

## Section

## J

## Contents List

Leaflet No.	Short Title	Mod. No.	A.L. No.	Leaflet Alteration No.						Cancelled by A.L. No.
				1	2	3	4	5	6	
J 1	Wing Soarer & Adm	1334	51	55						
J 2	Improved fatigue with access	1487	89							
J 3										
J 4										
J 5										
J 6										
J 7										
J 8										
J 9										
J 10										
J 11										
J 12										
J 13										
J 14										
J 15										
J 16										
J 17										
J 18										
J 19										
J 20										
J 21										
J 22										
J 23										
J 24										
J 25										
J 26										

**NOTE TO USER:**  
Insert relevant A.P. No. at top of page.

A.L. No. 51  
(Wing Socket - Radius)

AP 101B-1309-2  
Leaflet No. J.1

HUNTER G.A. MK. 11, P.R. MK 11 - AIRCRAFT - Wing - To introduce  
Socket Part No. B. 250315 in lieu and by conversion of B.198325  
(26FX/12878).

(Mod. No. Hunter 1334)

(Class C/3 concurrent with Mod. Hunter/1327)  
(N.C.P.)

(AB/A/22463 - 12. 7. 68)

## 1. INTRODUCTION

Following on the introduction by Mod. Hunter 1327 of a radiused spigot fitting on the centre fuselage, the mating wing socket is correspondingly radiused.

## 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).

## 3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take approximately 2 man-hours.

## 4. DRAWINGS REQUIRED

Drawing No. AP.101B-1309-2/J1/68 is incorporated in this leaflet.

## 5. PARTS AND SPECIAL TOOLS REQUIRED

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

(2) Special Tools and/or Test Equipment

The following special tool is required for the embodiment of this modification.

<u>Ref. No.</u>	<u>Part No.</u>	<u>Nomenclature</u>	<u>Qty.</u>	<u>Class of Equip.</u>
	T. 609117JD	Radius cutter tool		

## 6. MODIFICATION OF SPARES

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

<u>Ref. No.</u>	<u>Part No.</u>	<u>Nomenclature</u>	<u>Qty.</u>	<u>Class of equip.</u>
26FX/	F. 251319	Wing Structure (Port) )	GA & PR, Mk. 11	
26FX/	F. 251320	Wing Structure (Stb'd.) )		

Parts required:-

None.

7. CHANGE OF REFERENCE, PART AND ASSEMBLY NUMBERS

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

SEQUENCE OF OPERATIONS

The following is the sequence of operations:-

- (1) With wings removed, at root end of wings (Port and starboard) adjacent to leading edge of nose rib 'A', locate socket, Part No. B.198325.
- (2) Using radius cutter tool, Part No. T.609117JD, form .15 in. radius as shown in the Drawing.
- (3) Remove all tool marks from socket
- (4) Re-part number modified socket as B.250315.

~~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

Nil.

13. EFFECT ON AIRCRAFT OR EQUIPMENT OPERATION AND HANDLING

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

14. EFFECT ON SERVICING AND SERVICING SCHEDULE

- (1) None.
- (2) This modification does not affect the servicing schedule.

7. CHANGE OF REFERENCE, PART AND ASSEMBLY NUMBERS

"The embodiment of this modification changes Reference, *PL 55*  
Part and Assembly Numbers as follows:-

<u>Ref. No.</u>	<u>Old Part/Assy. No.</u>	<u>Nomenclature</u>	<u>Ref. No.</u>	<u>New Part/Assy. No.</u>
26FX/12878	B.198325	Socket	-	B.250315"

adjacent to leading edge or nose rib. A, 1000  
B.198325.

(2) Using radius cutter tool, Part No. T.609117JD, form .15 in. radius  
as shown in the Drawing.

(3) Remove all tool marks from socket

(4) Re-part number modified socket as B.250315.

(5) Record the embodiment of this modification on the *PL 55*  
port and stbd. wing modification plates.

NO SPECIAL TESTS ARE REQUIRED.

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

Nil.

