

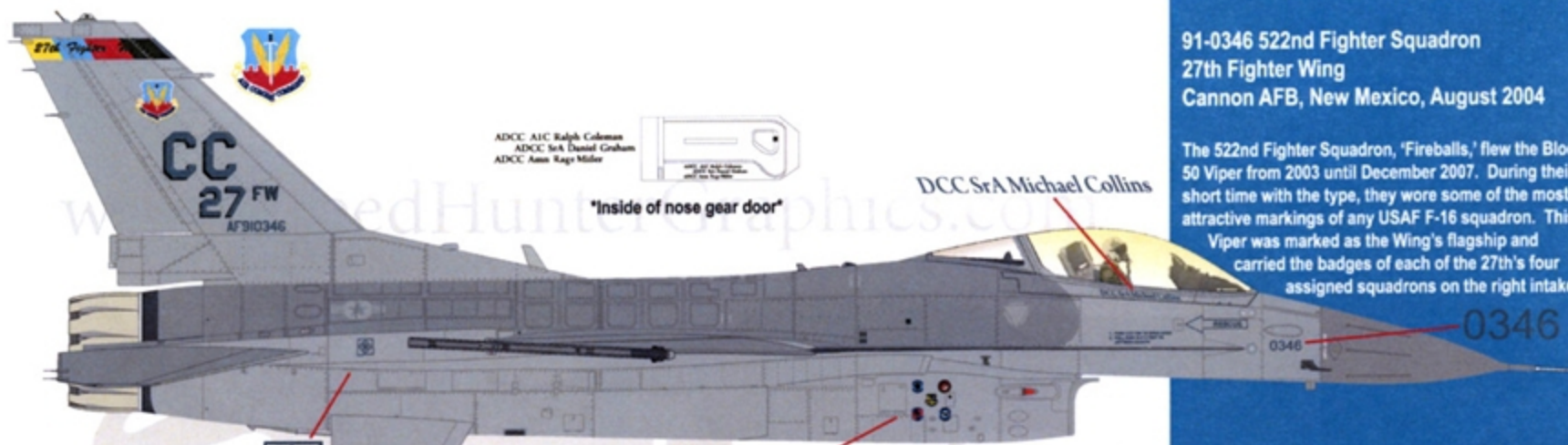


4B-007

SEAD SPECIALISTS WILD WEASEL VIPERS, PART I



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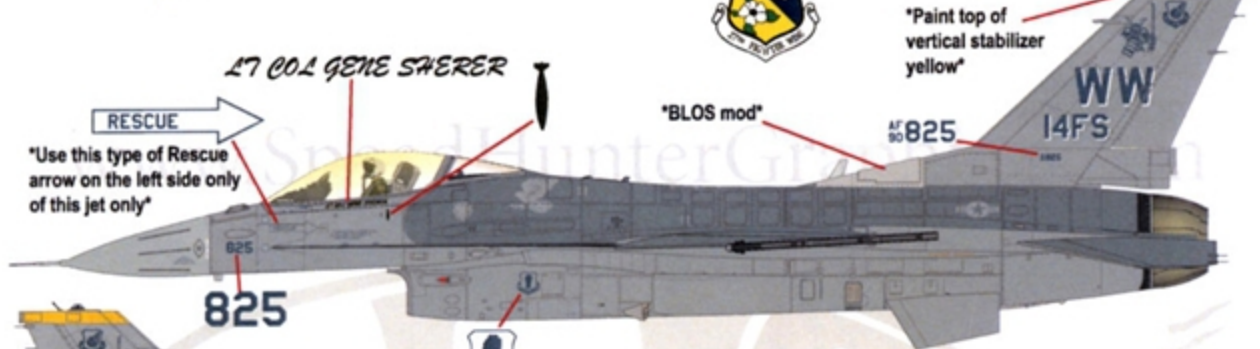
91-0346 522nd Fighter Squadron
27th Fighter Wing
Cannon AFB, New Mexico, August 2004

The 522nd Fighter Squadron, 'Fireballs,' flew the Block 50 Viper from 2003 until December 2007. During their short time with the type, they wore some of the most attractive markings of any USAF F-16 squadron. This Viper was marked as the Wing's flagship and carried the badges of each of the 27th's four assigned squadrons on the right intake.



