Navy Fighter Group

A-7 "Corsair II"
F-4 "Phantom II"
A-3 "Skywarrior"

TONKIN GULF YACHT CLUB
YANKEE STATION

Revell®

1/72 SCALE 1/72 ECHELLE ESCALA 1/72

KIT 4783

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4783 R 4200

READ THIS BEFORE YOU BEGIN
- Study the assembly drawings.
- Each plastic part is identified by a number.
- Check the fit of each piece before cementing in place.
- Do not use too much cement to join parts.
- Use only cement for polystyrene plastic.
- Model may be painted to match photos on box.
- Allow paint to dry thoroughly before handling parts.
- Scrape paint from areas to be cemented.
- For better paint and decal adhesion, wash the plastic parts in a mild detergent solution. Rinse and let air dry.

LISEZ CE QUI SUIT AVANT DE COMMENCER LE MONTAGE
- Etudier les schémas d'assemblage.
- Chaque pièce plastique porte un numéro d'identification.
- Contrôler que chaque pièce soit bien conforme avant de la coller à sa place.
- N'utilisez pas trop de colle pour réunir les pièces.
- Utilisez uniquement une colle spéciale pour polystyrène.
- Le modele peut etre peint conformement aux photos sur la boite.
- Laissez sècher la peinture complètement, avant de manipuler les pièces.
- Grattez la peinture sur les surfaces devant être collées.
- Pour assurer la meilleure adhésion possible de la peinture et des décalcomanies, laver les pièces de plastique avec une légère solution savonneuse. Rinser et laisser secher à l'aire.

LEA ESTO ANTES DE EMPEZAR
- Estudie los dibujos de ensamblaje.
- Cada pieza de plástico se identifica por un número.
- Verifique que cada pieza encaje bien antes de pegar en posición.
- No use demasiado pegamento para unir las piezas.
- Use unicamente pegamento para plástico de poliestirina.
- El modelo puede pintarse de acuerdo con las fotografías de la caja.
- Permita que se seque la pintura completamente antes de tocar las piezas.
- Raspe la pintura de las superficies que serán pegadas.
- Para una mejor fijación de la pintura y de las calcomanías, lávense las piezas plásticas en una solución de detergente suave. Enjuáguense y déjense secar al aire.

DECAL (DIP IN WATER)
DECALCOMANIE (À PLONGER DANS L'EAU)
DECALCOMANIA (MOJE CON AGUA)

REPEAT SEVERAL TIMES
À RÉPÉTER PLUSIEURS FOIS
REPITA VARIAS VECES

ALTERNATIVE ASSEMBLY
ENSEMBLAGE ALTERNATIVE
ENSAMBLE ALTERNATIVO

REMOVE AND THROW AWAY
À RETIRER ET JETER
QUITE Y TIRE

DO NOT CEMENT
NE PAS COLLER
NO USE PEGAMENTO

OPTIONAL PARTS
PIECES EN OPTION
PIEZAS OPCIONALES

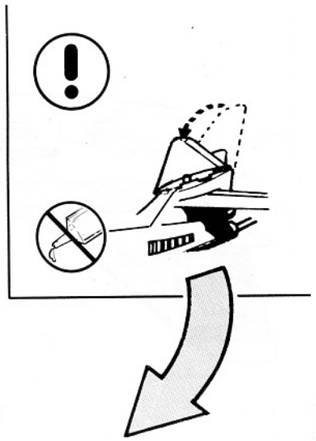
A	FLAT BLACK	NOIR TERNE	NEGRO APAGADO
B	IVORY	COULEUR D'IVOIRE	COLOR DE MARFIL
C	RED	ROUGE	ROJO
D	WHITE	BLANC	BLANCO
E	OLIVE DRAB	VERT OLIVE	ACEITUNADO
F	DARK BLUE	BLEU FONCE	AZUL OSCURO
G	GUNMETAL	METALLIC	METALICO
H	DARK GRAY	GRIS FONCE	GRIS OSCURO

A-3 "Skywarrior"

The appearance of the Douglas A3D Skywarrior in 1952, heralded the introduction of jet power to the U.S. Navy's attack fleet and gave it the first nuclear-capable jet bomber. In comparison with its contemporaries, the A3D is a giant, with a wing spanning seventy-two and a half feet, making it the largest all-jet aircraft ever to operate regularly from an aircraft carrier.

By 1956, the Skywarrior was operational with the fleet, and it has remained in active service for an incredible thirty-six years.

During the Vietnam War, Skywarriors operated from both land bases and carriers, attacking ground targets or electronically tracking the enemy, and wore a wide variety of colors, ranging from the standard gray/white to sinister dull black. Their first combat mission took place on March 29, 1965, when a group of A-3's of VAH-2 left the USS Coral Sea and attacked a target in the Gulf of Tonkin. Some Skywarriors were fitted with gunsights from A-4's and were successfully used in dive bombing missions. Nearly every attack mission originating from carriers on "Yankee Station" was accompanied by tanker versions of the A-3.



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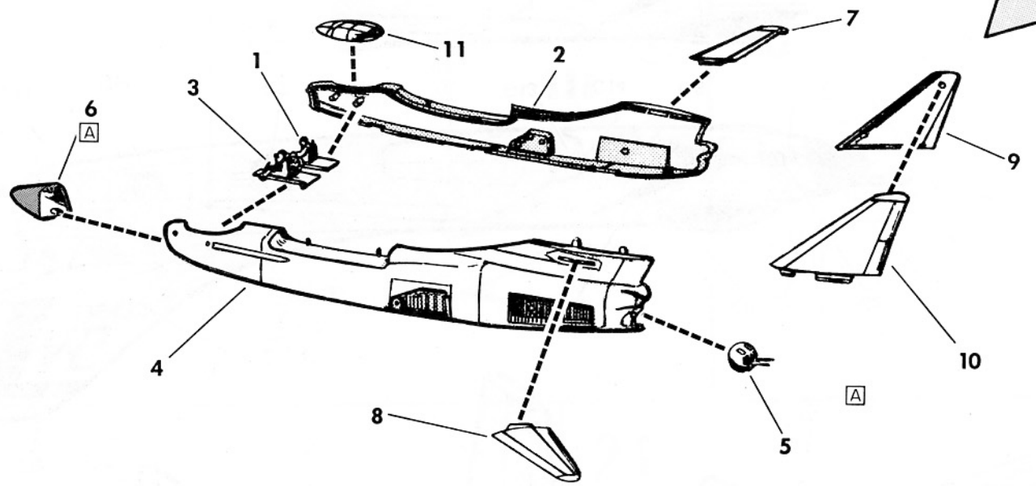

