

SOUTHEAST ASIA INTRUDERS (2)

USN A-6A, A-6B, & KA-6D Intruders in the Vietnam War



Includes
Full Airframe
Data/Stencils
Sheet 72-011

VA-65
Tigers

USS Constellation 1966
 USS Forrestal 1967
 USS Kitty Hawk 1968-69

VA-75
Sunday Punchers
 USS Saratoga 1972-73

VA-95
Green Lizards
 USS Coral Sea 1973

VA-165
Boomers
 USS Ranger 1967-68
 USS Ranger 1968-69
 USS America 1970
 USS Constellation 1971-72

VA-196
Main Battery
 USS Constellation 1968-69
 USS Ranger 1969-70
 USS Enterprise 1971-72
 USS Enterprise 1972-73



(R) - ALSO APPLY TO OPPOSITE SIDE

* SEE NOTES

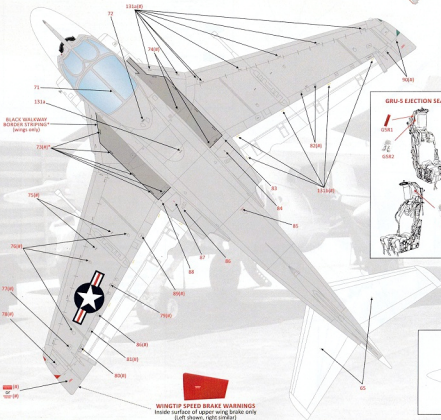
24 - AN/ALR-15 equipped aircraft only

73 - WALKWAY markings (and border striping) not always standard.

125 - TACAN equipped aircraft only.



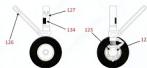
KA-6D



BLACK WALKWAY
BORDER STRIPING*
(wings only)



NOSE LANDING GEAR



MAIN LANDING GEAR
(left gear shown, right similar)

T3 (optional)



EXTERNAL FUEL TANK

WINGTIP SPEED BRAKE WARNINGS
Inside surface of upper wing brake only
(left shown, right similar)

Fuselage markings are not shown in overhead views.
 Refer to scheme information descriptions for specific airframe details and antenna configuration.
 Note the location of the national insignia on the underside of the wing varied.



72-013 The profile illustrations attempt to depict the applicable markings, antennas, and airframe configurations for each specific aircraft. Also refer to the other instruction pages for overhead views, configuration details, and insert sheet for additional scheme information.

VA-65 Tigers

USS Constellation (1966)



VA-65 Tigers

USS Constellation (1966)



VA-65 Tigers

USS Forrestal (1967)



VA-65 Tigers

USS Kitty Hawk (1968/69)



VA-75 Sunday Punchers

USS Saratoga (1972)



VA-75 Sunday Punchers

USS Saratoga (1972)



72-013 The profile illustrations attempt to depict the applicable markings, antennas, and airframe configurations for each specific aircraft. Also refer to the other instruction pages for overhead views, configuration details, and insert sheet for additional scheme information.

VA-95 Green Lizards
USS Coral Sea (1973)



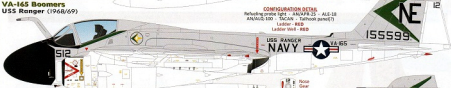
VA-95 Green Lizards
USS Coral Sea (1973)



VA-145 Boomers
USS Ranger (1967/68)



VA-145 Boomers
USS Ranger (1968/69)



VA-145 Boomers
USS America (1970)



VA-145 Boomers
USS Constellation (1971/72)



VA-75 Sunday Punchers

AC-500 (152946) - Lost on 21 December 1972 during attacks on airfields in the Haiphong and Kien An areas. The aircraft was hit possibly by AAA, with reports of an airborne explosion and subsequent fire. Although crew LCDR Robert Graustein and LCDR Barton Wade were initially listed as MIA, they were KIA and their remains were returned home in 1985. The CAG aircraft's rudder stripes did not extend to the bottom of the rudder; the lower edge of the green did not touch the lower corner (leaving a narrow white stripe). Non-slip surfaces applied on top of intakes. In-flight refueling probe and anti-glare panel were dark gull grey; note the dark grey did not extend completely up to the windscreen. Note the crew names partially covered the engine seat warning triangles.