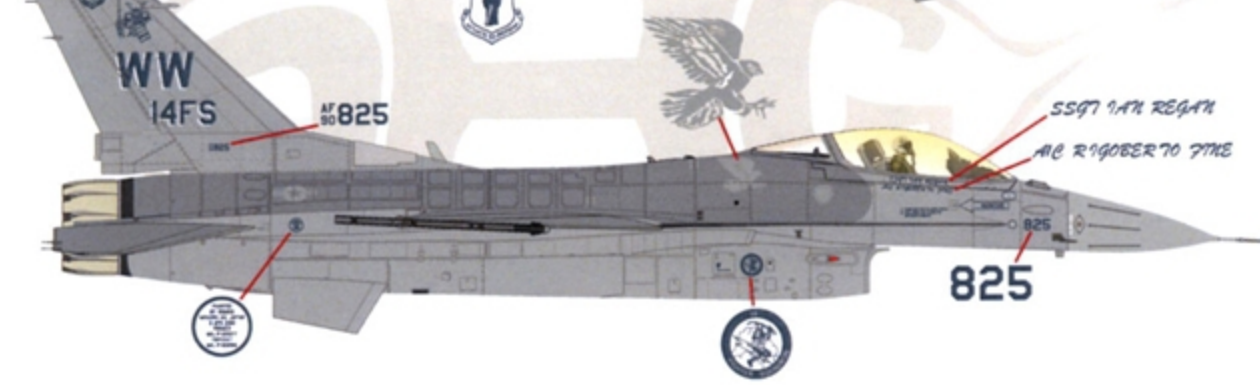
91-0382 522nd Fighter Squadron
27th Fighter Wing
Cannon AFB, New Mexico, January 2007

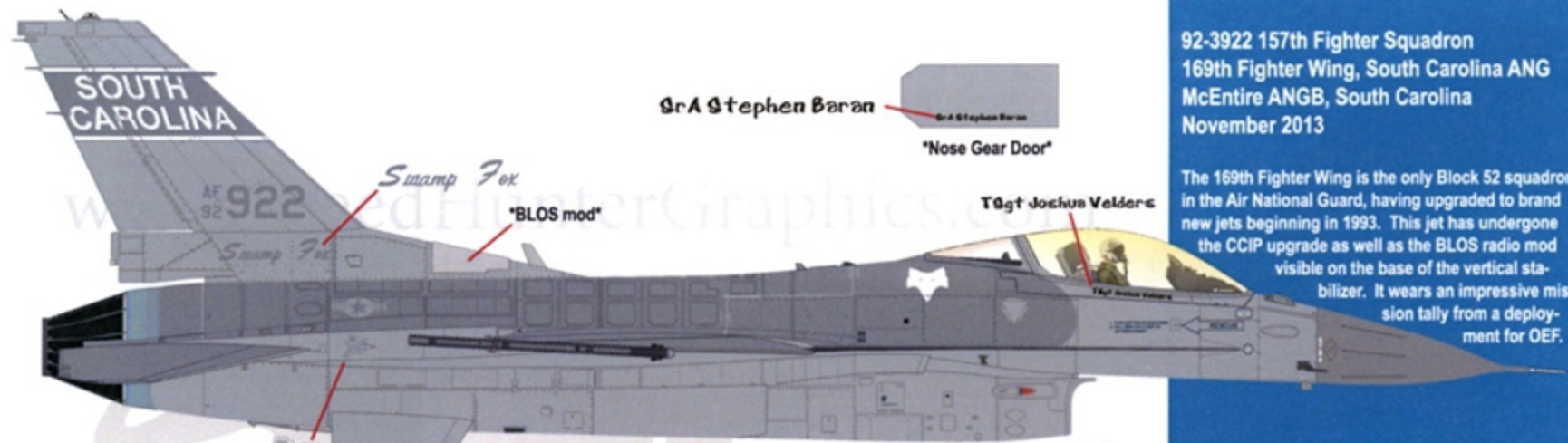
91-0382 was the 522nd Fighter Squadron flagship in 2007. It had undergone the CCIP upgrade program, as evidenced by the AIFF 'bird slicer' antenna in front of the windscreen and the Joint Helmet-Mounted Cueing System (JHMCS) on the left canopy rail.



90-0825 14th Fighter Squadron
35th Fighter Wing
Misawa AB, Japan, February 2013

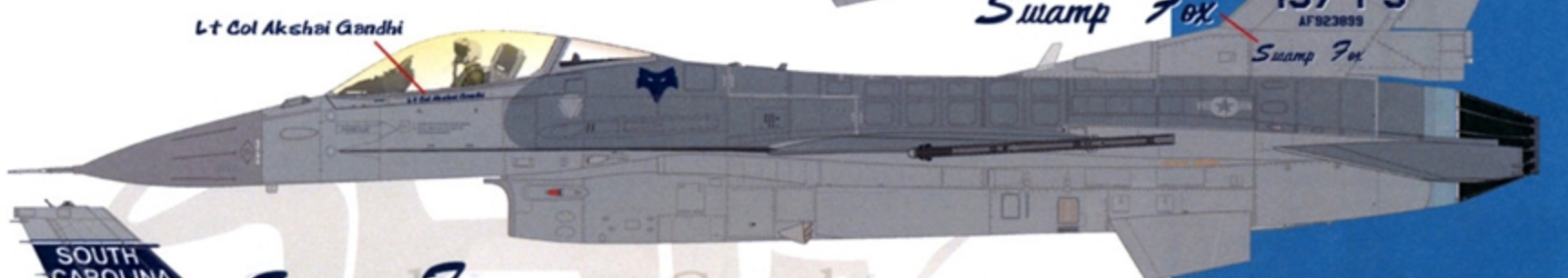
Misawa AB in northern Japan is home to a pair of Block 50 Viper squadrons. The 14th Fighter Squadron 'Samurais' deployed to Bagram AB, Afghanistan, flying combat missions during Operation Enduring Freedom. 90-0825 is marked as the 14th's flagship. It is modernized, complete with the full CCIP upgrade and the more recent Beyond Line Of Sight (BLOS) radio modification, visible on the leading edge of the vertical stabilizer.





