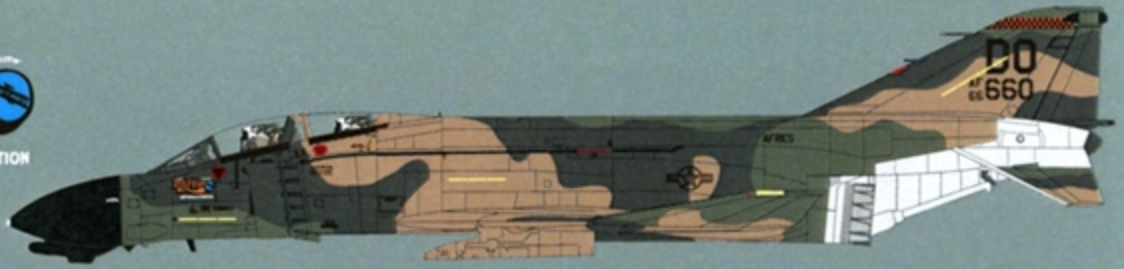


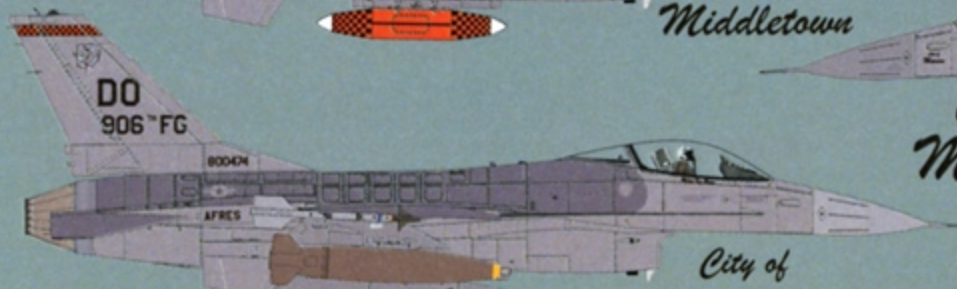
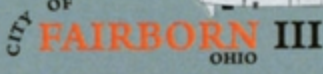
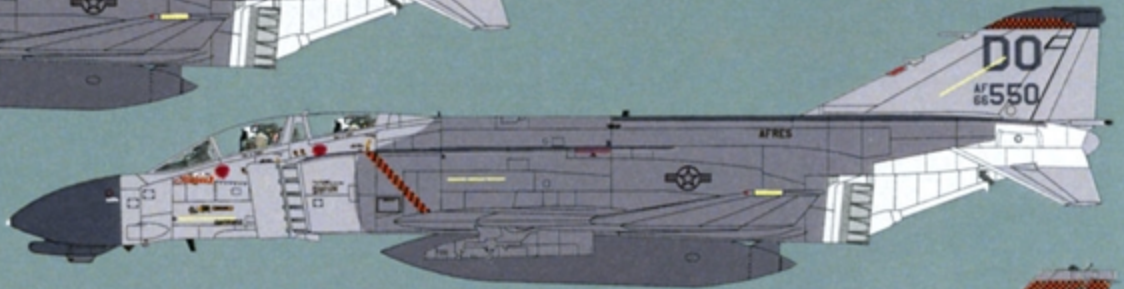
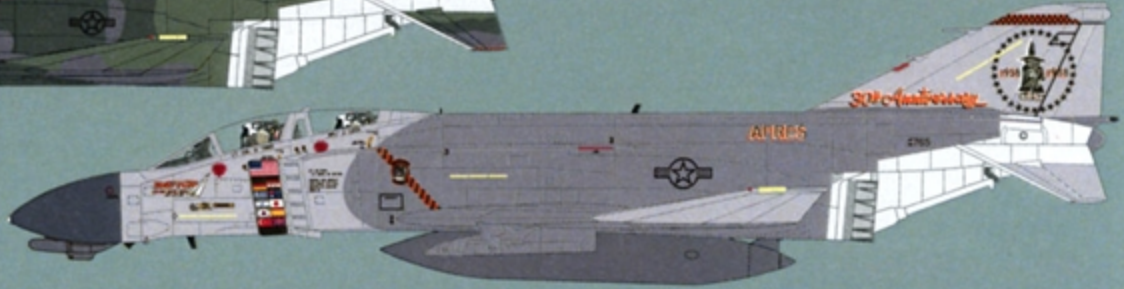
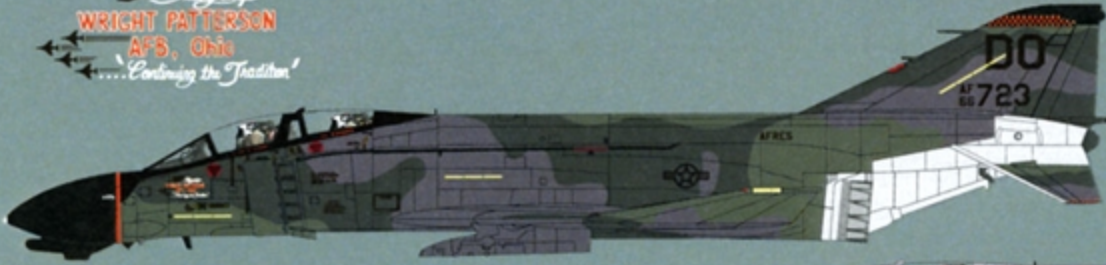
48022/32014

WRIGHT'S FLYERS

SOUTH (TACTICAL) FIGHTER GROUP
WRIGHT-PATTERSON AFB, OHIO



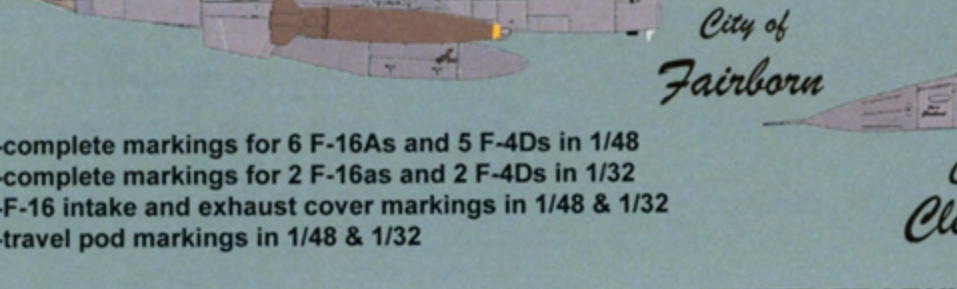
Flagship
WRIGHT PATTERSON
AFB, Ohio
...Continuing the Tradition



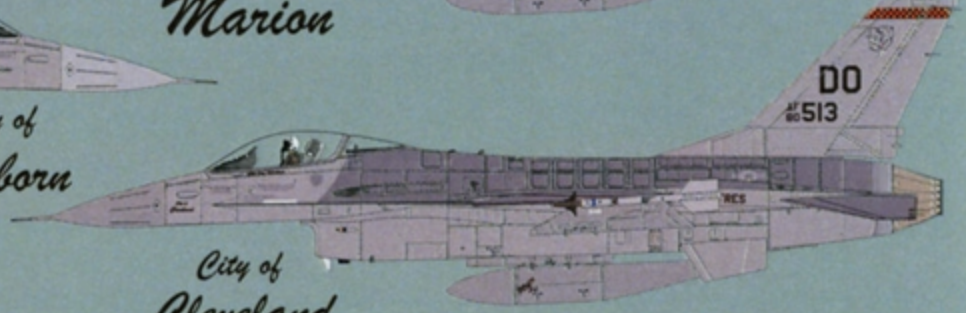
City of Middletown



City of Marion



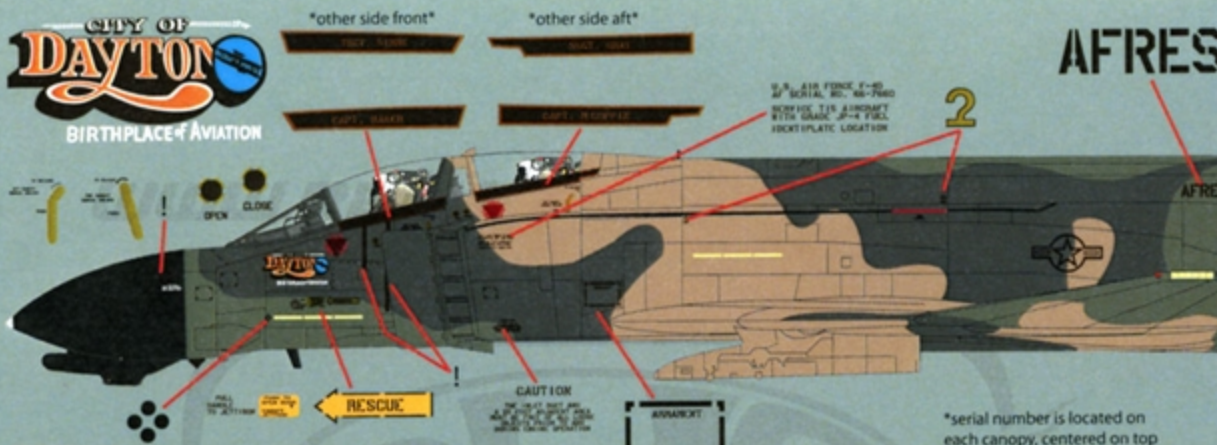
City of Fairborn



City of Cleveland

- complete markings for 6 F-16As and 5 F-4Ds in 1/48
- complete markings for 2 F-16As and 2 F-4Ds in 1/32
- F-16 intake and exhaust cover markings in 1/48 & 1/32
- travel pod markings in 1/48 & 1/32

