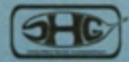


32012

BIG SCALE WEASELS





7
7
7

CAPT HARPER CPT J BLUNDT

U.S. AIR FORCE F-4G-45-NC
A.F. SERIAL NO. 69-7208
SERVICE TAG AIRCRAFT
WITH GRADE JP-4 FUEL
IDENTIFICATION LOCATION



WW
AF 69 208

RESCUE !



F-4G 69-7208 563rd Tactical Fighter Squadron
35th Tactical Fighter Wing
George AFB, California, May 1979

69-7208 was the 16th F-4G conversion delivered to the 35th TFW in 1978, and received special nose art to celebrate the event. This Phantom was covered in white maintenance stencils common to this era; use Speed Hunter Graphics sheet #32013 to finish off the markings for this Weasel Phantom. Decals at left denoted by a (I) symbol are included on the stencil decal sheet. Walkways were present, but there were no markings to outline them. Paint the upper half of the vertical stabilizer pod red. Paint canopy rails black.

SRA WOLFE TSG BLAIR

RESCUE !

CAUTION
THE HULL AREA AND
A 30 FOOT AIRCRAFT AREA
MUST BE FREE OF ALL OBSTACLES
BEFORE TO AND
FROM THE AIRCRAFT

U.S. AIR FORCE F-4G-45-NC
A.F. SERIAL NO. 69-7235
SERVICE TAG AIRCRAFT
WITH GRADE JP-4 FUEL
IDENTIFICATION LOCATION



WW
AF 69 235

F-4G 69-7235 39th Tactical Fighter Squadron
35th Tactical Fighter Wing
George AFB, California, October 1980

Prior to its conversion to F-4G, 69-7235 scored a kill against a MiG-21 in 1972 during the Vietnam War. It carried its red star on the intake fixed ramp even after its 'sex change' and reassignment to George AFB in 1979. This jet had black tailcodes and serial numbers, along with black maintenance/stencil markings. Paint the tip of the vertical stabilizer pod and each horizontal stabilizer white. No crew names were present at this time. Notice that the TAC badge on the right vertical stabilizer is quite crooked!!!

PULL HANDLE TO JETTISON CANOPY !

RESCUE !

CAUTION
THE HULL AREA AND
A 30 FOOT AIRCRAFT AREA
MUST BE FREE OF ALL OBSTACLES
BEFORE TO AND
FROM THE AIRCRAFT

PULL HANDLE TO JETTISON CANOPY !

AC COL. JOSEPH ASHY EWO CPT. CLINE'S



37 TFW
AF 69 270

RESCUE !



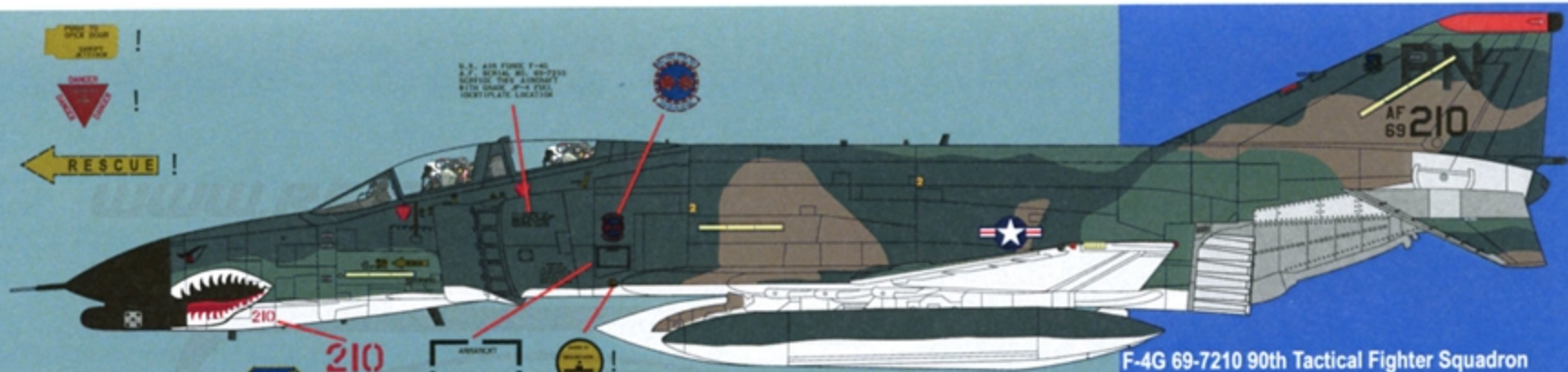
F-4G 69-7235 563rd Tactical Fighter Squadron
37th Tactical Fighter Wing
George AFB, California, March 1982

