

AL 6

HUNTER ALL MARKS

AP101B-1300-5A2

1st Edition

Section 1

Chap 3

SERVICING NOTES

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5. Filter Elements. Filter elements are to be examined prior to cleaning or disposal and any contamination is to be reported to NCO IC Servicing. Elements are to be examined again prior to refitting.

6. System or Circuit Disturbance. When any mechanical or electrical disconnection/reconnection has been carried out, the system or circuit disturbed is to be proved.

7. Blanking of Pipelines. The open ends of disconnected pipelines are to be blanked off to prevent excessive fluid spillage and/or ingress of other material.

8. Pipelines and Components Identification. Tradesmen are to ensure that direction of flow and system identification markings are legible and positioned correctly.

9. Hydraulic Power. The NCO IC Aircraft Servicing is to be informed whenever hydraulic power is required.

10. Panels, Hatch Covers, Fairings and Doors. Where panels, hatch covers, fairings or doors are removed or hinged open to gain access for servicing, the panel, hatch cover, fairing or door and the surrounding structure is to be viewed for obvious damage, particular attention being paid to hinges, supporting struts and fasteners. The panel, hatch cover, fairings or door is to be refitted or closed after the servicing task is completed, ensuring flush fitting and security.

11. Tools, Rags and Materials - Removal. All tools, rags and other materials are to be removed from the aircraft on completion of any servicing task.

12. Bonding. Checks of Primary bonds are to be carried out whenever a lightning strike is reported. Secondary bonds are to be checked whenever bonded components or panels are disturbed for any reason. Bonding checks are to be carried out by an Electrical Technician in accordance with the SP 191.

13. Electrical Connections. Electrical leads, plugs and sockets, when disconnected are to be suitably insulated and also protected against the ingress of moisture and/or other matter, using polythene bags (32B/1255315-1255318) and secured to prevent damage.

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22. Hydraulic System. Whenever any hydraulic system is disturbed, that system is to be bled and functionally tested under the supervision of an NCO.

23. External Power Supplies. The NCO IC Aircraft Servicing is to be informed whenever power is required during servicing. Prior to switching power 'ON' the respective external supplies are to be trimmed to their correct voltages by an Authorized tradesman. Functional tests, with the exception of Firewire Control Units Type D3000, are not to be carried out using the aircraft internal power supplies.

24. Defective Items. Items which require repair are to be noted and the NCO IC Aircraft Servicing is to be informed.

25. Protection of Aircraft Finish. Clean wing mats are to be used at all times and all precautions taken to protect and preserve the finish on all surfaces.

26. Plugs and Sockets - Lubrication. Grease, XG-250(NATO S-736) (4B/2248408) is the only lubricant to be used on threads of plugs and sockets. Under no circumstances is any lubricant to be applied to the pins or insert.

27. Earth Point - Servicing. When an electrical circuit malfunction is attributed to faulty earth connection, the examination, treatment and testing is to be carried out in accordance with SP 468.

28. Hood Jettison System. In the event of inadvertent or emergency jettison of the hood the pipelines are to be removed and destroyed, and the component parts ie Jacks and hood jettison and time delay firing unit are to be returned to Maintenance Unit for servicing and a complete new system fitted to the aircraft.

29. Pitot/Static System.

- a. Whenever an existing union, using nut AGS/838/4 (28F/5108) and washer AGS/838/5 (28F/5109) is broken, it is to be reassembled, using nut and bush assembly AGS/838/13 (28F/1037653).
- b. Union nut and bush assembly AGS/838/13 may only be reused if the rubber seal is firmly held in the union nut and the nut and bush assembly is a close but free push fit on the tube.
- c. Deleted by AL 9.

d. Whenever drain traps are checked for moisture a leak check is to be carried out in accordance with 100B-01 Order 4924.

