

General Dynamics/ Lockheed F-16 in the Middle East PART 3: Jordan A.F.

For 1/32 scale (other scales possible)

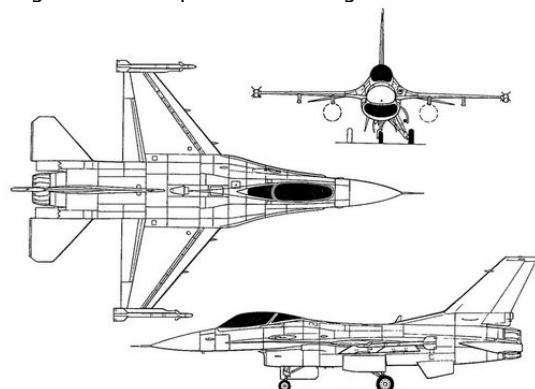


F-16 Fighting Falcon



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.

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>

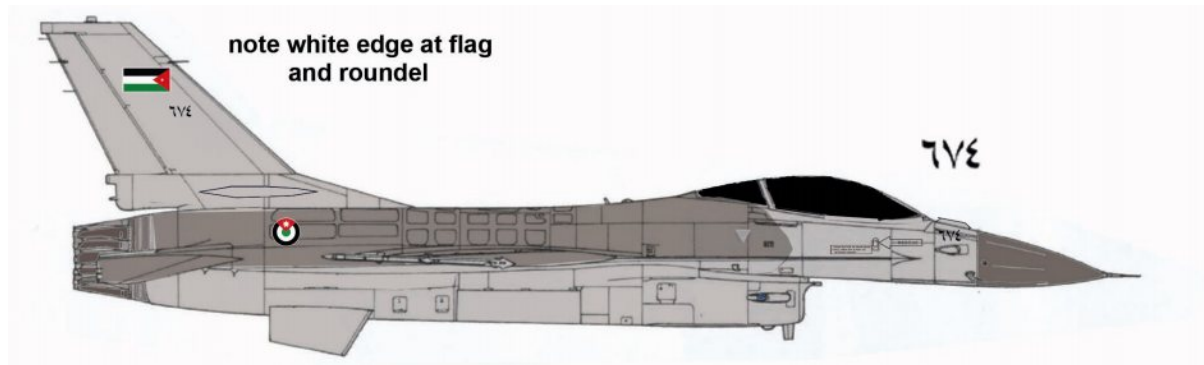


Royal Jordan Air Force - RJAF

" Al Quwwat al Jawwiya al Malakiya al Urduniya "

Middle East country of Jordan has remained in turbulent times in the Region relatively stable. A substantial number of F-16's have been acquired, many being "second hand" and delivered after getting a modernization in the USA.

From 1995 some 12 F-16A and 4 F-16B were delivered through the U.S. program "Peace Falcon I". Later through "Peace Falcon II" 17 additional ex-US F-16 ADF were obtained. "Peace Falcon III, IV, V, VI " saw the delivery of 34 ex- European F-16A and F-16B MLU from 2008 so quite some F-16's were thus acquired. The fleet also was upgraded.



[A] F-16 ADF of the Jordanian air force coded 674, set in arab numbers. (ex-US ANG). (other codes also provided). It has the Pratt and Whitney F100 engine with standard intake. IFF antennas fitted on nose. Note ADF fairing at tail base (both sides) and short tail base without parachute housing.

Add white base flag decal and than coloured portions.

The stencillings and walk way lines are probably light grey. (Some jets had no walk way lines).

These F-16's have the rather standard camouflage pattern with grey colours: on upper surfaces FS36270 grey and FS36118 dark grey at rear. Lower surfaces are FS36375. (It appears some jets had painted lower surfaces FS36270 as well).



[B] F-16AM (MLU) of the Jordanian air force coded 157 (c/n 6H-120/M13-454 was the ex-Belgian F-16AM FA120). It has the Pratt and Whitney F100 engine with standard intake. IFF antennas on nose.

Add white base flag decal and than coloured portions.

The stencillings and walk way lines are probably light grey.

It has a long tail fairing with parachute housing without ECM fairings. (Some other Jordan F-16AM do have the ECM fairings, see small drawing).

This F-16 has the rather standard camouflage pattern with grey colours: on upper surfaces FS36270 grey and FS36118 dark grey at rear. Lower surfaces are FS36375.