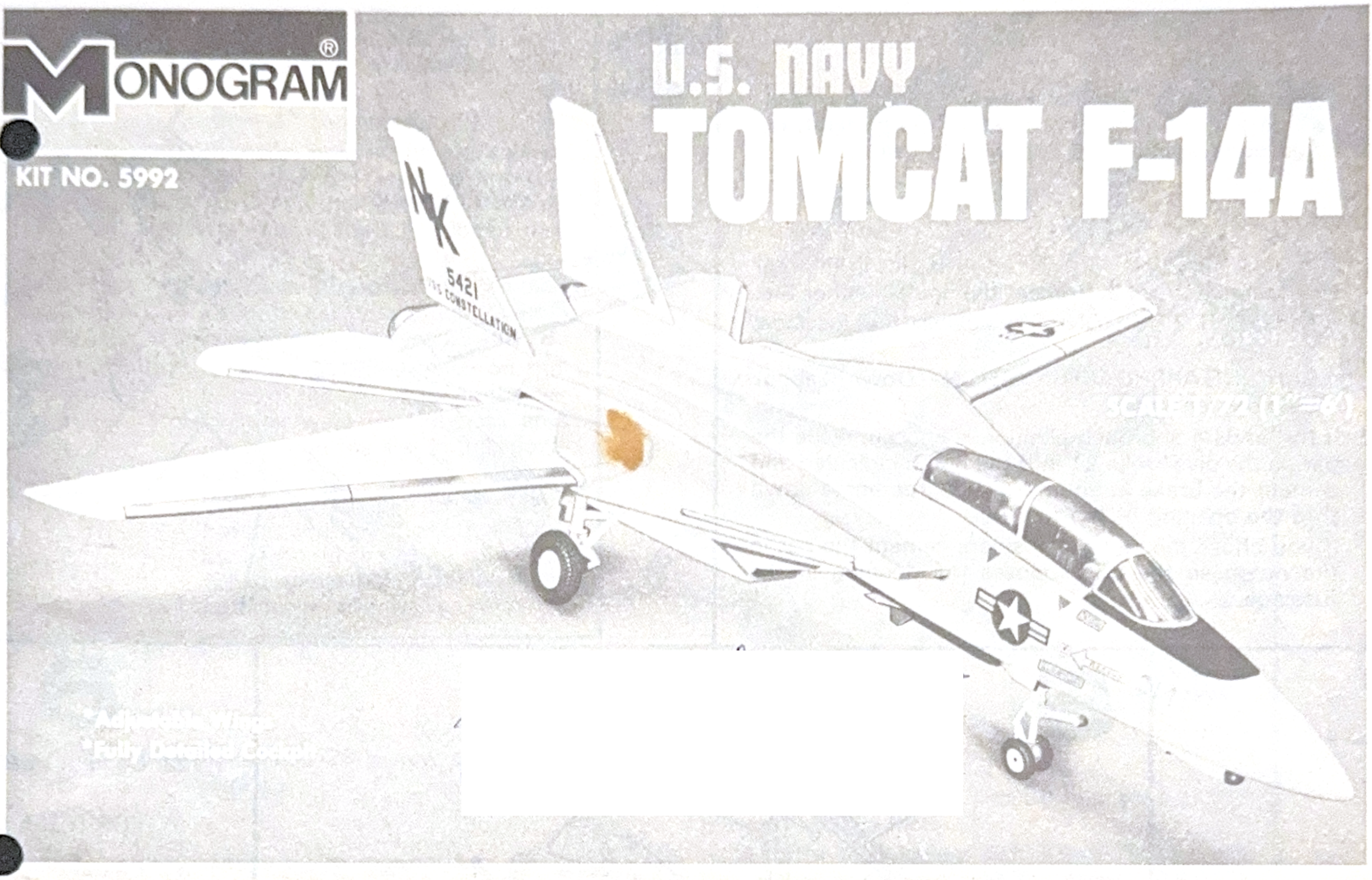
MONOGRAM®

KIT NO. 5992

U.S. NAVY TOMCAT F-14A



TOMCAT F-14A

The U. S. Navy's F-14A is a sophisticated, supersonic, carrier-based swing wing fighter. It is designed around a combat load of Sparrow air-to-air missiles, but with configuration flexibility for Phoenix and Sidewinder missiles coupled with an internal M-61 20mm cannon. It is built to meet enemy fighters in the air anywhere, as well as bomber and missile threats to the attack carrier striking force.

