, door hangs vertically. Cement small outer undercarriage door (37) onto step on outer side of wheel well, door again hangs vertically. Similarly assemble and cement in place starboard main undercarriage unit (38-42). Cut out one large white star insignia and apply beneath starboard wing, allow to dry. Cement tabs on missile pylon (43, 44) into inner locating slots beneath port and starboard wings. Cement the two Sparrow missiles (45-46) with slots onto pylons. Cement the four Sparrow missiles (47-50) with locating pins into locating holes in recesses beneath center of fuselage and beneath wings roots. Cement together the upper and lower halves of wing drop tanks (51-54), then cement tab on top of completed tanks into outer slots beneath port and starboard wings. Cement together upper and lower halves of large center line drop tank (55-56) cement tab on tank, into central slot beneath center of fuselage. NOTE: If desired drop tanks and missiles can be omitted. Cement together both parts of stand. Cement arm of stand into slot provided in center line drop tank or if tank is omitted into central slot beneath fuselage. Apply transfers: See cover of box.



WING DROP TANK

COLOR SCHEME

MATT BLACK: Wheel tires, Nose cone, Anti dazzle panel, Infra red seeker, Inside jet nozzles.

WHITE: Drop tanks, Sparrow missiles, All under-surfaces, Outboard upper surface of tailplane, upper control surfaces of wings, Rudder.

LIGHT GULL GREY: Upper surfaces of fuselage and wings.

SILVER: Leading edges of wings, Fin and air ducts, Arrestor hook, Inboard upper surface of tailplane.

SILVER AND BLACK MIXED: Jet nozzles and Lower rear fuselage.

FOR REPLACEMENT OF PARTS send name of kit, name and number of parts, together with a stamped self-addressed envelope to M.P.C.,

AIRFIX DIVISION

126 GROESBECK HIGHWAY · MT. CLEMENS, MICHIGAN

LITHO IN U.S.A.