

Hawker Hunter T.7 (XL569)



The Hawker Hunter is without doubt one of the world's all time great fighters. Designed by the Hawker team, headed by Sir Sidney Camm, the aircraft was one of the UK's first swept-wing interceptors. The Hunter broke the world speed record in September 1953 when Neville Duke achieved a speed of 727,63 mph.

Following some early performance disappointments with the Mk1 Hunter, later marques were powered by an updated Rolls Royce Avon Mk 207 engine with 10,150 lb.st. An innovation that produced the ultimate classic thoroughbred interceptor/ground attack aircraft of its day. At the time the Hunter was the only swept wing aircraft in the world which could be subjected to a deliberate spin and recover with no problems.

The Hunter T7 is a two seat side-by-side trainer based on the Hunter Mk.4 airframe with an entirely re-designed forward fuselage to accommodate the pupil and instructor. The aircraft is fully operational with a single cannon mounted on the starboard side and a brake parachute.

The Hunter also packed an impressive punch with its highly concentrated battery of four cannon and the air combat capability was greatly enhanced with the addition of AIM-9 Sidewinders in Swiss, Singapore, Omani and Chilean service.

In addition to the Royal Air Force and the Royal Navy, Hunters served with some 20 airforces world-wide; In total some 1,970 aircraft of all types were built.



Specifications

Dimensions:

Length: 13.98m (45ft 10in)

Wingspan: 10.26m (33ft 8in)

Height: 4.01m (13ft 2in)

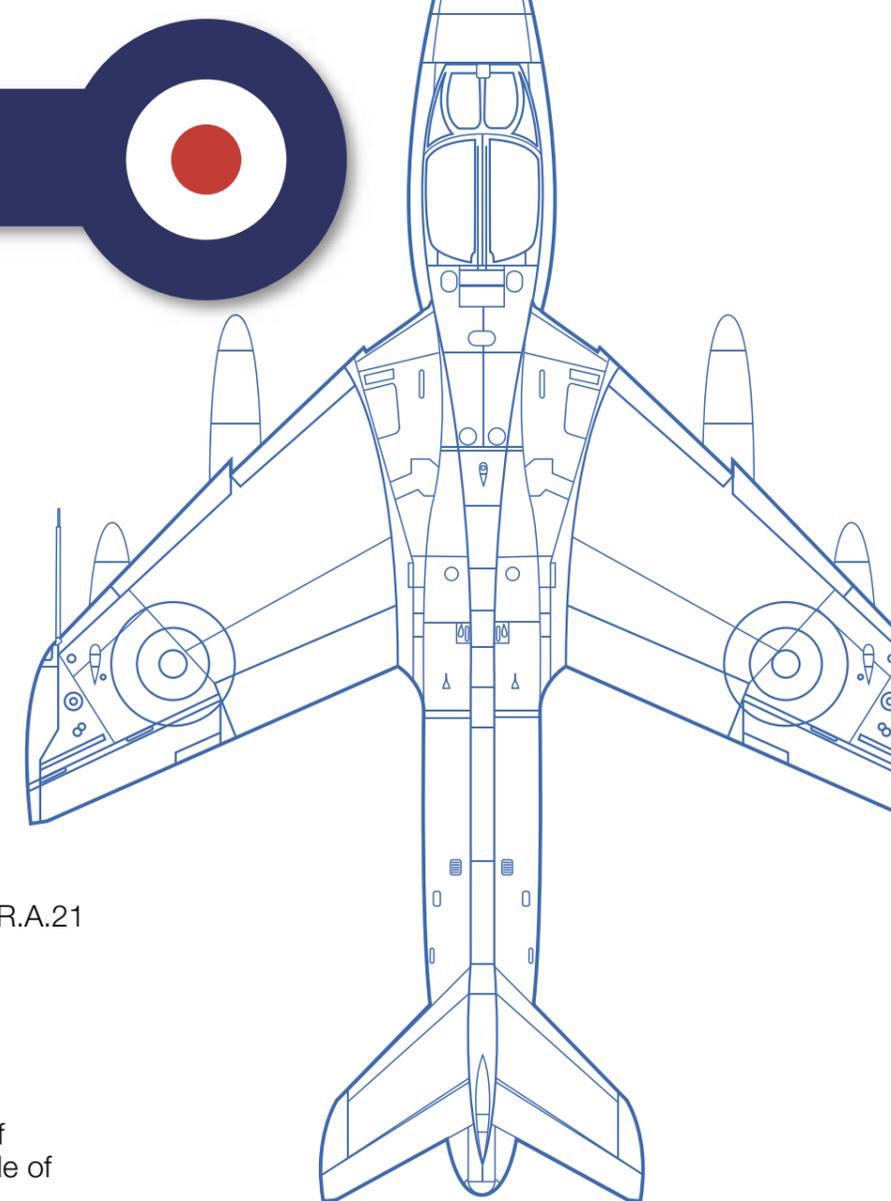
Powerplant: One Rolls-Royce Avon 121 R.A.21 turbojet engine rated at 8,050lb s.t.

Maximum Speed: 690mph (Mach 0.92)

Service Ceiling: 15,240m (50,000ft)

Combat Radius: 713km (443 miles)

Armament: Four 30mm Aden guns in self contained removable package in underside of fuselage nose. Four underwing pylons.



The Aeropark Hunter

XL569 first flew on 3rd March 1958. The aircraft had a varied career serving with No's 12,15, and 216 Squadrons and No's 237 and 229 Operational Conversion Units.

At the end of its flying days the aircraft was maintained in flying order at the Royal Air Force Technical School at Cosford, at RAF Scampton and finally at RAF Abingdon from where it was purchased by the Aeropark Volunteers Association (AVA). It was transported to the Aeropark with the generous help of Carlsberg Tetley and Linway Motor Services of Coalville.

