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USA

**FTD 48028**

**F-14A**



**VF-211**

**2001-2002 OEF**

**2004 OIF II**



DESIGNED TO HASEGAWA KIT  
[WWW.FIGHTERTOWNDECALS.COM](http://WWW.FIGHTERTOWNDECALS.COM)





# VF-211 OPERATION ENDURING FREEDOM

MUTYA WAS PRESENT UNTIL  
SOMETIME IN MARCH 02



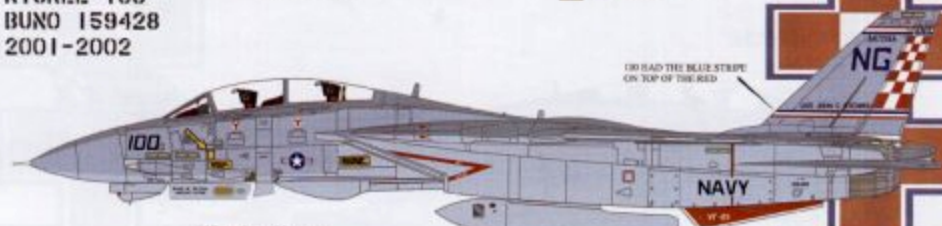
CAPT DONALD QUINN    CAPT V A STEINMAN  
CAG    DCAG



F-14A VF-211 OEF  
NICKEL 100  
BUNO 159428  
2001-2002

F-14A was also placed  
on inside of left bay door

DECAL IS DESIGNED TO  
FIT TOGETHER



100 HAD THE BLUE STRIPE  
ON TOP OF THE RED

### \*\*Loadout Notes\*\*

Up until Operation Anaconda in March 02, VF-211 had been flying mostly uneventful XCAS missions over Afghanistan. Once Anaconda began, VF-211 began dropping bombs. Loadouts were mostly focused on 500lbs and some 1000lbs weapons. As the F-14A was not JDAM equipped, VF-211 was restricted to LGB and unguided weapons. The most common loadout would be 4 GBU-12s. The F-14A was able to trap on the boat as a quad bomber. Some GBU-16's were carried if the mission called for employing weapons as opposed to an 'on call' status. As combat operations progressed, VF-211 flew mixed loadouts of staggered LGB's and unguided bombs. 2 GBU-12 x 2 mk82 and 1 or 2 GBU-16 x 2 mk83. The mk series bombs were employed first as recon by fire drops or larger area drops, saving the LGB's for more precision work.

MUTYA WAS PRESENT UNTIL  
SOMETIME IN MARCH 2002



GLENN WILKERSON    MICHAEL J.  
FDNY    FDNY

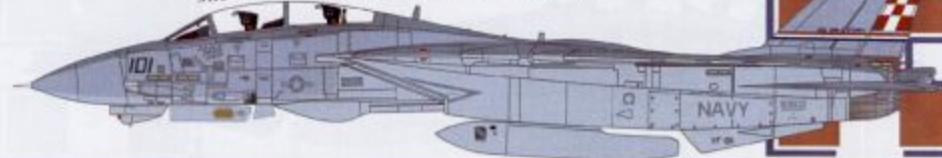
F-14A VF-211 OEF  
NICKEL 101  
BUNO 161603  
2001-2002

### \*\* 100 COLOR NOTE \*\*

The information supplied from the squadron indicated that the crew names on 100 were painted black. Our reference photos show them looking 34681 Euro Gray, and even lighter. It is possible that they were painted black but faded during cruise. These markings are supplied in black on the main page and 34681 on Pg3.

CLAUDE RICHARDS    TIMOTHY ROY  
NYFD    NYFD

The names on all the jets were a tribute to members of NYFD and FDNY that lost their lives on Sept 11, 2001.





VF-211 was painted until sometime in March 2002.



F-14A VF-211 OEF  
NICKEL 102  
BUNO 161612  
2001-2002

F-14A was also placed on inside of left leg bay.

**\*\* 102 COLOR NOTE \*\***

The information supplied from the squadron indicated that the noses, tail number and crew names on 102 were painted black. Our reference photos show them looking 36081 Euro Gray, and even lighter. It is possible that they were painted black but faded during cruise. These markings are supplied in black on the main page and 36081 on Pg.3.

The main squadron markings appear lighter than 36081 while on cruise as well. We have supplied all Euro Gray markings in both a "lightened" color on the main sheet and as a darker 36081 color on Pg.3.

