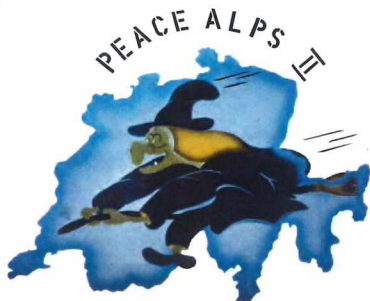


Peace Alps - Part Two



F-5E/F Tiger II



www.mc-one.ch

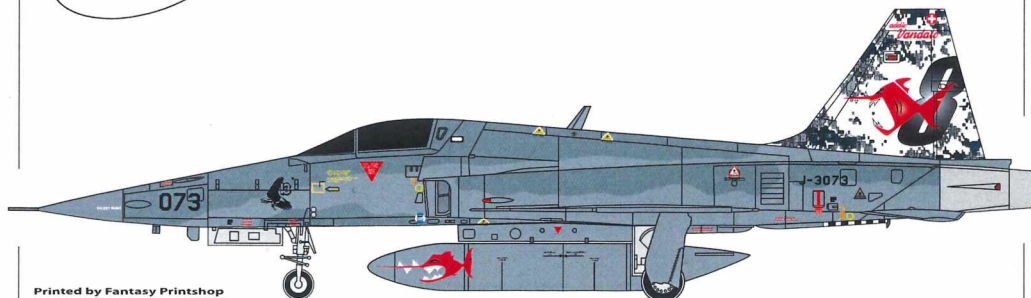
info@mc-one.ch



B-9723f

40 years ago the F-5E/F Tiger was introduced into the inventory of the Swiss Air Force. The Tiger was the last 'inexpensive' mass fighter aircraft for the Swiss Airforce, 98 single-seaters and 12 two-seaters were purchased. It was also the last Jet Fighter that was to be crewed by the militia pilot system; men who followed normal professions but also were professional Fighter Pilots. The end of the 'Flying Baker' has been proclaimed for many years. The fleet reduction started already in 2002 when the US Navy became interested in the F-5 to beef up their 'Aggressor Squadrons'.

1/48 scale



In the media, the Tiger got called old, night-blind and lame winged. A replacement was required, found and tested - the Saab 39 Gripen came out superior to the Dassault Rafale and Eurofighter. Not everybody liked this and in 2014, three million aviation experts voted not to purchase any new aircraft at all.

Peace Alps Part Two is the story of an aircraft that has reached 40 years of service in Switzerland against all odds and continues flying. This set offers decals for the very first aircraft up to some retirement schemes of today, but is not covering the end, as the final pages still need to be written.

Tigers delivered in the original first batch (J-3001 – J-3066 and J-3201 – J-3206) did not have the extended Leading Edge Wing Extensions (LERX) or the aerodynamically more streamlined shark shaped radar nose cones. However the second batch (J-3067 – J-3098 & J-3207 – 3212) delivered from 1982 onwards, were built from new with the LERX and the improved nose cone. The prominent VHF antenna was installed behind the cockpit. These modifications were also retrospectively introduced to the earlier Tiger fleet.

As has become an established tradition, the last aircraft off the production line received special nose art and J-3066 became Peace Alps I and featured a flying dove while J-3098 had Peace Alps II titles above a flying witch (both aircraft are featured on the 'Peace Alps Part Two' decal sheet). There is hardly any F-5 in Swiss service that did not receive a squadron badge at some time during its service life. Since the aircraft are not assigned to any specific squadron, some aircraft have more than one squadron badge applied or may have had a mix of various badges at different times. Tiger airplanes also participated in training missions and competitions abroad. Sardinia (SAKA) or Waddington (NORKA) in the United Kingdom created new badges. It is imperative to check photo references to get a picture of the exact look of a particular aircraft at any given time.

The paint scheme applied was similar to the USAF F-15's of the time. The original colors are F9453 Medium Grey and F9452 Light Grey, produced by the company Walter Mäder AG in Switzerland. The closest equivalent is a mix of FS 35237 Grey Blue and FS 36622 Grey in parts 33/67 and 50/50 respectively. With the introduction of the F/A-18 Hornet in 1998, things became easier and the colors were harmonized with FS 36320 Dark Ghost Grey and FS 36375 Light Ghost Grey. This is a matter of evolution, some aircraft were completely repainted, some merely received only a partial replacement while others simply received a touch up, thus leaving a 4 color mottled effect. While similar, the new Ghost Grays are a shade darker than the original colors; a very pleasing challenge to the modeler.

Research for this project was extremely interesting and creating the artwork for the decals placed a challenge. I'm aware, that I got carried away. This presents my biggest decal project and while preparing these instructions, I have not seen the finished product myself. I do know, that some registration numbers are missing... but they are easy made up with spare numbers. This said – with this sheet you will be able to create almost any Swiss F-5 Tiger at some point in time. Extra squadron badges are provided. There is simply not enough space on the instruction sheet for the whole fleet.

