

US SUPERSONIC FIGHTER 1:48 SCALE PLASTIC KIT



intro

by Brad Elward

The McDonnell F-4C Phantom II became the first of what would eventually be some 2,300-plus Phantoms operated by the United States Air Force. The Phantom II (initially designated as the F4H-1) was originally developed by the United States Navy as its standard carrier-based fighter interceptor and designated as the F-4B. Despite an initial reluctance to adopt a Navy-developed fighter, the USAF embraced the Phantom following a highly-successful fly-off versus the Convair F-106 Delta Dart and subsequent Air Force evaluations held in early 1962. USAF Phantoms were originally designated as the F-110 Spectre, but were renamed F-4 as part of the United States Tri-Service aircraft designation system introduced by the Department of Defense in 1962, which gave unified numerical designations for aircraft of all services. The Air Force intended to use the Phantom II as an interceptor, conventional bomber, and nuclear strike aircraft.

From an external standpoint, there was little difference between the F-4C and the Navy's F-4B. The Air Force variant featured thicker, lower pressured tires on its main landing gear, a new antiskid braking system, and a dorsal refueling system, rather than the retractable probe used by the Navy's F-4B. The thicker landing gear permitted a thicker wing root, which helped accommodate more ordnance. Despite being land-based, it retained the F-4Bs tailhook.

The major changes between the two variants were internal. Most notably, the F-4C was fitted with two cockpits, allowing it to be flown by two pilots. This led to the pilot in the backseat often being derogatorily referred to as the "guy in the back" or GIB. The F-4C possessed the improved APG-100 radar, better suited for ground-attack, and two 10,900 lb (4,944 kg) / 17,000 lb (7,711 kg) thrust J79-GE-15 turbojet engines with a built-in cartridge starting system. The F-4C also featured a much-improved electronic warfare suite, necessitated by its large role as an attack aircraft.

Like the Navy's F-4B, the F-4C did not have an internal gun. Both aircraft carried up to four AIM-9B Sidewinder heat-seeking missiles on wing stations and up to four AIM-7D Sparrow III semi-active radar homing missiles on recessed fuselage stations. Up to 16,000 lbs (7,257 kg) of ordnance could be carried, including air-to-air missiles, Mk-80 series iron bombs, napalm, cluster bombs, AGM-45 Shrike, AGM-12 Bullpup, SUU-16/A or SUU-23/A gun pods, and rocket pods, as well as external fuel tanks. The aircraft had internal fuel storage of 1,972 gallons (7,465 litres) and up to 1,340 gallons (5,073 litres) in external tanks.

The first F-4C flew on 27 May 1963. Early model F-4Cs were delivered to the Air Force in the same gull gray and white paint scheme used by U.S. Navy F-4Bs, but color patterns changed as the involvement in Vietnam grew, and USAF Phantoms adopted green and brown tactical camouflage.

The F-4C was first assigned to the Air Force's 4453rd Combat Crew Training Wing (CCTW) at McDill AFB, Florida, in November 1963, although the unit had been conducting initial flight training using borrowed Navy F-4Bs.

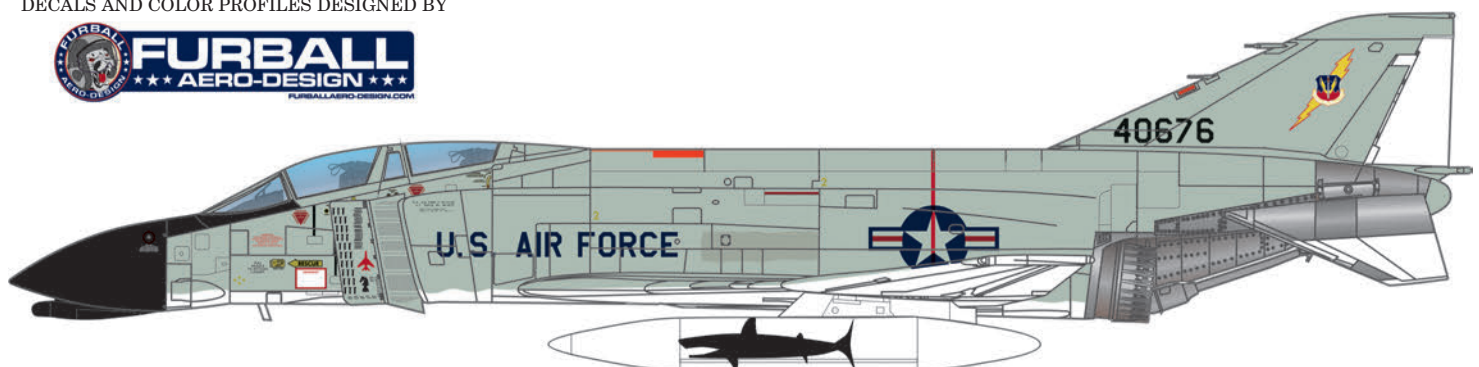
F-4Cs were assigned to operational tactical fighter units in January 1964, and the USAF's 12th and 15th Tactical Fighter Wings (TFWs) were the first two wings to receive the new F-4C. Both became fully operational in late 1964. Although F-4Cs from the 12th TFW's 555th Tactical Fighter Squadron (TFS), the infamous Triple-Nickel squadron, were the first to deploy to Vietnam, arriving at Udorn Royal Thai Air Force Base (RTAFB) in December 1964, it was the 45th TFS of the 15th TFW that claimed the first air-to-air victory. On 10 July 1965, two 45th TFS F-4Cs crewed by Captains K.E. Holcombe and A.C. Clark (aircraft 64-0693), and Captains T.S. Roberts and R.C. Anderson (aircraft 64-0679), shot down two North Vietnamese MiG-17s during a mission over North Vietnam. Both kills were by AIM-9B Sidewinder missiles. F-4C squadrons saw significant action in Vietnam and claimed 42 North Vietnamese MiGs during aerial combat between 1965 and 1968. Of these kills, 22 were by Sidewinders, 14 were by Sparrows, four were by gun pods, and two resulted from maneuvering tactics. F-4Cs operating over South Vietnam flew largely close air support (CAS) missions while those operating "Up North" over North Vietnam flew both interdiction and escort missions. Phantoms providing close air support often stood ready in groups of four aircraft to respond to urgent radio calls from engaged ground troops requesting fire support.

A total of 583 F-4C Phantoms were built at McDonnell's St. Louis, Missouri plant, the final being delivered on 3 May 1966. Five hundred five photo-reconnaissance variants, dubbed RF-4Cs photo-Phantoms, were also built. The RF-4C first flew in May 1964. It aircraft carried no armament at first, and was fitted with three different camera stations in its nose section, allowing high- and low-altitude photography both day and night.

Thirty-six 36 F-4Cs were converted into EF-4Cs for Wild Weasel missions against North Vietnamese air defense systems, specifically Soviet-built SA-2 Guideline and their associate Fan Song acquisition radar. These variants carried the anti-radiation AGM-45 Shrike missile, which homed in on radar emissions, and beginning in 1969, enhanced radar detection gear.

The F-4C was followed in production by the improved-bombing F-4D variant and later by the gun-toting F-4E. F-4Cs remained in service with the Air National Guard well into the 1980s and all remaining RF-4Cs were retired in 1995.

DECALS AND COLOR PROFILES DESIGNED BY



ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započatím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

OPTIONAL
VOLBABEND
OHNOUOPEN HOLE
VYVRTAT OTVORSYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODRÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



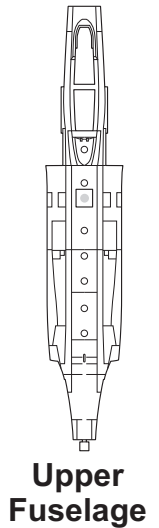
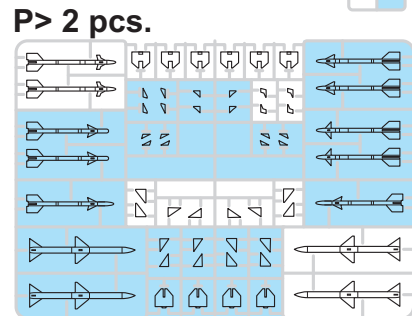
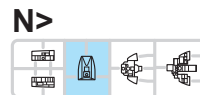
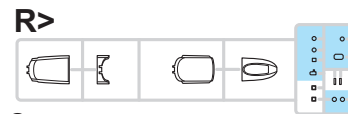
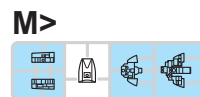
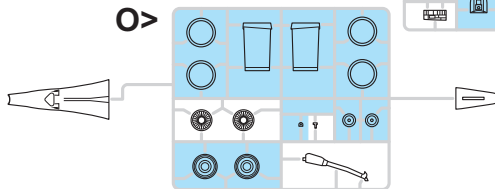
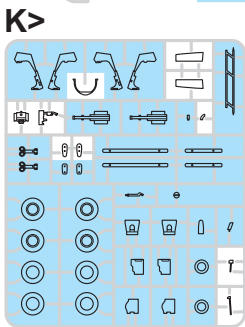
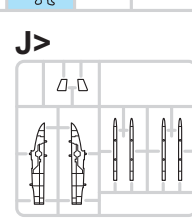
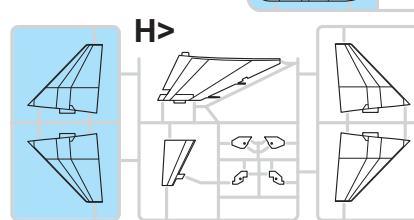
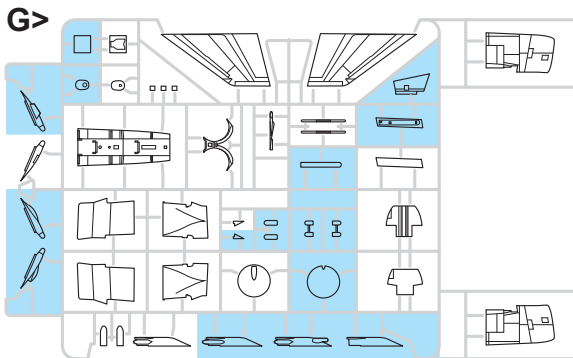
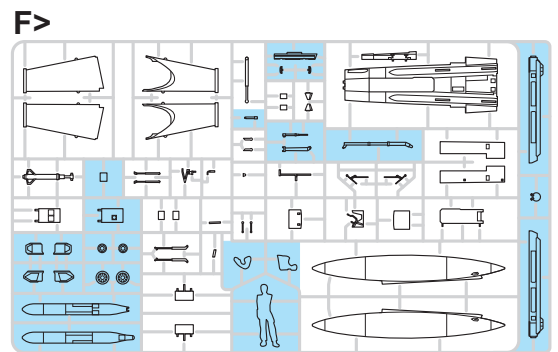
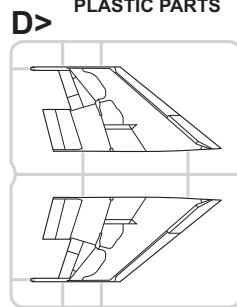
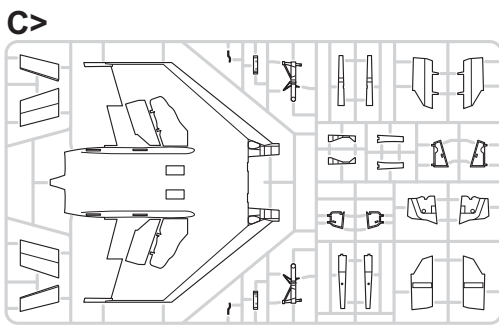
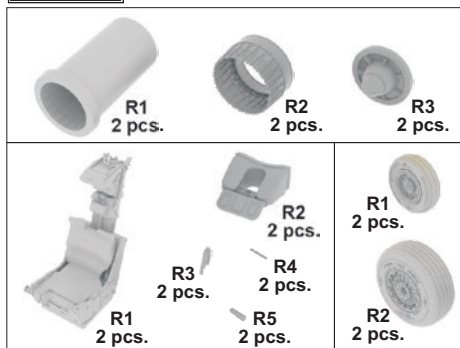
TEILE



