

SWISS HAWKS REMAIN STORED AT EMMEN

Just a small visit – being nearby – to the hangars where the Swiss Hawks are still stored at RUAG – Emmen. We contributed modest in AFM, and less is to be told about the remaining aircraft anyway, sometimes to be seen flying at Sion to keep engines in sharp condition, waiting for any buyer where ever and whenever. Not being updated digitally however, the Hawks might remain in their Red-White Swiss colors because updating the aircraft might be too heavy a cost to actually take these machines back into service once more. Switzerland bought 20 "Hawk 66s" in 1987. Although this wasn't the biggest Hawk purchase by any means, it was a significant sale for BAE in terms of firmly establishing the Hawk's reputation. With the Swiss, no one could seriously suspect that corrupt practices had played any role in the aircraft's selection, and the Swiss tend to buy military aircraft as a long-term investment, to put it mildly, having been the very last military users of such classics as the Hawker Hunter and the De Havilland Vampire.

In fact, the Hawks were bought to replace Vampire T.55 trainers. The surviving Swiss Vampire force -- 59 single-seaters and 30 two-seaters -- was finally officially phased out in 1990, with the BAe Hawk taking over training duties. (Many of the Swiss Vampires ended up in the hands of warbird collectors and the "long nose" Vampires are now a relatively common sight at airshows) The Swiss buying the Hawk, everyone knew that they had thought the matter over very carefully first. The first aircraft in the Swiss batch was built in the UK and delivered, but the remainder were provided as kits that were assembled by the Swiss Federal Aircraft Factory in Emmen. They featured an Adour 861A-03 engine, with minor modifications relative to the standard Adour 861 to meet Swiss Air Force requirements. The Swiss Hawks provide advanced flight training after students acquire basic flight skills in Pilatus PC-7 turboprop trainers. The Swiss Hawks are painted in a crisp red and white scheme, with the Swiss white cross insignia bringing a Swiss Army knife to mind, and so an informal label of "Swiss Army Jet". The procurement of 20 HAWK Mk.66 Trainers was concluded in the Armament Procurement program of 1987.

The contract with British Aerospace (BAe) included a "Swiss Industrial Participation (SIP) Programme", that permitted the Swiss aircraft industry, as a form of industrial compensation, to manufacture, under licence and in Switzerland, a range of assemblies for this aircraft type. The SIP assemblies consisted of the air brake, tail fin, tailplane, nose undercarriage doors, wing flaps, ailerons, rudder, windscreen, canopy, the final assembly of the engine as well as smaller panels. In addition to the assemblies required by the Swiss Air Force, a further 50 to 70 assembly kits for most of the assemblies were produced for the Original Equipment Manufacturer. The present RUAG Aerospace in Emmen, then known as the Swiss Federal Aircraft Factory in Emmen, was nominated Prime Contractor and carried out the final assembly of 19 aircraft up to handover to the customer. The last aircraft was delivered to the Air Force in 1991.

RUAG Aerospace is qualified to carry out maintenance of the Hawk Mk 66 up to depot level. The remaining 19 aircraft are now being offered for sale by armasuisse, the Swiss procurement agency.

HAWK T.1:

spec	metric	english
wingspan	9.39 meters	30 feet 10 inches
length	11.85 meters	38 feet 11 inches
height	4 meters	13 feet 1 inch
empty weight	3,635 kilograms	8,010 pounds
max loaded weight	8,340 kilograms	18,390 pounds
maximum speed	1,040 KPH	658 MPH / 572 KT
service ceiling	15,250 meters	50,000 feet
range (internal fuel)	2,400 kilometers	1,490 MI / 1,295 NMI

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