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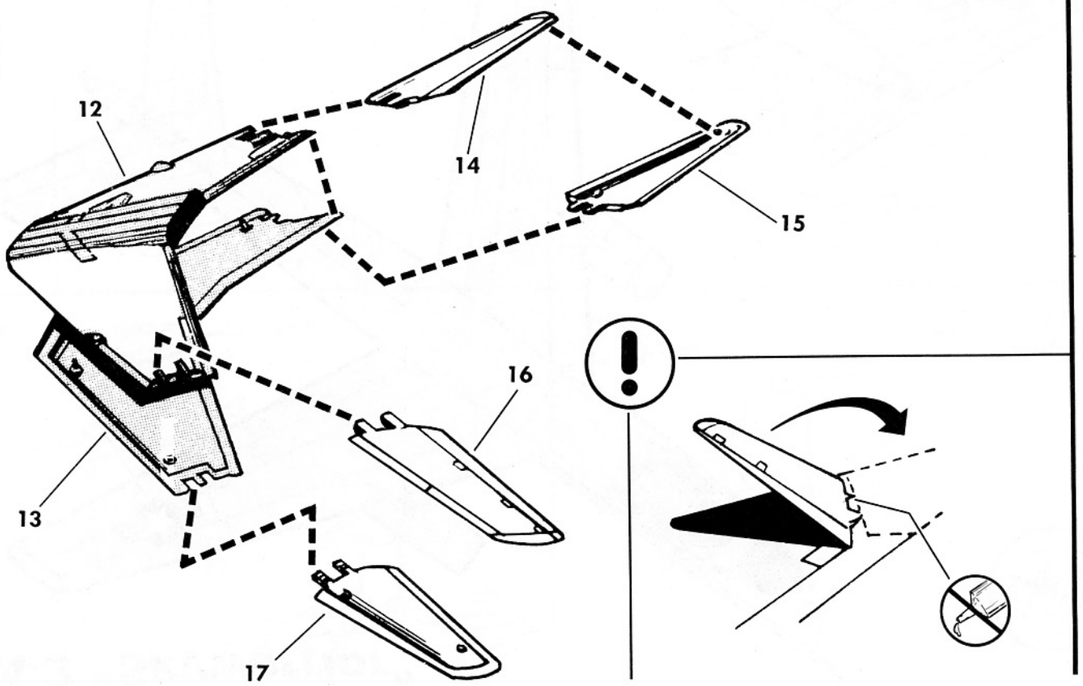

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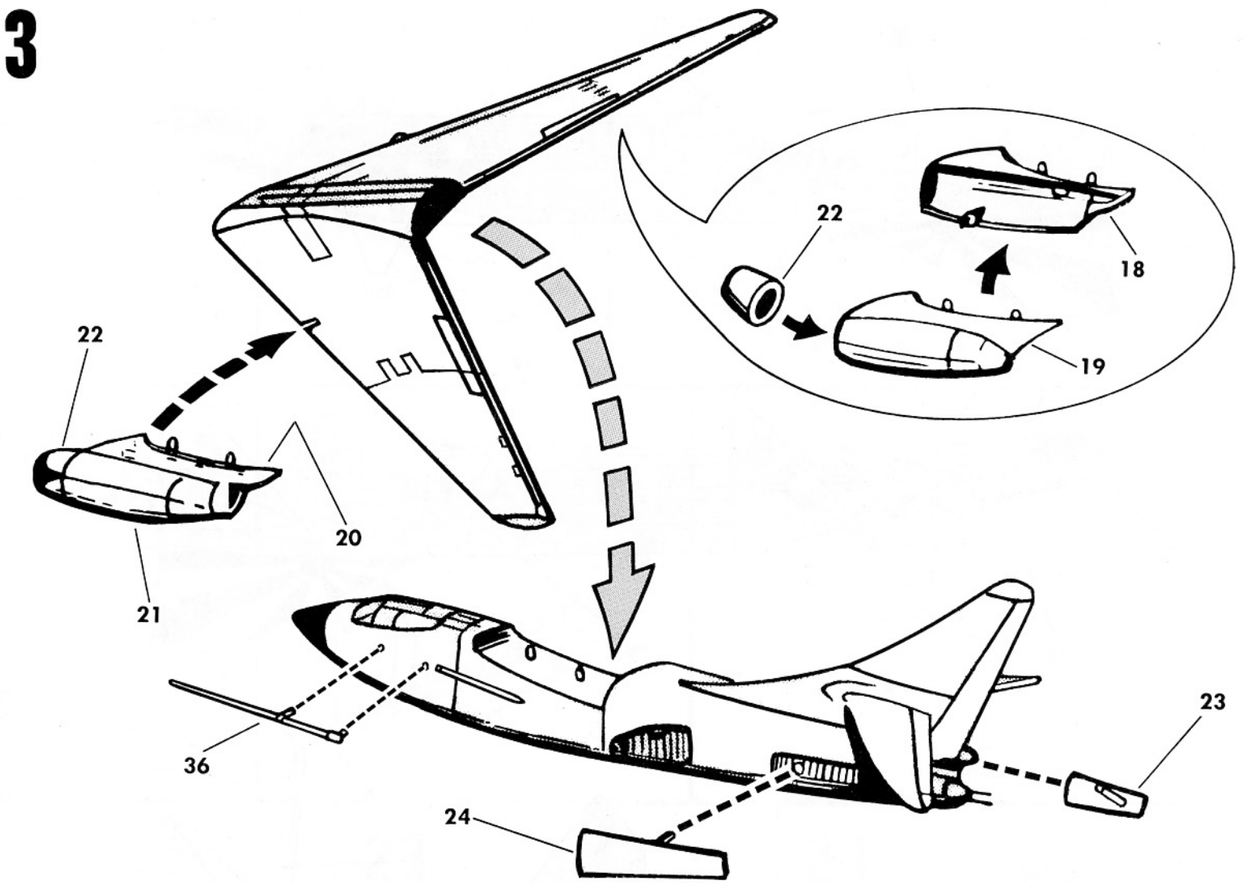

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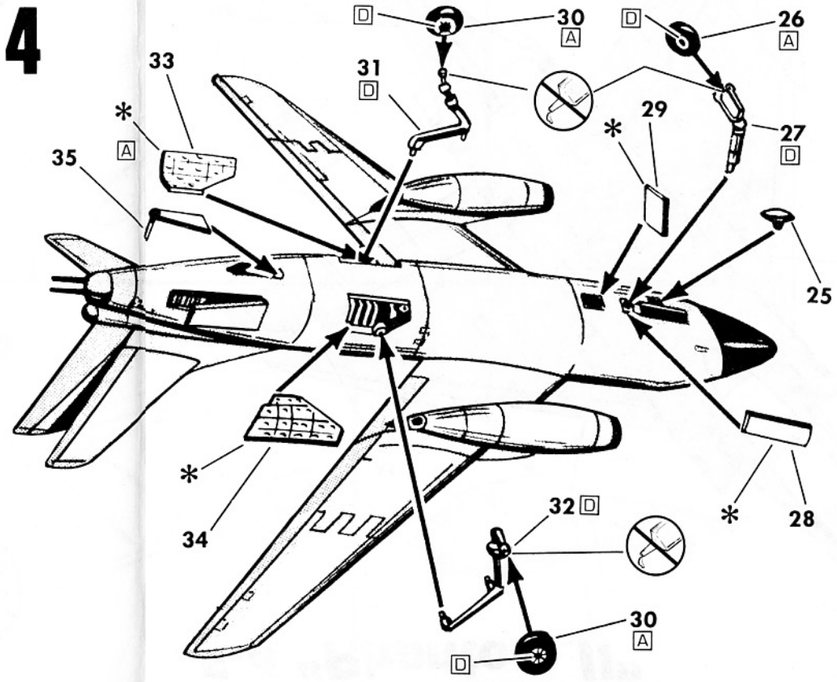

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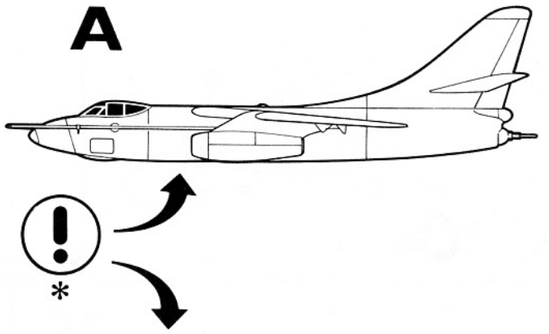

