

622 Northwood Trail
Southlake, TX 76092

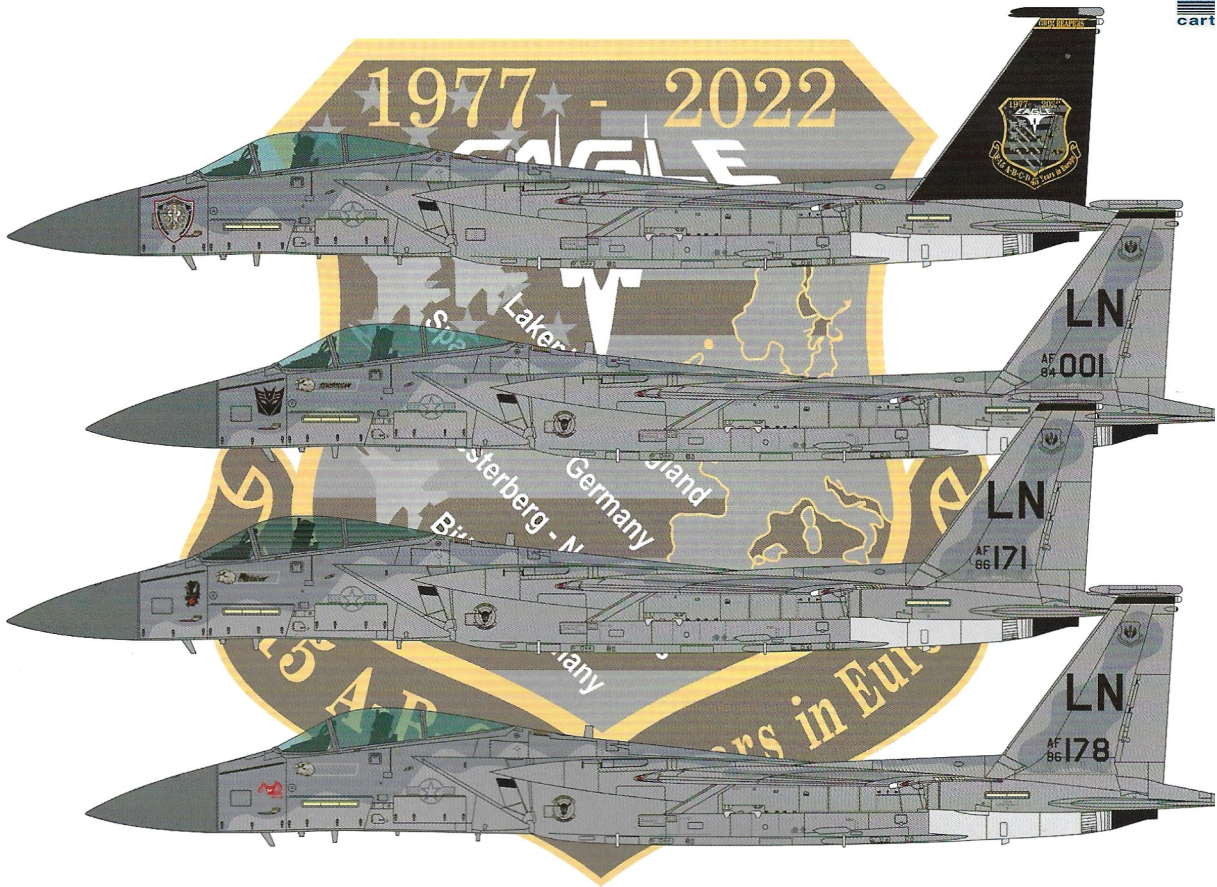
WHAT'S OUT THERE?
1/48th Great Wall Hobby F-15C
1/48th Hasegawa F-15C

The 493rd Fighter Squadron, nicknamed the Grim Reapers, is part of the United States Air Force's 48th Fighter Wing located at RAF Lakenheath. The 493rd will be the last USAF squadron to fly the F-15C/D, flying the Eagle since 1994. They are currently transitioning to the F-35 Lightning II and as part of that transition they have painted a special scheme commemorating their history with the F-15. There are also markings on this sheet for three schemes from their 2019 deployment that feature nose art.

The Grim Reapers have also received multiple commendations and awards, including the Air Force Association's Hughes Trophy in 1997 and 1999 and the 2007, 2014, 2016 and 2019 Raytheon Trophies, for being recognized as the top fighter squadron in the United States Air Force.

Special Thanks to Todd Pearson and Mike Cabral for their assistance and references.

