

AIR GUARD VIPERS AT WAR



113th FS Racers



INDY 500 F-16C 85-1500 from Hulman Airport, Terre Haute, Indiana



120th FS Mile High Militia



TERMINATOR F-16C 86-0338 from Buckley AFB, Colorado



175th FS Lobos



SATAN F-16C 85-1466 from Joe Foss Field, South Dakota



107th FS Red Devils



THE HULK F-16C 85-1494 from Selfridge ANGB, Michigan



125th FS Tulsa Vipers



138th FW FLAG SHIP F-16C 89-2138 from Tulsa, Oklahoma

Although the end of the Cold War in 1991 brought about major reductions in the size of the US Air Force, its worldwide commitments have increased dramatically. The task of filling this gap has fallen largely on the reserve forces, the largest component of which is the Air National Guard. This decal provides markings for eleven F-16C/D Fighting Falcons flown by the Indiana, Colorado, South Dakota, Michigan, and Oklahoma Air Guards which deployed to the Middle East beginning in late 2002. It also features special printed decals for the colorful nose art carried by some of these Fighting Falcons.

Fox One Decals PO Box 12111 Wichita, KS 67277-2111 USA
www.foxonedecals.com

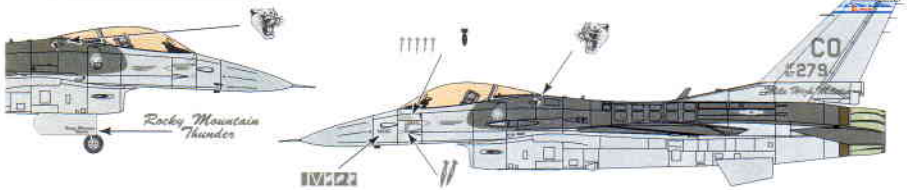
FOD 72-017

FOX
ONE
DECALS



F-16C-30 86-0260 113th Fighter Squadron 2003

Small mouth inlet, GE F101 engine. Finished in two-color camouflage. Nose radome Neutral Gray FS36270. Block style INDIANA on tail. Hill AFB paint stencil forward of right stab. RHAW antennas on wing leading edges. This aircraft was involved in a mid-air collision with another aircraft from the unit. Both aircraft were destroyed and one pilot lost his life.



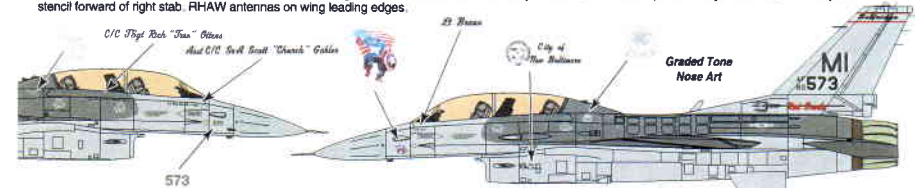
ROCKY MOUNTAIN THUNDER F-16C 87-0279 120th Fighter Squadron 2003

Large mouth inlet, GE F110 engine. Two-color camouflage. Nose radome Neutral Gray FS36270. Stripe on dorsal fin leading edge is Gunship Gray. Shadow shading always below and to the rear. Hill AFB paint stencil forward of right stab. RHAW antennas on wing leading edges.



SPEEDY F-16C-30 85-1442 175th Fighter Squadron 2003

Small mouth inlet, GE F110 engine. Two-color camouflage. Nose radome Dark Gull Gray FS36231. Jet intake lip Dark Gray FS36118. Hill AFB paint stencil forward of right stab. RHAW antennas on wing leading edges.



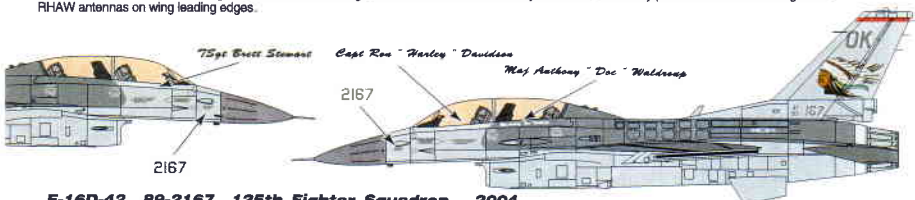
CAPTAIN AMERICA F-16D-30 85-1573 107th Fighter Squadron 2003

Small mouth inlet, GE F110 engine. Two-color camouflage. Nose radome Neutral Gray FS36270. Shadow shading always to the rear. Hill AFB paint stencil forward of right stab. RHAW antennas on wing leading edges.



