

CED48095
CED72095

LIMITED EDITION!

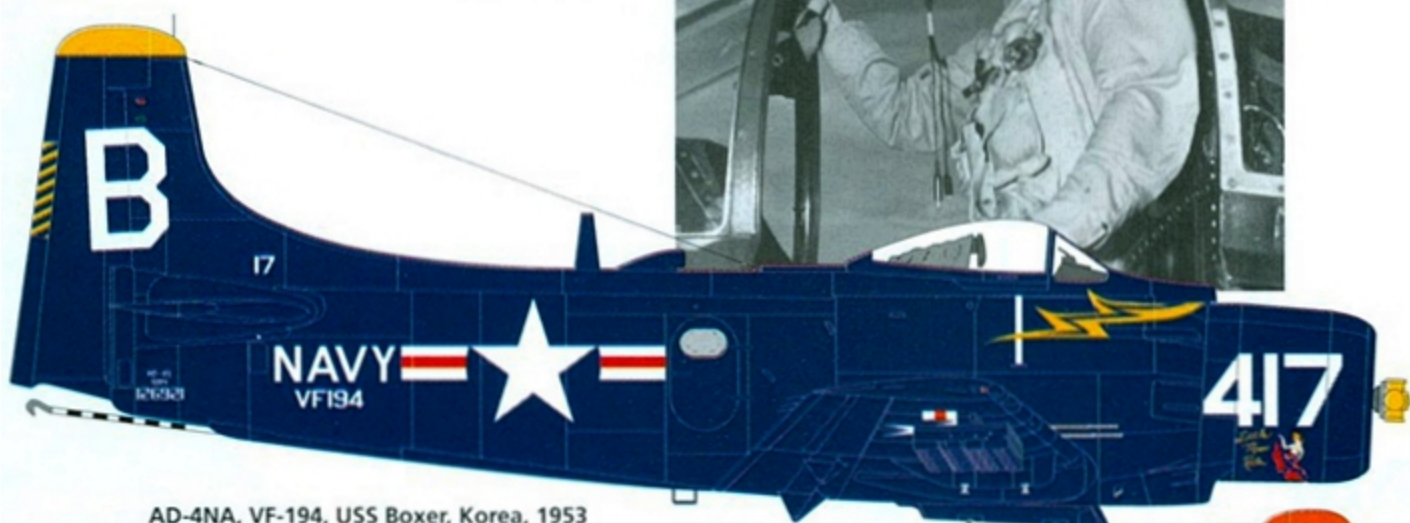
Skyraider

Special Memorial Sheet

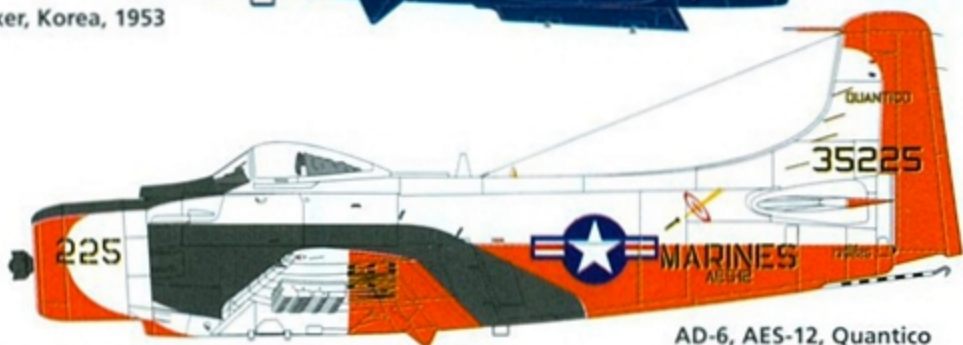


Commander Gary M. Witters

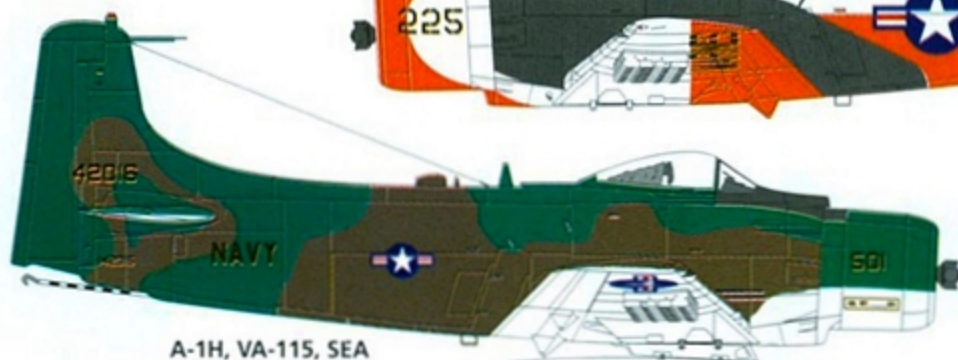
USNR, Retired
1931-1998



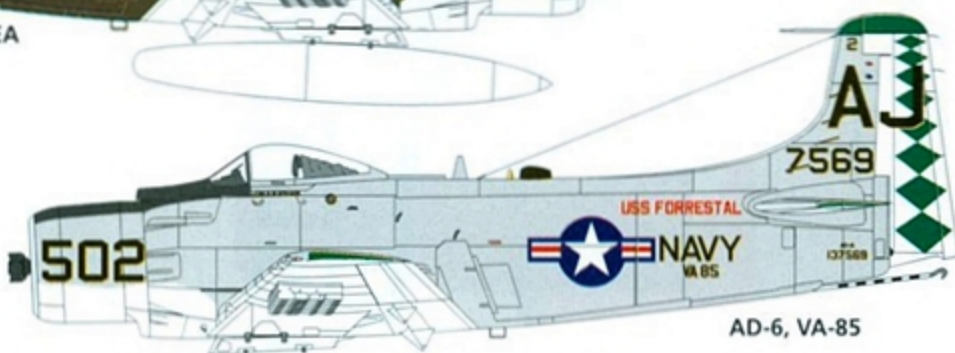
AD-4NA, VF-194, USS Boxer, Korea, 1953



AD-6, AES-12, Quantico



A-1H, VA-115, SEA



AD-6, VA-85

Recommended kits:

1/48 Tamiya AD-6 or Monogram "Skyraider"
(AD-4NA requires **Cutting Edge Modelworks** conversion)

