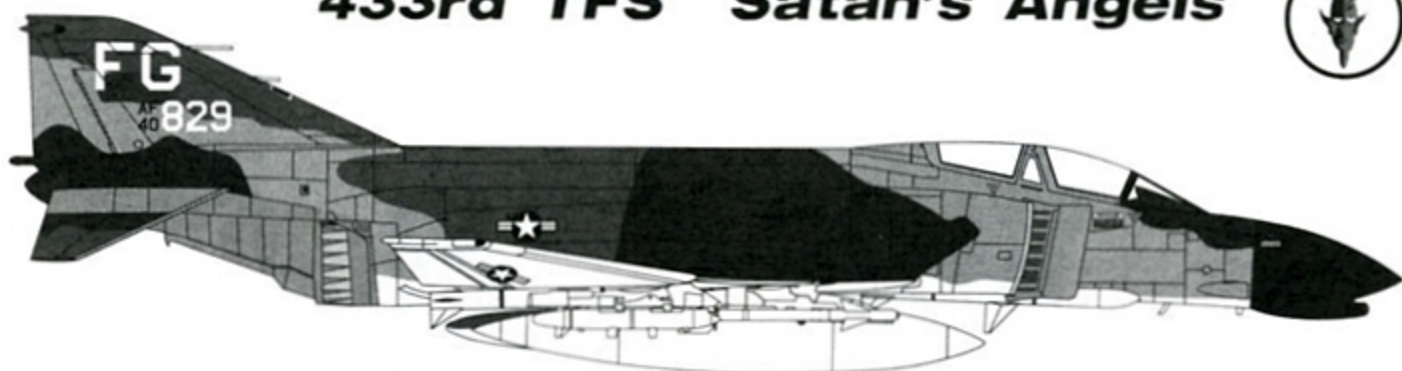


8th TFW WOLFPACK PHANTOMS

F-4C/F-4D JANUARY-JUNE 1967

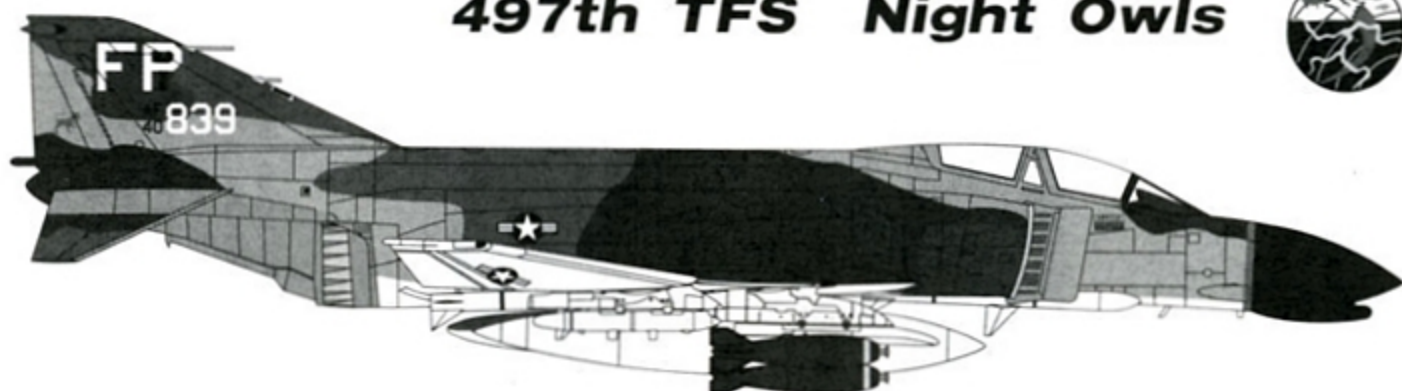
433rd TFS Satan's Angels



TAMPA 01 F-4C-24-MC 64-0829 20 May 1967

Flown by Col Robin Olds and 1Lt Steve Croker downing two MiG-17s with an AIM-7 Sparrow and an AIM-9 Sidewinder

497th TFS Night Owls



CHEETAH 03 F-4C-24-MC 64-0839 10 March 1967

Flown by Capt Bob Pardo and 1Lt Steve Wayne during the famous "Pardo's Push" rescue of F-4C 63-7653 and its crew.

555th TFS Triple Nickel



DRILL 01 F-4D-29-MC 66-0249 5 June 1967

Flown by Maj Everett Raspberry and Capt Frank Gullick, downing a MiG-17 with an AIM-7E Sparrow for the first F-4D MiG kill.

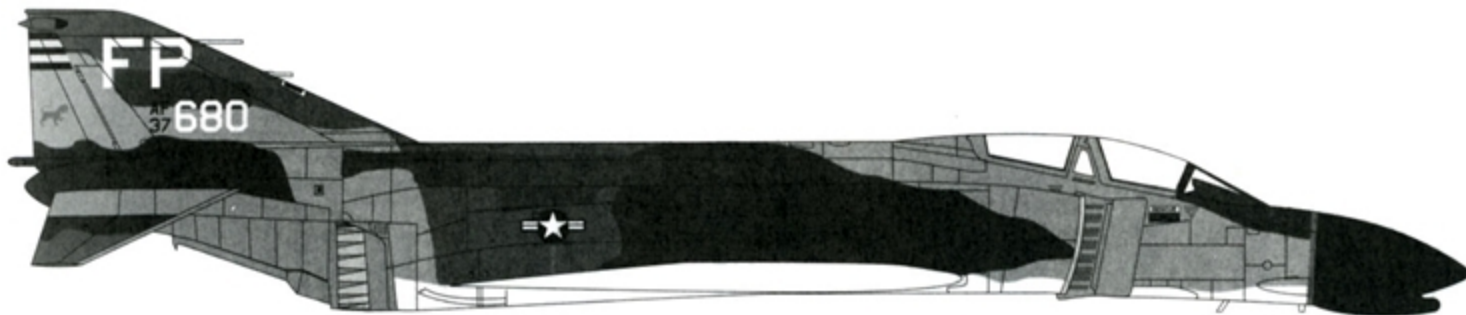
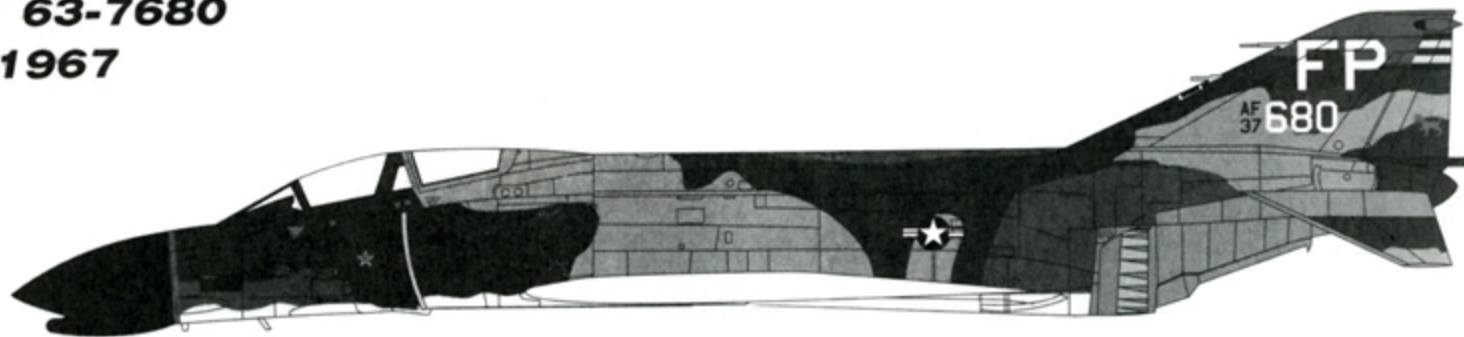
This decal sheet provides markings for nine McDonnell F-4 Phantoms flown by the famed 8th Tactical Fighter Wing Wolfpack based at Ubon Royal Thai Air Force Base during the first half of 1967. In this six-month period, the 8th was commanded by WWII ace Colonel Robin Olds and ran up an enviable record of 18 aerial victories and other notable achievements over Southeast Asia. The material for this decal has been thoroughly researched and is based almost entirely on first or second generation photos and slides, many of them unpublished. Much of our reference material came directly from the participants themselves. The discriminating modeler will therefore notice differences between this and all previously issued decals on the 8th TFW.

