Detaching the Engine Parts

The fundamental part of the engine is composed of 6 parts: the front and back parts of each row in the row, the front and back pushrods. Due to certain conditions of manufacturing, the space between each part and the entire space is very small, so if you forcibly remove the parts from the sprue, you will damage the parts. Begin by detaching the parts with the surrounding sprue still attached, then little by little, use nippers and a hobby knife to remove the gate marks and seams.

Attaching the Intermediate Pipes

A large feature of the NSW kit is that all of the intake tubes and exhaust pipes have been made into parts that correspond with their actual counterparts. 9 cylinders x 2 rows = 18 cylinders, and each of the 18 has its own intake tube and exhaust pipe.

Attaching the Exhaust Pipes

As the exhaust pipes have also been made into parts that correspond to their counterparts in the actual aircraft, they are rather complicated parts. Please study the photos in the assembly manual, as well as this page, very closely, so that you can build without any errors. By assembling the complicated exhaust pipes, you will gain a thorough understanding of the engine structure in the actual Skyraider.
The Cannons in the Wings

1. The A-1H Skyraider is equipped with two M3 20mm automatic cannons in each of the main wings. The inner wing cannons are armed with 200 rounds of ammunition each, and the outer wing cannons with 158 rounds each.

2. The 60 rounds in the center of the photo are inner wing cannons, and the 2 cannons in the foreground are outer wing cannons. The cannons and their magazines should be painted matte black, and a light, inorganic dry brush will give a large boost to the degree of realism. The shells have been very finely painted, so please paint them in separate metallic colors such as gold and silver.

Completing the Inner Wing Interiors and the Outer Wings

1. If you compare the main landing gear storage bays in the actual aircraft to those in the SWS kit, details such as the piping on the spats and the underside of the main wing upper surface, the magazines that are visible through the openings in the panels, etc., all make it clear that the kit parts are created to be faithful in every way to their counterparts in the actual aircraft.

2. Before you attach the internal structure to the outer wing underside, make sure to insert the 20mm cannons.

3. The inner wing 20mm cannons are each painted in their own magazine facing the interior. The magazines are also visible through the openings in the panels of the main landing gear storage bays.

4. The outer wing 20mm cannons each have their own magazine facing the interior. The magazines are also visible through the openings in the panels of the main landing gear storage bays.
Once you are completely finished with the basic paint job, it’s time to wash with diluted enamel paint. Use a broad, flat paintbrush to coat the aircraft with the enamel paint. You should remember, however, when the model is painted, lightly wipe it off with tissue paper. This is the model after it has been coated in a thin layer of enamel paint, then lightly wiped off with tissue paper. When compared with the model in photo 01, it looks considerably clearer.

In this photo, the model after it has been coated in a thin layer of enamel paint, then lightly wiped off with tissue paper. When compared with the model in photo 01, it looks considerably clearer. Just as in photo 02, this model has been coated in a thin layer of enamel paint, then lightly wiped off with tissue paper. The model now left after washing is clearly visible on the white surface. From this point, proceed to wipe with care, always keeping an eye on the state of the paint job.

1.0. Just as in photo 03, this is the model after it has been coated in a thin layer of enamel paint, then lightly wiped off with tissue paper. Keep in mind that this is a photograph of the model after it has been coated in a thin layer of enamel paint, then lightly wiped off with tissue paper.

0.1. This is the model after it has been coated in a thin layer of enamel paint, then lightly wiped off with tissue paper. Keep in mind that this is a photograph of the model after it has been coated in a thin layer of enamel paint, then lightly wiped off with tissue paper.

0.2. While the model after it has been coated in a thin layer of enamel paint, then lightly wiped off with tissue paper, keep in mind that this is a photograph of the model after it has been coated in a thin layer of enamel paint, then lightly wiped off with tissue paper.

0.3. While the model after it has been coated in a thin layer of enamel paint, then lightly wiped off with tissue paper, keep in mind that this is a photograph of the model after it has been coated in a thin layer of enamel paint, then lightly wiped off with tissue paper.

0.4. While the model after it has been coated in a thin layer of enamel paint, then lightly wiped off with tissue paper, keep in mind that this is a photograph of the model after it has been coated in a thin layer of enamel paint, then lightly wiped off with tissue paper.

