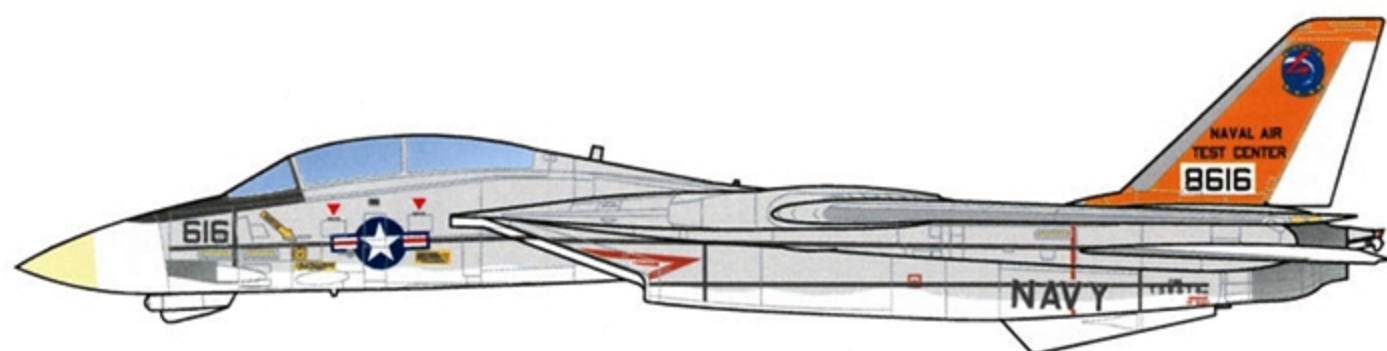
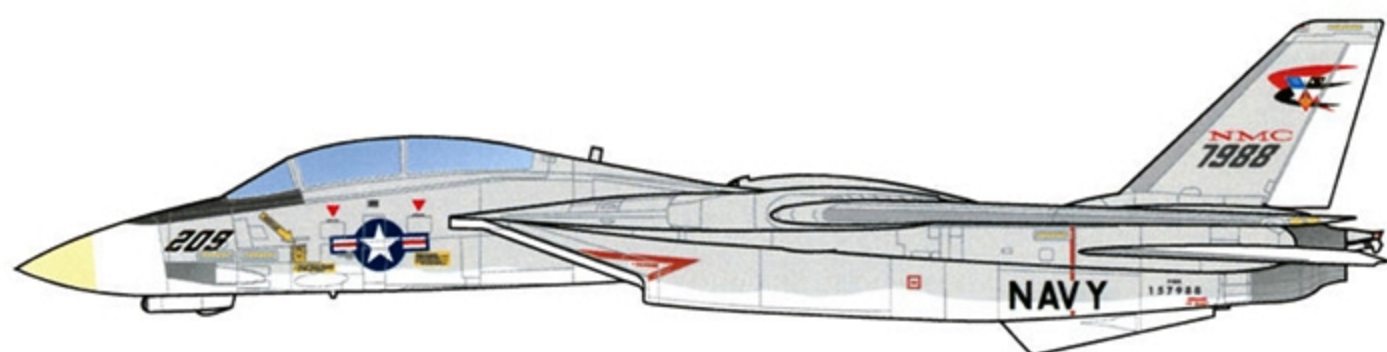


F-14

"THE EARLY YEARS"



