

AMENDED TO INCLUDE MK 9 CONTENT

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AMENDED TO INCLUDE MK 9 CONTENT

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| AIRFRAME SP 403A(1) (1 to 5) AL 17 | | | | | SERVICING PROCEDURES MISCELLANEOUS HUNTER ALL MARKS | AP 101B-1300-5A3C Sect 4 Chap 1 | SERVICING RECORD RAF Form 2988B Aircraft Ser No: Date: | | | |
| <u>HOOD JETTISON MECHANISM - EXCESSIVE OPERATING LOADS</u> | | | | | <u>TRADESMAN</u> | | <u>Brief Details of Suspected Defect and SNOW When Applicable</u> | | <u>SUPERVISOR</u> | |
| SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK DETAILED ON THIS CARD | | | | | MAN HRS 1 | INITs & TDM 2 | | | MAN HRS 4 | INITs & TDM 5 |
| TRADE AF W | M/HRS | TRADE | M/HRS | SP 449 | <u>ASSOCIATED PROCEDURE CARDS</u> Code | | | | | |
| <u>Special Tools and Equipment:</u> N11. | | | | | | | | | | |
| <u>NB: This procedure is applicable only to Mk 6, 6A and Mk 9 Aircraft</u> | | | | | | | | | | |
| <u>BLOCK 1</u> <u>WEAPONS</u> | | | | | | | | | | |
| <u>1. Preparation</u> | | | | | | | | | | |
| 1.1 Articulated link.) 1.2 Manual jettison cable.) Disconnect. 1.3 Main firing cable.) 1.4 Hood jettison firing head.) Remove. 1.5 Hood cartridge.) 1.6 Hood jettison firing head.) Refit. 1.7 Main firing cable) Reconnect. 1.8 Manual jettison cable.) | | | | | | | | | | |
| | | | | | | | Continued | | | |

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| AIRFRAME SP 403A(2) AL 17 | | SERVICING PROCEDURES MISCELLANEOUS HUNTER ALL MARKS | AP 101B-1300-5A3C Sect 4 Chap 1 | SERVICING RECORD RAF Form 2988B | |
| <u>HOOD JETTISON MECHANISM - EXCESSIVE OPERATING LOADS</u> | | Aircraft Ser No: Date: | | | |
| | | TRADESMAN | | Brief Details of Suspected Defect and SNOW When Applicable | |
| SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK DETAILED ON THIS CARD | | MAN HRS 1 | INITS & TDM 2 | MAN HRS 3 | INITS & TDM 4 |
| | | NB: This procedure is applicable only to Mk 6, 6A and Mk 9 Aircraft | | | |
| BLOCK 1 | | AIRFRAME | | | |
| 2. <u>Lubrication</u> | | | | | |
| 2.1 Jettison handle tube) 2.2 Jettison handle spring and pin) 2.3 Pulleys) 2.4 Chain) 2.5 Cross shaft bearing) Lubricate. (011, OX-14) 2.6 Levers) 2.7 Front limit switch spring and pin) 2.8 Front limit switch plunger) 2.9 Rear limit switch plunger) | | | | | |
| BLOCK 2 | | AIRFRAME | | | |
| 3. <u>Lubrication</u> | | | | | |
| 3.1 Hood actuator control box) 3.2 Lever assembly) 3.3 Connecting rods) Lubricate all moving parts. (011, OX-14) | | | | | |
| | | | | Continued | |

| AIRFRAME SP 403A(3) AL 17 | | SERVICING PROCEDURES MISCELLANEOUS HUNTER ALL MARKS | AP 101B-1300-5A3C Sect 4 Chap 1 | SERVICING RECORD Aircraft Ser No: Date: | | RAF Form 2988B | | |
|---|----------|---|---------------------------------------|---|---|-----------------|---------------------|--|
| HOOD JETTISON MECHANISM - EXCESSIVE OPERATING LOADS | | | | 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 | MAN HRS 3 | INITS & TDM 4 | |
| NB: This procedure is applicable only to Mk 6, 6A and Mk 9 Aircraft | | | | | | | | |
| BLOCK 1 | AIRFRAME | | | | | | | |
| 3. <u>Lubrication Cont</u> | | | | | | | | |
| 3.4 Telescopic rods | { | Lubricate all moving parts. | | | | | | |
| 3.5 Locks and spigots | | (Oil, OX-14) | | | | | | |
| 3.6 Jettison handle shaft | { | | | | | | | |
| 3.7 Lever assembly spindle | | | | | | | | |
| 3.8 Pinion housing | | | | | | | | |
| 3.9 Sprocket bearing | | Lubricate. (Grease, XG-287) | | | | | | |
| 3.10 Release unit | | | | | | | | |
| 3.11 Fork end and pivot brackets | | | | | | | | |
| 3.12 Vertical double rollers | | | | | | | | |
| 3.13 Horizontal rollers | { | | | | | | | |
| 3.14 Jettison cable | | | | | | | | |
| 3.15 De-seal cable. | | Lubricate. (Grease, ZG-273). | | | | | | |
| 3.16 Clutch cable. | | | | | | | | |
| 3.17 Hood gun cable. | { | | | | | | | |
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|---|--|---|---------------------------------------|---|-----------------|---------------------|
| AIRFRAME SP 403A(4) AL 17 | | SERVICING PROCEDURES MISCELLANEOUS HUNTER ALL MARKS | AP 101B-1300-5A3C Sect 4 Chap 1 | SERVICING RECORD RAF Form 2988B | | |
| <u>HOOD JETTISON MECHANISM - EXCESSIVE OPERATING LOADS</u> | | Aircraft Ser No: Date: | | | | |
| | | 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 |
| NB: This procedure is applicable only to Mk 6, 6A and Mk 9 Aircraft | | | | | | |
| BLOCK 1 | | AIRFRAME | | | | |
| 4. <u>Testing</u> | | | | | | |
| 4.1 Spring box. | | (1) Rotate coupling clockwise to full extent of travel. (11) Slacken coupling one half turn. | | | | |
| 4.2 Hood gun sear. | | Ensure free to rotate. | | | | |
| 4.3 Red painted conduit. | | Ensure aligned with sear. | | | | |
| 4.4 Hood jettison handle. | | Pull firmly and sharply. | | | | |
| 4.5 Hood jettison mechanism. | | Reset. (SP 449). | | | | |
| 4.6 External hood jettison handle break in panel. | | Remove. | | | | |
| 4.7 External hood jettison handle. | | Pull firmly and sharply ensuring that the canopy locks have released. | | | | |
| 4.8 Telescopic connecting rods. | | Examine. | | | | |
| 4.9 Hood jettison mechanism. | | Reset. (SP 449). | | | | |
| 4.10 External hood jettison handle Break-In panel. | | Refit. | | | | |
| 4.11 Hood. | | Refit. | | | | |
| | | Continued | | | | |

| AIRFRAME SP 403A(5) AL 17 | | SERVICING PROCEDURES MISCELLANEOUS HUNTER ALL MARKS | AP 101B-1300-5A3C Sect 4 Chap 1 | SERVICING RECORD Aircraft Ser No: Date: | | RAF Form 2988B | | | |
|---|----------------------------|---|---------------------------------------|---|---------------------|---|--|-----------------|---------------------|
| HOOD JETTISON MECHANISM - EXCESSIVE OPERATING LOADS | | | | 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 |
| NB: This procedure is applicable only to Mk 6, 6A and Mk 9 Aircraft | | | | | | | | | |
| BLOCK 1 | | WEAPONS | | | | | | | |
| 5. <u>Completion</u> | | | | | | | | | |
| 5.1 | Main firing cable. | Disconnect. | | | | | | | |
| 5.2 | Manual jettison cable. | } | | | | | | | |
| 5.3 | Hood jettison firing head. | Remove. | | | | | | | |
| 5.4 | Hood cartridge. | } | | Refit. | | | | | |
| 5.5 | Hood jettison firing head. | } | | | | | | | |
| 5.6 | Main firing cable. | } | | | | | | | |
| 5.7 | Manual jettison cable. | } | | Reconnect. | | | | | |
| 5.8 | Articulated link. | } | | | | | | | |

