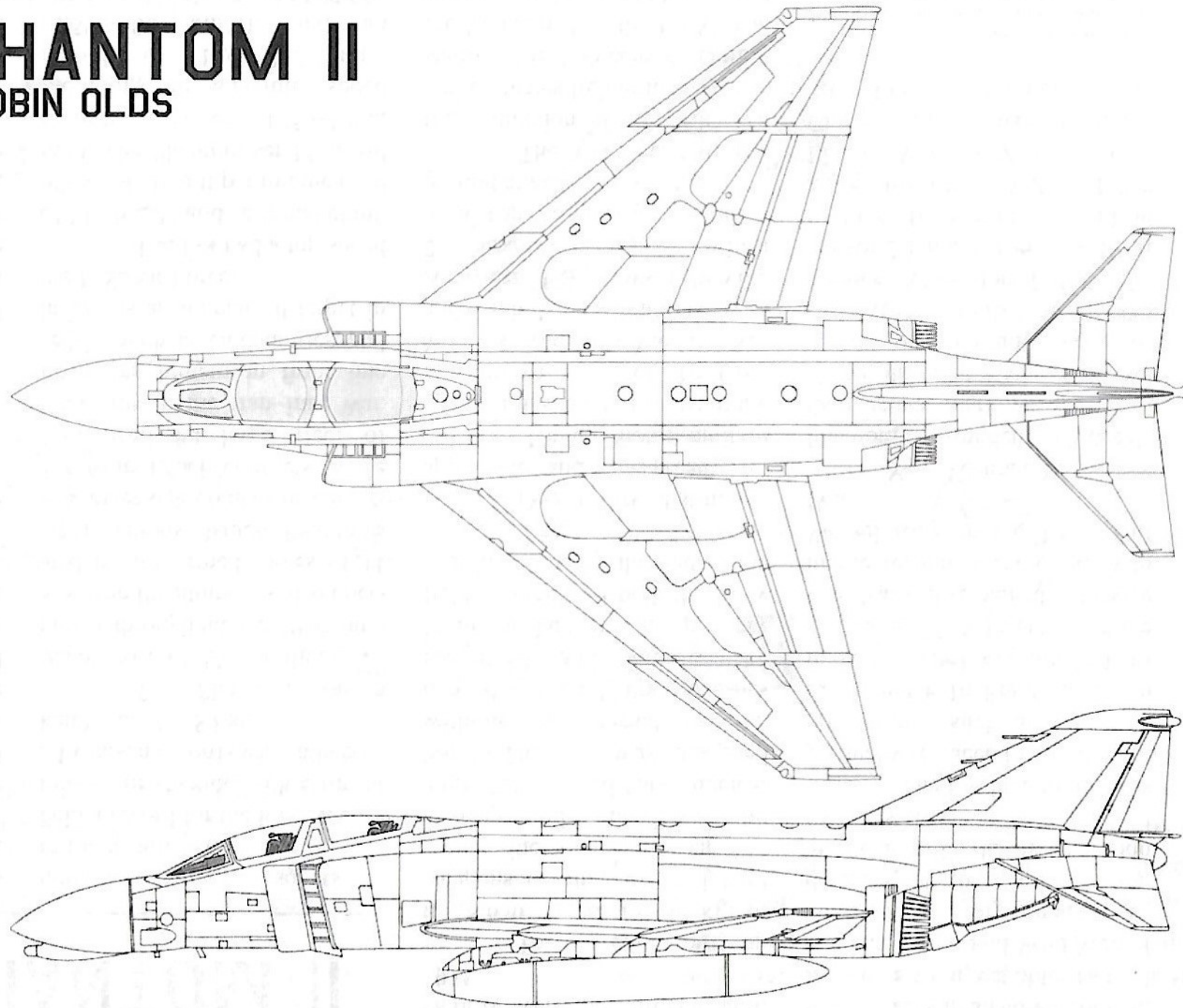


0410

F-4C/D PHANTOM II

COL. ROBIN OLDS



0410-0200

F-4C/D PHANTOM II

COL. ROBIN OLDS

The McDonnell Douglas F-4 Phantom II is a two-seat, twin-engine supersonic long-range all-weather fighter-bomber developed by McDonnell Aircraft. The F-4 Phantom was designed as a fleet defense fighter for the U.S. Navy, and first entered service in 1960. By 1963, it had been adopted by the U.S. Air Force for the fighter-bomber role.

The Phantom remained in production from 1958 to 1981, and was used by the U.S. military from 1960 to 1996, serving with the U.S. Air Force, Marine Corps, and the US Navy. It was used extensively by all three U.S. services operating in Vietnam, ending the war as the principal air superiority fighter for both the Navy and Air Force, as well as being important in the ground-attack and reconnaissance roles.

When production ended in 1981, 5,195 Phantom IIs had been built, making it the most

numerous American supersonic military aircraft. The F-4 also held a record for the longest continuous production with a run of 24 years, a record eventually broken by the F-15 Eagle,

The Phantom was a major part of U.S. military air power throughout the 1970s and 80s. The Phantom was also operated by the armed forces of 11 other nations. Israeli Phantoms saw extensive combat in numerous Arab-Israeli conflicts, while Iran used its large fleet of Phantoms in the Iran-Iraq War. Phantoms remain in front line service with seven countries, and in use as an unmanned target in the U.S. Air Force.

The F-4 had a top speed of Mach 2.23 and an initial climb of over 41,000 ft per minute (210 m/s). The Phantom set 15 world records between 1959-1962, including an absolute speed record of 1,606.342 mph (2,585.086 km/h), and an absolute altitude record of 98,557

ft (30,040 m). Five of the speed records were not broken until 1975.

The F-4 could carry up to 18,650 pounds (8,480 kg) of weapons on nine external hard points, including air-to-air and air-to-ground missiles, and unguided, guided, and nuclear bombs. The F-4 was designed without an internal cannon, depending entirely upon missiles for attack and defense. The Phantom became the primary fighter-bomber of both the Navy and Air Force by the end of the Vietnam War.

Due to its distinctive appearance and widespread service with United States military and its allies, the F-4 is one of the best-known icons of the Cold War. It served in the Vietnam War and Arab-Israeli conflicts, with American F-4 crews achieving 277 aerial victories in South East Asia and completing countless ground attack sorties.

The F-4 Phantom has the distinction of being the last United States fighter to attain ace status in the 20th century. During the Vietnam War, the USAF had one pilot and two WSOs,[16] and

the USN one pilot and one RIO, become aces in air-to-air combat. It was also a capable tactical reconnaissance and Wild Weasel (suppression of enemy air defenses) platform, seeing action as late as 1991, during Operation Desert Storm.

The F-4 Phantom II was gradually replaced by more modern aircraft such as the F-15 Eagle and F-16 Fighting Falcon in the U.S. Air Force and the F-14 Tomcat and F/A-18 Hornet in the U.S. Navy. It remained in service in the reconnaissance and Wild Weasel roles in the 1991 Gulf War.

Your Accurate Miniatures Phantom is provided with decals that include markings for up to eleven different Phantom. These decals that include those of Col. Robin Olds during the famous "Operation Bolo" mission of 2 January 1967, the 171st Fighter Interceptor Squadron during the 1982 "William Tell" Fighter Weapons Meet, and Col. Chuck Yeager's plane from the 4th Tactical Fighter Wing.

This article is licensed under the GNU Free Documentation License. It uses material from the Wikipedia article "F-4 Phantom II."

The following resources were used in the preparation of this kit:

...and Kill Migs: Lou Drendel, Squadron/Signal 1974

Aces and Aerial Victories 1965-1973, Office of Air Force History, 1974

Phantom II: Lou Drendel, Squadron Signal 1977

MiG Kill Markings from the Viet Nam War; Kinzy/Leader, Detail and Scale, 1988

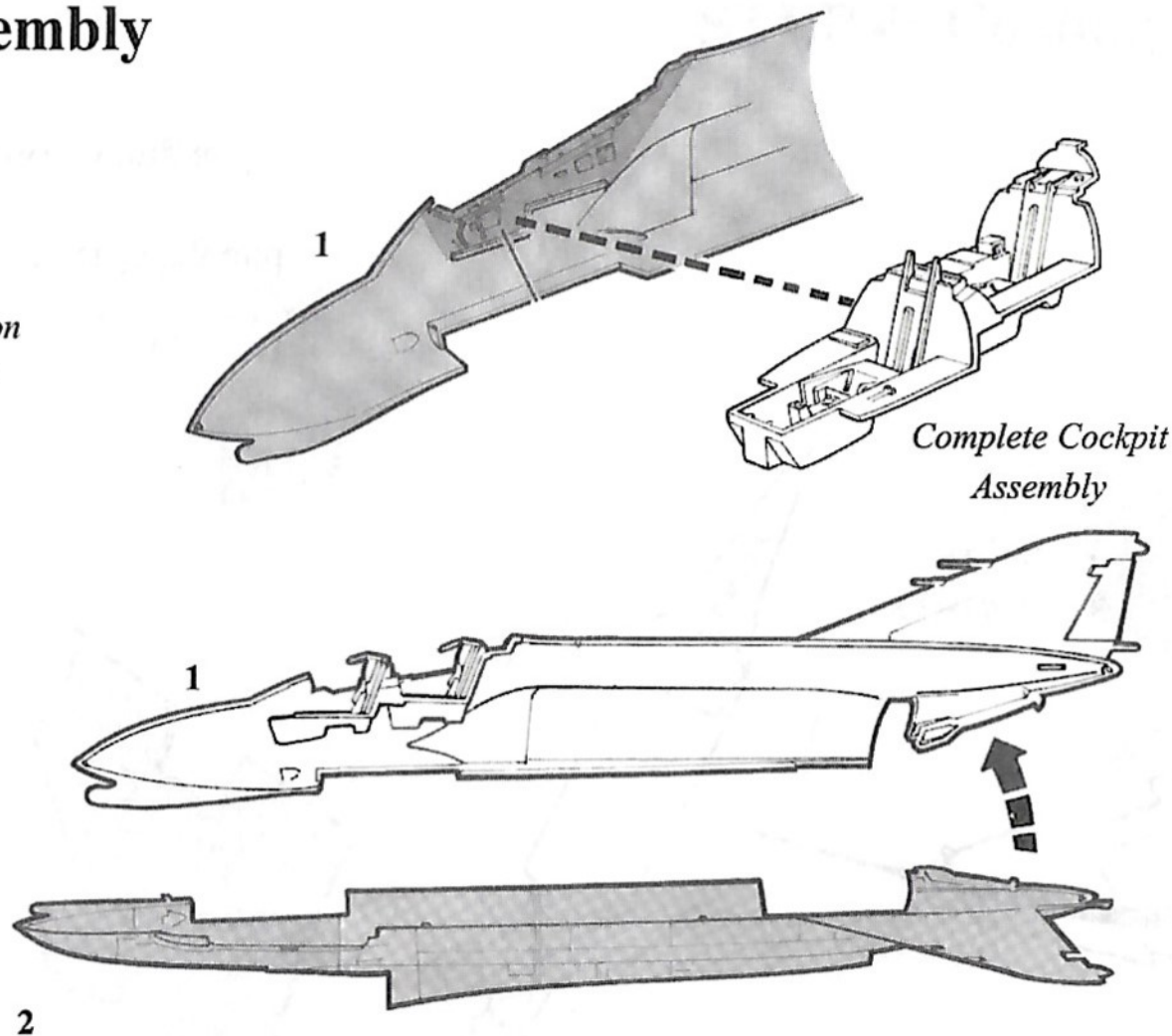
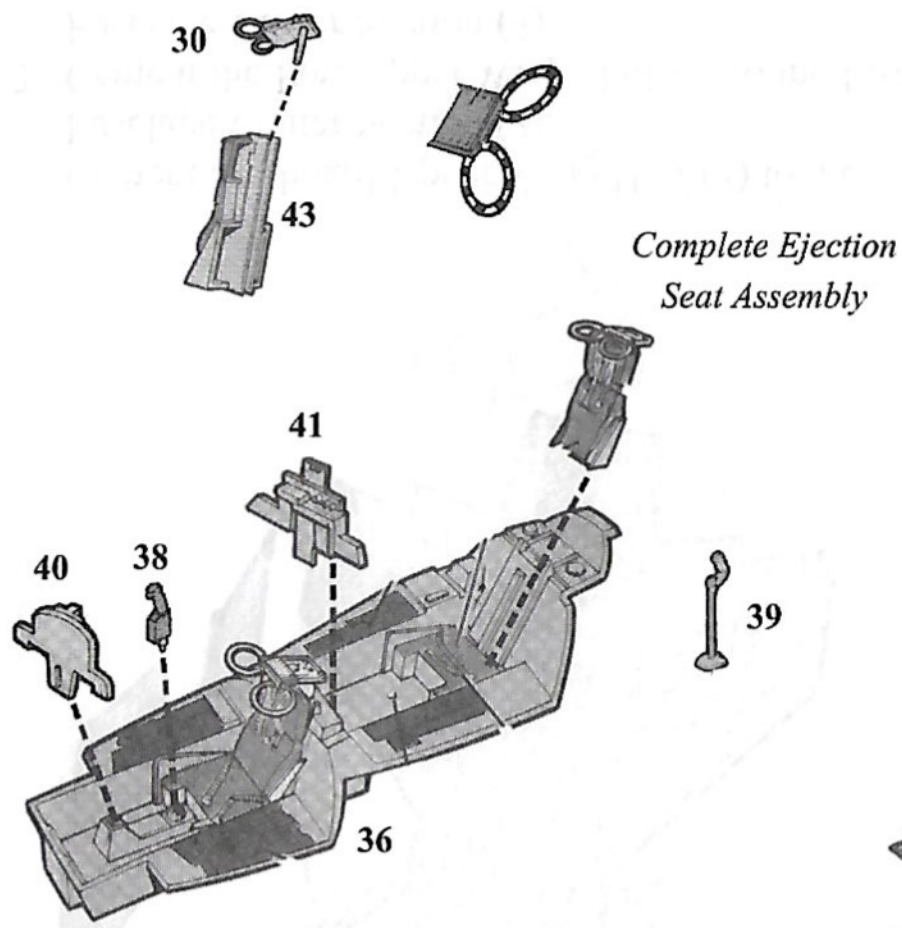
Wolfpack: Jerry Scutts, Motorbooks International, 1988

