



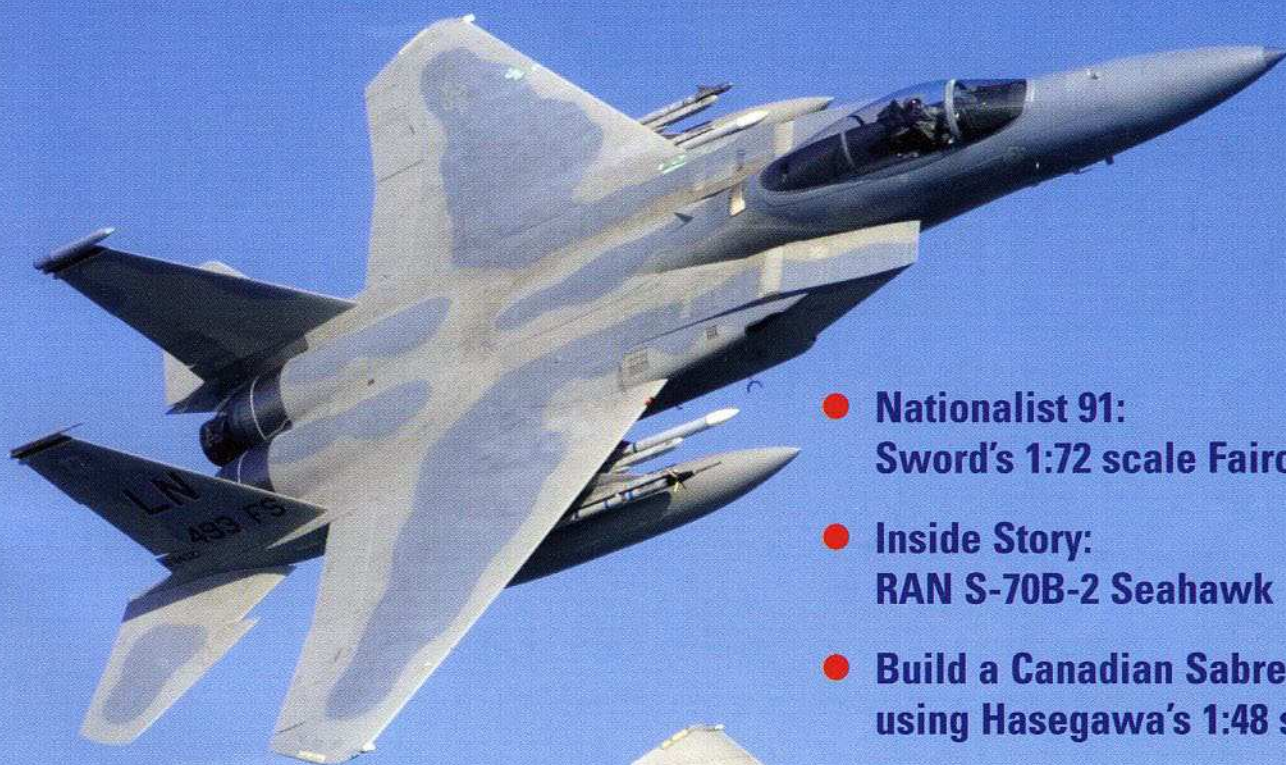
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USAFE's 48th Fighter Wing

The 48th Fighter Wing at RAF Lakenheath, Suffolk, is the only US Air Force Wing to have both a numerical designation and an official name: the Liberty Wing. The Liberty Wing was created in July 1952 and today it consists of two squadrons of F-15E Strike Eagles, one of F-15C Eagles, and an attached rescue squadron of HH-60 Pave Hawk helicopters.

Mounting concern in the early 1950s that communist aggression in Korea and Europe would escalate, prompted the creation of the 48th Fighter Bomber Wing

(FBW) on 10 July 1952. The newly-formed Wing was the first in an expansion of

USAF combat strength from 48 to 95 combat wings between 1950 and 1952.

Based at Chaumont, France, the Wing was initially assigned to the 12th Air Force, but was later transferred to the 17th Air Force. It comprised the 48th Fighter Bomber Group, the 48th Maintenance and Supply Group, the 48th Air Base Group and the 48th Medical Group.

Right: The 48th FBW was one of eight USAF Wings to operate the F-86F. The 493rd Fighter Bomber Squadron's 52-5403 had a prominent black panel around its gun troughs.

Above: During November 1986 the Bardenas Reales range in Spain received this load of Mk 82 AIR (Air Inflated Retard) bombs. The F-111F delivering them was 72-1443 of the 494th TFS.

Below: F-84G 51-9868 CHERRY II was on strength with the 493rd FBS at Chaumont in 1952. The aircraft was written off in June 1953. (all T. Panopolis Collection unless otherwise stated)





Above: With its pilot posing in the cockpit, F-86F 53-1222 has been equipped in a four-tank configuration. The aircraft belonged to the 494th FBS.

Right: F-86F 52-5355 has the legend 'PILOT COL. C. G. PETERSEN' on the dark blue panel on its canopy frame. Petersen was the 48th FBW's commander in 1953 and the jet flew with the 492nd FBS.

Fifty-eight F-84G Thunderjets were the primary assets flown by the 492nd, 493rd and 494th Fighter Squadrons of the 48th FBW, with six T-33s also assigned to the Wing for currency and training. Two C-47s, a T-6 and an L-5B were used for logistics and maintenance facilitation. The three squadrons had originally been inaugurated in 1944 for the D-Day invasion as part of the 48th Fighter Group, based at RAF Ibsley, flying P-47Ds in both razorback and bubbletop variants, as part of the 9th Air Force.

In 1954, the Wing exchanged its F-84Gs for the more capable F-86F Sabre, and it was in this year that it also received its name, the Liberty Wing, from the local residents at Chaumont. "The mayor and citizens of Chaumont were so fond of the Wing that they gave the Wing the unoffi-

F-100D Super Sabre 56-3239 carried black/yellow/red alar markings on its nose and fin. The aircraft was photographed in June 1966.



cial name of the Statue de la Liberte Wing because Bartholdi, original designer of the statue in New York Harbor, had his workshops only a few miles from the air base', the Wing's official history explains.

In 1955 the Wing was put on notice that it would soon be swapping its Sabres for the first supersonic operational fighter in the world: the F-100 Super Sabre. This was followed by an Air Force-wide realignment that resulted in the Wing being assigned a fighter mission. Accordingly, in July 1958 the 48th FBW dropped its dual fighter-

bomber designation, and simply became the 48th Tactical Fighter Wing. Its three squadrons similarly changed designation, becoming Tactical Fighter Squadrons.

Moving to Lakenheath

Disagreements between the United States and France concerning nuclear weapons storage, and custody issues within NATO, resulted in the decision to remove nuclear-capable USAF Europe (USAFE) units to nations with which the US had more cordial relations.





The Wing's official history recalls, 'One of the bases vacated by rotating Strategic Air Command units was a former World War II airfield, nestled away in the East Anglian countryside called Royal Air Force Lakenheath. In the early morning hours of 15 January 1960, the Wing's three fighter squadrons lifted off Chaumont's runway and, after making farewell passes over the outlying village, headed toward the English Channel. When the 48th Tactical Fighter Wing's first F-100D touched down on RAF Lakenheath's runway, the landing symbolized a return for the Liberty Wing.'

The Wing had 60 F-100s and its new commitment as one of the North Atlantic Treaty Organisation's most important strike assets began an enduring and challenging mission to achieve constant preparedness that continues to this day.

In 1962, the Liberty Wing came under the operational command of 3rd Air Force, and thereafter the Wing's F-100s

Right: Another commander's aircraft, this time belonging to Col Stanton T. Smith, Jr, F-100D 56-3262 was at Toul-Rosieres, France, in 1959. Smith was commander of the 48th.

Below: A classic example of how old photographs, historical references and interpretations can vary, F-100D 55-2839, photographed in May 1959, appears to be decorated with orange 'candy' stripes. Artist David Howley has them rather more yellow in his profile. The Fokker Mach Trainer in the background is very much worthy of note.

maintained readiness by participating in a number of USAFE and NATO exercises.

