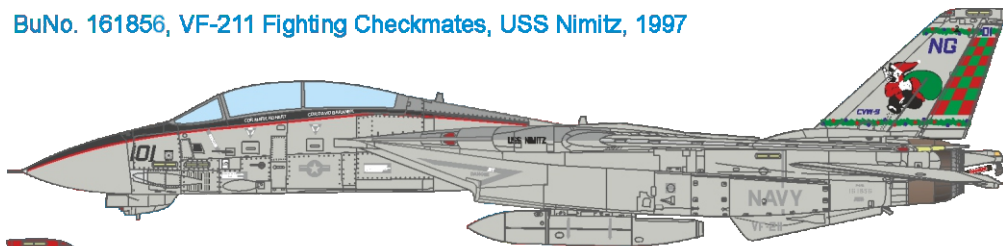


SCALE
1/48

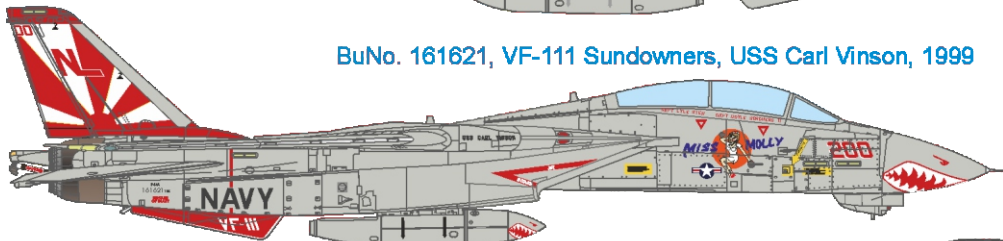
F-14A

ITEM #
D48105

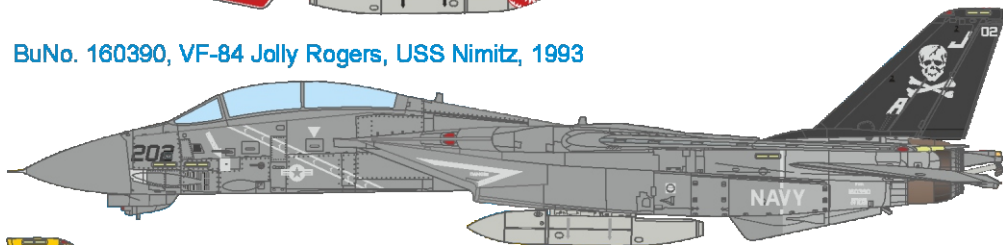
BuNo. 161856, VF-211 Fighting Checkmates, USS Nimitz, 1997



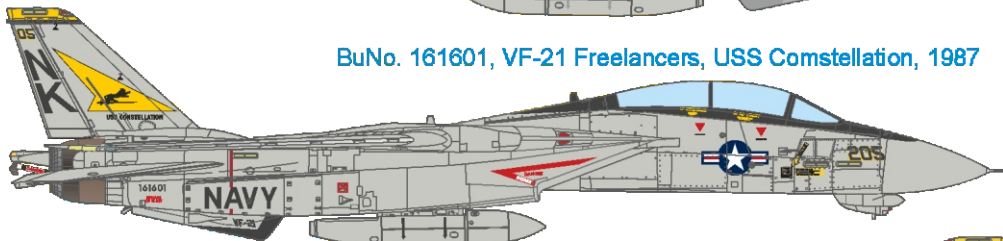
BuNo. 161621, VF-111 Sundowners, USS Carl Vinson, 1999



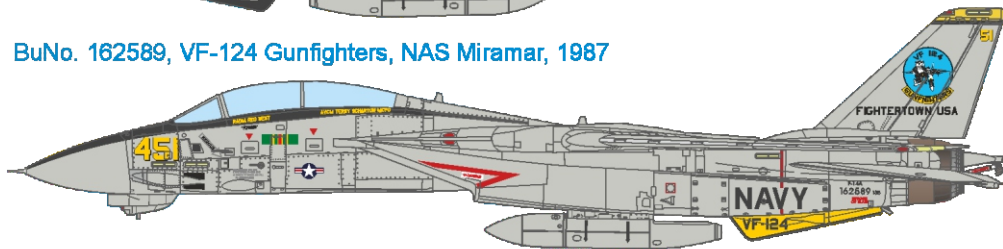
BuNo. 160390, VF-84 Jolly Rogers, USS Nimitz, 1993



