

AIRFRAME

SERVICING PROCEDURES  
FUNCTIONAL CHECKS AND TESTS

AP101B-1300-5A3B

HUNTER ALL MARKS

Sect 2

AMENDED TO INCLUDE MK 9 AIRCRAFT

Chap 1

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Amended to include Mk 9 content. <u>AILERON AND ELEVATOR - TESTS</u>								Aircraft Ser No: Date:				
SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK DETAILED ON THIS CARD								TRADESMAN		Brief Details of Suspected Defect and SNOW When Applicable	SUPERVISOR	
								MAN HRS 1	INITS & TDM 2		MAN HRS 4	INITS & TDM 5
TRADE A/F Elect	M/HRS	TRADE	M/HRS	ASSOCIATED PROCEDURE CARDS								
<u>Special Tools and Equipment:</u> Spring Balance, 1A/4390.												
BLOCK 1 ELECTRICAL 1. <u>Preparation</u> 1.1 External electrical power supply. (i) Connect. (ii) Switch on.												
BLOCK 2 AIRFRAME 2. <u>Preparation</u> 2.1 Aircraft. Raise on jacks. 2.2 Aileron and elevator selector switches. Set to 'POWER ON'. 2.3 Control column. Operate several times to exhaust hydraulic accumulator pressure. 2.4 Aileron and elevator selector switches. Set to 'POWER OFF'. 2.5 Aileron accumulator. Replenish with air. (Pre-Mod 690,- 1575 lbf/in2, Post Mod 690,- 900 lbf/in2.)												

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MAN HRS 1	INITS & TDM 2		MAN HRS 4	INITS & TDM 5
BLOCK 1 AIRFRAME				
2. <u>Preparation</u> cont.				
2.6 Elevator accumulator. Replenish with air (1575 lbf/in2).				
2.7 Hydraulic reservoir. Replenish. (5A2 Sect 2).				
2.8 Ground test connection blanking caps. Remove.				
2.9 Hydraulic servicing trolley. Connect.				
2.10 Undercarriage ground safety locks. Remove.				
BLOCK 2 AIRFRAME				
3. <u>Stability Test</u>				
3.1 Hydraulic servicing trolley. Start.				
3.2 Aileron and elevator selector switches. Set to 'POWER ON'.				
3.3 Control column. (i) Hit hard over in all directions. (ii) Ensure returns smoothly to neutral with no tendency to travel through its full range. NOTE: Instability is indicated if aircraft vibrates.				

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3. Stability Test cont.

Sub-item 3.4 is applicable only if controls are unstable.

3.4 Aileron and elevator  
hydroboosters.

Adjust as necessary.

3.5 Aileron and elevator  
selector switches.

Set to 'POWER OFF'.

BLOCK 2

AIRFRAME

4. Static Friction Check - Preparation

Sub-item 4.1 is to be carried out in conjunction with Sub-item 4.2.

4.1 Aileron selector switch.

Operate several times.

4.2 Aileron two position  
jack.

Ensure movement is full and free.

4.3 Hydraulic servicing  
trolley.

Stop.

4.4 Elevator feel unit.

Disconnect at forward end.

4.5 Aileron and elevator  
selector switches.

Ensure set to 'POWER OFF'.

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MAN  
HRS  
4

INITS  
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BLOCK 1

AIRFRAME

5. Static Friction Check - Manual

Sub-item 5.1 is applicable only to Mk6, 6A and 9 aircraft.

- 5.1 Top of control column                      Attach spring balance, 1A/4390.  
handgrip.

Sub-item 5.2 is applicable only to Mk7, 7A and 8B aircraft.

- 5.2 Top of Port control                      Attach spring balance, 1A/4390.  
column handgrip.

- 5.3 Aileron control.                      Check load required to move control  
column from neutral does not exceed 9 lb  
in either direction.

- 5.4 Elevator control.                      (i) Check load required to move control  
column from neutral rearwards does  
not exceed 7 lb.  
(ii) Check load required to move control  
column from neutral forwards does  
not exceed 9 lb.

Sub-items 5.5 and 5.6 are applicable only to Mk7, 7A and 8B aircraft.

- 5.5 Spring balance.                      (i) Remove from Port column.  
(ii) Fit to Starboard column.

- 5.6 Controls.                      Repeat Sub-items 5.3 and 5.4.

- 5.7 Spring balance.                      Remove.

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& TDM  
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HRS  
4

INITS  
& TDM  
5

BLOCK 1

AIRFRAME

6. Static Friction Check - Power

6.1 Hydraulic servicing trolley. Start.

6.2 Aileron selector switch. Set to 'POWER ON'.

6.3 Ailerons. Ensure cannot be moved by hand when control column held neutral.

6.4 Elevator selector switch. Set to 'POWER ON'.

6.5 Elevators. Ensure cannot be moved by hand when control column held neutral.

Sub-item 6.6 is applicable only to Mk6, 6A and 9 aircraft.

6.6 Top of control column handgrip. Attach spring balance. (1A/4390).

Sub-item 6.7 is applicable only to Mk7, 7A and 8B aircraft.

6.7 Top of Port control column handgrip. Attach spring balance. (1A/4390).

6.8 Aileron controls. Check load required to move control column in either direction does not exceed 3 lb.

6.9 Elevator controls. Check load required to move control column in either direction does not exceed 2 lb.

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BLOCK 1

AIRFRAME

6. Static Friction Check - Power cont.

Sub-items 6.10 and 6.11 are applicable only to Mk7, 7A and 8B aircraft.

6.10 Spring balance.

- (i) Remove from Port column.
- (ii) Fit to Starboard column.

6.11 Controls.

Repeat Sub-items 6.8 and 6.9.

6.12 External electrical power  
supply.

Switch off.

6.13 Aileron controls.

6.14 Elevator controls.

} Ensure remain in power.

6.15 External electrical power  
supply.

Switch on.

6.16 Spring balance.

Remove.

Block 2

AIRFRAME

7. Power Controls - Emergency Test.

7.1 Hydraulic servicing trolley.

Stop.

Sub-items 7.2 and 7.3 are to be carried out concurrently.

7.2 Main system hydraulic  
pressure.

Dissipate by selecting flaps.

7.3 Hydraulic failure warning  
lamp.

Ensure lit when hydraulic pressure falls  
to 600 PLUS OR MINUS 50 lbf/in2.

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2

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MAN  
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BLOCK 1

AIRFRAME

7. Power Controls - Emergency Test cont.

7.4 Aileron controls. Check after 1 minute not less than  $2\frac{1}{2}$  cycles are available before reverting to manual.

7.5 Elevator controls. Check after 1 minute not less than  $1\frac{1}{4}$  cycles are available before reverting to manual.

BLOCK 2

AIRFRAME

8. Power Controls - Pressure Check

8.1 Hydraulic servicing trolley. Start.

Sub-item 8.2 is applicable only to Mk6, 6A and 9 aircraft.

8.2 Top of control column. Attach spring balance.

Sub-item 8.3 is applicable only to Mk7, 7A and Mk 8B aircraft.

8.3 Top of Port control column Attach spring balance.  
handgrip.

8.4 Aileron and elevator selector switches. Ensure left in 'POWER ON' position for 5 minutes.

Sub-item 8.5 is applicable only to Mk6, 6A and 9 aircraft and is not to be commenced until the time specified at Sub-item 8.4 has elapsed.

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HRS  
1

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2

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HRS  
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INITS  
& TDM  
5



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BLOCK 1 AIRFRAME										
8. <u>Power Controls - Pressure Check</u> cont.										
8.5 Control column. Check load required to move from neutral does not exceed 6 lb in any direction.  Sub-item 8.6 is applicable only to Mk7, 7A and 8B aircraft and is not to be commenced until the time specified at Sub-item 8.4 has elapsed.										
8.6 Port control column. Check load required to move from neutral does not exceed 6 lb in any direction.										
8.7 Spring balance. Remove.										
8.8 Elevator feel unit. Reconnect.										
BLOCK 2 AIRFRAME										
9. <u>Power Controls - Pressure Check</u>										
NB 1 Control column movement detailed in Sub-item 9.1 is to be maintained throughout Sub-items 9.2 and 9.4 to 9.6 inclusive.										
NB 2 During this item hydraulic system pressure is not to fall below 1200 lbf/in2.										
9.1 Control column. Move at rate of 1 stir every 2 seconds.										
9.2 Undercarriage selector. (i) Set to 'UP'. (ii) Set to 'DOWN'.										
9.3 Flaps. Ensure down.										



