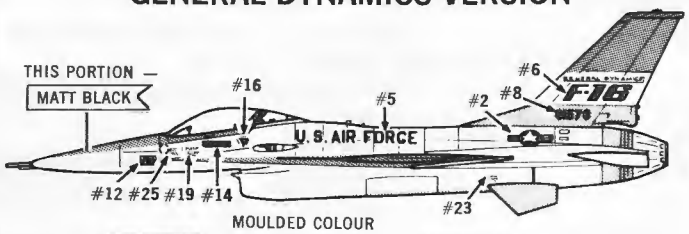
# General Dynamics F-16A

Revell

H-222-3800

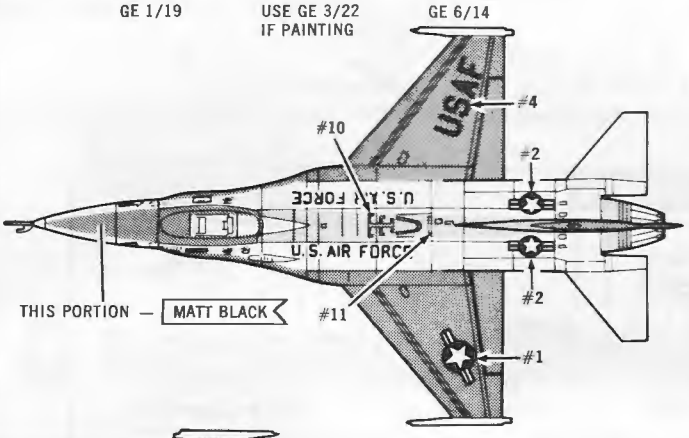
PRINTED IN ENGLAND

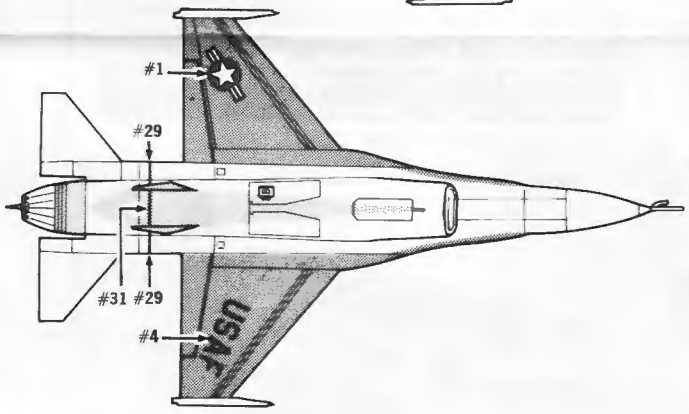
## GENERAL DYNAMICS VERSION

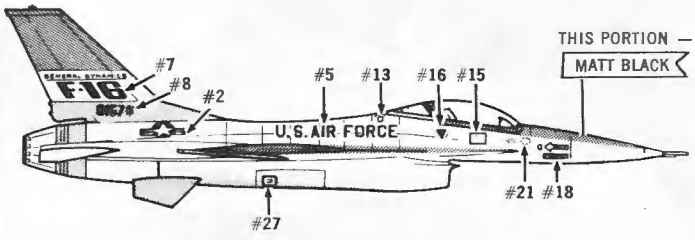



MOULDED COLOUR

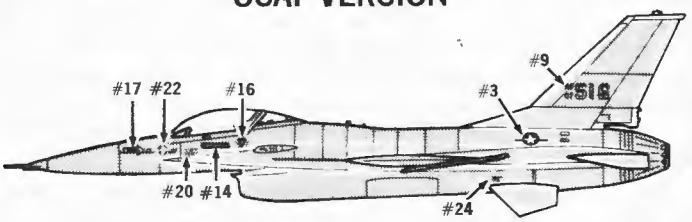
RED GE 1/19 | WHITE USE GE 3/22 IF PAINTING | BLUE GE 6/14



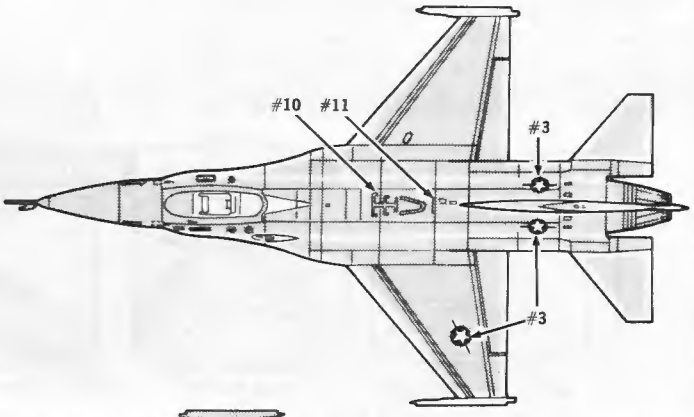



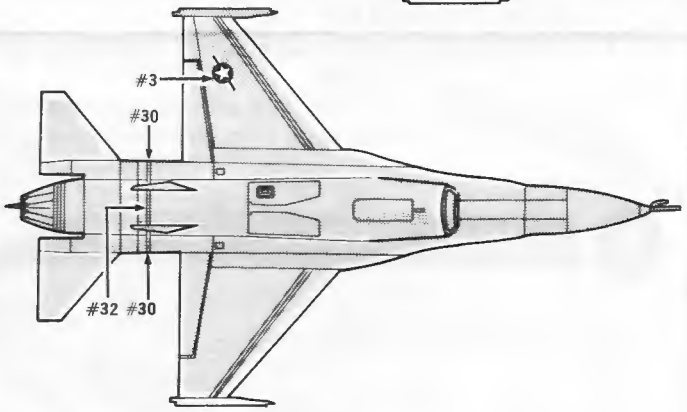



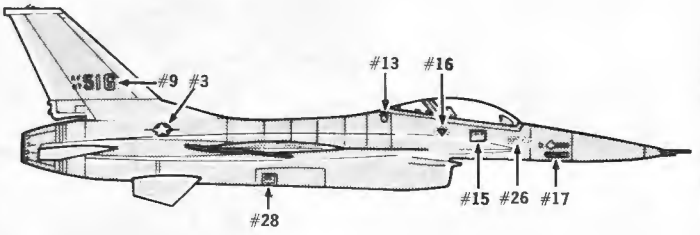

## USAF VERSION




DARKER GREY | LIGHTER GREY




MATT BLACK ME 6/33 | MATT OLIVE GREEN ME 3/30 | MATT YELLOW ME 15/24 | MATT FLESH ME 7/61 | RED GE 1/19 | BLUE GE 6/14 **GENERAL DYNAMICS** | MATT BLUE ME 11/25 **USAF**

DARK GREY GE/5 | WHITE GE3/22

METALLIC GREY = MIX (1) PART GE8/11 TO (1) PART GE4/21 | LIGHT GREY = MIX (1) PART ME 2/27 TO (6) PARTS ME 10/34

**FOR THE NEW USAF COUNTER SHADED GREY CAMOUFLAGE**

MIX (10) PARTS LIGHT GREY TO (2) PARTS ME 11/25. THIS IS THE BASIC AIRCRAFT COLOUR.