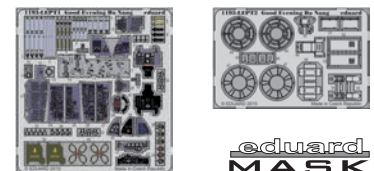
PIÈCES



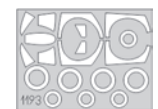
部品

Upper
Fuselage**eduard**
BRASSIN RP - RESIN PARTS

PE - PHOTO ETCHED DETAIL PARTS

**eduard**
MASK

FILM



-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



PEINTURE

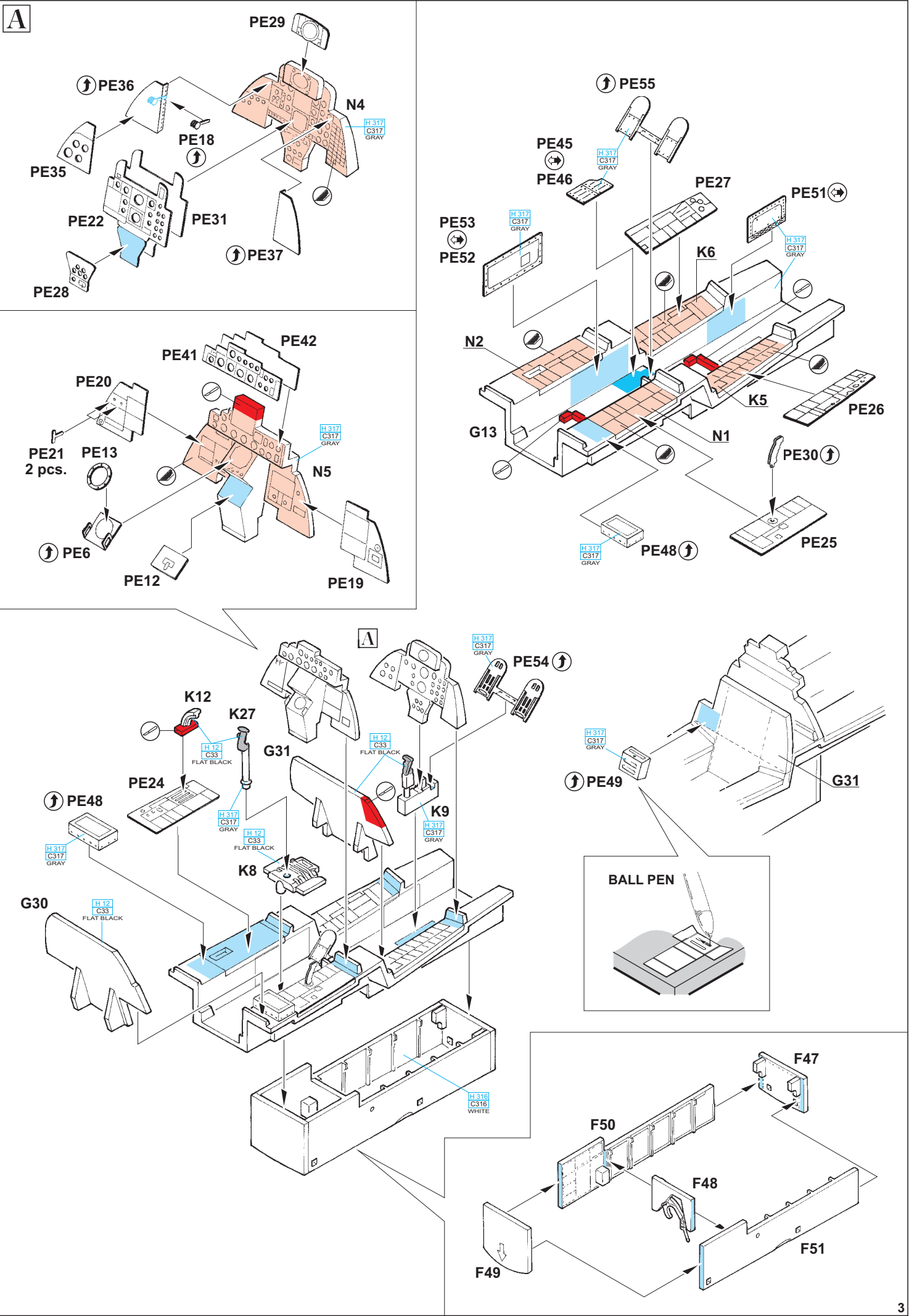


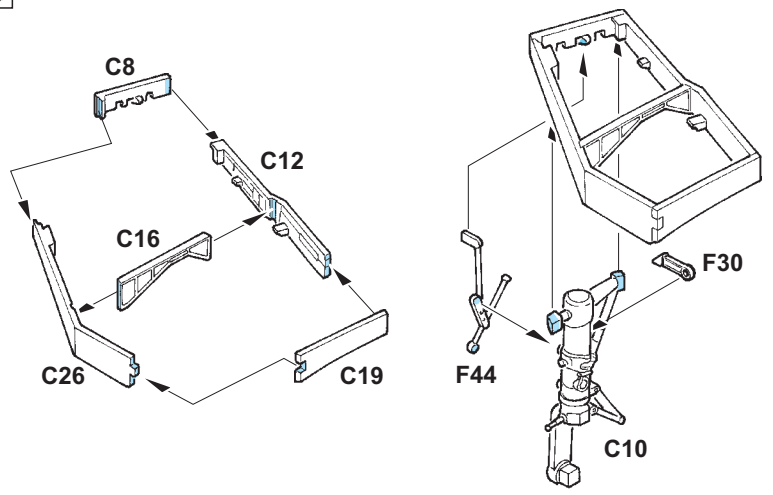
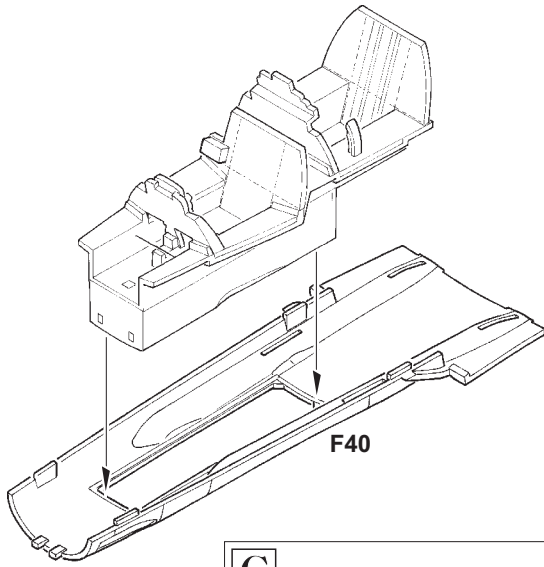
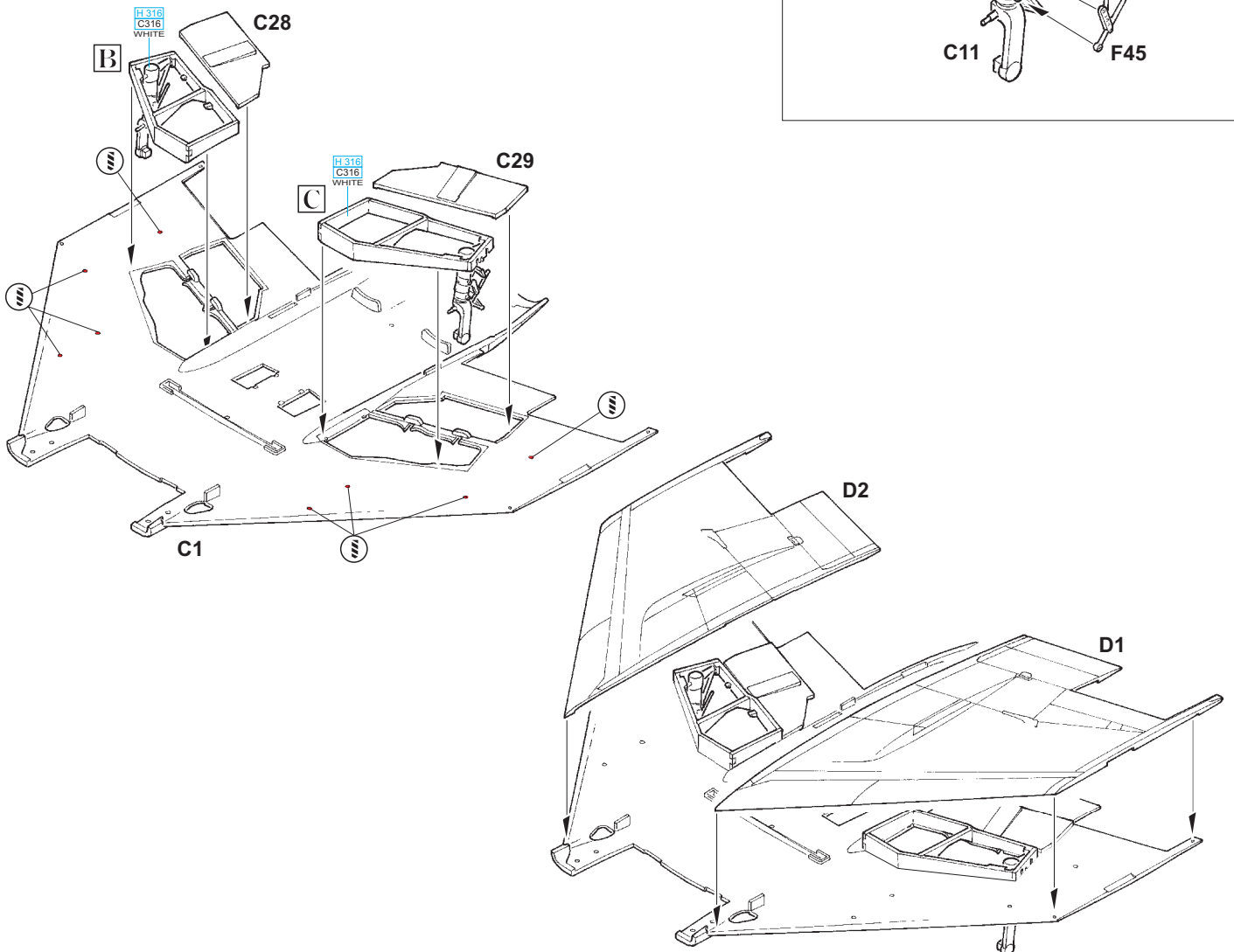
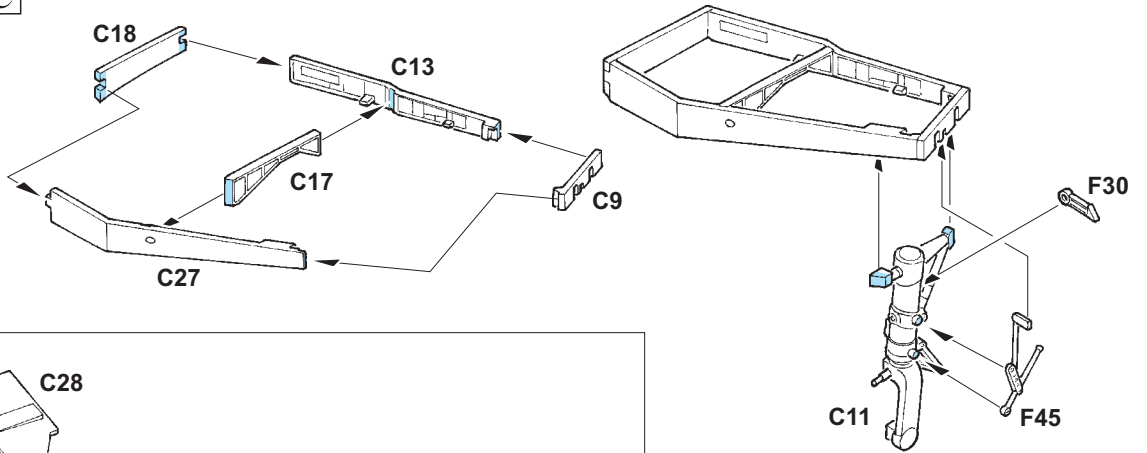
色

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H 3	C3	RED
H 8	C8	SILVER
H 12	C33	FLAT BLACK
H 23	C79	SHINE RED
H 25	C34	SKY BLUE
H 77	C137	TIRE BLACK