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BLOCK 1 ELECTRICAL

11. Completion

- 11.1 External electrical power supply. (i) Switch off.  
(ii) Disconnect.

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SUPERVISOR

MAN  
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INITIALS  
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2

MAN  
HRS  
4  
INITIALS  
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5

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TRADE A/F	M/HRS	TRADE Elect	M/HRS	ASSOCIATED PROCEDURE CARDS									
<u>Special Tools and Equipment:</u> Nil.													
NB During this Procedure Position Indicator is to be checked for correct operation.													
BLOCK 1                      AIRFRAME  1. <u>Preparation</u> 1.1   Aircraft.                      (i)   Raise on jacks. (ii)   Place in rigging position.													
BLOCK 2                      ELECTRICAL  2. <u>Preparation</u> 2.1   External electrical             (i)   Connect. power supply.               (ii)   Switch on.													

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FLYING TAILPLANE - RANGE OF MOVEMENT CHECK

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BLOCK 1

AIRFRAME

Item 3 is applicable only to Mk6, 6A and 9 aircraft.

3. Testing

3.1 Tailplane.

Ensure operative in both main and  
standby circuits.

3.2 Tailplane main control  
switch.

Set to 'ON'.

3.3 Control column.

Move rearwards.

3.4 Tailplane.

Ensure incidence decreases.

3.5 Control column.

Move forward.

3.6 Tailplane.

(i) Ensure incidence increases.  
(ii) Set neutral.

3.7 Desynn indicator.

Ensure registering 'NEUTRAL'.

BLOCK 2

AIRFRAME

Item 4 is applicable only to Mk7, 7A and 8B aircraft.

4. Testing

4.1 Tailplane.

Ensure operates from Pupil's and  
Instructor's and standby switches.

4.2 Pupil's and Instructor's  
switches.

Operate in opposing senses.

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4. Testing cont.

4.3 Tailplane.

Ensure operates in sense selected by  
Instructors switch.

4.4 Tailplane cut-out.

Trip.

4.5 Main circuit.

Ensure inoperative.

4.6 Tailplane cut-out.

Reset.

4.7 Tailplane main control  
switch.

Set to 'ON'.

4.8 Control column.

Move rearwards.

4.9 Tailplane.

Ensure incidence decreases.

4.10 Control column.

Move forward.

4.11 Tailplane.

(i) Ensure incidence increases.  
(ii) Set to neutral.

4.12 Desynn indicator.

Ensure registering 'NEUTRAL'.

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						MAN HRS 1	INITS & TDM 2			MAN HRS 4	INITS & TDM 5
BLOCK 1 . AIRFRAME											
5. <u>Flying Tail Trim Check</u>											
5.1 Tailplane. Trim zero with control column free.											
5.2 Elevator power switch. Switch 'ON'.											
5.3 Control column. Move fully forward and fully aft, at the same time trimming in reverse of tailplane movement and ensure trim overrides follow up of tailplane.											
5.4 Elevator power switch. Switch off.											
5.5 Main trim switch. Operate to return tailplane to zero.											
5.6 Elevator power switch. Switch 'ON'.											
5.7 Control column. Move forward and aft and while still moving raise standby trim cover and ensure tailplane stops moving.											
5.8 Standby trim. (i) Set tailplane one degree from zero. (ii) Check operation of standby trim by lowering cover (tailplane is to return to near zero with control column free). Note: Approximately two small divisions or less from zero on gauge.											

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6. Tailplane Incidence Check

During Sub-item 6.1 control column is to be allowed to move without any manual assistance.

6.1 Trim switch.

Operate until a fully positive tailplane incidence is obtained.

Sub-item 6.2 is applicable only to Mk7, 7A and 8B aircraft.

6.2 Tailplane.

Check incidence is between 2 degrees 24 minutes and 2 degrees 36 minutes.

Sub-item 6.3 is applicable only to Mk6, 6A and 9 aircraft Post Mod 841.

6.3 Tailplane.

Check incidence is between 3 degrees 10 minutes and 3 degrees 22 minutes.

Sub-item 6.4 is applicable only if fully positive incidence is not obtained in Sub-item 6.2 or 6.3.

6.4 Spring unit.

Shorten as necessary.

6.5 Trim switch.

Release.

6.6 Tailplane.

Ensure remains in fully positive position.

6.7 Control column.

Move rearwards slowly.

6.8 Tailplane actuator.

Ensure retraction commences before elevator angle reaches between plus 2 degrees and plus 3 degrees relative to tailplane.

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6. Tailplane Incidence Check cont.

Sub-item 6.9 is only applicable if elevator angle exceeds the limits detailed in Sub-item 6.8 before actuator retraction commences.

6.9 Spring unit. Lengthen as necessary.

In Sub-item 6.10 the control is to be allowed to move without any manual assistance.

6.10 Trim switch. Operate until a fully negative tailplane incidence is obtained.

Sub-item 6.11 is applicable only to Mk7, 7A and 8B aircraft.

6.11 Tailplane. Check negative incidence of between 2 degrees 47 minutes and 2 degrees 59 minutes is obtained.

Sub-item 6.12 is applicable only to Mk6, 6A and 9 aircraft Post Mod 841.

6.12 Tailplane. Check negative incidence of between 2 degrees 1 minute and 2 degrees 13 minutes is obtained.

Sub-items 6.13 to 6.16 inclusive are applicable only if fully negative incidence is not obtained in Sub-items 6.11 or 6.12.

6.13 Spring unit. Lengthen, ensuring positive incidence is kept within limits.

6.14 Trim switch. Release.

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BLOCK 1 AIRFRAME										
6. <u>Tailplane Incidence Check</u> cont.										
6.15 Tailplane. Ensure remains in fully negative position.										
6.16 Spring unit locknut. (i) Tighten. (ii) Lock.										
6.17 Tailplane main control switch. Set to 'OFF'.										
BLOCK 2 AIRFRAME										
7. <u>Range of Movement Check</u>										
During Sub-item 7.1 control column is to be maintained neutral.										
7.1 Trim switch. Set to 'NOSE DOWN'.										
Sub-item 7.2 is applicable only to Mk7, 7A and 8B aircraft and Mk 6 aircraft Pre Mod 841.										
7.2 Tailplane. Check upward movement is between 1.43 and 1.55 in.										
Sub-item 7.3 is applicable only to Mk6, 6A and 9 aircraft Post Mod 841.										
7.3 Tailplane. Check upward movement is between 1.88 and 2 in.										
During Sub-item 7.4 control column is to be maintained neutral.										
7.4 Trim switch. Set to 'NOSE UP'.										

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7. Range of Movement Check cont.

Sub-item 7.5 is applicable only to Mk7, 7A and 8B aircraft and Mk6 aircraft Pre Mod 841.

7.5 Tailplane.

Check downward movement is between 1.66 and 1.78 in.

Sub-item 7.6 is applicable only to Mk6, 6A and 9 aircraft Post Mod 841.

7.6 Tailplane.

Check downward movement is between 1.21 and 1.33 in.

BLOCK 2

AIRFRAME

8. Angular Movement Check

NB Sub-items 8.1 to 8.6 inclusive are to be repeated 6 times.

8.1 Tailplane main control switch.

Set to 'ON'.

8.2 Tailplane.

Check angular movement does not exceed 15 minutes.

8.3 Tailplane main control switch.

Set to 'OFF'.

During Sub-item 8.4 control column is to be allowed to move without any manual assistance.

8.4 Trim switch.

Operate to inch tailplane actuator.

