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# Grumman OV-1A Mohawk

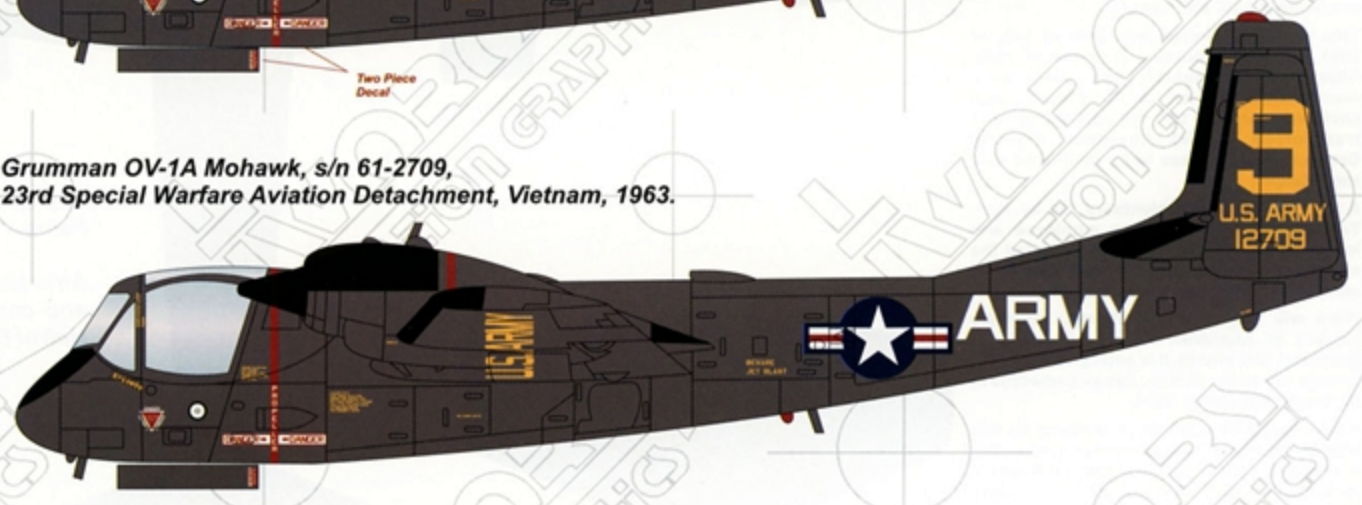
### WHAT'S OUT THERE? 1/48th Roden OV-1A Mohawk



Grumman OV-1A Mohawk, s/n 60-3740,  
Ft. Rucker, Alabama, 1984.



Grumman OV-1A Mohawk, s/n 61-2709,  
23rd Special Warfare Aviation Detachment, Vietnam, 1963.

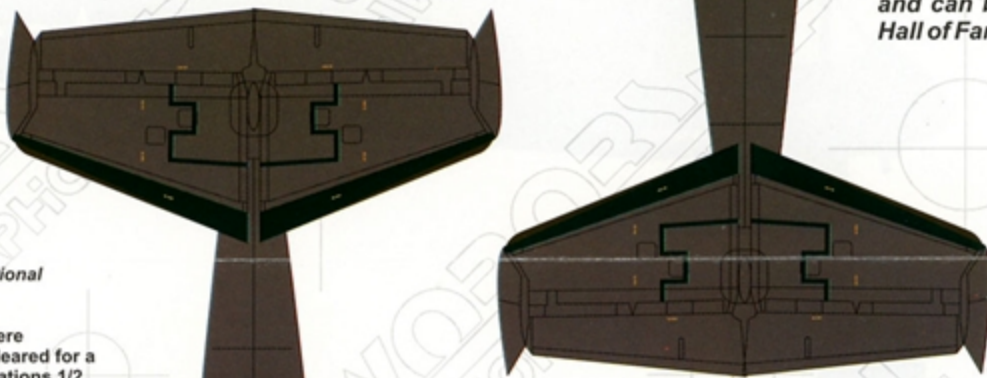
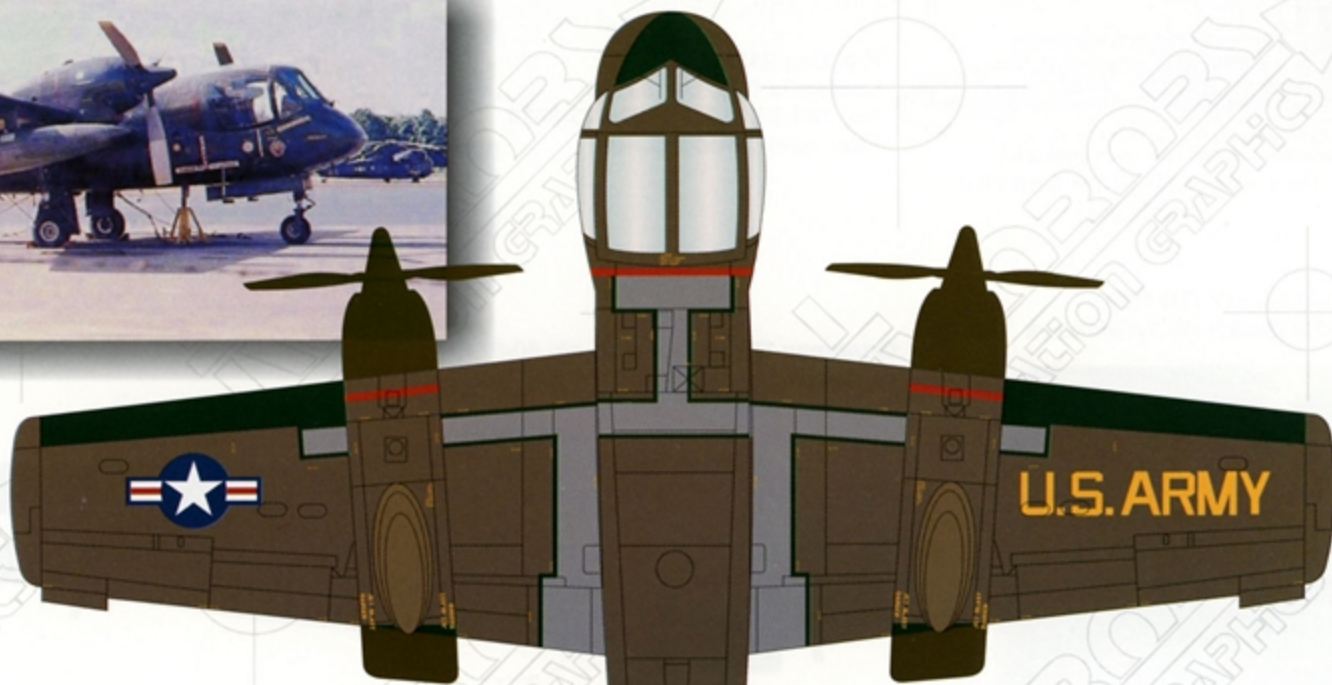


