

48014

GUARDIAN VIPERS



PART 1



Marking options for 13 F-16Cs
of the Air National Guard
Sized for Tamiya F-16 kits



Printed by Cartograf of Italy

85-1500 113th Fighter Squadron
181st Fighter Wing
Indiana Air National Guard
Terre Haute, IN, May 2007

Based in Terre Haute, the 181st always had a close relationship with the Indianapolis 500 in nearby Indianapolis. As a result, the unit painted its flagship F-16C to honor the race in the spring of 2007. This F-16 would continue to wear this paint scheme until transferred out of the squadron in September 2007. It is a Block 30 with GE engine and smallmouth intake.



Leon "Bso. Leon" Keys *right side canopy rail*
Col Jeff "Doogie" Hawser

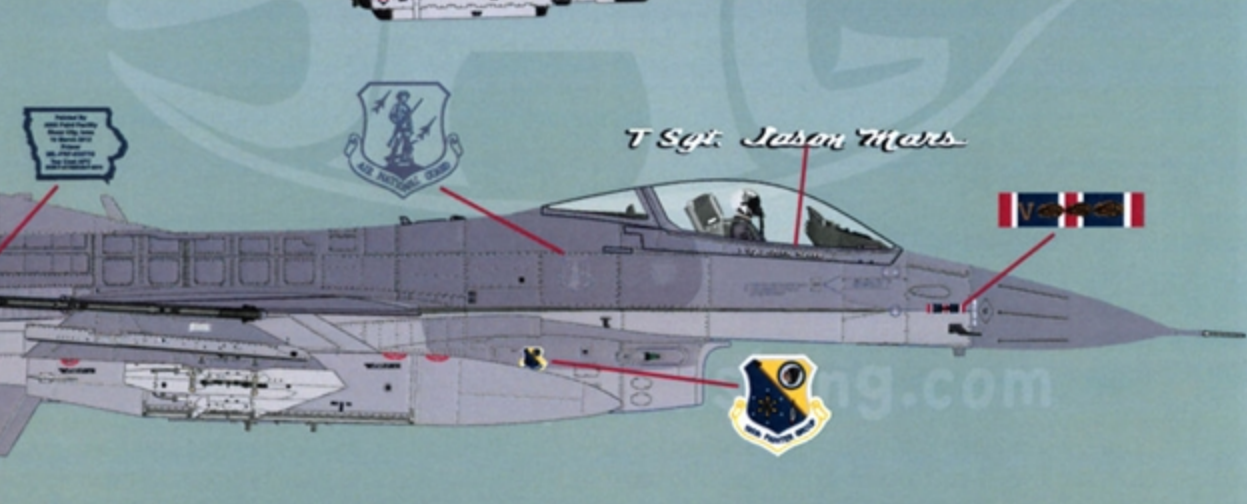
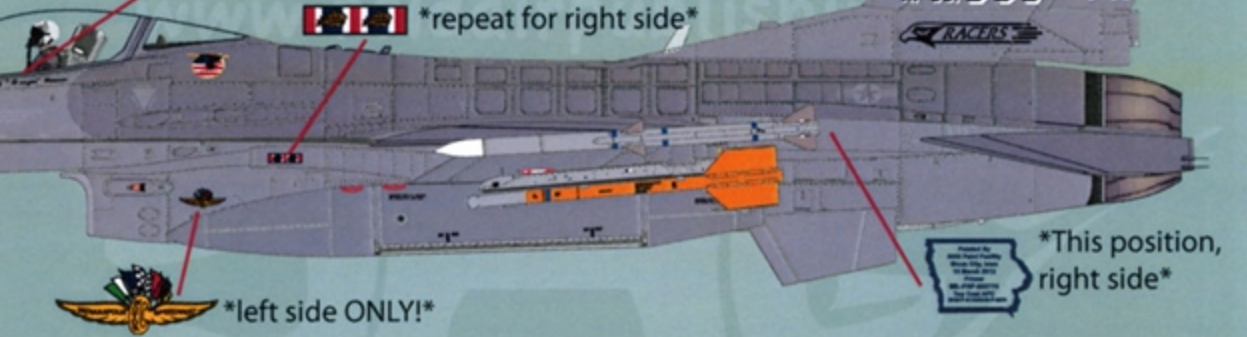
align tail flash with first panel line aft of leading edge

