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Rosamond, CA 93560
Tel: 661-209-9706
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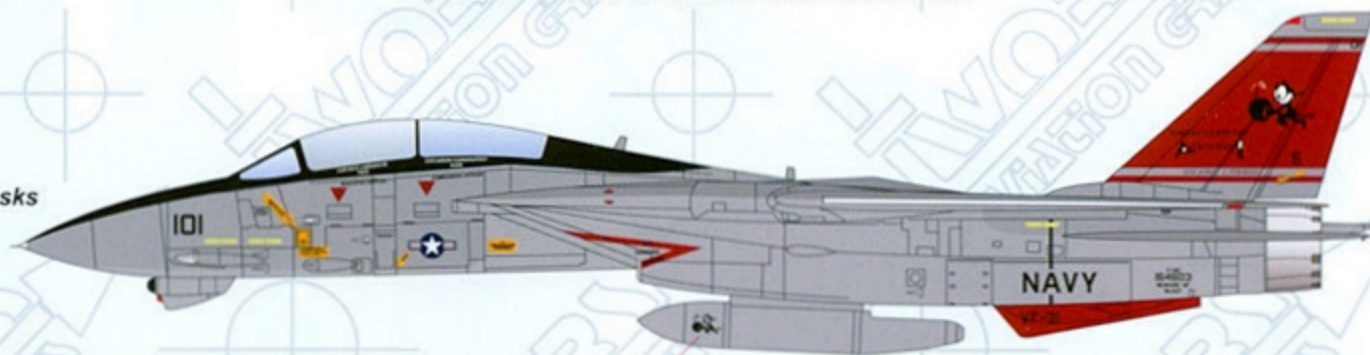
F-14D TOMCAT'S LAST PAC

VF-31 Tomcatters

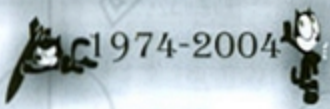
48-090
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All of our decals are precisely printed
on Mylar. We use the finest materials and
will give you the best results when used
with our decals.

WHAT'S OUT THERE?