During the mid-1980s, the 37th Tactical Fighter Wing was in charge of all F-4G pilot and EWO training at George AFB, while the 35th TFW took control of combat-coded squadrons. This Phantom, assigned to the 563rd TFS, wore the flagship colors of the 37th TFW in 1982. It had black tailcodes and serials during this time. All maintenance stencils were in black. Use Speed Hunter Graphics sheet #32013 'Early Phantom Stencils' to complete this jet's markings. Decals at left denoted by a (I) symbol are included on the stencil decal sheet. Paint upper half of the pod on the vertical stabilizer red.

U.S. AIR FORCE F-4G
A.F. SERIAL NO. 69-7235
SERVICE TAG AIRCRAFT
WITH GRADE JP-4 FUEL
IDENTIFICATION LOCATION

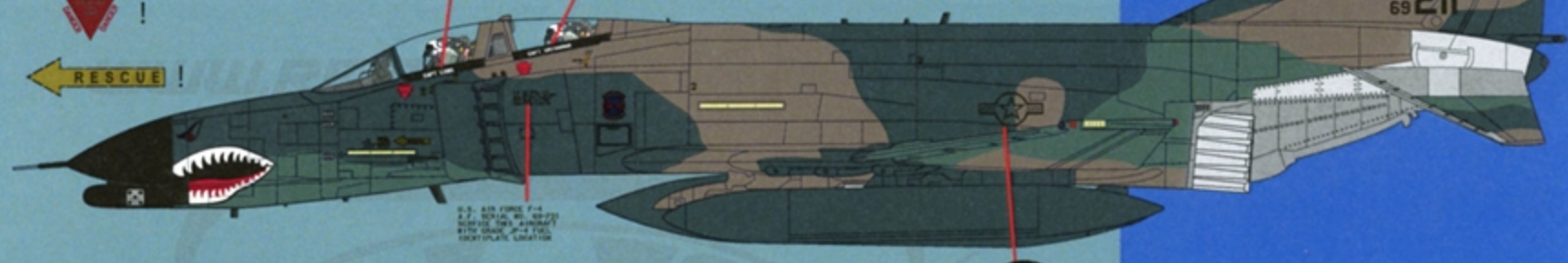
AIC LOPEZ TSGT MELINGUE

CAUTION
THE HULL AREA AND
A 30 FOOT AIRCRAFT AREA
MUST BE FREE OF ALL OBSTACLES
BEFORE TO AND
FROM THE AIRCRAFT



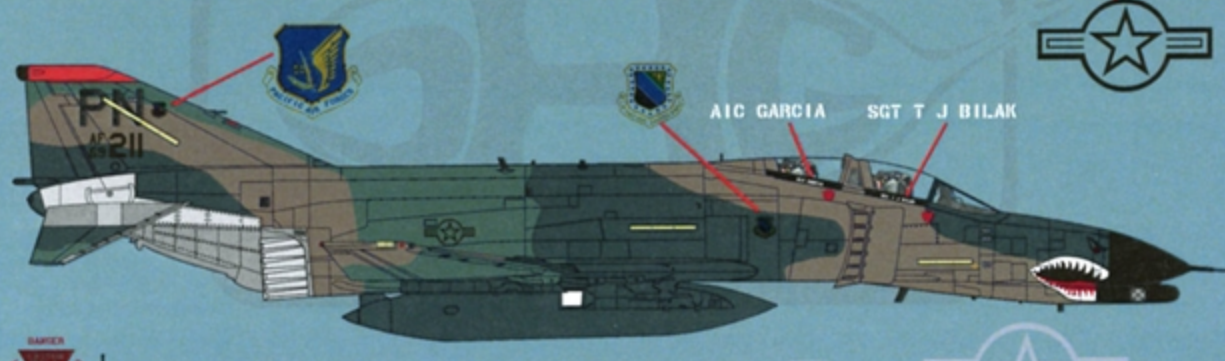
F-4G 69-7210 90th Tactical Fighter Squadron
3rd Tactical Fighter Wing
Clark Air Base, Philippines, June 1981

Handling Weasel duties in the Pacific Air Forces was the 3rd Tactical Fighter Wing at Clark Air Base. Flying a combination of F-4Es and F-4Gs, each of the Phantoms assigned to the giant Wing had a fearsome sharkmouth painted on its nose. This Phantom had all black maintenance stencils applied. Paint the vertical stabilizer antenna pod red.



