



## F-16AM - Block 15 NATO Viper

Norway was the last of the four NATO countries to specify the F-16 as a replacement for the F-104G. When the decision was made to accept the F-16, a total of 72 were envisaged as enough to satisfy the country's defense requirement. Placed with Fokker, the Norwegian contract called for 60 F-16As and 12 F-16Bs. The first delivery to the Royal Norwegian Air Force (RNoAF), or Kongelige Norske Luftforsvaret, was undertaken during December 1979, with the final machine arriving in June 1984. Unlike their more southerly counterpart, the Norwegian aircraft were equipped from the outset with a brake chute, in an extended tail cone, to improve stunting performance on ice- and snow-covered runways. The primary role of the Norwegian aircraft is air defense, while their secondary role is coastal defense. For the latter, the Penguin MK3 anti-shiping missile is deployed. During its use of the F-16, the RNoAF has lost 14 aircraft to a number of causes, but has been able to replace no more than two due to cuts in defense budget.

The four units that fly the F-16 in Norway are Nos 331, 332, 334 and 338 Skvadrons based at Bodo, Rygge and Orland respectively. In 1984, the latter unit became the last to form on the type. Of the other three units, No.334 Skvadron is primarily charged with deploying the locally built Kongsberg Penguin MK3, while the remaining units provide the nation's air defense.

The F-16 is a single-engine, multi-role tactical aircraft. It is equipped with an M61 Vulcan cannon in the left wing root, and is almost always armed with the AIM-120 AMRAAM on its pylon rails. It can also be armed with a wide variety of air-to-air missiles and air-to-ground missiles, rockets or bombs, carried on a number of hard points under the wings.

From the very beginning, the F-16 was intended to be a cost-effective "workhorse" that could perform various kinds of missions and maintain around-the-clock readiness. It is much simpler and lighter than its predecessors, but uses advanced aerodynamics and avionics, including the first use of fly-by-wire (earning it the nickname of "the electric jet"), to maintain good performance.

### Mid-Life-Update

The F-16's airframe has been subject to more heavy loads than was predicted in 1979. The result was several unpredicted hair cracks in some of the airframe's

bulkheads. Before an aircraft can be offered for MLU modification, the current state of the airframe is examined in the extensive Aircraft Structural Integrity Program (PACER SLIP). In this modification program, all bulkheads of the aircraft will be examined and repaired (using the so-called Cold Working method) if necessary. After PACER SLIP, the aircraft will be able to last at least another 5,000 flying hours and can complete its life expectancy of 30 years.

Several countries participated in the Mid-Life-Update; the four EAPAF (European participating Air Forces) countries. Each of the EAPAF nations sent one F-16 to Lockheed Martin in Fort Worth, Texas, as a trial aircraft for the modification, 20 of F-16A block 10 and 25 F-15A block 15 from Norwegian Air Force has joined the MLU program. This results in a modernized F-16A with new avionics and radar system. The Norwegian Air Force involvement on MLU took place at depot at KJELLER.

Most of the avionics installed during the MLU, is existing off-the-shelf hardware that was modified for use in the F-16. The modular Mission Computer, however, was designed especially for the F-16; this can be considered the most important of the computer of the F-16. The most significant changes were:

1. Modular Mission Computer for fire control, stores management, and HUD processing, adding Helmet-Mounted Display features.
2. Data Entry Cockpit Interface Set, integrating communication and navigation.
3. Multifunction displays, replacing existing displays.

Though the US Air Force dropped out the MLU production segment, all along it planned to incorporate the new Modular Mission Computer (MMC) into over 200 of its Block 50/52 and 450 Block 40 aircraft and after funding was approved also the color Multi-Function Display set.

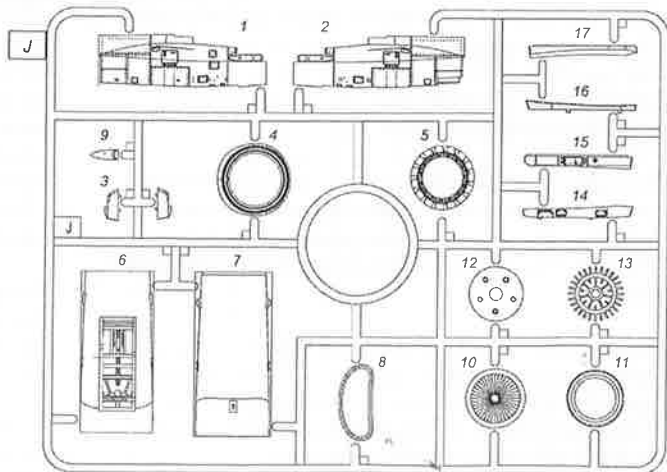
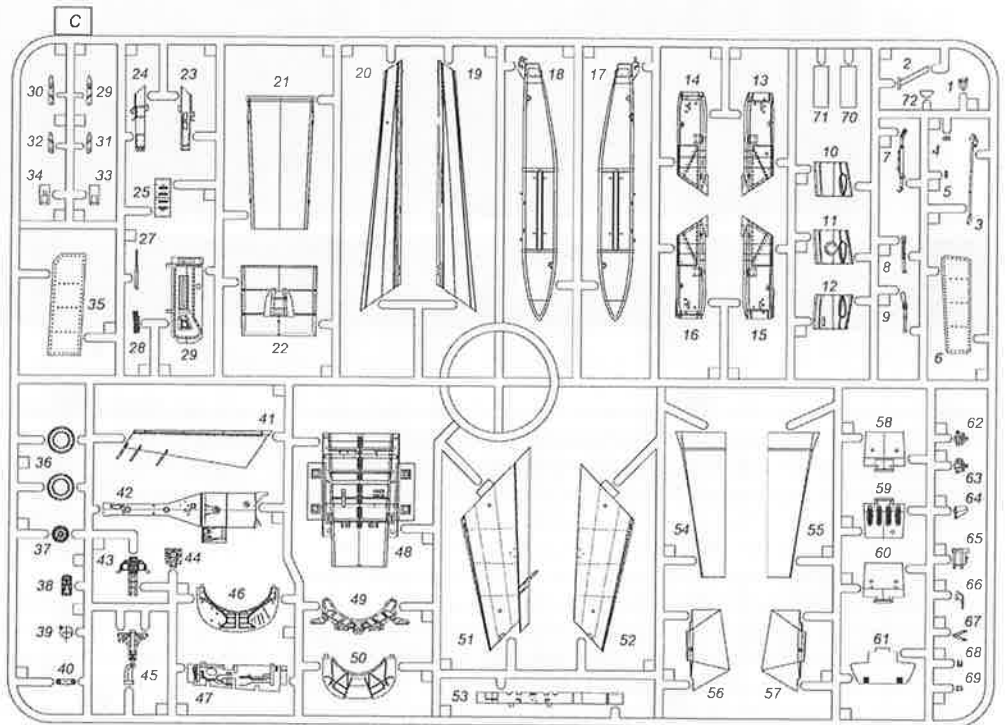
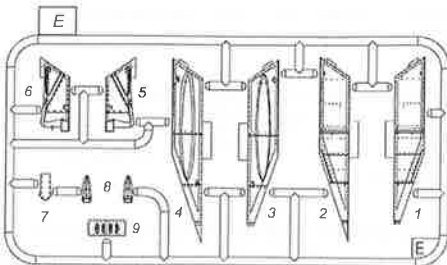
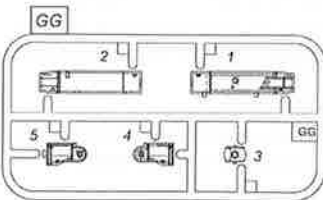
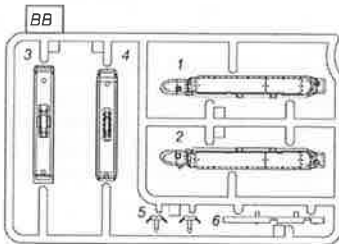
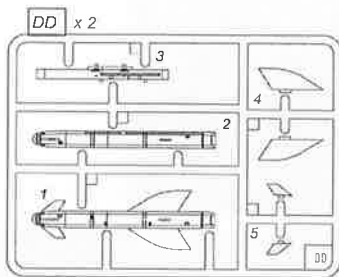
Since the same MMC will be used in USAF Block 50 aircraft and the upgraded European MLU F-16s, hardware will be common to both types. However, the USAF MMC version will be incorporated with some unique software enhancements due to a wider range of weapons that are not in the European inventory. After the MLU, it will be the first time the European F-16s will be ahead of the USAF F-16s in terms of sophistication and capability.

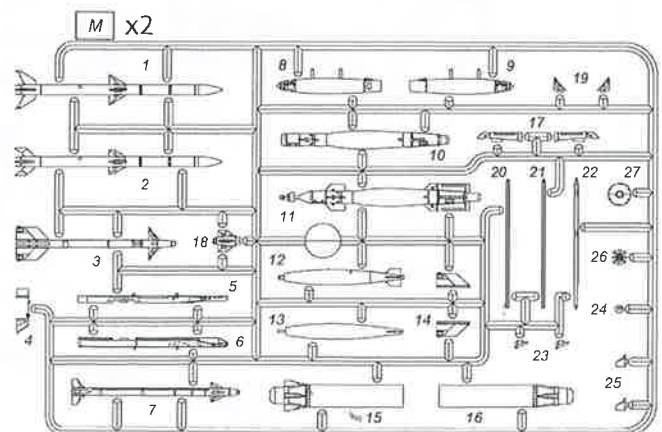
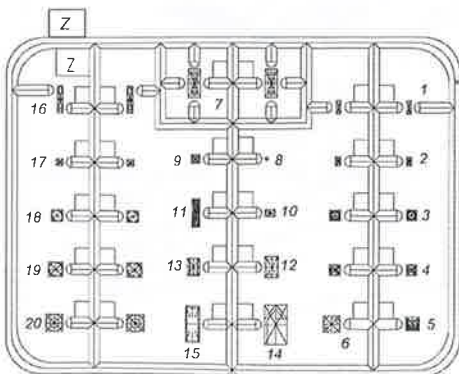
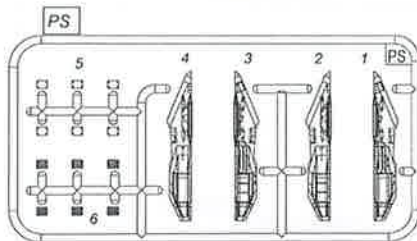
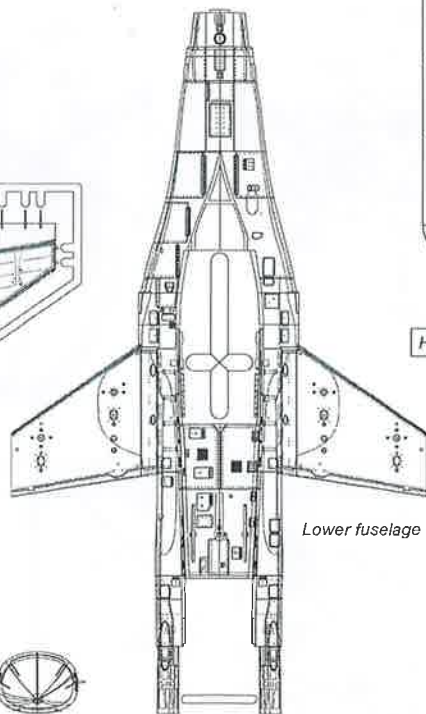
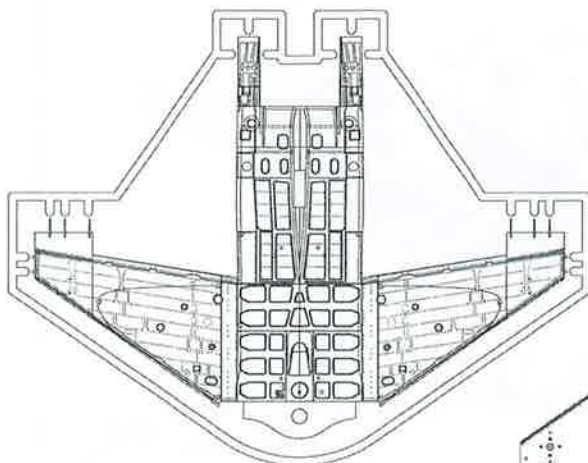
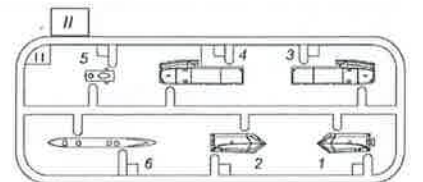
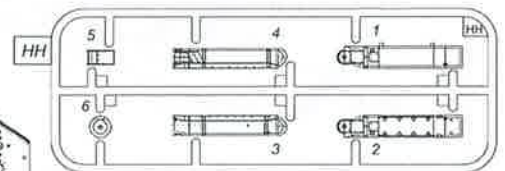
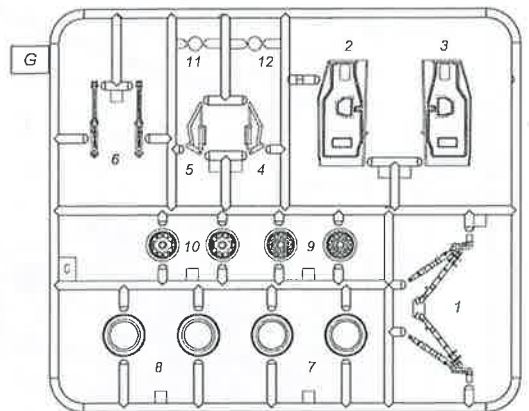
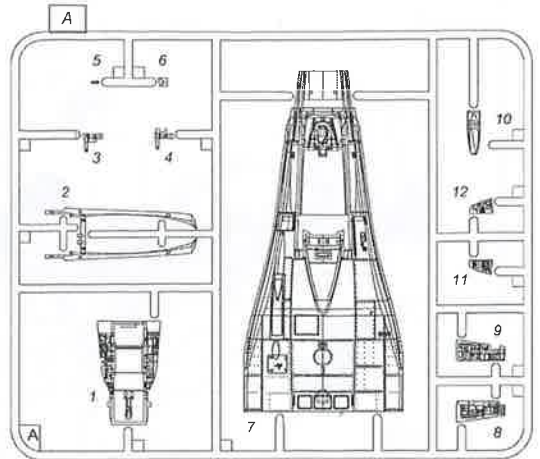
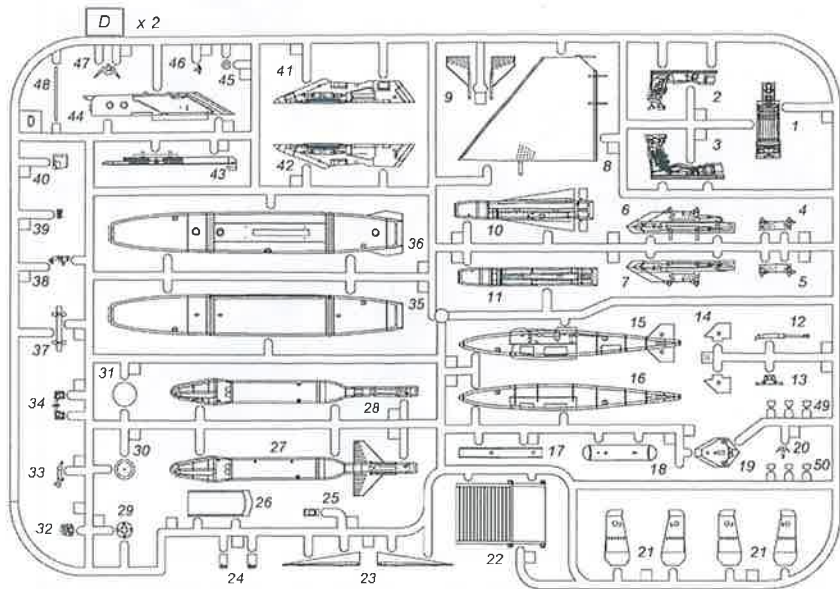
**1/48 SCALE AIRCRAFT SERIES NO.02 - F-16AM MLU**