CITY OF DAYTON
BIRTHPLACE OF AVIATION



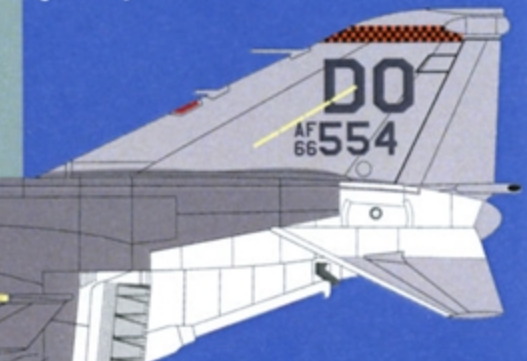
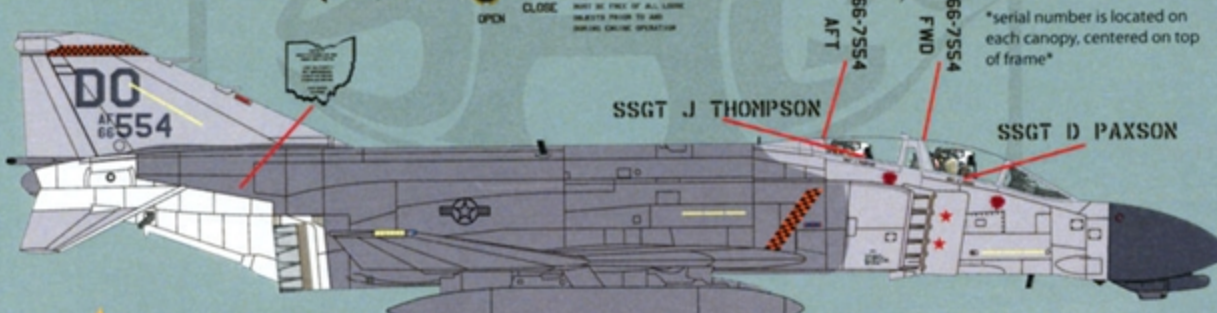
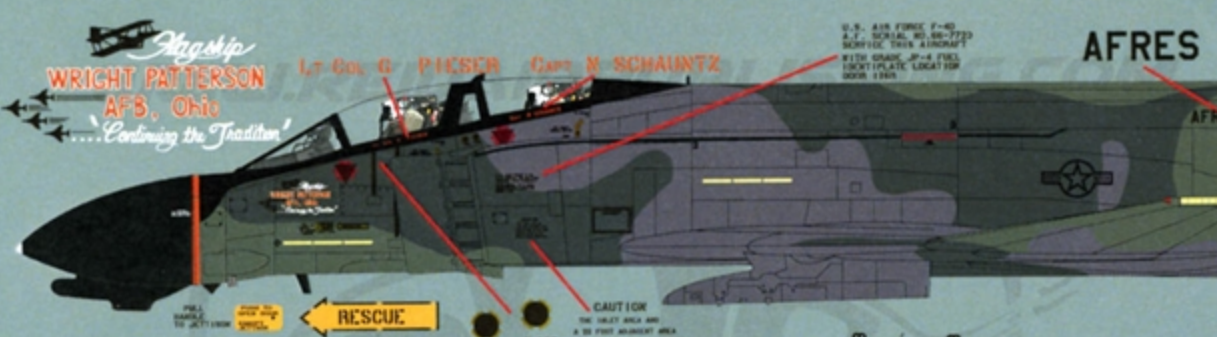
66-7660, City of Dayton, November 1983

Most jets in the 89th Tactical Fighter Squadron were named after a local town within the Dayton area, or at least in Ohio. 66-7660 was named 'City of Dayton,' a name it wore throughout its entire time with the Ohio unit. In 1983, it wore this attractive nose art that includes its name and a nod to Dayton's aviation history. For this jet, use the red ejection seat triangles that are included in the ZM F-4D kit. Other markings, identified with a | symbol, are also used from the ZM kit's decals.



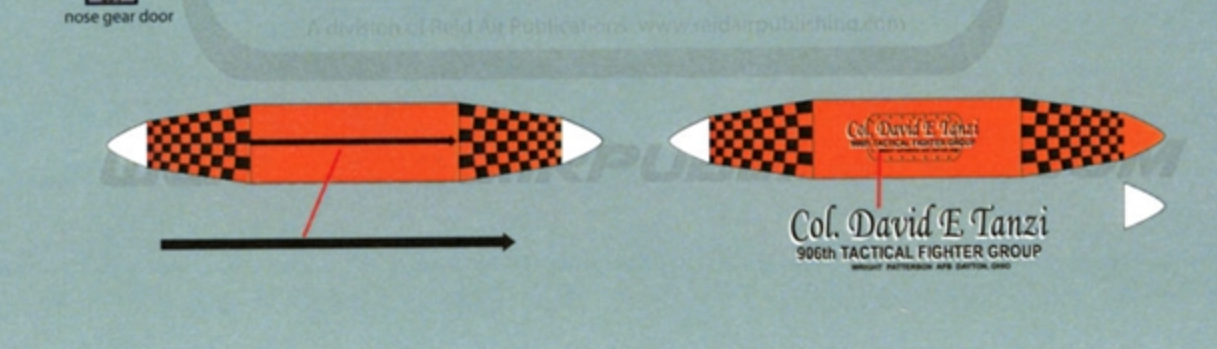
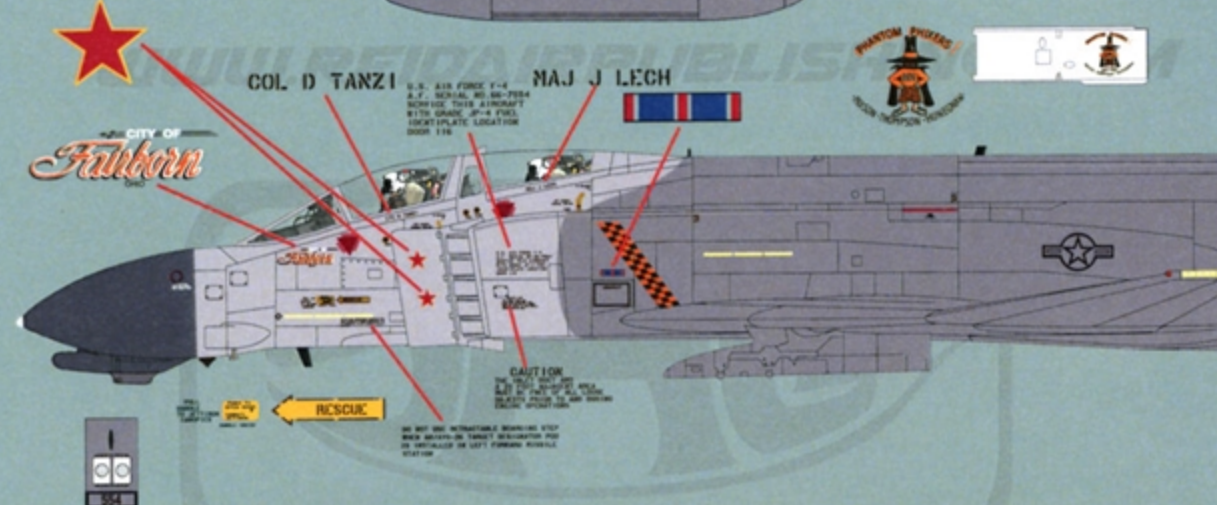
66-7723, Flagship, WPAFB, July 1985

Another Phantom to feature nose art from the 906th was 66-7723, which officially declared itself the 'Flagship, Wright-Patterson AFB' during the summer of 1985. Notice that this jet did not have walkway markings along its spine; it did, however, have them on top of each intake and the wings. For this jet, again use the red ejection seat triangles from the ZM F-4D kit. Use the Rescue arrow and canopy controls from this decal sheet. Notice that the 'DO' tailcodes of this jet is wider than that found on 660 above!! Paint the tip of the vertical stabilizer black prior to decal application. Use orange decal for tips of horizontal stabilizers. Markings for this jet in 1/32 are included on this decal sheet.