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| AIRFRAME SP 406 (1) (1 to 2) | | | | SERVICING PROCEDURES MISCELLANEOUS HUNTER ALL MARKS | AP 101B-1300-5A3C Sect 4 Chap 1 | SERVICING RECORD RAF Form 2988B Aircraft Ser No: Date: | | | |
| <u>HYDRAULIC PIPE IN CENTRE FUSELAGE - FOULING ON WING TANK REFUELING VALVE BRACKET FOR ELECTRICAL CONNECTION</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 | MAN HRS 4 | INITs & TDM 5 | | |
| TRADE AF | M/HRS | TRADE | M/HRS | ASSOCIATED PROCEDURE CARDS Code | | | | | |
| <u>Special Tools and Equipment:</u> N11. | | | | | | | | | |
| <u>NB: This procedure is applicable only to Mk 6, 6A and Mk 9 Aircraft.</u> | | | | | | | | | |
| <u>BLOCK 1</u> 1. <u>Preparation</u> 1.1 Port wing tank refuelling valve. Locate. | | | | | | | | | |
| <u>BLOCK 2</u> 2. <u>Examination</u> 2.1 Hydraulic pipe, Pt No C205179/8. Examine and particularly for chafing adjacent to refuelling valve bracket. | | | | | | | | | |
| | | | | Continued | | | | | |

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| AIRFRAME SP 406 (2) (1 to 2) | SERVICING PROCEDURES MISCELLANEOUS HUNTER ALL MARKS | AP 101B-1300-5A3C Sect 4 Chap 1 | SERVICING RECORD | | | RAF Form 2988B | |
| | | | Aircraft Ser No: Date: | | | | |
| HYDRAULIC PIPE IN CENTRE FUSELAGE - FOULING ON WING TANK REFUELING VALVE BRACKET FOR ELECTRICAL CONNECTION | | | TRADESMAN | | Brief Details of Suspected Defect and SNOW When Applicable 3 | SUPERVISOR | |
| SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK DETAILED ON THIS CARD | | | MAN HRS 1 | INITS & TDM 2 | | MAN HRS 4 | INITS & TDM 5 |
| NB: This procedure is applicable only to Mk 6, 6A and Mk 9 Aircraft. | | | | | | | |
| BLOCK 1 AIRFRAME | | | | | | | |
| Item 3 is applicable only if defect found in Item 2. | | | | | | | |
| 3. <u>Rectification</u> | | | | | | | |
| 3.1 Hydraulic pipe, Pt No C205179/8. | | <ul style="list-style-type: none"> (1) Replace damaged pipeline. (11) Ensure minimum clearance of 0.25 in between pipeline and refuelling valve bracket. | | | | | |
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|---|-------|-------|-------|---|--|---------------------------------------|--|---|---------------------|---|---------------------|-------------------|--|
| AIRFRAME SP 407 (1) (1 to 2) | | | | SERVICING PROCEDURES MISCELLANEOUS HUNTER ALL MARKS | | AP 101B-1300-5A3C Sect 4 Chap 1 | | SERVICING RECORD Aircraft Ser No: Date: | | | | RAF Form 2988B | |
| GEARBOX TURRET DRIVE - TOP MOUNTING ANGLE BRACKETS - ATTACHMENT BOLTS LOOSE | | | | | | | | 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 | MAN HRS 4 | INITS & TDM 5 | | |
| TRADE AF | M/HRS | TRADE | M/HRS | ASSOCIATED PROCEDURE CARDS | | Code | | | | | | | |
| <u>Special Tools and Equipment:</u> N11. | | | | | | | | | | | | | |
| NB: This procedure is applicable only to Mk 6, 6A and Mk 9 Aircraft. | | | | | | | | | | | | | |
| BLOCK 1 | | | | AIRFRAME | | | | | | | | | |
| 1. <u>Examination</u> | | | | | | | | | | | | | |
| 1.1 Bolts attaching angle bracket Pt No F.226691 to rear face of Frame 32. | | | | Check tighten. | | | | | | | | | |
| BLOCK 2 | | | | AIRFRAME | | | | | | | | | |
| Item 2 is applicable only if defect found in Item 1. | | | | | | | | | | | | | |
| 2. <u>Rectification</u> | | | | | | | | | | | | | |
| 2.1 Attachment bolts. | | | | Remove. | | | | | | | | | |
| | | | | | | | | | | | | Continued | |

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| AIRFRAME SP 413 (1) (1 to 4) | | | | SERVICING PROCEDURES MISCELLANEOUS HUNTER ALL MARKS | AP 101B-1300-5A3C Sect 4 Chap 1 | SERVICING RECORD RAF Form 2988B Aircraft Ser No: Date: | | | |
| <u>Rudder Controls in front fuselage - mounting for inboard bearing lever -</u> <u>Forward angle cracked</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 | | | MAN HRS 4 | INITS & TDM 5 |
| TRADE AF | M/HRS | TRADE | M/HRS | ASSOCIATED PROCEDURE CARDS | | Code | | | |
| <u>Special Tools and Equipment:</u> N11. | | | | | | | | | |
| NB: This procedure is applicable only to Mk 6, 6A and Mk 9 Aircraft. | | | | | | | | | |
| BLOCK 1 | | | | AIRFRAME | | | | | |
| 1. <u>Preparation</u> | | | | | | | | | |
| 1.1 Inboard bearing lever.) 1.2 Inboard bearing bracket.) Locate. 1.3 Forward angle.) | | | | | | | | | |
| BLOCK 2 | | | | AIRFRAME | | | | | |
| 2. <u>Examination</u> | | | | | | | | | |
| 2.1 Sub-item 2.1 is to be carried out using 3 men. One man in cockpit holding rudder pedals firmly, one man attempting to move rudder and one man carrying out inspection of bracket. 2.2 Lower edge and bend line adjacent Examine and particularly for cracks using to profile washer on forward angle. torch and mirror. | | | | | | | | | |
| Continued | | | | | | | | | |

