

527TH AGGRESSOR SQUADRON

The mission of the 527th Aggressor Squadron was to provide dissimilar air combat training for NATO pilots, using Soviet tactics. The 527th had previously flown F-5Es until July 1988 when the squadron was reassigned to RAF Bentwaters and began transitioning to the F-16C.

The 527th was intended to have 18 F-16s, but the unit only acquired 12 aircraft. With the collapse of the Soviet Union and cuts in defense spending, the military began to questioning the need for aggressor squadrons. The USAF ultimately decided to disband it's only USAFE aggressor unit. The squadron began reassigning it's F-16s by mid 1990, and was officially deactivated in September 1990, a mere 18 months from when it first stood up.

Modeling Notes

The aircraft depicted on the sheet are early block 30 airframes. Although the jets are powered by the GE F110 turbofan, these F-16s have the original "small mouth" NSI intake instead of the "big mouth" MCID intake commonly associated with this powerplant.

The markings depicted on this sheet are from an earlier time for the F-16, 1988 - 1990. At that time, these vipers were 3-4 years old, and did not have any strengthening plates or other modifications commonly seen on F-16s nowadays. The AIM-120 had not entered service yet for the F-16 either, so no LAU-129 missile rails - they still had the original sidewinder only missile rails on the wingtips.

Tamiya F-16 Kits

To make the block 30 aircraft covered by this decal sheet, the easiest way is to use the F-16 C/N "Aggressor / Adversary" boxing as it comes with both types of intakes, engines, and the sidewinder type missile rails. Fill in the 2 extra Flare/Chaff buckets and trim off the RWR antennas on the wing leading edges. The only thing you'll need would be the early type main wheels.

Aftermarket

shull24.com has an excellent GE F110 exhaust & nozzle set. Ideal if you have the ANG or Thunderbird boxings of the Tamiya kit which have the small mouth intake, but no GE exhaust.

[Eduard](http://Eduard.com) & [Royal Resins](http://RoyalResins.com) both make a set of the early type main wheels.

Photo Reference

For more information about the F-16, we highly recommend the photo reference book *The Modern Viper Guide, the F-16C/D Exposed* by Jake Melampy. We DO NOT recommend his follow up book, *The Modern Man Guide, Jake Melampy Exposed*.

Available from Reid Air Publications reidairpublishing.com

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Специальные спасибо капиталистические собаки



Special thanks goes out to Graham Haynes, who provided primary reference for this sheet.

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48-060

БЕНТВАТЕРС АГГРЕССОРС

527th AGGRESSORS RAF BENTWATERS



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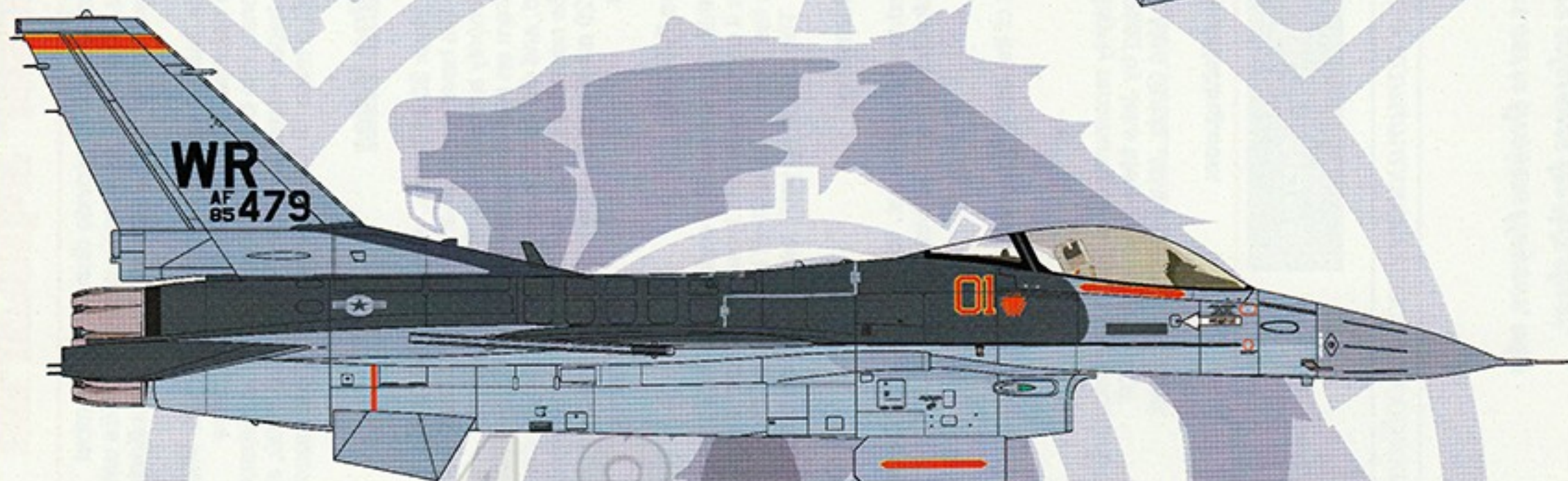
1/48 SCALE DECALS DESIGNED FOR THE TAMIYA KIT
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F-16C 85-1479