BuNo. 161601, VF-21 Freelancers, USS Comstellation, 1987



BuNo. 162589, VF-124 Gunfighters, NAS Miramar, 1987



DESIGNED EXCLUSIVELY FOR F-14A BY TAMIYA



Eduard - Model Accessories, 435 21 Obrnice 170,
Czech Republic

WWW.EDUARD.COM

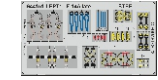
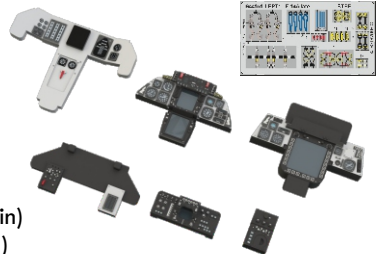
D48105 F-14A 1/48



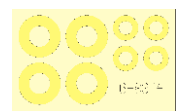
8 591437 570393

Recommended accessories for F-14A 1/48:

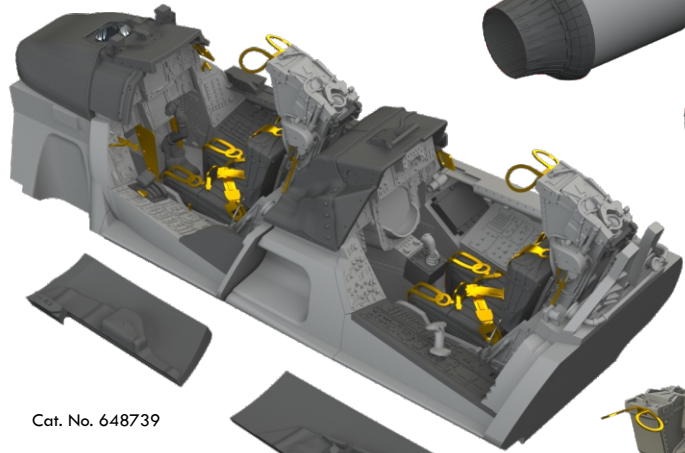
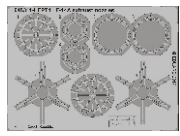
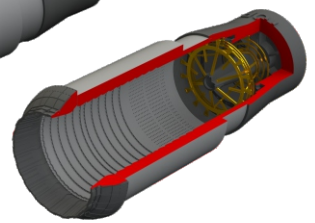
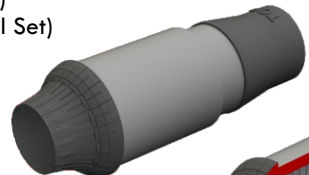
- 48910 F-14A engines (PE-Set)
- 481075 F-14A late exterior (PE-Set)
- 49806 F-14A seatbelts STEEL (PE-Set)
- 491239 F-14A late interior (PE-Set)
- FE1239 F-14A late interior (PE-Set)
- BIG49318 F-14A late (PE-Set)
- 644040 F-14A LööK (Brassin)
- 644078 F-14A w/ early wheels LööKplus (Brassin)
- 644084 F-14A w/ late wheels LööKplus (Brassin)
- 644151 F-14A late LööK (Brassin)
- 648293 F-14A ejection seat (Brassin)
- 648304 F-14A wheels early (Brassin)
- 648311 F-14A exhaust nozzles (Brassin)
- 648739 F-14A late cockpit (Brassin)
- SIN64881 F-14A late AtA/AtG (Brassin)
- 3DL48015 F-14A SPACE (3D Decal Set)
- 3DL48057 F-14A late SPACE (3D Decal Set)
- EX730 F-14A TFace (Mask)



