

# Premier Issue!

# SMOKE TRAILS

*Quarterly Journal of the Phantom Phanatics Society*





#### POLICY

The PHANTOM PHANATICS Society is an international organization open to all persons or groups that are interested in the study and preservation of the McDonnell Douglas F-4 Phantom II. The quarterly magazine of this Society will be known as "Smoke Trails" and will contain stories about F-4's and their crews. There will also be articles dealing with the collecting of insignia, making models, taking and collecting slides and photos, and numerous other articles.

The magazine "Smoke Trails" will be written and published by Society members and will strive to provide accurate material and information. Should other than accurate material appear, please notify the Editor and corrections will be made. The staff of the magazine will always be available for your comments and suggestions regarding material that you wish to see published.

#### CONTRIBUTIONS WANTED

All Society members are requested to send in material for publication. This is YOUR magazine, and to make it a success, everyone must participate. While you might think that you have no special talent, you would be surprised how easy it is to write an article or make some drawings. If you have had an unusual experience, tell us about it, we want to know. If you have some rare material pertaining to the F-4 please share it with us. Contact the Editor on how you should prepare your material. He will be very happy to work with you. If you have photographs to illustrate your story, all the better. We want the magazine to be as much a picture history of the Phantom as written history. Please help and send in your material or write the Editor and let him know what you can do.

#### PUBLICATION DATES

"Smoke Trails" is scheduled to be a quarterly publication with mailings to take place in July, October, January and April. Since we are a new publication, our schedule will rely on the material that we receive for publication. If we have the material, we'll publish--if we don't, we will wait until we have enough material to print a good magazine.

For those submitting material for publication, the following schedule should be used:

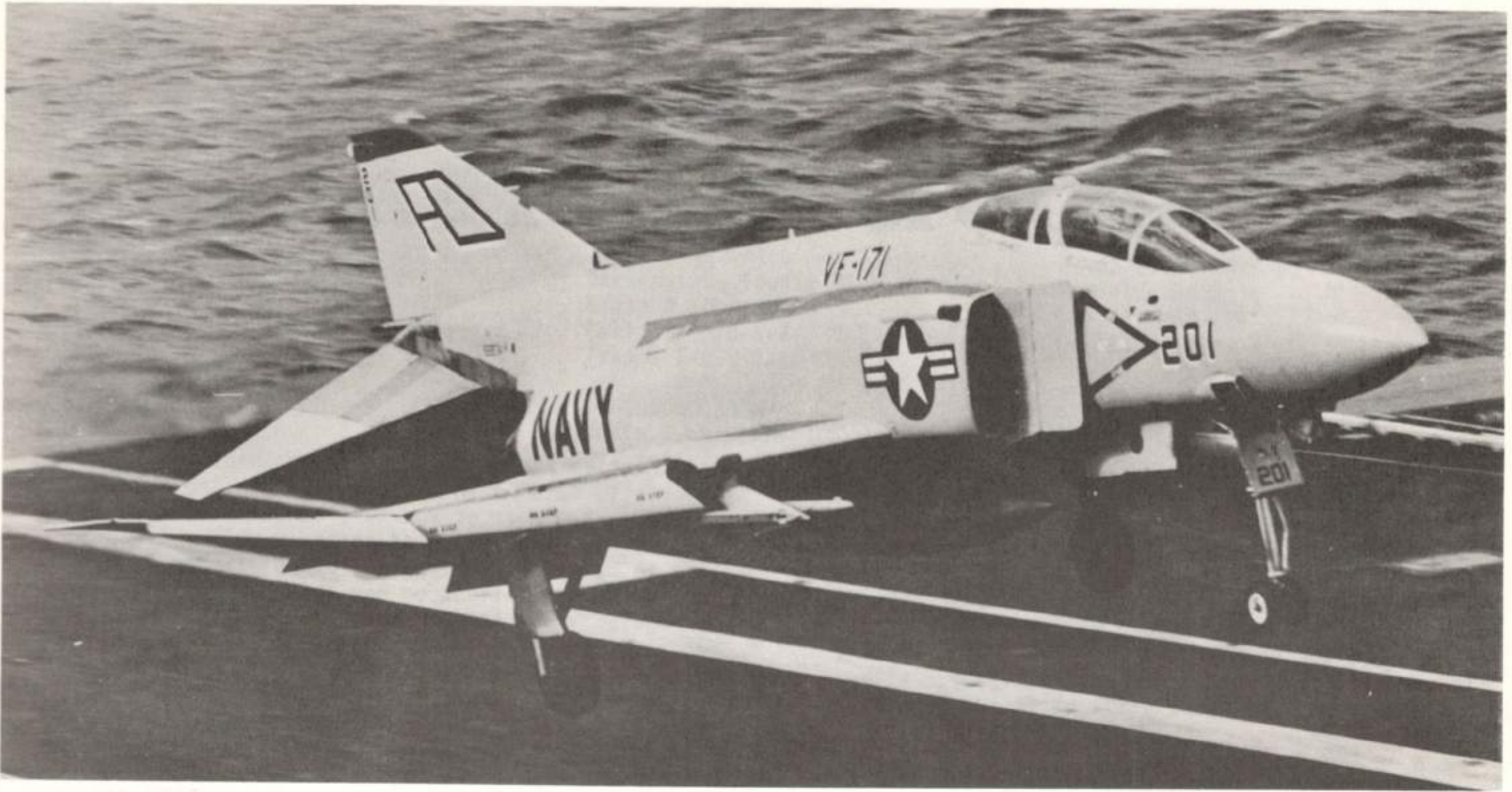
October issue--deadline September 15  
January issue--deadline December 15  
April issue----deadline March 15  
July issue-----deadline June 15

#### CHANGE OF ADDRESS

Members MUST report any change of address plus zip code promptly to the membership secretary in order that they might receive their copy of "Smoke Trails." Failure to do so will result in their not receiving their copy of the magazine. The Post Office will not forward bulk mail to your new address and will not return it to the sender. Failure to report your new address will require you to pay \$4.00 for each issue of "Smoke Trails" that you miss. NO EXCEPTIONS to this rule. Please keep us current on your address, this is probably second only in importance to your membership fee.

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SMOKE TRAILS is the official publication of the Phantom Phanatic Society and is published quarterly. Membership fee is \$15.00 (U.S.) per year. The magazine is Edited by Paul F. Collins and the headquarters is located at 3381 Apple Tree, Erlanger, KY 41018. The complete Editorial Staff will be listed in the next issue of "Smoke Trails."



ABOVE: An F-4 of VF-171 recovers aboard the USS Eisenhower during cruise in 1980. Photo by Don Spering-A.I.R.

SMOKE TRAILS

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Center fold photo of F-4N of VF-161 from unit PR Officer. Time and place not noted.



COVER PHOTO: Don Spering caught this flight of F-4Cs of the 171 FIS/191 FIG on film in July of 1982. Aircraft operate out of Selfridge AFB, Michigan



# the SPOOK



# SPEAKS

Welcome aboard! After much work and worry, the first issue of the Phantom Phanatics magazine is now a reality. I would like to thank all of you that have shown faith in the organization by sending in your membership fee and support money. It has really helped knowing that there were others out there providing the support needed to get the job done. Also a BIG thanks goes out to those that have sent in material to be published in this issue. With out their help, we would still be in the talking stage.

The title, "Smoke Trails," was chosen from a number of titles submitted for consideration. It was this title that best described the characteristics of our favorite aircraft--the F-4 Phantom. Thanks to all that took the time to send in their choice.

Since there will be no more newsletters, the Editorial column will be known as "the Spook Speaks" since this title was so well accepted. The Spook will try to keep things under control and provide you with a super publication. Of course, he will be needing YOUR help. If you have the desire to write articles, do art work and provide photos, then he would like to hear from you. If you have any ideas that have not been put forth with this issue, please write and let him know, since he wants to cover all areas of Phantom interest. If you are interested in being THE Editor or if your interested in heading one of the many departments, please write because we will be needing all the volunteers we can get.

With your help we will be adding three new columns in the next issue of "Smoke Trails." These will be (1) a letter to the Editor column, (2) a question and answer column where you can write in and ask questions about the Phantom or any other military aircraft, and (3) a members column where you can list material that you have for sale or trade or material that you would be interested in finding. It will be up to YOU, the members, to make these three columns a success.

I have been working with several different manufacturers with regards to having a patch made of our logo. I hope to have something firm on this shortly. Please bear with me on this matter and I will certainly try to have more information shortly. I have also been working with a company on getting a jacket made. Nothing firm on this as yet, but will keep you informed as matters progress.

Mention was made in the two newsletters with regards to holding an organization meeting sometime in 1985. A number of you have suggested that this meeting be a convention of sorts as well. I would like to hear from others that would like to put forth some suggestions on how this meeting could be handled. We need to have a meeting to find out just what type of leadership is wanted for the Phantom Phanatics. In our survey sheets it was fairly equal score between those that thought we needed officers and those that believed we only needed a few people to guide our activities. Please write and let your feelings be known on this subject. If we are to have a convention in 1985, we need to get started on preparations as soon as possible.

We are still in need of some volunteers to act as liaison between the organization and the various branches of the services that operate the F-4. The duties of these people will be to contact the PR and CO's of the various units and let them know what we are doing and to find out what the units themselves are doing with regards to the Phantom. Units to be contacted also include those that formerly flew the F-4. Those volunteering for these positions should have the time to act on behalf of the organization and be willing to work hand in hand with the staff members of the magazine. If you're interested in doing this type of work, please contact the Editor at your soonest opportunity.

Since we started talking about forming an organization for "Phans" we have used several terms to describe our group. It has been decided to refer to the Phantom Phanatics as a society instead of a club. We will promote the organization as "The Phantom Phanatics, an international society for the study and preservation of the McDonnell Douglas F-4 Phantom II." If you have any questions or comments on this, please direct them to the Editor.

I hope that you find this premier issue of "Smoke Trails" interesting and informative. It is hoped that future issues are just as good or better--this is the goal we are setting. We will make it with your help and assistance. Be active and participate in your organization and you will enjoy it all that much more. Until next issue....

Check Six

The Spook



Robert Conely caught this Kentucky RF-4C prior to deployment to Germany for "Coronet Bishop 83," AF 65-822 is a former Alabama ANG aircraft.

## KENTUCKY PHANTOM TAILS



by

Charles Arrington & Robert Conely

For eight years now the dedicated folks of the 123rd TRW, Kentucky Air National Guard, have been associated with the RF-4C Phantom II. But even before receiving this airplane, the Louisville based unit was no stranger to the reconnaissance mission having flown the RB-57, starting in 1958 and later replaced by the RF-101 in 1965. So believing the RF-4C long overdue, the first RF-4C was delivered to Kentucky in February 1976 and was soon followed by eighteen additional aircraft, all being transferred from the 10th TRW in Alconbury, England. Thus from 1976 to the foreseeable future, the Kentucky Air Guard has had an affair with a most noted flying machine, bringing with it Outstanding Unit Awards from the Air Force, a sought after trophy, and the ability to help keep the country at peace.

The first task for the Kentucky Air Guard after receiving Phantoms was a period of conversion training to obtain combat readiness. Intense training during 1977 was rewarded with

an overseas deployment. Late February 1978 found seventeen Kentucky aircraft flying high over the Atlantic bound for Norway. At Sola Air Station, just two years after receiving Phantoms, the 123rd was successfully participating in "Coronet Snipe." Here the unit flew 213 missions and exposed 1687 feet of film. Additional training continued the following year.

Significantly the nineteen eighties have brought a period of outstanding achievement to the Kentucky Air Guard. The year 1980 saw the tail markings on the RF-4Cs change and take on the subdued look. Gone were the white serial numbers and air guard shield, replaced by the same in black. During 1981 further changes were made to the appearance of the aircraft. Now featuring wrap-around camouflage paint, the Kentucky Phantoms added the now familiar "KY" tail code, also in black. This year also saw the unit take top honors during a photo exer-

cise held at Gulfport, Mississippi during the month of October. At "Photo Finish 81" keen competition developed between other Guard outfits, the regular Air Force, and the Naval Reserve. Kentucky came home number One!

During the spring of 1982 the 123rd lost its first Phantom, due to an inflight fire, over the Smokey Mountains. Luckily both crew members made a successful "Martin-Baker" approach and landing with one having the dubious honor of landing in Tennessee and the other in North Carolina. Still the Kentucky people never relaxed, the push was on for another overseas deployment. In June, the unit deployed to Denmark. Phantoms scheduled for this trip carried specially prepared rudder markings showing an eagle superimposed over the American flag. This design, being one of the most colorful markings ever used by 123rd aircraft, resulted in color pictures of Kentucky Phantoms appearing in aviation and modeling magazines in both Europe and Japan. During this operation, named "Best Focus 82," the Kentucky troops competed against fellow countrymen from the 10th TRW in England and NATO squadrons from the R.A.F., West German Air Force, Norwegian Air Force, and host Danish No. 729 Squadron. Still to come in 1982 was the unit's highest recognition--winning the prestigious Spaatz Trophy, awarded for outstanding achievement in the Air National Guard. No words can justly describe this achievement, a real tribute to the men and women of the 123rd, considering the complexity of flying and maintaining a sophisticated airplane like the Phantom.

Nineteen eighty-three was no year to count laurels, as hard work was ahead. The year found the Kentucky Guard facing its biggest change since receiving the RF-4C back in 1976. Demands were increasing with the conversion of other Air Guard squadrons from reconnaissance to fighter Phantoms. The slack had to be made up and Kentucky prepared to increase its fleet of aircraft by one third, with most new additions coming from Minnesota. During this time the 123rd had to deploy TDY to Fort Campbell, Kentucky while the main runway at Louisville's Standiford Field was lengthened to 10,000 feet, an improvement that pleased both flight crews and airport neighbors. Still the 123rd was able to gear up for another trip overseas, this time to Germany. Deployment "Coronet Bishop 83" brought pilots, WSOs, and ground pounders into close contact with personnel of the host country and provided some very realistic scenarios for the Kentucky Guardsmen. Once again special markings were applied for the deployment. The highlight being a red and white Pegasus, the symbol of the Kentucky Derby, being painted on the intake of each Phantom. Below the Pegasus, the name of a past Derby winner was stenciled. Also during the year repainting of the Phantoms in the new "European One" scheme was started. Although busier than ever during 1983, the Kentucky Air Guard fielded two deployments to Red Flag and another photo competition at Gulfport.

With 1984 in full swing, the 123rd still has much to accomplish. Additional RF-4Cs will be arriving to be integrated into the squadron while the base paint shop will continue to apply

the new European colors to additional aircraft. During the year, new deployments and exercises are sure to be announced. Without a second thought, the men and women of the Kentucky Air National Guard will take the challenge and succeed with courage, honoring the old wing motto, "Fortes Fortuna Juvat" or "Fortune Assists the Brave!"

What's ahead for Kentucky? Only time will tell. The decision undoubtable is with the Air Force. Perhaps it will select to re-engine and update the Phantom inventory in the near future. Surely the McDonnell Douglas F-4 is an airplane designed with vision and has proven it in peace and war and will serve for many more years in the hands of dedicated people. Hopefully this will take place in the skies over Kentucky.



Above: An overall view of a Kentucky RF-4C prior to deployment to Germany. Note the design on the intake. Photo by Robert Conely.

## THE AIRCRAFT

The Kentucky Phantoms usually display a well kept appearance with crisp paint jobs from frequent touch ups. All RF-4s have wrap-around camouflage and approximately half of the aircraft are now painted in the new European One scheme. While no personal markings are carried, numerous "official" marking changes have occurred through the years with most being made to conform with Air Force requirements. Still others have been the temporary type, specially prepared for various deployments and competitions.

For local training flights, 123rd RF-4s are usually configured with standard wing mounted drop tanks, although centerline tanks can be added for longer flights such as those made overseas. Kentucky Phantoms will probably, in the near future, join their active Air Force reconnaissance counterparts in adopting the F-15 centerline tank as also used by the F-4G.

The following is a most "unofficial" list of Kentucky ANG RF-4C serials from aircraft delivered prior to 1983. Examples known to be repainted in European One are indicated by (E).

64-1035	65-0822 (X-A1a ANG)
1060 (E)	0823
1063	0835
1067	0836
1070 (E)	0837
1071 (E)	0851
1073 (Lost 1982)	0852
1075 (E)	0873 (E)
1080	0944 (E)
1081	
1083	
1084	

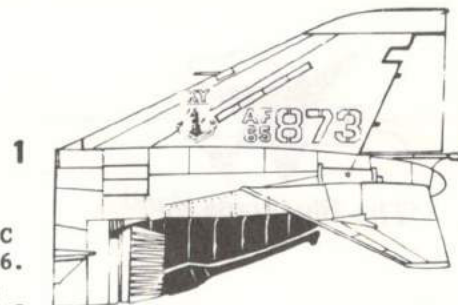
Several serials from the newly obtained birds from the Minnesota Guard are 64-1074, 64-1069, 64-1031, 64-1061, 65-0826 and 65-0841.

#### MODELING KENTUCKY PHANTOMS

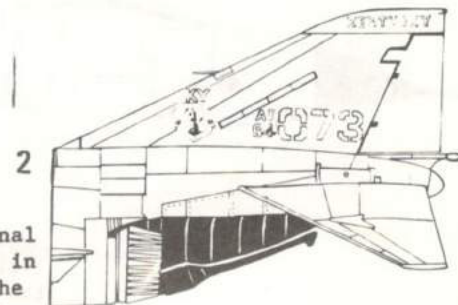
The RF-4C Phantom II is currently available in kit form in both 1/72 and 1/48 scale. Both kits from Testors/Italeri accurately depict the RF version and can be made up into nice models although they are of the earlier flat camera nose version. The new RF-4 release from ESCI in 1/72 scale should have the newer rounded camera nose. The Kentucky Air Guard flies aircraft of both types. For modeling purposes, Kentucky Phantoms are painted in wrap-around camouflage in either the older FS34079, FS34102 and FS30219 colors or the newer European FS34079, FS34102 and FS36081 colors.\* Standard Air Force camouflage patterns are used. Kits can be completed as Kentucky aircraft by using Microscale Decal sheet 72-369 or 48-144 for 1/72 and 1/48 scale respectively. Although the decals are for the special markings applied during "Best Focus 82" they can be adapted for other uses. By carefully cutting away the eagle and flag from the decal the remaining part can be used for the fin cap of all aircraft since 1979. Also, by removing the red and blue stripe, the "KENTUCKY" can be used for Phantoms of the period from mid-1978 until the stripes were added, but a small fleur-de-lis will have to be made and added in front of the state name. This symbol was later deleted with the addition of the colored stripes. The fin cap should be painted gloss white for all uses from mid-1978 to the present. The star and bar national insignia is, of course, black and many variations are used on Kentucky Phantoms.

Detailing each would be an article in itself. Little factory stenciling is used on current aircraft, although standard Air Force emergency, warning, and servicing markings are carried. With a little work an accurate Kentucky Air Guard RF-4C can be modeled.

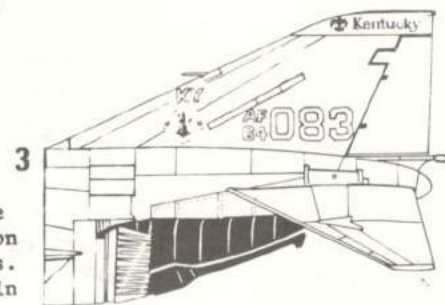
\*For accuracy sake, these FS numbers for the new European paint colors are confirmed on Kentucky Phantoms as of March 1984. These colors should not be confused with those variations applied to the A-10, C-5A, C-141, etc.



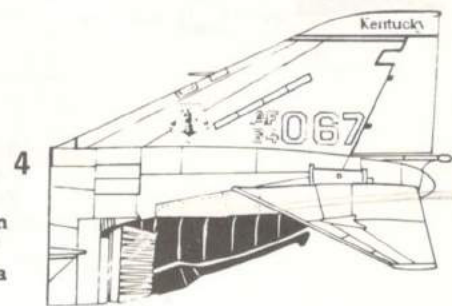
Kentucky's first RF-4C arrived Feb. 27, 1976. First markings to be carried were the A.N.G. crest and white block letters "KY."



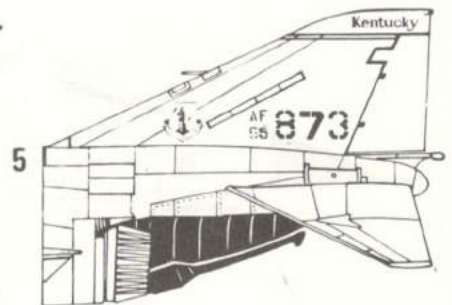
In Feb. 1978 additional lettering "KENTUCKY" in white appeared for the overseas deployment to Norway. In 1982 aircraft 1073 became the first Phantom lost, due to an inflight fire.



In 1978 a solid white fin cap was painted on all Kentucky Phantoms. The name "Kentucky" in dark blue letters was added again. A small blue "fleur-de-lis" was also added.



1979 saw the deletion of the "fleur-de-lis" and the addition of a blue and red stripe under the white fin cap. Also the small "KY" above the A.N.B. crest was deleted.

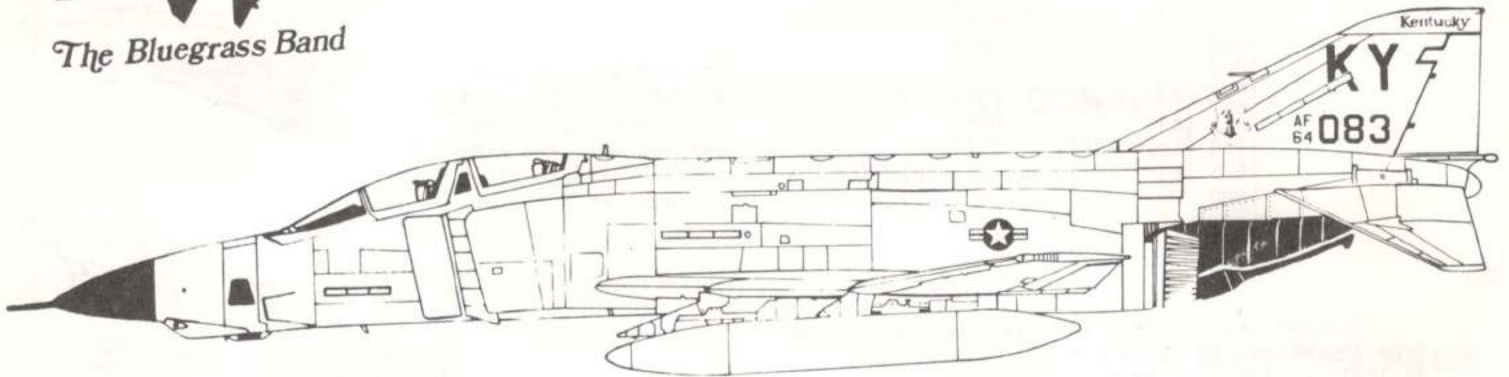


1980 saw the change from white to black tail codes. The fin cap and stripes remained the same. The A.N.G. crest and national insignia were changed from color to black.

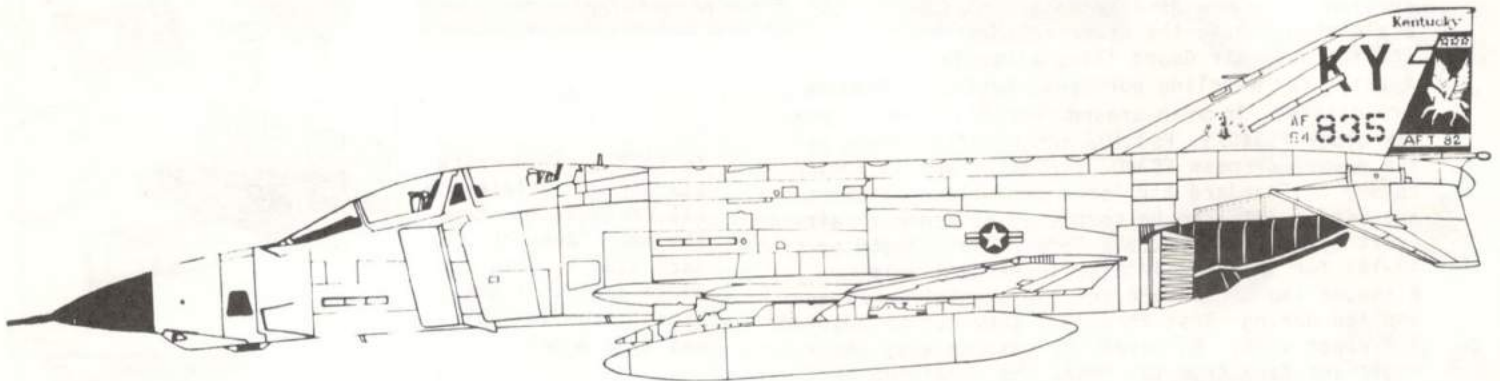


*The Bluegrass Band*

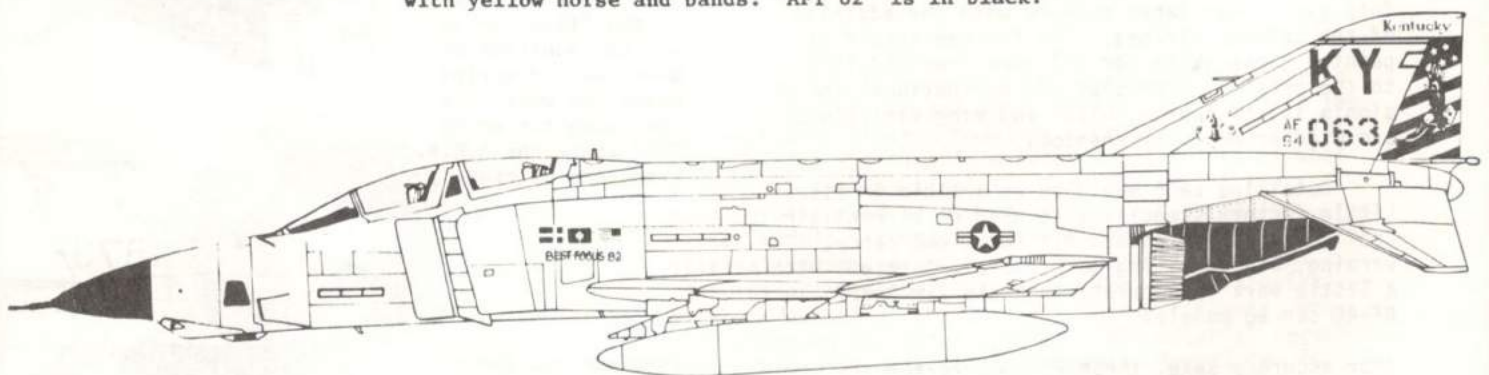
**\* KENTUCKY AIR NATIONAL GUARD \***



1981 saw the addition of large black KY tail code and the deletion of the blue and red stripes.

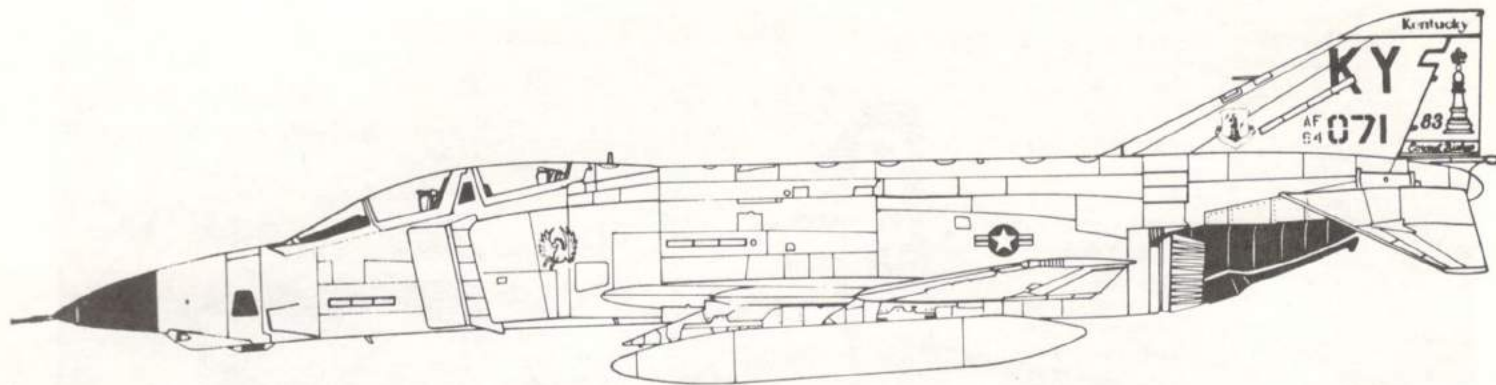


Special markings carried for the annual photo contest held at Gulfport, Mississippi. During "Photo Finish 81" Kentucky took top honors. Rudder color is gloss black with yellow horse and bands. "AFT 82" is in black.

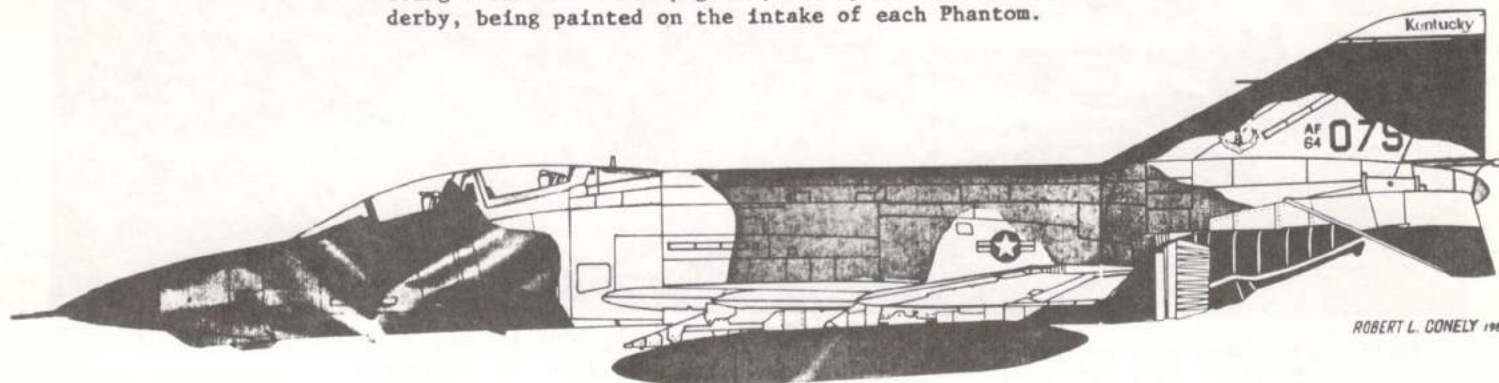


Special markings carried on Kentucky's RF-4Cs for their deployment to Denmark, called "Best Focus 82"--eagle markings were in red, white and blue with Denmark-NATO- and American flags on each intake. In 1982 Kentucky won the Outstanding Air Force Unit award.





Special markings carried on Kentucky's RF-4Cs for their deployment to Germany, called "Coronet Bishop 83"—bishop chess symbol was in red, white and blue. The highlight being a red and white pegasus, the symbol of the Kentucky derby, being painted on the intake of each Phantom.



In 1984 the new European One paint scheme was being applied to Kentucky Phantoms. At present time about half of Kentucky's 26 Phantoms are painted in this scheme. All aircraft are to receive this scheme as time allows.



Kentucky RF-4C patch. Blue background with gold and white design and lettering.



123rd Tact Recon Wing patch. Blue background with red, gold and white design. Moto is blue with white background.



123rd Consolidated Aircraft Maintenance Sq. (CAM).



165th Tact Recon Sq patch. Orange background with "Ky." colonel on a stylized aircraft holding a blue flag. Black, gold and silver are used for this design. Unit number and designation is black on orange.

#### DEDICATION

Mr. Arrington and Mr. Conely wish to dedicate this article to the memory of the late Brig. Gen. William P. Gast (Ret.) of the Kentucky Air National Guard. General Gast will always be remembered for his real love of airplanes and his dedication to the Kentucky Air Guard. We will not forget his friendliness and readiness to assist in any way possible.



ABOVE: FH-1 Phantom Is of VF-171 aboard the USS F. D. Roosevelt (CVA-42) Air Group 17, taken on May 25, 1949. McDonnell photo #D4E-13545 from the Don Spering/A.I.R. collection.

# VF-171 "ACES"

by

DON SPERING

Fighter Squadron One Seventy One (VF-171) "Aces" started out on April 1, 1944 as VF-82 at NAS Atlantic City; redesignated in November 1946 as VF-17A and finally designated as VF-171 on 11 August 1948. The Squadron completed operational training with F-8F Bearcats at Atlanta City and Quonset Point, R.I. where they then boarded the USS Bennington (CV-20) for combat operations in the Pacific. VF-82 participated in the first carrier strikes on Tokyo and flew support strikes against Iwo Jima, Okinawa, Ulithi, Honshu and enemy shipping.

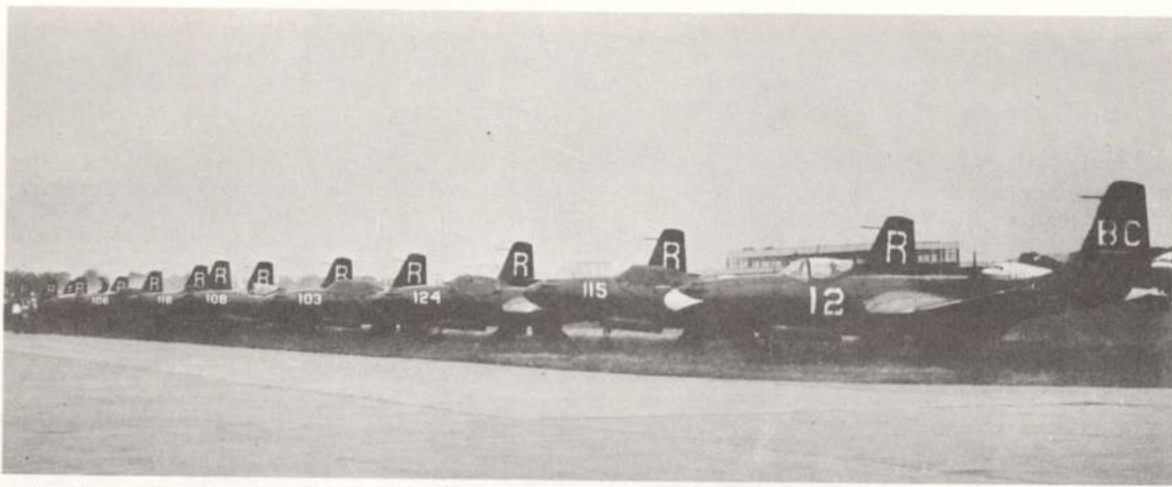
Returning to Quonset Point after the war, VF-82 was chosen to become the first Navy Jet Squadron. On July 14, 1947 the unit received their first McDonnell FH-1 "Phantom" jet fighter, later to be redesignated as the FH-1.

All the Squadron pilots and the Carrier Air Group Commander qualified aboard the USS Saipan (CVL-48) during May of 1948 giving them

the distinction as being the first operational jet squadron in the U.S. Navy. In July of 1948, the squadron began functioning as a school to check out fighter pilots from the Atlanta Fleet Squadrons in the operation of jet aircraft. One Seventy One became the first U.S. Navy Squadron to function as a Jet Fighter Pilot Fleet Replacement Squadron.

The year 1949 found VF-171 making a few changes with the Squadron being moved to Cecil Field, Florida in January and transitioning to the McDonnell FH-2 "Banshee" in March. Transition was smoothly executed and the pilots looked forward to operationally flying the Navy's first truly high performance jet aircraft.

As part of Task Force 77, One Seventy One participated in the Korean War and operated aboard the USS Bennington from November 1953 until their return to NAS Jacksonville, Fl. in May of 1954. The Squadron was decommissioned on 15 March 1958.



ABOVE: F-4 Phantom IIs of VF-171 lined up at possibly NAS Cecil Field, Fl. in early 1949.  
Don Sperring/A.I.R. collection.

Fighter Squadron One Seventy One was recommissioned on August 8, 1977 at NAS Oceana, VA and adopted the nickname "Aces." From 1977 to their decommissioning in June, 1984 the Squadron has provided training for aircrews (pilots and RIOs) and maintenance personnel in the operation and maintenance of the McDonnell-Douglas F-4 Phantom.

Enlisted personnel do all their F-4 Phantom training at NAS Oceana. Pilots and Radar Intercept Officers complete familiarization in instrument and radar operations while flying out of NAS Oceana. Air combat maneuvering is conducted by Fighter Squadron One Seventy One detachment Key West. This phase of the training provides the aircrews with their first in-depth look at the tactical environment that exist in the fleet today.

Summer of 1978 found VF-171 hosting the British Naval Squadron 892 which was the last Royal Navy F-4 unit on deployment. In November of 1978 the "Aces" received the first F-4Js on the East Coast with the improved solid state AWG-10A radar system.

November of 1979 marked a significant event in that the first German Naval Officer completed the F-4 Training syllabus and participated in fleet carrier qualifications aboard the USS Dwight D. Eisenhower (CVN-69). During this year VF-171 flew 99.9% of its 4,697 assigned flight hours and ended the year FOD and accident free which is quite an accomplishment for a training Squadron.

Additional significant events continued in 1980. During February the first all Air Force crew in VF-171 history completed carrier quals aboard the USS Dwight D. Eisenhower. A Royal Air Force crew qualified aboard the USS Kitty Hawk (CV-63). This is believed to be the first RAF crew to operate from a West Coast carrier. July 4, brought about a change from the training role as four aircraft and aircrews along with maintenance personnel participated in the contingency and support operations involving the Cuban Refugees. Members of VF-171 involved were awarded the Humanitarian Service Medal. One Seventy One became the sole F-4 Phantom Fleet Replacement Squadron for the Atlantic

and Pacific Fleet. A very busy year for the "Aces" ending with another accomplishment, 99.7% of all its assigned flight hours completed.

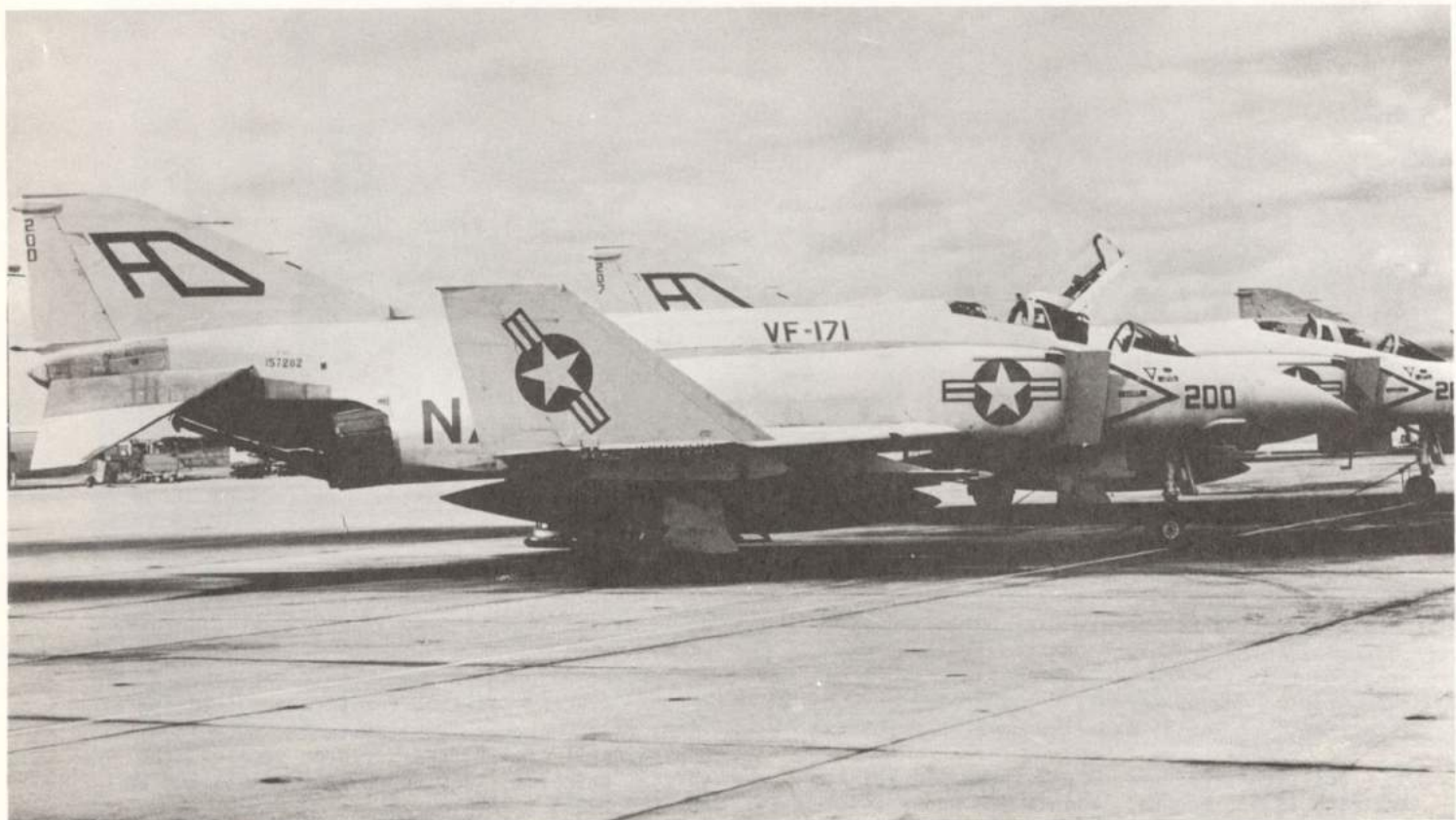
Fighter Squadron One Seventy One received a COMNAVAIRLANT Citation for accident free operations from December 17, 1980 to December 17, 1981. During April of 1981 the squadron received the initial batch of F-4Ss which they maintained up to June 1983.

During April and May of 1983 VF-171 undertook an unprecedented deployment for a replacement training squadron. Eight aircrews and 133 maintenance personnel, embarked along with eight F-4s to provide air superiority cover for the USS Saratoga (CV-60). The squadron flew 183 flight hours and logged 244 arrested landings while deployed. This event also ended the final East Coast deployment for the F-4 Phantom.

During the years from 1944 to 1983 the Fighter Squadron One Seventy One served aboard the following carriers:

- USS Bennington (CV-20)
- USS Randolph (CV-15)
- USS Sicily (CVB-118)
- USS Saipan (CVL-48)
- USS Phillipine Sea (CV-47)
- USS Interpid (CVS-11)
- USS Saratoga (CV-60)
- USS D D Eisenhower (CVN-69)
- USS F D Roosevelt (CVB-42)
- USS Midway (CVB-41)
- USS Coral Sea (CVB-43)
- HMS Perseus
- USS Wasp (CV-18)
- USS Forrestal (CVA-59)
- USS Kitty Hawk (CV-63)

The following is an interview with Capt. Bill Denning, C.O. of VF-171 given at NAS Oceana on April 13, 1984.



ABOVE: F-4J #157282 of VF-171 taken at NAS Oceana in October of 1981. Don Spring/A.I.R. collection.

BELOW: F-4S #153908 of VF-171 on the ground at NAS Oceana 12 April 1984. Don Spring/A.I.R. collection.





ABOVE: Two F-4S aircraft of VF-171 inflight over NAS Oceana on 12 April, 1984. Aircraft #155753 and #157259. Photo by Don Spering/A.I.R.

Capt. Denning received his Naval wings in October 1962 and his first assignment was with VAW-33 "Knight Hawks" at Quonset Point, R.I. Flying in the EA-1E/F Skyraider he participated in numerous deployments aboard the USS Lake Champlain (CVS-39), USS America (CVA-66) and the USS Independence (CVA-62).

In 1966 he was assigned to the Naval Air Technical Training Command at Glynco, Ga., as an RIO Course Instructor. A year later he joined VF-74 "BeDevilers" and made two Mediterranean cruises aboard the USS Forestal (CVA-59). He served as Maintenance Officer (M.O.) with VF-74 until September 1970 when he left to attend the U.S. Naval Test Pilot School. While at Patuxent River he was assigned to the Weapons Systems Test Division as a project officer.

He joined VF-14 "Top Hatters" at Miramar in 1974, and became the M.O. when VF-14 introduced the Tomcats to the East Coast at NAS Oceana, Va. Completing a Mediterranean tour with the F-14 aboard the USS John F. Kennedy (CV-67), Capt. Denning entered the Armed Forces Staff College. After graduating he reported to VF-101 "Grim Reapers" as Executive Officer (X.O.) then to VF-102 "Diamondbacks" as X.O. from 1978 to 1980.

For two years he was assigned to Commander Carrier Group Eight as the Staff Air Operations Officer. Upon completion of that tour he then assumed the duties of Chief of Staff for Fighter Wing One and then a teaching tour with Tactical Training Group Atlantic until his present assignment with Fighter Squadron One Seventy One, "Last of a Legend."

"VF-171's function has been to train F-4 pilots and RIOs for aircrew replacement in the F-4 community. At present there are no operational Navy F-4 squadrons on the East Coast.

There are only two operational F-4 squadrons in the U.S. Navy (VF-151 and VF-161) and they are from the West Coast and deployed aboard the USS Midway out of Japan.

All of the personnel we are presently training will be destined for assignment aboard the USS Midway. They will most likely evolve into the F-18 program which is about two years from now. During the last week of April we will deploy to the West Coast aboard the USS Carl Vinson and be involved with the last carrier quals for VF-171 and the F-4 Phantom.

We will deploy eight F-4s and conduct carrier quals for three day's, the nine pilots in this last class will make at least 200 traps between them. They don't need quite that many traps to be carrier qualified, but considering that they will be assigned to a deployed operational squadron, we felt the additional training would allow them to get into the thick of things a lot easier.

A few pilots, RIOs and two LSO Officers will be assigned to the USMC Squadron VMFAT-101 of the West Coast and will assist the Marines in training additional U.S. Navy pilots and RIOs that will be needed as replacements in VF-151 and VF-161."

Completing my interview with Capt. Denning, the next step was to brief the up-coming mission with the flight crews involved. The mission with three F-4s would be a low level to a target out in the ocean just off the coast of North Carolina, and drop MK.76 practice bombs. Altitudes, weather, range time and emergency procedures were all covered.

My pilot for this flight would be Cmdr. Dennis "Grove" Fitzgerald, Maintenance Officer for VF-171. Grove had been assigned to VF-74 and VF-31 flying Phantoms until VF-31 converted to F-14 Tomcats.

He flew the F-14 for one tour and then requested to go back into the F-4 community. He has been with VF-171 "Aces" for the past year and a half and has accumulated over 1200 hours in the Phantom. Fitzgerald completed the briefing with various safety precautions to be observed by all. This was a training flight for the other two aircrews so there was much more emphasis on the safety aspect. "Especially be alert for bird strikes, trim the stick with a few clicks, nose up and fly with a little forward pressure on the control stick. This will give you a nose up if you take a bird strike through the canopy and lose it momentarily, and could prevent you from agering in."

Next step was my personal briefing from Cmdr. Fitzgerald. "Your seat adjustment is on the right side of the seat, harness release and lock on the left side. Oxygen system on the left console and radio volume control on the panel in front of you. Right pedal is for the radio and the left is for the ICS. As far as emergencies, you have the canopy ejection lever on the left that will blow it, manual canopy unlock lever on the right that unlocks it and they you have to push it open and egress the aircraft, your D-ring is between your legs and face curtain above and behind your head. If for some reason we get in a situation out there that we have to eject, I'll handle it. The only reason you'll want to initiate ejection would be for some reason that you saw that I was incapacitated, not responding, or you saw we were in intimate danger, otherwise just rely on me unless I'm not talking to you. Don't follow me into a smoking hole!"

Understanding fully what was expected of me if something was to go wrong, we discussed the mission.

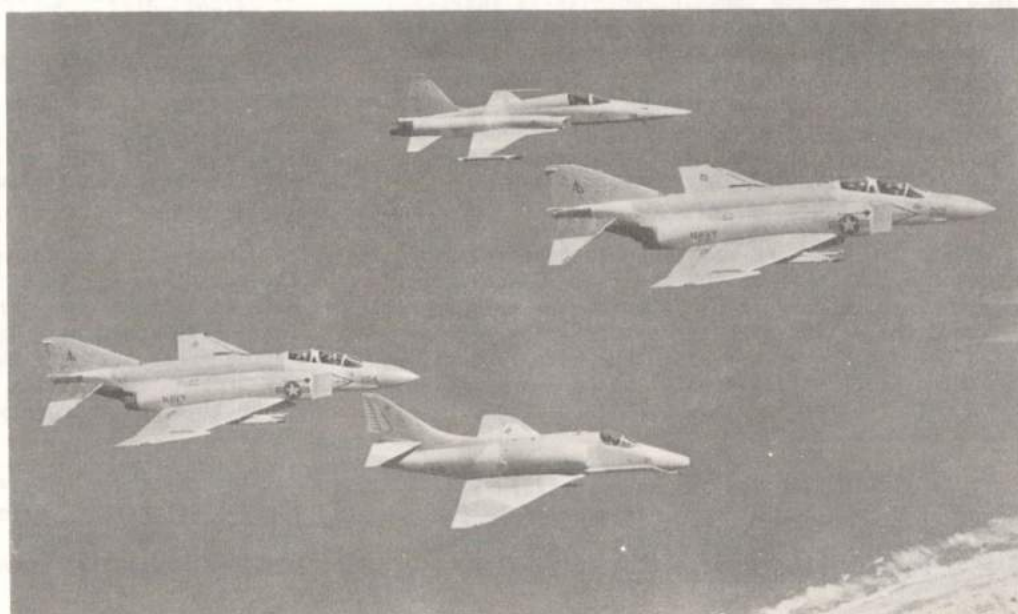
We were number three in the flight to allow me to have the best opportunity for photography. We planned a section takeoff so I could photograph the takeoff roll. Once airborne we checked each other over and then joined up. The flight

progressed smoothly and the Virginia countryside this time of the year provided a very picturesque background. Grove handled the photo requirements like a pro and continually positioned our F-4 for the optimum of picture taking. The flight continued as briefed, as we entered the target area our F-4 took a bird strike on the left side of the canopy. We sustained no damage, but it sure had my mind going over Grove's comments about taking strikes and ejecting. I've always tried to be aware of what is happening throughout a flight and being prepared for such emergencies. As well as you think you're prepared, the adrenalin starts to flow and everything told to you during your Life Support briefing starts to run through your mind and you pray that the sequence will be right. Grove reassured me that everything was OK and we continued with the flight, dropped the bombs and headed for home without further incident.

Much thanks to the following officers of VF-171 for their assistance in making this article possible:

Capt. Bill Denning, present C.O. of VF-171  
 Cmdr. G. C. "Snuffy" Smith X.O. of VF-171  
 Cmdr. Dennis "Grove" Fitzgerald M.O. of  
 VF-171.

BELOW: Two F-4S aircraft of VF-171 are shown here flying a diamond formation with an A-4F and F-5E of VF-43 near NAS Oceana 10 April 1984. Photo by Don Spring/A.I.R.





ABOVE: The author took this nice photo of his companion F-4 during his "rookie" flight. Phantoms do look much nicer when your flying side by side, rather than sitting on the ground.

## Back Seating In A F-4 Phantom

by

RALPH WEILANT

This article will hopefully give some insight into what it feels like to ride in an F-4. These comments are from a "civilian-non-pilot" point of view, so perhaps this will be of benefit to those of you who (like me) are not fighter pilots or have never flown in a high-performance jet.

To prepare yourself for an F-4 ride, I believe a person should physically and mentally build up to it. Myself, I started doing sit-ups and jogging weeks in advance, while digging out all of my F-4 literature, etc. I read articles on piloting jet fighters, most of which were written by magazine writers or photographers who seemed to say one thing recurringly... "I loved it, but I still lost my lunch!" Needless to say, this happy thought sticks with you as you mentally prepared for "the day."

I was told that, as far as sensations go, riding a roller coaster was as close as you could come to simulating an F-4 flight. Well, I once vowed that nobody would ever get me on a coaster, but the challenge was now laid at my feet. After all

wouldn't it be better to see if you got sick 50 feet off the ground, versus 15,000 feet up? So over to the nearest amusement park I went, and I tried, but never did get on that monster. (So now I had the added apprehension of not knowing even remotely what to expect up there.) But I was determined to see this through!

As a rule, "rookie" jet pilots are advised NOT to gorge themselves on rich foods and beer, etc., a day before the flight, and believe me, I wasn't about to "break training" by having escargot for breakfast. Instead, I had dry toast and water, which was advisable since a nervous stomach can sense uneasiness better than a trained guard dog!

Arriving at the base, you are made welcome and then meet with the appropriate people to get you PREPARED for the flight. Being outfitted with helmet and 'chute harness, etc. is a trip in itself. How people can spend hours in those rigs is beyond me, but I suppose you get used to the trade-off of being a little uncomfortable, in order to fly a classic aircraft, such as the F-4



ABOVE: The Crew-Chief looks things over to make sure our rear-seater has everything hooked up correctly.

Phantom. Anyway, you are fitted into a parachute harness while in a slightly crouched position, so when you try to stand erect you learn to use much caution or risk injury to your groin. It also weights a good deal more than I thought it would, due to its straps and buckles made of heavy duty materials.

The helmet and oxygen mask are probably the most difficult things to adjust to. Helmets, for the uninitiated, are heavy things which make you believe your head is twice its size, and someone taped lead weights to your scalp. Once you have it on for several minutes though, it becomes second nature, so you don't feel so conspicuously goofy!

Slapping the O<sub>2</sub> mask on my face to have it tested was next and this is where I showed my first sign of panic. Not because of the new sensation, but due to the fact that a slight problem prevented me from exhaling after my initial breath! Not knowing how to un-do the catch, to take it off, I was a little concerned until I got someone's attention. Once the problem was corrected I felt better, but I also remembered how to remove the mask in a hurry, if necessary!

Once the preliminaries are out of the way, you are trundled off for "egress training," which is a polite way to show you how your butt is going to get blown out of the aircraft, in case the need arises. All I can recall now is someone saying "pull this lever; push that one; release this; then grab this...and if that fails, hit this after doing that." All contingencies are covered by the ground crew and then you get strapped in prior to engine start. I quickly reviewed all ejection procedures in my mind and tucked away the three "barf-bags" which are standard issue. (As a side note: I still have all three in my possession--unused!)

My pilot, who was very professional and polite, showed me the knobs I would have to turn for the navigational system and radar set. (Now I felt like a crew member, not just a passenger.) We quickly started engines and after a thumbs up, we taxied out with another F-4 to the end of the runway for a final maintenance check. All was in order so we closed canopies and about then I noticed smoke boiling up around my feet! As I was preparing to grab for the ejection seat handles, I "calmly" mentioned the situation to the pilot. He assured me that I was merely seeing condensation from our air-conditioning unit, and this was normal on a warm day.

All was now ready, finally, as the big brute was throttled up and we started to roll. I can honestly say that the feel of those J-79's pushing that F-4 was a truly "moving" experience. The speed increased more rapidly than I expected and by the halfway point down the runway, we were rotating. "Smooth" was the best way to describe it, as everything seemed to be done so effortlessly, (from inside the plane anyway). We climbed slowly at first, then as I was thinking about how mild it was--SNAP! We were picked up by this giant hand and placed at 5,000 feet, instantly! After we leveled off, the fun began as the two planes began jockeying back and forth doing some lazy turns and loose formation flying. I could pick up the other Phantom on the radar scope, in front of me, as a small light dot against a dark green background. It was kind of tricky to follow that little blip around, as I was half-way expecting this big silhouette of an F-4 to be there instead.

After separating, we performed a couple of "aileron rolls," which I had always wanted to do, but didn't know if I had the "guts" for. Actually it was so smooth and exhilarating I wasn't the least bit uncomfortable; as the pilot said, "You'll pull no more than 1 "G" at any time," and he was right. We did some hard turns of 3-4 "G's" (those sure tighten the stomach muscles!) and the next thing I knew we were back over the base. Descending and lining up on the runway, we prepared for a couple of passes, which ended up being five altogether.

One pass was at about 350 knots; one was with the gear and flaps down; and the most memorable was the one we did at about 500 knots right on the deck! Each time I was impressed by how much it was like sitting on a flying carpet and just floating on a cushion of air. After each trip down the runway we pulled into a hard climbing left turn. This is the point I pulled the most "G's," as I recall 4 or 4½, showing on the dial in front of me, and you can really feel that! It was difficult to move my arms off of my lap and I gained a great appreciation for fighter pilots who must regularly pull 7 "G's" and still must maintain control of their aircraft.

We landed, and only then did I become disoriented slightly, as my body still thought it was "flying" when in reality we were taxiing at maybe 20 mph. Sad to see it end, but glad I SURVIVED without incident, I couldn't keep from smiling the rest of the day. Yes sir, the old F-4 is still quite a hot-rod!



## F-4C'S OF THE 191st FIG

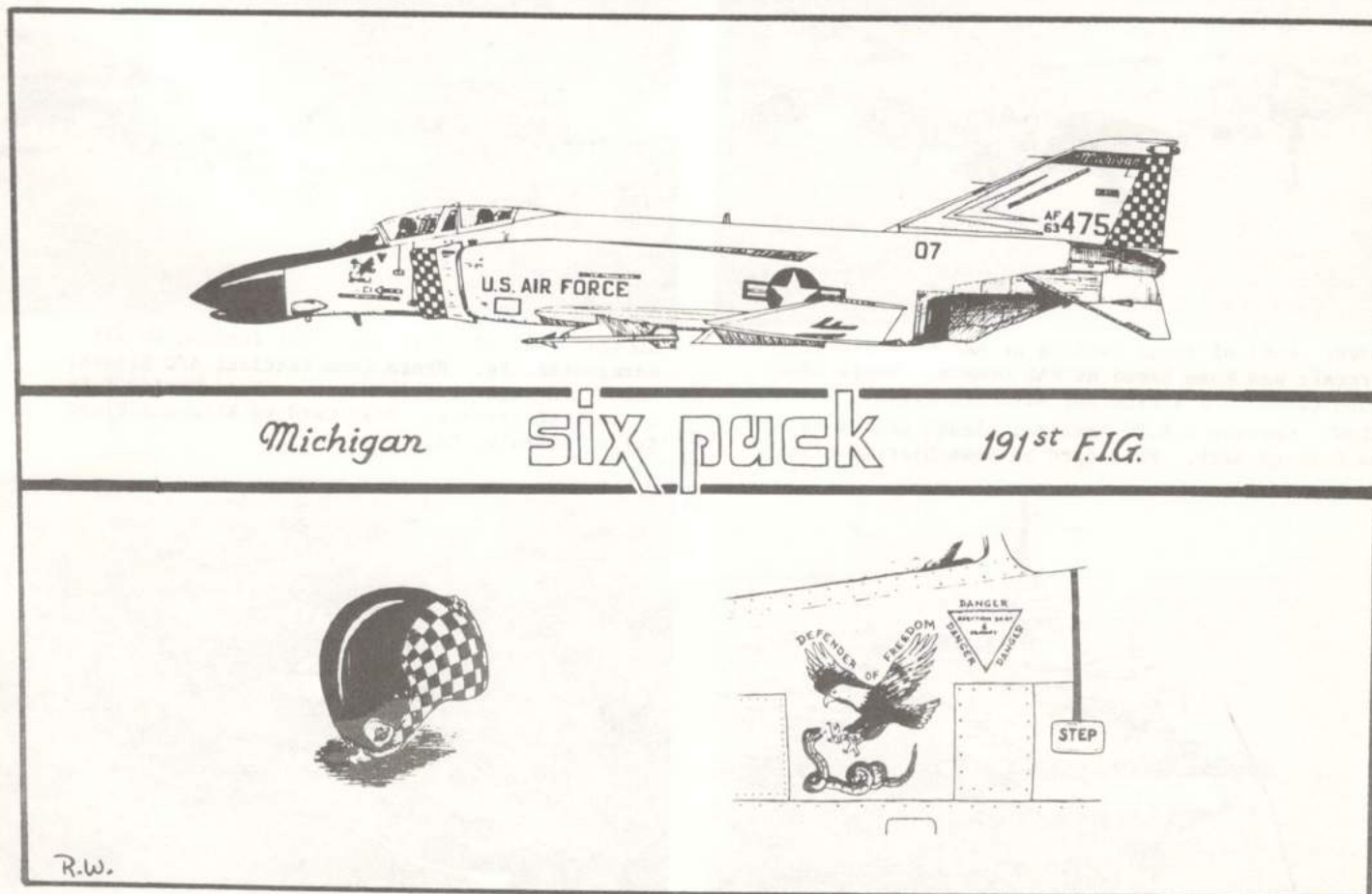
The 191st FIG, of the Michigan Air Guard, flies F-4C's, in the air-defense role, out of Selfridge Air Base, Michigan. Coloration is striking, as the overall air-defense grey is contrasted nicely by the rudder and intake splitter plates being done in a black and yellow checkerboard pattern. The "Michigan" logo appears on both sides of the tail; yellow on black--and there are two yellow-with-black-outlined chevrons on the vertical tail also. (See photo.) The outstanding unit award ribbon is displayed on the tail also. Helmets are GLOSSY black with a black and yellow checkerboard on the visor plate. Gloss black radomes are standard, also. Individual insignia are displayed on the left side of the nose below the windscreen. The one depicted is a brown eagle with yellowish wing tips and talons and beak. A white head and tail feathers are included, along with a forest green snake with sea-green belly and dark green stripes. "Defender of Freedom" is in red lettering. The name Michigan "Six Pack" is a hold over from the days the 191st flew F-106's using the same color scheme.

NOTE: See the February 1983 issue of KOKU-FAN for a nice picture essay on the 191st produced and directed by Don Sperring.

RIGHT: Sticker of the 191st FIG. Colors are white background with black and yellow design.  
BELOW: Excellent drawing of an F-4 of the 191st FIG drawn by Ralph Weilant.



ABOVE: First day cover commemorating 20 years of service by the 191st at Selfridge ANG Base. Canceled October 1, 1982.



R.W.

# U.S. Navy Tails

by

ROGER CHENARD

This article will be the start of a "mini-series" detailing the many letter codes that the U.S. Navy has used, and is using, on the F-4 Phantom. Since 1961 there has been many Phantoms, using many combinations of letters and with this series, we hope to sort it all out.

The series will consist of eight sets of four pages. With this first series you will find a list of Naval carriers and the VF units that operated from them. You will also find a chart listing the various tail codes, the VF unit assigned that code,

and the units nickname. The third page you will find contains a color legend that will help you understand the drawings that are to follow.

If you should happen to find any errors in this series, please contact the author, Roger Chenard, 1st Maximin, Rue E. Herriot, Encagnane, 13090 AIX en PROVENCE, France. To make the series a little more interesting, we will try to include a number of photos with each article. Should you have any photos that you would like to see published, feel free to send them to the EDITOR. All such material will be returned after publication.



ABOVE: F-4J of VF-31 landing at NAF Warminster, Pa. Aircraft was home based at NAS Oceana. Sept. 1968. Photo taken from a Picciani Aircraft Slide.

BELOW: Carrier U.S.S. America, please note A-4s and F-4s on deck. Post card by Rowe Distributing.



ABOVE: F-4J of VF-84 also shot landing at NAF Warminster, Pa. Photo from Picciani A/C Slides.

BELOW: Carrier U.S.S. Nimitz. Note Marine F-4s on deck of carrier. Post Card by Atlantic Fleet Sales, Norfolk, Va.



A I R C R A F T C A R R I E R S A N D V F A I R C R A F T

USING CODE LETTERS

TYPE	NAME	SERVICE		CLASS	FLEET A/P	F-8 Crusader	F-4 Phantom	F-14 Tomcat	ACTUAL CODE
		IN	OUT						
CV 14	Ticonderoga	1944	1973	Essex		AH NM PP			
CV 19	Hancock	1945	1977	Essex	P	NP NF			
CVL 31	Bon Homme Richard	1945		Essex	P	NF NM NP PP	NM		
CVL 34	Oriskany	1959	1977	Essex	P	AH NM			
CVL 38	Shangri-la	1944		Essex	A	AJ AK			
CVL 41	Midway	1945		Midway	P	NF PP	NE NF		
CVL 42	F. D. Roosevelt	1945	1977	Midway	P	AE PP	AB AE		
CVL 43	Coral Sea	1947		Midway	P	NK NL	NE NK NL		NF
CV 59	Forrestal	1955		Forrestal	A	AA AJ	AA AJ		AA
CV 60	Saratoga	1956		Forrestal	A	AC	AC		AC
CV 61	Ranger	1957		Forrestal	P	AE AG AH	AE AG	NE NG NJ	AC
CV 62	Independance	1959		Forrestal	A	AE AG AH	AE AG	NE NG NJ	AC
CV 63	Kitty Hawk	1961		Kitty Hawk	P	NL	NH	NE NH NL	AC
CV 64	Constellation	1961		Kitty Hawk	P	NG	NG NK NL	NE NH NL	AC
CVN 65	Enterprise	1961		Enterprise	P	AE	NG NK NL	NE NH NL	AC
CV 66	America	1965		Enterprise	P	AE AF	NG NK	NH NK	AC
CV 67	John F. Kennedy	1968		Kitty Hawk	A	AE AH	NG	AB AD AE AJ NH	AC
CVN 68	Nimitz	1975		Kitty Hawk	A	AB	AE AJ	AB AC	AC
CVN 69	D.D. Eisenhower	1977		Nimitz	A	AJ	AB	AD AJ	AC
CVN 70	Carl Vinson	1981		Nimitz	A	AG	AG	AB AG	AG
CVN 71	T. Roosevelt			Nimitz	P			NL	NL

CODE	UNIT	NAME	SHEET	CODE	UNIT	NAME	SHEET	
AA	VF 11	Red Rippers	1 2 3	ND	VF 301	Devil's Disciples	8 9	
	VF 74	Be-Devilers	1 3 5		VF 302	Stallions	8 9	
	VF 103	Sluggers	3	NE	VF 21	Free Lancers	15 27	
AB	VF 14	Top Hatters	2 3		VF 154	Black Knights	15 27	
	VF 32	Swordsmen	2 3 4	NF	VF 151	Vigilantes	15/16/17/28	
AC	VF 31	Tomcats	4 6		VF 161	Chargers	15/16/26/28	
	VF 103	Sluggers	4 6	NG	VF 92	Silverkings	17 18	
AD	VF 101	Grim Reapers	5 7 8		VF 96	Fighting Falcons	17 18	
	VF 171		5 7 8		VF 142	Ghostriders	18	
AE	VF 33	Tarsiers	5 8 9	NH	VF 114	Aardvarks	19 20	
	VF 41	Black Aces	8 9		VF 116		19	
	VF 84	Jolly Rogers	8 9		VF 213	Black Lions	19 20	
	VF 102	Diamondbacks	8	NJ	VF 121	Pacemakers	20/21/22	
AF	VF 102	Diamondbacks	8		VF 151	Vigilantes	21	
	VF 201	Boomers	5 9 11	NK	VF 21	Free Lancers	23	
VF 202	Superheats	11 12	VF 142		Ghostriders	21 22		
	AG	VF 33	Tarsiers		10 11	VF 143	Pukin'n Dogs	21 22
VF 41		Black Aces	10		VF 154	Black Knights	23	
VF 84		Jolly Rogers	10 11	NL	VF 51	Screaming Eagles	24 26	
VF 102		Diamondbacks	10 11		VF 111	Sundowners	24 25	
AH	VF 161	Chargers	12		VF 151	Vigilantes	25	
	AJ	VF 74	Be-Devilers		12 13	VF 161	Chargers	24
		VF 142	Ghostriders	12	VF 191	Satans Kittens	24 25	
		VF 143	Pukin'n Dogs	12	VF 194	Red Lightning	28	
BA			Blue Angels	29	NM	VF 51	Screaming Eagles	22 26
	GD	VAQ 33	Fire Birds	28		VF 111	Sundowners	27
		7L	VF 22			28	VF 142	Ghostriders
					VF 191	Satans Kittens	28	
					VF 193		27	
				UH	VC 7		29	
				XE	VX 5		30	
				XF	VX 4	Vanguards	29 30	
					NADC		32	
					NATC		31 32	
					NATF		30 32	
					NMC		29 33	
					PMTC		32 33	
						Miscellaneous	33	
						Prototype	33	

## COLOUR LEGEND & ANNOTATION

Ⓐ	Wing-End		
Ⓑ	Shadow		
Ⓒ	Outline	≠	Different colour
①	Black		
②	White		
③	Red	③ <sub>1</sub>	Orange Red
		③ <sub>2</sub>	Brown Red, Dark Red
④	Blue	④ <sub>1</sub>	Sky Blue, Light Blue
		④ <sub>2</sub>	Dark Blue, Sea Blue
⑤	Yellow	⑤ <sub>1</sub>	Straw Yellow, Light Yellow
⑥	Orange		
⑦	Green	⑦ <sub>1</sub>	Light Green
		⑦ <sub>2</sub>	Dark Green
⑧	Brown	⑧ <sub>1</sub>	Light Brown
		⑧ <sub>2</sub>	Dark Brown
⑨	Grey	⑨ <sub>1</sub>	Light Grey, Gull Grey
		⑨ <sub>2</sub>	Dark Grey

\* Unknown color (if you have information on the correct color, please contact the author).

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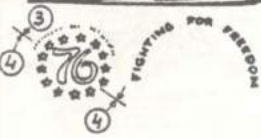
M: DONNELL F-4 Phantom II

F.4J (I02) ( VF.II n°157295 )  
USS Forrestal

USS FORRESTAL 7295

F.4J (I00) ( VF.II n°157308 (7297) )  
USS Forrestal

USS FORRESTAL 7308



F. 4B (I05) ( VF. II N° 153051 )

VF-II 3051

F. 4B (I04) ( VF. II N° 152980 )  
USS Forrestal (68)

USS FORRESTAL 2980

USS F.D. ROOSEVELT 0635

9408

F.4B (I05) (II0) ( VF.I4 n°149408 (0635) )  
(USS F.D. Roosevelt)

USS F.D. ROOSEVELT 3012

F.4B (I05) (II2) ( VF.I4 n°153012 (2967) (2293) )  
USS J.P. Kennedy (F.D. Roosevelt) (73)(69)

0450

F. 4B (I05) ( VF. I4 N° 150450 )  
(68)

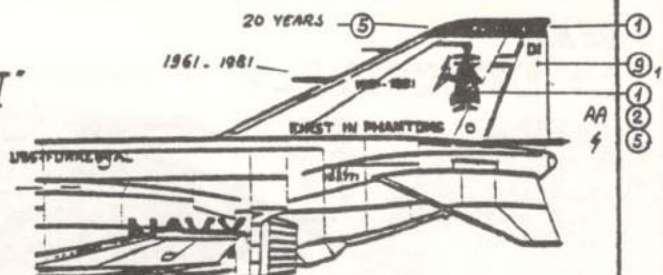
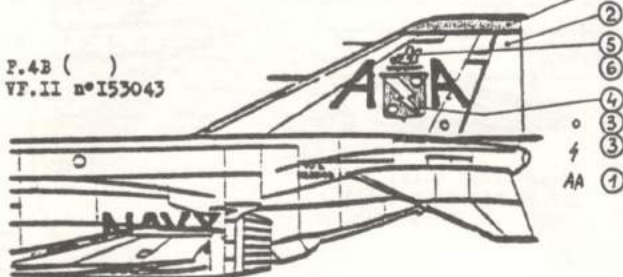
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USS J.D. Roosevelt

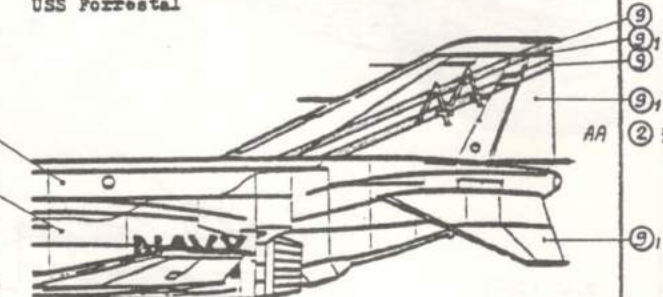
US NAVY

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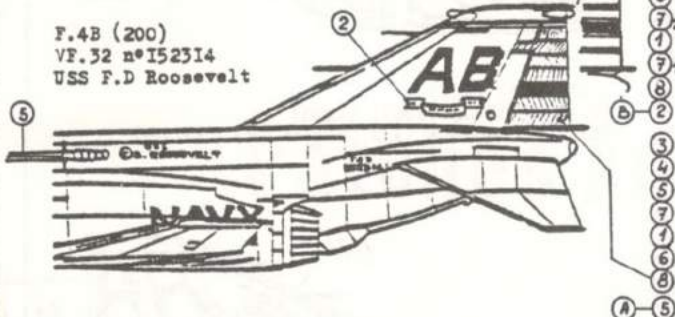
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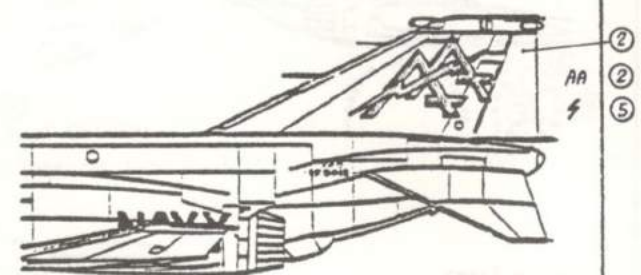
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VF.74 n°153771  
USS Forrestal



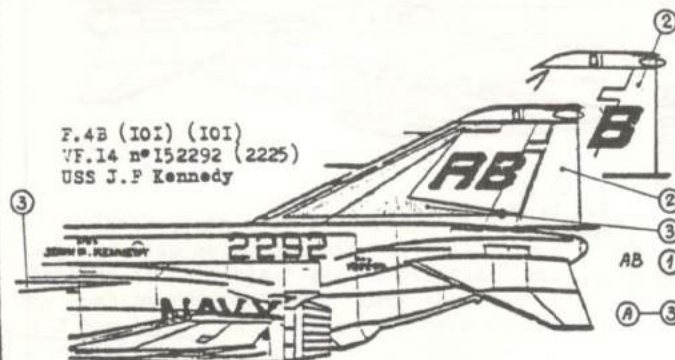
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USS F.D Roosevelt



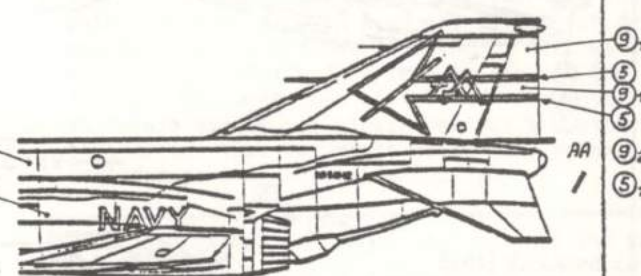
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VF.74 n°15  
USS Forrestal



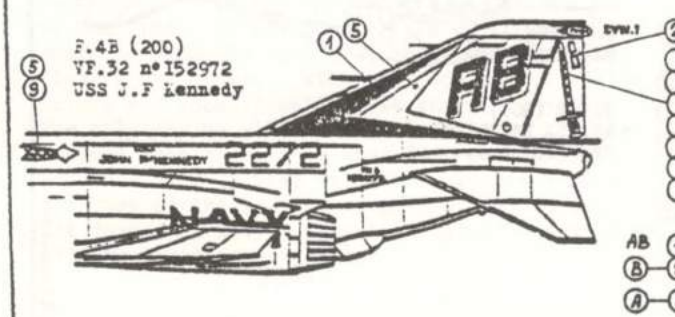
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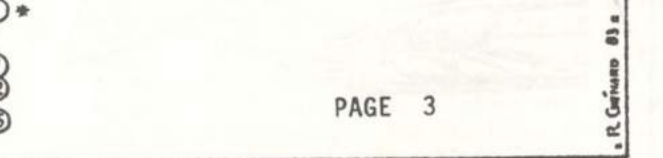
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USS J.F Kennedy



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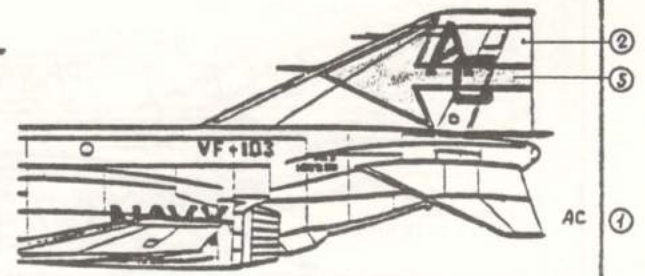
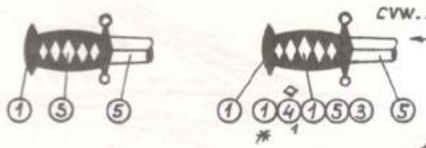
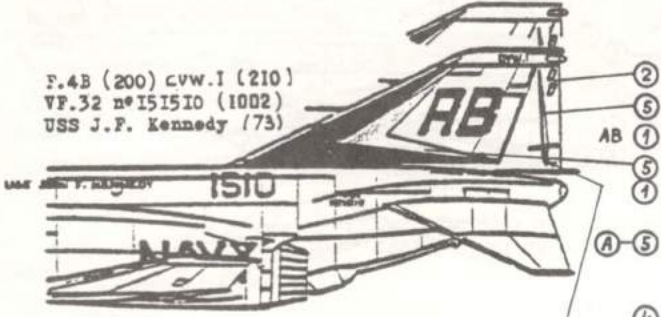




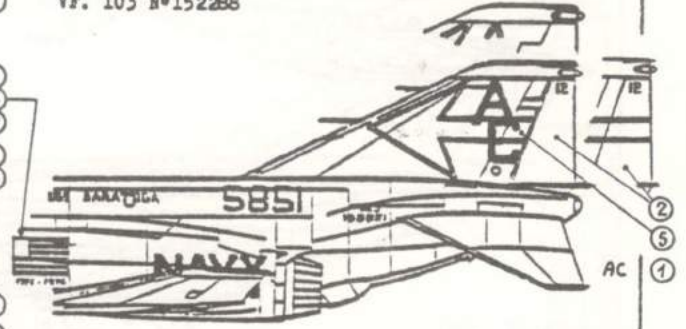
**US NAVY**

**M: DONNELL F-4 'Phantom II'**

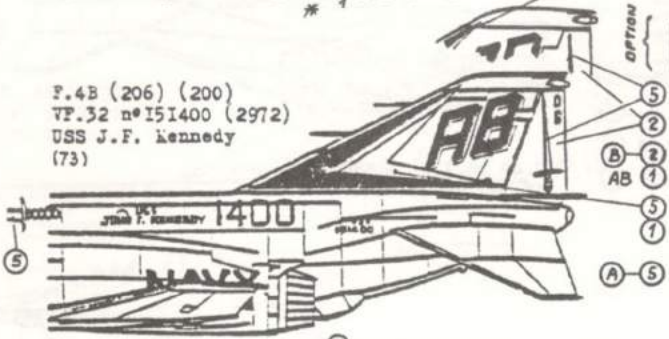
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VF.32 n°151510 (1002)  
USS J.F. Kennedy (73)



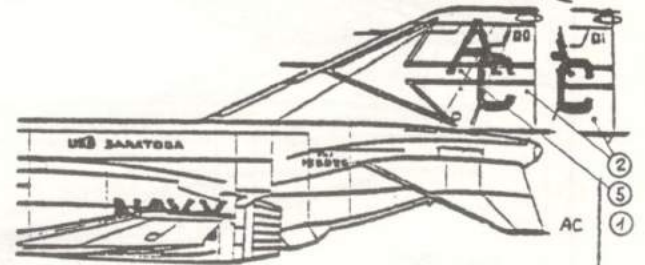
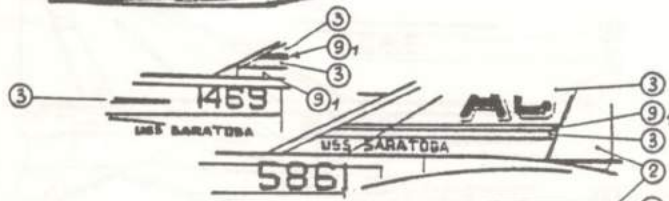
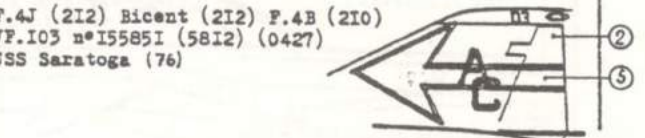
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VF. 103 N°152288



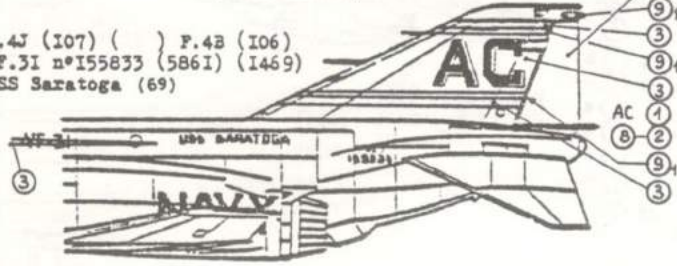
F.4B (206) (200)  
VF.32 n°151400 (2972)  
USS J.F. Kennedy (73)



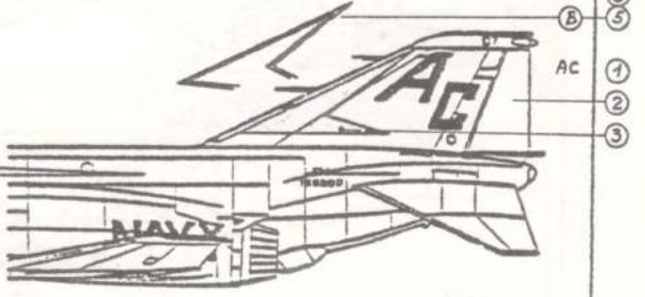
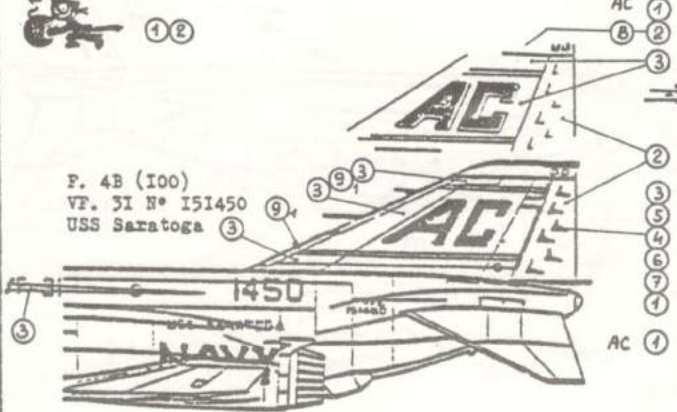
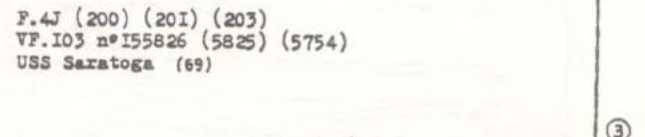
F.4J (212) Bicent (212) F.4B (210)  
VF.103 n°155851 (5812) (0427)  
USS Saratoga (76)



F.4J (107) ( ) F.4B (106)  
VF.31 n°155833 (5861) (1469)  
USS Saratoga (69)



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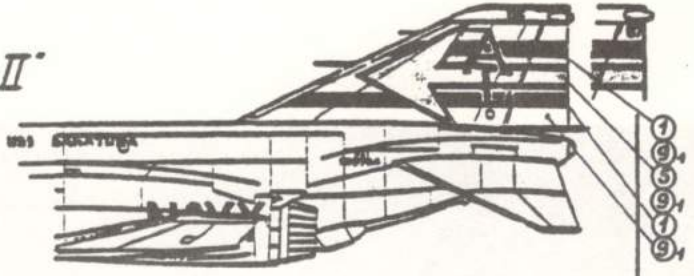
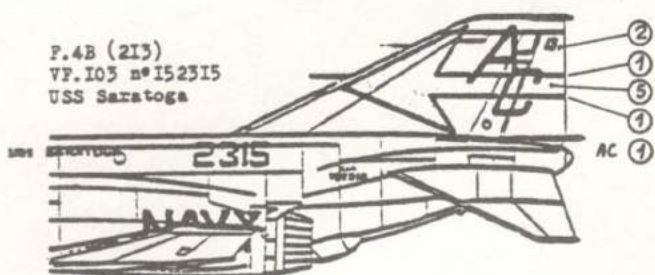
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(68)