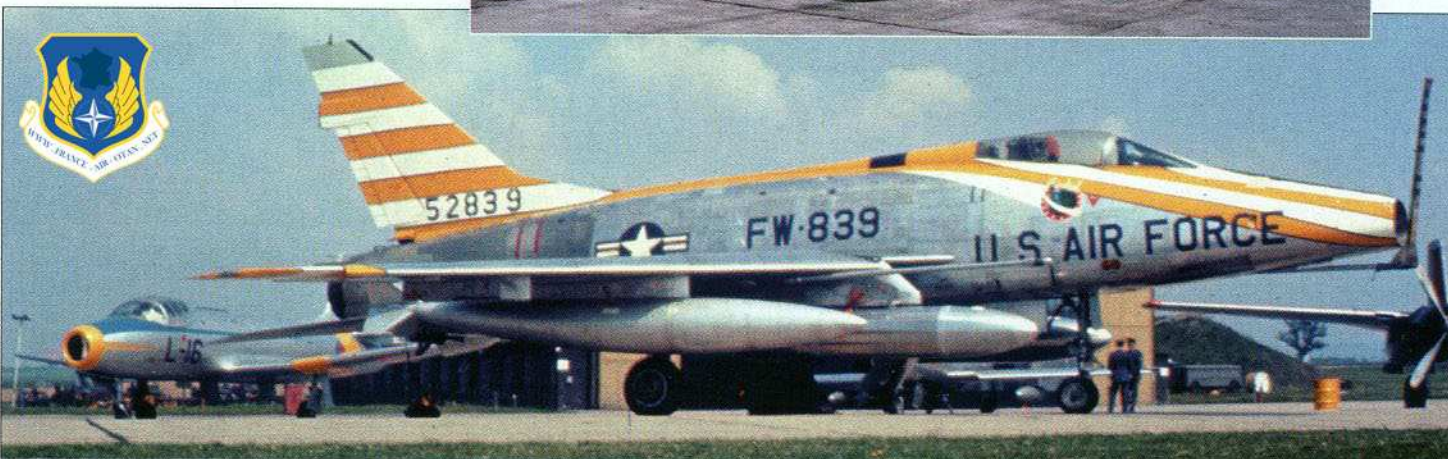
In 1972 the F-100 began to be gradually phased-out of the 48th TFW's inventory. In its place came the F-4D. According to the official history: 'On 1 October 1971, the 492d Tactical Fighter Squadron stood down from its NATO commitments, followed by the 493rd on 1 December and the 494th on 1 February 1972'.

These standowns were the start of a five-year process to convert the entire Wing to the mighty Phantom II, with the first example arriving with the 492nd TFS in January 1972. Although the last F-100D left Lakenheath in April that same year, by December 1973 the Wing still only possessed a meagre 26 Phantoms –

Wearing yet another variation on 48th FBW markings, this F-100D, 54-2222, was undergoing serious outdoor maintenance. The aircraft has trestles under its wings and nose and its gun panels are open.

perhaps because the war effort in South East Asia and a strong appetite for the jet among international buyers, had taken priority until then. It was not until March 1975 that the last of the three fighter squadrons, the 494th, achieved initial operational capability with the new jet.

It was therefore something of an irony that the Air Force should select the Liberty Wing to be the first to receive the newest variant of the General Dynamics F-111 Aardvark – the F-111F, which could self-guide laser-guided bombs to target. It





Above: There were Super Sabres at Lakenheath for more than a decade, covering the period when camouflage began to appear on the fleet. Wearing 'LS' tailcodes, this F-100D flew with the 493rd TFS during August 1971.



Left: 55-2834 was another 493rd TFS Super Sabre. It was seen in June 1971.

could also deliver a nuclear load with greater accuracy than any other US Air Force fighter.

Enter the Aardvark

The first three F-111Fs set down at Lakenheath on the first day of March 1977. USAFE planned for an impressive four full squadrons of the slope-nosed jet, often called 'the Pig', and therefore reactivated the 495th Tactical Fighter Squadron in April that year, 33 years to the day since its deactivation. The 495th TFS would provide the other three tac fighter squadrons with a training facility to get pilots and weapons systems officers (WSOs) up to speed on employing the jet as a weapons system. It made the 48th

TFW the only combat unit in USAFE with four squadrons, and the only combat wing operating with its own Replacement Training Unit (RTU).

The operational tempo at Lakenheath continued unabated, and by September 1979 the wing had flown the highest number of hours ever recorded in a fiscal year by an F-111 unit. This dedication culminated in the 48th's performance during a joint USAFE Operational Readiness Inspection (ORI) and NATO Tactical Evaluation in March 1980. The Wing did so well that the then-Secretary of the Air Force selected the 48th TFW for its fourth Air Force Outstanding Unit Award. The pace of work, high level of taskings and NATO commitment have consistently

made Lakenheath infamous among fighter crews and maintainers set to serve on the Wing: it is little wonder that many refer to the base as 'Lakenpain'!

Libyan strikes

Terrorist atrocities committed in the early- and mid-1980s at the behest, or with the support of, Libyan leader Colonel Gaddafi, led the United States to seek a military solution to his interfering, when diplomatic efforts and political posturing failed. At the eleventh hour in the planning for this military strike, the USAF was tasked to take on two key targets, leaving the US Navy to concentrate on three more to the east.

At approximately 19:00 local time, on the evening of 14 April 1986, 24 F-111Fs departed Lakenheath's runway and mysteriously slipped south. In flights of four, aircrews flew south through the Straits of Gibraltar and began their orchestrated attack shortly after midnight on 15 April.



The 48th TFW also operated two-seat F-100F trainers. This pair, 56-3871 and 56-3821, both wear tail bands in all three squadron colours.

Simultaneously, Navy and Air Force support aircraft began engaging Libyan defences around Tripoli. The mission lasted four hours and its goal – to visibly damage three targets associated with supporting terrorism – was achieved.

However, despite the success of the mission, the reality of the danger experienced by the Wing's pilots hit home. As the strike force recovered to Lakenheath both air and ground crews were given the sombre news that KARMA 52, aircraft 70-389 and its crew, Pilot Major Fernando L. Ribas and Weapon Systems Operator Captain Paul Lorence, of the 495th Fighter Squadron, had not made it home. No one knew what had happened, but it is generally believed that their jet was

downed over the sea by an SA-2 or SA-3 surface-to-air missile.

On 8 September 1986, US Navy Secretary John Lehman presented the Navy's Meritorious Unit Commendation to the Liberty Wing for its participation in the operation, and the Liberty Wing remains the only Air Force unit to have received this prestigious award.

Gulf War and the early 1990s

Although the thawing of the Cold War during 1990 should have seen the Wing breathe a sigh of relief, Iraq's invasion of Kuwait in August 1990 resulted in exactly the opposite: 'Col Thomas J. Lennon, 48th Tactical Fighter Wing Commander, received a call from Headquarters, United

States Air Force, asking if the 48th Tactical Fighter Wing was ready to deploy'. At the end of the month, 18 of the Wing's F-111s deployed to Saudi Arabia in anticipation of war with Iraq.

By January 1991 the Liberty Wing had 66 of its total complement of 70 F-111s at Taif Air Base, Saudi Arabia. On 17 January Operation Desert Storm commenced, and the 48th TFW was in the thick of it from the start. It flew 2,500 combat sorties, dropped 7.3 million pounds of precision guided munitions and destroyed 920 tanks and armoured personnel carriers, 245 hardened aircraft shelters, 160 bridges and 113 bunkers. The Wing flew the first-ever GBU-28 LGB mission, successfully destroying an Iraqi



Above: The build up of Lakenheath's Phantom force was slow, but the type represented a massive step forward in capability for the Liberty Wing. F-4D 65-742 was at the Suffolk base in June 1975.



Left: The fin of F-4D 65-644, seen in July 1974, provides a beautiful example of typical markings application.

Below: F-4D 65-689 'LN' was with the 493rd TFS in August 1975. It was one of those aircraft whose camouflage was modified by replacing the standard F.S.30219 with F.S.34201, for a strikingly different result. 65-689 is another aircraft known to have been painted in this manner. The latter is represented on Xtradecal X72-072. Note also how the red of the three-coloured fin cap on '689 extends fully aft.