527th CO

August 1988

**Lt Col Gene Collins
SSGT Greg Foreman
SGT Robert Strait**

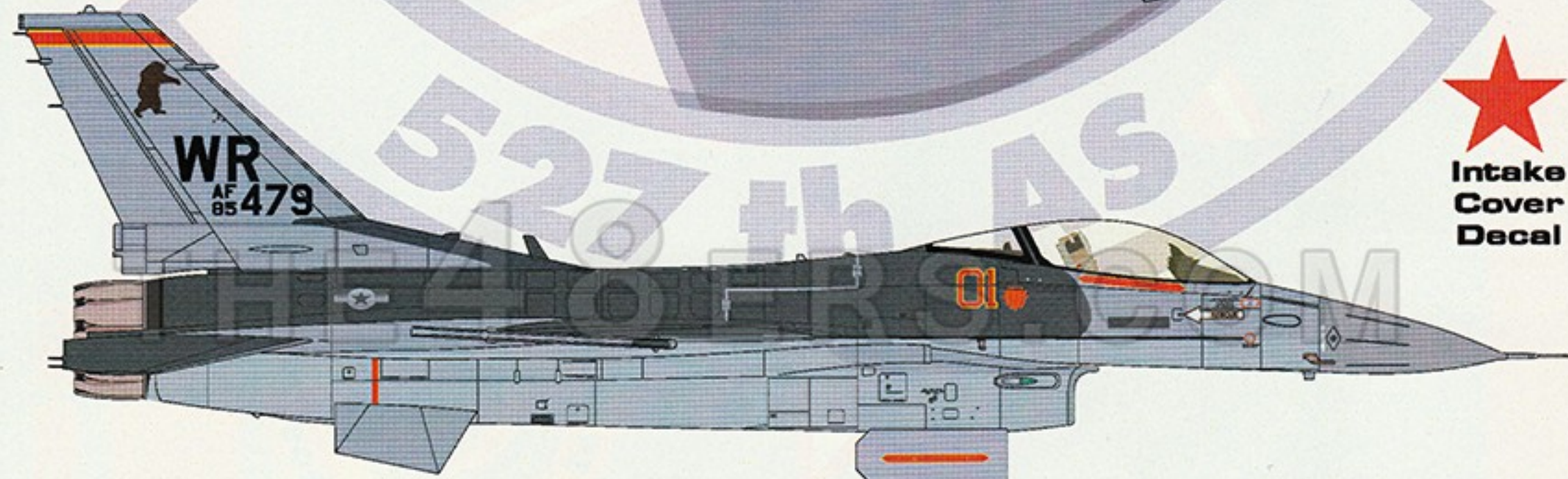
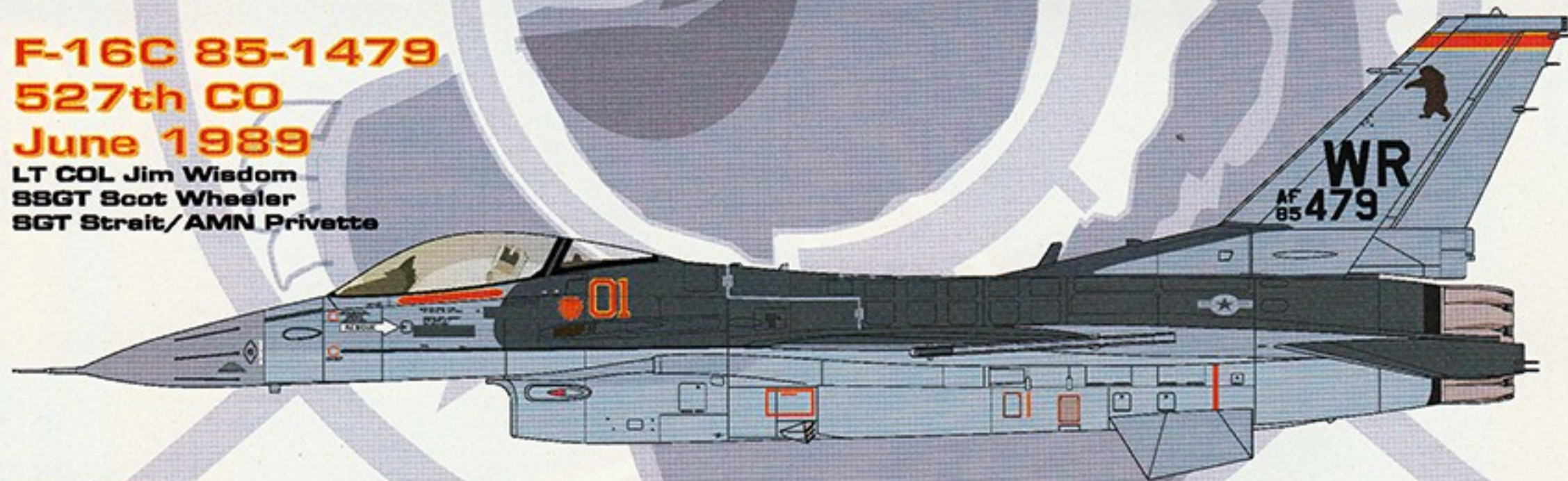