138FW FLAG SHIP F-16C-42 89-2138 125th Fighter Squadron 2004

Small mouth inlet, P&W F100 engine. Two-color camouflage. Nose radome Dark Gull Gray FS36231. Sioux City paint stencil forward of right stab. RHAW antennas on wing leading edges.



F-16D-42 89-2167 125th Fighter Squadron 2004

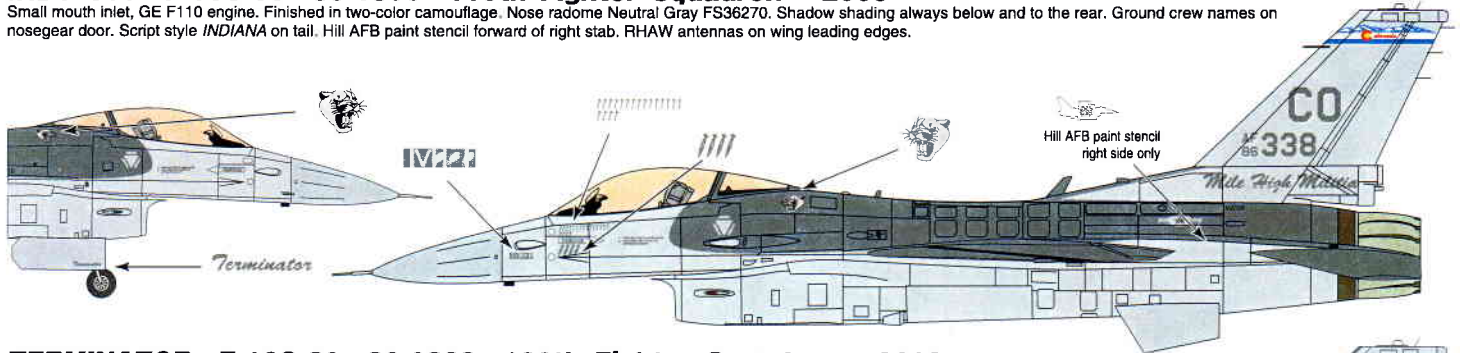
Small mouth inlet, P&W F100 engine. Two-color camouflage. Nose radome Dark Gull Gray FS36231. Sioux City paint stencil forward of right stab. RHAW antennas on wing leading edges.

NOTE: When using the specially printed nose art, apply the corresponding white background decal first. After it is dry, the nose art decal should be cut carefully from the sheet and then centered directly over the background decal. Note that the entire graded tone art decal sheet has just one carrier film.



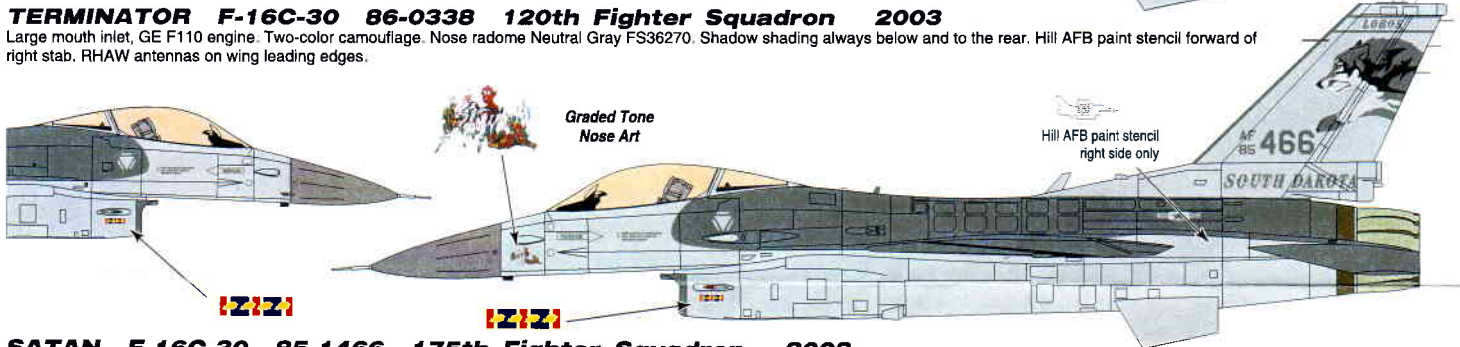
INDY 500 F-16C-30 85-1500 113th Fighter Squadron 2003

Small mouth inlet, GE F110 engine. Finished in two-color camouflage. Nose radome Neutral Gray FS36270. Shadow shading always below and to the rear. Ground crew names on nosegear door. Script style INDIANA on tail. Hill AFB paint stencil forward of right stab. RHAW antennas on wing leading edges.



