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HAWKER AIR PUBLICATION 52
VOLUME I (*H.A.P. 52—Vol.1*)

HUNTER MK 52

VOLUME I

GENERAL AND TECHNICAL INFORMATION

HAWKER AIRCRAFT LTD
(*TECHNICAL PUBLICATIONS*)
KINGSTON-ON-THAMES
ENGLAND

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AMENDMENT RECORD CERTIFICATE

The incorporation of each Hawker Amendment List into the Hunter Mk. 52 Volume 1 is to be certified by the signature of the person responsible and the date of incorporation being entered below against the appropriate H.A.L. number.

H.A.L. No.	Incorporated by	Date
1	} Lewis	
2		
3		
4		
5	<u>F. Lewis</u>	23/2/59
6	<u>F. Lewis</u>	
7	<u>F. Lewis</u>	
8	<u>F. Lewis</u>	
9	<u>L. White</u>	23/2/59
10	<u>F. Lewis</u>	
11	<u>L. White</u>	23/2/59
12	<u>L. White</u>	1/7/59
13	<u>R. Taylor</u>	7/8/60
14	<u>R. Taylor</u>	21/5/60
15	<u>R. Taylor</u>	15/7/60
16	<u>R. Taylor</u>	12/6/60
17	<u>R. Taylor</u>	29/11/60
18	<u>R. Taylor</u>	10/9/60
19	<u>R. Taylor</u>	10/7/60
20	<u>R. Taylor</u>	4/11/60
21	<u>R. Taylor</u>	12/11/60

H.A.L. No.	Incorporated by	Date
22	<u>R. Taylor</u>	24/11/60
23	<u>R. Taylor</u>	17/1/61
24	<u>R. Taylor</u>	17/1/61
25	<u>R. Taylor</u>	23/5/61
26	<u>R. Taylor</u>	23/5/61
27	<u>R. Taylor</u>	23/5/61
28	<u>G. H. Cooper</u>	30/11/61
29	<u>R. Taylor</u>	8/2/62
30	<u>G. H. Cooper</u>	30/11/61
31	<u>G. H. Cooper</u>	30/11/61
32	<u>G. H. Cooper</u>	30/11/61
33	<u>G. H. Cooper</u>	11/12/61
34	<u>R. Taylor</u>	19/3/62
35	<u>R. Taylor</u>	19/4/62
36	<u>R. Taylor</u>	28/6/62
37	<u>R. Taylor</u>	19/4/62
38	<u>R. Taylor</u>	28/6/62
39	<u>R. Taylor</u>	19/3/62
40	<u>R. Taylor</u>	14/8/62
41	<u>R. Taylor</u>	14/8/62
42	<u>G. H. Cooper</u>	11. 4. 62

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AMENDMENT RECORD CERTIFICATE (Cont'd.)

H.A.L. No.	Incorporated by	Date
43	Paylor	28/6/62
44	Paylor.	28/6/62
45	Paylor.	28/6/62
46	Paylor.	28/6/62
47	- by Cooper.	11.11.62
48	Paylor.	28/6/62
49	Paylor.	16/7/62
50	Paylor.	28/6/62
51	Paylor.	28/6/62
52	Paylor.	14/8/62
53	Paylor.	14/8/62
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56	Paylor.	14/8/62
57	Paylor.	28/6/62
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59	Paylor.	28/6/62
60	Paylor.	28/6/62
61	Paylor.	16/8/62
62	Paylor.	28/6/62
63	Paylor.	9/7/62
64	Paylor.	9/7/62
65	Paylor.	9/7/62
66	Paylor.	9/7/62
67	- Paylor.	14/8/62.

H.A.L. No.	Incorporated by	Date
68	Paylor	9/7/62
69	Paylor	9/7/62
70	Paylor.	9/7/62
71	Paylor	7/1/63
72	Paylor.	7/1/63
73	Paylor.	27/3/63
74	Paylor.	28/1/63
75	Paylor.	6/6/63
76	Paylor.	27/3/63
77	Paylor.	27/3/63
78		
79	Paylor.	6/6/63
80		
81	Paylor.	27/7/64
82	W. F. Wake	9/10/64
83	Paylor.	27/7/64
84	Paylor.	28/1/65
85	Paylor.	3/9/66
86	Lambell	29/3/67
87	Shuter	10/7/67
88	Shuter	7/11/67
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GENERAL AND TECHNICAL INFORMATION

H.A.P. 52, Vol. I (H.A.L.12)

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HUNTER Mk. 52—VOLUME I

NOTES TO USERS

This descriptive Handbook contains general and technical information on the Hunter Mk. 52, and is to be used in conjunction with the Associated Air Publications referred to throughout the text, and with strict regard to the **CONDITIONS OF RELEASE** printed on the reverse side of the Title Page.