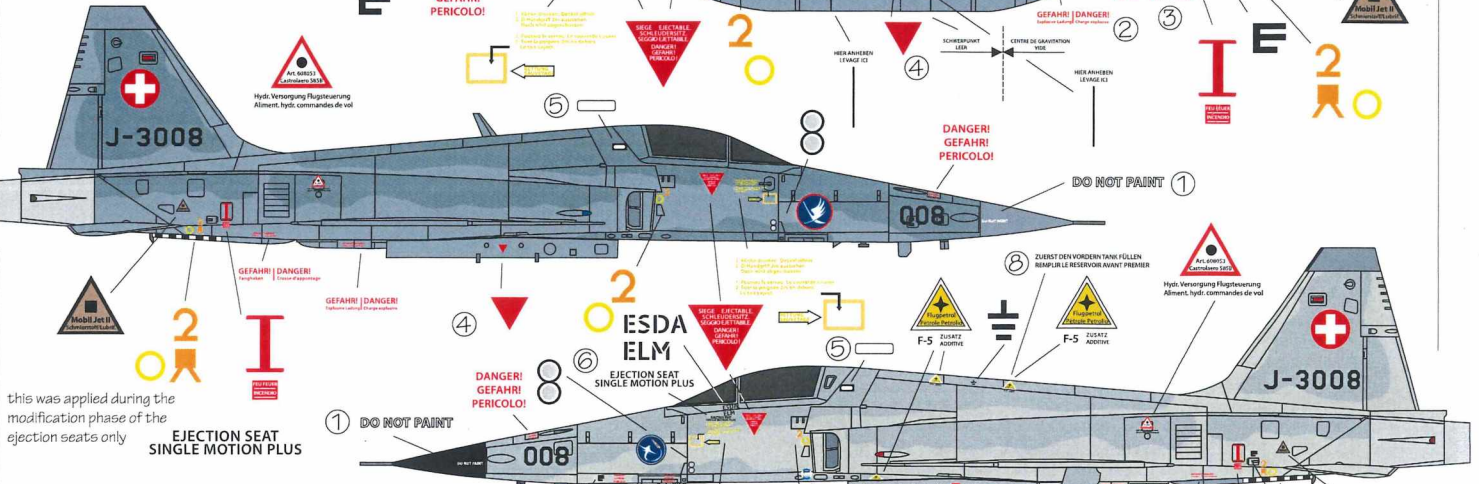


Robert Schneider
Müllheim, December 2017

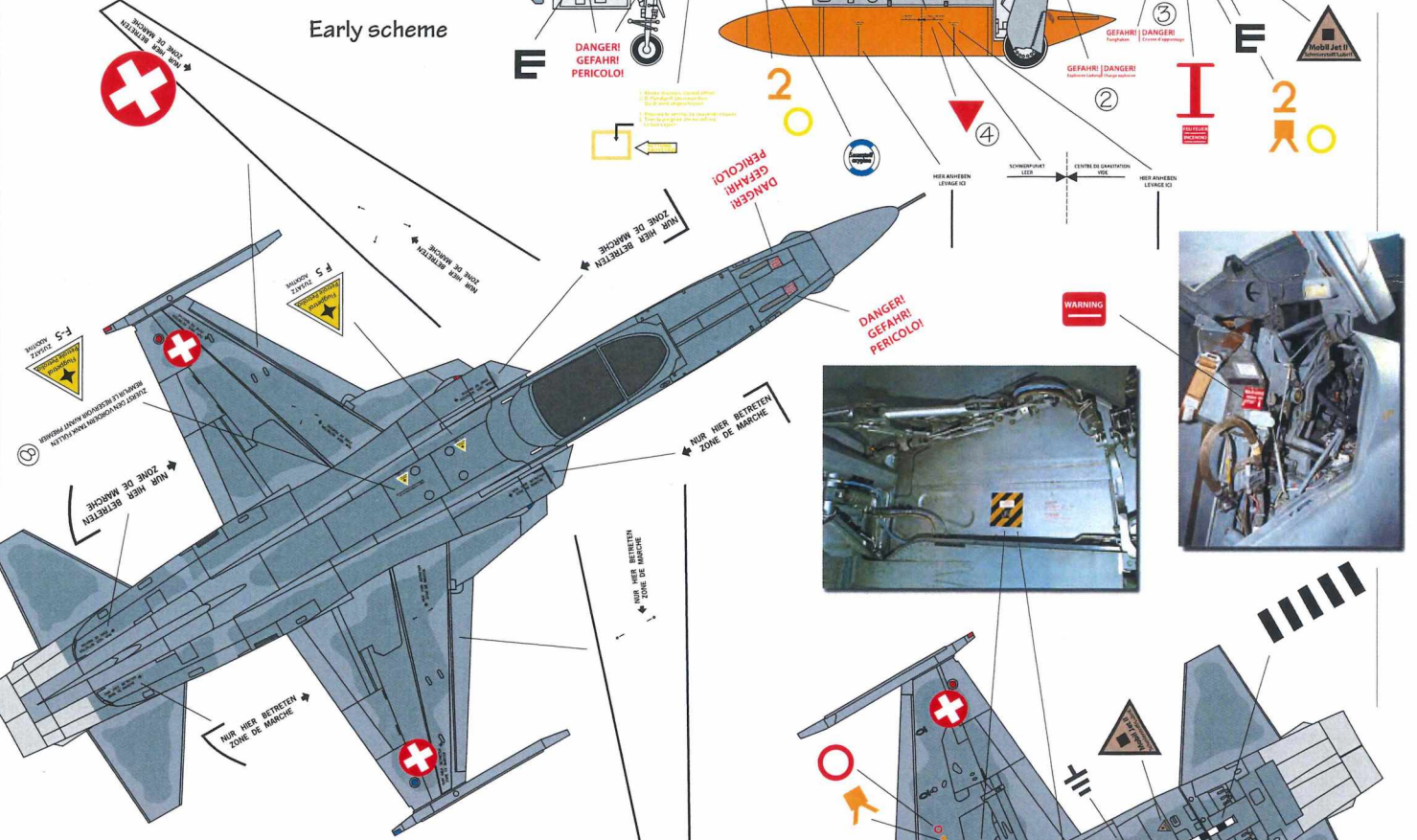


J-300B, J-3010, J-3019 - J-3021
 J-3030, J-3040, J-3050, J-3060
 J-3070, J-3080, J-3090 - J-3096
 J-3098, J-3201 - J-3204, J-3207
 - J-3210

