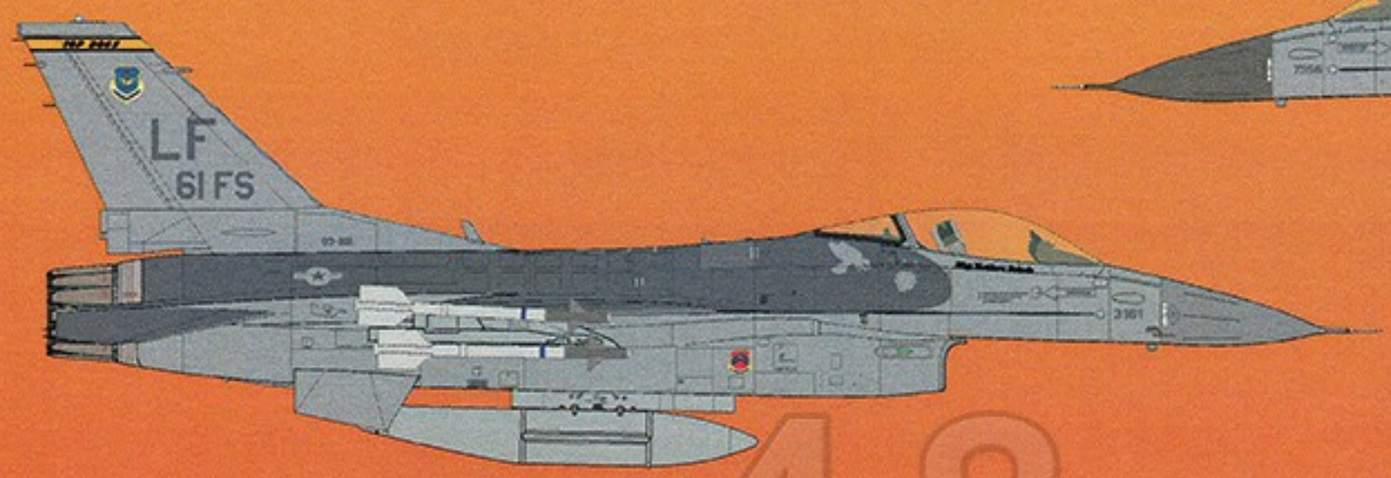
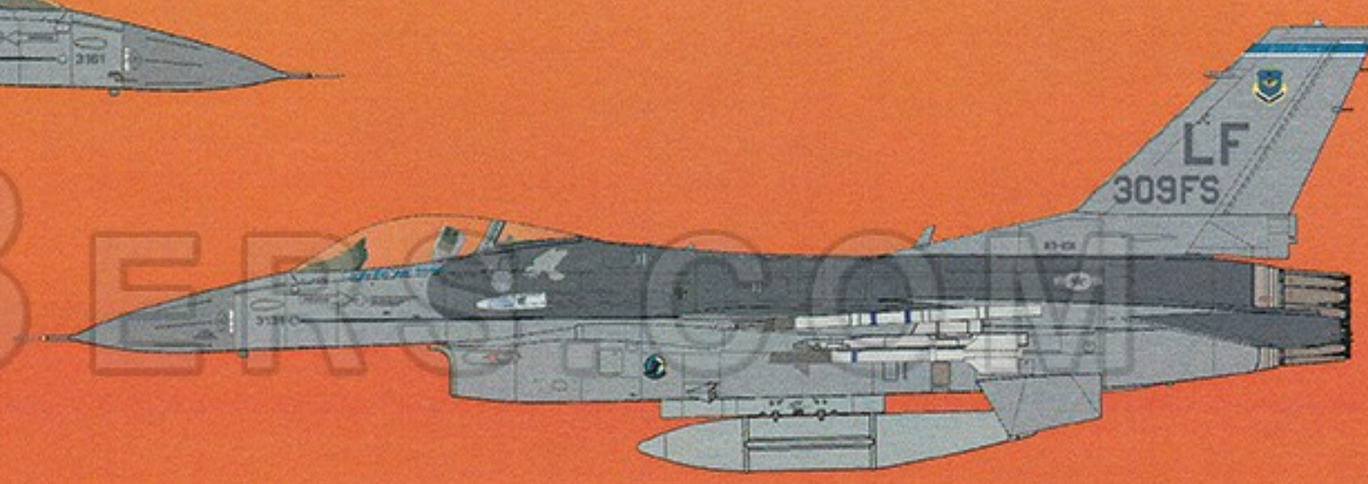
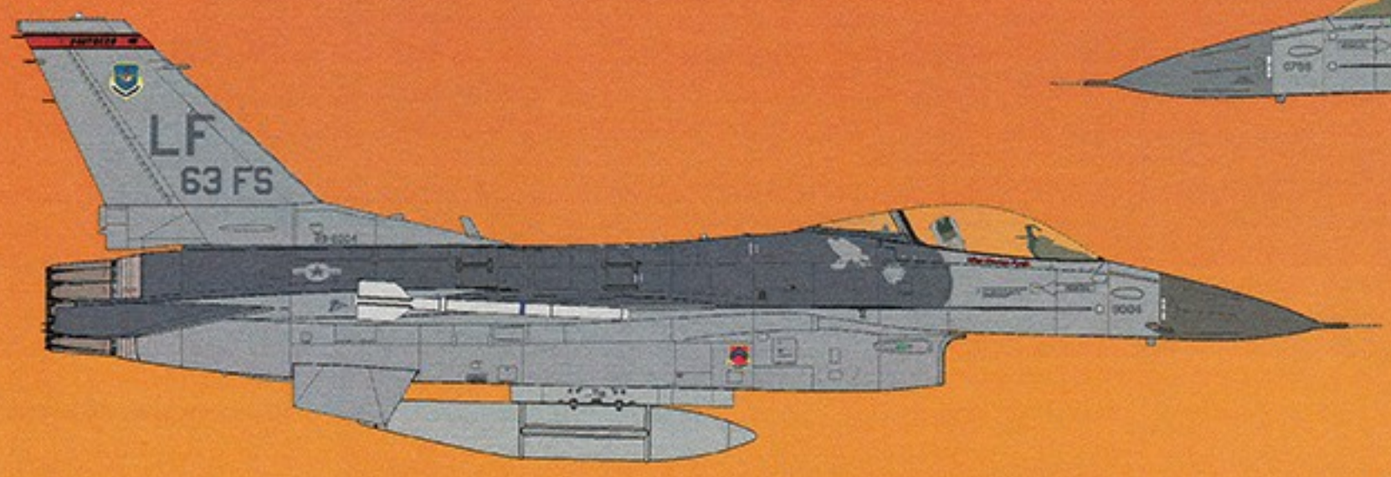
AFTERBURNER DECALS
AFTERBURNERDECALS.COM

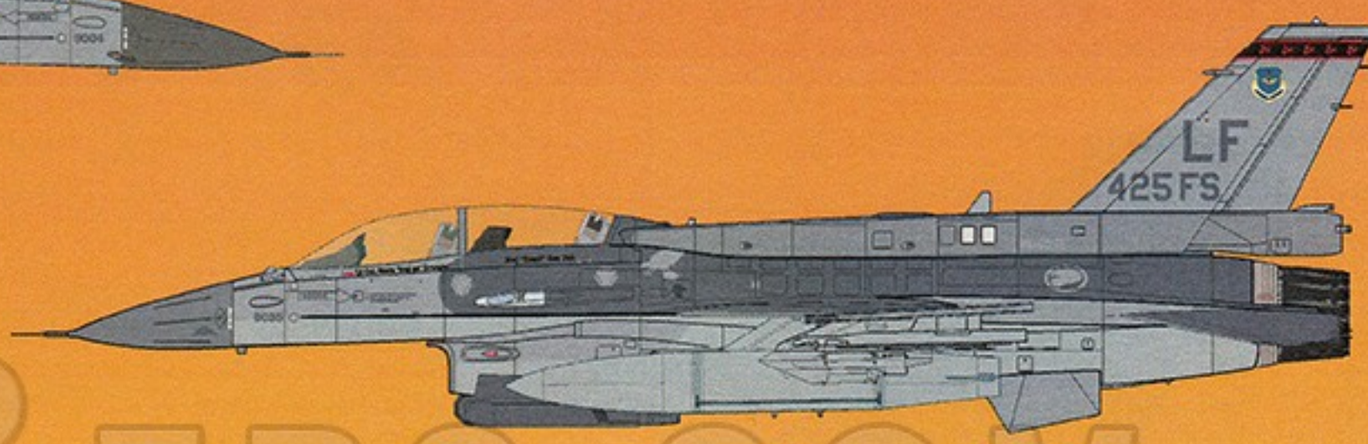
48-067

BEWARE THE THUNDERBOLTS
56th FIGHTER WING









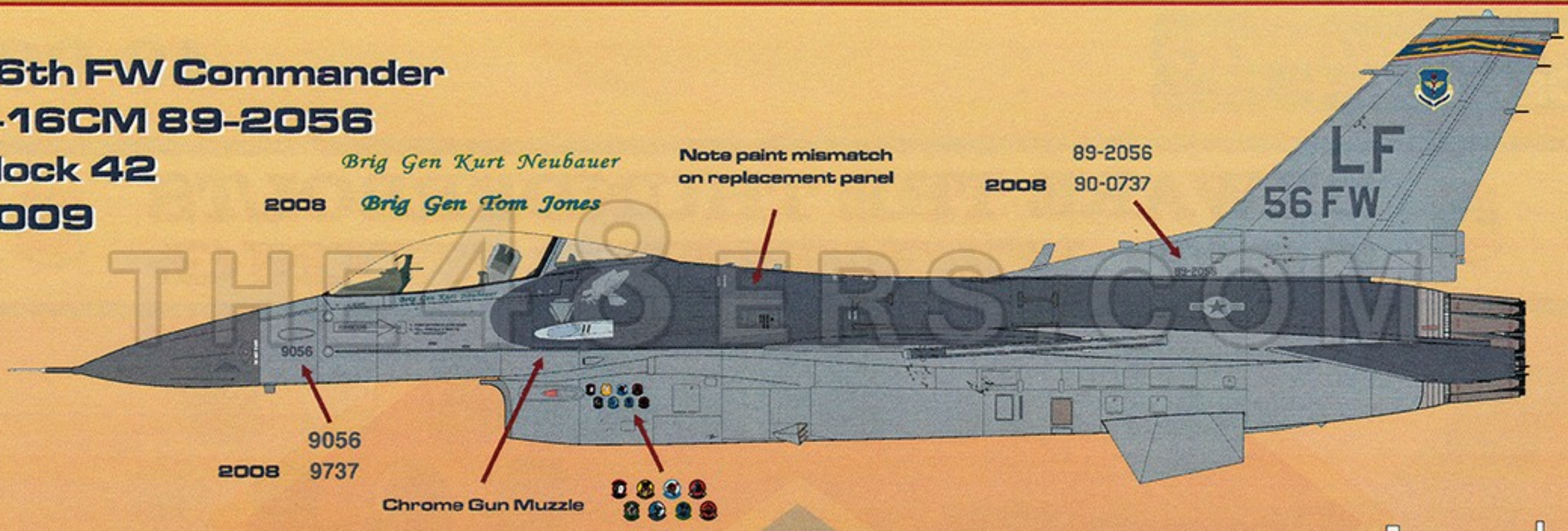
MARKINGS FOR 23 AIRCRAFT
F-16 BLOCKS 20,25,42,52+

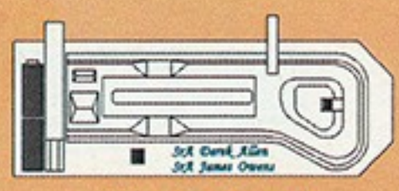
BONUS MARKINGS FOR
BOARDING LADDERS & TRAVEL PODS

PRINTED BY
cartograf

1/48 SCALE DECALS FOR THE TAMIYA AND KINETIC KITS

56th FW Commander
F-16CM 89-2056
Block 42
2009





SrA Derek Allen
SrA James Owens

Amn Brandon Hohenstein
2008

56th OG Commander
F-16C 83-1128
Block 25
2007

A1C JACOB SPILLER
Amn Jose Rojas

SSgt Shawn Manning

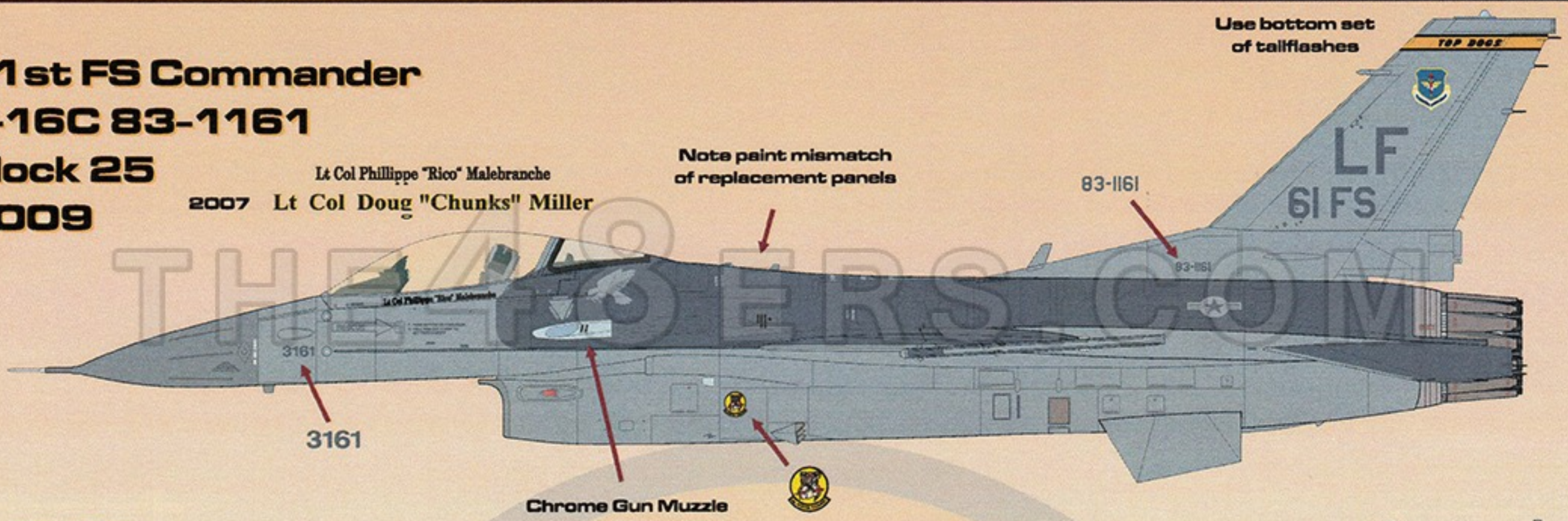
61st FS Commander
F-16C 83-1161
Block 25
2009

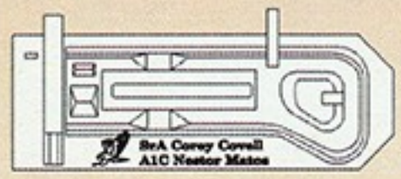
Lt Col Phillippe "Rico" Malebranche

2007 Lt Col Doug "Chunks" Miller

Note paint mismatch of replacement panels

Use bottom set of tailflashes





SrA Corey Covell
A1C Nestor Matos

A1C Patrick McKenna

2007

Note paint mismatch of replacement panels

SSgt Matthew Sulack

2007 SSgt Junior Almonte

(Parenthesis indicate markings on opposite side)

