



1:72 McDonnell Douglas Phantom FGR.2

A06017 SCALE MODEL CONSTRUCTION KIT | Wingspan: 162mm Fuselage Length: 244mm | Three Decal Schemes Included

GB One of the most famous machines of the Cold War the Phantom F-4 was operated by both the Royal Navy and in an altered form by the RAF from the late 1960s until the early 1990s. The Royal Navy was the first export customer for the F-4, but wished to retain engine commonality across its carrier-borne fleet jet fleet so opted for their Phantoms to be powered by the Rolls Royce Spey jet engine. This necessitated a subtle redesign of the rear fuselage to accommodate the new engines, as well as changes to the electrical systems. The Royal Navy Phantoms were designated FG.1 with later machines for the RAF designated FGR.2.

The Royal Navy Phantoms operated from the carrier HMS Ark Royal and were the only Phantoms operated at sea by carrier power outside the USA. But after the retirement of the Navy's large aircraft carriers the Phantoms were passed to the RAF. In both air arms the Spey powered Phantoms proved to be a popular machine, able to carry large loads of ordnance a long way. While the Phantom never saw combat in British hands, it was always regarded as a capable and powerful asset to Britain's Cold War defences.

Specification

Maximum Speed: 1,304 mph (2,231 km/h)

Range: 1,790 miles (2,880 km) with maximum fuel

Wingspan: 38 ft 5 in (11.71m)

Length: 57 ft 7 in (17.55 m)

Armament: 4 x AIM-7 Sparrow or Skyflash missiles in fuselage recesses plus 4 x AIM-9 Sidewinder missiles on wing pylons. 11 x 1000lb free fall or retarded bombs, B28, B43 or B57 tactical nuclear weapons.

FR Le Phantom F-4, l'un des avions les plus célèbres de la guerre froide, fut utilisé par la Royal Navy ainsi que par la RAF sous forme modifiée, il porta de la fin des années 1960 jusqu'au début des années 1990. La Royal Navy, premier client export de F-4, voulait maintenir la commonalité des moteurs à travers sa flotte de jets rapides embarqués et opta donc pour que les Phantoms soient propulsés par le moteur Rolls Royce Spey. Il n'en fallait pas moins restructurer le fuselage arrière pour l'adapter aux nouveaux moteurs ainsi qu'aux modifications des systèmes électriques. Les Phantoms de la Royal Navy furent nommés FG.1, et FGR.2 pour les avions ultérieurs de la RAF.

Opérant à partir du porte-avions HMS Ark Royal, les Phantoms de la Royal Navy étaient les seuls Phantoms utilisés au large par un autre pays hors des États-Unis. Cependant, après le retrait des grands porte-avions de la marine britannique, les Phantom furent transférés à la RAF. Dans les deux forces aériennes, les Phantom équipés de moteurs Spey s'avèrent être des appareils populaires et capables de transporter à distance de grandes charges d'armes et de munitions. Bien que le Phantom n'ait jamais participé au combat de côté britannique, il fut toujours considéré comme un atout performant et puissant des défenses britanniques pendant la guerre froide.

Specification

Vitesse maximale: 2 231 km/h

Autonomie: 2 880 km avec carburant maximal

Envergure: 11,71 m

Longueur: 17,55 m

Armement: quatre missiles AIM-7 Sparrow ou Skyflash dans le fuselage ainsi que quatre missiles AIM-9 Sidewinder sur les pylônes d'aile. Onze bombes libres ou à retardement de 454 kg. Armes nucléaires tactiques B28, B43 ou B57.

DE Die Phantom F-4 war zur Zeit des Kalten Kriegs sicherlich eines der bekanntesten Kampfflugzeuge. Sie wurde sowohl von der Royal Navy als auch in abgewandelter Ausführung von der RAF von den späten 1960er bis zu den frühen 1990er Jahren geflogen. Die Royal Navy war der erste Exportkunde der F-4, entschied sich aber für ein Triebwerk, wie es damals für alle ihre auf Flugzeugträgern stationierte Maschinen verwendet wurde. Deshalb also waren diese Phantoms mit Rolls Royce Spey Strahltriebwerke ausgestattet. Zu diesem Zweck musste der Rumpf zur Aufnahme der neuen Triebwerke wie auch für unterschiedlich ausgelegte elektrische Schaltkreise abgeändert werden. Die Phantoms der Royal Navy wurden als FG.1 und die später an die RAF ausgelieferten Maschinen als FGR.2 bezeichnet.

Da von der Royal Navy eingesetzte Phantoms flogen von der HMS Ark Royal aus. Sie waren damit die einzigen von einem nicht-amerikanischen Flugzeugträger operierenden Phantoms. Nach der Außerdienststellung der großen Flugzeugträger der Royal Navy wurden die verbliebenen Phantoms an die RAF übergeben. Bei beiden Fliegertruppen waren die mit Spey Triebwerke bestückten Phantoms beliebt, besonders auch deswegen, weil sie hohe Wertenlasten über große Entfernungen tragen konnten. Während die Phantoms in britischen Eigentum nie in Kämpfen eingesetzt waren, wurden sie als leistungsfähige und schlagkräftige Kampfwerkzeuge zur Verteidigung von Großbritannien in der Zeit des Kalten Kriegs angesehen.

Specification

Höchstgeschwindigkeit: 2231 km/h

Reichweite: 2880 km mit maximaler Treibstoffladung

Spannweite: 11,71 m

Länge: 17,55 m

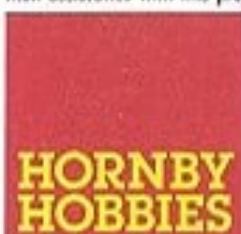
Bewaffnung: vier AIM-7 Sparrow oder Skyflash Luft-Luft-Kampfflügel in Rumpfspreitungen und vier an Flügelstützen getragene AIM-9 Sidewinder Luft-Luft-Lenkmissile. Elf 454 kg Freifallbomben oder gebremste Bomben. Taktische Kernwaffen vom Typ B28, B43 oder B57.



F-4 Phantom™

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Airfix would like to thank: Stuart Fane and Chris Clifford, Tim Perry, Tommy Thomason, John Adams, the Imperial War Museum and Tangmere Military Aviation Museum for their assistance with this project.



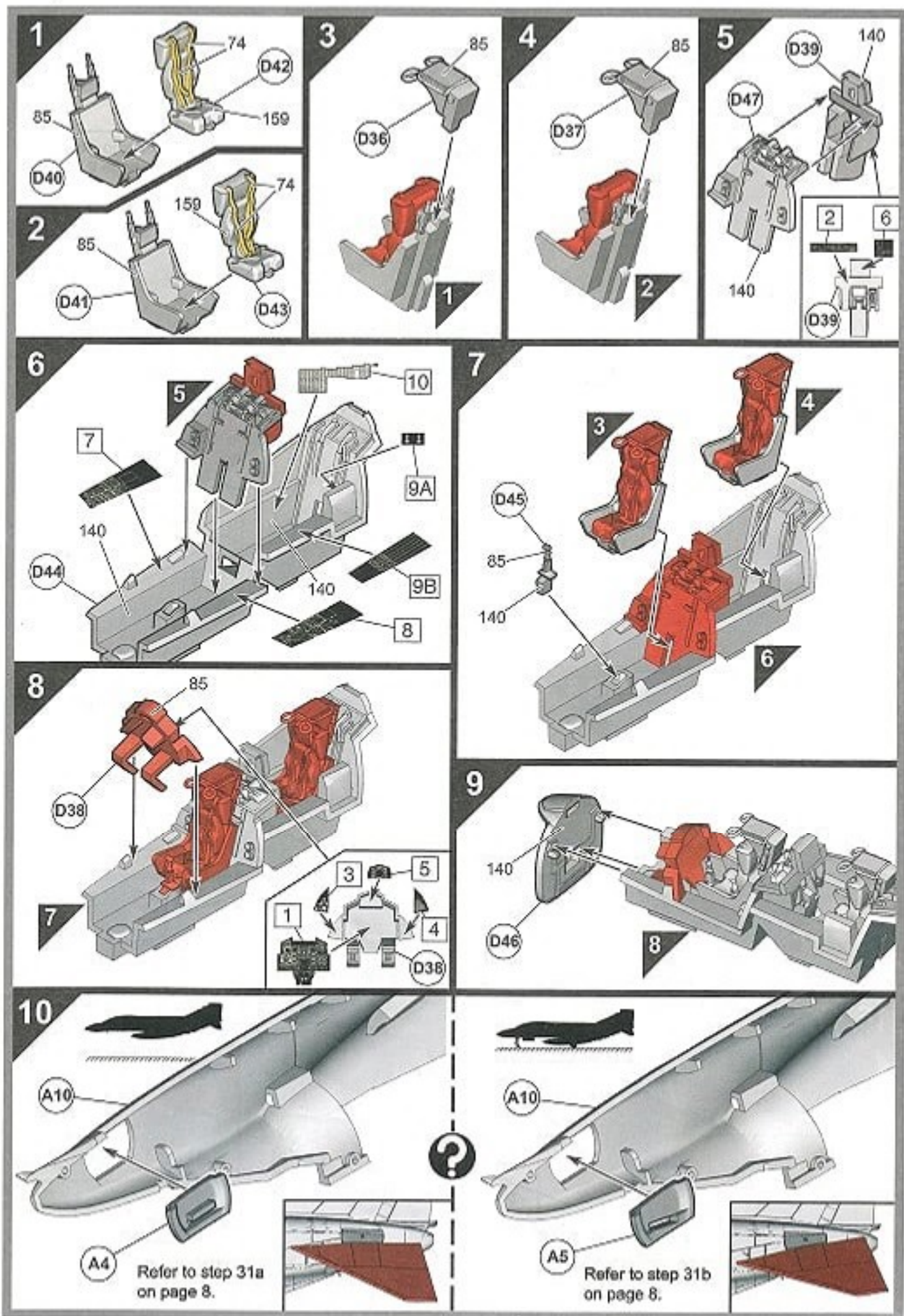
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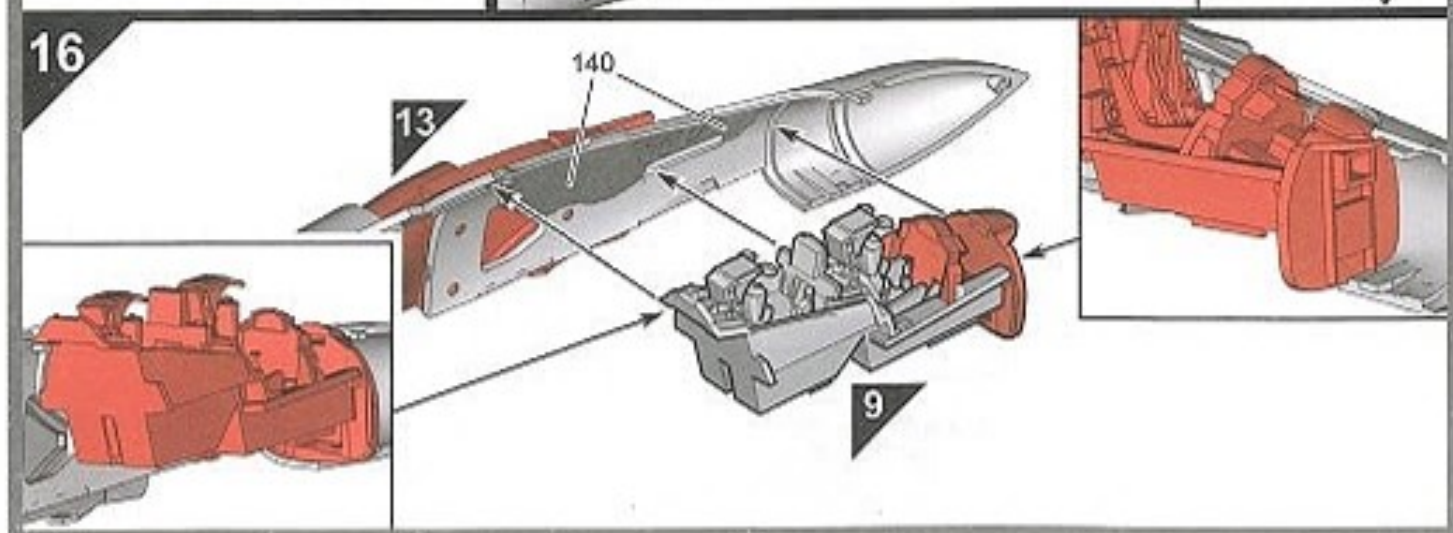
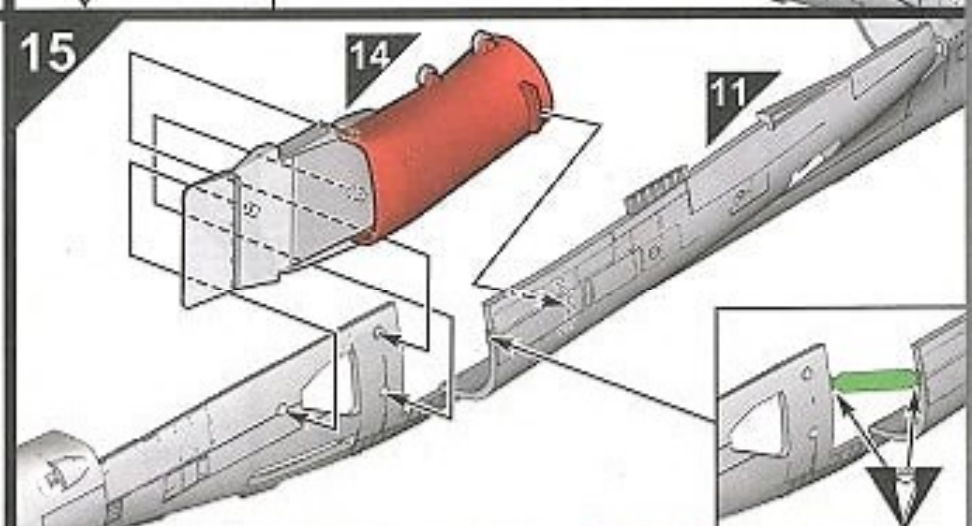
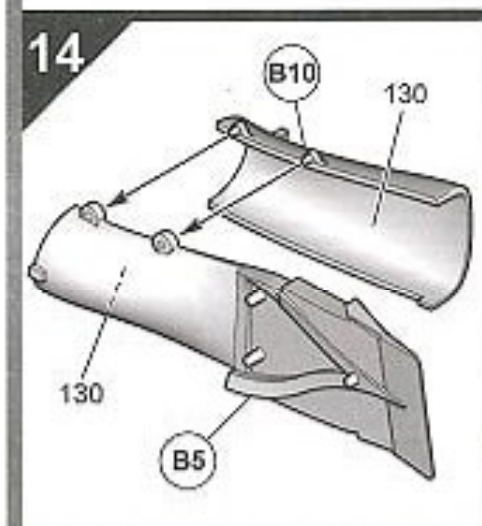
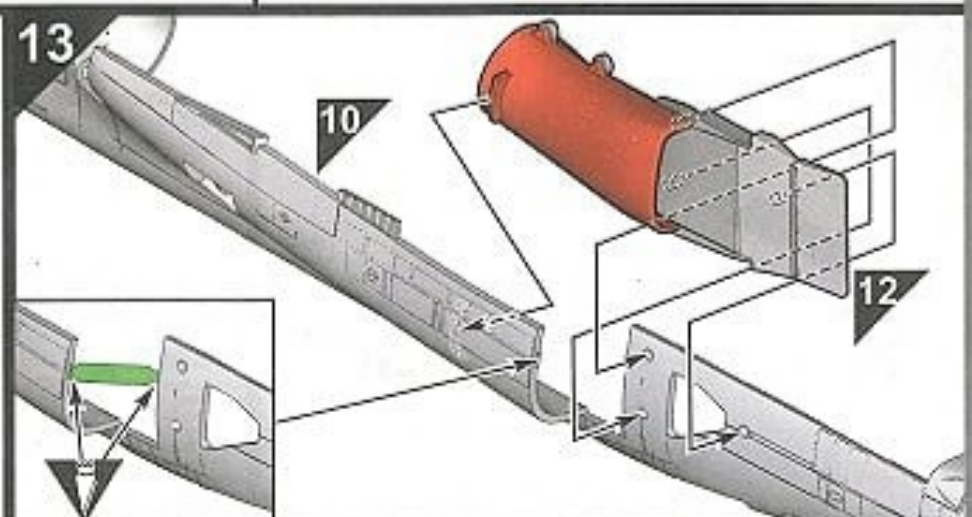
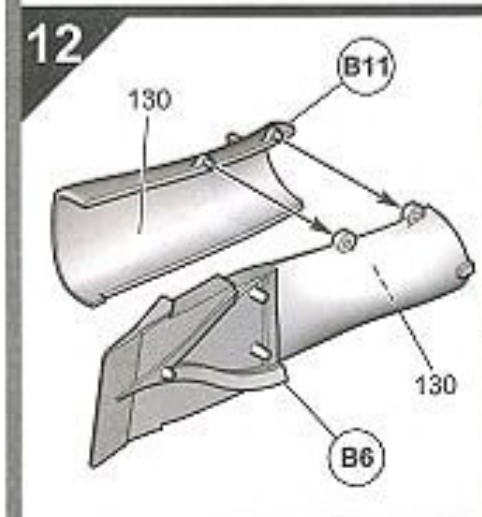
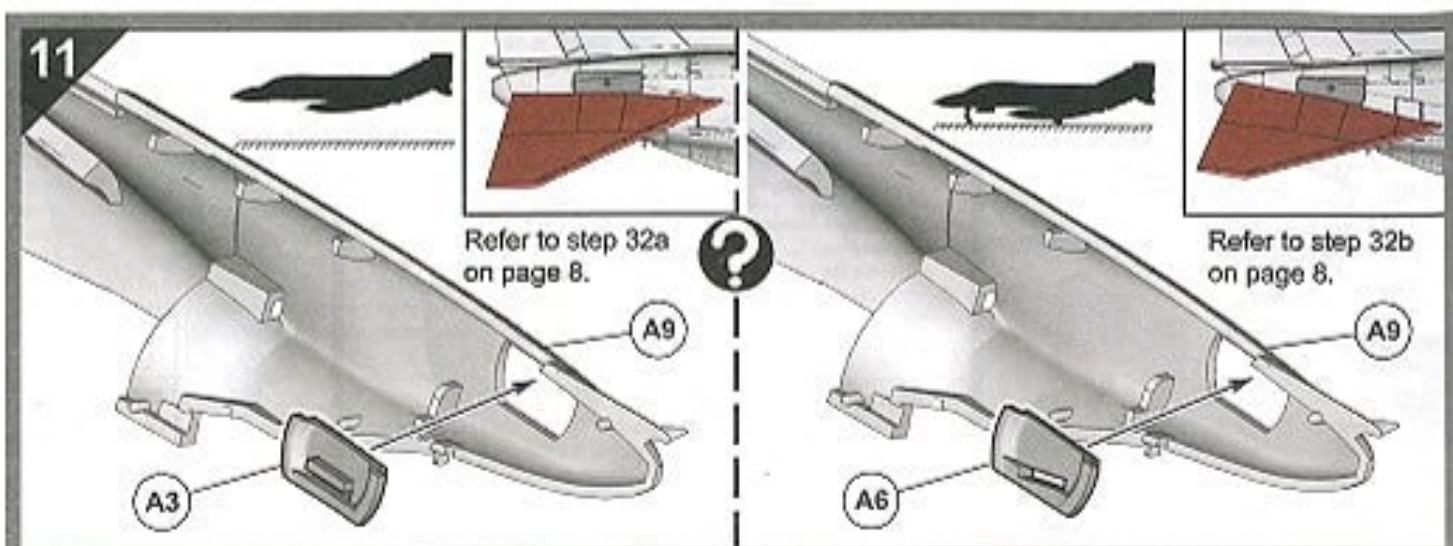
Surfaces to be painted should be clean – before parts are removed from the sprue, wash in warm, soapy water, rinse and dry thoroughly. Stir paints thoroughly before use.