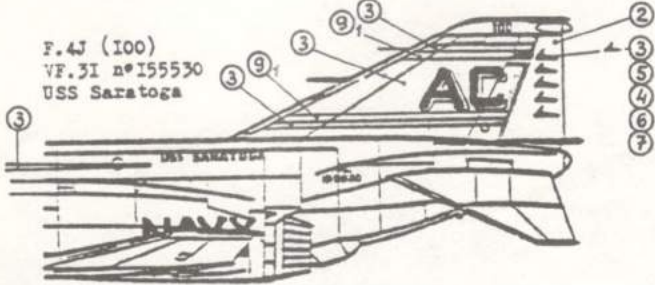
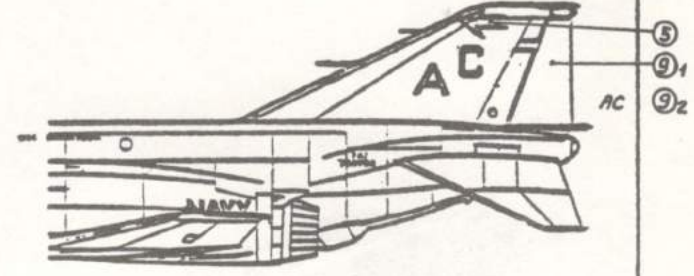


US NAVY

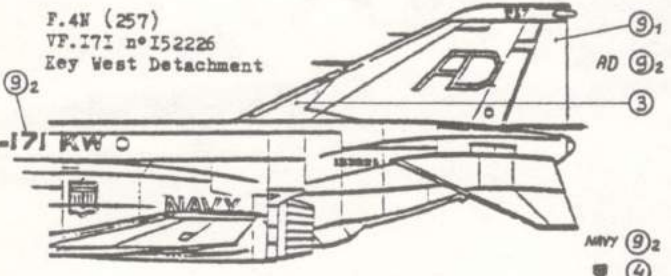
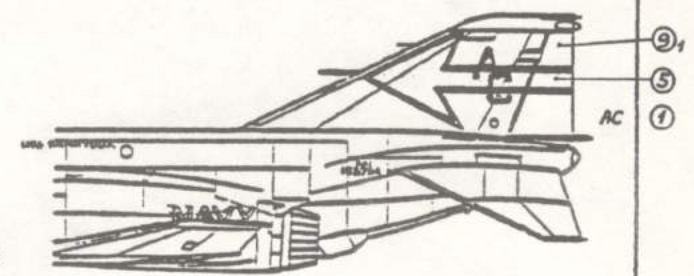
M<sup>c</sup> DONNELL F-4 'Phantom II'



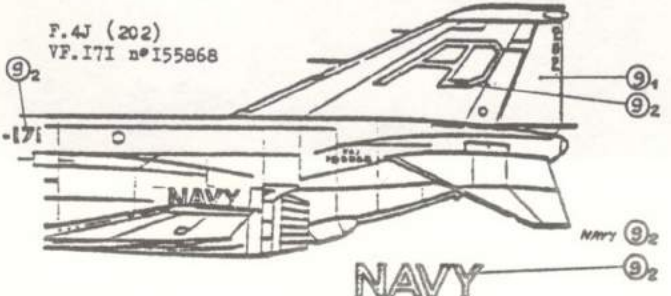
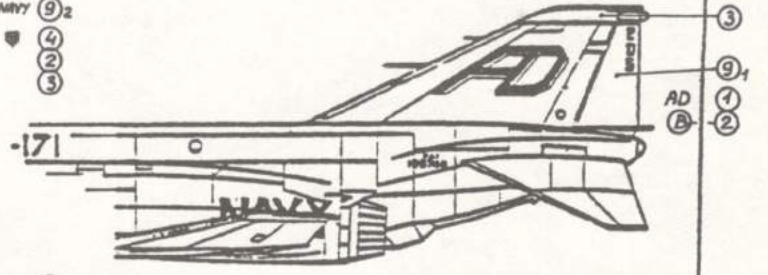
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VF.103 n°155764 (5847)  
USS Saratoga



F.4J (212)  
VF.103 n°155733  
USS Saratoga

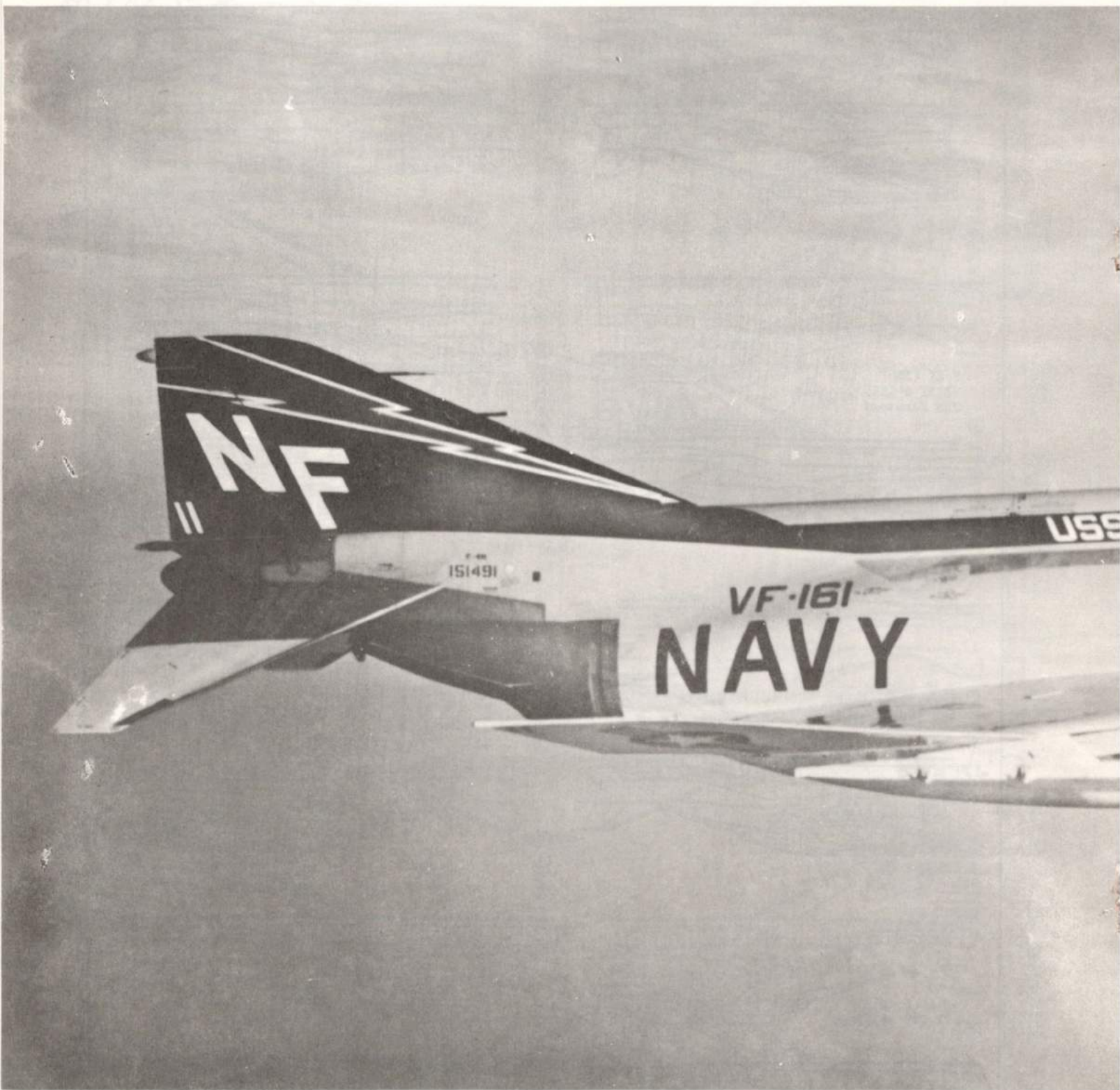


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VF.103 n°155754  
USS Saratoga



F.4J (205)  
VF.171 n°155748

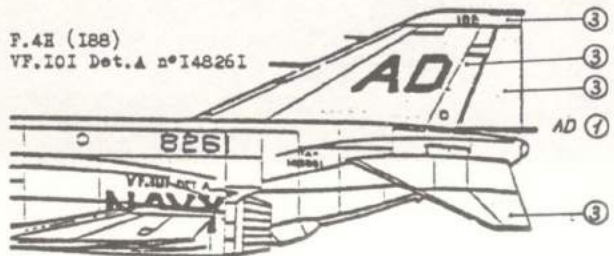
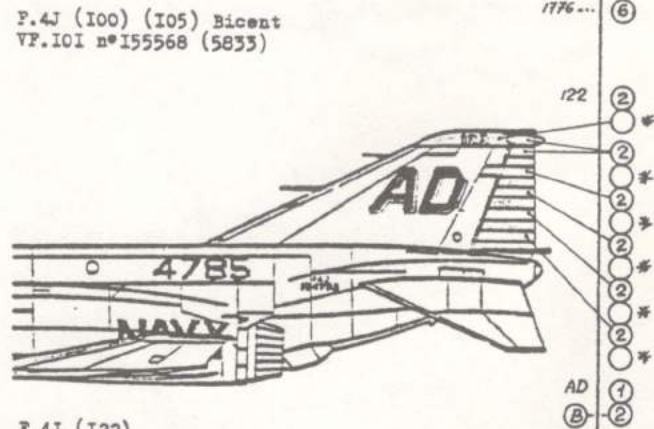
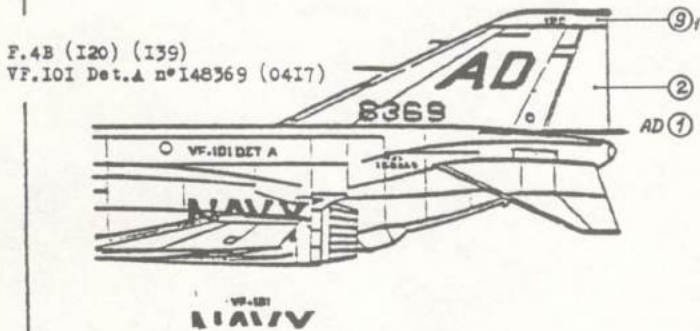
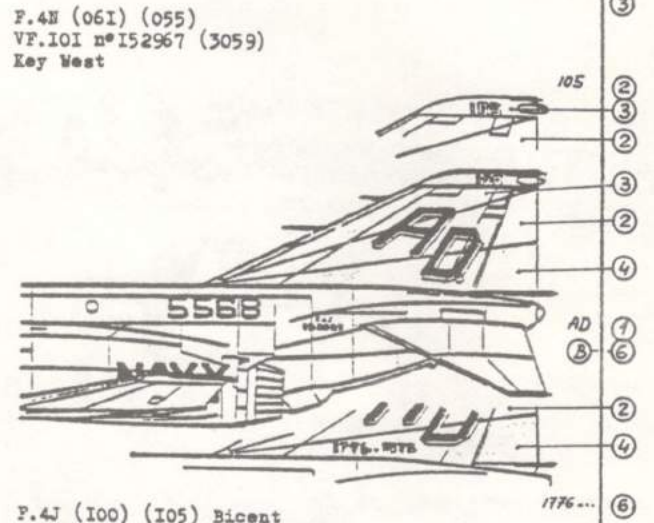
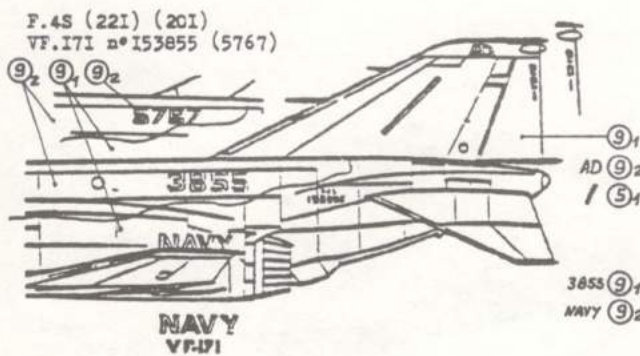
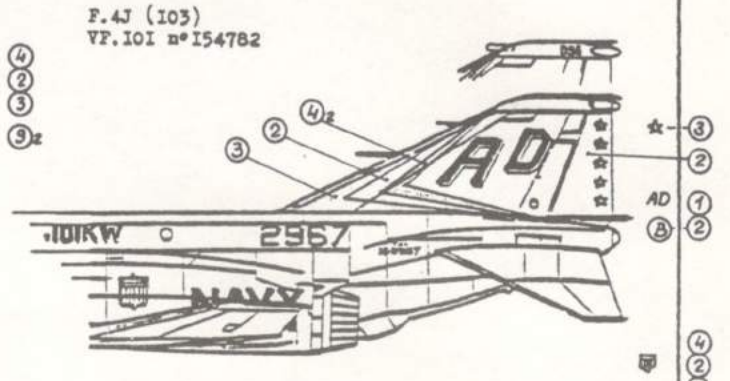
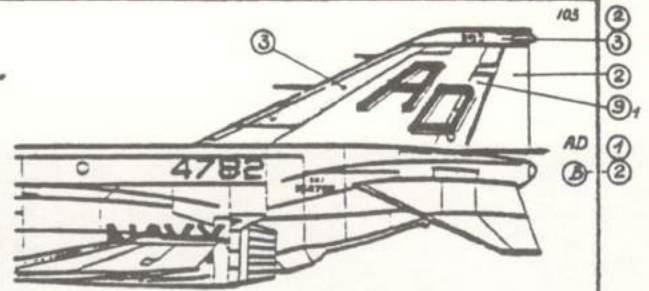
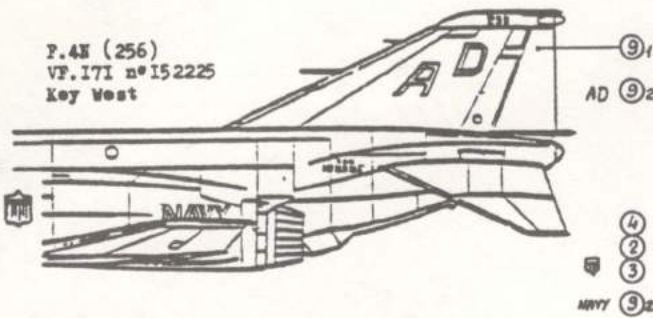
1. Reference 83.





US NAVY

M: DONNELL F-4 'Phantom II'



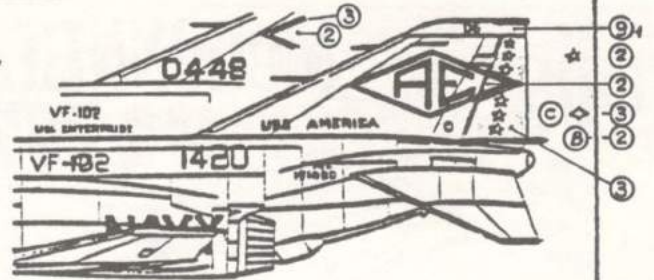
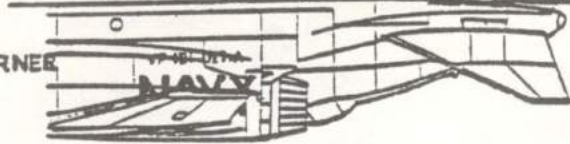
US NAVY

M<sup>c</sup>: DONNELL F-4 'Phantom II'

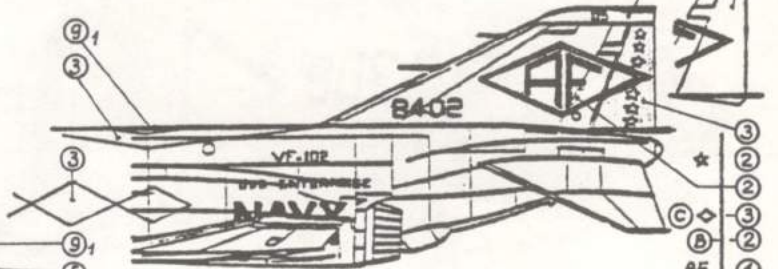
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VF.101 Det.4 n°14  
Sageburner (6I)



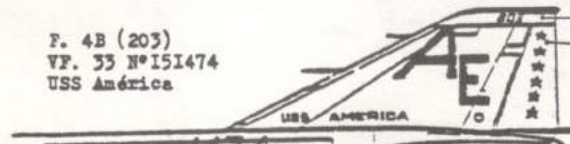
URNEE



F.4B (105) (107)  
VF.102 n°151420 (0448)  
USS America (Enterprise)

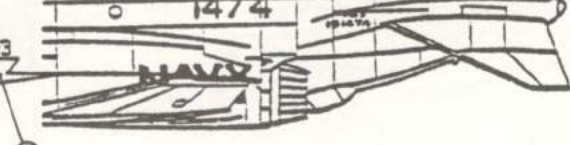


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VF. 33 N°151474  
USS America



F.4B (105) (107)  
VF.102 n°158402 (840I)  
USS Enterprise

VF-33

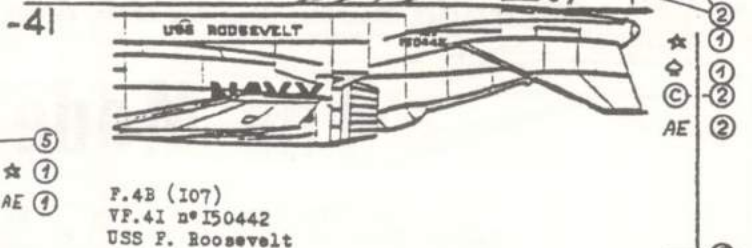
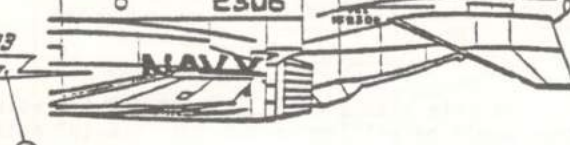


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VF. 33 N° 152306  
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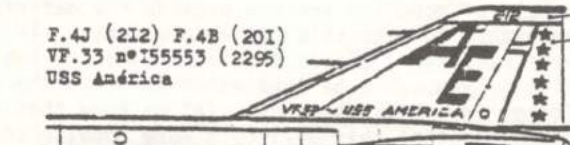


F.4B (107)  
VF.41 n°150442  
USS P. Roosevelt

VF-33



F.4J (212) F.4B (201)  
VF.33 n°155553 (2295)  
USS America



F.4J (207) F.4N (210)  
VF.84 n°155562 (1471)  
USS P. Roosevelt



2295

1 AE

©1975

**Fuji**  
PLASTIC MODEL KIT

# McDONNELL F-4 PHANTOM II

全天候重裝備  
戰鬥爆擊機

マクドネル F-4 ファントム II

POWERFUL FIGHTER  
F4-B AND F4-C

THE F-4 PHANTOM II IS THE MOST ADVANCED AND MOST POWERFUL FIGHTER IN THE WORLD. IT IS THE ONLY FIGHTER IN THE WORLD THAT CAN CARRY 10,000 LBS OF WEAPONRY. IT IS THE ONLY FIGHTER IN THE WORLD THAT CAN CARRY 10,000 LBS OF WEAPONRY. IT IS THE ONLY FIGHTER IN THE WORLD THAT CAN CARRY 10,000 LBS OF WEAPONRY.

SINCE THE TEST FLIGHT OF THE PROTO TYPE XF4B1 IN 1958 PROVED ITS EXCELLENT CAPABILITY OF ALL WEATHER ATTACKING, SPEED, MANEUVERABILITY AND EFFECTIVENESS THE McDONNELL F4B1 PHANTOM II OBTAINED A POSITION AS THE MAIN FIGHTER OF THE U.S. NAVY, THE AIR FORCE AND THE MARINES.



ABOVE: Box art of the Fuji F-4 Phantom II. This is an older kit that comes with a super decal sheet and detailed engines. This box cover is worth the price I paid for the kit!

## The Model Hangar

by

PAUL F. COLLINS

For the F-4 Phantom Phanatic that enjoys modeling his favorite bird, he can choose any scale from 1/144 up to 1/32 with a large number of decals to dress up the aircraft. For the REAL enthusiast, there is Tom Cook's 7 footer, powered by two K & B 7.5 cc engines! This is a radio controlled aircraft that will blow your mind to see it actually fly.

In this section of the magazine we will try to present step by step instructions on constructing some of the various kits available for the modeler. Most of the kits on the market today need some type of modification to make them look like the variation that they are suppose to represent. Whether it is necessary to change the nose shape, the thickness of the wings or canopy shape, we will be working with you every step of the way. We will be doing kit reviews and decal reviews as well as keeping you informed on publications and articles dealing with modeling the Phantom.

At this time I would like to ask for volunteers that would be willing to provide "how-to" articles for this section of the magazine. While I try to do as much modeling as possible, I am one of those guys that take a model out of the box and make it "as is" with the only major work being the filling of seams and sanding. I would like to hear from those of you that are "experienced" in the finer points of modeling and can provide the material necessary to make this column a success. If you are interested, please drop me a line at Club HQ. Also if you would be interested in being the head Editor for this department, let me know that also. I believe that this will be a very popular column and we will need someone working on it full time. Also if you are able to draw side views we could use your help in this area. Many of you on your inquiry sheets indicated that you were interested in providing art work for the magazine. This would be a good area for you to work in, as well as other departments also. More on this as we go along.



I am not going to go into any "how-to" article with this issue, but will just hit on some of the models that are available and on some of the books and magazines that provide information that would be useful in constructing a beautiful replica of the F-4 Phantom II.

Kit wise, you can find just about any size model you wish to make. Most manufacturers have kits available in 1/72 and 1/48 scale, since these are the two most popular sizes. I like the 1/48 scale because the detail shows up better and because my hands are too large for handling 1/72 scale! For those that like either of these scales, there are plenty of decals available to apply to your finished model. In future issues we will be doing reviews on new and old kits as well as the decal sheets that are available and what has been on the shelf in the past.

If you're interested in doing some kit reviews, please write and let me know. The same is true for decal sheet reviews. We will also accept reviews on kits other than Phantoms, so if this is your area of interest, please let us know.

Since my area of interest is only in the 1/48 scale, I will make mention of some of the kits now available in this scale. My first choice when I am shopping for a new model is those by Monogram. Their F-4C (kit 5800) and F-4J (kit 5805) are two of my favorites. The F-4C also makes into a D model as well. I have one of the new Hasegawa kits of the F-4C/D, but have not had time to make it. I understand that this new series from Hasegawa is the state of the art in modeling. However, at \$21 a pop, it will be a while before I have a large stock of them in the closet! ERTL has several kits out, but they need quite a bit of work on them before you can put your paint on. Testor's is the only company producing the RF-4's, and they are not too bad. The thing to remember here is that there

*BELOW: Box art of the ESCI F-4 Bicentennial Phantom. This is the standard ESCI kit with the very attractive markings of the VX-4 bicentennial bird. The decal sheet is really nice, but you will need two kits to have enough decals to do the top and bottom of the wings.*

has been two different type undersides to this variation in the camera area. Make sure you know what type you're modeling. I try to avoid the Revell kit in this scale. The fit on this model is bad as is the shape of the aircraft and canopy area.

In the way of decals, there have been quite a variety printed. Micro Scale has produced a number of sheets for the 1/48 scale Phantom in USAF, U.S. Navy, Marine markings as well as STENCILING. Detail & Scale has come out with several nice sheets as has Fowler Brothers. Bare Metal also produced a nice Phantom sheet. Most sheets contain enough decals to do two or three aircraft, so with the sheets I now have on hand, I should be able to do at least 48 more F-4's before I have to buy more decals!

There have been many magazine articles done on the construction of F-4's. Over the years, Scale Modeler has featured the F-4 in many of their issues. To list just a few: March 1982 (F-4J of VX-4), Nov. 1976 (F-4E flown by Steve Ritchie), January 1984 (F-4J of VF-84), and August 1982 (F-4C 191st FIG Michigan ANG). FineScale Modeler has also featured some articles on making a super F-4 model. In the Fall 1983 issue there was a great article on super-detailing Testor's F-4E Phantom and should be read by all quarter inch modelers. The IPMS "UPDATE" and "Quarterly" have also published a number of articles on building and detailing the Phantom. At present, I do not have a complete set of the IPMS publications, so I can't give you specific dates and issues.

There have been other books and magazines that have contained information on Phantoms, and we will be listing them in future issues of the magazine. If you have some material that you would like to see published on modeling the Phantom II, please feel free to send it in, your assistance in making this section a success will be appreciated. Until the next issue, happy modeling!





## Patches And Other Stuff

Text by Paul Collins  
Illustrations by John Cook

This column will be dealing with the collecting and displaying of unit insignia. We will be looking at "official" and "unofficial" emblems worn by Phantom crew members. Over the years that the F-4 has been flown, there have been hundreds of "unofficial" cloth emblems designed and worn by those associated with the aircraft. Of course, those assigned to certain squadrons are authorized to wear the "official" emblem of the unit. We will be covering these patches as well.

In this issue and future issues, we will be presenting illustrations of as many patches as we can find. If you have a nice collection, we would be happy to have you send in good, clean, clear xerox copies. With the copy please advise colors and identification, if known. This is the only way we will be able to catalog all the various Phantom patches that have been produced. We would like to have copies of patches from all branches of the service as well as any foreign air forces as well. Your assistance in this area will be greatly appreciated.

We will start our listing of emblems with the illustrations on the following pages. If we know the colors, we will so indicate in the description with the illustration. Also included will be any special information regarding the patch as well. If you have any talent for drawing and would be interested in doing art work for this column, please feel free to contact the Editor. Mr. John Cook will be editing this column in future issues, so please contact him with any information that you might have. His address is included in the membership section.

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*Illustrated at top of page we find the emblems of the following units: 57th FIS stationed in Iceland. Colors are yellow outer circle with black lettering, black knights helmet against a white cloud and blue sky. The letters at bottom are white on a black banner. In the center is the patch of VF-102, nicknamed "Diamondbacks." Colors are white diamond on a red circle with a red snake coiled around a blue globe. The unit name is white on a red banner. The third emblem illustrated is that of the 131 TFW with homebase in St. Louis, Mo. Colors are red circle with white lettering. The St. Louis arch is grey on white background with a black F-4.*



The above patches were issued by McDonnell Douglas to crews that had 100 and 200 missions in the F-4. Emblems are white with black lettering and design.

These two items, according to my information, were also issued by McDonnell Douglas to crews that spent 2000 and 3000 hours in the Phantom. Colors are white, gold and black.



Phantom emblems worn by crew members of the 57th FIS (ADCOM). Emblem on left has blue background while the one on right has red background. No information on emblem in center.



Emblem of 110 TFS, Missouri ANG. White lettering on dark blue border. Black mule head with crossed machine guns on gold background.



North Dakota ANG. Upper design is blue with white lettering and background, while bottom is red with white lettering.



Air Defense Expert F-4. This emblem is in standard AD design and colors, gold border with black lettering.



Unofficial emblem of F-4E crew members. No other information available at this time.



Unofficial emblem made in Europe to celebrate 25 years in the F-4. Red border, lettering with gold background and black/white Phantom design.



Southeast Asia made emblem for crews flying 100 missions.



Phantom emblems worn by various crew members. Standard design includes black outer border with gold lettering, white ghost figure on brown background.



Emblem of 501 Recon Sq. of JASDF. Red-headed woodpecker on blue background with gold scroll with black lettering.



Patch of 301 TFS of JASDF which operates F-4EJ's. Blue border with white lettering and black F-4 on red background with gold number 11.



Squadron emblem of VF-21, the "Freelancers." Black design with white and green lettering on a gold background. Unit name is black on a gold scroll.



# PHANTOM INSIGNIA BY Jellis

This will, I hope, be the first of a regular series illustrating the markings carried by Phantom aircraft of all the Air Forces that have used this type of military weapon. Feedback from you Phreaks out there will be particularly welcome and I am open to your suggestions or criticism. If you have color photographs or slides of any unusual F-4 markings, please submit them. All material will be returned after copying.

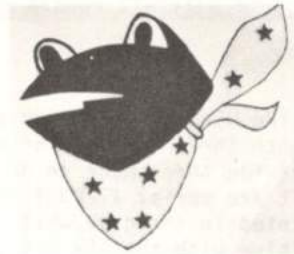
I am starting this series with unit markings carried on the vertical tails of Japanese Air Self Defence force F-4s. The JASDF has six squadrons of F-4EJ aircraft numbered 301 through 306 and one squadron of RF-4E aircraft numbered 501. The squadron insignia is in all cases carried on the vertical fin of the aircraft.

The 301 squadron carries the insignia of a frog which I have seen illustrated as an all black fellow with a yellow necktie carrying seven black stars. I recently saw an illustration of this badge which depicted the frog as being green with a black chin, the necktie being the same yellow and black. The aircraft are in the normal gray/white color scheme but carry the wide orange fuselage stripe aft of the wings and the orange wing tips as on 306 squadron aircraft.

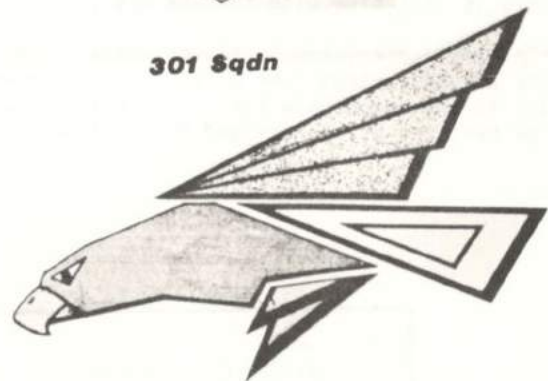
The 302 squadron insignia is carried on the fin with the tail and wingtips of the bird motif extending onto the rudder. The insignia is carried on gray/white aircraft and on the later, two shades of gray and pale blue camouflaged aircraft.

303 squadron aircraft are again in the gray/white finish but carry the fuselage band and wing tips in red and white. The badge consists of a red "widget" over a white one on a dark blue disk.

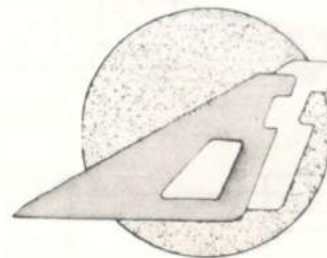
The 304 squadron insignia is that of a face of a warrior. This fellow has a red face with white hair and a black cap. Once again the aircraft are in the standard gray/white scheme. I am not sure about any bands.



**301 Sqn**



**302 Sqn**

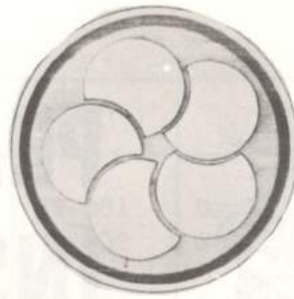


**303 Sqn**



**304 Sqn**

The insignia of 305 squadron aircraft appears to be five circles within a circle. The aircraft are in the standard gray/white scheme without a color band. The insignia itself is in red, white and blue.



305 Sqn



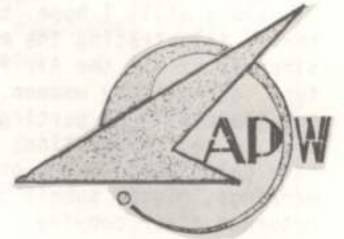
306 Sqn

The 306 squadron insignia illustrated is carried on F-4EJ 47-8349 in standard light gray and white finish with a broad fuselage stripe aft of the wing and fin, horizontal tail and wingtips all in orange. The badge appears on the fin just forward of the rudder. I assume all the other aircraft in this squadron are similarly marked.

The 501 squadron appears to have most of its aircraft in a two shades of green and sand camouflage scheme but some aircraft remain in the gray/white scheme.



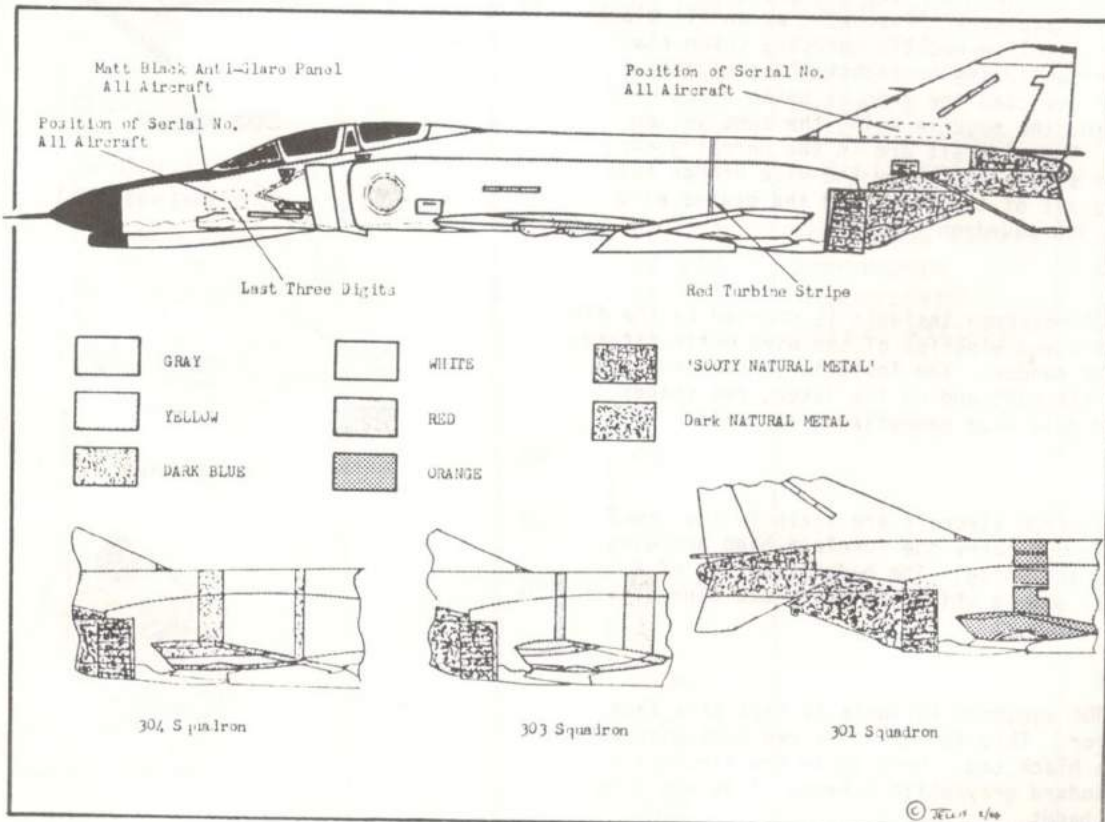
501 Sqn



Air Proving Wing

The Air Proving Wing is stationed at Gifu AFB and is equipped with three Phantoms of which 47-8434 is the only one of the three made in Japan. The other two aircraft are serial 17-8301 and 8302. All three are painted in the gray/white scheme. The insignia is dark blue with the APW lettering in red.

For any corrections to the material in this article please contact John Ellis. John's address appears in the membership list. The next column will be part one of US Navy and Marine fin colors.



# CURRENT USAF-ANG-AFRES F-4 UNITS

BY

Douglas M. Remington

Illustrations by

Jerry Geer

All F-4 units--regular Air Force, ANG, or AFRES come under command of Air Tactical Command concerning markings on aircraft, even though some of these units come under their respective major command for tactical purposes. TACR 66-12 governs placement of squadron/wing/group emblems, as well as unit color strip and unit designators (tail code). To the contrary, some F-4 units do not carry tail codes and authority for not doing so has not been found. Some units do not carry tail codes or unit colors or even wing/squadron emblems because of the work involved. None of the FIS units carry a tail code and the reason for this is not absolutely certain, however research is being carried out in this area. In the future there will be more articles on tail codes of inactivated F-4 units--the why, when and where, all interesting and one that has provided me with about twenty years of research. I am requesting, my fellow members, to send any new, changed, and/or corrected information to: Douglas M. Remington, 812 East 55th Street, Tacoma, WA 98404. Your assistance will be greatly appreciated.

(EDITORS NOTE: There was to be a section in this issue of the magazine titled "Photo Corner." It was decided to use the photos from that section to illustrate this listing of F-4 units. Jerry Geer will have a column in the next issue.)

## ABBREVIATIONS

FIN COLORS: BLK BLACK  
BL BLUE  
GD GOLD  
GR GREEN  
OR ORANGE  
RD RED  
SIL SILVER  
WH WHITE  
YL YELLOW

## MISCELLANEOUS:

IAP INTERNATIONAL AIRPORT  
MAP MUNICIPAL AIRPORT  
RDF RAPID DEPLOYMENT FORCE  
TRU REPLACEMENT TRAINING

UNITS: AFTC AIR FORCE FLIGHT TEST CENTER  
FIS FIGHTER INTERCEPTOR SQUADRON  
FIG FIGHTER INTERCEPTOR GROUP  
FWS FIGHTER WEAPONS SCHOOL  
FWW FIGHTER WEAPONS WING  
TAWC TACTICAL AIR CONTROL WING  
TES TEST AND EVALUATION SQUADRON  
TFS TACTICAL FIGHTER SQUADRON  
TFG TACTICAL FIGHTER SQUADRON  
TFW TACTICAL FIGHTER WING  
TFTS TACTICAL FIGHTER TRAINING SQUADRON  
TRS TACTICAL RECONNAISSANCE SQUADRON  
TRG TACTICAL RECONNAISSANCE GROUP  
TRW TACTICAL RECONNAISSANCE WING  
TRTS TACTICAL RECONNAISSANCE TRAINING SQUADRON  
TS TEST SQUADRON  
TTW TACTICAL TRAINING WING  
TW TEST WING  
CG COMPOSITE GROUP

## REGULAR AIR FORCE UNITS

ACFT TYPE	SQDN.	COMD/ WG/GP	STATION	TAIL CODE	UNIT COLOR	NOTE
RF-4C	1 TRS	10 TRW	RAF Alconbury, U.K.	AR	BLK	
RF-4C	45 TRIS	67 TRW	Bergstrom AFB, TX.	BA	BLK with Dots	RIU
RF-4C	12 TRS	67 TRW	Bergstrom AFB, TX.	BA	OR	
RF-4C	62 TRIS	67 TRW	Bergstrom AFB, TX.	BA	RD	RIU
RF-4C	91 TRS	67 TRW	Bergstrom AFB, TX.	BA	RD with Dots	
F-4C/D/E, RF-4C	6512 TS	AFTC	Edwards AFB, CA.	ED	BL/WH	
F-4E	21 TFS	35 TFW	George AFB, CA.	GA	RD/WH	RIU
F-4E	39 TFS	35 TFW	George AFB, CA.	GA	GD	
F-4E	20 TFTS	35 TFW	George AFB, CA.	GA	SIL/BL	
F-4E	68 TFS	347 TFW	Moody AFB, GA.	MY	RD	RDF
F-4E	69 TFS	347 TFW	Moody AFB, GA.	MY	SIL	
F-4E	70 TFS	347 TFW	Moody AFB, GA.	MY	BL/WH CKED	
F-4E	497 TFS	51 TFW	Taegu AB, ROK	CS	BL	
F-4E	36 TFS	51 TFW	Osan AB, ROK	CS	RD	
F-4E, RF-4C	4485 TS	TAWC	Eglin AFB, FL.	OT	BK/WH CKED	



RF-4C-29-MC 66-399. 62 TRTS 67 TRW. Aircraft has pale yellow fin tip and wrap around camouflage. Shot at Bergstrom AFB, TX on Oct. 10, 1983. J. Geer.



F-4G-45-MC 69-7582. 81 TFS 52 TFW based at Spangdahlem AB, Germany. This aircraft was taking part in Red Flag at Nellis AFB, NV in June 1983. Canopy frame is black edged in yellow. The fin tip is yellow. Note the F-15 centerline tank which is carried by the Gs. These tanks can take more G forces than the standard F-4 tanks. Photo J. Geer.

F-4E	3 TFS	3 TFW	Clark AB, R.P.	PN	BL
F-4E,	90 TFS	3 TFW	Clark AB, R.P.	PN	RD
F-4G					
F-4E	512 TFS	86 TFW	Ramstein AB, Germany	RS	YL/BK CKBD
F-4E	526 TFS	86 TFW	RamSTEIN AB, Germany	RS	RD/BK CKBD
F-4E	334 TFS	4 TFW	Seymour Johnson AFB, NC.	SJ	BL
F-4E	335 TFS	4 TFW	Seymour Johnson AFB, NC.	SJ	GR
F-4E	336 TFS	4 TFW	Seymour Johnson AFB, NC.	SJ	YL
F-4E	337 TFS	4 TFW	Seymour Johnson AFB, NC.	SJ	RD
F-4E	23 TFS	52 TFW	Spangdahlem AB, Germany	SP	BL
F-4G	81 TFS	52 TFW	Spangdahlem AB, Germany	SP	YL
F-4E	480 TFS	52 TFW	Spangdahlem AB, Germany	SP	RD

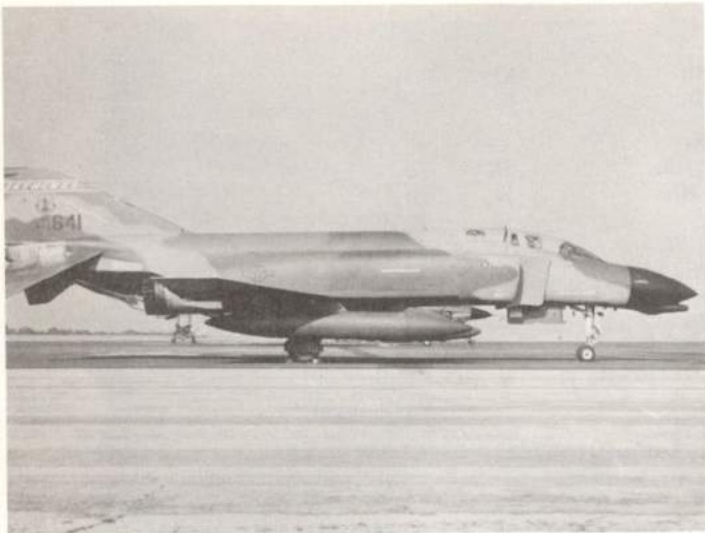
F-4E-33-MC 66-376. 57 FWW shot at Nellis AFB, NV June 28 1983. The new grey and green camouflage, called European I, has been applied to this aircraft and changes the appearance considerably. J. Geer.



F-4D-31-MC 66-7723. 170 TFS 183 TFG Illinois ANG. Yellow striped tail with black outline and the state name ILLINOIS in black identifies this a/c. Shot at Buckley ANGB, CO June 24 1983. J. Geer.







F-4D-27-MC 65-641. 127 TFS 184 TFG Kansas ANG from McConnell AFB, Kansas shot at Forbes Field, Kansas on August 10, 1982. Jerry Geer photo.



F-4C-23-MC 64-0812. 184 TFS 188 TFG Arkansas ANG based at Ft. Smith, AK, shot at Forbes Field, Kansas. Jerry Geer photo.

RF-4C	16 TRS	363 TFW	Shaw AFB, SC.	SW	RD	
F-4E	F-4 FWS	57 FW	Nellis AFB, NV.	WA	BLK/YL CKBD	
F-4E	422 TFS	57 FW	Nellis AFB, NV.	WA	BLK/YL CKBD	
F-4G	561 TFS	37 TFW	George AFB, GA.	WW	YL	
F-4E,	562 TFS	37 TFW	George AFB, GA.	WW	BL	
F-4G						
F-4G	563 TFS	37 TFW	George AFB, GA.	WW	RD	
F-4D	306 TFS	31 TFW	Homestead AFB, FL.	ZF	YL	
F-4D	307 TFS	31 TFW	Homestead AFB, FL.	ZF	RD	
F-4D	308 TFS	31 TFW	Homestead AFB, FL.	ZF	GR	
F-4D	309 TFS	31 TFW	Homestead AFB, FL.	ZF	BL	
RF-4C	38 TRS	26 TFW	Zweibrucken AB, Germany	ZR	GR/WH CKBD	
RF-4C	15 TRS	18 TFW	Kadena AB, Okinawa	ZZ	BLK/YL CKBD	Det. at Osan AB, ROK

F-4C-18-MC 63-7505. 199 TFS 154 TFG Hawaii ANG shot at Anderson AFB, Guam on January 29, 1984. This a/c is in ADC (Air Defense Command) grey. J Geer photo.



F-4D-33-MC 66-8802. 704 TFS 924 TFG AFRES. Note the LORAN antenna. Unit operates a mixture of these plus standard F-4Ds. Shot at Bergstrom AFB, TX on October 10, 1983. Photo by Jerry Geer.



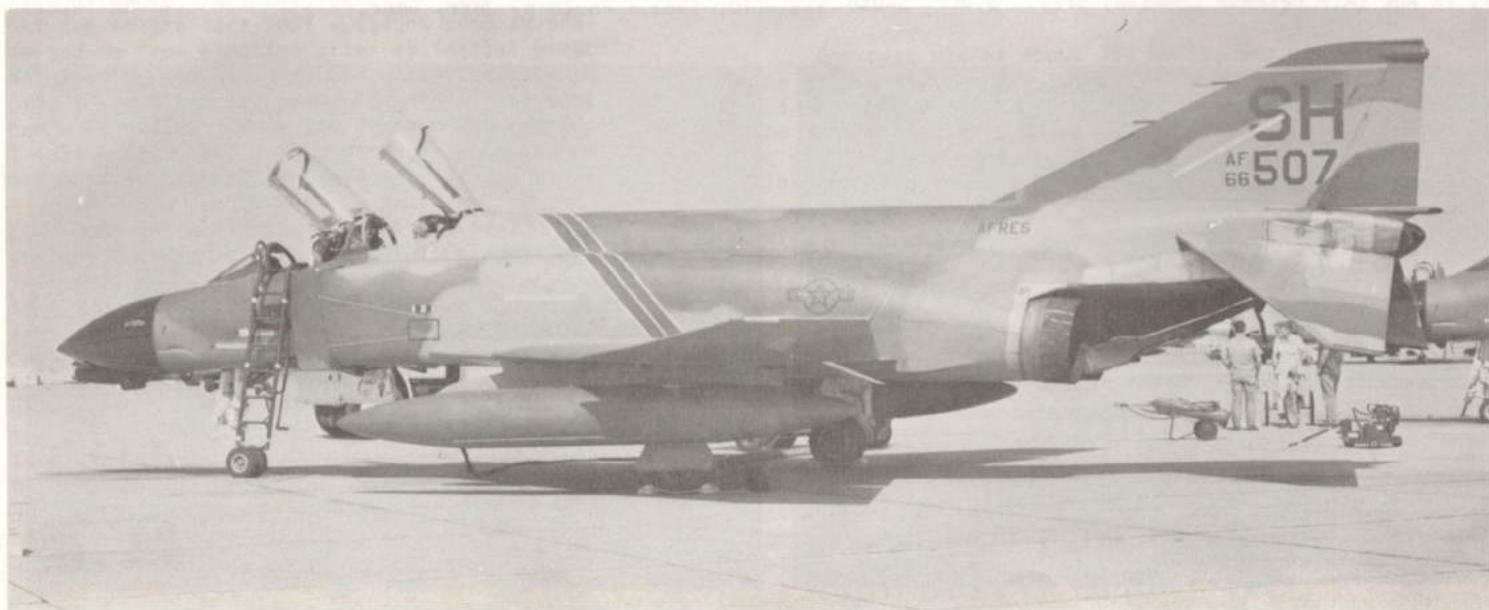
AIR NATIONAL GUARD UNITS

F-4D	141 TFS	108 TFW	McGuire AFB, NM.	NJ	OR/BL	
F-4D	121 TFS	113 TFW	Andrews AFB, MD.	DC	RD/WH	
F-4D	128 TFS	116 TFW	Dobbins AFB, GA.	—	—	
F-4C	163 TFS	122 TFW	Fort Wayne MAP, IN.	FW	GD	
F-4C	110 TFS	131 TFW	St. Louis IAP? MO.	SL	RD	
F-4C	182 TFS	149 TFG	Kelly AFB, TX.	SA	RD/WH	
F-4D	134 TFS	158 TFG	Burlington IAP, VT.	VT	YL/GR	
F-4C	122 TFS	159 TFG	New Orleans NAS, LA.	—	—	
F-4C	113 TFS	181 TFG	Hulman Fld., Terre Haute, IN.	HF	RD/WH/BL	
F-4D	170 TFS	183 TFG	Capitol A/P., Springfield, IL.	—	—	
F-4D	127 TFS	184 TFG	McConnell AFB, KS.	—	RD	RIU
F-4D	160 TFS	187 TFG	Dannelly Fld., Montgomery, AL.	AL	RD/SIL	
F-4C	184 TFS	188 TFG	Fort Smith MAP, AR.	—	RD/WH	
RF-4C	106 TRS	117 TRW	Birmingham MAP, AL.	—	—	
RF-4C	165 TRS	123 TRW	Standiford Fld., Louisville, KY.	KY	RD/WH/BL	
RF-4C	190 TRS	124 TRG	Gowen Fld./Boise Air Terminal, ID.	—	GR/YL	
RF-4C	192 TRS	152 TRG	Cannon IAP, Reno, NV.	—	WH	
RF-4C	153 TRS	186 TRG	Key Fld., Meridian, MS.	KS	GR/GD	
F-4C	136 FIS	107 FIG	Niagara Falls, IAO, NY.	—	RAINBOW	
F-4D	178 FIS	119 FIG	Hector Fld., Fargo, ND.	—	RD	
F-4C	123 FIS	142 FIG	Portland IAP, OR.	—	—	
F-4C	Det.	142 FIG	Kingsley Fld, OR.	—	—	
F-4C	114 IFTS	142 FIG	Kingsley Fld, OR.	—	—	RIU
F-4C	111 FIS	147 FIG	Ellington AFB, TX.	—	—	
F-4D	179 FIS	148 FIG	Duluth IAP, MN.	—	BL	
F-4C	171 FIS	191 FIG	Selfridge ANGB, MI.	—	—	
F-4C	Det.	191 FIG	Seymour Johnson AFB, NC.	—	—	
F-4C	199 FIS	CG	Hickam AFB, HI.	—	RD/YL/BLK	

AIR FORCE RESERVE UNITS

F-4D	457 TFS	301 TFW	Carswell AFB, TX.	TH	RD
F-4C	93 TFS	482 TFW	Homestead AFB, FL.	FM	GR/WH CXBD
F-4D	465 TFS	507 TFG	Tinker AFB, OK.	SH	BL
F-4D	704 TFS	924 TFG	Bergstrom AFB, TX.	TX	BL/WH CXBD

BELOW: F-4D-30-MC 66-7507. 465 TFS 507 TFG AFRES. Aircraft is the mount of the 507th Commander. Phantom has two medium blue stripes on fuselage with white border. Fin color is also blue. Photographed at Tinker AFB, OK on October 8, 1983. Photo by Jerry Geer.





ABOVE: A formation of Missouri ANG aircraft pass in front of the famous St. Louis arch. Photo taken from booklet honoring the Missouri Air Guard on their 60th anniversary.

## Passing In Review

by

Paul F. Collins

The McDonnell Douglas F-4 Phantom II has been around for over 25 years now. In that span of time there has been numerous books, booklets, magazines and magazine articles written about this famous aircraft. In this column we will be presenting reviews on the books and magazines that deal with the actual aircraft. The model section of this magazine will handle all the many magazines and articles dealing with modeling the big bad machine.

With this issue we will begin a list of publications featuring the F-4 in both book and magazine form. If you have material in your library that is not listed, please advise the column Editor so this information can be included in an updated list in the future. The help of all members in this area will be greatly appreciated.

Material will be listed by (1) title, (2) the author, (3) publisher, (4) place of publication, (5) illustrated, (6) pages, (7) any other pertinent information. All material listed will be reviewed in future issues of the magazine. If you are interested in doing reviews, please contact the Editor and he will either provide you with material to review or will advise you when your material will be needed for publication.

Phantom Over Vietnam, Fighter Pilot, USMC by John Trotti, by Presidio Press, 31 Pamaron Way, Novato, CA 94947 (1984), no illustrations, 238 pages including glossary of terms. Book.

F-4 Phantom, A Pilot's Story by Robert Prest, published by Cassell, Ltd., 35 Red Lion Square, London, England, (1979), limited illustrations, 209 pages with glossary of terms. Book.

Phantom--A Legend in its Own Time by Francis K. Mason, published by Patrick Stephens Ltd., Bar Hill, Cambridge England (1984), well-illustrated with many photos all B&W, 178 pages. Book.

F-4 Phantom II, Super Profile by Christopher Chant, published by Winchmore Publishing Services, Ltd., 40 Triton Square, London, England (1983) illustrated with 8 pages color, 56 pages. Book.

F-4 Phantom II, Koku-Fan Illustrated No. 3, published by Bunrin-Do Ltd. Daisankoshin Bldg. 2-3-16 Kabuki-cho, Shinjuku-ku, Tokyo, Japan (1980), well-illustrated both color and black and white, Japanese text, detailed line drawings, 192 pages. Softcover book.

Famous Airplanes of the World, F-4J/K Phantom II, published by Bunrin-Do Ltd. (see address above), October 1979 issue (No. 114) well-illustrated, with both color and black and white, Japanese text, some line drawings, 72 pages. Softcover booklet.

Famous Airplanes of the World, F-4C/D Phantom II, published by Bunrin-Do Ltd. (see address above), March 1981 issue (No. 124) well-illustrated, with both color and black and white, Japanese text, some line drawings, 64 pages. Softcover booklet.

Phantom II, A Pictorial History of the McDonnell Douglas F-4 Phantom II by Lou Drendel, published by Squadron/Signal Publications, Inc., 1115 Crowley Drive, Carrollton, TX 75006 (1977), fully illustrated with text, 64 pages. Softcover booklet.

F-4 Phantom II (Part 1) by Bert Kinzey published by Aero Publishers, Inc. 329 W. Aviation Road, Fallbrook, CA 92028 (1981) well-illustrated, some color, line drawings, 72 pages. Softcover booklet featuring USAF F-4C, F-4D and RF-4C. Detail & Scale series.

F-4 Phantom II (Part 2) by Bert Kinzey published by Aero Publishers, Inc. 329 W. Aviation Road, Fallbrook CA 92028 (1982) well-illustrated, some color, line drawings, 72 pages. Softcover booklet featuring USAF F-4E and F-4G. Detail & Scale series.

F-4 Phantom II (Part 3) by Bert Kinzey published by Aero Publishers, Inc. 329 W. Aviation Road, Fallbrook, CA 92028 (1983) well-illustrated, some color, line drawings, 72 pages. Softcover booklet featuring USN and USMC versions of the F-4.

The F-4 Phantom II by G. G. O'Rourke published by Aero Publishers, Inc. 329 W. Aviation Road, Fallbrook, CA 92028 (1979) well-illustrated in black and white, 64 pages. Softcover booklet. Famous Aircraft Series.

RF-4 Photo Phantoms published by Aerophile Inc., 4014 Belle Grove, San Antonio, TX 78230. December 1980 issue of Aerophile Magazine Volume 2, Number 4. Well illustrated volume on the recon version of the F-4. 64 pages illustrated in black and white photos. Magazine.

F-4 Phantom II in Action by Lou Drendel published by Squadron/Signal Publications, Inc., 1115 Crowley Drive, Carrollton, TX 75006 (1972), fully illustrated with text, 48 pages. Softcover booklet.

F-4 Phantom II in Action by Larry Davis illustrated by Don Greer with line drawings by Kevin Wornkey, published by Squadron/Signal Publications, Inc., 1115 Crowley Drive, Carrollton, TX 75006 (1984). Well-illustrated with three pages in color. 58 pages. Softcover booklet.

McDonnell F-4 Phantom II in US Navy-USMC-USAF-RAF-RAAF-Luftwaffe & Foreign Service by Richard Ward and Rene J. Francillon published by Osprey Publishing Ltd., London, England (1972). Limited text but well-illustrated with photos and colored drawings of various F-4s. NO. 30 in Aircam Aviation Series.

OTHER TITLES CONTAINING INFORMATION AND PHOTOS ON THE F-4 PHANTOM.

The Air War in Vietnam by Lou Drendel published by Arco Publishing, Inc., 219 Park Avenue South, New York, NY 10003 (Fifth printing, 1981) 96 pages. Well-illustrated with photos and drawings by the author, black and white. Recommended reading.

...And Kill Migs by Lou Drendel published by Squadron/Signal Publications (1974) 64 pages. Very excellent reporting on air to air combat in the Vietnam War, well-illustrated with photos and art work by the author. Softcover booklet.

TAC A Pictorial History of the USAF Tactical Air Forces 1970-1977 by Lou Drendel published by Squadron/Signal Publications (1978) 64 pages. Informative text with excellent illustrations, both photos and art work by the author. Softcover booklet.

Air War Over Southeast Asia by Lou Drendel published by Squadron/Signal Publications (1982) 80 pages. Volume 1 of 3 volumes giving a pictorial history of the Vietnam war. This volume covers the period from 1962-1966. Informative text and well-illustrated with photos and art work by the author. Softcover booklet.

Air War Over Southeast Asia by Lou Drendel published by Squadron/Signal Publications (1983) 80 pages. Volume 2 of 3 volumes giving a pictorial history of the Vietnam war. This volume covers the period from 1967-1970. Informative text and well-illustrated with photos and art work by the author. Softcover booklet.

Air War Over Southeast Asia by Lou Drendel published by Squadron/Signal Publications (1984) 80 pages. Volume 3 of 3 volumes giving a pictorial history of the Vietnam war. This volume cover the period from 1971-1975. Informative text and well-illustrated with photos and art work by the author. Softcover booklet.

The Naval Air War in Vietnam by Peter B. Mersky and Norman Polmar published by the Nautical & Aviation Publishing Company of America (1981) 219 pages. Informative text and illustrations. Recommended reading. Hardcover book.

The McDonnell Douglas Story by Douglas J. Ingells published by Aero Publishers, Inc., 329 West Aviation Road, Fallbrook, CA 92028 (1979) 302 pages. This book is the history of McDonnell Douglas and covers both military and civilian aircraft. For the Phantom Phanatic, the story behind the design and need of this aircraft is given. Recommended reading. This is a hardcover book.

THERE ARE NUMEROUS MAGAZINE ARTICLES DEALING WITH THE F-4. OVER THE NEXT SEVERAL ISSUES WE WILL BE DEALING WITH THESE ARTICLES. LISTED BELOW ARE SEVERAL THAT WE THINK YOU WILL FIND MORE THAN INTERESTING.

Air Classics Vol. 9 No. 1 January 1973. Challenge Publications. "Five Years in a Phantom" by Donald R. McDowell. Interesting text and some nice photos. Two part article, finished in February 1973 issue.

Airpower Vol. 13 No. 1 January 1983. Sentry Publications. "The Marines Have Taken Off...Situation Well In Hand! Marine Corps Aviation Today" by Peter J. Mancus. This article contains quite a bit on the F-4. Lots of color photos on F-4 and A-4.

Scale Aircraft Modelling Vol. 2 No. 9 June 1980.  
Alan W. Hall Publications Ltd. "Aircraft in Detail:  
The F-4 Phantom in British Service" by Paul A. Jack-  
son. Text, photos and line drawings on British  
F-4s. Recommended.

Scale Aircraft Modelling Vol. 3 No. 5 Feb. 1981.  
Alan W. Hall Publications Ltd. "Aircraft in Detail:  
U.S. Navy and Marine Corps Phantoms" by Lindsay  
Peacock. Text, photos and line drawings of Navy  
and Marine F-4s. Recommended.

Scale Aircraft Modelling Vol. 5 No. 10 July 1983.  
Alan W. Hall Publications Ltd. "Aircraft in Detail:  
Foreign Phantoms" by Ronald Drucker. Text, photos  
and line drawings of all those "other guys." This  
article is also recommended.

It would, of course, be almost impossible to  
list EVERY magazine article that contains photos  
and text on the F-4 Phantom. We will, however,  
try to list the most important ones. The KOKU-FAN  
magazines out of Japan almost always contain some  
photos of F-4s, and many have photo stories on  
various F-4 operations. If you have information

on magazine articles that you believe would be  
of interest to our readers, please make a list  
and send in to the Editor. All assistance in  
this project will be greatly appreciated.

The Fabulous Phantom F-4 published by McDonnell  
Douglas, May 1978. This is a very colorful book-  
let published by MACAIR on the occasion of the  
delivery of the 5000th Phantom. This book contains  
color pictures of just about every type Phantom  
produced in many different color schemes. Text  
is limited, but the pictures that have been used  
certainly tell the story of the aircraft. USAF,  
Navy, Marine and foreign Phantoms are all pictured  
in color. The best photo is that of the F-4s of  
VX-4 in several distinctive color schemes--just  
beautiful! This booklet type publication may  
still be available from McDonnell Douglas by  
writing to them at their St. Louis, Mo. office.

Until next issue, that about wraps up the  
book review column. Remember, if you have some-  
thing on your bookshelf that you think might be  
of interest to Club members, write and let us  
know about it.

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#### F-4G--THE ONE CRUISE PHANTOM

by

LCDR C. L. Valentine, USNR-R

Many Phantom Phans are not aware that there  
existed in the Navy inventory an F-4G long before  
the Air Force Wild Weasel variant. The Navy G was  
based on the B airframe and was indistinguishable  
from the B externally. Internally however, it was  
a different story. The largest internal change was  
the deletion of the #1 fuel cell and in its place  
was a large tier of avionics. This avionics pack-  
age was used in conjunction with the "hands off"  
landing system which was a continuation of ship  
board trials earlier with the F-8 Crusader series.  
The conversion was done in the spring and summer  
of 1965 and once all 12 airframes were completed  
they were handed over to a newly established squa-  
dron--VF-116.

Originally the squadron was designated VF-116  
but was shortly changed to VF-213. This became the  
well know "Black Lions," which today operates the  
F-14 Tomcat. In addition to the 12 modified air-  
frames assigned to "Lions," they were assigned two  
normal B airframes.

The modifications were a mixed blessing at  
best, especially as this was the early period in  
electronics and the equipment kept the aircraft  
in a down status more often than up and ready for  
flight. The number of hours required for service  
rose from an average of 30-35 hours per flight hour  
to the unheard of 50-60 hours per flight hour. In  
addition, the loss of the #1 fuel cell, which was  
also the feed tank for both engines, it meant a loss  
of 314 gallons of fuel, about 2000 pounds of sorely  
needed internal fuel storage. Needless to say,  
those of us who flew the G were very apprehensive  
each time we manned the aircraft, as we never could

be sure of being launched or of having the "spare"  
come forward to fill your slot on the launch, if  
you went down. Dow incidentally, means the air-  
craft has some problem preventing its being launched.

VF-213 was assigned to CAG-11 aboard the USS  
Kitty Hawk CVA-63 during its WESTPAC cruise from  
the middle of October 1965 until the ship returned  
to its homeport, San Diego, in June of 1966.

In addition to its DataLink equipment, VF-213's  
aircraft had another unusual feature--namely their  
paint schemes. The aircraft had an experimental  
camouflage that was performed by the people at NAS  
Cubi Point, Luzon, the Phillipines. This was simi-  
lar to the normal SEA paint scheme, the big difference  
being that there was no Tan used on the upper sur-  
faces, instead it was a combination of 34102 and  
34079 greens and with the undersides being painted  
the standard 17875 gloss white.

As far as kits go, I don't believe that there  
is a 1/72 kit with the so called flat wing, and  
there are some definite flaws to the Hasegawa 1/48  
scale kit, in that the cockpit for the RIO does  
not have the vertical panels directly above the  
consoles that have a quilted material on them, also  
it has provision for a control column that is not  
in most Navy and Marine F-4's as well as there being  
no solid stabilator provided, the slotted stab was  
done at a later date. So if you are going to model  
an early F-4B or G you must check your references  
very closely. I am always amazed at the number  
of F-4 "AUTHORITIES" that take any material in a  
book as gospel truth. I don't claim to have all  
the answers but I would be happy to answer any  
questions you might have about these early F-4's.  
Incidentally the Buno's on the G airframes was  
numbers 150481, 150484, 150487, 150489, 150492,  
150625, 150629, 150633, 150636, 150639, 150642,  
and 150645. I am not sure of the two numbers on  
the F-4B's, but one was possibly 152257.



ABOVE: Nice shot of a 34th TFS F-4D taken at Hill AFB. Note placement of the many stencils that were common on the Phantom. Aircraft is painted in standard SEA camouflage scheme. Photo T. Taylor.

## 34TH TFS "FIGHTING RAMS"

by

Ted A. Taylor

The 34th Tactical Fighter Squadron began its history in October 1944, when it was assigned to the 431st Fighter Group. It was part of the occupation force for the Ryukyu Islands, until October 1946, when the unit was deactivated.

On November 11, 1954, the unit was reactivated and again assigned to its old outfit, the 314th Fighter Group, based at George AFB, California. The unit was initially equipped with F-86F's, and later upgraded to F-86H's.

During the next couple of years, the 34th participated in a number of exercises and fire-power demonstrations throughout the country. Early in 1956, the 34th was reequipped with F-100C's. During June-July 1956, they were assigned to Shaw AFB, S.C., where they participated in a research and development test for the Aircraft Direction and Reporting System (AN/TSQ-13) equipment installed in the F-100C's for the Ninth Air Force.

In the spring of 1957, the 34th was reequipped with F-100D's, and were sent to Ramey AFB, Puerto Rico for training in June of that year. On July 1, 1958, along with its parent wing and sister squad-

rons, the 34th was redesignated a Tactical Fighter Unit. In March of 1959, the 34th was once again deactivated, with the unit's personnel and aircraft being sent to the 308th TFS.

On 15 May 1966, the 34th was once again activated and attached to the 41st Air Division and assigned to the 388th TFW at Korat Royal Tai AFB in Thailand. All of their equipment and aircraft, F-105's, as well as their personnel, were taken from the 36th TFS.

It was not long thereafter that the 34th entered combat in South East Asia. By July, the squadron was fully manned and equipped. By February of 1967, members of the outfit had already flown more than 100 missions.

The 34th flew most of its missions in and around North Vietnam until 31 March 1968 when restrictions were placed on their operations and they began to concentrate most of their efforts in the lower panhandle of North Vietnam. The bombing halt ordered on 1 November 1968 resulted in the 34th concentrating most of their efforts in South Vietnam.

On May 9 1969, the 34th flew its final F-105 mission then stood down to receive F-4E's and crews



ABOVE: An F-4D of the 34th TFS taxis out for another training mission at Hill AFB. Photo by T. Taylor.

from the 40th TFS. On 15 May, six days later, the 34th flew its first missions in their new aircraft. Shortly thereafter, the 34th was tasked with several different types of missions, including suppress and destroy, against surface-to-air missile and anti-aircraft sites, as well as escort missions for the B-52 strike forces.

When the invasion of South Viet Nam started on 29 March 1972, the 34th began flying interdiction and close air support missions. Combat missions

were continued until the cease fire took effect on 28 January 1973 in Nam; 22 February 1973 in Laos; and 15 August 1973 in Cambodia, respectively.

In April of 1972, the 34th began to emphasize its training exercises, along with regular combat missions. Throughout 1973 the squadron also participated in air defense alert operations. In mid-1974, the aircraft belonging to the 34th were transferred to other units in SEA and began a short span of unit inactivity. On 2 July they began to receive F-4D's from the 25th FS at Ubon and within five days, began flying regular training missions with their new aircraft.

The 34th participated in the evacuation of Phnom Penh, Cambodia on 5 April 1975 and 15 days later the evacuation of American and Vietnamese personnel from Siagon, by flying air cover for aircraft operating in the evacuation.

In December 1975, the 388th TFW, of which the 34th was a part, returned from overseas and was assigned to Hill AFB, Utah. The 34th continued to fly the F-4D until 1979 when they were converted over to the F-16 Falcon. The 34th was the second training squadron to receive this new multirole fighter of the future

At the present, the 34th is again combat ready. The training they receive and provide, assures that they will again be ready to defend their country against any possible threat as well as deploy wherever necessary when needed.

## PHANTOM AT PIMA

BY

Eric Renth

The famous Pima Air Museum at Tucson, AZ has one of the three YF4J Phantoms in their collection. Phantom YF4J 151497 was received by Pima in August of 1982 on loan from its owner, the Navy Historical Center at the Washington Navy Yard. Of course, the YF4J is a B modified into a prototype to see what would be incorporated into the production J model.

F-4 151497 started out as an F4B with a first flight on 17 September 1964. The following month it went right into modification as a YF4J, the only outside feature it had was a J nose but otherwise had B characteristics. From October 1964 to April 1970 the aircraft served as a test plane by McDonnell Douglas on loan from the Navy. From October 1970 to January 1975 it served at NATF Lakehurst, NJ. On 16 January 1975 it went into storage at MASDC at Davis Monthan AFB, AZ after 617 flight hours, 27 arrested landings and six cat shots. Next stop Pima.

Since August 1982, volunteers have been working on 1497 by putting in cockpit instruments in the front and rear seats. It's presently being sanded for repainting. P.A.M. hopes to have it restored and on full display by the start of this summer. Currently it's at the museum maintenance area but visitors can still see it. It will be painted in its Lakehurst markings.

In each issue of the magazine we will be presenting a museum bird. If you have photos and information on a Phantom that is in a museum or placed as a "Gate Guard" please write and let us know. Also if you have any additional information on #151497 send it along. Contact me at 1109 Venus, Cedar Hill, TX 75104. All letters will be answered.

# THE F-4J(UK) PROGRAM

by

Jan Jacobs

After the Falklands conflict, the Royal Air Force was tasked with keeping F-4 aircraft at Port Stanley as protection against future air attacks. Basing the Sprey equipped F-4's there put a severe strain on Great Britain's NATO commitment in the North Atlantic. To solve the problem quickly, Great Britain has procured 15 F-4J's from the U.S. Navy. The aircraft offered by the U.S. were surplus assets in storage at the Naval Air Rework Facility (NARF) North Island, CA and at the Military Aircraft Storage and Disposal Center (MASDC) at Davis-Monthan AFB, AZ. These aircraft are currently undergoing major modifications at NARF North Island which will bring them up to F-4S standards with the following exceptions:

1. The maneuvering slats of the F-4S will not be fitted.
2. Equipment to be deleted from the F-4S configuration is: the AN/ASW-25 Data Link System, the AN/ARA-63 Instrument Carrier Landing System, the AN/APN-154 Radar Beacon, the helmet sight portion of the AN-AVG-8 Visual Target Acquisition System (VTAS), the AN/ASN-54 Approach Power Compensator System (APCS), the AN/ALQ-126 Countermeasures Set, the ground cooling

fans for the AN/AWG-10B (AFC-555), and the KY-28 Secure Voice Equipment.

3. Additions to the F-4J(UK) are: provisions for Skyflash missiles, provisions for a centerline mounted SUU-23 gun pod, replacement of existing UHF radios and TACAN with two AN/ARC-159 radios and an AN/ARN-118 TACAN, replacement of the AN/AWG-10 with the AN/AWG-10B, addition of a telescopic sight in the rear cockpit (TESS), and installation of the British TELEBRIF system.

The aircraft will be delivered from NARF North Island in late 1984 in a subdued grey scheme as depicted in the accompanying drawing. The numbers in parentheses after the colors are the closest FS 595 color numbers. The roundels are 12" in diameter with 6" diameter pale red centers. Centerline tanks are overall Light Aircraft Grey. Wing tanks are Medium Sea Grey on top and Light Aircraft Grey on the bottom with an irregular 6" area between the two colors. The aircraft serial numbers on the fuselage are 6" white numerals/letters. Squadron markings will be applied in Great Britain after delivery.

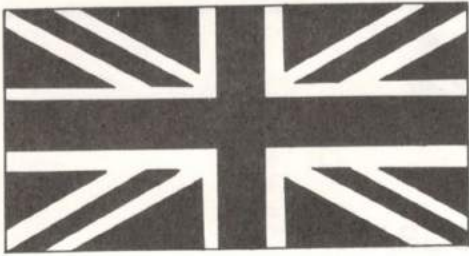


F-4J(UK) Bureau Number to U.K. serial number as of March 1984.

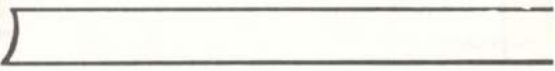
153768	ZE350
153773	ZE351
153783	ZE352
153785	ZE353
153795	ZE354
153803	ZE355
153850	ZE356
153892	ZE357
155510	ZE358
155529	ZE359
155574	ZE360
155734	ZE361
155755	ZE362
155868	ZE363
155894	ZE364

LEFT: The aircraft pictured here is an F-4J, the type that is being converted at NARF North Island. Swanberg photo, Geer collect.







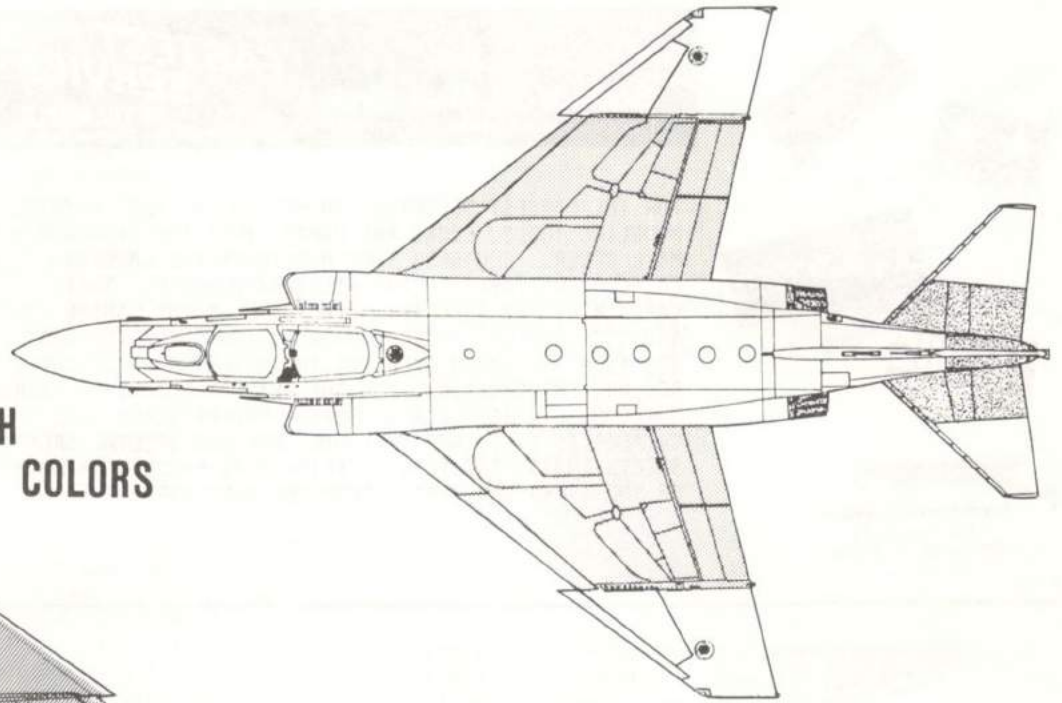
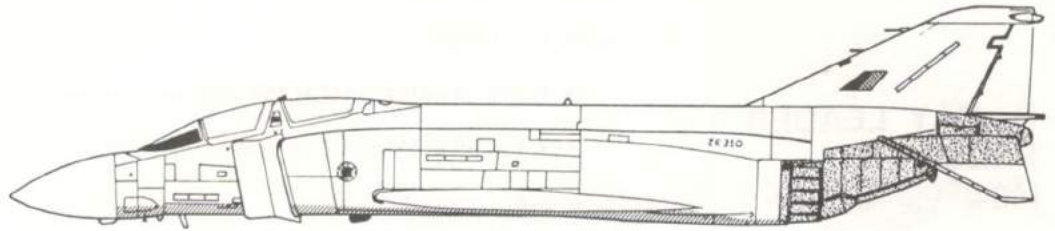


# F-4J(UK)



## AIRCRAFT COLORS

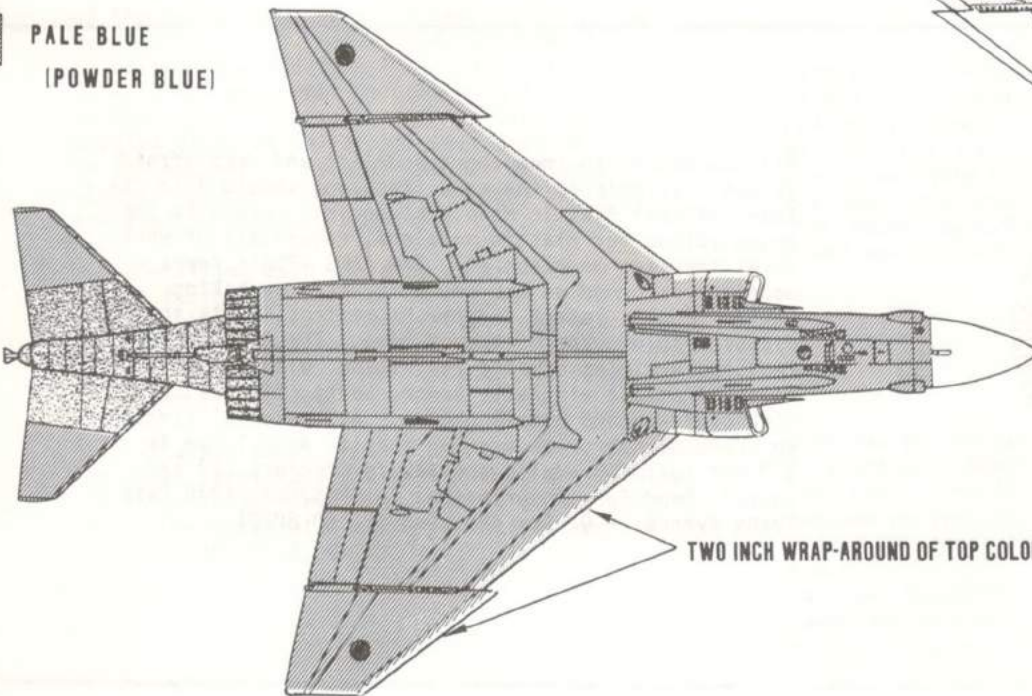
-  FLINT GREY (36314)
-  LIGHT AIRCRAFT GREY (36440)
-  MEDIUM SEA GREY (36270)
-  NATURAL METAL



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ADVERTISING RATES

If you would be interested in advertising a product or service in a future issue of SMOKE TRAILS, the following rates will apply.

Full page 8½ x 11	\$50.00
Half page	25.00
Quarter page	12.50

If you would like to have a flyer stuffed into the SMOKE TRAILS envelope, there will be a flat rate of \$20 charged for this service. (\$10 additional for each additional page.)

These rates are for a one time printing in SMOKE TRAILS. If you have any questions on these rates or want additional information, please contact: Paul Collins, 3381 Apple Tree Lane, Erlanger, KY 41018 or call (606) 342-9039.

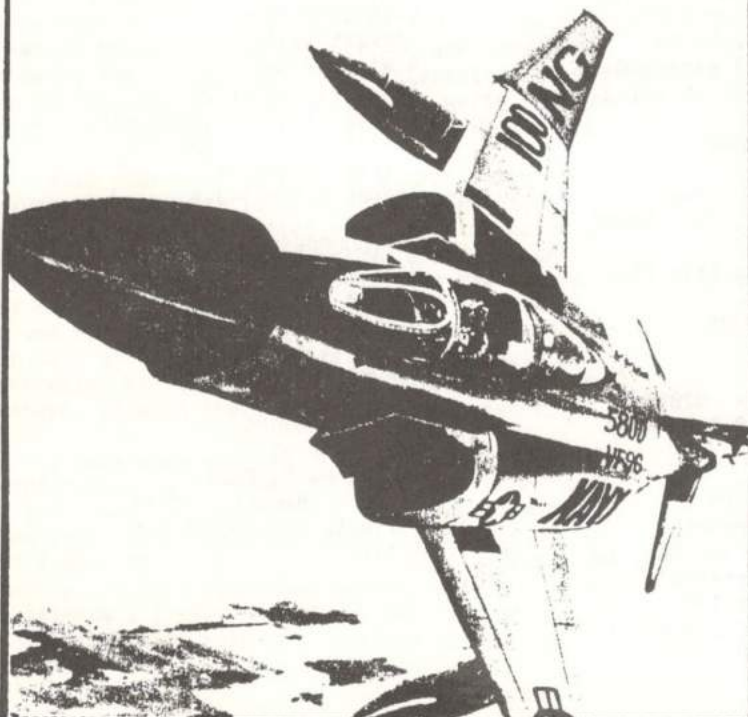


The TAILHOOK ASSOCIATION is a non-profit organization dedicated to the support of all aircraft carrier activities. Their quarterly publication, "The Hook," is full of information and stories on carrier operations and the people that is making it happen now and those that laid the groundwork for those operating the aircraft on the carriers today.

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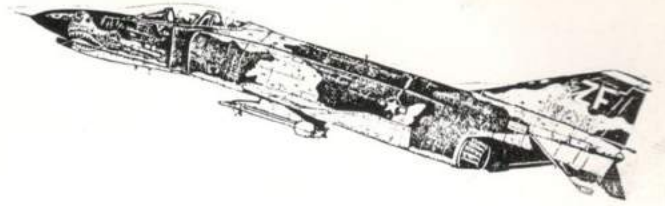
Pins of Prestige  
P.O. Box 2160  
Florissant, MO 63033



An F-4B of VF-143 in flight during operations in the Western Pacific during July of 1963. U.S. Navy photo.

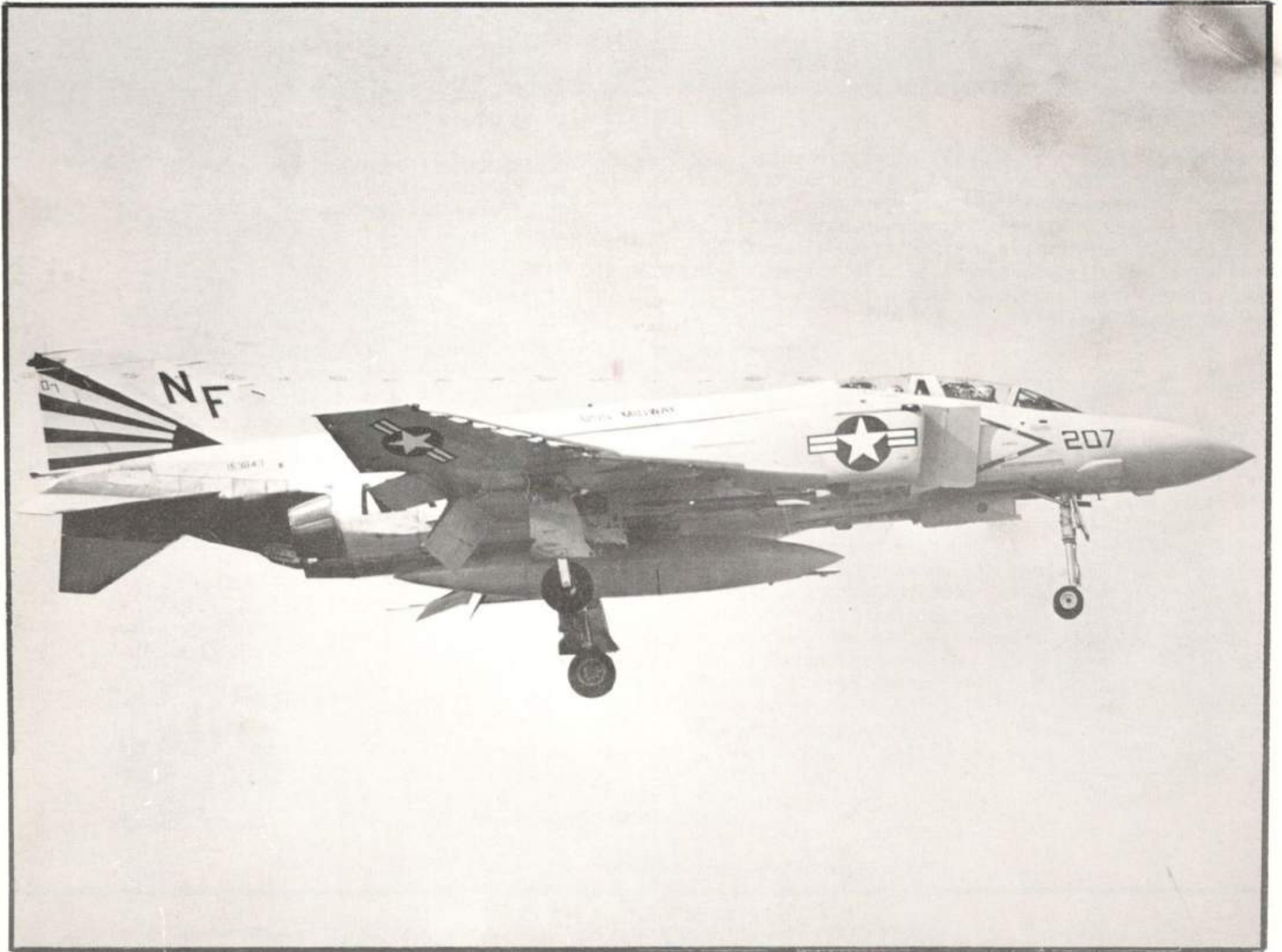


52 An F-4 of VF-301 operating off the west coast, is caught in this photo by the unit's PR Officer. This is a color photo and I must admit it is beautiful. U.S. Navy photo.