The Handbook has been compiled from a Hunter Mk. 4 Volume I (AP 4347D, Vol. 1) amended to suit the specific requirement of the Hunter Mk. 52, and re-titled **Hawker Air Publication 52, Volume I**, to correspond with the mark number allocated to the aircraft. It is identified by the abbreviated title 'H.A.P.52, Vol. 1' and the contents will be kept up to the latest modification standard, as far as is practicable, by the issue of Hawker Amendment Lists (*abbreviated title 'H.A.L.'*). It is important that these are incorporated **immediately upon receipt** and the date recorded on the Amendment Record Certificate (*at the front of the Handbook*).

Amendments will normally be made by replacement sheets which will have the issuing H.A.L. number added to the 'H.A.P.52' reference in the top right hand corner, and a **black vertical line to indicate where the text has been altered**, except when a chapter is re-issued in a completely revised form when this black line **will not appear**. Urgent amendments only will be made by manuscript entries and in these cases the H.A.L. number must be entered in the margin opposite the alteration.

When an Amendment has been incorporated, the **signature of the person responsible** and the **date of incorporation** must be completed on the Amendment Record Certificate **against the appropriate H.A.L. Number**.

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LEADING PARTICULARS

**TYPE ... SINGLE-SEAT, SINGLE-ENGINE, MID-WING
LAND-BASED MONOPLANE**

DUTY ... INTERCEPTOR FIGHTER

MAIN DIMENSIONS

Refer to the general arrangement illustration

MAIN PLANES

Aerofoil section	Hawker High Speed symmetrical -085 t/c at 37% of chord
Mean chord	10.2 ft.
Aspect ratio	3.33
Incidence	+ 1 deg. 30 min.
Dihedral	- 1 deg.
Angle of sweepback at 25% of chord	39.9 deg.

TAIL PLANE

Aerofoil section	Hawker symmetrical 0.08 t/c 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	340 sq. ft.
	(With extended L/E — 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 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

MAIN UNDERCARRIAGE

Type	Two cantilever units, retracting inward
Track	14.75 ft.
Shock-absorber struts	
Type (Pre Mods 197 and 549)	Dowty liquid spring (Part No. A.7900Y. A/B Mk. B)
(Post Mods 197 and 549)	Dowty liquid spring (Part No. A7950Y. A/B Mk. B, or Part No. A7950Y. P/S Mk. E—Post Mod 548)
Fluid	OM-15
Pressure	Refer to AP1803E, Vol. I

Wheels

Type	Dunlop A.H.50701 or A.H.51338
Tyres and Tubes	Ref. 27A/3913 (with tubes 27A/3921 or 27A/3914) or Ref. 27A/2977 (with tube 27A/3234)
Inflation pressure	Refer to Servicing Schedule

Brakes

Type	Dunlop hydraulic A.H.50247 and 8
Working pressure	1,500 p.s.i.

NOSE UNDERCARRIAGE

Type ... One cantilever unit, retracting forward

Shock-absorber unit

Type	Dowty liquid-spring (Part No. A.7878Y)
Fluid	OM-15
Pressure	Refer to AP1803E, Vol. I

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, Type H5, 120 or 121
Straight flow, turbo-jet

Starter

Type	B.T.H. T.B.S.720 Mk. I
Cartridges	Cordite, 720 Gramme Type No. 10 Mk. I (Ref. 12D/1204)
Safety device	Relief valve to each breech

Accessories gearbox and drive

Type ... Roto A.D.E.171

Fuel

Specification (as applicable) ... { Avtur
Avtag

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LEADING PARTICULARS—Contd.

Fuel tank capacities

Front tanks	
Port	101 gallons
Starboard... ..	101 gallons
Centre tanks	
Port	37 gallons
Starboard... ..	35 gallons
Wing tanks	
Port (4 tanks)	70 gallons
Starboard (4 tanks)	70 gallons
Total internal fuel capacity	414 gallons
Drop tanks (each)	100 gallons
Oil	
Engine	
Specification	OX-38
Quantity (carried in engine sump)	17 pints approx.
Accessories gearbox	
Specification	OX-38
Capacity	2.5 pints approx.

