

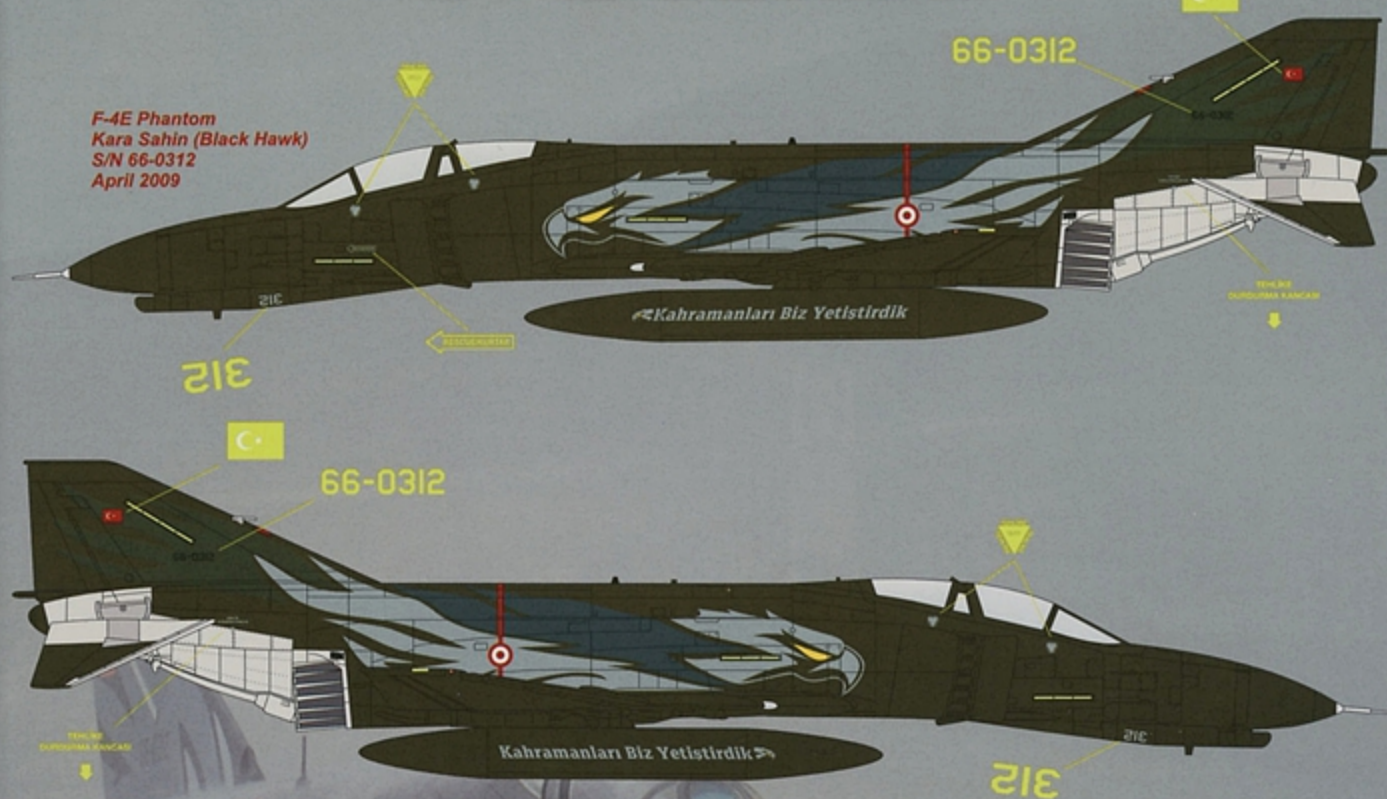
# Kara Sahin Phantom

## WHAT'S OUT THERE?

1/48 Hasegawa F-4E  
Eduard Accessories  
Eduard Paint Masks  
True Details Cockpit  
True Details Wheels  
Aires Exhaust Nozzles  
Avionix Cockpit  
G-Factor Brass Landing Gear



F-4E Phantom  
Kara Sahin (Black Hawk)  
S/N 66-0312  
April 2009



One of the most prominent Phantom users is the Türk Hava Kuvvetleri (Turkish Air Force or THK), which operates about 233 F-4s.

Under the Peace Diamond III program 40 F-4Es were delivered in August 1974, equipping 161 Filo (Squadron) at 6 Ana Jet Us (Jet-aircraft air Base, also called JAB). After re-equipping with F-16Cs these Phantoms were sent to 7 JAB for 171 and 172 Filo. Filo 173 at the same base was the Operational Conversion Unit.

Peace Diamond III was an additional phase of the plan to reinforce the THK, always striving to keep a balance with the Greek Hellenic Air Force, because even though both are NATO countries, Greece and Turkey are historical enemies and there have been air clashes over the Aegean Sea between them. Filo 111, 112, 113, all based on JAB 1, Eskisehir, were the new Phantom units. The 111th and 112th Filo received 32 F-4Es replacing their aging F-100s. The 113 Filo replaced their even older RF-84Fs with eight RF-4Es.

With this last batch of F-4s and plans to acquire F-16s, the THK was quickly being modernized. Before these aircraft arrived the THK had operated fighters such as the F-104 Starfighter, F-100 Super Sabre, F-84 Thunderflash and the F-86 Sabre, plus the F-5 Freedom Fighter. With 80 Phantoms on order, the strength of the THK was increased to new levels. Other fighters, seen as supplemental to the F-4E, were purchased as well. These included 40 Aeritalia F-104Ss, the Improved Starfighter, with the same missiles and engines as used on the Phantoms. These equipped Filo 142 and 172. Compared to the F-4s they were considerably less expensive and were used as interceptors. The Turkish F-4 fleet was enhanced with 15 ex-USAF aircraft delivered in 1981 to Filo 173 and finally, another 15 delivered in 1984 to replace fleet losses.