# SMOKE TRAILS

*Quarterly Journal of the Phantom Phanatics Society*





#### POLICY

The PHANTOM PHANATICS Society is an international organization open to all persons or groups that are interested in the study and preservation of the McDonnell Douglas F-4 Phantom II. The quarterly magazine of this Society will be known as "Smoke Trails" and will contain stories about F-4's and their crews. There will also be articles dealing with the collecting of insignia, making models, taking and collecting slides and photos, and numerous other articles.

The magazine "Smoke Trails" will be written and published by Society members and will strive to provide accurate material and information. Should other than accurate material appear, please notify the Editor and corrections will be made. The staff of the magazine will always be available for your comments and suggestions regarding material that you wish to see published.

#### CONTRIBUTIONS WANTED

All Society members are requested to send in material for publication. This is YOUR magazine, and to make it a success, everyone must participate. While you might think that you have no special talent, you would be surprised how easy it is to write an article or make some drawings. If you have had an unusual experience, tell us about it, we want to know. If you have some rare material pertaining to the F-4 please share it with us. Contact the Editor on how you should prepare your material. He will be very happy to work with you. If you have photographs to illustrate your story, all the better. We want the magazine to be as much a picture history of the Phantom as written history. Please help and send in your material or write the Editor and let him know what you can do.

#### PUBLICATION DATES

"Smoke Trails" is scheduled to be a quarterly publication with mailings to take place in July, October, January and April. Since we are a new publication, our schedule will rely on the material that we receive for publication. If we have the material, we will publish--if we don't, we will wait until we have enough material to print a good magazine.

For those submitting material for publication, the following schedule should be used:

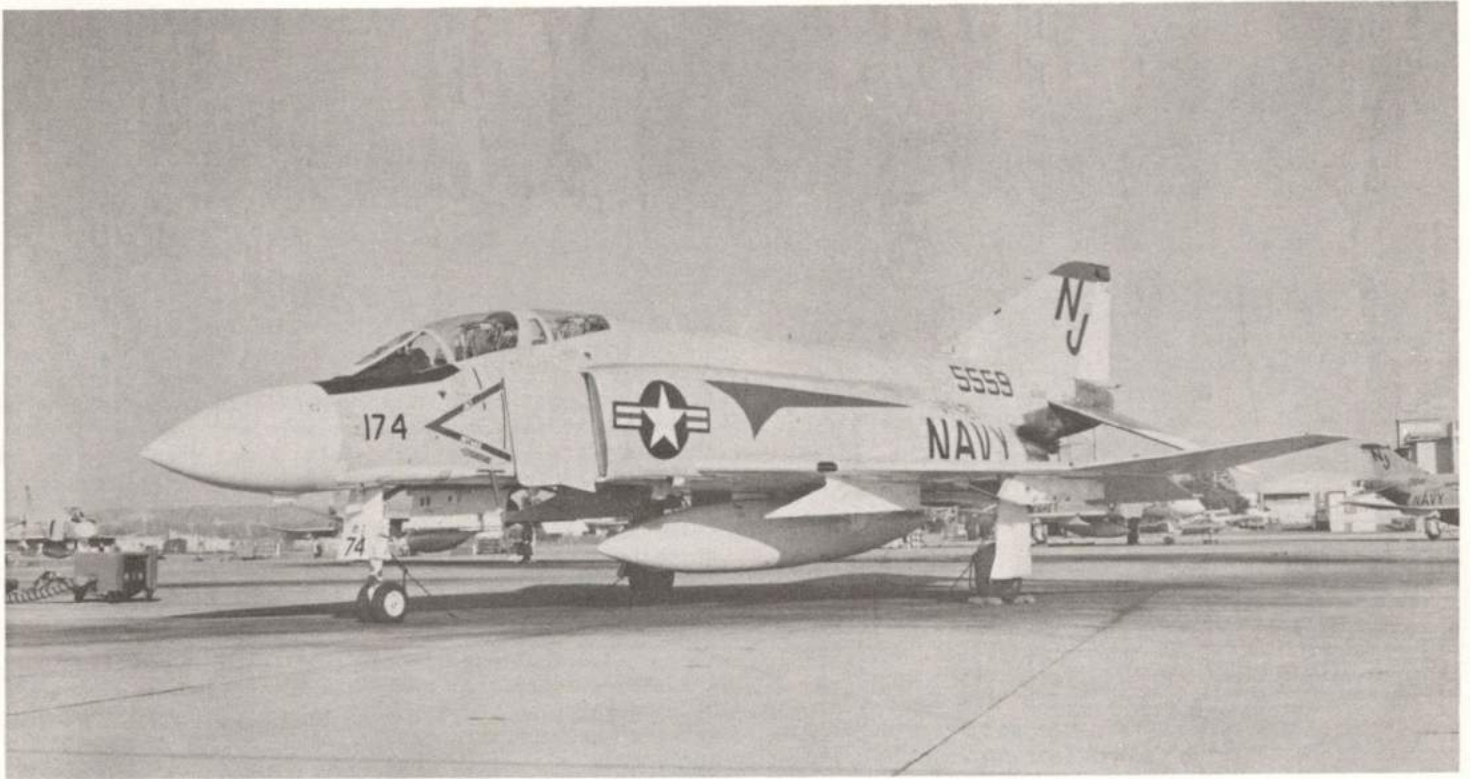
October issue--deadline September 15  
January issue--deadline December 15  
April issue----deadline March 15  
July issue-----deadline June 15

#### CHANGE OF ADDRESS

Members MUST report any change of address plus zip code promptly to the membership secretary in order that they might receive their copy of "Smoke Trails." Failure to do so will result in their not receiving their copy of the magazine. The Post Office will not forward bulk mail to your new address and will not return it to the sender. Failure to report your new address will require you to pay \$4.00 for each issue of "Smoke Trails" that you miss. NO EXCEPTIONS to this rule. Please keep us current on your address, this is probably second only in importance to your membership fee.

---

SMOKE TRAILS is the official publication of the Phantom Phanatic Society and is published quarterly. Membership fee is \$15.00 (U.S.) per year. The magazine is Edited by Paul F. Collins and the headquarters is located at 3381 Apple Tree, Erlanger, KY 41018. The complete Editorial Staff will be listed in the next issue of "Smoke Trails."



SMOKE TRAILS

VOL. I No. 2

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Cover photo sent in by Society member, however, his name became separated from his slide. If this is your photo, please let me know. This photo is of an F-4S of VF-151 a/c no. 153843 operating from the USS Midway.

Above photo from the Fred Roos Collection. Here we see an F-4J of VF-121 (a/c no. 155559) operating out of NAS Miramar in November of 1972.

Back cover photo depicts the first F-4D assigned to 108th TFW of the NJ-ANG at McGuire AFB. Photo by Don Spering.



# the SPOOK



# SPEAKS

The first issue of "Smoke Trails" is now history and I would like to thank everyone that wrote in and expressed their feelings about the magazine. The crew that worked on the issue would also like to offer their thanks for the many kind words that were written. It is always nice to know that your work is appreciated by those that you are trying to please. Again, thanks for the big vote of confidence.

With this issue we hope to continue the success that we had with the first issue. Several new writers have material in this issue along with some continuing articles from the last offering. We hope that you find all of this material of interest. We are still looking for someone to head up the modeling section. Mr. Dave Minton has volunteered to cover the position until we can find someone on a full time bases. If you have talent in the field of modeling, and can write about it, please drop a line, we would love to hear from you!

I am happy to report that we are building a good foundation for future issues of the magazine with some super good people that have been submitting material for presentation. However, we are still in need of those that can write articles and do art work for the magazine. If you have talents in any of these areas, please drop the Editor a line at your soonest opportunity, he would really like to hear from you.

The Patch Editor, John Cook, has come up with a very good system for identifying Phantom emblems. With this issue we will be including a patch section that will be separate from the rest of the magazine. We are doing this so you can start your own notebook on Phantom emblems. We will be doing about four pages in future issues, perhaps more if the demand is great enough. This first section is being done using xerox copies of patches but John is planning on using photos in future offerings. We hope you like this idea and will continue it as long as we have patches to illustrate. Your comments are welcomed.

Speaking of patches, the Society patch has been made and is included with this issue of the magazine. Those that have joined the Society in the last several weeks have already received their emblem. If anyone wishes to have an additional emblem, the cost will be \$5.00 per patch, which includes postage. We hope that you like this emblem of your Society and wear it with pride.

A good number of you have indicated that you would be interested in a Society jacket. I am in the early stages of negotiating with a jacket manufacturer and I hope to have something definite on this by the next issue of "Smoke Trails." If we are going to have a jacket, we will get something of good quality and something that will give you value for your money. I will keep you informed on how things are going with regards to the jacket project.

In my last column I spoke of three new columns that would be appearing in this issue, if I had your help. Well, you helped on one and dropped the ball on the other two. Starting with this issue we will have a new column, titled, "Base Exchange" which will be available to Society members to list material they have for sale or trade or list items that they are looking for. This is not intended for the use of commercial advertisements. There will be no extra charge for members to list their items. The other two columns will not start with this issue. These were to be columns on questions and answers about military aircraft and a letters to the Editor column. Perhaps we will be adding these features in a future issue.

I also mentioned in the last column something about the desire to hold a "national" convention so we can all get together and decide what type of leadership we would like to have for the Society. I ask that those with some ideas drop me a line. Well, no one wrote and I am once again asking for your directions on how this should be handled. Should we have a national meeting to see what direction this organization will be taking in the future, or should we wait another year, to see how fast the Society grows, before we attempt something as complex as a national convention? Your letters and suggestions on this--please!

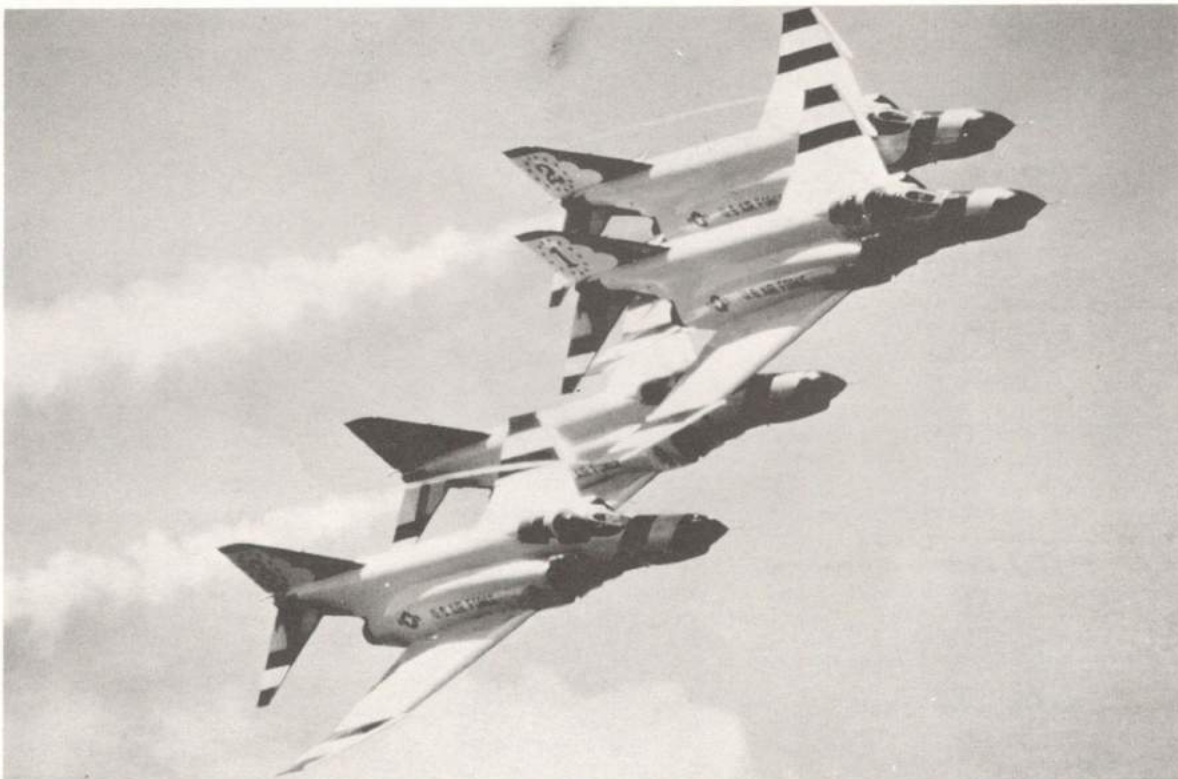
It was decided several months ago that we needed something to give to members that they could use to show people that they were members of the Phantom Phanatics Society. After some discussion, it was decided to have a membership certificate made so members could hang it in their office or den and let the whole world know that they were, indeed, a member of the Phantom Phanatics Society. Member Robert Conely was placed in charge of designing this certificate. If we have had any luck at all, this certificate will be enclosed with this issue of "Smoke Trails." We thought that a wall certificate would be better than a membership card.

Before closing the column for this issue, I would like to remind you that should you move, please remember to send headquarters a change of address as soon as you possibly can. Currently we have two members that don't have their first issue of the magazine because they moved after sending in their money early in the campaign and now we have no way to reach them. It is very important that you always keep the Society current with your home address. Also it is very important that you continue to try to attract new members to the organization. We will only continue to grow if you promote the Society at every opportunity. In this regards, several volunteers are needed to act as liaisons between the Society and the military branches that have operated the F-4 over the years and currently. If you would like to volunteer your time and energy on this project, please write headquarters at your soonest opportunity. We do need your help.

Until the next issue.....

Check Six

The Spook



ABOVE: Here we have a nice shot of the T-Birds in a Diamond formation. Photo taken at Pease AFB, NH in August of 1973. Photo from Picciani Aircraft Slides.

# F-4E Thunderbirds

by

Roger Goetzke

The Air Force adopted the F-4E Phantom jet for the Thunderbirds Demonstration Team in June, 1969. It was the sixth type of aircraft in their 17 year history. The Phantom was the first to have the aircraft's red, white and blue motif painted against an all white polyurethane painted aircraft, because previous aircraft retained the gun metal gray. The Phantom remained with the Thunderbirds until 1974.

Besides having the Thunderbird three color paint scheme, the T-Bird motif painted on its belly and a star circled number on its tail, the F-4E appeared to be a standard, off the assembly line, model. However, with a close look and previous data on F-4E design, a comparison would easily show the difference.

I will present, in a two-part mini-series, the major exterior and interior modifications.

In the series I will occasionally refer to the letters F.S. followed by a number. The F.S. stands for fuselage station and the number refers to a dimension for a common reference point. A number

system like this is commonly used on all aircraft for locating various doors, holes and other aircraft components.

The following areas of the F-4E Phantom underwent exterior structural changes: nose, forward, center and aft fuselage and the wing. I will try to describe the major changes as they appeared.

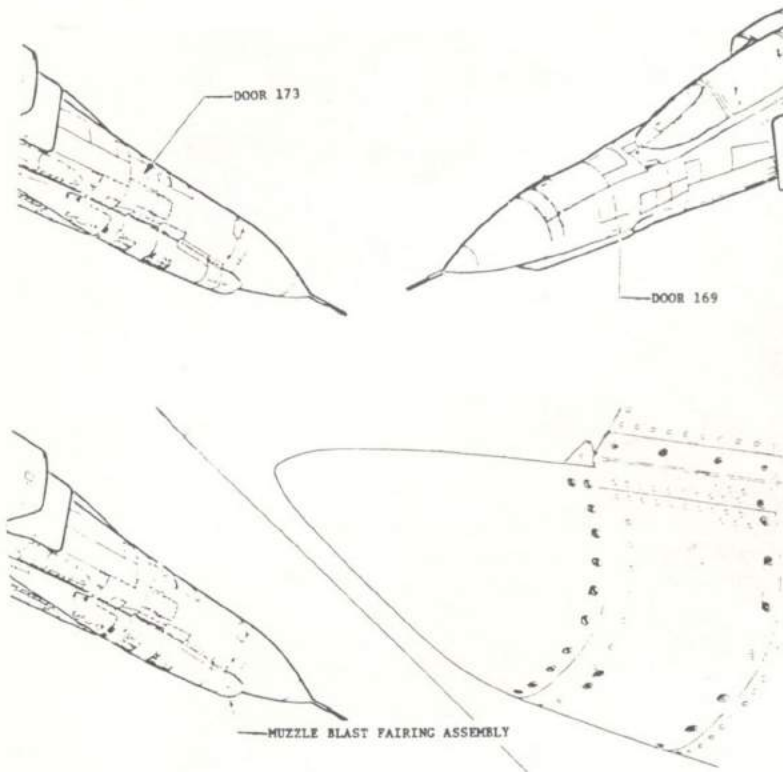
## NOSE SECTION (F.S. 0.00-77.00)

1) Since the gun package was removed from the nose section, the two louvered gun exhaust vents, one on each side (doors 169 & 173) were no longer required so they were sealed with a flush skin patch.

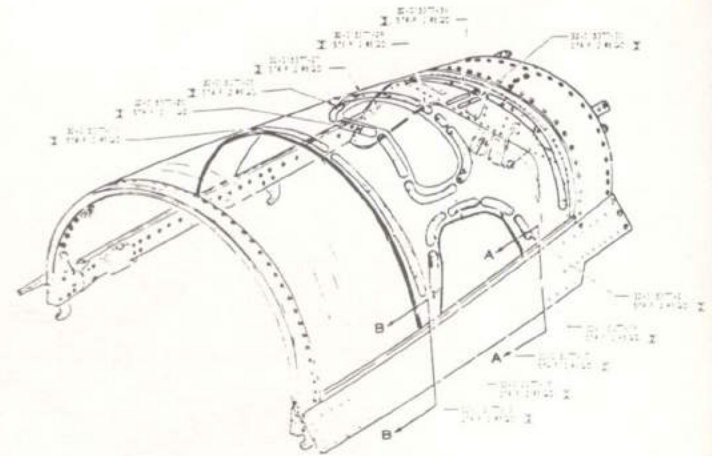
2) The gun guzzle fairing was redesigned to form a closed, smooth stainless steel fairing and finished with two coats of black sicon enamel. See drawing.

## FORWARD FUSELAGE (F.S. 77.00-249.65)

1) The upper equipment bay cover (door 19) which is



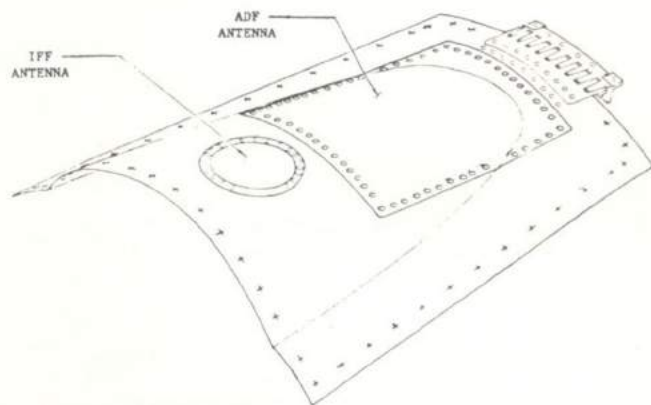
3) The aft canopy blackout curtain and related hardware was removed and the canopy had a strip type antenna mounted on the plexiglass. This antenna served for the navigational avionics equipment.



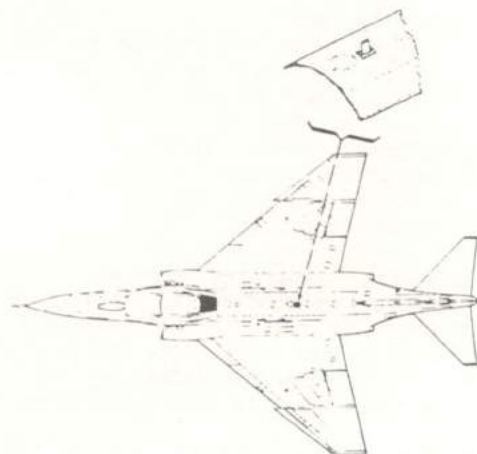
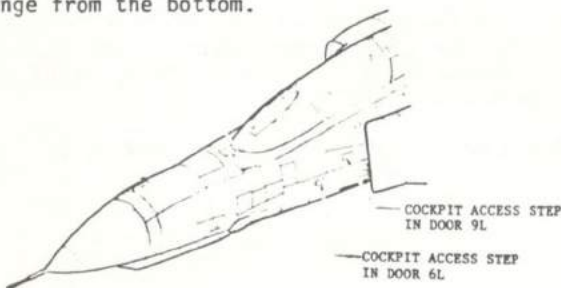
directly behind the aft canopy, was redesigned to accommodate two antennas. The original cover had one circular IFF antenna and a circular fuselage light. The Thunderbird configuration retained the forward circular antenna but substituted the fuselage light for a rectangular-shaped antenna made of fiberglass with a copper antenna.

CENTER FUSELAGE (F.S. 249.65-515.00)

1) On the Phantom which flew in the slot position, (the only aircraft with the solid painted tail), the upper UHF antenna in the vertical fin cap was removed and replaced as a blade-type antenna on door 48 as shown in the drawing.



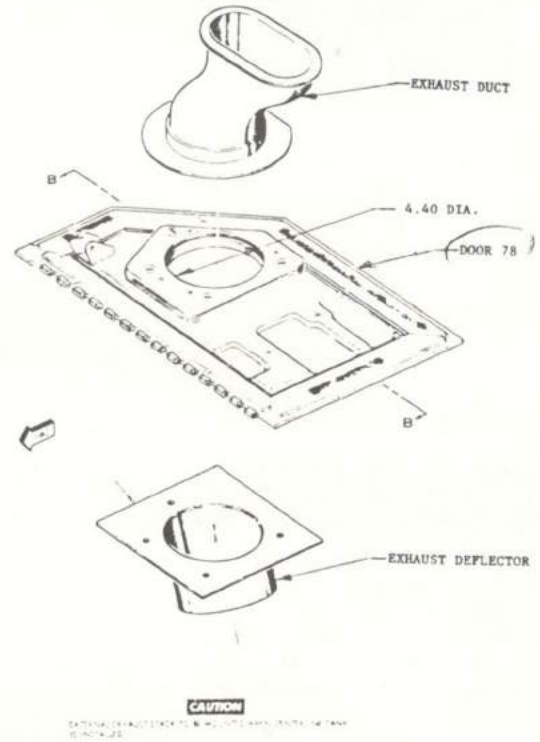
2) One minor change, but not easily noticed, was the cockpit entry steps in doors 6L and 9L were modified to hinge from the bottom.





ABOVE: T-Bird #2 on approach with flaps down. Note team emblem on intake. File photo.

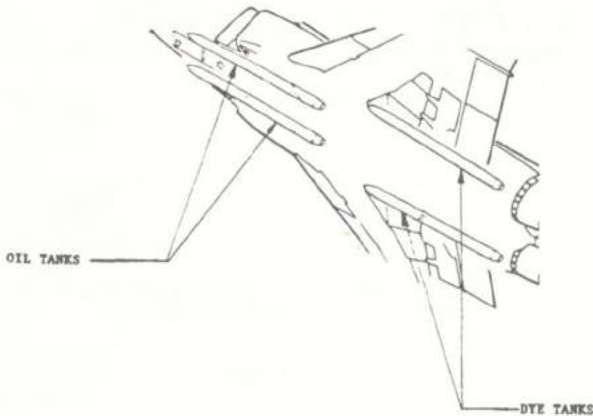
4) Since the F-4E aircraft engines could be started by a solid propellant cartridge, the two engine doors 78 and 80 were required to be open for the cartridge exhaust gases. The Thunderbird configuration had a 4.40 diameter hole cut into each door so the engines could be started without the aid of someone to assist in opening and closing these doors upon startup. If a centerline fuel tank was installed, a removable extended duct could be added to divert hot cartridge exhaust away from the tank for safety precautions. The following drawings will show the detailed exhaust doors.



2) The fuselage light which was removed from door 19 is relocated to the top of door 135 at fuselage station 310.80.



3) On the underside of the fuselage, where four sparrow missiles were normally carried, four finless missile shaped tanks fill the missile well. The two aft tanks were dye filled and the two forward tanks were oil filled. Each tank was eight inches in diameter and twelve feet long. Although these tanks were attached like missiles, the missile ejectors were modified to accommodate oil and dye lines and stowage for these lines when the tanks were removed. There was no means to eject these tanks.



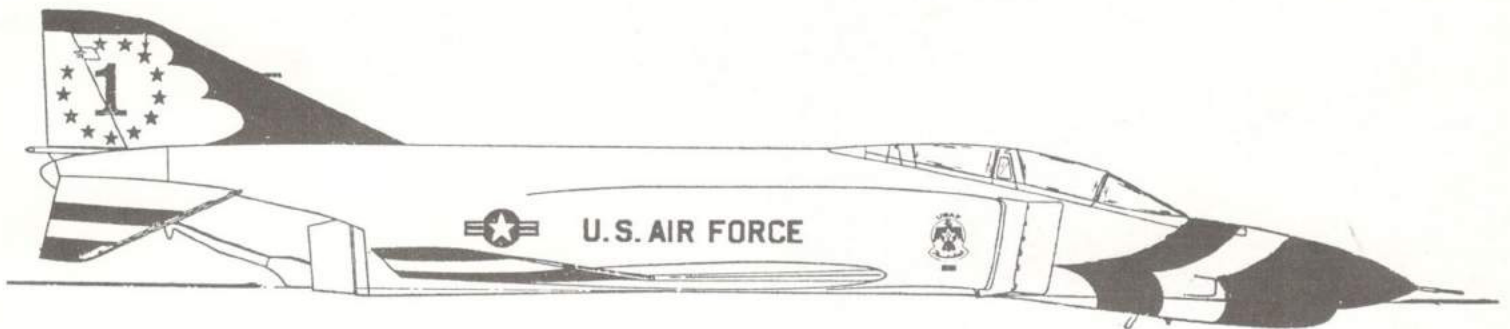
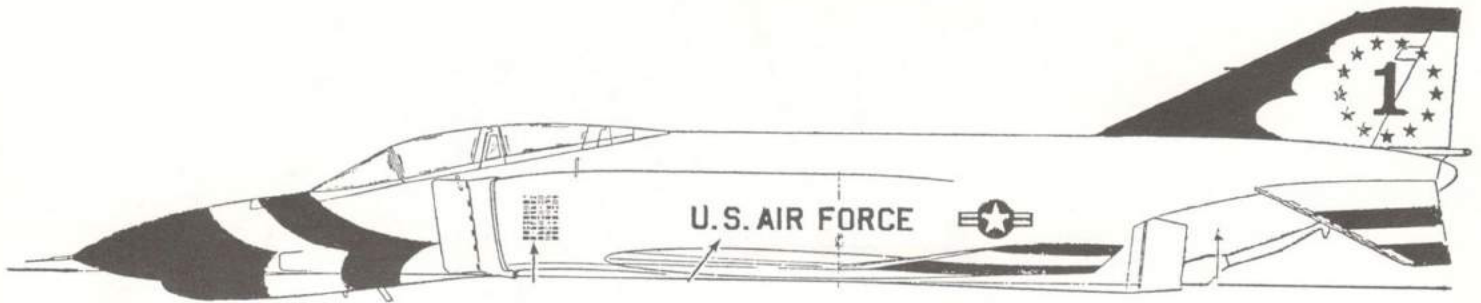
BELOW: Thunderbird #3 makes pass over field during practice session. File photo.





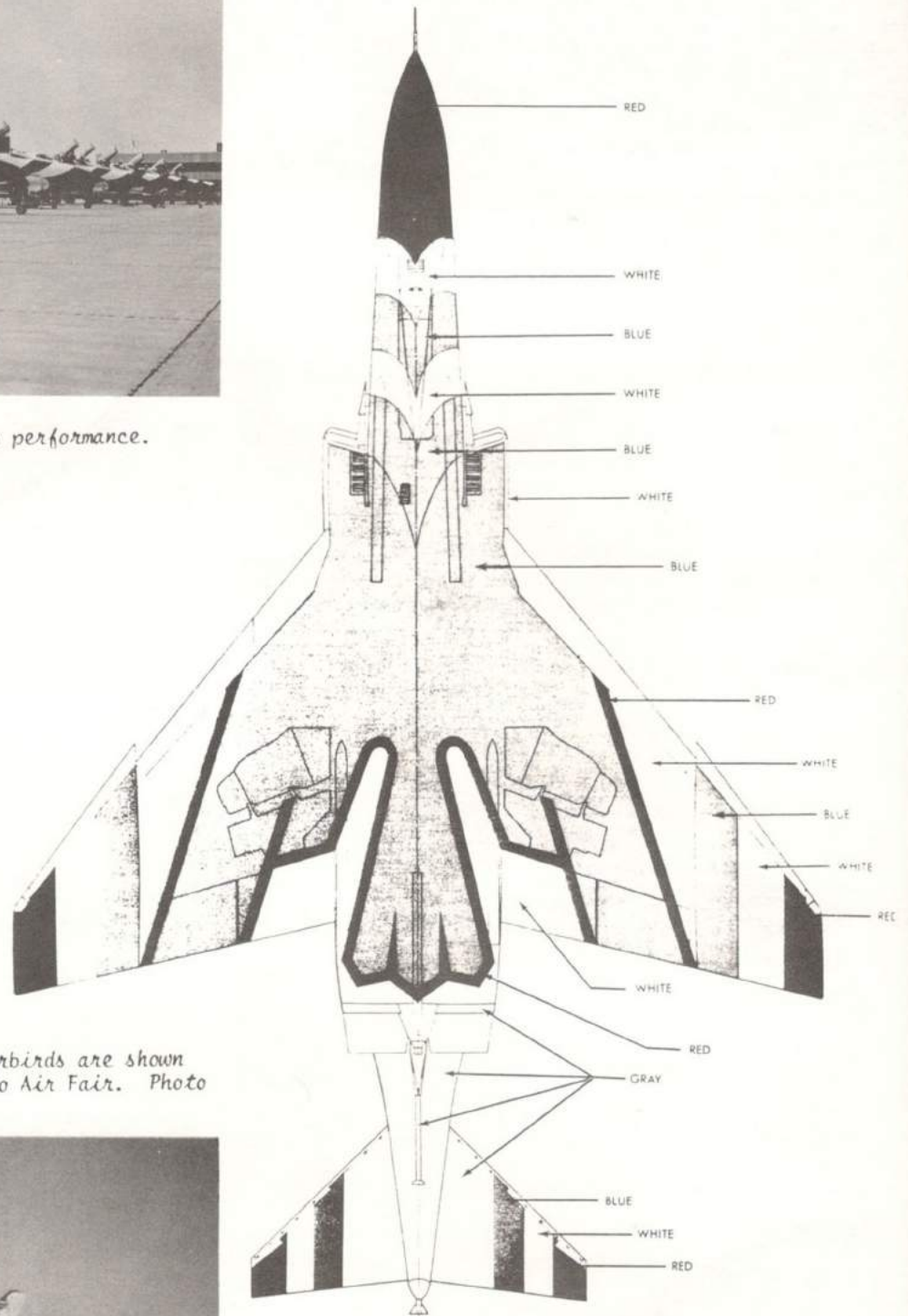
Here are a few changes that were made but it is not necessary to illustrate them. The alerions upper skin was trimmed for full alerion deflection type maneuvers. A cover was installed to cover the gap that was made. It served only for appearance and protection for the hinge and showed no apparent difference from the original. The main landing gear inboard door hinge attaching bolts were enlarged from .191 inch to .2036 inch. The wing missile and/or bomb pylons were removed. The drag chute cover mounted antennas and the wing tip mounted antennas were also removed.

TO BE CONTINUED IN THE NEXT ISSUE OF "SMOKE TRAILS."



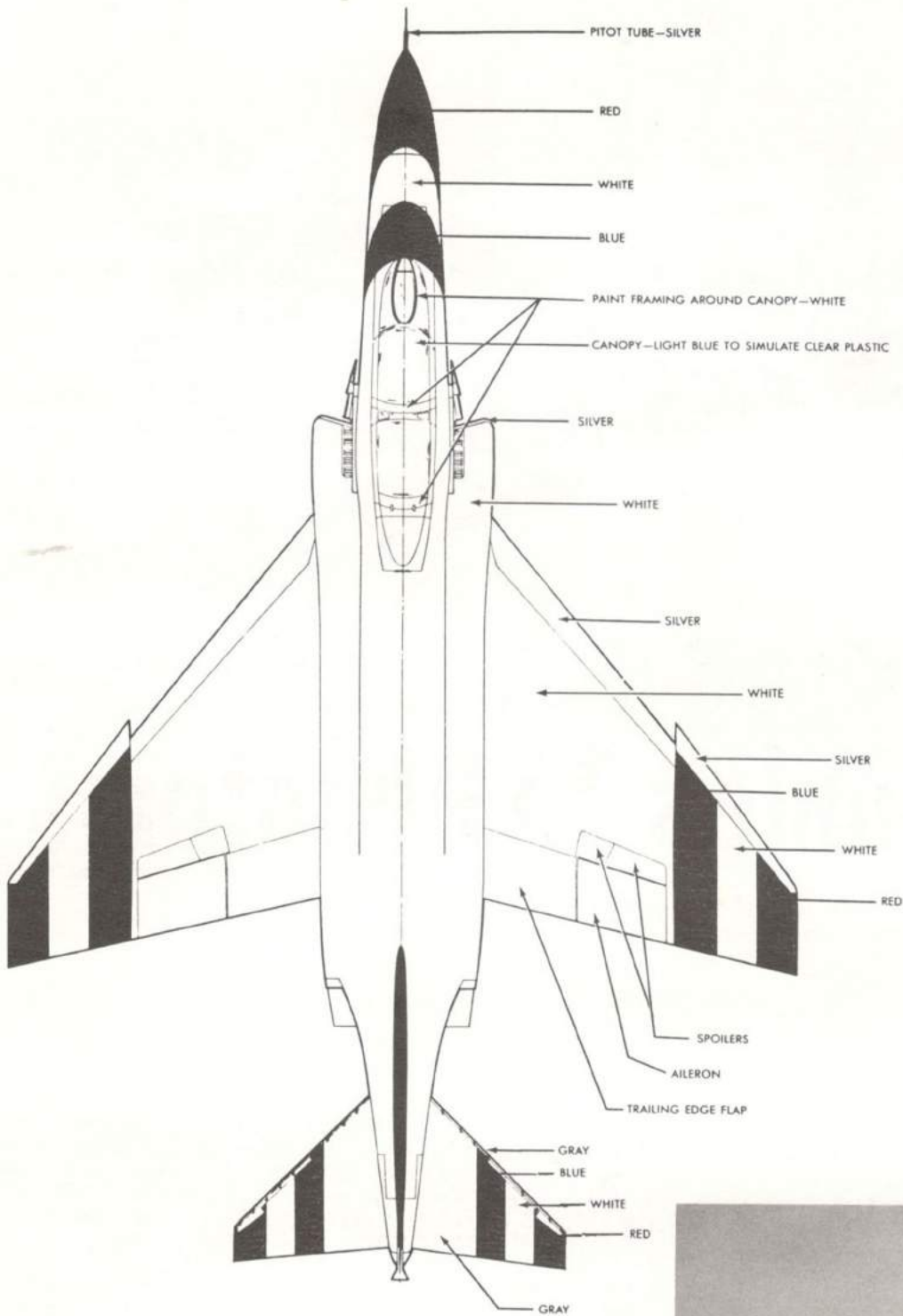


ABOVE: Line-up of Thunderbirds before performance.  
Thompson Productions photo.



BELOW: Current aircraft of the Thunderbirds are shown here performing at the 1984 Dayton Ohio Air Fair. Photo from Air Pix Aviation Photography.





Drawings in this article taken from the 1972 program booklet of the U.S. Air Force Thunderbirds.

RIGHT: Aircraft #8 waiting in reserve while members of the team to through their paces. File photo.







ABOVE: F-47D Thunderbolt of the New Jersey National Guard. This aircraft flew with the 119th FS of the 108th FG during the 1947-48 period. Photo taken at Newark Airport and is from the Bob Esposito photo collection via Don Sperring/Air Collection.

# Jersey Jennies To Phantoms

141st TFS/108th TFW NJ-ANG, McGuire AFB, NEW JERSEY

BY

DON SPERING

The present tradition of the New Jersey Air National Guard's 108th Tactical Fighter Wing can be traced as far back as WW I when the 141st Aero Squadron was organized on October 8, 1917 at Rockwell Field, California. Although the New Jersey National Guard actually began during September 1928 under the organization of the 119th Observation Squadron, Air Corps.

Federal recognition came on the 30th January, 1930 and the unit was activated at the Metropolitan Airport in Newark, N.J. During the next ten years the unit would fly O-2H, O-17, O-38B, O-46A, O-47A/B, O-52 and BC-1A type aircraft.

The 119th Observation Squadron was inducted into Federal services on September 16, 1940, at the beginning of the pre-World War II mobilization. Many changes would occur in assignments, duty locations, aircraft types (P-39s, P-47s and P-51s) and squadron redesignations over the

next six years. One of these changes being the activation and redesignation of the 108th Fighter Group, on May 14, 1946 and allotted to the New Jersey Air National Guard. Under the guidance of the 108th TFG the 119th FS operated at Newark Airport, and the newly activated 141st FS at Mercer County Airport, Trenton.

During WW II the 141st had been consolidated with the 341st Fighter Squadron as part of the 348th Fighter Group. The unit was equipped with P-47 "Thunderbolts" and P-51 "Mustang" type aircraft and saw combat in the Southwest Pacific. The squadron was inactivated on May 10, 1946, redesignated the 141st Fighter Squadron and allocated to the N.J. ANG on May 24, 1946.

November 1950 brought about another change, the 108th Fighter Group would now become the 108th Fighter Wing. With the outbreak of the Korean War, the 141st was called to active duty on March 1, 1951. The unit,



LEFT: A P-51H of the 119th FS flown by Col. D. J. Strait. This type of aircraft was flown during the 1952-54 period. Don Spring/A.I.R. Collection.

(double Ace from WW II). The unit returned in the summer of 1962 and converted to F-86Hs. With much success the unit flew Sabers until their conversion to the F-105B Thunderchiefs in April of 1964. The faithful Thuds remained with the 108th for seventeen years, a tribute to the maintenance personnel of the unit.

In fiscal year 1981, the Thunderchiefs gave way to the McDonnell Douglas F-4D Phantom. The unit began to receive F-4s from the 474th and 56th TFWs, a total of 18 aircraft.

BELOW: The New Jersey ANG entered the jet age by flying the F-86. Here we see a F-86F operated by the unit from 1958 through 1962. Photo from the Spring/A.I.R. Collection.

then stationed at Mercer County Airport, Trenton, N.J., transferred to Turner AFB, Georgia. The 141st was then equipped with P-47 Thunderbolts. On November 16, 1951 the unit was transferred to Godman AFB, Kentucky and remained there until their demobilization on December 1, 1952.

The early fifties brought about many new changes, among these being the redesignation to the 108th Fighter Bomber Wing and then to a Fighter Interceptor Wing. The forming of another New Jersey unit, the 150th Aeromedical Transport Squadron flying C-119Js. The 119th TFS with F-94Fs moved to Pomona NAS, the 141st was re-equipped with F-86Es at McGuire AFB and then F-84Fs.

The final redesignation of the unit was made on November 10, 1958 when the 108th became a Tactical Fighter Wing (Daylight) (Special Delivery).

The Berlin Crisis and "Operation Stair Step," in November, 1961, brought about the deployment to France for the 141 TFS/108 TFW and their twenty-six F-84Fs under the leadership of Brig. Gen. Donald Strait



LEFT: The 141st TFS flew the F-86H before advancing to the F-105. Photo from Spring/A.I.R. Collection



AIRCRAFT ASSIGNED TO THE 141st/108th, 1918 to DATE

SPAD XIII	1918-19	F-51H	1952-55
SE-5	1919	F-86E	1955-58
Fokker D-VII	1919	F-84F	1958-62
P-47D	1942-45	F-86H	1962-64
P-51D	1945-46	F-105B	1964-81
F-47D	1946-51	F-4D	1981-Date

F-4D SERIAL NUMBERS ASSIGNED TO THE 108th TFW

65-0584*	65-0611*	65-0631	65-0644	65-0647
65-0660*	65-0667	65-0674**	65-0680	65-0696
65-0701	65-0703	65-0712	65-0739	65-0742
65-0756	65-0775	66-0259	66-0262	66-0270
66-0279*	66-7478	66-7496	66-7498	66-7512*
66-7579*				

\* Transferred to another unit  
 \*\* Crashed and w/o



ABOVE: A F-105B in standard SEA camouflage but having a very unique bicentennial logo on the tail. Photo from Don Sperring/A.I.R. Collection.



BELOW:

Early in 1964 the NJ ANG became the first Guard unit to fly the "Thud." They flew the "B" model until 1981 and then traded their "Thuds" for F-4D Phantoms. During the early 70's both New Jersey ANG units, McGuire AFB (141st TFS) and the Atlantic City unit (119th TFS) maintained almost 40 of the 78 "B" types built.

Photo by Don Sperring/A.I.R.



RIGHT: A pair of F-105Bs from the NJ ANG on a refueling mission sometime in 1979. Photo by Don Sperring/A.I.R. Collection.

In up coming issues of "Smoke Trails" I will attempt to cover each ANG/AFRES F-4 unit and would appreciate assistance from unit personnel and other individuals with regards to serial numbers, past and present, assigned to each unit. Please contact Don Sperring/A.I.R., P.O. Box 303, Pemberton, NJ 08068 if you have any information that can be used in future articles.

A special thanks to Maj. John DeLang, M/SGT Norman Ivins, SM/SGT Gene Gignac and Lt. Maximciuc for their assistance.

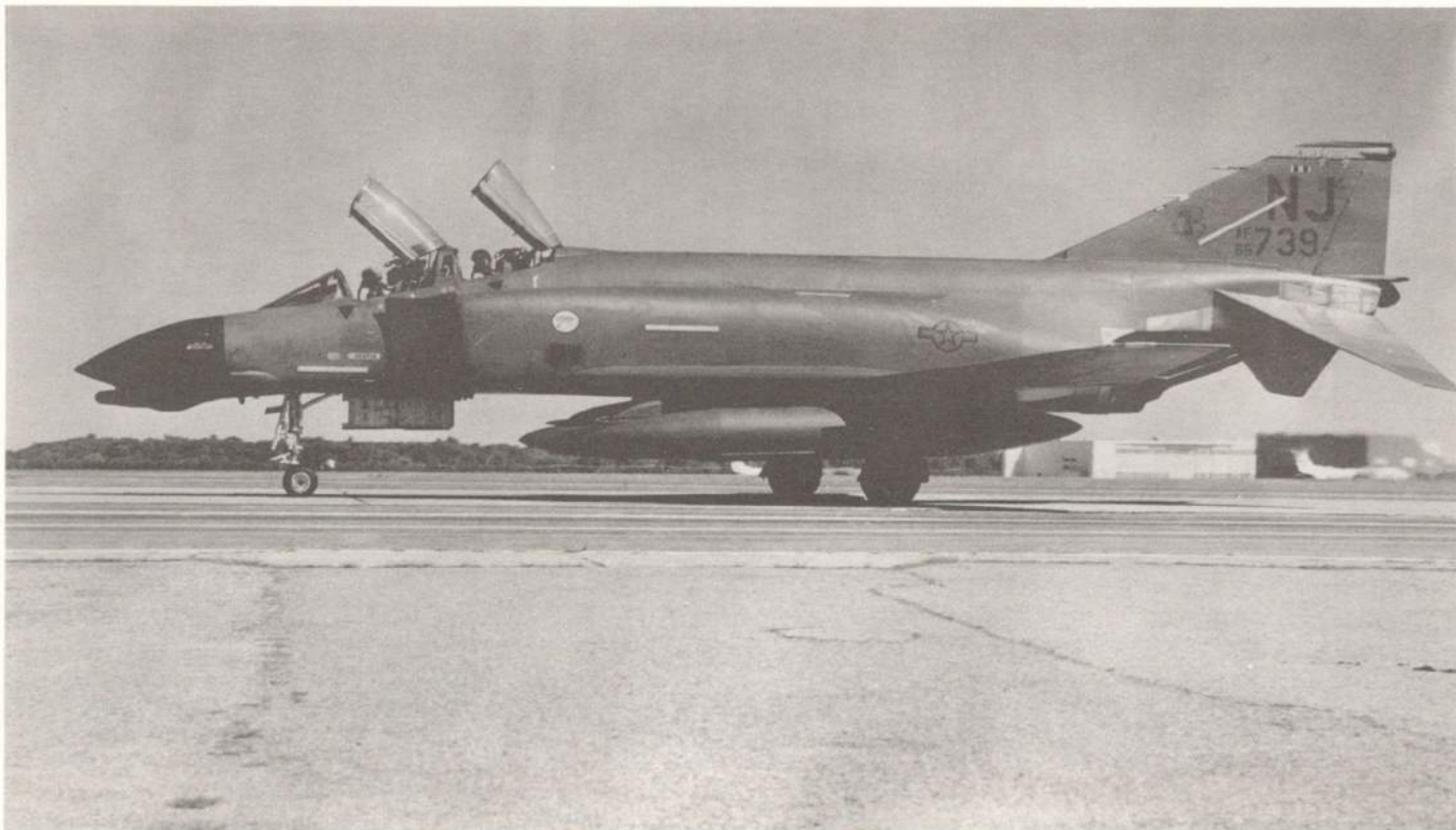




ABOVE: An F-4D carrying a SUU-23/A gun pod on the centerline turns into the gunnery range area for a pass. This aircraft belongs to the 141TFS/108TFW, s/n 65-756. Photo from Spering Collection.

BELOW: A pair of F-4Ds line up for take off from McGuire AFB in September of 1983. Aircraft are from the 141TFS/108TFW. Photo by Don Spering/A.I.R. Collection.





ABOVE: A Phantom of the 141st moves out to the flight line. Serial number on this aircraft is 65-739. From the photo it looks like this bird has the European 1 paint scheme. Photo by Don Sperring/A.I.R.

BELOW: Weapons personnel loading Mk.82 bombs on F-4Ds of the 108th TFW. Aircraft were participating in a surge and were loaded with weapons and fuel and were airborne again in 30-40 minutes. Photo by Don Sperring/A.I.R.



# Phantom Photo Philes

by

JERRY GEER

This section of Smoke Trails will feature photos of our favorite bird and will be edited by Jerry Geer. Jerry will be using many of the photographs from his extensive collection and will supplement this with photos from you, the subscribers. If you have a very unique photo of an F-4 that you would like to see published in this section of the magazine, please send it in to Jerry. His address is 6134 N. Hills Drive, Topeka, Kansas 66617. Would prefer 5 X 7 black and white photos but will accept other sizes and color if sharp and clear. When sending in photos, please include your name and address, when and where the photo was taken, the serial number of the aircraft and any particular colors that appear on the aircraft. All this information will make the photo more interesting to those viewing it.

PHOTO 1: F-4C-23-MC s/n 64-0862. This aircraft belongs to the 81 TFW. The a/c was seen at Bentwaters, England shortly after its arrival in Europe. The F-4Cs were delivered in the gull grey and white paint. since the camouflage scheme hadn't arrived as yet. Note the absence of the Infrared sensor under the nose. Photo taken in May of 1967. Jerry Geer collection.

PHOTO 2: F-4C-21-MC s/n 63-7696. This a/c belongs to the 44 TFS/18 TFW and carries the unit insignia on the left intake. Photo taken in May of 1971, Yokota, AB Japan. Jerry Geer collection.

PHOTO 3: F-4B s/n 149426. An early B model from VMFA-122 on approach at NAF Atsugi, Japan 1968. Jerry Geer collection.

PHOTO 4: F-4D-30-MC s/n 66-7641. This a/c belongs to the 8 TFS/49 TFW. Note the NATO emblem on nose. Wing was still assigned to NATO at the time even though they were based in New Mexico. The infrared sensor is also missing from this a/c. Shot at Bergstrom AFT, TX, June 1969. Jerry Geer collection.



PHOTO 2



PHOTO 3



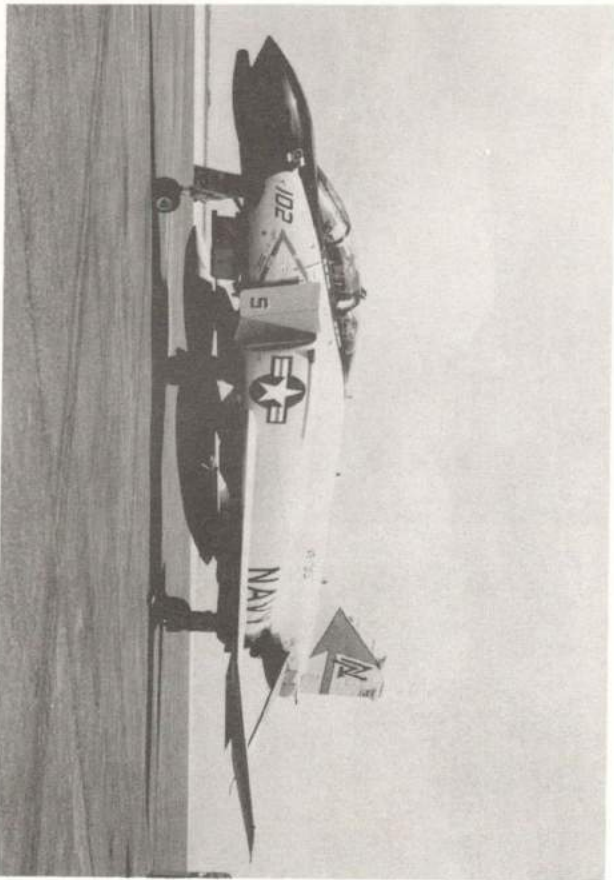
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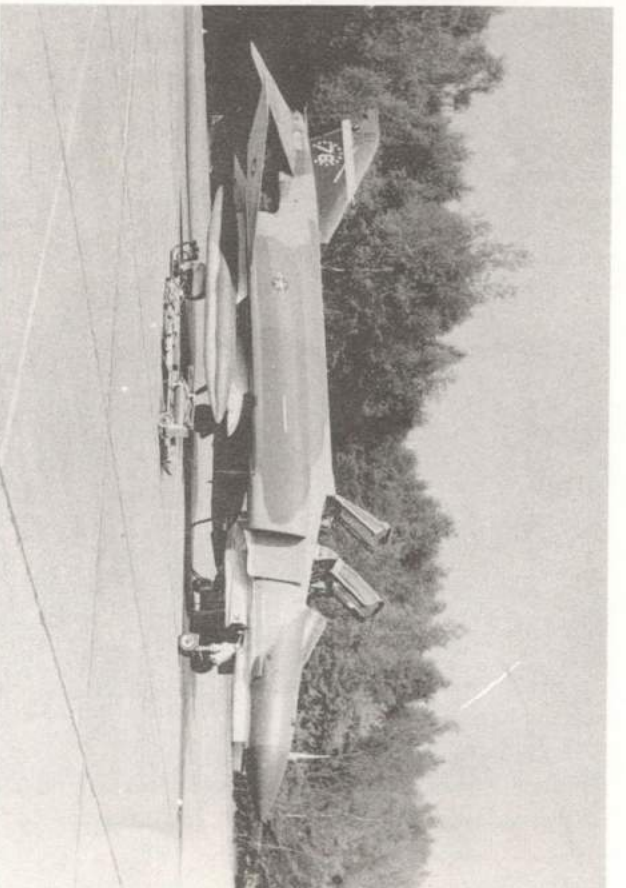
PHOTO 4



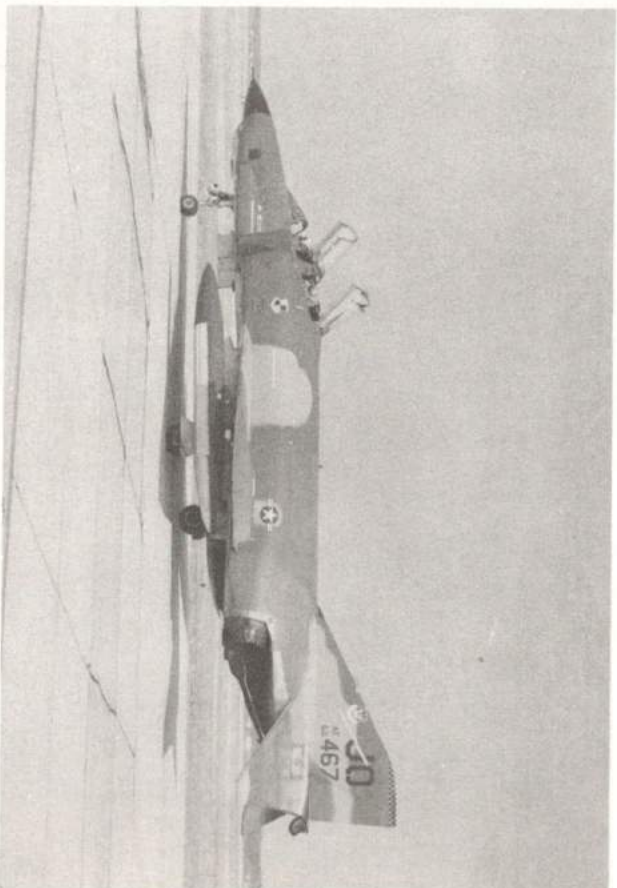
ABOVE: F-4E-32-MC s/n 66-0328. The only active Air Defense squadron in the USAF that flies the F-4 is the 57 FIS at Kevlavick AB, Iceland, seen here in 1979. ADC grey with black and white checks and black bright on tail. Photo by D. Barbier via Jerry Geer collection.



ABOVE: F-4N s/n 151461 of VF-301. The arrow design on the tail is red, bordered in black. This unit is based at Miramar NAS, CA but a/c was photographed at Forbes Field, KA June 6, 1980. Geer photo.



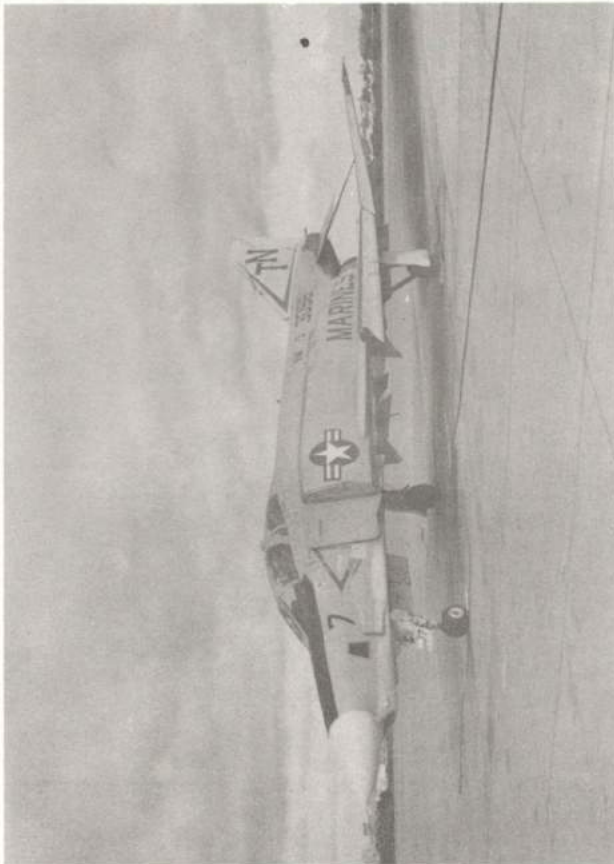
ABOVE: F-4E-42-MC s/n 69-0236. The Bicentennial markings were applied to different a/c of the 36 TRW, seen here at Bitburg AB, Germany in June of 1976. Colors were: red on top, white stripe, and blue bottom with "76" and stars in white. Jerry Geer collection.



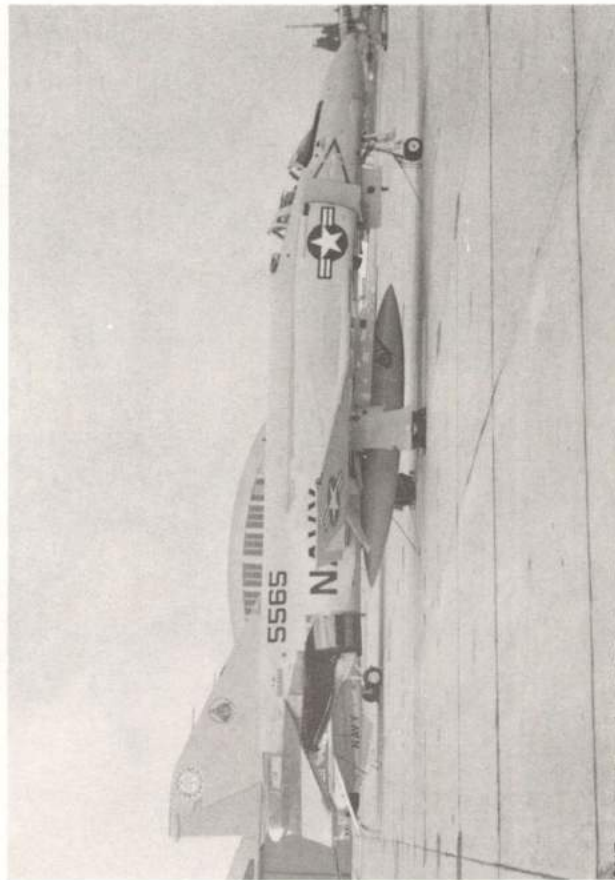
ABOVE: RF-4C-39-MC s/n 66-0467. This aircraft belongs to the 18 TRS/363 TRW. Photo taken at Shaw AFB, SC in May 1980. Photo by N. Taylor via Jerry Geer.



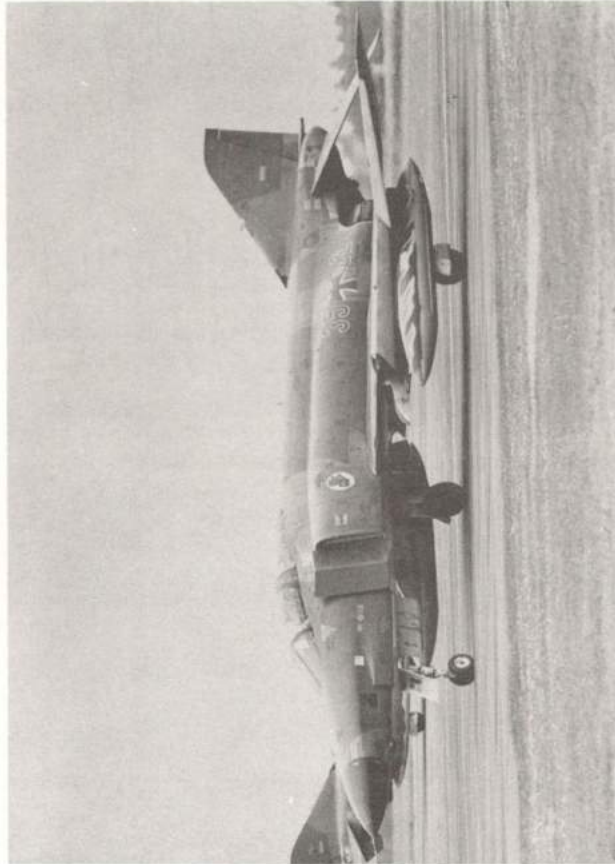
ABOVE: F-4B s/n 152235 of VF-161. This photo was taken at Miramar NAS July 1969. This squadron later changed markings and air groups. Photo by A. Swanberg, Jerry Geer collection.



ABOVE: RF-4B s/n 153096 of VMJ-3. This squadron was based at El Toro MCAS until 1976 when it was decommissioned and VMFP-3 took its place, with it a/c. Tail colors are white with medium green triangle and black lettering. Shot at North Island, CA June 1976. D. Kasutka photo.



ABOVE: F-4S s/n 155565. This aircraft is one of the test a/c used at Pax. River, MD. Note the emblem on the tail, that of the NATC along with the Spook in his "Superman" suit. Spook is also on the centerline tank. Photo was taken in August 1978. R. Harrison photo, Jerry Geer collection.



ABOVE: RF-4E 35-22 s/n 69-7469 AG-51. This a/c is a block 45 a/c and is in one of the two recon squadrons of the Luftwaffe, seen here at Wildenrath, Germany in June of 1978. Flames on the wing tank are red outlined in yellow. Jerry Geer collection.



# A Dream Come True

by

Rick Brewer

Winter training cycle, El Centro, California, 1971. Four dots appear on the horizon. They grow larger, more distinct as they approach. Four Navy blue-and-gold Phantoms streak past the few on-lookers, washing them with the roar of their J79-8 engines.

The pilots pull back on their control sticks and the F-4s climb up through the vertical. Now they ease the pressure on their sticks, decreasing airspeed, maintaining formation through the inverted position over the top. The Phantoms roar down the back side, increasing airspeed as they round out the maneuver.

The Blue Angels have executed a crisp Diamond Loop.

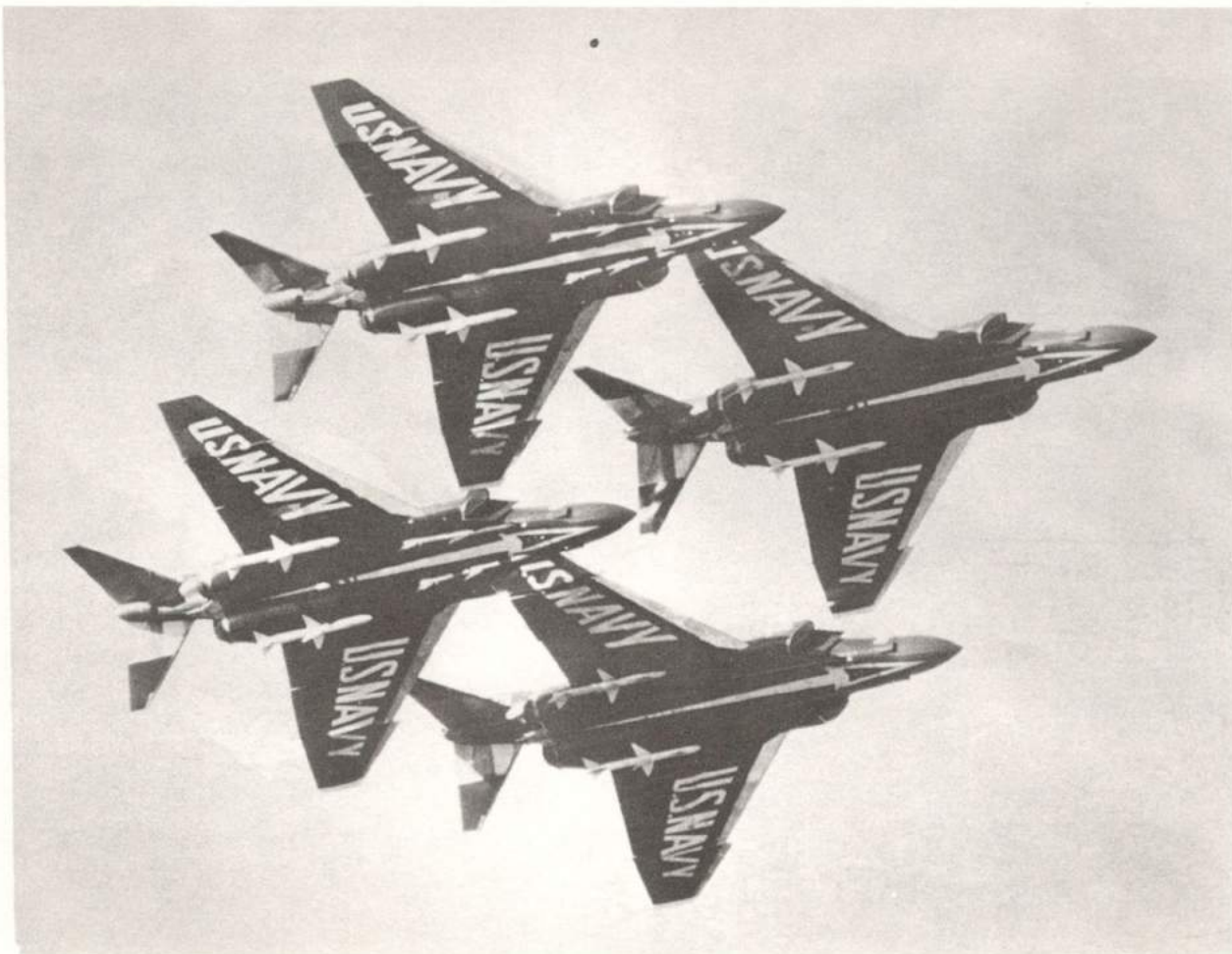
Lt. Richard Schram flies with team leader Cde. Harley Hall in No. 1 in today's practice.

Schram served as Public Affairs Officer and Narrator for the Blue Angels Flight Demonstration Team from 1969 to 1971. In addition to his air show duties, Schram had over 500 missions and 1,100 flight hours in practice and training sessions in a Blue Angels' F-4.

"The F-4J was an outstanding platform for the Blue Angels," Schram said. "It was very stable for formation aerobatics and had a fantastic thrust-to-weight ratio that made it a spectacular airplane in vertical and overhead maneuvers."

Public relations is an important function of the Blue Angels. The F-4 had a not-so-subtle way of getting noticed. "The J79 had an unmistakable and unique hardburner light," said Schram. "When the six aircraft in Delta formation came by, and all 12 engines

*BELOW: The Diamond formation, trademark of the Blue Angels. Dummy Sparrows contain red and blue dye, which when used with white smoke, provide a patriotic display during performances. USN photo via Schram.*





ABOVE: Blue Angel number 6, pilot Lt. Steve Lambert, in takeoff from Dulles International, June 1972. Photo taken from slide of Picciani Aircraft Slides.



ABOVE: This is the patch worn by the Blues' during the period they were flying Phantoms. Shield is divided blue and gold. Design is different than other emblems worn by the team. The wing design in lower left replaced the head-on design of a carrier with aircraft taking off.

selected into the afterburner position, it was enough to water your eyes. It was a definite attention getting factor."

Schram was first assigned to the Blue Angels for the 1969 season, thus becoming the first honorary member to achieve full-fledged member status. In 1964, Schram had flown as a back-seater in a Blues' TF-9J Cougar.

"My father was a Navy officer and was involved in the Flight Demonstration business," Schram said. "I was fully aware of the team since their beginnings in 1946. There was always a desire to become a part of the organization. In 1968, when I was selected to the team, it was like a dream come true."

The 1969 season premiered the F-4 as the Blue Angels' aircraft, replacing the obsolete Grumman F11F. The Navy wanted an airplane that was more representative of the current naval aviation inventory. The F-4 was chosen.

What did Schram enjoy the most about flying the Phantom? "I think the sheer, brute power that the F-4 had," he said. "It had such a fantastic thrust-to-weight ratio that it had a tremendous vertical turn and vertical climb capability. It was an extremely maneuverable airplane."

BELOW: The Blues in Delta formation approach low and fast over the runway, streaming smoke in this dramatic photo. You can almost hear them! USN photo via Schram.



The Inverted Outside Half-Cuban Eight is Schram's favorite aerobatic maneuver. The solo pilots approach and roll inverted and push all the way around, experiencing 3 to 3.5 negative G's, and each pilot picks the other up at a point 30 to 45 degrees nose-down on the back side of the maneuver.

"It is a very demanding maneuver for both pilot and plane," Schram stated. "It tests the ability of the aviator under negative G's, and it tests the total strength of the airframe."

On the other hand, Schram considers the Six Plane Cross to be the most difficult maneuver to execute. The Delta performs the front half of a loop and as the re-enter the vertical, on a signal from the flight leader, break to six points of the compass. Each pilot then begins a Half-Cuban Eight Reversal, pulling up and over the top, rolling 180 degrees back to the center, with all six aircraft crossing at the center point with minimum separation.

"Because the maneuver was based on existing wind conditions, no two days were ever the same even at the same show site," explained Schram. "It demanded

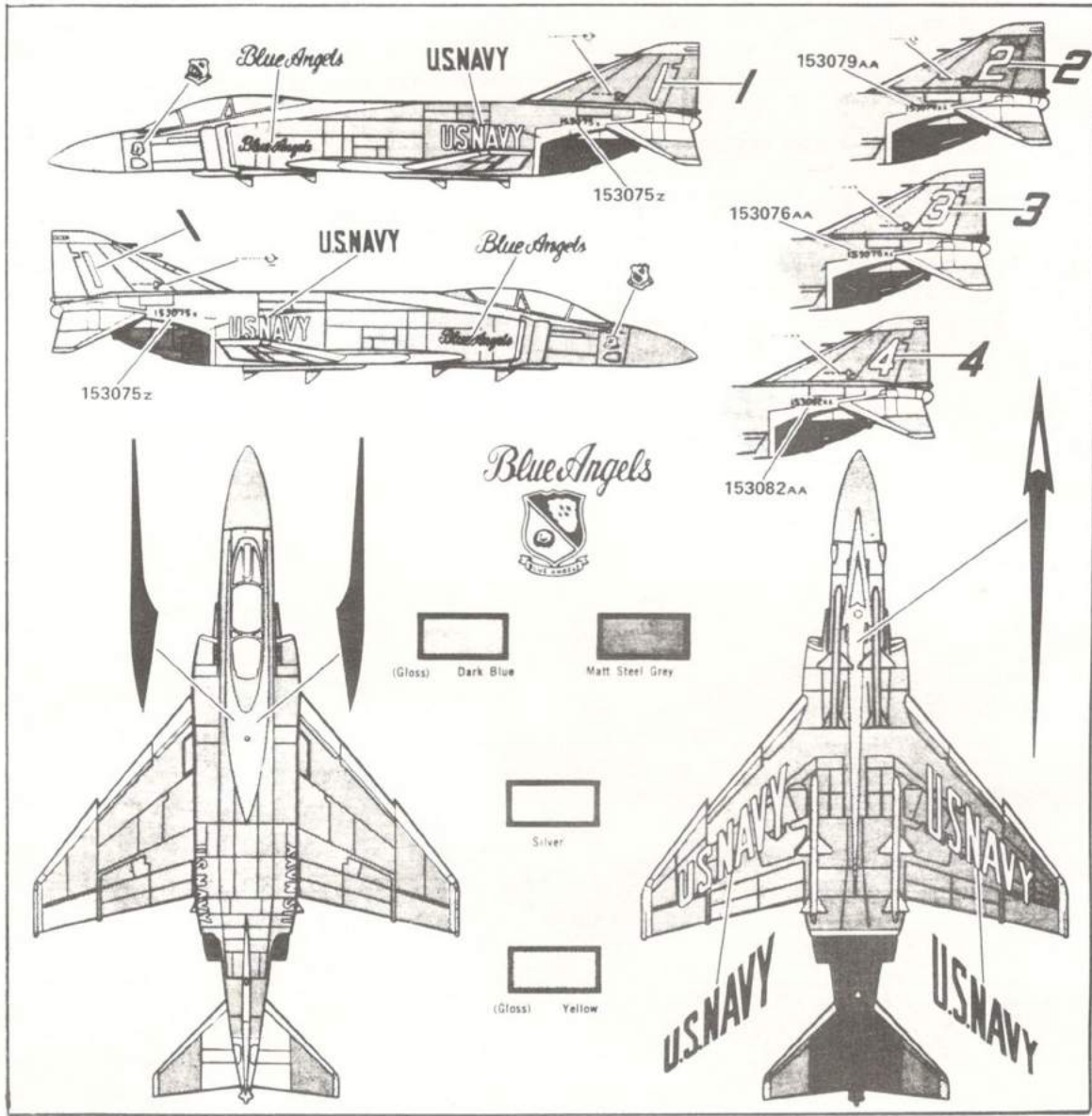
attention to detail. You had to judge your rate of closure, be aware of the existing wind conditions, and adjust your ground speed and power setting accordingly.

With the powerful F-4, the Blue Angels added the four-plane Line-Abreast Loop, Inverted Fleur de Lis, Tuck-Under Break, and the two Solos' Opposing Dirty Rolls on Takeoffs to their list of thrilling, crowd-pleasing maneuvers.

The Blue Angels perform at air shows from coast-to-coast. Among the more famous of these are the Cleveland National Air Races, the Dulles International Air Show, and the NAS, Point Mugu Air Show.

The Blues travel world wide as well. During Cdr. Schram's three years with the team they performed in Canada, Puerto Rico, the Panama Canal Zone, and South America. The 1971 season concluded with a six-week deployment to the Far East for shows in Japan, South Korea, the Philippines, Taiwan and Guam.

"Flying is really just a small part of the overall responsibility of the team member," said Schram,





ABOVE: The Blues' Delta formation over the Vallecito Mountains in southern California. USN photo via Schram.

explaining the Blues' role as ambassadors of goodwill. "We represent the Navy through various segments of the civilian sector. We give presentations at high schools and colleges, and visit childrens' hospitals and orphanages."

At present, Schram, now a commander in the U.S. Navy, is the Aviation Support Liason Officer in the Office of the Secretary of Defense in Washington, D.C. His primary responsibility is the scheduling of the Blue Angels, the Thunderbirds, and the Army's parachute team, the Golden Knights.

Commander Schram joined the Navy in 1963 and received his wings in September, 1964, is a native of Michigan and an alumnus of Purdue University. He has over 3,500 military flight hours, including more than 250 combat missions over Southeast Asia in a Grumman

A-6 Intruder. He also has flown the A-3, A-4, T-28, T-34, T-2, T-39, T-38, and a little in the F-4.

"I think what made the F-4 unique was that it was the first major step in regard to an airplane that had a weapons system, the AWG-10 in conjunction with the Sparrow missile, to give the fleet a true air defense capability," Schram said.

In reflections, what are the rewards of being a Blue Angel? "It's undeniably the best flying in the world, Schram said. "You make such close friendships with those you not only fly with but live with. You are part of the most exclusive organization within an already exclusive organization, Naval aviation. In the 38-year history of the Blues, less than 220 aviators have worn the crest. I don't think there's any one of us, given the opportunity to go back and do it again, wouldn't do so in about one micro-second!"

BELOW: The Blues' No. 1 was flown by team leader Cdr. Bill Wheat in 1969 and Cdr. Harley Hall in 1970-71. USN photo via Schram.



# U.S. Navy Tails

by

ROGER CHENARD

This is part Two of a series detailing the many letter codes that the U.S. Navy has used, and is using, on the F-4 Phantom. Since 1961 there has been many Phantom, using many combinations of letters and numbers, and with this series we hope to sort it all out.

To keep track of what we are doing it will be necessary for you to refer to pages 17, 18 and 19 that appeared in the previous issue of "Smoke Trails."

The author would like to make several corrections to the first part of this article that appeared in the last issue. On page 17, the code letters for CV 60 Saratoga should read AA instead of AC. On page 18, AD VF-171 sheet number 6 should be added and sheet number 8 deleted. On page 20, in lower left corner, add Bureau No. 5890 in the parenthesis of F-4J (203) (200) VF-74. Also add Bureau No. 157309 of F-4J (104)

VF-74. On page 22 modify Bu. No. of F-4J (201) 20 years upper right to read 153777 instead of 153771. On page 24 modify VF of F-4S (211) lower right from VF-175 to VF-171 and add Bu No. 153908. Finally, on page 27 complete the Bu No. of F-4A, upper right, to read 145307 and to modify the color code letters on the tail from 9-1 to 3-1.

If you should happen to find any errors in the current section, please contact the author, Roger Chenard, 1st Maximin, Rue E. Herriot, Encagnane, 13090 AIX en Provence, France. To make the series a little more interesting, we will try to include a number of photos with each article. Should you have any photos that you would like to see published, feel free to send them to the EDITOR. All such material will be returned after publication.



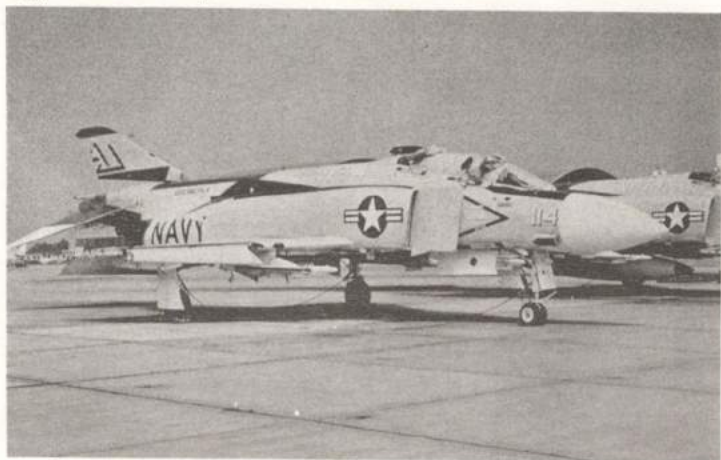
ABOVE: F-4J of VF-102 flying off the USS Independence. Photo from the R. Ray Leader collection.

BELOW: F-4J s/n 155888 of VF-142 was assigned to the USS America.. Spering photo.



ABOVE: F-4J of VF-74 operating from the deck of the USS America. Aircraft serial 155529. Spering photo.

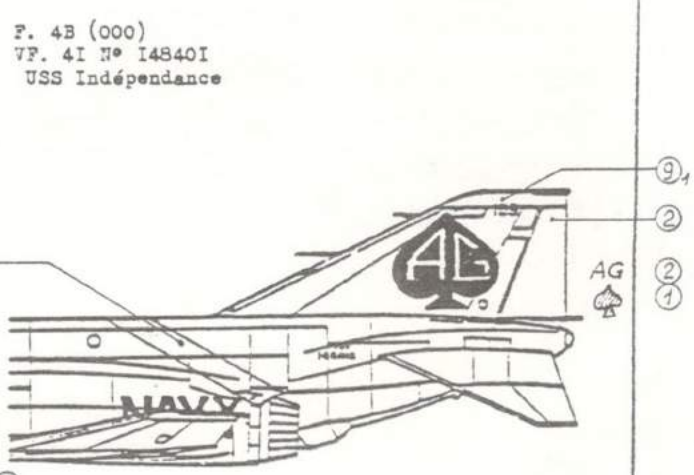
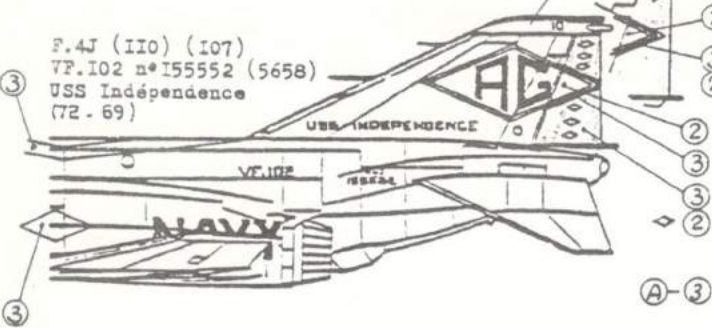
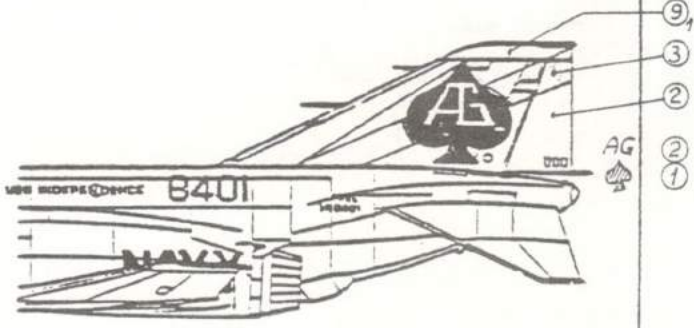
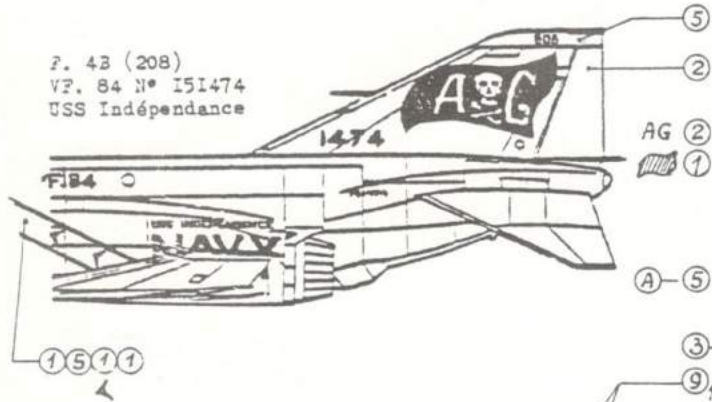
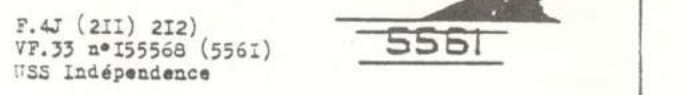
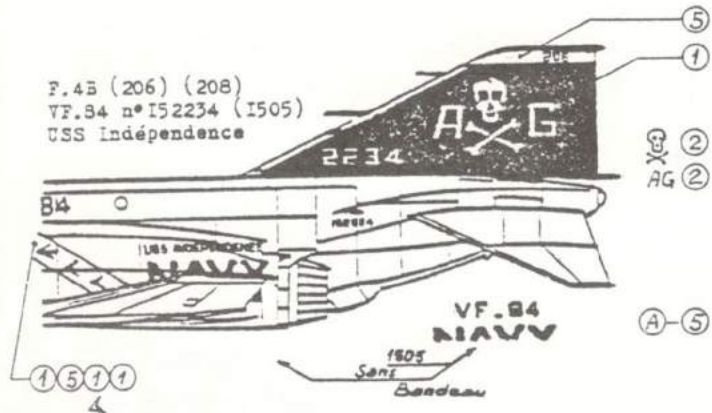
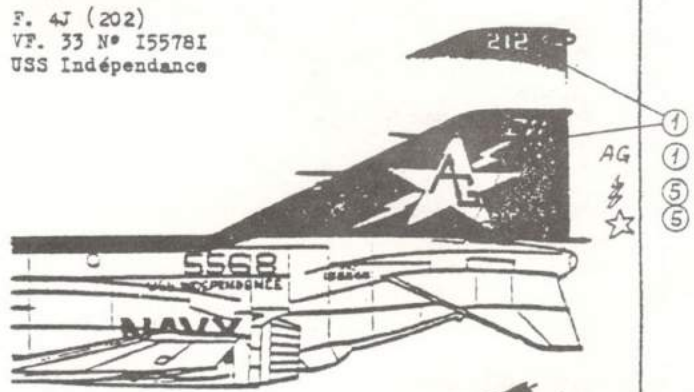
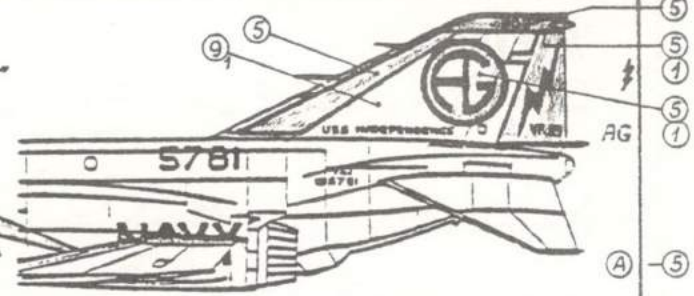
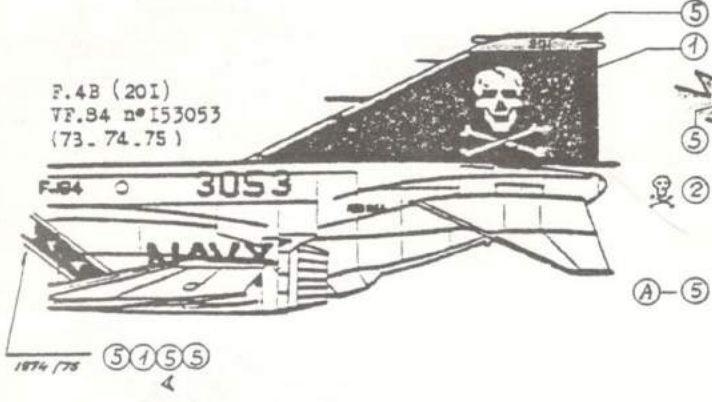
BELOW: A nice inflight shot of an F-4J of VF-21 flying off the USS Ranger. Serial on a/c 158365. File photo.





