



Feature Article

Hasegawa / Revell

FG-1 Phantom Royal Navy

1:48 scale

with

Dean Large

(January 2019)

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A note from Geoff C.

Here's a quick look at how Dean's lovely conversion from the Revell McDonnell Douglas Phantom FGR-2 to Royal Navy FG-1 turned out - very nice isn't it!



Over to you Dean...

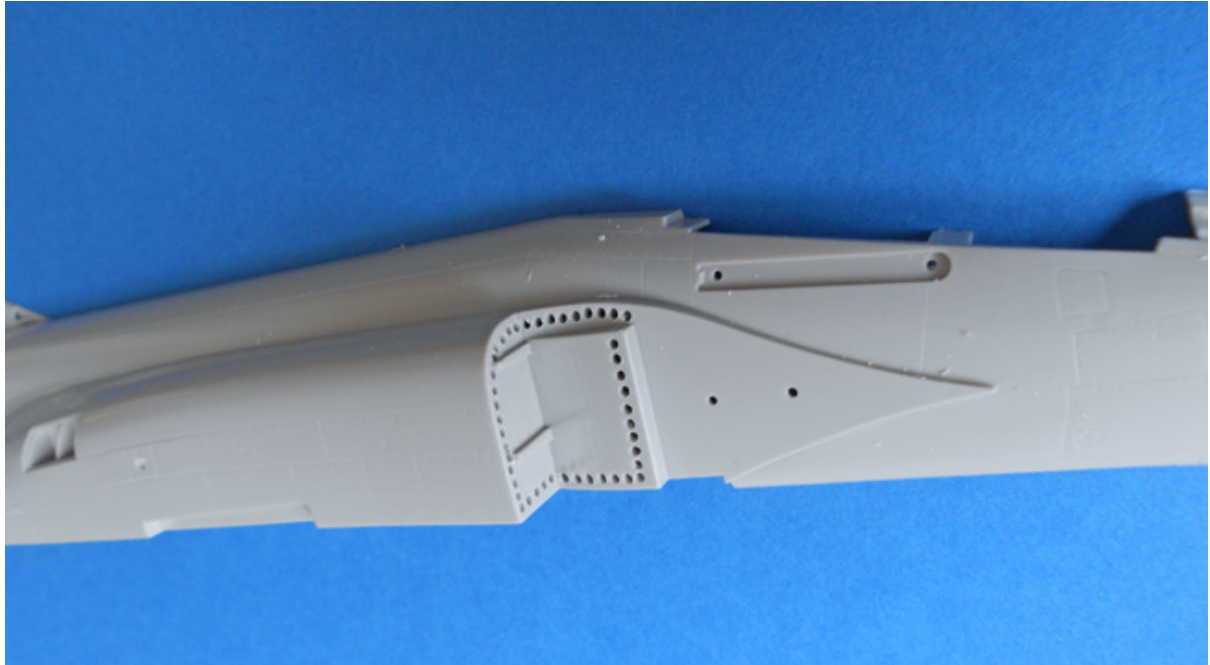
I recently built a Hasegawa 1:48 Phantom, which although it came in the FGR-2 boxing from Revell, I did it as an FG.1 from the Royal Navy instead.

All the parts were in the FGR-2 boxing for the FG-1 version, with the exception of the slotted tailplanes, and I swapped my un-slotted ones for the correct set with another modeller a while ago.

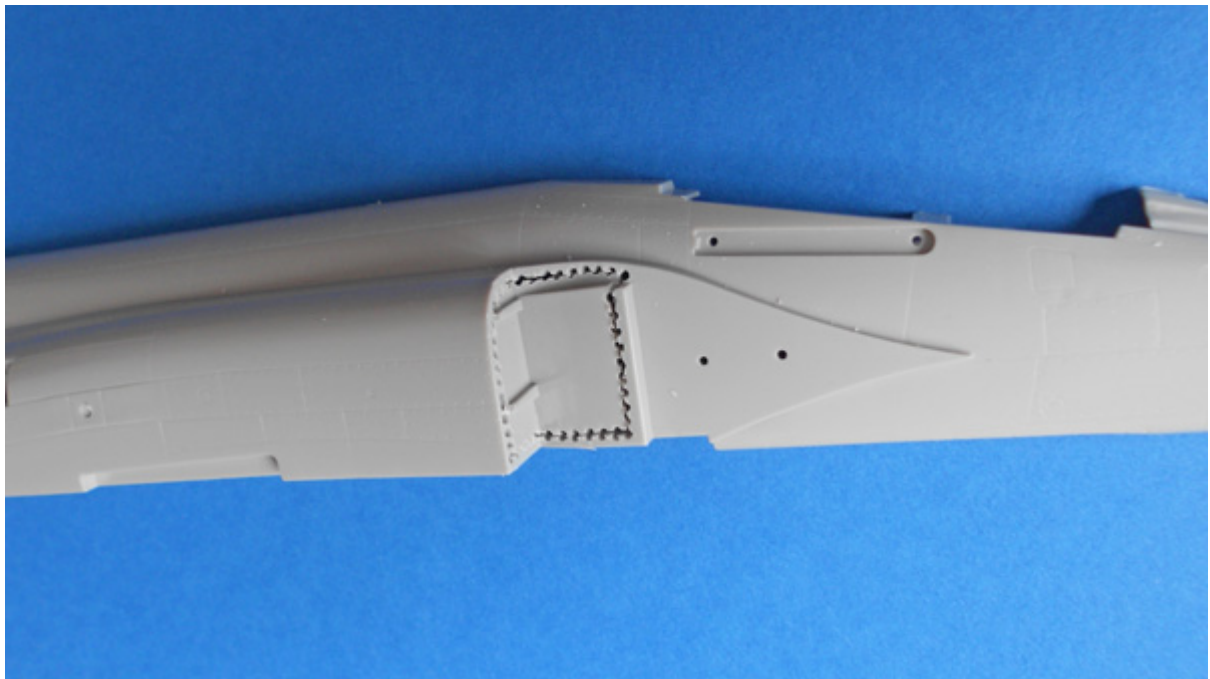
I also got the Quickboost resin ejection seats, the Eduard colour PE set, Aires resin jet pipes and the Alley Cat resin full depth intakes. Model Alliance decals were used, although when I started I hadn't made a final choice as to which airframe would be represented yet.

Intakes first...

