

AIR PUBLICATION

101B-1300-5A1

Tech Support Group
S.P.
BOSCOMBE DOWN

1st Edition

September 1977

MASTER SERVICING SCHEDULE

HUNTER ALL MARKS

WITH

**ONE AVON 12201 20301
OR 20701 SERIES
ENGINE CHANGE UNIT**

BY COMMAND OF THE DEFENCE COUNCIL

Frank Cooper.

Tech Support Group
S.P.
BOSCOMBE DOWN

(Ministry of Defence)

DERA

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ROYAL AIR FORCE

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Your reference

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11/20/0/1

Date

30 April 1986

AP 101B-1300-5 HUNTER SERVICING SCHEDULES

Reference: STC/51302/8/Strike Eng 14 dated 5 March and 18 April 1986.

1. From the 2 enclosed References it can be seen that the RAF now only operates TMK 7, TMK 7A and TMK 8B Hunter Aircraft. This has resulted in a review of the servicing content of the schedules and deletion of Marks of Hunter no longer operated (ie MK 6, 6A and 9).
2. Action addressees are asked to note that it will be unit responsibility from now on, to maintain schedules for MK 6, 6A and FGA9 aircraft.
3. The Hunter T&M servicing is covered by AP101B-1300-5C(N) schedule maintained by the Navy.
4. The Royal Navy is issuing a supplementary schedule to the 5D to reflect the extra servicing required for Mks PR11, GAll, 8C and 8M Hunters on modernisation.
5. A mini survey of AP101B-1300-5D has also been carried out resulting in AL22 which should have been distributed in late March 1986.

J R HASSELDINE

Distribution:

Action:

A&AEE Boscombe Down

Tech Services Division, Planning,

MOD(PE) DQA/IND, BAe Hatfield, Dynamics Group

Information:

DQA, BAe Warton

DQA, BAe Dunsfold

SQO, AE3 for AD QA/AE

RAE(F) A/c Dept, Planning

RAE(B) " " , TDS

Stk Eng 14



Headquarters Strike Command
Royal Air Force High Wycombe Buckinghamshire HP14 4UE
Telephone: High Wycombe (STD 0494) 26200 Ext 12070

Your reference

Our reference
STC/51302/8/Strike Eng 14

Date

18 Apr 86

See Distribution

AP101B-1300-5 HUNTER SERVICING SCHEDULES

1. The Royal Air Force Hunter Aircraft fleet has reduced during recent years and is now at its long term steady state. As well as reducing the numbers, the types of Hunters now operated has also changed. The Royal Air Force now only operates T Mk 7, T Mk 7A and T Mk 8B Hunter Aircraft.
2. A consequence of the reduction is that the Hunter Engineering expertise has been diluted. This combined with the fact that the Servicing Schedules are in some cases complicated has caused us to review the Servicing content of the schedules. It has been decided to delete all reference to Marks of Hunter which the RAF does not operate. Amendment Action will now be taken to delete reference to MK 6, 6A, 9 and 8c aircraft in all Servicing Schedules.
3. Addressees who operate or service other Marks of Hunter aircraft using the Strike Command maintained schedules of the AP101B-1300-5 series will have to take appropriate action to maintain their own schedules for these Marks of Hunter.

E G Artus
E G ARTUS
Sqn Ldr
for AO Eng
Now
HARRIS
S/Ldr.

Distribution:

External:

Action:

MOD(PE) Map 11A Hawk 3 SY 553
MOD(PE) Flying Eng SY 638
HQRAFSC EA24

Information:

Lovaux Ltd Hurn Airport Christchurch Dorset.

Internal:

Information:

Stk Eng 15
~tx Eng 14b
45



Headquarters Strike Command

Royal Air Force High Wycombe Buckinghamshire HP14 4UE

Telephone: High Wycombe (STD 0494) 26200 Ext 2070

Your reference

Our reference

STC/51302/8/Strike Eng 14

Date

5 Mar 86

See Distribution

AP101B-1300-5D - HUNTER MAJOR SCHEDULE

1. Due to problems of duplication recently discovered between the Hunter Major Servicing Schedule and supplementary schedules associated with the modernisation of Navy Hunters, HQ STC has carried out a mini review of AP101B-1300-5D. The results of this review will be published in AL22 to the subject AP which will be distributed on or about 31 Mar 86.

