

LIMITED EDITION!

CED48096

CED72096

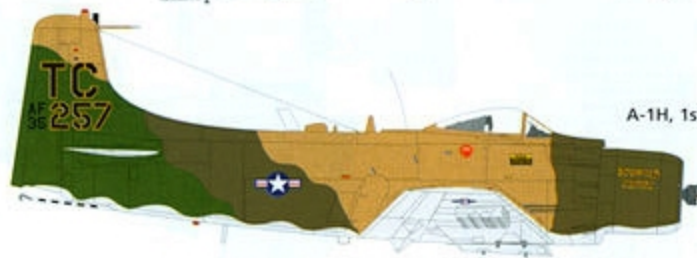
Skyraider



#2: VA-196 MiG killer, VA-115,
1st SOS/56 SOW



A-1H, VA-176, Lt Tom Patton's MiG killer



A-1H, 1st SOS

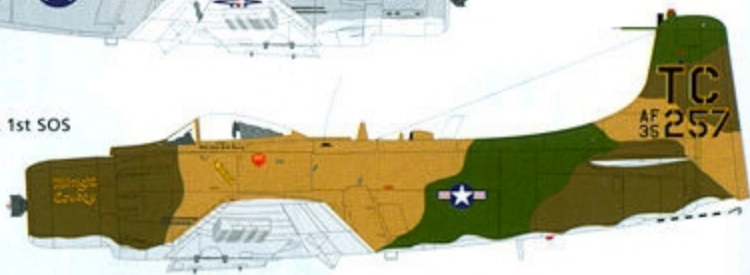
A-1H, 1st SOS



A-1H, VA-115, USS Hancock



A-1H, 1st SOS



Recommended kits:

1/48 Tamiya AD-6 or Monogram A-1

1/72 Hasegawa A-1

**Cutting
Edge**
MODELWORKS

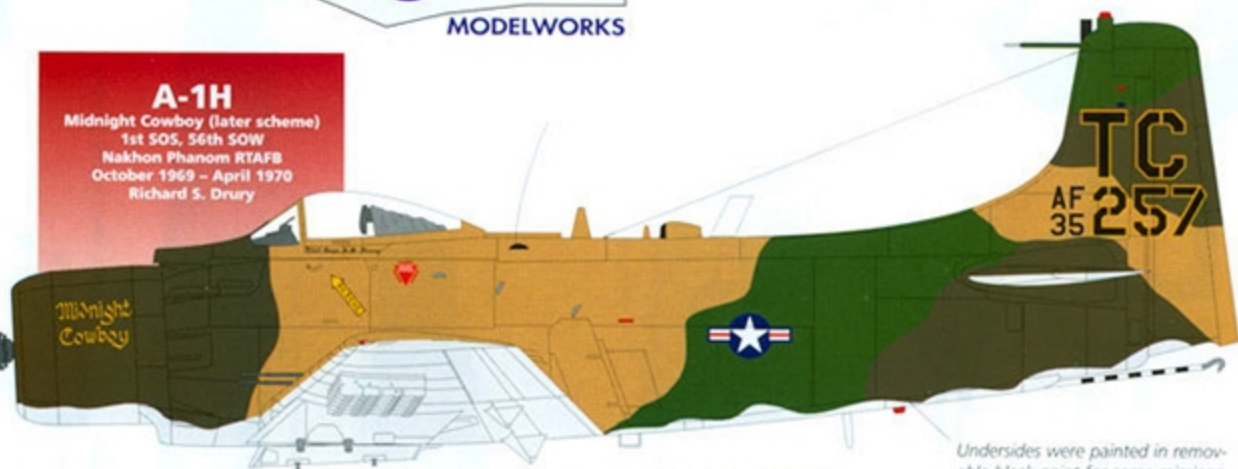
P.O. Box 3956
Merrifield, VA 22116
USA

MODELWORKS

Main landing gear doors

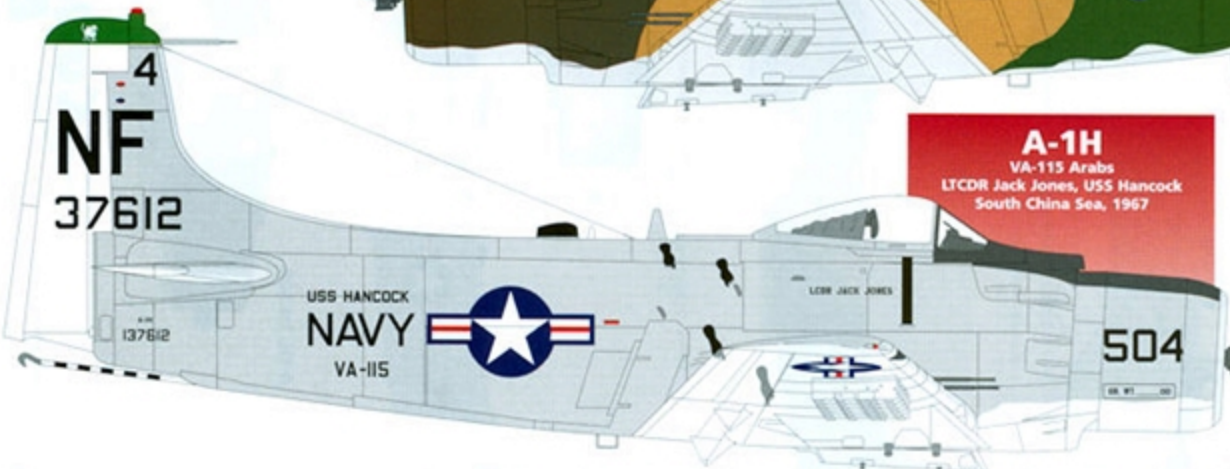


A-1H
Midnight Cowboy (later scheme)
1st SOS, 56th SOW
Nakhon Phanom RTAFB
October 1969 - April 1970
Richard S. Drury



Undersides were painted in removable black paint for some missions

A-1H
VA-115 Arabs
LTCDR Jack Jones, USS Hancock
South China Sea, 1967



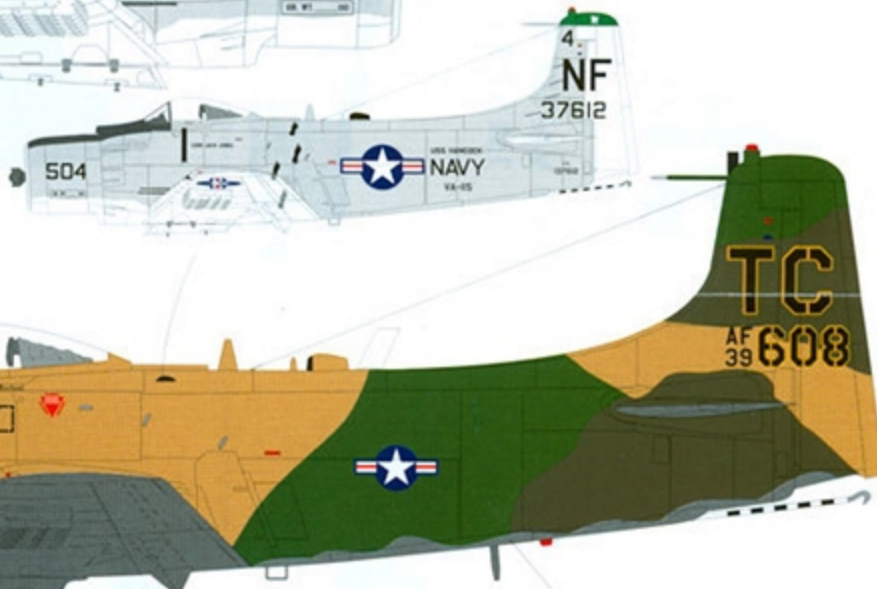
Main landing gear doors



Alternative color schemes for BST's cowling showing 36622 undersides and dark cowl ring

