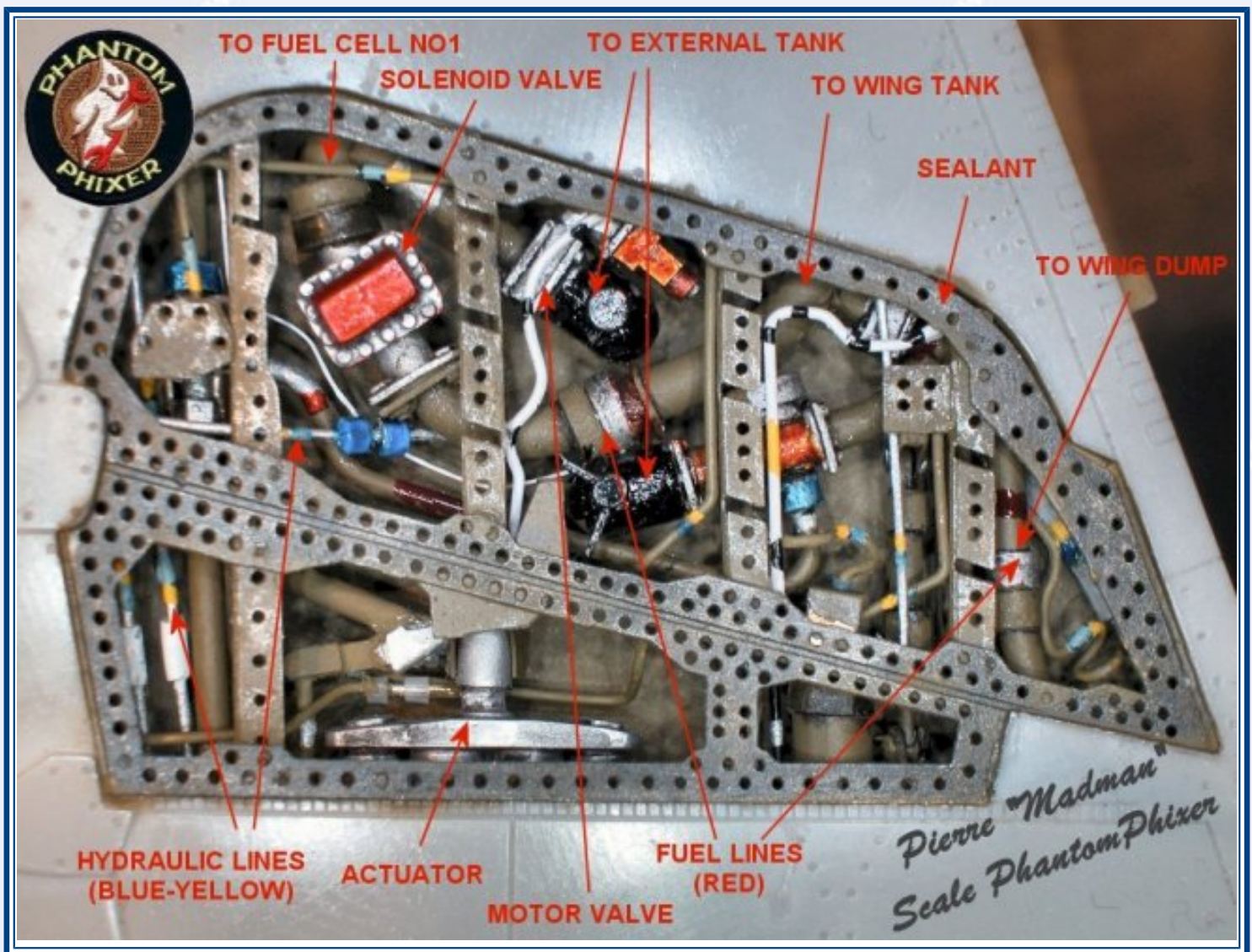


1/32 Tamiya F-4S Phantom

Part 3

by [Pierre Greutert](#)



Here is the third article about my F-4S Phantom conversion. Today's story focuses on two open panels, located on the wing's upper surface: the doors 101 and 102 give access to the fuel lines and aileron / speed brake actuators.