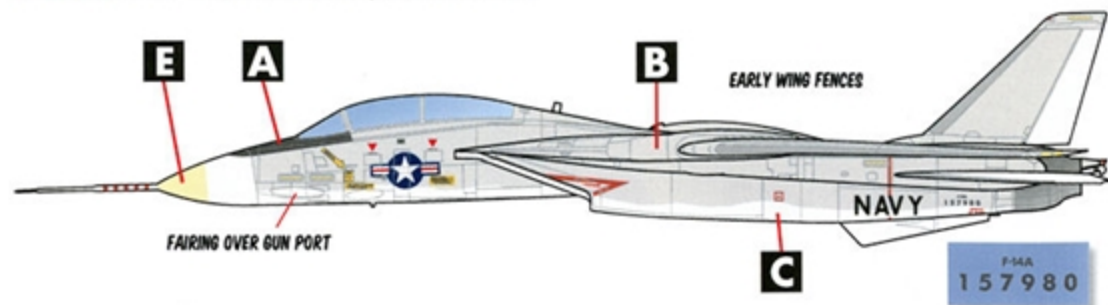
**FOURTEEN MARKING OPTIONS
FOR F-14 PROTOTYPES
AND EARLY TEST AIRCRAFT**

1/48 SCALE

DECALS PRINTED BY

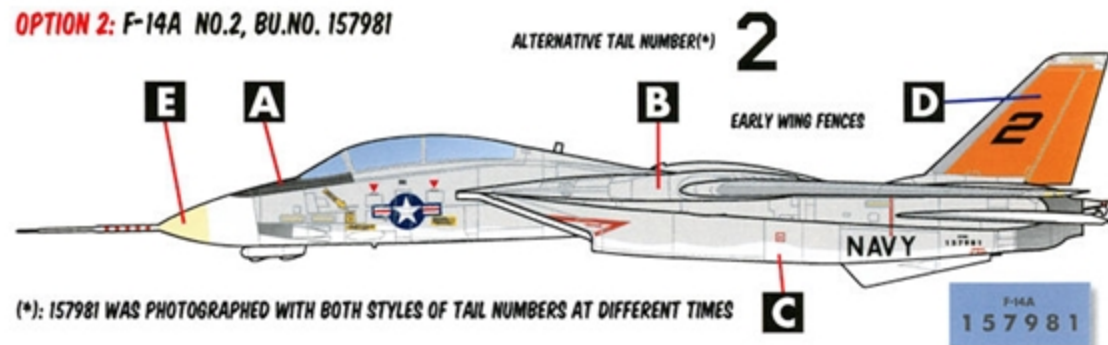


OPTION 1: F-14A FIRST PROTOTYPE, BU.NO. 157980



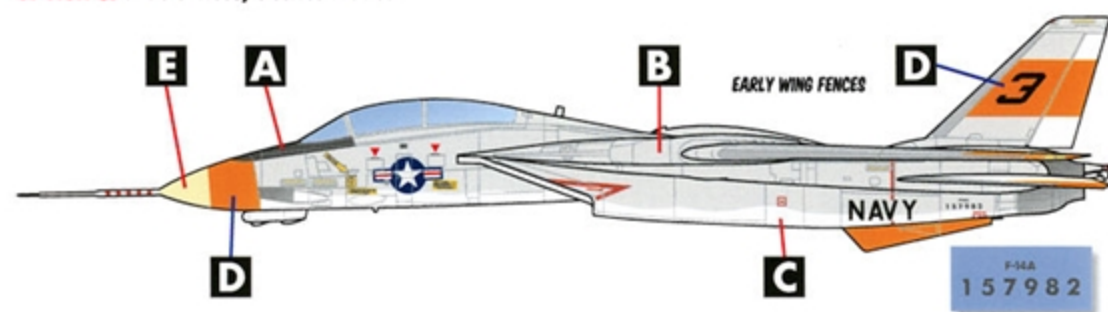
THE FIRST TOMCAT HAD A VERY SHORT LIFE - IT CRASHED ON ITS SECOND FLIGHT IN DECEMBER 1970. IT DID NOT HAVE ANY SPECIAL MARKINGS - NOTE EARLY WING FENCES AND NO M61 VULCAN GUN

