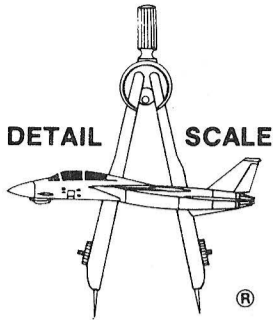


F-14 TOMCAT - Su-22 KILLERS

SHEET 0348 1/48th SCALE

DESIGNED FOR THE MONOGRAM
1/48th SCALE KIT, NUMBER 5803.

USS NIMITZ



DECALS

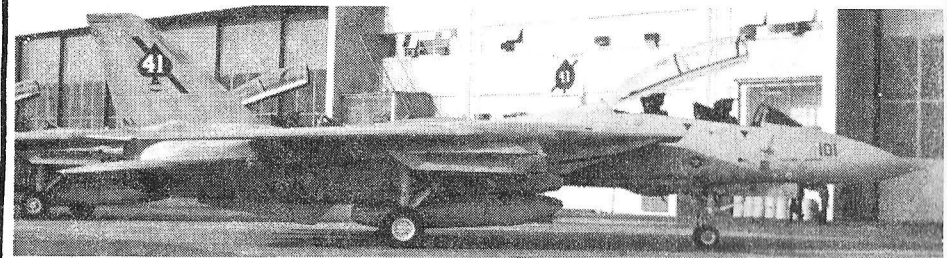
COMPARE DETAIL & SCALE DECALS TO OTHER DECALS YOU MAY BE USING. YOU WILL SEE A BIG DIFFERENCE IN ACCURACY, DETAIL AND INSTRUCTION SHEETS.



F-14 TOMCAT 2
Su-22 FITTER 0

DETAIL & SCALE THANKS VF-41 FOR THEIR ASSISTANCE IN THE PREPARATION OF THESE DECALS.

RESEARCH BY BERT KINZEY.



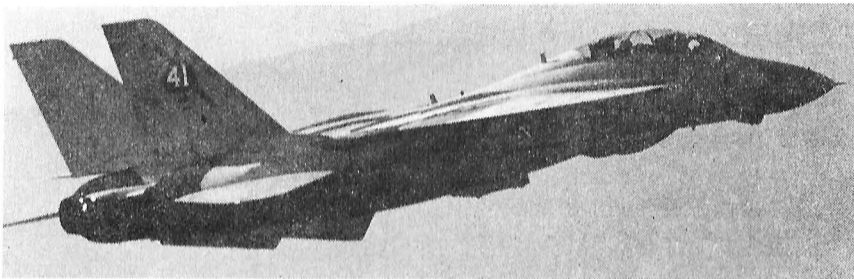
160403, Flown by VF-41's commander, Cdr. Hank Kleemann.

(Campbell)



160390, Flown by Lt. Larry Muczynski.

(Campbell)



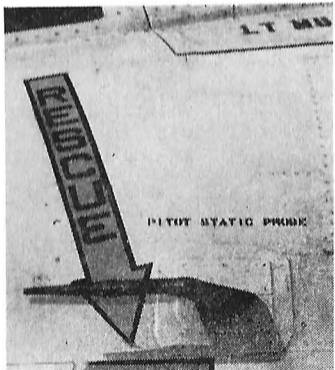
160403 in flight after the addition of the kill marking and the nose number change from 102 to 101. (VF-41)



101 on left side of nose. Note the location relative to the tape light. (VF-41)



CDR Kleemann's name on the canopy rail. Note that Kleemann has two Ns. (VF-41)



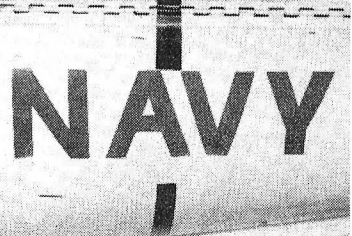
Note the arrangement of the letters in the word RESCUE in the arrow. This is different than provided on other decal sheets. (VF-41)



USS NIMITZ Location of USS NIMITZ on glove vane. (VF-41)



Left and right vertical stabilizers on 160403. Note that one hoist marking is missing on the right stabilizer, and although originally painted, the leading edges show wear. Carefully note the style of the AJ. (VF-41)