McDonnell F-4 Phantom, Spirit in the Skies: Editor, Jon Lake, Aerospace Publishing 1992

Aerospace Modeler Magazine, September 2007; **Robin Olds and the 7th Air Force Hoods,** Roger Jackson

Aerospace Modeler Magazine, September 2007; **Comments on Painting and Marking F-4C 63-7680,** Jack Morris and Billy Crisler

STEP 1: Cockpit /Fuselage Assembly



Step 1 Painting Instructions:

1, 2: (Interior of Cockpit) Light Gull Gray

36: Light Gull Gray with Flat Black Side Consoles Highlighted with White Details and Ejection Seat Rails. Semi Gloss Green Seat Bottoms. White Seat Belts with Aluminum Hardware.

43 (X2): Semi Gloss Green Back with Flat Black Sides and Top. White Seat Belts with Aluminum Hardware.

30 (X2): Yellow Rings with Flat Black Stripes. Flat Black Base.

38, 39: Light Gull Gray with Black Grip.

40, 41: Light Gull Gray; Black Instruments With White Details

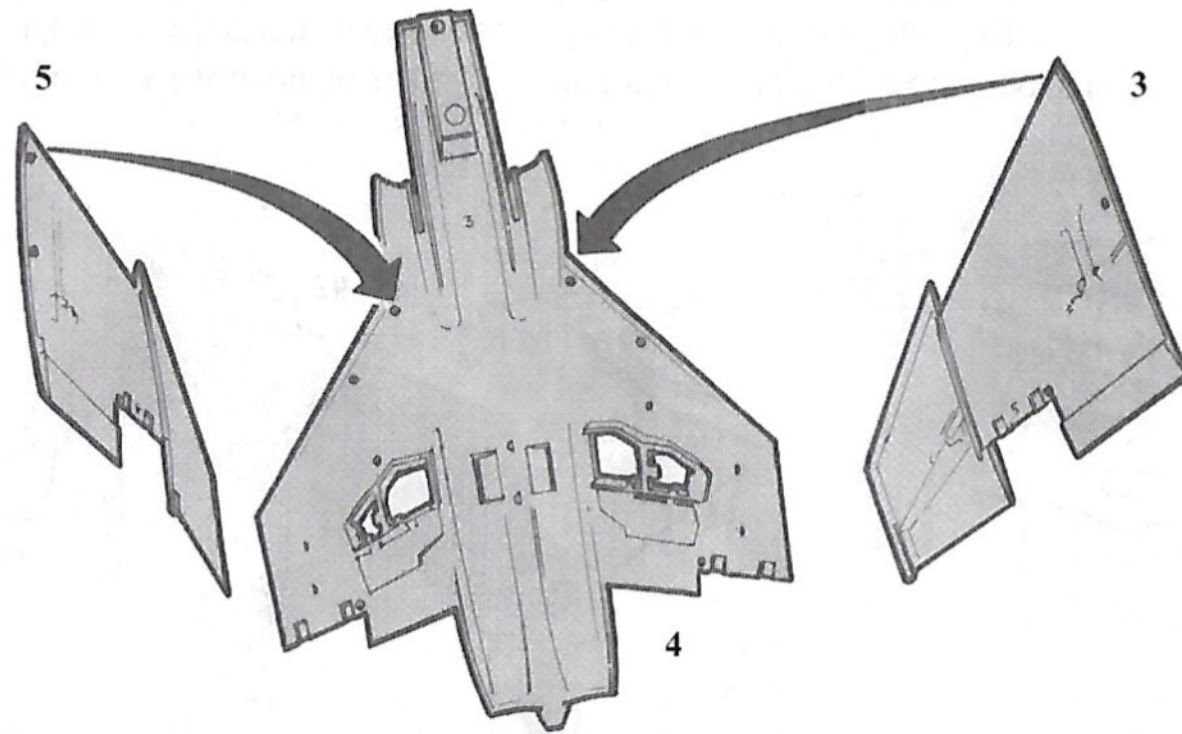
1. Cement Ejection Seat Pull Rings (30) to Ejection Seat Backs (43).
2. Cement Ejection Seat Backs (43) to the Cockpit Tub (36).
3. Cement Pilot's Control Column (38) to the Cockpit Tub (36).
4. Cements WSO Control Column (39) to the Cockpit Tub (36).
5. Cement WSO Instrument Panel (41) to the Cockpit Tub (36).
6. Cement Pilot's Instrument Panel (40) to the Cockpit Tub (36).
7. Cement the Cockpit Tub (36) to the Right Fuselage Half (1).

N O T E :
Add approximately 1 gram of weight to the nose of the aircraft in order to maintain a proper stance when completed. I find that stick on tire weights available (if you ask nicely, very likely for free) from any automotive tire repair store. And if they will stick to a car's wheel at speed, they will definitely stay in place in your model.

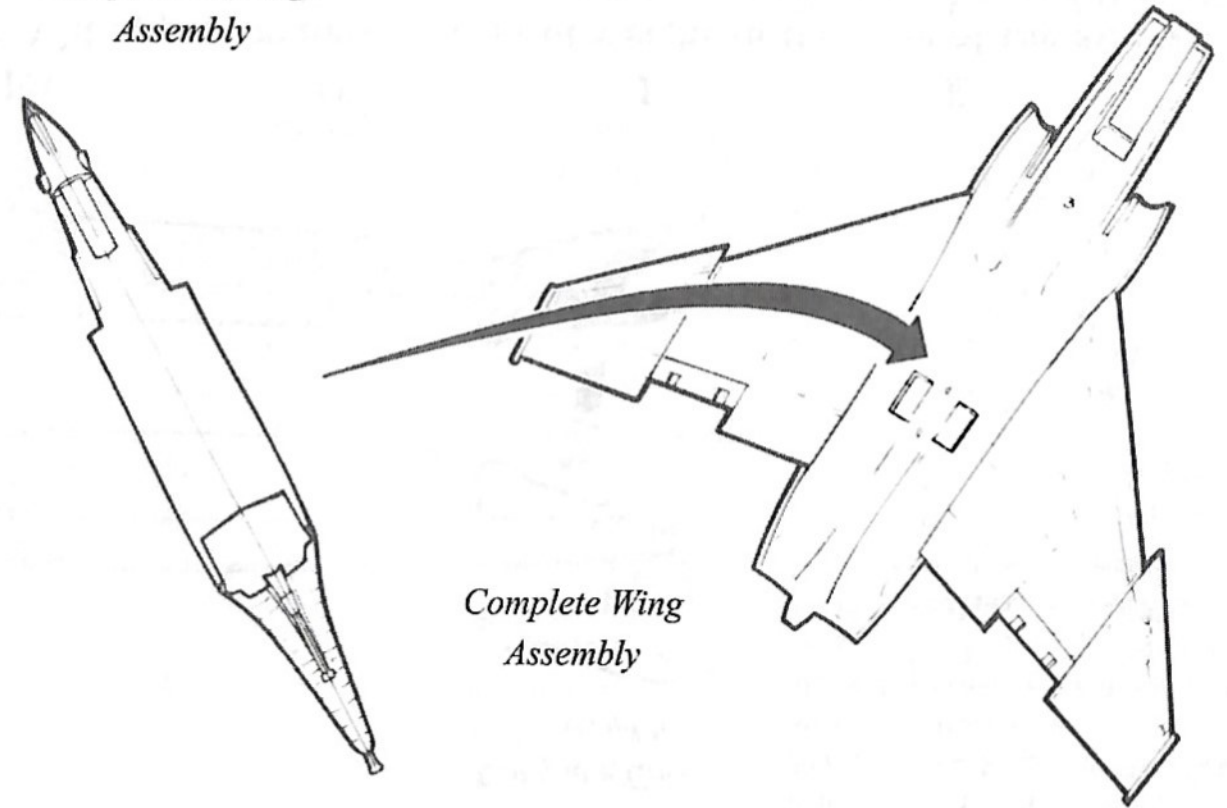
8. Cement the Left Fuselage Half (2) to the Right Fuselage Half (1).

STEP 2: Wing Assembly

Step 2 Painting Instructions:
3, 5: Gloss White Interior
4: Gloss White Interior of Nose Gear,
Bay, Main Gear Bays, Speed Brake
Wells, and Air Intakes.