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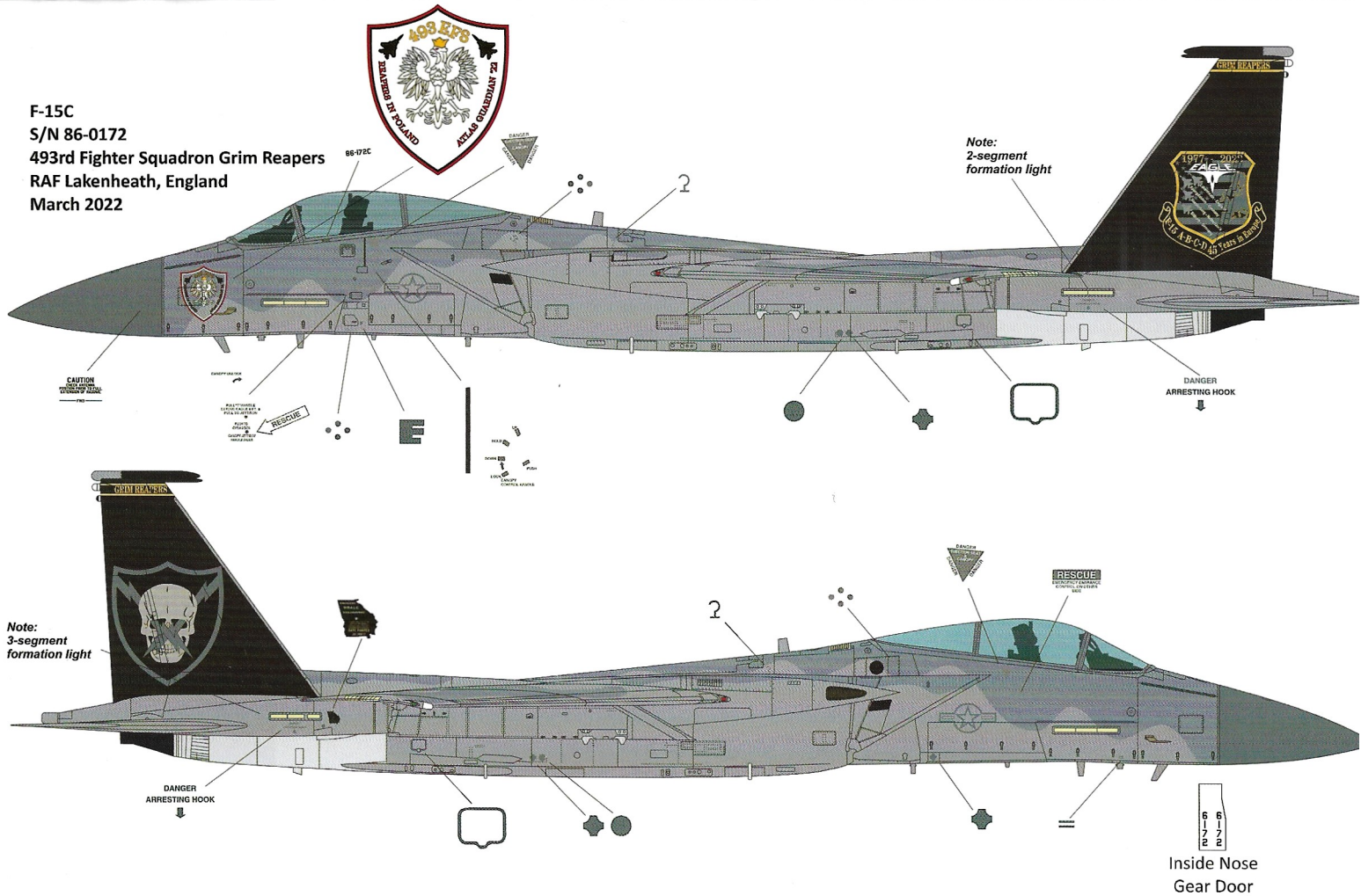
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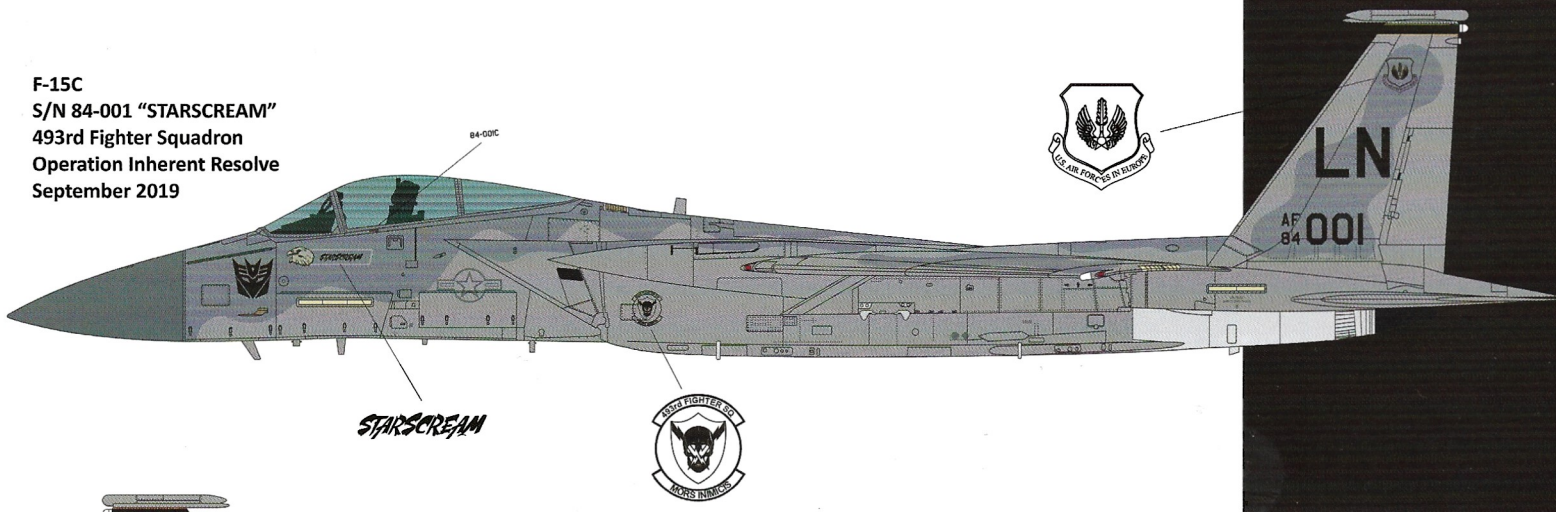
modelbuilder@twobobs.

F-15C
S/N 86-0172
493rd Fighter Squadron Grim Reapers
RAF Lakenheath, England
March 2022

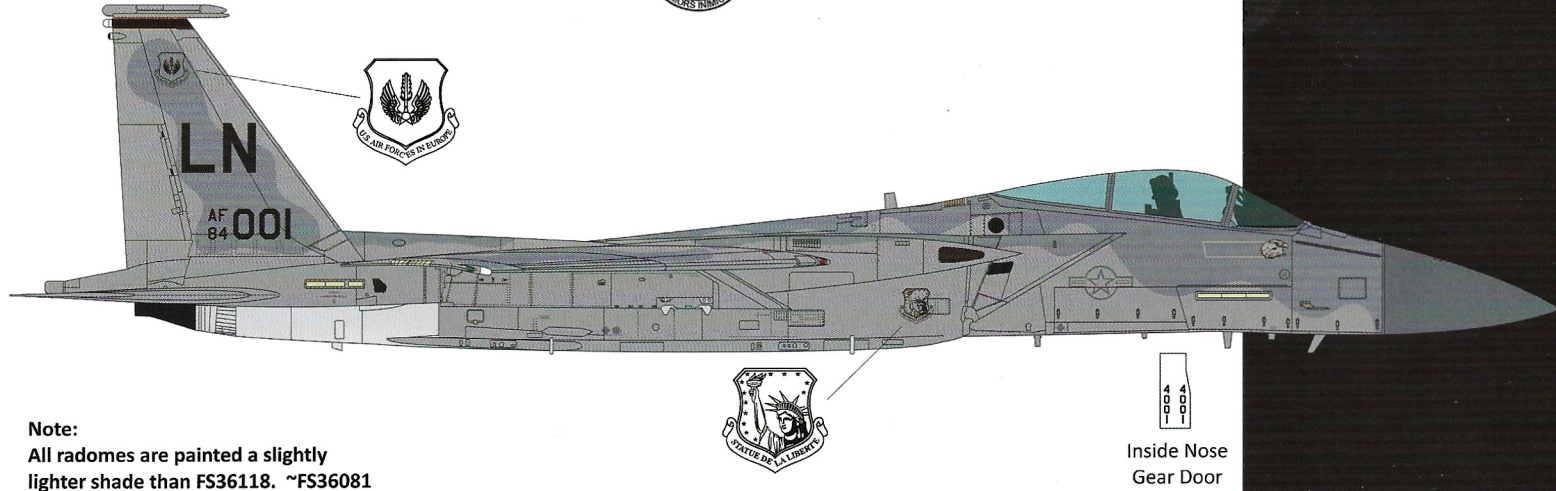


6 6
1 7
2 2
Inside Nose
Gear Door

F-15C
 S/N 84-001 "STARSCREAM"
 493rd Fighter Squadron
 Operation Inherent Resolve
 September 2019



