

US SUPERSONIC FIGHTER 1:48 SCALE PLASTIC KIT



intro

by Brad Elward

The McDonnell Douglas F-4A Phantom II entered service with the United States Navy in December 1960, replacing both the McDonnell F3H Demon and Douglas F4D Skyray, which had served as the Navy's all-weather missile interceptors since the mid-1950s. The F-4B was the second in the Phantom II series and featured the more powerful General Electric J79-GE-8 engines (16,950-lb/75.4kN thrust), a raised and enlarged cockpit to allow the backseater better visibility, and a more bulbous nose section to accommodate the Westinghouse APQ-72 radar.

The F-4B possessed a top speed in excess of Mach 2.2 and set many performance records in the late 1950s. It could carry up to 18,000 lbs of ordnance on nine external weapons stations. Four stations were located on the wings, referred to as inner and outer stations, which could carry external fuel tanks (inner stations only), bombs, or missiles. A centerline station typically carried an external fuel tank although it could, but rarely did carry the Mk-4 20 mm gun pod. Four additional stations were recessed on the aircraft's lower fuselage to house the radar-guided AIM-7 Sparrow III missile. Unlike other fighter aircraft of the day, the F-4B did not have a gun, but relied on its long-range missiles for defense. Most missions saw the F-4B armed with at least two AIM-9 infrared Sidewinders and two Sparrow IIIs.

The Phantom II was crewed by a pilot and a Radar Intercept Officer (RIO – Navy) or Weapon System Officer (WSO – Marines). The RIO/WSO in the aft cockpit assisted with navigation, communication, and operated the long-range APQ-72 radar. The RIO/WSO proved extremely valuable in combat, providing a second set of eyes for locating enemy aircraft or surface-to-air missiles (SAMs).

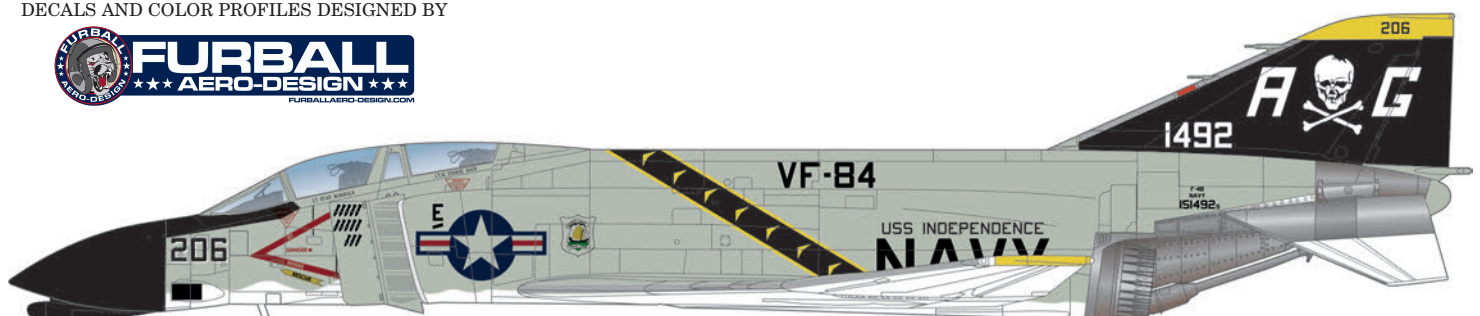
F-4Bs began entering U.S. Navy fleet service in July 1961 with VF-74 Bedevilers, an Atlantic Fleet fighter squadron based at NAS Oceana, Virginia, and shortly thereafter by VF-114 Aardvarks, a Pacific based squadron at NAS Miramar, California. The Phantom II was used extensively during the Vietnam War by all three United States air services as a fighter-bomber. However, the F-4B was used solely by the U.S. Navy and U.S. Marine Corps. When U.S. involvement in the war began in August 1965, 13 of the Navy's 31 fleet fighter squadrons had already transitioned to the F-4B. Indeed, two F-4B squadrons, VFA-142 Ghost Riders and VFA-143 Pukin' Dogs, were deployed aboard USS Constellation with Carrier Air Wing 14 and took part in the opening U.S. air strikes against North Vietnam as part of Operation Pierce Arrow, which retaliated for the attacks against U.S. surface ships in the Tonkin Gulf. The Navy made a total of 51 F-4B squadron deployments during the war, with the F-4B accounting for 22 of the service's MiG kills and two An-2 kills. Five F-4Bs were lost in air-to-air combat.

The Marine Corps also operated the F-4B, taking initial deliveries of the aircraft in late 1962. VMFA-531 Gray Ghosts were the first to fly the Phantom II and eventually took the F-4B to Vietnam. F-4B's of Marine Air Group (MAG) 11 flew ground support missions out of Da Nang and Nam Phong, South Vietnam, while MAG-13 operated out of Chu Lai. Twelve USMC squadrons flew the F-4B, eight of which served in Vietnam at some point during the war. The USMC also operated a tactical reconnaissance version designated as the RF-4B, which served into the late 1980s with VMCJ and VMFP squadrons.

Although designed as an interceptor, F-4Bs served well in air-to-ground and fighter roles, flying close air support (CAS), flak suppression, MiG Combat Air Patrol (MIGCAP), Barrier CAP (BARCAP), and Target CAP (TARCAP) missions. The latter three missions protected strike packages against North Vietnamese MiG attacks. Marine F-4Bs flew more air-to-ground missions.

A total of 649 F-4Bs were built by McDonnell Douglas in St. Louis, Missouri, during a production run lasting from mid-1961 through the end of 1966, when it began being replaced by the improved F-4J.

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 započítím 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 * SIMBOLES * 記号の説明

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

PARTS



DÍLY



TEILE

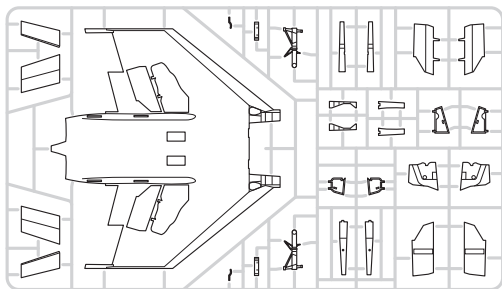


PIÈCES



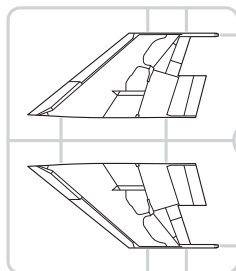
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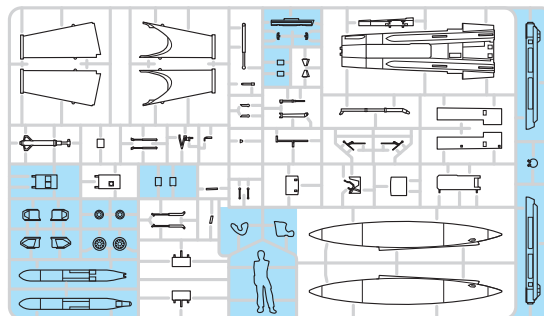


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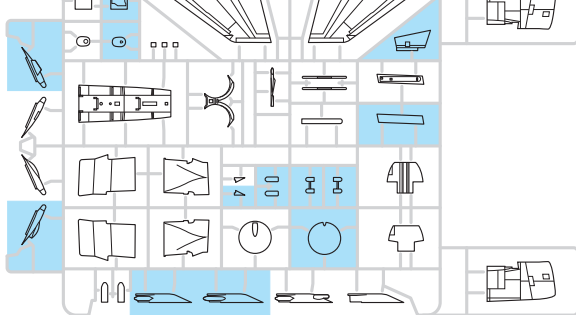
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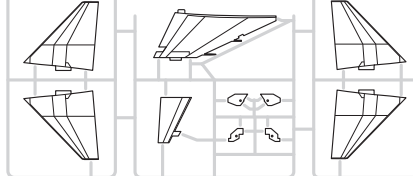
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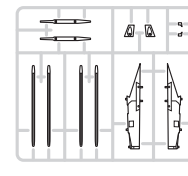
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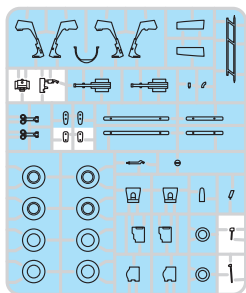
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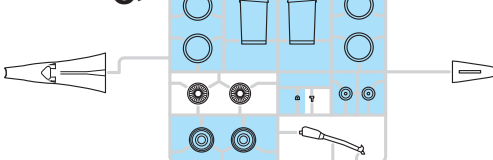
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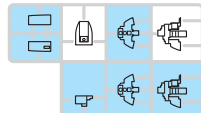
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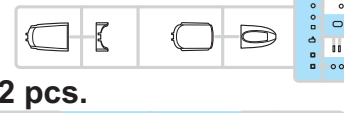
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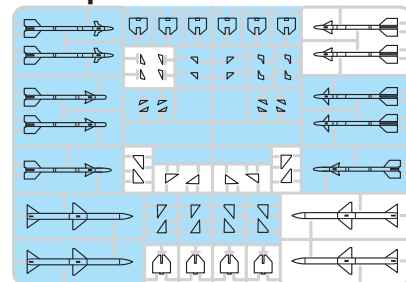
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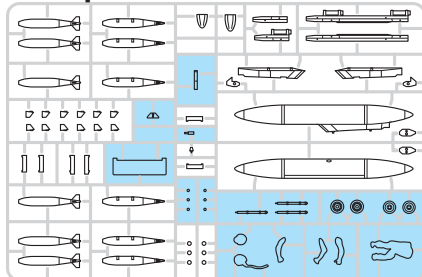
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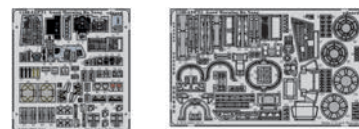
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Upper
Fuselage

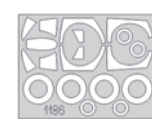
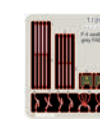
Q> 2 pcs.

