



A-3B SKYWARRIOR BuNo 142662

PAINTING AND DECAL PLACEMENT

SUPPLEMENTAL MANUAL FOR CtA "WELCOME TO THE JUNGLE" DECAL SHEET

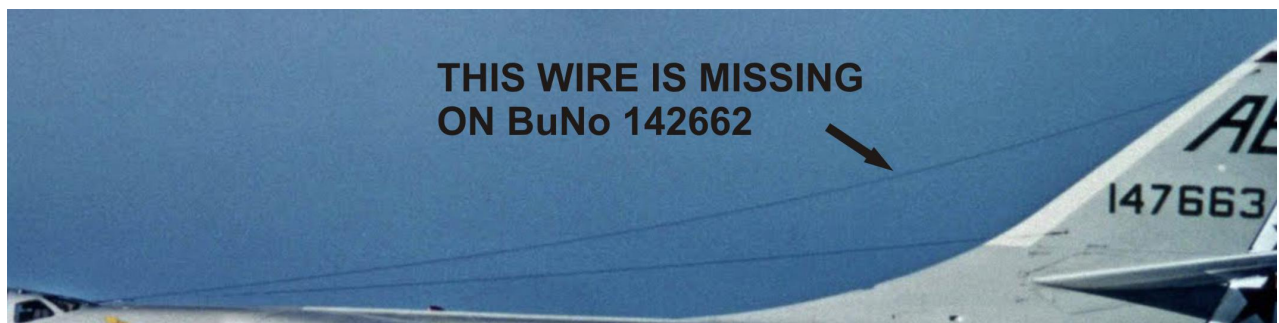


BuNo 142662 was delivered from Douglas El Segundo plant to the U.S.Navy in April 1959 and during its long career it was A3D-2, A-3B, KA-3B, EKA-3B and then KA-3B again. It served with eight VAH, VAW, VAQ and VAK squadrons prior withdrawal from service in 1989. In 1966 BuNo 142662, as probably any other Skywarrior, had its own features, and unique paintjob was just one of them. This manual intended to help those who want to build model of this peculiar aircraft as precise as possible using CtA "Welcome to the jungle" decal sheet.

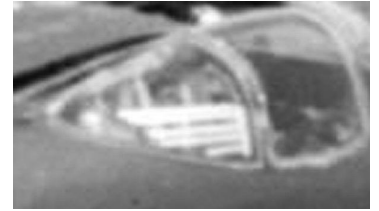
AIRFRAME

1. Although it looked like KA-3B, in 1966 BuNo 142662 was still "just" A-3B. It was late version A-3B, so had cambered wing, later cockpit canopy and ability to use removable tanker package. The difference between A-3B with such pack and true KA-3B from modelling point of view is quite small and almost invisible in 1/72 scale, but probably the fact that aircraft still officially was a bomber and was able to deliver tremendous punch, had been the reason to involve it in 1966 camouflage experiment.

2. Skywarriors often had different arrangement of communication and navigation equipment antennas. On this one upper wire of High Frequency radio antenna, stretched between the cockpit and the fin, was removed.