PLEASE NOTE:

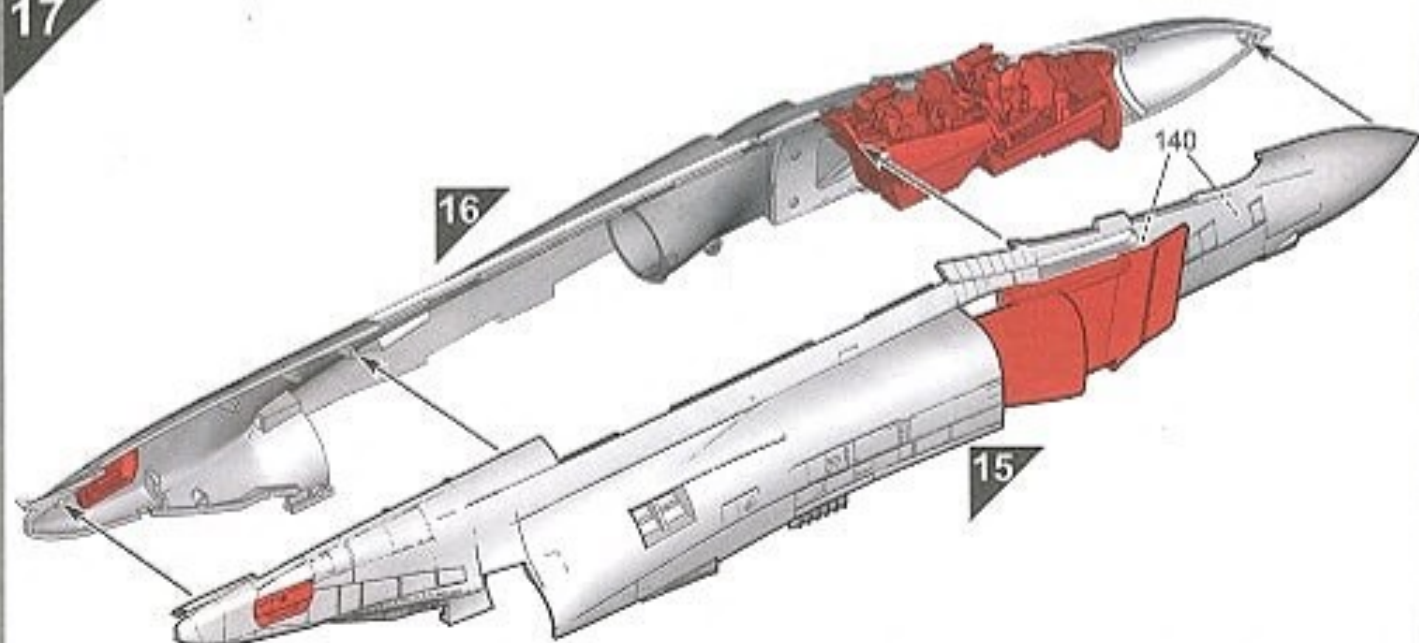
Some parts in the kit may not be required to build the model specified.



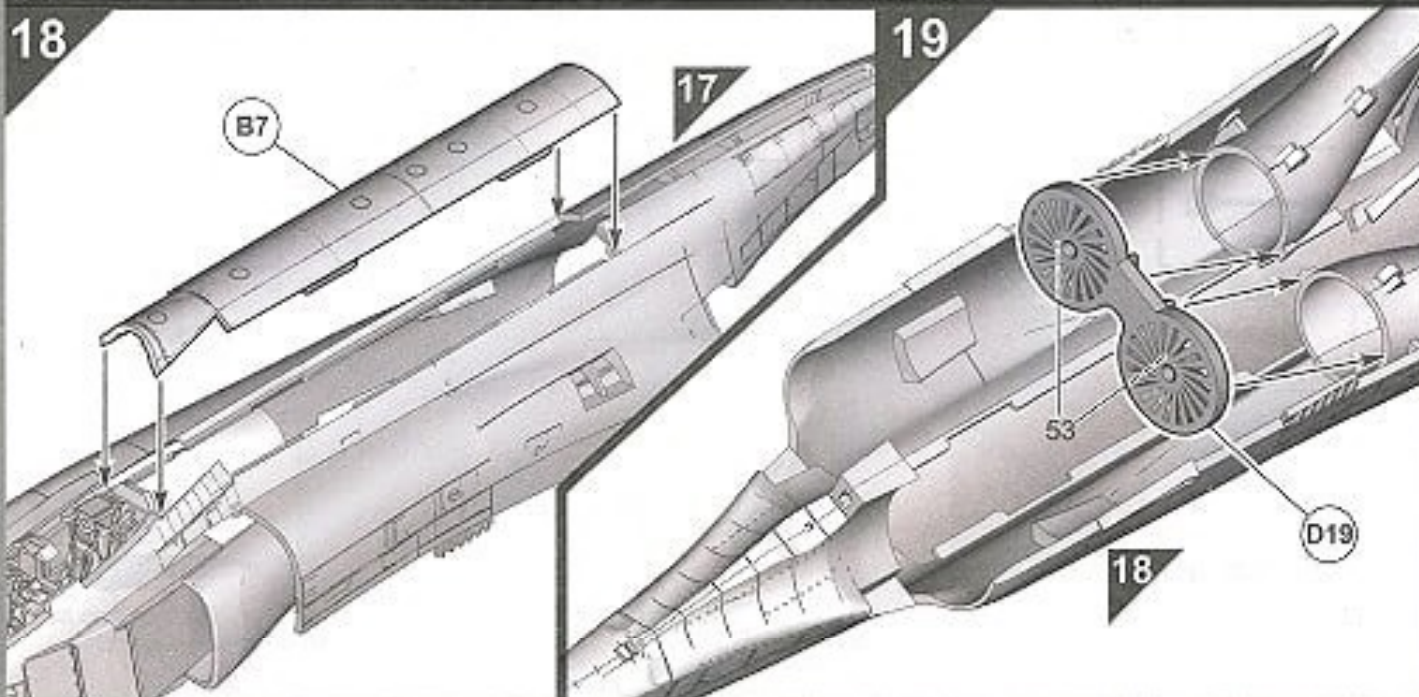




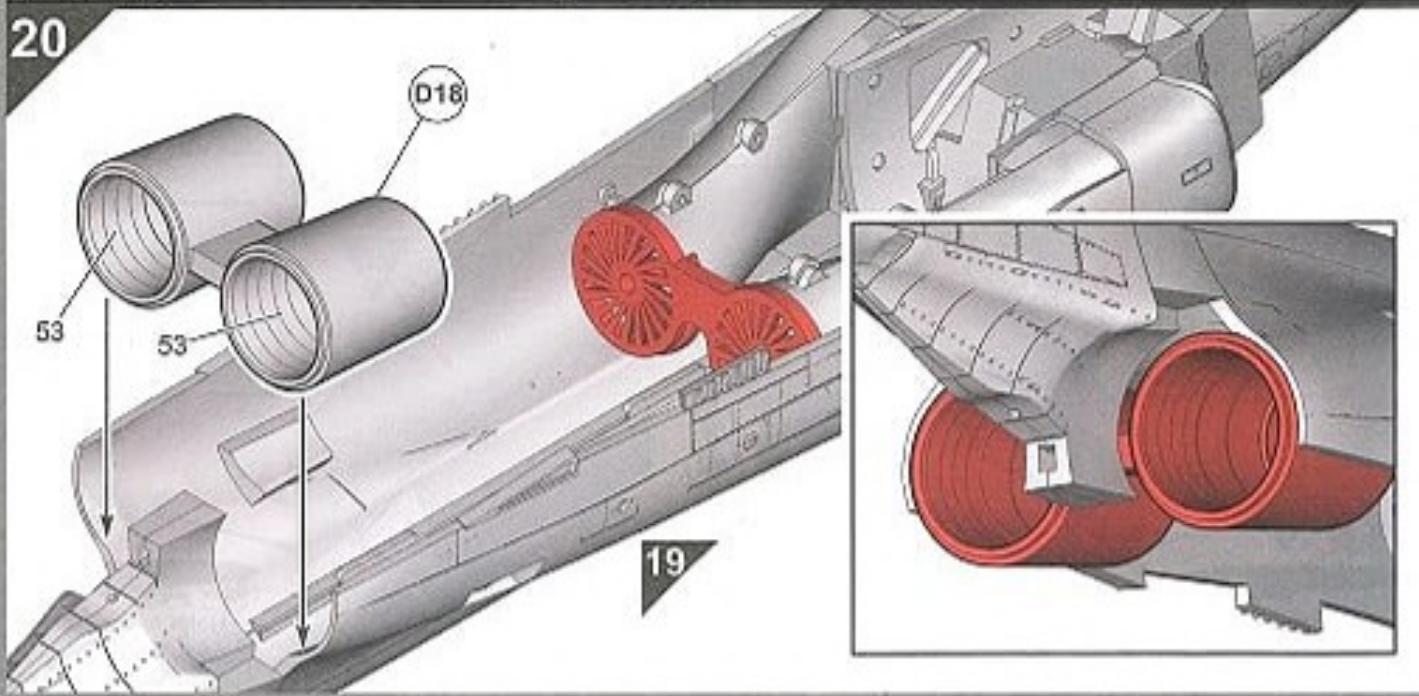
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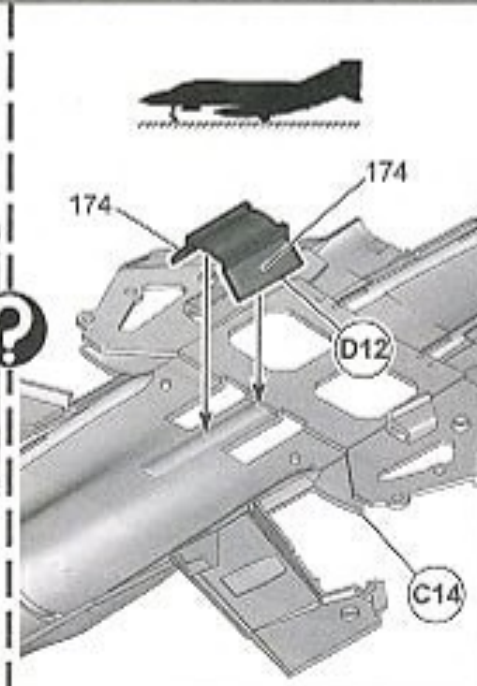
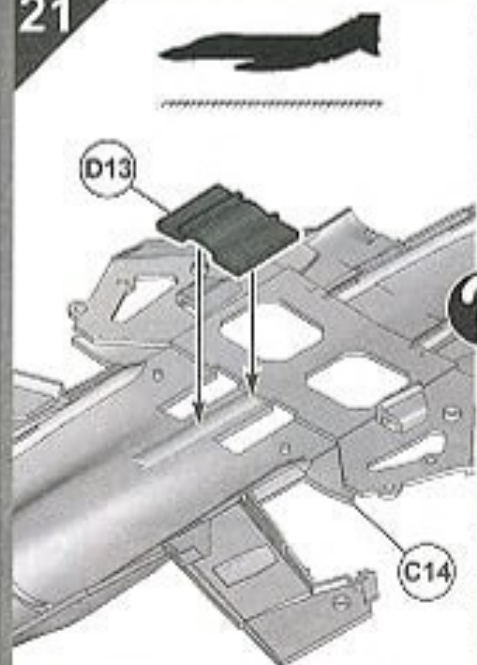
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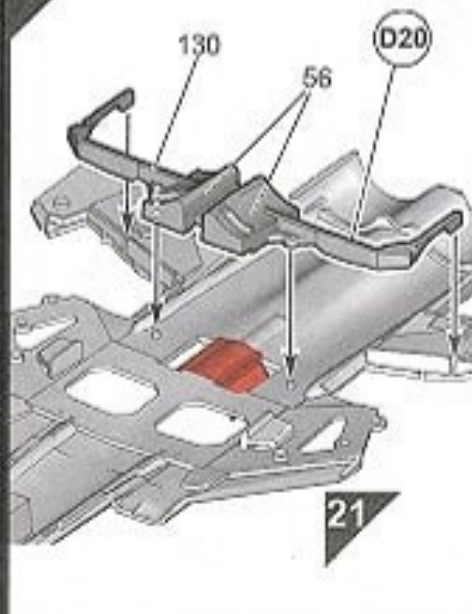
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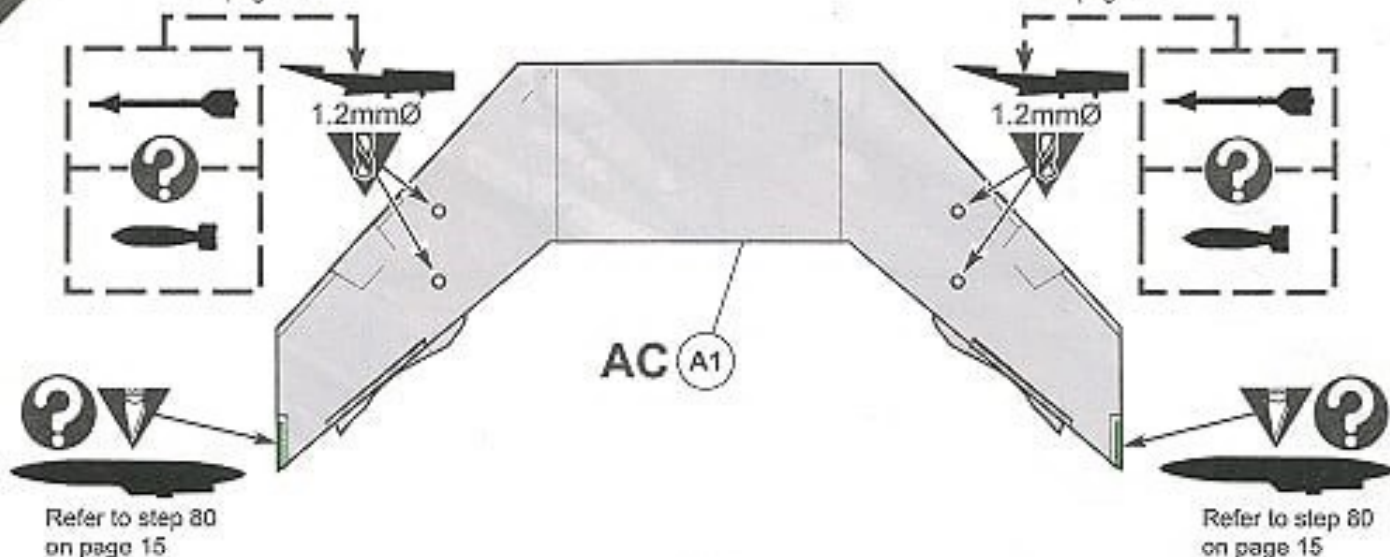
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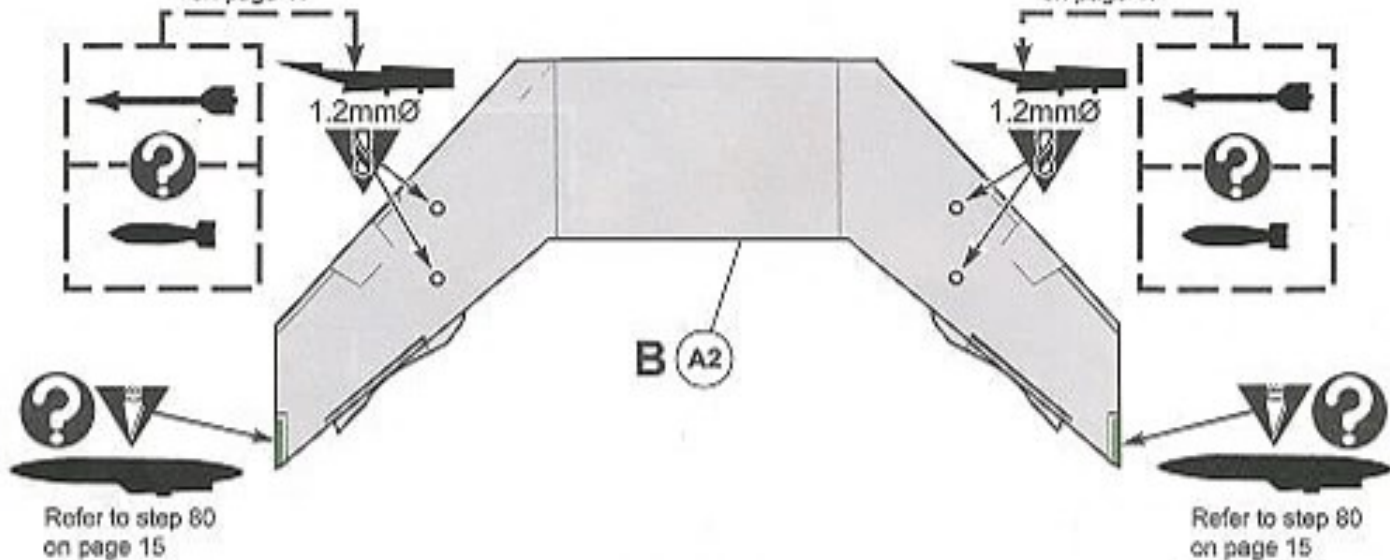
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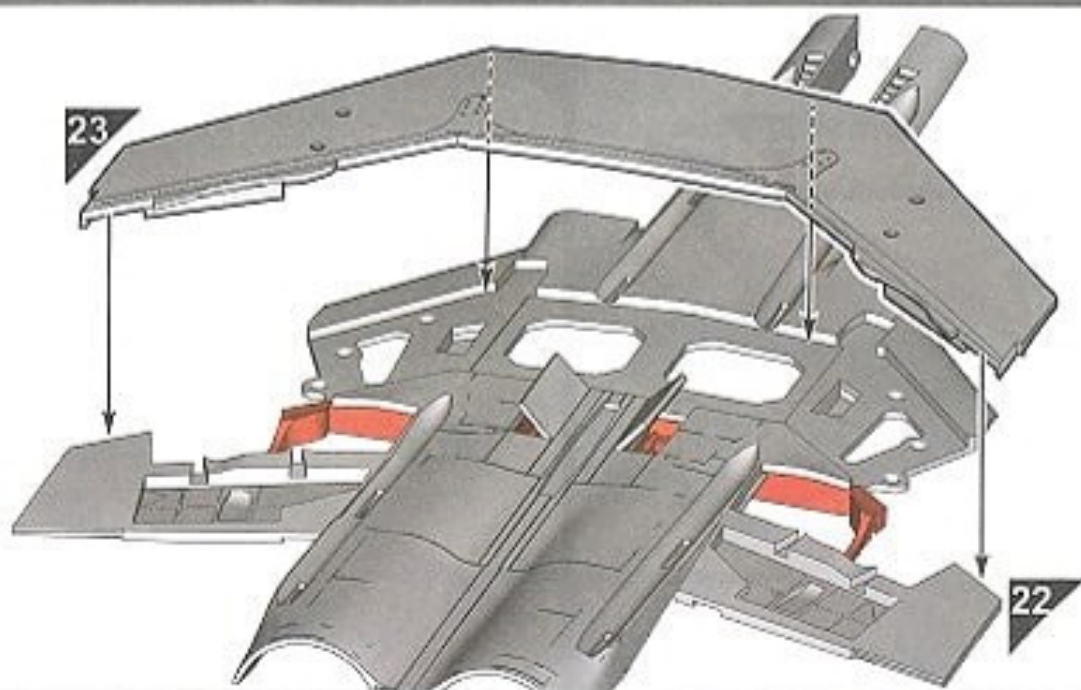
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Refer to step 87
on page 17Refer to step 87
on page 17