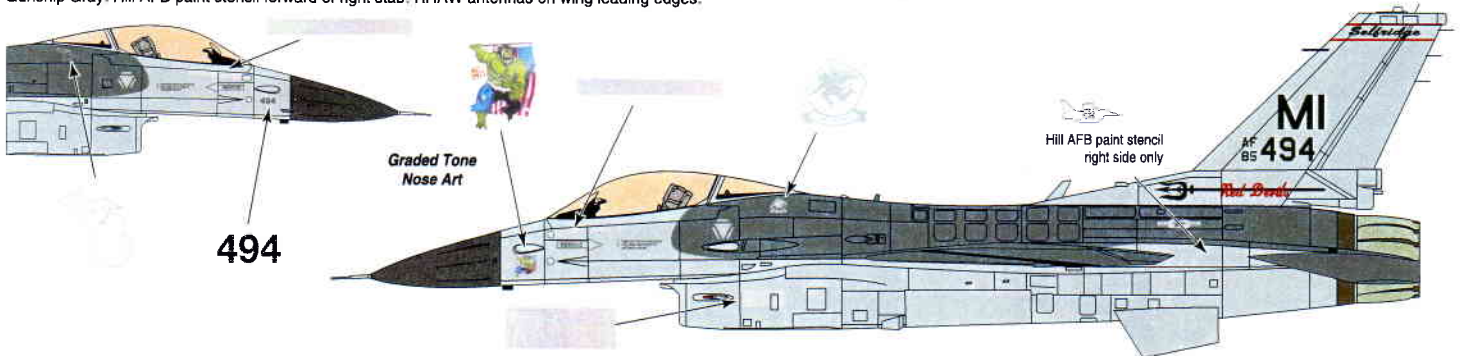
TERMINATOR F-16C-30 86-0338 120th Fighter Squadron 2003

Large mouth inlet, GE F110 engine. Two-color camouflage. Nose radome Neutral Gray FS36270. Shadow shading always below and to the rear. Hill AFB paint stencil forward of right stab. RHAW antennas on wing leading edges.



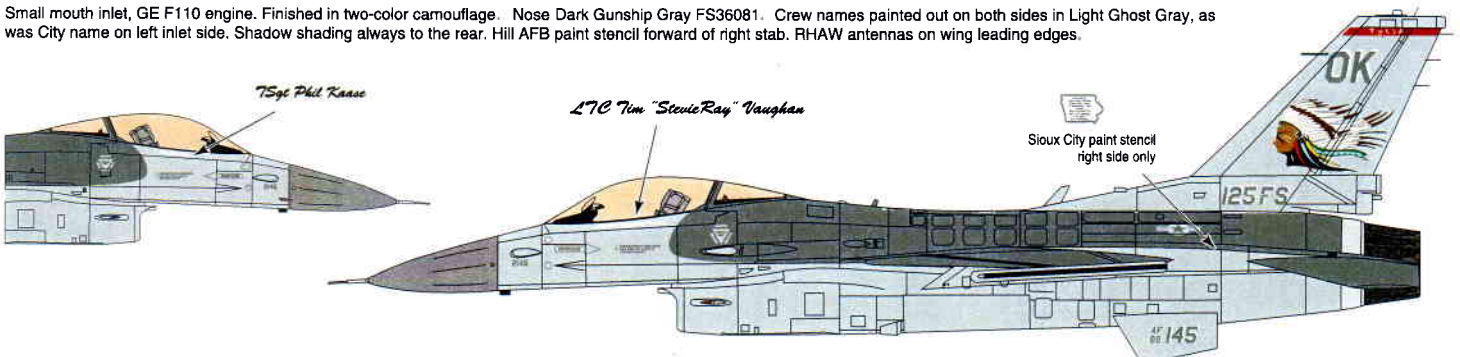
SATAN F-16C-30 85-1466 175th Fighter Squadron 2003

Small mouth inlet, GE F110 engine. Two-color camouflage. Nose radome Dark Gull Gray FS36231. Jet intake lip Dark Gray FS36118. AFOUA on both sides. Fin leading edge is Gunship Gray. Hill AFB paint stencil forward of right stab. RHAW antennas on wing leading edges.