F-111F 74-0184, with the 494th TFS, demonstrates its Pave Tack unit in July 1987. The F-111 featured an unusual centre rear fuselage hardpoint and here it is fitted with an AN/ALQ-131 ECM pod.



command and control centre. All of this the Wing accomplished without one combat loss of a crew or aircraft.

With Kuwait liberated, Iraq put firmly in its place and the shooting war over, the Liberty Wing returned home. By the end of 1991 it had undergone restructuring to include several command positions: the 48th Logistics Group, 48th Medical Group, 48th Support Group, and 48th Operations Group.

The same Air Force-wide restructuring programme responsible for these changes also resulted in the dissolution of Tactical and Strategic Air Commands, and the creation of the combined Air Combat Command. As a result, many of the Air Force's units dropped the 'Tactical' title, and simply became Fighter or Bomber Wings. Lakenheath's Wing and Squadrons were no exception, becoming the 48th Fighter Wing (FW), and the 492nd, 493rd, and 494th Fighter

Squadrons, respectively. The 495th TFS flew its last RTU training mission in December 1991, as the Wing readied itself for a transition from the old F-111F to the brand new F-15E Strike Eagle.

Strike Eagle

With only two squadrons of F-15Es earmarked to be based at Lakenheath, the 495th FS and 493rd FS deactivated in 1991 and 1993, respectively. The 493rd FS subsequently re-activated (for the second time), in January 1994 to receive its first maintenance trainer F-15C Eagle. A full inventory of these air superiority Eagles was in place later that summer, marking the first time that the Liberty Wing had had a squadron whose sole focus was the air-to-air mission.

Peacekeeping commitments in the Balkans, and policing Iraq's No-Fly Zones (NFZs) simply added to the high operational tempo that already consumed the

An AN/ALQ-119 (short) pod represents alternative ECM protection for F-111F 70-2406. Seen on 11 October 1978, the 493rd TFS jet pre-dates the 1981-84 fitting of Pave Tack to all F-111Fs.

Wing at Lakenheath, and between 1993 and 1999 there was always at least one of the Wing's squadrons deployed.

The Wing's Strike Eagles dropped their share of weapons over the northern and southern NFZs in Iraq, and also led a number of Air Expeditionary Force (AEF) rotations to the Middle East before Iraq was invaded in 2003, but it was their involvement in a number of operations over Serbia and the Former Republic of Yugoslavia (FRY) that were most demanding.

F-111F 72-1448, thanks to its fortunate serial, was marked as '48 TFW' for the Wing's commander. It was photographed in September 1989 and the chocks hanging from its outboard underwing pylon are a nice touch.





Above: F-111F 71-889 was marked as '493 FS', with 'AF710889' marked below this in small black text. The aircraft is seen here on 11 November 1992 at the very end of the Aardvark's Lakenheath career. It is wearing NATO-inspired nose art and was involved in the El Dorado Canyon mission.

Inset: This F-111F was launching for the 14 April 1986 strike against Libya. It is armed with retarded Mk 82 bombs and could have used its Pave Tack system to provide ranging data for the accurate delivery of the weapons.

Right: Flying as REMIT 31, this F-111F damaged Colonel Gaddafi's house, courtesy of its GBU-10 loadout.

Top: Another load of Mk 82 AIR bombs graces F-111F 72-443. The machine was photographed on 27 March 1987, after the Libya strikes, but some years before the 48th went to war in the Gulf. El Dorado Canyon saw a mix of dumb and precision-guided ordnance used, but the 48th apparently completed just one Desert Storm mission with dumb weapons, the remainder being flown with GBU-15, GBU-10, GBU-24 and GBU-28 electro-optically (GBU-15) or laser-guided bombs.

In February 1999, while the Wing served another rotation in Turkey patrolling Iraq's northern NFZ, Serbian aggression against the Albanian population of Kosovo resulted in NATO intervention. It asked the 493rd FS to deploy to Cervia Air Base, Italy. The next month the Squadron's C-model Eagles engaged FRY MiG-29 'Fulcrums', downing four of them for no loss. At the same time, the 494th Fighter Squadron, operat-



With its Strike Eagles the 48th FW remains at the pointed end of the spear in the continuing war on terror. This pair of 494th FS aircraft was involved in an Iraqi Freedom mission, armed with GBU-12 Paveway II LGBs. The aircraft also mount AIM-120 and AIM-9 missiles and have LANTIRN nav pods, but Litening II target pods. (USAF)

Aircraft in Profile

The 48th FW's 493rd FS has more than its fair share of 'MiG-killing' jets. The foremost aircraft here, 84-0027, shot down two Iraqi fighters – a MiG-23 and a Mirage F1 – on 27 January 1991 while being flown by Capt Benjamin D. Powell of the 53rd TFS. The further machine, 84-0015, scored a manoeuvre kill over an Iraqi PC-9 on 22 March 1991, in the hands of the 53rd TFS's Lt Robert W. Hehemann. (Steve Davies/fjphotography.com)

ing from Aviano Air Base, Italy, achieved the first recorded use of a GBU-28 by an F-15E. Starting in May, the 492nd FS launched combat operations directly from RAF Lakenheath, among the first sustained combat operations flown from England since World War II.

The Wing's official history records other impressive achievements from the operation, known as Allied Force: 'During the air war over Serbia, the Wing deployed 1,011 personnel to 18 different locations. Operationally, the Wing's pilots and aircraft flew sorties from three locations, utilizing 69 aircraft. Even those remaining at RAF Lakenheath... also launched combat sorties. In all, the pilots of the 48th... flew 2,562 sorties for more than 11,000 combat hours in less than three months, dropping 3.1 million tons of munitions and scoring four out of five confirmed Air Force aerial victories'.

The 48th FW continued to receive AEF taskings through 2002, as well as requests to support Operation Enduring Freedom – the overthrow of the Taliban government in Afghanistan. As part of this operation, the 492nd FS's Strike Eagles, and the 493rd Fighter Squadron's Eagles, deployed to fly air superiority sorties and escort missions for C-17 aircraft delivering daily humanitarian aid to Afghan refugees in Afghanistan. As the Global War on Terror (GWOT) continued, the 48th Fighter Wing

Below: Although Typhoon is likely to be turning in outstanding performances against the F-15C during basic fighter manoeuvre training, until the RAF has its aircraft fully operational with both ASRAAM and Meteor AAMs and full-specification avionics, the Eagles of the 493rd FS arguably represent the most capable air-to-air assets in the UK. (Steve Davies/fjphotography.com)



also readied itself to support the ongoing AEF for Operation Iraqi Freedom, the invasion and occupation of Iraq.

For as long as the Liberty Wing continues to honour its various and many commitments around the world, its hard working men and women will no doubt

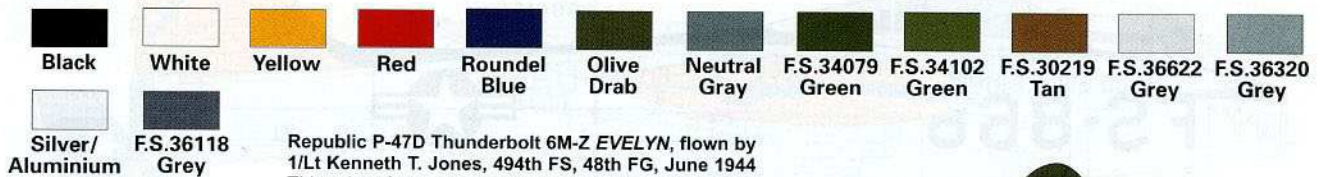
refer to 'home' as 'Lakenpain'. But one thing is for sure, the vast majority will do so with a sense of great pride. The Liberty Wing is a unique organisation on whose shoulders the freedom of many have, and continue to rest.

