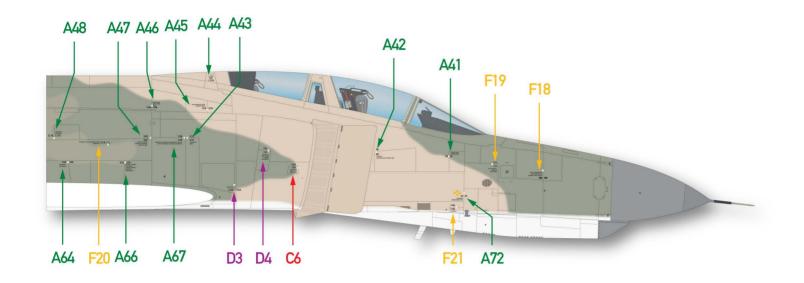
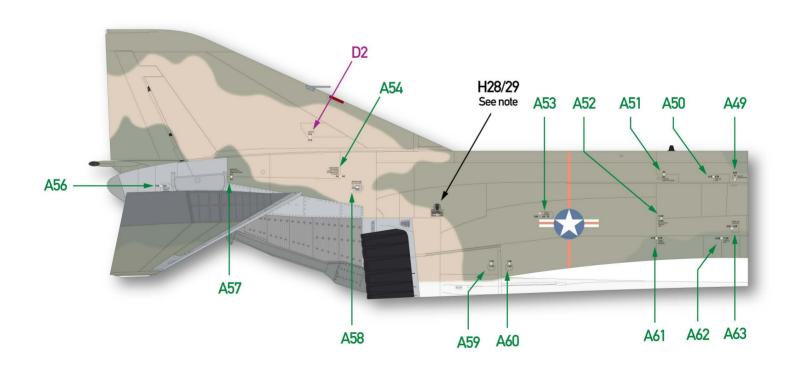


Access Door Markings Right Hand Fuselage



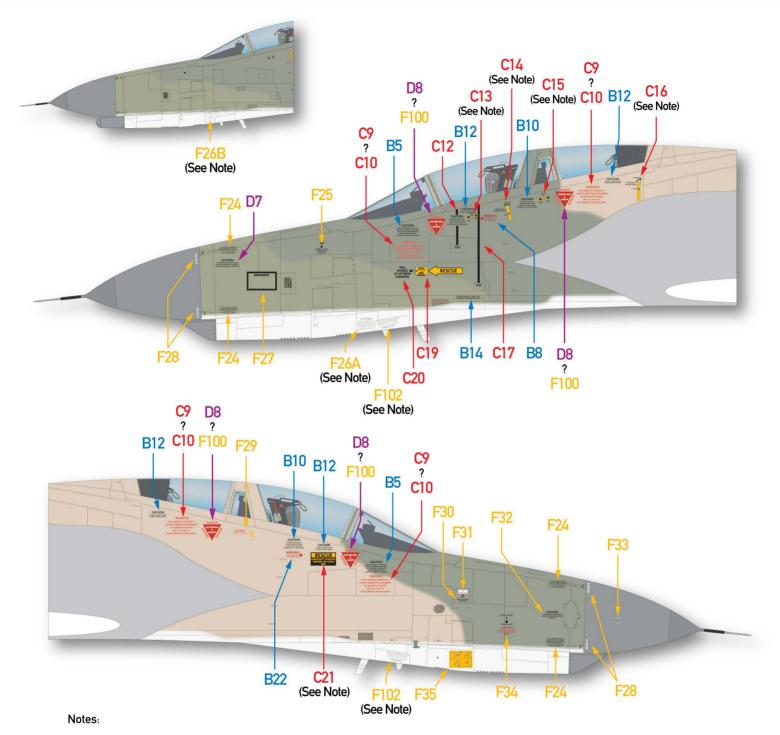


Note: Decals H28 and H29 were not always applied. H28 is for aircraft built by McDonnell, while H29 is for aircraft built by McDonnell Douglas after the 1967 merger.



McDonnell Douglas F-4E Instructional Markings Forward Fuselage





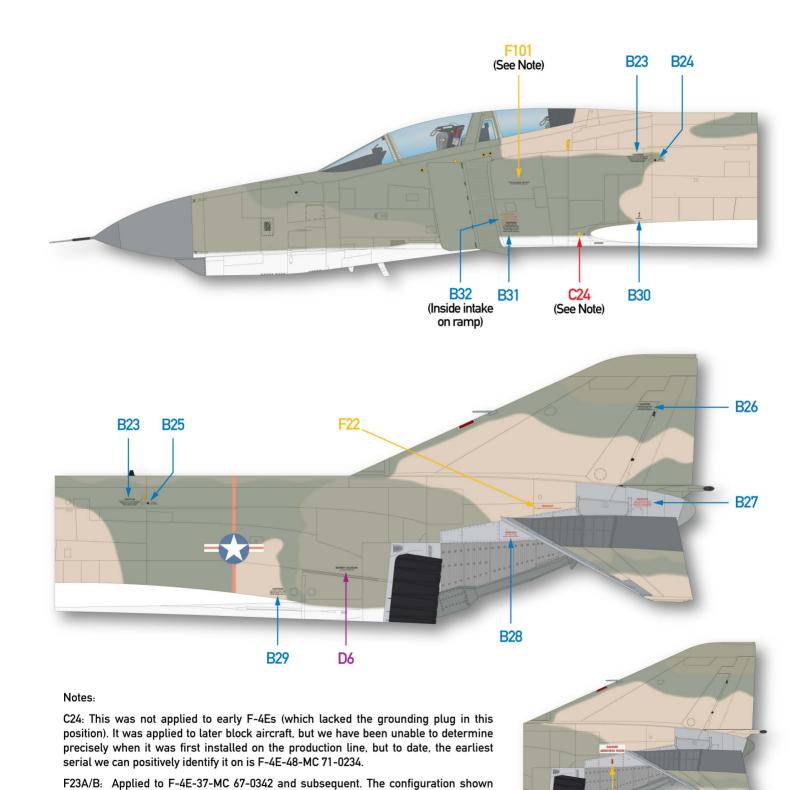
C9/C10: The salmon colored stencil (C9) was most commonly used, but the bright red version (C10) was also applied on some aircraft.

C13 - C16: Canopy open/close buttons & handles are provided to fit the ZM and Tamiya kit scribing (as closely as can make them), as well as in the actual scale size and shape based on tracings and measurements of these items on an actual F-4. The kit scribing (on every existing 1/48 F-4 kit we have found) is not really accurate in size or shape. We recommend filling the scribed detail and using the "B" versions of these decals, which are accurate scale representations of the real thing.

C21: Two variations are provided. The one shown in the drawing is by far the most common.

F26A/B: This was applied in place of F14 on later block F-4Es, but precise change over points for each version have not been positively established. As a rough guide, use F14 on aircraft up through Block 45, F26A on Blocks 46-47, and F26B on Block 48 and higher.

F102: This seems to have only applied to early F-4E production blocks, but we do not have a specific block or serial when it was deleted.



was most common, although the version with the red arrow touching the white rectan-

F101: This portion of the data block was applied to all aircraft, even on exports where

the two larger lines of type (ex: U.S. AIR FORCE F-4E-39-MC, A.F. SERIAL 68-426A)

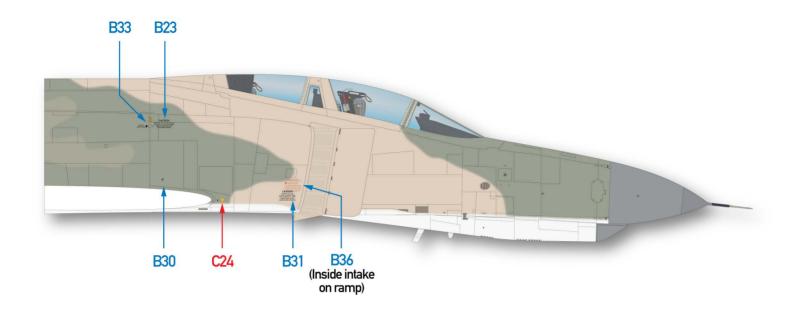
gle was seen sporadically as well.