85-1482 & 85-1570 174th Fighter Squadron
185th Fighter Wing
Iowa Air National Guard
Prince Sultan AB, Saudi Arabia, May 1998
Sioux City, Iowa, August 1998

The 185th Fighter Wing, prior to conversion to KC-135s in 2003, was known for its nicely-marked Vipers, complete with a large bat on the nose. Many jets also sported nose art aft of the radome, including 85-1482, which carried the name 'Flying Ace,' and 85-1570, 'Widow Maker.' 85-1482 deployed to Saudi Arabia in 1998 during the Wing's Operation Southern Watch tasking. Notice that this jet is in its original three-tone camouflage pattern, while 85-1570 had received the newer two-tone gray scheme. Both jets are Block 30s with the GE engine and smallmouth intake.



Paint top of vertical stabilizer black to match decal



The Bats

left side behind cockpit, identical location to 85-1570

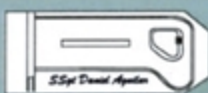
LTC. Kevin Khrdsevik
left side canopy rail
SSgt. Tim Goetting



left side

88-0409 182nd Fighter Squadron
149th Fighter Wing
Texas Air National Guard
Kelly AFB, Texas, April 2014

The 149th Fighter Wing is one of only two units within the ANG to conduct basic training of students in the Viper, flying Block 30s. 88-0490, marked as the squadron flagship, is a bigmouth Block 30. Being a training jet, it has not received some of the upgrades found on jets in combat squadrons, so don't add the AIFF antennas or BLOS panel to this Viper.



SSgt Daniel Aguilar

Paint top of aft half of vertical stabilizer white

MSgt Dwayne Gore
right side canopy rail

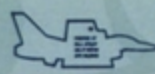
Lt Col Gordon Niebergall

this position, right side



86-0221 107th Fighter Squadron
127th Wing
Michigan Air National Guard
Selfridge ANGB, Michigan, September 2006

The 107th Fighter Squadron, although now flying the A-10C, took their Vipers to war a few times during their tenure with F-16s. 86-0221 was deployed to Balad Air Base, Iraq, in 2004, during which time it earned an impressive mission score card below the cockpit. This Viper is an early Block 30 with the smallmouth intake, GE engine, and AIFF antenna. If modeling this machine as it appeared during its deployment in 2004, leave off the AIFF antenna.



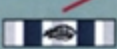
this position, right side

opposite side



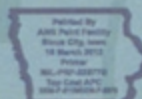
89-2105 175th Fighter Squadron
114th Fighter Wing
Sioux Falls, South Dakota, June 2015

A long-time Viper unit, the South Dakota ANG transitioned from somewhat elderly Block 30s to newer Block 40s in 2010. 89-2105 was suitably marked as the Wing's flagship during the squadron's deployment to Kunsan Air Base, Korea, during 2015. This is a Block 40 Viper with the BLOS upgrade. Paint the leading edge of the vertical stabilizer FS 36118 Gunship Gray.



City of Dearborn

CAMERON ALLSUP
right side canopy rail
RUSS WALZ



this position, right side



89-2124 188th Fighter Squadron
150th Fighter Wing
New Mexico Air National Guard
Kirtland AFB, New Mexico, March 2003

Although now an Intelligence and C-130 Wing, the 150th was a long-time user of the Viper. 89-2124 was one of the Block 40 F-16s used until the transition to the Block 30 in late 2003. This Viper, a Block 40, was marked as the flagship until it was transferred to Hill AFB in April 2003.