Steve Davies

Indicative of the importance that the USAF places on Lakenheath's Strike Eagles is the fact that they are equipped with the Northrop Grumman Sniper target pod. As well as representing a targeting capability beyond that of LANTIRN, the new pods also make the Strike Eagle a valuable real-time reconnaissance asset. (USAF)

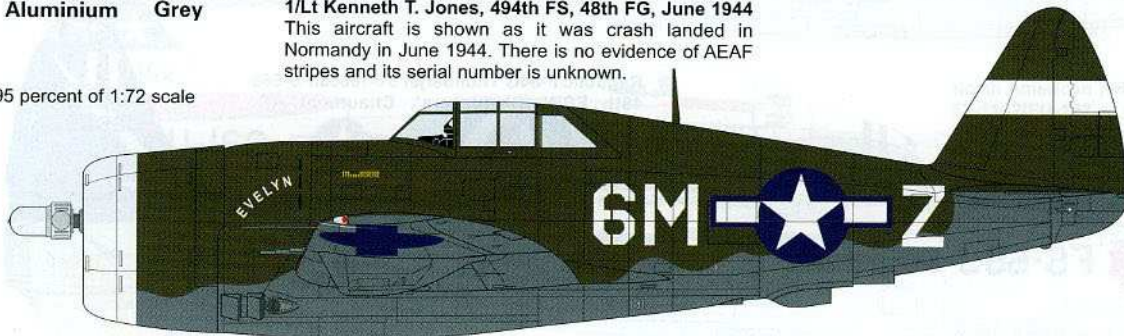


USAFE's 48th FW drawings by David Howley

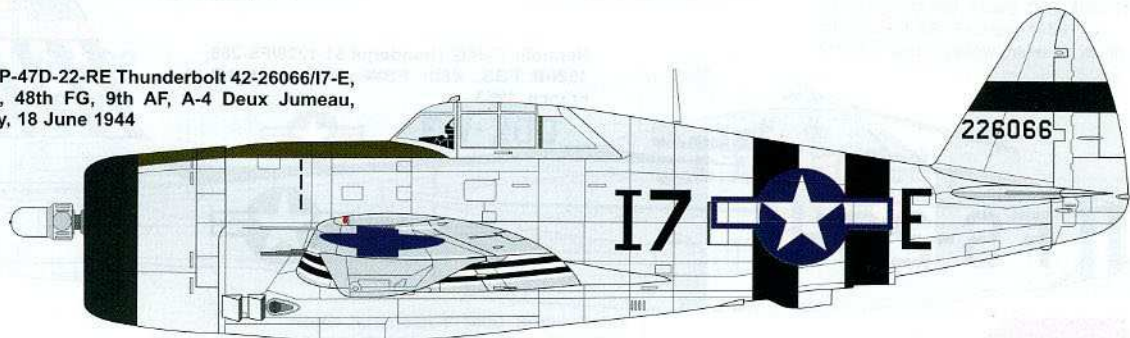


Republic P-47D Thunderbolt 6M-Z EVELYN, flown by 1/Lt Kenneth T. Jones, 494th FS, 48th FG, June 1944
This aircraft is shown as it was crash landed in Normandy in June 1944. There is no evidence of AEF stripes and its serial number is unknown.

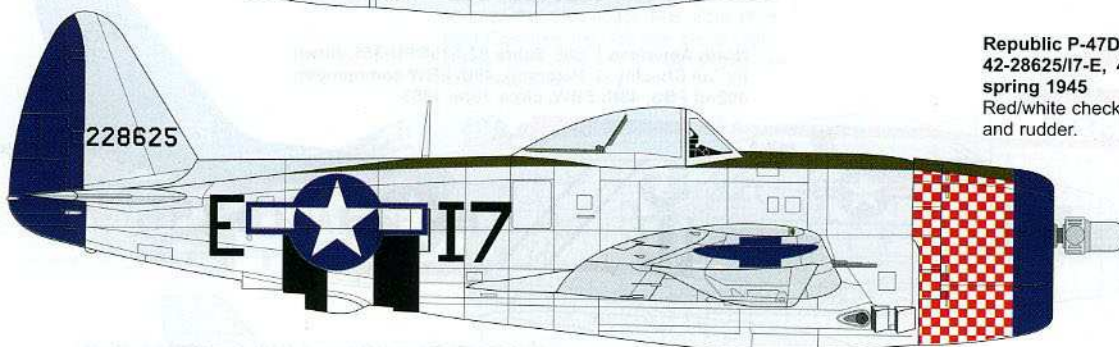
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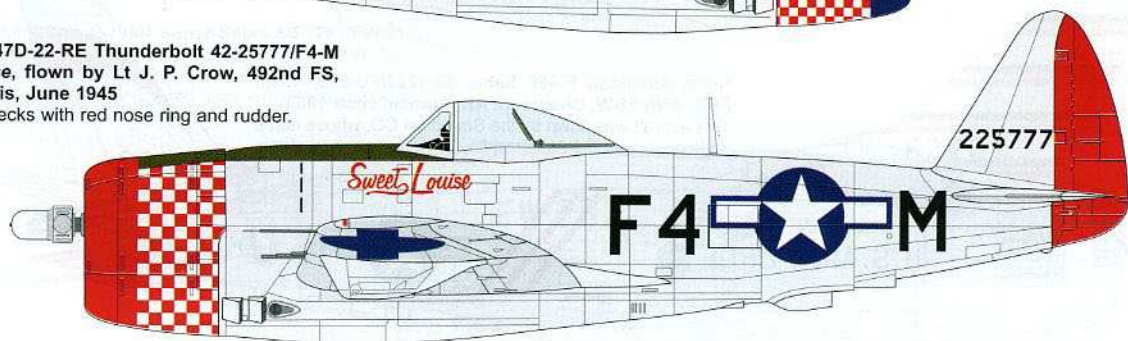
Republic P-47D-22-RE Thunderbolt 42-26066/I7-E, 493rd FS, 48th FG, 9th AF, A-4 Deux Jumeau, Normandy, 18 June 1944



Republic P-47D-28-RE Thunderbolt 42-28625/I7-E, 493rd FS, 48th FG, spring 1945
Red/white checks with blue nose ring and rudder.



Republic P-47D-22-RE Thunderbolt 42-25777/F4-M Sweet Louise, flown by Lt J. P. Crow, 492nd FS, 48th FG, Paris, June 1945
Red/white checks with red nose ring and rudder.



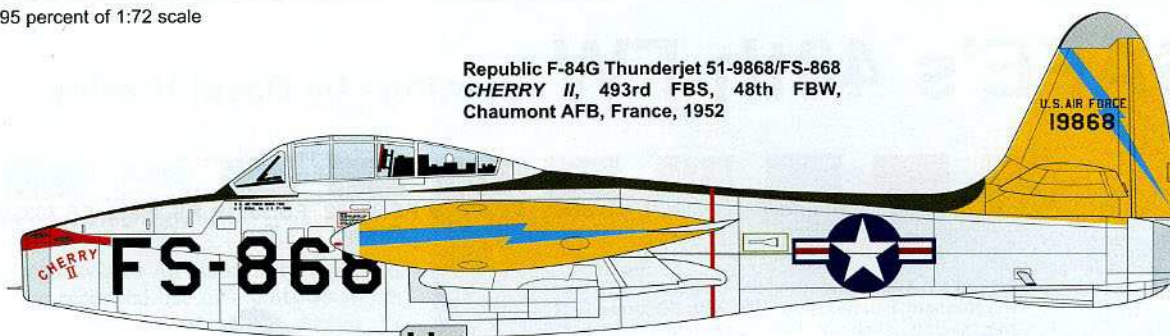
Republic F-84G Thunderjet 51-11231/FS-231, 137th FBS, 48th FBW, Alexandria AFB, Louisiana, July 1952
51-11231 is shown as it appeared on departure from Alexandria AFB for Chaumont AB, France. It was the aircraft of Col Chesley G. Peterson, the Group CO.



