

The official introduction into the SAF inventory was celebrated January 31st 1990. This marked the end of the DH-115 Vampire Trainer & DH-100 Vampire as Training aircraft.

Please note that the first Hawk Mk.66 built in Great Britain had been painted in white with striking red trim on the wings, nose and tail. For better visibility, the scheme was changed and painted red on the belly up half the way of the fuselage. The upper side remained white. Unfortunately, not many pictures of the short lived livery exist. This scheme re-appears on the T-45 Goshawk that was developed for the US Navy. Concerning maintenance markings and walk ways, very few were applied – restricted to the ejection seat warnings and rescue items as well as fire extinguishing.

The remaining 19 Hawks (U-1252 – U-1270) were assembled in Emmen – the final aircraft delivered to the air force on October 2nd 1991. As it is a tradition, the last aircraft leaving the line was adorned with some special artwork – reflecting a Hawk that carries away a ‘Walliser Tomato’... some people argue, that it must be an Apricot. Also Flags of the Canton Wallis and City of Emmen are painted onto the fuselage surrounded by grapes.

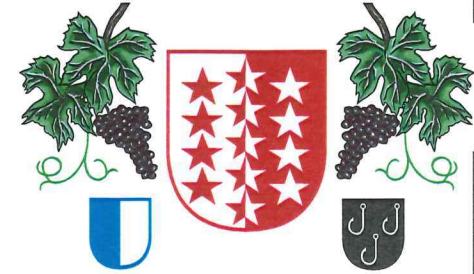
In 2002 the remaining 19 Hawks were put into storage. One aircraft (U-1256) was lost October 15th 1990 in a training accident in the Alps – Nesthorn (VS). Of these, 18 Hawks were purchased by Finland in 2008. U-1251 remained in the Flieger & Flap Museum in Dübendorf. The short service period in Switzerland is simply explained – technology advanced faster than expected – with the introduction of the F-18, the Hawk could not fulfill the requirement of a digital cockpit and despite the low flying hours and excellent condition it was deemed as financially sound to withdraw the aircraft from service. Today, the Pilatus PC-21 fills the slot allowing a straight transition onto the F-18.

This decal sheet has been designed based on painting instructions from the maintenance manuals as well as a thorough visit to U-1251 stored at Dübendorf. Special thanks for assistance go again to the Flieger and Flap Museum Dübendorf and to Bruno Schneider who have been immensely helpful on this project and others in the past. The decals themselves have been screen printed by the UK based Fantasy Printshop and guarantee a top quality product and easy application to the model. The decals must be applied onto a glossy surface to avoid the unwanted silvering. Decal softeners like Micro Sol & Set work very nice. Once dry, excess glue from the decals should be removed with a soft damp cloth.



Robert Schneider
Müllheim, August 2012

BAE Hawk Mk. 66

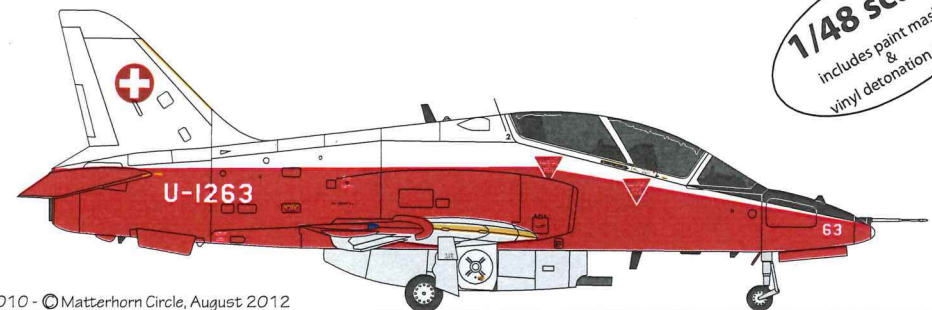


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With the Hawk Mk.66 the Swiss Parliament ordered an advanced jet trainer in October 1987. This, after a thorough evaluation against the French Alpha Jet. This contract was worth 395 Mio CHF, covered 20 aircraft and included a simulator.

U-1251 flew for the first time on April 7th 1989 at Dunsfold (UK) with Paul Hopkins at the controls. This aircraft was handed over to GRD (Gruppe für Rüstungsdienste) on November 8th and was flown to Switzerland by Manfred Brennwald and Thomas Schwarz.