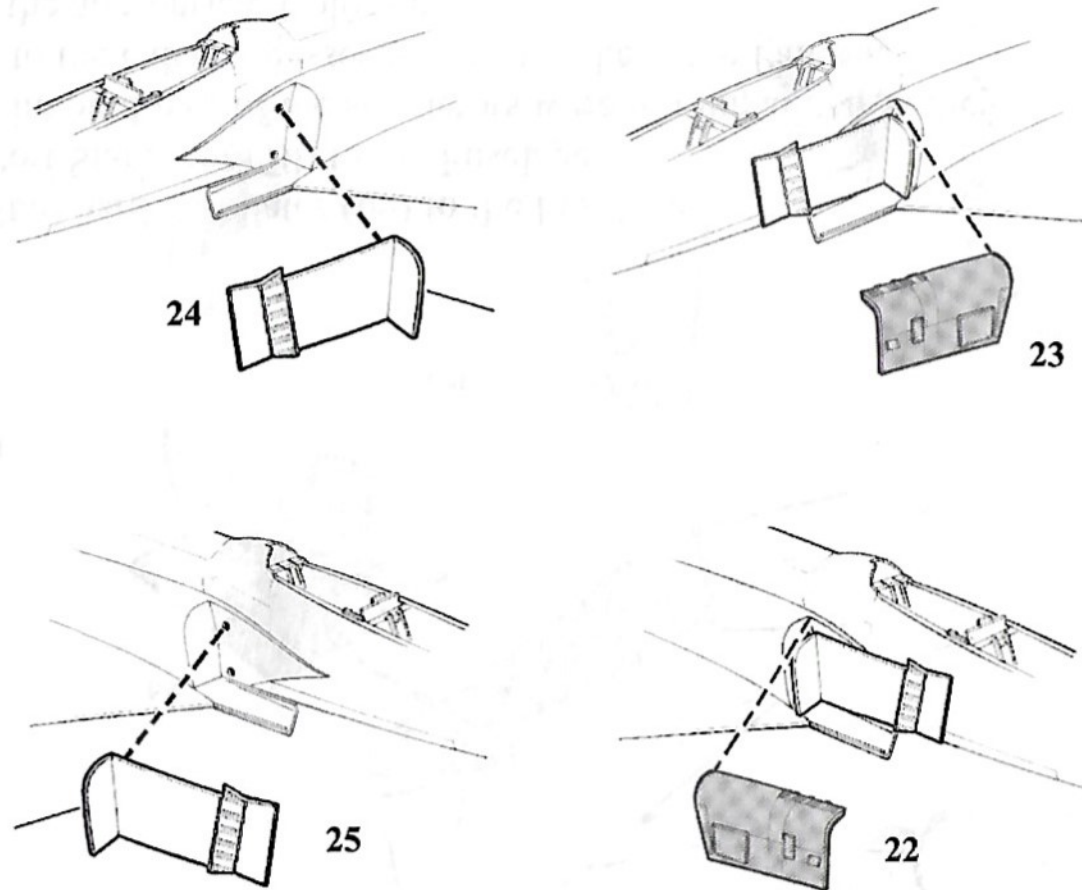


*Complete Fuselage
Assembly*



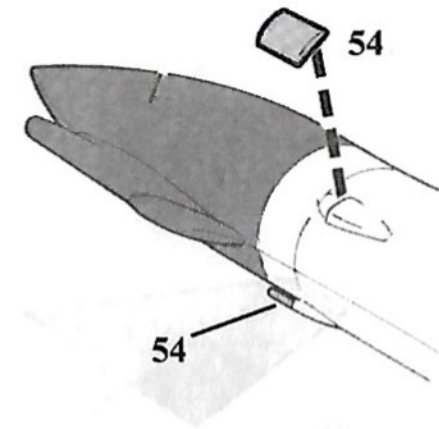
1. Cement Starboard Upper Wing Half (3) to the Lower Wing and Fuselage Center Section (4).
2. Cement the Port Upper Wing Half (5) to the Lower Wing and Fuselage Center Section (4).
3. Cement the Completed Wing to the Fuselage.

STEP 3: Splitter Plates



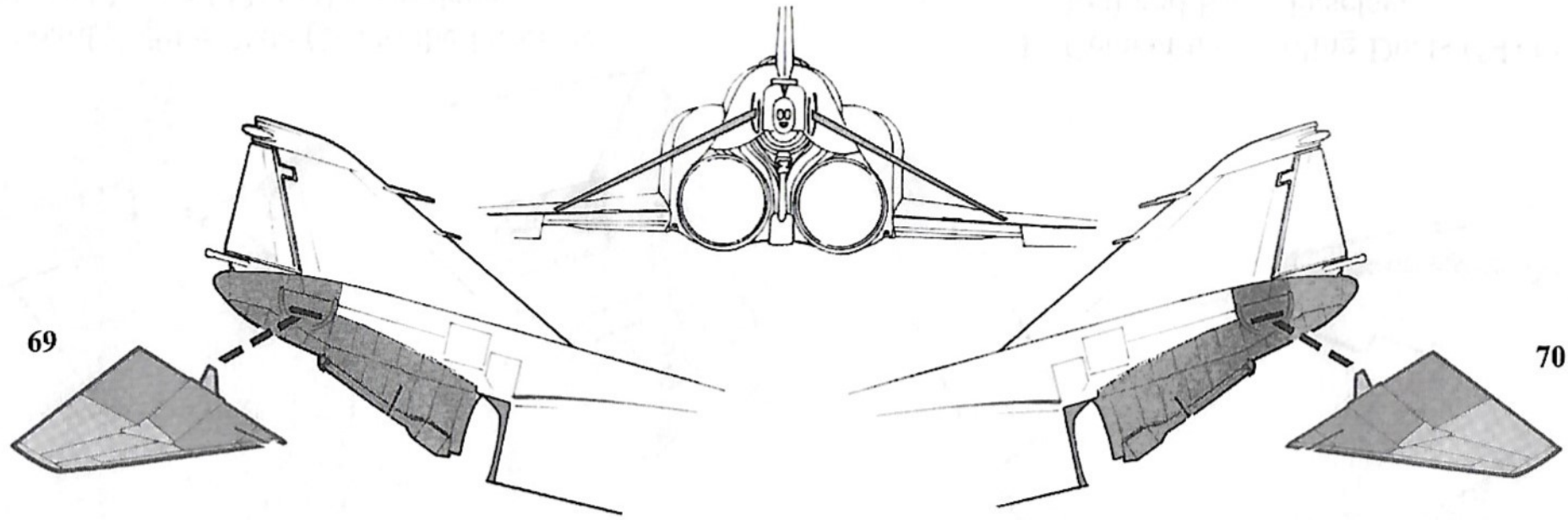
1. Cement the Starboard Splitter Plate (25) to the Fuselage.
2. Cement the Starboard Intake (22) to the Fuselage.
3. Cement the Port Splitter Plate (24) to the Fuselage.
4. Cement the Port Intake (23) to the Fuselage.

STEP 4: Cooling Ducts



1. Cement the Cooling Ducts (54) to the Lower Forward Left and Right Fuselage

STEP 5: Stabilators

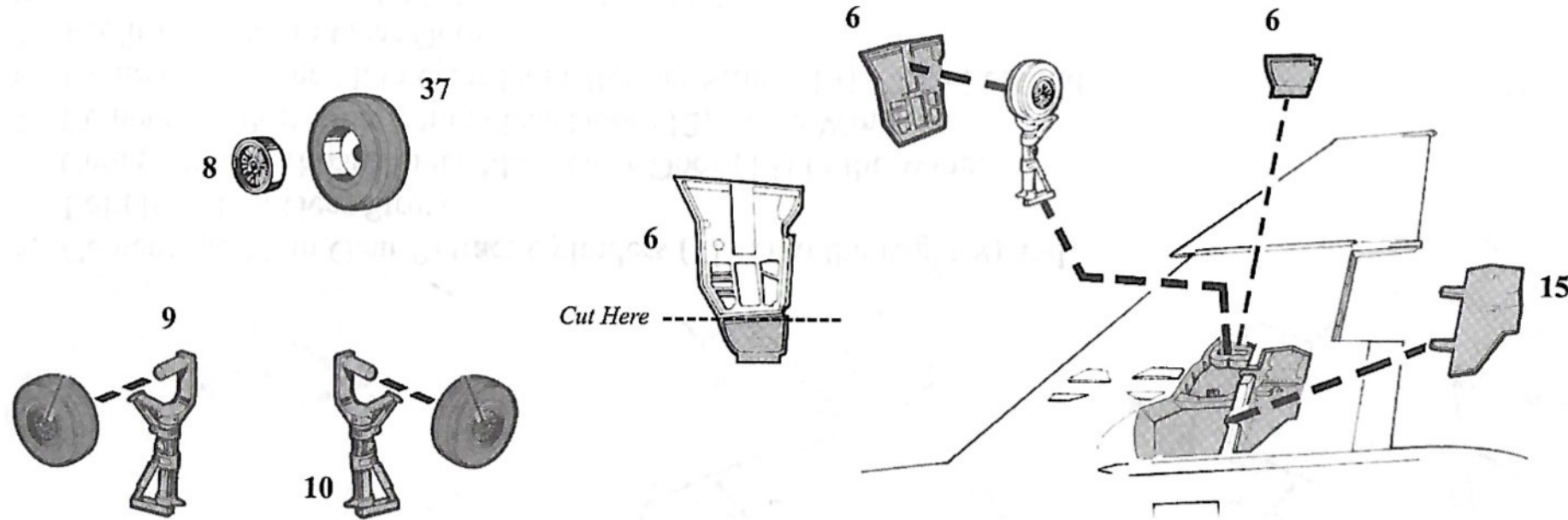


1. Cement Starboard Stabilator (69) to the Fuselage.

2. Cement Port Stabilator (70) to the Fuselage.

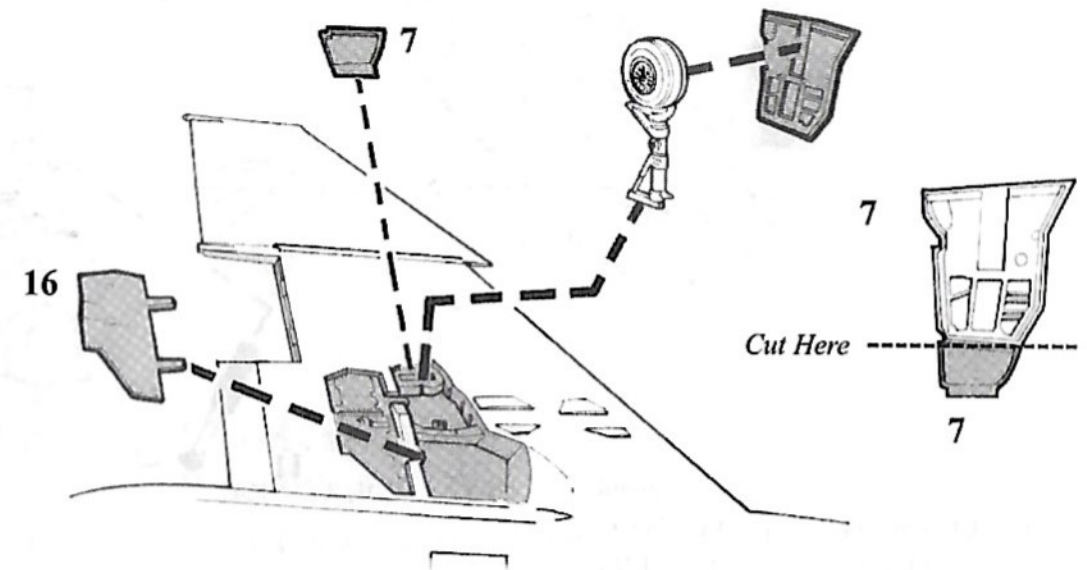
NOTE: The inboard half of the stabilators were left unpainted as they were subject to the exhaust gasses and heat. Check the Painting Diagram for the appropriate Coloring.

