

US SUPERSONIC FIGHTER 1:48 SCALE PLASTIC KIT



eduard

intro by Brad Elward

Originally designed as a carrier-based nuclear attack aircraft with an ancillary conventional attack mission, the Douglas A-4 Skyhawk proved its worth during the Vietnam War as a highly-capable close air support platform. Designed by the prolific engineer Ed Heinemann, the Skyhawk first took to the skies on 22 June 1954 and squadron deliveries commenced in October 1956. Over 2,960 A-4s were eventually built in 17 different configurations over the aircraft's 25 year production run. Over the years, it earned a variety of nicknames, including Scooter, Bantam Bomber, and Heinemann's Hot-Rod.

The original Skyhawk was designated the A4D-1, and after 1962, was redesignated the A-4A (165 built), followed by the A-4B (542 built) and the A-4C (638 built). The A-4D designation was not used to avoid confusion with the pre-1962 designation. The A-4A through -C was flown by Navy and Marine Corps squadrons, filling the light attack mission previously filled by the propeller-driven Douglas AD Skyraider. The aircraft featured a low-mounted delta wing, a large tailfin, and engine intakes located one each side of the fuselage. These early models were fitted with two 20 mm Colt Mk 12 cannons, each mounted in the wing root and carrying 100 rounds of ammunition, and featured three hard points for external weapons carriage – a centerline mount and one on each wing. The Skyhawk could carry a total of 5,950 lbs (2,698 kg) of ordnance, including nuclear weapons, plus fuel.

Introduced in 1962, the A-4E (also called the Echo) was a significant improvement over the earlier A-4C, and was the first variant to focus heavily on conventional or non-nuclear ground attack missions. Proposed in late 1959, the Echo featured a more powerful Pratt & Whitney J52-P6A engine with 8,500 lbs (38.6 kN) thrust, a reinforced structure and landing gear, two additional outboard wing stations for weapons each rated at 500 lbs (226 kg), and a stretched nose (roughly nine inches beyond the A-4C) for additional avionics, including the ASN-19A navigation computer. The J52 engine was not only more powerful than its predecessor but also offered increased efficiency, and thus better range. The A-4E featured a splitter plate between the fuselage and enlarged intakes, as well as small plates just above the gun barrel, which distinguished it physically from its predecessor. The A-4E replaced the A-4C in fleet squadrons in November 1962, beginning with VA-23 Black Knights.

The A-4E could carry 8,200 lbs (3,726 kg) ordnance. Later models were fitted with the cranked refueling probe and avionics "hump" found in the A-4F. A total of 499 A-4Es were built, with production ending in April 1966. Twenty-two squadrons flew the A-4E.

Introduced in 1967, the A-4F was designed with the benefit of Vietnam combat experience, and served solely with Pacific Fleet squadrons. The most noted feature was the avionics hump along the aft dorsal spine, which housed various defensive electronic countermeasure (DECM) systems, and the angled, or cranked, refueling probe. The DECM was added to specifically combat the air defense threats of Southeast Asia. The A-4F featured nose wheel steering and new wing spoilers, and a more powerful J52-P8A engine with 9,300 lbs (43.1 kN) thrust, and later the -P408, offering 11,200 lbs (50.8 kN) thrust. The first A-4Fs deployed to Vietnam in December 1967 with VA-23 and VA-192 Golden Dragons aboard USS Ticonderoga (CVA 19).

Douglas built 146 A-4F models. The A-4F was the final single-seat Skyhawk built for the Navy, and the type was replaced by the Vought A-7 Corsair II.

A-4E/F in Vietnam

The Skyhawk played a major role in the U.S. Navy's air campaign against North Vietnam, flying more missions than any other type. Reflecting this high number of sorties, a total of 266 A-4s were lost, more than any other Navy aircraft type. However, as a testament to its ruggedness, the Skyhawk suffered only a .002 loss per combat sortie, the lowest of any naval aircraft during the war. Skyhawks flew the first strikes against North Vietnam in 1964 and are reported to have delivered the final bombs of the war in 1973.

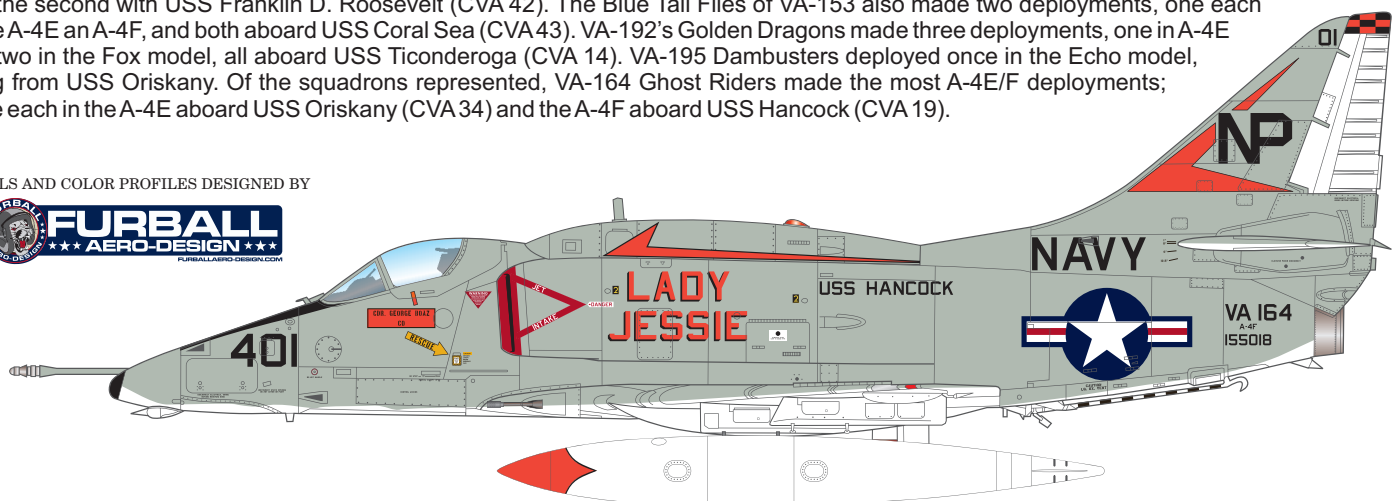
Skyhawks flew a variety of attack missions, including close air support (CAS) and Iron Hand missions, the latter being directed against enemy surface-to-air missile installations. For Iron Hand missions, Skyhawks carried the AGM-45 Shrike anti-radiation missile and Rockeye II Mk 20 cluster bombs or Zuni rocket pods. For CAS missions, Skyhawks carried iron bombs as well as early precision-guided weapons such as the AGM-12 Bullpup and AGM-62 Walleye. A-4s could also carry a pair of AIM-9 Sidewinder heat-seeking air-to-air missiles.

A-4s as a whole made 112 combat deployments during the Vietnam War. Of these, A-4E equipped squadrons made 38 combat deployments while A-4F squadrons made 20. The Skyhawks were eventually replaced aboard the larger attack carriers by the A-7 Corsair II, but remained aboard the converted Essex class carriers through the end of the war.

Featured Squadrons

The six featured Skyhawks represent a cross-section of Navy light attack squadrons over the course of the Vietnam War. VA-22 Fighting Redcocks deployed to Vietnam with the A-4F from April through November 1970 with Carrier Air Wing 5 aboard USS Bon Homme Richard (CVA 31). VA-72 Blue Hawks made two deployments with the A-4E, one aboard the Forrestal-class carrier USS Independence (CVA 62), and the second with USS Franklin D. Roosevelt (CVA 42). The Blue Tail Flies of VA-153 also made two deployments, one each in the A-4E and A-4F, and both aboard USS Coral Sea (CVA 43). VA-192's Golden Dragons made three deployments, one in A-4E and two in the Fox model, all aboard USS Ticonderoga (CVA 14). VA-195 Dambusters deployed once in the Echo model, flying from USS Oriskany. Of the squadrons represented, VA-164 Ghost Riders made the most A-4E/F deployments; three each in the A-4E aboard USS Oriskany (CVA 34) and the A-4F aboard USS Hancock (CVA 19).

