

Don't St Patrick
F-14A/F-14B

VF-32 GYPSY ROLL TOMCATS

MiG Killers / Operation Desert Fox / Operation Iraqi Freedom / Last Tomcat Cruise



DECALS SIZED FOR HASEGAWA KIT

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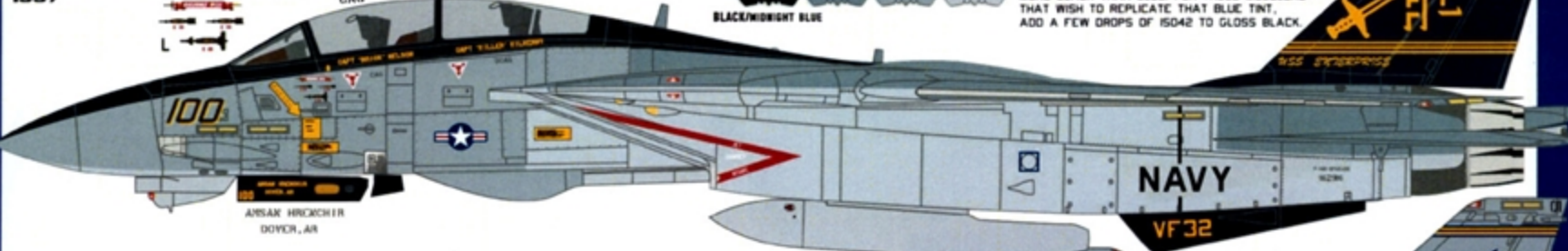
FIGHTERTOWN DECALS

F-14B VF-32 100

BUNO 162916

**OPERATION DESERT FOX
1997**

CAPT "BRICK" NELSON
CAG
CAPT "KILLER" KILKERRY
DCAG



ARSAK HROCHER
DOYER, AR

BLACK/WHITE BLUE

35237

36320

36375

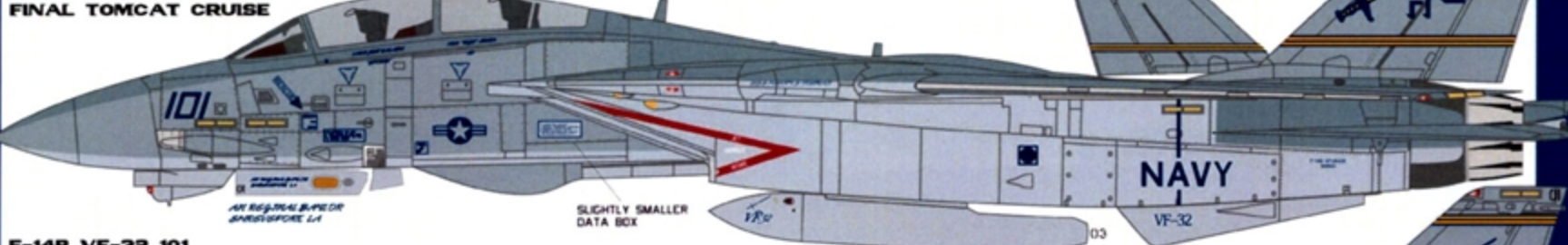
VF-32 HAS A LONG HISTORY WITH USING THEIR SIGNATURE BLUE TAILS AND TRIM COLOR. BUT IN THE EARLY YEARS OF FLYING THE 'B' MODEL, THEY USED BLACK A NUMBER OF TIMES. VF-32 ALSO USED 'MIDNIGHT BLUE' WHICH WAS A VERY DARK SHADE OF BLUE THAT APPEARED MORE BLACK THAN BLUE. FOR THOSE MODELERS THAT WISH TO REPLICATE THAT BLUE TINT, ADD A FEW DROPS OF IS042 TO GLOSS BLACK.

F-14B VF-32 101

BUNO 161860

**OIF 2005
FINAL TOMCAT CRUISE**

LCDR JOHN BULLARD
"SPOOK"
CDR TUDOR ARCHA
"D"



AVR REGISTRATION BUMPER
JANUARY 2006 LIA

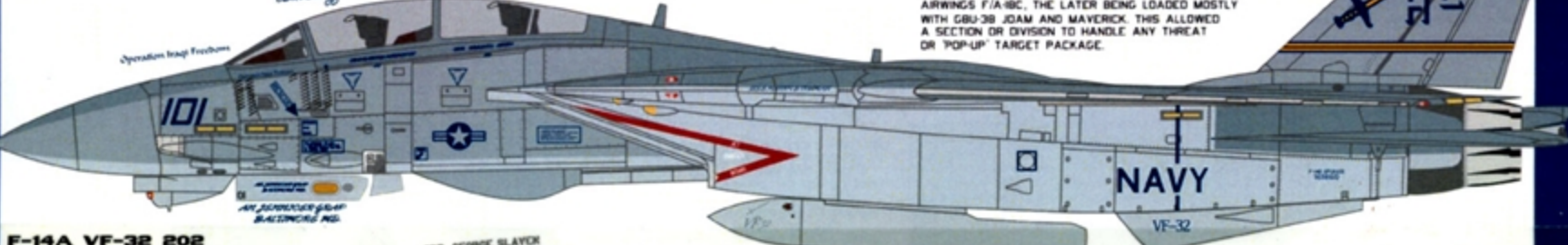
SLIGHTLY SMALLER
DATA BOX

F-14B VF-32 101

BUNO 161860

OIF 2003

CDR MICHAEL HARTWICK
"D"
CDR ROBERT ARCHA
"D"



Operation Iraqi Freedom

AVR REGISTRATION BUMPER
BALDWIN'S REG.

LOADOUTS FOR THE 2005 WERE ALMOST EXCLUSIVELY 2 GBU-32. NO AIR TO AIR MISSILES WERE CARRIED DUE TO THE LACK OF AN AIR THREAT. TO MAXIMIZE FLEXIBILITY, VF-32 FLEW MIXED SECTIONS WITH THE AIRWINGS F/A-18C, THE LATER BEING LOADED MOSTLY WITH GBU-38 JOAM AND MAYERICK. THIS ALLOWED A SECTION OR DIVISION TO HANDLE ANY THREAT OR "POP-UP" TARGET PACKAGE.

