

## Section

## G

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**NOTE TO USER:**  
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**A.L. No. 2**  
**(Pylons attachment nuts)**

**A.P.4347L, Vol. 2**  
**Leaflet No. G.1**

**Hunter F.G.A. Mk. 11 Aircraft—Wings, Pylon Attachment Nuts**  
**Revised. Part (A) : Inboard Port ; Part (B) : Inboard Starboard ;**  
**Part (C) : Outboard Port ; Part (D) : Outboard Starboard**

(MOD. NO. HUNTER/964.)

(Class C/3, on replacement of specified nuts on individual pylons.)

(AB/A/12513.—6.11.61.)

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## 1. INTRODUCTION

Thicker attachment nuts in stainless steel have been introduced for inboard and outboard pylons to withstand the excessive wear occasioned by the frequent sortie pattern changes in service, coupled with difficulties of alignment with the unwieldy pylons.

(1) This modification when completely embodied supersedes and renders unnecessary the work called for by S.I./Hunter/62.

(2) It is essential that bolts introduced by Mod. No. Hunter/965 (Pylons, inboard and outboard attachment bolts lengthened to cater for H.964) be used at positions on wings embodying this modification.

## 2. EMBODIMENT

This modification is to be embodied in accordance with the procedure for Class 3 modifications laid down in N.A.M.M. (A.P.(N)140)

Effective Date: Date of Issue.

## 3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take approximately—

40 man-hours—Part (A)

40 man-hours—Part (B)

25 man-hours—Part (C)

25 man-hours—Part (D)

## 4. DRAWINGS REQUIRED

(1) Drawing No. A.P.4347L/G.1/61 is incorporated in this leaflet.

(2) The following drawings are also required, and are to be demanded from D.G.A. Admiralty, Rex House, Lower Regent Street, London, S.W.1:—

*Parts (A) and (B):*

C.244737 Provision of Access for changing nuts in Wings at Inboard pylon.

**RESTRICTED**

*Parts (C) and (D):*

C.244932 Provision of Access for changing nuts in Wings for outboard pylon.

## 5. PARTS AND SPECIAL TOOLS REQUIRED

*Parts (A) and (B):*

## (1) Parts and/or Materials

(a) The undermentioned items comprise a Set of Parts. Demands for Sets of Parts are to be forwarded on R.A.F. Form 1368 to the Director of Stores, Admiralty, London, S.W.1:—

<i>Ref. No.</i>	<i>Part No.</i>	<i>Nomenclature</i>	<i>Qty. per wing</i>
26FX/7913	B.210132	Access Panel	1
26FX/—	A.244735	Access Panel	2
26FX/—	A.244924	Nut - plate	11
26FX/—	F.244736	Special bolt	28
26FX/—	STD.1932/481	Transfer	1
28D/13868	A.25.½.B	Bolt	21
28D/8308	AS.1242.3.C	Bolt	1
28D/8324	AS.1242.3.E	Bolt	19
28Q/8077	AS.164/303	Rivet	44
28S/14005	A32.B.14	Screw	1
28M/13774	AGS.2019.B.1	Nut	22

(b) The undermentioned materials are also required and, if not available, are to be demanded on the appropriate R.N. Store Depot:—

<i>Ref. No.</i>	<i>Nomenclature</i>	<i>Qty.</i>
32A/107	Balloon Cord, 8 oz.	As reqd.
30A/3055	Wire, 22 s.w.g. Stainless Steel, Spec. D.T.D.189 or 161	As reqd.

*Parts (C) and (D):*

## (1) Parts and/or Materials

(a) The undermentioned items comprise a Set of Parts. Demands for Sets of Parts are to be forwarded to the Director of Stores, Admiralty, London, S.W.1:—

<i>Ref. No.</i>	<i>Part No.</i>	<i>Nomenclature</i>	<i>Qty. per wing</i>
26FX/—	A.244735	Access Panel	1
26FX/—	A.244924	Nut - plate	5
26FX/—	F.244736	Special Bolt	14
26FX/—	F.244925	Nut - plate	4
26FX/—	STD.1932/481	Transfer	1
28D/13868	A25.½.B	Bolt	10
28Q/10094	AS.161/409	Rivet	2
28Q/6621	AS.161/510	Rivet	8
28Q/8077	AS.164/303	Rivet	20
28M/9435650	A.G.S.2018.G.1	Nut	1
28M/—	A.G.S.2018.G.2.	Nut	1
28M/13774	A.G.S.2019.B.1	Nut	10

} alternatives

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## (2) Special Tools and/or Test Equipment

No special tools or test equipment are required for the embodiment of any part of the modification, but a tool as shown on the drawing may be used to facilitate assembly.