STEP 6: Main Landing Gear



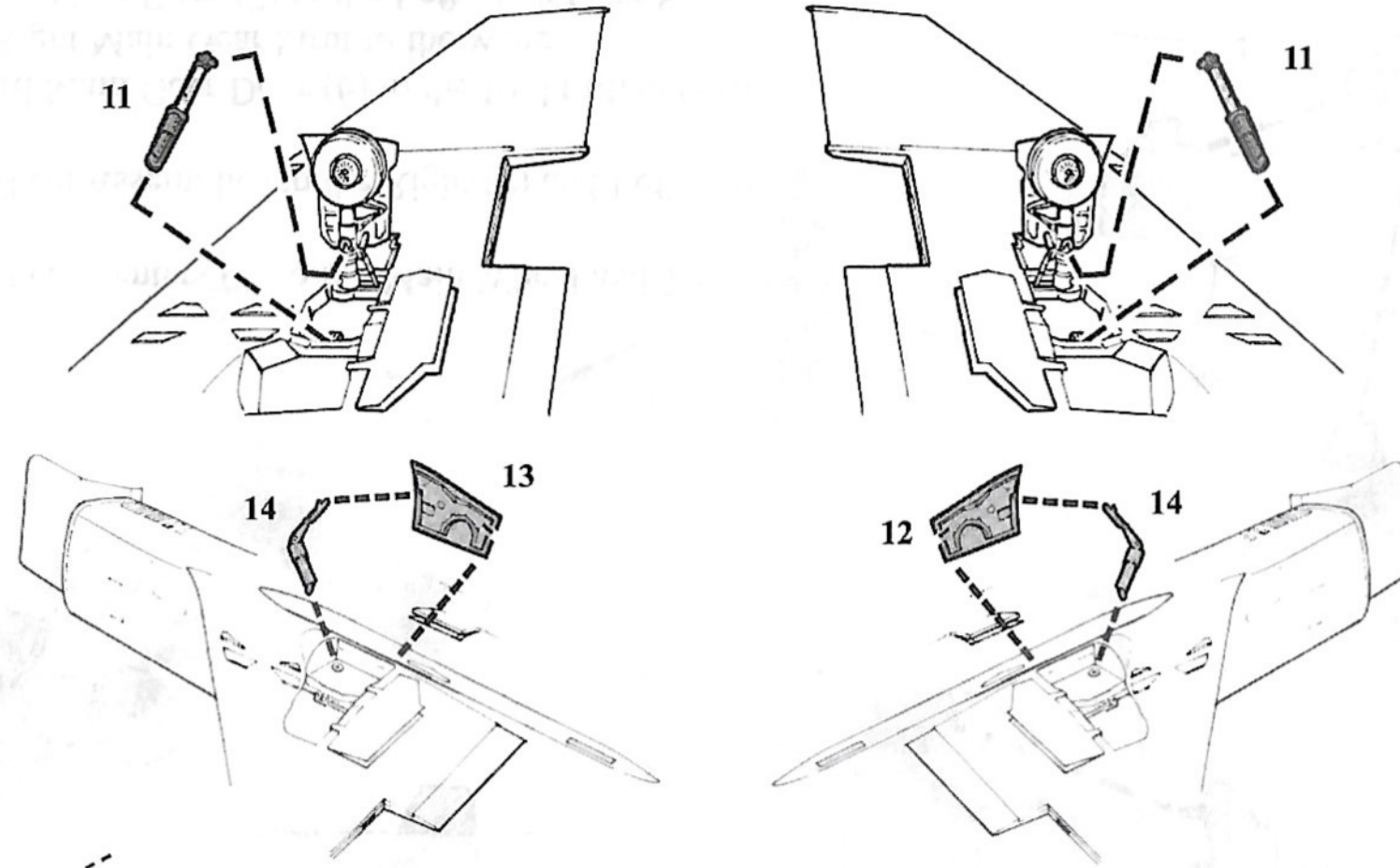
Step 6 Painting Instructions:
6, 7, 16, 17: (Interior) Gloss White
8 (X2), 9, 10: Gloss White
16: (Interior) Gloss White
17: (Interior) Gloss White
37 (X2) Tire Black Tires with White Hubs

1. Cement the Main Wheel Centers (8) to the Main Wheel and Tire Assembly (37).
2. Cement the Main Wheel Assemblies to the Right (9) and Left (10) Main Gear Struts.
3. Cement the Starboard Main Gear Door (6) to the Right Main Gear Strut. Cement the Right Main Gear Strut to the Wing.
4. Cement the Port Main Gear Door (7) to the Left Main Gear Strut. Cement the Left Main Gear Strut to the Wing.



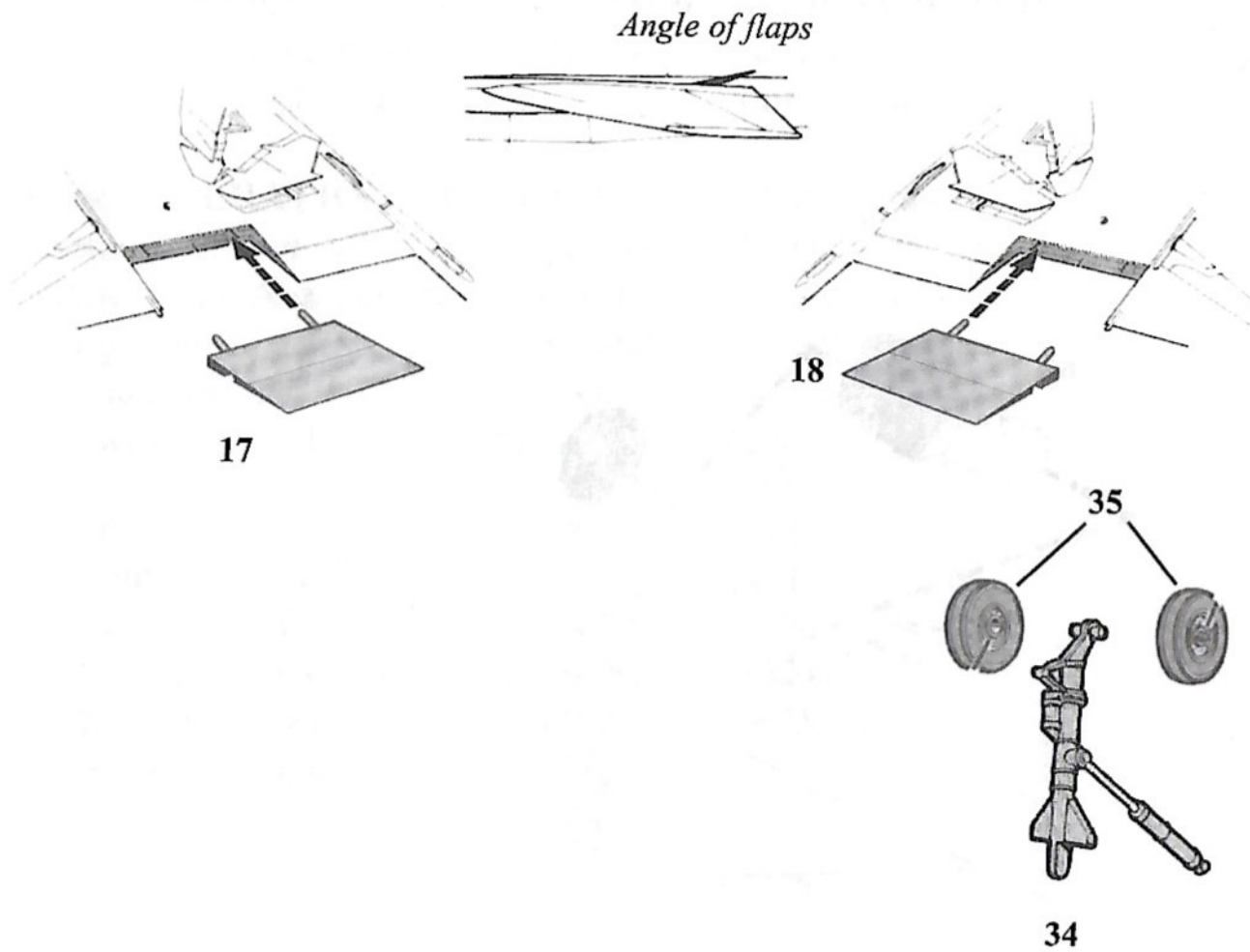
Main Landing Gear (Con't)

Step 6 Painting Instructions:
12, 13: (Interior) Gloss White
11 (X2), 14: Gloss White with Chrome
Piston



5. Cement the Main Gear Retract Cylinders (11x2) to the Right(9) and Left(10) Main Gear Struts.
6. Cement the Starboard Inner Main Gear Door (13) to the Wing.
7. Cement the Port Inner Main Gear Door (12) to the Wing.
8. Cement the Inner Main Gear Door Retract Struts (14) to the Left and Right Inner Main Gear Doors.
9. Cement the Starboard Air Brake (16) to the Wing.
10. Cement the Port Air Brake (15) to the Wing.