F-16C 85-1479

527th CO

June 1989

**LT COL Jim Wisdom
SSGT Scot Wheeler
SGT Strait/AMN Privette**




**Intake
Cover
Decal**

F-16C 86-0229

1988

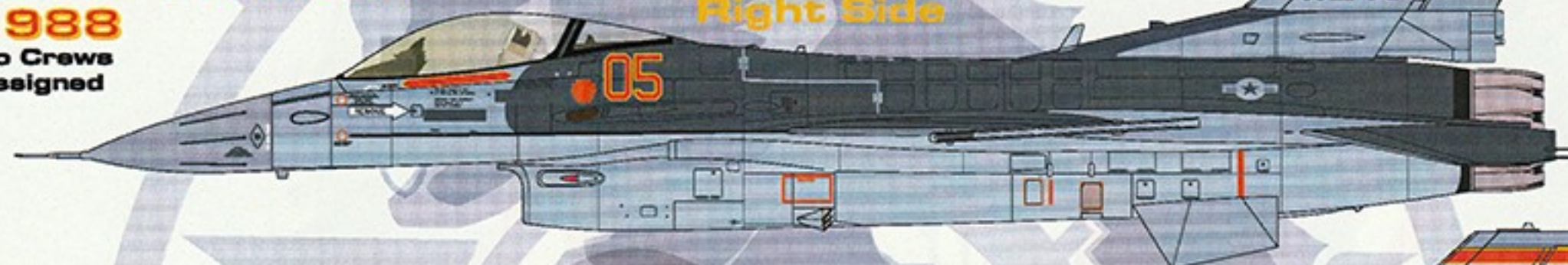
Capt John Hawkins
SSGT Phillip Bomar
SGT Defrese/Sra Skinner



F-16C 86-0249

1988

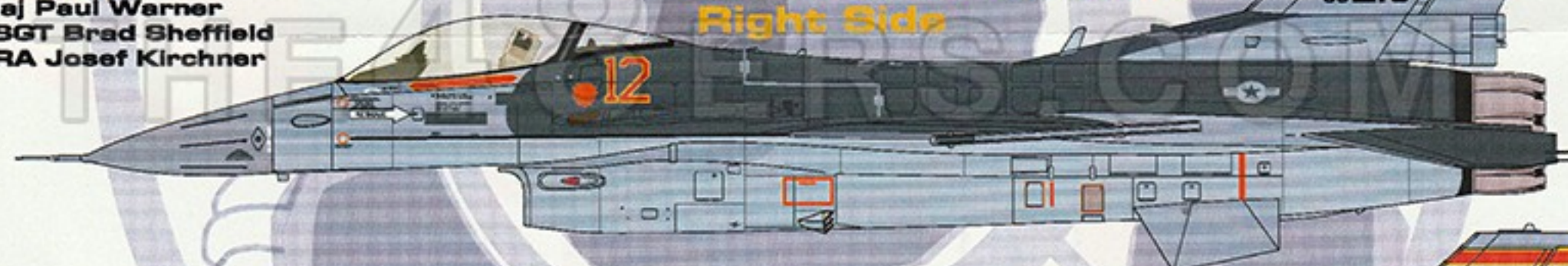
No Crews
Assigned



F-16C 86-0216

1988

Maj Paul Warner
SSGT Brad Sheffield
SRA Josef Kirchner



F-16C 86-0231

1988

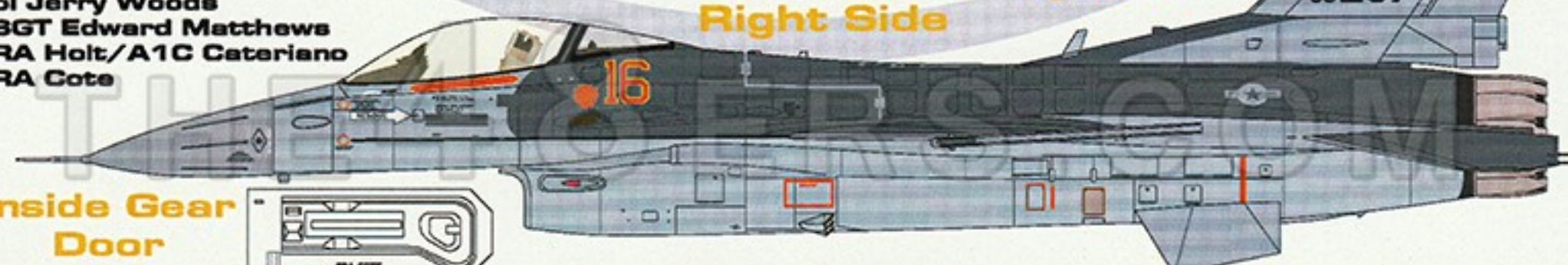
Capt Dale Burton
SSGT Charlie Lamar
SGT Hehez/A1C Clark