TRADESMAN

Brief Details of  
Suspected Defect and  
SNOW  
When Applicable  
3

SUPERVISOR

MAN  
HRS  
1  
2

INITIALS  
& TDM  
2

MAN  
HRS  
4  
5

INITIALS  
& TDM  
5

AIRFRAME  
SP 123 (9)

SERVICING PROCEDURES  
FUNCTIONAL CHECKS AND TESTS  
HUNTER ALL MARKS

AP101B-1300-5A3B  
Sect 2  
Chap 1

SERVICING RECORD

RAF Form 2988B

Aircraft Ser No:  
Date:

FLYING TAILPLANE - RANGE OF MOVEMENT CHECK

SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK  
DETAILED ON THIS CARD

BLOCK 1

AIRFRAME

8. Angular Movement Check cont.

8.5 Tailplane main control switch. Set to 'ON'.

8.6 Tailplane. (i) Check angular movement does not exceed 15 minutes.  
(ii) Set to neutral.

BLOCK 2

AIRFRAME

9. Completion

9.1 Tailplane main control switch. )  
9.2 Elevator power switch. ) Select 'OFF'.

9.3 Elevators. (i) Raise by hand until upper switch is opened.  
(ii) Lower slowly until micro switch closes.  
(iii) Check clearance between pin and upper edge of hole in switch carrier side plate is not less than 0.015 in.

TRADESMAN

MAN  
HRS  
1

INITS  
& TDM  
2

Brief Details of  
Suspected Defect and  
SNOW  
When Applicable  
3

SUPERVISOR

MAN  
HRS  
4

INITS  
& TDM  
5

AIRFRAME  
SP 123 (10)

SERVICING PROCEDURES  
FUNCTIONAL CHECKS AND TESTS  
HUNTER ALL MARKS

AP101B-1300-5A3B  
Sect 2  
Chap 1

SERVICING RECORD

RAF Form 2988B

Aircraft Ser No:  
Date:

FLYING TAILPLANE - RANGE OF MOVEMENT CHECK

SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK  
DETAILED ON THIS CARD

BLOCK 1 ELECTRICAL

10. Completion

- 10.1 External electrical power supply. (i) Switch off.  
(ii) Disconnect.

BLOCK 2 AIRFRAME

11. Completion

- 11.1 Aircraft. Lower to ground.

TRADESMAN

Brief Details of  
Suspected Defect and  
SNOW  
When Applicable  
3

SUPERVISOR

MAN  
HRS  
1

INITS  
& TDM  
2

MAN  
HRS  
4

INITS  
& TDM  
5

AIRFRAME SP 124 (1) (1 to 9)					SERVICING PROCEDURES FUNCTIONAL CHECKS AND TESTS HUNTER ALL MARKS		AP101B-1300-5A3B Sect 2 Chap 1		SERVICING RECORD RAF Form 2988B Aircraft Ser No: Date:				
Amended to include Mk 9 content. <u>TAILPLANE - RANGE OF MOVEMENT CHECK</u>							TRADESMAN		Brief Details of Suspected Defect and SNOW When Applicable		SUPERVISOR		
SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK DETAILED ON THIS CARD							MAN HRS 1	INITS & TDM 2	3		MAN HRS 4	INITS & TDM 5	
TRADE A/F	M/HRS	TRADE Elect	M/HRS	ASSOCIATED PROCEDURE CARDS									
<u>Special Tools and Equipment:</u> Nil.													
BLOCK 1		AIRFRAME											
1. <u>Preparation</u>													
1.1 Aircraft.		(i) Raise on jacks. (ii) Place in rigging position.											
BLOCK 2		ELECTRICAL											
2. <u>Preparation</u>													
2.1 External electrical power supply.		(i) Connect. (ii) Switch on.											
BLOCK 3		AIRFRAME											
3. <u>Preparation</u>													
3.1 Elevator accumulator.		Replenish with air. (1575 lbf/in2).											
3.2 Hydraulic reservoir.		Replenish. (5A2 Sect 2).											
3.3 Ground test connection blanking caps.		Remove.											

AIRFRAME  
SP 124 (2)

SERVICING PROCEDURES  
FUNCTIONAL CHECKS AND TESTS  
HUNTER ALL MARKS

AP101B-1300-5A3B  
Sect 2  
Chap.1

SERVICING RECORD

RAF Form 2988B

Aircraft Ser No:  
Date:

TAILPLANE - RANGE OF MOVEMENT CHECK

SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK  
DETAILED ON THIS CARD

BLOCK 1

AIRFRAME

3. Preparation cont.
- 3.4 Hydraulic servicing trolley. (i) Connect.  
(ii) Start.
- 3.5 Elevator selector switch. Set to 'POWER ON'.
- 3.6 Tailplane main control switch. Set to 'ON'.

BLOCK 2

AIRFRAME

4. Test
- Sub-item 4.1 is applicable only to Mk6A and 9 aircraft.
- 4.1 Tailplane and elevator. Measure angles. (Fig 1 and Table 1).  
Sub-item 4.2 is applicable only to Mk6 aircraft.
- 4.2 Tailplane and elevators. Measure angles. (Fig 2 and Table 2).  
Sub-item 4.3 is applicable only to Mk7. 7A and 8B aircraft and is to be carried out on Port and Starboard control column Trim switches.
- 4.3 Tailplane and elevators. Measure angles. (Fig 2 and Table 2).  
During Sub-item 4.4 control column is to be moved between the elevator stops at a rate of one complete movement every  $3\frac{1}{2}$  seconds.
- 4.4 Control column. Ensure smooth operation.
- 4.5 Tailplane main control switch. Set to 'OFF'.

TRADESMAN

Brief Details of  
Suspected Defect and  
SNOW  
When Applicable  
3

SUPERVISOR

MAN  
HRS  
1

INITS  
& TDM  
2

MAN  
HRS  
4

INITS  
& TDM  
5

AIRFRAME  
SP 124 (3)

SERVICING PROCEDURES  
FUNCTIONAL CHECKS AND TESTS  
HUNTER ALL MARKS

AP101B-1300-5A3B  
Sect 2  
Chap 1

SERVICING RECORD

RAF Form 2988B

Aircraft Ser No:  
Date:

TAILPLANE - RANGE OF MOVEMENT CHECK

SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK  
DETAILED ON THIS CARD

BLOCK 1

AIRFRAME

4. Test cont.

During Sub-item 4.6 cotrol column is to be moved fore and aft.

4.6 Tailplane.

Ensure remains in neutral position.

4.7 Elevator selector switch.

Set to 'POWER OFF'.

BLOCK 2

AIRFRAME

5. Completion

5.1 Hydraulic servicing  
trolley.

- (i) Stop.
- (ii) Disconnect.

5.2 Ground test connection  
blanking caps.

Refit.

BLOCK 3

ELECTRICAL

6. Completion

6.1 External electrical power  
supply.

- (i) Switch off.
- (ii) Disconnect.

BLOCK 4

AIRFRAME

7. Completion

7.1 Aircraft.

Lower to ground.