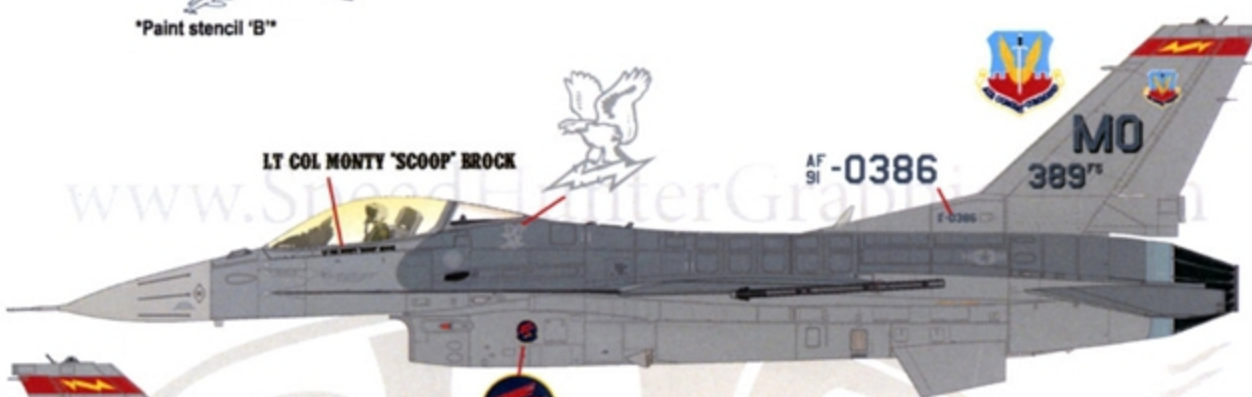
92-3922 157th Fighter Squadron
169th Fighter Wing, South Carolina ANG
McEntire ANGB, South Carolina
November 2013

The 169th Fighter Wing is the only Block 52 squadron in the Air National Guard, having upgraded to brand new jets beginning in 1993. This jet has undergone the CCIP upgrade as well as the BLOS radio mod visible on the base of the vertical stabilizer. It wears an impressive mission tally from a deployment for OEF.



92-3899 157th Fighter Squadron
169th Fighter Wing, South Carolina ANG
McEntire ANGB, South Carolina
October 2013

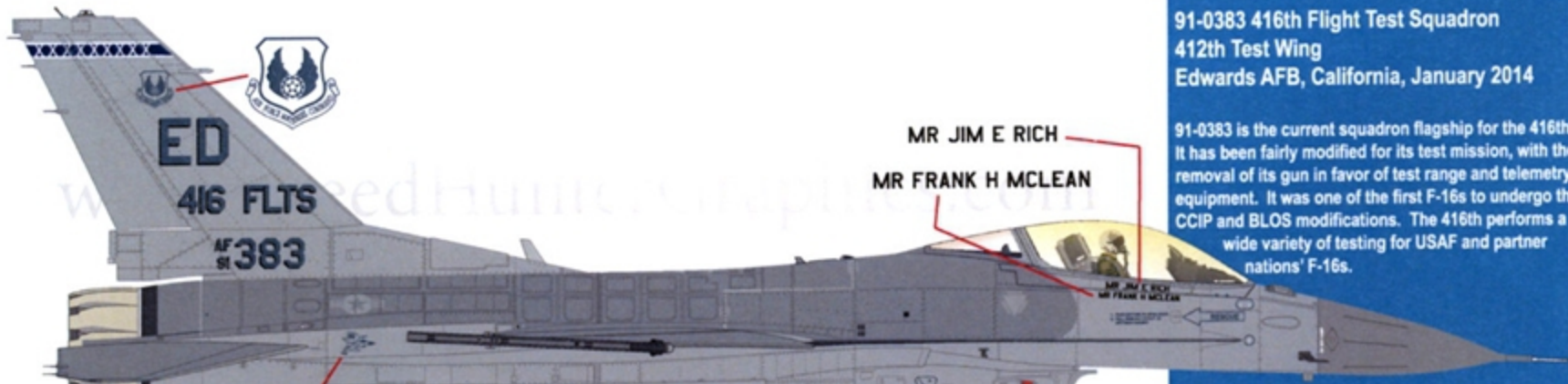
92-3899 is the current 157th Fighter Squadron flagship. It has undergone the CCIP upgrade program, as evidenced by the AIFF 'bird slicer' antenna in front of the windscreen and the Joint Helmet-Mounted Cueing System (JHMCS) on the left canopy rail. Like all Block 52 F-16s, the engine exhaust nozzle is metallic black, which is an identifying feature of the P&W -229 engine.



