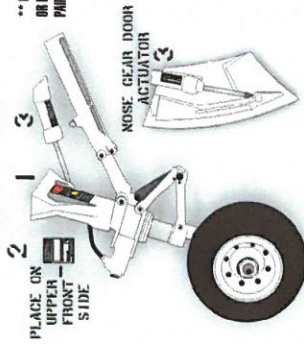
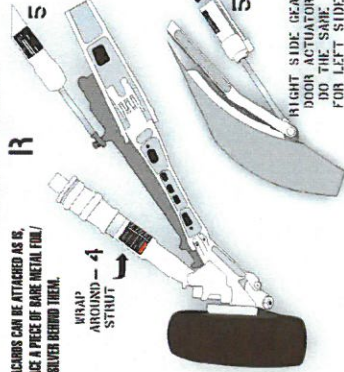


NOSE GEAR



PLACE ON UPPER FRONT SIDE
WRAP AROUND STRUT
WRAP AROUND ACTUATOR

MAIN GEAR



RIGHT SIDE GEAR DOOR ACTUATOR DO THE SAME FOR LEFT SIDE

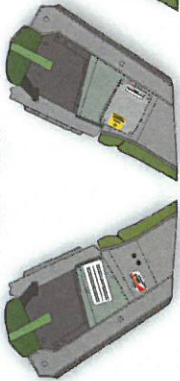
MAIN GEAR BAY DETAILS



SILVER CANISTER BATTERY

EJECTION SEAT

PILOT SEAT



F-16N

The Navy operated a total of 22 F-16N and 4 TF-16N models that were delivered 1987-1988. These "N's" were early Block 30 jets with NSI (smaller) intakes and some additional modifications to maximize their DACT (Dissimilar Air Combat Training) abilities.

These changes included the removing the gun, retaining older and lighter APG-66 F-16A radar. They had the standard F-16C cockpit. They had removed all wiring for external hard points and weapons rails and had no ability to carry any weapons except the CATM-9 and ACMI pods on the wingtips.

All F-16N models were retired earlier than planned by January 1995, due to metal fatigue and cracks in the wings and body.

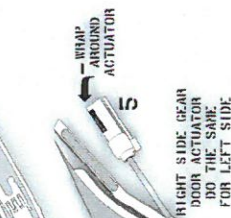
TACTS POD



TACTS PODS ARE REVERSIBLE. SERVO'S ARE UPSIDE DOWN WHEN POD IS ATTACHED ON RIGHT SIDE RAILS.

Special Thanks:

MIKE PISTER, DAN TEKER, NSAWC COMMAND, NSAWC GRAPHICS, ZIP UPHAM NAS FALLON, ROBIN POLDERMAN, KAI WOLTER, "FURY"!



RIGHT SIDE GEAR DOOR ACTUATOR DO THE SAME FOR LEFT SIDE

AFTERMARKET SUGGESTIONS

- AIRES F-16 COCKPITS
- AIRES F-16 WHEEL BAYS
- AIRES F-16 EXHAUST
- BLACK BOX F-16 COCKPITS
- DIRPEPPERRESINS OE EXHAUST
- EDUARD PE & MASKS
- FINE MOLDS PITOT TUBE
- ROYAL RESIN BK15/BK30 WHEELS, NOSECOE
- TRU DETAILS ACES EJECTION SEAT
- QUICKBOOST ACES EJECTION SEAT
- QUICKBOOST PITOT TUBE
- SHULL24 OE EXHAUST (NEW SET)
- SIERRA HOTEL WHEELS AND CONVERSION
- WOLFPACK BK130 CONVERSION

F-16A/B

Five years later the Navy once again was in search of an aircraft that would fill a DACT adversary role. It found that capability once again in the F-16. Without the budget for "new" aircraft, the Navy was able to source F-16A and B Block 15 jets that were originally ordered by Pakistan but were still in storage due to an embargo.

These jets are mostly standard Block 15's with the addition of extra chaff/flare pots. Some of these jets have additional strengthening plates on the airframe.

We have depicted the accurate canopies for each jet as some have the golden tint to them. NSAWC's F-16B jets often are seen with center line drop tanks. These tanks are both Light Ghost Gray and Gunship Gray.



Loadout Info.

TACTS POD on station 1 or 2
with AIM-9 training round on opposite
FUEL TANK on station 5 (NSAWC only)
CHEST SHOULDER



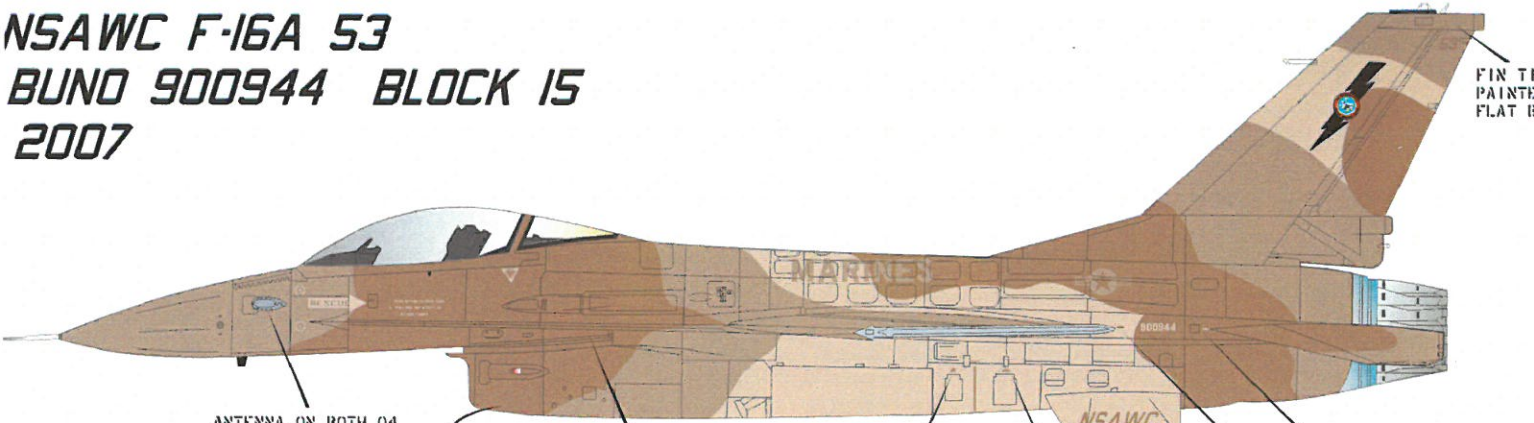
F-16A/B/N VIPERS
"HOLY SH*T IT'S A BUNCH OF VIPERS"