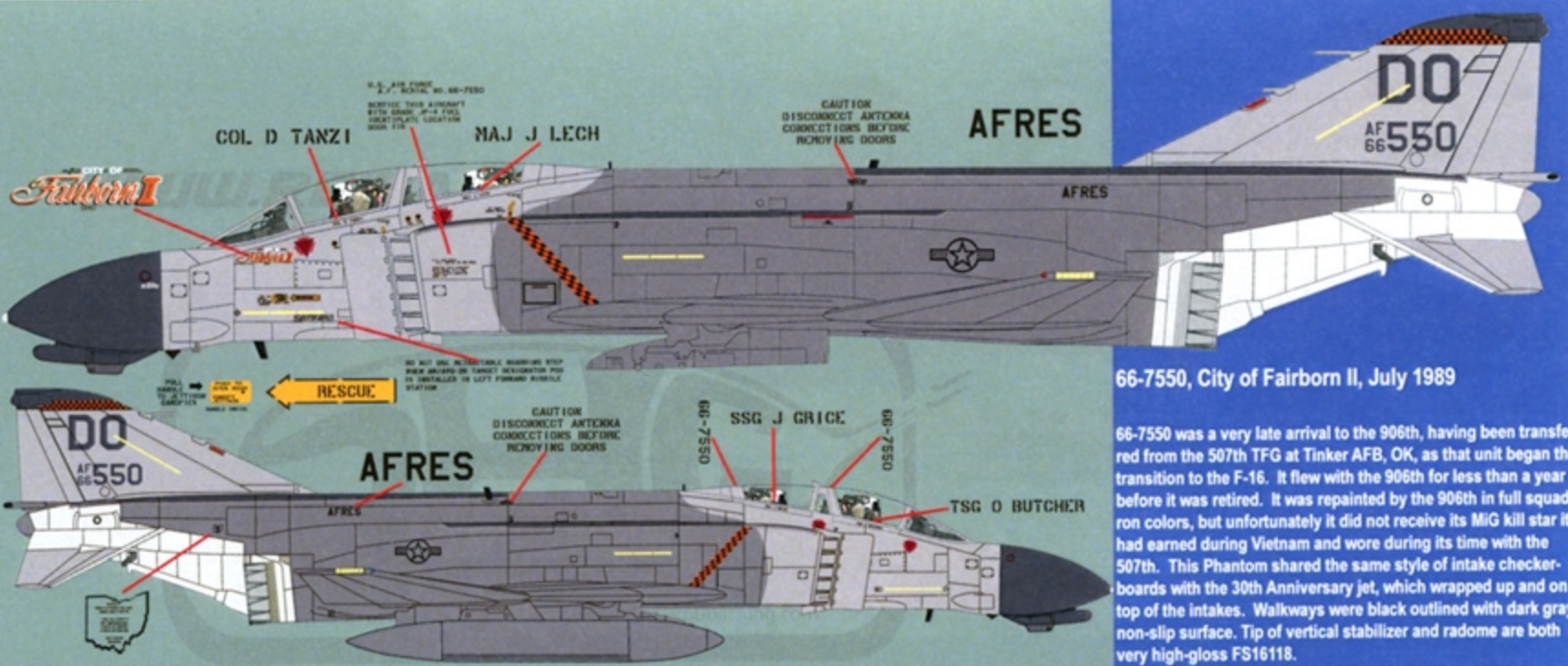


66-7554, City of Fairborn, December 1988

The 906th flagship, City of Fairborn, received the two-tone Hill II gray scheme in 1987, and retained its duties as the unit flagship until its retirement in January 1989. It wore its two MiG kills proudly on both intake fixed ramps. Walkways were outlined in stripes of contrasting grays. Intake orange/black checkerboard was shorter than used previously, and is unique only to 554. It did not wrap up and around the top of the intakes as on the 30th Anniversary jet. Markings for this jet in 1/32 are included on this decal sheet, including the travel pods carried by the 906th, which were especially extraordinary during the Phantom days. Some were high-gloss orange with polished metal end caps. Checkerboards on each tapering ends are supplied as decals. These will be very tricky to apply, and trimming and much patience will be required. The arrow is on the inboard side of the pod and points towards the front. This pod is applicable to F-4Ds 554 and 550, as well as F-16s 407, 513, and 474 during 1991. Markings for the bright commander's pod are only included in 1/32.



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66-7550, City of Fairborn II, July 1989

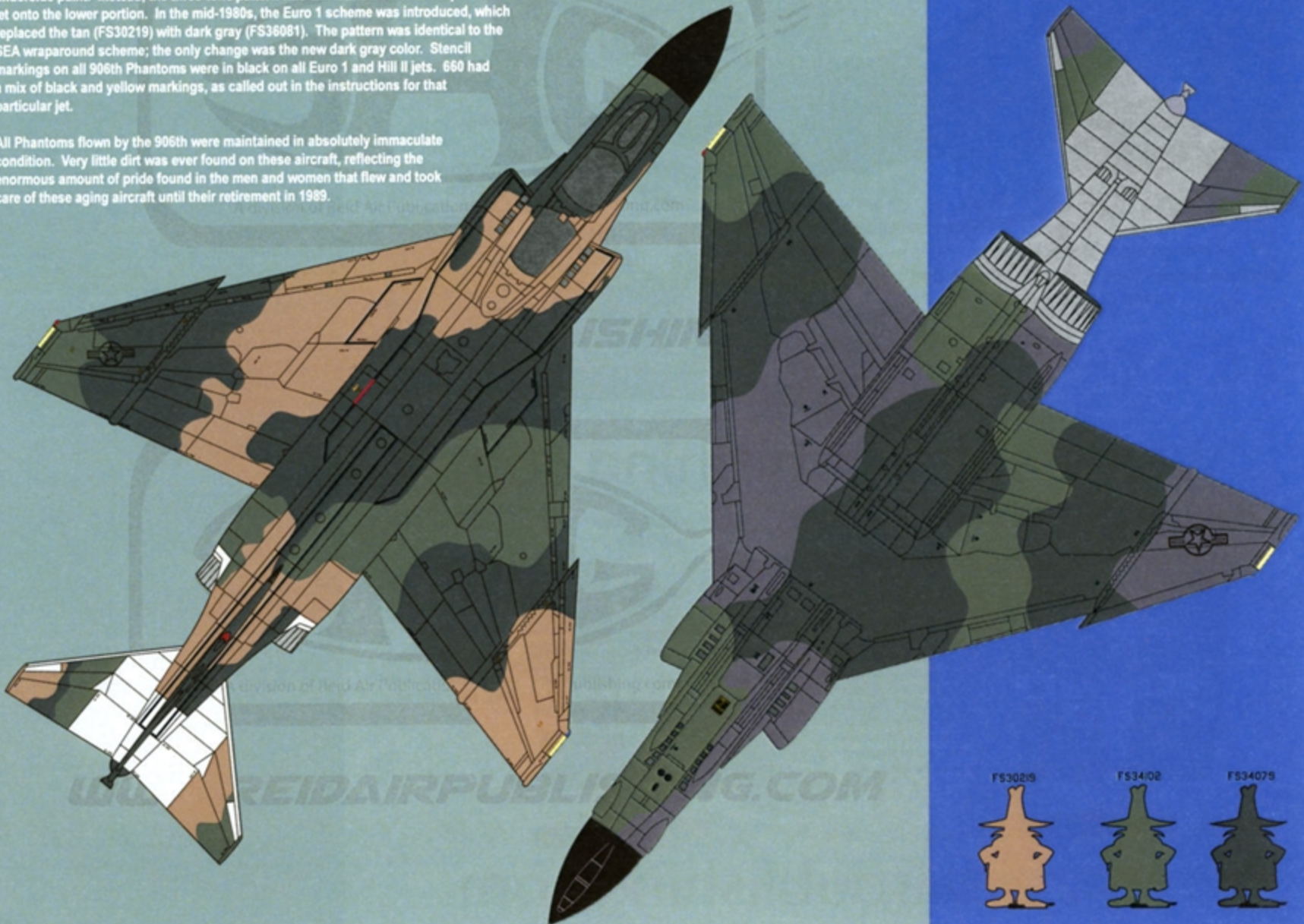
66-7550 was a very late arrival to the 906th, having been transferred from the 507th TFG at Tinker AFB, OK, as that unit began the transition to the F-16. It flew with the 906th for less than a year before it was retired. It was repainted by the 906th in full squadron colors, but unfortunately it did not receive its MiG kill star it had earned during Vietnam and wore during its time with the 507th. This Phantom shared the same style of intake checkerboards with the 30th Anniversary jet, which wrapped up and on top of the intakes. Walkways were black outlined with dark gray non-slip surface. Tip of vertical stabilizer and radome are both very high-gloss FS16118.

