

VAMPIRE

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1 1:48 Scale
 Vampire MK-III
 Mexican Air Force



The Mexican Government bought 15 MK-III, but only 14 were flown operationally, is believed that the 15th was used as a spares source. Later, number 15 was allocated in a T-11.

FS 34094

2 1:48 Scale
 Vampire FR.50
 Base Aérea Presidente Trujillo, San Isidro
 Dominican Air Force



FS 34097
 FS 25189

The first Vampires arrived to Dominican Republic in 1952, those were ex-Royal Swedish Air Force.

3 1:48 Scale
 Vampire MK-III
 Escuadrón Aéreo 200
 Base Aérea Militar No. 1, Santa Lucía
 Mexican Air Force

For a long time, the *Escuadrón Aéreo 200* (Air Squadron 200), was a ghost squadron that existed only in paper. Is believed that that's the reason why the squad. Insignia is a ghost, but this ghost first appeared in A/Cs A-24 and AT-6, long before the arrival of the Vampires.



FS 34094 + 15%
 FS 13538
 FS 30160






Note: Approximate colors, check your own references

Gothic Warrior

EMPIRE

4

De Havilland
Vampire FB.50
Escuadrón Fisiológico Trujillo, San Isidro
Dominican Air Force

-  FS 34079
-  FS 33613
-  FS 17773



During Dominican's Civil War, the vampires were used to bomb rebels' positions in Santo Domingo. Later, were part of the unit of *Dragones Verdes* (Green Dragons), trained by the USAF in tactics of counterinsurgency.

5

De Havilland
Vampire MK-III
Escuadrón Aéreo 200
Base Aérea Militar No. 1, Santa Lucía
Mexican Air Force

-  Painted Aluminum
-  FS 13538 (fuselage)
-  FS 12300 (wing and tailboom stripes)
-  FS 30160
-  FS 31350 (A/C 1 tailboom stripe)

Due accident's high rating, the vampires went to retirement around the same time were painted in aluminum.

Note: Same colors for Mexican MK-III and MK-II



Air intakes in yellow are optional

6

De Havilland
Vampire MK-II
Escuadrón Aéreo Jet de Pelea 200
Base Aérea Militar No. 1, Santa Lucía
Mexican Air Force

The original FAM-15 was a MK-III that is believed was used as a spares source, later its number was allocated to this MK-II

AztecModels' master detail panels in *Classic Airframes HD Vampire* single-seater, and not fitted, so we did recommend it for single-seaters, but we recommend it for twin-seaters.



7

De Havilland
Vampire MK-II
Grupo de Aviación No. 8
Cerro Moreno Air Base,
Chilean Air Force

-  FS 10055
-  FS 23695
-  FS 36495
-  FS 35052
-  Black Anti-glare

When vampires were painted in desert camouflage, were sent to *Grupo Aéreo 4* (Air Group 4), but this A/C still have the insignia of *Grupo 8*.

Note: Approximate colors, check your own references.





Original named the "Spider Crab", the *de Havilland Vampire* is a British jet-engine fighter. Its creation was commissioned by the *Royal Air Force* during World War II, and it was the second jet fighter to enter to service with the RAF (the first one was the *Gloster Meteor*). De Havilland Vampire's first flight was in 20 September 1943, and was introduced officially in 1945, so didn't see combat during the war, but served with front line of RAF squadrons until 1955 and continued in use as a trainer until 1996. The Vampire served with many air forces worldwide.

A total of 3,268 were built in 15 versions, including a twin-seat night fighter trainer, the *De Havilland Venom* and a carrier-based aircraft named the "Sea Vampire". It was officially retired in 1979, being the *Rhodesian Air Force* (of what is actually Zimbabwe) the last one in use in combat during the *Rhodesian Bush War* (also known as the *Zimbabwe War of Liberation* or the *Second Chimurenga*).

1 Mexican Vampire MK-III version 1

Derived from tensions originated from the machine-gunning of Mexican fishing boats for P-51 A/Cs from Guatemalan Air Force, the *Fuerza Aérea Mexicana* (Mexican Air Force/MAF) looked for its first fighting jet early in 1958, the *Royal Canadian Air Force* sold 27 vampires when those were retired from service, to *Fleetways Inc.*, in Wisconsin, who tried to sell them as private jets, but due the restrictions of the American Federal Aviation Administration, this was not possible, and they had them until the Mexican Government bought them in December 1960. Mexican Government bought 15 Vampires. The A/Cs were given vague serial numbers (FAM 1 to FAM 14) because they had not assigned a specific squadron or mission, later they were assigned to *Escuadrón Aéreo 200* (Aerial Squad 200). The vampires entered into service in 14 February 1961. A/C overall FS 34094, MAF insignia in six positions, Mexican flag on both sides of rudders. Note the red and white strip in cockpit's sides for Commander's A/C.