**! CAUTION**

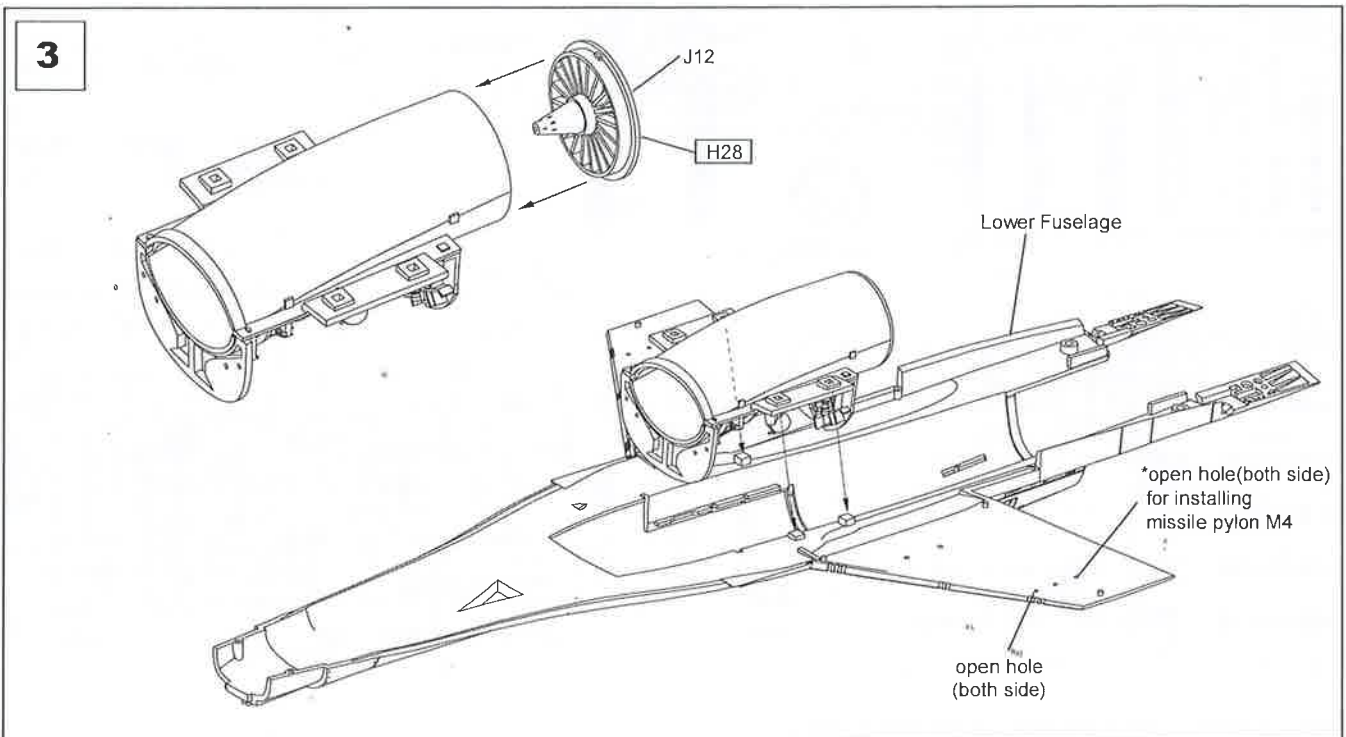
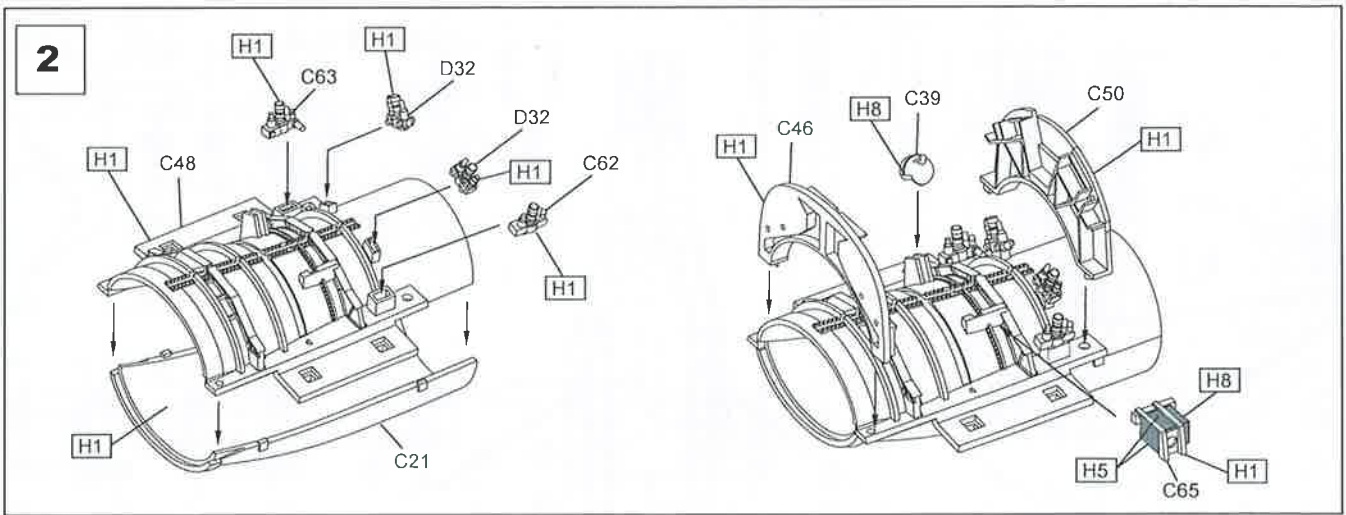
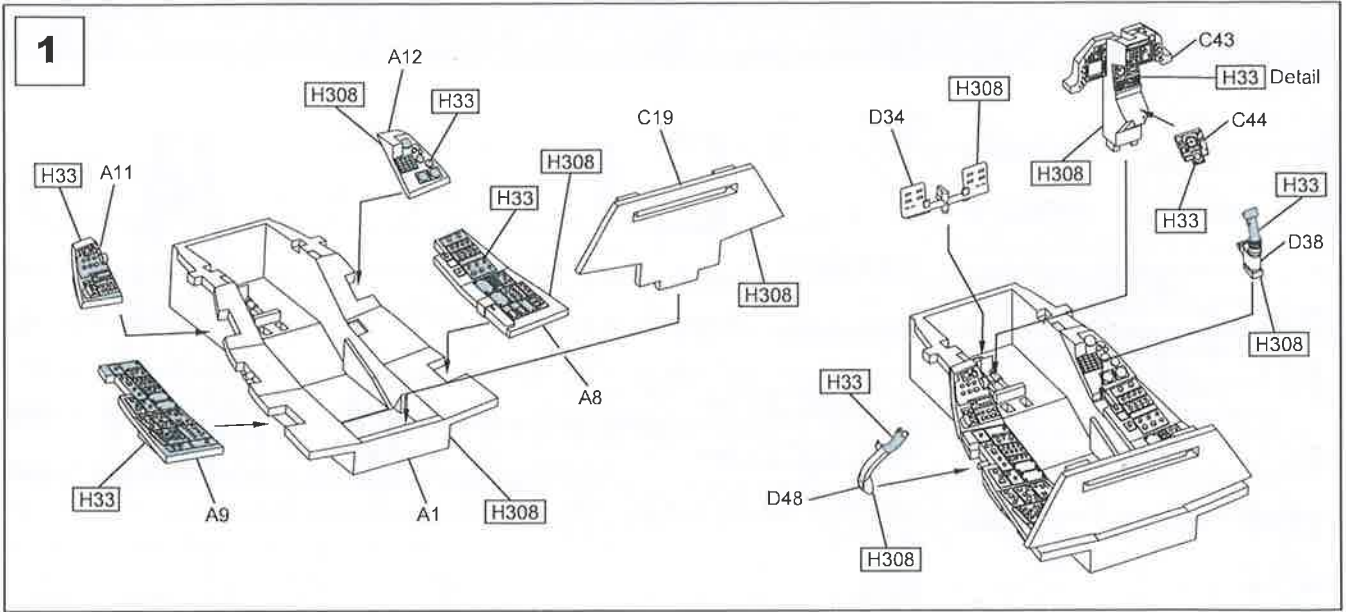
- \*Read carefully and fully understand the instructions before commencing assembly.
- \*Adult supervisor should also read the instructions when assembled by children aged 14 or younger.
- \*Keep out of reach of small children. Children must not be allowed to put any parts in their mouth, or pull vinyl bag over their heads.
- \*When using adhesives and paints, please make sure not to use them in closed room or near the fire.
- \*When assembling this kit, tools including knives are used. Extra care should be taken to avoid personal injury.

