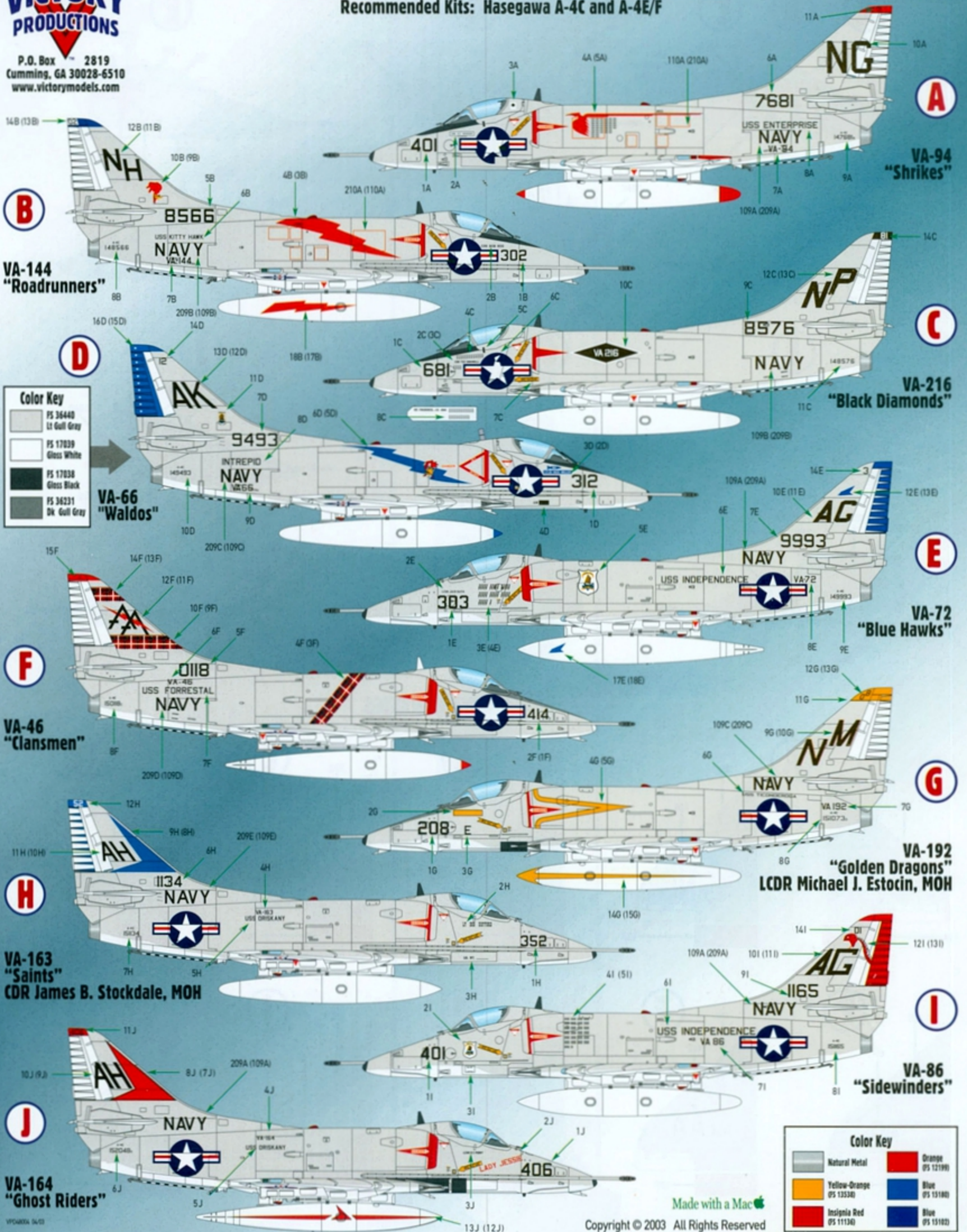


Douglas A-4 Skyhawks

Recommended Kits: Hasegawa A-4C and A-4E/F

VPD48004
1:48 Scale Decal



Color Key

PS 36440	Lt Gull Gray
PS 17839	Gloss White
PS 17838	Gloss Black
PS 36231	Dk Gull Gray

Color Key

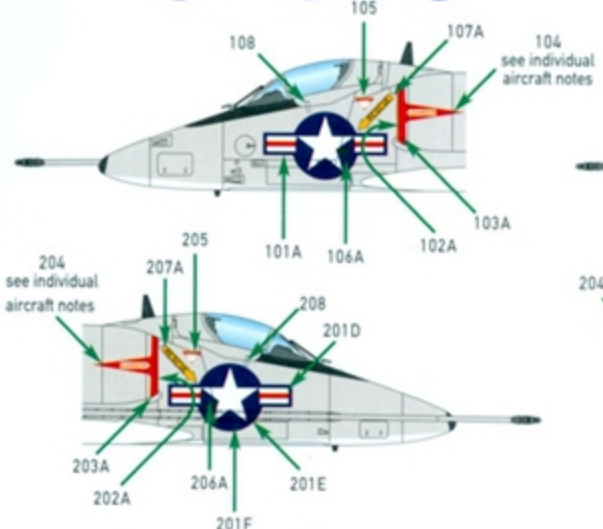
Natural Metal	Orange (PS 1219)
Yellow-Orange (PS 1253D)	Blue (PS 1318)
Insignia Red (PS 1113)	Blue (PS 1310)