DECALS AND COLOR PROFILES DESIGNED BY





Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidla pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOL * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明



OPTIONAL
VOLBA



BEND
OHNOUT



OPEN HOLE
VYVRTAT OTVOR



SYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODŘÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE

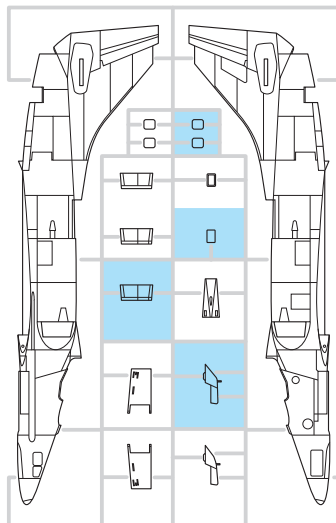


PIÈCES



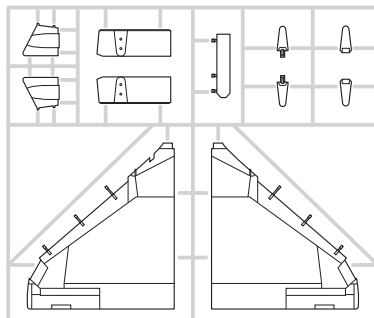
部品

A>

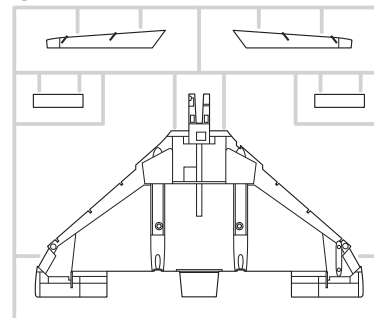


B>

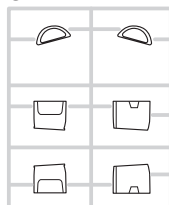
PLASTIC PARTS



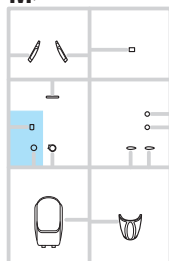
C>



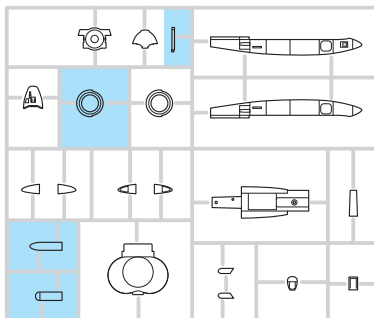
J>



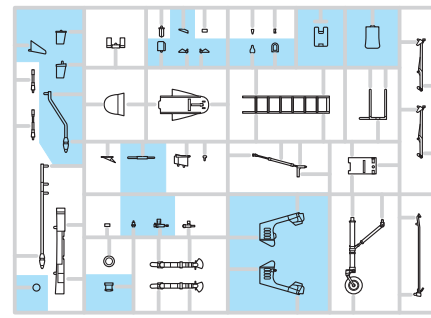
M>



D>



E>



RP - RESIN PARTS

eduard
BRASSIN

R15



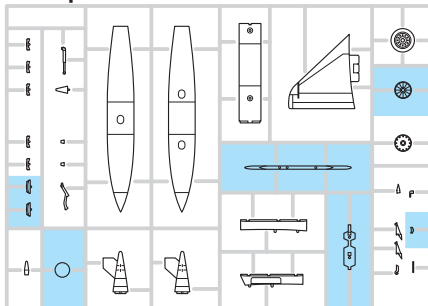
R16



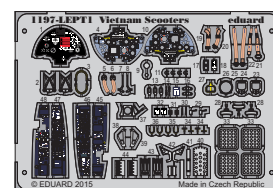
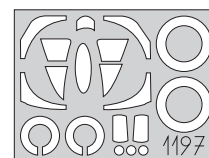
FILM



F> 2 pcs.



PE - PHOTO ETCHED DETAIL PARTS

eduard
MASK

-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



PEINTURE

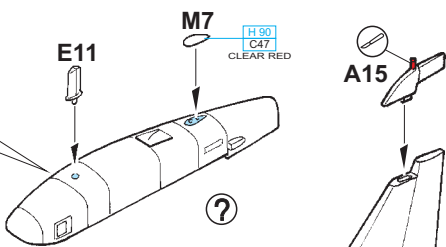
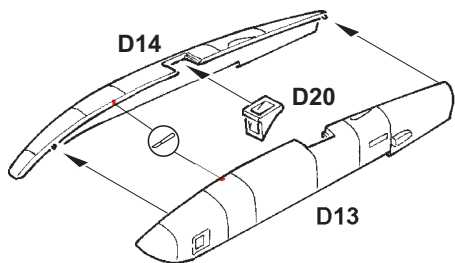


色

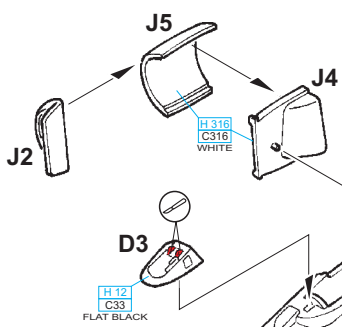
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H 8	C8	SILVER
H 12	C33	FLAT BLACK
H18	C28	STEEL
H 25	C34	SKY BLUE
H 26	C66	BRIGHT GREEN
H 76	C61	BURNT IRON
H 77	C137	TIRE BLACK
H 80	C54	KHAKI GREEN
H 90	C47	CLEAR RED

AQUEOUS	Mr.COLOR	
H 94	C138	CLEAR GREEN
H 315	C315	GRAY
H 316	C316	WHITE
H 317	C317	GRAY
H 326	C326	BLUE
H 327	C327	RED
H 329	C329	YELLOW
Mr.METAL COLOR		
MC214		DARK IRON

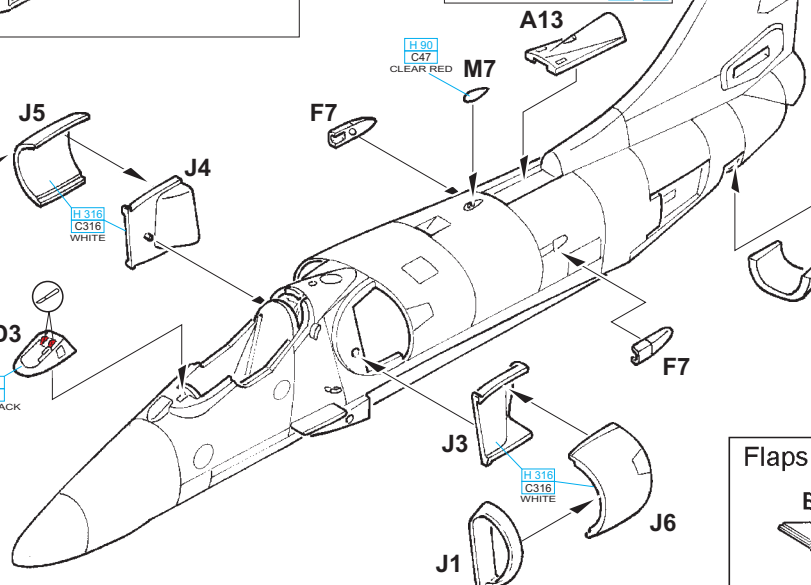
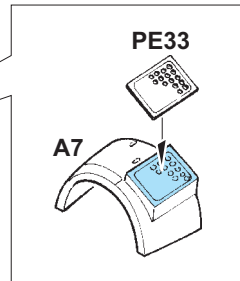
MARKINGS B, D, E, F



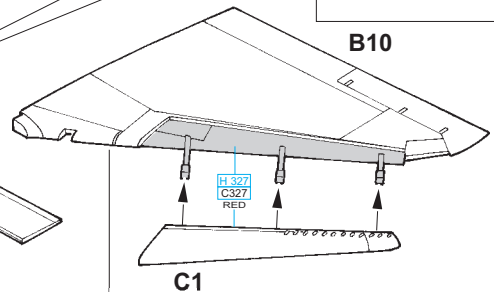
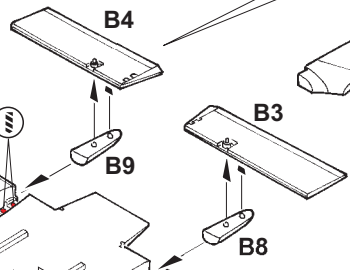
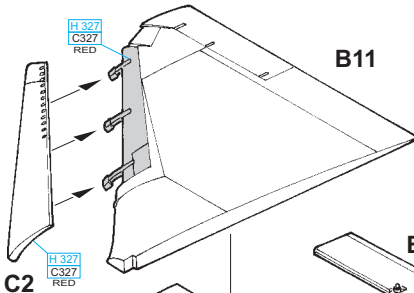
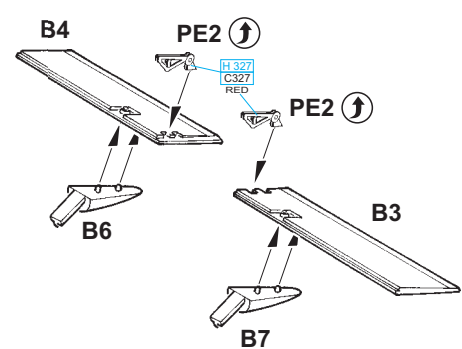
A13 - MARKINGS A, C