Later scheme
 ~1998 - current



this was applied during the modification phase of the ejection seats only



■	F5 35237 Gray Blue	66.7%
■	F5 36622 Gray	33.3%
■	F5 35237 Gray Blue	50%
■	F5 36622 Gray	50%
■	F5 36320 Dark Compass Ghost Gray	
■	F5 36375 Light Compass Ghost Gray	
■	F5 36463 Gray	
■	Steel	
■	orange	66.7%
■	red	33.3%



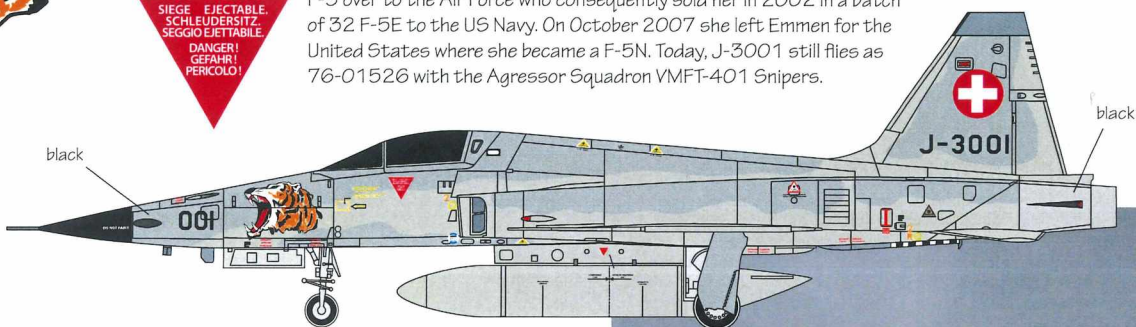


J-3001 / L1001 was built by Northrop in December 1977 and tested at Edwards AFTC from April to October 1978. She became the first F-5E Tiger II delivered to Switzerland October 19th 1978. Until 1997 she was operated by the GRD (Gruppe für Rüstungsdienste / later RUAG) as a Test and System / Weapons evaluation aircraft. As such, she received very early a VHS radio system and the small Data Link antenna behind the cockpit. Later on - large calibration markings and daygloo trim was added. With the arrival of F-18C J-5001, RUAG handed their

F-5 over to the Air Force who consequently sold her in 2002 in a batch of 32 F-5E to the US Navy. On October 2007 she left Emmen for the United States where she became a F-5N. Today, J-3001 still flies as 76-01526 with the Agressor Squadron VMFT-401 Snipers.

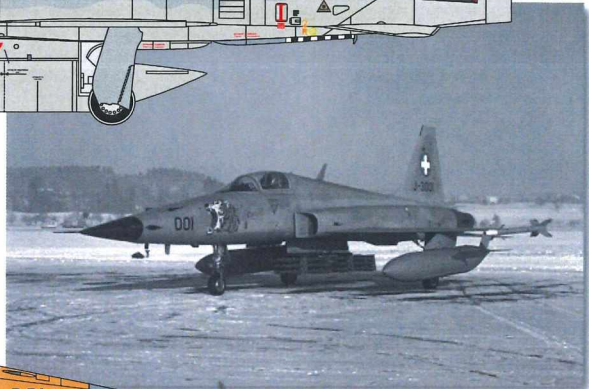
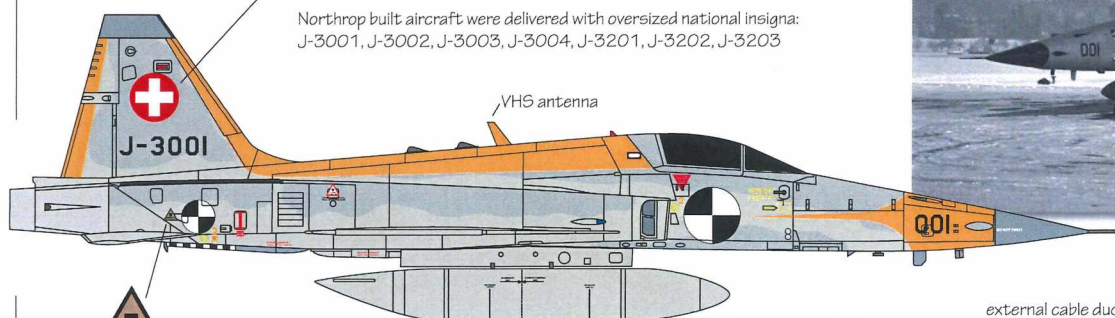
SIEGE EJECTABLE
SCHLEUDERSITZ
SEGGIO EIECTABILE
DANGER!
GEFAHR!
PERICOLO!

