

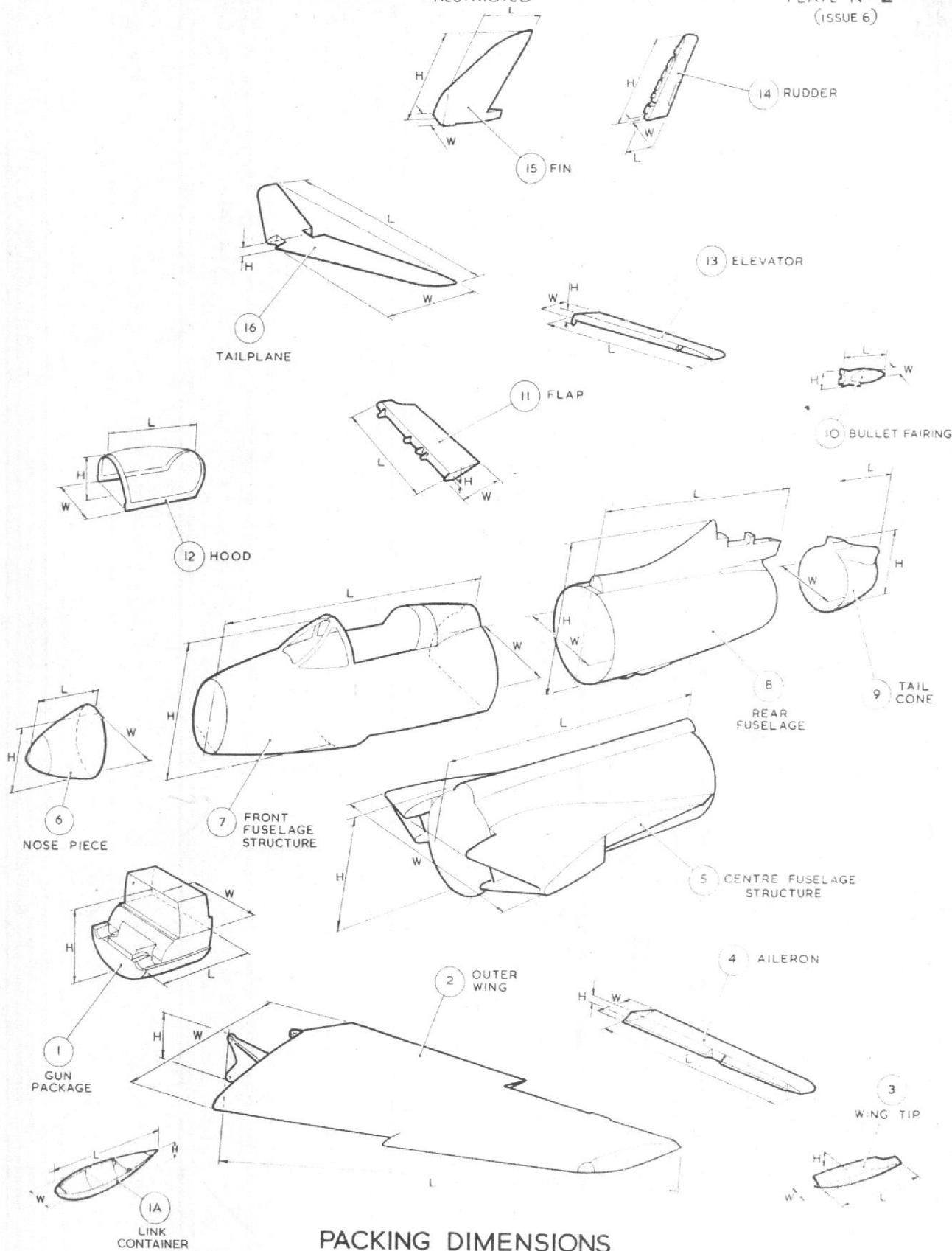
MAIN DIMENSIONS

WING SPAN	33' 8"
OVERALL LENGTH	45' 10.5"
OVERALL HEIGHT	13' 4"
INCIDENCE MAIN PLANES	+10° 30'
INCIDENCE TAIL PLANE	VARIABLE
DIHEDRAL	-10°
CHORD ROOT	13' 1"
CHORD TIP	6' 7"