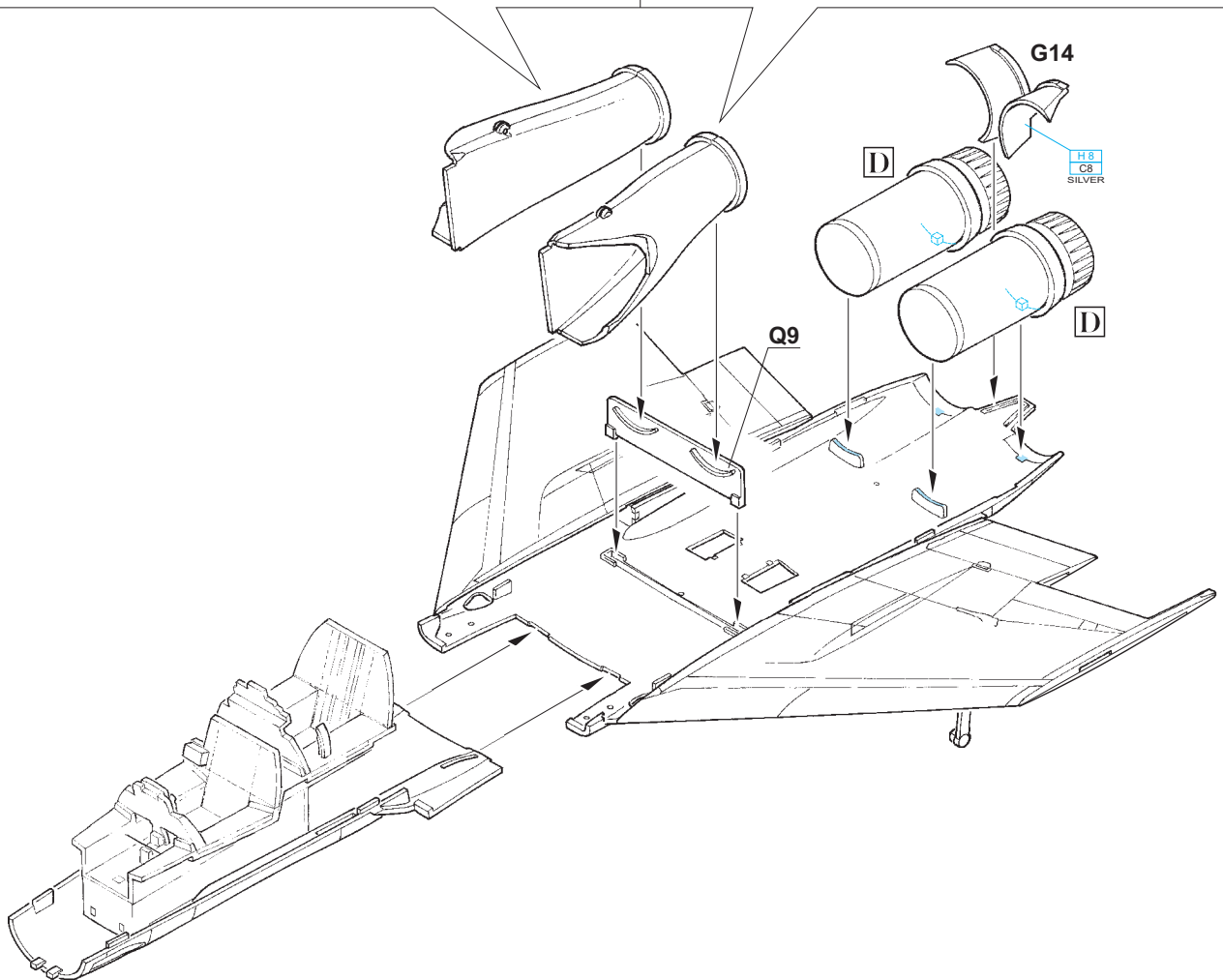
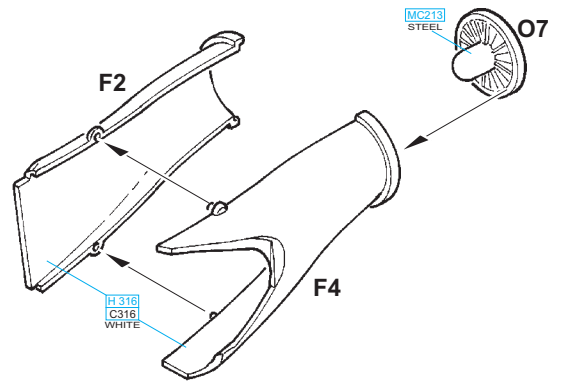
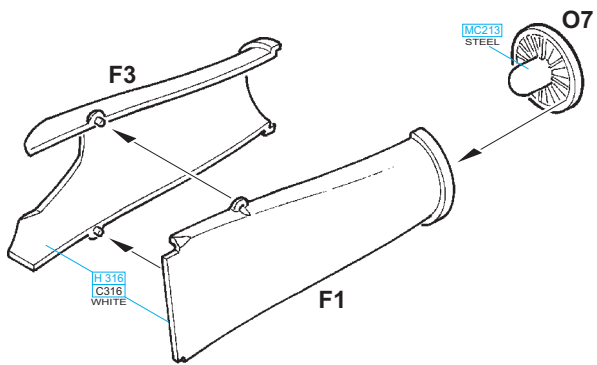
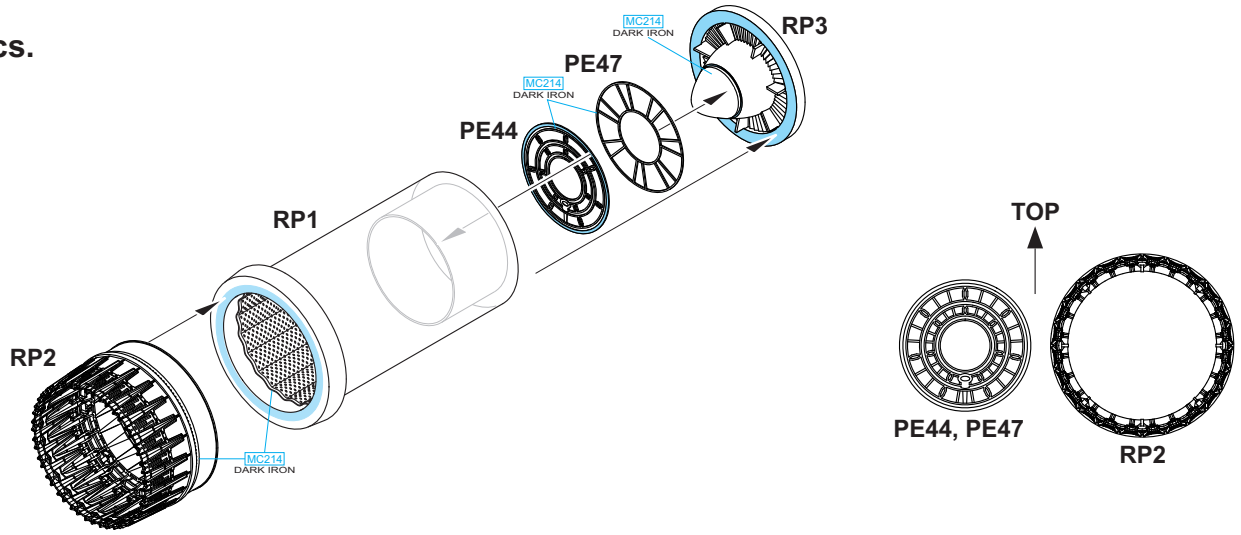
AQUEOUS	Mr.COLOR	
H 303	C303	GREEN
H 304	C304	OLIVE DRAB
H 309	C309	GREEN
H 310	C310	BROWN
H 311	C311	GRAY
H 315	C315	GRAY
H 316	C316	WHITE

AQUEOUS	Mr.COLOR	
H 317	C317	GRAY
H 327	C327	RED
	C92	SEMI GLOSS BLACK
Mr.METAL COLOR		
	MC213	STAINLESS
	MC214	DARK IRON

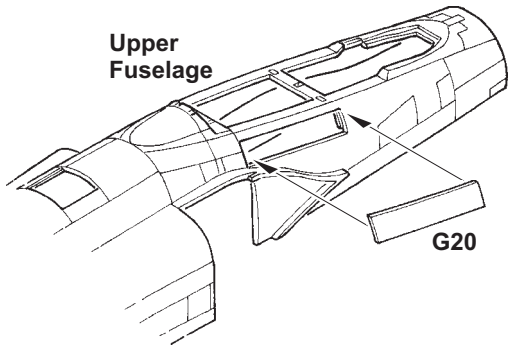


B**C**

D 2 pcs.

