

## Remarks

This AirDOC decal set allows you to build nearly any USAF F-4 stationed in the Gulf region during the Desert Storm and subsequent operations in South West Asia, featuring the late style Hill Gray II camouflage. This set includes enough markings for several different aircraft.

## Kit suggestions to build a correct RF-4 C

1. 1/72 scale modelers try to obtain the Hasegawa KA 7 RF-4 C kit.
2. 1/48 scale modelers use the Hasegawa F-4 J kit PT 6 and incorporate Paragon Design's resin nose conversion sets N°. 4887 early style (square) nose profile or N°. 4888 late style (round) nose profile. If you prefer a different conversion set: Black Box released their nose conversion set N°. 48052.
3. 1/32 scale modelers stick to Revell's RF-4 C kit. It needs some modification to the fin cap and engine intakes but the overall shape is OK and it is the only kit available in this scale.

## Kit suggestions to build a correct F-4 G

1. 1/72 scale modelers try to obtain the Hasegawa KA 6 F-4 G kit.
2. 1/48 scale modelers use the Hasegawa F-4 G kit PT 4.
3. 1/32 scale modelers use the Revell/ Monogram F-4 E model as basic kit and convert it with Cutting Edge's F-4 G conversion set.

## Decal application:

To apply the decals cut each subject carefully from the backing paper. Do not cut away the excess film. Dip the decal for about 20 seconds into water and wait until it slides easily on the backing paper. Do not pull or push the decals before the adhesive has completely dissolved, otherwise it might be ruined. You may use a setting solution but this is not necessary. After the decal is applied to the model's surface, wait several hours until it has set and dried properly. **Do Not Touch It Prior!!** Depending on the surface's quality, a gloss varnish should be sprayed onto the model prior to the application of the decals so the clear excess film will disappear completely.

## Happy Decaling!

In our opinion the following update kits are a must have for the serious modeler:

## Aires:

- 07072 1/72 F-4 E/ G nozzles
- 07083 1/72 F-4 C/ D/ E/ G and RF-4 C wheel bays
- 04118 1/48 F-4 E/ G nozzles
- 04123 1/48 F-4 C/ D/ E/ G/ and RF-4 C wheel bays

## Black Box:

- 48017 F-4 G cockpit set
- 48051 RF-4 B/ C/ E cockpit set
- 48052 RF-4 B/ C/ E nose conversion

## Eduard photo etched sets:

- N°. 72123 F-4 E
- N°. 48101 F-4 E and 48109 F-4 G Phantom II

## True Details:

- 72006 F-4 C/ D/ E/ G and RF-4 C bulged wheels
- 48043 F-4 C/ D/ E/ G and RF-4 C bulged wheels
- 32003 F-4 C/ D/ E/ G and RF-4 C bulged wheels

**This set is for the experienced modeler only and should be kept out of reach of little children. Not suited for children under the age of 14!**



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# AirDOC

Aircraft Documentations

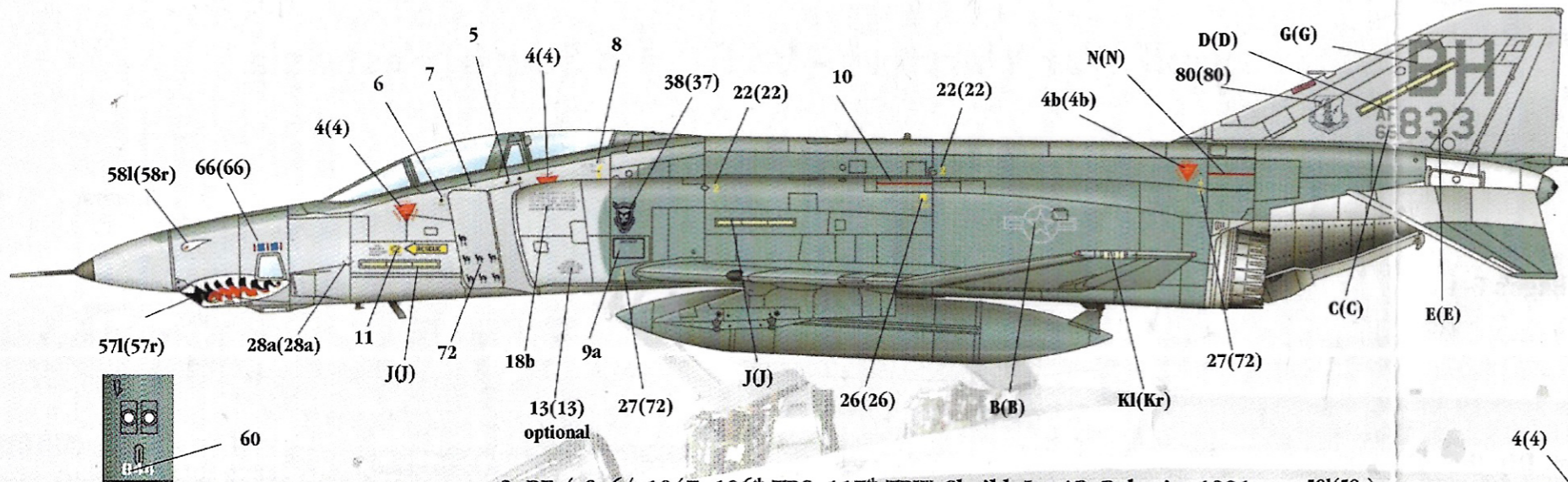
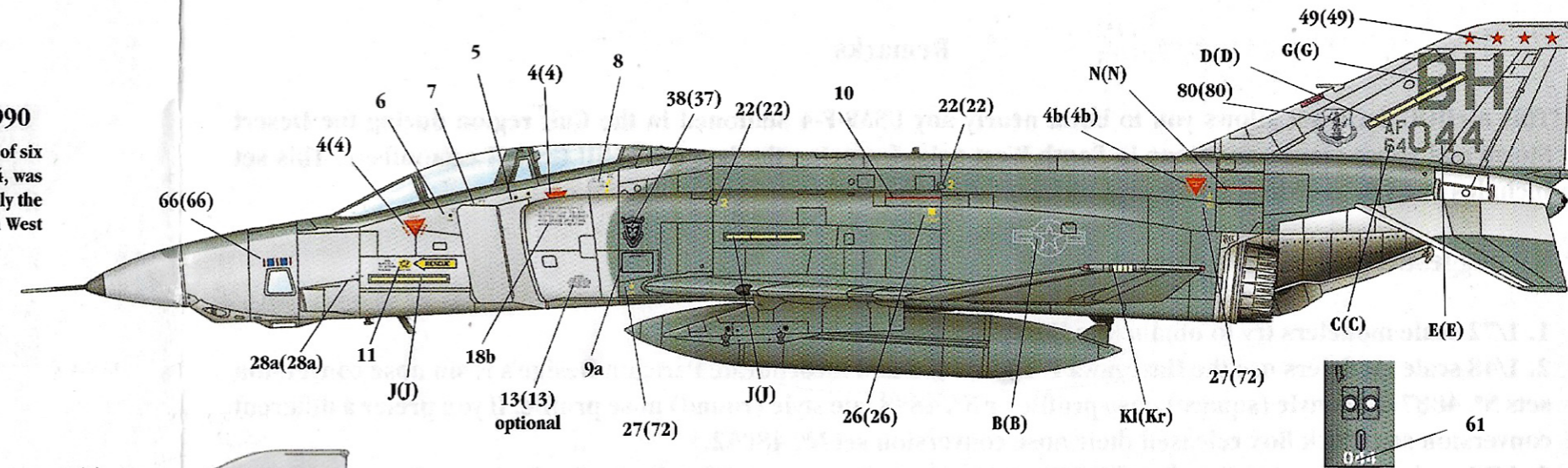
## Gulf War Warriors - US F-4s in South West Asia





