

622 Northwood Trail
Southlake, TX 76092

WHAT'S OUT THERE?

- 1/48th Tamiya F-14A
- 1/48th Hasegawa F-14A
- 1/48th Great Wall F-14A
- 1/48th Hobby Boss F-14A
- 1/48th Tamiya F-4B/N

US Naval Reserve fighter squadron VF-201 was established at NAS Dallas on 25 July 1973. It flew the F-4H Crusader and in 1976 transitioned to the F-4N Phantom II and later the F-4G version. In 1987 they transitioned to the F-14A and were the last Navy squadron to fly the F-4.

The two Hunter aircraft on this sheet are two of the more colorful CAS jets that have flown with this squadron. The F-14A represented in this last scheme that was seen for it's flight to AMARG upon the Tomcat retirement while the F-4N scheme adorned this AC in 1977.

There are enough markings for both complete aircraft. There were not many decals on this particular F-14 but there was a lot of graffiti that adorned this jet for it's flight.

Stencils for the F-4N can be sourced from the excellent selection that are part of the Tamiya line-up of this kit.

Special thanks to Paul Paine and Carl Richards for all the reference assistance on this decal sheet.

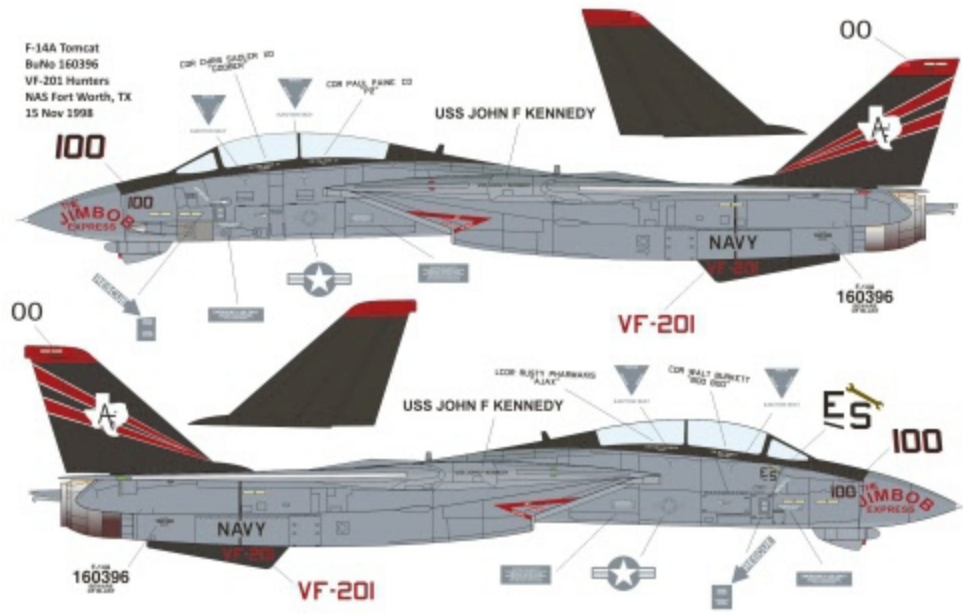
Follow us on Facebook and Instagram
www.facebook.com/twobobsgraphics
@twobobsgraphics



F-4N
BuNo 152244
VF-201 Hunters
NAS Fort Worth, TX
August 1977



Copyright © 2024 Twobobs Aviation Graphics All Rights Reserved twobobs.net modelbuilder@twobobs.net



