

HAWKER

Hawker Hunter Mk. 58 / T Mk. 68

1958 - 1994



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The Hunter is eternally connected to one name: Sir Sidney Camm – Chief designer of Hawker Aircraft Ltd. The first prototype made her maiden flight on July 20th, 1951 with Neville Duke at the controls. Even before the first flight, 400 aircraft have been ordered as a consequence of the outbreak of the Korean War. For the British aircraft industry, this was a story of success.

The Hawker Hunter Mk. 6 was evaluated and tested by the Swiss Air Force in February and May 1957 – the rival contender was the Canadair Sabre. On November 15th, 1957, the Swiss Parliament decided on an order for 100 Hunter Mk. 58. The 313 millions (CHF) order included 30 spare engines, 200 drop tanks as well as ammunition for the 30mm Aden guns.

1/32 scale



Printed by Fantasy Printshop

Hawker Hunter Mk. 6 / Mk. 58



EJECTION SEAT



On April 12th 1958, Hans Häfiker ferried J-4001, a RAF Hunter Mk. 6 from Duniford to Emmen. The aircraft carried Swiss markings, but otherwise standard British stencils



Note: Originally, Hawker built Hunter Mk. 58 were painted in a silk gloss camouflage with sharp edges and carried a full set of British maintenance markings. When repainted, the camouflage was done with soft edges and typical Swiss (German, French and Italian) maintenance markings were applied.



J-4077 in 1965 with early Squadron 1 badges on both sides of the nose



Vogel Rokh



note: early access location of the for the compressed air



note: indicates an aircraft with a modified ejection seat

Fighter Squadron 1 in a new dress in 1975. It was disbanded shortly after its appearance due to the eye-catching nature. As a consequence, only the black Vogel Rokh remained.



Meiringen - Winter 1974, J-4015 in a striking winter scheme - Dark Sea Grey overpainted with White.



note: in 1973, the small under wing fuel tanks (FLUNT) were replaced with a stretched (4.4m) version containing 150 GAL (575 l). The new FLUNT required a quarter circular cut-out in the landing flap.





Squadron 18 - J-4083 pre 1973. This Squadron transferred onto the F-5 Tiger in 1978. Unfortunately, this aircraft is not included in the 1/32 set.