OPERATION BOLO

F-4C-21-MC 63-7680

2 January 1967

Olds 01



Possibly the single most famous air operation of the Viet Nam War was Operation Bolo on 2 January 1967 which succeeded in downing seven VPAF MiG-21s with no American losses. Frustrated by the VPAF avoiding air combat with the superior F-4 Phantom, Operation Bolo was conceived by Col Olds with the detailed planning accomplished by Maj J.D. Covington, Capt John B. Stone and Lts Joe Hicks and Ralph Wetterhahn. The idea was to use large numbers of F-4Cs posing as F-105 strike fighters to lure the enemy into the air. To make the incoming mission appear authentic to the North Vietnamese air defenses, the F-4 MiG killing force adopted F-105 call signs, flight profiles, and communications procedures. The overall operation was made up of USAF units from all over Southeast Asia. The task force consisted of fourteen flights of F-4Cs (56 Phantoms) from Ubon and Da Nang, six flights of F-105 Iron Hand SAM suppressors (24 Thuds) from Korat and Takhli, and four flights of F-104s (16 Starfighters) from Udorn, all supported by EB-66 (ECM), RC-121 Big Eye (AC&W), and KC-135 (tanker) aircraft. Due mostly to poor weather over the North Viet Nam, only the first three of the 8th TFW's seven flights encountered and engaged any MiGs. The first F-4Cs from Ubon departed at 1245 hours on 2 January.

Mission Summary: The second flight of 8th TFW Phantoms called bandits at six o'clock. Olds Flight, leading, picked up the MiGs and combat ensued. The flight swung left and then slid between two of three MiG-21s. In *Olds 01*, Col Robin Olds and his backseater 1/Lt Charles Clifton, fired two AIM-7Es but was forced to break lock because of danger from other MiGs in the fight. Meanwhile, the third MiG maneuvered into their six. *Olds 01* fired two Sidewinders which guided on the undercast. *Olds 02*, crewed by Lt Wetterhahn and 1/Lt Jerry Sharp, then salvaged two Sparrows, scoring the first kill of Operation Bolo. A minute later, Capt Walter Radeker and 1/Lt James Murray in *Olds 04* killed the MiG-21 trailing the other three Phantoms of Olds Flight. Now it was Robin Olds' turn. After evading a MiG on his six, he spotted another and fired his missiles only to see the MiG disappear into the clouds. Spotting another MiG, Olds pulled his Phantom into a climb, watching his quarry turn below him. It is this moment that Keith Ferris captured in his painting *MiG Sweep*. Olds executed a vector roll, timing it to end up at the MiG's six. With the MiG quickly in front of him, all alone against a clear blue sky, Olds got a good tone and fired two AIM-9Bs, one of which blew off the MiG's right wing. Olds Flight was then at bingo fuel and all four Phantoms departed the area.

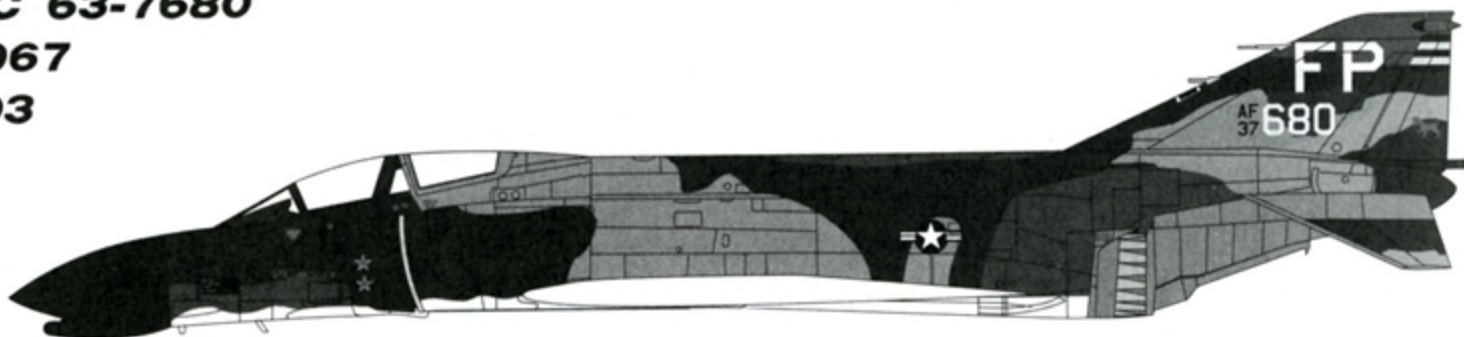
Aircraft Configurations: The Bolo killing force was configured for air-to-air with four AIM-7D/E Sparrows in the fuselage missile wells and four AIM-9B Sidewinders carried two each on each inboard pylon. A QRC-160-1 ECM pod was carried on the right outboard pylon. External fuel was carried on the centerline pylon (600-gallon tank) and in a 370-gallon tank on the left outboard pylon. During January 1967, the 8th TFW's Phantoms were in the process of having their original Navy LAU-17 inboard pylons replaced with the new USAF standard MAU-12 type pylon. Some or all of the Bolo Phantoms may have had the new pylon, but this has not been confirmed. Similarly, the wing's Phantoms were also getting radar homing and warning sets (RHAW). This reinstated the original IR sensor fairing under the nose, which had been deleted on USAF Phantoms, and the acorn fairing at the trailing edge of the fin. This modification was probably installed on many of the Operation Bolo Phantoms but, again, this has not been confirmed.

Markings Notes: Although *Olds 01* was finished in the basic T.O.1-1-4 camouflage, significant areas of the jet were repainted in a darker shade of tan and dark olive drab. Note the 2-inch wide red turbine warning stripe below the fuselage stars and the 2-inch wide red nose band of the 497th TFS. Note also the 497th's Singhai Lion and the 8th TFW blue and yellow pennant carried on the rudder. FP/680 wore one red star until 13 May 1967. It did not carry the "last three" of its serial on its nose wheel door.

