

48020

# COMBAT WEASELS

## F-4G WILD WEASELS IN COMBAT



PRINTED BY

**69-7263**  
#1 SAM SLAMMER

\*note one-piece windscreen on this jet\*

U.S. AIR FORCE F-4G  
A.F. SERIAL NO. 69-7263  
REPLICATE THIS AIRCRAFT WITH  
GRADE 20+ FUEL  
IDENTIFICATION LOCATION -208

CAUTION  
DISCONNECT AIRFRAME  
CONNECT WING BEARING  
INDICATED DOORS

\*decal is provided for the protective cover of the forward antennas on nose pod\*

Col Ron Karp

Maj Kerry Bowers

\*no black 'boot' on radome tip\*

CAUTION

Sgt Alan Martin

SSgt Ronnie Adams

7263  
7263  
7263  
\*Nose Gear door\*

F-4G 69-7263 35th TFW (Provisional)  
561st Tactical Fighter Squadron  
Sheikh Isa, Bahrain, February 1991

The 35th TFW deployed from George AFB, CA, in early August 1990, following the Iraqi invasion of Kuwait. The F-4G weasel force was extremely effective knocking out Iraqi radar and SAM sites throughout the war. This particular F-4G served as the 35th TFW flagship before and after the war, but was toned down prior to departing George AFB with the removal of all color from the jet's markings. Wing and squadron badges were removed prior to leaving the United States. The TAC badge and white drop shadows on the WW tailcodes were removed once the war began.

\*No triangular reinforcement plate on horizontal stab!

Capt Rocky Durham

Capt Bill Euker

U.S. AIR FORCE F-4G  
A.F. SERIAL NO. 69-0246  
REPLICATE THIS AIRCRAFT WITH  
GRADE 20+ FUEL  
IDENTIFICATION LOCATION 9009 208

CAUTION  
DISCONNECT AIRFRAME  
CONNECT WING BEARING  
INDICATED DOORS  
\*Nose Gear door\*

F-4G 69-0246 35th TFW (Provisional)  
561st Tactical Fighter Squadron  
Sheikh Isa, Bahrain, February 1991

All 561st jets were at least partially sanitized for combat prior to leaving George AFB, with the removal of wing and squadron badges. The resultant absence of these badges often left a noticeable imprint to the surrounding paint, either showing up as a darker or lighter area the exact size and shape of the badge. Decals are provided for this; however, it may be more realistic to use the airbrush to paint these areas in to better represent the sprayed-over badges. George-based Weasels normally—but not always—carried the AN/ALQ-184 ECM pod, while Spangdahlem-based jets carried the AN/ALQ-131 ECM pod during the air war.

A1C Mike Hart

TSgt Steven Hoshaw

WWW.REIDAIRPUBLISHING.COM

Sgt Rick Johnson

TSgt Jim Clark

CAUTION  
DISCONNECT AIRFRAME  
CONNECT WING BEARING  
INDICATED DOORS  
\*Nose Gear door\*

F-4G 69-7207 35th TFW (Provisional)  
561st Tactical Fighter Squadron  
Sheikh Isa, Bahrain, February 1991

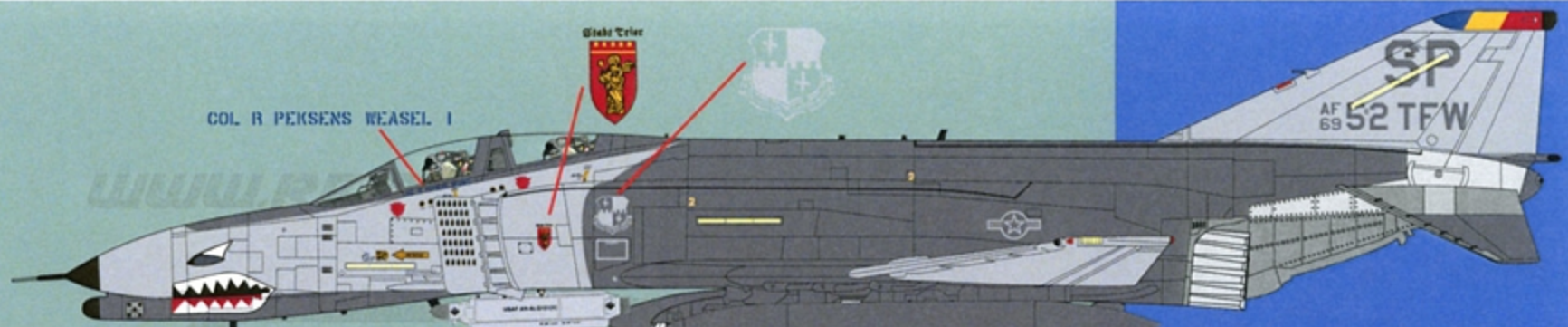
Despite the sanitized markings, some color did begin to appear on the jets as the war progressed. 'Laura L' was applied in chalk to this jet's nose in honor of the crew chief's wife but was removed prior to the jet's return to George AFB in March. Perhaps the tradeoff for the nose art is that this jet also had its TAC badge removed from the vertical stabilizer, further reducing its color. Again, this is supplied as a decal but may best represent as carefully painted by the modeler. This jet flew 62 combat missions during the war and returned to George AFB in March looking very faded and worn.

Capt Tom Hornish

Capt Rick Olson

Laura  
L

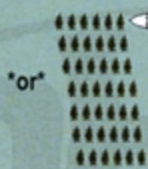
U.S. AIR FORCE F-4G  
A.F. SERIAL NO. 69-7207  
REPLICATE THIS AIRCRAFT WITH  
GRADE 20+ FUEL  
IDENTIFICATION LOCATION DOOR 208



COL. R PEKSENS WEASEL 1



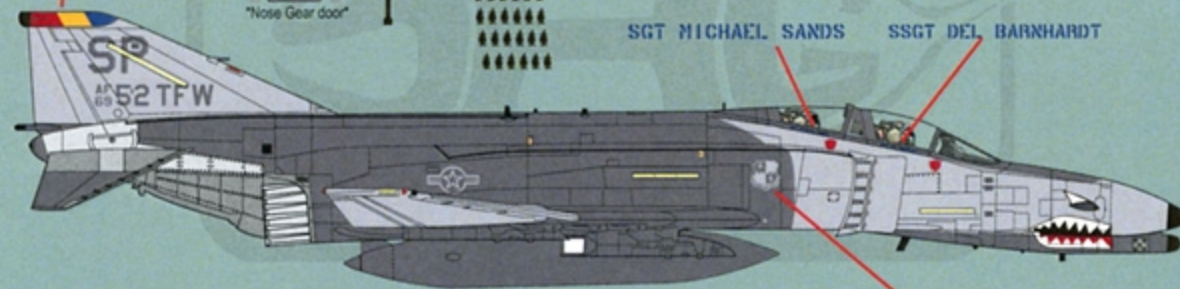
\*paint tail flash colors red, yellow, blue\*



SGT MICHAEL SANDS SSGT DEL BARNHARDT

F-4G 69-7582 7440th Composite Wing  
23rd Tactical Fighter Squadron  
Incirlik Air Base, Turkey, March 1991

In addition to the 81st TFS, Spangdahlem's 23rd TFS was also sent to the war zone. Arriving in Turkey in December 1990, the squadron flew as a mixed hunter/killer team with F-16s throughout the course of the war. 69-7582 served as the 52nd TFW flagship and kept its full compliment of color throughout the war. Its mission tally was added to the intake fixed ramp at the conclusion of the war, by way of tiny Phantom markings. During the war, it carried only a single AGM-88 HARM kill markings for a kill against an Iraqi radar site. Choose either the single kill to depict this jet during the war, or the Phantom markings to depict it after the war.