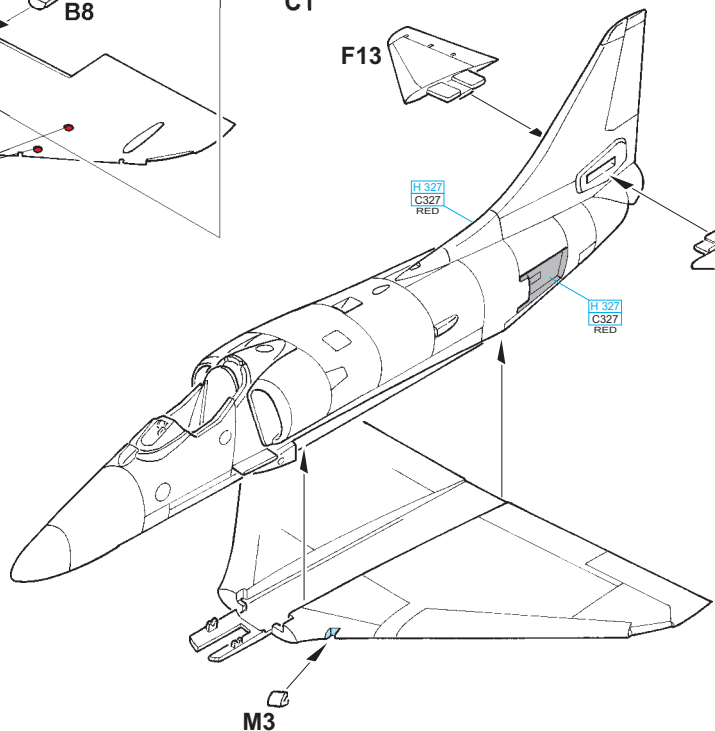
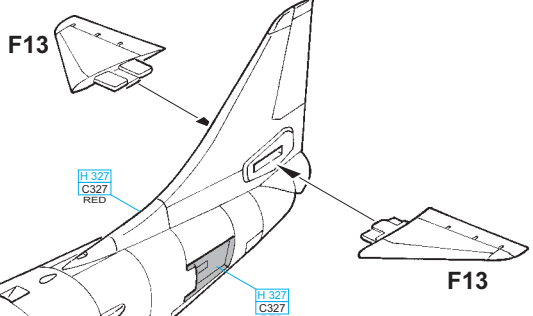
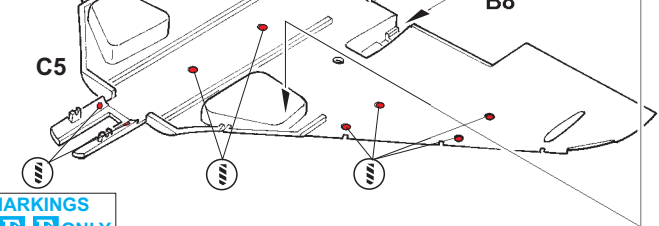
A6 - MARKINGS A, B, C
A7 - MARKINGS D, E, F

