

3rd Edition
April 1972

AP 101B-1305 & 6-15

PILOT'S NOTES

HUNTER T Mk 8C & 8B

BY COMMAND OF THE DEFENCE COUNCIL

A handwritten signature in black ink, appearing to read "Frank Cooper".

Prepared by Procurement Executive,
Ministry of Defence



NOTES TO USERS

1. These Notes are complementary to AP3456 Flying. The Flight Reference Cards (AP 101B-1305 & 6-14) are issued separately from the Notes and are subject to a separate amendment procedure, but they are complementary to these Notes and reference is made to them where necessary.

2. The Notes are divided by marker cards as follows:

Preliminaries.

Part 1 — Description and Management of Systems.

Part 2 — Limitations.

Part 3 — Handling.

Part 4 — Emergency Procedures.

Part 5 — Flight Planning Data.

Part 6 — Illustrations.

Annexe 1 — Hunter T Mk 8B.

Where applicable, each part is divided into chapters as listed on its marker card. Each sheet is identified by a Part, Chapter and Page reference. A page bearing the reference 1 — 3 Page 3 is page 3 of Part 1, Chapter 3.

3. The limitations quoted in Part 2 are mandatory and are not to be exceeded. Instructions containing the word 'must' are also mandatory.

4. The Notes and the associated Flight Reference Cards aim to provide the best operating instructions and advice currently available. Although they provide guidance for most eventualities, they are not substitutes for sound judgement and good airmanship; moreover, they assume an adequate knowledge of the pertinent volumes of AP 3456 (series) — Flying. Furthermore, circumstances might require aircrew to depart from or modify the prescribed procedures and drills. Consequently, the Notes and Flight Reference Cards should not be regarded as documents which are to be adhered to inflexibly at all times other than as explained in para 3.

5. Amendment lists will be issued as necessary and each amendment list instruction sheet will state the main pur-

pose of the amendment and will include a list of modifications and Special Flying Instructions covered. New or amended matter of importance will be indicated by triangles in the text thus: to show the extent of amended text and thus: to show where text has been deleted. The number of the amendment list by which a page was initially issued, or re-issued, will appear at the bottom of the odd-numbered pages and any triangles on either page forming a sheet will, therefore, refer to that amendment list. However, when a new chapter is issued with an amendment list, or an existing chapter is completely revised, this fact will be noted within the heading of the chapter and the triangles will not appear on each page.

6. The following conventions are observed throughout the Notes:

- a. The actual markings on controls are indicated in the text by capital letters.
- b. Unless otherwise stated, all airspeeds, mach numbers, accelerometer readings, temperatures and altitudes quoted are indicated values.
- c. **WARNINGS** are inserted only when the serious consequences of not following a certain procedure might otherwise be overlooked.
- d. Information needing emphasis is printed in italics.
- e. Notes are inserted to clarify the reason for a procedure or to give information which, while not essential to the understanding of the subject, is useful to the reader.

7. Modification numbers are only referred to in the Notes when it is necessary to differentiate between the pre- and the post-mod states. For ease of reference a list of modification numbers mentioned in the text is included in the preliminary pages, with a cross-reference to the location in the text of the modification details.

IMPORTANT

Comments and suggestions should be forwarded to the Officer Commanding, Royal Air Force Handling Squadron, Boscombe Down, Salisbury SP4 0JF.

LIST OF ASSOCIATED PUBLICATIONS

Aircraft servicing manuals:

- Hunter T Mk 8B & 8C ... AP 101B-1304, 5 & 6-1A
(airframe, power unit and armament)
- Hunter T Mk 8B AP 101B-1305-1B
(electrical and radio)
- Hunter T Mk 8C AP 101B-1306-1B
(electrical and radio)