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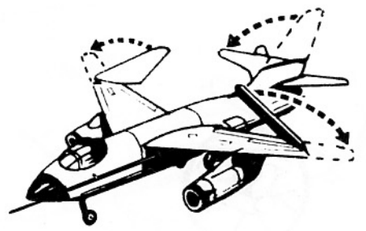
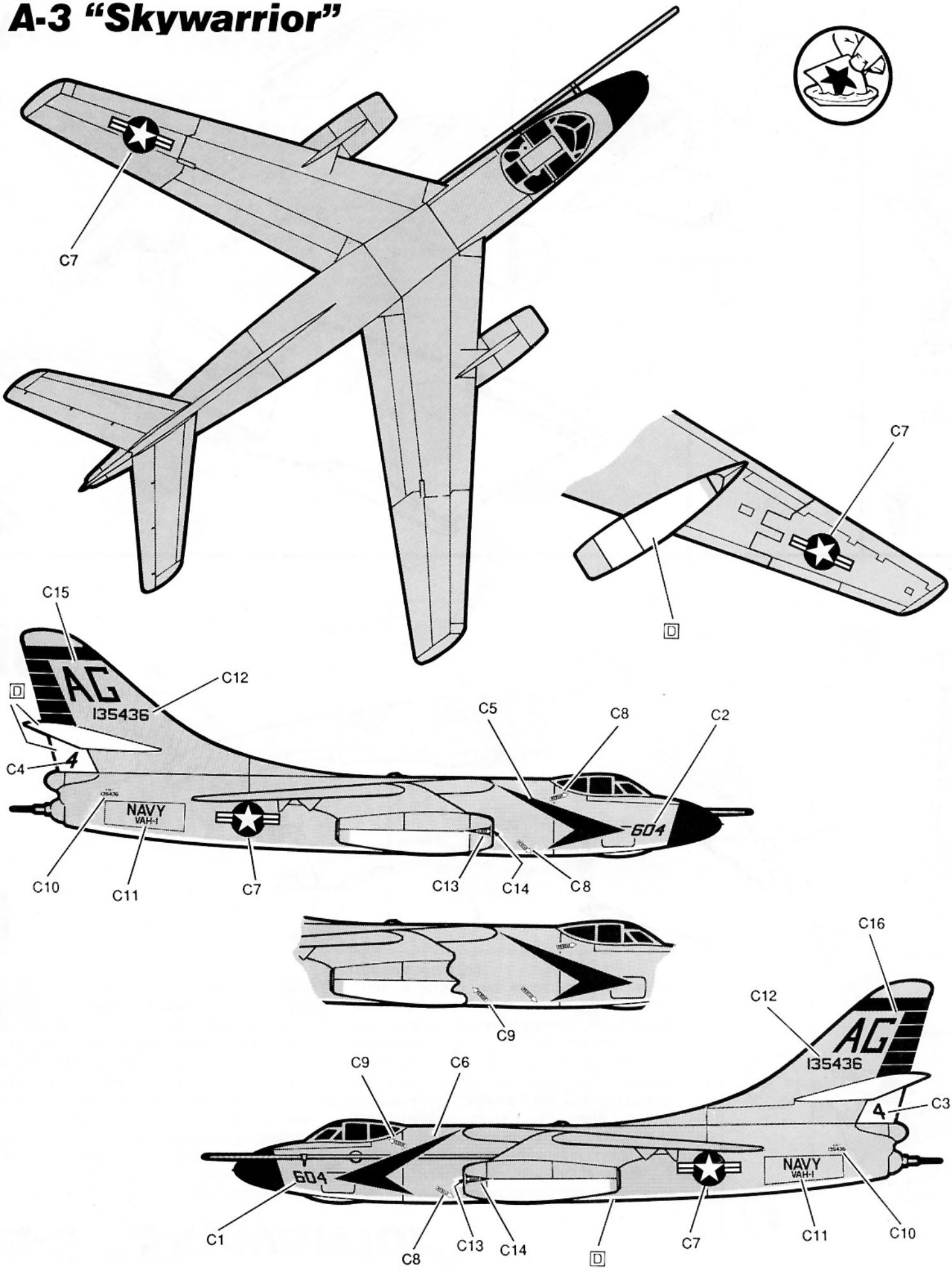


A-3 "Skywarrior"



A-7 "Corsair II"

The chubby shape of the LTV Corsair II was the result of a redesign of the famed Vought F-8 Crusader. Since the proposed role for the A-7 was low-level attack, supersonic speed was not considered a requirement, therefore a long fuselage was not an asset. In fact, by shortening the plane, more A-7's could be stored aboard a carrier. The result was a bomber capable of carrying its own weight in ordnance, yet having the maneuverability of a fighter. One of the more popular features of the Corsair II was its ability to carry out missions as long as 1,000 miles without the use of external fuel tanks. This also left the pylons free for mounting additional ordnance.

The electronic guidance and navigational systems on the A-7 are so efficient that the term "precision bombing" takes on a new meaning. These systems guide the plane directly to the target via the route selected, then drop the bombs exactly on the target on a straight-in approach, by dive bombing or by any other means chosen by the pilot. The Corsair II saw its first combat on December 4, 1967, when A-7's from VA-147 took-off from the USS Ranger and attacked targets in North Vietnam.

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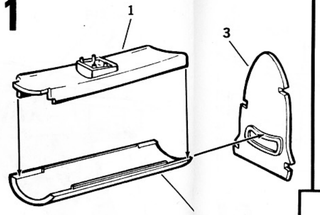

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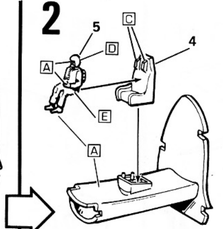

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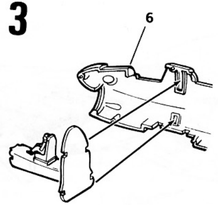

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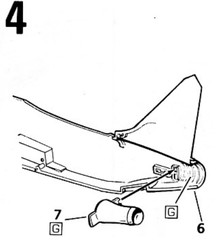

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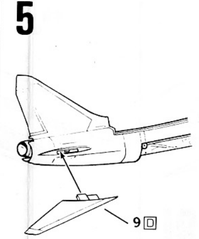

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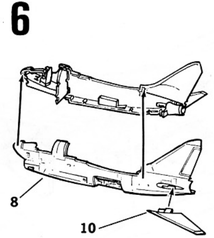

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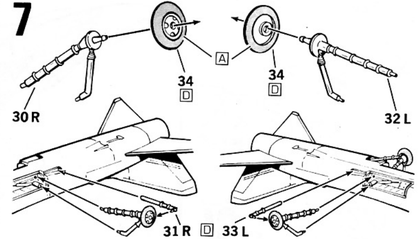

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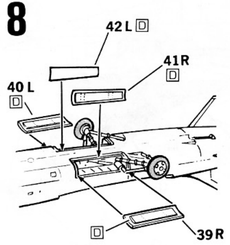

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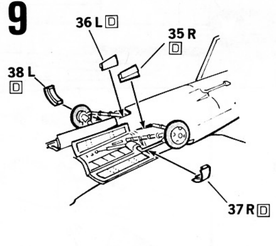

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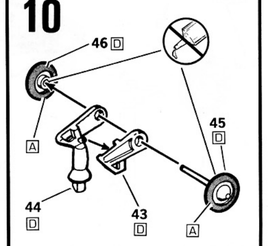

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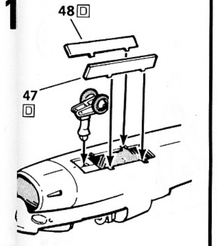

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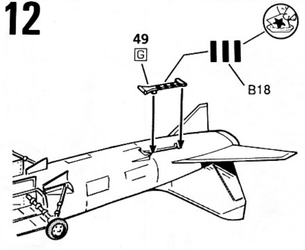

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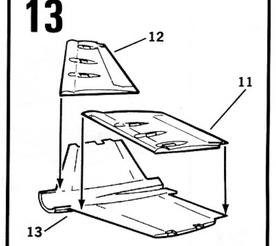