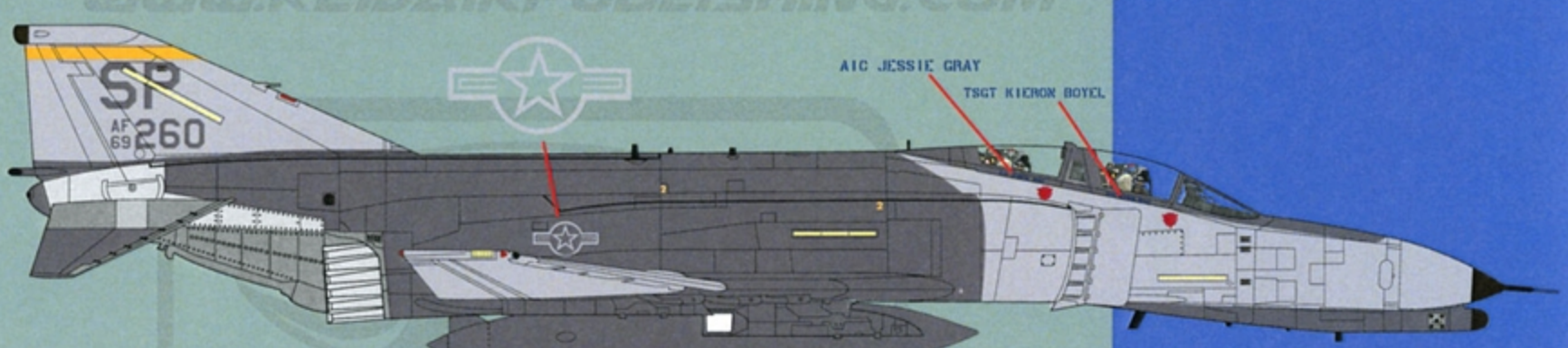
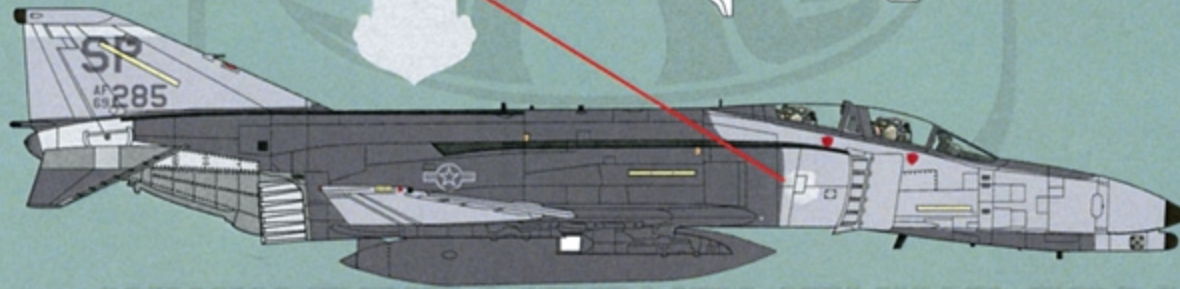


U.S. AIR FORCE F-4G  
A.F. SERIAL NO. 69-0285  
SERVICE THIS AIRCRAFT  
WITH GRADE JP-4 FUEL  
IDENTIPLATE LOCATION 26R



F-4G 69-0285 7440th Composite Wing  
23rd Tactical Fighter Squadron  
Incirlik Air Base, Turkey, February 1991

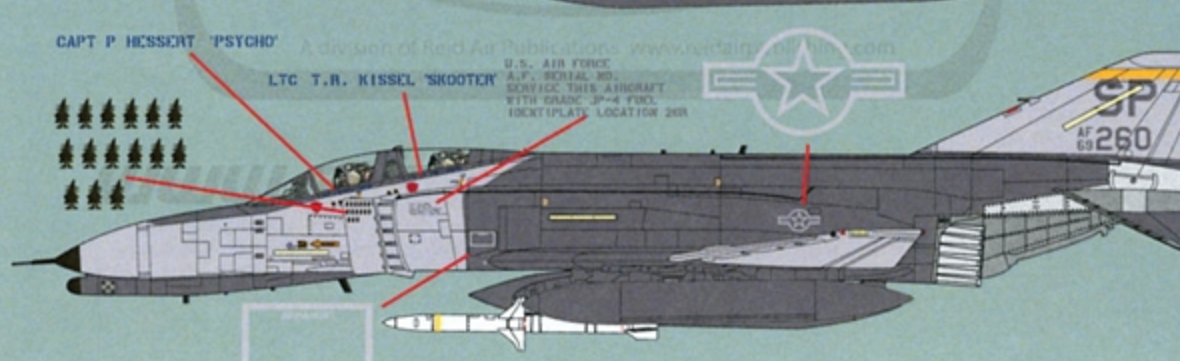
Due to concerns over fratricide, the firing of AGM-88 HARMs was temporarily banned during late February, and Weasels went to work with the AGM-65 Maverick and even the old AGM-45 Shrike. On one such mission, F-4G 69-0285 used the AGM-65 to destroy an Iraqi Il-76 transport on the ramp at Tuz Khurmatu Air Base. This jet was stripped of all color, including the wing badges and blue tailflash. These were painted over, leaving a lighter shade 'shadow' over the markings. No crew names were present.



A1C JESSIE GRAY  
TSGT KIERON BOYEL

F-4G 69-0260 7440th Composite Wing  
23rd Tactical Fighter Squadron  
Incirlik Air Base, Turkey, March 1991

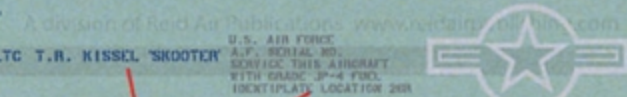
Sporting a yellow tailflash of the 81st TFS 'Panthers,' which were based at Sheikh Isa during the war, but the blue crew names of the 23rd TFS, 69-0260 flew combat missions from Incirlik AB as part of the 7440th Composite Wing. Notice the unique USAF star and bar insignia on this machine. This gigantic wing flew two missions per day from Turkey, covering the northern part of Iraq.

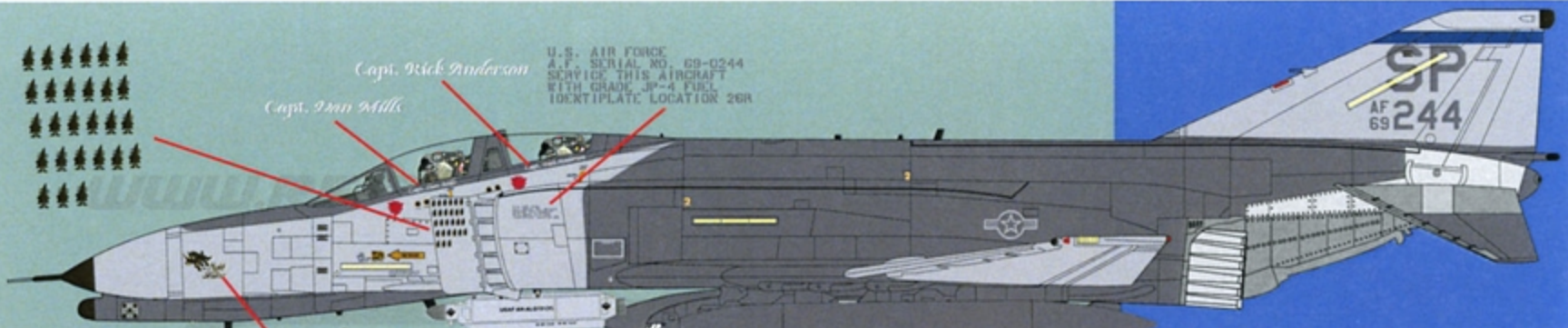


CAPT P HESSERT 'PSYCHO'

LTC T.R. KISSEL 'SKOOTER'