In addition to the bright orange travel pods, the 906th also used less attractive, yet still interesting, pods on their Phantoms and Vipers. These were painted high-gloss FS36118 with Wright-Patterson AFB lettering and arrows on both sides. Again, the arrows always face forwards. These can be used on any F-4 and early F-16s.

*****Phantom Notes*****

All Phantoms flown by the 906th TFG were fiscal year 1966 aircraft. Each were quickly upgraded with the improved AN/ALR-69 (V)2 Radar Homing And Warning (RHAW) system, also known as the 'herpes mod.' This modification is visible on the pod below the radome, consisting of a squared off box and 'warts.' 660 'City of Dayton' was painted in the SEA wraparound scheme in 1983, which was very similar to the SEA camouflage scheme familiar to all Phantoms during the Vietnam War, but with the omission of the light gray underside paint. Instead, the three-tone pattern was carried over from the top of the jet onto the lower portion. In the mid-1980s, the Euro 1 scheme was introduced, which replaced the tan (FS30219) with dark gray (FS36081). The pattern was identical to the SEA wraparound scheme; the only change was the new dark gray color. Stencil markings on all 906th Phantoms were in black on all Euro 1 and Hill II jets. 660 had a mix of black and yellow markings, as called out in the instructions for that particular jet.

All Phantoms flown by the 906th were maintained in absolutely immaculate condition. Very little dirt was ever found on these aircraft, reflecting the enormous amount of pride found in the men and women that flew and took care of these aging aircraft until their retirement in 1989.



LT .COL. D. TANZI

Front

MAJ. J. LECH

Aft

crew names have ORANGE back drop for Dayton version!!

jet serial no. is centered on top of aft section of each canopy frame

66-7765 FWD

66-7765 AFT

AF 765

AFRES

30th Anniversary



Inside of nose gear door
906th TFG
TRADE MARK of the TIGERS

crew names have ORANGE back drop for Dayton version!!

CMS J. JACKSON
Front

CMS D. BRANDENBURG
Aft



CAUTION
right side only!!

AFRES

AF 765

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Nose Gear Door

Radome is very high-gloss
FS 16118

crew names have WHITE back drop for London version!!

*orange/black checkerboards continue across tops of engine intakes and on top of walkways



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London International Air Show
June 1988

Dayton Air Show
July 1988



the ZM kit has the fixed inlet ramp slightly mis-shaped. The decals are designed to fit the kit, even with the inaccurate shape. If the modeler chooses to correct the shape, the decal must also be slightly trimmed on the bottom to fit.

*Add individual Syrian flags over Iran flags

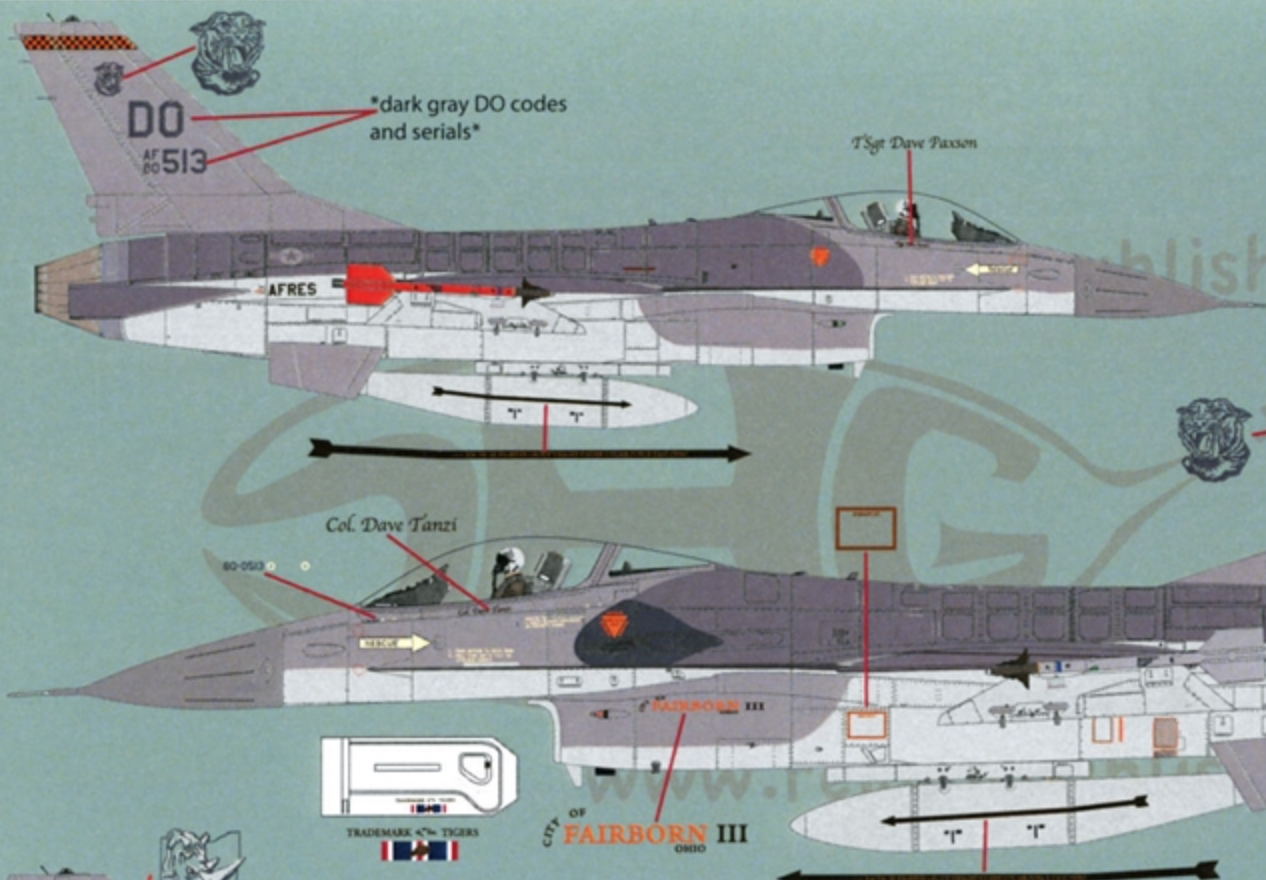
During the summer of 1988, this jet flew daily training missions from Wright-Patterson AFB. It was ultimately retired to Davis-Monthan AFB in Arizona, before being used as a range target in Florida.



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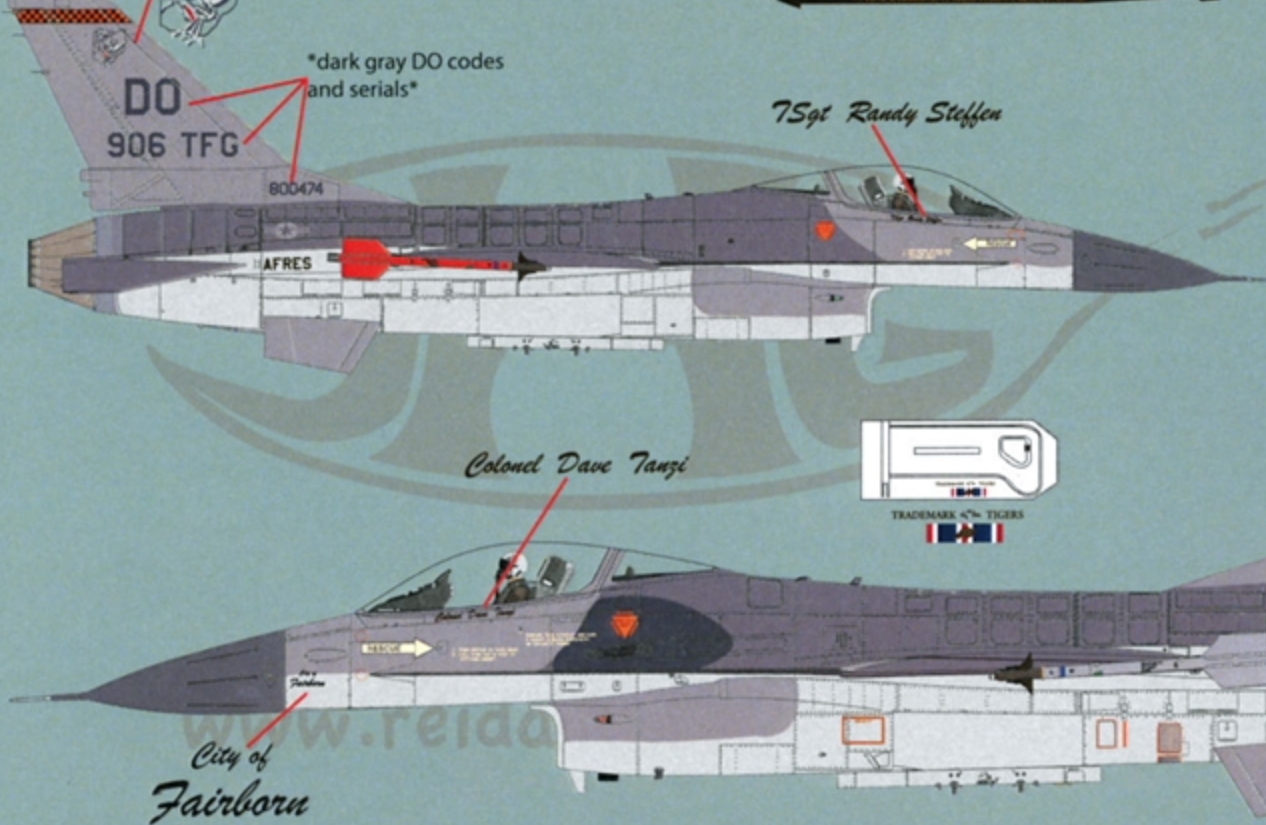
80-0513, City of Fairborn III, June 1989