Contact Info: Fightertowndecals@yahoo.com
Brian Plescia
4685 Orion Ave. #2
Sherman Oaks, CA 91403
USA

NSAWC F-16A 53
BUNO 900944 BLOCK 15
2007

FIN TIP PAINTED
 FLAT BLACK

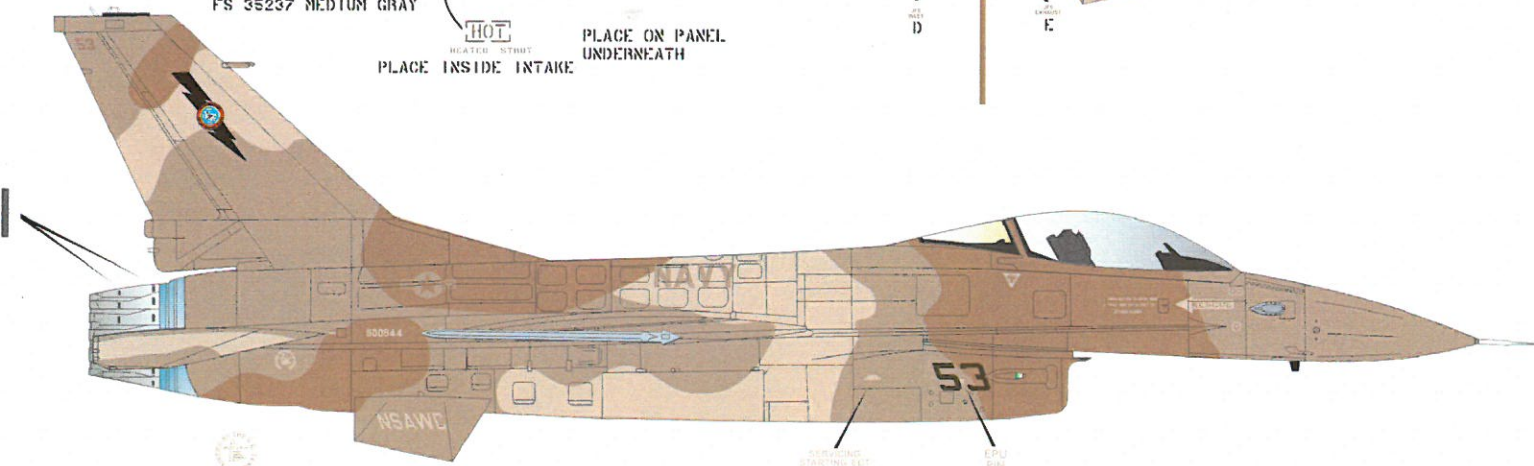


ANTENNA ON BOTH 04
 AND 07 PAINTED
 FS 35237 MEDIUM GRAY

HOT
 HEATED STRUT
 PLACE INSIDE INTAKE

C
 PLACE ON PANEL
 UNDERNEATH

DANGER
 D
 E



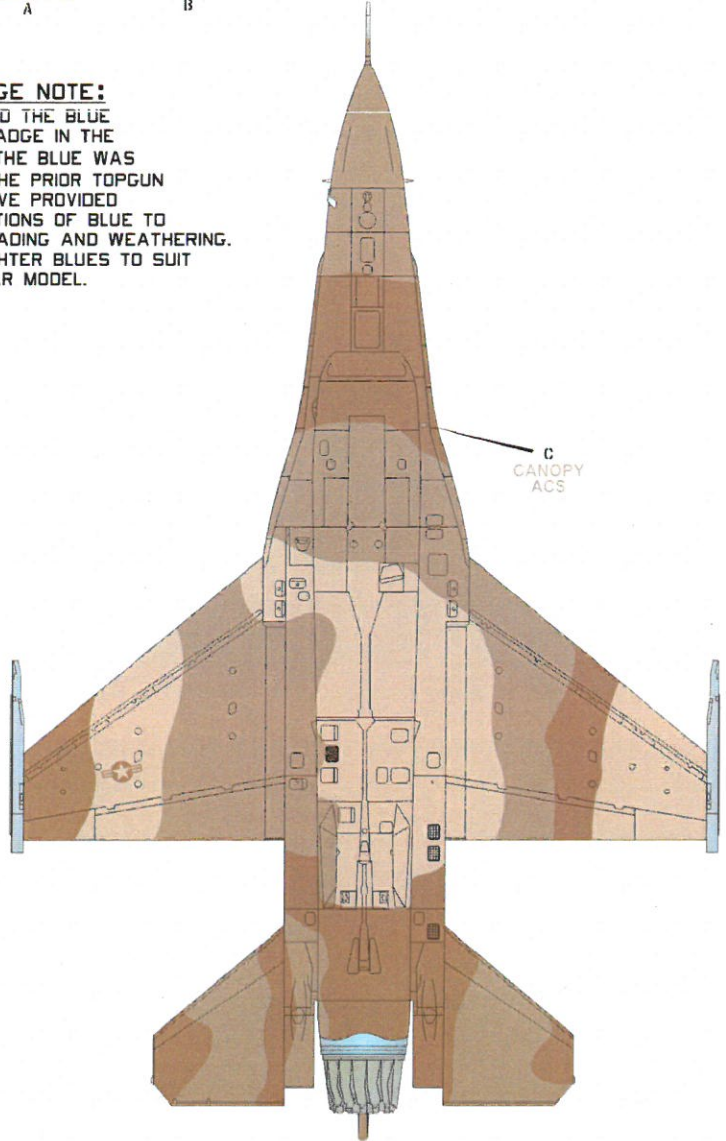
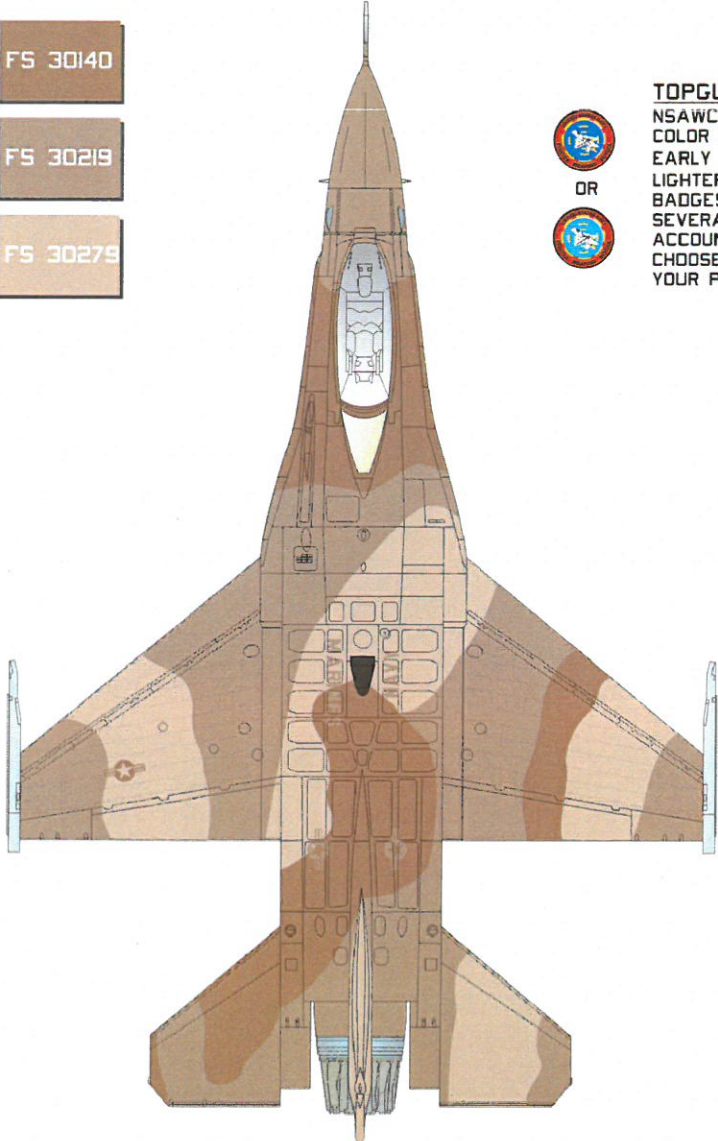
A
 B