J-4022, Patrouille Suisse between 1976 - 1980



J-4028, Patrouille Suisse 1981



note the clearance system for the outer pylon is already installed



May 12th, 1973 - J-4053 flew for one day in this Tiger scheme



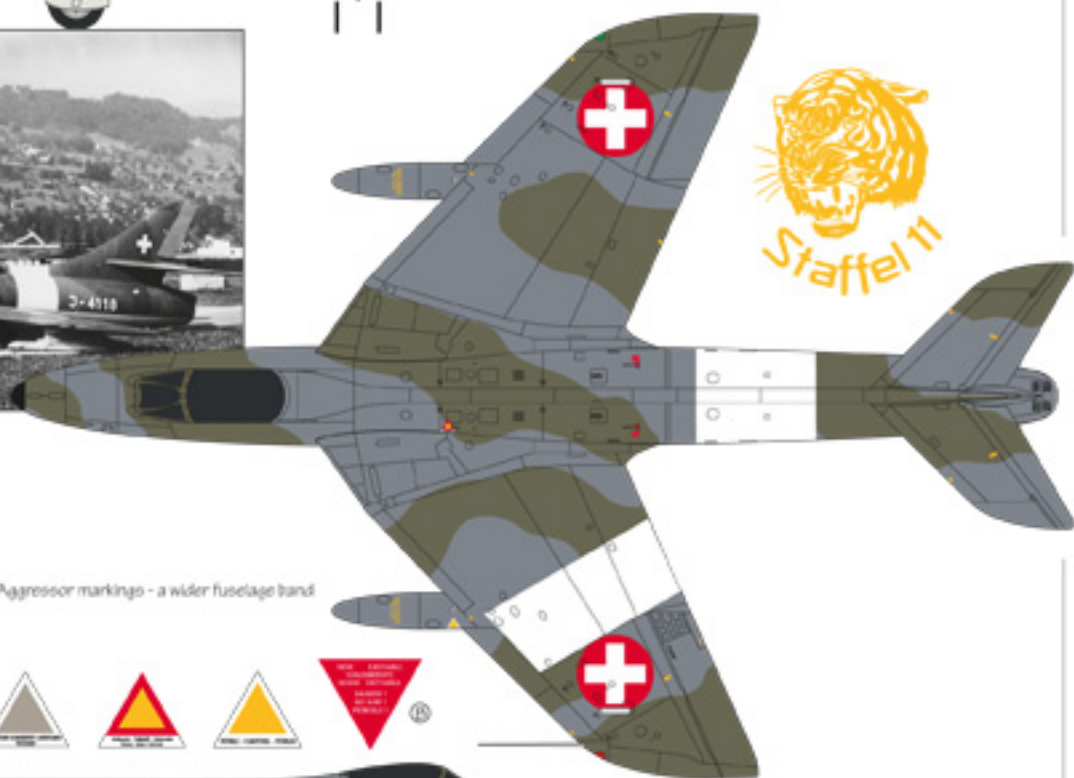


Hunter Mk 58a, J-4102 of Squadron 21 during 1979. Please note the white 'Aggressor' band on the rear fuselage. Mk 58a were painted with a different Type of paint resulting in a lighter hue saturation and appeared totally flat.

Trainings SWA AM-95 were painted tan with a white, life secker head



Aggressor J-4118 in the same time period. Note that the Squadron 1 Vogel Kolk has shrunk. Squadron 1 applied their badge always on both sides of the aircraft.



Squadron 11 Hunter J-4129 in more prominent Aggressor markings - a wider fuselage band plus a unique band across the left wing.



Robin Hood, J-4152 was the last Hunter Mk 58a assembled in Emmen. It is a Swiss Air Force tradition to nickname the last aircraft off the production line. Robin Hood is displayed at the aircraft museum in Dübendorf.



VERSUCH T- 6477





J-4003 towards the end of her career in 1994.

J-4007 repainted with Squadron 7 badges on each side of her nose. She participated at the TIKAS-89 (Tieflug Kampagne 1989) in Sweden. Later, Squadron 20 added their mark on her.

A very short lived ZAP in chalk



FL KP. 18
THE TOP OVER THE TOP



TIKAS



note: Squadron 7 badge also on the r/h side - sorry, only one copy is included



J-4007 James Bond in 1989. Fliegerkompanie 9 fixed the r/h side of the nose with their logo, note the still missing VHF antennae.

note: this ZAP symbolizes the earth or simply a church



Emmen, May 14th 1991, Squadron 4 with J-4037. Zap's by the ground crews are not very common and the reason for this one is not explained.



