

General Dynamics/ Lockheed F-16 in the Middle East PART 5: U.A.E

For 1/32 scale (other scales possible)

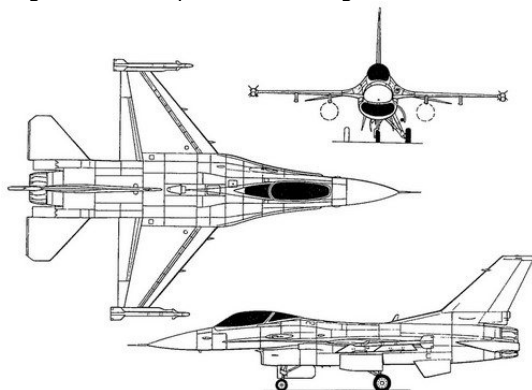


F-16 Fighting Falcon



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. F-16 Block 60 needs various kit modifications.

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>



United Arab Emirates Air Force (UAEAF)

" Al Imarat al Arabiyah al Muttahidah "

The United Arab Emirates (U.A.E.) comprise several Gulf states: Abu Dhabi, Dubai, Ajman, Fujairah, Ras al Khaimab, Sharjah and Umm al Quwain that cooperate. In the 1960s still part of the British Commonwealth some aircraft flown were from 1970 Hunters and Mirages 5 AD. From 1971 independence was obtained in various phases and defense was taken up by Abu Dhabi through their air force and Dubai through their air wing. During the first Gulf War from August 1990 - February 1991 the U.A.E. supported Allied forces against Iraq. Probably 1990 Mirage 2000 fighters arrived but these saw than little action. From 1998 discussions focused on acquiring the advanced F-16's.

The program had several delays but eventually in 2004 the first F-16 Block 60 arrived: 55 F-16E Block 60 and 25 two seater F-16F Block 60 delivered. They are also called "Desert Falcons".

U.A.E Air Force F-16 registrations/ codes are:

F-16E Block 60: 3026 to 3081

F-16F Block 60: 3001 to 3025

The aircraft are flown by the 2nd Fighter Group with Shaheen squadrons no. 1, 2, 3, 4 based at Abu Dabi/ Al Dhafra. Some training was done in USA.

About the F-16 Block 60

The F-16 Block 60 has advanced systems and capable of deploying modern weaponry. Various fairing and inlets are seen externally for cooling to cope with desert temperatures. Characteristics:

[1] GE F110 engine with big MCID intake.

[2] thick vertical tail fin base with additional inlets.

[3] wing leading edge has the ECM "beer can" antennas.

[4] landing gear is beefed up with thicker main wheels and bulged gear doors.

[5] wing tips with LAU-129 launch rails.

[6] Note that the nose pitot is absent.

[7] low visibility light on vertical tail and nose on both sides.

[8] can be fitted with conformal fuel tanks (CFT) on the mid fuselage sides.

