

To make things easy and expedite the procurement, all 100 aircraft were to be built in Great Britain. The first 12 aircraft, delivered between April and December 1959, were standard Mk. 6 retrieved from surplus storage at Kemble. These aircraft were used for pilot training and later returned to the UK to be modified to Swiss requirements.

The following 88 aircraft were built for Switzerland at Dunsfold as Mk. 58. The Swiss Hunters have a strengthened fuselage and landing gear fittings, due to the steep approaches required on the mountain bases. Also attachment points were fitted that allowed the aircraft to be moved inside the caverns by lifting cranes. Further, a braking chute was installed to reduce the landing distance. Hard points on the outer wings allowed for 4 Swiss made rocket launchers on each wing, which carried up to sixteen 8cm Oerlikon rockets. This capacity was later increased to 28 rockets allowing for formidable salvos. Last but not least, gun blast deflectors were installed to reduce the nose down tendency when firing the guns. Designated as a fighter, the Mk. 58 was also equipped for the ground attack role and carried the full array of weapons in the Swiss inventory. In 1964, the AIM-9B Sidewinder was also introduced.

In 1970, the Air Force had, after some losses, a requirement for 30 additional Hunters. This number was increased to 60 aircraft in 1972. Since Hawker had already ended the production of the Hunter, second hand aircraft of all marks were searched worldwide and the worthy airframes completely overhauled to zero flight hours. Hawker delivered then the empty cells and components to Emmen. These airframes were then named Mk. 58a. Hawker suggested to the Air Force the purchase of some Hunter Trainers with the consequence, that the forward fuselages for the last 8 aircraft were delivered for two seaters (Mk. 68). Mk. 58a and Mk.68 received a revised colour scheme – slightly lighter shades of dark green and medium sea grey compared to the first batch. The bottom was painted light grey versus silver paint. Another point of recognition is the fact, that the later aircraft were painted totally flat while the first one hundred were silk gloss.

Unfortunately, The Hunter had one shortcoming in common with all jet aircraft of those days. The Rolce Royce Avon engine demanded quite a big slurp of jet fuel to produce thrust and dried the fuel cells very fast, limiting the flying time considerably. Despite the fact, that the Hunter performed best without additional fuel tanks, Hawker built the Hunter with the ability to carry up to 4 under wing fuel tanks – thus the 200 plastic FLUNT (Flügel Unter Tank). The plastic tanks proved to kaput easy, posed a risk and were therefor replaced with similar looking Swiss made metal FLUNT that carried 455L / 100 GAL. Still, the fuel capacity could not satisfy the increasing operational requirements. Hawker developed for their FGA Mk. 9 model a huge 230 GAL fuel tank that required a large cut-out in the landing Flap. The disadvantage was a significant reduction in speed. The Swiss solution for the same problem was a stretched 100 GAL fuel tank, that could carry 150 GAL but had the same diameter as the original tank and did not have any impact on speed. Still, an exact quarter circle of the landing flap had to go – but the cut-out was a lot smaller than on the Mk. 9. Thus said, Hunter carried their fuel tanks at all times. Flights without additional fuel did not make sense. Replacement of the fuel tanks started in 1973. On long distance flights, 4 tanks were carried (2 x 150GAL / 2 x 100GAL)

Many hymns have been sung about the beauty and elegance of the Hunter. For sure, the Hunter was very popular among the pilots who operated the aircraft in the traditional Swiss Militia System – the main advantage point of the Hunter however was not speed, but the fact that the aircraft presented an extremely stable delivery platform allowing the pilot to guide his goods to the designated target with precision. After loosing his fighter role to the F-5E Tiger, the Hunter received a major upgrade programme called KAWEST - Hunter Program 80. Next to new RWR and communication gear as well as chaff and flare counter measures, new hard points and additional pylons and weapon adaptors were installed. A number of aircraft were equipped to carry the AGM-65B Maverick. The Hunter received a second lease of life.

Swan songs for the Hunter fleet were heard in 1991 and by the end of 1994, the familiar Hunter had disappeared from the Swiss skies. Some aircraft escaped their fate and were donated to museums or sold and some kept airworthy. Today, 25 years later, the last of the 'Sportsmodels' is still a pleasing sight for the eye.



