

This is an extensive decal set allowing you to add to your model collection at least one F-16 from each of the six nations represented. To maximize the number of choices offered, only non-standard airframe stencil data items have been included. These will let you get the basics right on your specific F-16(s). If you wish to give your models the full treatment, several other well known decal manufacturers (Daco, for example) have excellent F-16 stencil data sheets in their line-up. For some walkway variations, Microscale's basic stripes sets are useful. They come in a number of appropriate gray shades.

We recommend using  
Plastic World Modeling Products'

3203 F16C PARAHOUSING (Greece, Turkey)

3216 F-16 LANTRIN pod & pylon

3217 GREEK F16 UPDATE

3218 TURKISH F16 UPDATE

Some sets are being added to the line for the new Tamiya F-16C kit

Contact them at:

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Without the help of Jim Barr, Jos Carias Silva, Jos Herculano, Kursad Albayrak, Terry Higgins, Giorgios Papadimitriou, Fotios Rouch, Steve Westerby, Turhan Gungor, Guy Holroyd, J.R. Brown, Sy Abraham, and Jiri Zuch this decal set would have been impossible to do. Gracias amigos!

ZOTZ

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# Vivacious Vipers #1

The F-16 in international service



# F-16

Bahrain  
Egypt  
Greece  
Pakistan  
Portugal  
Turkey

# Greece

F-16C block 30/52

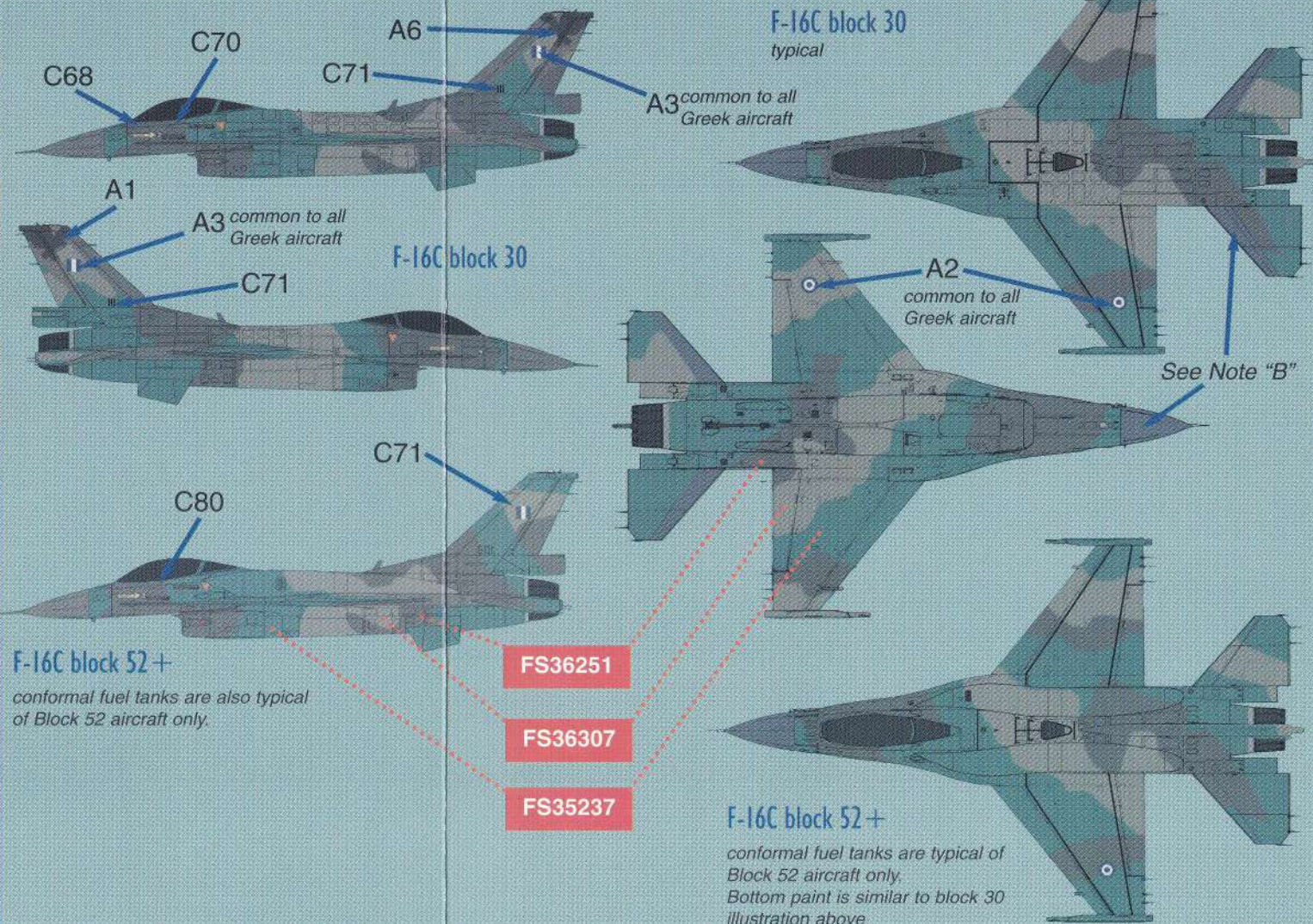
Polemiki Aeroporia

Greece's first F-16s were block 30 "C" and "D" models which entered service through the late '80s. These aircraft have been progressively upgraded by the addition more modern ECM equipment (featuring a new fairing on the right side of the parachute housing) and the Rafael Litening targeting pod.

The block 50s in service with 341 Mira are equipped for the SEAD role using AGM-88 HARM missiles while those in service with 347 Mira have a precision strike capability using the LANTIRN system and "Paveway" series GBUs.

The new delivery block 52+ C and D machines are being based at Souda Bay, Crete with the 340 Mira. Like the early block 50s already in service, these mount the IRIS-T all aspect 5th generation AAM. They are also one of the first variants to use Lockheed Martin's new conformal fuel tanks operationally. All Greek Block 30 single seaters have an ID floodlight on the right side of the nose.

Aircraft have a wraparound camouflage comprising Gray FS36251, Warm Gray FS36307 and Blue Gray FS35237. Note that the separation between colors appears to be more feathered on the new block 52+s. The illustrations provided herein have the contrast between colors overemphasized as a modelling aid. Walkways and IFR area markings are FS36118.



