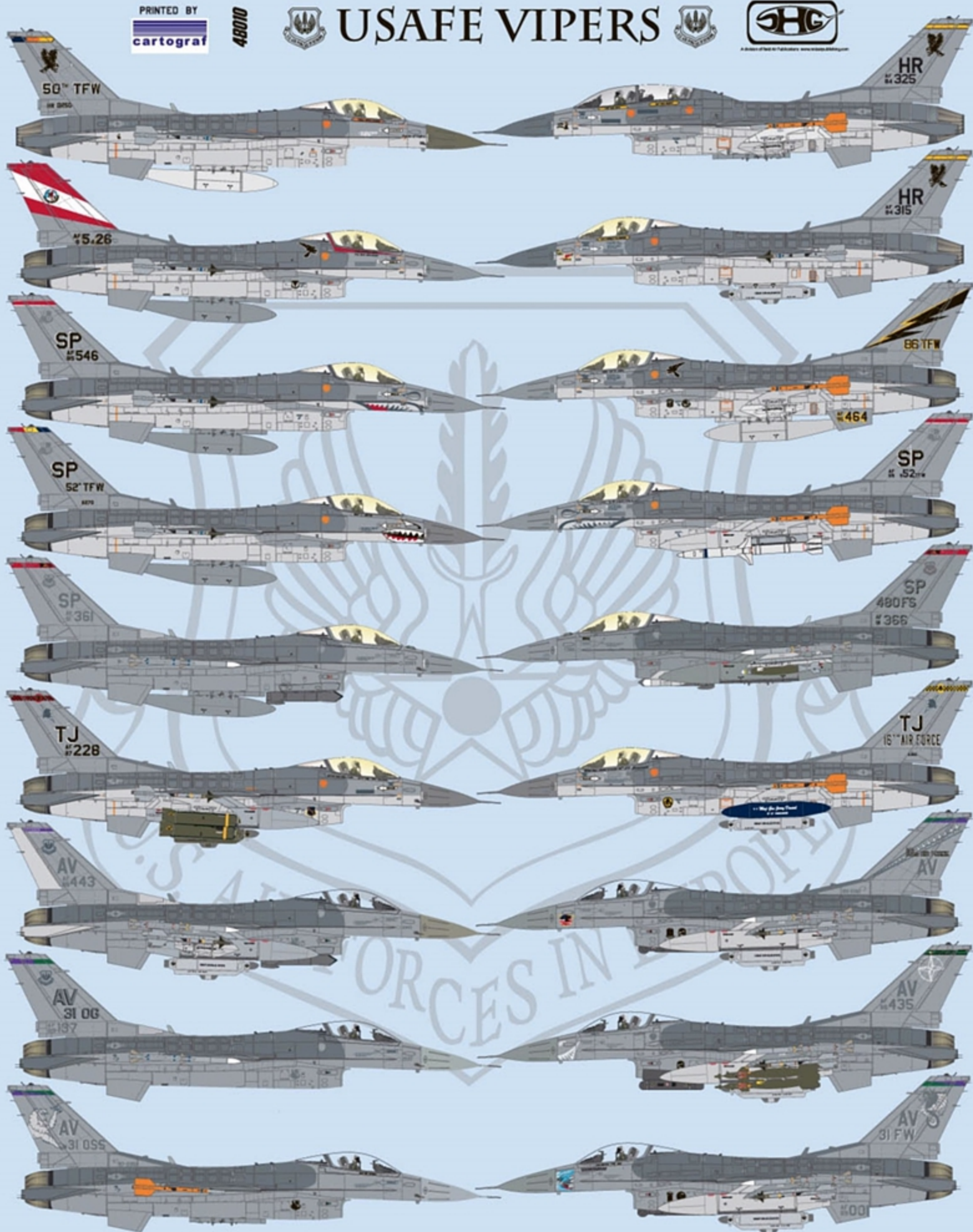


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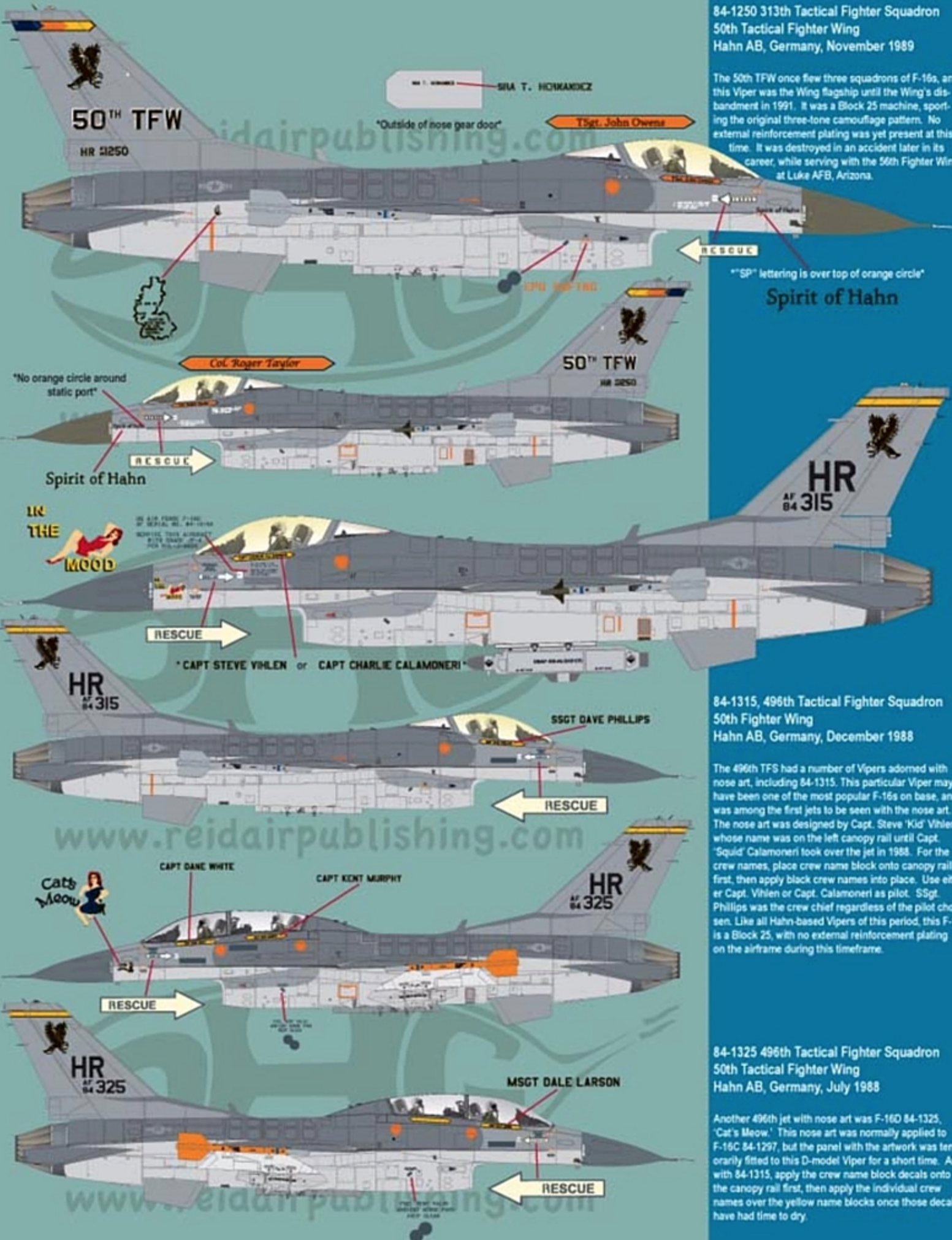


USAFE VIPERS



84-1250 313th Tactical Fighter Squadron
50th Tactical Fighter Wing
Hahn AB, Germany, November 1989

The 50th TFW once flew three squadrons of F-16s, and this Viper was the Wing flagship until the Wing's disbandment in 1991. It was a Block 25 machine, sporting the original three-tone camouflage pattern. No external reinforcement plating was yet present at this time. It was destroyed in an accident later in its career, while serving with the 50th Fighter Wing at Luke AFB, Arizona.