Peace Diamond IV was another program to reinforce the THK and was carried out between June and October 1987. Under this program 40 F-4Es were delivered to 131 and 132 Filo, 3 JAB, Konya. Before that, this wing was only a training unit equipped with the last Turkish F-100s. After the conversion it became an operational formation.

Turkey assisted in Desert Storm without entering the fighting directly, by opening their airbases to the Coalition air forces and hosted Belgian Mirages, German Alpha Jets and Italian F-104Gs. As a reward for their help another 40 ex-USAF Phantoms were delivered to 112 and 172 Filo, beginning on 25 March 1991. At that time, the USAF was phasing-out large quantities of older aircraft, reducing their strength by over 1,000 F-4C/D/Es. But even if old, these aircraft were desirable to countries like Turkey who already had F-4 fleets.

The U.S. did not have enough RF-4s to sell to meet international demands, so when the Luftwaffe phased out their remaining 88 RF-4Es during 1992-93, 32 were delivered to the THK in 1992-94. All of these went to 113 Filo, Eskisehir. Later, when 173 Filo passed their F-4Es to 172 Filo, they equipped with RF-4Es. By the end of that reorganization, Filo 171 became a ground attack unit, 172 interception and 173 reconnaissance. That delivery completed the THK F-4 fleet.

### Operational Use

Many of the Turkish Phantoms are used as ground attack aircraft, a role they fit well due to the systems installed, especially the ex-USAF aircraft. The first Phantoms delivered to the THK had Vietnam-colours and TISEO equipment, consisting of one camera with zoom for enemy aircraft visual identification outside of normal optical range. The F-4s acquired from USAF stocks were ex-110 TFS and 141 TFS (Both ANG squadrons) and arrived painted in "Egyptian one" camouflage, an air-superiority paint scheme consisting of two different shades of blue, despite being best-suited for ground attack. The last batch delivered had AVQ-23A Pavé Spike laser designation pods.

### Upgrades

Buying a more sophisticated supersonic fighter, like the F-15 Eagle or Panavia Tornado, was too expensive and instead, the THK decided to upgrade its Phantom fleet with improvements to avionics and structure, but not to the engines. In August 1995, after a hotly contested competition with DASA (F-4 ICE), IAI was awarded a \$600M contract to upgrade 54 F-4Es to Phantom 2000s. The first 26 aircraft were rebuilt in Israel, and the other

28 in Turkey.

### Structure

Small strakes above the air intakes to improve agility, new attachment fittings, engine mountings, stronger wing fold ribs, updated canopy sill bar, 12 mi (20 km) of wiring replaced (reducing weight by 1,653 lb/750 kg) as well as most hydraulic and pneumatic lines and hoses, and fuel tank reinforcements.

### Avionics

New MFD (multifunction display) in the front cockpit plus two in the rear, new Kaiser El-OP 976 wide-angle HUD and HOTAS system, high-performance Elta ELO/M-2032 ISAR-capable high-resolution SAR/GMTI (ground moving target indicator) multi-mode fire-control radar (developed for the IAI Lavi), IAI mission computer, new navigation equipment including GPS/INS connected to mapping mode, dual MIL-STD-553B databus managing avionics package, Astronatics Central Air Data Computer, new UHF and IFF packages, airborne video tape recorder (AVTR), Elta EL/L-8222 active ECM pod and Mikes (Aselsan) AN/ALQ-178V3 passive embedded SPEWS, and RWR.

Additionally, they had AGM-142 Popeye/Have Nap integration, Litening-II targeting pods, and the capability to launch AGM-65D/G Maverick, AGM-88 HARM, GBU-8 HOBOS, GBU-10/12 Paveway II LGBs, general purpose and cluster bombs for air-to-ground missions, while retaining the capability to launch AIM-7 Sparrow and AIM-9 Sidewinder air-to-air missiles. It is also possible to install Pavé Spike targeting pods and rocket pods of all sizes.

These upgraded F-4 Phantoms are referred to as the F-4E-2020 Terminator. They will be in service until at least 2015 and perhaps longer. The first entered service on 27 January 2000 with deliveries to 111 and 171 Filo.





Natural Metal  
Testors Metallizer  
SN&J Spray Metal  
Alclad Aluminum

FS37038  
Testors MM 1749  
Humbrol HU33  
Gunze Sangyo H12  
Xtracrylics XA1012

Note:  
Anti-skid areas are not painted black  
but are the actual fuselage colors.  
The method below is an excellent  
way to replicate this textured effect.

Omer Erkmen was the designer and  
painter of this special scheme for the  
Turkish Air Force. He is also a modeler  
and provided Twobobs with all the  
reference material and paint schematics  
of this scheme.

Thanks to Omer for all the great  
assistance and hand-holding during the  
creation of this decal sheet!

66-0312

#### Anti-skid Walkway

1. Mask areas that require anti-skid
2. Spray these areas with Super 77 Adhesive
3. Sprinkle talcum powder or other very fine grain material
4. Allow areas to dry completely/clean model
5. Paint model
6. Clear coat, decal and weather per your normal process



Twobobs' goal is to provide you with the most thoroughly researched decals that money can buy. We go beyond using traditional reference resources and many times speak with the actual aircrews and maintainers of our subject matter. Being modelers ourselves, we understand that there is no substitute for this painstaking research and we are proud to offer, what we feel, are the best decals on the market. If you have any subject matter that you feel should be the next Twobobs creation, let us know. We'll be happy to listen to any and all customer input.