Although not the first Viper delivered to the 906th, this jet was the first marked in full squadron colors. Col. David Tanzi, the Group commander at the time, had his name on the left canopy rail, and this jet was named 'City of Fairborn III', taking the reigns from F-4D 66-7550. It didn't wear these markings for long, however, and it reverted to a standard squadron jet until its retirement on April 12, 1994. Notice that this jet used a different font for its Rescue arrow and instructions, unique only to this jet during this timeframe.



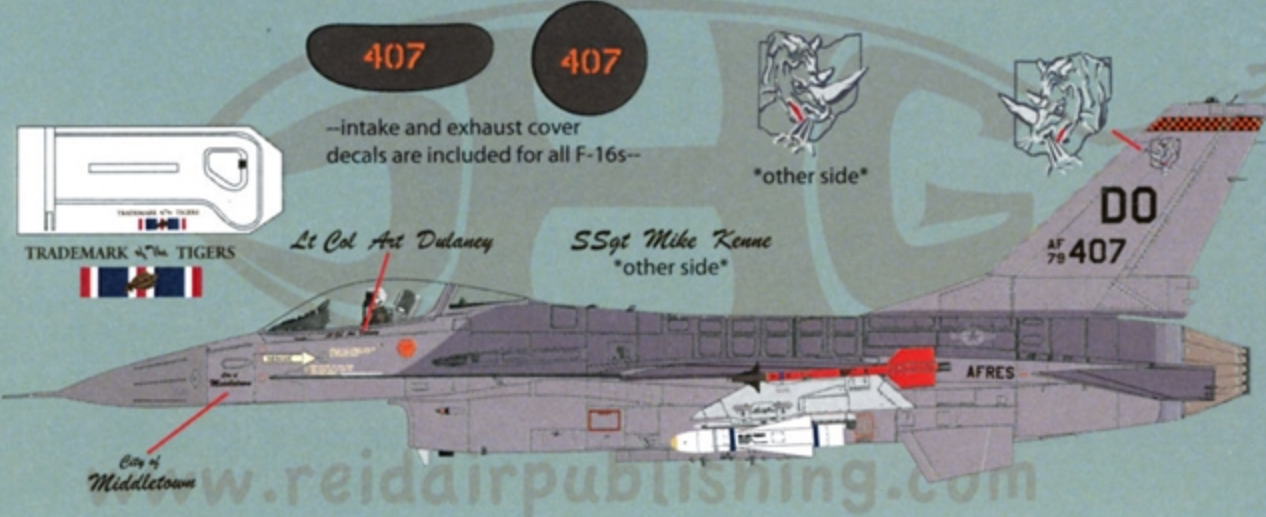
80-0474, City of Fairborn, July 1990

80-0474 arrived from the 474th Tactical Fighter Wing at Nellis AFB, Nevada, in September 1989. It served as the 906th flagship, with suitable '906 TFG' markings and aptly named 'City of Fairborn.' This was the fourth aircraft to wear the 'City of Fairborn' titles. This Viper remained the 906th flagship through the end of the fighter era, flying to retirement at Davis-Monthan AFB during the summer of 1994. The dark area around the gun on the left side of the fuselage is very high-gloss FS16118.



79-0407, City of Middletown, July 1991

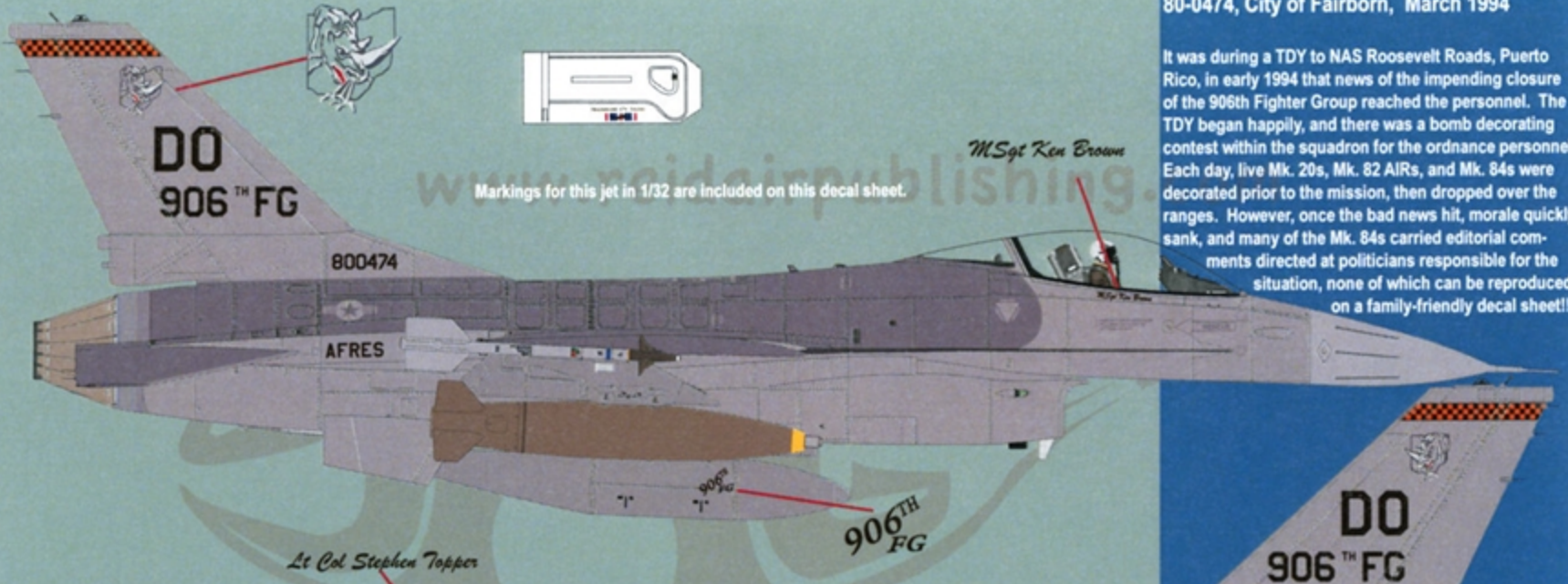
79-0407 was the first Viper in the 906th--and possibly in the entire USAF-- to receive the two-tone gray camouflage color scheme, which eliminated the light ghost gray underside in favor of neutral gray. It was painted in May 1991 and made the airshow rounds that summer, showing up at Akron in June and Dayton in July. The interior of the speedbrakes on this jet were black. Markings for this jet in 1/32 are included on this decal sheet.



For all F-16s on this sheet, intake and exhaust cover decals are provided. Paint covers to simulate black vinyl and apply orange serial number decal once dry.

80-0474, City of Fairborn, March 1994

It was during a TDY to NAS Roosevelt Roads, Puerto Rico, in early 1994 that news of the impending closure of the 906th Fighter Group reached the personnel. The TDY began happily, and there was a bomb decorating contest within the squadron for the ordnance personnel. Each day, live Mk. 20s, Mk. 82 A/Rs, and Mk. 84s were decorated prior to the mission, then dropped over the ranges. However, once the bad news hit, morale quickly sank, and many of the Mk. 84s carried editorial comments directed at politicians responsible for the situation, none of which can be reproduced on a family-friendly decal sheet!!!



Markings for this jet in 1/32 are included on this decal sheet.