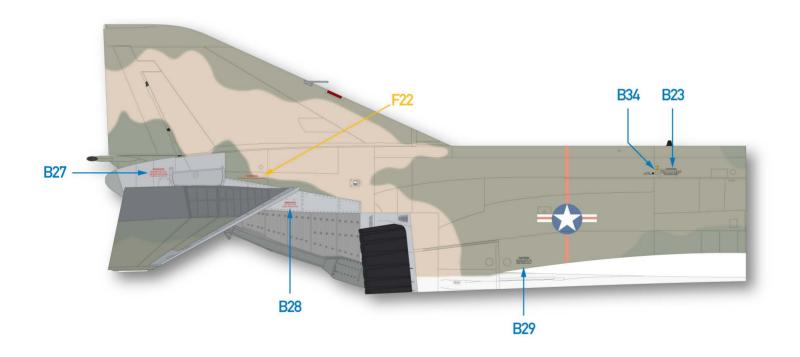
were not applied.

F23A/B

(See Note)

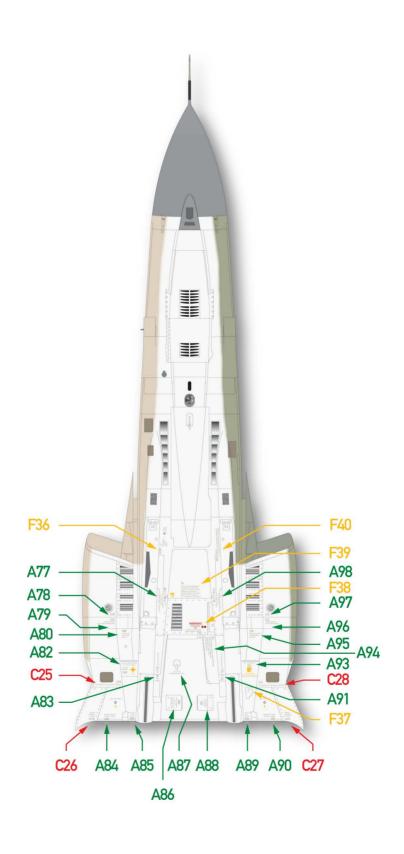




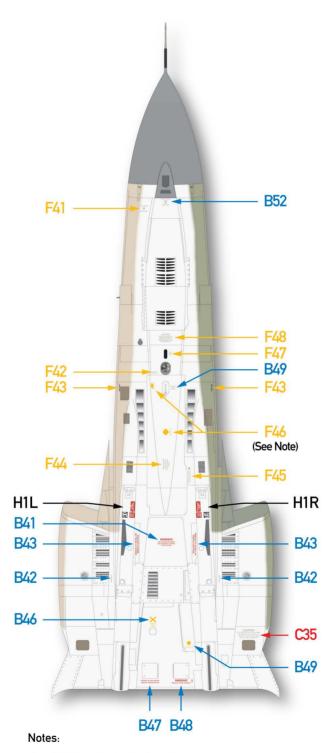




Access Door Markings Lower Forward Fuselage



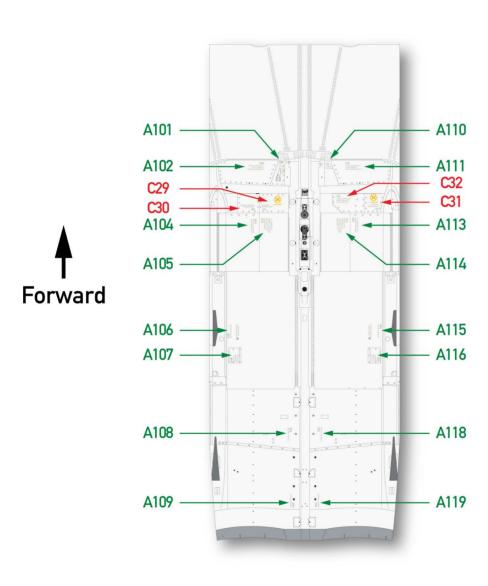
Instructional Markings
Lower Forward Fuselage



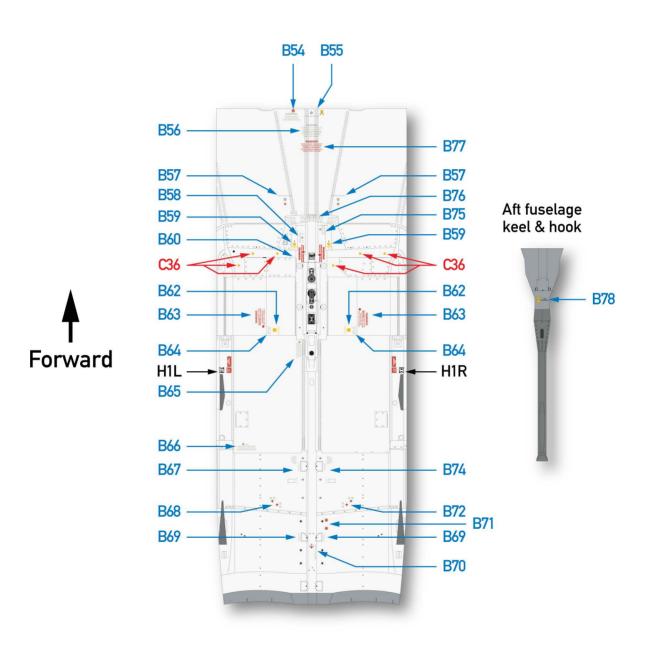
Decal C34 omitted intentionally.

F46: Both locations were common, but marking was only applied in one or the other location, not both. We do not have a specific block or serial, so check references.