Robert Schneider
Mülheim, September 2019



MC48019 - ©Matterhorn Circle

HAWKER

Hawker Hunter Mk. 58

Early - 1958 - 1979



www.mc-one.ch

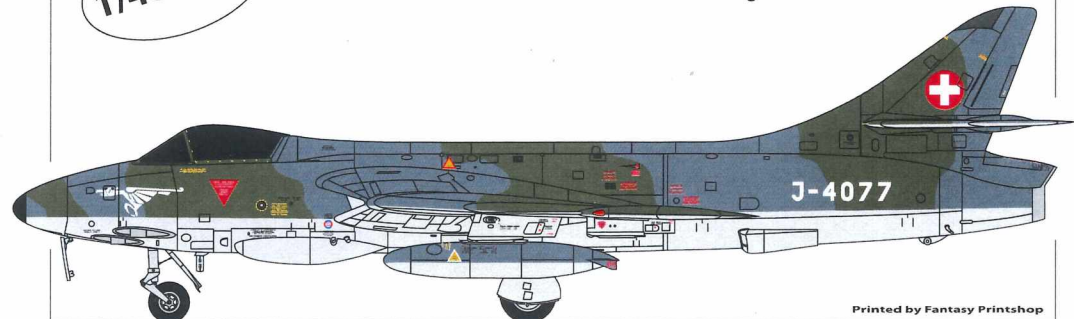
info@mc-one.ch



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.

1/48 scale



Printed by Fantasy Printshop

Hawker Hunter Mk. 58 - early years



original Hawker plastic FLUNT

100 gal metal FLUNT
Eidgenössisches Flugzeugwerk

150 gal FLUNT
Eidgenössisches Flugzeugwerk

220 gal FLUNT
Eidgenössisches Flugzeugwerk

shaded areas remained unpainted

RAF High Speed Silver

Dark Green B5 241 - silk gloss

Dark Sea Grey B5 638 - silk gloss

Light Aircraft Grey B5 627 - flat

NATO Green B5 285 - flat

Dark Camouflage Grey B5 629 - flat

ejection seat headrest
left right

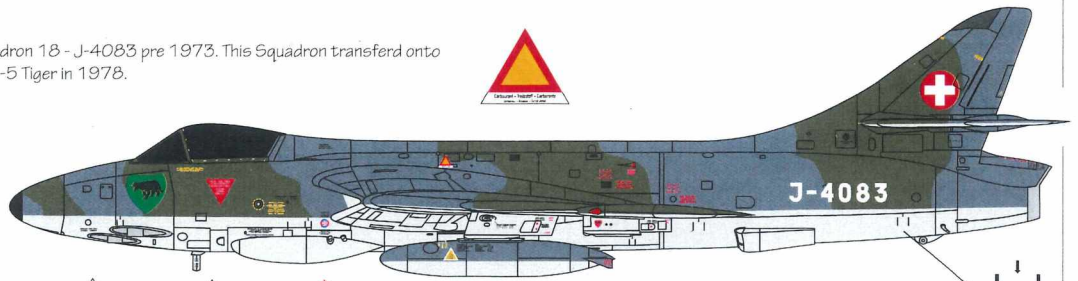
Werfer für 8cm Oerlikon Raketen / 8cm OE Rak