TRADESMAN

MAN  
HRS  
1

INITS  
& TDM  
2

Brief Details of  
Suspected Defect and  
SNOW  
When Applicable  
3

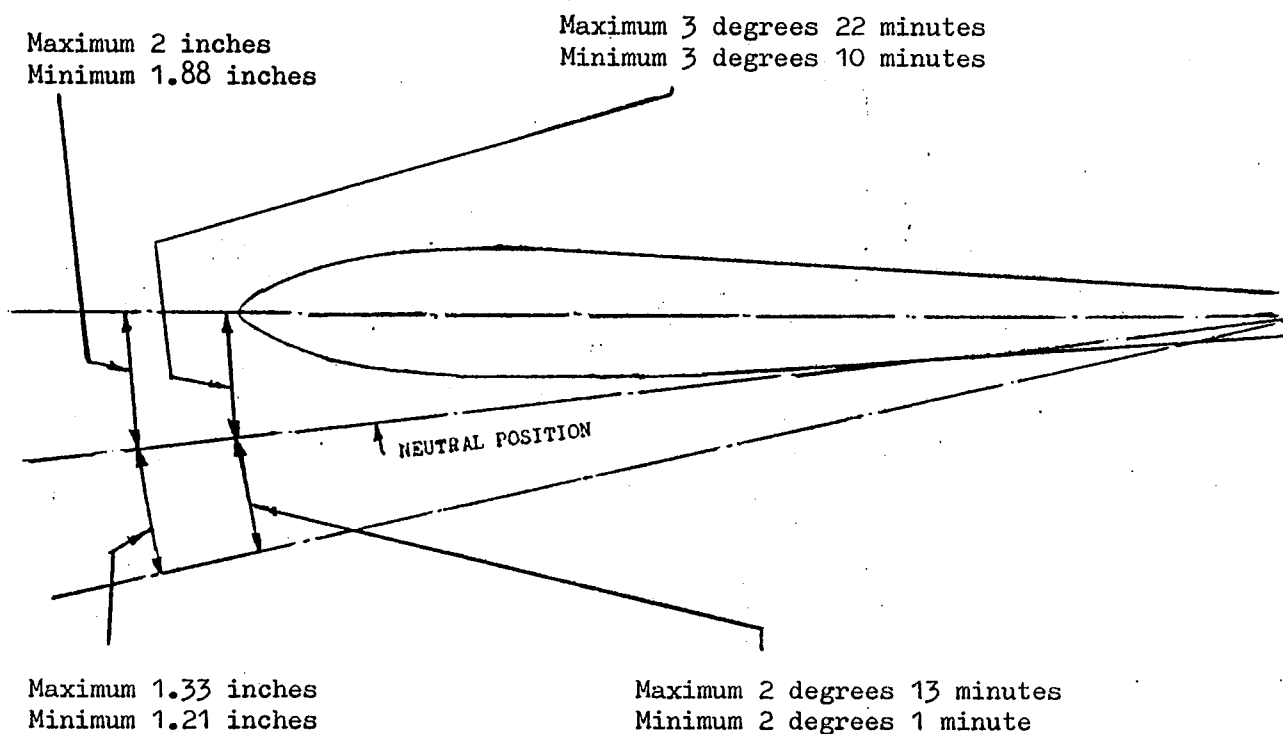
SUPERVISOR

MAN  
HRS  
4

INITS  
& TDM  
5



TAILPLANE - RANGE OF MOVEMENT CHECK



TAILPLANE INCIDENCE - (Main Control Switch 'OFF')

FIG 1

TAILPLANE - RANGE OF MOVEMENT CHECK

Trim	Control Column	Incidence		Elevator angle relative to tailplane	
		Maximum	Minimum	Maximum	Minimum
Neutral	Neutral	0 degrees	0 degrees	0 degrees	0 degrees
	Full forward.	Plus 2 degrees 43 minutes	Plus 2 degrees 13 minutes	7 degrees down.	5 degrees 30 minutes down.
	Full aft.	Fully negative tailplane control 'OFF'.		19 degrees 30 minutes up.	18 degrees up.
Fully positive	Full forward.	Fully positive tailplane control 'OFF'.		6 degrees down.	4 degrees 30 minutes down.
	Moved aft until tailplane just moves.	As reading above plus 0 minus 2 minutes.		37 minutes up.	22 minutes up.
	Moved aft to tailplane neutral.	0 degrees.	0 degrees	9 degrees 30 minutes up.	8 degrees 30 minutes up.
	Full aft.	Minus 1 degree 35 minutes.	Minus 1 degrees 55 minutes.	20 degrees 30 minutes up.	18 degrees 30 minutes up.
	Moved forward until tailplane just moves.	As above plus 2 minus 0 minutes.		18 degrees up.	16 degrees 30 minutes up.
	Moved forward to tailplane neutral.	0 degrees	0 degrees	7 degrees 30 minutes up.	6 degrees 30 minutes up.

TAILPLANE RANGE OF MOVEMENT (Mk 6A and 9)

TABLE 1

AIRFRAME  
SP 124 (6)

SERVICING PROCEDURES  
FUNCTIONAL CHECKS AND TESTS  
HUNTER ALL MARKS

AP101B-1300-5A3B  
Sect 2  
Chap 1

TAILPLANE - RANGE OF MOVEMENT CHECK

Trim	Control Column	Incidence		Elevator angle relative to tailplane	
		Maximum	Minimum	Maximum	Minimum
Fully negative	Moved forward.	Plus 36 minutes.	Plus 16 minutes.	8 degrees 30 minutes down.	7 degrees 30 minutes down.
	Moved aft until tailplane just moves.	As reading above plus 0 minus 2.		7 degrees 30 minutes down.	6 degrees 30 minutes down.
	Full aft.	Fully negative tailplane control 'OFF'.		19 degrees 30 minutes up.	18 degrees up.
	Moved forward until tailplane just moves.	As above plus 2 minus 0 minutes.		1 degrees 30 minutes down.	30 minutes down.

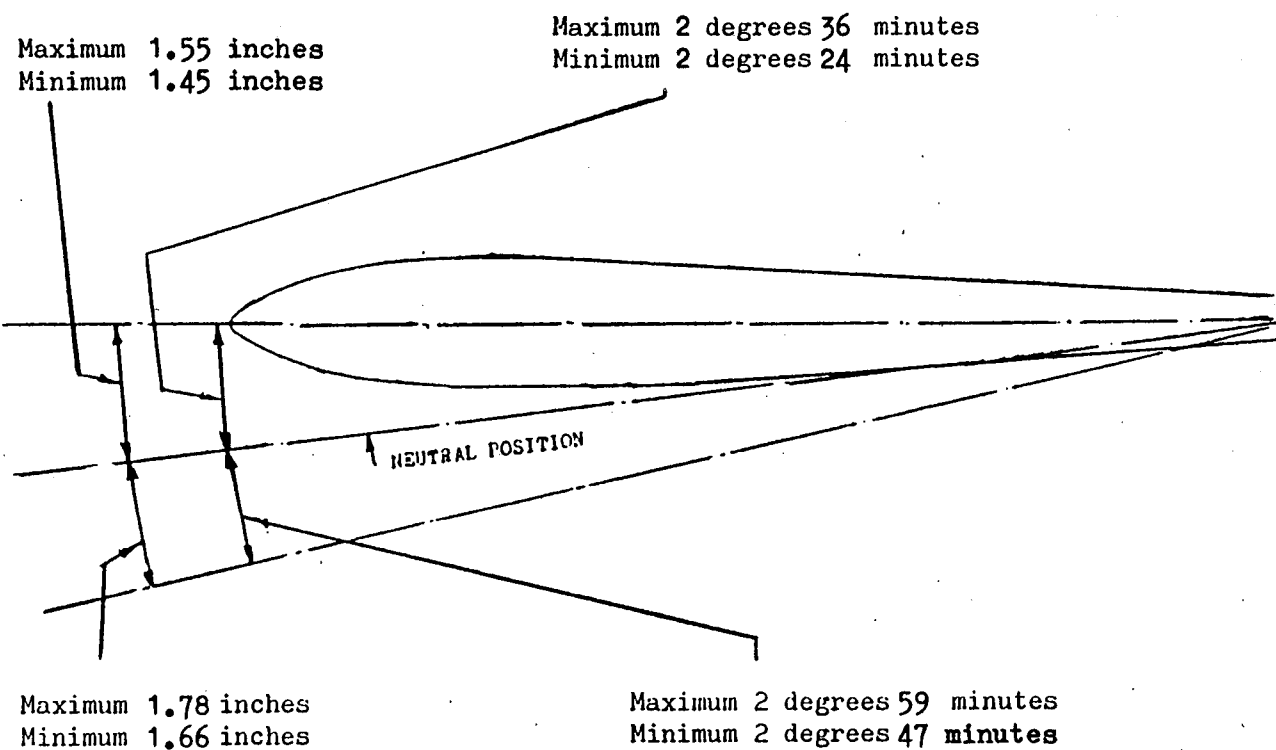
TAILPLANE RANGE OF MOVEMENT (Mk 6A and 9)

(Contd)

TABLE 1 (Contd)

SMS/

TAILPLANE - RANGE OF MOVEMENT CHECK



TAILPLANE INCIDENCE - (Main Control Switch 'OFF')

FIG 2

TAILPLANE - RANGE OF MOVEMENT CHECK

Trim	Control Column	Incidence		Elevator angle relative to tailplane	
		Maximum	Minimum	Maximum	Minimum
Neutral	Neutral	0 degrees	0 degrees	0 degrees	0 degrees
	Full forward.	Fully positive tailplane control 'OFF'.		7 degrees down.	5 degrees 30 minutes down.
	Full aft.	Fully negative tailplane control 'OFF'.		18 degrees 30 minutes up.	17 degrees up.
Fully positive	Full forward.	Fully positive tailplane control 'OFF'.		7 degrees down.	5 degrees 30 minutes down.
	Moved aft until tailplane just moves.	As reading above plus 0 minus 2 minutes.		1 degree 22 minutes up.	1 degree 7 minutes up.
	Moved aft to tailplane neutral.	0 degrees.	0 degrees	8 degrees up.	7 degrees up.
	Full aft.	Minus 1 degree 52 minutes.	Minus 2 degrees 12 minutes.	19 degrees 30 minutes up.	18 degrees up.
	Moved forward until tailplane just moves.	As above plus 2 minus 0 minutes.		17 degrees up.	15 degrees 30 minutes up.
	Moved forward to tailplane neutral.	0 degrees	0 degrees	6 degrees 30 minutes up.	5 degrees 30 minutes up.

