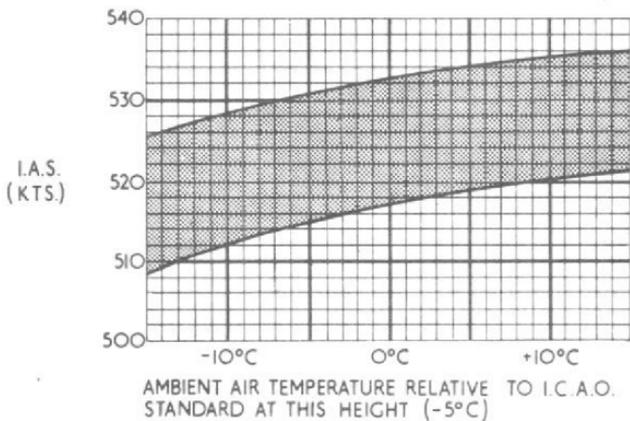


HUNTER WITH AVON 207 ENGINE

MAXIMUM LEVEL SPEED AT 10,000 FEET

AVON 207
(WITH OR WITHOUT BLAST DEFLECTORS)



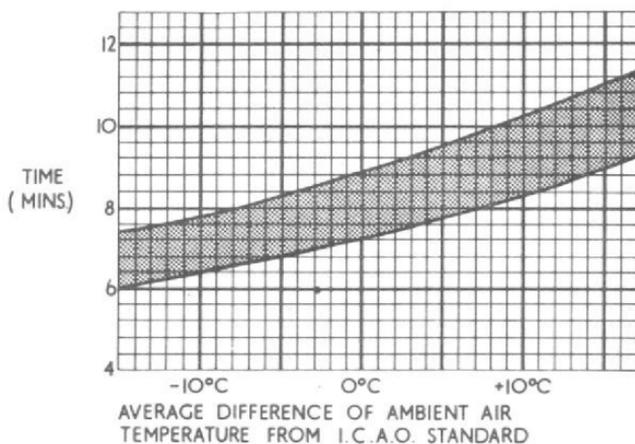
NOTE: THE ABOVE CURVES APPLY TO AIRCRAFT WITH EXTENDED LEADING-EDGES. FOR AIRCRAFT WITHOUT REDUCE ABOVE SPEEDS BY 3 KTS.

FIG. 1



HUNTER WITH AVON 207 ENGINE
TIME TO 45,000 FEET (FROM WHEELS ROLLING)

AVON 207
(WITH BLAST DEFLECTORS)



AVON 207
(WITHOUT BLAST DEFLECTORS)