91-0386 389th Fighter Squadron
366th Fighter Wing
Mountain Home AFB, Idaho, March 2005

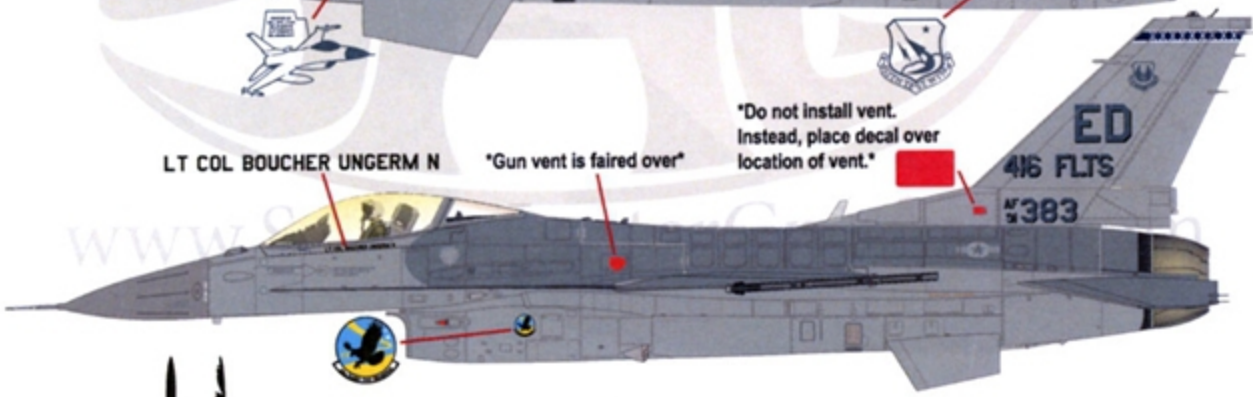
Although no longer flying the F-16 anymore, the 389th had been a Viper unit for over 15 years, having first transitioned to Block 25 F-16s back in 1992. By 1995, the squadron received their brand new complement of Block 52s, and flew them until the squadron converted to the F-15E in 2007. This Viper was marked as the squadron's flagship in 2005. At the time, it had undergone the CCIP upgrade program. Of interest is the lack of the small inlet at the base of the vertical stabilizer, common to other F-16Cs. This jet had not received the BLOS mod during the time of these markings.





91-0383 416th Flight Test Squadron
412th Test Wing
Edwards AFB, California, January 2014

91-0383 is the current squadron flagship for the 416th. It has been fairly modified for its test mission, with the removal of its gun in favor of test range and telemetry equipment. It was one of the first F-16s to undergo the CCIP and BLOS modifications. The 416th performs a wide variety of testing for USAF and partner nations' F-16s.

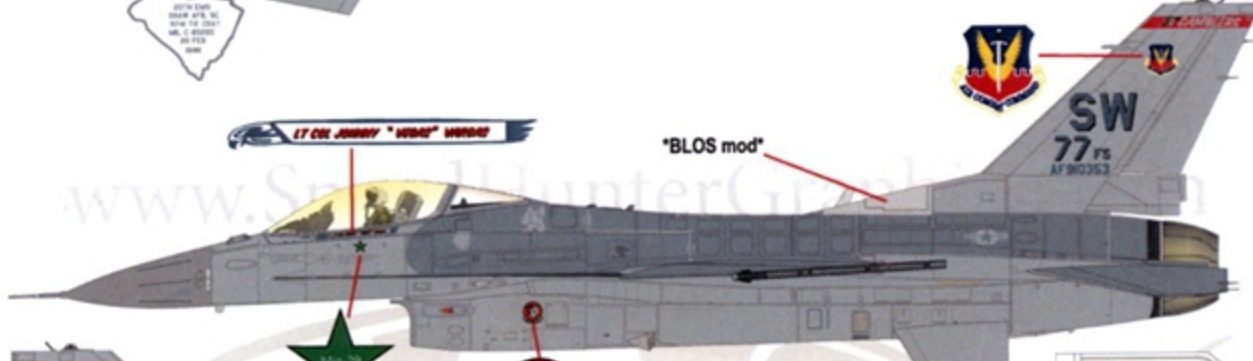


Do not install vent. Instead, place decal over location of vent.