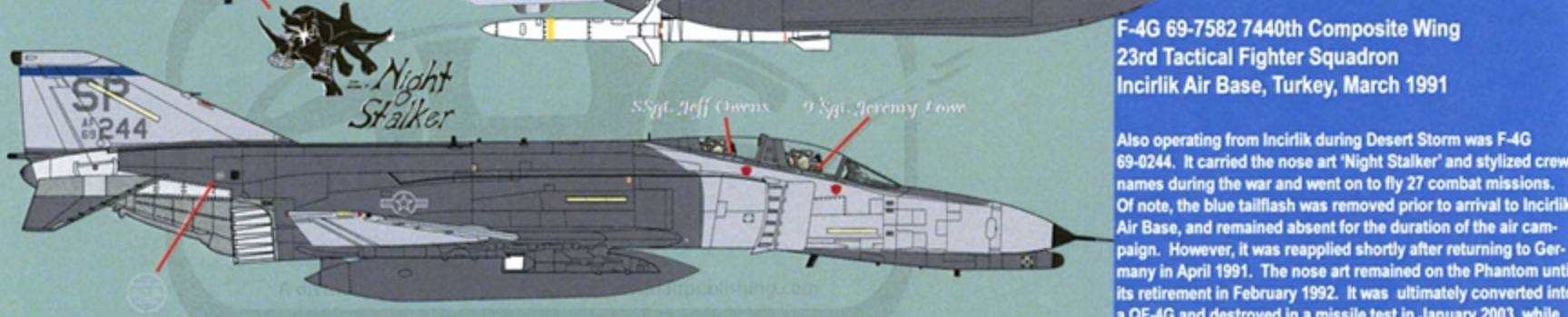
U.S. AIR FORCE  
A.F. SERIAL NO.  
SERVICE THIS AIRCRAFT  
WITH GRADE JP-4 FUEL  
IDENTIPLATE LOCATION 26R





F-4G 69-7582 7440th Composite Wing  
23rd Tactical Fighter Squadron  
Incirlik Air Base, Turkey, March 1991

Also operating from Incirlik during Desert Storm was F-4G 69-0244. It carried the nose art 'Night Stalker' and stylized crew names during the war and went on to fly 27 combat missions. Of note, the blue tailflash was removed prior to arrival to Incirlik Air Base, and remained absent for the duration of the air campaign. However, it was reapplied shortly after returning to Germany in April 1991. The nose art remained on the Phantom until its retirement in February 1992. It was ultimately converted into a QF-4G and destroyed in a missile test in January 2003, while still wearing its 'Night Stalker' nose art.



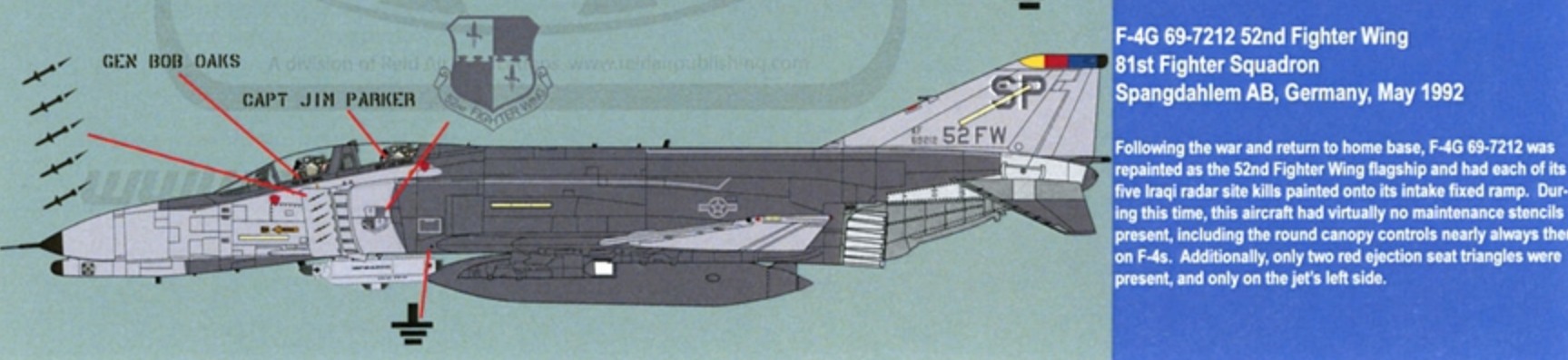
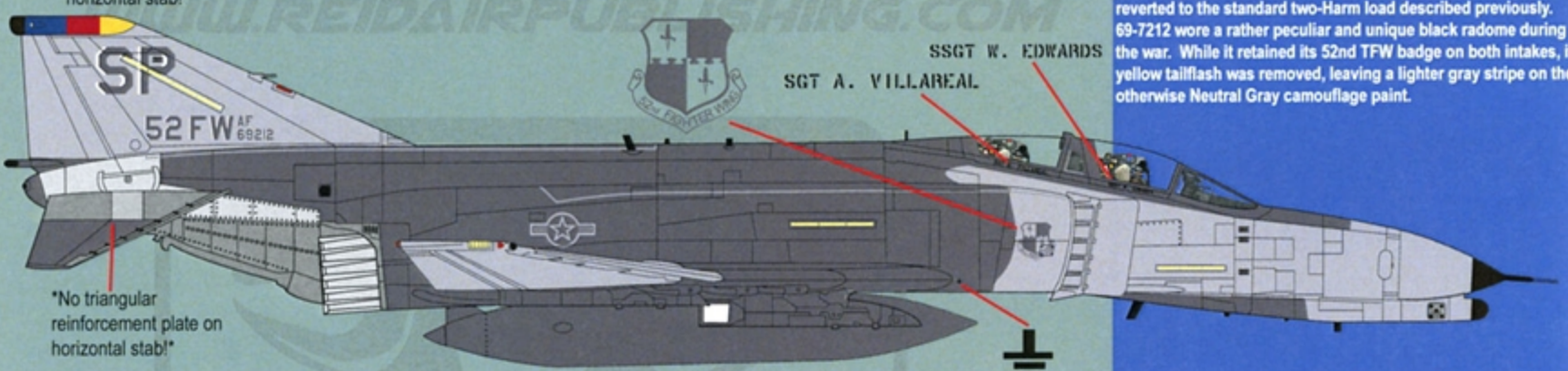
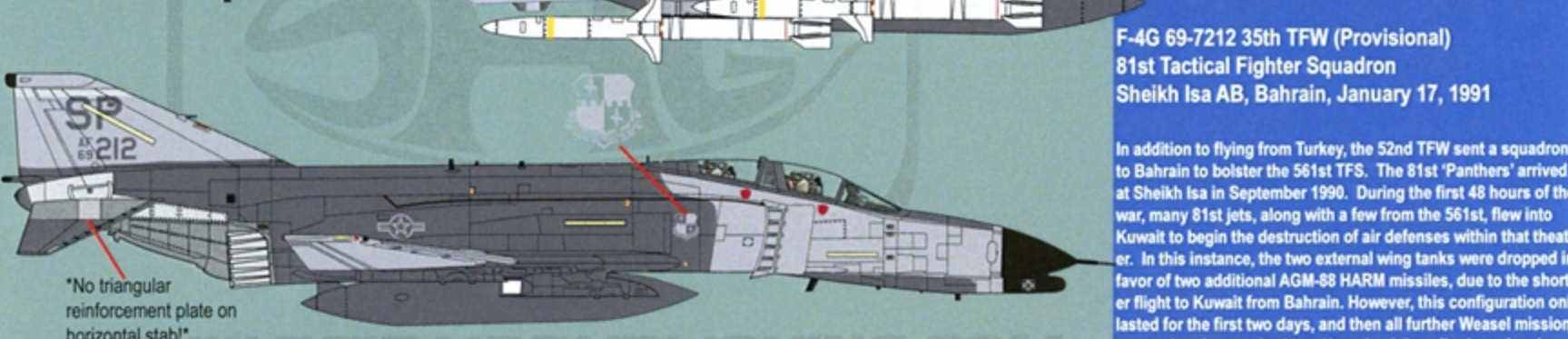
F-4G 69-7212 35th TFW (Provisional)  
81st Tactical Fighter Squadron  
Sheikh Isa AB, Bahrain, January 17, 1991