THE HULK F-16C-30 84-1494 107th Fighter Squadron 2003

Small mouth inlet, GE F110 engine. Finished in two-color camouflage. Nose Dark Gunship Gray FS36081. Crew names painted out on both sides in Light Ghost Gray, as was City name on left inlet side. Shadow shading always to the rear. Hill AFB paint stencil forward of right stab. RHAW antennas on wing leading edges.



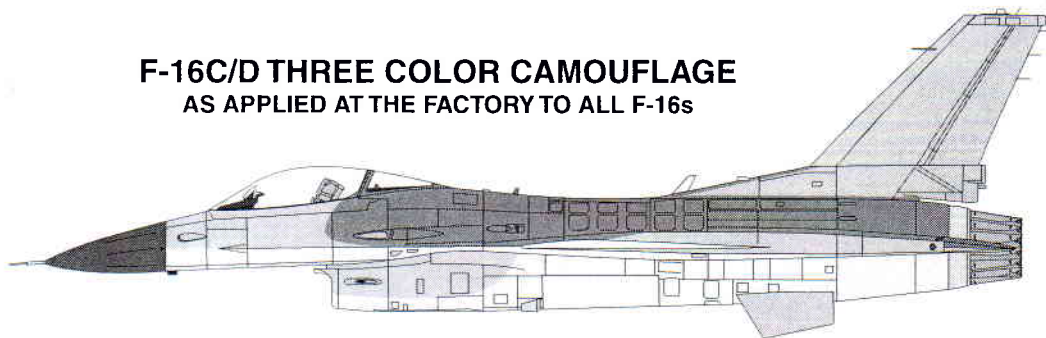
125FS FLAG SHIP F-16C-42 89-2145 125th Fighter Squadron 2004





Small mouth inlet, Pratt & Whitney F100 engine. Two-color camouflage. Nose radome Dark Gull Gray FS36231. Sioux City paint stencil forward of right stab. Shadow shading on all lettering is up and to the rear. RHAW antennas on wing leading edges.

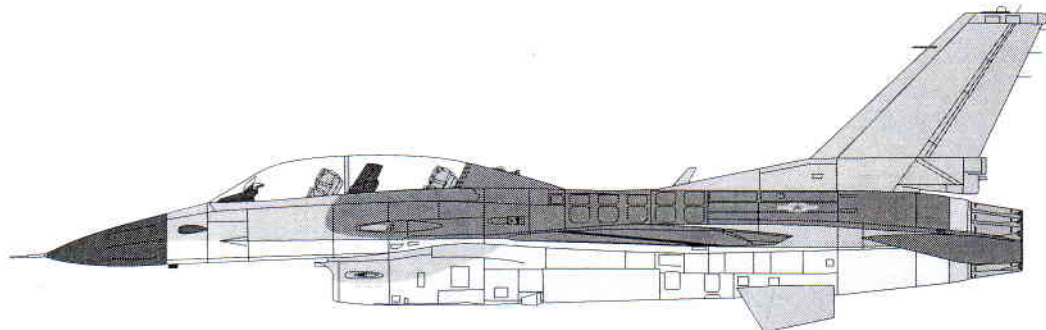
NOTE: When using the specially printed nose art, apply the corresponding white background decal first. After it is dry, the nose art decal should be cut carefully from the sheet and then centered directly over the background decal. Note that the entire small nose art decal sheet has just one carrier film.

Since the F-16 went into production they have been delivered from the factory painted in a camouflage consisting of three shades of gray. However in recent years when rotated through USAF depots they have been repainted in a simpler two color scheme. Curiously the Air Force has never directed Lockheed to paint new aircraft in the two tone scheme.

