Danger Zone

US SUPERSONIC FIGHTER 1:48 SCALE PLASTIC KIT



intro

The Grumman F-14 Tomcat was developed for the United States Navy's Naval Fighter Experimental (VFX) program, following the collapse of the F-111B project. During the design phase, the experience of air combat against MiG fighters during the Vietnam War was taken into consideration.

The F-14 made its maiden flight in December 1970, and entered service in 1974, aboard USS Enterprise (CVN-65). Tomcats replaced the McDonnell Douglas F-4 Phantom II, and took part in the American withdrawal from South Vietnam.

The F-14 had its first kills in U.S. Navy service, on 19th August 1981. This aerial clash is known as the Gulf of Sidra incident. Two Tomcats from VF-41 Black Aces were engaged by two Libyan Su-22 "Fitters". The F-14s evaded the AA-2 "Atoll" missile and downed both Libyan Sukhois by returning fire.

U.S. Navy F-14s once again fought against Libyan aircraft on 4th January 1989, when two F-14s from VF-32 shot down two Libyan MiG-23 "Floggers" over the Gulf of Sidra. This aerial clash is known as the second Gulf of Sidra incident.

The Tomcat was capable of deploying an assortment of air-to-ground ordnance in various configurations, along with simultaneously carrying AIM-7, AIM-9 and AIM-54 air-to-air missiles. The LANTIRN targeting system allows delivery of various laser-guided bombs for precision strikes in air-to-ground combat missions, and also for battle damage assessment. A number of F-14s also carried the Tactical Air Reconnaissance Pod System (TARPS), allowing in-theater tactical reconnaissance.

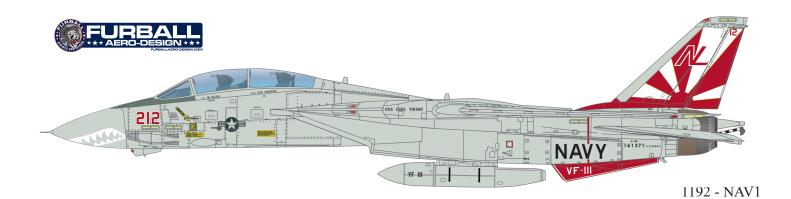
The F-14 Tomcat was officially retired from the U.S. Navy's active fleet on 22 September 2006, at Naval Air Station Oceana. The U.S. Navy received a total of 478 F-14A.

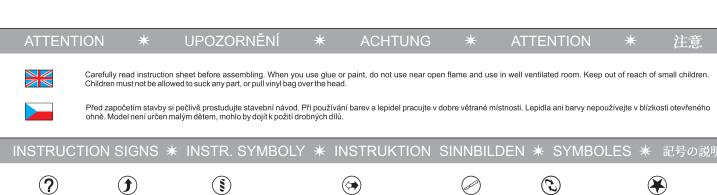
Besides the U.S. Navy, the Islamic Republic of Iran Air Force is the only operator of the F-14 Tomcat. In 1976, Iran ordered a total of 80 Tomcats and 714 Phoenix missiles. The first F-14 arrived in January 1976, and eventually, 79 F-14As were received by Iran.

During the war with Iraq, Iranian F-14s shot down at least 160 Iraqi aircraft - 58 MiG-23s, 23 MiG-21s, nine MiG-25s, 33 Mirage F.1s, 23 Su-17s, one Mil Mi-24, five Tu-22s, two MiG-27s, one Mirage 5, one B-6D, one Super Frelon, and two unknown aircraft.

The F-14 received the first of many major upgrades in March 1987. This upgraded version was designated the F-14A+. The P&W TF-30 engine was replaced with the improved GE F110-GE400 engine. The F-14A+ was later re-designated as F-14B, on 1 May 1991. Atotal of 38 F-14B were manufactured, and 48 F-14A were upgraded into B variants.

The final variant was the F-14D. The first Super Tomcat was delivered in 1991. It was powered by the same engines as the F-14B. The F-14D was equipped with newer digital avionics systems.







OPTIONAL VOLBA

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OPEN HOLE VYVRTAT OTVOR

SYMETRICAL ASSEMBLY SYMETRICKÁ MONTÁŽ

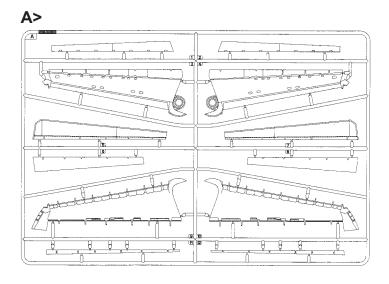
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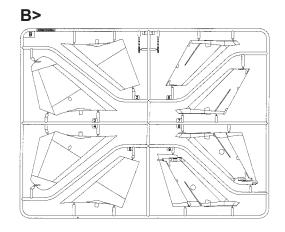
REVERSE SIDE OTOČIT

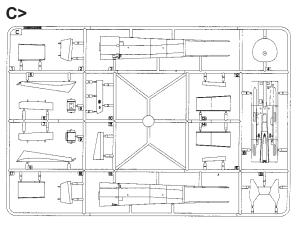
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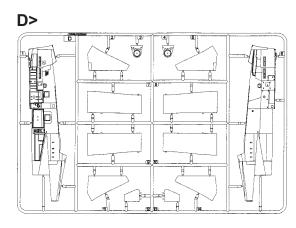
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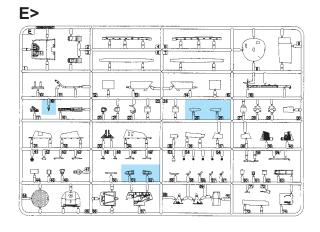
PLASTIC PARTS