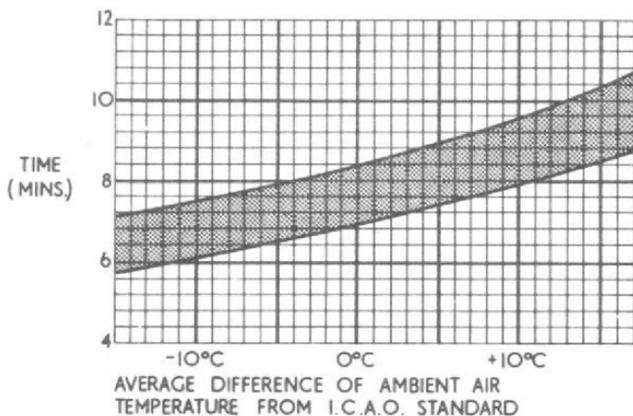
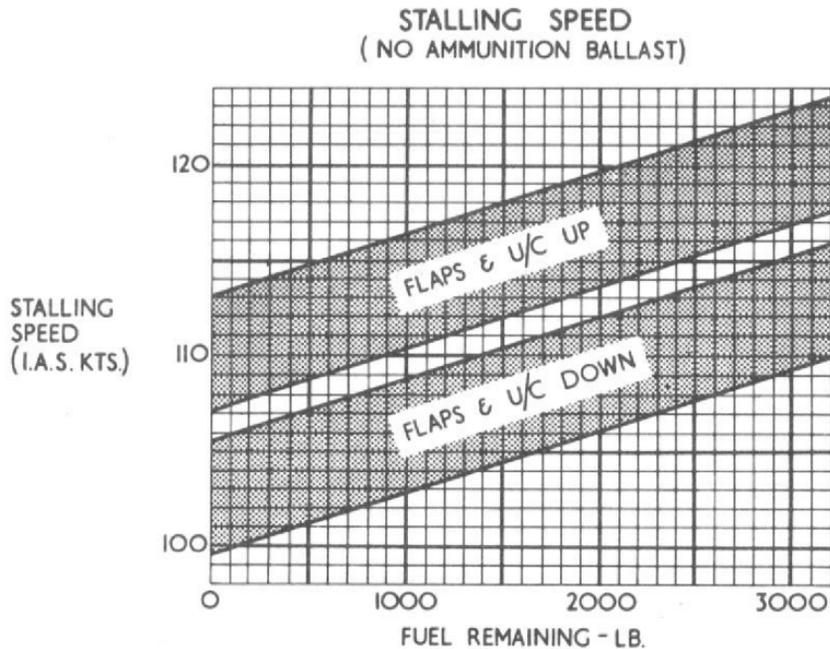