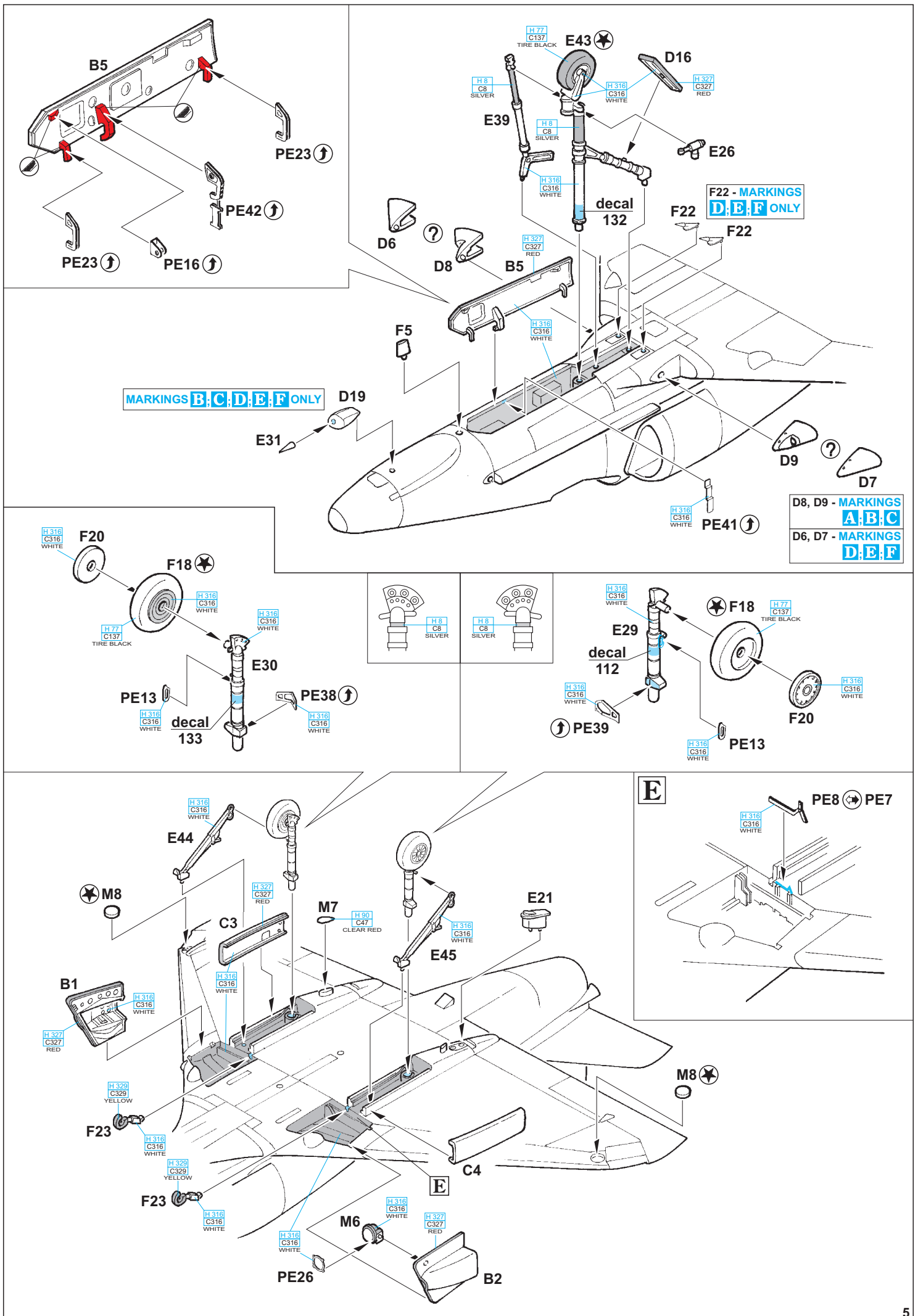


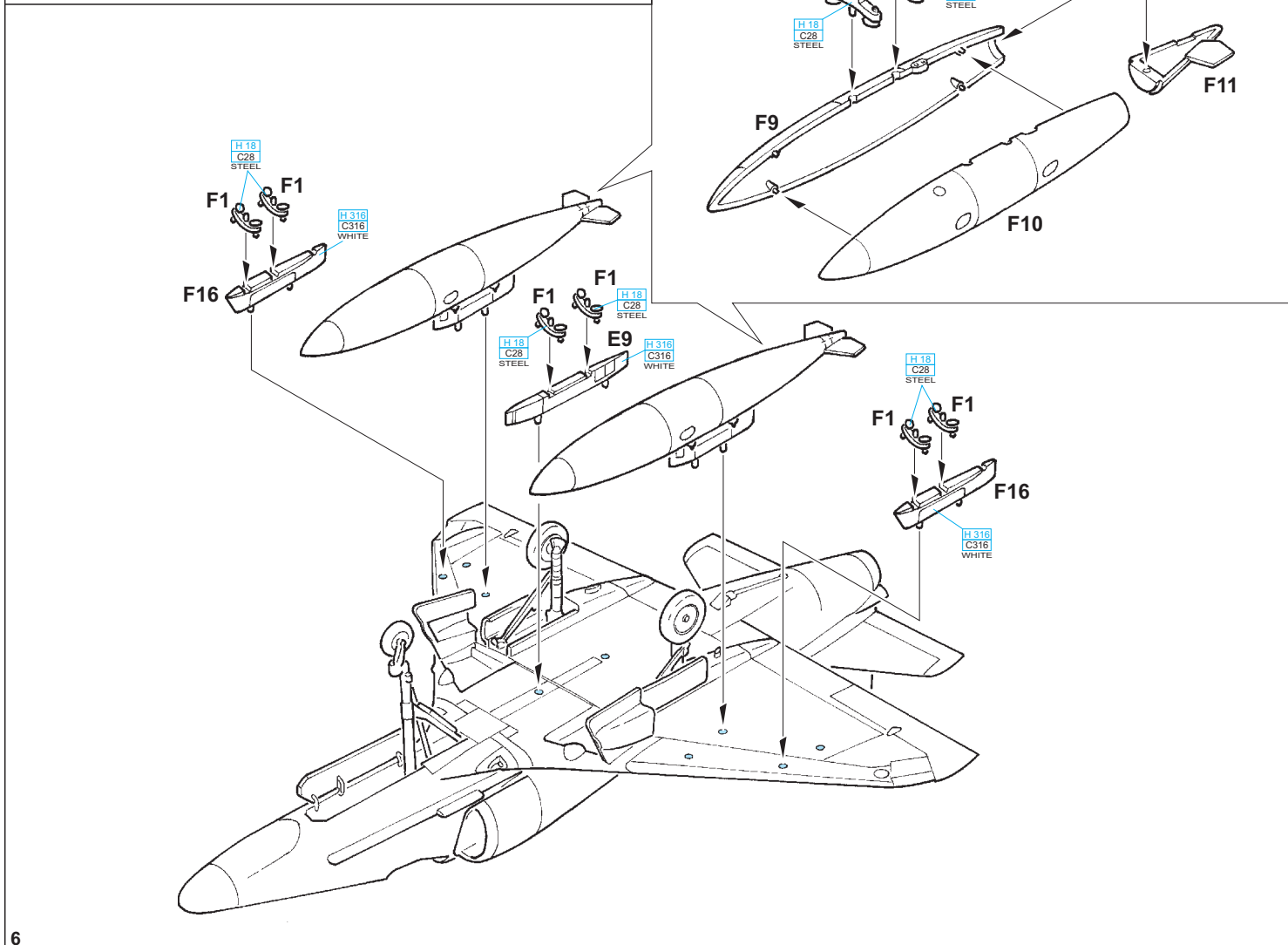
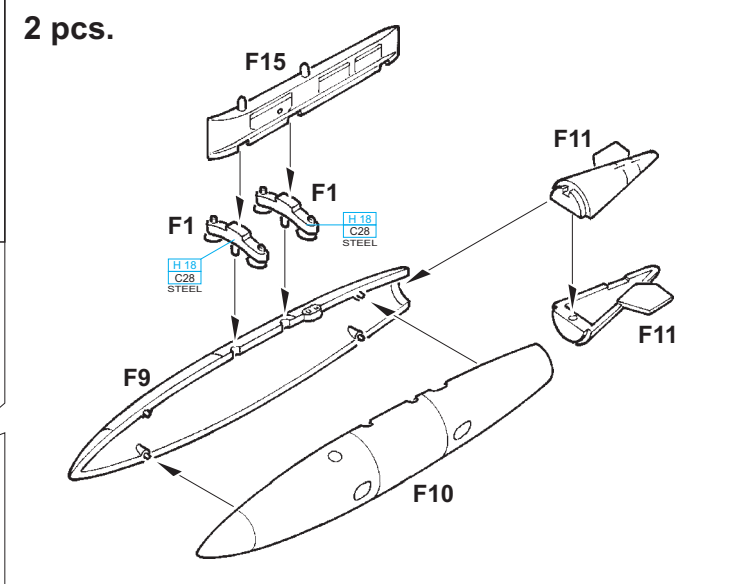
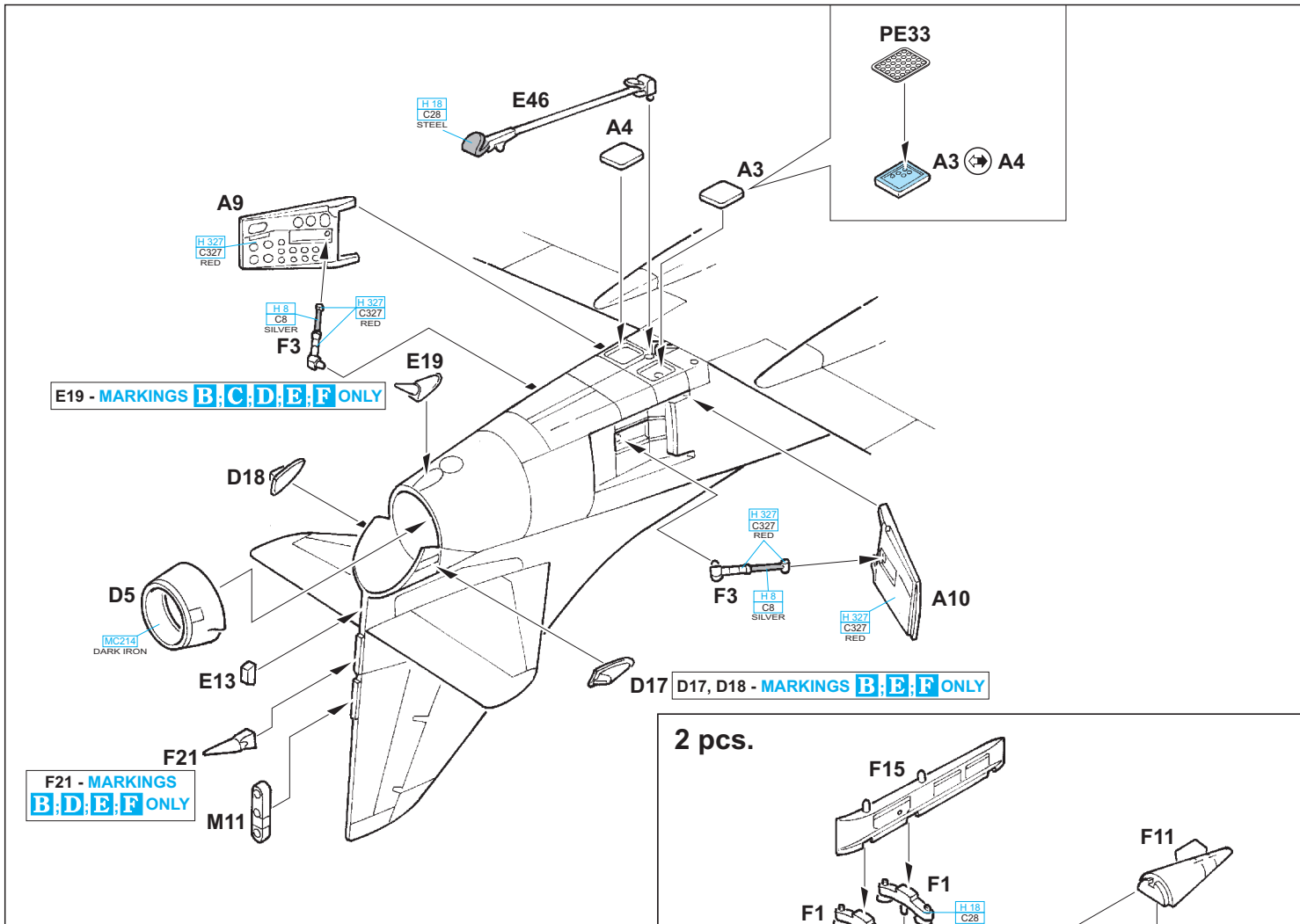
Flaps in down position