If moisture is found in any pitot, static or stall warning drain traps the trade Supervisor is to be informed and he is to arrange for the disconnection of all relevant instruments. The system is to be blown through with warm air and instruments reconnected before carrying out a sense and leak test. Pipeline markings are to be renewed as necessary.

30. Circuit Tests. Where applicable, all circuits affected by the disconnection of plug connections are to be functionally tested after plugs have been refitted.

31. Pressurization. When replacing pressurized units on aircraft fitted with remote pressurization hoses, ensure unit schraeder valve core is depressed when hose is refitted to unit, by checking pressure measured at remote pressurization point corresponds to that at unit.

32. Effects of Paint Remover. Paint remover 33B/9429260, 33B/2201083, 33B/2201085 and 33B/2201086 have a detrimental effect on sleeves Type D2961 (5CZ/6356) and D2705 (5CZ/6362) used in the supporting clips for firewire detection system, therefore:

- a. Firewire elements are to be removed prior to the application of paint remover.
- b. If element removal is not practicable the sleeves Type D3961 and D2765 (Red or White) are to be replaced by sleeves Type D3893 (5CZ/7597) (Black) after the paint removal operation.

33. Electrical Panels and Junction Boxes. Before removal and fitment of electrical panels and junction box covers, power is to be switched 'OFF' to prevent possible short circuits occurring.

34. Servicing Procedures. The Servicing Procedures are called up by the work cards where they are referred to as SP's, (e.g. SP24) and as such are mandatory.

35. Air Intakes. To minimise the possibility of damage to engines by the ingestion of foreign objects, a 'loose article check' is to be carried out to engine air intakes:

- a. After any servicing operation in vicinity of air intakes.
- b. At the latest opportunity prior to engine running, for whatever purpose.

36. Electrolyte Spillage - Aircraft Structure. The contamination of aircraft structures by either Alkaline in Sulphuric Acid Electrolyte spillage is to be dealt with in accordance with the procedures laid down in AP119A-0200-1C.

43. Tell-tale/Restraint Wire. Defined as the use of wire to act as tell-tale and restraint. The wire in this case is to be fitted in the same way as for restraint wire.

44. Ejection Seat Harness Restraint Apron. When notified by the pilot that the aircraft is to fly with an unoccupied ejection seat a harness restraint apron is to be fitted as detailed in AP101B-1300-5A3A, SP65. The harness restraint apron is to be removed after flight as detailed in SP66.

45. Deleted by AL 19.

46. Diaphragms at Frames 14 and 15. To gain access to the equipment bay between frames 14 and 15 diaphragms D235535 Port and D235536 Stbd have to be removed. Tradesmen are to ensure that these diaphragms are refitted as failure to do so may result in distortion and damage to frame 14.

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37. Torque Loading. A predetermined torque load is applied to nuts, bolts, set screws, unions etc to provide optimum security and prevent oversteering. Failure to apply correct load may result in an inadequate clamping load or damage to threads. Either condition may not be obvious but may cause failure in service. Only approved torque wrenches and extension pieces are to be used. The setting of a wrench (and where extension pieces are used, the complete assembly) is to be checked immediately before use. Threads are to be lightly lubricated with the appropriate lubricant unless otherwise stated. The applied load will be incorrect if the wrench is handled improperly.

38. Torque Load Checking. When a check of torque loading is required, nuts are to be loosened by 1/4 turn and retightened to the specified torque loading individually; not more than one nut is to be loose at any time.

39. Deleted by AL 9.

40. Fuses in Three Phase Circuits. Whenever a fuse in a three phase circuit ruptures, the fuses in all three phases are to be replaced during rectification of defects.

41. Restraint Wire. Defined as a specified wire fitted to a control or switch which by virtue of its tensile strength will; prevent inadvertent operation of that control or switch, but will break during normal deliberate operation of that control or switch. Normally enamelled copper wire between 0.355mm diameter and 0.71mm diameter is to be used for restraint purposes. The diameter will vary depending upon the size and geometry of the control or switch concerned. Restraint wire is to be fitted in accordance with the appropriate diagram.