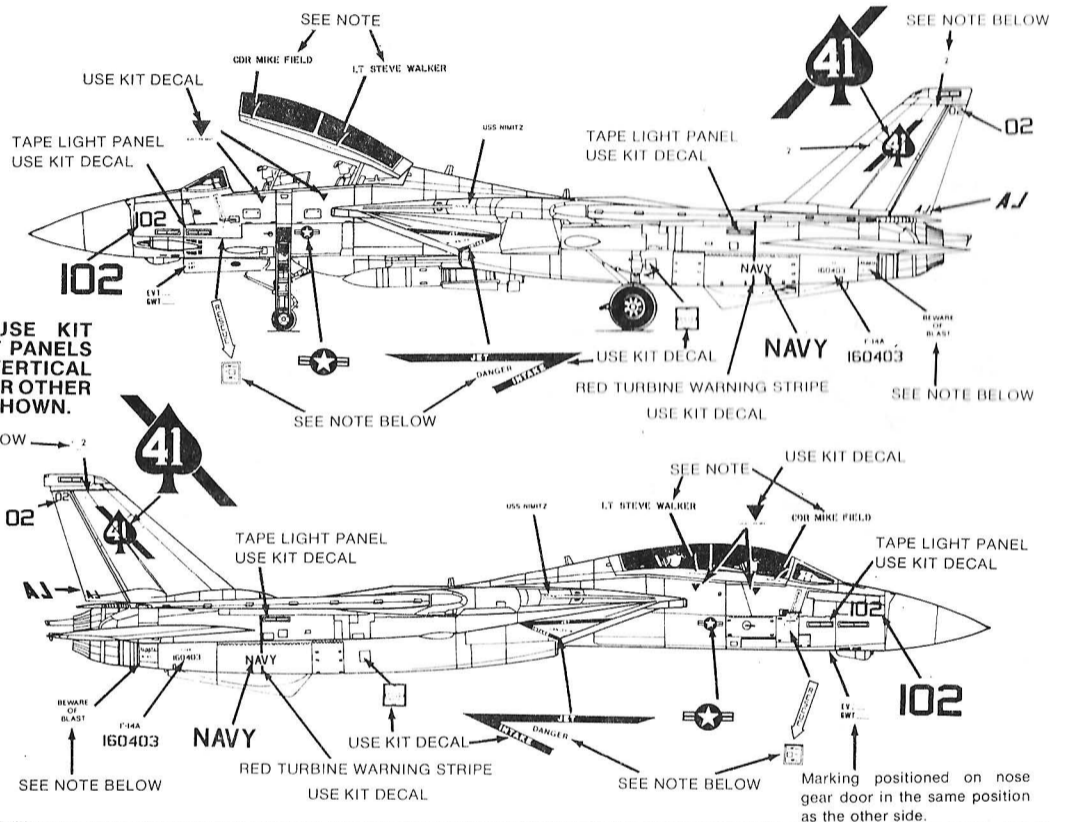


NAVY and red turbine stripe on the left side of the fuselage. (VF-41)

F-14A
160403

160403 AT THE TIME OF THE ENGAGEMENT

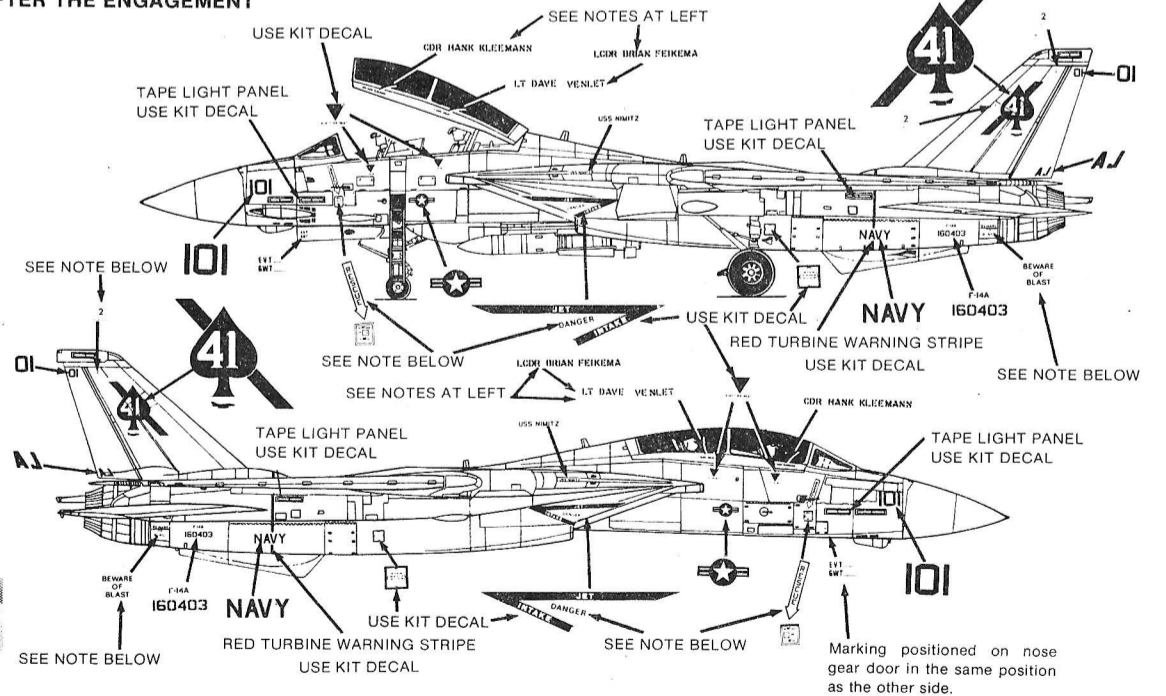
Cdr. Mike Field's and Lt. Steve Walker's names were on 160403 at the time of the engagement along with the nose number 102.