Designed to insure fighter deployment in a minimum of time, the F-14 uses flight-proven engines and the new AWG-9 weapons control system. The F-14 design provides for growth factors in speed and range to guarantee air superiority in the years to come.

The swing-wing design assures good performance over a full range of speeds. Swept forward, the wings give ample lift for low wind-over-the-deck launches and carrier landings at 120 knots. Swept forward, they also provide endurance for combat air patrol missions coupled with instant flexibility to accelerate to supersonic dash speeds. Swept fully back to 68 degrees, the airplane is just what it appears to be—a high performance, highly maneuverable fighter.

Each of the two engines will deliver nearly 20,500 pounds of thrust. In maneuvering, the F-14 will have no equal. Dash times in level flight acceleration are outstanding. A Mach-sweep-programmer will automatically position the wing for the best fighter performance—in high-G maneuverability and agility throughout the entire speed spectrum.

A fast-acting pilot-controlled maneuvering flap enhances combat agility in the subsonic-transonic speed ranges.

Glove vanes extend from the leading edge of the fixed portion of the wing at Mach one speed to offset the shift in the airplane's aerodynamic center. The vanes also boost quick maneuvering ability.

The F-14 weapon system has been designed around the basic Sparrow missile fighter mission. The low drag, semi-submerged Sparrow arrangement between the engine nacelles contributes to high speed and maneuverability and low weight in a dog fight.

When equipped with Sparrow missiles, the F-14 will have internal fuel to escort strike groups on 500-mile-range missions without in-flight refueling and still be capable of two minutes of maximum-thrust air combat any time the need arises.

The F-14 is an optimal combination of speed, acceleration, maneuverability and radius of action, including a fire-control system with multiple weapons options. It has been designed to grow in performance as technology permits and is well suited to such Navy fighter missions as air-to-air combat, fighter sweeps, combat air patrol, and all weather interceptions.

Technical information for the F-14A courtesy of: United Naval Air Systems Command, and Grumman Aircraft Engineering Corporation.

MONOGRAM MODELS, INC. Morton Grove, Ill.

5992-0201

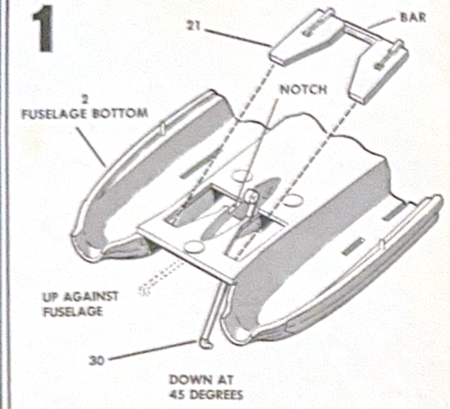
ABOUT YOUR MODEL

The F-14A is a large model in 1/72 scale having a wingspan of 10-7/8" and a fuselage length of 10-5/16". It has amazing detail throughout including a cockpit and two crew members. The fuselage is molded in two pieces with a top and bottom half to provide the best detail. Wings are pivoted and linked together so that by pulling either wing, both wings will extend. Detailed main and nose landing gear struts with wheels can be attached to the model for extended position. Landing gear doors can be cemented in place for in-flight position when landing gear is not attached. Clear canopy can be attached in opened and closed position. Interesting display base has an aircraft carrier deck with a simulated water background.

SEVEN STEPS TO SUCCESSFUL MODEL BUILDING

1. READ the instructions . . . . . STUDY the drawings . . . . . Become familiar with your new Monogram kit.
2. DO NOT REMOVE parts from trees until ready for use. All parts are identified by a number.
3. Read PAINTING INSTRUCTIONS before assembly. Some parts must be painted before cementing.
4. CUT parts from trees, breaking off may damage part.
5. CHECK FIT of part before cementing into place.
6. Apply cement with a TOOTHPICK on small areas. Too much cement can damage your model.
7. DO NOT RUSH assembly. FOLLOW instructions and check off each step as completed.