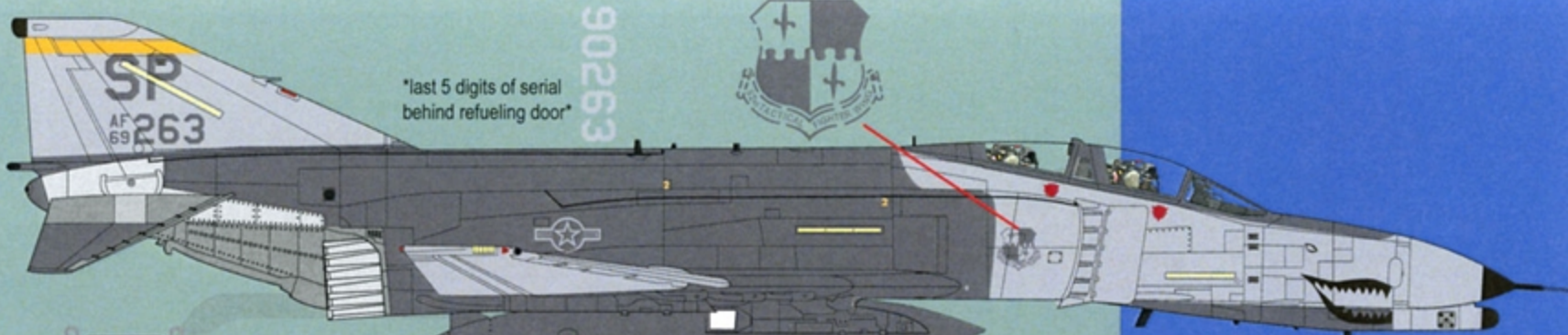
In addition to flying from Turkey, the 52nd TFW sent a squadron to Bahrain to bolster the 561st TFS. The 81st 'Panthers' arrived at Sheikh Isa in September 1990. During the first 48 hours of the war, many 81st jets, along with a few from the 561st, flew into Kuwait to begin the destruction of air defenses within that theater. In this instance, the two external wing tanks were dropped in favor of two additional AGM-88 HARM missiles, due to the shorter flight to Kuwait from Bahrain. However, this configuration only lasted for the first two days, and then all further Weasel missions reverted to the standard two-Harm load described previously. 69-7212 wore a rather peculiar and unique black radome during the war. While it retained its 52nd TFW badge on both intakes, its yellow tailflash was removed, leaving a lighter gray stripe on the otherwise Neutral Gray camouflage paint.



F-4G 69-7212 52nd Fighter Wing  
81st Fighter Squadron  
Spangdahlem AB, Germany, May 1992

Following the war and return to home base, F-4G 69-7212 was repainted as the 52nd Fighter Wing flagship and had each of its five Iraqi radar site kills painted onto its intake fixed ramp. During this time, this aircraft had virtually no maintenance stencils present, including the round canopy controls nearly always there on F-4s. Additionally, only two red ejection seat triangles were present, and only on the jet's left side.





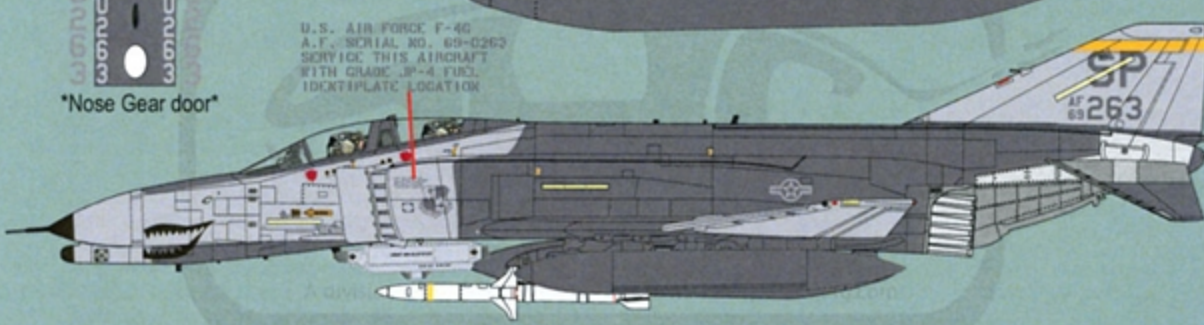
\*last 5 digits of serial behind refueling door\*

90263



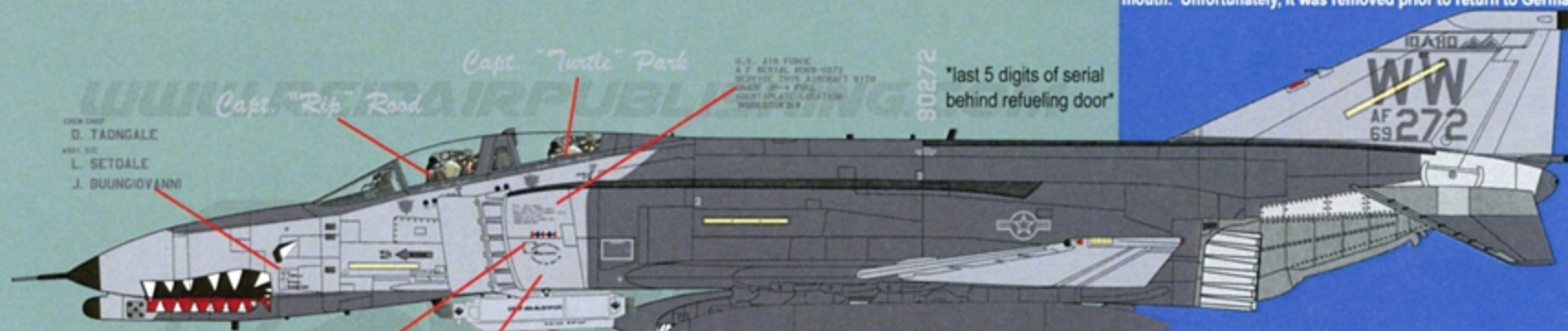
F-4G 69-0263 4404th Composite Wing  
81st Fighter Squadron, 52nd Fighter Wing  
Dhahran IAP, Saudi Arabia, February 1993

Following the end of Desert Storm a No-Fly Zone was established over southern Iraq, enforced by aircraft flying from various locations in the gulf region. The Spangdahlem-based F-4Gs were a near-constant presence in the airspace over the No-Fly Zone, monitoring Iraqi radars and protecting coalition aircraft. The standard ordnance load of two AGM-88 HARMs, two AIM-7F Sparrows, three fuel tanks, and an ALQ-131 was flown for the duration of the deployments. During the final month of operation from Dhahran International Airport, 69-0263 sported this sharkmouth. Unfortunately, it was removed prior to return to Germany.



