

General Dynamics/ Lockheed F-16 in Africa PART 1: Egypt Air Force

For 1/32 scale (other scales possible)

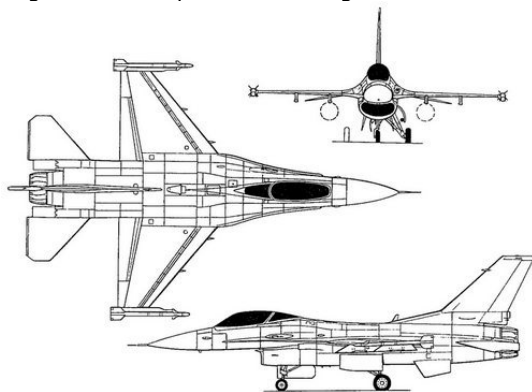


F-16 Fighting Falcon



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>



Egypt Air Force

"Al Quwwat al Jawwiya II Misriya"

The Egyptian Air Force became an independent air force in 1937 with a few pre-war British manufactured aircraft. After a peace agreement with Israel, under various U.S. "Peace Vector" programs first some 34 F-16A Block 15 and 8 F-16B aircraft were acquired in the 1980s (with F100 engine). Later followed 34 F-16C Block 32 and 12 F-16D aircraft (with F100 engine).

These were followed by 35 F-16C Block 40 and 12 F-16D Block 40 aircraft (with GE F110 engine with big MCID intake) with an additional 34 F-16C and 12 F-16D Block 40 aircraft through Turkey manufactured licensed aircraft in the mid 1990s'.

After that, more and more F-16 aircraft were delivered including some 21 F-16C/D but now with General Electric (GE) F110 engines in the beginning of this century.

More advanced F-16 C/D followed of Block 52 and many older aircraft were also upgraded. Nowadays, the Egyptian Air Force is still one of the largest F-16 operators in the world with probably over 200 F-16 aircraft delivered operating out of five air bases.

Other code numbers can be composed.

F-16A Block 15 9301-9334, F-16B Block 15 9201-9208
F-16C Block 32 9501-9534, F-16D Block 32 9401-9406
F-16C Block 40 9901-9935 and 9951-9984 and 9711-9731
F-16D Block 40 9801-9812 and 9851-9862 and 9863-9874
F-16C Block 52 9751-9766, F-16D Block 52 9821-9824



F-16C Block 40 of the Egypt Air Force coded 9934. It was delivered under the program "Peace Vector III" in the 1990s. It has GE F110 engine with bigger MCID intake. Grey camouflage scheme is probably standard: upper surfaces and tail FS36270 with darker FS36118 patterns. Lower surfaces FS36375. Often seen with high visibility international orange panels (about FS12197) with black borders. These panels require masking and painting or use other decals sets with striping.

Add white base flag decal and then coloured flag portions. Two roundels on upper and two on lower wing, no roundels on fuselage. Small code on nose. Stencillings and walk way lines probably light grey or absent. Optional are four red "long live Egypt" titles on fuselage and tail (both sides); apply white base text and then the red. Serials unknown but 9934 may be 90-0930, 9751 10-1001, 9951 93-0485.