HYDRAULIC SYSTEM

Type	High pressure, live-line
Components	Dowty
Services operated	Lighting gear, wheel brakes, landing flaps, air brake and power controls
Pump	Dowty Part No. A.5050Y/RH/3,000 (Ref. 37J/8000)
Fluid	OM-15
Accumulator inflation pressures	
Aileron	900 p.s.i.
Elevator	1,575 p.s.i.
Wheel brakes	750 p.s.i.
Emergency air bottle pressures	
Lighting gear and flaps	2,000 p.s.i.
Relief valve blow-off pressures	
Hand pump	2,800 + 100 } p.s.i.
Flaps	3,050 + 50 } p.s.i.
Thermal relief valves	4,000 to 4,150 and 3,100 to 3,250 p.s.i.
Pressure regulator valves (flaps U/C and air brake)	1,100 p.s.i.

ELECTRICAL SYSTEM

Voltage	24 volts nominal
Generators (2)	Type 515 (Ref. 5UA/6273)
Voltage regulators (2)	Type 57 (Ref. 5U/5201)
Cut-out units (2)	Differential, Type A, Mk. 2 (Ref. 5C/4211)
Batteries (2) (Pre Mod 386)	Type C, 12-volt, 25-amp. (Ref. 6/140/101532)
(Post Mod 386)	Type J, 24-volt, 25 amp. (Ref. 5J/3336)

RADIO

V.H.F.	T.R.1985/6
Radio compass	ARN-6

RADAR

I.F.F.	Mk. 3 G.R.
Radar ranging	Mk. 1

ANTI-'G' SYSTEM

Air bottles (2)	Dunlop ACM/16782
Capacity	110 cu. in. each
Anti-'g' valve	Hymatic Type AG.2 (Ref. 27VB/3254)
Pressure reducing valve	Palmer Type C.58 (Ref. 6D/1602)
Selector valve	Hymatic Type SV.9 (Ref. 27VB/3441)
Charging pressure (in situ)	1,800 to 2,000 p.s.i.

OXYGEN SYSTEM

Cylinders (2)	Mk. 5D (Ref. 6D/1383)
Capacity	750 litres each
Pressure reducing valve	Mk. 1 (Ref. 6D/1616)
Regulator	Mk. 17 (Ref. 6D/1700) or Mk. 17B (Ref. 6D/1710)
Charging pressure (in situ)	1,800 p.s.i.

AIR CONDITIONING SYSTEM

Cold air unit	A.C.R.E. 9 Mk. 6W (Ref. 27UA/401)
Oil (4 oz. tube)	OX-38
Pre-cooler	Marston-Excelsior D.119-4A
Inter-cooler	Marston-Excelsior D.119-3A

FIRE PROTECTION SYSTEM

Extinguisher bottles (2)	Mk. 5A (Ref. 27N/69)
Flame switches (12)	Mk. 4 No. HS/RS.300 (Ref. 27N/91)
Inertia switches (2)	Mk. 1 (Ref. 27N/93)

SEAT

Ejection type	Martin Baker Mk. 2H or Mk. 3H
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ARMAMENT

Pre-armed gun package	
Type of guns	Aden 30 mm.
Number of guns	Four (two right-hand, two left-hand)
Control	Electrical
Firing mechanisms	Electrical
Number of rounds per gun	150
Total number of rounds	600
Gun cocking	Pneumatic (ground supply)
Universal pylon	
Number	(provision for) Two under each wing
R.P.	(See Sect. 7, Chap. 2)
Bombs	One under each wing

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SPECIFICATION OF FUELS, FLUIDS & LUBRICANTS

Nomenclature

Stores Reference

FUELS

AVTUR	...	...	...	...	...	34A/100449
AVTAG	...	...	...	...	...	34A/100448
AVPIN (Cataline "B")	...	...	...	...	...	34A/423147