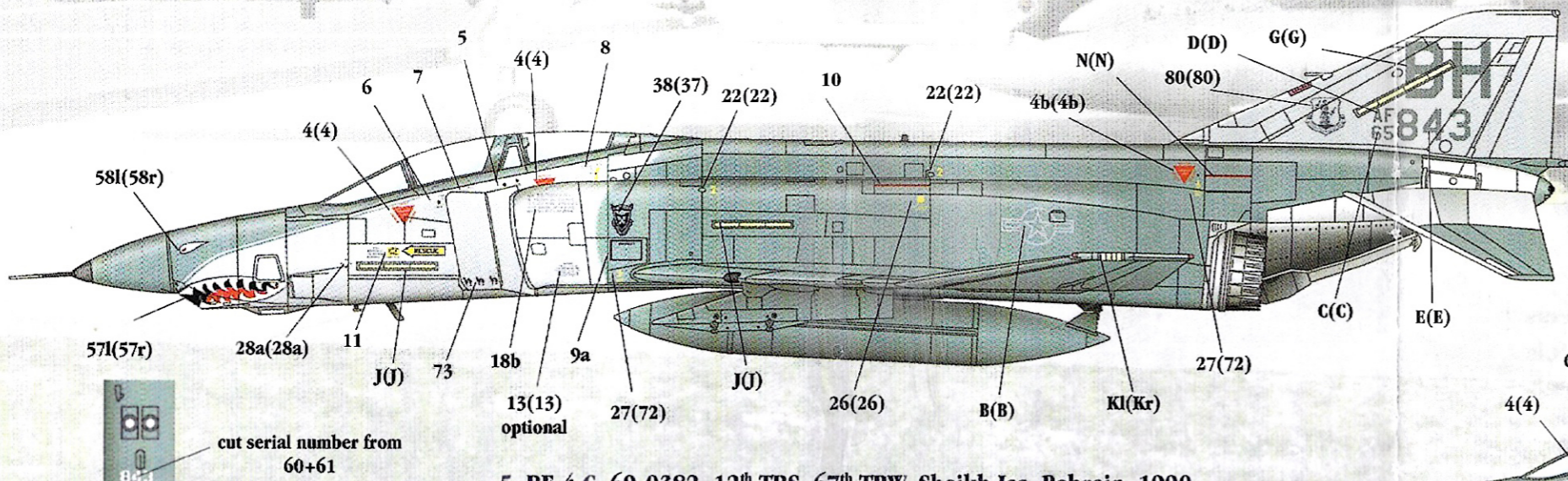
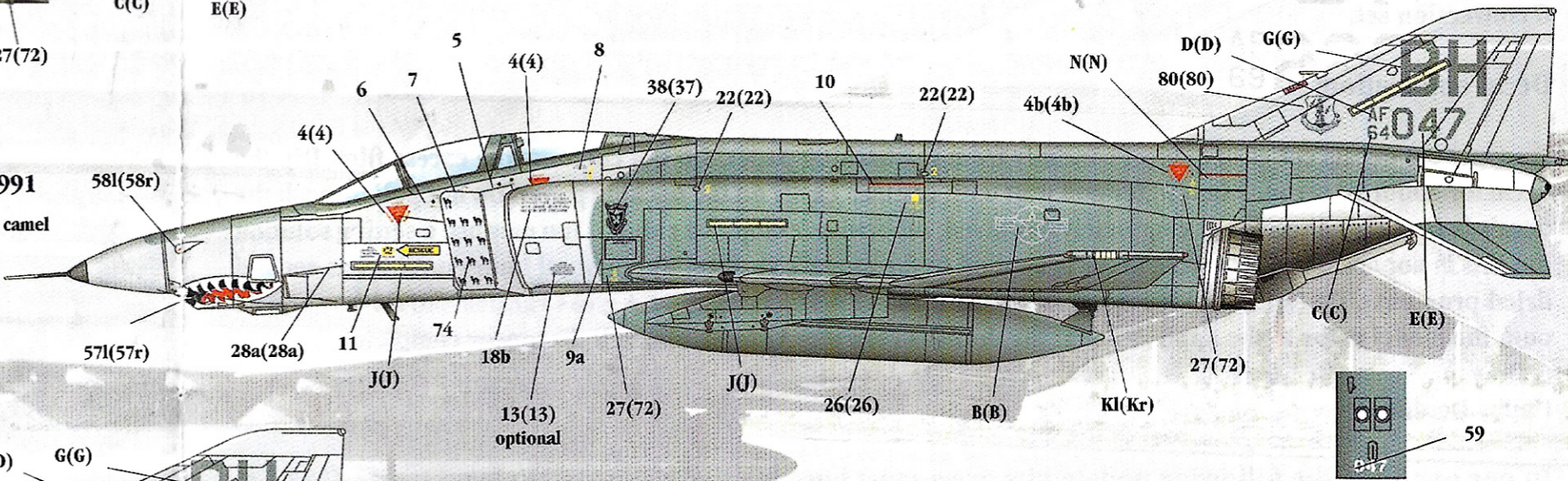
## 72/48/32006 Gulf War Warriors - US F-4s in South West Asia