"SP" lettering is over top of orange circle
Spirit of Hahn

84-1315, 496th Tactical Fighter Squadron
50th Fighter Wing
Hahn AB, Germany, December 1988

The 496th TFS had a number of Vipers adorned with nose art, including 84-1315. This particular Viper may have been one of the most popular F-16s on base, and was among the first jets to be seen with the nose art. The nose art was designed by Capt. Steve 'Kid' Vihlen, whose name was on the left canopy rail until Capt. 'Squid' Calamoneri took over the jet in 1988. For the crew names, place crew name block onto canopy rail first, then apply black crew names into place. Use either Capt. Vihlen or Capt. Calamoneri as pilot. SSGT. Phillips was the crew chief regardless of the pilot chosen. Like all Hahn-based Vipers of this period, this F-16 is a Block 25, with no external reinforcement plating on the airframe during this timeframe.

84-1325 496th Tactical Fighter Squadron
50th Tactical Fighter Wing
Hahn AB, Germany, July 1988

Another 496th jet with nose art was F-16D 84-1325, 'Cat's Meow.' This nose art was normally applied to F-16C 84-1297, but the panel with the artwork was temporarily fitted to this D-model Viper for a short time. As with 84-1315, apply the crew name block decals onto the canopy rail first, then apply the individual crew names over the yellow name blocks once those decals have had time to dry.



85-1464 526th Tactical Fighter Squadron
86th Tactical Fighter Wing
Ramstein AB, Germany, September 1987

Ramstein AB was home to two squadrons of F-16s during the late 1980s and into the early 1990s. 85-1464, a Block 30 F-16C equipped with the smallmouth (NSI) intake, was the Wing's flagship during 1987-1988. This jet featured walkway markings on the wings and the top of the fuselage. It had no external reinforcement plating on the fuselage at the time of its assignment to Ramstein. Only later in its career did it receive these.

85-1426, 526th Tactical Fighter Squadron
86th Tactical Fighter Wing
Ramstein AB, Germany, April 1987

85-1426 was the 526th's flagship during 1986 and into 1987, wearing this striking scheme. It, too, is an early Block 30 with the NSI intake and no external reinforcement plating on the fuselage. Decals are provided for red striping on either side of the canopy; however, the modeler must paint the framing at the top/rear of the canopy.

85-1546 480th Tactical Fighter Squadron
52nd Tactical Fighter Wing
Spangdahlem AB, Germany, April 1987

Replacing the F-4E Phantom, the first pair of F-16s arrived at Spangdahlem AB on April 23, 1987, comprising F-16D 85-1572 and F-16C 85-1546. This Viper is identical to the Ramstein jets in that it lacked any external reinforcement plates in 1987. Apply the large shark-mouth decal. When dry, apply the red 'tongue' decal, which is an exact fit over the lower-viz light grey tongue of the decal.

85-1552 480th Tactical Fighter Squadron
52nd Tactical Fighter Wing
Spangdahlem AB, Germany, September 1988

85-1552 was marked for the 52nd TFW Commander in 1988, complete with the unit's trademark sharksmouth. This is an early Block 30 machine, with the smallmouth intake. No external reinforcement plating was yet present at this time. Slight trimming of the 'eye' decals may be required to fit neatly around the RHAW blisters. Apply sharksmouth first, followed by the orange static port circles, as the orange markings were over top of sharksmouth.



