Section P

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P 5	STARTER INSTALLATION - VENTING INTRODUCED & DRAIN INCREASED.	672 /	272	340	367	408.				
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NOTE TO USER:—
Insert relevant A.P. No. at top of page.

(Continued Overleaf)

A.L.N.97

(Starter system)

A.P. 4347F, Vol. 2
Leaflet No. P.1.

Hunter F. Mk. 6 Aircraft—Starter System—Exhaust Assembly revised Part (a) Lengthened Pipe, Part (b) Reinforcement Plate—Introduced by the introduction of a Reinforcement Plate.
(MOD. NO. HUNTER 474.)

(Class B/2.)

(AB/A/4234.—27.6.56.)

1. INTRODUCTION

A lengthened exhaust pipe has been introduced in the Starter System to ensure that starter fuel is drained clear of the aircraft during ground testing. Also, a reinforcing plate has been fitted to the fuselage at the exhaust pipe aperture.

The leaflet is written in two parts, Part (a)—Lengthened Pipe, Part (b)—Reinforcement Plate Introduced.

(1) This modification does not cancel, supersede or render unnecessary, any work called for by approved modifications, Command modifications, S.T.I.s, S.I.s, or S.R.I.M.s.

(2) This modification is not essentially connected with any other approved modification.

2. EMBODIMENT

This modification is to be embodied by Contractor's working party in Commands at Home and by Command arrangements Overseas.

2nd Line Servicing Units : At the first opportunity (not later than 2 months after receipt of parts)

3rd Line Servicing Units (*R.S.Us*) : As detailed in A.P.3158, Volume 2, Leaflet B/6

4th Line Servicing Units (*Repair Depots*): Before issue of aircraft

Aircraft Storage Units : In accordance with the Standard of Preparation.

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take approximately 2 man-hours for Part (A) ; and approximately 5 man-hours for Part (B).

4. DRAWINGS REQUIRED

Part 'A':

No drawings are required for the embodiment of this part of the modification.

Part 'B':

Drawing No. A.P.4347F/P.1./56, is incorporated in this leaflet.

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and Materials

Part 'A':

The Modification Kit, which consists of the following items, supplied by the contractor will be assembled by No. 16 Maintenance Unit under Stores Ref. No. 26FX/100474. Part 'A'.

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Stores Ref.	*Part No.*	*Nomenclature*	*Qty.*	*Class of Store*
26FX/8098	C.215040	Starter Exhaust Pipe Bottom Portion	1	B

The Kit comprising all the above items will be supplied to R.A.F. Units on issue order—no demands are to be submitted. Users other than R.A.F. are to submit their requirements to Air Ministry (E.4), Harrogate.

Part 'B':

The Modification Kit, which consists of the following items, supplied by the contractor will be assembled by No. 16 Maintenance Unit under Stores Ref. No. 26FX/100474. Part 'B'.

Stores Ref.	*Part No.*	*Nomenclature*	*Qty.*	*Class of Store*
26FX/-	A.215399	Reinforcing Plate	1	C
28Q/6135	AS.161/506	Rivets	6	C
28Q/7656	AS.164/405	Rivets	4	C

The Kit comprising all the above items will be supplied to R.A.F. Units on issue order—no demands are to be submitted. Users other than R.A.F. are to submit their requirements to Air Ministry (E.4), Harrogate.

(2) Special Tools and Test Equipment

There are no special tools or test equipment required for the embodiment of either part of these modifications.

6. SPARES AFFECTED

There are no spares affected by these modifications.

7. CHANGE OF STORES REFERENCE, PART AND ASSEMBLY NUMBERS

There are no changes of Stores Ref., Part or Assembly Nos., as a result of these modifications.

8. SEQUENCE OF OPERATIONS

The following is the sequence of operations:—

Part 'A':

(1) Remove the gearbox access door situated between Fr's. 27 and 30.

(2) Disconnect and remove the bottom portion—starter exhaust pipe, Part No. C.210606 retaining fixings.

(3) Fit new bottom portion—starter exhaust pipe, Part No. C.215040 as before using existing fixings.

(4) Replace the gearbox access door.

Part 'B'

(5) Remove the gearbox access door situated between Fr's. 27 and 30.

(6) Remove the bottom portion—starter exhaust pipe retaining fixings.

(7) Modify the door landing, Part No. E.200196/8 at bottom of Frame 27 as shown on the drawing.

(8) Replace the bottom portion—starter exhaust pipe using existing fixings.

(9) Replace the gearbox access door.

9. TESTING AFTER EMBODIMENT

There are no special tests required after the embodiment of this modification.

10. RECORDING ACTION

Record on Form 700.

11. DISPOSAL OF REDUNDANT PARTS

Part 'A'

The undermentioned part rendered redundant by the embodiment of this part of the modification is to be returned to No. 16 Maintenance Unit, Stafford:

Stores Ref.	*Part No.*	*Nomenclature*	*Qty.*
26FX/7826	C.210606	Starter Exhaust Pipe Bottom Portion	1