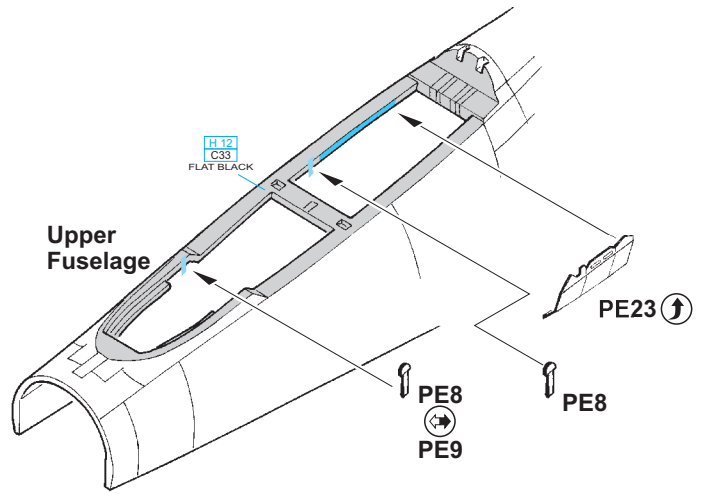


Upper Fuselage



G20

Upper Fuselage



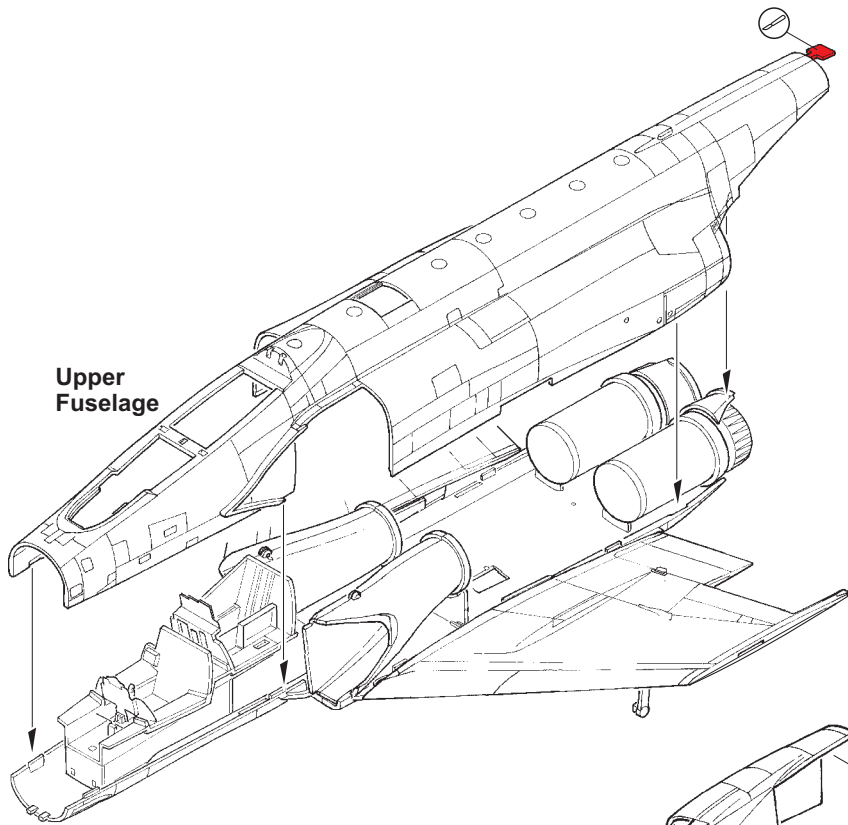
H 12
C33
FLAT BLACK

PE23 ↕

PE8
↕
PE9

PE8

Upper Fuselage

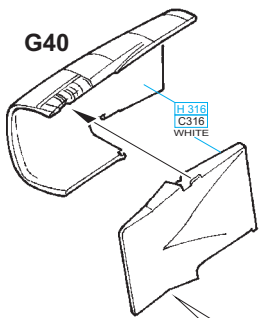


Upper Fuselage

↕ PE7

PE9

G40



H 316
C316
WHITE

G35

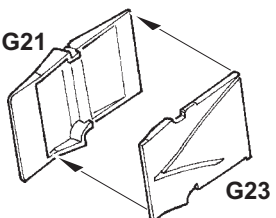
G32

G34

G2

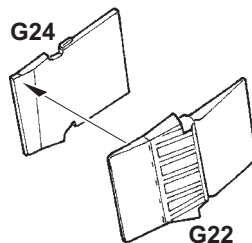
G6

G21



G23

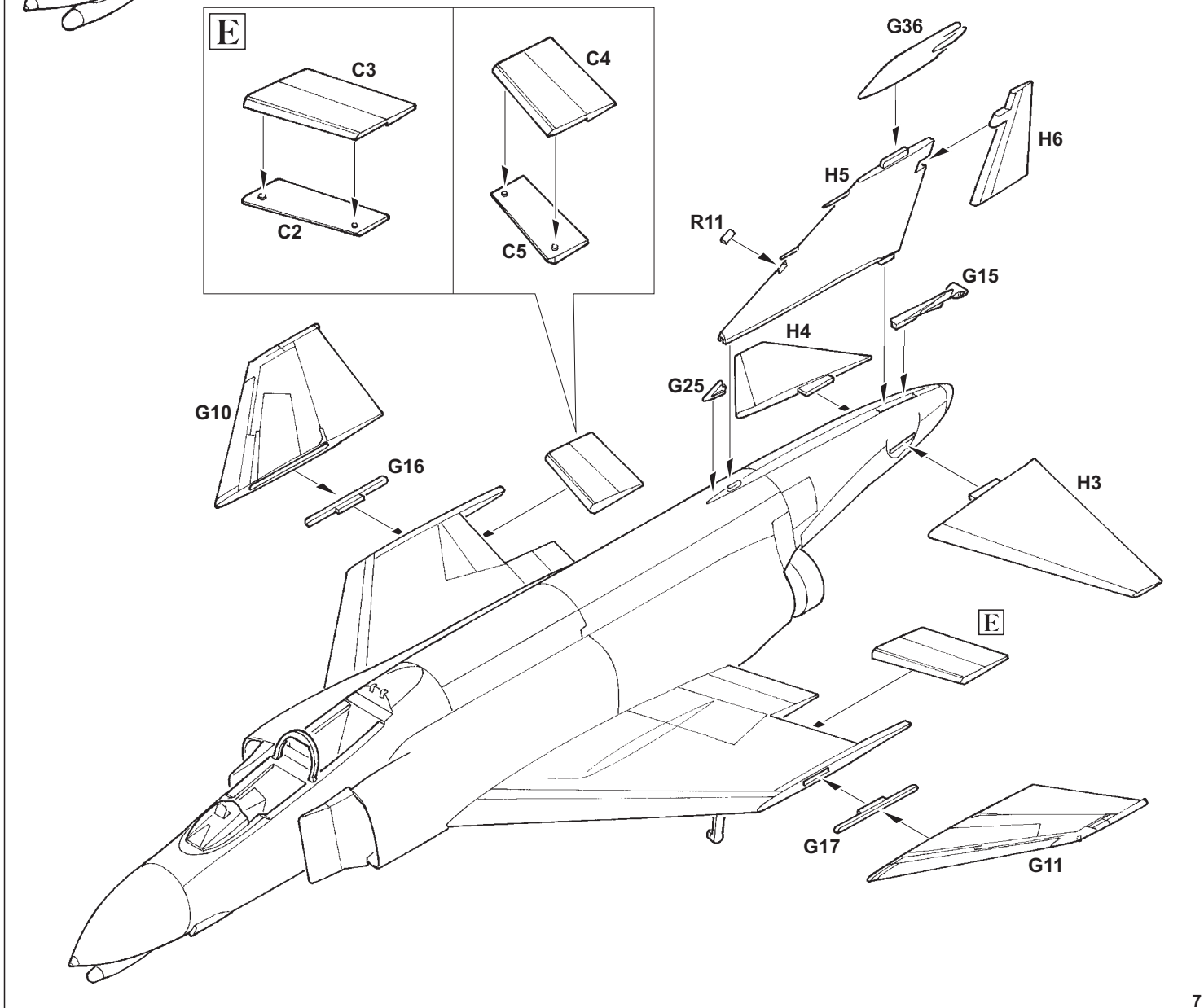
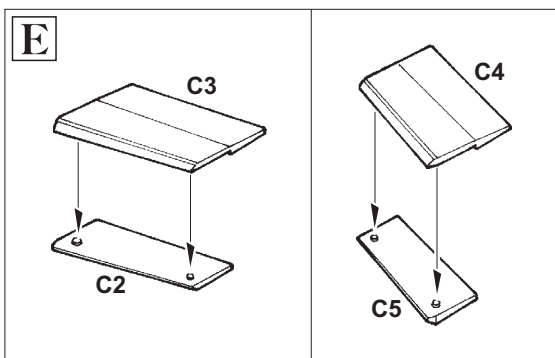
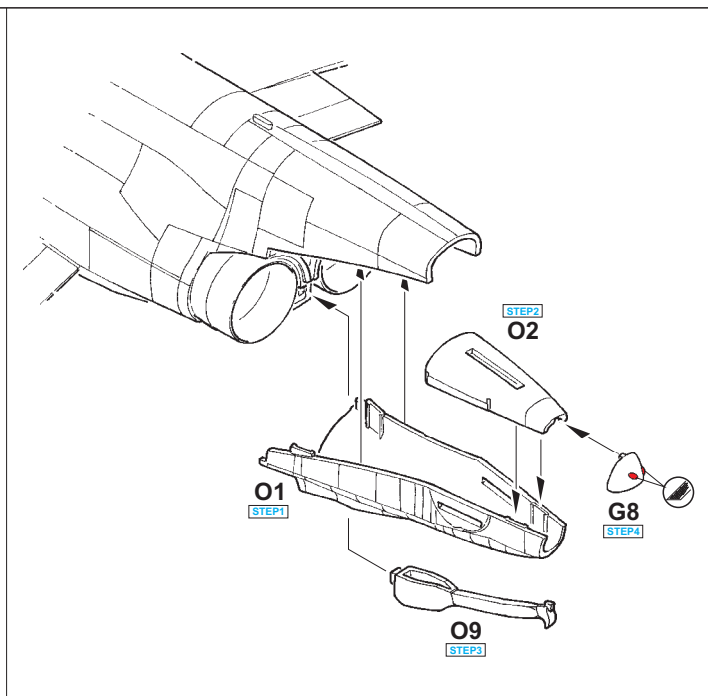
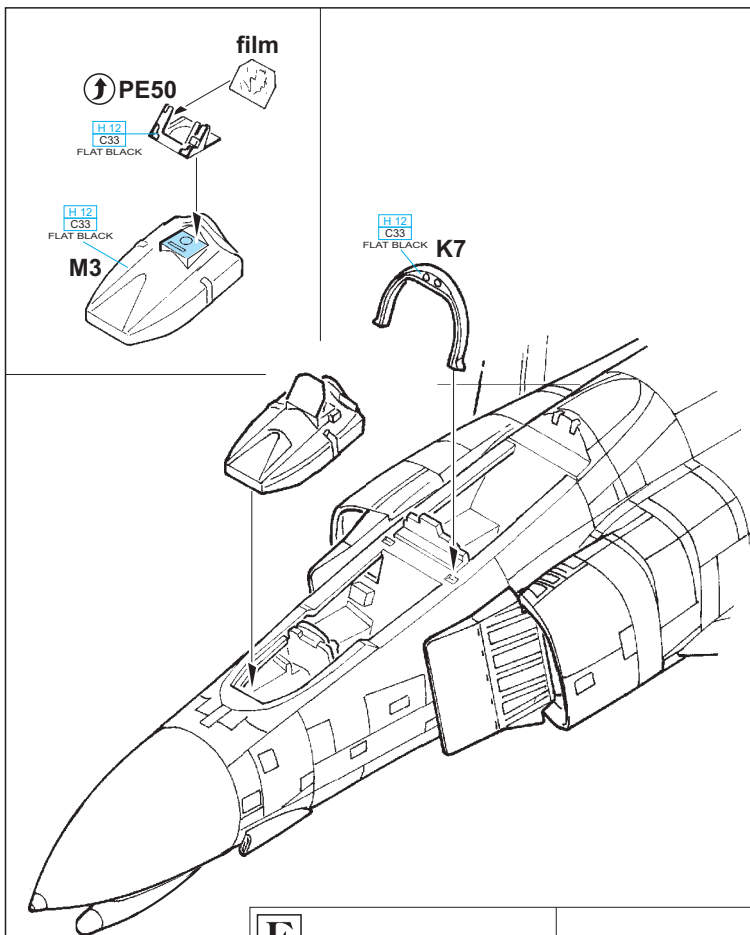
G24

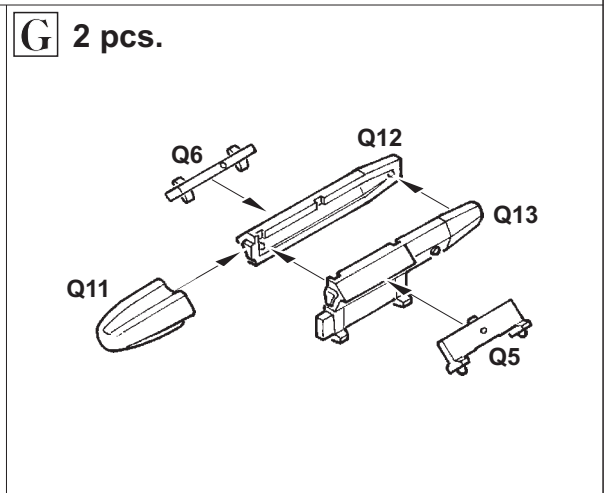
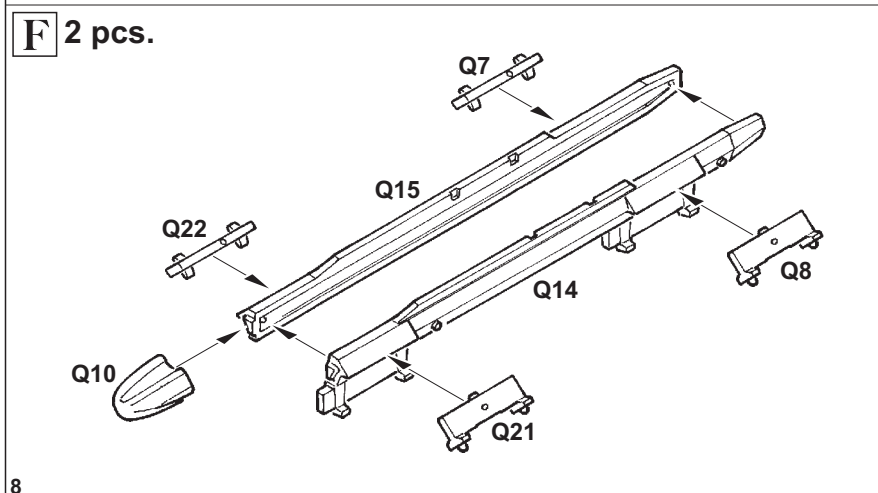
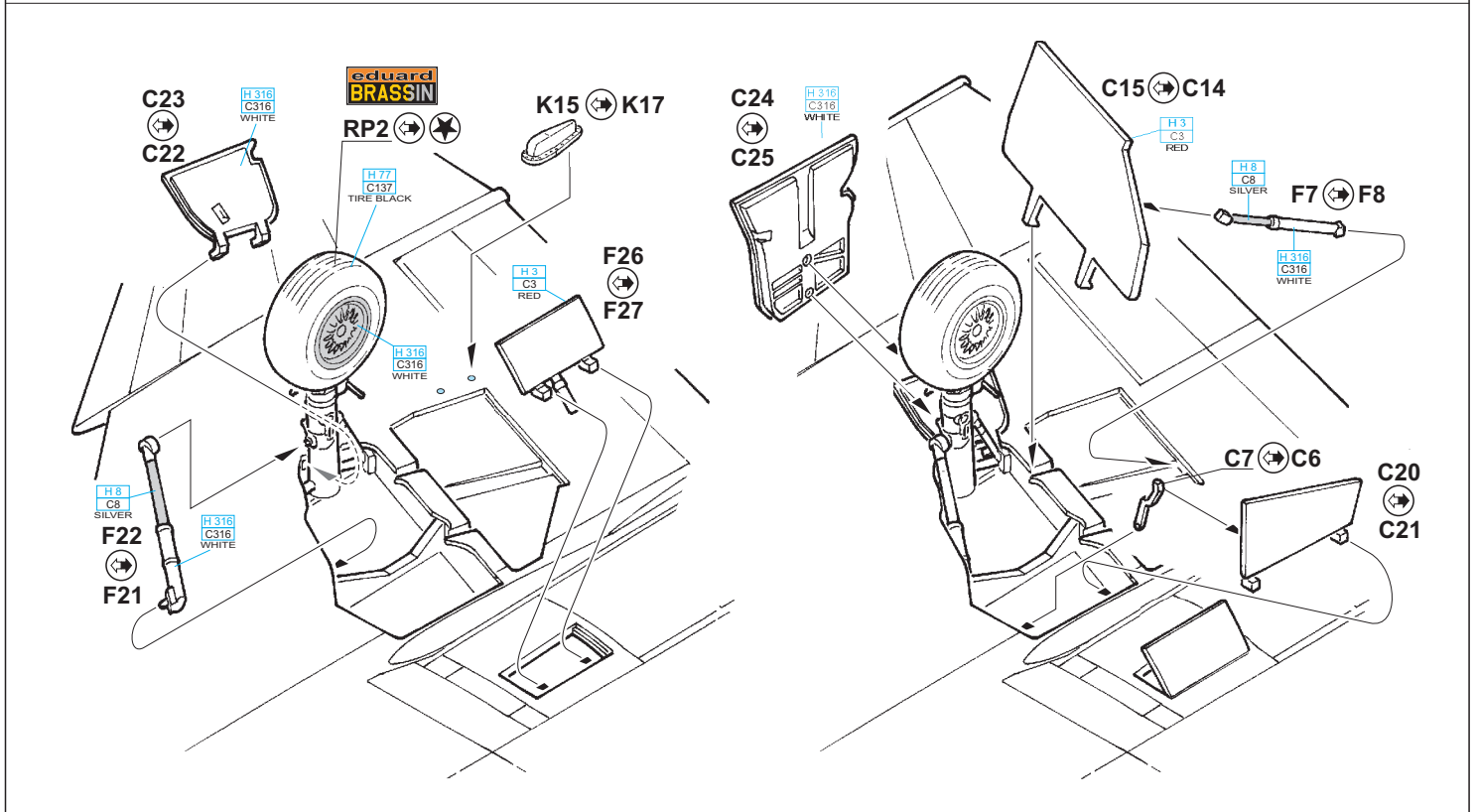
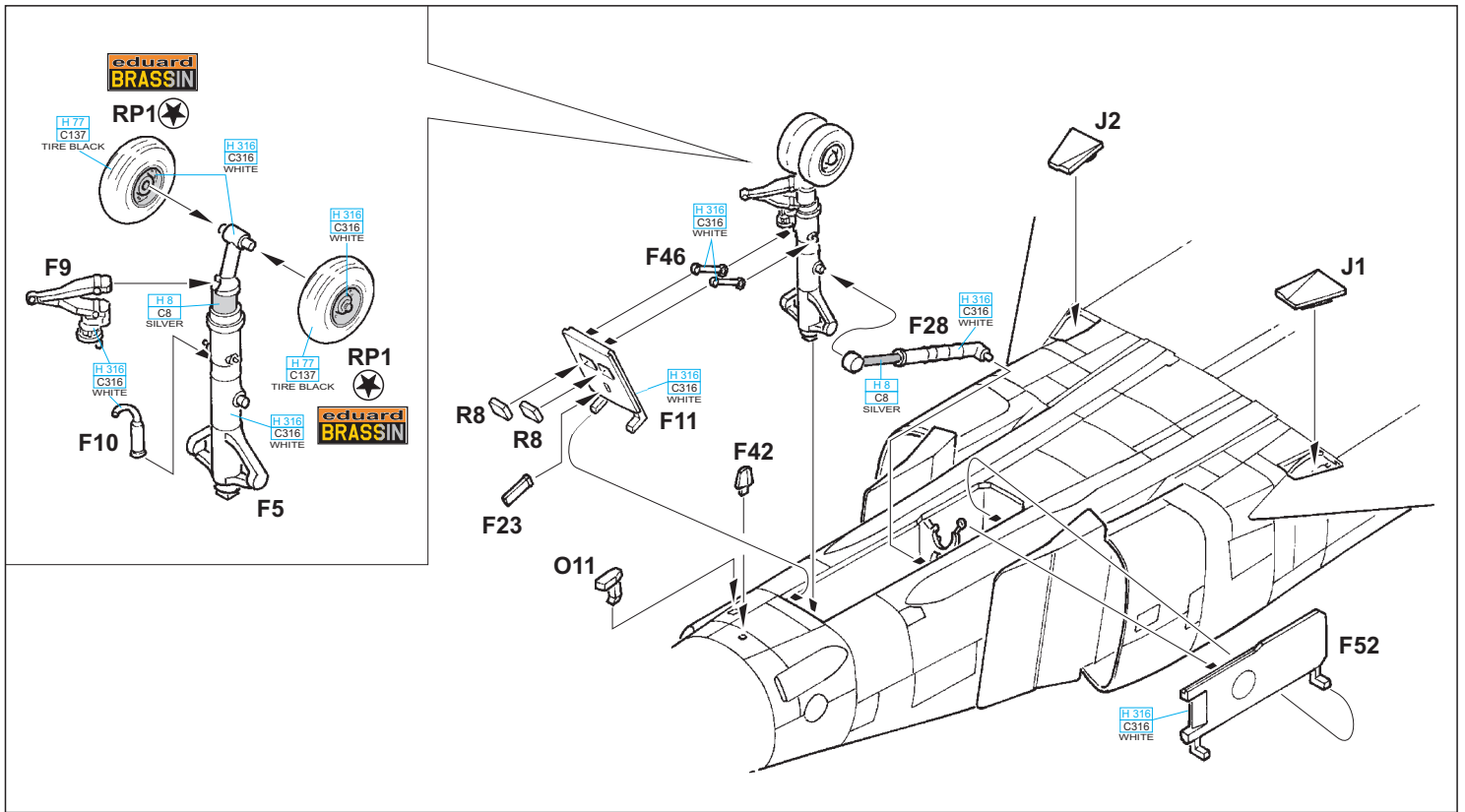