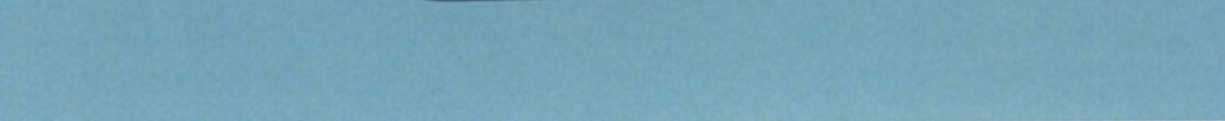
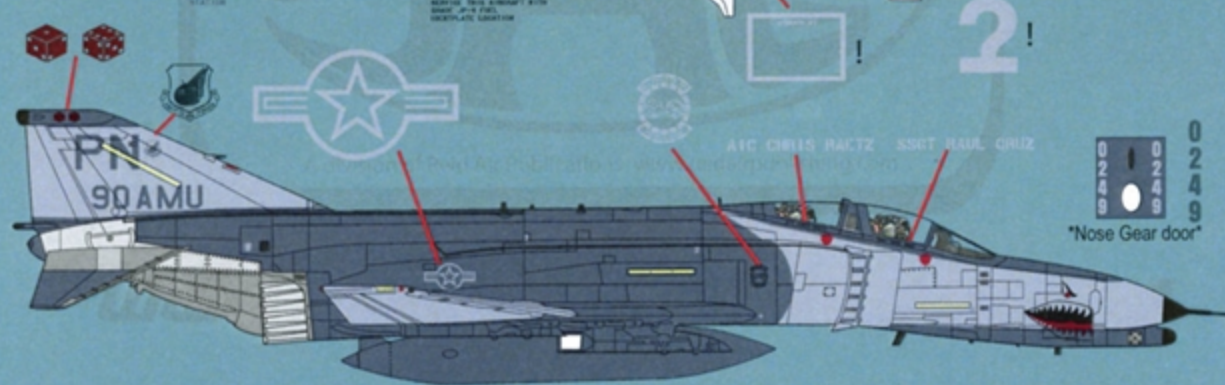
F-4G 69-7211 90th Tactical Fighter Squadron
3rd Tactical Fighter Wing
Clark Air Base, Philippines, May 1983

Another Weasel from the 90th TFS is 69-7211. This jet is sporting the newer SEA wraparound scheme with all black stencils and maintenance markings. Notice this jet uses unique US insignia on the wings and fuselage. Also of note, while this jet uses the same sharkmouth as its brother above, the eyes of 7211 are rotated further down and angrier looking than on 7210. Paint the tip of the vertical stabilizer red.



F-4G 69-0249 90th Tactical Fighter Squadron
3rd Tactical Fighter Wing
Clark Air Base, Philippines, October 1990

Towards the end of the 90th's tenure with the F-4, the remaining Phantoms were painted in the newer Hill II gray camouflage pattern, such as 69-0249. This was the 90th TFS flagship and received these markings during 1987. Although repainted at depot in 1988, it retained its 90th TFS titles until departure from Clark Air Base in 1991. All of the maintenance and caution stencils were painted in contrasting grays on this machine. Use Speed Hunter Graphics sheet #32010 for the necessary stencil decals to finish this beautiful Weasel Phantom. All markings shown at left that are denoted by a (!) symbol are to be found on that sheet. Again, however, notice the unique US insignia star and bars carried by the Clark Phantoms. These are included on this decal sheet. Paint the tip of the vertical stabilizer FS36118 Gunship Gray.