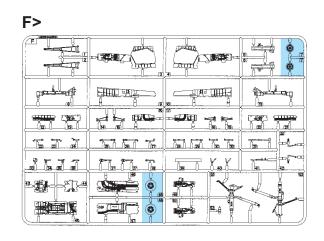


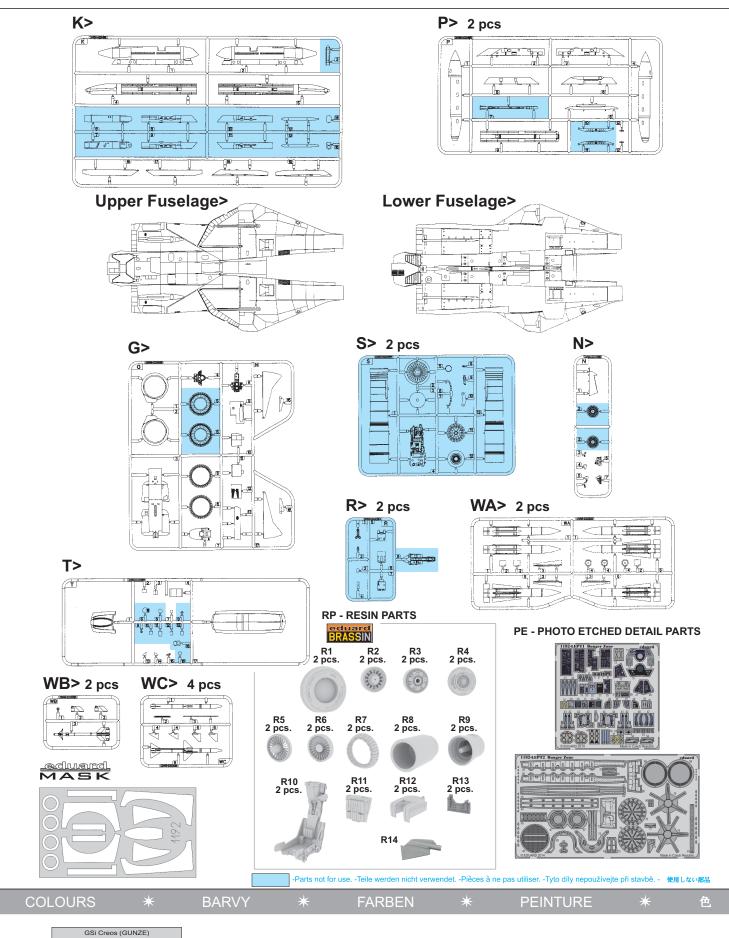






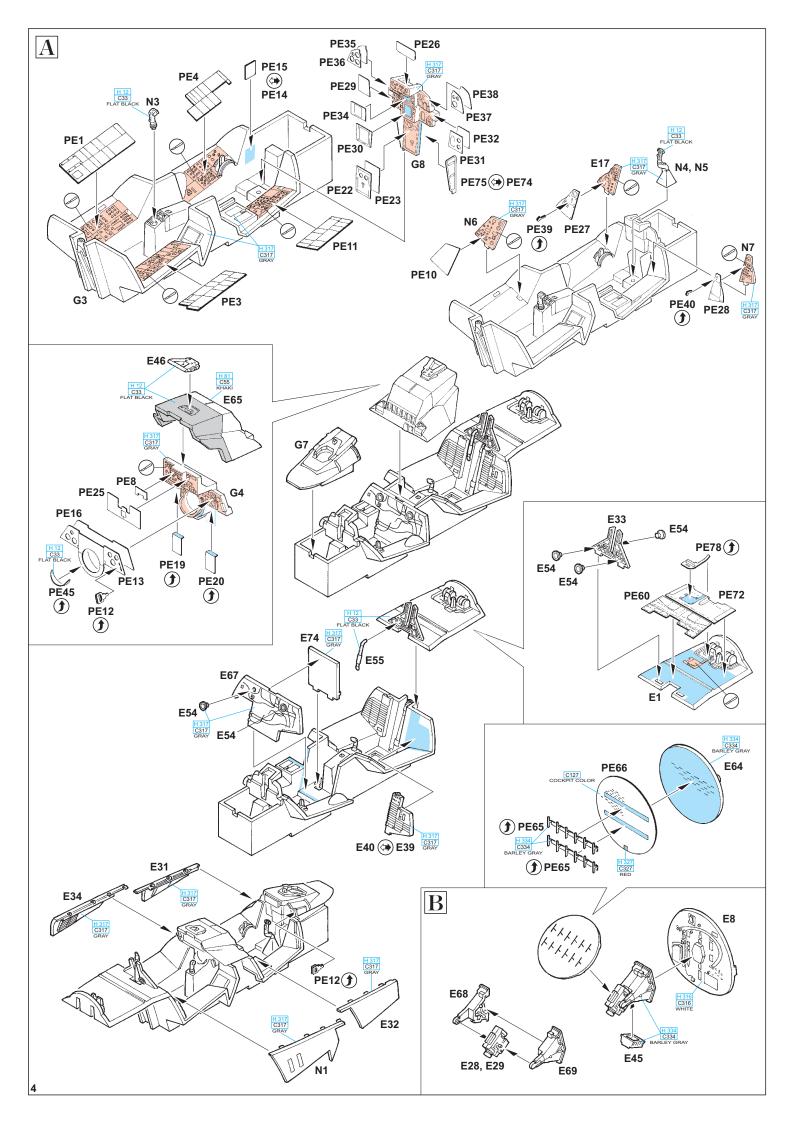


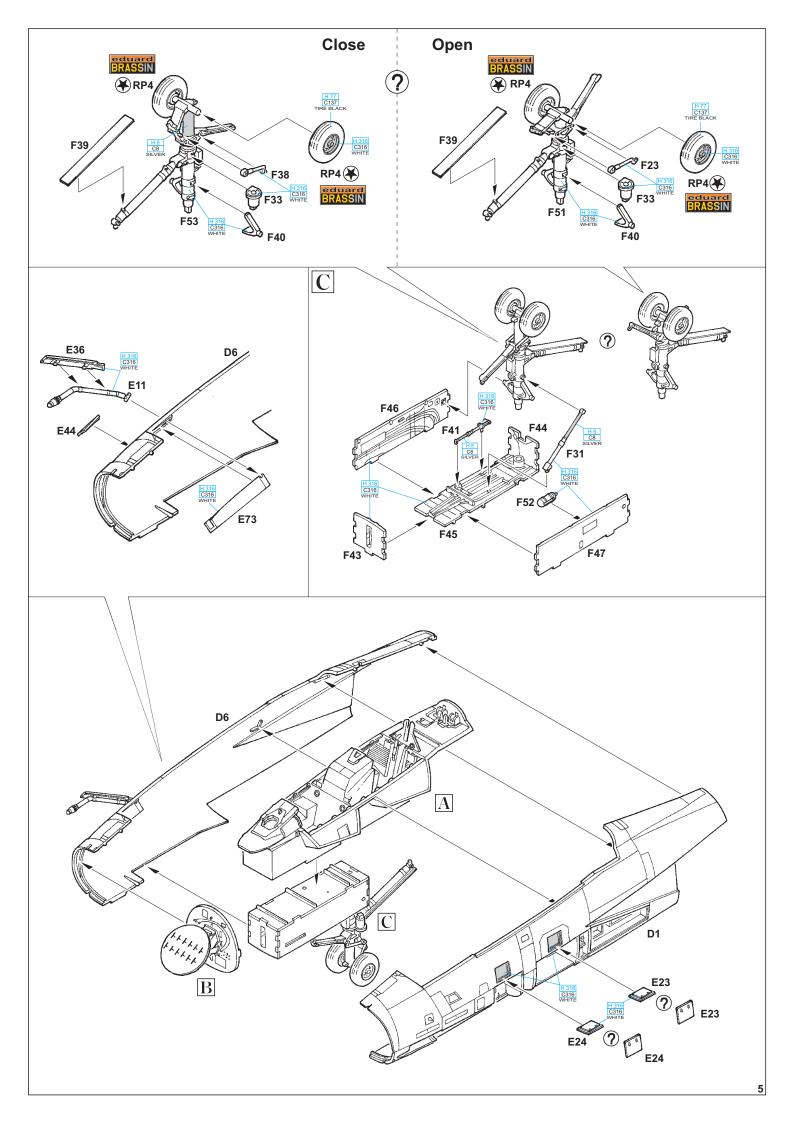


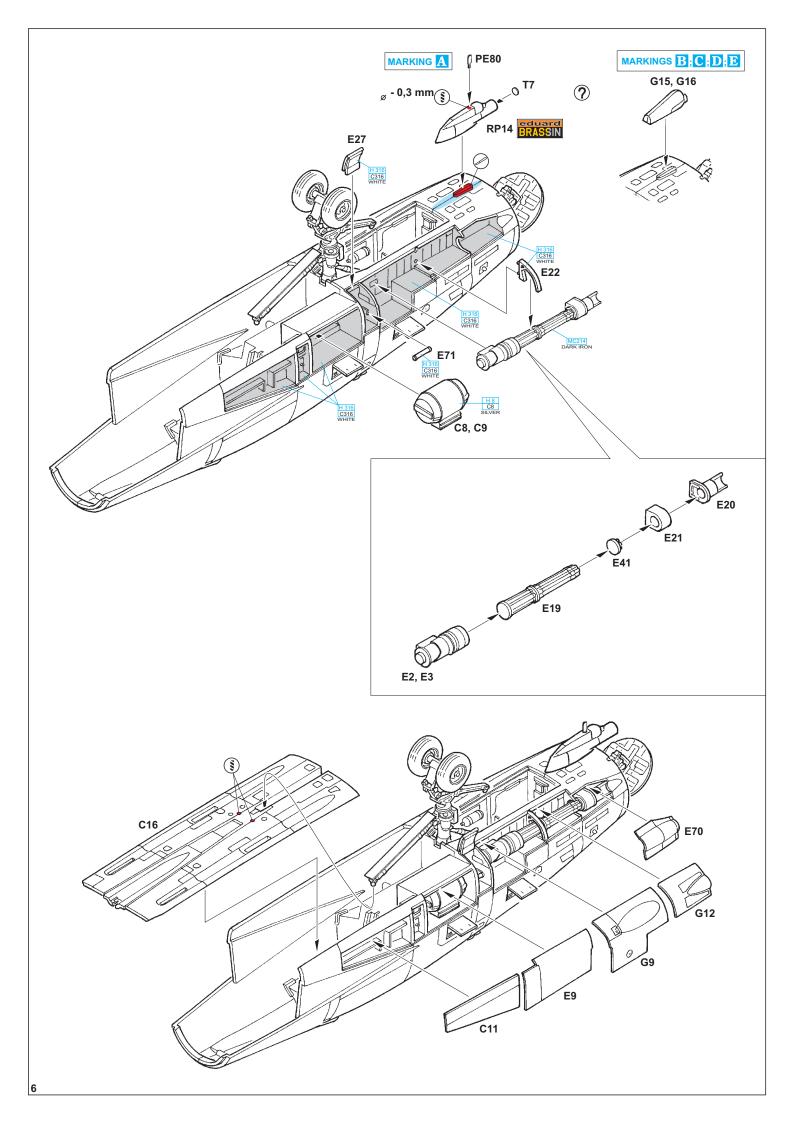


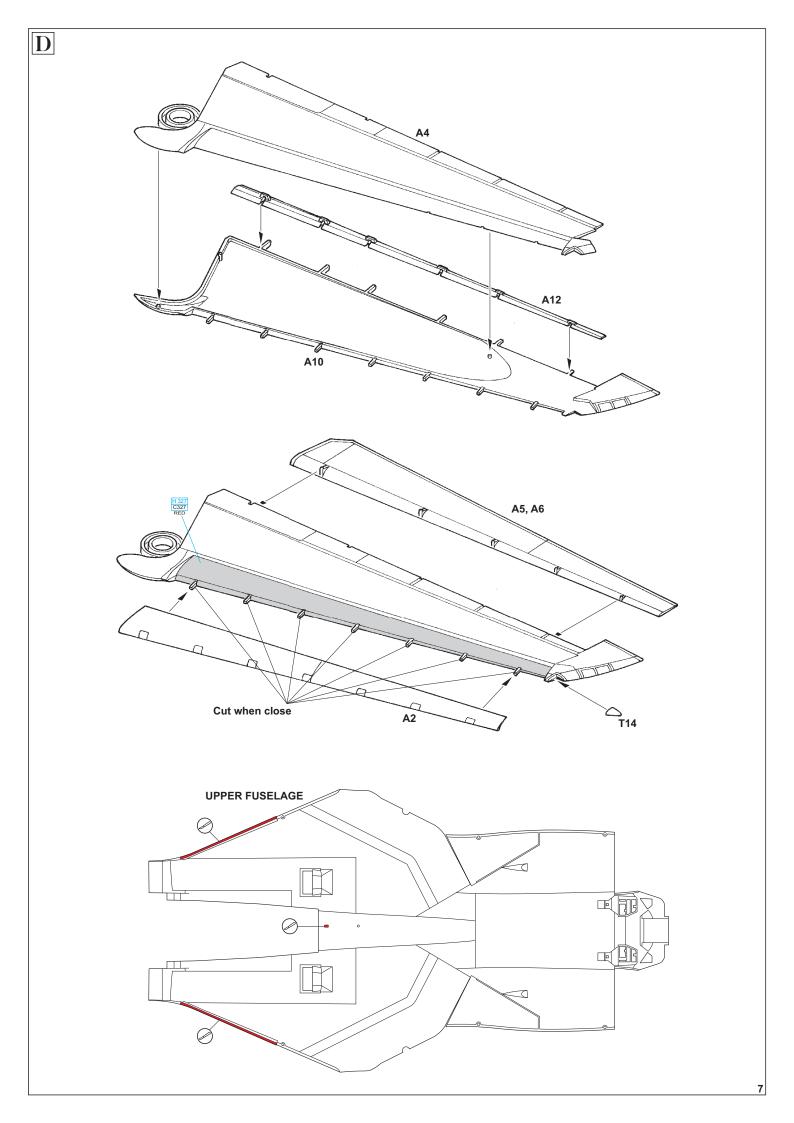
GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H 2	C2	BLACK
H 8	C8	SILVER
H 12	C33	FLAT BLACK