## 6. SPARES AFFECTED

*Parts (A) and (B):*

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

<i>Ref. No.</i>	<i>Part No.</i>	<i>Nomenclature</i>
26FX/8529	D.216800	Wing—Port
26FX/8530	D.216801	Wing—Starboard
26FX/—	C.231791	Wing—Port
26FX/—	C.231792	Wing—Starboard

## Parts required:

As listed in Para. 5, Parts (A) and (B), for each of the above.

*Parts (C) and (D):*

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

<i>Ref. No.</i>	<i>Part No.</i>	<i>Nomenclature</i>
26FX/8529	D.216800	Wing—Port
26FX/8530	D.216801	Wing—Starboard
26FX/—	C.231791	Wing—Port
26FX/—	C.231792	Wing—Starboard

## Parts required:

As listed in Para. 5, Parts (C) and (D), for each of the above. Stocks should be modified accordingly.

## 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:

*Parts (A) and (B):*

(1) Render the aircraft electrically safe (A.P.4347, Vol. 1, Sect. 5, Chap. 1 refers).

(2) De-fuel the aircraft (A.P.4347, Vol. 1, Sect. 2, Chap. 2, refers).

(3) Remove detachable nosing from inboard end of wing and wing access doors as necessary.

(4) Disconnect and remove fuel transfer pipes, Part No. C.206676 (Port) and C.206677 (Stbd.) and air pressure pipes, Part No. C.206678 (Port) and C.206679 (Stbd.).

(5) Disconnect fuel pipes, Part No. B.198928/6 (Port) and B.198928/7 (Stbd.) at outboard tank connection and catch trapped fuel.

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(6) Remove electrical duct between rib "G" and nose rib "H" (Port and Stbd.).

(7) Refer to Drg. No. C.244737. Cut holes in top skin for access panels and drill for fixing bolts as shown.

**IMPORTANT:**—On wings where local access has been provided in the bottom skin by repair schemes R.D.372 or R.D.373 the corresponding holes in the top skin shown on Drg. No. C.244737 must *not* be embodied. Access should be made through the existing repair scheme access holes. To remove the access panel, drill out the csk. bolt heads, taking care to avoid enlarging the holes. Re-cut the csk. holes in the skin to 0.07in. deep x 120 deg. Special bolts, Part No. F.244736 are to be used for subsequent assembly of access panel.

(8) Remove the eleven inboard pylon nut plates at positions shown on Drg. No. C.244737. To assist in dismantling old nut plates and assembling new nut plates, a tool similar to that illustrated on the drawing should be made from local resources.

*Note:*—Due to variations in Morse No. 27 hole centres and the impossibility of drilling new nut plates *in situ* to match brackets, it is important to identify each nut plate as it is removed, i.e., A, B, C, D, etc., with its particular location in wings, in order to transfer hole centres to new nut plates.

(9) Pair off new nut plates, Part No. A.244924 with existing nut plates removed in operation (8) and mark off and drill the Morse No. 27 holes in the sides of new nut plates to match corresponding holes in redundant nut plates.

*Note:*—To ensure correct re-assembly, each new nut plate is to bear the same identification as the nut plate it is replacing. Ensure that plates are assembled with radiused corners to filltet radius of mounting bracket.

(10) Ensuring that the stiff nuts, Part No. A.G.S.2019/B/1 are concentric with Morse No. 27 holes in nut plates, drill Morse No. 40 holes in nut plates to match stiff nuts and rivet together as shown on Drg. No. C.244737.

(11) Fit new nut plates at the positions shown on Drg. No. C.244737 ensuring that they are assembled in the positions with which they are identified.

*Note:*—In some cases it may be necessary for additonal removal of sharp edges on nut plates to avoid fouling radius on brackets.

(12) Attach transfer, Part No. STD.1932/481 as shown on Drg. No. C.244737.