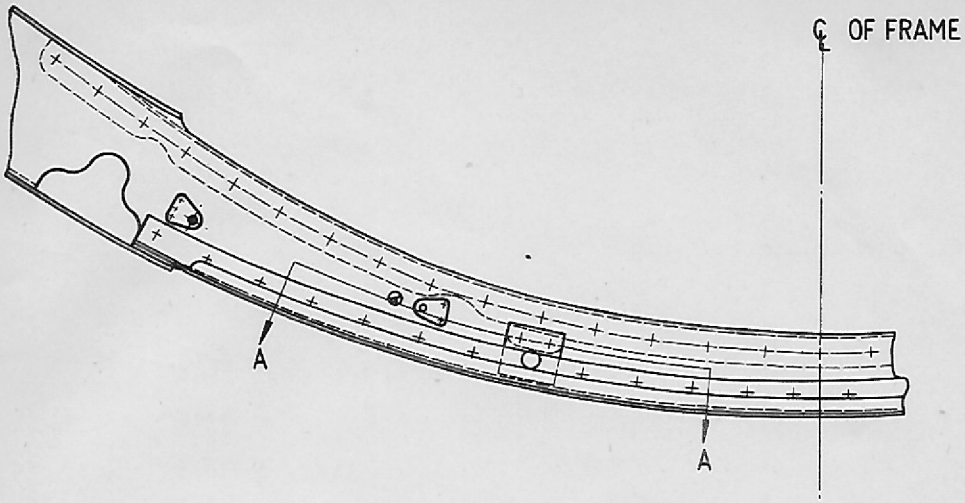
Part 'B':

There are no parts rendered redundant by the embodiment of this part of the modification.

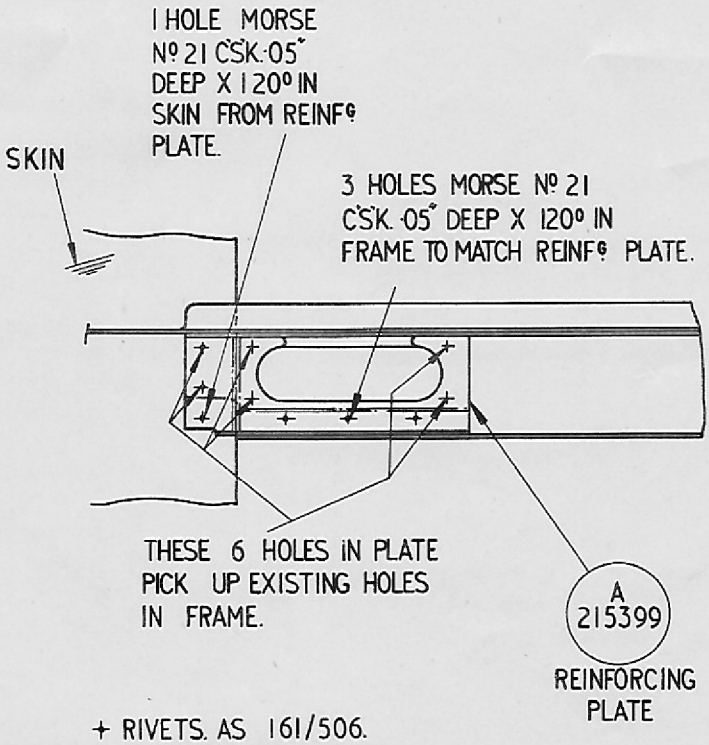
12. EFFECT ON WEIGHT AND C OF G.

These modifications have no effect on weight or C of G.

5441) Wt.8214/9005 500 8/56 W.B.&Co.Ltd. Gp. 1267/2



SCRAP VIEW LOOKING AFT ON FRAME 27.
ACCESS DOOR REMOVED.



+ RIVETS. AS 161/506.
+ RIVETS. AS 164/405.

SECTION 'A-A'.

RESTRICTED

DRG. Nº A.P. 4347F /P. 1 /56

5441 Wt. 8214/9005 500 7/56 W.B.&Co. Gp.1267

Hunter F. Mk. 6 Aircraft — Accessory Gearbox and Cold Air Unit — Oil Changed from O.E.P.71 to OX.38

(MOD. NO. HUNTER/499.)

(Class B/3, N.C.P., on engine removal.)

(AB/A/4661.—12.7.56.)

1. INTRODUCTION

The embodiment of Godfrey Mod. 66 on the cold air unit enables synthetic oil OX.38 to be used instead of mineral oil OEP.71.

(1) This modification does not cancel, supersede, or render unnecessary any work called for by approved modifications, Command Modifications, S.T.I.s, S.I.s. or S.R.I.M.s.

(2) This modification is essentially connected with Godfrey Mod. No. 66; if that work is not already embodied it must be effected concurrently.

2. EMBODIMENT

This modification is to be embodied on removal of engines.

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take approximately 7 man-hours on removal of engine.

4. DRAWINGS REQUIRED

No drawings are required for the embodiment of this modification.

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and Materials

The following materials are required and are to be provided under Unit arrangements:—

Stores Ref.	*Part No.*	*Nomenclature*	*Qty.*	*Class of Store*
34A/100591	—	Oil, synthetic, OX.38, Spec. D.Eng.R.D.2487	As reqd.	C
33A/709	—	Paint, Red	As reqd.	C
26FX/1414	Std.1695/5	Sealing, ring	*6	C
33C/1139	—	Bostik pressurising plastic No. 1751	As reqd.	C
30A/3055 *or* 30A/2343	—	22 s.w.g. stainless steel wire, Spec. D.T.D.189 or D.T.D.161	As reqd.	C

* *Obtain from spares supply.*

(2) Special Tools and Test Equipment

No special tools or test equipment are required for the embodiment of this modification.

6. SPARES AFFECTED

There are no spares affected by this modification.

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7. CHANGE OF STORES REFERENCE, PART AND ASSEMBLY NUMBERS

There are no changes of Stores Reference, Part or Assembly Numbers as a result of this modification.

8. SEQUENCE OF OPERATIONS

The following is the sequence of operations:—

(1) With engine removed, drain the sump on the accessories gearbox, situated at the bottom of the engine bay, aft of the rear spar, on the port side of the aircraft.