5°

TAILPLANE RANGE OF MOVEMENT (Mk 7, 7A and 8B)

TABLE 2

AIRFRAME  
SP 124 (9)

SERVICING PROCEDURES  
FUNCTIONAL CHECKS AND TESTS  
HUNTER ALL MARKS

AP101B-1300-5A3B  
Sect 2  
Chap 1

TAILPLANE - RANGE OF MOVEMENT CHECK

Trim	Control Column	Incidence		Elevator angle relative to tailplane	
		Maximum	Minimum	Maximum	Minimum
Fully negative	Moved forward.	Plus 10 minutes.	Minus 20 minutes.	9 degrees 30 minutes down.	8 degrees 30 minutes down.
	Moved aft until tailplane just moves.	As reading above plus 0 minus 2.		8 degrees 30 minutes down.	7 degrees 30 minutes down.
	Full aft.	Fully negative tailplane control 'OFF'.		18 degrees 30 minutes up.	17 degrees up.
	Moved forward until tailplane just moves.	As above plus 2 minus 0 minutes.		2 degrees 30 minutes down.	30 minutes down.

TAILPLANE RANGE OF MOVEMENT (Mk 7, 7A and 8B) (Contd)

TABLE 22 (Contd).

SMS/

AIRFRAME SP 125 (1) (1 to 5)				SERVICING PROCEDURES FUNCTIONAL CHECKS AND TESTS HUNTER ALL MARKS				AP101B-1300-5A3B Sect 2 Chap 1		SERVICING RECORD Aircraft Ser No: Date:				RAF Form 2988B (Revised Jan 85)	
Amended to include Mk 9 content.															
MAIN CONTROLS - RANGE OF MOVEMENT CHECK										TRADESMAN		Brief Details of Suspected Defect and SNOW When Applicable		SUPERVISOR	
SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK DETAILED ON THIS CARD										MAN HRS 1	INITS & TDM 2	3		MAN HRS 4	INITS & TDM 5
TRADE AF Elect	M/HRS	TRADE	M/HRS	ASSOCIATED PROCEDURE CARDS						Code					
Special Tools and Equipment: Nil.															
BLOCK 1 ELECTRICAL															
1. Preparation															
1.1 External electrical power supply.										(i) Connect. (ii) Switch on.					
BLOCK 2 AIRFRAME															
2. Preparation															
2.1 Aileron and elevator selector switches.										Set to 'POWER ON'.					
2.2 Control column.										Operate several times to exhaust hydraulic accumulators.					
2.3 Aileron and elevator selector switches.										Set to 'POWER OFF'.					
NB: Sub-item 2.4 is applicable only to aircraft Pre Mod 690.															
2.4 Aileron accumulator.										Replenish with air. (1575 lbf in2).					
SMS/ 21														Continued	

AIRFRAME SP 125 (2)		SERVICING PROCEDURES FUNCTIONAL CHECKS AND TESTS HUNTER ALL MARKS		AP101B-1300-5A3B Sect 2 Chap 1		SERVICING RECORD Aircraft Ser No: Date:		RAF Form 2988B (Revised Jan 85)	
MAIN CONTROLS - RANGE OF MOVEMENT CHECK				TRADESMAN		Brief Details of Suspected Defect and SNOW When Applicable		SUPERVISOR	
SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK DETAILED ON THIS CARD				Code	MAN HRS 1	INITS & TDM 2	3	MAN HRS 4	INITS & TDM 5
BLOCK 1 AIRFRAME									
2. <u>Preparation</u> (Contd)									
NB: Sub-item 2.5 is applicable only to aircraft Post Mod 690.									
2.5 Aileron accumulator. Replenish with air. (900 lbf/in2).									
2.6 Elevator accumulator. Replenish with air. (1575 lbf/in2).									
2.7 Hydraulic reservoir. Replenish. (5A2 Sect 2).									
2.8 Ground test connection. Remove. blanking caps.									
2.9 Hydraulic servicing trolley. (i) connect. (ii) Start.									
2.10 Aileron and elevator selector Set to 'POWER ON'. switches.									
BLOCK 2 AIRFRAME									
3. <u>Ailerons Range of Movement</u>									
3.1 Control column. Move to Port.									
3.2 Ailerons. (i) Check Port aileron is up between 4.55 and 4.9 in. (ii) Check Starboard aileron is down between 4.55 and 4.9 in.									
3.3 Control column. Move to Starboard.									

SMS/ 216

Continued



AIRFRAME SP 125 (3)		SERVICING PROCÉDURES FUNCTIONAL CHECKS AND TESTS HUNTER ALL MARKS		AP101B-1300-5A3B Sect 2 Chap 1		SERVICING RECORD Aircraft Ser No: Date:		RAF Form 2988B (Revised Jan 85)			
MAIN CONTROLS - RANGE OF MOVEMENT CHECK				TRADESMAN		Brief Details of Suspected Defect and SNOW When Applicable		SUPERVISOR			
SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK DETAILED ON THIS CARD				Code	MAN HRS 1	INITS & TDM 2	3		MAN HRS 4	INITS & TDM 5	
<b>BLOCK 1</b>				<b>AIRFRAME</b>							
3. <u>Ailerons Range of Movement</u> (Contd)											
3.4 Ailerons.											
(i) Check Starboard aileron is up between 4.55 and 4.9 in.											
(ii) Check Port aileron is down between 4.55 and 4.9 in.											
3.5 Control column.											
Move to neutral.											
3.6 Ailerons.											
Check backlash at trailing edge does not exceed 0.15 in.											
<b>BLOCK 2</b>				<b>AIRFRAME</b>							
NB: Item 4 is applicable only to Mk 7, 7A and 8B aircraft Pre Mod 841.											
4. <u>Elevators Range of Movement</u>											
4.1 Control column.											
Move forward.											
4.2 Elevators.											
Check elevators move down between 2.7 and 2.88 in.											
4.3 Control column.											
Move rearwards.											
4.4 Elevators.											
Check elevators move up between 6.46 and 6.61 in.											
4.5 Control column.											
Move to neutral.											
4.6 Elevators.											
Check backlash at trailing edge is between 0.03 and 0.2 in.											

SMS/ 22

Continued

AIRFRAME  
SP 125 (4)

SERVICING PROCEDURES  
FUNCTIONAL CHECKS AND TESTS  
HUNTER ALL MARKS

AP101B-1300-5A3B  
Sect 2  
Chap 1

SERVICING RECORD

RAF Form 2988B

Aircraft Ser No:  
Date:

MAIN CONTROLS - RANGE OF MOVEMENT CHECK

SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK  
DETAILED ON THIS CARD

BLOCK 1

AIRFRAME

Item 5 is applicable only to Mk6, 6A and 9 aircraft Post Mod 841.

5. Elevator Range of Movement

- 5.1 Control column. Move forward.
- 5.2 Elevators. Check elevators move down between 2.7 and 2.88 in.
- 5.3 Control column. Move rearwards.
- 5.4 Elevators. Check elevators move up between 6.166 and 6.32 in.
- 5.5 Control column. Move to neutral.
- 5.6 Elevators. Check backlash at trailing edge is between 0.03 and 0.2 in.