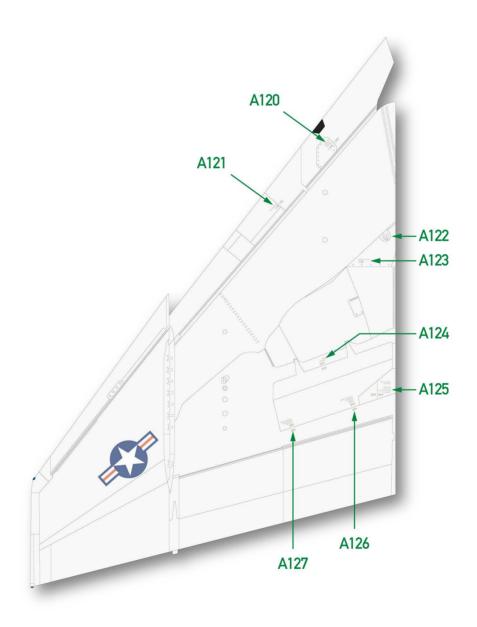


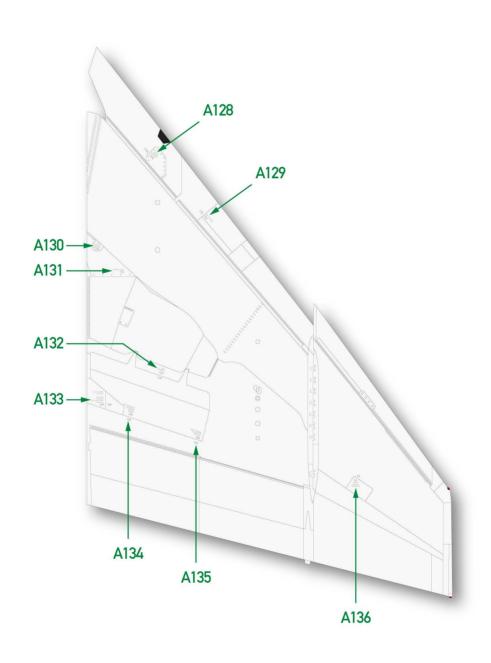


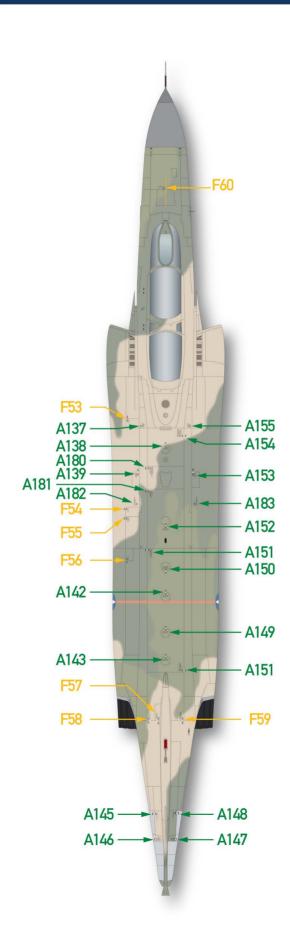










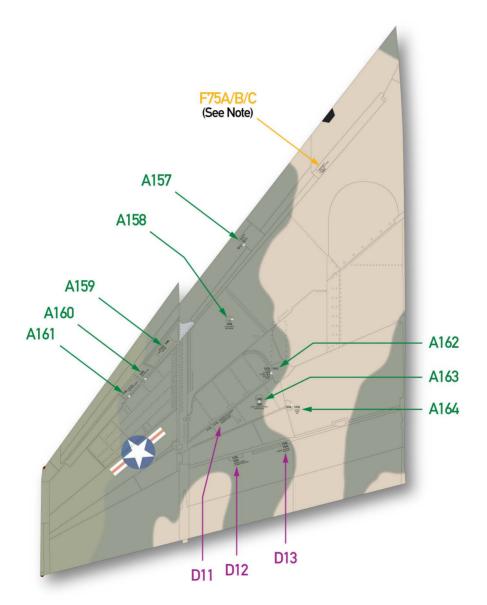




McDonnell Douglas F-4E Access Door Markings - Unslatted Wing Left Hand Upper Wing

Note:

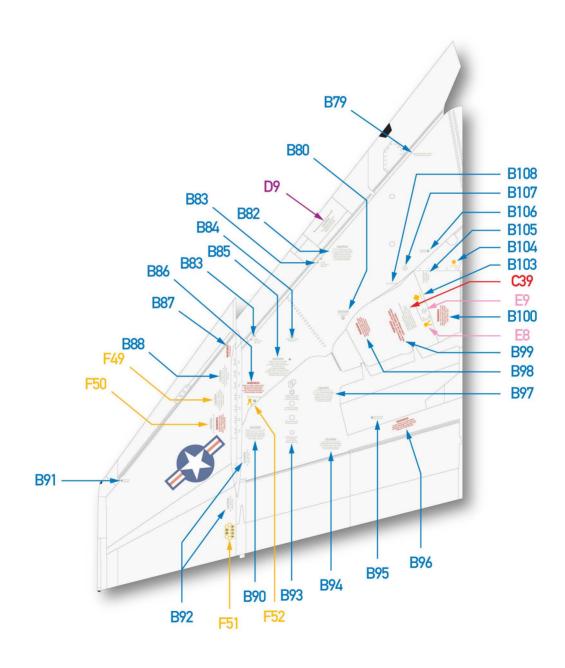
F75A: 66-0284 - 67-0207 F75B: 67-0208 - 69-7589 F75C: 71-0224 - 71-0236



McDonnell Douglas F-4E Access Door Markings - Unslatted Wing Right Hand Upper Wing

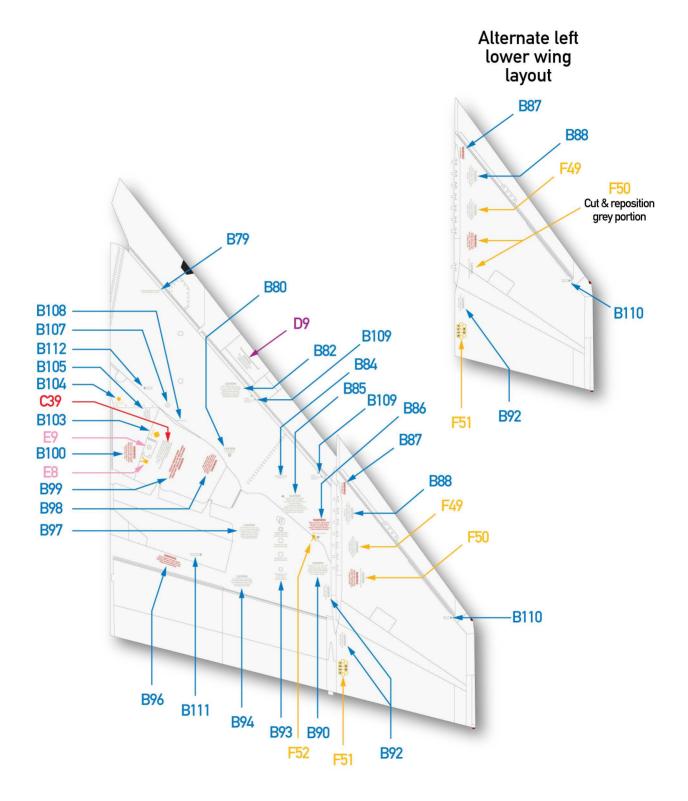
Note:

F86A: 66-0284 - 67-0207 F86B: 67-0208 - 69-7589 F86C: 71-0224 - 71-0236 F86D: 71-0237 & higher F86A/B/C/D (See Note) A169 A170 A171 A172 A173 A174 A175 A176 D14 D15 A179



Left Hand Lower Wing

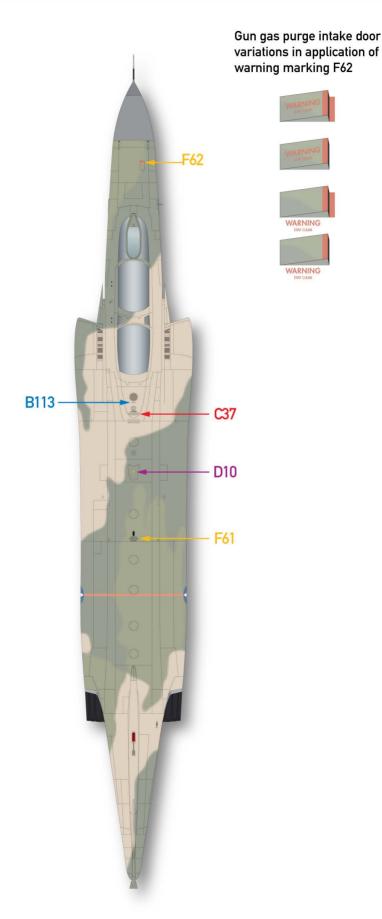






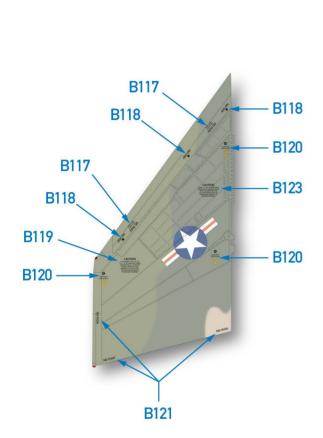
McDonnell Douglas F-4E Instructional Markings

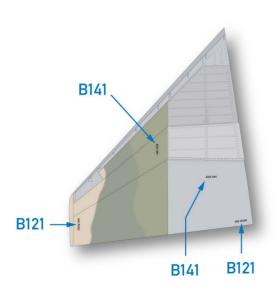
Upper Fuselage

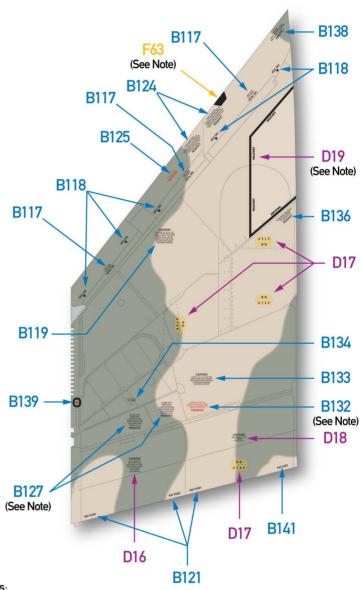




Instructional Markings - Unslatted Wing Left Hand Upper Wing & Horizontal Stabilator







Notes:

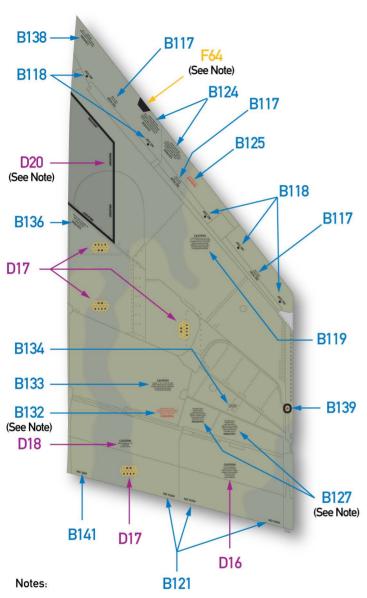
B127/B132: Note the orientation of these items. Tops of letters face the trailing edge of the wing.