87-0270, 480th Tactical Fighter Squadron
52nd Fighter Wing
Spangdahlem AB, Germany, May 1991

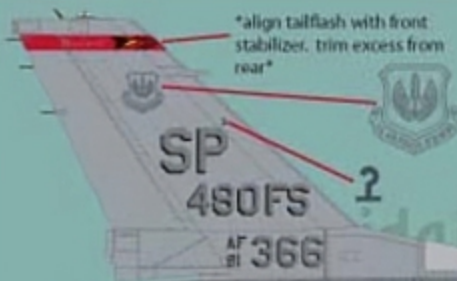
By 1991, the 480th had begun to receive later-model Block 30s with the bigmouth intake, including this Viper. It was marked as the 52nd TFW flagship during a deployment to Incirlik AB, Turkey, in early 1991 during Operation Desert Storm, where it flew combat missions during that war. Like all Vipers of this period, this F-16 had no external reinforcement plating on the airframe during this timeframe. Notice that the sharksmouth on this jet covers all other stencils, including the orange static port circles. The tail flash must be painted on; from front to rear, the colors are Insignia Blue, Insignia Yellow, and Insignia Red. This Viper was written off in January 1994 at Wright-Patterson AFB.



91-0361 480th Fighter Squadron
52nd Fighter Wing
Spangdahlem AB, Germany, July 2013

The 480th deployed to Kandahar AB, Afghanistan, in the summer of 2013. This particular Block 50 Viper flew combat missions in support of Operation Enduring Freedom, racking up a respectable mission tally underneath the cockpit. Of interest is the, um, 'non-standard' marking. This Viper is a Block 50, complete with the latest upgrades, including the BLOS modification to the base of the vertical stabilizer and AIFF antenna just ahead of the canopy.





91-0366 480th Fighter Squadron
52nd Fighter Wing
Spangdahlem AB, Germany, July 2013

Marked as the 480th Fighter Squadron flagship, 91-0366 also made the trek to Kandahar AB, Afghanistan, finishing the deployment with eight mission markings below the cockpit. Like its sister ship 91-0361, this F-16 is a Block 50, complete with the latest upgrades, to include the BLOS modification to the base of the vertical stabilizer and AIFF antenna just ahead of the canopy.



Maj Gen Jerry Daniel 15th AF Commander



86-0366, 613th Tactical Fighter Squadron
401st Tactical Fighter Wing
Torrejon AB, Spain, July 1989

Torrejon AB in Spain was the headquarters for the 16th Air Force from 1958 until 1992. It was also the home of three fighter squadrons equipped with the Block 30 F-16. 86-0366, assigned to the 613th TFS, had the honors of also being the 16th Air Force flagship in 1989. Like all Vipers of this period, this F-16 had no external reinforcement plating on the airframe during this timeframe. Decals are provided for this jet's colorful travel pod markings with Maj. Gen. Daniel's name in white over a high-gloss navy blue pod. The front and rear of the pod are highly polished bare metal. On the canopy rail, the crew name is painted over top of the hoist stencils and the jet's serial number.

SERVOPLATE
LOCATED UNDER
PANEL 3103

Arc Tom Tunstall

Sgt Mike Simpson



Capt Erik Hutchins

87-0228 614th Tactical Fighter Squadron
401st Tactical Fighter Wing (Provisional)
Doha, Qatar, January 19, 1991

The 401st TFW was heavily tasked in 1990/1991 during Operation Desert Storm. The 612th TFS deployed to Incirlik AB, Turkey, while the 614th TFS 'Lucky Devils' were sent to Doha, Qatar. On the third night of the air campaign, the 614th was involved in the infamous 'Package Q' strike into Baghdad, Iraq, with the loss of two of its F-16s. This particular F-16 was piloted by Capt. Mike 'MR' Roberts, and knocked from the sky by a SAM. Capt. Roberts safely ejected from this Viper, but was held as a POW until March. He later went on to command the 178th Fighter Wing, Ohio ANG.