**1. RF-4 C, 64-1044, 106<sup>th</sup> TRS, 117<sup>th</sup> TRW, Birmingham, Alabama, 1990**  
The 106th TRS, 117th TRW, started its involvement in the Gulf conflict with the deployment of six RF-4 Cs to Sheikh Isa, Bahrain, in mid 1990. Unfortunately this particular aircraft, 64-1044, was lost on 8 October, the same year, while being on an "Eager Light" training mission. Tragically the crew perished. The red stars on the fin were removed shortly prior its ferry flight to South West Asia.



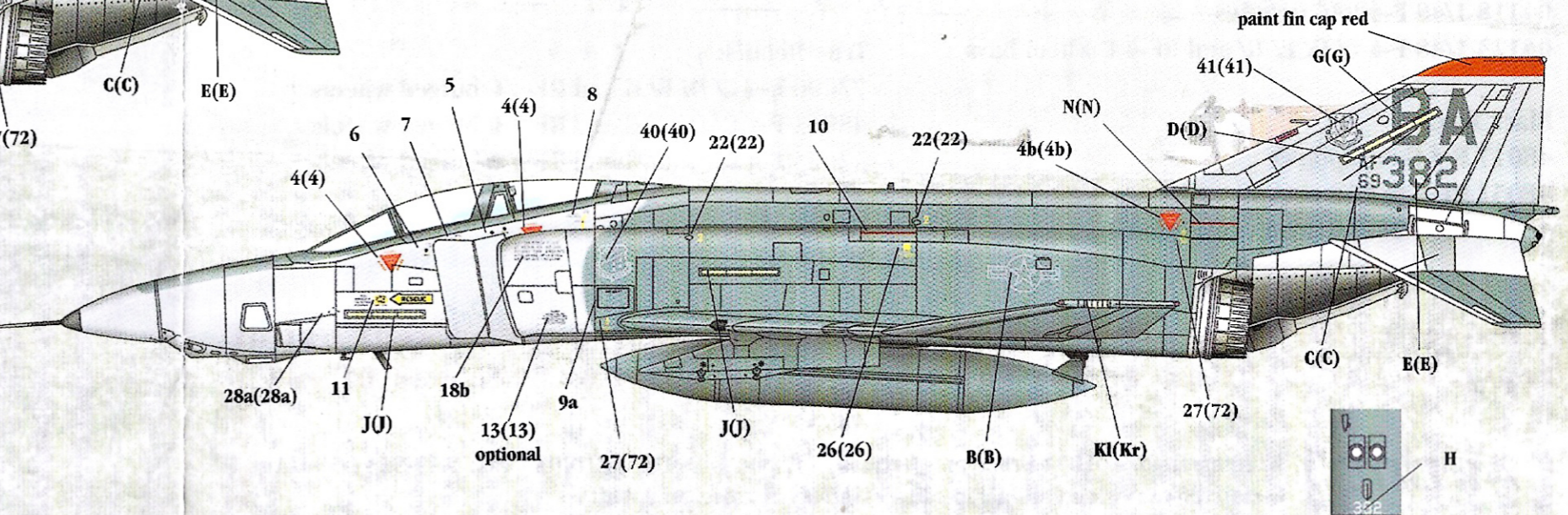
**2. RF-4 C, 65-0833, 106<sup>th</sup> TRS, 117<sup>th</sup> TRW, Sheikh Isa AB, Bahrain, 1991**  
65-0833 was another bird of the 106th TRS in the Gulf region. Shortly after their arrival, all 117th TRW birds received their striking shark mouths. When applying the shark mouths, carefully cut away the part of decals 57l and 57r, which overlap the lower part of the side camera windows.

**3. RF-4 C, 64-1047, 106<sup>th</sup> TRS, 117<sup>th</sup> TRW, Sheikh Isa AB, Bahrain, 1991**  
106th TRS's top scorer, 64-1047, accumulated over 65 missions over enemy territory. Each camel stands for five combat missions flown.