MIX (10) PARTS LIGHT GREY TO (1) PART ME 11/25. THIS IS THE COLOUR APPLIED TO THE EDGES OF THE AIRCRAFT. THE SHADES ARE VERY SIMILAR.

THE NEW U.S. FEDERAL STANDARDS ARE F.S. 36375 (LIGHTER GREY) F.S. 36320 (DARKER GREY)

PRINTED IN ENGLAND

Until recently, fighter design in the U.S. was trending toward large, multi-mission aircraft with the emphasis on just about everything except fighter vs. fighter capability. These highly automated "Weapons Delivery Systems" performed the jobs for which they were designed reasonably well, but in the air war in Vietnam their weaknesses showed. A multi-mission fighter-bomber tends to be a compromise of conflicting requirements; e.g., range requirements dictate large fuel capacity, which dictate higher operating weights, which dictate heavier airframes. Such a compromise airplane, when confronted with a highly specialized defense fighter, or more specifically, an air superiority fighter in the form of a MIG 17, 19, or 21, is going to have its work cut ou for it.

The call went out then for a "fighter pilot's fighter", a latter day P-51, Spitfire, or F-86. The U.S. Air Force believes that call has been answered, first by the F-15, and now by the winner of the Air Combat Fighter Competition, the General Dynamics F-16.

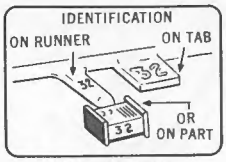
This revolutionary warplane is powered by the same Pratt and Whitney F-100 Turbojet that powers the F-15. It makes possible straight-up accelerated climbs! The large bubble canopy affords unparalleled visibility. Fly-by-wire controls are used with four back-up systems. Your Revell model represents the **production version** of this fabulous new fighter.

**SPECIFICATIONS:**

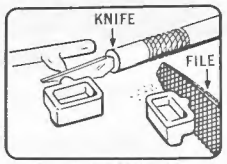
**Span:** . . . . . Without missiles 31′ (9.45m), with missiles 32′10″ (10.01m)
**Length:** . . . . . Without probe 47′7″ (14.52m)
**Height:** . . . . . 16′5.2″ (5.01m)
**Weight:** . . . . . Maximum structural design gross weight-22,500 lbs (10,205kg).
Maximum gross weight-33,000 lbs (14,968 kg).
**Thrust/Weight Ratio:** . . . 1.1 to 1 (clean)
**Power:** . . . . . One Pratt & Whitney F-100 Turbofan of 25,000 lbs static thrust (11,340kg S.T.).
**Armament:** . . . . . One M61A-1 20mm multi-barrel cannon with 500 rounds. One underfuselage and six underwing hard points enable a large variety of stores to be carried.
**Maximum Speed:** . . . . . Mach 2+ at 40,000 feet
**Combat Radius:** . . . . . 575 miles (925km)
**Maximum Range:** . . . . . 2,303 miles (3705km) with maximum fuel

## BEFORE YOU BEGIN

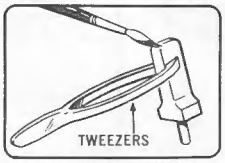
### GET YOUR TOOLS READY:



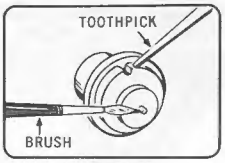
REMOVE PART WHEN CALLED FOR



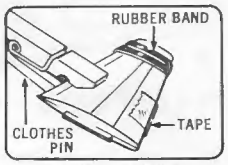
TO REMOVE AND TRIM PARTS



TO HOLD PARTS FOR PAINTING



TO APPLY CEMENT



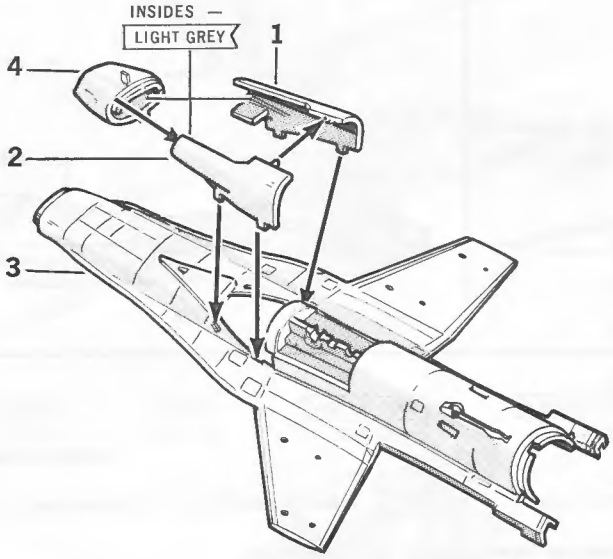
TO HOLD PARTS AFTER CEMENTING

### HELPFUL MODELING HINTS

1. Fit parts together before cementing.
2. Trim away excess plastic.
3. Use cement sparingly; too much will damage your model.
4. Suggested painting colors are indicated by ☐. Paint small parts before detaching from runner.
5. **TO OBTAIN A GOOD BOND, REMOVE PAINT WHERE PARTS ARE TO BE CEMENTED.**

IF YOU WISH TO STOP AT ANY POINT DURING THE CONSTRUCTION OF YOUR MODEL, DO SO AT THE END OF AN ASSEMBLY STEP.