- FS 30140
- FS 30219
- FS 30279



OR

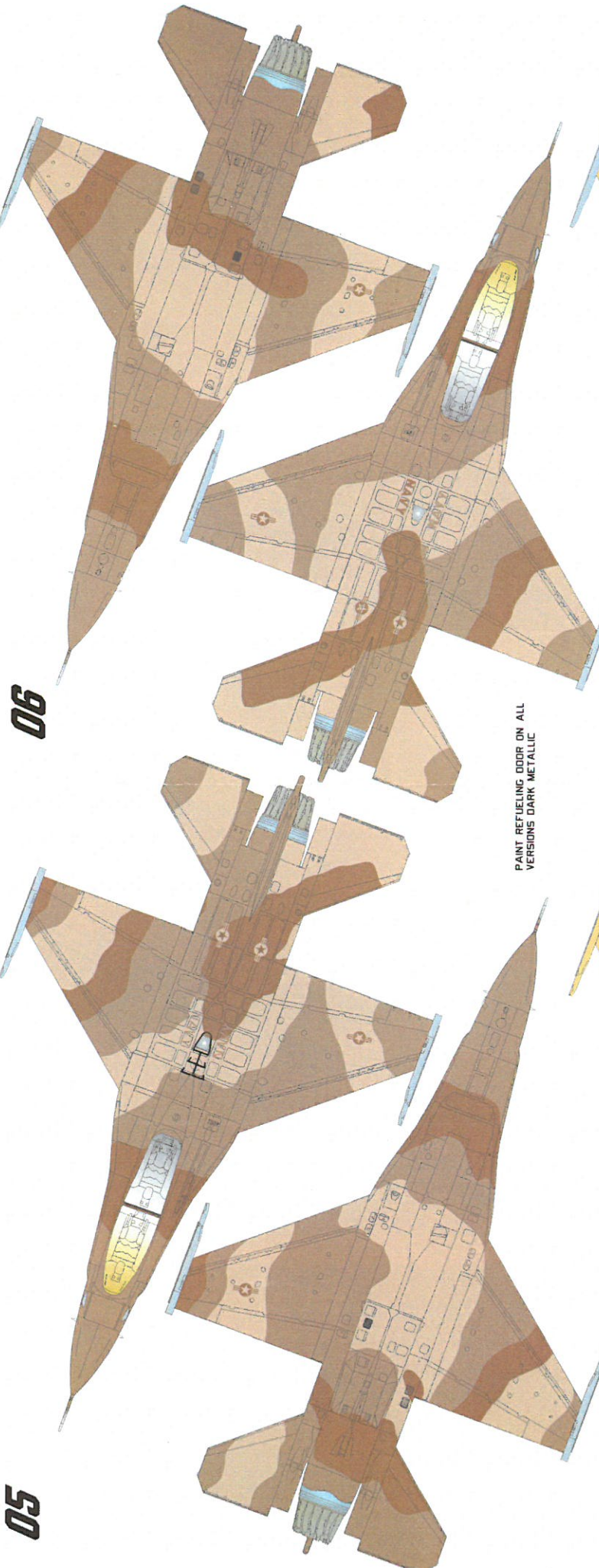
TOPGUN BADGE NOTE:
 NSAWC SWITCHED THE BLUE
 COLOR IN THE BADGE IN THE
 EARLY 2000'S. THE BLUE WAS
 LIGHTER THAN THE PRIOR TOPGUN
 BADGES. WE HAVE PROVIDED
 SEVERAL VARIATIONS OF BLUE TO
 ACCOUNT FOR FADING AND WEATHERING.
 CHOOSE THE LIGHTER BLUES TO SUIT
 YOUR PARTICULAR MODEL.