STARSCREAM

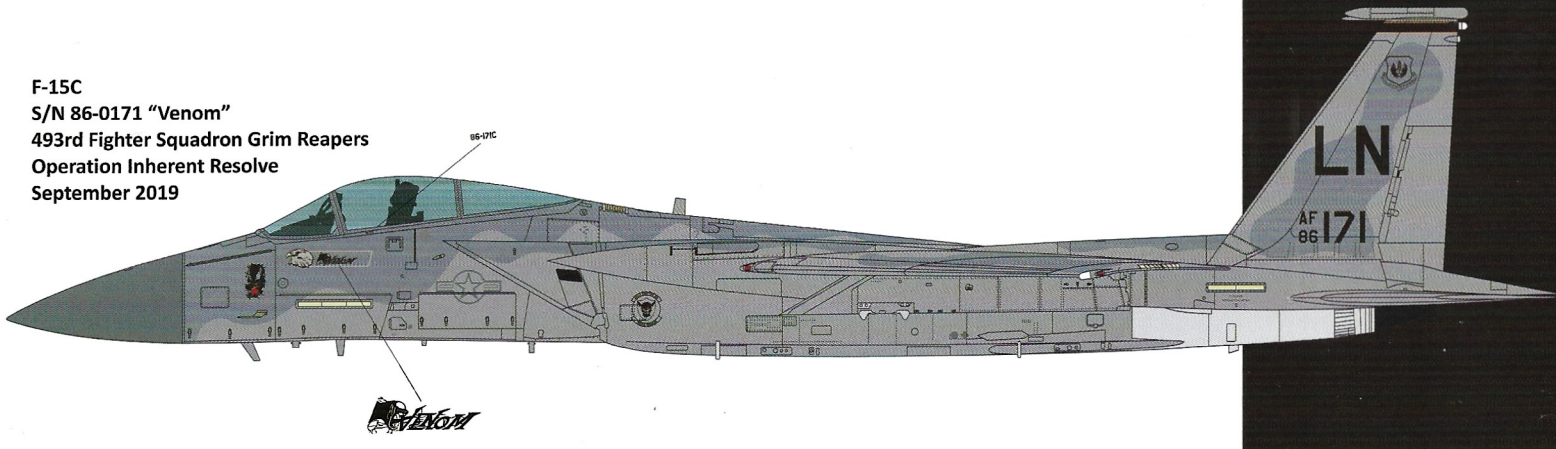


48001

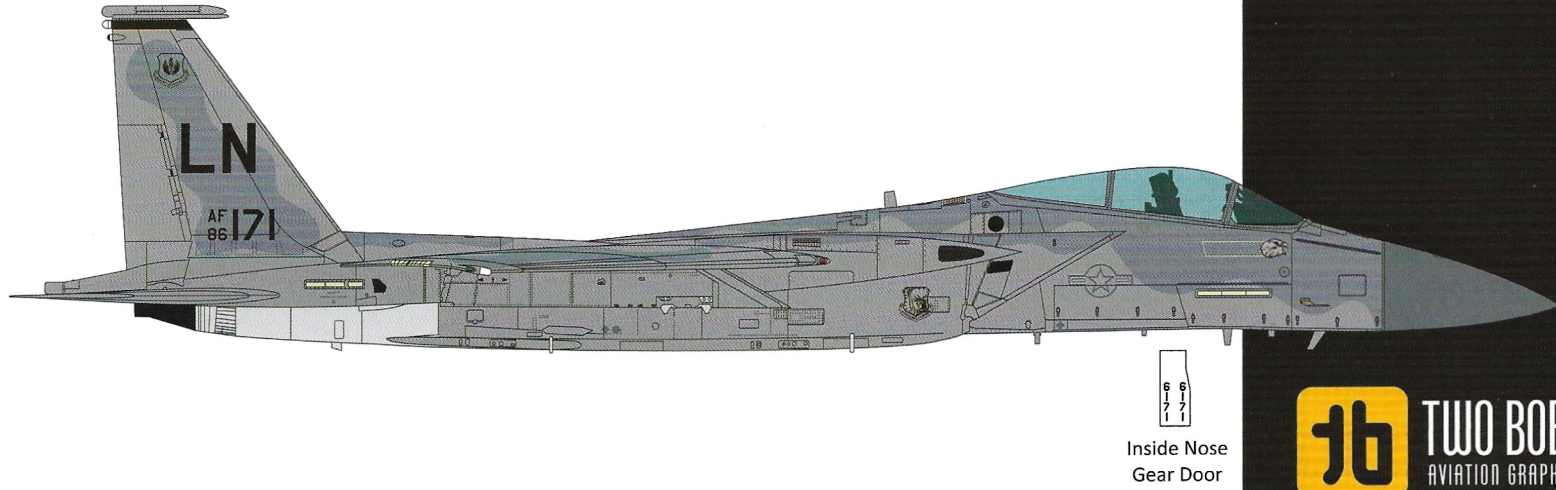
Inside Nose
 Gear Door

Note:
 All radomes are painted a slightly
 lighter shade than FS36118. ~FS36081

F-15C
 S/N 86-0171 "Venom"
 493rd Fighter Squadron Grim Reapers
 Operation Inherent Resolve
 September 2019