The fuel lines allow transfer from the air pressurized wing and external tanks to the fuselage fuel cell no 1. A separate valve, operated by a switch in the cockpit, allows to dump the fuel out into the air, via the wing dump duct (a duct facing aft, located at the

outer wingfold).

All parts are scratch-built, using custom-made photo-etched brass parts, and other easy-to-find materials. The scale is 1/32, and the conversion is based on Tamiya's F-4J.

Opening the door on the wing is the first (and easiest) step. I used a jigsaw to cut the panel out, and did the finish with a milling machine. This helps me getting very straight lines.

Click on image below to see larger image



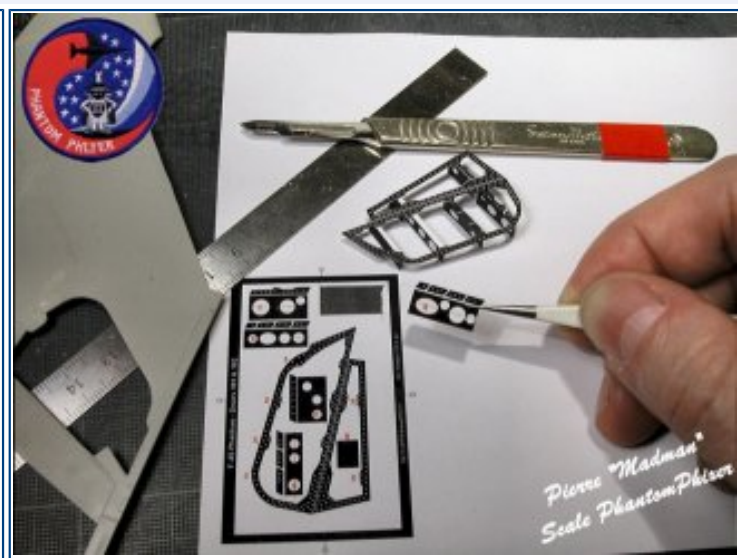
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Here you can see right the wing - open - with the main landing gear well and all the hydraulics I added. I had to remove a couple of strengthening beams to make room for the inside of the doors. A grinding tool allows a very fast and precise work.

Designing the parts to be etched was next. A cheap 2-D CAD program is just fine. The parts are designed at four times the actual size, and printed at a reduced 25% scale. A couple of paper mock-ups helped chasing flaws and size adjustments.

Click on images below to see larger images



Etching is always fun. The first image shows the door panels and various internal components, after a 10 seconds dip into the etchant. Ok: it is not up to Eduard's standard, but fine enough for me to be proud of :-). The second image is another piece, after the etch is completed. The brass soaks in a batch to remove the chemicals. Later on I will write a special article with more details on the photo-etch technique.

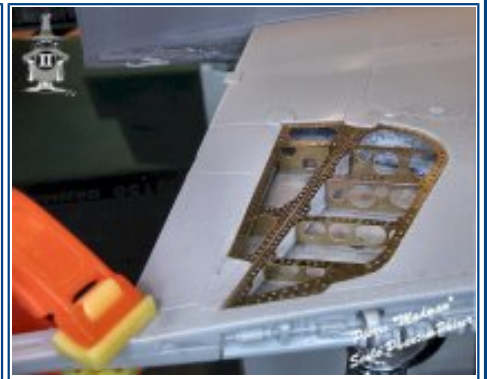
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A couple of fine-tuning actions later (cut-sand-test-cut-sand-test-start over...), et voilà:

the frame fits into the open door.

Click on images below to see larger images



I love unpainted etched parts. It always hurts when I pull the trigger of the airbrush.



Populating the inside of the panels was a awkward job. I started with the fuel lines, made with various sizes of soldering wire. Fuel valves, nuts & bolts and rods are made with styrene, or bits of sprue. I airbrushed a base color (mix of flat olive, yellow and green) to the area, Testors aluminum metallizer on the actuators, and here and there a

few red, blue and yellow spots on the fuel and hydraulic lines.