G22

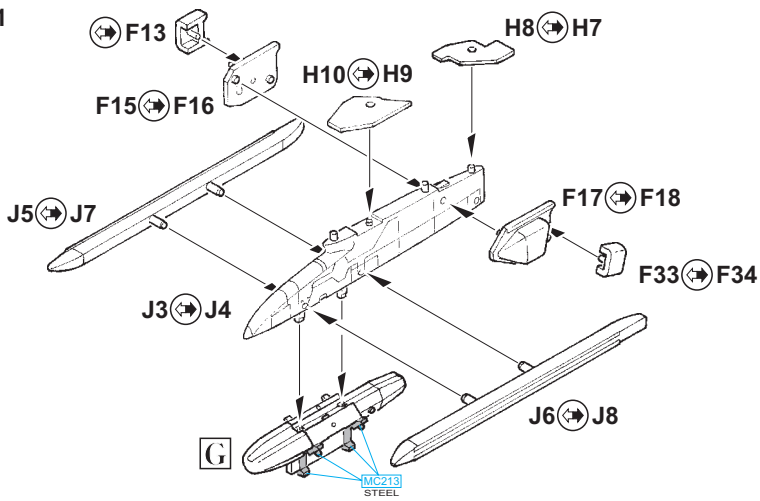
H 316
C316
WHITE

G41

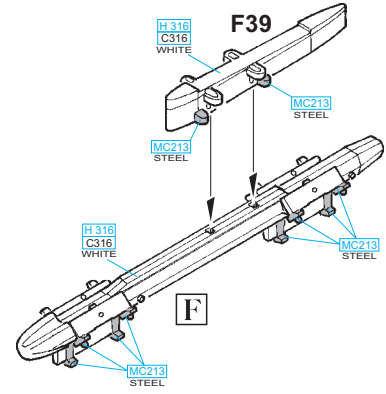




**Pylon 1
Left**

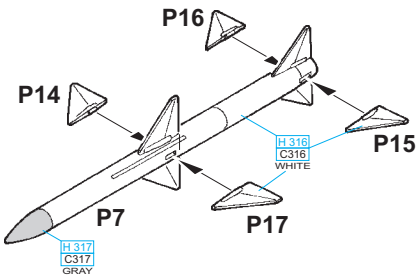


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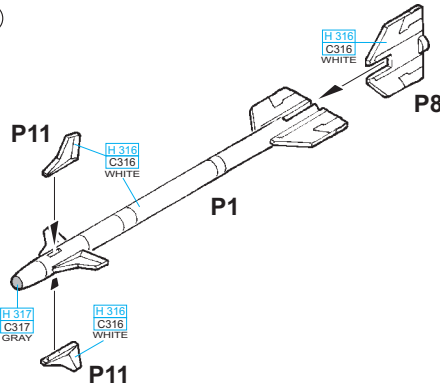
4 pcs.

①



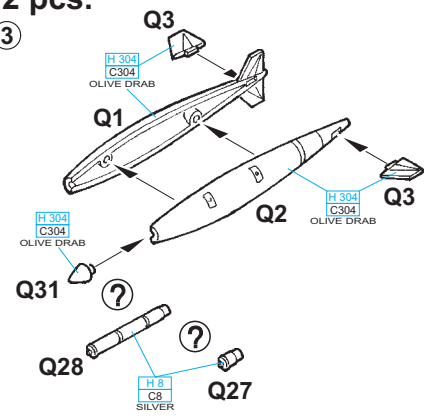
4 pcs.

②



12 pcs.

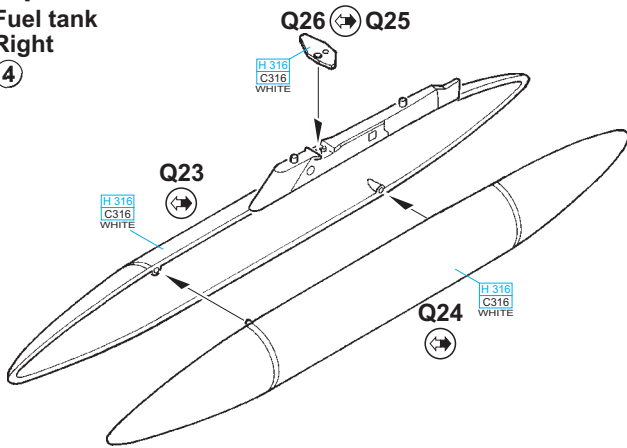
③



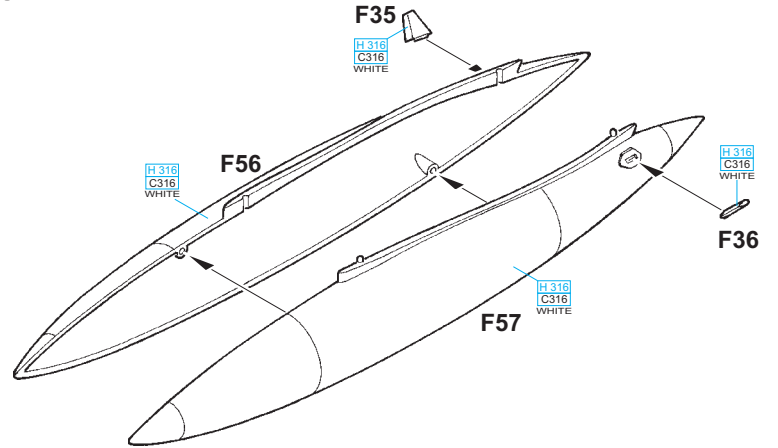
2 pcs.

**Fuel tank
Right**

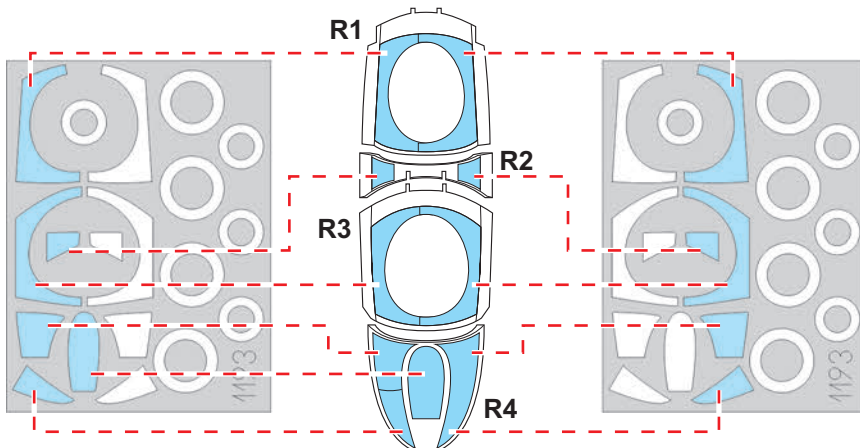
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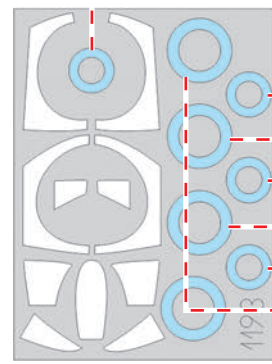
⑤



**eduard
MASK**

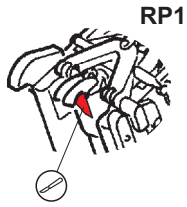


**RP1
2 pcs.**



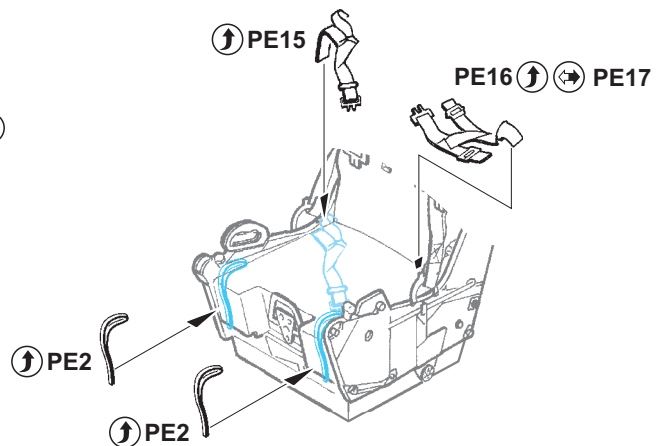
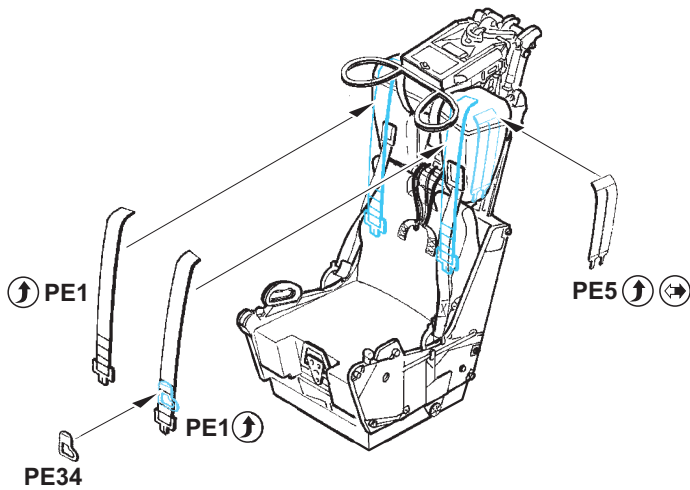
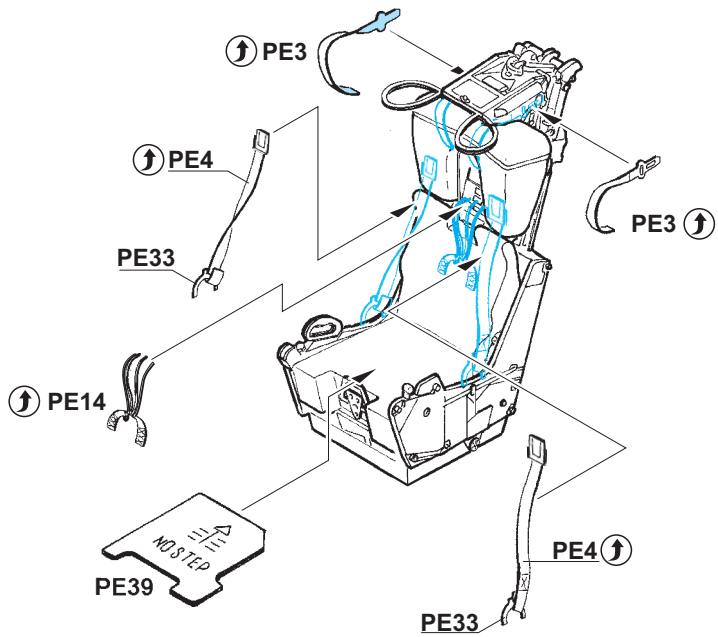
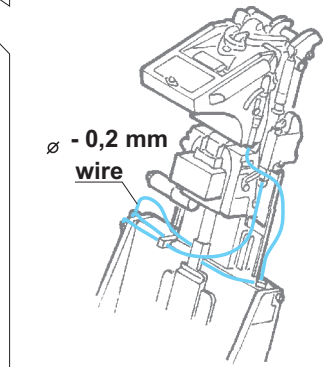
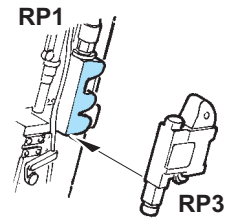
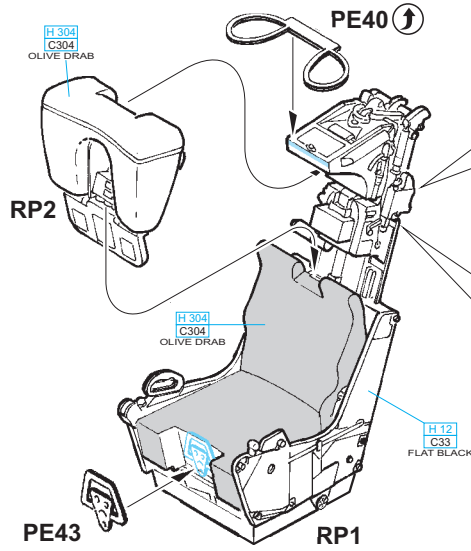
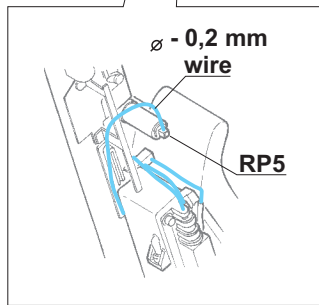
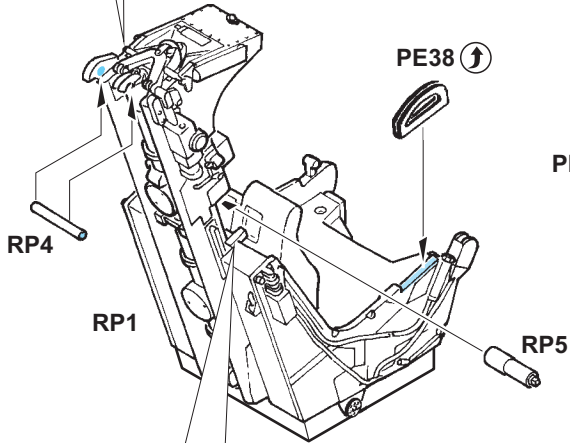
**RP1
2 pcs.**

