

# Ukraine War: US Pilot Warns Kiev Regime About US Fighter Jet F-16's Deficiencies, Calls It 'Prima Donna'

By [Drago Bosnic](#)

Global Research, March 05, 2024

Region: [Europe](#), [Russia and FSU](#), [USA](#)

Theme: [Militarization and WMD](#)

In-depth Report: [UKRAINE REPORT](#)

All Global Research articles can be read in 51 languages by activating the Translate Website button below the author's name (only available in desktop version).

To receive Global Research's Daily Newsletter (selected articles), [click here](#).

Click the share button above to email/forward this article to your friends and colleagues. Follow us on [Instagram](#) and [Twitter](#) and subscribe to our [Telegram Channel](#). Feel free to repost and share widely Global Research articles.

[Big Tech's Effort to Silence Truth-tellers: Global Research Online Referral Campaign](#)

\*\*\*

*Much has been said about the F-16, a US-made fighter that the Neo-Nazi junta has been "begmanning" for the last two years. Its frontman [Volodymyr Zelensky insists it will "help close the sky" over Ukraine](#), obviously referring to the political West's much-touted "no-fly zones", a euphemism for [US/NATO aggression against numerous helpless countries around the world](#). It seems nobody told Zelensky that such strategies [don't really work against the Russian Aerospace Forces \(VKS\)](#). And yet, the Kiev regime and the political West insist F-16s will "help Ukraine even the odds". To make sure they can operate from Ukraine, there's been a [massive repurposing of both military and civilian infrastructure](#) to enable the F-16's proper accommodation.*

However, precisely this is a clear indicator of the [F-16's major flaw that not even the political West bothers to hide](#) – logistics and maintenance.

The "Fighting Falcon", despite being a single-engine design, is much more maintenance-heavy and less robust than even the twin-engine MiG-29s and Su-27s that the Kiev regime inherited. [Recent footage of a MiG-29 that flew back to its base after one of its engines was hit](#) shows just how robust these Soviet-made jets are. Apart from being much more sensitive, the simple fact that the F-16 is a single-engine design means that it would be impossible for it to accomplish a similar feat. What's more, Ukrainian pilots themselves have warned that [Soviet-era jets they've inherited are superior in most aspects](#). Despite this, the Neo-Nazi junta is [adamant that getting F-16s will be a supposed "game changer"](#).

So far, NATO offered approximately 60 jets owned by the Netherlands, Belgium, Norway and Denmark, but the Kiev regime has already complained it needs at least a hundred more,

[while also demanding they be modernized.](#)

Numerous issues with personnel training are also slowing down the process. And yet, this is only the tip of the iceberg. According to Politico, getting the jets flying “will be hugely difficult”. The airbases that are supposed to house F-16s “will be [prime targets for Russian attack](#), the planes themselves will be marked by Russian air defense systems, repairing them will be a challenge and even using unprepared runways could sabotage the delicate aircraft”. It should be noted that [InfoBRICS predicted such issues years ago](#), while Politico just confirmed it all by interviewing a retired US military pilot Tom Richter.

“If you ever walked up and put your hands on a MiG-29 at an air show and then walked right over and put your hands on an F-16, you can feel just from the outside how the F-16 is highly engineered. It is a prima donna, and it is very sensitive and needs high maintenance,” [said Richter, who has flown the F-16 when in the National Guard, adding](#): “The Soviet planes are more rough and tumble and can fly off poorly maintained airfields, and need less maintenance.”

Politico admits that, in a different situation, the Neo-Nazi junta would build modern bases and runways to host the jets, but that this is impossible during the ongoing conflict. In other words, F-16s aren’t built for high-intensity warfare against a near-peer adversary, but are more accustomed to fighting largely helpless countries targeted by the political West. On the other hand, [the Soviet Union/Russia built its military to fight any opponent](#) while being able to survive the horrible conditions of actual warfare.