F-14A Tomcat
BuNo 160396
VF-201 Hunters
NAS Fort Worth, TX
15 Nov 1998

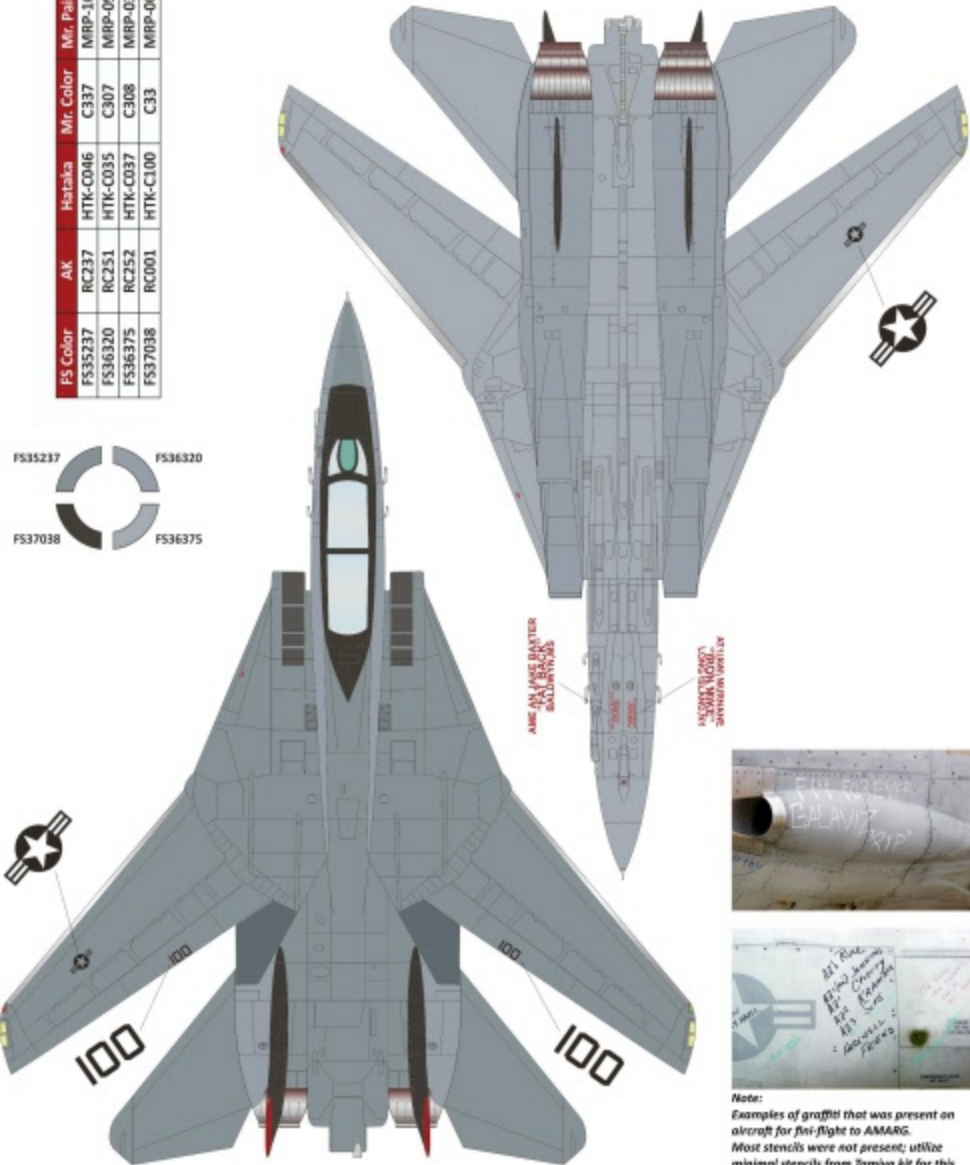
USS JOHN F KENNEDY

USS JOHN F KENNEDY



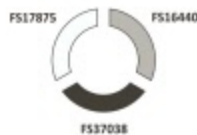
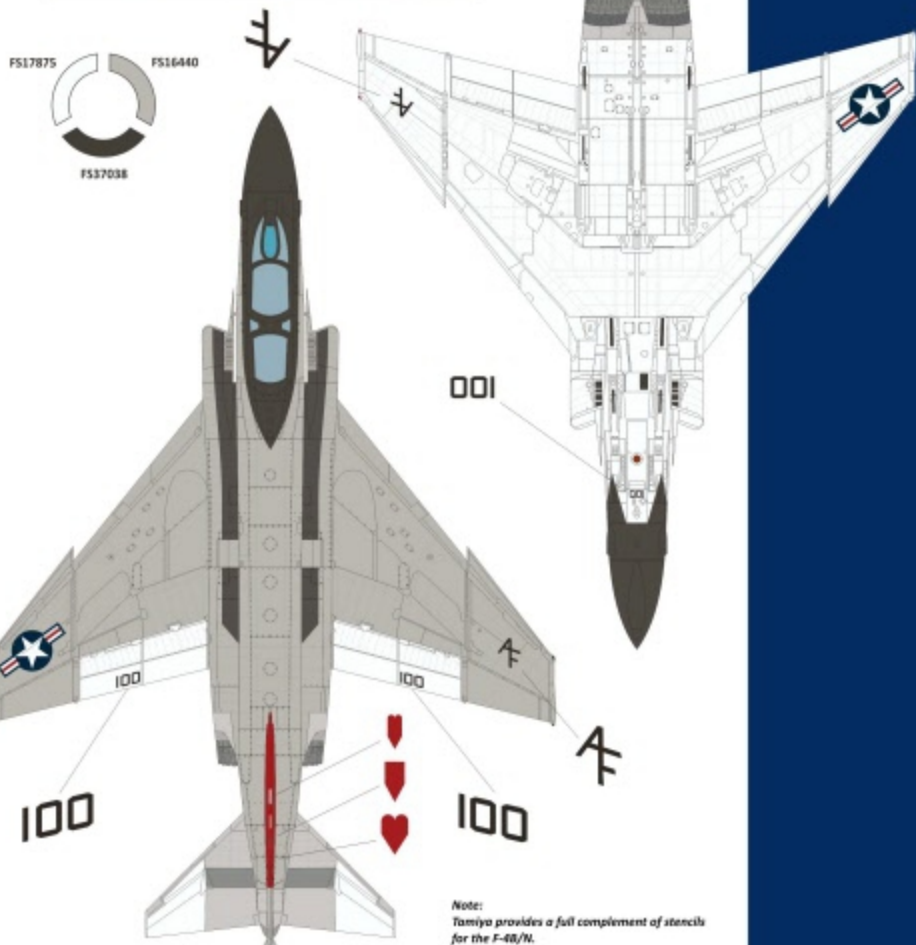
On December 23, 1992 LCDR Jim "Jim Bob" Segars RIO was killed in an F-14 accident in the Brownwood MOA. The accident happened when the aircraft departed and went into a flat spin. Jim Bob jettisoned the canopy per NATOPS and then initiated dual eject. The canopy actuator clipped the firing pin on top of the rear ejection seat as the aircraft spun in a flat spin causing slow separation between the canopy and the aircraft. The ejection seat sequence for both seats was completed normally, with the exception the mechanical firing pin on top of the rear seat was bent and did not initiate the rear seat ejection. The front seat ejected normally as if the rear seat had left the aircraft. Jim Bob was trapped in the aircraft and later found in the wreckage. On November 15, 1998, the squadron was transitioning to the F/A-18 and the Jim Bob Express was the last F-14 to leave the squadron. CDR Paul Paine, CO and LCDR Joe Burns flew the AC to AMARG. Paul stated, "There were still a lot of guys in the squadron that served with Jim Bob. He was well liked by everyone in the squadron." Thus, the airplane was named the "Jim Bob Express" in honor of "Jim Bob".

FS Color	AK	Hataka	Mr. Color	Mr. Paint
FS35237	RC237	HTK-C046	C337	MRP-105
FS36320	RC251	HTK-C035	C307	MRP-097
FS36375	RC252	HTK-C037	C308	MRP-038
FS37038	RC001	HTK-C100	C33	MRP-005



Note:
Examples of graffiti that was present on aircraft for Air-flight to AMARG. Most stencils were not present; utilize minimal stencils from Tamiya kit for this version.

FS Color	AK	Hataka	Mr. Color	Mr. Paint
FS17875	RC222	HTK-C049	C316	MRP-135
FS16440	RC220	HTK-C048	C11	MRP-098
FS37038	RC001	HTK-C100	C33	MRP-005



001

Note:
Tamiya provides a full compliment of stencils for the F-40/N.