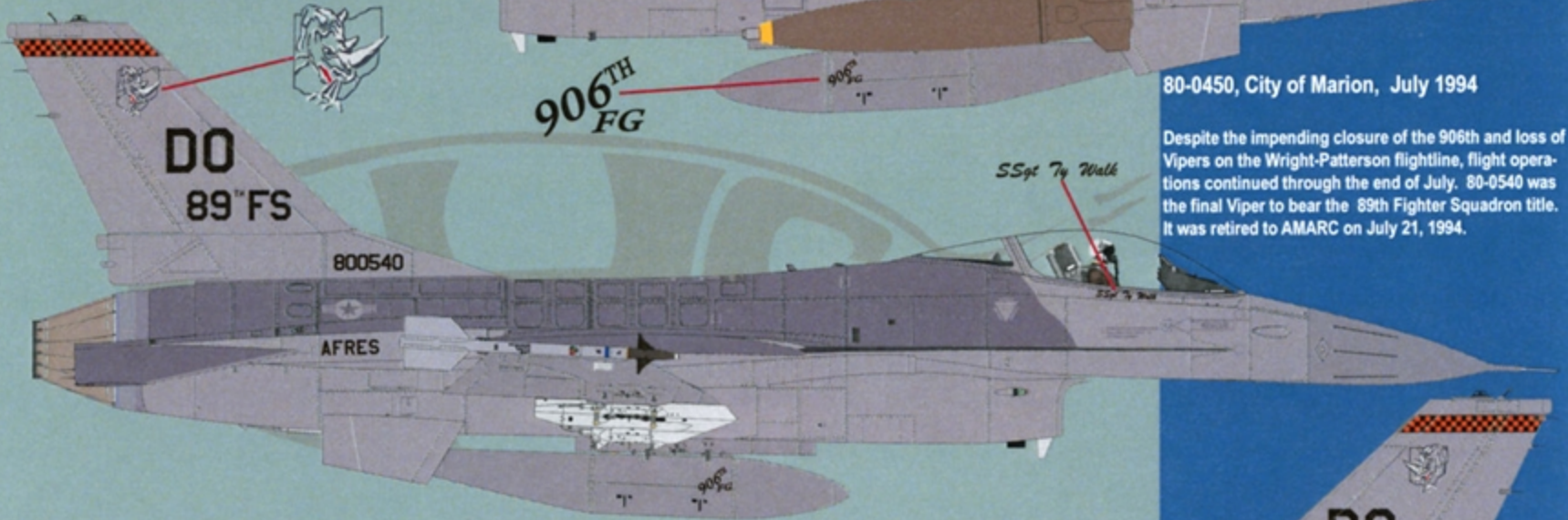
MSgt Ken Brown

Lt Col Stephen Topper

City of Fairborn

80-0474

800474



80-0450, City of Marion, July 1994

Despite the impending closure of the 906th and loss of Vipers on the Wright-Patterson flightline, flight operations continued through the end of July. 80-0540 was the final Viper to bear the 89th Fighter Squadron title. It was retired to AMARC on July 21, 1994.

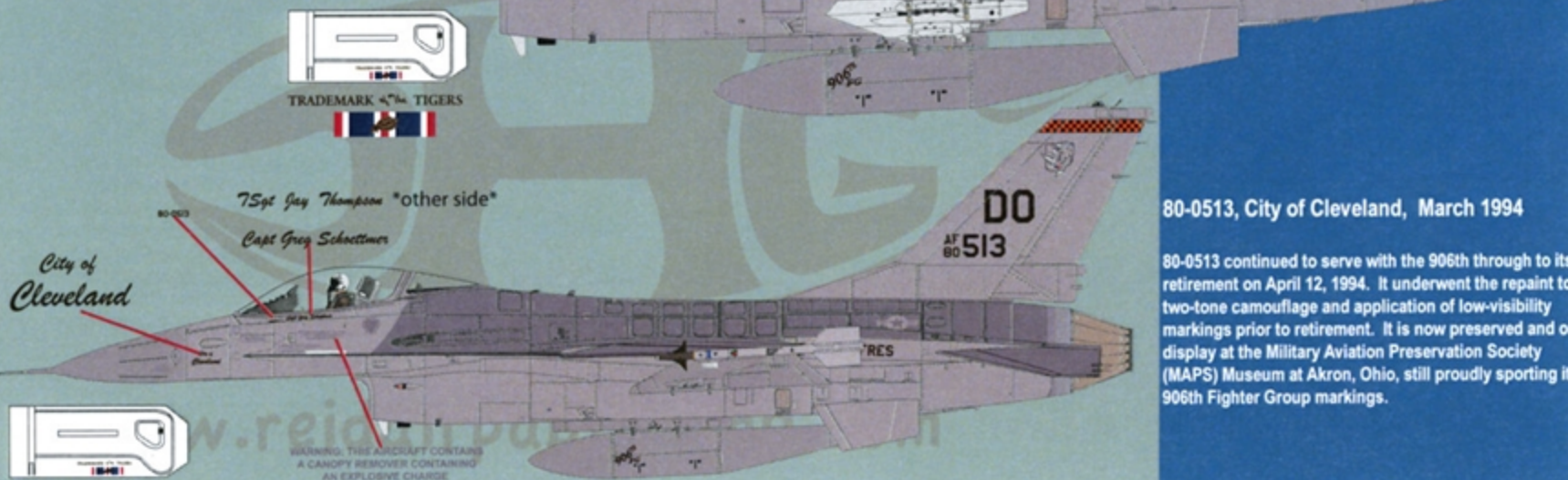
SSgt Ty Walk

Col Steve Fulpham

City of Marion

80-0540

800540



80-0513, City of Cleveland, March 1994

80-0513 continued to serve with the 906th through to its retirement on April 12, 1994. It underwent the repaint to two-tone camouflage and application of low-visibility markings prior to retirement. It is now preserved and on display at the Military Aviation Preservation Society (MAPS) Museum at Akron, Ohio, still proudly sporting its 906th Fighter Group markings.

75gt Jay Thompson "other side"