OPTION 2: F-14A NO.2, BU.NO. 157981

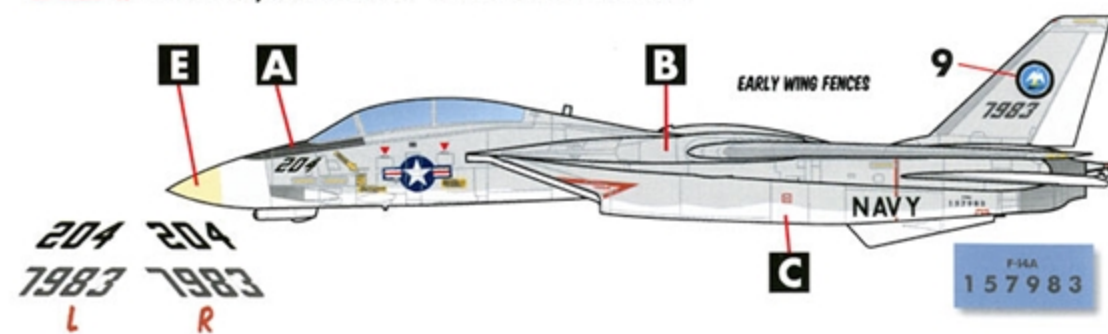


(*): 157981 WAS PHOTOGRAPHED WITH BOTH STYLES OF TAIL NUMBERS AT DIFFERENT TIMES

OPTION 3: F-14A NO.3, BU.NO. 157982

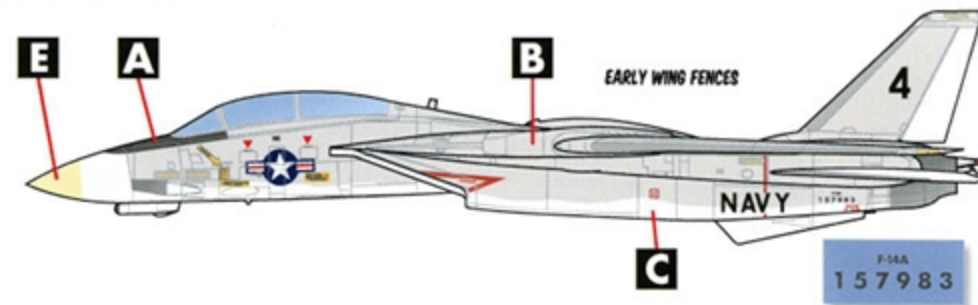


OPTION 4: F-14A NO.4, BU.NO. 157983 - PHOENIX MISSILE TESTING

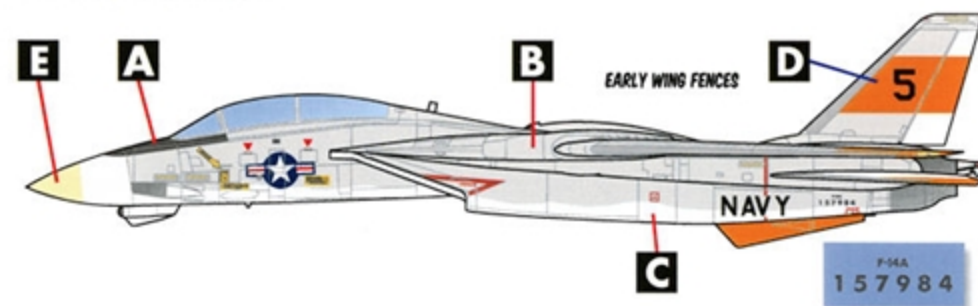


157983 WAS INVOLVED IN AIM-54 PHOENIX MISSILE TESTING. YOU CAN USE THE YAIM-54 MARKINGS ON THE PHOENIX MISSILES CARRIED BY THIS JET - SEE LAST PAGE OF INSTRUCTIONS.