(2) Fill sump with approximately one pint of synthetic oil OX.38 and drain off. This oil is not to be used subsequently in the gearbox.

(3) Fill sump with synthetic oil OX.38, Spec. D.E.R.D.2487.

(4) Using red paint, alter the transfer on the gearbox access door to read "Gearbox filler, oil synthetic OX.38, Spec. D.E.R.D.2487".

On Mk. 6 A/C only an additional transfer "Gear box turret filling" is to be altered also.

(5) Remove pipes Part Nos. C.201553/1 and C.201553/2 between the cold air inlet and the intercooler, disconnect and remove the cold air unit from the aircraft and drain the sump.

(6) Embody Mod. No. 66 G.G.P. (Introduction of vent plug and valve) on the cold air unit in accordance with A.P.4340, Vol. 2, Leaflet No. B.1.

(7) Fill the sump with synthetic oil OX.38, Spec. D.Eng.R.D. 2487; flush the unit by shaking vigorously and turning the rotor assembly in the direction of rotation. Drain the oil from the sump and repeat the flushing operation, using clean oil.

Ensure that all oil used for flushing is drained from the sump, and that this contaminated oil is not used subsequently in the unit.

(8) Install the cold air unit in the aircraft together with pipes Part Nos. C.201553/1 and C.201553/2 as before, using sealing rings Part No. S.T.D./1695/5, sealed with Bostik pressurising plastic No. 1751 at pipe joints (A.P.4347F, Vol. 1, Section 3, Chapter 8 refers).

Note: All pipe connections must be locked with 22 s.w.g. stainless steel wire, spec. D.T.D.189 or S.T.D.161.

(9) Alter transfer adjacent to "Cold Air Unit Dipstick" to read "Oil, synthetic, OX38, Spec. D.Eng.R.D.2487", using red paint.

9. TESTING AFTER EMBODIMENT

No special test is required after embodiment of this modification.

10. RECORDING ACTION

Record on Form 700.

11. DISPOSAL OF REDUNDANT PARTS

There are no parts rendered redundant by the embodiment of this modification.

12. EFFECT ON WEIGHT AND C. OF G.

There is no effect on weight or C. of G.

(5496) Wt.8214/9005 500 9/56 W.B.&Co.Ltd. Gp. 1267/2

W.O. Brewood

A.L.№234

Hunter F. Mk. 6 Aircraft—Trunnion Mounting Spigot Shortened Lug 0.05 in.

(MOD. NO. HUNTER/676.)

(Rotol Mod. No. GB.1010.)

(Class C/3, N.C.P., on replacement of wing or gearbox.)

(AB/A/7147.—24.7.57.)

1 INTRODUCTION

The clearance between the trunnion mounting spigot on the gearbox drive arm and the adjacent aileron control rod has been increased by shortening the spigot by 0·05 in.

(1) This modification does not cancel, supersede, or render unnecessary any work called for by approved modifications, Command Modifications, S.T.I.s, S.I.s or S.R.I.M.s.

(2) This modification is essentially connected with the complementary Rotol Mod. GB.1010 (Shortening of spigot by 0·05 in.).

2. EMBODIMENT

This modification is to be embodied on replacement of wing or gearbox.

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take approximately 2 man-hours with engine removed.

4. DRAWINGS REQUIRED

Drawing No. A.P.4347F/P.3/57 is incorporated in this leaflet.

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and Materials

There are no parts or materials required for the embodiment of this modification.

(2) Special Tools and Test Equipment

There are no special tools or test equipment required for the embodiment of this modification.

6. SPARES AFFECTED

There are no spares affected by this modification.

7. CHANGE OF REFERENCE, PART AND ASSEMBLY NUMBERS

There are no changes of Reference, Part or Assembly Numbers as a result of this modification.

8. SEQUENCE OF OPERATIONS

(1) With engine removed, locate the trunnion mounting spigot at the top of the accessory gearbox drive arm, Type G.A.7/1 (Ref. No. 37L/370).

(2) Cut back the spigot by 0·05 in. as shown on the drawing.

(3) Record the embodiment of Rotol Mod. No. G.B.1010 on the accessory gearbox modification plate.

9. TESTING AFTER EMBODIMENT

There are no special tests required after the embodiment of this modification.

10. RECORDING ACTION

Record on Aircraft Form 700.

11. DISPOSAL OF REDUNDANT PARTS

No parts are rendered redundant by the embodiment of this modification.