BLOCK 2

AIRFRAME

6. Rudder Range of Movement

- 6.1 Rudder pedals. Move to Port.
- 6.2 Rudder. Check rudder moves to Port between 6.06 and 6.21 in.
- 6.3 Rudder pedals. Move to Starboard.
- 6.4 Rudder. Check rudder moves to Starboard between 6.06 and 6.21 in.

TRADESMAN

MAN  
HRS  
1

INITS  
& TDM  
2

Brief Details of  
Suspected Defect and  
SNOW  
When Applicable  
3

SUPERVISOR

MAN  
HRS  
4

INITS  
& TDM  
5

AIRFRAME  
SP 125 (5)

SERVICING PROCEDURES  
FUNCTIONAL CHECKS AND TESTS  
HUNTER ALL MARKS

AP101B-1300-5A3B  
Sect 2  
Chap 1.

SERVICING RECORD

RAF Form 2988B

Aircraft Ser No:  
Date:

TRADESMAN		Brief Details of Suspected Defect and SNOW When Applicable 3	SUPERVISOR	
MAN HRS 1	INITS & TDM 2		MAN HRS 4	INITS & TDM 5

MAIN CONTROLS - RANGE OF MOVEMENT CHECK

SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK  
DETAILED ON THIS CARD

BLOCK 1 AIRFRAME

6. Rudder Range of Movement cont.

6.5 Rudder pedals.

Move to neutral.

6.6 Rudder.

Check backlash at trailing edge does not  
exceed 0.2 in.

BLOCK 2 AIRFRAME

7. Completion

7.1 Aileron and elevator  
selector switches.

Set to 'POWER OFF'.

7.2 Hydraulic servicing  
trolley.

(i) Stop.  
(ii) Disconnect.

7.3 Ground test connection  
blanking caps.

Refit.

BLOCK 3 ELECTRICAL

8. Completion

8.1 External electrical power  
supply.

(i) Switch off.  
(ii) Disconnect.

AIRFRAME SP 126 (1) (1 to 3)				SERVICING PROCEDURES FUNCTIONAL CHECKS AND TESTS HUNTER ALL MARKS				AP101B-1300-5A3B Sect 2 Chap 1		SERVICING RECORD Aircraft Ser No: Date:				RAF Form 2988B (Revised Jan 85)	
Amended to include Mk 9 content. TRIM CONTROLS - RANGE OF MOVEMENT CHECK										TRADESMAN		Brief Details of Suspected Defect and SNOW When Applicable		SUPERVISOR	
SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK DETAILED ON THIS CARD										MAN HRS 1	INITS & TDM 2	3	MAN HRS 4	INITS & TDM 5	
TRADE AF Elect	M/HRS	TRADE	M/HRS	ASSOCIATED PROCEDURE CARDS				Code							
Special Tools and Equipment:															
Rigging Fixture, 26FX/95144.															
BLOCK 1 ELECTRICAL															
1. <u>Preparation</u>															
1.1 External electrical power supply.								(i) Connect. (ii) Switch on.							
BLOCK 2 AIRFRAME															
2. <u>Preparation</u>															
2.1 Control column.								) Lock with rigging fixture,							
2.2 Rudder bar.								) (26FX/95792 - T7, 7A and 8B). (26FX/95144 - MK6, 6A & 9.							
2.3 Auto-stabilizer switch.								Set to 'OFF'.							
BLOCK 3 AIRFRAME															
NB: During Item 3 the Pupil's trim switch is to be used on Mk 7, 7A and 8B aircraft.															
3. <u>Aileron Trim Tab Check</u>															
3.1 Trim switch.								Set to Port.							
3.2 Aileron trim tab.								Check down betw							
SMS/ 214								Continued							

AIRFRAME SP 126 (2)		SERVICING PROCEDURES FUNCTIONAL CHECKS AND TESTS HUNTER ALL MARKS		AP101B-1300-5A3B Sect 2 Chap 1		SERVICING RECORD Aircraft Ser No: Date:		RAF Form 2988B (Revised Jan 85)		
TRIM CONTROLS - RANGE OF MOVEMENT CHECK				TRADESMAN		Brief Details of Suspected Defect and SNOW When Applicable		SUPERVISOR		
SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK DETAILED ON THIS CARD				Code *	MAN HRS 1	INITS & TDM 2	3		MAN HRS 4	INITS & TDM 5
<b>BLOCK 1</b>				<b>AIRFRAME</b>						
3. <u>Aileron Trim Tab Check</u> (Contd)										
3.3 Trim switch. Set to Starboard.										
3.4 Aileron trim tab. Check up between 1.1 and 1.4 in.										
3.5 Trim switch. Set neutral (Indicated).										
3.6 Aileron trim tab. Check in basic position as recorded in Form 700.										
<b>BLOCK 2</b>				<b>AIRFRAME</b>						
NB: During Item 4 the Pupil's trim switch is to be used on Mk 7, 7A and 8B aircraft.										
4. <u>Rudder Trim Tab Check</u>										
4.1 Trim switch. Turn to Port.										
4.2 Rudder trim tab. Check to Starboard 0.55 in.										
4.3 Trim switch. Turn to Starboard.										
4.4 Rudder trim tab. Check to Port 0.5 in.										
4.5 Trim switch. Set to neutral (Indicated).										
4.6 Rudder trim tab. Check in basic position as recorded in Form 700.										

SMS/ 24.11

Continued



<b>AIRFRAME</b> SP 129 (1) (1 to 7)		<b>SERVICING PROCEDURES</b> FUNCTIONAL CHECKS AND TESTS HUNTER ALL MARKS		AP101B-1300-5A3B Sect 2 Chap 1		<b>SERVICING RECORD</b> Aircraft Ser No: Date:		RAF Form 2988B (Revised Jan 85)			
AMENDED TO INCLUDE MK 9 CONTENT <b>UNDERCARRIAGE OPERATING SYSTEM</b>						<b>TRADESMAN</b>		<b>Brief Details of Suspected Defect and SNOW When Applicable</b>		<b>SUPERVISOR</b>	
SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK DETAILED ON THIS CARD						MAN HRS 1	INITS & TDM 2	3		MAN HRS 4	INITS & TDM 5
TRADE AF Elect	M/HRS	TRADE	M/HRS	ASSOCIATED PROCEDURE CARDS  SP 25		Code					
<b>Special Tools and Equipment:</b> Pin Resetting Tool, 27Q/34904.											
<b>BLOCK 1</b> <span style="float: right;">AIRFRAME</span>											
1. <u>Preparation</u>											
1.1 Aircraft. <span style="float: right;">Raise on jacks.</span>											
<b>BLOCK 2</b> <span style="float: right;">ELECTRICAL</span>											
2. <u>Preparation</u>											
2.1 External electrical power supply. <span style="float: right;">(i) Connect. (ii) Switch on.</span>											
<b>BLOCK 3</b> <span style="float: right;">AIRFRAME</span>											
3. <u>Preparation</u>											
3.1 Undercarriage ground safety locks. <span style="float: right;">Ensure removed.</span>											
3.2 Refuelling cap. <span style="float: right;">Ensure secure.</span>											
3.3 Ground test connection blanking caps. <span style="float: right;">Remove.</span>											
3.4 Hydraulic servicing trolley. <span style="float: right;">(i) Connect. (ii) Start.</span>											
SMS/ 30						Continued					