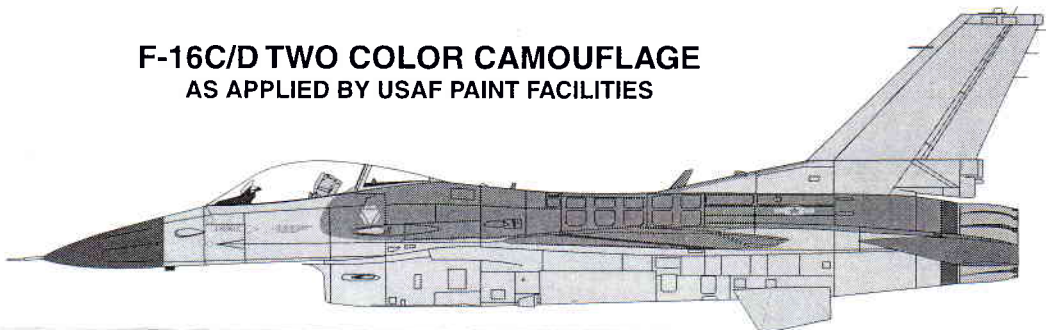
F-16C/D THREE COLOR CAMOUFLAGE AS APPLIED AT THE FACTORY TO ALL F-16s



-  FS36118 Gunship Gray
-  FS36270 Medium Gray
-  FS36375 Light Ghost Gray
-  Radomes*



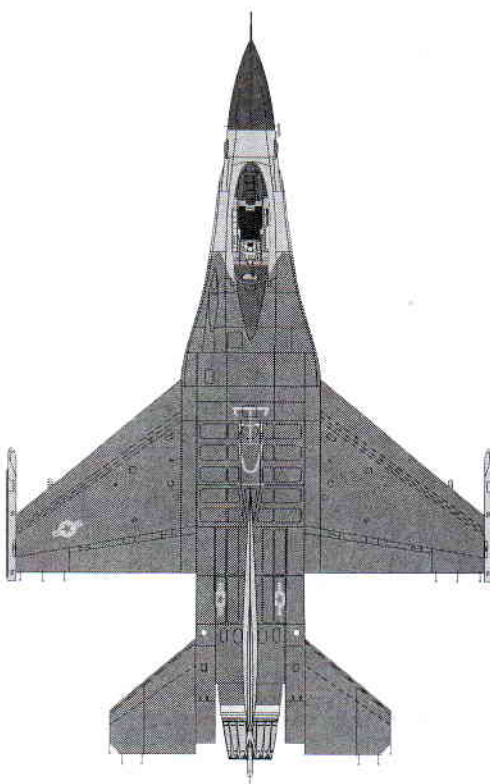
F-16C/D TWO COLOR CAMOUFLAGE AS APPLIED BY USAF PAINT FACILITIES



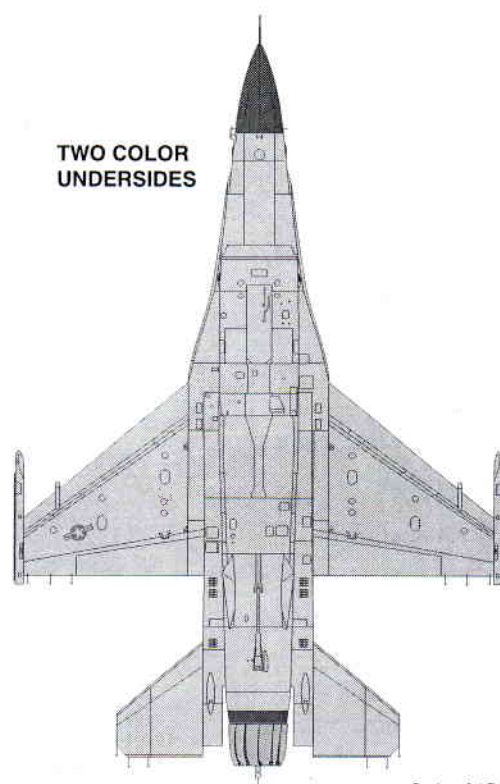
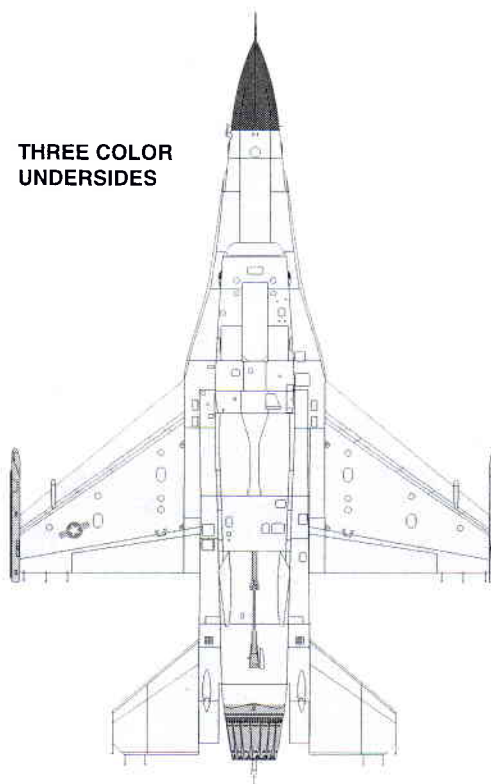
*Radomes were initially painted black on the F-16A-1 but subsequent deliveries have been in wide-ranging shades of gray, anything from 36081 to 36270. Dark radomes faded as they weathered and light radomes often get dirty and look darker! You should definitely check your references for the particular aircraft you are modeling.