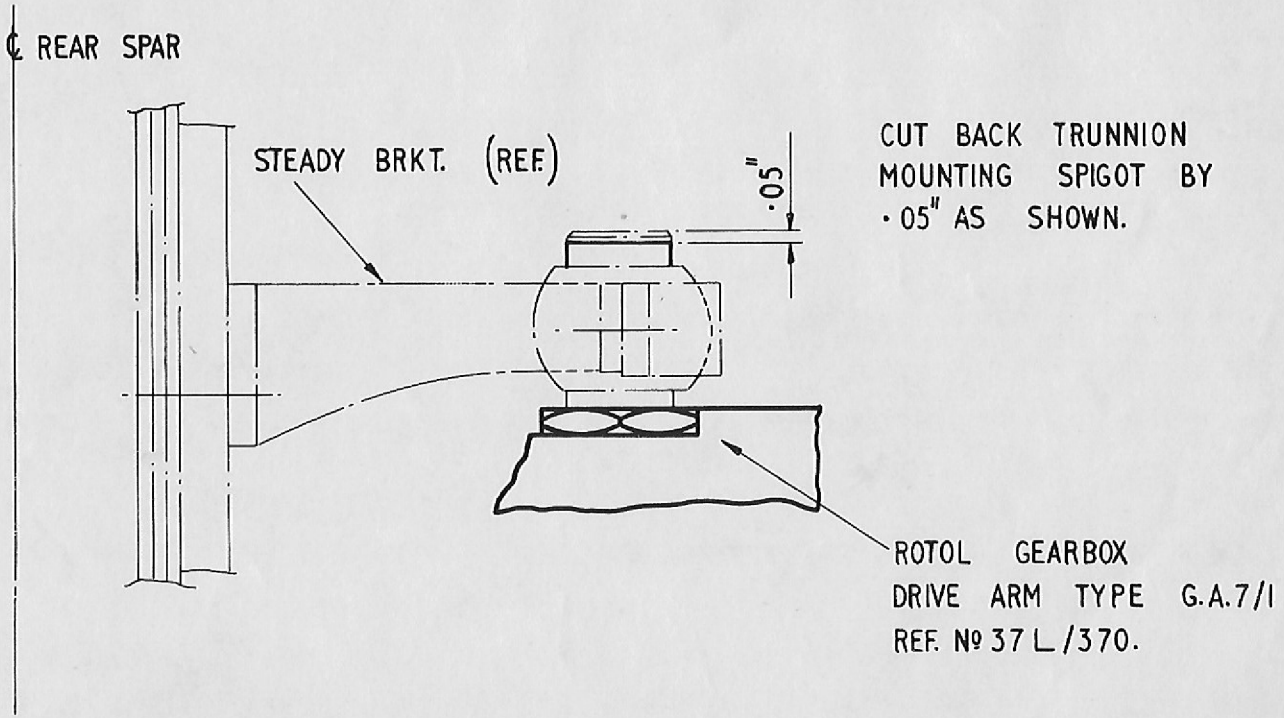
12. EFFECT ON WEIGHT AND C. OF G.

This modification has no effect on weight or C. of G.

(L783) 500 8/57 V.B Gp 1257

RESTRICTED

DRG. No. A.P.4347F/P.3/57



A.L.№251
(Plessey Mod. 195)

Hunter F. Mk. 6 Aircraft—Engine Starting System—Plessey Mod. No. 195 Introduced

(Mod. No. Hunter/688.)

(Class C/3, on engine removal.)

(AB/A/7249.—5.9.57.)

1. INTRODUCTION

This modification introduces Plessiflex hoses, Part Nos. CK.14677 and CK.14678, on the fuel and air lines for the liquid fuel starter system in place of the existing Avica hoses, Part Nos. CK.12296 and CK.12297.

(1) This modification does not cancel, supersede or render unnecessary any work called for by approved modifications, Command modifications, S.T.I.s, S.I.s or S.R.I.M.s.

(2) This modification is essentially connected with Plessey Mod. No. 195 which must be embodied concurrently.

2. EMBODIMENT

This modification is to be embodied on engine removal.

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work can be effected in direct replacement time with engine removed.

4. DRAWINGS REQUIRED

No drawing is required for the embodiment of this modification.

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and Materials

The following items are required and are to be provided under Unit arrangements:—

Ref. No.	*Part No.*	*Nomenclature*	*Qty.*	*Class of Equipment*
30A/3055	—	22 S.W.G. stainless steel wire, D.T.D.189	As reqd.	C
37F/21001	CK.14677	Flexible fuel hose	1	C
37F/21002	CK.14678	Flexible air hose	1	C

(2) Special Tools and Test Equipment

No special tools or test equipment are required for the embodiment of this modification.

6. SPARES AFFECTED

There are no spares affected by this modification.

7. CHANGE OF REFERENCE, PART AND ASSEMBLY NUMBERS

There are no changes of Reference, Part or Assembly Numbers as a result of this modification.

8. SEQUENCE OF OPERATIONS

The following is the sequence of operations:—

(1) With engine removed, remove the flexible fuel hose, Plessey Part No. CK.12296, and the flexible air hose, Plessey Part No. CK.12297, from the liquid fuel starter system.

R

(2) Fit new flexible fuel hose, Plessey Part No. CK.14677, and new flexible air hose, Plessey Part No. CK.14678.

Note: All pipe connections must be locked with 22 S.W.G. stainless steel wire, Spec. D.T.D.189.

9. TESTING AFTER EMBODIMENT

No special test is required after the embodiment of this modification.

10. RECORDING ACTION

Record on Aircraft Form 700.

11. DISPOSAL OF REDUNDANT PARTS

The undermentioned parts, rendered redundant by the embodiment of this modification, are to be returned to No. 16 Maintenance Unit, R.A.F., Stafford:—

Ref. No.	*Part No.*	*Nomenclature*	*Qty.*
37F/20028	CK.12296	Flexible fuel hose	1
37F/20023	CK.12297	Flexible air hose	1

12. EFFECT ON WEIGHT AND C. OF G.

This modification has no effect on weight or C. of G.

L38614 10/57 500 C & P **Gp. 1**

A.L. No. 408 **A.P. 4347F, Vol. 2**
(Liquid fuel starter, bay venting.) **Leaflet No. P.5**
(A.L. Nos. 340 and 367 cancelled.) **(Alteration 3 incorporated)**

Hunter F. Mk. 6 Aircraft—Starter Installation, Venting Introduced and Drain Improved

(Mod. No. Hunter/672.)

(Class B/2, to be embodied concurrently with Plessey Mod. No. S229.)

(AB/A/7299.—2.7.59.)

Note.—This Leaflet supersedes A.P. 4347F, Vol. 2, Leaflet No. P.5 Alteration 1 incorporated and Alteration 2 and is the authority for cancelling A.L. Nos. 340 and 367.