91-0353 77th Fighter Squadron
20th Fighter Wing
Aviano AB, Italy
Operation Allied Force, May 5, 1999

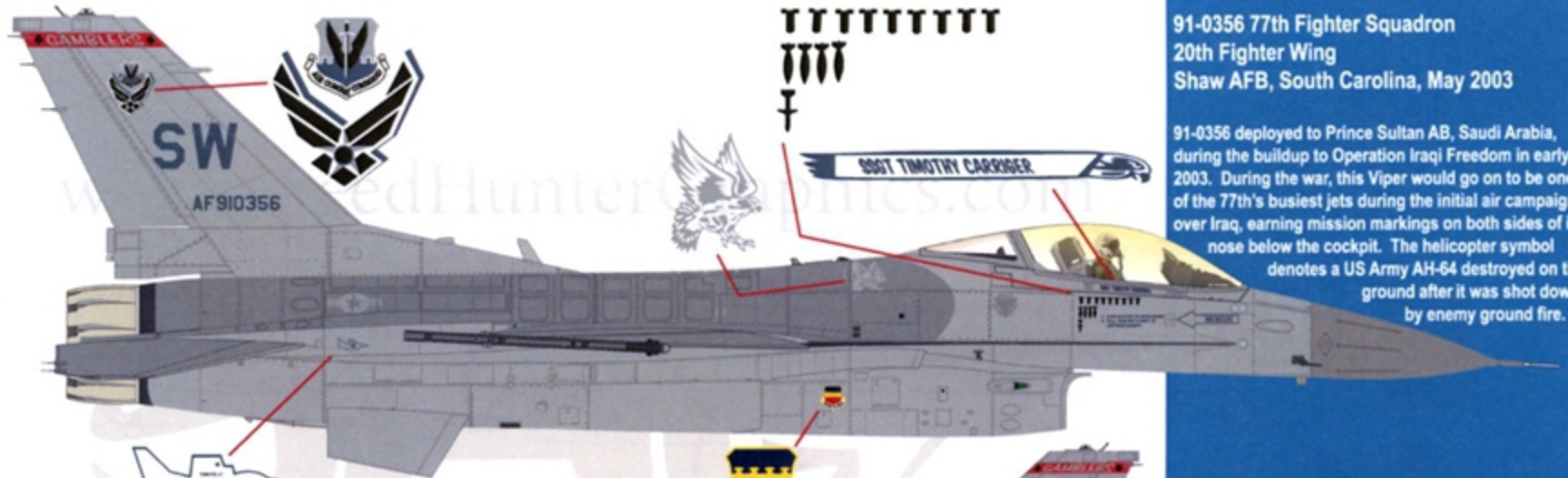
91-0353 was deployed with the 77th Fighter Squadron during Allied Force in the Spring of 1999. On May 4, 1999, this jet shot down a MiG-29 during a SEAD mission. The style and color of the kill changed a few times before the jet returned to the United States. Markings are included to depict this historic jet the morning after the kill. During this timeframe, it wore a replacement canopy from F-16C 90-0820 of the 14th Fighter Squadron. The two weather-beaten HARM symbols are from a previous deployment to Turkey. Of interest is the gunship gray stripe at the base of the vertical stab. Each side is different and does not match the other side.



91-0353 77th Fighter Squadron
20th Fighter Wing
Shaw AFB, South Carolina, May 2012

91-0353 has remained with the 77th at Shaw, and is now the 77th Fighter Squadron's flagship. It is modernized, complete with the full CCIP upgrade and the more recent Beyond Line Of Sight (BLOS) radio modification, visible on the leading edge of the vertical stabilizer.





91-0356 77th Fighter Squadron
20th Fighter Wing
Shaw AFB, South Carolina, May 2003

91-0356 deployed to Prince Sultan AB, Saudi Arabia, during the buildup to Operation Iraqi Freedom in early 2003. During the war, this Viper would go on to be one of the 77th's busiest jets during the initial air campaign over Iraq, earning mission markings on both sides of its nose below the cockpit. The helicopter symbol denotes a US Army AH-64 destroyed on the ground after it was shot down by enemy ground fire.

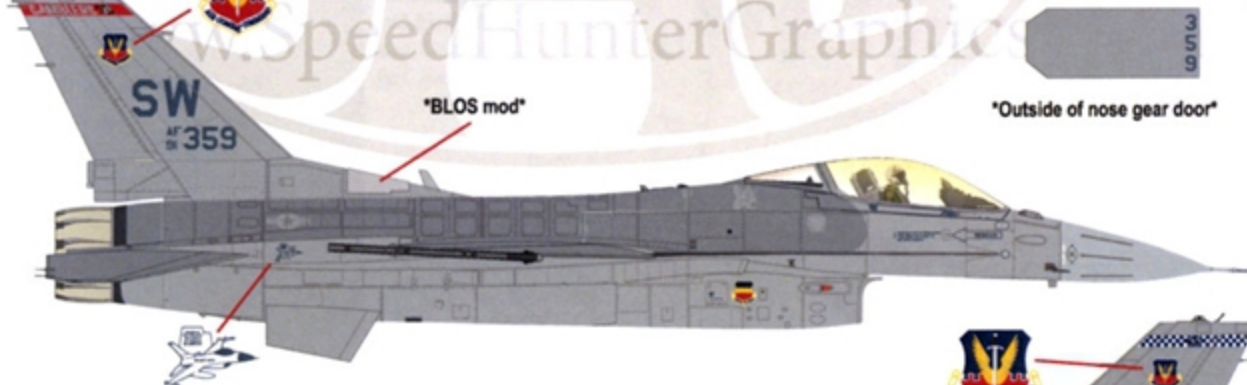


"Remove crew names from block if depicting jet during the air campaign"