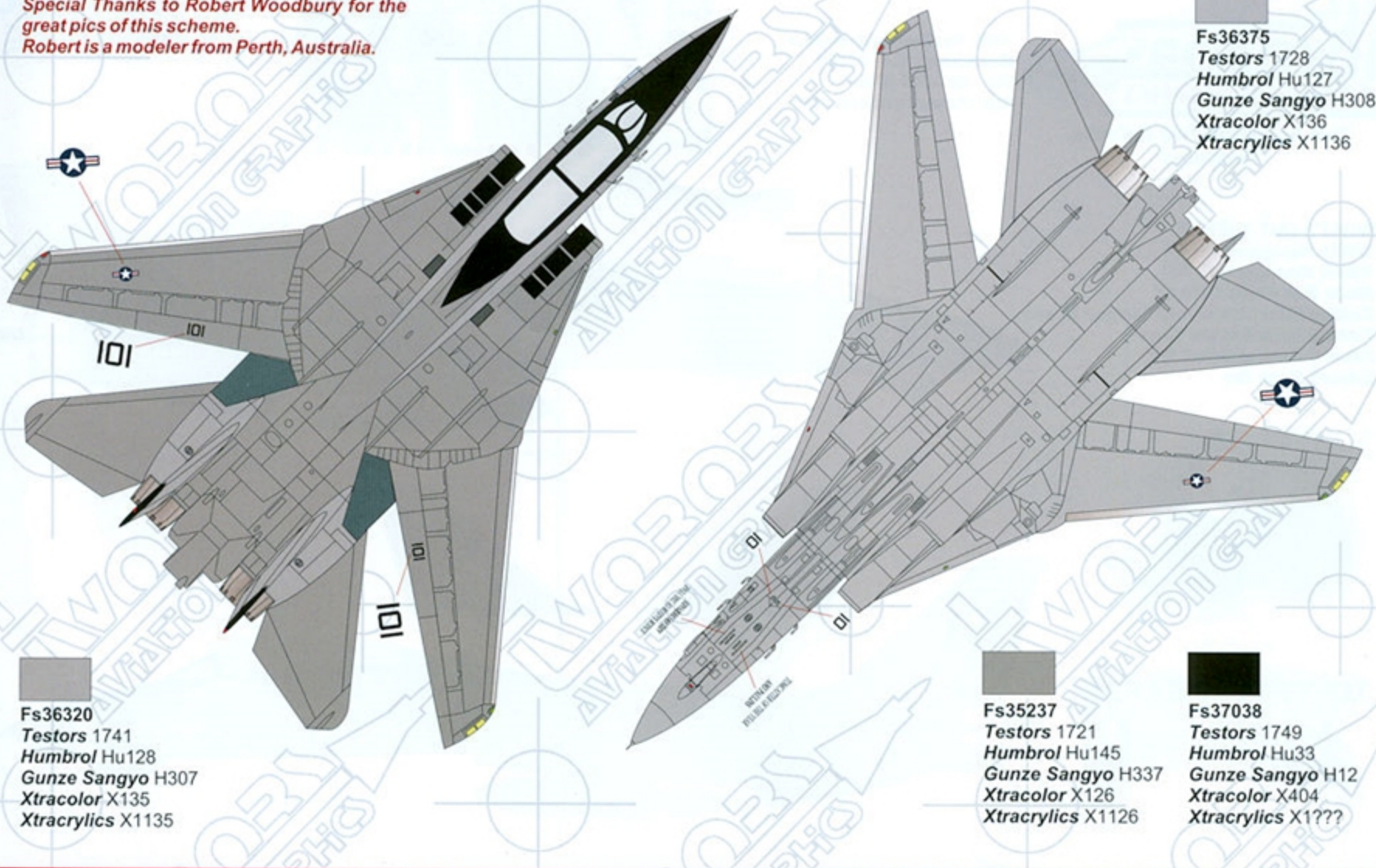
- 1/48th Hasegawa F-14D
- 1/48th Monogram F-14D
- Black Box Resin Cockpit
- Cutting Edge Wheel and Canopy Masks
- Cutting Edge Bulged Tires
- Eduard Tomcat Detail Set
- Eduard Mask Set



TOMCAT'S LAST PAC



Special Thanks to Robert Woodbury for the great pics of this scheme. Robert is a modeler from Perth, Australia.



Fs36375
Testors 1728
Humbrol Hu127
Gunze Sangyo H308
Xtracolor X136
Xtracrylics X1136

Fs36320
Testors 1741
Humbrol Hu128
Gunze Sangyo H307
Xtracolor X135
Xtracrylics X1135

Fs35237
Testors 1721
Humbrol Hu145
Gunze Sangyo H337
Xtracolor X126
Xtracrylics X1126

Fs37038
Testors 1749
Humbrol Hu33
Gunze Sangyo H12
Xtracolor X404
Xtracrylics X1???

The Tomcatters currently fly the most capable and formidable strike fighter in the U.S. Navy, the F-14D Super Tomcat. Ten fighter/reconnaissance aircraft constitutes VF-31. Each Tomcat can track up to 24 targets simultaneously and attack six with Phoenix missiles while continuing to scan airspace. The F-14D has a new capability: It can strike with precision air-to-ground weapons using the Low-Altitude Navigation and Targeting Infrared and Night (LANTIRN) targeting system.

From 1952 to 1957, VF-31 flew the F2H Banshee. In 1957, the squadron switched to the F3H Demon, flying it through 1962. For two years after this the Tomcatters flew the F-3B before transitioning to the F-4B Phantom. After two years with the B model, the squadron switched to the F-4J, and flew this through 1981. Then in 1982 the Tomcatters began flying the F-14A Tomcat. VF-31 flew the F-14A for ten years before switching to its current aircraft, the F-14D Super Tomcat, in 1992.