J-3001 was delivered with a standard nose cone and non extended LERX



oversized national markings all six positions

Northrop built aircraft were delivered with oversized national insignia: J-3001, J-3002, J-3003, J-3004, J-3201, J-3202, J-3203



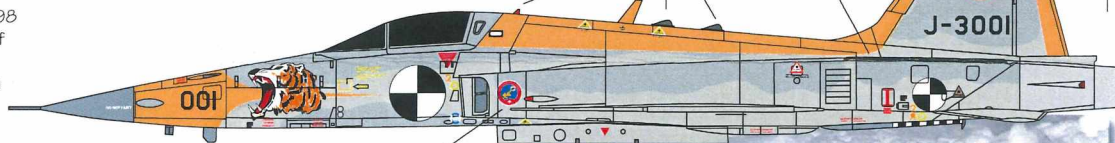
non standard position both sides

non standard ejection seat warnings

SIEGE EJECTABLE
SCHLEUDERSITZ
DANGER!
GEFAHR!

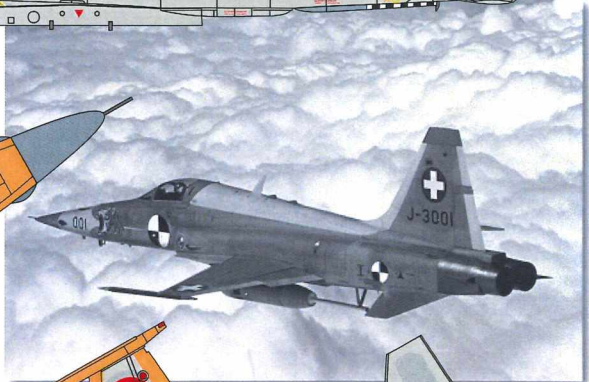
external cable ducts over the hot section

Data Links

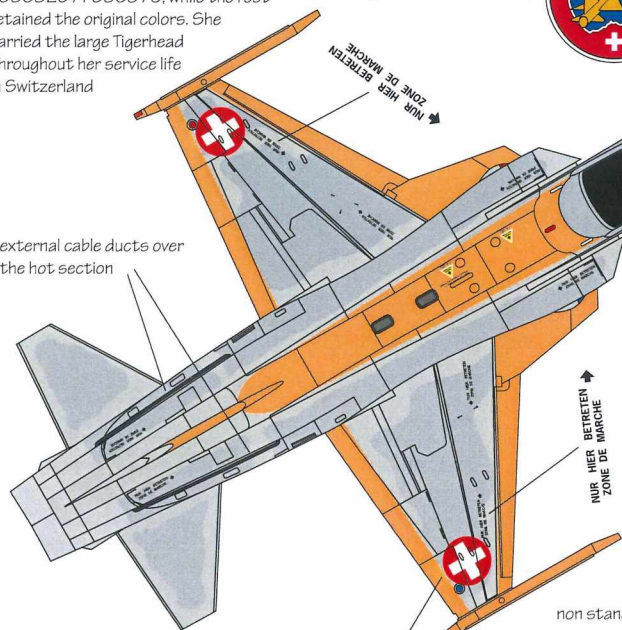


J-3001 as she appeared between 1983 - 1998 while operated by the GRD. Note the addition of the two Data Link pods behind the VHS antenna and the cable ducts as a standard modification for testing purposes. During Summer 1991, J-3001 was the first Swiss F-5 to fly with the duckbill nose and the extended LERX. In 1999 she became part of the Swiss Air Force. As such, the nose section and daygloo areas were overpainted with FS36320 / FS36375, while the rest retained the original colors. She carried the large Tigerhead throughout her service life in Switzerland

GRD badge on l/h air intake only



external cable ducts over the hot section



non standard walkways

oversized national markings all six positions



Day-glo Orange *

* this paint is not UV resistant and with time changes it's appearance from a bright almost redish orange to pale yellow top surfaces are more affected by the sun than the sides and bottoms

J-3003 'Sinacat' - August 17th, 2001 - received her Tigercoat on the event of the Swiss Armed Forces Competition with 10 flight hours remaining on the airframe. She was handed over in this livery to the US Navy in November 30th, 2004 and after a lifetime extension continued flying with as 76-01528 VFC-13 Saints.



non standard ejection seat warnings



**Ambassador 2001
Swiss Armed Forces Competitions**






Sinacat received her name from a Tigerbaby that belonged to the 'Plättli' Zoo Frauenfeld



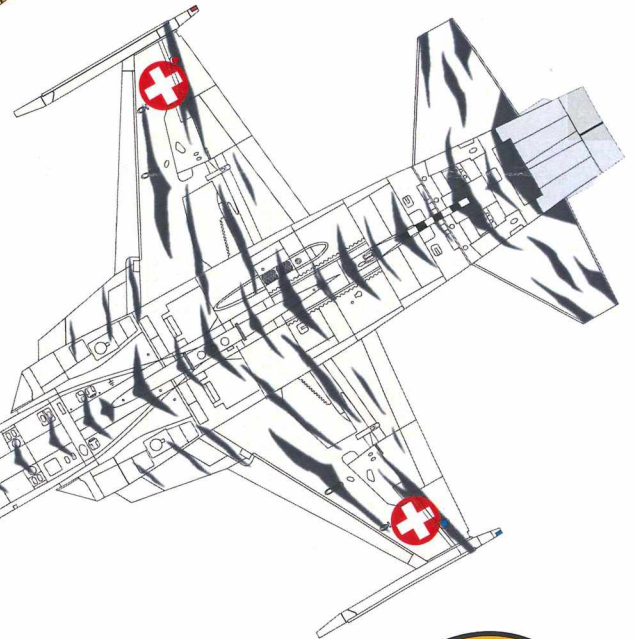
oversized national markings all six positions