eduard
BRASSIN RP - RESIN PARTS

PE - PHOTO ETCHED DETAIL PARTS



FILM

eduard
MASKTP - TEXTILE
PARTS

-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



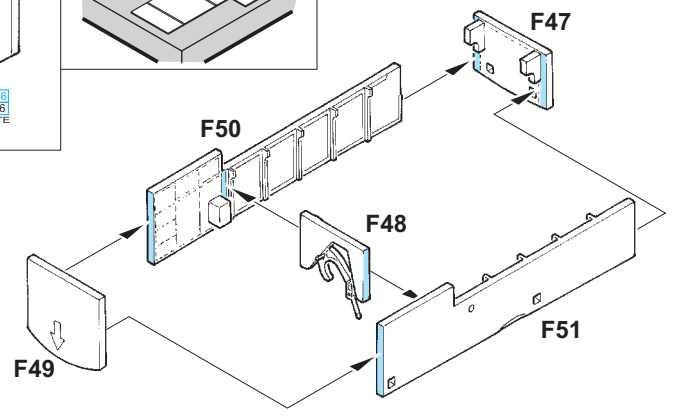
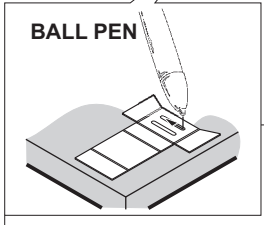
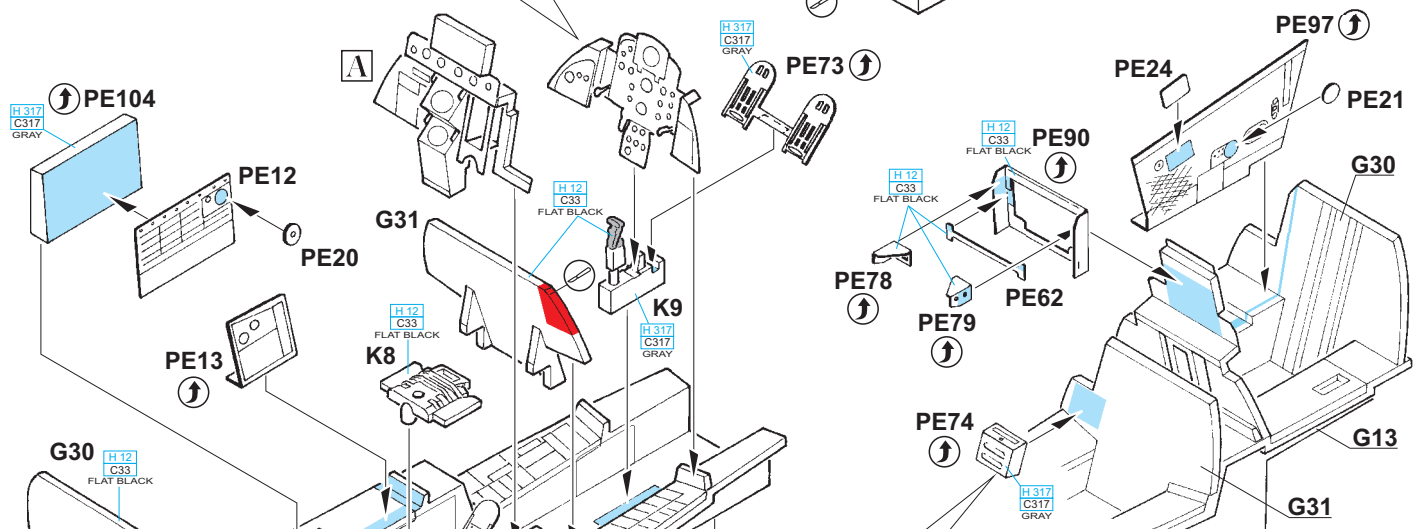
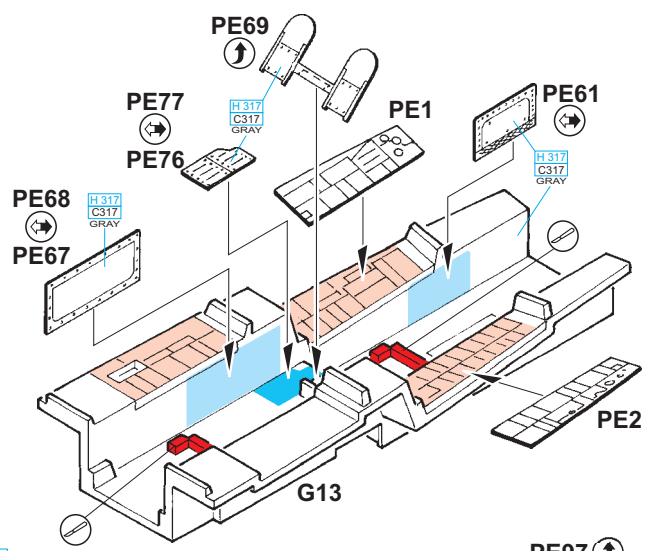
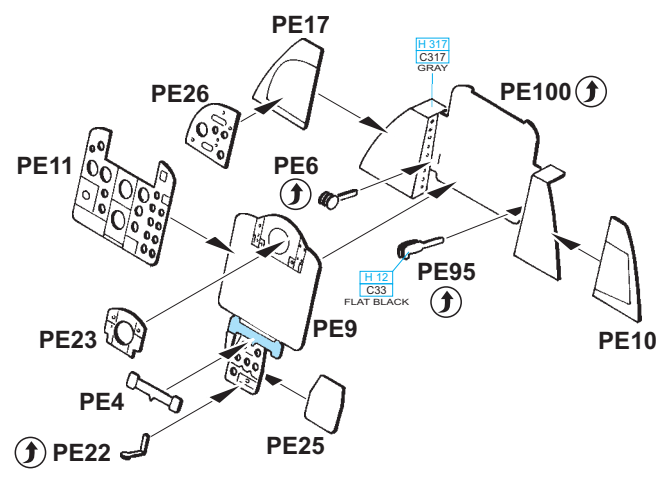
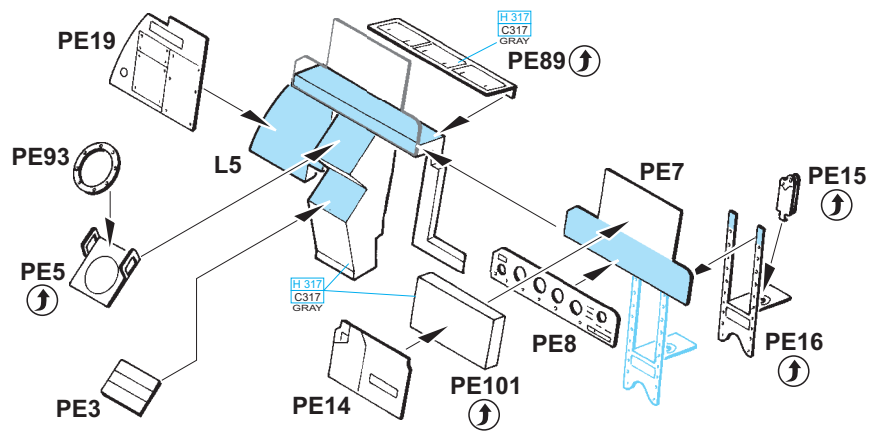
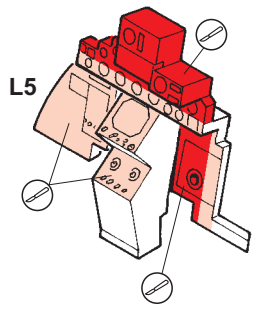
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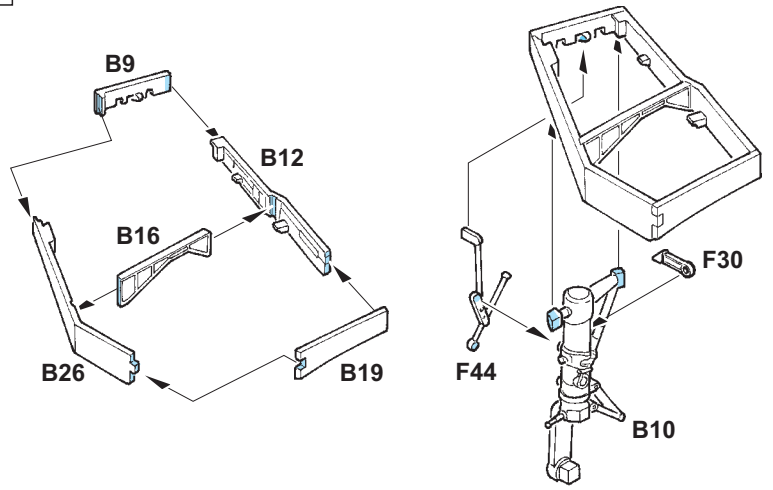
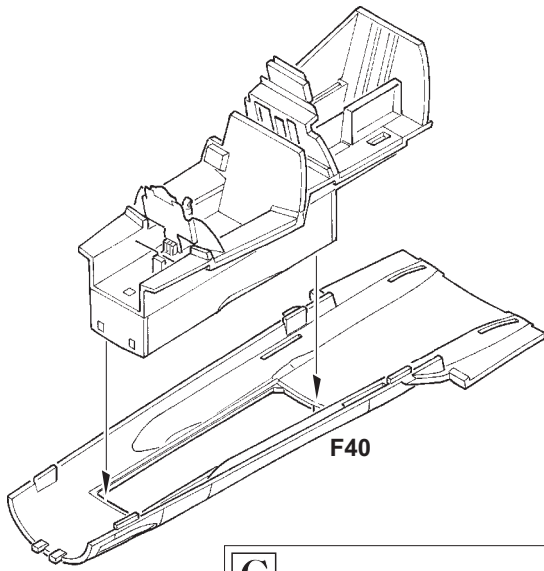
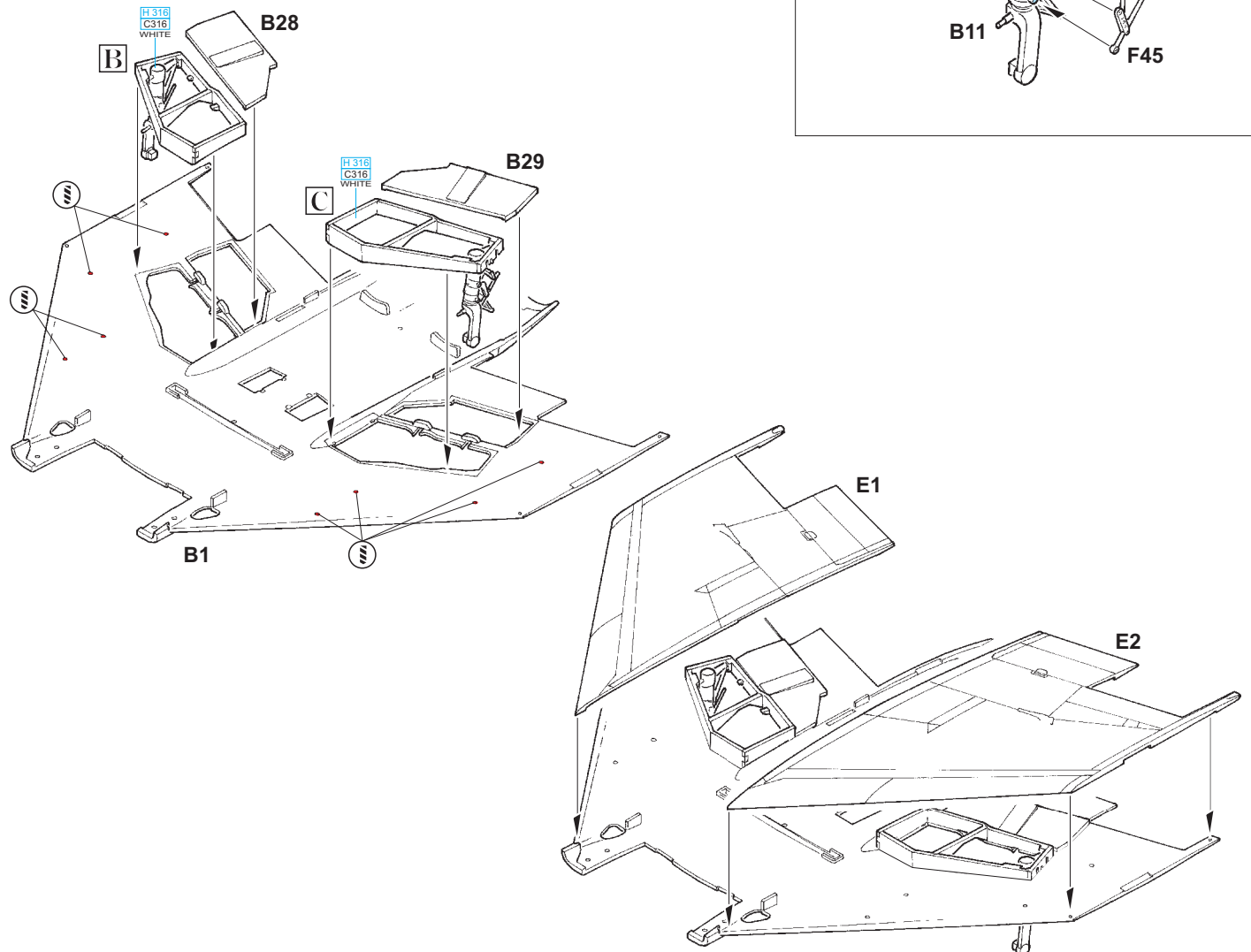
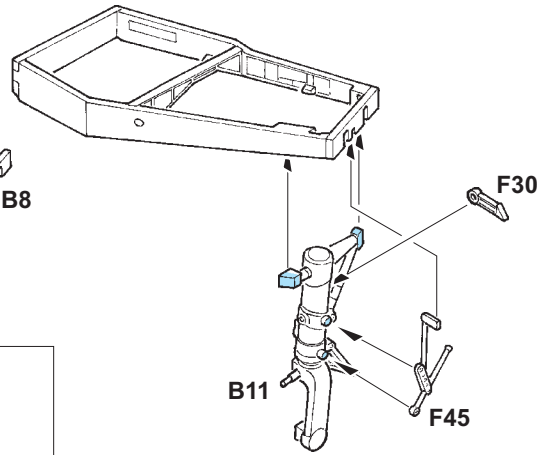
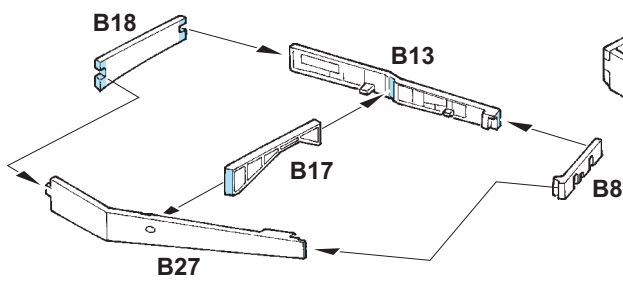
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
[H 2]	C2	BLACK
[H 3]	C3	RED
[H 8]	C8	SILVER
[H 12]	C33	FLAT BLACK