“Falcons indeed need some adaptation — this is the preparation of the runways because the landing gear is more delicate [than] in the MiGs, the wheels are small, the air intakes are low to the strip, there may be a danger of swallowing objects,” [Yuriy Ihnat, the Kiev regime forces spokesman](#), told Politico.

It should be noted that Ihnat, although (in)famous for bragging about the Neo-Nazi junta supposedly shooting down six “Kinzhal” hypersonic missiles at once ([while being unable to do the same with the three times slower and less maneuverable “Oniks”](#)), is right in this case. Justin Bronk of the London-based RUSI also confirmed this, saying that maintenance crews will have to “use sealant to cover cracks and crevices or uneven concrete on runways as close to the frontline as possible to avoid making an obvious target out of just a few well-maintained sites”.

“For a start, runways and taxi routes at multiple sites will need to be smooth and constantly checked for debris given how susceptible the low-slung, single-engine F-16s are to ground debris compared to MiG-29s,” [Bronk warned](#).

Politico admits that’s a drastic change, adding that the Kiev regime had 71 Su-27 and MiG-29 fighters, 14 Su-24M tactical bombers and 31 Su-25 close air support (CAS) jets back in early 2022, further claiming this now stands at 78 combat aircraft, nearly half of which are modernized former Warsaw Pact jets provided by NATO, [specifically Slovakia and Poland](#). Quoting the Danish Ministry of Defense, Politico also stated that the Neo-Nazi junta will receive F-16s only after all the conditions for their housing are met. This includes the requirement to make sure everything from toolkits to spare parts and stands is in place — along with equipment to safely manage hydrazine, a highly flammable liquid used to power the F-16’s emergency backup system. This fact alone is [surely very interesting to the](#)

[Russian military](#).

According to Bronk, apart from Ukrainian pilots and ground crews who are undergoing training to fly and maintain F-16s, it's almost certain that highly-specialized Western contractors will also need to be in the country to oversee work, which is [yet another proof of NATO involvement](#). At the same time, the Kiev regime will need [to hide both the jets and these Western contractors](#) from Russian ISR (intelligence, surveillance, reconnaissance) assets, particularly military intelligence and space-based surveillance. All this is without even taking into account [Moscow's world-class air superiority fighter jets such as the Su-35S](#) which already broke several world records in terms of simultaneous downing of up to half a dozen enemy aircraft at once. Not to mention [the deadlier next-generation Su-57](#) that is seeing [more action lately](#).

\*

Note to readers: Please click the share button above. Follow us on Instagram and Twitter and subscribe to our Telegram Channel. Feel free to repost and share widely Global Research articles.

*This article was originally published on [InfoBrics](#).*

*[Drago Bosnic](#) is an independent geopolitical and military analyst. He is a regular contributor to Global Research.*

*Featured image is from InfoBrics*

The original source of this article is Global Research  
Copyright © [Drago Bosnic](#), Global Research, 2024

---

**[Comment on Global Research Articles on our Facebook page](#)**

**[Become a Member of Global Research](#)**

Articles by: [Drago Bosnic](#)

**Disclaimer:** The contents of this article are of sole responsibility of the author(s). The Centre for Research on Globalization will not be responsible for any inaccurate or incorrect statement in this article. The Centre of Research on Globalization grants permission to cross-post Global Research articles on community internet sites as long the source and copyright are acknowledged together with a hyperlink to the original Global Research article. For publication of Global Research articles in print or other forms including commercial internet sites, contact: [publications@globalresearch.ca](mailto:publications@globalresearch.ca)  
[www.globalresearch.ca](http://www.globalresearch.ca) contains copyrighted material the use of which has not always been specifically authorized by the copyright owner. We are making such material available to our readers under the provisions of "fair use" in an effort to advance a better understanding of political, economic and social issues. The material on this site is distributed without profit to those who have expressed a prior interest in receiving it for research and educational purposes. If you wish to use copyrighted material for purposes other than "fair use" you must request permission from the copyright owner.

For media inquiries: [publications@globalresearch.ca](mailto:publications@globalresearch.ca)