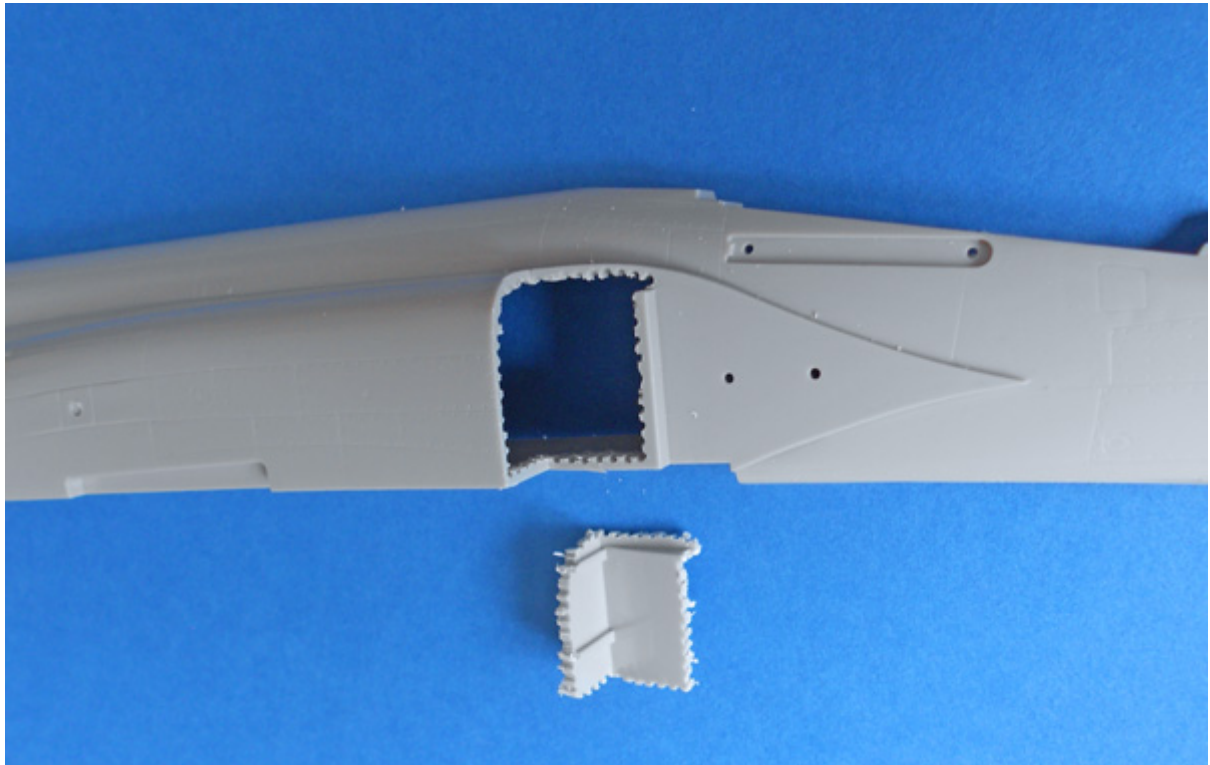
I thought I'd start by showing the process of adding the intakes, as the instructions that come with them are a bit vague, and you never know, it might help someone. This is the bit that needs to be removed from the kit fuselage sides. I chain drilled a series of holes all around the bit I wanted to remove:



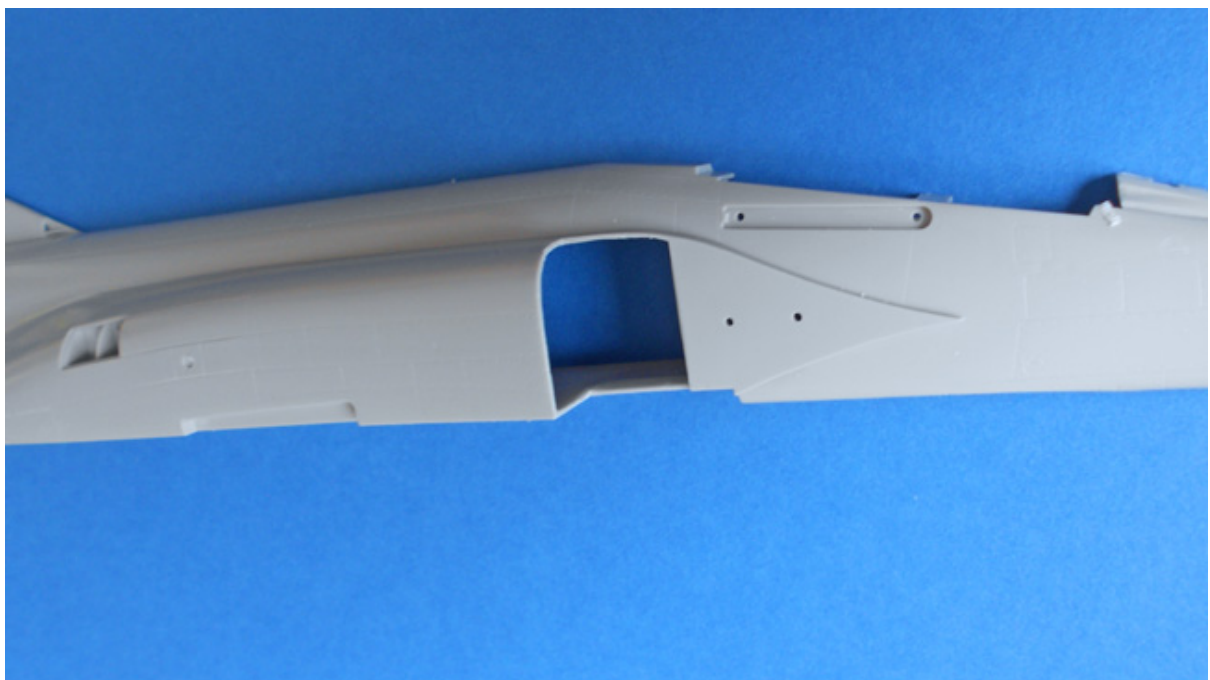
I then got a scalpel blade in the holes, and cut through the thin dividing bit of plastic left:



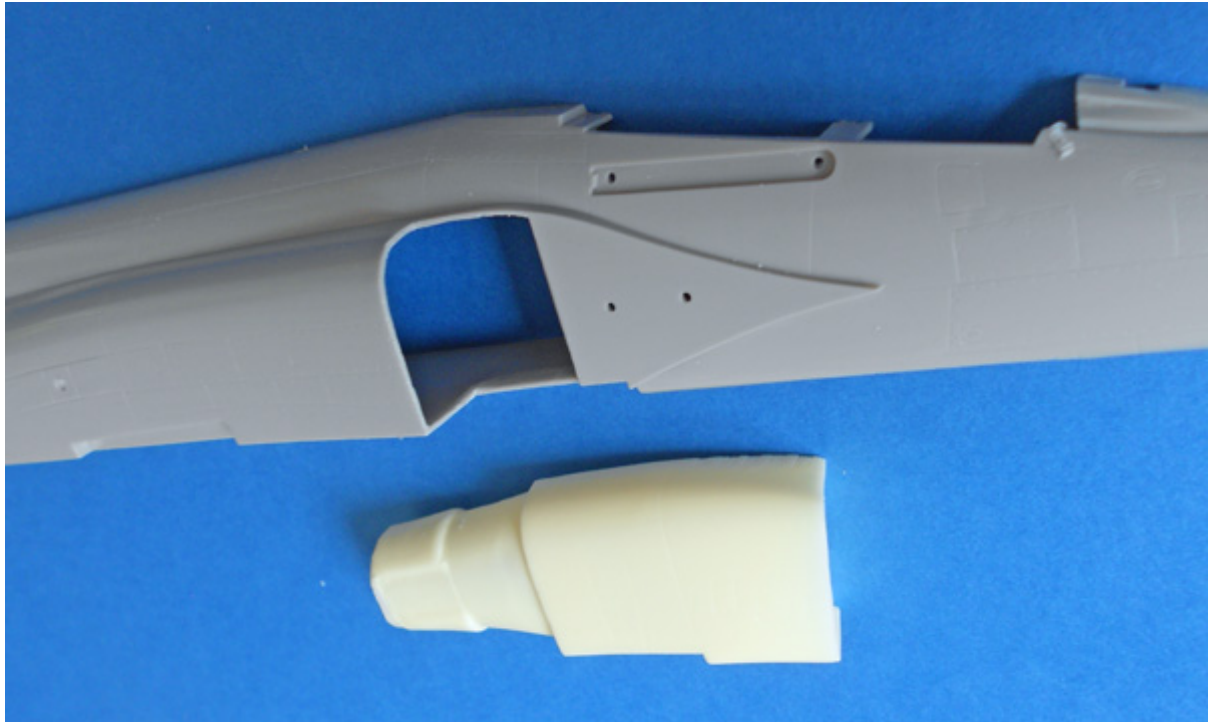
Meaning I could remove this bit of plastic and sling it:



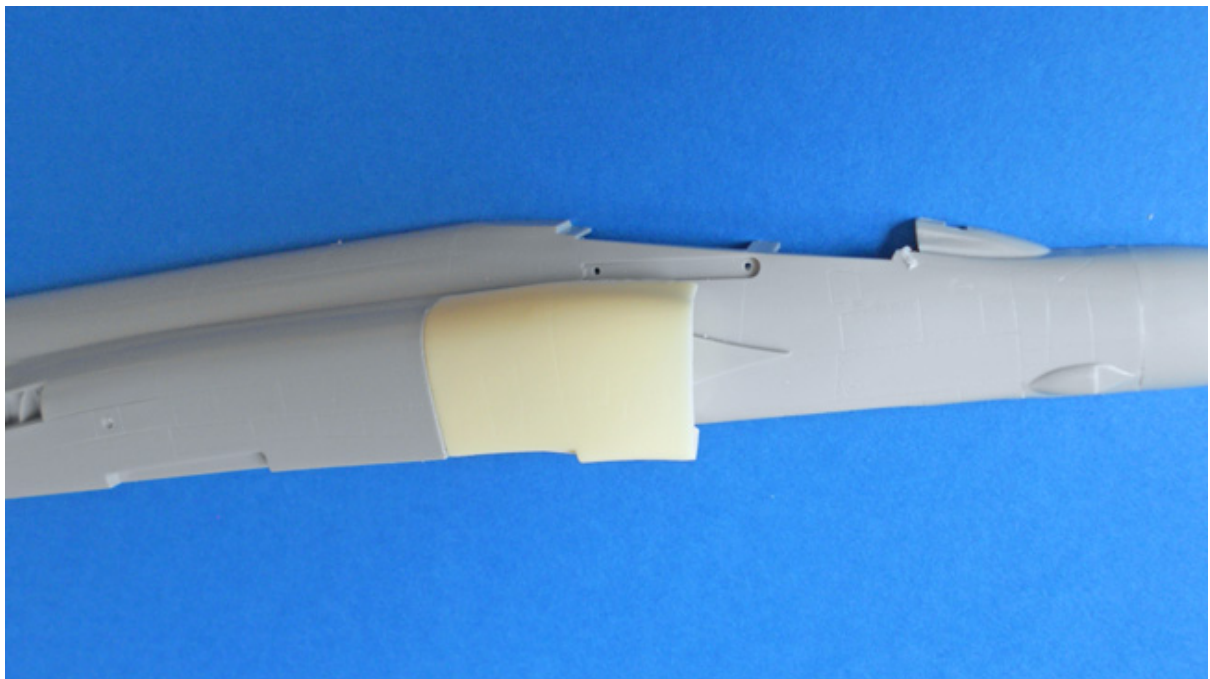
The plastic step near the front of the new aperture was removed by scoring along the joint with a scribe until it fell away, and the resulting messy hole was tidied up by scraping with a scalpel blade:



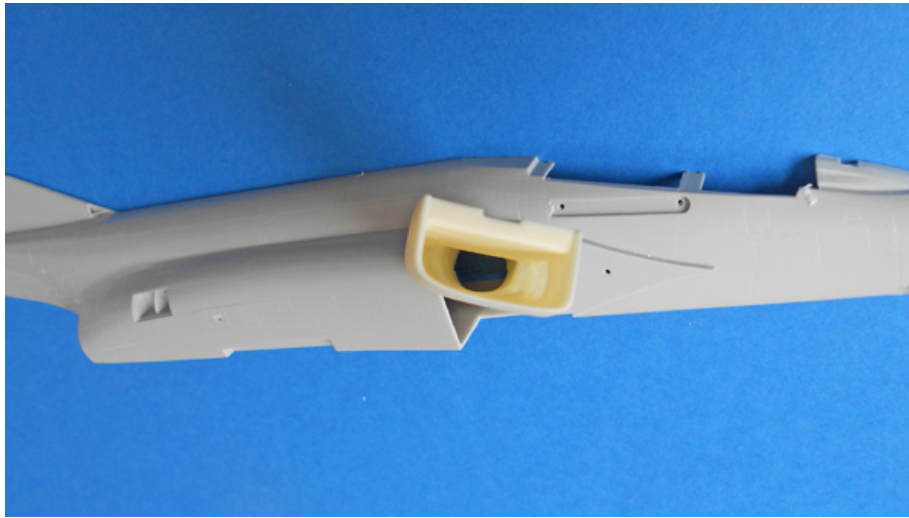
The new aperture was fettled and scraped until the new resin part could be fitted. Test fit, scrape, test fit, scrape...etc. You can see the depth of the new intakes here:



And here they are fitted. They're a very good fit, obviously modelled from the original kit parts, and won't need much filling:



The full depth looking down them is apparent:

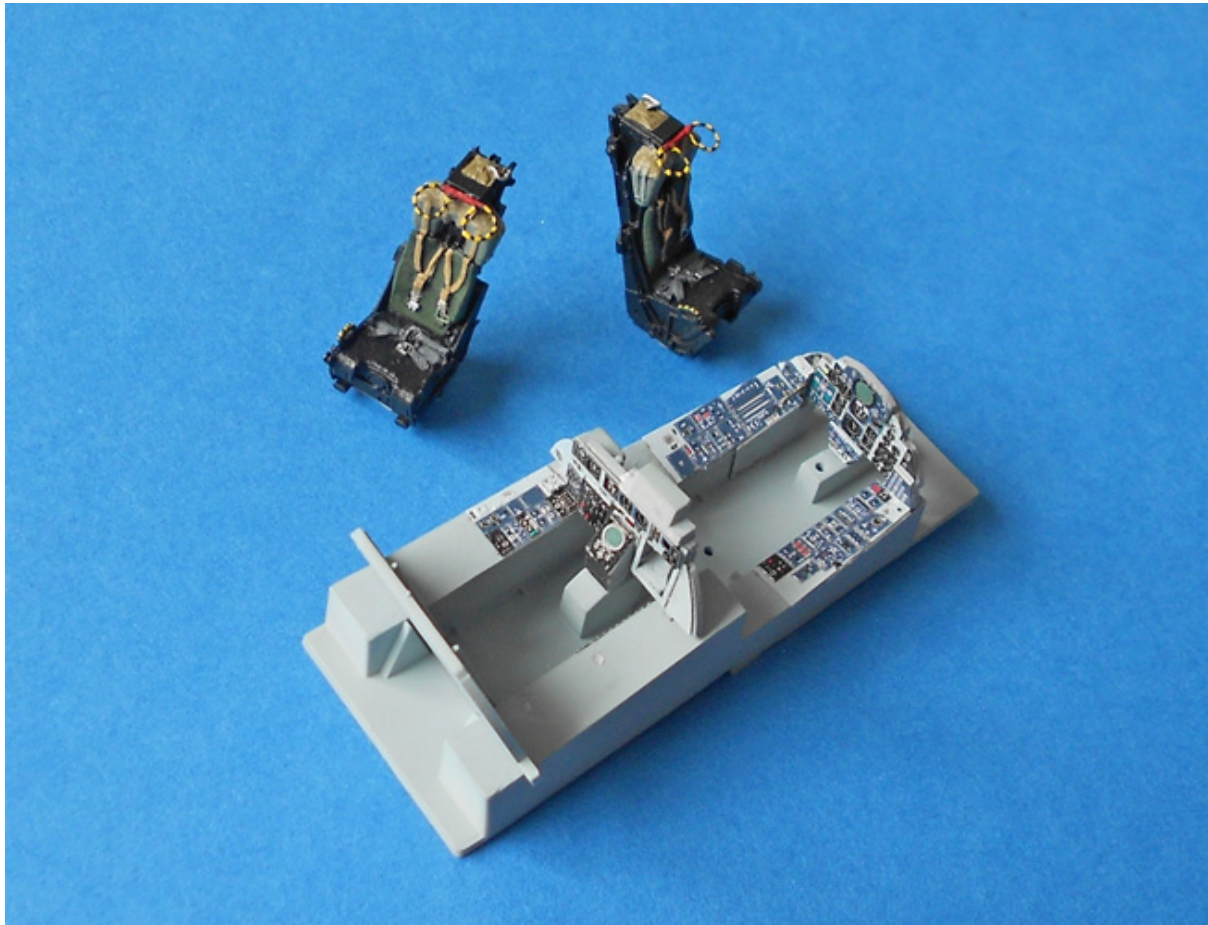


There's a nice set of turbine blades to go in there yet, to complete the effect. I'll photograph it once it's painted. The underside wing part needs a little thinning and trimming to clear the underside of the intake trunking, but I haven't

shown that as it really is minimal.

