

Unfortunately this aircraft was lost after only 7 days in a take-off accident at Dübendorf on August 2nd. A fourth MK.1 was ordered as a replacement.

Not to be discouraged, however, the Government ordered 75 DH-100 Mk.6 'Vampires' at the end of 1948. These aircraft were to be built by De Havilland, while a further batch of 100 Vampires were to be built under license in Switzerland.

Deliveries from Hatfield started on May 5th 1949. The aircraft were flown to Switzerland by De Havilland company pilots and in particular by John Cunningham, who at that time was the company's chief pilot. A total of 75 DH-100 Mk.6 Vampires were flown into Switzerland registered J-1005 – J-1079. In the meantime, the manufacturing lines for the license built DH-100s were being set up in Emmen, Altenrhein and Buochs. 100 Vampires (J-1101 to J-1200) were delivered to the Swiss Air Force between 1951 and 1953. The Goblin Engines were still built in the UK and flown to Switzerland by Ju-52 aircraft.

In 1953, F+W Emmen (in co-operation with De Havilland) built 3 DH-115 Mk.11 Vampire Trainers (U-1001 – U-1003). Three years later an additional batch of 7 Vampire trainers (U-1004 – U-1010) were produced and on this occasion the Mk.55s were equipped with Martin Baker Mk.3B ejection seats. In 1957, however, these aircraft were re-registered U-1201 – U-1210. By 1967 a total of 39 DH-115 Mk.55 were being flown by the Air Force, the last 9 of them being surplus RAF aircraft.

Additionally, a single DH-113 NF (night fighter) Mk.10 (U-1301) was purchased in 1958 by the KTA for trials and as a test bed for equipment used in the DH-112 Venom project. This aircraft was not modified with ejection seats and was therefore liquidated soon afterwards in 1961. An attractive 'Wasp' paint scheme adorned this aircraft.

Vampire fuselages were built from plywood and painted silver. The wings, tail booms and control surfaces were made of aluminum. While the De Havilland built Vampires were equipped with a double-glassed metal-framed hood, while the license Swiss built aircraft used a single glass frameless canopy.

During 1960, all Vampires were modified and received Martin Baker Mk.2/V ejection seats, thus requiring extensive modification of the cockpit rear bulkhead. The canopy required modifications and had to be strengthened. The ring control stick got modified with a fighter type control grip. Also, the early Spitfire-like 3-spoke wheels got replaced with ones that looked similar to the ones used on the Venom.

Also in 1960, three additional Vampires were assembled from spare-parts (J-1080 – J-1082) by F+W Emmen.

The Vampire spent a colourless life without squadron badges or special schemes. Due to strict security during cold war years, only few pictures of flying Vampires are available today. By the end of the sixties most of the original De Havilland built Vampires got retired due to high airframe hours. The remaining Vampires got withdrawn from frontline duty and received orange bands and speed brakes, denoting them as training aircraft.

The Swiss Vampire is most known abroad for the Pinocchio Nose and later for the colourful scheme as a target aircraft. During 1974 – 75, the aircraft received additional avionics equipment and in particular a transponder. As space was not available, additional room for the equipment had to be made in the extended nose.

All remaining Vampires were withdrawn from service in January 1991.



Robert Schneider
Müllheim, May 2022



De Havilland



DH-100 Mk.6 'Vampire'

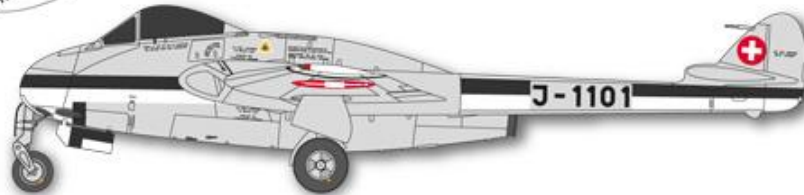
www.mc-one.ch info@mc-one.ch



The lesson learned during WWII was that Neutrality must be defended – and it comes at a cost! After the war, it became clear that the Moranes and Messerschmitts would not be adequate in lieu of the forthcoming aircraft that were in development worldwide. As a stop gap measure, some 100 surplus P-51 Mustangs were purchased from USAAF stock during 1948.