FIG. 2





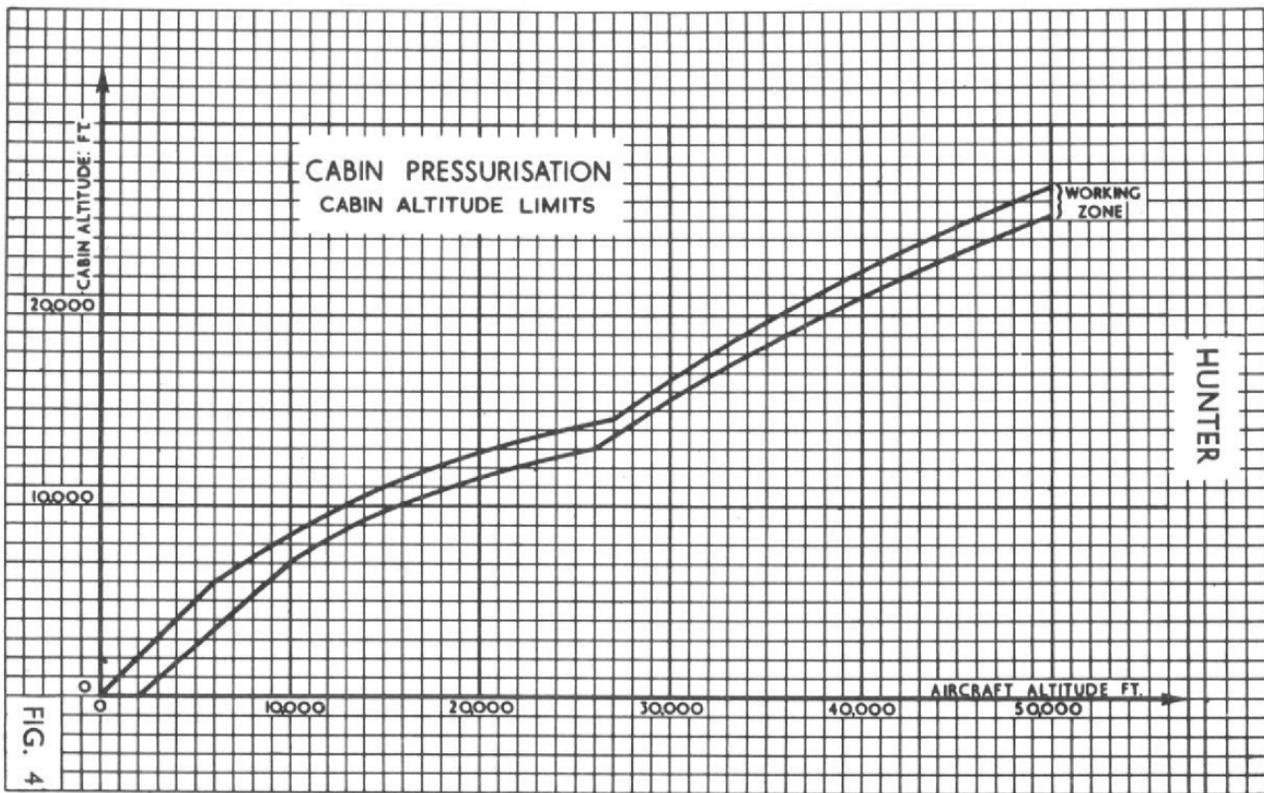
HUNTER

FIG. 3

NOTE: THE ABOVE CURVES APPLY TO AIRCRAFT WITH EXTENDED LEADING-EDGES.
FOR AIRCRAFT WITHOUT ADD 3 KTS. TO ABOVE SPEEDS.



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HUNTER
(WITH EXTENDED LEADING EDGE)
MACHMETER CORRECTION
WING TIP PRESSURE HEAD

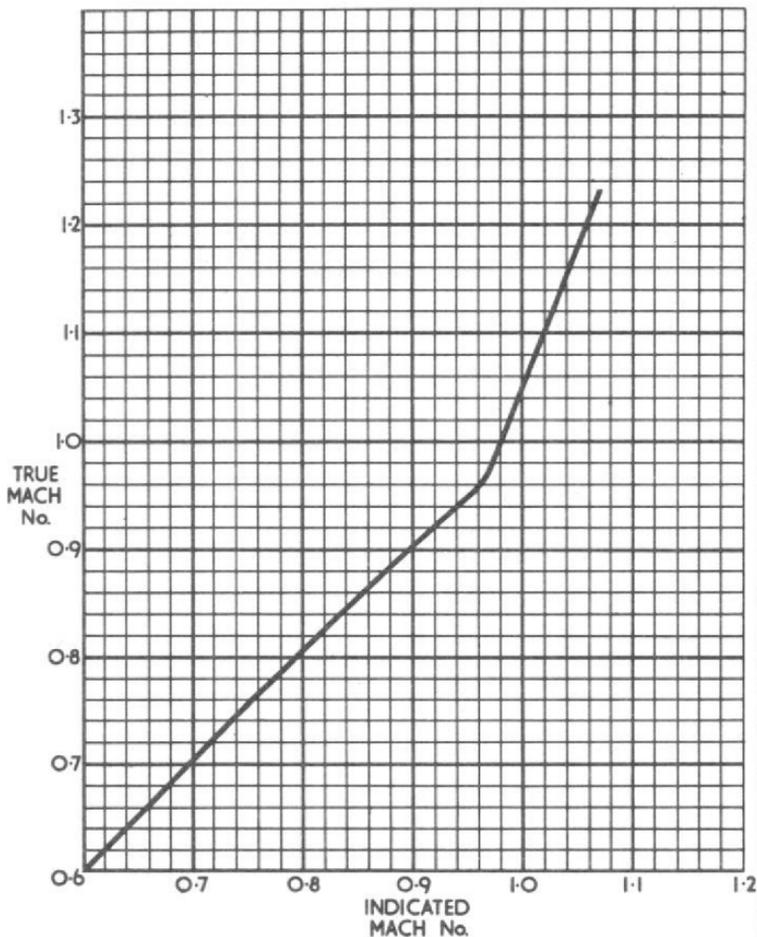


FIG. 5



HUNTER TOLERANCES ON FLIGHT INSTRUMENTS

THE SHADED AREAS ON THE FOLLOWING FLIGHT INSTRUMENT DIAGRAMS INDICATE THE MANUFACTURERS' TOLERANCES.