1/72 Hasegawa A-1



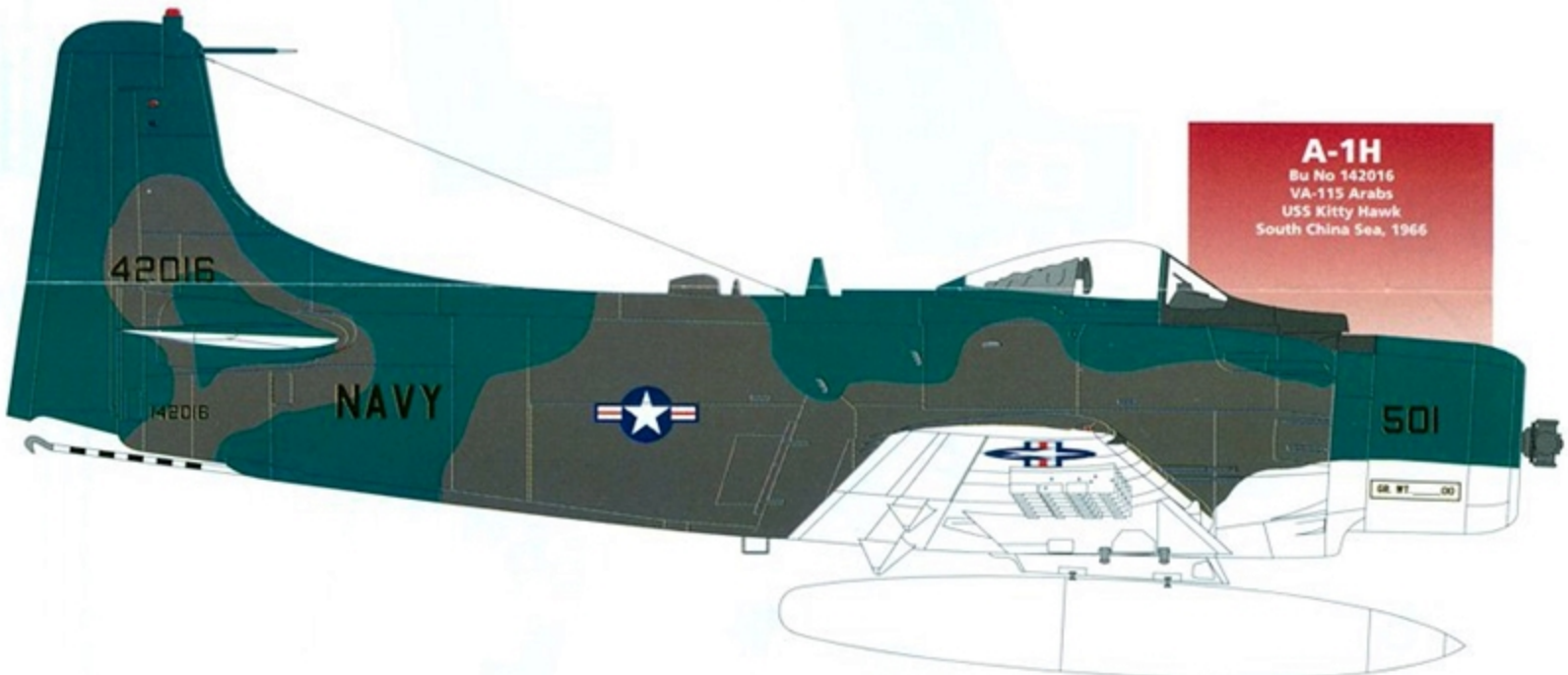
P.O. Box 3956
Merrifield, VA 22116
USA

AD-6
Bu No 137569
VA-85 Black Falcons
USS Forrestal, 1961

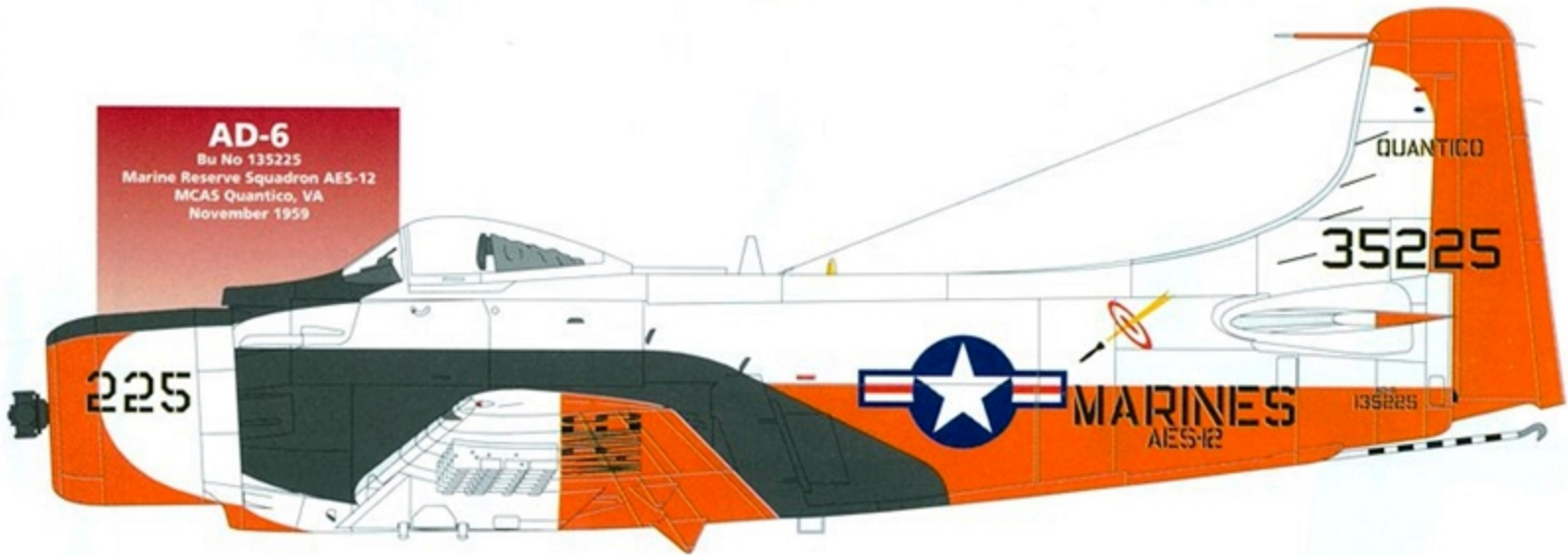








Top view of drop tank

A-1H
Bu No 142016
VA-115 Arabs
USS Kitty Hawk
South China Sea, 1966

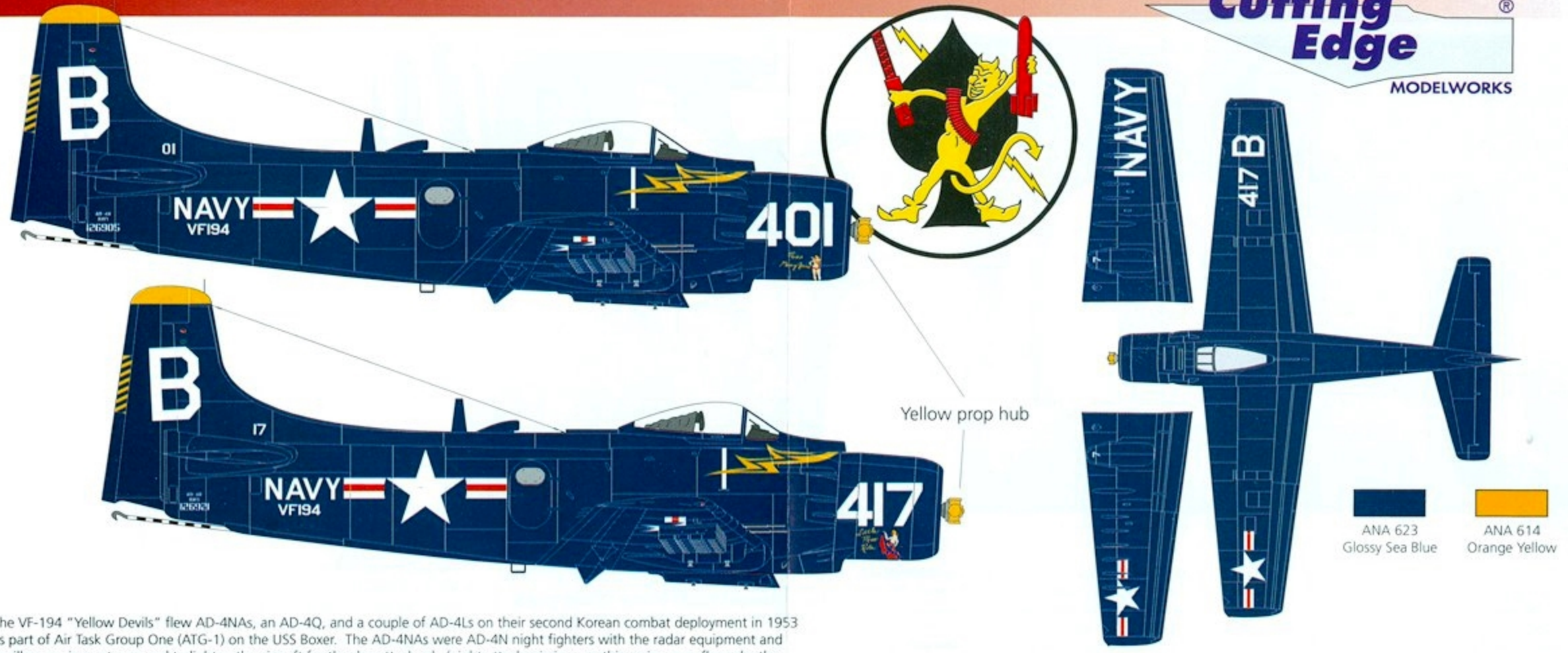


AD-6
Bu No 135225
Marine Reserve Squadron AES-12
MCAS Quantico, VA
November 1959



- 
ANA 620
Light Gull Gray
- 
ANA 511
Insignia White
- 
FS 34102
- 
FS 34079
- 
Black
- 
ANA 508
International Orange

VF-194 "Yellow Devils," USS Boxer, Korea, 1953