F-4C-21-MC 63-7680

13 May 1967

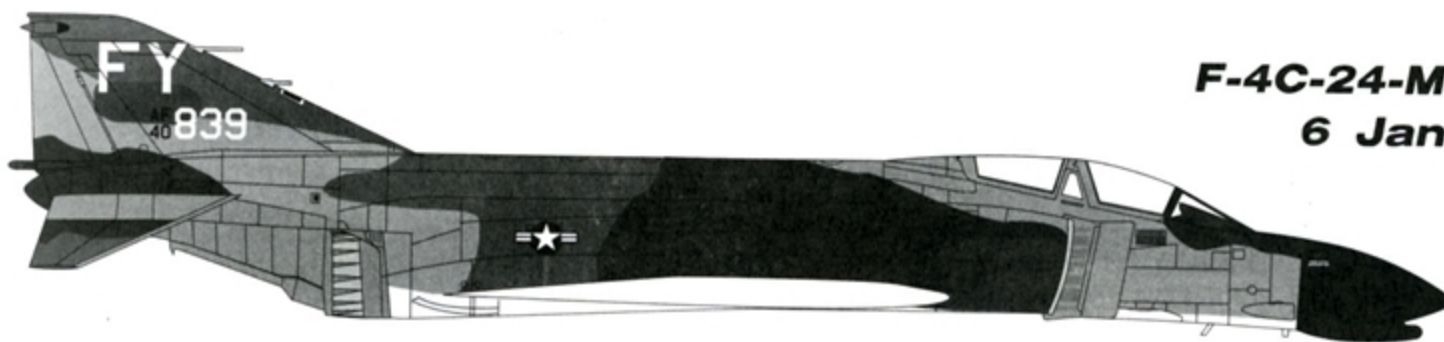
Harpoon 03



Mission Summary: On 13 May 1967 Lt Col Fred Haefner, temporarily assigned to the Wolfpack from the 366th TFW at Da Nang, was flying with 1/Lt Michael Bever as *Harpoon 03* on MiGCAP in North Viet Nam. Having just witnessed a MiG kill by Capt Bill Kirk and 1/Lt Steve Wayne, *Harpoon 03* dove to assist an F-105 under attack from two MiG-17s. Attempting to fire two AIM-7Es from an overhead position, Haefner inadvertently fired three missiles. The first failed to guide but the second hit the MiG just below the canopy. The MiG seemed to blow up on the spot and then the third Sparrow exploded in the fireball, completely destroying the enemy jet.

Aircraft Configuration: We believe that *Harpoon 03* was in the air-to-air configuration of four AIM-7 Sparrows in the fuselage wells and four AIM-9 Sidewinders on the inboard pylons with ECM on the right outboard pylon and fuel tanks centerline and left outboard.

Markings Notes: The only apparent markings changes to FP/680 were the deletion of the red nose stripe and the subsequent addition of the second red star on the left inlet ramp. Our photo does not show the rudder and it is possible that some or all the rudder markings were also deleted, but we will leave this choice to the modeler.



F-4C-24-MC 64-0839

6 January 1967

Crab 01

Mission Summary: In the days immediately following Bolo, the VPAF attacked the early morning weather reconnaissance flights by RF-4C Photo Phantoms out of Udorn. In response, on 5 and 6 January 1967, the unarmed and vulnerable RF-4Cs were replaced by armed F-4Cs. On 5 January no MiGs rose, but they did on the 6th. Captain Dick Pascoe and 1/Lt Norm Wells of the 555th TFS flying *Crab 01*, had just about completed their thirteenth mission and were starting back to Ubon when the EC-121 radar surveillance aircraft picked up a signal over Phuc Yen airfield. Crab Flight turned back and visually acquired four bandits. Since there were no other American aircraft over North Viet Nam at the time, the rules of engagement requiring visual identification did not apply and Sparrow missiles were selected for a long range engagement. Flying head-on to the MiGs, Crab Flight was almost within Sparrow range when the MiGs suddenly reversed course and increased their speed. In a tail engagement, the maximum firing range is much closer in than that needed for a head-on engagement, so a long tail chase ensued to get back into the missile firing envelope. Again, just as the Phantoms were about to close in firing range, the MiGs reversed course once more, heading directly at them. *Crab 01* fired two Sparrows in quick succession, one of which hit the lead MiG which began to burn and entered an inverted spin before crashing. The pilot was not seen to eject. Major Tom Hirsch and 1/Lt Roger Strasswimmer in *Crab 02* also scored a kill with an AIM-7. Both were MiG-21s.

Aircraft Configuration: We haven't confirmed the weapons load but are reasonably sure it was the same as used on Operation Bolo: four AIM-7 Sparrows in the fuselage missile wells, four AIM-9 Sidewinders carried two each on each inboard pylon, a QRC-160-1 ECM pod on the right outboard pylon, a 600-gallon tank on the centerline, and a 370-gallon tank on the left outboard pylon.

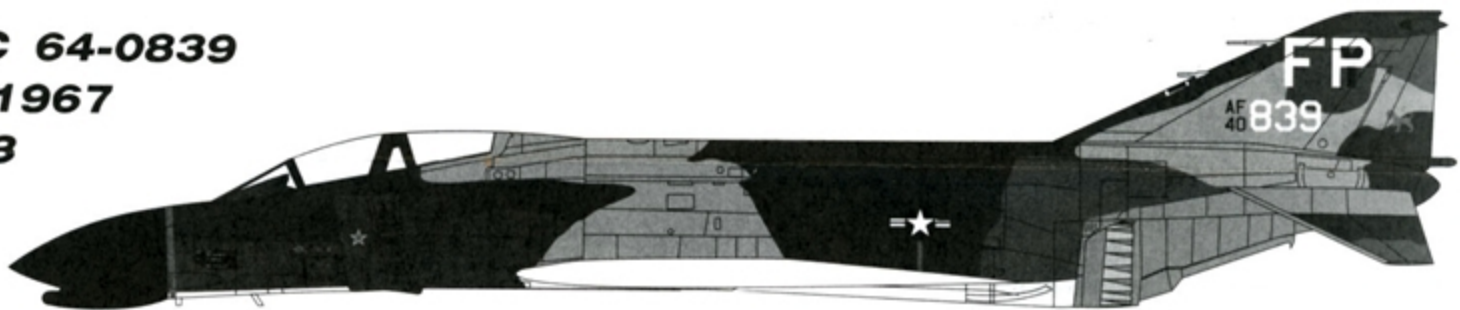
Markings Notes: The paint scheme on FY/839 was based on the T.O.1-1-4 pattern. The 2-inch wide red turbine warning stripe extended up the fuselage sides only to the national insignia which was 15" size in all locations. Tail codes and the last three of the serial were in FS36622 Gray. The earlier serial number presentation on the vertical tail was overpainted in dark olive drab. Note that the ejection seat warning triangles and right side Rescue panel were oversprayed with camouflage paint.