## 1 INTAKE ASSEMBLY

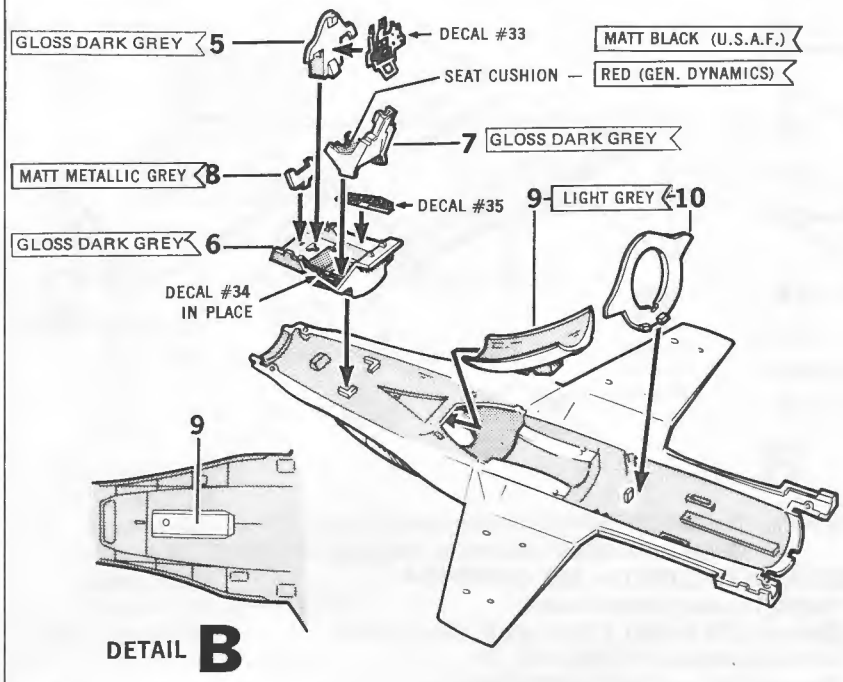


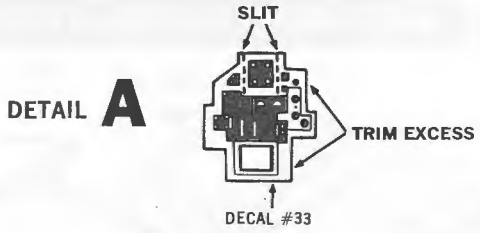

1 AIR SCOOP, LEFT HALF
2 AIR SCOOP, RIGHT HALF
3 FUSELAGE, LOWER HALF
4 AIR SCOOP

**For best results; paint all parts prior to assembly.**

1. Cement **(1)** and **(2)** to **(3)**.
2. Cement **(4)** to **(1)**, **(2)**, and **(3)**.

## 2 COCKPIT ASSEMBLY

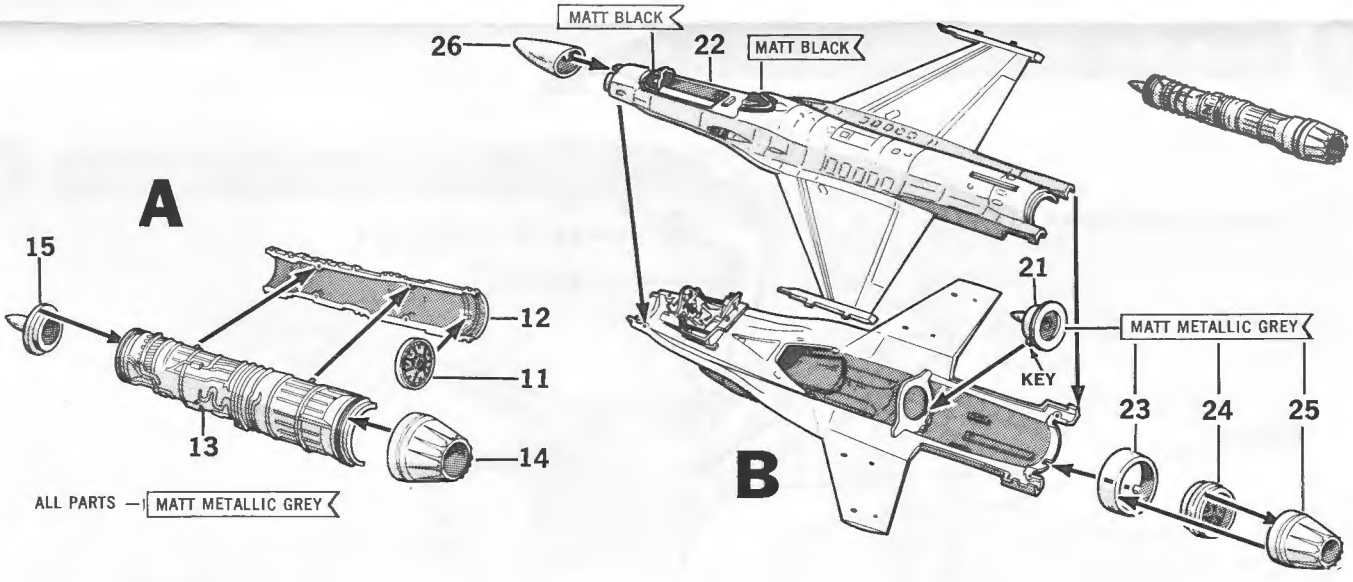



| | | | |
|---|---|---|---|
| 5 | INSTRUMENT PANEL | 8 | PEDALS, RUDDER |
| 6 | COCKPIT FLOOR | 9 | DUCT |
| 7 | SEAT, EJECTION | 10 | BULKHEAD, ENGINE |

1. Slit INSTRUMENT PANEL DECAL as shown in **DETAIL A;** then apply to **(5)** and allow to DRY.
2. Apply two CONSOLE DECALS to **(6)** and allow to DRY.
3. Cement **(7)** to **(6).**
4. Cement **(8)** to **(6);** then cement **(5)** to **(6).**
5. Cement COCKPIT ASSEMBLY in place as shown.
6. Slide **(9)** into place until it is positioned as shown in **DETAIL B;** then cement.
7. Cement **(10)** in place with two small tabs toward rear.

## 3 ENGINE/FUSELAGE ASSEMBLY




| | | | |
|---|---|---|---|
| 11 | FLAME HOLDER, AFTERBURNER | 14 | EXHAUST NOZZLE, OPEN |
| 12 | ENGINE, RIGHT HALF | 15 | FAN, FIRST STAGE |
| 13 | ENGINE, LEFT HALF | | |
| 21 | FAN, FIRST STAGE | 24 | FLAME HOLDER, AFTERBURNER |
| 22 | FUSELAGE, UPPER HALF | 25 | EXHAUST NOZZLE, CLOSED |
| 23 | ADAPTOR RING | 26 | NOSE |

**OPTIONAL:** An ASSEMBLED ENGINE or **Parts (21), (24),** and **(25)** to simulate an assembled ENGINE, can be installed.

**SEE DRAWING A**

1. Cement **(11)** to **(12);** then cement **(13)** to **(11)** and **(12).**
2. Cement **(14)** and **(15)** to ENGINE.