AREAS

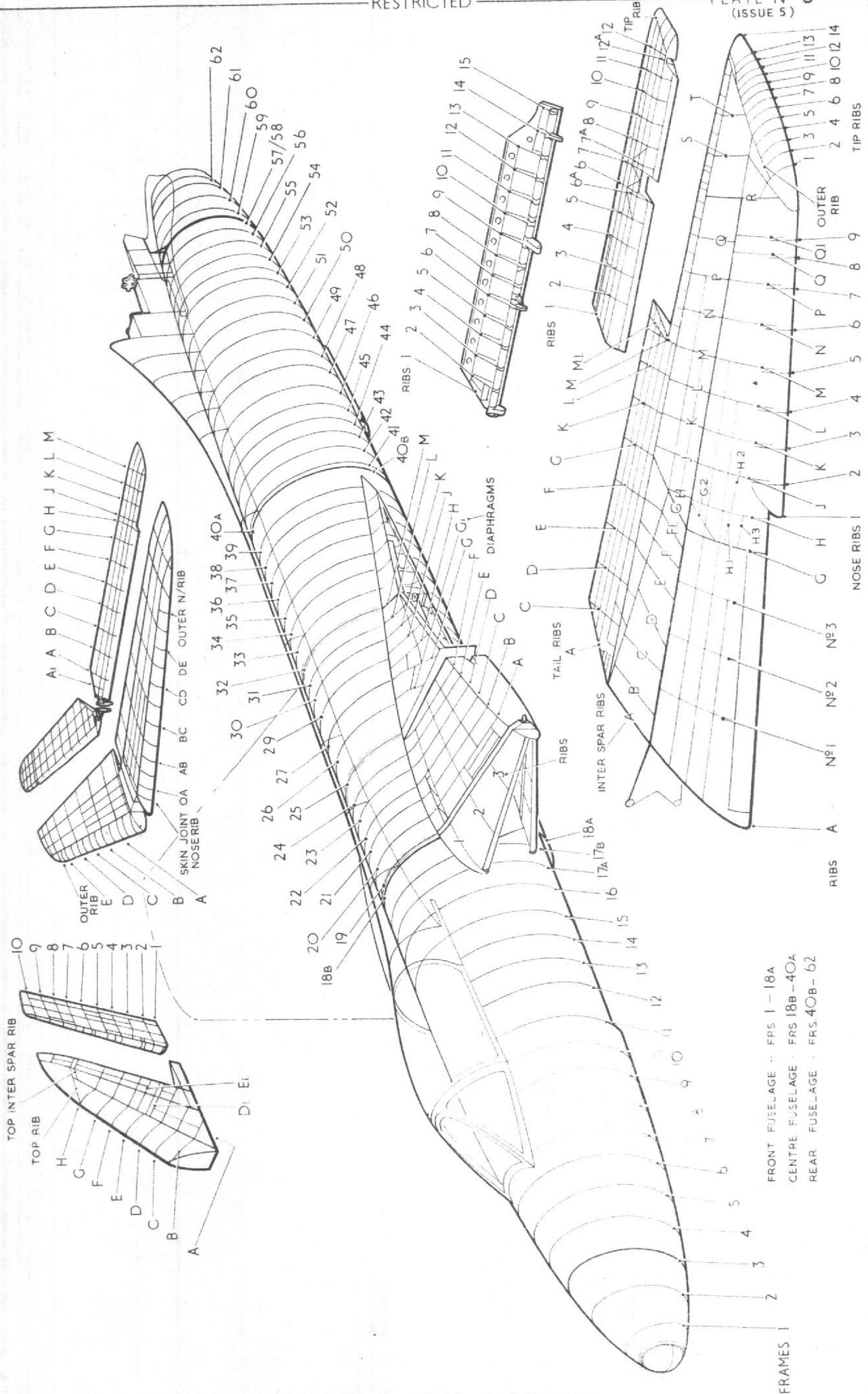
MAIN PLANES WITH AILERONS	EACH	174.5	SQ.FT
AILERONS	EACH	13.26	SQ.FT
TAIL PLANE WITH ELEVATORS		53.9	SQ.FT
ELEVATORS	EACH	8.15	SQ.FT
FIN DETACHABLE PORTION		13.0	SQ.FT
RUDDER WITH TAB		6.1	SQ.FT