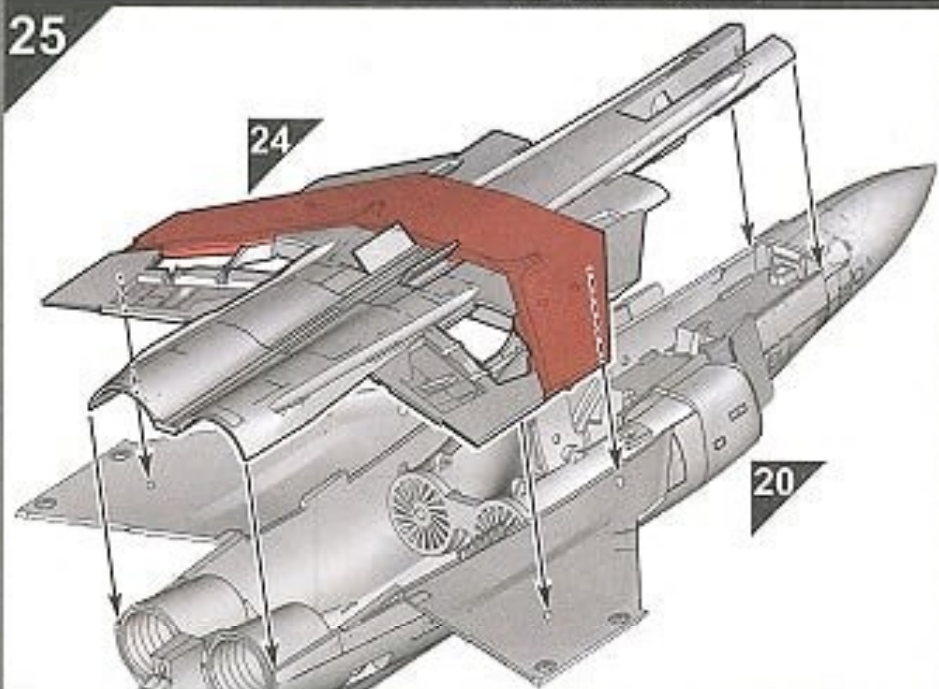
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Refer to step 87
on page 17Refer to step 87
on page 17

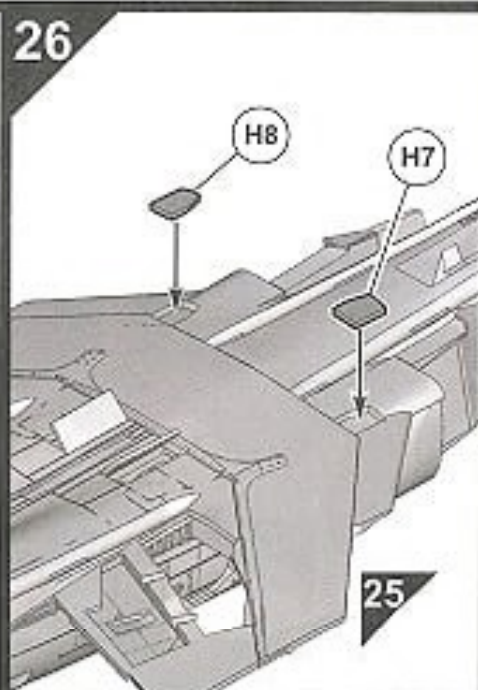
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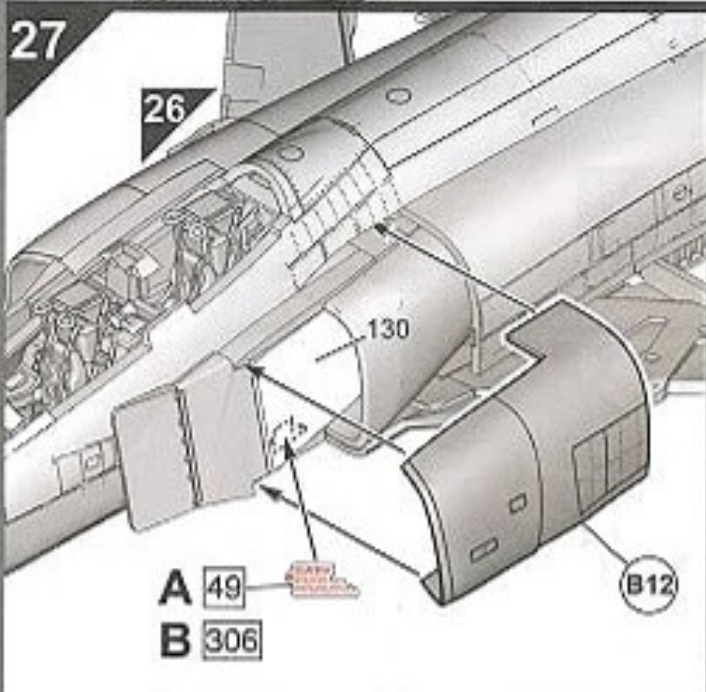
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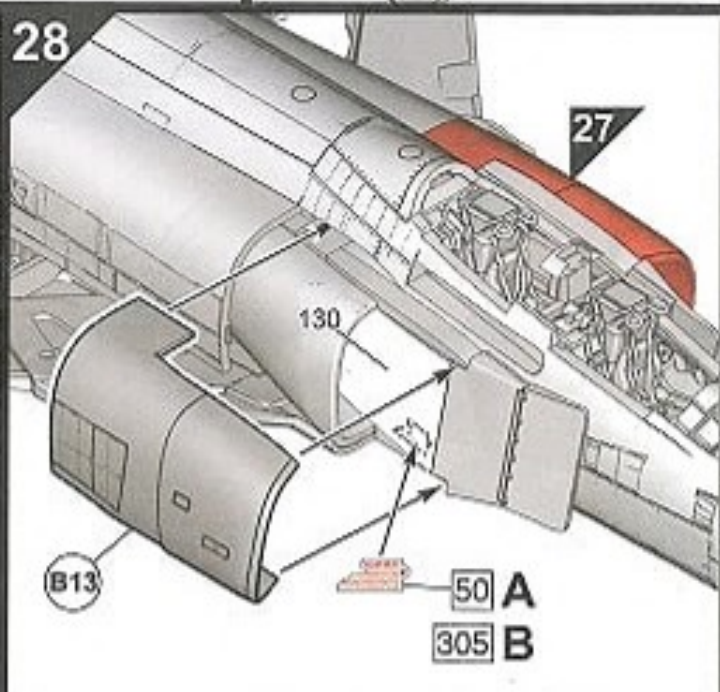
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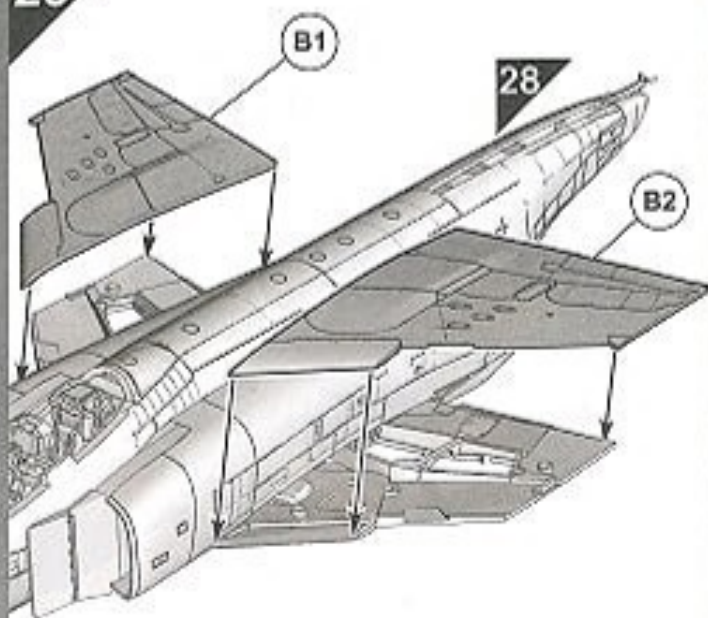
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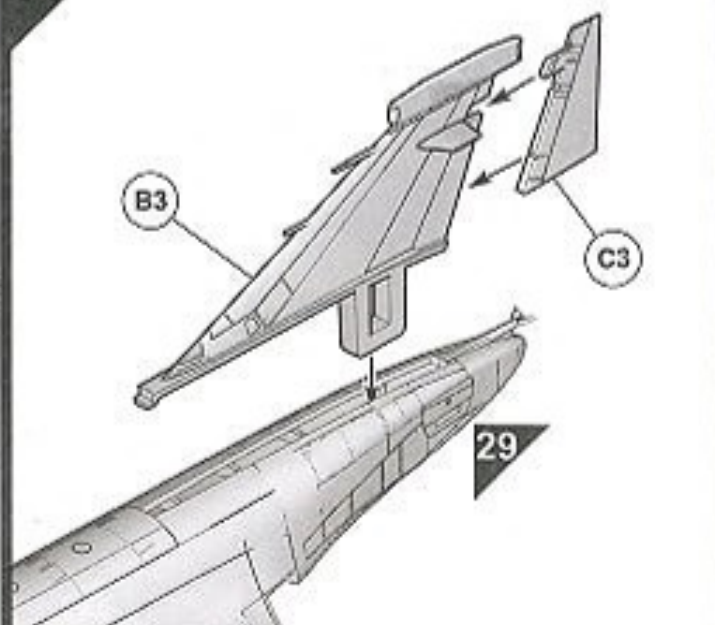
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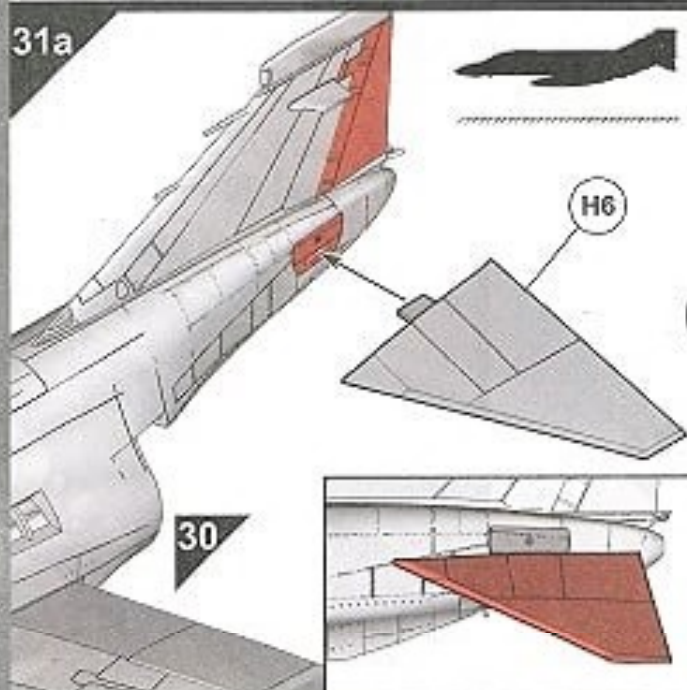
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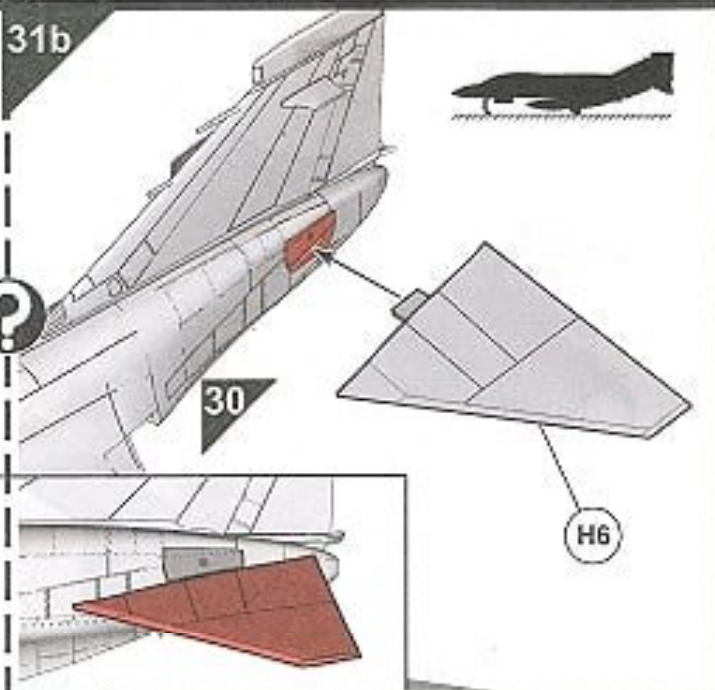
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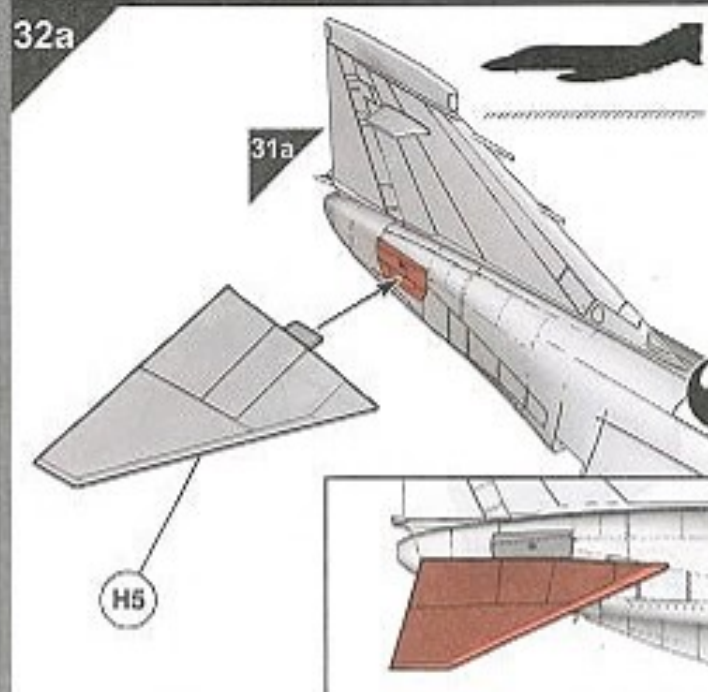
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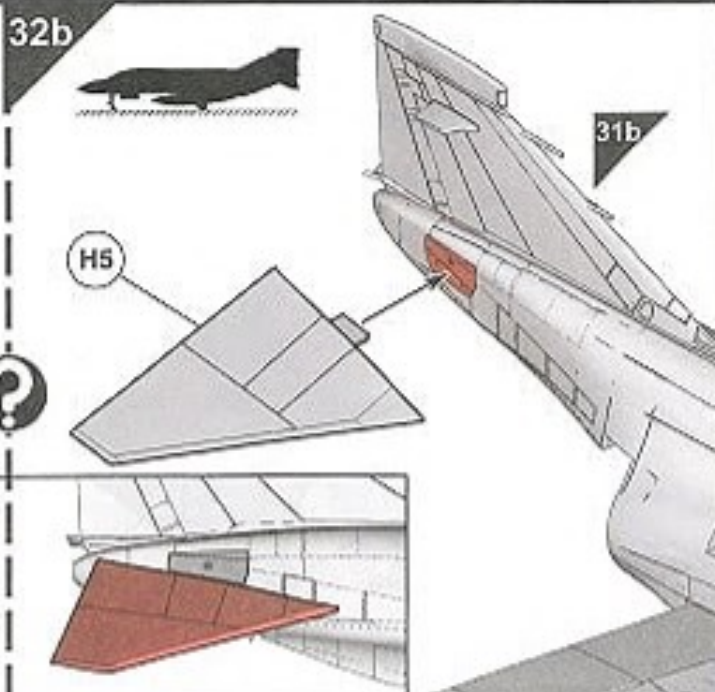
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32a