0.5. While the model after it has been coated in a thin layer of enamel paint, then lightly wiped off with tissue paper, keep in mind that this is a photograph of the model after it has been coated in a thin layer of enamel paint, then lightly wiped off with tissue paper.

Due to the intense missions the Skyraiders undertook, they would become quite dirty during their time at sea. Shown in the photo on the lower right is a VA-152 Skyraider during the Vietnam War, besides the state of the plane’s cleanliness (or rather, lack thereof!), there are several additional details that help make it a photo of great interest.
**The Main Landing Gear Assemblies on the Actual Aircraft**

**Main Points**
- The main landing gear assemblies on the actual Skyraider appear to be very complex structures, but they are actually organized in such a way that the links pull on the main gear struts from behind, twisting the tires 90° as they are stowed.
- In this model, the landing gear is simplified. Please take note of this when attaching the struts from behind.
- The brake caliper, which is clearly visible in the Skyraider model, is also clearly visible in this model.

**Hints**
- The brake behind the wheel extends further than the actual line itself. Even the black brake pipe has been properly reproduced as a part in the kit.
- The main gear actuator (part D-21 in the kit) is cylinders, and the silver of unpainted metal.
- Order to prevent crew members from touching it, please clean the brake handles and tainting their hands with wiping the planes within the narrow confines of a carrier deck. The Navy planes of this time period had the edges of their main gear doors painted in blue and red.

**Figure 1**
- Presented in this photo is the main landing gear assembly of an Air Force type Skyraider. The main gear strut is identical to that of a Navy type Skyraider, but the two will differ where the wheels are concerned, so please be careful.

**Figure 2**
- This photo, the structure of the main gear strut itself is clearly visible, as is the brake section behind the wheel. As this is an aircraft that was flown in the US Air Forces, the edge of the main gear door was not painted red. As shown in this photo, the front of the main gear door has a decorative curve to it, with the tubing attaching to the underside of the main wing.
Well, here’s the make-or-break of this whole build. I know most all of you people reading this article have your own painting process, so I won’t try to impede this. It’s your airplane, you do it your way, because you know best what works for you, right? Very well. I use “Eloquil” paint. Have been since about 1972, oh no, more ancient. History – can’t help it, I’m an old dude.

Anyway, like this paint and I have a mixing chart from Jim Pimentel painted from many moons ago, for mixing FS (Federal)

Standard and MILSPEC colors. You former military types know what I’m talking about, everything in the world has a MILSPEC number. So I mixed up some Viet Nam colors and painted the airframe in Viet Nam camouflage colors, using an old “Pacstripe” VL airframe. Once the basic camouflage scheme is on, I go back over the color separation lines with a thinned mix of the adjoining colors to tidy up the separation lines. Most RNVAF airplanes had a hard edge, wavy line separating the top camo colors from the bottom light gray. I can do a long piece of masking tape in a wavy line and applied it to the model to paint the bottom gray. The wing leading edges are a soft separation line.

Okay, now since I chose a Viet Nam scheme. Now I had to do with their national markings. I thought about it and finally, the airlight bulb came on and I realized I could use WW2 US national insignia with the red surrounds for starters. I found some in my space decal box. After these were applied and dried sufficiently, I, as carefully as my shaky hands would go, painted the side bars yellow with a red strip down the middle. Easy enough once, but four times! Wheee. Break time. There is a South Viet Nam flag on each side of the rudder, but this was easy enough, a yellow rectangle with a white horizontal red stripe in the center. Now I began the therapy work. The blue band with the sweep starts on the rear fuselage. I masked off and painted the band, gloss insignia blue. I had a sheet of plain white decal, so on the back, in pencil: I drew different-sized oval and then drew the swept starts inside them. After that, I spent the remainder of the evening cutting out approximately 30-odd start decals. I applied the stars in a more or less random fashion. In two rows on the blue band - and it looked pretty good for this Olly (Ted Voy). The rest of the stencil was done from the kit decal sheet. But since most of the South Viet Nam green crew couldn’t read much English, most of the stencils were painted over the first time the airplane went to the paint shop. I airbrushed the exhaust stencils on the sides of the airplane using a very thin, almost black with a hint of tan indicating a 90° lean mixture and a well running engine. Serial numbers and squadron codes and the two tiger-faces on each side of the cowling came from the very present present space box. The rest of the kit decals appear very nice, follow the guide.