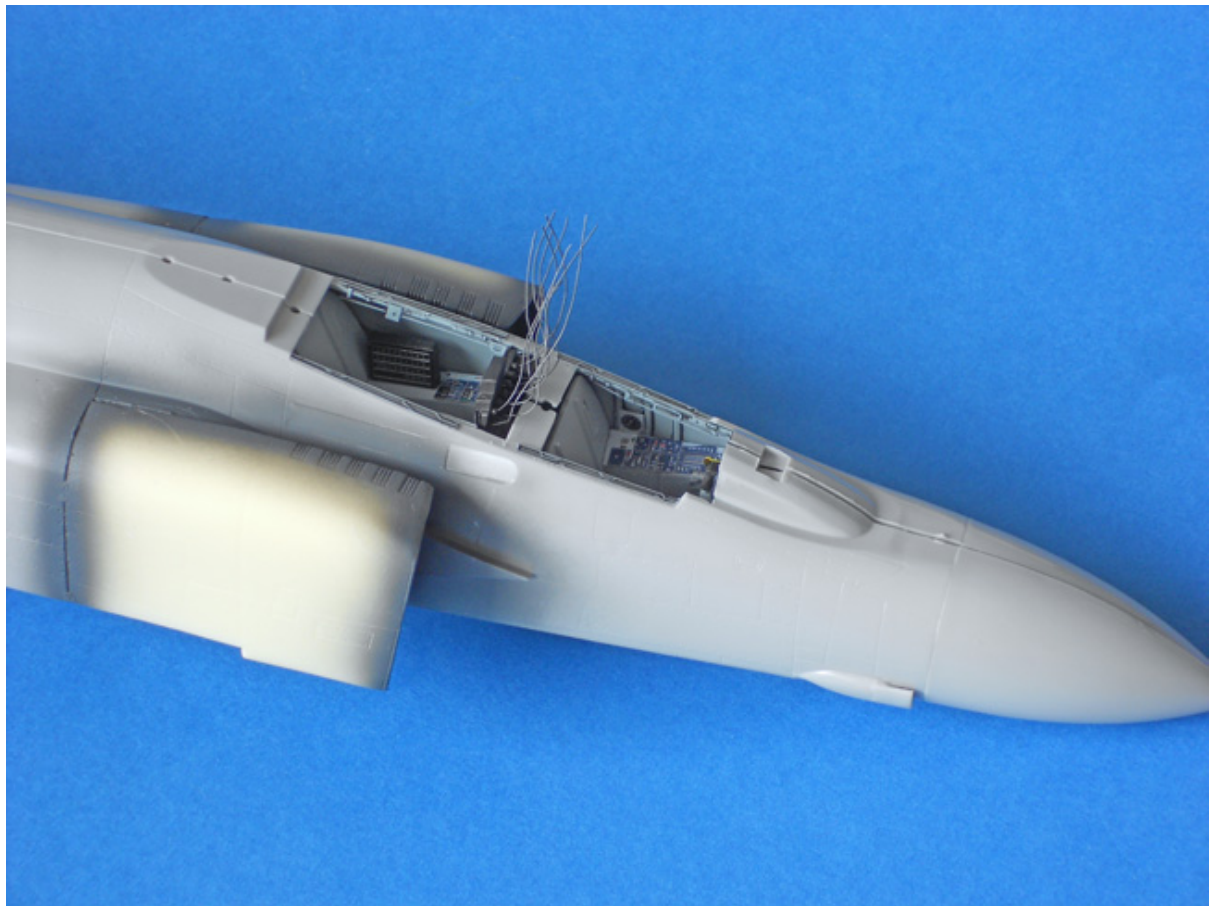
I then made a start on the cockpit...

The resin seats were painted, and the colour PE was started in the tub. This is not complete yet, as the rear instrument panel has some very delicate attachments to



go at the top, and I didn't want to do that until the canopy centre was ready to be installed over the top to protect it.

The wires sticking up out of the back of the rear instrument panel are lead wires to represent the cables and tubes and things that hang out of the back and disappear down behind the pilot's seat. I can't arrange them properly until the cockpit is in position permanently, so they're sticking up like a bog brush here. The cockpit sills went on, and the resin intakes were attached and just needed fairing in.

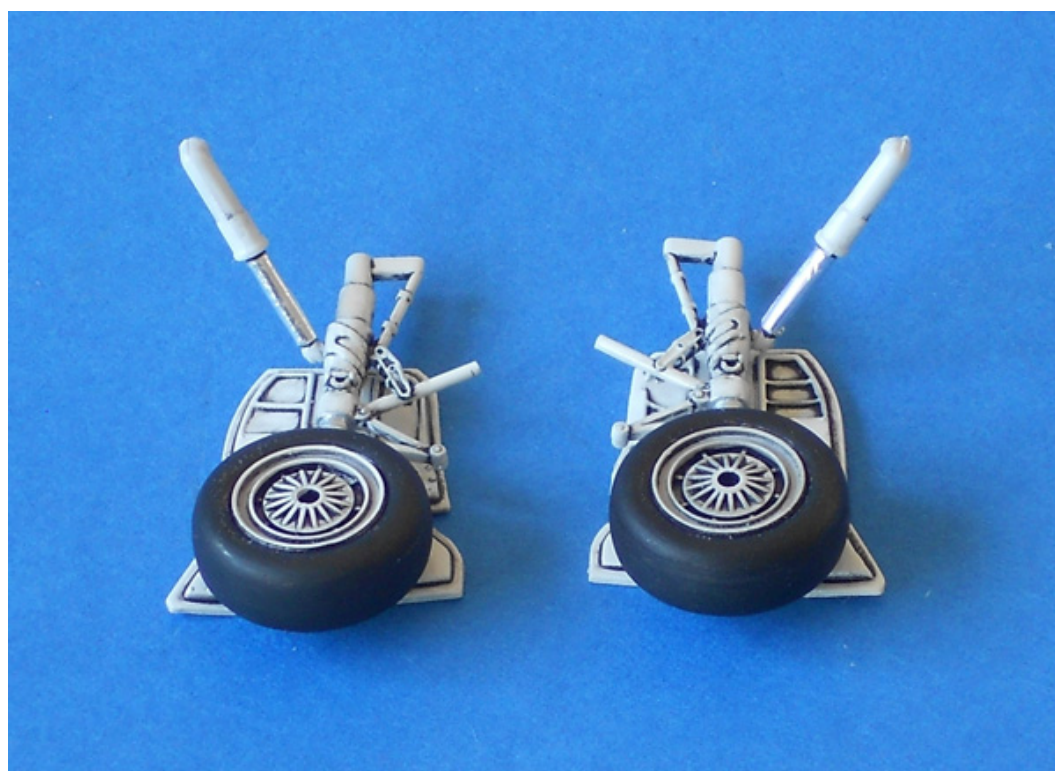


Then undercarriage...

