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		
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5	V. Tetheyes.	14/9/83
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24	W. Bawden	19/3/75

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46	W. Bawden	19/6/75
47	W Sohn	15.5.78
48	R Bosman.	24-4-80

A.L. No.	Amended by	Date
49	a. J. Mack	16/2/83
50	DBS	17/9/85
51	K.J. Wabe	13/1/86
52	DBS	18/3/88
53	DBS	29/8/91
54	DBS	23/9/92
55	DBS	5/7/94
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BOOK 2

CONTENTS *(Continued)*

Note . . . *The List of Chapters following each Section marker card indicates the contents of the Section.*

LUBRICATION

To avoid repeating lubricant Reference Numbers and N.A.T.O. code numbers throughout the book they will in future be printed on this marker card.

Nomenclature	Reference Number	N.A.T.O. code
ZX-13	34B/9100528	S-720
ZX-30	34B/9440586 (1½ lb.)	-
ZX-28	34B/9437518	-
XG-271	34B/9100510 (4 oz.)	G-382
XG-271	34B/9100511 (7 lb.)	G-382
XG-273	34B/9423151	-
XG-275	34B/9100512 (4 oz.)	G-350
XG-275	34B/9100513 (1 lb.)	G-350
XG-277	34B/9100514	G-359
XG-278	34B/9105058	G-354
OX-14	34B/9100589 (2 oz.)	0-147
OX-14	34B/9100590 (½ pt.)	0-147
OX-38	34A/9100591 (1 gall.)	0-149
OM-13	34D/9100570	0-134
OM-15	34B/9100572	H-515

INTRODUCTION

1. The Hunter T.Mk.8C aircraft is a two-seat midwing, land-based monoplane with swept-back wings and an electrically-operated swept-back tail plane which operates in conjunction with power-operated elevators and tail plane actuator. The ailerons are also power operated and the cabin is pressurised. The aircraft is powered by a Rolls Royce Avon 122 straight flow gas turbine engine, incorporating a cartridge starting system. The engine is installed centrally within the fuselage with its air intakes in the leading edge of the stub wings and a straight through jet pipe exhausting at the fuselage tail end. No guns are fitted but a gyro gun sight, fitted with manual ranging control is provided for each crew member; the sights being carried on fixed mountings, one on each side of the centre instrument panel. On incorporation of Mod.1372 the gun sights are removed and the IFF/SSR control unit is installed in place of the port gun sight. Pylons to support overload fuel or external stores according to the aircraft's operational duties may be installed under each outer wing.

2. The pressurised cabin, which accommodates two fully automatic ejection seats complete with survival equipment, is provided with an electro-hydraulically operated hood which hinges upwards on its rear edge for entry and exit. In an emergency the hood may be jettisoned independently, or in conjunction with either ejection seat. A facility for auto-tone transmission by the U.H.F. on the ejection of either seat is provided. This system is safeguarded by a cancel switch in the cabin. The flying controls are of the normal stick and rudder bar type and operate the control surfaces by means of push-pull tubes. The rudder and port aileron and provided with small electrically operated trim tabs controllable from the cabin.

3. The fuselage structure is manufactured in three main portions, front, centre and rear. The front fuselage, which is provided with a detachable nose piece, is reinforced by keel members and four longerons. The centre fuselage and stub wings, which house the air intakes, are built as an integral structure. The rear fuselage is constructed with the lower portion of the fin as an integral part and is terminated by a detachable tail cone. An air brake is fitted underneath the rear fuselage.

4. The engine is mounted in the centre fuselage structure at four attachment points. The forward points are suspension linkages located on either side of the aircraft, which pick up with the engine compressor casing. The aft points consist of mounting blocks which engage with trunnions on the engine turbine nozzle box. An engine-driven accessories gearbox is mounted at the bottom of the engine bay just aft of the rear spar on the port side of the aircraft. This drives the hydraulic pump supplying the power for the hydraulic system and two generators which supply all the power for the aircraft's electrical services. A fire extinguisher bottle, accommodated between the air intakes just forward of the engine, is connected to the extinguisher connection on the engine.

5. The swept back outer wings are two-spar stressed skin structures, the heavy gauge skin providing the necessary stiffness with a minimum of internal structure. Each wing is attached to the fuselage stub wings by joint pins and high tensile steel plug-ends at the front and rear spars. The ailerons are conventional structures, power-operated by hydraulic booster jacks located in the wings. Electro-hydraulically operated split trailing edge landing flaps extend along the underside of each wing to the inboard end of the ailerons.

6. The electrically operated flying tail is a multi-spar swept-back structure built in one piece, sandwiched between the upper and lower portions of the fin. It is hinged at the rear spar and is raised or lowered at the leading edge by an electrically-operated actuator controllable from the cabin. The elevators are of conventional design, power-operated from a hydraulic booster jack situated in the fuselage tail end. An interconnection between the full power elevators and tail plane trimming actuator ensures that a given control column displacement provides a pre-determined amount of tail plane and elevator movement when the units are functioning as an electrically-operated flying tail. A switch in the cabin is provided to cut out the electrical flying link tailage in order to permit reversion to normal full power elevator with trimmable tail plane. The upper portion of the fin is a two-spar structure attached to the lower portion, which is integral with the rear fuselage. The rudder is hinged to the upper portion of the fin, and the operation of the rudder trim tab may be linked to au autostabilizer system by a control switch in the cabin. A braking para-

chute is housed in a container located above the tail cone.