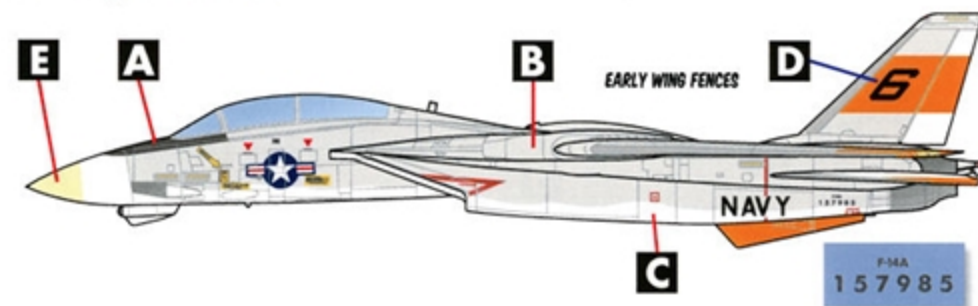
OPTION 5: F-14A NO.4, BU.NO. 157983



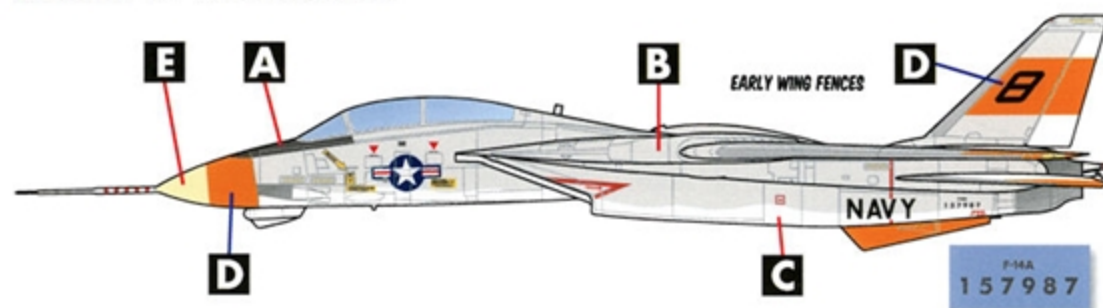
OPTION 6: F-14A NO.5, BU.NO. 157984



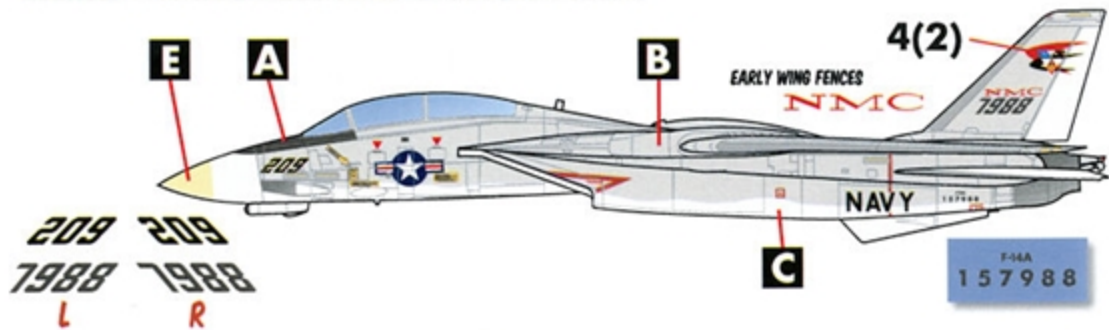
OPTION 7: F-14A NO.6, BU.NO. 157985



OPTION 8: F-14A NO.8, BU.NO. 157987

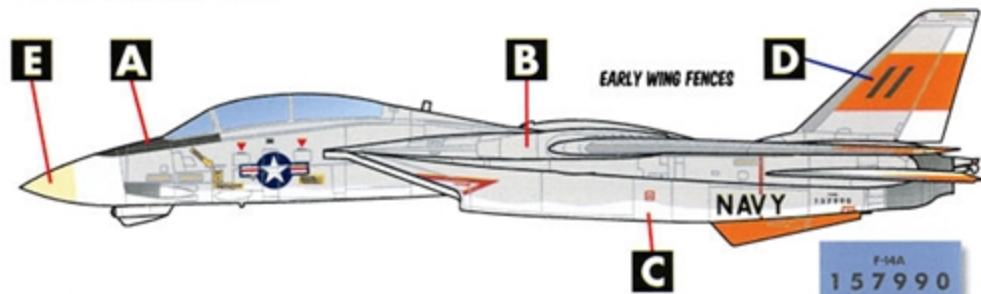


OPTION 9: F-14A NO.8, BU.NO. 157988, NAVAL MISSILE CENTER

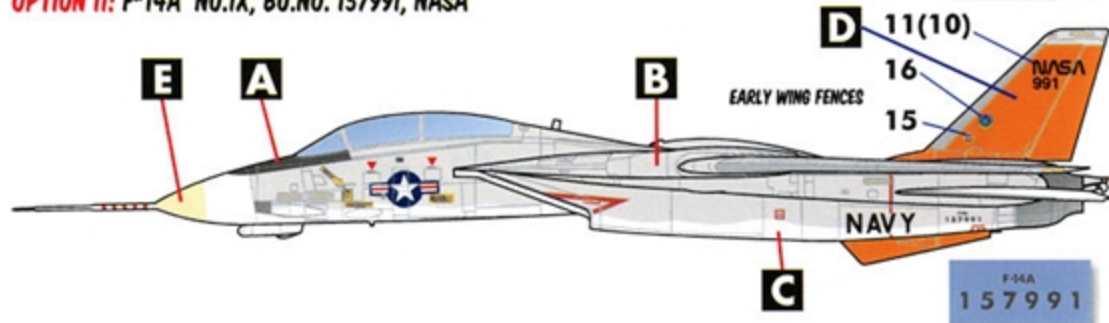


157988 WAS ANOTHER EARLY TOMCAT THAT WAS USED FOR WEAPONS TESTING. IT WAS SOMETIMES PHOTOGRAPHED WITH CALIBRATION MARKINGS. SEE LAST PAGE OF INSTRUCTIONS.