<b>AIRFRAME</b> <b>SP 129 (2)</b>		<b>SERVICING PROCEDURES</b> <b>FUNCTIONAL CHECKS AND TESTS</b> <b>HUNTER ALL MARKS</b>		<b>AP101B-1300-5A3B</b> <b>Sect 2</b> <b>Chap 1</b>		<b>SERVICING RECORD</b> <b>RAF Form 2988B</b> <b>(Revised Jan 85)</b>			
<b>UNDERCARRIAGE OPERATING SYSTEM</b>						<b>Aircraft Ser No:</b> <b>Date:</b>			
<b>SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK DETAILED ON THIS CARD</b>				<b>Code</b>	<b>TRADESMAN</b>		<b>Brief Details of Suspected Defect and SNOW When Applicable</b> <b>3</b>	<b>SUPERVISOR</b>	
					<b>MAN HRS</b> <b>1</b>	<b>INITS &amp; TDM</b> <b>2</b>		<b>MAN HRS</b> <b>4</b>	<b>INITS &amp; TDM</b> <b>5</b>
<b>BLOCK 1 AIRFRAME</b>									
<b>3. Preparation (Contd)</b>									
<b>3.5 Port and Starboard leg fairing flap adjusting rods. Lengthen.</b>									
<b>3.6 Port and Starboard leg fairing adjusting rods. Lengthen.</b>									
<b>3.7 Port and Starboard wheel fairing adjusters. Lengthen (Outboard).</b>									
<b>3.8 Mainwheel. Remove. (SP 25).</b>									
<b>3.9 Wheel hub. Fit.</b>									
<b>BLOCK 2 AIRFRAME</b>									
<b>NB: On Mk 7, 7A and 8B aircraft, Sub-items 4.1 to 4.4 are to be carried out using Pupil's selector.</b>									
<b>4. Testing</b>									
<b>4.1 Undercarriage selector. Set to 'UP'.</b>									
<b>4.2 Hydraulic test rig. Disengage before undercarriage is fully up.</b>									
<b>4.3 Hand pump. Use to retract undercarriage fully.</b>									
<b>4.4 Undercarriage units. Ensure not fouling other parts of aircraft.</b>									
<b>4.5 Undercarriage indicator. (Cockpit). Ensure operating correctly.</b>									
<b>SMS/ 30A</b>				<b>Continued</b>					



<b>AIRFRAME</b> <b>SP 129 (3)</b>		<b>SERVICING PROCEDURES</b> <b>FUNCTIONAL CHECKS AND TESTS</b> <b>HUNTER ALL MARKS</b>		<b>AP101B-1300-5A3B</b> <b>Sect 2</b> <b>Chap 1</b>		<b>SERVICING RECORD</b>				<b>RAF Form 29888</b>	
<b>UNDERCARRIAGE OPERATING SYSTEM</b>						<b>Aircraft Ser No:</b> <b>Date:</b>					
<b>SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK DETAILED ON THIS CARD</b>						<b>TRADESMAN</b>		<b>Brief Details of Suspected Defect and SNOW When Applicable</b> <b>3</b>		<b>SUPERVISOR</b>	
						<b>MAN HRS</b> <b>1</b>	<b>INITS &amp; TDM</b> <b>2</b>			<b>MAN HRS</b> <b>4</b>	<b>INITS &amp; TDM</b> <b>5</b>
<b>BLOCK 1</b>						<b>AIRFRAME</b>					
<b>4. Testing cont.</b>											
<b>NB: Sub-items 4.6 and 4.7 are applicable only to GA9 aircraft.</b>											
<b>4.6 Wheel hub. Check clearance. (AP101B-1307/8-1 Sect 3).</b>											
<b>4.7 Wheel fairings, leg fairings and fairing flaps. Adjust (AP101B-1307/8-1 Sect 3).</b>											
<b>NB: Sub-items 4.8 and 4.9 are applicable only to T7, T7A and 8B aircraft.</b>											
<b>4.8 Wheel hub. Check clearance. (AP101B-1302-1 Sect 3)</b>											
<b>4.9 Wheel fairings, leg fairings and fairing flaps. Adjust. (AP101B-1302-1 Sect 3)</b>											
<b>4.10 Undercarriage doors and fairings. Ensure flush fitting when closed.</b>											
<b>4.11 Undercarriage selector. Set to 'DOWN'.</b>											
<b>4.12 Undercarriage units. Ensure not fouling other parts of aircraft.</b>											
<b>4.13 Undercarriage indicator green lamps. (3 off) (Cockpit). Ensure lit.</b>											
<b>4.14 Wheel hub. Remove.</b>											
<b>4.15 Mainwheel. Refit. (SP 25).</b>											
<b>4.16 Repeat Sub-items 4.1 to 4.9 with the complete wheel assembly fitted.</b>											

5.1 Fuse No 2 (Port cabin shelf). Remove.

AIRFRAME  
SP 129 (5)

SERVICING PROCEDURES  
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UNDER CARRIAGE OPERATING SYSTEM

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BLOCK 1 ELECTRICAL

5. Preparation cont.

NB: Sub-item 5.2 is applicable only to T7 aircraft.

5.2 Fuse No 3 (Main fuse box). Remove.

NB: Sub-item 5.3 is applicable only to T7A and 8B aircraft.

5.3 Fuse No 8 (Main fuse box). Remove.

BLOCK 2 AIRFRAME

6. Testing (Emergency 'UP' Selector Switch)

NB: On T7, 7A and 8B aircraft Item 6 is to be carried out using the  
Instructor's selector.

6.1 Undercarriage selector. (i) Ensure up button inoperative.  
(ii) Rotate up button collar 60 degrees.  
(iii) Set to 'UP'.

6.2 Undercarriage units. Ensure retract.

6.3 Undercarriage selector. (i) Set to 'DOWN'.  
(ii) Reset UP button collar using pin  
resetting tool, 27Q/34904.

6.4 Undercarriage units. Ensure extend.

TRADESMAN

MAN  
HRS  
1

INITS  
& TDM  
2

Brief Details of  
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SUPERVISOR

MAN  
HRS  
4

INITS  
& TDM  
5

9.3 Undercarriage indicator  
green lamps (3 off). Ensure indicators correctly.

AIRFRAME  
SP 129 (7)

# SERVICING PROCEDURES FUNCTIONAL CHECKS AND TESTS HUNTER ALL MARKS

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**SERVICING RECORD**

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## UNDERCARRIAGE OPERATING SYSTEM

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**TRADESMAN**

**Brief Details of  
Suspected Defect and  
SNOW  
When Applicable  
3**

**SUPERVISOR**

MAN HRS	INITS & TDM
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100	100

MAN	INITS
HRS	& TDM
4	5

BLOCK 1 AIRFRAME

9. Completion cont.

9.4 Hydraulic servicing trolley.

(i) Stop.

(ii) Disconnect.

9.5 Ground test connection blanking caps. Refit.

**BLOCK 2** **ELECTRICAL**

## 10. Completion

10.1 External electrical power supply.

- (i) Switch off.
- (ii) Disconnect.

BLOCK 3 AIRFRAME

## 11. Completion

11.1 Aircraft. Lower to ground.

<b>AIRFRAME</b> SP 132 (1) (1 to 5)				<b>SERVICING PROCEDURES</b> FUNCTIONAL CHECKS AND TESTS HUNTER ALL MARKS		AP101B-1300-5A3B Sect 2 Chap 1		<b>SERVICING RECORD</b>				RAF Form 29888	
Amended to include Mk 9 content. <b>CABIN PRESSURIZATION SYSTEM - TEST</b>								Aircraft Ser No: Date:					
SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK DETAILED ON THIS CARD								<b>TRADESMAN</b>		Brief Details of Suspected Defect and SNOW When Applicable 3		<b>SUPERVISOR</b>	
								MAN HRS 1	INITS & TDM 2			MAN HRS 4	INITS & TDM 5
TRADE A/F	M/HRS	TRADE Elect	M/HRS	ASSOCIATED PROCEDURE CARDS									
<b>Special Tools and Equipment:</b>  Hood Seal Inflator, 4F/1812. Connection Adaptor for Pressure Gauges, 4F/1810 (2 off). Pressure Gauges, 6A/1582 (2 off).													
<b>BLOCK 1</b>								<b>ELECTRICAL</b>					
1. <u>Preparation</u> 1.1 Pitot/Static system.								Ensure every item of equipment in a pressurized area served by pitot/static pipelines is connected and where a component has been removed, ensure pipelines are blanked off before pressurization is commenced.					
<b>BLOCK 2</b>								<b>AIRFRAME</b>					
2. <u>Preparation</u> Sub-item 2.1 is applicable only to Mk6, 6A and 9 aircraft.													
2.1 Detachable hood fairing.								Ensure fitted.					
2.2 Ground test connection.								(i) Remove blanking cap. (ii) Fit adaptor.					