**H** Refers to Mr.Color acrylic paint number.

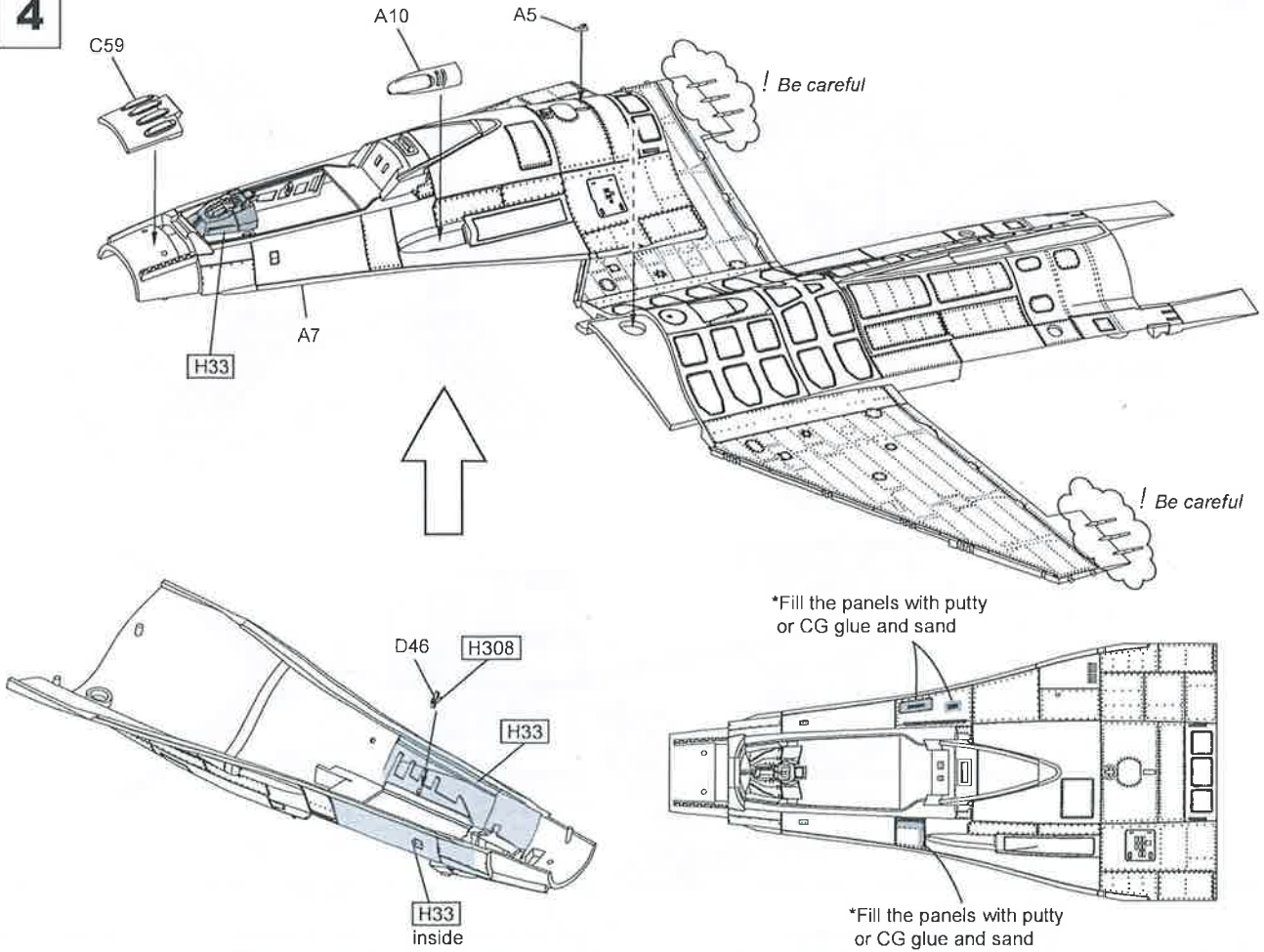




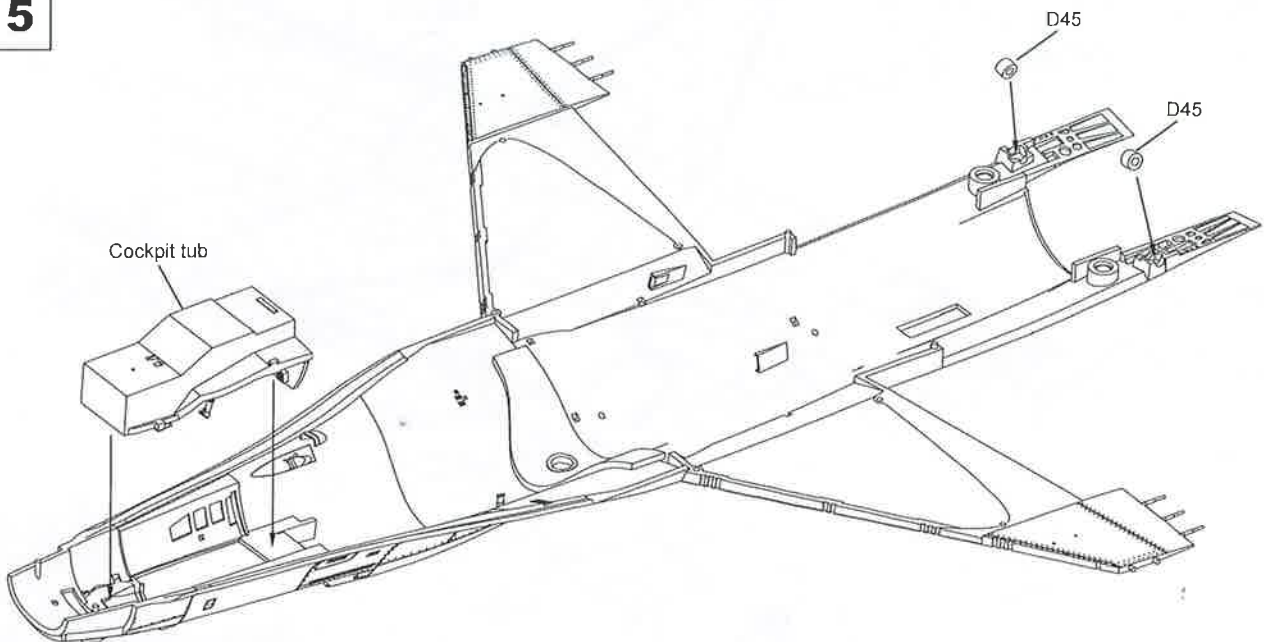
\*Parts not indicate in the construction are not used for this kit.



4

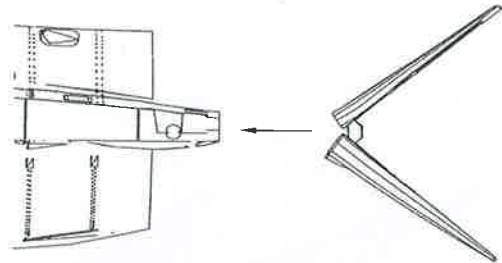
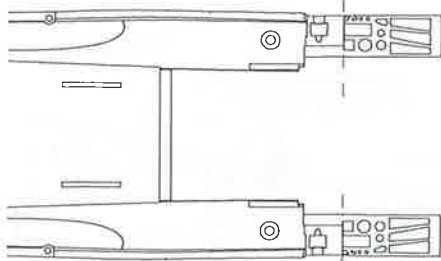
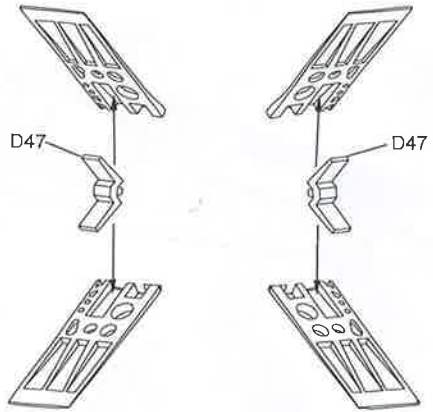
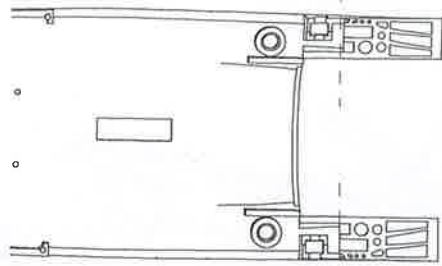


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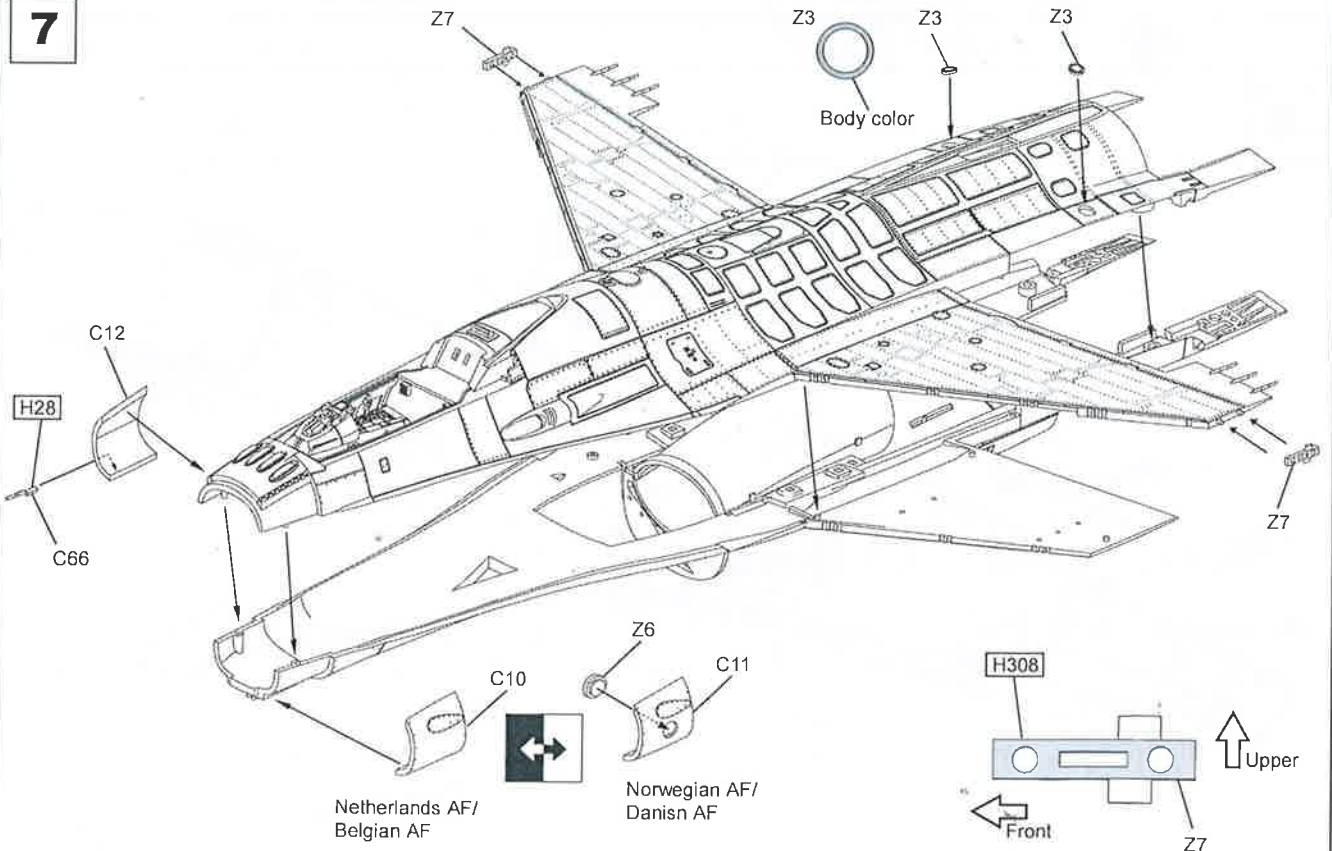


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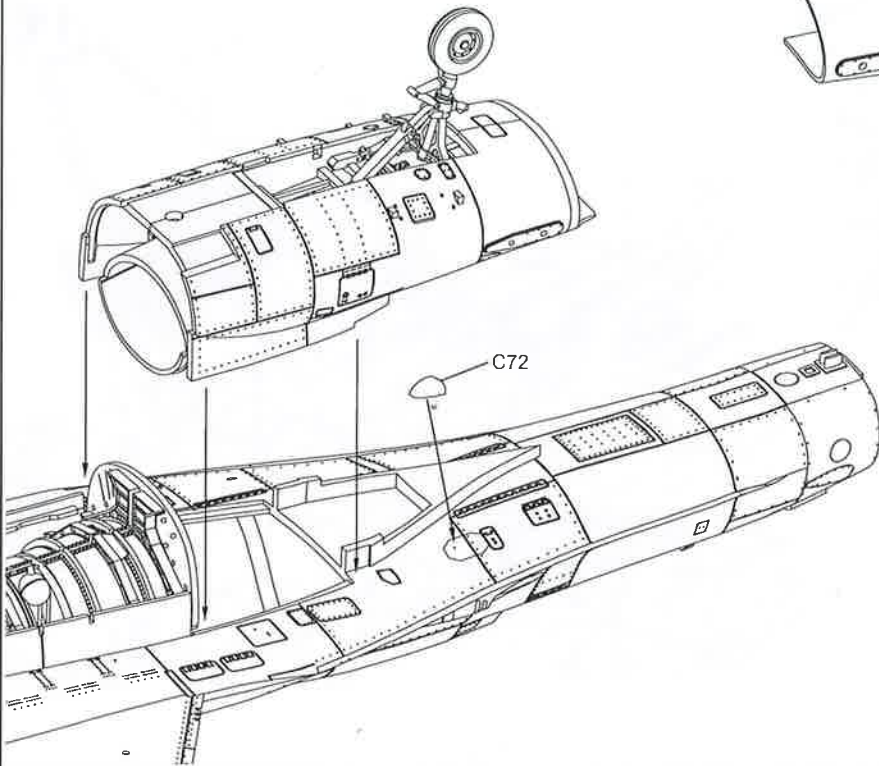
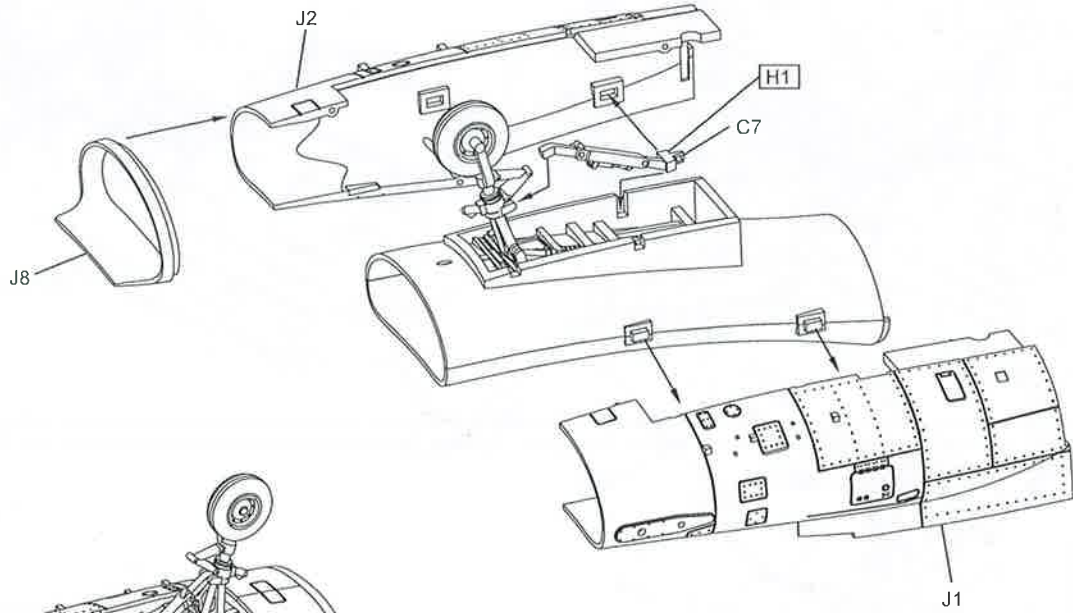
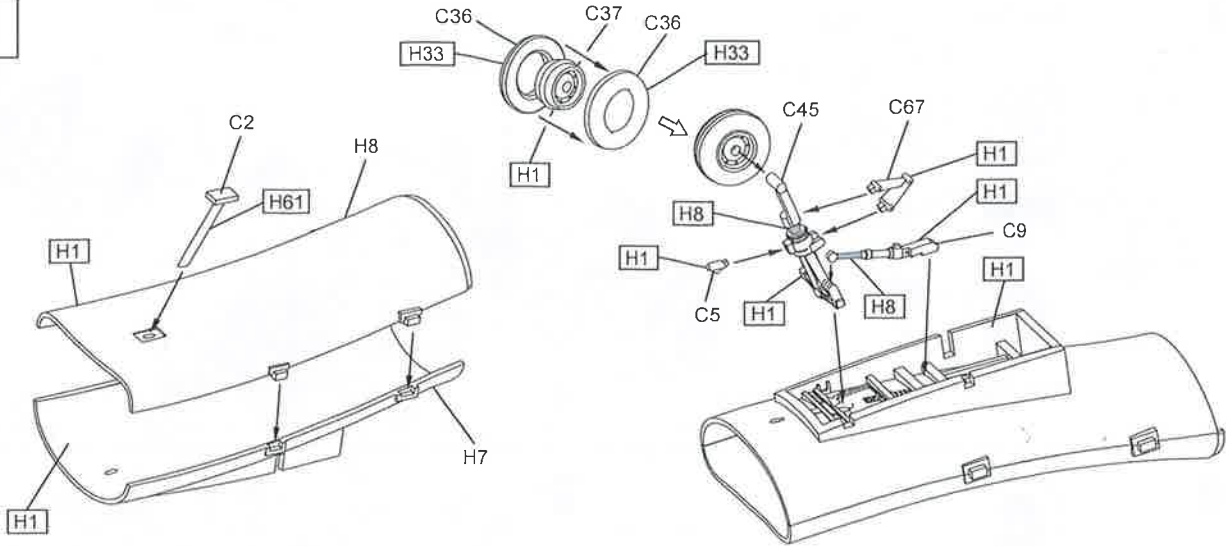
Cut along the lines for open air brake