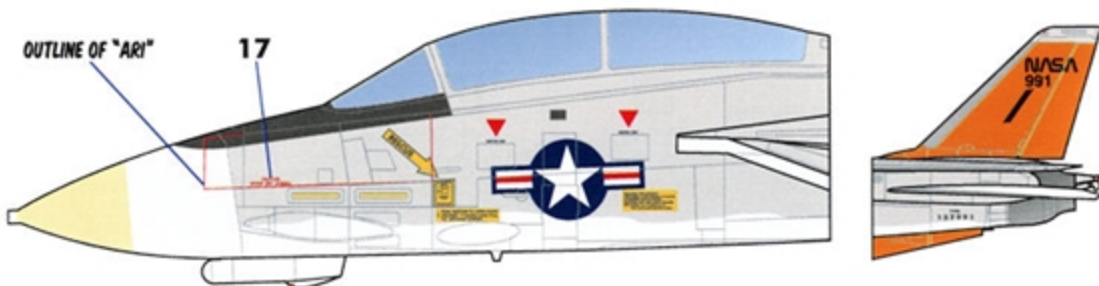
OPTION 10: F-14A NO.11, BU.NO. 157990



OPTION 11: F-14A NO.1X, BU.NO. 157991, NASA

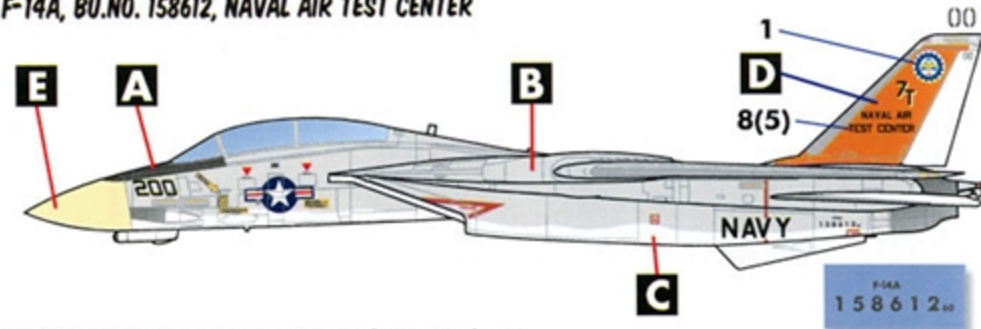


AFTER THE CRASH OF NO.1, 157991 WAS NAMED "1X" AND LATER BECAME A NASA TESTBED. AT DIFFERENT POINTS IN TIME, IT CARRIED A "1" ON ITS TAIL - USE THE "1" PROVIDED ON THE MAIN SHEET.



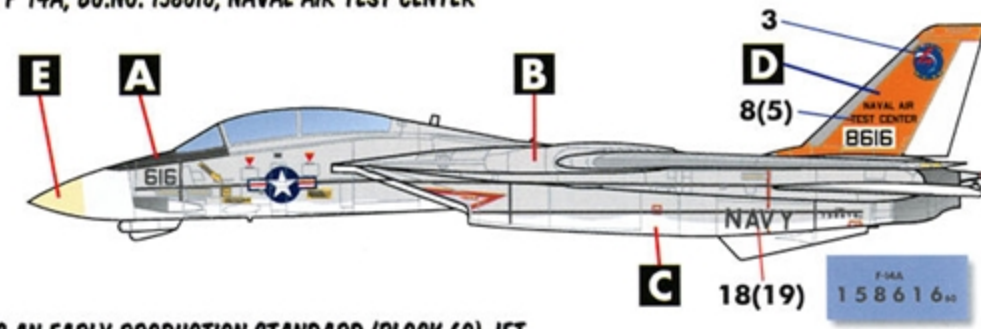
WHILE AT NASA, 1X WAS EQUIPPED WITH CANARD-LIKE DEVICES CALLED "ARI" (AILERON-RUDDER INTERCONNECT). IF YOU DECIDE TO SCRATCH BUILD THE ARI, WE PROVIDE A UNIQUE STENCIL THAT WAS APPLIED TO THE JET. IT WAS VISIBLE WHEN THE ARI WAS DEPLOYED. SEE REFERENCE SITE FOR A PHOTO.

OPTION 12: F-14A, BU.NO. 158612, NAVAL AIR TEST CENTER



158612 WAS AN EARLY PRODUCTION STANDARD (BLOCK 60) JET. THESE AIRCRAFT DO NOT HAVE THE EARLY WING FENCES.

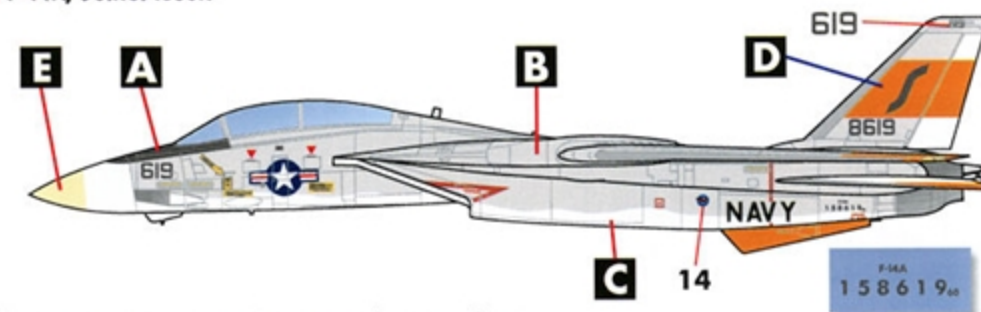
OPTION 13: F-14A, BU.NO. 158616, NAVAL AIR TEST CENTER



158616 WAS AN EARLY PRODUCTION STANDARD (BLOCK 60) JET. THESE AIRCRAFT DO NOT HAVE THE EARLY WING FENCES.

NOTE THE ALIGNMENT MARKINGS (BLACK STRIPES) ON THE FUSELAGE. SEE PHOTOS AT THE REFERENCE SITE. USE THE SPECIAL "NAVY" MARKINGS (DECAL 18 & 19) FOR THIS OPTION.