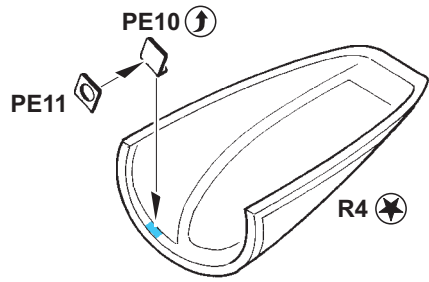
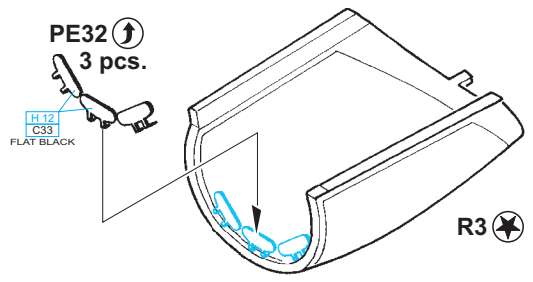
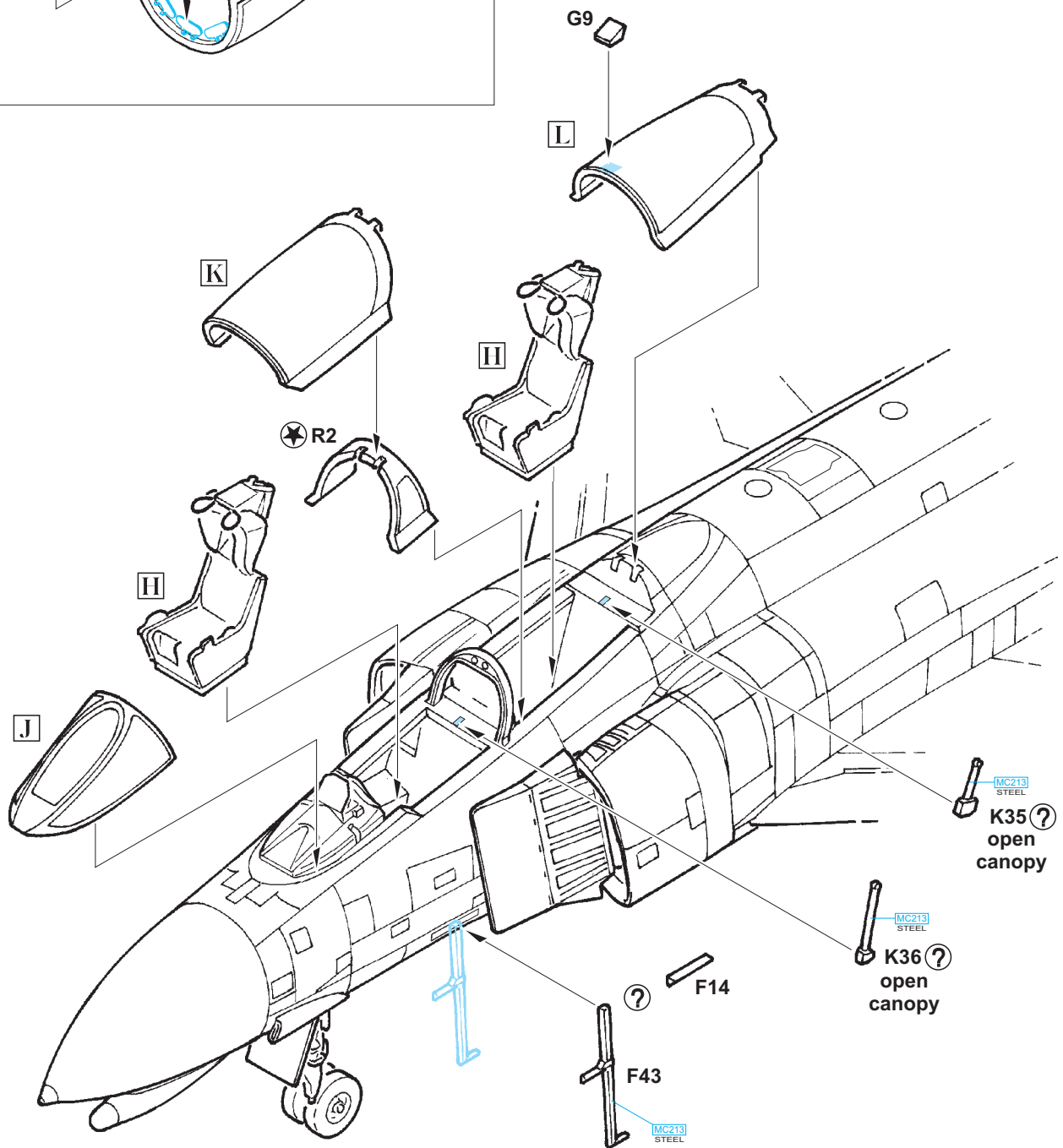
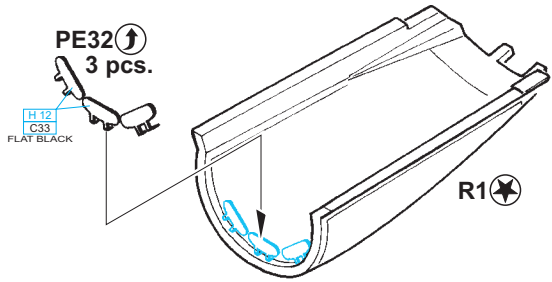
**RP2
2 pcs.**



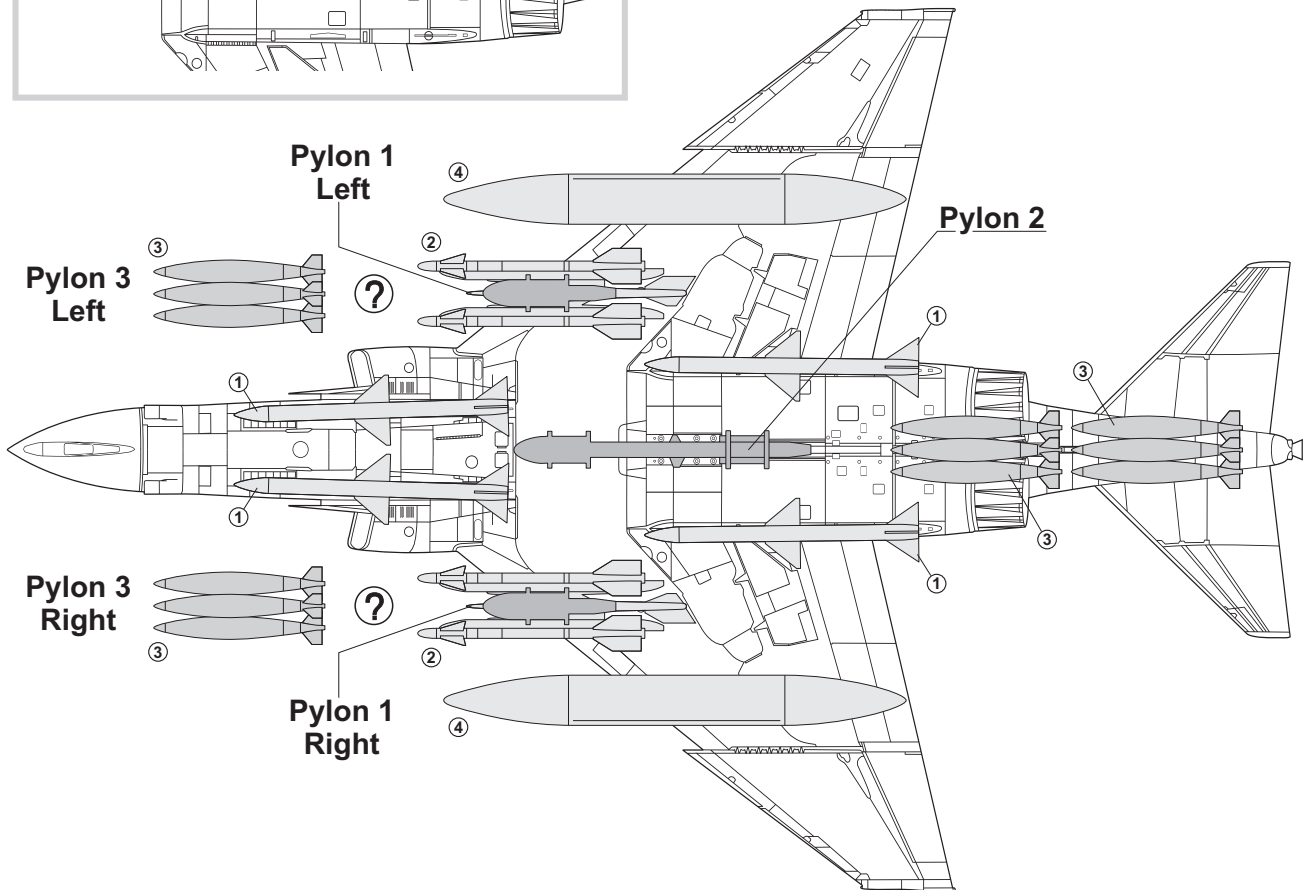
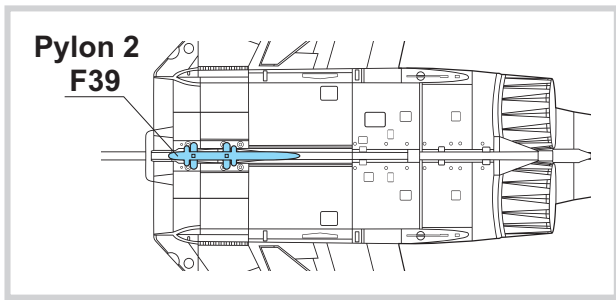
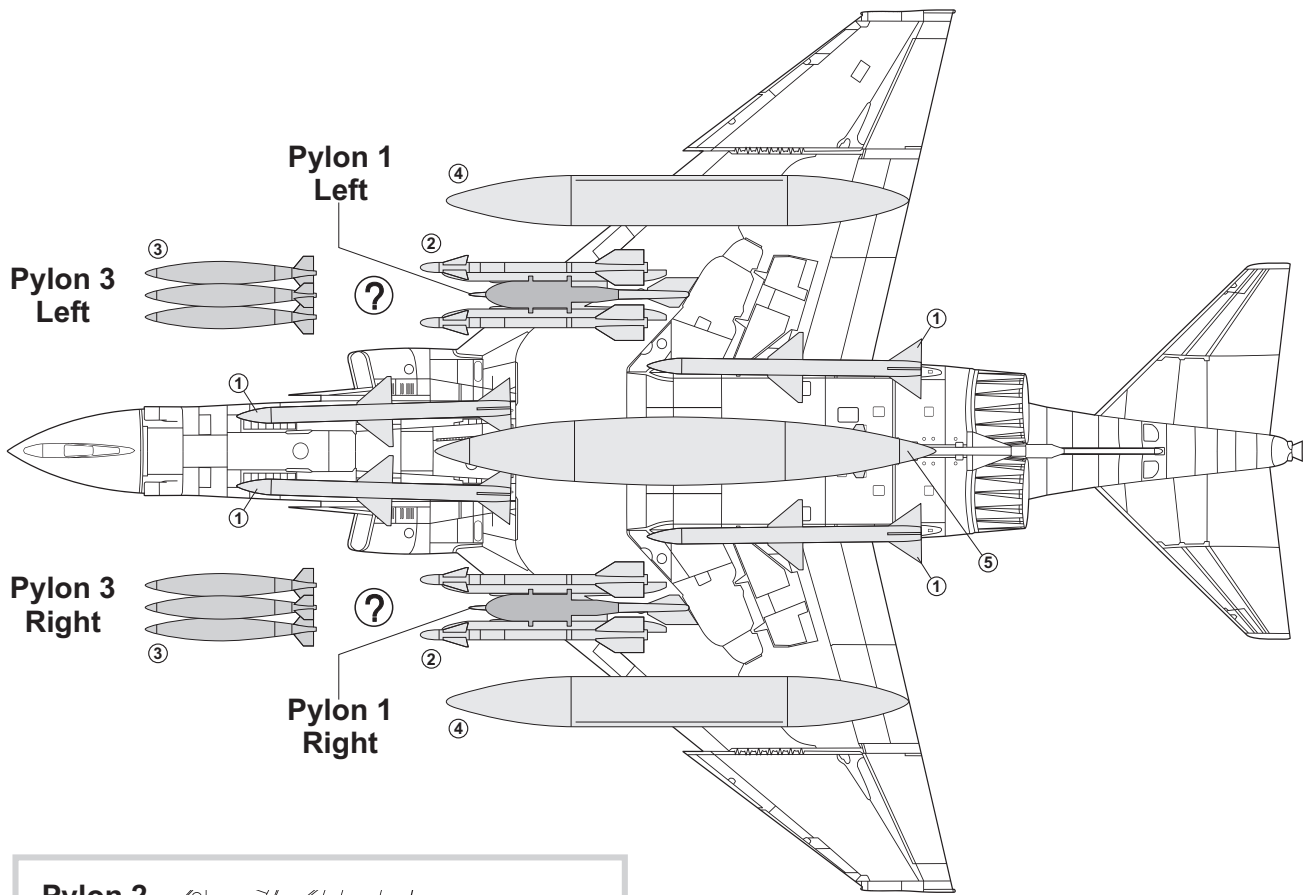
eduard
BRASSIN

H 2 pcs.