Notes "A" and "B" are applicable to all Greek F-16s ...  
 In reference to Note "B", block 50 and block 52+ aircraft used the protective "tape" over the joints instead of the larger areas of protective film of the block 30s.

**!! ATTENTION F-16 AFICIONADOS !!**

In the works and coming soon to a Zatz dealer near you: Deeply researched decals in all 3 major scales; markings for the Falcons and Vipers of The Netherlands, Norway, Oman (new user!), Poland (new user!), The United Arab Emirates (new user!), Taiwan, Indonesia, Singapore and more!

**PUT SOME VARIETY IN YOUR F-16 COLLECTION IN 2005**

# Pakistan

F-16A block 15

Pakistani Fiza'ya

B94 & B86 *opposite*

B89 or B93  
*See Note "C"*

A56 + A57

C28

C34

B89 or B93  
*See Note "C"*

C22

C27

B88

B83  
*and opposite*

B87

C26

B89 or B93  
*See Note "C"*

B83  
*and opposite*

C32  
*opposite side*

C33

C29

B91

C25

C85

C24

FS36118

A15

*Same location  
below opposite wing*

FS36118

FS36270

FS36270

C6

*Same location  
below opposite wing*

*See Note "B"*

B81 or B82  
*and opposite*

*See Note "C"*

*See Note "B"*

FS36118

B4

B8

B16

*both sides*

A14

A15

A12

B14 + B13

B12 + B11

FS36375

B1 *both sides*

C3  
*opposite side*

C7

B16

B15 + B13

A15

## Note "C"

The photographic record suggests that the color of the national markings on Pakistani F-16s varies greatly. This was most likely due to a combination of environment and local refinishing. 2 options for both the wing and tail insignias are thus provided in this set.

Pakistan has been an operator of F-16s since early 1983. Although used primarily in the air-to-air role loaded with "M" and "L" model Sidewinders, since 1986 they also possess a "smart bomber" capability using "Paveway" series LGBs, French AS.30 missiles and the Atlas II laser designator pods.

### #84717, 14 Sqn, Kamra Airbase, 1988

Flown by F/L Khalid Mahmood, this a/c downed an Afghan Air Force Su-22 with an AIM-9L on November 3rd, 1988, the last of 8 air-to-air kills claimed by the PAF's F-16s during the conflict. The usual loadout for these CAP and QRA missions was a pair each of all-aspect AIM-9Ls and "cheaper" AIM-9Ps on the outer wing pylons and tip rails.

### #85723, Sargodha Airbase, late 1990s

Depicted as marked after a depot level overhaul. The significance of the stencilled name is not known. The kill markings below the canopy sill commemorate the aircraft's double kill while being flown by Khameed Qadri of 9 Sqn (2x Afghan Su-22s, May 1986).