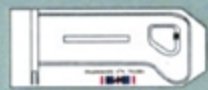
Capt Greg Schottimer

City of Cleveland

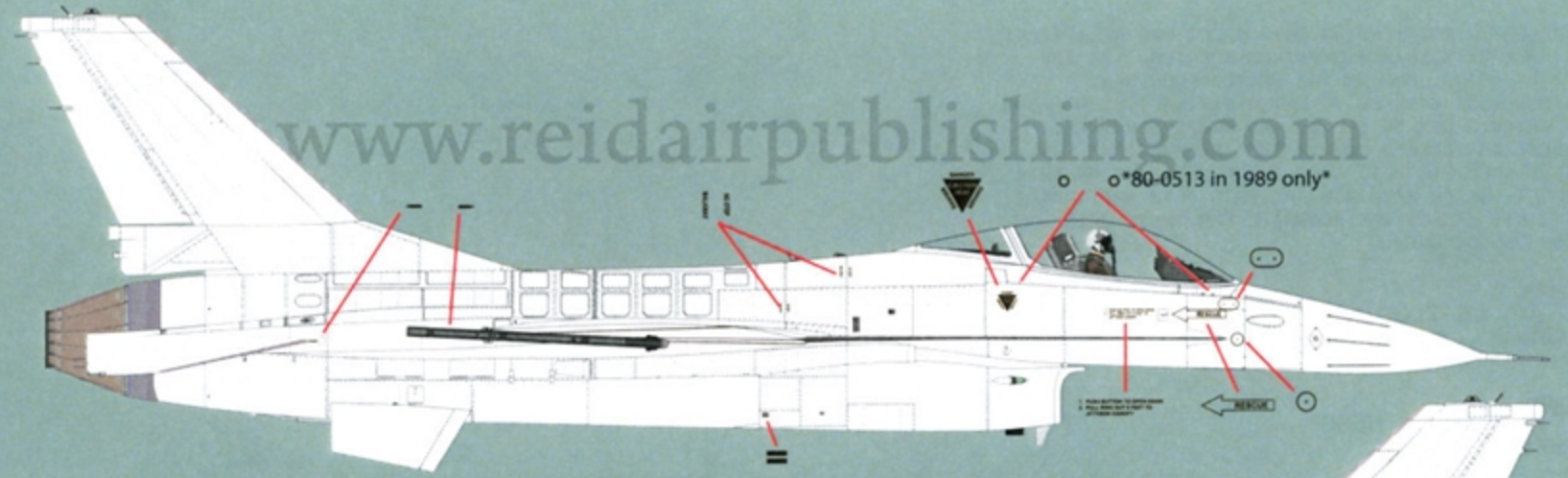
80-0513

DO
AF
80
513

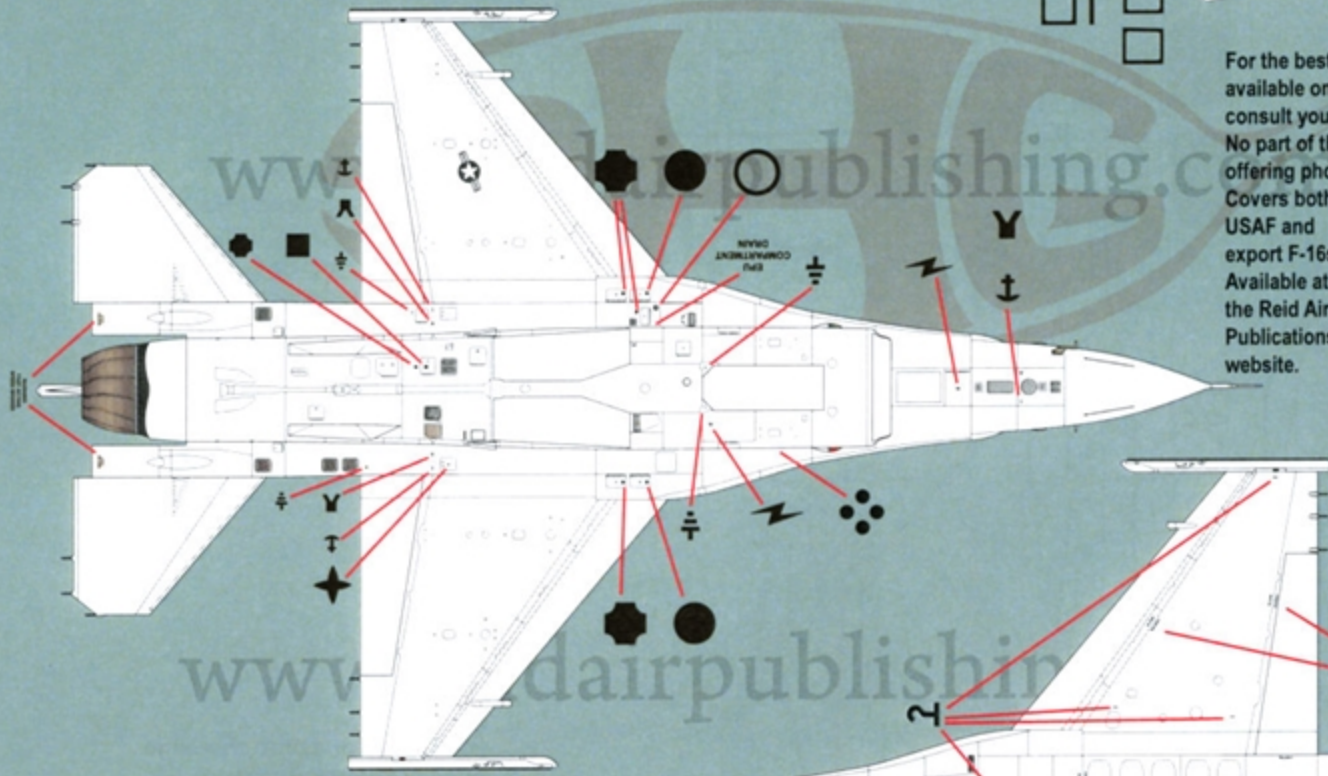
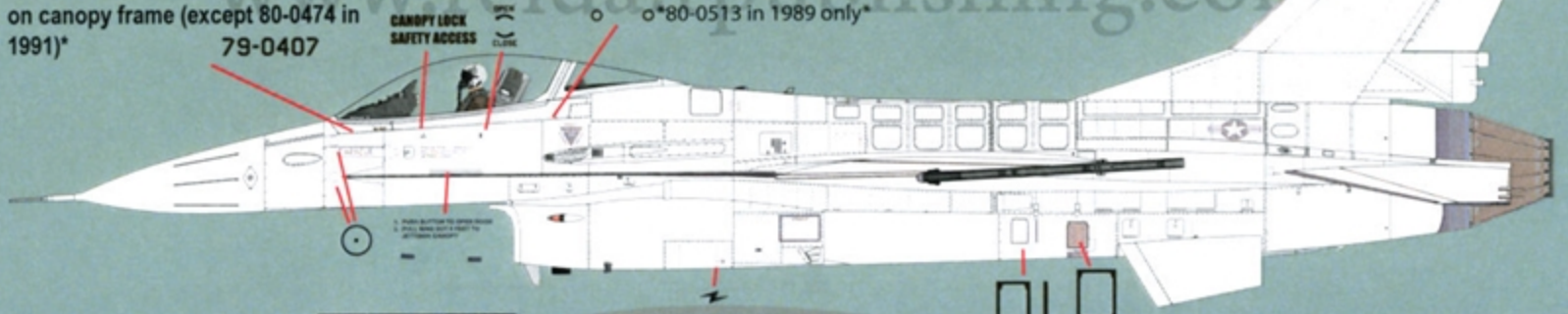
WARNING: THIS AIRCRAFT CONTAINS A CANOPY REMOVER CONTAINING AN EXPLOSIVE CHARGE



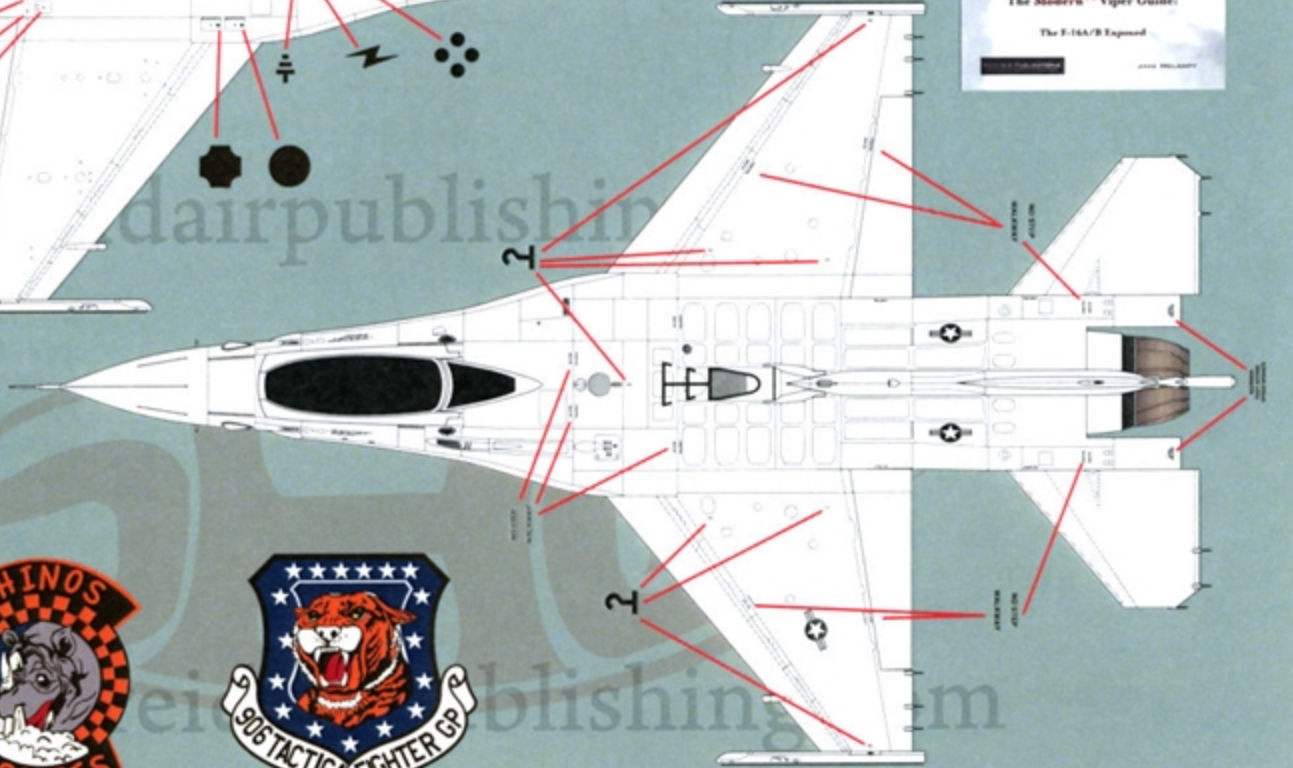
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A/C serial number is placed on canopy frame (except 80-0474 in 1991)
79-0407



For the best and most thorough reference available on the F-16s featured on this sheet, consult your copy of *The Early Viper Guide*. No part of the F-16 is left unexplored in this book, offering photos and info not available anywhere else. Covers both USAF and export F-16s. Available at the Reid Air Publications website.