7. The tricycle alighting gear is electro-hydraulically operated, all three units being of the liquid spring shock-absorber type. The main wheel units, which are fitted with recuperators, are provided with hydraulically operated brakes which operated differentially in conjunction with the rudder bar. The nose wheel unit, which is fully castoring and self-centring during retraction, retracts forward into the fuselage immediately in front of the cabin, while the main units retract inwardly into their respective wings. When retracted all three units are totally enclosed within the structure by fairings and are locked up by catches on these fairings. When extended, the main wheel units are locked down by internal mechanical locks in the hydraulic jacks which operate them. The nose wheel is locked down by a mechanical lock at the top of the leg. The attitude of all three units is shown on an electrically-operated indicator in the cabin. A sting-type deck landing arresting hook is fitted beneath the rear fuselage between frames 50 and 57. It is fitted with a hydraulic damper unit and is electrically released and manually retracted.

8. The fuel is contained in flexible bag type tanks installed in the centre fuselage and each outer wing. The centre fuselage tanks are mounted two on each side, between and around the air intake ducts forward of the engine and the wing tanks in the leading edge of the outer wings just outboard of the wing roots. Provision is also made, on universal pylons under the wings, for the installation of drop fuel tanks which feed fuel to the wing tanks by means of air pressure from the fuel transfer system. The system is pressure refuelled from a standard refuelling valve in the port wheel bay and the fuel is fed to the engine from the two forward fuselage tanks, the fuel being transferred from the other tanks by means of air pressure obtained from a restricted tapping on the engine compressor. Matched electrically-driven fuel booster pumps are installed, one in each front tank, to supplement the supply to the engine-driven pumps and to ensure that, in conjunction with a fuel flow proportioner, fuel is delivered equally from either side of the system. Provision is also made for an adequate supply of fuel to be delivered under negative 'G' conditions. The fuel gauges are of the electronic type.

9. A pressure demand oxygen system consisting of four high-pressure oxygen cylinders is installed, with two cylinders, port and starboard, in the front fuselage. The system is charged in-situ via a charging valve located just aft of frame 16 on the starboard side of the aircraft. A pressure reducing valve is mounted above the starboard pair of cylinders; the regulators, together with a pressure gauge which registers the contents of the cylinders, are located in the cabin. The supply pipe from each regulator is taken to a break joint on the cabin floor to which the appropriate ejection seat piping is connected. Emergency oxygen bottles, one of which is fitted at the back of each of the seat, are automatically brought into operation when ejection action is taken. Provision is also made for the use of these in the event of main oxygen system failure.

10. The radio equipment of the Mk.8C aircraft consists of a multi-channel U.H.F. communication installation with which is associated an intercommunication amplifier, a telebriefing installation, and a standby U.H.F. set. The radar equipment consists of a TACAN installation. The U.H.F. installation and its associated standby set uses two blade and one whip aerials. One of these blade aerials projects upwards from the starboard hood fairing, the other downwards from the centre fuselage and the standby whip aerial projects downwards on the port side of the fuselage between frames 12 and 14. The TACAN equipment employs one blade aerial which projects downwards from the nose bay. The radio transmitter/receivers are mounted in the radio bay and the TACAN equipment in the nose wheel bay. All the equipment is remotely controlled from the cabin.

11. An IFF/SSR installation is introduced by Mod.1372 which employs two blade type aerials, one on the spine fairing and the other on the fuel pump access door. The transmitter/receiver and the other main components are mounted in the radio bay and are operated from a control unit in the cabin.

LEADING PARTICULARS

NAME ... ... HUNTER T MK.8C
TYPE ... ... TWO-SEAT, SINGLE ENGINE, MID-WING LAND-BASED MONOPLANE
DUTY ... ... TRAINER

MAIN DIMENSIONS

Refer to the general arrangement illustration

MAIN PLANES

Aerofoil section. Hawker High Speed 8½% thick at 37.5% of chord
Mean chord ... ...10.2 ft.
Aspect ratio 3.25
Incidence ... ... + 1 deg. 30 min.
Dihedral ... ...– 1 deg.
Angle of sweepback at 25% chord ... ... 39.9 deg.

TAIL PLANE

Aerofoil section ... ... Hawker symmetrical t/c 0.08 (max. thickness at 34% of chord)
Mean chord ... ... 4.55 ft.
Incidence ... ... Variable
Dihedral ... ... Nil
Angle of sweepback at 25% of chord ... ... 41.9 deg.

AREAS

Wings, with ailerons and flaps - gross ... ... 349 sq.ft.
Ailerons, net total ... ... 26.52 sq.ft.
Flaps, landing, gross ... ... 31.2 sq.ft.
Tail plane, with elevators, gross ... ... 53.9 sq.ft.
Elevators, gross ... ... 16.3 sq.ft.
Fin, with rudder and tab - gross ... ... 35.0 sq.ft.
Rudder with tab ... ... 6.1 sq.ft.
Rudder, tab ... ... 0.4 sq.ft.