Made with a Mac

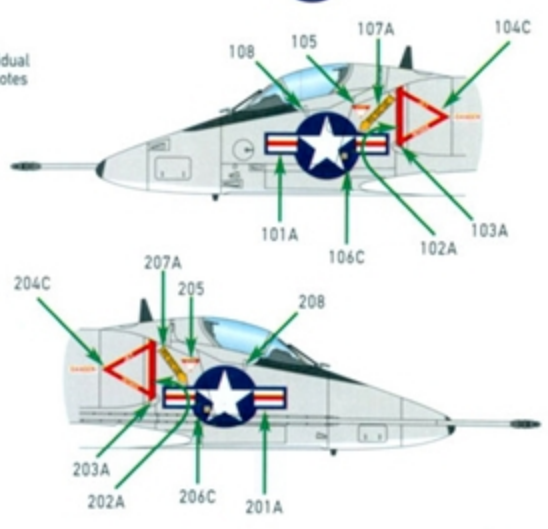
Copyright © 2003 All Rights Reserved

NOSE STENCIL PLACEMENT

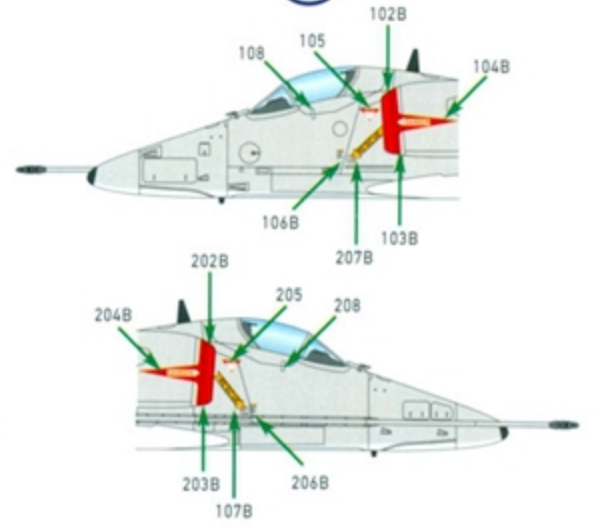
A **B** **C**



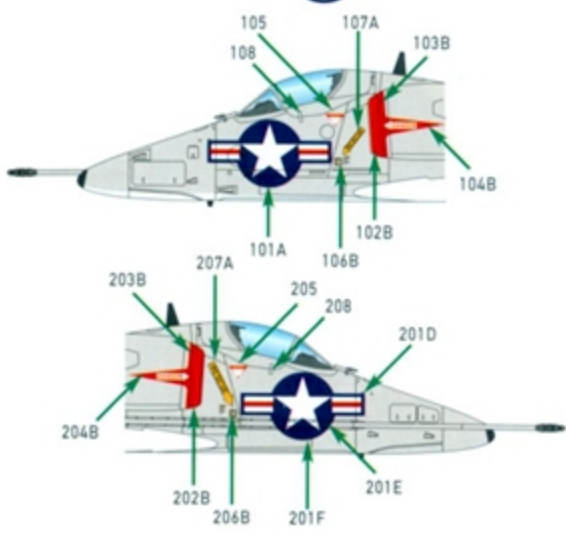
D



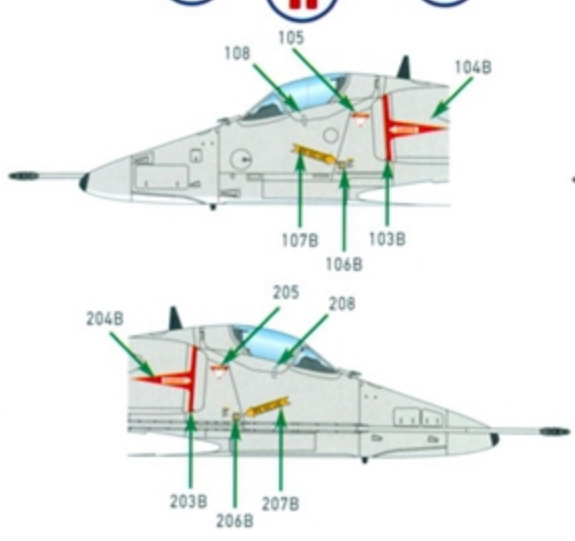
E



F

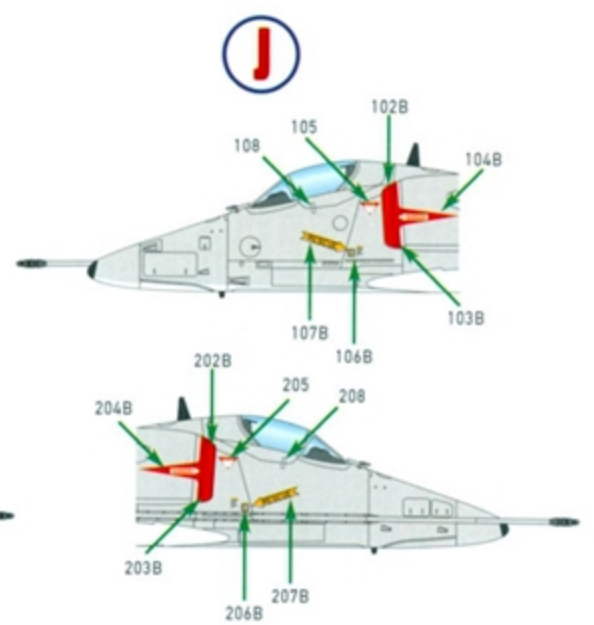


G

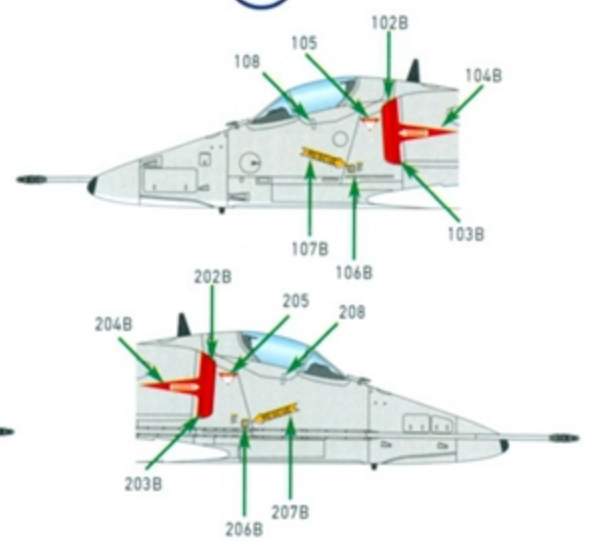


H

I

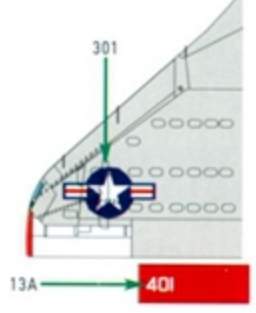


J



UPPER WING MARKINGS

A



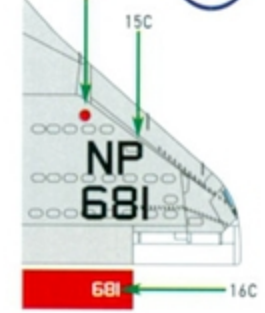
B



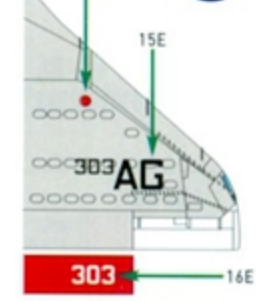
C



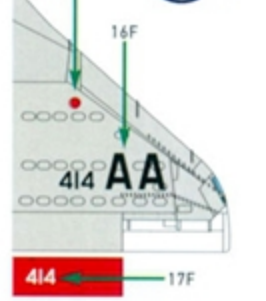
D



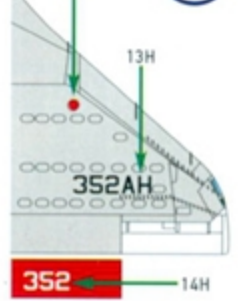
E



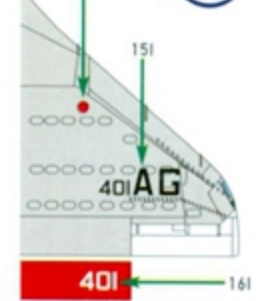
F



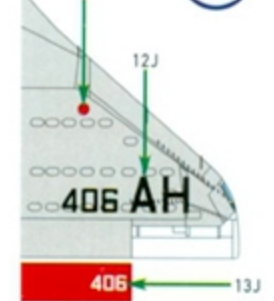
H



I



J



Thank you for purchasing this Victory Productions decal. We aim to bring you interesting and historically significant subjects, so if you like this decal sheet, let us know what else you want to see. And if you have in your possession, or know where to get, good reference material on cool and interesting stuff, we are always interested. Free decals await those whose reference material is used for decal production!

General Notes:

Hasegawa has recently blessed us with a superb series of newly tooled and accurate 1/48th scale kits of the A-4 Skyhawk family. As with most recent Hasegawa releases, these kits are fabulous, and we recommend them highly. The decals on this sheet are designed for the Hasegawa kit, and while we cannot say that they will not work just as well on other manufacturers' kits, it is likely that the larger decals, or those designed to conform well to the compound curves on the Hasegawa kit, will require some additional work to achieve a good fit on those other kits.

Decal Notes:

This decal will allow you to build Scooters in the markings of ten U.S. Navy attack squadrons engaged in combat over Vietnam during the period 1965-1969. Included in the selection are the Skyhawks flown by two Medal of Honor recipients, LCDR Michael J. Estocin of VA-192 and CDR James B. Stockdale, CAG CVW-19, flying with VA-163.