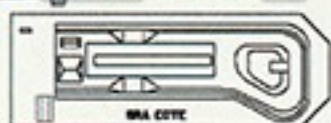
F-16C 86-0237

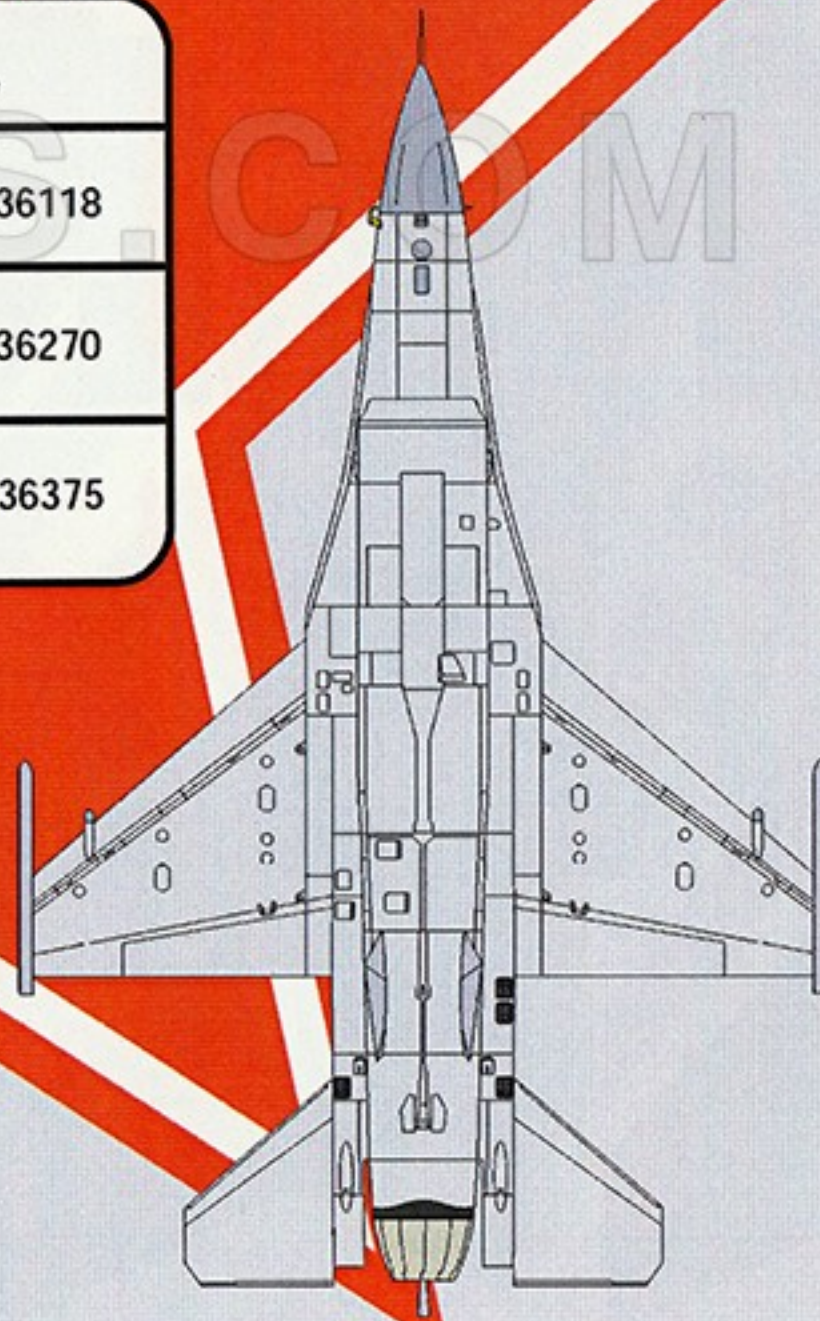