RANGE OF MOVEMENT AND SETTING OF CONTROL SURFACES

Refer to Sect.3, Chap.4

ALIGHTING GEAR

MAIN UNDERCARRIAGE

Type ... ... Two cantilever units, retracting inward
Track ... ... 14.75 ft.
Shock-absorber struts
Type ... ... Dowty liquid-spring (Part No.E.7950 P. & S. Mk.E.)
Fluid used OM-15
Pressure ... ... Refer to Servicing A.P.
Wheels
Type ... ... Dunlop A.H.50701
Tyres ... Dunlop (29 in. x 6.25 in. - 16 in. Ref.No. 27A/3913)
Tubes ... ... (Ref.No. 27A/3921)
Inflation Pressure ... ... Refer to Servicing Schedule
Brakes
Type ... ... Dunlop hydraulic A.H.50247 and 8
Working pressure ... ... 1500 lb. per sq.in.

NOSE UNDERCARRIAGE

Type ... ... One cantilever unit, retracting forward
Shock-absorber unit
Type ... ... Dowty liquid-spring (Part No. A.7878Y)
Fluid used OM-15
Pressure ... ... Refer to Servicing A.P.

Wheel
- *Type* ... ... *Dunlop A.H.9336*
- *Tyre* ... ... *Dunlop (19 in. x 6.25 in. – 9 in.) Code D.R.2266*
- *Tube* ... ... *,,, Dunlop Code D.T.2200*
- *Inflation pressure* ... ... *Refer to Servicing Schedule*

ENGINE

Name ... ... *Avon Mk.122*
Type ... ... *Straight-flow, turbo-jet*
Starter
- *Type* ... ... *B.T.H. T.B.S. 720 Mk.1*
- *Cartridges* ... ... *Cordite, 720 Gramme Type No.10 Mk.1 (Ref. No. 12D/1204)*
- *Safety device* ... ... *Relief valve to each breech*

Accessories gear box and drive
- *Type* ... ... *Rotol A.D.E.171*

Fuel
- *Specification* ... ... *Avtur 100 (Stores Ref.34A/100449)*

Fuel tank capacities
- *Front tanks*
  - *Port* ... ...*101 gal*
  - *Starboard* ... ... *101 gal*
- *Centre tanks*
  - *Port* ... ... *37 gal*
  - *Starboard* ... ... *35 gal*
- *Wing tanks*
  - *Port (4 tanks)* ... ... *70 gal*
  - *Starboard (4 tanks)* ... ... *70 gal*
- *Total internal fuel capacity* ... ... *414 gal*
- *Drop tanks (two) each* ... ... *100 gal*

Oil
- *Engine*
  - *Specification* *OX-38*
  - *Quantity (carried in engine sump)* ... ... *17 pints approx.*
- *Accessories gear box*
  - *Specification* *OX-38*
  - *Capacity* ... ... *2.5 pints approx.*

HYDRAULIC SYSTEM

Type ... ... *High pressure*
Components ... ... *Dowty*
Services operated ... ... *Alighting gear, wheel brakes, landing flaps, cabin hood, air brake and power-operated controls.*
Pump ... ... *Dowty Part No. A.8003Y/RH/3000*

Fluid *OM-15*
Accumulator inflation pressures
- *Aileron* ... ... *900 lb. per sq.in.*
- *Elevator* ... ... *1575 lb. per sq.in.*
- *CAbin hood* ... ... *1575 lb. per sq.in.*
- *Wheel brakes* ... ... *750 lb. per sq.in.*

Emergency air bottle pressures
- *Alighting gear and flaps* ... ... *2000 lb. per sq.in.*

Relief valve blow-off pressures
- *Hand pump* ... ... 2800^{+100}_{-0} *lb. per sq.in.*
- *Flap synchronizing circuit* ... ... *2350 ± 50 lb. per sq.in.*
- *Flaps* ... ... *3550 ± 50 lb. per sq.in.*
- *Airbrake* ... ... *3400 ± 50 lb. per sq.in.*
- *Thermal relief valves* ... ... *4000 to 4150 lb. per sq.in.*

Damper charging pressure
- *Arresting hook damper* ... ... *1000 lb. per sq.in.*

ELECTRICAL SYSTEM

Voltage ... ... *28 volts nominal*
Generators (2) ... ... *Type 515A (Ref.No.5UA/5273)*
Voltage regulators (2) ... ... *Type 94 (Ref.No.5UC/5937)*
Cut-out units (2) ... ... *Differential Type A Mk.2, (Ref.No.5CY/4211)*
Batteries (2) ... ...*Type J, 24 volt, 25 amp. (Ref.No.5J/3336)*

WIRELESS (MK.8C aircraft)

UHF (main) TR.5/ARC 52 (pre Mod 1481)	ARI 18124/1
UHF (main) PTR 1751WW (Mod 1481)	ARI 23301/80
UHF (standby) Type M.4 or M.6	ARI 23057
Tele-briefing	ARI 18012
Intercommunication amplifier	A 1961
VHF (Mod 1430)	ARI 23288

RADAR (MK.8C aircraft)

TACAN	ARI 18107/2 or/10
IFF/SSR 1520 (Mod 1372)	ARI 123134/3

ANTI - 'G' SYSTEM

Air bottles (4)	Dunlop ACM/16782
Capacity	106 or 110 cu. in. each
Anti-'G' valves	Hymatic Type A.G.2 (Ref.No. 27VB/3254)
Pressure reducing valves	Palmer Type C.58 & 58B (Ref.No.6D/1602 & 6D/)
Selector valve	Hymatic type SV.9 (Ref.No.27VB/3441)
Charging pressure (in situ)	2000 lb. per sq.in.