**4. RF-4 C, 65-0843, 106<sup>th</sup> TRS, 117<sup>th</sup> TRW, Sheikh Isa AB, Bahrain, 1991**  
65-0843 featured a slightly different version of the Hill Grey II camouflage. If you are unsure to be able to paint the trim for the grey anti-glare panel properly onto the late style Hill Grey II RF-4 Cs, then use decal Fl and Fr.

**5. RF-4 C, 69-0382, 12<sup>th</sup> TRS, 67<sup>th</sup> TRW, Sheikh Isa, Bahrain, 1990**  
69-0382 was one of six aircraft of the 12th TRS, 67th TRW, which deployed from Bergstrom AFB, Texas, to South West Asia.



The number in brackets behind the decal number e. g. 7(7) indicates the decal to be used on the other side of the aircraft.

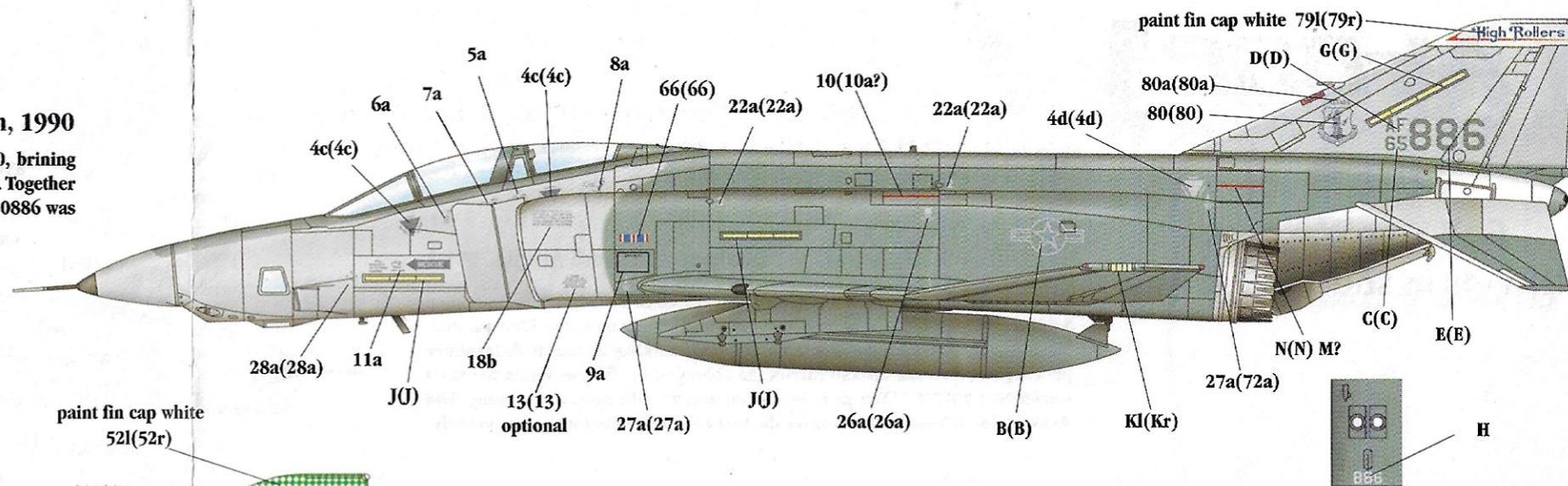


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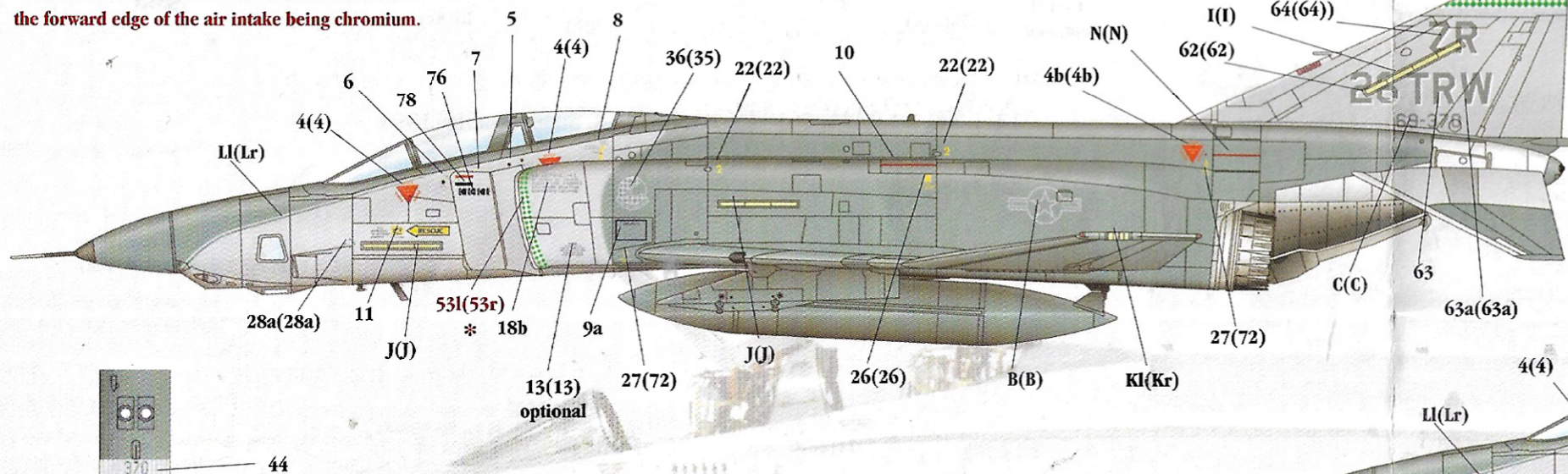
## Gulf War Warriors - US F-4s in South West Asia

### 6. RF-4C, 65-0886, 192<sup>nd</sup> TRS, Nevada ANG, Sheikh Isa AB, Bahrain, 1990

The 192th TRS took over command of the recce force at Sheikh Isa in December 1990, bringing along attrition jets both from their home base Reno, Nevada, and from the Mississippi ANG. Together with the Birmingham jets the ANG aircraft alone accumulated 412 combat missions. 65-0886 was one of the few original Reno Air Guard aircraft brought over to the Gulf.