### #84705, 9 Sqn, Sargodha Airbase, circa 1999

Unusual amongst Pakistani fighter units, the F-16s carried no unit markings for most of their operational life. Lately though, number 9s Falcons feature the unit name and a heraldic silhouette of the namesake presented on the tail in low-viz grey.

Aircraft are Gray FS36118 (dark) FS36270 (light) wrap around camouflage. Walkways and IFR area markings are FS36231. The wing drop tanks and wing pylons are FS36118. Atlas pod and centerline drop tank are FS26270.

# Portugal

F-16A (ADF)

Forca Aerea Portuguesa

Portugal's Esquadrao 201 operates it's specialized Air Defense variant F-16s in the role for which they were designed. The FAP's aircraft have retained some of the ADF variants unique features like the HF antenna bumps at the base of the tail and the ID floodlight on the left hand side of the nose. However, they do not have the "bird slicer" AIFF antenna array as seen on US ANG ADFs.

Aircraft are Gray FS36118 and FS36270 topside with FS36375 below. Walkways and IFR area markings are FS36231.

# Bahrain

F-16C block 40

Bahrain Amiri Air Force

See Note "B"

The BAAF's F-16s have been on active service since mid 1990 and saw action as part of the Coalition Forces during Operation Desert Storm. Since then, the fleet capability has been upgraded with LANTIRN system pods, AIM-7M Sparrow AAMs, and AMRAAM AAMs.

Aircraft are overall 50/50 FS36622 / FS35237 Gray and usually very clean. Walkways are .5" FS36118 stripes. The IFR area marking is also in this color.

See Note "B"

A20 + A21 + A22 + A22a  
opposite side

A20 + A23 + A24 + A22a

9969

D19

See Note "A"

C20 opposite side

C99 opposite side

D21

# Egypt

F-16C block 40

Al Quwwat al Jawwiya Ilmisriya

## Note "A"

All the usual F-16 stencils apply to this aircraft. However, the basic seat warning and rescue items - B2, B4, B5, B8, & B10 - from this set can be used. Just modify item B10 by removing the Turkish word for "DANGER" and recentering the English word "DANGER" around the triangle.

9969 is a TAI (Turkey) built F-16C of the 262nd Fighter Brigade based at Abu Sueir. Egypt's late model F-16s can all carry the AIM-7M, GBU-15 and AGM-84 weapons.

Aircraft are Gray FS36231 and FS36270 topside with FS36375 below. Walkways and IFR area markings are similar to BAAF aircraft.

All ID panels are International Orange. Their outlines are labeled on the decal sheet with their respective locations. Note that a lengthened "Aft Spine" decal is provided as an option for Egyptian F-16As. It needs to be shortened for this F-16C.

## Overall FS36622 / FS35237 50/50 Blend

A5

C17

C15

C9

C10

A4

C13

C17

See Note "A"

## FS36231

## FS36270

## FS36375

See Note "B"

## Note "B"

Many early production F-16A/B/C/D aircraft feature a darkened nose radome. Originally it was specified to be FS36270, but ended up looking more like FS36320 when fresh. This darkened considerably over time, ending up somewhere in the FS36132 to FS36118 range.

Another finish "quirk" on these early a/c centers around the protective film surfaces on the leading edges of the vertical and horizontal tails. It looks as though these were originally specified as being a clear film. However, the material discolored considerably over time. The resultant color varied greatly depending on the subject aircraft's environment but was almost always a darker version of the underlying color.

Newer-production / refinished F-16s feature a spanwise application of protective "tape" over the leading edges and forward panel joints in lieu of the protective films.