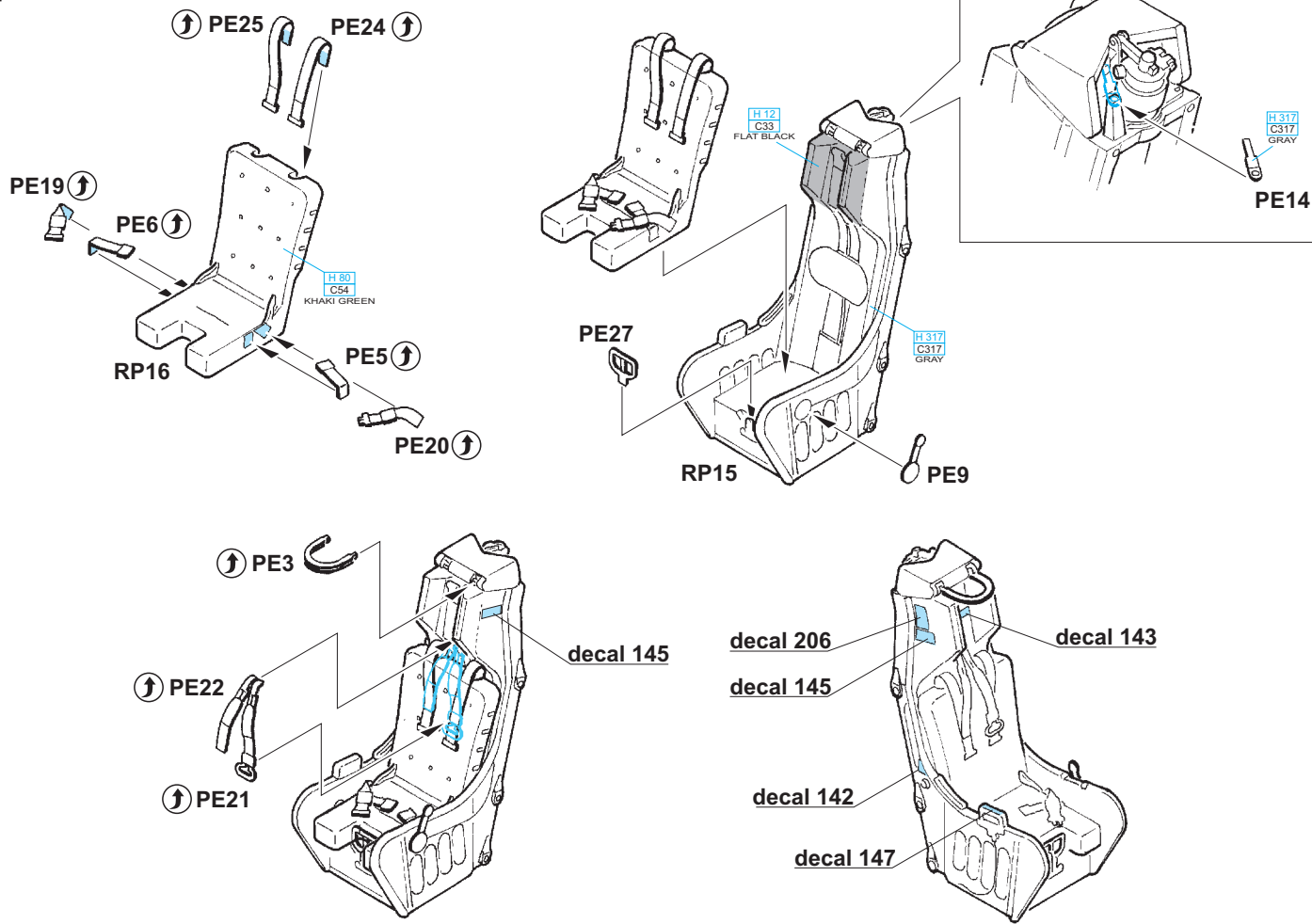
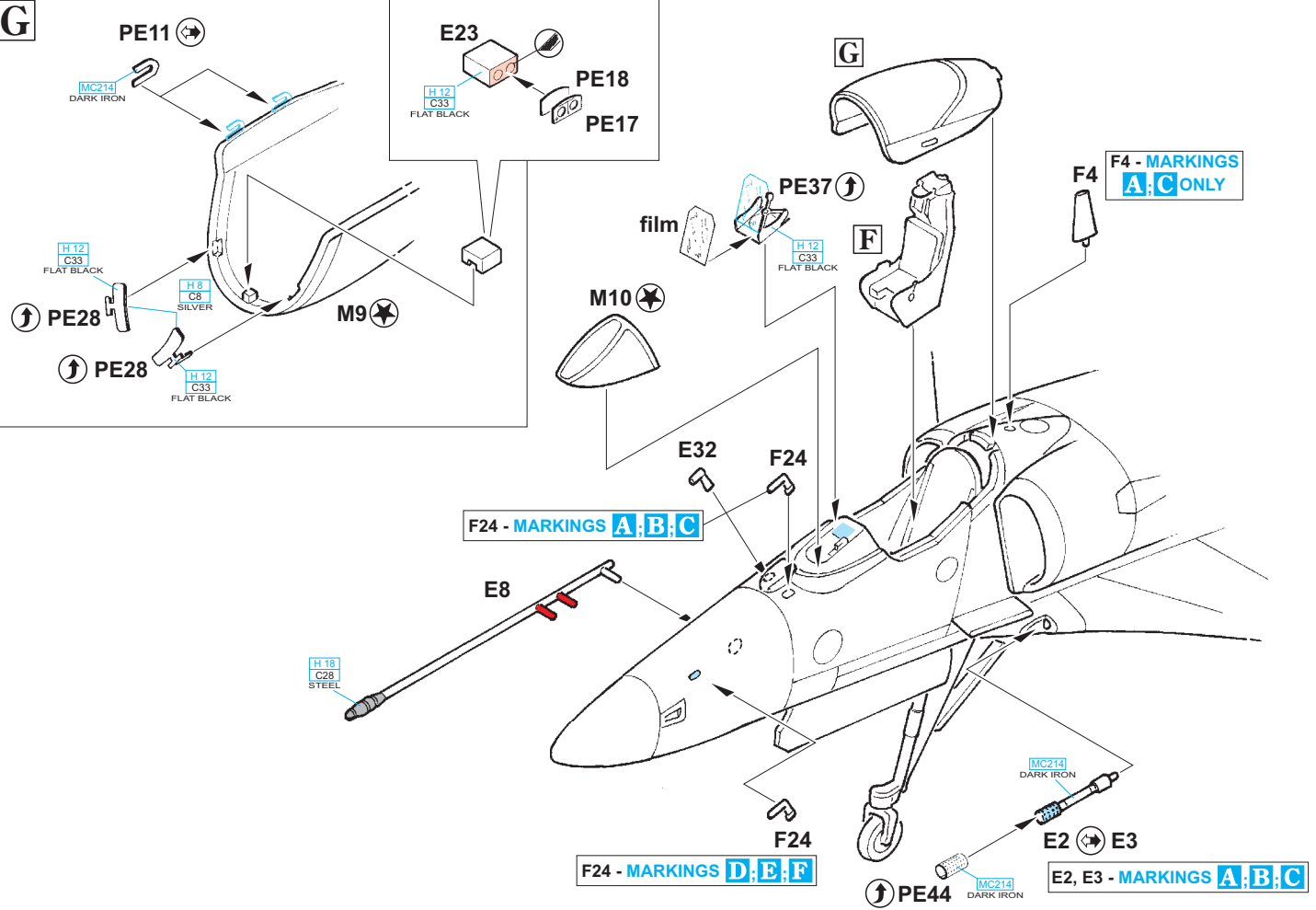