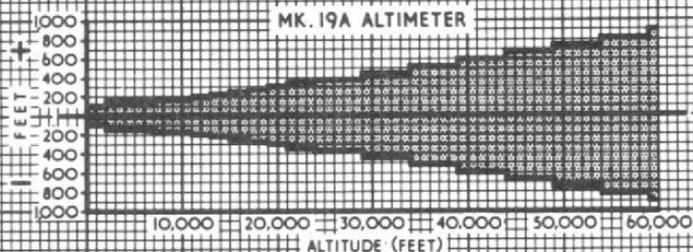
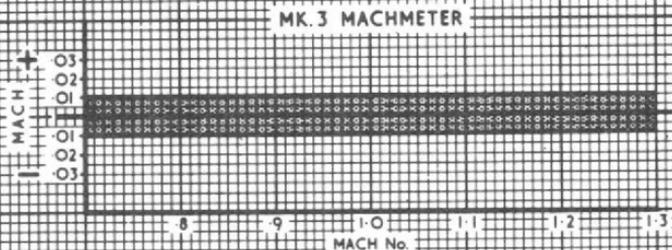
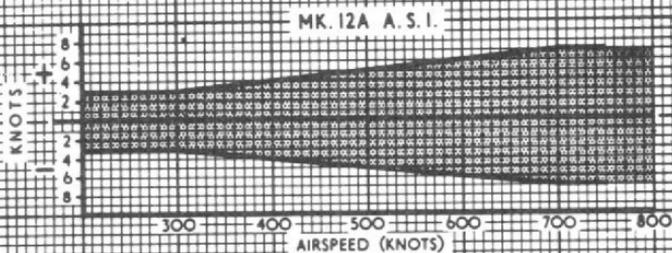


FIG. 6



HUNTER

TOLERANCES ON FLIGHT INSTRUMENTS

THE SHADED AREAS ON THE FOLLOWING FLIGHT INSTRUMENT DIAGRAMS INDICATE THE MANUFACTURERS' TOLERANCES.