note:
the parachute indicates a modification of the ejection seat

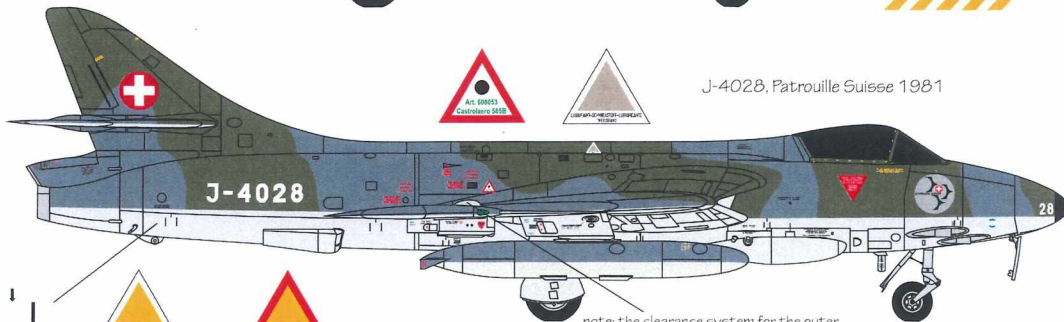
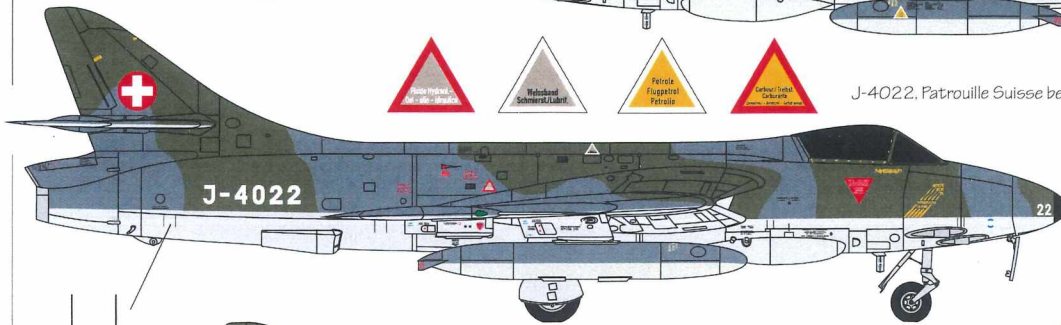
Swiss Cross: AIR BRÛLANT / HESSLUFT / ALTA ROVENTE; DANGEROUS / GEFAHRLICH / PERICOLOSO



Squadron 18 - J-4083 pre 1973. This Squadron transferred onto the F-5 Tiger in 1978.