Cat. No. 648304



Cat. No. 648311

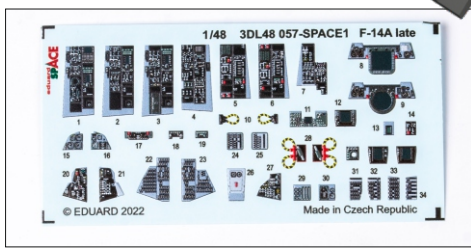


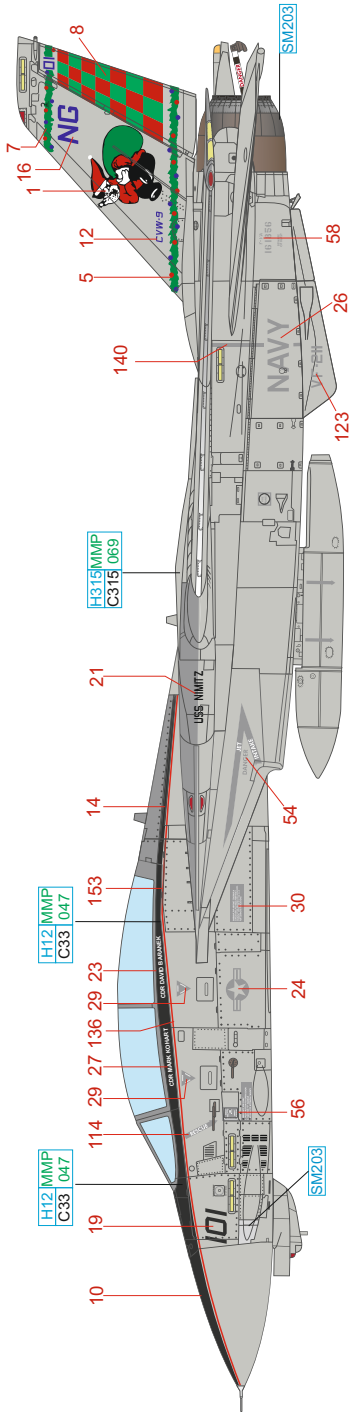
Cat. No. 648739

Cat. No. 648293



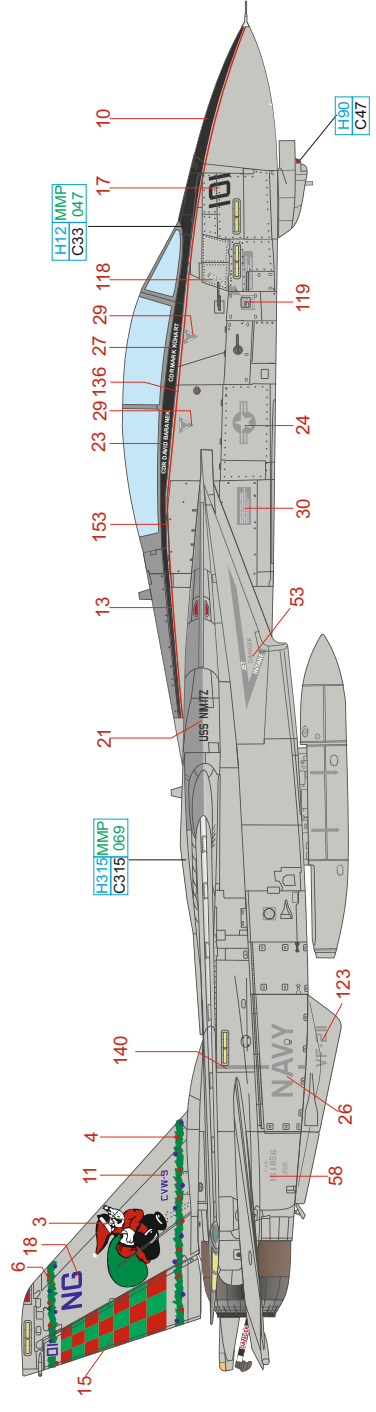
Cat. No. 3DL48057

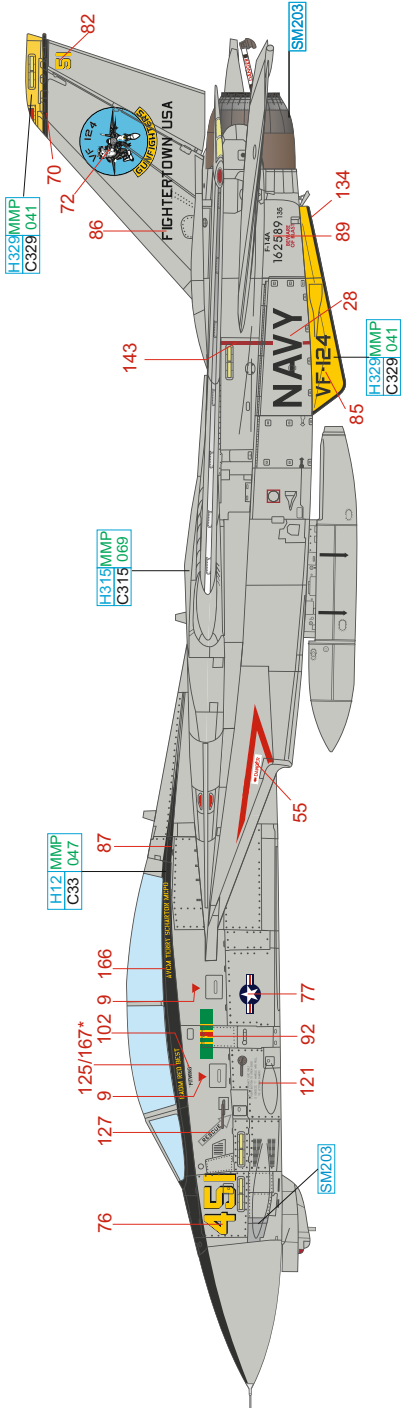




F-14A-130-GR, Bu.No. 161856, VF-211 Fighting Checkmates, USS Nimitz, during Operation Southern Watch in Iraq, 1997. When the squadron was deployed during Christmas 1995, the aircraft has the Grinch on the tails of the CO's jet, NG101. The Grinch is familiar to Americans from the popular book and TV show "How the Grinch Stole Christmas". After many suggestions, the squadron chose the design submitted by LCDR "Mach" Singletary, who was also the squadron