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|---|---|---------------------------------------|---------------------------|---|---------------------|------------|
| AIRFRAME SP 413 (2) | SERVICING PROCEDURES MISCELLANEOUS HUNTER ALL MARKS | AP 101B-1300-5A3C Sect 4 Chap 1 | SERVICING RECORD | | RAF Form 2988B | |
| | | | Aircraft Ser No: Date: | | | |
| RUDDER CONTROLS IN FRONT FUSELAGE - MOUNTING FOR INBOARD BEARING LEVER - FORWARD ANGLE CRACKED | | | TRADESMAN | Brief Details of Suspected Defect and SNOW When Applicable | | SUPERVISOR |
| | | | | MAN HRS 1 | INITS & TDM 2 | |
| SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK DETAILED ON THIS CARD | | | | | | |
| NB: This procedure is applicable only to Mk 6, 6A and Mk 9 Aircraft. | | | | | | |
| BLOCK 1 | | AIRFRAME | | | | |
| Item 3 is applicable only if defect found in Item 2. | | | | | | |
| 3. <u>Rectification</u> | | | | | | |
| 3.1 | Nosewheel strut. Remove. | | | | | |
| 3.2 | Forward angle and bracket. Repair in accordance with Fig 1 and 2. | | | | | |
| 3.3 | Keel member supporting other bearing for lever pivot bolt. Examine and particularly for cracks at rivets attaching the bearing. NB: Where cracks are detected application is to be made to Hawker Aircraft Ltd for Repair Scheme. | | | | | |
| 3.4 | Nosewheel strut. Refit. | | | | | |
| | | | | | | |