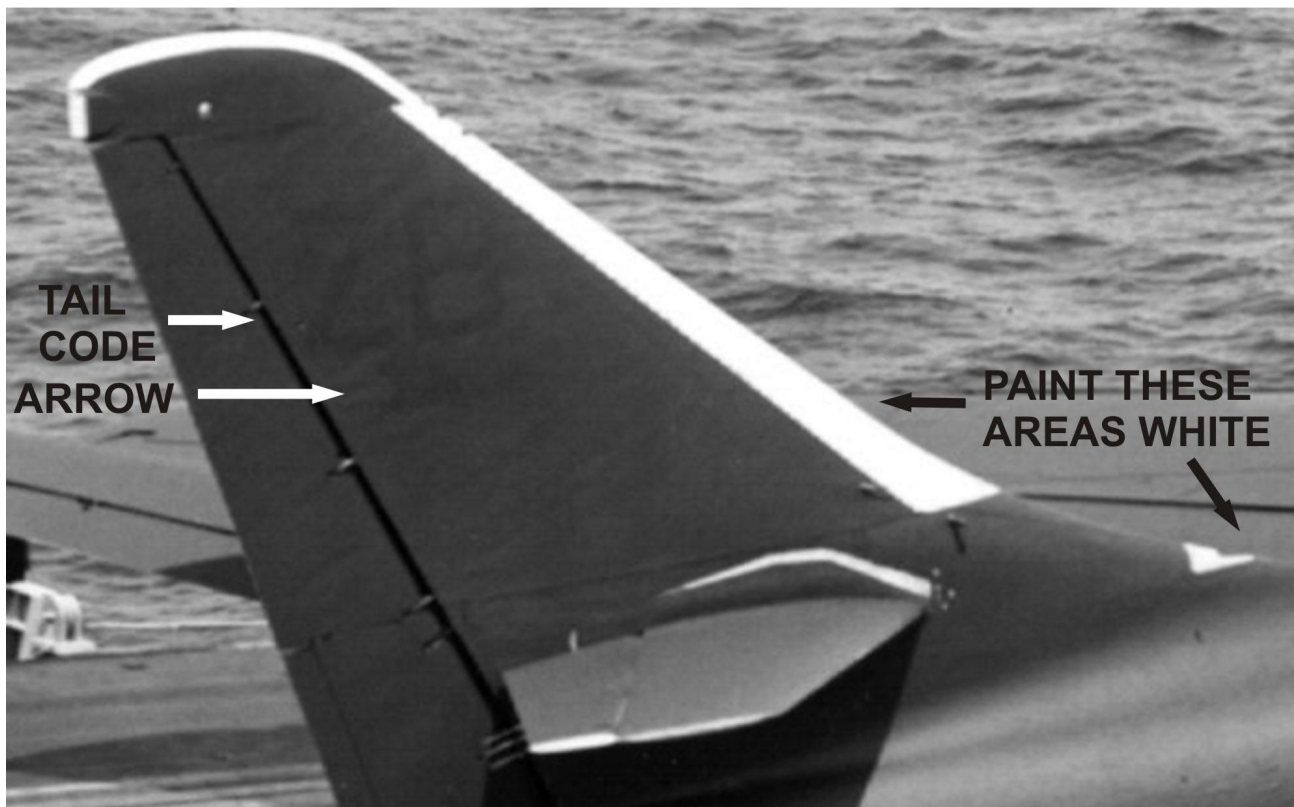
3. It seems every Skywarrior that had AN/ARN-59 DF system had its antenna in its own shape and size. Antenna was located on the right side of the cockpit, and we provide you with design correct for BuNo 142662. Decal antenna comes in two identical pairs, each pair consists of two mirrored designs. Actually antenna was inside, on the inner surface of the canopy glass, so place element 87 there before attaching the canopy. If you are not used to read decal instructions before assembly of the kit, you've already had glued the canopy to the fuselage. If so, use alternative designs (88) and apply them to the outer surface of the canopy.



Maybe it is a good idea to remove excess decal film from the antenna design before applying it on the clear surface. Use sharp blade on it and remember - you have a spare!

PAINTING

Prior to the 1965-66 deployment BuNo 142662 was painted, as all other contemporary Skywarriors, in standard grey/white USN camouflage. Later, during the cruise (some say it was in Philippines, some - in Japan) its top and side surfaces were overpainted with Field Green (FS 24102) paint. The paint itself wasn't an experimental one and was widely used by USMC for painting land-based aircraft since late 1950s. Border between white underneath and top color was moved further down, so all previous technical markings, like weight table, were completely overpainted with Green. For actual placement of colors division line (as well as decal elements), consult photo first as side views in the decal manual are mostly for advertising.