OXYGEN SYSTEM

Cylinders (4)	Mk.5D with Mk.7 five-way piece (Ref.No. 6D/9429896)
Capacity	750 litres each
Pressure reducing valve	Mk.1 (Ref.No.6D/1616)
Regulators (2)	Mk.17E (Ref.No. 6D/2294)
Charging pressure (in situ)	1800 lb. per sq.in.

AIR CONDITIONING SYSTEM

Cold air unit	A.C.R.E.9 Mk.8W (Ref.No. 27UA/380)
Oil	OX-38
Pre-cooler	Marston-Excelsior D.119-7A or D.1137/3A
Inter-cooler	Marston-Excelsior D.119-7A or D.1137/3A

FIRE PROTECTION SYSTEM

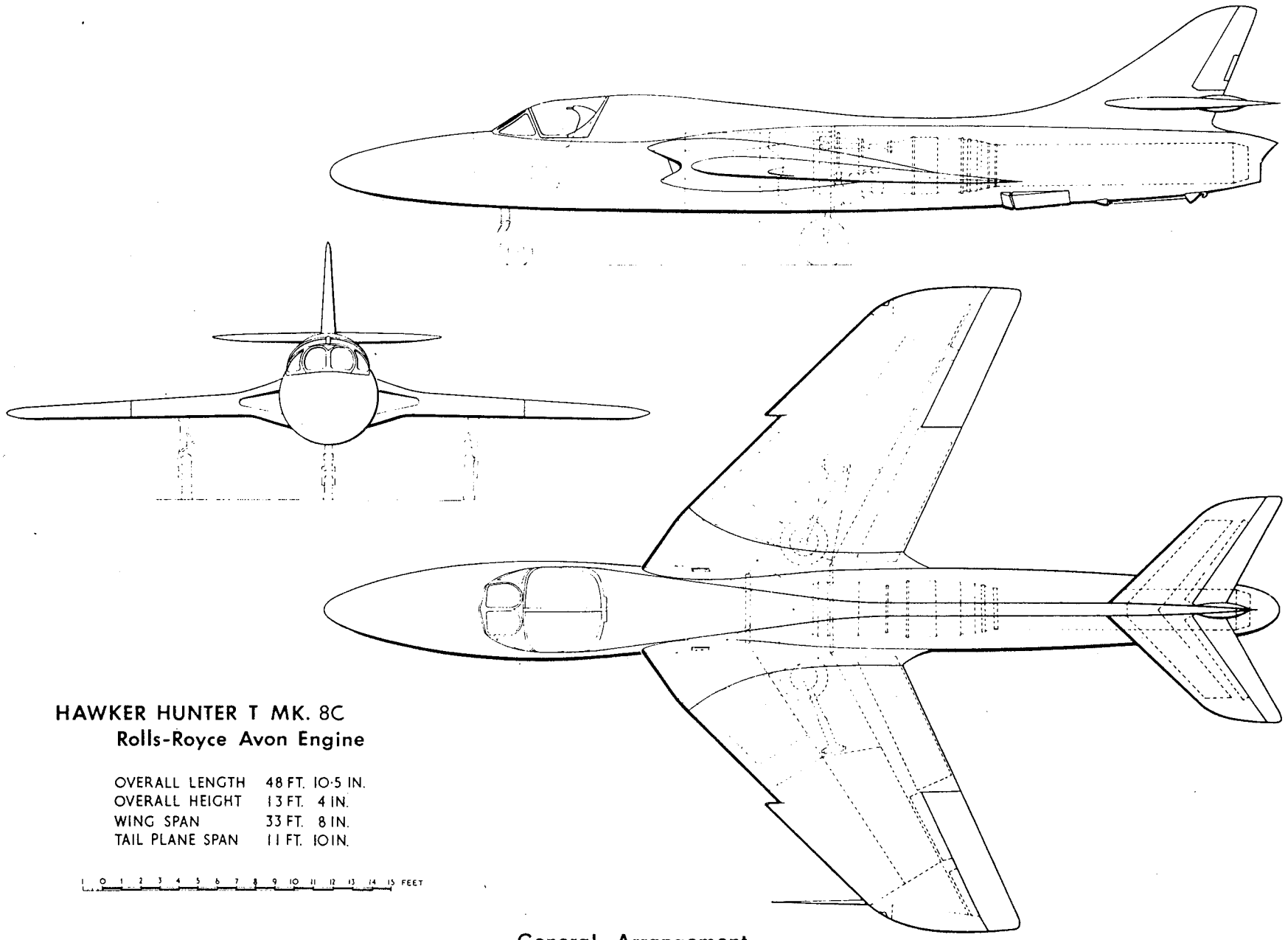
Extinguisher bottle	Mk.13A (Ref.No.27N/99) or 5AX
Flame switches	Mk.4 No.HS/RS.300 (Ref.No. 27N/91) or 150D/01/300 (Ref.No. 27N/340)