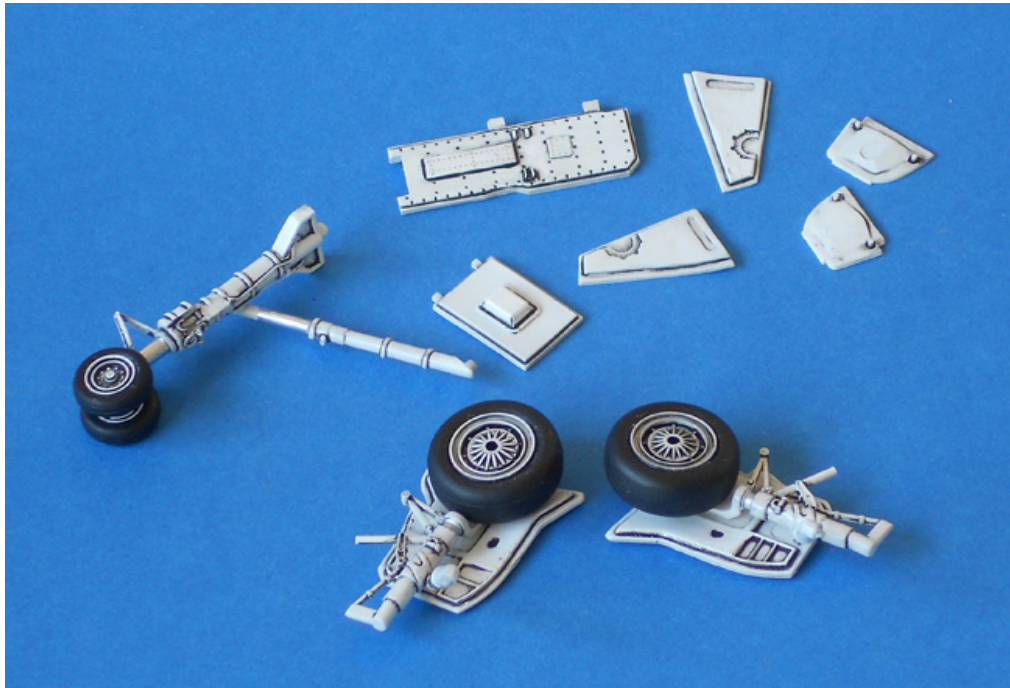
Just remember that blowing the photos up this big reveals every imperfection. They look quite acceptable to the naked eye:



With gear doors added:



All the bits:

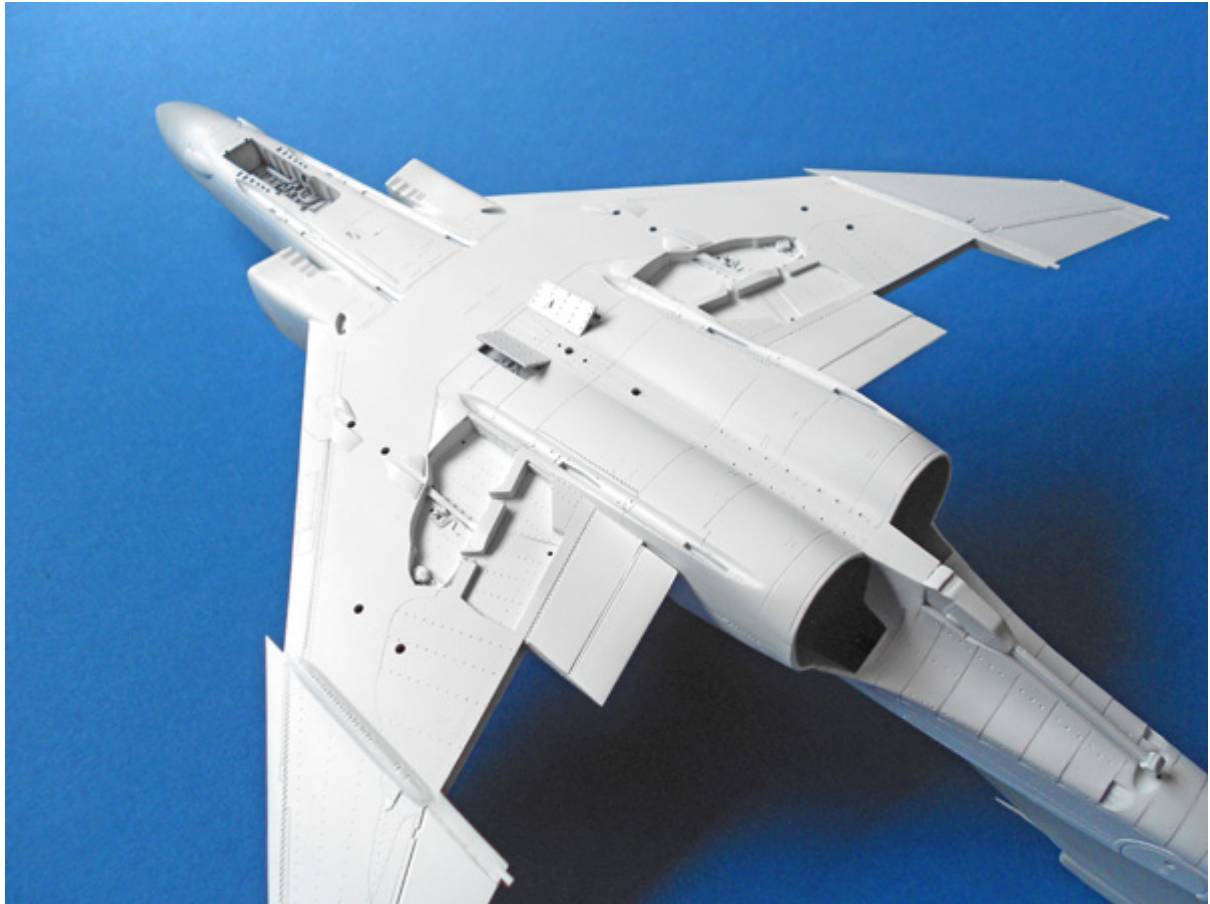


I decided that I wouldn't use the Aires exhaust set, partly because they're a bit too small in diameter, partly because I didn't read the instructions stating that you have to remove a portion of fuselage inside to allow them to slide far enough in. I'd already glued the lower wing section in place making this surgery impossible, so I decided to live with the kit parts!

Then, the wings went on:



The seams around the lower wing and the fuselage joint just refused to go away without multiple applications of filler and sanding, with the attendant re-scribing to restore lost detail. However, once up to scratch, I got some paint on the underside:



It's the white primer called Mr Base White 1000 and it went on incredibly smoothly. I left it as the final colour, as it's an EDSG/White scheme I was doing.

