

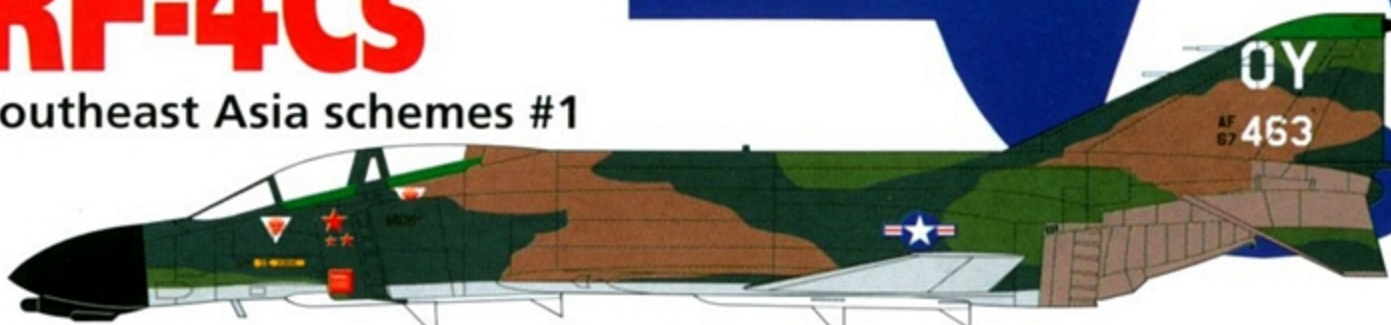
LIMITED EDITION!

USAF

F-4C/Ds & RF-4Cs

Southeast Asia schemes #1

CED32004
CED48014
CED72016



F-4D, "Smash Four," Steve Ritchie & Chuck DeBellevue kill #1 scheme

#1 victory postflight washdown scheme



#5 victory postflight washdown scheme



#5 victory scheme for the Press



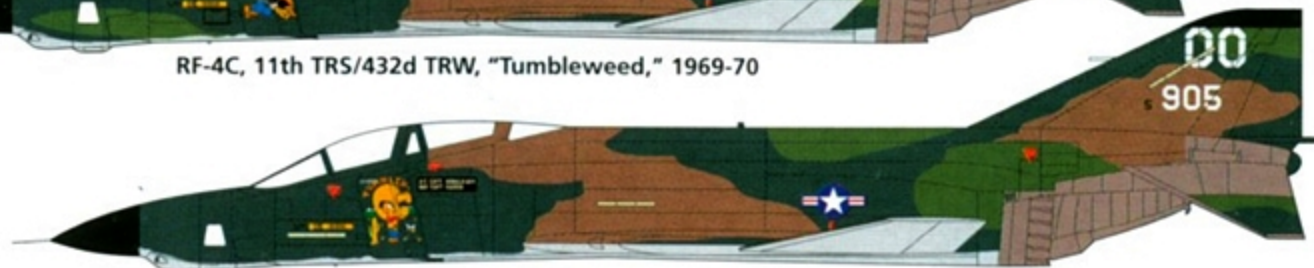
F-4D: Steve Ritchie & Chuck DeBellevue kill #5 scheme



F-4C, 480th TFS/366th TFW, early MiG killer



RF-4C, 11th TRS/432d TRW, "Tumbleweed," 1969-70



RF-4C, 11th TRS/432d TRW, "Hillbilly Slick," 1969

Recommended kits:
1/72: Hasegawa or Fujimi
1/48: Hasegawa or Monogram
1/32: Revell & Tamiya

**Cutting
Edge**

MODELWORKS

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Merrifield, VA 22116
USA

F-4D 66-7463
 "Smash Four"
 555th TFS/432d TRW, May - Aug 1972
 Udorn RTAFB, Thailand

Artwork by DHK Graphics

CED32004
 CED48014
 CED72016



Ritchie Kill #1 Scheme, 10 May 72

Nose gear door number
 COMBAT TREE warning placard
 Data block

NOTE: Formation strip lights were applied between the time Ritchie used this aircraft for kill #1 and kill #5.