The 'Tiger' scheme is silk-gloss. The stripes are naturally black with soft edges

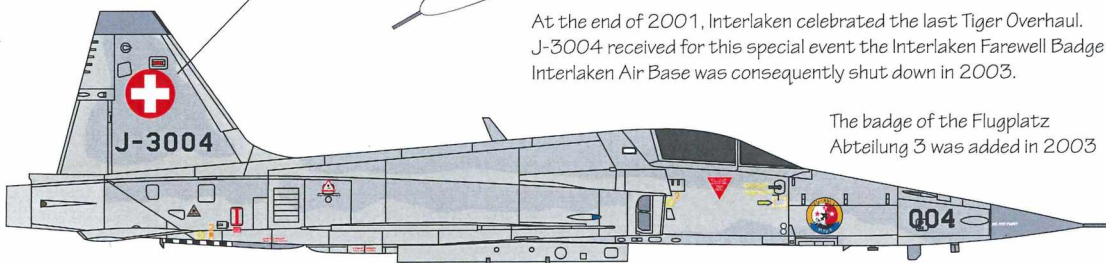
-  RAL 2000 Gelborange
-  RAL 1003 Signalgelb
-  RAL 9001 Warmes Grau 1



While most of the Tigers were assembled in Emmen, Northrop built F-5E & F were delivered with oversized national insignias



oversized national markings all six positions



At the end of 2001, Interlaken celebrated the last Tiger Overhaul. J-3004 received for this special event the Interlaken Farewell Badge. Interlaken Air Base was consequently shut down in 2003.

The badge of the Flugplatz Abteilung 3 was added in 2003



J-3004 on December 31st, 1999 before she carried the squadron 11 Tiger batch. The r/h side of the nose was plain

TIGER FAREWELL

place white decal first

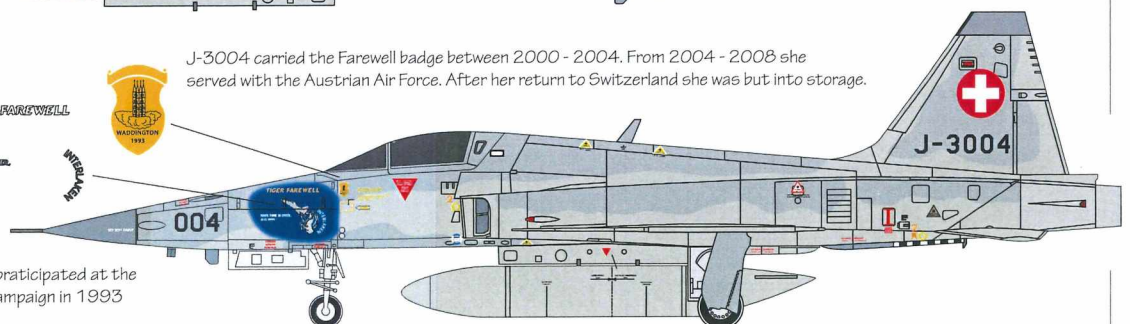
YOUR TIME IS OVER. SAY GOODBYE!

INTERLAKEN



J-3004 carried the Farewell badge between 2000 - 2004. From 2004 - 2008 she served with the Austrian Air Force. After her return to Switzerland she was put into storage.

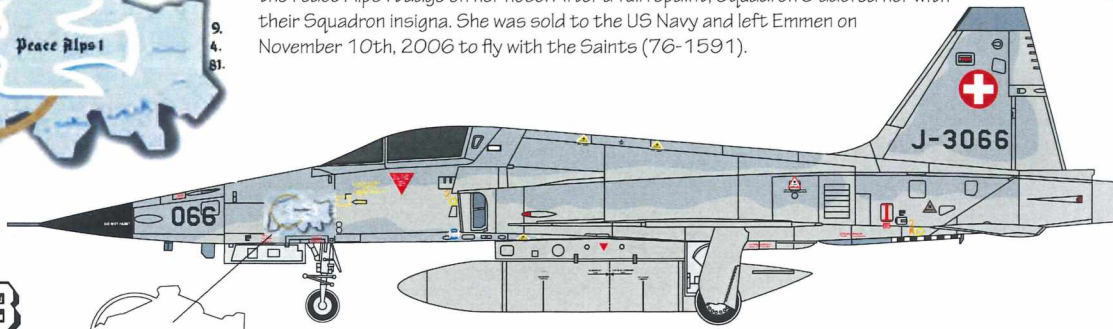
J-3004 participated at the NORKA campaign in 1993



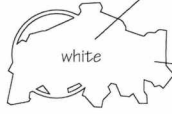
The last F-5E ordered by the Swiss Parliament in 1976 under the 'Peace Alps' programme. First flight for J-3066 took place on March 13th 1981. Until 1999 she carried the the Peace Alps I badge on her nose. After a full repaint, Squadron 8 adored her with their Squadron insignia. She was sold to the US Navy and left Emmen on November 10th, 2006 to fly with the Saints (76-1591).