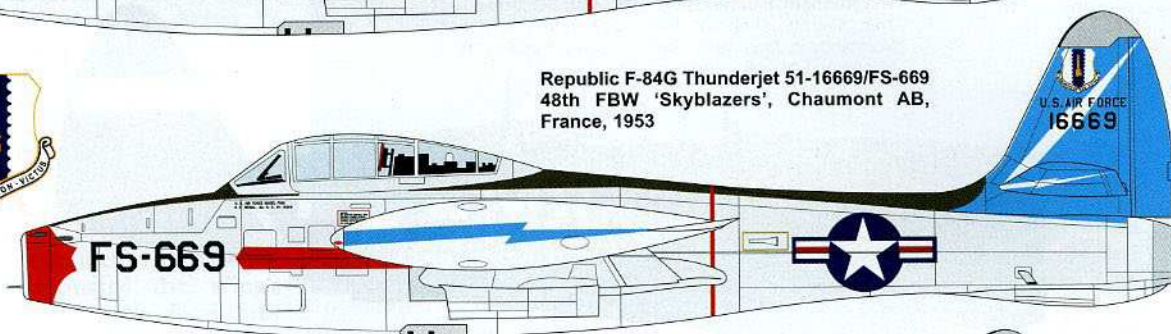


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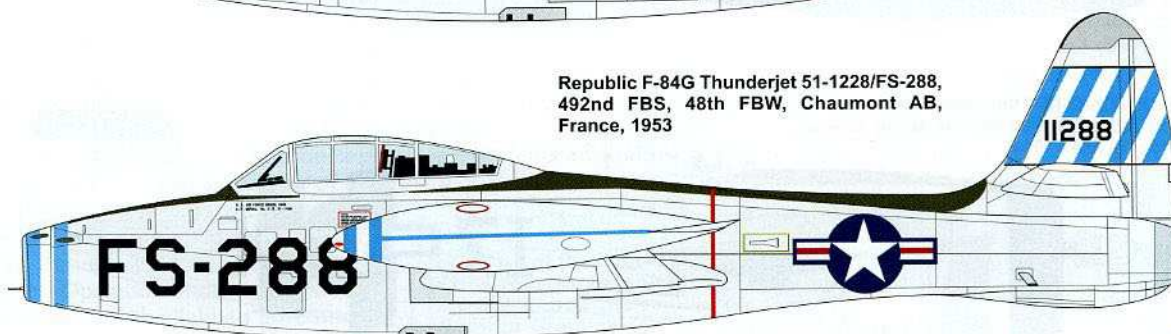
Republic F-84G Thunderjet 51-9868/FS-868
CHERRY II, 493rd FBS, 48th FBW,
Chaumont AFB, France, 1952



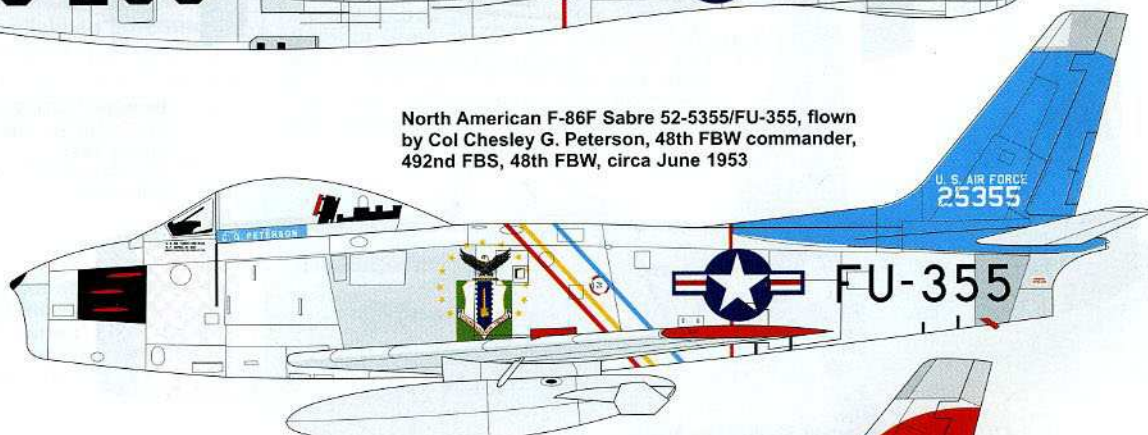
Republic F-84G Thunderjet 51-16669/FS-669
48th FBW 'Skyblazers', Chaumont AB,
France, 1953



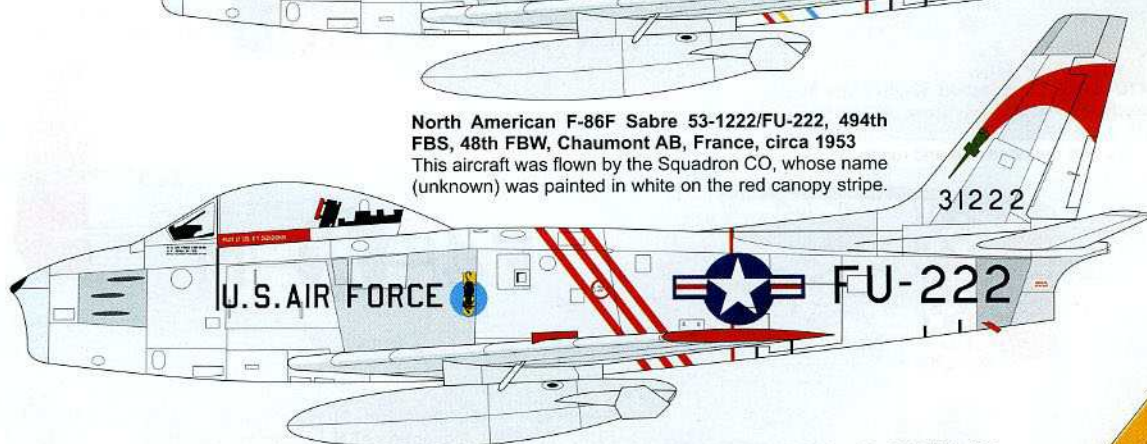
Republic F-84G Thunderjet 51-1228/FS-288,
492nd FBS, 48th FBW, Chaumont AB,
France, 1953



North American F-86F Sabre 52-5355/FU-355, flown
by Col Chesley G. Peterson, 48th FBW commander,
492nd FBS, 48th FBW, circa June 1953



North American F-86F Sabre 53-1222/FU-222, 494th
FBS, 48th FBW, Chaumont AB, France, circa 1953
This aircraft was flown by the Squadron CO, whose name
(unknown) was painted in white on the red canopy stripe.



North American F-86F Sabre 52-5403/FU-403,
493rd FBS, 48th FBW, Chaumont AB, France,
circa 1954



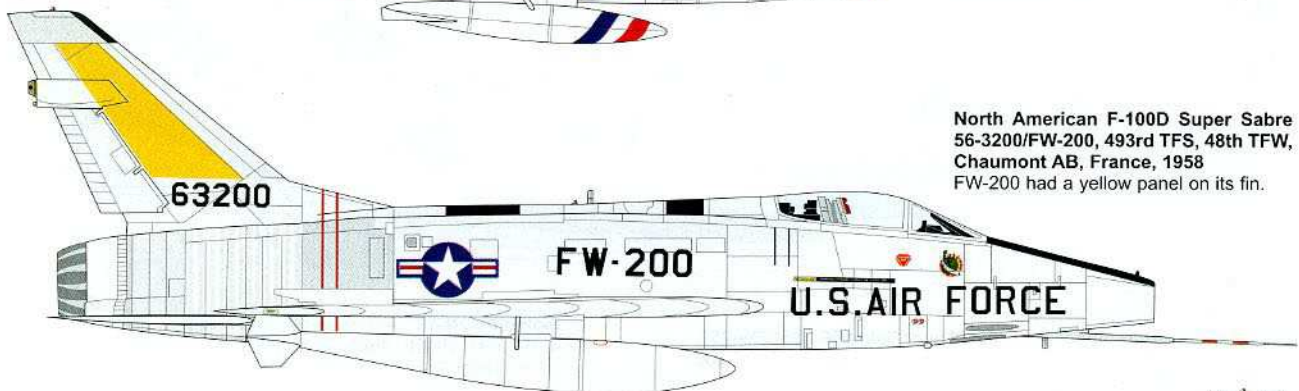
75 percent of 1:72 scale



North American F-86F Sabre 53-1200/FU-200, circa 1956
This jet was assigned to either the Group or Wing Commander.
Note the Statue of Liberty badge on the fuselage.



North American F-86F-35 Sabre
53-1162/FU-162, 48th FBW
'Skyblazers', Chaumont AB,
France, 1956
This aircraft wore the team's third
and final scheme.