F-14A VF-32 202

BUNO 159437

DAY OF SHOOTDOWN

LCDR. GORE GARNETT
"GEEK"
CDR GEORGE SLAYOR
"CHIP"



202 WAS UNIQUE AMONG VF-32 JETS ON CRUISE. IT WAS THE ONLY JET WITH 35237 DATA.

VERBAL HISTORY HAD CALLSIGNS PAINTED ON THE JETS BUT AFTER SEEING PHOTOS OF THE DAY OF THE SHOOTDOWN, NO CALLSIGNS WERE PRESENT ON THE LEFT SIDE FUSELAGE. WE CANNOT CONFIRM IF THE SAME WAS TRUE ON THE RIGHT SIDE.

3608R DATA APPEARED NOT TO HAVE THE 36375 OUTLINES THAT THE REST OF THE JETS HAD. EITHER IT WAS PAINTED WITHOUT IT OR BY THIS POINT ON CRUISE, THE 36375 HAD FADED OUT.

202 HAD THE RARE EARLY OPTIONAL BOARDING STEPS WITH SINGLE HORIZONTAL RELEASE TABS.

IMMEDIATELY AFTER THE SHOOTDOWN (EITHER THE DAY OF OR THE DAY AFTER) CC QUICKLY APPLIED KILL MARKINGS TO BOTH 202 AND 207. FOR UNKNOWN REASONS THEY USED AN SU-22 STENCIL IN FACT IN CLOSE UP PICTURES OF THE CREW PAINTING, THE TITLE "FITTER" ON THE STENCIL IS VISIBLE.

207 RECEIVED A FULL LEFT SIDE FORWARD FUSELAGE REPAINT OF 36320 AND ALL OF ITS MARKINGS IN 3608. INCLUDING NEW NAMES SHORTLY AFTER THE SHOOTDOWN. THE MG-23 SILHOUETTE WAS ADDED AT THIS TIME. ONLY THE MODEX HAD 36375 SHADOWING AS A RESULT, THE FORWARD FUSELAGE 36320 HAD A LIGHTER COLOR THAN THE REST OF THE 36320 ON THE JET, WHICH SHOWED HEAVY WEATHERING FROM CRUISE.

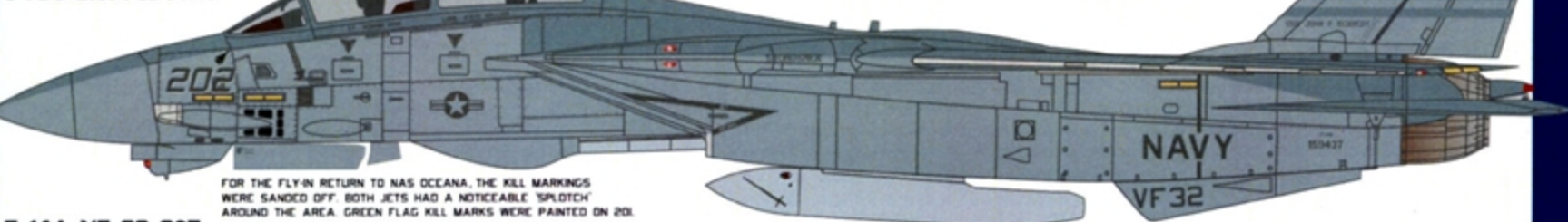
TAIL NUMBERS WERE PAINTED BLACK, ALTHOUGH WITH WEATHERING LOOK FADED. A GRAY VERSION IS INCLUDED.

F-14A VF-32 202

BUNO 159437

POST SHOOTDOWN

LT. MICHAEL OOK
"WEBSTER"
LCDR. STEVE COLLINS
"JIM"



FOR THE FLY-IN RETURN TO NAS OCEANA, THE KILL MARKINGS WERE SANDED OFF. BOTH JETS HAD A NOTICEABLE "SPLITCH" AROUND THE AREA. GREEN FLAG KILL MARKS WERE PAINTED ON 201.

F-14A VF-32 207

BUNO 159610

DAY OF SHOOTDOWN

LT. DAVE SPANGLER
"RANG"
LT. ANDY TORR
"TURBO"



VERBAL HISTORY HAD CALLSIGNS PAINTED ON THE JETS BUT AFTER SEEING PHOTOS OF THE DAY OF THE SHOOTDOWN, NO CALLSIGNS WERE PRESENT ON THE LEFT SIDE FUSELAGE. WE CANNOT CONFIRM IF THE SAME WAS TRUE ON THE RIGHT SIDE. A FURTHER NOTE, IT APPEARS LIKE THE NAMES WERE RECENTLY REPAINTED WITH A BLOCK OF 35237. THE CALLSIGNS APPEAR TO BE SANDED AWAY AND HAVE NO RECENT PAINT ADJUSTMENTS. IT'S VERY POSSIBLE THAT THE CC SHOP HAD SIMPLY NOT ADDED WANG AND TURBO CALLSIGNS YET.

BEFORE

207 RECEIVED A FULL LEFT SIDE FORWARD FUSELAGE REPAINT OF 36320 AND ALL OF ITS MARKINGS, INCLUDING NEW NAMES SHORTLY AFTER THE SHOOTDOWN. THE MG-23 SILHOUETTE WAS ADDED AT THIS TIME. WHY THE CC SHOP DID NOT OUTLINE ALL OF THE MARKINGS IN 36375 IS NOT KNOWN, BUT ONLY THE RESCUE TEXT AND MODEX SHADOWING WERE IN 36375 AS A RESULT, THE FORWARD FUSELAGE 36320 HAD A LIGHTER COLOR THAN THE REST OF THE 36320 ON THE JET, WHICH SHOWED HEAVY WEATHERING FROM CRUISE. IT DOES APPEAR THAT AFTER RETURNING TO OCEANA 36375 OUTLINES WERE REPAINTED.