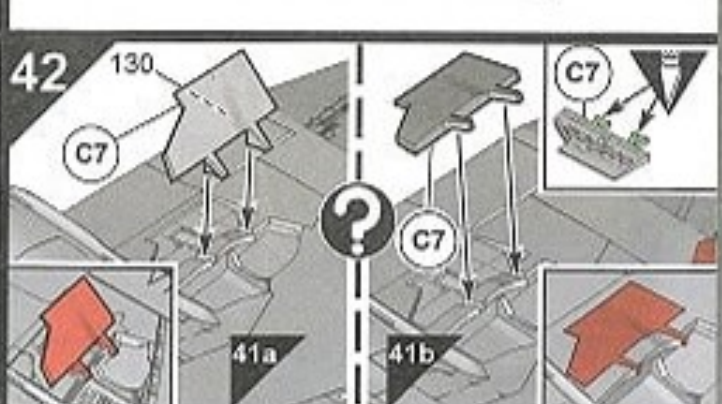
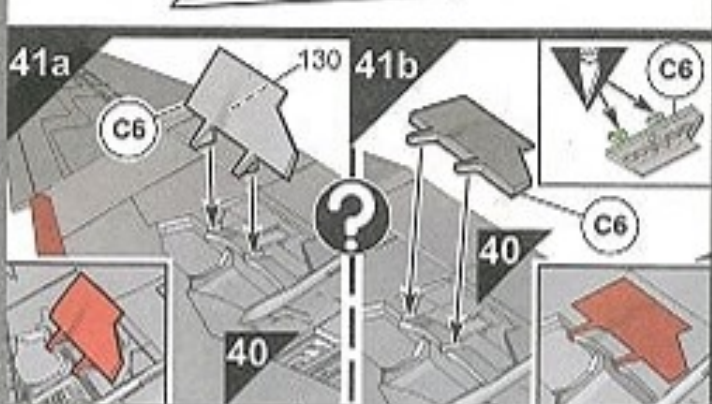
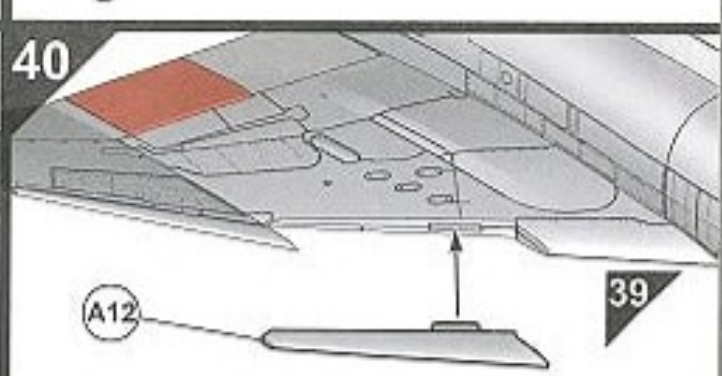
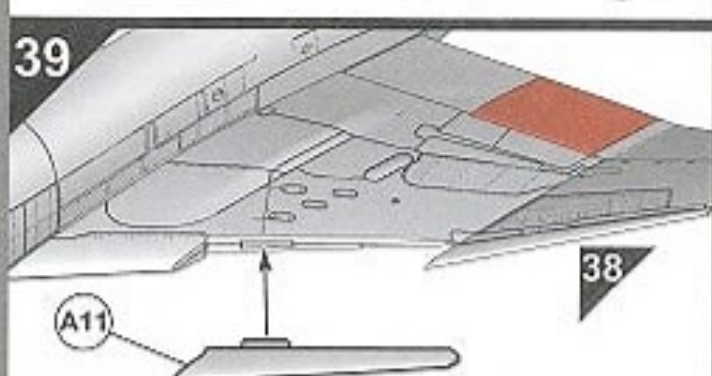
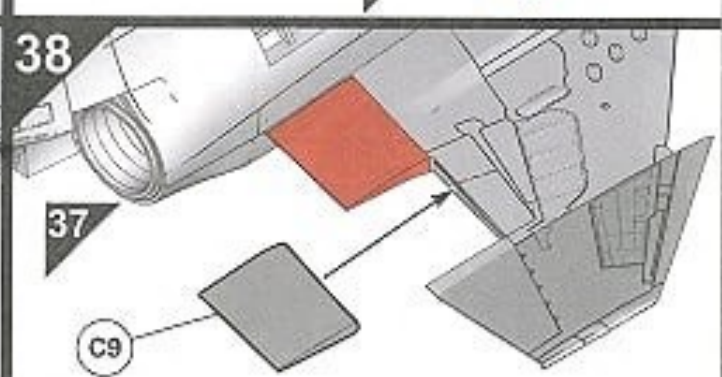
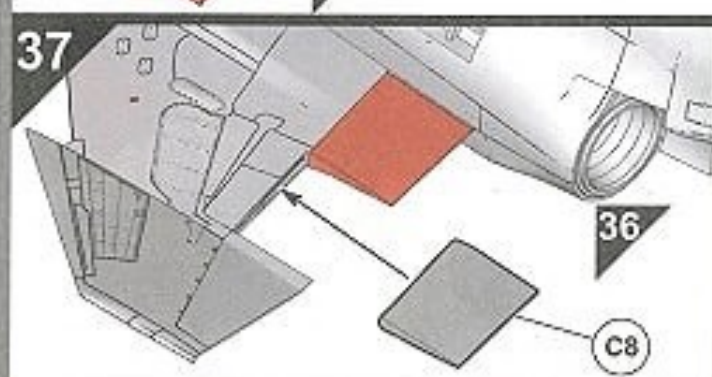
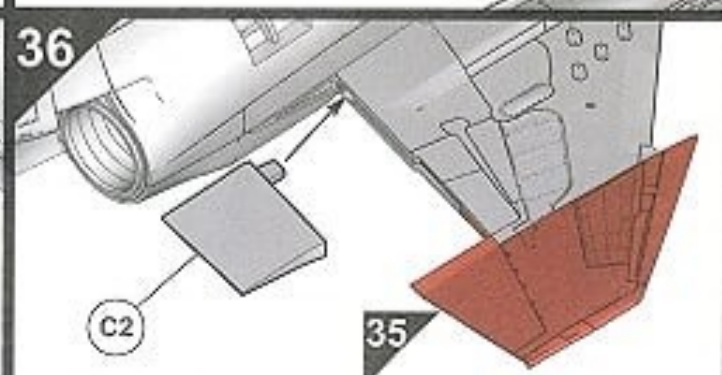
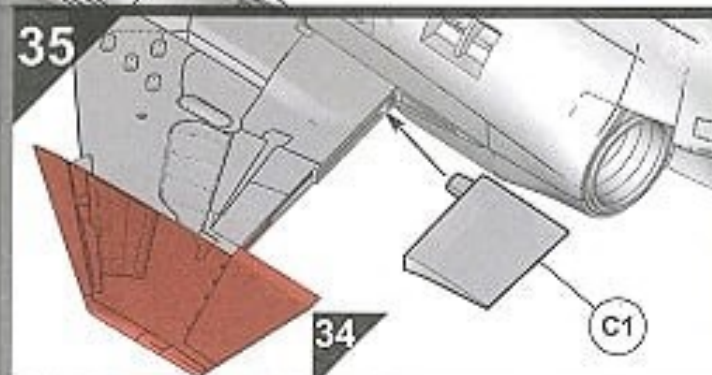
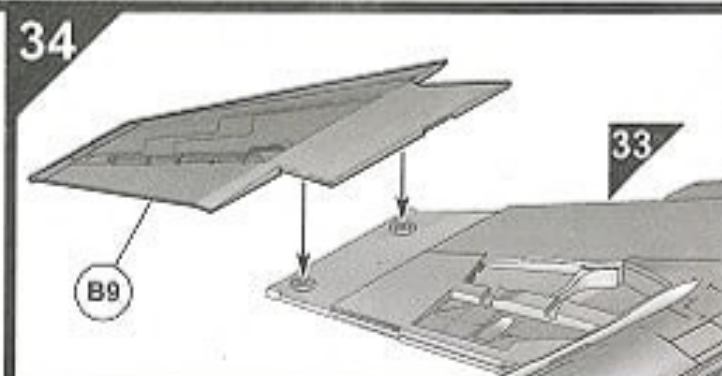
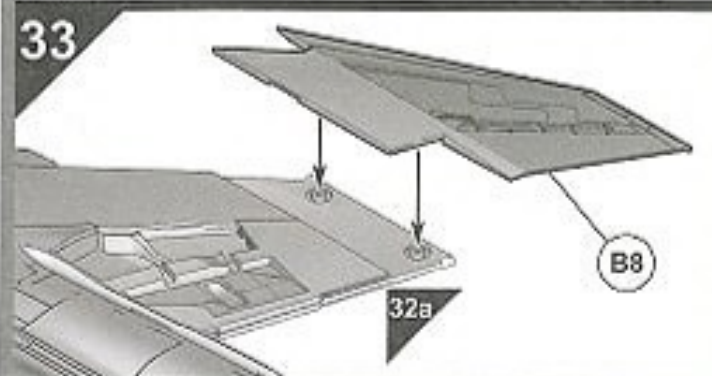
32b





Note: To build this model with undercarriage up, follow the options for various parts from step 33 to 42 on page 9.

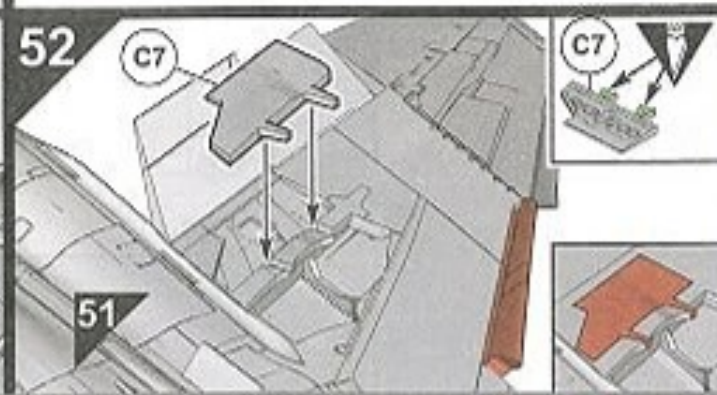
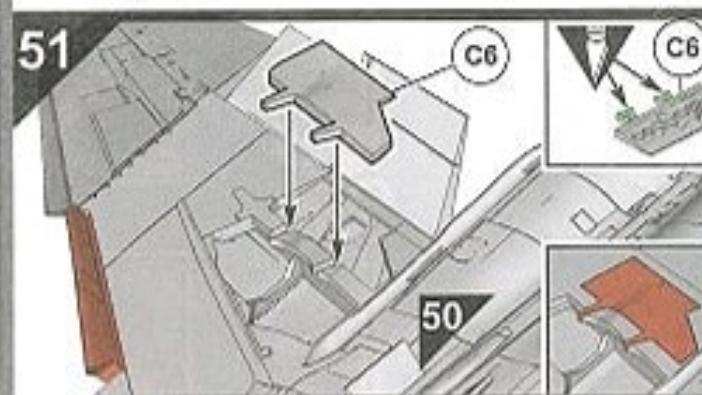
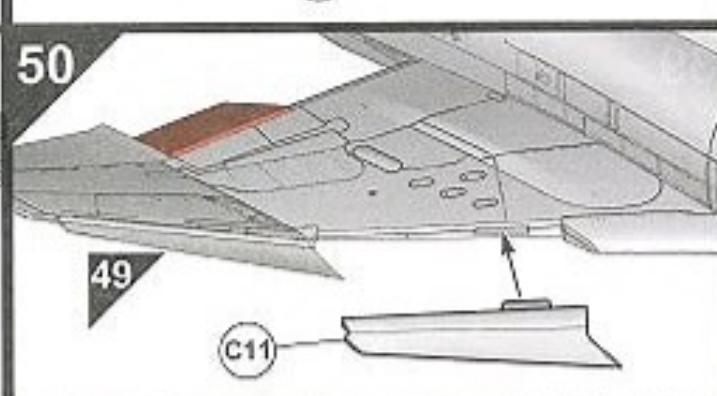
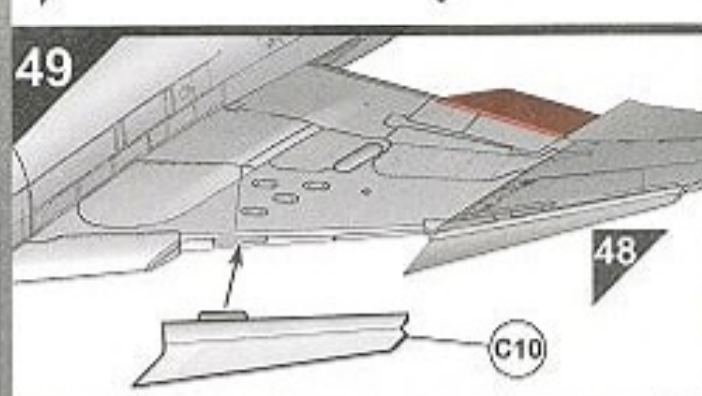
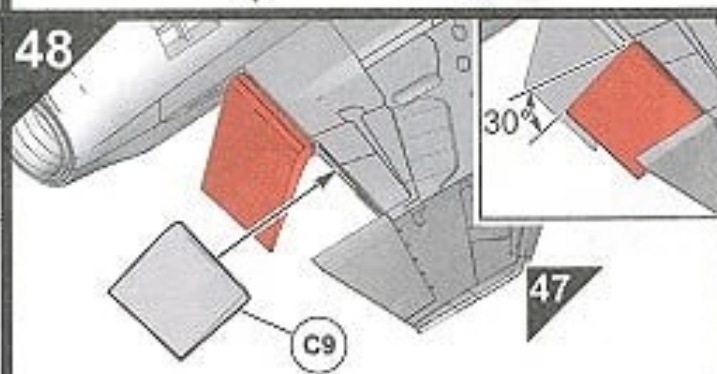
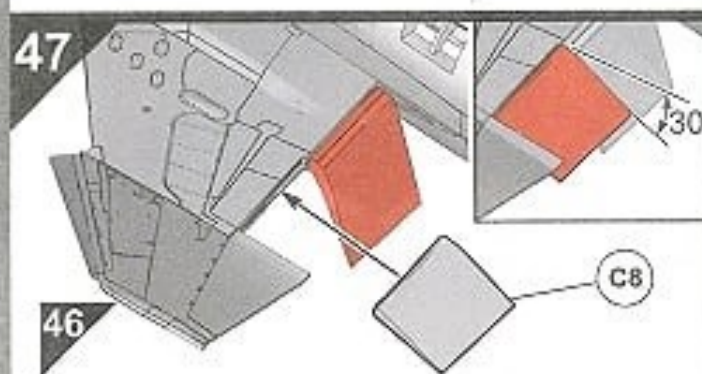
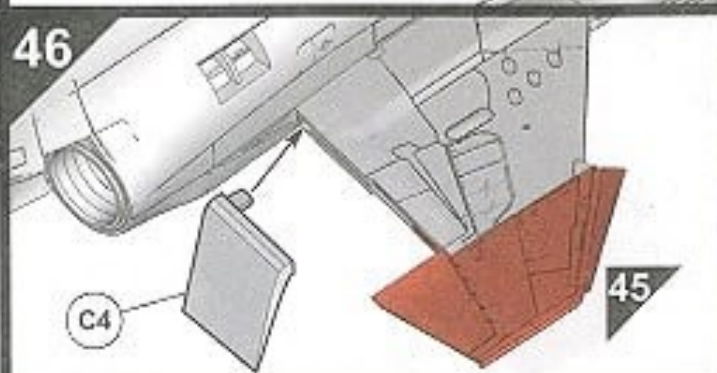
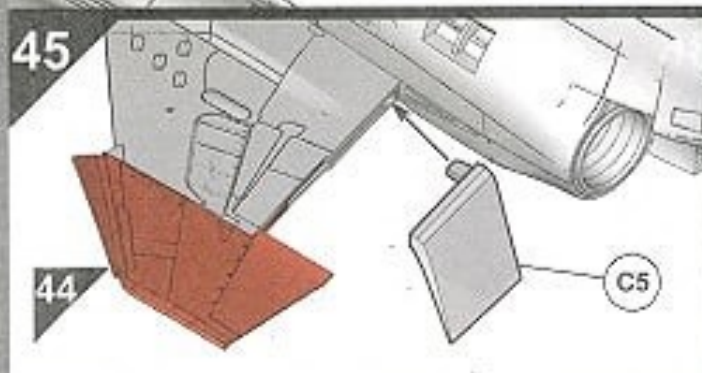
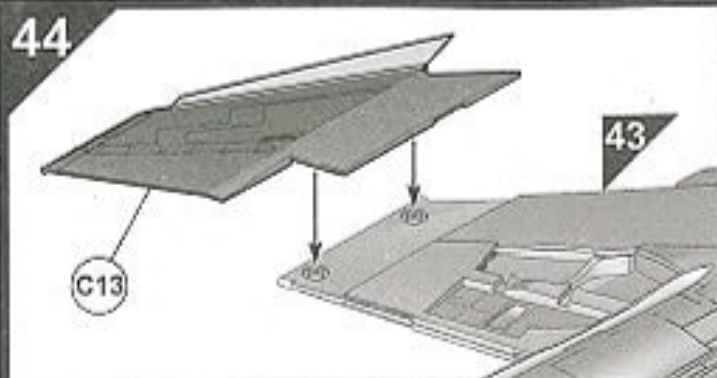
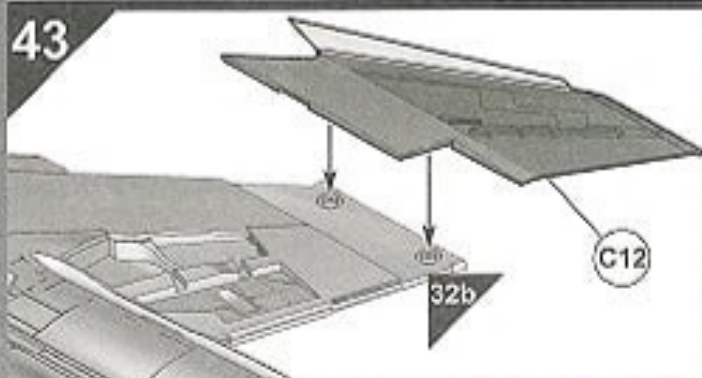
Miss out steps 43 to 52 on page 10, then go to step 53a on page 11.

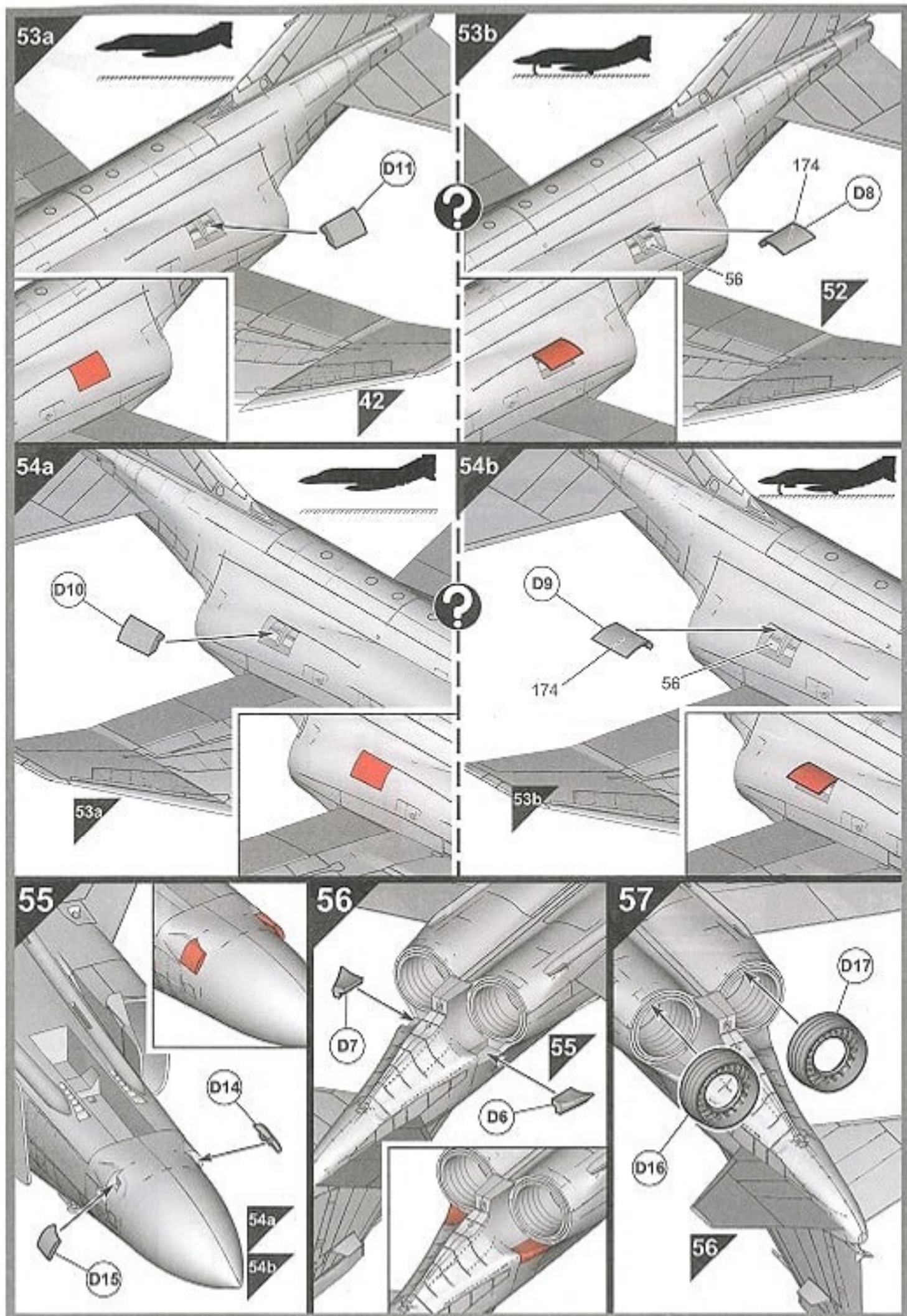




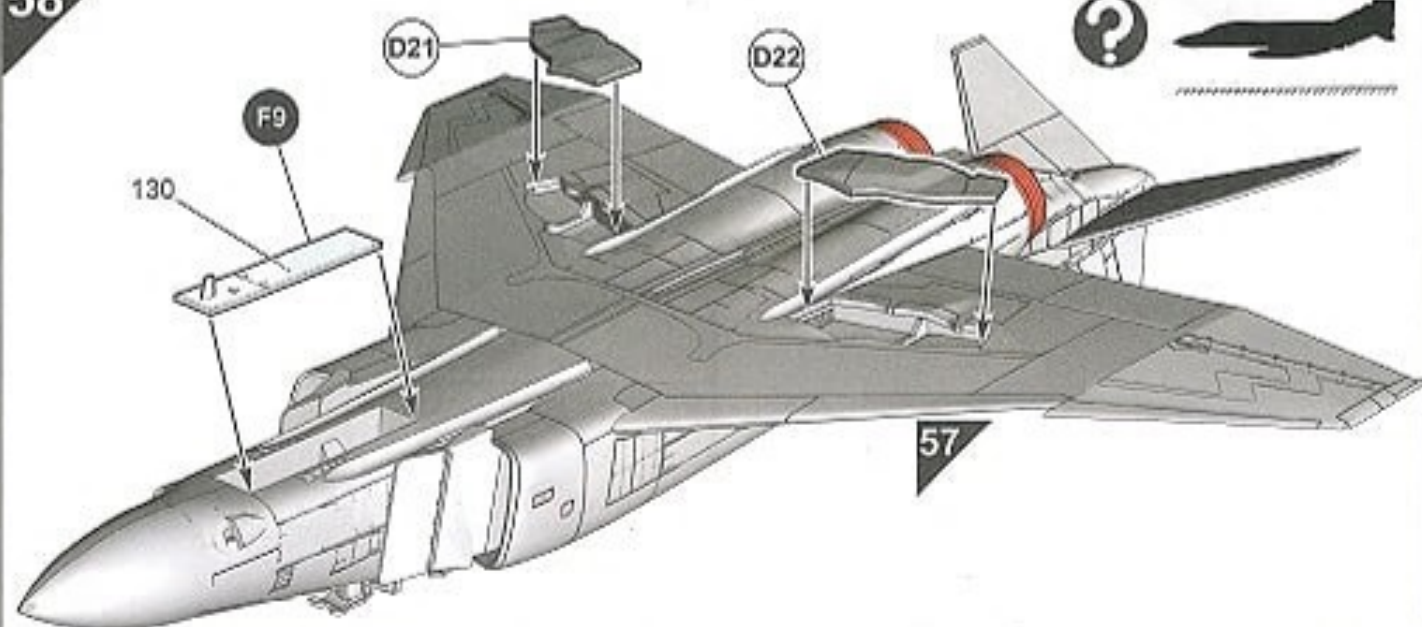
Note: To build this model with undercarriage down, follow the options for various parts from step 43 to 52 on page 10.