AIRFRAME
SP 413 (3)
AL 5

SERVICING PROCEDURES
AP 101B-1300-5A3C
Sect 4
Chap 1

MISCELLANEOUS
HUNTER ALL MARKS

RUDDER CONTROLS IN FRONT FUSELAGE - MOUNTING FOR INBOARD BEARING LEVER -
FORWARD ANGLE CRACKED

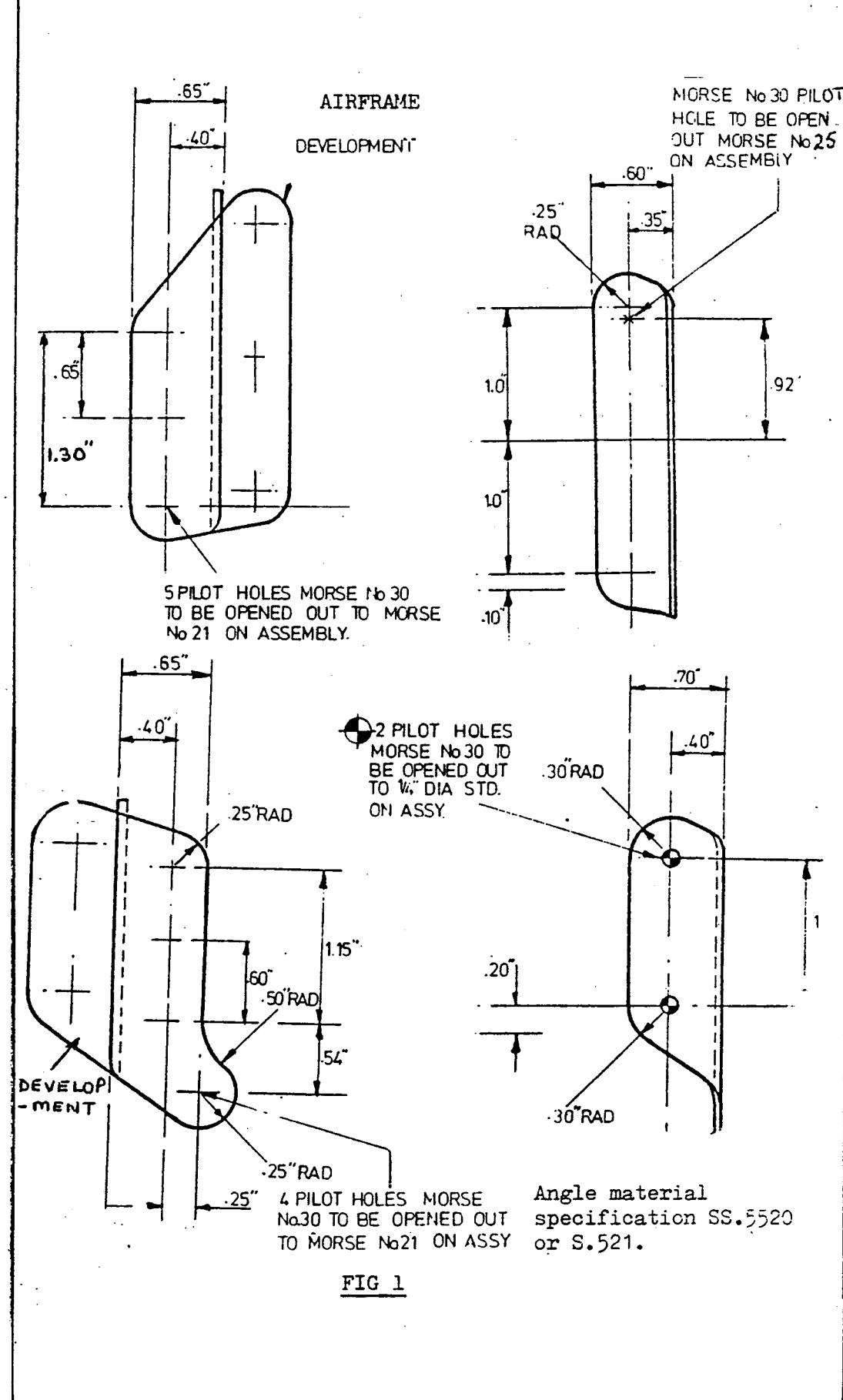


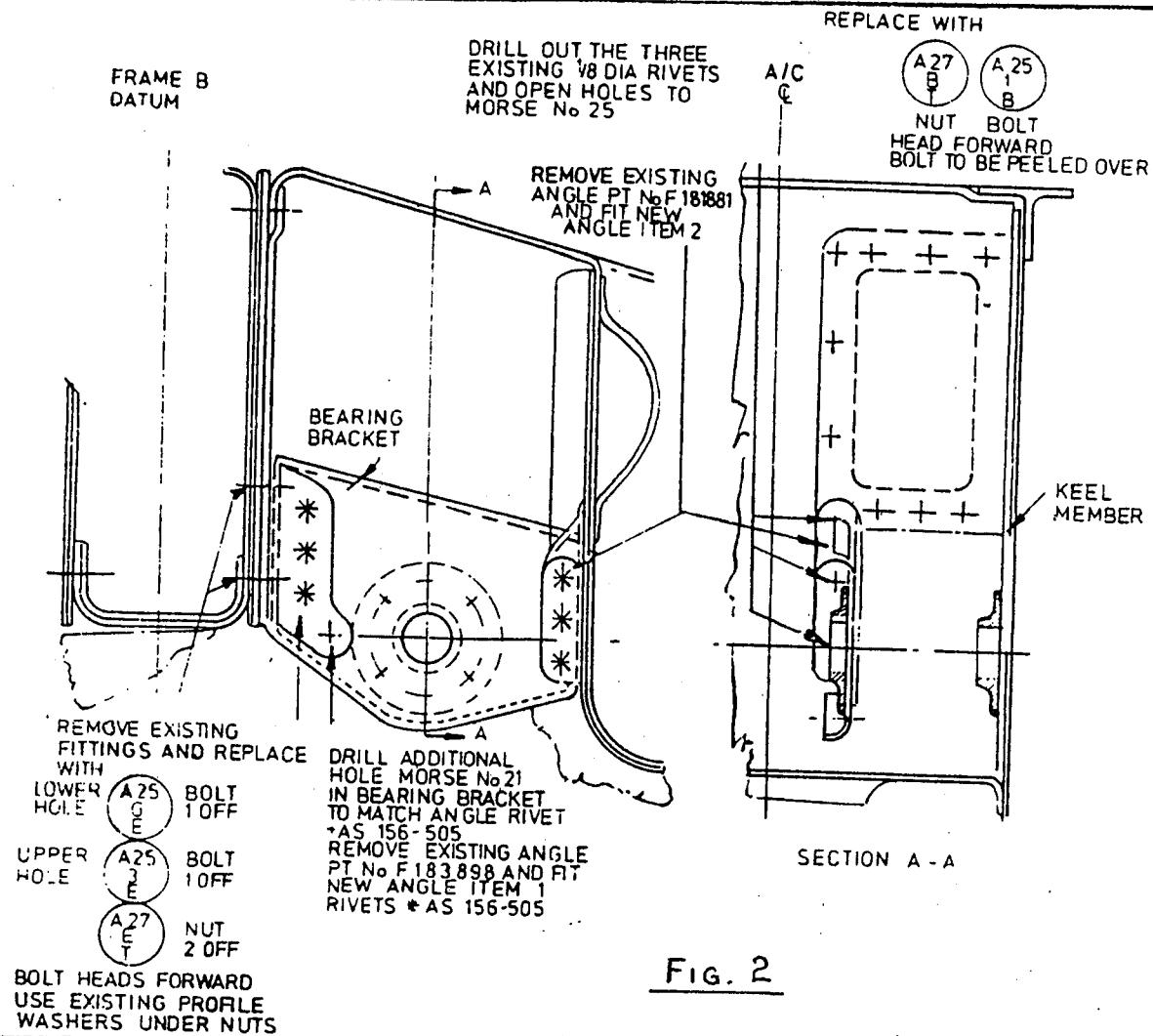
FIG 1

AIRFRAME
SP 413 (4)

SERVICING PROCEDURES
MISCELLANEOUS
HUNTER ALL MARKS

AP 101B-1300-5A3C
Sect 4
Chap 1

RUDDER CONTROLS IN FRONT FUSELAGE - MOUNTING FOR INBOARD BEARING LEVER -
FORWARD ANGLE CRACKED



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|--|--|--|--|--|---|---|--------------------------------|--|--|
| AIRFRAME SP 419 (1) (1 to 7) | | | | SERVICING PROCEDURES MISCELLANEOUS HUNTER ALL MARKS | AP 101B-1300-5A3 Sect 4 Chap 1 | SERVICING RECORD Aircraft Ser No: Date: | | RAF Form 2988B | |
| CONTROL TUBES - CRACKING Amended to include Mk 9 content. | | | | TRADESMAN | | Brief Details of Suspected Defect and SNOW When Applicable | | SUPERVISOR | |
| | | | | MAN HRS 1 | INITS & TDM 2 | 3 | MAN HRS 4 | INITS & TDM 5 | |
| SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK DETAILED ON THIS CARD | | | | ASSOCIATED PROCEDURE CARDS Code | | | | | |
| <u>Special Tools and Equipment:</u> N11. | | | | | | | | | |
| BLOCK 1 AIRFRAME | | | | | | | | | |
| 1. Preparation 1.1 Detachable spine fairings between hood and fin. Remove. | | | | | | | | | |
| BLOCK 2 AIRFRAME | | | | | | | | | |
| 2. Examination 2.1 Elevator, aileron and rudder control tubes in spine. (a) Pt No A209620, Ref No 26FX/6201 Frames 13-14 to Frames 17-18.) paint. | | | | | | | | | |
| | |) Examine visually and particularly for signs) of longitudinal cracking without removing | | | | | | | |

Continued

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| AIRFRAME SP 419 (2) (1 to 7) | SERVICING PROCEDURES MISCELLANEOUS HUNTER ALL MARKS | AP 101B-1300-5A3 Sect 4 Chap 1 | SERVICING RECORD | | RAF Form 29888 | |
| | | | Aircraft Ser No: _____ Date: _____ | | | |
| <u>CONTROL TUBES - CRACKING</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 |
| BLOCK 1 | | | AIRFRAME | | | |
| 2. <u>Examination cont</u> | | | | | | |
| <p>(b) Pt No A180427, Ref No 26FX/299, Frames 17-18 to Frames 23-24. Examine as at (c). Sub-sub-item 2.1 (c) is applicable only to Mk 6, 6A and 9 aircraft.</p> <p>(c) Pt No A199290, Ref No 26FX/6339 Frames 23-24 to Frames 27-28. Examine visually and particularly for signs of longitudinal cracking without removing paint. Sub-sub-item 2.1 (d) and (e) is applicable only to Mk 7, 7A and 8B aircraft.</p> <p>(d) Pt No A169520, Ref No 26FX/300 Frames 23-24 to Frames 27-28. Examine visually and particularly for signs of longitudinal cracking without removing paint.</p> <p>(e) Pt No 199291, Ref No 26FX/6340 Frames 27-28 to Frames 32-33 Examine visually and particularly for signs of longitudinal cracking without removing paint.</p> | | | | | | |
| | | | | | | |
| | | | | | Continued | |

AIRFRAME
SP 419 (3)
(1 to 7)

SERVICING PROCEDURES
MISCELLANEOUS
HUNTER ALL MARKS

AP 101B-1300-5A3
Sect 4
Chap 1

SERVICING RECORD

RAF Form 2988B

Aircraft Ser No:
Date:

CONTROL TUBES - CRACKING

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

BLOCK 1

AIRFRAME

2. Examination cont

2.2 Elevator and rudder control tubes in spine.

- (a) Pt No A199284, Ref No 26 FX/4113.)
Frames 32-33 to Frames 38-39.) Examine visually and particularly
- (b) Pt No A171699, Ref No 26FX/306) for signs of longitudinal cracking
Frames 38-39 to Frame 41.) without removing paint.
- (c) Pt No A171700, Ref No 26FX/325)
Frame 41 to Frames 45-46.)

2.3 Elevator, aileron and rudder control
tubes in front fuselage (Tunnel behind
seat).

Sub-sub-item 2.3 (a) is applicable only to Mk 6 and 6A aircraft.

- (a) Pt No A166631, Ref No 26FX/276
(2 off) and Pt No A206734
Ref No 26FX/8488. Examine visually and particularly
for signs of longitudinal cracking,
as far as possible without removing
from aircraft, or affecting cockpit
pressurisation.

Sub-sub-item 2.3 (b) is applicable only to Mk 9 aircraft.