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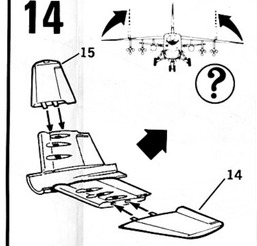

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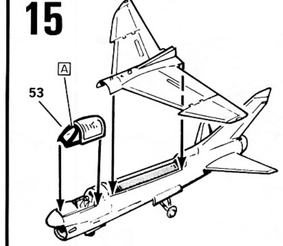

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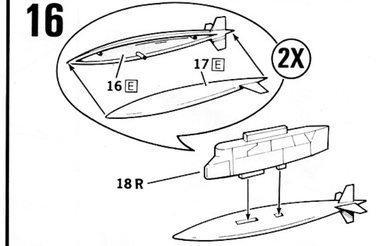

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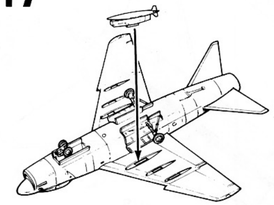

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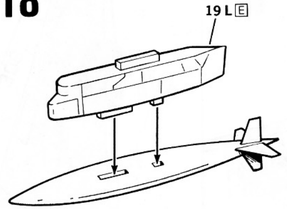

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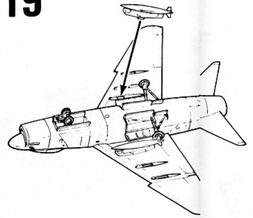

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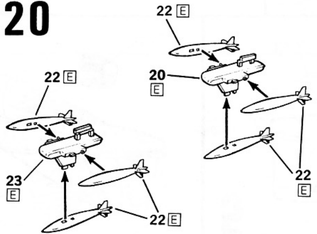

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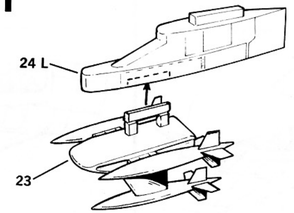

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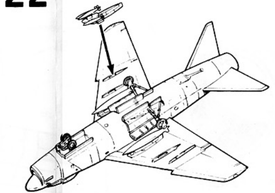

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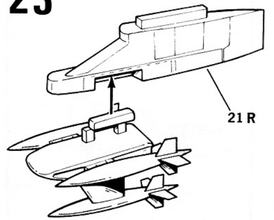

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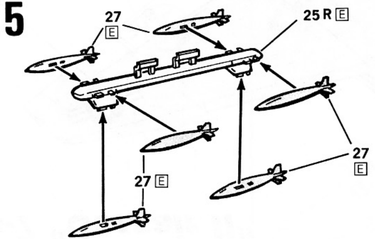

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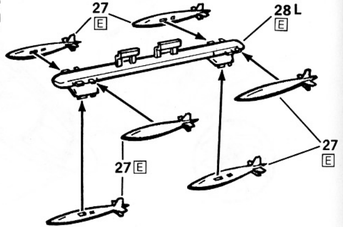

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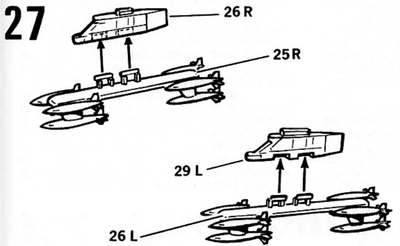

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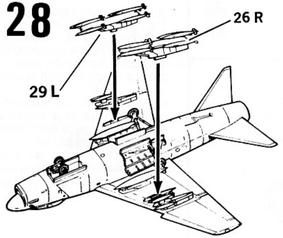

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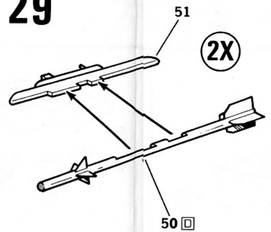

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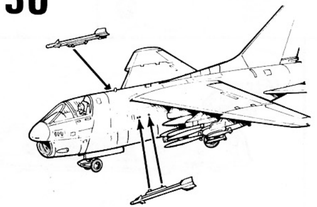