AQUEOUS	Mr.COLOR	
[H 13]		FLAT RED
[H 77]	C137	TIRE BLACK
[H 304]	C304	OLIVE DRAB
[H 316]	C316	WHITE
[H 317]	C317	GRAY

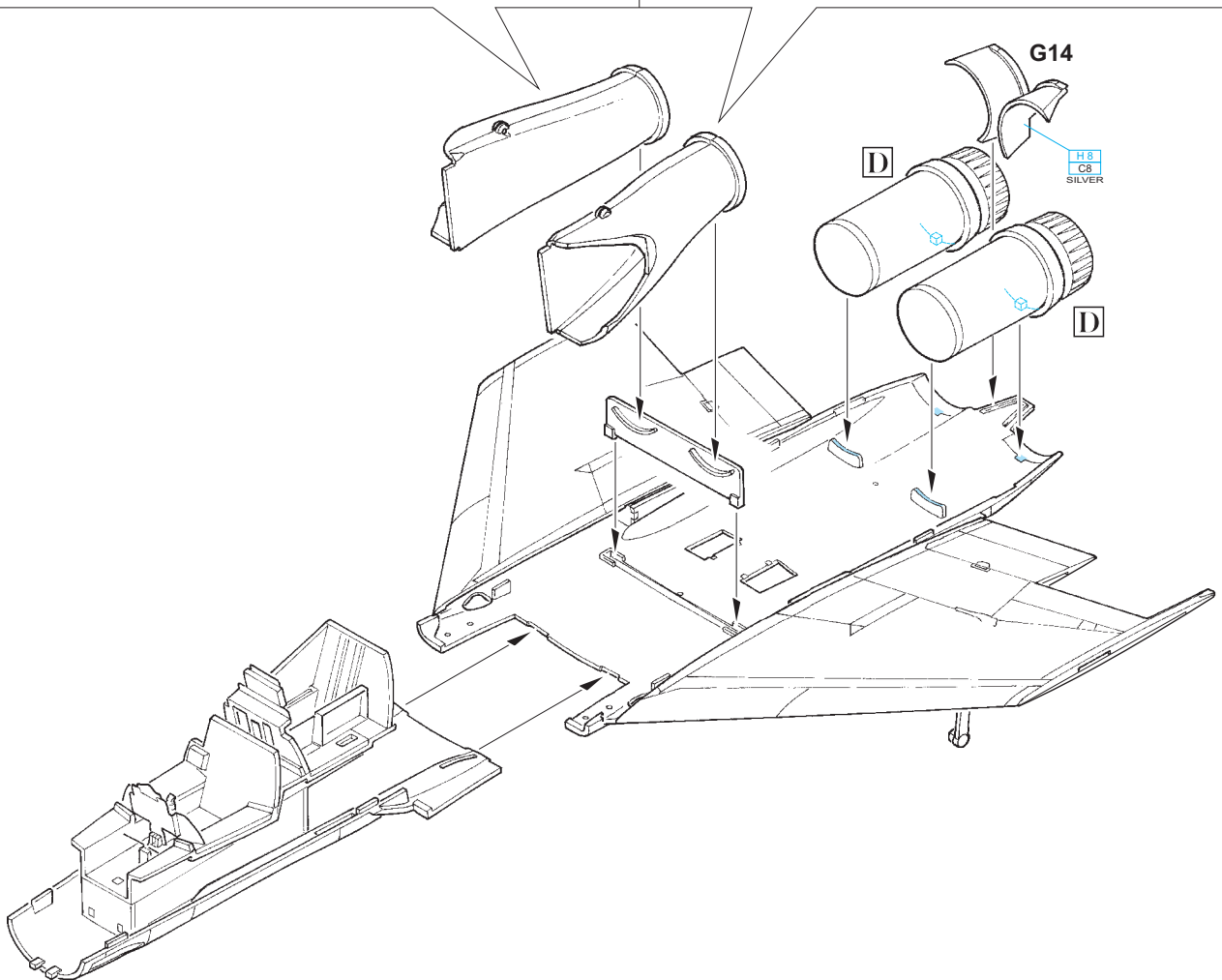
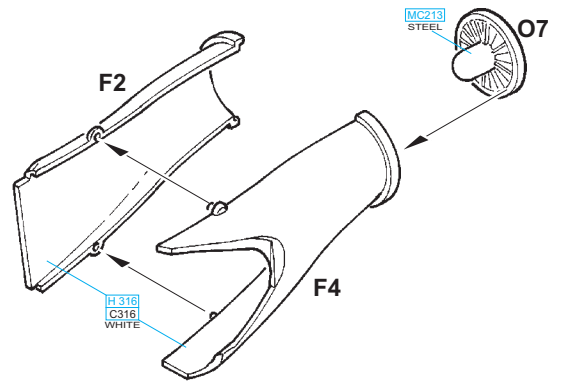
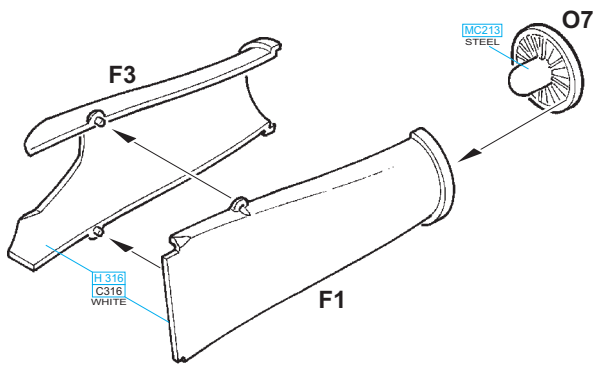
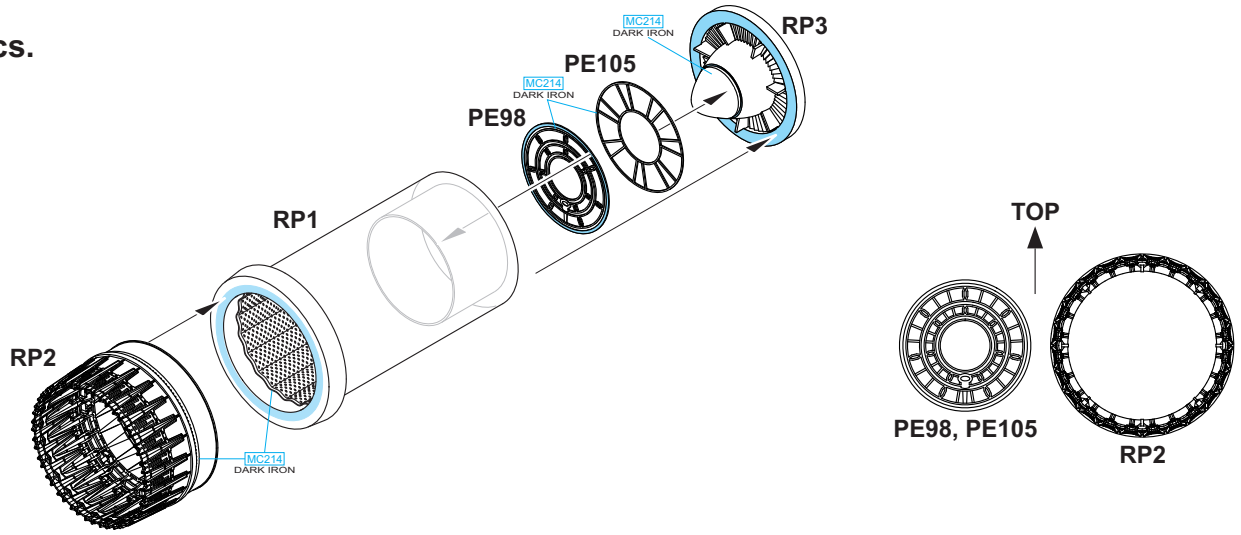
AQUEOUS	Mr.COLOR	
[H 325]	C325	GRAY
[H 329]	C329	YELLOW
Mr.METAL COLOR		
[MC213]		STAINLESS
[MC214]		DARK IRON

A

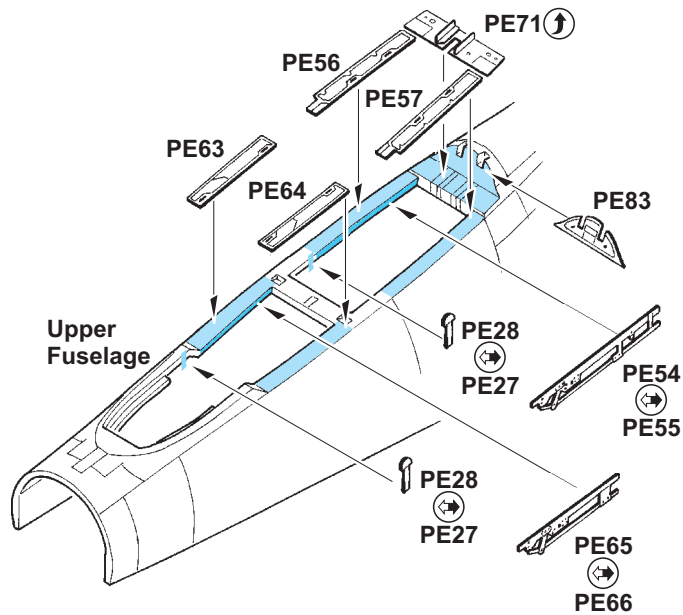
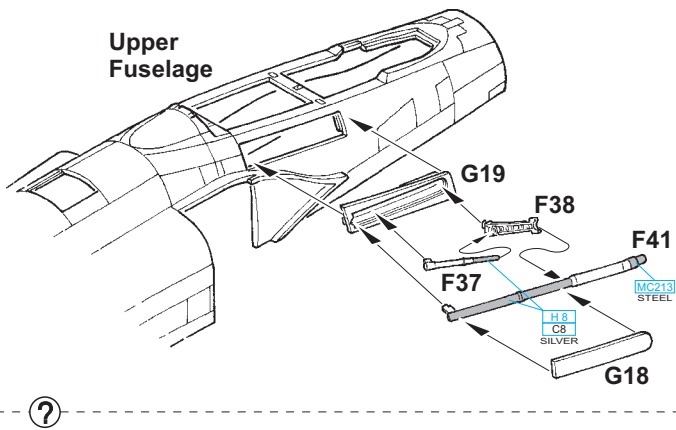


B**C**

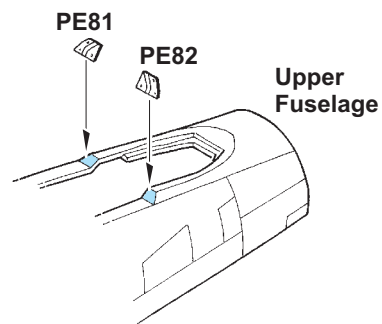
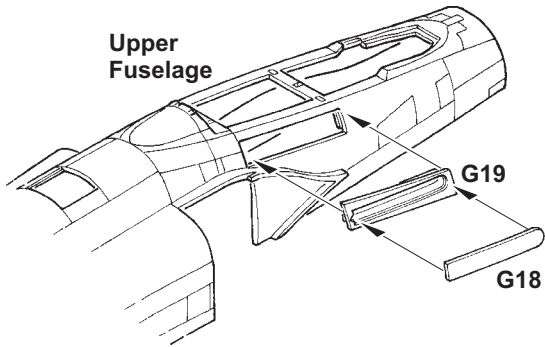
D 2 pcs.



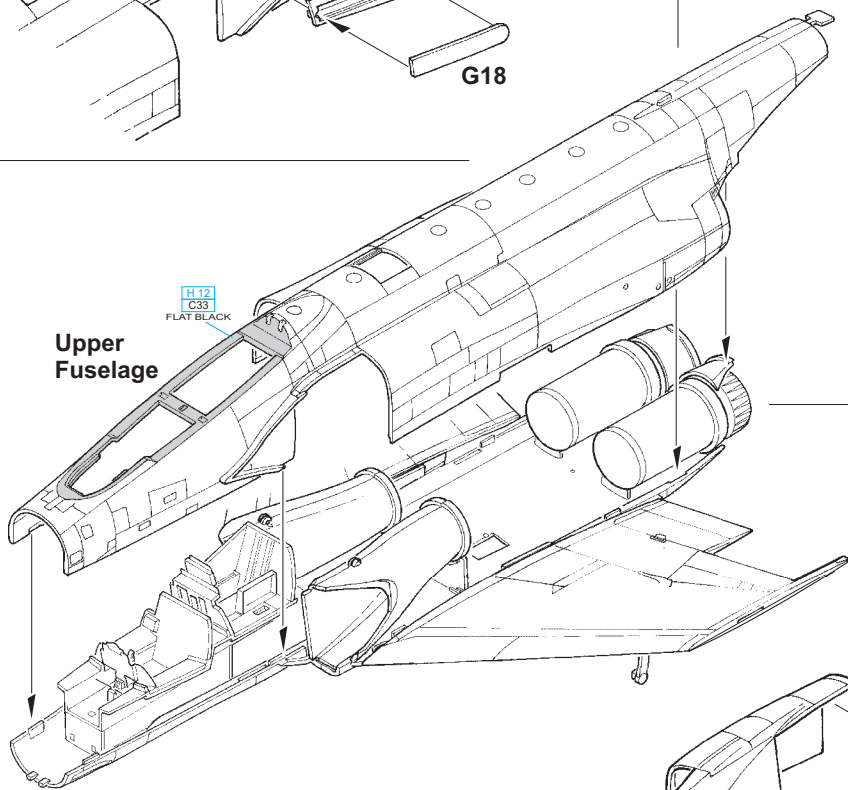
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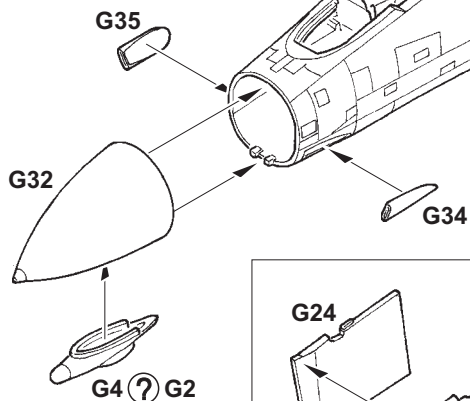
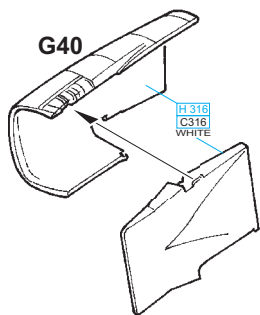
Upper Fuselage