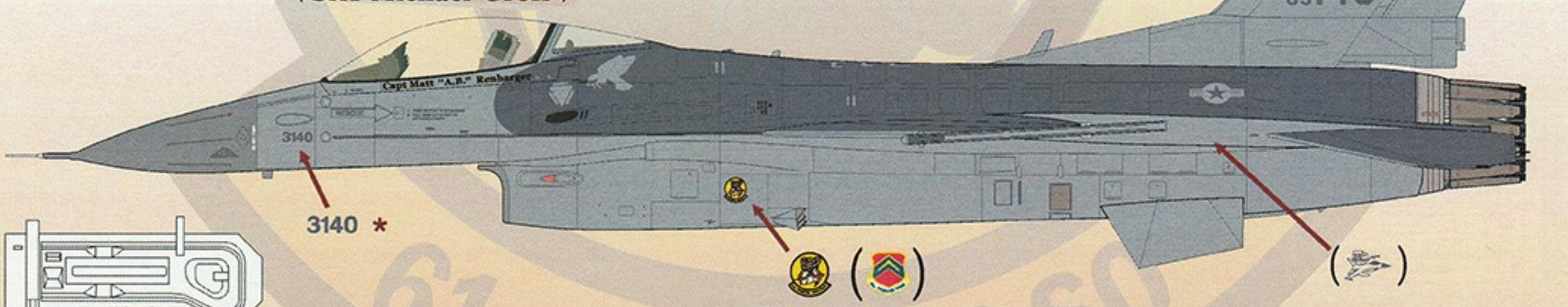
* Asterisk indicate markings on both sides

F-16C 83-1140
Block 25

Use top set of tailflashes

Capt Matt "A.B." Renbarger

(SrA Michael Groff)



A1C Justin Frerichs

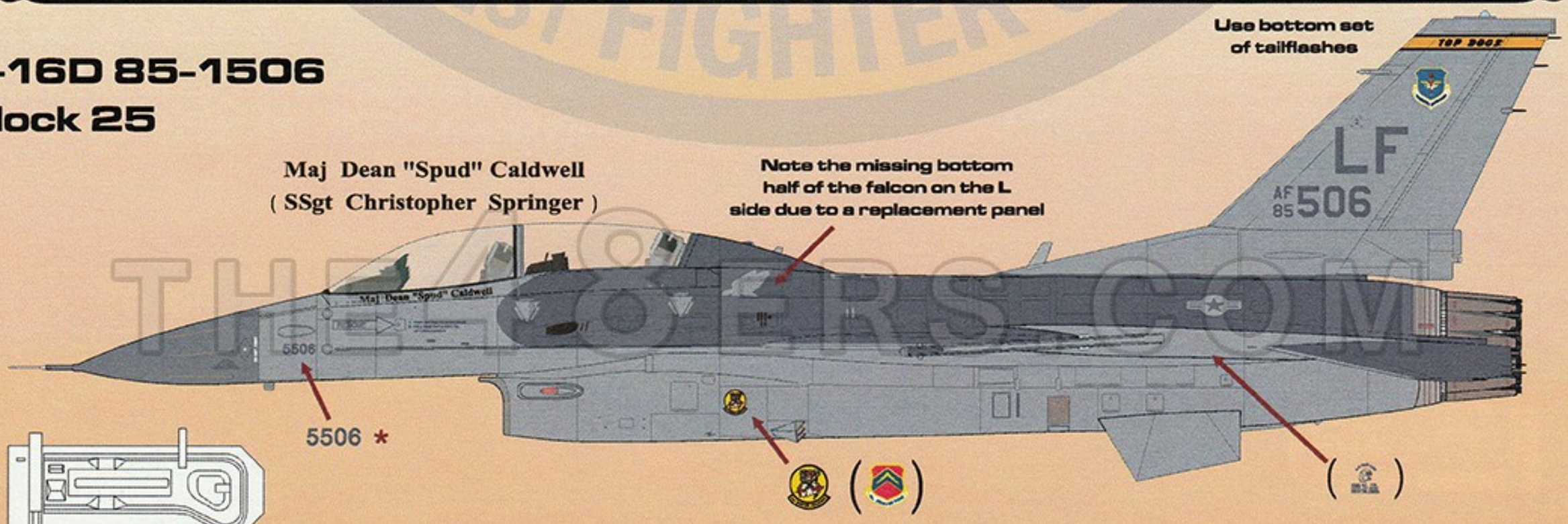
F-16D 85-1506
Block 25

Maj Dean "Spud" Caldwell

(SSgt Christopher Springer)

Note the missing bottom half of the falcon on the L side due to a replacement panel

Use bottom set of tailflashes



62nd FS Commander
F-16C 84-1222
Block 25
2009

Lt Col Bob "BATTMAN" Bateman

2005 LtCol Gerald "Buster" Lanagan

84-1222

2005 84-1392

4222

2005 4392

Lt Dave "Jinxx" Mitchell

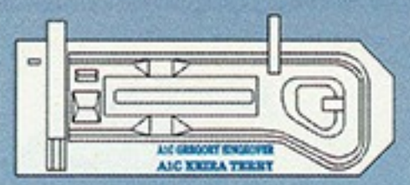
2005 use badge with white border

84-1222

84-1392 2005

SSgt Alfonso Ramos

2005 SSgt Dennis Lescovec



A1C GREGORY SINGKOFER
A1C KEIRA TERRY

SrA Mario Hernandez
Amn Korey Cornells

2005

2005

4222

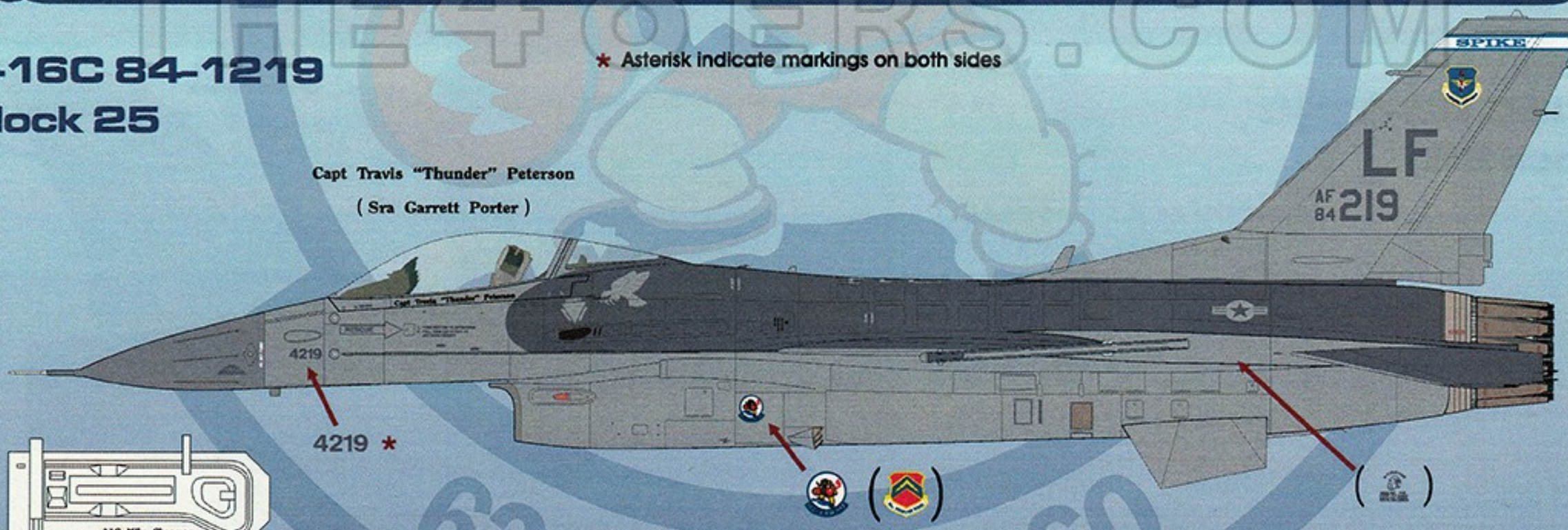
2005 4392

* Asterisk indicate markings on both sides

F-16C 84-1219
Block 25

Capt Travis "Thunder" Peterson

(Sra Garrett Porter)



4219 *

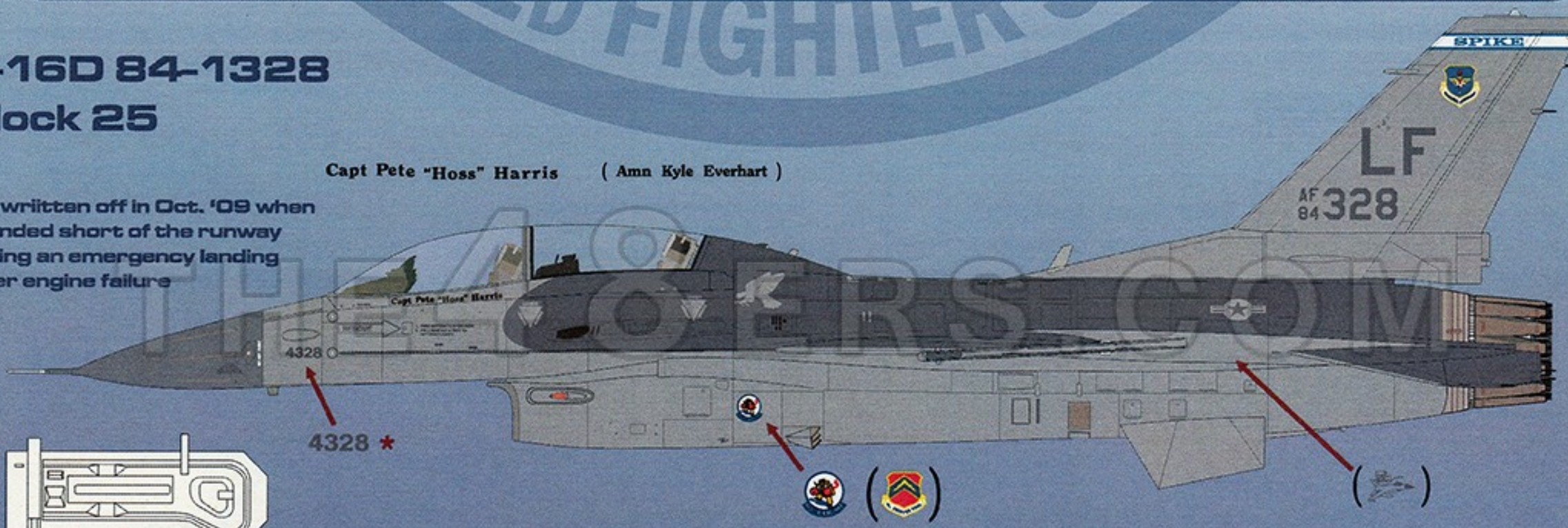
A1C Mike Chapman

A1C Mike Chapman

F-16D 84-1328
Block 25

Capt Pete "Hoss" Harris (Amn Kyle Everhart)

AC written off in Oct. '09 when it landed short of the runway during an emergency landing after engine failure



4328 *

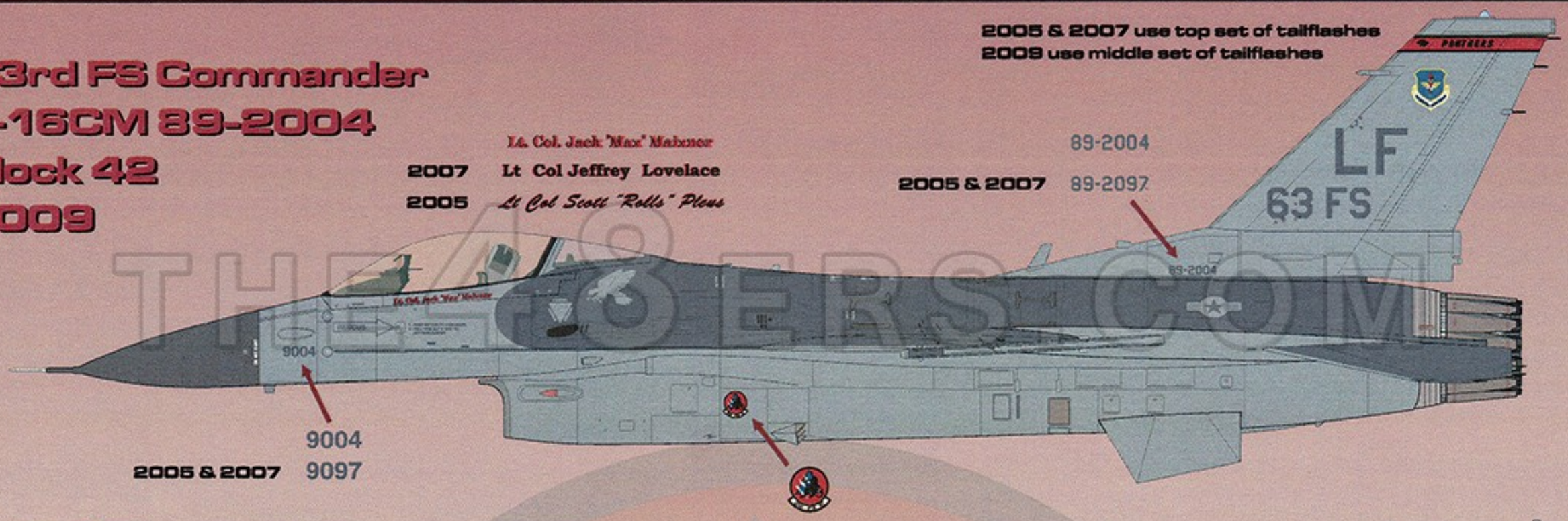
63rd FS Commander
F-16CM 89-2004
Block 42
2009

2005 & 2007 use top set of tailflashes
2009 use middle set of tailflashes

Lt. Col. Jack 'Max' Meixner

2007 Lt Col Jeffrey Lovelace

2005 *Lt Col Scott "Rolls" Plous*



89-2004

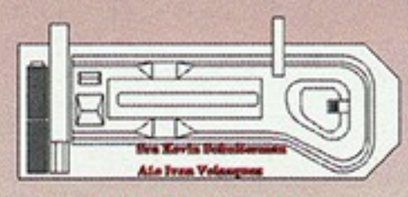
89-2097 2005 & 2007

2005 & 2007

SSgt Steven Zych

2007 SSgt Eric Schreiner
SrA John Wilson

2005 *SSgt Andrew Van Houten*



Sra Kevin Schulterman
A1c Ivan Velasquez

2007 A1C Starleigh Snyder

2005 *ADC A1C Jason Richard*

9004

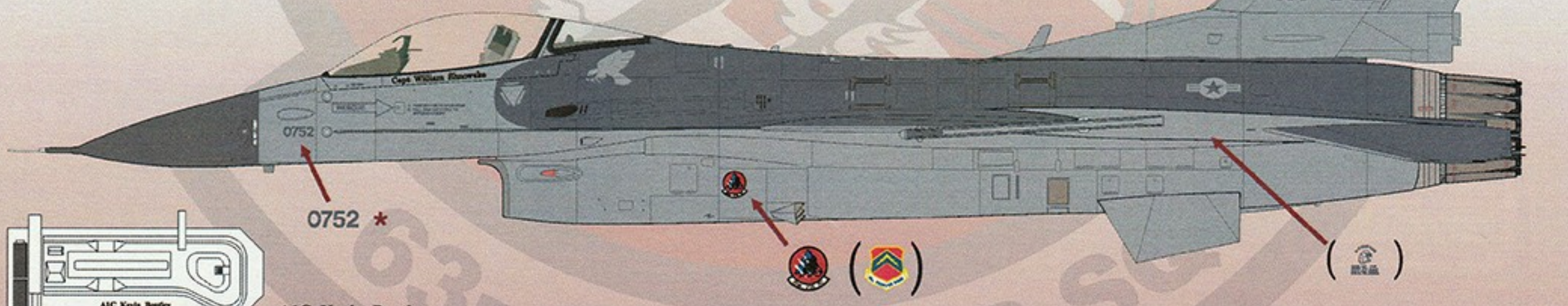
2005 & 2007 9097

F-16CG 90-0752
Block 42

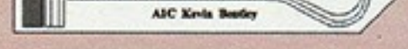
* Asterisk indicate markings on both sides