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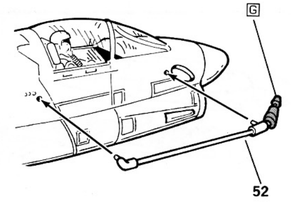
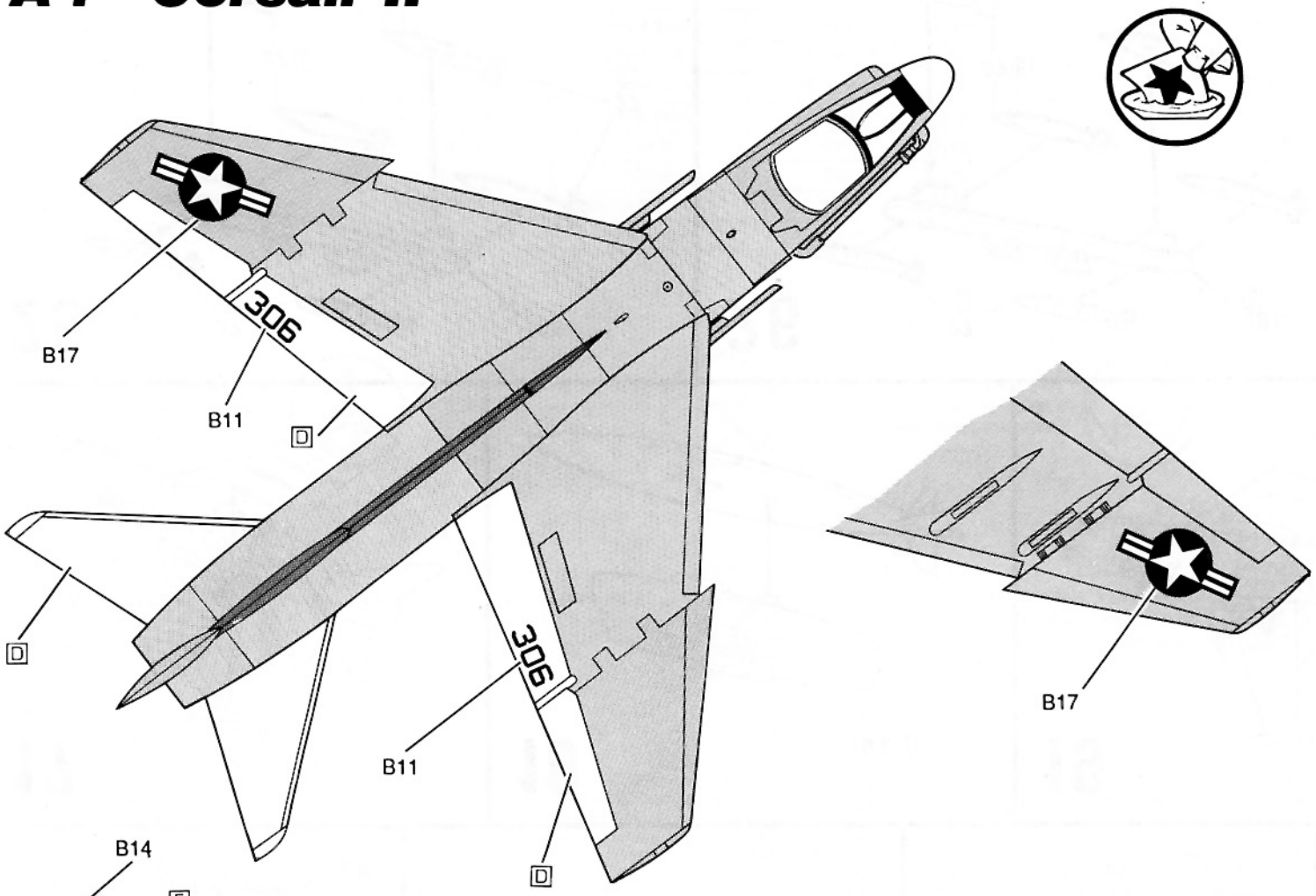
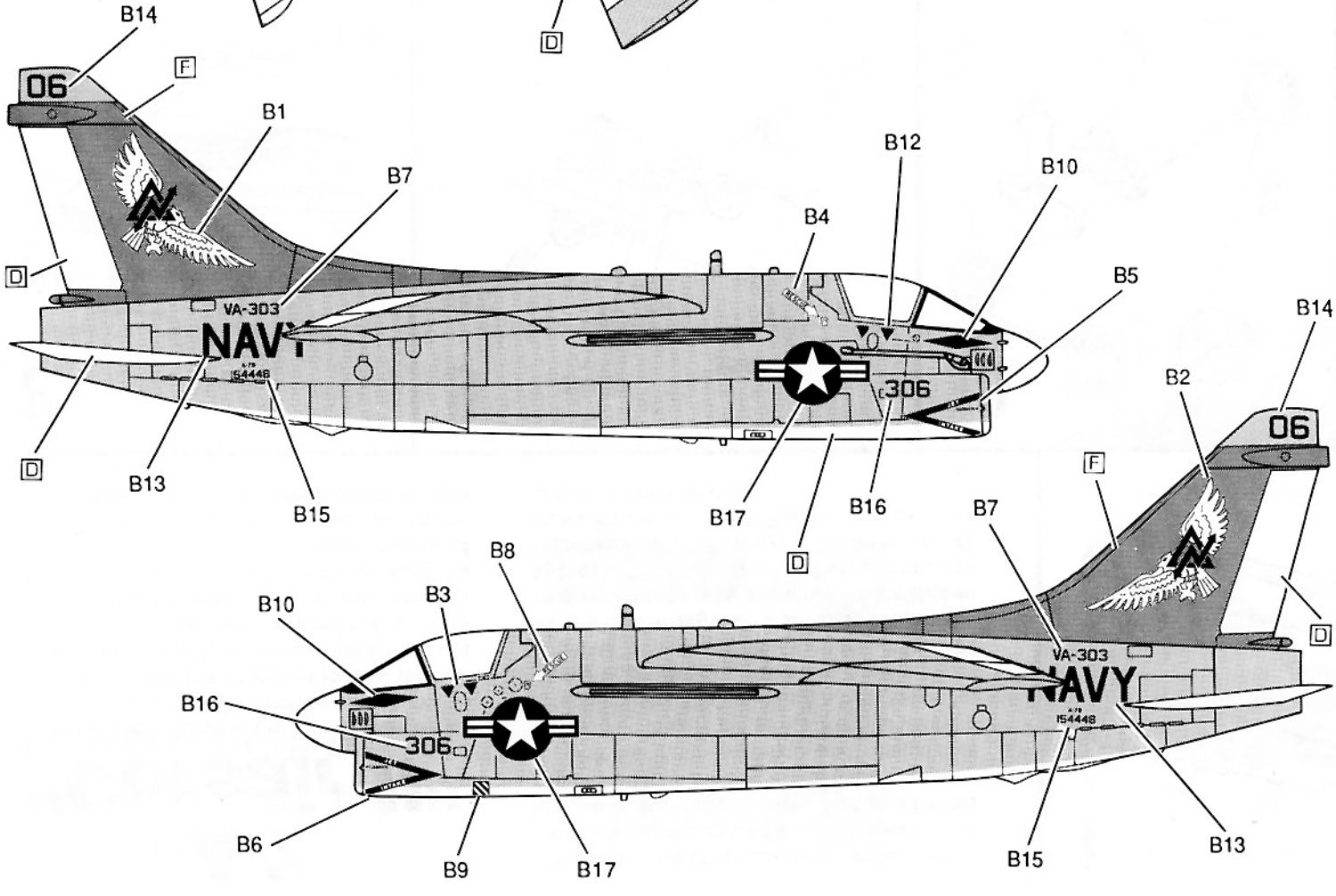


A-7 "Corsair II"





F-4 "Phantom II"

If any airplane was to be identified with the Vietnam War, it would have to be the McDonnell F-4 Phantom II. This fighter has proven to be one of the most remarkable combat planes in the history of aviation. Longer than the famous DC-3 transport and heavier than a World War II Flying Fortress, the Phantom could outperform nearly anything the enemy could offer.

As a bomber, the F-4 can carry up to 16,000 lbs of bombs; as a fighter it mounts four Sparrow and four Sidewinder missiles, plus optional cannon and gun pods. A maximum speed of 1,500 mph allows it's pilot to dictate his own terms in air to air combat. The Phantom was the mount of the Navy's first jet aces of the Vietnam War.

Upon entering the combat arena, the Phantoms and their crews were well prepared for the conflict confronting them. But it wasn't until August 10, 1967 that a pair of Navy Phantoms bested Russia's finest, a pair of MiG-21's. As the two MiGs burst into flames, their fate foretold the outcome of future encounters between the two types.

Since the Phantom is operated by a crew of two, any kills attributed to a particular encounter are credited to both crewmen equally. This created an odd situation where an RIO flying with two different pilots could become an ace (5 kills), while the pilots themselves may have lacked the necessary kills for such a title.

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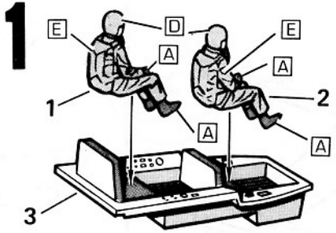

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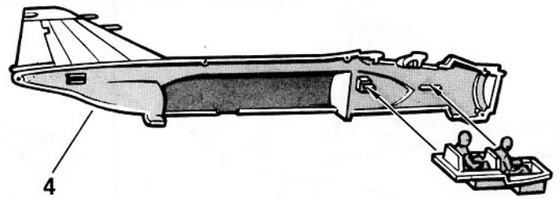

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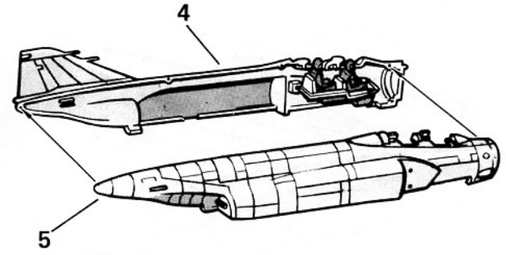

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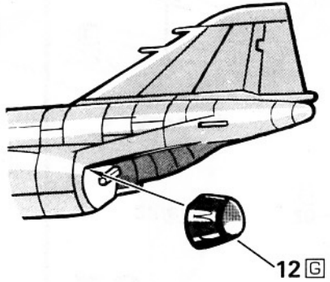

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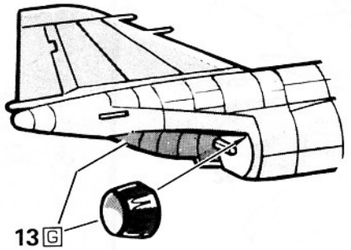

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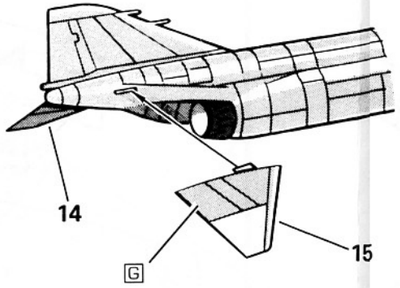

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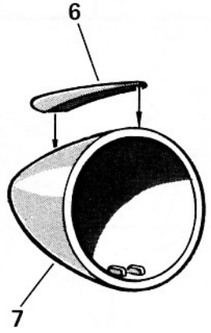