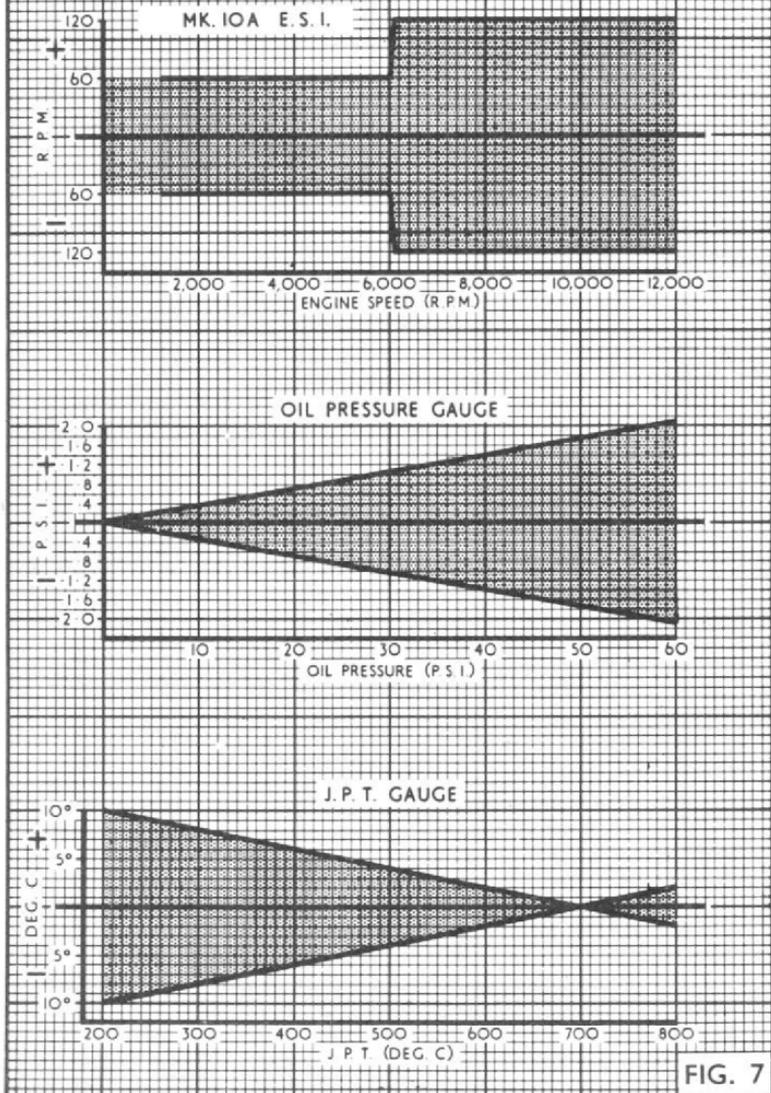


FIG. 7



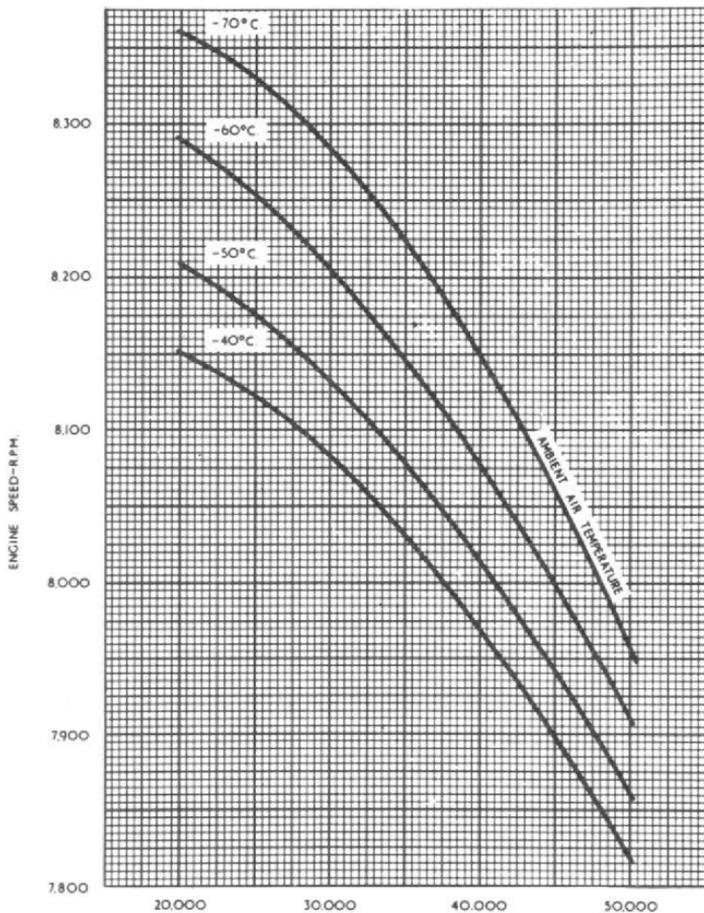
HUNTER WITH AVON 207 ENGINE

EFFECT OF AMBIENT AIR TEMPERATURE & ALTITUDE ON MAX. R.P.M. FOR A FIXED J.P.T. CONTROLLER SETTING

Note:— The curves have been drawn for an engine with governor speed set at 8,000 r.p.m. and top temperature controller set at 685 deg. C.

After correcting j.p.t. and r.p.m. for instrument errors (including tilt error) the r.p.m. may be 50 below the figure determined from the curves.