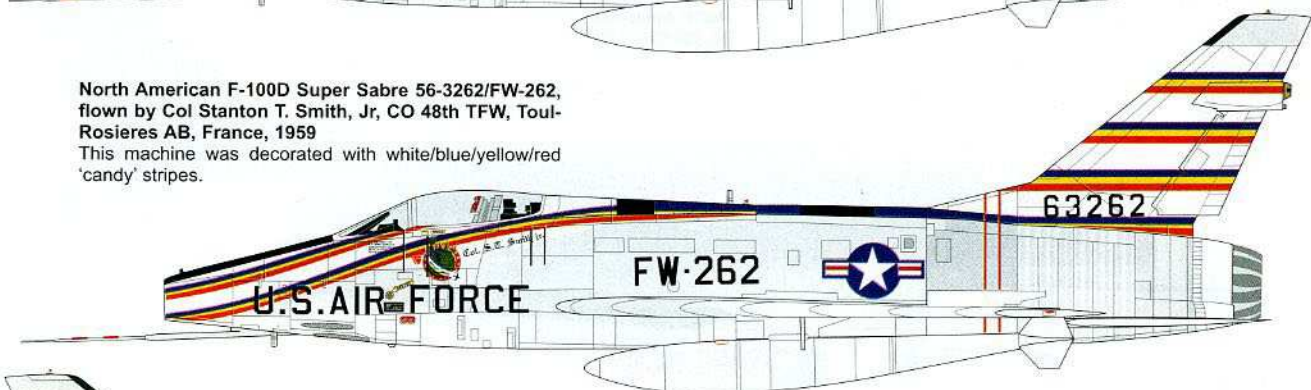


North American F-100D Super Sabre
56-3200/FW-200, 493rd TFS, 48th TFW,
Chaumont AB, France, 1958
FW-200 had a yellow panel on its fin.

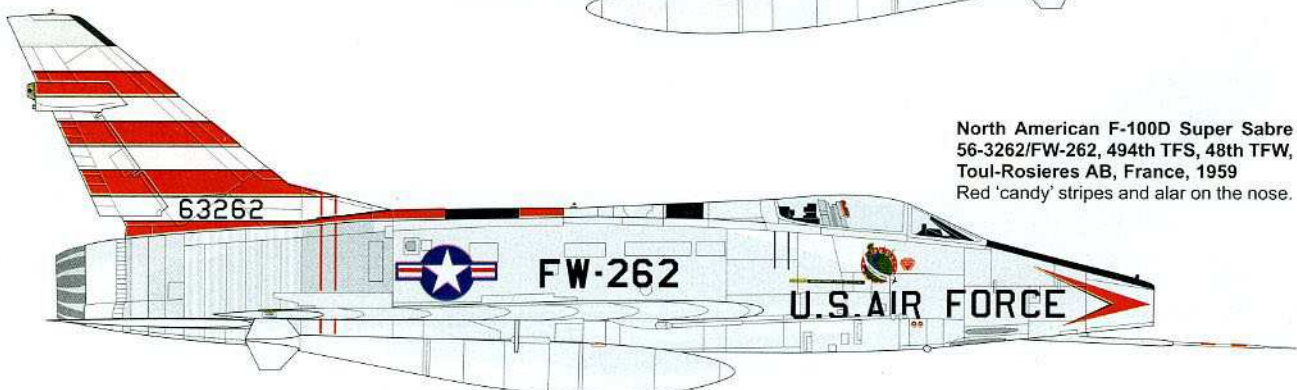


North American F-100D Super Sabre
56-3321/FW-321, 494th TFS, 48th TFW,
Toul-Rosieres AB, France, circa 1958
This aircraft wore red 'candy' stripes on
its fin and nose.

North American F-100D Super Sabre 56-3262/FW-262,
flown by Col Stanton T. Smith, Jr, CO 48th TFW, Toul-
Rosieres AB, France, 1959
This machine was decorated with white/blue/yellow/red
'candy' stripes.



North American F-100D Super Sabre
56-3262/FW-262, 494th TFS, 48th TFW,
Toul-Rosieres AB, France, 1959
Red 'candy' stripes and alar on the nose.





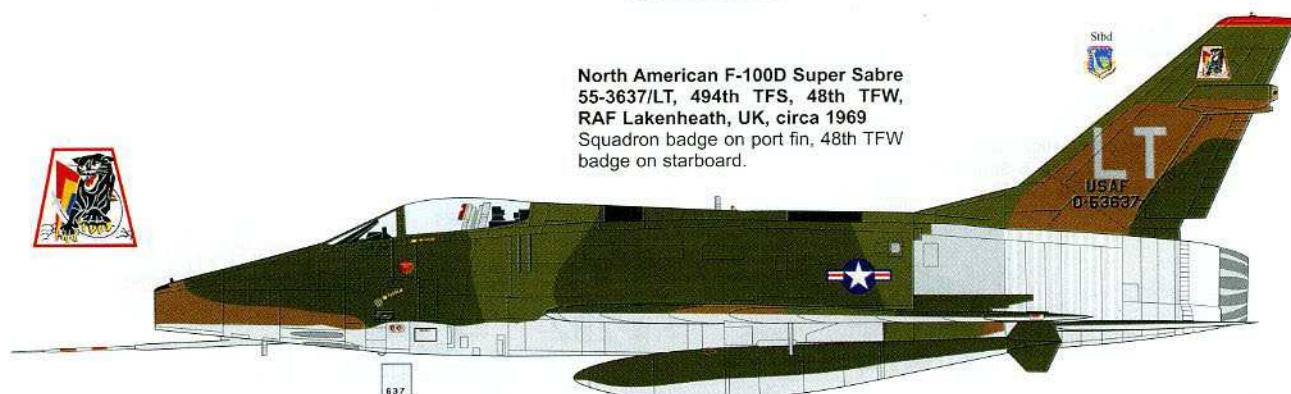
North American F-100D Super Sabre 55-2839/FW-839,
493rd TFS, 48th TFW, Toul-Rosieres AB, France,
circa late 1950s
Yellow tail and nose 'candy' stripes.



North American F-100D Super Sabre
56-2980/FW-980, 492nd TFS, 48th
TFW, RAF Lakenheath, UK, 1960
Blue alar on fin and nose with
Squadron badge on fin.



North American F-100D Super Sabre 56-3251/FW-251,
494th TFS, 48th TFW, RAF Lakenheath, UK, circa 1960
Red alar on fin and nose. Placement of the Squadron
badge on the fin is estimated. Wing tips in red. 48th TFW
badge on starboard side of fin.



North American F-100D Super Sabre
55-3637/LT, 494th TFS, 48th TFW,
RAF Lakenheath, UK, circa 1969
Squadron badge on port fin, 48th TFW
badge on starboard.



North American F-100D Super Sabre
55-3678/LS, 493rd TFS, 48th TFW,
RAF Lakenheath, UK, circa 1969/70
Squadron badge on port fin, 48th TFW
badge on starboard.

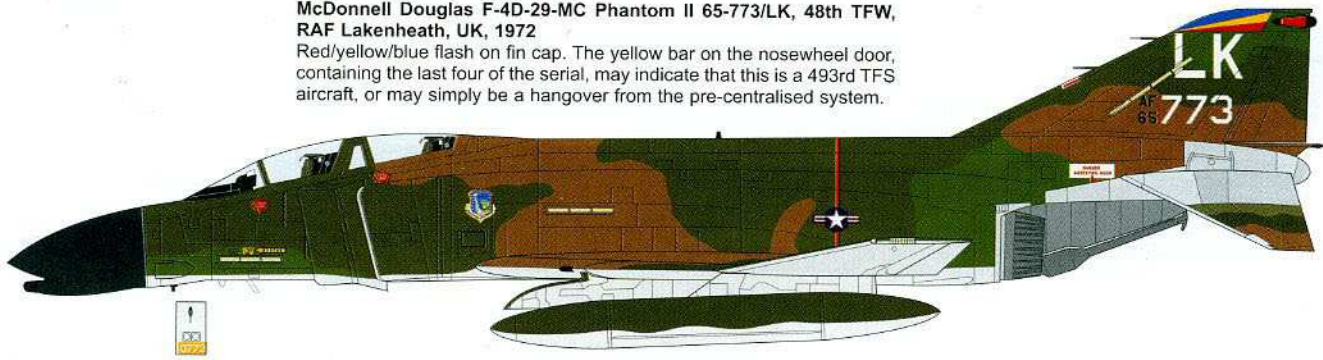
Port
Forward



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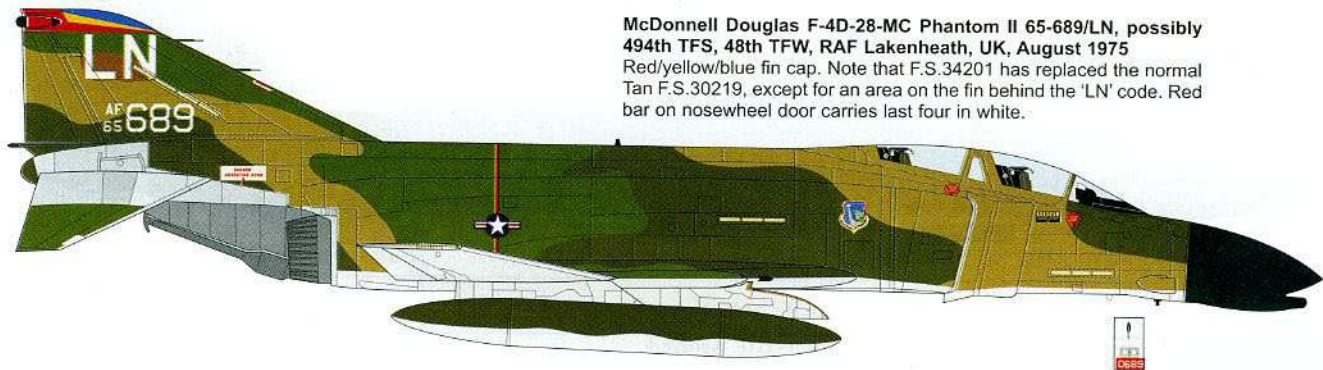
McDonnell Douglas F-4D-29-MC Phantom II 65-773/LK, 48th TFW, RAF Lakenheath, UK, 1972

Red/yellow/blue flash on fin cap. The yellow bar on the nosewheel door, containing the last four of the serial, may indicate that this is a 493rd TFS aircraft, or may simply be a hangover from the pre-centralised system.



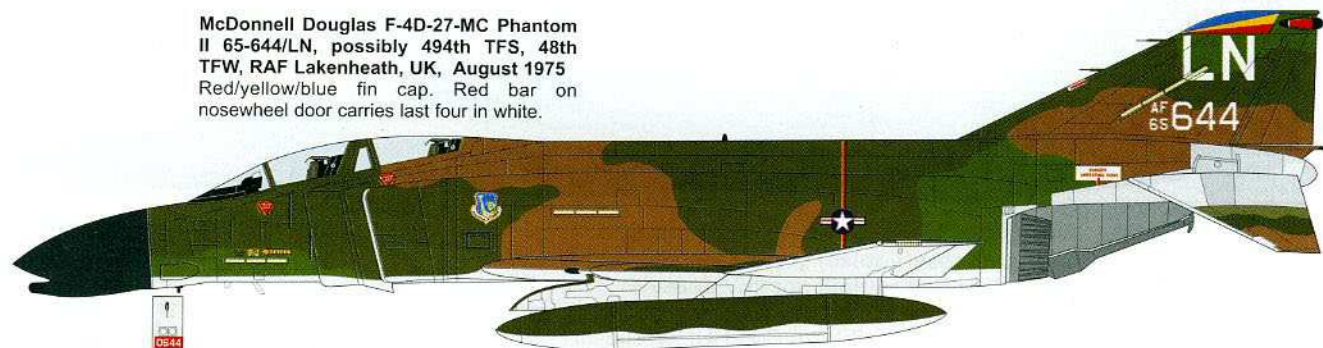
McDonnell Douglas F-4D-28-MC Phantom II 65-689/LN, possibly 494th TFS, 48th TFW, RAF Lakenheath, UK, August 1975

Red/yellow/blue fin cap. Note that F.S.34201 has replaced the normal Tan F.S.30219, except for an area on the fin behind the 'LN' code. Red bar on nosewheel door carries last four in white.



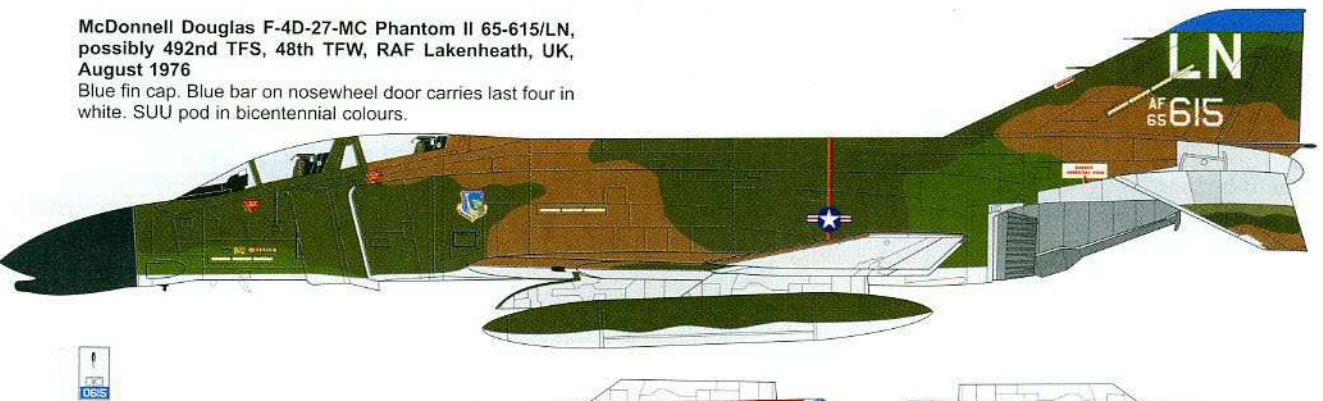
McDonnell Douglas F-4D-27-MC Phantom II 65-644/LN, possibly 494th TFS, 48th TFW, RAF Lakenheath, UK, August 1975

Red/yellow/blue fin cap. Red bar on nosewheel door carries last four in white.



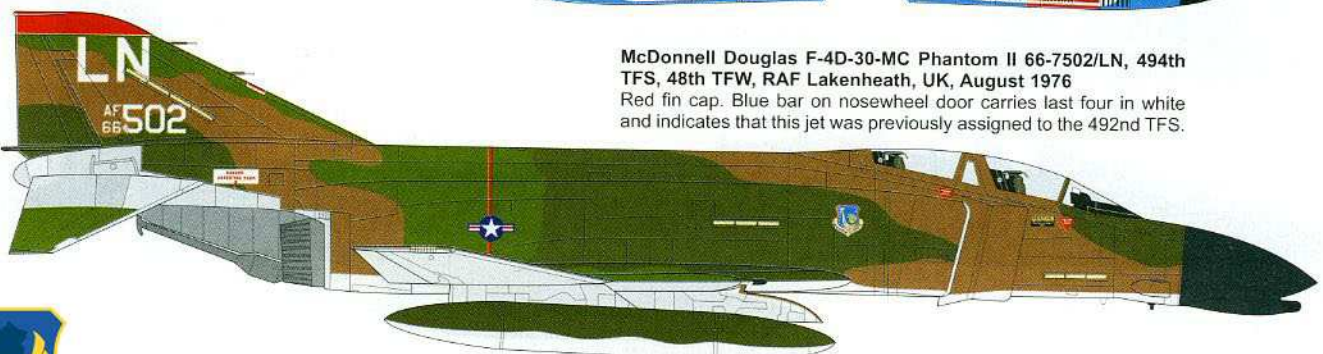
McDonnell Douglas F-4D-27-MC Phantom II 65-615/LN, possibly 492nd TFS, 48th TFW, RAF Lakenheath, UK, August 1976

Blue fin cap. Blue bar on nosewheel door carries last four in white. SUU pod in bicentennial colours.



