

RETURN OF THE RAIDERS

B-1B LANCERS IN COMBAT



77th BS War Eagles



B-1B 85-0083 from Ellsworth AFB, South Dakota: Operation Allied Force, 1999



9th BS Bats



The Reluctant Dragon B-1B 86-0103 from Dyess AFB, Texas: Operation Enduring Freedom, 2001



13th BS Grim Reapers



B-1B 85-0072 from Dyess AFB, Texas: Operation Enduring Freedom, 2001



37th BS Tigers



Night Hawk

B-1B 86-0094 from Ellsworth AFB, South Dakota: Operation Iraqi Freedom, 2003



34th BS Thunderbirds

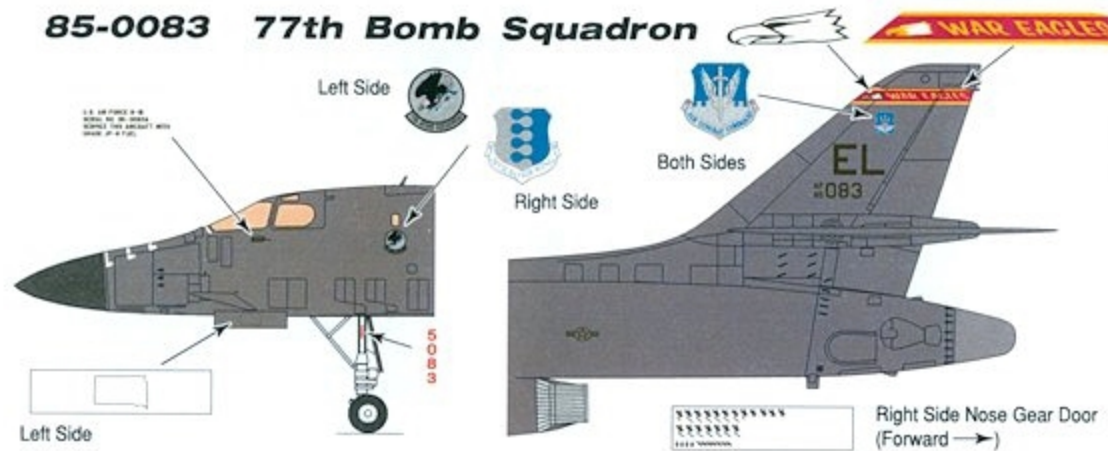


Swift Justice

B-1B 86-0125 from Ellsworth AFB, South Dakota: Operation Iraqi Freedom, 2003

This decal sheet provides markings for seven Rockwell B-1B Lancers flown in combat by the US Air Force during Operations Allied Force, Enduring Freedom, and Iraqi Freedom from 1999 to 2003. Missions were flown from Fairford, England, Diego Garcia, and Oman. At least one aircraft from every B-1B squadron that participated is included. This sheet also features special toned nose art.

85-0083 77th Bomb Squadron



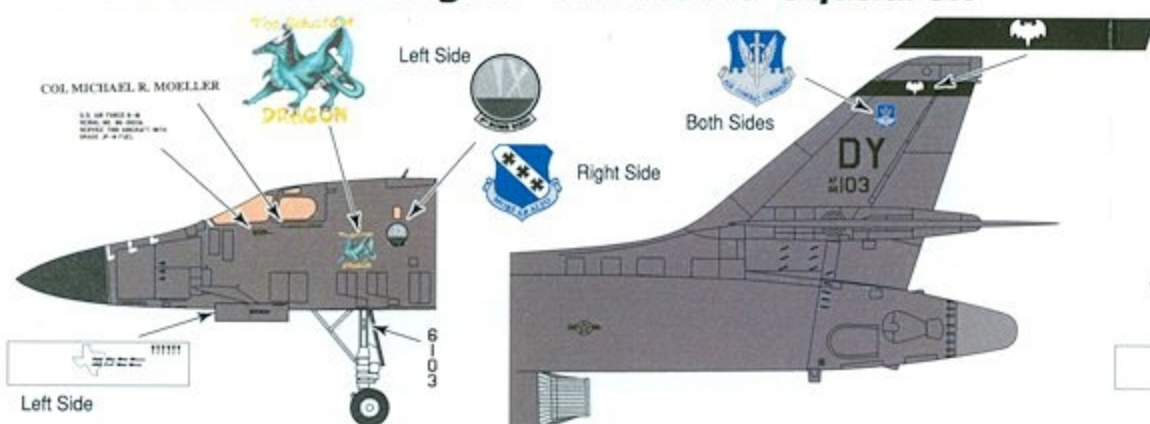
85-0083, 77th EBS, RAF Fairford, England, Feb-June 1999. Deployed from the 77th BS, 28th BW, Ellsworth AFB, SD. Mission scores include four MiGs and seven helicopters destroyed on the ground.