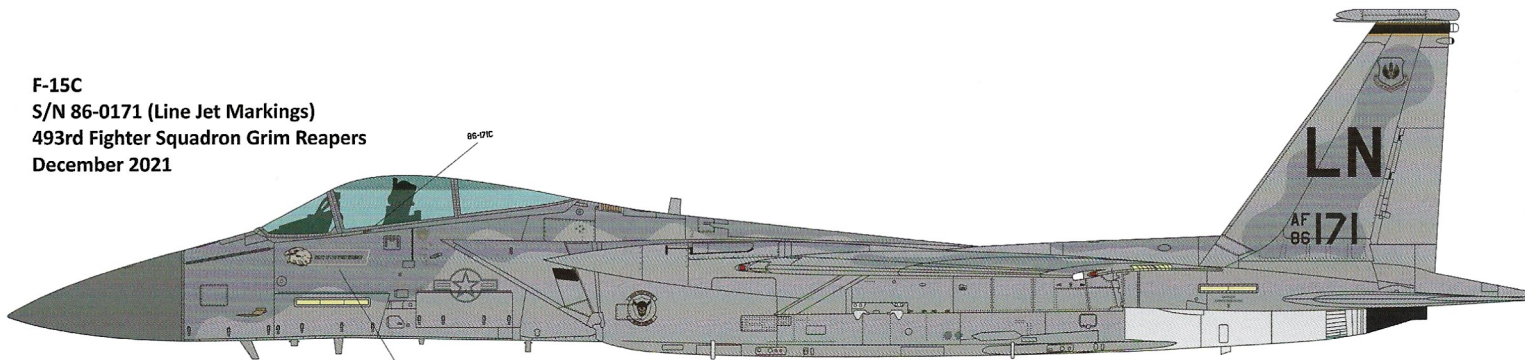
VENOM



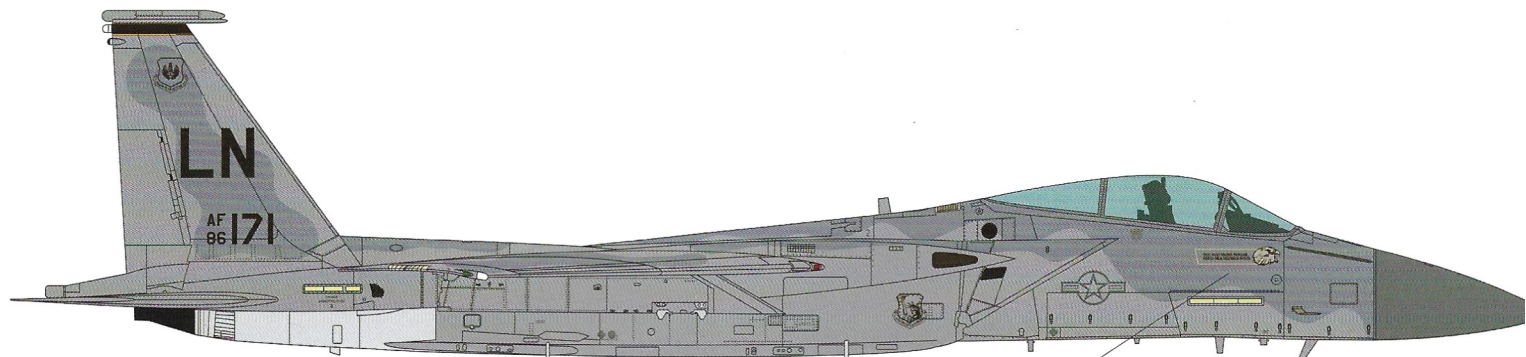
6171

Inside Nose
 Gear Door

F-15C
S/N 86-0171 (Line Jet Markings)
493rd Fighter Squadron Grim Reapers
December 2021



PILOT: LT COL TODD PEARSON



Note:
All radomes are painted a slightly
lighter shade than FS36118. ~FS36081

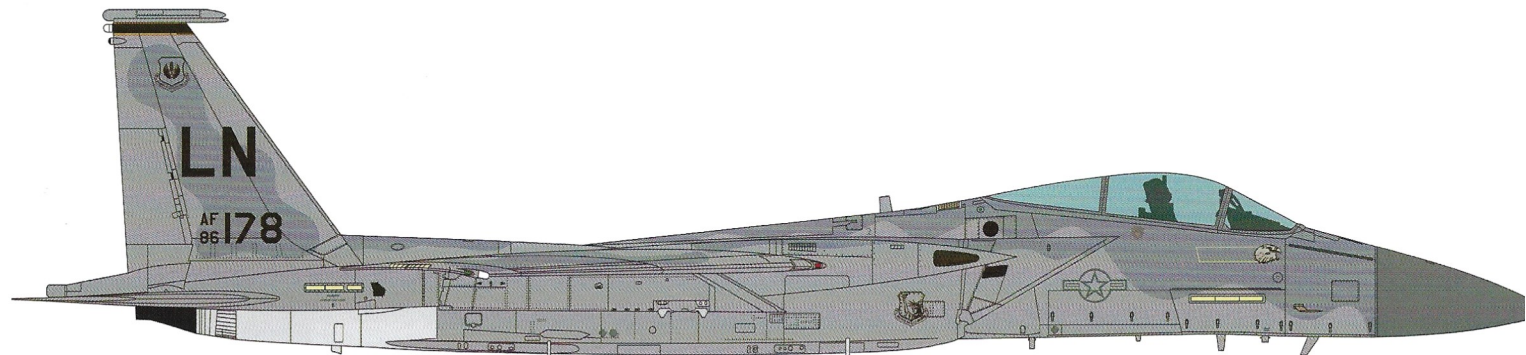
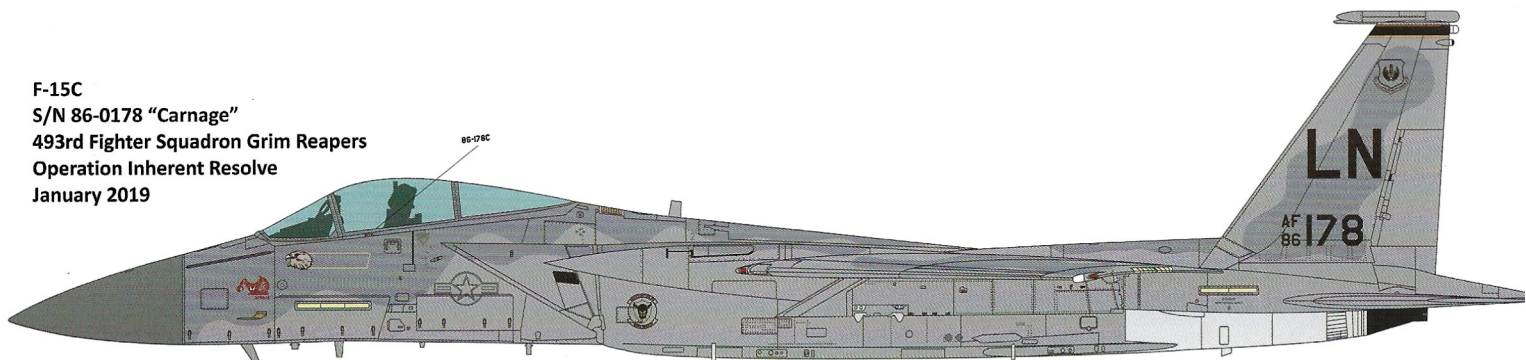
DCC: SSGT SHANE DOLLAR
ADCC: SRA LILYSSÉS SOLIS



6 6
7 7

Inside Nose
Gear Door

F-15C
S/N 86-0178 "Carnage"
493rd Fighter Squadron Grim Reapers
Operation Inherent Resolve
January 2019