US NAVY

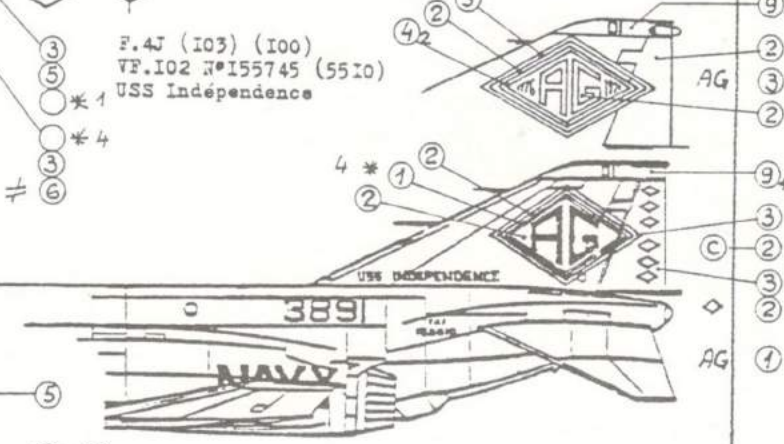
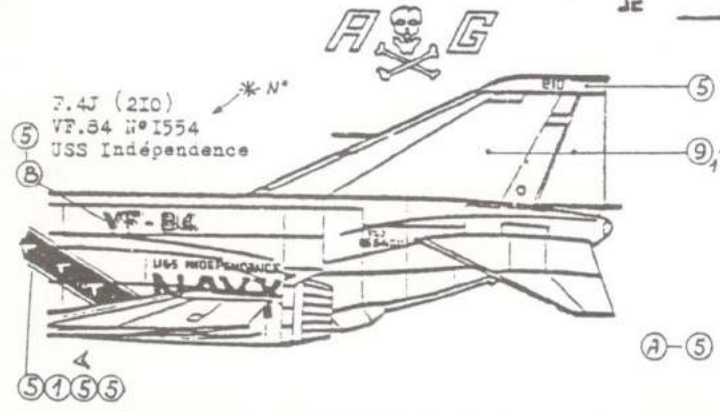
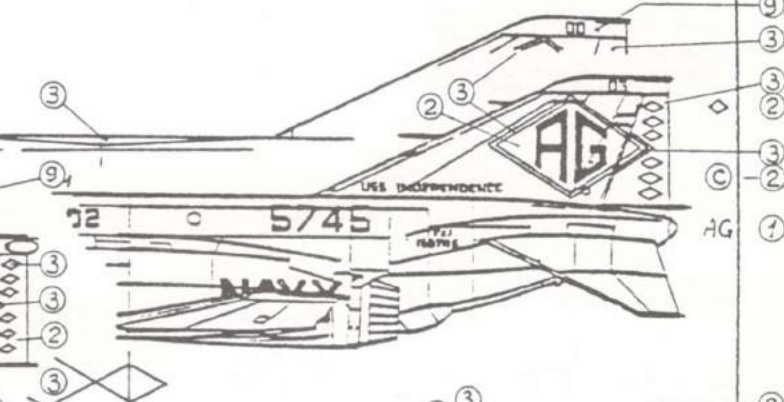
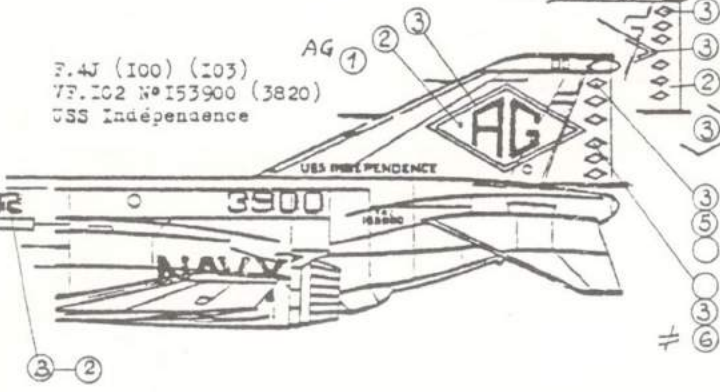
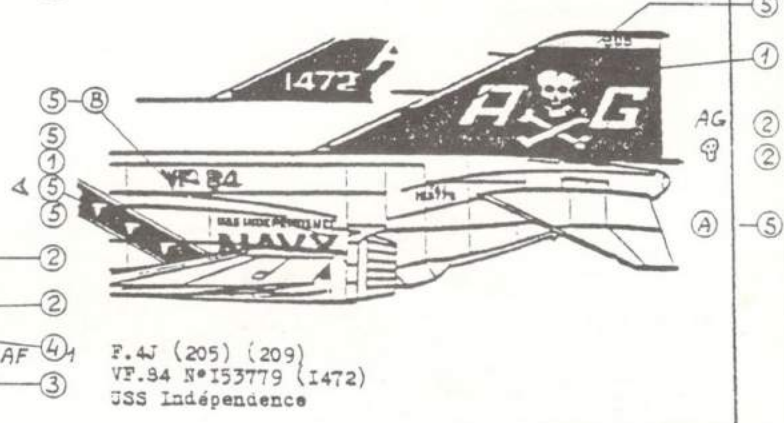
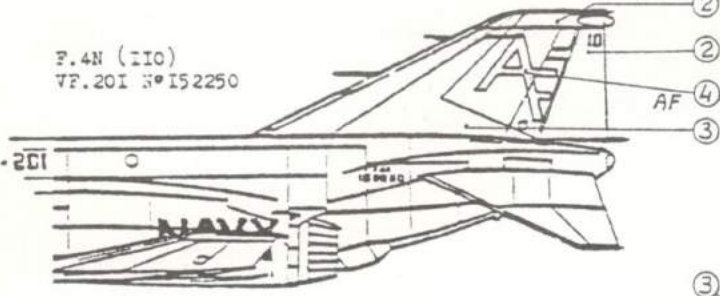
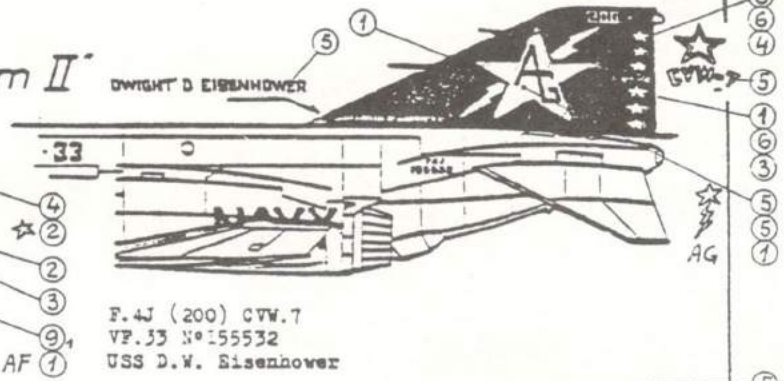
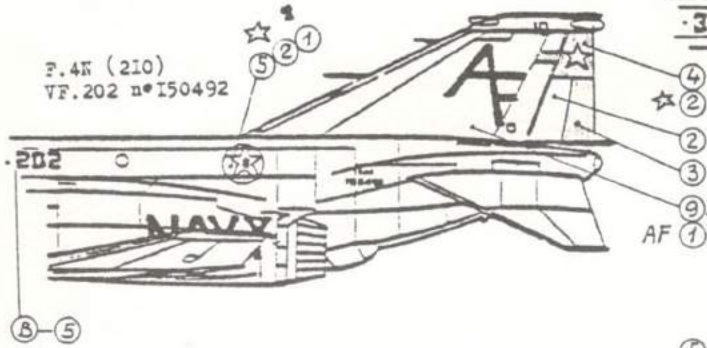
Mc DONNELL F-4 'Phantom II'



US NAVY

Mc DONNELL F-4 Phantom II

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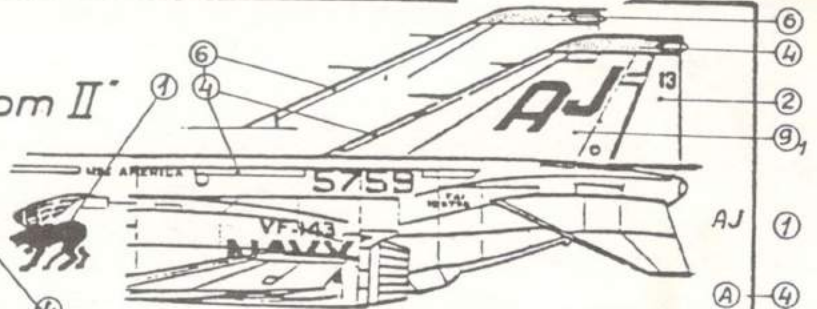
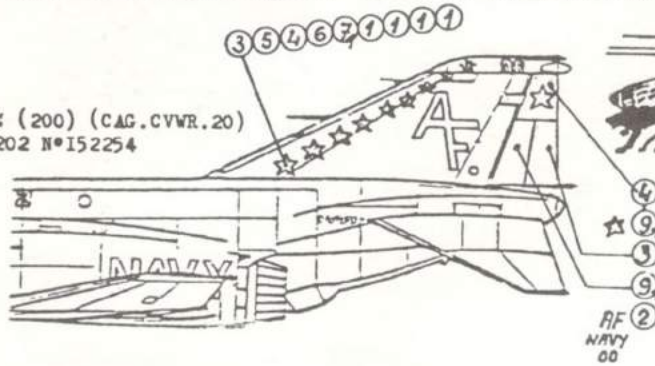
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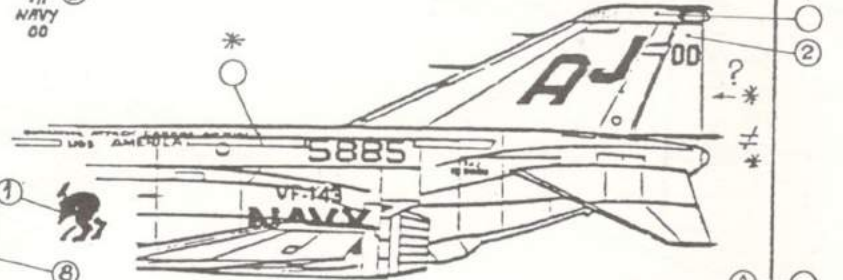
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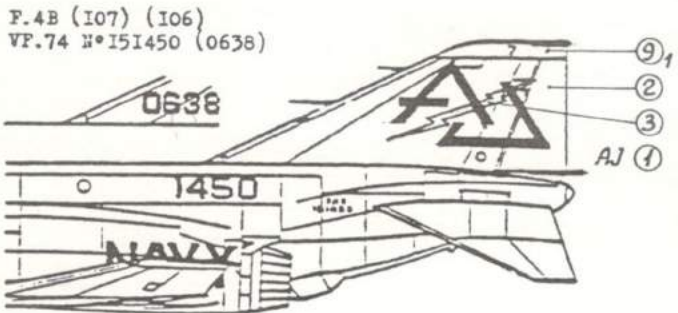
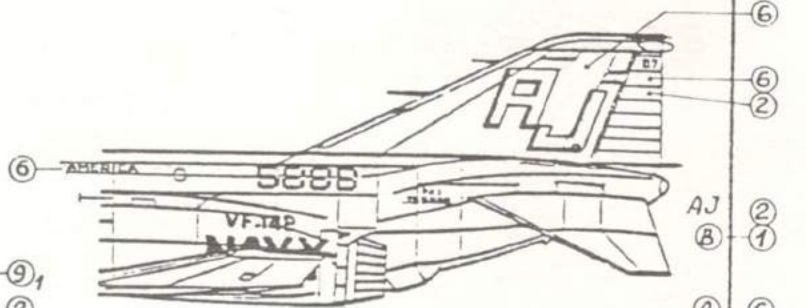
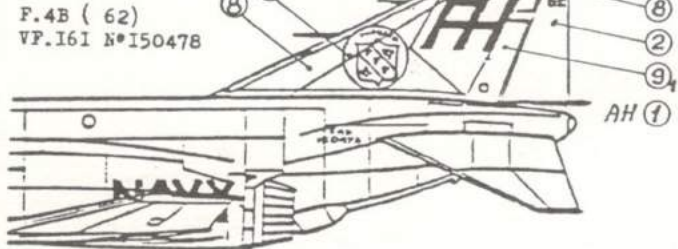
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VF.202 N°152254



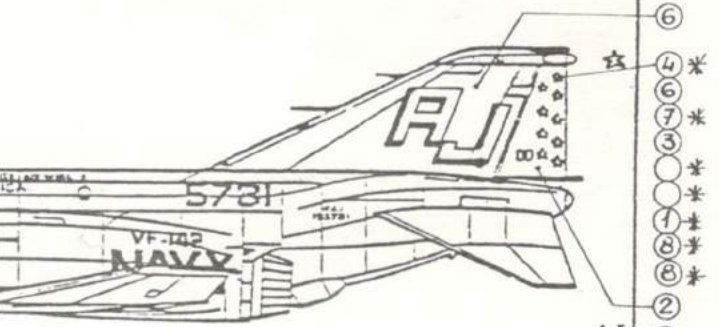
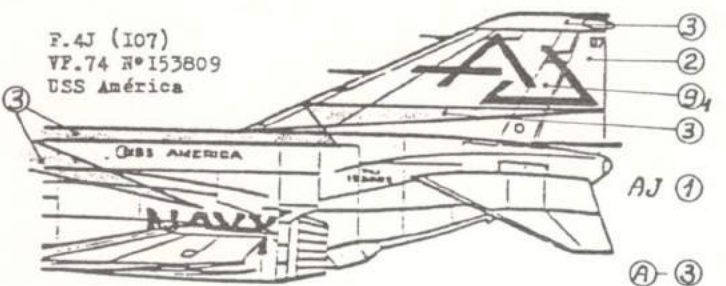
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USS America



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VF.143 N°155885  
USS America



F.4J (207)  
VF.142 N°155888  
USS America



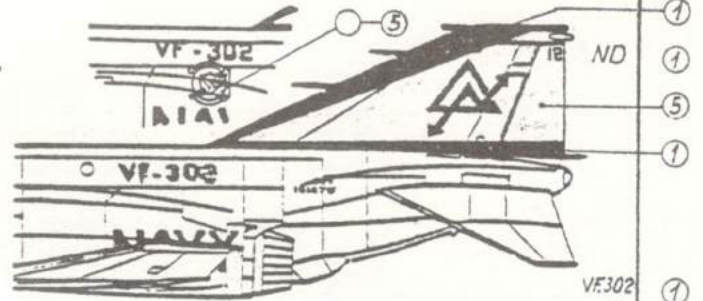
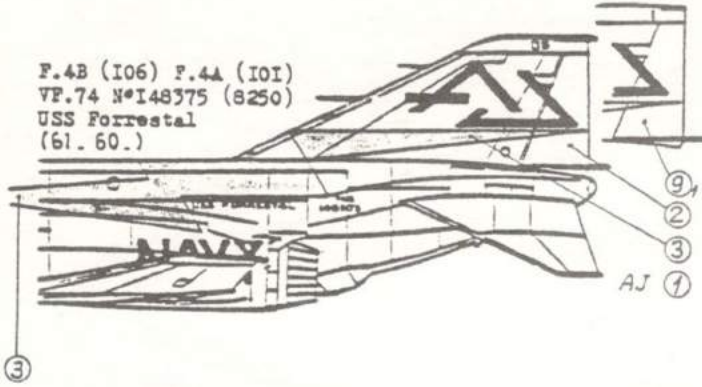
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VF.142 N°155731  
USS America

R. Curcio 81-84

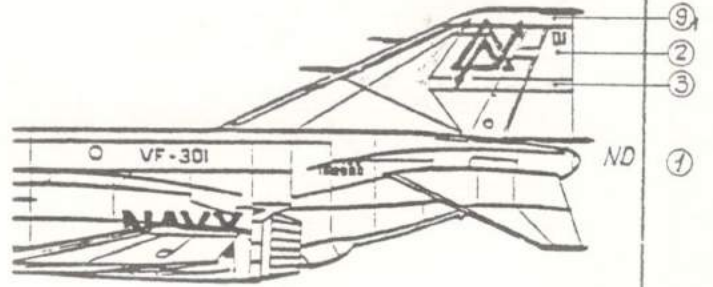
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VF.74 N°148375 (8250)  
USS Forrestal  
(61. 60.)

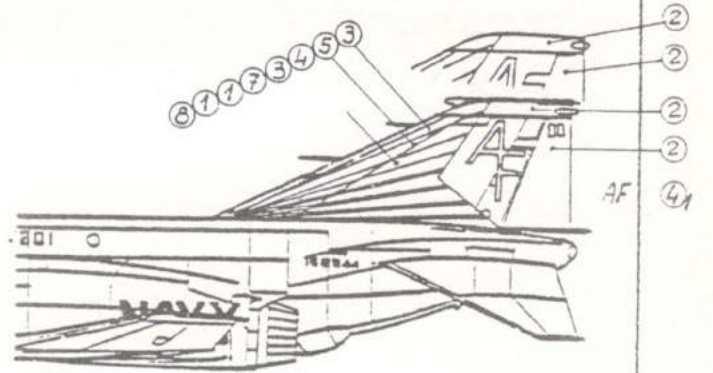
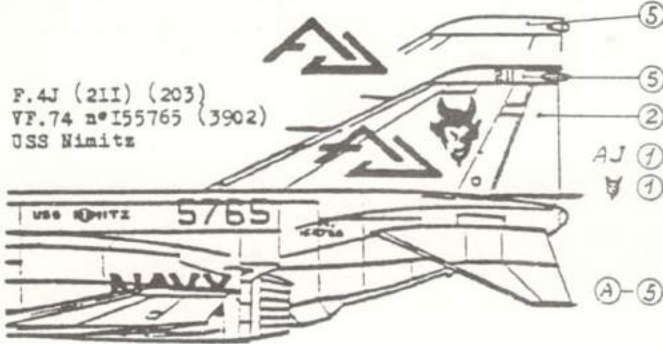


F.4N (212) (213)  
VF.302 n°151475 (1504)



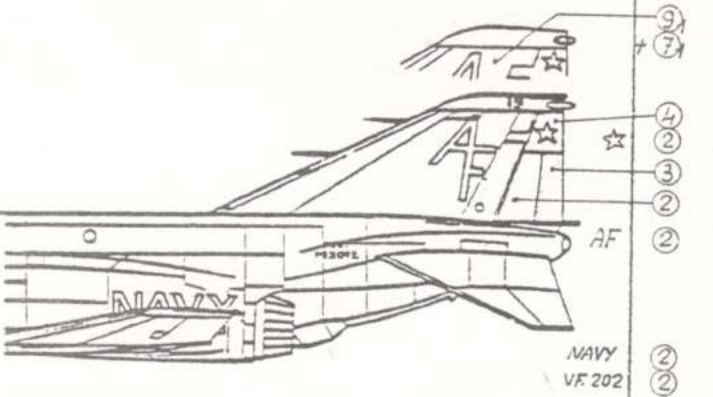
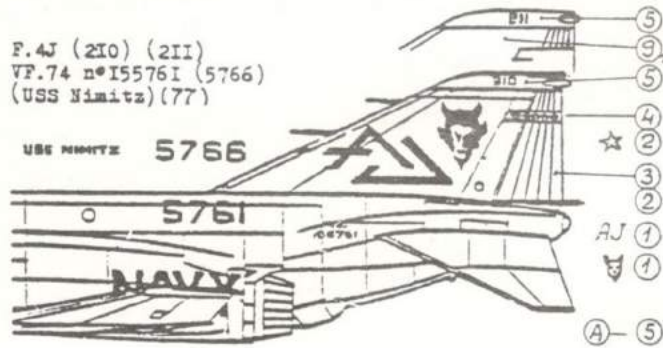
F.4N (01)  
VF.301 n°152990

F.4J (211) (203)  
VF.74 n°155765 (3902)  
USS Nimitz



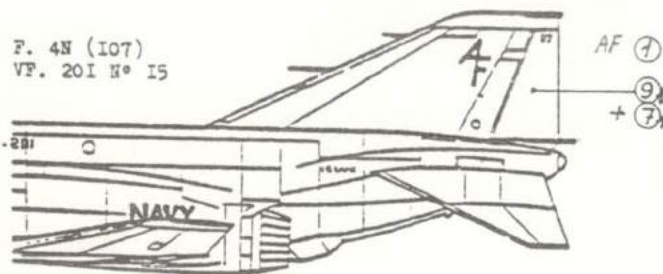
F.4N (1000) (100)  
VF.201 n°152244

F.4J (210) (211)  
VF.74 n°155761 (5766)  
(USS Nimitz) (77)



F.4N (215)  
VF.202 n°153012

F.4N (107)  
VF.201 n°15

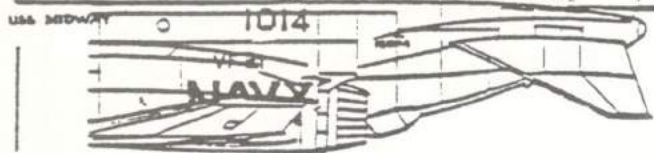




**US NAVY**

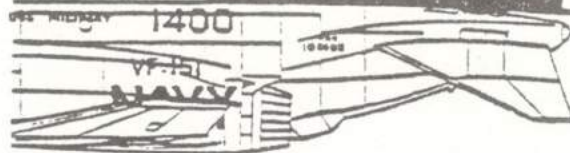
**Mc DONNELL F-4 Phantom II**

F.4B (II2) (I08) F.4J (200)  
VF.21 n°151014 (I502) (8378)  
USS Midway (Coral Sea II Ranger)



NE ①  
B-⑤

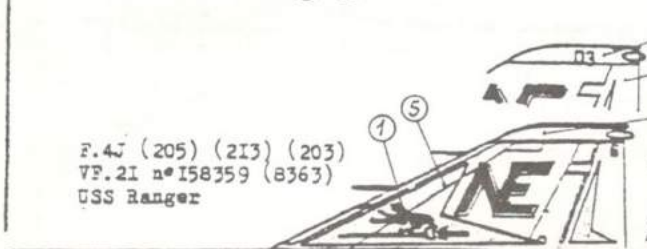
USS MIDWAY  
CVW-8



F.4N (200) (C.A.C.A.V.5) (CVW.5)  
VF.151 n°151400  
USS Midway

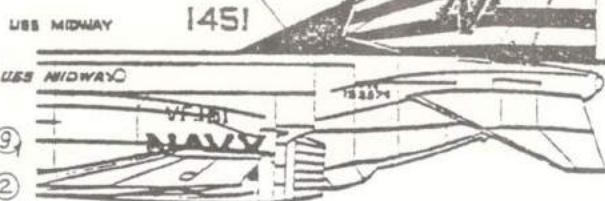
CORAL SEA

RANGER → VF-21 ①  
B-⑤



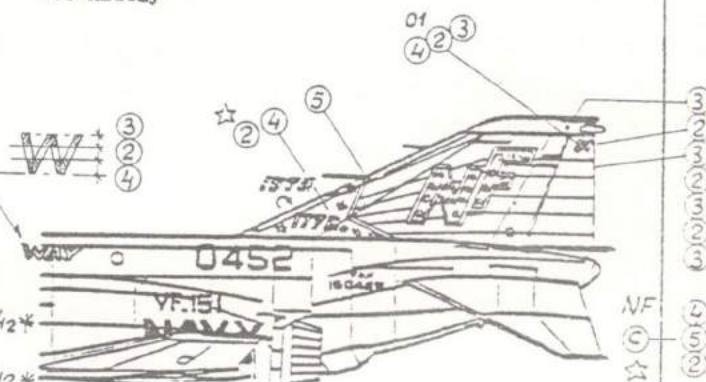
F.4J (205) (213) (203)  
VF.21 n°158359 (8363)  
USS Ranger

NE ①  
B-⑤  
A-⑤



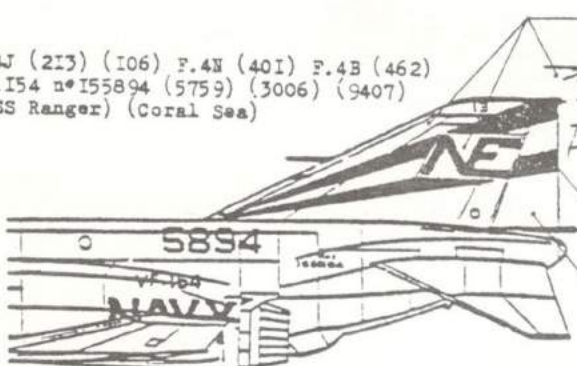
USS MIDWAY  
1451

F.4J (207) F.4N (205)  
VF.151 n°153879 (I451)  
USS Midway



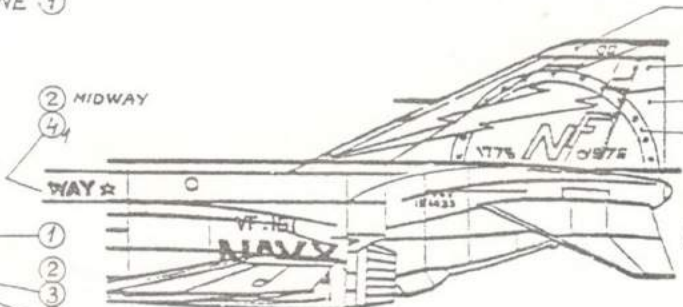
F.4N (201)  
VF.151 n°150452  
USS Midway

F.4J (213) (I06) F.4N (401) F.4B (462)  
VF.154 n°155894 (5759) (3006) (9407)  
(USS Ranger) (Coral Sea)

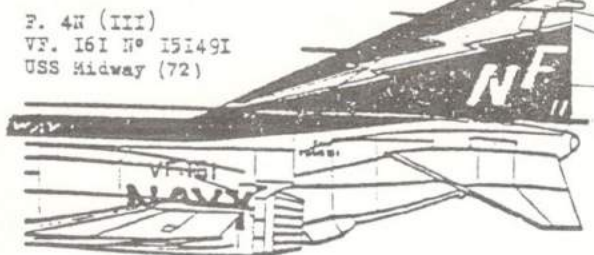


NE ①

USS RANGER ③  
USS RANGER  
USS CORAL SEA



F.4N (100)  
VF.161 n°151433  
USS Midway



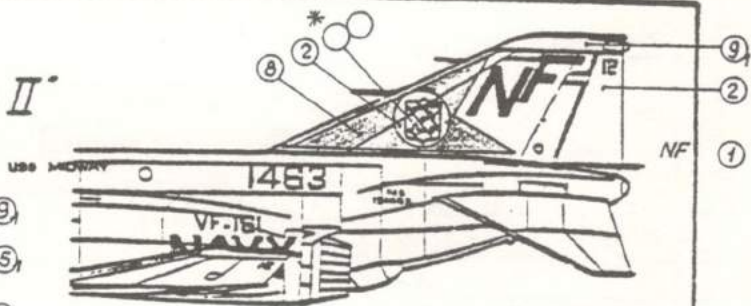
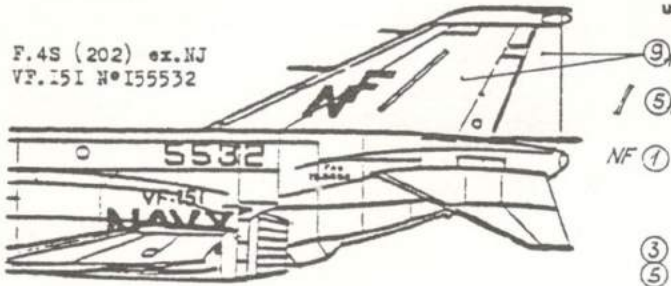
F.4N (III)  
VF.161 n°151491  
USS Midway (72)

NF ②

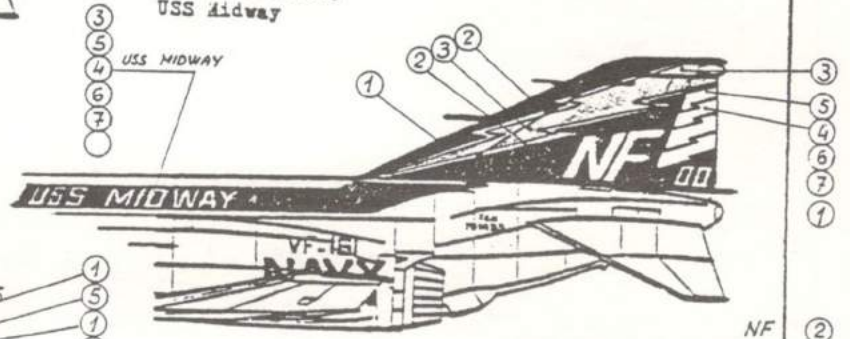
US NAVY

Mc DONNELL F-4 Phantom II

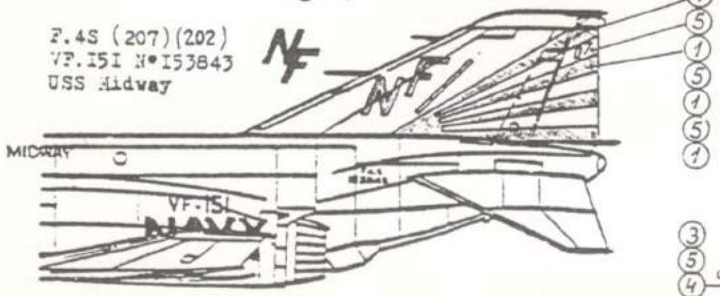
F.4S (202) ex.NJ  
VP.151 N°155532



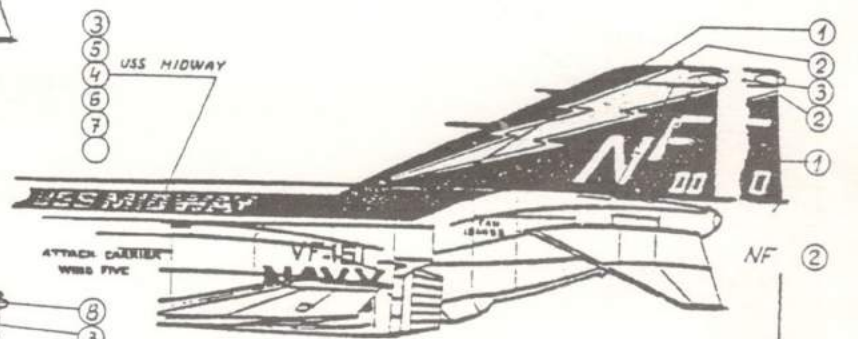
F.4B (112)  
VP.161 N°151463  
USS Midway



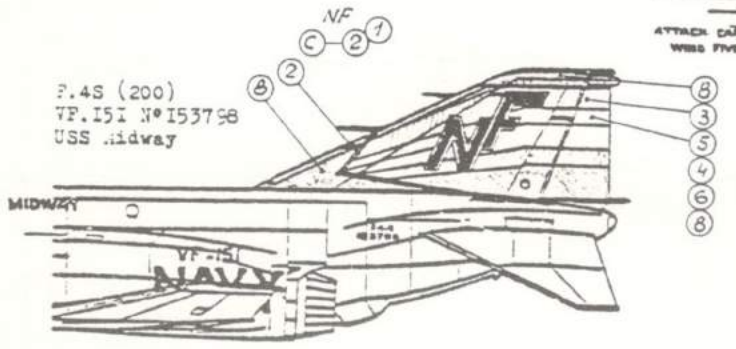
F.4S (207)(202)  
VP.151 N°153843  
USS Midway



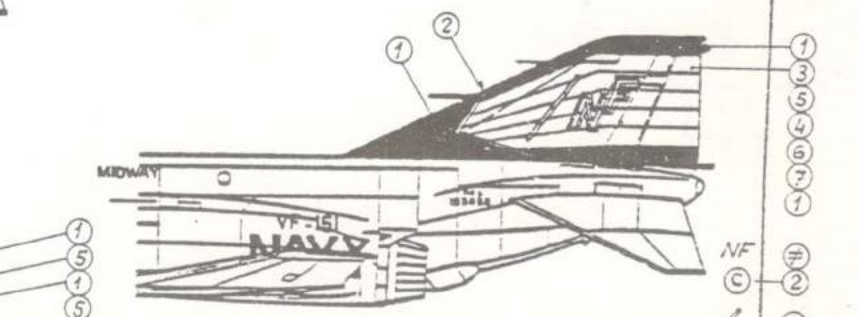
F.4H (100)  
VP.161 N°151433  
USS Midway (77)



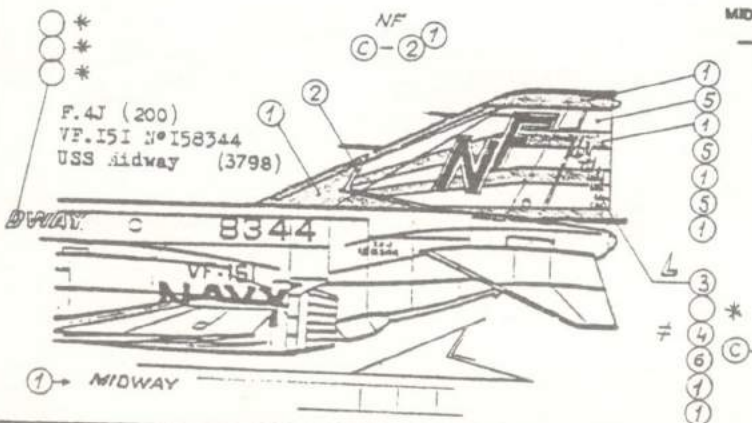
F.4S (200)  
VP.151 N°153798  
USS Midway



F.4N (100) F.4B (100) CAG. AW.5  
VP.161 N°151433 (3020)  
USS Midway (75) (72)



F.4J (200)  
VP.151 N°158344  
USS Midway (3798)



F.4S (200)  
VP.151 N°153835  
USS Midway



ABOVE: Returning to NAS Miramar on July 27, 1984 was this pair of Phantoms photographed by Jan Jacobs. In the F-4S of VF-301 BuNo 155542 was LCDR Mike Doerr and LCDR Jim Nise. In the F-4J(UK) serial ZE352 (ex-BuNo 153783) is CDR Steve Queen, USN and Flt. Lt. Clive Bairsto, RAF.

## Passing In Review

by

PAUL F. COLLINS

In the last issue we listed a number of books and magazine articles that featured the F-4 Phantom. We will continue this list in this issue, thanks to several Society members that sent in some material that we failed to list last time. Also we will have two book reviews on two new books now currently available on the market. We will start out with the listing additions sent in by Roger Goetzke.

F-4 Phantom by W. T. Gunston, published by Ian Allan Ltd. Shepperton TW17 8AS England (1977). A well-illustrated history of the Phantom with 112 pages. Book.

McDonnell FH-1 Phantom by Steven J. Ginter, published by Naval Fighters #3 (1981). Well-illustrated history of the "first" Phantom, including line drawings, with 29 pages. Softcover booklet, similar to the Detail and Scale series.

Aces & Aerial Victories\* The United States Air Force in Southeast Asia 1965-1973 Series, printed by the Government Printing Office (1976). Illustrated with text of combat narratives of F-4 pilots, their units and tactics of becoming an ace. Softcover with 188 pages.

Air War Over Vietnam Vol. 1, by Dana Bell, published by Arms and Armour Press (1982) 68 pages. Volume 1 gives a pictorial history of the Vietnam war. All photos, a Warbirds Illustrated book, Series No. 10.

Air War Over Vietnam Vol. II, by Dana Bell, published by Arms and Armour Press (1983) 68 pages. Volume II continues with a pictorial history of the Vietnam war. All photos, a Warbirds Illustrated book, Series No. 14.

Air War Over Vietnam Vol. III, by Dana Bell, published by Arms and Armour Press (1983) 72 pages. Volume III concludes this very interesting pictorial history of the air war in Vietnam. All photos, a Warbirds Illustrated Series No. 21.

### Magazine articles

Aviation News Vol. 12 No. 1 June 1983. Alan W. Hall Publications England. "The Brief, Brave Life of Phantom 142259," by Ronald Drucker. A full story of the first Phantom built. Based on five years of research, of a Phantom which served as a prototype for the oncoming 5,000 future Phantoms.

F-4 Phantom II War Data Magazine No. 5 (Born In Battle Special) published by Eshel Dramit Ltd., Israel. Well-illustrated magazine with B&W and color photos, tail and nose color drawings with good text. 48 Pages.

The following from Roger Chenard:

Famous Airplanes of the World, F-4A/B/G published by Bunrin-Do Ltd. Japan. No. 35 in the series.

Famous Airplanes of the World, F-4A/B/N published by Bunrin-Do Ltd. Japan. No. 99 in the series. Containing 66 pages, well-illustrated with both color and B&W photos, Japanese text and good line drawings. July 1978 issue.

KOKU Fan Illustrated, No. 19, F-4 Phantom II with 259 pages covering all F-4s--USN, USMC, USAF and foreign with photos in color and B&W along with line drawings and Japanese text. Softcover book.

Model Art Review F-4 Phantom II, Vol. I. 128 pages of USN and USMC Phantoms, well-illustrated in both color and B&W with Japanese text and 1/48th scale line drawings.

Model Art Review F-4 Phantom II, Vol. II. Same as above but covering USAF and foreign Phantoms. Includes decal sheet in 1/48th scale.

Model Art Review F-4 Phantom II, Vol. III. Forthcoming book featuring the Japanese Phantoms.

American Aviation Historical Society Review, issues of February 1967 and January 1970 featuring text and photos including tail study.

Listing will continue in the next issue of Smoke Trails.

Phantom: A Legend In Its Own Time, by Francis K. Mason and published by Patrick Stephens Ltd with distribution in the US by Motorbooks International. Hardbound with 192pp and 191 photos (B&W) plus 34 line and tone drawings. Price: \$16.95.

Review by Douglas M. Remington.

After reading virtually every printed book I could find, I wondered to myself when I first saw this book, "What else can anyone say covering 5057 Phantoms that has not been said already in only 192 pages." I found out it can not be done in this book or any other book--it would take volumes to tell the complete story of the F-4. Despite this problem I was still engrossed reading this book. I guess mainly due to the superb writing technique of Mr. Mason to make some technical aspects of F-4 technology easier to understand.

There are lots of pictures and profiles, but no color. Most photos are of private origin, however quite a few have official photo source data but in most cases ones which I have not seen previously. Some of the F-4s are detailed with color descriptions.

The text covers US and foreign F-4 equipped air arms, but only superficially, as most of the text seems directed toward development, flight characteristics and armour technology with very little on the operational aspects and unit use of the F-4.

There is a good appendices covering abbreviations, specifications of each type of F-4, production and representative aircraft allocation.

I found the book enjoyable reading, and for the beginner in F-4 lore, a great book, and for us F-4 "phreaks," enough new information to satisfy our great thirst for anything--F-4!

McDonnell Douglas F-4K & F-4M Phantom II, by Michael Burns and published by Osprey Publishing Ltd with distribution in the US by Motorbooks International. Large size (9" x 11") hardbound with 192 pages and 175 photos (eight pages in color). Price: \$19.95.

Review by Paul F. Collins

This is the first book that I have found that is solely devoted to the British version of the U.S. made F-4 Phantom II. The story is complete, from the first government decision to purchase the F-4 through current RAF operations. The author gives you the complete details on the agreement to allow "outside" vendors bid on the various parts so as to allow the British version of the Phantom be almost 50% British, 50% everyone else.

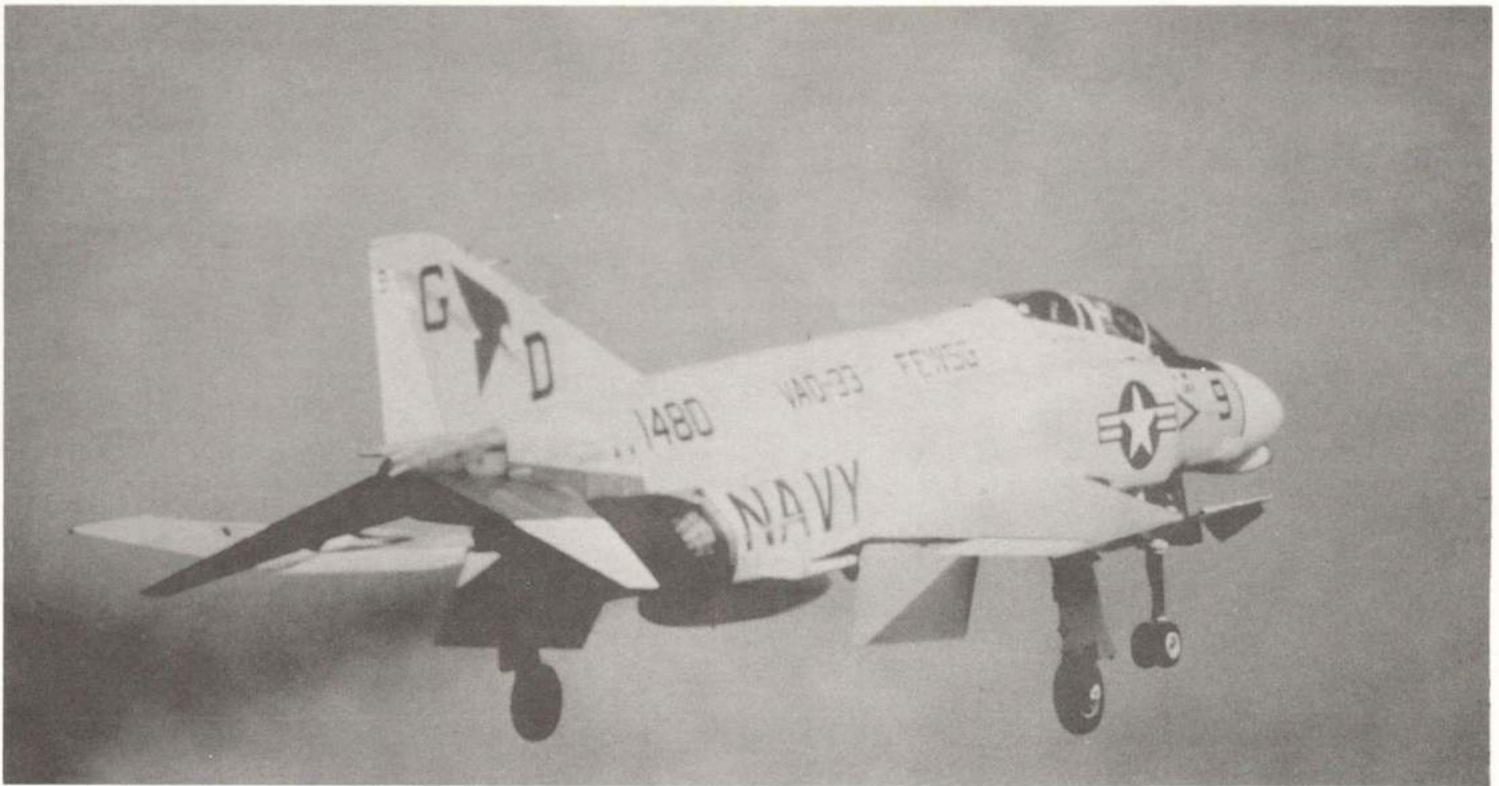
The British version was to be based on the US Navy version, the F-4B and the F-4J. The main difference was to be the use of Rolls-Royce Spey engines, instead of the GE-J79s. With the system used by the British, the F-4K and F-4M turned out to be the most expensive Phantoms built. The figures used in the development of these aircraft will be of interest to most Phantom enthusiasts.

The author takes us step by step through the construction of the K's and the M's. From the first sections placed in the jigs, through the test flights and being placed in service, you are there every step of the way. Mr. Burns also uses a large number of photos to illustrate the early part of the book using many photos that have not been seen in any of the commercial books on the Phantom. In fact, the book contains many photos that have not been previously published, which makes the book very worthwhile to have in your Phantom collection.

Once the aircraft had been constructed and tested, they were assigned to units in England. Here we have the opportunity to see, firsthand, the training the crews had to go through to be effective in their new aircraft. I found this section of the book to be of great interest and revealed many facts about the F-4 that have not been published in other books.

Once training has been complete the aircraft are assigned to operational units, both with the Royal Navy and the RAF. Various chapters cover operations with the Navy and the RAF, both at home and in their NATO role in Europe. All this information is of great interest because it is material that has not been previously available. You will not only fly AD over the home Island, but will fly with squadrons in Germany as well and also read about operations flying off the Ark Royal. Great text!

I found the book to be of great interest, with quite a bit of emphasis being placed on the technical aspect of the aircraft. However, since this type of information has not been readily available to the general reading public through other books, it makes this book more valuable to the reader and one that should be in all aviation enthusiasts collections. If you buy only one new Phantom book during the next several months, I would like to recommend that this book be the one--perhaps a Christmas present to yourself!



ABOVE: F-4B of Navy VAQ-33 Squadron. This is a Navy test unit and flies quite a variety of different aircraft. File photo.

# PHANTOM WATCH

by

LeRoy R. DeHaven

## Brief Production History:

Production of the F-4 Phantom II began in the late 1950's. The initiating buyer was the U.S. Navy with the initial batch of 375 F-4As ordered, however, it appears only the first group of 24 aircraft were actually A models. With changes in configuration soon after production began the new designation of F-4B was given to the Phantom II. The total production run for the F-4B was 649 aircraft for the Navy and Marine Corps plus 46 RF-4B for the Marines.

The USAF followed the Navy's order with a request for 583 aircraft designated the F-4C in July 1963. The Air Force later ordered and additional 505 aircraft designated the RF-4C. Production ran from May 1964 to December 1973. (Spain later bought 36 of the F-4C.)

No fewer than 825 F-4D's were built, with most of them going to the USAF between 1965-68. At least 32 went to Iran and 36 to South Korea.

The F-4E first flew on 7 August 1965 with production deliveries beginning in 1967. About 1,477

were built with 949 going to the USAF and the rest to our allies in export. The following countries received F-4E's:

West Germany	10	Greece	56
Iran	177	Israel	86
South Korea	19	Turkey	40
Japan	154*		

(\*Japan order included 138 F-4EJ.)

The Federal Republic of Germany ordered the F-4F (175 aircraft) which was a variant of the F-4E. The British ordered 52 F-4K and 118 F-4M. An additional 522 aircraft were delivered to the U.S. Navy/Marines between 1966-72 designated as the F-4J.

## Modification Programs:

Programs that included new model designations were the F-4G Wild Weasel, in which the USAF completed modifying 96 F-4E's into F-4G's (program completed in 1981); improvement program for 302 F-4J's of the USN/USMC being designated F-4S's; and a similar program for 288 of the original F-4B's up to F-4N standards.



## F-4 PHANTOM II WORLD DEPLOYMENT:

The following breakdown of countries with F-4 programs is as accurate as possible according to my personal records. Aircraft totals are approximate.

BAHRAIN: F-4J's on order Number unknown



ABOVE: FG.1 Phantom of No. 111 Squadron stationed at Leuchars received their first bird in 1974. File photo.

### BRITAIN:

RAF: 7 Interceptor Sqns 87 a/c  
(5 w/ FGR.2 2/w FG.1)  
1 OCU (Operational Conversion Unit) w/24 FGR.2

On order: 15 F-4(UK)  
Deployments outside Britain:  
1 Sqn Port Stanley, Falkland Is.  
2 Sqn West Germany

No. 11 Group Strike Command  
No. 23 Sqn Wattisham  
No. 29 Sqn Pt. Stanley  
No. 43 Sqn Leuchars  
No. 56 Sqn Wattisham  
No. 111 Sqn Leuchars  
No. 228 OCU Coningsby

RAF Germany (RAFG)  
No. 19 Sqn Wildenrath  
No. 92 Sqn Wildenrath

The 15 aircraft on order will be based in northern Scotland, to replace No. 29 Sqn now deployed in Falklands. This will allow a squadron to be permanently based in Falklands.

F-4 Replacement Program: RAF has ordered F.2(AD) Tornado to replace bulk of its AD force now composed of Lightnings and F-4's. First operational squadron is scheduled for 1986 commissioning. The first F.2 for RAF Germany flew into RAF Laarbruch in August 1983.



ABOVE: F-4F Phantom of the German Luftwaffe on completion of practice mission. File photo.

WEST GERMANY: The following are units of the Luftwaffe operating F-4's.

JBG 35	F-4F	Pferdsfeld	2 Sqns	36 a/c
JBG 36	F-4F	Rheine-Hopsten	2 Sqns	36 a/c
AKG 51	RF-4E	Bremgarten	2 Sqns	30 a/c
AKG 52	RF-4E	Leck	2 Sqns	30 a/c
JG 71	F-4F	Wittmurdhafen	2 Sqns	30 a/c
JG 74	F-4F	Neuburg	2 Sqns	30 a/c

(JBG=Ftr/Bbr AKG=Recon JG=Ftr (AD) Air Defense)

4th German AF Tng Sqn home base Mather  
AFB, CA USA

OCU 4510th Combat Crew Tng Wing George  
AFB CA USA 10 F-4E

GAF F-4s train six months each year at Goose Bay,  
Labrador, Canada

### EGYPT:

35 F-4E's obtained from USAF. In January 1983, US agreed, in principle, to allow Egypt to sell the F-4's to Turkey. Egypt was having difficulties with the maintenance of the F-4. Because of the Libyan/Chad flare-up in August 1983, Egypt has been reevaluating the value of the F-4 inventory.

### GREECE:

3 Interceptor Sqns w/53 F-4E  
1 FGA/Recce Sqn w/6 RF-4E

### IRAN:

According to the International Institute for Strategic Studies, London, Iran has 10 FGA sqns w/90 F-4D (this is suspect because production figures show Iran received approximately 32 F-4D and 177 F-4E) and 1 Recce Sqn w/14 RF-4E.

Because of the continuing war with Iraq operational aircraft totals are unconfirmed. One report in June, 1984, by Aviation Week & Space Tech., listed a total of 35 operational F-4's, of all models.

**ISRAEL:**

5 FGA/Int Sqns with 131 F-4E  
1 Recce Sqn with 13 RF-4E

Expect F-4 inventory to be reduced to approximately 100 a/c by 1991.



ABOVE: RF-4E of the JADF is shown here waiting for start of practice photo session. File photo.

**JAPAN:**

Five Air Wings (2nd, 6th, 7th, 8th, and Southwest)  
6 Interceptor Sqns w/112 F-4E/J  
No. 301, 302, 303, 304, 305 and 306  
Recce Air Grp: 12 RF-4E No. 501 Sqn  
Air Test Wing 2 F-4E/J Gifu AFB

August 1982--National Defense Council of Japan has approved the new five-year program. ASDF expects to lose through attrition and retirement 43 a/c, leaving 138 F-15J and 82 close support fighters. The fighter forces will be organized into four F-4E/J sqns, six F-15J, two F-1, one FS-X sqn. September 1983, FY84 procurements plans for ASDF to buy 21 F-15J, these a/c will replace a squadron of F-4E/J that will be retired by the end of 1986.

**SOUTH KOREA:**

Republic of Korea AF has 4 Air Defense Sqns w/70 F-4D/E, divided evenly.  
On order: 6 F-4D (should be in inventory by now)

**SPAIN:**

2 Interceptor Sqns w/36 F-4C / 4 RF-4C  
Air Defense Command:  
Ala de Caza 12 F-4C Torrejon  
ESC 121 F-4C (Spanish C-12)  
ESC 122 F-4C (C-12)

August 1984, Spain may be interested in disposing of its F-4 fleet. Spain recently offered to transfer 30 F-4s to Turkey as part of an agreement to bolster Turkey's defenses in NATO. No further information at this date.



ABOVE: F-4E of Turkish Air Force, which operates about 82 of this type of aircraft. Robert Dorr photo.

**TURKEY:**

6 FGA Sqns w/ 82 F-4E, 8 RF-4E  
1st Air Base, Eskisehir:  
111 Sqn F-4E  
113 Sqn F-4E  
6th Air Base, Bandirma  
162 Sqn F-4E

Don't know the other three sqn numbers. Negotiating with Egypt for the 35 F-4Es in its inventory. Turkey's F-100s to be replaced by the F-4E. February 1984, DOD notified Congress of the sale of 15 F-4E to Turkey. The a/c would come from US surplus stock.

LEFT: F-4D of the Republic of Korea. This country operates four Air Defense Sqns. Robert Dorr photo.



ABOVE: F-4C of the 199 FIS at Hickman AFB Hawaii. File photo.

UNITED STATES: Air Force: 587 F-4s operational in TAC and are destined to remain in inventory for at least another 5 years.

PACAF w/70 F-4s 18 RF-4s  
 5th Air Force 313th Air Division:  
 18th TFW 15th TRS RF-4C (main-  
 tains detachment of 7 a/c at Osan  
 AB, ROSK)

314th Air Division:  
 51st TFW 497th TFS Taegu AB ROSK  
 36th TFS Osan AB ROSK  
 a/c F-4E

13th Air Force  
 3rd TFW 3rd TFS Clark AB Philippines  
 90th TFS Clark AB Philippines  
 a/c F-4E & F-4G

Direct Reporting (ANG Unit)  
 15th Air Base Wing 154th Composite Gp  
 Hickman AFB HA 24 F-4C  
 199th FIS



ABOVE: F-4E of the 57th FW at Nellis AFB Nevada. File photo.

Tactical Air Command/Air Defense Command

Air Defense Command:

AF Iceland 57th FIS Keflavik NAS Iceland  
 12 F-4E (TAC)

Tactical Air Command:

USAF Tact Air Warfare Center Eglin AFB, FL  
 4441st Tac Tng Grp (Blue Flag)  
 Det 5 George AFB, CA F-4G Wild Weasel  
 4485th Test Sqn F-4E, RF-4C

USAF Tac Fighter Weapons Cnt Nellis AFB, NV  
 57th Ftr Weapon Wing  
 422nd Test & Eval Sqn Nellis AFB F-4E

Ninth Air Force:

363rd TFW 16th TRS Shaw AFB, SC RF-4C  
 4th TFW Ssym.-Johns AFB, NC F4-E  
 334th TFS 335th TFS  
 336th TFS 337th TFS

31st Tac Trng Wing Homestead AFB, FL F-4D  
 306th TFTS 307th TFTS  
 308th TFTS 309th TFTS

347th TFW Moody AFB, CA F-4E  
 68th TFS 69th TFS  
 70th TFS

Twelfth Air Force

831st Air Division  
 35th TFW George AFB, CA F-4E  
 21st TFS 39th TFS  
 20th TFTS

37th TFW George AFB, CA F-4E/G  
 561st TFS 562nd TFTS  
 563rd TFS

67th Tac Recce W Bergstrom AFB, TX  
 12th TRS 45th TR Tng Sqn  
 62nd TR Tng Sqn 91st TRS  
 RF-4C a/c



ABOVE: RF-4C of the 67 TRW stationed at Bergstrom AFB Texas. File photo.

USAFE (EUROPE)

Third Air Force  
 10th Tac Recce Wing RAF Alconbury  
 1st TRS RF-4C

Sixteenth Air Force  
 401st TFW Torrejon AB Spain  
 (converting to F-16)

Seventeenth Air Force  
 26th Tac Recce Wing Zweibeucken AFB  
 38th TRS RF-4C W. Germany  
 52nd TFW Spangdahlem AB W. Germany  
 23rd TFS F-4E  
 81st TFS F-4G Wild Weasel  
 480th TRS F-4E  
 86th TFW Ramstein AB W. Germany  
 512th TFS F-4E  
 526th TFS F-4E



ABOVE: RF-4C of the 152TRG/192TRS flying out of Reno, Nevada. File photo.



ABOVE: F-4C of the 113TFS/181TFG, Indiana Air Guard stationed at Terre Haute, Indiana. File photo.

F-4D		
108th TFW	141st TFS	McGuire AFB NJ
113th TFW	121st TFS	Andrews AFB MD
116th TFW	128th TFS	Dobbins AFB GA
158th TFG	134th TFS	Burlington VT
163rd TFG		March AFB CA
183rd TFG	170th TFS	Springfield IL
184th TFG	127th TFS	McConnell AFB KA
187th TFG	160th TFS	Montgomery AL
RF-4C		
117th TRW	106th TRS	Birmingham AL
123rd TRW	165th TRS	Louisville KY
124th TRG	190th TRS	Boise ID
148th TRG		Duluth MN
152nd TRG	192nd TRS	Reno NV
155th TRG		Lincoln NE
186th TRG	153rd TRS	Meridian MS
F-4C/D Air Defense Command		
107th FIG	136th FIS	Niagra Falls NY F-4C
119th FIG	178th FIS	Fargo ND F-4D
142nd FIG	123rd FIS	Portland OR F-4C
	123rd Det	Kingsley Field OR
	114th TFS	Kingsley Field OR
144th FIW		Fresno CA F-4D
147th FIG	11th FIS	Ellington AFB TX F-4C
191st FIG	171st FIS	Selfridge AFB MI F-4C
	171st Det	Seymour-Johnson NC
148th FIG	179th FIS	Duluth MN F-4D
154th Comp Grp	199th FIS	Hickman AFB HA F-4C
	125th FIG	159th FIS Jacksonville FL

Air Force Reserves

Tenth Air Force  
 301st TFW  
 457th TFS Carswell AFB TX F-4D  
 924th TFG 704th TFS Bergstrom AFB TX F-4D  
 419th TFW  
 507th TFG 465th TFS Tinker AFB, OK F-4D  
 482nd TFW  
 93rd TFS Homestead AFB FL F-4C  
 906th TFG 89th TFS Wright-Patterson AFB OH F-4D

Air National Guard

F-4C  
 122nd TFW 163rd TFS Ft. Wayne IN  
 131st TFW 110th TFS St. Louis MO  
 14th TFG 182nd TFS Kelly AFB TX  
 159th TFG 122nd TFS New Orleans NAS LA  
 181st TFG 113th TFS Terre Haute IN  
 188th TFG Ft. Smith AK

United States Navy:

The 1983/84 International Institute for Strategic Studies, London, lists four fighter sqns w/48 F-4 and one OCU F/S/T unit w/21 F-4s. Reserves, four fighter sqns w/48 F-4Ns. The Navy is going through a transition period at this time switching from the F-4 to the F-14, therefore I am not sure of the sqn numbers of remaining active duty F-4 units. There are, however, special mission sqns that fly variations of F-4s: VF-171, Key West FL, F-4N/S (gunnery/ACM tng), and VAQ-33 Tactical Electronic Warfare Sqn Norfolk VA, EF-4Js.



ABOVE: F-4N of VF-202 Naval Reserve unit stationed at NAS Dallas, Texas. Photo by Frank Hines.



ABOVE: RF-4B of VMFP-3 operating out of El Toro, CA. File photo.

Reserves

VF-201	CVW-20	NAS Dallas TX
VF-202	CVW-20	NAS Dallas TX
VF-301	CVW-30	NAS Miramar CA
VF-302	CVW-30	NAS Miramar CA

1 Photo Recce Sqn

VMFP-3	El Toro CA	RF-4B
VMFP-3 Det	Iwakuni Japan	RF-4B

Reserves

VMFA-112	Dallas TX	F-4N
VMFA-321	Washington DC	F-4N

This has been a very extensive listing. If you know of any corrections that should be made, please advise and it will be published in the next issue of "SMOKE TRAILS."



ABOVE: F-4J of VMFA-333 stationed at Beaufort, SC. File photo.

United States Marine Corps:

9 Fighter sqns w/108 F-4N/S (being replaced by F/A-18s)

VMFA-115	Beaufort SC	F-4J
VMFA-122	Iwakuni Japan	F-4J
VMFA-212	Kaneohe Bay HA	F-4J
VMFA-232	Kaneohe Bay HA	F-4J
VMFA-235	Iwakuni Japan	F-4J
VMFA-251	Beaufort SC	F-4J
VMFA-312	Beaufort SC	F-4J
VMFA-333	Beaufort SC	F-4J
VMFA-451	Beaufort SC	F-4J

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# PHANTOM INSIGNIA BY Jellis

I would like to start this article by thanking Mr. S. Goodman from West Drayton (home of the Aviation Hobby Shop) for his interest. He has provided me with a color picture of a JASDF Phantom of 303 Squadron in the new low-visibility grey scheme. This aircraft sports a sharkmouth and eye in white and a new fin badge which I am showing here as an addition to the material in the last issue. The colors of the badge are: black dragon head with yellow eye and "ear" on a pale blue background.

As promised last issue, I will present some of the very colorful fin markings carried by US Navy and Marine Phantoms. We will start the series with VF-161.

No. 1: This is the colors worn in a deployment aboard the USS Coral Sea but the same colors were carried aboard the USS Midway in 1971, except for the tail code which was NF. The large "widget" is red and the rest of the fin is in standard grey with a white rudder. The NL code is black.

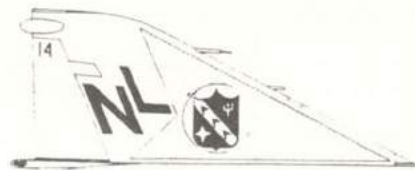
No. 2: This is an enlargement of the fin badge in drawing number one. The shield is black with a white stripe and emblems, but the widgets are red. The shield is carried on a white disc.

No. 3: This is the bi-centennial scheme carried by the CAG aircraft. The fin is white with a red flash, the semi-circle and all lettering being in a dark bright blue. The thirteen stars appear to be either white or gold.

No. 4: This is the standard fin marking carried by VF-161 while aboard the USS Midway before the adoption of low visibility markings. The fin is black with a red flash outlined in white and all lettering is white.

No. 5: This is the fin marking of an aircraft in the overall grey low-vis scheme. The fin is in the dark grey used for National insignia and lettering and the NF is in the paler grey as carried as the overall color by this aircraft. The flash is red outlined in white.

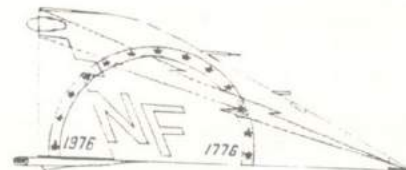
This series to be continued in the next issue. Any comments or suggestions for future issues will be appreciated. Write to John Ellis, check address in membership listing.



1



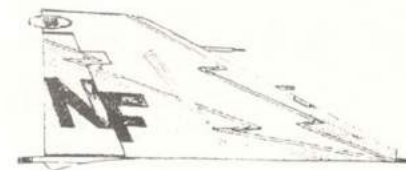
2



3



4



5

V  
F  
-  
1  
6  
1



LEFT  
 XT864/007 is shown here at Yeovilton prior to returning to Ark Royal for another NATO exercise. File photo.

PHANTOMS OF THE ARK

by

J. T. Evitts

In February, 1964, the decision was taken to replace the Sea Vixen, the Royal Navy's front line strike aircraft, with the McDonnell Douglas Phantom.

The version they chose was the F-4K--powered by two Rolls Royce Sprey engines instead of the GE J-79.

Altogether an initial order for 140 aircraft turned into just 52, due much to the changes in defense policies. Of the 52, just 24 were destined to end up with the Navy, 12 for training and the other 12 for a front line Squadron. The remaining 28 aircraft went to the R.A.F.

On the 29th April, 1968, the first three aircraft, XT858, XT859 and XT860, arrived at Yeovilton R.N.A.S. to form the first Phantom trials unit No. 700P Squadron. The crews and instructors for No. 767 Squadron, which was commissioned at Yeovilton in January, 1969, were trained in the U.S.

No. 767 had the task of training crews for the Navy's front line Squadron and so was born the last Royal Naval Fighter Squadron, No. 892, commanded by Lt. Cdr. Brian Davis, AFC, RN, which was commissioned in March 1969.

A great deal of work and training were needed before Phantoms could embark as part of Ark Royal's carrier group. In the latter part of 1969 the crews were practicing mirror deck landings at Yeovilton and deck landings on HMS Eagle.

On the 3rd of May, 1970, tragedy struck XV566 under radar control acting as a low level target off Lyme Bay, Dorset. It crashed into the sea killing both crew members and thus 892 Squadron suffered its first casualties.

On a brighter note, the year before, 1969, it was announced that three Phantoms from 892 Squadron would take part in the Daily Mail Transatlantic Race. The aircraft chosen were XT858001, XT860002 and XT-86103, coded Royal Blue 1, 2 and 3.

The race was from the Empire State Building, in New York, to the Post Office Tower, London. The race days were the 4th, 7th and 11th of May. On the last day, Phantom XT859001 piloted by Lt. Cdr. Davies, the Squadron Commander and Lt. Cdr. Goddard established a new record of 4 hours, 46 minutes, 05 seconds, between start and finish lines thus winning the Blue Ribbon and £6,000.

On 12 June, 1970, the Ark Royal's full complement of 12 Phantoms embark along with the Buccaneers of 809 Squadron, the Gannets of B Flight 849 Squadron, and the Sea Kings of 824 Squadron, for a full work out at sea, which included both day and night flying in all types of weather the Atlantic could muster.

The first operational exercise came after a Summer break--the Ark sailed on the 4th of September, 1970, to take part in a NATO exercise, after which it was off to the sunny Mediterranean. Now the Ark was really fighting fit, having had a complete major refit at Devonport between 1967 and 1970 at a cost of 32.5 million.

With a fully angled flight deck needed for the Phantoms, because they landed at a faster speed than the Buccaneers, or any other fleet air arm aircraft, she spent the next seven years sailing the world, taking part in exercises for NATO, the U.K. and many, many other flag showing missions until the latter end of November 1978. On her last cruise, off the Mediterranean, she catapulted off the last fixed wing aircraft to serve with the Royal Navy, namely the Phantoms and the Buccaneers.

On 27 November, 1978, the last aircraft to leave the Ark was XT870/012, piloted by Flt. Lt. Murdo MacLeod, RAF, with Lt. Denis McCallum, RN, in the rear seat, on what turned out to be his first catapult launch.

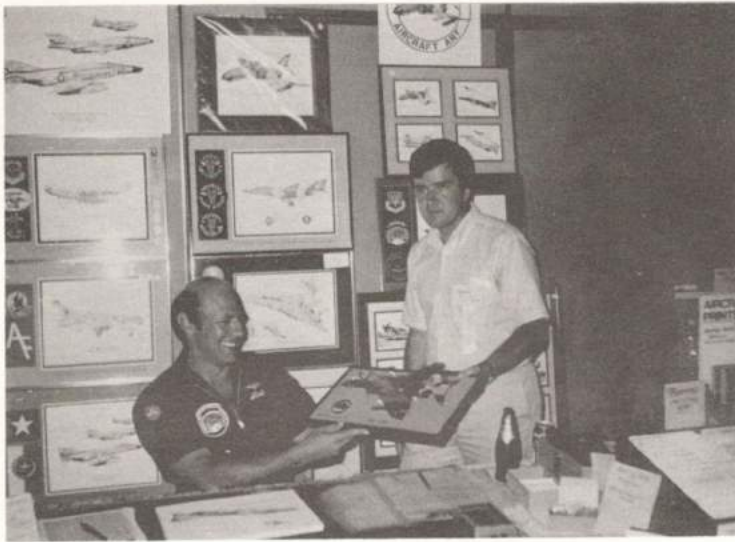
The remaining 12 Phantoms were handed over to the RAF at RAF St. Athen, when 892 Squadron ceased to be part of the Ark Royal's CAG. Their numbers were:

XT859	XT863	XT864	XT865	XT870	XT872
XV567	XV568	XV586	XV589	XV590	XV591

With the aircraft gone there was nothing more to do but sail back to Devonport for decommissioning. As she sailed into Port on a cold December day, I would like to bet there were a few wet eyes amongst the crew and the people that watched her drop anchor for the final time.

So ended an era in Naval aviation that should never be forgotten.

(EDITORS NOTE: For additional information on the final days of the Ark Royal see WINGS Magazine, issue of October, 1979, Vol. 9 No. 5. The article is called "Ark Royal: The Royal Navy Says Goodbye To An Era." Also see "Passing in Review" in this issue of SMOKE TRAILS for review on book having to do with British Phantoms.



ABOVE: Lt. Col. Larry Richard accepting a model of his MIG kill Phantom from Robert Conely at the 1984 IPMS National Convention in Atlanta. Photo by Charles Arrington.

#### DODGE ZERO ONE

by

Charles Arrington & Robert Conely

DODGE ZERO ONE was the radio call sign used by Lt. Col. Larry Richard (USMC) the day that he scored a MIG-21 victory over North Viet Nam. Richard, then a Captain, was flying an F-4E Phantom II on exchange with the Air Force attached to the 58th TFS from the 432nd TRW based at Udorn, Royal Thai Air Base. Being one of only a small number of Marines to score an aerial victory in the Viet Nam war, Larry completed this task on August 12, 1972.

At the 1984 IPMS (International Plastic Modelers Society) Nationals in Atlanta, several members of the Phantom Phanatics Society had the unique privilege of meeting and talking to Lt. Col. Richard. The following is an account of the conversation, but first a short recount of this most note worthy mission.

Richard, and his WSO, LCDR Mike Ettel (USN), also on exchange duty with the Air Force, was part of a flight of four Phantoms on a target weather reconnaissance mission into North Viet Nam. Three aircraft of the flight were F-4Es while the fourth was an RF-4C. Alerted that two enemy aircraft were attacking them, the Americans prepared for battle. Spotting two MIG-21s, Richard fired a Sparrow missile at the lead aircraft from a range of one and a quarter miles. The missile passed very close to its target but did not detonate, indicating a possible fuse problem. This Mig turned and streaked for home. Lining up on the other target, a green camouflaged MIG, Richard fired another Sparrow and then watched his weapon strike the opponent near the tail, scoring the Marine pilot's only victory of the war.

Lt. Col. Richard, now of the Atlanta area, is employed as a Boeing 727 pilot for Peoples Express Airline and still flies F-4s with VMFA-321, a Marine reserve squadron stationed at Andrews AFB. He remembers buzzing a Marine base in South Viet Nam after the victory, but his Marine buddies on the

ground only thought that he was an Air Force type showing off over their base. Richard, of course, was flying an Air Force F-4.

Richard currently flies the F-4N Phantom from Andrews, but his squadron is scheduled to receive F-4S aircraft before the end of 1984. He still feels that the Phantom is a very capable top notch fighter when flown by a qualified crew and that opponents should not ignore it when compared to the new generation of U.S. fighters.

When asked about Soviet designed North Vietnamese fighters, Lt. Col. Richard thought the MIG-17 was the toughest opponent because of its small size and excellent maneuverability. He believed the MIG-19 was only good when flying at high speed, loosing much maneuverability as it slowed down. In regards to the MIG-21, of which he scored a victory over, he believed it a good fighter but lacking range and an adequate armament. Today's newer MIGs did not seem to bother the Marine pilot.

After the Viet Nam war, Richard stayed on active duty with the Marines being attached for a time to the Navy's Top Gun School at Miramar. At this time he met several other noted pilots from the war including Navy ace Randy Cunningham. He has attended several Red Flag exercises and has flown or flown against most of the current Navy and Air Force fighter inventory including the F-4, F-14, F-15 and F-16. Only the newer F-18 remains for his attention in the skies. Richard retired from active duty in 1979.

Most Phantom Phans have enjoyed Richard's flying skills, but were not aware of it. He flew a Phantom in one of the mock combat sequences that appeared in the popular film, "The Great Santini." Richard also mentioned that they wanted to give the film's star, Robert Duvall, a Phantom ride one day while the movie was in production, but Duvall changed his mind at the last minute, cancelling the flight. "The Great Santini" was sort of a family effort as Richard's wife appears in the film as one of the mourners during the funeral scene.

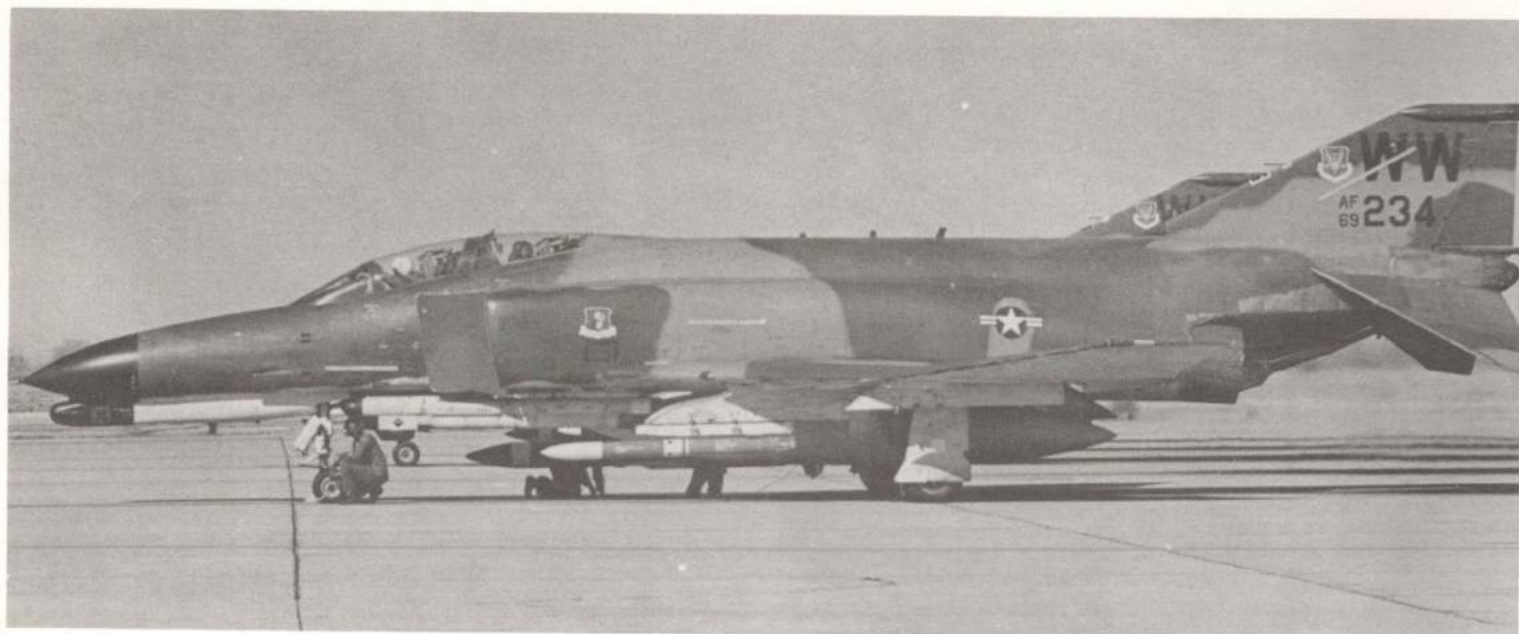
When asked about Mike Ettel, his WSO during the MIG victory, Lt. Col. Richard told us that Ettel was killed some years after the Viet Nam conflict. Flying a disabled A-4 Skyhawk, Ettel was unable to eject, riding the aircraft into the ground.

Speaking of the A-4, Richard mentioned that his interest in this aircraft led him to the F-4. After becoming a Marine pilot, his only desire was to fly the A-4, but when he arrived at an air station with Skyhawk equipped squadrons, he soon became discouraged after seeing the rugged appearance of well worn aircraft. At that time he noticed a line of new F-4 Phantoms and decided that this was the aircraft for him--and still is!

It was a good feeling to meet and talk with Lt. Col. Larry Richard, a most dedicated officer to Corps and country, and to share with him a chapter of Marine aviation history, even though it occurred in an Air Force fighter in the skies of North Viet Nam. We will always remember a most interesting discussion with the pilot of DODGE ZERO ONE.

(EDITORS NOTE: Member Robert Conely has done a very nice drawing of Captain Richard's victory. Write him for details and for information on other drawings he has--all super.)





ABOVE: Here we see an F-4G of the 35th Tactical Fighter Wing preparing for a practice mission somewhere over the vast George AFB in California. File photo.

## F-4G Wild Weasel

by

DAVE MINTON

The Wild Weasel came into existence during the Viet Nam war. As the VC began using more and more sophisticated SAMs, the need to suppress these anti-aircraft weapons became more apparent. In the very early stages of the war, the SAM threat was minimal because of two major reasons. First, the VC used a relatively small number of the weapons; and second, the technology of the weapons at the time rendered the SAM launch sites relatively visible from the air. These very early SAM suppression missions were flown by the F-100. Later, the F-105F and the F-1056 were made into Wild Weasels. The primary method used to convert these early aircraft into Weasels consisted of arming them with anti-radiation weapons. Since most of the SAMs then in existence relied on radar guidance, Wild Weasels armed with anti-radiation weapons were effective platform for delivering such weapons.

However, recognizing the importance of SAM suppression during low level and strike missions; and realizing the growing threat imposed by smaller and more portable Soviet SAMs, which relied on more sophisticated target acquisition systems, the USAF began development of a specific aircraft to be used as a Wild Weasel. Because one of the biggest problems experienced during the Viet Nam war, both with the F-100 and the F-105, was the fact that these aircraft were irreplaceable when lost, due to combat or normal attrition, since they were out of production.

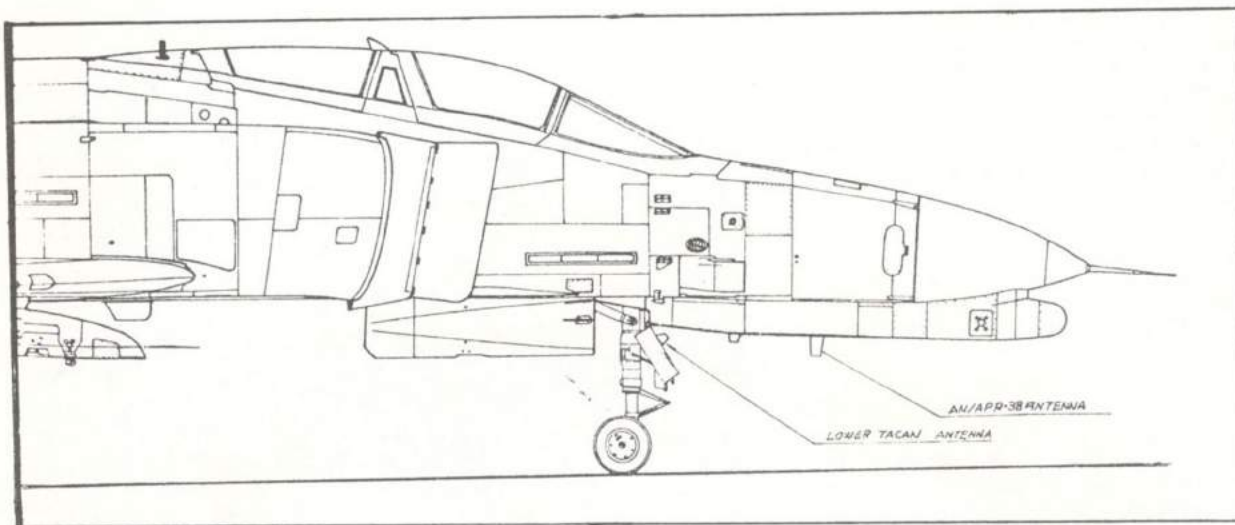
Thus, it was decided that the new Wild Weasel should be developed from an aircraft then in production. Not surprisingly, the F-4 platform was selected.

The first Phantom Wild Weasels were based on the F-4C. These aircraft operated in Viet Nam during the war, notably during Operation Linebacker II, from Thailand. Although some 36 F-4Cs were converted to Wild Weasels, for the actual production aircraft, it was decided to use the F-4 platform with the latest refinements, including slotted tail, heavier landing gear and wheels, maneuvering slats on the wing leading edges, and the latest avionics. This Wild Weasel, which was based on the F-4E, and in fact was converted from the F-4E during production, was called the F-4G.

If you want to model a Phantom Wild Weasel, without converting an F-4E, or using an F-4C, there are three kits you may use. All of these kits are still in production and readily available. They are:

Manufacturer	Kit No.	Scale
Testors/Italiarie	684	1/72
Testors/Italiarie	583	1/48
Hasagawa	P04	1/48

For this article, I will make some general comments on the Testors/Italiarie kits, and then do a more detailed review of the Hasegawa kit, since it is the most recent on the market, plus it is unquestionably the best.



The major problem areas with the Testors/Italiarie kits are the same for both scales, so I will comment about them interchangeably. The basic problem with both the F-4G kits is that each was based on the RF-4C kit, available in both scales from the same manufacturer. The interiors are especially inaccurate, particularly in the rear seat area. The rear instrument panel on the F-4G extends all the way up to the canopy and has at least four different CRTs on it. The panel provided with the kits is more accurate for an RF-4C. The outline of the chin pod, particularly on the 1/72 scale kit, does not capture the fullness of the Wild Weasel nose. This can, perhaps, be corrected by building up the trailing edge of the sensor pod with a thin layer of putty. The APR-38 beam receiver sensors are not at all represented on the chin pod, although they are quite noticeable on the real aircraft. You can probably correct this problem by making a base out of either very thin plastic (10 thos.) or paper, and use white glue to make up each of the individual detectors. There are a total of 52 antennas on the F-4G associated with the APR-38 RHAW (Radar Homing and Warning) system alone, to say nothing of the various communications antennas. While not all of these are visible on the actual aircraft, virtually none of them are present on the kit!

The inboard pylons are incorrect in outline, and do not have the chaff dispensers. The air conditioning scoops on the chin are incorrect in shape, again, more what you might expect to see on an earlier aircraft, such as the F-4C. The F-4G uses the newer F-15 centerline tank, which is stressed for 5 G's, compared to the older 600 gallon Phantom tank, which was stressed for 3 G's. The older Phantom tank comes with both kits, so you will have to replace these with comparable parts from an F-15 kits in the appropriate scale. Most of the scribed lines on the kits are inaccurate. Finally, the fit of the parts, while not particularly bad, are certainly not particularly good!

By comparison, the Hasegawa kit is excellent. It not only does not suffer from any of the above mentioned problems, but it seems almost as if it was designed with the specific problems of the Testors/Italiarie kit in mind. Actually, this is not the case, since it also does not have any other major problems.

There are a total of 147 gray plastic parts, of which six are pilot and and EO parts; and there are 13 different clear parts, including various cockpit mirrors and the landing lights. Of the 147 gray parts, several of them are duplicates and you will not use them. For

example: there is an extra rear instrument panel (for an F-4E), and extra set of intakes, extra weapons pylons and weapons, and so forth. Depending on which of the weapons configuration you decide to model, the rest of the parts will be left over.

On the assembly, there are no major fit problems. I did, however, find it necessary to use a small amount of putty at all of the major fuselage seams. This was due to a slight warp in the kit I built. I also found putty necessary at the leading edge of the wing to fuselage joint, which was the worst fit on the model. There are also a couple of other things you can do during construction to minimize later problems. In particular, when gluing the rear instrument panel in place, be sure to seat it well and at the proper angle, so that you later experience no problems with the fit of the canopy on the model. When you assemble the canopy to the model, begin with the rearmost part, and assemble each of the next parts in turn, working your way forward. Be sure, as you do this, that each one fits to the next one correctly. When you glue the upper fuselage deck blade antennas to the model, the instructions are not clear about the location. Check the illustrations on the box art as they are accurate, so use them.

BELOW: The Hasegawa F-4G Wild Weasel Phantom in the European 1 scheme. The paints used on this model were mixed to FS595a equivalent using Floquil paints. The bare metal parts were painted using Liqui-Plate.