Spectre 28th Bomb Squadron



Spectre, 86-0109, 34th EBS, Diego Garcia, Indian Ocean, early 2002. Deployed from the 28th BS, 7th BW, Dyess AFB, TX. Ground crew: SSgt Bruno, SRA Ray. Mission markers include five white and 24 black bombs plus six jet engines.

The Reluctant Dragon 9th Bomb Squadron



The Reluctant Dragon, 86-0103, 34th EBS, Diego Garcia, Indian Ocean, Early 2002. Deployed from the 9th BS, 7th BW, Dyess AFB, TX. Ground crew: SSgt Marino, SRA Morin. Six mission markers.

85-0074 13th Bomb Squadron



85-0074, 34th EBS, Diego Garcia, Indian Ocean, Early 2002. Deployed from the 13th BS, 7th BW, Dyess AFB, TX. Ground crew: TSgt Bragg, SRA Smith. Eighteen black bomb silhouettes on left nose gear door.

Night Hawk 37th Bomb Squadron



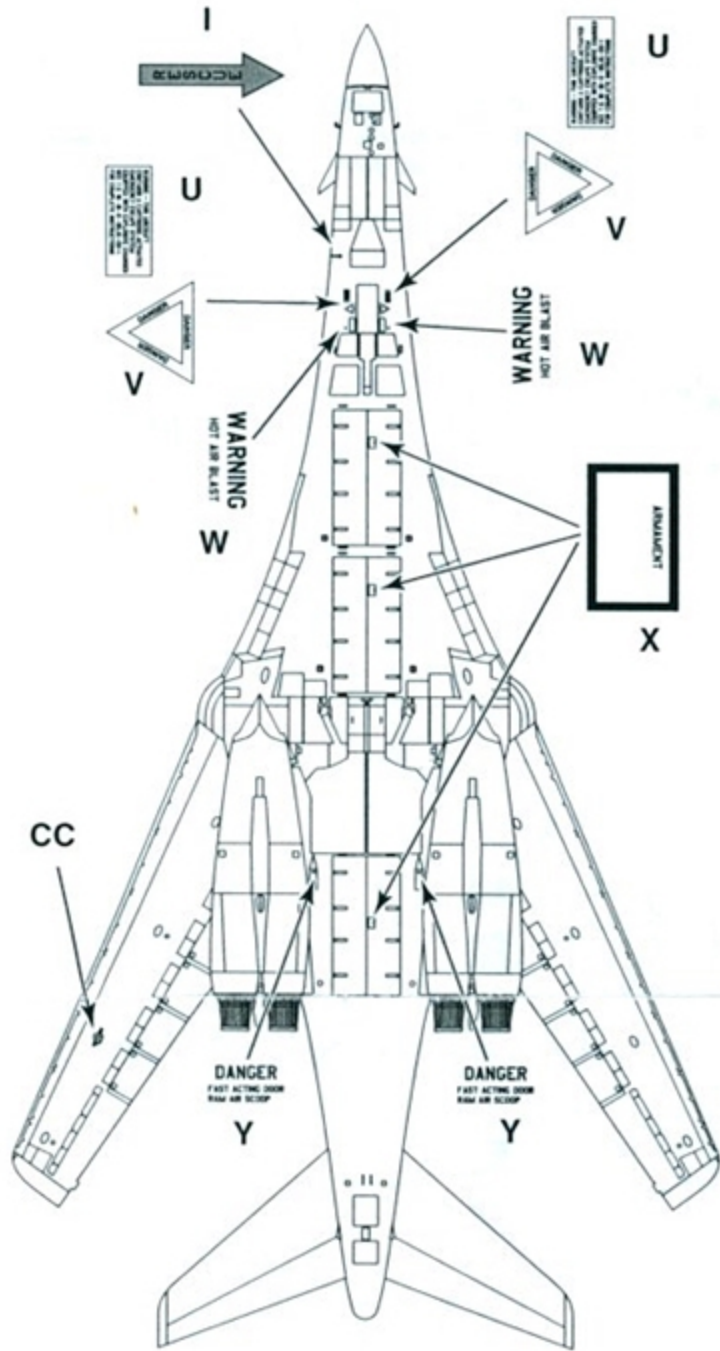
Night Hawk, 86-0094, 34th EBS, Thumrait AB, Oman, Dec 2002 - May 2003. Deployed from the 37th BS, 28th BW, Ellsworth AFB, SD. On 8 Feb, she flew an Enduring Freedom mission over Afghanistan providing close air support for special operations troops northwest of Kabul. She was also the lead aircraft during the "pre-war" 14 March strike against radar and AAA sites in far western Iraq. Aircrew for the 8 Feb mission was Pilot: "Flash", Copilot: "Downtown", OSO: "Von", and DSO: "Bug". Night Hawk's ground crew: SSgt Peavy, SSgt Carroll, SRA Beasley and SRA Roark. Six black bomb mission markers.

