



Short Feature Article

Academy

Hawker Hunter F6 conv to GA.11

1:48 scale

by
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I decided to build this Hunter after seeing this very aircraft at my local airfield Bruntingthorpe at the May bank holiday.

I'd purchased this kit some weeks previous to the event and being stood next to the real aircraft my mind started to think of what could be, I'd already hatched a plan of how I would convert this into the GA11 model and luckily it seemed to all work fairly well.

Here's a bit of background on the Hawker Hunter - in case you need a steer!

The Hawker Hunter is a transonic British jet-powered fighter aircraft that was developed by Hawker Aircraft for the Royal Air Force (RAF) during the late 1940s and early 1950s. It was designed to take advantage of the newly developed Rolls-Royce Avon turbojet engine and the swept wing, and was the first jet-powered aircraft produced by Hawker to be procured by the RAF. On 7 September 1953, the modified first prototype broke the world air speed record for jet-powered aircraft, achieving a speed of 727.63 mph (1,171.01 km/h; 632.29 kn).

The single-seat Hunter was introduced to service in 1954 as a manoeuvrable day interceptor aircraft, quickly succeeding first-generation jet fighters in RAF service such as the Gloster Meteor and the de Havilland Venom. The all-weather/night fighter role was filled by the Gloster Javelin. Successively improved variants of the type were produced, adopting increasingly more capable engine models and expanding its fuel capacity amongst other modifications being implemented. Hunters were also used by two RAF display teams: the "Black Arrows", who on one occasion looped a record-breaking 24 Hunters in formation, and later the "Blue Diamonds", who flew 16 aircraft. The Hunter was also widely exported, serving with a total of 21 overseas air forces.

During the 1960s, following the introduction of the supersonic English Electric Lightning in the interceptor role, the Hunter transitioned to being operated as a fighter-bomber and for aerial reconnaissance missions, using dedicated variants for these purposes. Two-seat variants remained in use for training and secondary roles with the RAF and the Royal Navy until the early 1990s. Sixty years after its original introduction it was still in active service, being operated by the Lebanese Air Force until 2014.

The Hunter saw combat service in a range of conflicts with several operators, including the Suez Crisis, the Aden Emergency, the Sino-Indian War, the Indo-Pakistani War of 1965, the Indo-Pakistani War of 1971, the Rhodesian Bush War, the Second Congo War, the Six-Day War, the War of Attrition, the Yom Kippur War, and the 2007 Lebanon conflict. Overall, 1,972 Hunters were manufactured by Hawker Aircraft and its successor, Hawker Siddeley, as well as being produced under licence overseas. In British service, the Hunter was replaced in its principal roles by the Lightning, the Hawker Siddeley Harrier and the McDonnell Douglas F-4 Phantom II.



Photo: Hawker Hunter GA.11 WV381 764 Sqn FAA RN, 1 November 1972, RNAS Lee-on-Solent (EGUS)¹

¹ Source: [Aviation Safety Network](#)

Hunter GA.11

Single-seat weapons training version for the Royal Navy. Forty ex-RAF Hunter F.4s were converted into the Hunter GA.11. The GA.11 was fitted with an arrester hook and some later had a Harley light. The guns were removed.²



Photo: Hawker Hunter XE689 GA.11 seen at Faro - LPFR, Portugal. Photo courtesy of Pedro Araújo

Reference...

Here's a useful reference on the [Hawker Hunter GA.11](#)

A note from Geoff...

It's great to be able to welcome Benjamin to SMN with his lovely build of the Academy Hawker Hunter in 1:48. Despite a few accuracy issues (wheel size, seat, jet pipe etc) you can clearly see that the Academy kit can build into a very nice model as Ben proves here - great job and glad you enjoyed the build Ben - there are so many great schemes for the Hunter, I'm not at all surprised that you bought two more! And they are very reasonable to pick up price-wise.

We're getting some new finished photos of Ben's model as we speak and so, depending on when you read this they may or may not yet be at the end of this article :)

² Source: courtesy Wikipedia

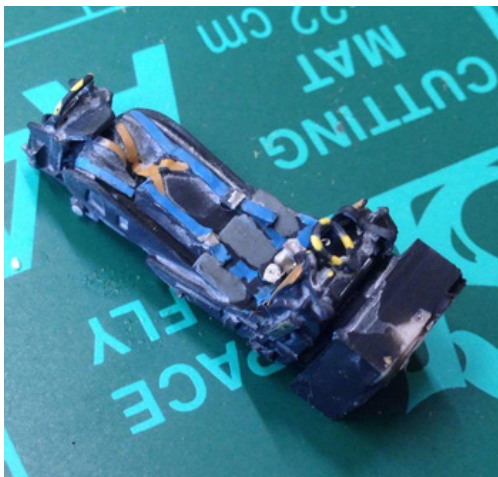
Here's one pic for you to see how nicely ben's model turned out...



Back to the build...