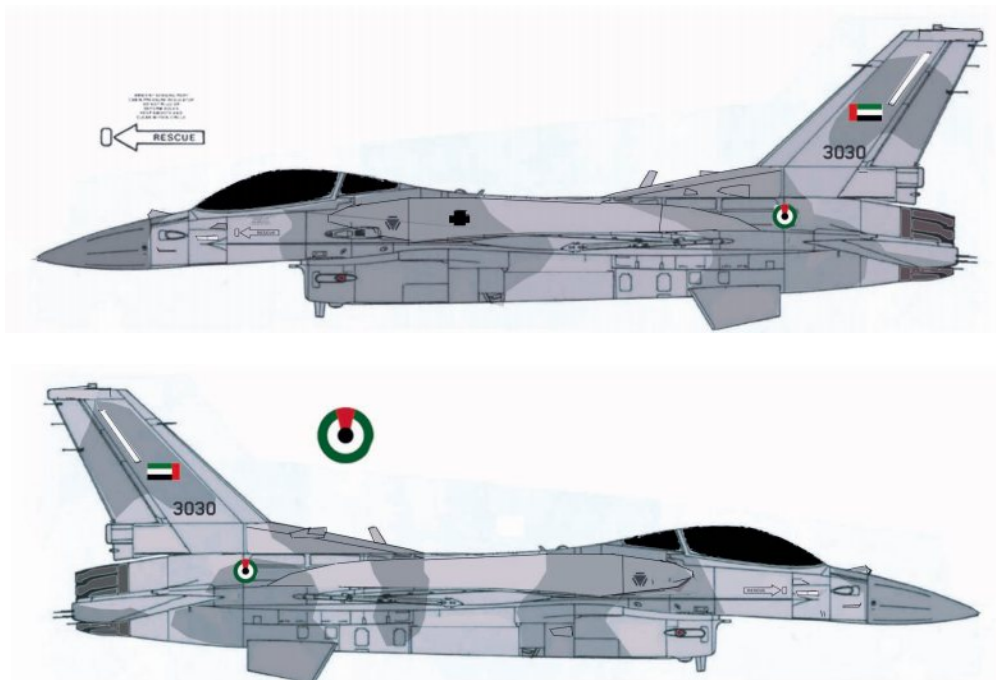
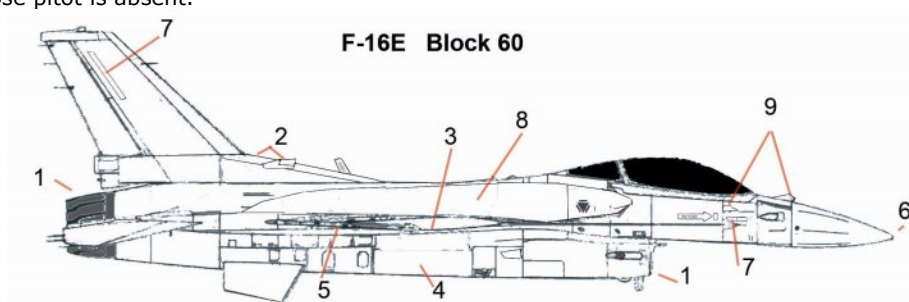
[9] additional sensors, fairings, ECM etc

For a 1/32 F-16E the best kit to use for conversion is F-16C.

For F-16F two seater a F-16I SUFA with long spine fairing.

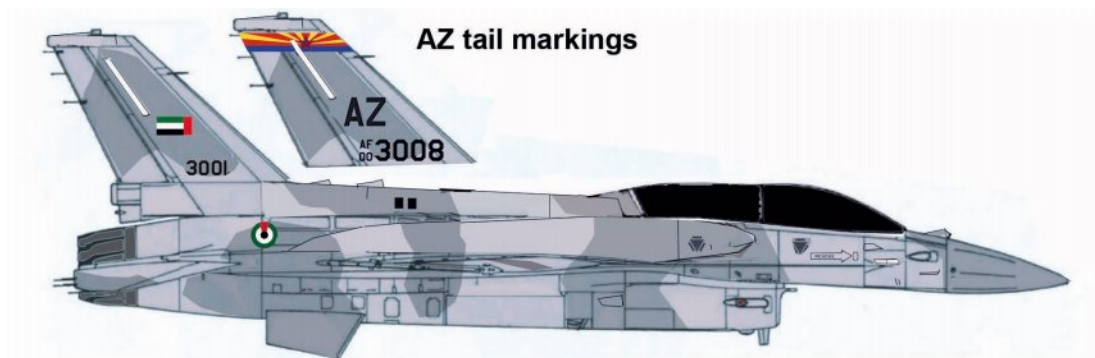
Tip: on my website a 1/72 conversion for F-16E seen at:

<https://aircraftinplastic.com/models/f16/f16-18.html>



[A] F-16E Block 60 of the United Arab Emirates Air Force coded 3030. It has the GE F110 engine with MCID intake. IFF antennas on nose. Various F-16E Block 60 characteristics as described above. Shown with CFT tanks fitted.

This F-16 has wrap around grey camouflage scheme that is probably FS36495 with a pattern of FS36320. Low visibility lights on vertical tail and on nose. Add white base flag decal and than coloured portions. The stencillings and walk way lines are very dark grey.



[B] F-16F Block 60 of the United Arab Emirates Air Force coded 3001. It has the GE F110 engine with bigger MCID intake. IFF antennas fitted on nose. The long fuselage spine fairing contains various systems and includes the thicker tail base fairing. Shown with CFT tanks fitted.

Optional is F-16F coded 3008 with special tail marking shown. Applied on both tail sides when training was done based at Luke AFB, AZ, Arizona, USA

This F-16 has a wrap around gray camouflage scheme of probably FS36495 with a pattern of dark ghost grey FS36320. (The scheme is very similar to the single seat F-16E shown).

Low visibility lights on vertical tail and on nose.

Add white base flag decal and than coloured portions.

The stencillings and walk way lines are very dark grey.

General wrap around scheme of several greys:

