# Chapter 1 FUSELAGE

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* Refer to the appropriate chapter in AP 101B-1202-1A, Cover 2, Sect 3 |

# Chapter 1A FUSELAGE STRUCTURE

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### Introduction

**1.** With the exception of the changes described in this Chapter, the fuselage structure on post-Mod 1188 aircraft remains as described and illustrated in AP 101B-1202-1A, Cover 2, Sect 3, Chap 1A. Differences introduced by subsequent modifications are as follows:

### AN/ALE-40 COUNTERMEASURES DISPENSER SYSTEM

**2.** On post-Mod 1750, pre-Mod 1803 aircraft a dispenser for chaff and/or flares is fitted externally on the undersurface of each engine nacelle and an access door for an electronic signal programmer is provided on the starboard side of the doppler aerial bay panel, as shown in Fig. 1. With the introduction of Mod 1803, the Mod 1750 dispensers are removed from the engine nacelles. Two flare dispensers are installed in the previously unoccupied hold back gear compartment and provision is made for operation of two chaff dispensers attached to Mod 5400 pylons. A safety switch and circuit breaker associated with the modified flare dispensers installation is inserted through a hole in the fuselage skin (Fig. 1).

### Doppler aerial bay panel (post-Mod 1750)

**3.** Wiring to the electronic programmer and an associated microswitch necessitate changes to the removal and installation as follows:

*Removal (Fig. 1)*

**4.** To remove the Doppler aerial bay panel proceed as follows:

(1) Release the two Dzus fasteners securing the AN/ALE-40 programmer access door and open.

(2) Release the four Dzus fasteners securing the programmer to its mounting, withdraw the programmer and disconnect the electrical connector from the rear of the programmer.

(3) Remove the programmer from the aircraft.

(4) Gain access via the programmer door and disconnect the aircraft free connector from the bulkhead connector on the door.

(5) Remove the two securing bolts from the forward end of the doppler aerial bay panel.

(6) Release the six toggle fasteners and remove the panel from the aircraft.

*Installation (Fig.1)*

**5.** When installing the panel no tool or undue force is to be used to move the levers of the toggle fasteners over to the closed position. The fasteners are to be adjusted so that the lever can be moved over by hand to the closed position, at the same time providing a minimum clearance of 0.05 in. between the panel and the aircraft structure and ensuring that the holes for the two securing bolts at the front of the panel are correctly lined up. With the fasteners in the open position adjustment is made as follows:-

(1) Remove the split pin fitted through the stem of the eye-bolts.

(2) Turn the lever clockwise to decrease the clearance and anti-clockwise to increase the clearance.

(3) Align the split pin hole in the eye-bolts with the slot in the link nut and fit a new split pin.

(4) Gain access via the programmer door and connect the aircraft free connector to the bulkhead connector on the door.

(5) Connect the electrical connector to the rear of the programmer, install the programmer in its mounting and secure with the four Dzus fasteners.

(6) Close the programmer access door and secure with the two Dzus fasteners.

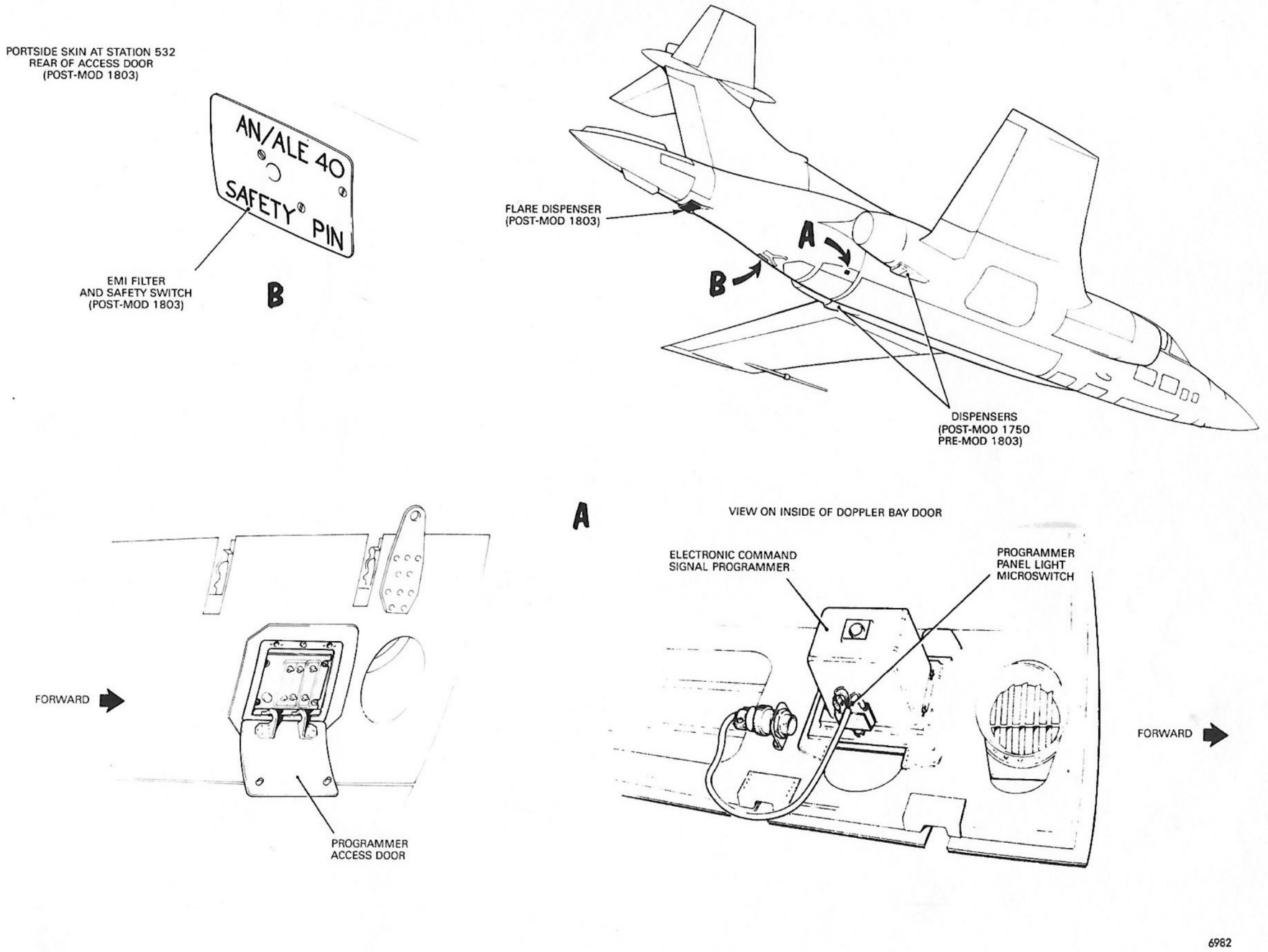


**Fig. 1 AN/ALE-40 Dispenser, programmer and flare safety pin locations**
*(Mod 1803 incorporated)*