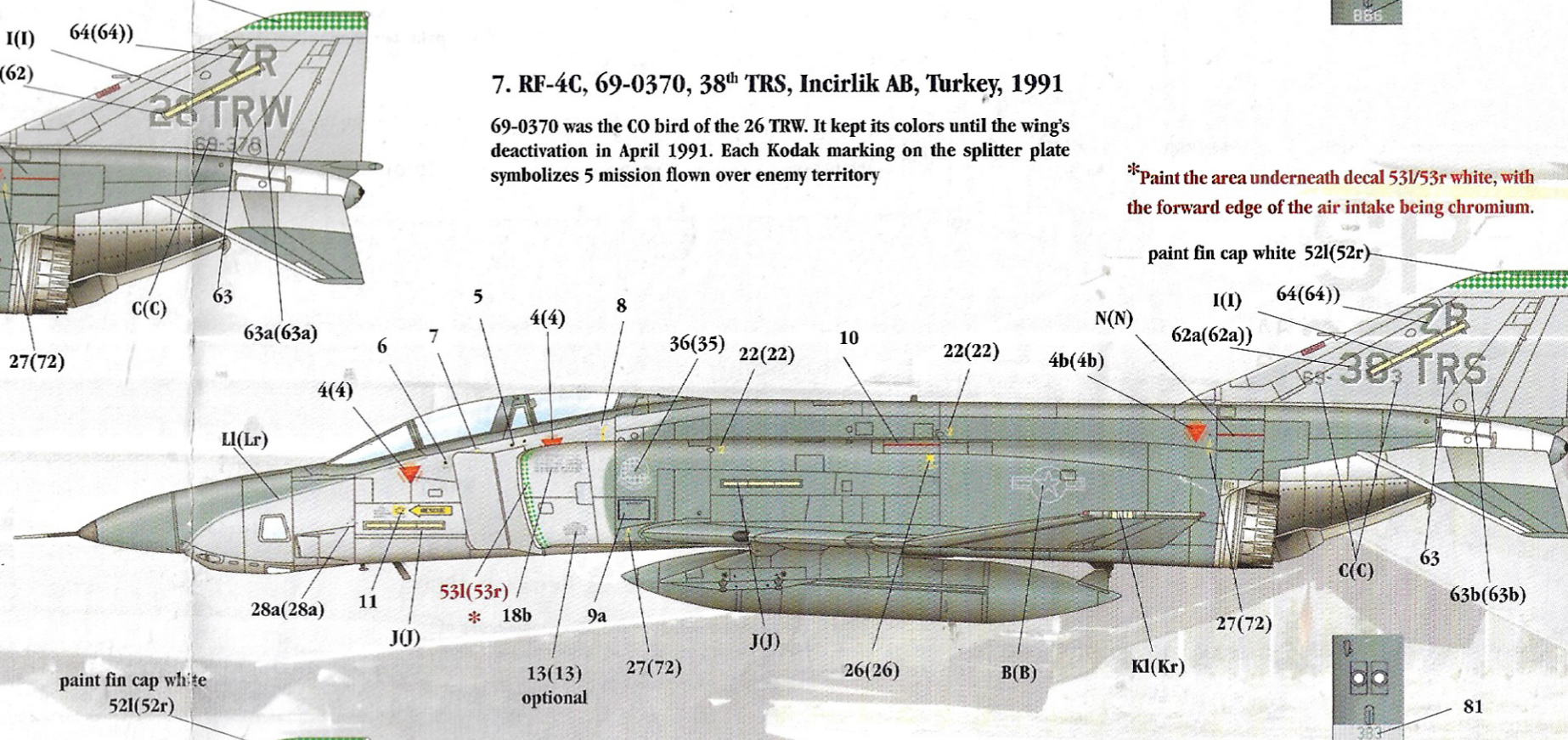
\*Paint the area underneath decal 531/53r white, with the forward edge of the air intake being chromium.