H 77	C137	TIRE BLACK
H 81	C55	KHAKI
H 90	C47	CLEAR RED
H 94	C138	CLEAR GREEN
H 316	C316	WHITE
H 317	C317	GRAY
H 318	C318	RADOME

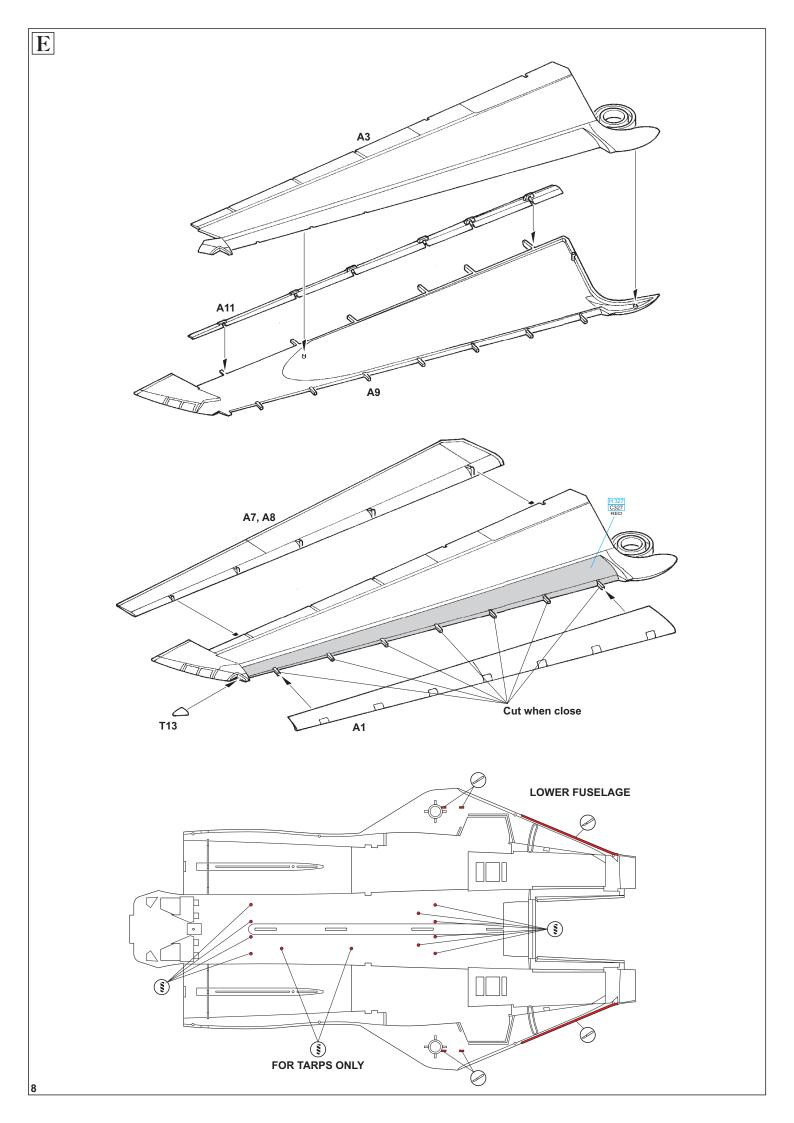
AQUEOUS	Mr.COLOR	
H 325	C325	GRAY
H 326	C326	BLUE
H 327	C327	RED
H 329	C329	YELLOW
H 334	C334	BARLEY GRAY
H 338	C338	LIGHT GRAY
	C127	COCKPIT COLOR
Mr.METAL COLOR		
MC213		STEEL
MC214		DARK IRON

