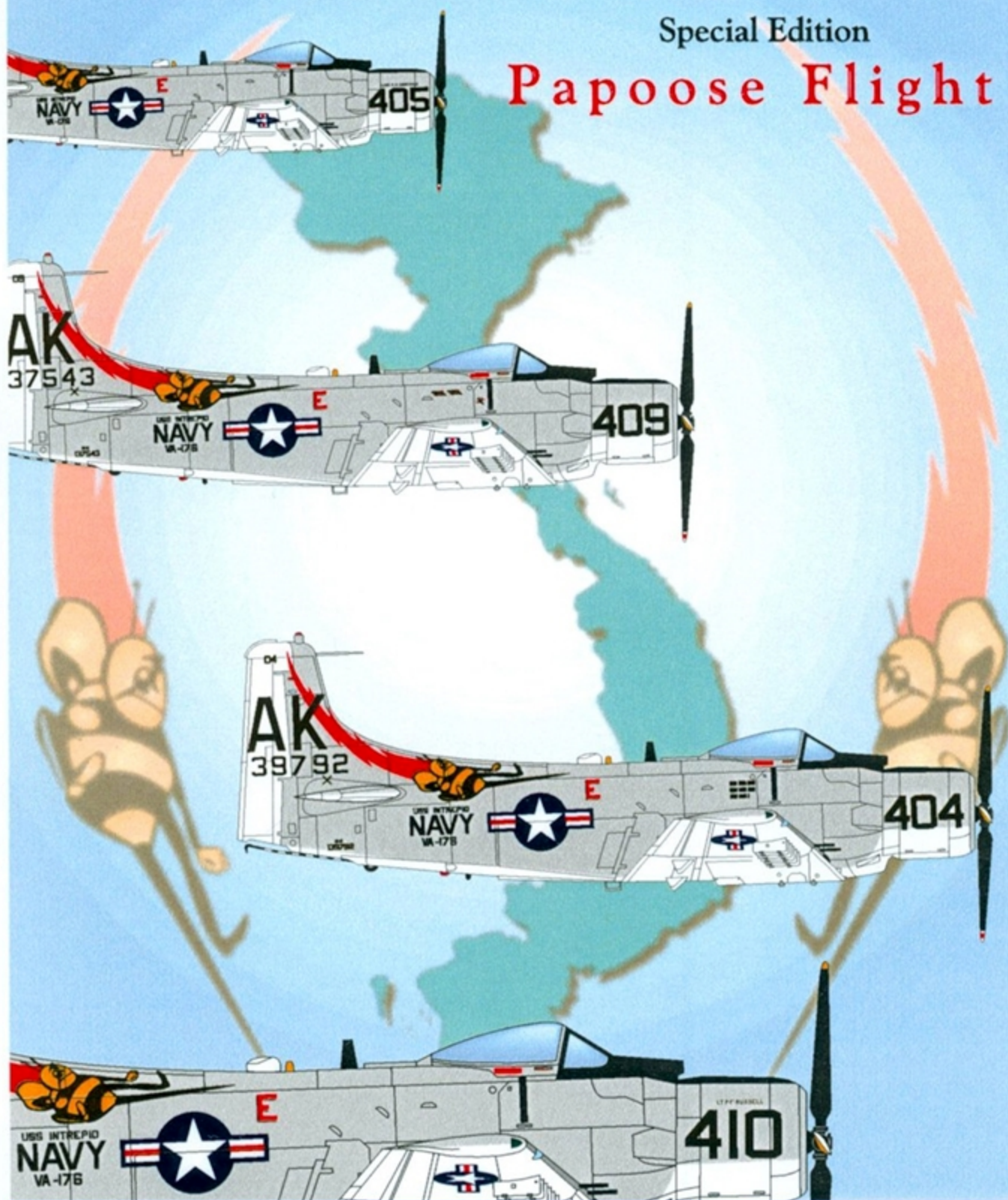


# AeroMaster™ PRODUCTS

IPMS National Convention  
DALLAS 2000

Special Edition

Papoose Flight



Suggested Kit: Tamiya/Monogram Skyraiders



# AeroMaster PRODUCTS

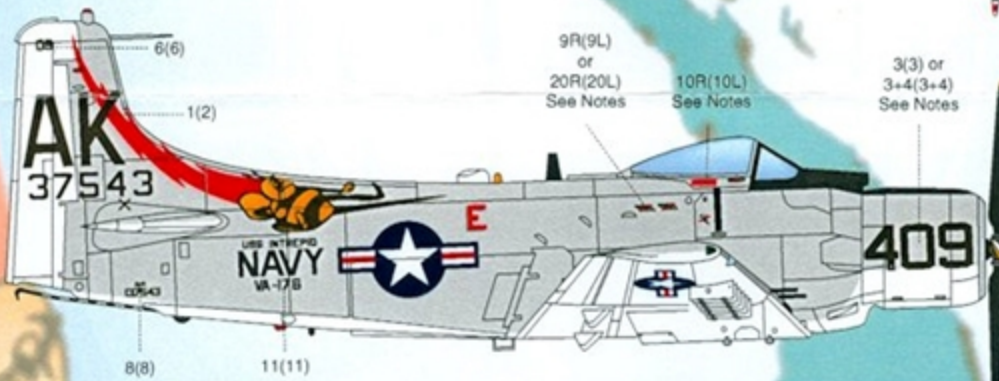
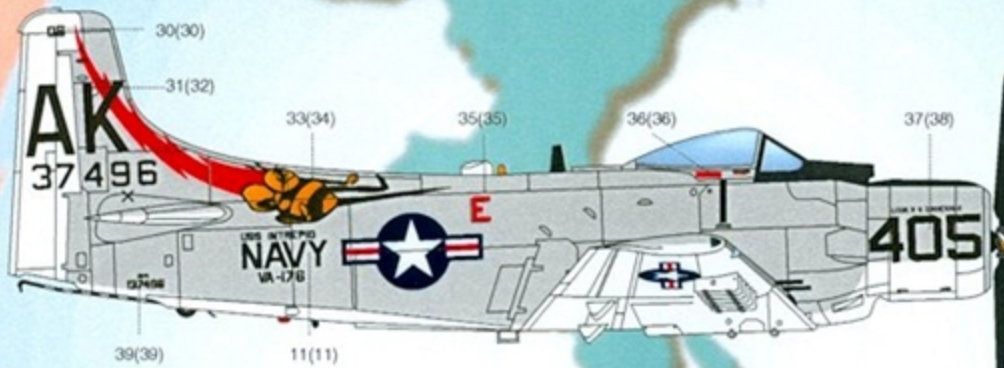
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IPMS National Convention

## DALLAS 2000

Special Edition

## Papoose Flight







A/C # 1----30  
A/C # 2----6  
A/C # 3----14  
A/C # 4----27

09

For the last 6 years, (excluding 1999) AeroMaster has been pleased to provide the Convention Decal for IPMS USA. This year we will do one better, two decals. The number one has been included in your Convention Package and follows the convention theme with A/C stationed at or visiting Dallas NAS.

Number two is one of our favorite themes, and goes back to our original decal 48-365 where we featured A/C 405, an A-1H Flying off the USS Intrepid during the fateful day of September 10, 1966.

On this day, A-1's from VA-176 shot down one or two, perhaps three Mig-17's or were they Mig-19's or 21's? Vietnamese or Chinese?

While further researching this event and unknown to us, one of our club members that for security reasons we will call Machmaster, was a classmate

and best friend of one of the pilots in this flight, and has received tremendous first hand information on this incident.

Now sit back, relax, read and arrive to your own conclusions. What really happened there we will probably never know, but definitely more than what was released to the press took place that day.

We know that it is very unlikely that you or anybody for that matter will build four A-1Hs, but the option is yours to build one, or two, or reconstruct that eventful flight.

Please accept this package with our gratitude for your past, present, and future support.