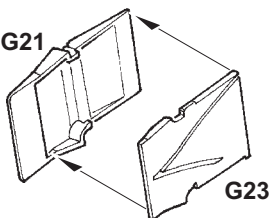
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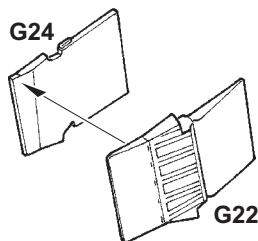
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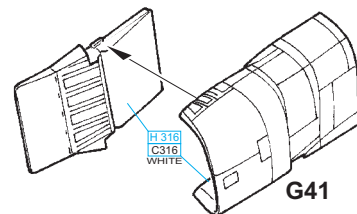
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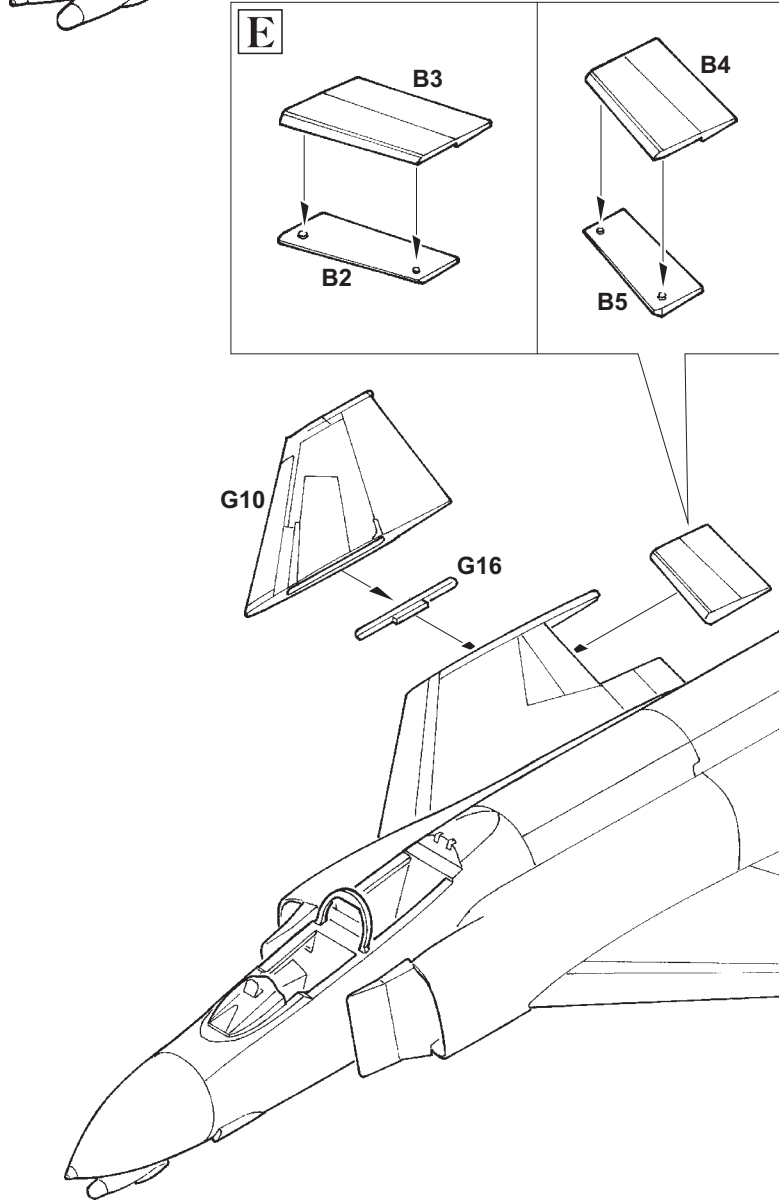
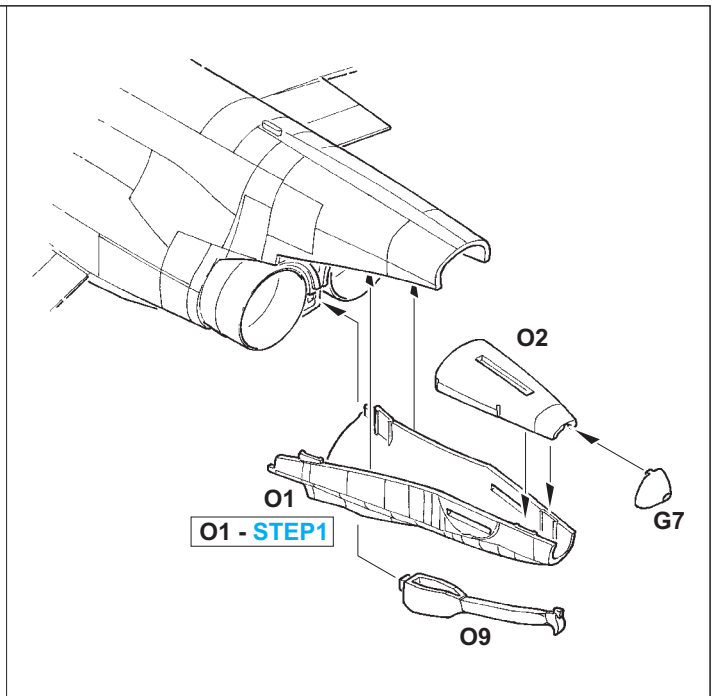
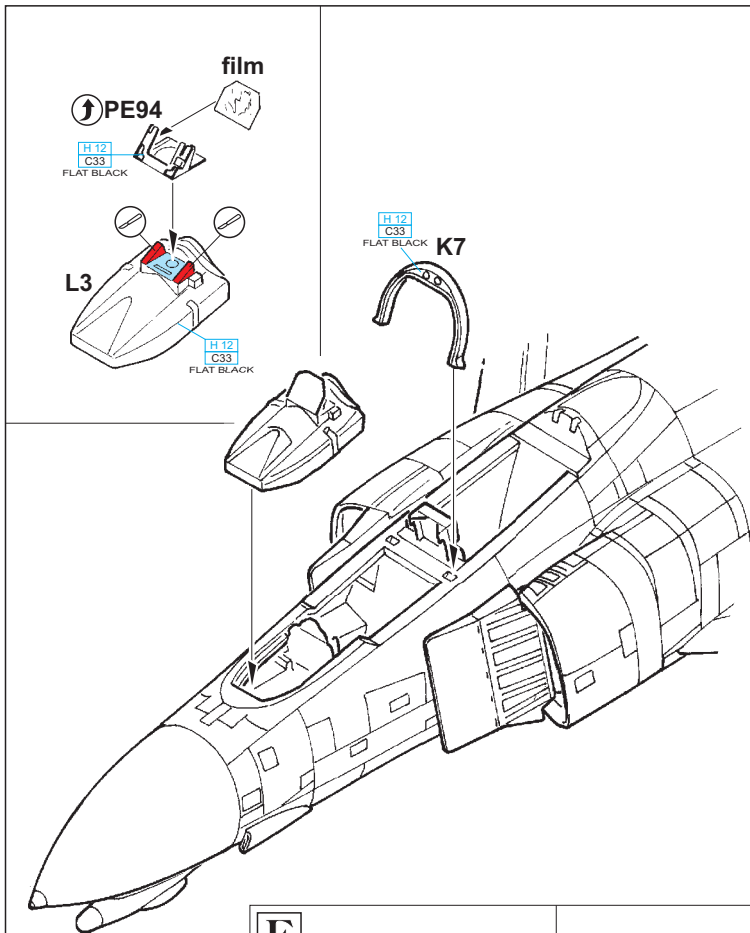


G24



H 316 C316 WHITE



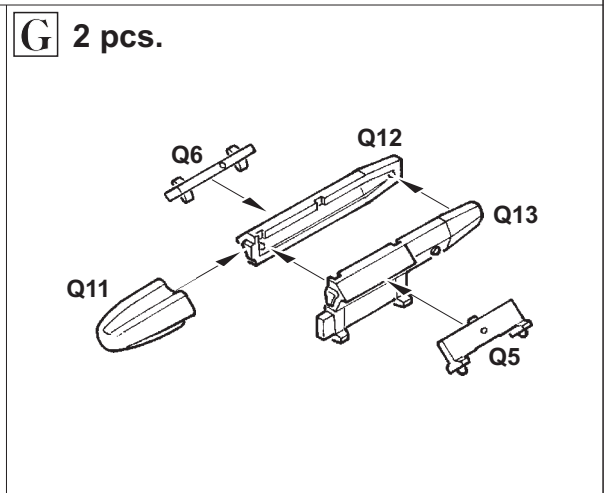
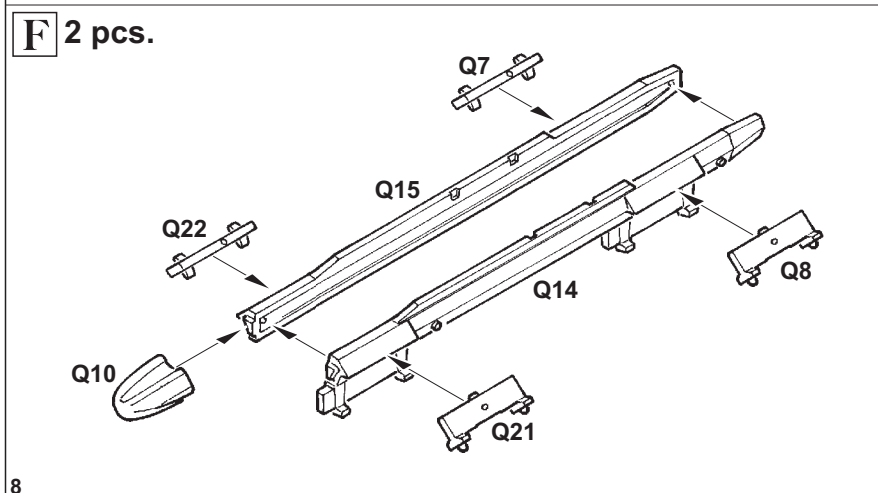
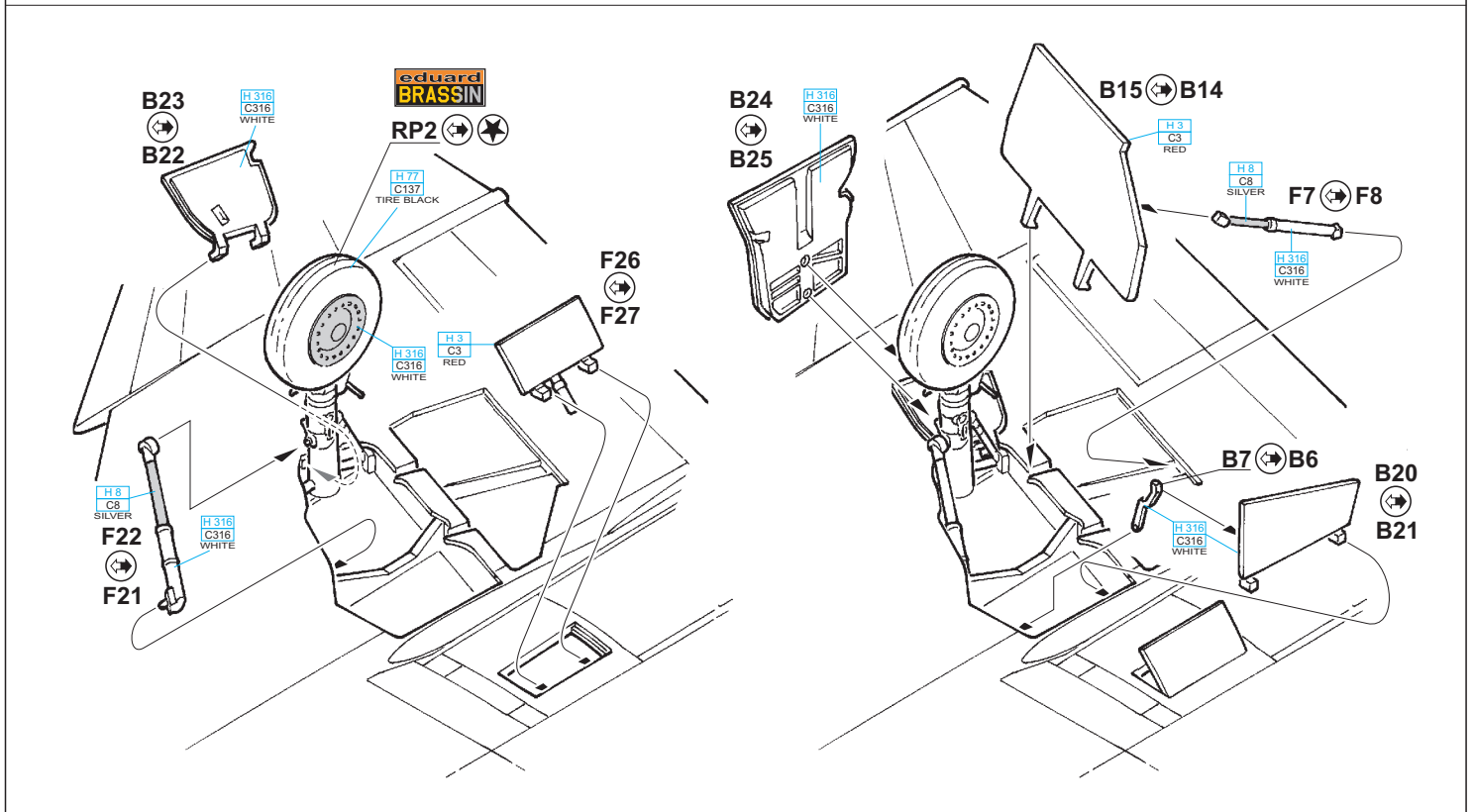
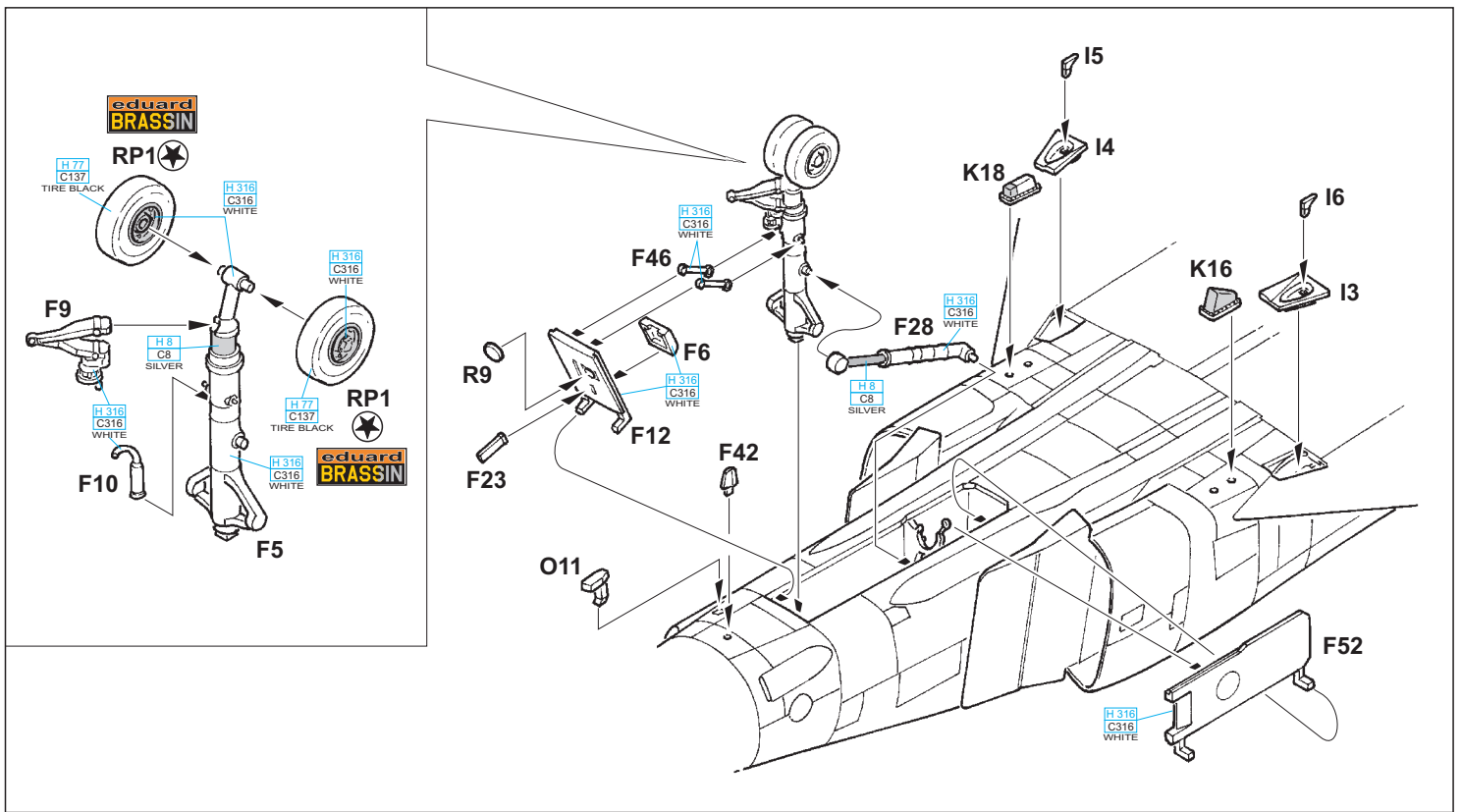