The VF-194 "Yellow Devils" flew AD-4NAs, an AD-4Q, and a couple of AD-4Ls on their second Korean combat deployment in 1953 as part of Air Task Group One (ATG-1) on the USS Boxer. The AD-4NAs were AD-4N night fighters with the radar equipment and ancillary equipment removed to lighten the aircraft for the day attack role (night attack missions on this cruise were flown by the AD-4Ns of VC-35 and F4U-5Ns of VC-3). The AD-4Q also had the electronic countermeasures equipment removed and was used as a straight attack aircraft.

Pilots did not have individual airframes assigned, so everybody in the squadron flew every aircraft. Gary Witters flew both of these aircraft in combat during this cruise. Several other squadron ADs carried nose art as well as the two provided here. The yellow lightning bolts were added during the course of this cruise. You'll note the white "NAVY" under the left wing was normally as shown on the drawings above; however, the AD-4L (#419) at the right has a much smaller version that fits entirely outboard of the outer bomb pylon.

The usual weapons load (per the preferences of 7th Fleet commander Admiral Jocko Clark) was a 2,000 lb. bomb on the centerline rack and a 1,000 lb. bomb on each inboard wing rack, along with about 550 rounds of 20mm ammunition for the four wing cannons. However, in combat, one aircraft in each section of four planes carried a large air droppable, tin can-shaped, bright yellow survival pack on the left outboard pylon.