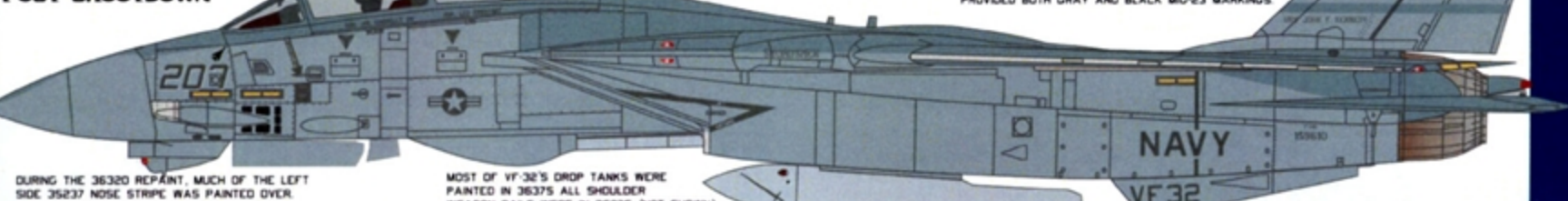
TAIL NUMBERS WERE PAINTED BLACK, ALTHOUGH WITH WEATHERING LOOK FADED. A GRAY VERSION IS INCLUDED.

F-14A VF-32 207

BUNO 159610

POST SHOOTDOWN

CDR. JOE CONNELLY
"D"
CDR. LEO EMMERT
"LTR"



DURING THE 36320 REPAINT, MUCH OF THE LEFT SIDE 35237 NOSE STRIPE WAS PAINTED OVER.

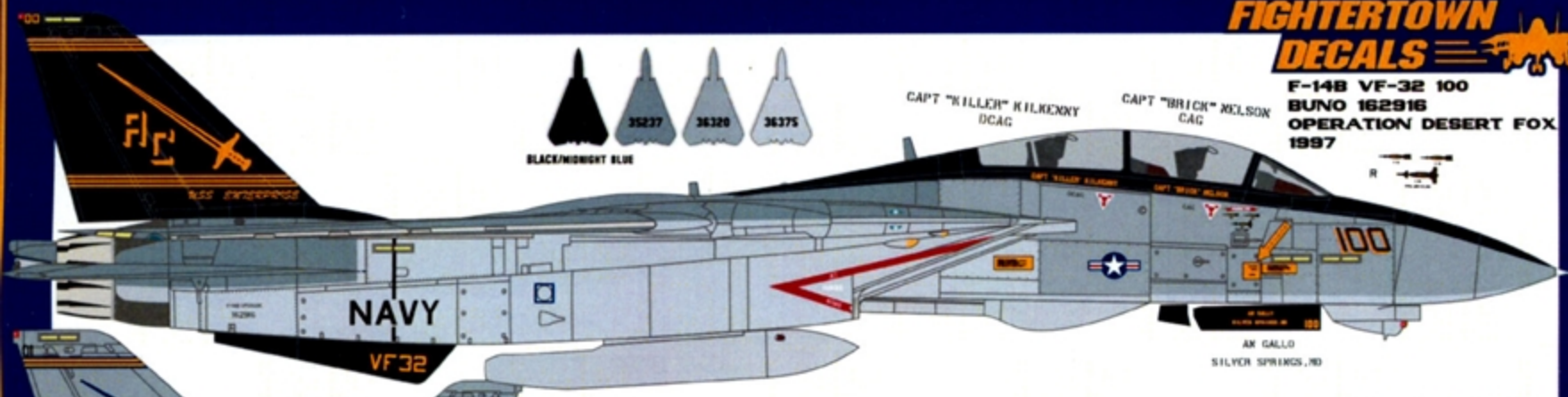
MOST OF VF-32'S DROP TANKS WERE PAINTED IN 36375. ALL SHOULDER WEAPON RAILS WERE IN 36375 (NOT SHOWN).

NAVY

VF 32

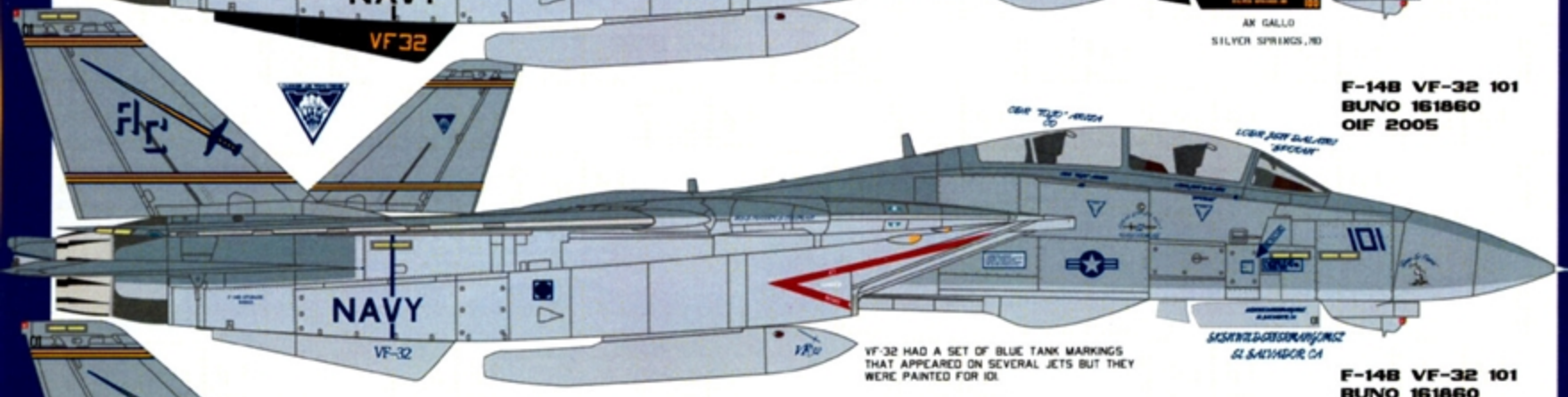
F-14B VF-32 100
BUNO 162916
OPERATION DESERT FOX
1997