(13) Assemble and reconnect fuel and air pipes previously removed or disconnected in operations (4) and (5) using existing fittings and wire lock nuts with 22 s.w.g. stainless steel wire, Spec. D.T.D.189 or 161.

(14) Refit electrical duct between rib "G" and nose rib "H" using existing fittings (Port and Starboard).

(15) Replace access doors and the detachable nosing at inboard end of wing.

*Note:*—When fitting access door screws, Part No. F.244736 use screw driver with end shaped to suit slot in screw.

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(16) Reinstate the electrical supply (A.P.4347, Vol. 1, Sect. 5, Chap. 1, refers).

(17) Re-fuel the aircraft (A.P.4347, Vol. 1, Sect. 2, Chap. 2, refers).

(18) Record the embodiment of this part of the modification on the wing structure modification plate (Port and/or Stbd.).

*Parts (C) and (D):*

(19) Render the aircraft electrically safe (A.P.4347, Vol. 1, Sect. 5, Chap. 1, refers).

(20) Remove wing access doors as necessary.

(21) *Refer to Drg. No. C.244932.* Cut hole in top skin for access panel and drill for fixing bolts as shown.

(22) Remove the ten outboard pylon nut plates at positions shown on Drg. No. C.244932; those at "Detail B and C" by drilling out rivets through bottom skin. Care to be taken to avoid enlarging the rivet holes. To assist in dismantling old nut plates and assembling new nut plates, a tool similar to that shown on the drawing incorporated in this leaflet should be made from local resources.

(23) Fit new nut plates as shown at positions "Detail B and C" by holding with slave bolt to centralize in the hole in the wing. Open up the holes in the nut plates at "Detail B" to Morse No. 21 for  $\frac{5}{32}$  in. rivets through the wing skin and rivet up.

*Note:—*At position "Detail C" the rivet holes in the anchor nut are already drilled to size, i.e., Morse No. 30 for  $\frac{1}{8}$  in. dia. rivets.

(24) For nut plate positions "Detail A":

*Note:—*Due to variations in Morse No. 27 hole centres and the impossibility of drilling new nut plates in situ to match brackets, it is important to identify each nut plate as it is removed, i.e., A, B, C, D, etc., with its particular location in wings, in order to transfer holes centre to new nut plates.

(25) Pair off new nut plates, Part No. A.244924 with existing nut plate removed in operation (22) and mark off and drill the Morse No. 27 holes in the sides of new nut plates to match corresponding holes in redundant nut plates.

*Note:—*To ensure correct re-assembly, each new nut plate is to bear the same identification as the nut plate it is replacing. Ensure that plates are assembled with radiused corners to fillet radius of mounting bracket.

(26) Ensuring that the stiff nuts, Part No. A.G.S.2019/B/1 are concentric with Morse No. 27 holes in nut plates, drill Morse No. 40 holes in nut plates to match stiff nuts and rivet together as shown on Drg. No. C.244932.

(27) Fit new nut plates at the positions "Detail A" shown on Drg. No. C.244932 ensuring that they are assembled in the positions with which they are identified.

*Note:—*In some cases it may be necessary for additional removal of sharp edges on nut plates to avoid fouling radius on brackets.

(28) Attach transfer, Part No. STD.1932/481 as shown on Drg. No. C.244932.

(29) Replace wing access doors.

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*Note:*—When fitting screws, Part No. F.244736 use screwdriver with end shaped to suit slot in screw.

(30) Reinstate the electrical supply (A.P.4347, Vol. 1, Sect. 5, Chap. 1, refers).

(31) Record the embodiment of this part of the modification on the wing structure modification plate (Port and/or Stbd.).

## 9. TESTING AFTER EMBODIMENT

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

## 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 Records.

## 11. DISPOSAL OF REDUNDANT PARTS

The undermentioned parts rendered redundant by the embodiment of Parts (A), (B), (C) and (D) of the modification are to be disposed of as scrap:—

*Parts (A) and (B):*

Ref. No.	Part No.	Nomenclature	Qty. per wing
26FX/10428	A.23610	Nut Plate	11

*Parts (C) and (D):*

26FX/10428	A.236310	Nut Plate	5
26FX/10429	F.236314	Nut Plate	4

## 12. EFFECT ON WEIGHT AND C. OF G.

This modification causes a weight change of +7.0 lb., with a change in the moment of +221 lb. in.

