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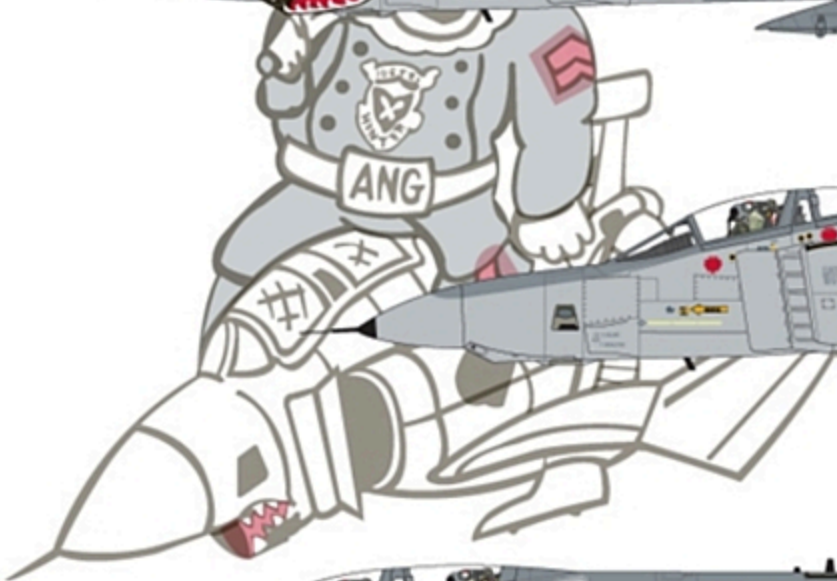
Phlasy Photo Phantoms, Part 1: USAF RF-4Cs



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RECKLESS REBELS



SEEKER



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**64-1047 117th Tac. Recon. Wing
Alabama Air National Guard
Birmingham, Alabama 1993**

This jet deployed to the Persian Gulf in 1991, where it flew combat missions during Operation Desert Storm. With 172 missions under its belt, it was the F-4 with the highest number of sorties during the war. It received its distinctive sharkmouth in late January 1991. In 1993, Don Spring added the nose art.

****No triangular reinforcement on horizontal stabs on 64-1047!****



**65-843 117th Tac. Recon. Wing
Alabama Air National Guard
Birmingham, Alabama 1992**

Also an Operation Desert Storm veteran, this Phantom wore its mission markings through the end of its career. In 1992, Don Spring applied the artwork to celebrate the squadron's 75th Anniversary. It was retired to AMARC on October 9, 1992, where it remains, still wearing these markings.



**65-0878 155th Tac. Recon. Group
Nebraska Air National Guard
Lincoln, Nebraska August 1989**

The Nebraska Air National Guard operated the RF-4C for more than 22 years, making them among the longest and most experienced on the Phantom in the Guard. RF-4C 65-0878 was among the final Phantoms to leave Nebraska. It was retired to AMARC on January 14, 1992, where it remains in storage today.



This jet is fitted with two rear-view mirrors at the 10 and 2 o'clock positions rather than the more common single mirror.