The review has also taken into account that the Royal Air Force no longer operates single seat Hunter aircraft so all reference to Mk 6, 6A and 9 Hunters has been removed. A later amendment to AP101B-1300-5A1 will also reflect this.

3. The Marks of Hunter aircraft now covered by the Subject AP are Mk 7, 7A and 8B. The Royal Navy is issuing a supplementary schedule to the 5D to reflect the extra servicing required for Mk PR11, GA11, 8C and 8M Hunters.

E G ARTUS
Sqn Ldr
for AO Eng

Distribution:

Internal:

Action:

MOD(PE) MAP 11A Hawk 3 SY 553
MOD(PE) Flying Eng SY 638
MOD DGA(N) SH2 SZ 322
HQ RAFSC EA24

Information:

Lovaux Ltd Hurn Airport Christchurch Dorset

Internal:

Information:

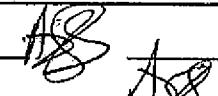
Stk Eng 15
Stk Eng 14b

A.L. No	Date of Issue	Associated Amendment List								Amendment Incorporated	
		5A2	5A3	5B1	5B2	5C	5D	5E		Signature	Date
20											
21											
22											
23											
24											
25											
26											
27											
28	MAY 86										5-6-86
29	AUG 86										10-9-86
30	MAR 87										6-5-87
31	Sept 87.	WHERE APPLICABLE									25-11-87
32	OCT 88	WHERE APPLICABLE									25-1-89
33	MARCH 89	WHERE APPLICABLE									5-5-89
34	APRIL 89	WHERE APPLICABLE									8-6-89
35	JUNE 89	WHERE APPLICABLE									8-8-89
36	JULY 90	WHERE APPLICABLE									21-9-92
37	JAN 91	WHERE APPLICABLE									21-9-92
38	DEC91	WHERE APPLICABLE									21-9-92

SMS/1A

AMENDMENT RECORD CERTIFICATE
for M.O.D./C.S.D.E. Amendment Lists only

Amendments are to be incorporated in numerical sequence except where Non-availability Slips have been issued

A.L. No	Date of Issue	Associated Amendment List							Amendment Incorporated	
		S A 2	S A 3	S A 6	S 6 1	S 6 2	S D	S C	Signature	Date
39	MARCH 92	WHERE APPLICABLE								21-9-92
40	MAY 92	WHERE APPLICABLE								21-9-92
41	DEC 92	WHERE APPLICABLE								10-12-92
42	NOV 92	WHERE APPLICABLE								6-April-93
43	FEB 94	WHERE APPLICABLE								28-9-96
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SM 92/0154 (2)

Continued overleaf

PARTS AND BOOKS	SECTIONS	CHAPTERS
<u>5A1</u> Master Servicing Schedule	<u>Sect 1</u> Master Servicing List. <u>Sect 2</u> Component Replacement List. <u>Sect 3</u> Component Life Register. <u>Sect 4</u> Routine and Out of Phase Servicing Register.	One chapter for each trade. " " " " " One chapter for each life parameter. " " " " " "
<u>5A2</u> Safety and Servicing Notes.	<u>Sect 1</u> Lethal Warnings, Safety Precautions, Servicing Notes and Independents. <u>Sect 2</u> Replenishments.	<u>Chapter 1</u> Lethal Warnings. <u>Chapter 2</u> Safety Precautions. <u>Chapter 3</u> Servicing Notes. <u>Chapter 4</u> Independent Checks. One chapter for each trade.
<u>5A3</u> Standard Servicing Procedures.	<u>Sect 1</u> Component Replacement Procedures. <u>Sect 2</u> Functional Checks and Tests. <u>Sect 3</u> Servicing Diagrams. <u>Sect 4</u> Miscellaneous.	One chapter for each trade. " " " " " " " " " " " " " " "
<u>5B1</u> Flight Servicings Schedule.	<u>Sect 1</u> Before Flight. <u>Sect 2</u> Turnound Servicing. <u>Sect 3</u> After Flight Servicing. <u>Sect 4</u> Annexes.	Area based. " " " " As required.
<u>5B2</u> Primary Servicing Schedules.	<u>Sect 1</u> Primary. <u>Sect 2</u> Primary Star.	One chapter for each trade.
<u>5C</u> Minor Servicing Schedules.	<u>Sect 1</u> Minor. <u>Sect 2</u> Minor Star.	One chapter for each trade.
<u>5D</u> Major Servicing Schedules.	<u>Sect 1</u> Major <u>Sect 2</u> Major (2).	One chapter for each trade. " " " " "
<u>5E</u> Bay Servicing Schedule.	One Section for each trade.	As required.
<u>5F</u> Non-Destructive Test Schedule.	<u>Sect 1</u> Radiography. <u>Sect 2</u> Ultrasonics. <u>Sect 3</u> Magnetic Particles. <u>Sect 4</u> Eddy Currents.	<u>Chapter 1</u> General One chapter for each type of technique. One chapter for each type of technique. One chapter for each type of technique.
SMS/86/8/3		