Swift Justice 34th Bomb Squadron

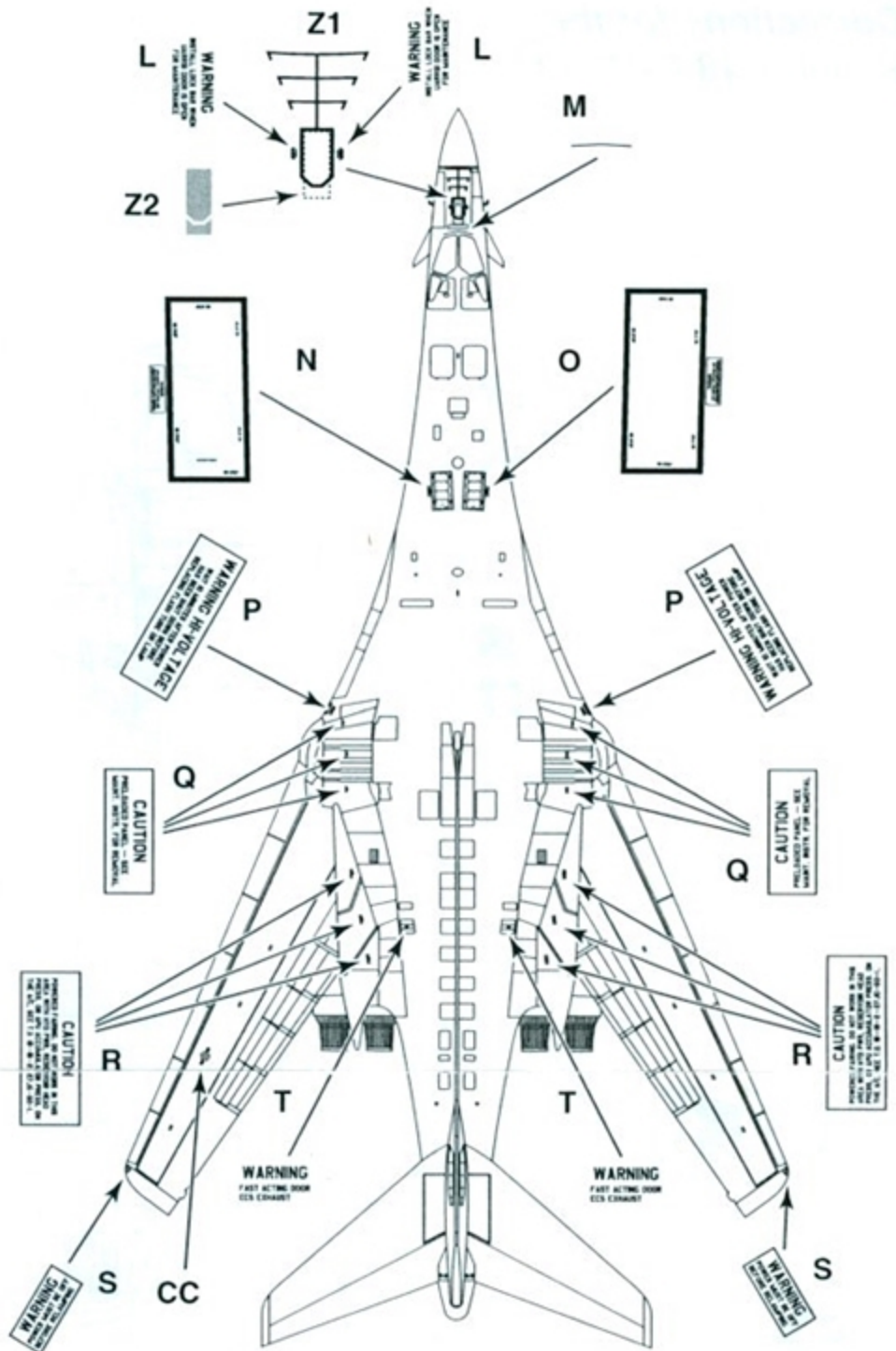


Swift Justice, 86-0125, 34th EBS, Thumrait AB, Oman, Dec 2002 - May 2003. Deployed from the 34th BS, 28th BW, Ellsworth AFB, SD. On 31 Mar she flew a multiple-strike sortie against Baghdad, Iraqi Army formations northwest of Baghdad, Republican Guard barracks at Tharthar Dam, the air field at Al Taqadum and targets at Ar Ramadi. Mission aircrew: Pilot: "Lurch", Copilot: "Goomba", OSO: "Streak", and DSO: "Von"; ground crew: SSgt Justice, SRA Robinson, SRA Guthmiller, A1C Fitch, and A1C Moody. Eight black bomb mission markers. Note the attitude of the left side tail stripe Thunderbird marking. Center the small Thunderbird decal on top of the left tail stripe marking facing down at 45 counter clockwise rotation.

