

The deal included compensation deals, main assembly in Switzerland, the supply of AIM-120 AMRAAM missiles, a simulator and a training program. The 26 single seat and 8 two seat Hornets differ from others of the same type by having main fuselage bulkheads made from titanium, enabling them to reach a service life of some 5000 flight hours within 30 years of use. Three Squadrons, 11 (Tiger), 17 (Hawk) and 18 (Panther) started training on the type in 1996, partial operational readiness was achieved in 1998. Nine years after the fall of the Berlin wall, a modern innovative fighter replacement, which had been sought for decades, had finally arrived with the Swiss Air Force. All Swiss Hornets are dedicated entirely to the air defense rôle and today operate tactically from Payerne, Sion and Meiringen airfields respectively.

In order to improve the performance in the role of an interceptor, RUAG in Emmen developed and constructed special low drag pylons to carry air-to-air missiles under the wings. The American SUU-63A/A pylons were considered to be very versatile, but they created induced drag during high speed flight. Switzerland's parallel Hornet procurement with Finland was foreseen as a way of saving money, but hard figures are impossible to confirm if this achieved the desired effect. The internal ALQ-165 airborne self protection jammer was procured simultaneously. In 1996, extensive flight testing took place in Patuxent River and China Lake in the USA involving J-5001 and the F/A-18F J-5231 (which unfortunately crashed two years later in Switzerland). These two were the only Swiss aircraft that actually came from the US production line. The relatively young and small Swiss Hornet fleet has already undergone two upgrade programs centered around the uplink and downlink of radar information, (Link 16) and the use of the "off bore sight" AIM-9X Slidewinder. Recently a number of state of the art FLIR pods have been ordered in the US. These are due to be used in air-to-air mode only.

This decal sheet covers two F/A-18C (F-5017 & J-5018) of the Swiss Air Force inventory, and includes the two latest striking designs by Hanjörg Oberholzer who kindly provided copies of the original design files. Hansjörg Oberholzer also designed the livery for the 'Patrouille Suisse' and the famous Mirage IIIRS pair 'Black & White'. I am thankful for his gracious support.



Robert Schneider
Mülheim, March 2010

ICE HORNET'S



F/A-18 C

J-5017 & J-5018

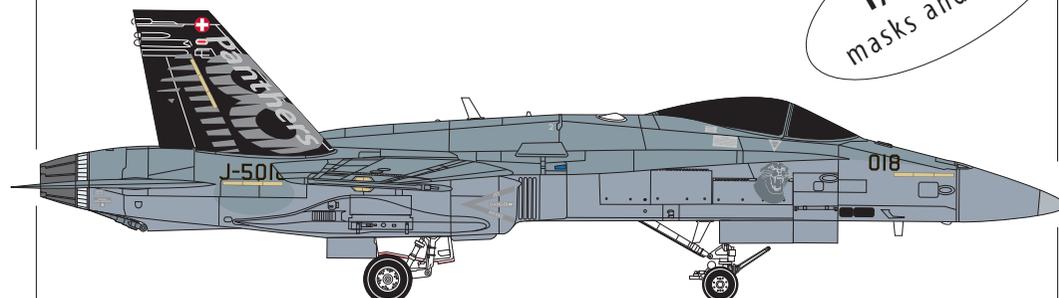
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Laurent Baudillon