AIRFRAME  
SP 132 (2)

SERVICING PROCEDURES  
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CABIN PRESSURIZATION SYSTEM - TEST

SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK  
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MAN HRS 1	INITS & TDM 2		MAN HRS 4	INITS & TDM 5

BLOCK 1 AIRFRAME

2. Preparation cont.
- 2.3 Test trolley. Connect.
- 2.4 Cabin pressure test connection. (i) Remove blanking cap.  
(ii) Fit adaptor and hose.
- 2.5 Pressure gauge. Fit.
- 2.6 Hood seal inflation supply connection. (i) Remove blanking cap.  
(ii) Fit hose, gauge and inflator.
- 2.7 Foot pump. Connect.
- 2.8 Static vent. (i) Disconnect pipe.  
(ii) Fit blank.
- 2.9 Flying controls. Ensure in manual.

BLOCK 2 ELECTRICAL

3. Preparation
- 3.1 External electrical power supply. (i) Connect.  
(ii) Switch on.  
Sub-item 3.2 is applicable only to Mk6, 6A and 9 aircraft.
- 3.2 Hood motor clutch. Set to 'LOCKED'.
- 3.3 Canopy control plug. Fit in external socket.
- 3.4 Cabin pressure switch. Set to 'ON'.

AIRFRAME  
SP 132 (3)

SERVICING PROCEDURES  
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TRADESMAN

Brief Details of  
Suspected Defect and  
SNOW  
When Applicable  
3

SUPERVISOR

MAN  
HRS  
1

INITS  
& TDM  
2

MAN  
HRS  
4

INITS  
& TDM  
5

BLOCK 1

AIRFRAME

4. Testing

4.1 Canopy.

Close using external switch.

Sub-item 4.2 is applicable only to Mk6, 6A and 9 aircraft.

4.2 Canopy seal micro  
switch.

Ensure cut-in occurs when gap between  
canopy and windscreen is 0.03 in. minimum.

4.3 Canopy seal.

Maintain pressure of 8 lbf/in2.

4.4 Seal and extractor valve.

Ensure not leaking.

4.5 Test trolley.

- (i) Start.
- (ii) Ensure blow off setting does not  
exceed 5 lbf/in2.

4.6 Cockpit.

- (i) Pressurize to  $3\frac{1}{2}$  lbf/in2.
- (ii) Look for leaks.
- (iii) Ensure leakage rate does not  
increase when flying control  
surfaces are moved.

4.7 Test trolley.

Stop.

4.8 Cockpit.

Check time taken for pressure to drop from  
 $3\frac{1}{2}$  to  $1\frac{3}{4}$  lbf/in2 is not less than 30 secs.

4.9 Static vent.

- (i) Remove blank.
- (ii) Connect pipe.

4.10 Hood seal.

Ensure pressurized to 8 lbf/in2.



AIRFRAME  
SP 132 (4)

SERVICING PROCEDURES  
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MAN HRS 1	INITS & TDM 2		MAN HRS 4	INITS & TDM 5

BLOCK 1 AIRFRAME

4. Testing cont.
- 4.11 Foot pump. Disconnect.
- 4.12 Hood seal. Check time taken for pressure to drop  
to 6½ lbf/in2 is not less than 5 minutes.
- 4.13 Canopy. Open.

BLOCK 2 ELECTRICAL NCO

5. Completion
- Sub-item 5.1 is applicable only to Mk6, 6A and 9 aircraft.
- 5.1 Hood motor clutch. Set to 'FREE'.
- 5.2 Cabin pressure switch. Set to 'OFF'.
- 5.3 Canopy control plug. Fit to internal socket.
- 5.4 External electrical power supply. (i) Switch off.  
(ii) Disconnect.

BLOCK 3 AIRFRAME

6. Completion
- 6.1 Canopy seal inflation supply connection. (i) Remove hose, gauge and inflator.  
(ii) Fit blanking cap.
- 6.2 Cabin pressure test connection. (i) Remove gauge, hose and adaptor.  
(ii) Fit blanking cap.

AIRFRAME  
SP 132 (5)

SERVICING PROCEDURES  
FUNCTIONAL CHECKS AND TESTS  
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CABIN PRESSURIZATION SYSTEM - TEST

SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK  
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BLOCK 1

AIRFRAME

6. Completion cont.

6.3 Test trolley.

Disconnect.

6.4 Ground test connection.

- (i) Remove adaptor.
- (ii) Fit blanking cap.

TRADESMAN

MAN  
HRS  
1

INITS  
& TDM  
2

Brief Details of  
Suspected Defect and  
SNOW  
When Applicable  
3

SUPERVISOR

MAN  
HRS  
4

INITS  
& TDM  
5



AIRFRAME  
SP 140 (2)

SERVICING PROCEDURES  
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HOOD JETTISON SYSTEM - FUNCTIONAL TEST

SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK  
DETAILED ON THIS CARD

BLOCK 1 AIRFRAME

2. Preparation cont.

- 2.4 Test union and washer. Connect to hood firing unit.  
2.5 Test rig. Connect to union.  
2.6 Low pressure trolley Mk2. Connect to test rig.  
2.7 System. Blow through pipelines to expel moisture.  
2.8 Elbows.  
(i) Connect to jacks.  
(ii) Screw fully home.  
(iii) Slacken not more than one complete turn to facilitate connection to gas pipe.  
(iv) Tighten lock nut.  
(v) Lightly lubricate gas pipe connection with grease XG-285.  
(vi) Connect gas pipe union and torque load to 35 lbf ft, (420 lbf in).  
(vii) Wire lock union with wire 22SWG.

BLOCK 2 AIRFRAME

3. Testing

NB: During the following operation a piece of hardwood 2in x 1in x 3in is to be held over jettison jacks to prevent excessive piston travel.

- 3.1 Air supply valve. Set to 90 lbf/in<sup>2</sup>.

TRADESMAN

MAN  
HRS  
1

INITS  
& TDM  
2

Brief Details of  
Suspected Defect and  
SNOW  
When Applicable  
3

SUPERVISOR

MAN  
HRS  
4

INITS  
& TDM  
5

AIRFRAME  
SP 140 (3)

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HOOD JETTISON SYSTEM - FUNCTIONAL TEST.

SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK  
DETAILED ON THIS CARD

TRADESMAN

Brief Details of  
Suspected Defect and  
SNOW  
When Applicable  
3

SUPERVISOR

MAN  
HRS  
1

INITS  
& TDM  
2

MAN  
HRS  
4

INITS  
& TDM  
5

BLOCK 1

AIRFRAME

3. Testing cont.

3.2 0-100 lb spring balance. Attach to internal canopy jettison handle.

3.3 Test rig release valve. Open.

3.4 Spring balance.  
(i) Pull until sear is withdrawn.  
(ii) Ensure pull-off does not exceed 55 lb.  
(iii) Ensure retractable mounting retracts.

NB: If pull-off load exceeds 55 lb carry out SP 403.

3.5 Jettison jack pistons. Ensure extended.

3.6 Air release valve.  
(i) Close.  
(ii) Release air pressure.

3.7 Internal jettison handle.  
(i) Reset to original position.  
(ii) Ensure retractable mounting returns to 'COMBAT' position.

BLOCK 2

ELECTRICAL

NB: Item 4 is only applicable to Mk6 and 6A aircraft.

4. Completion

4.1 GGS master switch.  
(i) Switch 'OFF'.  
(ii) Ensure retractable mounting retracts.

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HOOD JETTISON SYSTEM - FUNCTIONAL TEST						Aircraft Ser No: Date:				
SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK DETAILED ON THIS CARD						TRADESMAN		Brief Details of Suspected Defect and SNOW When Applicable 3	SUPERVISOR	
						MAN HRS 1	INITS & TDM 2		MAN HRS 4	INITS & TDM 5
BLOCK 1		ELECTRICAL								
4. <u>Completion</u> cont.										
4.2 External power supply.		(i) Switch off. (ii) Disconnect.								
BLOCK 2		AIRFRAME								
5. <u>Completion</u>										
5.1 Jettison jack pistons.		Return to normal position by finger pressure.								
5.2 Spring release unit.		Reset (SP 449).								
5.3 Low pressure trolley Mk2.		Disconnect.								
5.4 Test rig.										
5.5 Test union and washer.										
5.6 Jettison jack metal discs.		Refit and cover with black adhesive tape 1½in. wide 3in. long.								
5.7 Telescopic spring loaded rods.		Examine, paying particular attention to rivets.								



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