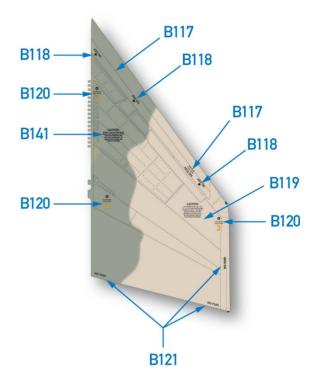
D19/D20: When applied at the factory, the area inside the walkway outline was finished with tinted Corogard paint. In the few photos we have where you can clearly see this area on a factory finished aircraft, the left hand (tan) Corogard area appears to be slightly lighter in tone than the surrounding camouflage color, while the right hand one (green) appears darker. Of course it quickly became dirty with grime and boot marks. We are not certain of the chanve over date to the later style (decals F96/F97), but we believe it was prior to serial number 71-0237 with the slatted wing. Check your references.

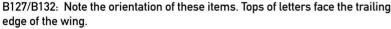
F63/F64: Note orientation of these items. Only found on hard wing F-4Es and F-4Js. Retained even after slats were retrofitted, though sometimes overpainted on F-4G conversions.



Instructional Markings - Unslatted Wing Right Hand Upper Wing & Horizontal Stabilator

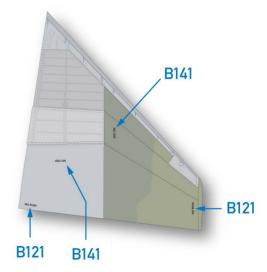




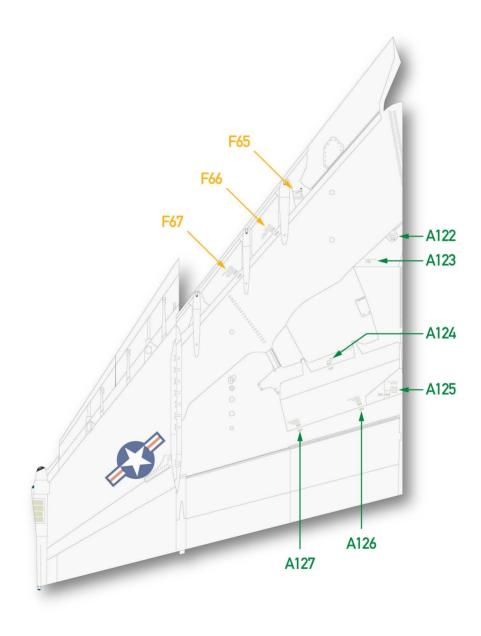


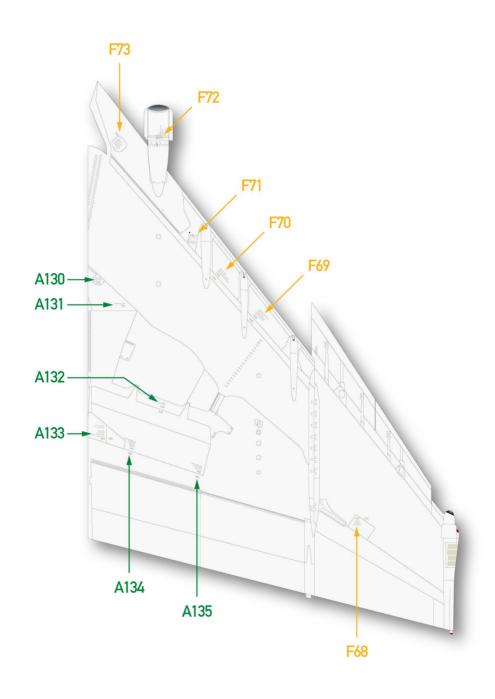
D19/D20: When applied at the factory, the area inside the walkway outline was finished with tinted Corogard paint. In the few photos we have where you can clearly see this area on a factory finished aircraft, the left hand (tan) Corogard area appears to be slightly lighter in tone than the surrounding camouflage color, while the right hand one (green) appears darker. Of course it quickly became dirty with grime and boot marks. We are not certain of the chanve over date to the later style (decals F96/F97), but we believe it was prior to serial number 71-0237 with the slatted wing. Check your references.

F63/F64: Note orientation of these items. Only found on hard wing F-4Es and F-4Js. Retained even after slats were retrofitted, though sometimes overpainted on F-4G conversions.





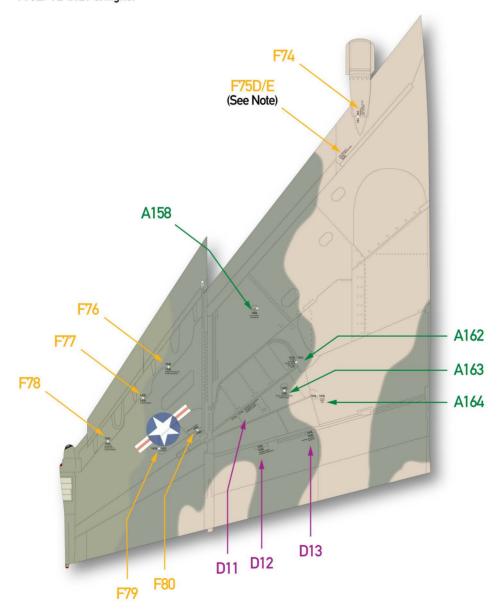




McDonnell Douglas F-4E Access Door Markings - Slatted Wing Left Hand Upper Wing

Note:

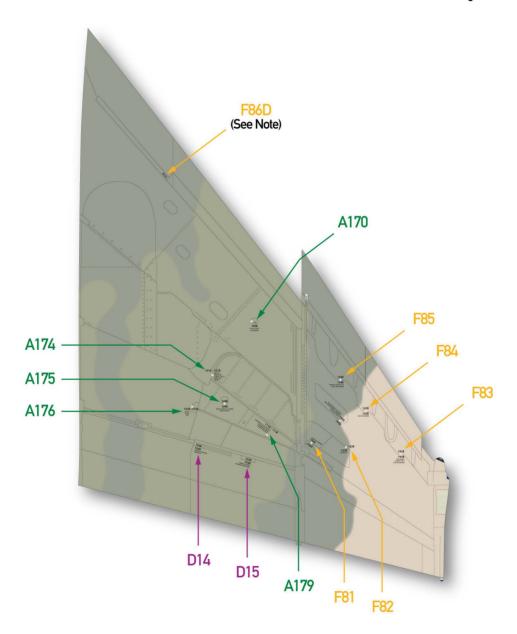
F75D: 71-0237 - 71-1796 F75E: 72-0121 & higher