6 6
7 8

Inside Nose
Gear Door

**F-15C Weapons Loadout (Early)
Operation Inherent Resolve**

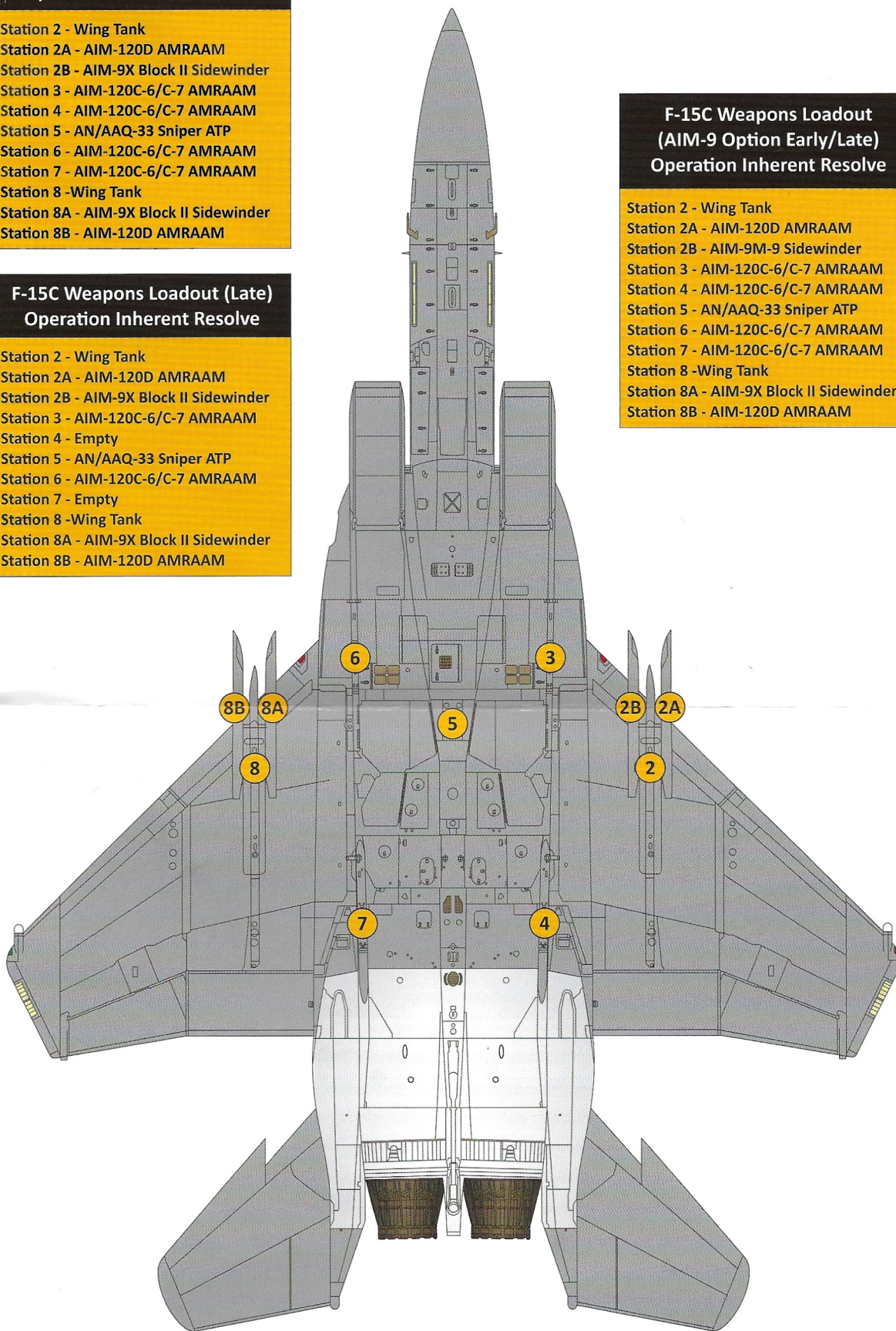
- Station 2 - Wing Tank
- Station 2A - AIM-120D AMRAAM
- Station 2B - AIM-9X Block II Sidewinder
- Station 3 - AIM-120C-6/C-7 AMRAAM
- Station 4 - AIM-120C-6/C-7 AMRAAM
- Station 5 - AN/AAQ-33 Sniper ATP
- Station 6 - AIM-120C-6/C-7 AMRAAM
- Station 7 - AIM-120C-6/C-7 AMRAAM
- Station 8 - Wing Tank
- Station 8A - AIM-9X Block II Sidewinder
- Station 8B - AIM-120D AMRAAM

**F-15C Weapons Loadout (Late)
Operation Inherent Resolve**

- Station 2 - Wing Tank
- Station 2A - AIM-120D AMRAAM
- Station 2B - AIM-9X Block II Sidewinder
- Station 3 - AIM-120C-6/C-7 AMRAAM
- Station 4 - Empty
- Station 5 - AN/AAQ-33 Sniper ATP
- Station 6 - AIM-120C-6/C-7 AMRAAM
- Station 7 - Empty
- Station 8 - Wing Tank
- Station 8A - AIM-9X Block II Sidewinder
- Station 8B - AIM-120D AMRAAM

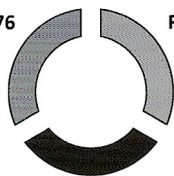
**F-15C Weapons Loadout
(AIM-9 Option Early/Late)
Operation Inherent Resolve**

- Station 2 - Wing Tank
- Station 2A - AIM-120D AMRAAM
- Station 2B - AIM-9M-9 Sidewinder
- Station 3 - AIM-120C-6/C-7 AMRAAM
- Station 4 - AIM-120C-6/C-7 AMRAAM
- Station 5 - AN/AAQ-33 Sniper ATP
- Station 6 - AIM-120C-6/C-7 AMRAAM
- Station 7 - AIM-120C-6/C-7 AMRAAM
- Station 8 - Wing Tank
- Station 8A - AIM-9X Block II Sidewinder
- Station 8B - AIM-120D AMRAAM



FS36176

FS36251



FS37038

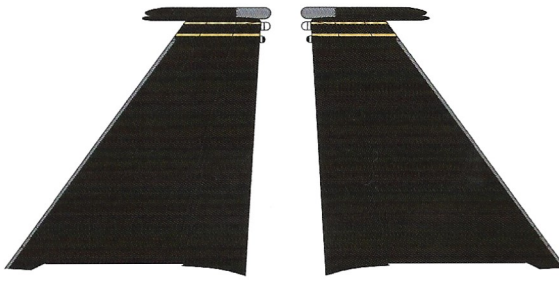
FS Color	AK	Hataka	Mr. Color	Mr. Paint
FS36176	RC246	HTK-C158	NA	MRP-093
FS36251	RC248	HTK-C157	NA	MRP-094
FS37038	RC001	HTK-C100	C33	MRP-005