**SEE DRAWING B**

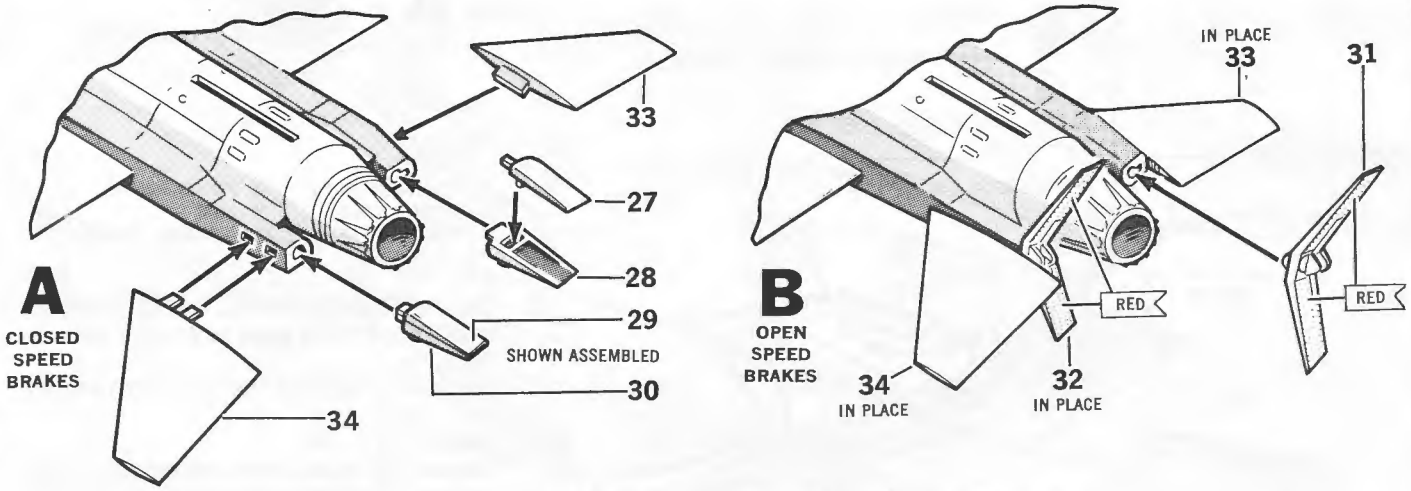
**WITHOUT ASSEMBLED ENGINE**

1. Cement **(21)** into BULKHEAD.
2. Cement **(22)** to LOWER FUSELAGE HALF.
3. Cement **(23)** to FUSELAGE.
4. Cement **(24)** to **(25);** then cement **(25)** to **(23).**
5. Cement **(26)** to FUSELAGE.

**WITH ASSEMBLED ENGINE**

1. **Parts (21), (24), and (25) are not used.**
2. Cement **(22)** to LOWER FUSELAGE HALF.
3. Cement **(23)** to FUSELAGE.
4. Cement **(26)** to FUSELAGE.
5. Slide assembled ENGINE into FUSELAGE.

## 4 SPEED BRAKES/STABILIZER INSTALLATION




27 SPEED BRAKE, UPPER RIGHT
28 SPEED BRAKE, LOWER RIGHT
29 SPEED BRAKE, UPPER LEFT
30 SPEED BRAKE, LOWER LEFT
31 SPEED BRAKE OPEN, RIGHT
32 SPEED BRAKE OPEN, LEFT
33 STABILATOR, RIGHT
34 STABILATOR, LEFT

**OPTIONAL:** The SPEED BRAKES can be installed in **OPEN** or **CLOSED** position as you wish.

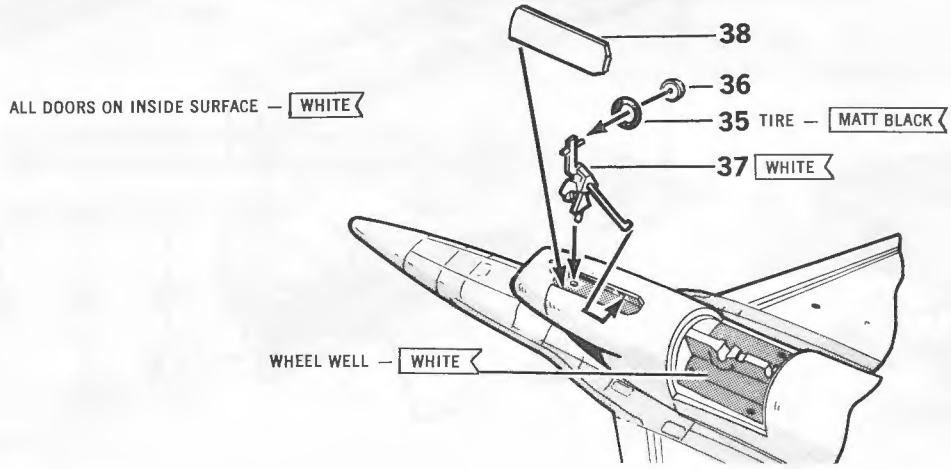
**SPEED BRAKES CLOSED — SEE DRAWING A**

1. **Parts (31) and (32) not used.**
2. Cement **(27)** to **(28)**, **(29)** to **(30)**; then cement both assemblies to FUSELAGE.
3. Cement **(33)** and **(34)** to FUSELAGE as shown.

**SPEED BRAKES OPEN — SEE DRAWING B**

1. **Parts (27), (28), (29), and (30) not used.**
2. Cement **(31)** and **(32)** to FUSELAGE as shown.
3. Cement **(33)** and **(34)** to FUSELAGE as shown.

## 5 NOSE GEAR INSTALLATION




35 TIRE
36 WHEEL
37 STRUT
38 DOOR, NOSE WHEEL

**OPTIONAL:** The Nose gear can be installed **UP** or **DOWN**, as you wish.

**NOSE GEAR UP**

1. **Parts (35), (36), and (37) are not used.**
2. Cement **(38)** to FUSELAGE in CLOSED POSITION.

**NOSE GEAR DOWN**

1. Place **(35)** on **(36)**; then put a drop of cement into hole in **(36)** and press **(36)** onto **(37). DO NOT ALLOW CEMENT TO TOUCH WHEEL OR IT WILL NOT ROTATE.**
2. Cement NOSE GEAR to FUSELAGE.
3. Cement **(38)** to FUSELAGE in OPEN POSITION.

## 6 MAIN GEAR INSTALLATION

39 PANEL
40 DOOR, RIGHT MAIN
41 DOOR, LEFT MAIN
42 STRUTS, MAIN
43 STRUTS, DRAG
44 WHEEL (2 Parts)
45 TIRE, INNER HALF (2 Parts)
46 TIRE, OUTER HALF (2 Parts)

**OPTIONAL:** The Main Gear can be installed **UP** or **DOWN,** as you wish.

**MAIN GEAR UP**

1. **Parts (42), (43), (44), (45), and (46) are not used.**
2. Cement **(39)**, **(40)**, and **(41)** to FUSELAGE in CLOSED POSITION.

