

## *The Voodoo Office*

### *Scott Germain*

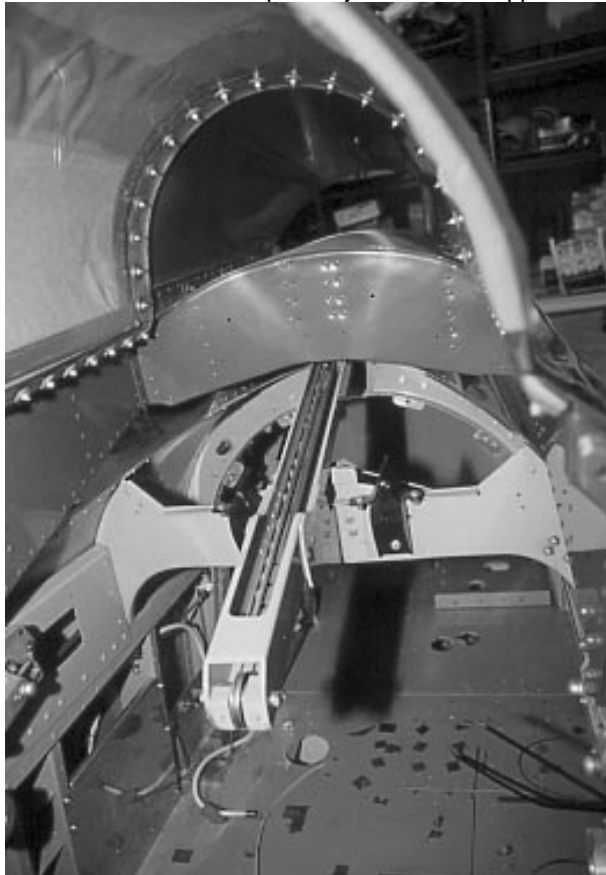
In BT#18 Scott described the cockpit of #4 "Dago Red", together with some photos. In this issue, he describes the cockpit of #5 "Voodoo":

#### ***Do That Voodoo That You Do So Well***

If you are going to build Voodoo, all I can say is good luck on the paint scheme! Other than that, Voodoo's cockpit is actually going to be a lot easier to build than Dago's, and looks much more neat.

Voodoo used to be #55 "Pegasus", then #55 "Voodoo Chile" after Bob Button bought it in 1995. At that point, it was a semi-stock racing Mustang with a second seat. In 1998, Voodoo was modified further by Tiger Destefani's shop into its current form. The purple, green and yellow paint scheme debuted the following year.

In terms of the cockpit, the area behind the pilot seat - as it sits now - is occupied by two fire suppression

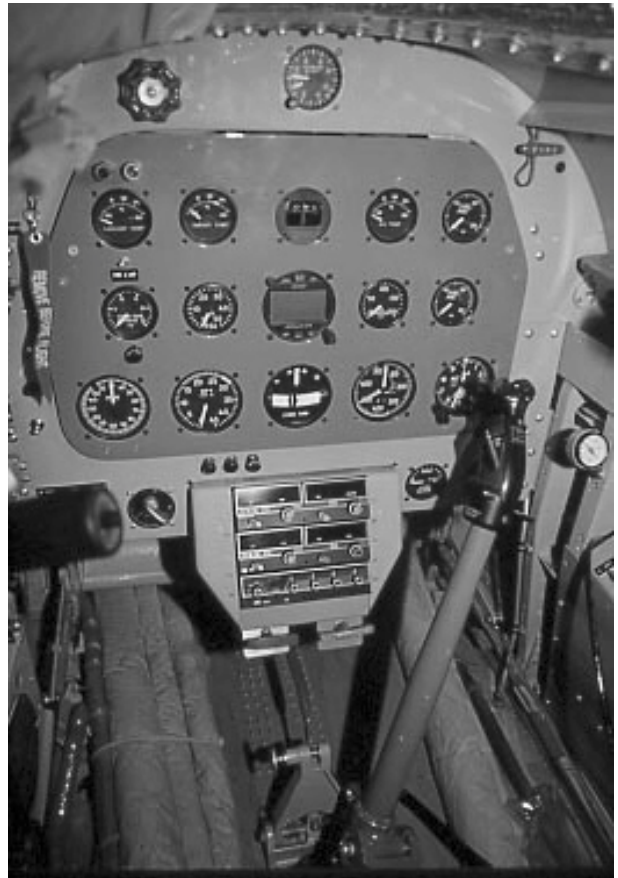


bottles and some smaller pieces of equipment, but is

sectioned off by a removable bulkhead right behind the pilot's seat. In the photos none of these things are installed.

Overall, Voodoo's cockpit is a neutral grey, much like today's military jets. In general, everything you see is either grey or black, unless otherwise noted. The main panel is light grey, while the middle portion that holds the three rows of instruments is a darker shade of grey. This middle panel is not connected to the outer portion, and is shock mounted to prevent vibration. The lower panel with two (black) KX-155 navcoms and a transponder is raised just a bit from the plane of the main panel. It has two little handle at the bottom, the left one is red and the right one is grey. There is no fuel selector here, as you would see on a stocker.

Other items that stick out are the two red fire handles at



the upper corners of the main panel, the red "twiddle" wheel for the ADI system, and the long black hand grip

on the throttle arm. On the left side of the panel you can see a red "Remove before flight" tag and the black throttle handle.



Voodoo's left cockpit sidewall is much the same as a stocker except for the addition of the angled canopy tracks on the sidewalls and another silver plated valve handle near the flap handle. The right side is a bit different, as it contains a switch panel below the canopy crank. The canopy crank is red with an aluminium handle, and the handle in front of it is red. There is also a small car-style gauge with a white face mounted on the right under the canopy crank, but above the switch panel.

The seat, which was not in place when the photos were taken, is a standard unit, attached to the floorboard and to attachment points on each side of the cockpit sill.

Like Dago, Strega and other racing Mustangs, Voodoo has a centre canopy track and a hollow sliding portion to allow the slipstream through. All the interior of the canopy is the same shade of purple as the exterior. In the accompanying photos, the rear grey bulkhead, right side panel and wooden floorboard are not attached. When they are, the cockpit looks much more neat and clean.

Hopefully this article will give you modellers the spark you need to tackle a project like Dago Red, Voodoo, or

Strega. With time and patience, I'm sure modellers, even with basic skills, can produce a model that will capture the imagination of all that see it. More importantly, the models will be an excellent addition to the polished-metal and olive drab warbirds that grace our displays.



---

**Scott Germain**, the author of this article, runs **Warbird Aero Press**. His website, <http://www.warbirdaeropress.com/>, contains lots of photos and other interesting stuff, and also information about prints and modelling products that he sells.