Use care in centering the air conditioning scoops on the chin, as they have a tendency to drift off center, making later carving and sanding necessary. If you fit them correctly and hold them until the glue sets, they will fit nearly perfectly. Also, care is needed in fitting the fuel tanks together. Most of the problems with fit of these parts can be eliminated by pre-fitting a couple of times.

On the whole, the instructions are pretty good, except for a couple of small problems. Besides the slight confusion already discussed, there are some more problems in construction step 4. In particular, where the instructions advise you to cut off "these antennas," they really mean, "this antenna," and you cut off the one to which the arrow points. The angle of the leading edge slats, parts M2 and M5, are not clear from the picture. These can be placed on the model at a fairly steep downward angle, but because the inboard slats are not also articulated, the model looks better if these extend out fairly straight from the wing. The interior of these slats is usually red on the SE Asia scheme, but some of the new Charcoal Lizzard markings may have camouflage interiors, as well as white interiors. I don't have enough photos of Phantoms in these markings to say for sure, so if anyone out there does, please provide the information to the rest of us.

Although the instructions regarding what arms can be put on your Wild Weasel are certainly complete and accurate, you may have some problems trying to decide exactly what to use. Generally, anti-radiation types of weapons are most often seen on the Weasel, although sometimes other stores are used. The weapons provided with the kit, the ALQ-119, AIM-7E, AIM-9J, AGM-45, and AGM-78, are certainly accurate enough to use. Decals for most of these are also provided and as long as you take your time with the painting you will find no need to substitute parts from another model.

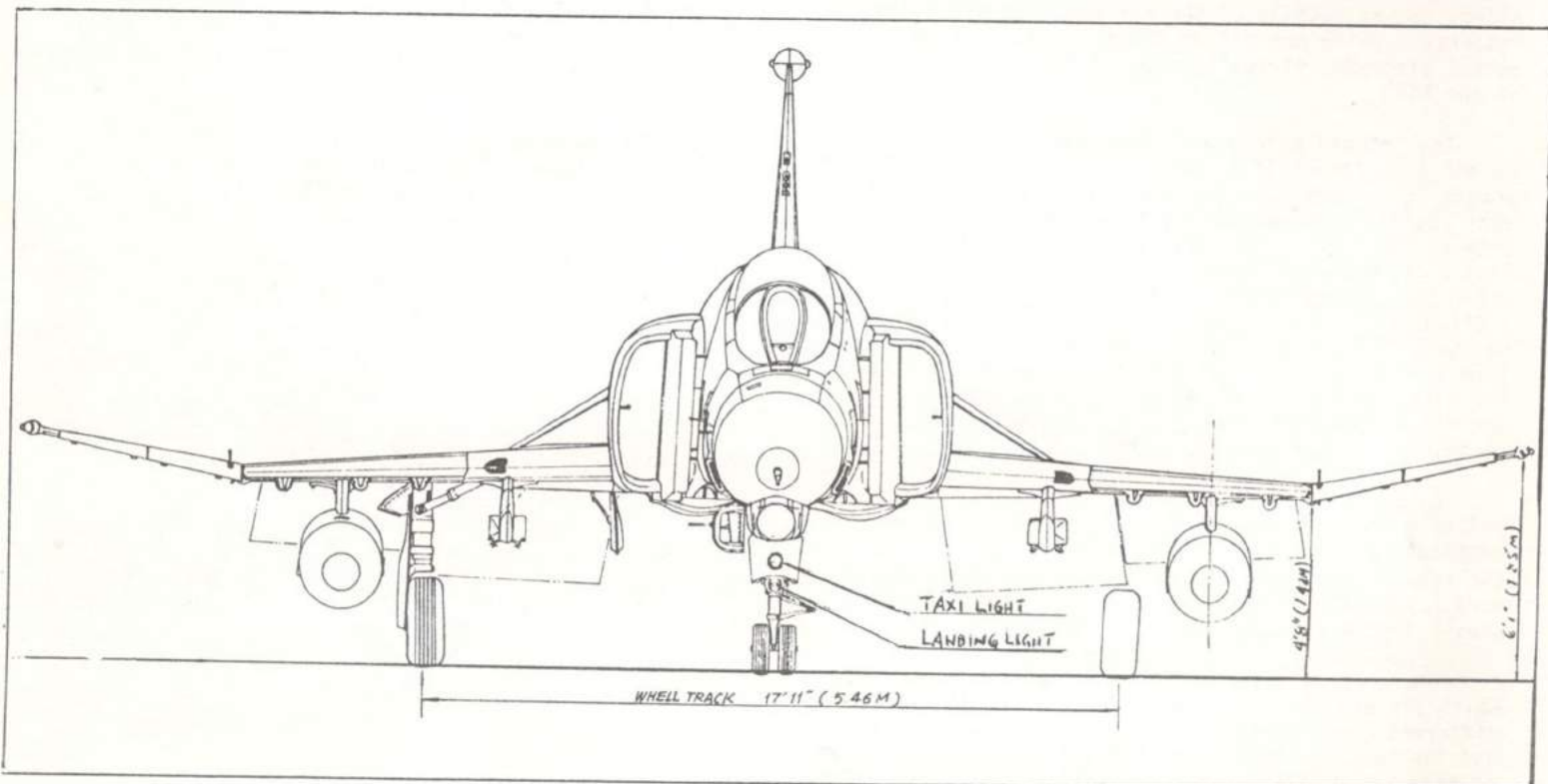
The decal sheet provided with the model is extremely complete, and although the decals themselves are somewhat heavy, they can be used. You will have



ABOVE: The sensors for the APR-38 antenna, which are not painted in this photo due to time constraints for publication, should be painted with a tan background and with deep purple or black for the individual sensors. (Note missing nose gear door--fell off while photo was being taken--sorry!)

to put a pretty thick coat of gloss on the model before you can use them however. On the decal sheet they look a little crips, almost cartoonish, but once you get them on the model they look fine. On the decals available for the model in general, only decals from F-4G kits are made for F-4Gs. There are none from either Micro-Scale or Fowler, although with the advent of the Hasegawa kit, perhaps we can hope for the future.

Three different units fly the Phantom Weasel, the 35th Tactical Fighter Wing, tail code WW, based at George AFB in California; the 81st Tactical Fighter Squadron, tail code SP, based at Spangdahlem, West



Germany; and the 90th Tactical Fighter Squadron, tail code PN, based at Clark AFB in the Philippines. The markings which come with the Hasegawa kit allow you to do any of the basic schemes which have appeared on the Wild Weasel. These include the SE Asia scheme, also sometimes called the Asia Minor scheme; the later version of this scheme called the "wrap-around" scheme; and the new European 1 scheme, also called the "Charcoal Lizard." Although I have not seen a photo of the Phantom painted in this particular scheme, the box art provided with the kit gave a very convincing idea, so I painted my model in these markings. The Hasegawa decals allow you to model either #274 or #208 for the WW tail code. The letters for #208 are white, so allow for the earlier style of Viet Nam markings, while the letters for #274 are black, and therefore allow you to model either the later wrap-around style or the lizard markings. The decals provided with the Testors/Italiarie kit allows you to model a different aircraft for the WW tail code and also provides the sharkmouth markings for the PN tail code. Micro-Scale has announced a sheet 48-148, for the F-4D/F-4G wing commanders, but I have not seen it as yet and do not know what units the sheet provides for.

In overall appearance and outline, the Hasegawa model "looks right." It certainly captures the deep droop of the Wild Weasel nose, more so than the Testor kit. I personally do not like the outboard maneuvering slats being so dramatically separated from the wing that it is difficult to tell where to put them, but they do look correct on the finished model. It

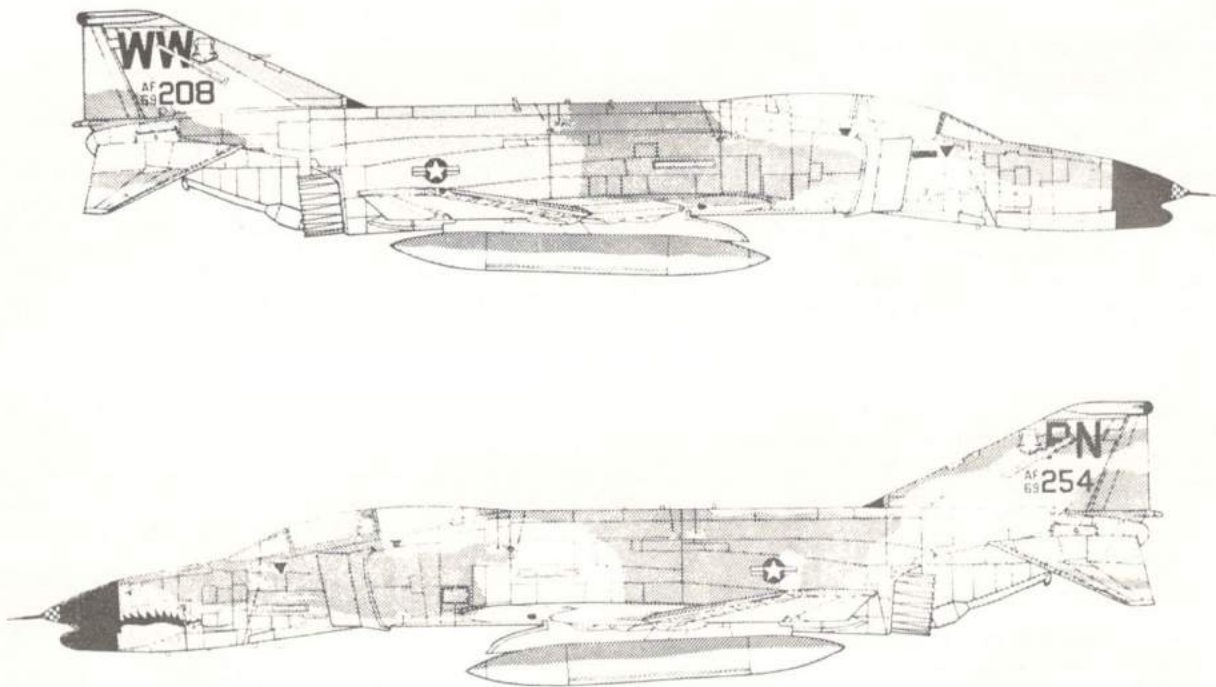
took me about 30 hours to finish this model and about half of that time was spent in airbrushing and decaling, adding the final details. There are a lot of decals on some of these anti-radiation missiles!

No matter what your level of modeling experience, whether this is your first kit or you want to spend hours detailing the ejection seats and the instrument panels, you will find this one fun to build. Price ranges from about \$15.00 to \$20.00, depending on where you buy the kit.

References for the F-4G Phantom, while not exactly scarce, are not very plentiful. There are a lot of publications about the Phantom which do not even mention the F-4G. However, there are two particularly good ones: "Detail and Scale" Vol. 7, covers both the F-4E and the F-4G, primarily in the USAF. Also good is Squadron/Signal number 65, "F-4 Phantom II In Action." Both of these publications are still readily available, with the Detail and Scale going for about \$7.95 and the Squadron/Signal at about \$4.95.

For the next issue, we are going to cover acrobatic Phantoms of the USAF and the USN. If you have any photos, reviews, or construction notes on any of the various Thunderbird or Blue Angel kits, send them in so we can get them in the next issue.

(EDITORS NOTE: Dave just recently volunteered to do some model articles for us and we did not have time to co-ordinate his article with the articles on the T-Birds and the Blues in this issue.)



## LOOKING AT THE LESSOR KNOWN PHANTOM KITS

BY

LARRY "IVAN" POTOSKI

Number One in a Series of Reviews

### FALLER 1/100 SCALE "PHANTOM" KIT NO. 1105

I can't even remember where I obtained this kit, but I passed it over for a number of years, even when I was stationed in Germany. I think it was probably molded in the late 60's or early 70's at the latest. FALLER stopped producing it a number of years ago, along with dropping all their other aircraft models. FALLER still is the top notch German plastic manufacturer of HO railroad accessories.

The box measures out to about 13 x 27 cm, or just a little smaller than the old Revell 1/72 Phantom kit box. The mysterious box art on this FALLER kit is a Luftwaffe marked Phantom, variant unknown, climbing with gear down. Two other Phantoms are in the background. The artwork is rather crude, and looks more like something you'd expect on a kit from Hong Kong instead of Germany. Not only is the aircraft itself toyish looking, but the color scheme is unreal and puzzling. The intake area and splitter plate are dark green, while the remainder of the plane seems to be painted a sand color. I'm pretty sure this kit was reissued several times with different size boxes and slightly different lettering, but the artwork has always remained the same.

At the time this kit was issued, the Luftwaffe only flew the RF-4E version, and this kit is definitely NOT that variant. It is a straight nose, B, J, D, etc. looking aircraft at first glance. The box art also shows the plain bulbous nose. Upon a more careful examination of the individual parts, it starts to look familiar, and after pulling out the old Hasegawa F-4J kit, I found that the FALLER kit is a pretty good copy in 1/100 scale! Main parts breakdown is almost exactly the same, and they even copied the same Hasegawa large rivet pattern on the wings and fuselage. Landing gear and small parts are a little more simplified in this smaller scale, but still look okay. Other evidence of "copy" are the Navy style wing pylons with angular leading edges, and two Bullpup missiles. The normal complement of four Sparrows are also included. The interior detail is almost non-existent, with the seat area being more basic than the Hasegawa type, just having two lumps for seats on a floorboard type piece. The exhaust/burner cans are not like any U.S. Navy Phantom, but look more like that of an F-4K or M British Spey engine.

Overall molding is not bad at all, and parts fit is pretty good to fair. The intake areas are a nasty fit to the main fuselage parts and will need filling and considerable sanding to eliminate a large joint-line. The clear canopy, a single piece affair, is a little thick and heavy handed with large frame work.

The simple decal sheet is on pretty good register, with the German cross and outline number codes looking real good. The codes provided are 35-11, that for an RF-4E, but by now you realize the kit is actually a F-4J copy. The instruction sheet is a photo panel type thing, where there are no worded instructions, just pictures with parts numbers pointing to their final locations. No history, paint guide, or ANYTHING as far as text is provided.

Since it looks like the kit is an F-4J copy from Hasegawa, it also has dragged along with it the errors of the Hasegawa kit, such as the early non-bulge thin wings, heavy rivet and scribing detail, and erroneous locations for details such as wing lines, doors, panels etc. The nose radome is not a good copy, and FALLER made theirs much longer and less tapered than either the Hasegawa kit or the real aircraft. It could be sanded to a better shape as it is a thick part and has room for contour changes.

If you can pick this kit up in a sale or swap meet, it probably is worth having for the Phanatic collection and could make a nice early model F-4J or F-4D, or even a B/C. However, with the reissuing of the Tamiya 1/100 Phantoms by Revell of Germany, you'd probably be better off converting one of these back to an early U.S. Phantom as the small parts and overall shape are much better. Another thing is that the FALLER kit seems to be slightly smaller overall than the Tamiya. If the Tamiya kits are pretty accurate, and I think they are, then the FALLER kit is probably closer to being around 1/110 scale.

Probably the only reason I haven't built my copy of the FALLER kit is that it is my ONLY copy, and I wanted to keep it in the box for comparison to other kits. Overall not a terrible kit, but it definitely lies down there near the bottom of the list as far as desirable Phantom kits.

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### LITTLE KNOWN F-4 SPECIAL ASSIGNMENT

by

DOUGLAS M. REMINGTON

When the Air Force became a separate service in 1947, a Special DDT Flight using C-47s and L-20s, was transferred also. In January 1948 this unit was transferred to Langley AFB, Virginia and became known as the Special Aerial Spray Flight, which was responsible for antimosquito spray operations; however, it became a means of destroying foliage by the use of herbicides in South East Asia.

The Vietnam Air Force first used H-34s and C-47s to spray herbicides using Dinoxol which commenced operations on 10 August 1961. Then "Ranch Hand" C-123 aircraft and crews reached South Vietnam on 6 December 1961 using herbicides of various mixtures, all coded in colors, i.e., Pink, Green, Blue, Orange, etc.

A lot of experimenting using various type of aircraft were either tested or considered before settling on the C-123. Some of the types considered included B-17s, B-26s, B-29s, B-50s and C-119s; and some types used included L-20s, C-47s, H-34s and the F-4--that's right, you see--but you do not believe--well the story goes something like this....

In January 1969 the Air Force wanted to use a high-speed spray aircraft for testing the feasibility of flying over targets where the threat from ground fire was high. Therefore, three F-4s from the 366 TFW at Da Nang AB, South Vietnam were fitted with two standard external fuel tanks on each aircraft modified to carry 278 gallons of herbicides each, the normal load of each tank being 370 gallons of jet fuel. To get the herbicides in the nose and tail

section of the tank meant it had to be pumped in by pressure which caused the liquid to foam, therefore only the center section was filled.

An F-4 flew a test flight over the Da Nang runway on 17 January 1969 spraying colored water with good results. Between 20 January and 29 March 1969, eight spray missions were flown by 366 TFW aircraft using three F-4s over targets in South Vietnam and Laos. Delivery was at 500 knots from 100 to 200 feet above the jungle tree top using a route marked for a forward air controller. The three F-4s flew with two wingmen positioned ten degrees to the rear and about three plane widths away from the leader. A spray pattern of about 300 feet in width and spray delivery rate of 4.3 gallons per acre was achieved.

However, the F-4 had problems being used as a spray aircraft. Tanks either collapsed or failed on three of the missions, and one time, a failing tank damaged the undersides of a plane's wing and aileron. It was theorized that the venturi suction effect around the tank's spray nozzle caused these failures, but never proved.

The last F-4 spray mission ended in the crash of number three aircraft in the formation during its spray run. It was suspected that another tank failed, but the aircraft commander felt sure it was gun fire which brought him down. This crash, on 29 March 1969, ended the experiment of using F-4s as spray types.

In trying to determine, over the years, which aircraft in the 366 TFW was used for these test missions it is almost impossible--it seems different aircraft from the squadrons were used--in other words any not flying on a specified combat mission. I would really appreciate any confirmation on this, if in fact, that is the case.

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#### CURRENT USAF-ANG-AFRES F-4 UNITS

##### UP-DATE

The following information was provided by Douglas M. Remington to up-date and correct material that appeared in the last issue of "SMOKE TRAILS." Doug would like to thank those that brought various items to his attention for correction and addition.

##### ABBREVIATIONS

TRU should read RTU Replacement Training Unit  
CKBD is abbreviation for Checkerboard  
With Dots means tail color has white dots.

##### REGULAR AIR FORCE UNITS

RF-4C	45 TRTS	67 TRW	Bergstrom AFB, TX	BA *BL with Dots
RF-4C	62 TRTS	67 TRW	Bergstrom AFB, TX	BA *Gold

\* Coreect unit colors

##### AIR FORCE RESERVE UNITS

+ F-4D	89 TFS	906 TFG	Wright-Patterson AFB, OH	DO RD
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+ Unit added

# Base Exchange

The BASE EXCHANGE (BX) section of the magazine is provided to give you, the Society member, a place to list material that you have for sale or trade, or to list material that you are looking for. Please keep your requests short and to the point. No long lists of items--please. When sending in material to this column, please ALWAYS send on a separate sheet, and not included in a letter. Send your requests to: BX-SMOKE TRAILS, 3381 Apple Tree Lane, Erlanger, KY 41018. After listing material in this column, please HAVE THE COURTESY TO ANSWER ANY AND ALL INQUIRIES THAT YOU RECEIVE.

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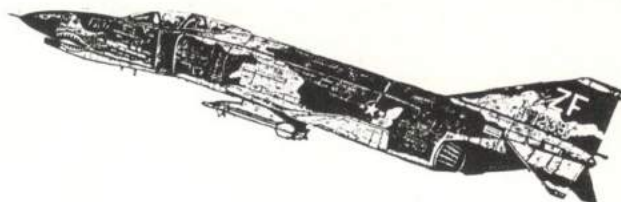
PAUL COLLINS, 3381 Apple Tree Lane, Erlanger, KY 41018 is interested in purchasing post cards and stickers of Air Force, Navy and Marine aircraft/units. Also very interested in obtaining post cards of aircraft carriers. Have military and civilian aircraft post cards for trade. Write and let me know what you have.

JOHNNY SIGNOR, 3418 Carolyn Lane, Cocoa, FL 32926 has a number of patches for trade. Johnny has a nice list of items, to long for listing in this space. He would like for you to sent a SASE and he will send you a copy of the list. He is interested in obtaining unit patches and aircraft patches such as the F-4, F-5, F-105, F-100 KC-135, etc. White Johnny if you interested in trading.

JEAN PIERRE HOEHN, II Place des Halles, 67000 Strasbourg France is researching historical data regarding missions flown, types of missions and other anecdotes on the only two USAF F-4 units based in South Vietnam--the 12th and the 366th TFWs. Also looking for pictures to go with research material. Those sending in material will be given credit line in book, if material is used. Mr. Hoehn will appreciate hearing from anyone that can help on his research.

ROGER CHENARD, 1st Maximin Pue E. Herriot, Encagnane Aix en Provence, France 13090 would like to hear from other Society members that have slide or photos, both Black and White and color, of Navy and Marine F-4s. Please write before sending material. Roger is also looking for any information or photo of USN F-4B that was being used during flight of second North American XB-70 that crashed in june of 1966. Any information please. All letters will be answered.

ROBERT F. DORR, 339 20th Avenue, San Francisco, CA 94121 would like to exchange 35mm color slides of F-4 Phantoms. Looking for good duplicate slides taken in the 1960s and any taken in Southeast Asia. I can offer a variety of slides in exchange, including some from a recent photo tour around the US. If you have particular needs in terms of units, serial numbers, etc. let me know.



# SMOKE TRAILS

*Quarterly Journal of the Phantom Phanatics Society*





#### SOCIETY POLICY

The PHANTOM PHANATICS SOCIETY is an international organization open to all persons or groups that are interested in the study and preservation of the McDonnell Douglas F-4 Phantom II. The quarterly magazine of this Society will be known as "SMOKE TRAILS" and will contain stories about the F-4 and the collection of material pertaining to this aircraft. The magazine will feature articles on collecting insignia, making models, taking and collecting slides and photos and numerous other articles that should interest Society members.

The magazine "SMOKE TRAILS" will be written and published by Society members and will strive to provide accurate material and information. Should other than accurate material appear, please notify the Editor and corrections will be made. The staff of the magazine will always be available for your comments and suggestions regarding material that you wish to see published.

#### CONTRIBUTIONS WANTED

All Society members are requested to send in material for publication. This is YOUR magazine, and to make it a success, everyone must participate. While you might think that you have no special talent, you would be surprised how easy it is to write an article or do some art work, if that is your interest. If you have had an unusual experience with regards to the Phantom, tell us about it, we want to know. If you have some rare material pertaining to the F-4, please share it with us. Contact the Editor on how you should prepare your material. He will be very happy to work with you. If you have photographs to illustrate your story, all the better. We want the magazine to be as much a picture history of the Phantom as written history. Please help and send in your material or write the Editor and let him know what you can do.

#### PUBLICATION DATES

"SMOKE TRAILS" is scheduled to be a quarterly publication with mailings to take place in July, October, January and April. For those wishing to submit material for publication, the following deadlines will apply for sending in your material. All material received after the dates listed below will be held over until the next issue for publication.

October issue....deadline September 15  
January issue....deadline December 15  
April issue.....deadline March 15  
July issue.....deadline June 15

#### CHANGE OF ADDRESS

Members MUST report any change of address plus ZIP code promptly to the Society in order that they might receive their copy of "SMOKE TRAILS." Failure to do so will result in their not receiving their copy of the magazine. The Post Office will not forward third class mail to your new address and will not return it to the sender. Failure to report your new address will require you to pay \$4.00 for each issue of "SMOKE TRAILS" that you miss. NO EXCEPTIONS to this rule. Please keep us current on your address--PLEASE!

#### MEMBERSHIP EXPIRATION

All Society memberships expire on June 30 of the current year. Since we do not have a staff to continually send out renewal notices, you will receive one notice with the No. 3 issues of each Volume and a reminder notice with the No. 4 issue of each Volume. Should you not pay your subscription by the time the No. 1 issue of the next Volume is published you will receive one letter notice that your fee is due. These three notices will be all that you receive from the Society to let you know that your dues should be paid. Just remember that ALL subscriptions expire on JUNE 30. Send in your renewal BEFORE June 30 and there will be no problems. Please be alert to renewal fees indicated on the renewal notice.

SMOKE TRAILS is the official publication of the Phantom Phanatics Society and is published on a quarterly schedule. Subscription fee is \$15.00 (U.S.) per year. First class and Air Mail postage is available to subscribers at an additional fee. The magazine is Edited by Paul F. Collins and the headquarters is located at 3381 Apple Tree Lane, Erlanger, KY 41018. Telephone (606) 342-9039.





ABOVE: A Phantom of No. 43 "Fighting Cocks" Squadron, RAF Strike Command, based at Leuchars, Fife, Scotland, formates on a Russian TU-20 "Bear" over the North Sea. The Phantom is armed with Sparrow and Sidewinder AAMs. After the Battle post card J17.

SMOKE TRAILS

VOL. I No. 3

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F-4 Phantoms of the Missouri ANG caught in flight by Bob Williams. Note wrap around paint job on the a/c turning away while the other a/c has the standard SEA scheme with the white bottom. Note also new SL tail code. The 110th is now receiving F-4E models.

# the SPOOK



# SPEAKS

Number three and still growing! Since the last issue we have picked up over 50 new members. Thanks to all those that have been spreading the word about the Society. A big thanks to the French aviation magazine "AIR FAN" for the great review they did on the first issue of "SMOKE TRAILS." From this review we have received a number of inquiries and about 20 new members from France, Italy, Holland and Belgium. It is through this type of exposure that we will be obtaining a lot of new members.

Now, to answer a number of inquiries from Society members about the whereabouts of their Society patch. The initial order of 200 patches went fast. A second order for 200 patches was going to be placed but some problems with the patch manufacturer developed that wasn't expected. We are now looking for another company to make the Society patch. Please bear with us on this and you will have your patch as soon as we can get some more made.

As mentioned in the last issue we were working with a Company to do a Society jacket. Well, these negotiations have born fruit and we now are able to offer you not only a Society jacket, but a Society cap as well. The cap and the front of the jacket will have the emblem of the Society upon them and the jacket will have a large Phantom on the back. Please see the advertisement in this issue on how you can obtain your cap and jacket. These are high quality items and I am sure you will be pleased with them.

I have heard from several of you with regards to holding a "national" convention. The feeling of those writing was that we should wait at least until 1986 before we attempt so large an undertaking. I am inclined to agree. I do believe, that with the membership growth we have had this year, that you can start making plans to attend a convention in ST. LOUIS in the summer of 1986. Several of those writing suggested that we hold our meeting in association with another group. I thought about this, but I believe that we should have our first meeting where we can devote our time and energy to our own organization. Again, any comments on this will be welcomed.

Member Robert Conely is working on the membership certificates. Bob is a very busy artist and can only work on this project in his very limited "free" time. If he has been able to finish the certificates, they will be enclosed with this issue of "SMOKE TRAILS." If not, they will be mailed with the next issue.

We are still in need of some editorial people. Dave Minton is trying to fill the gap as model editor, but his time to work on this column for us is very limited. I would like to think there are some people out there that have the time and ability to do four columns a year for the magazine, I would like to hear from

one or more of you with regards to this area of the magazine. Perhaps co-editors, which means you would only have to do two columns a year. Think about it and drop a line.

We have nothing new in the patch collecting area this issue. John Cook has been very busy with his job and doing some traveling and was not able to line material up this time around. Perhaps we could double up on this section in the next offering because there is much interest in this area of collecting. If you have any "unusual" patches, please send them in for publication.

As you go through this issue of "SMOKE TRAILS" you will find several other requests. One, if you have any photos of the Spook (yours truly!) that have appeared on aircraft, walls, trucks, etc., please send them in so we can all enjoy them. Also if you do art work, send in your drawings of this guy and we will feature your work on the first page of future issues of the magazine.

Secondly, if you do aircraft art work your being requested to send some samples into the magazine to be featured in future issues. You will not be limited to just the Phantom, but other military type aircraft as well. If art work is your "thing" then send in some samples for publication.

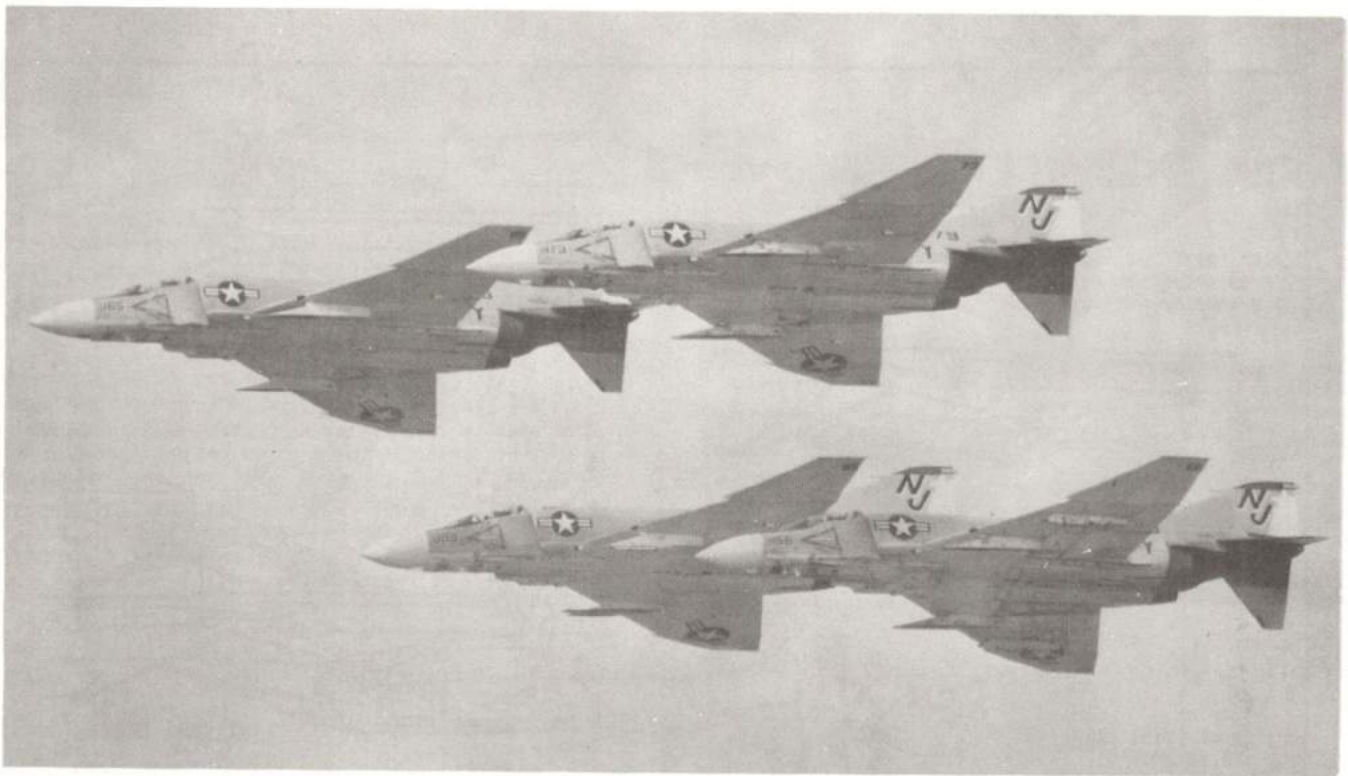
We are always in need of two and three page articles for the magazine. If you would like to tell us about your experiences with the Phantom, please drop us a line. If you have photos, all the better. You will note a new column we have started with this issue called "Phantom Phlashes" which will feature news items and comments that you, the subscribers, send in. We would like to hear from five or six of you each issue to cover the material in this column. Please write and send in your photos and other material for publication.

We are still in need of people to act as liaisons between the Society and various military units that have flown the F-4. If you could handle this job with just a few units, your assistance would be appreciated. Please advise the Editor if you have the time to perform this service. He will send you some flyers and extra copies of the magazine.

Before closing the column this issue, I would like to take the opportunity to introduce you to new member Robert Williams. Mr. Williams is with McDonnell Aircraft Company and will be providing us with cover photos for future issues of "SMOKE TRAILS" and for other special projects. Bob has spent a "good number" of hours in the back seat of a Phantom taking photos for McAir. Welcome aboard Bob!

Until the next issue....

Check Six  
the Spook



ABOVE: F-4Js of VF-121 fly formation during training exercise. The "J" was the sixth model of the Phantom to reach production. The "J" was also the model flown by the Blue Angels, the U. S. Navy Flight Demonstration Squadron. McDonnell Douglas photo.

# U.S. Navy Tails

by

ROGER CHENARD

This is part Three of a series detailing the many letter codes that the U.S. Navy has used, and is using, on the F-4 Phantom. Since 1961 there has been many Phantoms, using many combinations of letters and numbers, and with this series we hope to sort it all out.

To keep track of what we are doing it will be necessary for you to refer to pages 17, 18 and 19 of the first issue of SMOKE TRAILS.

Additional update material from the author includes the following. On page 18, Vol. I, No. 1 add to Code NK VF-21 page 21.

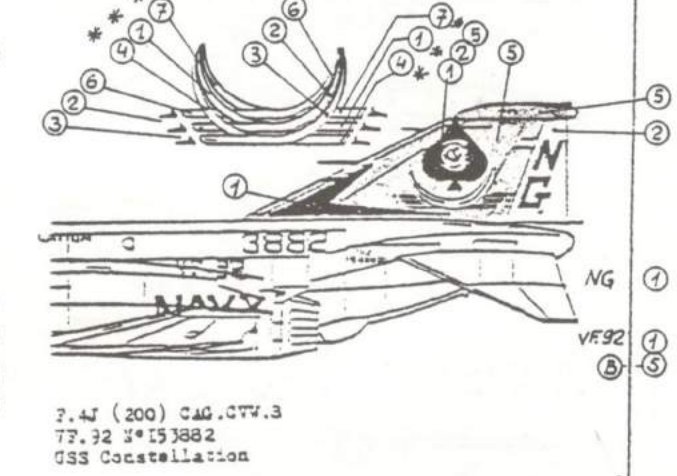
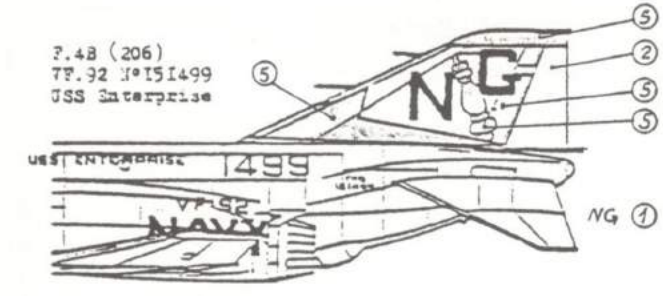
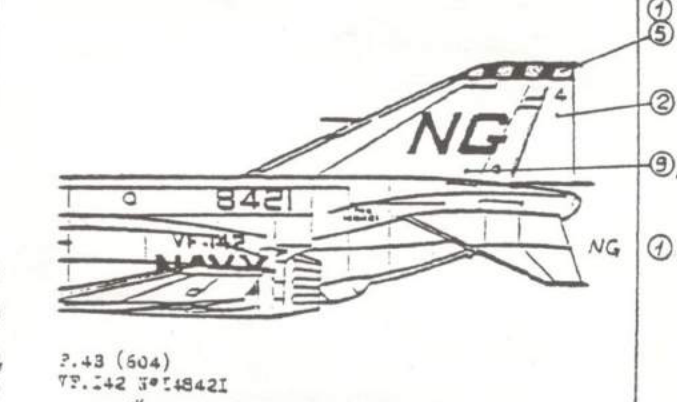
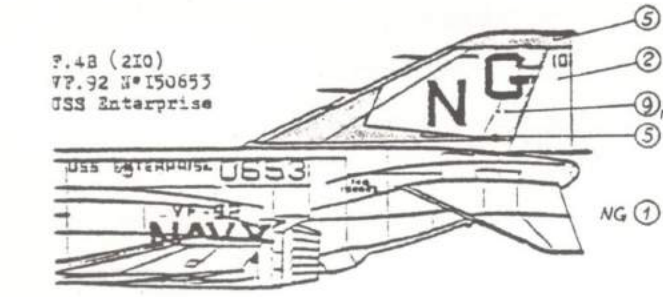
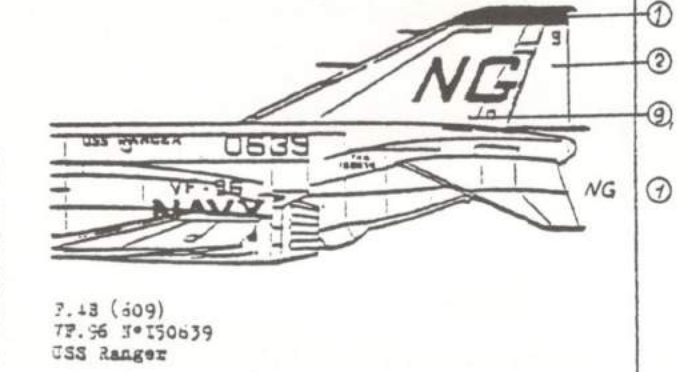
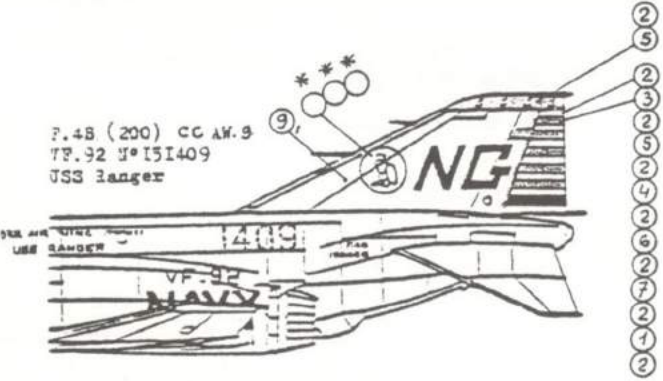
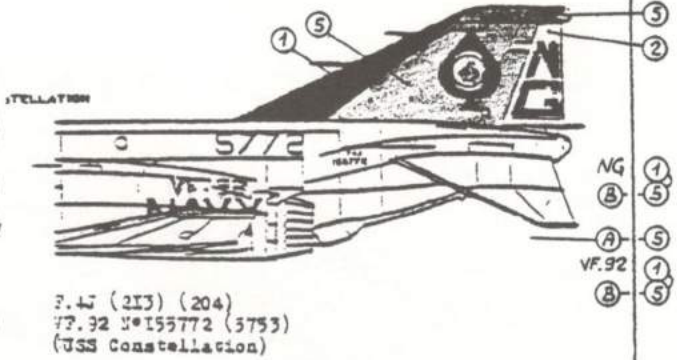
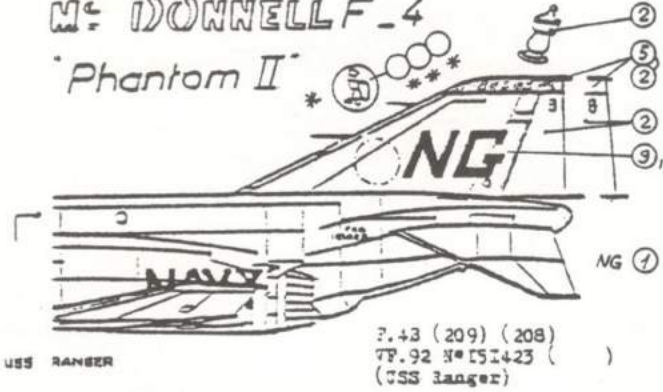
Roger will continue this series for several more issues. If you have slides/photos of any tail code that we don't cover in this series, it would help considerably if you would send a copy to Roger so he can add it in later. All help will be greatly appreciated. Mr. Chenard is working on a Marine series at this time. If you have any "older" Marine F-4 slides/photos please send a copy to Roger so it may be included.



ABOVE: F-4J operating from aboard USS Midway (CV-41). This post card was published by Marine Photos & Publishing Co. of Spring Valley, CA. See their advert in another section of this issue.



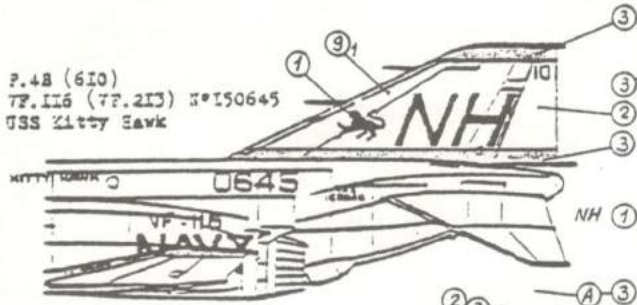
US NAVY  
 MC DONNELL F-4  
 "Phantom II"



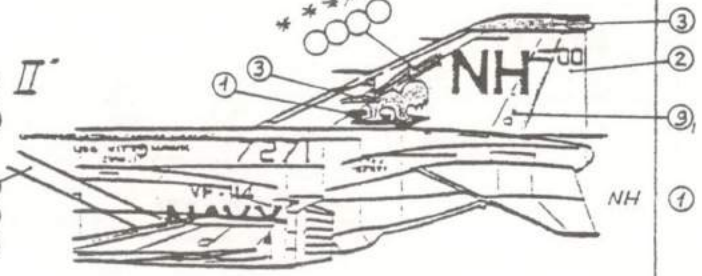
US NAVY

M: DONNELL F-4 Phantom II

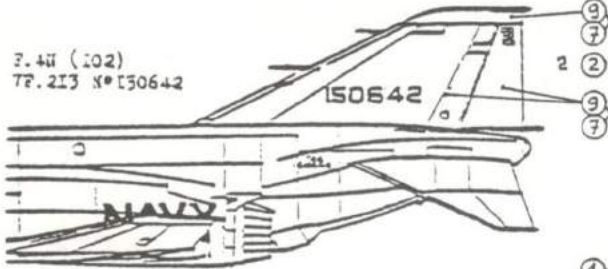
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VF.116 (VF.213) N°150645  
USS Kitty Hawk



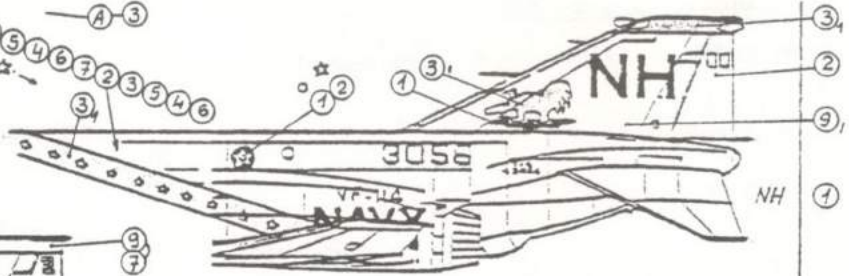
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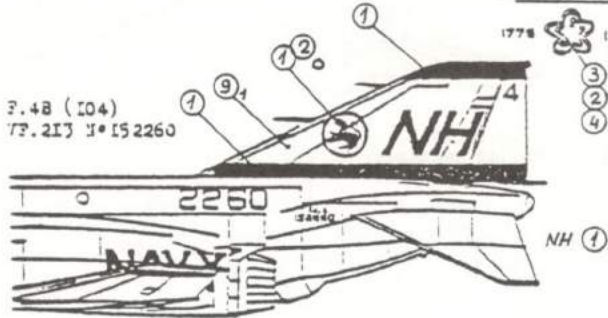
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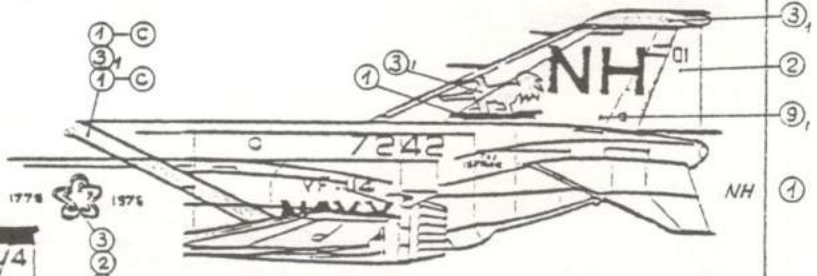
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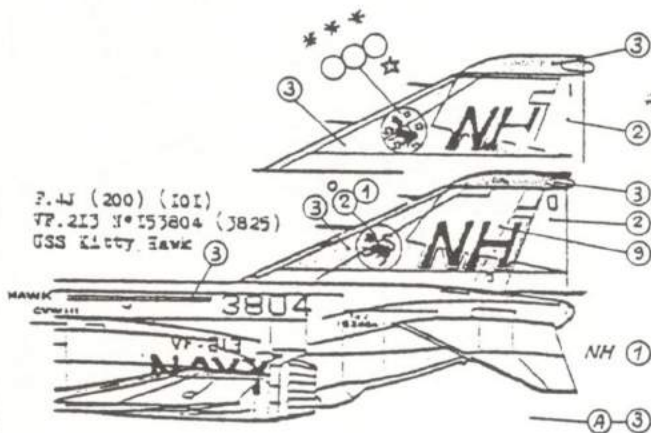
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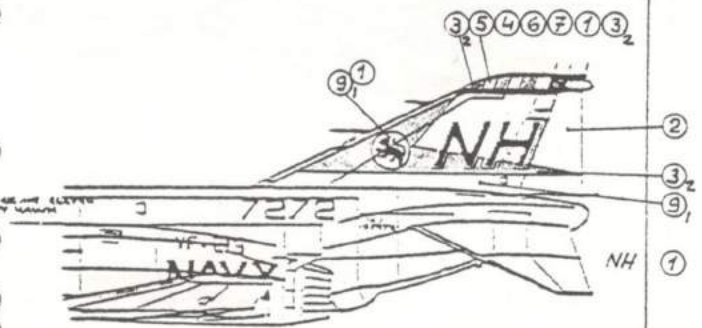
F.4J (76) (201) 31cent  
VF.114 N°157242



F.4J (200) (101)  
VF.213 N°153804 (3825)  
USS Kitty Hawk



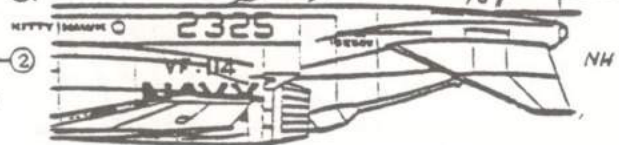
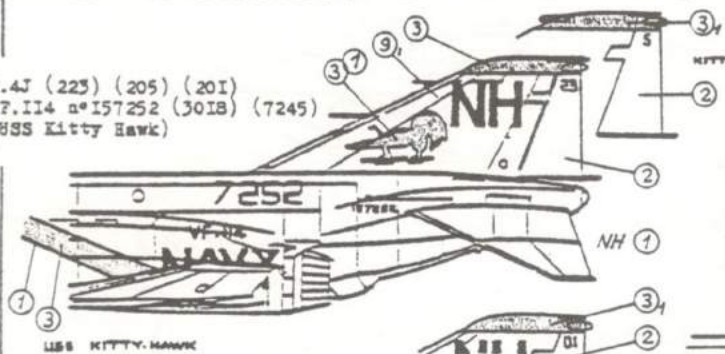
F.4J (200) CAGW.11  
VF.213 N°157272  
USS Kitty Hawk



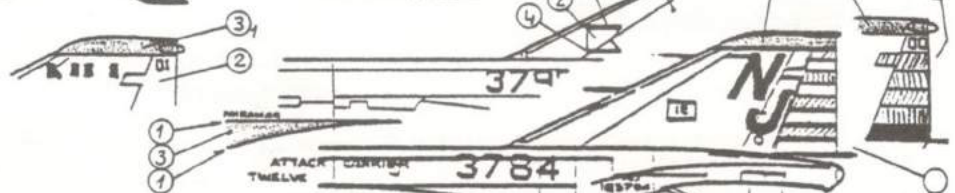
US NAVY

M<sup>c</sup> DONNELL F-4 'Phantom II'

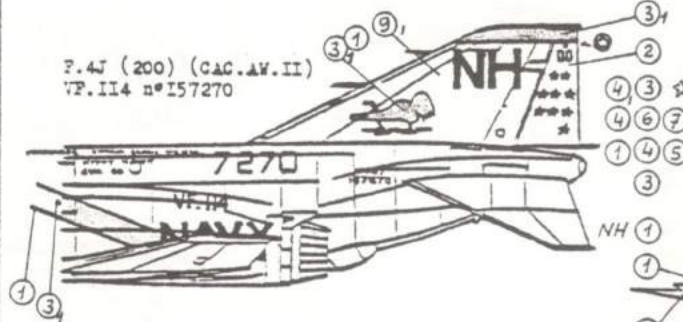
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VF.114 n°157252 (3018) (7245)  
(USS Kitty Hawk)



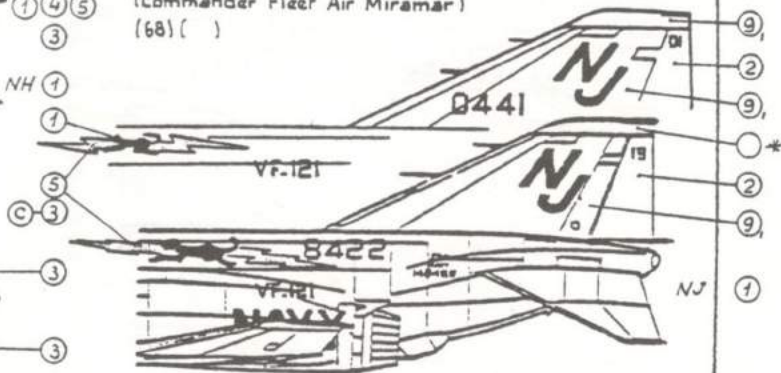
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USS Kitty Hawk



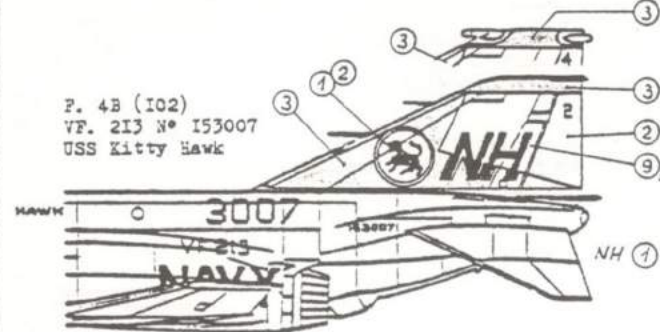
F.4J (200) (CAC.AW.II)  
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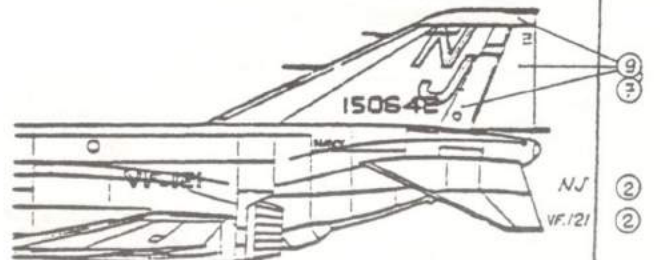
F.4J (00) (CRAC.AW.I2) (100) (CFAM)  
VF.121 n°153784 (3795)  
(Commander Fleet Air Miramar)  
(68) ( )



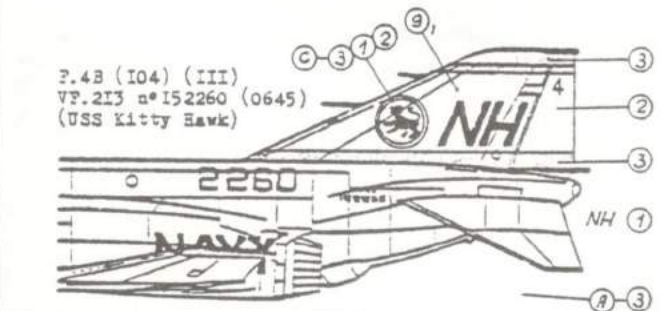
F.4B (102)  
VF. 213 N° 153007  
USS Kitty Hawk



F.4B (119) (101)  
VF.121 n°148422 (0441)



F.4B (104) (III)  
VF.213 n°152260 (0645)  
(USS Kitty Hawk)



F.4B (III)  
VF. 121 N° 150642

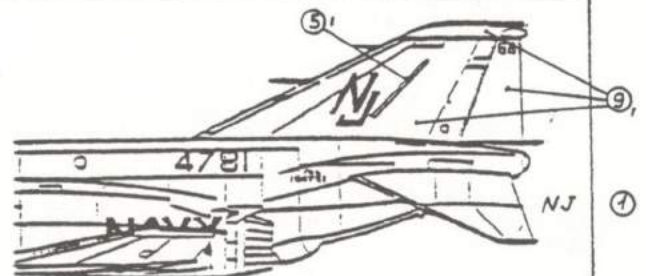
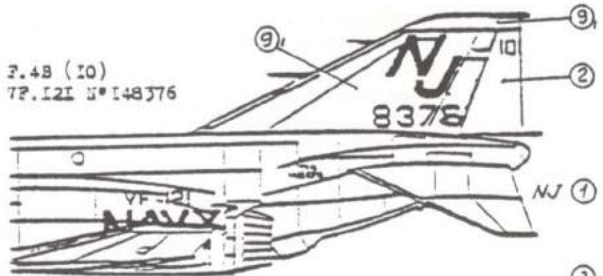
USS KITTY HAWK

VF-213  
NAVY

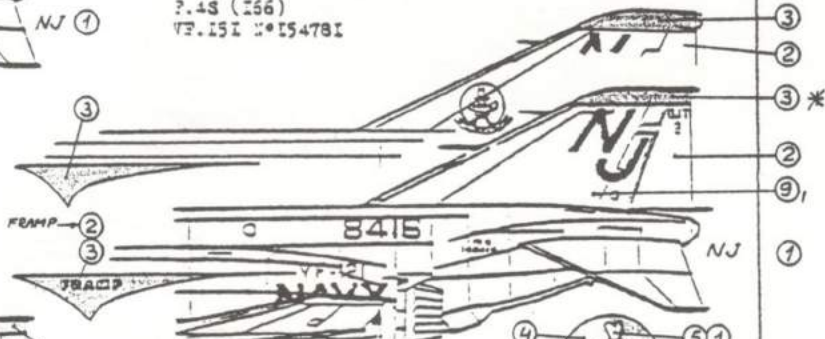
US NAVY

N° DONNELL F-4 Phantom II

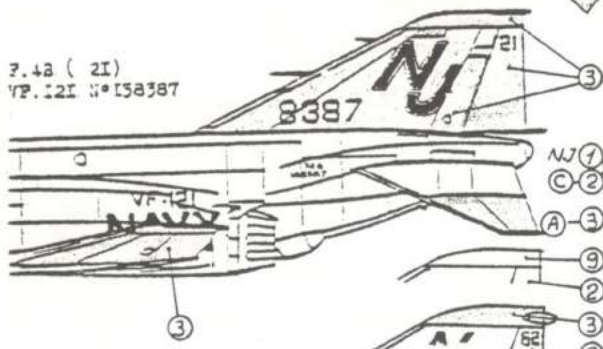
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VF.121 N°148376



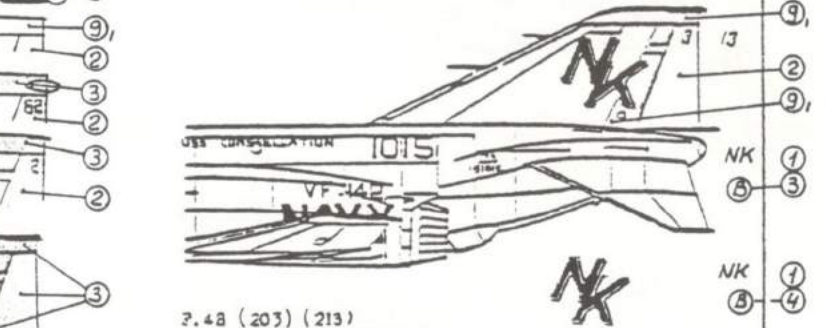
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VF.151 N°154781



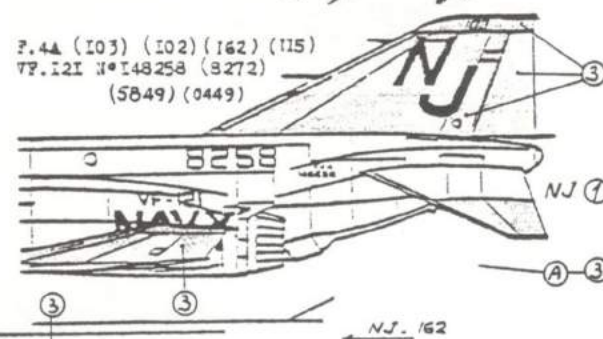
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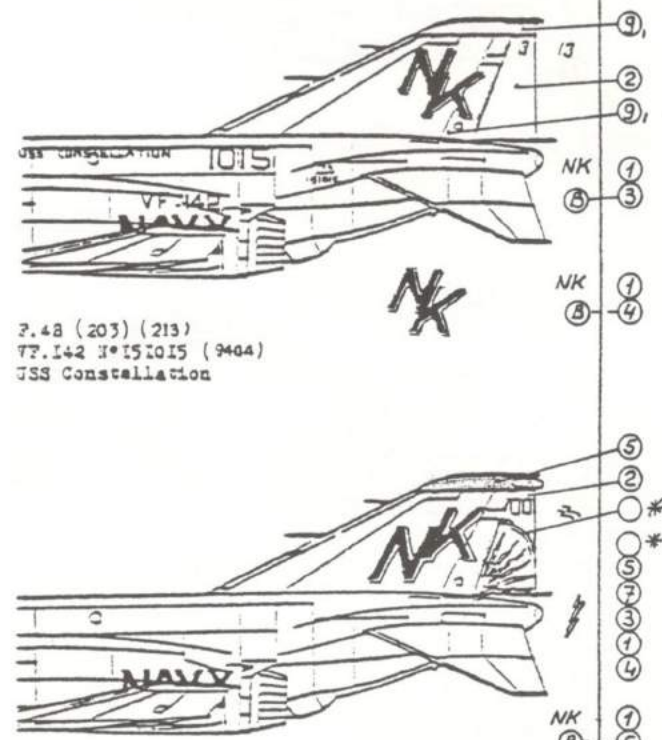
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FRAMP



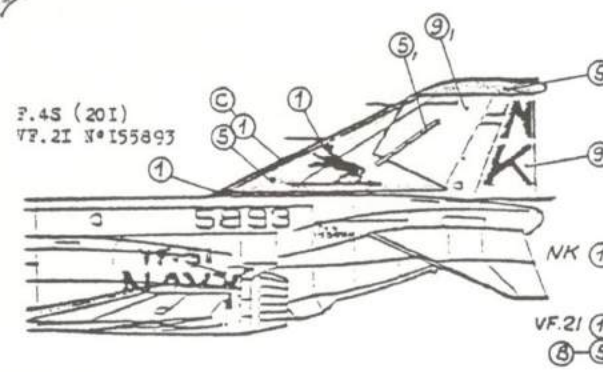
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VF.121 N°148258 (8272)  
(5849) (0449)



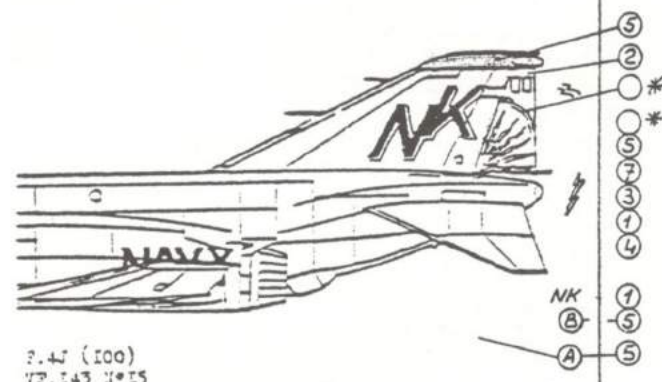
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VF.142 N°151015 (9404)  
USS Constellation



F.4S (201)  
VF.21 N°155893



F.4 (100)  
VF.145 N°15  
USS Enterprise



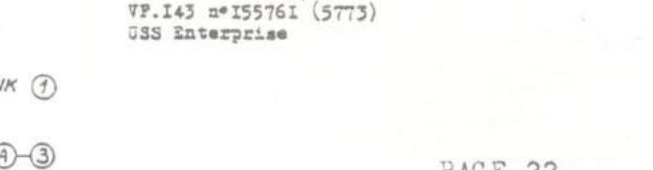
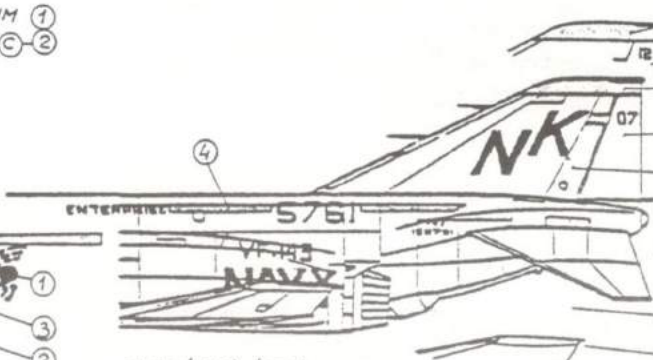
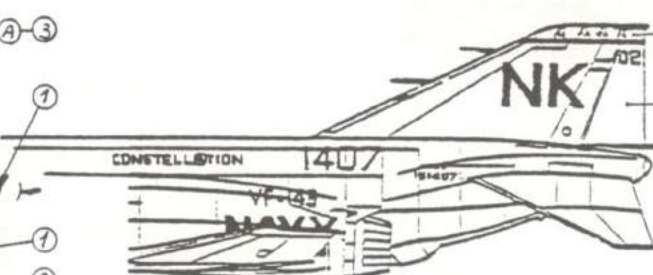
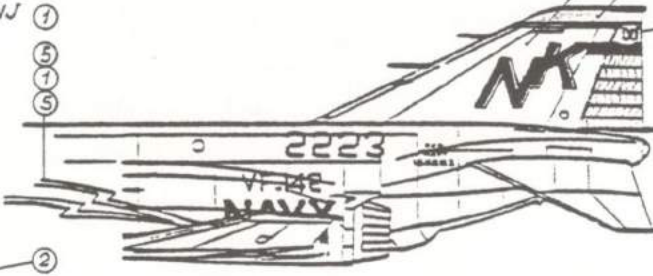
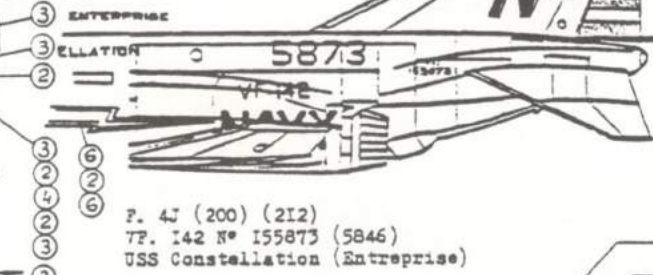
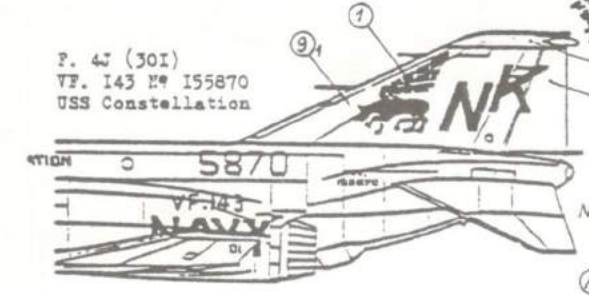
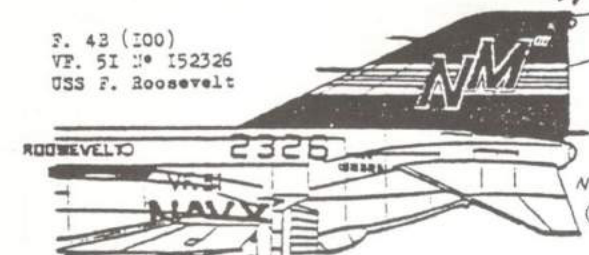
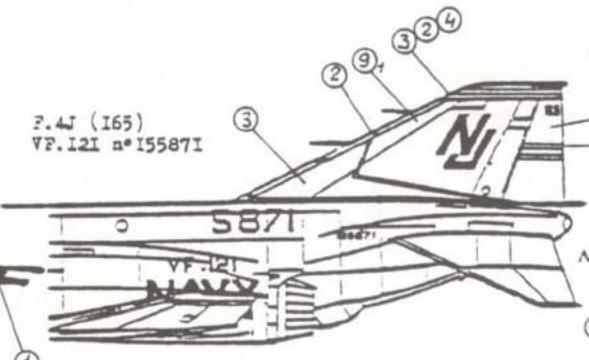
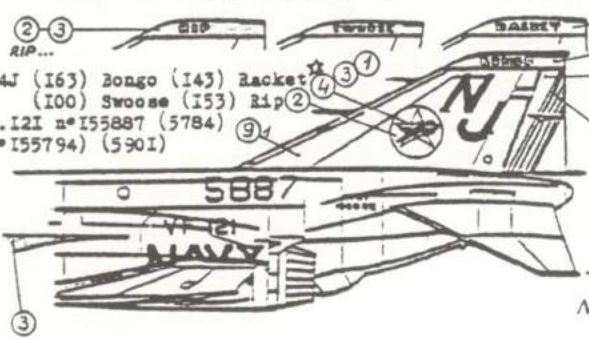
D. C. ... 81 - 54 \*



US NAVY

Mc DONNELL F-4 'Phantom II'

②-③ RIP...  
 P.4J (163) Bongo (143) Racket  
 (100) Swoose (153) Rip  
 VF.121 n°155887 (5784)  
 (n°155794) (5901)



P. 4J (200) (212)  
 VF. 142 N° 155873 (5846)  
 USS Constellation (Enterprise)

P.4J (165)  
 VF.121 n°155871

P. 43 (100)  
 VF. 51 N° 152326  
 USS F. Roosevelt

P. 4J (301)  
 VF. 143 N° 155870  
 USS Constellation

P. 4J (200) (212)  
 VF. 142 N° 155873 (5846)  
 USS Constellation (Enterprise)

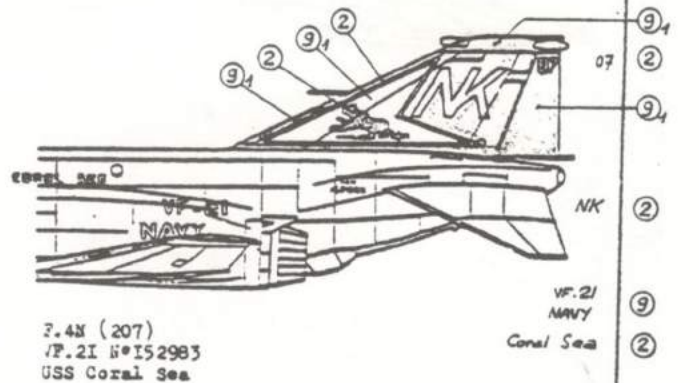
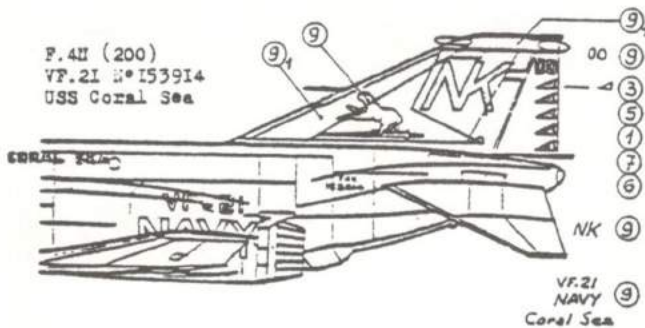
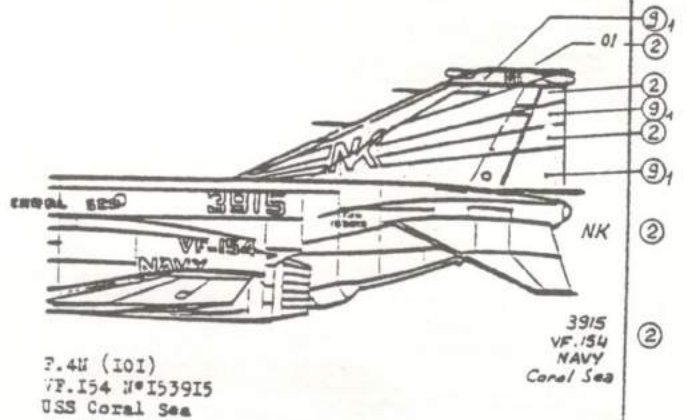
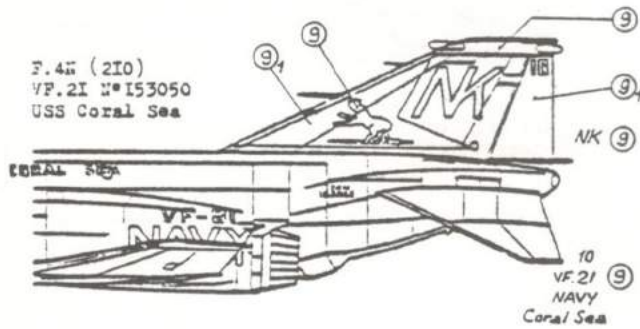
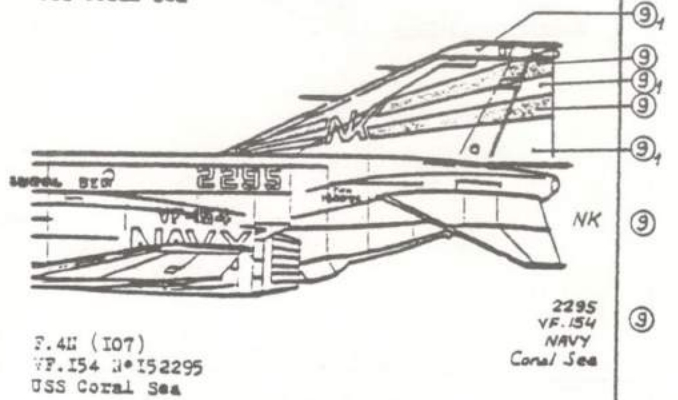
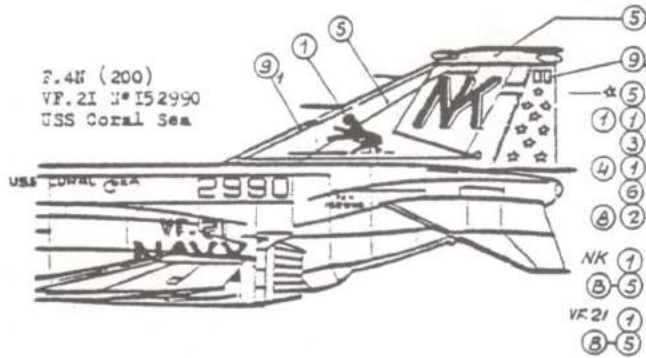
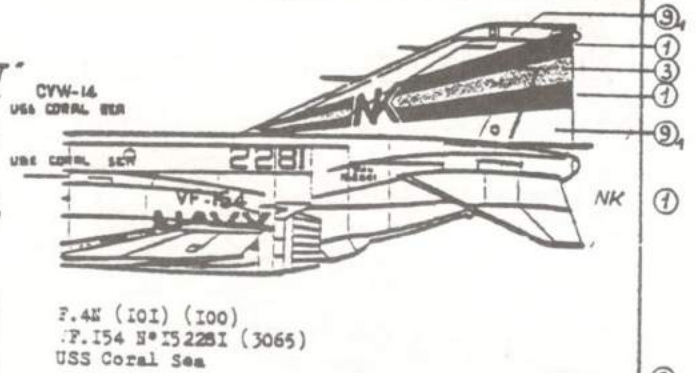
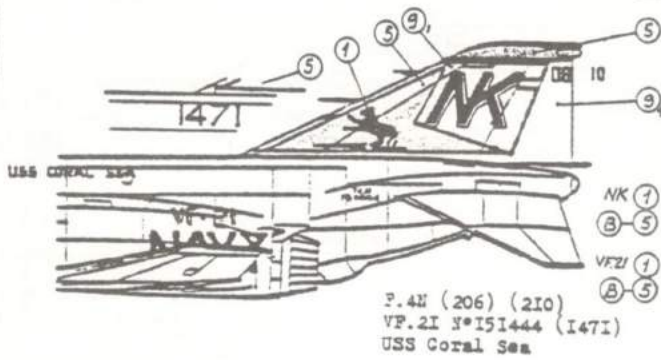
P. 43 (200)  
 VF. 142 N° 152225

P.4B (302)  
 VF.143 n°151407  
 USS Constellation

P.4J (107) (112)  
 VF.143 n°155761 (5773)  
 USS Enterprise

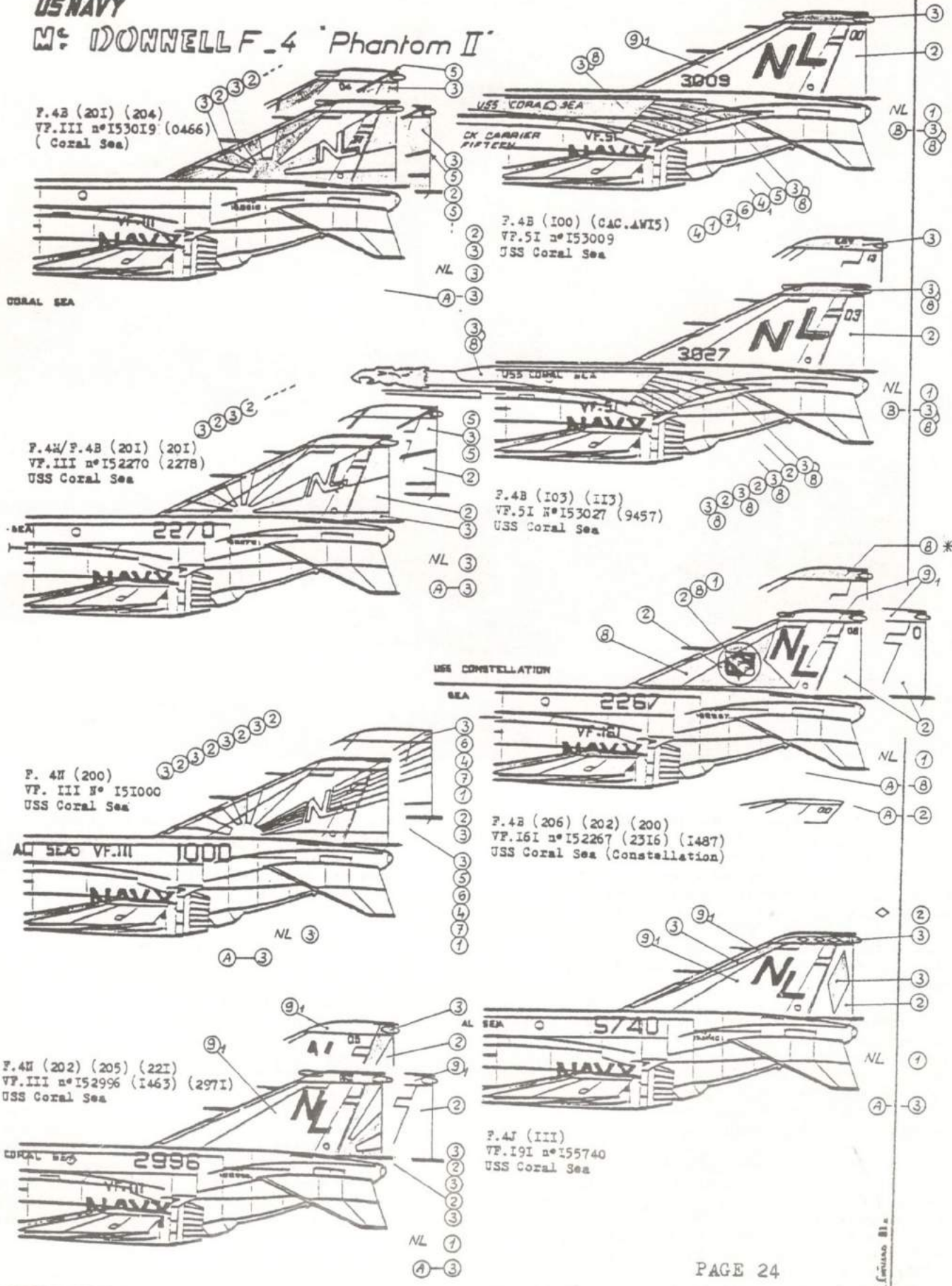
US NAVY

Mc DONNELL F-4 Phantom II



**US NAVY**

**M: DONNELL F-4 'Phantom II'**



F.4B (201) (204)  
VF.III n°153019 (0466)  
(Coral Sea)

F.4B (100) (CAC.AVIS)  
VF.51 n°153009  
USS Coral Sea

F.4H/P.4B (201) (201)  
VF.III n°152270 (2278)  
USS Coral Sea

F.4B (103) (113)  
VF.51 n°153027 (9457)  
USS Coral Sea

F. 4H (200)  
VF. III n° 151000  
USS Coral Sea

F.4B (206) (202) (200)  
VF.161 n°152267 (2316) (1487)  
USS Coral Sea (Constellation)

F.4H (202) (205) (221)  
VF.III n°152996 (1463) (2971)  
USS Coral Sea

F.4J (III)  
VF.191 n°155740  
USS Coral Sea



The 116th traces its heritage back to the 128th Observation Squadron at Candler Field, Atlanta Municipal Airport. Organized on May 1, 1941, the 128th was flying O-38s, O-45s and a few North American BC-1s. Within five months the unit was called into Federal Service. Over the next few years the unit flew A-18s and L-4s. While flying O-47s they were transferred to New Orleans MAP, La. and began flying anti-submarine missions over the Gulf of Mexico.

During 1943 the unit was redesignated the 21st Anti-submarine Sqn. and moved to Gulfport, Ms. Six months later the unit was operating out of Walla-Walla, Washington and that move was shortly followed by a deployment to Italy. At the end of WW II the 116th Headquarters, FG was formed from the redesignated 353rd Fighter Group.

On June 1, 1946 the 116th FG was assigned to the 54th FW and with Federal Recognition, on September 9, 1946, the Group was organized. The 14th AF was responsible for the administration and support of the units, also during the dates of 20 August to 24 November 1946 the 216th Air Service Group, 530th Army Air Force Band, 128th Utility Flight, 128th Weather Station and the 128th Fighter Squadron

stationed at Marietta Air Base, Georgia and the 158th Utility Flight, 158th Weather Station, Det. C 216th Air Service Group and the 158th Fighter Squadron were also extended Federal Recognition. For the next four years under the 54th FW these units were given extensive training.

The outbreak of the Korean War brought about the deactivation of the 54th FW and by the end of October 1950 the personnel of the former 116th FG HQTRS had become the 116th Tactical Air Command Fighter Wing, stationed at George AFB, California. Three F-80 squadrons were assigned; the 158th from Savannah, Ga., the 159th from Jacksonville, Fl., and the 196th from San Bernardino, Ca. In conjunction with the deactivation of the 54th FW, two other Georgia Air Guard units were assigned to active duty, the 128th Fighter Squadron and Detachment A, 216th Air Service Group. Both units moved from Dobbins AFB and were assigned to the 137th FBW at Alexandria, La. The 116th Wing was assigned F-84 Fighter Bombers and embarked on duty with the Far East Air Force and assigned to Japan Air Defense Force with a mission to provide air defense for Northern Japan.

# Georgia ANG Trades Thuds For Phantoms

Text and photographs by DON SPERING

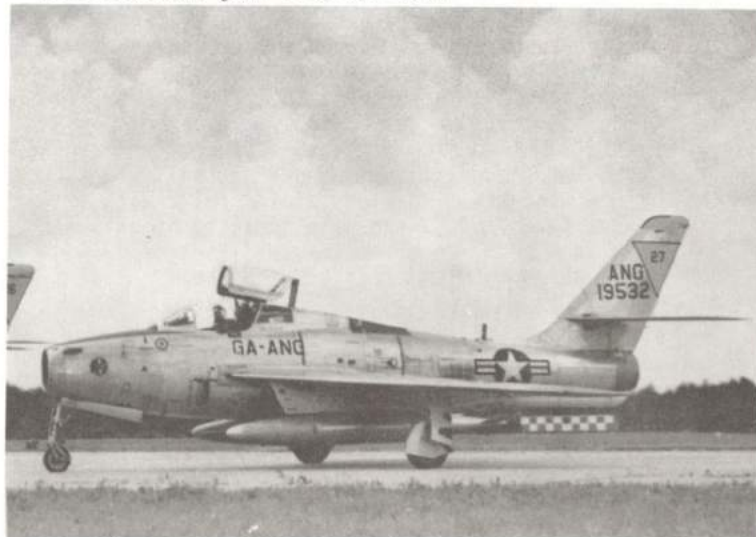


In April 1961 the unit was out of the Fighter business and became a Transport Wing flying C-97 Stratocruisers. In January 1966 the C-97s gave way to the C-124 Globemaster. The transports were traded in for fighters again and the unit was reorganized in April 1973 with F-100D Super Sabres. Headquarters 116th TFG was deactivated on December 10, 1974 and reorganized into the 116th TFW.

The 116th TFW converted to a new role in 1978 flying the Republic F-105G "Wild Weasel" under the command of the present Wing Commander, Brigadier General Ben L. Patterson, Jr. The Wild Weasel mission was maintained for the next four and a half years. October 1982 saw the 116th begin its conversion to the F-4D Phantom. This conversion certainly was a challenge for all involved, just as it was in 1978 when the unit converted from F-100s to the F-105G version of the "THUD." During the conversion time frame many changes took place. From a single engine aircraft to a machine with two smoking burners, two radar systems, better

*ABOVE: The last ANG F-105, GA ANG 116 TFW flies formation with one of the units newly assigned F-4D Phantoms. This final flight for the F-105F (63299) ended at Patuxent NAS, MD on May 25, 1983. THUD was piloted by Maj Duff Greene.*

*BELOW: The Georgia ANG was assigned the Republic F-84F Thunderstreak from 1955 to 1960.*



During December 1951, planes, pilots and ground crew personnel of the three squadrons attached to the 116th FBW were ferried to Korea to participate in missions against the Communist in North Korea. Each plane and pilot flew four missions before returning to its home base in Japan.

In February 1952 training was conducted on mid-air refueling, this training shortly paid off and combat missions were being flown from Japan to Korea and back. By July 1952 most of the Georgia Air National Guard units were released and returned to State control.

During July of 1952 the 116th Fighter Bomber Wing was organized at Dobbins AFB, Ga. along with the redesignated Fighter Interceptor unit with F-51 Mustangs. December 1, 1952 the 116th Wing and Group, the 128th and 158th squadrons, found themselves flying F-84D Thunderjets and redesignated as Fighter Bombers. In July 1955, another change took place. The unit was assigned F-84Fs and redesignated as an Interceptor unit.

Five years later, April 1960, the 116th Wing and its squadrons were in the Air Defense role and assigned F-86L Sabrejets. The Wing was redesignated as the 116th Air Defense Wing and the Group became the 116th Fighter Group.



ABOVE: In 1961 the unit got out of the fighter business and became a Transport Wing flying C-97 Globemasters. Above photo taken at Savannah, Ga.

complement of weapons and their delivery, and a Vulcan cannon pod on the centerline to increase the Phantoms firepower. There will be some additional maintenance personnel needed to maintain the Phantoms. The Wild Weasels required a two man crew also, so this certainly made that phase of the conversion a little easier.

In a conversation with Col. Scotty Mikkelsen, Deputy Commander Operations, 116th Air Commander, we discussed the units conversion to the F-4D Phantom. Scotty has logged over 5000 flight hours of military flying and has flown the C-97, C-124, F-100 and the F-105. He also checked out as an airline pilot for United Air Lines in the Boeing 727.

"I must admit that of all the fighters that I've flown, the F-105 is the one I've enjoyed the most. Some of the more experienced fighter pilots, ones with over 5000 hours of flight time, like the F-4 better.