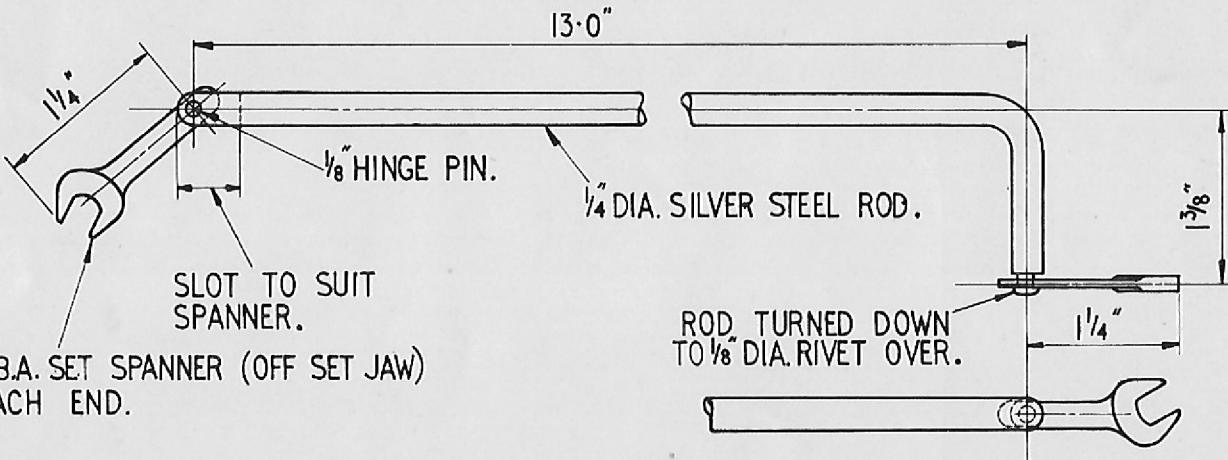
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DRG. No. A.P. 4347L | G | 61.

1364. 8255. A. Ltd. 11/61

4.B.A. SET SPANNER (OFF SET JAW)  
EACH END.



TOOL TO ASSIST IN DISMANTLING AND ASSEMBLING NUT PLATES IN WING. MAKE FROM LOCAL RESOURCES.

A.L. No. 3  
(Wing Tip Attachments)

A.P.4347L, Vol. 2  
Leaflet No. G. 2

Hunter F.G.A. Mk. II - Wing Tip Attachments Revised to Cater  
for Wing Tips, Part No. D.244908 (Port) and D.244909 (Star-  
board)

(Mod. No. Hunter/963.)

(Class C/3, on Fitting Wing Tips to Mod. 962 standard.)

(AB/A/13341. - 6.11.61.)

1. INTRODUCTION

This modification introduces additional wing tip attachment nuts, interspaced between the existing nuts, to cater for the Wing Tips introduced by Mod. 962.

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

(2) This modification is essentially connected with Mod. No. Hunter 962 (Wing Tips, Part No. D.244908 (Port) and D.244909 (Starboard) introduced in place of or by conversion of Part No. D.216584 (Port) and D.216585 (Starboard). If that work is not already embodied it must be effected concurrently.

2. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take approximately 22 man-hours.

Effective Date - Date of Issue

3. EFFECT ON WEIGHT AND C. OF G.

This modification causes a change in weight of  $\pm 25$  lb., and change in moment of  $\pm 23$  lb. in.

4. SPARES AFFECTED

The following spares are affected by this modification:-

Ref. No.	Part No.	Nomenclature
26FX/8529	D.216800	Wing - Port
26FX/8530	D.216801	Wing - Stbd.

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A.L. No. 6  
(Pylons - Attachment Bolts)

A.P.4347L, Vol. 2  
Leaflet No. G.3

Hunter G.A. Mk.II Aircraft - Pylons. - Introduction of Alternative Attachment Bolts to Cater for Aircraft embodying Mod. No. 964. Part (A) Inboard Pylons; Part (B) Outboard Pylons

(Mod. No. Hunter/965.)

(Class B/2 to Pylons.)

(AB/A/12514.-9.5.62.)

## 1. INTRODUCTION

This modification introduces alternative pylon attachment bolts to cater for the thicker nuts in wings introduced by Mod. No. 964.