Happy Modeling!

| AeroMaster<br>Warbird Colors |                    | Acrylics |
|------------------------------|--------------------|----------|
| 1001 Gloss Clear             | 1013 Black         |          |
| 1002 Semi-Gls Clr            | 1014 Red           |          |
| 1003 Flat Clear              | 1015 Blue          |          |
| 1004 Tire Black              | 1016 Green         |          |
| 1011 Yellow                  | 1056 Lt. Gull Gray |          |
| 1012 White                   |                    |          |

| AeroMaster<br>Warbird Colors |                    | Enamels |
|------------------------------|--------------------|---------|
| 9001 Black                   | 9011 Glaze         |         |
| 9002 White                   | 9012 Flat Clear    |         |
| 9003 Yellow                  | 9013 Semi-Gls Clr  |         |
| 9004 Blue                    | 9014 Gloss Clear   |         |
| 9005 Red                     | 9056 Lt. Gull Gray |         |
| 9010 Tire Black              |                    |         |

If you have suggestions for future subject matter, AeroMaster would like to hear from you. Our goal is to provide high quality, well researched decals of unusual and interesting subjects. We value our customers' input, so if you have specific suggestions or photographs of unusual subject matter which you would be willing to share, please contact us.



## "Papoose Flight"

To paraphrase Fleet Admiral "Bull" Halsey:

There are no "heroes".. only common men who act in exceptional circumstances.

"Papoose Flight" of Attack Squadron 176, off Intrepid in the Fall of 1966, would be memorable. This was a **Rescue Combat Air Patrol**, providing cover for a hoped-for recovery of a downed F-4 Phantom aircrew. Two Skyraiders were already at the scene and, escorting a helicopter in two more A-1s, were Lt.(jg) W. T. "Tom" Patton and Lt. Pete Russell. Most memorable was not that it started as "merely" a ResCAP, nor that it failed, but that propeller-driven aircraft would be challenged by MiG jets coming from the direction of North Vietnam, and emerged victorious. Such rare events are appealing historical curiosities, and modelers are enthused to model "that" plane, especially if it subsequently carried a "kill" marking. Here, the appeal is greater because the aircraft of VA-176 carried colorful "bumblebee" markings on the fin.

But, in several published accounts, the facts are confused, and available photos do not clarify which Bureau Number aircraft was flown by which pilot, or if the aircraft which received the "kill" markings were the ones on the mission. Among the four A-1 pilots, three results were obtained: a "Kill", a "Probable" and a "possible". If records exist, they would be difficult to obtain, and perhaps classified. References variously indicate different mission dates in 1966; that the jets were MiG 21s, MiG 17s or MiG 19s; that Russell got the kill and not Patton, though Patton is officially credited; and the location is not consistent in all accounts. Why, with only one confirmed "kill", did two Skyraiders receive kill markings?

Even the memory of eye-witnesses can not be accepted without confirmation. One of the pilots involved has given a verbal account with details differing from the published ones, but his version cannot be verified, and that pilot was later killed in action. It is rare that a life-and-death encounter be retold without confusion. For the several helicopter and Skyraider pilots involved, cloud cover, over-the-shoulder glances, and the dictates of survival gave no one individual complete perspective. After such an event, military custom would encourage that the honor be broadcast to all the individuals on the team: from the sweating crews who launched "Papoose Flight", to the other pilots, to the squadron, and to the ship. In the spirit of camaraderie, this was a shared success, a "team effort". Patton and Russell had been trained and acted as a team... as much as the unexpected developing combats would allow... and the pilots were probably thrilled to have been there together and greatly relieved to get back to the security and smiles aboard Intrepid. In flight training at Pensacola, Pete Russell was an exceptionally generous and dedicated individual. Patton and Russell were aggressive and superior pilots, motivated by family Naval traditions and dedicated to the customs of the service. In the tradition of Naval Aviators, they would accept the Official version.

Complete markings for any one "Papoose" aircraft are difficult to find. Afterward, the large 3-digit squadron cowl numbers could be changed from one BuNo. aircraft to another. The same aircraft could be subsequently reassigned, with the new pilot's name applied. Though Francillon's "Tonkin..." book lists Patton's aircraft as #409, and that aircraft was marked with a kill, he is photographed with kill-marked #404 on page 54, and the BuNo of this aircraft is not visible. The artwork in Jackson's Douglas Skyraider was used as the source for the BuNo. given here.

There has been insistent demand by some Internet modelers that they be relieved of effort and provided with perfection. They feel cheated when they think their purchased product falls short, failing to appreciate the advancement and options which are provided. Modeling is an individual effort of developing skills, and so is the production of model products... and so is life. The most rewarding is the one incorporating the most successful individual effort, including researching the subject. The facts of "Papoose Flight" are not yet accurately published, but an intelligently motivated modeler could act toward the truth, research government records, contact the pilots, and contribute his findings to the modeling community.