Frankly the F-4 does have more capabilities, especially in the air-to-air arena. The F-4 also has a better INS and WRCS capability, which more accurately finds places on the ground and provides a better pop-up in the right place than the F-105. When you got slow in the THUD it was really hard to recover and get airspeed back up. In the F-4 its not that tough, it has enough thrust and if you let your airspeed get down slow, just put the nose over and pit it in burner. It will accelerate back up to 450 knots or where ever you want to operate at. Another nice thing about the F-4, it flies a lot slower, 155-160 knots on final, touches down and has a shorter landing roll. It has a short takeoff roll too, its great to be able to get up in the air in three thousand feet as opposed to seven thousand feet and the Phantom does it at 150-160 knots compared to the required 200 in the THUD.

We received our first F-4 back in October of 1982, and it was for maintenance training. By November we had a few more F-4s on the line and by December we had two IPs, Bruce MacClean and Dave McCracken had returned from Wichita. In January we started with a heavy schedule to send aircrews



ABOVE: In 1966 the Wing traded in their C-97s for the C-124 Globemaster. Above photo taken at McGuire AFB July 29, 1972.

to F-4 School. By June we were 65% along in our operations goal to be C-3 by October 1983. The F-4 conversion was much better in the first four months compared to the F-105 conversion. We went through periods in the F-105 where we would have one or two aircraft available in a two week period. Even at the worse time with the F-4 conversion we had at least four aircraft ready to fly. The Phantoms came to us through PDM and they were in better shape, which reduced a lot of the maintenance problems. Besides getting a little better product, we planned ahead and got help from the Air Force and had a few TDY people to help prepare us in handling the transitioning to the F-4. Conversion time with the F-4s took about nine months as compared to the 12 months spent with the F-105 change over.

BELOW: F-100D of Georgia ANB. Note location of state name and outline map of state. Big mean "HUN" can be reproduced with the aid of a nice Monogram kit. Super nice model.





LEFT: A good comparison shot showing the older style paint scheme and the newer wrap around scheme that was being added to the "THUDS" in the final days of service. Note also the different fuel tank configurations. Both the F-105Gs were employed in the Wild Weasel role with dummy AGM-45 Shrikes on the wing pylons.

The largest single system that didn't fall into place for us in the beginning was that of radar systems required calibration. The WCS shop could do the work, we just couldn't shake an airplane loose from the flying schedule.

The one shop that we had to do a lot of special training for was the Pave Spike shop. The personnel in that shop started with zero knowledge and they went off to a long 60-70 day school. They came back from school and had extensive "hands on" training at Moody. Returning to Dobbins with that training, they started our Pave Spike program. That is all that the shop handles, and they are responsible for the pod in the shop as well as on the aircraft with the help of the WCS shop.

The overall mission change was very little. We still do the air-to-ground sortie. Our air-to-air mission has increased in the F-4 as compared to the F-105."

Lt. Col. Bruce MacCLean's flying career started in the backseat of an F-4 while assigned to the 558th TFS. Three hundred aircraft came down to his pilot training class in 1966. Two hundred of them were F-4s being pipelined to South East Asia and all of them were backseat assignments. Lt. Col. MacCLean went from Moody to Davis-Monthan AFB for a two month radar operators course, then to George AFB for a six month TRU which he finished up in August of 1967. With that training completed he attended two survival schools and a third survival school enroute to SEA. October of 1967 he was stationed at Cam Ranh Bay as a backseat/pilot. Between October of 1967 to the end of January, about the time they stole the USS Pueblo, Bruce had flown a total of 110 missions. After the USS Pueblo was taken, his squadron, the

558th TFS, was reassigned to Korea. After spending almost six months in Korea, from 5 February to July 1968, he returned to Cam Ranh Bay to finish out his tour and get an additional 20 missions.

While LTC MacCLean was in Korea he was upgraded to the front seat of the Phantom and accumulated over 900 flight hours in the F-4 before being reassigned to Shaw AFB, SC flying the Cessna O-2 as a FAC pilot.

He resigned his regular commission and joined the Georgia Air Guard flying F-100s at Dobbins. After gaining 1000 hours in the "HUN" he then transitioned into the F-105 accumulating 800 hours of flight time.

I asked LTC. MacCLean to comment on the F-4s mission for the Georgia ANG.

"As you know, we had a predominately electronic warfare, air-to-ground type Wild Weasel mission in the F-105. Our whole endeavor was low altitude, high speed, poppin-up in the target area and getting the SAMs to look at us. Shoot missiles at them and try to decoy them away from the strike package of F-4s or A-7s. Now that we left the F-105 and into the F-4 we're at the other end of the stick. We are the striker carrying the iron bombs and trying to go in and hit the target. We have a limited air-to-air role, we are doing more air-to-ground as far as dropping bombs is concerned in the F-4 than in the F-105.

The F-4 is much more maneuverable, it is not as stable at high speed or at low altitude as the F-105. The wing loading is different, it is strictly aerodynamics and that is the reason for that. Fuel



ABOVE: F-4D of Georgia ANG (s/n 66-579) stationed at Dobbins AFB, GA. Photo taken in October 1984 during an ACM mission.

RIGHT: F-4Ds of Georgia ANG (a/c 66-607/662/759) are shown here flying formation enroute to a ACM training mission. Photo taken in October of 1984.

consumption of the F-105 at low altitude, high speed is more economical until you went to burner. You didn't have to go to burner as often, it was a cleaner airplane. Once you got it up and running at high speed it stayed there with more fuel economy than an F-4. The Phantom is a dirty airplane with a lot of thrust, because its dirtier it takes more thrust and consequently more gas.

Flying the F-4 on a long low level interdiction, you would probably run in a 420 to 480 to save fuel for the target area. In the F-105 we would start our run at 480 and went up to 540.

The F-4 has a air-to-air type radar were as the F-105 didn't. You could not look for hundreds of miles, it was more of a ground map radar in the "THUD," that is what it was designed for. The F-4 radar will do either function, it will ground map or go air-to-air with its more advance system.

Most pilots that have flown fighter/bomber type aircraft have always favored the air-to-air side of the mission. I like the capability of the F-4 to be able to swing, it can do both. The F-4 is like the F-16, not so much like the F-15, although it is coming, has the capability now that's never been exploited, and that is dual role. You can go in there carrying the iron and come out fighting air-to-air. You can use your own resources within your squadron if you have a really tough mission deep behind the enemy lines.

Your own F-4s can provide the CAP and be loaded strictly air-to-air while two to four additional aircraft would carry the iron. You could not do that in the F-105, you had to have dedicated CAP from another unit. Now we have the capability, whether or now we use it, is something else.

We have not done that sort of mission much in the past but we probably should have. This was due mainly to our air-to-ground training requirements and the number of airplanes we fly, but we have done it and I hope to push it even more. Now that we have the capability with the Pave Spike pod, LGBs (laser guided bombs), our F-4s are specially moded for this system as are a few other units.

The Phantom has many, many capabilities and more to come. I enjoy flying the F-4, and I guess you could say that's back to where my roots started."

F-4Ds ASSIGNED TO THE  
128TFW/116TFW  
GEORGIA ANG

66-7539	66-7595	66-7623	66-7702	66-8808
66-7553	66-7604	66-7662	66-7711	66-7746*
66-7566	66-7605	66-7676	66-7720	66-7759*
66-7579*	66-7607	66-7689	66-7721	66-8689**
66-7588	66-7614	66-7694	66-7768	

\*Transferred

\*\*W/O (written off)





# Phantom Phlashes

Over the last several months I have received a number of letters from members containing information about the F-4 that would be of interest to all members. This column will cover such material. If you have information that you would like to share with everyone, something that would be covered in several paragraphs or a couple of photos, please send it in--we want to hear from you.

George Krom reports the following:

Replacing 18 Air National Guard F-4 Fighters at Baer Field with 24 newer models of the Viet Nam era jet will add more than 100 jobs at the local Guard base, Sen. Dan Quayle of Indiana announced.

Quayle said the Air Force plans to transfer 24 F-4Es to Baer Field from Ramstein AFB in West Germany by July of next year (1986).

The switch will mean 18 full-time military personnel, 92 air reservists and 29 civilians will be added to the staff of the Fort Wayne unit to maintain the planes. In addition, the Air Force will spend \$7,000,000 to upgrade the facilities of the base. The newer planes will replace F-4Cs.

The F-4Es have improved avionics equipment, and more reliable engines than the aircraft currently flying from Baer Field.

All the planes will be assigned to the 122nd TFW of the Air Guard's 163rd TFS.

Squadron. During World War II, the squadron, flying P-30s, P-40s and P-47s was stationed at Asford, United Kingdom; Tour-en-Bassin, Cretteville, St. Leonhard, Mourmelon-le-Grand and Metz, France; Asch, Belgium; and Handorf and Nordholz, Germany. The squadron participated in air operations over northern France, Normandy, the Ardennes and Alsace, and the Rhineland. It received DUCs in France and Belgium in 1944. In 1946, the squadron was inactivated.

Flying F-84s, the squadron was again reactivated in 1952 as the 512th Fighter-Bomber Squadron at RAF Manston, United Kingdom. Later, the unit received F-86s, was redesignated the 512th FIS in 1954, and was stationed at Soesterberg, the Netherlands; RAF Bentwaters, United Kingdom; and Sembach AB, Germany. It was inactivated in 1959. The squadron returned to the wing in 1976 and has been equipped with F-4Es since that time.

The squadron's motto is "Vigilare Pro Pace," which is Latin for "On Guard for Peace."



Charles W. Arrington of Louisville, KY sent in this nice photo of an Indiana ANG F-4C. Charlie caught this bird at an open house held at Terre Haute last August. We will have additional photos by Charlie in future issues of SMOKE TRAILS.



Michael Betzer offers the following on the 512th Tactical Fighter Squadron:

THE 512th TACTICAL FIGHTER SQUADRON was part of the 86th Fighter-Interceptor Wing and based at Sembach in the late 1950's. It is therefore, not a newcomer to the wing or to Germany.

The squadron was activated in 1943 as the 512th Fighter-Bomber Squadron at Key Field, Mississippi, and later redesignated Fighter, Fighter-Bomber, Fighter-Interceptor, Fighter-Day and Tactical Fighter

The following is an apology to the boys over in NEBRASKA. It seems that in the first issue of SMOKE TRAILS the list of F-4 Reserve/ANG units was short--I failed to list the 155th TRG. FLASHERS--PLEASE FORGIVE ME!!!

Member Pat Juarez of Pittsburg, CA sent in some samples of his art work. I have asked Pat to send in some additional material and we will be featuring it in the next (Vol. I No. 4) issue of SMOKE TRAILS.

Keith L. Brown of Hazelwood, MO has also indicated that he has some art work that he would like to see be featured in a future issue of SMOKE TRAILS. We will surely take him up on his offer.

Pat McNeil, Society member #68 stated in his letter to HQ, "I would like to help but I don't know what I can do???" (Editor: We need people that can write articles, do art work, send in photos, be willing to contact units to let them know we are now an active organization, make suggestions on how the magazine can be improved plus whatever else you can think of. I will send you extra issues of SMOKE TRAILS and letters that you can forward to various AF, Navy and Marine units.)  
Oh, by the way, Pat wants to know if the LAST production F-4 is still flying and if so where. Any takers on this inquiry?



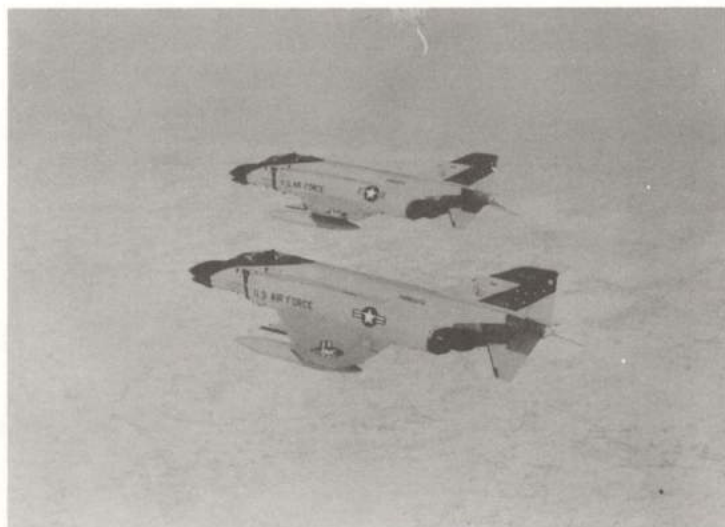
Daniel Soullaine of Montreal, P.Q. sent in this very interesting photo of an Hawaiian ANG F-4C seen at Hickam AFB last November 14. He saw two other aircraft in the same camouflage scheme. Anyone know anything about this color scheme? Please write in and let us know.

FROM Richard Kiertzner comes this bit of news:

The 335th TFS, 4th TFW, Seymour-Johnson AFB, NC, is the first unit to fly 100,000 accident-free hours in the F-4, achieving this goal on 25 June, 1984. The President of MCAIR, Don Malvern, will be the key not speaker at a commemorative ceremony to honor the squadron on 9 November 1984 at the base. The 335th history starts with Supermarine Spitfires in 1942, followed with P-47 Thunderbolts in 1943, P-51 Mustangs in 1944, P-80 Shooting Stars in 1947, F-86 Sabre Jets in 1949, F-100 Supersabres in 1957, F-105 ThunderChiefs in 1964, and the F-4 Phantom in 1966. They are presently flying F-4Es.

Mr. Kiertzner also sent in the information on the 1984 William Tell competition which appears in this section of SMOKE TRAILS. Thanks Dick.

Dave Zimmerman offers the following photo and xerox copies of what the new paint scheme on the F-4Ds of the 179th MN ANG will be and the new patch design. These really have to be seen in color to be appreciated. These a/c would make a great post card. We will have a feature article on the 179th in a future issue of SMOKE TRAILS.



Randy Edens of Indianapolis, IN offers some nice photos of various F-4s. (Editor: Randy sent in some photos (via slides) of unit insignia that is painted on the intakes of some F-4s. I would like to see some more of this type of photo and when we have enough we will do a feature on them. When sending in your photos/slides please make sure you indicate the unit and the type of a/c and when and where you photographed the insignia. Send your material in to HQ.



Here is another photo sent in by Charlie Arrington of Louisville, KY. Charlie obtained this photo from Charlie Thorton who took the photo at NAS Memphis. This a/c is an F-4A Bu. No. 145315 and was the 16th F-4A constructed, making this a really old bird. Does anyone know the story behind this aircraft and how it ended up in this condition at NAS Memphis? Please write in and let us know.

#### PHANTOM WATCH UPDATE

Society members Jan Jacob and Mark Morgan offer the following with regards to the article that appeared in the last issue of SMOKE TPAILS. Their comments are appreciated.

First off Jan reports that there are no plans to send F-4Js to Bahrain. Secondly, the caption under the picture on page 33 is incorrect. VAQ-33 is not a test unit. They fly electronic warfare support missions against the fleet to simulate threats against the fleet. (This was an error by the Editor and not the author of the article.) Third, there were 226 production F-4Ns and two pre-production ones for a total of 228 F-4Ns. Also there were 265 F-4Ss produced (not 302).

Mark Morgan offers the following update on Navy Phantom units.

1. VF-171 det KW decommissioned 1 June 1984. Was last Navy F-4 FRS.
2. VF-151 and VF-161 are the last regular USN F-4 squadrons; assigned to CVW-5, USS Midway (CV-41), Atsugi, Japan.
3. VAQ-33 (in addition to above information) operated five F-4B/Js during 1970 (F-4B) and 1974-January 1981. The planes were designated EF-4s December 1976. Three aircraft total onboard at any one time. During period of operation, VAQ-33 operated from NAS Norfolk, transferred to NAS Oceana summer 1978, and transferred to NAS Key West in 1980.
4. Reserve air wings are CVWR-20 and CVWR-30.
5. VF-301, NAS Miramar, started transitioning to F-14A in September 1984.
6. VF-302, NAS Miramar, scheduled to commence transition March 1985.
7. VF-201, 202, NAS Dallas, will transition from F-4N to F-4S this year.
8. VF-151, 151, embarked in Midway as a part of CVW-5 (F-4S).
9. VF-302, NAS Miramar will transition to F-14A in March 1985.
10. VF-201, 202, NAS Dallas operating F-4S. (Items 8, 9 and 10 indicate Navy units currently operating F-4s.)

Jan and Mark offer the following on Marine F-4 operations.

1. VMFA-115, 122 and 251 are scheduled to transition to F-18A during 1985/86.
2. VMFA-134, MCAS El Toro, transitioned from A-4F to F-4N late 1983 or early 1984; now assigned to MAG-41, 4th MAW, Tailcode MF. Formerly VMA-134.
3. All Navy/Marine Corps F-4 training is now being provided by VMFAT-101 at MCAS Yuma.
4. All remaining regular USN/USMC F-4 squadrons are scheduled to transition to the F-18A over the next five or so years.
5. VMFA-112, Marine reserves at Dallas are currently transitioning from F-4J to F-4S.
6. VMFA-321, NAF Andrews (Wash. D.C.) F-4S (transition complete this fall with some a/c coming from VF-301)
7. VMFA-134, MCAS El Toro, F-4N, currently operating 6 F-4N aircraft as an interim to transitioning to F-4S in 1985/86.

Mark Morgan offers the following with regard to Air Force update material.

1. 15th ABW at Hickam AFB is active USAF, reporting to HQ PACAF. The wing operates Hickam AFB and Bellows AFS. The 154th CG, 199th TFS reports to PACAF; there is no command relationship between the two organizations (15th ABW/154th CG).
2. Air Defence units report to Air Defence, Tactical Air Command (ADTAC). Air Defence Command transferred its atmospheric defence units and systems to TAC Oct 79 and inactivated 31 March 1980.
3. 57th FIS is attached to Air Forces Iceland, which is a unit of TAC, stationed at NAS Keflavik (Navy terminology always puts the

NAS before the name, AF literature and "Emerald Point NAS" notwithstanding!)

4. F-4s attached to AFSC Armament Test Division, 3246th TW at Eglin AFB have AD tailcode.
5. F-4s attached to TAC Tactical Air Warfare Center, 4485th TS at Eglin AFB have OT tailcode.
6. F-4s attached to AFSC AF Flight Test Center, 6510th TW at Edwards AFB have ED tailcode.
7. 35th TFW became a TTW effective mid-1984; 20th, 21st, and 39th TFTS.
8. 401st TFW, Torregjon, has transitioned to F-16s.
9. Assorted ANG updates:  
163d TFG/196th TFS--CAAng  
148th FIG/179th FIS-- MNAng; returned to FIS designation due to impending inactivation of 87th FIS (ADTAC)  
155th TRG/173d TRS--NEAng  
144th FIW/194th FIS--CAAng

This should bring us up to date on some of the material that appeared in the last issue. In the next issue we will have part II of "Phantom Watch." A big thanks to LT Mark Morgan and Jan Jacobs for taking the time to write.

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## Base Exchange

The BASE EXCHANGE (BX) section of the magazine is provided to give you, the Society member, a place to list material that you have for sale or trade, or to list material that you are looking for. Please keep your requests short and to the point. No long lists of items--please. When sending in material to this column, please ALWAYS send on a separate sheet, and not included in a letter. Send your requests to: BX-SMOKE TRAILS, 3381 Apple Tree Lane, Erlanger, KY 41018. After listing material in this column, please HAVE THE COURTESY TO ANSWER ANY AND ALL INQUIRIES THAT YOU RECEIVE.

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KARL SMALLEY, 5232 Curtis, Dearborn, MI 48126 would like to buy good quality slides of F-4c and F-4Ds. Please NO RFs. Especially interested in those used by ADC units. Also want T-33s used by the ADC units.

MICHEL R. BARNES, 569 Dufferin St., Toronto, Ontario Canada M6K 2B1 is interested in finding information on the color scheme of the Louisiana ANG F-4s, and drawings for the F-4F grey scheme (including wing patterns). Michel has some good color photographs of Dayton-based F-4D in Euro-1 scheme.

JEFF L. KOLLN, 3382 A Saratoga, Hill AFB, UT 84056 is currently finishing up a book on F-4 patches. Pictures are black and white with complete description of each patch. Copies of book will be sold for the amount of \$15.00 each. Book should have 50-60 pages when all material is in. Send in your order now so you will not be left out.

ROGER CHENARD, 1st Maximin, rue E. Herriot, Encagnane 13090 Aix en Provence, France would like to contact Society members that would loan him the use of the publication of the Tailhook Association, the Hook. Please write Roger and advise what issues you could loan him. Roger is also looking for older slides/photos of Marine F-4s to be included in a future series of tail codes. Let him know what you have available.

LT MARK MORGAN, 4134-F Mt. Alifan Place, San Diego, CA 92111 is looking for wing and squadron information/photos of emblems for the following units: 4453d CCTW (F-4 RTU, DMAFB), 4520th CCTW (MacDill AFB), 4525th FWW/4538th FWS (Nellis, F-4C/D, 66-69). Any information on ADC/ATC/MATS/SAC/TAC MAJCON units (four digit) greatly appreciated. If you want to call, the number is (619) 571-3580.

JAMES E. RAY, P.O. Box 469, Ball, LA 71405 is looking for any 4-view drawings of the Euro-1 type paint scheme for the F-4. He is having hard time finding such information. Also James needs address for "Model Art Magazine" if anyone can furnish it for him, please drop a line.

JOE THOMAS, 4407 N. 20th Road, Arlington, VA 22207 is looking for jacket patches, NAVY desk models and other goodies associated with the F-4 Phantom.

PAT McNEIL, 5 Lamoreaux St. Apt. 68, Hamilton, Ontario Canada L8R 1T9 would like to know the where abouts of the final production model of the F-4. Is it still flying? If so, where? Please advise if you have the answer.



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ABOVE: F-4 Phantoms of the 110 TFS fly by McDonnell Douglas factory to salute the 25th Anniversary of the Phantom in May 1983. Photo by TSG Bob Williams 110 TFS Missouri ANG.

# Passing In Review

by

Paul F. Collins

Society members continue to send in lists of books and magazine articles on the F-4 Phantom. We will continue our list with this issue as well as review a couple of new books that we are sure you will want to add to your collection. One of these new offerings is from Mr. Robert F. Dorr. The book, McDonnell Douglas F-4 Phantom II, is one of those books that you will want on your book shelf to refer to when anyone questions you about the many different models of the F-4 or when a certain model went into service or any other question that is thrown at you. This book has the answers. More on this one later.

To continue our list of books about our favorite bird, Society member Alex Hrapunov of Goldvein, VA offers the following items.

- F-4 Phantom II by Richard E. Gardner, Almark Publishing Co., 1970.
- Famous Airplanes of the World, #23 F-4E, Burin-Do Co. Ltd., Japan 3/72.
- Famous Airplanes of the World, #57 F-4C/D/M, Burin-Do Co. Ltd., 1/75
- Aircraft Profile #208 by Paul St. John Turner, Profile Publications Ltd. 1971.

F-4 Phantom II (Vol 2) by R. Ward & R. J. Francillon, Aircam Aviation Series #41, Osprey Publishing Ltd. 1973.

RAF Aircraft Today, by Bill Gunston, Ian Allan Ltd 1984. Covers both F-4K and M series.

F-4 by Doug Richardson and Mike Spick, Modern Fighting Aircraft Series, Vol. 4, Arco Publishing Inc. 1984.

Modern US Fighters. Vol. 1, Squadron/Signal publications 1982. Book covers six different aircraft, including the F-4. 1/72nd scale 3-view drawings of various F-4 variants are included.

Koku Fan Illustrated #21, "Airwar Over Vietnam" Burin-Do Co. Ltd., 1984. Good photo coverage, especially the color photo sections of USN and USAF Mig Killers, then and now.

Please check over our list and if you find something in your library that we haven't listed, please jot it down and let us know. We appreciate your interest.

Before we get on with our book reviews I would like to bring to your attention a magazine that just arrived here at Society HQ. "The Gold Book of Naval Aviation 1985" published by The Association

of Naval Aviation. This is THE book for those that have an interest in Naval aviation. Facts and figures on the present state of Naval air and what the future holds. However, I must report that the section that impressed me the most was the some 26 pages of COLORED unit insignia. A very "phantastic" display. Included in this section are colored photos of all active carriers as well.

This fine book can be obtained from: Wings of Gold Press, Inc., PO Box 1865, Falls Church, VA 22041 for \$14.95. Please tell them that you heard about them in "Smoke Trails" the quarterly publication of the Phantom Phanatics Society. If you are interested in Naval aviation AND patch collecting, then you NEED this book for your reference work.

Now--on to our book reviews for this issue.

McDONNELL RF-4 VARIANTS, by Jay Miller, published by Aerofax, Inc., P.O. Box 120127 Arlington, TX 76012. Soft cover, booklet, 40 pages, four in color, on top quality paper. Printed 1984.

This book is the 13th in a series published by Aerofax, Inc. This is the first of this series that I have seen and if it is any indication of the quality of the other 12, I am going to buy the ones that I don't have.

As mentioned above, this booklet is printed on super quality paper, giving clear and sharpe reproductions of all photos used, and there are a lot of them. There is also a center "fold out" section giving line drawings of a number of RF variants as well as a 3-view drawing in 1/72 scale. Lots of photos of interiors of the "Big Ugly" for those modelers that like to add the final touch.

The text in this booklet is limited to the photo captions, but with the quality of the photos, additional text is not really needed. Good companion book to go with Volume 2, Number 4 Aerophile magazine which featured the RF-4 series of aircraft.

Recommend this book for your F-4 library.

McDONNELL DOUGLAS PHANTOM FG.1 and FGR.2 by Richard J. Caruana, Tecnografica Publications--Close-Up No. 1, Tecnografica Design Centre Co. Ltd., 206/2 Old Bakery Street, Valletta, Malta. 24 pages, all black and white, printed 1984.

Like the previous book, this one is a soft cover booklet, somewhat smaller than the standard size booklet. The subject matter, British F-4s, is well covered with photos not previously published and some nice close-ups of various operating components of the aircraft. Good detail for those interested in modeling this version of the Phantom.

The only drawback that this book has is the quality of the photographs. For every "sharpe" photo there is a "fuzzy" one. However, if this is the model of the Phantom that you are interested in, then this really shouldn't bother you to much.

Along with the photos there is considerable text along with the photo captions. There is a nice center fold drawing of various views of the Phantom, which would be very helpful to someone wishing to model this particular version of the F-4. In the back are some nice line drawings as well as a complete page of Phantom unit markings.

If your into British F-4s it would be worth having this book in your library. If your interested in obtaining a copy, write to the following: Wise Owl Worldwide Publications, 4314 West 238th Street, Torrance, CA 90505 and enclose a check for \$4.50 for each copy of the the book that you want. Tell them you read about them in SMOKE TRAILS.

McDONNELL DOUGLAS F-4 PHANTOM II by Robert F. Dorr, published by Osprey Publishing Ltd., 12-14 Long Acre, London WC2E 9LP England, 1984. Hardback, 198 pages illustrated b&w and color. Suggested retail price \$19.95.

Well, look what we have here, another book about the F-4 Phantom! What could possibly be said or shown in this book that has not already been said or illustrated in the many books that have already been published about this "phantastic" aircraft?

For beginners we will have to consider the author of this book. Robert Dorr bleeds used F-4 engine oil! The man has lived with this aircraft for over twenty years. He has studied and researched this aircraft until he knows as much about it as the people at McAir, maybe even more. He has talked with the people that have flown all the important missions and those that have worked in the back-ground to developpe this aircraft. He knows the F-4, much better than many of the authors that have tried to tell us the F-4 story.

Now for the book. Mr. Dorr has taken all this information that he has accumulated over the years and has put it into a very informative narrative that can be appreciated by the veteran as well as the raw recruit. In our case, this book can be readily accepted by those that have studied the F-4 for years as well as by those that are perhaps looking to purchase their first book on the Phantom II.

From the construction of the prototype to the present and future use of the Phantom, Mr. Dorr gives us some insight into what actually went into the making of the Phantom II and some of the personal contacts and stories that he turned up in doing his research. Several of my favorite parts of the book consists of the following.

During October of 1962 when Marine squadron VMFA-531 was at Key West during the Cuban missile crisis, the "Gray Ghosts" found out that the MiG-17 was still a formidable machine. It seems that some Cuban MiGs had strafed a fishing boat about 50 miles south of Key West and some of our (VMFA-531) planes were scrambled to investigate. After arriving on the scene our Phantoms and Fidel's MiGs jockeyed for position and it soon became apparent that the MiG had the shorter turn radius. As a MiG rolled in behind one of our planes the RIO said, "You'd better do some of the pilot shit 'cause we're losing." That phrase became synonymous with manoeuvring the air-plane in that squadron..."

Australian aircrews have since made effective use of the F-111C but they do not seem to feel toward it the same love that the Phantom often evokes. Says one, "When I walk into the club, order a drink, and say I'm a 111 pilot, nobody looks up. When I walked into the club and said I'd just climbed out of a Phantom, everybody wanted to hear about it."

This is the way that I feel about this book that Mr. Dorr has written. The other books are satisfactory, but no one is really getting all that excited about them. This book you can get excited about. This is a book that you will keep handy when you are doing some research and want a quick answer to who flew what Phantom when.

Along with the interesting text, there are over 150 photos used to illustrate the many different F-4 models. Also they are a number of photos showing the different schemes worn by the Phantom while serving with the many different air forces around the world. Many of these photos have never before been published, which is another big plus in favor of this book.

Just another Phantom book--not really. This is one of the better ones. If you want one book in your library containing information on the McDonnell Douglas F-4 Phantom II, make it this one and you won't go wrong.

This book is available through Motorbooks International, P.O. Box 2, 729 Prospect Avenue, Osceola, Wisconsin 54020 U.S.A.

Below and to your right you will see several of the many advertisements that have been published over the years by McDonnell Douglas to promote one of their biggest money makers every--the F-4 Phantom II. We will be illustrating additional adverts in future issues of SMOKE TRAILS.



F-4's and F-4's on the Carrier Independence

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A PHANTOM...**

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TURN  
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Phantoms assigned to air-to-ground attack missions retain the capability and armament for instant assumption of intercept and air superiority roles.

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is flying**

**First Flight 27 June 1966**



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ST. LOUIS



# William Tell 1984

The following are the winners of the "William Tell 1984" competition.

## AWARDS

### CATEGORY BEST TEAM

<u>A/C</u>	<u>UNIT</u>	<u>LOCATION</u>	<u>SCORE</u>
F-15	33 TFW	Eglin AFB, FL	32,930
F-4	142 FIG	Portland, OR	32,360
F-106	177 FIG	Atlantic City, NJ	26,230

### CATEGORY TOP GUN

<u>A/C</u>	<u>NAME</u>	<u>UNIT</u>	<u>LOCATION</u>	<u>SCORE</u>
F-15	Capt. Scott H. Turner	32 TFS	Soesterberg, NETH	9,290
F-4	Maj. Ron M. Moore/ Maj. Bill C. DeJager	142 FIG	Portland, OR	8,995
F-106	Maj. Lynn Robinson	177 FIG	Atlantic City, NJ	8,020

### BEST SHOOTER

<u>A/C</u>	<u>NAME</u>	<u>UNIT</u>	<u>LOCATION</u>	<u>SCORE</u>
F-15	Capt. Douglas M. Fraser	49 TFW	Holloman AFB, NM	884

### CATEGORY BEST CONTROL TEAM

<u>A/C</u>	<u>UNIT</u>	<u>LOCATION</u>	<u>SCORE</u>
F-15	33 TFW (507 TCW)	Elgin AFB, FL	9,720
F-4	191 FIG (24 AD)	Selfridge, MI	9,290
F-106	87 FIS (24 AD)	K. I. Sawyer, MI	8,500

### TOP SCOPE (BEST WEAPONS CONTROL ELEMENT)

	<u>NAME</u>	<u>UNIT</u>	<u>LOCATION</u>	<u>SCORE</u>
TIE CO-WINNERS	Capt. Doug Baird/ SSgt. Danny Douglas	33 TFW (507 TCW)	Shaw AFB, NC	4,865
	Capt. Donald Finneran/ SSgt. Dale Wise	33 TFW (507 TCW)	Shaw AFB, NC	4,865

### CATEGORY BEST MAINTENANCE TEAM

<u>A/C</u>	<u>UNIT</u>	<u>LOCATION</u>	<u>SCORE</u>
F-15	33 TFW	Eglin AFB, FL	3,938
F-4	191 FIG	Selfridge, MI	3,872.5
F-106	177 FIG	Atlantic City, NJ	3,866.5

### CATEGORY BEST WEAPONS LOAD TEAM

<u>A/C</u>	<u>UNIT</u>	<u>LOCATION</u>	<u>SCORE</u>
F-15	33 TFW	Eglin AFB, FL	3,413.5
F-4	119 FIG	Hector Field, ND	3,362.9
F-106	87 FIS	K. I. Sawyer, MI	3,325.3

# Phantom Photo Philes

by

JERRY GEER

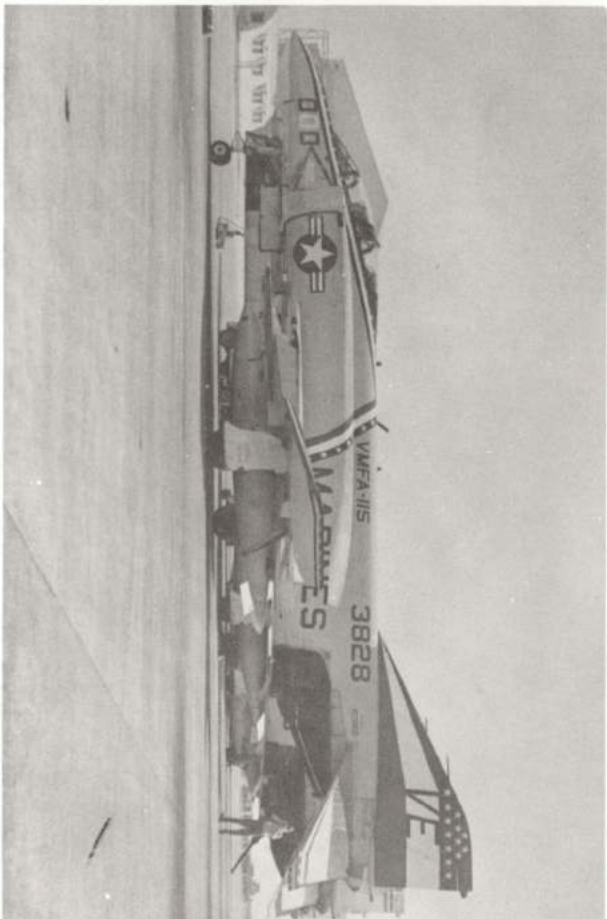
This section of SMOKE TRAILS will feature photos of our favorite bird and will be edited by Jerry Geer. If you have some photos of the "Big Ugly" that you would like to share with us all, please send them in to Jerry. When sending in photos, please include your name and address, when and where the photo was taken, the serial number of the aircraft and any particular colors that appear on the aircraft. All this information will make the photo more interesting to those viewing it.

In this issue, Jerry has featured a number of "boss" mounts. The coloring on some of these aircraft is "phantastic." Someday, if we every have color, we'll run these photos again.

Your comments and suggestions on this column are welcomed.



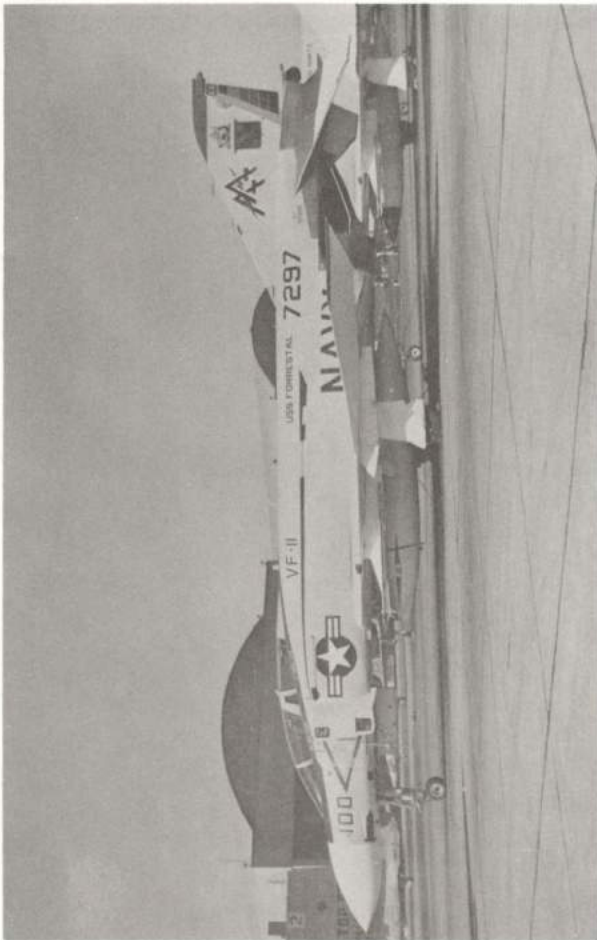
F-4J sn 155731: Commanders aircraft of Air Wing 8. The tail is yellow-  
ish orange with white lettering and black shadowed letters. The stars  
on the rudder are of different colors representing the squadrons assigned  
to the Air Wing. Shot at NAS Miramar 6/74. Geer Collection.



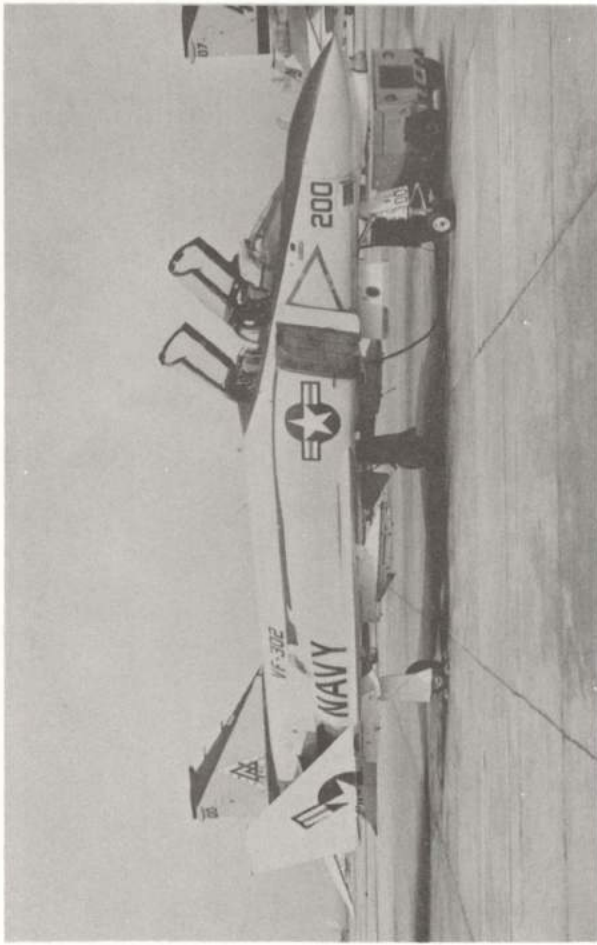
F-4J sn 153828: This unusual marked F-4 of the "Boss" depicts a bicen-  
tenial aircraft of VMFA-115, photographed at Iwakuni MCAS, Japan in  
August 1976. Photo by Akira Watanabe.



F-4B sn 151000: The boss a/c of the "Sundowners" of VF-111 is shown here  
in the markings of the CAG. The tail is in white with red sun streaks  
and the colors of the squadrons behind the NL. They are, from top to  
bottom, yellow, orange, blue, green and black. Photographed in Aug.  
1974. Photo by D. Kasulka via Jerry Geer Collection.



F-4J sn 157297: The "Red Rippers" of VF-11 show off their CAG a/c with standard markings. Only the tail rudder shows the colors that are assigned to each squadron. From top to bottom, they are red, yellow, blue, orange, green and black. Shot at NAS Miramar, CA June 1976. Photo by D. Kasulka via Jerry Geer Collection.



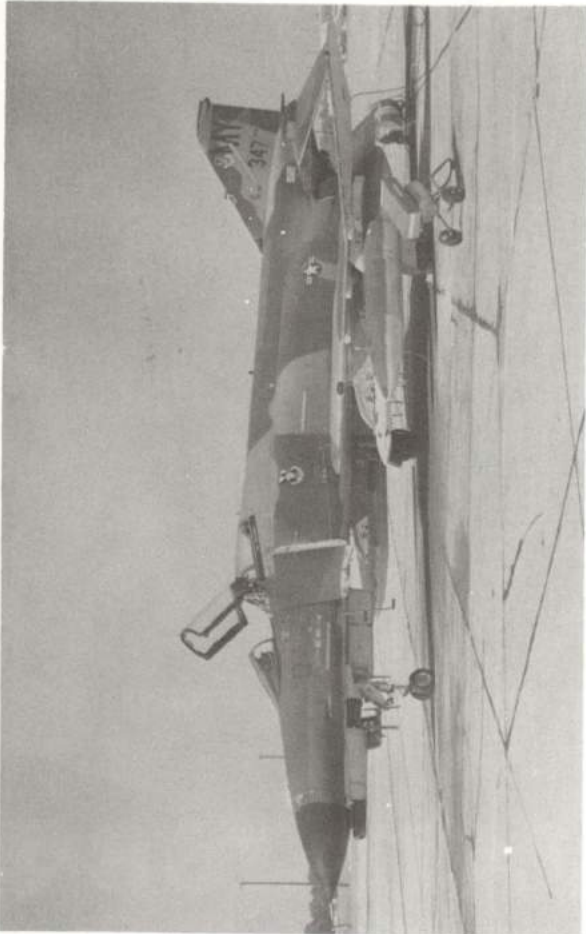
F-4B sn 153067: Aircraft of VF-302, Air Wing 30 of the Naval Air Reserve. This a/c is in the markings of the Air Group Commander. The triangle being white with black lettering and border and the stars being different colors of the squadrons of the Air Group. The squadron is based at NAS Miramar, CA and now fly the F-14A. Photograph taken 8/75 by Jerry Geer.



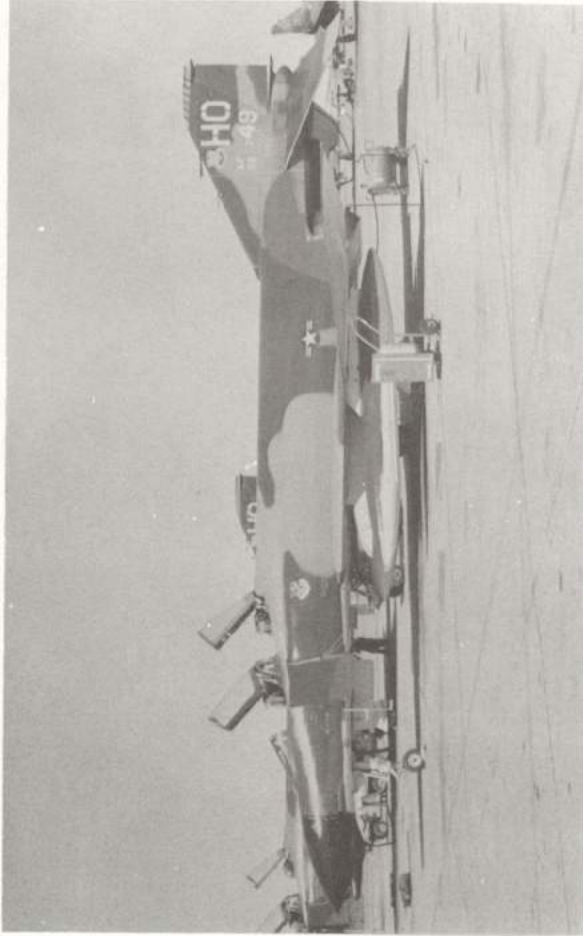
F-4D sn 65-0731: This mount is shown in the markings of the Wing Commander of the 31 TFW from Homestead AFB, FL. The a/c is in European I camouflage and the stripes on the intakes are, from front to back, yellow, red, green and blue. The tail stripes are the same, and the Wing emblem is on the right side while the left side shows the four emblems of the squadrons. Photographed at Shaw AFB, SC by Norm Taylor 11/83.



RF-4C sn 67-450: Commanders a/c of the 67 TRW based at Bergstrom AFB, TX seen at Sollingen AB, Germany 9/77. Fin color is red with white stars of the 91 TRS of the Wing. Most all Commanders a/c use the serial number to show the Wing number, usually the last three number, but this a/c used the first two number of the serial number, thus being the fiscal year the a/c was ordered. Photo by A. Wilderdijk via Geer Collection.



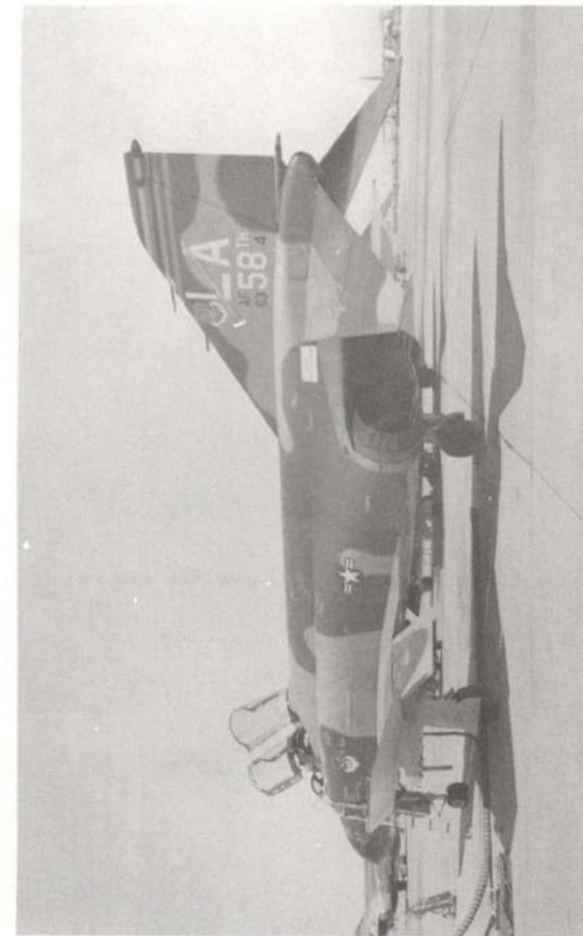
F-4E sn 68-387: Commanders a/c of the 347 TFW based at Moody, AFB, CA. Colors are, from top to bottom, blue, red and blue with white stars. Photographed in Oct. 1980 by Norm Taylor via Jerry Geer.



F-4D sn 66-7749: Commanders aircraft of the 49 TFW seen at Holloman AFB, NM in June 1973. The aircraft is polished to a high gloss, unlike the other camouflaged F-4s. The colors on the tail fin are, from front to back, yellow, red and blue. The a/c is now in the 704 TFS AF Reserve. Photo by Jerry Geer.



F-4U sn 66-8797: Commanders aircraft 10th AF, AF Reserve. The fuselage stripes are from front to back, red/white, red/white with white stars in a blue square. The tail fin colors are the same for the Lone Star State colors. Aircraft is part of the 704 TFS 924 TFG AFR at Bergstrom AFB, TX. Shot at Richards-Gebaur AFB, MO in Aug. 1984. Photo by Jerry Geer.



F-4C sn 63-7584: Commanders aircraft of the 58 TFW based at Luke AFB, AZ. Aircraft was the personnel mount of BG Fred Haeffner, CO of the Wing. Colors on the tail are, from top to bottom, yellow, red, black, orange, green and blue and white stripes separating each color. Photographed in March 1975. Photo by Swanberg via Geer Collection.



# THE PHANTOM MASCOT



He wears over-size sneakers, a flowing black cape, and a tall, wide-brimmed hat. He has big black eyes, and a mysterious mien. A member of the international jet set, he prowls the world wherever the Phantom flies.

He is the Spook, the symbolic spirit of the multi-service, multi-national F-4 Phantom.

The Spook was born as a shoulder patch for U.S. military squadrons, and soon became the unofficial mascot of the Phantom. In England with the Royal Navy F-4K and Royal Air Force F-4M, he traded his slouch hat for a snappy bowler. He wore his familiar raiment when he flew to Iran with the F-4, but varied his wardrobe for appearances in West Germany, Japan, and Israel.

He has decorated sales brochures and training manuals. He has been drawn on Far East air base command post walls and adorned an east coast base commander's car. He has peered down from factory walls and the islands of aircraft carriers.

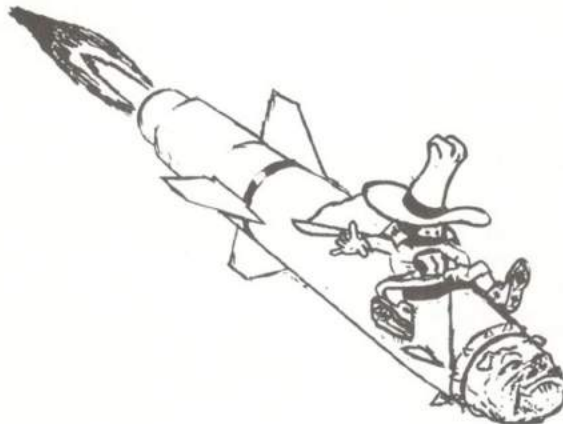
He has been holding guns, rockets, reconnaissance cameras, and fire hoses. He donned pearl handled pistols for aerial gunfiring competitions.

He has been printed on T-shirts, neckties, and playing cards, and painted on the tails of aircraft. He has appeared in pencil, ink, crayon, metal and plaster.

A secretive little fellow with elan, he has worked with Snoopy to foil the Red Baron, and has kept a check on Phantoms and their drivers ever since he emerged on the drawing board of McDonnell Douglas technical artist Anthony Wong in 1962.

Now, in the 1980's, his big black eyes still peer out mysteriously from under his wide-brimmed hat--still attract attention and affection from those who fly and maintain F-4 Phantoms all over the world.

**EDITORS NOTE:** As stated above, the Spook has been seen in all places and doing all sorts of jobs. If you have photos of the Spook and/or art work of this secretive little fellow that you would care to share with all Society members, please send it in and we will feature a page of Spooks in the next several issues of SMOKE TRAILS. Send all material for publication to the Editor at Society HQ.



# BRITISH F-4 UNITS

by

DICK KIERTZNER

(Editors note: The following are brief, but very informative, histories on various British flying units that are currently flying the F-4 or have flown it in their recent past.)



No 56 (F) Squadron "Firebirds"

No 56(F) Squadron, formed on 8 June 1916, went to France in April 1913 and played a major part in establishing Allied air supremacy on the Western Front. In 5½ months it destroyed 200 aircraft, and the total bag was 427 destroyed. Two famous pilots who fought with the Squadron were Captain Ball VC and Captain MacCudden VC.

In the Second World War, in 1940, one flight of Hurricanes went to France after the German breakthrough and destroyed 13 aircraft in one week. The Squadron covered the Allied evacuation of Dunkirk, and then fought in the Battle of Britain. In 1941, No 56(F) Squadron was the first to equip with Typhoons, which it used to good effect in the raid on Dieppe. In 1944 it covered the Allied invasion and the subsequent break-out in Normandy. It supported the airborne forces at Arnhem; and remained in Europe until the end of the war, advancing with the Allied armies through France and Germany. By VE Day the Squadron had claimed 130 enemy aircraft destroyed, and 63 flying bombs downed.

After the war the Squadron equipped with Meteors and arrived at Wattisham on 5 November 1946. A very harsh winter and poor runway conditions made this a short visit, and the Squadron left for Duxford on 16 April 1947.

However, after a period of transition from Meteors to Swifts and then to Hunters, the Squadron returned to Wattisham in July 1959 with Hunter Mark 6s. The changeover to Lightning Mark A aircraft took place in 1961, and the Mark 3 Lightnings in 1965.

The Squadron left Wattisham for Akrotiri in May 1967, and re-equipped with Mark 6 Lightnings between September 1971 and August 1972. During the Cyprus Coup

in 1974 some 200 international sorties were flown to protect the integrity of the Sovereign Base Area airspace.

No 56(F) Squadron redeployed to Wattisham in January 1975 and handed over the Squadron Standard to No 56 (Phantom) Squadron on 29 June 1976 in time for it to be paraded before Her Majesty the Queen at RAF Coningsby on 30 June 1976. No 56 (Phantom) Squadron arrived at RAF Wattisham on 8 July 1976 and became fully operational on 13 September 1976.



No 23 Squadron

No 23 Squadron was formed at Gosport in 1915 and initially saw service in France from March 1916, when it was equipped with FE 2b's. In January 1917 the Squadron was re-equipped with Spads and thus became a scout squadron. With these it entered into the heavy fighting at Arras, followed by Messines Ridge and Ypres. Again re-equipped, this time with Sopwith Dolphins, the squadron remained on the Continent after the war until March 1919, when it returned to the home country and was disbanded on 31 December of that year.

It reappeared as a fighter squadron at Henlow on 1 July 1925 equipped with Sopwith Snipes, but less than a year later it became the first squadron to receive the Gloster Gamecock, a highly manoeuvrable aircraft which the squadron displayed to good effect at Air Displays in the late twenties. April 1933 saw the squadron converted to Hawker Demons and in September 1935 a six month deployment to Malta took place during the Abyssinian crisis.

The Squadron at last forsook biplanes for a monoplane the Blenheim IF, in December 1938, in time to work up on them by the outbreak of WW II. Its first task was convoy patrolling off the East Coast, but it increasingly became used as a night-fighter unit. It was in this role that the squadron claimed its first kills in June 1940. The next two years saw a quick succession of aircraft, Beaufighters, Bostons, Havocs and finally Mosquitos, as the squadron changed roles from interception to long-range night intruder missions over Northern Europe. It was in these roles that 23 Squadron was deployed to Malta in December 1942 to commence such operations in the invasion of Sicily and later Italy.

In April 1944, it became non-operational and in May returned to the UK to join Bomber Command as a bomber support squadron, escorting the bomber streams by night over Germany, to intercept the attacking enemy night fighters. After the war it left Bomber Command for its old love, Fighter Command, although it was again disbanded for a short period from September 1945 to September 1946. 23 then re-formed as a night-fighter squadron, still with Mosquitos.

The Mosquitos gave way to Vampires in 1951 and these, in turn, to Venoms in 1954. In 1957, the Javelin joined the squadron and was flown in various marks until 1964. With later versions the squadron pioneered in-flight refuelling techniques, whereby a whole fighter squadron could be moved non-stop to the Middle or Far East. All this time 23 Squadron had been stationed in East Anglia but shortly after a move to Leuchars in March 1963 the squadron was re-equipped with the single-seat Lightning.

It remained in Scotland until November 1975 when it returned to Wattisham in East Anglia, now re-equipped with the Phantom FGR2. The squadron returned to operational status in April 1976 and looked set for a long stay at Wattisham. This was however overtaken by events in the South Atlantic in 1982. When it was decided to deploy a complete Phantom Squadron to provide Air Defence for the Falkland Islands, No 23 Squadron's number plate was chosen, and on 1 April 1983 the squadron formally redeployed to RAF Stanley, under the command of Wing Commander I.D. Macfadyen. The squadron's present role is to maintain the integrity of the Falkland Island Protection Zone by ensuring a constant readiness to intercept any unidentified aircraft approaching the Falkland Islands. Armament includes the latest missiles: Skyflash and AIM-9L Sidewinder as well as a 20mm Cannon.



No 19(F) Squadron

No 19(F) Squadron is a Phantom Air Defense Squadron, based at RAF Wildenrath since October 1976. Their history is one of consistent fighter operations since their formation on 1 September 1915, when they evolved from No 5 Reserve Squadron.

In July 1916 they took their BE 2c aircraft to France to provide close air support for the BEF. They flew their first operational mission the next month, when two enemy aircraft were shot down. The First World War subsequently saw several changes in aircraft type, including the Spad, and numerous engagements,

in particular with the Von Richthofen Flying Circus (now our NATO partners as JAGDESCHWADER 71, the Richthofen Wing flying Phantoms at GAF Wittmundhafen). In January 1918 No 19(F) Squadron's role changed to one of escort duties when they became the first squadron to be equipped with the Sopwith Dolphin, potentially a highly successful single seat fighter, powered by a 200 hp Hispano Suiza engine, which was the inspiration for the Dolphin motif now borne by Squadron aircraft. The Dolphin was flown at the time of the Armistice when the Squadron accounted for 281 enemy aircraft destroyed. They were then disbanded in England on 31 December 1919.

The Squadron reformed at Duxford on 1 April 1923, where they were equipped in turn with Grebes, Siskins and Bulldogs. The Grebe was the first aircraft to wear the now familiar blue and white cheques, and the Bulldog the first to sport the Dolphin. In August 1938 they became the first RAF squadron to receive the Spitfire and made their first encounter of the Second WW on 11 May 1940, when they shot down a JU88. On September 15, the peak of the Battle of Britain, they accounted for 13 enemy aircraft destroyed and five probables. For the next few years they flew fighter missions for various airfields in Southern England, where their roles were, in turn, fighter sweeps, escort duties, night defence, shipping sweeps and then escort duties for the daylight American bombers. Then, in 1944, the Squadron re-equipped with the Mustang and was deployed to Northern France after D-Day. There they operated in the roles of dive bombing, close air support and escort duties within the new Second Tactical Air Force until the end of 1944. They finished the war flying long range bomber escorts to the Ruhr, having accounted for 145½ enemy aircraft destroyed, 24 probables and 57 damaged.



After the Second World War, No 19(F) Squadron was stationed in turn at Acklington, Molesworth, Wittering and Church Fenton, flying the Spitfire 16 and then the Hornet. In 1950 they received their first jets, Meteors, and were roled as day fighters within Fighter Command. On 11 July 1956 they received their Squadron Standard, and later that year re-equipped with the Hunter 6. They moved to Leconfield in 1959, and in 1962 converted to the Lightning F2, joining the UK Interceptor Alert Force for the first time and practicing air-to-air refuelling. In September 1965 No 19(F) Squadron moved onto the European Continent for the third time, along with No 92 Squadron, to form the Lightning Wing at Gutersloh, where they remained until their most recent move to RAF Wildenrath.

No 19(F) Squadron became operational at Wildenrath on 1 January 1977 when they took over RAF Germany's Tripartite Battle Flight commitment from the Lightnings, and became a part of No 2 ATAF's Interceptor Alert Force. Their task is to maintain aircraft at a high state of readiness, ready to scramble by day or night to investigate any unidentified aircraft in North German airspace. Their aircraft, the Phantom FGR 2 or F-4M is a two seat, supersonic, radar equipped fighter, powered by two after burning Rolls Royce Spey engines. It is armed with four radar homing Skyflash missiles, four heat seeking missiles and a Gatling SUU 23A 20mm cannon.

Squadron markings are the new air defence barley grey overall with small mid-blue and white cheques along the fin tip. The tail badge is a Chinese style fighting dolphin in green and red surrounded by a pair of gold wings. The Squadron motto is "Possunt Quia Posse Videntur"--"They Can Because They Think They Can."



#### No 43(F) Squadron

No 43(F) Squadron was formed in April 1916 under the command of Major Shotlo Douglas, the late Marshal of the late Marshal of the Royal Air Force Lord Douglas of Kirtleside. Equipped with Sopwith 1½ Strutters the Squadron moved to France in January 1917 and was heavily engaged in the Spring Offensive. Later in 1917, the Squadron equipped with Sopwith Camels, took an active part in the advance into Germany before being disbanded at Spitalgate in 1919.

Forty Three re-formed at Henlow in 1925, flying Sopwith Snipes and later Gloucester Gamecocks. The latter aircraft inspired the Squadron badge in 1926 and the Squadron's traditional nickname: "The Fighting Cocks." In 1927 the Squadron moved to Tangmere where it remained until the outbreak of World War II.

During the Second World War the Squadron was almost continuously in action. Equipped with Hawker Hurricanes it covered the Dunkirk evacuation and fought in the Battle of Britain; shooting down 45 enemy aircraft. After supporting the liberation of North Africa, the Squadron, now flying Spitfires, covered the landings in Sicily and at Anzio and Salerno, before advancing through Italy into Southern France. Finishing the War at Camporformide on the Italian-Yugoslav border, the Squadron eventually disbanded at Teviso, Italy in 1947.

In 1949 the Squadron reformed at Tangmere equipped with Meteors. It moved to RAF Leuchars in 1950 and in August 1950 became the first Squadron to be equipped with the Hawker Hunter.

Forty Three moved to Nicosia in Cyprus in 1961 and then to Aden in 1963, where it took part in Radfan action. It was again disbanded when the British Forces withdrew from Aden in 1967.

on 1 September 1969, No 43(F) Squadron reformed at RAF Leuchars and gained yet another "first," becoming the first Squadron to operate the Phantom FGL. Until January 1975 it was the only Phantom Squadron to be deployed wholly on Air Defence duties.

The Squadron continues in its role of Air Defence of the United Kingdom Air Defence Region (UKADR), with an assignment to SACLANC for Tactical Air Support of Maritime Operations (TASMO). As part of the UKADR, the Squadron is tasked with the provision of the Quick Reaction Alert Force which is regularly called upon to intercept, identify and shadow Soviet aircraft within the boundaries of UKADR.

In 1982-1983 the Squadron was awarded the Aberporth Trophy, for the best results at Missile Practice Camp, the Seed Trophy for the highest Air-to-Air Gunnery scores and the coveted Dacre Trophy which is awarded annually to the most proficient Squadron within No 11 Group. This achievement underlines the Squadron's motto -- "Gloria Finis" -- Glory is the end.



#### No 111(F) Squadron

One of the two Squadrons forming the Leuchars Phantom Wing is 111(F) Squadron. Known as Treble-One throughout the Service the Squadron has seen continuous service in the Air Defence Role since its formation in 1917.

During the inter-war years Treble-One flew a succession of biplanes for Home Defence. 1938 brought the Hurricane into Air Force service and Treble-One became the first Squadron to re-equip with this new revolutionary fighter. Wartime service saw the Squadron in the thick of the fighting during the Battle of Britain, followed by a move to the Middle East flying Spitfires. As the war progressed Treble-One supported the Allied advance up the Italian peninsula and into mainland Europe.

Postwar, the Squadron advanced into the jet age with the Meteor. Replacement of the Meteor was the beginning of perhaps the most illustrious period of the Squadron history; re-equipped with the Hunter Treble-One formed the famous Black Arrows formation



aerobatic display team. From the mid-fifties to the end of the decade the team dominated the aerobatic display scene in Europe and North America, setting new standards of precision and polish in very demanding manoeuvres. The team's display culminated at the 1958 Farnborough display with the 22 aircraft loop, a feat never since repeated at a public display.

As the Hunters aged Treble-One was boosted into the Mach 2 era with the introduction of the Lightning. The later Mark Lightnings served until 1974 when the Squadron converted on to the F-4 Phantom at Corningsby. Shortly after re-equipping the Squadron moved North to start, what was to become, a very happy association with Leuchars.



To be an effective fighter an aircraft must be manoeuvrable, have a good radar and pack a punch. The Rolls Royce Spey engined Phantom carrying a mix of radar and heat seeking missiles and on an occasion a gun on the centreline station, has proved to be a very capable Air Defence aircraft.

The daily activities of the Squadron are aimed at training new crews on the type and also maintaining the Operational efficiency of qualified crews. The new crews arrive from the Phantom Operational Conversion Unit (2280CU) and spend approximately six months training to operational status. This training includes interceptions against high-level sub and supersonic targets; interceptions against high and slow speed low-level evading targets, an introduction to Electronic Warfare, and a couple of combat sorties to test crew and aircraft to the limit. Most sorties are flown in the simulator before flying the sortie in the air. Upon completion of this phase the crews are declared Operational and are qualified to hold QRA.

Northern Quick Reaction Alert, or QRA as it is known, is the major Operational commitment for the Leuchars Wing. It is the responsibility of QRA to intercept, identify and shadow any unknown aircraft approaching UK airspace. Generally these aircraft are of Soviet origin and of the large bomber class. The two Squadrons share the responsibility of holding two fully armed aircraft at a high state of readiness 24 hours a day. Generally each Squadron holds QRA for approximately three weeks. Although a somewhat tedious duty at times, the thrill of being scrambled on a live intercept against a snooping Russian Bear more than makes up for the sleepless nights.

As stated earlier part of the daily flying programme is to maintain the efficiency of qualified crews. Operational flying consists mainly of pairs of Squadron aircraft operating with the ground radar controllers at Buchan and Boulmer. On these sorties, flown at all levels over the sea, aircraft takes turns to be fighter then target. When the target, the aircraft flies a set profile to simulate a known threat. Another major commitment is to fly against Vulcans, F-111s, Buccaneers, Jaguars and other ground attack types. These sorties are flown in accordance with training requirements at high and low levels both over sea and overland. These affiliation sorties are of mutual benefit as both targets and fighters employ realistic tactics.

Other training is generally to satisfy annual commitments. Armament Practice Camp is held once a year, and lasts approximately six weeks. During this time crews fly gun-armed aircraft against a target towed by a Canberra and at the end of the period crews are gun qualified. Missile Practice Camp is flown from Valley where several crews deploy to fire live missiles against targets in the Aberporth Ranges. A recent introduction is the deployment of the Squadron to use the Air Combat Manoeuvring Installation (ACMI) at Decimomannu in Sardinia. This is a three week deployment to teach new crews air combat tactics and to refresh those crews that have F-4 experience.

All of this varied flying may look like good fun, however it has a deadly serious side: to train for war. The war role of the Squadron is tested annually by Strike Command and NATO through Exercise TACEVAL. Over TACEVAL the Squadron moves on to a war footing and responds, as it would in war, to exercise injects. Since TACEVAL is the major annual evaluation the Squadron practices throughout the year with minor exercises at Station and Group level.



No 29(F) Squadron

No 29(F) Squadron, bearing the motto "Energetic and Keen," has a proud history since its formation in 1915. It served as a single seat fighter unit on the Western Front during the First World War flying DH2s, Newport Scouts and SE5s. After a period with the occupation forces in Germany it returned to England to face disbandment which lasted three years. Reforming at Duxford with the Sopwith Snipe and Gloster Grebe on home defences, it moved to North Weald in 1928 flying Siskin 3A and later the Bristol Bulldog. 1935 saw its first two seat fighter, the Hawker Demon, and these were flown to Egypt in the Abyssinian crisis.

After carrying out early radar trials with Blenheims prior to the onset of the Second WW, the Battle of Britain saw 29 fully engaged flying from Digby. For the rest of the war, 29 specialised as a night fighter Squadron flying Beaufighters most of the time and was then retained for post war defences with Mosquitos. Later re-equipment introduced the Meteor and Javelin flying from the bases of Tangmere, Acklington and Leuchars. More overseas service in Zambia and Cyprus followed until the Squadron returned to England to fly Lightnings from Wattisham.

No 29(F) Squadron re-equipped with the McDonnell Douglas Phantom II F-4M, or FGR2, on 31 December 1974 at RAF Coningsby. It is a Mach 2 all-weather fighter armed with the Sparrow and Sidewinder missiles and the Gatling gun, and is powered by Rolls Royce Spey engines. The Phantom represents a formidable Air Defence aircraft, especially as it is now being armed with the Skyflash missile. With the Phantom, 29 Squadron has returned to its more traditional two seat fighter role.

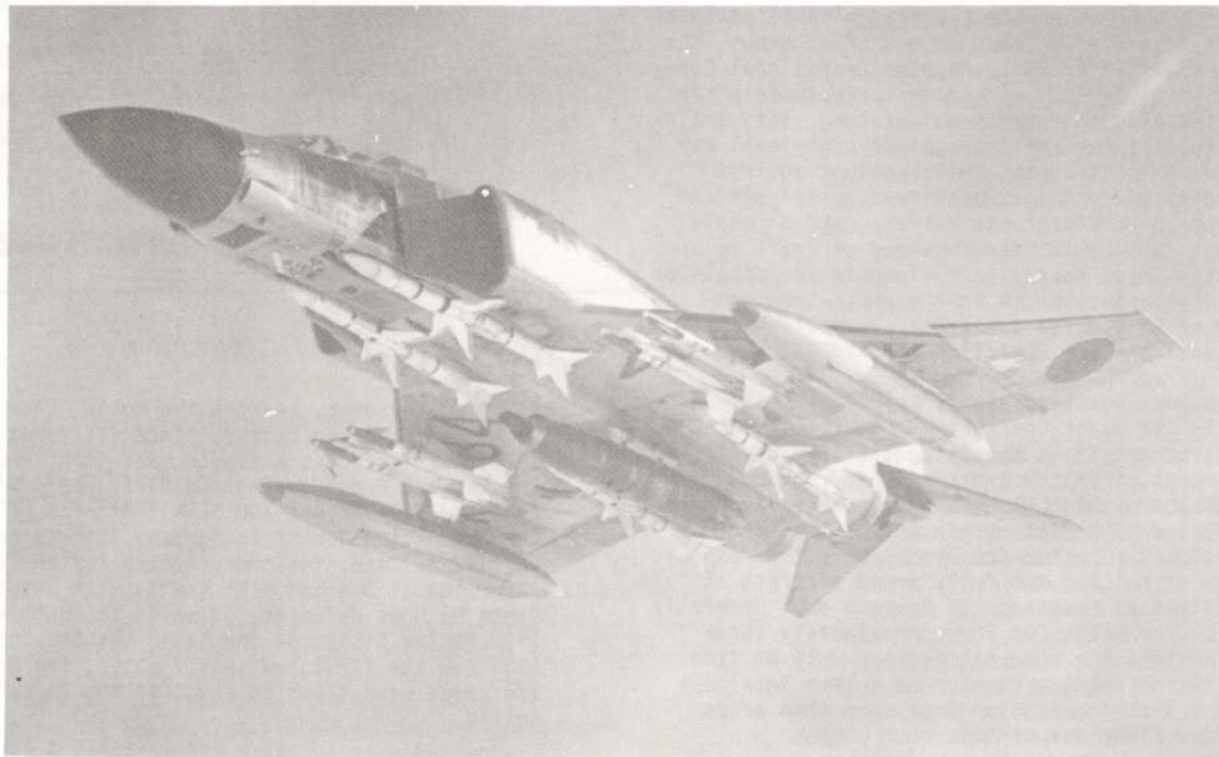
The units primary task is split between defence of NATO maritime forces and the air defence of the UK in times of tension and in war, and day-to-day training flying is conducted with this in mind. As part of the UK integrated air defence system, the 29th will normally be controlled by a ground radar station on the East coast or an airborne early warning aircraft (Shackleton), and regularly practice air-to-air refuelling with Victor tanker aircraft. However, in a degraded situation in time of war, the Phantoms can operate autonomously.

Since 1 January 1980 The Squadron has become earmarked for assignment to SACLAN and has become more involved with supporting and defending NATO Naval task forces, and exercises in maritime co-operation are regularly practiced. The Squadron is ready to be deployed at short notice to a Forward Operating Base in support of such forces.

One peacetime task is to ensure the integrity of UK airspace by investigating unknown intruders. To this end, 29 Squadron takes its turn with other UK Air Defence Squadrons to provide two aircraft and crews ready for rapid take-off on a 24 hour basis for two-three week periods. This task is known as Quick Reaction Alert (Interceptor) QRA(I). Normally, the Squadron covers the Southern England area, but can also reinforce the Northern QRA(I) based in Scotland, and has intercepted Russian aircraft up to 700 miles north of Coningsby.

The Squadron may well be tasked with reinforcing the Central Region, or the Southern and Northern flanks, and regular detachments visit Germany, Cyprus, Iceland and Norway to exercise route communications and destination facilities. Annually, the Squadron exchanges with another NATO squadron in Europe to discuss ideas and tactics and, since re-equipping in 1974, the Squadron has been to Danish, Dutch, Italian and Canadian bases.

During the Falkland Island campaign aircraft and crews from the Squadron were based on Ascension Island, providing Air Defence cover for the considerable activity which took place there. When the runway was eventually repaired and lengthened at Port Stanley, the Squadron made history by flying in the first Phantom ever to land in the Falkland Islands. During the autumn and winter of 1982 the Squadron provided the Garrison Air Defence of the Falkland Islands. This task is likely to continue into the foreseeable future, and will involve the Squadron in further detachments. The 8000 mile in-flight refuelled journey from the UK to the Falkland Islands will remain a feature of the Squadron operations.





ABOVE: Canberras of No. 1 Squadron in formation during training flight before receiving their F-4 Phantoms. Photo from the Martelli collection.

# RAAF PHANTOMS



by

MARCO MARTELLI

During 1968, the Royal Australian Air Force (RAAF), sections of which were deployed to Viet Nam, decided to re-equip their No 1 and No 6 squadrons of the 82nd Wing (Bomber), with new aircraft. The two squadrons at this time were operating with English Electric Canberra B MK20s (A84s). The aircraft that the RAAF had decided upon was the General Dynamics F-111.

The RAAF ordered 18 F-111C which would be designated the A8 for the Australian Department of Defence, but following continuous problems and the various decisions by the USAF to ground the aircraft the RAAF suspended the F-111 orders indefinitely.

At this point, the RAAF, waiting for the F-111 problems to be solved, looked for a temporary substitute. After considerable consideration, the new aircraft selected was the McDonnell F-4E Phantom.

The RAAF wanted the F-4E for employment in the "strike-bomber" role. One problem that was created by the selection of the F-4E was the short range of the aircraft. The RAAF did not operate tankers, so there was no chance of in-flight refueling. However, the finally thought on this was that the aircraft would be operating with "friendly" and would have access to flying tanker aircraft.

On 22 June 1970, the Australian government decided to accept the U.S. offer and signed an agreement for the lease of 24 new F-4Es, along with all the spare engines and parts, aerospace ground test equipment and other assistance at the cost of about 34 million dollars for the first two years and 12 million per year thereafter. This program was to be known as "Peace Reef."

All pilot conversion, navigator air training and ground crew training were to be conducted at McDill AFB, Florida. Maintenance personnel would be trained at Amberley RAAF Base by a USAF Mobile Training Team.

The first six Phantoms arrived at RAAF Base Amberley, Queensland on 14 September 1970 from George AFB, California via Hawaii and Guam. The crews included three RAAF pilots, three USAF pilots and six USAF navigators.

During ferrying, the aircraft were refueled in air by Boeing KC-135As of the USAF while Search and Rescue and Weather reconnaissance for the final leg of the flight was made by RAAF Lockheed P-3B Orion of No 11 Squadron.

The remaining 18 aircraft arrived at Amberley in three separate groups of six each on the following dates: 19 September 1970, 25 September 1970, and 3 October 1970.

All 24 aircraft were taken from block 43 and taken directly from the assembly line. The RAAF assigned the serial number A69 for accounting purposes, but the numbers were not painted on the aircraft as they were on loan (lease) only.

At the end of the two years leasing, the aircraft left Australia as follows:

6 aircraft on 25 October 1972  
6 aircraft on 6 June

6 aircraft on 25 October 1972  
\*5 aircraft on 9 November 1972  
5 aircraft on 6 June 1973  
6 aircraft on 21 June 1973

\*F-4E serial 69-7203 crashed into the sea off New South Wales, Australia in June 1971

As information, 20 of the 23 aircraft returned were converted to F-4G models during the years 1978-1979.

#### 82nd Wing (Bomber) Order of Battle

##### Until September 1970

No 1 Squadron (Amberley) E.E. Canberra B MK20 (A84)  
No 2 Squadron (Amberley) E.E. Canberra B MK20 (A84)  
No 6 Squadron (Amberley) E.E. Canberra B MK20 (A84)

##### Phantom era

No 1 Squadron (Amberley) F-4E-43-MC (A69)  
No 2 Squadron (Amberley) E.E. Canberra B MK20 (A84)  
No 6 Squadron (Amberley) F-4E-43-MC (A69)

##### 1973 to present

No 1 Squadron (Amberley) G.D. F-111C (A8)  
No 2 Squadron (Amberley) E.E. Canberra B MK20 (A84)  
No 6 Squadron (Amberley) G.D. F-111C (A8)

*BELOW: A formation of three F-4Es participate in a training mission. Squadrons were identified by the colored stripe around the fuselage located where the national insignia is painted.*



F-4E-43-MC SERIAL NUMBERS ASSIGNED TO RAAF

USAF S/N	TAIL	NOTE	USAF S/N	TAIL	NOTE
69-0304	90304	04 (F-4G)	69-7209	97209	9 (F-4G)
0305	90305	05	7210	97210	10 (F-4G)
0306	90306	06 (F-4G)	7211	97211	11 (F-4G)
0307	90307	07	7212	97212	12 (F-4G)
7201	97201	1 (F-4G)	7213	97213	13 (F-4G)
7202	97202	2 (F-4G)	7214	97214	14 (F-4G)
7203	97203	3 Crshd	7215	97215	15 (F-4G)
7204	97204	4 (F-4G)	7216	97216	16 (F-4G)
7205	97205	5 (F-4G)	7217	97217	17 (F-4G)
7206	97206	6 (F-4G)	7219	97219	19 (F-4G)
7207	97207	7 (F-4G)	7220	97220	20 (F-4G)
7208	97208	8 (F-4G)	7224	97224	24

MARKINGS AND COLOR SCHEME

RAAF Phantoms retained standard USAF camouflage (SEA) paint because they were only on Lease. And since they were only on "loan" they were not given the customary RAAF serials, but used the last one/two digits of the USAF serial, painted on the fin in white.

The F-4Es were delivered without the electroluminescent formation lights and without "wing-slats." Unit designation was by color stripe painted around the fuselage (see drawing).

(Editors note: Much thanks to new member Marco Martelli for sending in this material. If you have information on a particular unit or Phantom, please send it in.)

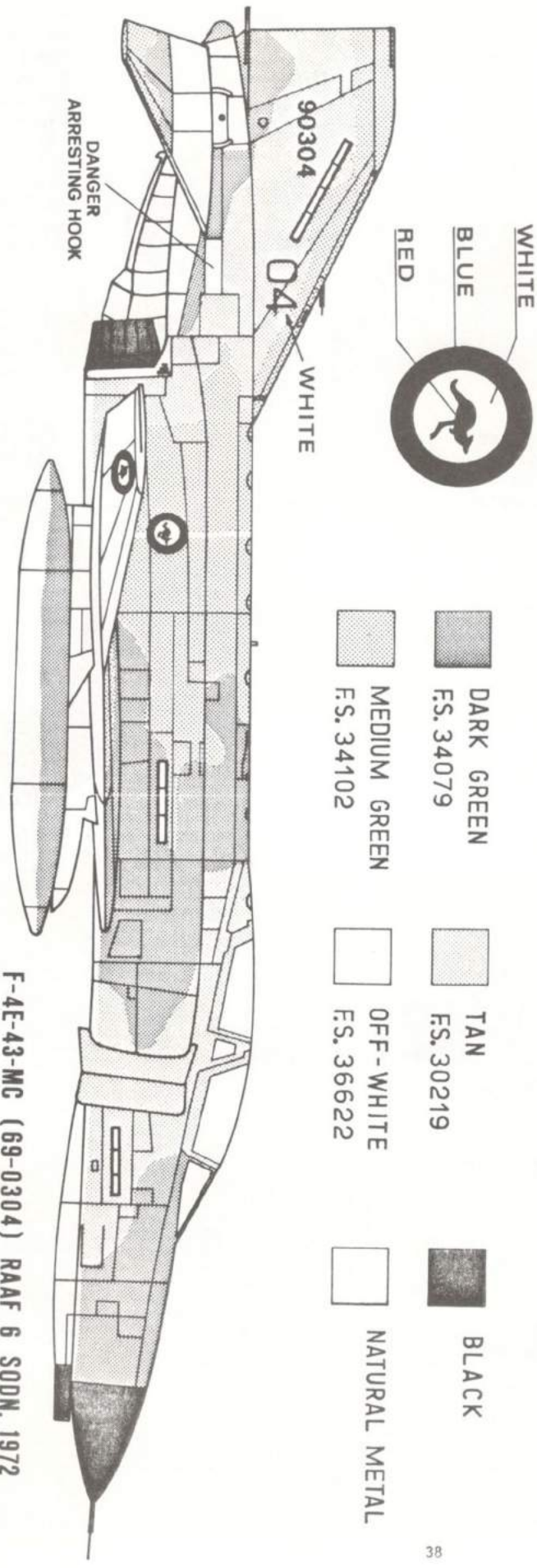
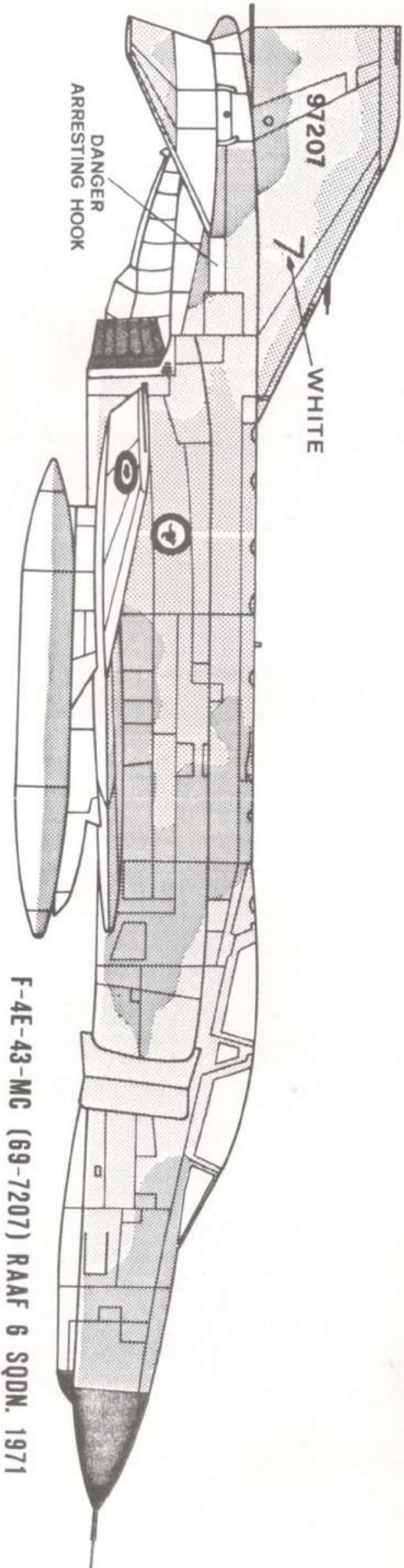


Note the badges for No 1 and No 6 Squadrons. No 1 Squadron badge is adorned at top with a Kings crown, indicating that it is from an earlier time period. The badge of No 6 Squadron is adorned with a Queens crown, a more recent item.



BELOW: After a long delay, the RAAF finally received its order of General Dynamics F-111C aircraft. Photo from Martelli collection.





-  DARK GREEN  
FS. 34079
-  MEDIUM GREEN  
FS. 34102
-  TAN  
FS. 30219
-  OFF-WHITE  
FS. 36622
-  BLACK
-  NATURAL METAL



ABOVE: F-4D of the 465TFS/507TFG 66-608 out of Tinker AFB shown here at Gulfport, MS during Fighter Comp. 83. Spering photo.

# Back Seating in a F-4

This is the second of a series to be presented on those lucky enough to get a ride in our favorite bird. This time John G. Wood of Oklahoma City, OK got the "big thrill" in April of 1982. If you have had the opportunity to occupy the back seat of an F-4, please write us and tell us about your "trip." If you have photos, all the better.

John did not send any text along with his photos, but did make comments on the reverse of each photo. We will follow John from the briefing room of the 465th TFS until he tries to remove his sweat soaked body from the rear seat of HIS F-4.

Don Spering has been kind enough to send along some nice photos of the aircraft of the 465th. Don also included some art work that appeared on some of the aircraft. Thanks Don for your help.

RIGHT: After arriving at Tinker and being fitted with a flight suit, I was taken to the briefing room where my pilot (seated at left) went over a list of items we needed to check. I'm seated in the center.



ABOVE: Art work located inside the nose gear cover of 66-608. Don Spering photo.