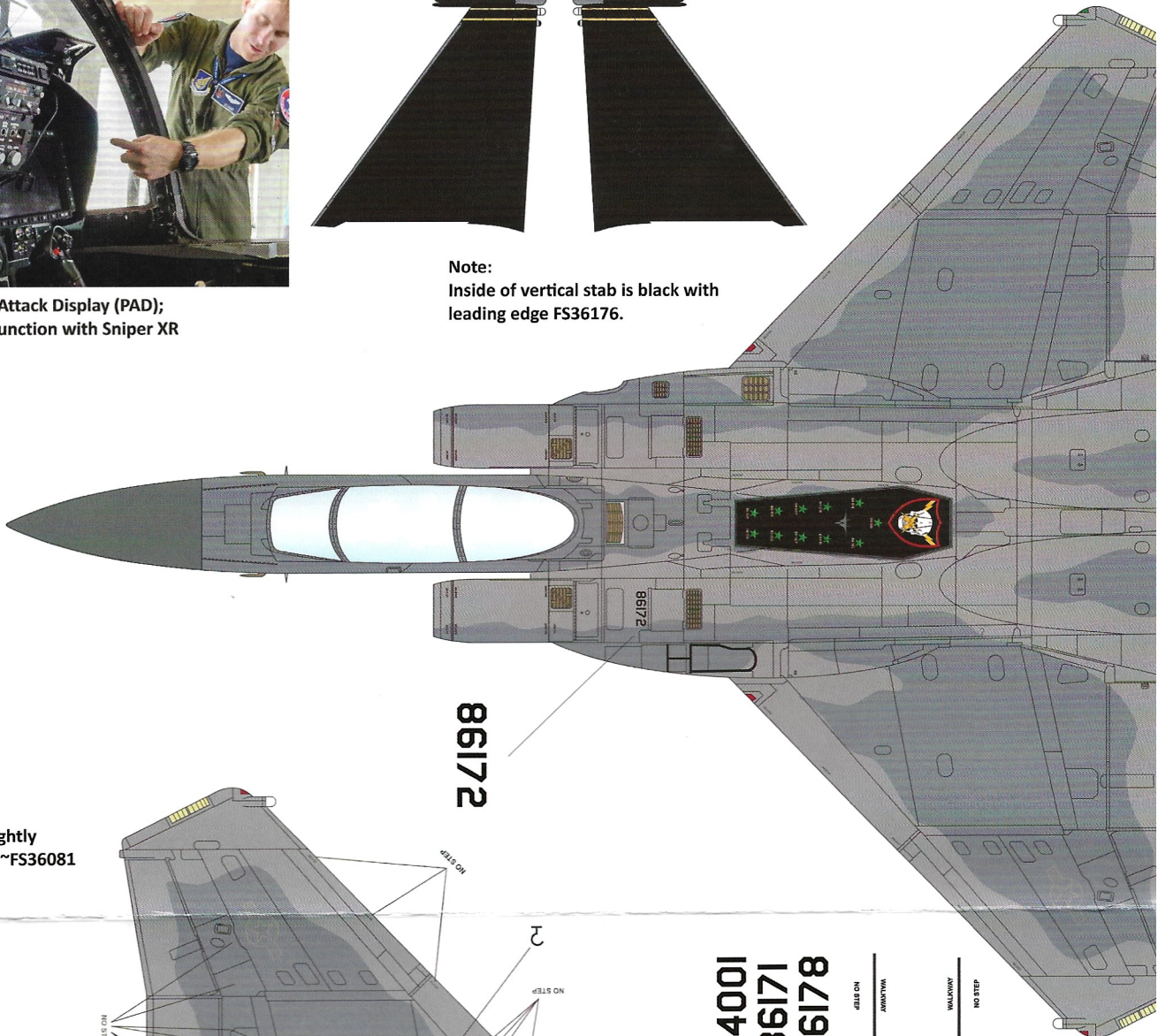
TWO BO
AVIATION GRAPH



F-15 Passive Attack Display (PAD);
utilized in conjunction with Sniper XR

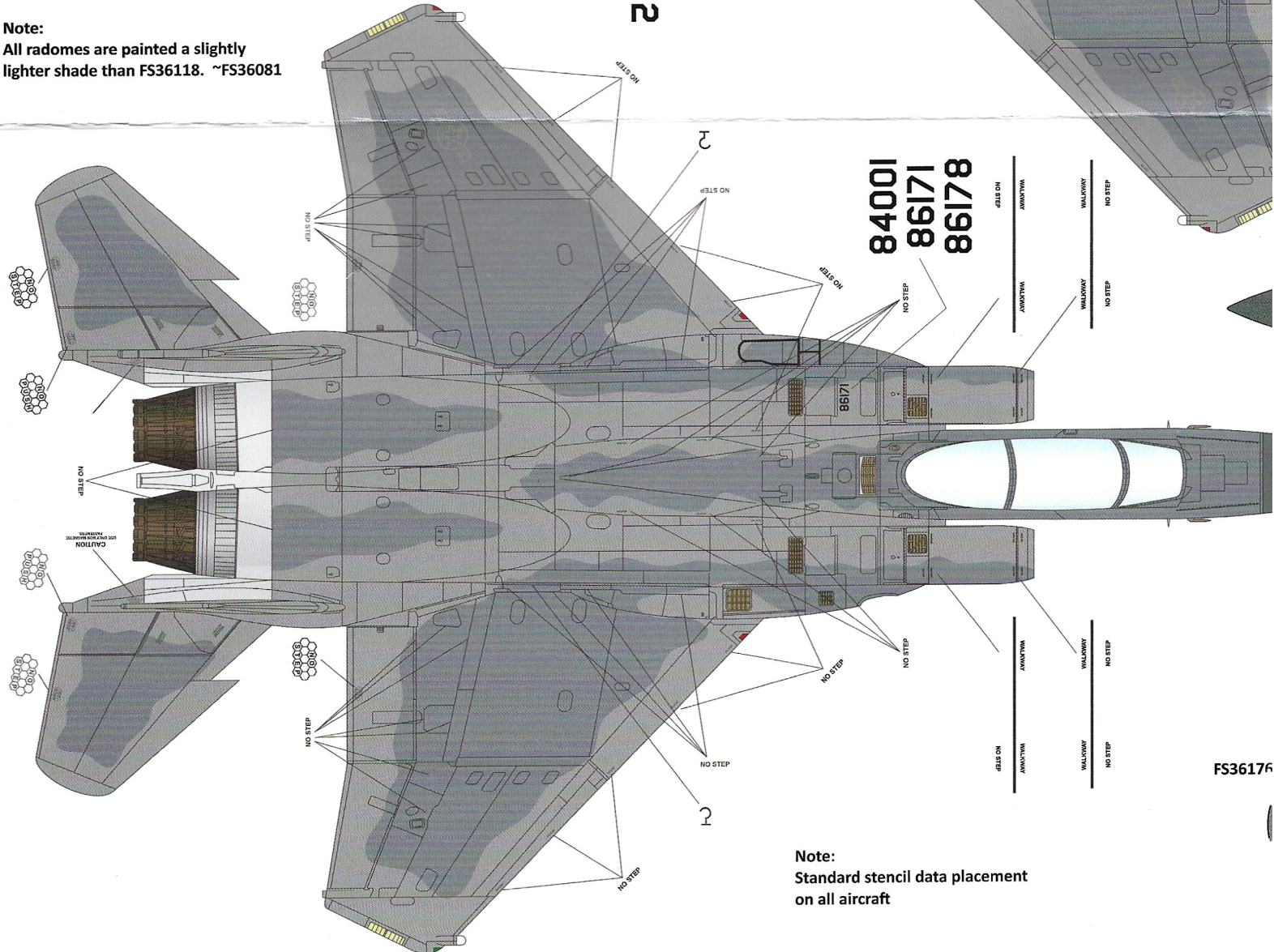


Note:
Inside of vertical stab is black with
leading edge FS36176.



27198

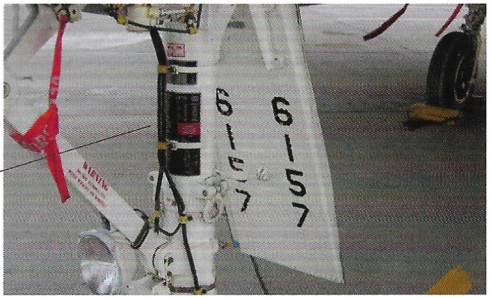
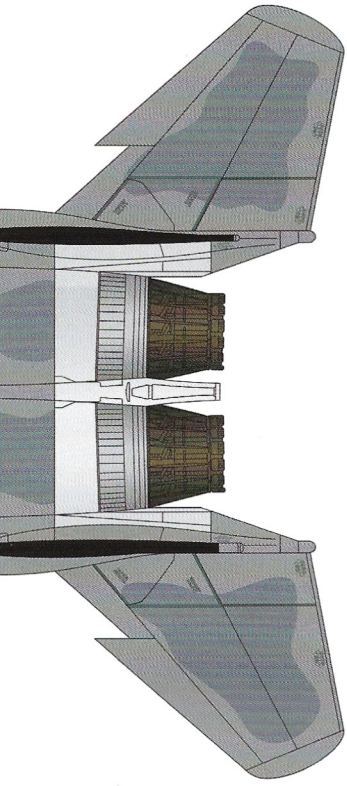
Note:
All radomes are painted a slightly
lighter shade than FS36118. ~FS36081



84001
86171
86178