9.
4.
81.



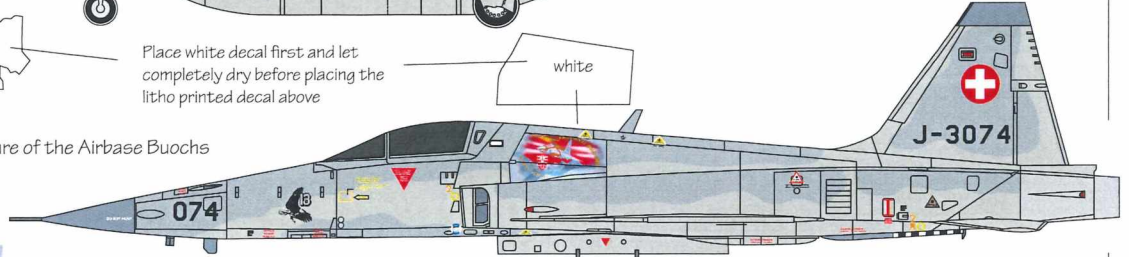
J-3066 in 1981 with the original black nose and standard LERX. Please note, that the VHS radio system was not installed. Modifications took place early 1995.



Place white decal first and let completely dry before placing the litho printed decal above

white

J-3074 in April 2003 marking the closure of the Airbase Buochs

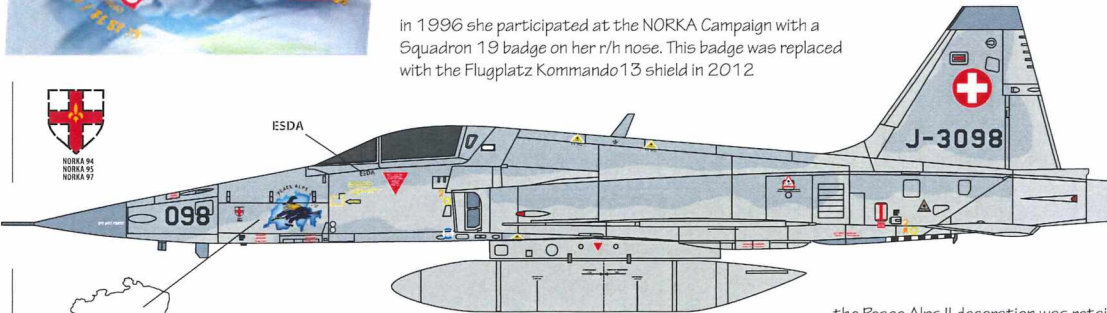


J-3098 was the last F-5E ordered with the Peace Alps II programme in 1981 and handed over to the Air Force on March 26th, 1985

in 1996 she participated at the NORKA Campaign with a Squadron 19 badge on her r/h nose. This badge was replaced with the Flugplatz Kommando 13 shield in 2012



ESDA



the Peace Alps II decoration was retained throughout her service life

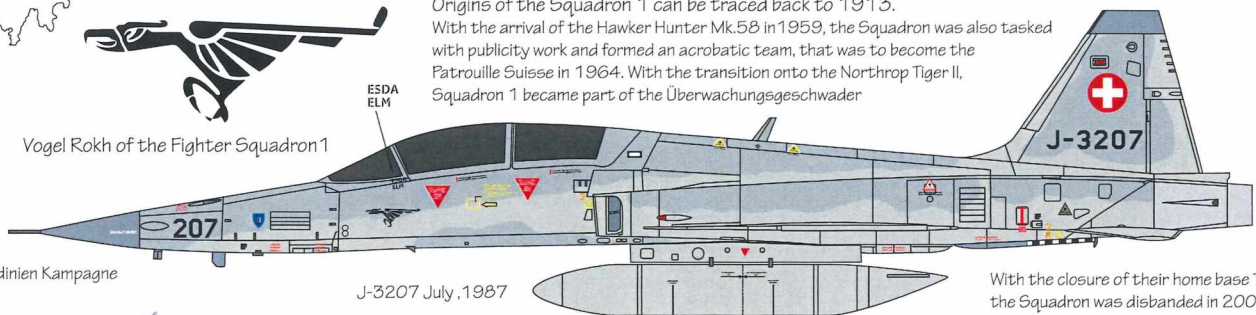


Origins of the Squadron 1 can be traced back to 1913.

With the arrival of the Hawker Hunter Mk.58 in 1959, the Squadron was also tasked with publicity work and formed an acrobatic team, that was to become the Patrouille Suisse in 1964. With the transition onto the Northrop Tiger II, Squadron 1 became part of the Überwachungsgeschwader