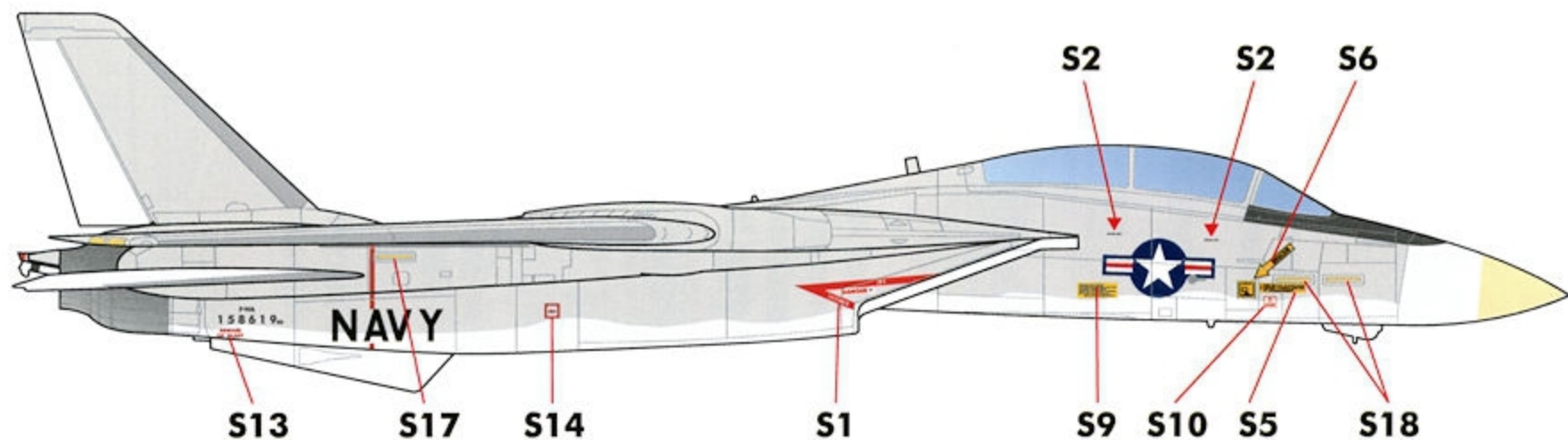
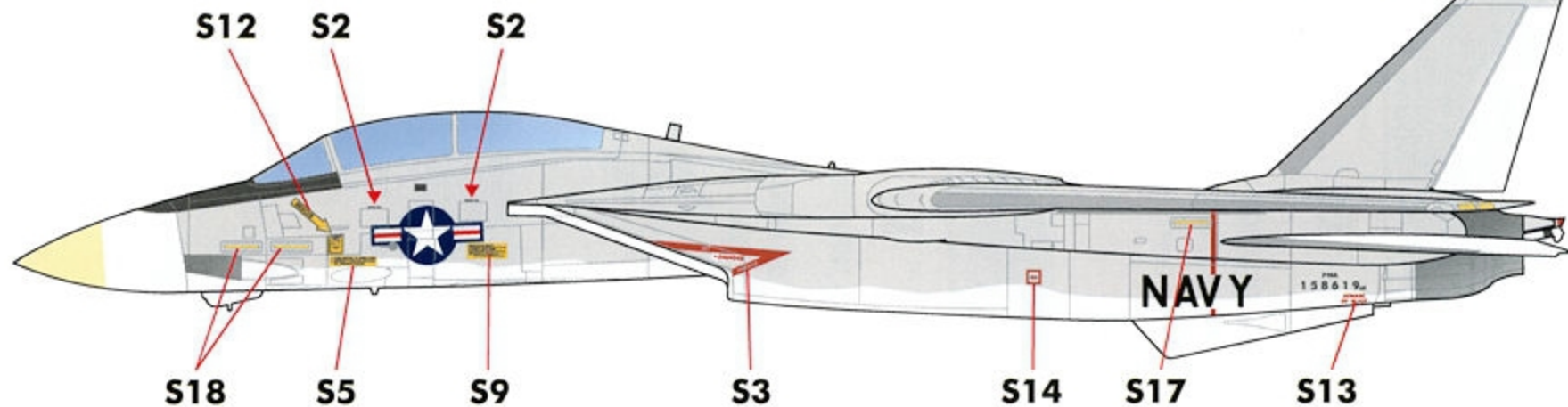
OPTION 14: F-14A, BU.NO. 158619