\*Nose Gear door\*

U.S. AIR FORCE F-4G  
A.F. SERIAL NO. 69-0263  
SERVICE THIS AIRCRAFT  
WITH GRADE JP-4 FUEL  
LOCK/PLATE LOCATION



\*last 5 digits of serial behind refueling door\*

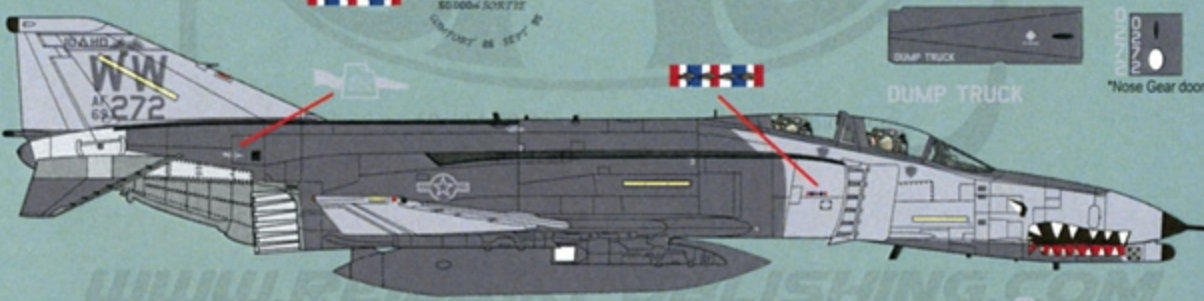
90272

Capt. "Rip" Road  
Capt. "Turtle" Park

CREW CHIEF  
D. TADNGALE  
ASST. C/C  
L. SETDALE  
J. BUINGIYANNI

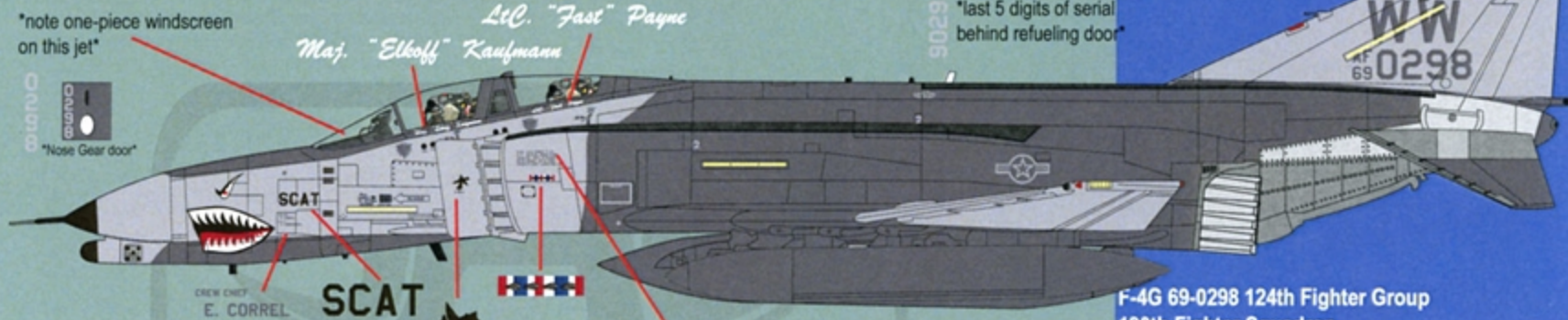
F-4G 69-0272 7440th Composite Wing  
190th Fighter Squadron  
Operation Provide Comfort  
Incirlik Air Base, Turkey, September 1995

A similar No-Fly Zone was established over northern Iraq, enforced by aircraft flying from Incirlik AB. The Idaho Air National Guard received their first F-4Gs in 1992 as the 35th Fighter Wing was disbanded and George AFB closed. F-4G 69-7272 had the honor of flying the 50,000th Northern Watch sortie in 1995, with a suitable inscription on the left intake. The standard ordnance load was again two AGM-88 HARMs, two AIM-7F Sparrows, three fuel tanks, and an ALQ-131 ECM pod.



DUMP TRUCK

\*Nose Gear door\*



\*last 5 digits of serial behind refueling door\*

90298

LtC. "Fast" Payne  
Maj. "Elkoff" Kaufmann

\*note one-piece windscreen on this jet\*

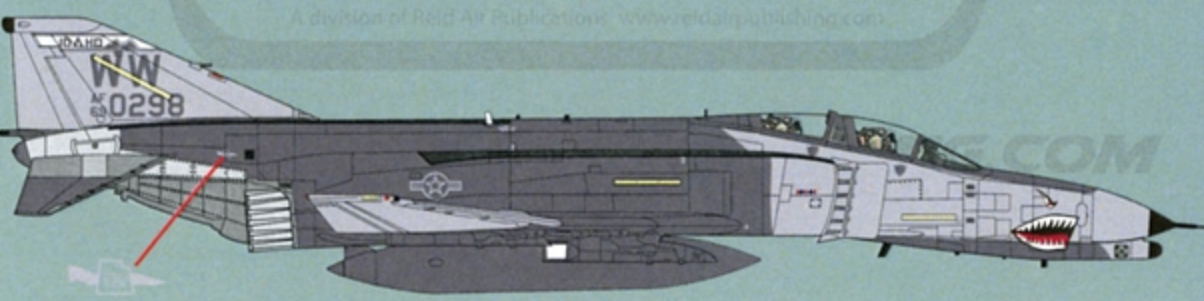
\*Nose Gear door\*

CREW CHIEF  
E. CORREL  
ASST. C/C  
C. VANDERPOOL

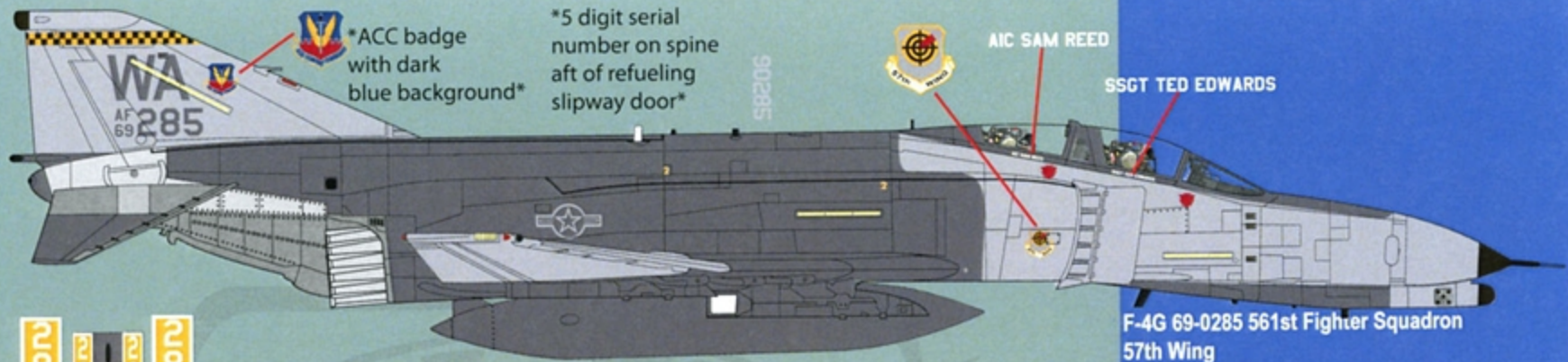
U.S. AIR FORCE F-4G  
A.F. SERIAL NO. 69-0298  
SERVICE THIS AIRCRAFT  
WITH GRADE JP-4 FUEL  
LOCK/PLATE LOCATION 26R

F-4G 69-0298 124th Fighter Group  
190th Fighter Squadron  
Boise, Idaho, April 20, 1996

F-4G 69-0298 has the distinction of firing the final shot of a USAF F-4 in combat. It lobbed an AGM-88 at an Iraqi AAA radar site on June 29, 1993, and wore its kill marking proudly on the left intake fixed ramp. It was one of the final four F-4Gs to depart Boise on 20 April, 1996, when it departed for AMARG and retirement at Davis-Monthan AFB, Arizona. It received the 'SCAT' markings in honor of Robin Olds, who was in attendance at the ceremony marking the end of USAF F-4 operations. Likewise, it received the sharkmouth for the event. To model this jet as it appeared during its final Operation Provide Comfort deployment in December 1995, use the 'weasel mouth' shown on 69-0272 above, and leave off the SCAT marking. This jet had the one-piece windscreen modification; one of several flown by the Idaho Guardsmen.