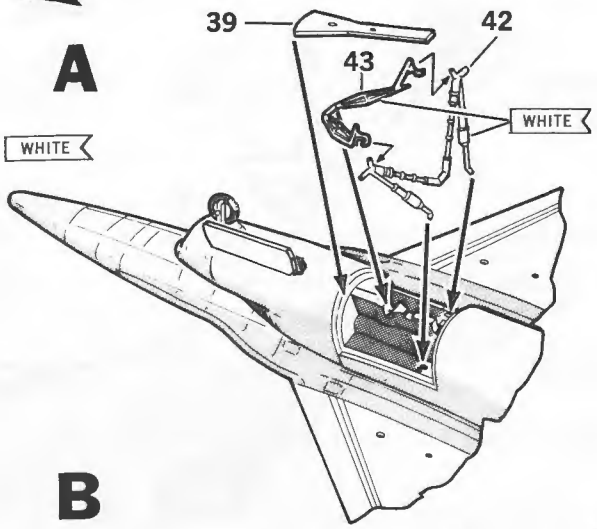
**MAIN GEAR DOWN**

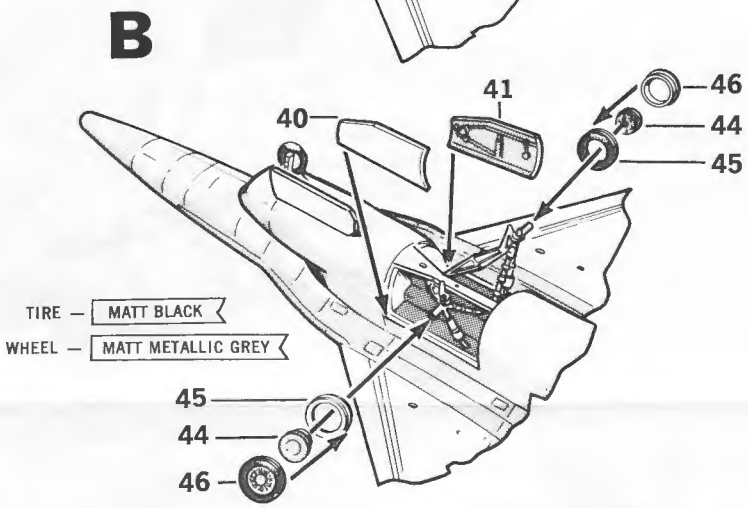
**SEE DRAWING A**

1. Cement **(42)** to FUSELAGE; then cement **(43)** to **(42)** and FUSELAGE. **ALIGN STRUTS VERY CAREFULLY.**
2. Cement **(39)** to FUSELAGE.

**SEE DRAWING B**

3. Place **(44)** in **(45)** and cement **(45)** to **(46). Make two WHEELS. DO NOT ALLOW CEMENT TO TOUCH (44) OR WHEEL WILL NOT ROTATE.**
4. Cement WHEELS to MAIN GEAR axles. Cement **(40)** and **(41)** to FUSELAGE and STRUTS in OPEN POSITION.



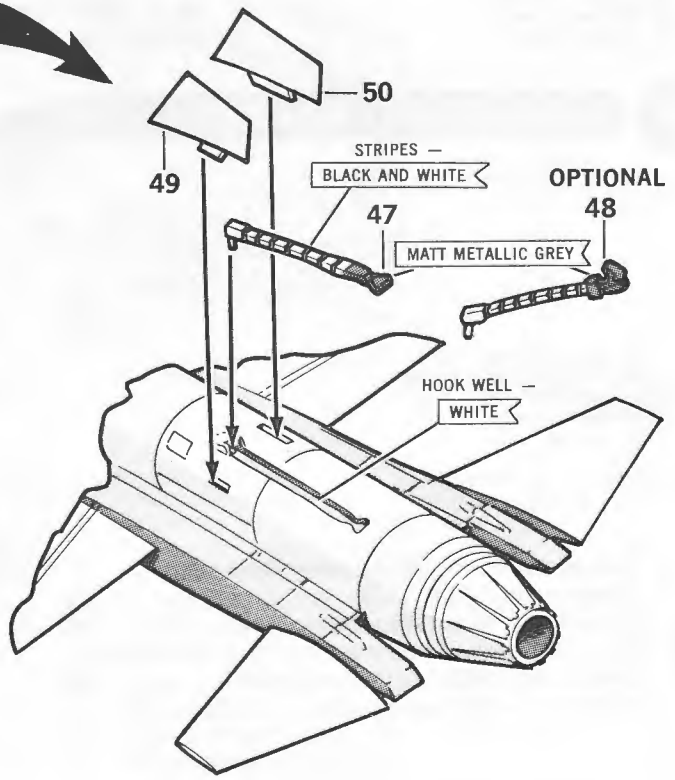




## 7 VENTRAL FINS/HOOK INSTALLATION

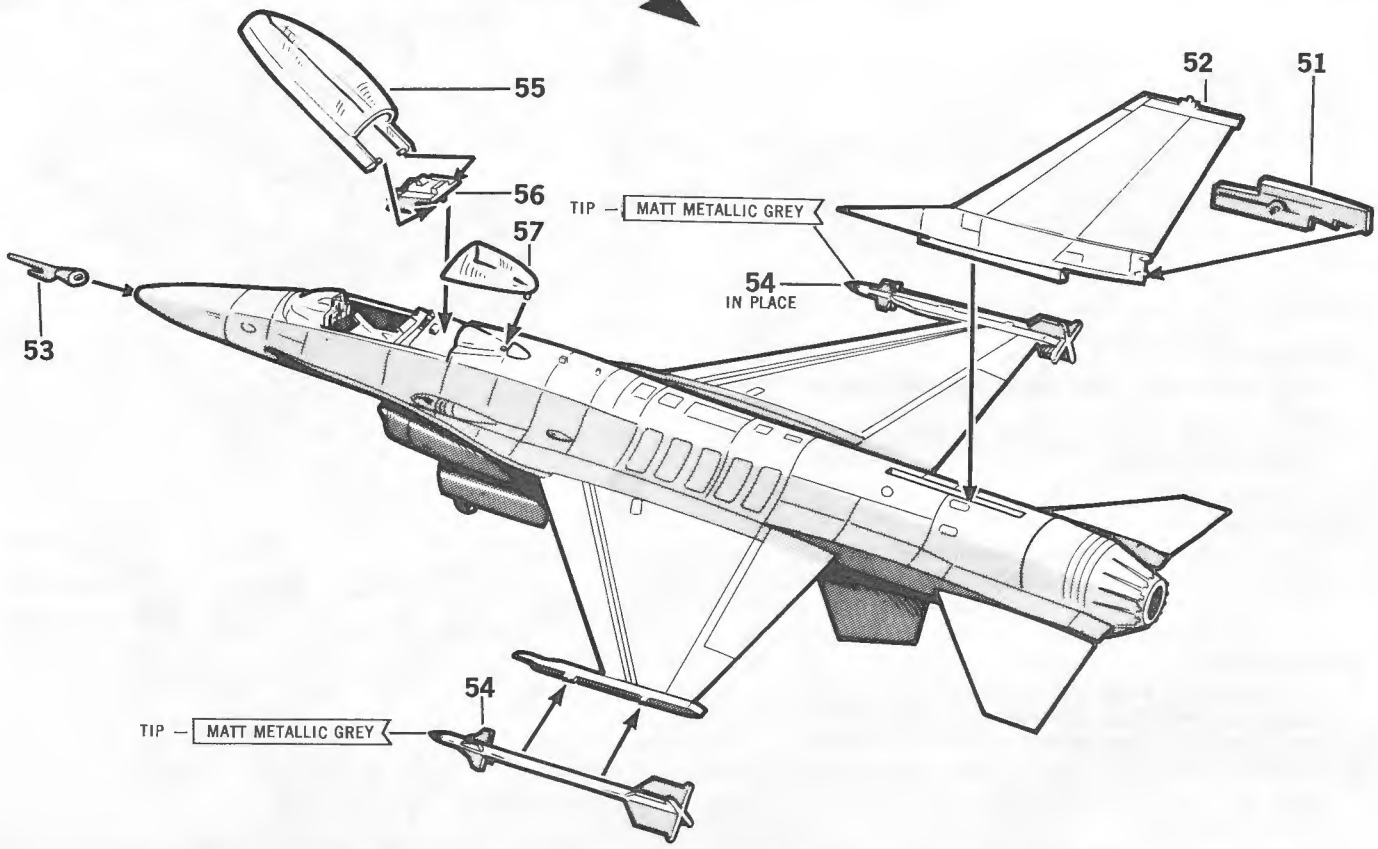
47 FIELD ARRESTING HOOK, RETRACTED
48 FIELD ARRESTING HOOK, EXTENDED
49 VENTRAL FIN, RIGHT
50 VENTRAL FIN, LEFT