1

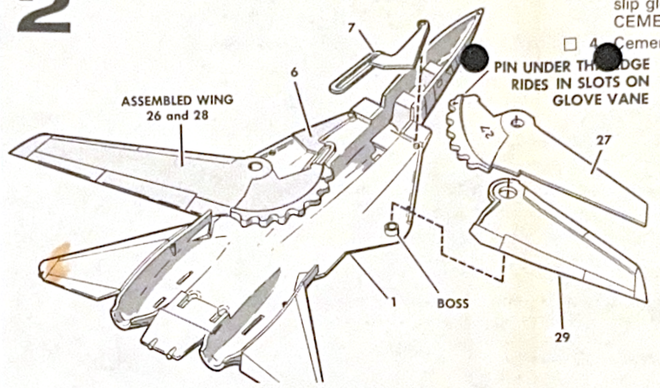


Before assembly of the Tomcat F-14A begins you must decide which of the two positions, either the in flight, or landing approach position you are going to use . . .

☐ 1. Insert the arresting hook 30 into the slot in the rear of fuselage bottom 2. Cement the hook in either the:
IN-FLIGHT POSITION—Up against the fuselage, or the
LANDING APPROACH POSITION—Down at about a 45 degree angle.

☐ 2. If the landing approach position is chosen, place the bar on the dive brake 21 into the notch indicated and cement the brake at about a 30 degree angle down thru the opening of the fuselage.
If you chose the in-flight position, cement the bar in the notch so the brake closes the opening in the fuselage.

2



☐ 3. Turn the top fuselage half 1 upside down and slip glove vane 7 over the pin shown. DO NOT CEMENT.

☐ 4. Cement wing bottom 27 to wing top 29.

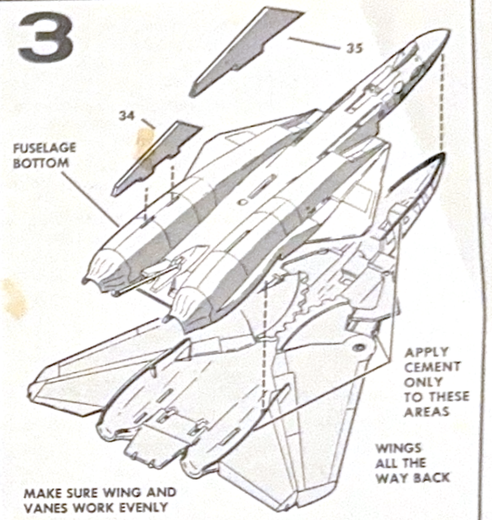
☐ 5. Place the hole in the assembled wing over the boss as shown. The pin on the top surface of the wing sits in the long slot of the glove vane.

☐ 6. Slip glove vane 6 on the remaining pin. (Do not cement.) Then assemble wing halves 26 and 28.

☐ 7. Now line up the arrows on the gears of the wings. Place the remaining wing on the boss and the pin into the slot in the glove vane 6.

☐ 8. With your thumbs on the two bosses, carefully move the wings back and forth. Make sure the wings and vanes are opening and closing evenly.

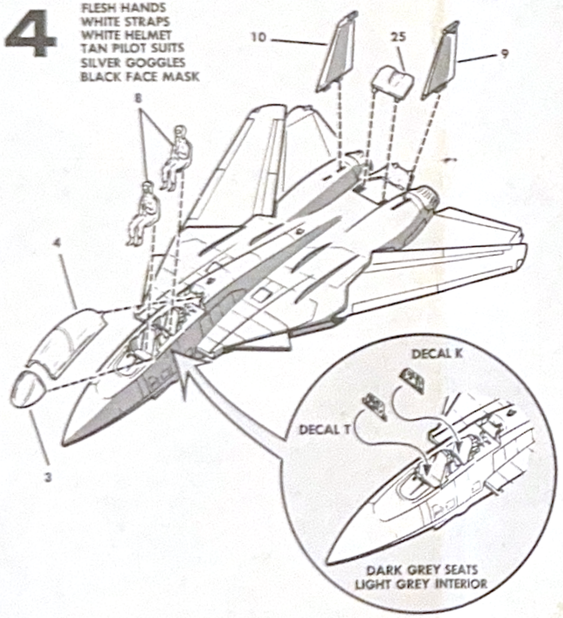
3



☐ 9. Cement bottom fins 34 and 35 into slots in the bottom fuselage half.

☐ 10. Holding the top fuselage half upside down, with the wings all the way back, cement fuselage halves together. While the cement is still wet test the wing action. Hold fuselage halves together until the cement sets.

4



☐ 11. Apply control panel decals.

☐ 12. If you are going to paint the crew do it now. (See Painting Instructions.) Cement the crew into the cockpit.