(1) This modification when completely embodied, supersedes and renders unnecessary the work called for by S.I./Hunter/62.

(2) The embodiment of this modification makes the Pylons suitable for use on aircraft pre or post Mod. No. Hunter 964 (Wings, Pylon attachment nuts revised).

## 2. EMBODIMENT

This modification is to be embodied in accordance with the procedure for Class 2 modifications laid down in N.A.M.M. (A.P. (N) 140)

Effective Date:- Date of issue.

## 3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work can be effected in direct replacement time.

## 4. DRAWINGS REQUIRED

No drawings are required for the embodiment of this modification.

## 5. PARTS AND SPECIAL TOOLS REQUIRED

### PART A:

#### (1) Parts and Materials

(a) The undermentioned items comprise a Set of Parts. Demands for Sets of Parts are to be forwarded to the Director of Stores, Admiralty, London, S.W.1.:-

Ref. No.	Part No.	Nomenclature	Qty. per a/c set (i.e., 2 pylons)
26FX/-	F.244905	Bolt, special	22

RESTRICTED

*PART B:-*

(1) Parts and Materials

(a) The undermentioned items comprise a set of Parts. Demands for Sets of Parts are to be forwarded to the Director of Stores, Admiralty, London, S.W.1.

<i>Ref. No.</i>	<i>Part No.</i>	<i>Nomenclature</i>	<i>Qty.</i> per a/c set (i.e. 2 pylons)
26FX/-	F.244905	Bolt, special	20

(2) Special Tools and Test Equipment

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

6. SPARES AFFECTED

*PART A:*

The following list shows the spares affected by this part of the modification and the parts required to modify them:-

<i>Ref. No.</i>	<i>Part No.</i>	<i>Nomenclature</i>	<i>Qty.</i>
26FX/9105	221165	Inboard pylon - port	
26FX/9106	221166	Inboard pylon - stbd	
26FX/-	229133	Inboard pylon - port	
26FX/-	229134	Inboard pylon - stbd	
26FX/-	233550	Inboard pylon - port interim Version)	
26FX/-	233551	Inboard pylon - stbd interim Version)	

Parts required:-

26FX/-	F.244905	Bolt, special	11 (for each of the above)
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*Note:- All pylons required a complete set of old and new attachment bolts to cater for Pre and Post Mod. Hunter 964 wings.*

*PART B:*

The following list shows the spares affected by this part of the modification and the parts required to modify them:-

<i>Ref. No.</i>	<i>Part No.</i>	<i>Nomenclature</i>	<i>Qty.</i>
26FX/6219	206949	Outboard pylon	
26FX/6220	206950	Outboard pylon	

Parts required:-

26FX/-	F.244905	Bolt, special	10 (for each of the above)
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*Note:- All pylons require a complete set of old and new attachment bolts to cater for Pre and Post Mod. No. Hunter 964 wings.*

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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

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

8. SEQUENCE OF OPERATIONS

*PART A:*

The following is the sequence of operations:-

(1) This part of the modification introduces a new set of attachment bolts for use when fitting inboard pylons to Wings post Mod. Hunter 964 (wings, pylon attachment nuts revised parts (A) and/or (B)).

*PART B:*

(2) This part of the modification introduces a new set of attachment bolts for use when fitting outboard pylons to wings post Mod. Hunter 964 (wings, pylon attachment nuts revised parts (C) and/or (D)).

9. TESTING AFTER EMBODIMENT

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

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 Records.

11. DISPOSAL OF REDUNDANT PARTS

*Note:-* Existing bolts are to be retained and used in cases when Mod. Hunter 964 has not been embodied.

12. EFFECT ON WEIGHT AND MOMENT

This modification has no effect on weight or moment.

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Hunter G.A. Mk. II Aircraft - Aileron, Centre Hinge Block, Material  
Changed from Light Alloy to Steel

(Mod. No. Hunter 932.)  
(Class B/2.)  
(AB/A/14245.- 22.3.63.)

1. INTRODUCTION

A stronger centre hinge block for the ailerons, manufactured from steel, has been introduced in place of the existing light alloy block to enable the centre hinge to withstand greater loads on the ailerons.

