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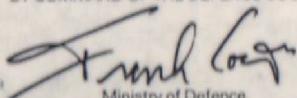
(Formerly A.P.4347G, H, N, O & R, Vol. 6)

HUNTER T Mk. 7, T Mk. 7A,
AND T Mk. 8 VARIANTS

(TWO SEAT VERSIONS)

AIRCRAFT REPAIR MANUAL

BY COMMAND OF THE DEFENCE COUNCIL



Frank L. Goss
Ministry of Defence

Sponsored for use in the
ROYAL NAVY by DGA(N)
ROYAL AIR FORCE by D.Air Eng.(RAF)

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Royal Air Force AP100B-01 Order 0504.

AMENDMENT RECORD SHEET

To record the incorporation of an Amendment List in this publication, sign against the appropriate A.L. No. and insert the date of incorporation.

A.L. No.	Amended by	Date
1	W. Sanders	10.7.72
2	W. Sanders	10.7.72
3	W. Sanders	10.7.72
4	Superseded	
5	W. Sanders	10.7.72
6	W. Sanders	10.7.72
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10	W. Sanders	10.7.72
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25	H. B. Smith	12.2.75
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27	W. Sanders	25/6/79
28	W. Sanders	25/6/79
29	W. Sanders	15.10.79
30	H. Newcombe	18.2.81
31	H. Newcombe	3.6.83
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RESTRICTED

LETHAL WARNING

EJECTION SEATS AND CANOPY JETTISON MECHANISMS

1. Ejection seats and canopy jettison mechanisms are sources of potential danger to personnel and of damage to the aircraft. Serious injury (possibly fatal) may result if any firing mechanisms are inadvertently operated whilst the aircraft is on the ground.
2. The following instructions are to be obeyed:-
 - R.N. Safety precautions contained in A.P.(N)140—Naval Aircraft Maintenance Manual.
 - R.A.F. ALL PERSONNEL before entering the cockpit or cabin of an aircraft fitted with an ejection seat are to report to the N.C.O. immediately in charge of airframe servicing who is to ensure that all safety pins (or other safety devices) are correctly positioned to render the seat and canopy jettison firing mechanisms safe. On completion of servicing, tradesmen are to report to the N.C.O.
3. Full instructions for rendering the firing mechanisms safe are contained in the A.P.4288 and A.P.110 series, in Aircraft Servicing Manuals and Schedules and in the A.D.5037 series.

METHYL BROMIDE

4. Methyl Bromide fumes, from fire extinguishers, are toxic, have delayed action and must not be inhaled.

HIGH ENERGY IGNITERS

5. The energy stored in the capacitors of high energy igniter units can be of a lethal nature. No servicing should be attempted until at least one minute has elapsed after disconnection of the L.T. supply to the input plug.
6. Voltages, a.c. or d.c., in excess of 100 volts can be dangerous in certain circumstances. The aircraft should, therefore, be rendered electrically safe before any servicing is attempted. When electrical power is essential during servicing the greatest care must be exercised.

NOTE TO READERS

The subject matter of this publication may be affected by Defence Council Instructions, or by Servicing Schedules, or 'General Orders and Modifications' leaflets in this A.P., in the associated publications listed below, or even in some others. If possible, Amendment Lists are issued to correct this publication accordingly, but it is not always practicable to do so. When an Order, Servicing Schedule or Leaflet contradicts any portion of this publication, the Order, Servicing Schedule or Leaflet is to be taken as the overriding authority.

The inclusion of references to items of equipment does not constitute authority for demanding these items.

Each leaflet bears the date of issue and, when applicable, the number of the Amendment List with which it was issued. New or amended technical information on new leaves which are inserted when this publication is amended will be indicated by triangles, positioned in the text thus ► ◀ to show the extent of the amended text. When a Chapter is issued in a completely revised form, the triangles will not appear.

The number of this publication was altered from A.P.4347G, II, N, Q & R, Vol.6 to A.P.101B-1302 to 1306-6A in May 1972. No general revision of page captions has been undertaken, but the code number appears in place of the earlier A.P. references on new or amended leaves issued subsequent to that date.

This book has now become A.P.101B-1302 to 1306-6A with the introduction of the & 1311

Hunter T Mk.8M, the captions and contents will be amended in due course as changes become apparent. Information for the single-seat versions of the Hunter may be found in

A.P.101B-1307 to 1309-6A

LIST OF ASSOCIATED PUBLICATIONS

		Coded AP Group No.
►	<i>Aircraft fuel and oil tanks</i>	106B Series
	<i>Electro-plating and corrosion-resisting processes</i>	119A Series
	<i>External finish of aircraft</i>	109A Series
	<i>Non-destructive testing</i>	119A Series
	<i>R.A.F. Engineering</i>	101A Series
	<i>Standard repairs for airframes</i>	101A-0600-6 Series
	<i>Undercarriage equipment - Dowty</i>	104A Series
	<i>Welding, brazing and soldering</i>	119A Series



LIST OF PARTS

1. Minor repairs
2. Major repairs
3. Fits, clearances and repair tolerances.

The P/Q Family

WHY
"P/Q"?

The P/Q family of Masks



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