CAPT "KILLER" KILKENNY
 DCAG
 CAPT "BRICK" NELSON
 CAG



AN GALLO
 SILVER SPRINGS, MD

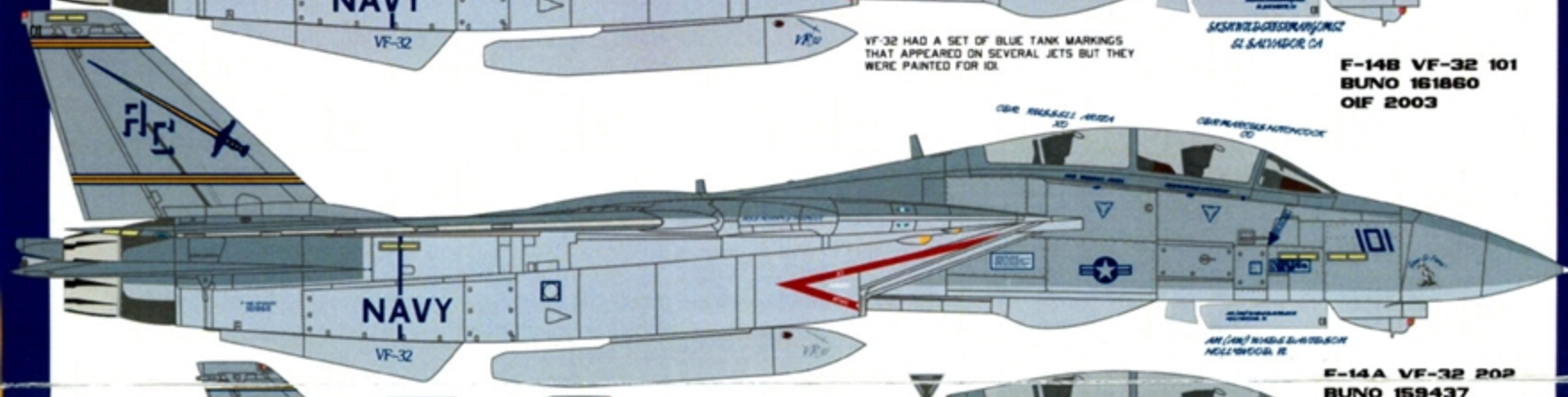
F-14B VF-32 101
BUNO 161860
OIF 2005



VF-32 HAD A SET OF BLUE TANK MARKINGS THAT APPEARED ON SEVERAL JETS BUT THEY WERE PAINTED FOR ID.

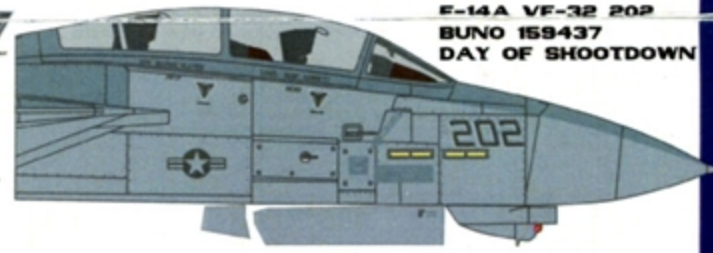
SEAN WILGOTSKY/USMC
 ST KATHARINE, CA

F-14B VF-32 101
BUNO 161860
OIF 2003

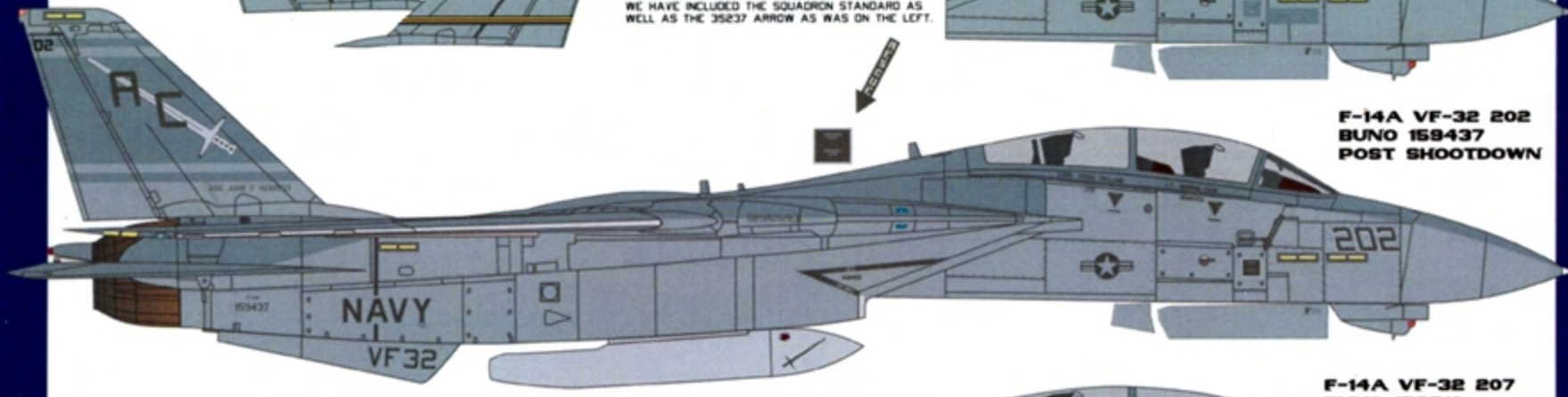


F-14A VF-32 202
BUNO 159437
DAY OF SHOOTDOWN

THE RIGHT SIDE OF THE 202 AND 207 DID NOT HAVE MUCH DOCUMENTATION. THE CANOPY NAMES ARE THE SAME BUT AT THE TIME OF THE SHOOTDOWN, IT WAS NOT CERTAIN IF CALLSIGNS WERE PRESENT. WE HAVE SHOWN THEM HERE FOR PLACEMENT. ADDITIONALLY, WE DID NOT HAVE PROOF OF WHAT RESCUE ARROW WAS PAINTED. WE HAVE INCLUDED THE SQUADRON STANDARD AS WELL AS THE 35237 ARROW AS WAS ON THE LEFT.