J-4022, Patrouille Suisse between 1976 - 1980

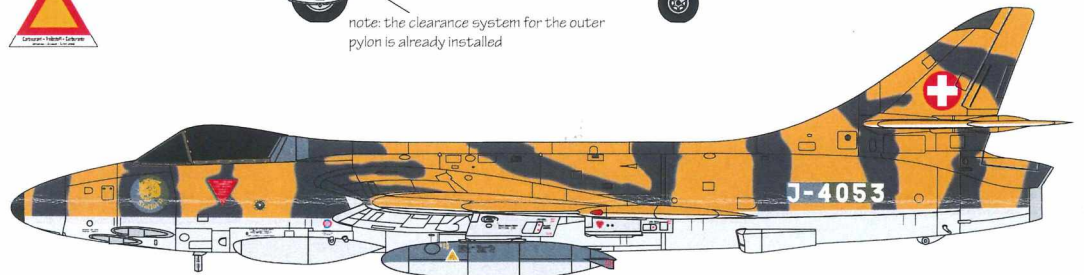


J-4028, Patrouille Suisse 1981



note: the clearance system for the outer pylon is already installed

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

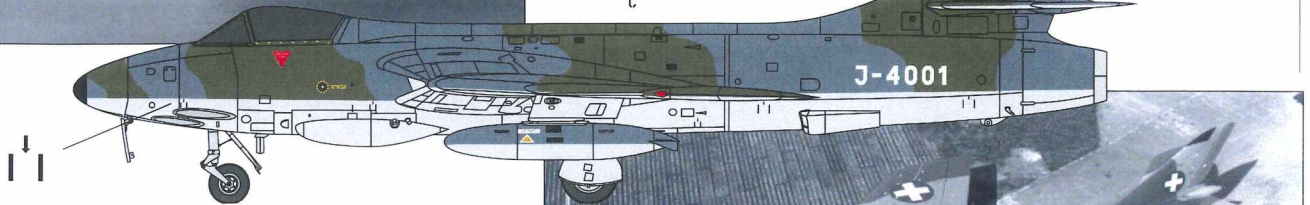


Hawker Hunter Mk. 6 / Mk. 58

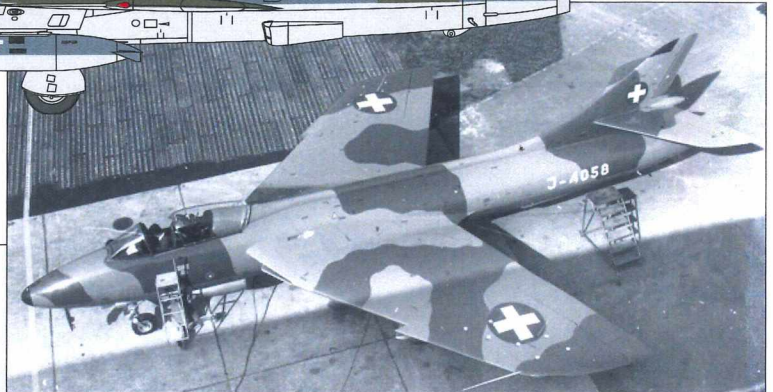


EJECTION SEAT

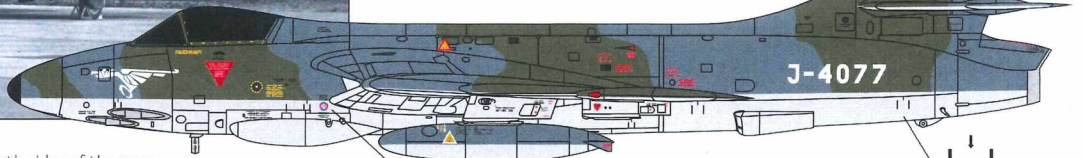
HABL/ 4HH /674035
DTD899A
C



On April 12th 1958, Hans Häflicher ferried J-4001, a RAF Hunter Mk. 6 from Dunsfold 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

note: early location of the for the compressed air.