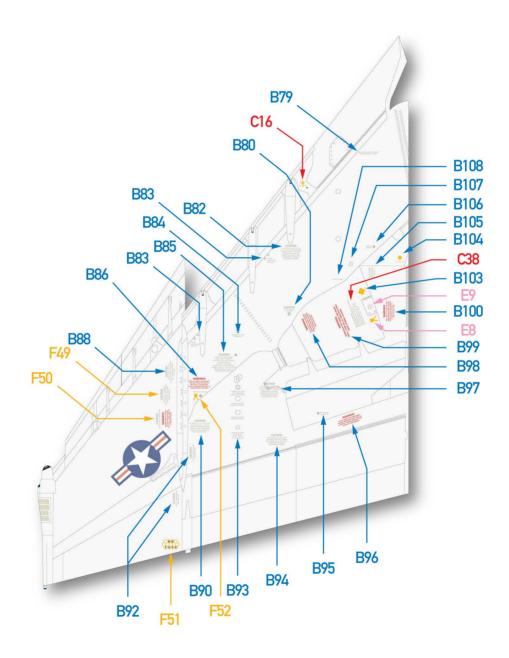


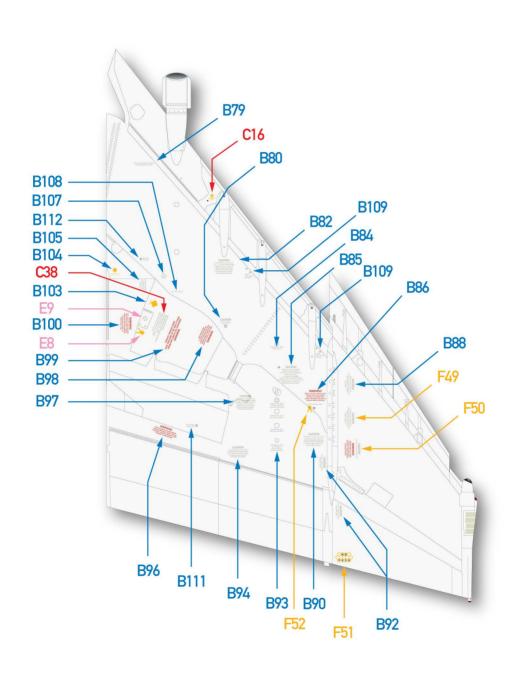
McDonnell Douglas F-4E Access Door Markings - Slatted Wing

Right Hand Upper Wing

Note: F86D: 71-0237 & higher

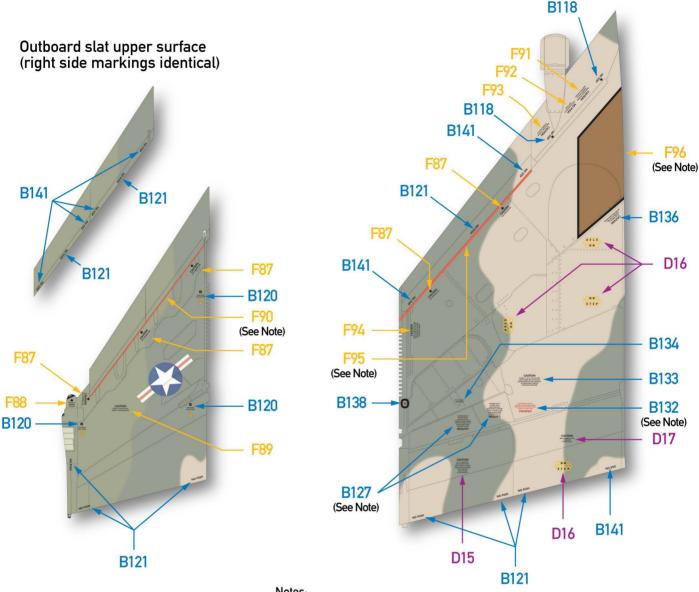


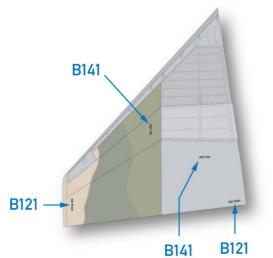






Instructional Markings - Slatted Wing Left Hand Upper Wing & Horizontal Stabilator





Notes:

B127/B132: Note the orientation of these items. Tops of letters face the trailing edge of the wing.

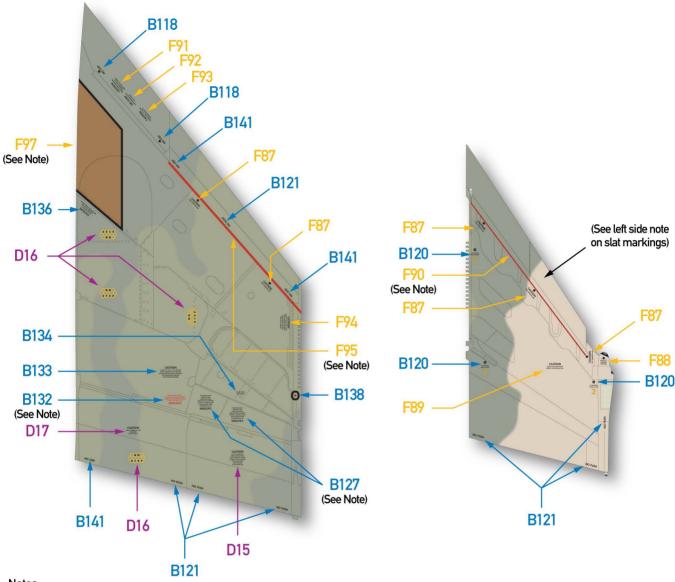
F90: Red warning line on upper wing surface is centered along aft edge of retracted slat such that only approximately 1/2 of its width is visible from directly above when the outboard slat is in the retracted position. Extra length is provided, trim as shown.

F95: The salmon and bright red versions seem to have been used interchangeably.

F96/F97: The trapezoidal walkway on the wing root is difficult or impossible to see in most photos. We have definitive proof of a brown version. We believe it is intended to be FS 30219, but it is noticeably different from the camouflage color, probably due to the different type and application method of the paint. We believe there was also a dark grey version, but we have not been able to pin down when or why it was used. The brown (and possibly grey) version seems to have come into use in the early to mid-1970s, possibly with the FY72 production blocks (F-4E-50-MC, 72-0121), but nothing firm on this has been uncovered to date. We have photos clearly showing these markings with no "WALKWAY" wording, but we have provided it separately in case you find photos showing it applied. See decals D19/D20 for positioning.



Instructional Markings - Slatted Wing Right Hand Upper Wing & Horizontal Stabilator



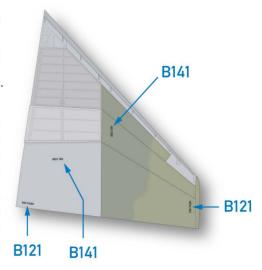
Notes:

B127/B132: Note the orientation of these items. Tops of letters face the trailing edge of the wing.

F90: Red warning line on upper wing surface is centered along aft edge of retracted slat such that only approximately 1/2 of its width is visible from directly above when the outboard slat is in the retracted position. Extra length is provided, trim as shown.

F95: The salmon and bright red versions seem to have been used interchangeably.

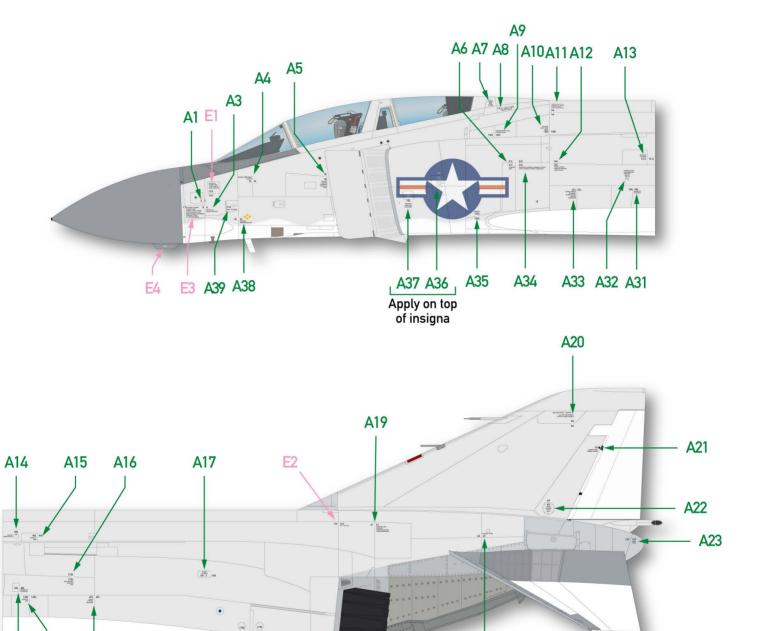
F96/F97: The trapezoidal walkway on the wing root is difficult or impossible to see in most photos. We have definitive proof of a brown version. We believe it is intended to be FS 30219, but it is noticeably different from the camouflage color, probably due to the different type and application method of the paint. We believe there was also a dark grey version, but we have not been able to pin down when or why it was used. The brown (and possibly grey) version seems to have come into use in the early to mid-1970s, possibly with the FY72 production blocks (F-4E-50-MC, 72-0121), but nothing firm on this has been uncovered to date. We have photos clearly showing these markings with no "WALKWAY" wording, but we have provided it separately in case you find photos showing it applied. See decals D19/D20 for positioning.