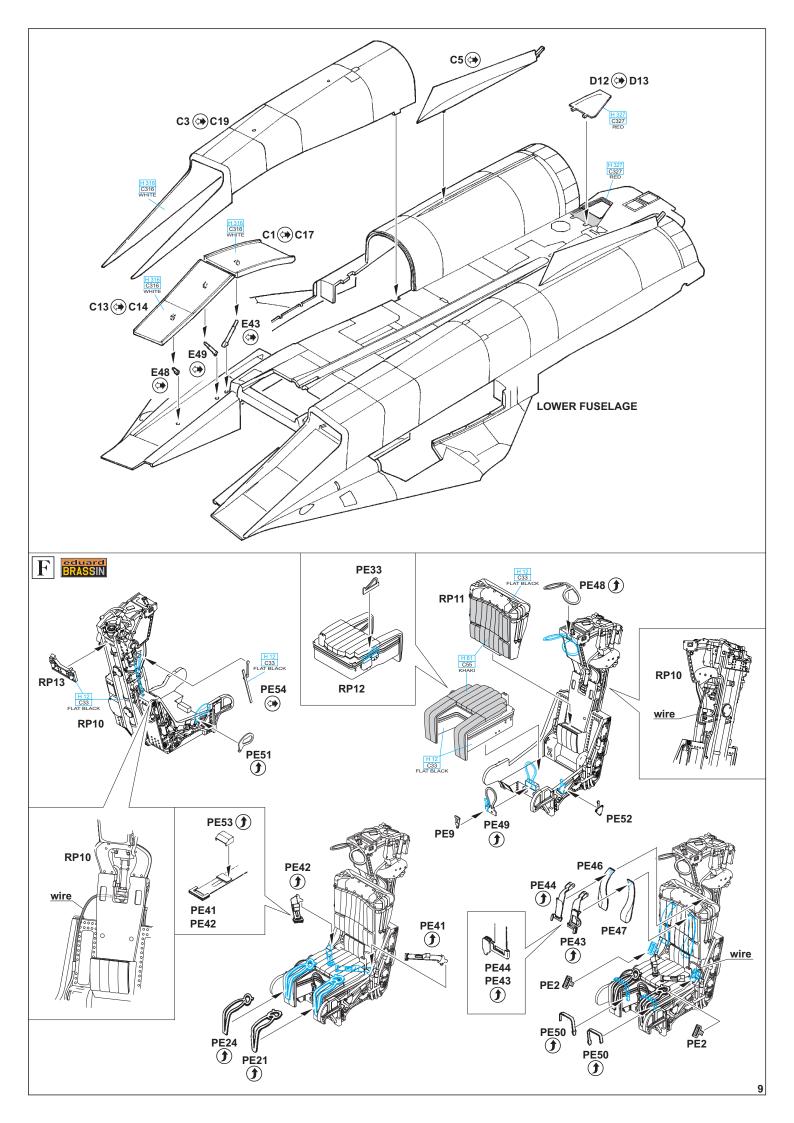


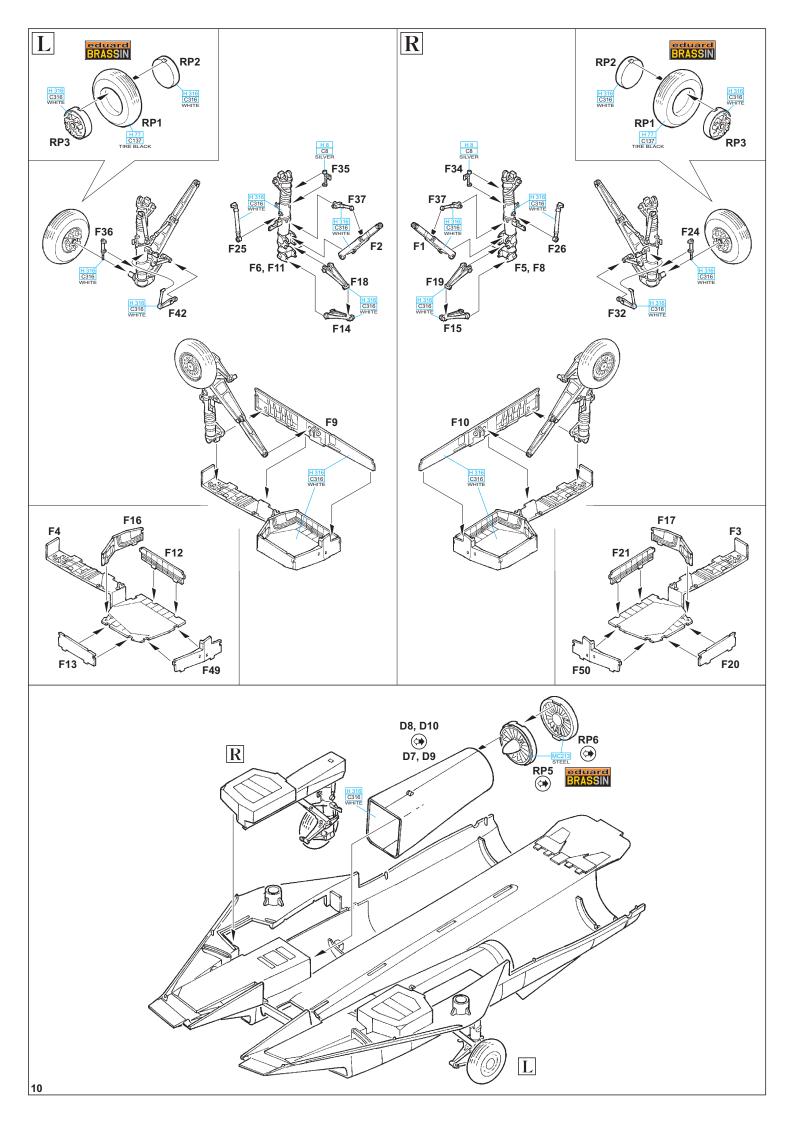


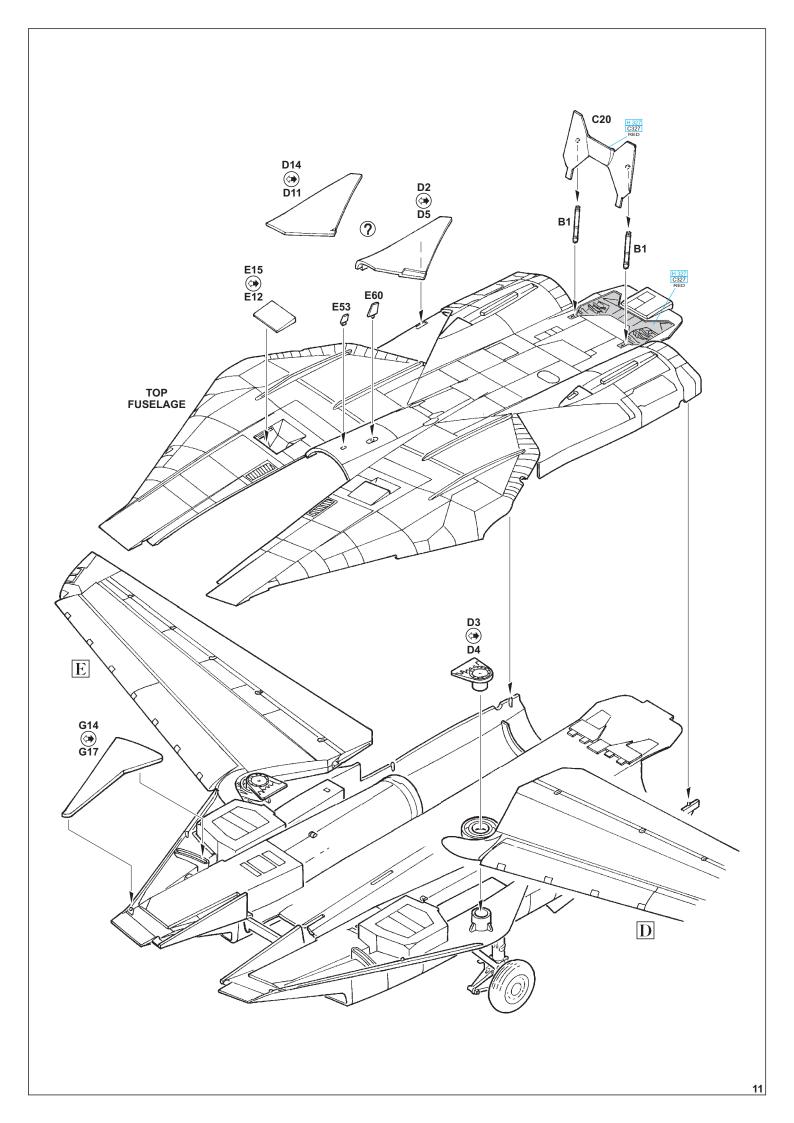


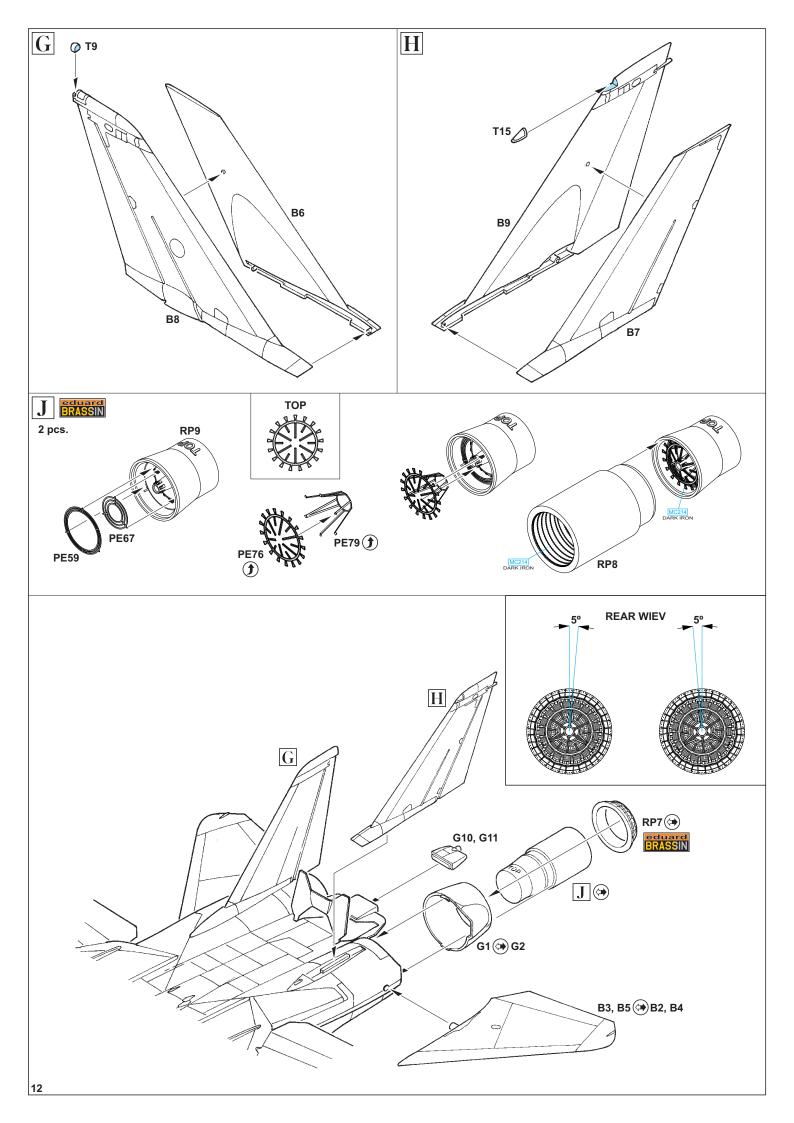


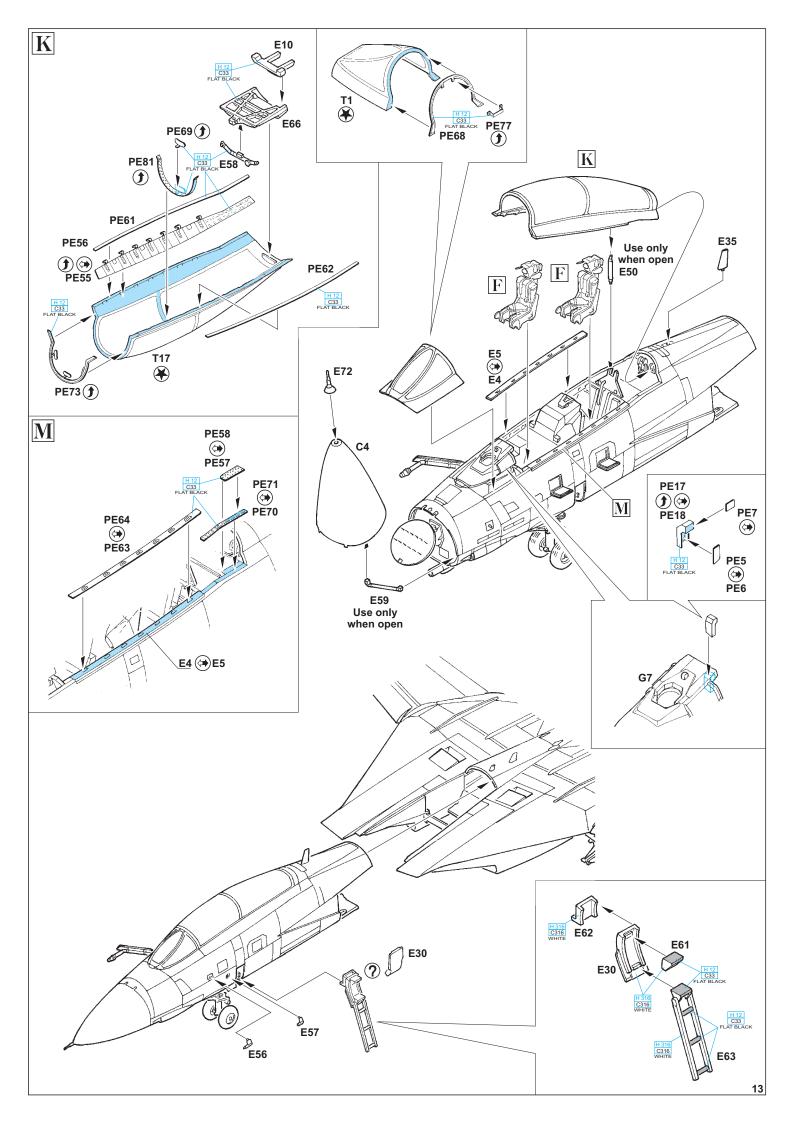


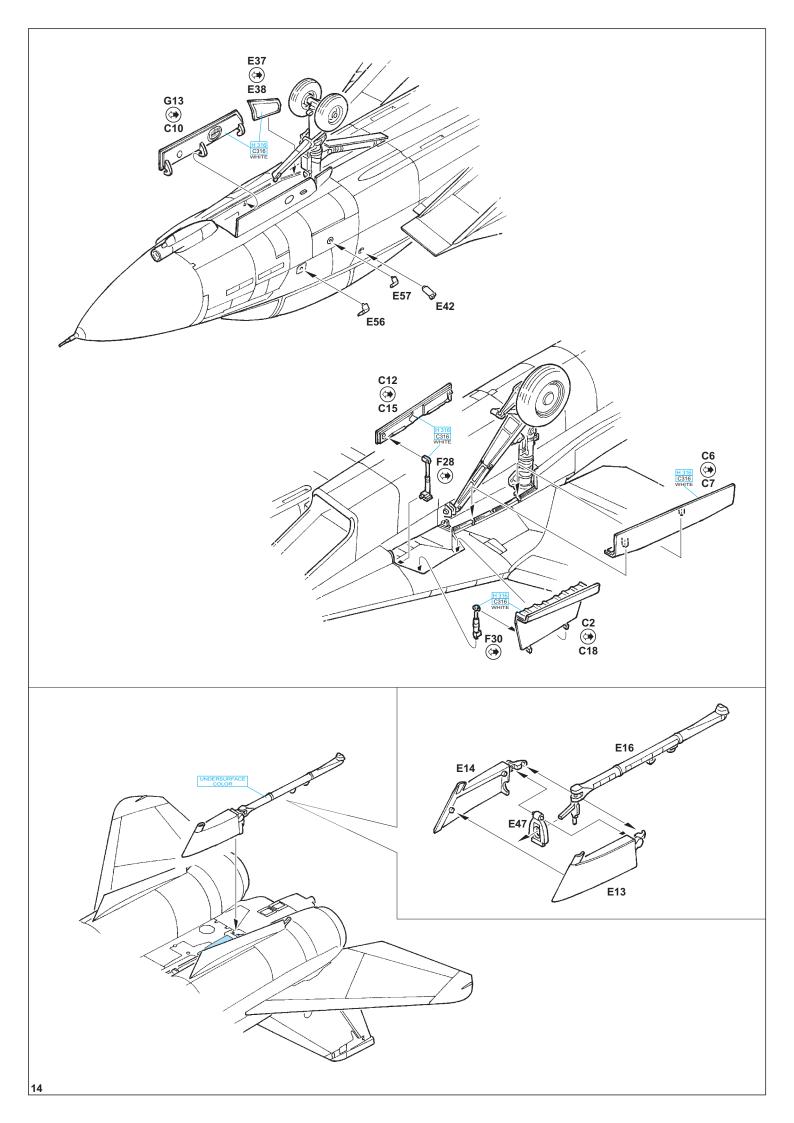


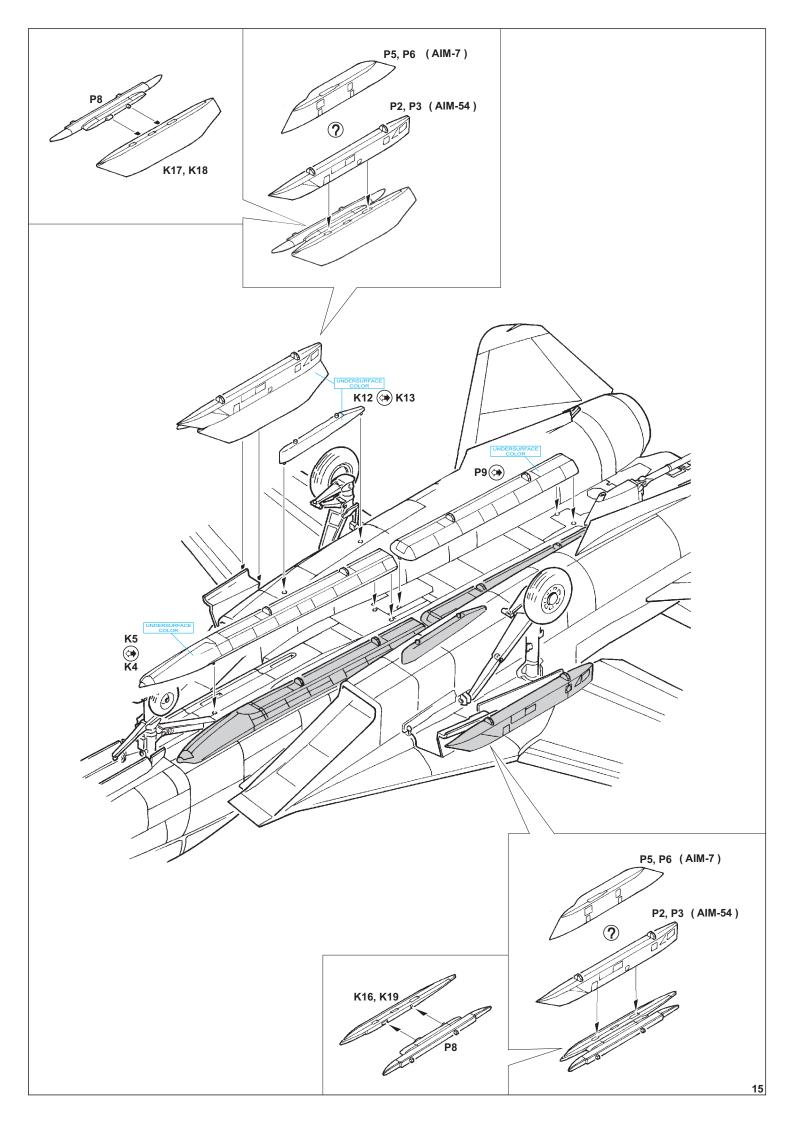


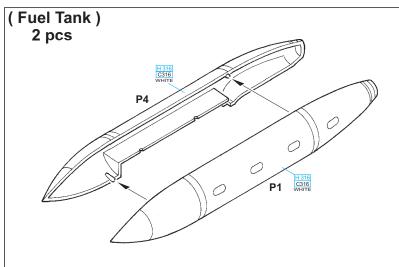


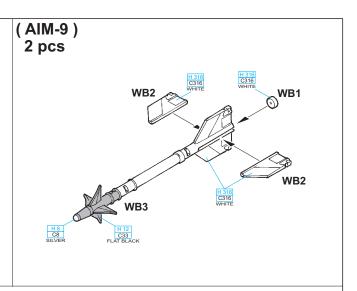


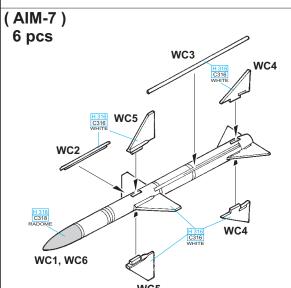


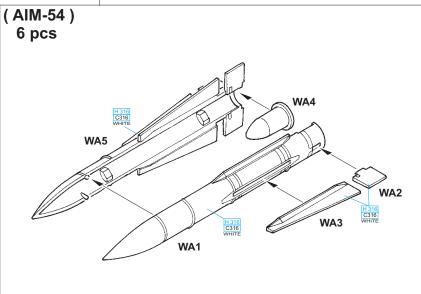


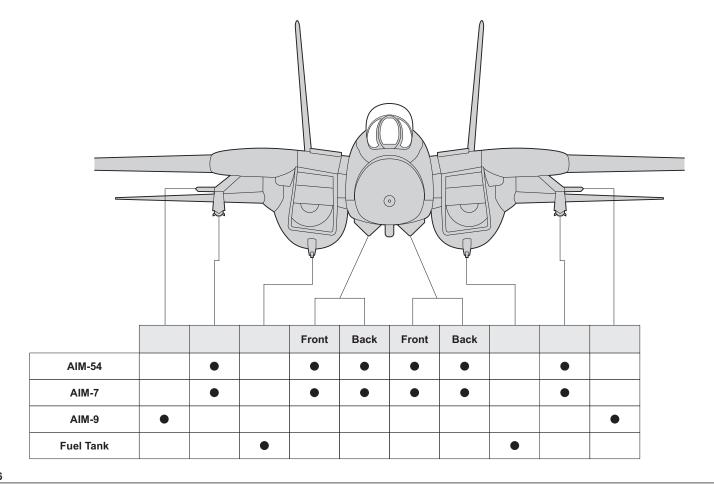


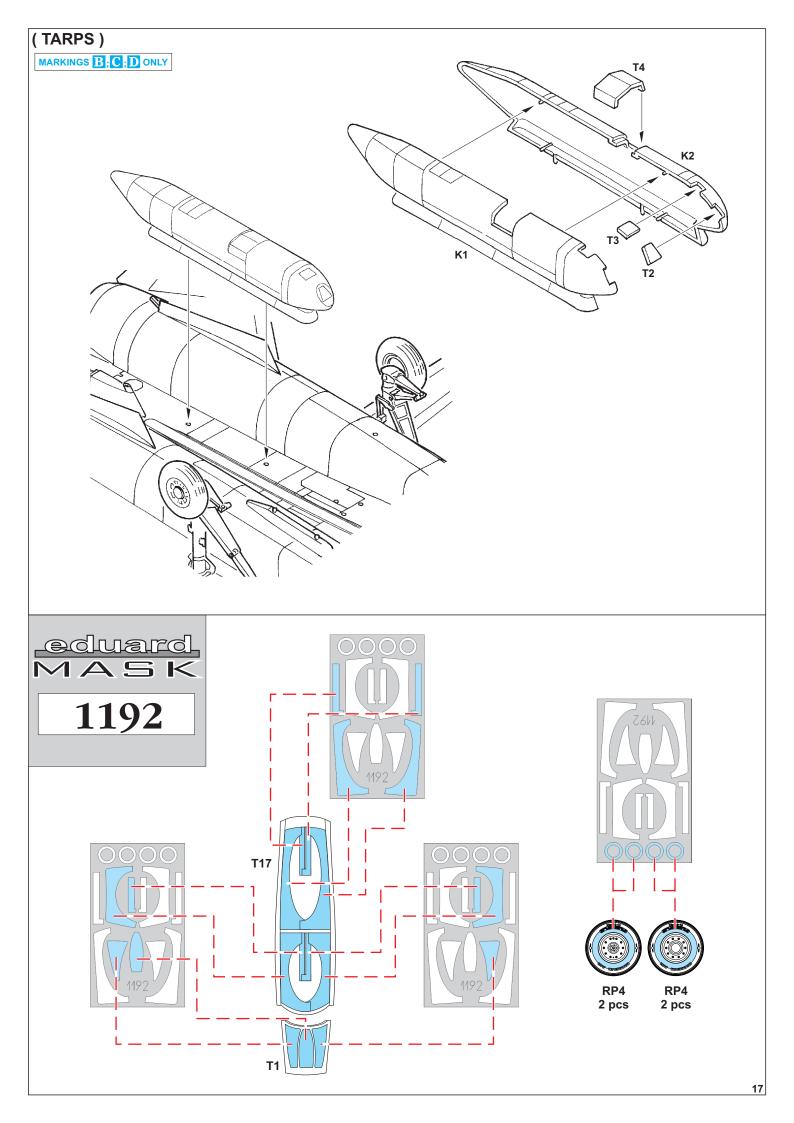