- (1) This modification, if embodied in both port and starboard Ailerons cancels SFI/RN/No.15/60 on aircraft which embody Mod. No. Hunter 933 'Wing, aileron control rod Pt. No. B.232006 in place of Pt. No. A. 229676'. S.I./Hunter/59 is also cancelled if the above conditions are met.
- (2) This modification is applicable only to Ailerons to Mod. std.H.903 (Aileron Pt. Nos. G. 239033 (Port) and G.239034 (Stbd.) in place by conversion of G.232400 (Port) and G.232401 (Stbd.) or H.961 (Aileron Pt. Nos. G. 244300 (Port) and G. 244301 (Stbd.) introduced in place by conversion of ailerons to any previous modification standard).

2. EMBODIMENT

This modification is to be embodied in accordance with the procedure for Class 2 modifications laid down in N.A.M.M. (A.P.(N) 140).

Effective date.

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

Less than 5 man-hours per aileron.

4. DRAWINGS REQUIRED

Drawing No. A.P.4347L/G.4/63 is incorporated in this leaflet.

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and Materials

(a) The undermentioned items comprise a set of Parts.  
Demands for Sets of Parts are to be forwarded to the Director of Stores, Admiralty, London, S.W.6:-

Ref. No.	Part No.	Nomenclature	Qty. Per Aileron
26FX/-	B.233509	Centre Hinge Block	1
26FX/-	A.247707	Shim Plate	1
26FX/-	F.233861	Special Bolt	3
26FX/-	F.233862	Special Bolt	2
26FX/-	F.233863	Special Bolt	2
28D/1011240	A.25.5.E	Bolt	1

R E S T R I C T E D

Ref. No.	Part No.	Nomenclature	Qty. Per Aileron
28Q/8061	AS.164/306	Rivet	2
28Q/7755	AS.164/305	Rivet	2
28W/9419-405	SP. 15.E	Washer	2

(b) The undermentioned materials are also required and, if not available, are to be demanded on the appropriate R.N. Stores Depot:-

Ref. No.	Part No.	Nomenclature	Qty.
30A/3339	-	Locking Wire 22s.w.g. Stainless, specn. D.T.D. 189	As reqd.

#### (2) Special Tools and Test Equipment

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

### 6. MODIFICATION OF SPARES

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

Ref. No.	Part No.	Nomenclature	Qty.
26FX/10177	G.239033	Aileron (Port)	
26FX/10178	G.239034	Aileron (Stbd)	
26FX/10505	G.244300	Aileron (Port)	
26FX/10506	G.244301	Aileron (Stbd)	

#### Parts required

26FX/-	B.233509	Centre Hinge Block	1
26FX/-	A.247707	Shim Plate	1
26FX/-	F.233861	Special Bolt	3
26FX/-	F.233862	Special Bolt	2
26FX/-	F.233863	Special Bolt	2
28D/1011240	A.25.5.E	Bolt	1
28Q/8061	AS.164/306	Rivet	2
28Q/7755	AS.164/305	Rivet	1
28W/9419-405	SP. 15.E	Washer	2

### 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) Remove the Port and Starboard ailerons, (A.P.4347L, Vol.1, Sect.3, Chap.2 refers.)
- (2) Remove centre hinge block, Pt. No. B.215170, complete with shim plate, from the aileron spar and retain temporarily (See operation (3)).

R E S T R I C T E D

- (3) Carefully measure the thickness of the shim on L.A. Block if fitted, and fit to the new block, a new shim Pt. No. A.247707 after adjusting its thickness to be the same as the original shim, by peeling off as necessary. Refer to the drawing for riveting shim to block.
- (4) Fit new centre hinge block, Pt. No. B.233509 complete with shim plate, Pt. No. A.247707 to the aileron spar as shown on the drawing.

Important:- Care must be taken that when the new block is fitted to the aileron, it is the block with a shim of the same thickness as the original shim on that particular aileron.

*Note:-* Bolts to be wire locked with 22 s.w.g. stainless wire, Specn. D.T.D.189 or D.T.D.161.

- (5) Record the embodiment of this modification on the Port and Starboard aileron modification plates.
- (6) Replace the Port and Starboard ailerons, (A.P.4347L, Vol.1, Sect.3, Chap.2, refers) and carry out any necessary adjustments in accordance with A.P.4347L, Vol.1, Sect.3, Chap.4.