Special thanks:

Wally Van Winkle
Ken Koehn
Bill Spidle



www.reidairpublishing.com

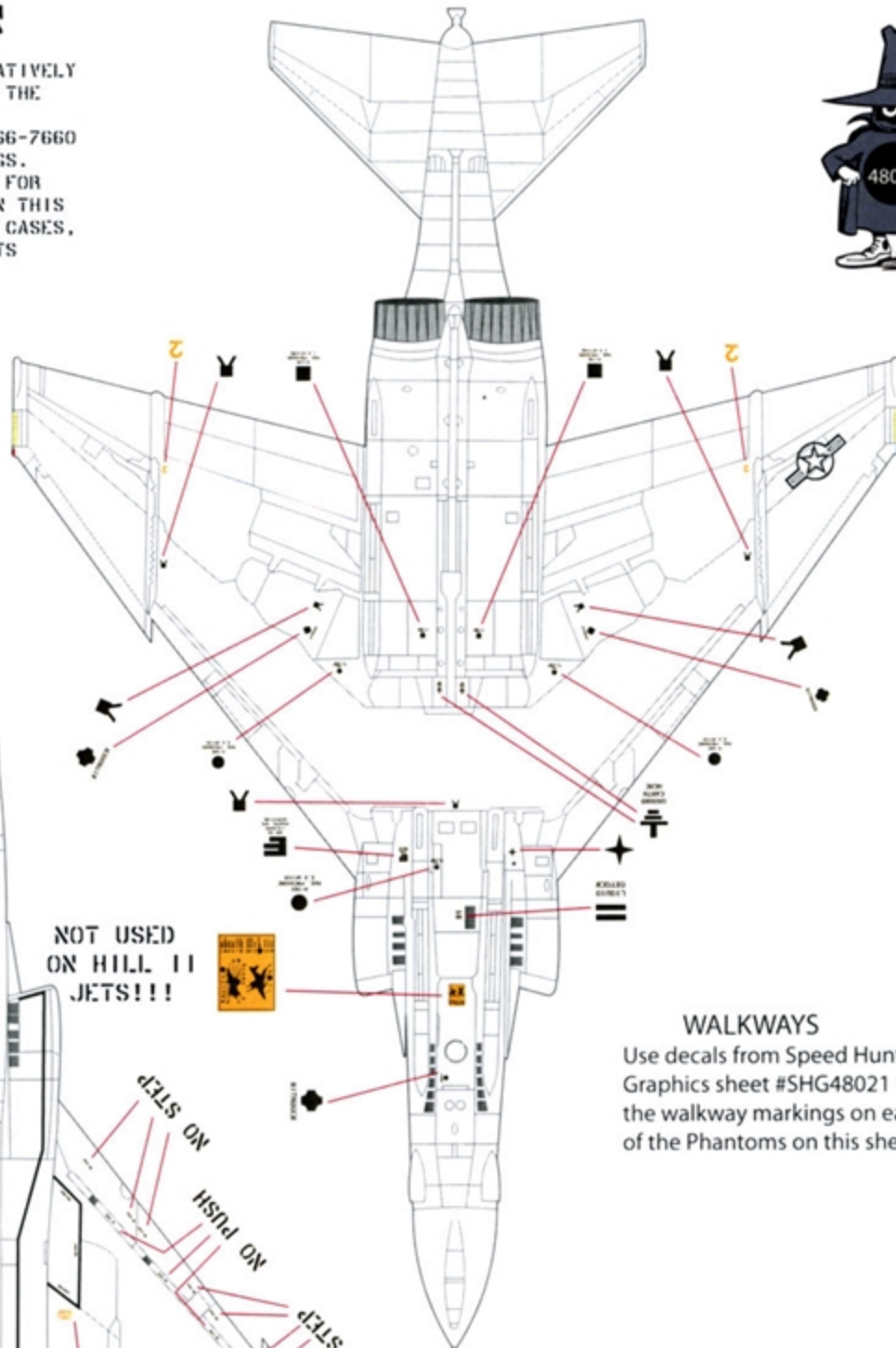
STENCIL APPLICATION

THE 906TH PHANTOMS ON THIS SHEET HAD RELATIVELY SIMPLE MAINTENANCE MARKINGS APPLIED. IN THE EARLY 1980S, DURING THE SWITCH FROM SEA CAMOUFLAGE SCHEMES TO LOWER VISIBILITY, 66-7660 CARRIED A MIX OF YELLOW AND BLACK MARKINGS. THESE ARE CALLED OUT IN THE INSTRUCTIONS FOR THAT SPECIFIC JET. FOR ALL OTHER F-4S ON THIS SHEET, BLACK MARKINGS ARE USED. IN MANY CASES, THE KIT DECALS ARE ACCURATE FOR THESE JETS AND CAN BE USED.



2 66-7660

2 ALL OTHERS

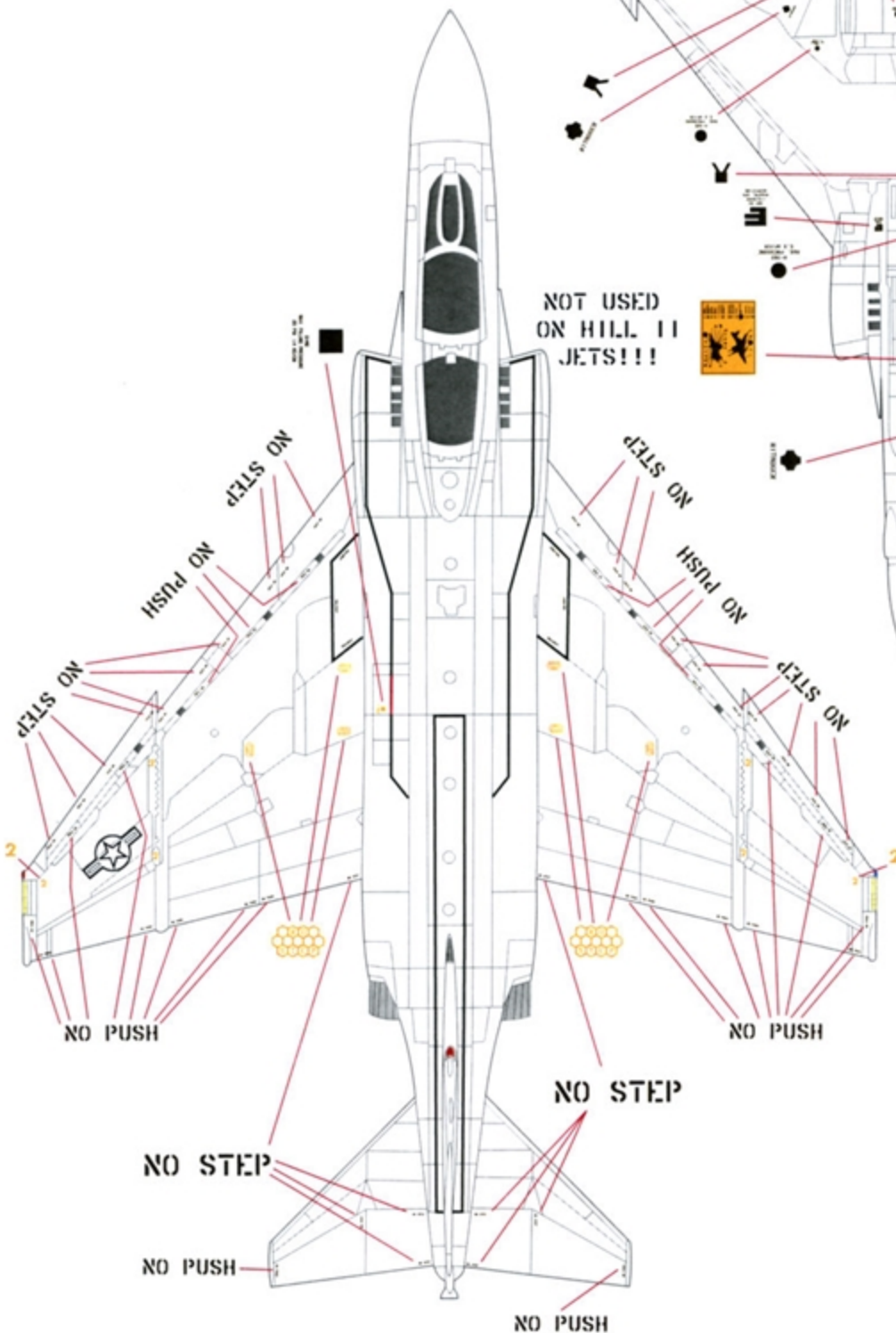


NOT USED
ON HILL II
JETS!!!



WALKWAYS

Use decals from Speed Hunter Graphics sheet #SHG48021 for the walkway markings on each of the Phantoms on this sheet.



For the best and most thorough reference material available for the F-4D, and the only material available in full-color, consult *The Modern Phantom Guide*, available from Reid Air Publications at www.reidairpublishing.com.