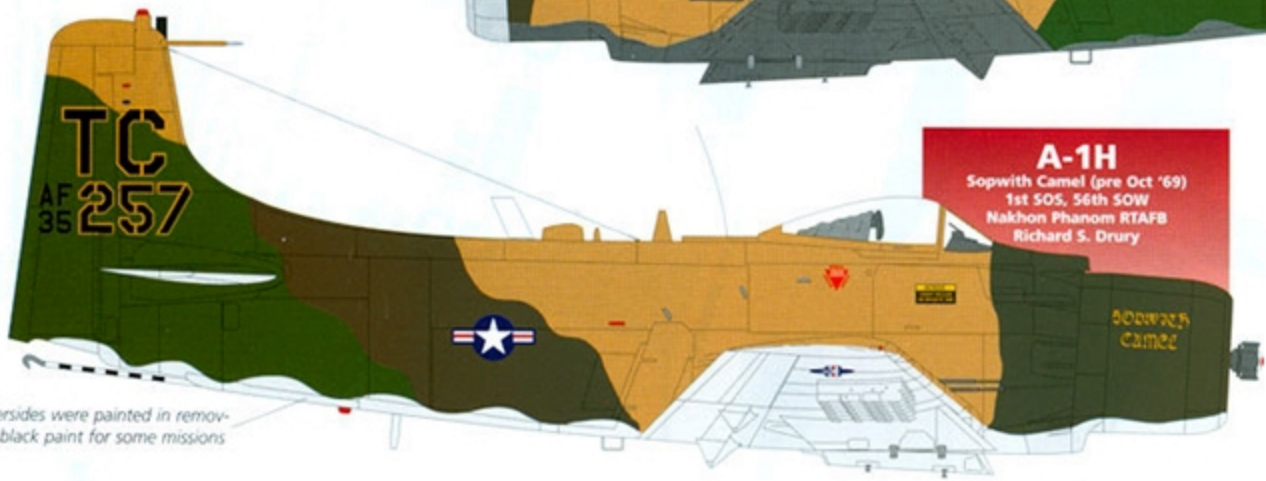


A-1H
Blood, Sweat & Tears
1st SOS, 56th SOW
Nakhon Phanom RTAFB
April 1970



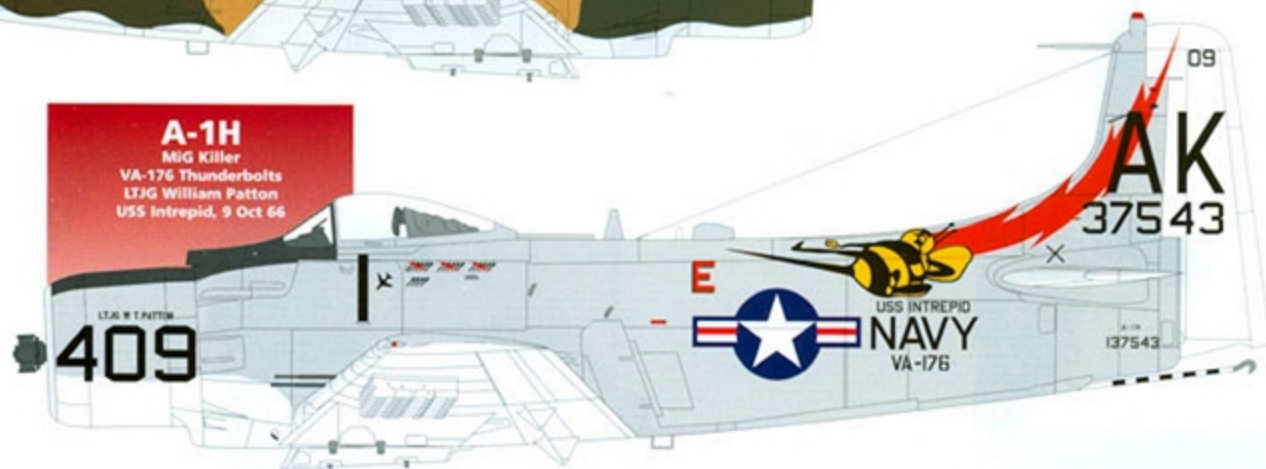
Cowl ring was light gray (possibly a USN Light Gull Gray painted replacement); earlier it was painted a dark color (probably 34102)

A-1H
Sopwith Camel (pre Oct '69)
1st SOS, 56th SOW
Nakhon Phanom RTAFB
Richard S. Drury

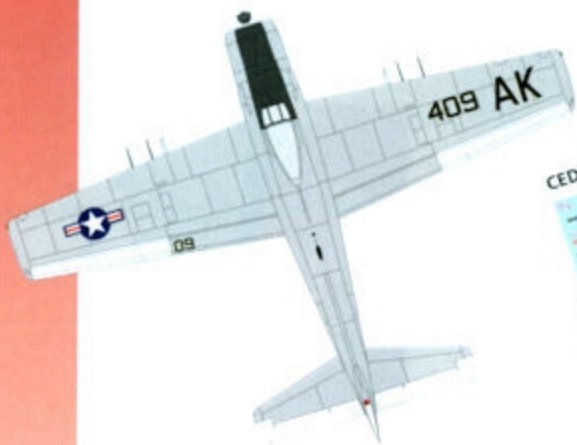


Undersides were painted in removable black paint for some missions; the plane normally sported 36622 undersides

A-1H
MiG Killer
VA-176 Thunderbolts
LTJG William Patton
USS Intrepid, 9 Oct 66



- | | |
|----------------------------|---------------------------|
| | |
| ANA 620
Light Gull Gray | ANA 511
Insignia White |
| | |
| FS 34102
Green | FS 34079
Dark Green |
| | |
| FS 30219
Tan | FS 36622
Light Gray |



CED48099 A-1 Stencils



See sheet CED48099 A-1 Stenciling for a complete set of data stencils for sea blue and gray/white & SEA camouflaged aircraft, 1950s & Vietnam style national insignia. This sheet was produced based on original Douglas Aircraft engineering drawings for the maintenance stenciling and insignia!