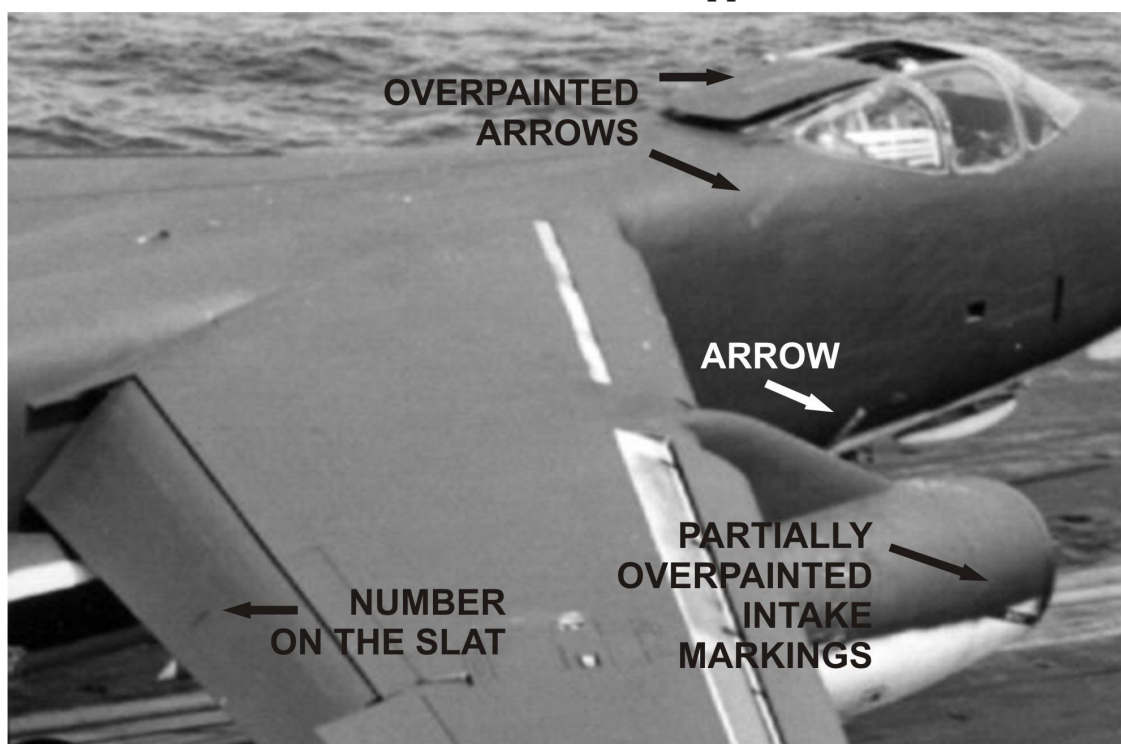


During this Kitty Hawk cruise BuNo 142662 spent a lot of time ashore in Japan and Philippines, as it was used not only as a tanker, but as COD as well. Photographs show that this aircraft later was repainted at least two times more – colour division line was modified, on some surfaces Green was washed off, new markings were added. So do not use those later photos as painting/marking reference when building your kit with this set of decals.



MARKINGS

As have been said, during 1965-66 cruise previous markings on BuNo 142662 were overpainted, but not all of them completely. Tail code (81) was still visible on the fin, as well as the red arrow (96/97, part of squadron decor) under it. Yellow rescue arrows (90/91 and 89) also were seen under new paint (probably they had received thinner coat of paint intentionally), but standard BuNo and NAVY markings, side numbers and fuselage insignias were completely buried under the Green. Green also covered upper part of red warning markings on the engine intakes (94/95), including danger arrows aft of them (92/93, see photo). Then the paint had been washed down from the lower rescue arrows, pointing towards crew escape hatch at the belly of aircraft (84/85), as well as from insignia on upper surface of the wing (86), and they reappeared in their full glory again. As a final touch, new side numbers (82) were applied, now twice smaller in size.



So here are some tips:

1. When painting jet intakes lips red use paint matching decals red as close as possible. Look at correct shade of red at designs for other aircraft on this sheet or apply spare designs on any white painted surface where you also would be able to test overpainting. Skywarrior intake markings look darker on the sheet as they come without the white substrate (it is not needed on white surface). Don't forget about inner sides of the lips - they are red too and weren't overpainted with Green!



2. There are two different sets of intake markings made for purely technical reasons to test the limits of decal printing technology. We recommend using designs 94E and 95E - they look better. As for designs 92/93 we are not sure if they were visible under green paint at all. Use any set of them if you wish, placing them aft of "triangles" with arrows pointed forward (see photo).

5. There are two sets of "rescue" arrows in the sheet, they are identical. Use spare ones and element 98 to practise overpainting.

8. Small numbers on the slats on the photo look like they're slightly overpainted. Is it so, or is it just some optical blurring effect we don't know, so judge by yourself do or do not overpaint them.

Well, that's all!

P.S. Or not. Maybe you have known this already, but if not it would be us bringing you some bad news about Hasegawa's kit. It has main wheels correct only for late versions of Skywarrior, but all A-3B, KA-3B and EKA-3B had distinctly different type of them. What is worse, there are still no aftermarket replacement. We hope correct wheels for "early" (with unpressurised cockpits) A-3s finally would appear, but now it could be wise do not attach Hasegawa's wheels permanently, for, when correct wheel would be available, you be able to change the wheels easily.