There are also many variations of the "skunk stripe" on the leading edge of the vertical tail with squadrons adopting a particular style that is usually standardized on their units F-16s. Some use FS36118 along the leading edges, some do not. Again, check your references.

THREE COLOR
UNDERSIDES



TWO COLOR
UNDERSIDES



Notes and Modeling Information

Operation Northern Watch

Many ANG units were called upon to help patrol the no-fly zones established after the 1991 Gulf War. Usually a few units each sent a few aircraft that were pooled together to form an AEF (Aerospace Expeditionary Force) and then personnel from each unit rotated in and out. AEF 9 deployed in the first half of 2003 consisting of F-16Cs from the 113th FS Indiana ANG, 175th FS South Dakota ANG, and the 107th FS Michigan ANG. The 113th FS also belonged to AEF 8 in 2001-2002 that time with units from Colorado and Alabama. The 125th FS also participated in ONW missions.

Of the aircraft on this sheet the 175th FS and 107th FS aircraft participated in the AEF 9 rotation, while the two 113th FS aircraft were used in the AEF 8 rotation. During that period, a/c 85-1500 attacked a SAM site, for which it carries a kill marking under its left canopy rail.

Operation Iraqi Freedom

The 120th FS of the Colorado ANG was just one of many ANG and USAFR units that deployed in support of OIF. Operating as part of the 410 AEW based at Azraq AB, Jordan they employed a variety of weapons to complete their missions. On February 27th 2004, the 107th FS were deployed to Kirkut AB, Iraq, flying mostly CAS and recon missions in support of OIF including a/c 494 featured on this decal, although we have no detailed photos, a nice photo published by the Air Force shows the standard markings to be the same.

ALE-50 Towed Decoy

The ALE-50 is an ECM system designed for use on multiple USAF, Navy and Marine aircraft. The ALE-50 consists of a launch controller, launcher and towed decoy. On the F-16 the launcher has been designed to mount a missile rail to its underside and is used in place of a standard adapter, therefore it can be carried without sacrificing weapons. When deployed the expendable decoy is towed behind the aircraft acting as a more attractive target for anti-aircraft missiles.

PIDS Pylon

The PIDS (Pylon Integrated Dispenser System) pylon is designed by the Danish and provides additional chaff dispensers on its rear portion. The pylon has been adopted by several foreign users and is also used by ANG and USAF Reserve squadrons. The pylon can be mounted on either side of the aircraft but the dispensers always face out, for obvious reasons. Newer F-16 models can carry more chaff/flare internally and don't use the PIDS.

Wingtip Missile Rails

The original wingtip missile rails on many F-16s have been replaced with the beefier LAU-129 which is capable of carrying the AIM-120 AAMRAM. It appears that all of the aircraft on this decal used the LAU-129.

References and Acknowledgements:

TSgt Dave Cook and SSgt Mike Long of the 181st FW, IN ANG for providing the photos and information on the 113th FS, 125th FS and 107th FS.

LCol Christopherson, CMSgt Ausland, and Terry Brick the paintshop guy all of the 114th FW, SD ANG.

Matt Foulks of the MI ANG for providing close-ups of the Hulk and Capt. America nose arts he painted.

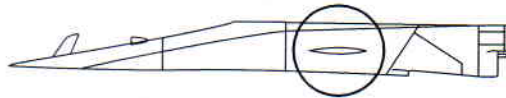
David Horn for providing photos and information on the 125th FS.

TSgt Steve Chapis for providing the information on weapon loads for OIF.