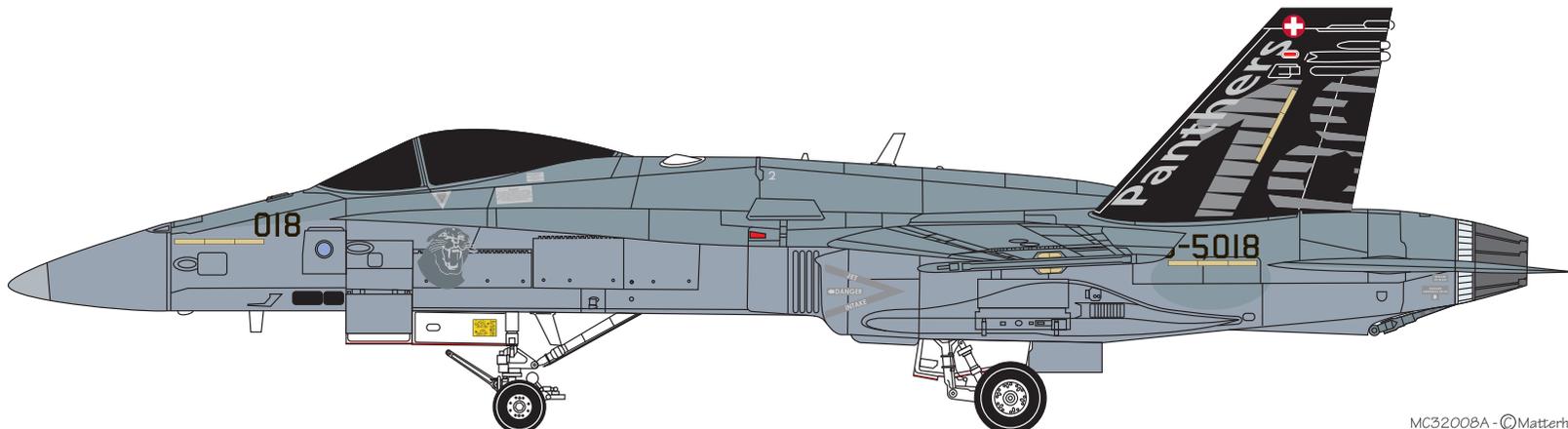
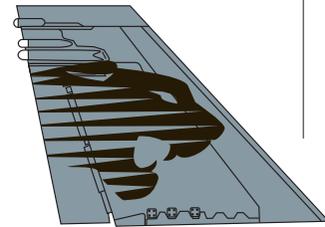
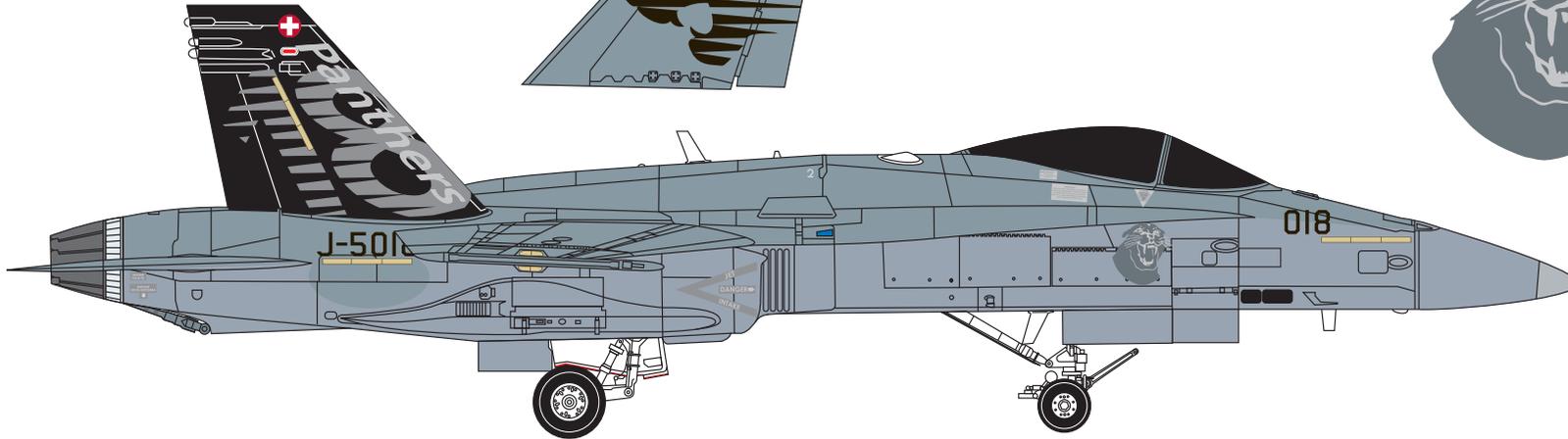
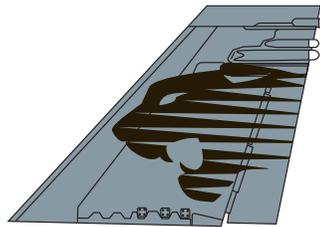
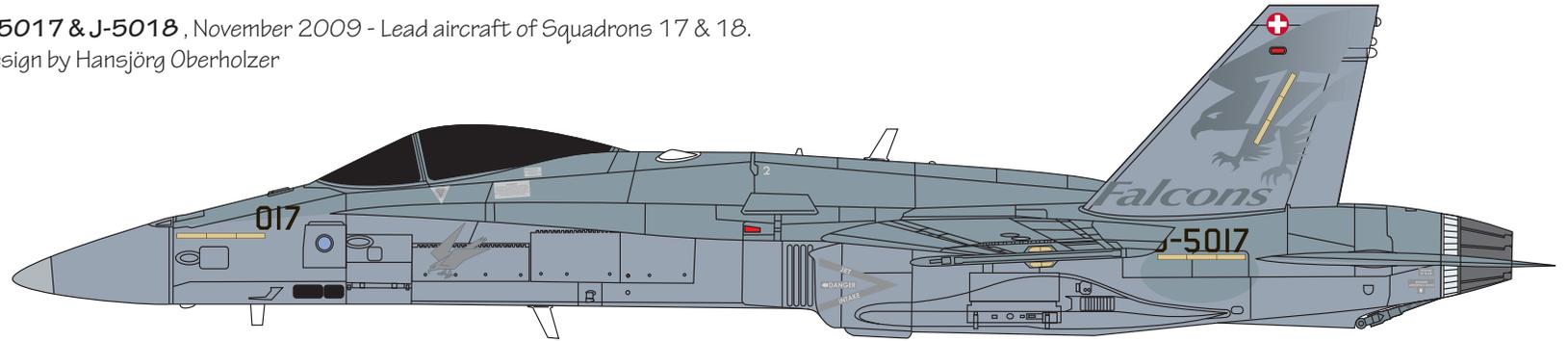
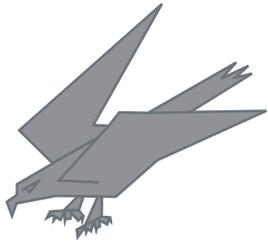
The purchase of 34 aircraft to replace the ageing Mirage III interceptor fleet was a painful process. It took roughly 12 years to search for a suitable type and pass the procurement act in parliament. The political disputes ended in 1993 when Swiss voters ratified parliament's decision to close the deal with what was then the McDonnell-Douglas Aircraft Company.