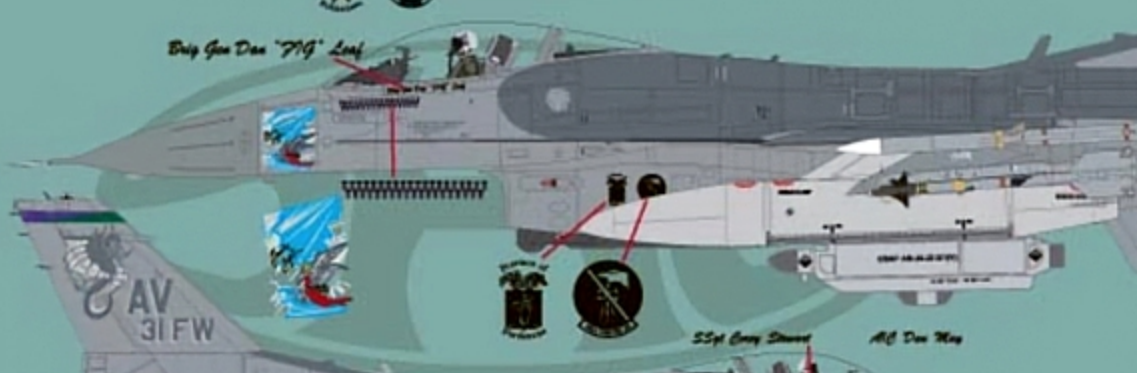
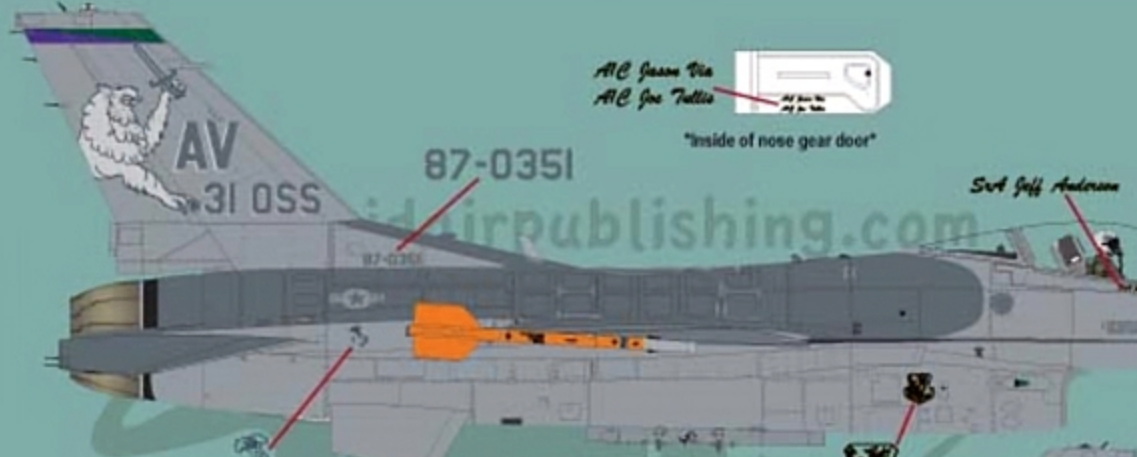
ADCC SrA Mike Leisz

DCC SSGT Tim McClung



87-0351 555th Fighter Squadron
31st Fighter Wing
Aviano AB, Italy, June 2000

The 31st Fighter Wing received their two squadrons' worth of Vipers at Aviano AB in 1994, following the deactivation of the 88th Fighter Wing at Ramstein AB. The 31st Fighter Wing had recently moved from Homestead AFB, Florida, to Italy. Both assigned squadrons fly the Block 40 Viper. 87-0351, assigned to the 555th Fighter Squadron, was the Operations Support Squadron flagship in 2000.



89-001, 510th Fighter Squadron
31st Fighter Wing
Aviano AB, Italy, September 1999

The 31st Fighter Wing's flagship was, until only recently, 89-001. This Viper, along with all of the 31st's F-16s, is a Block 40. Following Operation Allied Force in 1999, it retained its hard-earned mission tally of purple bomb markings beneath the cockpit. During the air campaign, it received lovely chalk artwork behind the radome. The artwork has changed slightly since the war, but remained on the jet for a couple years since the end of the conflict. Use type 'B' AV tailcodes.