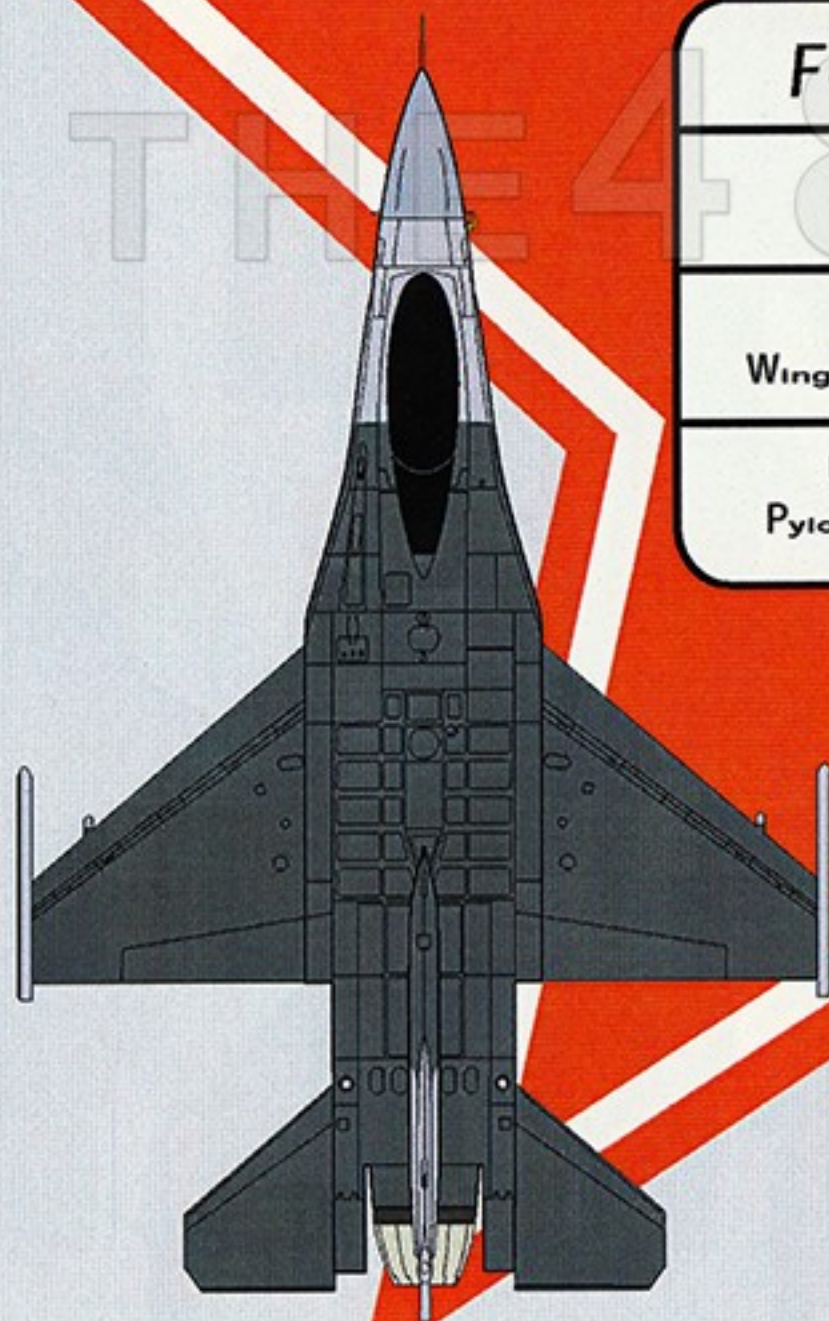
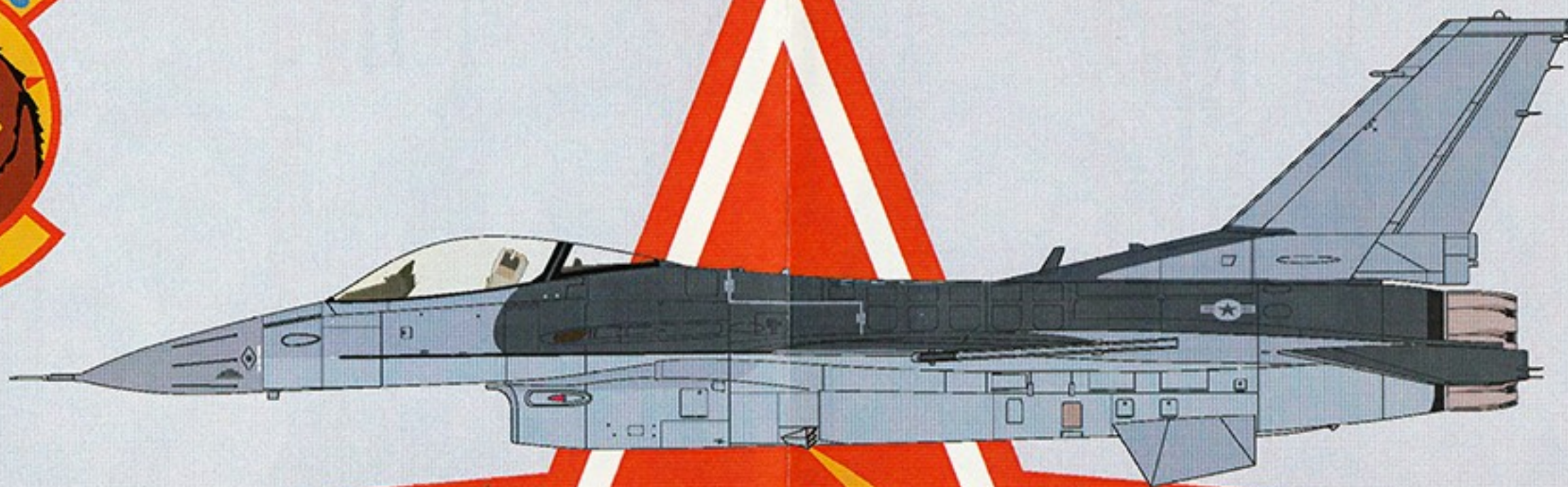
1988