However already in 1946 the KTA (Weapons Procurement agency) ordered 3 De Havilland DH-100 Mk.1 Vampires for evaluation purposes. J-1001 was handed over at the De Havilland plant in Hatfield on July 27th 1946.

1/32 scale
includes paint masks



Printed by Fantasy Printshop

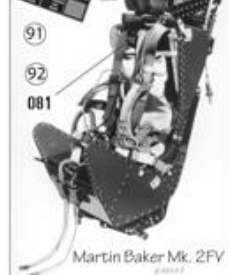
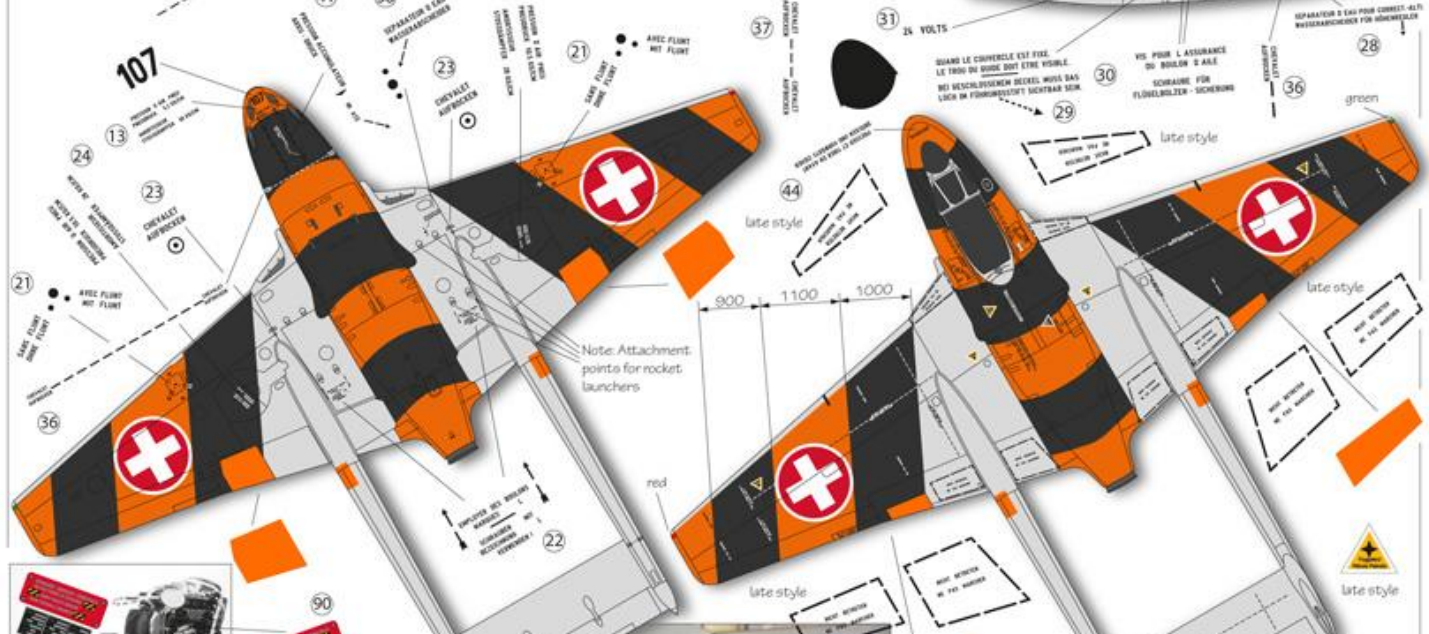
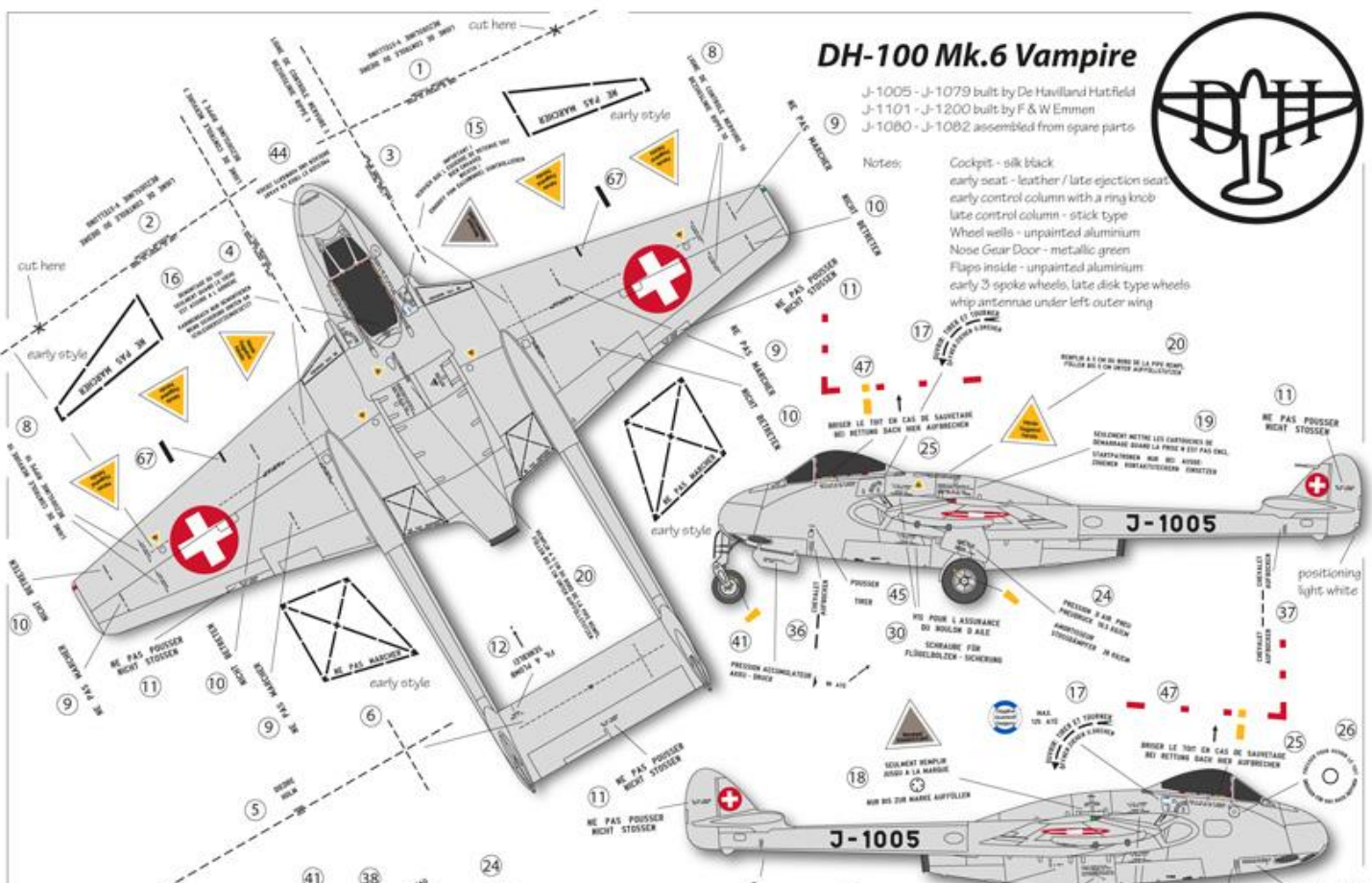
DH-100 Mk.6 Vampire



