

Restricted

2nd Edition

A.P. 4347 G - P.M.

PILOT'S NOTES  
HUNTER T. MK. 7.

Restricted

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## AMENDMENTS

Amendment Lists will be issued as necessary and should be inserted in the appropriate place in the Notes. New or amended paragraphs will be indicated by triangles thus  
◀.....▶ to show the amount of amended text and thus  
▶◀ to show where text has been deleted.

The number of the latest Amendment List affecting a page appears at the bottom of the page and any triangles therefore on the page refer to this Amendment List. However, if a page is issued in a revised form, or consists of completely new text, the triangles do not appear.

If a manuscript amendment is called for in an Amendment List the number of the Amendment List should be noted in the margin adjacent to the amended text.

Incorporation of an Amendment List must be certified below, and the Amendment List instruction sheet inserted at the end of the book.

Amend- ment List No.	Date of Incorporation	Signature	Amend- ment List No.	Date of Incorporation	Signature
1	Incorporated		7	Incorporated	
2	Incorporated		8	3/3/69	<i>[Signature]</i>
3	Incorporated		9	25/5/71	<i>[Signature]</i>
4	Incorporated		10	4/9/69	18/3/71
5	Incorporated		11		
6	Incorporated		12		

Comments and suggestions regarding Pilot's Notes should be forwarded to the Officer Commanding, Royal Air Force Handling Squadron, Boscombe Down, Wiltshire.

October, 1962  
(AL.10 September, 1972)

AP.101B-1302 &amp; 3-15

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## PILOT'S NOTES

## HUNTER T. Mk.7 & 7A

BY COMMAND OF THE DEFENCE COUNCIL

*T. Dunn*

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Prepared by the Procurement Executive  
Ministry of Defence

## NOTES TO USERS

1. These Notes are complementary to AP3456 Flying. The Flight Reference Cards (AP.101B-1302 & 3-14) are issued separately from the Notes and are subject to a separate amendment procedure, but they are complementary to these Notes and reference is to be made to them where necessary.

2. The Notes are divided by marker cards as follows:

Preliminaries.

Part 1 -- Description and management of systems.

Part 2 -- Limitations.

Part 3 -- Handling.

Part 4 -- Emergency Procedures.

Part 5 -- Flight Planning Data.

Part 6 -- Illustrations.

Annexe 1 -- Hunter T. Mk. 7A.

Each part is divided into chapters as listed on its marker card. Each sheet is identified by a Part, Chapter, Page reference at the foot of the page. Thus a page bearing 1 -- 3 Page 5 is Page 5 of Part 1 Chapter 3.

3. The limitations quoted in Part 2 are mandatory and are not to be exceeded except in an emergency. The contents of the remainder of the publication are mainly advisory but instructions containing the word "must" are also mandatory.

4. Amendment lists will be issued as necessary and each amendment list instruction sheet will state the main purpose of the amendment and will include a list of modifications and Special Flying Instructions covered. The list of effective pages will also be up-dated at each amendment. New or amended matter of importance will be indicated by triangles in the text thus: to show the extent of amended text and thus: to show where text has been deleted. The number of the amendment list by which a page was initially issued, or re-issued, will appear at the bottom of the odd-numbered pages and any triangles on either page forming a sheet will, therefore, refer to that amendment list. However, when a new chapter is issued with an amendment list, or an existing chapter is completely revised, this fact will be noted within the heading of the chapter and the triangles will not appear on each page.

5. The following conventions are observed throughout the Notes:

- a. Words in large capital letters in the text indicate the actual markings on the controls concerned.
- b. Unless otherwise stated, all airspeeds, mach numbers, accelerometer readings, temperatures and altitudes quoted are indicated values.
- c. **WARNINGS** are inserted only when the serious consequences of not following a certain procedure might otherwise be overlooked.
- d. Information needing emphasis is printed in italics.
- e. **NOTES** are inserted to clarify the reason for a procedure or to give information which, while not essential to the understanding of the subject, is useful to the reader.

6. Modification numbers are only referred to in the Notes when it is necessary to differentiate between the pre and the post-mod states. For ease of reference a list of modification numbers mentioned in the text is included in the preliminary pages with a cross-reference to the location in the text of the modification details.

7. This publication is now unclassified; new or revised sheets will not carry a security marking. AL.10 called for all security markings to be deleted from pages already issued. Holders should take this action as soon as reasonably possible and in any event before this publication, or any part of it is disposed of as waste.