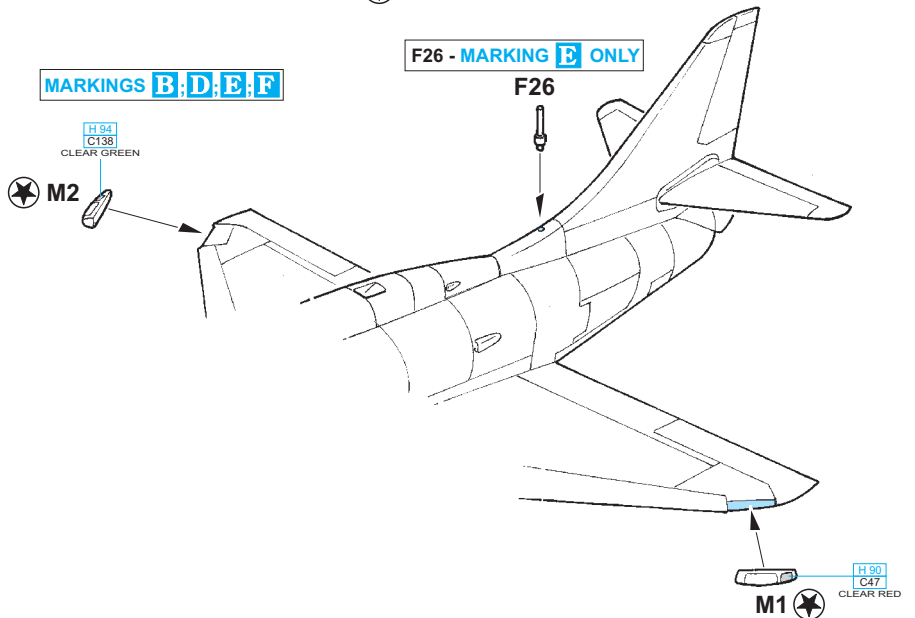
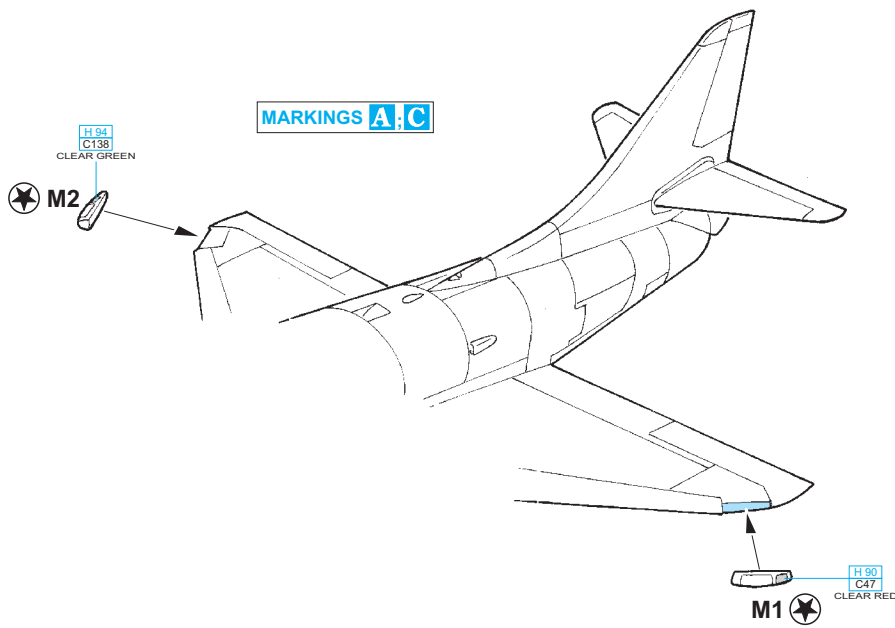
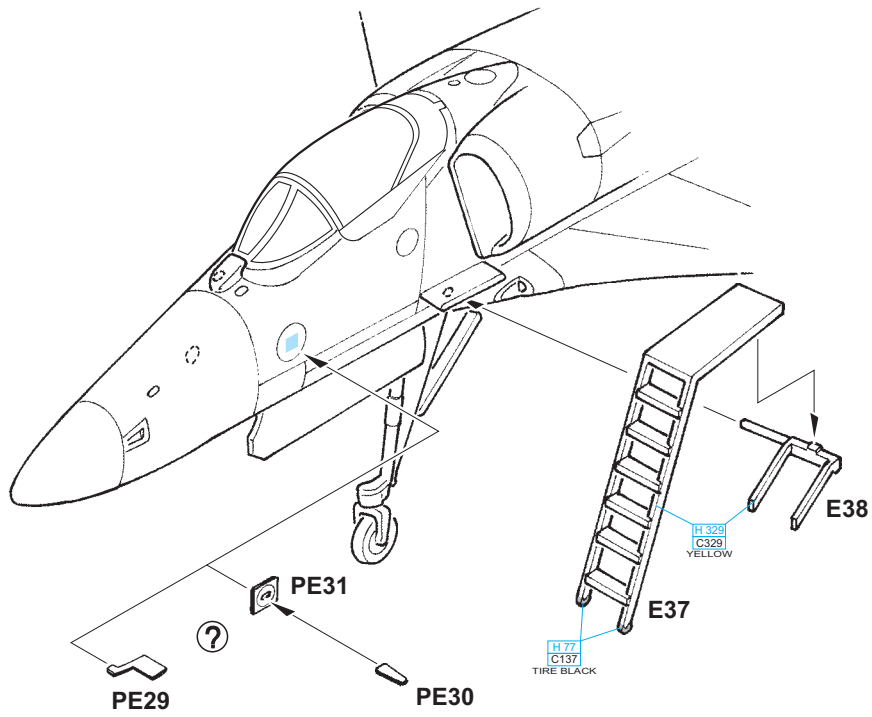
MARKINGS D, E, F ONLY





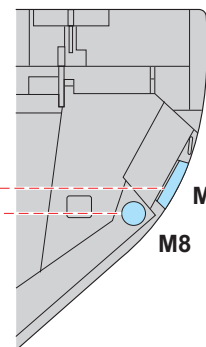
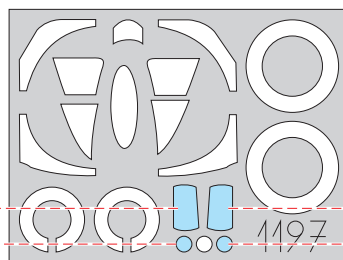
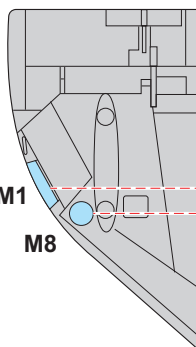
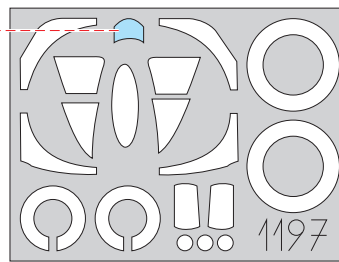
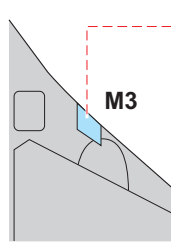
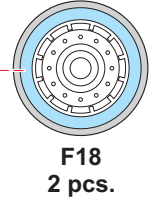
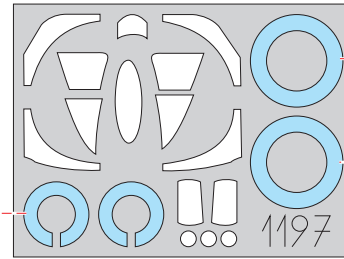
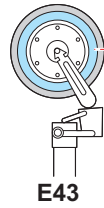
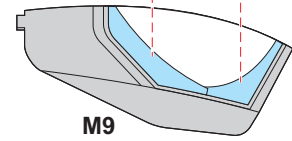
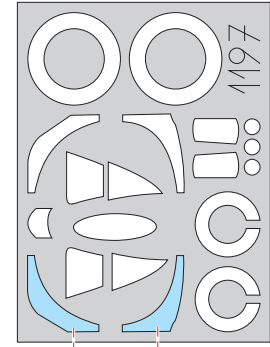
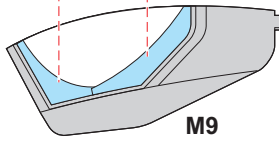
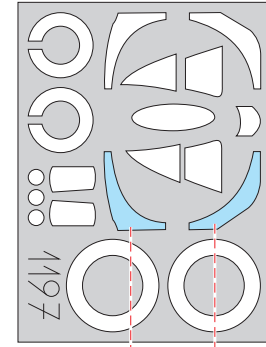
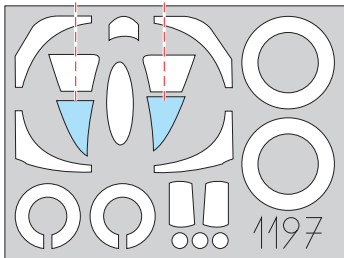
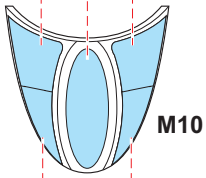
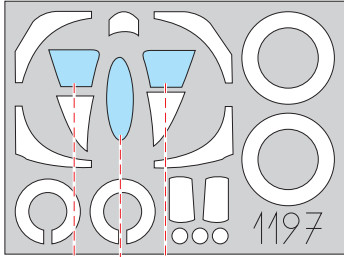