Cutting Edge Modelworks products are available from

Meteor

Productions

P.O. Box 3956, Merrifield, VA 22116 USA

☎ 703/971-0500 FAX 703/971-8111

<http://www.meteorprod.com>

Write, call, or visit our home page to order our 120+ page catalog of decals, kits, conversions, tools, books, magazines, etc., and we'll send it to you right away!

General Notes

- All the Skyraiders on this sheet are AD-6s (later known as A-1Hs), and therefore can be built straight from the box using the 1/48 Tamiya or Monogram kits and the 1/72 Hasegawa kit. Note that standard US Navy (Light Gull Gray over Insignia White) or standard USAF SEA colors were used. Also note the large spine blade antenna on some of the aircraft, as well as the various antenna shapes and locations on all aircraft.
- 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.

NF/504, VA-115

- We love this plane! Unfortunately, we don't know anything about why it had footprints stencilled all over it. If you know the story on this Spad, please let us know!
- This plane had the standard aluminum bucket seat (not the Yankee seat).
- Replace the white symbol on the fin tip with the updated camel art from the addendum sheet.

TC/608/Blood Sweat Tears

- Lower camouflage line was much higher on the right side cowl than on left; lower two cowl flaps were 36622 and upper was black—see small illustration.
- This Spad was very heavily weathered per many photos; the underside panel lines were narrowly spray painted with a darker color, probably 30219!
- At some point, the prop hub was painted white
- This aircraft had the Yankee Extraction System ejection seat installed.
- The mustard yellow color behind the black in the markings has been a matter of great discussion. Since no contemporary documentation exists, we showed the pilot color samples and he says the color we used is correct!

TC/257/Sopwith Camel/Midnight Cowboy

- This aircraft had the Yankee Extraction System ejection seat installed.
- The mustard yellow color behind the black in the markings has been a matter of great discussion. Since no contemporary documentation exists, we showed the pilot color samples and he says the color we used is correct!

AK/409/VA-176/MiG Killer

WHY BOTHER—WHY ANOTHER VA-176 DECAL!??

Simply put, because nobody else has even come close to getting this aircraft right!

- Markings are based on a clear photo taken from Vulture's Row on this cruise.
- Note proper shape and colors of bee and lightning bolt
- Note proper shape and location of wing top modex
- Note proper shape of nose modex.
- Note the MiG killer was 409 (not 412)
- MiG kill marking on 404 is NOT the same as on 409
- Ordnance load on this mission was 20mm cannons (of course!), 300 gallon centerline tank, and four Zuni rockets—all four of which were fired (with no effect) against the MiG-17!
- Replace MiG kill marking on main decal with one from correction sheet. The one on the main sheet is appropriate for #404, but not 409.
- Replace LOWER LINE of mission marks (bombs) with bomb markings from correction sheet. The top line should have 15 bomb markers in groups of five, each with a red lightning bolt through it. The lower line has only four bomb markers, with no red lightning bolt.
- This plane had the standard aluminum bucket seat (not the Yankee seat).
- Although some VA-176 aircraft on this cruise had the words "USS INTREPID" in stencil style (broken) type and no dash in the squadron designator ("VA176"), our decal is correct for #409, as well as most of the other aircraft in the squadron.

DISCUSSION

It is confirmed that A-1H AK/409 Bu No 137543 of VA-176 was the MiG killer aircraft flown by LT William T. "Tom" Patton for his kill on 9 October 1966. It has been reported—but there is no evidence to support the contention—that aircraft #404 was Patton's regular aircraft. What is certain is that the famous photo of Patton on #404's wing taken after the kill shows a different pilot's name above the nose modex. The style of MiG kill marking on 404 is different than on 409—a mistake nearly everyone else has made—and our decal includes both styles of kill marking in case you would like to model any of the other squadron aircraft which carried the kill marking (for example, 404 had the kill marking but 412 did not).