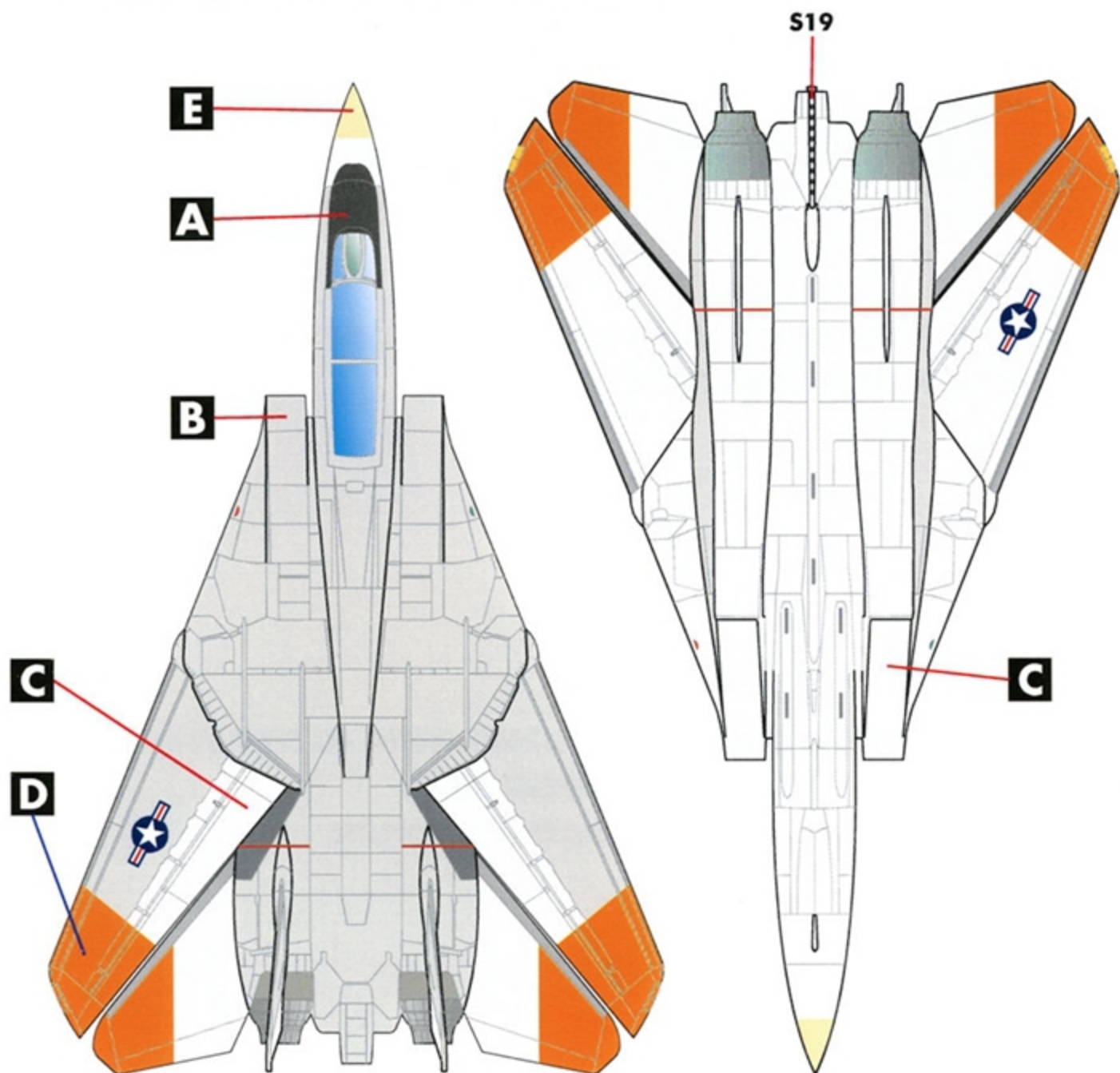
158619 WAS AN EARLY PRODUCTION STANDARD (BLOCK 60) JET. THESE AIRCRAFT DO NOT HAVE THE EARLY WING FENCES.