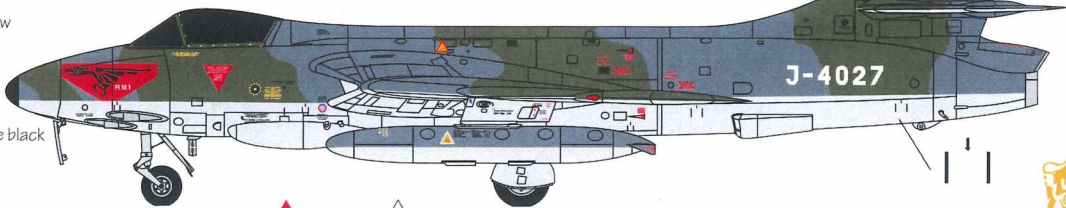


Vogel Rokh

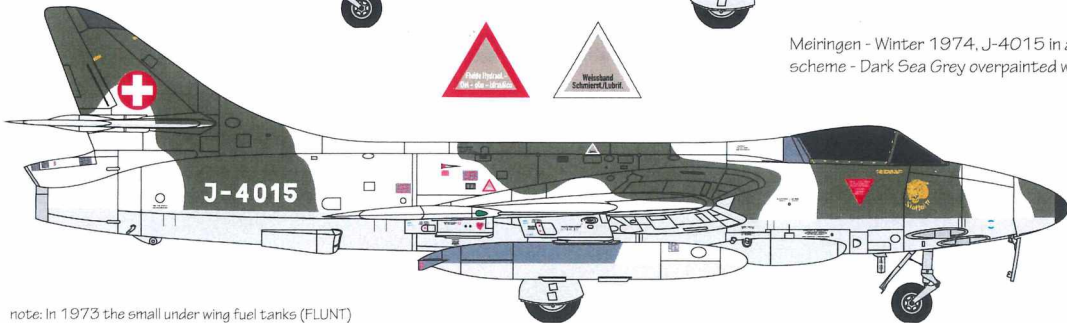


AUTOMATIC

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

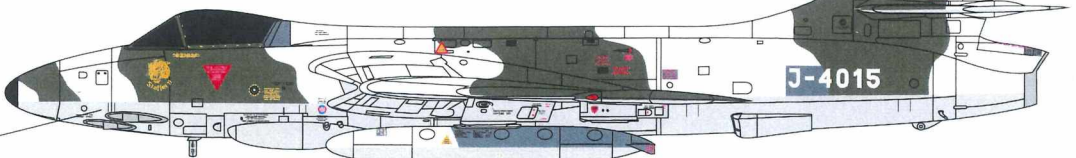


note: indicates an aircraft with a modified ejection seat



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

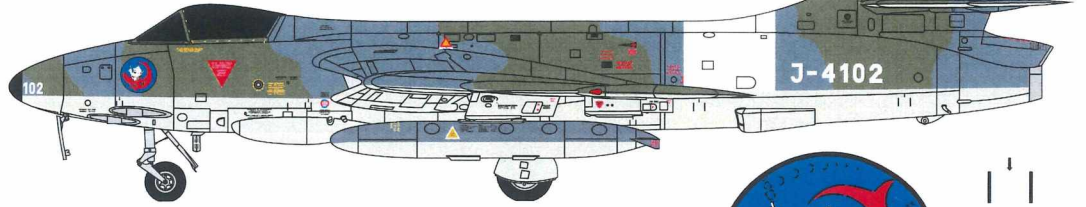
note: In 1973 the small under wing fuel tanks (FLUNT) were replaced with a stretched (4.44m) version containing 150 GAL (675 l). The new FLUNT required a quarter circular cut-out in the landing flap.



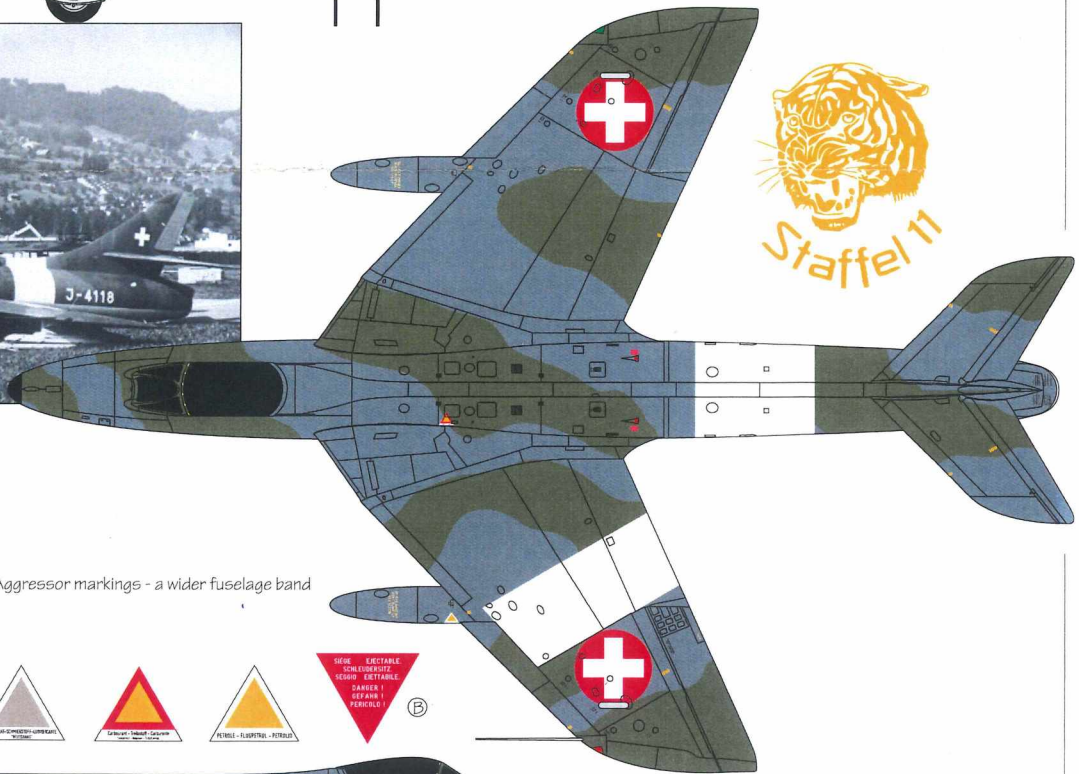
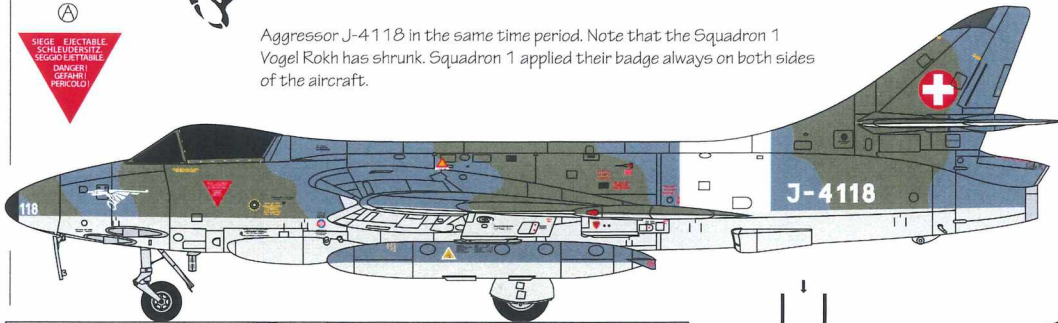