Use middle set of tailflashes

Capt William Shnowske
((S)Sgt John Wilson)



0752 *



A1C Kevin Bentley

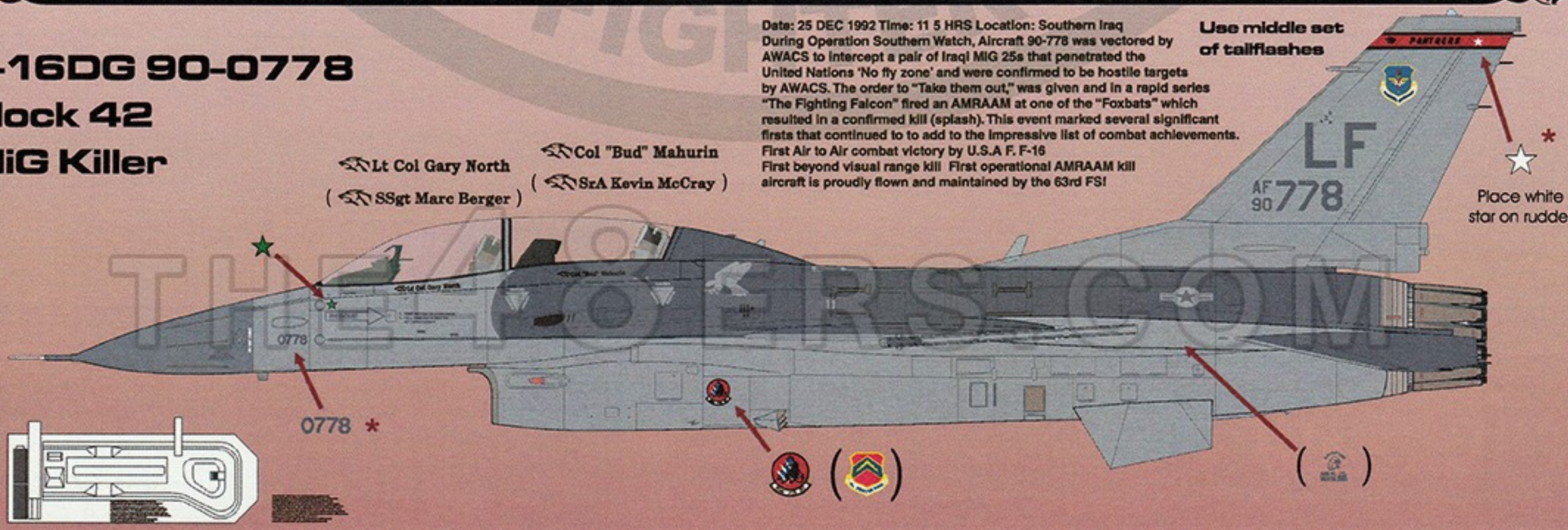
F-16DG 90-0778
Block 42
MiG Killer

Lt Col Gary North
(SSgt Marc Berger)

Col "Bud" Mahurin
(SrA Kevin McCray)

Date: 25 DEC 1992 Time: 11 5 HRS Location: Southern Iraq
During Operation Southern Watch, Aircraft 90-778 was vectored by AWACS to intercept a pair of Iraqi MIG 25s that penetrated the United Nations 'No fly zone' and were confirmed to be hostile targets by AWACS. The order to "Take them out," was given and in a rapid series "The Fighting Falcon" fired an AMRAAM at one of the "Foxbats" which resulted in a confirmed kill (splash). This event marked several significant firsts that continued to to add to the impressive list of combat achievements.
First Air to Air combat victory by U.S.A F. F-16
First beyond visual range kill First operational AMRAAM kill
aircraft is proudly flown and maintained by the 63rd FS!

Use middle set of tailflashes



0778 *

Place white star on rudder

308th FS Commander
F-16CM 87-0356
Block 42
2009

2009 use tailflashes with green leading edge
2005 use tailflashes with white leading edge

Lt Col Jeffrey "Jethro" Schroeder

2005 Lt Col Herr "BC" Lacy

87-0356

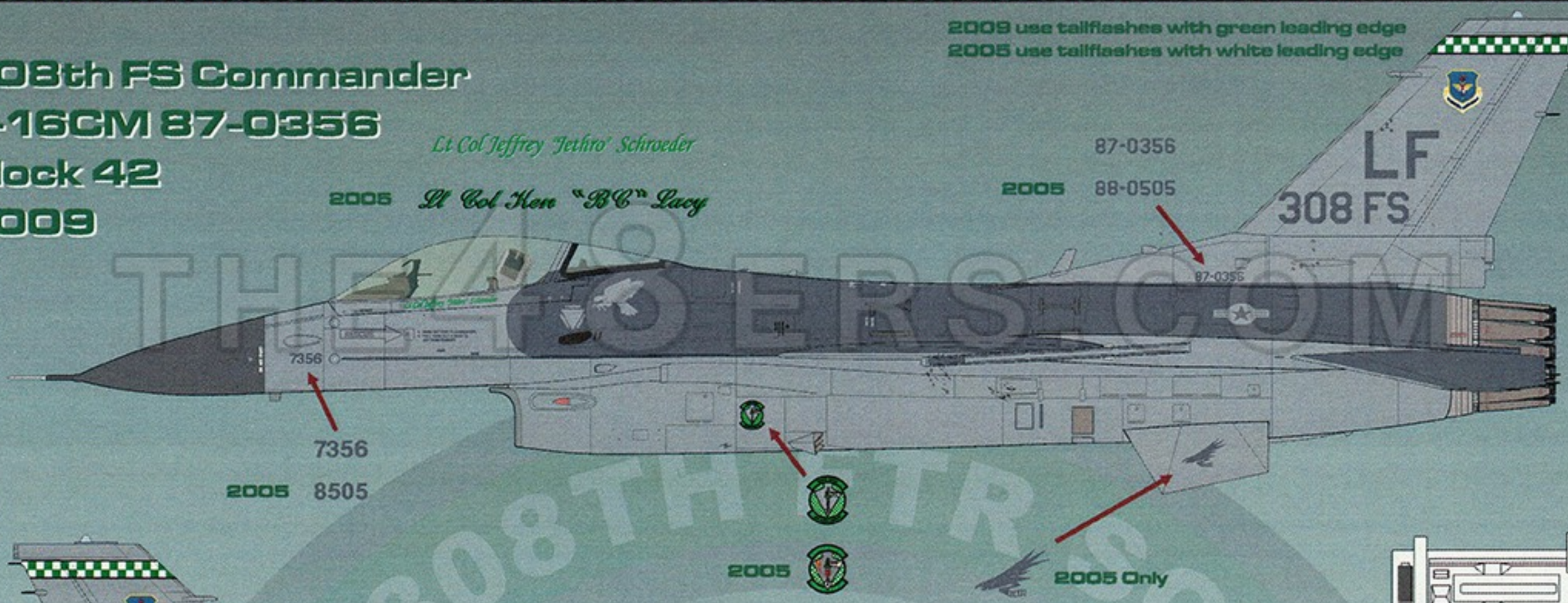
2005 88-0505

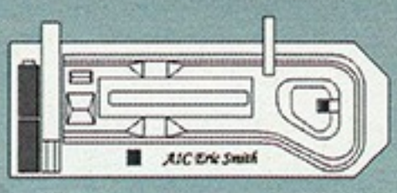
7356

2005 8505

2005

2005 Only





A1C Eric Smith

SSgt Curtis Bourland

2005 SSgt Michael White

SrA Ben McCullough
A1C Jason Wilbert

2005

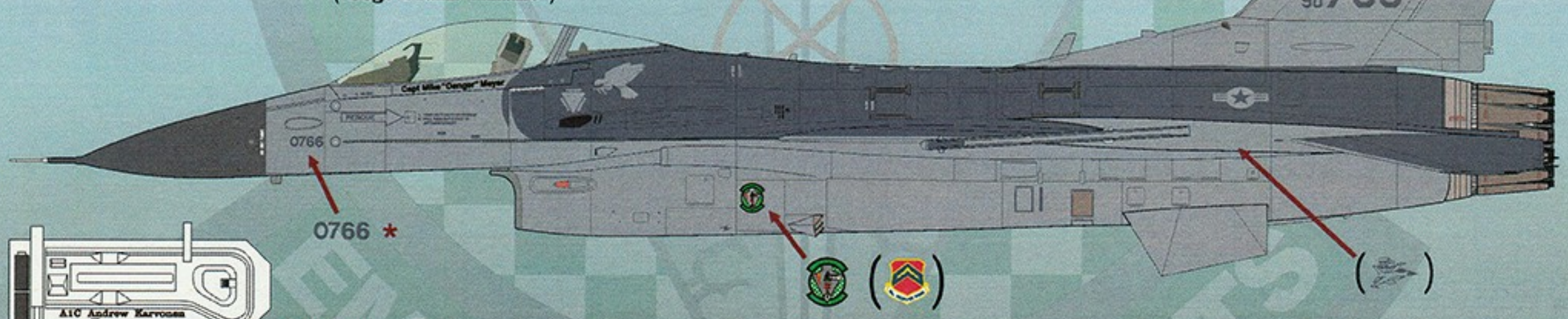
2005 7356

Use tailflashes with green leading edge

* Asterisk indicate markings on both sides

F-16CG 90-0766
Block 42

Capt Mike "Danger" Meyer
(SSgt Frank Milazzo)



0766 *

A1C Andrew Karvonen

Use tailflashes with white leading edge

F-16DG 88-0165
Block 42

Maj Melissa "SHOCK" May
(SrA Matthew Slagerman)

8165 *

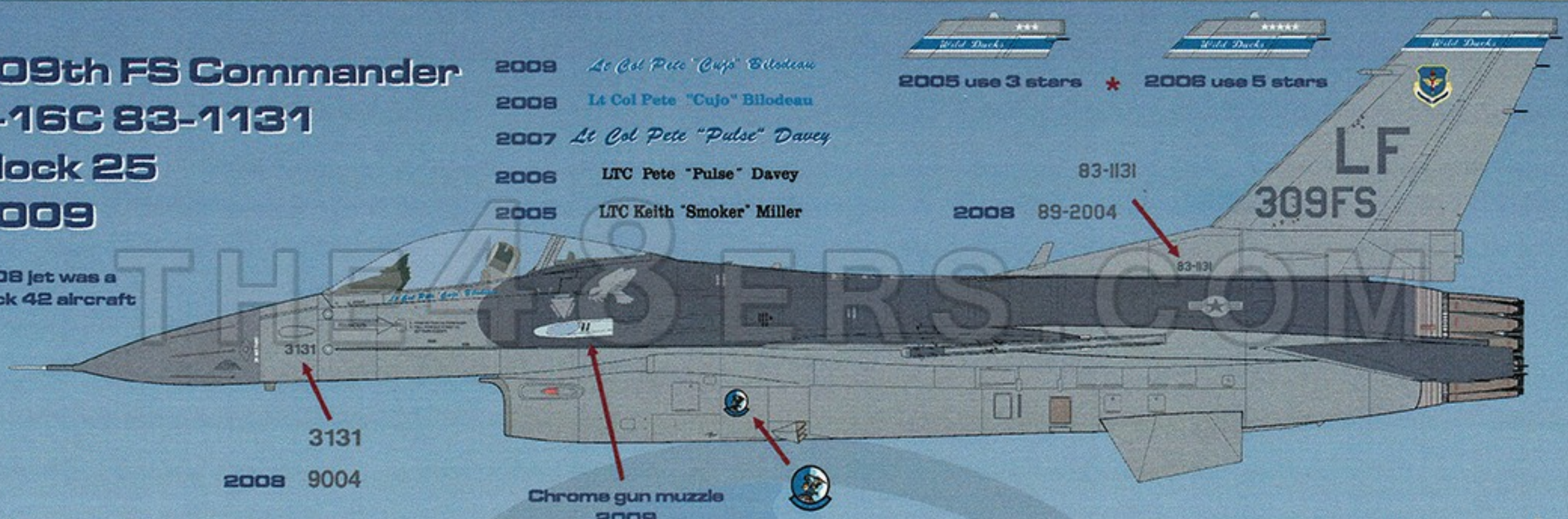
SrA Yakima Dargan

309th FS Commander
F-16C 83-1131
Block 25
2009

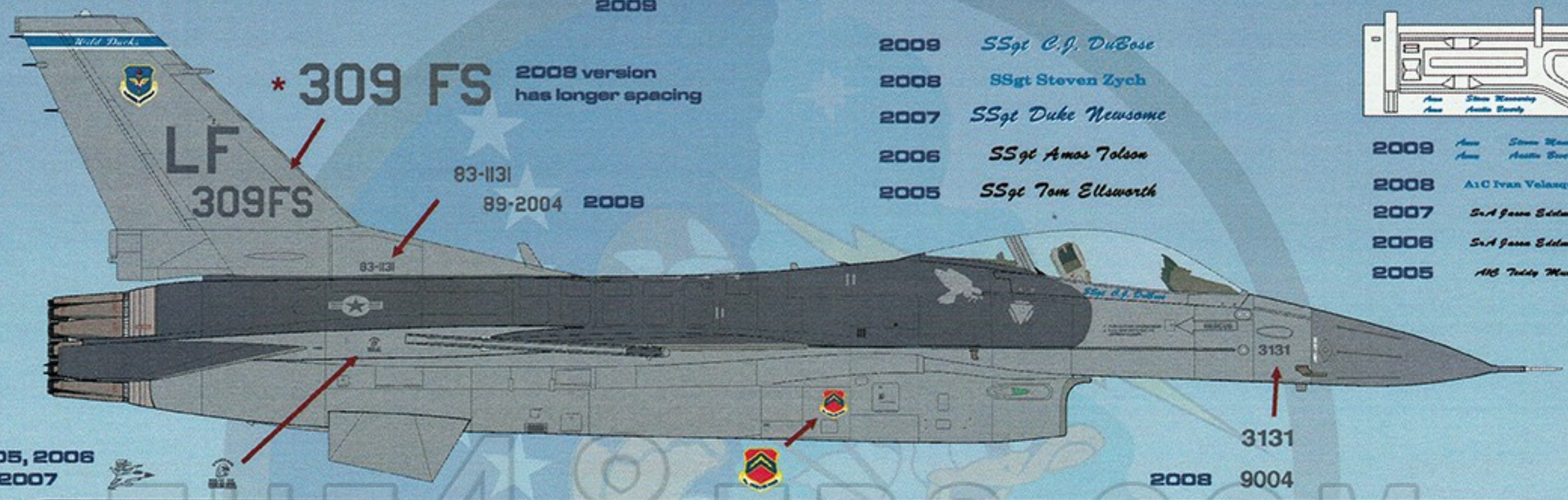
2009 *Lt Col Pete "Cujo" Bilodeau*
2008 Lt Col Pete "Cujo" Bilodeau
2007 *Lt Col Pete "Pulse" Davey*
2006 LTC Pete "Pulse" Davey
2005 LTC Keith "Smoker" Miller

2005 use 3 stars * 2006 use 5 stars

2008 jet was a Block 42 aircraft



* 309 FS 2008 version has longer spacing



2009 *SSgt C.J. DuBose*
2008 SSgt Steven Zych
2007 *SSgt Duke Newsome*
2006 *SSgt Amos Tolson*
2005 *SSgt Tom Ellsworth*