A set of stencil data sufficient to build one complete model is provided, including all of the variations of these markings used on any of the aircraft featured on the sheet. Stencil decals are numbered according to location (see below).

Stencil Decal Notes:

Left fuselage side decals are 1XX, right side 2XX. Upper wing surface decals are 3XX while undersurfaces are 4XX. For example, decals 101, 201, 301, and 401 are all national insignias. Suffix letters identify variations or components of a specific stencil. Except as noted below, the suffix letter A will denote the most common variation, B the next most common and so forth.

- 201A: The standard national insignia; 201B and 201C are split star components for use over the A-4E dive brakes; 201D through F are components that fit over the right side refueling probe.
- 401A: For use under the right wing of the A-4C; 401B/C fit around the right outboard pylon of the A-4E.
- 102A & 202A: Fit inside the jet intake/fuselage strip on the A-4C, when used. Check photos.
- 102B & 202B: Fit inside the jet intake/inlet ramp on the A-4E, when used. Check photos.
- 103 & 203: Fit the outer lip of the jet intake (103A/203A are thicker, 103B/203B thinner). Check photos.
- 104A & 204A: Used on the A-4C.
- 104B & 204B: Used on the A-4E/F.
- 104C/D & 204C/D: Variations used on the different A-4 models. Check photos.
- 106 & 206: Check photos to see which subtype was applied to the specific aircraft you are modeling. They are provided in the order most commonly seen (i.e.: A is most common).
- 107 & 207: Two styles are provided. 107A and 207A most common in the late 1960s and 1970s. 107B and 207B were applied by the factory to the A-4E/F but were usually replaced by styles 107A and 207A when the aircraft were repainted in service use.
- 109 & 209: Five styles are provided.
- 110 & 210: Two styles are provided. 110 and 210 were applied by the factory but were usually omitted when the aircraft were repainted in service use.

Notes on Specific Aircraft:

A-4C, BuNo. 147681 NG401, VA-94 'Mighty Shrikes', USS Enterprise (CVAN 65), June 1966

The last of several aircraft to carry side number NG 401 and the name of the squadron commanding officer (CO), CDR Otto E. Krueger, during the cruise of October 1965 to June 1966. On December 2, 1965, CDR Krueger had the distinction of piloting the first attack aircraft launched into combat from a nuclear carrier, as the USS Enterprise made her presence on Yankee Station felt for the first time. This was the second of six WestPac/Vietnam cruises for the Mighty Shrikes, and their only combat cruise aboard Enterprise. This aircraft carries the impressive tally of mission marks that was typical of VA-94 Skyhawks during this cruise. It is shown as it appeared upon arriving back at NAS Lemoore in the summer of 1966, and so the mission marks would have represented the total missions flown by this aircraft through the end of the cruise. According to Otto Krueger, mission marks were worn by VA-94 aircraft while on Yankee Station, though they were not necessarily updated after each mission, due to the busy flight schedule.

Aircraft was finished in the standard U.S. Navy camouflage of FS 36440 Light Gull Gray on all upper surfaces and FS 17875 Gloss White on all control surfaces and undersurfaces, as well as inside the wheel wells and on the landing gear. Speed brake interiors and the edges of all opening surfaces and doors were FS 11136 Gloss Insignia Red. It had a flat black antiglare panel forward of the windscreen. The fin cap, wing tips, and tips of the fuel tanks were Gloss Red-Orange FS 12199. Extra black striping decal has been included to touch up the code letters, if needed for better appearance when applying them over the external rudder bracing. Note the areas of the fuselage national insignia covered with Gray FS 36440 blast plates. Use decals 101A, 201D/E/F, 105, 106A, 107A, 108, 205, 206A, 207A, and 208 on the forward fuselage; 102A, 103A, 104A, 202A, 203A, and 204A on the jet air intakes; and 109A, 110A, 209A, and 210A on the center/aft fuselage.

For this deployment, NG401 carried ALQ-51A ECM antennas under the nose, wing and tail, but was not equipped with the AN/ALE-29A chaff/flare dispensers under the rear fuselage. After returning to NAS Lemoore in April of 1966, VA-94 was reassigned to Carrier Air Wing Five and prepared for their third war cruise, this time aboard the Essex-Class carrier USS Hancock (CVA-19).

A-4C, BuNo. 148566, NH302, VA-144 'Roadrunners', USS Kitty Hawk (CVA 63), 1966-67

VA-144 deployed to WestPac/Vietnam as a component of CVW-11 from November 1966 to June 1967. This was the third of six combat cruises for the Roadrunners, their second aboard Kitty Hawk, and their last cruise in the A-4C aircraft. Carrying side number NH302, this aircraft would have been assigned to the squadron executive officer (XO). The red outlines to the access panels aft of the intakes are a common variation of the maintenance markings carried by Skyhawks during this era. BuNo. 148566 survived its combat time with VA-144 only to be shot down by North Vietnamese anti-aircraft fire on November 7, 1967, while serving with the "Blue Blasters" of VA-34. The pilot, LTJG M. A. Krebs, successfully ejected and was rescued.