Miss out steps 33 to 42 on page 9, then go to step 53b on page 11.

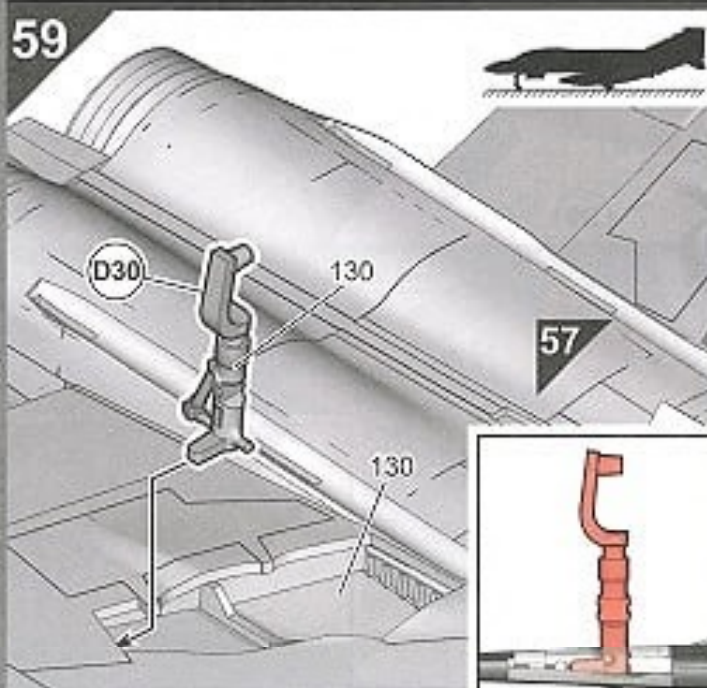




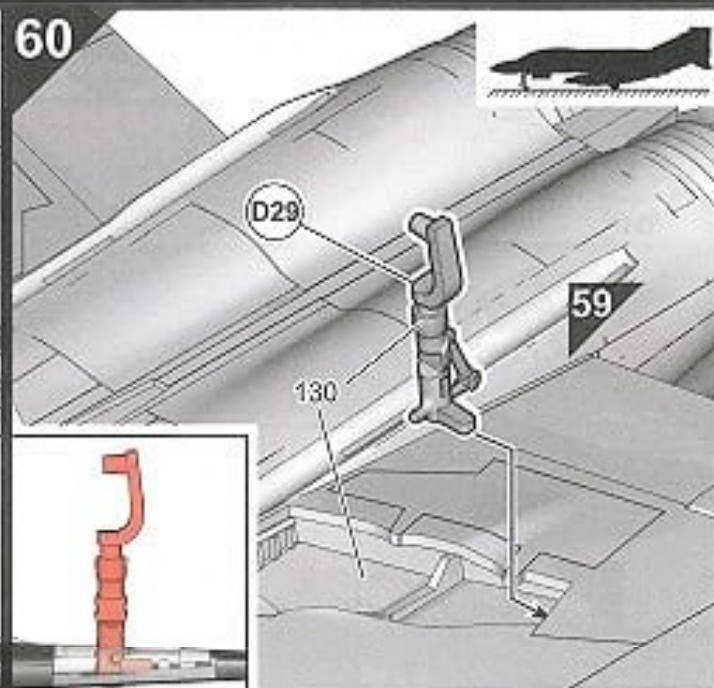
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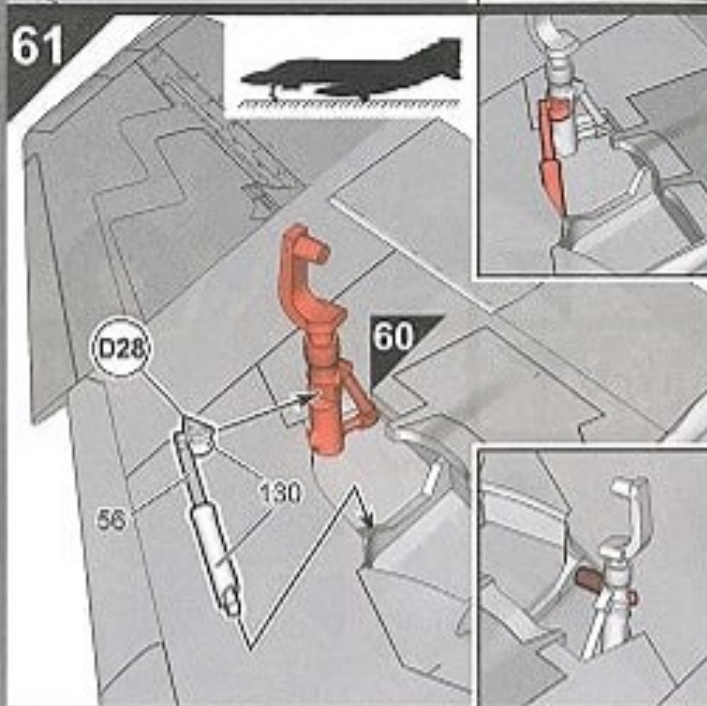
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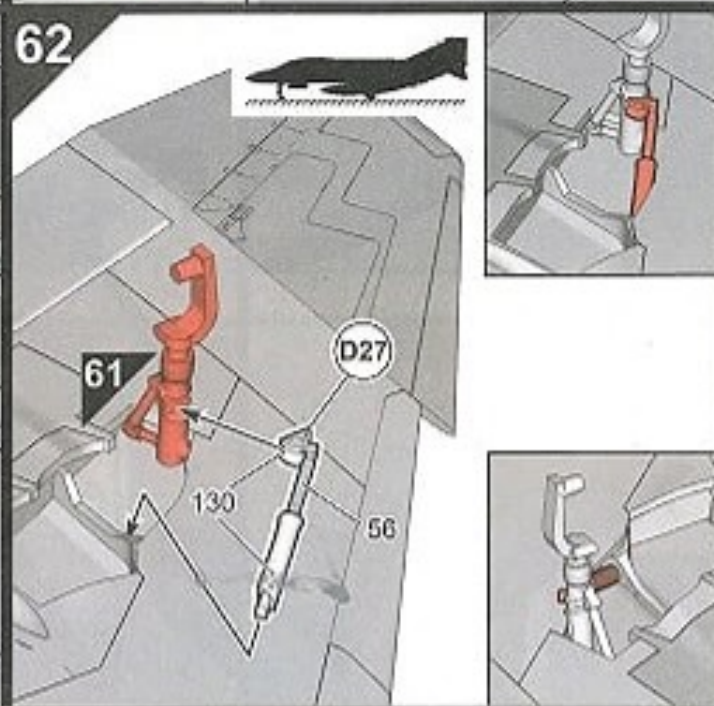
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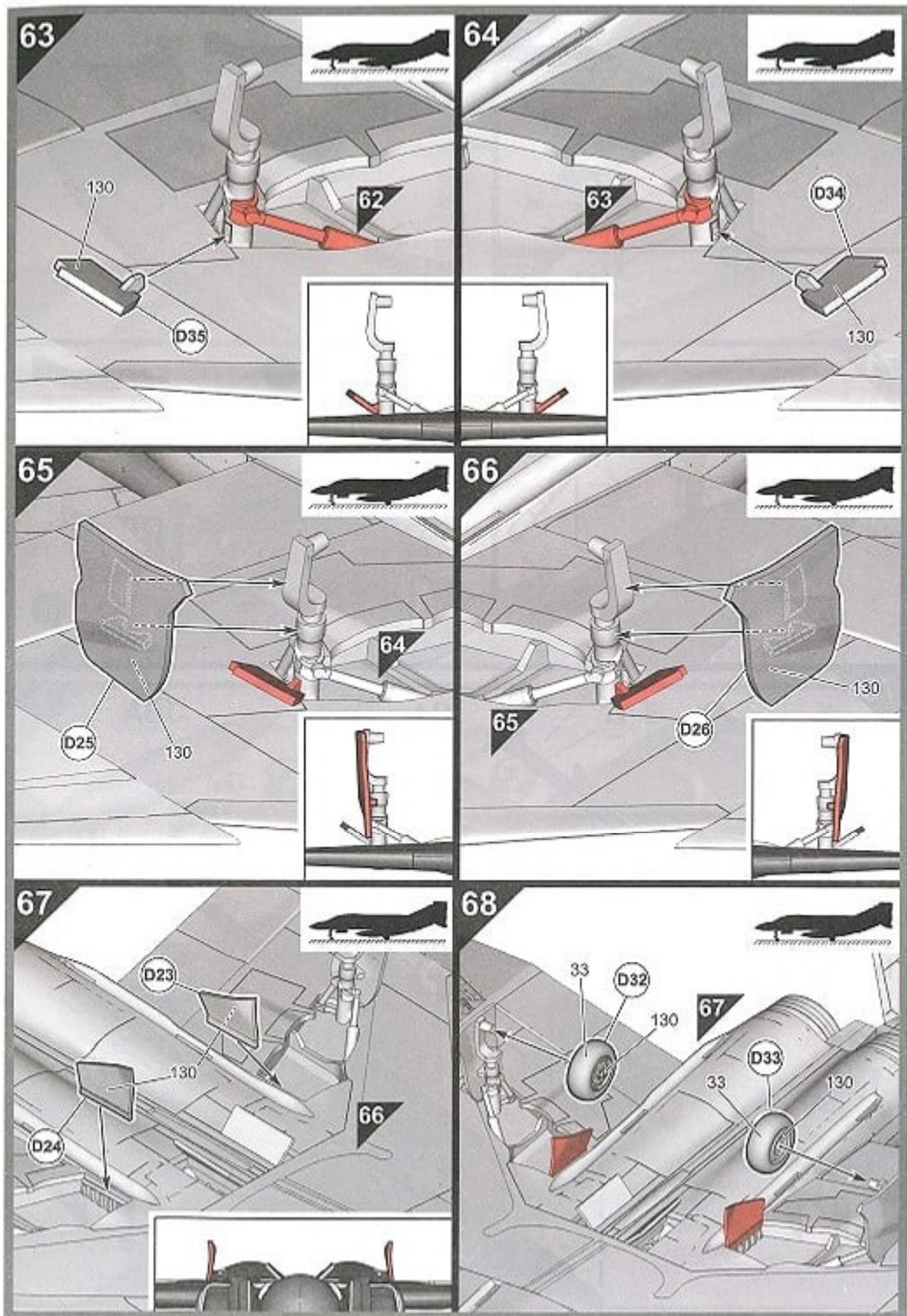


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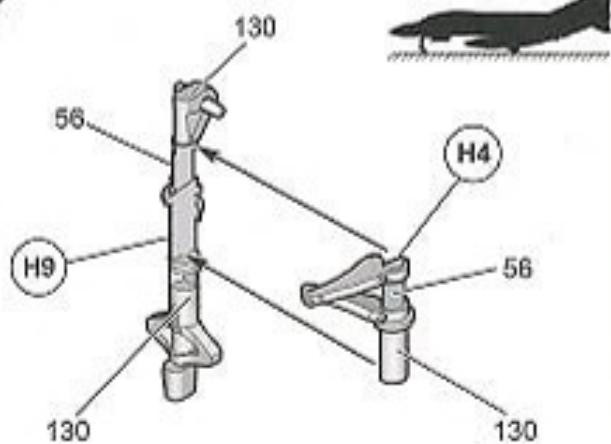


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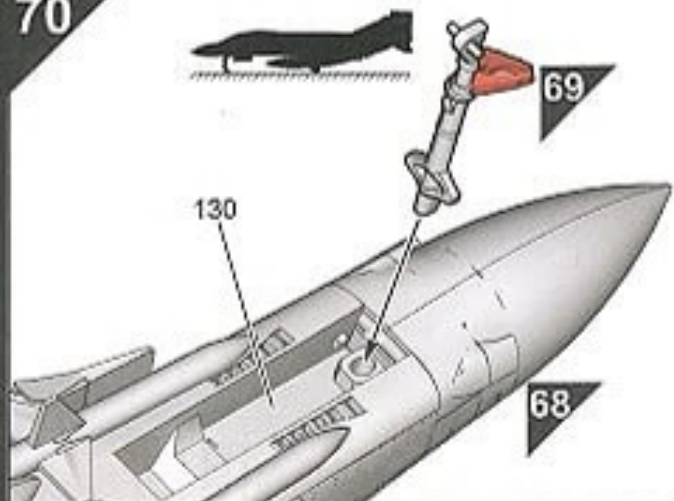