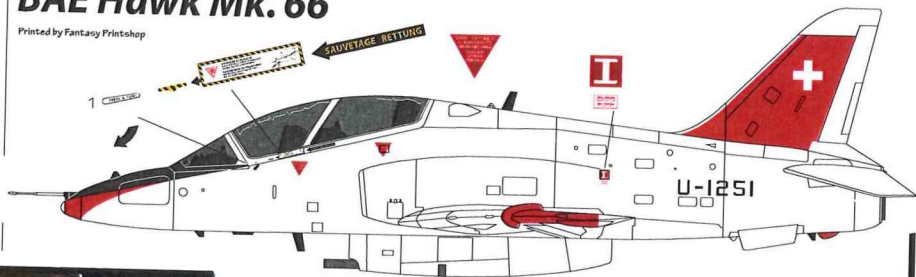


1/48 scale
includes paint masks
& vinyl detonation cords

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BAE Hawk Mk. 66

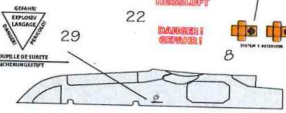
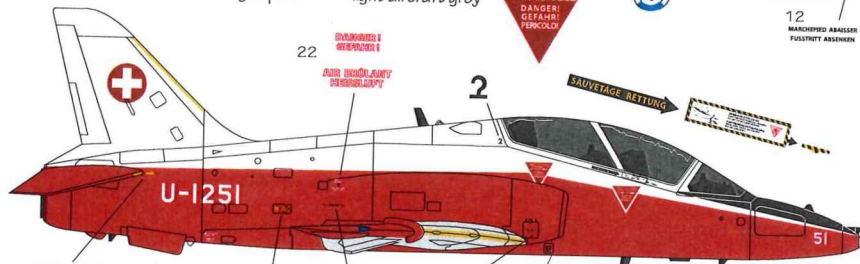
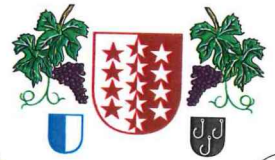
Printed by Fantasy Printshop



271&r November 8th, 1989 handover to GRD at Dunsfold, UK



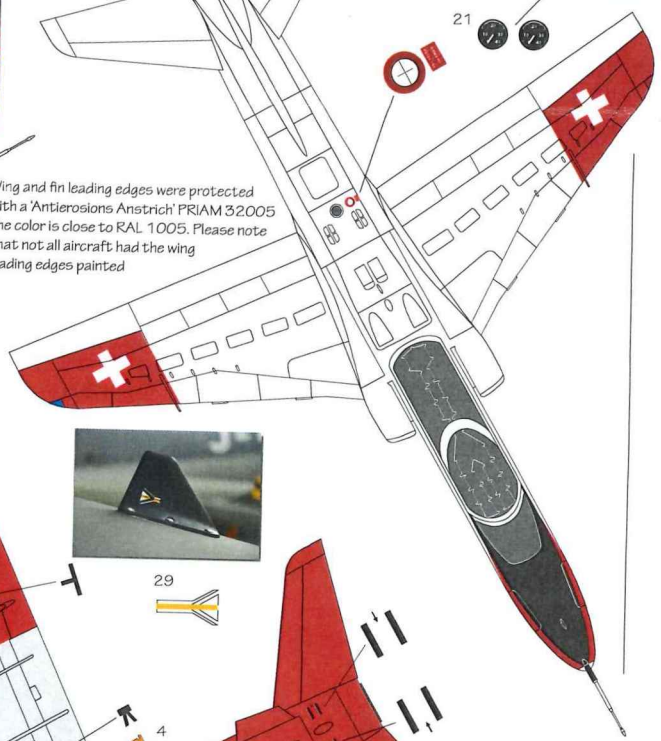
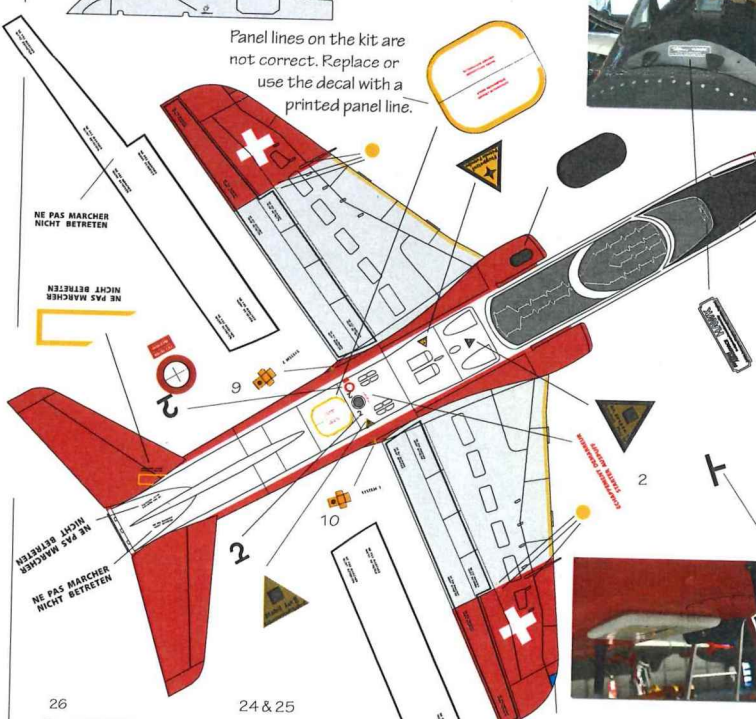
wheel wells white
Landing gear light aircraft grey
wheels light aircraft grey
cockpit dark grey
ejection seats black
gun pod light aircraft grey