Col Jerry Woods
SSGT Edward Matthews
SRA Holt/A1C Cateriano
SRA Cote



Inside Gear
Door





F-16 3 tone scheme

Topside



FS 36118

Sides,
Wingtip Missile Rails



FS 36270

Undersides,
Pylons, Drop Tanks

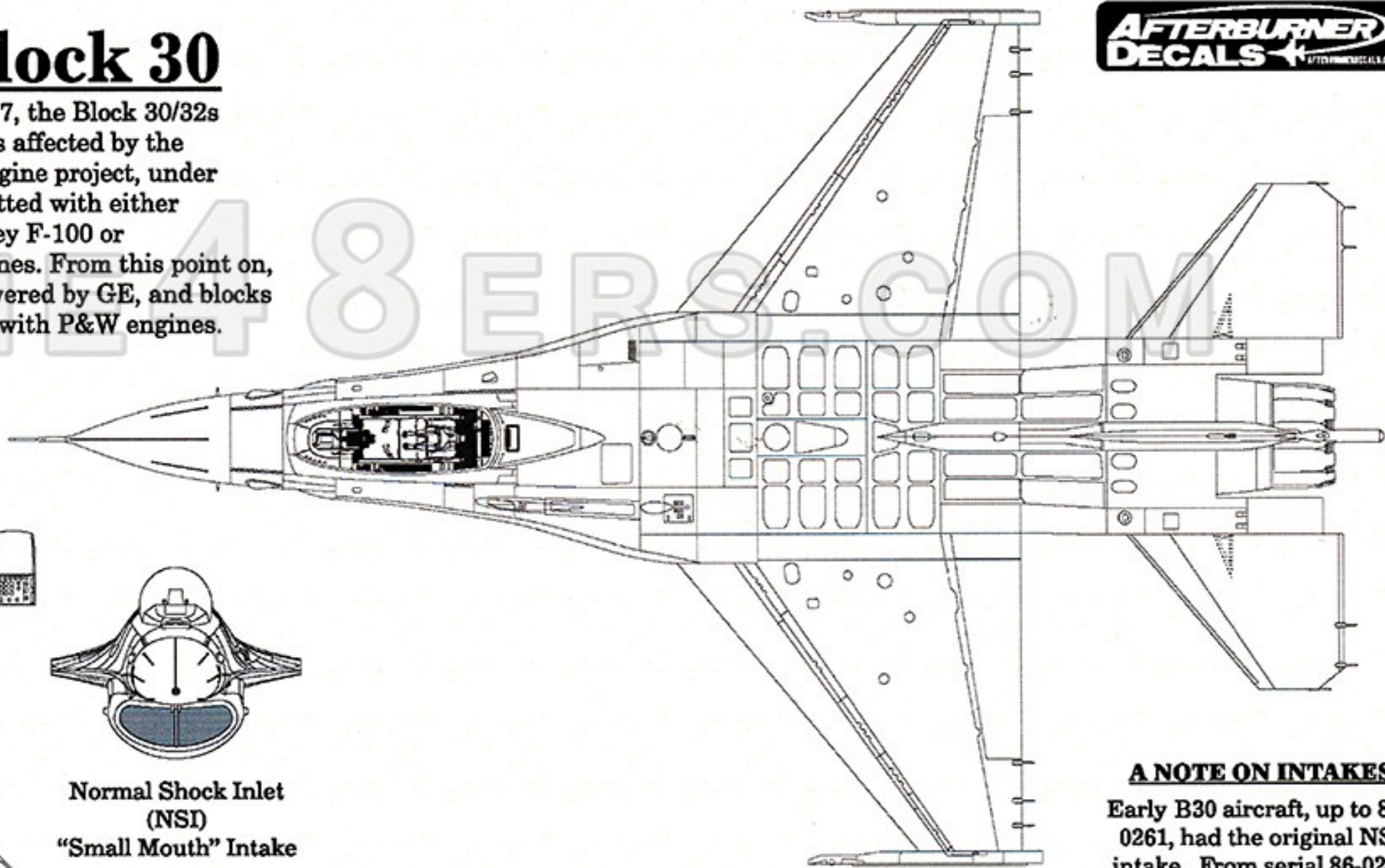


FS 36375

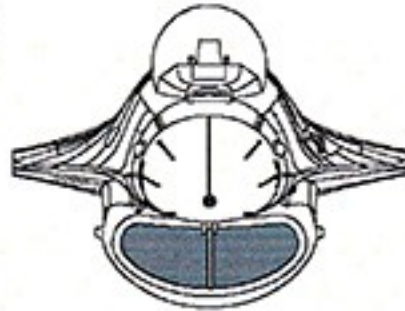
F-16C Block 30



Entering service in 1987, the Block 30/32s are the first versions affected by the Alternative Fighter Engine project, under which F-16s were fitted with either Pratt & Whitney F-100 or General Electric F-110 engines. From this point on, blocks ending in "0" are powered by GE, and blocks ending in "2" are fitted with P&W engines.