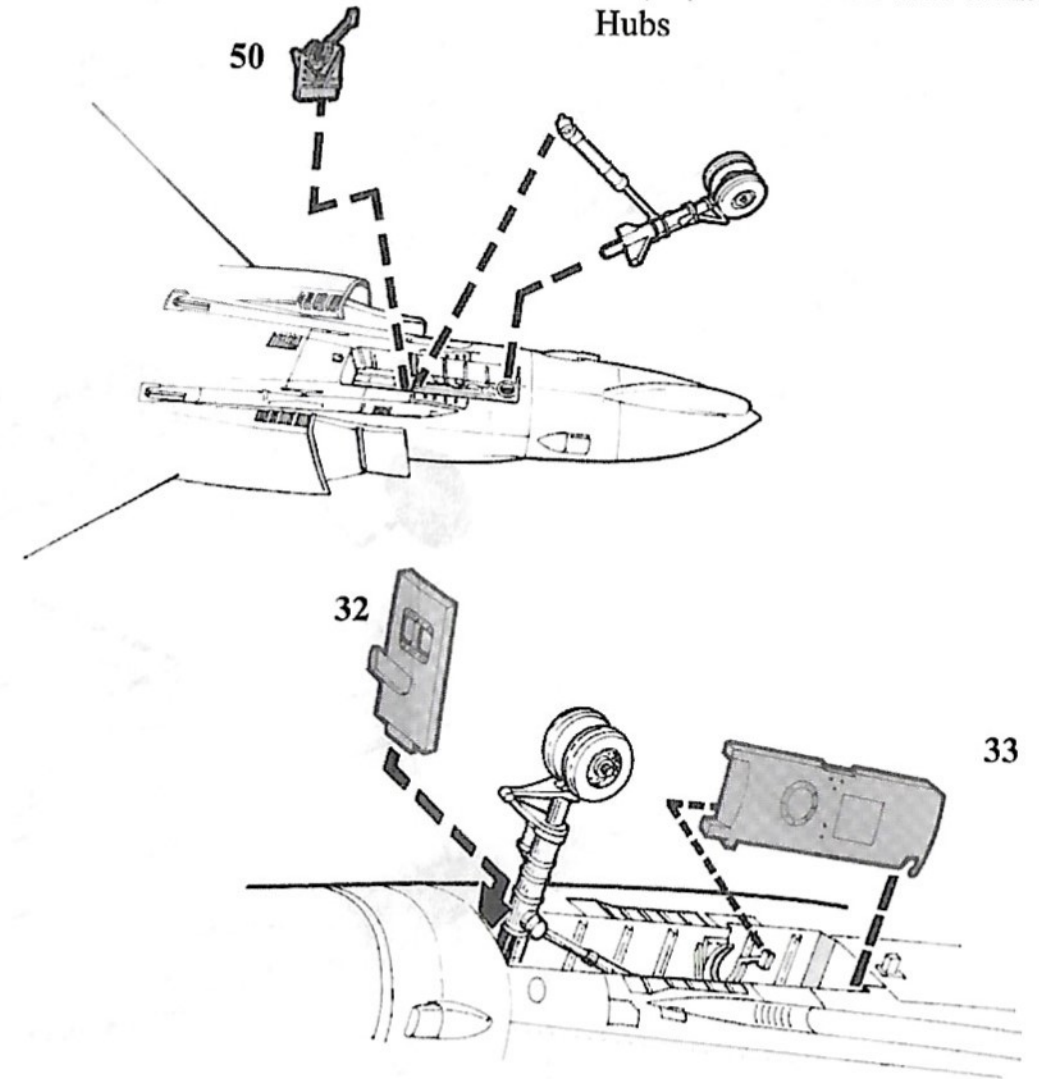
STEP 7: Flaps



11. Cement the Starboard Flap (17) to the Wing.
12. Cement the Port Flap (18) to the Wing.

STEP 8: Nose Gear

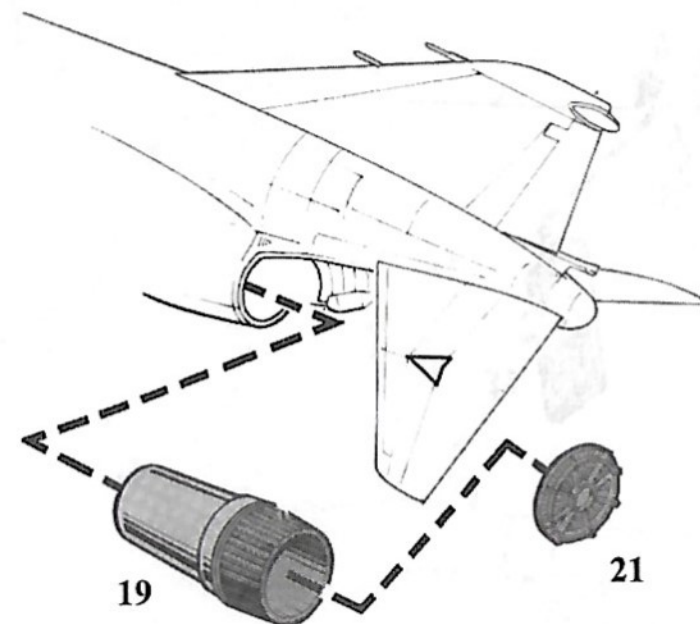
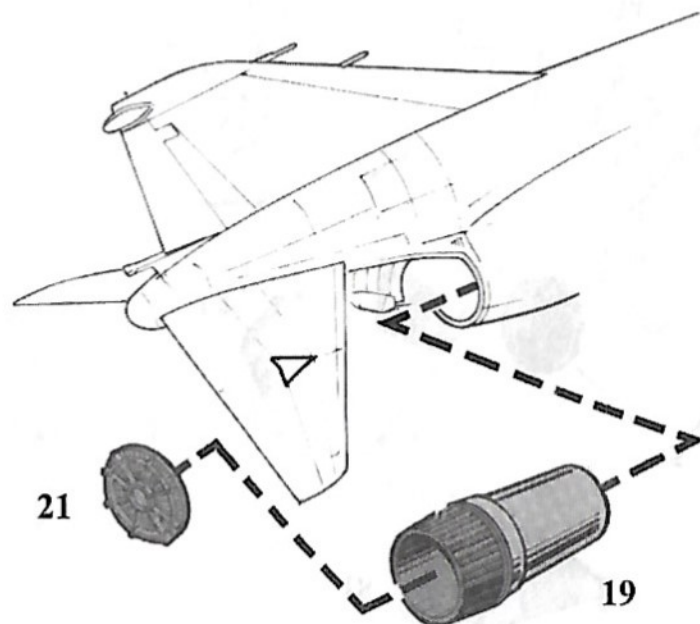
Painting Instructions
32, 33, 34, 50: (Interior)
Gloss White
35 (X2) Black Tires with White
Hubs



1. Cement the Nose Wheels and Tires (35) to the Nose Gear Strut (34).
2. Cement the Nose Wheel Door (32) to the Fuselage.
3. Cement the Nose Gear Lock (50) to the Nose Gear By.
4. Cement the Main Nose Gear Door (33) to the Fuselage.

STEP 9: Afterburner Cans

Painting Instructions
21, 19: Burnt Metal



1. Cement Afterburner Cans (21) into the Exhaust Cans (19).

NOTE: Be sure to use the exhaust cans from the tree marked 5439-0640. These are the correct cans for the F4D.

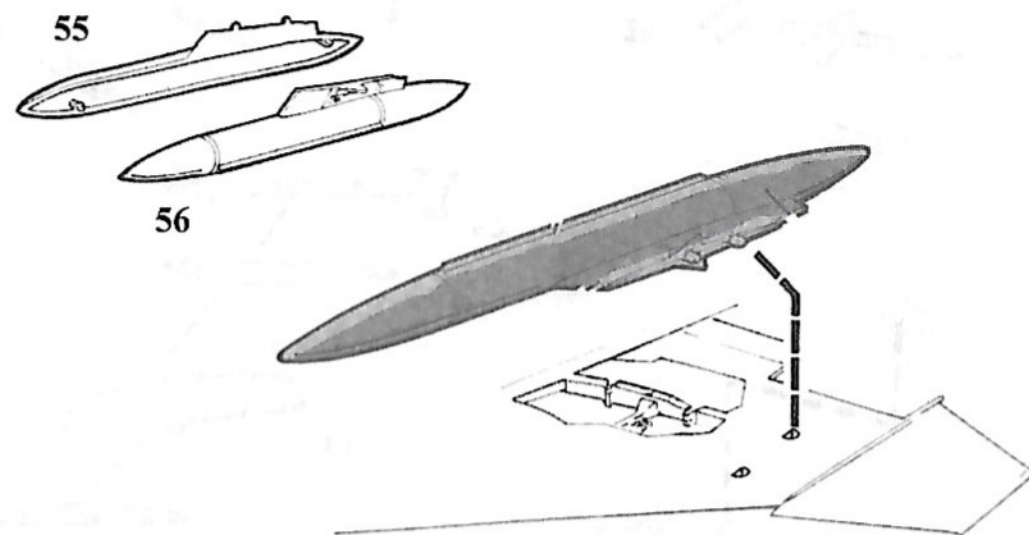
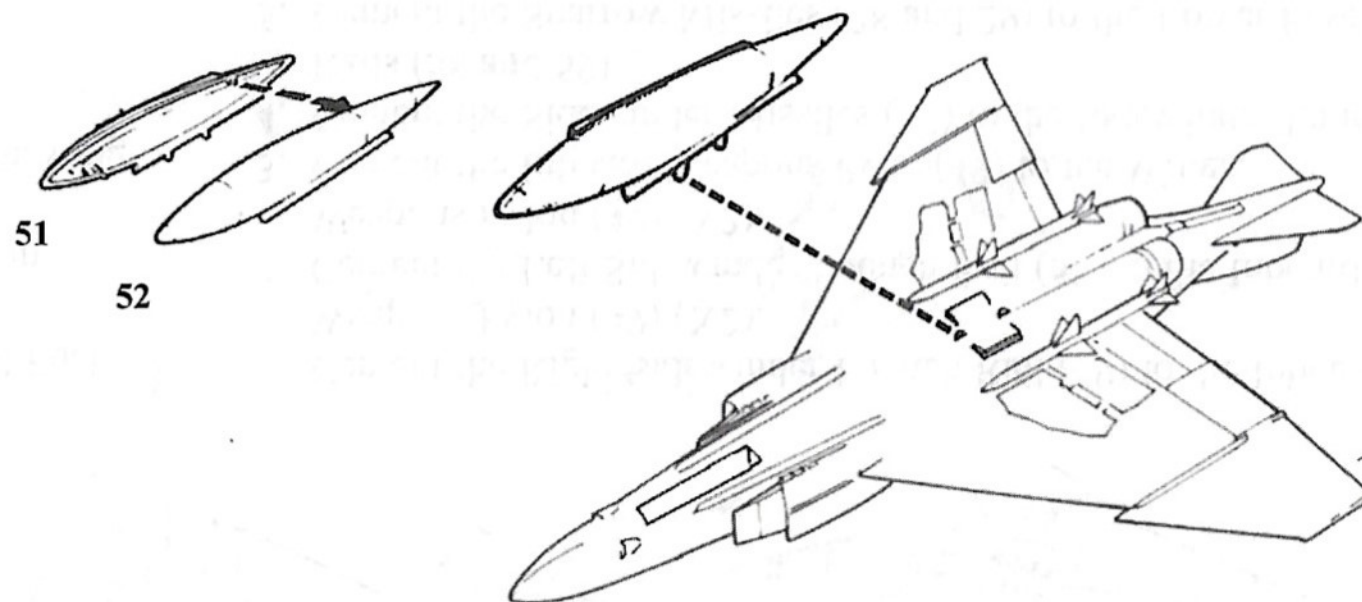
2. Cement Exhaust Cans into the Fuselage.

STEP 10: Ordnance

NOTE: It is at this point that the decision you made prior to construction of the Phantom begins to take shape. Check your resources carefully to ensure the correct placement of ordnance on your model.

FOR OPERATION BOLO: Launch configuration consisted of four AIM-7 D/E Sparrows and four AIM-9B Sidewinders. Auxiliary fuel was supplied by a centerline 600-gallon auxiliary wing tank, and a 370-gallon tank mounted on the left outboard pylon. A QRC-160 ECM pod was mounted on the right outboard pylon.

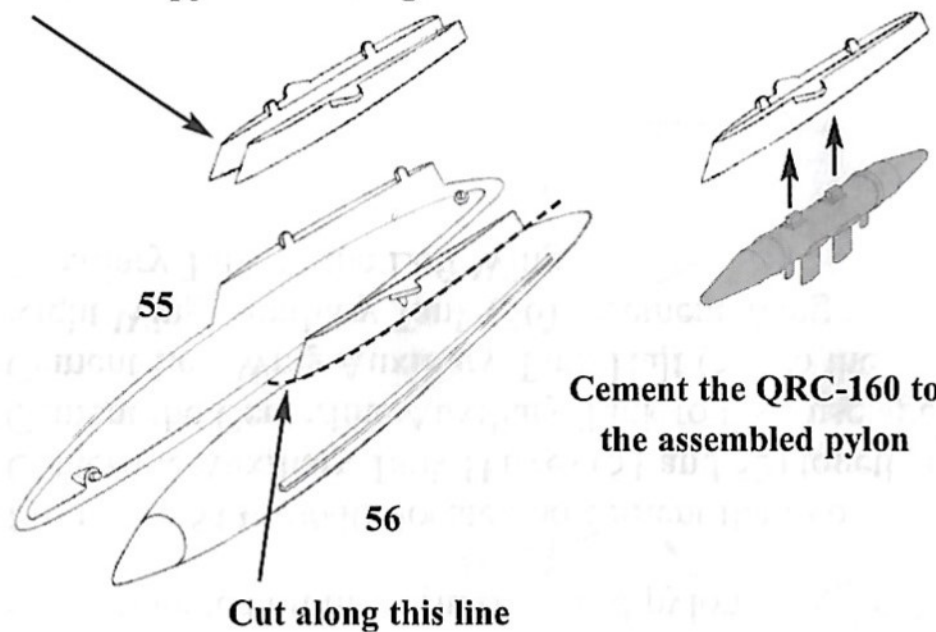
1. From tree 5440-0640, locate and cement the two Centerline Auxiliary Tank Halves (51 and 52) together.
2. Cement the Centerline Auxiliary Tank to the Fuselage.
3. Cement Left Wing Auxiliary Tank Half (55) to the Right Wing Auxiliary Tank (56). Cement Wing Auxiliary Tank to the Left Wing.