Ritchie Kill #5 Scheme, 28 Aug 72

Nose gear door number
 Splitter plate repainted in fresh FS 34079 Dark Green (COMBAT TREE placard overpainted)

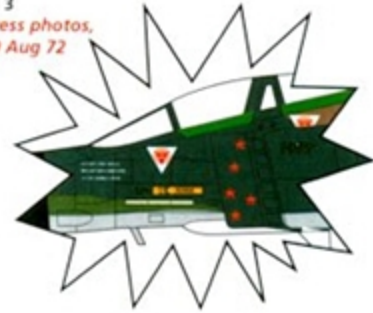
No red turbine warning stripe on either scheme

Detail 2
 Immediate postflight: star with "smiley face" added



Fin stripe on both sides of AIM-7E-2 dogfight Sparrow missile front fins (this missile was used by all F-4s in the 1972 bombing campaign)

Detail 3
 Repaint for press photos, night of 28-29 Aug 72



F-4C 64-0752
 480th TFS/366th TFW, 26 Apr 66
 Maj Paul J. Gilmore & 1 Lt William T. Smith
 Da Nang AB, RVN



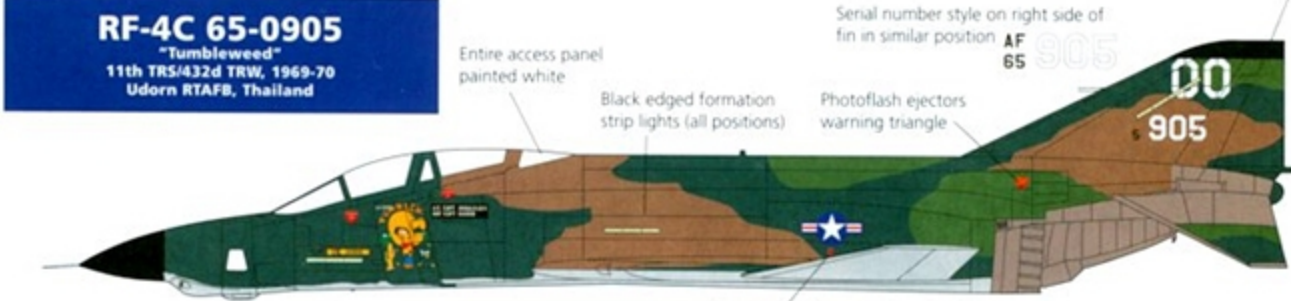
NOTE: this aircraft did NOT have the AN/APR-25 RHAW fin cap antenna!

- FS 34079
- FS 34102
- FS 30219
- FS 36622

This plane was painted in SEA, and the camouflage pattern does not conform well to the prescribed pattern

Short red turbine warning stripe (does not touch bottom of star) on both sides

RF-4C 65-0905
 "Tumbleweed"
 11th TRS/432d TRW, 1969-70
 Udorn RTAFB, Thailand



This aircraft had EXTREMELY worn paint, with much spray can touchup, bare aluminum showing through, entire panels repainted in gray or yellow zinc-chromate, etc. See Camouflage & Markings #23, p24, for a beautiful color photo of this bird.
 The Tumbleweed cartoon character is partially inside intake opening

Short red turbine warning stripe (does not touch bottom of star) on both sides

RF-4C 65-0870
 "Hillbilly Slick"
 11th TRS/432d TRW, 1969
 Udorn RTAFB, Thailand



Snuffy Smith cartoon character is partially inside intake opening
 This aircraft had slightly worn paint with much spray can touchup
 No formation strip lights at the time this scheme was carried

Armament placard

Short red turbine warning stripe (does not touch bottom of star) on both sides

Steve Ritchie's Most Famous MiG Killer Aircraft: F-4D 66-7463

Note: this section and the decals themselves are based primarily on the expansive research done on Ritchie's MiG killer aircraft by John R. Beaman, Jr., in his 1973 book *Smash Four.....Smash Five!*. John did considerable research even after the book was published, and we've also been able to incorporate additional research done by Jim Rotramel. I believe I may speak for modelers everywhere when I say to John and Jim: Thanks guys!!!

General Notes

- The green on the nose gear door was the same as on canopy rails and fin tip (approximately FS 24090)—match your paint to the nose gear door number panel
- Surprisingly, the aircraft had no armament placard
- Turbine warning stripes in SEA followed several patterns: no stripe, a red stripe all the way around the fuselage top, or a short red stripe from the star down to the wing. Photos exist of the red stripe touching the bottom of the star and also stopping a couple of inches below the star. 463 wore no red turbine warning stripe either period Ritchie & DeBellevue used it
- Although the correct serial number was 66-7463, the numbers painted on the tail made it appear to have been 67-463!
- Aircraft was quite weathered, with lots of paint chipping
- We've included decals for the "wing stripes" for the AIM-7E-2 dogfight missiles, which were used by all F-4s throughout the 1972 bombing campaign against North Vietnam and are therefore applicable to the missiles Ritchie & DeBellevue carried in all their victory engagements.. These "L" shaped stripes go on both sides of all four of the front wings (fins).
- Formation strip lights were applied to the nose, fuselage, and tail sometime between the first and fifth kills. Other than the addition of the formation lights, 463 was marked identically for the first and fifth kills (kill markings are explained in the next section).