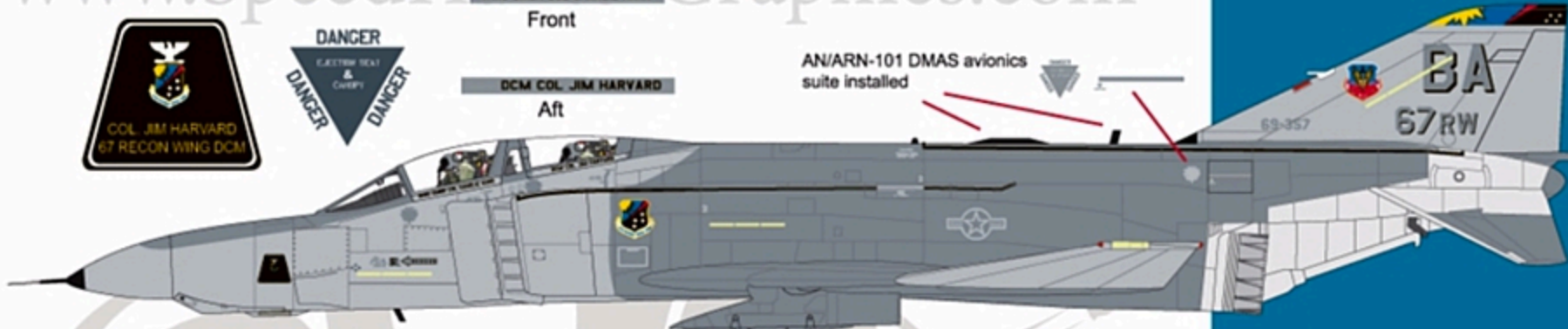


67-0452 3246th Test Wing
Eglin AFB, Florida
September, 1992

The 3246th Test Wing was responsible for a variety of developmental test scenarios on all USAF aircraft. They flew a handful of F-4s, including this RF-4C. It had no cameras; instead, its long nose was filled with instrumentation. The side camera windows were replaced by access doors.

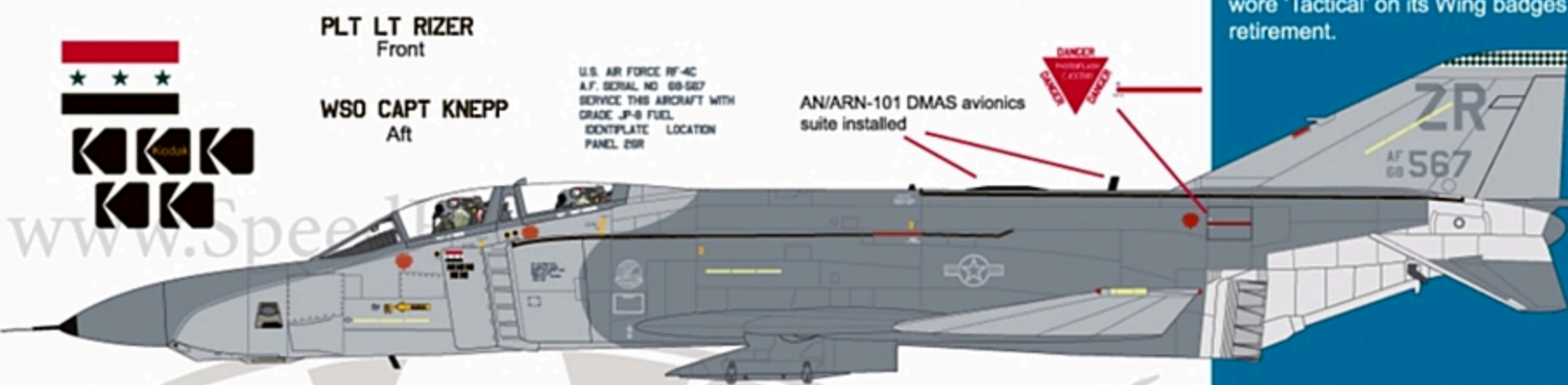


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69-0357 12th Recon. Squadron
67th Reconnaissance Wing
Bergstrom Air Force Base, TX
September, 1992

The 67th Reconnaissance Wing was the last active-duty operator of the RF-4C Phantom. 69-0357 was the Wing's flagship in late 1992. Due to a reorganization within the Air Force that June, 'Tactical' was dropped from all unit designations. However, this jet still wore 'Tactical' on its Wing badges until retirement.



68-0567 38th Tac. Recon. Sq.
26th Tac. Recon Wing
Zweibrucken AB, March 1991

The 38th TRS deployed eight RF-4Cs to Incirlik AB, Turkey, in February 1991, during Operation Desert Storm. The squadron flew 103 reconnaissance sorties over northern Iraq. Following the war, the squadron was deactivated and their Phantoms flown to AMARC in Tucson, Arizona.