J**K****L**

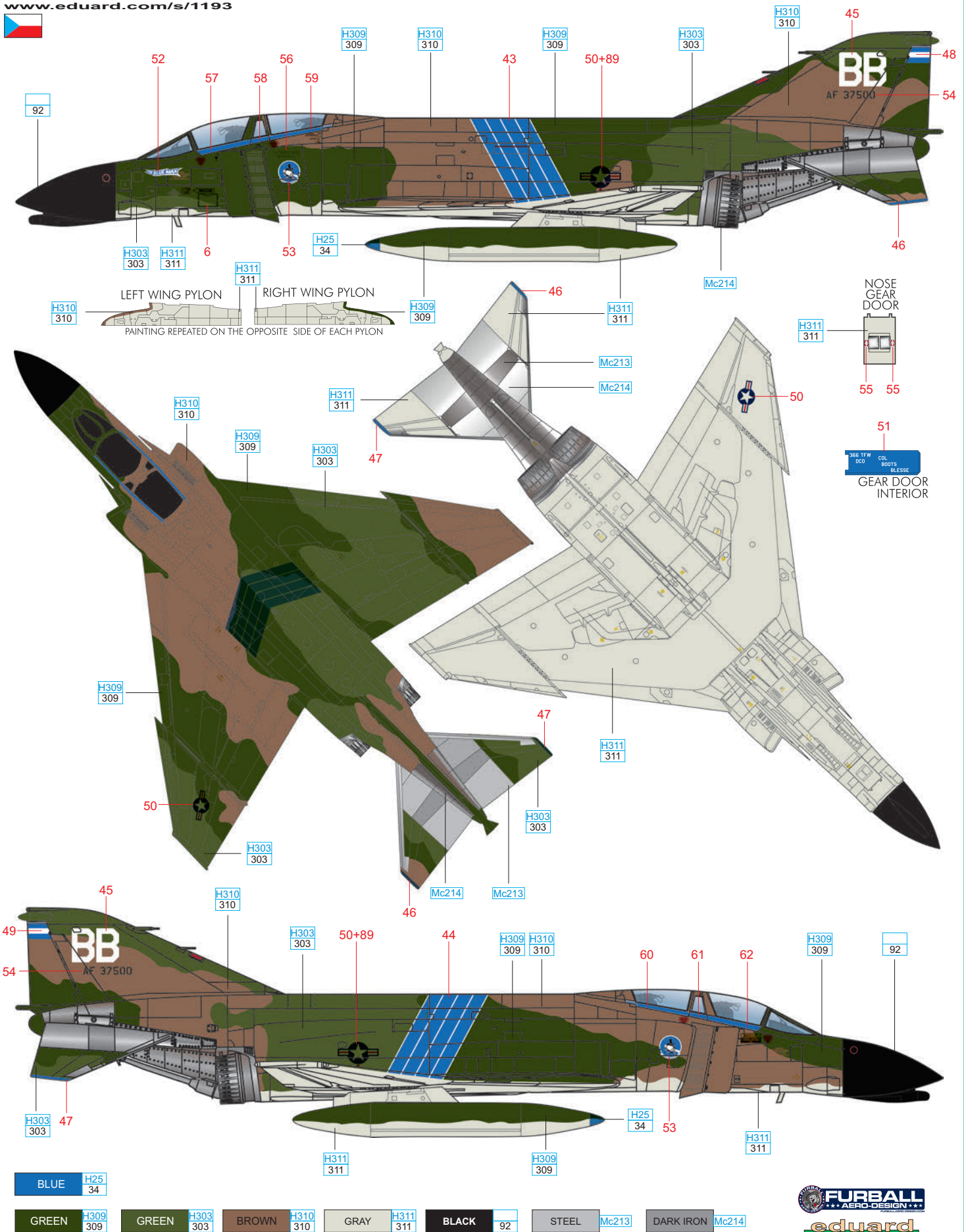
MOUNTING ARMS



B F-4C 63-7500, 390th Tactical Fighter Squadron, 366th Tactical Fighter Wing, Da Nang Air Base, 1967

"The Blue Max" was the personal mount of the 366th TFW's Director of Operations, Colonel Frederick "Boots" Blesse. A Korean War Ace, Col. Blesse had a large role in the successful implementation and integration of the SUU-16/A gun pod for use on 366th Phantoms. At Col. Blesse's direction, the Wing would adopt the name "The Gunfighters" and wear on the aircraft intakes the Gunfighters Badge featuring the "Phantom Spook" character carrying a gun pod. This aircraft would survive the war, only to be used as a range target in 1991.

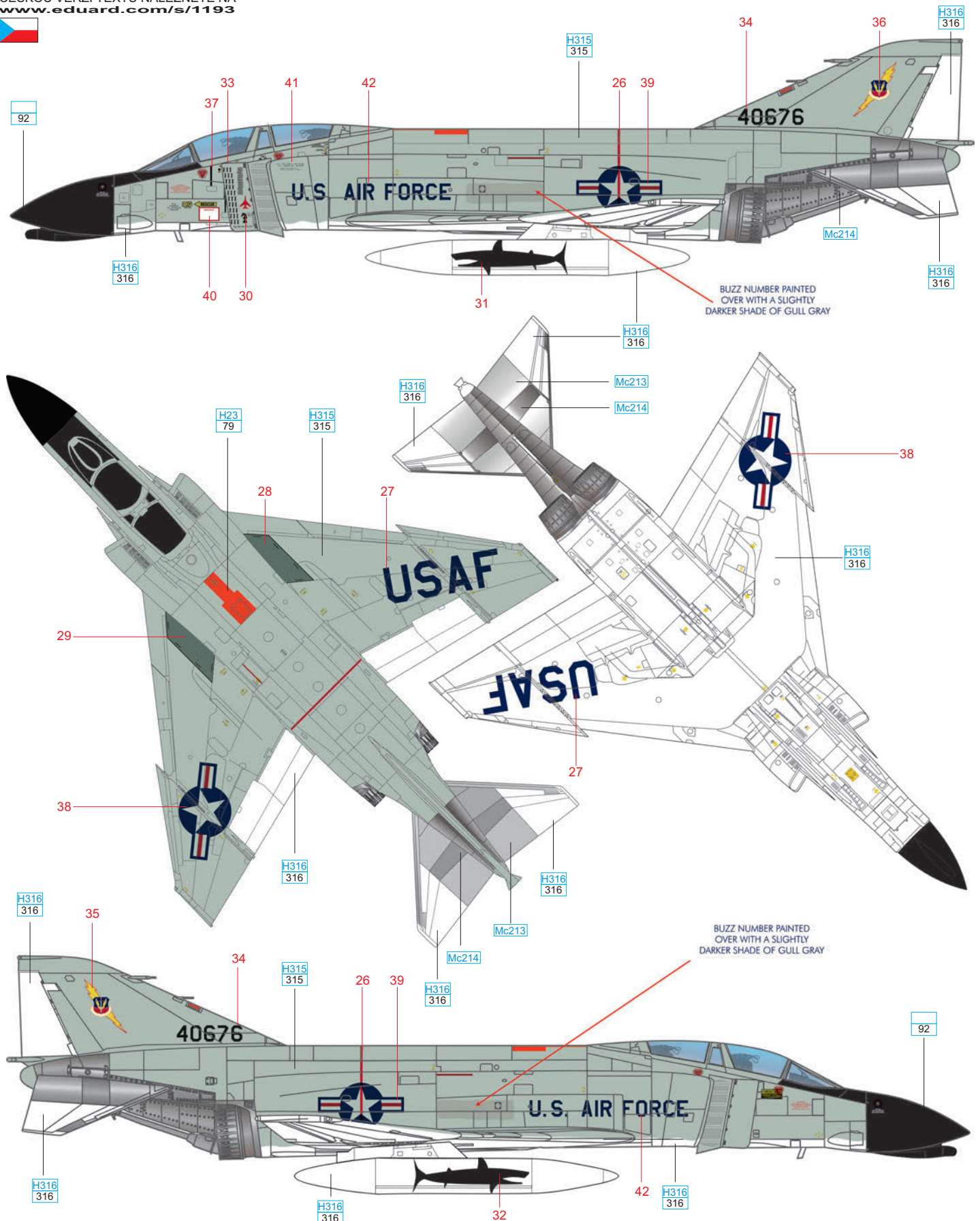
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C F-4C 64-0676, 45th Tactical Fighter Squadron, 2nd Air Division, Ubon Royal Thai Air Base, 1966

One of the original Phantom participants of the Vietnam War, this jet wore the US Navy scheme of Light Gull Gray over Gloss White. This aircraft had an impressive mission score board painted on its intake ramp including a red F-100 silhouette. This aircraft was likely tasked with destroying a crashed F-100 in order to prevent the aircraft from ending up in the hands of the enemy.

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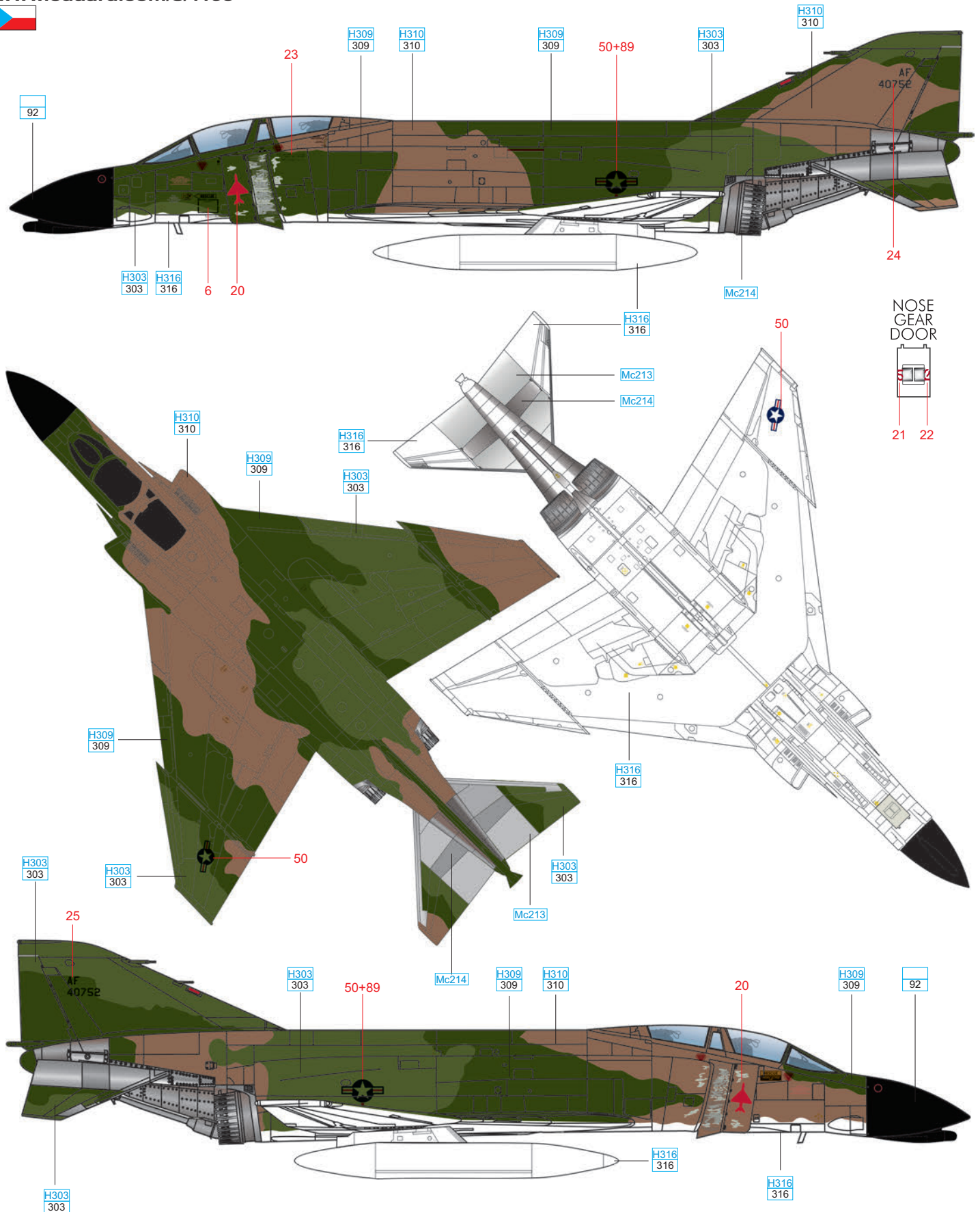
BLACK	92	GRAY	H315 315	RED	H23 79	WHITE	H316 316	STEEL	Mc213	DARK IRON	Mc214
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D F-4C 64-0752, 480th Tactical Fighter Squadron, 35th Tactical Fighter Wing, Da Nang Air Base, 1967

64-0752 arrived in Vietnam painted in the USAF's original Phantom paint scheme of Gull Gray (FS 36440) over Gloss White. Repainted in field with the South East Asia scheme applied over the Gull Gray, 64-0752 retained its white undersides. Hastily applied in the field, and under the rigors of combat, the S.E.A. paint scheme rapidly chipped away to reveal the Gull Gray underneath. While piloting 64-0752 (calling Mink 01) on 4/26/1966 Maj. Paul Gilmore & 1Lt. William Smith shot down a MiG-21 with an AIM-9B. This aircraft was lost to AAA fire over north Vietnam on 6/8/1967.