Aircraft was finished in the standard U.S. Navy FS 36440/17875 scheme, as described above. The fin cap was FS 15102 Blue. Decals 13B/14B are designed to fit over the blue fin cap. Use decals 101A, 201D/E/F, 105, 106A, 107A, 108, 205, 206A, 207A, and 208 on the forward fuselage; 102A, 103A, 104A, 202A, 203A, and 204A on the jet air intakes; and 109B, 110A, 209B, and 210A on center/aft fuselage.

NH302 was equipped with ALQ-51A ECM antennas under the nose, wing and tail, but not with the AN/ALE-29A chaff/flare dispensers under the rear fuselage.

A-4C, BuNo. 148576, NP681, VA-216 'Black Diamonds', USS Hancock (CVA 19), 1966

NP681 as seen in September 1966, shortly after the Black Diamonds returned from their second WestPac/Vietnam combat cruise with Air Wing Twenty-One on board USS Hancock. The aircraft was assigned to the squadron CO, CDR Carl "Tex" Birdwell, Jr., whose name appeared on both sides of the nose (see drawing below). CDR Birdwell was awarded the Silver Star for his actions during a strike on the Haiphong petroleum storage facilities on 7 July 1966.

Aircraft was finished in the standard U.S. Navy FS 36440/17875 finish, as above. The top of the rudder was FS 17038 Gloss Black. Note how the mission marks, which were applied to the port side only, were continued inside the nose gear door. Note also the black canopy alignment stripes and the double rescue arrows on the port side, as well as the offset access panel at the apex of the port side national insignia. These variations are provided on the main decal sheet as decals #5C, 6C, and 7C. Use decals 101A, 201D/E/F, 105, 106A, 107A, 205, 206A, and 207A on the forward fuselage; 102A, 103A, 104D, 202A, 203A, and 204D on the jet air intakes; and 109B/209B on the fuselage.

NP681 was equipped with ALQ-51A ECM antennas under the nose, wing and tail, but did not carry AN/ALE-29A chaff/flare dispensers under the rear fuselage.

A-4C, BuNo. 149493, AK312, VA-66 'Waldos', USS Intrepid (CVA 11), 1968-69

Although VA-66 typically deployed to the North Atlantic and Mediterranean, they did make a single WestPac/Vietnam combat cruise aboard Intrepid between June 1968 and February 1969. Intrepid was one of the Essex-class carriers that had been modified for jet operations during the 1950s. Formerly an Atlantic fleet CVS, Intrepid was reclassified as a "limited attack carrier" for operations off Vietnam. This aircraft was somewhat unusual as it carried the names of two different pilots, one on each side. Aircraft were typically "assigned" to squadron pilots in order of seniority, with the lowest side numbers going to the most senior squadron pilots. In this case, VA-66 had more pilots than aircraft, and AK312 carried the names of two junior officers, LT Dan Lewis (port side) and LTJG Nick Miller (starboard), along with their respective mission tallies.

Aircraft was finished in the standard U.S. Navy FS 36440/17875 finish, as above. The fin cap, rudder, and fuel tank tips were Gloss Medium Blue FS 15180. Separate the stars on Decals 15D and 16D for better fit over the rudder stiffeners. Note that the right side national insignia star and bar decal was not modified for use over the Skyhawk's IFR probe. Use decals 101A, 201A, 105, 106A, 107A, 108, 205, 206A, 207A, and 208 on the forward fuselage; 102A, 103A, 104C, 202A, 203A, and 204C on the jet air intakes; and 109C/209C on the aft fuselage. VA-66 aircraft carried a variation of the Tonkin Gulf Yacht Club badge for the WestPac/Vietnam deployment on board USS Intrepid.

A non-standard UHF radio antenna was mounted behind the canopy. AK312 was equipped with ALQ-51A ECM antennas under the nose, wing and tail, but did not carry AN/ALE-29A chaff/flare dispensers.

A-4E, BuNo. 149993, AG303, VA-72 'Blue Hawks', USS Independence (CVA 62), 1965

The Blue Hawks deployed aboard Independence from May to December of 1965 for the first of two WestPac/Vietnam cruises. Side number AG 303 was ostensibly assigned to LCDR Jack Davis, one of the senior pilots assigned to VA-72, and a participant in the Navy's first successful attack on a North Vietnamese SAM site. As Operation Rolling Thunder grew in intensity, the North Vietnamese improved their air defenses in response. In August 1965, official sanction was given for attacks against the growing number of SA-2 surface-to-air missile sites, and the Iron Hand mission was born. The SAM sites proved to be difficult targets, and the first successful attack did not occur until October 17, when four A-4Es of VA-72 and a VA-75 A-6A destroyed an SA-2 site near Kep airfield, north of Hanoi. The four VA-72 aircraft were piloted by CDR Harry Southworth (squadron CO), LCDR Jack Davis, LT Dick Koffarnus, and LTJG Carl Moslener. The Skyhawks were armed with a combination of Mk 82 500lb and Mk 83 1,000lb low-drag bombs during this mission. The mission marks and Tonkin Gulf Yacht Club badge are believed to have been applied during the cruise home, so you may wish to omit those markings if you want to depict the aircraft as it would have appeared in theater (check your references).