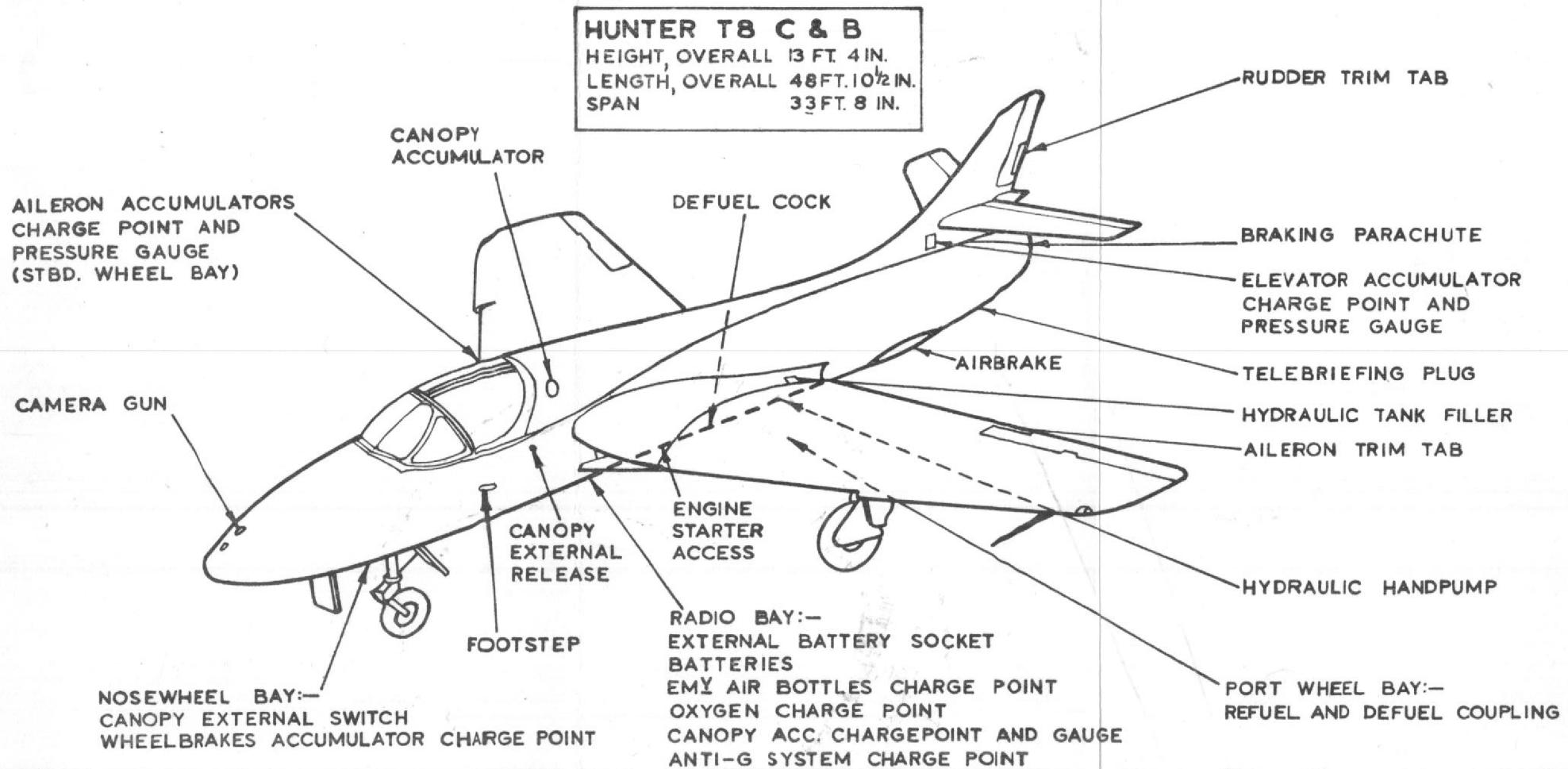
Note: A comprehensive list of associated publications is in the Notes to Readers of the aircraft servicing manual.

MODIFICATION NUMBERS MENTIONED IN THE TEXT

<i>Mod No</i>	<i>Title</i>	<i>Location in Text of Mod Details Part Chap para</i>		
874	Deletion of G90 camera ...	1	10	2
1220	Revised armament circuit to allow practice bombs to be carried on the outboard pylons	1	10	3
1222				
1223				
1309	Telebrief socket isolation ...	1	9	2
1329	Attitude indicator type F4D (Mk 8B)	Annexe 1 para 9		

(continued)

<i>Mod No</i>	<i>Title</i>	<i>Location in Text of Mod Details Part Chap para</i>
1366	Carriage of 68 mm rocket launchers (Mk 8B)	Annexe 1 para 17
1371	IFF/SSR (Mk 8B)	Annexe 1 para 16
1372	IFF/SSR (Mk 8C)	1 9 5
1376	Autostabiliser removed (Mk 8B)	1 6 2
1380	Anti-collision lights	1 7 6 Annexe 1 para 18
1381	Refuelling without battery master switch on	1 1 12
1396	Fuel filter de-icing (Mk 8B)	1 1 5
1407	Introduction of reduced capacity batteries (Mk 8C) ...	1 3 13
1409	Forward facing Grimes light	1 7 6
◀ 1430	AD 120 VHF	1 9 6 ▶
<i>NSM</i>		
3066	Provision for operating the brake parachute and arrester hook from the standby batteries	1 6 10/11
<i>SEM</i>		
025/STC	PTR 175 V/UHF in lieu of ARC 52 (Mk 8B)	Annexe 1 para 14 ▶