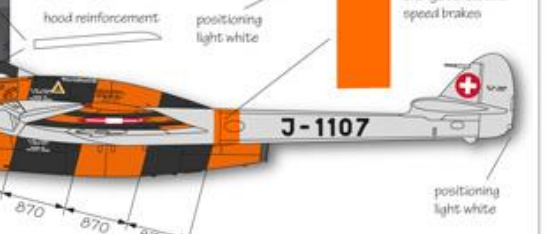
J-1005 - J-1079 built by De Havilland Hatfield
 J-1101 - J-1200 built by F & W Emmen
 J-1080 - J-1082 assembled from spare parts

Notes:

Cockpit - silk black
 early seat - leather / late ejection seat
 early control column with a ring knob
 late control column - stick type
 Wheel wells - unpainted aluminium
 Nose Gear Door - metallic green
 Flaps inside - unpainted aluminium
 early 3 spoke wheels, late disk type wheels
 whip antennae under left outer wing



Note: Hatfield built Vampires were equipped with a metal framed hood, while the Swiss built Vampires used a frameless canopy. In 1960, all remaining Vampires received ejection seats, that resulted in reinforced canopies.

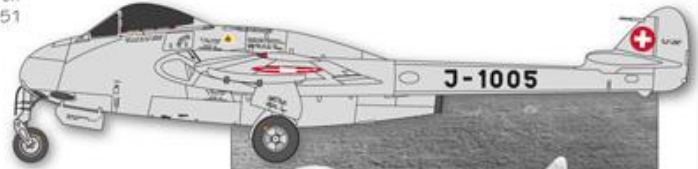


	Silver & Metallic Green Gunze H8 & H89		Corona Orange Gunze C173
	Aluminium / Silver Gunze H8		Black - semi gloss Tamiya X18



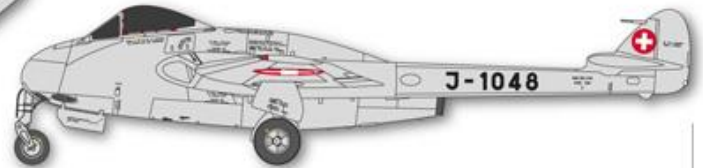
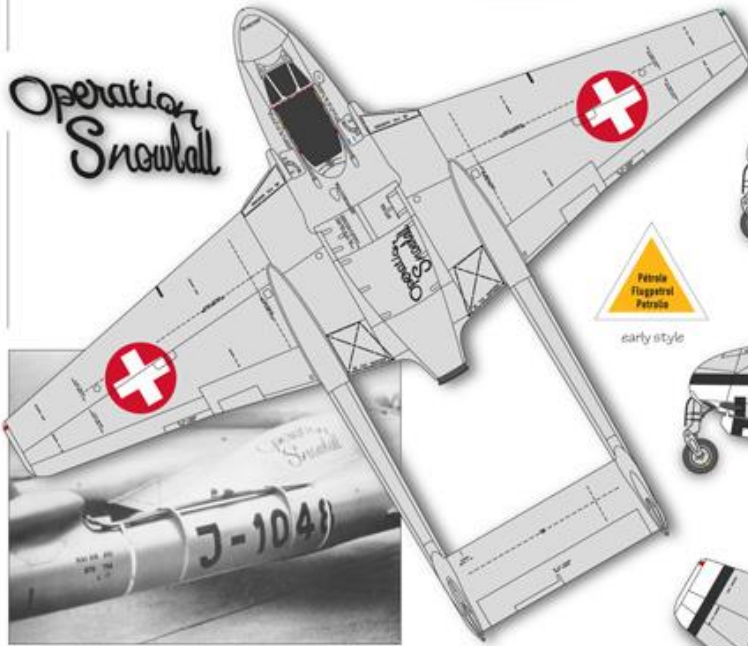
DH-100 Mk.6 Vampire - early years

J-1005 - the first DH-100 Mk. 6 delivered from De Havilland Hatfield to Switzerland on April 8th, 1949. This Vampire was put into service on May 5th, 1949. Unfortunately, it crashed on November 21st, 1951 with less than 133 flight hours on the airframe.