**OPTIONAL:** The ARRESTING HOOK can be installed **UP** or **DOWN,** as you wish.

1. Cement **(47)** or **(48)** to FUSELAGE as desired.
2. Cement **(49)** and **(50)** to FUSELAGE as shown.



## 8 FINAL ASSEMBLY

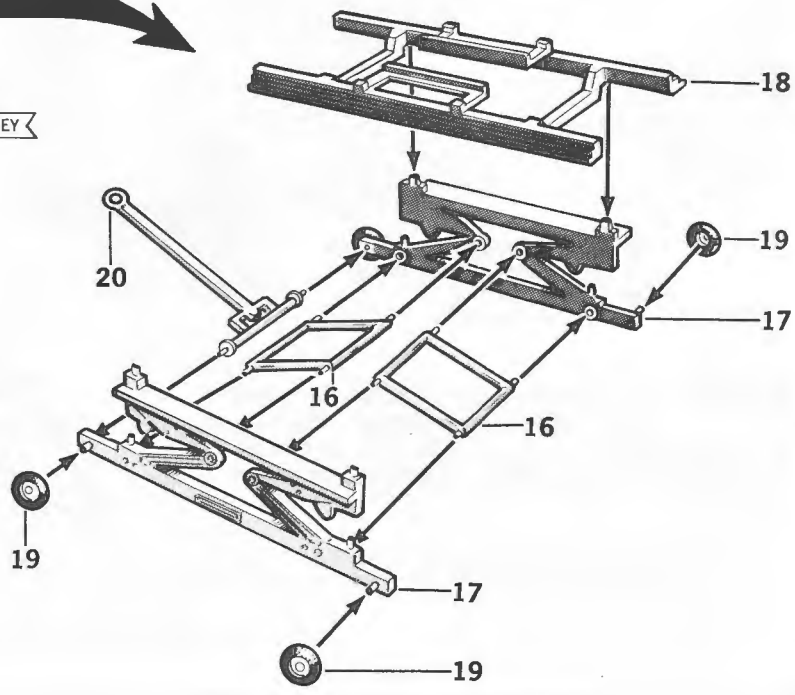



51 PANEL
52 STABILIZER, VERTICAL
53 PROBE, AIR DATA
54 AIM 9J SIDEWINDER (2 Parts)
55 CANOPY, MOVABLE
56 RETAINER, CANOPY
57 CANOPY, REAR

1. Cement **(51)** to **(52)**; then cement to FUSELAGE.
2. Cement **(53)** to FUSELAGE and two **Parts (54)** to WING TIPS.
3. Cement **(56)** to FUSELAGE and allow to dry.
4. Cement **(57)** to FUSELAGE.
5. **SNAP** HINGE PINS of **(55)** into **(56)**.
   CANOPY can be cemented OPEN or CLOSED, or left free to move.

## 9 ENGINE DOLLY ASSEMBLY

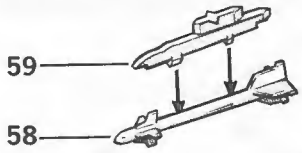
TIRES — MATT BLACK
WHEEL HUBS — MATT METALLIC GREY
ALL OTHER PARTS — MATT YELLOW




16 BRACE (2 Parts)
17 STRUCTURE, SIDE (2 Parts)
18 STRUCTURE, TOP
19 WHEEL (4 Parts)
20 TOWBAR

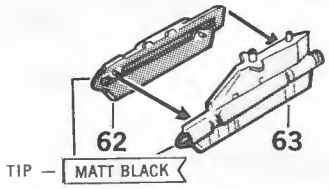
1. Cement two **Parts (16)** between **Parts (17)**; then cement **(18)** to **(17)**.
2. Cement **four Parts (19)** to axles.
3. Snap **(20)** in place as shown.
4. Completed ENGINE can be cemented to DOLLY or left removable.

## 10 STORES



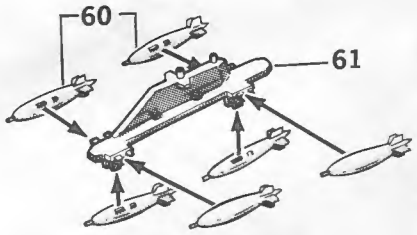

58 AIM 9J SIDEWINDER (2 Parts)
59 SIDEWINDER PYLON AND RAIL (2 Parts)

Cement **(58)** to **(59)**. **Make two sets.**




62 ECM POD, RIGHT (2 Parts)
63 ECM POD, LEFT (2 Parts)

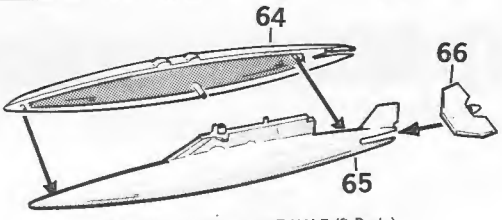
Cement **(62)** to **(63)**. **Make two PODS.**