Aircraft was in the standard FS 36440/17875 scheme with the rudder painted FS 15180 Medium Blue. Note that the external rudder bracing remained gloss white. Use star decals 101B/C and 201B/C, Decals 105, 107B, 108, 205, 207B, and 208 are used on the forward fuselage; 102B, 103B, 104B, 202B, 203B, and 204B on the jet air intakes; and 109A/209A on the vertical tail.

AG303 carried no ECM antennas under the nose, wing and tail and was not equipped with chaff/flare dispensers.

A-4E, BuNo. 150118, AA414, VA-46 'Clansmen', USS Forrestal (CVA 59), 1967

VA-46 was another squadron that typically deployed to the North Atlantic or Mediterranean, but the Clansmen did make a single WestPac/Vietnam cruise on board USS Forrestal, arriving on Yankee Station on 25 July 1967. During the next four days, Air Wing 17 completed 150 combat sorties without losing a single aircraft. On 29 July 1967, just four days after arriving on station, the cruise was cut short when tragedy struck the Forrestal. While preparing for the second launch of the day against targets in North Vietnam, a Zuni rocket was accidentally fired from an F-4 and exploded against the fuel tank of a VA-46 A-4E. The resulting fire engulfed the after flight deck and caused a chain reaction of explosions among the fueled and armed aircraft clustered on the fantail. Forrestal suffered severe damage, and the casualties included 132 dead, two missing and presumed dead, and 62 injured. LCDR Fred White, the VA-46 pilot in the aircraft that was struck by the Zuni rocket, was one of those killed. Eleven A-4E Skyhawks of VA-46 and VA-106 were lost in the fire, including BuNo. 150118.

Aircraft was in the standard USN FS 33640/17875 scheme. Note the FS 36231 Dark Gull Gray antiglare forward of the windscreen, the white tip to the nose radome and the white UHF antenna behind the cockpit. The Clansmen aircraft carried the tartan of Clan MacDougall, in honor of the squadron's first commander, CDR Clifford A. McDougal. The fin cap was painted Gloss Red-Orange FS 12199. AA414 carried its national insignia on the nose, similar to the A-4Cs described above. Use star decals 101A and 201D/E/F, Decals 105, 107B, 108, 205, 207B, and 208 are used on the forward fuselage; 102B, 103B, 104B, 202B, 203B, and 204B on the jet air intakes; and 109D/209D on the aft fuselage.

AA414 carried ALQ-51A ECM antennas under the nose, wing and tail, and was equipped with the AN/ALE-29A chaff/flare dispensers under the rear fuselage.

A-4E, BuNo. 151073, NM208, VA-192 'Golden Dragons', USS Ticonderoga (CVA 14), April 1967

The VA-192 World Famous Golden Dragons made the third of their five WestPac/Vietnam combat cruises from November 1966 to May 1967. This aircraft, NM208, was piloted by LCDR Michael J. Estocin on the 26 April 1967 mission for which he was awarded the Congressional Medal of Honor. On 20 April 1967, Estocin, who was something of a specialist in the dangerous "Iron Hand" SAM suppression mission, led a three-plane Iron Hand mission in support of a strike against power plants in Haiphong. Estocin had already personally neutralized three surface-to-air missile sites when his aircraft was damaged by an exploding SAM. Estocin continued to attack a fourth missile site in his damaged aircraft, and finally departed the target area with only five minutes of fuel left. Refueling en route to the carrier, he successfully landed his damaged aircraft only to have it burst into flames. He was able to secure the engine and escape the aircraft without assistance. On 26 April 1967, Estocin volunteered to lead a two-plane Iron Hand mission in support of a strike against oil facilities in Haiphong, even though he was still suffering from the burns he had received six days earlier. During an attack against a threatening SAM site, Estocin's aircraft was seriously damaged by an exploding SAM. Estocin was able to regain control of the aircraft and continued his attack, launching his missiles against the SAM site before turning his burning aircraft toward the sea. Tragically, the aircraft

plunged out of control into the overcast before reaching the coast. For his actions on this mission, and on the mission flown six days earlier, Estocin was awarded the Congressional Medal of Honor. He remains the only US Navy jet pilot to be awarded the Medal of Honor for actions performed in combat. The USS Estocin (FFG 15) is named for him.

Aircraft was finished in the standard U.S. Navy camouflage of FS 36440 Gray over FS 17875 White. The antiglare panel was FS 36231 Dark Gull Gray, and VA-192 painted black rectangles where the muzzle blast of the wing-mounted cannons would stain the forward fuselage. VA-192 Skyhawks carried Yellow FS 13538 fin caps. No upper wing or speed brake codes were carried by VA-192. We have been unable to determine the pilot name in NM208's name block (decal #2G) so it has been left blank. Use fuselage star decals 101B/C and 201B/C. Decals 105, 106B, 107B, 108, 205, 206B, 207B, and 208 are used on the forward fuselage; 103B, 104B, 203B, and 204B on the jet air intakes; and 109C/209C on the vertical tail.