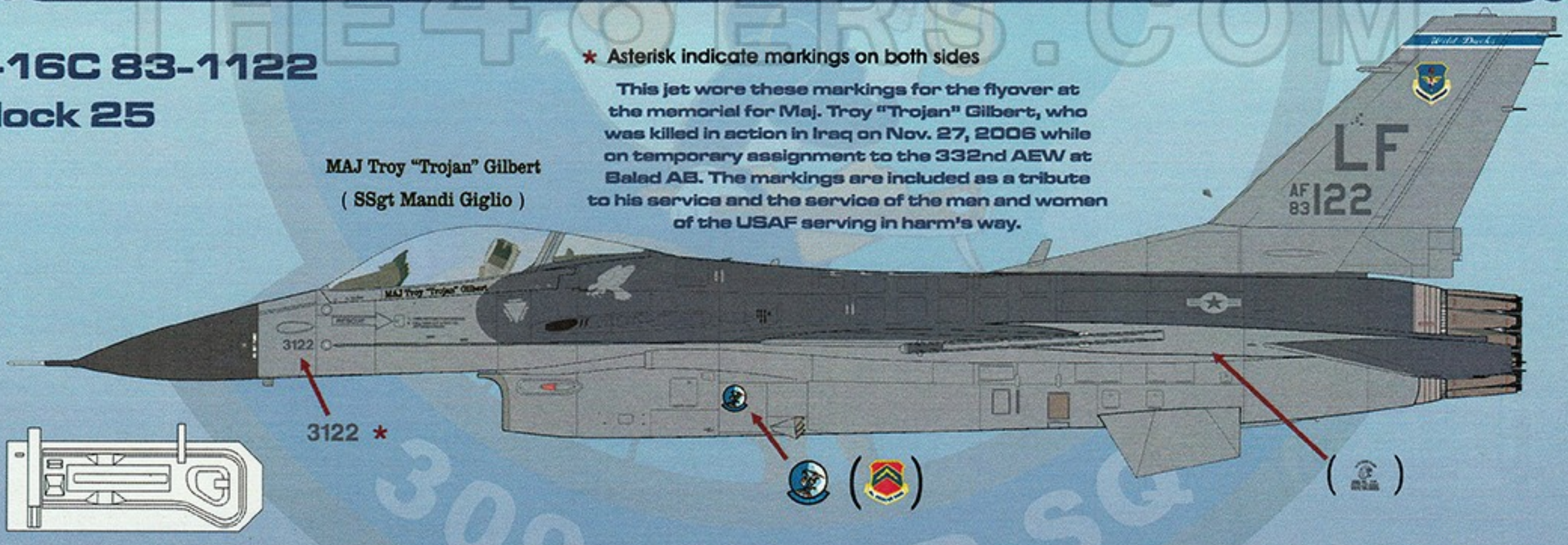
2009 *Amn Steven Manwaring Amn Austin Beverly*
2008 A1C Ivan Velasquez
2007 *SrA Jason Eddman*
2006 *SrA Jason Eddman*
2005 *AIC Teddy Mote*

F-16C 83-1122
Block 25

* Asterisk indicate markings on both sides

This jet wore these markings for the flyover at the memorial for Maj. Troy "Trojan" Gilbert, who was killed in action in Iraq on Nov. 27, 2006 while on temporary assignment to the 332nd AEW at Balad AB. The markings are included as a tribute to his service and the service of the men and women of the USAF serving in harm's way.

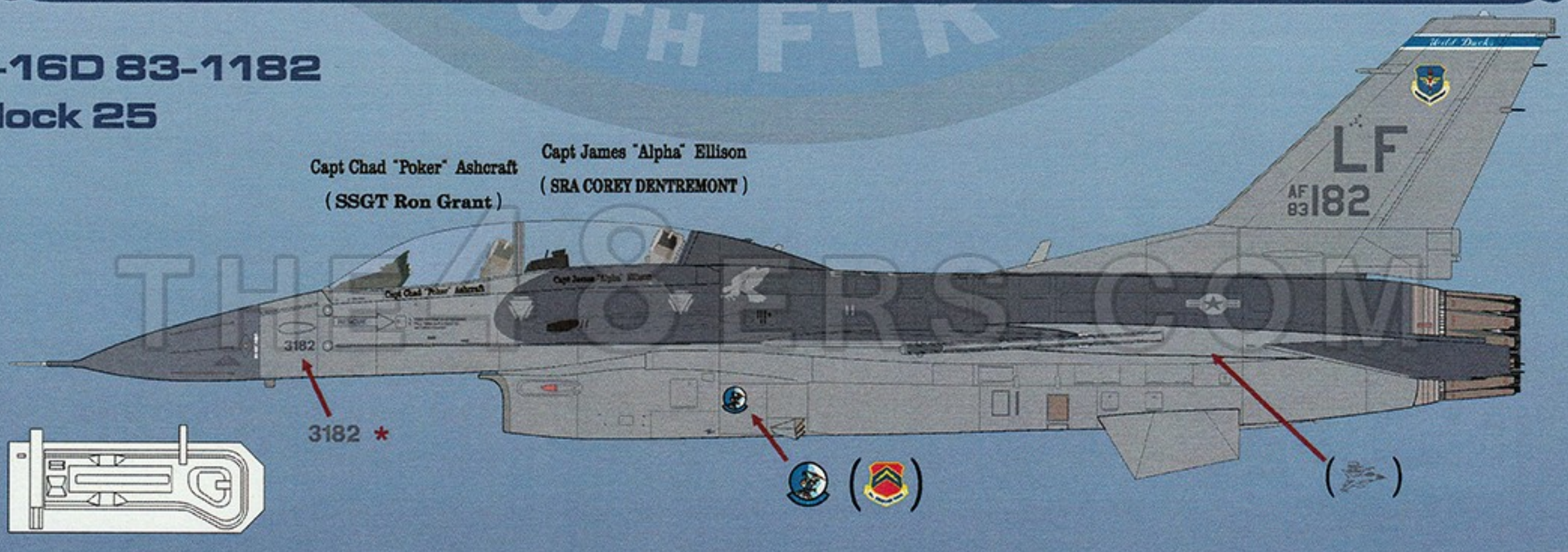
MAJ Troy "Trojan" Gilbert
(SSgt Mandi Giglio)



F-16D 83-1182
Block 25

Capt Chad "Poker" Ashcraft
(SSGT Ron Grant)

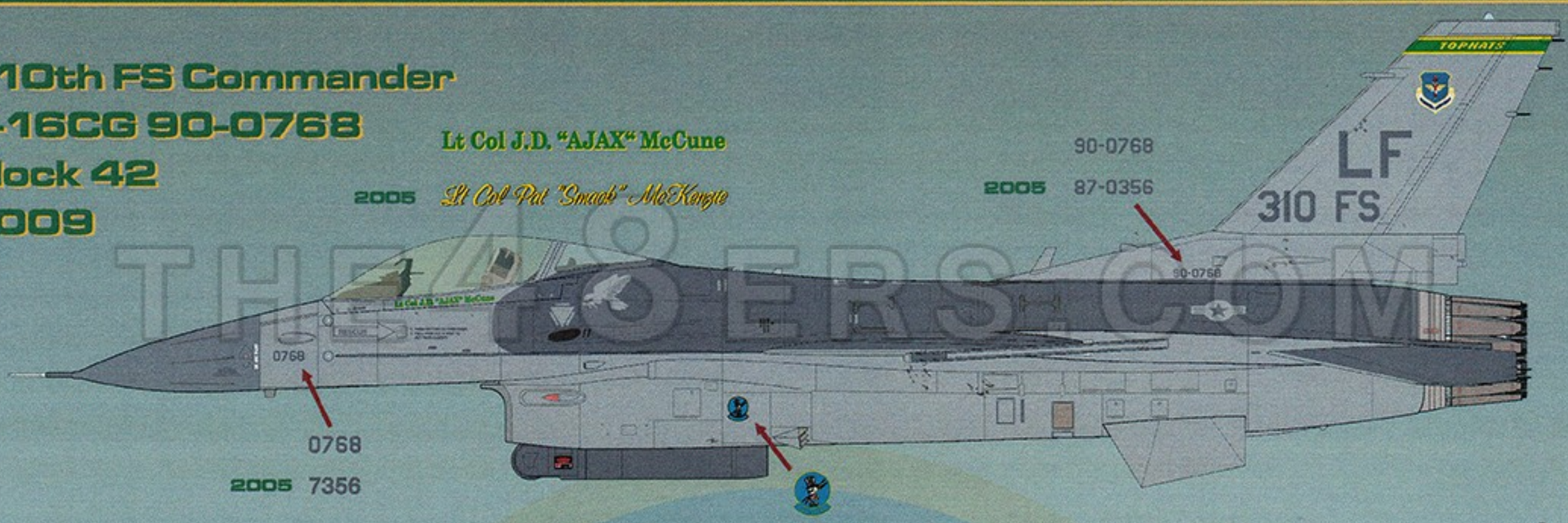
Capt James "Alpha" Ellison
(SRA COREY DENTREMONT)

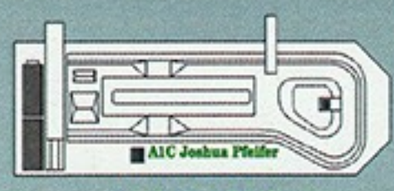


310th FS Commander
F-16CG 90-0768
Block 42
2009

Lt Col J.D. "AJAX" McCune

2005 *Lt Col Pat "Smack" McKenzie*





A1C Joshua Pfeifer

A1C Dave Hernandez
A1C Gordon Hernandez

2005

SSgt Billy Lizama

2005 *SrA Jason McMains*

* Asterisk indicate markings on both sides

F-16 CG 90-0722
Block 42

Lt. Col Mathew "Boomer" Roberson

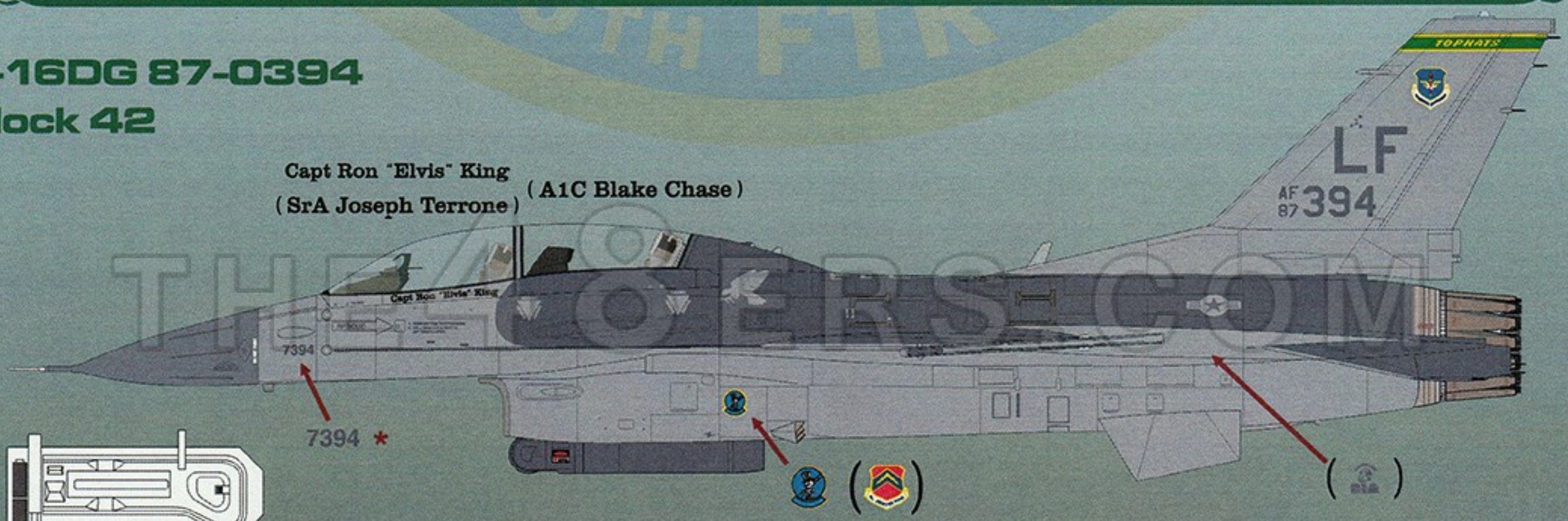
(SrA Travis Barnes)

A1C Greg Stetham

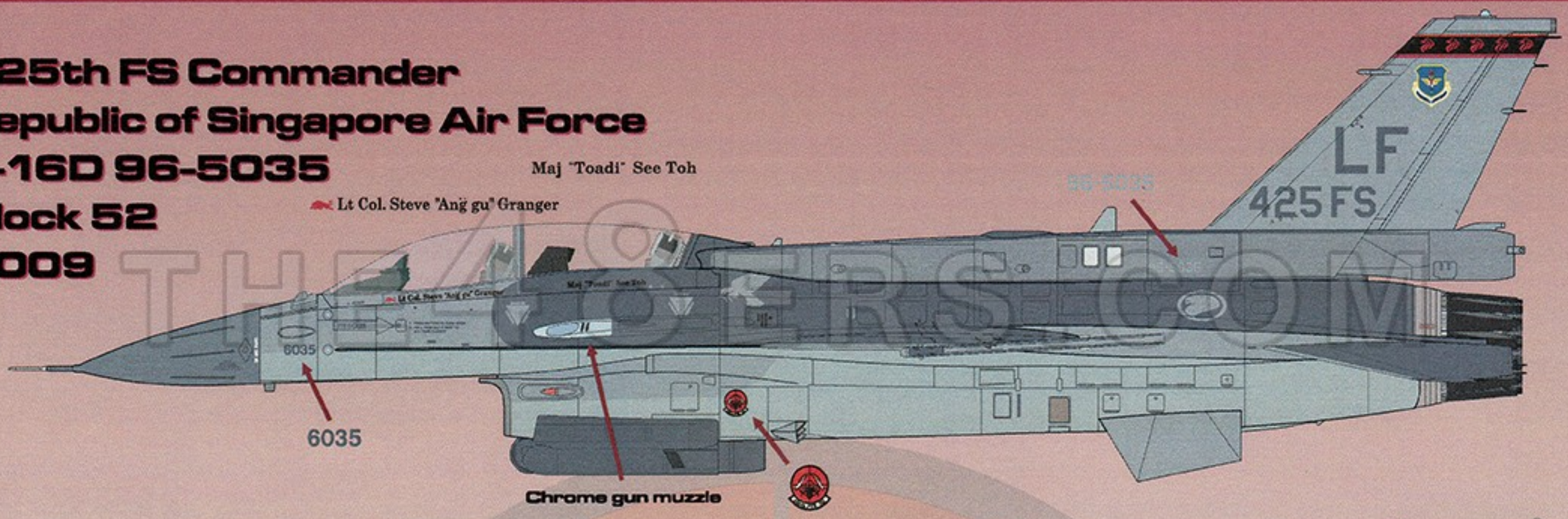
F-16DG 87-0394
Block 42

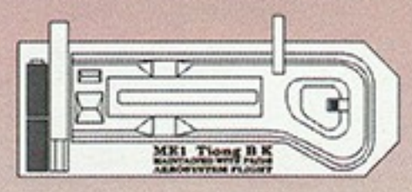
Capt Ron "Elvis" King

(SrA Joseph Terrone) (A1C Blake Chase)