Kill markings genesis:

- Three crews scored kills in 463 before it was assigned to Captain Richard S. (Steve) Ritchie and his WSO, Captain Charles B. (Chuck) DeBellevue, and one kill was scored after they flew it.
 - #1 (largest star): Lt Col Joseph W. Kittinger (the famous fighter pilot, parachutist & balloonist), Jr. & 1 Lt Leigh A. Hodgdon, AIM-7E-2, MiG-21, 1 Mar 72
 - #2 (second largest star): Capt Frederick S. Olmsted (his second kill), Jr. & Capt Stuart W. Maas, AIM-7E-2, MiG-21, 16 Apr 72
 - #3 (small star to left of second largest star): Maj Barton P. Crews & Capt Keith W. Jones, Jr., AIM-7E-2, MiG-19, 8 May 72
 - #4 (see explanation): Ritchie & DeBellevue, AIM-7E-2, MiG-21, 10 May 72 (Ritchie & DeBellevue's first)
 - #5 (see explanation): Ritchie & DeBellevue, AIM-7E-2, MiG-21, 28 Aug 72 (Ritchie's fifth; DeBellevue's third)
 - #6: Maj Ivy J. McCoy, Jr. and Maj Frederick W. Brown, AIM-9J (the last 9J kill of the war), MiG-21, 15 Oct 72. This made 463, with six kills, the highest scoring aircraft of the war.
- Ritchie and DeBellevue were assigned to this aircraft during two time periods with somewhat different markings as shown on the drawings
- When Ritchie & DeBellevue were first assigned to the aircraft, it already wore the three kill stars shown in the full profile. This is the scheme carried during their first victory flight.
- Immediately after landing after the victory engagement, they painted the fourth star on the splitter plate as shown in **Detail 1**. Ritchie and his crew chief, Reggie Taylor, decided to name 463 "Smash Four," but never actually got around to painting it on the plane. As shown in the second full profile drawing, when they were reassigned to 463 in Jul 72, Ritchie had crew chief Reggie Taylor repaint the stars. Taylor repainted the entire intake ramp in fresh FS 34079, painting over the COMBAT TREE warning and other stencils. In this case, both the aircraft and Ritchie had four kills, but the repainted stars represented Ritchie's four MiG-21 kills. This is the scheme carried during Ritchie's fifth victory engagement on 28 Aug 72. It was also the fifth kill for 463.
- Immediately after landing after his fifth kill, the small fifth star was stencilled on in the position shown in **Detail 2**. Somebody had a "smiley face" sticker, and it was added to the center of the star.
- One issue remains unresolved: crew names. Beaman is silent on whether they were applied before or after the 5th kill flight; I believe the official photo showing a jubilant, sweaty, Ritchie and DeBellevue climbing out of the cockpit of 463 was taken immediately after they landed on this mission. Since stencilled names appear to have been a fairly standard 432d TRW practice (at least on MiG killer aircraft), and the crew names are clearly present in this photo, we have included them on the decal sheet.
- During the night of 28-29 Aug 72, the entire intake ramp was completely repainted and five larger red stars were painted on as shown in **Detail 3**. These stars had white outlines (to make them show up better in black & white newspaper photos!) and the red was unevenly centered on the white backgrounds. The aircraft wore this scheme until (probably) McCoy & Brown got their kill on 15 Oct 72, when the aircraft was completely repainted and six much larger stars in a different pattern applied—but by this time Ritchie & DeBellevue had gone on to other activities and no longer used the aircraft.
- The aircraft later flew with numerous other operational and training units with the six stars painted on both the right and left splitter plates. These markings are not represented on this sheet. The aircraft is, at the time of this writing, painted in somewhat accurate markings and rotting away on outdoor display at the Air Force Academy in Colorado Springs, CO.