FLUIDS

O.M.-15	...	...	...	...	...	34B/9100572
A.L.-8	...	...	...	...	...	34B/9100475

GREASES

ZX-13	...	...	...	...	...	34B/9100528
ZX-25(2 oz.)	...	...	...	...	...	34B/9105067
ZX25(1½ lb.)	...	...	...	...	...	34B/9105068
XG-271	...	...	...	...	...	34B/9100510
XG-273	...	...	...	...	...	34B/9423151
XG-275 (4 oz.)	...	...	...	...	...	34B/9100512
XG-275 (1 lb.)	...	...	...	...	...	34B/9100513
XG-277	...	...	...	...	...	34B/9100514
XG-315	...	...	...	...	...	34B/9100519

2X-30 (½ lbs) Superwicks ZX-25 *34B/9040586*

OILS

O.M.-13	...	...	...	...	...	34D/9100570
O.M.-15	...	...	...	...	...	34B/9100572
O.M.-150	...	...	...	...	...	34B/9100550
OX-14 (2 oz.)	34B/9100589
OX-14 (½ pt.)	34B/9100590
OX-38	34A/9100591
OX-38 (4 oz.)	34A/4424819

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LETHAL WARNING

EJECTION SEATS AND HOOD JETTISON MECHANISMS

Ejection seats and hood jettison mechanisms are sources of potential danger to personnel and damage to aircraft.

Serious injury, possibly fatal, may result if any firing mechanisms are inadvertently operated whilst the aircraft is on the ground.

BEFORE ATTEMPTING TO ENTER THE CABIN REPORT TO THE ARMAMENT AUTHORITY WHO MUST ENSURE THAT ALL SAFETY DEVICES ARE CORRECTLY POSITIONED TO RENDER THE SEATS AND HOOD JETTISON FIRING MECHANISMS SAFE FOR THE PURPOSES REQUIRED.

Full instructions for rendering the firing mechanisms safe are contained in Air Publication 4288 Series and in Air Diagrams 5037 Series and 6038 Series.

METHYL BROMIDE

Methyl Bromide fumes from fire extinguishers are toxic, have delayed action, AND MUST NOT BE INHALED.

HIGH ENERGY IGNITERS

Energy stored in high energy igniters can be of a lethal nature. NO SERVICING SHOULD BE COMMENCED UNTIL AT LEAST ONE MINUTE HAS ELAPSED AFTER DISCONNECTING L.T. SUPPLY TO THE INPUT PLUG.

HIGH VOLTAGES

Voltages in excess of 100 volts (A.C. or D.C.) can be dangerous under certain circumstances.

THE AIRCRAFT MUST BE RENDERED 'ELECTRICALLY SAFE' BEFORE ANY SERVICING IS COMMENCED AND GREAT CARE MUST BE EXERCISED WITH ANY ELECTRICAL POWER FOUND ESSENTIAL DURING SERVICING.

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IMPORTANT

ATTENTION OF ALL PERSONNEL IS
DRAWN TO THE LETHAL WARNING
PRINTED ON THE REVERSE SIDE OF
THIS MARKER CARD

HUNTER Mk 52

INTRODUCTION

1. The HUNTER Mk. 52 is a single-seat, mid-wing fighter aircraft with swept-back wings, variable incidence swept-back tail plane, power-assisted aileron and elevator controls and cabin pressurization. It is powered by an Avon Type 115 or 120 straight flow turbo-jet installed centrally within the fuselage, with its air intakes in the leading edges of the stub wings and a straight-through jet pipe exhausting at the fuselage tail-end. The armament consists of four electrically-fired and controlled 30 mm. Aden guns carried, together with their ammunition, in a removable pre-armed armament package located in the front fuselage. The guns are sighted by a Mk. 5 gyro gun sight, which is provided with manual or radar ranging control and carried above the centre instrument panel on a retractable mounting. A ciné camera, which normally operates in conjunction with the guns but can be operated separately if desired, is installed in the nose of the aircraft. A universal pylon, to support overload fuel or external stores according to the aircraft's operational duties, is installed under each outer wing.

2. The pressurized cabin, which accommodates a fully automatic ejector seat complete with survival equipment, is protected forward of the pilot by heavy plating. It is provided with an electrically-operated hood which slides rearwards for entry and exit. In an emergency the hood may be jettisoned. The flying controls are of the normal stick and rudder bar type and operate the control surfaces by push-pull tubes. The rudder and port aileron are provided with small electrically-operated trim tabs controllable from the cabin.