Jim Rotramel for his armaments expertise

Couple of Misc Modeling Notes

The specially printed nose art decals on the small piece of paper are covered in a solid layer of decal film and must be individually cut out. It is best to leave a small border of film, do not try to trim right up next to the artwork.



On some F-16 kits the fairings located at the base of the vertical fin are molded too pronounced when compared to the actual aircraft. This is unfortunate since many F-16 schemes include a marking that goes right over it and they can often look distorted as a result. You might want to check the kit your building and sand the fairings down a bit if you think it necessary.

The 125th FS Oklahoma ANG has been recently replacing the engines of its aircraft with a newer variant, the P&W F100-229, which have turkey feathers made of a black composite material. As of the publishing of these decals, the single seaters have the new engine variant, while the two-seater does not. You could do your model either way and the markings would still be correct.

Typical ONW combat load

1. AIM-120B/C on LAU-129 rail
2. AIM-9M on LAU-129 rail with ALE-50 decoy
3. GBU-12* on standard pylon
4. Fuel Tank
5. AN/ALQ-184 (long version)
- 5R. AN/AAQ-28 Litening Pod
6. Fuel Tank
7. GBU-12* on PIDS pylon
8. AIM-9M on LAU-129 rail
9. AIM-120B/C

Typical 120th FS OIF combat loads

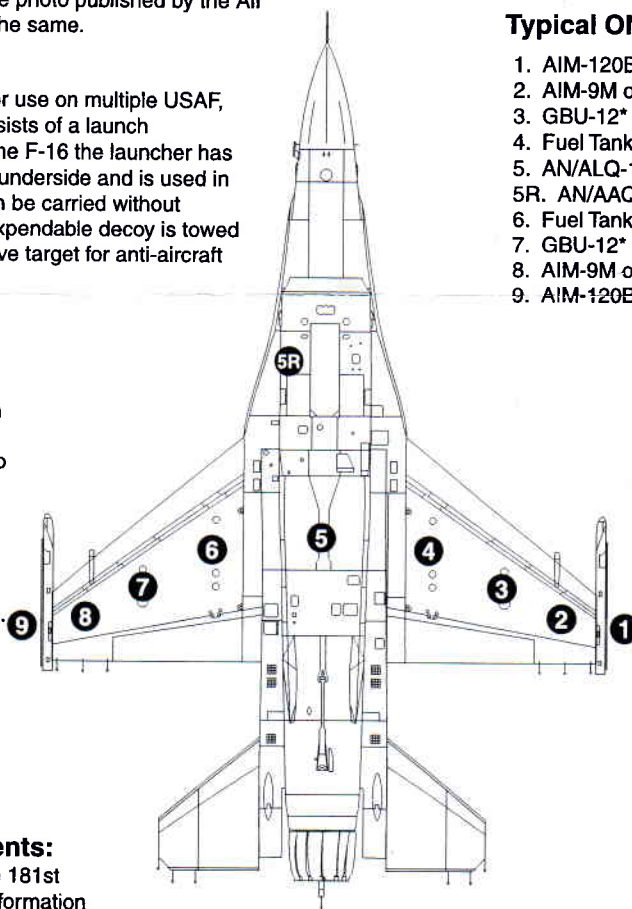
1. AIM-120B/C on LAU-129 rail
2. Missile rail adapter only, no rail even**
3. GBU-12* or GBU-31 JDAM standard pylon
4. Fuel Tank
5. AN/ALQ-184 or 131
- 5R. AN/AAQ-28 Litening Pod
6. Fuel Tank
7. GBU-12* or JDAM, likely on PIDS pylon
8. Missile rail adapter only**
9. AIM-120B/C

107th FS OIF armed recon load

1. AIM-120B/C on LAU-129 rail
2. Nothing
3. 2 GBU-12
4. Fuel Tank
5. TARS pod (Theater Airborne Recon System)
- 5R. Nothing
6. Fuel Tank
7. 2 GBU-12 on ??? pylon
8. nothing
9. AIM-120B/C

*Either singly direct to pylon or in pairs in a 'slant 2' configuration (outer and bottom stations of TER)

**AIM-9M was carried first few days only
Also AIM-9M could not be carried on a block 30 a/c armed with GBU-31 JDAM



Fox One Decals
PO Box 12111
Wichita, KS 67277-2111
www.foxonedecals.com