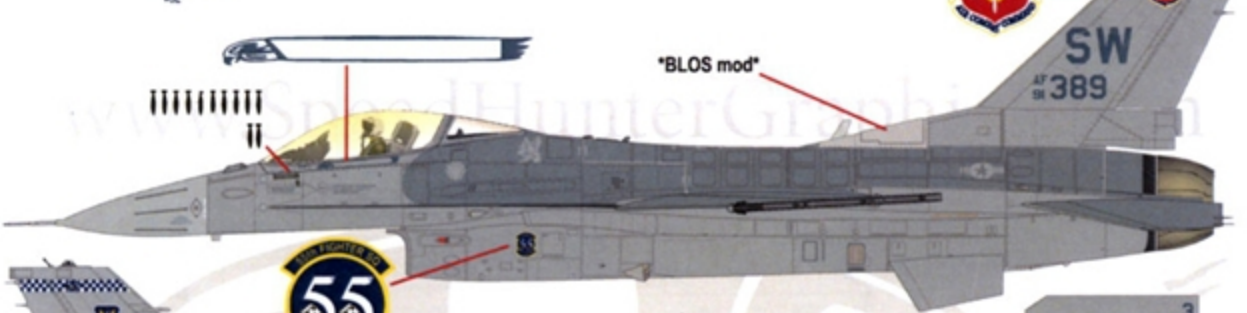
91-0359 77th Fighter Squadron
20th Fighter Wing
Aviano AB, Italy, March 2011
Operation Unified Protector

During the spring of 2011, NATO passed a series of resolutions as a result of a potential civil war in Libya. One of the resolutions was the enforcement of a 'No-Fly' zone to protect Libyan citizens on the ground as well as a series of air strikes against Libyan Armed Forces. A number of coalition partners deployed aircraft, including the 20th Fighter Wing who deployed with the 77th Fighter Squadron from Shaw AFB. Flying missions from Aviano AB, 91-0359 recorded an impressive mission tally on the left side of its fuselage. It was still present on the jet as recently as spring 2014.

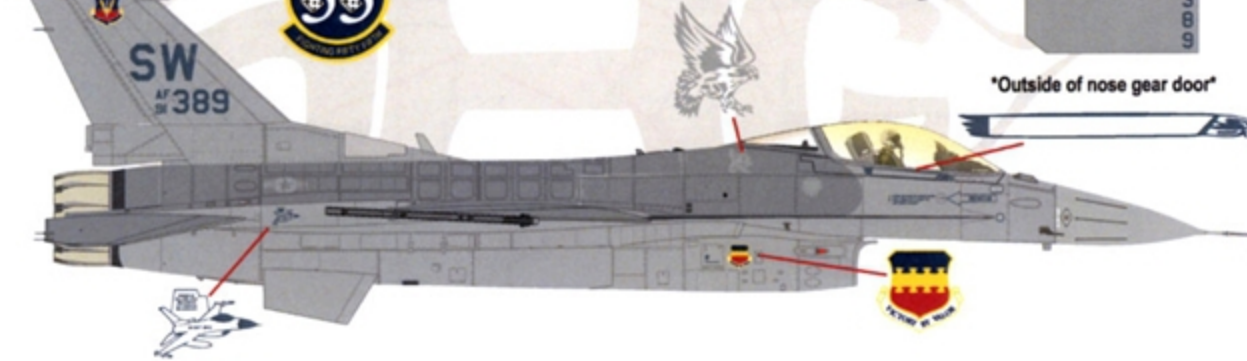


"BLOS mod"

"Outside of nose gear door"