SEATS

Ejection type	
Port	Martin Baker Mk.4H/1 (Ref.No. 27L/50065)
Starboard	Martin Baker Mk.4H/2 (Ref.No. 27L/50066)

ARMAMENT

Guns	(Not applicable)
Inboard pylon	
Number	One under each wing
Outboard pylon	
Number	One under each wing



HAWKER HUNTER T MK. 8C
Rolls-Royce Avon Engine

OVERALL LENGTH	48 FT. 10·5 IN.
OVERALL HEIGHT	13 FT. 4 IN.
WING SPAN	33 FT. 8 IN.
TAIL PLANE SPAN	11 FT. 10 IN.

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 FEET

General Arrangement

TP(E) 11979

INTRODUCTION

1. The Hunter T.Mk.8C aircraft is a two-seat midwing, land-based monoplane with swept-back wings and an electrically-operated swept-back tail plane which operates in conjunction with power-operated elevators and tail plane actuator. The ailerons are also power operated and the cabin is pressurised. The aircraft is powered by a Rolls Royce Avon 122 straight flow gas turbine engine, incorporating a cartridge starting system. The engine is installed centrally within the fuselage with its air intakes in the leading edge of the stub wings and a straight through jet pipe exhausting at the fuselage tail end. No guns are fitted but a gyro gun sight, fitted with manual ranging control is provided for each crew member; the sights being carried on fixed mountings, one on each side of the centre instrument panel. On incorporation of Mod 1372 the gun sights are removed and the IFF/SSR control unit is installed in place of the port gun sight. Pylons to support overload fuel or external stores according to the aircraft's operational duties may be installed under each outer wing.

2. The pressurised cabin, which accommodates two fully automatic ejection seats complete with survival equipment, is provided with an electro-hydraulically operated hood which hinges upwards on its rear edge for entry and exit. In an emergency the hood may be jettisoned independently, or in conjunction with either ejection seat. A facility for auto-tone transmission by the U H F on the ejection of either seat is provided. This system is safeguarded by a cancel switch in the cabin. The flying controls are of the normal stick and rudder bar type and operate the control surfaces by means of push-pull tubes. The rudder and port aileron and provided with small electrically operated trim tabs controllable from the cabin.

3. The fuselage structure is manufactured in three main portions, front, centre and rear. The front fuselage, which is provided with a detachable nose piece, is reinforced by keel members and four longerons. The centre fuselage and stub wings, which house the air intakes, are built as an integral structure. The rear fuselage is constructed with the lower portion of the fin as an integral part and is terminated by a detachable tail cone. An air brake is fitted underneath the rear fuselage.

4. The engine is mounted in the centre fuselage structure at four attachment points. The forward points are suspension linkages located on either side of the aircraft, which pick up with the engine compressor casing. The aft points consist of mounting blocks which engage with trunnions on the engine turbine nozzle box. An engine-driven accessories gearbox is mounted at the bottom of the engine bay just aft of the rear spar on the port side of the aircraft. This drives the hydraulic pump supplying the power for the hydraulic system and two generators which supply all the power for the aircraft's electrical services. A fire extinguisher bottle, accommodated between the air intakes just forward of the engine, is connected to the extinguisher connection on the engine.

5. The swept back outer wings are two-spar stressed skin structures, the heavy gauge skin providing the necessary stiffness with a minimum of internal structure. Each wing is attached to the fuselage stub wings by joint pins and high tensile steel plug-ends at the front and rear spars. The ailerons are conventional structures, power-operated by hydraulic booster jacks located in the wings. Electro-hydraulically operated split trailing edge landing flaps extend along the underside of each wing to the inboard end of the ailerons.

6. The electrically operated flying tail is a multi-spar swept-back structure built in one piece, sandwiched between the upper and lower portions of the fin. It is hinged at the rear spar and is raised or lowered at the leading edge by an electrically-operated actuator controllable from the cabin. The elevators are of conventional design, power-operated from a hydraulic booster jack situated in the fuselage tail end. An interconnection between the full power elevators and tail plane trimming actuator ensures that a given control column displacement provides a pre-determined amount of tail plane and elevator movement when the units are functioning as an electrically-operated flying tail. A switch in the cabin is provided to cut out the electrical flying tail linkage in order to permit reversion to normal full power elevator with trimmable tail plane. The upper portion of the fin is a two-spar structure attached to the lower portion, which is integral with the rear fuselage. The rudder is hinged to the upper portion of the fin, and the operation of the rudder trim tab may be linked to an autostabilizer system by a control switch in the cabin. A braking para-

chute is housed in a container located above the tail cone.

