

U.S. Navy Corsair IIs

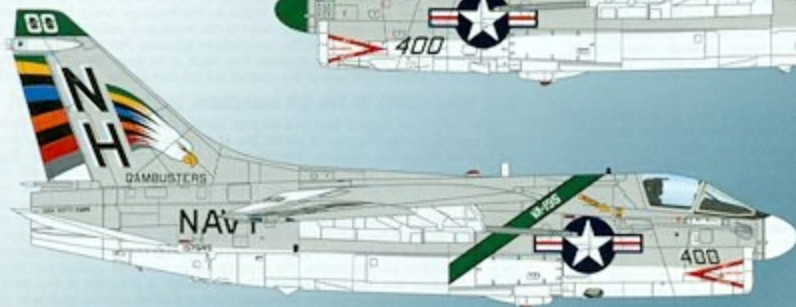
Recommended Kit: Trumpeter A-7E

VPD32001

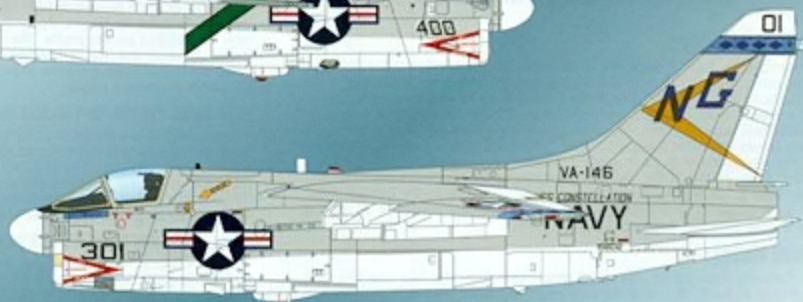
1:32 Scale Decal



VA-25 USS Ranger 1970



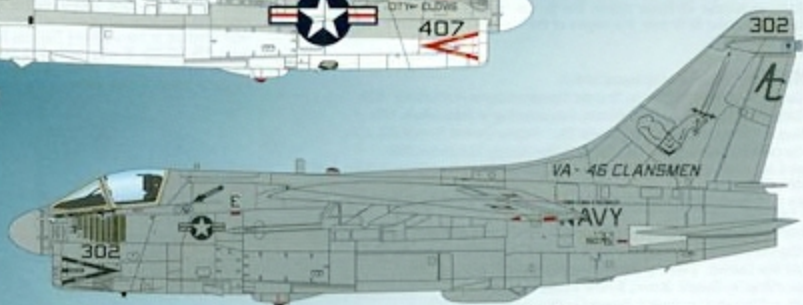
VA-195 USS Kitty Hawk 1971



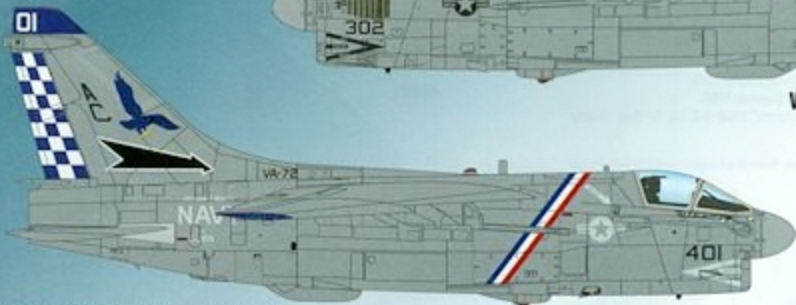
VA-146 USS Constellation 1972



VA-147 USS Constellation 1972



VA-46 USS John E. Kennedy 1991



VA-72 USS John E. Kennedy 1991

Color Key	
Light Gulf Gray FS 36440	Aviation White FS 17075
Green FS 34100	Aviation Red FS 11130
Blue FS 10290	Blue FS 10180
Dark Chest Gray FS 36270	Flat Black FS 25100
Natural Metal	Burnt Metal

General Notes:

The A-7 Corsair II was developed to be the US Navy's new Light Attack Aircraft (VAL) during the early to mid-1990s. LTV won the contract with a subsonic design based on their supersonic F-8 Crusader. First flight occurred on 27 September 1985 and the first A-7A was delivered to VA-176 on 13 October 1986. The ultimate A-7E made its combat debut when VA-146 and VA-147 deployed in 1970 aboard USS America (CVA 66). The A-7E was similar to the earlier models but incorporated the first Head-Up Display (HUD) on a US combat aircraft, advanced navigation and computer equipment and an M61 Vulcan rotary cannon replaced the two earlier MK12 revolver cannons. The Allison TF41 adaptation of the Rolls Royce Spey afterburning jet engine was also installed, providing the A-7E with increased power and load carrying ability.