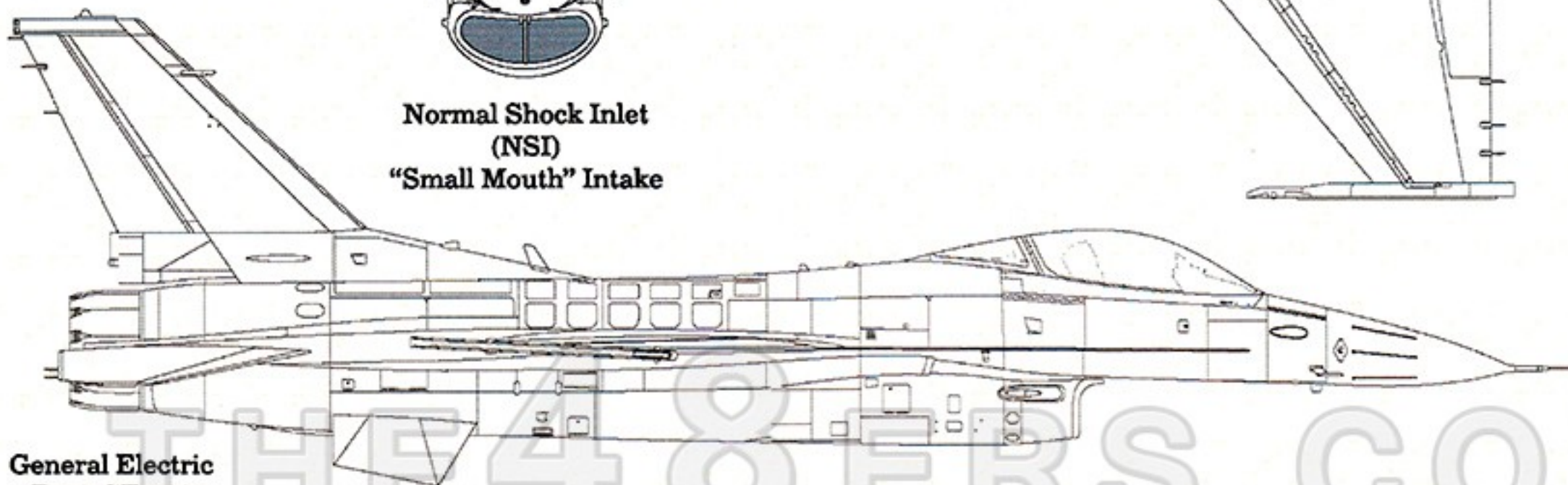


Wide Angle Conventional Head Up Display (WAC HUD)



