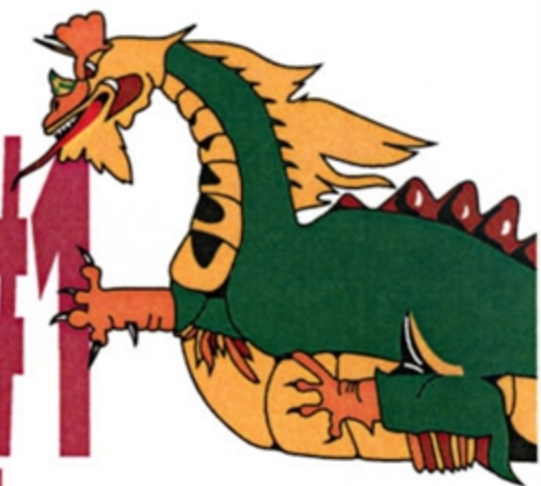


LIMITED EDITION!

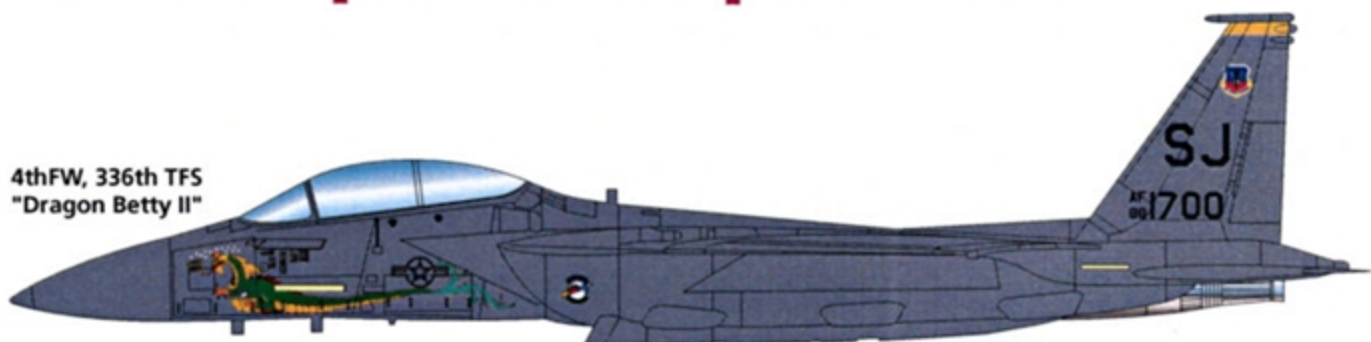
CED32043

# 4th But First #1

## F-15Es in Operation Iraqi Freedom



4thFW, 336th TFS  
"Dragon Betty II"



4thFW, 336th TFS  
"MAD DUCK IV"



4thFW, 336th TFS  
"Memphis Belle III/Memphis Belle IX"



Recommended kit:  
1/32 Tamiya F-15E

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## F-15E

S/N: 88-1700  
4th FW, 336th TFS  
"Dragon Betty II"



Crew Chief: Tyler Stampfli  
Artist: Ryan Stafford

SJ  
AF 88 1700

1  
7  
0  
0

Inside nose gear door

FS 36118 Gunship Gray

## F-15E

S/N: 88-1687  
4th FW, 336th TFS  
"MAD DUCK IV"



Crew Chief: Jason Henton  
Artist: Ryan Stafford

SJ  
AF 88 1687

1  
6  
8  
7

Inside nose gear door

## F-15E

S/N: 89-0485  
4th FW, 336th TFS  
"Memphis Belle III/Memphis Belle IX"