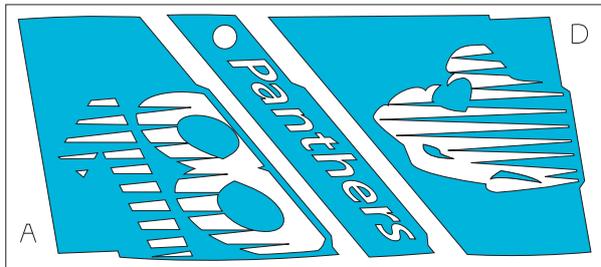
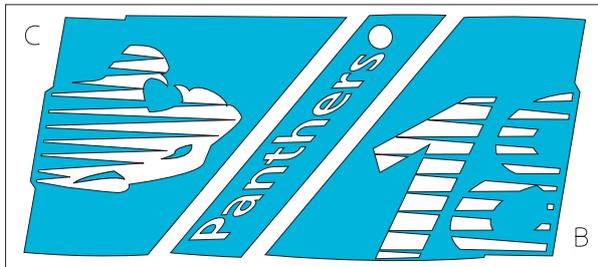
1/32 scale
masks and decals



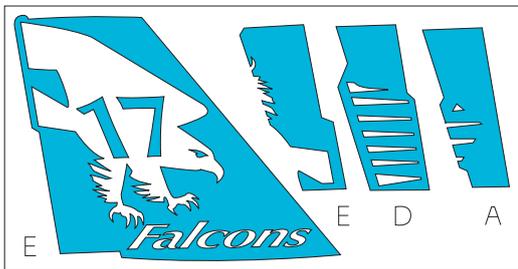
MC32008A - ©Matterhorn Circle, March 2010

J-5017 & J-5018 , November 2009 - Lead aircraft of Squadrons 17 & 18.
Design by Hansjörg Oberholzer





use green tape to apply the pre-cut masks

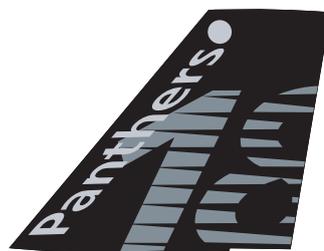
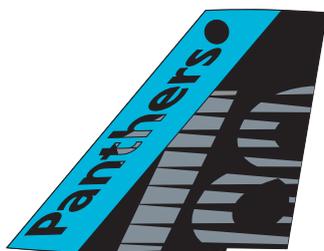
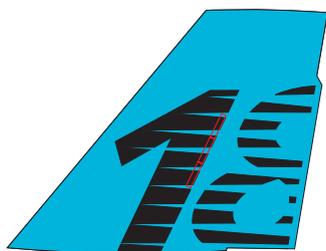


remove all unwanted film first

In 1/32 scale, instead of large decals, a set of pre-cut masking film is provided. These sets have been adjusted to the Academy F-18 kit. The masking film is low tack and if one has the feeling that this is not sticking well enough, we would advise you to warm up the film with a hairdryer prior to applying the masks. This will activate the glue. The green foil is very low tack and can be used to apply the free floating parts of the pre-cut masks by simply sticking it over the masks before removing the backing paper. Once the masks are correctly positioned on the fin, the green foil can be removed again and re-used. We would advise you to spray with low pressure and light paint flow at a 90 degree angle onto the surface to avoid lifting off the masking film.

For J-5018, spray the base color first, then do the 18 next. Between the steps it is imperative that the paint hardens out! Last apply the titles 'Panther'. A circle is cut above the title in the correct size to be covered with the Swiss insignia. This gives the decal a lighter base than the black base coat and will prevent the decal looking too dark since the white is not totally opaque.

For J-5017, we suggest that you airbrush the whole Falcon and title evenly over the lighter base coat. Once you are happy with the result, (the antennas and bulges on top of the fins will be a challenge), you can then spray the gradient of the falcon with the base color.

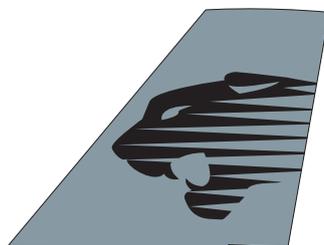
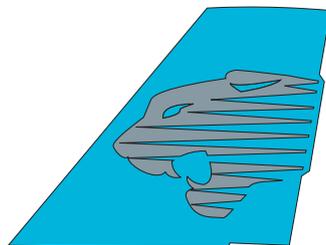


Masks for possible rudders are included - A & B

- Black 
- F536270 Medium Grey 
- F536495 Light Grey 

caution:

- apply masks only when the base paint is completely dry.

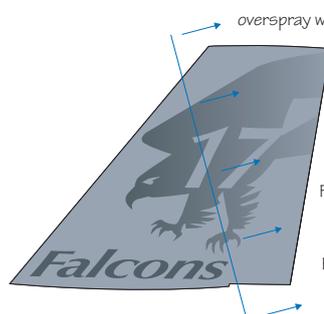


Masks for possible rudders are included - C & D

- Black 
- F5 36320 Dark Compass 
- Ghost Gray 



Masks for possible rudders are included - E & F



- F5 36375 Light Compass 
- Ghost Gray 
- F5 36176 Dark Gull Gray 