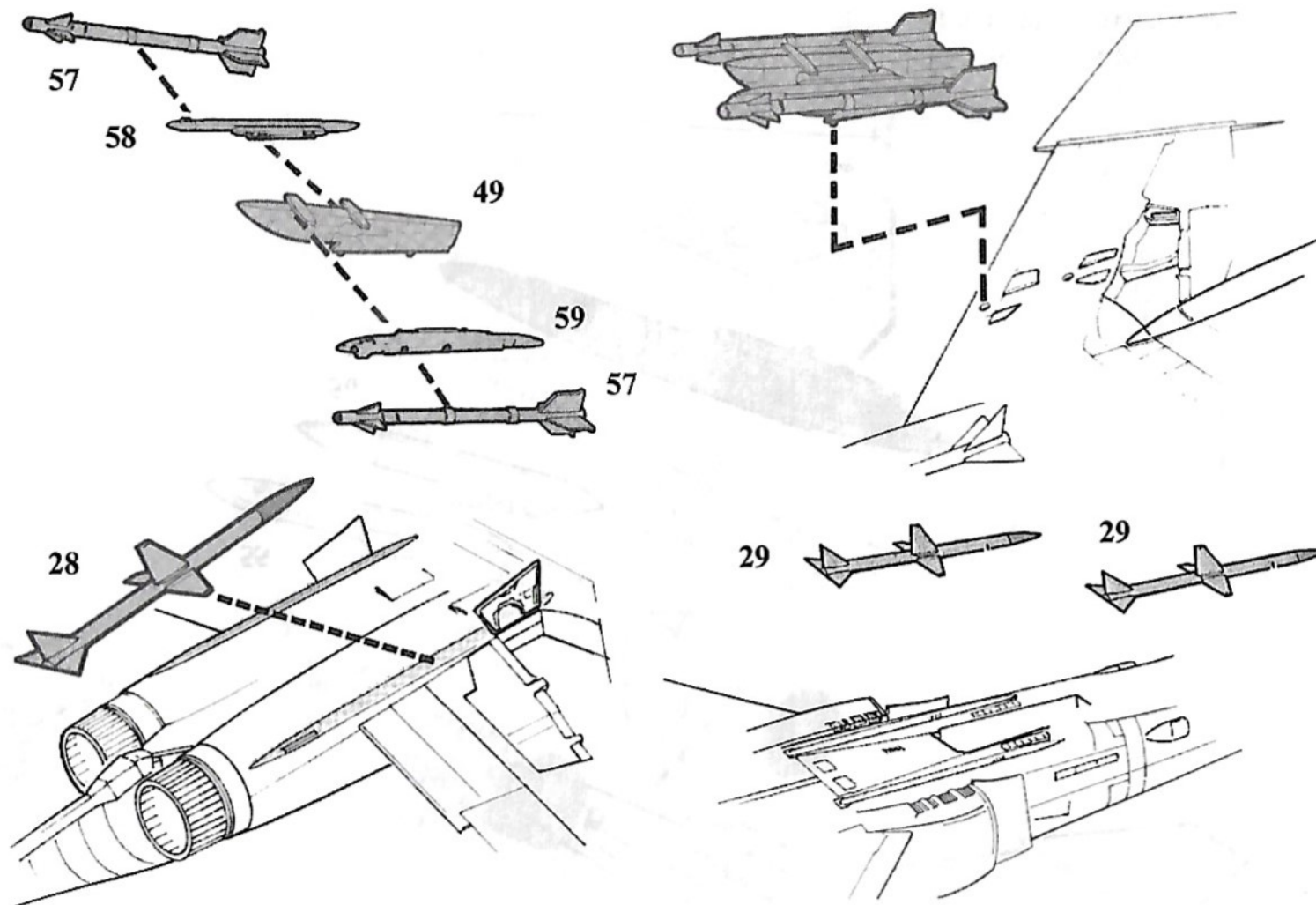
STEP 10: Ordnance (Con't)

Note: See the last page for optional ordnance loads that are possible with parts contained within this kit.

Cement the pylon halves together

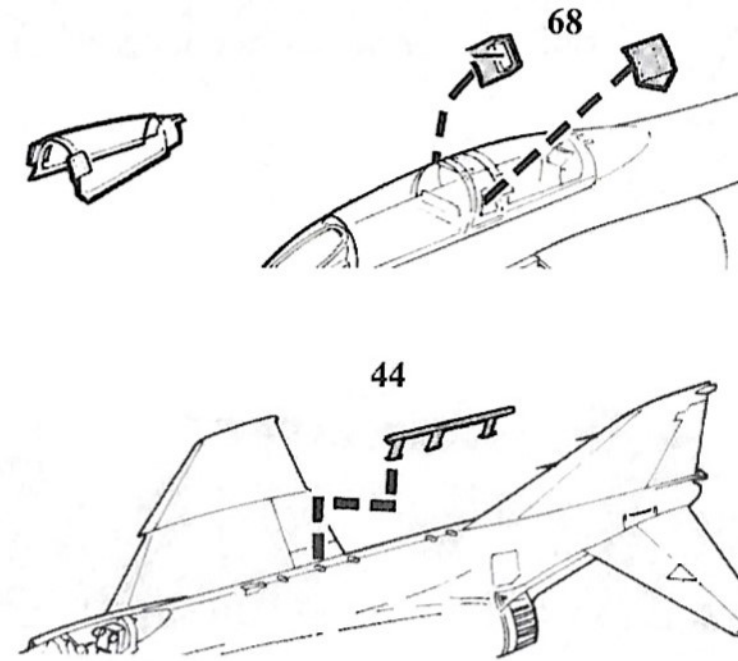
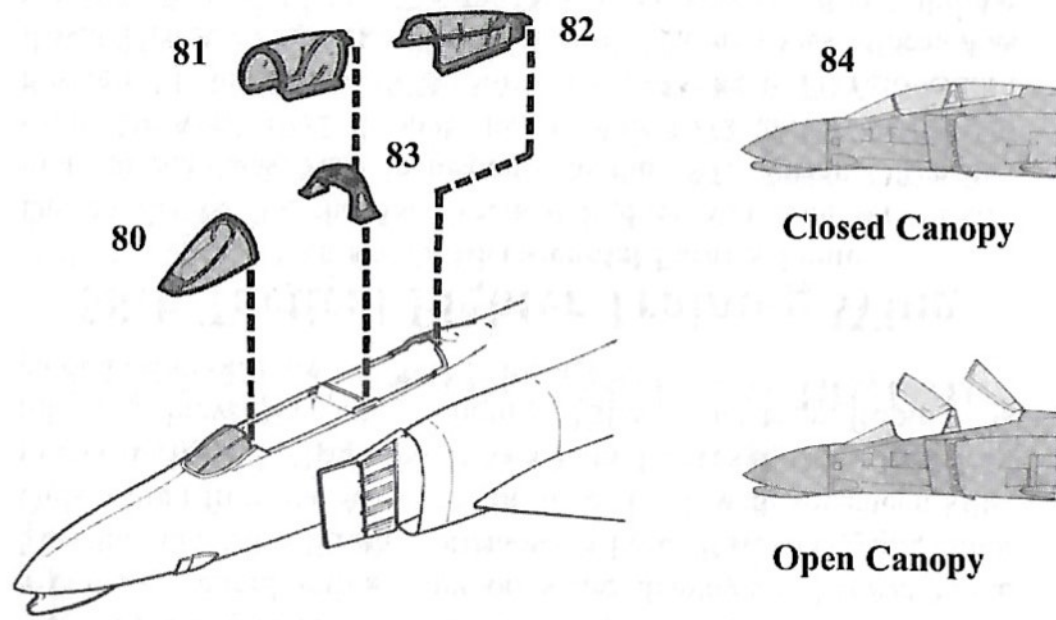


1. Use a sharp # 11 hobby knife to separate the Right External Fuel Tank from its Pylon (55 and 56)
2. Cement the two Pylon Halves together, and cement the Resin QRC-160 ECM Pod to the assembled Pylon.
3. Cement the complete assembly to the locator points on the right wing as described in Step 10. .



1. Cement the Right Sidewinder Launch Rail (59) to the Inboard Weapons Pylon (49) (X2).
2. Cement the Left Sidewinder Launch Rail (58) to the Inboard Weapons Pylon (49) (X2).
3. Cement the Inboard Weapons Pylon(49) to the Wings.
4. Cement the Sidewinder Missiles (57) to the Sidewinder Launch Rails (58 and 59).
5. Cement the Sparrow Missiles (28 and 29) to the Lower Fuselage.

STEP 11: Canopy. Final Details



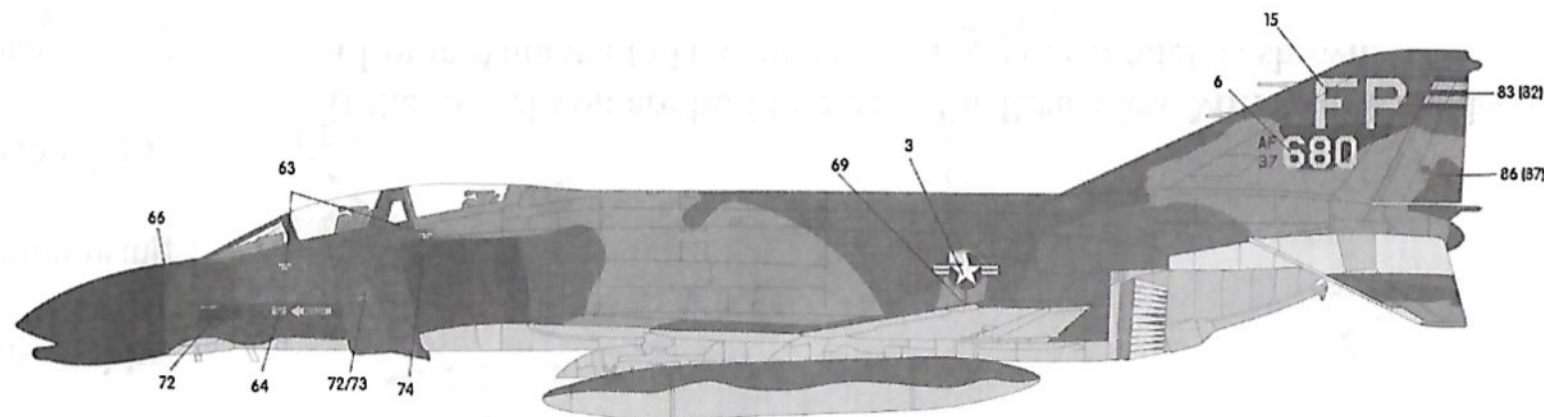
1. For a **CLOSED** canopy, cement the Canopy (84) to the complete Fuselage assembly.
 2. For an **OPEN** canopy, cement the Windshield (80) in place on the front of the Cockpit.
 3. Cement the Canopy Center Station (83) to the Fuselage assembly as shown.
 4. Cement the Forward Canopy (81) to the Canopy center Section using the small locator tabs.
 5. Cement the Rear Canopy (82) to the Fuselage Assembly using the small locator tabs.
- Use the diagrams to check the alignment of the open canopies.

If the model you are building calls for Rear-view Mirrors (68) and/or a Loran Antenna (44), cement them to your model as shown.

Col. Robin Olds

F-4C-21-MC-63-7680 "Operation Bolo," 2 January 1967

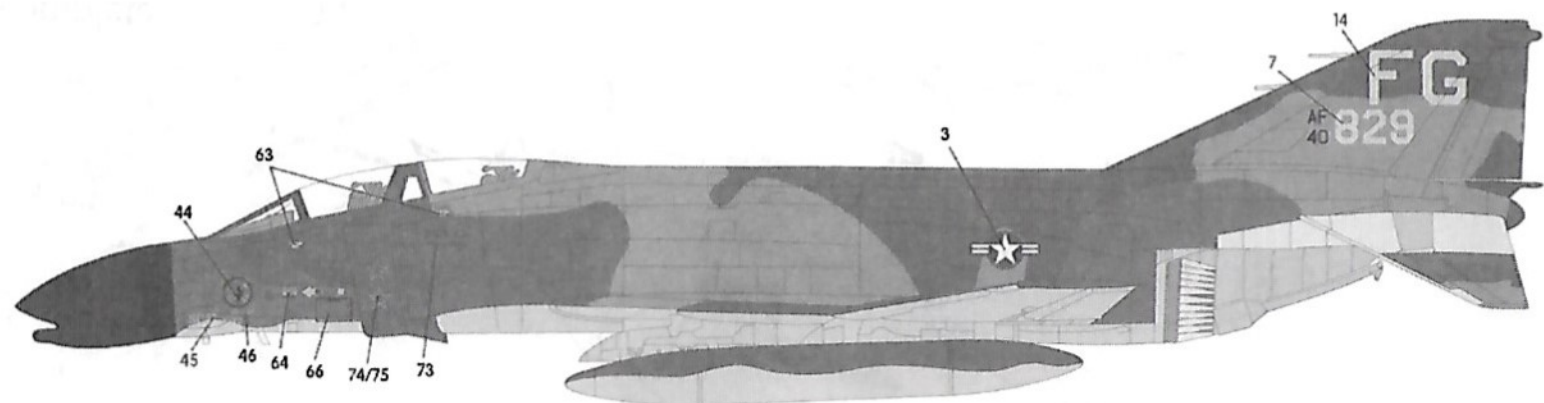
Operation Bolo was named for the long machete carried by the Philippine Resistance Fighters. 56 aircraft divided into fourteen flights departed Upon RTAFB on 2 January 1967 and vectored north to Route Pack 6. The lead flight, code-named "Olds," was led by Col. Robin Olds and Lt. Charles Clifton in F-4C (s/n 63-7680). To simulate the F-105s expected by the defending VPA, 8th TFW Phantoms were configured with QRC-160 ECM pods which were customarily used on the venerable Thuds. The operation resulted in the loss of seven VPAF MiG-21s, and no US losses.