1. INTRODUCTION

To prevent a concentration of I.P.N. fuel gases in the liquid fuel starter bay, a vent pipe from the gas fairing to atmosphere has been introduced and the drain pipe increased in size.

(1) This modification does not cancel, supersede or render unnecessary any work called for by approved modifications, Command modifications, S.T.I.s, S.I.s or S.R.I.M.s.

(2) This modification is essentially connected with Mod. No. Plessey S.229; if that work is not already embodied it must be effected concurrently.

2. EMBODIMENT

This modification is to be embodied by:—

2nd Line Servicing Units: At the first opportunity (not later than 3 *months after receipt of parts*).

3rd Line Servicing Units (*R.S.U.s*): As detailed in A.P. 3158, Vol. 2, Leaflet B.6.

4th Line Servicing Units (*Repair Depots*): Before issue of aircraft.

Aircraft Storage Units: In accordance with the Standard of Preparation.

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take approximately 15 man-hours, with engine removed.

4. DRAWINGS REQUIRED

(1) Drawing No. A.P. 4347F/P.5/59 is incorporated in this leaflet.

(2) The following drawing is also required, and is to be demanded in accordance with A.P. 3158, Vol. 2, Leaflet D.7:—

Drg. No.	*Title*
SK.25702	Starter Installation, venting introduced and drain improved.

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and/or Materials

(*a*) The Modification Kit, which consists of the following items supplied by the Contractor, will be assembled by No. 16 Maintenance Unit, under Ref. No. 26FX/100672:—

Ref. No.	*Part No.*	*Nomenclature*	*Qty.*	*Class of Equipment*
26FX/–	B.224903	Vent pipe	1	C
26FX/–	B.224904	Vent pipe	1	C
26FX/–	A.224371	Drain pipe, lower	1	C
26FX/–	A.226665	Bung for starter vent	1	C
26FX/–	F.224372	Drain pipe, top	1	C
26FX/–	F.224980	Gasket	2	C
26FX/–	F.226643	Pipe, guide	1	C
26FX/–	F.227201	Reinforcing plate	1	C
26FX/3736	Std.840/1"	Clip	1	C

Ref. No.	*Part No.*	*Nomenclature*	*Qty.*	*Class of Equipment*
26FX/3741	Std.840/20	Clip	1	C
26FX/–	Std.1306/E/30	Flex, coupling	1	C
26FX/–	Std.1509/12/030	Distance tube	1	C
28E/8184	AGS.605/2	Hose clip	2	C
28F/14530	AGS.1170/D	Nipple	1	C
28M/10327	AGS.2002/B/1	Nut	1	C
◀ 28M/10328	AGS.2002/C/1	Nut	6	C ▶
28D/12529	A.25.4.B	Bolt	1	C
28D/12512	A.25.1.C	Bolt	6	C
28D/8307	AS.1242/2/C	Bolt	6	C
28Q/4930	AS.155/604	Rivet	1	C
28Q/7656	AS.164/405	Rivet	12	C
28Q/8147	AS.164/406	Rivet	2	C
28W/12306	SP.15.B	Washer	5	C
◀ 28W/12296	SP.15.C	Washer	6	C ▶
28D/12528	A.25.1.B	Bolt	4	C
28M/13086	A.27.B.P.	Nut	4	C
◀ 28M/9435067	AGS.2008/C/1	Anchor nut	6	— ▶
28Q/8394	AS.163/304	Rivet	12	—

The above items will be issued to R.A.F. Units at home on issue order—no demands to be submitted. R.A.F. Units abroad, and all other users, are to demand separately their requirements of kits as listed in sub-para. (*a*) in accordance with current regulations.

(*b*) The following materials are also required and are to be provided under Unit arrangements:—

Ref. No.	*Part No.*	*Nomenclature*	*Qty.*	*Class of Equipment*
32B/653	—	Thread No. 18 white, B.S. Spec. F.34	As reqd.	C
30A/3055	—	22 s.w.g. stainless steel wire, Spec. D.T.D. 189	As reqd.	C
33C/739	—	Cement, primer, Boscotex No. 5R	As reqd.	C
33C/1498	—	Compound sealing, Bostik No. 1141	As reqd.	C

(2) Special Tools and Test Equipment:—

The following special tools and test equipment are required, and, if not available, are to be demanded:—

Ref. No.	*Part No.*	*Nomenclature*	*Qty.*	*Class of Equipment*
26FX/95654	T.398240	Drill, cut and file template	—	B
26FX/95655	T.398241	Drill, cut and file template	—	B

6. SPARES AFFECTED

The following list shows the spares affected by this modification, and the parts required to modify them:—

Ref. No.	*Part No.*	*Nomenclature*	*Qty.*	*Class of Equipment*
27D/2999	B.206431	Centre fuselage weather cover	—	—
Parts required:—				
26FX/–	A.226665	Bung for starter vent	1	C
32B/653	—	Thread No. 18 white, B.S. Spec. F.34	As reqd.	C

Spares will be modified by the Stock Holding Unit as directed by the Air Ministry (D.G.E.).

7. CHANGE OF REFERENCE, PART AND ASSEMBLY NUMBERS

The embodiment of this modification changes Reference, Part and Assembly Numbers as follows:—

Old			*New*	
Ref. No.	*Part/ Assembly No.*	*Nomenclature*	*Ref. No.*	*Part/ Assembly No.*
27D/2999	B.206431	Central fuselage weather cover	27D/–	B.227411

8. SEQUENCE OF OPERATIONS

The following is the sequence of operations:—

(1) Remove engine (A.P. 4347F, Vol. 1, Section 4, Chapter 1 refers).