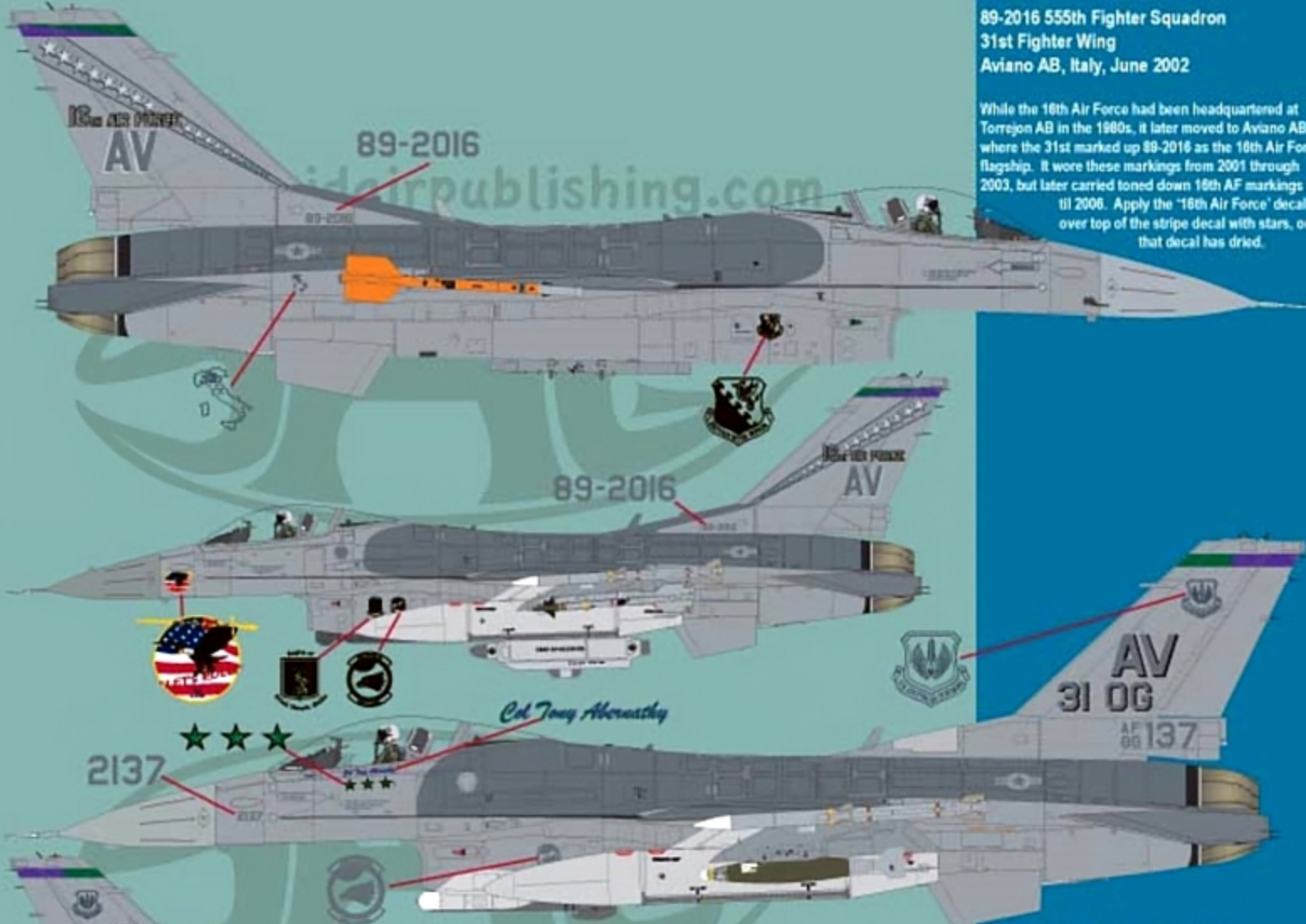
88-0435 555th Fighter Squadron
31st Fighter Wing
Aviano AB, Italy, April 1999