Vogel Rokh of the Fighter Squadron 1

ESDA ELM



SAKA - Sardinien Kampagne

J-3207 July, 1987

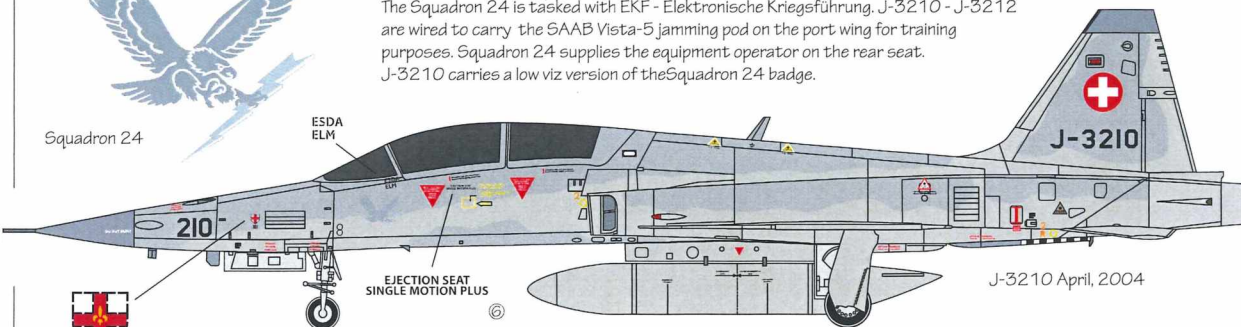
With the closure of their home base Turtmann, the Squadron was disbanded in 2003



Squadron 24

The Squadron 24 is tasked with EKF - Elektronische Kriegsführung. J-3210 - J-3212 are wired to carry the SAAB Vista-5 jamming pod on the port wing for training purposes. Squadron 24 supplies the equipment operator on the rear seat. J-3210 carries a low viz version of the Squadron 24 badge.

ESDA ELM

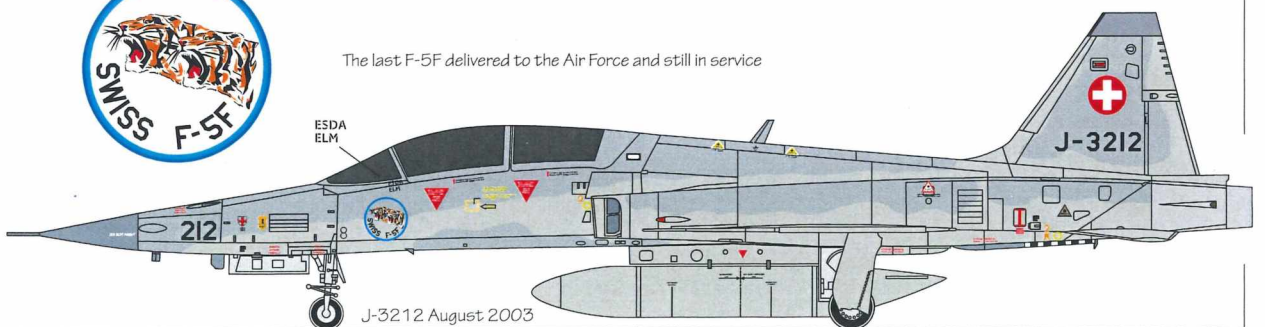


J-3210 April, 2004

EJECTION SEAT SINGLE MOTION PLUS



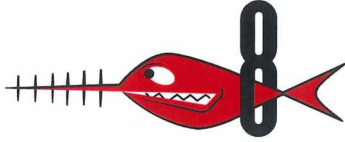
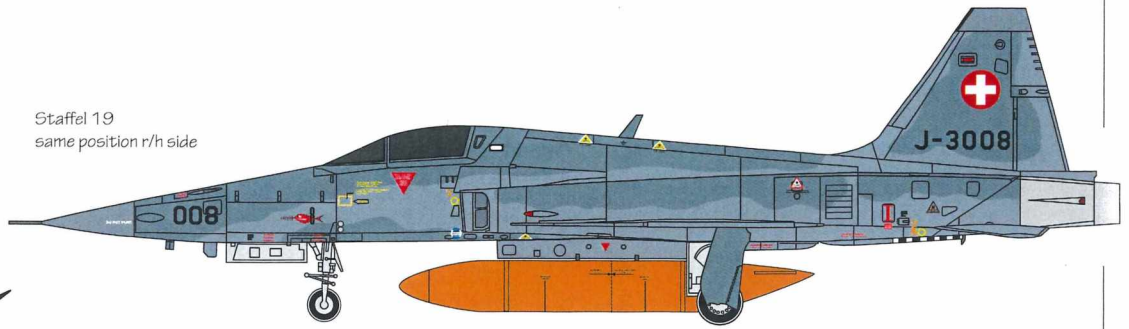
The last F-5F delivered to the Air Force and still in service



J-3212 August 2003



Staffel 19
same position r/h side



Staffel 8

J-3008 is the third F-5E assembled in Emmen and was handed over to the Air Force January 25th, 1979. Depicted as she looked in February 2005. She was delivered to the USA Navy on May 25th, 2007