(2) Remove drain pipes, Part Nos. F.204777 and F.204807 together with pipe guide, Part No. F.204220 and relevant clips and fixings, as shown on the drawing incorporated in this leaflet.

(3) Modify the air intake fairing and fit new drain pipe top, Part No. F.224372, as shown on the drawing incorporated in this leaflet.

(4) Modify the bottom skin and fit new pipe guide, Part No. F.226643, as shown on the drawing incorporated in this leaflet.

(5) Fit new drain pipe bottom, Part No. A.224371, together with nipple, Part No. AGS.1170/D and relevant clips as shown on the drawing incorporated in this leaflet.

(6) Modify the centre portion of frame 27, and the port skin covering between frames 26 and 27, using tools, Part Nos. T.398240 and T.398241, as shown on Drawing No. SK.25702.

(7) Fit reinforcing plate, Part No. F.227201, to port skin, as shown on Drawing No. SK.25702.

◀ (8) Offer up anchor nuts Part No. AGS.2008/C/1 (six off) to flange of vent pipe, Part No. B.224904, and drill 12 holes, Morse, No. 40 csk. 0·04 in. deep at 120 deg. in flange to match anchor nuts. Fit anchor nuts to flange using rivets, Part No. AS.163/304 as shown on Drawing No. SK.25702. ▶

(9) Fit vent pipes, Part Nos. B.224903 and B.224904 together with gaskets, Part No. F.224980 as shown on Drawing No. SK.25702.

Note.—All pipe connections must be locked with 22 s.w.g. stainless steel wire, Spec. D.T.D.189.

(10) Refit engine (A.P.4347F, Vol. 1, Section 4, Chapter 1 refers).

(11) Attach the bung, Part No. A.226665, suitably to the centre fuselage weather cover, Part No. B.206431, using thread, B.S. Spec. F.34, so that the vent pipe can be blanked off by insertion of the bung when the weather cover is fitted. Renumber the weather cover as B.227411.

9. TESTING AFTER EMBODIMENT

No special tests are required after the embodiment of this modification.

10. RECORDING ACTION

Record on Aircraft Form 700.

11. DISPOSAL OF REDUNDANT PARTS

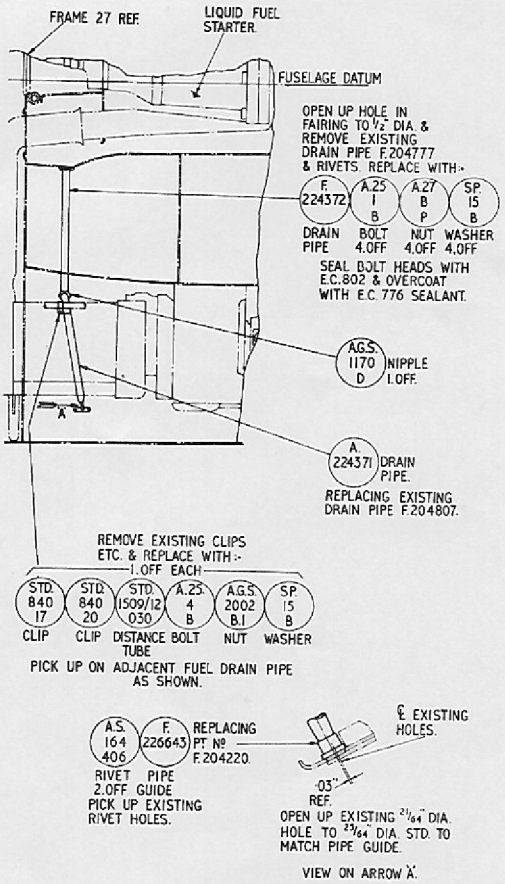
The undermentioned parts rendered redundant by the embodiment of this modification are to be disposed of as scrap in accordance with A.P.830, Vol. 1 (5th Edition), Leaflet No. A.19/1 :—

Ref. No.	*Part No.*	*Nomenclature*	*Qty.*
26FX/7463	F.204220	Pipe, guide	1
26FX/–	F.204777	Drain, pipe	1
26FX/6315	F.204807	Drain pipe, lower	1
26FX/4761	Std.840/13	Clip	2
26FX/3736	Std.840/17	Clip	1

12. EFFECT ON WEIGHT AND C. OF G.

This modification causes a weight change of + 1 lb. and no change in moment.

(47642-62) Wt. 8249—2172 500 7/59 W.O.P.



1364. 8255. A. Ltd. 6/59

RESTRICTED

DRG. No. A.P. 4347F/PS/59.

A.L.No 350

.....
(Rotol Mod. G.B.1053 } intro.)
(Avon Mod. 1526 }
(A.L. No. 318 cancelled)

A.P.4347F, Vol. 2
Leaflet No. P.6
(Cancellation)

Hunter F. Mk. 6 Aircraft—Engine Installation Rotol Modification G.B.1053 and Avon Modification 1526 catered for

(MOD. NO. HUNTER/733.)

(AB/A/7920.—8.9.58.)

Note :—A.P.4347F, Vol. 2, Leaflet No. P.6 (A.L. No. 318) is hereby cancelled.

(8790) 605/3 Wt. 8255—9952 500 9/58 A.O.St.

M193
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A.L. No. 401
(Removal drain pipe—Plessey Mod. No. S.260)

A.P.4347F, Vol. 2
Leaflet No. P.7
Hgt. 1. Inc

Hunter F. Mk. 6 Aircraft—Starter Installation, Plessey Mod. No. S.260 Catered for Piston Type Gas Seal Introduced

(Mod. No. Hunter 823.)