Left Hand Fuselage

A30 A29

A28



Note: Decals A26 and A27 may be positioned at the top or the bottom of the round access panels, depending on whether the taller "NAVY" or shorter "MARINES" titles were applied. Most F-4Bs, even those that were delivered directly to USMC units, left the factory with "NAVY" applied, with these items positioned as shown.

A27

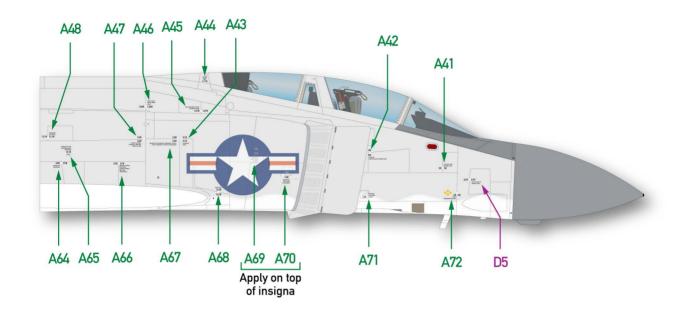
A26

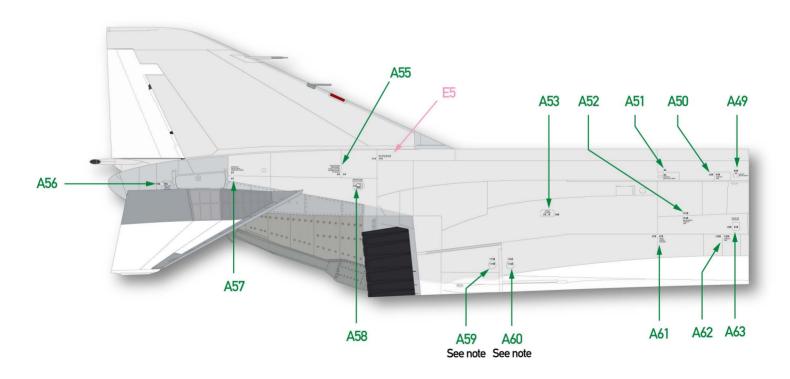
See note See note

A24

Right Hand Fuselage

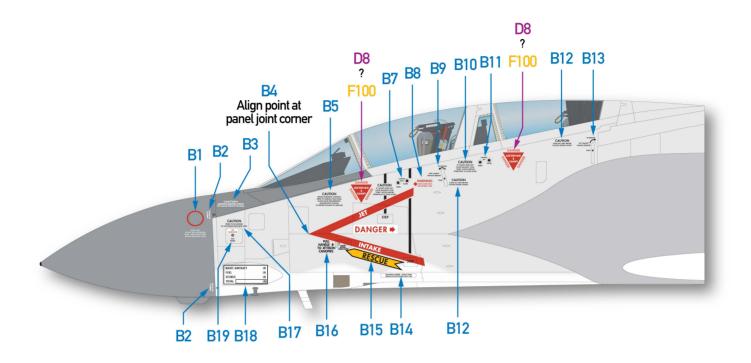


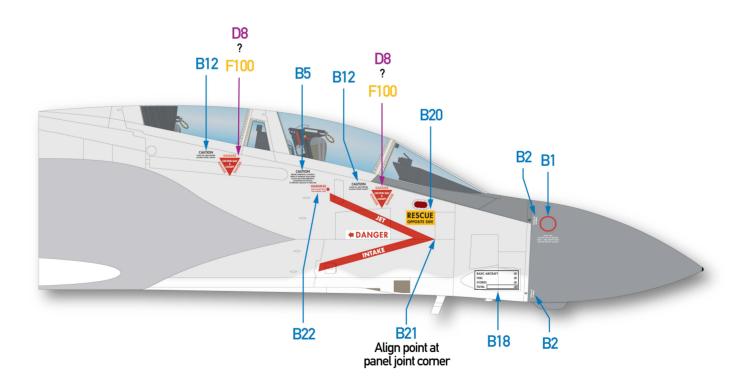




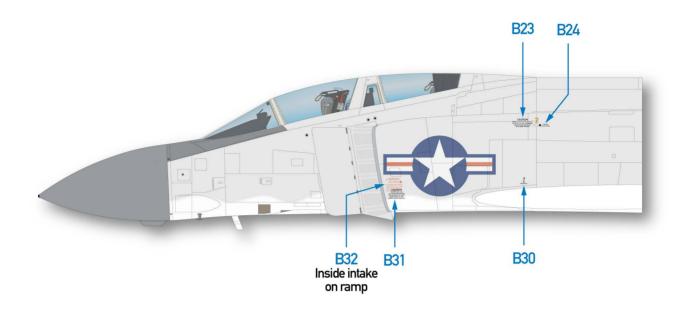
Note: Decals A59 and A60 may be positioned at the top or the bottom of the round access panels, depending on whether the taller "NAVY" or shorter "MARINES" titles were applied. Most F-4Bs, even those that were delivered directly to USMC units, left the factory with "NAVY" applied, with these items positioned as shown.