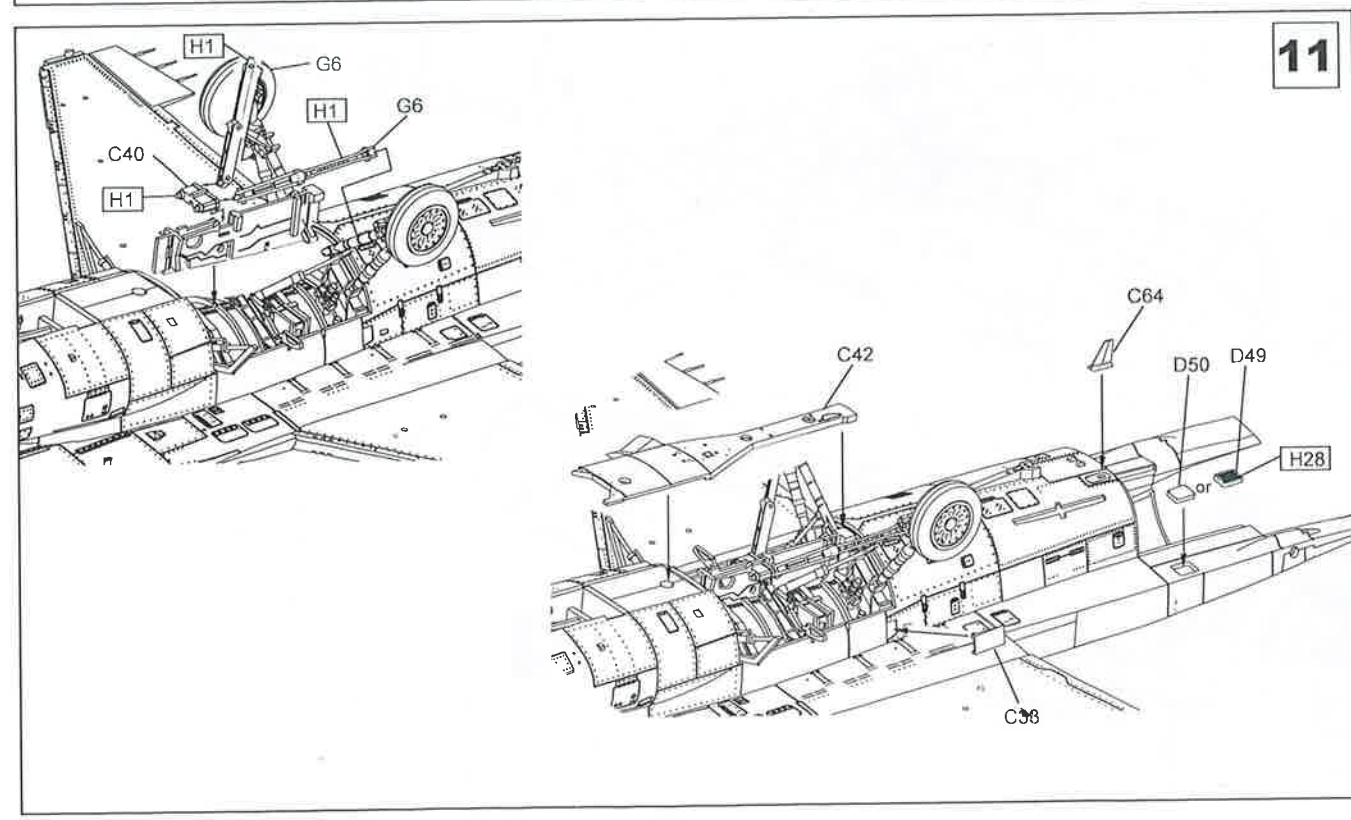
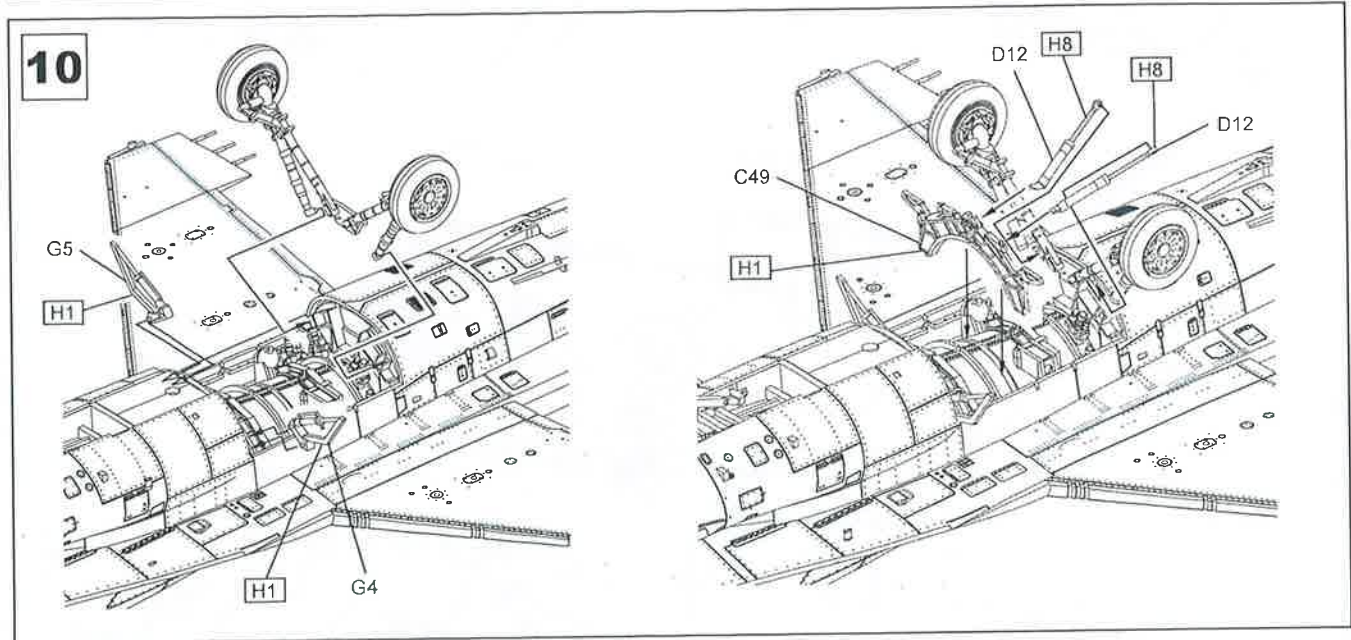
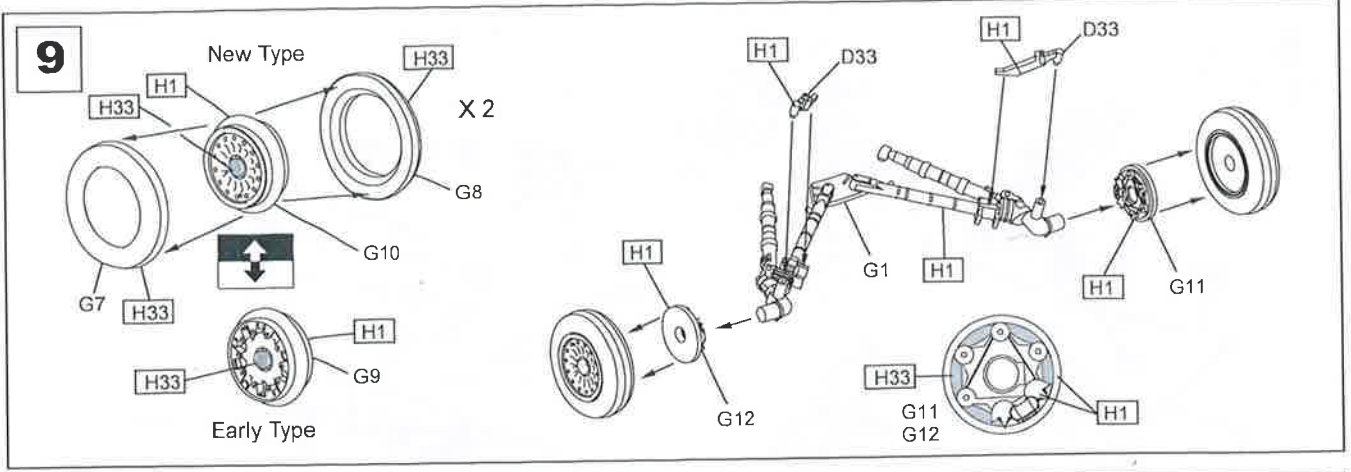


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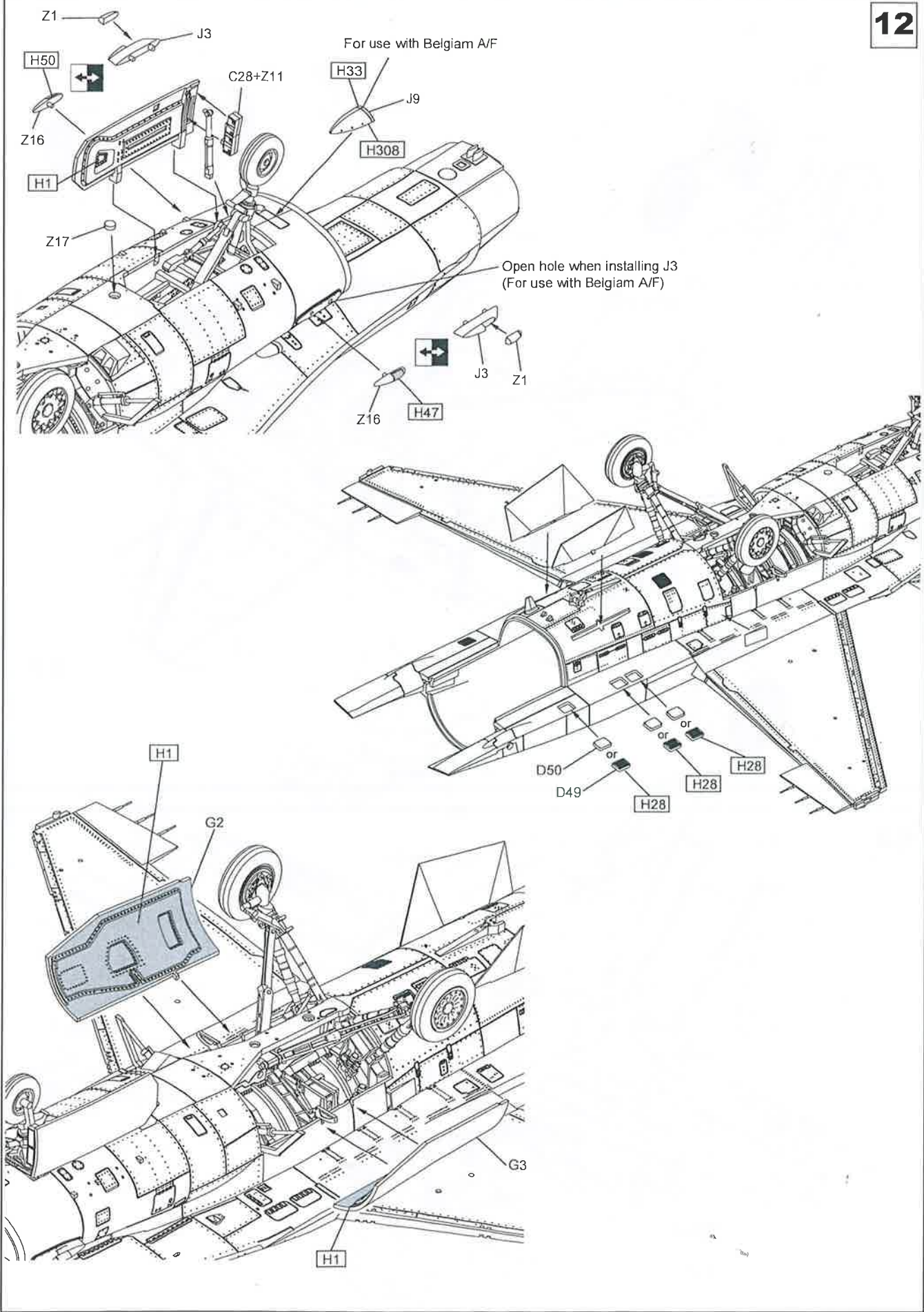