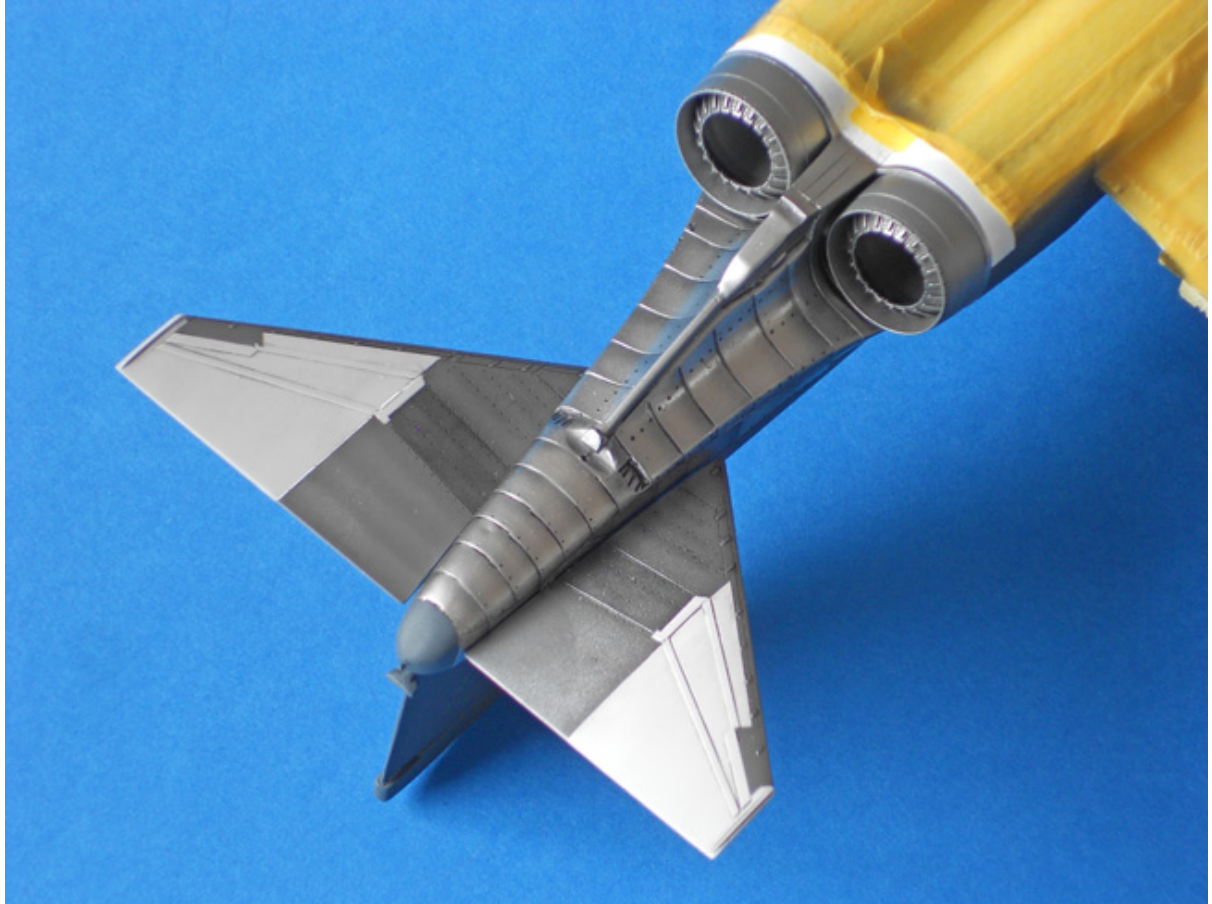
I also scratchbuilt an incredibly fiddly periscope for the left side of the canopy centre section, which delayed me installing this bit. That was next on the agenda which meant I could then mask up the cockpit openings properly, and the EDSG could go on.

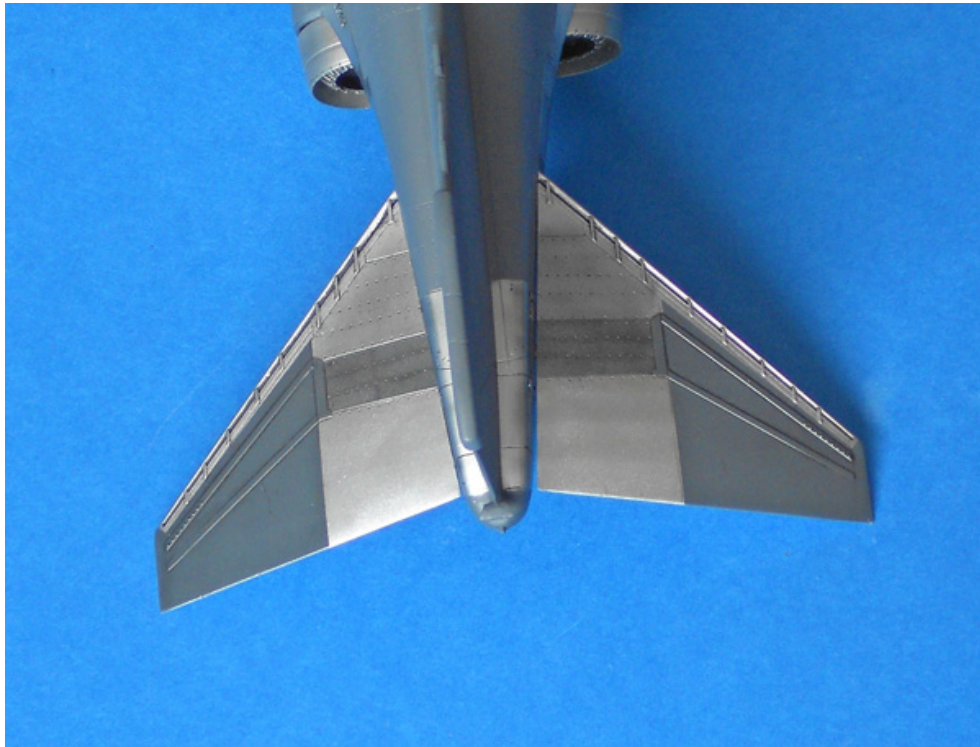


Next challenge was the metal sections around the jet pipes...

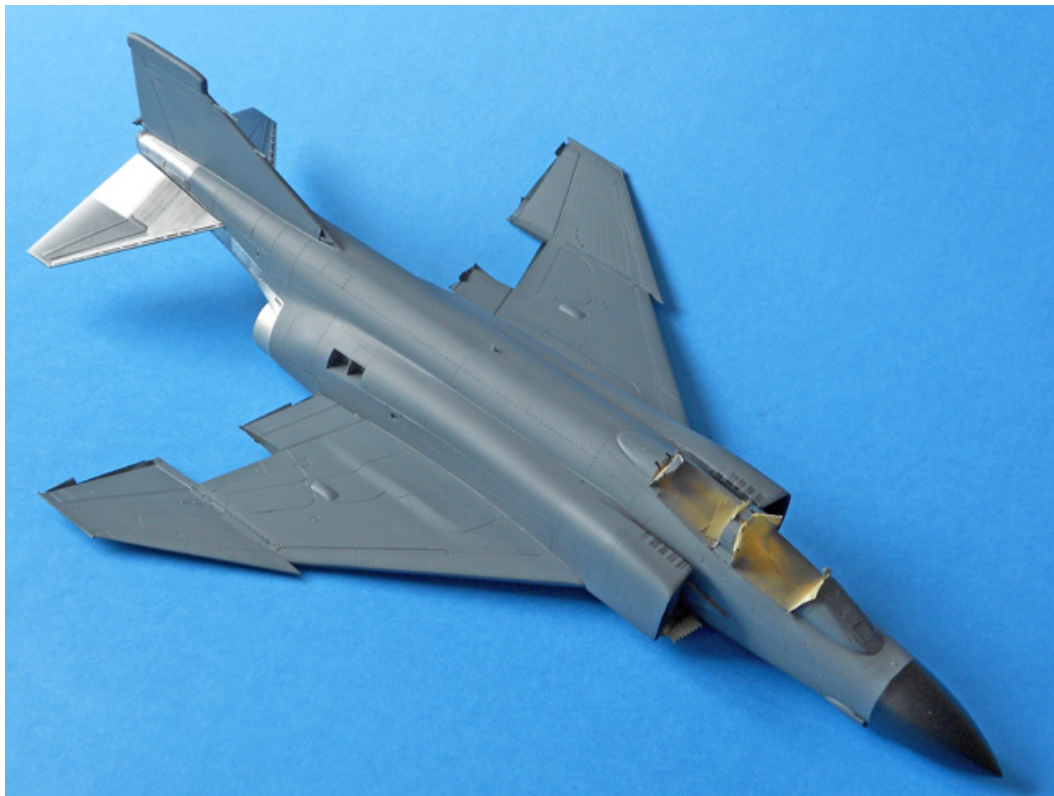
So, experiments with AK metallics were performed. They went on well, covered nicely and they have a lot of colours in the range. However, many of those colours look VERY similar to each other and they don't half pong. They're also not as fast to dry as Alclad2, as I found to my cost when I accidentally handled a segment I'd sprayed about half an hour ago and left fingerprints. I had to leave it to harden off overnight before I could sand it smooth and respray. Covered ok though. It also needs a while before it'll take masking tape. I found out (again the hard way) that they're a bit like Tamiya gloss acrylics, in that the masking tape tends to leave a pattern in the surface if they're not given enough time to harden off.