13. EFFECT ON AIRCRAFT OR EQUIPMENT OPERATION AND  
HANDLING

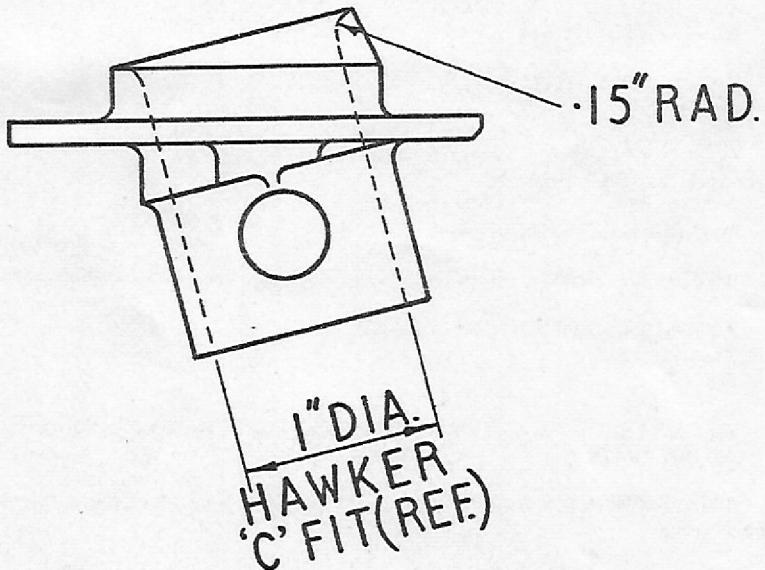
This modification does not affect the operation or handling of the aircraft  
or equipment.

14. EFFECT ON SERVICING AND SERVICING SCHEDULE

(1) None.

(2) This modification does not affect the servicing schedule.

HOLE IN FITTING TO BE  
CHAMFERED AS SHOWN.  
IT IS IMPORTANT THAT  
THIS RADIUS IS STRICTLY  
ADHERED TO AND THAT  
THE SURFACE IS FREE  
FROM ALL TOOL MARKS.



RE-PART N° SOCKET B.250315

DRG. NO. AP101B-1309-2/J1/68

M193  
TLS

tu

Fuselage - Improved Fatigue Meter Access AP101B-1309-2  
Leaflet No J2

Mod. No: Hunter 1487 (Class: C/3) 26346  
File Ref: D/SMS 90/10/20/2707 GMA STRAT .2  
ADP No HU 148700 148700 (1)

FUSELAGE, CENTRE To make provision for and introduce improved Fatigue Meter access by conversion of access door P/N B179779.

Amendment Instructions: Insert this leaflet (3 leaves) in correct sequence. Update the Section/Modification List. Sign the Amendment Record Sheet.

### 1. INTRODUCTION

The revised fatigue index formulae called for an increase in the periodicity of reading the fatigue meter resulting in an unacceptable maintenance penalty. This modification introduces a revised access panel which may be removed and replaced with a time saving of 20 minutes after each flight. It also reduces mechanical wear on the main panel fasteners.

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

Proof installation not required for this Modification.

### 2. EMBODIMENT

This modification is to be embodied in accordance with the procedures for Class C/3 modifications laid down in NAMM AP 100N-0140 chapter 10.

### 3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take approximately 5 man hours, 1/2 to strip, 4 to embody, 1/2 to re-assemble.

4.810 DRAWINGS REQUIRED *for drawing reference - see drawing reference*  
SL on final

The following drawing is required and is to be demanded from the Ministry of Defence (Navy) DGS(N) ASE Mods, Room 205, Aircraft Support Executive, Yeovilton, Somerset BA22 8HW.

DRAWING NO

TITLE

C343435 *(E\G : class) T8 Access Door, Fatigue Meter*

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and materials

(a) The modification kit which consists of the following items will be assembled by No 16 Maintenance Unit under Reference No 26FX 101487.

(i) Items supplied by the contractor:

<u>Ref No</u>	<u>Part No</u>	<u>Nomenclature</u>	<u>Qty</u>	<u>Class of Equipment</u>
	C343435-1	Access Door	1	
AJ3-30	Stud Dzus	6 )		
STD1231/8/B	Locking Lug	1 )	Fitted to	
No 3	Ring Dzus	6 )	Door C343435-1	
S3-200	Spring Dzus	6		
SP69-304	Rivet	12		
SP69-505	Rivet	1		
	8oz Balloon			

(ii) Service supply items:

NONE

The above items are to be demanded IAW current regulations.