EARLY F-14A : TYPICAL STENCILLING

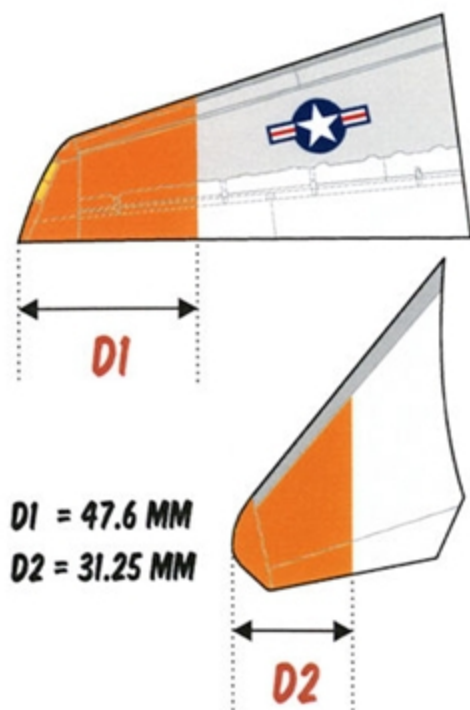
NO FORMATION STRIP LIGHTS ON
THE TAILS OF EARLY F-14S



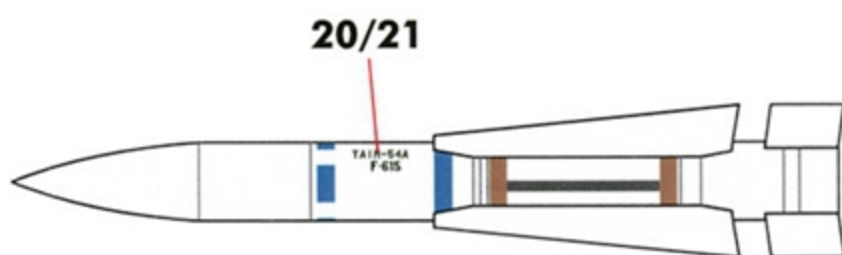
USE DECALS S22 TO S25 FOR THE RED ENGINE WARNING STRIPES ON THE REAR FUSELAGE



REPRESENTATIVE PROTOTYPE MARKINGS (OPT.6) SHOWN - MOST PROTOTYPE JETS WERE PAINTED SIMILARLY. THE REFERENCE WEB PAGE HAS DRAWINGS FOR EACH INDIVIDUAL OPTION - SEE LAST PAGE FOR THE ADDRESS

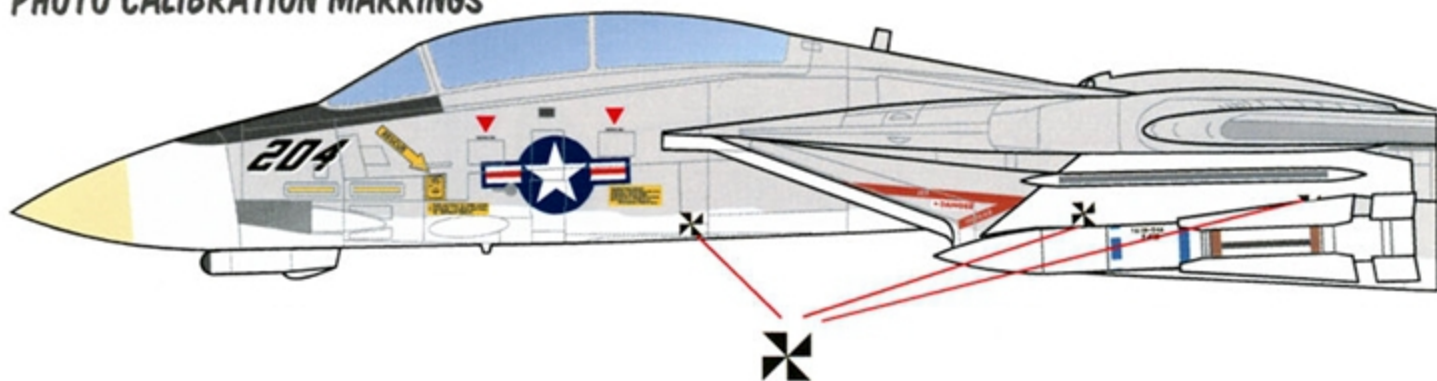


WE ESTIMATE THE WIDTH OF THE ORANGE AREA ON THE WINGS AND HORIZONTAL STABILIZERS TO BE 90" (47.6 MM IN 1/48) AND 60" (31.25 MM IN 1/48) RESPECTIVELY.



DECALS 20 / 21 ARE FOR YAIM-54 PHOENIX TEST MISSILES

PHOTO CALIBRATION MARKINGS



EARLY TOMCATS THAT WERE INVOLVED IN AIM-54 TESTING (SUCH AS OPTIONS 4 & 9) SOMETIMES CARRIED THESE PHOTO CALIBRATION MARKINGS IN THESE LOCATIONS.

IMPORTANT!

FOR TOP-BOTTOM DRAWINGS OF ALL OPTIONS, ADDITIONAL PHOTOS AND DETAILING NOTES,
PLEASE VISIT THE REFERENCE SITE AT:

WWW.CARACALMODELS.COM/REFERENCES/CD48168

CARACAL MODELS WOULD LIKE TO THANK
NEVEN KAMINSKI

FOR HIS INVALUABLE HELP IN THE DESIGN OF THIS DECAL SHEET.

- A** FLAT BLACK (FS37038)
- B** FLAT GULL GRAY (FS36440)
- C** FLAT WHITE (FS36875)
- D** INTERNATIONAL ORANGE (FS12197)
- E** RADOME TAN (FS33613)

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