The kit is a Academy 1:48 Hunter F6 which I must say contains zero filler and went together flawlessly, I'm that impressed I've purchased another two!

The cockpit was started as per instructions but I omitted the ejector seat as the kit item is well known to be out of scale with the rest of the kit.



A wash of medium grey was all that was used on the cockpit as with a resin seat and the canopy closed you wouldn't see much detail.

I left the engine intakes out because my intention was to build it with covers etc so these wouldn't be seen.

The fuselage was buttoned up with no issues, using Tamiya extra thin glue to zip around and seal it up.



With that done the separate nose section was treated to a kiss in the bench grinder to create the hole for the Harley light as on the 1/1 aircraft.

The masking was done with the wings and tail plane off to allow a dead straight mask line. Using electricians tape I masked the white off to allow the grey to be painted, with the tape still in place I showed Jezz Coleman my progress and he suggested that I post-shade with a drop or two of white in the grey and give it some tonal variety to break up the bland flat grey.

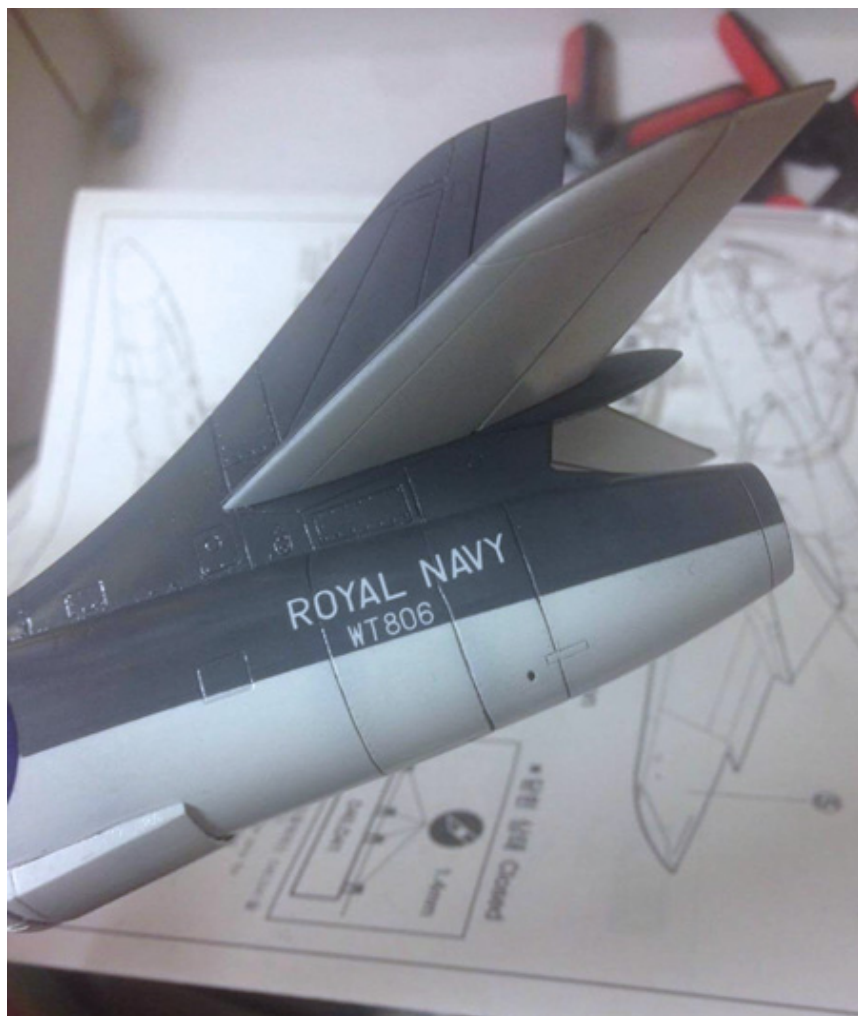
Invaluable advice as it really makes the model "pop", something I've never tried before but will continue to work it into future builds!





With the tape removed the painted wings and fuselage were sprayed in a gloss clear coat and then a MIG dark earth panel wash applied.







This was wiped off leaving dirt and grime in the panel lines, again another coat of gloss was applied then on to the decals.

Decal numbers and letters were from Xtradecal and the kit RAF roundels were used.

The under wing fuel tanks were built the same way as the aircraft and once the landing gear was built up they aircraft was very close to completion.













The fuel tanks and gear were fitted the canopy was dipped in the USA Pledge variant and allowed to dry for a day. This gave me time to paint the resin seat and install it, then on to the intake and exhaust blanks. These were made from scrap plastic packaging that was from a previous delivery, a masking tape template made and transferred over they were then cut and sprayed Hataka Red.



The whole model was then sealed with Windsor & Newton Matte varnish then the canopy glued with PVA, the finishing touch was the pitot tube as the kits one is very clumsy and odd looking so a suitable needle was found and attached with a remove before flight tag!





Stunning kit of a stunning aircraft, so much so the owner of the real aircraft has reached out to me to build him one!

Benjamin B.