3. The fuselage is a monocoque structure constructed in three main portions: front, centre and rear. The front fuselage, which is provided with a detachable nose piece, is reinforced by a keel member and four longerons while the centre fuselage and the stub wings, housing the air intakes, are built as an integral unit. The rear fuselage is constructed with the lower portion of the fin as an integral part and is terminated by a detachable tail cone.

4. The engine is mounted in the centre fuselage structure at four attachment points, the forward points being suspension linkages, located on either side, which pick up with the engine compressor casing. The aft points consist of mounting blocks, situated on either side of the rear transport joint frame, which are designed to allow for engine expansion and 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. This drives the hydraulic pump and two generators. A fire extinguisher bottle, stowed between the air intakes just forward of the engine, is connected to the extinguisher inlet connection on the engine.

5. The swept-back outer wings are two-spar stressed-skin structures covered with heavy gauge skin which ensures a perfectly smooth finish and gives the required stiffness with the 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. Electro-hydraulically operated split trailing edge landing flaps extend along the underside of each wing to the inboard ends of the ailerons. The ailerons

are conventional structures, their operation being assisted by hydraulic booster jacks located in the wings.

6. The variable incidence tail plane is a multi-spar swept-back structure built in one piece and sandwiched between the upper and lower portions of the fin. It is hinged at the rear spar and raised or lowered at the leading edge by an electrically-operated actuator which is controllable from the cabin. The elevators are of conventional design, their operation being assisted by a hydraulic booster jack, situated in the fuselage tail-end. The upper portion of the fin is a two-spar structure attached to the lower part, which is integral with the rear fuselage, at the front and rear spars. The rudder is hinged to the upper portion of the fin.

7. The tricycle alighting gear is electro-hydraulically operated, all three units being of the liquid-spring shock-absorber type. The main wheel units are fitted with hydraulically-operated brakes, which operate differentially in conjunction with the rudder bar, and the nose wheel unit is fully castoring and self-centring during retraction. The nose wheel retracts forward into the fuselage immediately in front of the cabin, and the two main wheels retract inward into each outer wing. When retracted all three units are totally enclosed within the structure by fairings and locked up by catches on these fairings. When extended, the main wheels are locked down by internal mechanical locks in the hydraulic jacks and the nose wheel is locked down by a mechanical lock at the top of the leg. The attitude of all three units is shown by an electrically-operated indicator in the cabin.

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8. The fuel is contained in flexible pressurized bag-type tanks installed in the centre fuselage and in each outer wing. The centre fuselage tanks are mounted forward of the engine, two on each side, between and around the air intake ducts, while the wing tanks are installed in the leading edge of each outer wing just outboard of the wing root. Provision is also made for the fitment of universal pylons to carry external stores or drop tanks (*one under each wing*). When drop tanks are carried they feed fuel to the wing tanks by air pressure supplied by the transfer system. The system is re-fuelled through a standard pressure re-fuelling valve, located in the port wheel bay. Fuel is fed to the engine from the two forward tanks, being transferred from the other tanks by air pressure from the engine compressor. Matched electrically-driven booster pumps are installed in each front tank to supplement the engine-driven pump and to ensure correct distribution of