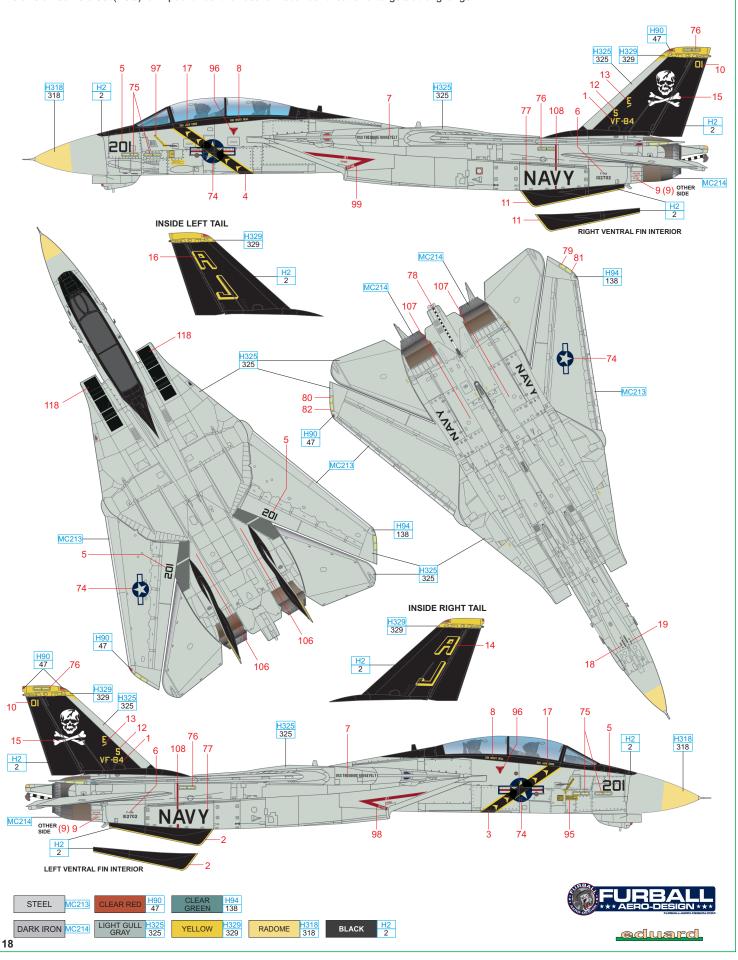






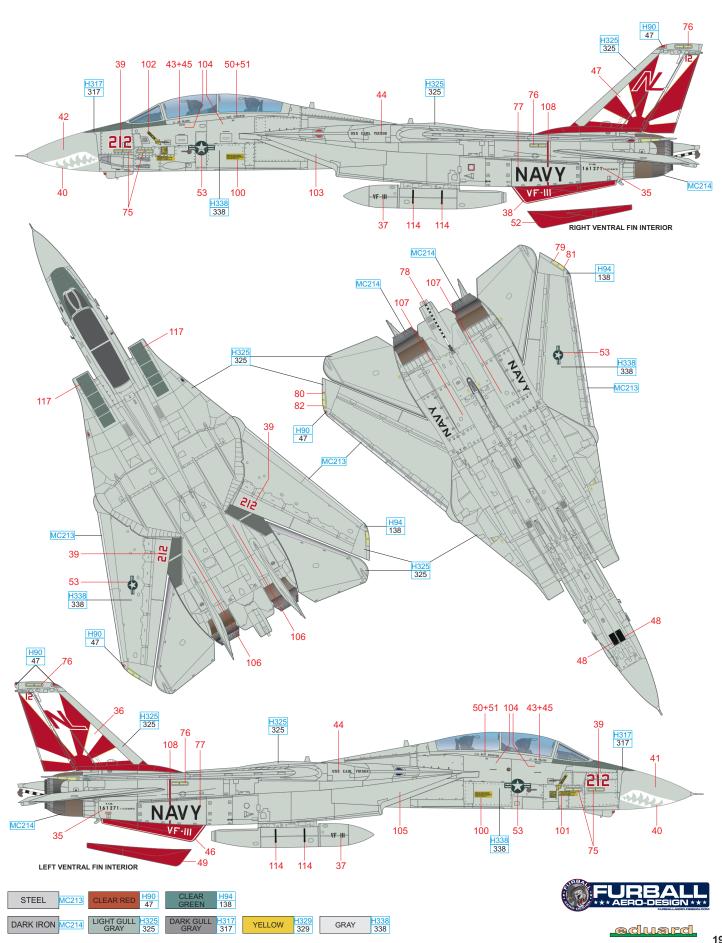
A 162702, VF-84 Jolly Rogers, USS Theodore Roosevelt, 1989

This aircraft was the personal mount of the Jolly Rogers' CO, Commander Rocklun "Rocky" Deal. VF-84 can trace it's squadron lineage back to the World War II F-4U Corsair Squadron VF-17. The forward canopy rails bear the name of VF-17 World War II pilot Ensign Jack Ernie whose last request as his plane went down in flames due to enemy fire was to, "Remember me with the Jolly Rogers." To this day, his name is carried by at least one Jolly Rogers (now VFA-103) aircraft. This Tomcat was painted overall Flat Gull Gray FS 36440 with Gloss Black 17038 tails. The forward part of nose was Radome Tan FS 33613. The black around the canopy and spine was Gloss Black although the anti-glare panel was Flat Black. By 1989 this Tomcat had been upgraded with Television Camera Set (TCS) "chin pod" under the nose for visual identification of targets at long range.



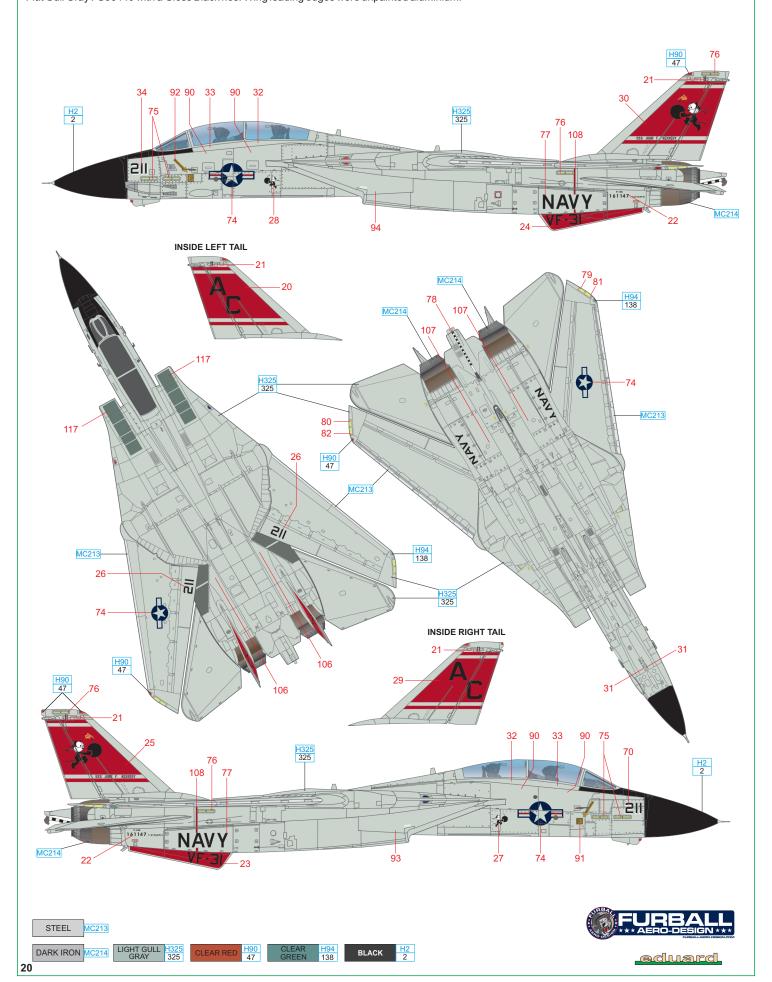
В 161271 (TARPS), VF-111 Sundowners, USS Carl Vinson, 1982

Embarked aboard the USS Carl Vinson for her first Western Pacific deployment, this jet was one of VF-111's Tactical Airborne Reconnaissance Pod System (TARPS) capable aircraft. It would later serve with VF-2 during the first Gulf War and eventually VF-154 during Operation Iraqi Freedom. The jet was painted overall Semi-Gloss Gray FS 26440 with Dark Gull Gray FS 36231 anti-glare panel and intake walkways. Wing leading edges were unpainted aluminum. This jet recently had it's high visibility national insignia painted with over with a slightly lighter shade of Gull Gray. Small dark gray, low visibility insignia were applied in their place.