maintenance officer. Mach's design showed the character from the squadron logo, who called "Brutus", dressed as Santa Claus, complete with the bag of goodies. Some of pilots called the design "Santa Brutus." The aircraft assigned to the commanding officer of VF-211 Fighting Checkmates David Baranek.

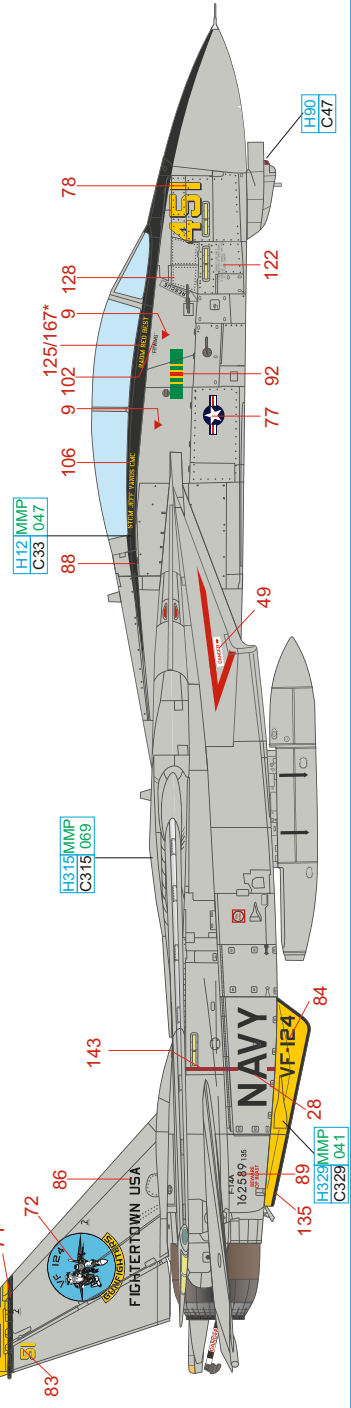
The aircraft was handled by 24 year old Aviation Structural Mechanic Airman (AMSAN) Michael Kreisher, who had been with VF-211 a couple of years, because his supervisor had noticed his talent and figured he was the best for this job. The paint is December-97 version of the "Santa Brutus" with white pompon on his cap. The aircraft was converted to F-14B version in 1998.