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BLACK 92

GREEN H309 309

GREEN H303 303

BROWN H310 310

WHITE H316 316

STEEL Mc213

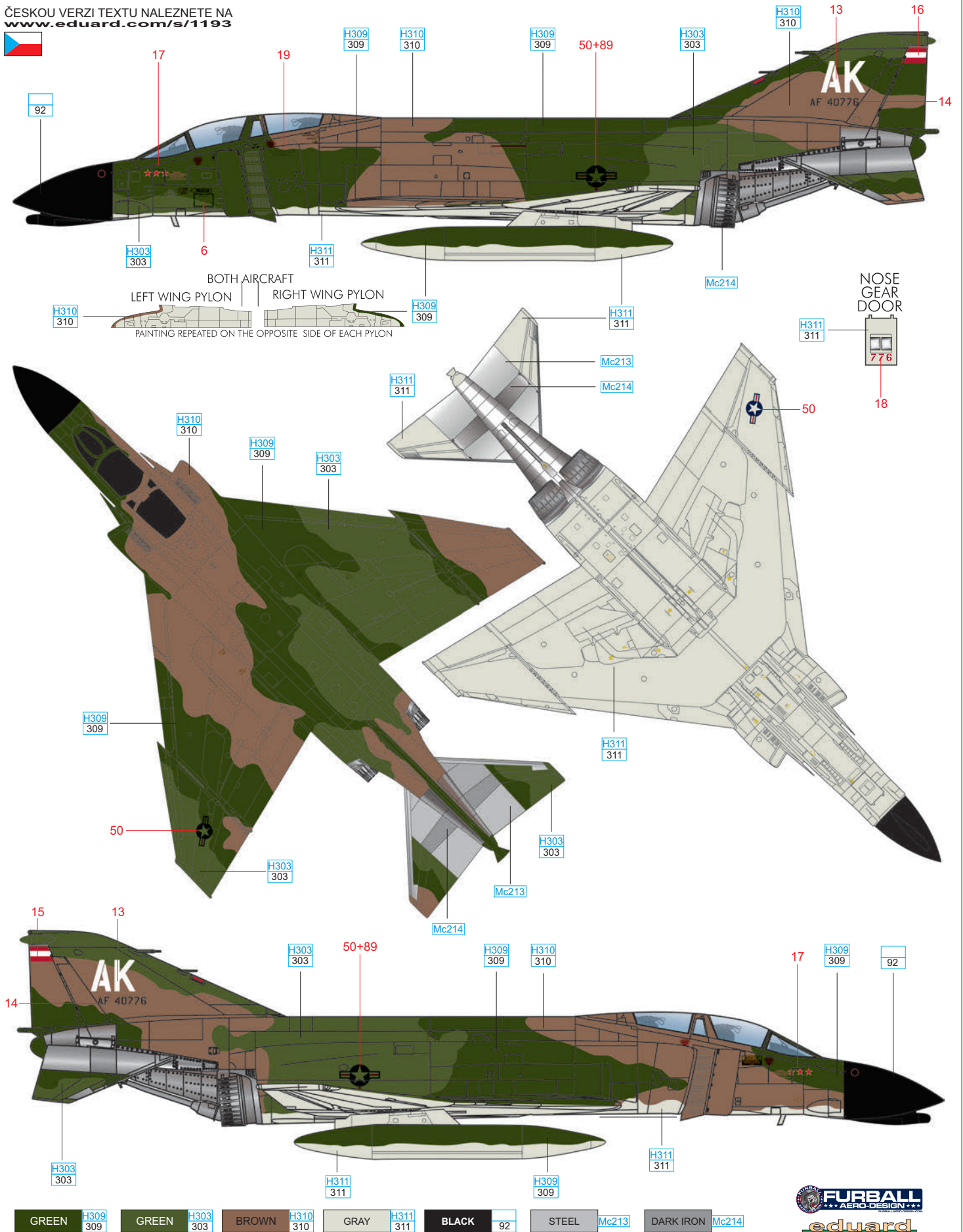
DARK IRON Mc214



E F-4C 64-0776, 389th Tactical Fighter Squadron, 366th Tactical Fighter Wing, Da Nang Air Base, May 1967

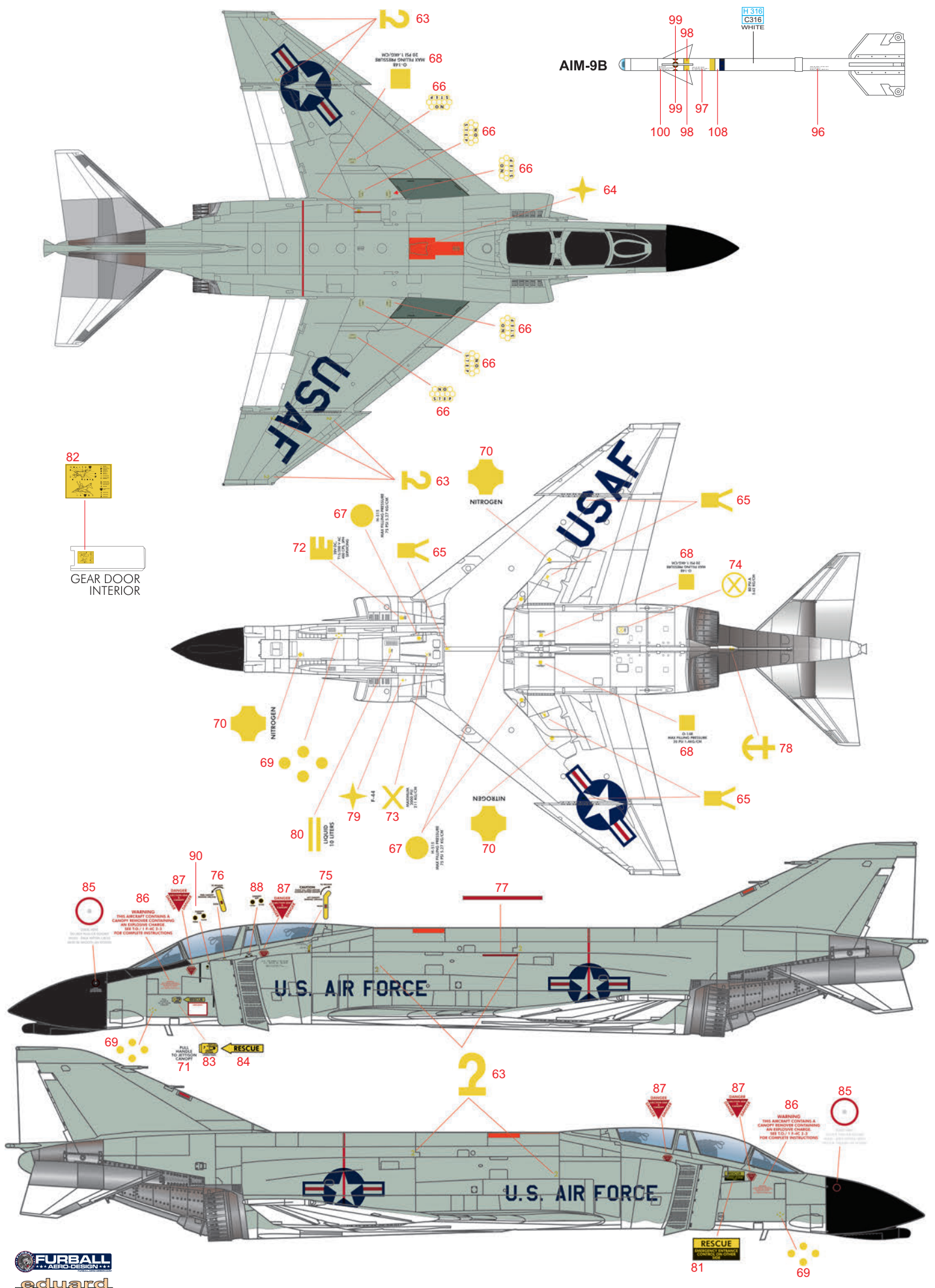
Lt Col. Robert Titus and 1Lt Milan Zimer shot down 2 MiG-21s while flying 64-0776 (callsign Wander 01) on 5/22/1967. The MiGs were dispatched using the SUU-16/A gun pod as well as an AIM-9B Sidewinder missile. Titus and Zimer shot down a MiG-21 just two days earlier on 5/20/1967 with an AIM-7E Sparrow while flying 64-0777. The 3 red stars on 64-0776 represent all three kills scored by the duo. It is likely that the "Gunfighter" badge would have been applied to this jet prior to it being transferred to the 347th TFW in March of 1968. This aircraft survived the war, and is currently on display at the Museum of Flight Seattle, Washington.

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- GREEN H309 309
- GREEN H303 303
- BROWN H310 310
- GRAY H311 311
- BLACK 92
- STEEL Mc213
- DARK IRON Mc214





F-4C goodies

1/48

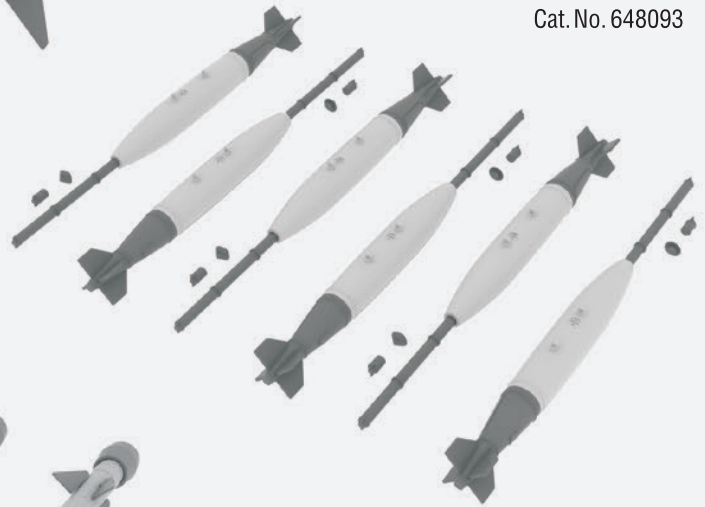


BRASSIN ACCESSORIES



eduard
BRASSIN

AIM-7E Sparrow
Cat. No. 648062



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BRASSIN

AIM-9B Sidewinder
Cat. No. 648028

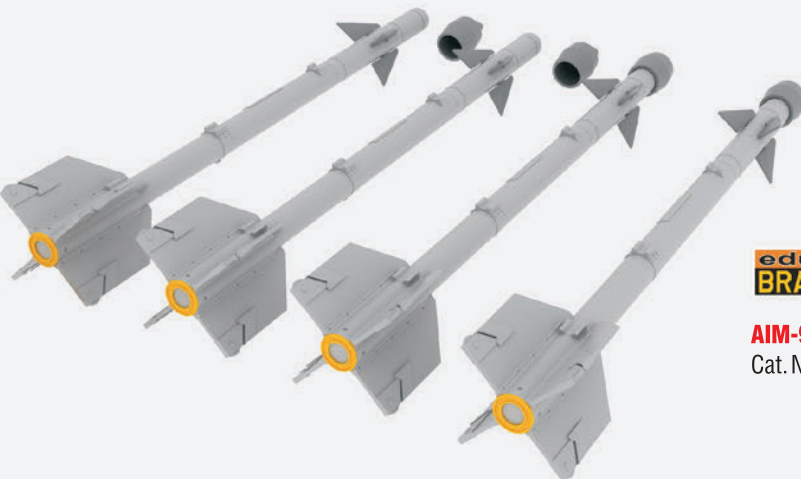
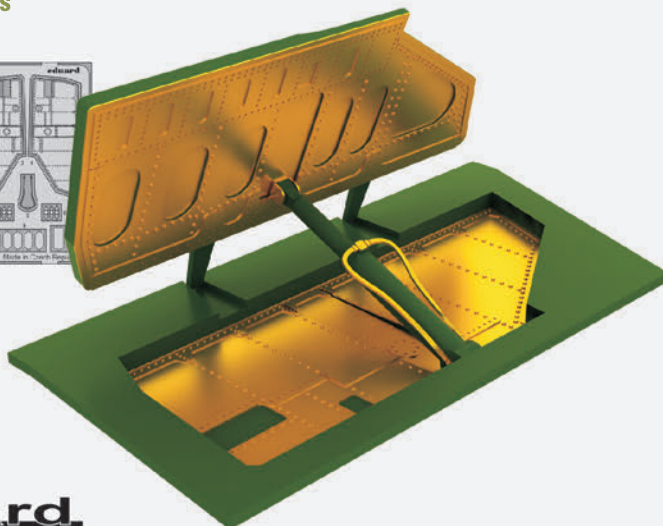
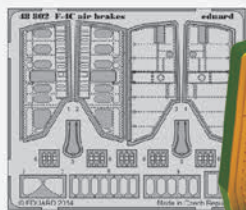
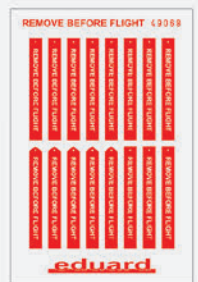
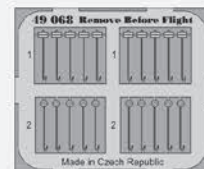


PHOTO-ETCHED SETS

F-4C air brakes
Cat. No. 48802



Remove before flight
Cat. No. 49068



F-4 seatbelts grey
Cat. No. 49064