42. Tell-Tale Wire. Defined as a specified wire fitted to a control or switch to indicate that the control or switch has been operated, even though it may subsequently have been returned to its original position. Tell-tale wire should not restrict operation of the control or switch. Normally enamelled copper wire 0.355mm diameter is to be used for tell-tale purposes, and by its method of attachment, should unravel rather than break during operation of the control or switch. Tell-tale wire is to be fitted in accordance with the appropriate diagram. An example of a tell-tale fitting is shown at Fig 1.

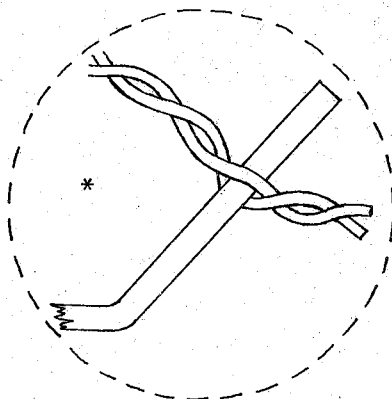
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WIRE SPECIFICATION
0.355mm DIA
ENAMELLED COPPER
REF No 5E/5253563

DETAIL A



* A MAXIMUM OF TWO TWISTS IS TO
BE USED SO THAT AFTER OPERATION
OF THE LEVER THE WIRE REMAINS
ATTACHED TO THE LEVER THUS
AVOIDING A LOOSE ARTICLE HAZARD

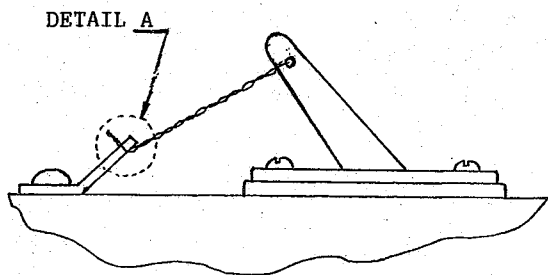


FIG 1 FITTING OF TELL-TALE WIRE

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1. Recuperator. Prior to lowering aircraft the Hydraulic system is to be pressurized to 2250 lbf/in² using hand pump and the recuperator valves are to be screwed out. When the weight of the aircraft is on the shock absorbers, the recuperator valves are to be screwed in and locked.

2. Hydraulic Systems. Ensure when fitting bleed clamps to pressure relay valves that they are fitted in the correct position and are not overtightened.

3. Undercarriage Adjustments - Settling in Checks. After disturbance of the Undercarriage system a 'settling in' phenomenon occurs during which the lock settings may change. Hence, following disturbance of any component associated with undercarriage adjustments or operation and especially after reported malfunction of the undercarriage, 'Settling in Checks' are to be carried out IAW SP 135 to ensure that the lock settings are still safe.

Para 4 is applicable only to Mark 7, 7A and 8B aircraft.

4. Windscreen Wipers. Before operating windscreen wipers the windscreen is to be adequately lubricated with water and this lubrication is to be maintained during operation.

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1. Deleted by AL 9.

2. Survival Equipment. Any fault found during examination of parachute and liferaft assembly or safety harness is to be rectified by a Survival Equipment tradesmen.

3. Oxygen Pipelines. The Airframe tradesman is to be informed whenever the low pressure oxygen hose is disconnected.

4. Low Pressure Oxygen Hose. Personnel are to ensure that when an ejection seat is raised to its highest position, the tension on the low pressure hose is insufficient to break the quick disconnect coupling.

5. Weapons Systems. Aircraft weapons systems are not to be loaded until all functional checks have been completed by other trades.

6. Aircraft Armed Notices. Whenever weapons systems are loaded or being loaded or unloaded Aircraft Armed Notices are to be displayed.

7. Renewal of Expired Cartridges. When expired cartridges are replaced full details, including renewal dates, of the replacement cartridges are to be entered in F700.