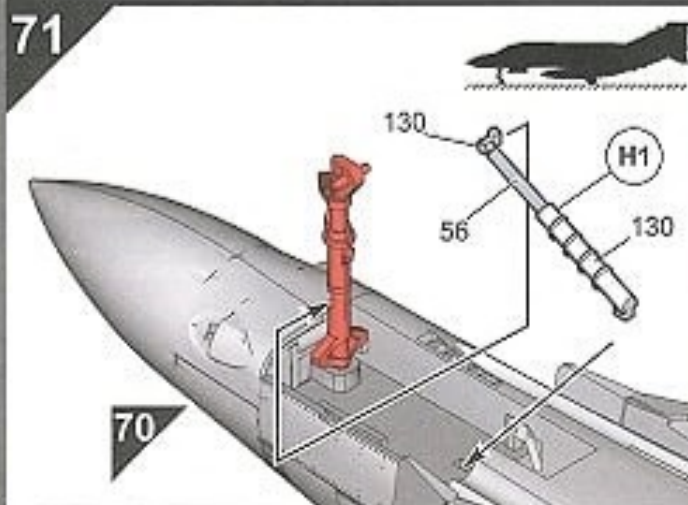
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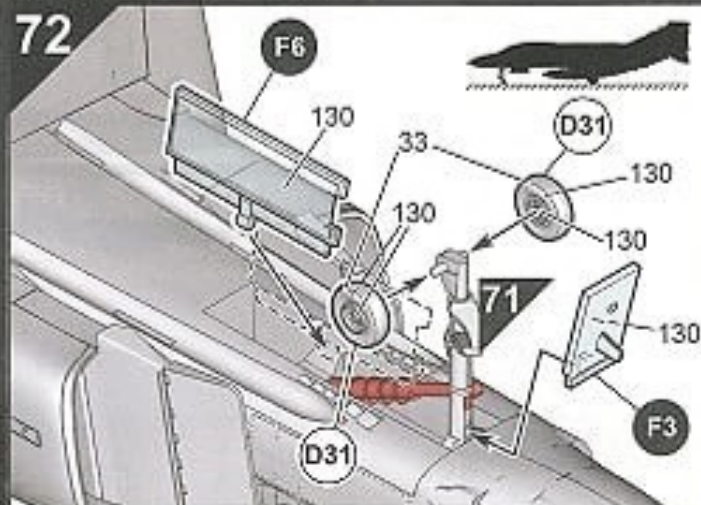
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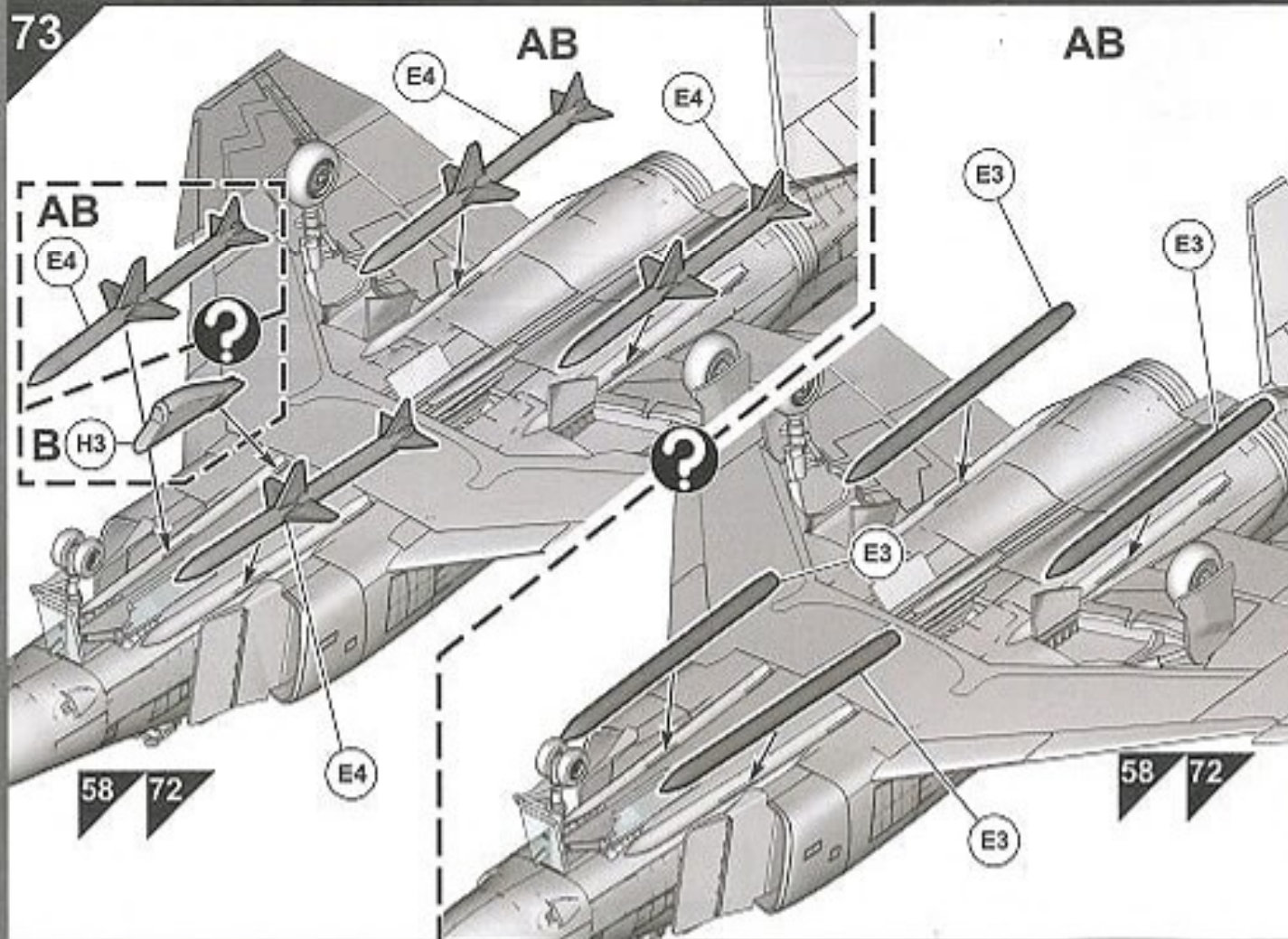
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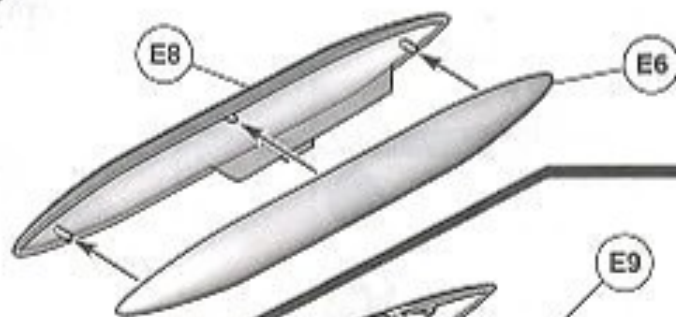
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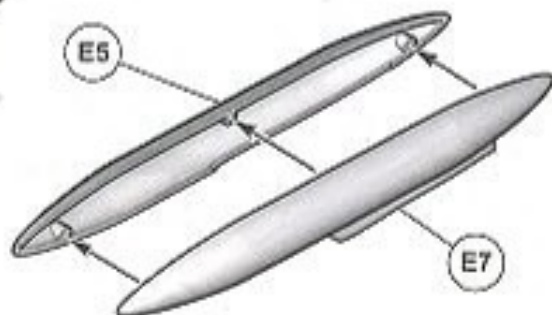
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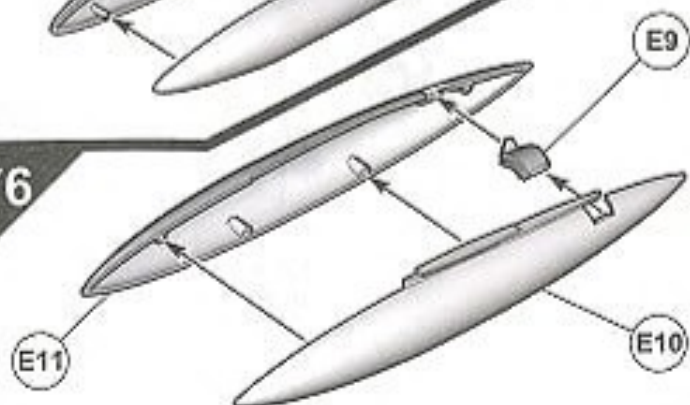
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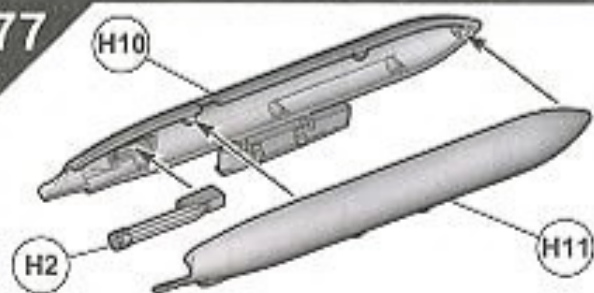
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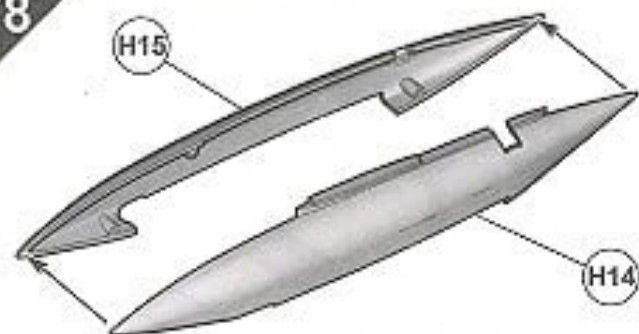
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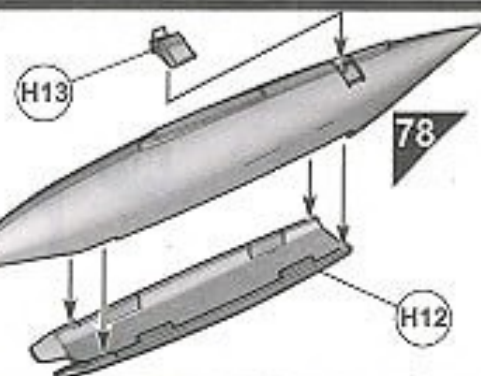
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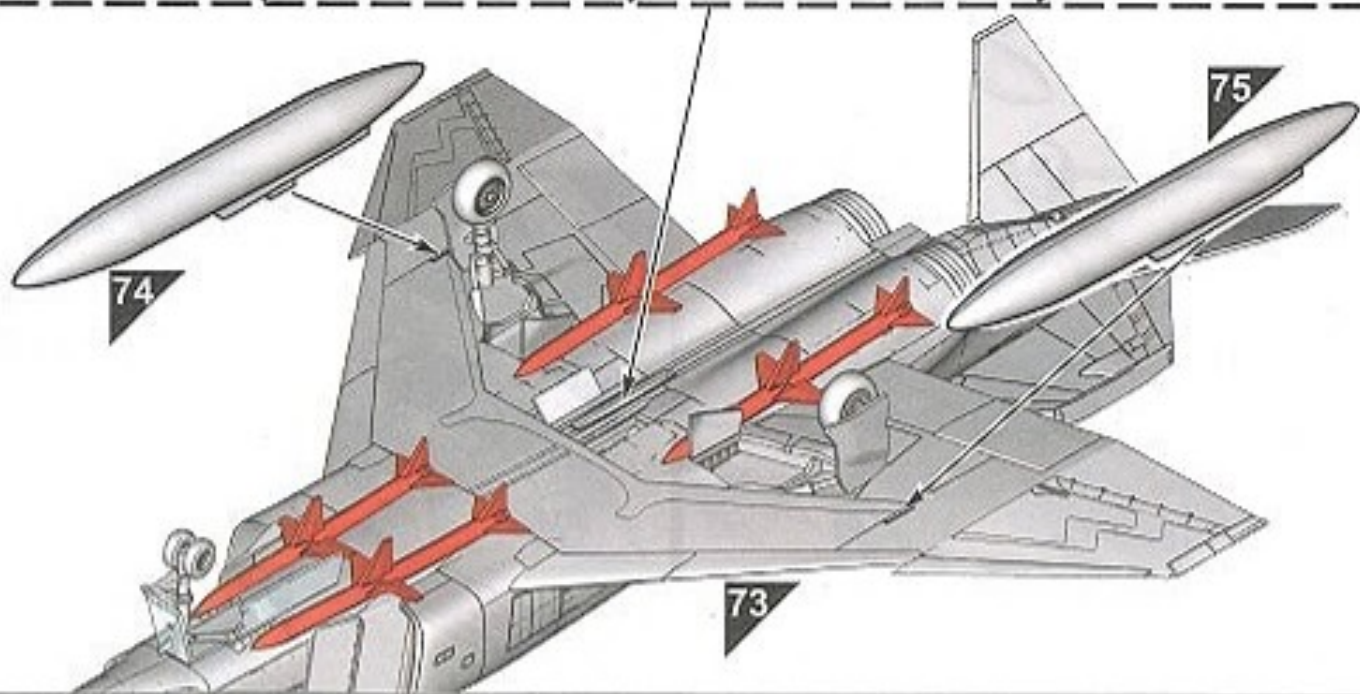
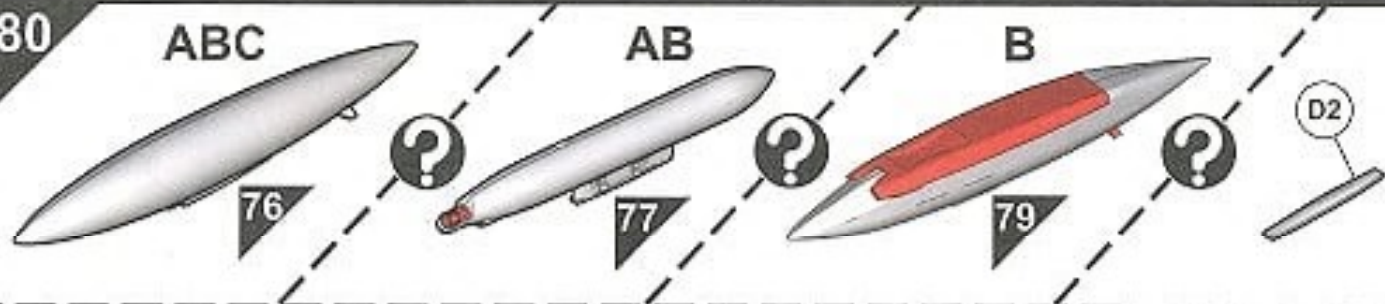
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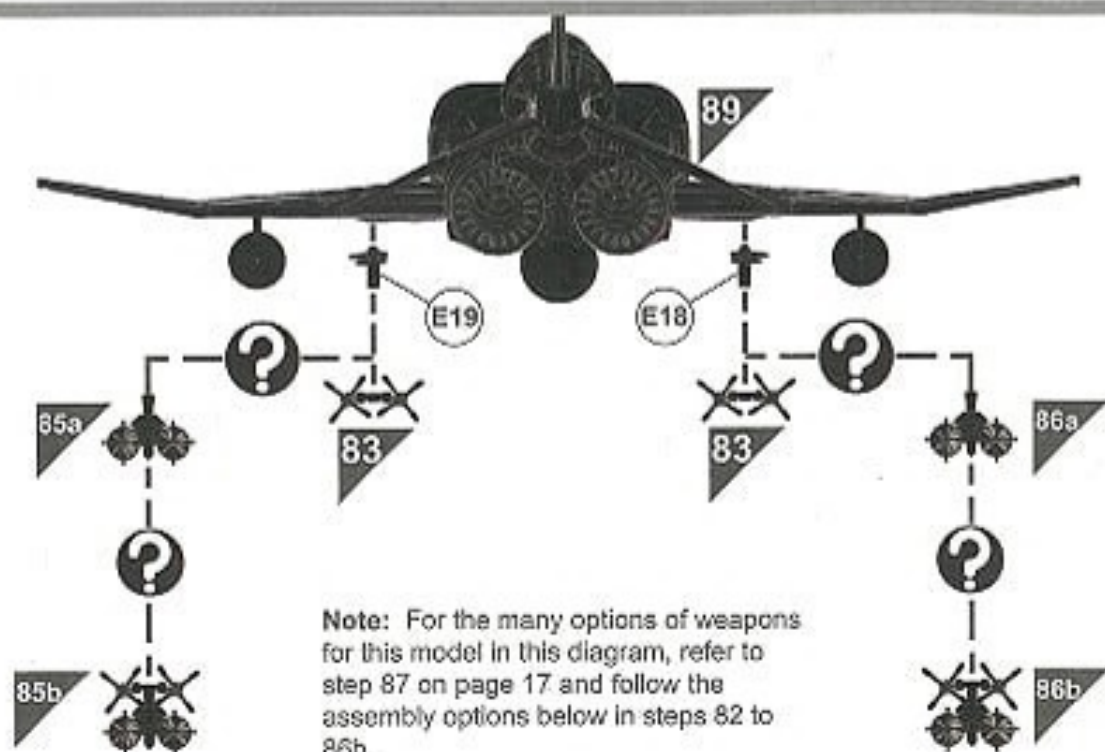


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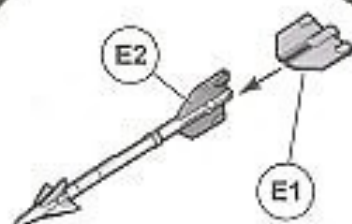
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82

AB

x4



83

AB

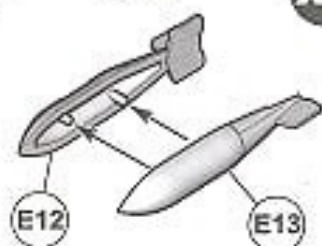
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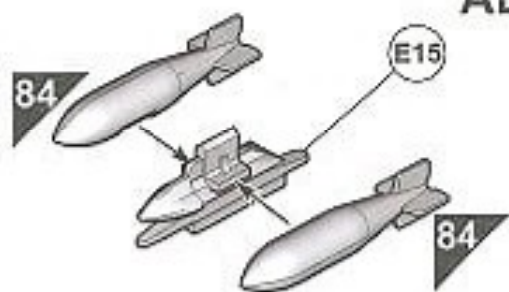
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x4



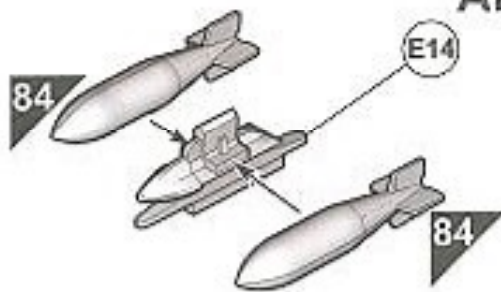
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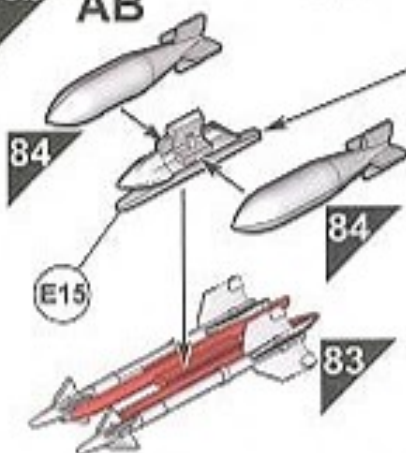
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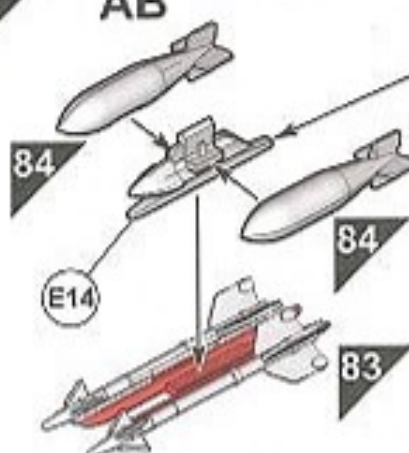
85b

AB



86b

AB



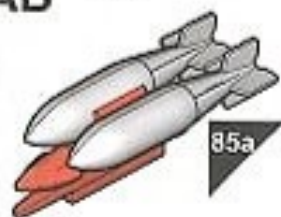
87 AB



83



AB



85a

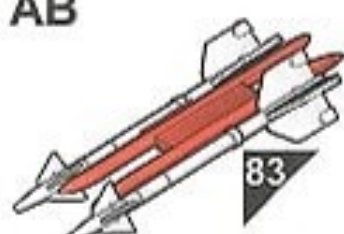


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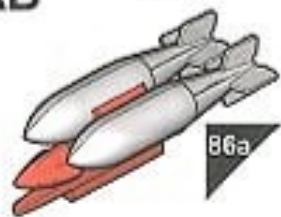
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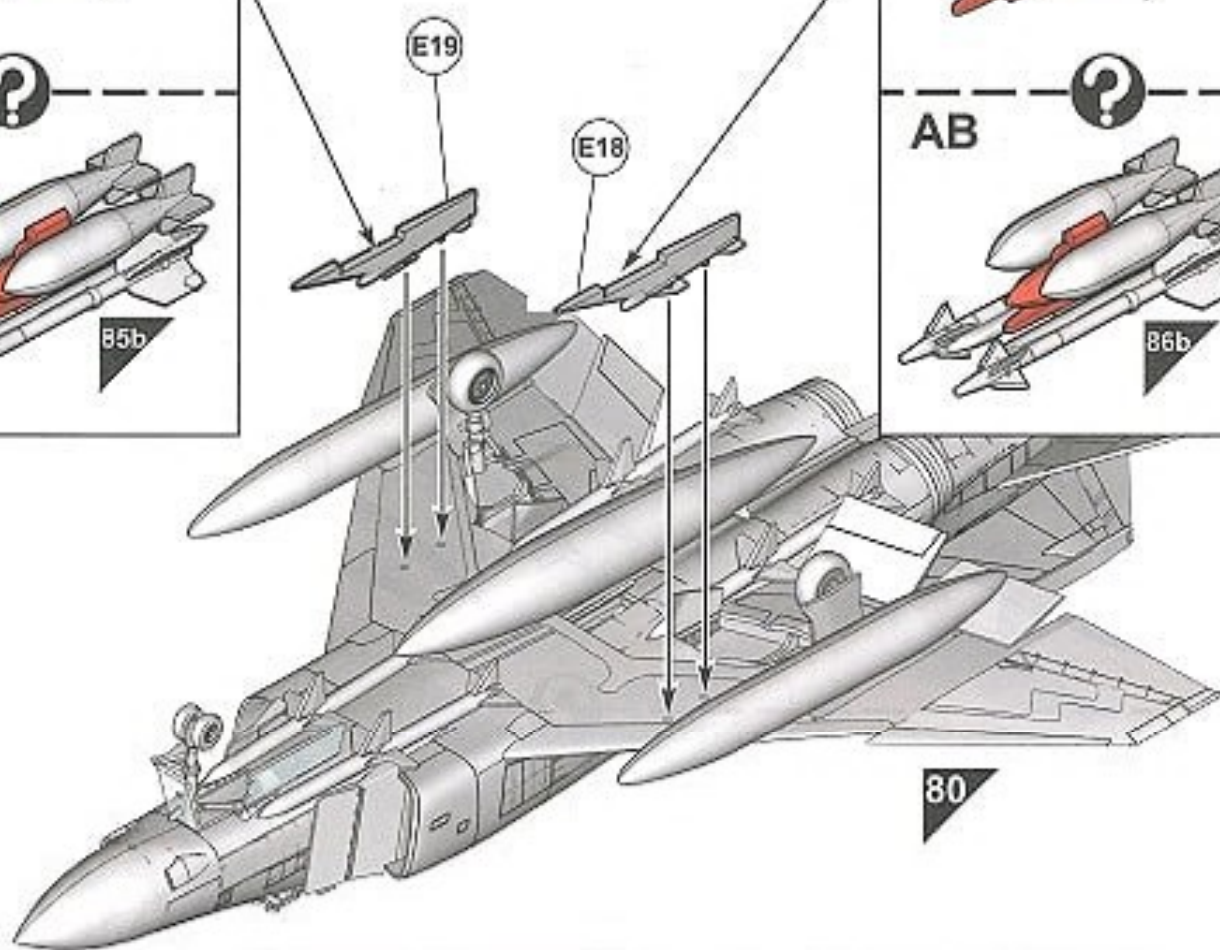
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AB