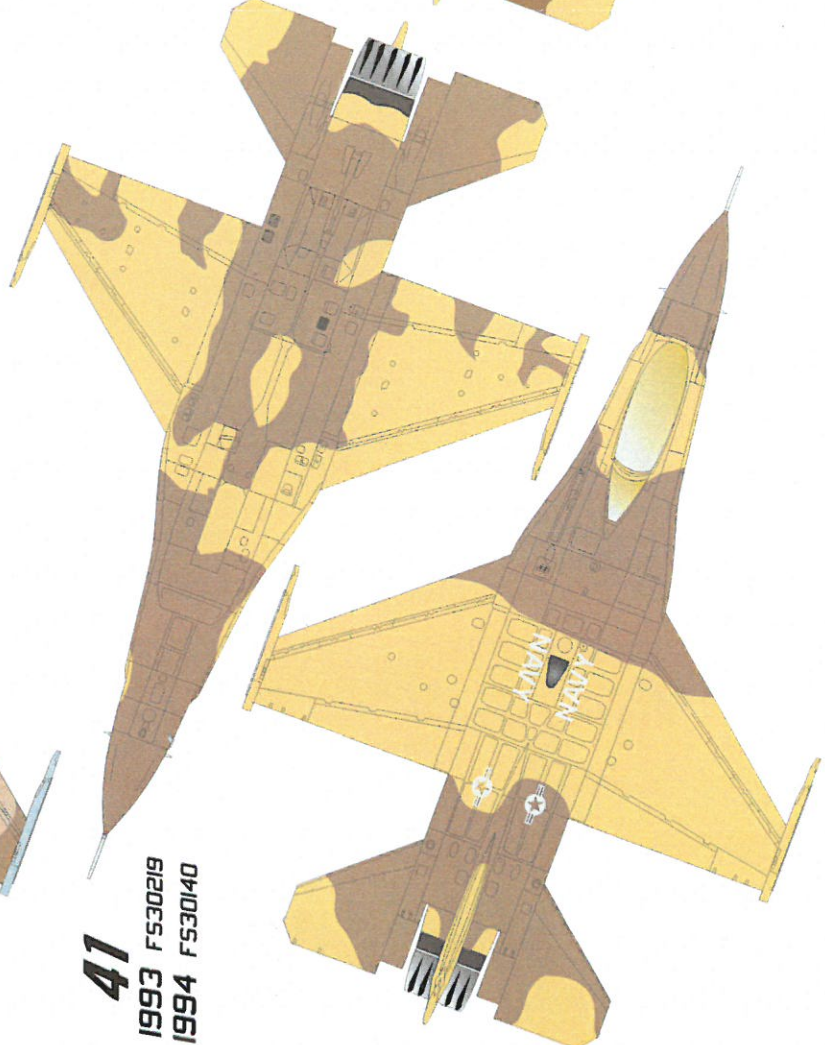
C
 CANOPY
 ACS

05

06

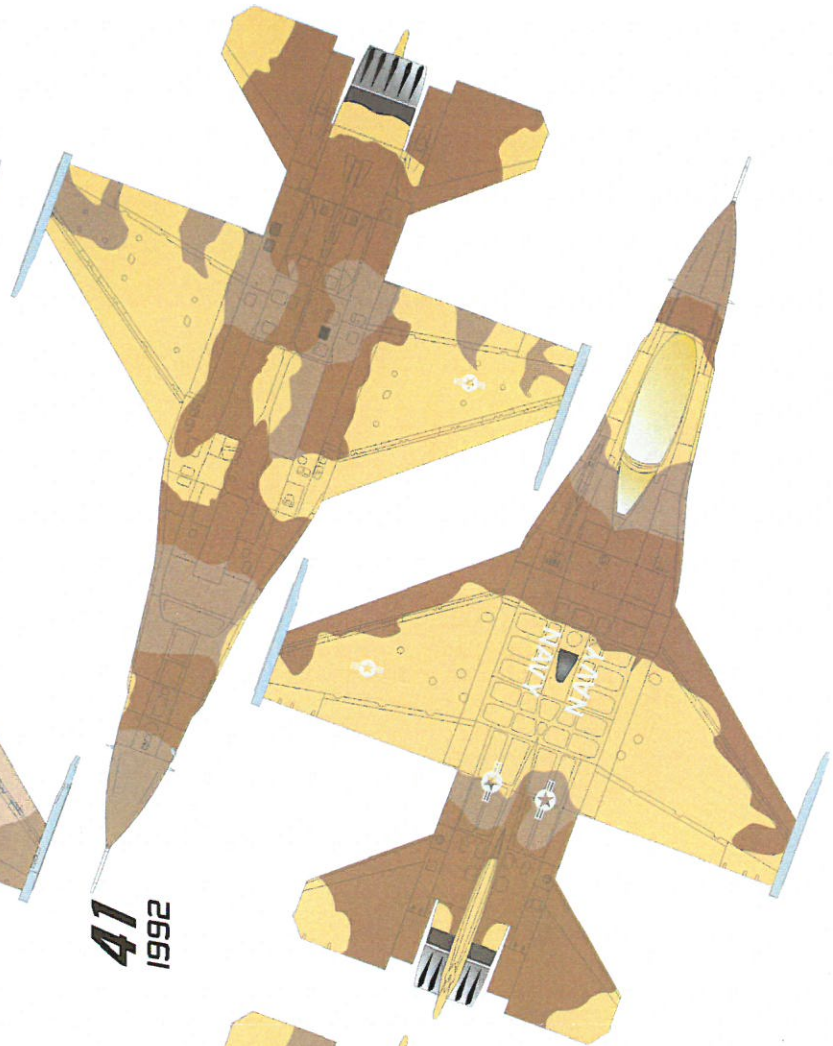


41
 1993 F530219
 1994 F530140

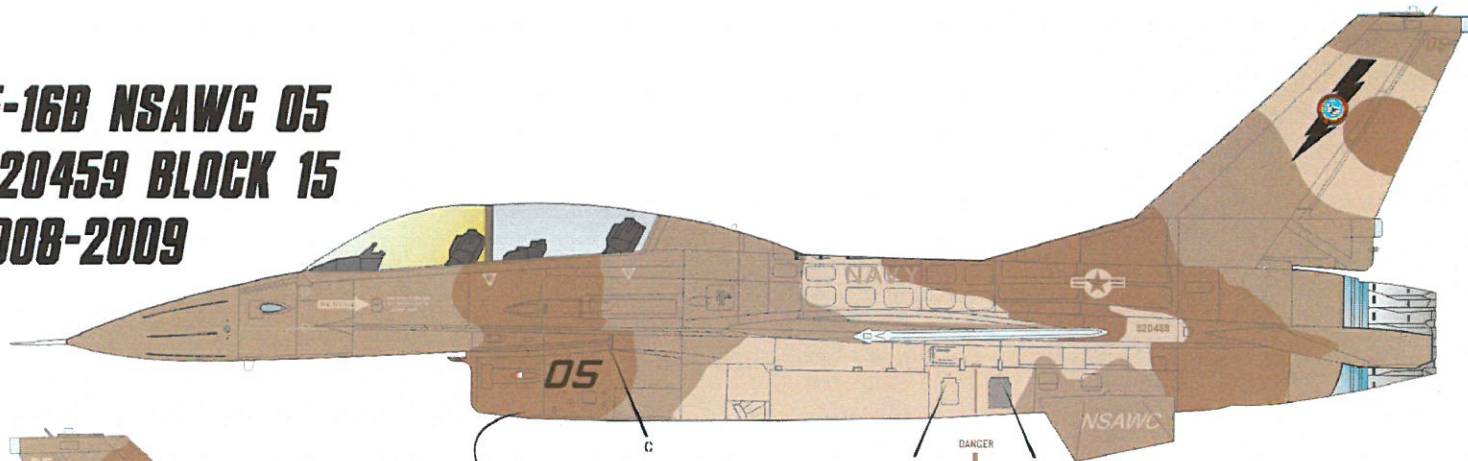


PAINT REFUELING DOOR ON ALL
 VERSIONS DARK METALLIC

41
 1992



**F-16B NSAWC 05
920459 BLOCK 15
2008-2009**



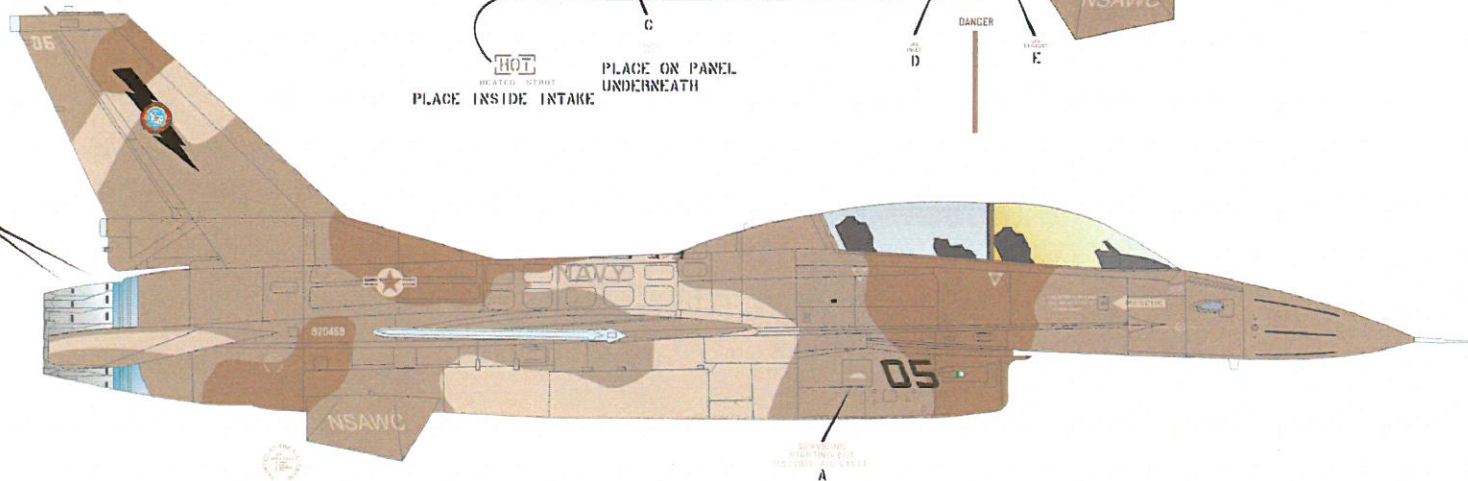
HOT
HEATED STRUT
PLACE INSIDE INTAKE

C PLACE ON PANEL UNDERNEATH

D

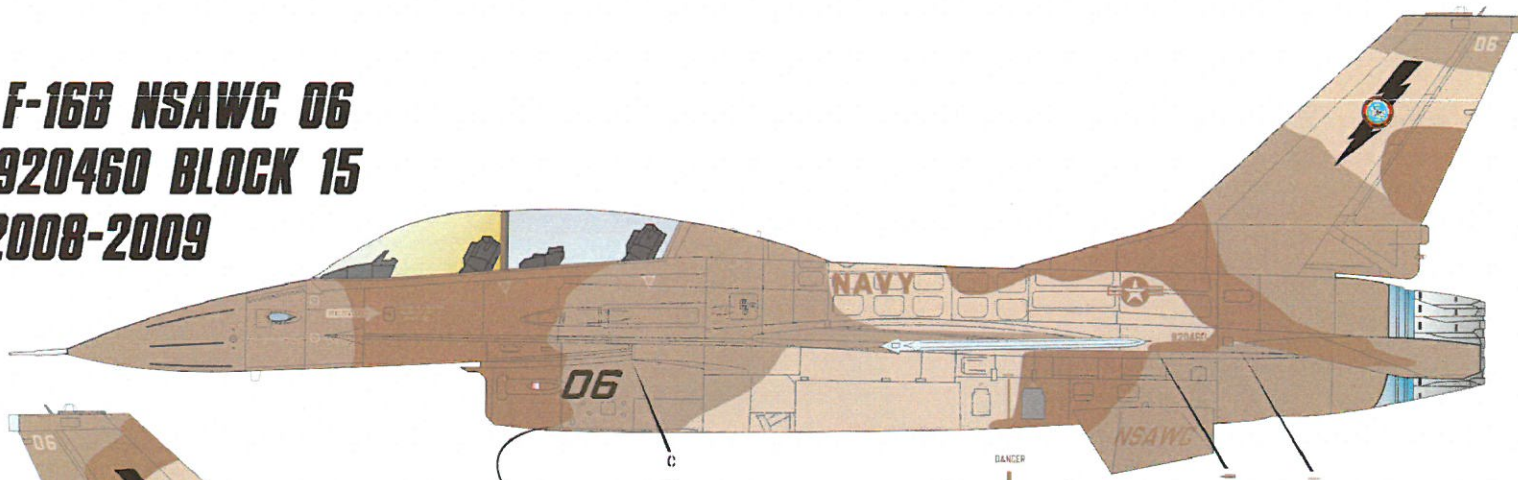
DANGER

E