☐ 13. Slip canopy 4 into slots as shown. Cement windshield 3 into place. The canopy may be cemented up or down or left alone to remain movable.

☐ 14. Cement top air brake 25 into place. CLOSED FOR FLIGHT. OPEN FOR LANDING.

☐ 15. Cement rudders 9 and 10 into slots in top of fuselage.

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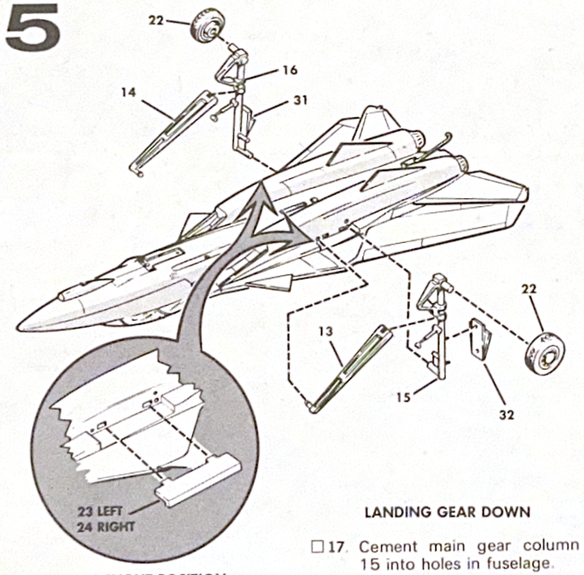


IN-FLIGHT POSITION

☐ 16. Illustration insert shows main landing gear covers 23 and 24 to be used for the IN FLIGHT position.

LANDING GEAR DOWN

☐ 17. Cement main gear column 15 into holes in fuselage.

☐ 18. Cement brace 13 between main gear column and fuselage as shown.

☐ 19. Main landing gear cover 32 is now cemented to the column.

☐ 20. Cement wheel 22 onto axle.

☐ 21. Repeat the above assembly procedure for the other landing gear assembly.

6

☐ 22. Cement missiles 5 in place.

FOR NOSE GEAR DOWN

☐ 23. Cement nose gear doors into position shown.

☐ 24. Cement cover 11 onto nose gear 17. Then cement the nose gear in place.

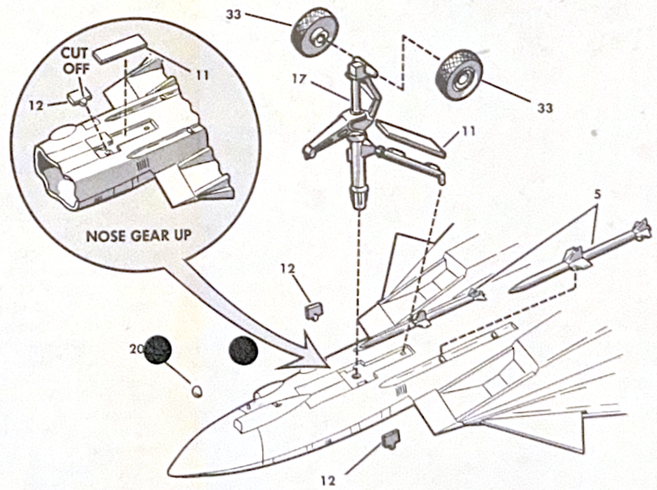
☐ 25. Cement nose wheels 33 onto axles on nose gear.

☐ 26. Radar cap 20 is now cemented in place.

FOR NOSE GEAR UP

☐ 27. Cut tabs from nose gear doors 12. Cement these doors side by side in the wheel well as shown.

☐ 28. Cement door 11 into remaining portion of the wheel well.



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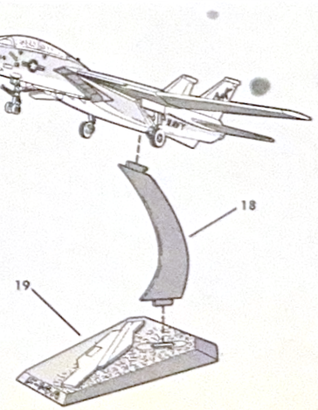


☐ 29. If base and pylon are used, insert top of pylon 18 into slot in the bottom of the fuselage . . . DO NOT CEMENT.

☐ 30. Cement bottom of pylon into base 19.