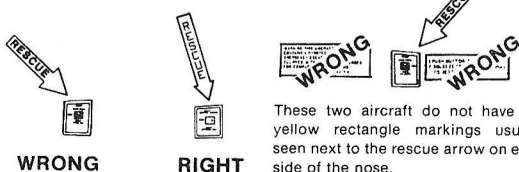
FOR ALL AIRCRAFT: USE KIT DECALS FOR TAPE LIGHT PANELS ON THE TIPS OF THE VERTICAL TAILS. USE KIT DECALS FOR OTHER TAPE LIGHT PANELS AS SHOWN.

NOTE: Cdr. Hank Kleemann flew this aircraft during the engagement. His "back-seater" was Lt. Dave Venlet. Their names replaced Field's and Walker's right after the engagement and the nose number was changed to 101 from 102. Shortly thereafter, Lt. Venlet left the squadron and his name was removed from the canopy rails. This left no name on the rear canopy rails for a short time. Then Lcdr. Brian Feikema's name was added to the rail. We have provided options to build this aircraft any of these three ways.

160403 AFTER THE ENGAGEMENT



DON'T SUBSTITUTE DECALS!



WRONG RIGHT

These two aircraft do not have the yellow rectangle markings usually seen next to the rescue arrow on each side of the nose.

The RESCUE arrow is different than those provided on kit decals or other F-14 specialty sheets.

Hoist markings are yellow with a white background, and are different from those available on some other decal sheets.

WRONG BEWARE OF BLAST
RIGHT BEWARE OF BLAST

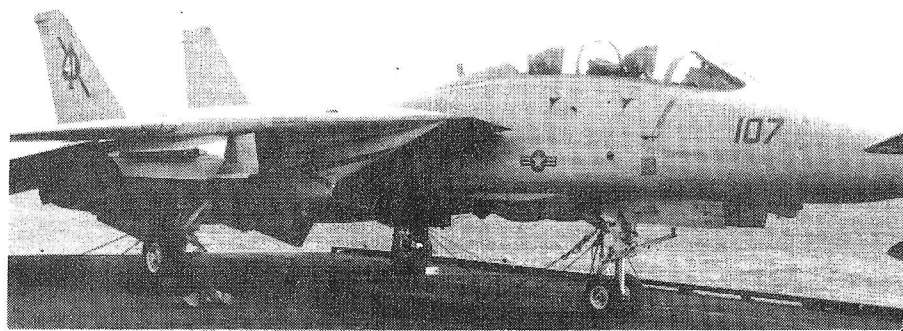
The BEWARE OF BLAST markings are different on these F-14s than on kit decals or any other F-14 specialty sheet.

WRONG

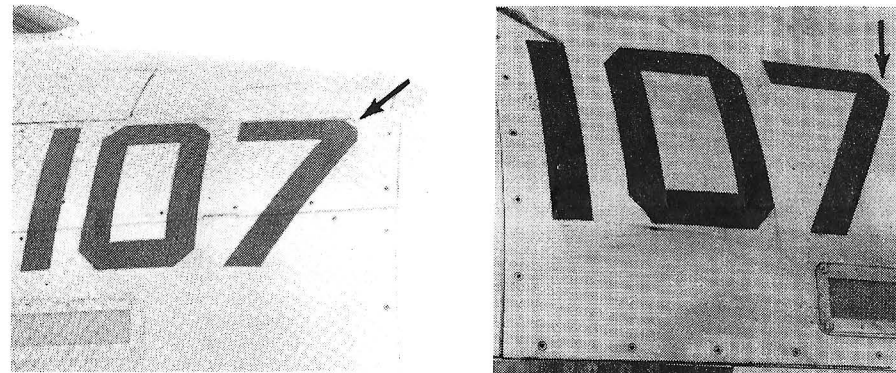
RIGHT

The JET INTAKE markings are different on these F-14s than on any F-14 decal sheet.