F**G**



eduard
MASK

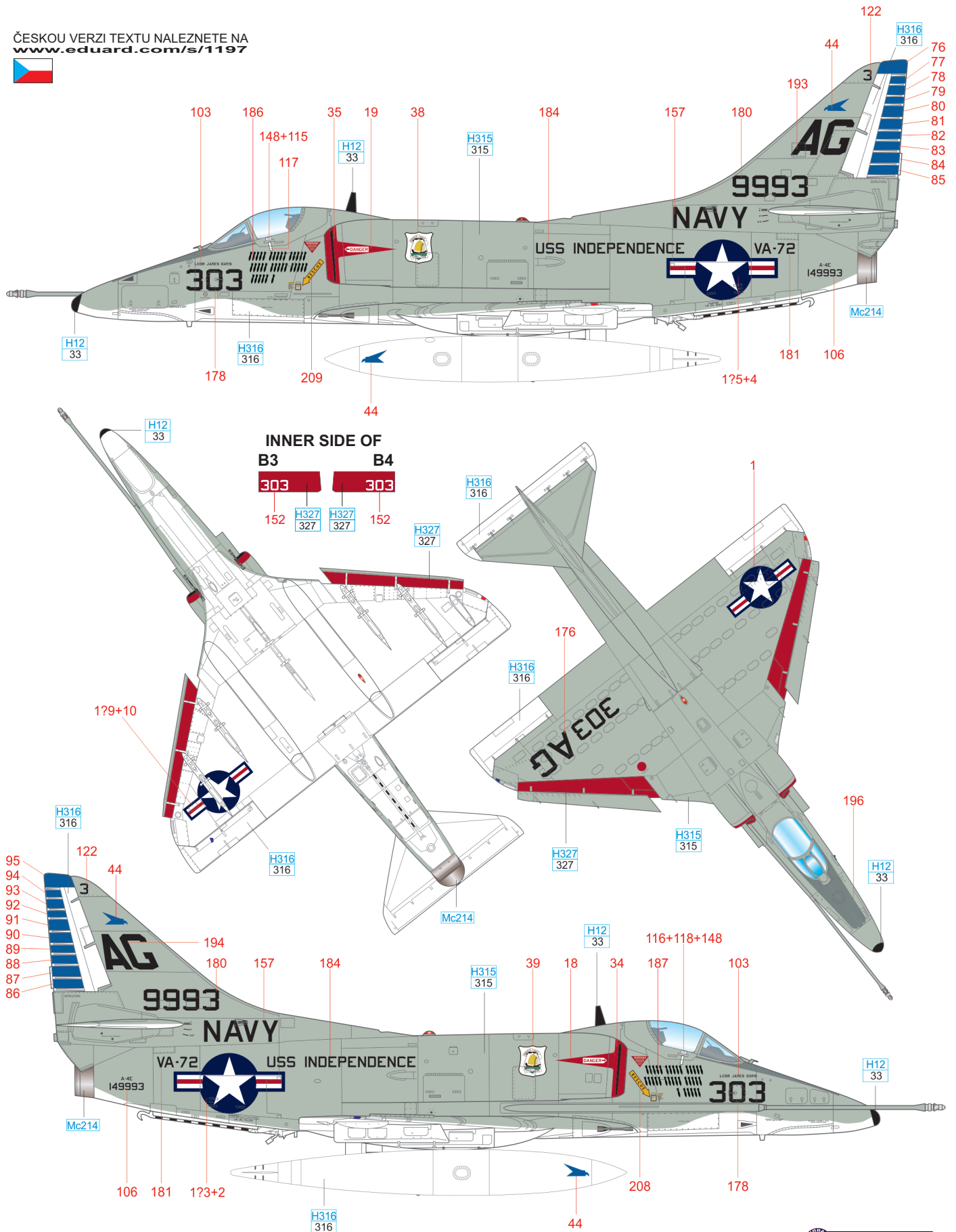
1197



A A-4E 149993, VA-72 "Blue Hawks", USS Independence, 1965

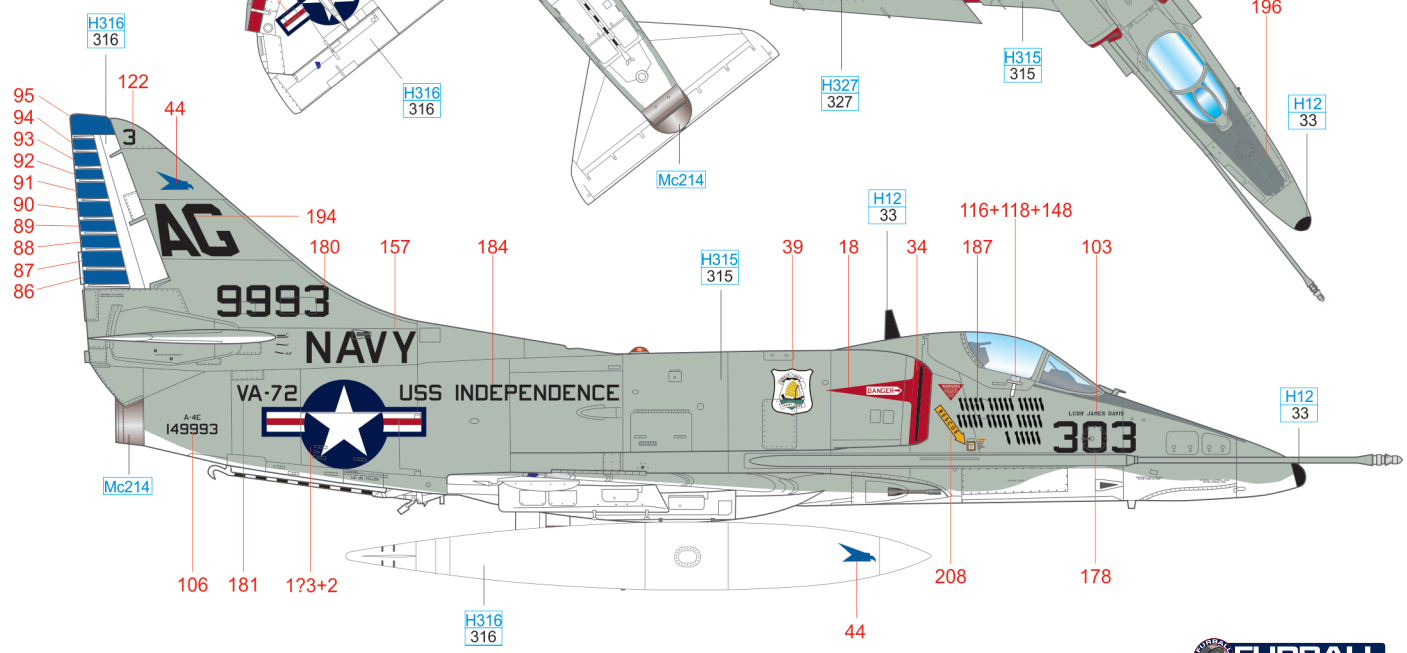
VA-72 would see combat over South East Asia while deployed aboard CVA-62 from June through December of 1965. It was during this deployment that VA-72 was credited with the first successful attack against an SA-2 missile site. The squadron would lose 2 aircraft to enemy fire during the deployment. Later in the deployment many of the squadrons in Carrier Air Wing 7 would have mission marks applied to both sides of their aircraft as well as having applied the "Tonkin Gulf Yacht Club" badge. In 1970, 149993 would be lost over the South China Sea during an inflight refueling accident while assigned to VA-152.

ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/s/1197



INNER SIDE OF
 B3 B4

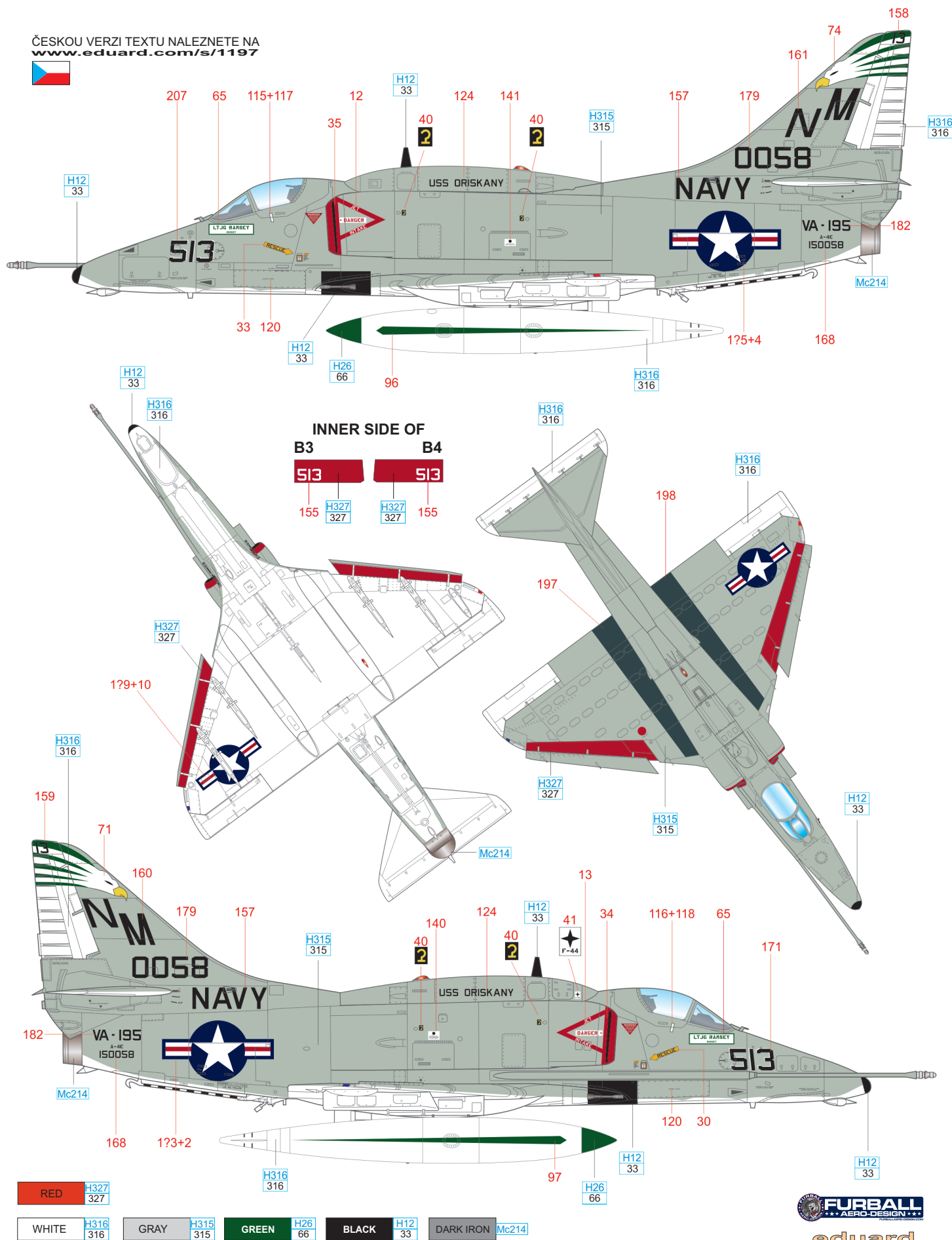
303 303



B A-4E 150058, VA-195 "The Dambusters", USS Oriskany, 1969

The squadron earned the nickname "The Dambusters" for their successful attack the Hwachon Dam during the Korean War while flying A-1 Skyraiders. During their Vietnam War cruise, the squadron would lose no aircraft to enemy fire and only one to an operational accident. VA-195 would make only one deployment with A-4Es before transitioning to the A-7A Corsair II. The squadron is still active today flying the F/A-18E Superhornet. Painted as Blue Angel #1, 150058 is currently on display at the Nauticus Maritime Museum in Norfolk, VA.

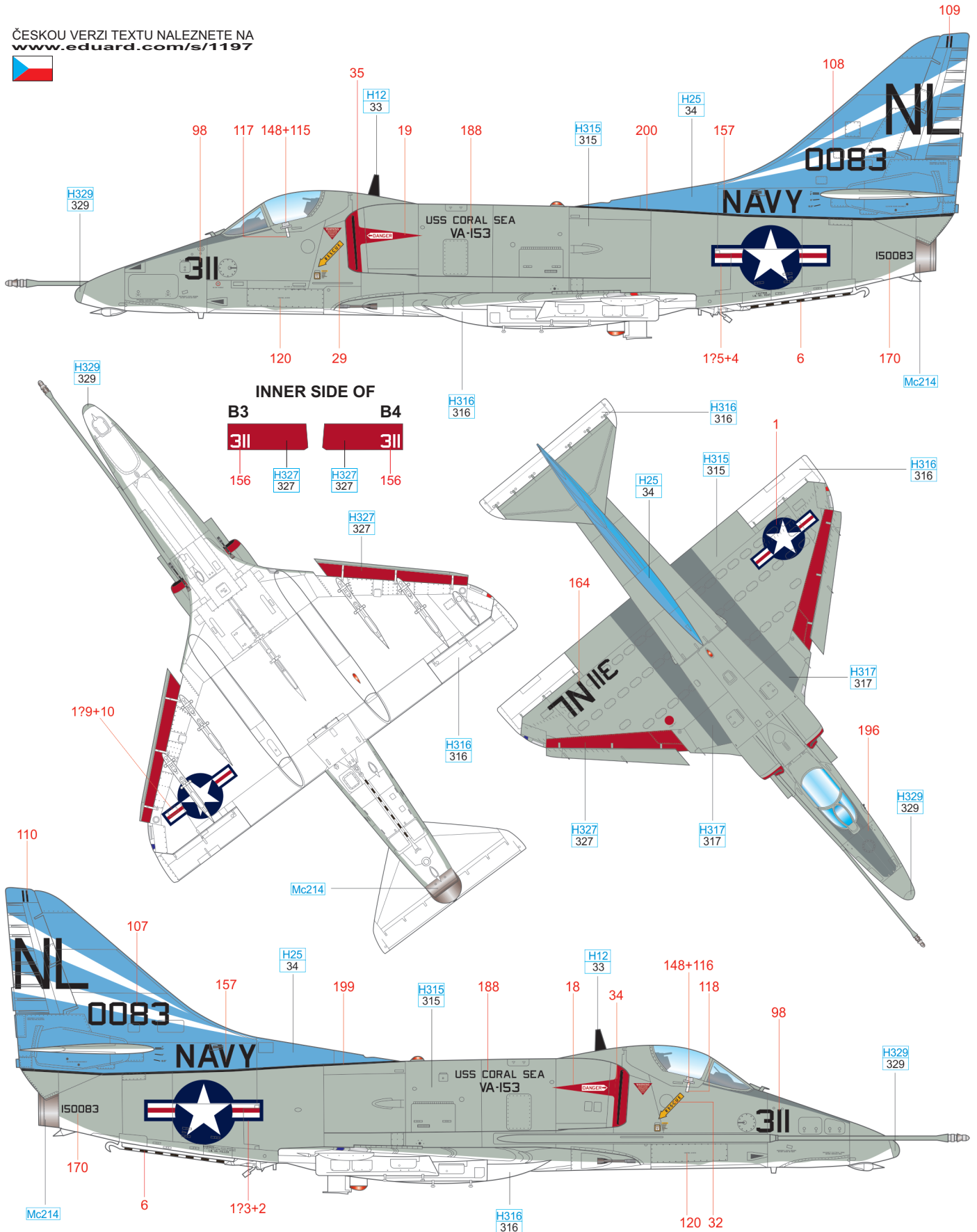
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/s/1197



C A-4E 150083, VA-153 "Blue Tail Fliers", USS Coral Sea, 1968

VA-153 saw heavy action while deployed aboard CVA-43 from July 1967-April 1968. The squadron attacked targets around the heavily defended Haiphong area; attacking bridges, storage bunkers, and truck depots. During the deployment, the squadron lost 2 aircraft to enemy fire, and 1 to operation causes. The squadron made four deployments to South East Asia while equipped with A-4 from 1964-1969. In September of 1969 VA-153 traded in their Skyhawks for A-7 Corsairs which they would fly until the unit's disestablishment 1977.

ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/s/1197



RED	H327 327	GRAY	H315 315
WHITE	H316 316	GRAY	H317 317
BLUE	H25 34	YELLOW	H329 329
BLACK	H12 33	DARK IRON	Mc214



E A-4F 155018, VA-164 "Ghostriders", USS Hancock, 1971

In the annals of US Naval Aviation, the story of "Lady Jessie" is both legendary and tragic. It all began in the mid-1950s when Reno, NV casino owner Mrs. Jessie Beck befriended part time casino employee Richard Perry. It was Richard's dream to become a Navy pilot, and in the late 1950's he would earn his pilot's wings, and go on to be assigned to VA-164. Jessie considered Richard her adopted son, and was very proud of his achievement. So much so that she would frequently send care packages to the entire squadron at great personal expense. Thanks to her generosity, the squadron referred to Mrs. Beck as "Lady Jessie". As an homage to Mrs. Beck, Lt. Perry painted "Lady Jessie" on the nose of his Skyhawk. Tragically, Perry would lose his life on his second combat cruise with "The Ghostriders" while leading a strike against Haiphong. Struck by a SAM, Perry would eject from his stricken Skyhawk over the Tonkin Gulf only to die of injuries while awaiting rescue in the water. Heartbroken at the loss of (then) LCDR Perry, Mrs. Beck would continue to be a life long benefactor of US Military personnel all over the world. After LCDR Perry's death, the squadron would start the tradition of painting "Lady Jessie" on the intakes of every Squadron Commanders' aircraft. Over the years at least 5 different A-4s would carry the "Lady Jessie" titling until the squadron's disestablishment in December of 1975. In 1987, LCDR Perry's remains which had been recovered by a Vietnamese fisherman were finally returned to the United States. Ironically, that same year Mrs. Beck would pass away at the age of 83.

ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/s/1197