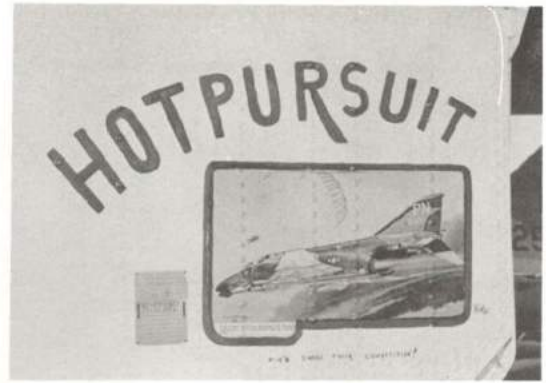
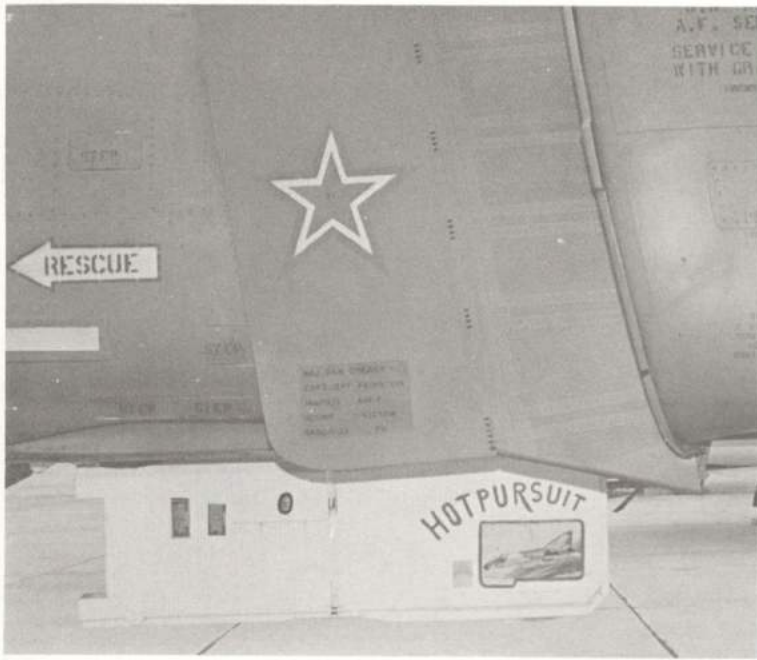
LEFT: There are a number of safety items to go over before actually going out to the a/c. Here I am being shown what I can touch and what I SHOULD NOT touch.

RIGHT: After some additional instructions inside, my pilot and I went out to check out the aircraft we would be flying. Preflighting the afterburners is a "must."

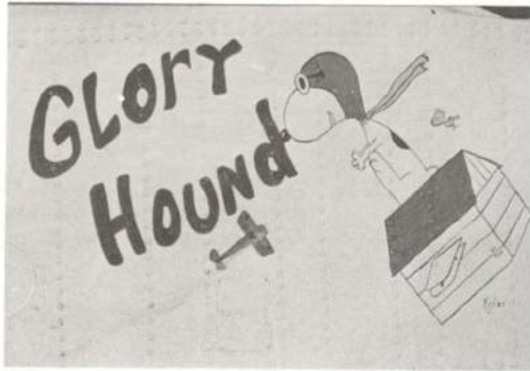


LEFT: MADE IT--in the back seat at last, strapped in to the hilt and sitting on 35,880 lbs. of thrust! Now I can only hope I remember what I am suppose to do in case of an emergency. From here on things are going to be really hopping.

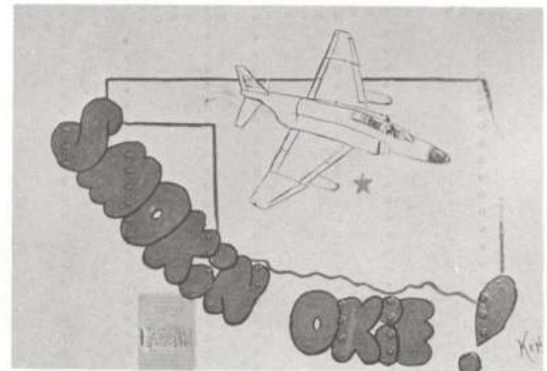




ABOVE & LEFT: F-4D s/n 66-7550 of the 465TRS/507TFG. Notation on the spitter plate reads, "Maj. Dan Cherry and Capt. Jeff Feinstein, 16 April 72, AIM-7, Udorn, 13/432TRW, BASCO-03, Tail code PN." Photo by Don Spering.



ABOVE: F-4D s/n 66-704 carries the likeness of Snoopy and is called "Glory Hound."



ABOVE: F-4D s/n 66-762 carries the title "Smokin Okie." along with an outline map of Oklahoma and a smoking Phantom.

BELOW: F-4D s/n 66-537 photographed at Gulfport, MS in February of 1982. Spering photo.



RIGHT: After a "phantastic" flight, all good things must come to an end. Here we see the crew chief guiding the pilot in to park the aircraft.



LEFT: The crew chief signals the pilot to cut the engines. The mission is now complete.

RIGHT: This was one of the hardest parts of the mission. I wasn't really sure that I could get up out of the seat. Finally, with the help of the crew chief, I lifted my sweat soaked body up from the rear cockpit. MY aircraft had performed superbly!





ABOVE: F-4s of the Thunderbirds fly formation over Hoover Dam. The Revell kit, in 1/72 scale, is still available that contains four F-4s in Thunderbird markings. Photo by T/SGT Ed. Goodhue.

# F-4E Thunderbirds

by

Roger Goetzke

In the last issue, I summarized the exterior changes required to convert a standard F-4E Phantom jet to the configuration for the Thunderbird Demonstration Team. Part II in this issue will illustrate the major interior changes involved. The following areas will be covered: radome, radar compartment, gun compartment, front and aft cockpits, upper equipment bay, and other miscellaneous areas.

## NOSE SECTION

The nose section on a F-4E Phantom from fuselage stations (F.S.) 77.00 to the tip of the nose, consisted of a gun compartment, radar compartment, and nose cone as illustrated in drawing #1.

In the Thunderbird configuration, the radar set and gun package were removed and the following modifications were made as illustrated in drawing #2. A complete description of each compartment will follow the drawing.

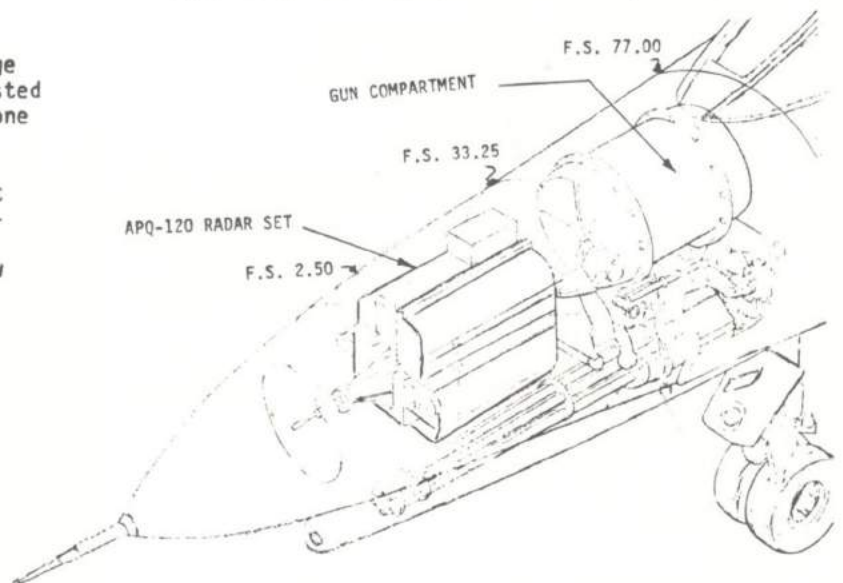
## RADOME

The radome was modified to incorporate equipment stowage and support for the glide slope and communications antennas. Two ring-type frames were added inside the plastic shell to support a shelf assembly. Heads of the rivets attaching the added structure to the shell were covered with epoxy to achieve flushness and smoothness. Antenna mounts were located forward of the shelf and the enclosed

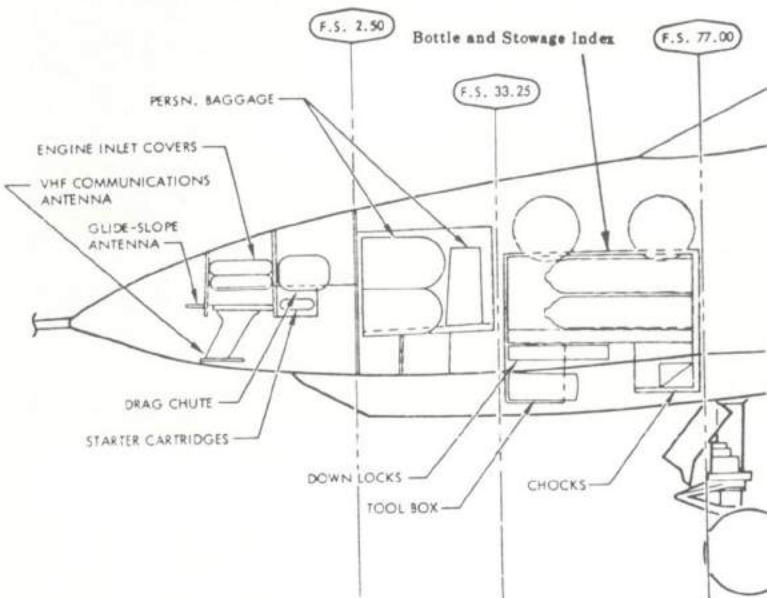
part of the shelf housed engine intake and exhaust covers, and a replacement parabrake chute. A foam padded, electrically grounded container for two starter cartridges was mounted beneath the shelf.

## RADAR COMPARTMENT

The radar package was removed and replaced by a luggage box. This box of a steel alloy was welded



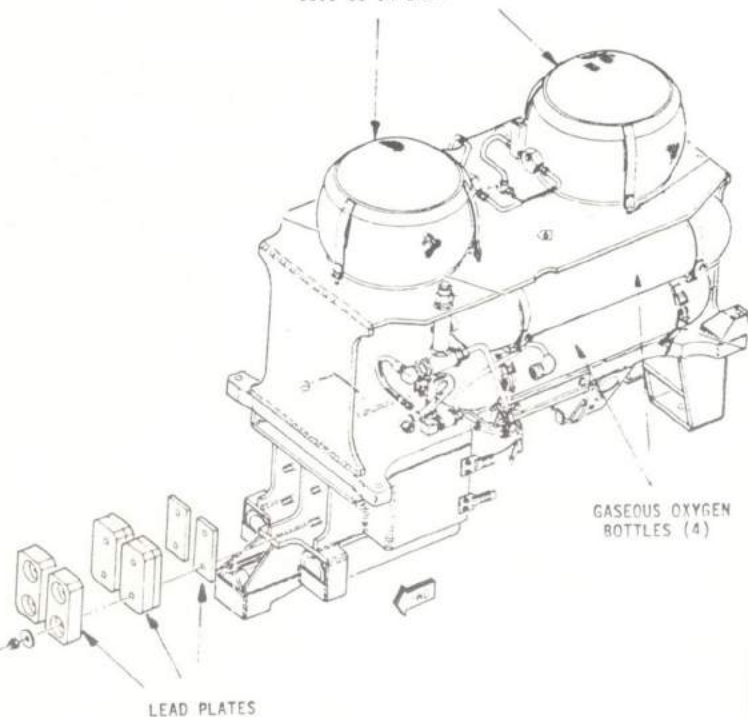
and painted with two coats of zinc-chromate primer. The box was fastened at four points. Lead ballast was added to the luggage assembly to equal the weight of the removed radar package which was approximately 421 pounds.



#### GUN COMPARTMENT

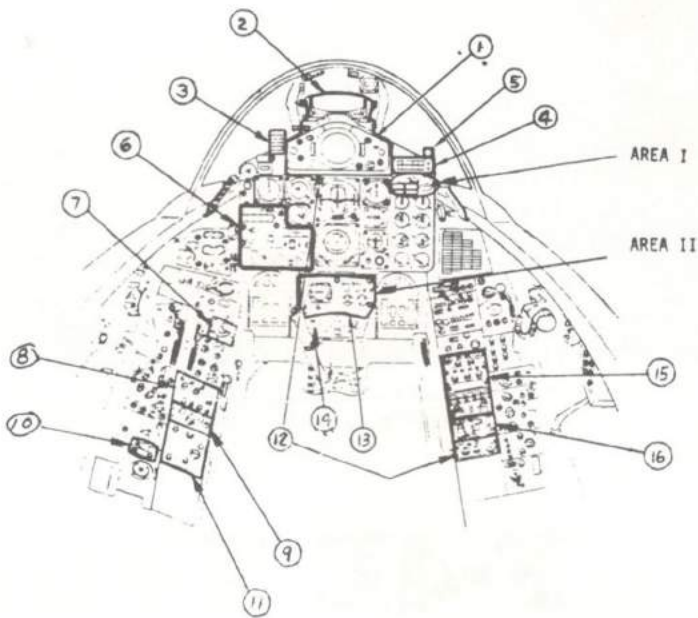
The F-4E gun installation was removed and the weight of this installation, (approx. 1,000 lbs.) was replaced with storage for ground service equipment, breathing oxygen tanks, and pneumatic bottles. A welded assembly of  $\frac{1}{2}$  by  $1\frac{1}{2}$  steel alloy formed the base for mounting the above equipment. Ballast of commercial lead was bolted to the frame. The air from the former gun purge system is now used for pressurization of the oil/dye tanks which were mounted externally.

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#### FORWARD COCKPIT

Since the radar and gun packages were no longer required in the Thunderbird model, the related instruments and equipment in the forward cockpit were also removed as listed and shown in the following drawing.

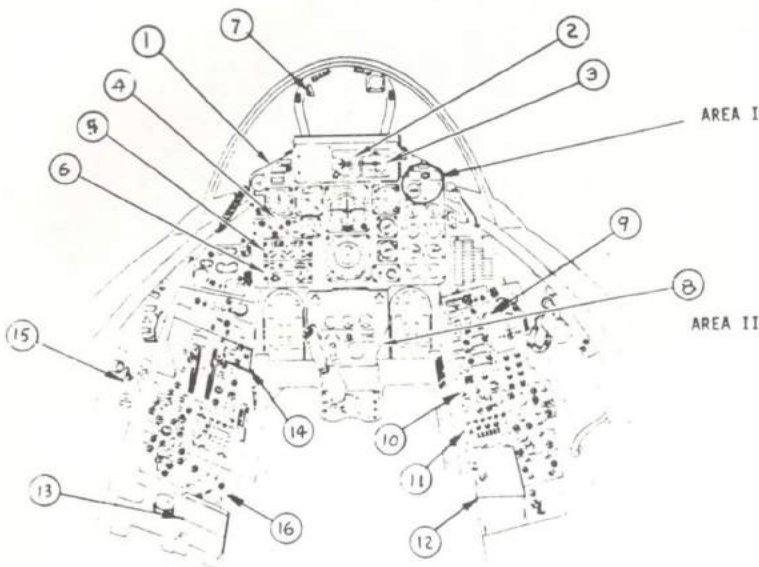


1. AZ-EL Range Indicator
2. Optical Display
3. Head up Display Lights
4. Threat Display Indicator
5. Azimuth Indicator
6. Missile Status Panel
7. Control Selector
8. Engaging Controller
9. Intercomm. Station
10. ECM Jettison Panel
11. Aural Tone Gen.
12. Controller Panel and Switch
13. Forward Cockpit Pedestal
14. Gun Rounds Indicator
15. Radar Panel
16. Monitor Control Panel



## REVISED FORWARD COCKPIT

The revised forward cockpit is shown in the following drawing.



1. Redesigned Instrument Panel
2. Accelerometer
3. OBSC Deviation Indicator
4. Switch Panel (Comm. select, rubber feel select, and Fuel Pressure Switches)
5. Comm. ?Nav/ILs. Control
6. LF ADF Control
7. Anti-skid Repeater Warning Light
8. Redesigned Forward Cockpit Pedestal
9. UHF Radio Panel
10. TACAN Radio Set
11. IFF Control
12. Map and Data Case
13. AFCS Panel
14. Smoke Generation & Oil/Dye Press. Switches
15. Microphone Adapter Assembly
16. Cockpit steps Indicator

### AREA I

The upper right hand corner of the original instrument panel, two engine fire lights and one fuel quantity indicator were mounted under the threat display indicator (4). With the removal of the threat display indicator on the revised instrument panel, the same two lights and indicator were relocated as shown on the revised panel.

### AREA II

The accelerometer on the existing forward cockpit pedestal (13) was relocated to the top of the revised instrument panel at location (2). The existing gauges and switches (except the rounds counter) on the pedestal were rearranged as shown on the revised drawing.

## ADDITIONAL FRONT COCKPIT REVISIONS

The original operation of the emergency escape sequence system consisted of three modes. (1) Forward cockpit initiated (duel) ejection. (2) Aft cockpit initiated duel ejection and (3) aft cockpit initiated single ejection. On the Thunderbird configuration mode (1) has been changed to pilot single ejection. In this new mode, a new selector prevents duel ejection.

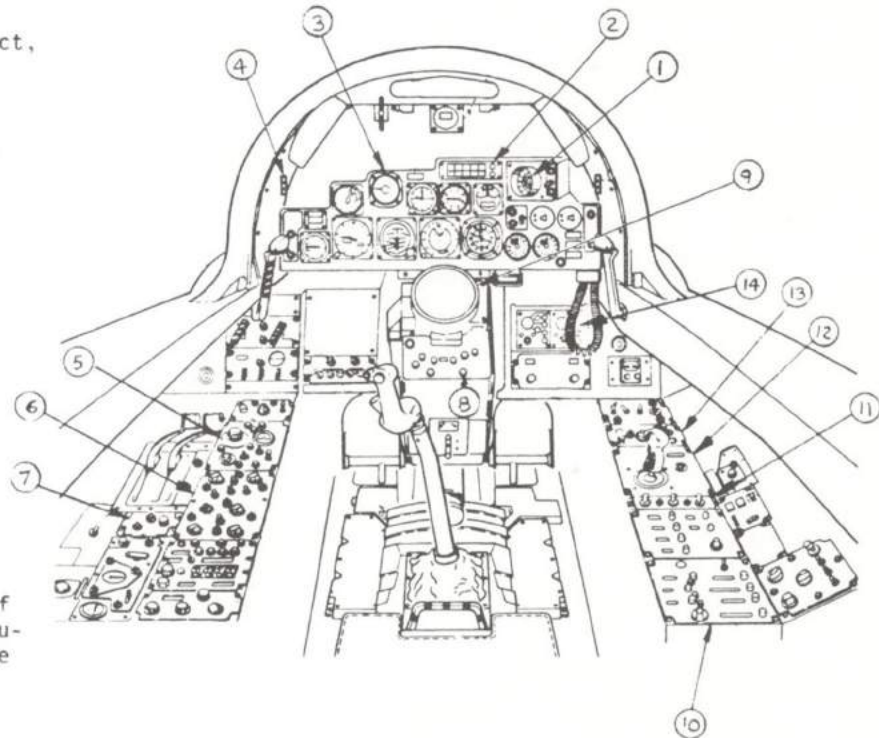
To meet requirements for flight demonstration, the forward control stick grip had the following change: The trigger switch had been removed and the hole filled to the contour of the grip. Although some aircraft may have a modified aft control stick grip installed on the forward control stick.

## AFT COCKPIT

The drawing below shows a typical F-4E aft cockpit setup. The Thunderbird configuration required the following equipment removed.

- |                          |                            |
|--------------------------|----------------------------|
| 1. Azimuth Indicator     | 8. Monitor Panel Control   |
| 2. Threat Display Ind.   | 9. Radar Scope             |
| 3. Range Ind.            | 10. Computer Control       |
| 4. Angle of Attack Ind.  | 11. Weapons Delivery Panel |
| 5. Radar Test Control    | 12. Antenna Control        |
| 6. Radar Set Control     | 13. Nav Set Control        |
| 7. Remote Control Switch | 14. ECM Panel              |

NOTE: In most cases the aft control stick was removed.

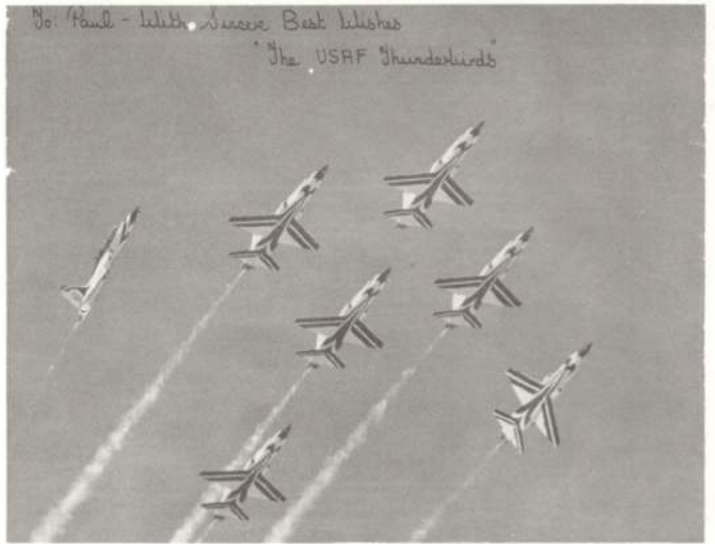
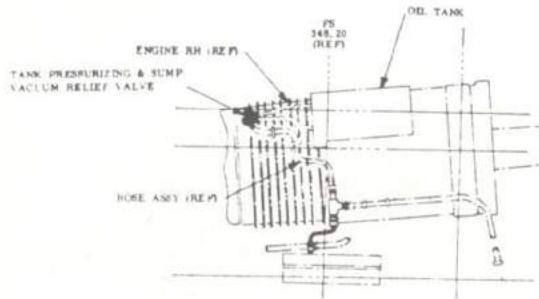
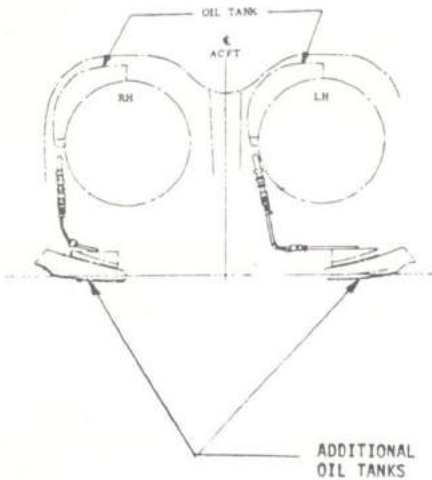


## REVISED AFT COCKPIT

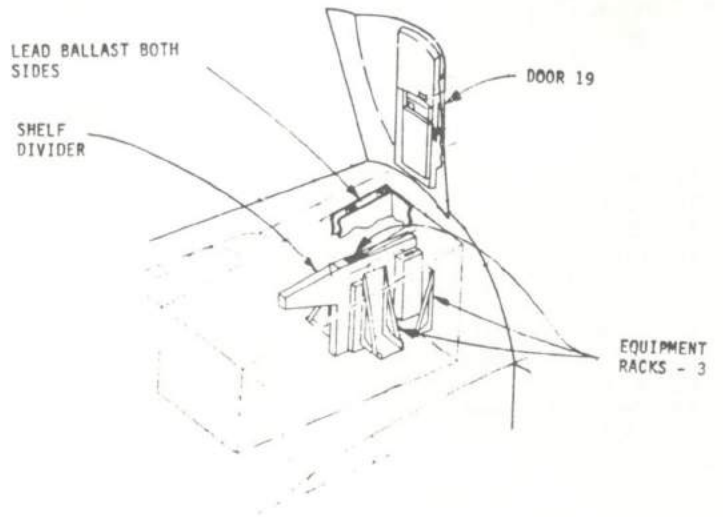
In the revised aft cockpit no new equipment was installed. Lead ballast replaced the gaps in the instrument panels as shown in the drawing. Insulating blankets were installed in both front and aft cockpits where removed equipment left gaps in the existing insulation.

POWERPLANT REVISIONS

Two additional oil tanks were added to doors 81L/R. These tanks are used to collect oil vented overboard while aircraft is in inverted flight. These tanks were drained after every second flight involving inverted flight.



ABOVE: The Thunderbirds flew the Talon before their latest switch to the F-16. File photo.



with a steel weld assembly which divides the equipment bay and provides attachment for CNI equipment on both sides. Lead ballast were supported by a steel welded assembly along each side of the shelf. This ballast was needed to compensate the weight of the equipment change.

AFTERBURNER SETTING

Changes were made in the afterburner power setting to a limit of 85% to 89% power.

UPPER EQUIPMENT BAY (DOOR 19)

The upper equipment bay below door 19 and over number one fuel cell which housed various black boxes for the weapon systems is now modified structurally to mount ballast, communication, navigation and instrumentation equipment. A shelf assembly made of aluminium

EQUIPMENT REMOVED

1. Pulse Decoder
2. Weapons Release Computer
3. Signal Tracker
4. Altitude Encoder
5. Lead Computing Amp.

EQUIPMENT INSTALLED

1. VHF Comm. Rec/Trnsm
2. UHF Nav. Receiver
3. LF ADF Receiver

I hope this series on the F-4E Thunderbirds has proved helpful. Your comments and suggestions are greatly appreciated.

Roger Goetzke



ABOVE: Work crew at MCAS Yuma is shown here putting the finishing touches on F-4B Phantom II being used as gateguard. Paint scheme on this aircraft has changed since this photo was taken.

# GATE GUARDS

by

ERIC RENTH

Society member Eric Renth has taken on the job of doing a feature each issue on the various F-4 Gateguards located at the various bases across the U.S. The list of aircraft that follows is current as of December 1984. If you know of any additional aircraft that should be added, please drop a line and we will be sure to add them to the list. Also it would be helpful if you could send along some photos of the aircraft that you are adding to the list.

## MARINE CORPS

1. F-4A 143388 (#3 built) at the Marine Corps Museum, Quantico, VA (in outdoor storage).
2. F-4B 148367 at main gate of Yuma MCAS, AZ, on loan from Marine Museum.
3. F-4B 148373 at El Toro MCAS, public display, on loan from Marine Museum.

## AIR FORCE

1. YF-4E 62-12200 outdoor display at USAF Museum, Dayton, OH.
2. F-4C 64-0683 displayed by main entrance at USAF Museum, Dayton, OH.
3. F-4E 66-0302 (ex-Thunderbird lead and solo plane from 1971-73) on park display MacDill AFB, FL, on loan from USAF Museum.
4. F-4C 64-0799 displayed at Cadet Quadrangle, USAF Academy. On loan from USAF Museum.

5. F-4B 149421 obtained from USN, on display at Lackland AFB, TX. Resembles F-4D with "borrowed" nose. On loan from USAF Museum inventory.
6. F-4N 151510, ex-Navy now on display at Luke AFB, AZ. It is painted and marked as F-4C 63-7411. On loan from USAF Museum.
7. F-4C 63-7611 being prepared for display at March AFB by the 163 TFG, CA ANG. Aircraft damaged internally from fire. Loaned to March by USAF Museum and will go on display in front of 163rd HQ in mid-1985.

It should be noted that the USAF Museum had to obtain Navy F-4s for Lackland and Luke as the Air Force had no Phantoms at the MASDC "boneyard" or in "crash damage" status at the time of "need" by the posts involved.

## U.S. NAVY

1. F-4A 145307 "Sageburner" National Air & Space Museum stored at Silver Hill, MD. Was first museum F-4 obtained, in April 1968.
2. F-4A 145310 being prepared for display at the Bradley Air Museum, Hartford, CT.
3. F-4A 148275, the 47th and last "A" model. Now on public display at the US Naval Academy, Annapolis, MD.
4. F-4B 148371 on display at the David Taylor Ship Research Labs, Bethesda, MD.

5. F-4B 148408 (this is actual number, currently painted as F-4N 153915), mounted on pylon for display at main gate of NAS Miramar, CA.
6. F-4B 149457, MIG killer, on outside display at Naval Aviation Museum Pensacola, FL.
7. F-4N 153915, MIG killer, on display in main lobby of Naval Aviation Museum, Pensacola, FL.
8. F-4B 149459 displayed at main gate of NAS Oceana VA.
9. F-4N 150628 displayed aboard USS Intrepid Museum, in New York City. In VMFA-323 USMC markings. On loan from Navy History Center, Washington Navy Yard.
10. F-4N 152267 mounted on pylon at main gate of NAS Dallas, TX
11. YF-4J 151497 displayed at Pima Air Museum, Tucson, AZ.

To my knowledge, no Phantoms are on display overseas. If anyone knows otherwise, please contact me at the following address: Eric Renth, 1109 Venus, Cedar Hill, TX. 75104. Naturally, this applies to data on any new display birds in the US as well.

As mentioned in the lead paragraph, we will be featuring one, or possibly two of these aircraft in future issues of SMOKE TRAILS. If you happen to see an error in our reporting, please let us know, we wish to have all our facts correct.

The following information was compiled by Eric Renth from official U.S. Navy Aircraft History Card.

#### History of F-4B Phantom II #148367

1. Acceptance date May 11, 1961 by US Navy from McDonnell Aircraft.
2. After flight tests, it was flown to NAS Miramar, CA.
3. Nov 52-Mar 67 duty with VX-4 at Pt. Magu, CA.
4. Mar-Jun 67 duty with VX-5 at China Lake, CA.
5. Jun57-Jan 68 service with VF-121 NAS Mirama, CA.
6. Jan 68-Apr 69 service with Marines in VMFA-314 at Chu Lai, Viet Nam--combat duty.
7. Apr 69-Jun 71 service with VMFAT-101 at MCAS Yuma, AZ.
8. Jun 71-Jun 74 retired from flying but still used as ground trainer by VMFAT-101 in familiarization of aircraft components.
9. Jun 74-present F-4B 148367 was placed on a pedestal at MCAS Yuma for permanent display by base main gate. Actually, it is owned by the Marine Corps Museum, Quantico, VA and is on "permanent" loan to Yuma. Lease insures 148367 will be maintained as a well-kept display.

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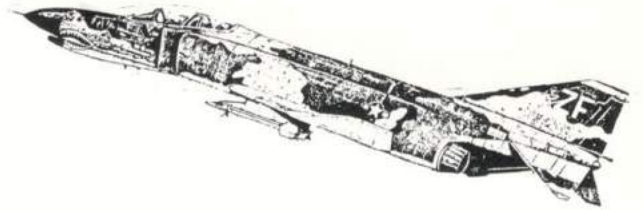
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# SMOKE TRAILS

*Quarterly Journal of the Phantom Phanatics Society*



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All Society members are requested to send in material for publication. This is YOUR magazine, and to make it a success, everyone must participate. While you might not think that you have no special talent, you would be surprised how easy it is to write an article or do some art work, if that is your interest. If you have had an unusual experience with regards to the F-4, tell us about it, we want to know. If you have some rare material pertaining to the Phantom, please share it with us. Contact the Editor on how you should prepare your material. He will be happy to work with you. If you have photographs to illustrate your story, all the better. We want the magazine to be as much a picture history of the Phantom as a written history. Please help and send in your material or write the Editor and let him know what you can do.

VOL II No. 1 U.S.M.C. Phantoms  
VOL II No. 2 German F-4s  
VOL II No. 3 JSDF F-4s  
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### SOCIETY CAP & JACKET NOW AVAILABLE

We now have a supply of Society hats on hand. The jacket will be available in just a few weeks. HQ feels that these are quality items that you will be proud to wear. Send in the order form enclosed with this issue of SMOKE TRAILS and make sure that you get yours--now!

The cap is of the baseball type, with a solid panel in front and mesh in back. The color is Royal Blue with the Society emblem on the front panel. The cap has an adjustable back strap, so one size fits all. Price for the cap is \$5.00 plus \$1.50 for postage and handling. Overseas orders please add \$2.50 for postage and handling. If more than one cap is ordered at one time, please add \$.50 for each additional cap. Allow two to three weeks for delivery.

The Society jacket is made of satin nylon, with a soft lining and comes in Silver with knit waist band, collar and cuffs. The jacket has a snap button front, two slash pockets and front and back design. On the front will be the Society emblem. On the back will be a "generic" F-4 in flight. This is a quality jacket and one we are sure you will be proud to wear as a member of the Phantom Phanatic Society. The price of the Society jacket will be \$27.50 which includes postage in the U.S. For those outside the U.S. postage and handling will be an additional \$5.00

The Society jacket comes in a variety of sizes, all of which are listed below. It is recommended if you are near the extent of your present size, that you order the next larger size to assure a comfortable fit.



## Pins of Prestige



High-Tech Aircraft Captured in Action, Ultimate Detail, Brilliant Authentic Colored Cloisonne Pins, 1½ inches long. Ideal for Hats, Caps, Jackets, Ties, and Trading etc. Types available: AV-8B, A-7D, A-10, B-52G, C-5A, C-130, C-141, F-4, F-105D, F-106A, F-15, F-16, KC-10, KC-135, T-38, T-46A, and SR-71. \$3.50 ea, plus \$1.00 P&H.

The SPOOK is still available in Antiqued Silver Colored metal. \$2.50 ea, plus \$.75 P&H.

Send orders to PINS OF PRESTIGE,  
P.O.Box-2160, Florissant, MO. 63032



#### Youth Sizes

Small 6-8	Medium 10-12	Large 14-16
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#### Adult Sizes

Small 34-36	Medium 38-40	Large 42-44
X-Large 46-48	XX-Large 50-52	(This size \$3.00 more.)

All jackets, except as noted, are priced the same. Please allow at least five to six weeks for delivery. Overseas orders will be shipped via parcel post. Most domestic orders will be sent via UPS so please give your HOME address and not a POST OFFICE BOX number when ordering. Payment should be made via check or POSTAL MONEY ORDER. Overseas orders should be paid via INTERNATIONAL POSTAL MONEY ORDER or check drawn on U.S. bank. Send orders to:

PHANTOM PHANATICS SOCIETY  
3381 Apple Tree Lane  
Erlanger, Kentucky 41018  
U.S.A.

When ordering, please be sure to remember the following: On caps be sure to indicate whether you want an adult regular or child size. On jackets make sure you give the correct size.

We here at Society HQ believe these items to be quality products or we would not be offering them to you. We look forward to receiving your orders.



# SMOKE TRAILS

VOLUME I

No. 4

EDITORIAL ADDRESS

3381 Apple Tree Lane  
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SMOKE TRAILS is the official publication of the PHANTOM PHANATICS SOCIETY and is published on a quarterly schedule. Subscription fee is \$15.00 (U.S.) per year. First class and Air Mail postage is available to subscribers at an additional fee. Please write to the address above for additional information on postage rates.

COVER PHOTO: Nice photo of F-4C of the 131 TFW taken by T/SGT Fred Harl in April of 1985. SGT Harl has sent in a number of photos that we will be using in future issues of SMOKE TRAILS.

ABOVE: Flight of F-4Cs heading for the Tanker. This is another photo sent in by SGT Fred Harl.

The PHANTOM PHANATICS SOCIETY is an international organization open to all persons or groups that are interested in the study and preservation of the McDonnell Douglas F-4 Phantom II. The quarterly magazine of this Society will be known as "SMOKE TRAILS" and will contain stories about the F-4 and the collecting of material pertaining to this aircraft. The magazine will feature articles on collecting insignia, models, taking slides and photos and numerous other articles that should be of interest to Society members.

Members must report any change of address plus ZIP code promptly to the Society in order that they might receive their copy of "SMOKE TRAILS." The Post Office will not forward third class mail to your new address and will not return it to the sender. Failure to report your new address will require you to pay \$4.00 for each issue of "SMOKE TRAILS" that you miss. NO EXCEPTIONS to this rule.

All Society memberships expire on June 30 of the current year. Since we do not have a staff to continually send out renewal notices, you will receive one notice with the No. 3 issue of each Volume and reminder notice with the No. 4 issue. Should you not pay your subscription by the time the No. 1 issue of the next Volume is published, you will receive one letter notice that your fee is due. These three notices will be all that you receive from the Society to let you know that your dues should be paid. Just remember that ALL subscriptions expire on JUNE 30. Send in your renewal BEFORE JUNE 30 and there will be NO problems. Please be alert to renewal fee indicated on the notice.

# the SPOOK



# SPEAKS

This issue of SMOKE TRAILS brings to a close our first year as an organization. I would like to thank all those that have made this first year a success. We started with a handful of members and with this issue, we end with 281 names on the roster. I have a feeling that this coming year will see our roster grow considerably. Of course, for this to happen, we will need the support of ALL of our current members. If all of you would get just ONE new member, our membership would DOUBLE. I don't think that is asking to much, do you?

As mentioned in the last issue, there is now a Society hat and jacket available. Please see the advert in the back section of this issue on how you can obtain your very own hat and jacket. The hats are ready for shipment--now. The jackets will be ready for shipment in several weeks. The reason for the delay on the jackets is that the first design that I sent into the manufacturer did not look right. So, it was back to the drawing board for a better design. The second design was a lot better looking on the jacket. Now it will take three to four weeks to get the design placed on the jackets we ordered. I would like to thank all those that placed initial orders. We needed at least two dozen orders to get this project off the ground. We have more than exceeded that number at this time. Please bear with us on this, and we will get your jackets out as soon as we receive them.

Some of you have not yet received your Society patch. Well, I am still waiting for the manufacturer to send them to me. The order was placed just about the time the last issue of SMOKE TRAILS was mailed. I called the Company that is making the patches and they said I would have them in time to mail out with this issue. So--if you have a patch coming, look in the envelope real good--it just might be there! If not you will receive as soon as I get it. Sorry for the delay on this.

I saw member Robert Conely at the IPMS convention in Indianapolis and he advised that the membership certificate would be ready to mail out with this issue of SMOKE TRAILS. I do believe that he was serious about this and if you look real careful, you might just find your certificate enclosed with this issue. Thanks Bob, really appreciate your effort on behalf of the Society.

With regards to holding a "national convention" I would like to offer the following. To put together any size convention takes time and effort, on someones part. I would like to see about five or six Society members volunteer to become a convention committee so we can see just what it would take to have a meeting in 1986. I would prefer that at least one of these "volunteers" live in the St. Louis area. If your interested, please drop a line to Society HQ and advise that you are willing to serve on this convention committee.

Any plans we make should be firmed-up by the end of the year so members can be informed of time, date and place. I would also like to hear from Society members with their ideas on what this "first" convention should be trying to accomplish. Your ideas will help the committee decide which way the convention will head. Please write.

With this issue, I would like to introduce two new members to our Editorial Staff. Larry Davis and Bob Ulrich have volunteered to take on the job of Model Editors. Their first column in this issue is used to introduce themselves and give you an idea of what they will be doing in the future. I am really looking forward to the material these gentlemen will be producing. Welcome aboard!

While our staff is starting to build, we are still in need of some additional qualified people to join our ranks. We need people that can do stories/research on certain aircraft (Mig Killers) on the Drivers and other crew members, on various units and yes, even other type aircraft. If you have any talent in any of these areas, please consider doing some work for SMOKE TRAILS. We need your help!

While on the subject of staff, we also need an EDITOR. I took this job, to get things started, and now would like to see someone "volunteer" to become "the" Editor of SMOKE TRAILS. I am sure there are several of you out there that are more qualified to handle this job than I am. If your interested, please drop a line and we'll talk about it. The pay is nil, but the satisfaction of putting out a quality publication can't be beat. Please call.

I am happy to report that we have had several members volunteer to act as liaisons between the Society and several of the units that have operated the F-4. We certainly appreciate there taking their time to work for the Society. If you can do this kind of work, we would like to hear from YOU. Please write to Society HQ and we will work something out.

In the last issue we also asked for people to send in samples of their art work for publication in SMOKE TRAILS. One member took us up on this offer and we really appreciate his doing so. If you do "art" work, please send it in for publication. I am sure that our members will enjoy seeing what you can do. It will also be a good way to showcase your work. Come on--share!

Once again I would like to thank all those that have made this first year of the PHANTOM PHANATICS SOCIETY/SMOKE TRAILS a success. We've come a long way since the Spring of 1984, but we also have a long way to go. With your help, I am sure we will continue to be a success. Until the next issue....

Check Six

the Spook



ABOVE: F-4N (152968) of VF-111. This "Sundowners" Phantom was captured by the camera of Robert Dorr. VF-111 has had some very beautiful color schemes over the years. This one is super.

# U.S. Navy Tails

by

ROGER CHENARD

This is part four of a series detailing the many letter codes that the U.S. Navy has used, and is using, on the F-4 Phantom. Since 1961 there has been many Phantoms, using many combinations of letters and numbers, and with this series we hope to sort it all out.

To keep track of the various colors used in the drawings, it is necessary to refer to pages 17, 18 and 19 in the first issue of SMOKE TRAILS.

This set of drawings concludes the U.S. Navy part. In the next issue the series will continue with drawings of Marine Corp F-4 tail codes. The author of this series, Mr. Roger Chenard, would like to hear from those members that have photos of Navy tails that have NOT been illustrated. This holds true also for the Marine F-4's that will be illustrated in the next issue.

Your continued support of this series is greatly appreciated.

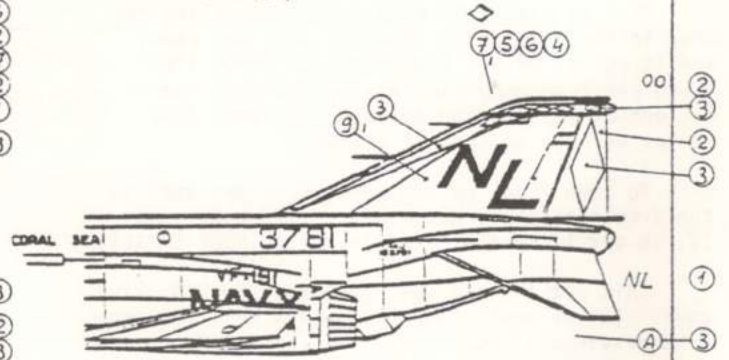
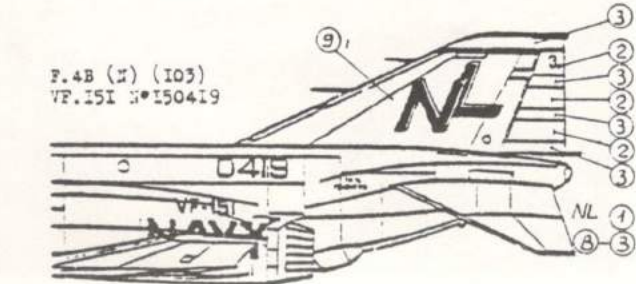
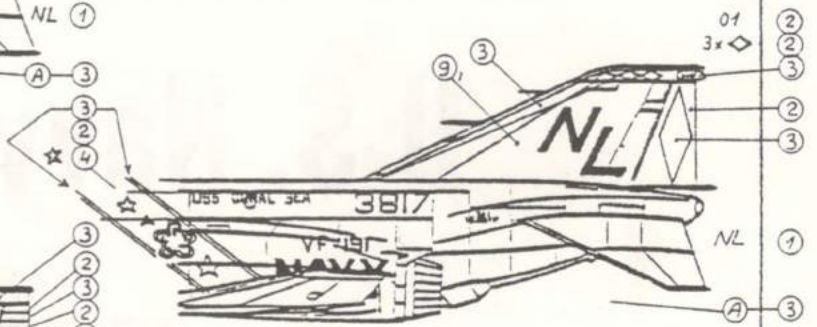
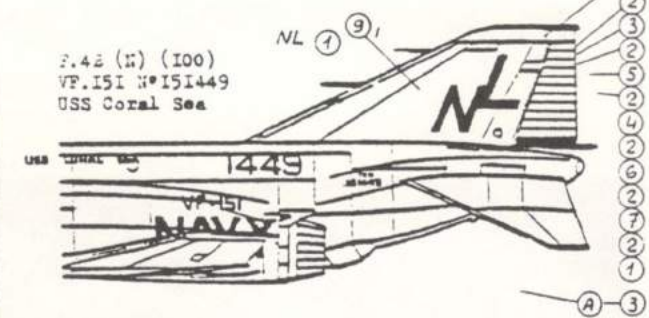
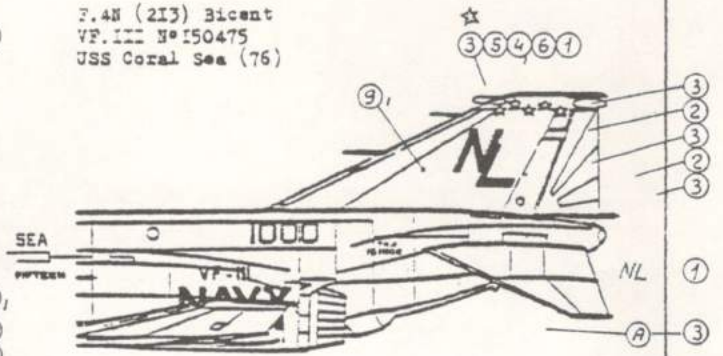
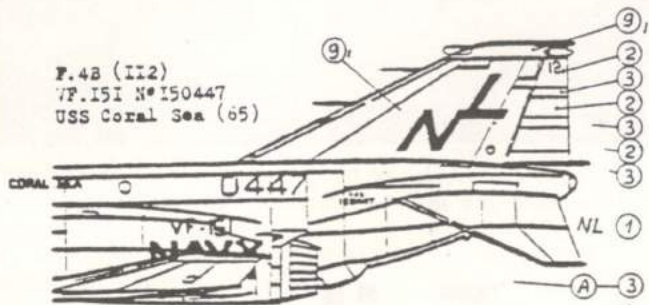
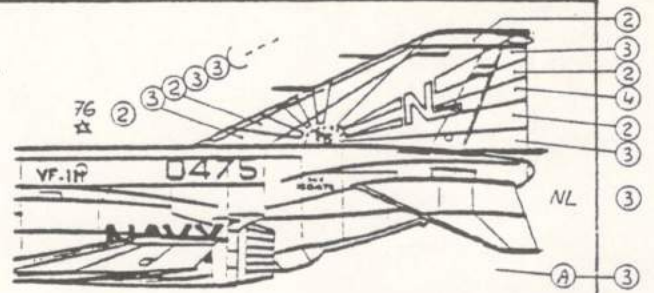
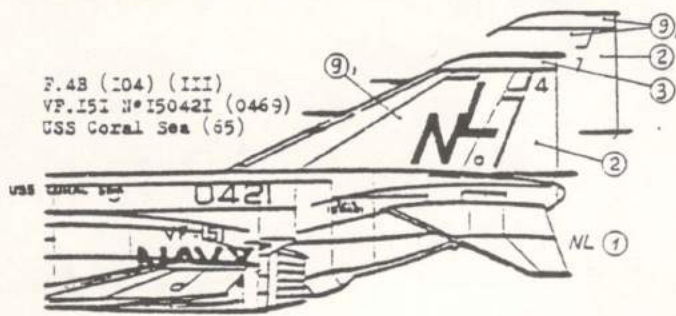


ABOVE: Bicentennial bird of VX-4. Truly an aircraft that had to be the most outstanding of the military a/c painted up to celebrate our 200th birthday. Photo by Ray Leader.



**US NAVY**

**M. DONNELL F-4 Phantom II**

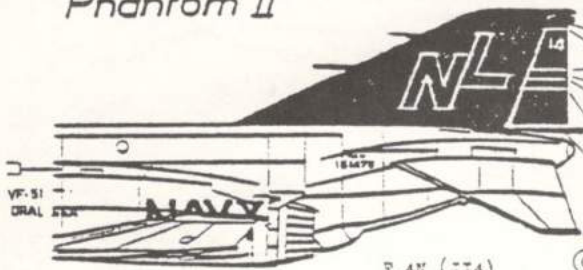


R. G. ...

US NAVY

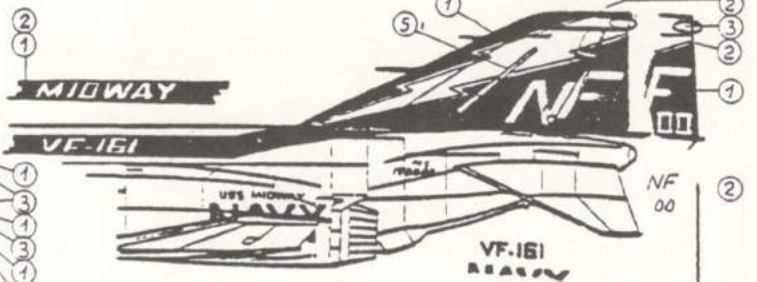
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'Phantom II'

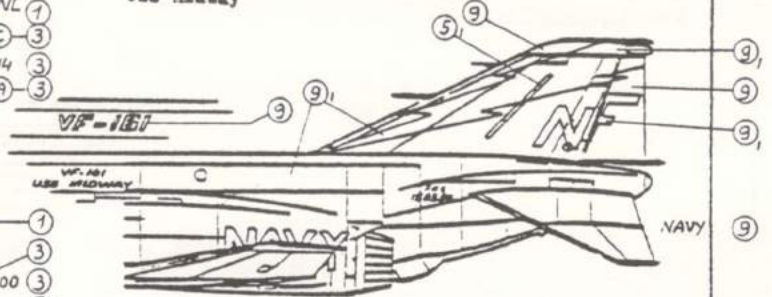


F.4N (114)  
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USS Coral Sea

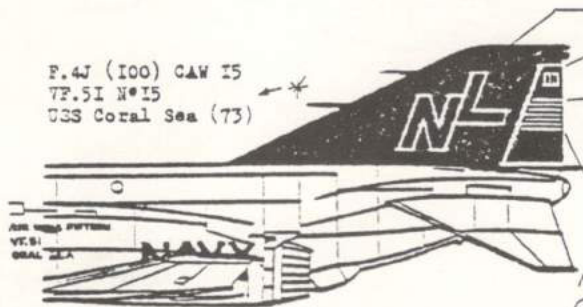
C 3  
14 3  
A 3



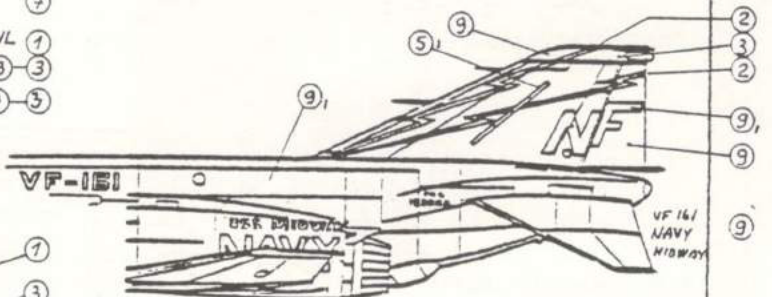
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USS Midway



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VF.161 N°158356 (3820)  
USS Midway



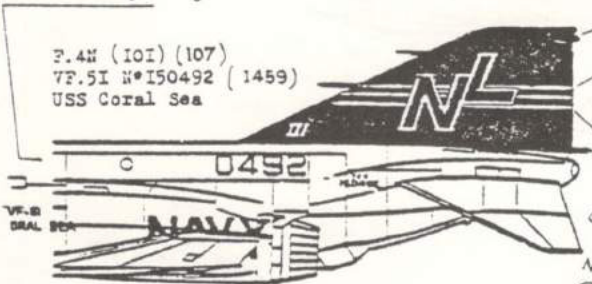
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USS Coral Sea (73)



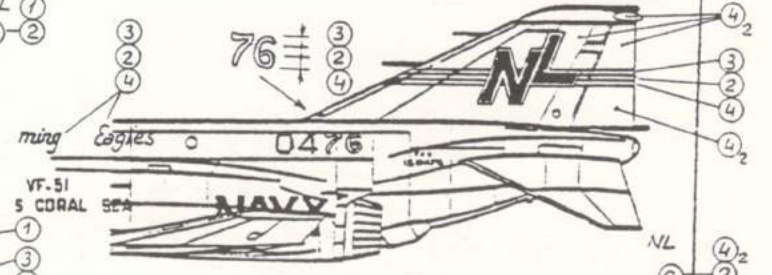
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VF.161 N°153858  
USS Midway

Screaming Eagles

3  
3  
2  
3



F.4N (101) (107)  
VF.51 N°150492 (1459)  
USS Coral Sea



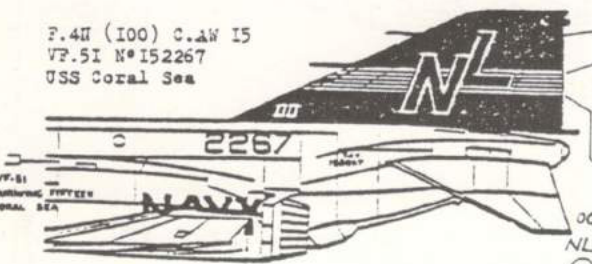
VF-51  
S CORAL SEA

NAVY

0476

VF-51  
S CORAL SEA

F.4N (210=76) Bicent  
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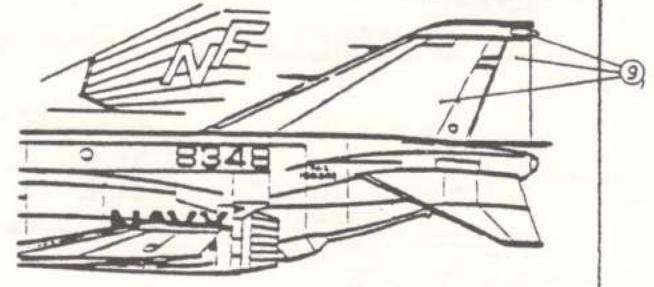
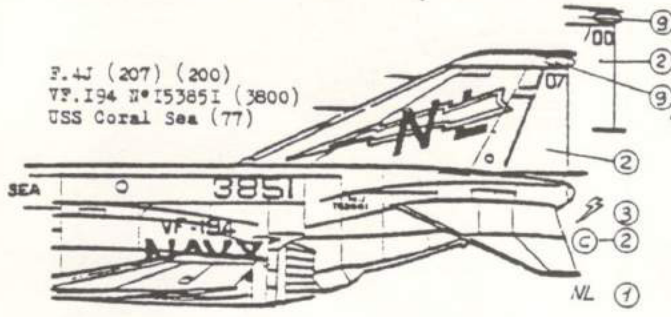
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USS Coral Sea



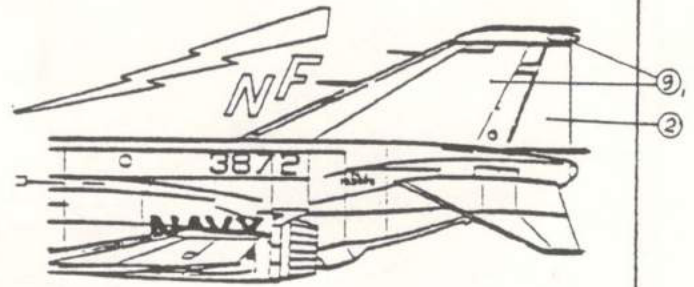
**US NAVY**

**M: DONNELLF\_4, Phantom II**

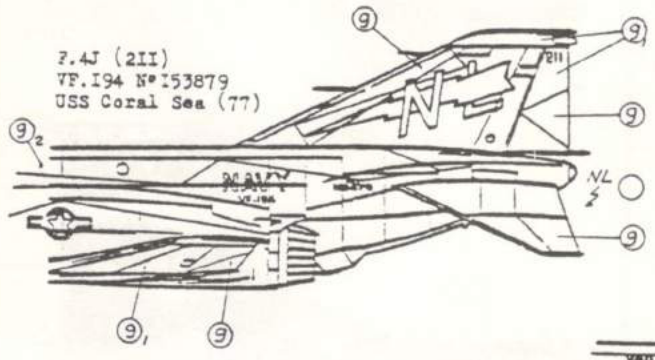
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USS Coral Sea (77)



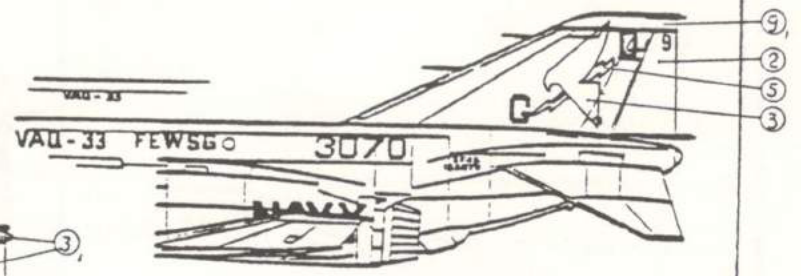
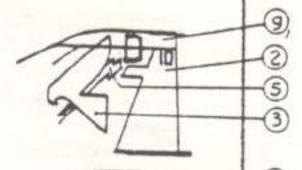
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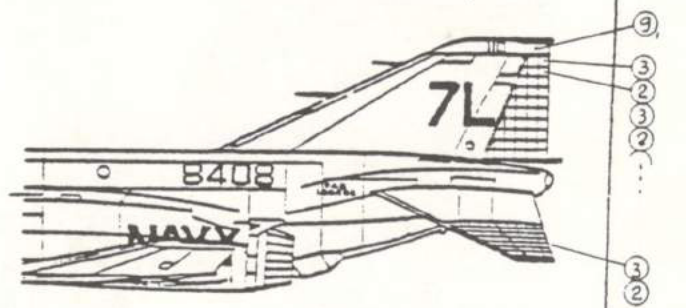
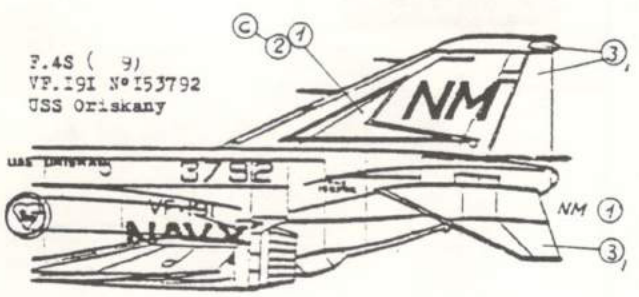


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VF.161 N°153872



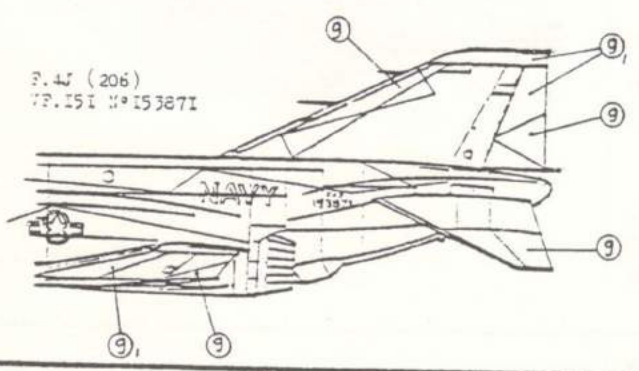
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F.4S ( 9)  
VF.191 N°153792  
USS Oriskany



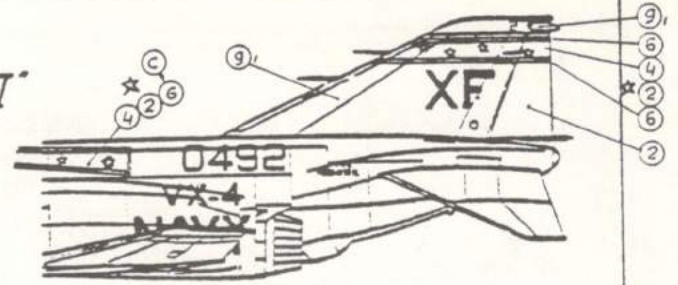
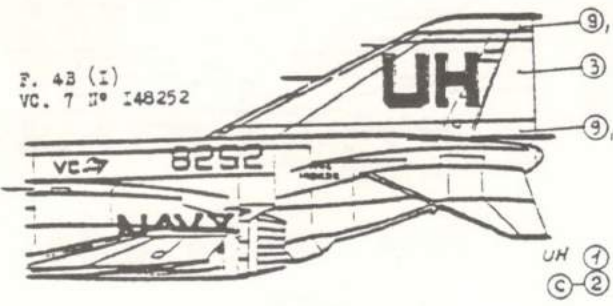
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F.4J (206)  
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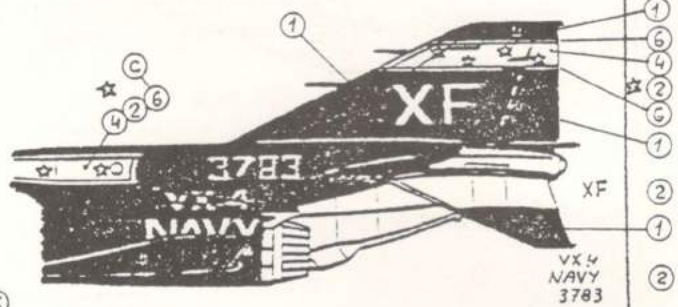
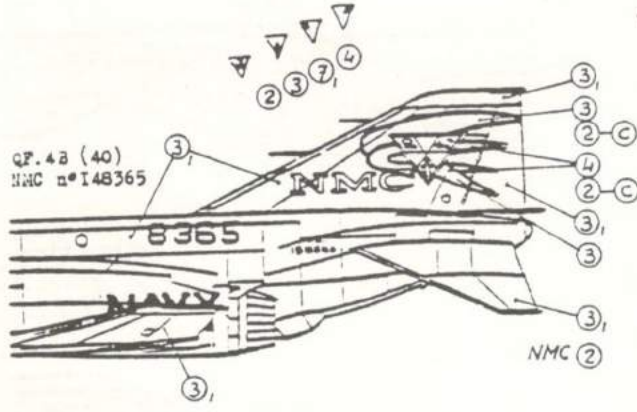


**US NAVY**

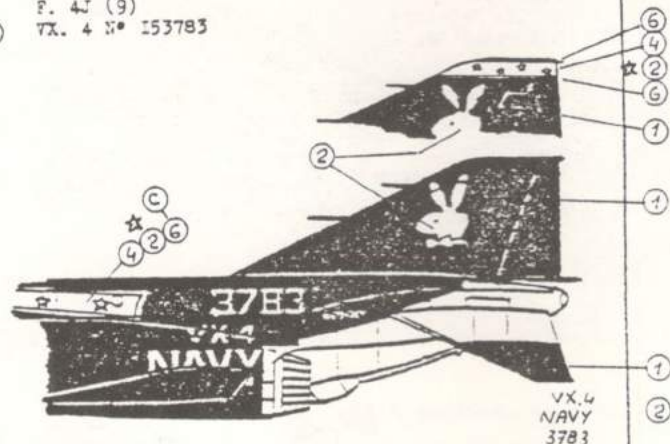
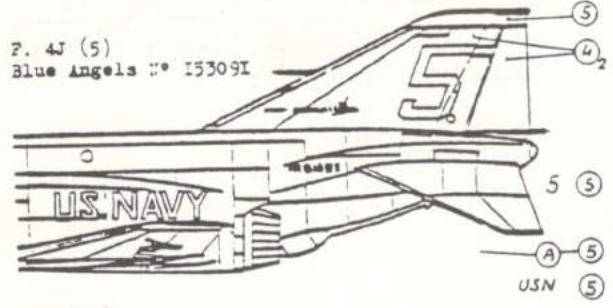
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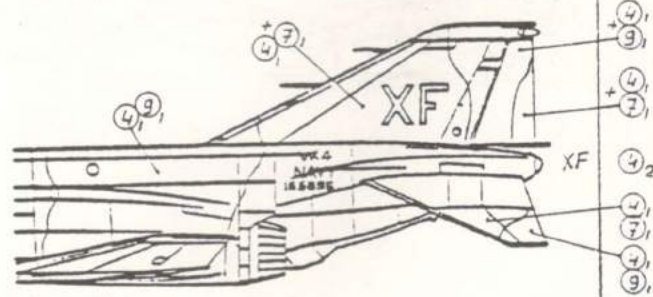
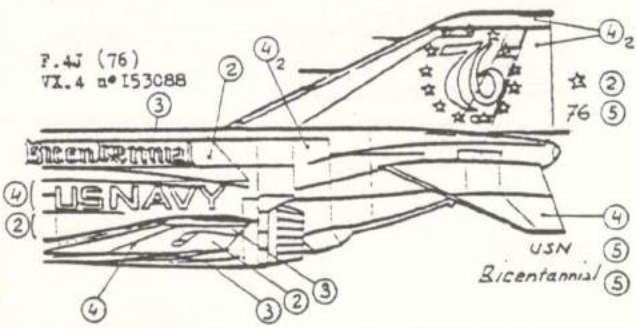
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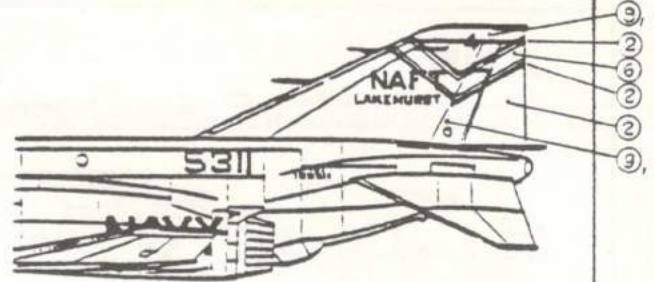
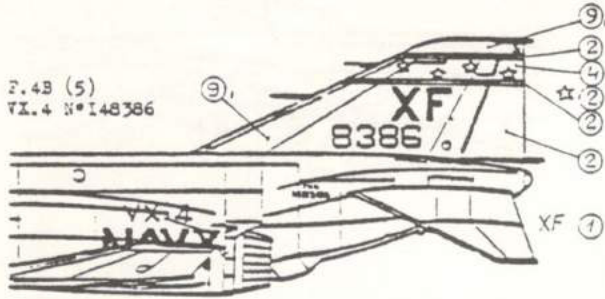


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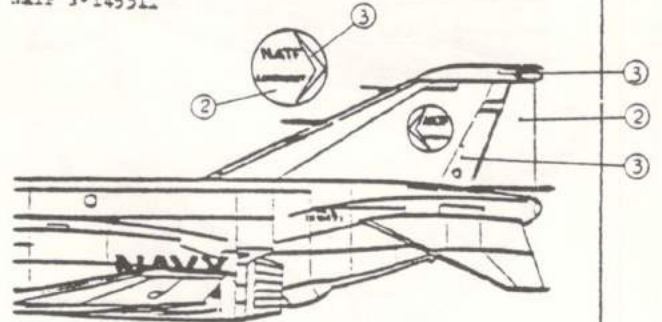
US NAVY

Mr DONNELL F-4 Phantom II

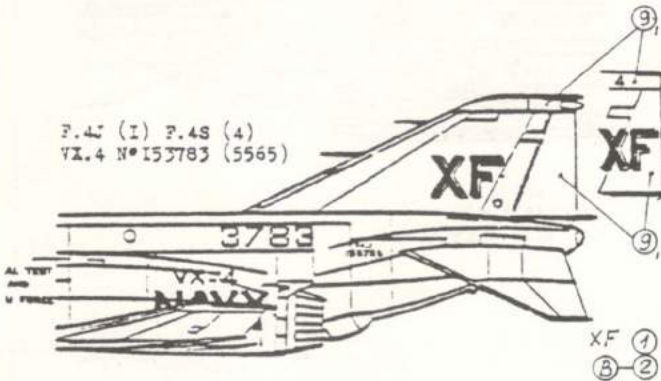
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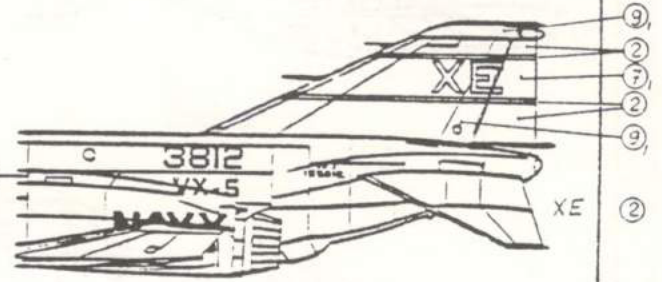
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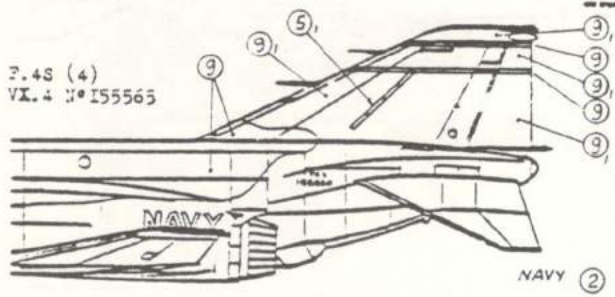
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VX.4 N°153783 (5565)



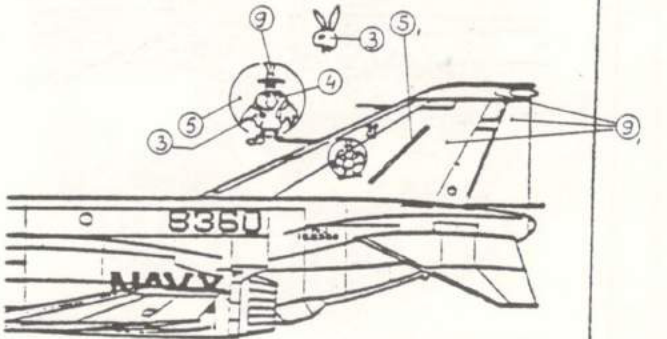
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Lakehurst



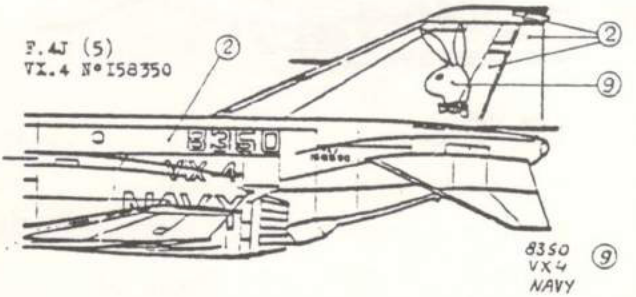
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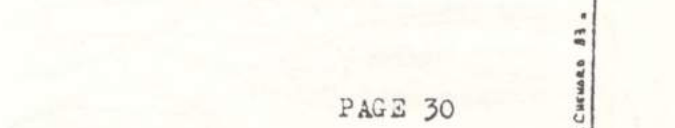
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F.4J (5)  
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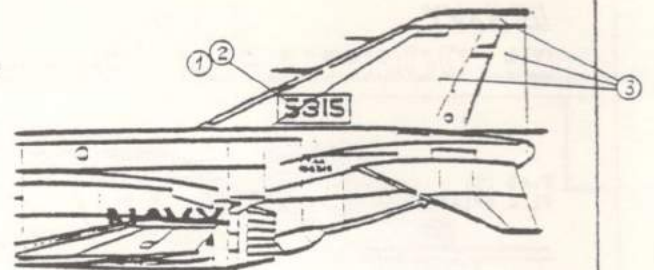
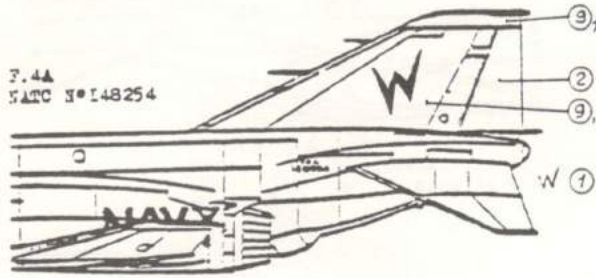
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US NAVY

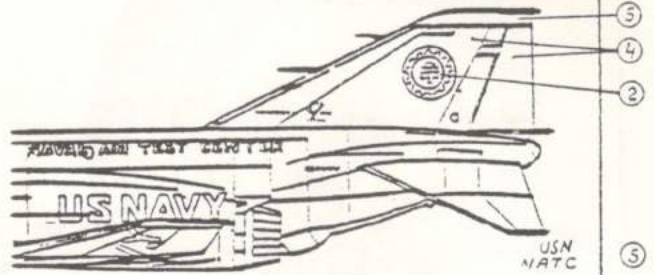
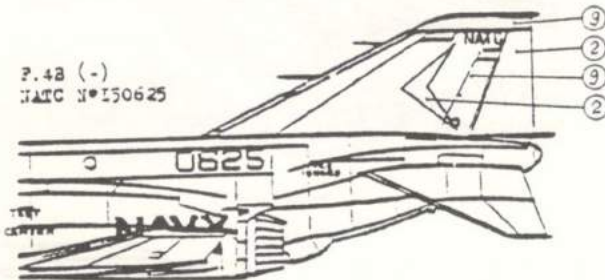
MC DONNELL F-4 Phantom II

F.4A  
NATC N°148254



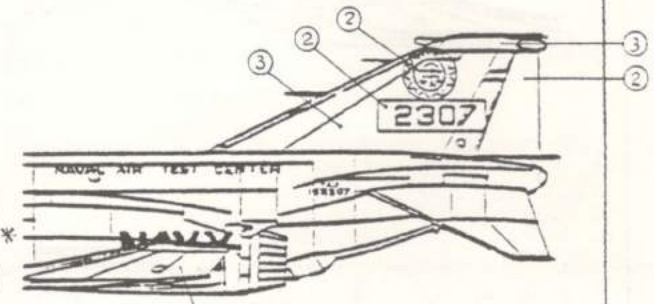
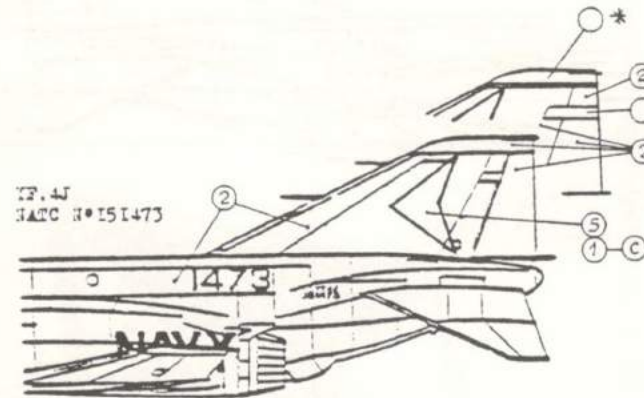
F.4A  
NATC N°145315

F.4B (-)  
NATC N°150625



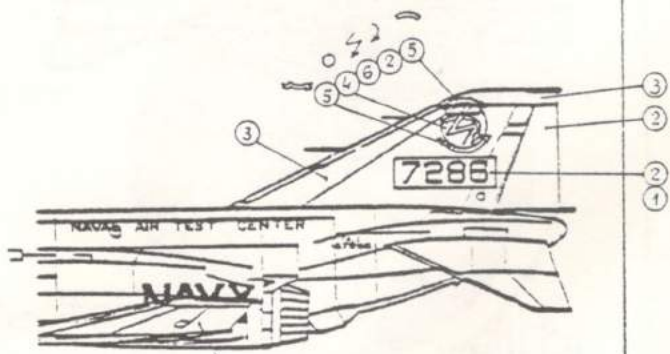
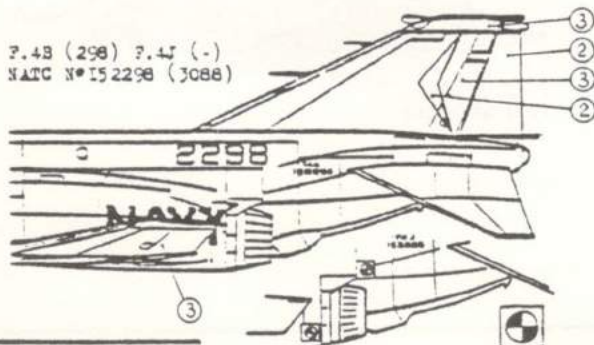
F.4J (339)  
NATC N°153839  
(ex Blue Angels)

TF.4J  
NATC N°151473



F.4M (307)  
NATC N°152307

F.4B (298) F.4J (-)  
NATC N°152298 (3088)

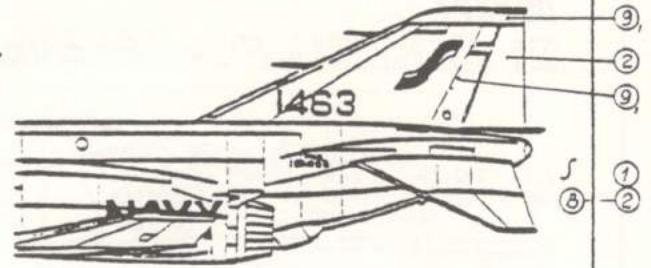
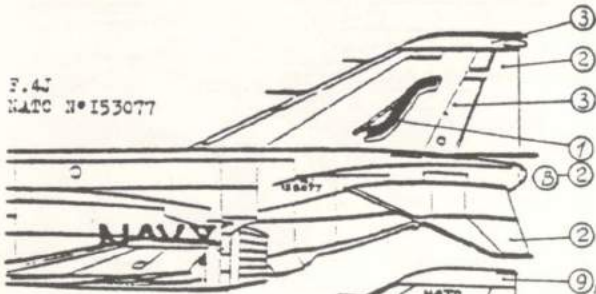


F.4N (286)  
NATC N°157286

**US NAVY**

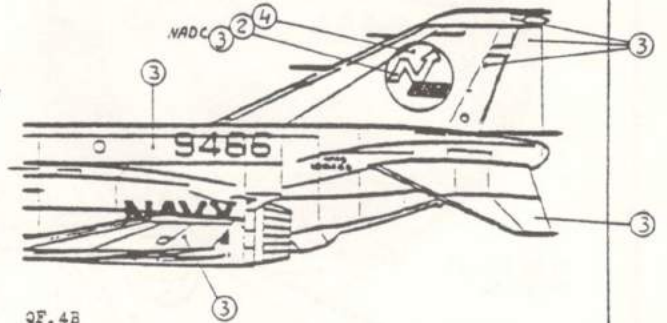
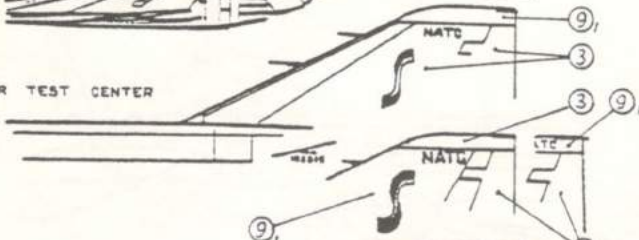
**Mc DONNELL F-4 'Phantom II'**

F.4  
NADC N°153077

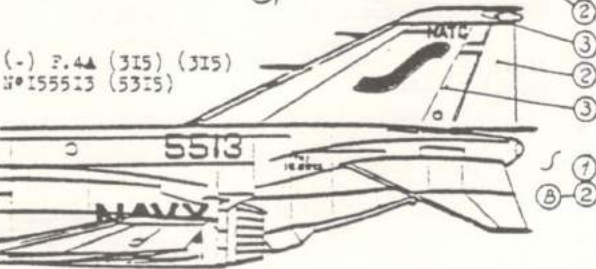


F.4B (F.4N)  
NADC N°151463

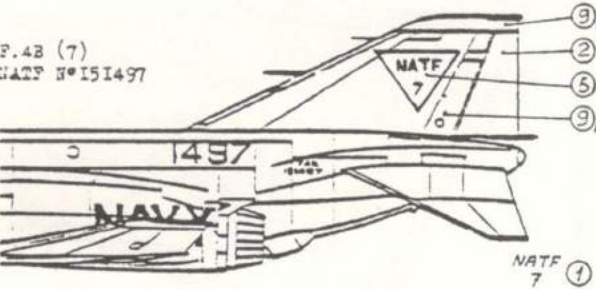
AIR TEST CENTER



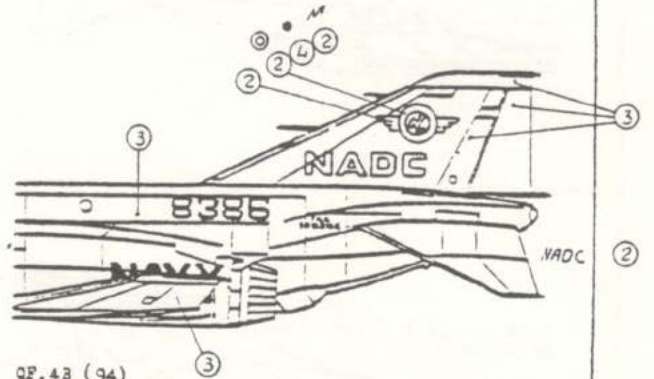
F.47 (-) F.4A (315) (315)  
NADC N°155513 (5315)



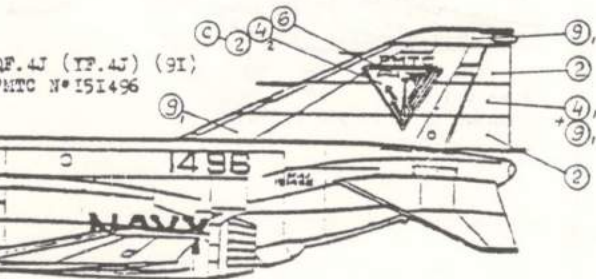
QF.4B  
NADC N°149466



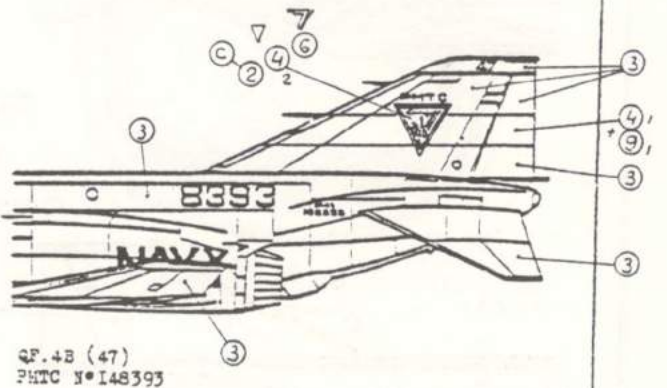
F.4B (7)  
NATF N°151497



QF.4B (94)  
NADC N°148386



QF.47 (F.47) (91)  
PHTC N°151496

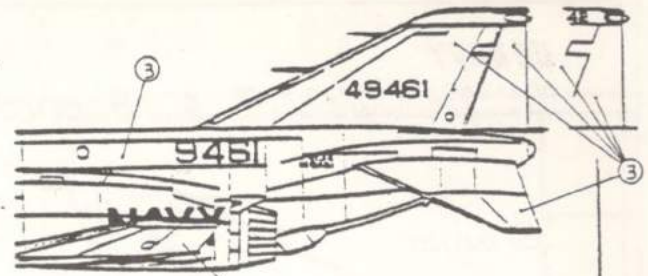
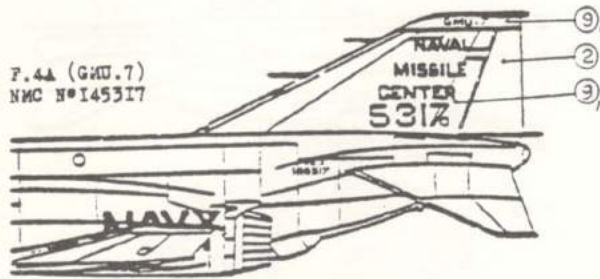


QF.4B (47)  
PHTC N°148393



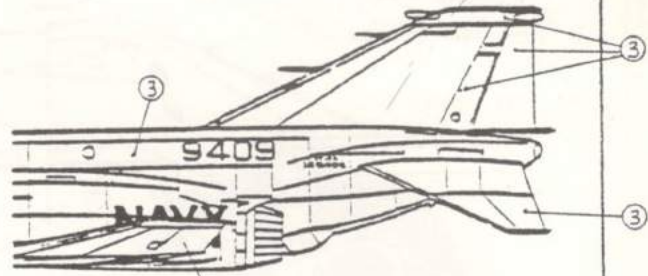
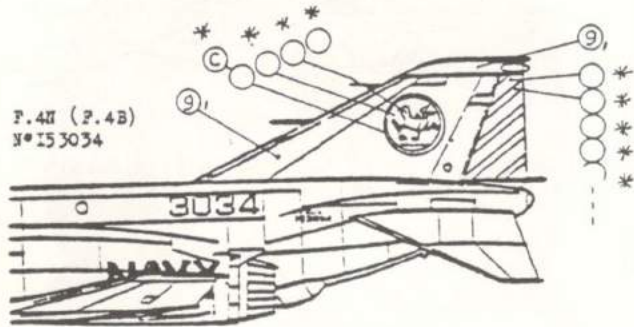
**USNAVY**  
**Mr. DONNELL F-4 Phantom II**

F.4A (GMD.7)  
 NMC N°145317



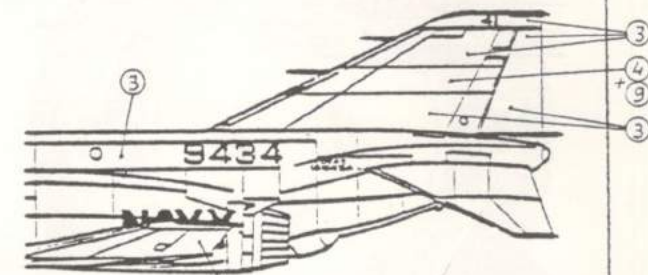
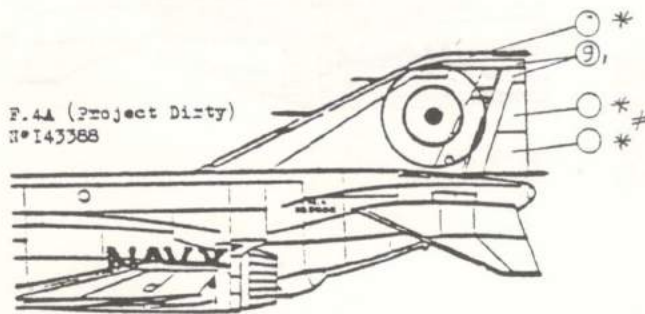
QF.4B (43) (42)  
 (PNTC) N°149461 (9471)

F.4B (P.4B)  
 N°153034



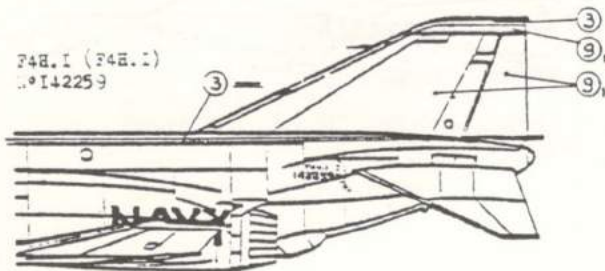
QF.4B (-)  
 (PNTC) N°149409

F.4A (Project Dirty)  
 N°143368



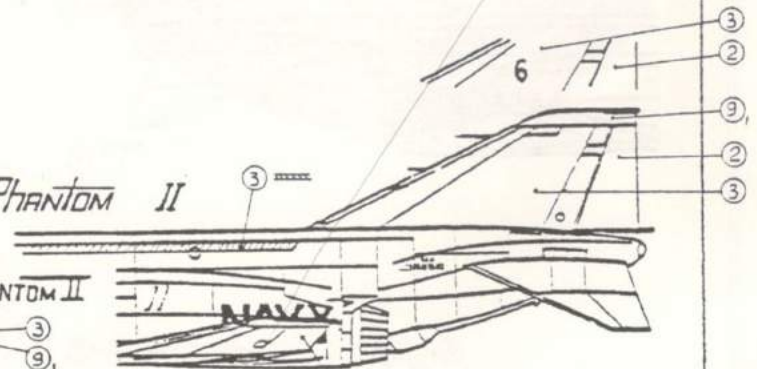
QF.4B (41)  
 (PNTC) N°149434

F4B.1 (F4B.2)  
 N°142259



*Phantom II*

PHANTOM II



F.4A (-) (6)  
 Phantom II N°145310 (3391)

# Base Exchange

The BASE EXCHANGE (BX) section of the magazine is provided to give you, the Society member, a place to list material that you have for sale or trade, or to list material that you are looking for. Please keep your requests short and to the point. No long lists of items--please. When sending in material to this column, ALWAYS send it in on a separate sheet of paper and do not include it within a letter. Send your requests to: BX-SMOKE TRAILS, 3381 Apple Tree Lane, Erlanger, KY 41018 U.S.A. After listing material in this column, please have the courtesy to ANSWER ANY AND ALL INQUIRIES THAT YOU RECEIVE! THANK YOU.