The 31st Fighter Wing was heavily tasked in 1999 during Operation Allied Force. During that war, the Wing found itself in the unusual situation of flying combat missions directly from its home base. 88-0435 was one such F-16. By late in the war, it had received a fearsome sharks-mouth that wrapped underneath the fuselage and matching eyes. It also had a large NATO star symbol on the left side of the vertical stabilizer. This artwork was drawn in chalk. No crew names were present on this jet during the air campaign.



89-2016 555th Fighter Squadron
31st Fighter Wing
Aviano AB, Italy, June 2002

While the 16th Air Force had been headquartered at Torrejon AB in the 1980s, it later moved to Aviano AB where the 31st marked up 89-2016 as the 16th Air Force flagship. It wore these markings from 2001 through 2003, but later carried toned down 16th AF markings until 2006. Apply the '16th Air Force' decal over top of the stripe decal with stars, once that decal has dried.



89-2137, 510th Fighter Squadron
31st Fighter Wing
Aviano AB, Italy, June 2014

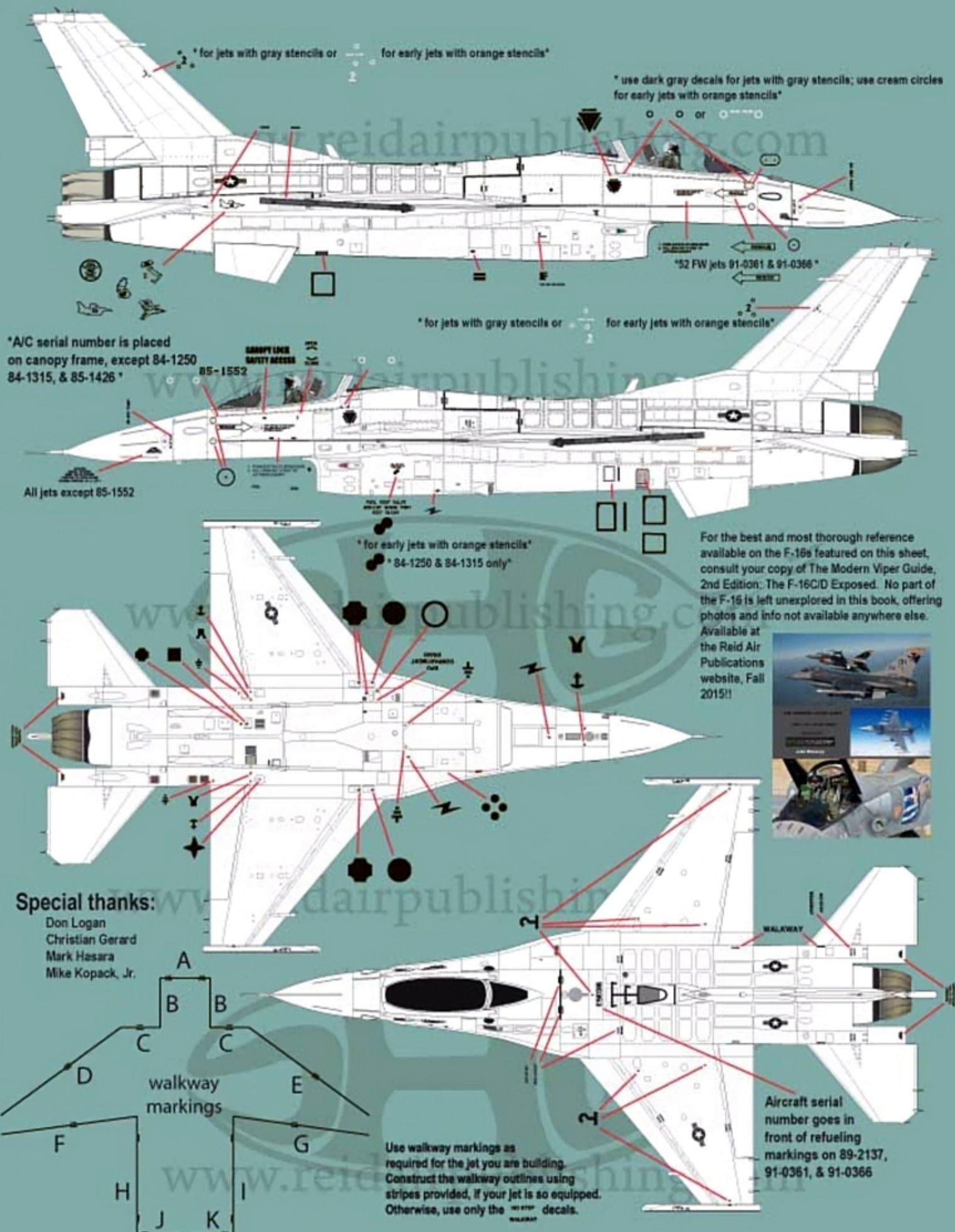
89-2137 is responsible for the downing of three J-21 'Jastreb' attack jets on February 28, 1994. While assigned to the 526th TFS, 89-2137 was flying in support of an Operation Deny Flight mission when the engagement took place. Capt. 'Wilbur' Wright destroyed the aircraft with an AIM-120 and two AIM-9Ms. As of June 2014, this Block 40 Viper had undergone the final phase of CCIP, complete with the latest upgrades, including the BLOS modification to the base of the vertical stabilizer and integration of the HTS pod on the left intake station (Station 5L).