Col. Robin Olds

F-4C-24 MC-64-0829, "Scat XXVII," 20 May 1967

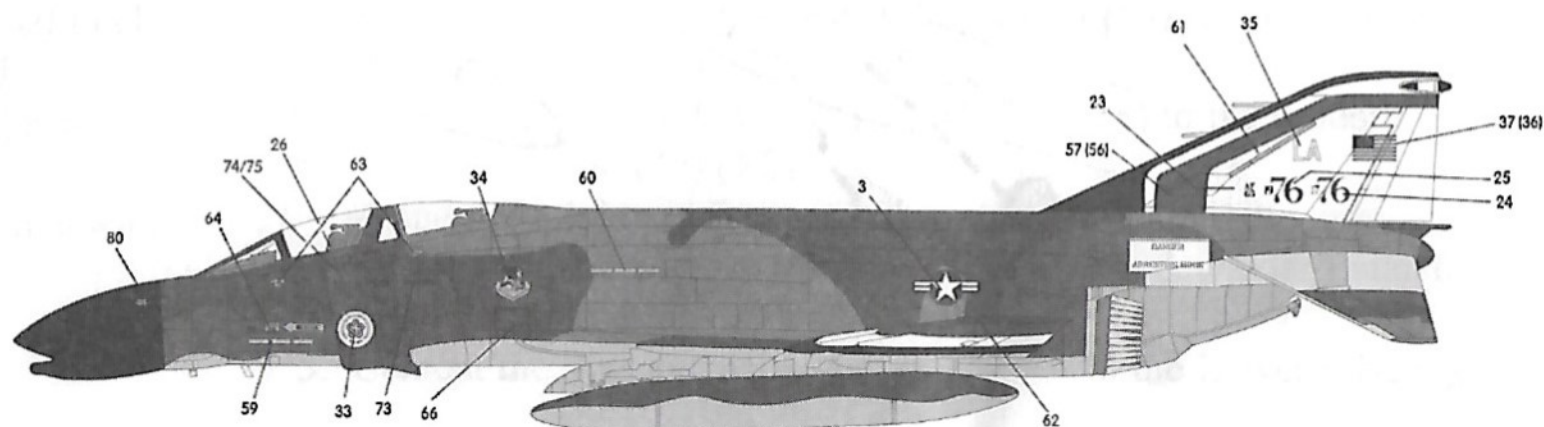
Col. Olds gained his third and fourth kills in Viet Nam flying 64-0829, which by that time had been given the name "Scat XXVII." 0839 was eventually retired and is now on static display at the Air Force Museum, located at Wright-Patterson Air Force Base in Dayton, Ohio. Olds retired from the Air Force in June, 1973, with seventeen kills, twelve during WWII and five in Viet Nam. He was the only American pilot to achieve Ace status in both WWII and Viet Nam. Robin Olds passed away on June 14, 2007 at the age of 83.



58th Tactical Fighter Training Wing

Special American Bicentennial Paint Scheme

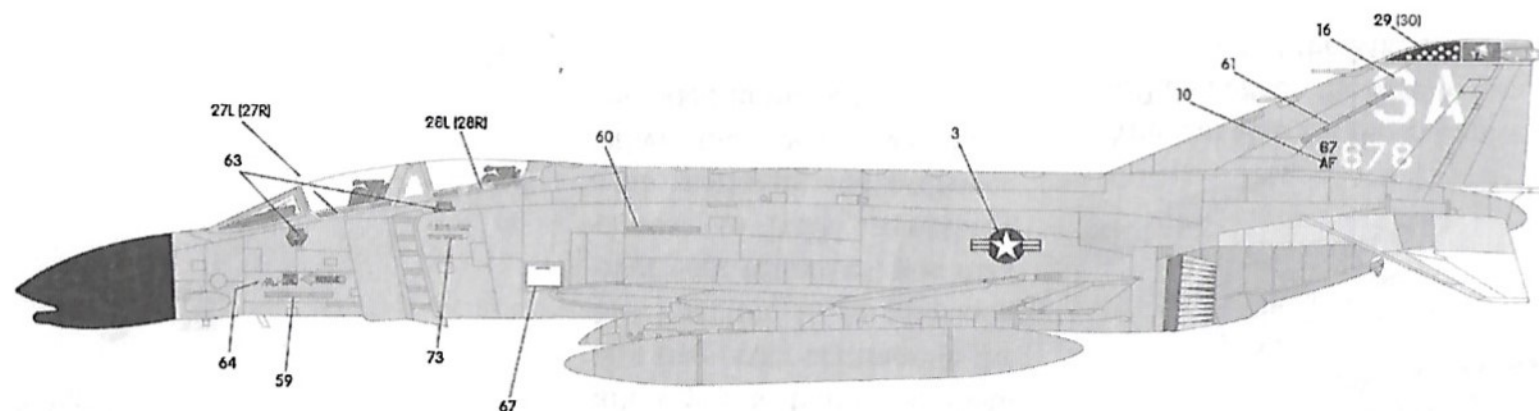
During the 1970's, the 58th Tactical Fighter Squadron served two tours in Southeast Asia in response to the 1972 Spring Offensive. From 29 April 1972 through 18 October 1972 and 1 June 1973 through 14 September 1973, 58th TFS F-4's were TDY to Udorn Royal Thai Air Force Base. Subsequently, the unit was reformed as the 58th Tactical Fighter Training Wing and was based at Luke Air Force Base, Arizona. F-4's served with this unit from 1971 through 1983. During the Nation's bicentennial in 1976, F-4C 67-6760 was painted with this special color scheme. After serving with the 58th TFTW, this F-4 served with the Hawaii ANG.



Col. Chuck Yeager

Commanding Officer, 4th Tactical Fighter Wing

Colonel Chuck Yeager assumed command of the 4th Tactical Fighter Wing In March 1968 The 4th was deployed to Kunsan AB, Korea at that time, in response to the Pueblo crisis (seizure of a U.S. military vessel by North. Korea). In June 1968, Yeager, led the 4th on a perfect re-deployment back to its home base at Seymour Johnson AFB, NC. It was under Yeager's command, the 4th Tactical Fighter Wing achieved its first "Outstanding Unit" citation



171st Fighter Intercept Squadron

1982 William Tell Fighter Weapons Meet, Tyndall AFB

This sheet of decals that contains unique markings for all five 171st FIS F-4C's that took part in the event. Optional Decal Placement for each individual plane is listed here, with the specific decal number within parentheses:

Decal #85 goes on the nose wheel door of all 171st Aircraft.

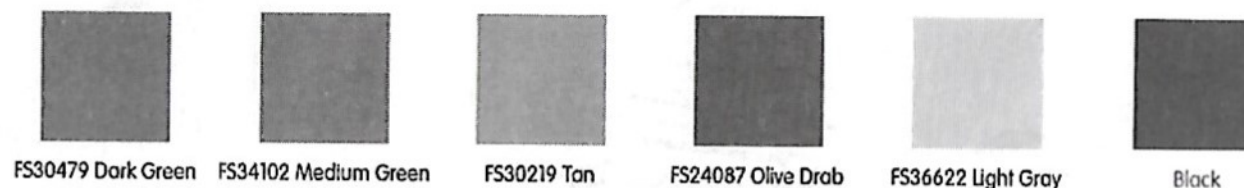
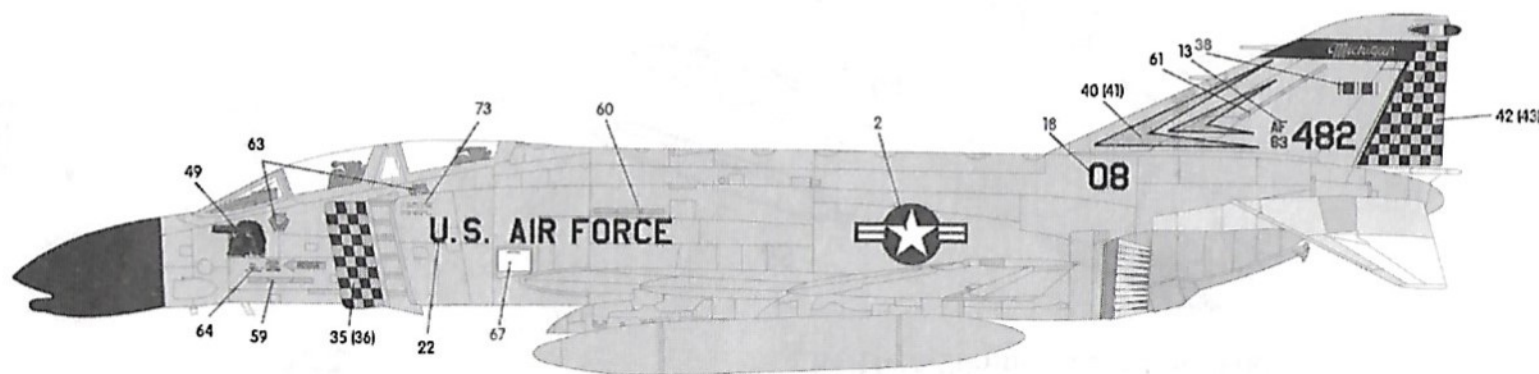
Aircraft 03 (20): AF63-442 (9) "Shadow Demon (47)"

Aircraft 06 (17): AF63-460 (8) "Puff, the Magic Dragon (48)"

Aircraft 07 (21): AF63-475 (12) "Defender of Freedom (51)"

Aircraft 08 (18): AF63-482 (13) "Patience My Ass (49)"

Aircraft 10 (19): AF63-529 (11) Trust Me (50)"