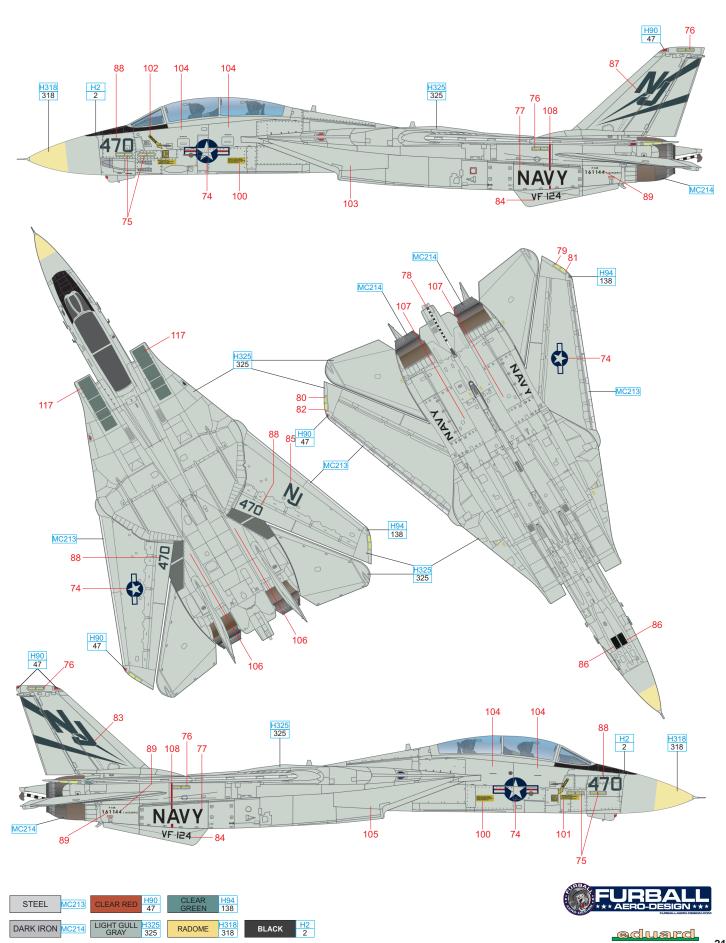
C 161147 (TARPS), VF-31 Tomcatters, USS John F. Kennedy, 1984

This VF-31 F-14 is depicted as she appeared upon return from a 1983-1984 deployment aboard the USS John F. Kennedy (CV-67). As part of Carrier Air Wing Three (CVW-3), this Tactical Airborne Reconnaissance Pod System (TAPRS) equipped aircraft flew numerous photo missions over Libanon in support of strike missions against Syrian missile batteries. This aircraft would be transferred to VF-102 in 1985 and then VF-41 from 1994. This jet was painted overall Flat Gull Gray FS36440 with a Gloss Black nos. Wing leading edges were unpainted aluminium.



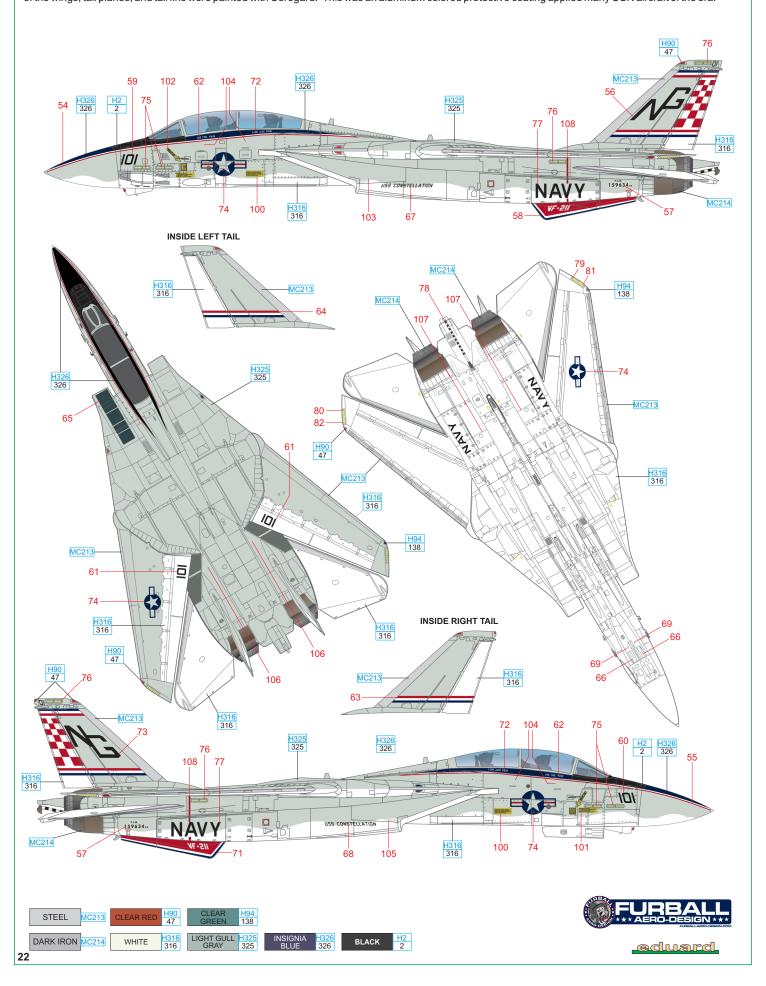
161144 (TARPS), VF-124 Gunfighters, NAS Miramar, 1983

This Tactical Airborne Reconnaissance Pod System (TARPS) capable Tomcat was delivered new to VF-124 in October 1980. VF-124 was the West Coast Fleet Replacement Squadron responsible for training new pilots to fly the Tomcat until its disestablishment in 1994. Eventually transferred to VF-111, this aircraft would be lost on 9/26/88 after experiencing an in-flight fire during a routine mission over the Arabian Sea. The aircraft was painted overall Semi-Gloss Gray FS 26440 with a flat black anti-glare panel and a Radome Tan FS 33613 nose. Wing leading edges were unpainted aluminum.

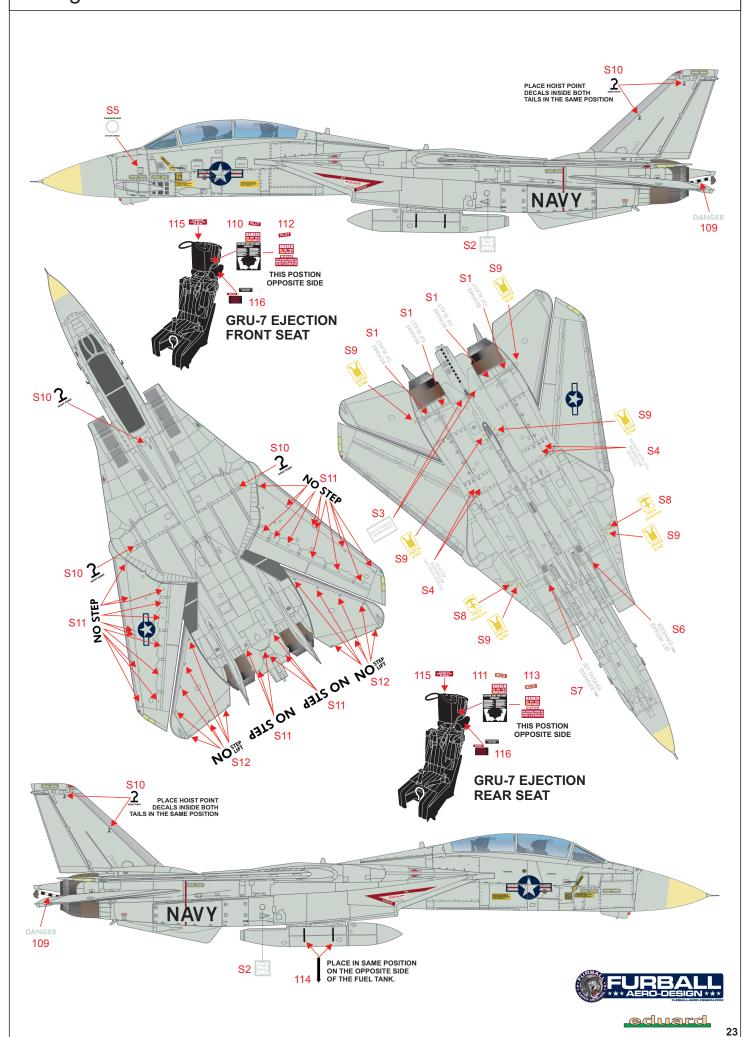


E 159634, VF-211 Fighting Checkmates, USS Constellation, 1976

This Tomcat was delivered from the factory direct to VF-211 on 12/22/1975. "NG-101" was assigned to the squadron's CO, Commander Phil Wood. In 1967 then Lieutenant Wood shot down a MIG-17 while assigned to VF-24. Painted in the Tomcat's original scheme, the aircraft had Light Gull Gray FS 36440 upper surfaces with Gloss White FS 17875 undersides and control surfaces. This jet would serve with VF-24, VF-154, and VF-213 before being retired from service in 1990. As an earlier build Tomcat, the nose pitot tube had yet to be installed and only one walkway was painted above the left intake. The leading edges of the wings, tail planes, and tail fins were painted with Corogard. This was an aluminum colored protective coating applied many USN aircraft of the era.



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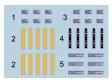


AIM-54A Phoenix





AIM-9M/L Sidewinder







AIM-TM Sparrow (648069)

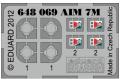




Photo-etched set

F-14A Seatbelts FABRIC 1/48

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