GENERAL ARRANGEMENT



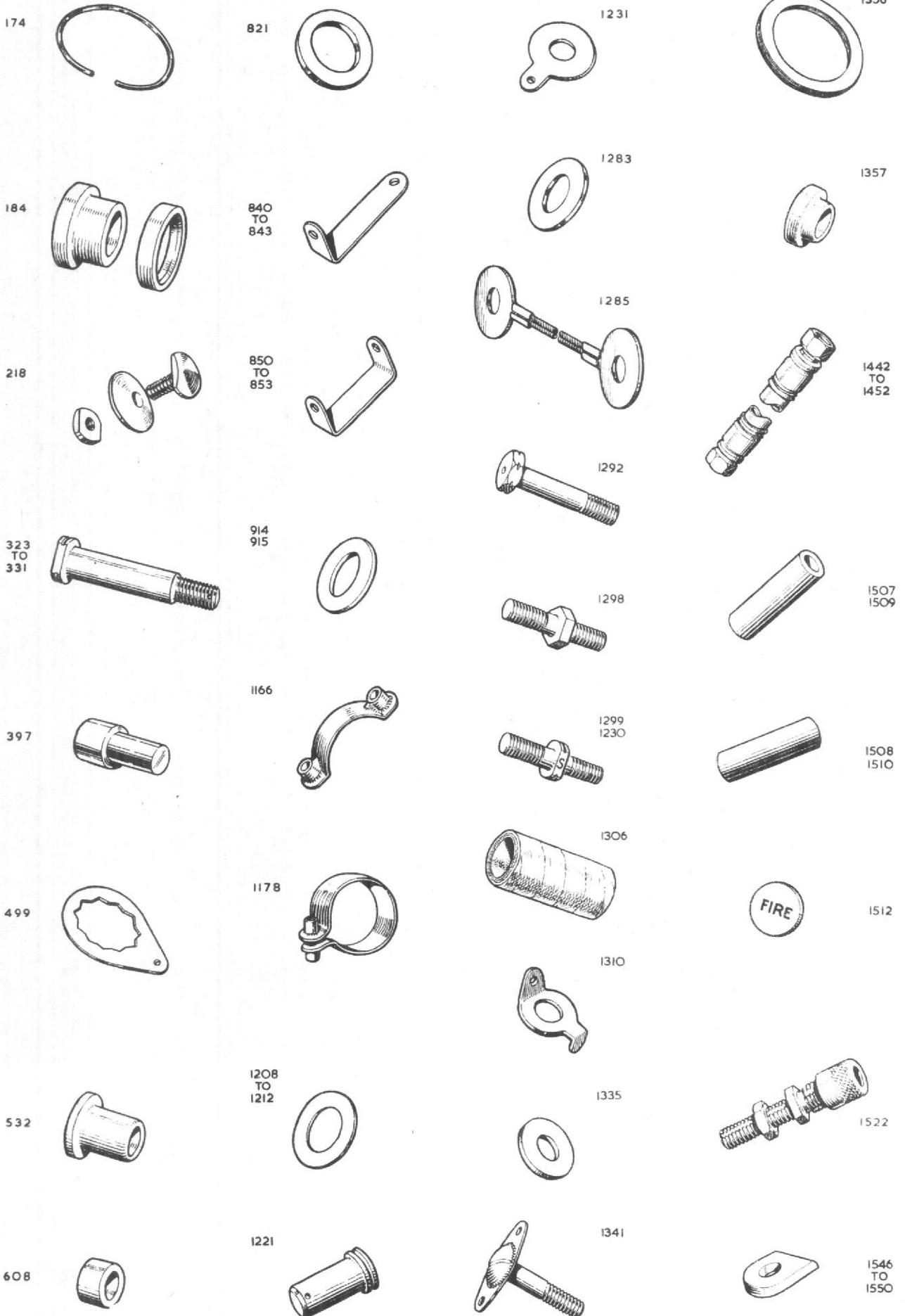
PACKING DIMENSIONS

	1	1A	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
HEIGHT H	3'-6"	1'	2'-1"	7"	5"	5'	2'-7 1/2"	5'-6 3/4"	6'-9 1/2"	3'-6 1/2"	10 1/2"	5"	1'-10"	9"	5'-2"	6'-0"	6 1/2"
WIDTH W	3'-9"	1'-2 3/4"	11'-4"	11"	2'-7"	10'	2'-4 1/2"	4'-8 1/2"	4'-2 1/2"	3'-2"	9"	2'-7"	2'-4"	1'-11"	8"	7 1/2"	7'-11"
LENGTH L	3'-10"	6'-1"	19'-8"	5'-2 1/4"	8'-8"	16'	2'-5 1/2"	12'-7"	15'-0"	3'-6 1/2"	3'-5 1/2"	7'-6"	4'-1 1/2"	7'-8"	2'-0"	4'-10"	11'-10"
WEIGHT (LBS)	315	10	972	6 1/2	75	1,425	15	480	560	75	5	69 1/2	75	67 1/2	35	60	206

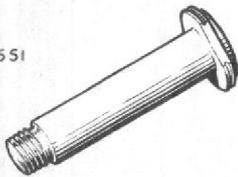


FRONT FUSELAGE : FR 1-18A
 CENTRE FUSELAGE : FR 18B-40A
 REAR FUSELAGE : FR 40B-62

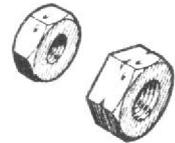
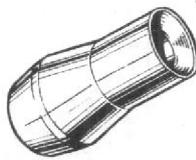
FRAMES & RIBS DIAGRAM



1551

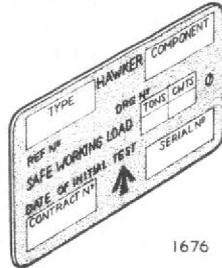


1651

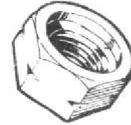


1716
1717

1553



1676

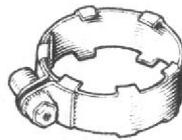
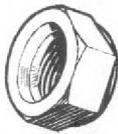