Early Version



Late Version

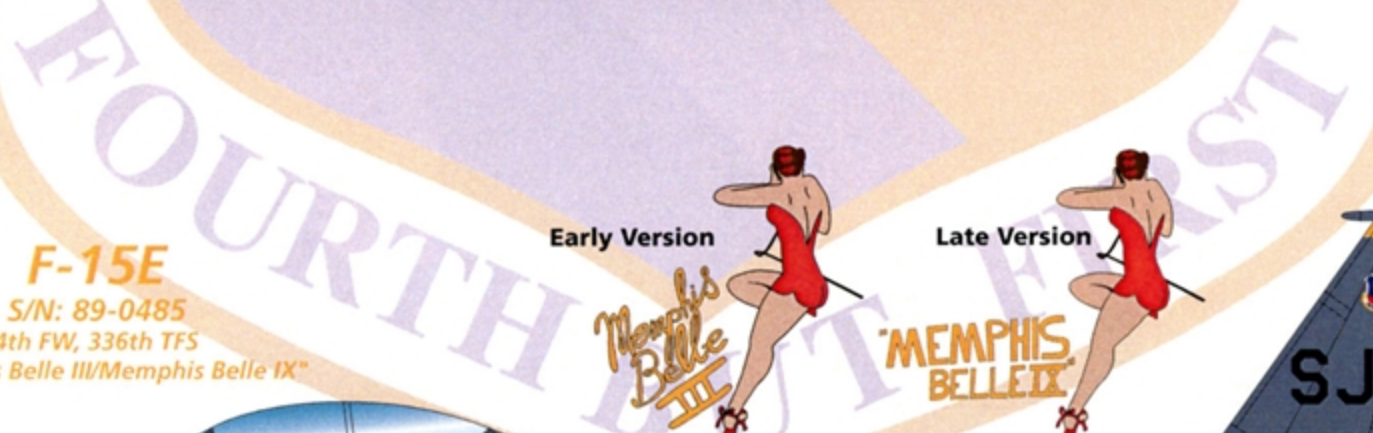


Crew Chief: John Wright  
Artist: Michael Hamm/Jason Baldivia

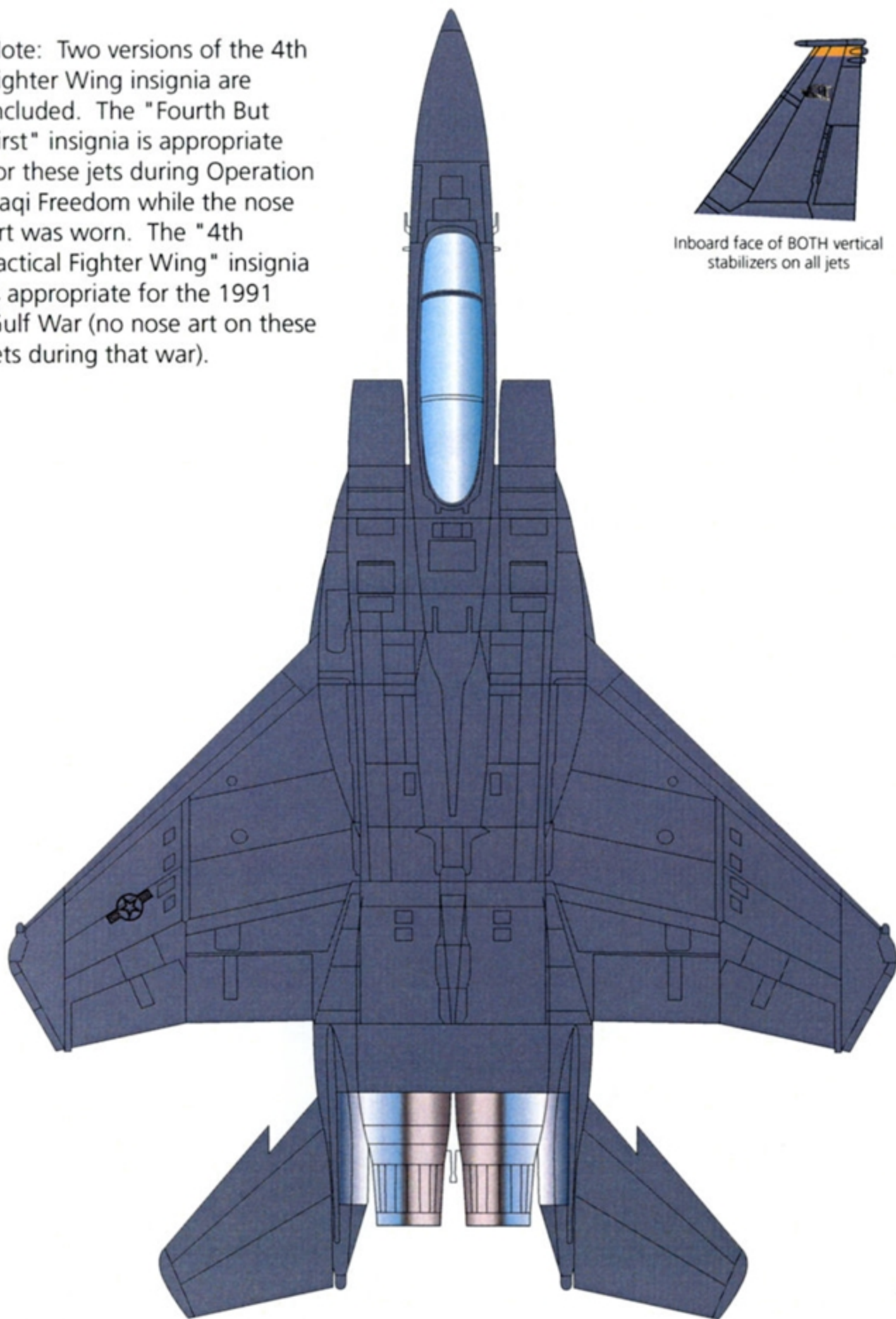
SJ  
AF 89 0485

0  
4  
8  
5

Inside nose gear door



Note: Two versions of the 4th Fighter Wing insignia are included. The "Fourth But First" insignia is appropriate for these jets during Operation Iraqi Freedom while the nose art was worn. The "4th Tactical Fighter Wing" insignia is appropriate for the 1991 Gulf War (no nose art on these jets during that war).



Inboard face of BOTH vertical stabilizers on all jets

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# 4th But First #1: F-15Es in Operation Iraqi Freedom



## 88-1700

- Crew chief Josh Ridley's grandfather, Lt Col. James Ridley (Ret) flew the original "Dragon Betty," a B-24, during WW II.

## 88-1687

- The original Mad Ducks (I, II & III) were F4U Corsairs in WW II, crewed by the grandfather of the artist who painted the art on this aircraft, Jason Henton.

## 89-0485

- F-15E "Memphis Belle" was so named because the first "Memphis Belle" shared the tail number 485. The lettering was changed from script to block at the request of Col. Bob Morgan to more closely match the original artwork. The artwork was originally applied as "Memphis Belle III" because the crew did not realize the many other aircraft had been named "Memphis Belle" since the Second World War, but at the request of Col. Morgan, the name was changed to the correct "Memphis Belle IX." The jet flew combat missions with both names.