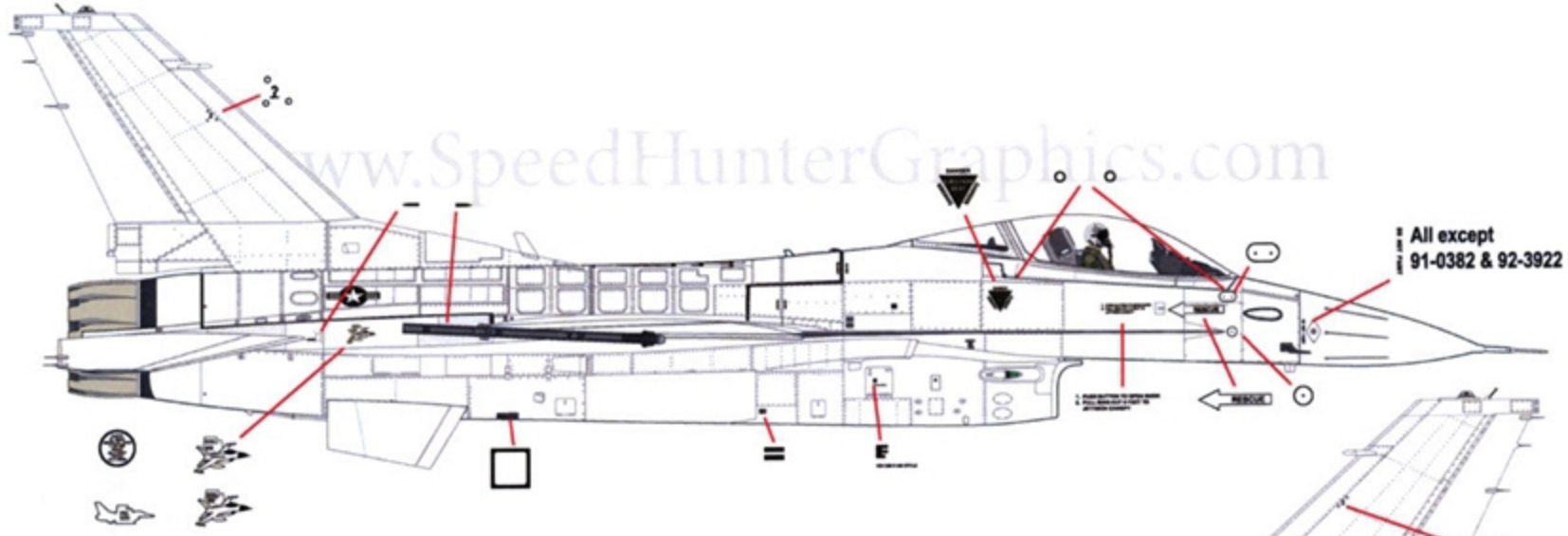


"BLOS mod"

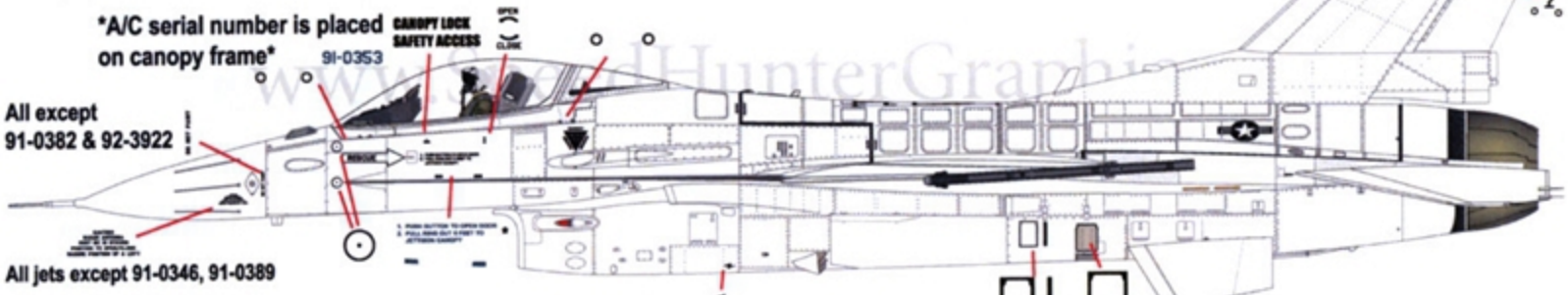


91-0389 55th Fighter Squadron
20th Fighter Wing
Aviano AB, Italy, March 2011
Operation Unified Protector

Also flying from Aviano during the air campaign over Libya is 91-0389 of the 55th Fighter Squadron. Like 91-0359, it is modernized, complete with the full CCIP upgrade and the more recent Beyond Line Of Sight (BLOS) radio modification, visible on the leading edge of the vertical stabilizer.