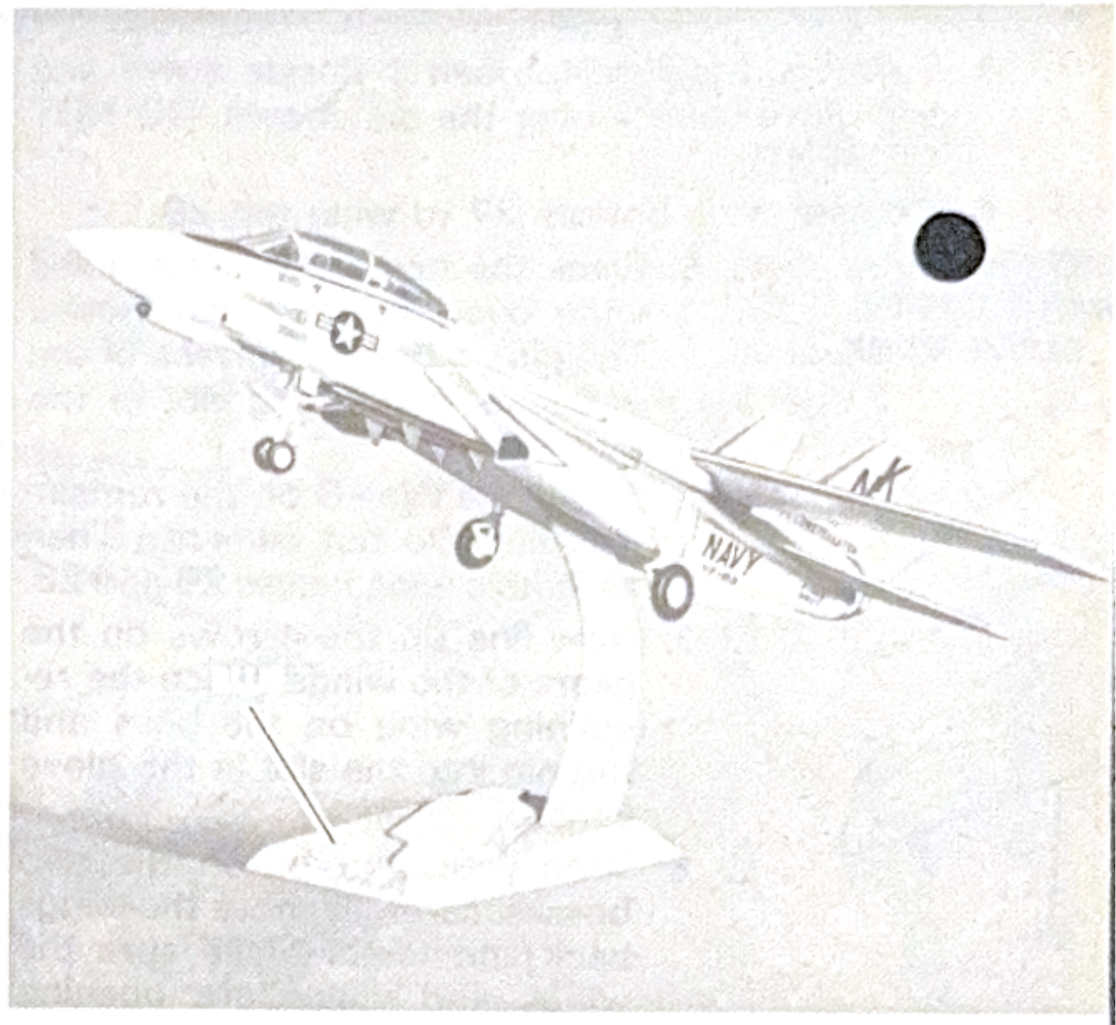
PAINTING

The plastic parts in this kit are molded in medium gray, black and clear styrene. A realistic and attractive model can be completed without painting. However, if you wish to paint additional details suggestions are given below.

It's best to paint most of the small parts before cementing them. The large surfaces such as the fuselage, rudders, wings and tail may be painted after assembly if you wish.

Use only PAINT FOR PLASTICS or ENAMEL paint. A small pointed brush is best for painting small parts. A soft 1/4 inch wide brush is best for the larger areas. Allow paint to dry thoroughly before handling parts. Scrape paint away from areas to be cemented because cement will not hold to the paint.

Follow these photos to achieve a realistic Navy color pattern for your Tomcat F-14A.



DECALS

When applying decals refer to the photos for exact location. For a nice clean looking job follow the instruction on the back of the decal sheet.