### 7. RF-4C, 69-0370, 38<sup>th</sup> TRS, Incirlik AB, Turkey, 1991

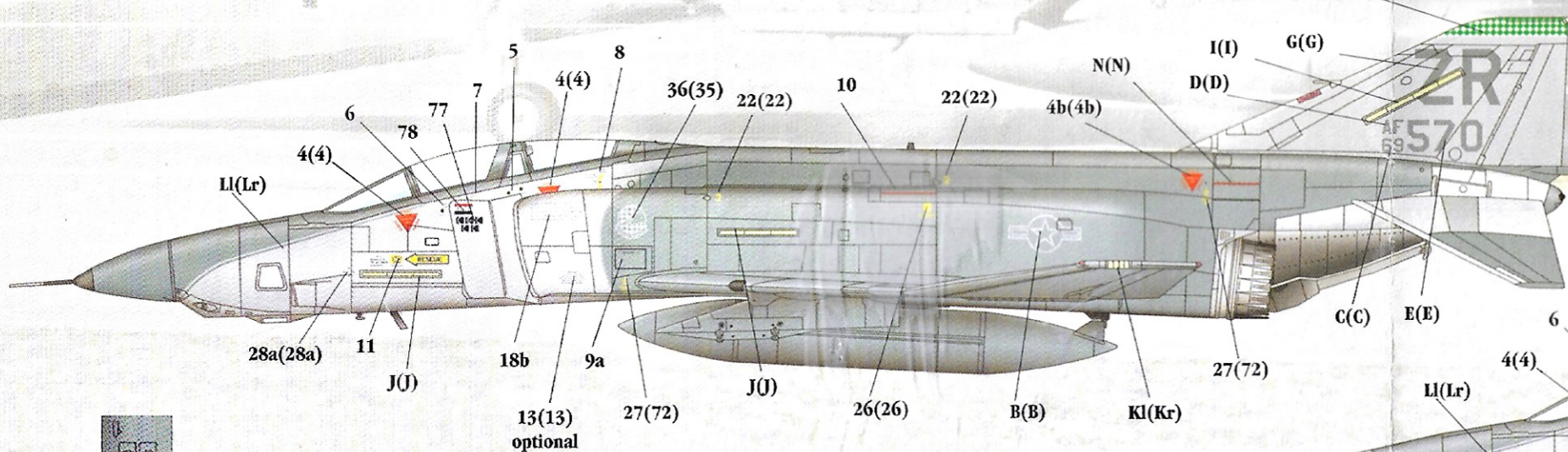
69-0370 was the CO bird of the 26 TRW. It kept its colors until the wing's deactivation in April 1991. Each Kodak marking on the splitter plate symbolizes 5 mission flown over enemy territory

\*Paint the area underneath decal 531/53r white, with the forward edge of the air intake being chromium.



### 8. RF-4C, 69-0383, 38<sup>th</sup> TRS, Incirlik AB, Turkey, 1991

RF-4C, 69-0383 was the personal mount of Lt. Col. Lloyd "Pappy" Rowland, detachment and squadron commander of the 38th TRS in Incirlik, Turkey.

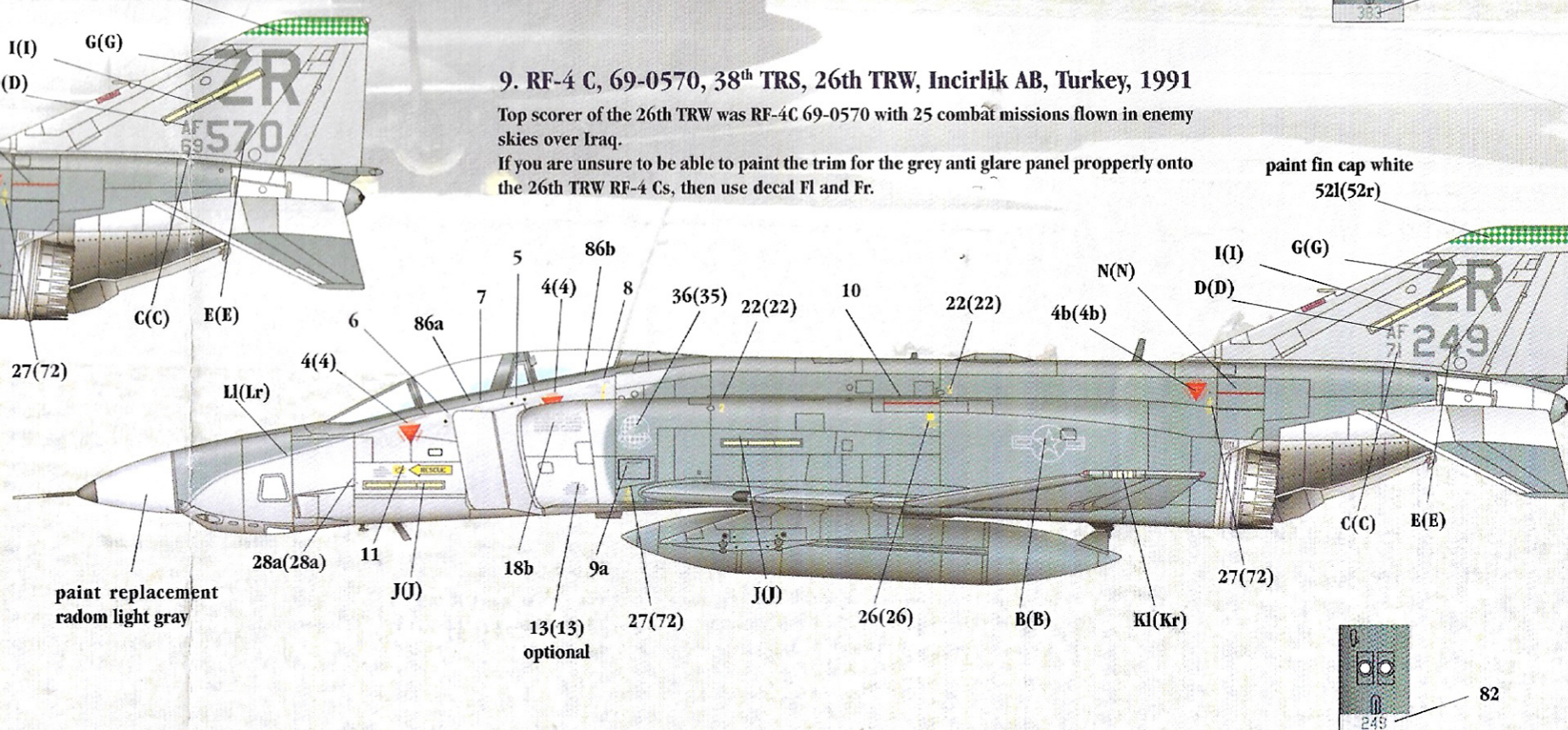


### 9. RF-4 C, 69-0570, 38<sup>th</sup> TRS, 26th TRW, Incirlik AB, Turkey, 1991

Top scorer of the 26th TRW was RF-4C 69-0570 with 25 combat missions flown in enemy skies over Iraq. If you are unsure to be able to paint the trim for the grey anti glare panel properly onto the 26th TRW RF-4 Cs, then use decal F1 and Fr.