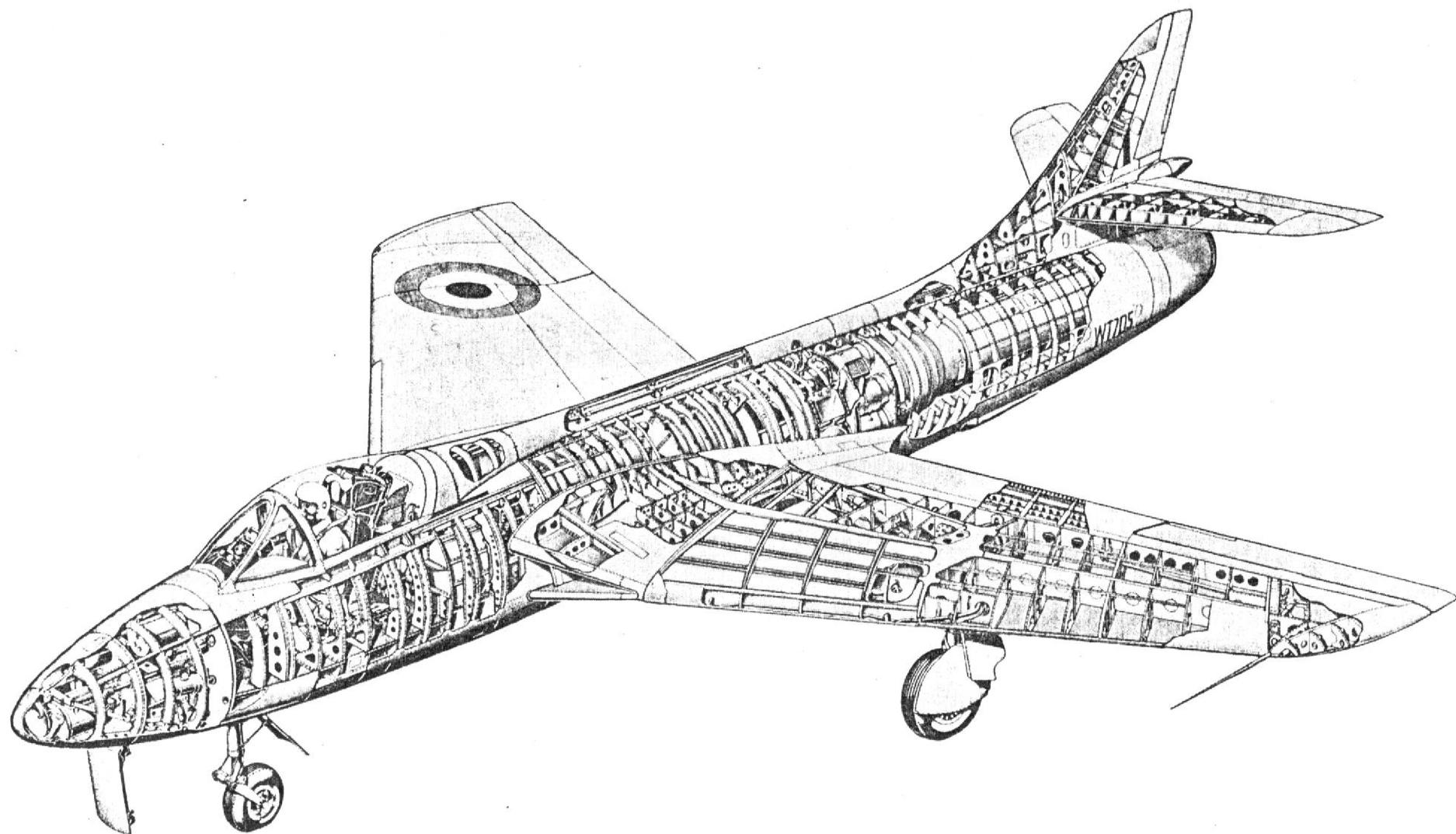
fuel in each side of the system. Each pump is fitted with inverted-flight valves and installed in a 'negative g' fuel trap to allow for inverted flight. Drop fuel tanks may also be installed, one under each outer wing, and when fitted the fuel is fed by air pressure into the two front fuel tanks. The fuel gauges are of the Smiths-Weymouth electronic type.

9. A pressure demand oxygen system consisting of two high-pressure cylinders installed on the starboard side of the nose wheel bay with an *in situ* charging valve located below them is incorporated in this aircraft. The regulator and a gauge indicating the contents of the oxygen cylinders are located in the cabin. The supply pipe from the regulator is taken to a quick-release connection on the ejector seat. An emergency oxygen bottle, fitted to the dinghy pack, is automatically brought into operation when ejection action is taken

and may also be used if the main oxygen system fails.

10. The radio equipment consists of V.H.F. and Radio Compass communication installations, while the radar equipment consists of a Mk. 3 G.R. automatic I.F.F. installation and a radar ranging installation. The I.F.F. equipment is provided with suppressed aerials built into the structure and the V.H.F. equipment uses whip aerials projecting from the outer wing. The radio compass uses two aerials, one omni-directional which projects through a hole in the radio access doors and the other a loop aerial located behind the pilot's head on the starboard side of the cabin.

All the transmitter-receivers are carried in the radio bay located in the front fuselage just forward of the front transport joint, while the radar head and range unit are situated in the nose of the aircraft. The equipment is remotely controlled from the cabin.