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

Continued

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|---|---|--------------------------------------|---|---------------------|---|-----------------|
| AIRFRAME SP 419 (4) (1 to 7) | SERVICING PROCEDURES MISCELLANEOUS HUNTER ALL MARKS | AP 101B-1300-5A3 Sect 4 Chap 1 | SERVICING RECORD | | RAF Form 2988B | |
| | | | Aircraft Ser No: _____ Date: _____ | | | |
| CONTROL TUBES - CRACKING | | | TRADESMAN | | Brief Details of Suspected Defect and SNOW When Applicable | |
| 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 |
| BLOCK 1 | | | AIRFRAME | | | |
| 2. <u>Examination cont</u> | | | | | | |
| (b) Pt No A206734. Ref No 26FX/8488 and Pt No A243233 Ref No 26FX/10569. and Pt No B243234 Ref No 26FX/10568. | | | Examine visually and particularly for signs of longitudinal cracking, as far as possible without removing from aircraft, or affecting cockpit pressurisation. | | | |
| (c) (Between seats). Pt No A166631 Ref No 26FX/276 (2 off) and Pt No A217043 Ref No 26FX/NIV Mk 7, 7A and 8B aircraft. | | | Examine visually and particularly for signs of longitudinal cracking, as far as possible without removing from aircraft, or affecting cockpit pressurisation. | | | |
| NB During sub-item 2.4 fixing bolts are to be refitted in the positions from which they were removed. | | | | | | |
| | | Continued | | | | |

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|--|--|--|--------------------------------------|--|---------------------|---|-----------------|---------------------|
| AIRFRAME SP 419 (6) (1 to 7) AL 9 | | SERVICING PROCEDURES MISCELLANEOUS HUNTER ALL MARKS | AP 101B-1300-5A3 Sect 4 Chap 1 | SERVICING RECORD Aircraft Ser No: Date: | | RAF Form 2988B | | |
| <u>CONTROL TUBES - CRACKING</u> 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 | | | | | | |
| NB 1 Item 3 is applicable only if defect found in Item 2. NB 2 During item 3 fixing bolts are to be refitted in the positions from which they were removed. | | | | | | | | |
| 3. <u>Rectification</u> | | | | | | | | |
| 3.1 Defective control tube. | | Remove. | | | | | | |
| 3.2 Replacement control tube. | | (1) Examine visually and particularly for signs of longitudinal cracking without removing paint. (11) Fit. | | | | | | |
| 3.3 Control system. | | Sub-item 3.3 is applicable only to control system where replacement control tube fitted in Sub-item 3.2 is adjustable. | | Re-adjust in accordance with requirement of appropriate Topic 1 Sect. 4. | | | | |
| | | Continued | | | | | | |

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| AIRFRAME SP 419 (7) (1 to 7) AL 9 | SERVICING PROCEDURES MISCELLANEOUS HUNTER ALL MARKS | AP 101B-1300-5A3 Sect 4 Chap 1 | SERVICING RECORD | | RAF Form 2988B | |
| | | | Aircraft Ser No: Date: | | | |
| <u>CONTROL TUBES - CRACKING</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 |
| BLOCK 1 | | | AIRFRAME | | | |
| 4. <u>Completion</u> | | | | | | |
| NB Sub-items 4.1 and 4.2 are to be carried out before hood fairing is fitted. | | | | | | |
| 4.1 Hood fairing mating surfaces. | | | (i) Clean around all screw holes to ensure good metal to metal contact. | | | |
| 4.2 Fuselage mating surfaces (To hood fairing). | | | (ii) Spray with PX-24 anti- corrosion fluid. (34B/2244966). Refit. | | | |
| 4.3 Detachable spin fairings. | | | | | | |
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AIRFRAME
SP 420 (1)
(1 to 2)
AL 1

SERVICING PROCEDURES
MISCELLANEOUS
HUNTER ALL MARKS

AP101B-1300-5A3C
Sect 4
Chap 1

SERVICING RECORD
Aircraft Ser No:
Date:

RAF Form 2988B
(Revised Jan 85)

Amended to include Mk 9 content.

AIR INTAKE SKINS - CRACKING

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

| TRADE | M/HRS | TRADE | M/HRS | ASSOCIATED PROCEDURE CARDS | Code | TRADESMAN | | Brief Details of Suspected Defect and SNOW When Applicable | SUPERVISOR | | | | | | | | | | | | | | |
|---|---|-----------------|--|----------------------------|------|------------|---------------------|---|------------|---------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| | | | | | | MAN HRS | INITS & TDM 1 | | MAN HRS | INITS & TDM 5 | | | | | | | | | | | | | |
| <u>Special Tools and Equipment:</u> Nil. | | | | | | | | | | | | | | | | | | | | | | | |
| BLOCK 1 | | AIRFRAME | | | | | | | | | | | | | | | | | | | | | |
| 1. | <u>Examination</u> | | | | | | | | | | | | | | | | | | | | | | |
| NB: | Sub-item 1.1 (i) can be carried out by pressing the centre of each panel with all the fingers of each hand on both sides of a frame alternately and observing whether any movement of the skins takes place without movement of the rivets. If this is apparent, the holes have enlarged around rivets and indicates skin may eventually pull from the rivet heads. | | | | | | | | | | | | | | | | | | | | | | |
| 1.1 | Port and Starboard air intakes. | (i) | Examine and particularly for movement of air intake skins without necessarily corresponding movement of rivets which attach skins to frames. | | | | | | | | | | | | | | | | | | | | |
| | | (ii) | Examine and particularly for loose rivets. | | | | | | | | | | | | | | | | | | | | |
| | | (iii) | Examine erosion resistant compound. | | | | | | | | | | | | | | | | | | | | |
| SMS/ 4 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Continued | | | | | | | | | | | | | |

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| AIRFRAME SP 420 (2) AL 1 | SERVICING PROCEDURES MISCELLANEOUS HUNTER ALL MARKS | AP101B-1300-5A3C Sect 4 Chap 1 | SERVICING RECORD | | | | RAF Form 2988B (Revised Jan 85) | |
| | | | Aircraft Ser No: Date: | | | | | |
| <u>AIR INTAKE SKINS - CRACKING</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 | | | Code | MAN HRS 1 | INITS & TDM 2 | 3 | MAN HRS 4 | INITS & TDM 5 |
| BLOCK 1 AIRFRAME NB1: Item 2 is applicable only if air intake skins are defective during examination detailed in Item 1. NB2: Skin replacement is only to be carried out when: (a) Skins are beyond economical repair. (b) Sub-structure requires replacement. (c) Number of external patch repairs become excessive and cannot be economically replaced by insertion repairs. 2. <u>Rectification</u> 2.1 Defective air intake skin. Repair in accordance with AP101B-(1301)-6A, Repair leaflet (1306) B3/7-MK7, 7A and 8B aircraft. AP101B-(1307.9)-6A LFR B3/10 MK9 A/c 2.2 Extensive skin movement over Frame 27. Repair as detailed by instruction SKD3180 Issue B, obtained from Aerostructures Hamble Ltd. | | | | | | | | |
| BLOCK 2 AIRFRAME NB: Item 3 is applicable only if rivets attaching skins to frames are found to be loose during examination detailed in Item 1. 3. <u>Rectification</u> 3.1 Loose rivets. Replace. 3.2 Erosion resistant compound. Restore in accordance with STC ENG SI Volume 35(SEM) SEM/HUNTER/034/STC. | | | | | | | | |
| SMS/ 4A | | | | | | | | |