### 10. RF-4C, 71-0249, 38<sup>th</sup> TRS, , Zweibrücken AB, Germany 1991

71-0249 was selected to be replacement aircraft in case an RF-4C of the 38th TRS would have had any malfunction in Incirlik AB, Turkey, 1991. It actually never had to leave Zweibrücken.



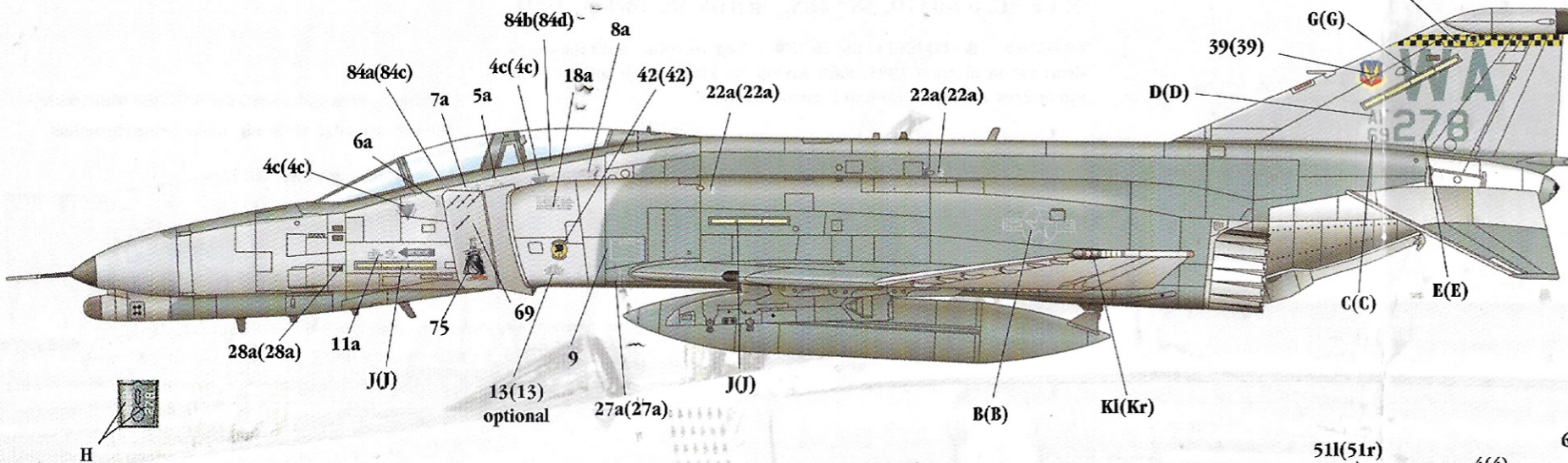
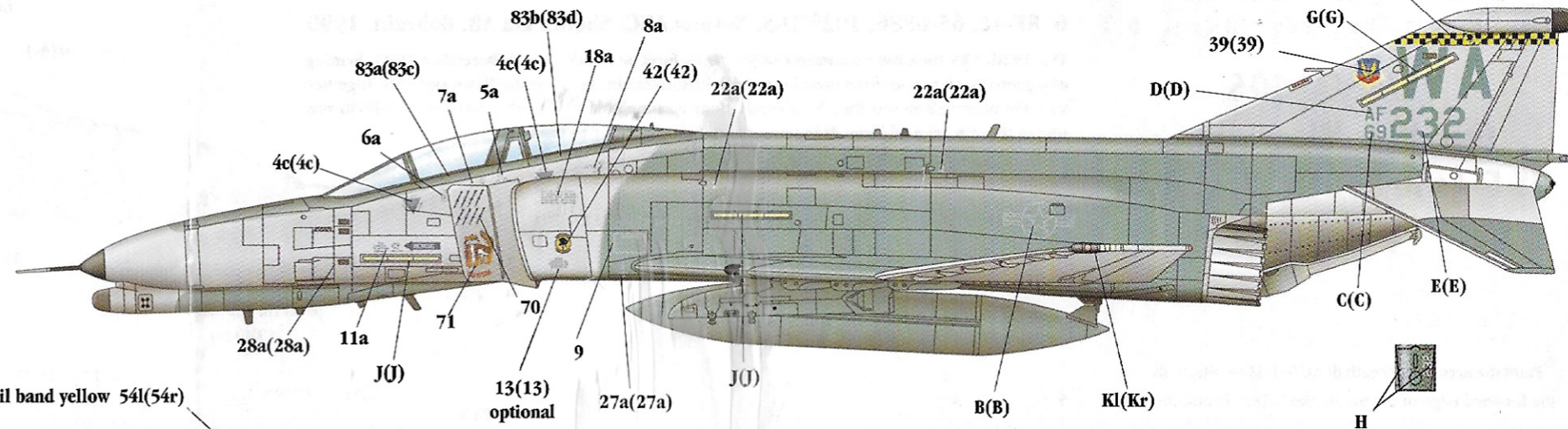


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**Gulf War Warriors -  
US F-4s in South West Asia**

**11. F-4G, 69-7232, 561<sup>st</sup> FS, Dhahran AB, Saudi Arabia, 1994**

69-7232 was one of several F-4Gs of the 561<sup>st</sup> TFS which participated in "Operation Southern Watch", the vigil of air activity in Iraq airspace up to the 32<sup>nd</sup> parallel. Most aircraft returned home to the US with special markings applied to their splitter plates. This particular aircraft carries the abbreviation, famous within the SEAD community: YGBSM - "You gotta be shitting me!?! - the outcry of a young Wild Weasel pilot in Vietnam, hearing for the first time about their new mission to fly.