425th FS Commander
Republic of Singapore Air Force
F-16D 96-5035
Block 52
2009

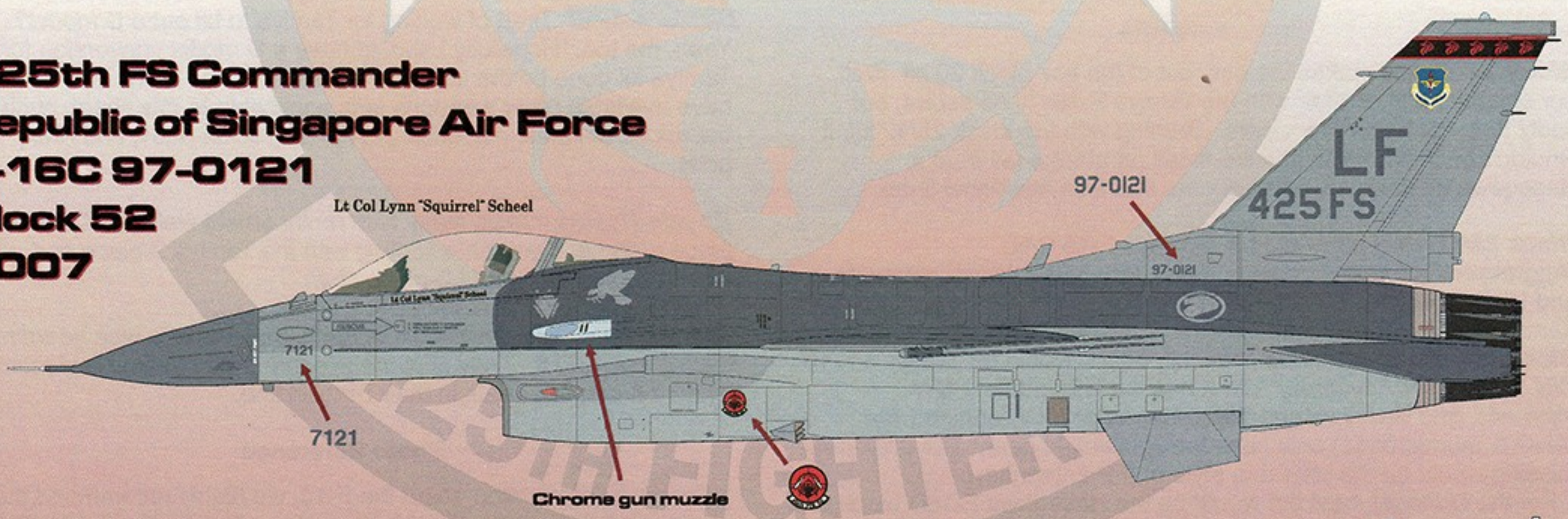


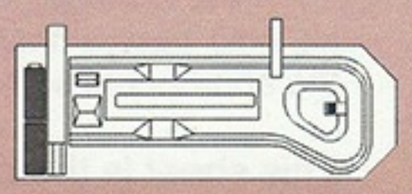


ME1 Tiong B K
MAINTAINED WITH PRIDE
AEROSYSTEM FLIGHT

RSAF aircraft have roundels
only on the fuselage, lion faces forwards

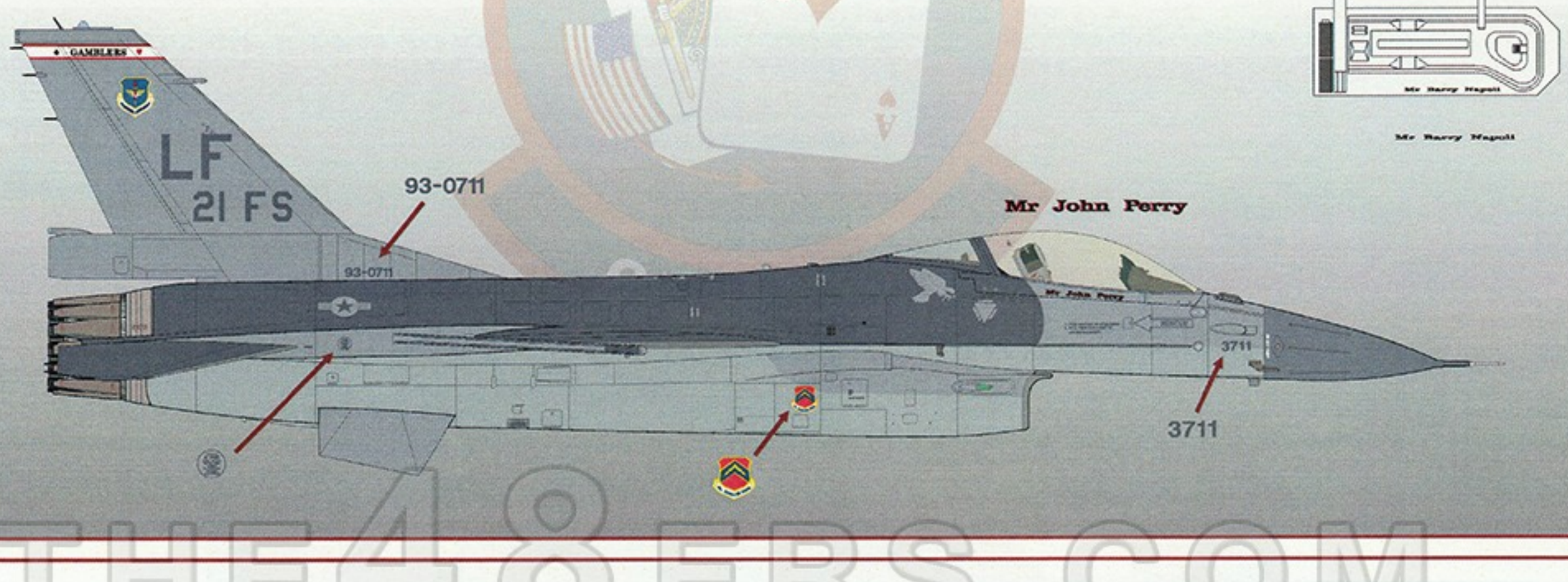
425th FS Commander
Republic of Singapore Air Force
F-16C 97-0121
Block 52
2007





RSAF aircraft have roundels
only on the fuselage, lion faces forwards

21st FS Commander
Republic of China Air Force
F-16A 93-0711
Block 20
2009



Mr Barry Napoli

Modeling Notes

F-16 Kits

Block 20 Kinetic makes the only out of the box block 20 kit. Well, our slobbering love affair with the Tamiya F-16s is no secret, but sadly they don't do early vipers. Starting with the block 25/42 kit, it wouldn't be that hard to use the small parabrake tail from a Hasegawa kit or an aftermarket one, and fix a few panel lines.

Block 25/42 Best kit would be Tamiya's F-16 C/N "Aggressor/Adversary" boxing. It has both type intakes, exhausts, and HUD, everything you need in one box.

Block 52+ For the C model, best kit, again, would be Tamiya's F-16 C/N "Aggressor/Adversary" kit. It has the NSI intake, P&W exhausts, and heavy weight gear. The other P&W engined kits (ANG & thunderbirds) only have the lightweight gear. The only thing missing would be the alternate style of IFF antennas.

For the D model, best bet would be the Hasegawa F-16D block 52 kit, until Tamiya finally decides to make a D! This kit does come with the appropriate spine & IFF antennas for the RSAF jets.

This sheet is the culmination of several years of reference gathering, from personal, as well as numerous outside sources both civilians and military, and we'd like to thank them publicly for their gracious and indispensable assistance.

Jake Melampy
Wally VanWinkle
Cliff Bossie
Mike Idacavage
Bill Hammond
Shawn Hull
Capt. James Ellison
Maj. Melissa May
SSgt John Wilson
Jason Cheah
SSgt Duke Newsome
Bruce Biggs
Roberto Samper
John Kerr
Maj. Troy Gilbert
Mike Reeves
Pete Biddle
LTC Keith Miller

Aftermarket Reccomendations

shull24.com Tired of waiting for Tamiya to kit out a D model? Yeah, me too. Hopefully I should have a D model conversion for the Tamiya kit done by the time you are reading this. I will also soon have available other weapons sets applicable to this sheet, such as the mk.82 ballutes, mavericks, LAU-131 rocket pods, and AMA pods.

Royale Resins makes really nice replacement wells, and a one piece radome, if you hate fiddling with the Tamiya 2-piece part. You know how we feel about 2-piece *stuff*.

Eduard If you like photo-etch origami, they make a nice boarding ladder, set 48578. They also make some pretty decent replacement wheels & ejection seats in their Brassin line.

Photo Reference

For more information about the F-16, we highly recommend the photo reference books ***The Modern Viper Guide, the F-16C/D Exposed*** by Jake Melampy.

Jake also covers the jets from Luke in his hardcover book ***The Viper Story, Part II: Test & Training F-16s.***

The Scale Viper: A modeler's Guide to Building the F-16 by Pete "Pig" Fleischmann, World's Greatest Fighter Pilot and all-around good guy, is a new and incredibly valuable reference on how to model the viper.

Available through **www.reidairpublishing.com**, or wherever awesome books are sold.

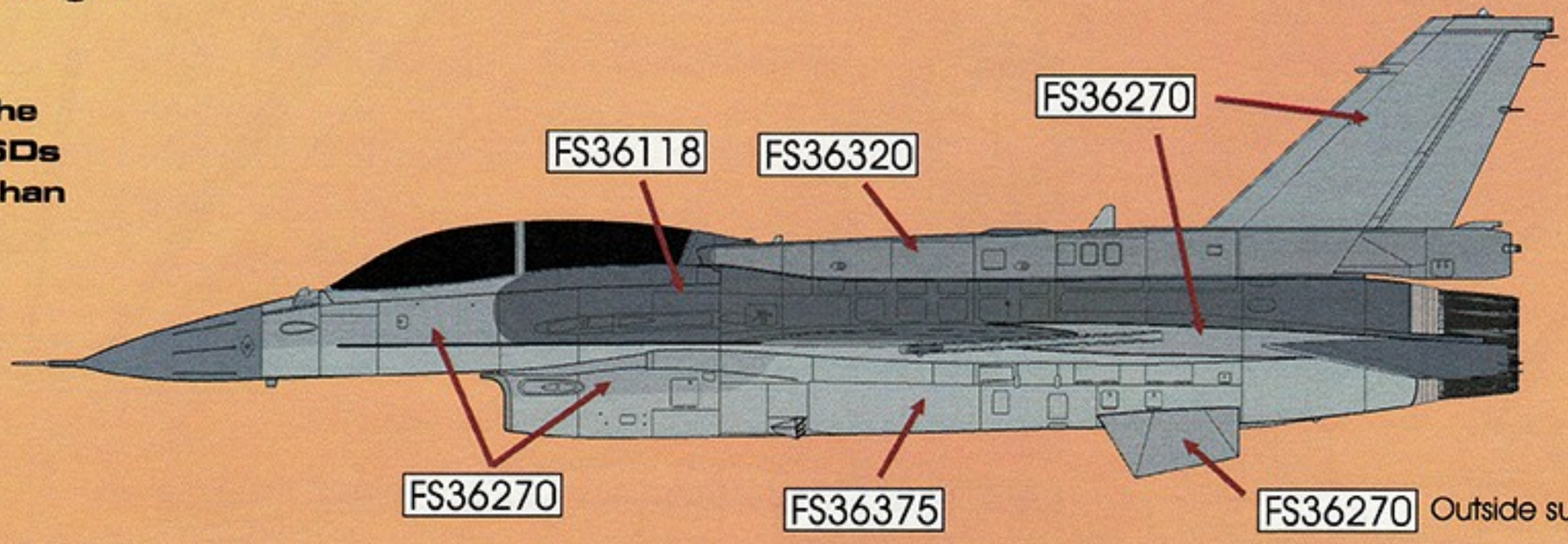
AFTERBURNER DECALS

PAINT GUIDE

The 425th and 21st use the original 3-color scheme

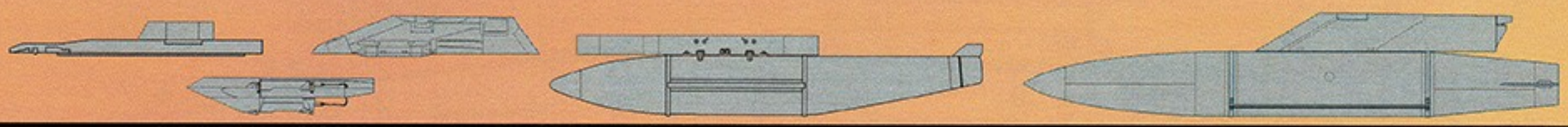
Radomes are not painted but rather have a neoprene coating. No 2 are the same color and range from fuselage color to very dark gray

Note that the sides of the dorsal spine on the F-16Ds are painted differently than the rest of the jet



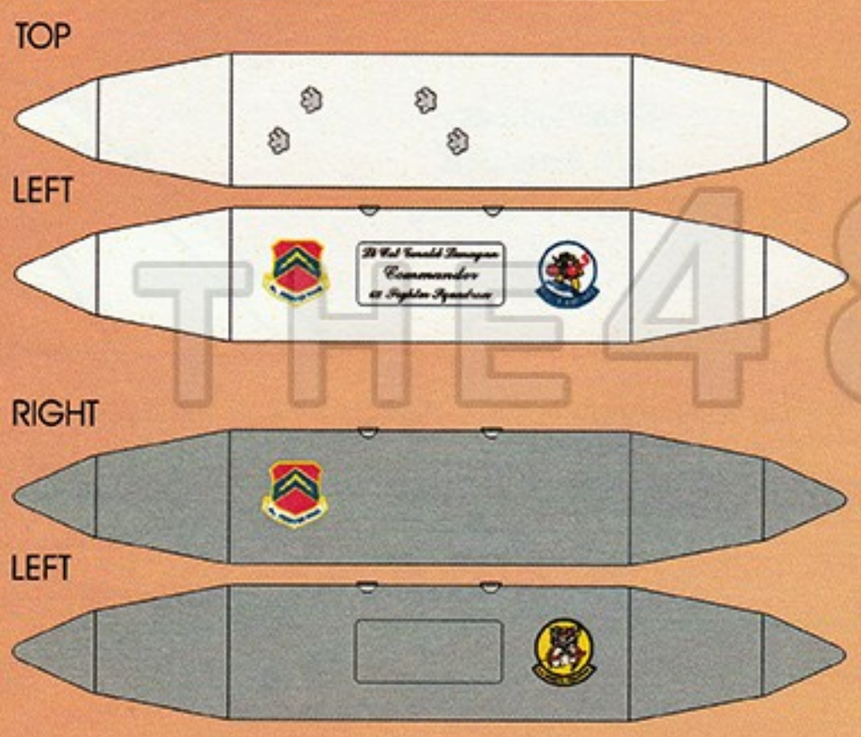
US squadrons use the newer 2-color paint scheme

Drop tanks, weapons & missile pylons and bomb racks can be either FS 36375 or FS 36320



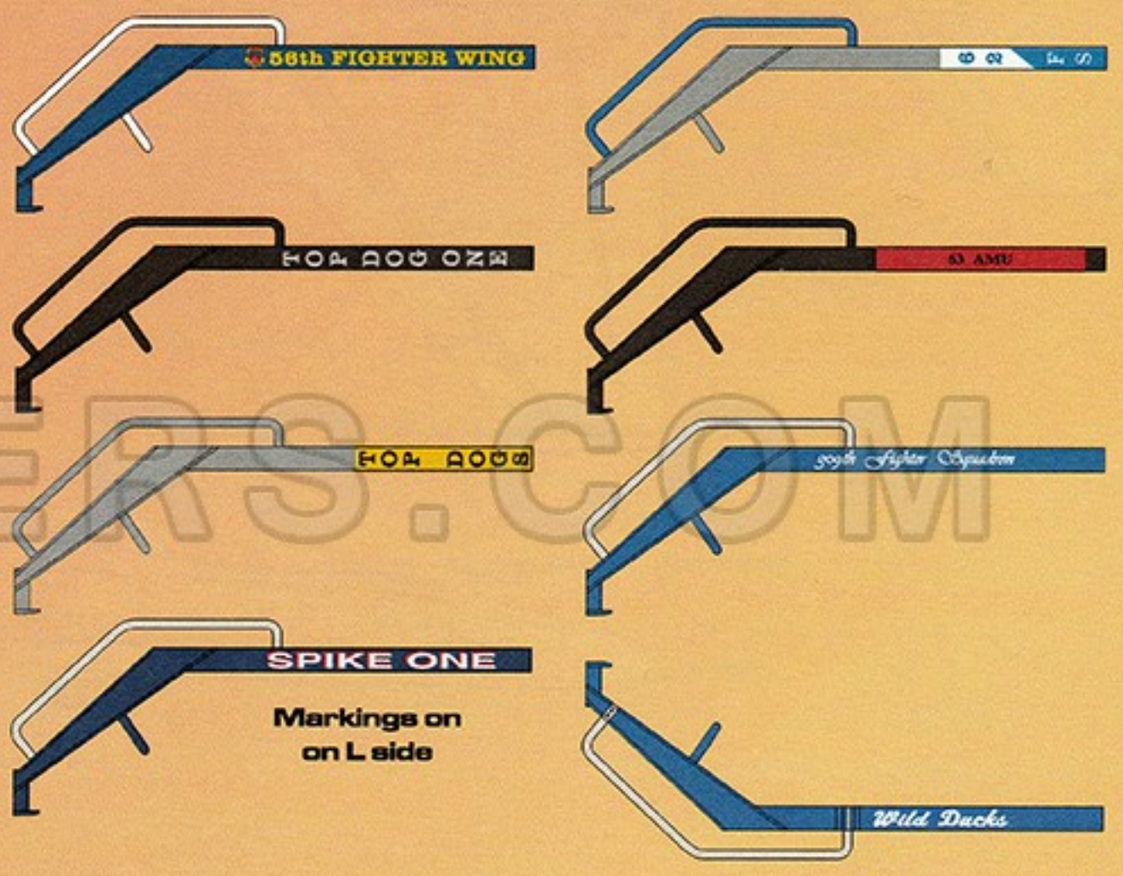
The blues is the AETC badges fades and changes colors quickly in the hot Arizona sun. 2 distinct colors were used so check reference photos and decide which hues you prefer