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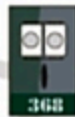
CC COL. G. R. PECK JR.
Front
WSO LTCOL. L. E. CLEFT
Aft

U. S. AIR FORCE WF-4C
AF SERIAL NO. 69-0368
SERVICE THIS AIRCRAFT
WITH GRADE JP-4 FUEL
IDENTIFY LOCATION
PANEL 898



CAUTION
THE FUEL DUCT AND
DRAIN FORWARD OF THE WING
AREA MUST REMAIN FREE OF ALL
LOOSE OBJECTS PRIOR TO AND DURING
ENGINE OPERATION

OCC SSGT. T. COLEMAN
Front
ADCC AIC J. GOODMAN
Aft



Nose Gear Door



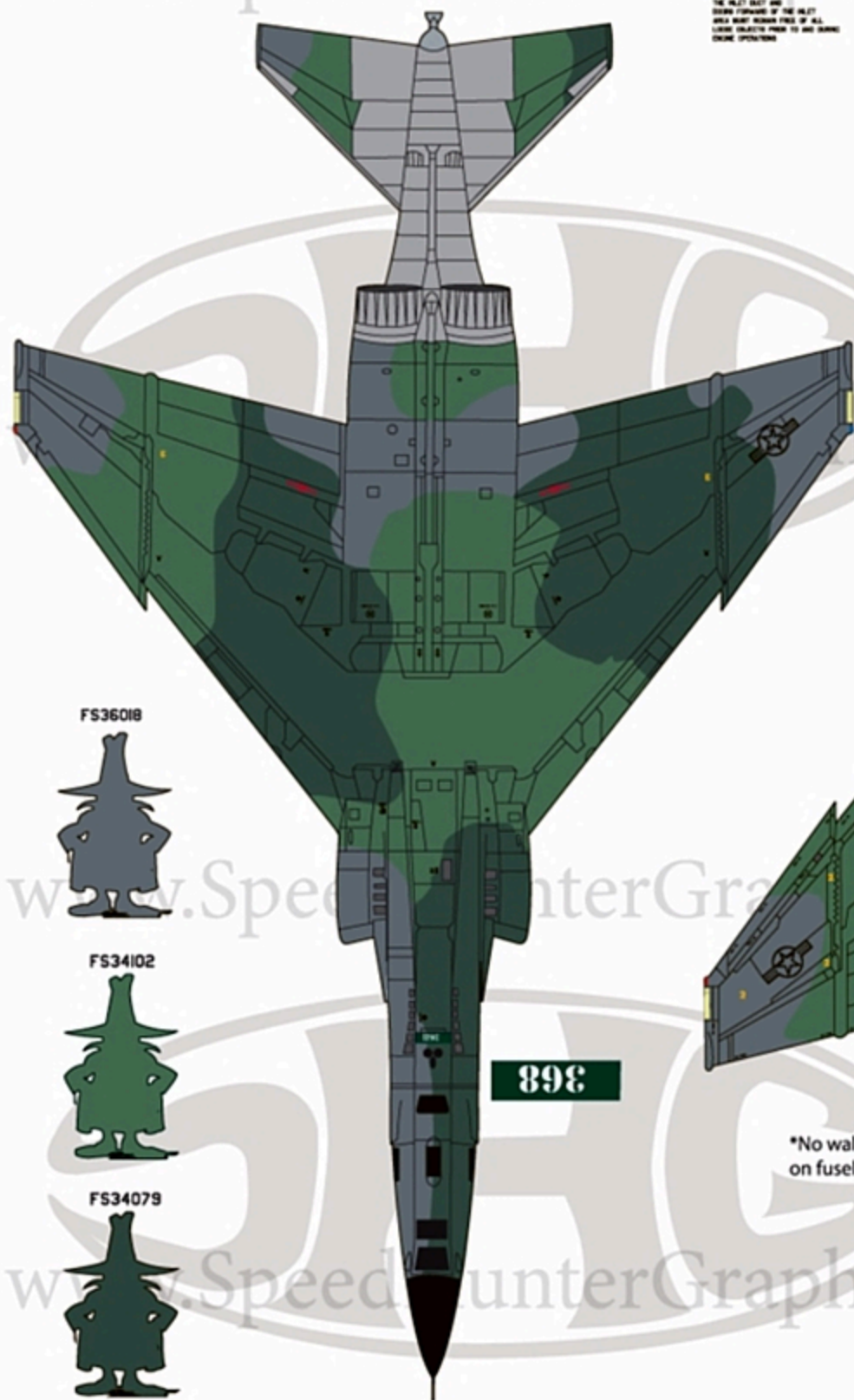
69-0368 38th Tac. Recon Sq.
26th Tactical Recon Wing
Zweibrucken AB, Germany
June 1987