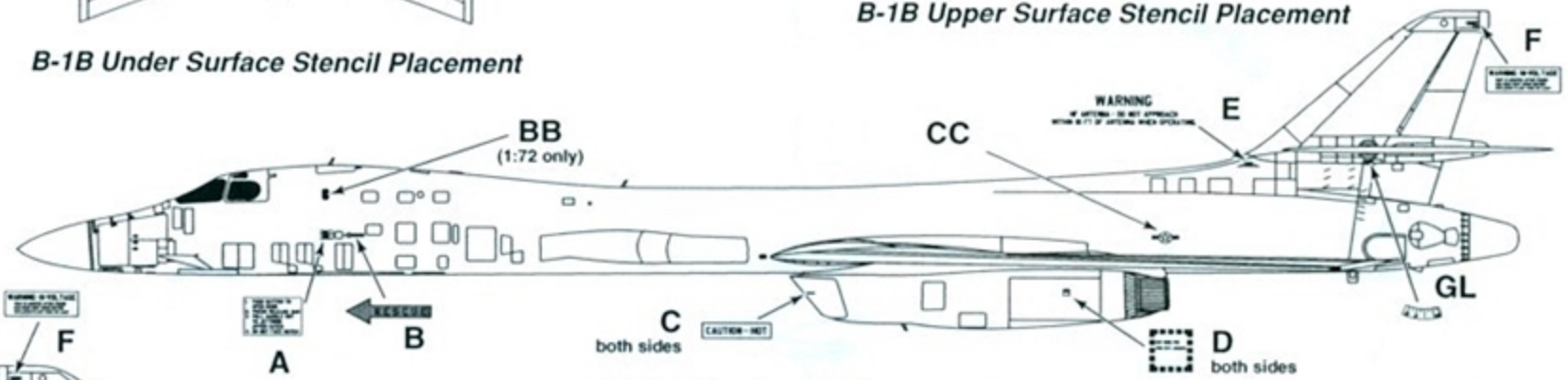
B-1B Stencil Placement



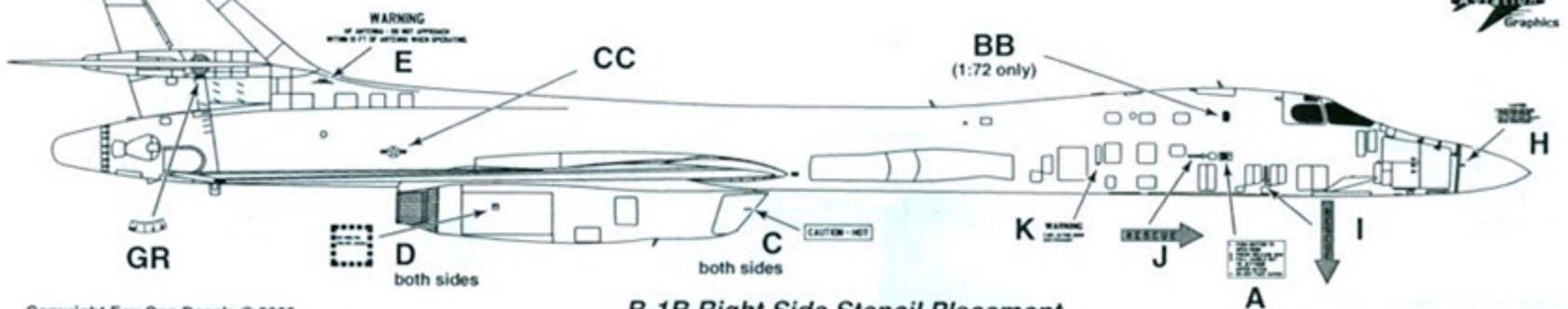
B-1B Under Surface Stencil Placement



B-1B Upper Surface Stencil Placement



B-1B Left Side Stencil Placement



B-1B Right Side Stencil Placement



For the Revell 1:48 Scale B-1B Lancer Kit

General Notes

My first B-1B sheet was released shortly after the Lancer was used on its first ever combat missions during Operation *Desert Fox*. Since that time, the B-1 has been involved in three more combat operations:

Operation *Allied Force*. The objective of this operation was to stop Yugoslav President Milosevic from his attempts to destroy the Albanian majority. On March 19th 1999, a peace conference in Paris broke up when the Yugoslav delegation refused to accept a peaceful resolution to the fighting in Kosovo. Operation *Allied Force* was a NATO response aiming at forcing compliance with UN Security Council Resolution 1199. Its purpose was to promote regional stability, cooperation and security. In this operation the B-1Bs were based at RAF Fairford in England but first had to be rushed through an upgrade that among other things equipped them with GPS and the ALE-50 towed decoy system before they could deploy. All the B-1s used in the operation were from the 77th EBS (E for Expeditionary) *War Eagles*. Although at least one 37th BS *Tigers* aircraft was flown to Fairford and used for parts; it did not fly any combat missions. None of the aircraft had nose art.

Operation *Enduring Freedom*. The name of the ongoing United States war on terrorism in response to the Sept. 11th 2001 attacks. The operation commenced on Oct. 7th 2001 and its initial phase was aimed at destroying terrorist infrastructure in Afghanistan, the capture of al Qaeda leaders, and in general to end the terrorist activities in Afghanistan. The 34th EBS B-1Bs were based out of Diego Garcia for this operation. B-1s were drawn from many units but the core unit was designated the 34th EBS. In photographs taken at Diego Garcia I spotted aircraft from each of the active duty B-1 squadrons. Dyess aircraft began deploying in January 2002 but also operated as part of the 34th EBS. After the major air operations were over the B-1s returned home, but they returned to Oman in early 2003 during the buildup for Operation *Iraqi Freedom* and were once again tasked for missions over Afghanistan.