PARDO'S PUSH

F-4C-23-MC 64-0839

10 March 1967

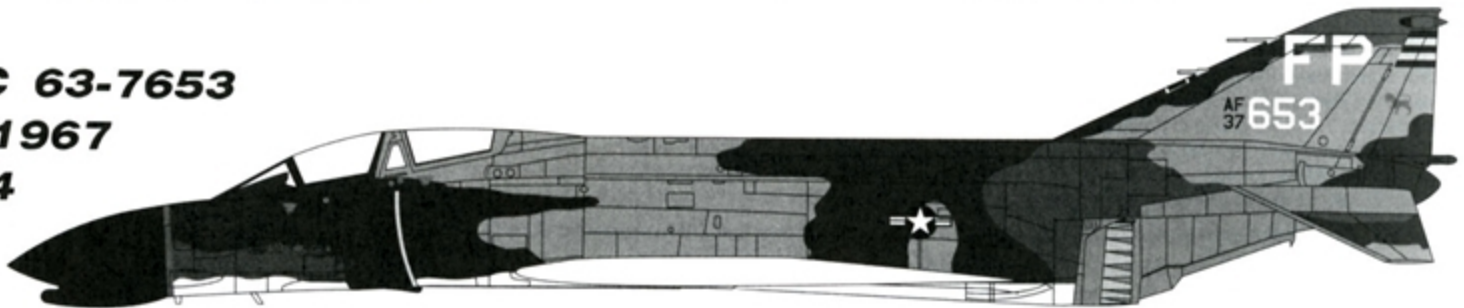
Cheetah 03



F-4C-20-MC 63-7653

10 March 1967

Cheetah 04



Mission Summary: On 10 March 1967, Pascoe and Wells' MiG-killing Phantom was involved in an even more memorable mission which eventually earned its crew the Silver Star for gallantry. On that day, *Cheetah 03* was crewed by Capt Bob Pardo (on his birthday) and 1/Lt Steve Wayne of the 433rd TFS. Cheetah Flight was fragged to strike the Thai Nguyen Steel Works north of Hanoi with a load of M117 750-pounders. Hit over the target and without electrical power and losing fuel, Pardo and Wayne were egressing the area when they heard a distress call from *Cheetah 04* flown by Capt Earl Aman and 1/Lt Bob Houghton. Heavily damaged on their run and having lost almost all their fuel, it looked as if the crew of *Cheetah 04* would have to eject over the heart of North Viet Nam. Capt Pardo stayed with his wingman until Aman's fuel was just about gone, and then maneuvered behind and below his stricken mate, directing him to lower his arresting hook. Positioning the hook at the base of his windscreen, Pardo was able to push Aman's more heavily damaged Phantom (now flamed out) out of the North and over Laos before his own damaged jet ran out of fuel. Both crews were able to eject successfully and were quickly picked up by USAF search and rescue teams summoned to the area. It took 22 years for this act of unselfish heroism to be recognized but, in 1989, Pardo and Wayne were awarded the Silver Star and the story of Pardo's Push became generally known.

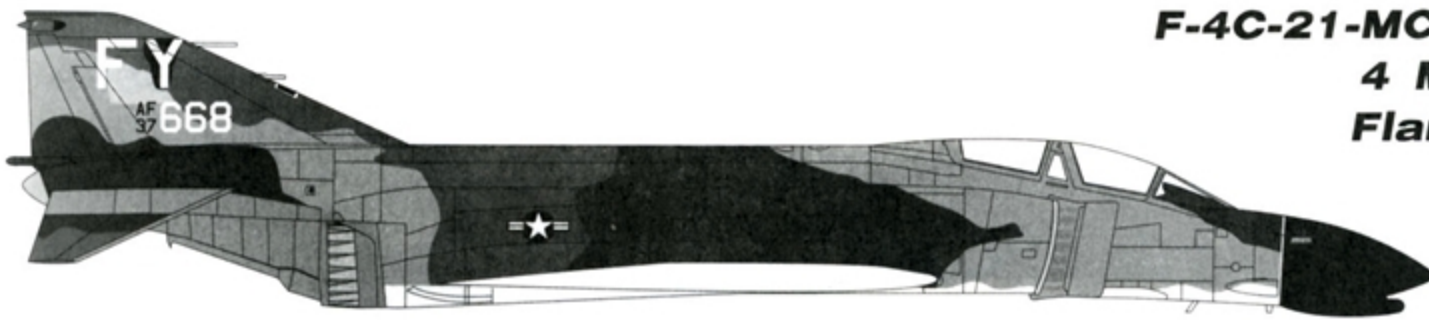
Aircraft Configurations: The Thai Nguyen strike force was configured for air-to-ground with six M117 750-pound demolition bombs carried three on each inboard TER. Four AIM-7 Sparrows were carried in the fuselage missile wells and a QRC-160-1 ECM pod was carried on the right outboard pylon. External fuel was carried in a 600-gallon tank on the centerline pylon and in a 370-gallon tank on the left outboard pylon. During the push, Aman jettisoned all his missiles, tanks and pylons except for the ECM pod in an effort to keep it from falling into enemy hands. Pardo had jettisoned his 370-gallon wing tank but retained his 600-gallon centerline tank and everything else, including his now-empty inboard pylons and their TERs.

Markings Notes: *Cheetah 03* and *04* were finished in variations of the basic T.O.1-1-4 SEA camouflage scheme. FP/839, *Cheetah 03*, had large areas on the left nose and inlet and on the vertical tail where earlier markings and serial number presentations had been painted out in dark olive drab. The Y of the 555th TFS tail code was painted out in black and replaced by a P for the 497th in FS36620 Gray. Note the 3-inch wide red nose stripe and red Singhai Lion of the 497th TFS on the rudder. Crew names were carried in the black rectangle on the left side of the nose. FP/839 carried one red star from the 6 January 1967 MiG kill. Unfortunately, we could not find a photo of Bob Aman's F-4C 63-7653 so we used Steve Ferguson's painting *Pardo's Push* as the basis for our drawing. In addition to the 497th's red nose band and Singhai Lion squadron markings, *Cheetah 04* reportedly carried the 8th TFW's blue and yellow pennant at the top of the rudder.

F-4C-21-MC 63-7668

4 May 1967

Flamingo 01



F-4C-21-MC 63-7668

June 1967

497TH TFS



Mission Summary: On 4 May 1967, Col Olds and his GIB, 1/Lt William LaFever, were leading Flamingo Flight flying CAP for a strike by the F-105s of the 355th TFW. Spotting MiGs heading for the rearmost Thuds, Olds maneuvered into a firing position on a MiG-21. He ripple fired two AIM-7Es but the first failed to guide. The second Sparrow guided but flew right by the MiG without its fuze detonating. The MiG was flown aggressively and Olds maneuvered hard to stay in firing position. Two AIM-9B Sidewinders were launched but they, too, failed to guide. Finally achieving a strong tone, Olds loosed another AIM-9 which guided straight to the MiG and exploded under his tailpipe. The MiG maneuvered violently and then headed for Phuc Yen airfield but, badly damaged, it crashed and burned short of the runway.

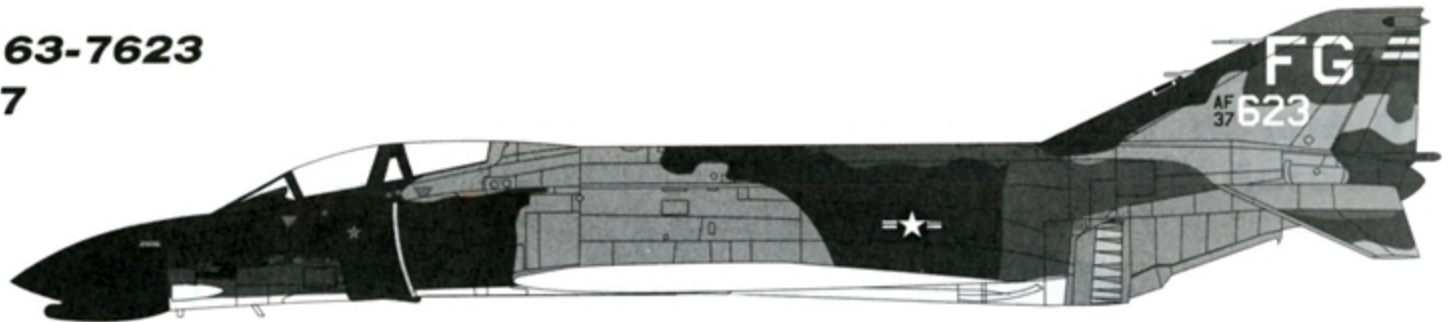
Aircraft Configuration: We aren't sure but Flamingo Flight, flying a CAP mission, was most likely fully configured for air-to-air with four Sparrows and four Sidewinders each and ECM on the right outboard pylons. Fuel was probably carried on the centerline and left outboard stations.