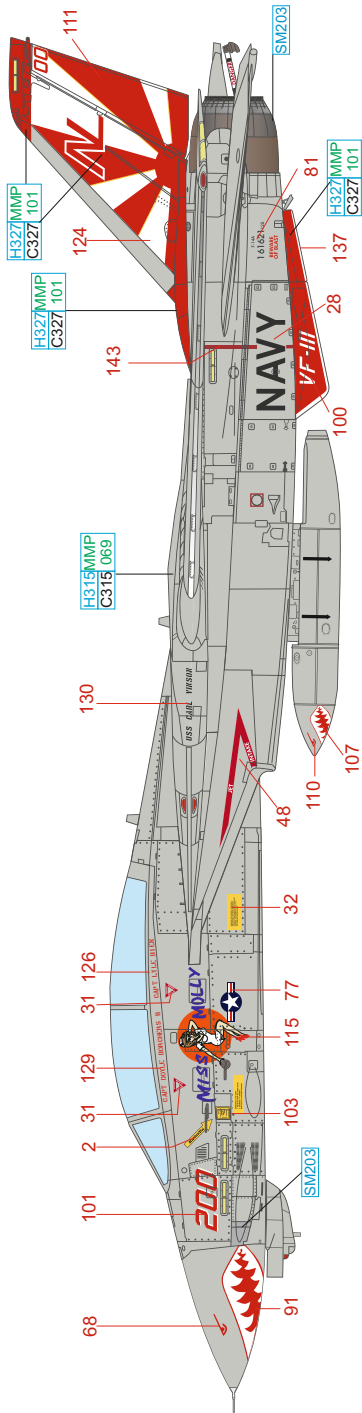




F-14A-135-GR, Bu.No. 162589, VF-124 Gunfighters, NAS Miramar, 1987. VF-124 Gunfighters was a fleet replacement squadron (FRS) of the United States Navy that used to training NAVY & MARINES squadrons for newest fighters. In 1972, VF-124 became the Pacific Fleet training squadron for the F-14A Tomcat. USMC involvement until 1976 when the Marine Corps decided that the F-14 was too expensive for the USMC to operate and it would continue to operate the F-4 Phantom II until the F/A-18 Hornet entered service. In 1976, personnel from the Imperial Iranian Air Force arrived into VF-124 to begin training on the F-14 until the overthrow of the Shah three years later. VF-124 operated only with F-14A and F-14D as all F-14B were only flown by select Atlantic Fleet fighter squadrons. The aircraft was one of the two VF-124's "show birds", with modex 450/451. FIGHTERTOWN USA, the nickname for NAS Miramar - home of VF-124. This aircraft capable with TARPS (Tactical Airborne Reconnaissance Pod System).

125/167* - it possible to use elements 125 or 167 on the canopy, but they must be the same.



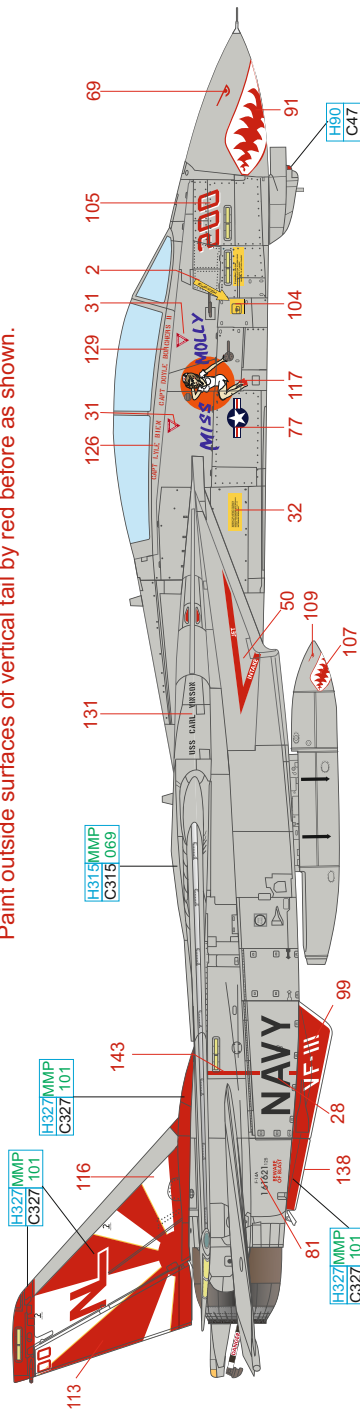


F-14A-125-GR, Bu.No. 161621, VF-111 Sundowners, USS Carl Vinson, December 1999. The aircraft had the WWII style pinup girl nose art applied to both sides of the forward fuselage in honor of Ms. Molly Snead, a nurse who had previously cared for Congressman Carl Vinson's wife. The artwork was painted by LT Mike Conn, who was a RIO in VF-11 between 1986 and 1989. The original intent was to take a photograph of the nose art and send it to Ms. Snead, who was very ill at the time, in hopes of cheering her up. After Ms. Snead recovered from her illness, she visited VF-111, met with LT Mike Conn and took photos with him and the aircraft. She was thrilled with what she called the "flattering artwork".