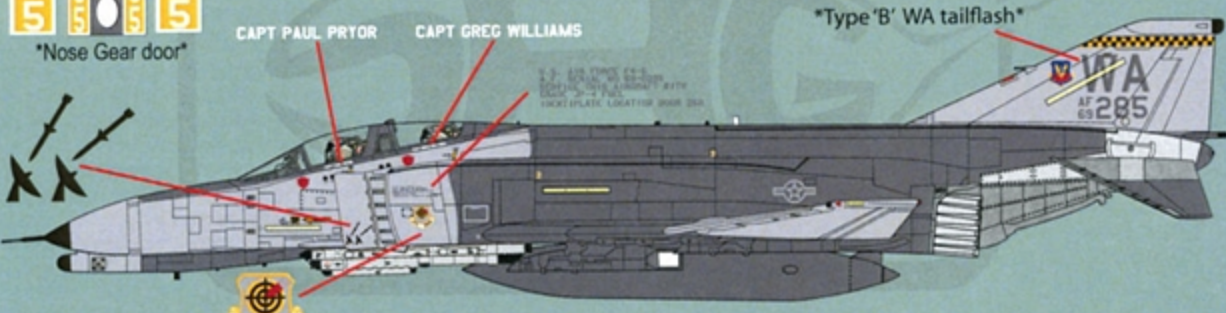


A division of Reid Air Publications www.reidairpublishing.com



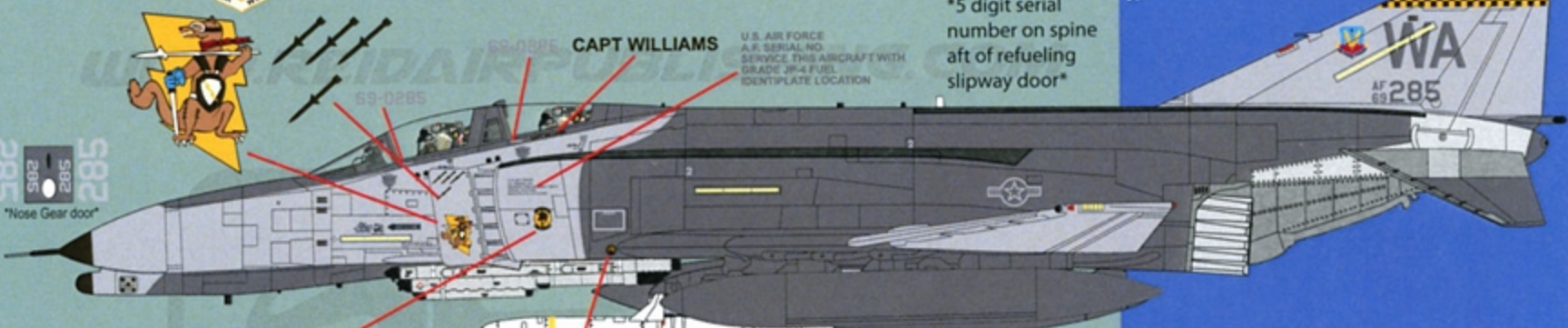
F-4G 69-0285 561st Fighter Squadron  
57th Wing  
Nellis AFB, Nevada, June 1994

Following the closure of George AFB, the 561st Fighter Squadron moved to the 57th Wing at Nellis AFB, Nevada, and became the largest fighter squadron in the world. 69-0285 is a Desert Storm veteran, as shown earlier on this sheet. It moved from Spangdahlem early in 1994 to the 561st, quickly adopting the famous yellow/black checkerboard tailflash of Nellis fighter aircraft. It sported two radar kill markings during its early time at Nellis. It is unclear if these were kills earned during Desert Storm or from one of the several deployments for Southern Watch that the 81st TFS endured during its final three years with the F-4G. Notice that the ACC badge on the tail has the darker shade of blue. Use type B 'WA' tail code.

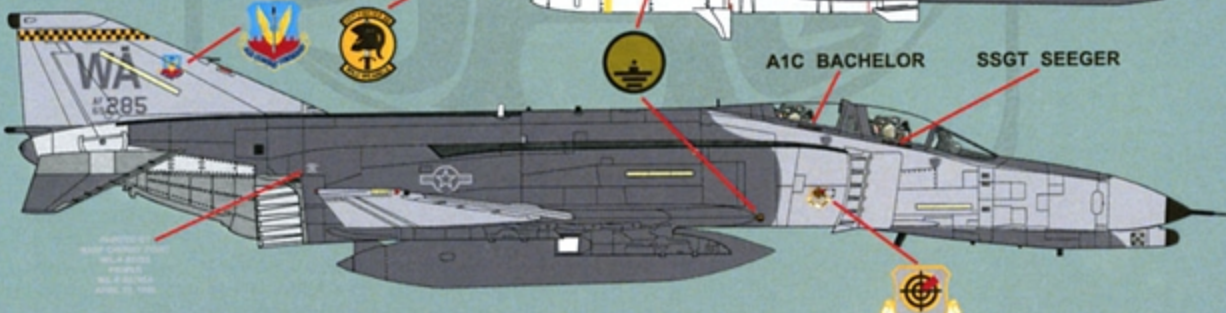


\*Nose Gear door\* CAPT PAUL PRYOR CAPT GREG WILLIAMS

\*Type 'B' WA tailflash\*



\*5 digit serial number on spine aft of refueling slipway door\*



A1C BACHELOR SSGT SEEGER

F-4G 69-0285 4404th Composite Wing  
561st Fighter Squadron  
Dhahran IAP, January 1996

The final F-4 combat deployment was completed in January 1996, undertaken by the 561st Fighter Squadron during a rotation to Saudi Arabia during Operation Southern Watch. Six jets returned to Nellis with artwork on the intake and HARM kill markings earned by that jet during its career. Most of the artwork was 'weasel-specific,' such as that found on 69-0285. Its four Desert Storm kills were painted on the intake above the artwork. During the final years of F-4 operations, major depot maintenance was carried out at Hill AFB and NARF Cherry Point. Jets painted at Cherry Point could be distinguished by their smaller serial numbers than Hill AFB-painted Phantoms. 69-0285 was painted at Cherry Point. Use type 'A' WA tail code.

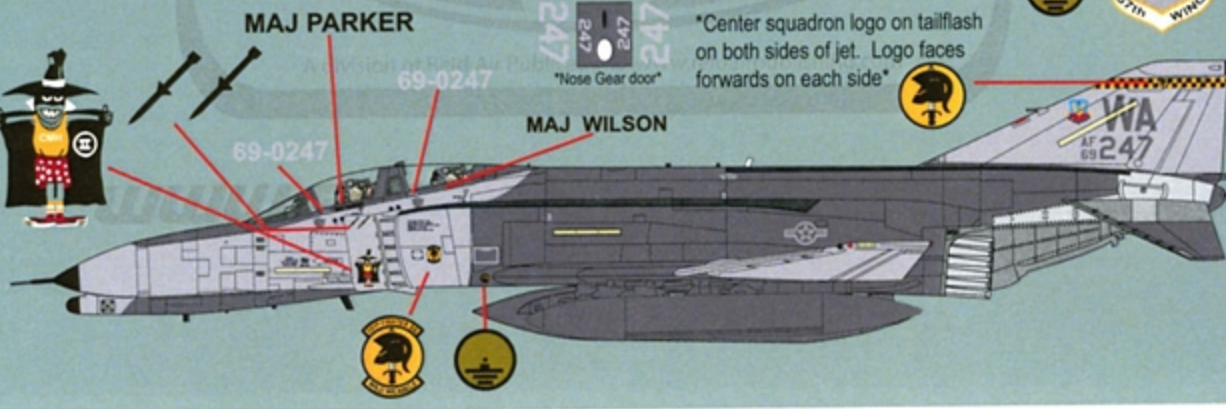


\*Center squadron logo on tailflash on both sides of jet. Logo faces forwards on each side\*