2 Dominican Republic Vampire FB.50 version 1

At beginning of 1950s, President *Rafael Leonidas Trujillo Molina* started an expansion of the Dominican air force. Using an intermediate company, *Interarmaco*, in 1952, the *Cuerpo de Aviación Militar Dominicana* (AMD/Dominican Military Air Force) bought to Sweden a series of A/C, including 25 Vampires MK-1 and 3 MK1-S, giving serial numbers 2701 to 2725. In 1957, other 17 Vampire FB.50 were bought to Sweden when the USA blocked the sell of 25 P-86 Sabre, giving the numbers 2726 to 2741. ADM insignia in four positions. Machine number in six positions. Dominican flag in rudders' outside.

3 Mexican Vampire MK-III version 2

In April 1961, the *Escuadrón Aéreo 200* was officially designed as the first jet-fighter squadron, and this was its mission: "Day Fighters of double purpose, assigned to missions of air defense and tactical support to ground units", and A/Cs had a new decoration, including for the first time the now familiar shark jaws. Mexican pilots had to familiarize themselves with the Vampire through ground school training. Around 1963, Mexican technicians re-armed and reconfigured the Vampires to military specifications, including 20mm *Hispano guns* bought to the United Kingdom. MAF insignia in six positions. Mexican flag in rudders' both sides. Note A/C 1 have an extra yellow strip and two red strips next the MAF insignia in the tailboom. Note red strip in wing tanks.

4 Dominican Republic Vampire FB.50 version 2

After President *Trujillo's* assassination in May 31 1961, and with the government of the new President *Joaquín Antonio Balaguer Ricardo*, the ADM was restructured and renamed *Fuerza Aérea Dominicana* (FAD/Dominican Air Force) with the 2222 planes. For 1963, the Vampires were used in the *Civil War* of 1965 to attack rebels' positions in Santo Domingo. In 1966, the FAD was restructured again, the 13 remaining Vampires were grouped, along with 24 P-51D Mustang and more of 20 AT-6 Texan, into the unit of "Dragones Verdes" (Green Dragons). The Vampires went to retirement in 1974. FAD insignia in four positions.

5 Mexican Vampire MK-III version 3

The Vampires suffered from a high accident rate. A former vampire pilot explained that one of the disadvantages was the lack of an ejection seat, the only way to bale out of a Vampire was turn it upside down. In 1970, the fears over safety grounded the vampires, around the same time the color scheme changed from dark green to aluminum dope. The surviving No. 5 is on display on the new Mexican Air Force HQ in Mexico City, and No. 13 is on display at the *Colegio del Aire* (Military Aviation School) at *BAM-5* at Zapopan, Jalisco. Other of the surviving MK-III were scrapped. MAF insignia in six positions. Mexican flag in rudders' both sides. Air intakes in yellow are optional. Note red strip in wing tanks. Note A/C 1 have strips in tailboom in FS 31350, another A/Cs are in orange FS 12300. We have evidence that an A/C used a ghost emblem with the dark blue color melting inside the inner circle, but we have no evidence about which one was, or if use it only in one side or both.

6 Mexican Vampire MK-11

By 1962, the FAM acquired two two-seaters Vampire MK-11, numbered 15 and 16, is not know when arrived to Mexico, were acquired from England and were used to make easier the training of the pilots. A/C no. 15 is actually in exhibition in the *Museo Militar de Aviación* (Aviation Military Museum) in Santa Lucía, Estate of Mexico, No. 16 was scrapped, its cockpit went to a private collector. MAF insignia in six positions. Mexican flag in rudders' both sides. Note tailboom strips in orange FS 12300 with black bands on edges.

7 Chilean Vampire MK-11

The Chilean Government began negotiations with the US for the supply of modern equipment, but a negative prompted negotiations with the UK. On 22 October 1953, a contract for five two-seated vampire MK-11 was signed. In May 1954, the *Fuerza Aérea Chilena* (FACH / Chilean Air Force) received its first jet A/C from Great Britain, supplied to the *Grupo de Aviación 7* (Air Group 7) at the base *Los Cerrillos*, in Santiago, being in active until 1958. In 1963, after a temporal retirement, the vampires were transferred to the *Grupo Aéreo 8* (Air Group 8) in the *Cerro Moreno Air Base*, were served until 1971, when all, (except for J-302) were retired. In December 1972, four new MK-11, from the *Royal Air Force* of the UK were bought, J-302 was renumbered J-301, and the other from J-302 to J-303, were painted in desert camouflage and transferred to *Grupo Aéreo 4* (Air Group 4) at *Iquique*, where were operated until 1980. Roundel in 2 positions, A/C number in 4 positions. Black anti-glare.

Color Conversion Table

Federal Standard	Humbrol Suggestions
34094	155
34097	86
25189	87
34094 + 15% Black	155 + 15% Black
13538	188
30160	73
34079	116

Color Conversion Table

Federal Standard	Humbrol Suggestions
33613	148
17773	147
12300	61
31350	153
10055	160
23695	103
35052	15