The A-7E could carry up to 19,000 pounds of ordnance. This usually consisted of the Mk.82 500-lb. Mk.83 1,000-lb or Mk.64 2,000-lb general purpose (GP) bombs for most missions. Specialized ordnance included the AIM-7 Sidewinder carried on weapons stations for self defense in high threat areas, GP bombs with laser guidance kits for precision targets, Snakeye retarded bombs for low level attacks, Rockeye or CBU-24 cluster bombs for area targets, and Shrike, Standard ARM or HARM anti-radiation missiles for Iron Hand (enemy defense suppression) missions. Later developments added other types of weapons as well.

Kit Notes:

When Trumpeter announced an A-7E in 1/32 we took it as a great opportunity to jump into the large scale revolution that is taking place in scale modeling. Spurred on by Trumpeter's varied releases we have seen other manufacturers increase their output in 1/32 and the trend looks to continue. This particular sheet was meant to bookend the life of the Navy Corsair II, from early combat deployments over Vietnam to the A-7 swan song in Desert Storm. The kit itself is an outstanding reproduction of the A-7E with only a few minor nicks, namely the flattened intake and windscreen, however these don't detract from the overall impression of the kit.

Markings Notes:

During its early years through the 1970s, the A-7E was finished in the standard US Navy camouflage scheme of Non Specular Light Gull Gray (FS36640) on all upper surfaces with Gloss Insignia White (FS15187) on its under surfaces and all control surfaces, ailerons, elevators, and rudder. Wheels, landing gear wells were also Gloss Insignia White. Radomes and fin caps were generally white while anglebrake panels were Flat Black (FS37038). During the middle years of its service, the US Navy toned down its paint scheme, finishing the aircraft overall in FS36640 Light Gull Gray. In the 1980s, the Navy introduced its Tactical Scheme of non specular (flat) grays and the tactical Corsair fleet ended its service being painted overall Dark Ghost Gray (FS36320) with reduced contrast markings in various shades of gray, both light and dark.

Decal Notes:

The Corsairs depicted on this decal sheet date from the two main combat employments of the A-7E, one at the very beginning and the other at the very end of its long Navy career. In addition to the individual markings for six aircraft, a separate small sheet containing the standard national insignia and stencil for two early-style aircraft is included. The later jets had individual style stencils and national markings and these are provided on the main sheet of decals.

The markings provided are as complete as possible, however, due to the complex curvature of some surfaces and the large scale of the Trumpeter kit, we considered it best to have the modeler paint some portions of the markings where painting would be simpler than applying a complex decal. In other cases, the decals have been split to fit on the movable control surfaces provided in the kit - ailerons, flaps or rudder. In these cases, the decals themselves are slightly longer than needed in order to fit over the edges of the surfaces that wouldn't be there if were they fixed parts.

References

- (in somewhat casual order)
1. "A-7 Corsair II in Action #22," by Lou Drendel, Squadron/Signal Publications, 1975
 2. "A-7 Corsair II in Action #120," by Al Adcock, Squadron/Signal Publications, 1991
 3. "US Navy A-7 Corsair II Units of the Vietnam War," Osprey Combat Aircraft #62, 2004
 4. "A-7 Corsair II in Detail & Scale," D&S Vol.22, by Bert Kinzey, TAB Books, 1996
 5. "Colors & Markings of the A-7 Corsair II Part 2," CSM Vol. 15, by Bert Kinzey & Ray Leader, TAB Books, 1996
 6. "Colors & Markings of US Navy CAG Aircraft Part 2," CSM Vol.16, by Bert Kinzey & Ray Leader, TAB Books, 1996
 7. "USN Aircraft Carrier Air Units Vol.3," by Duane Kaseika, Squadron/Signal Publications, 1968
 8. "One Day in a Long War," by Jeffrey Ethell and Alfred Price, Random House, 1989
 9. "Bull Air War Debrief," Edited by Stan Moras, Aerospace Publishing, 1991
 10. "Birds of Prey" by David F. Brown, Schiffer Publishing, 1993
 11. "SLUF: A-7 Corsair II" by David F. Brown, Concord Publications, 1997
 12. "Vought A-7 Corsair II," by Robert F. Dorr, Osprey Air Combat, 1985
 13. "US Aircraft: Armament of Operation Desert Storm," D&S Vol. 40, by Bert Kinzey, Kalmbach Books, 1993

Special thanks to David F. Brown for his generous help with this project. Research and original artwork by Jack Winters.