8. ERU Lowering. During lowering of the ERU care is to be taken to ensure no undue tension is placed on the supply leads.

9. Pipelines Cables and Components. Tradesmen are to ensure that identification markings on all weapon system pipelines, cables and components etc, in areas serviced are legible.

10. Emergency Oxygen Bottle (Type 4HA Seats). Whenever it is required to replace the emergency oxygen bottle on Type 4HA seats it is essential that the seat pan be moved to its lowest position before commencing operations and raised to its highest position immediately work is completed.

11. Armed Ejector Release Units (ERU's). All ERU installations bearing the Red triangle are to be treated as armed until proved otherwise.

12. Setting of Pylon Practice/Normal Switch(s). The setting of the pylon Practice/Normal Switch(s) varies according to the mark of aircraft. The following table details the position to which the Practice/Normal Switch(s) are to be set and where appropriate, locked with wire 0.711mm (22 SWG) Chromium Nickel (30A/9437135).

Mark of Aircraft	Store Loaded		Practice/Normal Switch Setting	
	Inboard Pylon	Outboard Pylon	Inboard Pylon	Outboard Pylon
ALL	Fuel tank	All stores except Fuel tank	Wire locked in 'Practice' position	No switch fitted
	Fuel tank	Fuel tank	Normal, not wire locked	No switch fitted

WEAPONS

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13. CBL5 - Fitting of Cartridge Holder to ERU No. 22

Personnel are to ensure that on completion of torque loading of the cartridge holder to the breech, the square drive flange of the cartridge holder is flush with or slightly below the skin of CBL5 at the top of the breech access hold.

▶ 14. Aircraft Final Arming. The setting of safety devices to the live condition to allow an initially armed aircraft to enter the finally armed state is to be effected.

a. In accordance with the procedures in AP101B-1300-5A6 or AP101B-1300-5B1.

b. Shortly before handover of the aircraft to the aircraft captain or as otherwise authorised by OC Eng Wg. Entry of an initially armed aircraft into the finally armed state is to be certified on the final arming certificate in the MOD Form 705 for the aircraft. The setting of further safety devices to the live condition to allow a finally armed aircraft to enter the combat armed state is the responsibility of the aircraft captain. When engineering tradesmen are required to assist in this process, their actions are to be controlled by the appropriate aircrew member and are to be in accordance with an authorised aircrew drill.

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1. Inverter Blast Cooling Plates. When blast cooling is installed, cooling cover plates fitted to Type 200, 201A or 201B inverters are to be removed before ground running and refitted when ground running has been completed. When blast cooling is not installed cooling cover plates to these inverters are to be removed.
2. Lead Acid Batteries.
 - a. When removing lead acid batteries, the negative cable lead is to be disconnected first.
 - b. When fitting batteries, the positive cable lead is to be connected first.
 - c. When one battery in a bank of series connected batteries requires replacing due to its low state of charge all the batteries in the set are to be replaced with fully charged batteries.
 - d. SLAB and Varley type 'J' batteries are not to be mixed on the same aircraft.
3. Firewire Element System.
 - a. To prevent spurious fire warnings it is essential that connector and element end fittings are kept moisture free at all times. Care is also to be taken to ensure dryness in the working area when those systems are being serviced or refitted.
 - b. Should element end fittings or connections require to be cleaned the following procedure is to be carried out:-
 - (1) If the contaminating particles appear to be loose and dry and show no signs of oily deposits they are to be removed with a dry soft haired brush ensuring no brush hairs remain in the fittings/connectors.
 - (2) If oily deposits are present, brush out affected end fittings or connectors with Ardrox 9PR551(33C/2241603) (no other cleaning solvent is to be used) and allow to dry out for a minimum of 10 minutes. If dry bottled air or nitrogen is available this should be used for a minimum of 30 seconds. Any items showing signs of corrosion are to be replaced. Throughout the above cleaning operations it is essential that both ends of a connector be removed, and that the amount of cleaning solvent used be kept to a minimum to lessen the risk of trapped solvent.
 - (3) An insulation test at 250 Volts should be carried out after cleaning. The insulation resistance of individual components is to be a minimum of 20 megohm. When connected and installed, the insulation resistance of the system is to be 1 megohm minimum.