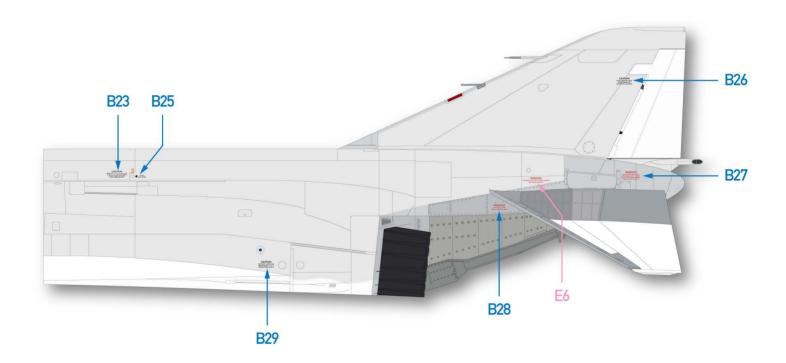




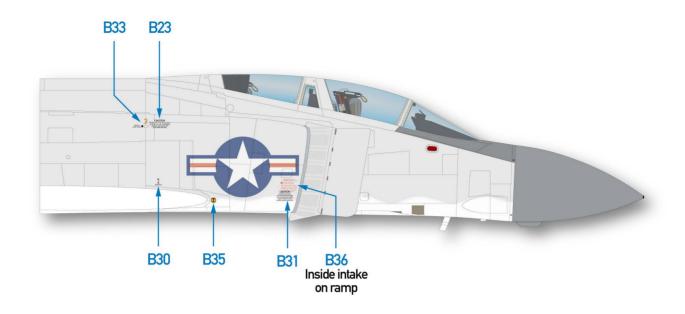


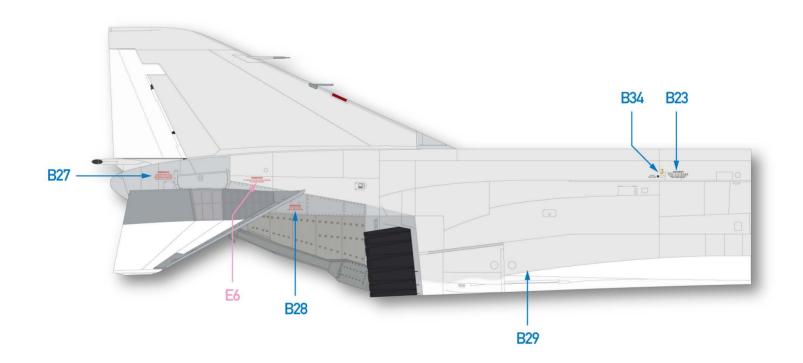






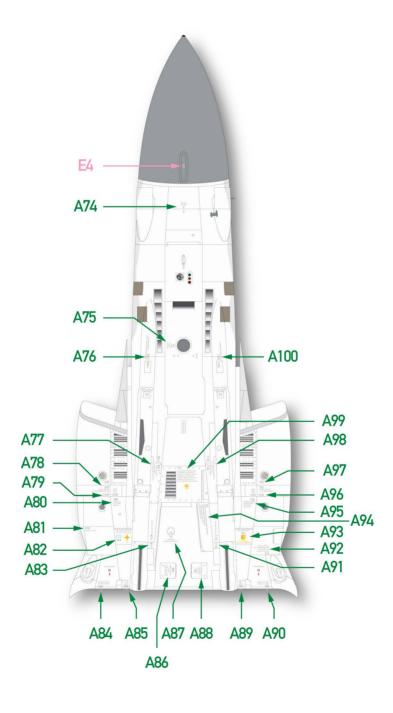


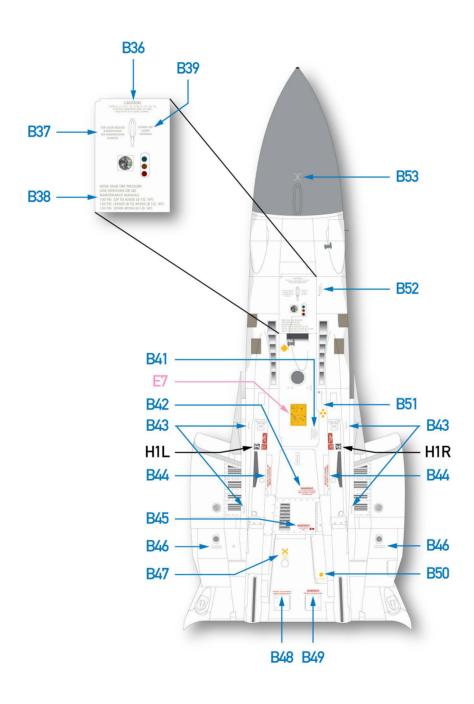




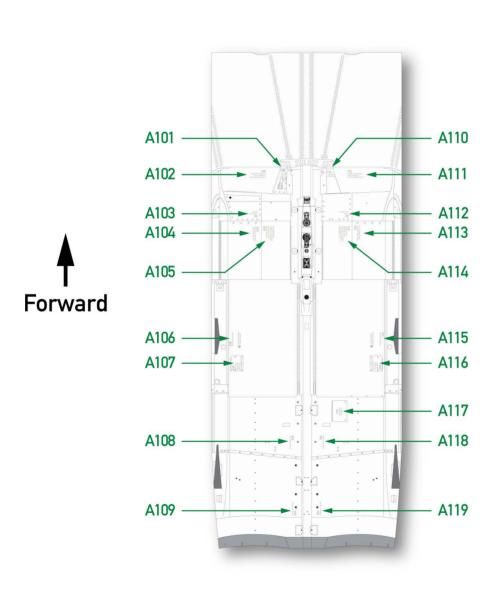
Lower Forward Fuselage



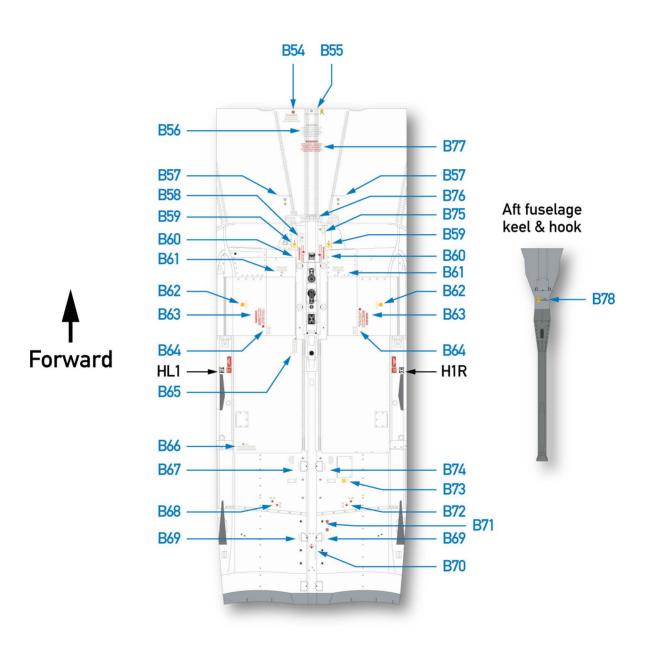




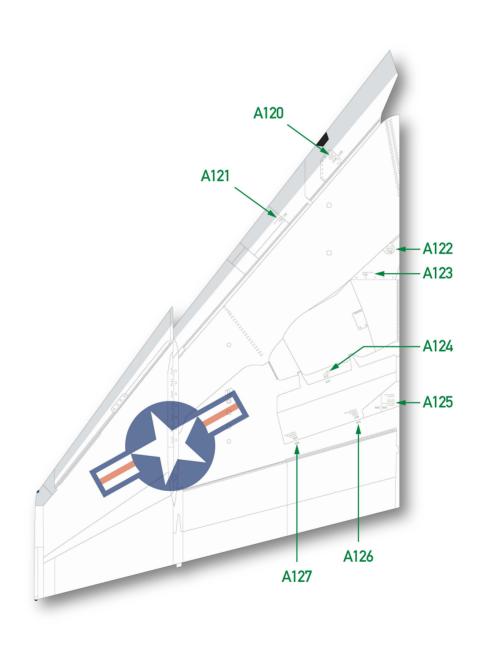


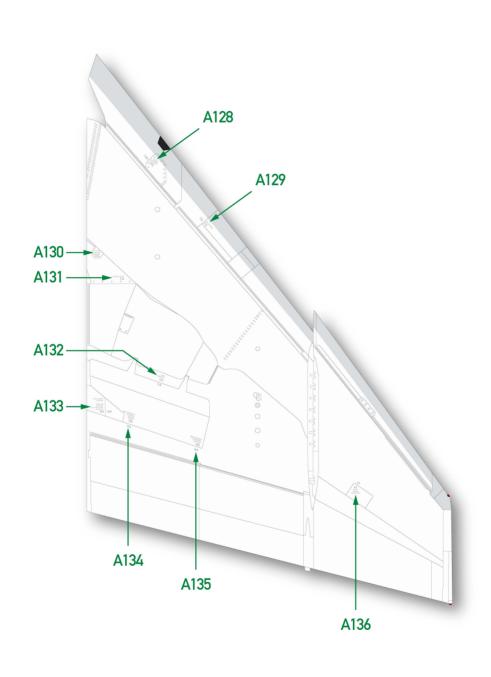


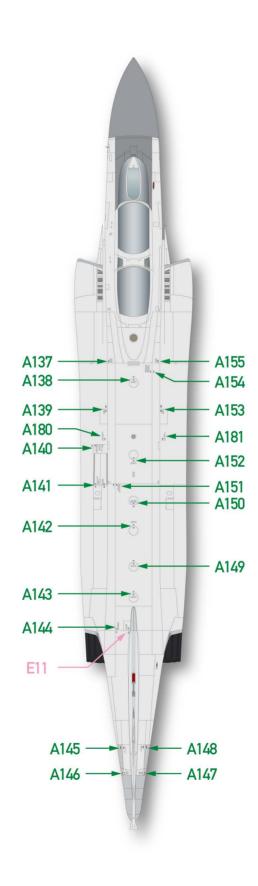




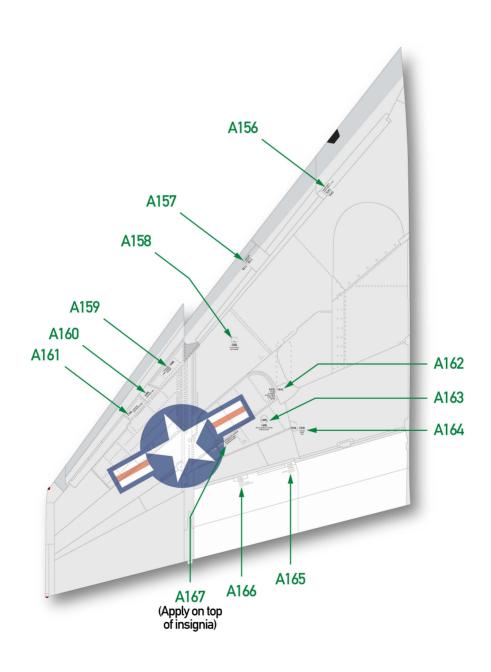


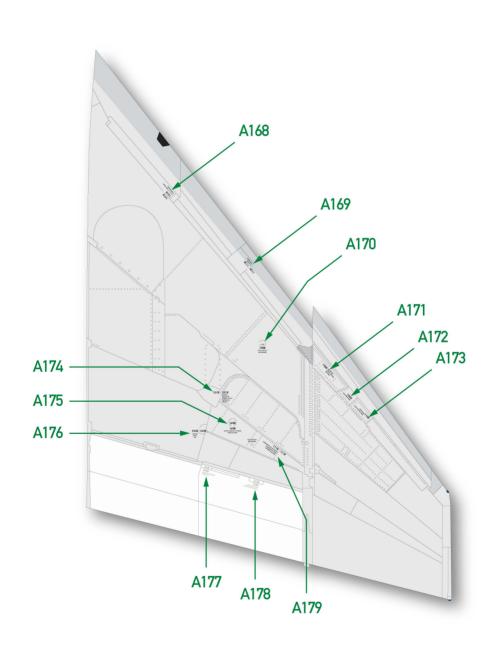


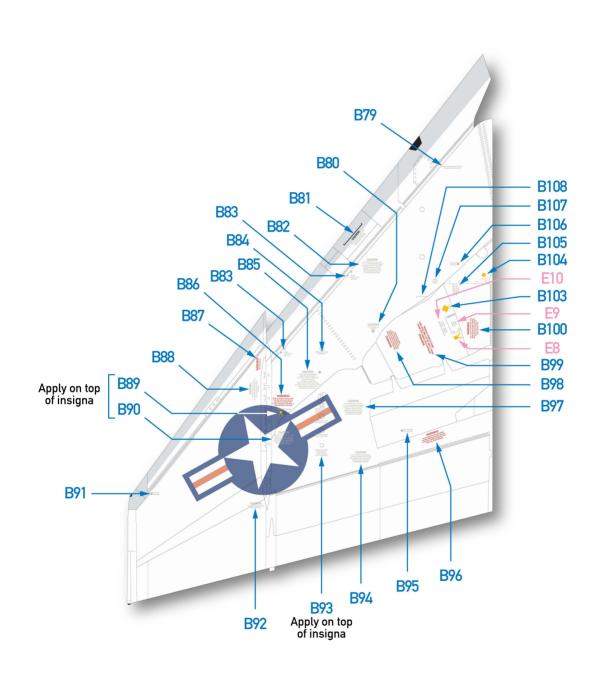


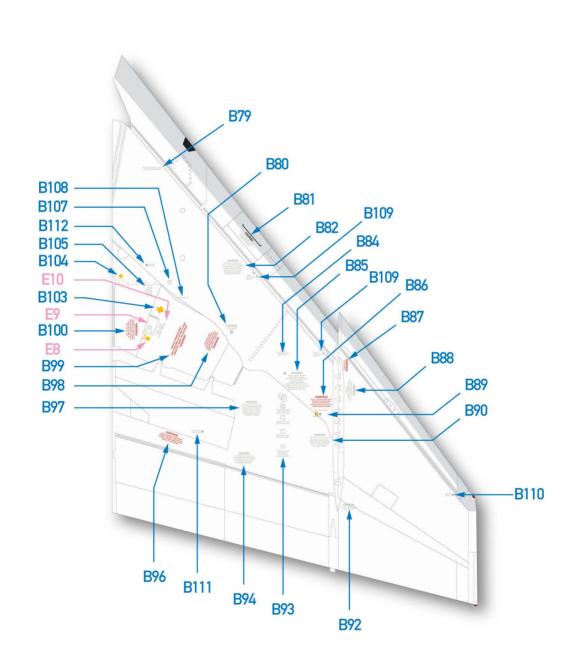


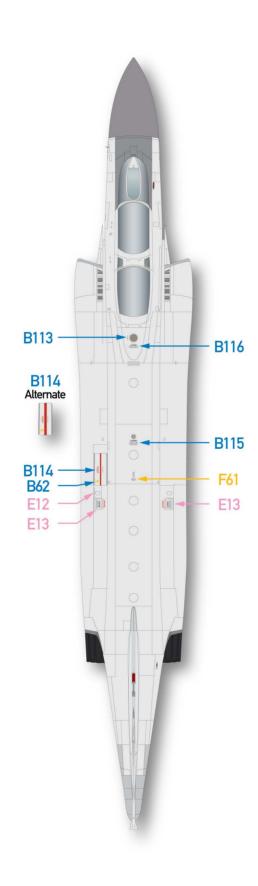