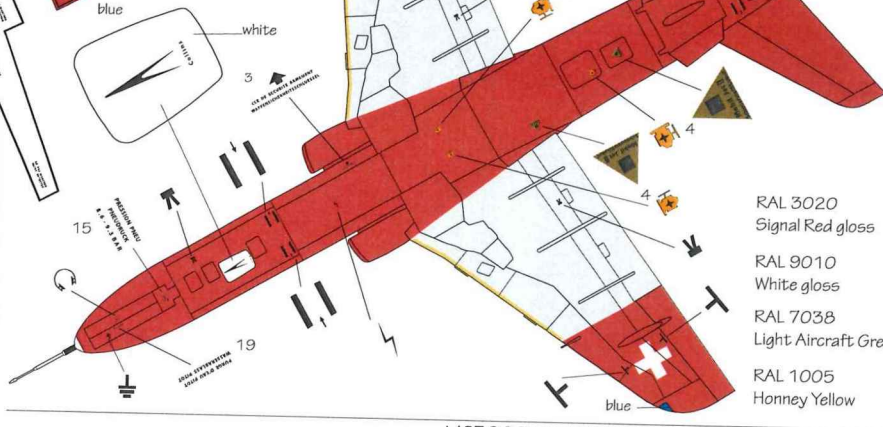
Panel lines on the kit are not correct. Replace or use the decal with a printed panel line.



Please note that the wing leading edges of U-1270 were not protected with the PRIAM 32005 coating

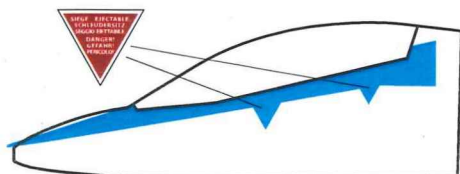
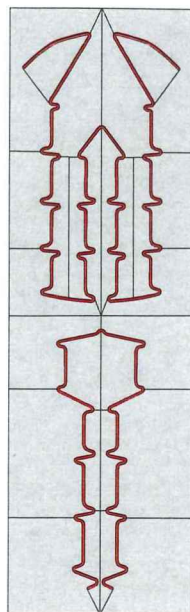
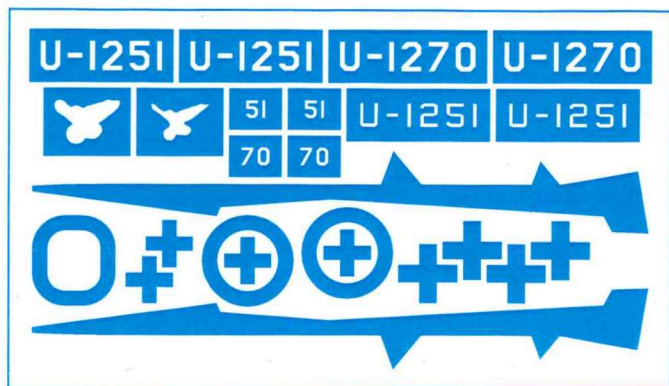


Wing and fin leading edges were protected with a 'Antiersions Anstrich' PRIAM 32005. The color is close to RAL 1005. Please note that not all aircraft had the wing leading edges painted



RAL 3020	Signal Red gloss	
RAL 9010	White gloss	
RAL 7038	Light Aircraft Grey gloss	
RAL 1005	Honey Yellow	

Paint Masks and Vinyl Canopy Detonation Cord



The paint masks are more or less straight forward. Since white decals on a red surface have the tendency to appear pinkish, this despite being double printed, masks for the Swiss Crosses and Numbers are provided. You have the option, either to paint the markings or to use the decals.

The white area around the falcon should have a soft edge towards the red. The decals are sharp edged. To achieve a soft edge, two masks are supplied – the one with the larger cutout goes below the smaller shape in order that it does not touch the surface and allows for a soft edge to be sprayed.

Masks with positions for the ejector seat warnings are cut for the Revell Kit (1/32) and Italeri, Tamiya or Academy Kits in 1/48 scale. This, since the decals do not have a white outline due to the above mentioned reasons.

Finally the panel lines for the Ram Air Turbine doors are not correct. The decals with a printed panel line are supplied, but the mask gives you the outline for new panel lines matching the decals.

The canopy Detonation Cords are cut from light grey vinyl and are self adhesive. It's an option to the decals or molded detonation cords. However since they are extremely fine and difficult to handle, they are for the brave and requires lots of patience. A spare is supplied.

First the unwanted material must be removed with a tweezers (pointed). This is very tricky since the cord itself does not stick well on the backing paper. The unwanted area is already cut into little pieces to ease the removal. Still the cord will lift off from time to time. Restore the position on the backing paper again – this is guided by a faint cut line in the paper.

Once only the cords are remaining and the shape is fine again you have to plan to get this fragile cord into the inside of the cleaned canopy. This can only be done with a low tag transfer paper (i.e. low sticking Tamiya tape) to keep the shape intact. When the cord sticks on the transfer paper, there is only one try to place it in the correct position inside the canopy since the cord will stick immediately. With soapy water, this effect can be delayed until you have it in the correct position, but then you must wait until everything is completely dry before the transfer paper can be removed.