88-0443 510th Fighter Squadron
31st Fighter Wing
Aviano AB, Italy, March 2011
Operation Odyssey Dawn

The 31st Fighter Wing participated in the operation against Libya in March 2011. Dubbed Operation Odyssey Dawn, the air campaign was designed to enforce a No-Fly zone during the Libyan Civil War. Operations were conducted from Aviano AB, where both of the 31st's squadrons flew combat missions. This particular F-16 was very heavily worn during this timeframe. It had received a replacement right horizontal stabilizer. Interestingly, as the stabilizers are interchangeable from left to right, the replacement stabilator came from a left position. As a result, its paint was 'upside down' compared to the rest of the jet. Additionally, its rudder and new BLOS panel were in a lighter shade of gray than the surrounding FS36270 Neutral Gray. The replacement rudder lacked the purple tailflash; to simulate this, apply the decal as per normal. When dry, carefully trim the stripe away from the rudder, leaving the front portion unchanged.



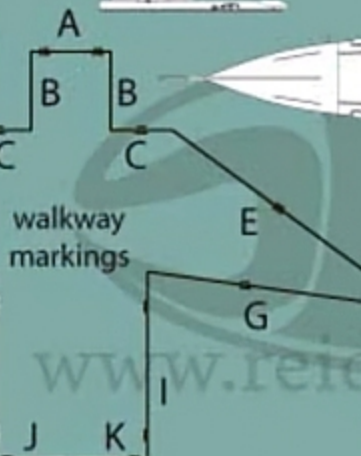


*A/C serial number is placed on canopy frame, except 84-1250, 84-1315, & 85-1426 *

All jets except 85-1552

Special thanks:

- Don Logan
- Christian Gerard
- Mark Hasara
- Mike Kopack, Jr.



Use walkway markings as required for the jet you are building. Construct the walkway outlines using stripes provided, if your jet is so equipped. Otherwise, use only the decals.

For the best and most thorough reference available on the F-16s featured on this sheet, consult your copy of *The Modern Viper Guide, 2nd Edition: The F-16C/D Exposed*. No part of the F-16 is left unexplored in this book, offering photos and info not available anywhere else. Available at the Reid Air Publications website, Fall 2015!!



Aircraft serial number goes in front of refueling markings on 89-2137, 91-0361, & 91-0366