McDonnell Douglas F-4D-30-MC Phantom II 66-7502/LN, 494th TFS, 48th TFW, RAF Lakenheath, UK, August 1976

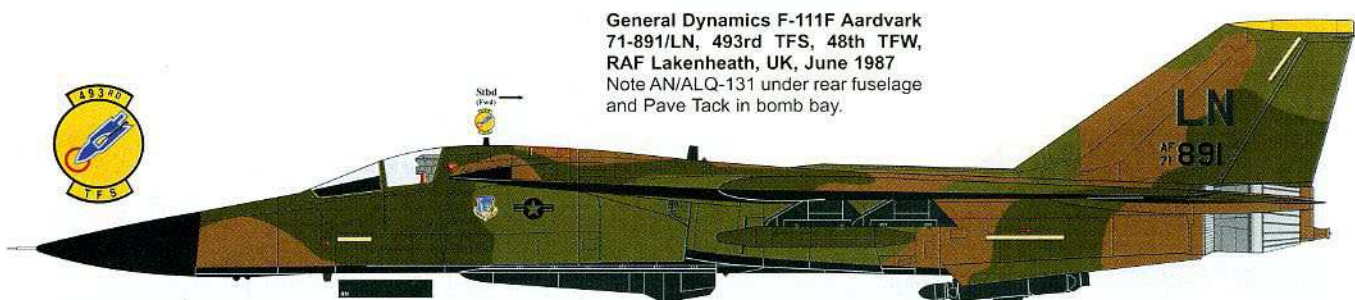
Red fin cap. Blue bar on nosewheel door carries last four in white and indicates that this jet was previously assigned to the 492nd TFS.



57 percent of 1:72 scale



General Dynamics F-111F Aardvark 70-2419/LN, 494th TFS, 48th TFW, RAF Lakenheath, UK, August 1980
48th TFW badge both sides. F.S.34079 green/F.S.34102 Green/F.S.30219 Tan with gloss black undersides.



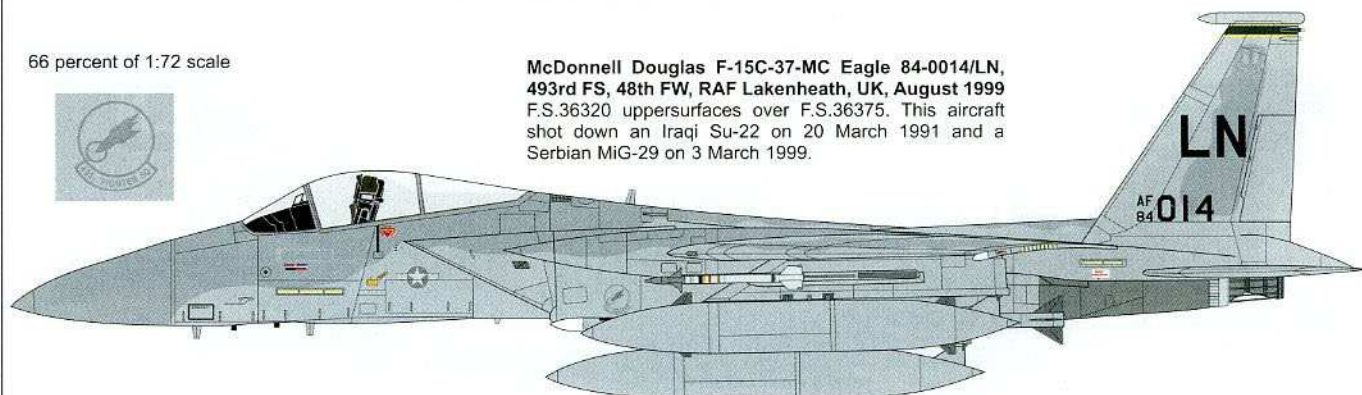
General Dynamics F-111F Aardvark 71-891/LN, 493rd TFS, 48th TFW, RAF Lakenheath, UK, June 1987
Note AN/ALQ-131 under rear fuselage and Pave Tack in bomb bay.



General Dynamics F-111F Aardvark 71-884/LN, 492nd TFS, 48th TFW, RAF Lakenheath, UK, August 1991
492nd TFS badge on port side of fin, 48th TFW badge on port fuselage side.



66 percent of 1:72 scale



McDonnell Douglas F-15C-37-MC Eagle 84-0014/LN, 493rd FS, 48th FW, RAF Lakenheath, UK, August 1999
F.S.36320 uppersurfaces over F.S.36375. This aircraft shot down an Iraqi Su-22 on 20 March 1991 and a Serbian MiG-29 on 3 March 1999.



Boeing F-15E-61-MC Strike Eagle 01-2004/LN, 48th FW, Lakenheath, UK, May 2006
Flown by Brig-Gen Bob Steele and Lt Col Mike Arnold, this aircraft visited Moscow in August 2005. F.S.36118 grey overall.



M.D.Howley 2007





48th Fighter Wing Kit and Decal List

Kits

Subject	1:200/1:144/1:72/1:48/1:32/1:24
Boeing F-15E Strike Eagle	Academy, Airfix, Hasegawa, Italeri, Academy, Italeri, Revell, Tamiya
Douglas C-47 Skytrain	Hasegawa, Minicraft, Airfix, Italeri, Revell-Monogram
General Dynamics F-111F Aardvark	Minicraft (F-111E modified), Airfix (F-111E modified), Hasegawa, Academy, Hobbycraft (F-111E modified)
Lockheed T-33	Hasegawa, Heller, Hawk/Testor, Academy
McDonnell Douglas F-4D Phantom II	Hasegawa, Hasegawa, Tamiya
McDonnell Douglas F-15C Eagle	Academy (F-15A modified), Minicraft (F-15A modified), Revell (F-15A modified), Academy, Airfix (F-15A modified), Hasegawa, HobbyBoss, Hobbycraft, Italeri, Academy, Hasegawa, Italeri, Tamiya, Tamiya
McDonnell Douglas F-15D Eagle	Academy, Airfix (F-15B modified), Hasegawa, Academy, Revell, Tamiya (F-15E modified)
North American F-100D Super Sabre	Hasegawa, Italeri, Revell-Monogram, ESCI, Trumpeter
North American F-100F Super Sabre	Italeri, Trumpeter (future release)
North American F-86F Sabre	OzMods, Trumpeter, Airfix, Heller, Fujimi, Hasegawa, Academy, Hasegawa, Monogram
North American T-6 Texan	FE Resin, Academy, Airfix, Pavla, Revell, Heller, Occidental, Revell
Republic F-84G Thunderjet	Heller, Academy, Tamiya, Kopro, Tamiya, Hawk/Testor
Republic P-47D Thunderbolt (razorback)	FE Resin, Academy, Hasegawa, JO-HAN, Tamiya, Hasegawa, Monogram, Tamiya, Trumpeter (future release)
Republic P-47D Thunderbolt (bubbletop)	Minicraft, Academy, HobbyBoss (easy assembly), JO-HAN, Revell, Tamiya, Hasegawa, Academy, Tamiya, Testor, Hasegawa, Revell, Trumpeter (future release), Vintage Fighter Series (future release)
Sikorsky HH-60G Pave Hawk	Hasegawa (HH-60D modified), Italeri, Minicraft, Academy
Stinson L-5B Sentinel	Sanger (vacform)

The kits listed above provide the basic parts for aircraft types employed by the 48th FW and its predecessors, but do not in all cases include relevant decals. Some conversion work may also be necessary. Readers are advised to check individual kit boxings before buying and to be aware that various conversion/detail sets applicable to the aircraft featured here are also available.

Decals

Subject	1:72/1:48/1:32
Boeing F-15E Strike Eagle	Astra (7201), Eagle Strike (72021), TwoBobs (72-058), TwoBobs (48-127), Astra (3201), Eagle Strike (32016)
General Dynamics F-111F Aardvark	Xtradecal (X010-72)
McDonnell Douglas F-4D Phantom II	Xtradecal (X72072)
McDonnell Douglas F-15C Eagle	Astra (7201), Afterburner (AD 48-005), Astra (3201)
North American F-100D Super Sabre	Aeromaster (48-782)
Republic F-84G Thunderjet	Eagle Strike (48213 and 48214)
Republic P-47D Thunderbolt (bubbletop)	Eagle Strike (48253), Sky Models (48-039)