RF-4C 69-0368 was flown by the 26th TRW commander, Col. Peck, in 1987. Col. Peck flew 163 combat missions in the skies over Vietnam during his tour from 1968-1969. He assumed command of the 26th in June 1985, where he served for two years. This particular RF-4C had its camera doors reconfigured to the rounder, deeper profile. The badge on the nose dates back to the 5th Photographic Group in World War II, from which the 26th traced its lineage.



Apply green diamonds to top edge of vertical stabilizer

CAUTION
THE FUEL DUCT AND
DRAIN FORWARD OF THE WING
AREA MUST REMAIN FREE OF ALL
LOOSE OBJECTS PRIOR TO AND DURING
ENGINE OPERATION



FS36018



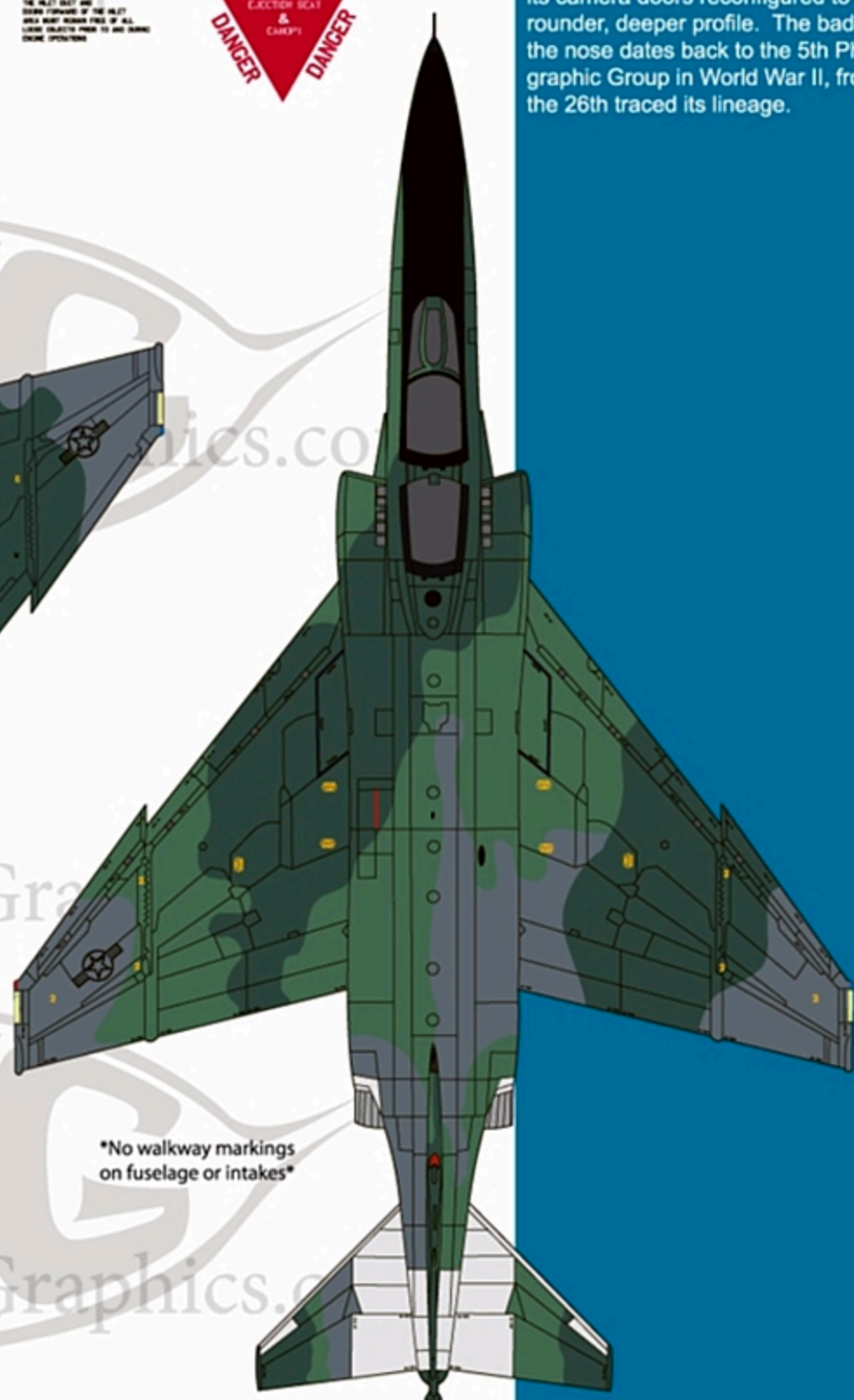
FS34102



FS34079



No walkway markings on fuselage or intakes



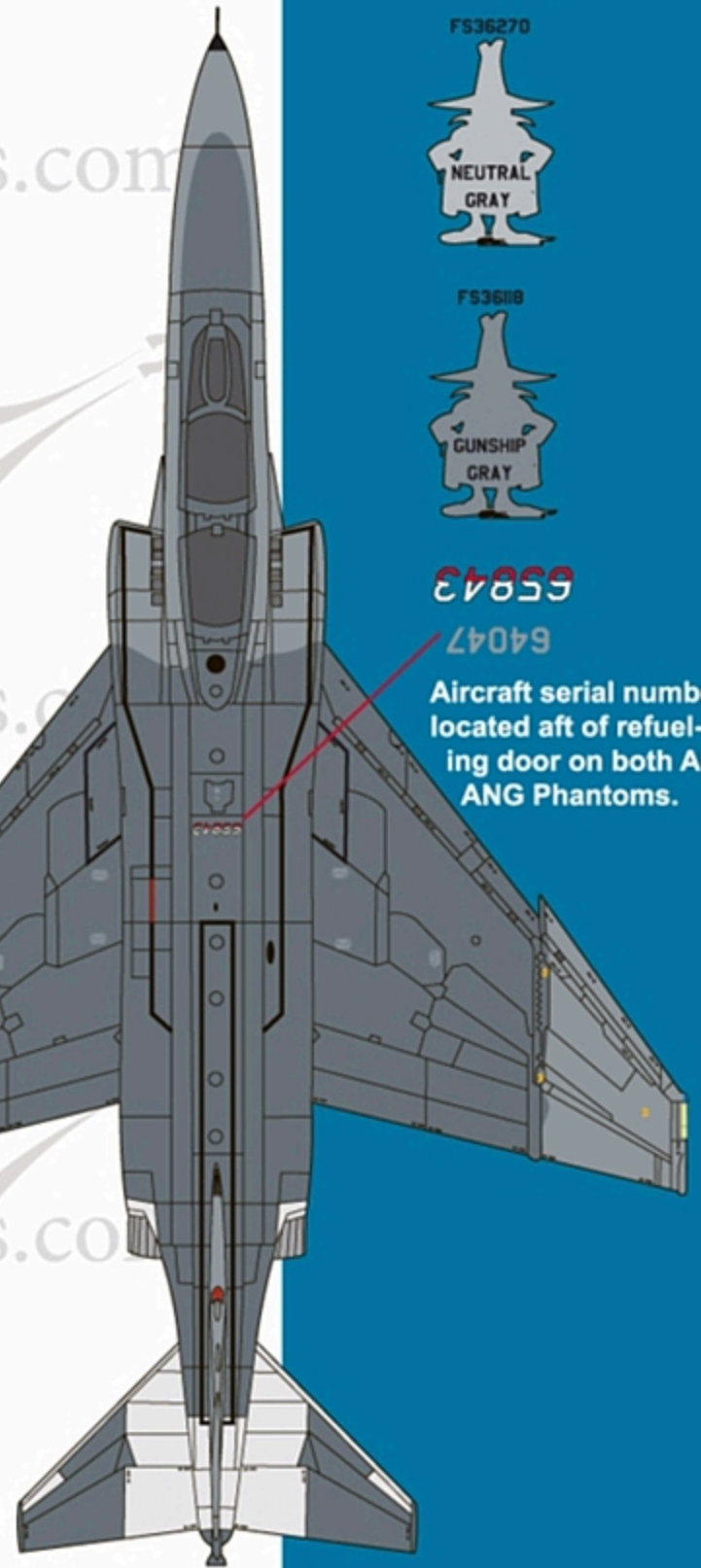
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FS36270