#### 9. SPECIAL TESTS AFTER EMBODIMENT

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

#### 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 records.

#### 11. DISPOSAL OF REDUNDANT PARTS

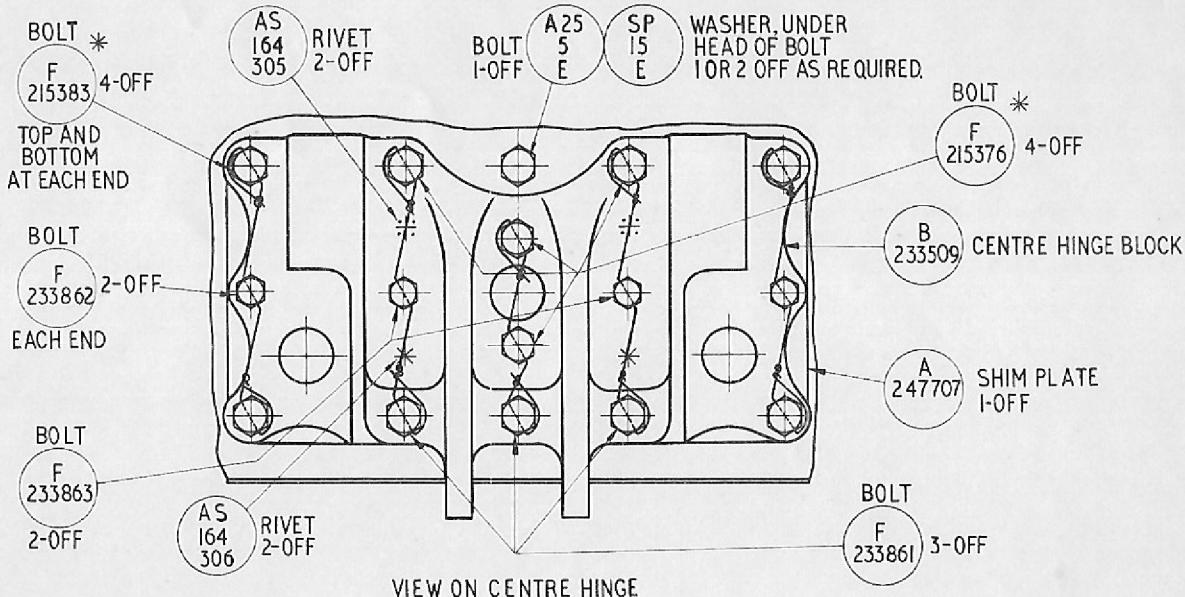
The undermentioned parts rendered redundant by the embodiment of this modification are to be disposed of locally as scrap:-

Ref. No.	Part No.	Nomenclature	Qty.
			Per Aileron
26FX/-	B.215170	Centre hinge block	1

#### 12. EFFECT ON WEIGHT AND MOMENT

The embodiment of this modification causes a change in weight of plus 2.50 lb. and change in the moment of plus 269 lb. in.

R E S T R I C T E D



BOLTS TO BE WIRE LOCKED WITH 22G.  
STAINLESS WIRE SPEC<sup>N</sup> D.T.D. 189 OR D.T.D. 161.

BOLTS MARKED THUS \* ARE EXISTING PARTS

Hunter G.A. Mk.11 - Inboard Pylons - Depth of Counterbore for  
Attachment Bolts Revised

(Mod. No. Hunter/1063.)

(Class B/2.)

(AB/A) 15426. - 2.5.63.)

INTRODUCTION

The depth of the counterbore in the pylon flange at the forward eight attachment bolt positions is increased to cater for material tolerances.

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

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

2. EMBODIMENT

This modification is to be embodied in accordance with the procedure for Class 2 modifications laid down in N.A.M.M. (A.P. (N) 140). Effective Date .....

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take approximately 2 man-hours per pylon.

4. DRAWINGS REQUIRED

Drawing No. A.P.4347L/G.5/63 is incorporated in this leaflet.