G38 - MARKINGS D, E
 G39 - MARKINGS A, B, C

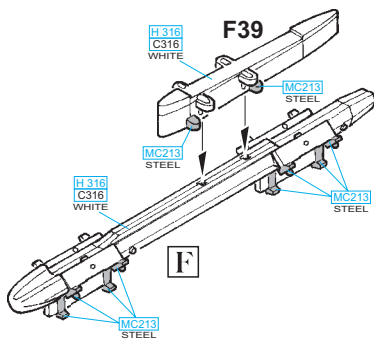
G38 ? G39

H3, H4 - MARKINGS D, E ONLY

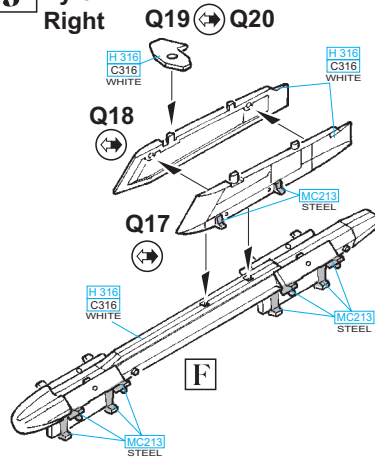
H2 ? H3



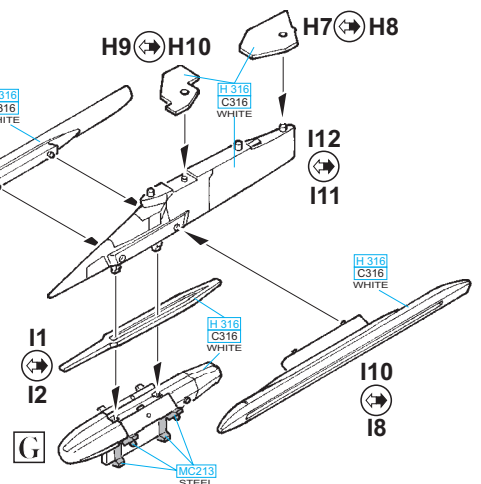
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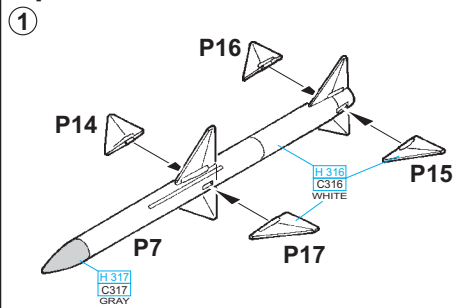
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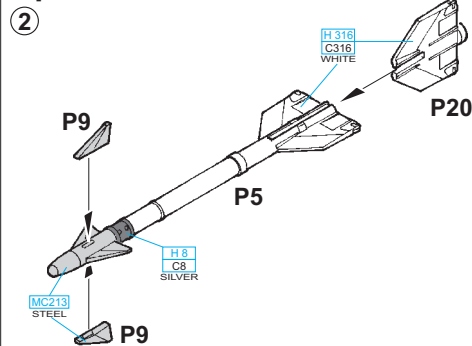
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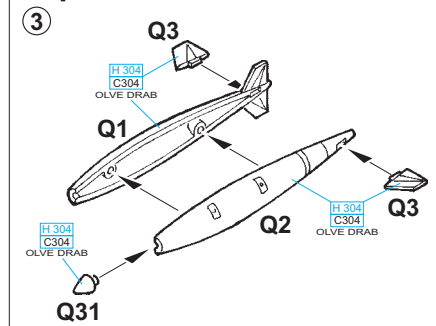
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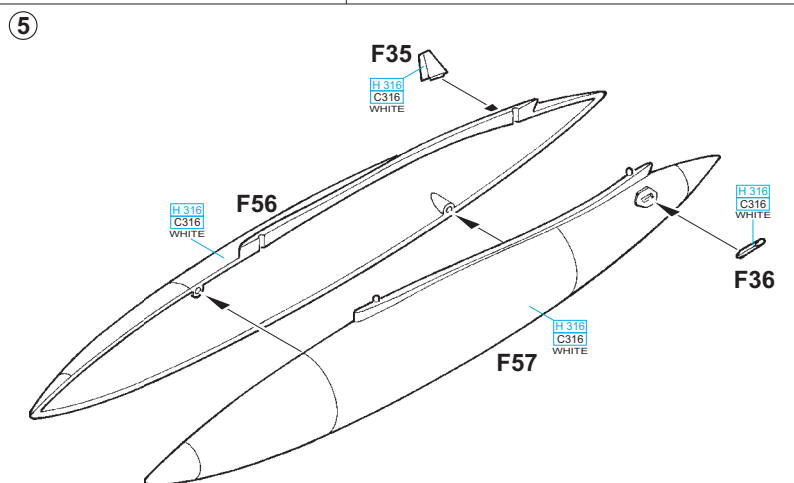
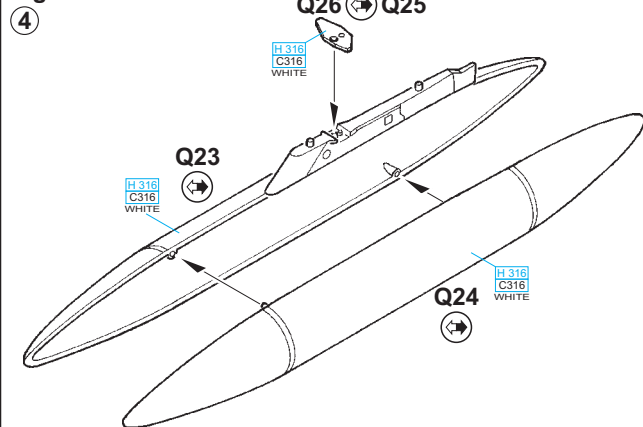
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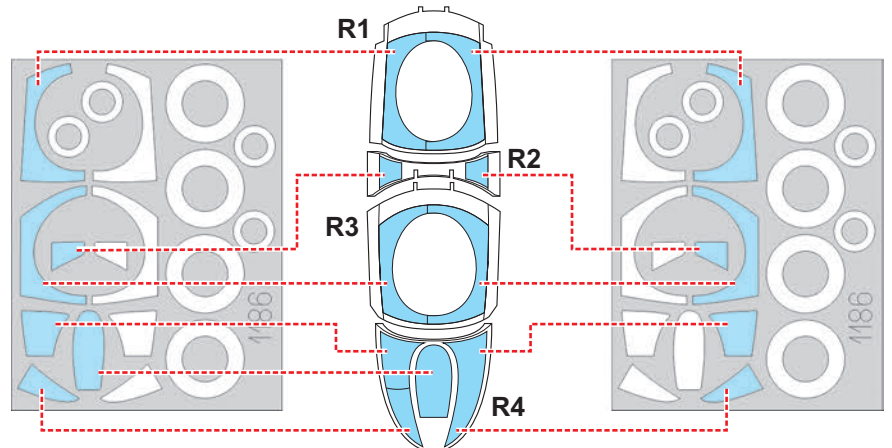
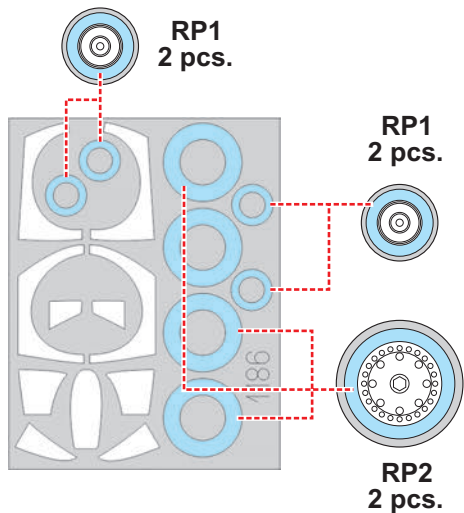
12 pcs.

