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H.S.P.57—F.T.S.

**FLIGHT TEST
SCHEDULE**

HUNTER MK. 57

ROLLS ROYCE AVON ENGINE

(Mk. 207)

HAWKER SIDDELEY AVIATION LTD

(Hawker Blackburn Division)

KINGSTON-UPON-THAMES

ENGLAND

RESTRICTED

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HUNTER MK. 57—FLIGHT TEST SCHEDULE

NOTES TO USERS

1. This Handbook contains Instructions for the Flight Testing of production and repaired Hunter Mk. 57 Aircraft (*in accordance with Technical Procedure Requirements for Service Aircraft*) and is included in the M.R.I. for the Aircraft. For M.R.I. record purposes it is identified as Drawing Number 262127.
2. **Test Pilots are expected to be fully conversant with the operation of the Aircraft as described in Pilot's Notes (H.S.P.57—P.N.).**
3. In cases where this Handbook conflicts with current Special Flying Instructions issued by Service Authorities, **Service Test Pilots are bound by the Special Instructions.**
4. Throughout the Handbook the following conventions apply:—

All air speeds and Mach. numbers given are 'Indicated' (*unless otherwise stated*).

Actual markings shown on controls are quoted in CAPITALS.

The vicinity of controls, instruments, etc., is indicated thus:— (*port shelf*) throughout the text. The exact location can be seen by reference to the appropriate Cabin Layout photographs in Pilot's Notes (*H.S.P.57—P.N.*). Part 7).
5. Amendments to the Flight Test Schedule will normally be made by replacement sheets and the Issue Number of the Handbook raised. The new Issue Number will be printed in the top corner (*binding margin*) of each new sheet and a black vertical line will show where the text has been altered, except when the Handbook is re-issued in a completely revised form when the black line will not

NOTES TO USERS (*Contd.*)

appear, and the Amendment Record Certificate will have (*Revised Edition*) entered against the new Issue Number instead of the number being printed on each sheet. Urgent amendments only will be called for by manuscript entries, and these will be replaced by new printed sheets as soon as possible.

6. When an Amendment has been incorporated the **Issue Number, date of incorporation and signature of the person responsible** must be completed in the Amendment Record Certificate (*at the front of the Handbook*).

HUNTER MK. 57

FLIGHT TEST SCHEDULE

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EJECTION SEAT

PILOT'S SAFETY PRECAUTIONS

Before each flight the pilot must ensure that each safety pin is removed and stowed.

Before leaving the cabin after each flight the pilot must lock each handle (*fabric safety strap passed through handle and secured by safety pin*) against the possibility of accidental withdrawal on the ground.

If it is necessary to leave the aircraft in an emergency on the ground special care must be taken not to foul the firing handles if the safety pins are not in position (*especially the seat pan alternative handle if it is fitted*).

The attention of pilots (and ground crews) is drawn to the ejection seat danger warnings given in the Volume 1 for the aircraft.

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