Fliegerkompanie 9



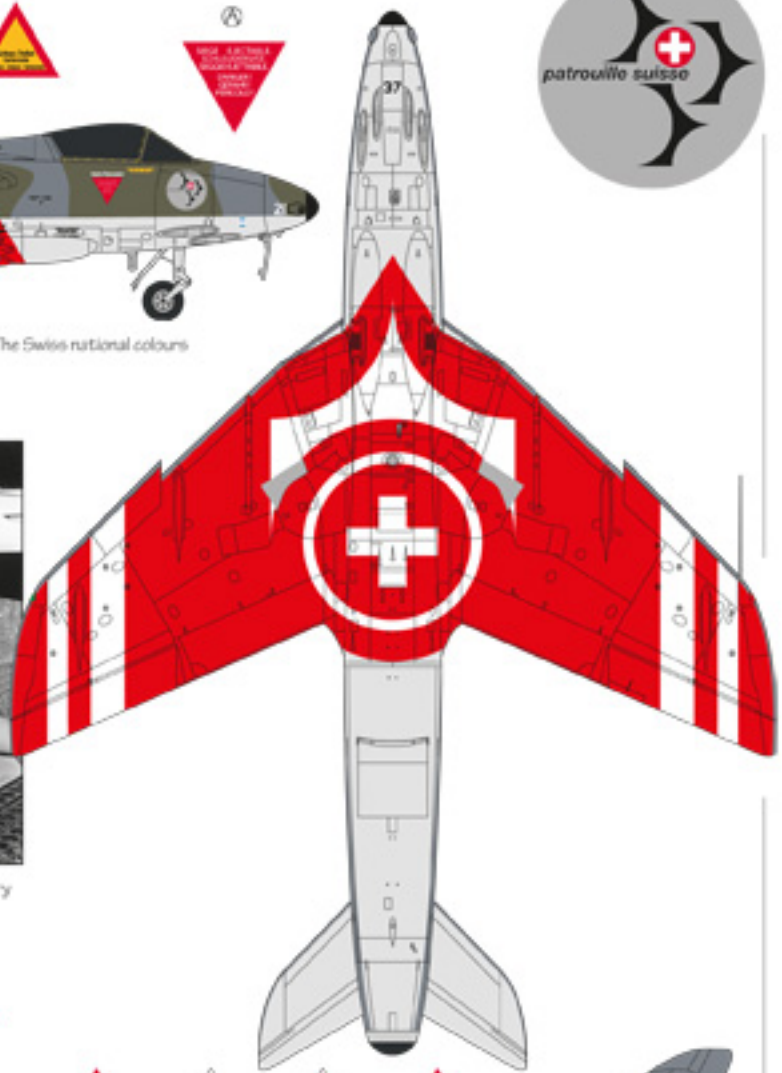
On very rare occasions, a Hunter carried 4 FLUNT J-4057, Eron, May 5th 1993



J-4021 in 1992. Hptm. Fredy Kameier flew as Leader of the Patrouille Suisse in position Uno. The Swiss national colours were applied in 1991 to celebrate the foundation of the Eidgenossenschaft in 1291.



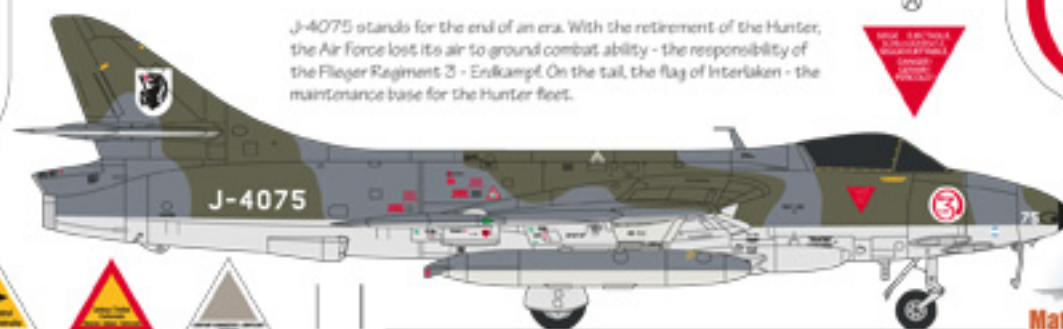
View of the unique Flap of the Hunter MK.50 / Mk. 50a and TMk. 60. The cut-out became necessary when the new 150 GAL FLUNT were introduced.



J-4138 in its final appearance before being retired in May 1993. The Squadron 20 badge was a very late addition.



J-4146 in the colours of the Fighter Squadron 15 based in St. Stephan. With the phase out of the Hawker Hunter in 1994, Squadron 15 was also disbanded. J-4146 was retired in October 1993.



J-4075 stands for the end of an era. With the retirement of the Hunter, the Air Force lost its air to ground combat ability - the responsibility of the Flieger Regiment 3 - Enlkampf. On the tail, the flag of Interlaken - the maintenance base for the Hunter fleet.