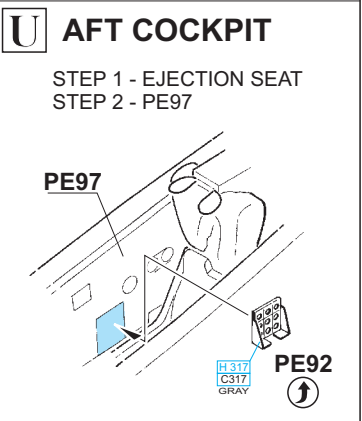
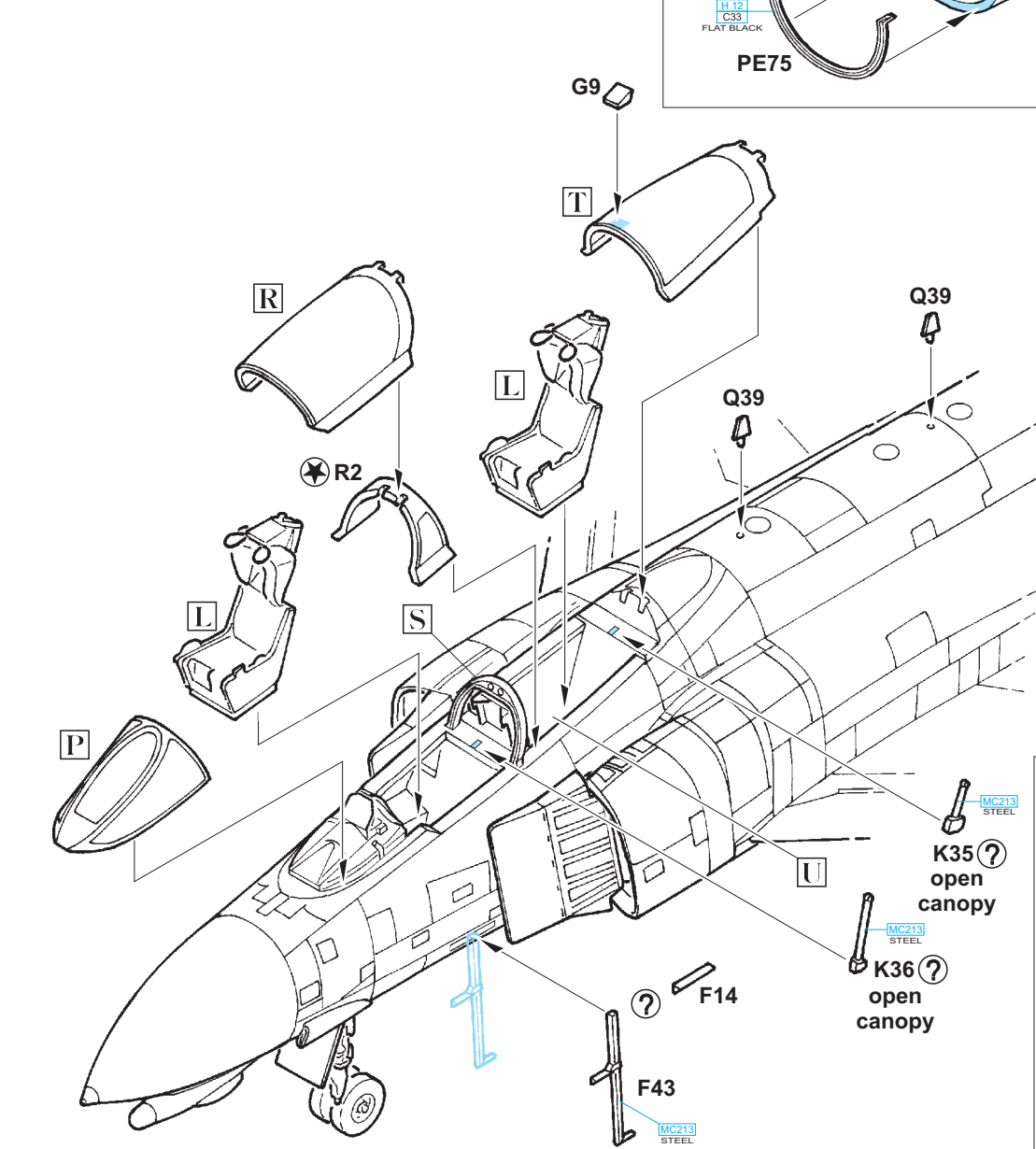
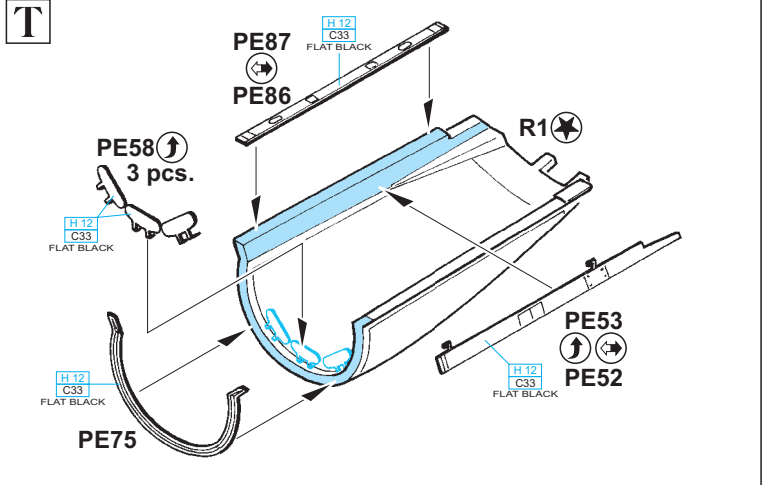
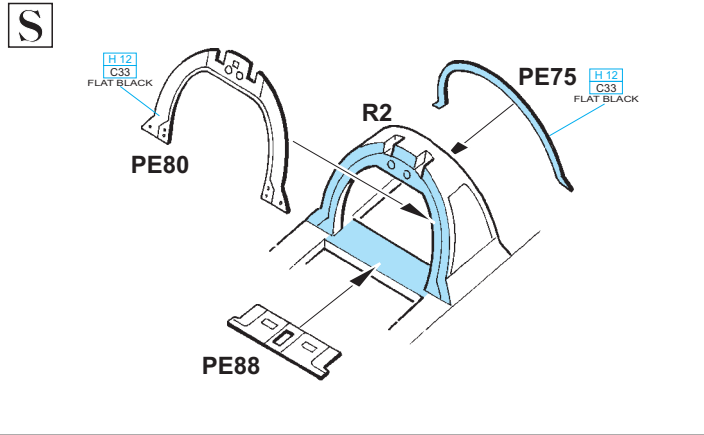
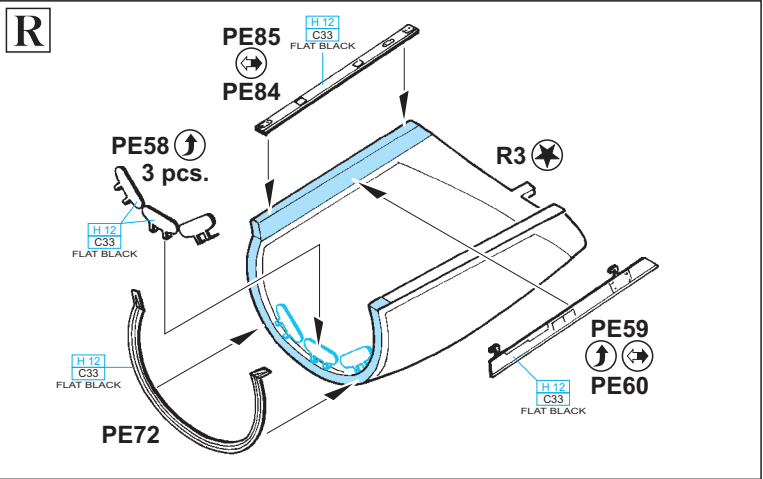
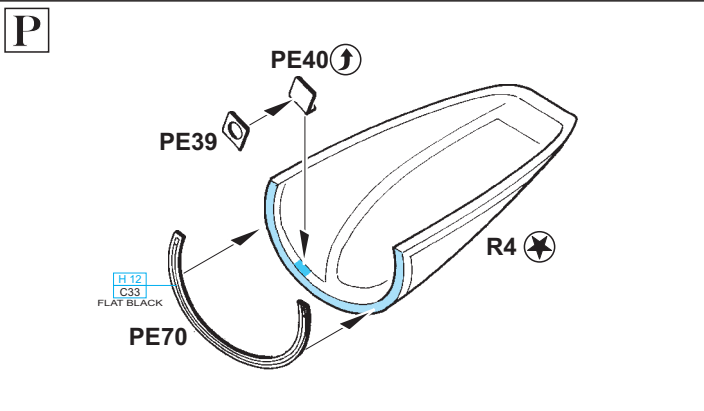