Markings Notes: Phantom 63-7668 was finished in the T.O.1-1-4 camouflage scheme. Note the parabrace housing was left unpainted. The early serial number presentation on the vertical tail was painted out in a lighter shade of tan. Squadron code letters and the last three of the serial were in FS36622 Gray. The 555th TFS codes were probably carried on 4 May, but the Triple Nickel exchanged their C-model Phantoms for F-4Ds in June and '668 was assigned to the 497th TFS Night Owls. With the 497th, it was named *Georgie Girl* and had the 497th night owl emblem and 3-inch red nose band applied. *Georgie Girl's* air conditioning inlets on both sides were painted Gray 36622 and that the Y in the tail code was painted out in black and a white P applied. The old code was crudely overpainted in a dark color on the right side. Note that the right side Rescue placard was oversprayed with camouflage tan and no turbine warning stripes were carried.

F-4C-20-MC 63-7623

20 May 1967

Tampa 03



Mission Summary: Major Bob Pardo and his backseater, 1/Lt Steve Wayne, were assigned to Tampa Flight tasked with escorting USAF F-105s going after the Northeast Railroad near Kep airfield on 20 May 1967. As the strike force approached the target area, Pardo spotted a number of silver MiG-17s flying very low in a rotating "Wagon Wheel" waiting for the bombers to pass so they could attack from behind. Tampa Flight dove to attack as the MiGs commenced their attack on the Thuds. Pardo maneuvered behind a MiG, but more MiGs were coming in at his eight o'clock. Robin Olds, flying *Tampa 01*, told Pardo to keep after the first MiG while he engaged the MiGs coming in on *Tampa 03* (see below). Pardo launched a Sidewinder which exploded along side of his MiG, destroying it. Pardo continued to press his attacks against the MiGs in the Wheel but every time he was ready to fire, he was forced to break off to evade an attack from another MiG in the Wheel. He finally told Wayne to quit spoiling his shots with the MiG calls. The next time, it wasn't until the tracers came over their wings that Wayne announced "Ok, they're getting close." Pardo took shots at six or more MiGs during the battle, and when he had no more missiles left (except one that wouldn't fire), he still continued to harass the MiGs by making dry runs at them. In one very close encounter, Wayne recalls giving the MiG pilot the finger. Phantom 63-7623 is currently on display in Steve Wayne's home town of Fairmount, Indiana.

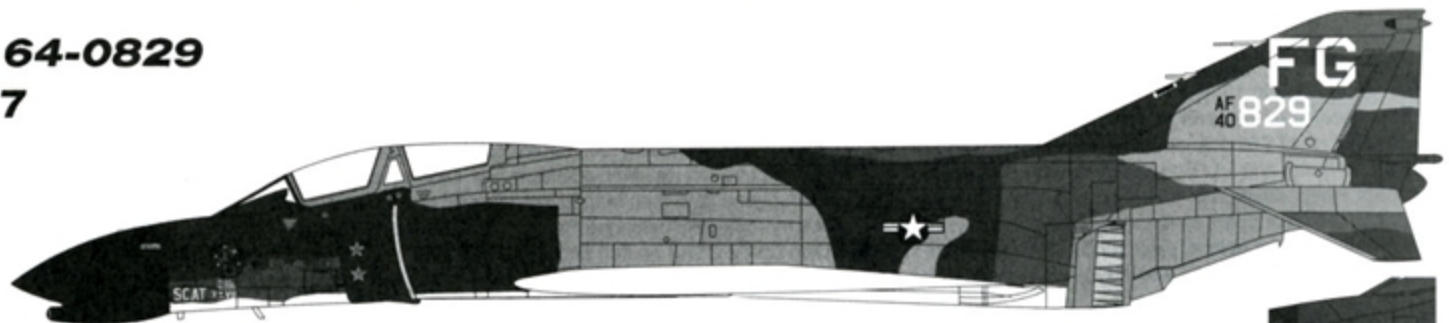
Aircraft Configuration: *Tampa 03* was configured for air-to-air with four Sparrows, four Sidewinders, and ECM on the right outboard pylon with fuel tanks on the centerline and left outboard stations.

Markings Notes: *Tampa 03* was finished in the SEA camouflage scheme. The early serial number presentation and Spook on the vertical tail were painted out in dark olive drab. The letter G in the squadron code and the last three of the serial were in FS36622 Gray but the letter F was in a lighter shade, possibly white. Note the non-standard shape of the 3 in the serial number on the right side and the blue and yellow rudder flash. The air conditioning inlets on both sides were painted in Gray 36622 and no red turbine warning stripe was carried.

F-4C-24-MC 64-0829

20 May 1967

Tampa 01



early
September



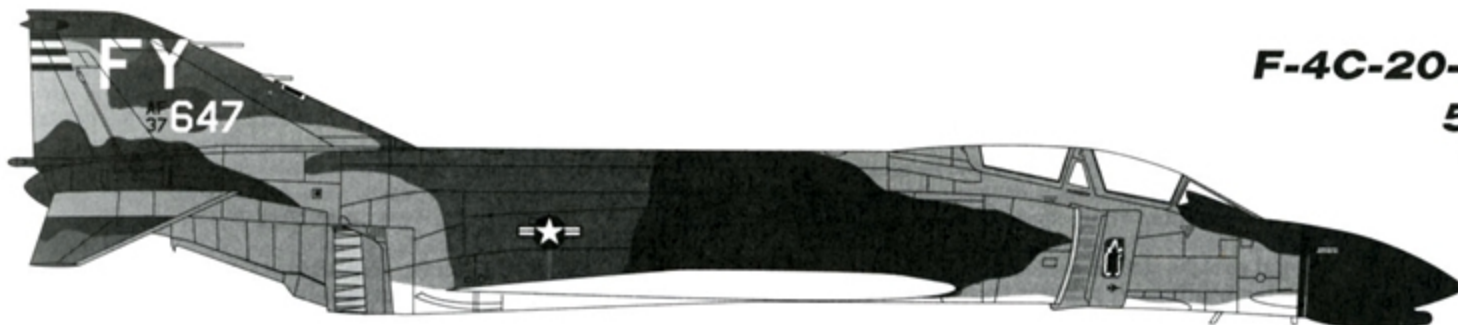
23 Sep 1967



Mission Summary: Col Robin Olds gained his third and fourth victories leading Tampa Flight in F-4C 64-0829 on 20 May 1967. On this mission, he and his GIB, 1/Lt Steve Croker, engaged a number of MiG-17s flying in the defensive Wheel. After maneuvering for up to fourteen minutes, an eternity in aerial combat, *Tampa 01* finally lined up with a MiG-17 in the Wheel. Achieving a boresight lock on, he ripple fired two Sparrows, one of which exploded near the MiG. Croker witnessed the MiG erupt in flames and go down. Now low on fuel, Olds began his return to base but looked back to see a single MiG-17 still circling the area. Despite his fuel situation, *Tampa 01* turned back and headed for the MiG at fifty feet above ground level. The MiG spotted the oncoming Phantom and tried to escape by running down a valley towards a ridge. Reaching the ridge, the MiG pilot was forced to pull up and in doing so, presented Olds with a perfect AIM-9 stern shot. The Sidewinder exploded near the right tail of the MiG which was then observed to shed pieces and crash.

Aircraft Configuration: Most likely aircraft loadout was for air-to-air with four Sparrows and four Sidewinders and ECM on the right outboard pylons. Fuel was probably carried on the centerline and left outboard stations. Note that 64-0829 had a forward-looking cine camera installed in the IR fairing under the nose.

Markings Notes: *Tampa 01* was finished in the T.O.1-1-4 camouflage scheme. Squadron code letters and the last three of the serial were applied in FS36622 Gray. The 433rd TFS Satan's Angels emblem was carried on the left nose. After the 22 May mission, two red stars were added to the left inlet ramp and Olds' and Croker's names were applied under the squadron emblem. The names remained and SCAT XXVII was added before Col Olds' final combat mission on 23 September 1967. The camouflage paint was so worn, the aircraft was repainted prior to the actual mission and only Olds' name was reapplied. Note the relocated squadron emblem. 64-0829 did not carry a red turbine warning stripe and, in our photos, did not have a red lion on the rudder.