NM208 carried ALQ-51A ECM antennas under the nose, wing and tail, but was not equipped with AN/ALE-29A chaff/flare dispensers under the rear fuselage. For the mission of 26 April 1967, the combat load for NM208 was most likely four AGM-45A Shrike anti-radiation missiles, mounted on the four wing pylons, and a single centerline fuel tank. (Victory Productions will soon be offering 1/48th scale Shrike missiles as a resin update set, product number VPR48004.)

A-4E, BuNo. 151134, AH352, VA-163 'Saints', USS Oriskany (CVA 34), 1965

The Saints deployed aboard Oriskany from April to December 1965 for the first of four combat cruises to Vietnam. On 9 September 1965, CDR James B. Stockdale, CAG-16, was flying with VA-163 in AH352 on a combat mission over North Vietnam when he was shot down by enemy AAA fire and made a prisoner of war. CDR Stockdale, a valiant leader who routinely accompanied the squadrons of his air group on combat missions, spent over 7 years as the senior American POW. He was repeatedly tortured by the North Vietnamese, but refused to cooperate with them and remained a leader and an inspiration to his fellow prisoners in their resistance to North Vietnamese interrogation and coercion. He inflicted disfiguring wounds on himself to prevent the North Vietnamese from using him in propaganda films, and at one point inflicted near fatal injuries on himself to demonstrate his resolve. His actions resulted in the lessening of harsh treatment of the POWs. For his heroic actions as a prisoner of war, CDR (later RADM) Stockdale was awarded the Congressional Medal of Honor.

Aircraft wears the standard U.S. Navy scheme of FS 36440/17875. The top of the rudder and the rudder bracing were painted FS 15180 Medium Blue. Note that the Gross Weight stencil (decal #3H) on the left side was applied inside the nose gear door (see drawing below). Use star decals 101B/C and 201B/C for the fuselage. Decals 105, 106B, 107B, 108, 205, 206B, 207B, and 208 are used on the forward fuselage; 103B, 104B, 203B, and 204B on the jet air intakes; and 109E/209E on the vertical tail.

AH352 carried neither ECM antenna nor chaff/flare dispensers.

A-4E, BuNo. 151165, AG401, VA-86 'Sidewinders', USS Independence (CVA 62), 1965

The Sidewinders of VA-86 made the first of their four Westpac/Vietnam cruises on board USS Independence from May to December 1965. This was the only combat cruise for the Sidewinders in the Skyhawk, as they were assigned the brand new A-7A Corsair II in February 1967. AG401 was assigned to CDR William W. Bowers, the skipper of VA-86, late in the cruise (CDR Bowers succeeded CDR William F. Sallada as CO of VA-86 on 14 November 1965). Aircraft is presented as it was photographed upon the squadron's return to NAS Oceana, Virginia. In theater, VA-86 A-4Es carried the Battle Efficiency E, but no mission markers or TGYC patches. Alternate in-theater markings are included and shown below.

The aircraft was finished in standard FS 36440 over 17875 and had its fin cap and rudder painted FS 12199 Red-Orange. Use fuselage star decals 101B/C and 201B/C. Decals 105, 106B, 107B, 108, 205, 206B, 207B, and 208 are used on the forward fuselage; and 103B, 104B, 203B, 204B on the jet air intakes; and 109A/209A on the vertical tail.

AG401 carried no ECM antennas under the nose, wing and tail and was not equipped with chaff/flare dispensers.

A-4E, BuNo. 152048, AH406, VA-164 'Ghost Riders', USS Oriskany (CVA 34), 1967

The "Lady Jessie" tradition so long associated with VA-164 originated with LCDR Richard C. (Dick) Perry, who applied that name to his aircraft in honor of his friend Mrs. Jessie Beck. Perry had become good friends with Jessie Beck while he was a student working at her Reno, NV, hotel and casino. On August 31, 1967, LCDR Perry was killed in action when his Skyhawk (A-4E, BuNo. 151991, AH 402) was hit by a North Vietnamese surface-to-air missile. In the years that followed, the squadron CO's aircraft continued to carry the name "Lady Jessie" in remembrance of LCDR Perry, and as a continuing tribute to Jessie Beck, who had "adopted" the entire squadron and continued to welcome its members as special guests at her hotel. The Ghost Riders were making their third Westpac/Vietnam combat cruise between June 1967 and January 1968, and experienced some of the most intense air-to-ground action of the war, losing ten aircraft in combat. BuNo. 152048 was shot down by anti-aircraft fire over North Vietnam on October 18, 1967. Its pilot on that mission, LCDR J. F. Barr, was killed in action. BuNo. 152048 is one of two aircraft known to have carried the "Lady Jessie" nickname during this cruise, and is the one most likely to have carried that name first, and prior to LCDR Perry's loss. (Some sources have listed BuNo. 151180 as being the first Lady Jessie. However, there do exist photos of BuNo. 151180, marked as Lady Jessie, that are reported to have been taken during December 1967 and early 1968, and these photos would have been taken months after BuNo. 152048 was lost in combat.)