AP101B-1300-5A1

Amendment A&AEE AL2

1. Section 1 chapter 2 sheet 4

029001 Alter to "In Phase" at each primary.

2. Section 2 chapter 2 sheet 2

029001 Alter unfired periodicity to 6 months.

3. Section 3 chapter 2 sheet 1

Code 78 Delete (Now in phase).

This amendment is associated with AL A&AEE/XE601/1 to AP101B-1300-5B2.

AP101B-1300-5A1

Amendment A&AEE AL1

1. Section 2, Chap 4, Sheet 1A

044203 Delete "pre mod 2246" add "pre mod 2264"
044211 Delete "post mod 2246" add "post mod 2264"

2. Section 3, Chap 4, Sheet 1

Code 139 Delete "pre mod S849" add "pre mod 2264"
Code 140 Delete "post mod S849" add "post mod 2264"

3. Section 4, Chap 2, Sheet 1

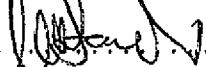
Code B14 Alter operation to "Test (SP202C)"

4. Section 4, Chap 4, Sheet 1

Code D6 Amend operation to "Test (SP202C)"
Code D9 Add in marks applicable "9"

Compiled by: .....

Checked by: .....

Approved by: .....

Date: 14/11/88.....

A&AEE Local Amendments

AP101B-1300-5A1 <Mk 9 only>

: AL No : Associated Amendments : Incorporated by : Date :
: : 5A2 : 5A3 : 5B1 : 5B2 : 5C : 5D : 5F :
: : : : : : : : : : : : : : : : : :
: 1 : NIL : *John* : 1/14/88
: 2 : : : : : : : : : : : : : : : : : :
: 3 : : : : : : : : : : : : : : : : : :
: 4 : : : : : : : : : : : : : : : : : :
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: 10 : : : : : : : : : : : : : : : : : :

MASTER SERVICING SCHEDULE
HUNTER ALL MARKS
INTRODUCTION

AP101B-1300-5A1

INTRODUCTION

1. This schedule has been produced in accordance with AP100A-01 Leaflet 311,330 and AP100B-01 Order 0561, and details the minimum servicing requirements for the Hunter (All Marks) aircraft.

SERVICING SYSTEM

2. The schedule is displayed in a Periodic format. Topic 5B1 is produced in an area based walk round sequence and Topics 5A1,5B2, 5C and 5D in a trade based format.

PERIODICITY

3. The schedule is designed for a conventional flying hour periodicity based on a 960 hour cycle as follows:

SERVICING	CYCLE	TOPIC
Before Flight	AP100A-01	5B1
Turn Round		
After Flight		
Primary	60 Hours	5B2
Primary Star	120 Hours	5B2
Minor	240 Hours	5C
Minor Star	480 Hours	5C
Major	960 Hours	5D
Major (2)	1920 Hours	5D

DESCRIPTION

4. A detailed description of Aircraft Servicing Schedule Topics 5A1 to 5D is as follows:

TOPIC 5A1 SECTION 1-MASTER SERVICING LIST (MSL)

5. Purpose. This section is a complete list of routine and Out of Phase servicing (excluding fuel and armament expendable stores replenishments) up to and including Major 2 Servicing. the MSL is designed for use by MOD,Command Staffs and Unit Servicing Control organisations.