## Applying the Decals

You probably already know all this stuff, so feel free to use your regular process; however, if you're new to aftermarket decals, here goes:

- Generally, use the Microscale Finishing System. We don't recommend extremely strong decal solvents such as Solvaset.
- Your model must have a smooth, glossy surface, as decals won't adhere well to matte surfaces. Use gloss paints or your favorite clear gloss overspray over matte or semigloss paint.
- Cut each subject out without trimming off the slight excess film (this helps the decal film disappear when dry).
- Put the decal in warm water that has a drop or two of liquid dishwashing soap or photo-flo for 10 seconds.
- When the decal will slide off the backing paper without forcing it, apply it to the proper position on your model. Slide the backing paper out from underneath.
- Gently blot off excess water and smooth out bubbles under the decal surface. If you wish, carefully brush on a mild decal softener such as Micro-Sol.
- When all decals are completely dry, gently wash off all excess decal adhesive.
- Finally, overcoat your model with a good quality gloss coat, followed by your choice of matte or eggshell clear topcoat.

## FS 595 Color Cross Reference

FS 36118 Xtracolor X5/X130, Humbrol 123 & 125, Gunze Sangyo H333/H032/H075/H305, Modelmaster 1723, Pro Modeler 88-0037, Floquil 303157

## Bibliography

Original photos provided by the men of the 4th Fighter Wing.