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| AIRFRAME SP 425A (1) (1 to 6) | | | | SERVICING PROCEDURES MISCELLANEOUS HUNTER ALL MARKS | AP 101B-1300-5A3C Sect 4 Chap 1 | SERVICING RECORD Aircraft Ser No: Date: | | | | RAF Form 29888 |
| FLYING CONTROL LUBRICATION AND BEARING EXAMINATION - FRONT FUSELAGE | | | | TRADESMAN | | Brief Details of Suspected Defect and SNOW When Applicable | | SUPERVISOR | | |
| | | | | MAN HRS 1 | INITS & TDM 2 | | | MAN HRS 4 | INITS & TDM 5 | |
| SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK DETAILED ON THIS CARD | | | | | | | | | | |
| TRADE AF | M/HRS | TRADE | M/HRS | ASSOCIATED PROCEDURE CARDS Code | | | | | | |
| Special Tools and Equipment: Greasing Tool, 26DM/95048. | | | | | | | | | | |
| NB: This procedure is applicable only to Mk 6, 6A and Mk 9 Aircraft | | | | | | | | | | |
| BLOCK 1 AIRFRAME | | | | | | | | | | |
| 1. <u>Removal</u> 1.1 Crank shaft (At control column) base).) Remove. 1.2 Control column assembly.) | | | | | | | | | | |
| BLOCK 2 AIRFRAME | | | | | | | | | | |
| 2. <u>Removal and Lubrication</u> 2.1 Rudder bar assembly. Remove. | | | | | | | | | | |
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| AIRFRAME SP 425A (2) (1 to 6) | | SERVICING PROCEDURES MISCELLANEOUS HUNTER ALL MARKS | | AP 101B-1300-5A3C Sect 4 Chap 1 | SERVICING RECORD Aircraft Ser No: Date: | | | RAF Form 2988B | |
| FLYING CONTROL LUBRICATION AND BEARING EXAMINATION - FRONT FUSELAGE | | | | | 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 | | MAN HRS 4 | INITS & TDM 5 |
| BLOCK 1 | | AIRFRAME | | | | | | | |
| 2.2 Rudder pedestal vertical shaft bearings. | | (i) Dismantle. (ii) Clean. (iii) Lubricate. (Grease, XG-278) (iv) Reassemble. | | | | | | | |
| BLOCK 2 | | AIRFRAME | | | | | | | |
| 3. <u>Removal</u> | | | | | | | | | |
| 3.1 Universal joint assembly at control column base. | | (i) Remove. (ii) Dismantle. (iii) Clean. | | | | | | | |
| 3.2 Sprocket and fork at control column base. | | Remove. | | | | | | | |
| 3.3 Sprocket shaft at control column head. | |) | | | | | | | |
| 3.4 Aileron torque shaft. | |) Remove. | | | | | | | |
| 3.5 Splined adapter bearing housing. (Torque tube rear). | |) | | | | | | | |
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| AIRFRAME SP 425A (3) (1 to 6) | | SERVICING PROCEDURES MISCELLANEOUS HUNTER ALL MARKS | AP 101B-1300-5A3C Sect 4 Chap 1 | SERVICING RECORD Aircraft Ser No: Date: | | RAF Form 2988B | | |
| <u>FLYING CONTROL LUBRICATION AND BEARING EXAMINATION - FRONT FUSELAGE</u> | | | | TRADESMAN | Brief Details of Suspected Defect and SNOW When Applicable | | SUPERVISOR | |
| | | | | MAN HRS 1 | INITS & TDM 2 | 3 | MAN HRS 4 | INITS & TDM 5 |
| SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK DETAILED ON THIS CARD | | | | | | | | |
| BLOCK 1 | | AIRFRAME | | | | | | |
| 4. <u>Lubrication and Assembling</u> | | | | | | | | |
| 4.1 Bearings on sprocket and fork. (Control column base).) | | | | | | | | |
| 4.2 Bearings on sprocket shaft. (Control column head).) | | (1) Clean. | | | | | | |
| 4.3 Bearing on splined adapter.) | | (11) Lubricate. (Grease, XG-278) | | | | | | |
| 4.4 Bearings on crank shaft at control column foot.) | | (111) Reassemble. | | | | | | |
| 4.5 Universal joint assembly at control column base.) | | | | | | | | |
| BLOCK 2 | | AIRFRAME | | | | | | |
| 5. <u>Removal and Lubrication</u> | | | | | | | | |
| 5.1 Control tubes (2 off) from levers at Frame 11 to hood fairing at Frames 13/14.) | | (1) Remove. (11) Clean. | | | | | | |
| 5.2 Control tube from aileron two-position jack to hood fairing at Frames 13/14.) | | (111) Lubricate. (Grease, XG-278) | | | | | | |
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| AIRFRAME SP 425A (4) (1 to 6) | | SERVICING PROCEDURES MISCELLANEOUS HUNTER ALL MARKS | | AP 101B-1300-5A3C Sect 4 Chap 1 | | SERVICING RECORD Aircraft Ser No: Date: | | RAF Form 2988B | | | |
| <u>FLYING CONTROL LUBRICATION AND BEARING EXAMINATION - FRONT FUSELAGE</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 | INITS & TDM 1 | 2 | 3 | MAN HRS | INITS & TDM 4 |
| BLOCK 1 | | | | | | AIRFRAME | | | | | |
| 6. <u>Removal</u> | | | | | | | | | | | |
| 6.1 Control tube (Rudder bar to Frame 8).) 6.2 Control tubes (2 off) (Frame 8 to) Frame 11)) Remove. 6.3 Control lever. (Frame 8).) 6.4 Control levers (2 off) (Frames 10/11).) | | | | | | | | | | | |
| BLOCK 2 | | | | | | AIRFRAME | | | | | |
| 7. <u>Lubrication and Replacement</u> | | | | | | | | | | | |
| 7.1 Bearings on control tube. (Rudder bar to) Frame 8).) 7.2 Bearings on control tubes. (Frame 8 to) (1) Clean. Frame 11).) (11) Lubricate. (Grease, XG-278) 7.3 Bearings on control lever (Frame 8).) 7.4 Bearings on rudder control lever at Frames 10/11).) 7.5 Bearings on elevator control lever (at) Frames 10/11).) | | | | | | | | | | | |
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| AIRFRAME SP 425A (5) (1 to 6) | | SERVICING PROCEDURES MISCELLANEOUS HUNTER ALL MARKS | AP 101B-1300-5A3C Sect 4 Chap 1 | SERVICING RECORD Aircraft Ser No: Date: | RAF Form 2988B | | | |
| <u>FLYING CONTROL LUBRICATION AND BEARING EXAMINATION - FRONT FUSELAGE</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 |
| BLOCK 1 | | AIRFRAME | | | | | | |
| 8. <u>Refitting and Lubrication</u> | | | | | | | | |
| 8.1 | Rudder bar assembly. | Refit. | | | | | | |
| 8.2 | Rudder bar connecting link pins. |) | | | | | | |
| 8.3 | Rudder bar top centre bearing. |) | | Lubricate. (011, OX-14). | | | | |
| 8.4 | Rudder bar adjustment link pins. |) | | | | | | |
| 8.5 | Rudder bar pedal bolts. | Lubricate. (Grease, XG-278). | | | | | | |
| 8.6 | Rudder bar adjustment cables. | Lubricate. (Grease, XG-273). | | | | | | |
| BLOCK 2 | | AIRFRAME | | | | | | |
| 9. <u>Refitting and Lubrication</u> | | | | | | | | |
| 9.1 | Universal joint assembly at control column base. | Refit. | | | | | | |
| 9.2 | Splined adapter bearing housing. (Torque tube rear). |) | | Refit, ensuring dished centre of chip guards are towards the bearing. | | | | |
| 9.3 | Aileron torque shaft. |) | | | | | | |
| 9.4 | Control column assembly |) | | | | | | |
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| Continued | | | | | | | | |