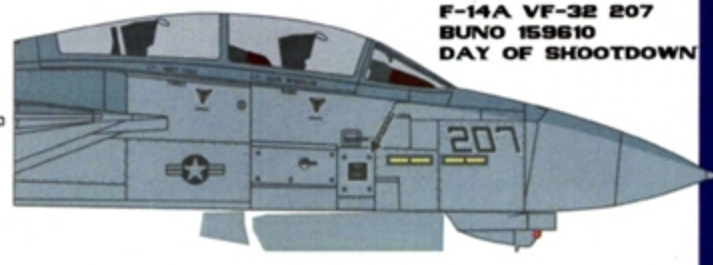


F-14A VF-32 202
BUNO 159437
POST SHOOTDOWN

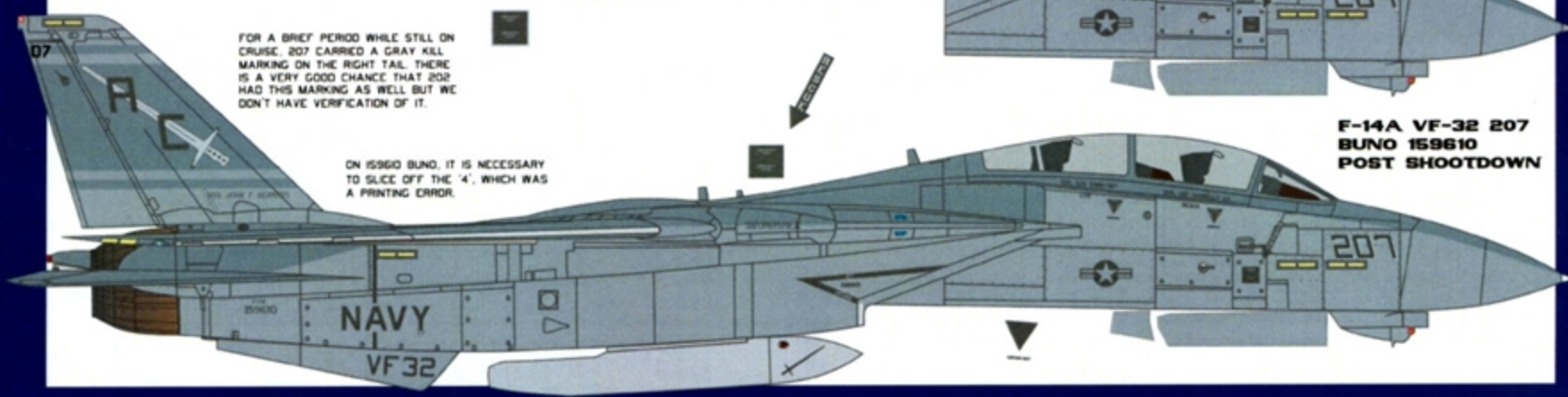


F-14A VF-32 207
BUNO 159610
DAY OF SHOOTDOWN

FURTHER COMPLICATING THE RIGHT SIDE OF THE JETS IS THAT AFTER THE SHOOTDOWN, WHILE WE WERE TOLD THAT THE SHOOTDOWN CREWS NAMES WERE APPLIED, WE DON'T HAVE PROOF, AND IF THEY WERE APPLIED, IT IS MOST LIKELY THAT THE ENTIRE RIGHT SIDE WAS REPAINTED LIKE THE LEFT.



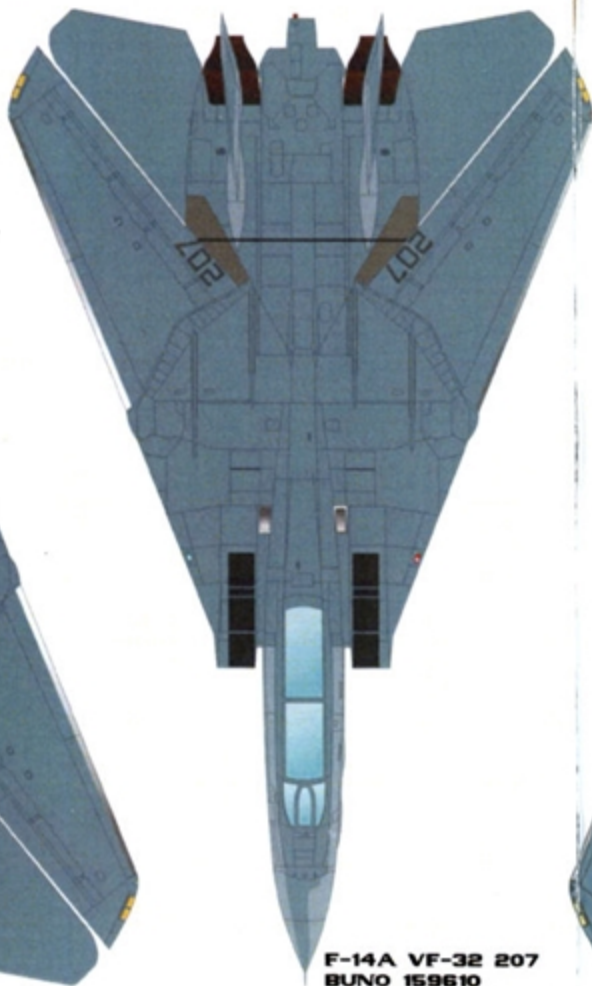
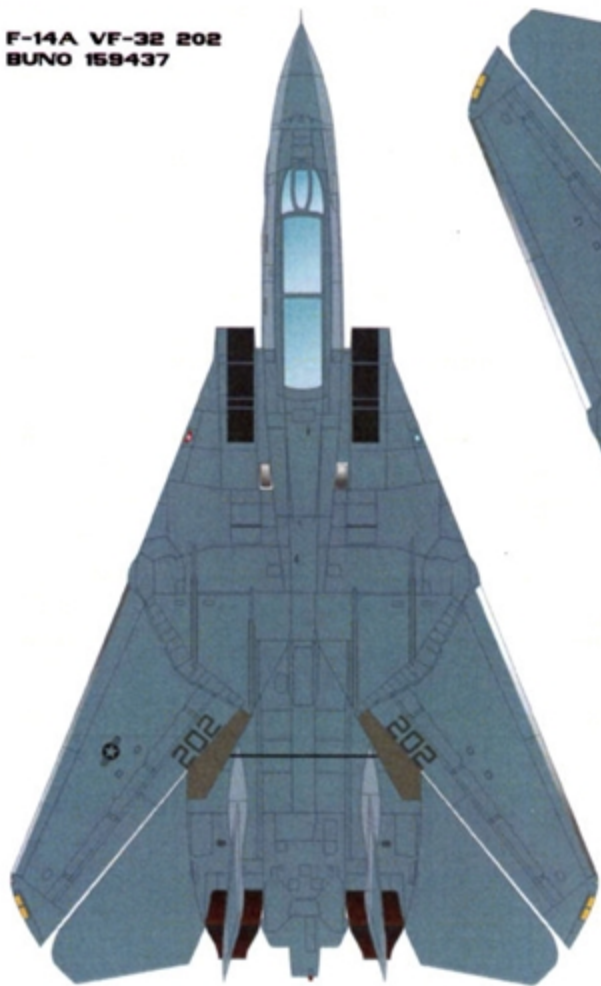
F-14A VF-32 207
BUNO 159610
POST SHOOTDOWN



FOR A BRIEF PERIOD WHILE STILL ON CRUISE, 207 CARRIED A GRAY KILL MARKING ON THE RIGHT TAIL. THERE IS A VERY GOOD CHANCE THAT 202 HAD THIS MARKING AS WELL BUT WE DON'T HAVE VERIFICATION OF IT.