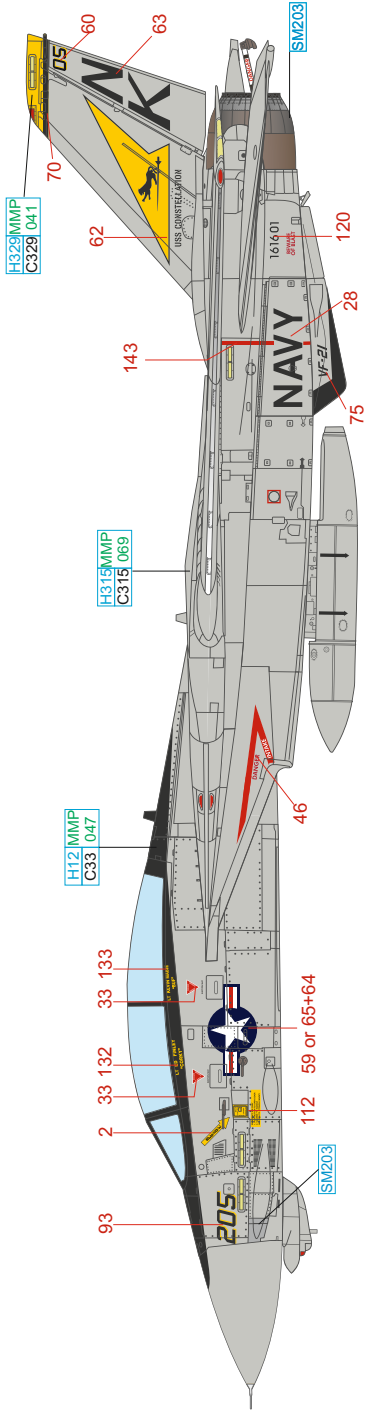
The aircraft was capable with TARPS system. After the VF-111 squadron the aircraft was transferred to VF-154 squadron in 1999 and finished its service in Davis-Monthan AFB.

Attention!

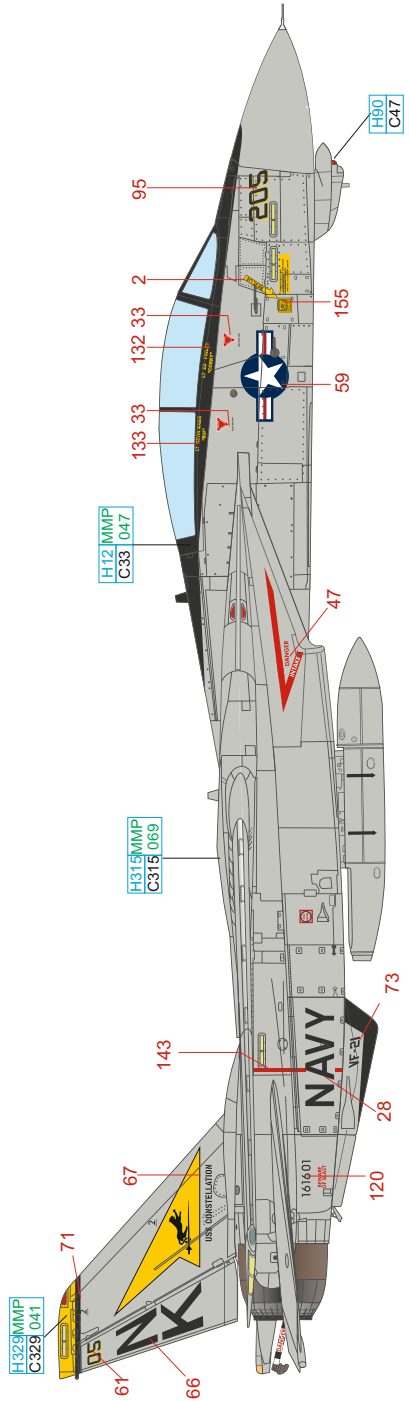
Paint outside surfaces of vertical tail by red before as shown.