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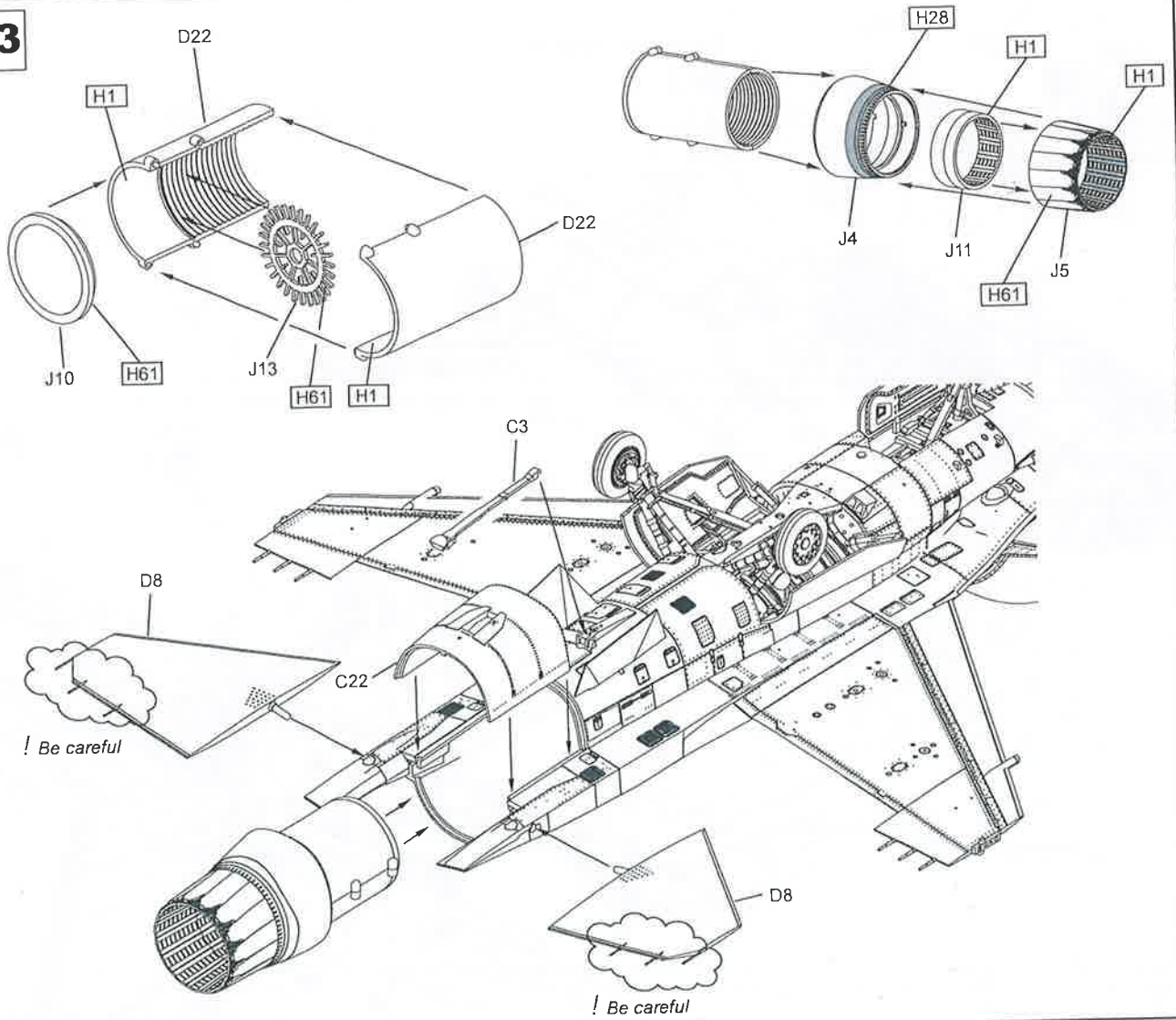




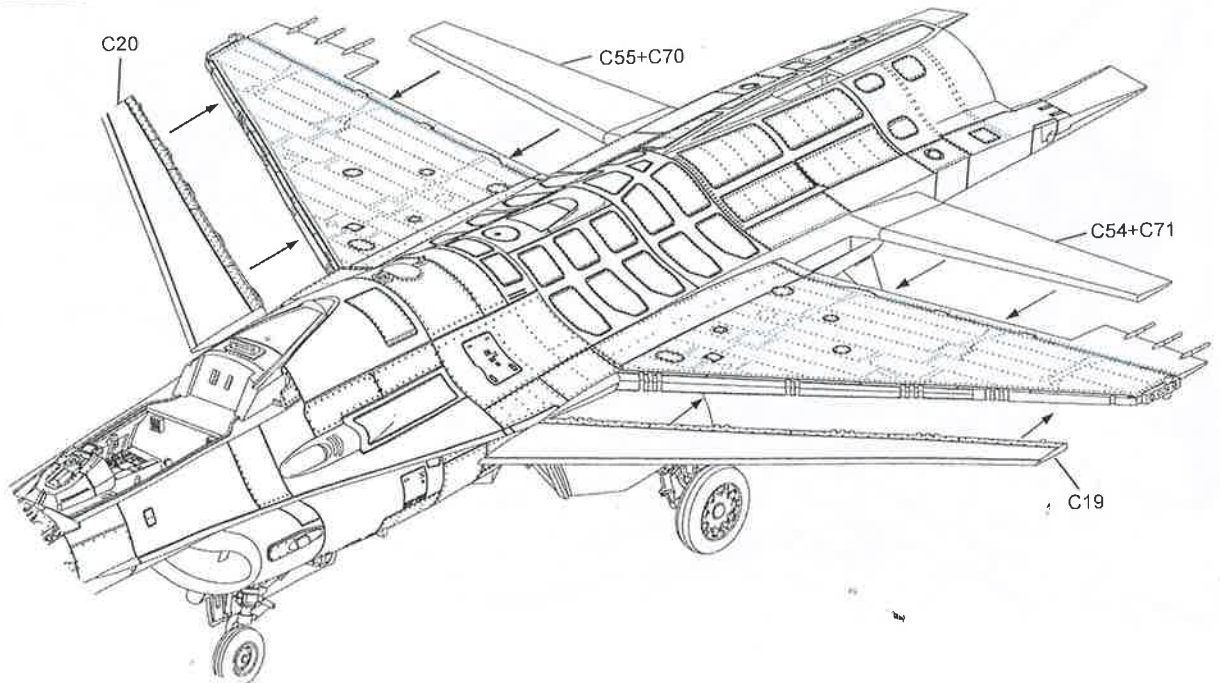




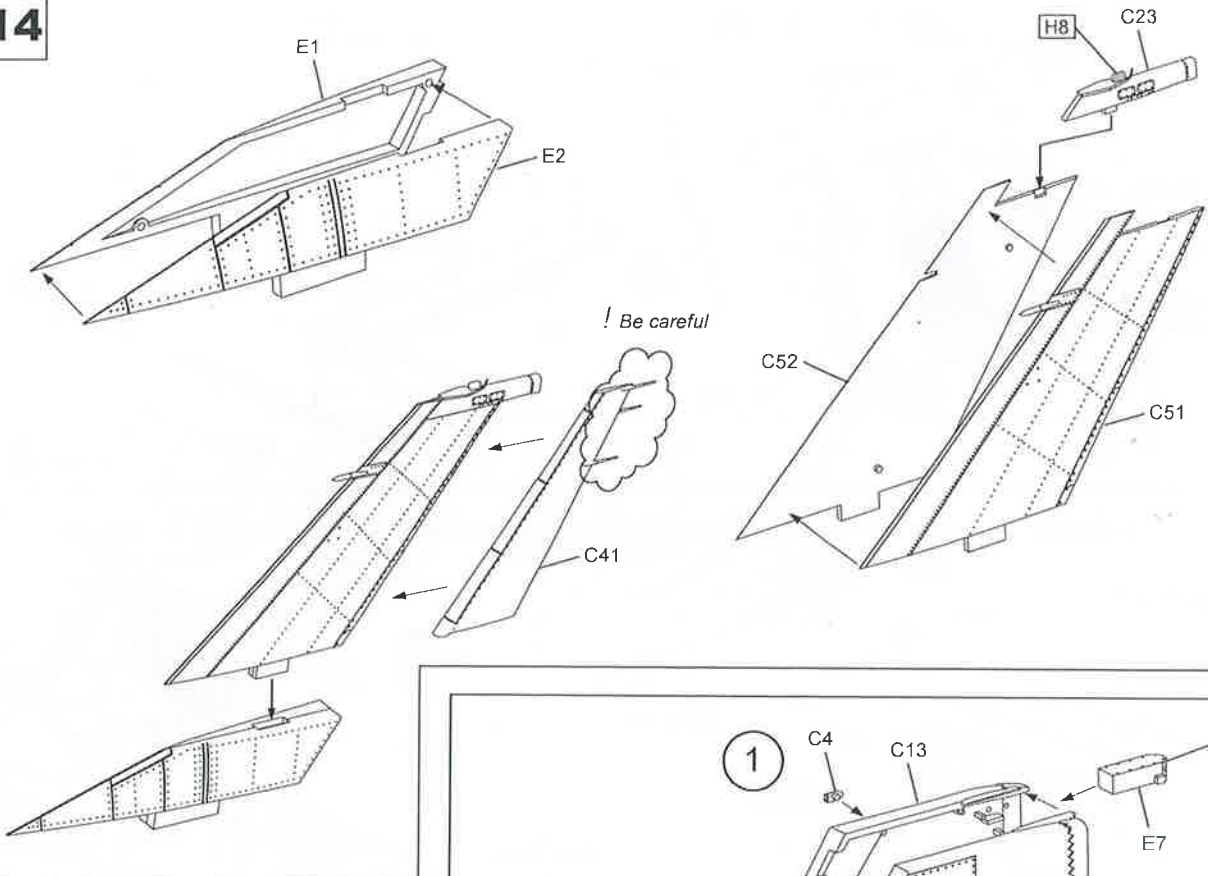
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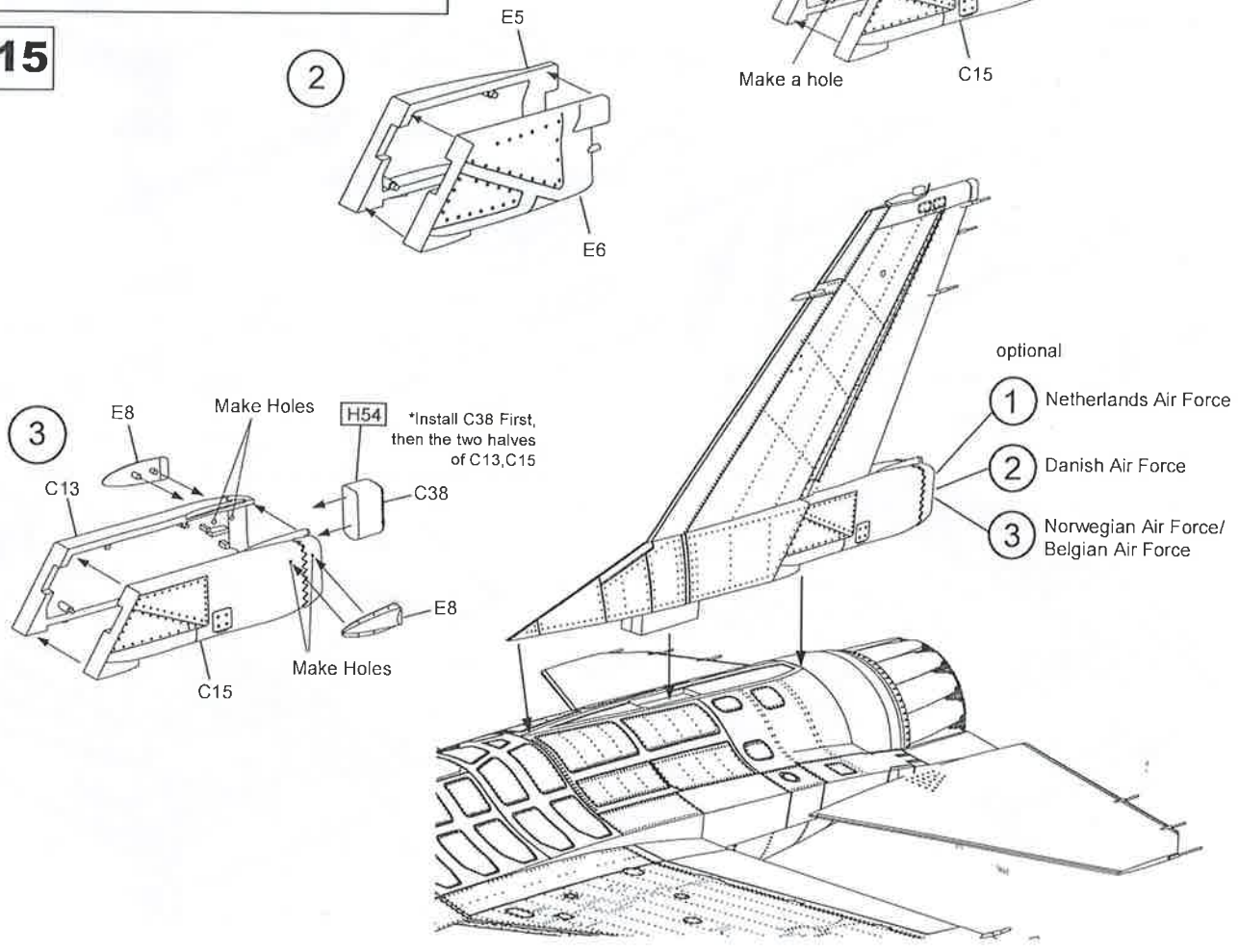
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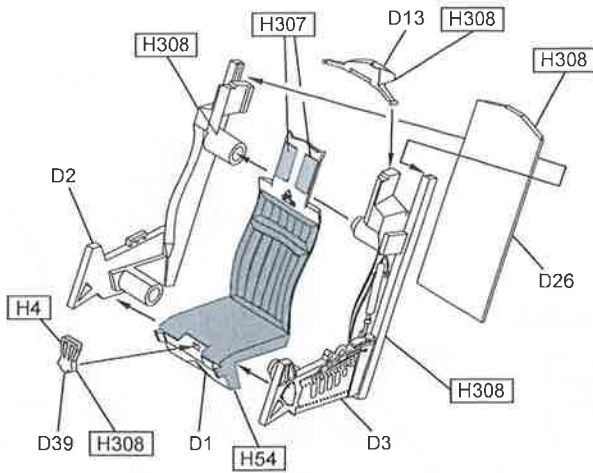
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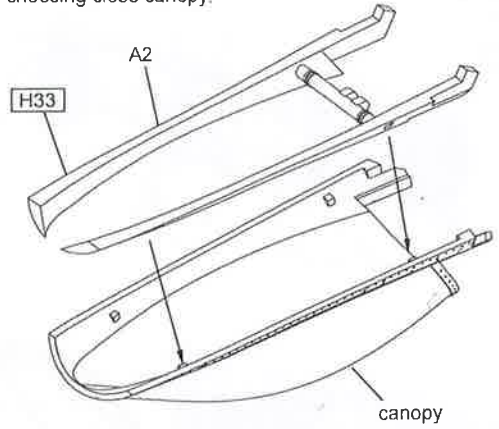
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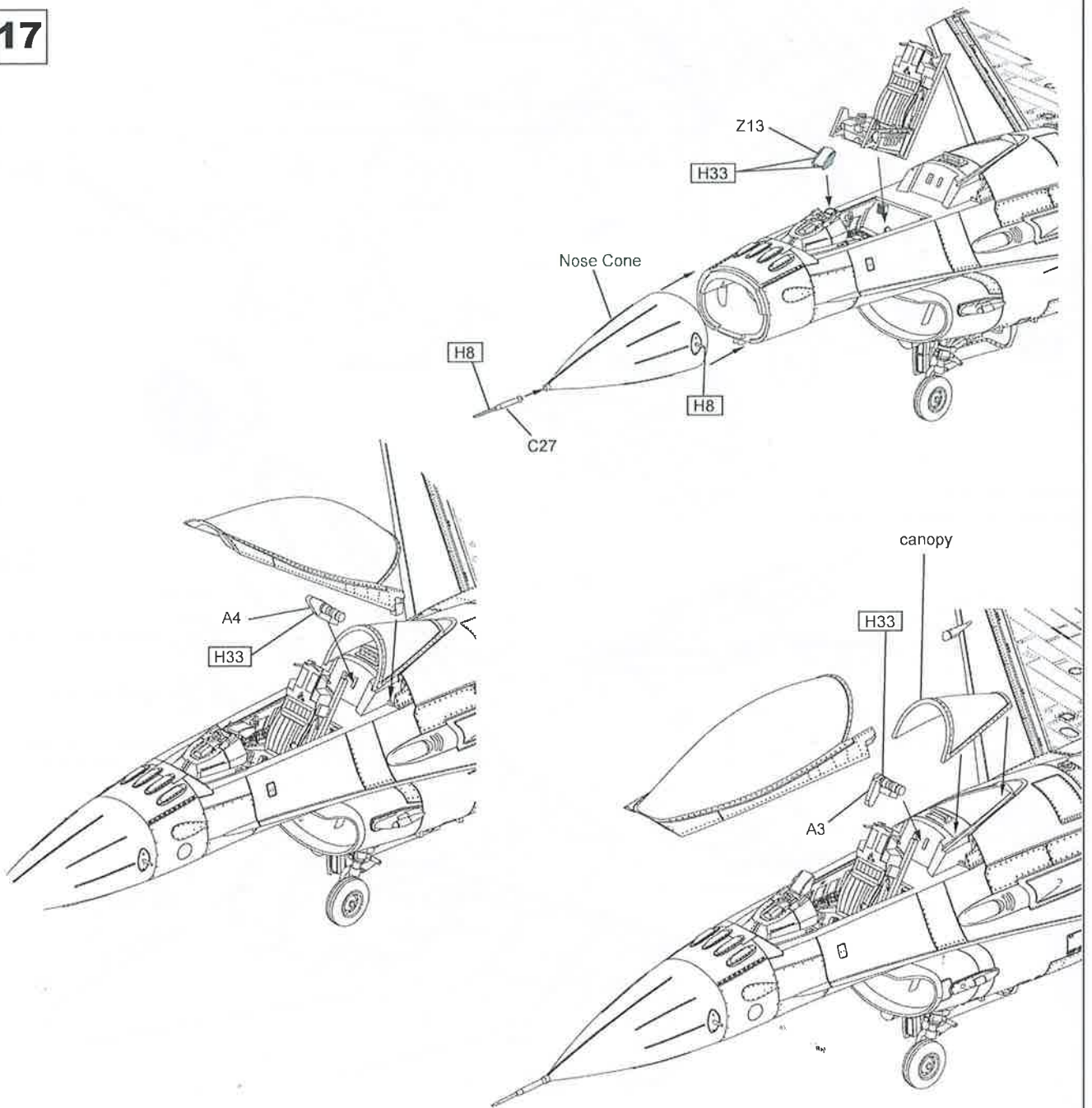
16