A

**F-16B NSAWC 06
920460 BLOCK 15
2008-2009**



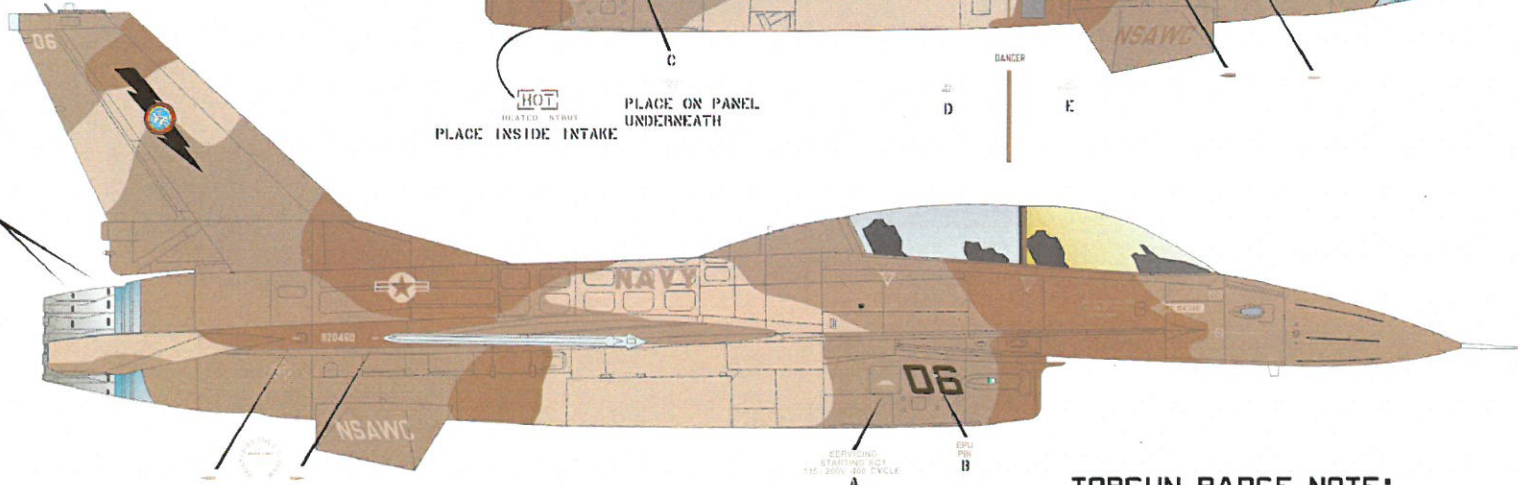
HOT
HEATED STRUT
PLACE INSIDE INTAKE

C PLACE ON PANEL UNDERNEATH

D

DANGER

E



A

B



OR



TOPGUN BADGE NOTE:
NSAWC SWITCHED THE BLUE COLOR IN THE BADGE IN THE EARLY 2000'S. THE BLUE WAS LIGHTER THAN THE PRIOR TOPGUN BADGES. WE HAVE PROVIDED SEVERAL VARIATIONS OF BLUE TO ACCOUNT FOR FADING AND WEATHERING. CHOOSE THE LIGHTER BLUES TO SUIT YOUR PARTICULAR MODEL.