6. Construction. The MSL reflects servicing requirements by trade and servicing groups.

7. Each servicing group is divided into items under headings which indicate location, servicing operations, mark applicability and frequency of operations. Where appropriate, work card numbers are annotated against an operation.

►8. Coded Operations.

a. Operations which concern structural integrity are indicated by the code letter 'Y' appearing in the column headed 'Code'. Completion of these operations is to be carried out in accordance with the policy for structural integrity assurance contained in AP100A-01 Leaflet 317.

b. Servicing activities requiring a minimum skill level of technician are indicated by 'Tech' appearing in the code column.

9. The MSL does not include items concerned with the preparation for, or recovery from, servicing ie removal of panels, jacking of aircraft and removal of a component for access. This information is contained on the work cards.

TOPIC 5A1 SECTION 2-COMPONENT REPLACEMENT LIST (CRL)

10. The CRL is a complete list of components scheduled for replacement during the life of the aircraft. Location, frequency of removal and reason for removal is annotated against each component.

TOPIC 5A1 SECTION 3 - COMPONENT LIFE REGISTER (CLR)

11. The CLR is a list of components which are replaced Out of Phase with scheduled servicing. The components are detailed under chapter headings which relate to various parameters ie Flying Hours, Calendar Time etc. To assist forecasting of Out of Phase replacements, a copy of the CLR is included in individual aircraft MCD Form 700 series. Amendment procedure for aircraft CLRs is contained in MOD Form 798 Instructions for Use.

TOPIC 5A1 SECTION 4 - ROUTINE AND OUT OF PHASE SERVICING REGISTER (ROOPSR)

12. The ROOPSR is a list of routine servicings and Out of Phase servicing in operations which have a defined frequency. Items are listed in chapters which relate to various frequency parameters ie Flying Hours, Landings, Engine Hours, Calendar Time, Miscellaneous etc. Miscellaneous items which are coincident with another task and are contained within the Standard Servicing Procedures (SSPs) for that task do not appear in the ROOPSR. Each chapter is allocated a code letter and numbers in sequence and in order of ascending lives. These code letters and numbers provide a common standard of identification throughout the Hunter fleet.

13. To assist in the control of Out of Phase servicing a copy of the ROOPSR is included in the MOD Form 700 series for each aircraft.

14. Operations which concern structural integrity are indicated by the code letter 'Y' appearing in the column headed 'Code'. Completion of these operations is to be carried out in accordance with the policy for structural integrity assurance contained in AP100A-01 Leaflet 317.

15. Out of Phase SIs, PWIs, ADD Log and Limitations Log entries are to be inserted by user units in the copy of the ROOPSR contained in MOD Form 700. Those additional items are not to be allocated codes but are to be identified by their original instruction number.

16. Amendment procedure for aircraft ROOPSR is contained in MOD F798 Instructions for Use.

TOPIC 5A2 - SAFETY AND SERVICING NOTES

17. Safety and Servicing Notes group together Lethal Warnings, Safety Precautions, Servicing Notes and Independent Checks. These provide tradesmen with a readily available reference to such information. Compliance with these notes is mandatory during all aircraft servicing and rectification activities and they are to be readily available at all times to servicing personnel. The two sections of the book are:

- a. Section 1 - Lethal Warnings, Safety Precautions, Servicing Notes and Independent Checks.
- b. Section 2 - Replenishments.

TOPIC 5A3 - STANDARD SERVICING PROCEDURES

18. Certain servicing processes, notably those which are applicable to more than one servicing and/or those with complicated inter trade responsibilities, are not displayed on the Work Card but published as Servicing Procedures (SPs). SPs are published in the Topic 5A3 as follows:

- a. Section 1 - Component Replacements.
- b. Section 2 - Functional Checks and Tests.
- c. Section 3 - Servicing Diagram.
- d. Section 4 - Miscellaneous. (SI's etc).