7. The tricycle alighting gear is electro-hydraulically operated, all three units being of the liquid spring shock-absorber type. The main wheel units, which are fitted with recuperators, are provided with hydraulically operated brakes which operate differentially in conjunction with the rudder bar. The nose wheel unit, which is fully castoring and self-centring during retraction, retracts forward into the fuselage immediately in front of the cabin, while the main units retract inwardly into their respective wings. When retracted all three units are totally enclosed within the structure by fairings and are locked up by catches on these fairings. When extended, the main wheel units are locked down by internal mechanical locks in the hydraulic jacks which operate them. The nose wheel is locked down by a mechanical lock at the top of the leg. The attitude of all three units is shown on an electrically-operated indicator in the cabin. A sting-type deck landing arresting hook is fitted beneath the rear fuselage between frames 50 and 57. It is fitted with a hydraulic damper unit and is electrically released and manually retracted.

8. The fuel is contained in flexible bag type tanks installed in the centre fuselage and each outer wing. The centre fuselage tanks are mounted two on each side, between and around the air intake ducts forward of the engine and the wing tanks in the leading edge of the outer wings just outboard of the wing roots. Provision is also made, on universal pylons under the wings, for the installation of drop fuel tanks which feed fuel to the wing tanks by means of air pressure from the fuel transfer system. The system is pressure refuelled from a standard refuelling valve in the port wheel bay and the fuel is fed to the engine from the two forward fuselage tanks, the fuel being transferred from the other tanks by means of air pressure obtained from a restricted tapping on the engine compressor. Matched electrically-driven fuel booster pumps are installed, one in each front tank, to supplement the supply to the engine-driven pumps and to ensure that, in conjunction with a fuel flow proportioner, fuel is delivered equally from either side of the system. Provision is also made for an adequate supply of fuel to be delivered under negative 'G' conditions. The fuel gauges are of the electronic type.

9. A pressure demand oxygen system consisting of four high-pressure oxygen cylinders is installed, with two cylinders, port and starboard, in the front fuselage. The system is charged in-situ via a charging valve located just aft of frame 16 on the starboard side of the aircraft. A pressure reducing valve is mounted above the starboard pair of cylinders; the regulators, together with a pressure gauge which registers the contents of the cylinders, are located in the cabin. The supply pipe from each regulator is taken to a break joint on the cabin floor to which the appropriate ejection seat piping is connected. Emergency oxygen bottles, one of which is fitted at the back of each seat, are automatically brought into operation when ejection action is taken. Provision is also made for the use of these in the event of main oxygen system failure.

10. The radio equipment of the Mk.8C aircraft consists of a multi-channel UHF communication installation with which is associated an intercommunication amplifier, a tele-briefing installation and a standby UHF set. Mod 1430 introduces a VHF communication installation in addition to the UHF installations. The radar equipment consists of a TACAN installation. The UHF installation and its associated standby set use two blade and one whip aerials. One of these blade aerials projects upwards from the starboard hood fairing, the other downwards from the centre fuselage whilst the standby whip aerial projects downwards on the port side of the fuselage between frames 12 and 14. The TACAN equipment employs one blade aerial which projects downwards from the nose bay. The UHF radio transmitter-receivers are mounted in the radio bay and the TACAN equipment in the nose wheel bay. When Mod 1430 is embodied, a VHF transmitter-receiver and audio amplifier are secured on a mounting situated on the port side of the nose wheel bay. An associated whip aerial projects from the gun fairing on the starboard fuselage between frames 13 and 14. All the equipment is remotely controlled from the cabin.

11. An IFF/SSR installation is introduced by Mod 1372 which employs two blade type aerials, one on the spine fairing and the other on the fuel pump access door. The transmitter/receiver and the other main components are mounted in the radio bay and are operated from a control unit in the cabin.

LETHAL WARNING

1. Modern aircraft have many equipments, e.g. assisted escape systems, explosive release units, high energy igniter units etc. which, if operated inadvertently or worked on without due care, can cause loss of life and/or damage to the aircraft. Before anyone enters a cockpit or starts work on an aircraft the individual himself is responsible for ensuring that:

1.1 All safety devices are correctly fitted.

1.2. No units or switches with which the individual is not fully conversant are touched.

2. A lethal voltage is considered as one being equal to or in excess of 30 V a.c. (r.m.s.) or 50 V d.c..

3. Detailed safety precautions for each type of aircraft will be found in the relevant aircraft Servicing Schedules.

NOTE TO READERS

The subject matter of this publication may be affected by Air Ministry Orders or by Servicing Schedule (Volume 5), or by "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 or leaflet contradicts any portion of this publication, the Order or leaflet is to be taken as the overriding authority.

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

Each leaf 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 the new leaves which are inserted when this publication is amended will be indicated by solid triangles positioned in the text. The triangles are placed thus ◀ ... ▶ to show the extent of amended text and thus ▶ ◀ to show where text has been deleted. With effect from amendment 50, all changes will be indicated by triangles positioned thus ▶ ... ◀. The triangles merely denote a change and are not a mark of emphasis. When a Section or Chapter is issued in a completely revised form, the triangles will not appear.

The reference number of this publication was altered from A P 4347Q, Vol.1, Book 2, to A P 101B-1306-1B in October 1967. No general revision of page captions has been undertaken, but the code number appears in place of the earlier A P reference on new or amended leaves issued subsequent to that date.