\*Do not install A2 when choosing close canopy.

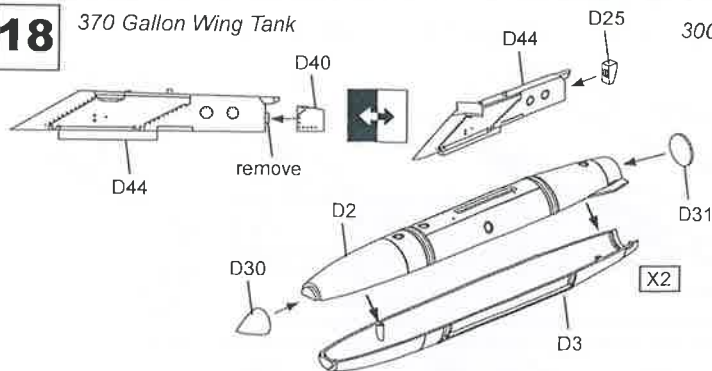


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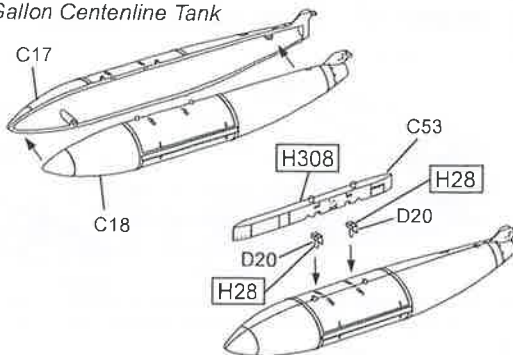


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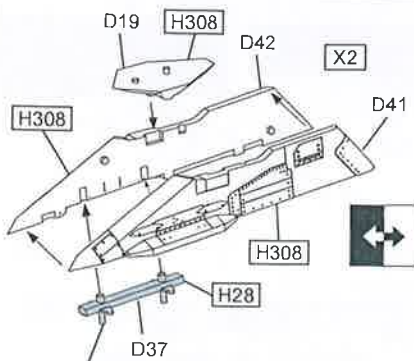
370 Gallon Wing Tank



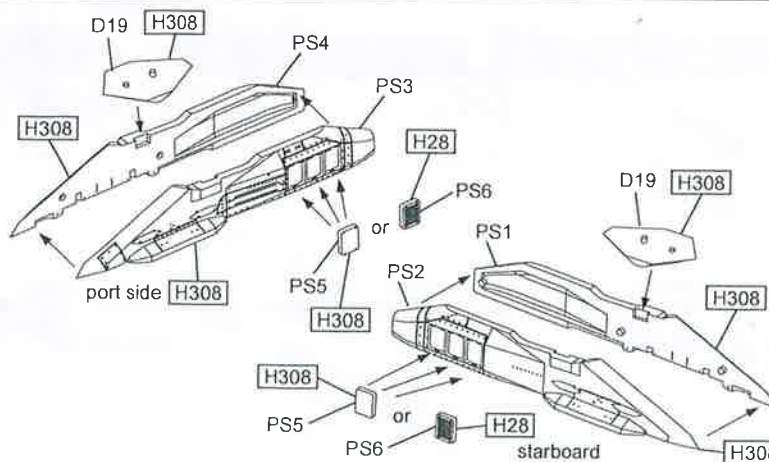
300 Gallon Centerline Tank



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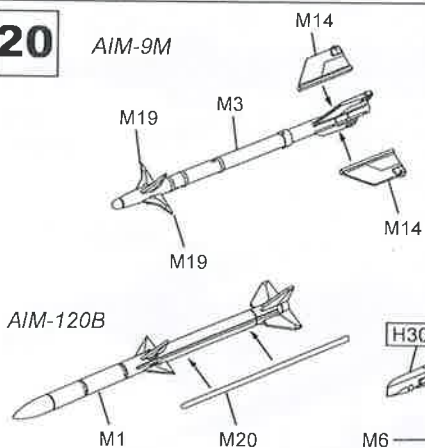


For use with single GBU-12, MK82, GBU-87, GBU-31, GBU-24

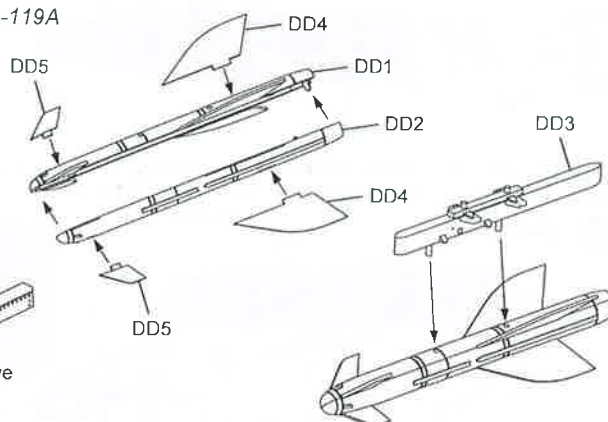


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AIM-9M

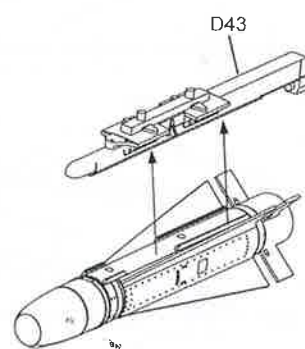
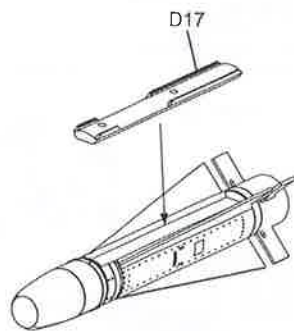
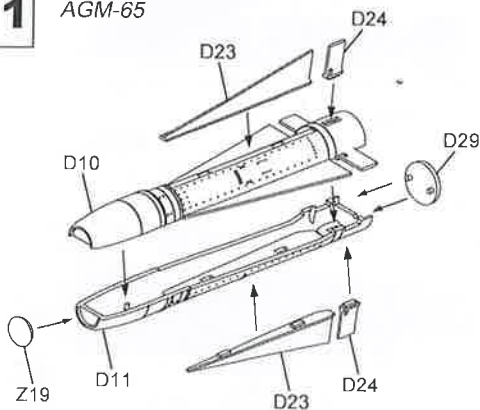


AGM-119A



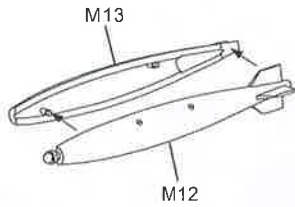
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AGM-65

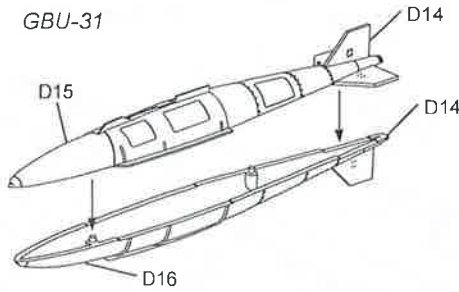


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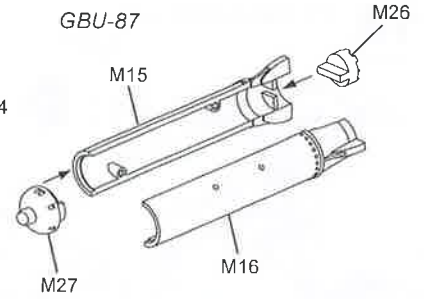
MK-82