DCC MSgt. Danny Vigil
right side canopy rail

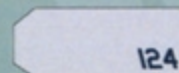
opposite side

Pilot Col. R. Kim Hunter

this position, right side



opposite side, below RWR blister



Outside of nose gear door



Asst. C/C
SSgt. Gregory Mitchell

Inside of nose gear door

93-0549 157th Fighter Squadron
169th Fighter Wing
South Carolina Air National Guard
McEntire ANGB, SC, May 2016

The 169th Fighter Wing was the first ANG unit to receive the F-16, transitioning from the A-7D to the Block 10 F-16A in 1983, then the Block 52 F-16C in 1995. In late 2013, the squadron received its first Viper in the new '5th Generation Have Glass' scheme. This new scheme is in one overall dark gray color, very similar to that used on the F-35. First applied to F-16s in 2011, the paint is just now beginning to go fleet wide. The official color is FS 36170. There is yet to be a perfect match available; however, FS36076 is a very close substitute. All stencils on these jets are FS36270 Neutral Gray.



MSgt Brandon Burton
right side canopy rail

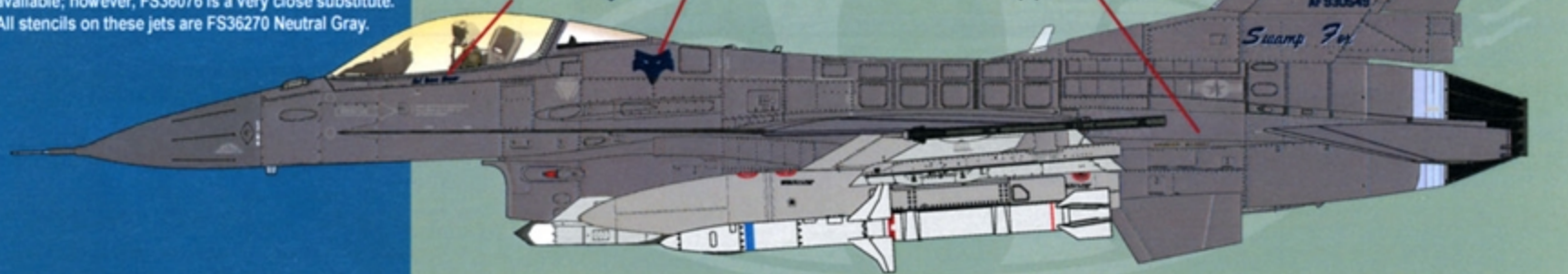


both sides of fuselage

Col Dave Meyer

paint probe white

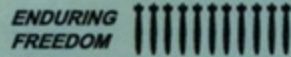
this position, opposite side



90-0702 112th Fighter Squadron
180th Fighter Wing
Ohio Air National Guard
Toledo, Ohio, June 2016

Another Viper squadron to begin painting its jets in the new scheme is the 180th Fighter Wing. 89-2082 was the first jet to be so painted, followed by several more during the spring and summer of 2016. 90-0702 is unique in that its crew chief elected to reapply mission markings onto the new scheme that were earned during a prior deployment. This Viper is a Block 42, with the P&W -229 engine and small mouth intake. It is fully modernized with BLOS antenna and AIFF antenna. The 112th Fighter Squadron badge is applied only to the left side of the intake.