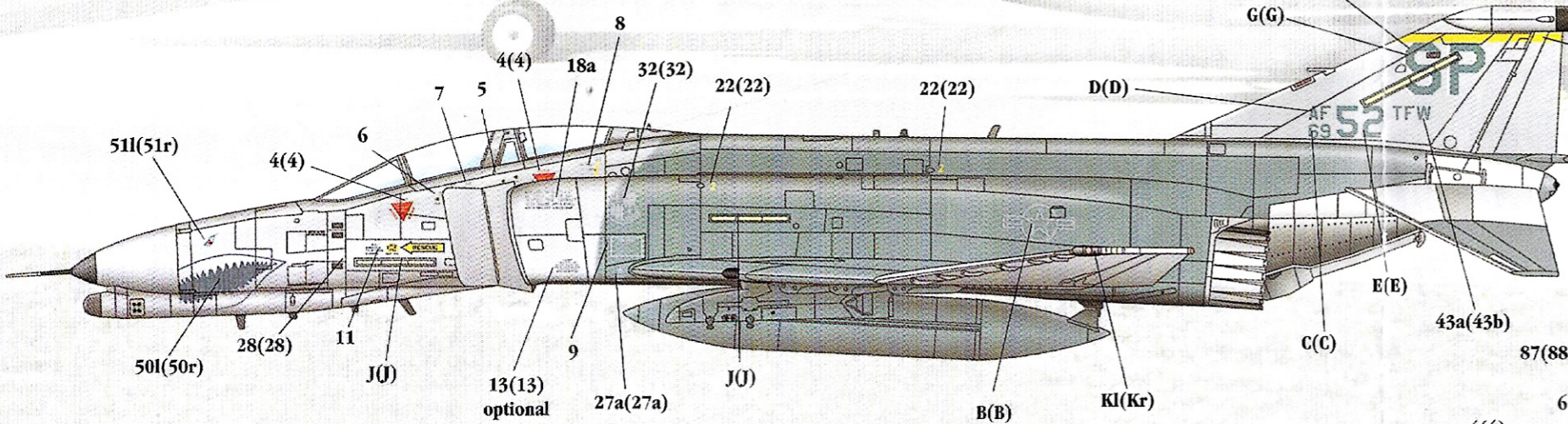
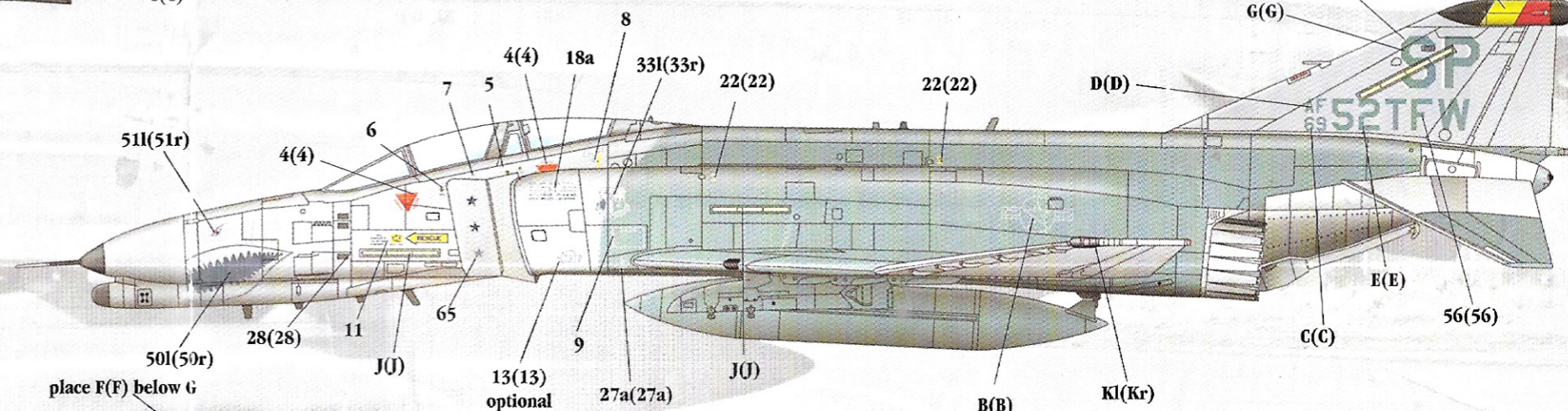


**12. F-4G, 69-0278, 561<sup>st</sup> FS, Dhahran AB, Saudi Arabia, 1994**

69-0278 is another participant in "Operation Southern Watch". She carries four HARM kills.

**13. F-4G, 69-7582, 52<sup>nd</sup> TFW, Spangdahlem AB, Germany, 1988**

This aircraft was the "boss" bird, the personal mount of the wing commander of TFW 52 based at Spangdahlem, wearing the colors of all of its squadrons on its tail.



**14. F-4G, 69-7582, 52<sup>nd</sup> TFW, Spangdahlem AB, Germany, 1990**

Late version of the same F-4G, 69-7582, wearing the insignia of the wing commander but retaining the yellow tail band of the 81<sup>st</sup> TFS.

**15. F-4G, 69-7270, 81<sup>st</sup> TFS, 52<sup>nd</sup> TFW, Dhahran AB, Saudi Arabia, 1994**

This particular aircraft was amongst the final aircraft returning from the Gulf conflict and its subsequent operations. The 81<sup>st</sup> TFS returned home to Spangdahlem AB, Germany in February 1994 and converted to the A-10 shortly after that.