Fighter Squadron (VF) 31 "Tomcatters" is the second oldest fighter squadron operating in the U.S. Navy today; their history dates from the commissioning of the VF-1B Shooting Stars in 1935, flying the Boeing F4B-4. The distinctive VF-31 "Felix the Cat" insignia has been used by the US Navy since 1929, when it graced the fuselage of the VB-2B biplane. Two years later, the Shooting Stars changed squadron designations to VF-6 and switched aircraft to the F3F-2. In July, 1943, VF-6 swapped designations with VF-3, The Felix Cat squadron, and began flying the F6F Hellcat. Both squadrons claimed the Felix mascot and call-sign after the switch, which caused a controversy for the next three years. After a bit of controversy between several squadrons, VF-31 won the rights to the Felix mascot and call-sign. Finally, in 1946, VF-3 became VF-3A, flying the F8F-1 Bearcat, while VF-6 was decommissioned. The Chief of Naval Operations approved the official adoption of the Felix the Cat name and call-sign by VF-3A.

On August 7, 1948, VF-3A became the VF-31 Tomcatters. The original VF-31, "The Flying Meataxes" destroyed 165 Japanese planes in aerial combat, tops among all CVL (light carrier) squadrons. They deployed with USS Cabot, CVL-28, from November, 1943 through September 1944.

The Tomcatters' combat experience includes battles in World War II, Korea, and Vietnam, as well as regional conflicts all over the world. In 1972, flying the F-4J Phantom, Tomcatter aircrew shot down a MiG-21 over North Vietnam and distinguished VF-31 as the only Navy fighter squadron to achieve aerial victories in three wars. Through the years the Tomcatters and their predecessors have served on some of the Navy's finest aircraft carriers, including the first, USS Langley (CV-1); the second, USS Lexington (CV-2); and the sixth, USS Enterprise (CV-6). They were aboard USS Enterprise during the bombing of Pearl Harbor as well as the Battles of Wake Island, Marcus Island, Midway, Guadalcanal, and the Eastern Solomons. In 1980, VF-31 and USS Saratoga (CV-60) concluded a 24-year period of continuous service together, the longest in naval history.

In late 1996 VF-31 returned from its second Western Pacific deployment aboard USS Carl Vinson (CVN-70), flying missions in the Arabian Gulf and over southern Iraq in support of Operations Southern Watch and Desert Strike. Following cruise the Tomcatters returned to NAS Oceana, where they resided five years earlier before moving to NAS Miramar. The squadron remains part of Carrier Air Wing 14 on the west coast, and returned from a deployment aboard USS Abraham Lincoln (CVN-72) in December 1998, again in support of Operation Southern Watch.

Fighter Squadron (VF) 31 returned home to Naval Air Station (NAS) Oceana on Oct. 31, 2004, from a five-month Western Pacific deployment with the nuclear-powered aircraft carrier USS John C. Stennis (CVN 74). As part of Carrier Air Wing (CVW) 14, the squadron became the last to fly F-14 Tomcats over the skies of the Pacific Fleet. VF-31 was to then join the other F-14 squadrons still in commission at NAS Oceana to continue operating in the Atlantic Fleet until the aircraft retires from the Navy in 2006 after more than 30 years of service. Before the final Tomcats can be laid to rest, the pilots need to be retrained to fly the F/A-18E/F Super Hornet.

Twobobs' goal is to provide you with the most thoroughly researched decals that money can buy. We go beyond using traditional reference resources and many times speak with the actual aircrews and maintainers of our subject matter.

Being modelers ourselves, we understand that there is no substitute for this painstaking research and we are proud to offer, what we feel, are the best decals on the market. If you have any subject matter that you feel should be the next Twobobs creation, let us know. We'll be happy to listen to any and all customer input.