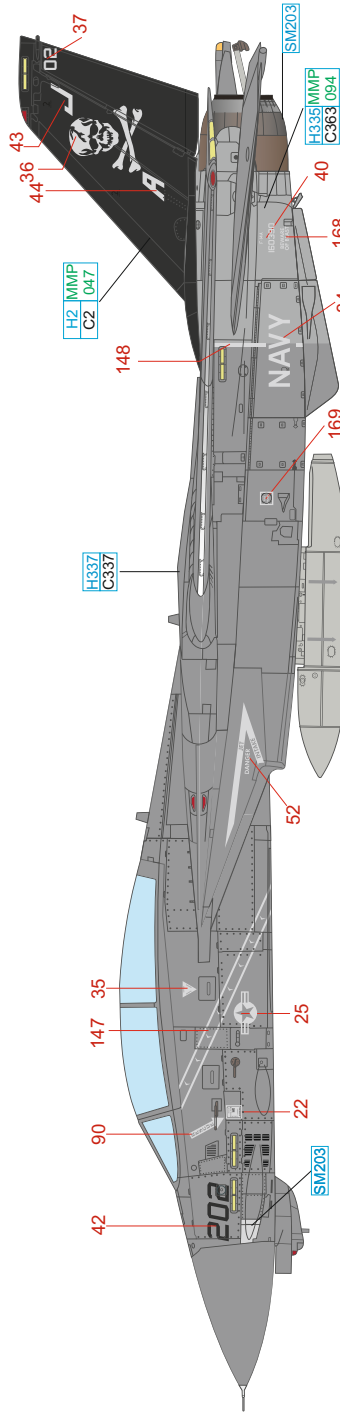






F-14A-125-GR, Bu.No. 161601, VF-21 Freelancers, USS Comstellation, 1987. VF-21 and VF-154 were the last US-based squadrons to fly F-4s (although there were two forward deployed squadrons continued to operate the F-4). In 1987, VF-21 launched AIM-7 Sparrow missiles against an Iranian F-4 that had engaged a P-3 Orion in the Persian Gulf. The aircraft was converted into the F-14A+, later redesignated as F-14B. Crashed 13.09.1993 when it was on service in VF-103. Due to aircraft malfunction, the crew was forced to eject, pilot and RIO were rescued by fishing boats 40 miles northeast of Cape Hatteras (NC). Take note that the aircraft had bullet type of TCS pod.





F-14A-95-GR, Bu.No. 160390, VF-84 Jolly Rogers, USS Nimitz, 1993. The 1993 period wasn't the first time of the aircraft in VF-84. It was delivered into U.S. NAVY in January 1978 and started its service in the Jolly Rogers squadron. After that it was transferred to VF-41 and shot down Libyan Su 22 Aug 1981 over Gulf of Sidra, crewed by Lawrence Muczynski and James Anderson.

On October 25, 1994, the F-14A-95-GR, BuNo. 160390, coded "NH 103," crashed on approach to USS Abraham Lincoln. The aircraft piloted by Kara S. Hultgreen, the first female fighter pilot in the U.S. military to die in a crash. Her call signs were "Hulk" or "She-Hulk" and "Revlon" (cosmetics maker). The incident occurred off the coast of San Diego after a routine training mission. Finding herself overshooting the landing area centerline, Hultgreen attempted to correct her approach but left engine down. After aborting the approach, Hultgreen selected full afterburner on the remaining engine, causing an even greater asymmetry. This, combined with a high angle of attack, caused an unrecoverable approach turn stall and rapid wing drop to the left. The radar intercept officer in the rear seat, Lt. Matthew Klemish, initiated ejection for himself and Hultgreen as soon as it was apparent the aircraft was becoming uncontrollable. First in the automated ejection sequence, Klemish survived. However, by the time Hultgreen's seat fired 0.4 seconds later, the plane had exceeded 90 degrees of roll, and she was ejected downward into the water, killing her instantly.