19. Servicing work cards call up SP's, as required by reference to the SP number it Test (SP 96). SP's may also be used to support rectification and Out of Phase component replacements.

TOPIC 5B1 - FLIGHT SERVICING SCHEDULE

20. Topic 5B1 contains Flight Servicing Work Cards, by sections, as follows:

- a. Section 1 - Before Flight Servicing.
- b. Section 2 - Turn Round Servicing.
- c. Section 3 - After Flight Servicing.
- d. Section 4 - Annexes.

SMS/86/8/4A

The Flight Servicing is displayed for use as a composite area based schedule for use in a 'Walk Round' sequence with Trade identified work blocks. Work that Flight Line Mechanics or Composite Tradesmen are not authorised to carry out is contained on Trade identified cards at the end of each Section.

TOPIC 5B2 AND 5C - PRIMARY AND MINOR SERVICING SCHEDULES

21. Master Servicing Schedule items are amplified and displayed on Work Cards for use by servicing personnel and contained in Topics 5B2 and 5C as follows:

Topic 5B2

- a. Section 1 - Primary.
- b. Section 2 - Primary Star.

Topic 5C

- a. Section 1 - Minor.
- b. Section 2 - Minor Star.

22. Each section of the Topic 5B2 and 5C is produced in basic format, that is to say the Primary Servicing contains only Primary items and the Primary Star only those items additional to the Primary and so on with the Minor and Minor Star. Therefore, most cards of a higher frequency are required to be satisfied in addition to those relating to the intended servicing eg. Minor Servicing due = Minor Servicing Work Cards plus nominated Primary Star Work Cards plus nominated Primary Work Cards. A list of nominated cards for each servicing appears as the "Schedule of Work Cards" in the introduction of each Topic.

TOPIC 5D - MAJOR SERVICING SCHEDULES

23. Master Servicing Schedule items are amplified and displayed on work cards for use by servicing personnel and contained in the Topic 5D as follows:

Topic 5D

- a. Section 1 - Major.
- b. Section 2 - Major (2).

24. Each section of the Topic 5D is produced in basic format, that is to say, Section 1 contains all those items applicable to the Major servicing and Section 2 only those additional items applicable to every Major (2) servicing. Thus to complete a Major (2) servicing, nominated Section 1 (Major Servicing) Work Cards and all Section 2 (Major (2) Servicing) work cards will be required. A list of nominated cards for the Major (2) servicing appears as the "Schedule of Work Cards" in the introduction of the Topic 5D.

25. The following prefixes have been allocated to work card numbers to denote the trade concerned:

- Chapter 1 Airframe Prefix 'A'.
- Chapter 2 Weapons Prefix 'W'.
- Chapter 3 Electrical Prefix 'E'.
- Chapter 4 Propulsion Prefix 'P'.
- Chapter 6 Flight System Prefix 'F'.
- Chapter 7 Air Radar Prefix 'R'.
- Chapter 8 Air Comms Prefix 'C'.
- Chapter 9 Photographic Prefix 'K'.
- Chapter 11 Painter and Finisher Prefix 'T'
- Chapter 15 NDT Prefix 'X'.

SCHEDULE IDENTIFICATION NUMBER (SCHED IDENT NO)

26. Each item in the MSL is allocated a Sched Ident No. which identifies the item wherever it appears in the schedule. The six digit Sched Ident No is made up as follows:

- a. First pair Trade.
- b. Second pair Servicing Group.
- c. Third pair Item.

27. Each trade has its own identification number.

01	Airframe	06	Nav Instruments	11	Painter and Finisher
02	Weapons	07	Air Radar	12	ECM
03	Electrical	08	Air Communications	13	SE
04	Propulsion	09	Photographic	14	General Engineering
05	Not allocated	10	NBS	15	NDT

The 'Nav Inst' annotation on Work Cards/SPs will be amended to the revised trade annotation of 'Flt Syst' on an opportunity basis and until such time as either the Schedule is completely amended or revised the two different headings may appear in this Schedule. Because of differences between Service and Civilian trade boundaries certain items have dual trade responsibility. Where dual trade responsibility is reflected the Service trade will appear first.