ON 159610 BUNO, IT IS NECESSARY TO SLICE OFF THE '4', WHICH WAS A PRINTING ERROR.

F-14A VF-32 202
BUNO 159437



F-14A VF-32 207
BUNO 159610
POST SHOOTDOWN

DURING REPAINT, MUCH OF THE LEFT SIDE 35237 NOSE STRIPE WAS PAINTED OVER PRIOR TO REPAINTING, IT APPEARED THE SAME AS 202.

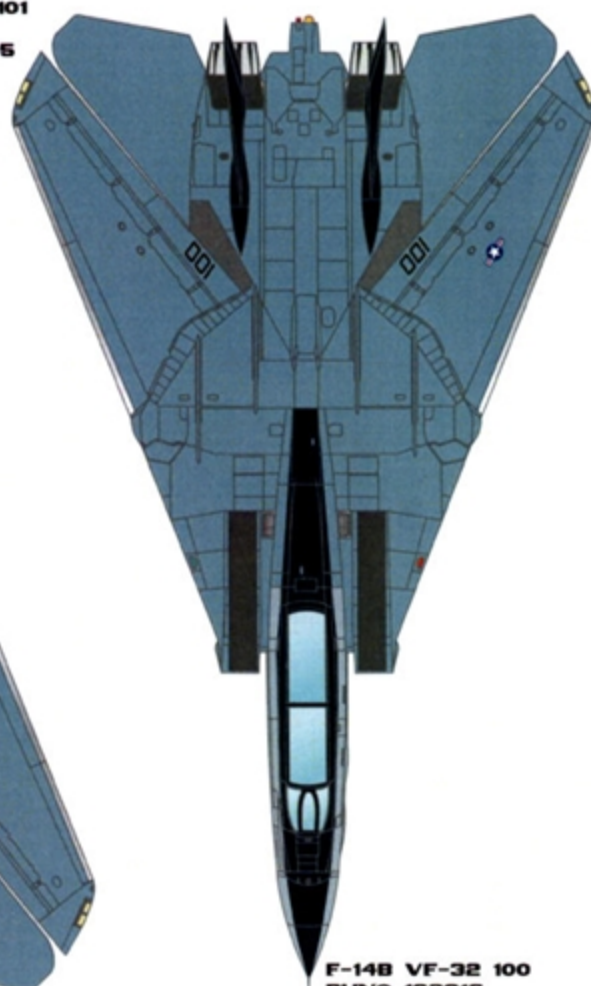
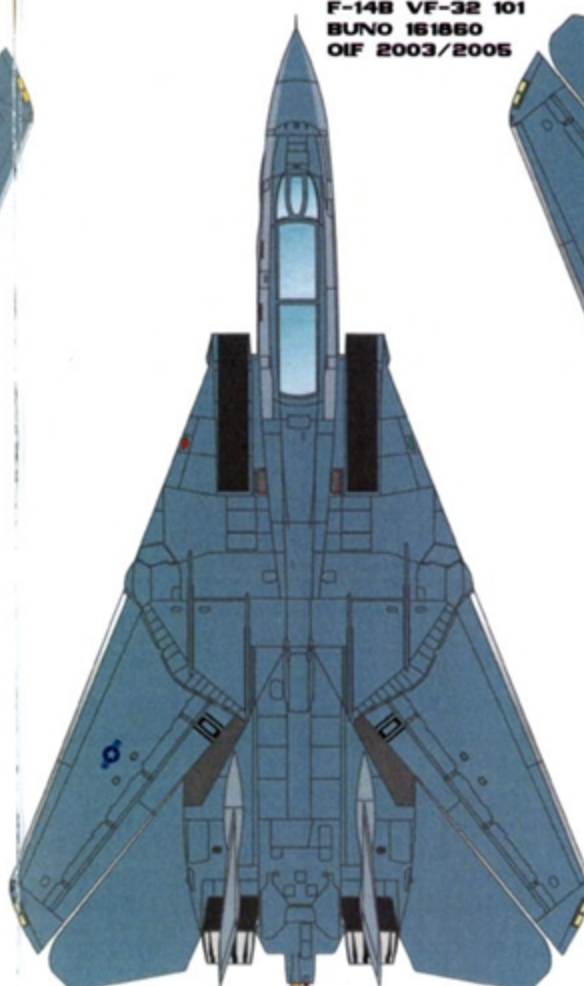
4 JAN 1989, GULF OF SORA, USS KENNEDY WAS OPERATING INSIDE THE INFAMOUS 'LINE OF DEATH', A 230 MILE OCEAN BORDER THAT LIBYA CLAIMED. TENSIONS WERE HIGH AS LIBYA HAD BEEN SENDING FIGHTERS UP, TARGETING US NAVY AIRCRAFT. UNTIL THIS POINT, THE LIBYAN AIRCRAFT HAD ALWAYS TURNED AWAY AFTER BEING LIT UP BY THE F-14s POWERFUL AWG-9 RADAR.

AT 150 THE E-2 PICKED UP MIG-23s AT 72NM AND 10K BEARING ON THE TOMCATS AND CVN BATTLEGROUP. THE F-14s INITIATED A SERIES OF MANEUVERS AND POSITIONED THEMSELVES AT 3K TO PROVIDE BETTER A TACTICAL SITUATION. CDR CONNELLY AND LCDR ENIGHT HAD LEAD IN