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c. Whenever couplings or connections are broken it is essential that protective caps are fitted immediately to prevent ingress of moisture (5CZ/1039472 for element end fittings and 5CZ/1039471 for bulkhead fittings and coupling units).

d. Grease is not to be used on gland nuts.

e. When a firewire element is replaced or disconnected a new copper 'S' washer (5CZ/7001751) is to be fitted.

f. Gland nuts are to be tightened using Richmond torque wrench 1C/1202793 set to 10.17 PLUS OR MINUS 1.13Nm (90 PLUS OR MINUS 10 lbf in.) with appropriate adaptors (1L/2247288) and wire locked using 0.8mm (0.0315 in.) Chromium Nickel wire (30A/6363057).

g. Except at clipping points, elements are to have at least a 7mm (1/4 in.) clearance from adjacent surfaces throughout their length.

h. Whenever firewire is disconnected, on reconnection the following tests are to be carried out:-

(1) An insulation resistance test of complete element installation, minimum permissible resistance 1 megohm.

Note: Application of resistance tester is to be limited to a maximum of 5 seconds.

(2) Continuity of the system is to be proved by using the 'press to test' facility.

j. Firewire elements that have been exposed to fire must be renewed.

4. Control Unit (Firewire) Type D3000 (5CZ/6245). This unit is designed to withstand a ripple of 5 per cent maximum on a nominal 28 volt d.c. supply. In order to prevent damage to the control unit, tests on this system are to be carried out using internal batteries.

5. External Power Supplies.

a. Before connection to the aircraft ground supply sockets, particular attention is to be paid to the condition of the negative pin on the trolley/aircraft connection.

b. Before connecting external power supplies check for correct voltage and frequency.

6. Cables and Cable Looms Identification. Tradesmen are to ensure that identification markings on all aircraft armament electrical systems in areas serviced are legible.

Para 7 is applicable only to Mk7A and 8B aircraft.

7. Master Reference Gyro. Whenever the MRG is switched off a period of at least 2 minutes is to elapse before switching on.

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8. Electrical Actuators and Servicing. Prior to fitment of an actuator to an aircraft, the associated linkages are to be checked for freedom of movement. After fitment, current consumption checks are to be carried out and are not to exceed values quoted in AP113E for the type of actuator concerned. Actuators in general are short rated and following two completed cycles on the ground, must be switched off and allowed to cool.

Para 9 is applicable only to Mark 7A and 8B aircraft.

9. Air Data System

- a. Rate of change of airspeed is not to be in excess of 300 knots/min.
- b. Should continuous rotation of the height display occur when the power is set to 'ON' switch off immediately and investigate the cause of defect.
- c. During checks of the pitot/static system on no account is the power to be set to 'OFF'.
- d. When check calibrating in situ, great care is to be taken when operating the control valves of either the Mk 3 or 4 pitot/static test sets, otherwise damage to the transducers will result.
- e. Any adjustment to the height display zero adjuster is to be followed by a check calibration of the system (in situ).
- f. Positive static pressures in excess of 1050 millibars are not to be applied to the system.
- g. Negative static pressures in excess of 28 millibars (8000 ft) are not to be applied to the system.
- h. Static pressures are not to be changed at rates in excess of 1500 ft/min.
- j. At no time is the differential pressure between the pitot/static pipelines to be greater than 1240 millibars (750 knots).
- k. Derangement of the P-S transducer will result if the pitot pressure is allowed to fall below the static pressure by 30 millibars.
- l. If during height checks of the system, hunting is experienced, then a constant airspeed of 80 to 100 knots is to be applied to the P-S transducer, during the checks.
- m. If the Air Data System is incomplete in the aircraft at any time during servicing, then the plug to ADI on the air data computer is to be disconnected until the system is complete.