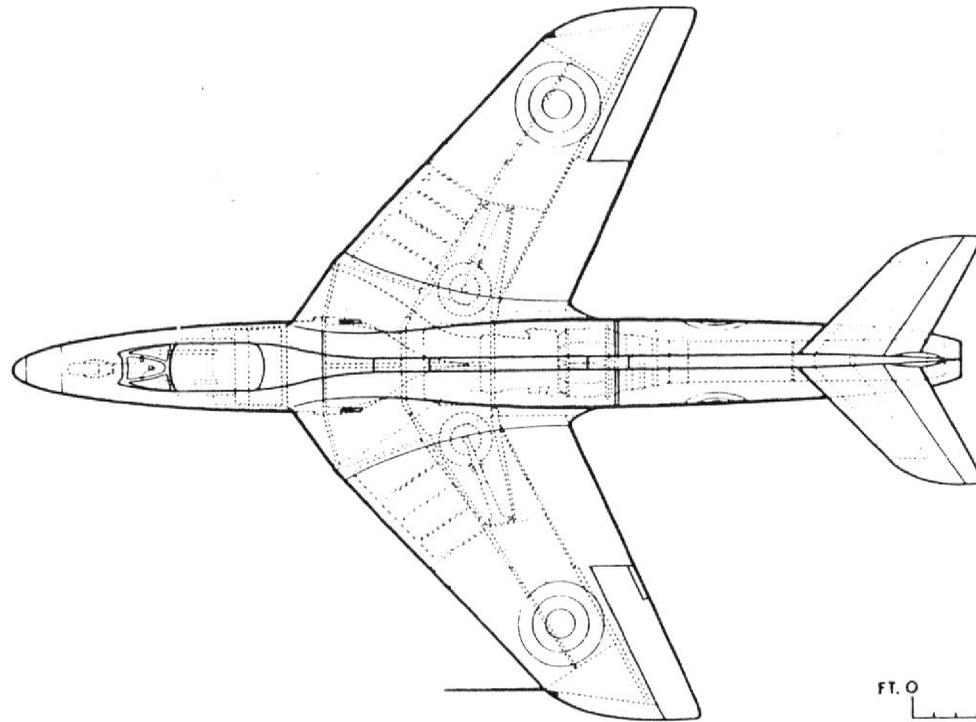
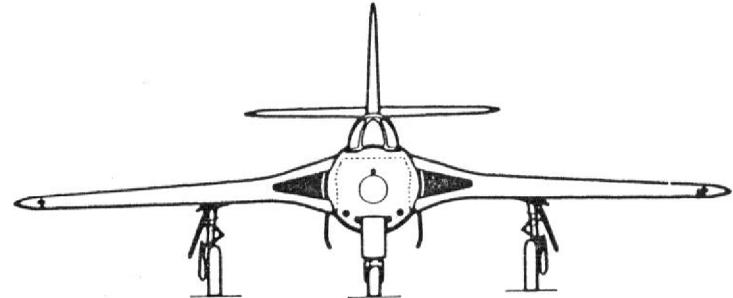
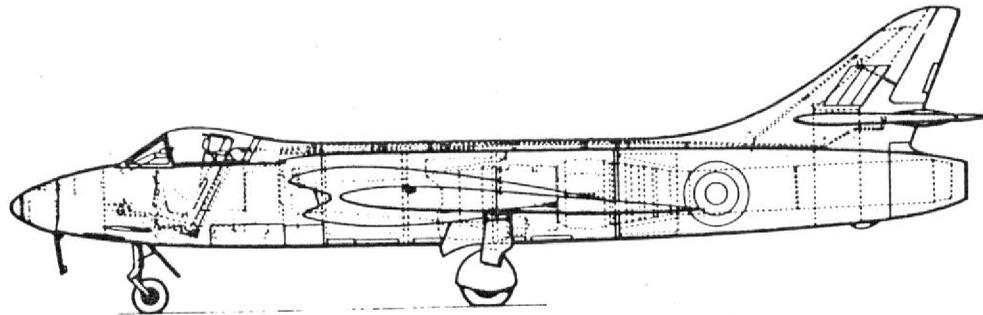


HAWKER HUNTER Mk. 52

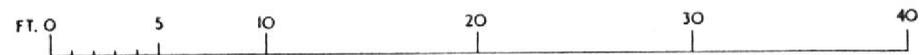
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HUNTER Mk 52

GENERAL ARRANGEMENT



OVERALL LENGTH	45 FT. 10-5 IN.
OVERALL HEIGHT	13 FT. 4 IN.
WING SPAN	33 FT. 8 IN.
TAIL PLANE SPAN	11 FT. 10 IN.



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