RICHARD KIERBOW, 2424 E. Wild Turkey, San Antonio, TX 78232 has an extra copy of PHANTOM IN COMBAT by Walter J. Boyne, published by Jane's in 1985, for \$17 postpaid. If interested write or call (512) 496-3255.

Member Brent A. Mettert would like to see a story on the 906th TFG at Wright-Patterson AFB in a future issue of SMOKE TRAILS. Anyone care to research such an article and send it in for publication?

PAUL COLLINS, 3381 Apple Tree Lane, Erlanger, KY 41018 is looking for military post cards. Prefer modern day jets and WW II era aircraft. Also interested in the older cards showing air bases and Army posts. Have no traders, but will purchase. Please write and let me know what you have.

FRANCOIS CONTE-DEVOLX, 55 Avenue Julien Fabre, 13300 Salon-de-Provence, France is looking for any slide/photograph of F-4J BuNo 153790 (Pilot Lt Cdr Norm McCoy) with special camouflage seen at Miramar in October of 1976. Any assistance from Society members will be appreciated.

JOE THOMAS, 4407 N. 20th Road, Arlington, VA 22207 is looking for jacket patches, Navy desk models and other goodies associated with the F-4 Phantom.

In the last issue James E. Ray was looking for information on the Euro-1 paint scheme. His request was answered and James is now on his way to completing a model in the Euro-1 scheme. Thanks, the system really works!

KARL SMALLEY, 5232 Curtis, Dearborn, MI 48126 would like to buy good quality slides of F-4C and F-4D a/c. Please NO RFs. Especially interested in those used by ADC units. Also wants T-33s used by the ADC units.

ATTENTION: Members, this column is for YOUR benefit. I am sure that a number of you have items that you are looking for and items that you might wish to sell or trade. Here is the opportunity to do just that. Please send in your requests so you can enjoy your membership even more.



ABOVE: Another famous F-4 is this black "Playboy Bunny" aircraft of VX-4. You really had to see this a/c to really appreciate the beauty of it. Photo from Bruce Stewart via Piccianai Aircraft Slides.



ABOVE: F-4J 153768 also of the NATC. This is one of several different paint schemes worn by the a/c of the NATC. Photo from Piccianai A/C Slides.



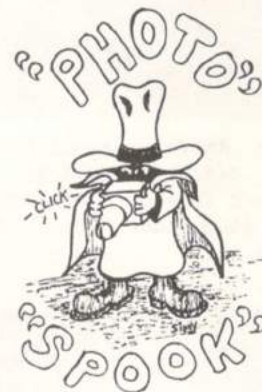
ABOVE: F-4J 153071 of the Naval Air Test Center. Note emblem on tail. Clean aircraft. File photo.

# THE PHANTOM MASCOT



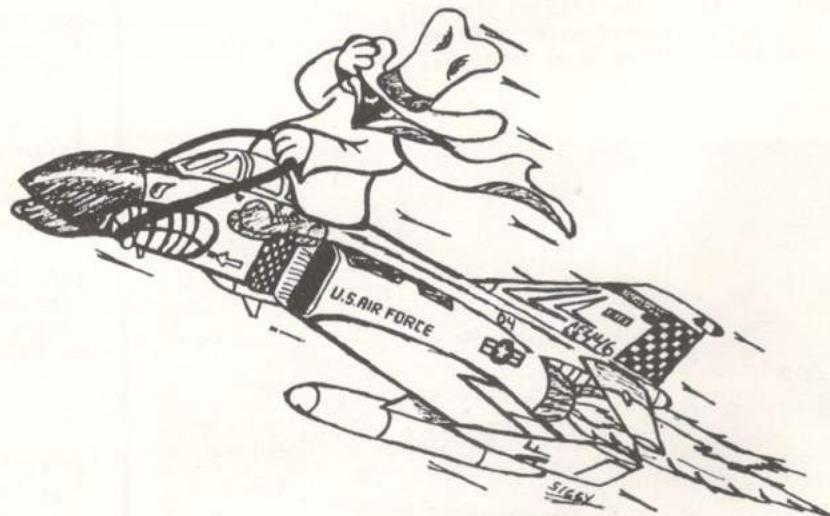
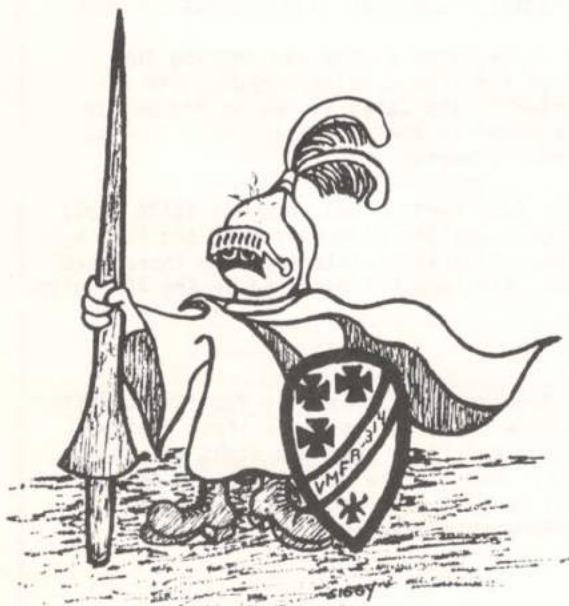
You may remember in the last issue of SMOKE TRAILS it was requested of those that had photos and drawings of the Spook to send them in for publication in future issues of the magazine.

Society member Johnny "Siggy" Signor has answered this request with a number of drawings of our favorite mystery fellow. Johnny also does other art work including unit insignia and aircraft. If your interested in what he could do for you, please write him at 3418 Carolyn Lane, Cocoa, FL 32926. I have seen some of his work, and was very impressed.

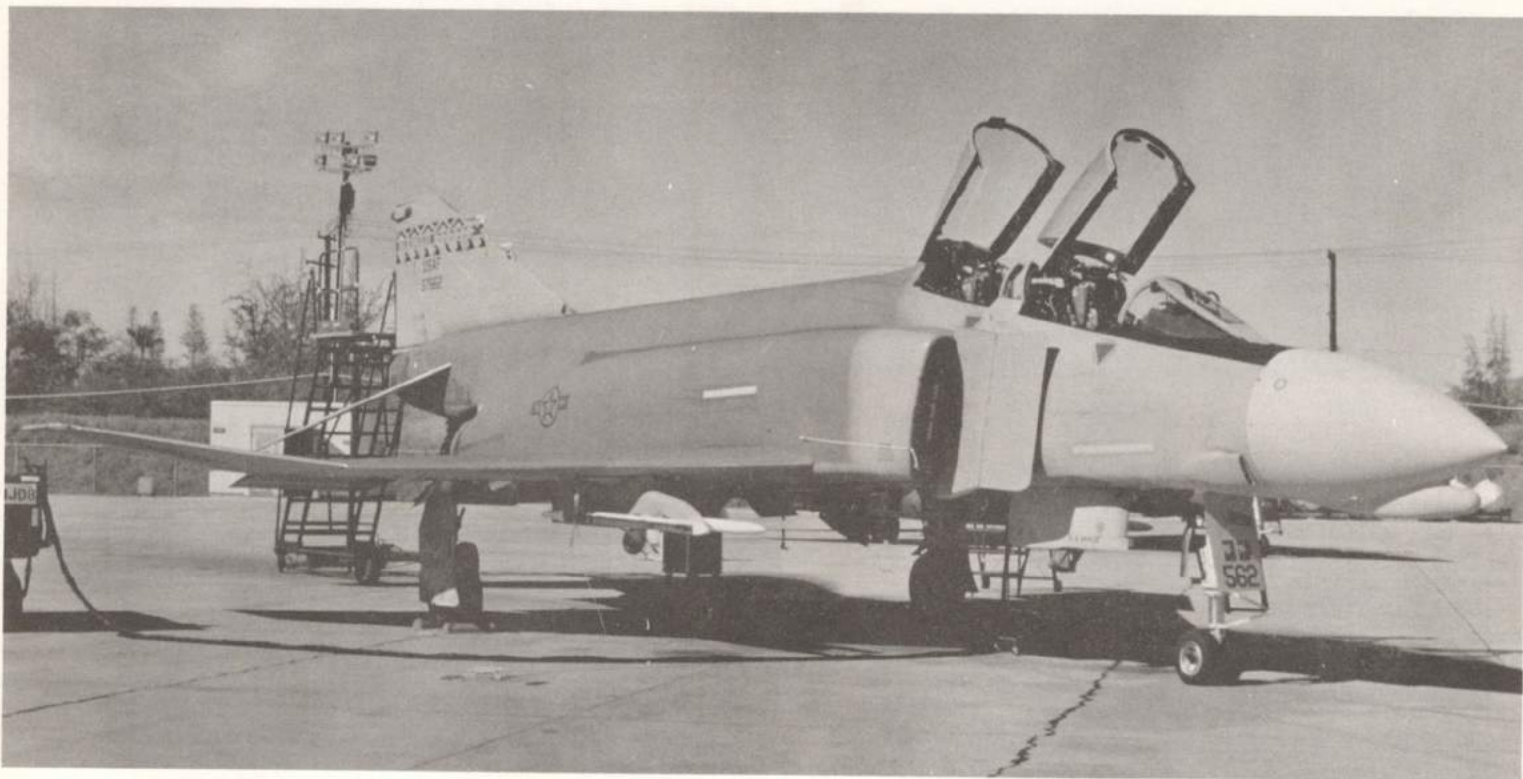


Should anyone else desire to see their work published in the pages of SMOKE TRAILS, please send samples of your work to the Editor. We need your help on this, so if you do art work, please drop a line.

The Spook



# Phantom Phlashes



ABOVE PHOTO: LT Mark Morgan from San Diego, CA has submitted this fine photo of the Hawaii AG F-4C in the "Egyptian" color scheme. To model this bird in 1/48 scale, use the Hasegawa F-4C/D and the decals from Microscale sheet 48-253 and kit decals.

Mr. Chelum Huang of Hawaii offers the following on the photo of the Hawaii Air Guard F-4C that appeared in the last issue of SMOKE TRAILS. The camouflage scheme is referred to as the "Egyptian Grey Scheme." The Hawaii AG has two schemes on its F-4Cs: A wrap-around SEA scheme and the Egyptian scheme. Prior to the adoption of the Egyptian scheme the planes were painted in a gloss ADC grey. As everyone is aware, the US Navy and Marine Corps have toned down all of their combat aircraft, painting those a/c in three toned low-visibility greys. The Hawaii AG also noticed that the gloss ADC grey aircraft were also too visible, especially in turns when the sun caused alot of "glint" to be seen. As a result, all ADC grey F-4Cs are being repainted in low-visibility greys. I'm told that the colors are the same as the F-16 greys (FS-36118, FS-36270 and FS-36375). About half of the Guard's 24 F-4Cs will be in SEA wrap-around scheme and the other half will be in the Egyptian scheme.

**ATTENTION:** For those that missed it in the last issue of SMOKE TRAILS, Society hats and jackets are NOW AVAILABLE. Please check the announcement located in the back section of this issue. These are really "phantastic" items at a price you can all afford. Get YOUR order in N O W!!!

**INFORMATION PLEASE!** Marco Abrate, via San Marino 68 10137 Turin, Italy wants to know what units used the tail code FS. Anyone have this info available? If so, please drop Marco a line.

**MORE INFORMATION PLEASE!** Sometime back one of our members inquired of HQ if we knew about any F-4s being in RUSSIA! Does anyone have such information? If so please advise so we can give out this scoop to all members. If known, aircraft number and how they got to Russia. Thank you.

Several members wrote in with regards to the last F-4 to come off MCAIR production line. Here it is: MDC #5068 A.F. No. 78-0744 (KS) F-4E #37, Block 67. First flight--14 September 1979. Flyaway--26 October 1979. Assigned to 17th TFW Cheong JU AB, ROKAF. Thanks to all that wrote in with this information.

**ADDITIONAL INFO:** Masahiro Yamasaki from Osaka, Japan reports on the last F-4 assembled by Mitsubishi Heavy Industry Co. The 140th going to the JASDF wearing serial 17-8440. Aircraft went to 306 Sq/6th Air Wing in grey and white scheme with old 6th Air Wing marking on tail.

John Harty of Bridgeton, MO advises that F-4E (68-345) of 131st TFW has the new bird proof one-piece windshield installed as a Class II modification. He will furnish photos for next issue of SMOKE TRAILS.



Andrew Kingdon of Essex, England send in the beautiful photo of the Phantom illustrated above. Here is his story. (Editors Note: Andrew had sent this in earlier in the year, but it was misplaced until now.) Recently I went to Europe for a long weekend and while I was there went to the Pferdsfeld Air Base Open Day. The West German unit JBG 35 is based here and fly the F-4F. The show was brilliant! I was lucky enough to get in as a member of the press. We really got the royal treatment! We were permitted to go around all of the static displays BEFORE the public was admitted, then we were placed on a coach and taken for a short tour around the base. We finished up at the blast pens where all of the F-4s are kept. We were surrounded by about 15 F-4Fs, and on a hard stand by itself was the F-4 illustrated above. This aircraft was painted to commemorate 25 years of JBG 35. The F-4 was completely painted light blue with a bright yellow stripe--absolutely beautiful. After about half an hour we were taken back to get some food and drink.

When the flying started we were all taken down, by escort, to the main taxi-way leading from the blast pens. Towards the end of the flying display, 17 Phantoms taxied out in front of us. We were no more than 20 feet away from the aircraft. Some of them stopped and posed for photographs--you should have heard the cameras clicking--it was like the crickets mating season! The 17 Phantoms took off and did a mass flypast that was just "phantastic!"



Mr. Wilfred Boudas of France asks the following: When the Iranian Phantoms are operational on their bases, they wear on the middle of the fin, just under the flag, a small number within a circle. What is the purpose of this number? Anyone know? If so please write in and we will publish it in the next issue of SMOKE TRAILS.

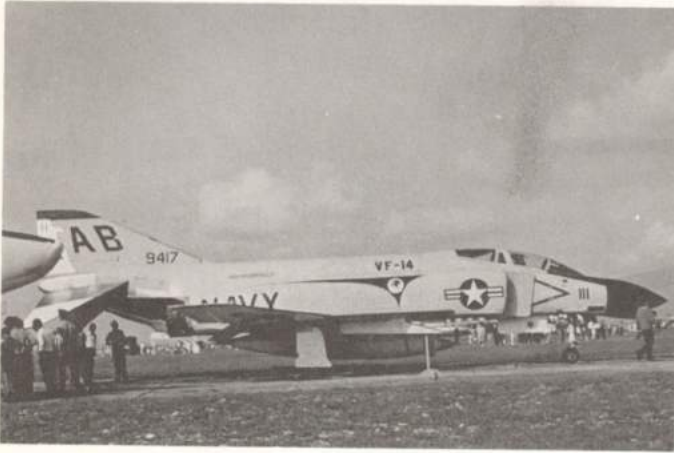


Mr. Boudas also has some inquiries about Spanish F-4s. The photo illustrates an F-4C, the last of its type in Europe, with serial C12-39 (64892) and C12-04 (64909). In Spain, a wing (ALA 12) is equipped with both F-4C and RF-4C. The aircraft are distributed between two squadrons: 121 and 122 Escuadrons. The difficulty is to know in what squadron are the F-4 because it changes all the time according to the disposition of the aircraft. Note the F-4s don't wear the number of the squadron on the intake followed by the number of the plane in the unit as usual. On the other hand, the Phantom has, on the fin, the insignia of ALA No. 12, a cat's head. Can anyone explain how the Spanish operate their F-4s? Please answer through this column so all Society members will know the answer. Thank you.

Stefano Vettorazzi of Villazzano, Italy offers the following three photographs that were taken at the Aviano AB air show in June of 1964. We appreciate hearing from Society members that have this type of information available. We want to hear from YOU. Thank you Mr. Vettorazzi for sharing this early vintage F-4 photos with us.



Photo on previous page illustrates F-4 (149459) of VF-14 (operating from USS Roosevelt) arriving at Aviano AB.



F-4 (149417) on display at the Air Show held at Aviano AB, Italy in 1964.



No. 149417 being serviced by some Air Force types prior to departure of Aviano AB.

Jean-Michel Guhl of "AIR FAN" magazine offers the following two photos of F-4s stationed in California. The grey bird was photographed at Fresno in January of 1984 and belongs to the 194th FIS. The SEA colored bird was caught at March AFB in January of 84 and belongs to the 196th TFS. This livery is now available on Microscale sheet #48-253. Both photos are very nice.



BELOW: Fred Harl offers this photo of the latest addition to the 131 TFW at Lambert IAP. Latest report has it that the F-4E has totally replaced the units F-4C's. More from Mr. Harl later.





# The Model Hangar

by

LARRY DAVIS & BOB ULRICH

This issue's modeling column will be a short one, serving to introduce Larry Davis and Bob Ulrich as modeling editors of *Smoke Trails*. As Phantom buffs and modeling enthusiasts of long standing we look forward to the opportunity to communicate with you about our favorite subjects. We hope the communication will work both ways. Specifically, we invite you to tell us what you might like to see in the column. Suggestions, comments, or additions to the information presented here are welcome. If you have questions concerning Phantom modeling, please ask.

The Phantom is a rich subject for the plastic modeler, with more kits and decals available than for almost any other aircraft. Only such other classics as the P-51 and its WWII brethren can rival the F-4 for its diversity of kits and markings. In spite of this, modeling some versions of the F-4 can be a difficult and frustrating experience. Either the available kits are incorrect, or in some cases a kit simply isn't available at all. Modelers working to one scale and trying to build a complete collection of Phantoms know what we are talking about. We hope to fill the gaps, so to speak, by passing along the experience of many years building one Phantom kit after another.

A long term project already in mind is to focus on one particular variant of the F-4 at a time and cover in detail how best to model it. This would begin with a considered choice of the best kit (or kits) to start out with, followed by all the corrections or additions needed to produce a first-class replica. Painting and marking details would also be dealt with. The eventual result should be a series of articles which taken together would give the Phantom modeler the information needed to build an accurate model of any major version of the F-4.

The column will also attempt to keep up with developments in the hobby industry by means of news and reviews of new products. Because this column was prepared very quickly, we will confine it to some brief reviews of some new kits, with detailed modeling articles to follow in later issues.



ABOVE: F-4E of 31 TFW shown here in SEA colors. Photo from Charles Johnson collection. There are a number of decals now available to do various F-4E models.

\*\*\*\*\*

Hasegawa has recently reissued its 1/72 scale F-4E kit in two versions, one a West German F-4F, and the other a USAF F-4E. If you passed these kits by thinking it was just a markings change, look again. Hasegawa has a policy of revising and updating its older kits as the actual aircraft change, and the F-4E is the latest to benefit from this program. The Hasegawa kit is now the most up to date F-4E kit on the market.

The basic kit, familiar to most modelers, is not changed. The bad points, such as a very simple and spartan cockpit and closed canopies, remain. But the kit now includes an entirely new wing molding, featuring the leading edge slats, their associated stall fences, and the prominent combat camera pods found on US aircraft. The fences and cameras are two important items omitted in the ESCI F-4E. The Italeri kit gives you the fences, but not the cameras. The Hasegawa kit also provides the TISEO pod for the wing, complete with a clear piece for the lens.

Other new items include a vastly improved pair of ejection seats, a centerline bomb rack pylon, new inboard wing pylons with chaff dispensers molded in, and very nice Falcon missile launchers for the pylons. The pylons are designed to accommodate the Air Force style Sidewinder launchers provided in Hasegawa's weapon sets. Many USAF Phantoms have been fitted with the new ARN-101 navigation system; Hasegawa





ABOVE: F-4F of the West German Air Force. Aircraft is in standard West German camouflage. Photo from Charles Johnson collection.

provides the distinctive large flat antenna located on the spine which is associated with this system. A blank filler piece is included for aircraft not so equipped. Be careful if building an ARN-101 bird, however, as there are two additional blade antennas located on the spine which the kit does not provide. Check your references.

The Luftwaffe kit includes markings for two JG74 aircraft, one in the standard paint scheme sporting a large sharkmouth, and the other in one of the new and unusual camouflage schemes appearing on German birds. Both versions feature extensive stencilling, and full painting instructions are provided. The USAF kit gives you markings for a 52TFW Phantom in the new Europe I paint scheme, with all black markings (including the sharkmouth), and for a 4TFW aircraft with a strange flaming sharkmouth. Hasegawa has significantly improved the quality of their decals recently, and they are now among the best kit decals available. We highly recommend these kits.

\*\*\*\*\*

Several months ago Fujimi announced a series of 1/72 scale Phantoms to cover all major combat types, a sort of small scale counterpart to the Hasegawa quarter-scale series. Since the line was to include a B/N version, I was overjoyed. At last a small scale B! I eagerly went through all my old decal sheets, trying to decide which markings to use first. I should have saved my energy. The kits are here, and they were not worth the excitement.

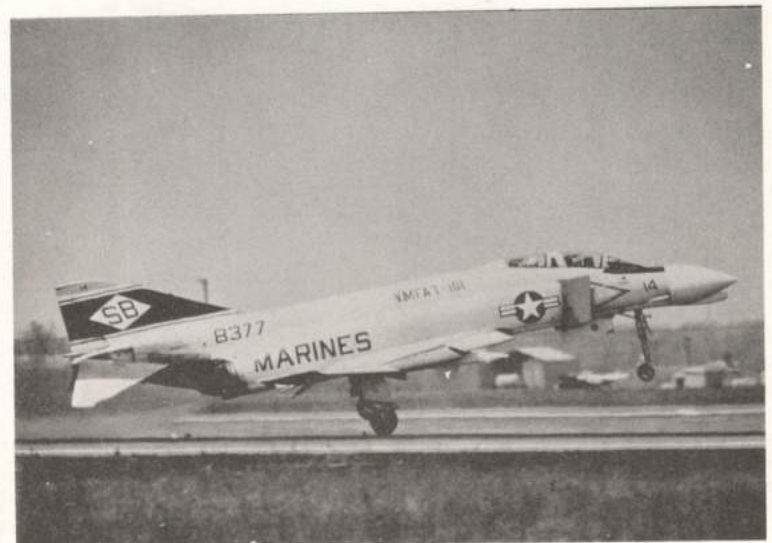
This review will concern itself with the N and S versions, but most of the remarks will be applicable to the entire line. It is difficult to know where to start, since there is much to criticise, so perhaps in fairness I should give Fujimi credit for the good points first. The kits do represent the aircraft they claim to; that is, the N is externally correct, with the flat wing section characteristic to this variant. It has the distinctive RHAW antenna on the leading edge of the tail found on many B's molded in. This is certainly to allow the later B kit to use the same fuselage molds, but most N models did not have this antenna. The S version is also basically OK, although the stall fence on the slatted wing is an

Air Force type, much too small for a Navy bird. Many small details are well done, such as the intake RHAW antennas, and even the small bumps on the upper wing surfaces unique to Navy Phantoms. Surface detailing is of the fine recessed panel line variety, with the grille and vent details well represented.

So much for the good stuff. The bad news begins in the cockpit, which aside from the seats is a total disaster area. Fujimi made the same mistake as ESCI and Italeri in using the cockpit floor to double as the nose gear well roof. This puts the cockpit too low inside the fuselage. Ever wonder why the seats in these kits have those little legs molded to their bottoms? The legs push the seat up high enough so that the seat top protrudes above the cockpit sill line as it should. Fujimi then compounded their error by failing to correctly match the shape and location of the cockpit assembly with the fuselage. The whole cockpit sits too far forward, so that the rear instrument panel sits right up against the back of the pilot's seat, and the pilot's panel is lost somewhere up near where the radar set lives on the real aircraft. On top of this nothing in the cockpit, not the instrument panels, not the consoles, not even the rear bulkhead, comes even close to fitting up with or matching the space inside the fuselage. There are open spaces and huge gaps any way you look at it. The only recourse for the cockpit detail buff is to cut off the consoles, glue the remaining piece to the nose gear well, and start scratchbuilding. If you do this, plan to vacuumform a canopy, otherwise all your work will be hidden inside a thick, one piece canopy molding.

The basic parts breakdown is similar to the ESCI kit, except that the lower forward fuselage piece which incorporates the nose gear well is oddly shaped. For no apparent reason it angles up sharply at its front end where it mates with the nose. The nose area itself looks funny, with a sharply defined step in the molding below the windscreen. It looks as if Fujimi originally planned a separate radome piece and then changed their minds and cast it integrally with the fuselage. Fit of the parts is not especially good, with much putty being required on the N model.

BELOW: F-4B of Marine Attack Training Squadron 101 (VMFAT-101). Rudder markings are dark green. Photo from Picciani Aircraft Slides.



As if all the forgoing were not enough, the final indignity comes when you look at the price tag. The retail price of these kits is \$11.98! Given the relative differences in quality between the two kits this makes \$21.00 Hasegawa quarter-scale kits look like a bargain. The store where I got mine started out at retail, went down to \$9.00, then to \$7.98, and finally sold it to me at \$6.50. Another local shop still has theirs' at retail, and they are sitting on the shelf. Twelve dollar 1/72 scale Phantoms turn people off.

If it sounds like I have it in for Fujimi, forgive me. My attitude is a result of thinking what an opportunity Fujimi has squandered by producing kits of such poor design when their competition is turning out state of the art products. Fujimi is capable of better and they've shown it in the past. What happened here is anybody's guess, but these kits are just not up to the level of quality reached by the plastic model industry. Fujimi could have sold kits by the ton if they had given us a good kit of such needed subjects as the F-4B. Instead we get a kit that looks as if their engineering department got tired of the project and rushed it to completion. The only way I can recommend this kit is if you simply must have a B/N model and you don't want to convert another kit to get one. Otherwise save your money.

\*\*\*\*\*

Micro-scale has recently released four new decal sheets of interest to the Phantom modeler. Sheets 72-484 and 48-259 provide intake and wing walkways for Air Force Phantoms. Sheets 72-485 and 48-260 provide similar walkways for Navy aircraft. The Air Force walks are in dark gray and black solid styles, and gray and black outline type. The Navy sheets contain all solid styles, in two shades of dark gray and black. The darker of the two gray types is for use with the new low-visibility paint schemes.

The decals are sized to fit the ESCI and Italeri kits in 1/72 scale, and the ESCI and Hasegawa kits in 1/48 scale. They will be most welcome to the Phantom modeler, as they eliminate the tedious job of painting the walkways or cutting them from solid color decal sheet. In the case of the Air Force outline style they provide something simply not available at all previously.

Micro-scale has always had the best interests of Phantom modelers at heart, but of late they have greatly improved the quality of their products and research across the board. Instruction sheets in particular have seen a radical improvement in quality and completeness. These new sheets can be recommended without reservation.

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That's it for now. In the coming months look for a detail article on building the Navy's newest Phantom, the F-4S. Also Larry Davis will be telling you how to bash kits to build a correct British Phantom. Until then, good modeling.

# Passing In Review

by

MARION C. PYLES

"EAA OSHKOSH, the World's Biggest Aviation Event," by Nigel Moll and published in 1985 by Osprey Publishing Limited and distributed by Motor-books International, Osceola, WI 54020. Price: \$13.95

If you like spectacular photographs of airplanes, you'll love this book. Written by Nigel Moll and dedicated to the memory of Stephen Piercey and Cliff Barnett, both well known photographers and writers that were killed in a freak midair crash in Hanover, Germany in 1983, the book tells the story of the EAA (Experimental Aircraft Association) in pictures.

Mr. Moll is Executive Editor of "Flying" magazine and has attended the Oshkosh extravaganza since 1980. He covers the story of "Wings on Dreams" in a most fashionable manner. "Oshkosh" is the story of many such dreams. I've been going to this Mecca of aviation since 1973 so that I might enjoy some of my own dreams. It is an experience that you will long remember.

Back to the book. As soon as I saw the cover, I could almost hear the roar of Earl Cherry's big Stearman "General Smoke." I opened the book and heading right at me were four AT-6/SNJ's, and I COULD hear them!

The story of EAA is shown through photographs of the Founder/President Paul Poberezny and his son Tom, photos of the EAA Air Museum and many other photographs of aircraft that have made the Oshkosh gathering world famous.

Homebuilt aircraft are the heart of EAA and Mr. Moll introduces you to them. While some of you F-4 Phanatic types may not be familiar with grass-roots aviation like this, buy this book and you will soon become one of us. Illustrated are the likes of the Vari-Eze, Thorp T-18, Starduster Too, Falco, Osprey 2, Hiperbiqe, BD-5 and the Pober Pixie are just some of the homebuilts show to wet your desire for more. Oh, don't forget the Windwagon and the Rotor Way Scorpion!

Antiques and Classics, Warbirds, Ultralights and the always present showplanes are covered with photographic brilliance. The color in this book is beautiful. The book is available from the EAA by writing Wittman Airfield, Oshkosh, WI 54903-3086, U.S.A. The price of \$13.95 includes postage and handling in the U.S. from the EAA.

# Phantom Photo Philes

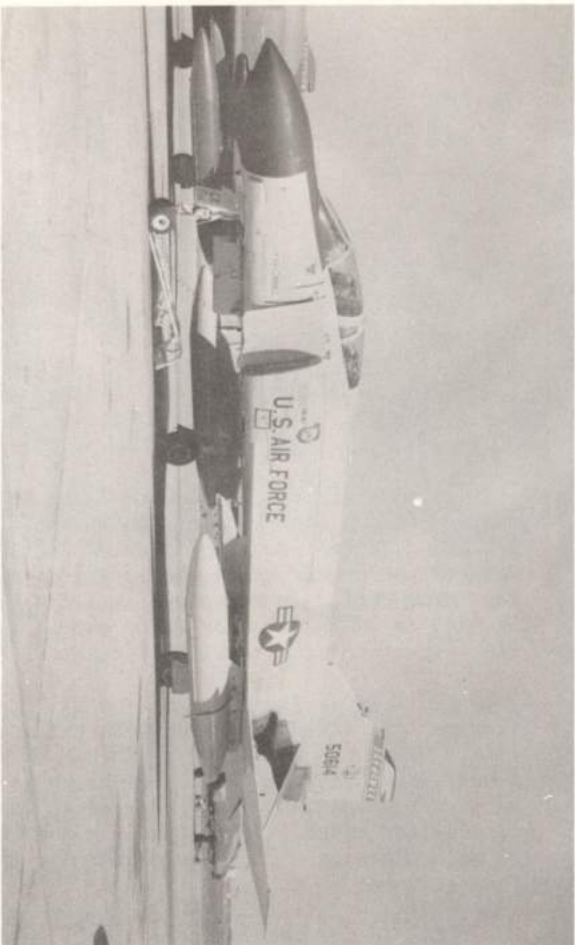
by

JERRY GEER

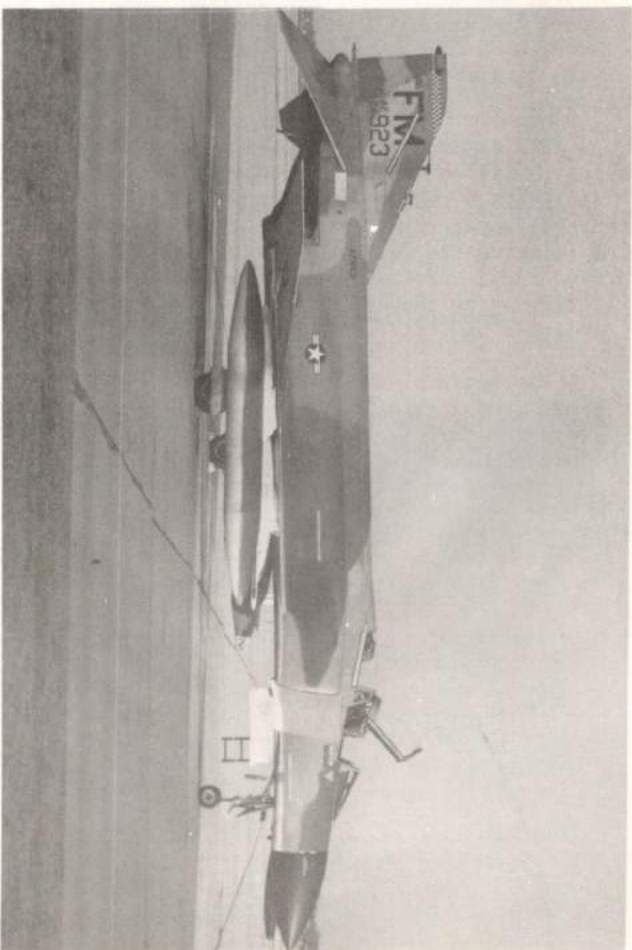
This section of SMOKE TRAILS will feature photos of our favorite bird and will be edited by Jerry Geer. If you have some photos of the "Big Ugly" that you would like to share with us all, please send them in to Jerry. When sending in photos, please include your name and address, when and where the photo was taken, the serial number of the aircraft and any particular colors that appear on the aircraft. All this information will make the photo more interesting to those viewing it.

In this issue, Jerry is featuring a variety of different F-4s. We will be seeing some RF-4s, Cs, Ds, Es, Js and Ms.

Your comments and suggestions on this column are welcomed.



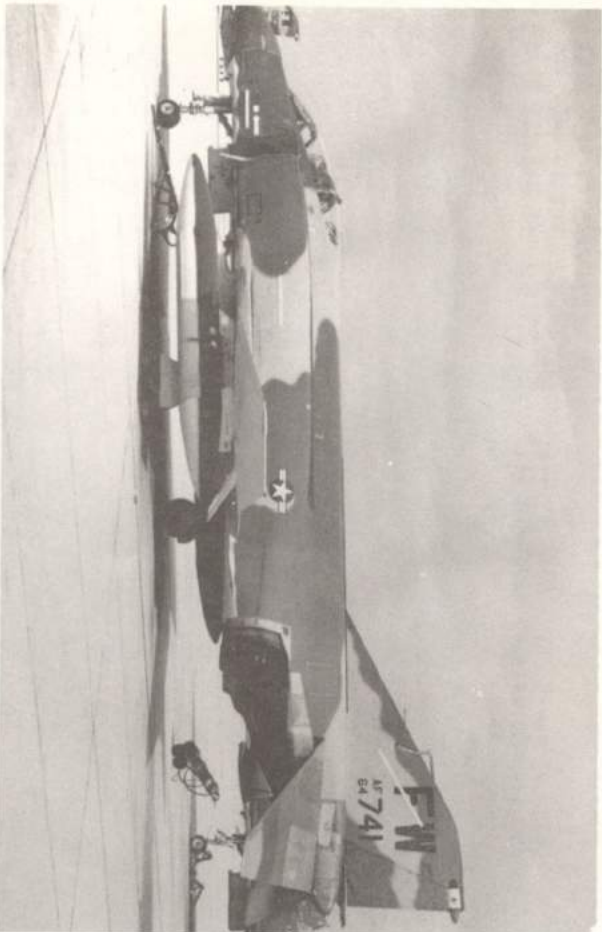
F-4D 65-0614 127 TFTS 184 TFTG Kansas Air Guard. Kansas Air Guard operates two grey D models. They use these in air to air training, trying to surprise the trainees while they are looking for camouflaged aircraft coming at them, the grey aircraft might jump them. Tail band is red with JAVYHAWKS in white. Emblem of the 184 TFTG is on the intake. Shot at McConnell AFB in September of 1984. Matt Geer photo.



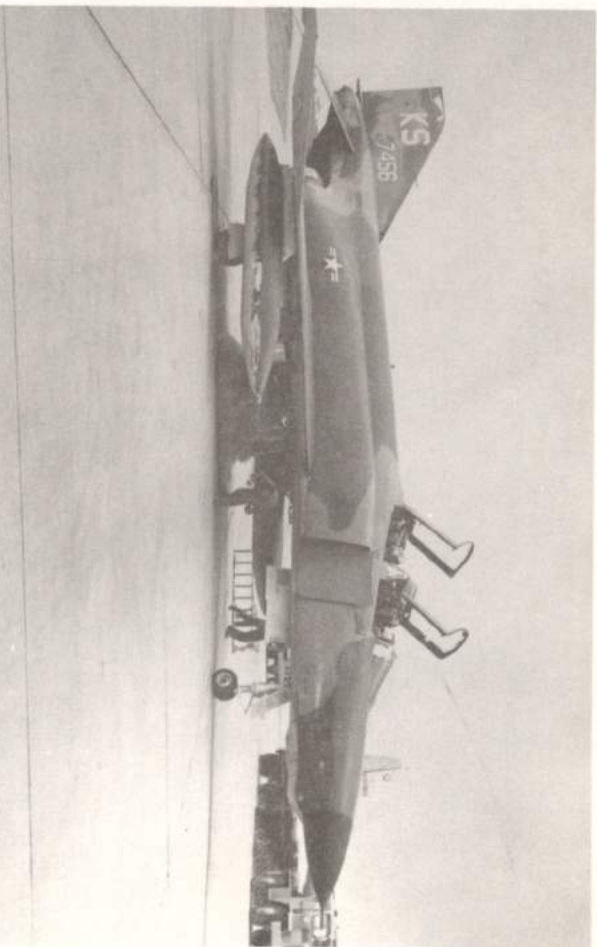
F-4C 64-0923 93 TFS 482 TFW AFRES. Based at Homestead AFB, Florida but photographed at Shaw AFB, S.C. Tail markings are black and white check-erboards and the canopy rails are white with black outlines. The squadron now flies D models. Norm Taylor photo.



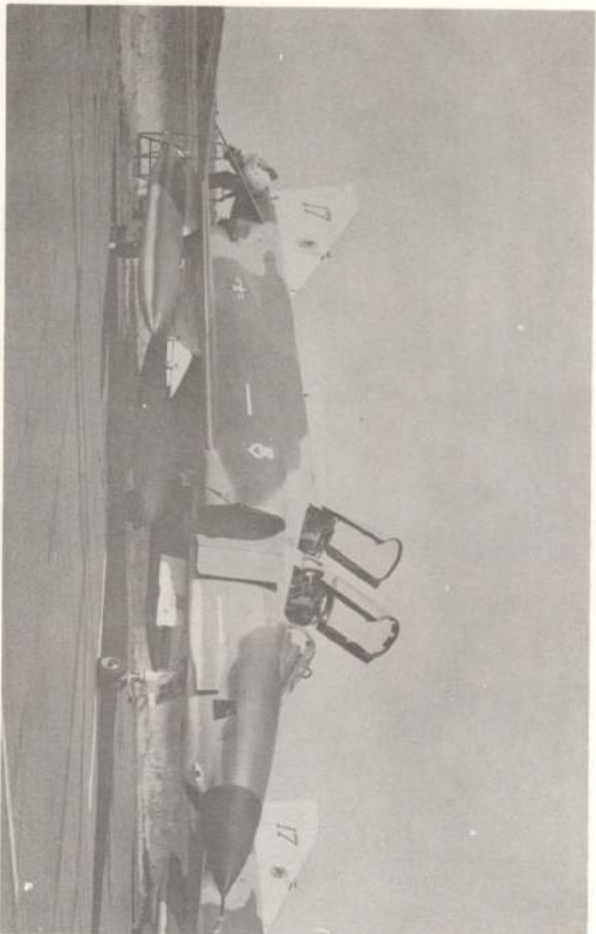
F-4C 64-0770 123 FIS 142 FIG Oregon Air Guard. The aircraft carries the ADC paint of light grey, and the tail markings are as follows: the bird is dark red outlined black with yellow beak and legs, white claws and black banner. The Outstanding unit award is red, white and blue. The name OREGON is white. This aircraft is an X-11110's ANG a/c. Photographed at McConnell AFB in April of 1983. Jerry Geer photo.



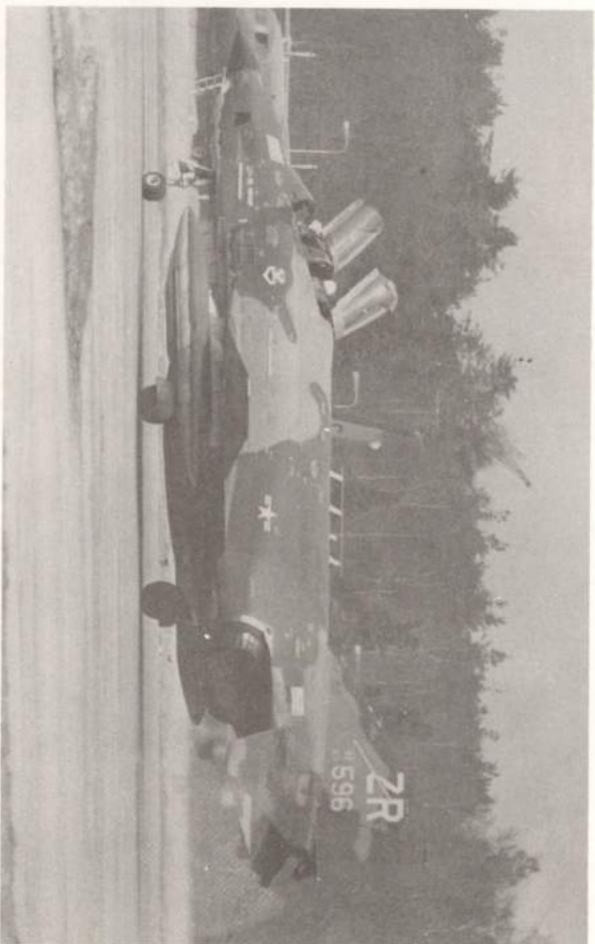
F-4C 64-0741 163 TFS 122 TFW Indiana Air Guard. The "Spook" is black on the ECM blister and yellow background. These were early markings of the 163rd TFS, which have now been changed. Shot at Fort Wayne in May of 1980. Jerry Geer photo.



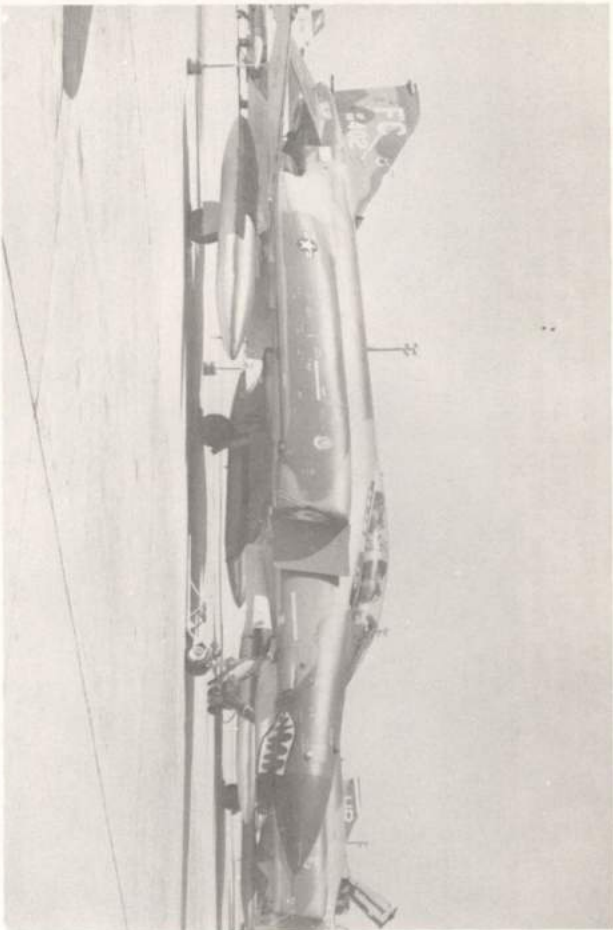
RF-4C 67-0456 22 TRS 67 TFW. Aircraft is equipped with self starter as smoke discharges under belly, getting a/c ready for mission from McConnell AFB in July of 1969. Green fin tip and white star are the only markings carried. Jerry Geer photo.



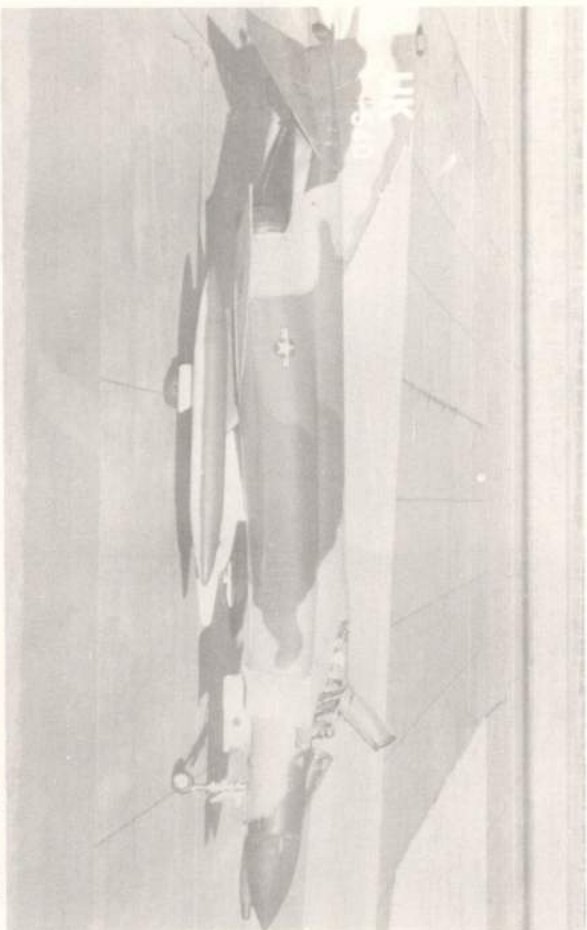
RF-4C 68-562 17 TRS 26 TRW. Aircraft was made up for Royal Flush Meet held in Florrenes in June of 1973. Tail is white with the 17 being in red with squadron emblem also on the tail. The 26 TRW emblem is on the intake. R. Flinzer photo from Geer collection.



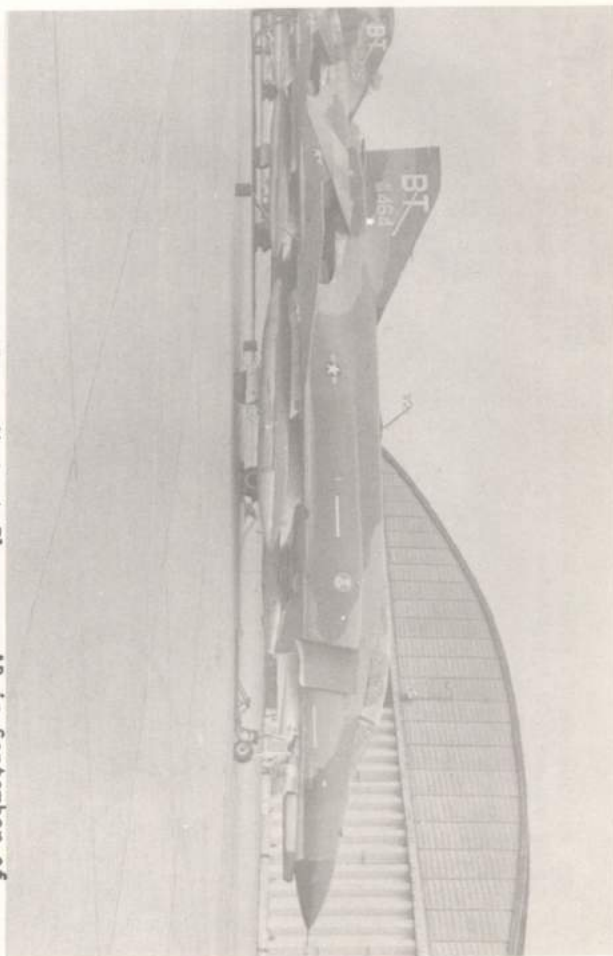
RF-4C 68-596 38 TRS 26 TRW. Shot at Soesterberg AB, Holland in April of 1976. This aircraft is equipped with the LORAN system and has the rounded nose. H. dee Ree photo.



F-4E 68-402 43 TFS 21 TFW. This aircraft is seen here at William Tell 76 held in October of that year. The aircraft carries the AAC emblem on the tail and the 43 TFS emblem on the intake. Sharknose adds spice to the overall aircraft appearance. K. Buchanan photo.



F-4C 63-7540 356 TFS 475 TFW. This aircraft carried no markings and was part of the PACAF. Photo taken at Yokota AB, Japan in April of 1970. Jerry Geer photo.



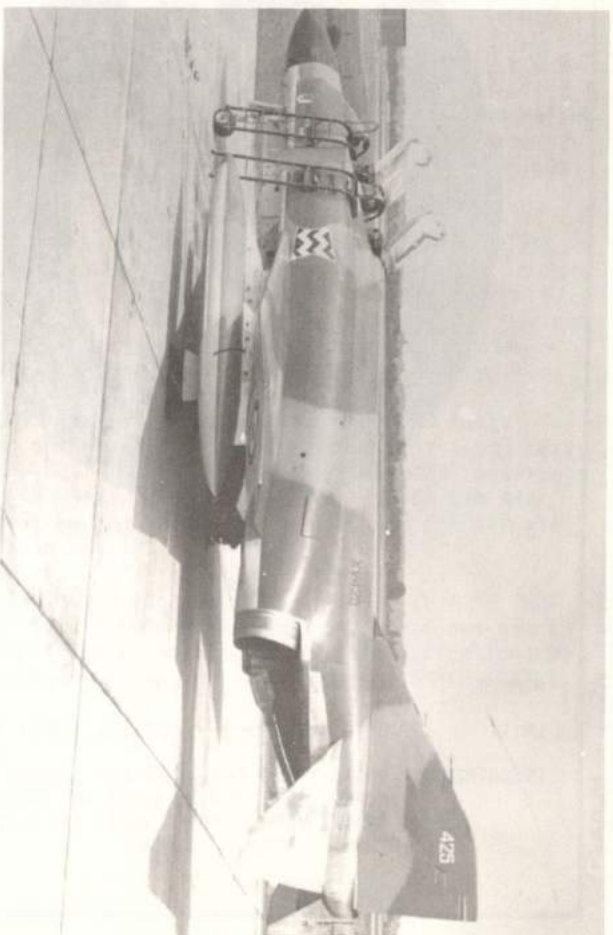
F-4E 68-0464 525 TFS 36 TFW. Shot at Florennes AB in September of 1972. Aircraft has blue tail and the 36 TFW emblem on the intake. Aircraft does not have the slats as they were later modified. Jerry Geer photo.



F-4J 153884 VF-103. Full markings are carried and the aircraft shows no hint of the low visibility paint schemes to come later. Shot at NAS Oceana in July of 1976. Swanberg photo.



F-4J 153860 VMFA-451. In 1976 when the first 100 years was being observed, VMFA-451 carried some of the most colorful markings. The tail is blue with white stars while the fuselage has a blue band with white stars. The years 1776-1976 are red, white and blue. The name MARLORDS is in blue on the centerline tank. Shot at Beaufort MCAS in September of 1976. Jim Sullivan photo.



F-4M XV-425 No. 17 Squadron RAF. Seen here at TAC Weapons Meet at Baden Sölligen AB in May of 1974. Unit emblem is on the nose of the aircraft. Van deberg photo.



F-4M XT-902 228 OCU (Operational Conversion Unit), RAF. Shot at Coningsby on March 5, 1969. Looks like a typical day in England! Jerry Geer Collection.



F-4M XT-906 No. 2 Squadron RAF. Seen at Laarbruch AB, Germany in July of 1972. Note large RR exhaust tube. Jerry Geer photo.

KANSAS AIR NATIONAL GUARD  
 McCONNELL AIR FORCE BASE



NUMBER: TFG-184 4 X 3 7/8 INCHES  
 UNIT: 184th TACTICAL FIGHTER GROUP (KS ANG)  
 DESCRIPTION: HALF RED/HALF DARK BLUE EMBROIDERED SHIELD, BLACK CUT EDGE, YELLOW SUNFLOWER, RED, GOLD AND BLACK "JAYHAWK"; LIGHT BLUE AND WHITE SKY, WHITE SCROLL, BLACK LETTERS.

NUMBER: ACF4-127 4 X 3 3/4 INCHES  
 UNIT: USED BY 127th & 177th TFSs, 184th TFG  
 DESCRIPTION: WHITE TWILL OVAL, WIDE RED BORDER, BLACK MERROW EDGE, BLACK, GREEN AND BROWN F-4 (FRONT VIEW), OVER A WHITE AND BLUE FUNNEL (TORNADO) CLOUD:

NUMBER: TFS-127 4 1/8 X 3 1/4 INCHES  
 UNIT: 127th TACTICAL FIGHTER SQUADRON (KS ANG)  
 DESCRIPTION: ROBIN BLUE EMBROIDERED DISC, BLACK AND YELLOW CUT EDGE, 3 YELLOW, BLACK, BROWN AND RED "JAYHAWK" HEADS, WHITE CLOUDS, ROBIN BLUE SCROLL, YELLOW LETTERS.

906TH TACTICAL FIGHTER GROUP  
 WRIGHT PATTERSON AIR FORCE BASE, DAYTON, OHIO



NUMBER: TFG-906 3 1/2 X 3 1/2 INCHES  
 UNIT: 906th TACTICAL FIGHTER GROUP (AFRES)  
 DESCRIPTION: MEDIUM BLUE TWILL SHIELD; YELLOW CUT EDGE;  
 WHITE STARS; ORANGE, BLACK AND WHITE  
 SNARLING TIGER HEAD; WHITE SCROLL; BLUE  
 LETTERS.

NUMBER: TFS-089 4 X 3 1/4 INCHES  
 UNIT: 89th TACTICAL FIGHTER SQUADRON (AFRES)  
 DESCRIPTION: BLACK TWILL DISC; BLACK AND ORANGE  
 CHECKERED BORDER; BLACK CUT EDGE; GRAY,  
 WHITE, BLACK AND RED SNORING RHINO;  
 2 BLACK SCROLLS; ORANGE LETTERS.

NUMBER: ACF4-089 5 1/4 X 3 3/4 INCHES  
 UNIT: USED BY 89th TFS AND 906th TFG  
 DESCRIPTION: ORANGE EMBROIDERED DIAMOND; BLACK AND  
 ORANGE CHECKERED BORDER; BLACK MIRROR  
 EDGE; BLACK F-4 (TOP VIEW)



906TH TACTICAL FIGHTER GROUP  
WRIGHT PATTERSON AIR FORCE BASE, DAYTON, OHIO



## Fact Sheet

# United States Air Force

906th Tactical Fighter Group Public Affairs Office,  
Wright-Patterson AFB, Ohio 45433 (AC 513) 257-7306

The 906th Tactical Fighter Group began organizing in October 1981 and officially activated 1 July 1982. The 906th is the only United States Air Force Reserve flying unit located at historic Wright-Patterson Air Force Base near Dayton, Ohio. It is the first flying fighter unit to be based at Wright-Patterson in over twenty years.

It is one of the five Air Force Reserve F-4 Phantom fighter units. The other units are located at Homestead AFB, Florida, Tinker AFB, Oklahoma, Bergstrom AFB, Texas and Carswell AFB, Texas.

The group is completely self-sufficient and capable of world-wide deployment in support of any mission under the Air Force's "total force policy." The 906th is composed of the Consolidated Maintenance Squadron, Combat Support Squadron, Tactical Clinic, Weapons System Security Flight and other support elements.

The 89th Tactical Fighter Squadron (Buckeye Phantoms) is the only flying squadron assigned to the group. The 89th is authorized 18 F-4D Phantom II aircraft. These aircraft are from Kunsan AB, Korea and were previously used during the Vietnam conflict.

The F-4D is a two seat tactical fighter capable of speeds in excess of 1600 miles per hour. Equipped with dual controls, long range air intercept radar, an inertial navigational system and inflight refueling capability, the combat tested aircraft is versatile in performing a wide variety of missions. The Phantom II can be armed with the Vulcan 20mm Gatling gun capable of firing 6000 rounds per minute, Sparrow and Sidewinder air intercept missiles, the optically guided maverick anti-armor missile and a wide variety of other conventional weapons. The aircraft can carry up to 14,000 pounds of bombs.

The 906th TFG is assigned to the 482nd TFW at Homestead AFB, Florida and comes under the direction of 10th AF, headquartered at Bergstrom AFB, Texas. In the event that the unit is called to active duty through a presidential order, the 906th would be transferred to the 9th AF (Shaw AFB, South Carolina) and become a member of the Tactical Air Command. The 906th is trained, equipped and organized to fight side by side with the active forces.

The unit has a strong base of prior active duty personnel which provides the group a wealth of experience to draw from. All of the people assigned to the unit are civilians that have completed extensive military training enabling them to perform the same functions as their active duty counterparts. The hands-on experience provided by once a month weekend training helps reservists maintain job proficiency. Many 906th members are residents of the greater Dayton area and devote a considerable amount of time to Reserve activities. The 906th is authorized 103 officers, 719 enlisted and 21 non-reserve civilians.

(Current as of May 1983)

PHANTOM UNITS IN THE PHILIPPINES  
CLARK AIR BASE, ANGELES CITY, PAMPANGA, PHILIPPINES



NUMBER: SP-001CS 4 X 3 3/4 INCHES  
UNIT: COMBAT SAGE (AIR COMBAT MANEUVERING)  
DESCRIPTION: YELLOW EMBROIDERED DISC; NARROW RED AND WIDE WHITE BORDERS; BLACK CUT EDGE; RED, BLACK, AND WHITE "SPOOK" HOLDING A WHITE AIR-TO-AIR MISSILE, BLACK LETTERS. (MADE IN THE PHILIPPINES)



NUMBER: SP-003GS 3 5/8 X 3 5/8 INCHES  
UNIT: USED BY 3rd TAC FIGHTER WING (PACAF)  
DESCRIPTION: BURNT GOLD DISC, WIDE DARK BLUE BORDER WITH 6 BURNT GOLD STARS; CUT RED EDGE; BLACK, WHITE, BROWN, RED AND DARK GREEN F-4 NOSE (LEFT SIDE VIEW) WITH SHARK MOUTH; SUPERIMPOSED OVER A BLACK "SPOOK"; BURNT GOLD LETTERS. (MADE IN PHILIPPINES)



NUMBER: TFS-003 3 3/4 X 4 INCHES  
UNIT: 3rd TACTICAL FIGHTER SQUADRON (PACAF)  
DESCRIPTION: LIGHT BLUE INVERTED TRIANGLE, CUT BLACK EDGE; RED, ORANGE, WHITE, AND BLACK MYTHICAL WINGED CREATURE; WHITE SCROLL; BLACK LETTERS. (MADE IN PHILIPPINES)



NUMBER: TFS-090 3 3/8 X 3 1/2 INCHES  
UNIT: 90th TACTICAL FIGHTER SQUADRON (PACAF)  
DESCRIPTION: DARK BLUE EMBROIDERED DISC, RED, DARK BLUE AND YELLOW BORDER, CUT EDGE; 2 RED AND WHITE DICE; 2 WHITE SCROLLS; DARK BLUE LETTERS. (MADE IN PHILIPPINES)

ROYAL AUSTRALIAN AIR FORCE



NUMBER: RAAF-001SQ 4 5/8 X 3 3/8 INCHES

UNIT: 1 (FIGHTER) SQUADRON

DESCRIPTION: BLACK FELT BACKGROUND, CUT EDGE; RED, WHITE, GOLD AND BLUE ROYAL QUEEN'S CROWN AND WREATH; GOLD LETTERS; BLACK, BROWN AND WHITE FLYING KOOKABURRA BIRD, SUPERIMPOSED OVER A GOLD JERUSALEM CROSS; GOLD SCROLL; BLACK LETTERS.



NUMBER: RAAF-006SQ 4 5/8 X 3 3/8 INCHES

UNIT: 6 (FIGHTER) SQUADRON

DESCRIPTION: BLACK FELT BACKGROUND, CUT EDGE; RED, WHITE, GOLD AND BLUE ROYAL QUEEN'S CROWN AND WREATH; GOLD LETTERS; GOLD AND BLUE BOOMERANG; GOLD SCROLL; BLACK LETTERS.

JAPANESE AIR SELF DEFENSE FORCE



NUMBER: JAP-303SQ 4 X 3 3/8 INCHES  
 UNIT: 303rd FIGHTER SQUADRON (JASDF)  
 DESCRIPTION: LIGHT BLUE EMBROIDERED HEXAGON, WIDE YELLOW BORDER; LIGHT BLUE MERROW EDGE; STYLIZED GREEN, YELLOW, WHITE, RED AND BLACK DOUBLE DRAGON; WITH A RED SNOW-FLAKE IN CENTER; BLACK LETTERS.



NUMBER: JAP-303AC 3 7/8 X 4 INCHES  
 UNIT: 303rd FIGHTER SQUADRON (JASDF)  
 DESCRIPTION: LIGHT BLUE EMBROIDERED SHIELD, RED CUT EDGE; BLACK F-4 (3/4 BOTTOM VIEW); RED EXHAUST CONES; SUPERIMPOSED OVER A GOSTLY YELLOW DRAGON; YELLOW SCROLL; BLACK LETTERS.



NUMBER: JAP-302AC 4 X 3 7/8 INCHES  
 UNIT: 302nd FIGHTER SQUADRON (JASDF)  
 DESCRIPTION: DARK BLUE EMBROIDERED SHIELD, YELLOW CUT EDGE; BLACK F-4 (TOP VIEW) OVER A YELLOW ROMAN NUMERAL "II"; SUPERIMPOSED OVER A RED DISC (SUN); BLACK LETTERS "PHANTOM"; DARK BLUE SCROLL, WHITE LETTERS.



NUMBER: JAP-501SQ 3 3/4 X 4 INCHES  
 UNIT: 501st RECONNAISSANCE SQUADRON (JASDF)  
 DESCRIPTION: LIGHT BLUE EMBROIDERED SHIELD; YELLOW CUT EDGE; DARK BLUE WORLD GLOBE; BLACK LINES; RED, ORANGE, GOLD, GREEN, WHITE AND BLACK CARTOON WOODPECKER, HOLDING A BLACK AND WHITE TELESCOPE AND ROLLED MAP; GOLD SCROLL; BLACK LETTERS.

# ROYAL AIR FORCE



NUMBER: RAF-043SQ 4 1/2 X 3 1/8 INCHES

UNIT: 43 (FIGHTER) SQUADRON

DESCRIPTION: WHITE FELT BACKGROUND, CUT EDGE; RED, WHITE, GOLD AND BLUE ROYAL QUEEN'S CROWN AND WREATH; GOLD LETTERS; RED, BLACK AND GOLD ROOSTER; GOLD SCROLL; BLACK LETTERS.



NUMBER: RAF-074SQ 4 1/4 X 3 1/2 INCHES

UNIT: 74 (FIGHTER) SQUADRON

DESCRIPTION: BLACK FELT BACKGROUND, CUT EDGE; RED, WHITE, GOLD AND BLUE ROYAL QUEEN'S CROWN AND WREATH; GOLD LETTERS; GOLD, BLACK, WHITE, AND RED SNARLING TIGER HEAD; GOLD SCROLL; BLACK LETTERS.



NUMBER: RAF-043FS 3 3/4 X 2 3/4 INCHES

UNIT: 43 (FIGHTER) SQUADRON

DESCRIPTION: WHITE TWILL DIAMOND, QUARTERED BLACK; CUT BLACK EDGE; RED F-4 (TOP VIEW).

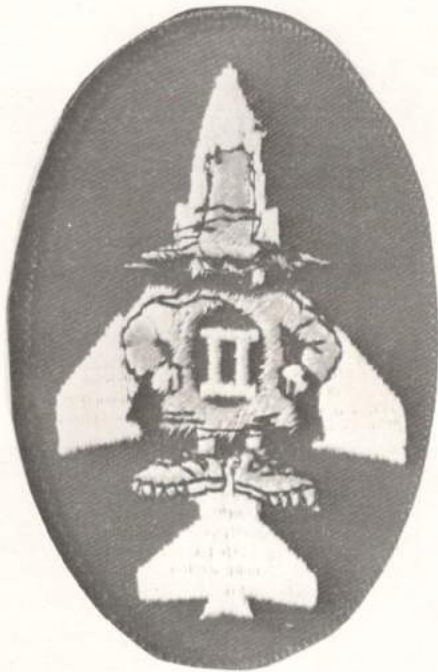


NUMBER: RAF-074FS 3 3/4 X 3 3/4 INCHES

UNIT: 74 (FIGHTER) SQUADRON

DESCRIPTION: BLACK TWILL DISC, GOLD MERROW EDGE; RED, BLACK, WHITE AND GOLD SNARLING TIGER HEAD; GOLD LETTERS.

ROYAL AIR FORCE



NUMBER: RAF-002AC 3 1/2 X 2 3/8 INCHES

UNIT: UNKNOWN

DESCRIPTION: BLACK TWILL VERTICAL ELIPSE, BLACK MERRROW EDGE; WHITE, GRAY AND BLACK "SPOOK" SUPERIMPOSED OVER A WHITE F-4 (TOP VIEW).



NUMBER: RAF-003AC 4 1/2 X 4 1/2 INCHES

UNIT: UNKNOWN

DESCRIPTION: BLUE TWILL DISC, WIDE WHITE BORDER, BLUE MERRROW EDGE; RED, WHITE AND BLACK F-4 (TOP VIEW); RED LETTERS; RED, WHITE AND BLUE ROUNDEL.



NUMBER: RAF-001AC 3 X 3 INCHES

UNIT: UNKNOWN

DESCRIPTION: WHITE AND BLACK F-4 (TOP VIEW) SUPERIMPOSED OVER A RED, WHITE AND BLUE ROUNDEL; YELLOW LETTERS "PHANTOM II"



NUMBER: RAF-056GC 3 1/2 X 3 1/2 INCHES

UNIT: 56 (FIGHTER) SQUADRON

DESCRIPTION: RED TWILL DISC, INNER BLACK BORDER, RED MERRROW EDGE; BLUE, BLACK AND WHITE "SPOOK" SUPERIMPOSED OVER BLACK, YELLOW AND WHITE CROSSED WRENCH (SPANNER) AND SCREW DRIVER; BLACK LETTERS.

# Military Post Cards

by

PAUL F. COLLINS

Of all the items I collect, perhaps one of my favorites, whether military or commercial aircraft, is post cards. Over the years I have collected well over several thousand of these little pieces of history. While most of the cards in my collection are of commercial aircraft, I do have a good start on a military collection. Over the last several years I have obtained some very nice cards of my favorite military bird, the F-4, as well as some nice WW II aircraft/airfields.

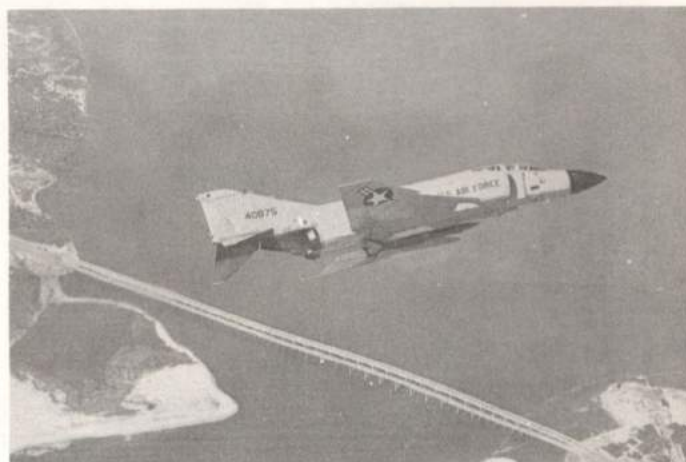
One advantage to collecting cards is that they are easy to find. You can find cards at flea markets, junk stores, variety stores and military post towns. If you want to get a good start in military air post card collecting, visit the Air Force Museum in Dayton, Ohio. They have over 100 cards that are presently available and the last time that I was there, they were selling at only 5¢ each! Friends, that is a bargain!

There are also several independent card producers that have published some very nice military cards. One that comes to mind is John Fry Productions (P.O. Box 9444, San Diego, CA 92109) and another is Aviation Color Photo (2218 North Junett, Tacoma, WA 98406). You will find, however, that many nice cards are produced locally, in the towns where air bases are located or where located. On this page and the next, I will feature some of the cards from my own collection. Should you have any cards that you would like to see presented in this section of SMOKE TRAILS, please send them in. All such material will be returned to the owner after publication.

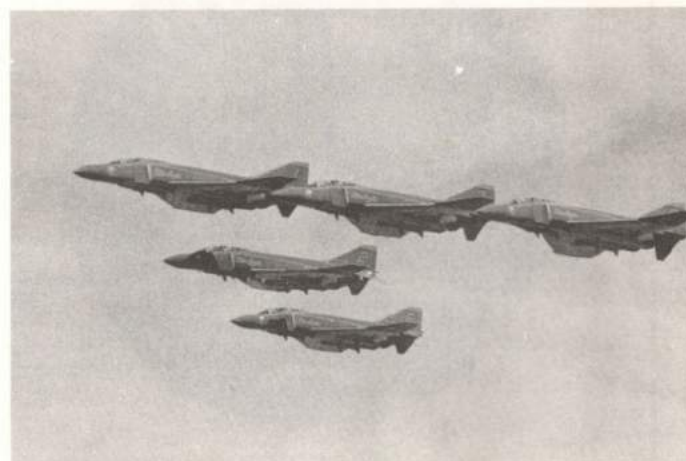
Please send in your comments on this column. If enough of you indicate that you think it is a good idea, we will make it a regular feature.



*This is a JOHN FRY card featuring our Number 1 bird, an F-4 of VF-103. Very nice card.*



*Another JOHN FRY card which features an F-4C.*



*This card of the "Blues" was produced by NBC of Japan. Nice shot of the Team in formation.*





Though hard to tell, this card depicts four of the THUNDERBIRDS arriving at Nellis AFB. Card distributed by Las Vegas News Agency.



A-4s of the Blue Angels are beautifully depicted in this JOHN FRY card.



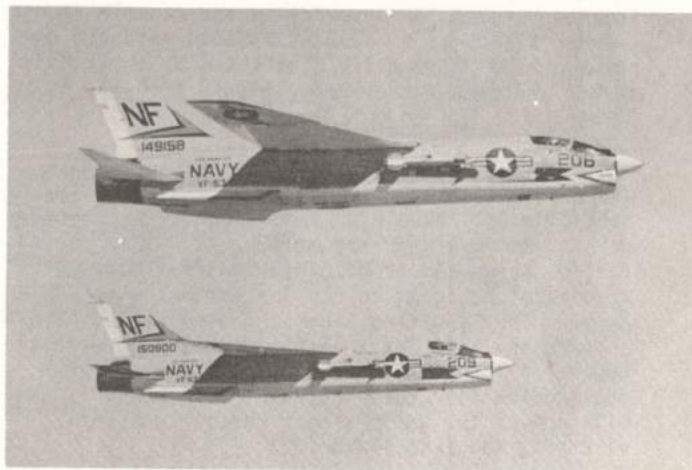
Here we see an F-4 of the RAF's No. 19 Squadron which was stationed at Wildenrath, Germany. Card by Charles Skilton, a large producer in Europe.



JOHN FRY produced this nice card of a formation of A-7E "Corsair II's". Can anyone identify the field they are flying over? Please advise.



A nice card showing the "working" side of the F-4. Produced as one of the cards in the "After the Battle" series. F-4M is from No. 41 Squadron.



A couple of F-8E "Crusaders" are shown in this nice clean shot. Another JOHN FRY product.





F-4E Phantom II (66-302) had a distinguished career before coming to this position as gateguard at MacDill AFB, FL. Photo by S/Sgt J. B. Wiles.

# A Proud Bird Comes Home

If ever there will be an aircraft that can feel wanted, it must be an F-4E, tail number 66-302.

From its roll-out at the St. Louis McDonnell Douglas plant in 1966, to its present nesting place atop a concrete and steel perch, 302 has commanded respect, admiration and pride. The nineteenth F-4E built, 302 has honored Florida, the Air Force aerial demonstration team, the Thunderbirds, and the Ogden Air Material Center, Utah, with its company.

Aircraft 302 has enjoyed the awe of craning necks at air shows, and the humiliation of disrepair in a test yard scrap pile. She taught second Lieutenants respect for a versatile and capable fighter and now stands as a monument to that respect. She has traveled the burning blue skies at supersonic speeds and bumped over the nation's highways at 55 mph.

302 has come to rest at the Air Force base where she began her flying career. With loving hands, MacDill people have collected, assembled, painted and polished her many parts. They nursed, forced, pried and prodded her powerful body onto a pedestal designed solely for her majestic contours. They shuffled papers, crated parts, cajoled a crane and threaded a needle with the proverbial camel. All that so MacDill people could have a focal point for their purpose, to fly and fight with one of the world's most versatile fighter aircraft, the F-4E Phantom II.

All this did not happen over night. The project took over a year and a half to complete. The project started at a meeting of the Junior Officers Council (JOC). The members of JOC were looking

for a way to pay a tribute to MacDill. MacDill was the first base to get F-4s and pilots have been training there since 1963.

The request for an aircraft for static display went to the Air Force Museum at Wright-Patterson AFB, Ohio, November, 1976. The JOC hoped for a fighter type aircraft, but it appeared they would get whatever was available. "COL Charles J. Cunningham, Jr., then vice-commander of the 56th TFW, put in a telephone call to find out what was then available," stated LT Ehrhart of the JOC, continuing, "302 was being deactivated at that time, and it was the one we wanted."

302's history makes it a good choice for MacDill. After its initial quality inspection, 302 was assigned to the 33th Tactical Fighter Wing at Eglin, AFB, FL. Two months later the 15th Tactical Fighter Wing at MacDill took responsibility for 302 in February, 1968. For a little more than a year she carried fighter students through the sunny skies of the peninsular state. Then, whether luck or a tribute to her heritage, 302 was transferred to the Thunderbirds, the Air Force aerial demonstration team. According to Maj. Douglas C. Roach, a former slot pilot with the Thunderbirds, "In 1972, 302 flew as the number one aircraft the entire year. The next flying season, the last the Thunderbirds used the F-4, 302 flew in the solo position, number five. F-4s could only be flown in the solo position for six months because of the cumulative damage rate caused by the high gravity forces. In August, 1973, 302 was given its annual critical fatigue inspection, but never made it back to the squadron as a Thunderbird because the decision was made to convert to the T-38."

In January, 1975, 302 returned to MacDill and was assigned to the 1st TFW. Three months later she was taken to Ogden Air Material Center in Utah for test support. Odds are she would have spent eternity lying in parts there had the JOC not come to her rescue.

"Those of us in the JOC at that time didn't really expect to see the final product," LT Ehrhart explained. "I remembered reading the minutes of another JOC that set up a static aircraft and it took them four years," the LT grimaced.

"But in January, 1977, we got the confirmed word that 302 was our bird. Later, in the summer, 2nd LT Pat Morgan, the JOC static display project office, went to Hill AFB, Utah, to supervise the packing and shipping of the aircraft," LT Ehrhart said.

"LT Morgan went out there and supervised the packing and crating of 302," explained LT Ehrhart. "Then we ran into a big transportation problem. After investigating several methods, we decided on shipping the parts by truck. CAPT Roger E. Elstun, the 56th Transportation Squadron TMO, took over and got things rolling," continued Ehrhart.

In getting the aircraft back together, people from the 56th Equipment Maintenance Squadron did the bulk of the work. They were assisted by just about everyone that had a hand in the project. The R&R guys provided the expertise and everyone else provided the muscle.

An aircraft alone does not a static display make. While the aircraft was taking shape, the wheels were turning to find a place and a method of mounting the F-4E.

The site plans and design concept for the display were made by LTs James B. Jensen and Richard M. Gibbs.

302 is mounted at a take-off angle. She points toward the south with a determined look of professional readiness. The aircraft is held in place by six bolts. A one inch thick steel plate was welded to a one inch thick steel cylinder imbedded in concrete. Eight three-quarter inch holes were drilled into the belly of the aircraft and into the steel plate. Through two of these holes were placed guide pins. The aircraft was placed on these two pins and the remaining six bolts through the drilled holes and bolted down.

Whether it was symbolic, or they were simply deemed the most expendable, LTs Morgan and Gibbs were selected to crawl into the jet's bow and insert the bolts.



ABOVE: Another view of 302 as she performs her "guard" service at MacDill. Photo by S/Sgt J. B. Wiles

"Something kept making noises as we crawled toward the bolt holes," LT Morgan said with a cocked eyebrow. "It was rocking a little. We were sure it wouldn't fall, but that first bolt went in pretty fast," he grinned.

After the mounting, the final touches were given the area. A concrete walkway circles the area and landscaping was added. She will stand as long as the lease from the AF Museum permits. 302 will be a physical tribute to the men and women that make MacDill a top Tactical Air Command training base. She will repeat to the rising sun every morning that MacDill is a personification of the Tactical Air Command motto, "Readiness is our profession."

EDITORS NOTE: This article appeared in the November 1977 issue of "Thunderbolt" the MacDill AFB paper. The article was written by Sgt. Joe B. Wiles.



LEFT: What 302 looked like while wearing the very attractive scheme of the AF Thunderbirds.

Material for this article was provided by "Gateguard" Editor Eric Renth.

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# The Flying Lady

by  
PAUL COLLINS

Last month, while in San Jose, CA attending the ninth annual Airliners International convention, I had a very nice dinner at a very unique restaurant. I want to share this experience with you should you be in that area looking for something "different" to do.

A member of our group had heard about this restaurant from some friends while in Florida. On a Friday evening, three car loads of aviation buffs headed south on 101 until we came to The Flying Lady Complex.

The Complex consists of a golf course, several hangars, used as a museum, and of course, The Flying Lady Restaurant. A courtesy car will also pick you up at the South County Airport should you fly in.

We really did not know what to expect, since we only had the advice that we would really enjoy ourselves, if we had any interest in aviation at all. Well, what we were in for was a dinner in an aviation museum! After our party was seated, and our eyes adjusted to the light in the room, we were surrounded by all types of aircraft, most hanging from a monorail that traveled completely around the dining room, which was in itself, huge.

Looking around we could see at least six or seven "full" size single engine aircraft hanging from the rafters! Located in every nook and cranny was a model of some type of aircraft. The guide book that you are given states there are over 150 scale model aircraft located within the restaurant. Some 50 of these models are shown "in flight" moving on the monorail. These are not small scale models but large radio controlled models that take hundreds of hours to complete and cost up to several thousand dollars. There is everything from Jenney's to Jets. The display consists of many WW I and WW II aircraft. Simply a fantastic collection of model aircraft.

In addition to these aircraft, located in the bar area is a Pan American DC-8 with a wingspan of over 14 feet. Right below is a very beautiful model of a Ford Tri-Motor. Nostalgia runs rampant in this place!

During all of this, we did order our meal. While we were eating, there was a band playing and they featured

songs from the 40's, of course! If your into Glenn Miller and Benny Goodman or the Dorsey Brothers, your going to love The Flying Lady.

After we finished eating, we all took off for the gift shop. While not overstocked with all the goodies in the world, there are a number of items available for the aviation buff. I found several books that I had not seen before and there were some models, but I had no way to get them home, so I passed them up. There is however, a little something for everyones taste.

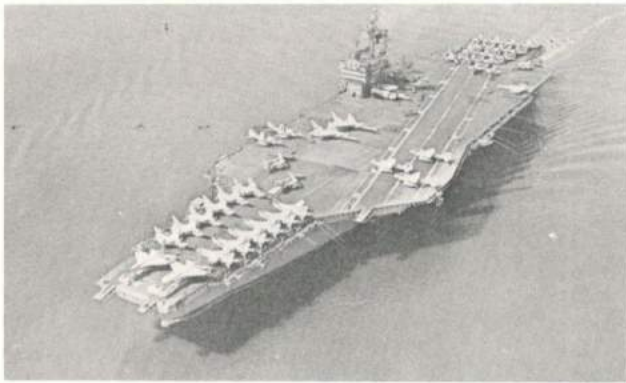
The person responsible for all this is a gentlemen by the name of Irv Perch. To quote from the guide book, "Irv Perch is a man of charisma and warmth. He is an American original, with an ability to live out his childhood dreams and fantasies. He is one of those people whom one envies, because he is having the time of his life doing exactly what he wants to do." This is the truth.

Before we left we had the opportunity to talk with Mr. Perch for a few minutes. He is truly a fascinating man. I really don't have the space here to go into all the things that he has been involved with, but they have all brought him wealth that he can afford a place like The Flying Lady.

Just to give you some idea of the type of man Irv Perch is, we were getting ready to head back up 101 to San Jose, and this was about 10 p.m. in the evening. Mr. Perch asked if we had taken the opportunity to see the displays in the museum. We told him that we had not because we got there after the museum had closed. He immediately told one of the fellows that works for him to go down and open the museum so we could see all the great planes and cars that were on display, including his Ford Tri-Motor.

How many people do you know would do that for a bunch of total strangers? He know, however, we had that one thing in common--AVIATION! You can't beat it my friends.

If your ever in San Jose, be sure to go 27 miles south of town, on 101 and visit The Flying Lady. The address is 15050 Foothill Road, Morgan Hill, CA. You will be glad you stopped.



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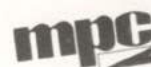
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