Using kit decals, carefully cut out the word DANGER, and reposition as indicated.



160390 back on the USS NIMITZ. At this point Muczynski's and Anderson's names have been added to the canopy rails, but the kill marking has not been added. Also note that the usual yellow rectangles on either side of the RESCUE markings are not present. Also see the two general photos on the opposite side on this point. (VF-41)



Nose number 107 on both sides of the nose. Carefully note the location relative to the tape lights and panel lines. Also note the differences in the style of the 7s where indicated by the arrows. (VF-41)



Vertical tail of 107. Carefully note the slant and style of the 07. Also note the white background on the hoist markings, and that these markings are located on both sides of each fin. (VF-41)



Marking on front of left nose door. Note that the marking on the right door is different. (VF-41)

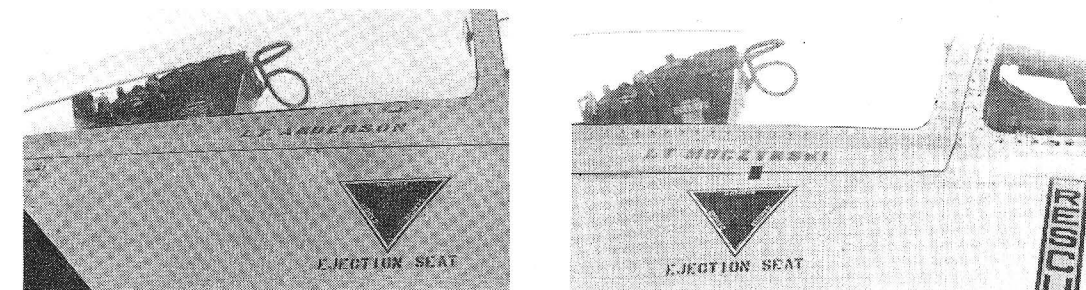
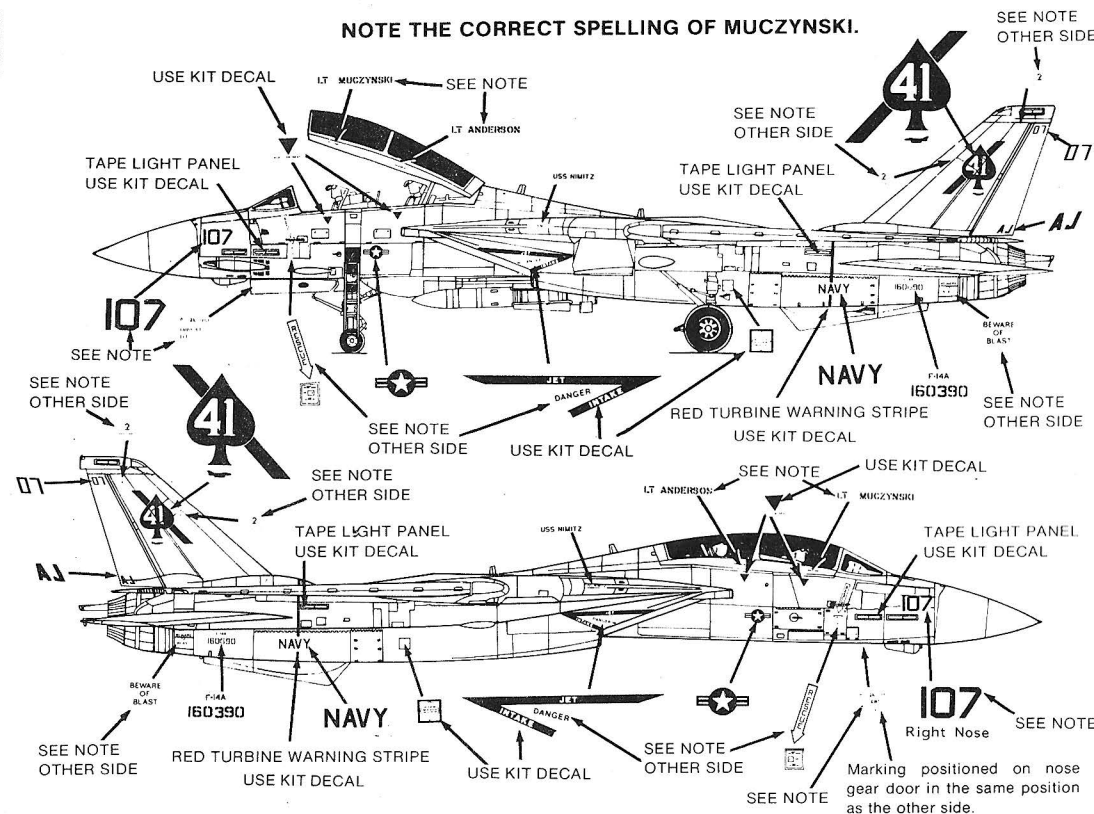
PC. AN SUGG	PC. AN SUGG
GROSS WT.	GWT.
EVT.	EVT.

