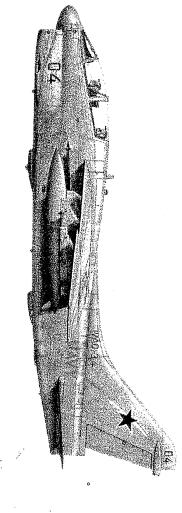
LTV EA-7L CORSAIR II



SCALE 1/72

POLYURETHANE RESIN KIT

HISTORY

Although the A-7A made its first flight in 1965, and was flying combat missions by the end of 1967, the first two-seat Corsair II did not fly until August 29, 1972. This was a converted A-7E, 156801, and was designated YA-7H. Originally, the designation A-7C was to be used for the two-seat version, but by the time the two-seater was built, that designation had been given to the first 67 A-7Es. Finally, with the order for 60 coversions to two-seaters (24 from A-7Bs and 36 from A-7Cs), the designation was changed to TA-7C. The first TA-7C, 154477, was first flown in 1975, almost decade after the first A-7A flight.

In converting former single-seat versions to the two-seater, the fuselage was stretched in two places. A sixteen inch "plug" was added ahead of the wing, and an eighteen inch "plug" was added in the aft section. Additionally, the tail section was tilted up 1.2 degrees.

The second cockpit was added behind the first, and the two were covered by a single electrically operated canopy. Unique to the TA-7C conversion was the addition of a drag chute housing at the base of the vertical stabilizer. The area between the exhaust pipe and the fuselage was sealed.

Standard TA-7Cs, that were used by the Navy's RAG squadrons for pilot training, were basically equipped as A-7Es. Despite the fact some were converted from –Bs, they had the Vulcan 20 mm cannon and other –E features.

Of the 49 aircraft upgraded by the change from the TF-30 to the TF-41 engine, 6 were further modified to EA-7Ls. These aircraft had an electronic warfare role. Externally, these aircraft appear no different from TA-7C. EA-7Ls were assigned to VAQ-34 at Point Mugu, California.