COMBAT TREE

- 463 was equipped with COMBAT TREE, a special, highly classified electronic system so secret at the time that it was packed in explosives to ensure it was destroyed if the aircraft was lost. The ejection of the WSO (rear) ejection seat triggered the COMBAT TREE destruction, and a red placard on the left intake warned maintenance crews that TREE was installed (it would have been a disaster if somebody removed the rear ejection seat and blew up the airplane!).
- Essentially, COMBAT TREE electronically interrogated the enemy aircraft's identification-friend-or-foe (IFF) transponder and gave the US F-4D crews a much better view of the air combat situation. Apparently only seven aircraft in SEA, all F-4Ds in the 555th TFS and 13th TFS of the 432d TRW, were equipped with TREE. We believe 463 still had its TREE equipment installed during Ritchie's fifth kill, even though the warning placard on the splitter plate had been overpainted when he got the aircraft back in July 1972. It's interesting to note that Ritchie & DeBellevue's second kill in F-4D 65-801 (not depicted on this sheet) was also with COMBAT TREE

Early MiG Killer: F-4C 64-0752 (Gilmore & Smith)

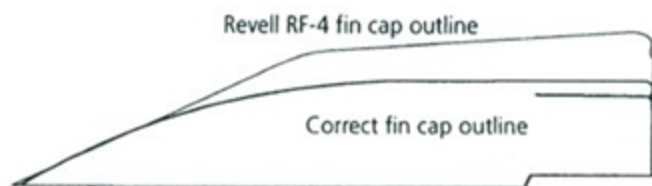
- The camouflage pattern does not conform exactly to the prescribed pattern in T.O. 1-1-4
- Early representations of the aircraft serial number on the fin varied, especially prior to the introduction of the two letter unit codes. Although carried in the same position on both sides of the fin, the serial number layout was different, as shown in the drawings.
- This aircraft had the short red turbine warning stripe that stopped a couple of inches below the star
- We are aware of two photos of this aircraft. The earliest, depicted on this decal sheet, has the kill marking and rudder stripe. The later photo shows the rudder stripes deleted and a black outline armament placard in the usual place below the rescue arrow. The serial number on the fin was unchanged, although, amazingly, the Light Gray FS 36622 color demarcation line is higher on the fuselage and more wavy than on the earlier scheme.
- Gilmore & Smith's kill on 26 May 66 was made with an AIM-9B Sidewinder. The aircraft presumably carried 4 x AIM-9B, 4 x AIM-7E (possibly AIM-7Ds; in any case, the earlier model AIM-7s WITHOUT the "L" shaped stripe), and no jamming pods.
- The later photo of this aircraft (without the rudder stripe) shows it carrying 4 x AIM-9E and a centerline SUU-16 Vulcan gun pod
- The aircraft carried Martin-Baker MK-H5 ejection seats (available from Cutting Edge Modelworks (CEC3204)

RF-4C 65-0905 Tumbleweed

- OK, I'll admit it: this is my very favorite F-4 of all time. You really need to see the color photo of it in Bert Kinzey's *Camouflage & Markings #23, Recon Phantoms*, to savor the "beat-to-crap" character of this plane. It will look *great* on a model table!
- 905 participated in Linebacker II in 1972, and several photos of it exist from that time period
 - When built, the aircraft would have had Martin-Baker MK-H5 ejection seats, but certainly had the MK-H7 seats by the time it wore the scheme shown here
 - Note the Tumbleweed artwork actually goes inside the air intake a bit
 - Use the black outlined formation lights for the tail & mid-fuselage; use the plain strip for the nose
 - It had a short red turbine warning stripe that touched the bottom of the star
 - It had the early ("angular") style recce nose
 - As noted, the paint scheme was EXTREMELY worn, with many panels painted in white, light gray, or yellow zinc chromate, and bare metal showing through everywhere

RF-4C 65-0870 Hillbilly Slick

- Note the Snuffy Smith artwork actually goes inside the air intake a bit
- It had a short red turbine warning stripe that touched the bottom of the star
- It had the early ("angular") style recce nose
- A great deal of spray can touch-up with full strength color over the faded original color appears in the photos; however, very little or no bare metal shows except along the air intake lips

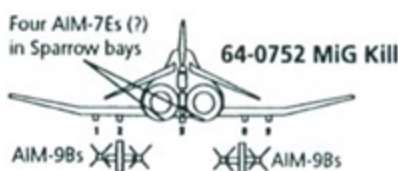
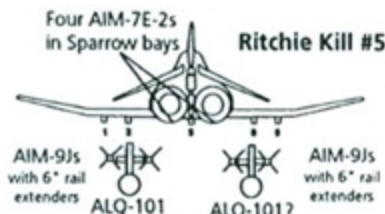


The Revell 1/32 RF-4 fin cap is badly misshapen; the good news is that they made it too tall and it's easily correctable. Use your razor saw to remove a horizontal slice from the MIDDLE of the kit fin cap. Be sure to keep the top section with the flared edge leading to the small, round, rear formation light. Discard the center section, glue the top piece to the bottom, then file and sand to the final outline shown above. That's all there is to it!