86b

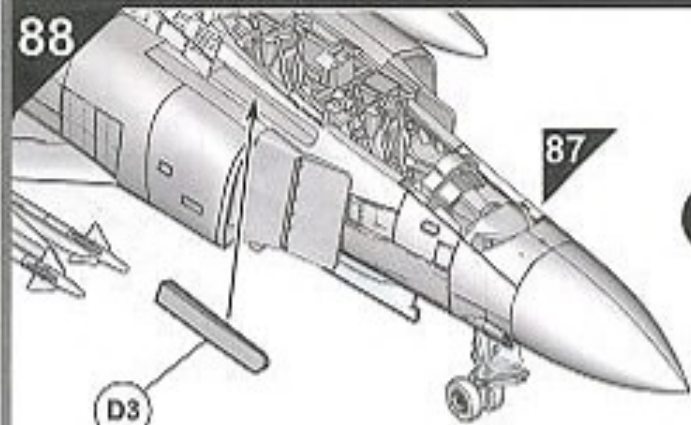


E19

E18

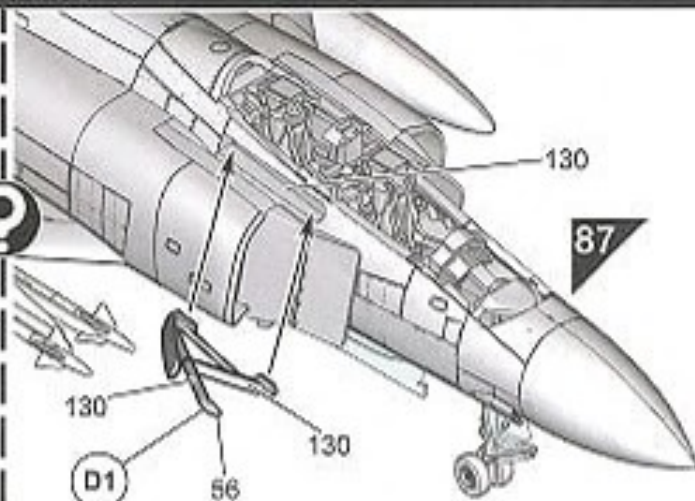
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88



87

D3



87

D1

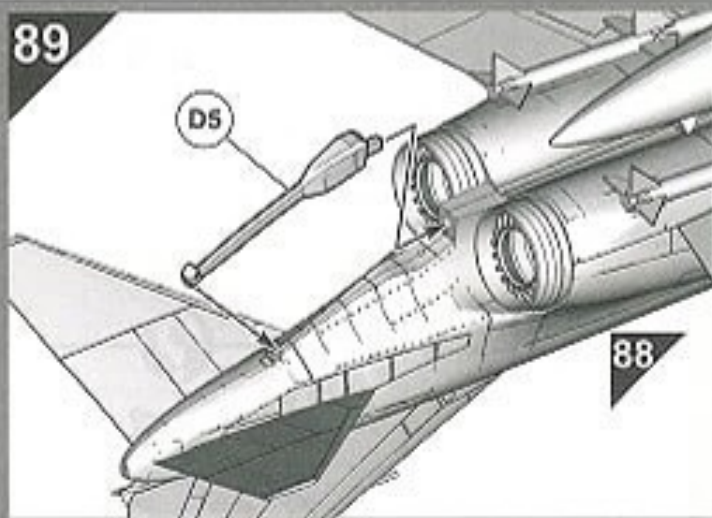
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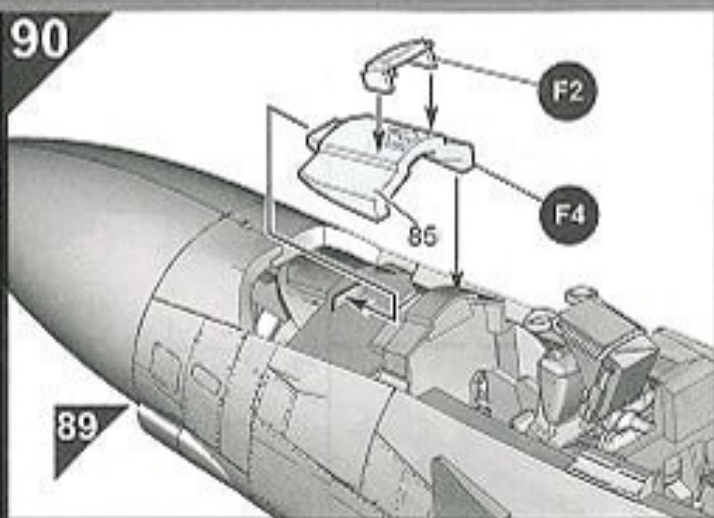
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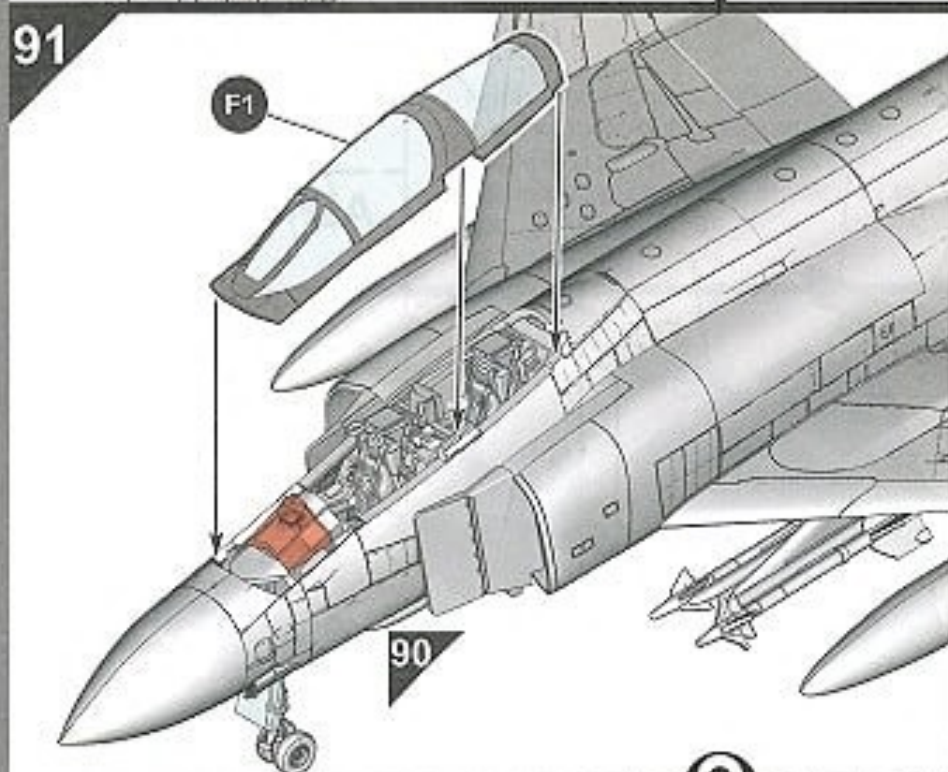
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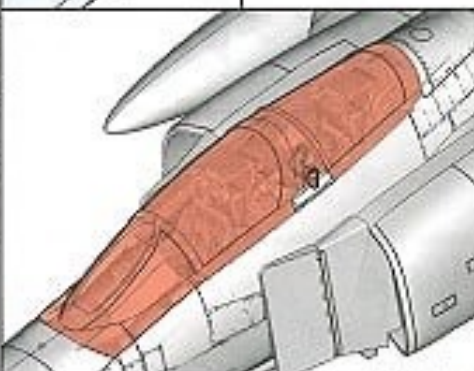
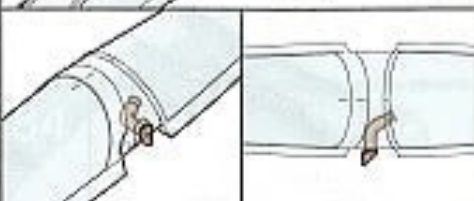
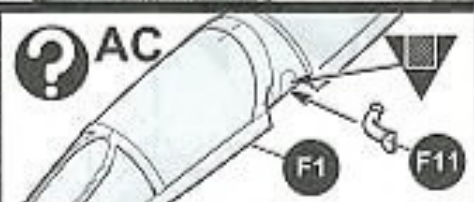
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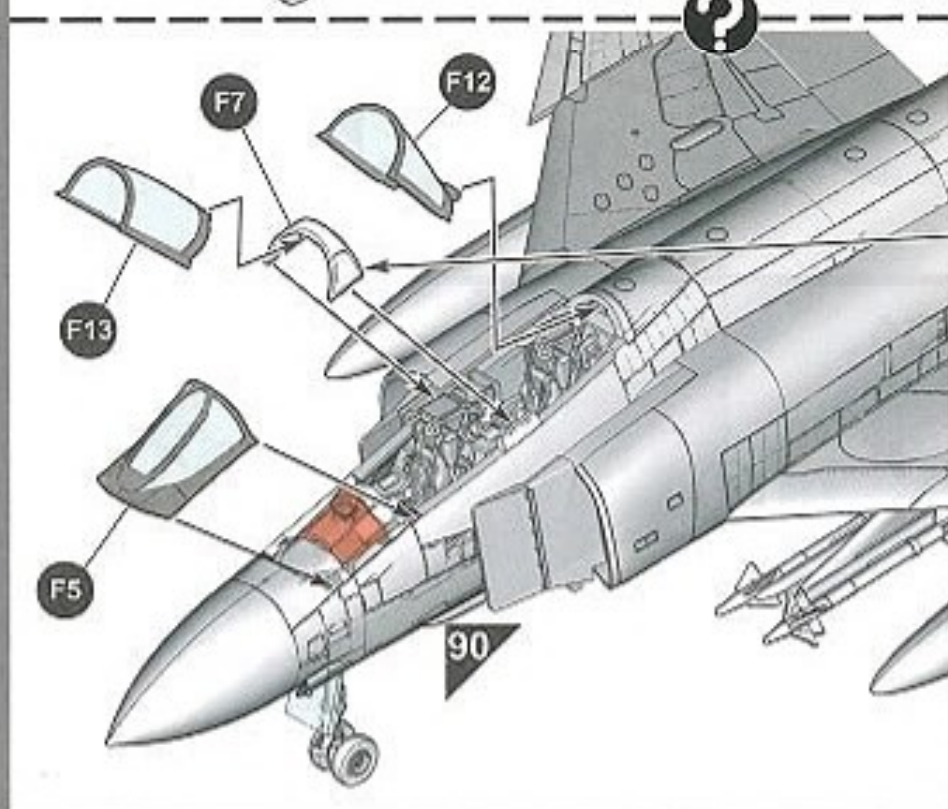
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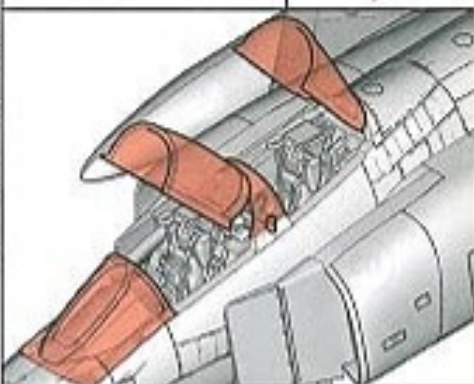
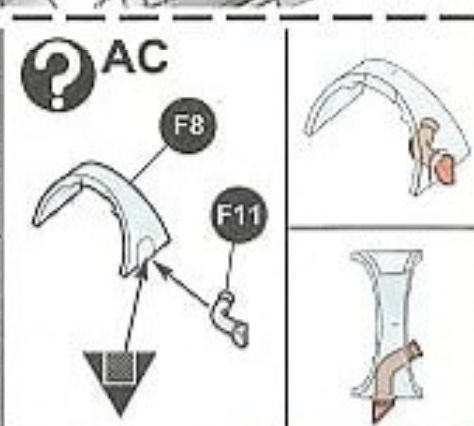
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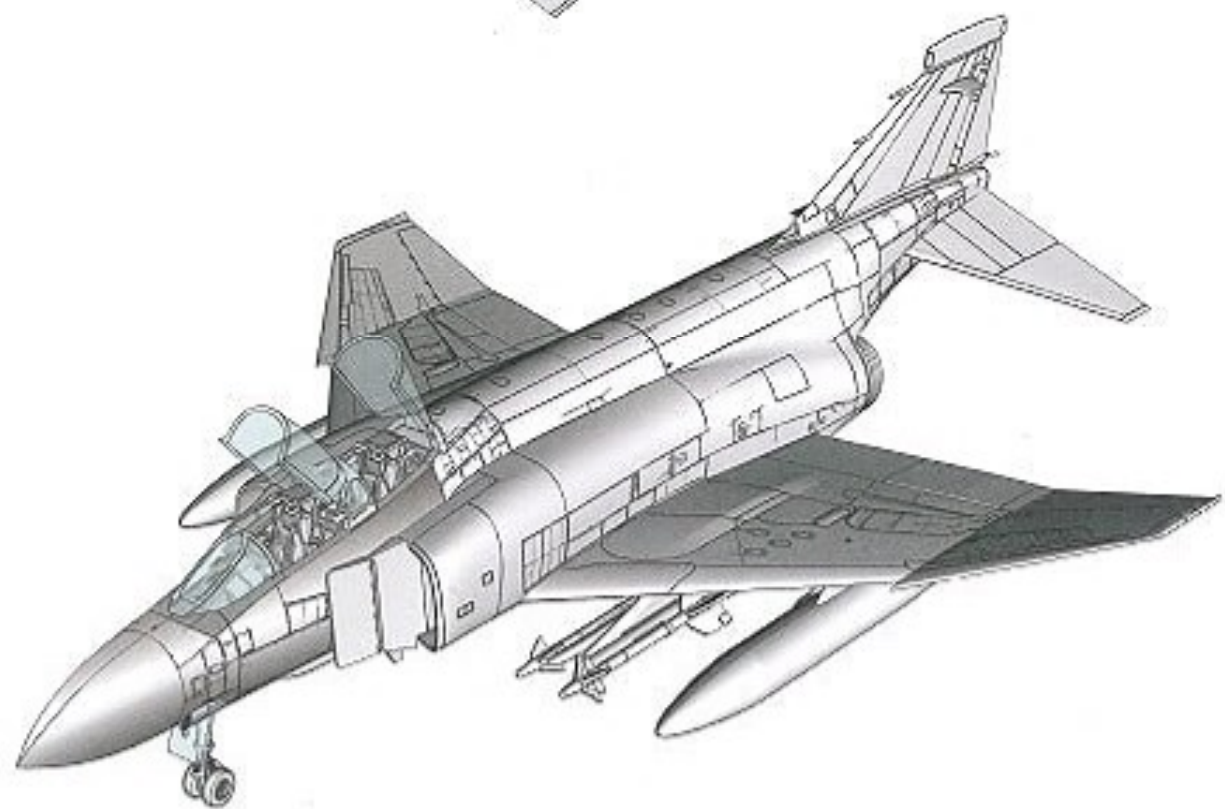
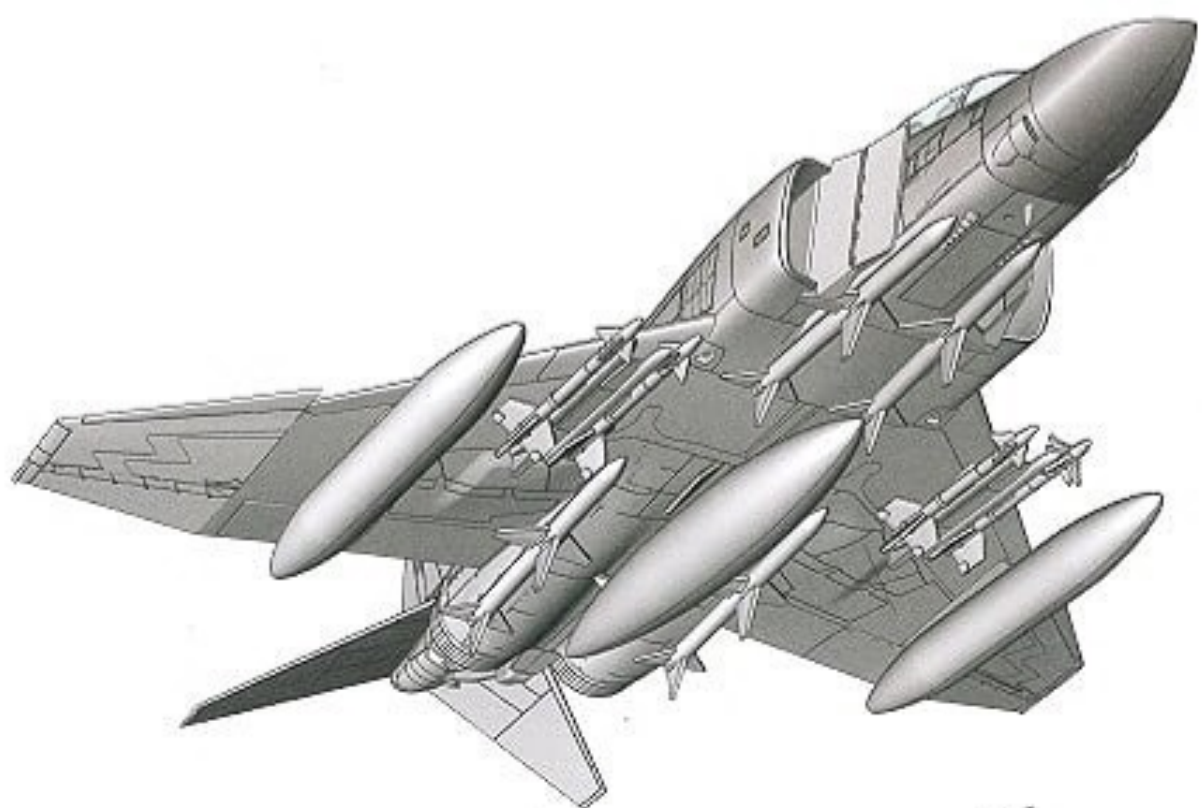