In an effort to provide all that may be needed for an accurate model, this decal sheet is as complete as the best available information allows. It provides choice while not dictating what the modeler "must" do. We hope you appreciate your choice...

Machmaster

### References:

1. Airwar Over Vietnam, KokuFan Illustrated No.21, 1984. p.71.
2. Argosy (magazine), "You Have Been Had by a SPAD, Dad", September, 1967. (text)
3. Douglas Skyraider, Jackson, Aero Pub., 1969. pp.88 (text), 117-8 (text/photos), center-spread artwork.
4. Douglas A-1 Skyraider, Famous Airplanes of the World No.18, 1971. Cover color drawing.
5. Douglas A-1 Skyraider, Famous Airplanes of the World No.6, 1987. pp.1-14 and 83.



6. The A-1 Skyraider, Birdsall, ARCO Pub., 1970. p.26.
7. Tonkin Gulf Yacht Club, Francillon, Naval Institute Press, 1988. p.52, 54, 142 (top).
8. Skyraider, Rausa, Nautical & Aviation Pub Co. of America, p.154, 1982. (text)
9. Photo supplied by Warren Munkasy and Jose Herculano.
10. Douglas A-1 Skyraider, Johnson Schieffer, 1994. Cover end.

### **General Notes:**

The Japanese caption on page 71 of Reference 1 indicates that aircraft 405 was part of Papoose Flight. It does not carry any kill markings and it is as depicted in our work 48-365, at least at the time of the photo. Now we have two certain ResCAP participants (409 and 410), one possible (405), and another probable (according to our references) and certainly used for publicity shots with Patton on the wing root (404).

We have possibly reconstructed Papoose Flight on that eventful morning of 1966 when one, and perhaps two more MiG 17s, 19s, or 21s, fell to the guns of the venerable SPAD.

We are not claiming this is 100% accurate history, but as "Machmaster" says, time, records, and wartime intelligence (secrecy) has a tendency to twist the facts. We enjoyed digging this deep into the event, and hope you enjoy the participant machines, correctly depicted, whatever the truth.

I hope we have enlightened you, and not confused you, with some of the dilemmas in which we find ourselves while researching our work. This shows you how confusing it can be, even with good photo evidence, since sharpness of photo, glare, date and age of photo, and even incorrect captions can throw you off. But this is part of life and we must take the good with the bad.

This work is dedicated to Lt. Russell who himself was killed later in Vietnam. Also to "Machmaster", whose help was invaluable, and to all of you guys who so wonderfully support us. Please consider this set as a special one-time free supplement to our 48-365 decal sheet, not as a correction.

### **"409":**

Patton's name shows only on the left side. However, it could be hidden by glare on the right side picture that we have. Use decal 3A if you want the name on both sides. Note that there is no aircraft number (09) on the right flap. See picture. Our picture of aircraft 409 shows only 10 bombing missions and 1 kill on the right side, photo obviously taken after Papoose Flight. Traditionally, if the tally is on both sides, they will coincide. If ten more missions were added after this photo we do not know, but you get both options!

### **"404":**

Reference 7 has a better photo of Patton, with "404" visible, on page 54. It has a kill mark and bombing tally markings as 409. Which one is correct? Did 404 have a kill marking painted for publicity purpose, or was that aircraft also granted a kill mark?

No other photo, that we know of, shows the complete aircraft. This decal has been reconstructed from artwork appearing on the cover and page 73 of Reference 3, and should be considered provisional, until and "if" it is ever known. Bomb tally and kill appear on the left side. According to our contributor "Machmaster", a personal friend of Russell, this is probably the aircraft he was flying on this ResCAP mission.

### **"410":**

This is one of the four aircraft involved in Papoose Flight, and this one carries Lt. Russell's name, at least on the right side of the cowling above the modex number. The crew chief's name also appears underneath the modex number, but unfortunately it is not readable.

Enjoy!  
Happy Modeling.  
AeroMaster Products.



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Photo: McDonnell Douglas via Warren Munkasy