1718



1744

1556



1681



1920



1939

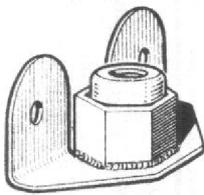


1948/1
TO
1952/1



1948/2
TO
1952/2

1569



1682



1954/45

1575



1687



1954/60

1590



1695

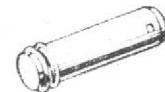


1959

1606/44



1700
1701



1961

1606/45

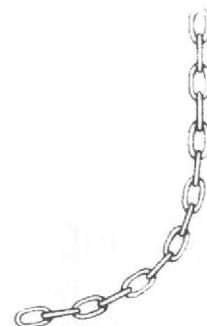


1702

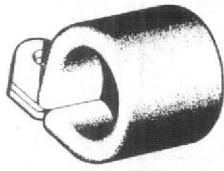
1639



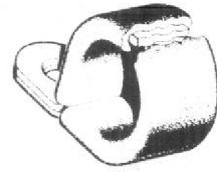
1703



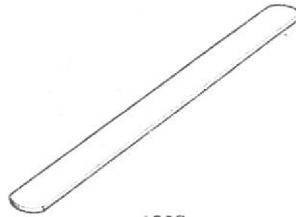
1996



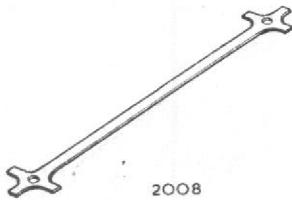
2076



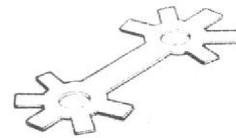
2045
TO
2047



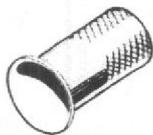
2030
TO
2035



2008



2019



2044



2013

MEMORANDUM OF INSTRUCTIONS

1. **CONTENTS.** This Section contains a list of the Airframe Spare Parts embodied in Hunter which have been allocated Vocabulary Section 26FX.
2. **DEMANDS.** Units are to prepare their demands for spare parts strictly in accordance with A.P.830, Vol. 1. Demands for the parts required to make an airframe serviceable are invariably to quote the Serial Number of the Aircraft. Units are to demand parts for this airframe under Vocabulary Section 26FX except where the schedule states otherwise. Where the schedule states that a part is held under another Vocabulary Section the demand should quote that section after reference to the appropriate publication.
3. Unreferenced airframe items are not normally provisioned as spares. Demands for these items are to be submitted only when required to replace parts which have become unserviceable in use, or to meet anticipated requirements where previous consumption has been recorded. Such demands are to quote Makers Part No.
4. Parts qualified by the symbol "LM" are to be manufactured by consumer units. If it is found that manufacture is beyond the capacity of the Unit and that the requirement cannot be economically met by fitting an assembly bearing a reference number, then the Unit should demand the part required under its part number and endorse demand, "Unable to manufacture Locally."
5. When a Unit requires an unreferenced item which is beyond the Unit's capacity to manufacture, or when a referenced part cannot be obtained, consideration should be given to fitting the assembly of which this item is a part, if that assembly bears a reference number.
6. In certain circumstances it is necessary to supply items unfinished, i.e., holes undersize or omitted and/or with trimming allowance, these items will be shown with the sign † against the reference number.
7. **MAJOR REPAIR ITEMS.** Certain items are annotated "MR." These are normally provisioned for issue only to Units and Contractors authorised to undertake the major repair of Hunter airframes. For ease of assembly "MR" items may be supplied unfinished, i.e. holes undersize or omitted and/or with trimming allowance.
8. **MODIFICATIONS (CLASSES 1 OR 2).** When an item is introduced by a modification, the modification number is shown after the description of the item. Redundant items are deleted from text.
9. **MODIFICATIONS (CLASSES 3 AND 4) AND AMENDMENTS.** When an item is introduced by this authority the No. is shown after the description. Parts rendered redundant are not to be deleted from the publication, but the description of these items must include the additional words "(PRE MOD.)."
New items added must include in the description, the words "(MOD.)."
10. **OBSOLESCE STOCK.** An asterisk (*) shown in the Part No. column of an item indicates that no further purchase of the item will be made but that stocks will be issued until they are exhausted.
11. **NUMBERS OFF.** The figure in the Number Off column indicates:-
 - (a) The quantity required per airframe when the description is NOT indented.
 - (b) The quantity required per assembly or sub assembly when the description IS indented.
12. **COMPILATION OF TEXT.** The multi-indentation system has been used in which the main assemblies, sub-assemblies, groups and detail items indicate their relationship by the indentation of the descriptive titles. The indentation is in accordance with the following outline:-
 - (a) The Main Assembly starts at the left hand margin and is printed in capital letters.
 - (b) First division:-
Sub-assemblies, groups or detail parts of the Main Assembly are indented one space.
 - (c) Second division:-
Groups or detail parts which are components of a Sub-assembly or group are each indented a further space.
 - (d) Third and subsequent divisions:-
In sequence.