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PROFUSION

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1. Engine Blanks and Covers. Blanks and covers are to be fitted except when removal is necessary for servicing operations or for flying.
2. Water/Sediment Check. Whenever water/sediment is revealed during water/sediment checks on fuel systems the fact is to be reported to the NCO IC Servicing before samples are taken from any of the remaining water/sediment drain points.
3. Engine Shut Down. Whenever possible at engine shut down, tradesmen are to note engine run down time. If this is abnormally short, ensure by hand turning that compressor and turbine are free from rubbing, and examine turbine blades and nozzle guide vanes for impact damage.
4. Engine Starter Breeches. Breeches are to be unloaded before any work, except Flight Servicing and Replenishment, is commenced on an aircraft in a hangar.
5. FRS Fuel Pipe Connectors.
 - a. Whenever a fuel pipe fitted with FRS pipe connectors is disturbed, the integrity of the connectors at each end of the pipe becomes suspect and these connectors are to be dismantled and reassembled with new seals.
 - b. During servicing of FRS connectors, the pipe ends are to be examined for ovality, dents and scores; burrs and sharp edges removed and the pipe ends polished using metal polish. Threads of connector inner and outer sleeves are to be lubricated using colloidal graphite (ZX-30).
 - c. When assembling a coupling, the pipes are to be positioned so that no more than 1/16 in. lateral displacement exists between them and gap between pipe ends is to be Maximum 0.125in, Minimum 0.060in plus 0.010 in minus Nil. In this configuration the seal is to be seated, dry, upon the pipe swages, split collars and retaining rings fitted, and the inner sleeve eased over the assembly. To facilitate this action only, the external surface of the seal is to be lubricated with fuel or, sparingly, with PX7. The inner sleeve is subsequently to be held stationary and the outer sleeve screwed on to it by hand. Final tightening of one quarter turn plus that necessary to fully engage the locking circlip is to be carried out using the appropriate size FRS 58 spanner. After final tightening, a maximum of two threads are to be visible to the base of the castellations of the outer sleeve.

6. Manacle Clamps. Whenever a clamp is removed, for any reason, it is to be subjected to a close visual examination for signs of fretting and to a dye penetrant crack test of the inner face of flash line.

7. Misuse of Molybdenum Disulphide Lubricant.

Molybdenum disulphide lubricants breakdown at a temperature above 300 degrees C. (572 degrees F) releasing Sulphate which can induce stress corrosion and failure of engine parts so lubricated. The use of molybdenum disulphide is to be strictly limited to those applications specified in the servicing manual.

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Paras 1 and 2 are applicable only to Mk 7A and 8B aircraft.

1. Air Data System

- a. Rate of change of airspeed is not to be in excess of 300 knots/min.
- b. Should continuous rotation of the height display occur when the power is set to 'ON', switch off immediately and investigate the cause of defect.
- c. During checks of the pitot/static system on no account is the power to be set to 'OFF'.
- d. When check calibrating in situ, great care is to be taken when operating the control valves of either the Mk 3 or 4 pitot/static test sets, otherwise damage to the transducer will result.
- e. Any adjustment to the height display zero adjuster is to be followed by a check calibration of the system (In situ).
- f. Positive static pressures in excess of 1050 millibars are not to be applied to the system.
- g. Negative static pressures in excess of 28 millibars (8000 ft) are not to be applied to the system.
- h. Static pressures are not to be changed at rates in excess of 1500 ft/min.
- j. At no time is the differential pressure between the pitot/static pipelines to be greater than 1240 millibars (750 knots).
- k. Derangement of the P-S transducer will result if the pitot pressure is allowed to fall below the static pressure by 30 millibars.
- l. If during height checks of the system, hunting is experienced, then a constant airspeed of 80 to 100 knots is to be applied to the P-S transducer, during the checks.
- m. If the Air Data System is incomplete in the aircraft at any time during servicing, then the plug to ADI on the air data computer is to be disconnected until the system is complete.
- n. Whenever fitting a static transducer, check by feel the transducer locating spigots have entered and protrude through the locating bushes at the rear of the mounting tray.