TOPGUN DESERT 1992 - 1994



USE TOPGUN BADGES PROVIDED ON INSERT FOR TOPGUN JETS

CDR. STAN O'CONNOR
"STEAMER"

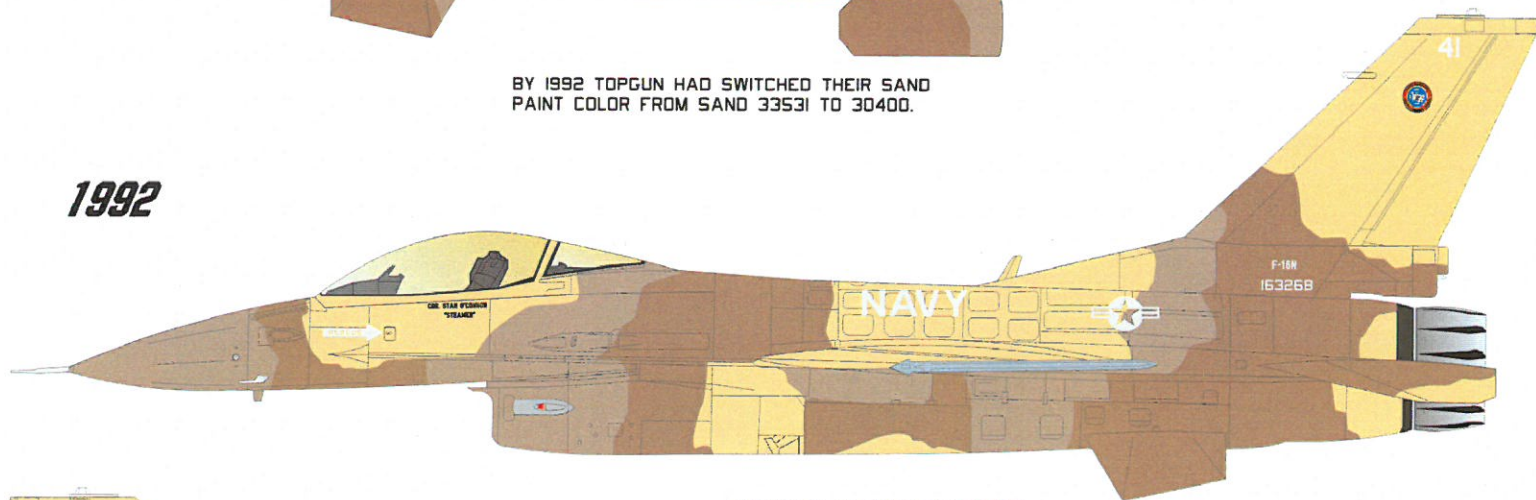
F-16H
163268

NAVY

RESUCE

BY 1992 TOPGUN HAD SWITCHED THEIR SAND PAINT COLOR FROM SAND 3353I TO 30400.

1992



FOR MOST OF 1992-1993 163268 HAD FS36375 SIDEWINDER RAILS.

1993

LCDR RAY ZACK
"RAZOR"

NAVY

ISRAELI ECM UPGRADES

1994

RESUCE

IN LATE 1994 THIS STYLE OF RESUCE ARROW WAS PAINTED AFTER A PERIOD OF NO RESUCE MARKINGS.

FROM 1993-1995 163268 REMAINED IN THE SAME PAINT SCHEME BUT THE TAN WAS REPAINTED IN BROWN. FOR SOME TIME IN 1994 THERE WAS NO NAME ON THE CANOPY. LATE 1994 AND EARLY 1995 VERSIONS HAD A CANOPY NAME AND BUND STYLE AND COLOR CHANGE. IN FACT, SEVERAL NAMES WERE PAINTED ON THE CANOPY DURING THESE TIMEFRAMES COVERED. WE SELECTED THE MARKINGS THAT WE HAD COMPLETE COVERAGE ON.

FOR MOST OF 1994-1995 163268 HAD CAMO SIDEWINDER RAILS.