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| AIRFRAME SP 425A (6) (1 to 6) | | SERVICING PROCEDURES MISCELLANEOUS HUNTER ALL MARKS | AP 101B-1300-5A3C Sect 4 Chap 1 | SERVICING RECORD Aircraft Ser No: Date: | | RAF Form 2988B | | |
| <u>FLYING CONTROL LUBRICATION AND BEARING EXAMINATION - FRONT FUSELAGE</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 | MAN HRS 4 | INITS & TDM 5 | |
| BLOCK 1 | | AIRFRAME | | | | | | |
| 9. <u>Refitting and Lubrication Cont</u> | | | | | | | | |
| 9.5 Crank shaft at control column base.) | | | | | | | | |
| 9.6 Sprocket shaft at control column head.) Refit. | | | | | | | | |
| 9.7 Sprocket and fork at control column base.) | | | | | | | | |
| 9.8 Control column chains. Lubricate. (011, 0X-14). | | | | | | | | |
| BLOCK 2 | | AIRFRAME | | | | | | |
| 10. <u>Refitting</u> | | | | | | | | |
| 10.1 Control lever (Frame 8).) | | | | | | | | |
| 10.2 Control levers. (Frames 10/11).) | | | | | | | | |
| 10.3 Control tube (Rudder bar to Frame 8).) | | | | | | | | |
| 10.4 Control tubes (Frame 8 to Frame 11).) Refit. | | | | | | | | |
| 10.5 Control tubes from levers at Frame 11 to hood fairing at Frames 13/14.) | | | | | | | | |
| 10.6 Control tube from aileron two-position Jack to hood fairing at Frames 13/14.) | | | | | | | | |

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|--|------------------|-------|-------|----------------------------|---|--|--------------|------------------|---|------------------|------------|--|
| <p>AIRFRAME SP 435A (1) (1 to 2) AL 22</p> <p>SERVICING PROCEDURES MISCELLANEOUS HUNTER ALL MARKS</p> <p>AP 101B-1300-5A3C Sect 4 Chap 1</p> <p>PYLON MOUNTING BRACKETS NOSE RIB J - CRACKING (MK 6A AND 9 AIRCRAFT)</p> | | | | | <p>SERVICING RECORD</p> <p>Aircraft Ser No: _____</p> <p>Date: _____</p> | | | RAF Form 2988B | | | | |
| <p>SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK DETAILED ON THIS CARD</p> | | | | | <p>TRADESMAN</p> <table border="1"> <tr> <td>MAN HRS 1</td> <td>INITS & TDM 2</td> </tr> </table> | | MAN HRS 1 | INITS & TDM 2 | <p>Brief Details of Suspected Defect and SNOW When Applicable 3</p> | | SUPERVISOR | |
| MAN HRS 1 | INITS & TDM 2 | | | | | | | | | | | |
| TRADE AF | M/HRS | TRADE | M/HRS | ASSOCIATED PROCEDURE CARDS | Code | | | | MAN HRS 4 | INITS & TDM 5 | | |
| <p><u>Special Tools and Equipment:</u></p> <p>Probe Illuminator, 5A/4310.</p> | | | | | | | | | | | | |
| <p>BLOCK 1</p> <p>AIRFRAME</p> <p>1. <u>Preparation</u></p> <p>1.1 Access panel No 2 (Port and Starboard mainplanes). Remove.</p> | | | | | | | | | | | | |
| <p>BLOCK 2</p> <p>AIRFRAME</p> <p>2.1 Pylon mounting brackets Pt No B198366-7 and Pt No B198368-9, outer face of nose Rib J. Examine and particularly for cracking using probe illuminator, 5A/4310.</p> | | | | | | | | | | | | |
| <p>Continued</p> | | | | | | | | | | | | |

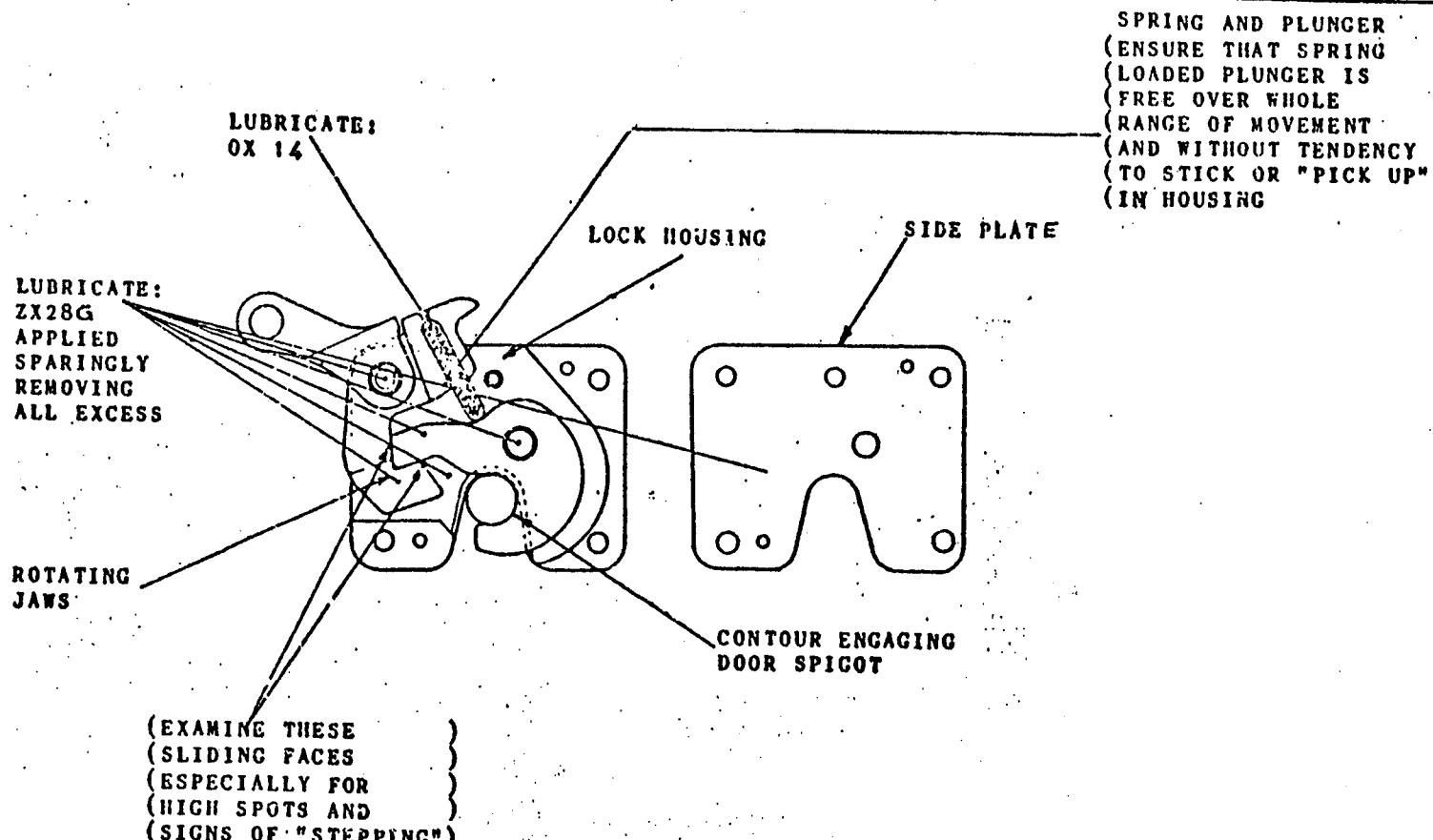
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| AIRFRAME SP 435A (2) (1 to 2) | | SERVICING PROCEDURES MISCELLANEOUS HUNTER ALL MARKS | AP 101B-1300-5A3C Sect 4 Chap 1 | SERVICING RECORD | | RAF Form 2988B | | |
| PYLON MOUNTING BRACKETS NOSE RIB J - CRACKING (MK 6A AND 9 AIRCRAFT) | | | | Aircraft Ser No: | | Date: | | |
| | | | | TRADESMAN | | Brief Details of Suspected Defect and SNOW When Applicable | | SUPERVISOR |
| | | | | MAN HRS 1 | INITS & TDM 2 | 3 | MAN HRS 4 | INITS & TDM 5 |
| SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK DETAILED ON THIS CARD | | | | | | | | |
| BLOCK 1 | | AIRFRAME | | | | | | |
| Note: Item 3 is applicable only if defect found in Item 2. | | | | | | | | |
| 3. <u>Rectification</u> | | | | | | | | |
| 3.1 Pylon mounting brackets. | | Repair in accordance with Repair Scheme HSA B41631 Issue 2 obtained from HSA Ltd, Kingston, Surrey. | | | | | | |
| BLOCK 2 | | AIRFRAME | | | | | | |
| 4. <u>Completion</u> | | | | | | | | |
| 4.1 Access panel No 2 (Port and starboard mainplanes. | | Refit. | | | | | | |
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AIRFRAME
SP 444 (4)
(1 to 4)

