

General Dynamics/ Lockheed F-16 in the Middle East PART 4: Oman A.F.

For 1/32 scale (other scales possible)

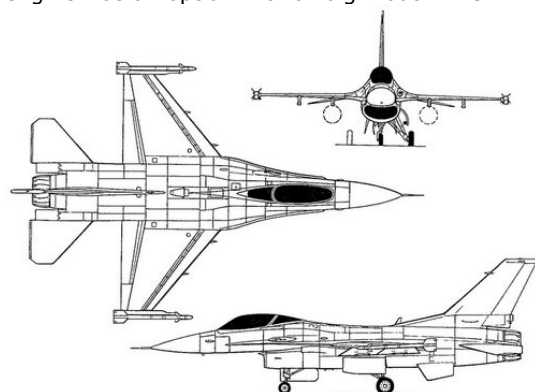


F-16 Fighting Falcon



HISTORY

The American Light Fighter competition in the 1970s led to the General Dynamics F-16 program and the first YF-16 flew 30 years ago in January 1974. It was selected as winner as opposed to the Northrop YF-17 and the F-16A fighter and F-16B trainer went into series production. Since that time the F-16 has appeared in many sub-variants. For the F-16 the Block number is the main indicator of the type of the F-16 airframe, as several distinct variants of the aircraft are covered by the same model suffix letter. Early F-16As were produced to Block 1, 5 and 10 and 15 standards. Various modification standards within the same block numbers are identified by an added letter e.g. for example Block 15A, 15B etc. The next main variant was the F-16C. Initially the Pratt and Whitney F100 engine was used with a standard air intake but later also General Electric F110 engine was an option with a "big mouth" MCID intake.



Even in the 2000's new F-16 variants were developed fitted with sophisticated avionics capable of firing and dropping advanced weaponry. Weights increased and beefed up gear and structures were needed. To increase range on some variants a pair of conformal fuel tanks CFT could be fitted on the mid fuselage section and to accommodate systems a thicker long spine fairing.

MODEL KITS

In 1/32 scale several F-16 kits have appeared over the years:

- F-16A by Revell and Hasegawa (old kits)
- F-16AM by AFV club based on Academy kit
- F-16B two seater by AFV club based on Academy kit
- F-16C by Tamiya, Academy (and old Revell, Hasegawa)
- F-16D two seater by Hobbytime based on Academy kit
- KF-16D two seater by Academy
- F-16I two seater by Academy (SUFA with long spine)
- F-16N by Revell (old kit)

Depending on the specific variant/ Block number a specific kit may be needed with still some modifications and extra's. Check engine type and intake configuration: P&W F100 with std intake or GE F110 with larger MCID intake.

DECAL APPLICATION

The decal sheet has ONE continuous print film, so each decal needs to be cut out with fine scissors. No other prior decal preparation is needed.

Note that a decal that contains a white section is often split in two sections. To apply the full decal marking, first set the white decal section at correct position and on top of that the coloured section. On the decals sheet you will often see an "arrow" to indicate this way of application (on white surfaces, the white section is optional).

Each cut out decal can be applied as usual after soaking it a short while in water. tweezers! They will fold doubled! Decals are EXTREMELY THIN, so slide off from the wet backing sheet on a horizontally held GLOSSY model surface. Do not use

After all decals have been applied, finish the model with your preferred final gloss, matt or semi-matt varnish coats. This will also protect all the decals.

NOTES:

Only the specific air force decals are provided on the decals sheet. The smaller stencils and service markings are to be obtained from the kit or spares box. Walkway lines may also vary in colour.

There are quite some variations in the RESCUE markings on the cockpit sides, sometimes on the decals sheet a specific style may be provided.

REFERENCES

Many F-16 books have been published.

On internet it is very easy to find photos by searching.

A great source on internet is: <https://www.f-16.net/>

Also on my website a lot of information and models can be found:

<https://aircraftinplastic.com/models/F16-32/f16-32.htm>



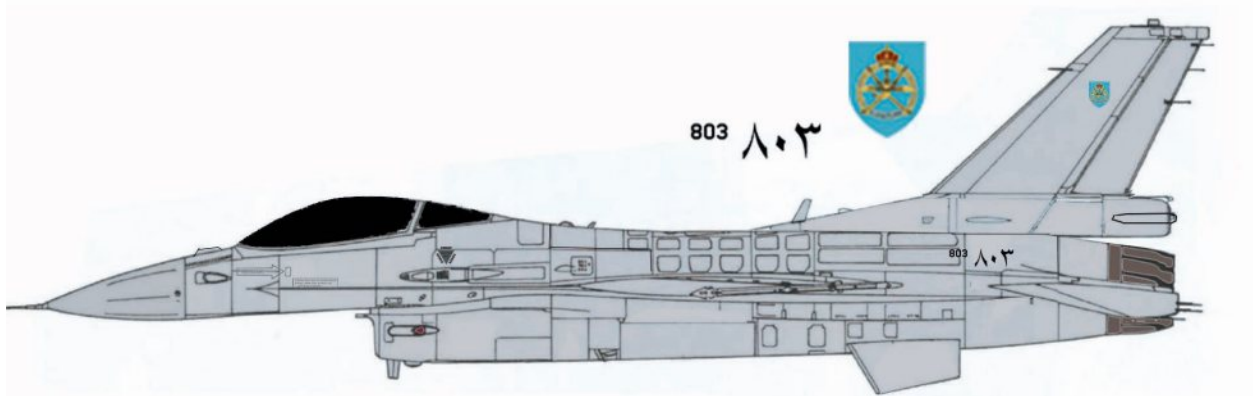
Royal Oman Air Force (RAFO)

" Al Quwwat al Jawwiya al Sultanat Oman "

Oman is a Sultanate in the east of the Arabian Peninsula. Land area about 310,000 sq.km with some 5 million inhabitants. Oman set-up their air force with British equipment from 1959 with some Scottish Aviation Pioneer transports and Percival Provosts. From 1968, the first jets were BAC Strikemasters. In the 1970s, Hawker Hunters ground attack jets arrived along with transports like BAC 1-11, VC-10 and BN Defenders. From 1977 also SEPECAT Jaguars were delivered. These were replaced by F-16's.

Some 8 F-16C Block 50 and 4 F-16D were acquired under the U.S. program Peace "A'sama A'safiya" with first delivery in 2005. In 2014 followed 10 F-16C and 2 F-16D Block 50. These use the GE F110 engine and have the bigger MCID intake.

Sniper pods and advanced weaponry can be deployed. Later Pantera pods were acquired as were probably DB-110 recon pods. They can also be fitted with the conformal fuel tanks. National markings are very modest on these F-16's.



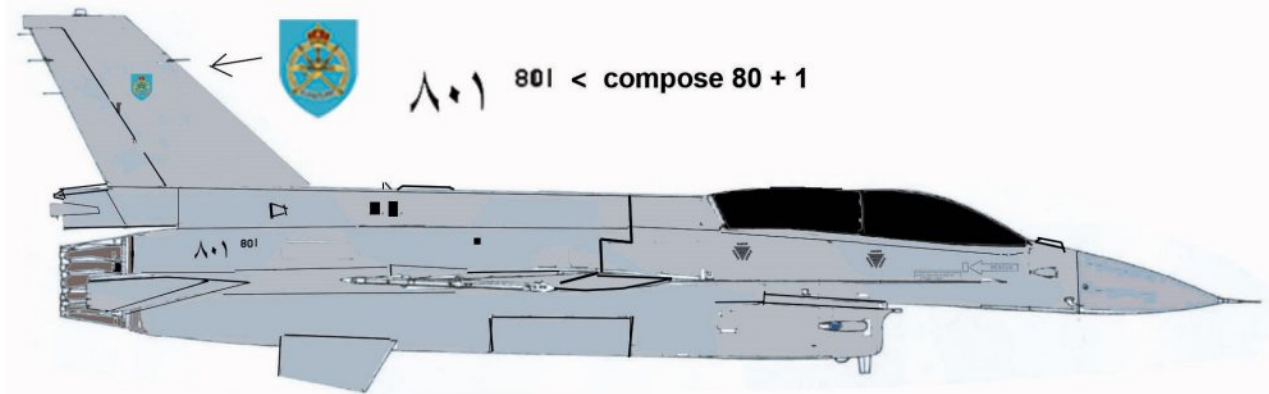
[A] F-16C Block 50 of the Omani Air Force coded 803. (serial no. unclear, may be 02-2125). It has the GE F110 engine with bigger MCID intake. IFF antennas on nose.

This F-16 has an overall grey camouflage scheme that is probably FS36270.

National marking is a rather small badge on both sides of vertical tail. (Add white base badge decal and then coloured portions).

No other national markings, also not on wing.

The stencillings and walk way lines are very dark grey.



[B] F-16D Block 50 of the Omani Air Force coded 801. (serial no. unclear, may be 02-2123).

It has the GE F110 engine with bigger MCID intake. IFF antennas fitted on nose. Long parachute housing with ECM fairings and long fuselage spine fairing containing various systems.

This F-16 has an overall grey camouflage scheme that is probably FS36270.

Compose the code 801 with 80+1.

National marking is a rather small badge on both sides of vertical tail. (Add white base badge decal and then coloured portions).

No other national markings, also not on wing.

The stencillings and walk way lines are very dark grey.