GBU-31

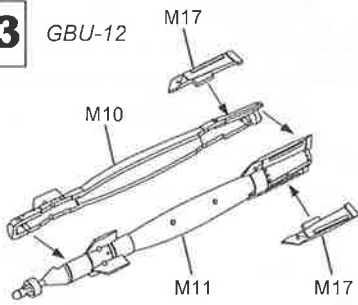


GBU-87

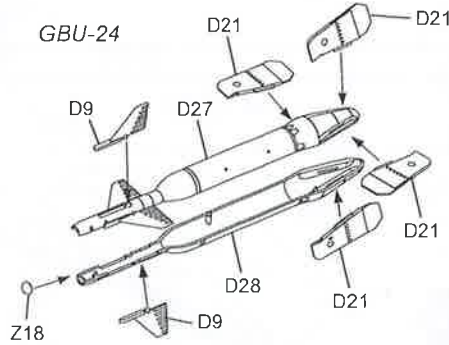


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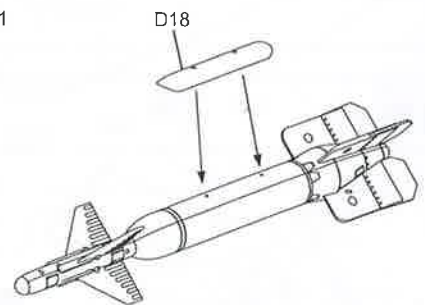
GBU-12



GBU-24

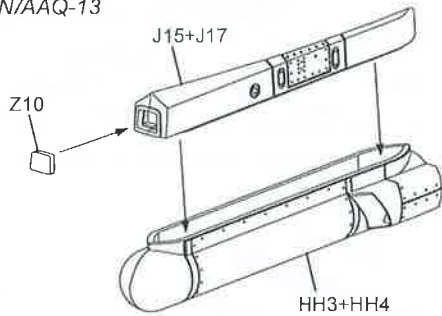


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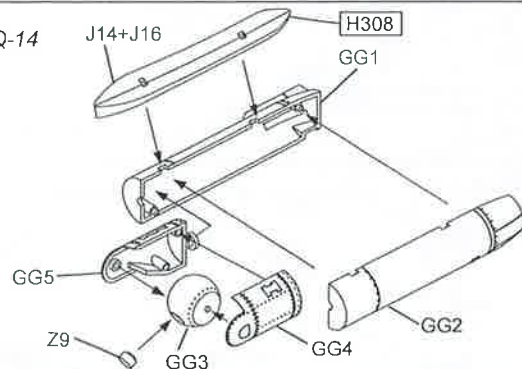


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AN/AAQ-13

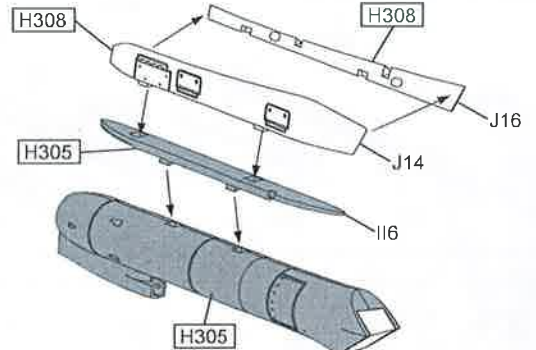
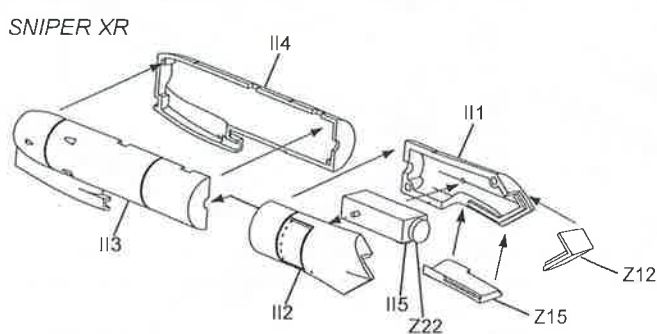


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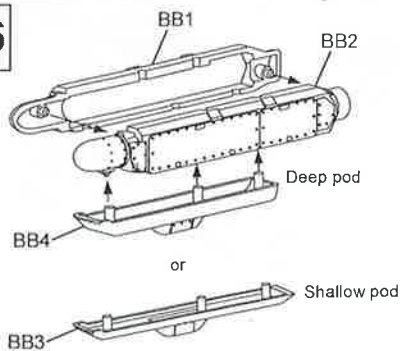


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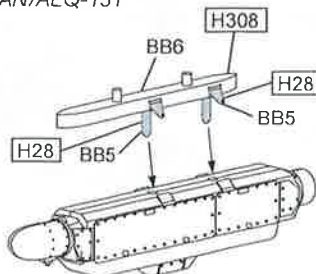
SNIPER XR



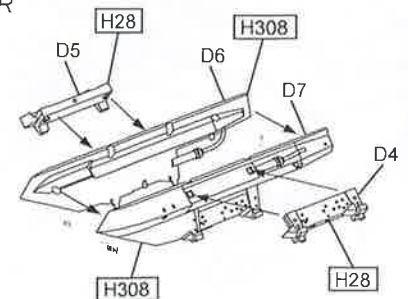
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AN/ALQ-131



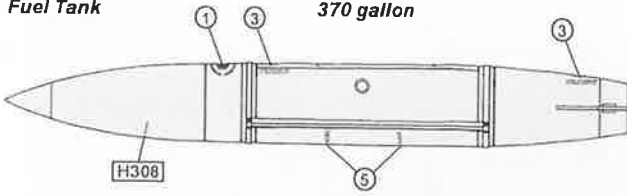
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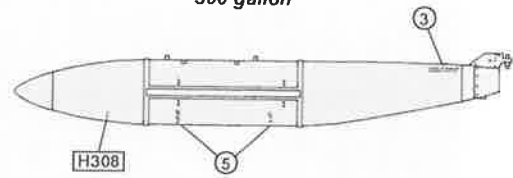
# Painting & Decal Placement - External Stores(F16AM/BM)

**Fuel Tank**

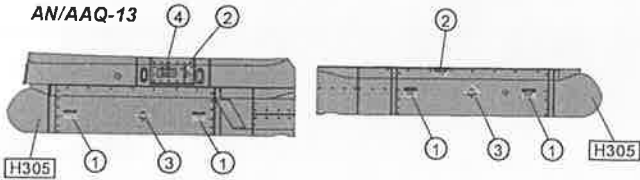
370 gallon



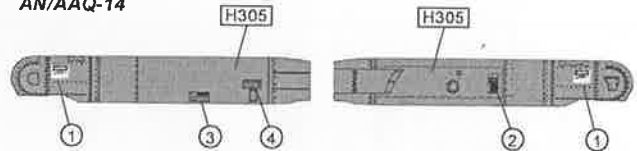
300 gallon



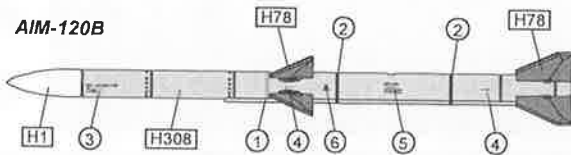
**AN/AAQ-13**



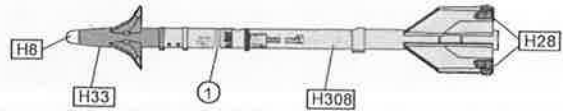
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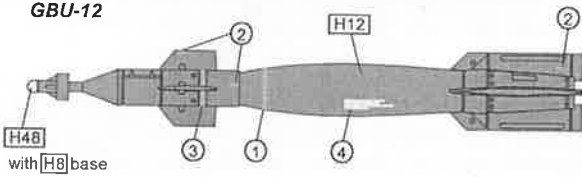
**AIM-120B**



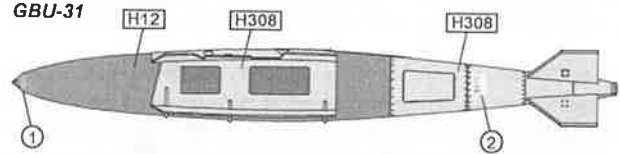
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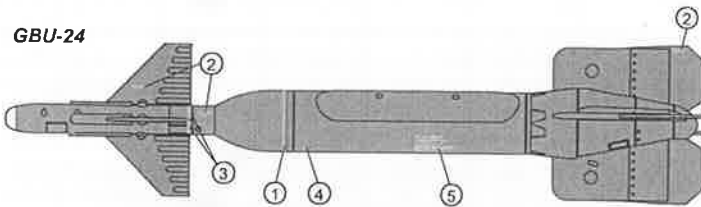
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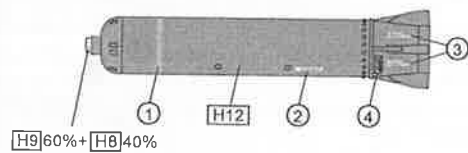
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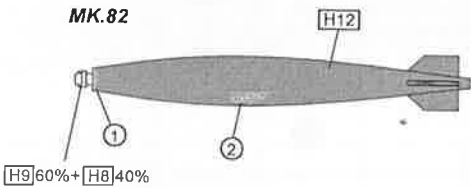
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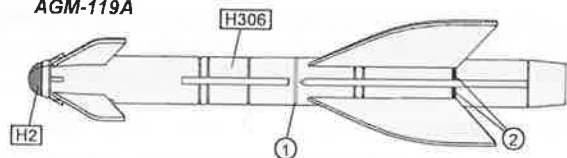
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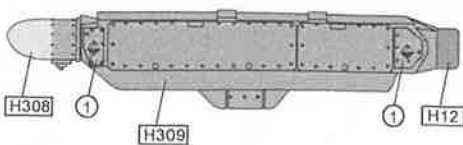
**MK-82**



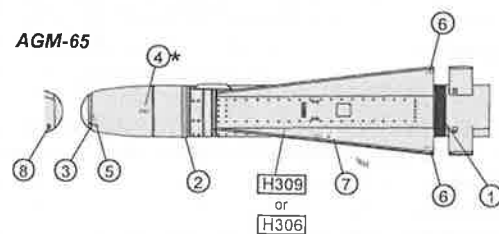
**AGM-119A**



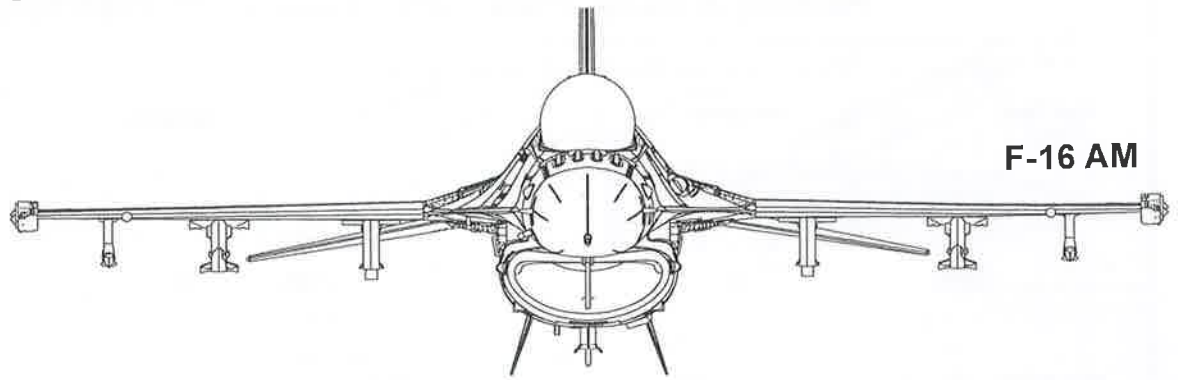
**AN/ALQ-131**



**AGM-65**



# EXTERNAL STORES



F-16 AM

Station No. Weapons	9	8	7	6	5R	5	5L	4	3	2	1
LAU-114 (W/AIM-9M only)	●	●	●	●					●	●	●
LAU-129	●	●	●	●					●	●	●
AIM-9M	●	●	●	●					●	●	●
AIM-120B (W/LAU-129 only)	●	●	●	●					●	●	●
MK 82			●						●		
MK 82 (W/TER)			● ●						● ●		
GBU-12			●						●		
GBU-12 (W/TER)			● ●						● ●		
GBU-31			●						●		
GBU-87			●						●		
GBU-87 (W/TER)			● ●						● ●		
GBU-24			●						●		
AGM-65			●						●		
AGM-119A (Norwegian AF only)			●						●		
370gal. Fuel tank				●				●			
300gal. Fuel tank						●					
AN/AAQ-13							●				
AN/AAQ-14					●						
SNIPER XR (Norwegian AF only)					●						
ALQ-131						●					





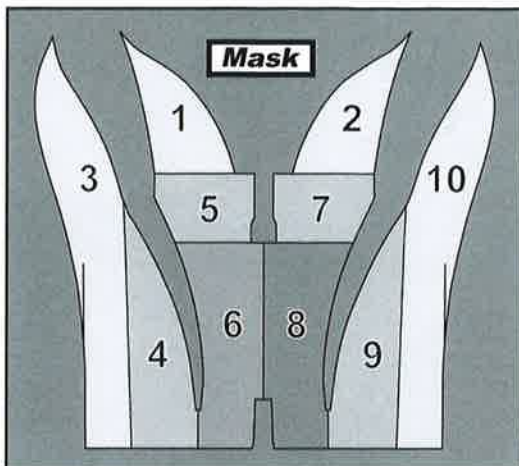
**F-16AM Falcon FA-101  
Solo Display 2018  
"Dark Falcon" Belgian Air Force**



48-110  
 72-110

Durant chaque visite à l'étranger, ce F-16 portait le drapeau du pays d'accueil sur la gouverne gauche. Voici les options de la saison 2018 :

*During each visit abroad, this F-16 wore the flag of the host country on the left elevator. Here are the options for the 2018 season :*