\*last 5 digits of serial behind refueling door\*

A1C PAGE

TSGT DANIELS



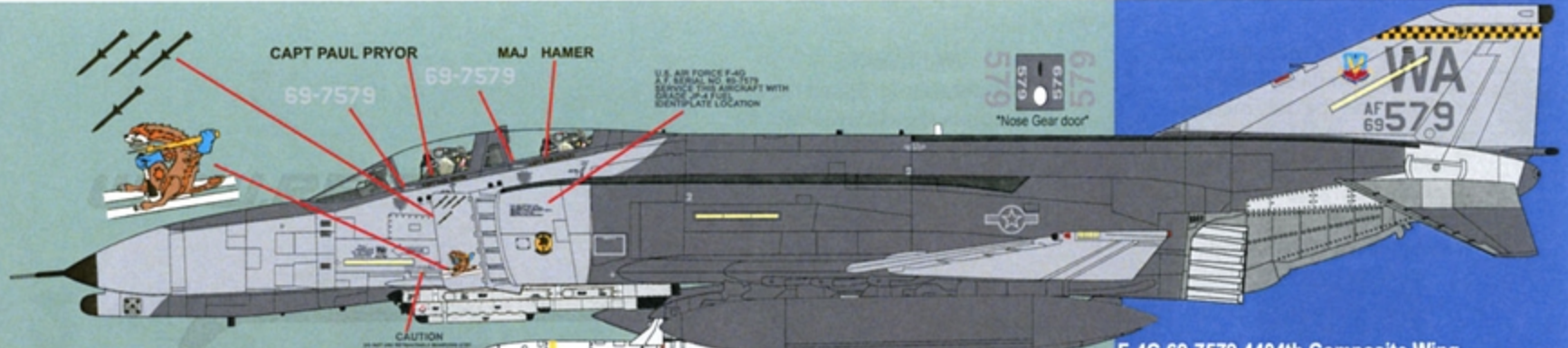
MAJ PARKER

MAJ WILSON

\*Center squadron logo on tailflash on both sides of jet. Logo faces forwards on each side\*

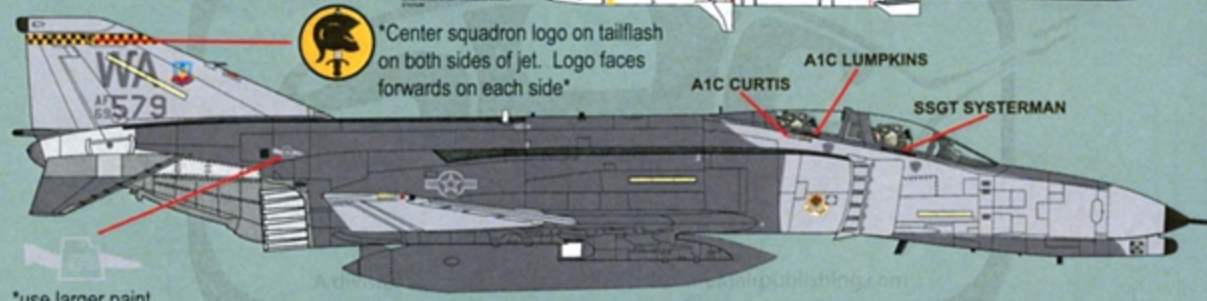
F-4G 69-0247 4404th Composite Wing  
561st Fighter Squadron, 57th Wing  
Nellis AFB, Nevada, May 1994

69-0247 sported two radar kills above its flashing Phantom artwork. The small aircraft serial numbers go on each forward end of the canopy rail on the left side only. These are level with the ground and don't follow the slope of the canopy rail itself. The small 561st squadron logo must be applied centrally within the tailflash after the tailflash decal has dried. Use type 'A' WA tail code.



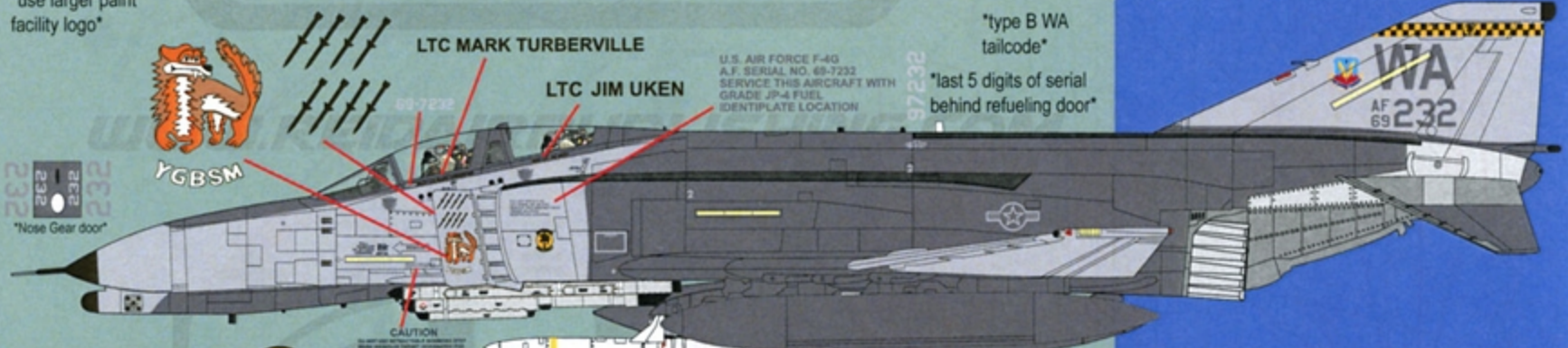
**F-4G 69-7579 4404th Composite Wing  
561st Fighter Squadron, 57th Wing  
Dhahran AB, Saudi Arabia, January 1996**

All of the artwork found on the F-4G's final combat deployment were drawn in-theater by a squadron maintainer. Most of the six jets had weasel-related art, including 69-7579. This jet scored four radar kills during Desert Storm while assigned to the 81st TFS at Sheikh Isa, Bahrain in 1990-91. The 'WA' tailcodes on this jet are larger; use type B code. Again, the small squadron logo on the tailflash must be centered over the tailflash separately. This jet also had a larger Hill AFB paint stencil than other F-4s.