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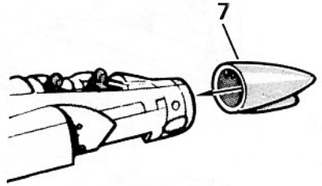

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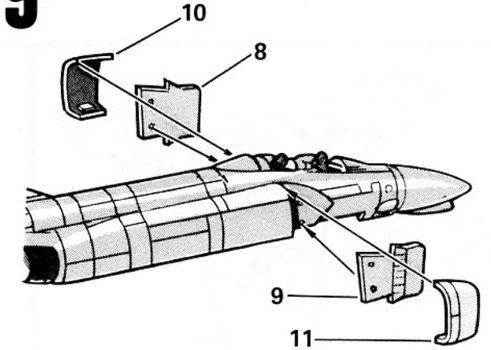

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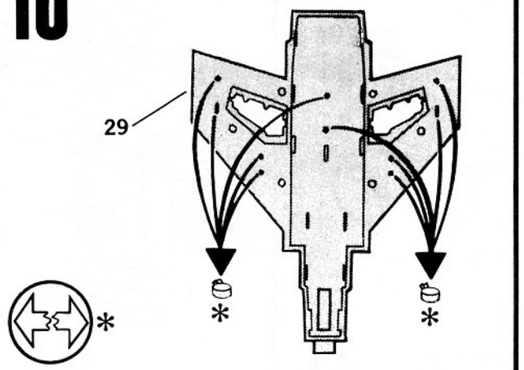

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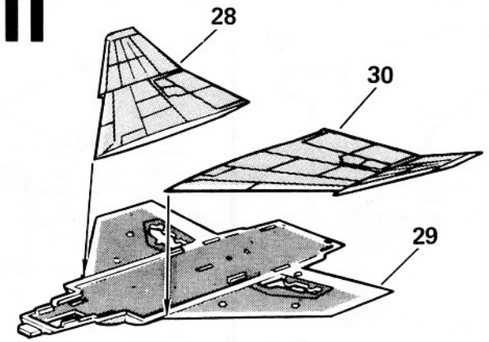

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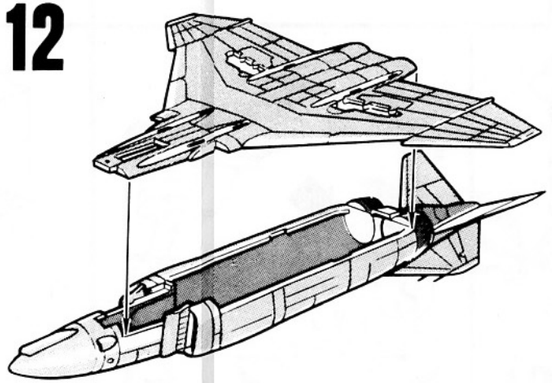

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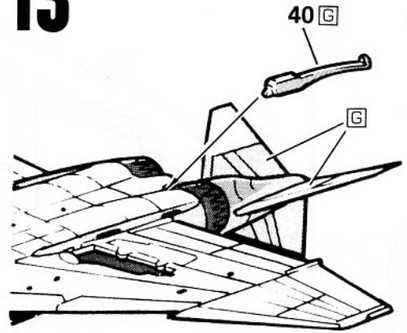

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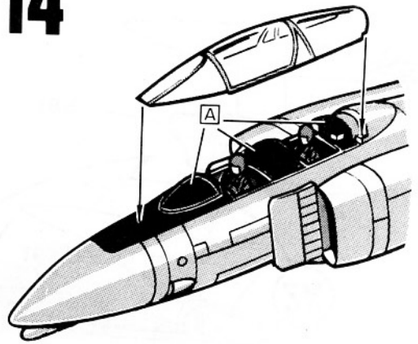

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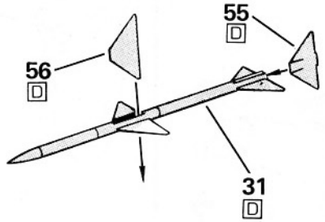

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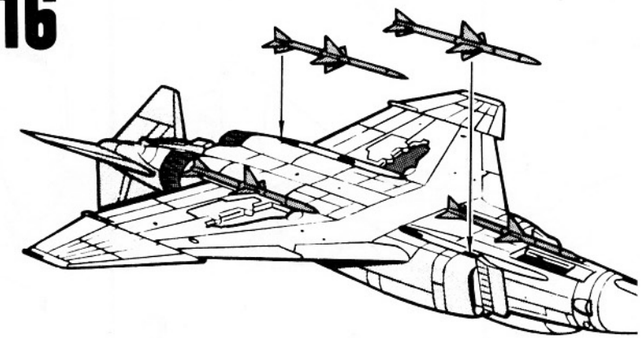

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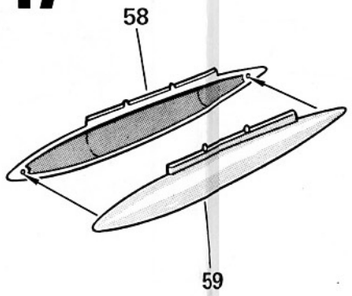

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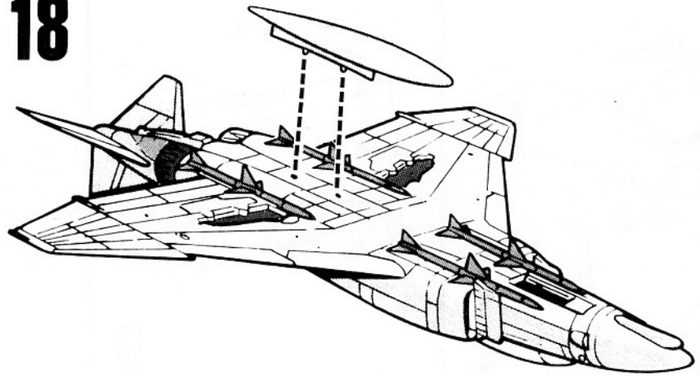

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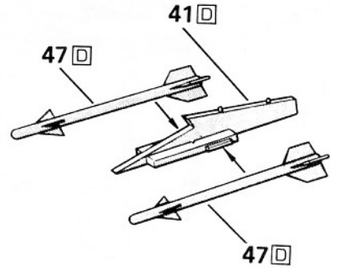

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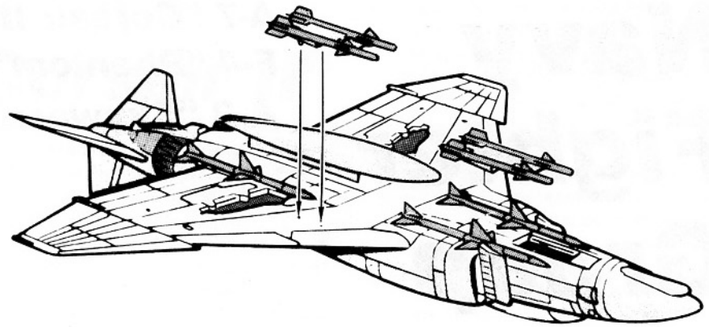

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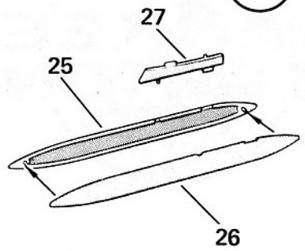

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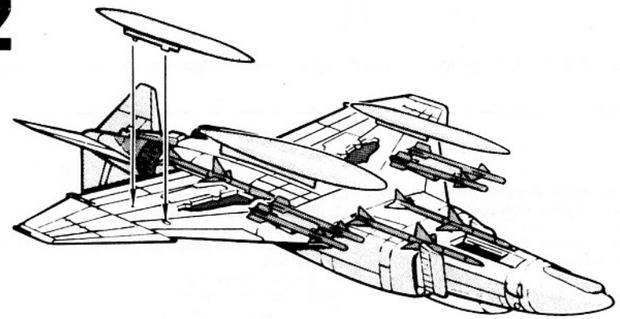