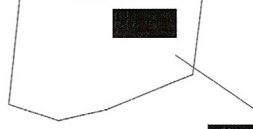
FS36176

Note:
Standard stencil data placement
on all aircraft



Nose Gear Strut Decal

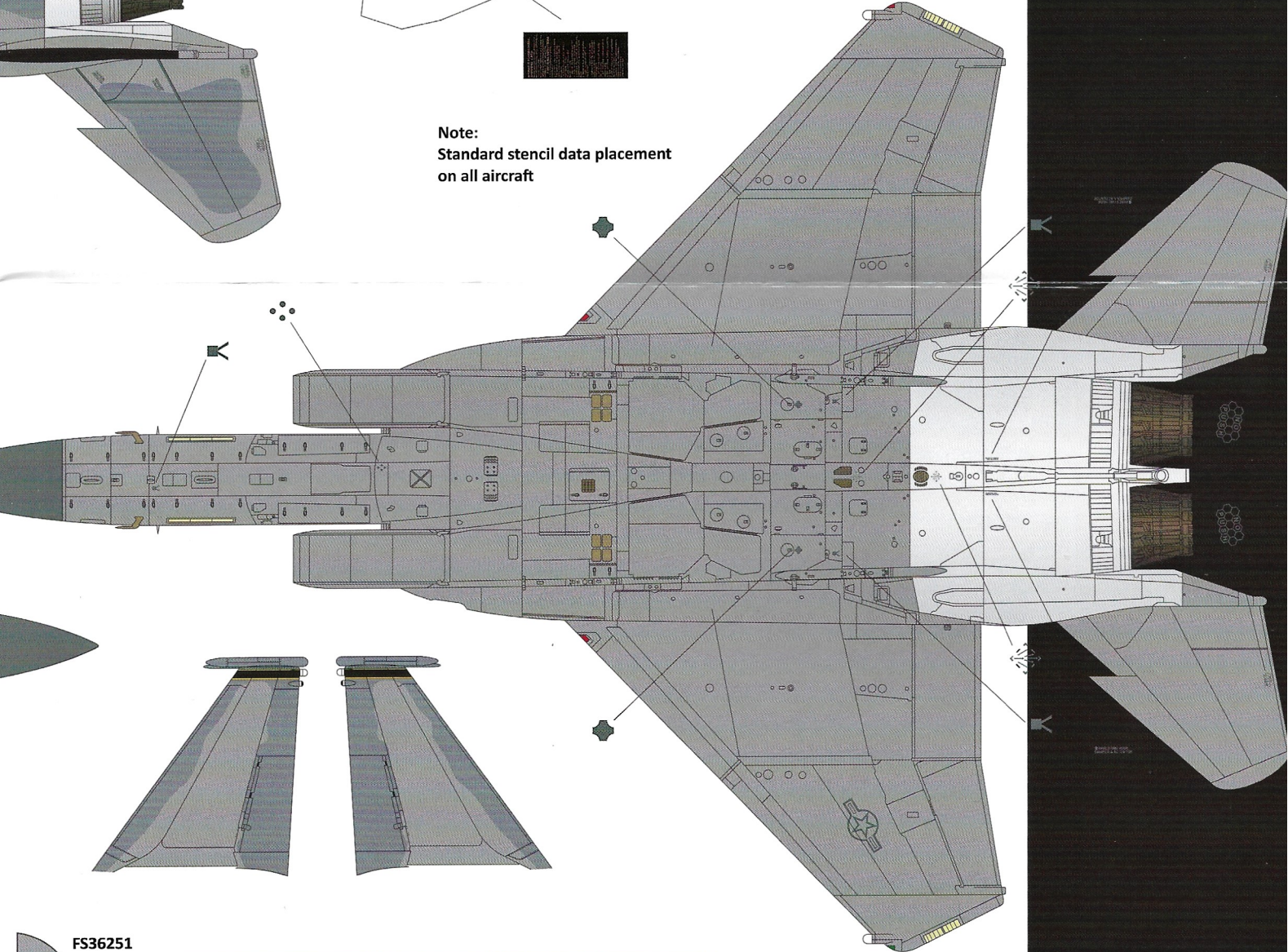
Inside Main Gear Door



Newer Version Main Wheels



Note:
Standard stencil data placement
on all aircraft



FS36251

FS Color	AK	Hataka	Mr. Color	Mr. Paint
FS36176	RC246	HTK-C158	NA	MRP-093
FS36251	RC248	HTK-C157	NA	MRP-094
FS37038	RC001	HTK-C100	C33	MRP-005