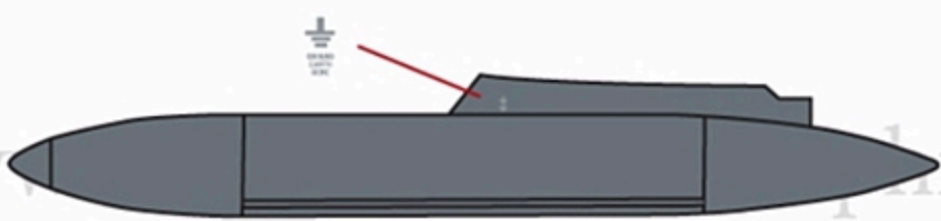
FS36118



65843

64047

Aircraft serial number located aft of refueling door on both AL ANG Phantoms.



Left



Top

NO STUN



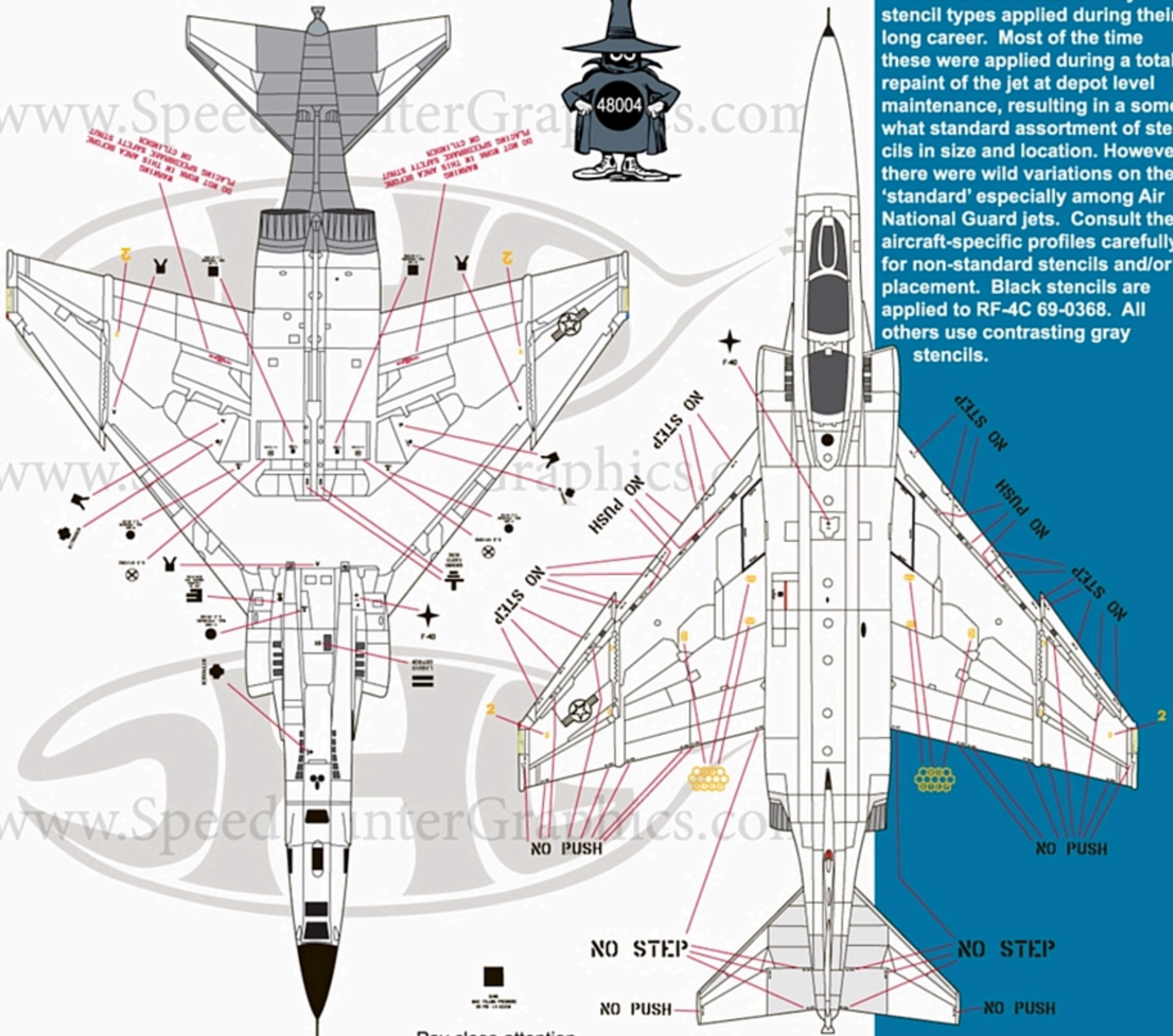
F-40




During their operational career, RF-4Cs nearly always carried a centerline external fuel tank. In addition, the two external 370 gallon wing tanks were carried very often, but not always. For self-defense, the recon jets were frequently seen carrying an AN/ALQ-131 ECM jamming pod on an inboard wing station. Late in their career, some RF-4Cs were wired to carry and fire the AIM-9M Sidewinder missile. This required a modification to the cockpit. RF-4C 65-0843 on this sheet received this modification. See The Modern Phantom Guide for details.



F-4s have had a wide variety of stencil types applied during their long career. Most of the time these were applied during a total repaint of the jet at depot level maintenance, resulting in a somewhat standard assortment of stencils in size and location. However, there were wild variations on the 'standard' especially among Air National Guard jets. Consult the aircraft-specific profiles carefully for non-standard stencils and/or placement. Black stencils are applied to RF-4C 69-0368. All others use contrasting gray stencils.



Pay close attention to jet-specific profiles for exact location and color of this stencil near the RAT doors.

 Yellow for RF-4C 69-0368.
Gray for all others.

Walkways

Check your references carefully as to exact positioning of the walkways on the specific jet you are building. In some cases, the walkway decals supplied on this decal sheet may require careful cutting and/or repositioning to fit. Only the walkway outlines are supplied as decals. The modeler must paint the inside of the walkways as required per the real jet.



For the best and most thorough reference material available for the RF-4C Phantom, consult *The Modern Phantom Guide*, available from Reid Air Publications at www.reidairpublishing.com. Two aircraft featured on this decal sheet were used as photo subjects in this book, and their cockpits and camera bays are detailed at great length inside.

Special Thanks!!!
Scott Wilson, Don Spring A.I.R.