So, pros and cons then. But the results seems ok in the end. It still needed a little shading here and there, and a wash to bring out the grilles and rivets, but I think I'm about there:





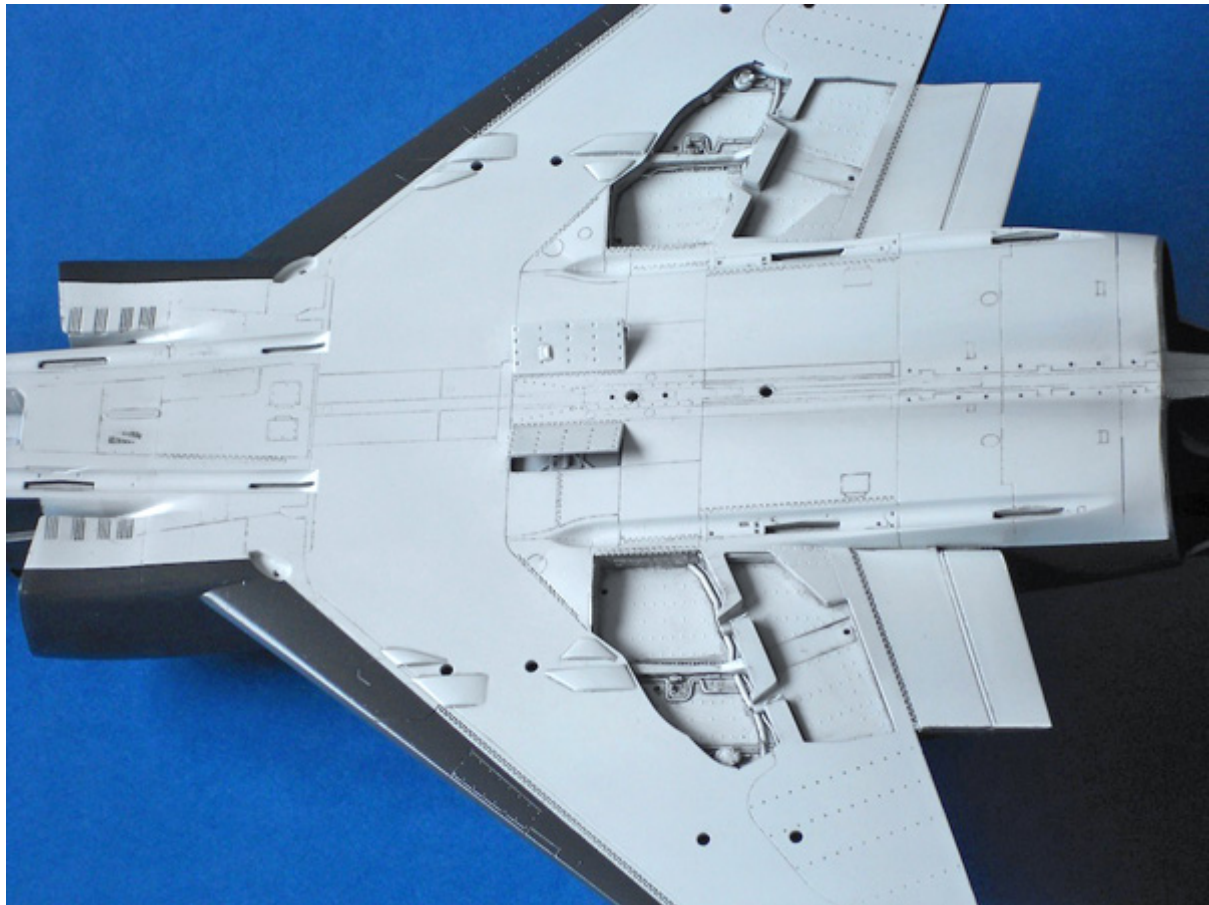
Unfortunately, I once again failed to plan ahead and take account of the fact that with the tailplanes in place, most of that nice shading effect is hidden from view! Oh well, at least the shading on the tailplanes themselves is visible.



I painted the radome black, and with the tailplanes in position, it's starting to look a bit more like it:

Next step was to unmask the white underside and give the whole thing a gloss coat.

I got the panel line wash on the top and bottom sides. I made my own wash from pastel chalks, water and washing up liquid, which seems to work as well as anything else. I did a basic black wash on the upper surfaces and around the control surface gaps, but on the underside I did a pale grey wash which isn't too stark against the white:



Wheel wells...

The wheel wells got a bit more weathering with oily marks and stuff, and there'll be more streaks and dirt on the airframe when the decals are on - didn't want to overdo it though, as these were gloss finish aircraft and were kept reasonably clean. I used reference photos to guide my weathering.

Right...decals...the underside decals went on, involving some delicate trimming where the serials passed over the undercarriage doors, and were put to one side for the night with a coat of MicroSol on them:



Decal issues...

A bit more weathering and streaking on the underside, and then I could seal it all in with a coat of Johnson's and call the underside done apart from final assembly.

It's a good job we modellers are patient folk, isn't it? I was peacefully applying the topside decals, when I noticed that they're printed slightly out of register, so that the roundels and the red fin flash all had a nice white border halfway round them, which shows up a treat on EDSG...



Some delicate masking was needed so I could airbrush the border away, holding my breath so that the mask wouldn't peel off the decal when removed. However, all went well, but

it's still an inconvenience:



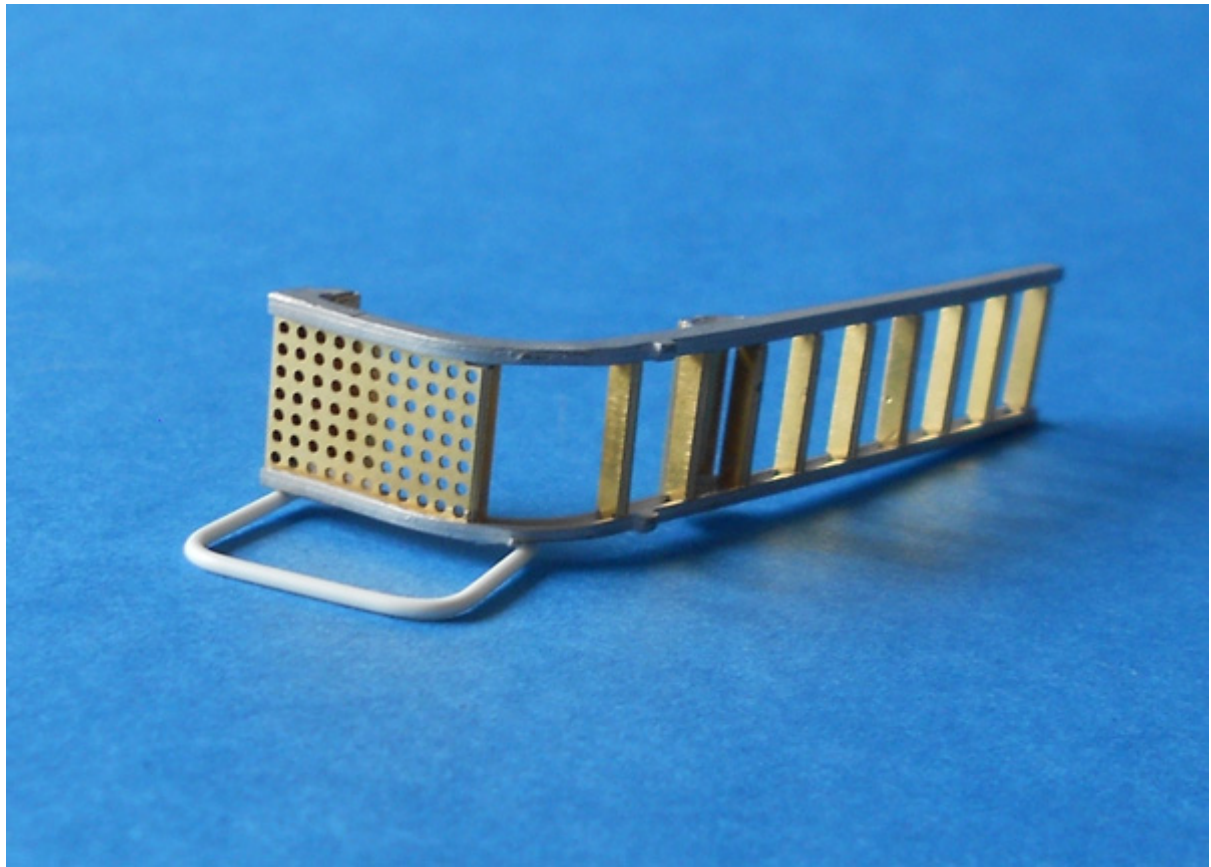
It looks a bit obvious here as the new paint is matt as opposed to the gloss-coated surface, but it blended in ok when a new gloss coat was applied. It was all looking so good up until then...

The decals from Model Alliance were a pain to use, generally. Apart from the register problem, they also silvered quite badly despite the use of copious amounts of MicroSet underneath them. It's a good job the final finish was gloss/semi gloss, as I doubt they'd stand up to scrutiny under a matt coat. The lack of stencils was a pain too, as the ones from the kit were for an FGR.2 and weren't always the right colour for a dark grey airframe.

I applied the satin varnish to the topside, and apart from showing up a couple of silvered areas on the Model Alliance decals, it went on well. Some silvered areas are visible on the photos, so a bit of careful masking, judicious airbrushing over, and satin coat to finish took care of them. Overall, it knocked back the gloss finish to a more scale effect, and I'm happy enough:



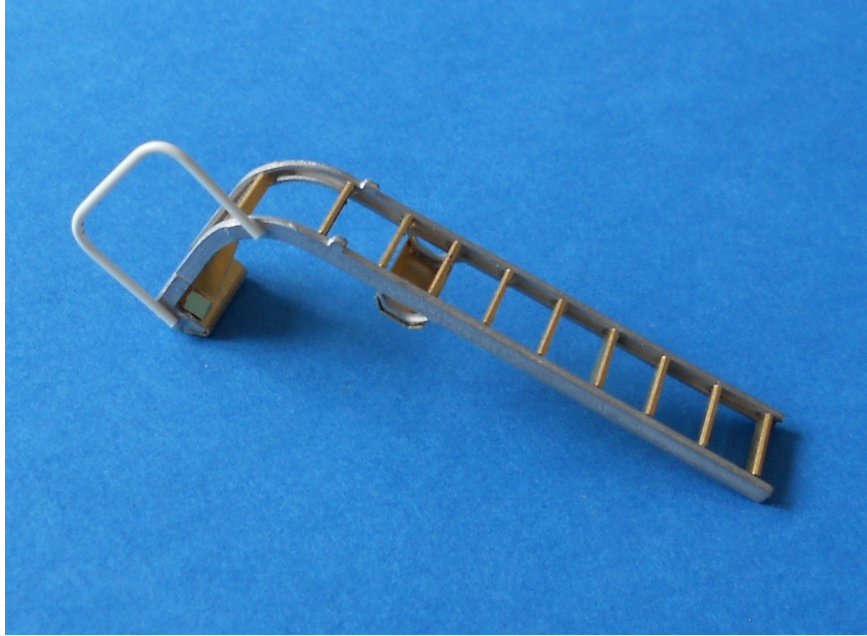
I then spent an hour assembling the rear cockpit boarding ladder, from Flightpath:



It's white metal and etched brass, and the steps were so fiddly that I doubt that I could have bent them into their proper shape without a Hold 'n' Fold tool. I haven't put the wheels on it here, as they needed to be painted white as they were apparently white nylon.

Then I gave the Flightpath boarding ladder a coat of white primer ready for painting, and it revealed all sorts of roughness in the castings which form the ladder sides. Should have sorted those out before assembly really, but just couldn't see them until the primer went on. Back to square one.

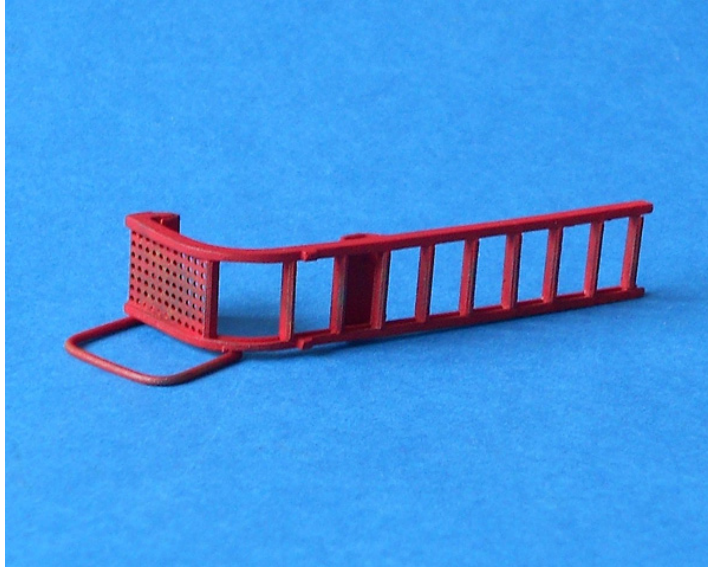
The boarding ladder started off like this:



...and then I added some paint:



Then I spent half an hour dry-brushing with black, brown, primer yellow and iron to create a bit of a worn look:



After that it was a bit of detail painting and adding the wheels:



Extreme closeup, as the weathering doesn't show up otherwise:



I unmasked the cockpit transparencies, and they unmasked with nice sharp edges to the frames. Unfortunately, the windscreen section was unmasked to discover that for some unknown

reason, I didn't paint the cockpit coaming far enough down to the joint with the windscreen, and as a result there was a wobbly unpainted strip of bare plastic visible near the bottom edge on the inside! Rookie mistake. It was too glaring to leave, the work already done filling, fairing, fettling and painting over the outer joint made the prospect of removing the thing unattractive, and the gap twist screen and coaming was too small to get a thin brush in there.

After much head-scratching, I bent a hypodermic needle so that it would fit all the way down the inside of the windscreen, and used it to carefully inject black paint along the inner seam, filling it just enough to stain over the bare plastic but not enough to smear over the inside of the transparency. Result.

This model was getting near the end, and it was starting to fight me...but suddenly, after a bit of final assembly, she was finished.



77 hours work over nine months resulted in a slow cooked result.

Dean L.