LEFT SIDE RIGHT SIDE

F-14A
160390

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To build 160390 as it appeared at the time of the engagement, delete the kill markings from the vertical tails, and the crew names from the canopy rails. According to VF-41, there is no record of any names on this aircraft at that time.



The crew names after they were added to 107. Note how small the lettering is, and particularly note that only the last names were used. Both names are preceded by LT. However, it has been reported elsewhere that Anderson's name was preceded by LTJG. (VF-41)

HISTORICAL SUMMARY OF THE F-14 TOMCAT'S FIRST USE IN COMBAT



THE LOSER, A LIBYAN Su-22.
NOTE THE "ATOLL" MISSILE UNDER THE WING.

The first use of the F-14 in combat occurred on August 19, 1981 in the Mediterranean Sea. The U.S. 6th Fleet was conducting exercises over 100 miles north of the Libyan coast in international waters. However, Libya claims them as being their territorial waters. This area of the Mediterranean is known as the Gulf of Sidra, and the downing of the two Su-22s has become known as the Gulf of Sidra incident.

Beginning on August 18, Libyan pilots tried to disrupt the exercises by flying their aircraft into the area. This was done even though the Navy had issued the usual warnings stating that the exercises would be conducted to include the firing of live missiles. The Libyan pilots flew Mirage, MiG-23 "Flogger," and MiG-25 "Foxbat" fighters. Prior to the time of the shooting incident, the Libyans had flown over forty sorties into the exercise area.

Task Force 60 was the U.S. Navy unit operating in the area, and consisted of about 15 ships to include the carriers USS Nimitz and USS Forrestal. It was in the morning of August 19, that two F-14 Tomcats of VF-41, operating off of the USS Nimitz, intercepted two Libyan Su-22 "Fitter" aircraft approaching from the south. The two F-14s intercepted the Su-22s to warn them to stay away from the area. One F-14, 160403 (nose number 102), was being flown by Cdr. Henry M. Kleemann, commander of VF-41, with Lt. David Venlet in the rear seat. The second F-14, 160390, (nose number 107), was being flown by Lt. Lawrence Muczynski with Lt. James Anderson as the radar systems operator.

As they approached the Su-22s, one of the Libyan aircraft fired an AA-2 "Atoll" infra-red missile at the F-14s. The Tomcats took evasive action and then turned on the Su-22s. F-14 107 shot down the "Fitter" that had fired the missile, while 102 destroyed the other Su-22. Both used AIM-9L Sidewinder missiles for the kills.

It is curious that the only Su-22s seen during the exercises were those that fired on the American aircraft. These aircraft are primarily designed for the ground attack mission, and not for air-to-air combat. Reports indicate that the pilots of the Libyan aircraft used poor tactics, and generally exhibited a lack of flying skill and training. In short, the attack of the Su-22s on the F-14s was about as wise as the proverbial 97 pound weakling picking a fight with the world's heavyweight champion!

Upon their return to the Nimitz, the aircraft were assigned to the crews that had flown them. The 102 on 160403 was painted out and replaced by 101 which is normally assigned to the squadron commander. Cdr. Kleemann's name, along with Lt. Venlet's, replaced those previously on the canopy rails, and Lt. Muczynski's and Lt. Anderson's names were painted on the canopy rails of 107. According to VF-41, this happened, "almost before the engines cooled down." Kill markings, in the form of Su-22 silhouettes, were added to the vertical tails. They have been placed elsewhere on the aircraft since then, but upon their return to NAS Oceana, all of VF-41's aircraft carried these kill markings on their tails.