0 0
2 2
4 4
9 9
Nose Gear door

U.S. AIR FORCE F-4G
A.F. SERIAL NO. 89-0263
SERVING THIS AIRCRAFT
WITH GRADE JP-4 FUEL
LOCKTILE LOCATION

CAPT. ALLER
MSG. MAJ. CARTON
MSG. SSGT. PATERSON
MSG. AIC. BERRY

F-4G 69-7579 81st Tactical Fighter Squadron
52nd Tactical Fighter Wing
Spangdahlem Air Base, Germany, May 1981

69-7579 was among the first handful of the new Weasel Phantoms delivered to the 52nd TFW in Germany, which would handle all SEAD needs within USAFE from this time period through to today. This Phantom, despite being relatively fresh from the conversion line at Ogden, Utah, had a very weathered paintjob, with fading, touch ups, and scratching present all around the airframe but especially near the cockpit. Use Speed Hunter Graphics sheet #32013 'Early Phantom Stencils' to complete this jet's markings. Paint tip of vertical stabilizer, left side of nose gear door, and left sides of canopy rails gloss yellow. Notice mismatched external fuel tanks on this jet when photos were taken.

579

*paint gloss yellow

*Nose Gear door

2!

CAUTION
THE NEXT AREA HAS
A 100 FOOT ANCHOR AREA
BEHIND ALL TYPES OF ALL LINES
BEFORE TO GO
BEFORE TO GO

MAJ O'SULLIVAN

CAPT STANTON

480TH
TFS

2!

F-4G 69-0250 480th Tactical Fighter Squadron
52nd Tactical Fighter Wing
Spangdahlem Air Base, June 1987

By the early 1980s, many of the Phantoms in the USAF were repainted in the SEA wraparound camouflage pattern, including those being flown by the 52nd TFW at Spang. The Spang jets were known for their fearsome sharkmouths that began to appear as jets were repainted in the Euro 1 camouflage pattern in the mid-1980s. However, 69-0250 was one of only a few jets in the SEA wraparound scheme to wear such a sharkmouth. Of interest, while it has the sharkmouth, it does not have any eyes. This jet had very dark gray walkway areas on top of each intake, but none on top of the spine. Paint the tip of the vertical stab black. The red/white trim around the cockpit must also be painted by the modeler before application of decals.

U.S. AIR FORCE F-4G
A.F. SERIAL NO. 89-0250
SERVING THIS AIRCRAFT
WITH GRADE JP-4 FUEL
LOCKTILE LOCATION

APPARATUS

AIC ALLEN

TSGT LONG

LTC COTNER CAPT LEGGET



2!

F-4G 69-7268 81st Tactical Fighter Squadron
52nd Tactical Fighter Wing
Spangdahlem AB, Germany, July 1987

69-7268 was marked as the 81st TFS flagship during the summer of 1987, and was one of several of the Wing's Phantoms sporting nice artwork on the intake. This particular art is of a Panther, which was the mascot of the 81st TFS. 69-7268 carried few stencil markings on the airframe, including no walkways and no data block on the left intake. For this jet and 0250 above, Use Speed Hunter Graphics sheet #32010 Big Scale Phantom Stencils to complete this jet. Decals denoted by a (!) symbol at left are from that sheet. The yellow stripe must be painted by the modeler.