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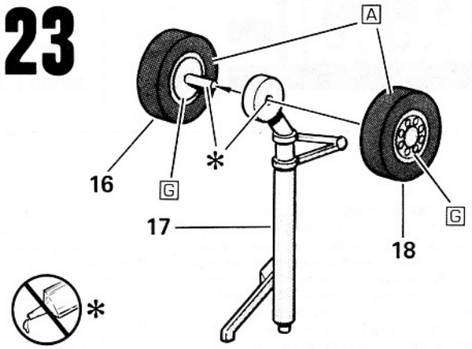

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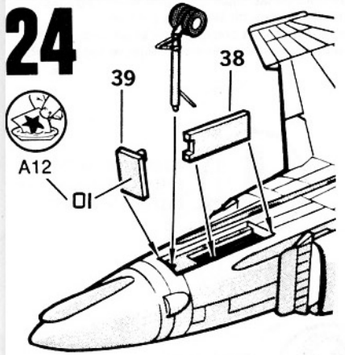

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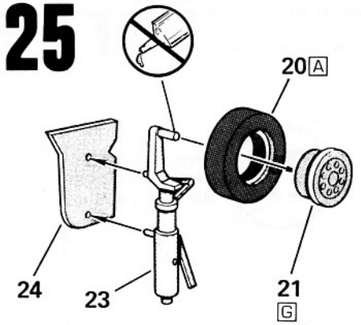

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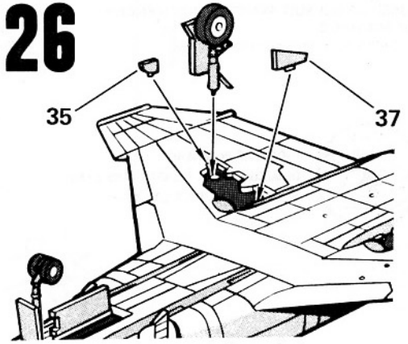

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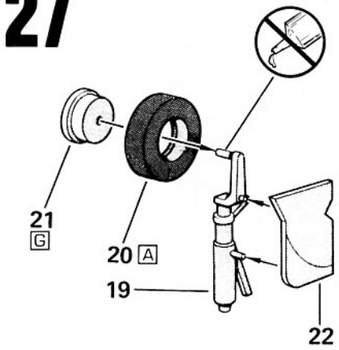

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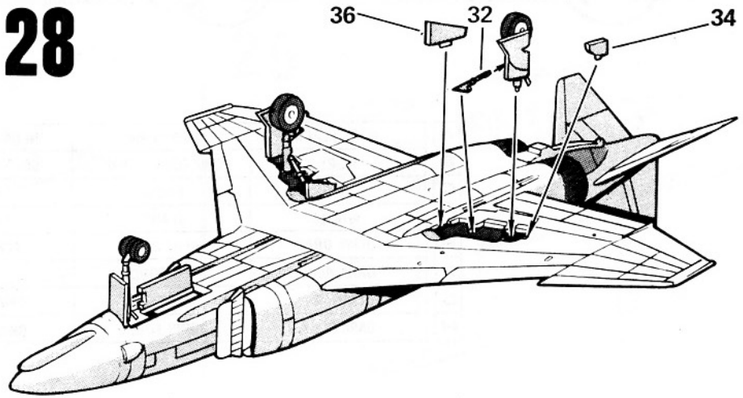
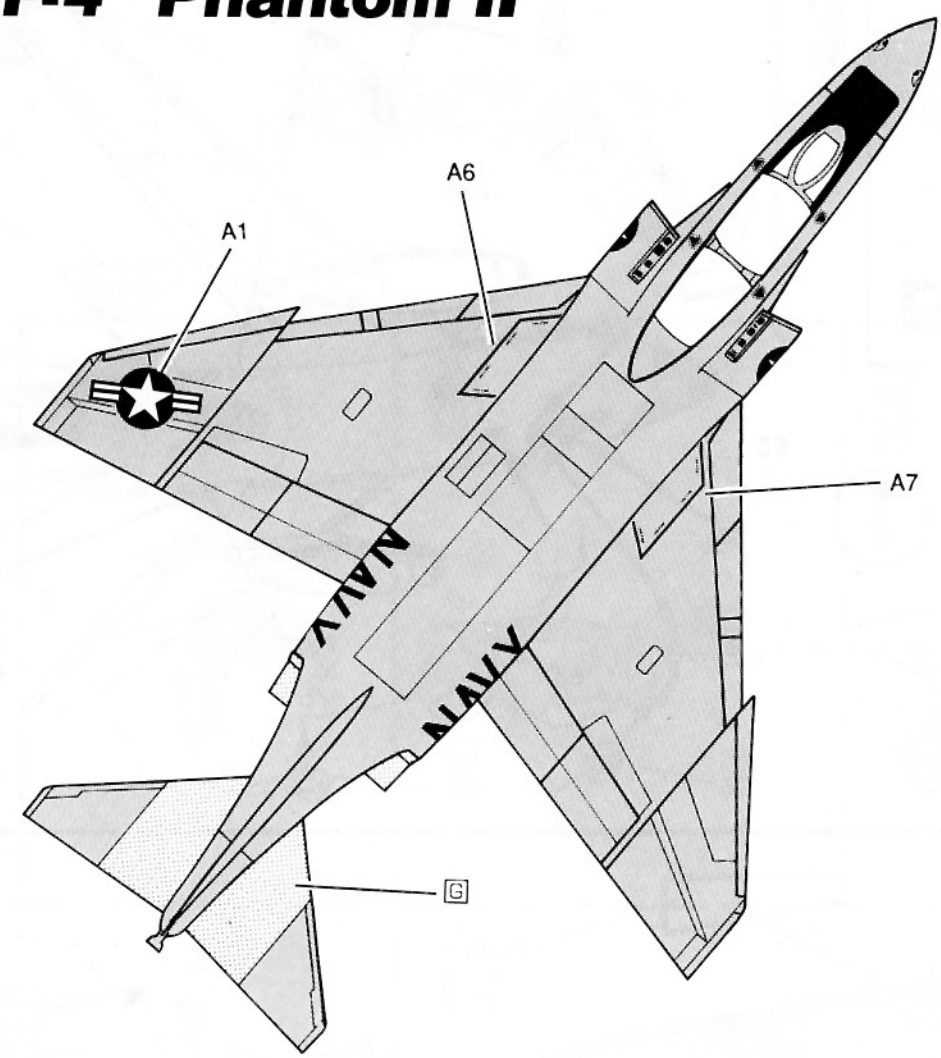
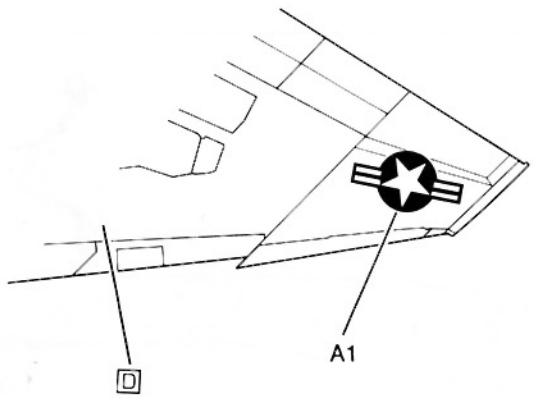
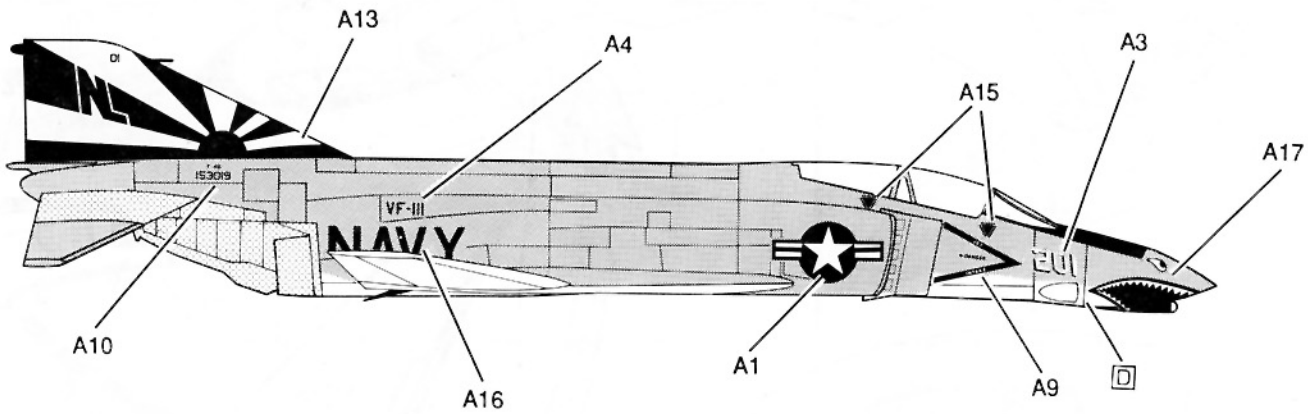
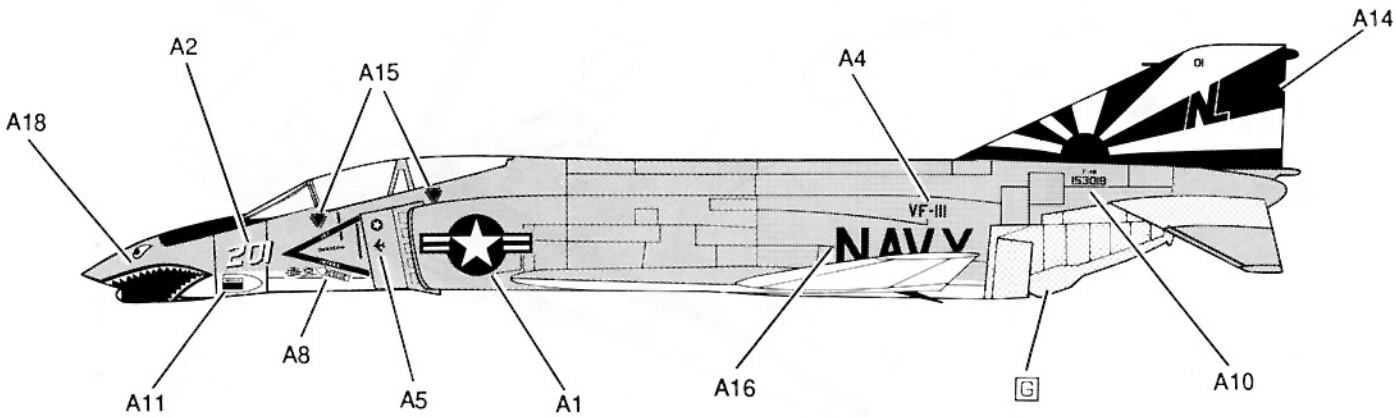