President Reagan has said that the only way to stop aggression and terrorism is to answer it with force. History would bear this out. Being nice in the face of aggression breeds more aggression. It is nice to know that American policy is now such that Americans can defend themselves even in peacetime. One well-known fighter ace of World War II was making a speech shortly after the incident when he stated that this incident marked a change in American policy, and was the proudest moment in American military history since the end of World War II.

PAINTING NOTES

The aircraft are overall light gull gray, FS 36440. Wheel struts and wheel wells are gloss white, FS 17875, while the gear doors are trimmed in red FS 11136. The afterburner cans are burnt natural metal. The leading edges of the flying surfaces are not natural metal on these F-14s. However, the vertical tail of 160403 shows considerable wear.

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For a detailed look at the F-14, to include these two aircraft, see *The F-14 Tomcat in Detail & Scale, (Expanded Edition)*, available after September 1982 from Aero Publishers, Inc. 329 West Aviation Road, Fallbrook, California 92028.

Detail & Scale provides you with the most accurate and thoroughly researched decals available to the scale modeler. Although we cannot answer all the letters we receive, we would appreciate your comments at Detail & Scale, Inc., P.O. Box 31518, El Paso, Texas 79931.

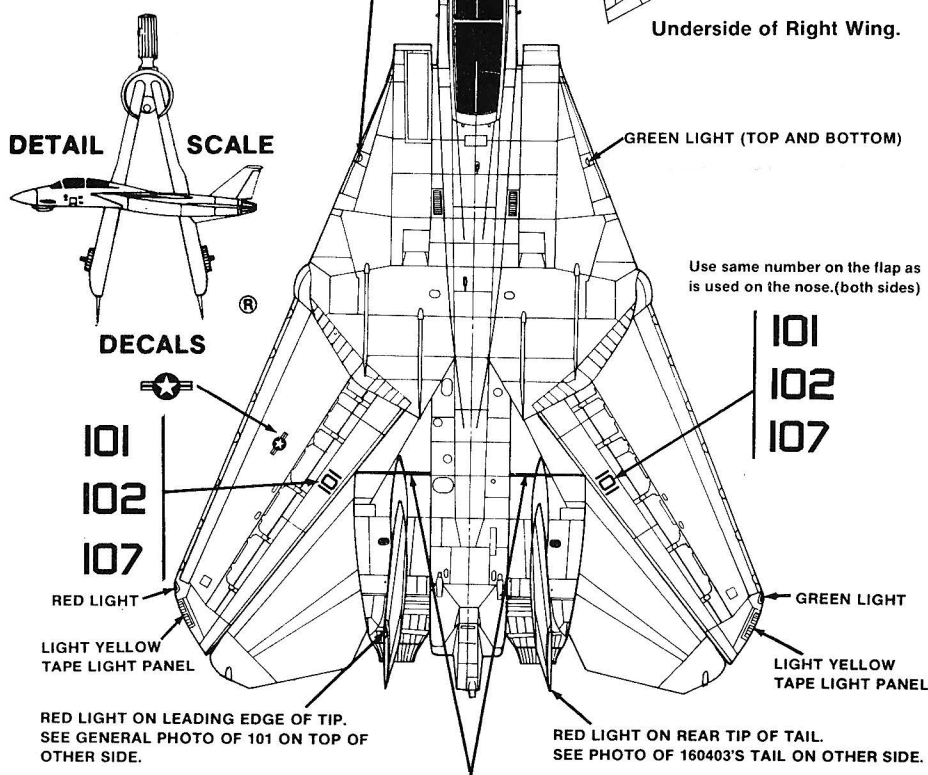
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ARMAMENT

The missile armament carried during the engagement was what is known as the 2-2-2 configuration. Two AIM-9L Sidewinders were carried, one each on launch rails on the outboard wing glove pylons. Two AIM-7 Sparrows were carried, one under each wing glove pylon. Two AIM-54A Phoenix were carried, one on each forward missile pallet under the fuselage. The kills were scored using one AIM-9L Sidewinder each.

NOTE: USE VERY DARK COLORS FOR LIGHTS
RED LIGHT (TOP AND BOTTOM)



RED LIGHT ON LEADING EDGE OF TIP. SEE GENERAL PHOTO OF 101 ON TOP OF OTHER SIDE.

RED LIGHT ON REAR TIP OF TAIL. SEE PHOTO OF 160403'S TAIL ON OTHER SIDE.

Note the red turbine stripe location on the top of the fuselage.