AIC KUMMINGS SSGT BUSSELL

*Nose Gear door

PULL HANDLE TO JETTISON CARBIDES

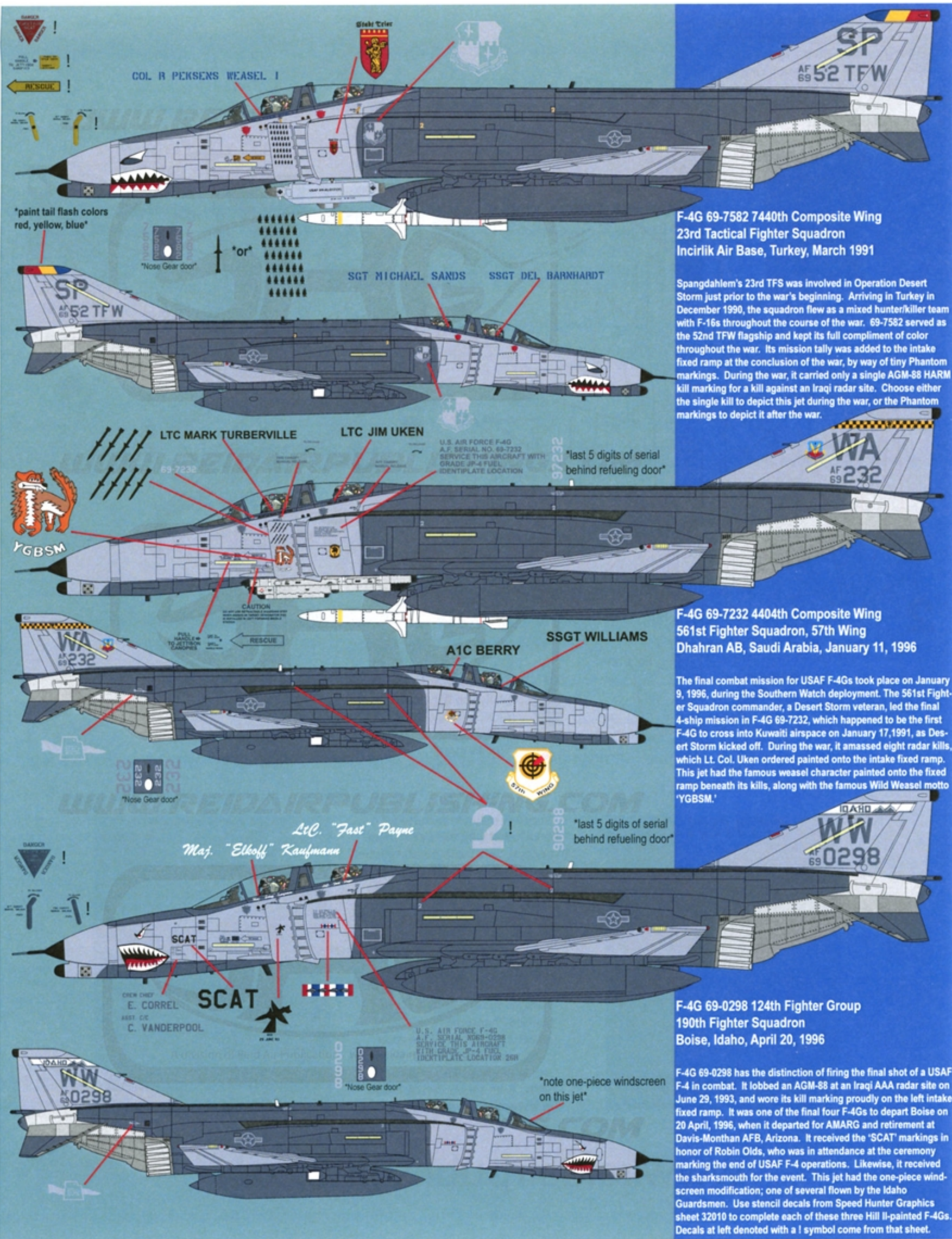
RESCUE

7081^{TS}

AF69-268



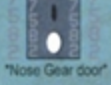
*Nose Gear door



COL R PEKSENS WEASEL I



paint tail flash colors red, yellow, blue



or

SGT MICHAEL SANDS SSGT DEL BARNHARDT

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

Spangdahlem's 23rd TFS was involved in Operation Desert Storm just prior to the war's beginning. 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 marking 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.

LTC MARK TURBERVILLE LTC JIM UKEN

U.S. AIR FORCE F-4G
A.F. SERIAL NO. 69-7232
SERVICE THIS AIRCRAFT WITH
GRADE JP-4 FUEL
IDENTIPLATE LOCATION

last 5 digits of serial behind refueling door



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.'



A1C BERRY SSGT WILLIAMS

last 5 digits of serial behind refueling door

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

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 sharksmouth for the event. This jet had the one-piece windscreen modification; one of several flown by the Idaho Guardsmen. Use stencil decals from Speed Hunter Graphics sheet 32010 to complete each of these three Hill II-painted F-4Gs. Decals at left denoted with a ! symbol come from that sheet.