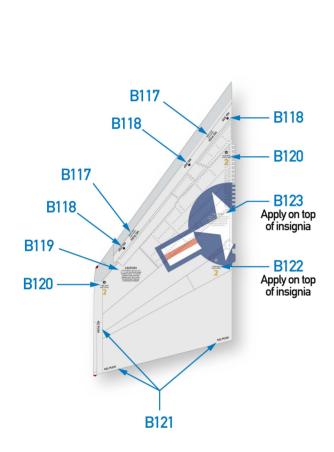


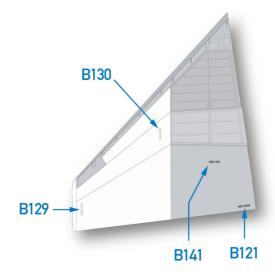


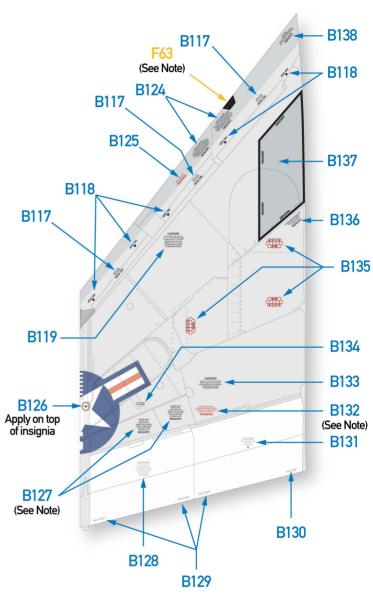




Instructional Markings
Left Hand Upper Wing & Horizontal Stabilator



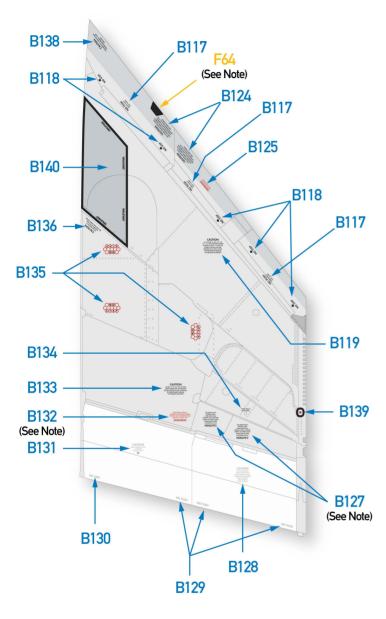




Note:

B127/B132: Note the orientation of these items. Tops of letters face the trailing edge of the wing.

F63/F64: Note orientation of these items. Only found on hard wing F-4Es and F-4Js. Retained even after slats were retrofitted, though sometimes overpainted on F-4S conversions.





B127/B132: Note the orientation of these items. Tops of letters face the trailing edge of the wing.

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