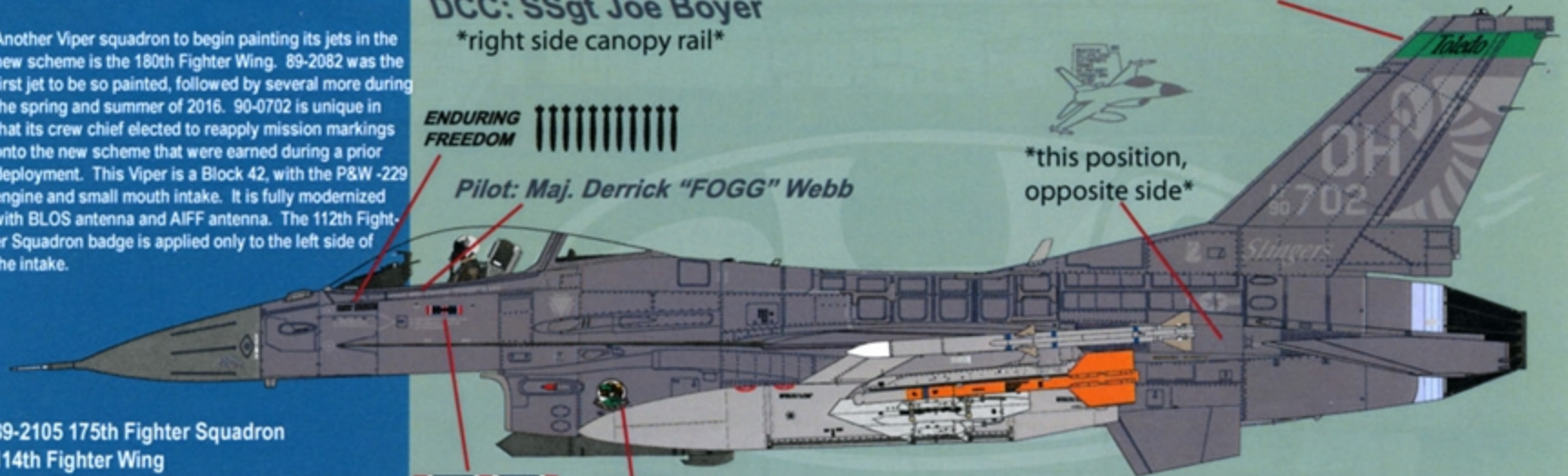
DCC: SSgt Joe Boyer
right side canopy rail



Pilot: Maj. Derrick "FOGG" Webb

align tailflash with first panel line aft of leading edge

this position, opposite side



89-2105 175th Fighter Squadron
114th Fighter Wing
Sioux Falls, South Dakota, June 2015

A long-time Viper unit, the South Dakota ANG transitioned from somewhat elderly Block 30s to newer Block 40s in 2010. 89-2015 was suitably marked as the Wing's flagship during the squadron's deployment to Kunsan Air Base, Korea, during 2015. This is a Block 40 Viper with the BLOS upgrade. Paint the leading edge of the vertical stabilizer FS 36118 Gunship Gray.



MSgt Michael Wagner
right side canopy rail

Maj. James "HIAK" Goepfinger

this position, opposite side

88-0545 125th Fighter Squadron
138th Fighter Wing
Oklahoma Air National Guard
Tulsa, Oklahoma, May 2016

The Oklahoma ANG's 138th Fighter Wing is also starting to receive jets in the new 5th Gen Have Glass scheme. 88-0545 was among the first to return to the unit following application of the new paint. Like the Toledo Viper above, this jet is a fully modernized Block 42 sporting the upgraded P&W 229 engine, smallmouth intake, BLOS panel, and AIFF antenna.



0545
both sides of nose

external fuel tanks are painted FS 36118 gunship gray

1. PUSH BUTTON TO OPEN DOOR
2. PULL RING OUT 6 FEET TO JETTISON CANOPY

Style *A*: 85-1482, 85-1570, 85-1500 (181FW), 86-0221, 89-2105, 89-2124

1. PUSH BUTTON TO OPEN DOOR
2. PULL RING OUT 6 FEET TO JETTISON CANOPY

Style *B*: 85-1500 (177FW), 86-0262, 87-0278, 88-0409

all jets except 93-0549

All jets except 85-1482, 87-0278, 88-0545, and 93-0549

A/C serial number is placed on canopy frame 86-0364

All jets except 85-1482, 87-0278, 88-0545, and 93-0549

All jets except 85-1482, 86-0262, 87-0278, 88-0545, 90-0702, and 93-0549

all jets except 93-0549

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. Covers both USAF and export F-16s. Available at the Reid Air Publications website, early 2017!!



Special thanks:

Wally Van Winkle
Colin Kunkel
William Boyer
Lance Morrow
Sean Hampton

walkway markings

Use walkway markings as required for the jet you are building. Construct the walkway outlines using the stripes provided. Stripes are intentionally left slightly larger than required; slight trimming will ensure a perfect fit. If the full walkway outlines are not on your jet, use only the NO STEP WALKWAY decals.

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

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