(b) The following materials are to be supplied under unit arrangement:

<u>Ref No</u>	<u>Part No</u>	<u>Nomenclature</u>	<u>Qty</u>	<u>Class of Equipment</u>
33B/2242111	DTD 5599A	Paint Acrylic	A/R	

Semi Gloss Dark  
Sea Grey

HEALTH HAZARD

THE ITEMS LISTED ABOVE HAVE HEALTH AND SAFETY IMPLICATIONS.

REFER TO JSP 395F FOR THE RELEVANT SAFETY DATA SHEETS.

access bns enolseennsne leal gndisjne awne 81 enone hnow  
.e) nolsefion to ene-er Obeation tool

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

The following special tool is required.

Drilling template, Part No 76H762517T

**6. MODIFICATION OF SPARES**

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

<u>Ref No</u>	<u>Part No</u>	<u>Nomenclature</u>	<u>Qty</u>	<u>Class of Equipment</u>
26FX/ 4241323	B179779	Door	1	

Plus items listed in Para 5.(1a), (i)

**7. CHANGES OF REFERENCE, PART AND ASSEMBLY NUMBERS**

The embodiment of this modification changes reference, part and assembly numbers as follows:

<u>Ref No</u>	<u>Part No</u>	<u>Nomenclature</u>	<u>Part/Assy No</u>
26FX/4241323	B179779	Door	C343435-2

**8. SEQUENCE OF OPERATIONS**

The following is the sequence of operations:

WARNINGS

1. 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 EMBODIMENT OR INSPECTING THE MODIFICATION IS SATISFIED THAT ALL ACTION HAS BEEN TAKEN TO MAKE THE AIRCRAFT SAFE FOR RECONNECTION.

2. THIS MODIFICATION IS TO BE EMBODIED AS DIRECTED WITHOUT ANY DEVIATION AND THE PRESCRIBED ROUTEING OF ELECTRICAL CABLES IS TO BE STRICTLY FOLLOWED.

(1) Location: Modification is at top of fuselage just aft of Frame 25, port side.

(2) Remove 18 screws attaching fuel vent connections and access door and retain for re-use of Operation (9).

(3) Refer to drawing C343435 and remove Door, Part No B179779.

(4) Take door B179779 and using template No. 76H762517T, drill six holes 7/32 (.218) dia to match door C343435-1 and make cut-out, positioned as shown by drawing C343435.

(5) Drill twelve holes No 40 (.098) equally spaced about 7/32 (.218) dia holes to match S3-200 DZUS springs. Countersink the twelve holes .04 deep x 100° on the outer surface of door. Deburr new holes and cut-out and paint prime. Re-identify door B179779 as C343435-2.

(6) Install six S3-200 DZUS springs using SP69-304 rivets.

(7) Paint C343435-1 and C343435-2 doors to conform to aircraft paint scheme.

(8) Attach C343435-1 door to C343435-2 door using 8oz balloon cord through the lugs rivetted to the doors.

(9) Re-install the door assembly to the fuselage using the existing AS1242/2C 2BA screws, retained at Op (2).

#### 9. SPECIAL TESTS AFTER EMBODIMENT

NONE

#### 10 RECORDING ACTION

When this modification has been embodied and inspected I.A.W current authorised procedure, the relevant entries are to be made in the appropriate aircraft records.

#### 11. DISPOSAL OF REDUNDANT PARTS

There are no parts rendered redundant by this modification.

#### 12. EFFECT ON MASS AND MOMENT

Negligible

#### 13. EFFECT ON AIRCRAFT OR EQUIPMENT OPERATION AND HANDLING

This modification has no effect on equipment operation or aircraft handling.

#### 14. EFFECT ON MAINTENANCE AND ON GROUND EQUIPMENT

(1) This modification will simplify access to the Fatigue Meter.

(2) All relevant publications will be amended to take account of the changes introduced by this modification.

15. EFFECT ON NUCLEAR SAFETY AND ELECTRO-MAGNETIC COMPATIBILITY

This modification has no effect on nuclear safety and electro-magnetic compatibility.

16. HEALTH HAZARD

The items listed at Para 5(1)(b) have Health and Safety implications; refer to JSP 395(F) for relevant Safety Data Sheets.



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