CREW CHIEF
E. CORREL
ASST. PIC
C. VANDERPOOL

SCAT

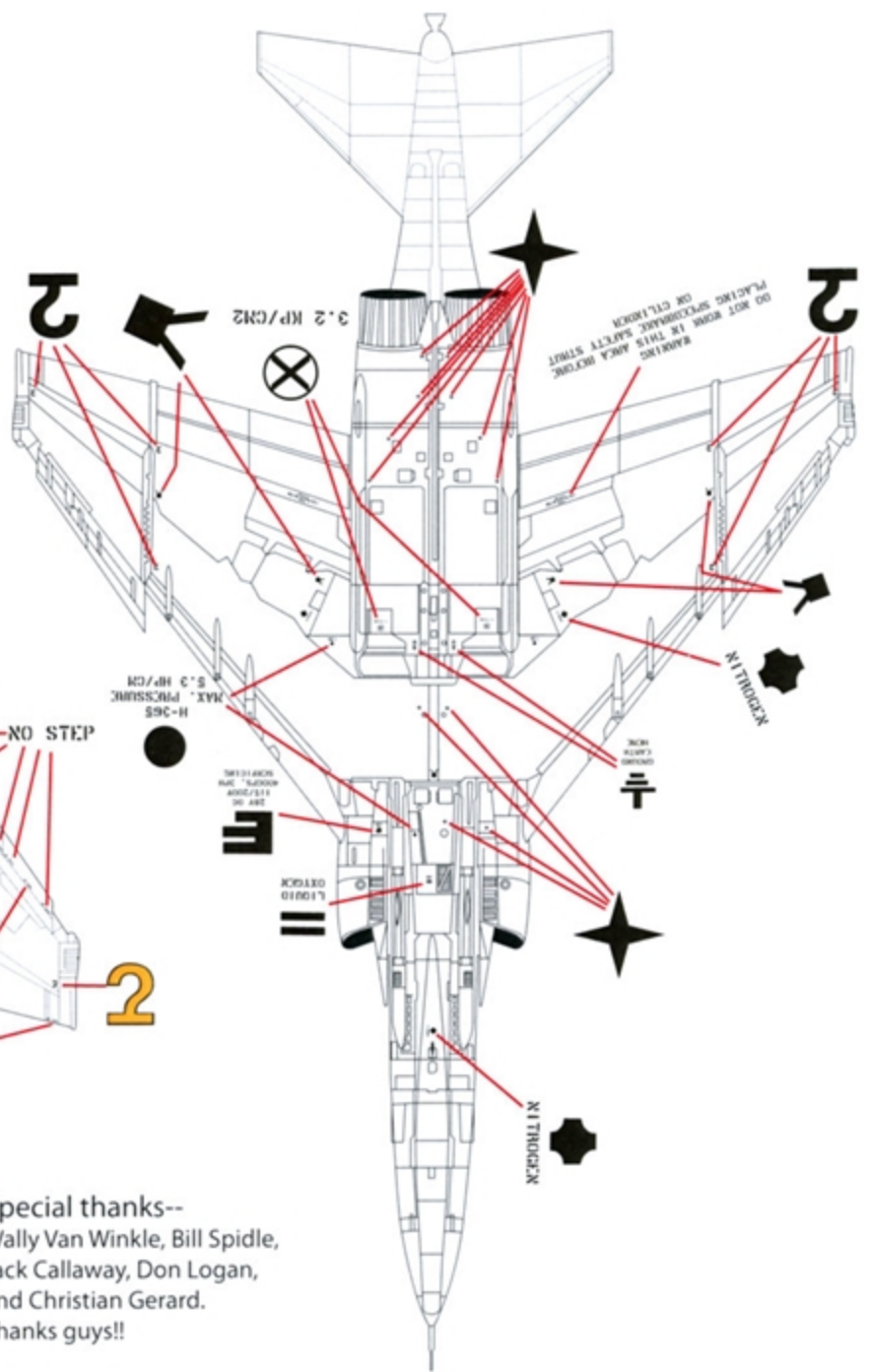
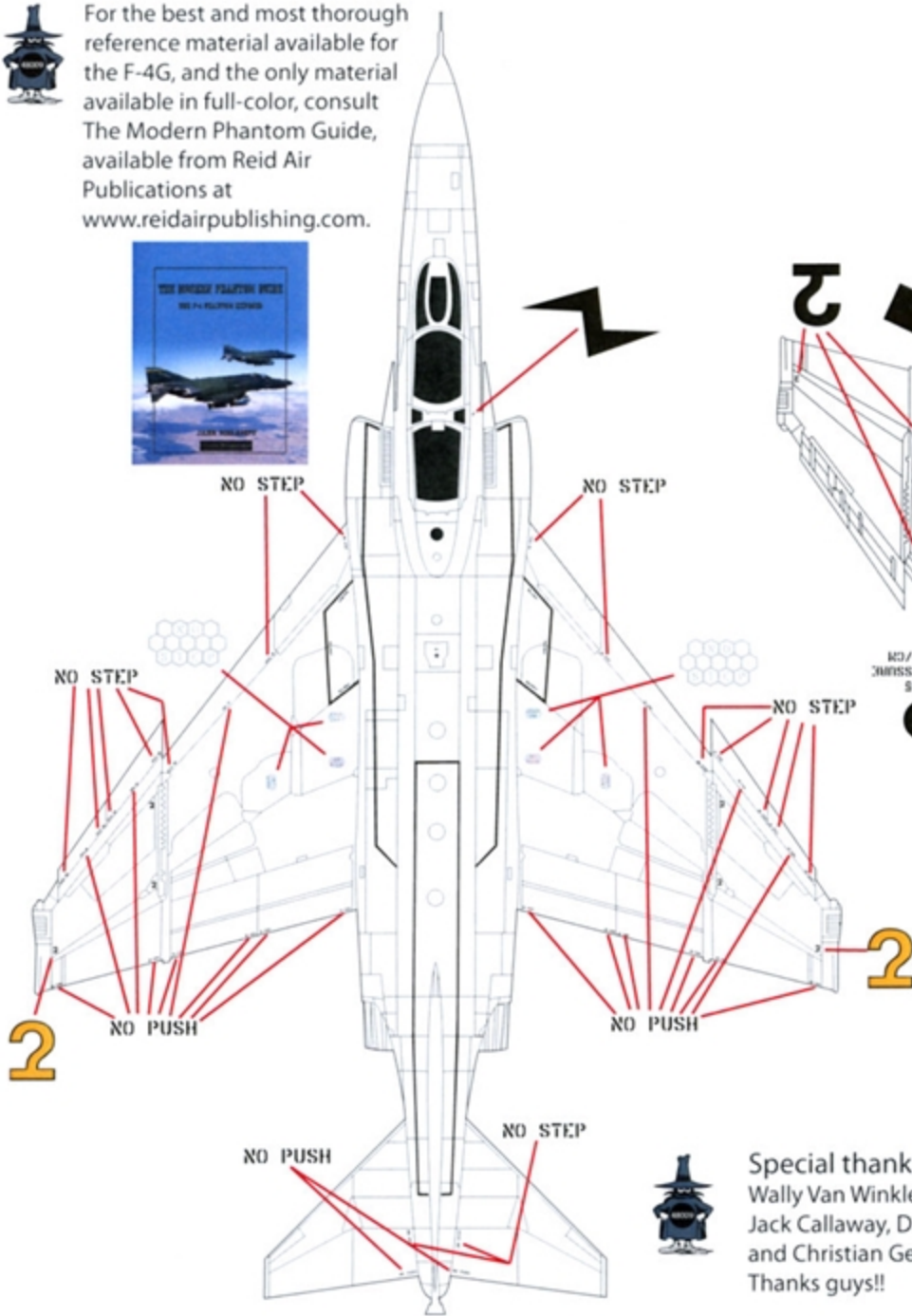
U.S. AIR FORCE F-4G
A.F. SERIAL NO. 69-0298
SERVICE THIS AIRCRAFT
WITH GRADE JP-4 FUEL
IDENTIPLATE LOCATION 26H

note one-piece windscreen on this jet





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.



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



Very few maintenance stencils are included with this decal sheet. In general, only those decals unique to the specific aircraft are included. Speed Hunter Graphics produces a pair of maintenance/stencil decal sheets that will be helpful when modeling any of the F-4Gs depicted on this sheet. Sheet #32010 Phantom Stencils has markings used on late SEA, SEA wraparound, Euro 1, and Hill painted Phantoms. Conversely, sheet #32013 has all the early markings used on SEA-painted jets in the late 1970s and early 1980s. Both sheets can be found at www.reidairpublishing.com.



www.reidairpublishing.com