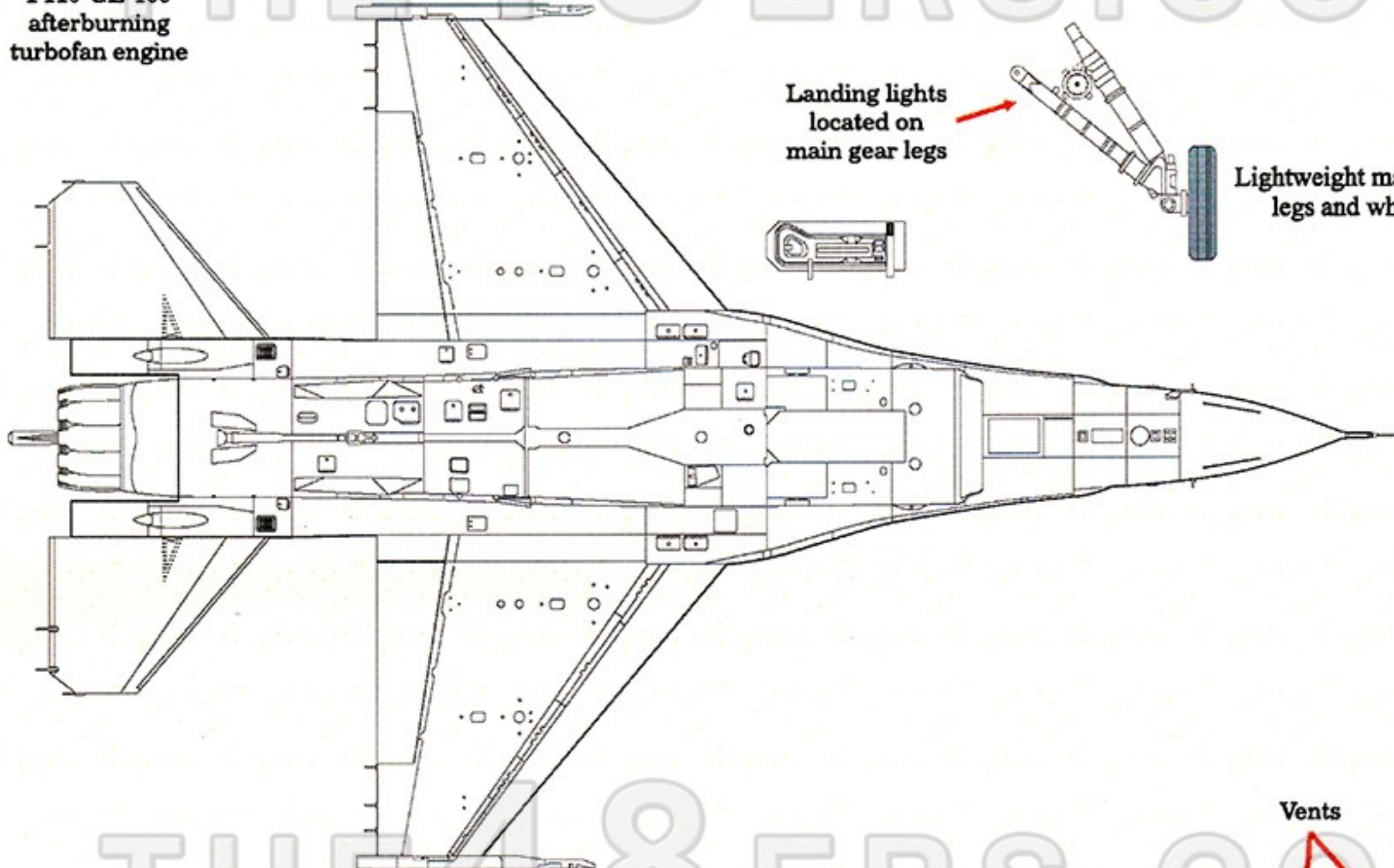
Normal Shock Inlet (NSI)
"Small Mouth" Intake

A NOTE ON INTAKES
Early B30 aircraft, up to 86-0261, had the original NSI intake. From serial 86-0262 onwards, aircraft were fitted with a larger air intake to better accommodate the increased-thrust GE engine.



General Electric F110-GE-100 afterburning turbofan engine

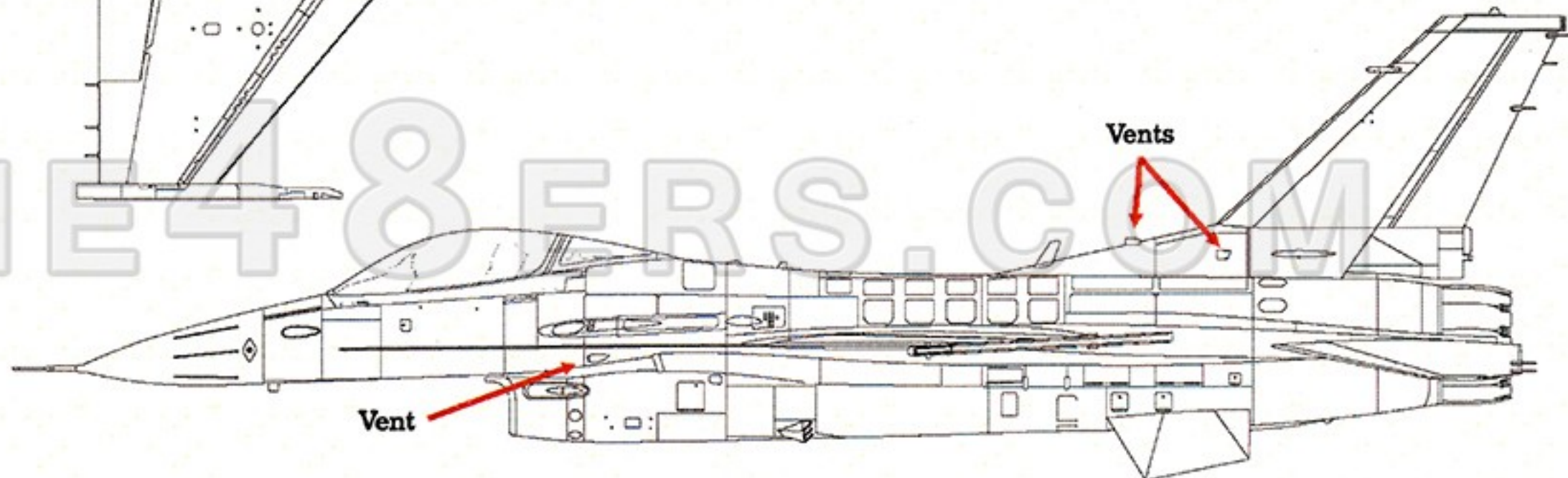
Landing lights located on main gear legs



Lightweight main gear legs and wheels.

Vents

Vent



STENCIL GUIDE

