

Modellismo - Aereo disegno - McDonnell Douglas Phantom F-4K and F-4M - July 1971

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MCDONNELL DOUGLAS

PHANTOM

F-4K

F-4M

AS THIS JULY 1971 edition of Scale Models is published, it will be ten years almost to the day when we first encountered the McDonnell Phantom II at Royal Naval Air Station, Yeovilton. On that occasion, the 21st production aircraft was en route back to the USA after a momentous introduction at the Paris Air Show. It was viewed with some admiration and not a little awe by the RN personnel. Already a world record holder in several categories, the Phantom was becoming known as the aircraft that was designed upside down, but which could outfly all its predecessors by a wide mar-

Top: YF-4M number One, XT852 first flew on Feb. 17th 1967 and like XT853 had a slotted stabilator. Note the auxiliary air doors open in the belly and the coarse aileron deflection in this dramatic photo. Above: FGR2 XT891 of the RAF rolls away to show huge ferry tanks, repositioned Sparrow missile recesses and grey undersides with narrow top colour overlap.



gin. Certainly, it is an ugly beast. First impressions were of its brutal power, the thin wing at the fold joint, the nitrogen filled tyres and an absolutely blunt stabilator leading edge. While its forerunner, the Voodoo, was no real beauty, one could admire the blend of shape in the F101, whereas on the Phantom the major components appeared to be a group of unrelated parts that happened to fit together. Perhaps the moral of the story is that the Voodoo had its aerodynamic handicaps, while the Phantom has none.

In the intervening decade RNAS



Yeovilton has seen the arrival of a British Phantom. Though suffering to some extent as a political pawn, particularly in cutbacks on the original orders, the Phantom that had to be different appears to have survived its first two years of service remarkably well with the Royal Navy and Royal Air Force.

Origin of its selection stems from that design-destroying specification. XT859, aircraft 725 of Intensive Flying Trials Unit, RNAS Yeovilton (700P) was the solo demonstrator at the Farnborough Air Show prior to its success in other fin colours of 892 Sqn as the winner of the Daily Mail New York-London Air Race in 1969. Held on brakes, the noseleg is depressed, rudder hard over, stabilator neutral and 4 auxiliary engine intake doors open (left). The Stab swings negative and afterburners rear (below) for thunderous short take-off. Light reflection illustrates wing blisters and fin base intake plates.

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Descrizione

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Dim: 36,7x24,7