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Continued overleaf

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p. Whenever fitting a pitot/static transducer, check by observing from the side that the transducer locating spigots have entered and protrude through the locating bushes at the rear of the mounting tray.

2. Master Reference Gyro. Whenever the MRG is switched off a period of at least 2 minutes is to be elapse before switching on.

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1. Mountings and Trays. Mountings and Trays are to be examined whenever the equipment they support is removed.
2. Airborne Radio Installations. Airborne radio installations are to be given a full functional check whenever any part of the equipment or installation has been electrically disturbed.
3. Rebecca Mk 8. The TR 8193 and CU 8197 are to be serviced and installed as a matched set.
4. IFF/SSR.
 - a. When the Test Set CRM 544 is operated from a 115 Volts a.c. supply, the Green core of the power supply cable is to be earthed.
 - b. Before installation the CU 16929 is to be fitted with panel illumination filters of correct colour for aircraft.
5. Tacan. The ventilating grille on the base of RT220C is to mechanically weak and any distortion of it causes serious damage to the fan assembly. Particular care is to be taken when the RT220C is being handled.
6. IFF(SSR). Before switching on the IFF(SSR) installation, ensure aerial(s) (or a matched load) are correctly connected to the aerial switching unit, otherwise failure of the internal switching diode may result.
7. Airborne Radio Installation Transmitters. This Servicing Note is additional to any microwave radiation hazard warning notices that may apply to this aircraft. Airborne Radio Installation Transmitters are not to be operated when:
 - a. Personnel are working within 1.8m (6 ft) of the aerial concerned.
 - b. Refuelling operations are in progress on, or within 15.2m (50ft) of the aircraft.
 - c. HF equipments (2-30MHz) are within the confines of a hangar.

Personnel, when about to operate Airborne Radio Installations are to indicate clearly to personnel working on the aircraft which aerial will be used, and warned not to approach within 1.8m (6 ft) of the aerial.

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1. Mountings and Trays. Mountings and trays are to be examined whenever the equipment they support is removed.
 2. Airborne Radio Installations. Airborne radio installations are to be given a full functional check whenever any part of the equipment or installation has been electrically disturbed.
 3. UHF Pressurization.
 - a. Care is to be taken to ensure that units are not pressurized in excess of 5 lbf/in².
 - b. 5 lbf/in² at ground level is equal to 20 lbf/in² at approx 60000 ft therefore excess pressure at ground level will lead to a corresponding increase at altitude and subsequent risk of explosion.
 4. UHF TR. Ensure power is off before 42 way connector is connected to or disconnected from J1401 on TR front panel.
 5. TS 15077. Under conditions of radio silence the aircraft aeriels are not to be connected to TS 15077 during functional test.
 6. Standby UHF. (Post Mod 1226 aircraft) When standby UHF TR Type M4 or M6 is removed. Filter unit 10P/9700362 is to remain with the aircraft and be fitted to the replacement TR.
 7. Airborne Radio Installation Transmitters. This Servicing Note is additional to any microwave radiation hazard warning notices that may apply to this aircraft. Airborne Radio Installation Transmitters are not to be operated when:
 - a. Personnel are working within 1.8m(6ft) of the aerial concerned.
 - b. Refuelling operations are in progress on, or within 15.2m (50ft) of the aircraft.
 - c. HF equipments (2 - 30 MHz) are within the confines of a hangar.
- Personnel, when about to operate Airborne Radio Installations are to indicate clearly to personnel working on the aircraft which aerial will be used, and warned not to approach within 1.8m (6ft) of that aerial.

PF 144/144A

SMS/80/242/33ASTC

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