Operation *Iraqi Freedom*. Whether its purpose was to liberate the Iraqi people from a brutal regime, to disarm Saddam Hussein after over a decade of non-compliance with UN resolutions, to halt support of terrorists or all of the above, this operation brought the B-1s of the 34th EBS to Thumrait AB, Oman. Although the unit was the 34th EBS, they flew aircraft borrowed from the 37th BS *Tigers*, hence the "Return of the Doolittle Raiders." One reporter standing in the Iraqi capital made a remark as he saw a B-1 flying overhead that there must be very little threat if the Lancer was being used over Baghdad. To set the record straight the B-1 had been flying over Baghdad in night and day since the beginning of the campaign. The very first strikes were reserved for cruise missile and stealth aircraft, exclusively, but for the rest of the first day, the ten B-1s in theatre placed 240 JDAMs on their assigned targets. The B-1B is a very capable aircraft that was unfortunately not given much press due mainly to their operating location.

Due to the continuing threat of international terrorism we will not follow our usual practice of identifying aircrew names for our decal subjects. We have instead used individual callsigns where possible, omitting any names with no callsign.

Markings Notes

For my first modern B-1 set I was lucky enough to obtain copies of the USAF tech orders for the "exterior warning placards" or what we modelers refer to as "stencils." These orders specified most of these markings as FS36081 in color. This is a dark gray, not much darker than the 36118 used as the overall camouflage color. Since then and after looking at many, many photographs of the real aircraft I am convinced that now they are using black instead.

All subjects are in the current overall FS36118 Gunship Gray scheme with a FS36081 Dark Gray radome. I recommend lightening your Gunship Gray somewhat as these aircraft are faded. The windows of the B-1B are edged with a light gray sealer of some sort that is painted over, but it does not bond well and it usually comes off leaving a border around them.