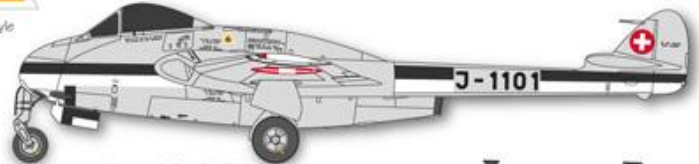


J-1048 'Operation Snowball' on February 8th, 1950. Delivery flight from Hatfield to Emmen piloted by John Cunningham. This aircraft was sold for scrap on May 30th, 1969.

Operation Snowball



Note: frameless hood

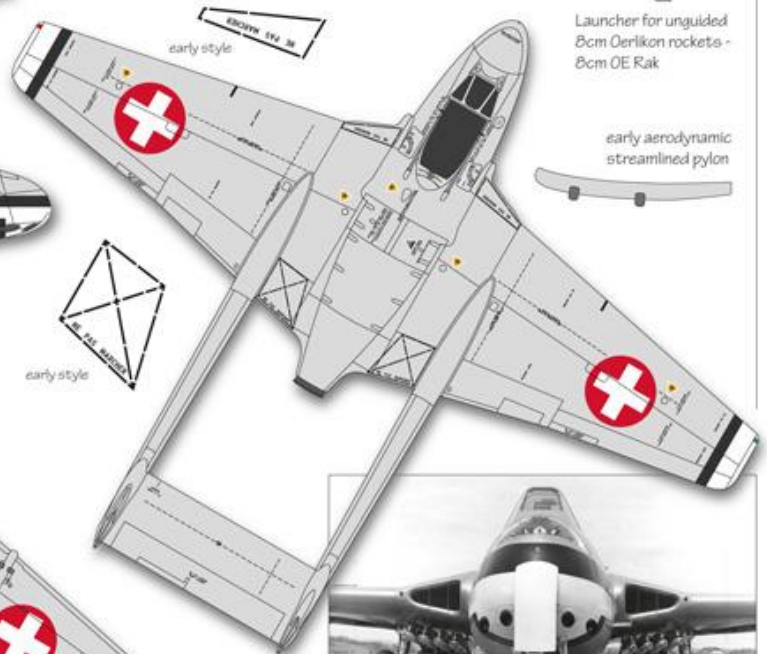
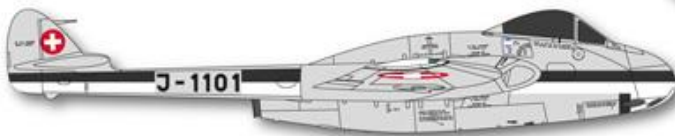


Note: early 3-spoke wheels with block tread tires



Launcher for unguided Bcm Oerlikon rockets - Bcm OE Rak

early aerodynamic streamlined pylon



Note: most likely, the De Havilland built aircraft carried factory applied British maintenance markings that were replaced in Switzerland with French and German text after some time.

J-1101 was the first of 100 Vampires to be built in Switzerland under license. The Eidgenössischen Flugzeugwerke Emmen F+W performed assembly; components were delivered from FAA Altenheim and Pilatus AG, Stans. Engines were purchased from De Havilland, Stongrove. The production run for the whole fleet lasted from March 1951 until the end of 1952. The first flight took place on June 27th, 1951 with calibration markings for the test flights. This aircraft remained in service until January 1st, 1991 and accumulated 1646 flight hours.

	Silver & Metallic Green Gunze H8 & H89		White Tamiya X2 Gunze C1
	Aluminium / Silver Gunze H8		Black Tamiya X1 Gunze C2



DH-100 Mk.6 Vampire - target aircrafts

J-1081 was one of 3 Vampires assembled by F+W Emmen from spare parts. First flight on January 8th, 1960. The Yellow and Black high visibility scheme was applied in 1978 for testing purposes and later changed to Orange and Black. End of service on January 1st, 1991.



