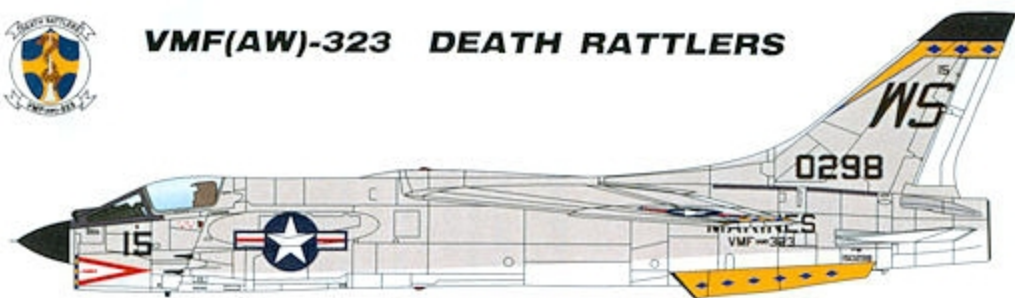


MARINE CORPS CRUSADERS



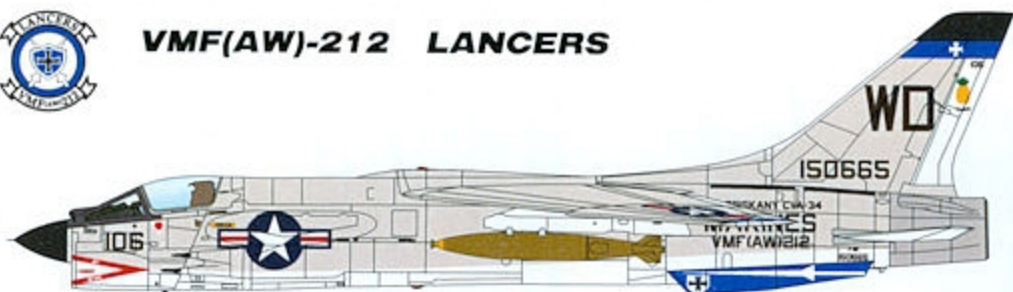
VMF(AW)-323 DEATH RATTLERS



F-8E BuNo150298 Operation Green Wave MCAS El Toro, CA 20 June 1963



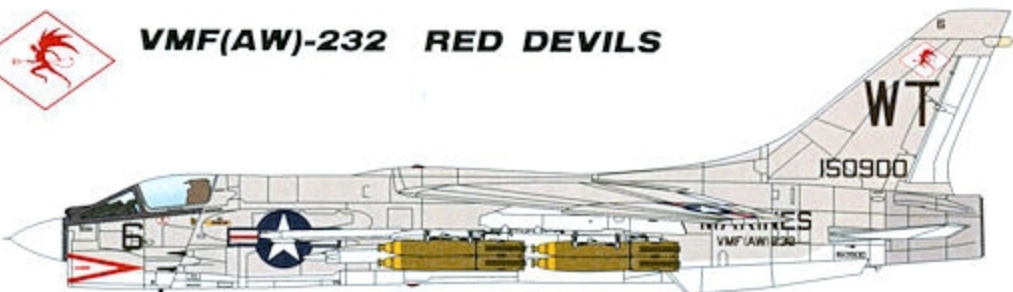
VMF(AW)-212 LANCERS



F-8E BuNo150665 USS Oriskany CVA-34 Tonkin Gulf September 1965



VMF(AW)-232 RED DEVILS



F-8E BuNo150900 MAG-12 Da Nang AB, RVN February 1967

This decal sheet contains markings for three LTV F-8E Crusaders flown by US Marine Corps squadrons between 1963 and 1967. The first subject covers a Crusader lost at sea while participating in the first aerial trans Pacific deployment by an F-8 unit. The other two subjects are in the markings carried during the Vietnam War, one operating from the USS *Oriskany* early in that war, the other based ashore at Da Nang. Stenciling and insignia sufficient to do two aircraft is included.

VMF(AW)-323 F-8E BuNo150298 OPERATION GREEN WAVE JUNE, 1963

Subject: F-8E Crusader BuNo. 150298, VMF(AW)-323, MCAS El Toro, CA

Camouflage and Markings: Standard US Navy scheme. Black radome, fin cap, and antiglare panel. Face of inner wing section Insignia Red (FS11136). Leading edges of flying surfaces painted Corroguard (Aluminum). Bare metal afterburner cooling inlet ducts and tailplane plates. Flat Black walkways on aft fuselage and horizontal tails.