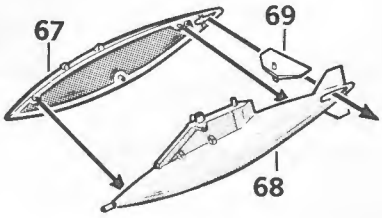

60 MK82 500 POUND BOMB (12 Parts)
61 MER AND PYLON (2 Parts)

Cement six **Parts (60)** to each **Part (61)**. **Make two sets.**

Cement **(64)**, **(65)**, and **(66)** together. **Make two TANKS.**

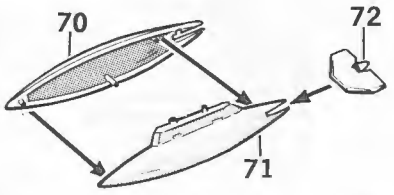



64 FUEL TANK, RIGHT HALF (2 Parts)
65 FUEL TANK, LEFT HALF (2 Parts)
66 FUEL TANK, HORIZONTAL FIN (2 Parts)




67 MK84 2,000 POUND BOMB, RIGHT HALF (2 Parts)
68 MK84 2,000 POUND BOMB, LEFT HALF (2 Parts)
69 MK84 2,000 POUND BOMB, HORIZONTAL FIN

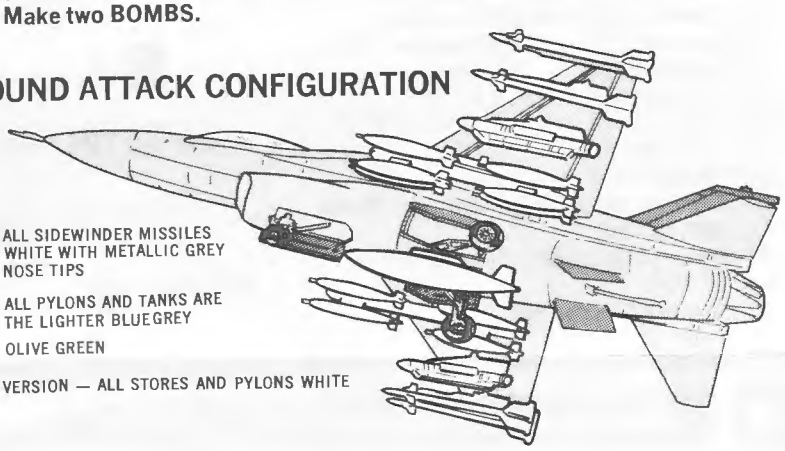
Cement **(67)**, **(68)**, and **(69)** together. **Make two BOMBS.**




70 FUEL TANK, VENTRAL, RIGHT HALF (2 Parts)
71 FUEL TANK, VENTRAL, LEFT HALF (2 Parts)
72 FUEL TANK, VENTRAL, HORIZONTAL FIN

Cement **(70)**, **(71)**, and **(72)** together.