Photos courtesy of New Jersey  
Aviation Hall of Fame.



**Note:**  
Use the kit decal placement guide for all  
stencil data. The stencil data on this sheet  
is numbered exactly like the kit decals.





The NJ Aviation Hall of Fame received final approval for the acquisition of its first of six aircraft from the US Army Tank and Armaments Command (TACOM) this month. The release allows the museum to disassemble the aircraft and transport it from its present home in Maryland, to the museum site in Teterboro. The aircraft went through a demilitarization process, removing hazardous materials from the airframe and rendering it 'safe' and 'secure'.

This particular aircraft was built in July of 1961, and was grounded in March of 1984. After that, the aircraft was used as a maintenance trainer at Ft. Eustis, until declared surplus by the US Army and transferred to the Aberdeen Proving Grounds, where it was to be destroyed as a range target.

A group of museum volunteers, led by John Vanderhave, a Jet Aviation employee and long-time AHOF volunteer, spearheaded the efforts to save the aircraft, and five other military aircraft, from destruction.

Work will begin on the aircraft, currently located at Aberdeen Proving Grounds in Maryland, this month. It is anticipated that the aircraft will arrive in New Jersey sometime in the beginning of May, 2004.

If you have ANY experience working on this type of aircraft, and are interested in assisting the recovery team, please contact Jeff Herne, Director, NJAHOF, at 201-288-6344, or email [director@njahof.org](mailto:director@njahof.org).

**OV-1A/B/C Underwing Stores** (Source, *International Airpower Journal* Vol. 7

The JOV/OV-1A and JOB/OV-1C models that were modified to carry underwing munitions were cleared for a variety of rockets, bombs and other stores. Stations 1/2, and 5/6, were stressed to carry loads up to 500 lbs. as were the outboard stations. Wing stations 3 and 4 were located inboard of stations 1/2 and 5/6, and were stressed to carry up to 1,000 lbs. In the event that 300 gal. ferry tanks were needed, special flight restrictions were required since the tanks exceeded the maximum weight restrictions on these pylons.

The OV-1B was only equipped with inboard wing stations and normally only carried external fuel tanks.

*Very special thanks to Terry Higgins and the fine folks at the New Jersey Aviation Hall of Fame.*

*Aircraft 60-3740 is currently under restoration and can be seen at the New Jersey Aviation Hall of Fame in Teterboro, NJ.*

FS34087  
Testors 1711  
Humbrol N/A  
Gunze Sangyo H304  
Xtracolor X111

FS36173  
Testors 2035  
Humbrol HU156  
Gunze Sangyo H82  
Xtracolor X158

*Station 1/6, 2/5*

Aero 15C or 15D Bomb Rack  
250lb Bomb  
500lb Bomb  
LAU-32/A or XM157 Rocket Pod  
LAU-3/A or XM159 Rocket Pod  
LAU-10/A 5in Zuni Rocket Launcher  
XM13 Grenade Launcher  
XM14 Armament System  
XM18 Armament System  
Sidewinder 1A or 1C  
LS-59A Flasher

*Station 3/4*

Aero 65A Bomb Rack  
LAU-25 with Mk 24 Parachute Flares  
Mk 81 250lb Bomb  
Mk 82 500lb Bomb  
750lb Bomb  
XM14 Grenade Launcher  
XM14 Armament System  
XM18 Armament System  
MK 83 1000lb Bomb  
Mk 79 1,000lb Bomb  
Mk 12 Smoke Tank  
CBU-19 Chemical Cluster Bomb  
150 gal External Fuel Tank  
300gal Ferry Fuel Tank  
M4A Resupply Container