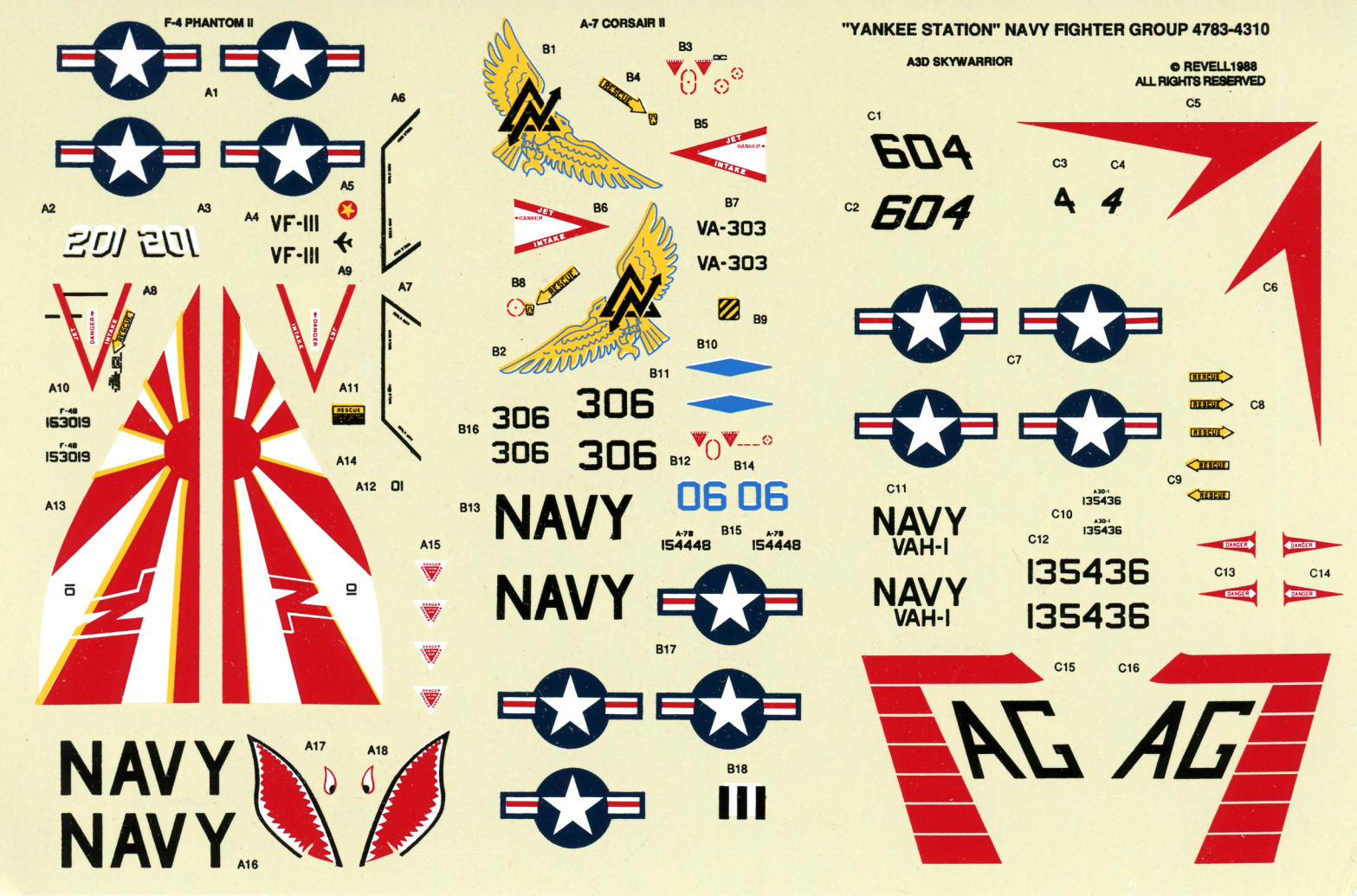
F-4 "Phantom II"










F-4 PHANTOM II
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A2
A3
A4
VF-111
VF-111
201 201
A5
A6
A7
A8
A9
A10
A11
A12
01
A13
A14
F-4B
153019
F-4B
153019
A15
A16
NAVY
NAVY
A17
A18
A-7 CORSAIR II
B1
B2
B3
B4
B5
B6
B7
VA-303
VA-303
B8
B9
B10
B11
306
306
306
306
B12
B13
NAVY
NAVY
B14
06 06
A-7B
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B15
A-7B
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III
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