Squadrons of the Swiss Air Force do not fly permanent assigned aircraft. To ensure a linear ageing of the fleet, the maintenance facility interlaken assigned the Hunters to the squadrons upon requirement - most aircraft however were kept in storage. Thus a particular aircraft served with different squadrons - J-4033 carried badges of Squadron 15 and 20, before she got assigned to Squadron 2 in 1992, operating out of Turbina.



The pilots of the 5^{ème} escadrille celebrated their final training course extensively. A number of planes got patched up with their personal names - the most prominent among them, Astronaut Claude Nicolier.



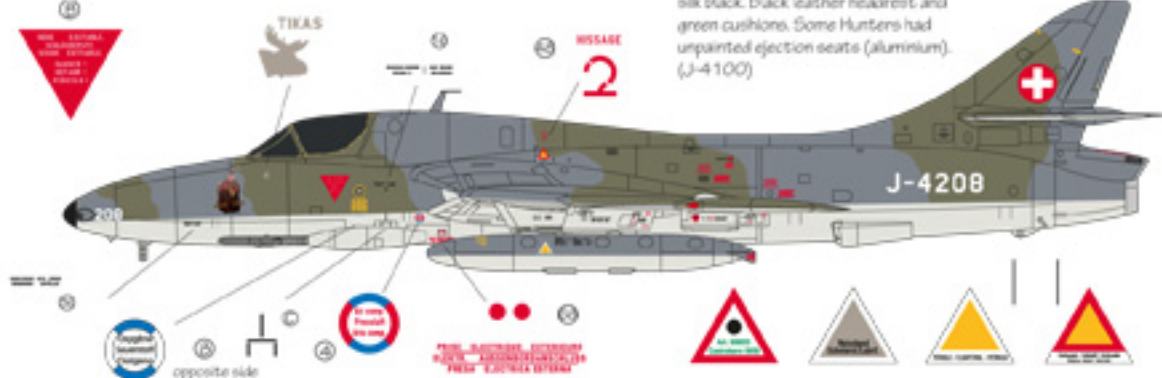
DERNIER COURS DE LA 5^{ème} ESCADRILLE
14 - 19 NOVEMBRE 1994

CAP SONNEN
CAP BALJON
CAP BATTAGLIONI
CAP ETTER
CAP ISOLA
CAP RAUBET
CAP ELLER
PLT KHEMET
PLT LUPP
PLT RAY
LT SAUERHANN
CAP OLOE
PLT HEGE
CAP NICOLIER

JEAN-LUC
HENRY
BERNARD
CHRISTOPHE
FRANCOIS
ERIC
FRANCOIS
FRANCOIS
FRANCOIS
ALBERT
BATHON
DOMINIC
CLAIRE



note: The Martin Baker Mk. 3H ejection seats were usually painted silk black. Black leather headrest and green cushions. Some Hunters had unpainted ejection seats (aluminium). (J-4100)



J-4208 was the last of 8 Hunter T Mk. 60 and the last Hunter to be built in Emmen. As J-4152 aka Robin Hood, J-4208 became Friar Tuck - both characters based on the popular Disney Movie Robin Hood. After retirement in 1994, J-4208 was sold back to England. The T Mk. 60 was equipped with two Aden 30mm Guns. Martin Baker S-HM4 ejection seats were installed.

J-4124 (page 2)

J-4124 was the only Swiss Hunter that shot down another aircraft and owned a kill mark. The victim J-4051 was the flight leader who got shot down by his wingman. The accident happened on October 20, 1982 at the Forst shooting range. Fortunately, only training ammunition was loaded and the pilot of J-4051 managed to eject safely.

Resources:

- 'Hunter Fascination' by Christoph Donnet
- 'Hunter - ein Jäger für die Schweiz' by Peter Gurti, Olivier Borgeaud and Peter Lewis
- 'Swiss Hunter' by Peter Gurti and Peter Lewis
- 'Patrouille Suisse' by Andro Pellanda
- The Internet



In 1982, 40 Hunters got equipped with the optically guided air to ground missile AGM-65 Maverick. Selected were those aircraft with the longest life expectancy - all aircraft are in the range of J-4056 to J-4100.