Mission Description: Operation Green Wave was the aerial deployment of VMF(AW)-323 from MCAS El Toro to NAS Atsugi, Japan. On 20 June 1963, after losing one jet two days earlier, the third cell of six Death Rattlers launched from El Toro for MCAS Kaneohe, Hawaii. Disaster struck when the rubber fuel cell in 1/LT Cliff Judkins' Crusader burst during in-flight refueling. With flames coming out of his jet, he tried to eject but the seat malfunctioned. Forced to bail out conventionally, he barely missed being struck by the tail of WS15 as it flashed by. Manually deploying his parachute, he noted a high rate of fall and then realized that his chute was partially streamed. Somehow Judkins managed to get a few panels open before he hit the water and his life vest inflated automatically. With broken bones from his feet to his pelvis, a punctured lung, damaged kidneys and other injuries, Judkins floated on the surface of the water, unable to reach his life raft. His squadron mates and tanker crew circled his "body" until they saw Judkins wave. Almost four hours elapsed before a nearby minesweeper plucked him from the water. He was then transferred to the heavy cruiser USS Los Angeles on her final voyage home, which then helicoptered him to a hospital ship. VMF(AW)-323 completed the deployment by ship and Judkins was hospitalized before returning to flight status six months after the incident. He was later assigned briefly to VMF-312 flying Crusaders. He left the Corps in late 1966 to fly for Delta.

Mission Load: Aircraft in clean configuration without tanks, pylons or launch rails.

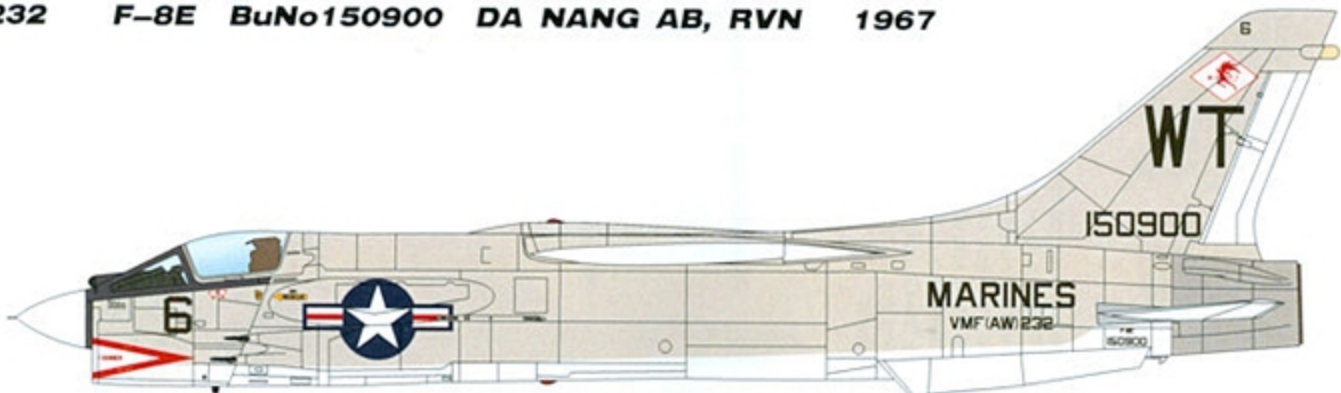
VMF(AW)-212 F-8E BuNo150665 USS ORISKANY NOVEMBER, 1965

Subject: F-8E Crusader BuNo. 150665, VMF(AW)-212, CVW-16, USS Oriskany (CVA34)

Camouflage and Markings: Standard US Navy scheme of Non specular Light Gull Gray (FS36440) upper surfaces with Gloss Insignia White (FS17875) undersurfaces, control surfaces, and landing gear. Black (FS17038) radome, fin cap, and antiglare panel. Face of inner wing section Insignia Red (FS11136). Leading edges of flying surfaces painted Corroguard (Aluminum). Bare metal afterburner section and tailplane plates. Flat Black walkways on aft fuselage and horizontal tails. Note White triangle style ejection seat warning. Note the white "106" on the wing center section. A pineapple with "Aloha" printed under it was added to squadron aircraft during the cruise.

Mission Description: On 5 November 1965, VMF(AW)-212 flying from the USS Oriskany, attacked the Hai Duong railway bridge about 40 miles southeast of Hanoi. Capt Harlan (Harley) Chapman was the last Crusader in a flight of four fraggged against the bridge. After dropping its bombs, Chapman's Crusader was hit with AAA which blew off the entire wing. As his jet tumbled end-over-end Chapman had difficulty reaching the main ejection handles due to the rising G-forces. He somehow managed to pull the auxiliary handle between his legs and ejected, but at some point in the process he dislocated his shoulder. As he floated in his chute toward a rice paddy he received small arms fire. Upon landing, he was surrounded by civilians who turned him over to the local militia. When Capt Chapman was released on 12 February 12 1973, he had been imprisoned for over seven years. He spent time in the Hanoi Hilton as well as spending four years in Son Tai, also known as "The Zoo." He was tortured many times with ropes and cuffs, put in isolation and beaten.