All except 91-0382 & 92-3922

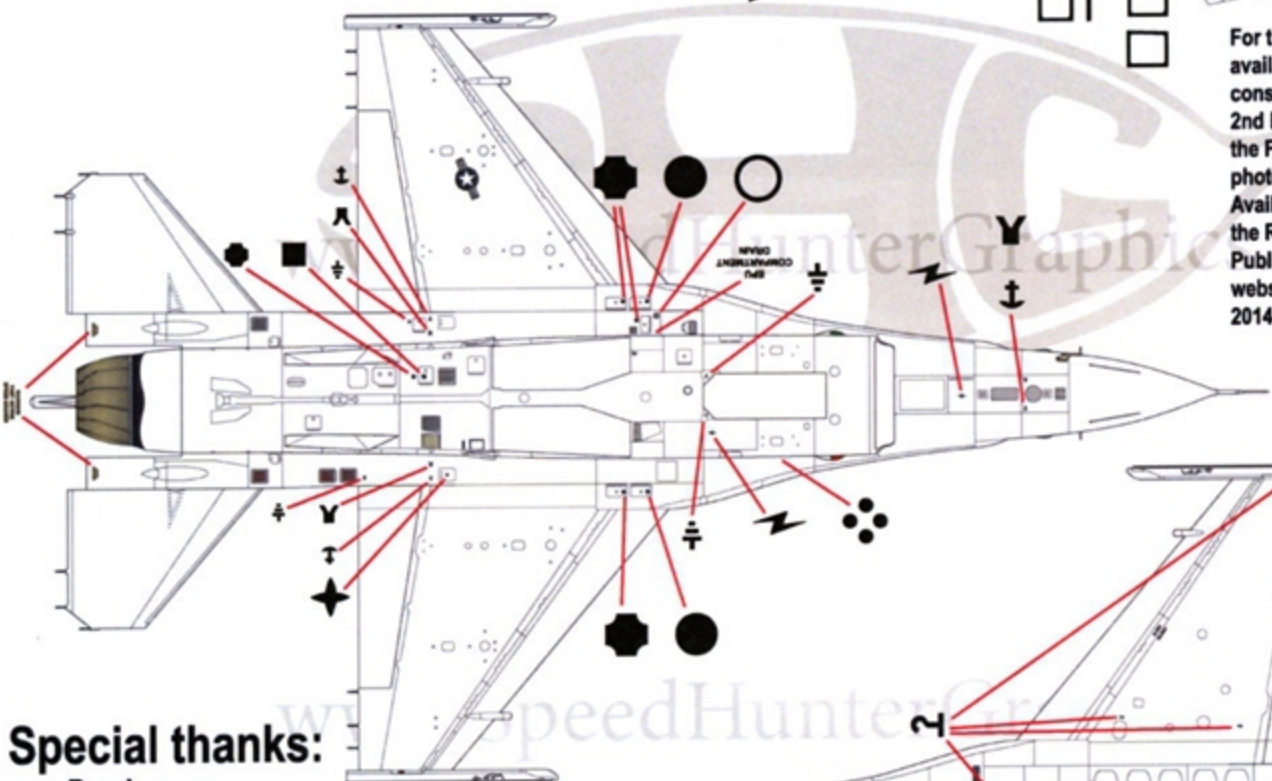


A/C serial number is placed on canopy frame

91-0353

All except 91-0382 & 92-3922

All jets except 91-0346, 91-0389

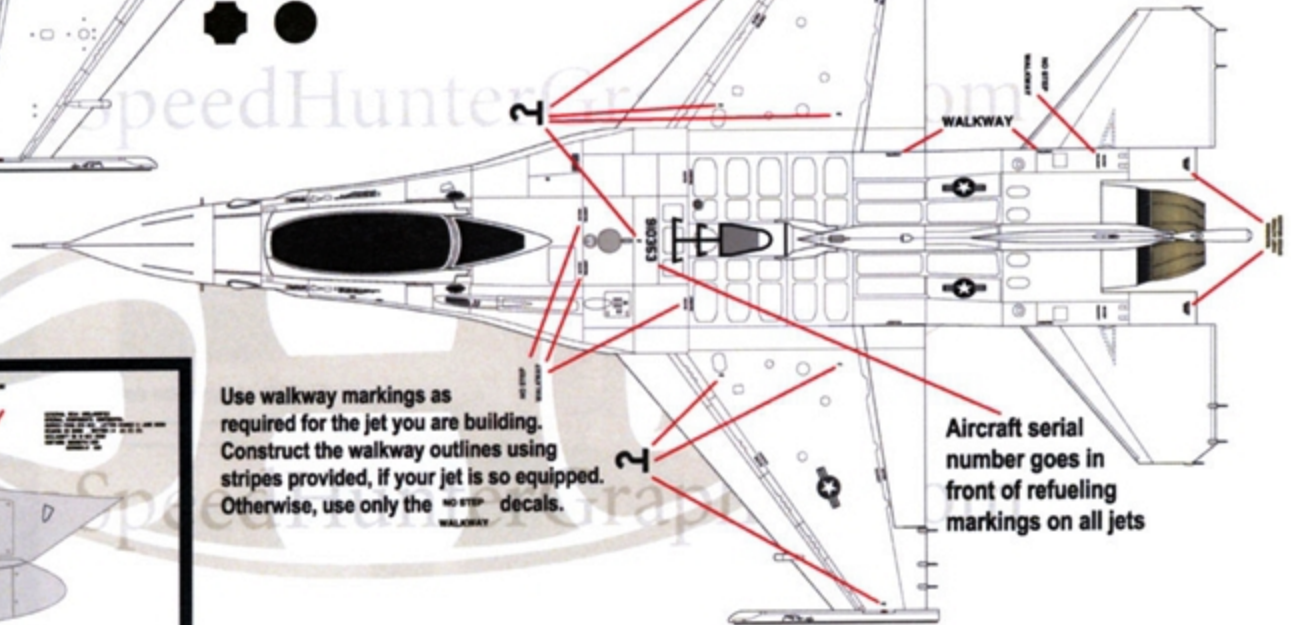


For the best and most thorough reference available on the Block 50 and Block 52 F-16, consult your copy of The Modern Viper Guide, 2nd Edition: The F-16C/D Exposed. No part of the F-16 is left unexplored in this book, offering photos and info not available anywhere else. Available at the Reid Air Publications website, Fall 2014!!



Special thanks:

- Don Logan
- Wally Van Winkle
- Keith Diamond
- Mike Valdez
- Mark Hasara



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 NO STEP WALKWAY decals.

Aircraft serial number goes in front of refueling markings on all jets