Cutting Edge Modelworks produces a resin AD-3/4/6/7 backdate set which includes the prominent "car doors" of the AD-3N, AD-4N and AD-4NA, and the more streamlined inboard bomb racks of the AD-1 thru AD-4. We also include front fuselage and lower center wing sections without the massive armor plating. The armor was removable, and photos show many of the VF-194 planes had it removed, although some had full armor and some had only the center underwing plates installed (neither 401 nor 417 had armor plate installed). This set is also useful for modeling later Skyraiders (AD-6 & AD-7) that had their armor removed (common in the late 1950s and early 1960s). A fully detailed resin cockpit for the pre-Vietnam Skyraider (e.g., with a standard metal seat, not the Yankee Extraction System ejection seat) is available in set CEC48102.

VA-194 Pilots, Korean War Cruise, USS Boxer, 1953.

Kneeling, L-R: E. E. "Skip" Purvis; R. E. Wiegand; Gary Witters; Ernie Short; Bob Bristol; Andy Anderson; A. N. Melhuse (CO); Bob Duncel; J. Arkins; Dewey Farrell; Walt Blattmann (XO); Sam Catterlin; Willy Ryan; E. R. Ripple; Orin A. Peterson. Standing, L-R: J. R. Schmidt; Bob Edington; Bob Dunlap; F. B. Phillips; Bill Oheren; Joe Akagi; Bud Jordan; Tom Smith; Steve DeLancy; unknown; Howard Bentzinger; Stan Broughton; Dick Wiseman; C. H. Russell; Don Lacava; Bill Wilde.



General Notes

- Removable armor plate was added as the result of combat losses in Korea and was added as retrofit kits to the AD-4s (and presumably AD-3s, if any were still flying combat) starting in 1952. The AD-6 and AD-7 were built from the beginning to accept the bolt-on armor plating. Rausa's book has an excellent description of how and why the armor plating was developed and the subterfuges involved in getting it applied to the fleet's aircraft.
- Note the different antenna configurations on the various aircraft.

AD-4NA, VF-194

- These birds were AD-4NAs (AD-4N night attack aircraft with the equipment for the equipment operator removed; functionally equivalent to standard AD-4s). They had the "car doors" on both sides of the fuselage, and neither aircraft had yet been fitted with the bolt-on armor plating. To accurately model these aircraft, use **Cutting Edge Modelworks** CEC48119 Skyraider Non-Armor Conversion (see below).

AD-6, VA-85

- This was an absolutely stock AD-6 with armor and the standard aluminum bucket seat (not the Yankee seat).
- These planes also served as refuelers in the Med in the early 1960s.

A-1H, Camouflage Test VA-115 Bird

- This scheme was part of a Navy camouflage tested on the USS Constellation and USS Kitty Hawk off Vietnam in 1966. It has been reported that water-based paints were used and the schemes were removed before the end of the cruise.
- Undersides were standard ANA 511 Insignia White. While there has been some discussion of the exact shades used for the topside colors, contemporary documentation indicates FS 34102 and FS 34079 were used, so that's what we recommend.
- This plane had the standard aluminum bucket seat (not the Yankee seat).
- Use standard size (large) insignia for upper left and lower right wing (see decal CED48099, Skyraider Stencils & National Insignia) and the small (15") national insignia on this sheet for the fuselage.

AD-6, AES-12

- This aircraft was painted with International Orange paint; it has been reported that some aircraft used Fluorescent Orange, but we cannot confirm this. In any case, the orange paint was extremely unstable and faded, spotted, ran, and generally looked like hell within a very short time. So, feel free to weather the orange areas!
- This plane had the standard aluminum bucket seat (not the Yankee seat).

Applying the Decals

You probably already know all this stuff, so feel free to use your regular process; however, if you're new to aftermarket decals, here goes:

- Generally, use the Microscale Finishing System. We don't recommend extremely strong decal solvents such as Solvaset.
- Your model must have a smooth, glossy surface, as decals won't adhere well to matte surfaces. Use gloss paints or your favorite clear gloss overspray over matte or semigloss paint.
- Cut each subject out without trimming off the slight excess film (this helps the decal film disappear when dry).
- Put the decal in warm water that has a drop or two of liquid dishwashing soap or photo-flo for 10 seconds.
- When the decal will slide off the backing paper without forcing it, apply it to the proper position on your model. Slide the backing paper out from underneath.
- Gently blot off excess water and smooth out bubbles under the decal surface. If you wish, carefully brush on a mild decal softener such as Micro-Sol.
- When all decals are completely dry, gently wash off all excess decal adhesive.