28. The aircraft has been divided into Structures, Systems and Installations, known as Servicing Groups, a list of which follows this introduction.

29. The last two digits identify the item within the Servicing Group in the schedule. Assistance, preparation and recovery items on work cards, which are directly associated with items in the MSL are annotated with the Sched Ident No of the item to which they are associated. Unassociated items are annotated with the common Sched Ident No 999999.

SERVICING INSTRUCTIONS

30. Servicing Instructions incorporated in this schedule are listed on a separate sheet following this Introduction. In addition:

- Annotations made in the MSL eg (Introduced by SI/Hunter/42) indicate a servicing originating from Servicing Instructions.
- 'In Phase' SI content of a simple nature is included in work detailed on relevant work cards.
- 'Out of Phase' SI's and SI's of a complex nature are produced as SPs and included in the Topic 5A3.
- SI's issued between schedule revisions will be incorporated into the schedule, as required by amendment action authorized by the Engineering Authority. Until such times that an SI is cancelled or included in the Schedule details of the SI are to be entered, by the users, on the Supplementary Servicing Sheet placed at the front of each Topic

MODIFICATION STANDARD

31. The servicing implications of certain modifications are incorporated in this schedule. Where the servicing detailed depends on the modification standard of the individual aircraft, this is indicated in the MSS and on the work cards.

CONTINGENCY SERVICING

32. Operations which are to be carried out to satisfy Contingency Servicing requirements are annotated in the MSL with an 'X' in the column headed 'CTY' and in the Topics 5B2, C and D with the letters 'CTY' in the code column. A list of Contingency Servicing Operations is included as a preliminary page to this Introduction.

33. All Flight Servicing requirements are to be carried out during periods of Contingency Servicing.

34. Authority for Contingency Servicing is contained in AP100A-01 Leaflet 311. The policy for implementation is contained in Engineering Staff Instructions.

RE-ISSUE ITEMS

35. All items in the MSL which require re-issue servicing during bay servicing are listed on a preliminary page to this Introduction.

ITEMS REQUIRING LOG CARDS

36. For ease of identification, all items which require record/log cards (MOD F700 series/RAF Form 4800 series) are shown on a preliminary page to this Introduction.

SCHEDULE AMENDMENTS

37. New or amended matter will be indicated by triangles (►◀) to show the extent of the amendment.

38. Amendment procedure is detailed in AP100B-01 Order 0561.

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AL29►◀

AP101B-1300-5A1
HUNTER ALL MARKSLIST OF RE-ISSUE SERVICING ITEMS

This list contains all MSL servicing items which are carried out on components being re-issued after bay servicing. These items are also listed in the Topic 4/5F to facilitate cross checking during amendment action.

Schedule Identification Number	Item	Publication Detailing Re-Issue Servicing	Schedule Identification Number	Item	Publication Detailing Re-Issue Servicing
043805	AIR INTAKE GUIDE VANES	AP101B-1300-5F			
043806	COMPRESSOR BLADES	AP101B-1300-5F			
043807	COMPRESSOR	AP101B-1300-5F			
043808	COMPRESSOR CASING	AP101B-1300-5F			
043809	IGV RAM	AP101B-1300-5F			
043811	EXHAUST UNIT	AP101B-1300-5F			
043813	LP TURBINE BLADES	AP101B-1300-5F			
044001	OIL SYSTEM	AP101B-1300-5F			
044003	OIL PRESSURE FILTER ELEMENT	AP101B-1300-5F			
044101	FUEL SYSTEM	AP101B-1300-5F			
044102	LP FUEL FILTER	AP101B-1300-5F			
044214	TURBO STARTER BREECHES	AP101B-1300-5F			
044215	TURBO STARTER BREECH CAPS	AP101B-1300-5F			
044216	TURBO STARTER BREECH CAPS INTERNAL THREADS	AP101B-1300-5F			
044301	THROTTLE AND HP COCK CONTROLS	AP101B-1300-5F			

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