SERVICING PROCEDURES
MISCELLANEOUS
HUNTER ALL MARKS

AP 101B-1300-5A3C
Sect 4
Chap 1

LINK COLLECTOR BLISTER LOCKS - SERVICING



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| AIRFRAME SP 449 (1) (1 to 3) AL 18 | | | | SERVICING PROCEDURES MISCELLANEOUS HUNTER ALL MARKS | AP 101B-1300-5A3C Sect 4 Chap 1 | SERVICING RECORD RAF Form 2988B | | | | |
| | | | | Aircraft Ser No: Date: | | | | | | |
| HOOD JETTISON RELEASE UNIT - RESETTING | | | | 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 | | | MAN HRS 4 | INITS & TDM 5 | |
| TRADE AF | M/HRS | TRADE | M/HRS | ASSOCIATED PROCEDURE CARDS | | Code | | | | |
| Special Tools and Equipment: | | | | | | | | | | |
| N11. | | | | | | | | | | |
| NB: | | | | | | | | | | |
| BLOCK 1 AIRFRAME | | | | | | | | | | |
| 1. <u>Resetting</u> | | | | | | | | | | |
| 1.1 Coupling Nut. | | | | Rotate in an anti-clockwise direction to move 'H' nut into shaped hole in release lever. | | | | | | |
| 1.2 'H' Nut. | | | | Continue rotation of coupling until 'H' nut is flush with outer face of release lever. | | | | | | |
| | | Continued | | | | | | | | |

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|--|--|---|---------------------------------------|---|-----------------|
| AIRFRAME SP 449 (2) (1 to 3) AL 18 | | SERVICING PROCEDURES MISCELLANEOUS HUNTER ALL MARKS | AP 101B-1300-5A3C Sect 4 Chap 1 | SERVICING RECORD RAF Form 2988B | |
| HOOD JETTISON RELEASE UNIT - RESETTING | | | | Aircraft Ser No: Date: | |
| | | TRADESMAN | | Brief Details of Suspected Defect and SNOW When Applicable | |
| 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 |
| NB: | | | | | |
| BLOCK 1 | | AIRFRAME | | | |
| 1.3 Release Lever. | | Lock 'H' nut by rotating release lever to 'loaded' position. If release lever will not move, rotate coupling nut further until release lever can be freely moved to lock 'H' nut. No further rotation of the coupling in this direction is permissible. | | | |
| NB: It is important that the release lever is retained in this loaded position throughout the remainder of the re-setting operations to prevent accidental release and possible injury to personnel. | | | | | |
| 1.4 Coupling Nut. | | Load this unit by rotating the coupling in a clockwise direction to the full extent of its travel to fully compress the spring of the unit. Ensuring that release lever does not move unscrew coupling nut one half turn. | | | |
| | | | | Continued | |

| AIRFRAME SP 448 (3) (1 to 3) AL 18 | | SERVICING PROCEDURES MISCELLANEOUS HUNTER ALL MARKS. | AP 101B-1300-5A3C Sect 4 Chap 1 | SERVICING RECORD Aircraft Ser No.: Date: | | RAF Form 2988B | | | | | | | |
|--|---------------------|--|---------------------------------------|--|--|----------------|---------------------|--|--|---|--|--------------|---------------------|
| HOOD JETTISON RELEASE UNIT - RESETTING SAFETY AND SERVICING NOTES ARE TO BE COMPLIED WITH THROUGHOUT THE WORK DETAILED ON THIS CARD | | | | TRADESMAN <table border="1"> <tr> <th>MAN HRS 1</th> <th>INITS & TDM 2</th> <th colspan="2">Brief Details of Suspected Defect and SNOW When Applicable 3</th> </tr> </table> | | MAN HRS 1 | INITS & TDM 2 | Brief Details of Suspected Defect and SNOW When Applicable 3 | | SUPERVISOR <table border="1"> <tr> <th>MAN HRS 4</th> <th>INITS & TDM 5</th> </tr> </table> | | MAN HRS 4 | INITS & TDM 5 |
| MAN HRS 1 | INITS & TDM 2 | Brief Details of Suspected Defect and SNOW When Applicable 3 | | | | | | | | | | | |
| MAN HRS 4 | INITS & TDM 5 | | | | | | | | | | | | |
| NB: | | | | | | | | | | | | | |
| BLOCK 1 | | AIRFRAME | | | | | | | | | | | |
| Item 2 is applicable only to Mk 6, 6A and 9 aircraft. | | | | | | | | | | | | | |
| 2. <u>Completion</u> | | | | | | | | | | | | | |
| 2.1 Jettison release unit. | | Ensure red line on release unit body and release lever are aligned. | | | | | | | | | | | |
| 2.2 Red Line. | | If necessary repaint red line 1/8 in wide taking care not to paint hood re-seal lever. | | | | | | | | | | | |
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