The walkways on the real aircraft are two inches wide and appear to be black in color. I did not provide striping for these but they can be painted fairly easily by using a technique called "reverse masking." Paint the areas where the walkways go black, referring to the stencil placement sheet. Then mask using the appropriate width of graphic tape or the masking material of your choice. In 1/48th scale it is 1/24th in. Proceed with painting your B-1 overall 36118 and afterward you can remove the masks and... Voila! Instant walkways.

At Ellsworth AFB ground crew names are normally placed inside an outline of the state of South Dakota on the left nose gear door. Aircrew names were painted under the window of their station. When these aircraft deployed for combat ops, these names were removed or painted out but the state outline remained. *Allied Force* mission tally symbols were painted on the right nose gear door. During *Enduring Freedom* they were also put on the right gear door but, for *Iraqi Freedom*, they were put either inside the outline or to the right of it. At Dyess the dedicated and assistant crew chiefs' names are painted along with an outline of Texas on the left nose gear door. I noted that aircrew names do not appear to have been painted on their aircraft, unless it was a commander's aircraft. They apparently did not remove the ground crew names during combat deployments. Mission tally markings were placed to the right of these markings. One aircraft, 86-0109 *Spectre* (which is on this decal), appears to have gone through an abnormally high number of engine changes and six engine markings were placed on its right nose gear door.

Weapons Notes

During Operation *Allied Force* the weapons employed were mainly Mk 82 500-lb bombs and CBU-87 cluster munitions. Apparently no JDAMS were used by B-1Bs. I do not know how or which bays were loaded with what, or if they used one bay for additional fuel.

For Operations *Enduring* and *Iraqi Freedom* the weapon of choice was the JDAM. Both GBU-31(V)1 JDAM and the GBU-31(V)3 Penetrator versions were used, with a mix of both types normally being carried at the same time. All three bays were utilized carrying eight bombs per bay on the CSRL rotary launcher.

Kit notes for the 1:48th scale Revell B-1B Lancer (numbers refer to kit correction drawings on page 3)

1. The two UHF radio blade antennas on the aircraft spine started out square and changed to being swept back.
2. Add another swept antenna under each engine pod.
Add two large rectangular antennas on the forward fuselage. Leading and trailing edges are swept slightly.
3. Add two pairs of antenna under the fuselage, one toward the tail, the other between the engine pods.
4. There should be three pitot tubes on each side of the nose.
5. Add ten vortex generators below each horizontal stabilator.
6. Add a small, aft facing scoop about 1.5 inches aft of the DSO's hatch (left side back seat).
7. On post-1983 airframes fill all grillwork on the underside of the forward fuselage. Then add an aft-facing scoop similar to
8. that in step 7 on each side of the crew entry hatch.
Add two RCS (radar cross-section) reduction vanes inside each intake. The drawings are only ROUGH approximations
9. of locations and shapes.
All aircraft on this sheet feature "featherless" burner cans.
10. The fabric where the wing sweeps into the fuselage is not represented.
11. Add GPS antenna to top of fuselage.
12. Add fairings for the ALE-50 towed decoy system to both sides of the rear fuselage.
13. Overall the scribing on the kit is simplified and several small doors such as the ECS exhaust doors are not represented
14. at all.
Fill inaccurate scribing in chaff/ are locations and re-scribe the chaff and are dispensers.
15. Remove the ten long, slender fairings from the rear of the kit engine pods. This was a B-1A feature.
16. The joint between the radome piece and the forward fuselage is NOT really where the radome joint is located. This is
17. important because it affects the positioning of the refueling door marking (stencil decal **Z1**). The dashed lined on the correction sheet shows where the kit joint is in relation to the actual joint.

***Wondering where you'll get an ALE-50?
visit www.shull24.com
Tell Shawn Fox One Decals sent you!***

References

B-1 Lancer in detail & scale, D&S Vol. 37, by Wayne Wachsmuth, 1990
B-1B, Aeroguide 27: Rockwell International B-1B Lancer, by Anthony Thornborough, 1990
Rockwell B-1B: SAC's Last Bomber, by Don Logan, 1995
World Airpower Journal Volume 2, Summer 1990, pages 48-97
World Airpower Journal Volume 24, Spring 1996, pages 52-113
US Air Force: The New Century, by Bob Archer, 2000
Private photo collections

Acknowledgements

Maj. Bob Liebman of the 34th BS, Chief MSgt Dave Everhart of the Kansas ANG, Joe Drab Jr, Fred Krause, and Don Logan.

***I would appreciate seeing photos of your finished models.
Contact me, Ben Backes, at:
Fox One Decals PO Box 12111 Wichita KS 67277-2111***