AC-501 (155622) - Lost on 28 November 1972 off USS Saratoga in the Gulf of Tonkin. Upon catapult launch, the Pilot's Horizontal Display dislodged and jammed the control stick in the full aft position resulting in an immediate extreme attitude. As the aircraft rolled over, B/N LCDR Grady Jackson successfully ejected and was rescued; however, pilot VA-75 Commanding Officer CDR Charles Earnest was unable to eject and was unrecovered. Non-slip surfaces applied on top of intakes. In-flight refueling probe and anti-glare panel were dark gull grey; note the dark grey did not extend completely up to the windscreen. Note the crew names partially covered the engine seat warning triangles. The B/N name on AA-501 was unfortunately not confirmed, B/N LCDR Barton Wade (KIA) is provided as representative (see loss of AC-500/152946 above).

VA-95 Green Lizards

VA-95 supported the naval mine clearing Operation End Sweep in 1973 under the Paris Peace Accords along the North Vietnamese coast.

NL-500 (154144) - The refueling probe appears lighter than the dark gull grey anti-glare shield, although darker than the light gull grey upper surface? Note there were no red ejection seat warning triangles below the canopy.

NL-501 (154138) - Note this aircraft had unusual **RESCUE** arrows, use the specific ones marked for NL-501 on the main decal sheet. Nose/radome was off-white. The refueling probe and anti-glare shield appear to be a faded dark gull grey. Note there were no red ejection seat warning triangles below the canopy.

VA-165 Boomers

Unlike VA-65 and VA-75 that utilized large printed squadron insignia stickers/decals applied to their aircraft, VA-165's insignia were simple silhouettes of a yellow star and a white knight chess piece painted directly on the fuselage with minimal detail.

NE-507 (152907) - Corogard (matt aluminum) leading edges, including pylons. Note the small aircraft bureau number (BuNo) **152907** stenciled on both the forward engine bay and exhaust fairing panels (apply to both sides of the fuselage). The windscreen framing on specifically this aircraft was unusually dark (shown here as dark gull grey) for unknown reason, uncertain if this was only temporary?

NE-512 (155599) - Position the green canopy rail marking on the lower edge (did not extend completely up to the glass). Note the small aircraft bureau number (BuNo) **155599** stenciled on both the forward engine bay and exhaust fairing panels (apply to both sides of the fuselage). Non-slip surface applied on top of intakes.

NG-503 (155677) - Position the green canopy rail marking on the lower edge (did not extend completely up to the glass). Note this aircraft had atypical **RESCUE** arrows and **DANGER - JET INTAKE** warnings, use the specific ones for NG-503 on the main decal sheet. Engine intake plate had a thin red outline. Nose/radome was off-white. Non-slip surface applied on top of intakes. The **NG** tail code on the left side was slightly angled.

NG-500 (155644) - Position the green canopy rail marking on the lower edge (it did not extend completely up to the glass). Non-slip surface applied on top of intakes. Apply the large NG/green chevron tail decal first before applying the separate bee decal. The "eye" of the bee was the red navigation light. The size of the light and the light fairing on the kit is oversized, which subsequently requires the decal's bee head to be oversized in order to maintain the light as the "eye" of the bee. Note that the bees and the shape of the CAG VA-165 colored chevrons on the left and right sides were not mirrored.

VA-196 Main Battery

NIK-402 (154147) - The tail stripe did not extend to the leading edge, align the stripe to the rudder line.

NE-506 (155608) - Note the small aircraft bureau number (BuNo) **155608** stenciled on both the forward engine bay and exhaust fairing panels (apply to both sides of the fuselage). The tail stripe did not extend to the leading edge, align the stripe to the rudder line.

NIK-504 (151565) [A-6B Mod 0] - The one piece rescue arrow/square panel decals will need to be separated for this A-6B option due to the location of the antenna on the engine intakes above the rescue panels. Non-slip surface applied on top of intakes. Dark gull grey refueling probe and black anti-glare shield. The tail stripe did not extend to the leading edge, align the stripe to the rudder line. Unusual for the 1971-72 VA-196 aircraft, there was no modex **04** on the tail. Typical loadout for a VA-196 A-6B during this period were 2x AGM-78 Standard ARM (inboard pylons), 2x AGM-45 Shrike (outboard pylons), and a centerline external fuel tank.

NIK-512 (155598) - Non-slip surface applied on top of intakes. Dark gull grey refueling probe and anti-glare shield. The tail stripe did not extend to the leading edge, align the stripe to the rudder line. Note the name **BUBBLES** on the nose gear door.

NIK-522 (151819) [KA-6D] - Non-slip surface applied on top of intakes. Apply VA-196 on the rear fuselage before adding the large fuselage band decals. The tail stripe did not extend to the leading edge, align the stripe to the rudder line.