F-4C-20-MC 63-7647
5 June 1967
Chicago 02

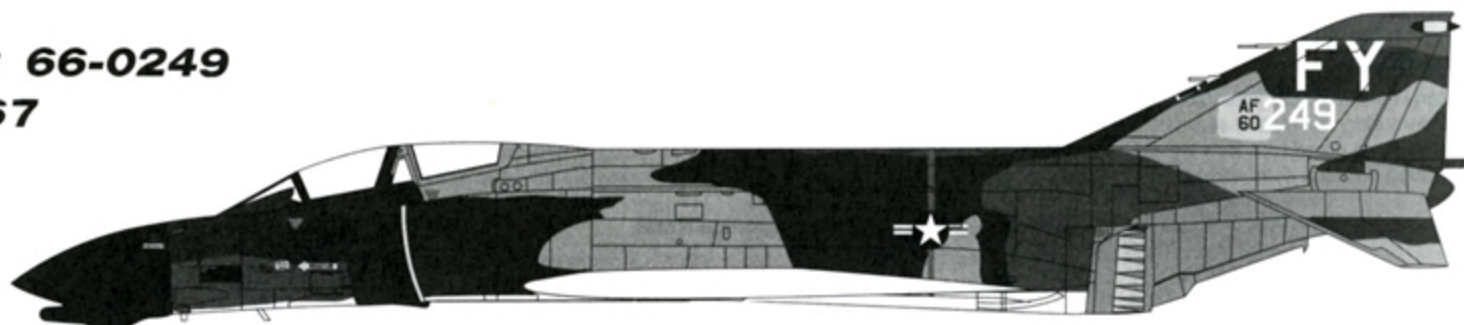
Mission Summary: At the end of May 1967, the Triple Nickel were the recipients of the first F-4D in Southeast Asia and began to transition into their new mounts. On 5 June, Maj Dick Pascoe and Capt Norm Wells were in F-4C 63-7647 flying wing to Robin Olds in an F-4D. Chicago Flight was flying MiGCAP for a strike force of Thuds when the enemy attempted an intercept. After expending all his Sparrows and AIM-4 Falcons to no effect, *Chicago 01* passed the lead over to Dick Pascoe in *Chicago 02*, who had picked up a single MiG-17 five miles away. They fired two AIM-9s. The first impacted the extreme tail end of the MiG and the second struck three feet further up the fuselage. This kill constituted the last aerial victory scored by any F-4C.

Aircraft Configuration: Most likely four Sparrows and four Sidewinders with ECM on the right outboard pylon. Fuel was probably carried on the centerline and left outboard stations.

Markings Notes: *Chicago 02* was in T.O.1-1-4 SEA camouflage with a 2-inch wide red turbine warning stripe. '647' may have been previously assigned to the 497th TFS as earlier codes and the serial number on the vertical tail were painted out in olive drab. The F in the squadron code and the 6 in the last three of the serial were FS36622 Gray, the Y and the 47 were in a lighter shade, possibly white. The black 3-inch wide nose band may have covered a 497th TFS band. The 8th TFW flash appeared on the rudder top while a Phantom spook was on the right inlet ramp over a patch of olive drab paint. Under the Spook was an aircraft silhouette whose presence is unexplained as it predated the 5 June MiG kill by several months. Note that the right side Rescue placard was totally oversprayed with camouflage paint.

F-4D-29-MC 66-0249
5 June 1967
Drill 01

Z 49

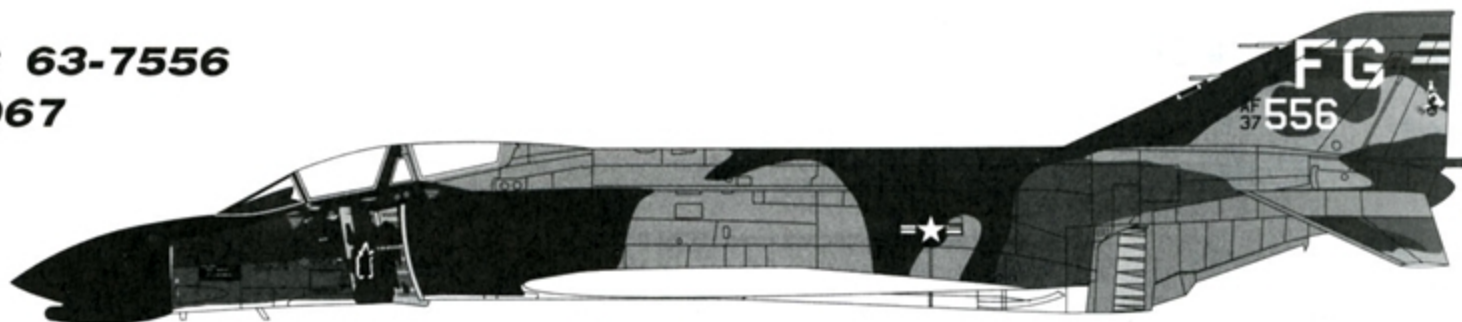


Mission Summary: On the same 5 June 1967 mission as above, Major Everett Raspberry and Capt Frank Gullick scored the first-ever F-4D MiG kill. Leading Drill Flight, Raspberry encountered seven or eight MiG-17s in a Wagon Wheel. *Drill 01* made one firing pass with an AIM-4D which failed to guide. A second attack with an AIM-7 also failed to guide. Coming in again, Gullick got a solid radar lock on one of three MiGs ahead of them in the Wheel. Raspberry followed the steering dot and fired a second AIM-7 at the target. The F-4D was forced to break when attacked by another MiG, but another Phantom in the flight witnessed the Sparrow hit and the MiG crash.

Aircraft Configuration: Four Sparrows in the missile wells and four AIM-4D Falcons probably mounted in the slant configuration. ECM was carried on the right outboard pylon and fuel was carried on the centerline (600 gallons) and left outboard (370 gallons) stations. Note the four small RHAW antennas mounted around the nose just aft of the radome.

Markings Notes: *Drill 01* was delivered from the McDonnell plant in T.O.1-1-4 camouflage, note the unpainted areas above the horizontal tails. The early serial number presentation on the vertical tail was painted out in a lighter shade of tan. Squadron code letters and the last three of the serial were all in FS36622 Gray. The last three of the serial were in white on a medium green (approx FS14110) background inside the nose gear door, a carryover from the 40th TFS at Eglin which transferred its aircraft to the 555th at the end of May, 1967. Note the 3-inch wide full turbine warning stripe on the upper fuselage and the use of 18" size national insignia, borderless on the upper camouflaged surfaces and with a blue border under the wing.

F-4C-19-MC 63-7556
January 1967
433rd TFS



Mission Summary: F-4C-19-MC 63-7556 was assigned to the 433rd TFS in early 1967. Although it did not achieve any air victories, it is included here to document the very early 433rd TFS markings which included the Spook riding an eight-ball on the rudder.

Aircraft Configuration: This aircraft was equipped with the straight LAU-17 (Navy style) inboard pylons with TER and adapter. Note the absence of tail warning radar. In our photo, MERs were carried on the outboard pylons and a camouflaged 600-gallon fuel tank was on the centerline station. The top half of the tank was painted green, the bottom was white.