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 SCHWENKSTUPE
 GEHÖRT ZUM TABELL
 BANNER I
 BEI DEN I
 PERICULI



J-1082 was the second aircraft assembled from surplus spare parts in 1960. Handover to the Air Force was on August 16th, 1960. With the end of the Vampire fleet, it was decommissioned on January 1st, 1991 and sold to the Fliegermuseum Altenrhein.



J-1082 please note, that the black stripes on the belly do not align with the stripes on the fuselage top.



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please study this area carefully and paint the background red

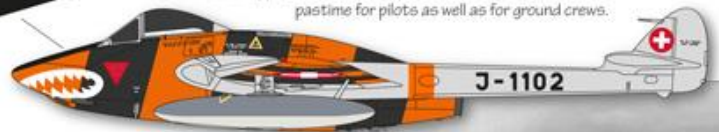
101

J-1101 - on the occasion of the last flight in active service for Major Jean R. Lanz on December, 7th, 1984.

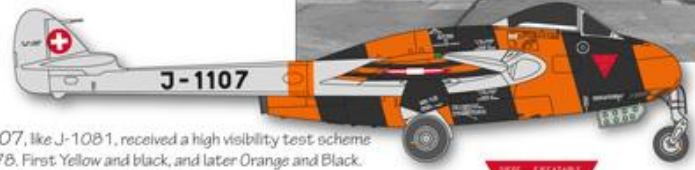


this line aligns with the nose cone

J-1102 - zapping aircraft is a popular and absolutely forbidden pastime for pilots as well as for ground crews.



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J-1107, like J-1081, received a high visibility test scheme in 1978. First Yellow and black, and later Orange and Black. The second scheme proved superior.

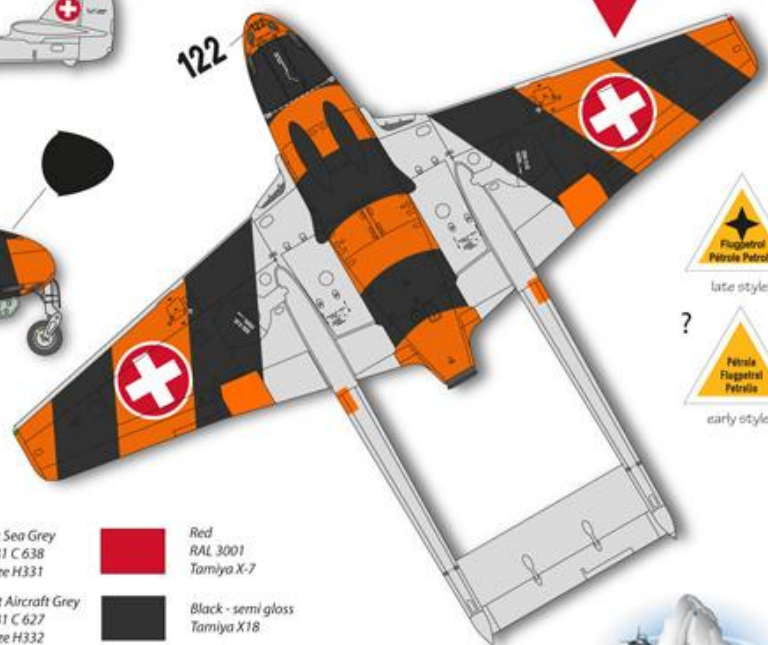
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J-1122 carried non standard fuel tanks in teardrop shape and Sabrina's (cartridge shell collectors)



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late style



early style

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- Silver & Metallic Green Gunze H8 & H89
- Corona Orange Gunze C173
- Dark Sea Grey BS381 C 638 Gunze H331
- Red RAL 3001 Tamiya X-7
- Aluminium / Silver Gunze H8
- Corona Yellow Gunze C172
- Light Aircraft Grey BS381 C 627 Gunze H332
- Black - semi gloss Tamiya X18

DH-100 Mk.6 Vampire - later years

Matterhorn Circle Decals

J-1128 close to the end. On the occasion of the last major maintenance check, aircraft engineer and artist Stefan Scheuteri adorned J-1128 with his artwork 'Your Time Is Over Now', indicating 40 years of service for the Vampire.