MXU-648 Travel Pod



Boarding Ladders

Markings sized to the Hasegawa ladder but Eduard may be used as well



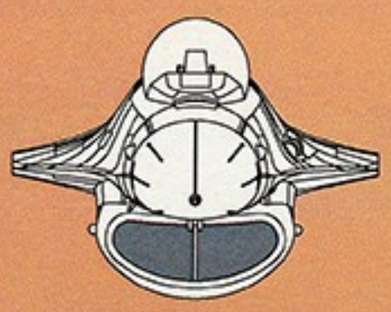
Markings on on L side

F-16A/B Block 20

The Taiwanese F-16A/Bs were ordered in 1992, years after production had switched from A/Bs to C/Ds. These aircraft are similar to block 15 OCU's built to MLU standards. The block 20's have a cockpit similar to block 50. These aircraft have a very limited air to ground role, but do perform anti-shipping duties with the AGM-84 Harpoon. The deal also included the first foreign purchase of the ALQ-184 ECM pod.

IFF antennas

Wide Angle Conventional Head Up Display (WAC HUD)



Normal Shock Inlet (NSI) "Small Mouth" Intake

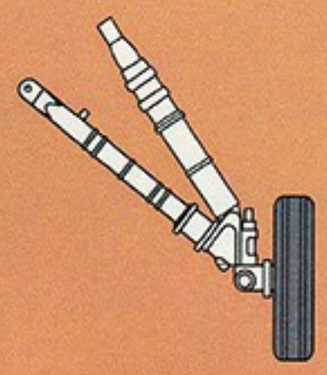
RWR antennas on wings

IFF antennas

Notice lack of vent

Pratt & Whitney F100-PW-220 afterburning turbofan engine

Landing lights moved from main gear legs to nose gear door



Lightweight main gear legs and wheels. The aircraft featured on this sheet have the newer type wheels.

Four sets of ALE-47 chaff/flare dispensers

RWR antennas on wings

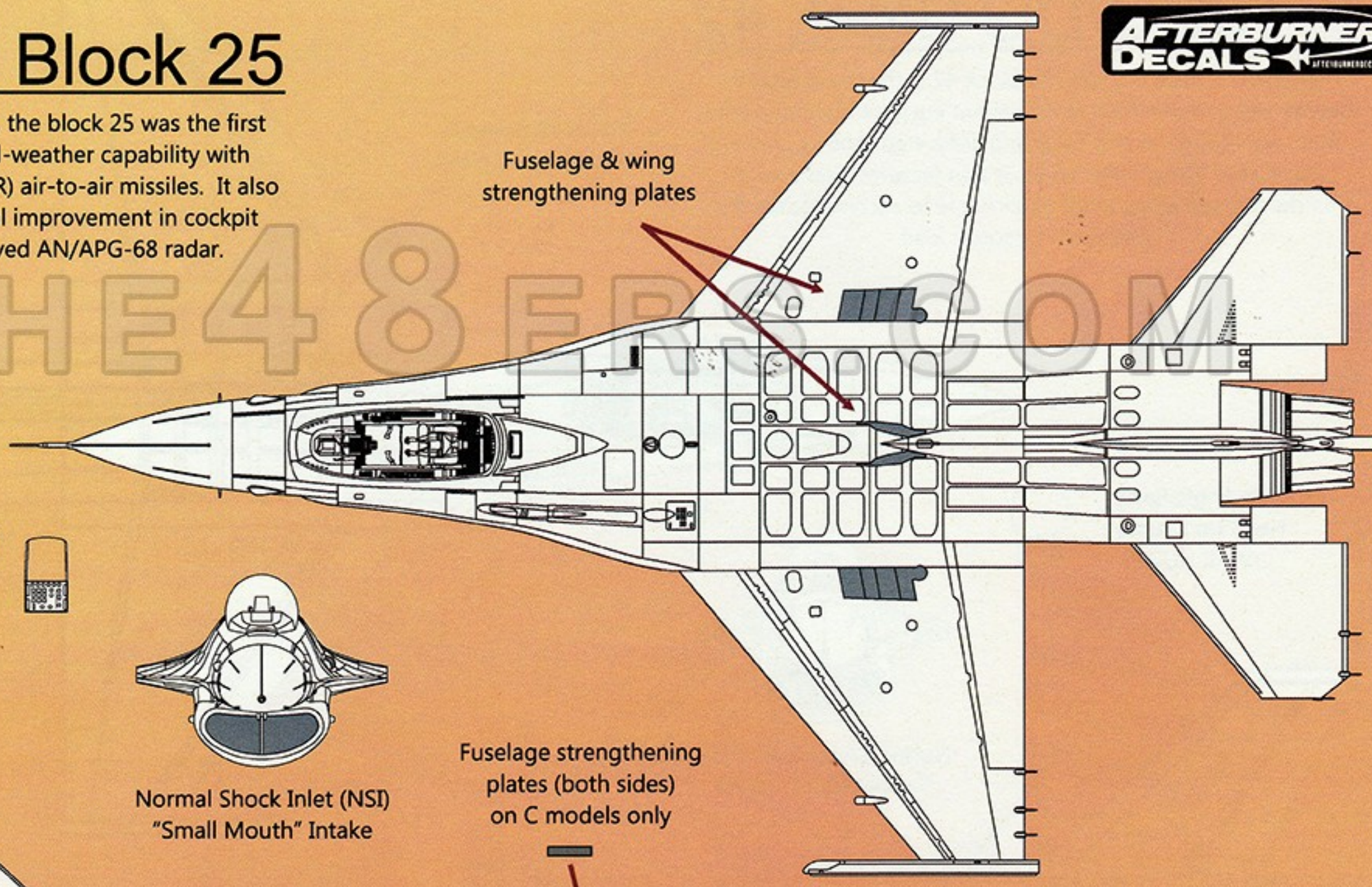
HUD repeater in back cockpit

Small tail base with extended parabrake housing

IFF antennas

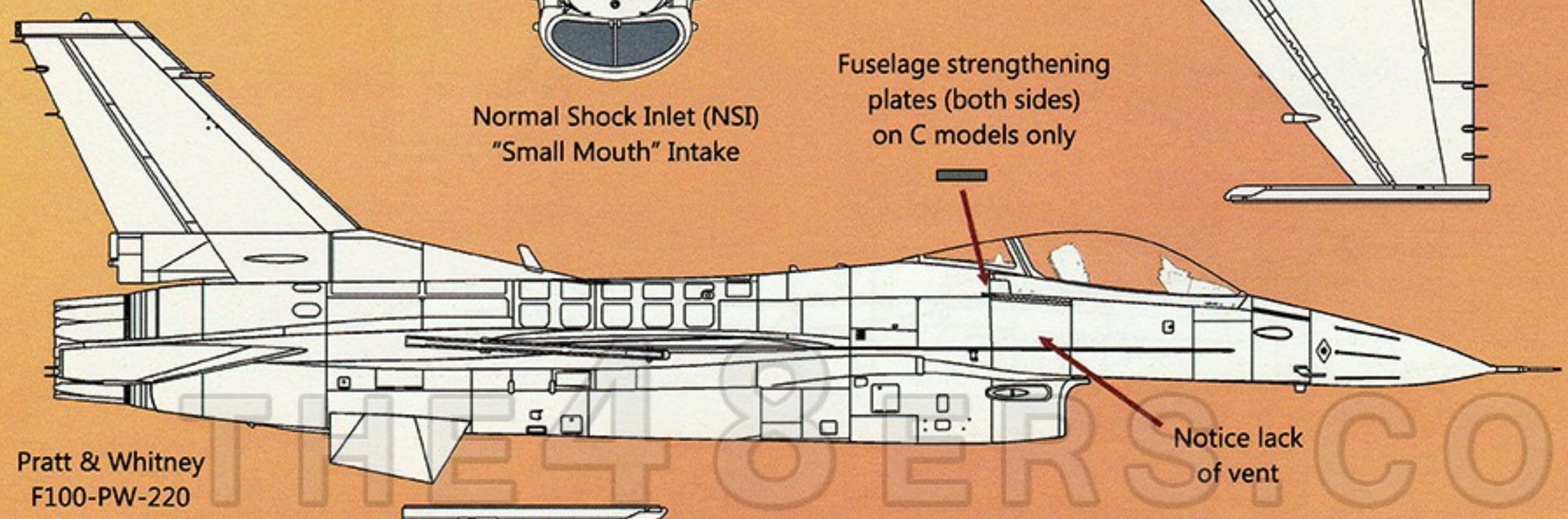
F-16C/D Block 25

Entering service in 1984, the block 25 was the first C/D block. It added all-weather capability with beyond-visual-range (BVR) air-to-air missiles. It also introduced a substantial improvement in cockpit avionics, and improved AN/APG-68 radar.

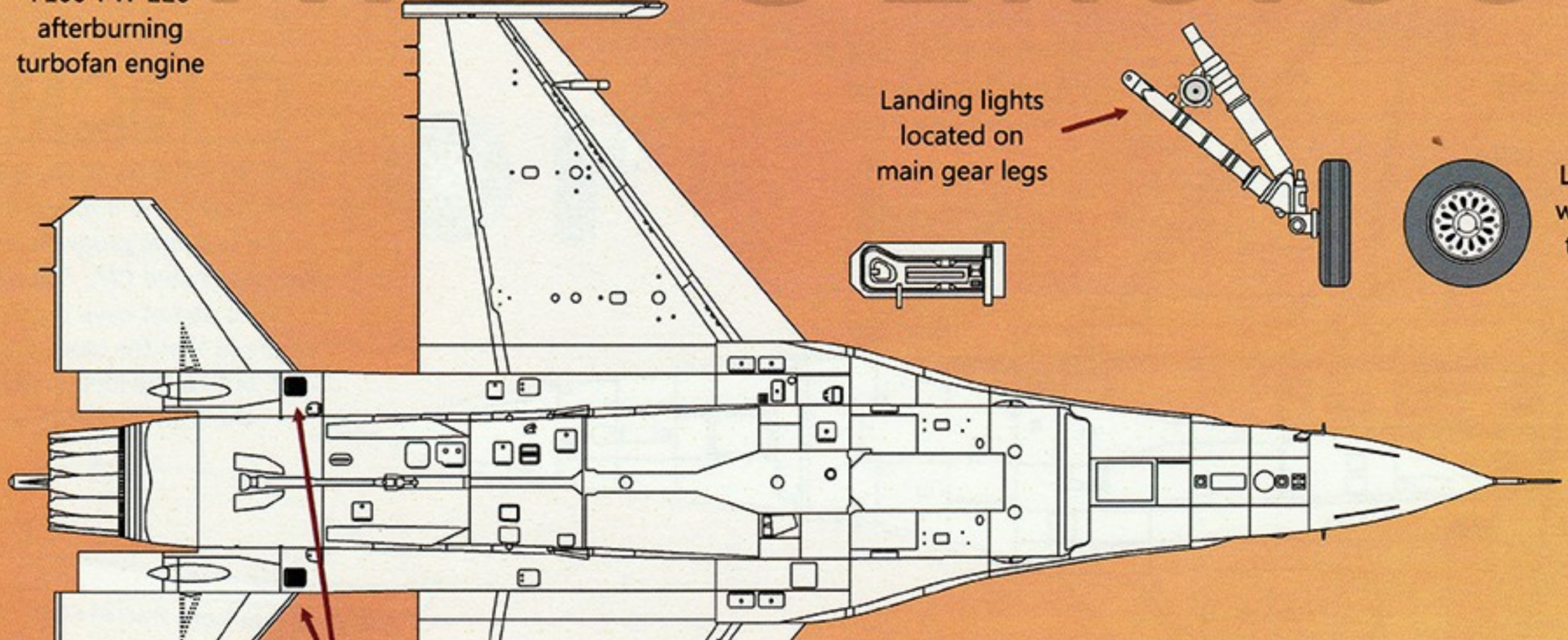


Wide Angle Conventional Head Up Display (WAC HUD)

Normal Shock Inlet (NSI) "Small Mouth" Intake



Pratt & Whitney F100-PW-220 afterburning turbofan engine

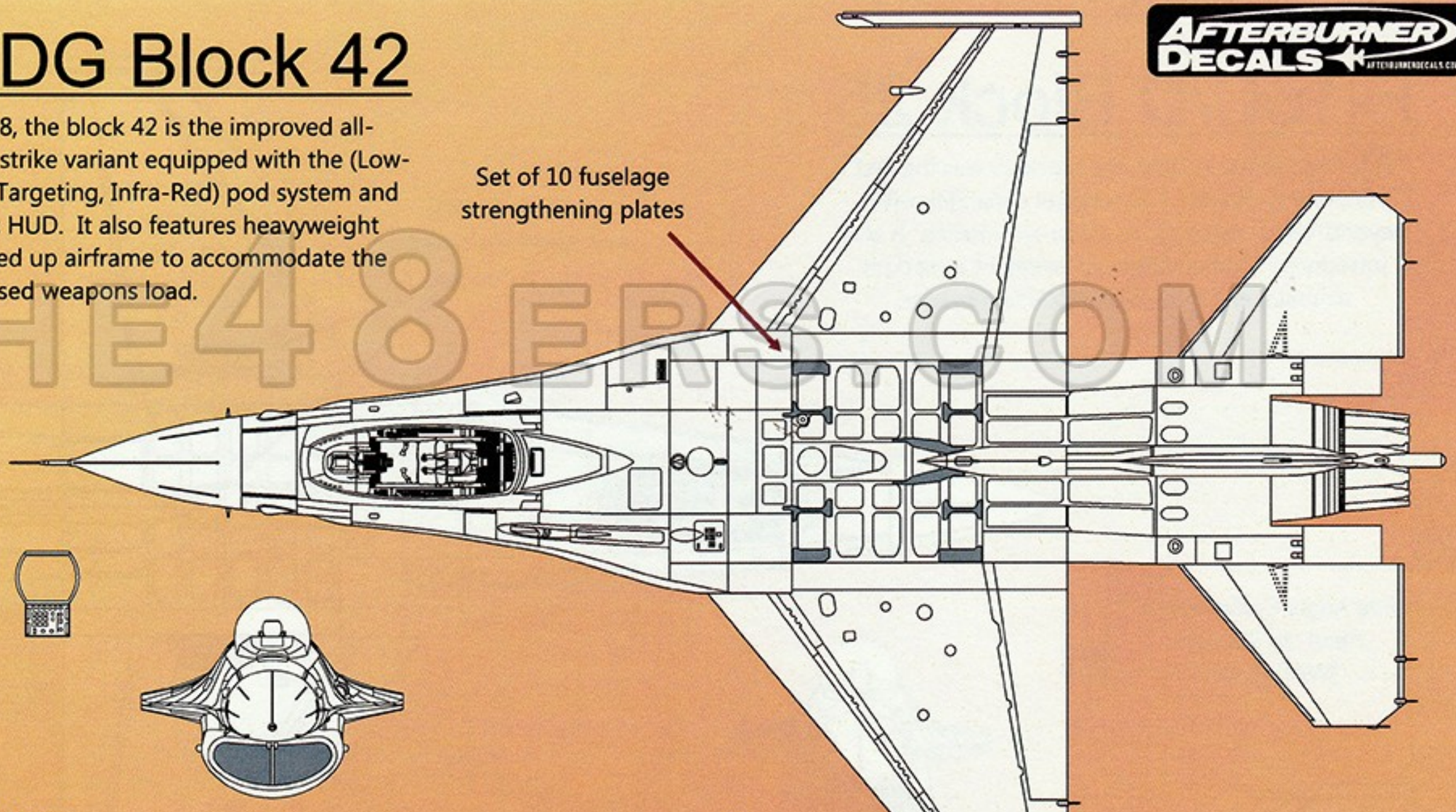


Lightweight main gear legs and wheels. The aircraft featured on this sheet have the newer type wheels.