Markings Notes: The field-applied camouflage retained its original black antiglare panel under the windscreen and FS36440 gray on the windscreen framing. Areas on the left inlet ramp and where the crew boarding ladders touched the fuselage were very worn, the original Light Gull Gray (FS36440) showing through. FG/556 appears to have retained its gloss white undersides and possibly the red turbine warning stripe on the underside of the fuselage. Touched up areas on the vertical tail were olive drab or dark green. Spooks, early 433rd TFS markings, were displayed on the rudder and both inlet ramps.

WOLFPACK NOTES

Paint Schemes

Most USAF F-4C Phantoms were delivered from the manufacturer's plant in the FS36440 Gull Gray and FS17875 Gloss White Navy scheme. As a result of the war in Viet Nam, the USAF, in 1965, specified a four-color camouflage scheme for all its tactical aircraft. The size of the national insignia on camouflaged aircraft was specified to be 15", however factory-camouflaged Phantoms had 18" size stars without borders on all the upper surfaces and with the blue borders beneath the right wing (the 15" insignia was applied when the aircraft was later repainted by the Air Force). Those aircraft in Southeast Asia had the new scheme applied locally, the camouflage colors being applied directly over the Navy scheme. In some very early cases, the undersides were left gloss white and all the original stenciling and insignia was retained. These early field paint jobs differed to greater or lesser extent from the official T.O.1-1-4 pattern and usually covered the bare metal areas above the horizontal tails on the aft fuselage, which were left unpainted on factory-camouflaged aircraft. Field-applied camouflage covered up almost all the factory stenciling, much of which was never replaced. The black and yellow rescue markings were often lightly oversprayed with camouflage paint and sometimes stencilled back on in black, if at all. Ejection seat warning triangles were treated similarly. Every side view drawing in these instructions except one is based on one or more photographs of the subject aircraft and shows its individual variations as best we could determine them. Since we don't have total coverage of every subject, we could not give the full details of every camouflage pattern, but we've provided everything we do have. We have included the official T.O.1-1-4 top pattern for you as guide to use while filling in the missing views. When using it, try to match it to the side views given and remember to take more than just a little artistic license when painting your model.

Unit Markings

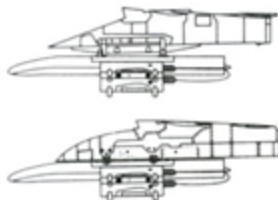
Shortly after adopting camouflage, the need for distinctive unit markings became apparent in the 7th Air Force. In mid-1966, the 8th TFW applied a blue and yellow striped rudder flash to all its aircraft, including the F-104 Starfighters of the 435th TFS based at Udorn. It now appears that two-letter unit tail codes were first applied to the Eighth's Phantoms in early September 1966 or possibly even a little earlier. The rudder flash fell into disuse beginning in early 1967 and, by spring, was no longer being applied, probably because the unit tail codes had rendered it redundant. The code FG was assigned to the 433rd, FP to the 497th, and FY to the 555th TFSs. These were initially applied in light camouflage gray, although by mid-1967, white began to be used more frequently instead. In addition to their individual code letters, the squadrons also adopted a number of their own distinctive unit markings. The 433rd TFS appears to have used a combination of Phantom Spook designs on their rudders and inlet ramps. On the rudder, the Spook was astride an eight-ball, while a black Spook outline appeared on the splitter plates. These markings had been mostly removed by early 1967. During the spring of 1967, 433rd TFS Phantoms began displaying the Satan's Angels emblem on their left noses. Many 433rd Phantoms also carried the "last three" of the aircraft serial number in a cursive style in black paint on the nosewheel door cover. The 497th TFS applied a 2- to 3-inch wide red stripe on the nose just aft of the radome on most of its aircraft. The width of the stripe varied among aircraft and its application was not consistent. Further, the 497th adopted the red lion trademark used on Bangkok Brewery's Singhai beer labels, a favorite of the GIs. This lion had been used before the advent of camouflage by the 555th TFS on their fuel tanks, but the 497th generally carried it on the rudders of their aircraft, although it was also applied on some inlet ramps. These markings were discontinued in early 1967 and had virtually disappeared by late summer. In late June, the familiar white night owl stencil first appeared on both inlet trunks of 497th TFS Phantoms. We could find no special markings used by the 555th TFS Phantoms other than their squadron code letters. The 497th and 555th both used red block stencil style numbers to display the "last three" on the nosewheel door cover of most, but not all their aircraft.

Real World Finish Notes

The early field paint jobs weathered badly in Southeast Asia. They chipped or wore off badly with continued service and the pigments faded under the hot sun. The tan color especially became very faded, ending up as a pale sand color. Interestingly, the most faded tans appeared on factory-camouflaged Phantoms. Compliance with color specifications was not closely followed when aircraft were touched up in the field. In many cases, olive drab or a different shade of brown or green was used to cover minor battle damage repairs or over old markings. When the unit codes were applied, the original serial number presentation was covered with olive drab, or a very dark green. The unit code letters and large presentation of the "last three" was then applied over these colors. In late 1966, just before Operation Bolo, there was an exchange of aircraft with the 12th TFW and many Wolfpack aircraft were also transferred between squadrons, so tail codes were often repainted more than once. Old codes were painted out like the serial numbers, but here sometimes black paint was used for small areas. We have photos taken over the first six months of 1967 showing Bob Pardo's MiG killing F-4C 63-7623 coded as FY, FP, and FG, in that order. And it appears that the FY codes were applied over yet another (unknown) previous code! We have reproduced the overpainted areas in the side views given in these pages. In 1967, Phantom nose art was unheard of and aircraft names were the exception. They began to appear around June, *Scat XXVII* and *Georgie Girl* being two early examples.

Fuel Tank Notes

Many different paint jobs have also been noted on external tanks during this period. At first, all the Phantom drop tanks were painted overall gloss white to match the factory undersurface finish and some of these tanks were still in use in 1967, although many of these had their top halves painted a camouflage color, usually dark green. Some centerline tanks were noted with their top halves painted olive drab. We also have many photos showing 370-gallon wing tanks painted overall olive drab. Since the tanks were punched off when needed during a combat mission, it would be totally impossible to specify a "standard" style of tank paint scheme for any given aircraft without a photo reference.



Stores/Suspension and Release Notes

Originally F-4Cs were delivered with the straight style LAU-17/A inboard wing pylon as used on the Navy's Phantoms. In late 1966, these were in the process of being replaced by the USAF "MAU-12" pylon (it had no official designation) which was distinguished by its curved leading edge. The LAU-17 was designed to carry and launch the Sparrow missile and had no bomb rack installed, although an adapter had been developed which allowed a triple ejector rack (TER) to be carried. The new USAF pylons contained the MAU-12/A ejector rack which allowed bombs and TERs to be carried directly, reducing drag. By the start of 1967, a number of Wolfpack Phantoms had had their LAU-17s replaced but many still carried the Navy-style pylons which were not completely replaced until around mid-February. At this time, it is impossible to tell when each aircraft had its LAU-17s replaced, so it's up to you!

AIM-9 Sidewinder and Launch Rail Notes

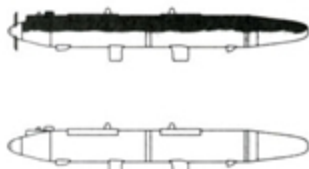
Dual launch rails for the Sidewinder missile were mounted on the sides of the inboard wing pylons. The launch rails used in early 1967 mounted directly to the sides of the pylon at a slight downward angle. Since the USAF bomb rack sway brace bolts interfered with the AIM-9 fins, both bombs/ECM and Sidewinders could not be carried at the same time. Col. Olds conceived the idea of launch rail extenders which allowed the F-4C to carry a full load of bombs AND a full load of air-to-air missiles. These were first used on 8 June. The Sidewinder rails given in the Hasegawa 1:48 and 1:72 scale kits have the extenders which need to be removed when using these decals. The Monogram kits contain Navy style rails which had yet a different type of extender and also require modification. In 1967, USAF Sidewinders were painted gloss white overall with yellow stripes. The rollerons were natural dark aluminum.