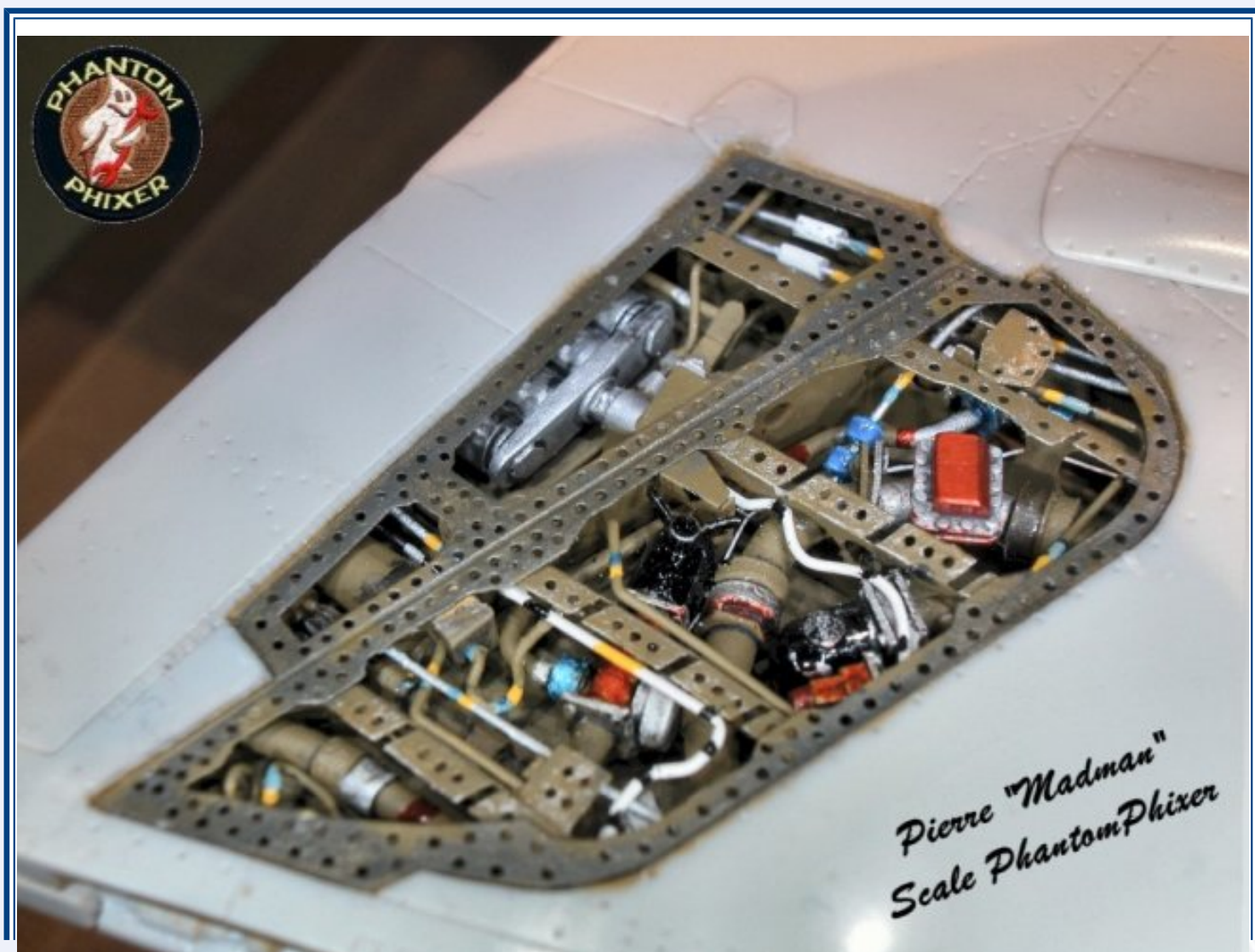
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The final result is so close to reality that you can almost smell the JP-5 fuel. The area is quite busy, and I can understand why working there was not the Phantom Phixer's cup of tea.

Happy modeling!

Pierre "Madman"
Scale PhantomPhixer



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