## LIST OF EFFECTIVE PAGES

This list shows all the pages which should be present in this Book when AL.10 is embodied. The list is re-issued with each Amendment List.

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## LIST OF ASSOCIATED AIR PUBLICATIONS

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<b>Aircraft manuals</b>	
Hunter T, Mk. 7 servicing manual	101B-1302-1
Hunter T, Mk. 7A servicing manual Book 1	101B-1303-1A
Hunter T, Mk. 7A servicing manual Book 2	101B-1303-1B
<b>Airframe</b>	
Hydraulic components	105B-series
Hydraulic equipment, Dowty	1803D
Pneumatic components	105C-series
Powered flying controls and equipment	105D-series
Powered flying control units, Fairey	4601A
Undercarriage equipment, Dowty	1803E
Parachute brake assembly	108C-0507-1
<b>Armament</b>	
Aden 30mm gun	1641S
<b>Electrical equipment</b>	
Electrical manuals	1095 and 4343
Control and distribution equipment for power supplies	113D-series
Rotary consumer equipment	113E-series
<b>Engine and engine equipment</b>	
Avon engines	102C-1500 to 1599
Starting systems for aero engines	1181 series
AEI turbo-starter	103D-0203-3A
Rotol accessory gearboxes and drives	2240A
<b>Fuel system components</b>	
Aircraft flexible tanks	106B-0200-1C6
Fuel flow proportioner	106C-0802-16C
Pressure refuelling equipment	106D-series 4511
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Integrated flight instrument and control systems for Hunter T, Mk. 7A	112K-1800 to 1899
Photographic equipment	112P-series
Cine camera and accessories	1355D
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Liferafts and associated equipment	108F-series
Flying clothing and associated survival equipment	109F-0105-1
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<b>Radio and Radar</b>	
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Standby UHF	116D-0110-16
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DME — Rebecca Mk. 8	114J-0700-1
Radar ranging	2917E
Tacan	116B-0304-1
IFF/SSR	114J-0101-16 & 3 ACD

## INTRODUCTION

1. The Hunter T. Mk. 7 is a two-seat, mid-wing trainer aircraft with swept-back wings and a swept-back electrically-operated follow-up tailplane. Full-power ailerons and elevators are fitted, both with Manual reversion facilities. The cockpit is pressurised and equipped with two ejection seats, Type 4HA.
2. The power unit is an Avon Mk. 122 engine, developing 7575 lb. static thrust at sea level. The engine incorporates a system of fuel and air damping which is automatic when the gunfiring button is pressed to ensure surge-free gun firing at high altitude. Automatic control of maximum JPT is also embodied.
3. A single Aden 30 mm. gun is carried semi-buried beneath the fuselage undersurface on the front starboard side. Provision is made for the carriage of four 25 lb. or 28 lb. practice bombs, sixteen 3-in. RP, two 24 tube air-to-air rocket batteries, or two SNEB Matra rocket pods.
4. The Hunter T. Mk. 7A is a variant of the basic T. Mk. 7 aircraft. It is fitted with an Integrated Flight Instrument System, Tacan and ILS. The Aden gun and radar ranging are removed. Detailed differences between the T. Mk. 7A and the T. Mk. 7 are given at Annexe 1 to the Notes.
5. The principal dimensions of the aircraft are:
 

Length, overall	...	...	...	48 ft. 10 $\frac{1}{2}$ in.
Height, overall	...	...	...	13 ft. 4 in.
Span	...	...	...	33 ft. 8 in.

## MODIFICATION NUMBERS MENTIONED IN THE TEXT

<i>Mod. No.</i>	<i>Brief description of Mod.</i>	<i>Location in text of Mod. details</i> Pt. Ch. Para.
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995	Introduces a radio compass ...	1, 9, 6
1024	Introduction of Triple-FD fire wire system ... ... ...	1, 2, 4
1111	Introduction of guard for brake parachute switch ... ...	1, 6, 9
1321	Introduces TACAN in lieu of DME and ADF ... ...	1, 9, 7
1338	Introduces a delay in the camera/GGS caging circuit	1, 10, 2(c)
1356	Introduces IFF / SSR in TACAN fitted aircraft ...	1, 9, 8
1357	Introduces IFF/SSR in aircraft not fitted with TACAN	1, 9, 8
SRIM3130	Introduces PTR 175 in lieu of ARC 52 ... ... ...	1, 9, 1
ESA26	0.5 second delay introduced into ejection seat time-delay firing unit ... ... ...	1, 8, 3



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