AIM-4D Falcon and Launch Rail Notes

Production F-4Ds from Blocks 26 to 33 abandoned the Navy-designed AIM-9 Sidewinder completely and had their inboard pylons wired exclusively for USAF AIM-4D Falcon air intercept missile. Ev Raspberry's second MiG killer 66-0249 is the only subject on this decal that could and did carry this missile. Falcons were normally carried on the inboard pylon in a slant configuration, i.e. with the missiles on the bottom and inboard rails. After the capability to hang ECM on the right inboard pylon was provided, it became standard to carry only three AIM-4Ds, with the ECM pod on the bottom pylon station. The warhead and guidance sections of the missile were painted gloss white and the rocket motor and fin assemblies were gloss insignia red. There was a thin yellow stripe just forward of the canard fins.

Electronics Countermeasures (ECM) Pod Notes

Operation Bolo marked the first use of ECM pods by Phantoms in Southeast Asia. The pod used on this occasion was the QRC-160-1. The ALQ-71 pod, introduced in March, was the production version of the QRC-160-1 and was externally identical to it. The pods were modular in design and consisted of four sections, any of which could be used on a given mission. The actual configuration depended on the threat in the target area and several pod combinations were observed in use, one of the more common is depicted to the left. Early versions of the pods used a ram air turbine (RAT) to generate the electrical power needed to operate the electronics. In late 1967, the capability to use aircraft power was acquired and the RAT, which had a propeller-like device on the nose, was removed from the pods. The F-4C was built with wiring to carry ECM pods on the right outboard wing stations only and it wasn't until June that the capability to carry ECM on the right inboard stations was developed. Therefore, the aircraft featured on this sheet would have used RAT-powered ECM pods on their right outboard stations. This made for some interesting asymmetric loads! After June, configurations using two wing tanks and inboard ECM began to appear. The pods were usually painted white but we have seen some which had their upper surfaces camouflaged in dark green.



For the
Hasegawa and Monogram
1/48th Scale
F-4C/D Phantom II Kits

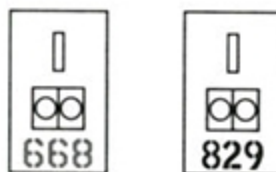
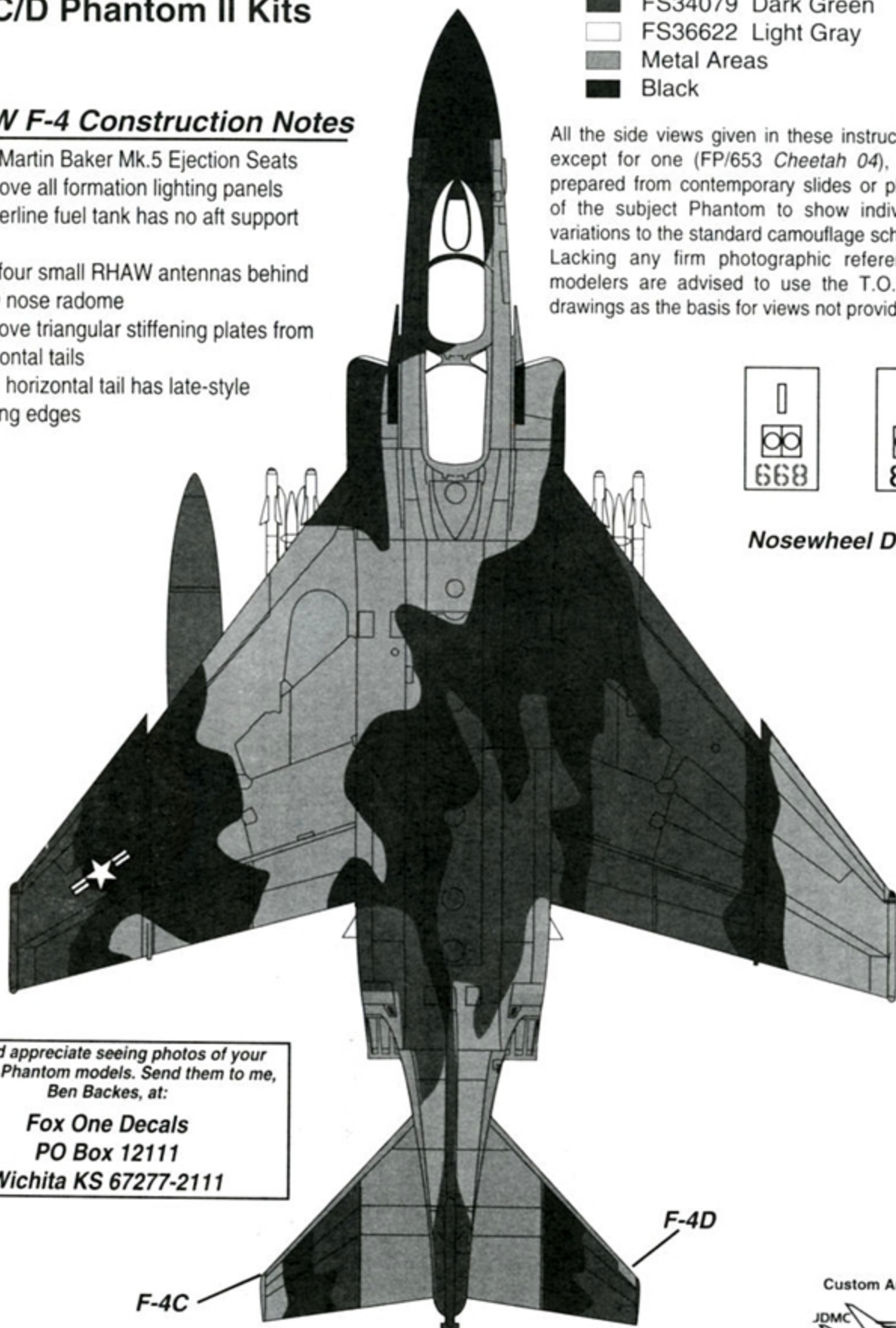
T.O.1-1-4 SE Asia Scheme

- FS30219 Tan
- FS34102 Medium Green
- FS34079 Dark Green
- FS36622 Light Gray
- Metal Areas
- Black

8TFW F-4 Construction Notes

1. Use Martin Baker Mk.5 Ejection Seats
2. Remove all formation lighting panels
3. Centerline fuel tank has no aft support strut
4. Add four small RHAW antennas behind F-4D nose radome
5. Remove triangular stiffening plates from horizontal tails
6. F-4D horizontal tail has late-style leading edges

All the side views given in these instructions, except for one (FP/653 *Cheetah 04*), were prepared from contemporary slides or photos of the subject Phantom to show individual variations to the standard camouflage scheme. Lacking any firm photographic references, modelers are advised to use the T.O.1-1-4 drawings as the basis for views not provided.



Nosewheel Doors

I would appreciate seeing photos of your finished Phantom models. Send them to me, Ben Backes, at:
Fox One Decals
PO Box 12111
Wichita KS 67277-2111

Custom Art By



References

Correspondence with former 8TFW members, 1999/2000.
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Acknowledgements

B/Gen Robin Olds, LtCol Bob Pardo, LtCol Everett Raspberry, Col Steve Wayne, Col Norm Wells, and Frank MacSorley of the 8TFW, Col Al Bache of the River Rats, Col Jack Morris, and Maj Jim Rotramel (all USAF Retired).