GYSFY207 WITH LT COOK AND LCDR COLLINS IN GYSFY202. COOK/COLLINS WERE RECENT TOPGUN GRADS. CLOSING AT 870KTS AND INSIDE 20NM. THE F-14s ARMED THEIR MISSILES. AFTER PUTTING THEIR NOSE ON THE MIGs, AND AT 14NM, 207 FIRED AN AIM-7 BUT IT FAILED TO TRACK. SOME REPORTS HAVE LEAD FIRING 2 AIM-7s FOLLOWED BY A HIT WITH AN AIM-9 AND OTHERS HAVE 207 FIRING A SECOND AIM-7 AFTER THE MERGE. 202 PERFORMED A CLASSIC STERN CONVERSION SCORING A HIT WITH EITHER AN AIM-9 OR AIM-7 DEPENDING ON WHICH VERSION IS TRUE. LEAD FOLLOWED WITH THEIR HIT. BOTH LIBYANS EJECTED BUT WERE NOT RECOVERED. MUCH HAS BEEN SAID ABOUT THE ENGAGEMENT AND SEVERAL VERSIONS ARE AVAILABLE ONLINE. EVEN THOSE IN THE COCKPIT HAD DIFFERENT VERSIONS OF THE ENGAGEMENT. THE ONLY DEFINITIVE VERSION OF FACTS IS THE RELEASED AUDIO WHICH IS ONLINE. LESSONS LEARNED WERE INCORPORATED INTO TOPGUN AND TACTICS BRIEFS. AS FOR THOSE, IT MAKES FOR A GREAT STORY OVER A BEER AT THE OCLUB!

WHILE VF-32 WAS PAINTING A 2-TONE TPS SCHEME DURING THE 1989 CRUISE, IT APPEARS THAT REMNANTS OF AN EARLIER 3-TONE TPS REMAIN. AFTER CAREFULLY STUDYING PHOTOS OF 202, 207 AND OTHER JETS FROM CRUISE, WE BELIEVE THAT FS 36375 UNDERSIDES WERE PRESENT ON THESE JETS. ADDITIONALLY, DROP TANKS AND WEAPONS RAILS WERE IN 36375 BUT HAD HEAVY WEATHERING AND SPOT PAINTING IN FS 36320 DURING CRUISE.

F-14B VF-32 101
BUNO 161860
OIF 2003/2005

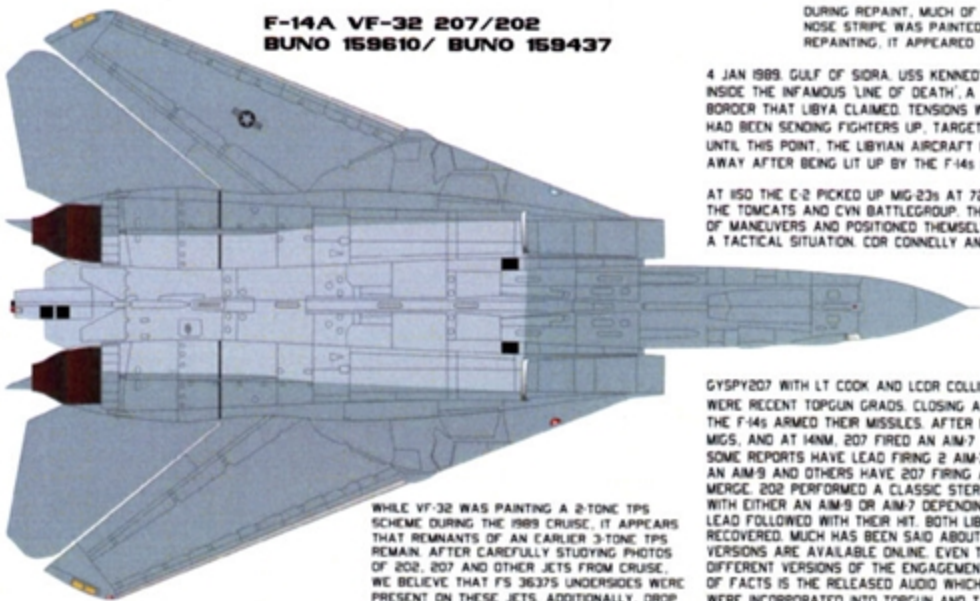


F-14B VF-32 100
BUNO 162916
OPERATION DESERT FOX
1997

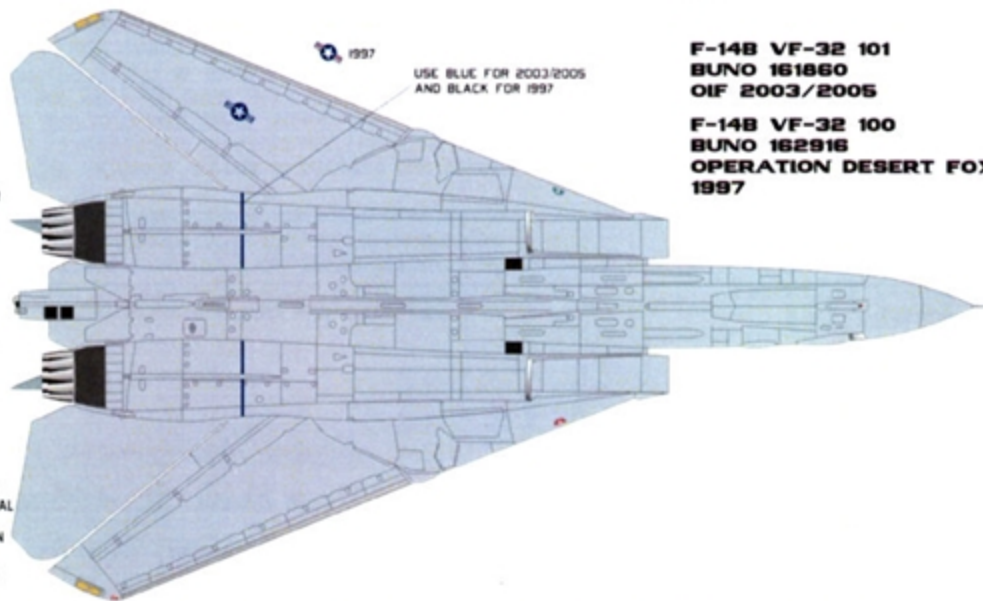
F-14B VF-32 101
BUNO 161860
OIF 2003/2005