F-16CG/DG Block 42

Entering service in 1988, the block 42 is the improved all-day/all-weather precision strike variant equipped with the (Low-Altitude Navigation and Targeting, Infra-Red) pod system and associated holographic HUD. It also features heavyweight undercarriage and beefed up airframe to accommodate the increased weapons load.

Set of 10 fuselage strengthening plates



Wide Angle Raster Head Up Display (WAR HUD)

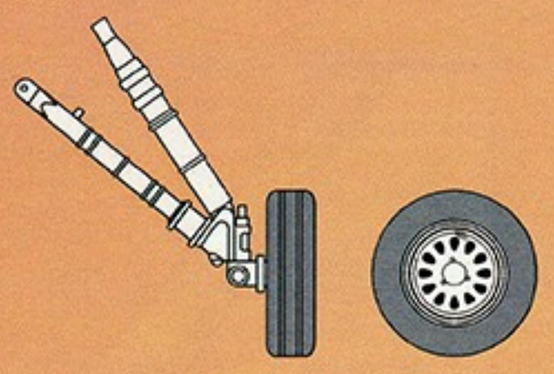
Normal Shock Inlet (NSI) "Small Mouth" Intake

Vents

Vent

Pratt & Whitney F100-PW-220 afterburning turbofan engine

Landing lights moved from main gear legs to nose gear door

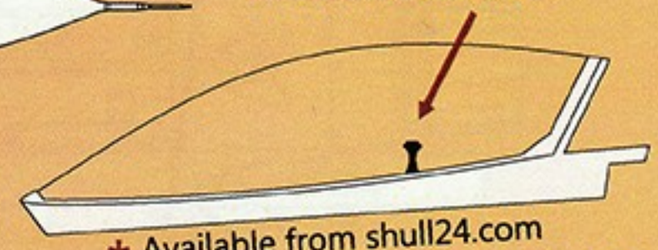


Bulged main gear doors to accommodate larger wheels

Four sets of ALE-47 chaff/flare dispensers

F-16CM

Block 40 CG & Block 50 CJ jets that have gone through the CCIP upgrade program are now designated CM. The block 40/42 do not have the IFF antennas that the block 50/52 get, but can be identified by the JHMCS sensor. *

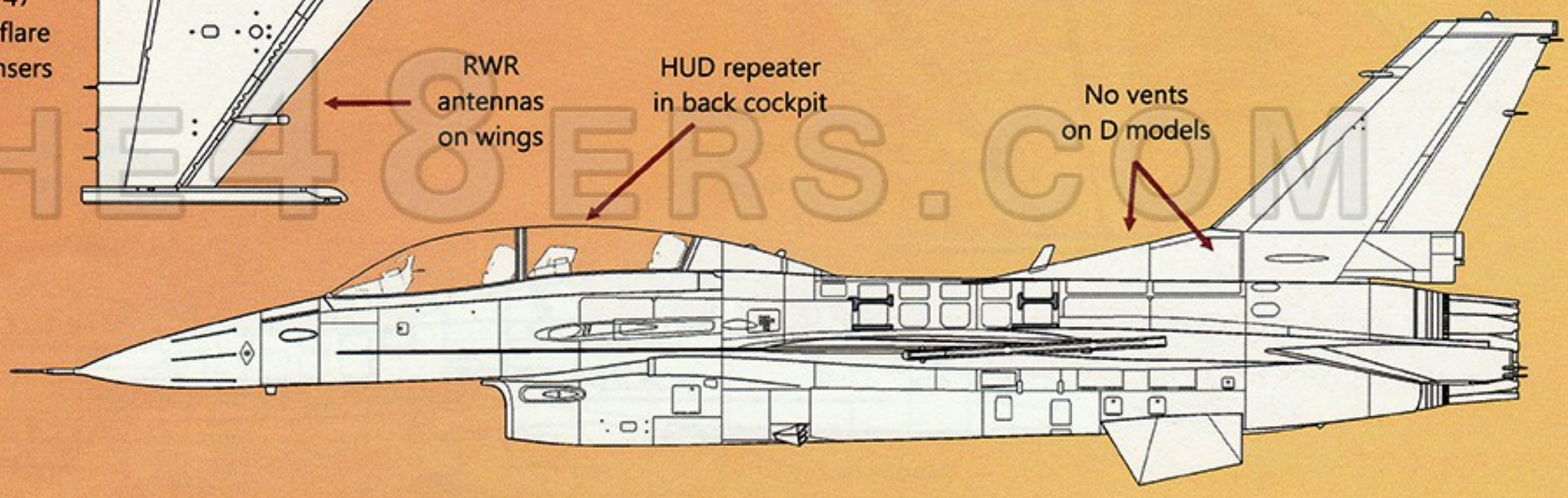


* Available from shull24.com
Free with any purchase, just ask for one!

RWR antennas on wings

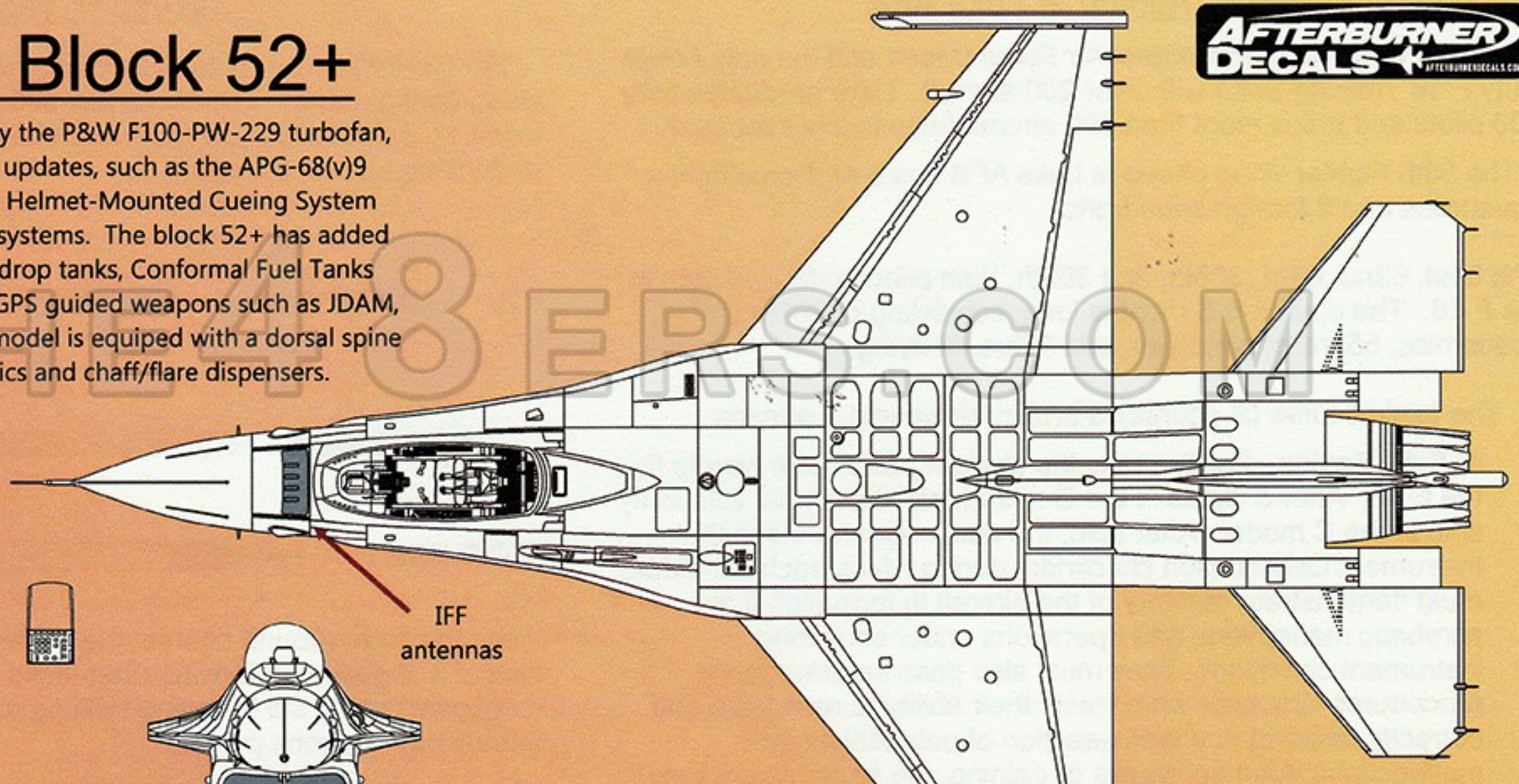
HUD repeater in back cockpit

No vents on D models



F-16C/D Block 52+

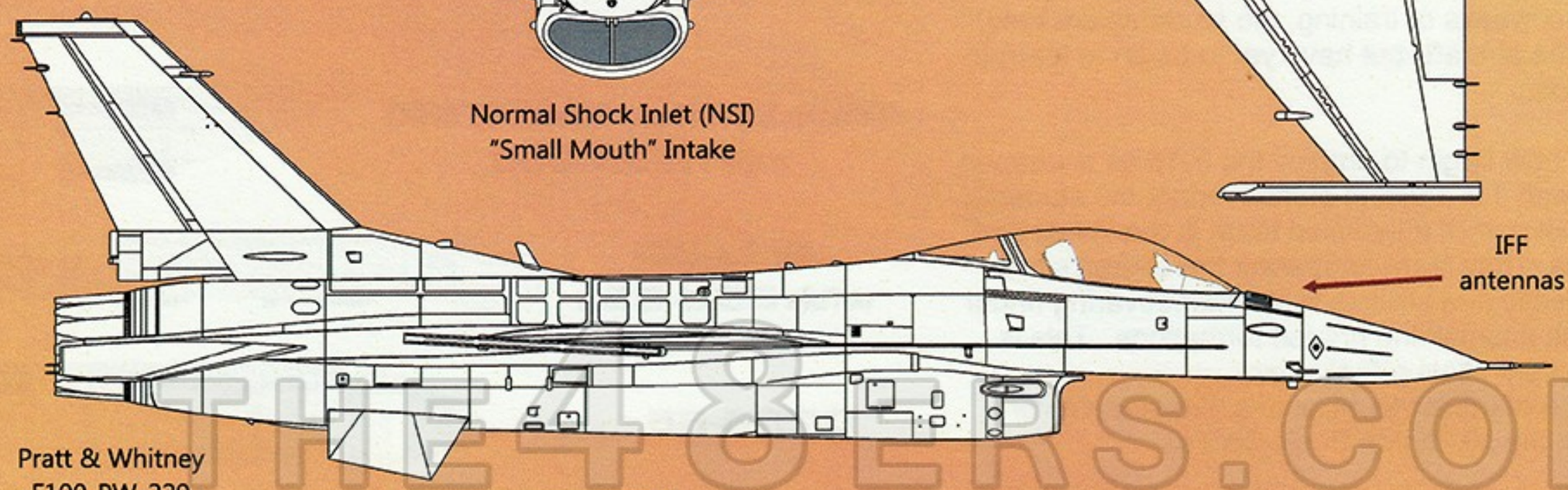
The Block 52+ is powered by the P&W F100-PW-229 turbofan, and includes all the latest updates, such as the APG-68(v)9 radar, APX-113 IFF system, Helmet-Mounted Cueing System (HCMS), and other internal systems. The block 52+ has added provisions for the 600 gal drop tanks, Conformal Fuel Tanks (CFT), and the ability to use GPS guided weapons such as JDAM, JSOW, and WCMDs. The D model is equiped with a dorsal spine which houses electronics and chaff/flare dispensers.



IFF antennas

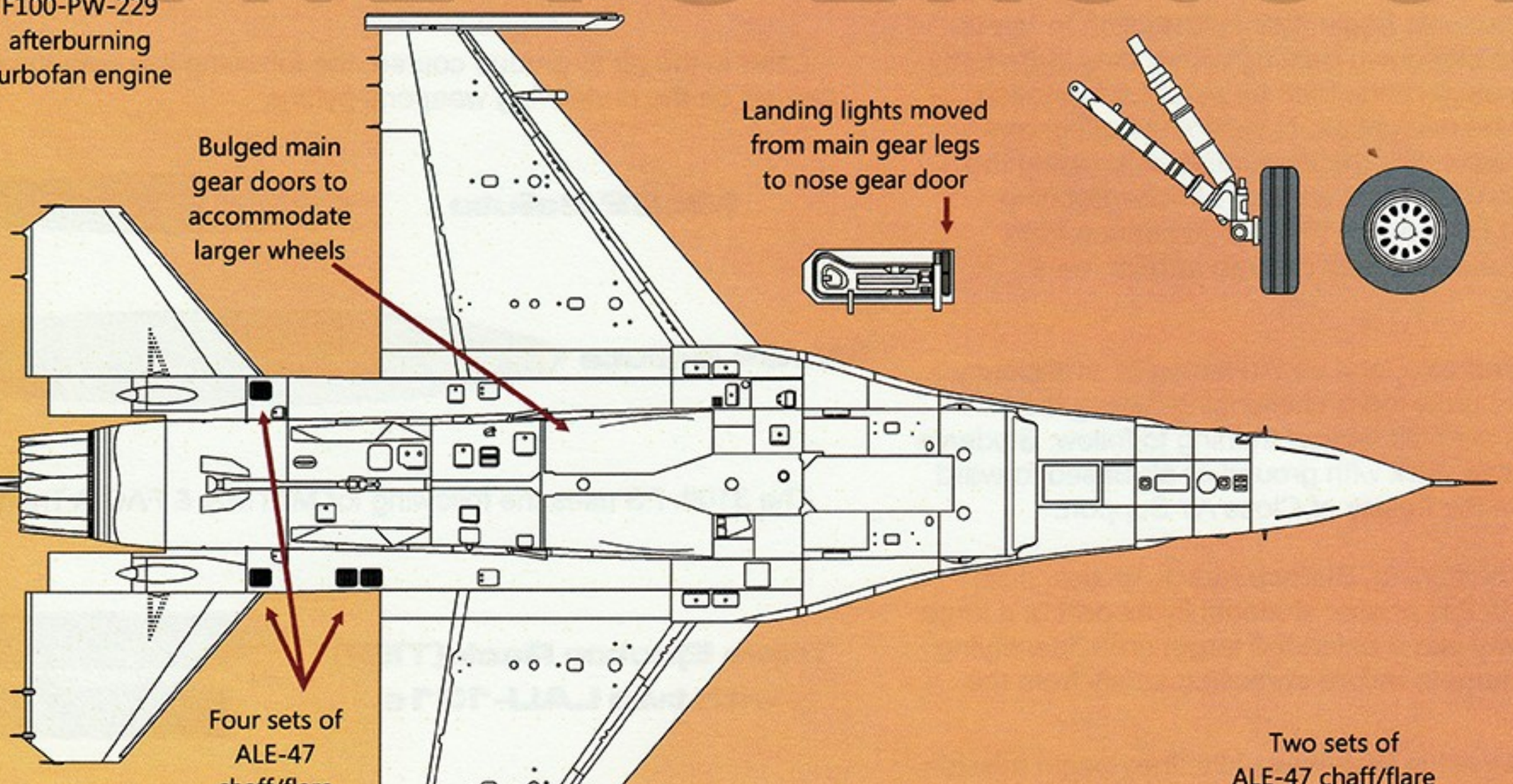
Wide Angle Conventional Head Up Display (WAC HUD)