Notes on Subject Aircraft:

A-7E BuNo. 157483, VA-25, USS Ranger, Tonkin Gulf, 1970 NH400

This aircraft was assigned to Captain Jesse E. McKnight, the Commander of Air Group Two aboard Ranger (CVA 61) during her 1970/71 war cruise to the Tonkin Gulf. His name appears on both the left and right canopy rails. The Corsair was painted in the standard gray and white camouflage of the period, its nose radome, anglebrake, canopy rails, and vertical fin were all painted Green (FS14109) while the fin cap, tail warning radar fairing, and rudder were Insignia White. These areas need to be painted before applying the decals.

A-7E BuNo. 157545, VA-195, USS Kitty Hawk, Tonkin Gulf, 1971 NH400

This was the colorful CAG bird flown by CDR Huntington Hardy on the first of VA-195's two Southeast Asia combat tours in the A-7E. The Dombusters arguably carried the most flamboyant markings of any Corsair unit in the Navy during their cruises aboard Kitty Hawk (CVA 63). In addition to the large eagle of the tail, the squadron painted a green and black stripe on the fuselage which started behind the rear of the canopy and extended down to the main gear wells. The aircraft was finished in the US Navy's 1960/70s camouflage scheme. Paint the fin cap Green (FS14109) and use the thin black cheat line decal at its base. Note that the BuNo presentation on the right side of the aircraft did not include the designation A-7E.

A-7E BuNo. 158012, VA-146, USS Constellation, Tonkin Gulf, 1972 NG301

CDR L.F. "Gus" Eggert flew this aircraft during the famous strikes of 10 May 1972 against the Hai Duong rail yards. The aircraft was carrying 12x Mk.82 bombs on two MERs for the mission. For his efforts in flying this mission, CDR Eggert was awarded the Navy Cross. His Corsair was in the standard US Navy camouflage of the period. Note the areas on the intake lip where the radar warning antennae were covered with radome material finished in a pale tan color. The fin cap should be painted white, and a 3/8-inch (9.5 mm) light blue band (FS15200) must be painted directly beneath the fin cap (the blue should match the color of the wing tip bands). Apply the thin blue cheat line decal, chevrons and diamonds over the band as per the profile. The wing tip bands are to be applied just inboard of the tip panel line, top and bottom. The tail design is provided in two pieces to allow the rudder to be deflected. Note that there is a small overlap built in to allow curvature around the edges.

A-7E BuNo. 158618, VA-147, USS Constellation, Tonkin Gulf, 1972 NG407

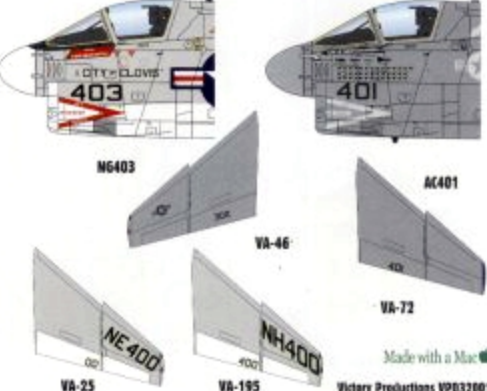
Jason 407 flew a dangerous Iron Hand mission off the Connie on 10 May 1972. Several Argonaut jets were named after cities and, when CVA 64 deployed, BuNo 158020/Jason 403 was "City of Clovis." Additional decals are included to let you build either jet. Gull Gray and White scheme. Paint a 3/8-inch (9.5 mm) Insignia Red (FS11336) band directly below the white fin cap, leaving the tail warning radar fairing white and then apply the thin black cheat line decal top and bottom.

A-7E BuNo. 160715, VA-46, USS John F. Kennedy, Persian Gulf, 1991 AC302

The Corsair's last hurrah came during Operation Desert Storm in early 1991 when USS John F. Kennedy (CV 67) arrived in the Red Sea with Air Wing Three and the last two A-7 squadrons in the Fleet. The Classmen of VA-46 flew A-7Es finished in the US Navy Tactical Scheme. Note the late style radome blister, the pilot on the right side of the nose, and the radar warning antennae on the intake lip. AC302 completed 56 missions over Iraq and retired to the Arizona desert shortly after returning from the war.

A-7E BuNo. 158819, VA-72, USS John F. Kennedy, Persian Gulf, 1991 AC401

CDR John R. "Shooter" Sanders was the last Blue Hawks skipper and he led them during Operation Desert Storm. After the fighting was over, his aircraft was decorated with a blue hawk, a colorful checked rudder and a red-white-and-blue band during the long voyage home. His Corsair completed 24 combat missions over Iraq and was decorated with many interesting mission markers. The aircraft was finished in the US Navy Tactical Scheme with its wing tips and fin cap painted Blue (FS 15102). It was retired in this scheme after participating in the Desert Storm Victory Parade flyover in Washington, D.C. on 8 June 1991. Note the late mode to the airframe: dorsal fairing, second pilot, and nose RHAW antennas.



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