Date	S/N	Pilot	Unit	Weapon	Kill
3/22/91	84-0010	Capt Thomas N Dietz	53rd TFS	AIM-9M	SU-22
3/20/91	84-0014	Capt John Doneski	53rd TFS	AIM-7M	SU-22
3/22/91	84-0015	Lt Robert W Hehemann	53rd TFS	Hit Ground	PC-9
2/6/91	84-0019	Lt Robert W Hehemann	53rd TFS	AIM-9M	SU-25
2/6/91	84-0019	Lt Robert W Hehemann	53rd TFS	AIM-9M	SU-25
1/27/91	84-0027	Capt Benjamin D Powell	53rd TFS	AIM-7M	MiG-23
1/27/91	84-0027	Capt Benjamin D Powell	53rd TFS	AIM-7M	Mirage F1
3/26/99	86-0156	Capt Jeff Hwang	493rd FS	AIM-120	MiG-29
3/26/99	86-0156	Capt Jeff Hwang	493rd FS	AIM-120	MiG-29
3/24/99	86-0159	Capt Mike Shower	493rd FS	AIM-120	MiG-29
3/24/99	86-0169	LtC Cesar A Rodriguez Jr	493rd FS	AIM-120	MiG-29



Capt Cesar "Rico" Rodriguez



Col Jeff "Claw" Hwang



LtC Benjamin "Coma" Powell



LtC Mike "Dozer" Shower



Lt Robert "Gigs" Hehemann and Capt Thomas "Vegas" Dietz

USA Today Feb. 7, 1991

WAR IN THE GULF

Iraqi jets fail to outrun F-15s

By Judy Keen
USA TODAY

EASTERN SAUDI ARABIA — Two U.S. F-15 pilots Wednesday chased down, and then shot down, four Iraqi jets fleeing to Iran, officials said.

At least 10 others got away — bringing to 120 the number of Iraqi warplanes now in Iran, which has claimed neutrality in the war.

"It was just the most spectac-

ular thing I have ever seen," said one of the U.S. pilots, who asked to be identified only by his radio call sign, "Gigs."

"Gigs," 26, a first lieutenant from Cincinnati, was flying border patrol with "Vegas," 30, a captain from King of Prussia, Pa. Both pilots asked that their names be withheld, fearing retribution if they are shot down and taken prisoner of war.

The kills were the first for each of the pilots, who ex-

changed high-fives on the tarmac at their Saudi base. Crews immediately began painting two 3-by-5-inch Iraqi flags below the cockpit of each plane.

"Our mission is to prevent these jets from leaving the Iraqi theater and that's what we did," said Gigs.

He said the planes were 100 feet above the ground and "we were able to push it up enough to go ahead and cut them off before they were able to make

it" to the Iranian border.

The Air Force pilots stalked the two Iraqi MiG-21s and two SU-25 attack planes east of Baghdad, closing the 60-mile distance to seven miles before sweeping behind them and firing missiles.

"It appears that they were just trying to accelerate and outrun us," said Gigs, "as if they were trying to beat us to the border."

En route back to base, the pi-

lots said they detected on radar that a surface-to-air battery had locked its tracking radar on their planes, but they didn't know if they were fired on.

"I feel great," said Vegas. "It worked the way it was supposed to. Jet worked great. Missiles worked great. Got in and out of there, no problem."

Both pilots are married. Vegas has three children; Gigs said his wife is expecting their first child in May.

2 U.S. pilots down 4 Iraqis

Dayton Daily News Feb. 7, 1991

Escape hatch slammed shut

A U.S. AIR BASE IN CENTRAL SAUDI ARABIA (AP) — Flying combat patrol in the skies east of Baghdad on Wednesday, "Vegas" and "Gigs" spotted four Iraqi fighters on their radar screens sneaking toward Iran.

Within minutes, the two U.S. Air Force F-15C fighter pilots closed the gap from 60 miles to about seven miles, rode in behind the Iraqi jets and destroyed them with air-to-air missiles.

"It was just the most spectacular thing I have ever seen," Gigs said just after climbing out of his

cockpit and giving Vegas an exuberant high five on the tarmac.

The pilots, who fly daily intercept missions from the largest U.S. air base in Saudi Arabia, asked that their names not be used for security reasons, preferring their radio call signs.

"I felt kind of cautious for starters," Vegas said. "We had to make sure there were no others around that we didn't see."

The four kills, the first for the two pilots, brought the base total to eight. The pilots were greeted by a jubilant squadron commander and ground crew members, who immediately started painting two three-by-five-inch Iraqi flags below the cockpit of each plane.

The pilots identified the downed Soviet-made single-seat planes as

two MiG-21s and two SU-25 attack planes.

Vegas, 30, a captain from King of Prussia, Pa., and Gigs, 26, a first lieutenant from Cincinnati, talked with reporters right after climbing down from their cockpits.

The two pilots are members of the 53rd Tactical Fighter Squadron, based in Bitburg, Germany.

The fast-paced aerial fight began about 8:45 a.m. Wednesday after the two pilots had been aloft for hours, they said.

"Our mission is to prevent these jets from leaving the Iraqi theater, and that's what we did," Gigs said.

About 110 Iraqi aircraft have taken refuge in Iran since the allied air war began three weeks ago.

Gigs said a major concern for the Americans was to catch the Iraqis

before being detected.

"We do think, however, they knew that they were under attack from indications we had on our radar," he said. "It appears that they were just trying to accelerate and outrun us... to the border."

Gigs said he and Vegas "sorted out" the warplanes on their radar screens.

"I had my men, he had his guys," he said. "We took long-range shots."

After firing their missiles, the two pilots saw the flames of the downed planes, which were struck while flying very close to the ground trying to evade radar.

"You can't get any lower... less than 100 feet probably," Gigs said. "We didn't see any chutes. We saw all four fireballs."