Mission Weapon Load: For the bridge strike WD106 was configured with 2xMk 84 bombs on the wing pylons. The fuselage had the Sidewinder rail base plates attached, but not the missile rails themselves. Alternatively, F-8s flying in support of the bombing aircraft were configured with 2xAIM-9Bs on the fuselage and 2xLAU-3 rocket pods on the wing pylons. We do have photos of WD106 configured this way as well. The rocket pods have the front aerodynamic fairing, but not the rear.

VMF(AW)-232 F-8E BuNo150900 DA NANG AB, RVN 1967

Subject: F-8E Crusader BuNo. 150900, VMF(AW)-232, MAG-12, DaNang AB, South Viet Nam

Camouflage and Markings: Standard US Navy scheme. White radome, black antiglare panel and panel behind radome. Face of inner wing section Insignia Red (FS11136). Leading edges of flying surfaces painted Corroguard (Aluminum). Bare metal afterburner section and tailplane plates. Flat Black walkways on aft fuselage and horizontal tails. Note tail warning radar antenna.

Mission Description: VMF(AW)-232 flew missions primarily in support of the Marines on the ground in the I Corps region of South Viet Nam. We do not have any particular mission to ascribe to WT6 but document it as a tribute to all those thousands of "routine" sorties flown by Corps pilots which saved the lives of many a Mud Marine during the Viet Nam War.

Typical Weapon Load: 8xZuni 5-inch rockets on fuselage pylons plus 8xMk.82 slick or Snakeye retarded 500-lb general purpose bombs on the lower and outboard stations of the multiple ejector racks or one Mk.84 2,000-lb GP bomb per pylon. Note that the Crusader could carry a maximum of 2000-lbs on each pylon.

WS15 Inlet Trim Decal Application

Apply red and white intake warning decals first. Then apply "Outer" decals before applying "inner" decals.



"Inner" decals fit inside the inlet

"Outer" Decals wrap around the front of the inlet

Upper Wing Markings



Paint Scheme Notes

The standard US Navy camouflage scheme used for its tactical aircraft from the mid-1950s through the late 1970s used Non-Specular (matt) Light Gull Gray (FS36440) on all upper surfaces and Gloss Insignia White (FS17875) on all undersurfaces and on all control surfaces (i.e. ailerons, rudders, and elevators), landing gear, and engine air inlet ducts. The insides of wing flaps and speed brakes as well as the edges of the speed brake and landing gear doors were painted Gloss Insignia Red (FS11136). The leading edges of wings and all tail surfaces had an aluminum colored anti-corrosive finish, Corroguard, applied. The afterburner cooling inlets were natural metal and, after about 1960, the entire afterburner sections of in-service Crusaders were left natural metal. The Crusader had a Flat Black (FS37038) antiglare panel. Radomes were generally black but occasionally white. The ventral fins on the Crusader were painted Insignia White, top and bottom. Tailhooks were alternatively striped in black and white.

Standard F-8 Plan View Camouflage and Markings

Corroguard (Aluminum color)
on all leading edges

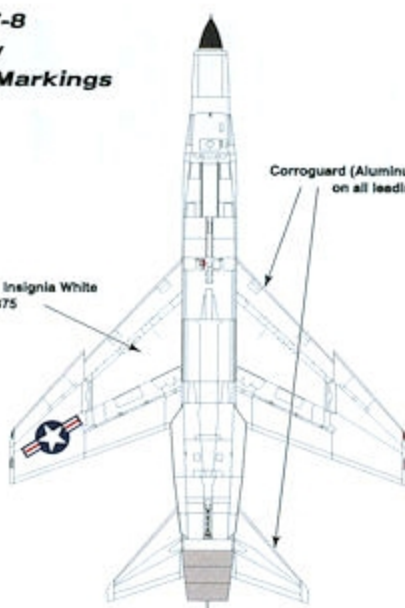


Non Specular Light Gull Gray
FS36440

Gloss Insignia White
FS17875

Gloss Insignia White
FS17875

Corroguard (Aluminum color)
on all leading edges



References

- F-8 Crusader in Action, In Action #7, Squadron/Signal, by Lou Drendel, 1973
- F-8 Crusader in Action, In Action #70, Squadron/Signal, by Jim Sullivan, 1985
- F-8 Crusader in Detail & Scale #31, TAB Books, by Bert Kinzey, 1988
- Vought F-8 Crusader, Famous Airplanes of the World #1, Koku-Fan, 1986
- F-8 Crusader Units of the Vietnam War, Osprey Combat Aircraft #7, by Peter Mersky, 1998

Acknowledgements

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