(Class C/3, N.C.P. on fitment of Plessey Mod. No. S.260 ~~and on removal of engine only~~.)

(AB/A/9365.—13.5.59.)

1. INTRODUCTION

On embodiment of Plessey Mod. No. S.260, the gear-box drain on the starter motor is deleted, and, in consequence, the corresponding drain pipe in the airframe is no longer required.

(1) This modification does not cancel, supersede or render unnecessary any work called for by approved modifications, Command modifications, S.T.I.s, S.I.s or S.R.I.M.s.

(2) This modification is applicable only if Plessey Mod. No. S.260 is embodied in starter motor.

2. EMBODIMENT

Modification is to be embodied on fitment of starter motor to Plessey Mod. No. S.260 standard ~~and on removal of engines only~~.

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take approximately 5 man-hours.

4. DRAWINGS REQUIRED

Drawing No. A.P.4347F/P.7/59 is incorporated in this leaflet.

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and Materials

The following parts and material are required and are to be provided under Unit arrangements:—

Ref. No.	*Part No.*	*Nomenclature*	*Qty.*	*Class of Equipment*
30B/1730	—	L.A. Spec. L.72, 1.10in. x 0.60in. x 18 s.w.g.	1	C
28Q/7655	AS.164/404	Rivet	2	C

(2) Special Tools and Test Equipment

No special tools or test equipment are required for the embodiment of this modification.

6. SPARES AFFECTED

No spares are affected by this modification.

7. CHANGE OF REFERENCE, PART AND ASSEMBLY NUMBERS

There are no changes of Reference, Part or Assembly Numbers as a result of this modification.

8. SEQUENCE OF OPERATIONS

The following is the sequence of operations when fitting starter motor to Plessey Mod. No. S.260 standard when engine is removed:—

(1) From 18 s.w.g. light alloy plate, Spec. L.72, manufacture blanking plate, Part No. F.233802 as shown on drawing.

P.T.O.

(2) Remove the assembly of starter drain pipe, Part No. B.216464, together with relevant clips, between the starter motor and the bottom skin at frame 27.

(3) Remove the pipe flange, Part No. F. 216465 from the bottom skin at frame 27 and blank off the redundant hole with blanking plate, Part No. F.233802 using rivets, Part No. AS.164/404.

9. TESTING AFTER EMBODIMENT

No special tests are required after the embodiment of this modification.

10. RECORDING ACTION

Record on Form 700.

11. DISPOSAL OF REDUNDANT PARTS

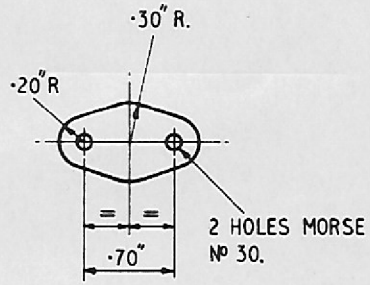
The undermentioned parts rendered redundant by the embodiment of this modification are to be disposed of as scrap in accordance with A.P.830, Vol. 1, (5th Edition) Leaflet A.19/1:—

Ref. No.	*Part No.*	*Nomenclature*	*Qty.*
26FX/8368	B.216464	Drain pipe	1
26FX/8370	F.216465	Pipe flange	1
26FX/–	Std.2045/34/22	Clip	2
	or		
26FX/–	Std.2045/38/22	Clip	2
26FX/–	Std.2045/50/20	Clip	1
26FX/–	Std.2045/59/20	Clip	1

12. EFFECT ON WEIGHT AND C. OF G.

This modification causes a weight change of — 1.0 lb. and a change in moment of + 6lb. in.

5856 6/59 500 S.J.M. **G.P.1351**



BLANKING PLATE

MAKE FROM 18G. LIGHT ALLOY PLATE – SPECN. L.72

PART Nº AS F.233802

1364. 8255. A. Ltd. 5/59

RESTRICTED

DRG. No. A.P. 4347F/P7/59

Hunter F Mk 6 Aircraft - Avon ECU Mk 20701 introduced in place of Avon ECU Mk 20301

(Mod No Hunter/876)

(Class C/3 fitment of Avon ECU Mk 20701)

(AB/A/10442: 17.12.65)

1. INTRODUCTION

This modification introduces Avon ECU Mk 20701 in place of Avon ECU Mk 20301.

This modification is not essentially connected with any other approved modification; but if Mod No Hunter/788 "Electrics, top temperature control amplifier resistor introduced with a value of 690 deg. C in place of 685 deg. C"has been incorporated, it must be removed by reversing the instructions contained in the leaflet for Mod No Hunter/788.

2. EMBODIMENT

The modification is to be embodied on fitment of ECU Mk 20701.

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work can be effected in direct replacement time.

4. TESTING AFTER EMBODIMENT

No special tests are required after the embodiment of this modification.

5. RECORDING ACTION

Record on Aircraft Form 700.

6. EFFECT ON WEIGHT AND C OF G

This modification causes a weight change of +5 lb and a change in moment of +361 lb in.

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M193
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AL No 654
(Tachometer generator)

AP 4347F, Vol 2
Leaflet No P 9

Hunter F Mk 6 Aircraft - Engine Installation - Tachometer Generator transferred from ECU to Airframe.

(Mod No Hunter/936)

(Class: C/3 NCP on fitment of ECU embodying Avon Mod No 2308)

(AB/A/11863- 28. 2.66)

1. INTRODUCTION

To enable the Avon Mk 20701 ECU to be utilised, the tachometer generator has been transferred from the ECU to the airframe.

(1) This modification does not cancel, supersede or render unnecessary any work called for by approved modifications, Command modifications, STIs, SIs or SRIMs.