Normal Shock Inlet (NSI) "Small Mouth" Intake



IFF antennas

Pratt & Whitney F100-PW-229 afterburning turbofan engine



Bulged main gear doors to accommodate larger wheels

Landing lights moved from main gear legs to nose gear door

The P&W 229 nozzle has carbon fiber petals, which we have decals for in our sheet #48016, F-16 Data & Stencils *REDUX*

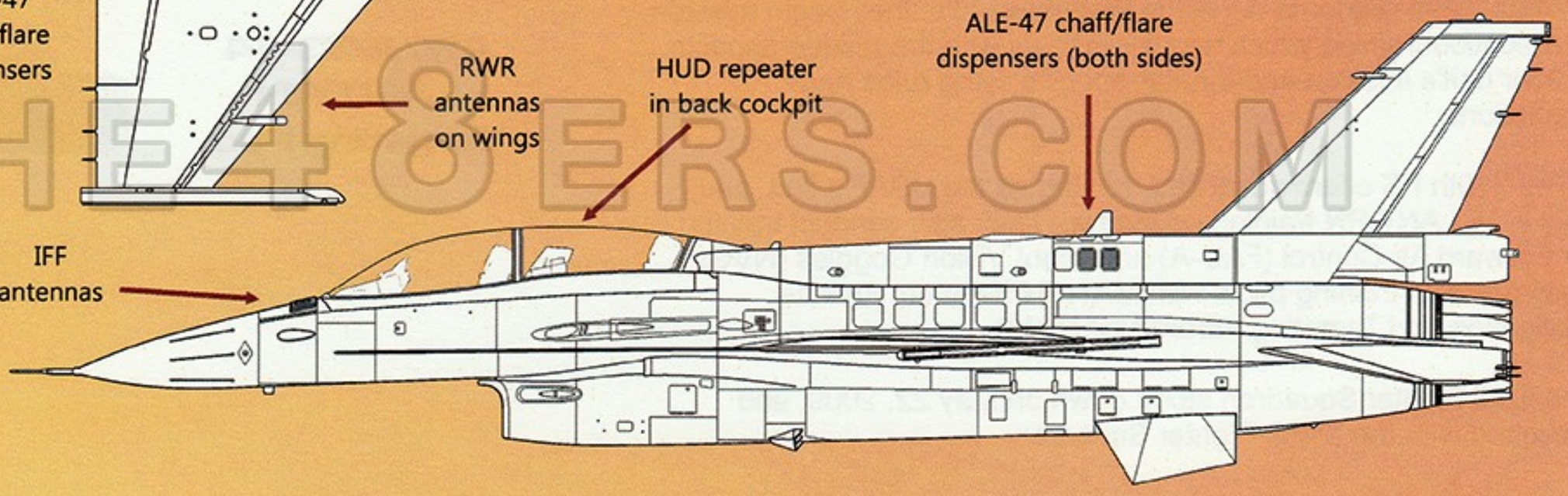
Four sets of ALE-47 chaff/flare dispensers

RWR antennas on wings

HUD repeater in back cockpit

Two sets of ALE-47 chaff/flare dispensers (both sides)

IFF antennas



AFTERBURNER DECALS

FACT FILE

Pilot Training at Luke AFB

Luke AFB is one of the largest Air Force Bases and the only Active Duty F-16 Training Base with over 200 aircraft. Luke graduates over 400 pilots and trains more than 700 aircraft technicians ever year.

The 56th Fighter Wing based at Luke AFB has 6 Air Force fighter squadrons and 2 foreign squadrons.

The 61st, 62nd, 63rd, 308th, and 309th, train pilots to fly and fight in the F-16. The course is 6 months long, consisting of 265hrs. of academics, 55hrs. of simulator, and 80hrs. of flying.

The basic course (B-course) is broken down into 3 phases:

1) **F-16 Basics**. For 6 weeks the student pilots learn how to fly the F-16. After 5 flights in the D model, pilots are now able to fly solo in the C model. After solo, the next major hurdle is the Instrument/Qualification checkride, during which each candidate must demonstrate mastery of the aircraft in formation flight, acrobatic maneuvers, and operations under simulated instrument conditions. They must also pass an emergency procedures simulator which tests their ability to recognize and correctly respond to a cross-section of potential aircraft malfunctions. After six weeks of training, the students are now competent at flying the aircraft--but have yet to begin to learn to employ it as a weapon.

2) **Air-to-Air**. Pilots now begin to employ the F-16 as a weapon system. Beginning with 1 v. 1 visual maneuvering, the students progress to fighting as part of a two-ship team in the visual and beyond-visual arenas. They learn to operate the aircraft's fire control systems correctly and skillfully while maneuvering under heavy g-loading while maintaining briefed formations. This is also the first time student pilots refuel in air.

At the completion of the air-to-air phase, the students are over halfway through the six-month Basic Course.

3) **Air to Ground**. Students begin their introduction to "air-to-mud" with low altitude stepdown training where they learn to fly at 500 feet, first as a single ship, then as part of a formation. They juggle low altitude navigation, formation-keeping, and systems operations tasks with the imperative of avoiding the ground. They then practice basic surface attack--dropping unguided bombs and firing the F-16's 20mm cannon from medium and low altitude at clearly marked targets, on a sanitized firing range.

After being cleared solo, and as the students' proficiency increases, the attacks grow more challenging, laying the groundwork for more realistic tactical training to follow. Students drop live munitions, and work with ground or air-based forward air controllers to learn the basics of Close Air Support.

The final phase of training, Surface Attack Tactics, pulls everything together. In this phase, students fly as part of a large force, fighting their way into a defended target area, identifying and destroying their targets before egressing safely from the threat.

When pilots graduate depart to their new units, they begin mission qualification training which acquaints them with the unique aspects of their unit's mission and theater-specific flying rules and regulations.

The 310th FS offers advanced training as the USAF's first, and only F-16 LANTIRN training squadron. They also conduct training for Forward Air Control (FAC-A) and Night Vision Goggles (NVGs). They are now training pilots with MATIRN (Medium Altitude Navigation and Targeting Infrared for Night).

The 63rd Fighter Squadron stood down on May 22, 2009, and realigned with the 310th Fighter Squadron.

Weapon Notes

For the first two phases of training, the jets are kept in a relatively clean configuration. The centerline 300 gallon tank is used, and the following sidewinder type ordnance are carried on the wingtip and/or underwing missile pylons:

CATM-9

AMA Pod

ACMI Pod

For the air to ground course, the centerline tank is replaced by the typical 370 gallon underwing drop tanks. In addition to the above mentioned pods, the following training rounds are carried on the underwing weapons pylons:

Triple Ejector Rack (TER) with BDU-33s

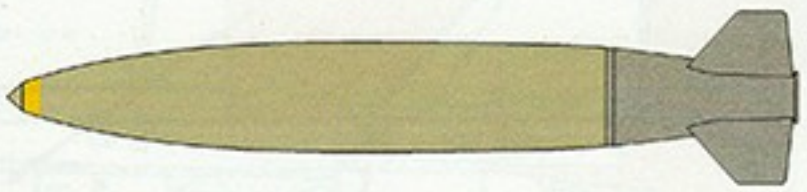
SUU-20 with BDU-33s

CATM-65

Later in the air to ground course, the following live weapons are carried on the underwing weapons pylons:

Mk.82 Ballute

Mk.84 Ballute



The 310th FS uses the following for MATIRN & FAC-A Training:

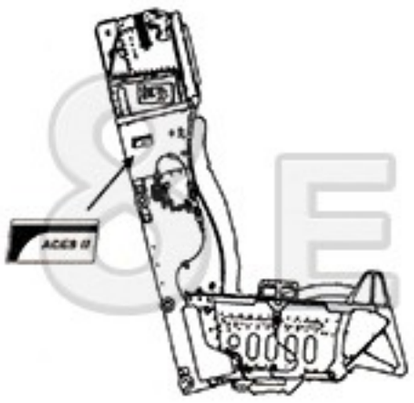
Triple Ejector Rack (TER) with two LAU-131s

AN/AAQ-14 LANTIRN Targeting Pod

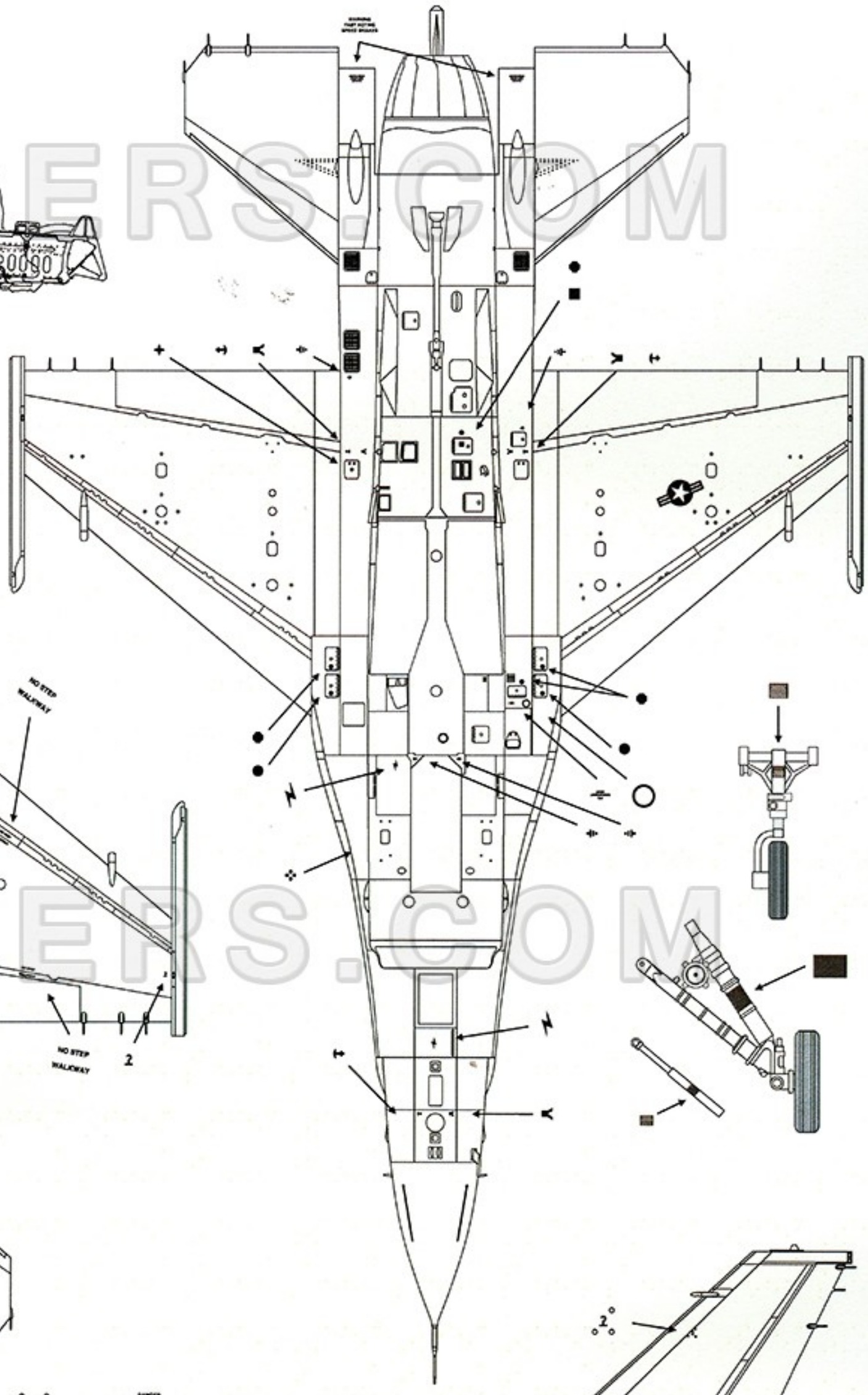
AFTERBURNER DECALS

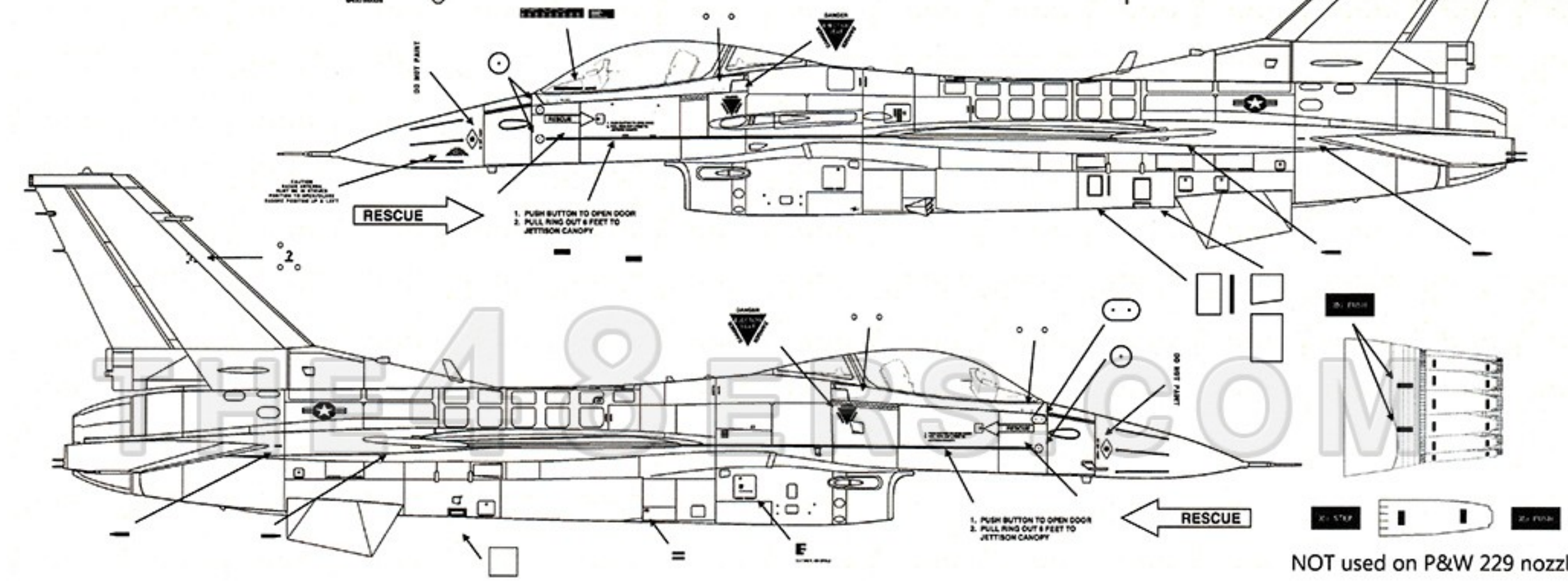
STENCIL GUIDE

Place this decal
INSIDE of canopy.
Text should be facing
inside, for pilot to read.



Aircraft
serial number





NOT used on P&W 229 nozzle