F-14B VF-32 100
BUNO 162916
OPERATION DESERT FOX
1997

USE BLUE FOR 2003/2005 AND BLACK FOR 1997



F-14A VF-32 207/202
BUNO 159610/ BUNO 159437



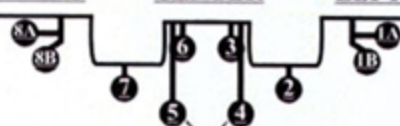
GRU-7 F-14B



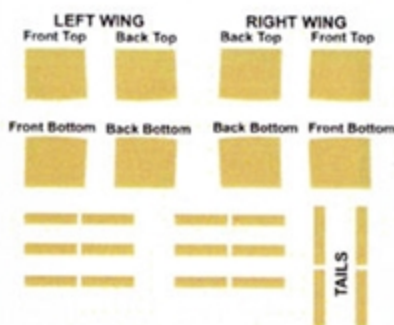
GRU-7 F-14A



RIGHT WING CENTER LEFT WING



4 & 5 are Rear Station pylons.
2 & 7 are fuel tanks only



WHAT'S AVAILABLE:

- AIRES COCKPIT
- AIRES WHEEL WELLS
- AIRES EXHAUST
- AVIONIX/BLACK BOX COCKPIT
- AVIONIX/BLACK BOX BOMB/CAT
- CROSSDELTA PE AND PITOT
- EDUARD PE & MASKS
- FINE MOLDS PITOT TUBES & PE
- G-FACTOR BRASS LANDING GEAR
- QUICKBOOST RESIN EJECTION SEATS
- ROYAL RESINS FUEL TANKS
- ROYAL RESINS WHEELS
- STEEL BEACH ACCESSORIES
- TRUE DETAILS GRU-7
- VERLINDEN GRU-7
- WHEELIANT RESIN WHEELS
- WOLFPACK DESIGN RESIN SETS

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1989 LOADOUT INFO:

DURING THE TIME USS KENNEDY OPERATED NEAR THE GULF OF SIDRA, THE STANDARD LOADOUT WAS 4 AIM-7 SPARROW AND 2 AIM-9 SIDEWINDER. THIS WAS THE LOADOUT FOR THE SHOOTDOWN JETS. AIM-9 ON 1A/8A, AIM-7 ON 1B/8B, AIM-7 ON 3/6. DROPTANKS WERE ALWAYS LOADED. BECAUSE OF THE PROXIMITY OF THE CARRIER TO POTENTIAL THREATS, PHOENIX WERE NOT CARRIED.

OPERATION DESERT FOX

ODF WAS A 4 DAY CAMPAIGN IN DEC 99 AS A RESULT OF IRAQ'S FAILURE TO COMPLY WITH UN SECURITY COUNCIL RESOLUTIONS. THE FIRST 24HRS WERE AN ALL NAVY SHOW WITH CRUISE MISSILES AND CVW-3 AIRCRAFT OFF ENTERPRISE. OVER THE COURSE OF 4 DAYS, VF-32 FLEW 16 STRIKE MISSIONS AND 38 SORTIES. THEY DROPPED 111,054 LBS OF ORDNANCE. THERE WERE MANY FIRSTS ACHIEVED INCLUDING: MULTIPLE GBU-24 DROPS, NVG COMBAT USE, LANTIRN COMBAT USE, AUTONOMOUS F-14 DELIVERY OF GBU-10/16/24. OUTSIDE OF VF-32, ODF MARKED OTHER FIRSTS: B-1B COMBAT DEBUT, AND THE FIRST COMBAT SORTIES BY FEMALE NAVAL STRIKE AVIATORS. TARGETS INCLUDED WEAPONS RESEARCH FACILITIES, AIR DEFENSE SYSTEMS, WEAPONS AND SUPPLY DEPOTS, REPUBLICAN GUARD BARRACKS AND PRESIDENTIAL PALACES. VF-32 LOADOUTS INCLUDED MOSTLY HEAVY BOMBS - GBU-10, 16 AND 24. MOST WERE EQUIPPED AS 'QUAD' BOMBERS, AND ON MANY OCCASIONS 2 GBU-10 AND 24 BOMBS WERE LOADED ON STATIONS 3 AND 5. AT THE END OF THE OPERATION, VF-32 WOULD DROP 16 GBU-10, 16 GBU-16 AND 26 GBU-24. ARRIVING ON STATION FOR THE LAST DAY, USS CARL VINSON'S CVW-11 AIRCRAFT WOULD ALSO PARTICIPATE, BUT CVW-3 WAS THE MAJOR ELEMENT.

OPERATION IRAQI FREEDOM

VF-32 FLEW OFF USS TRUMAN FOR OIF FROM THE MED IN WHAT WAS CALLED THE "NORTHERN WAR". EARLY ON THEY FLEW CONVENTIONAL STRIKES IN NORTHERN IRAQ BEFORE FOCUSING ON SPECIAL OPERATIONS FORCES CLOSE AIR SUPPORT. THE EARLY STRIKES REQUIRED TRANSITS OF UP TO 1400 MILES EACH WAY WHILE HEAVILY LOADED. THE EARLY LOADOUTS INCLUDED 2 OR 3 GBU-31 JDAMS, GBU-16/12, 2 AIM-9 AND EITHER AIM-7 OR AIM-54 ON 1B. FOR MUCH OF THE SOF MISSIONS, A MIXED LOADOUT OF 1 GBU-31 AND 1 GBU-12 WAS MOST COMMON. VF-32 DID FLY SOME TARPS MISSIONS AND WOULD LOAD 2 GBU-12, HOWEVER LANTIRN WAS NOT USABLE WHILE TARPS WAS LOADED. BUDDY LASING WOULD BE REQUIRED. VF-32 WOULD FLY 275 SORTIES IN 1247 FLIGHT HOURS WITH A 100% COMPLETION RATE; DROP 247 LGBs, 118 JDAMS AND FIRE 1128 20MM ROUNDS. 161860 WOULD BE THE SQUADRON'S HIGH TIME JET IN EVERY CATEGORY WITH 37 SORTIES, 178.9 COMBAT HOURS AND DROPPED 26 GBU-12s, 6 GBU-16s, AND 18 GBU-31s.

IN 2004, VF-32 DEPLOYED ON THEIR FINAL TOMCAT CRUISE. THEY WOULD ALSO BE THE FIRST NAVAL SQUADRON TO REDEPLOY FOR OIF(III). DURING CRUISE THEY WOULD DROP GBU-12s ON NUMEROUS OCCASIONS WHILE FLYING URBAN CAS FOR GROUND FORCES. VF-32 COMPLETED THEIR FINAL TOMCAT CRUISE APRIL 2005.

Special Thanks goes out to:

David Brown, Mark Hasara,

Doug Siegfried, Dan Teker