Fuel tank Right



eduard
MASK

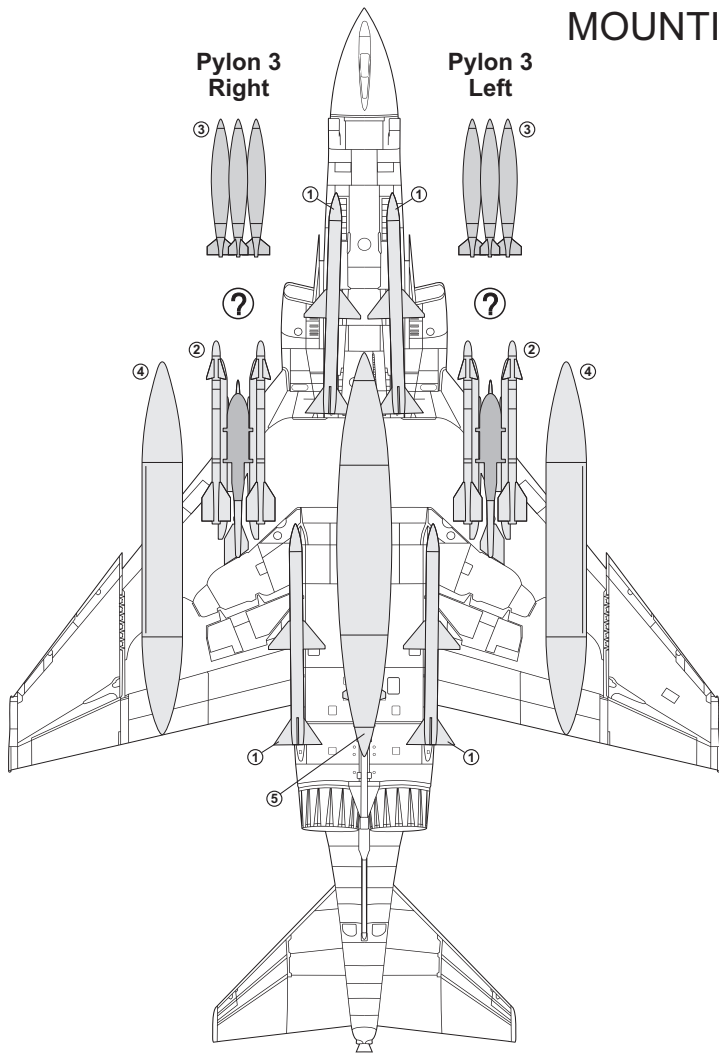




MOUNTING ARMS

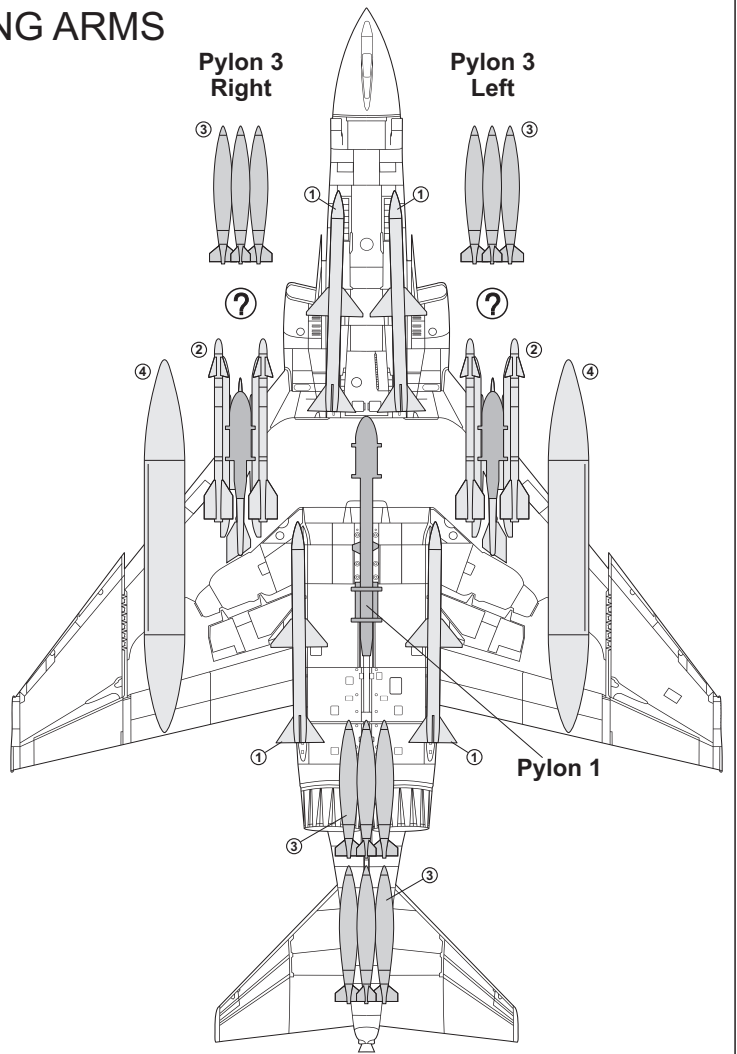
**Pylon 3
Right**

**Pylon 3
Left**



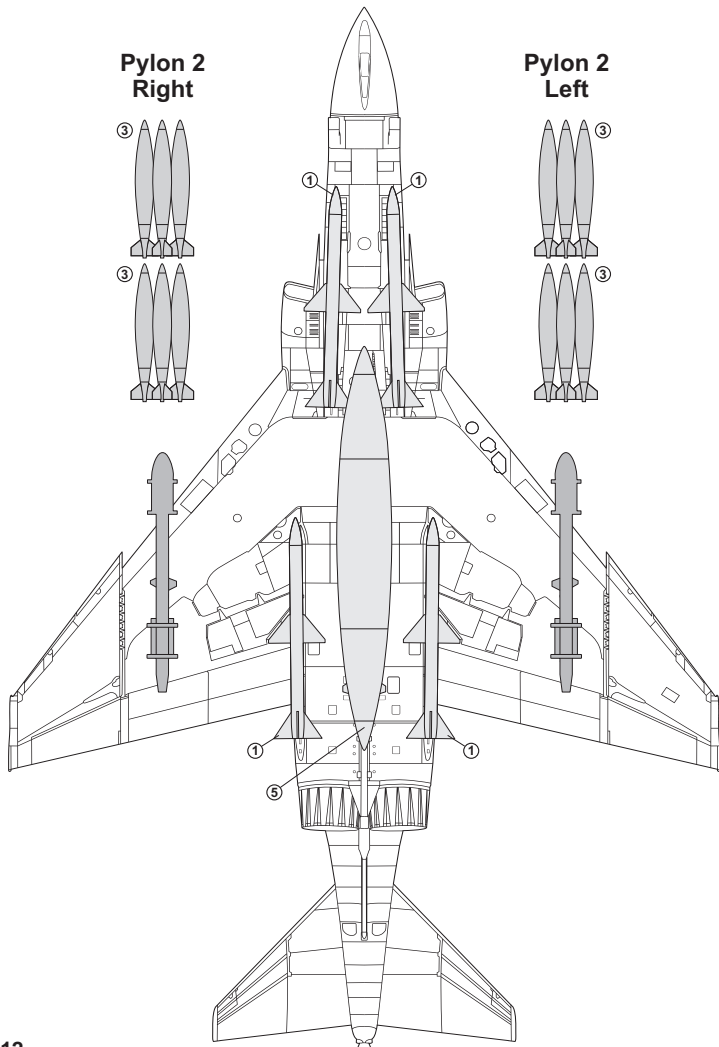
**Pylon 3
Right**

**Pylon 3
Left**



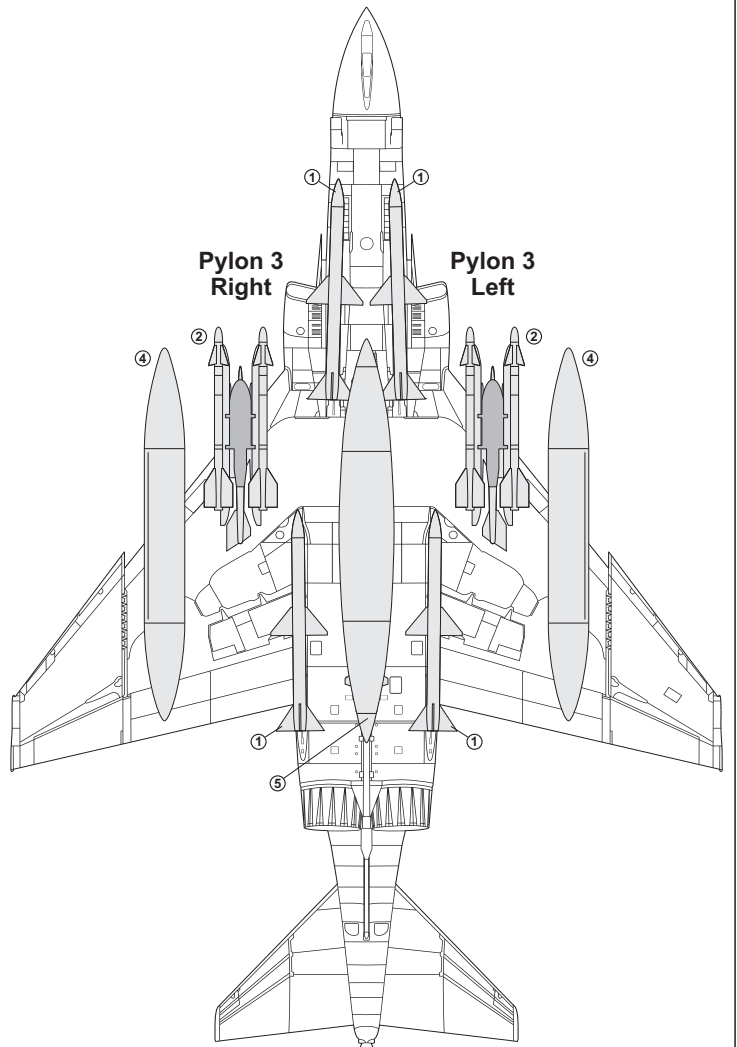
**Pylon 2
Right**

**Pylon 2
Left**



**Pylon 3
Right**

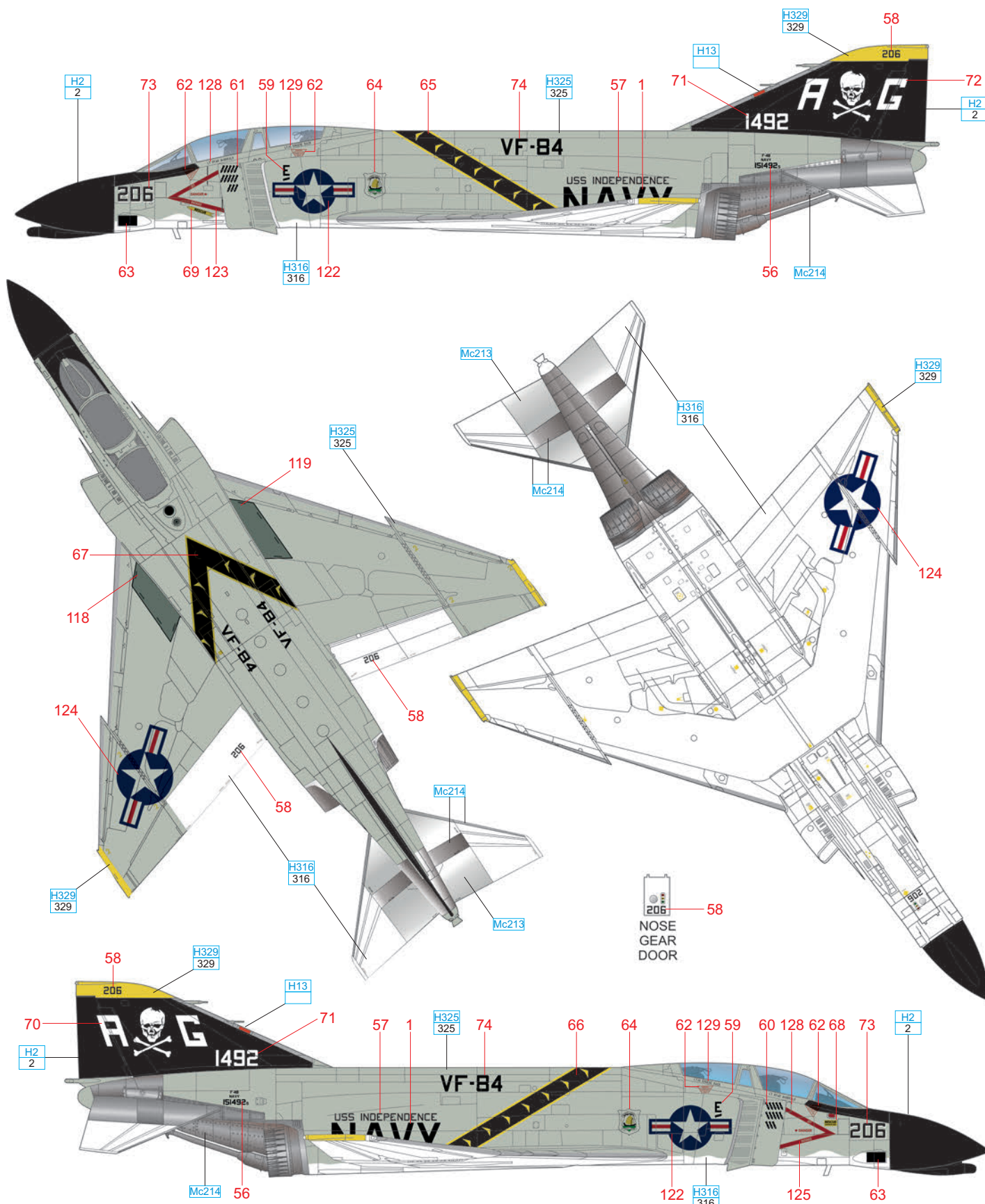
**Pylon 3
Left**



A F-4B 151492, VF-84 "Jolly Rogers", USS Independence, 1965

VF-84 was deployed for seven months as part of Carrier Air Wings 7's contribution to the Rolling Thunder bombing campaign. During this time VF-84 would log 1507 combat sorties, while operating from Yankee Station in the Gulf of Tonkin. For their outstanding performance in combat, the Jolly Rogers earned the Navy's coveted "Battle E" award. It is during this time that the "Tonkin Gulf Yacht Club" badge became popular with many CVW-7 squadrons.

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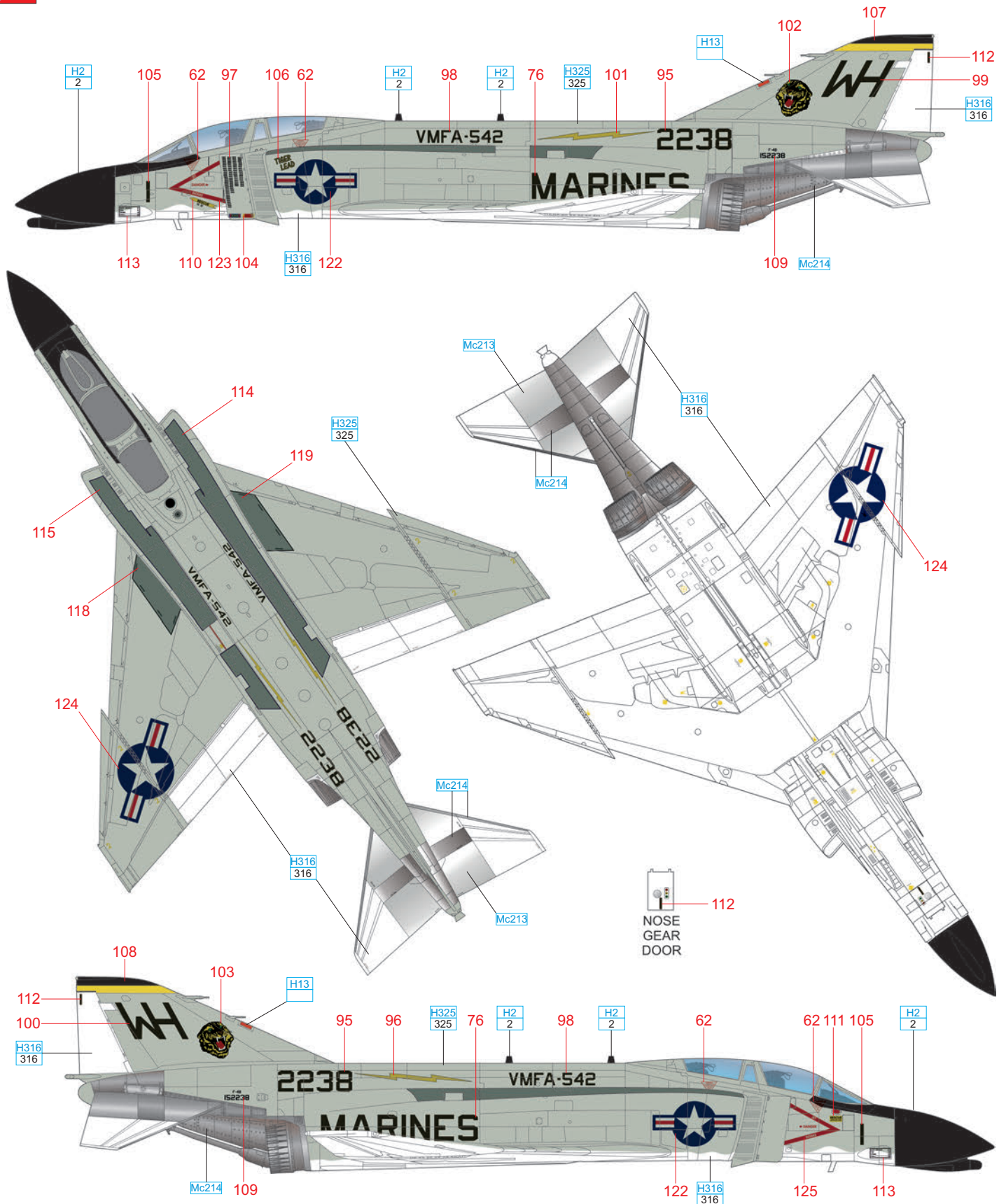
STEEL	Mc213	DARK IRON	Mc214	WHITE	H316 316	LIGHT GULL GRAY	H325 325	YELLOW	H329 329	RED	H13	BLACK	H2 2
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B F-4B 152238, VMFA-542 "Bengals", Da Nang Air Base, South Vietnam, 1966

"WH-1" served as the personal mount of the Bengals' three squadron commanders AKA, "Tiger Leads" during the squadron's 2 deployments to Da Nang Air Base between 1965 and 1966. Flown on over 100 missions, 152238 would eventually be transferred to VMFA-323 and lost to AAA fire in 1967. This forward deployed combat weary aircraft was heavily weathered, with numerous corrosion control touch-ups and hydraulic fluid stains present.