AH406 was painted in the standard USN Gray over White scheme and the top of its rudder was FS 12199 Red-Orange. Muzzle blast areas under the forward fuselage were painted FS 37038 Flat Black. Use fuselage star decals 101B/C and 201B/C. Decals 105, 106B, 107B, 108, 205, 206B, 207B, and 208 are used on the forward fuselage; 102B, 103B, 104B, 202B, 203B, and 204B on the jet air intakes; and 109A/209A on the vertical tail.

AH406 was equipped with ALQ-51A ECM antennas under the nose, wing and tail, and with AN/ALE-29A chaff/flare dispensers under the rear fuselage.

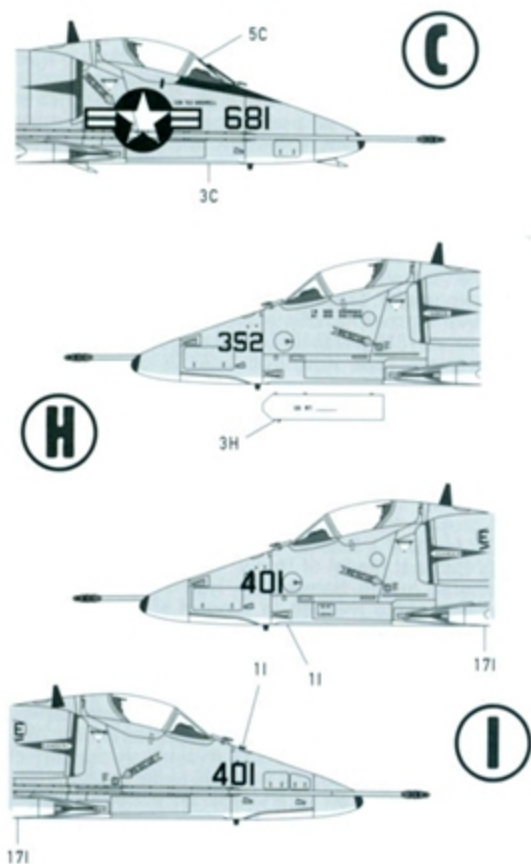
References (In somewhat casual order):

1. "Famous Airplanes of the World No. 31: A-4 Skyhawk," published by Koku-Fan, November 1972
2. "Famous Airplanes of the World No. 3: Douglas A-4 Skyhawk," published by Koku-Fan, March 1987
3. "Wings of Fame" Vol. 4: "Douglas A-4 Skyhawk Variants Part 1," published by Aerospace Publishing, 1996
4. "USN Carrier Air Units Volume 3," by Duane A. Kasulka, published by Squadron/Signal, 1988
5. "Douglas A-4E/F Skyhawk in Navy Service," by Steve Ginter, published by Steve Ginter, 2001
6. "Hook Code," by Patrick Martin, published by Patrick Martin, 1991
7. "Arco-Aircam Aviation Series No. 34: McDonnell-Douglas A-4A/L Skyhawk," published by Osprey, 1971
8. "War Data No. 7: Skyhawk," by Kenneth Munson, published by Eshel GmbH
9. "Colors and Markings Vol. 18: US Navy A-4 Skyhawks," by B. Kinzey and R. Leader, published by TAB Books, 1990
10. "In Detail & Scale Vol. 32: A-4 Skyhawk," by Bert Kinzey, published by TAB Books, 1989
11. "Douglas A-4 Skyhawk," by Peter Kilduff, published by Osprey, 1983
12. "Aircraft No. 11: A-4 Skyhawk in Action," by Lou Drendel, published by Squadron/Signal, 1973
13. "McDonnell Douglas A-4 Skyhawk," by Brad Elward, published by Crowood Press, 2000
14. "US Navy Air Wings," by René Francillon and Peter B. Lewis, published by Osprey Publishing, 1988
15. "Warpaint No. 3: McDonnell Douglas A-4 Skyhawk," by Lindsay Peacock, published by Aviation News, 1978
16. "Combat Aircraft No. 11: A-4 Skyhawk," by Lindsay Peacock, published by Osprey Publishing, 1987
17. "Scale Aircraft Modelling" 10/2: "Aircraft in Detail: Douglas A-4 Skyhawk," by Lindsay Peacock, November 1987
18. "The Hook" 18/4: "Special Issue: McDonnell Douglas A-4 Skyhawk," published by the Tailhook Assoc., Winter 1990
19. "Dictionary of American Naval Aviation Squadrons Volume 1," by Roy A. Grossnick, US Government Printing Office, 1995
20. "The Naval Air War in Vietnam," by Peter B. Mersky and Norman Polmar, published by The Nautical & Aviation Publishing Company of America, 1981

Special Special thanks to Otto Krueger, Dave 'Whizzer' White, Dick Goldsberry and Steve Ginter for their generous help with this project.

Research and original artwork by Paul Cotcher, David Mills, Jennings Heilig and Jack Morris.

DETAILS FROM TEXT



WING NATIONAL INSIGNIA PLACEMENT