Hunter Mk. 58a, J-4102 of Squadron 21 during 1979. Please note the white 'Aggressor' band on the rear fuselage. Mk.58a were painted with a different Type of paint resulting in a lighter hue saturation and appeared totally flat.

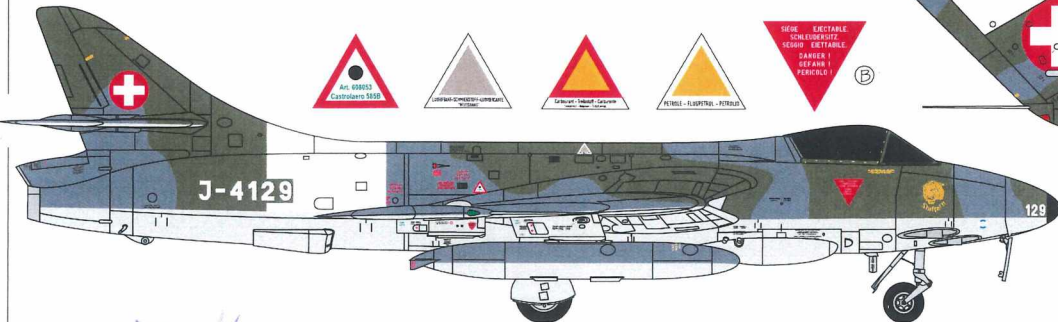
Trainings SIWA AIM-9B were painted tan with a white, life seeker head



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



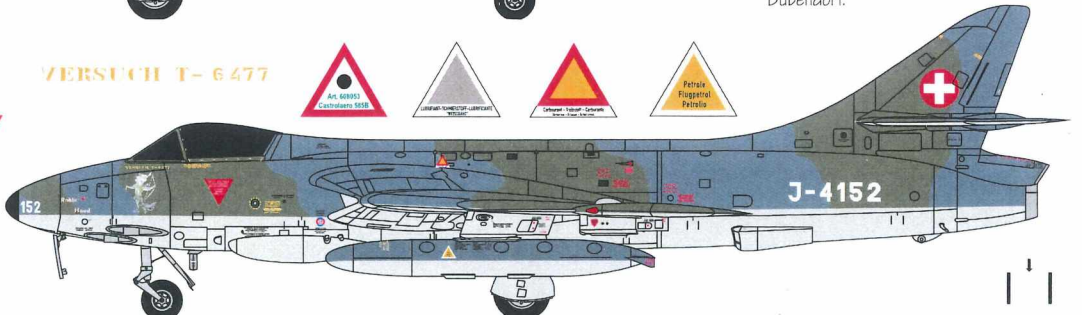
Squadron 11 Hunter J-4129 in more prominent Aggressor markings - a wider fuselage band plus a unique band across the left wing.



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



I would like to point out, that the Swiss Air Force keeps their aircraft pretty clean. Of courses the Aden guns produced a lot of soot and there were many oil stains, especially on the lower fuselage, but maintenance crews also did a lot of cleaning.

Most Swiss Hunters never had a squadron badge applied. Pilots put them on with rattle cans during their training courses and the maintenance depot removed them again.

While the Hawker Hunter has been operated largely by the RAF in different versions and been exported worldwide, there are some features, that make the Swiss Hunter Mk. 58 unique. Modifications, which have not been adopted by other operators are:

- 150 GAL FLUNT - in essence a stretched version of the Hawker 100 GAL FLUNT
- Quarter circular cut-out in the Flaps