SAND
30400



DARK TAN (1993)
34219

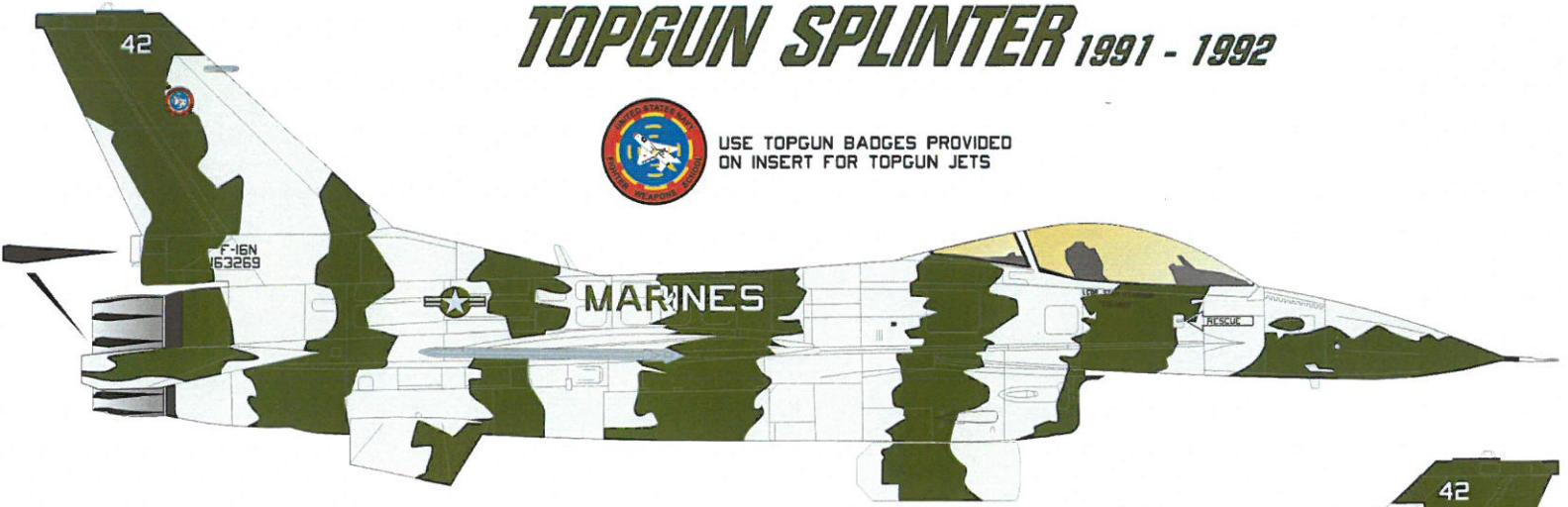


BROWN (1994)
30140

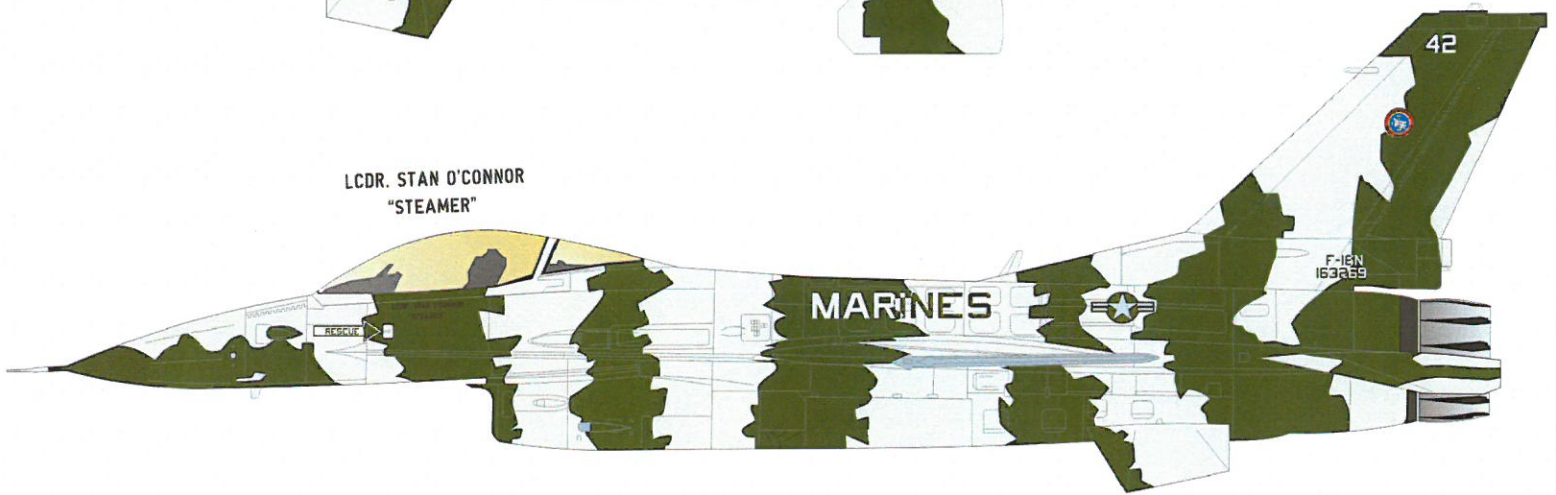
TOPGUN SPLINTER 1991 - 1992



USE TOPGUN BADGES PROVIDED
ON INSERT FOR TOPGUN JETS



LCDR. STAN O'CONNOR
"STEAMER"



DARK GREEN
FS 35109



LIGHT GHOST GRAY
FS 35237



CAMO GRAY
FS 36622

