

General Dynamics/ Lockheed F-16 in Africa PART 2: Morocco (Maroc) A.F.

For 1/32 scale (other scales possible)

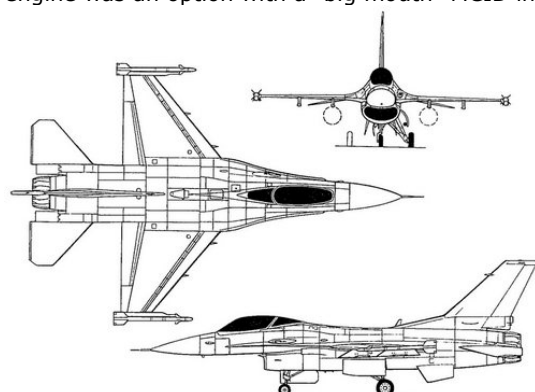


F-16 Fighting Falcon



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>



Morocco Air Force

" Al Quwwat al Jawwiya al Malakiya al Maghribiyah "

الملكية الجوية القوات

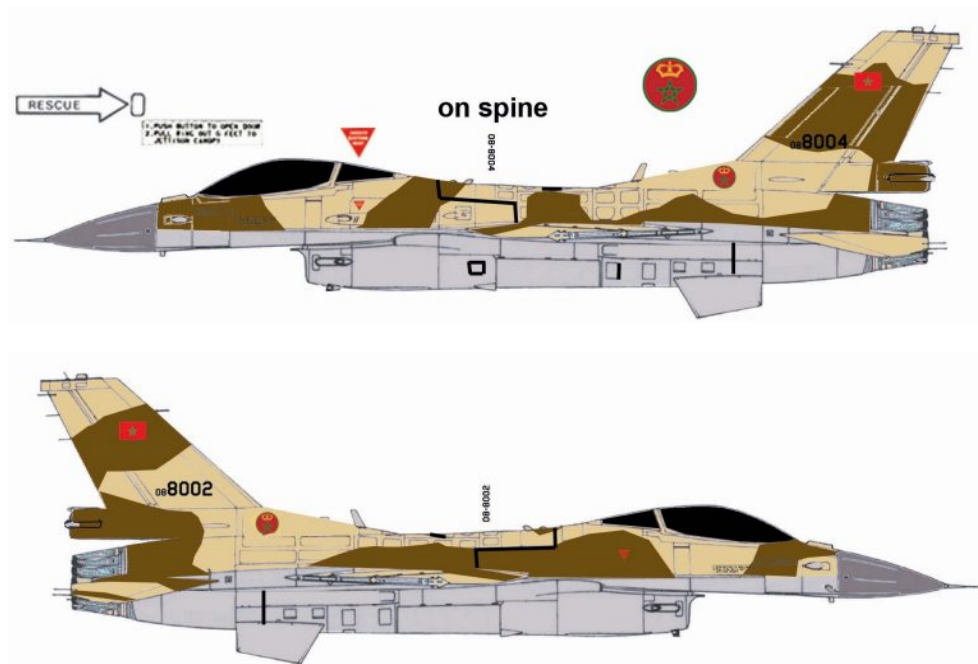
The Morocco air force was established end 1956 as "Sherifian Royal Aviation" with some French aircraft but Hawker Furies acquired from Iraq formed the fighter force. In 1961 the official name was the "Royal Air Force" of Morocco. In the seventies Mirage F-1 fighters were bought with the first arriving in 1978. In addition two dozens of Northrop F-5E and F-5F Tigers.

From 2011 16 F-16C Block 52 and 8 F-16D Block 52 aircraft were purchased flying along with the remaining F-1's.

F-16C codes 08-8001 to 08-8016

F-16D codes 08-8017 to 08-8024

(Exact serial numbers unknown).



[A] F-16C Block 52 of the Morocco Air Force coded 08-8004 and 8002 are shown. Fitted with F100 engine with standard intake. It has the long tail base fairing with parachute housing and ECM fairings. IFF antennas on nose.

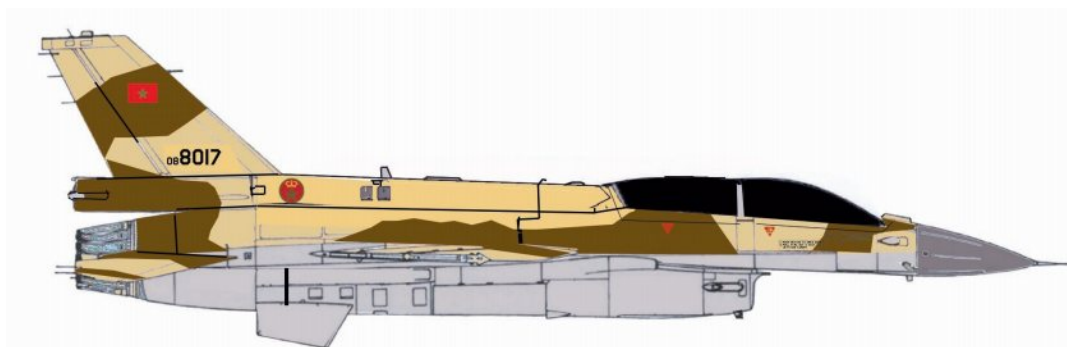
Desert camouflage scheme of sand brown (about FS33613) and darker brown (about FS30219) and lower surfaces FS36270 ghost gray.

Add white base tail flag decal first and then coloured flag portions.

Two roundels on upper wing and two on lower wing. Roundel on tail base (not on fuselage).

The stencillings and walk way lines on spine and wing are probably black. RESCUE markings are also probably black. Red ejection seat triangles (add white base decal first and then the red portion).

Small black code on fuselage spine (facing forward) in front of refuelling panel markings.



[B] F-16D Block 52 of the Morocco Air Force coded 08-8017. It has the F100 engine with standard intake. It has the long tail base fairing and full long thick spine fairing. Similar colours as for scheme [A].

Other codes on the decals sheet can also be composed