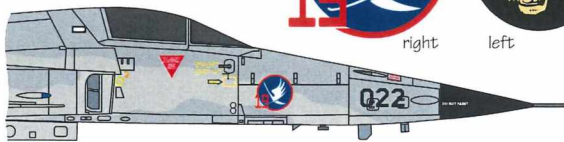
J-3022 September 1989



right



left



SAKA 85



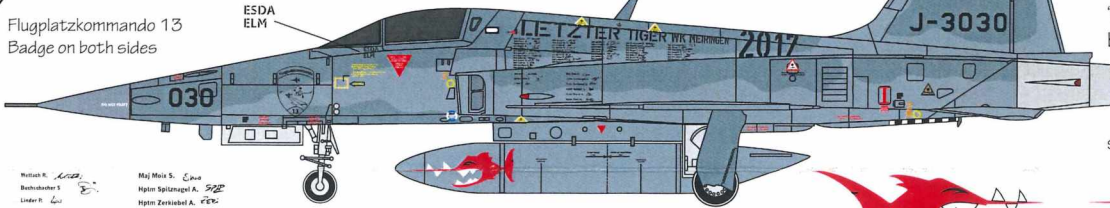
Badges of the Sardinia Campaigns

J-3045 July 1987



Flugplatzkommando 13
Badge on both sides

LETZTER TIGER WIK MEIRINGEN 2017

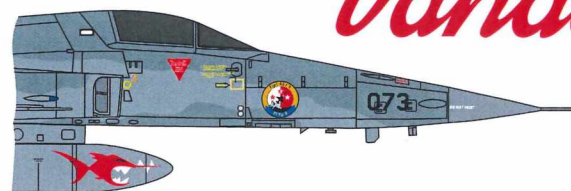
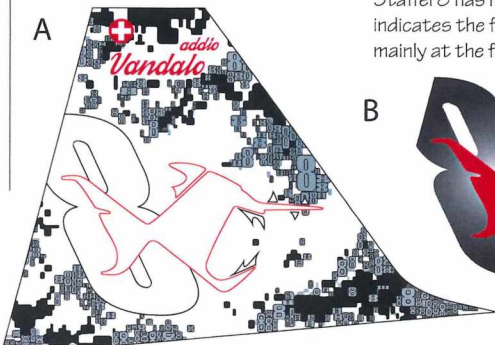


J-3030 in October 2017 celebrates the last F-5 'Wiederholungs Kurs' with Squadron 8 on duty. Note the transformation of 'Vandalos' the Squadron 8 boss shark who has grown older and a bit meaner. The camouflage looks well worn, patched up and slightly dirty

- | | | | | |
|------------------------|------------------------|------------------------|------------------------|------------------------|
| Obst. Christian F. ... | Obst. Peter A. ... | Obst. Michael H. ... | Obst. Hanspeter M. ... | Obst. Hanspeter M. ... |
| Obst. Peter A. ... | Obst. Michael H. ... | Obst. Hanspeter M. ... | Obst. Hanspeter M. ... | Obst. Hanspeter M. ... |
| Obst. Michael H. ... | Obst. Hanspeter M. ... | Obst. Hanspeter M. ... | Obst. Hanspeter M. ... | Obst. Hanspeter M. ... |
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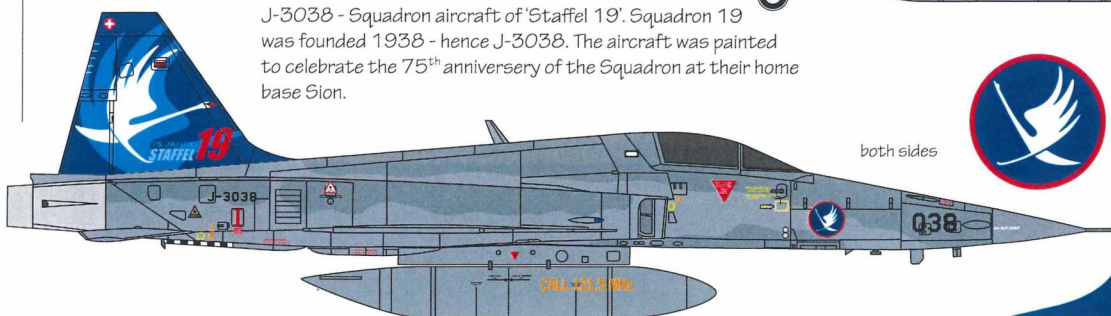
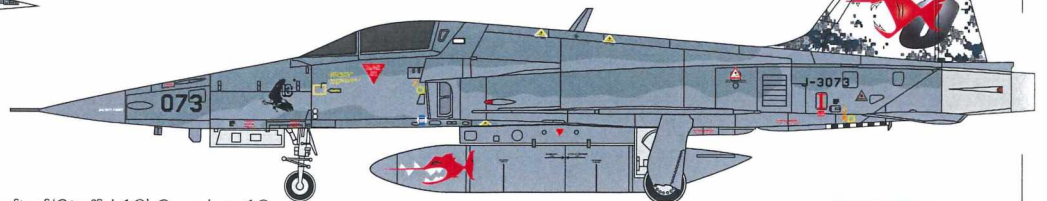


Fighter Squadron 8 'Vandalos' started 1925 as Fliegerkompanie 8. Meiringen has been the homebase of the Vandalos since 1980. In March 2017, Staffel 8 has received their own 'Staffelflugzeug' J-3073 - but 'Addio Vandalos' also indicates the farewell for the squadron. The paint scheme is only lightly repaired - mainly at the forward end of the aircraft - and appears pretty clean.



addio Vandalos

The radial gradients in the B and the red shark had to be litho printed on a separate sheet. Place decal A first and trim where necessary. When completely dry, place decal B exactly into the outlined B



J-3038 - Squadron aircraft of 'Staffel 19'. Squadron 19 was founded 1938 - hence J-3038. The aircraft was painted to celebrate the 75th anniversary of the Squadron at their home base Sion.

both sides



J-3038 was one of the aircraft that was lent to Austria between 2004 until 2008. She flew in this special scheme from June 2013 until September 2017 when she retired from service.

As for J-3073, the fin decal is slightly oversized. Trim with a sharp scalpel when the decal is dry