(2) This modification is complementary to Rolls-Royce Mod No Avon 2308, which deletes the tachometer generator from the ECU.

2. EMBODIMENT

This modification is to be embodied when an ECU embodying Avon Mod No 2308 is fitted as a replacement.

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

Normal replacement time.

4. DRAWINGS REQUIRED

No drawings are required for the embodiment of this modification.

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and Materials

No parts or materials are required for the embodiment of this modification.

(2) Special Tools and Test Equipment

No special tools or test equipment are required for the embodiment of this modification.

6. SPARES AFFECTED

No spares are affected by this modification.

7. CHANGE OF REFERENCE, PART AND ASSEMBLY NUMBERS

There are no changes of Reference, Part or Assembly Numbers as a result of this modification.

8. SEQUENCE OF OPERATIONS

When an ECU with Avon Mod No 2308 is being fitted as a replacement, a tachometer generator, (Ref No 6A/3344), (removed from the existing ECU) is to be fitted in place of the blanking plate before assembly of the new ECU in the aircraft.

9. TESTING AFTER EMBODIMENT

As necessary.

10. RECORDING ACTION

Record on Aircraft Form 700.

11. DISPOSAL OF REDUNDANT PARTS

There are no parts rendered redundant as a result of this modification.

12. EFFECT ON WEIGHT, C OF G AND SERVICING SCHEDULE

(1) This modification causes a weight change of plus 2.75 lb with a change in the moment of plus 211 lb in.

(2) This modification has an effect on the Servicing Schedule.

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J. Oade & Sons Ltd., Harrogate. 7460 300 3/66 1735/1

AL No 718
(Power Unit - Dowty Mod GB1053)

AP 101B-1301-2
Leaflet No P 10

Hunter F Mk 6 Aircraft - Gearbox Turret Drive Shaft 37L/325 (Dowty Rotol Mod GB 1053) in place of 2 piece shaft 37L/371 and 37L/372 (Avon Mod 1526 deletes this Coupling)

(Mod No Hunter/733)

(Class C/3 on Engine Removal)

(AB/A/7920.- 7 . 7.72)
(ADP No HU073300)

1. INTRODUCTION

To reduce vibration at frame 32, a one piece dynamically balanced auxiliary gearbox drive shaft with improved vibration characteristics is introduced (Dowty Rotol Mod GB 1053). This eliminates the quick release coupling at present supplied as an ECU part (Avon Mod 1526).

(1) This modification does not supersede, partially supersede or satisfy the work called for by any other Modification, Command Modification, SRIM or Special Instruction (Technical).

(2) This modification is the cover modification to Dowty Mod No GB 1053 (Engine Drive for Gearbox re-designed to eliminate quick release coupling).

(3) This modification is essentially connected with Mod No Avon 1526 (Auxiliary Gearbox Drive - Deletion of Quick Release Coupling); if that work is not already embodied it must be effected concurrently.

2. EMBODIMENT

This modification is to be embodied as directed by Command Headquarters.

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take normal replacement time.

4. DRAWINGS REQUIRED

There are no drawings required for the embodiment of this modification.

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and/or Materials

Refer to AP 2240A, Vol 2, Part 1, Mod No Dowty Rotol GB 1053 and AP 4481C, Vol 2, Part 1, Leaflet No D1 (Mod No Avon 1526).

(2) Special Tools and Test Equipment

Refer to AP 2240A, Vol 2, Part 1, Mod No Dowty Rotol GB 1053.

6. MODIFICATION OF SPARES

There are no spares affected by this modification.

7. CHANGE OF REFERENCE, PART AND ASSEMBLY NUMBERS

There are no changes of Reference, Part or Assembly Numbers as a result of this modification.

8. SEQUENCE OF OPERATIONS

The following is the sequence of operations:-

Note: Before any electrical circuit is disturbed or disconnected, all electrical power supplies in, to or from the aircraft are to be disconnected. Power supplies are to be reconnected only when the person responsible for embodying or inspecting the modification is satisfied that all action has been taken to make the aircraft safe for reconnection.

(1) Remove the Gearbox Drive Access Panel and the Gearbox Turret Access Door.

(2) Using special tool at the quick release coupling, disconnect and remove the Gearbox Drive, Dowty Rotol Part No GD 9/33.

(3) Ensure that Avon Modification 1526 is embodied.

(4) Fit a Gearbox Drive, Dowty Rotol Part No GD 9/99 or GD 9/100 to modification standard Dowty Rotol GB 1053.

(5) Replace the Gearbox Drive Access Panel and the Gearbox Turret Access Door.

9. SPECIAL TESTS AFTER EMBODIMENT

There are no special tests required after the embodiment of this modification, but any appropriate and associated testing is to be carried out.

10. RECORDING ACTION

When this modification has been embodied and inspected, in accordance with current authorised procedure, the relevant entries are to be made in the appropriate AIRCRAFT/EQUIPMENT records.

11. DISPOSAL OF REDUNDANT PARTS

Refer to AP 2240A, Vol 2, Part 1, Mod No Dowty Rotol GB 1053 and AP 4481C, Vol 2, Part 1, Leaflet No D1 (Mod No Avon 1526).

12. EFFECT ON WEIGHT AND MOMENT

This publication causes a change in weight of minus 0.25 lb and a change in moment of minus 13 lb about the CG datum.

13. EFFECT ON AIRCRAFT OR EQUIPMENT OPERATION AND HANDLING

This modification does not affect the handling of the aircraft or equipment.

14. EFFECT ON SERVICING AND ON GROUND SUPPORT EQUIPMENT

This modification decreases servicing. Ground Support equipment and Flight Simulators are not affected.

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