LIST OF ASSOCIATED AIR PUBLICATIONS

	A P
Autostabilizer	*112C Series*
Aircraft tanks	*106B-0200 Series*
Aircraft wheels, tyres and brakes	*104 Series*
Avon Mk. 122 ECU	*102-1500 Series*
Armament equipment	*110 Series*
▶ *ARI 18124/1 UHF installation (pre Mod 1481)*	*116D-0133-1*
ARI 23301/80 Main UHF installation (Mod 1481) ◀	*116D-0154-1*
ARI 23057 Standby UHF installation	*116D-0110-16*
ARI 23288 (AD 120) VHF installation	*116D-0150-1*
ARI 18012 Tele-briefing installation	*116N-0301-1*
A 1961 Intercommunications system	*116N-0105-1*
ARI 18107 Tacan installation	*116B-0304-1*
Cine cameras and accessories	*112P-0400 Series*
Combustion starters for aero engines	*103D-0100 Series*
Ejection seats	*109B Series*
Electrical equipment manuals	*113 Series*
Fuel system components	*103B-0001 Series*
Gyro gun sights	*112E-0001-1*
Hydraulic equipment, Dowty	*105B Series*
Hydraulic servicing trolley	*105T-0100 Series*
Intergrated flight instrument system	*112K-1800 Series*
Instrument manuals	*112 Series*
Parachute and safety equipment	*108 Series*
Powered fly, controls, Fairey	*105D Series*
Pressure cabin testing, servicing trolley	*119F–0700 Series*
Pressurizing and air conditioning equipment	*107B–0001 Series*
Pressure fuelling equipment	*106D–0001 Series*
Rocket launching equipment	*110G Series*
Rotol accessory gearboxes and drives	*103C Series*
Undercarriage equipment, Dowty	*104 Series*

LIST OF ASSOCIATED AIR DIAGRAMS

	A D
Cabin pressure, heating and ventilation	*6655V*
Canopy operation and jettison	*6655N*
Ejection seats danger points and rescue procedure	*6038*
Ejection seats safety precautions	*5037*
Ejection gun servicing	*5731*
Electrical installation	*7906L & Z*
ECU removal and installation	*6655E*
Flying controls and lubrication	*6655C*
Fuel system	*6655F*
Hydraulic system	*6655H*
Jet efflux	*6655X*
Lubrication	*6655B*
Radio installation	*7906R & Y*
Undercarriage adjustments	*6014*

LAYOUT OF A P 101B-1306-1B (Formerly A P 4347Q)

HUNTER T MK. 8C AIRCRAFT

A P 101B-1306 Code No.		A P 4347Q Reference
A P 101B-1304 to 6-1A	Aircraft servicing manual ... ... *(Airframe, power unit and mechanical systems)*	Vol 1, Book 1
A P 101B-1306-1B	Aircraft servicing manual ... ... *(Electrical, instrument and radio installations)*	Vol 1, Book 2
A P 101B-1306-2	General orders and modifications	Vol 2
A P 101B-1306-3A	Schedule of spare parts	Vol 3, Part 1
A P 101B-1306-3B	Appendix A (Schedule of airframe equipment)	Vol 3, Part 2
A P 101B-1306-3C	Scales of Unit equipment	Vol 3, Part 3
A P 101B-1306-4	Progressive servicing	Vol 4
A P 101B-1306-5	Periodic servicing	Vol 5
A P 101B-1306-6A	Repair and reconditioning	Vol 6
A P 101B-1306-12	Ground handling notes	G.H.N.
A P 101B-1306-15	Pilot's notes	P.N.
A P 101B-1306-16	Operating data	O.D.

WIRELESS (MK.8C aircraft)

UHF (main) TR.5/ARC 52 (pre Mod 1481)	ARI 18124/1
UHF (main) PTR 1751WW (Mod 1481)	ARI 23301/80
UHF (standby) Type M.4 or M.6	ARI 23057
Tele-briefing	ARI 18012
Intercommunication amplifier	A 1961
VHF (Mod 1430)	ARI 23288

RADAR (MK.8C aircraft)

TACAN	ARI 18107/2 or/10
IFF/SSR 1520 (Mod 1372)	ARI 123134/3
ALTIMETER (Mod 1467)	ARI 23232/17

ANTI - 'G' SYSTEM

Air bottles (4)	Dunlop ACM/16782
Capacity	106 or 110 cu. in. each
Anti-'G' valves	Hymatic Type A.G.2 (Ref.No. 27VB/3254)
Pressure reducing valves	Palmer Type C.58 & 58B (Ref.No.6D/1602 & 6D/)
Selector valve	Hymatic type SV.9 (Ref.No.27VB/3441)
Charging pressure (in situ)	2000 lb. per sq.in.

OXYGEN SYSTEM

Cylinders (4)	Mk.5D with Mk.7 five-way piece (Ref.No. 6D/9429896)
Capacity	750 litres each
Pressure reducing valve	Mk.1 (Ref.No.6D/1616)
Regulators (2)	Mk.17E (Ref.No. 6D/2294)
Charging pressure (in situ)	1800 lb. per sq.in.