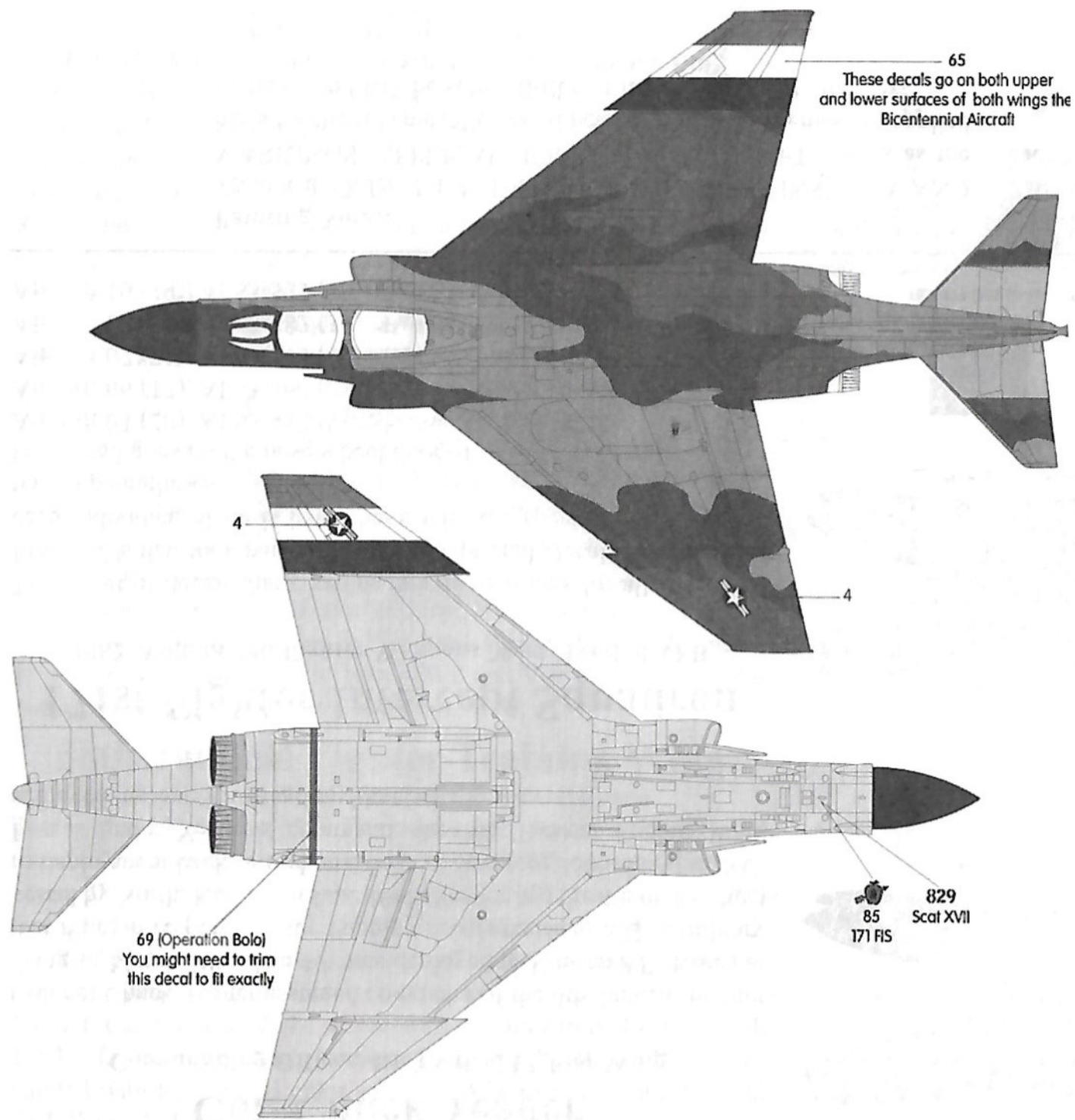


Painting Notes:

Technical Order 1-1-4, EXTERIOR FINISHES, INSIGNIA AND MARKINGS, APPLICABLE TO USAF AIRCRAFT, serves as the basis for the schemes illustrated here. The Camo schemes are applied by hand, and will be subtly different from one plane to the next.

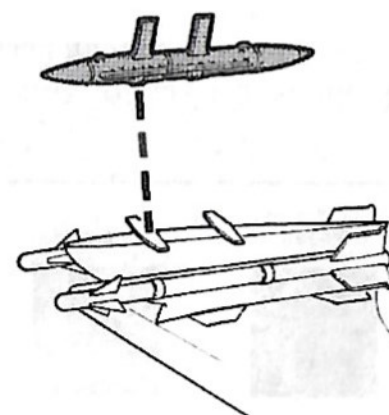
Painting Notes:

Paint the Vertical Stabilizer of 63-7676 White. The exhaust area of each plane is painted natural/burnt metal.

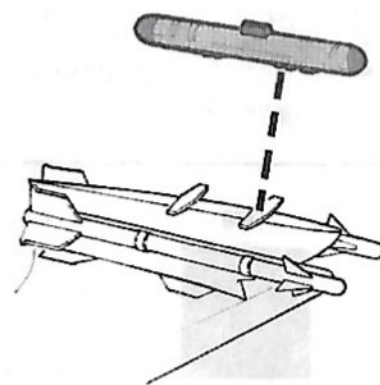


Optional Ordnance

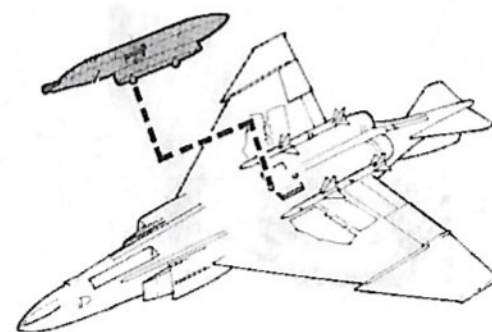
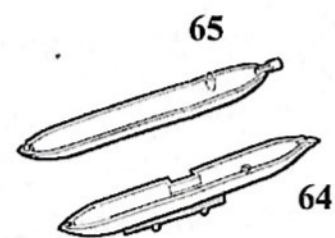
AN/ALQ-87 ECM Pod



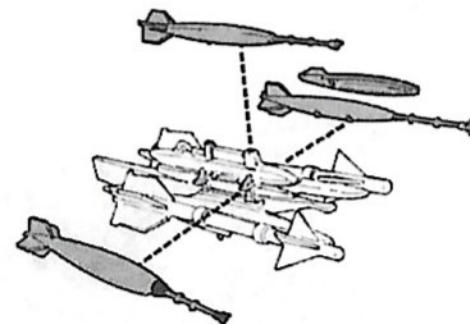
AN/ALQ-101 ECM Pod



SUU-16 20mm Vulcan Gun Pod

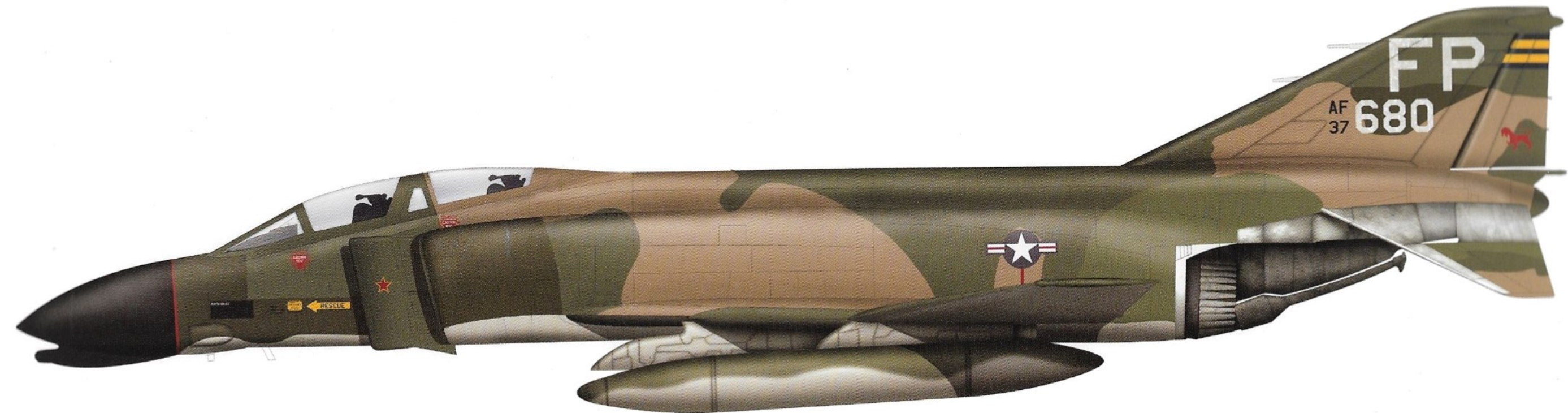


Mk. 82 LDGP with fuse extender



You can also cut the extender off, and attach the fuse to the front of the Mk. 82

Your kit comes with a variety of ordnance options that will allow you to build just about any frag order common to the F-4 Phantom II. As you look over your resources, you may choose to build something with markings and ordnance other than what we have included in this kit.



F-4C Phantom II

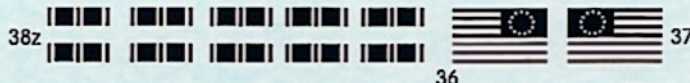
s/n 63-7680

Col. Robin Olds

“Operation Bolo”

8th Tactical Fighter Wing

Ubon Royal Thai Air Force Base, 2 January 1967



USAF
USAF
USAF
USAF
USAF

AF 680 AF 829 AF 460 AF 442 06 08 10
37 40 63 63 17 18 19



AF 678 AF 529 AF 475 AF 482 03 07
10 AF 67 11 AF 63 12 AF 63 13 AF 63 20 21 67
AF 678 AF 529 AF 475 AF 63 482 03 07



FG 14 FG FP FP SASA 16

U.S. AIR FORCE 22 U.S. AIR FORCE U.S. AIR FORCE U.S. AIR FORCE

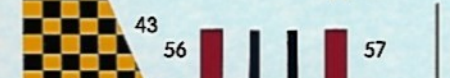
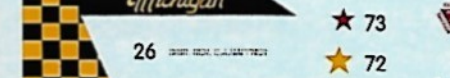
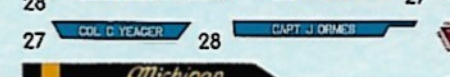
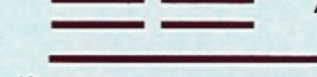
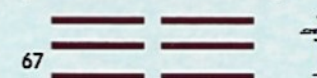
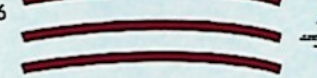
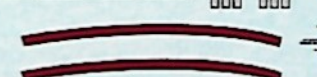
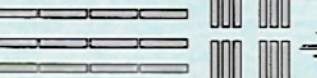
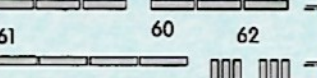
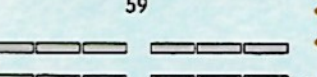
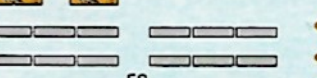
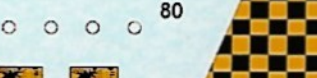
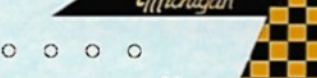
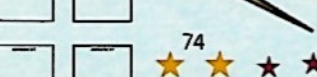
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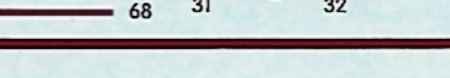
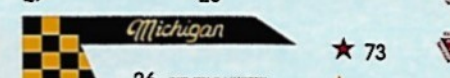
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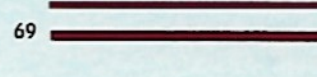
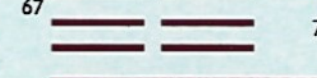
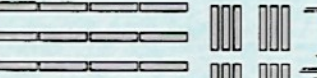
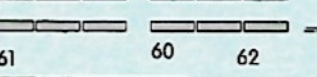
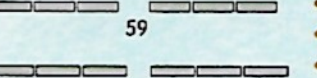
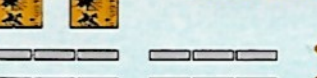
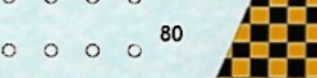
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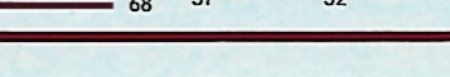
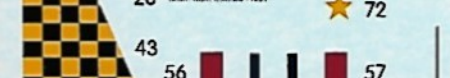
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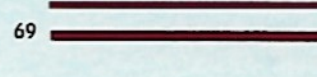
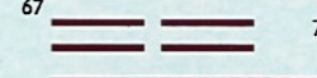
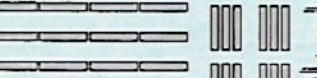
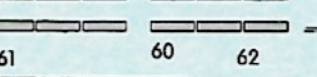
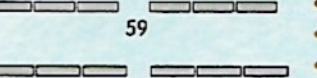
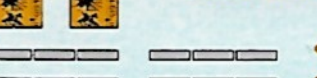
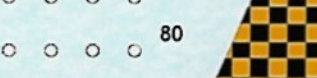
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