**Belgique / Belgium :**  
 - Official photos flights  
 - BAF days Kleine-Brogel  
 September 8 & 9, 2018

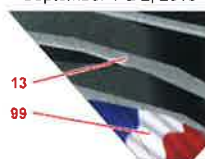
**Pays-Bas / Netherlands :**  
 - Leeuwarden Airshow  
 June 14, 2018



**Royaume-Uni / United Kingdom :**  
 - RAF Cosford Airshow  
 June 9 & 10, 2018  
 - RNAS Yeovilton Air Day  
 June 9 & 10, 2018



**France :**  
 - Meeting de l'Air Evreux  
 June 16 & 17, 2018  
 - Meeting Aérien Cambrai  
 September 1 & 2, 2018



**Portugal :**  
 - Evora flying display  
 June 30, 2018



**100 Ans - Royal Air Force  
 100 Years - Royal Air Force :**  
 RIAT 2018 - RAF Fairford  
 July 13-14 & 15, 2018



**Pologne / Poland :**  
 - Radom Airshow  
 August 25 & 26, 2018



**Rep. Tchèque / Czech Rep. :**  
 - NATO days Ostrava  
 September 15 & 16, 2018



**Grèce / Greece :**  
 - Tanagra Air Show  
 September 22 & 23, 2018



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## MASK & PAINT

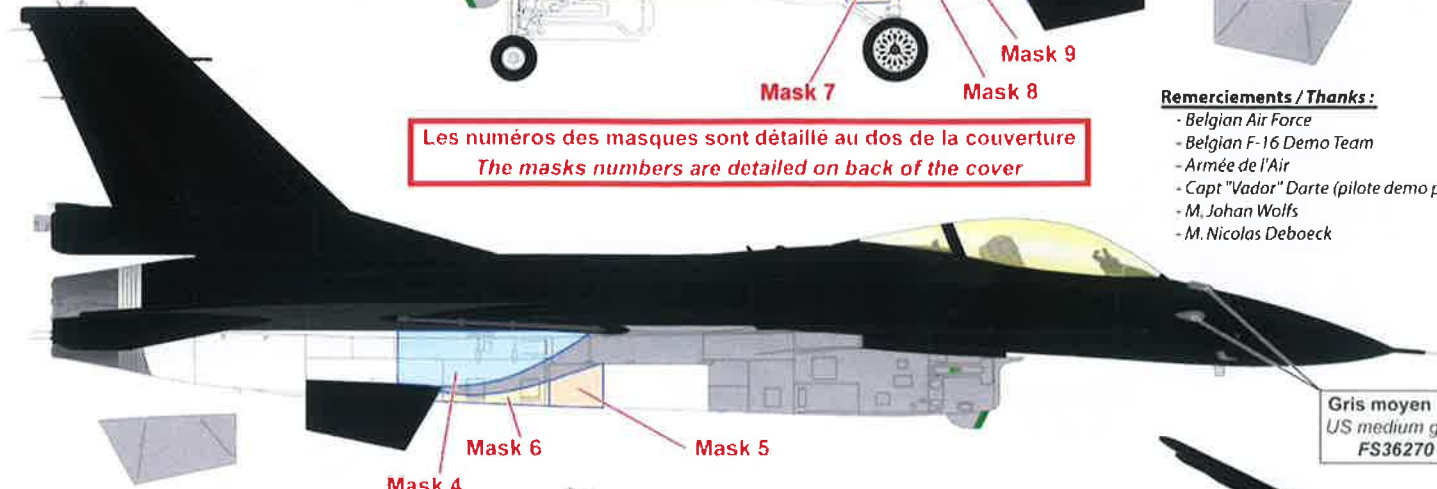
Gris moyen US  
US medium gray  
FS36270



Mask 7 Mask 8 Mask 9

Les numéros des masques sont détaillé au dos de la couverture  
The masks numbers are detailed on back of the cover

**Remerciements / Thanks :**  
 - Belgian Air Force  
 - Belgian F-16 Demo Team  
 - Armée de l'Air  
 - Capt "Vador" Darté (pilote demo pilot)  
 - M. Johan Wolfs  
 - M. Nicolas Deboeck



Mask 4 Mask 5 Mask 6

Gris moyen US  
US medium gray  
FS36270



**Noir satiné**  
Satin black  
- Humbrol 85  
- Revell 302  
- Tamiya X-18  
- Gunze H2  
- Model Master 1747

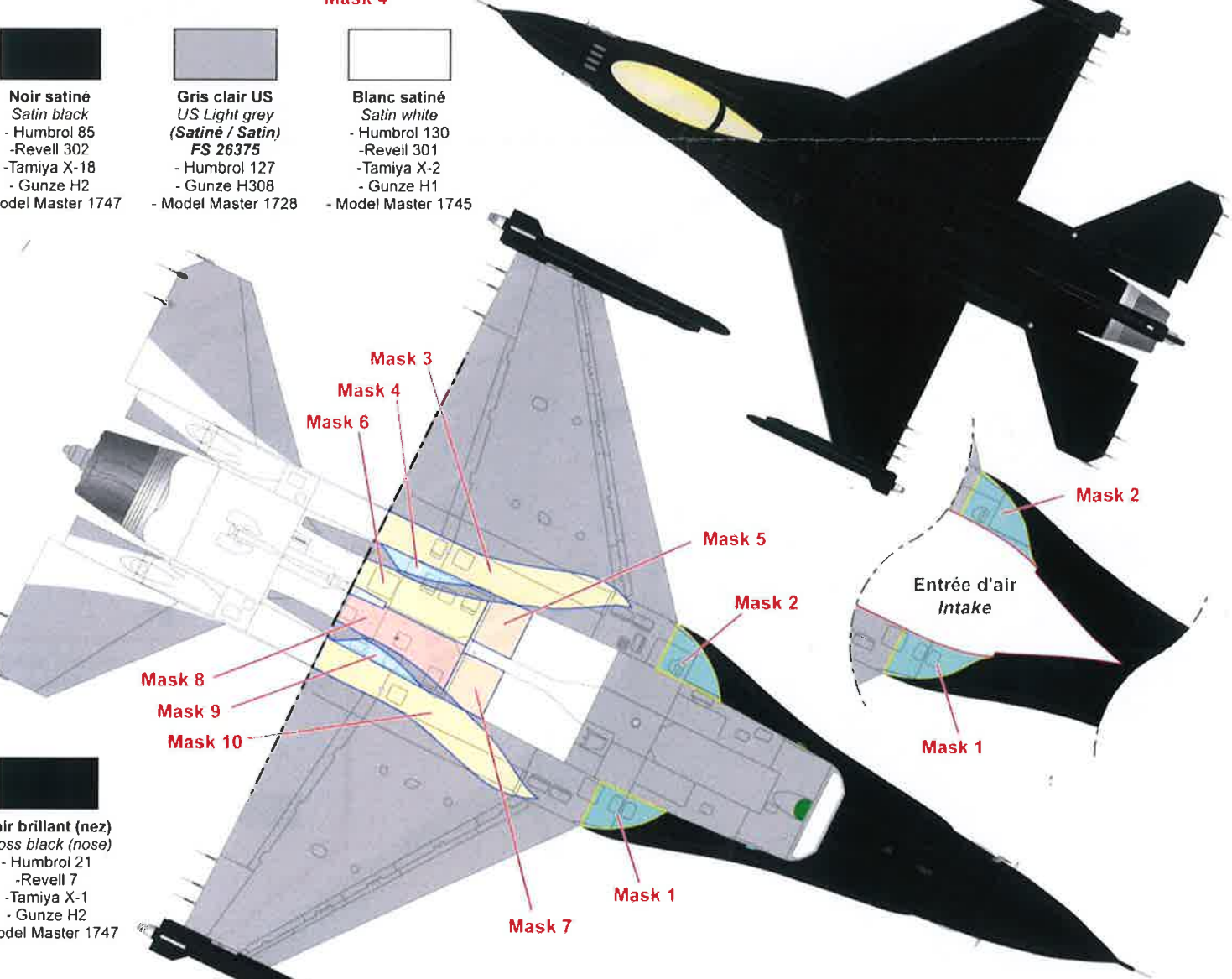
**Gris clair US**  
US Light grey  
(Satiné / Satin)  
FS 26375  
- Humbrol 127  
- Gunze H308  
- Model Master 1728

**Blanc satiné**  
Satin white  
- Humbrol 130  
- Revell 301  
- Tamiya X-2  
- Gunze H1  
- Model Master 1745

- Model Master 1747

- Model Master 1728

- Model Master 1745



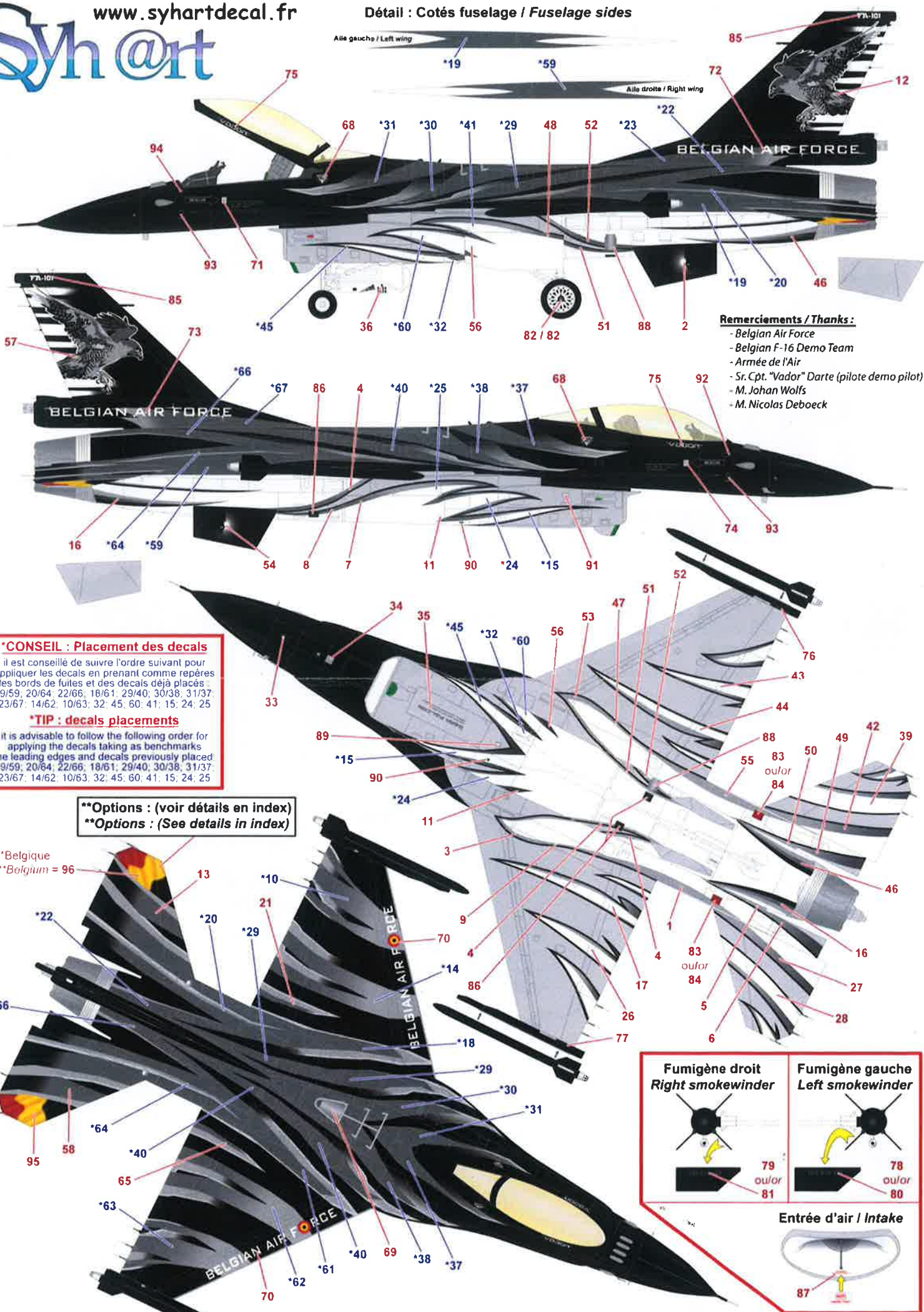
Mask 1 Mask 2 Mask 3 Mask 4 Mask 5 Mask 6 Mask 7 Mask 8 Mask 9 Mask 10

Entrée d'air  
Intake



**Noir brillant (nez)**  
Gloss black (nose)  
- Humbrol 21  
- Revell 7  
- Tamiya X-1  
- Gunze H2  
- Model Master 1747

Détail : Cotés fuselage / Fuselage sides



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 - Armée de l'Air  
 - Sr. Cpt. "Vador" Darte (pilote demo pilot)  
 - M. Johan Wolfs  
 - M. Nicolas Deboeck

**\*CONSEIL : Placement des decals**  
 il est conseillé de suivre l'ordre suivant pour appliquer les decals en prenant comme repères les bords de fuite et des decals déjà placés : 19/59; 20/64; 22/66; 18/61; 29/40; 30/38; 31/37; 23/67; 14/62; 10/63; 32; 45; 60; 41; 15; 24; 25

**\*TIP : decals placements**  
 it is advisable to follow the following order for applying the decals taking as benchmarks the leading edges and decals previously placed : 19/59; 20/64; 22/66; 18/61; 29/40; 30/38; 31/37; 23/67; 14/62; 10/63; 32; 45; 60; 41; 15; 24; 25

**\*\*Options : (voir détails en index)**  
**\*\*Options : (See details in index)**

\*\*Belgique  
 \*\*Belgium = 96

**Fumigène droit**  
Right smokewinder

79 ou/for  
81

**Fumigène gauche**  
Left smokewinder

78 ou/for  
80

**Entrée d'air / Intake**

87