AIR CONDITIONING SYSTEM

Cold air unit	A.C.R.E.9 Mk.8W (Ref.No. 27UA/380)
Oil	OX-38
Pre-cooler	Marston-Excelsior D.119-7A or D.1137/3A
Inter-cooler	Marston-Excelsior D.119-7A or D.1137/3A

FIRE PROTECTION SYSTEM

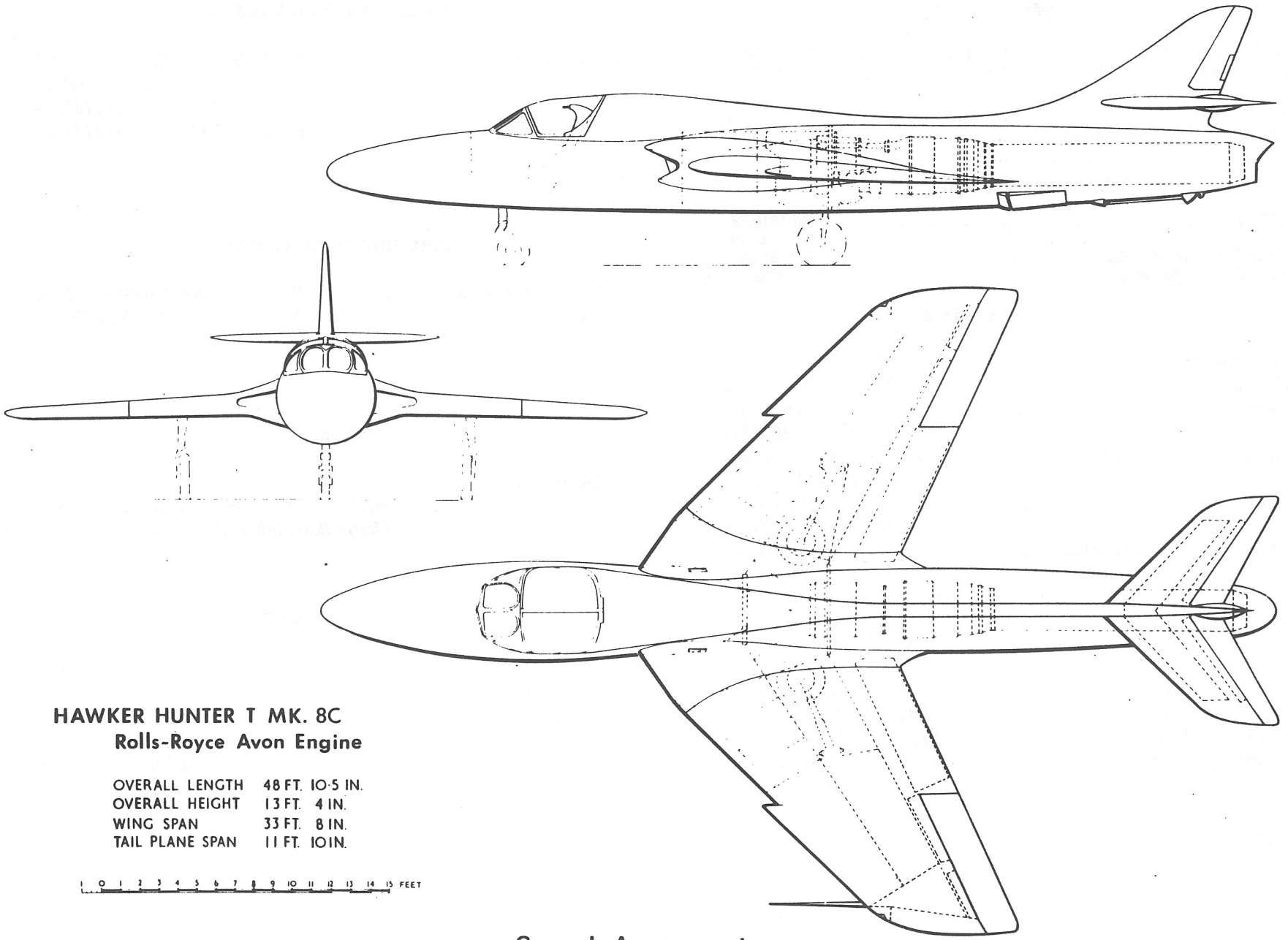
Extinguisher bottle	Mk.13A (Ref.No.27N/99) or 5AX
Flame switches	Mk.4 No.HS/RS.300 (Ref.No. 27N/91) or 150D/01/300 (Ref.No. 27N/340)

SEATS

Ejection type	
Port	Martin Baker Mk.4H/1 (Ref.No. 27L/50065)
Starboard	Martin Baker Mk.4H/2 (Ref.No. 27L/50066)

ARMAMENT

Guns	(Not applicable)
Inboard pylon	
Number	One under each wing
Outboard pylon	
Number	One under each wing



HAWKER HUNTER T MK. 8C
Rolls-Royce Avon Engine

OVERALL LENGTH	48 FT. 10·5 IN.
OVERALL HEIGHT	13 FT. 4 IN.
WING SPAN	33 FT. 8 IN.
TAIL PLANE SPAN	11 FT. 10 IN.

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 FEET

General Arrangement