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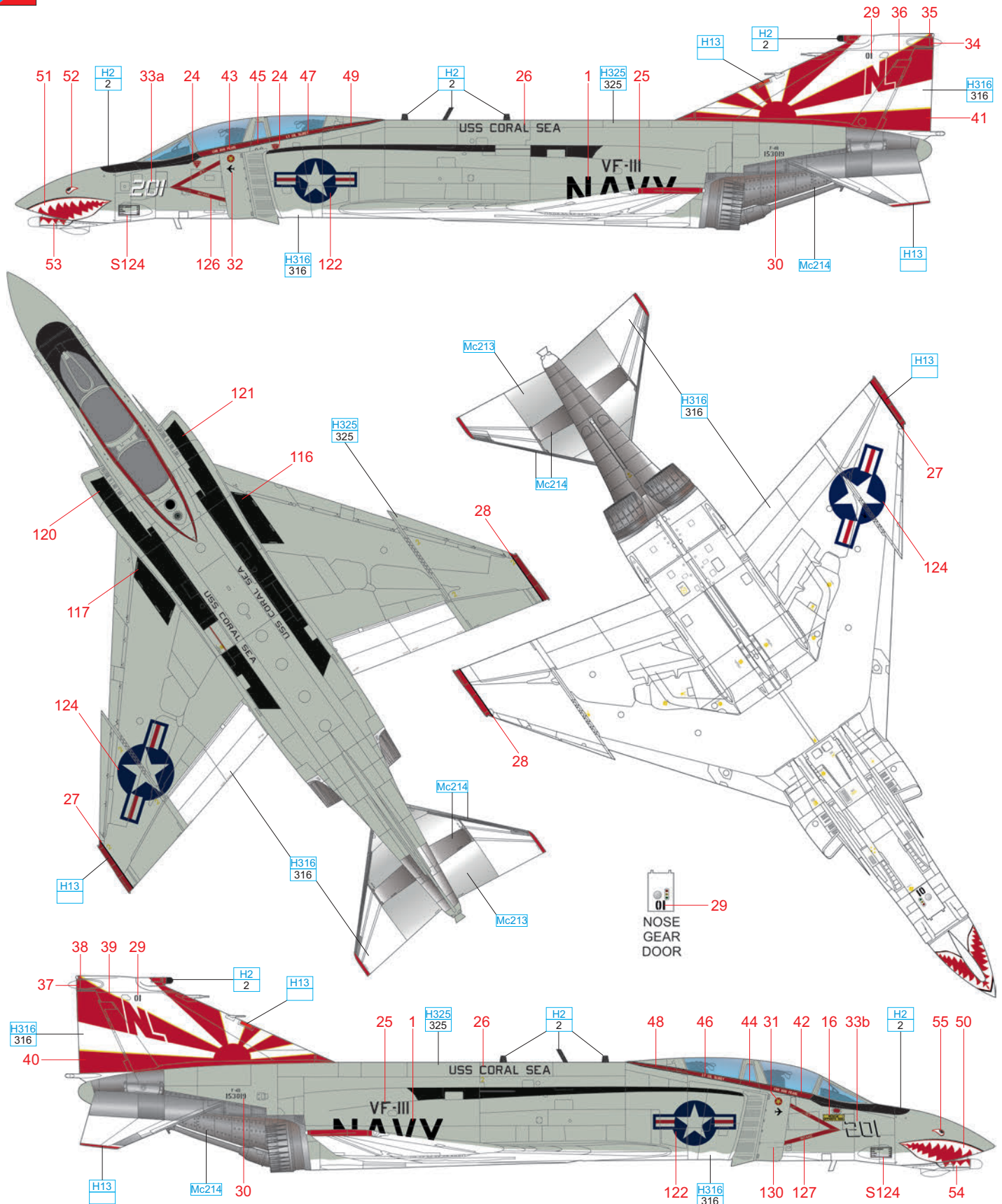
- STEEL Mc213
- DARK IRON Mc214
- WHITE H316
316
- LIGHT GULL GRAY H325
325
- RED H13
- BLACK H2
2



E F-4B 153019, VF-111 "Sundowners", USS Coral Sea, March 1972

Lt Garry Weigand and Lt (JG) William Freckleton shot down a MiG-17 while piloting "NL 201" on March 6, 1972. A black MiG-17 silhouette was applied to both the left and right splitter plates to record the event. Assigned Straight from the factory to VF-213 in 1966, 153019 was flown by Lt David McCrea and Ens David Nichols on the night of December 20, 1966 when they would intercept and destroy an AN-2. They yellow star on the left and right splitter plates signifies this kill.

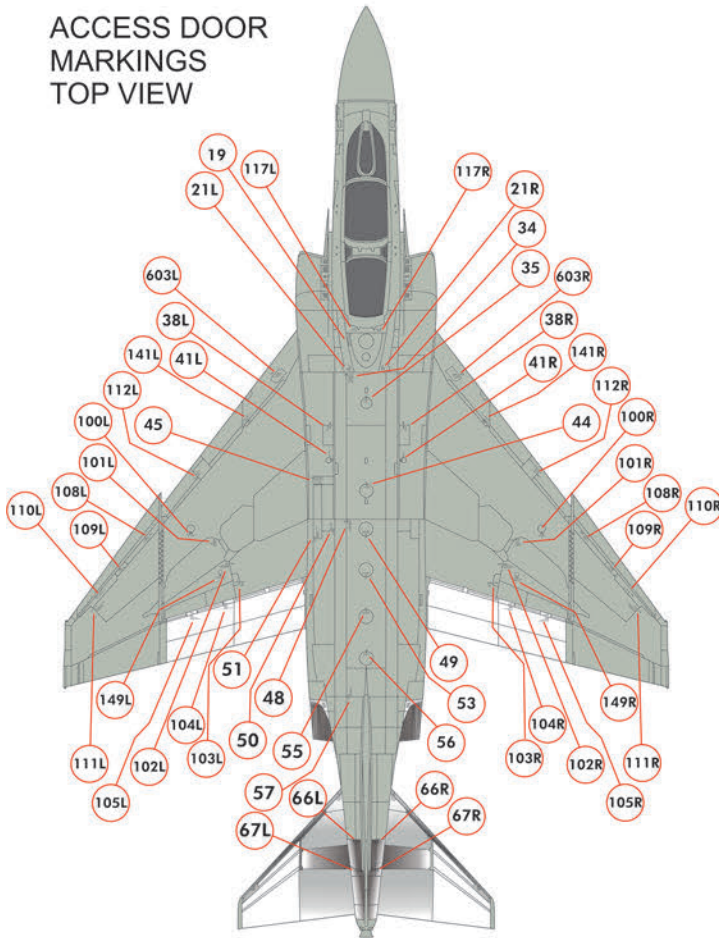
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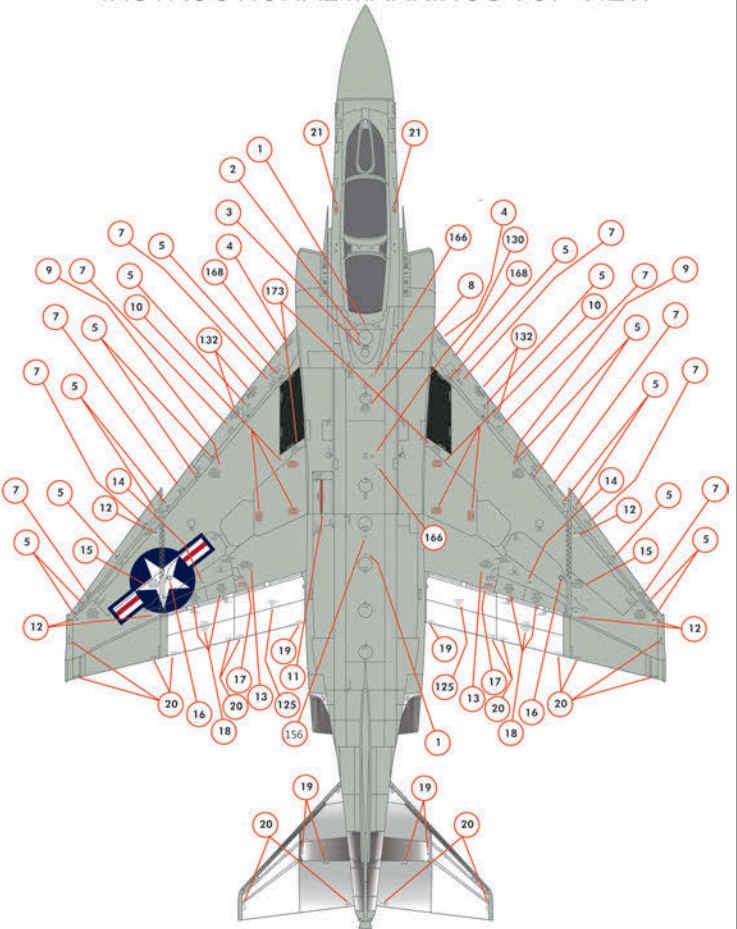
STEEL Mc213 DARK IRON Mc214 WHITE H316 316 LIGHT GULL GRAY H325 325 FLAT RED H13 BLACK H2 2



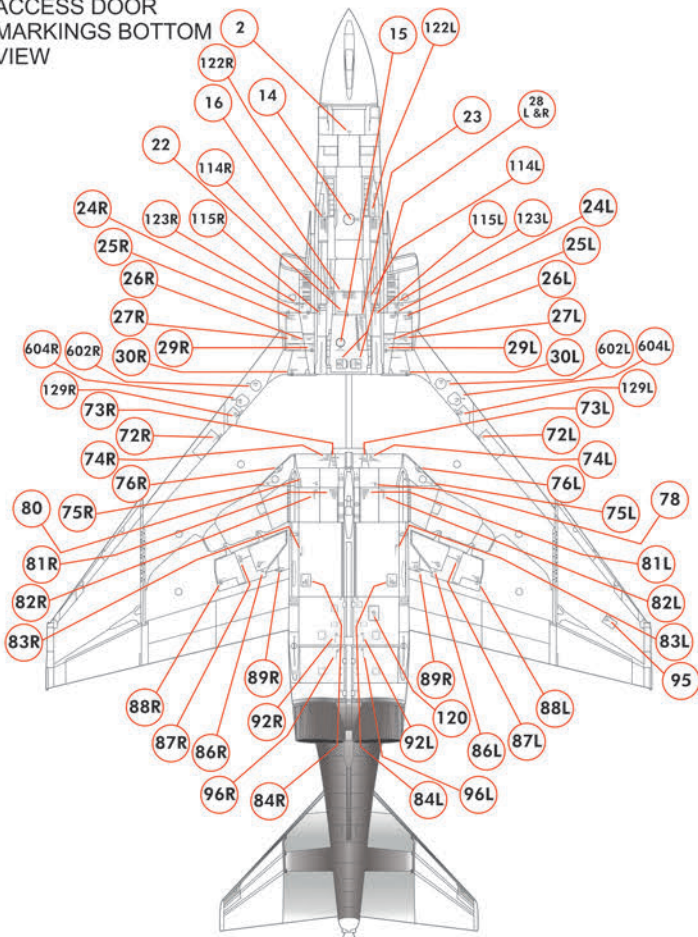
ACCESS DOOR MARKINGS TOP VIEW



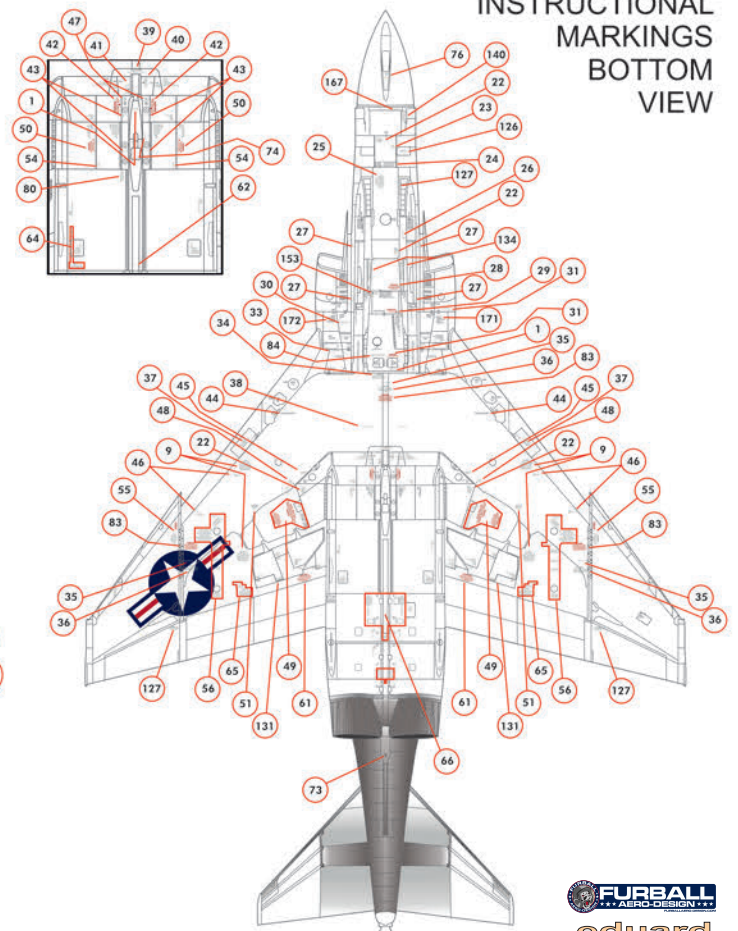
INSTRUCTIONAL MARKINGS TOP VIEW



ACCESS DOOR MARKINGS BOTTOM VIEW

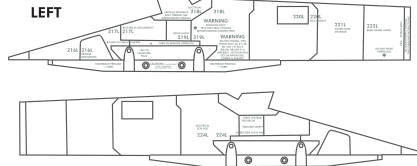


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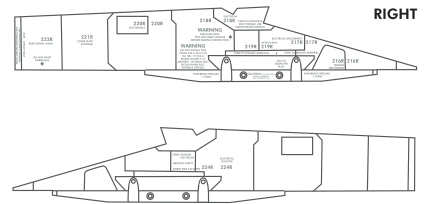


SERVICE AND PRECAUTION MARKINGS

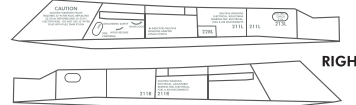
LEFT WING MISSILE PYLON



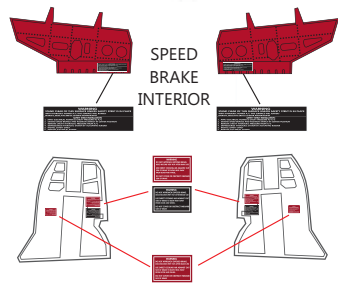
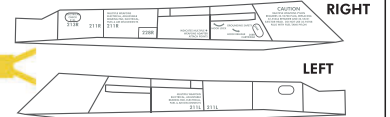
RIGHT WING MISSILE PYLON



LEFT OUTER WING MISSILE PYLON



RIGHT OUTER WING MISSILE PYLON



SPEED
BRAKE
INTERIOR

MAIN
GEAR
DOORS