## GROUND ATTACK CONFIGURATION



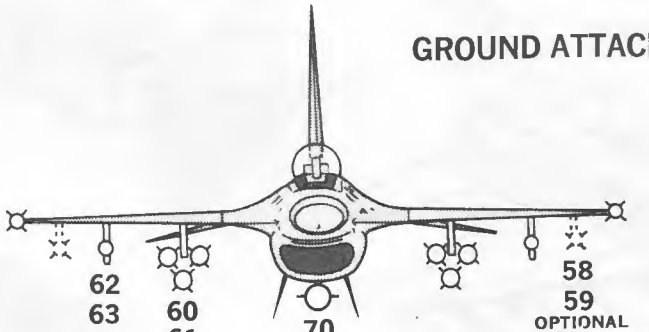
ANY VERSION — ALL SIDEWINDER MISSILES WHITE WITH METALLIC GREY NOSE TIPS

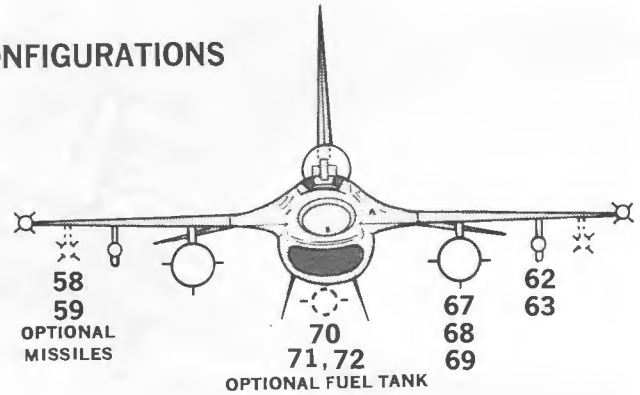
U.S.A.F. VERSION — ALL PYLONS AND TANKS ARE THE LIGHTER BLUE GREY

BOMBS — OLIVE GREEN

GENERAL DYNAMICS VERSION — ALL STORES AND PYLONS WHITE

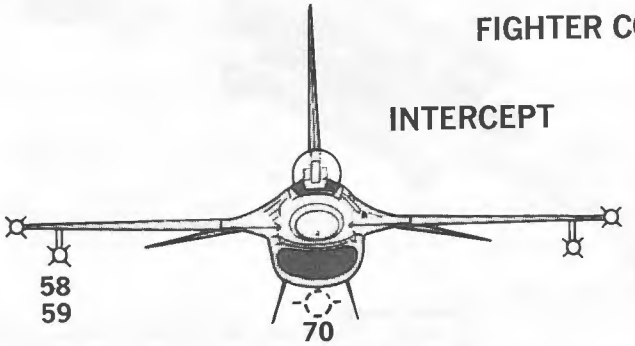
## GROUND ATTACK CONFIGURATIONS



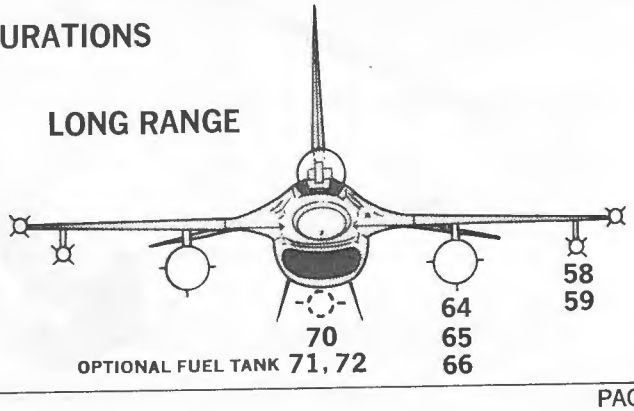




## FIGHTER CONFIGURATIONS

### INTERCEPT

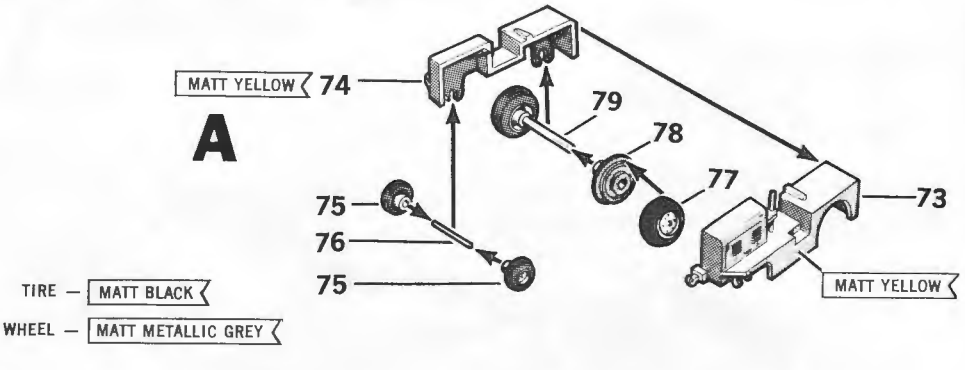



### LONG RANGE



## 11 TOW TUG ASSEMBLY

73 TUG, LEFT HALF
74 TUG, RIGHT HALF
75 WHEELS (2 Parts)
76 AXLE, FRONT
77 WHEEL, OUTER HALF (2 Parts)
78 WHEEL, INNER HALF (2 Parts)
79 AXLE, REAR
80 SHIELD
81 STEERING WHEEL
82 LIGHT (2 Parts)
83 DRIVER
84 SEAT
85 GROUND CREWMAN
86 GROUND CREWMAN BASE
87 TOWBAR, AIRCRAFT
88 LADDER, BOARDING



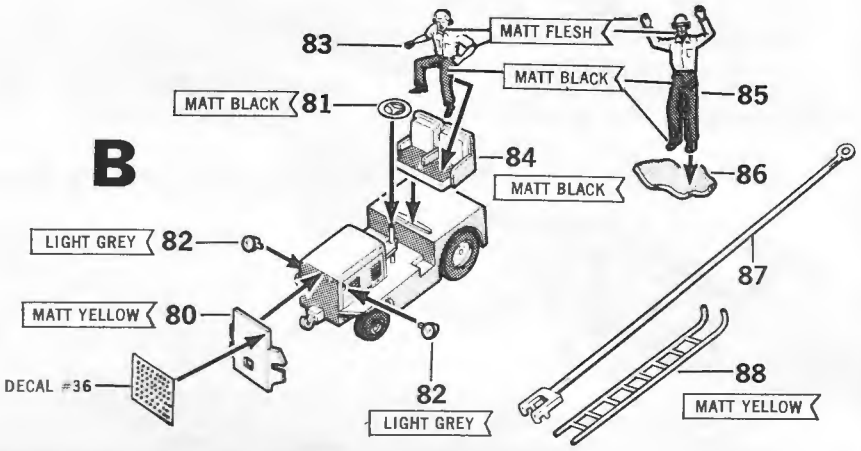

**For best results; paint all parts prior to assembly.**

**SEE DRAWING A**

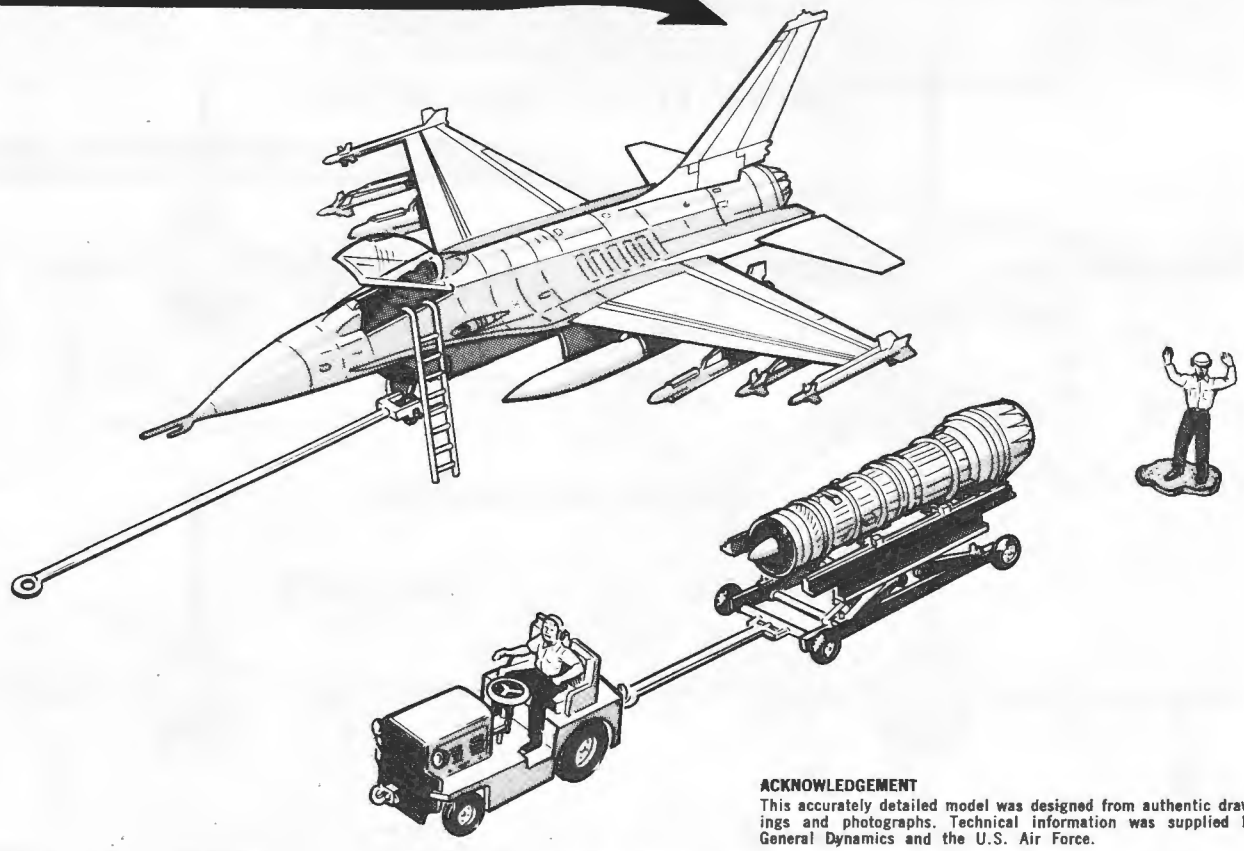
1. Cement **(73)** and **(74)** together..
2. Cement two **Parts (75)** to **(76).**
3. Cement **(77)** and **(78)** together. **Make two WHEELS.**
4. Cement two WHEELS to **(79).**
5. Snap WHEEL/AXLE ASSEMBLIES into TUG BODY.

**SEE DRAWING B**

6. Cement **(80), (81),** and two **Parts (82)** to TUG.
7. Place **(83)** on **(84);** then cement **(84)** on TUG.
8. Cement **(85)** to **(86).**
9. Apply DECAL to SHIELD.




## 12 DIORAMA SUGGESTION



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