Aircraft Modex & BuNo

It is confirmed that Patton's MiG kill aircraft was AK/409, BuNo 137543. Your **Cutting Edge** decal has the proper size, placement and style of modex for 409.

Mission Markings

Again, the most commonly published photographs of aircraft from VA-176 are 404 and 412, both of which had different numbers of mission markings—although the squadron consistently used the same style of mission marks on every aircraft. 409 had a total of 19 mission marks at the end of the cruise, although it is unknown how many were applied during the MiG kill mission.

Pilot Name Above Modex

- Several photos of #409 taken after the MiG killing mission show NO name above the nose modex, so you would certainly be correct in showing no name on the cowl. We think there is a good chance that 409 actually was Patton's normal aircraft, and therefore would

have carried his name above the modex. Until such time as this can be confirmed, you would certainly be correct in showing 409 with the MiG kill marking and no name above the modex.

Other Notes

- In a post-cruise photo of #409 taken ashore in the US, the wheel hubs are a dark color. However, ALL the photos of other VA-176 aircraft taken during the cruise show the standard white hubs, so we recommend painting the wheel hubs white.

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.
- Finally, overcoat your model with a good quality gloss coat, followed by your choice of matte or eggshell clear topcoat.

Bibliography

Original Skyraider photographs.

Air War over Vietnam, Vol III, by Dana Bell. Warbirds Illustrated No. 21, Arms & Armour Press, 1983.

Douglas A-1 Skyraider, by Robert F. Dorr. Osprey, 1989.

Douglas A-1 Skyraider; Warbird Tech Volume 13, by Kris Hughes & Walter Dranem. Specialty Press, 1997.

Douglas A-1 Skyraider, A Photo Chronicle, by Frederick A. Johnsen. Schiffer, 1994.

Douglas Skyraider, by B. R. Jackson. Aero Publishers, 1969.

My Secret War, by Richard S. Drury. Aero Publishers, 1979.

Skyraider, The Douglas A-1 "Flying Dump Truck," by Rosario Rausa. Nautical & Aviation Publishing, 1982.

Skyraider in action, (Aircraft Number 60), by Jim Sullivan. Squadron/Signal, (no date).

The A-1 Skyraider, by Steve Birdsall. Arco, 1970.

Numerous magazine articles from *Scale Aircraft Modelling*, *AAHS Journal*, *Koku-Fan*, *Tamiya Model Magazine*, *Air Fan*, *Air Enthusiast*, etc.

Note: While many of our reference photos are available in existing publications, Cutting Edge prefers to track down original copies of the photos whenever possible to make our marking and camouflage interpretations as accurate as possible.

Related Cutting Edge Modelworks Conversion Sets

- CED48102 AD-1 to AD-6 Super Detailed Cockpit (fits Monogram and Tamiya). Contains an accurate and fully detailed cockpit with the standard aluminum pilot's seat.
- CED48103 A-1H/J Super Detailed Cockpit (fits Monogram and Tamiya). Contains an accurate and fully detailed cockpit with the ONLY accurate Yankee Extraction System ejection seat available!
- CED48119 Skyraider Non-Armor Conversion. This is a major conversion set which includes new front fuselage halves without armor plate; lower wing center section without armor; AD-3/4 streamlined inboard wing pylons; and clear "car doors" and air intake for the AD-3N/AD-4N (and others).
- ...and more to come!

FS 595 Color Cross References

(Taken from the IPMS Color Cross-Reference Guide—used with permission). Both the ICCRG and the FS595B color chips "fan deck" are available from Meteor Productions.

- ANA 511 [FS 17875] Floquil 818630; Any white paint
- ANA 614 [FS 13538] Xtracolor X106, Gunze Sangyo H024/H329, Modelmaster 1707/1708
- ANA 620/FS 36440 Xtracolor X137, Modelmaster 1729/1730, Gunze Sangyo H315/325, Pro Modeler 88-0033, Polly Scale 505326
- ANA 623 [FS 35042] Pro Modeler 88-0041, Floquil 818638
- FS 30219 Xtracolor X102, Modelmaster 1742, Gunze Sangyo H310, Floquil 303104
- FS 34079 Xtracolor X110, Modelmaster 1710, Mr Color 309, Tamiya XF58, Pro Modeler 88-0044, Floquil 303143/303243
- FS 34102 Xtracolor X116, Modelmaster 1713, Gunze Sangyo H073
- FS 36622 Xtracolor X140, Modelmaster 1733, Gunze Sangyo H311

Credit where it's due...

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