# Turkey

F-16C block 30/40/50

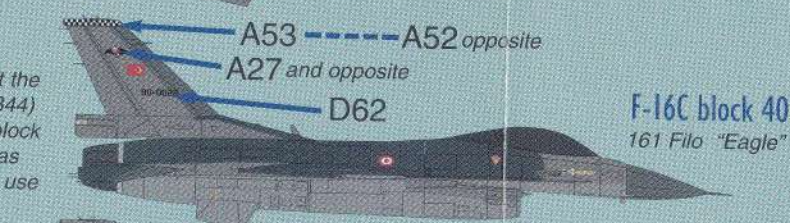
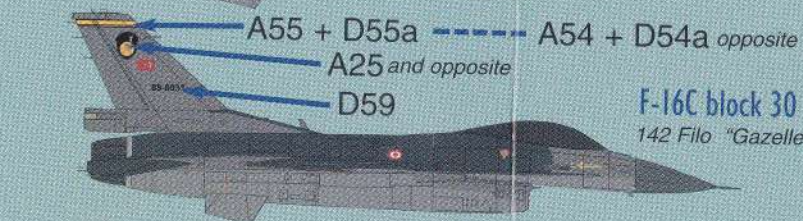
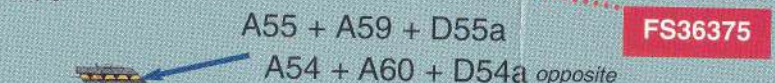
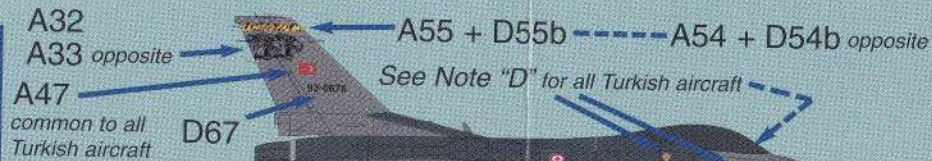
## Türk Hava Kuvvetleri

The Turkish F-16 fleet is truly multi-role, with dedicated units responsible for air-superiority / intercept, smart bomber and SEAD missions. To equip part of its block 40 fleet, Turkey became the first foreign F-16 user of the LANTIRN system pods in the early 90s. AGM-88 HARM (as a speciality of 151 Filo's block 50s), AGM-65 Maverick, AIM-120 AMRAAM and late model AIM-9 Sidewinders are also standard equipment. Except for the initial 8, all of the THK aircraft are built by TAI in Turkey.

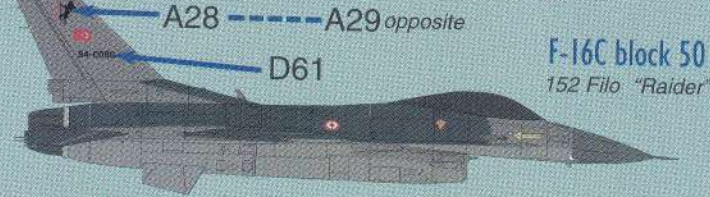
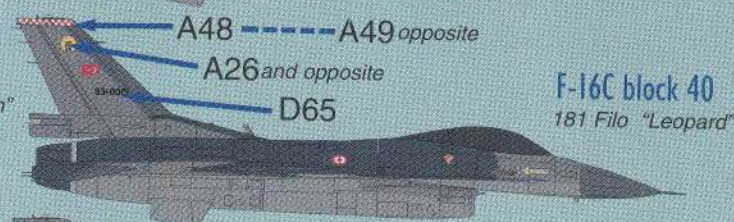
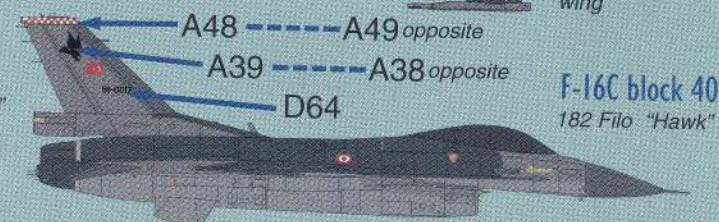
The block 30/40 machines all have the parachute housing at the base of the tail. Since the early 1990s all block 40 aircraft had the Rapport III ECM system installed on the production line. All earlier production aircraft were progressively retrofitted. It features teardrop shaped pods on either side of the para housing plus a single smaller fairing under the intake.

The newer block 50 aircraft do not have these protrusions, but they do have the "bird slicer" AIFF antenna s just forward of the canopy.

Aircraft are Gray FS36118 and FS36270 topside with FS36375 below. Walkways and IFR area markings are FS36231.



Note "B" is applicable to all Turkish F-16s ... block 50 and locally refinished earlier aircraft use the protective "tape" over the joints instead of the larger areas of protective film of the block 30s. Also note that some locally refinished aircraft are believed to have the late USAF two color scheme



Note "D"  
All the usual F-16 stencils apply to Turkish aircraft but the seat warning and rescue items (B1 through B10 and B44) have Turkish language words included. Both "USAF block letter" and "commercial typeface" styles are included as options. Turkish aircraft refinished after 1999 typically use the latter style. Use the tail code style as a guide.

In common with many other countries, Turkish F-16s have a small "USAF standard" serial block (items C35 through C45) plus a corresponding canopy ID block (items C46 through C56) on the left side only. Refer to the port side views of the other F-16 single seaters in this package for typical placement.