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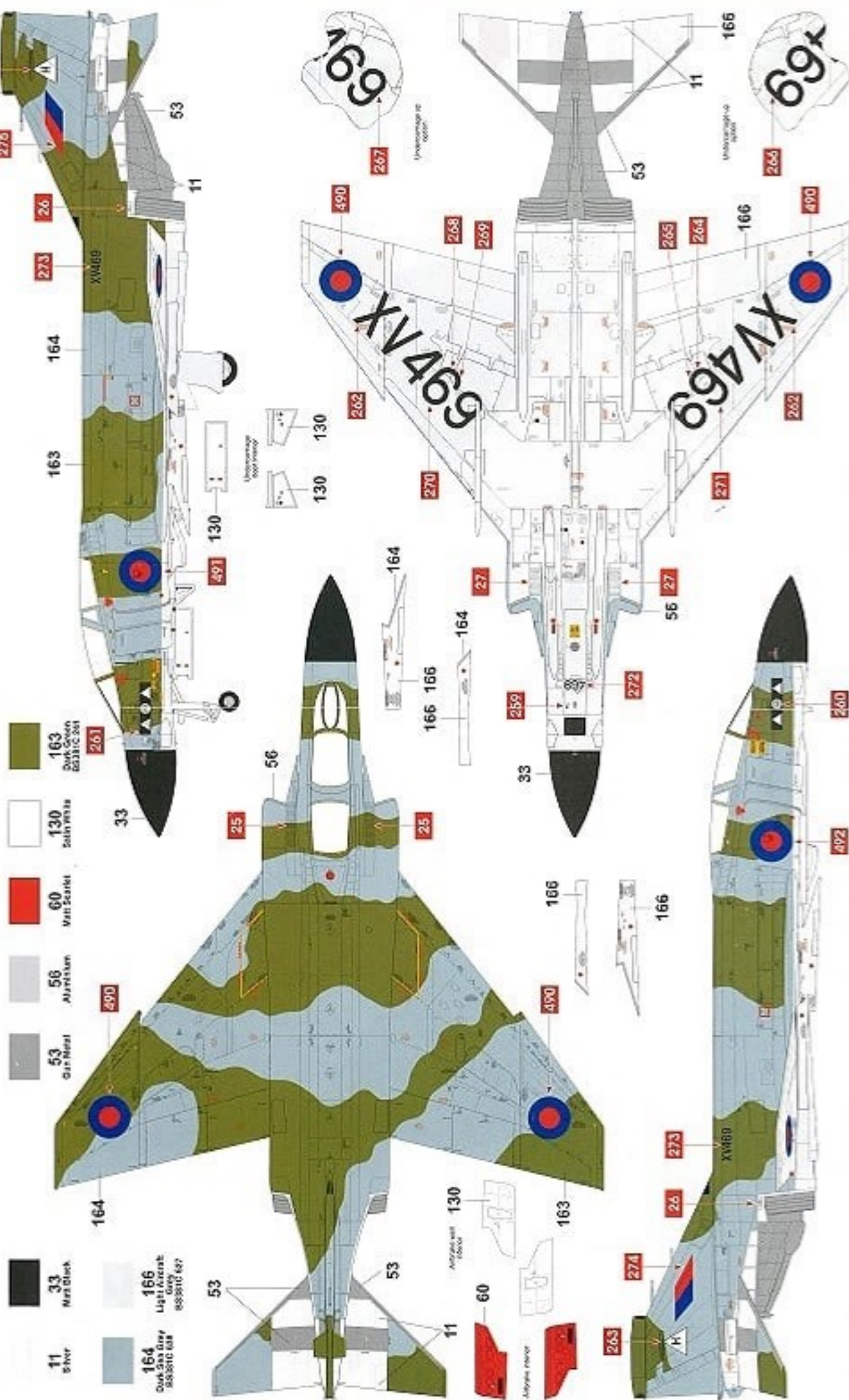


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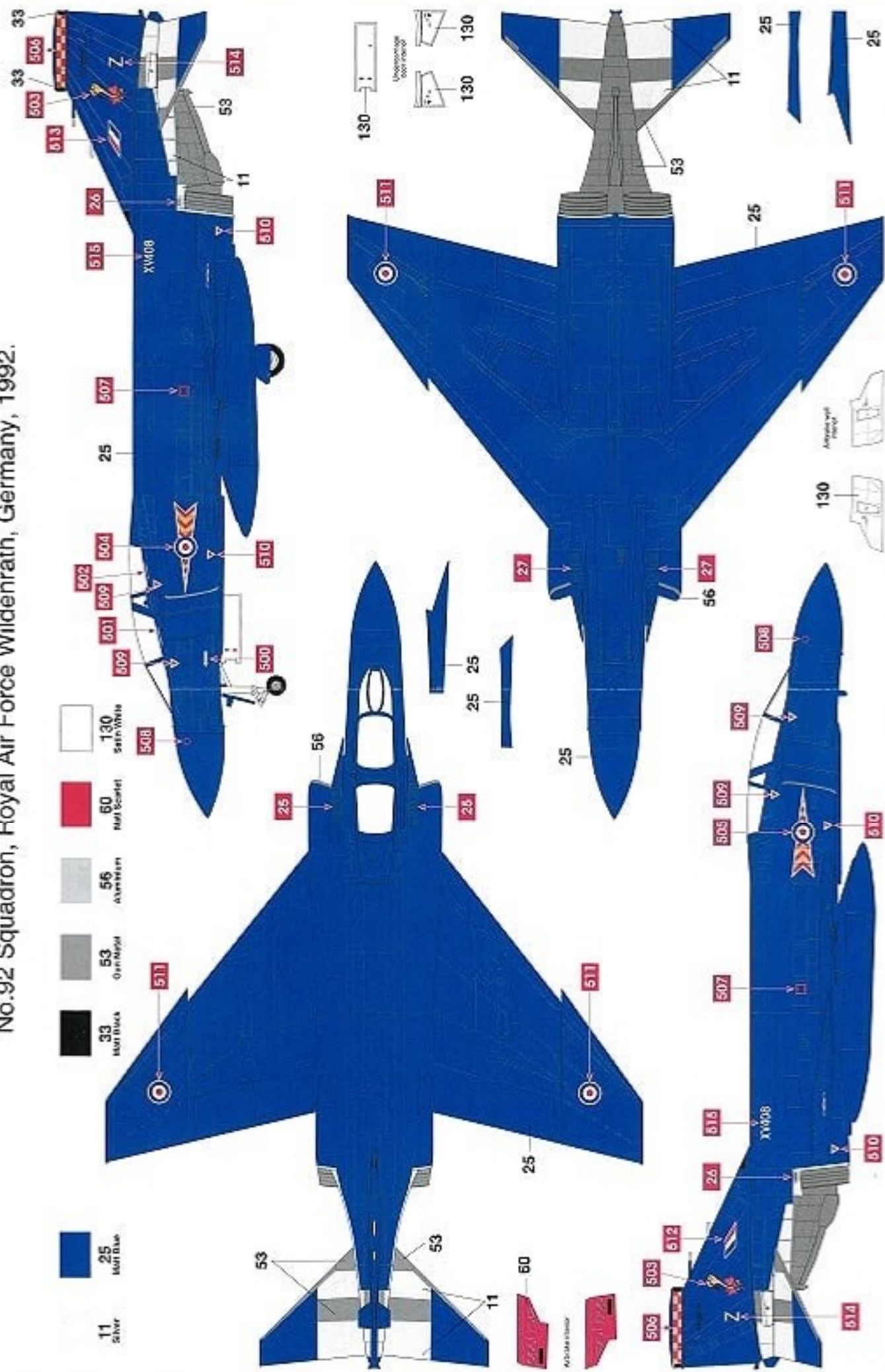




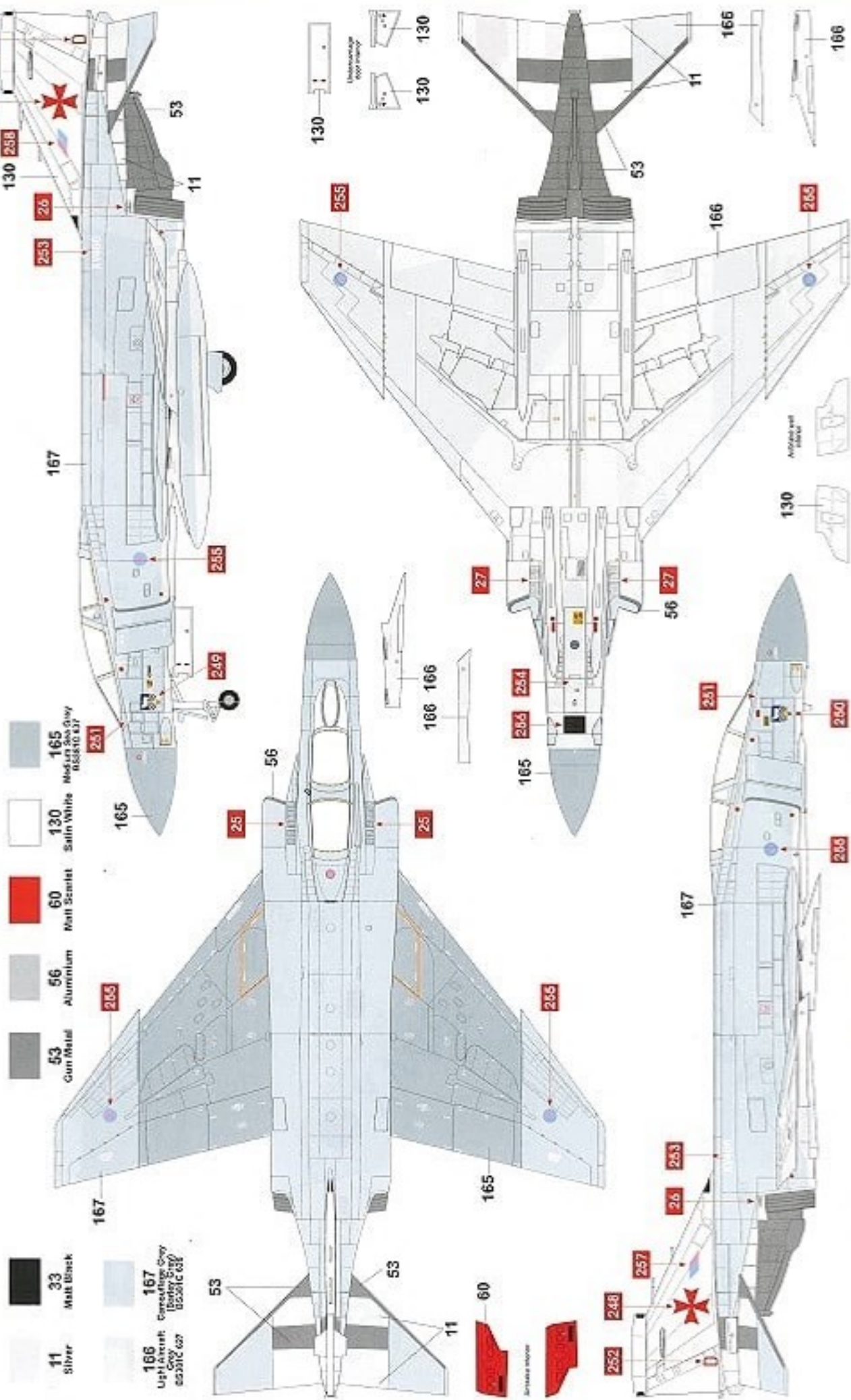
McDonnell Douglas Phantom FGR.2
 No. 2 Squadron Royal Air Force Station Laarbruch, Germany, 1972.



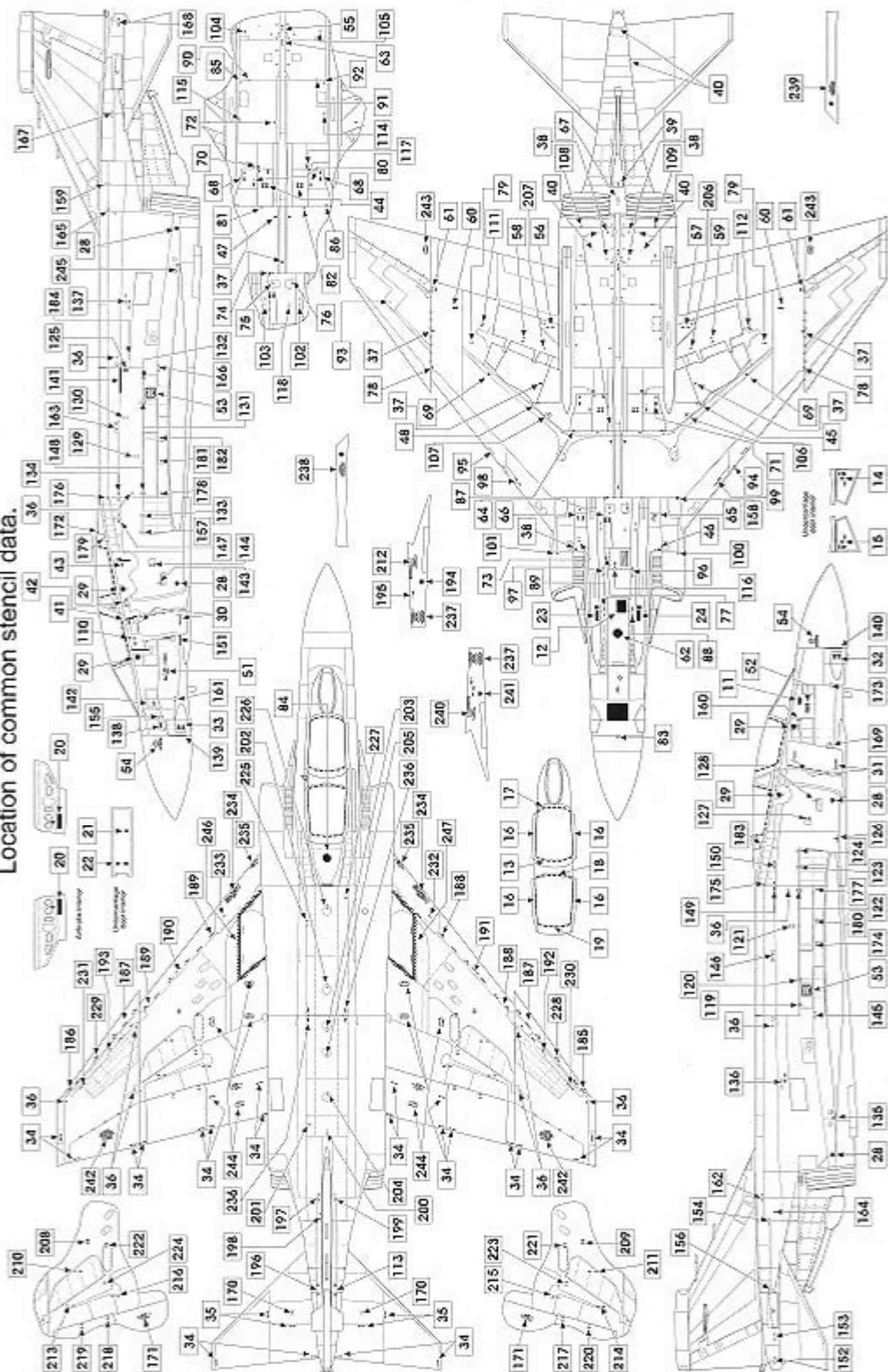
©McDonnell Douglas Phantom FGR.2
 No.92 Squadron, Royal Air Force Wildenrath, Germany, 1992.



A McDonnell Douglas Phantom FGR.2
 No.1435 Flight, Royal Air Force Mount Pleasant, Falkland Islands, 1991.

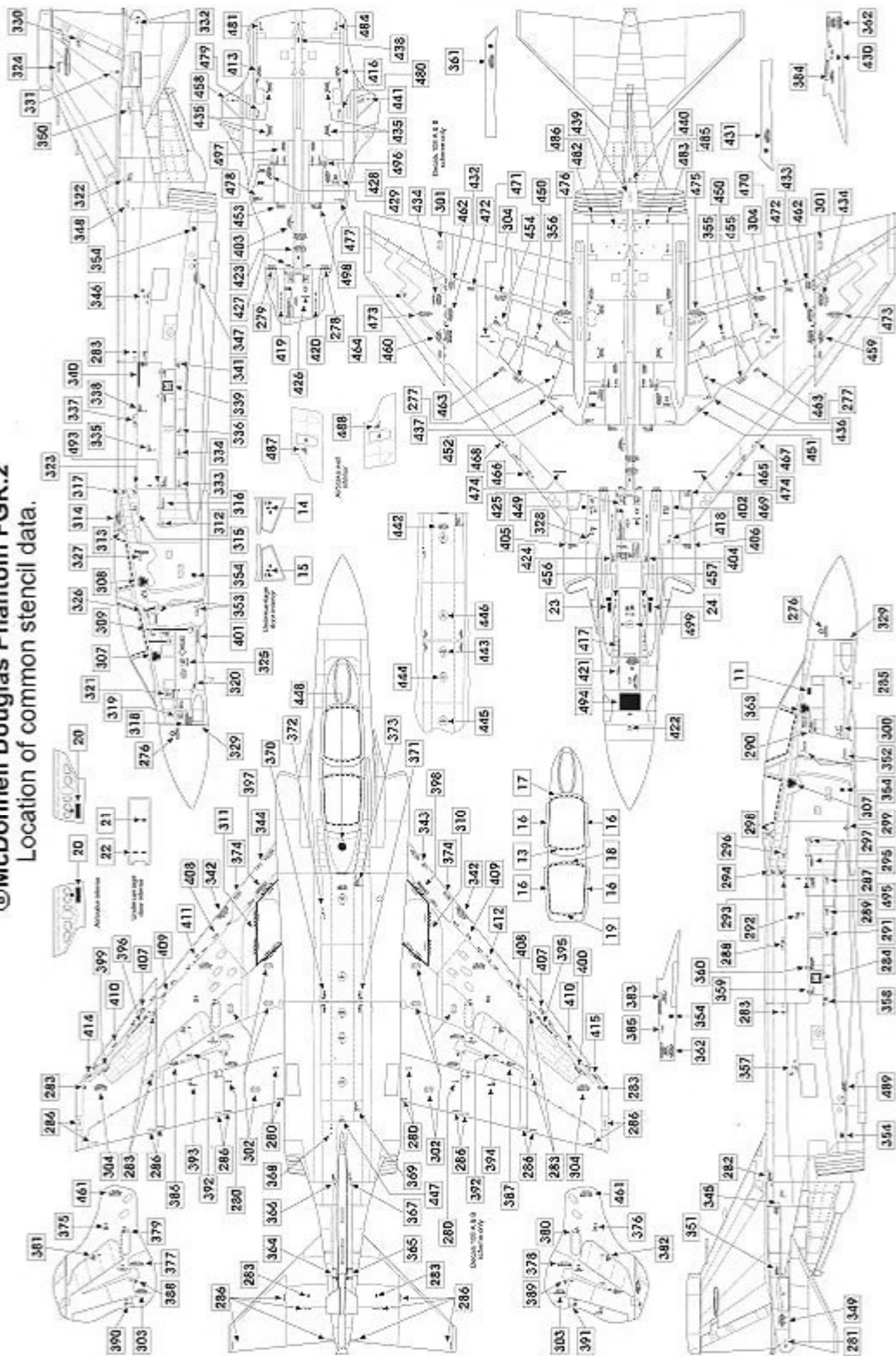


ⒶMcDonnell Douglas Phantom FGR.2
Location of common stencil data.



McDonnell Douglas Phantom FGR.2

Location of common stencil data.



A B C McDonnell Douglas Phantom FGR.2

Weapons and stores

	25	Mat Blue
	33	Mat Black
	53	Gun Metal
	127	Satin US Ghost Grey
	130	Satin White
	163	Dark Green 05571C 841
	164	Dark Grey 05571C 658
	165	Medium Grey 05581C 507
	166	Lightest Grey 05581C 427
	167	Overcast Grey 05581C 658