THE AIRCRAFT MACH No. CONSTANT 0.86



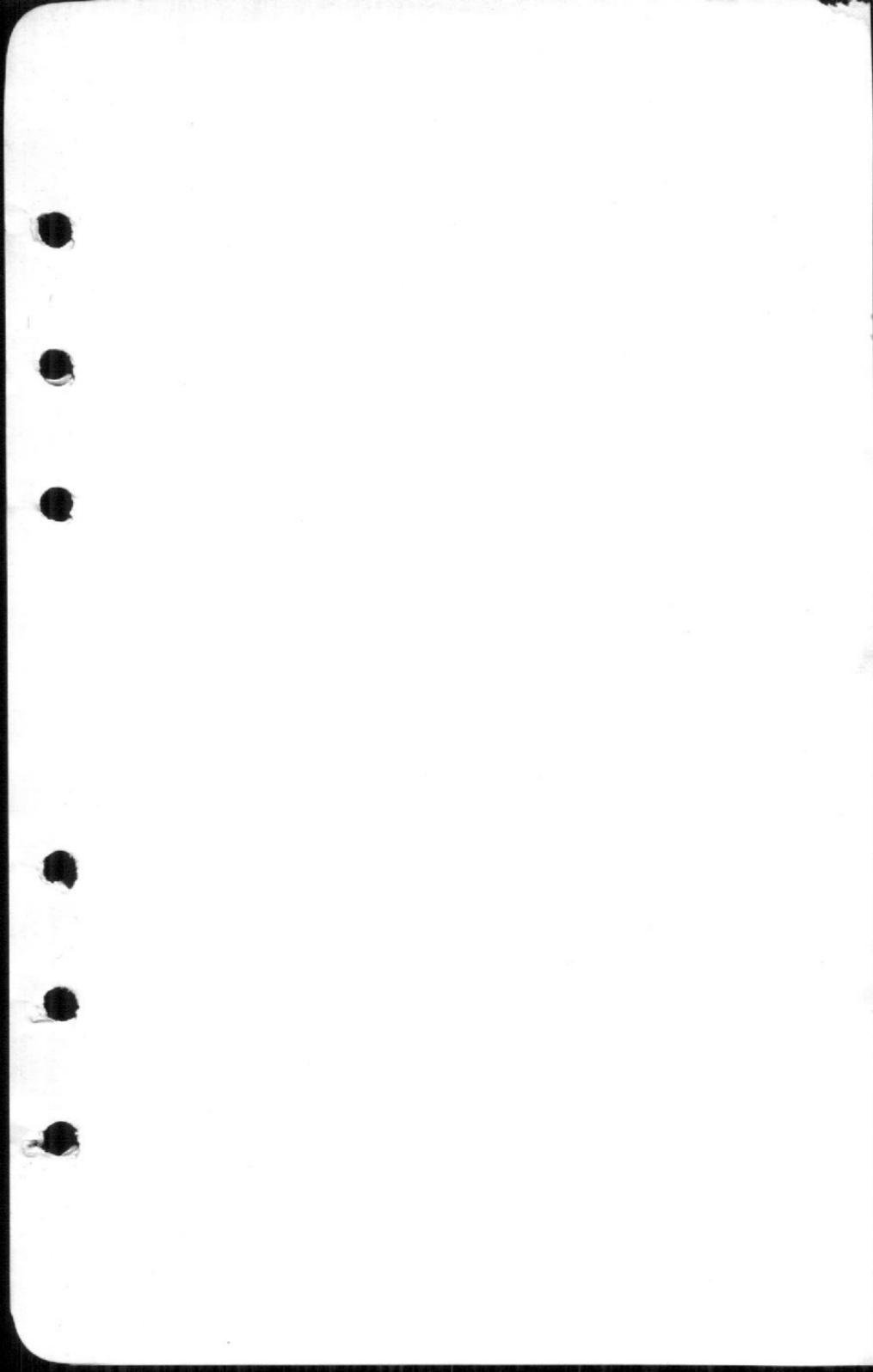
(from R.R. drg. M3134)