MEMORANDUM OF INSTRUCTIONS

- 13. MAIN ASSEMBLY DRAWINGS.** Where for description or identification purposes only a Main Assembly drawing is shown, that drawing number is shown in brackets at the end of the description.
- 14. PIPE LINES AND ELECTRICAL CABLES.** Local manufacture of these items is intended wherever possible. Charts showing the various materials and parts required are included as appendixes at the end of the schedule.
- 15. AMENDMENT LISTS.** Amendments are to be correctly inserted and entered in the Amendment Certificate which is to be found in front of the schedule. Manuscript amendments are to be made in ink.

Amendment Lists are numbered consecutively and will be issued at regular intervals. This schedule is to be checked with the statement of Amendment Lists issued, which is published periodically by A.M.O.s.

- 16. ASSOCIATED PUBLICATIONS.** The following associated Schedules of Spare Parts for Airframe Accessory Equipment are to be used in conjunction with this Schedule:-

Name of Firm:	Air Publication No.:
Auto Products Ltd.	A.P.1086.
Dowty.	A.P.4515B, Vol. 3, Pt. 1, Chap. 15.
Dunlop.	A.P.4515C, Vol. 3, Pt. 1, Sect. 2, Chap. 48.
Fairey Aviation Co.	A.P.4515P, Vol. 3.
Flight Refuelling Ltd.	A.P.1086.
Hymatic Eng. Co.	A.P.4515E, Vol. 3, Pt. 1.
Martin Baker Ltd.	A.P.4515S, Vol. 3, Pt. 1, Sect. 2, Chap. 5.
Nörmalair Ltd.	A.P.4515R, Vol. 3, Part 1.
Rotol Ltd.	A.P.2240A, Vol. 3, Part 1, Chap. 15.
Saunders Ltd.	A.P.1086.
Self Priming Co.	A.P.1086.
Sir George Godfrey Ltd.	A.P.1086.
Smiths Instruments Ltd.	A.P.1086.
Teddington Controls Ltd.	A.P.1086.
Teleflex Ltd.	A.P.4515G, Vol. 3, Part 1.

17. CLASSIFICATION OF EQUIPMENT.

CLASS 'A': Consisting of those articles which remain on charge and cannot be exchanged except on their return to stores and which may be conditioned and when beyond the capacity or authority of the Unit to repair must be returned to the appropriate repair depot. Where the stores are categorised 'E' they may be disposed of as Salvage at Unit level, if Wing/Station C.T.O. certifies that no serviceable components can be retrieved economically.

CLASS 'B': Consisting of those articles which remain on charge and cannot be replaced except on their return to store, but which may be conditioned and if necessary condemned on the recommendation of the Station Technical Officer.

CLASS 'C': Consisting of all stores not covered by Class 'A' or 'B' and which are normally totally consumed in use.

- 18. ILLUSTRATIONS.** Illustrations are to be found at the end of each section. Part numbers shown in double circles indicate groups.

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Engine, Front Fuselage	C. 202267	DB. 1
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Flying, Fin	C. 171698	DF. 1
Flying, Front Fuselage	B. 243385	DD. 1
Flying, Rear Fuselage	E. 217437	DE. 1
Flying, Outer Wing	D. 181483-4	DG. 1
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Outer Wing, Starboard	D. 282141	EE. 6
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G. M. Compass installation	G. 233347	FC. 1
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Pylons-Outboard	D. 283928-9	HC. 1
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Hood Winding Gear	D. 187117	JF. 1
Hood and Windscreen	D. 189583	JG. 1
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Nose Piece	D. 233383	JA. 1
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Pitôt Installation, Front Fuselage	C. 244423	JJ. 1
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