General Notes

- Ritchie kill #1, 10 May 72:
 - 2 x AIM-4D Falcons (Falcons discontinued after Aug 72) (white/red color scheme)
 - 4 x AIM-7E-2 Sparrows (kill was made with a Sparrow)
 - 2 x ALQ-101 jamming pods? (see note below)
- Ritchie kill #5, 28 Aug 72:
 - 4 x AIM-9J Sidewinders (2 x each inboard on 6" rail extenders)
 - 4 x AIM-7E-2 Sparrows (kill made with a Sparrow)
 - 2 x ALQ-101 jamming pods (per contemporary *official* documentation, although there is some discussion as to whether this is correct)
- None of these aircraft had the arrowhead-shaped stiffeners on the stabilizers, so sand them off if necessary
- The AIM-9 Sidewinders supplied with the Tamiya 1/32 F-4C/D are a mishmash of types and do not properly represent any specific Sidewinder type. The missile wings (tail fins) are the large type and not applicable to any USAF Sidewinder used in the Vietnam War. The AIM-7s are pretty good as-is.
- Applicable aftermarket detail sets from **Cutting Edge Modelworks**:
 - CEC3204 Martin-Baker MK-H5 Ejection Seats
 - CEC3206 ALQ-101(V)-1 Jammer Pod
 - CEC3215 AIM-9B Sidewinders
 - CEC3216 AIM-9E Sidewinders
 - CEC3217 AIM-9J Sidewinders
 - CEC3219 600 Gallon Centerline Fuel Tank
 - CEC3223 SUU-16/SUU-23 Vulcan Gun Pod
 - CEC3224 AIM-4D Falcon Missiles (and many others!)

Warloads (looking from REAR of aircraft, per T.O. 1F-4C-1)



Color Cross References:

(taken from the *IPMS Color Cross-Reference Guide*—used with permission)

- | | |
|----------|---|
| FS 34079 | Xtracolor X110, Modelmaster 1710, Tamiya XF58 |
| FS 34102 | Xtracolor X116, Modelmaster 1713, Gunze Sangyo H073 |
| FS 30219 | Xtracolor X102, Modelmaster 1742, Gunze Sangyo H310 |
| FS 36622 | Xtracolor X140, Modelmaster 1733, Gunze Sangyo H311 |
- These are common colors also produced by several other companies*
- FS 24090 No matches (mix to match decal)

Credit where it's due...

Brig Gen Steve Ritchie
Dave Klaus
Jennings Heilig
Jim Rotramel
Bruce Buchner
Jack Callaway
Ron Thurlow
Bill Strandberg
Tom Brewer

Bibliography

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- Colors & Markings of the F-4C Phantom II, Post Vietnam Markings 1974-1984, Part 1* (C&M Vol 3), by Bert Kinzey. Aero Publishers, 1985
- William Tell 1984*, by John M. Deur. Aeolus Publishing Ltd., 1986
- ...And Kill MiGs*, by Lou Drendel. Squadron/Signal, 1974
- Planes, Names & Dames, Vol III, 1955-1975*, by Larry Davis. Squadron/Signal, 1995
- Colors & Markings of the Recon Phantoms, USAF RF-4C & USMC RF-4B Variants* (C&M Vol 23), by Bert Kinzey & Ray Leader. Kalmbach, 1994
- F-4C, F-4D & RF-4C Phantom II in detail & scale* (D&S Vol 43), by Bert Kinzey. Kalmbach Books, 1994
- T.O. 1-1-4, *Exterior Finishes, Insignia, and Markings Applicable to USAF Aircraft*, 21 Mar 78 (plus changes)
- Smash Four Smash Five!, The Missions and Aircraft of Captain Steve Ritchie, USAF*, by John R. Beaman, Jr., 1973 (with further explanatory notes from his letter to Jim Rotramel, 26 May 74).
- U.S. Post-Korean Combat Victories, compiled by Tom Brewer, Jim Rotramel and Rob Young (unpublished, 1996)
- Phantom II, A Pictorial History of the McDonnell Douglas F-4 Phantom II*, by Lou Drendel. Squadron/Signal, 1977.