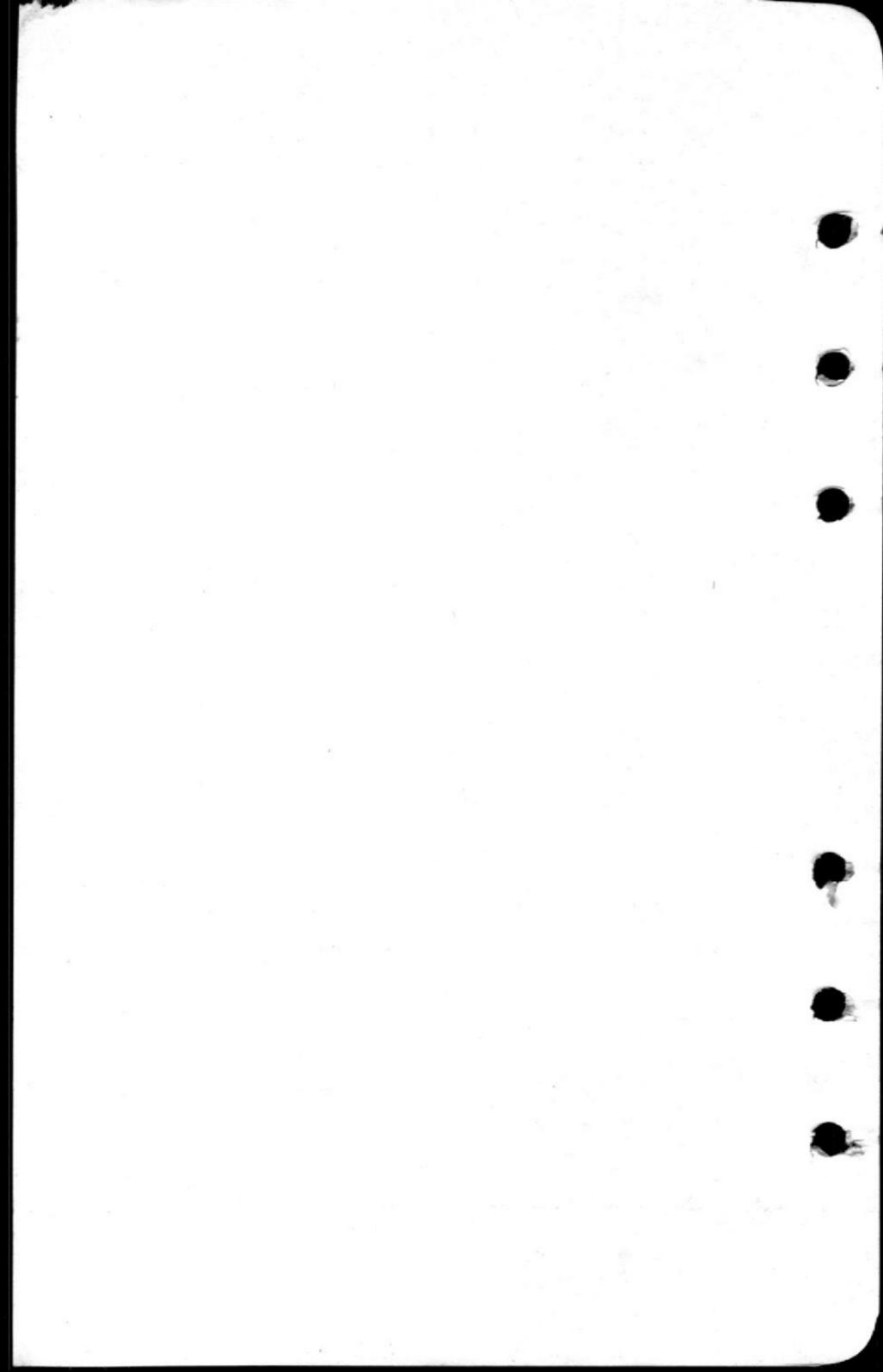
INDICATED ALTITUDE-FEET

FIG. 8

RESTRICTED







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