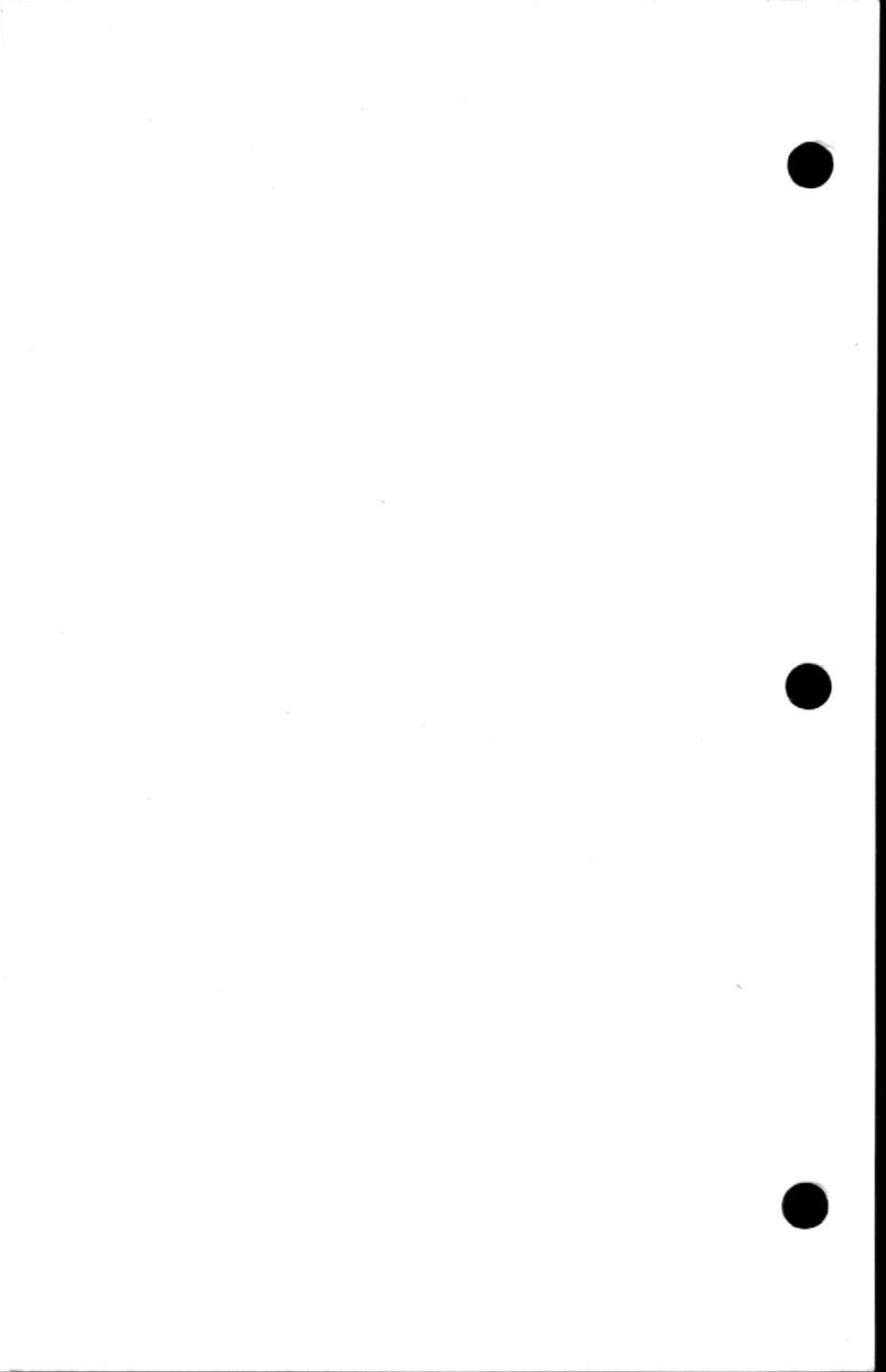
9

10

INTRODUCTION

- 1 The Hunter T Mk 8C is a 2-seat, mid-wing trainer aircraft with swept-back wings and a swept-back electrically-operated follow-up tailplane. Full-power ailerons and elevator with Manual reversion facilities are fitted.
- 2 The power unit is an Avon Mk 122 engine, developing 7575 lb static thrust at sea level. Automatic control of maximum JPT is provided.
- 3 Internal fuel is carried in the wings and fuselage. Additional fuel can be carried in either two or four 100 gallon drop tanks on underwing pylons.
- 4 Electrical power is derived from two DC generators. Main and standby batteries are fitted.
- 5 No guns are fitted. Bombs, 2-inch rocket launchers and 68 mm rocket launchers can be carried on the underwing pylons.
- 6 The cockpit is pressurised and is fitted with two type 4 HA(N) ejection seats.
- 7 Access to the cockpit is normally gained via two ladders supplied as ground equipment. A footstep is in each side of the fuselage below the cockpit.
- 8 The Hunter T Mk 8B is basically a T Mk 8C fitted with an Integrated Flight Instrument System. The differences between the T Mk 8B and T Mk 8C are covered in Annex 1 to these Notes.
- 9 The principal dimensions of the aircraft are:

Length, overall	...	...	...	48 feet 10·5 inches
Height, overall	...	...	...	13 feet 4 inches
Span	...	...	...	33 feet 8 inches



This file was downloaded
from the RTFM Library.

Link: www.scottbouch.com/rtfm

Please see site for usage terms,
and more aircraft documents.