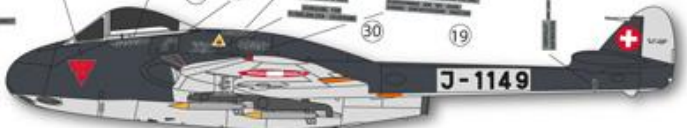


Artist: Stefan Scheuteri



Note: the external power socket has been brought forward on late Vampires

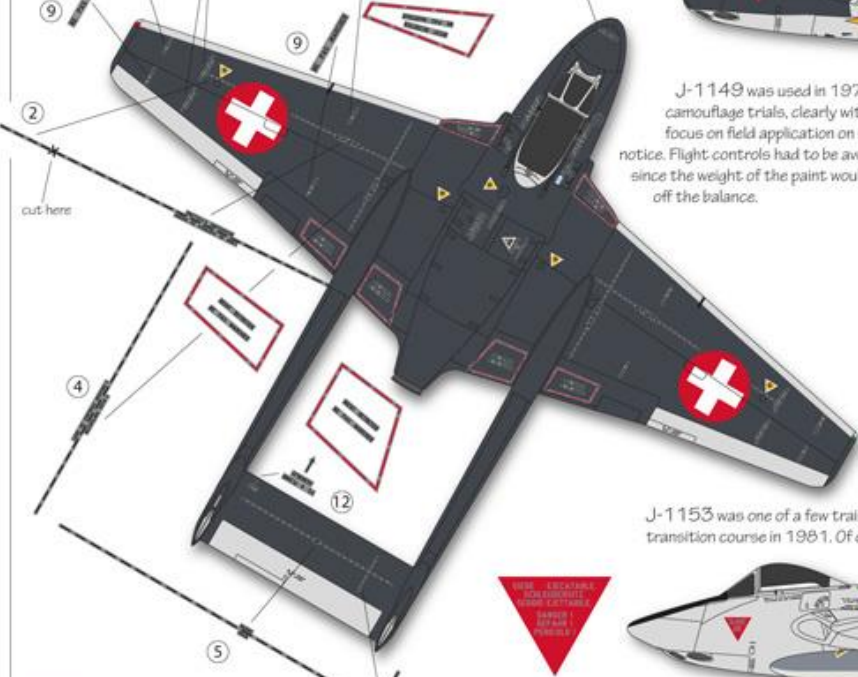
J-1129 at it's prime - in 1960, all remaining Vampires were modified with Martin Baker Mk. 2 FV ejection seats. However, the role as a frontline fighter plane ended with the arrival of the Hunter and Mirage. The Orange painted speedbrakes and bands on the tail booms give its role away as a trainings aircraft.



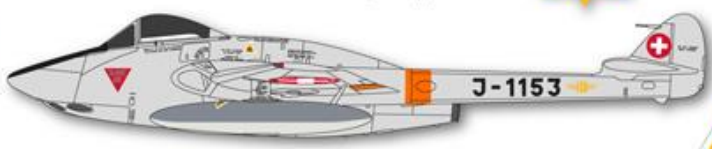
J-1149 was used in 1978 for camouflage trials, clearly with the focus on field application on short notice. Flight controls had to be avoided, since the weight of the paint would set off the balance.



The cockpit of the Vampire was narrow and cramped. Taller pilots had a clear disadvantage.



J-1153 was one of a few training aircraft during a pilot jet transition course in 1981. Of course, the aircraft got zapped!



late style



early style

Anthrazitgrau / German Grey
RAL 7016
Gunze C40



J-1156 - retirement flight for Oblt. Hans Wiederkehr on December 7th, 1984, together with Major Jean R. Lutz flying in the background in J-1101. The sharkmouths were removed immediately after this occasion.



J-1157 celebrating the 10th anniversary of the maintenance centre Sion in 1986.