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and Materials

(a) The undermentioned material is required and, if not available, is to be demanded on the appropriate R.N. Stores Depot:-

Ref. No.	Nomenclature	Qty.
30A/569	Sheet Steel, 16 s.w.g. 3.0in. x 1.25in.	1 piece

(2) Special Tools and Test Equipment

The undermentioned special tool is required and, if not available, is to be demanded on the Director of Stores, Admiralty, London, S.W.6:-

Ref. No.	Part No.	Nomenclature	Qty.
26FX/95875	ST.2972	Counterboring tool	1

6. MODIFICATION OF SPARES

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

RESTRICTED

Ref. No.	Part No.	Nomenclature
	E. 251959	Inboard pylon - port (Pre Mod. 228) (Mod. 1075)
	E. 251960	Inboard pylon - starboard (Pre Mod. 228) (Mod. 1075)
	E. 229133	Inboard pylon port (Post Mod. 228) (Mod. 667)
	E. 229134	Inboard pylon starboard (Post Mod. 228) (Mod. 667)

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

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) Refer to the drawing and manufacture stop plate with material obtained from local resources.
- (2) Modify inboard pylon angles, Part No. E.205825-8 or E.222077-80 using counterboring tool, Part No. S.T.2972 as shown.
- (3) Record the embodiment of this modification on the port and starboard inboard pylon modification plates.

#### 9. SPECIAL TESTS AFTER EMBODIMENT

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

#### 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 Records.

#### 11. DISPOSAL OF REDUNDANT PARTS

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

#### 12. EFFECT ON WEIGHT AND MOMENT

This modification has no effect on weight or moment.

#### 13. EFFECT ON SERVICING AND SERVICING SCHEDULE

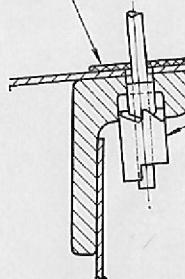
Refer to Para. 2.

RESTRICTED

RESTRICTED

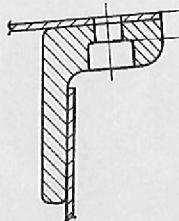
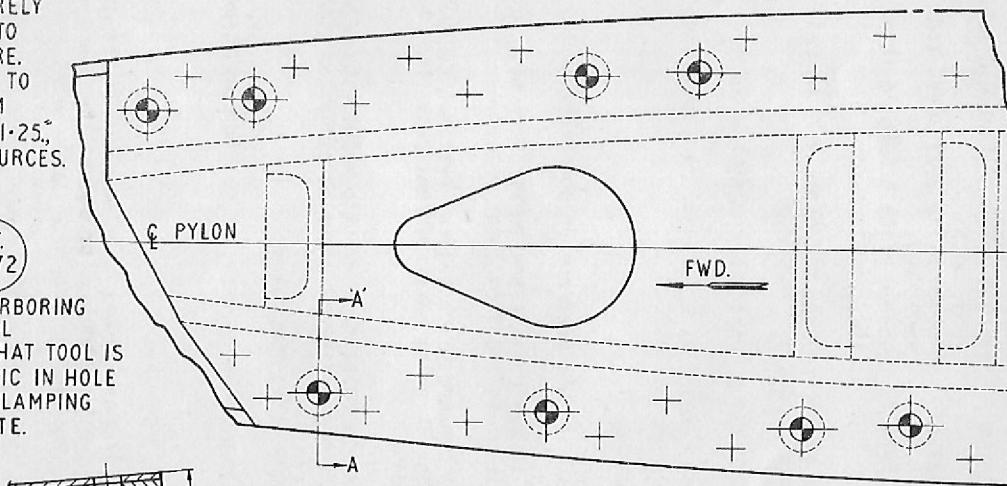
DRG. No. A.P.4347L|G5|63

STOP PLATE, CLAMPED SECURELY  
ON TOP OF PYLON IN ORDER TO  
LIMIT DEPTH OF COUNTERBORE.  
HOLE IN PLATE MORSE NO 10 TO  
CLEAR SPINDLE. MAKE FROM  
16 SWG. STEEL PLATE, 3.0" X 1.25",  
OBTAINED FROM LOCAL RESOURCES.



TYPICAL SECTION  
SHOWING METHOD  
OF COUNTERBORING

COUNTERBORING  
TOOL  
ENSURE THAT TOOL IS  
CONCENTRIC IN HOLE  
BEFORE CLAMPING  
STOP PLATE.



SECTION 'A-A'

30°  
29". THIS DIMENSION TO  
APPLY AT ALL HOLES  
INDICATED THUS

COUNTERBORE AS NECESSARY.

PLAN VIEW ON TOP FACE OF INBOARD  
PYLON.  
PORT AS DRAWN STBD. OPP. HAND.

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