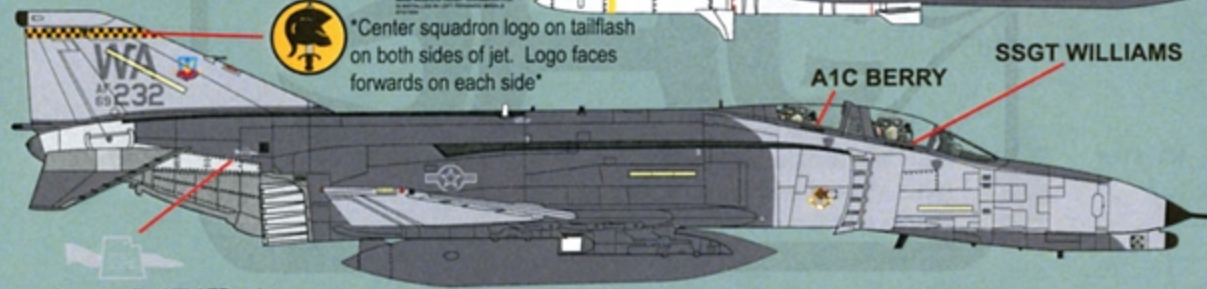
\*use larger paint facility logo\*

\*type B WA tailcode\*



\*Nose Gear door\*

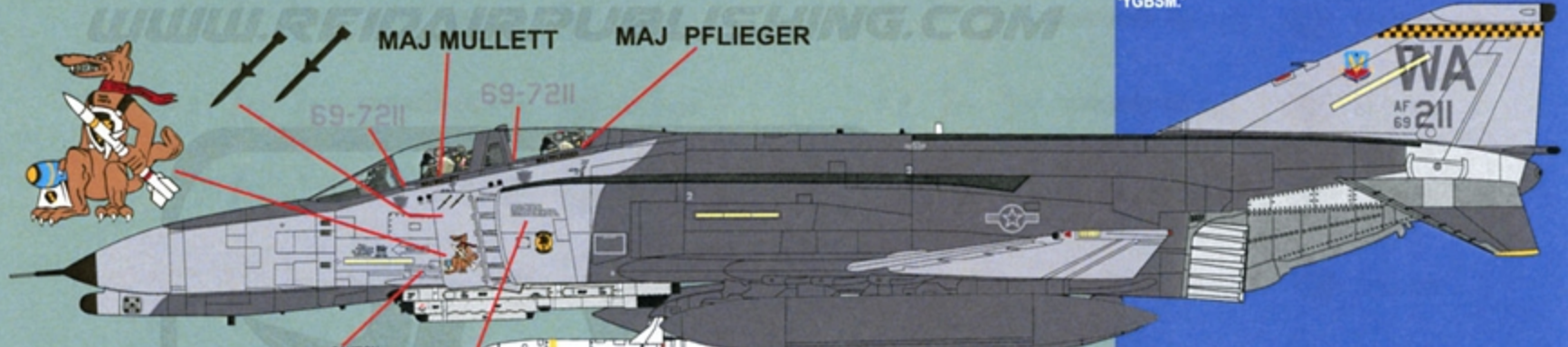
\*last 5 digits of serial behind refueling door\*



\*use smaller Hill AFB paint facility logo\*

**F-4G 69-7232 4404th Composite Wing  
561st Fighter Squadron, 57th Wing  
Dhahran AB, Saudi Arabia, January 11, 1996**

The final combat mission for USAF F-4Gs took place on January 9, 1996, during the Southern Watch deployment. The 561st Fighter Squadron commander, a Desert Storm veteran, led the final 4-ship mission in F-4G 69-7232, which happened to be the first F-4G to cross into Kuwaiti airspace on January 17, 1991, as Desert Storm kicked off. During the war, it amassed eight radar kills, which Lt. Col. Uken ordered painted onto the intake fixed ramp. This jet had the famous weasel character painted onto the fixed ramp beneath its kills, along with the famous Wild Weasel motto 'YGBSM.'



\*use larger paint facility logo\*

**F-4G 69-7211 4404th Composite Wing  
561st Fighter Squadron, 57th Wing  
Dhahran AB, Saudi Arabia, January 1996**

Sporting two kills from Desert Storm and a fearsome weasel carrying a HARM and AGM-65 missiles is 69-7211. This machine used the type 'B' WA tailcodes and plain black/yellow checkerboard tailflash without the 561st logo within. Like all WA jets on this sheet, the last five digits of the serial number is painted on the spine aft of the refueling slipway door. In addition, the full serial number is on forward end of each canopy. These two serials are level with the ground and don't follow the slope of the canopy rail. Also of note on this Phantom is the yellow-tipped horizontal stabilizers.



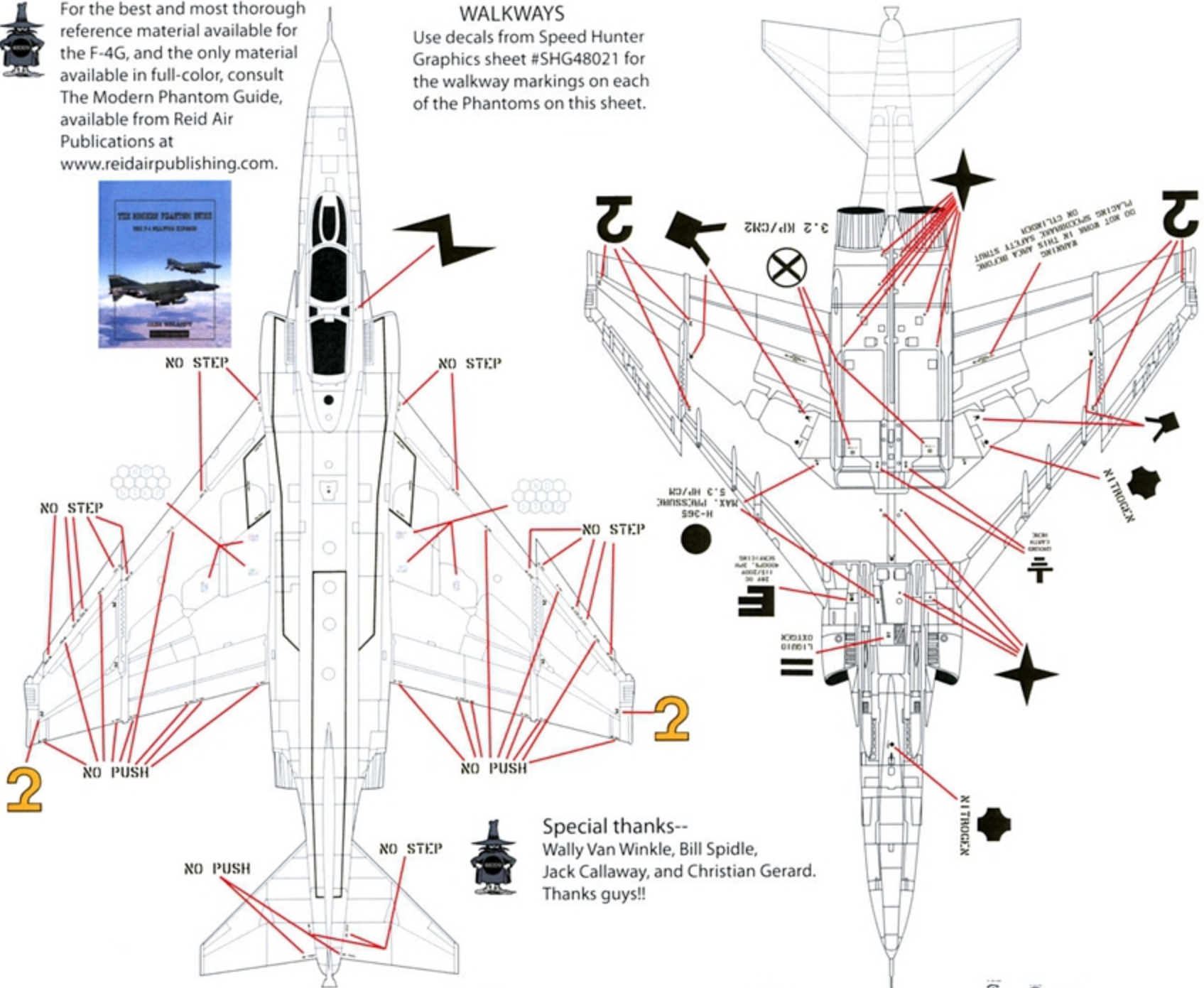


For the best and most thorough reference material available for the F-4G, and the only material available in full-color, consult *The Modern Phantom Guide*, available from Reid Air Publications at [www.reidairpublishing.com](http://www.reidairpublishing.com).



### WALKWAYS

Use decals from Speed Hunter Graphics sheet #SHG48021 for the walkway markings on each of the Phantoms on this sheet.



Special thanks--  
Wally Van Winkle, Bill Spidle,  
Jack Callaway, and Christian Gerard.  
Thanks guys!!

- 69-0244
- 69-0246
- 69-0247
- 69-0260
- 69-0263
- 69-0272
- 69-0285 (1991)
- 69-0285 (1994)
- 69-0285 (1996)

- 69-0298
- 69-7207
- 69-7211
- 69-7212 (early)
- 69-7212 (late)
- 69-7232
- 69-7263
- 69-7579
- 69-7582