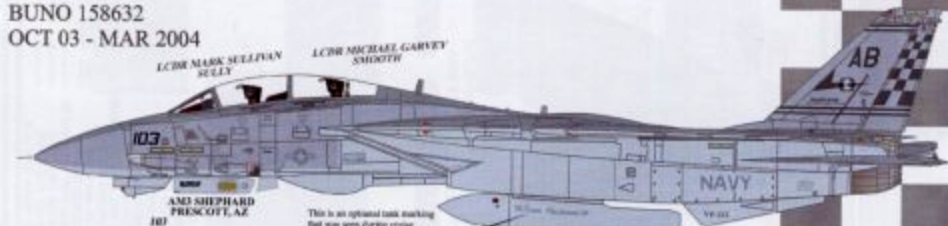


**\*\* 103 COLOR NOTE \*\***

VF-211 had two variations of their line jets during this time period. Some aircraft had fresh dark 36081 Euro Gray markings, while others had a lighter color. The squadron still listed the lighter color as 36081, but they appeared closer to 36118 Gunship Gray. 103 had the darker set of these markings. For 103, please use the darker 36081 included on Pg.3.



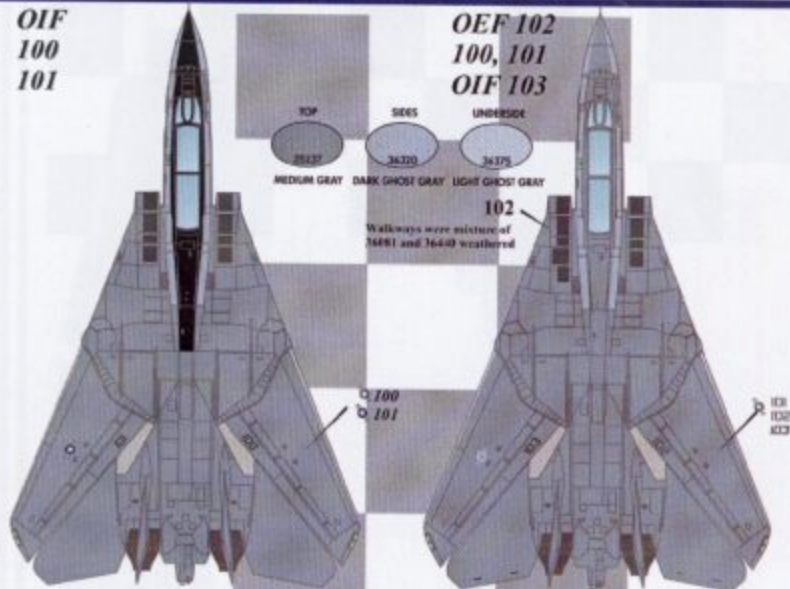
F-14A VF-211 OIF II  
NICKEL 103  
BUNO 158632  
OCT 03 - MAR 2004



This is an optional tank marking that was seen during cruise. At the Fly-In, both tanks looked like the above one.

**OIF  
100  
101**

**OEF 102  
100, 101  
OIF 103**



101 AND 101 OIF  
FS 36375

Lantirn Pod  
FS 36118

106 OIF

100

101, 102

PLACE BLUE  
OUTLINE FIRST

OIF

OEF

PATCH DECALS ARE PRINTED  
IN 1 & 2 & 3 PIECES



**WHAT'S AVAILABLE:**

- AVIONIX/BLACK BOX COCKPIT
- AVIONIX/BLACK BOX BOMB CAT
- AIRS COCKPIT
- AIRS WHEEL WELLS
- AIRS EXHAUSTS
- CUTTING EDGE WHEELS AND MASKS
- OR PEPPERRESINS WHEELS
- EDWARD PE AND MASKS
- EAGLE DESIGNS BOMB CAT
- FINE MOLDS PITOT TUBES AND PE
- ROYAL RESINS FUEL TANKS
- STEEL BEACH ACCESSORIES
- WOLPACK DESIGN RESIN SETS



*Launch Bar decal:*

Place decal on top of kit Launch Bar as shown. Apply setting solution to sides, wrap one side down first, let it set then wrap the other side next and have them meet at the bottom.

**SPECIAL THANKS:**  
MIKE PISTER, DAVID F BROWN,  
RODGER KELLY