

Section

J

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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, 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 of nose rib. A, 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 port and stbd. wing modification plates.

NO SPECIAL TESTS ARE REQUIRED FOR 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

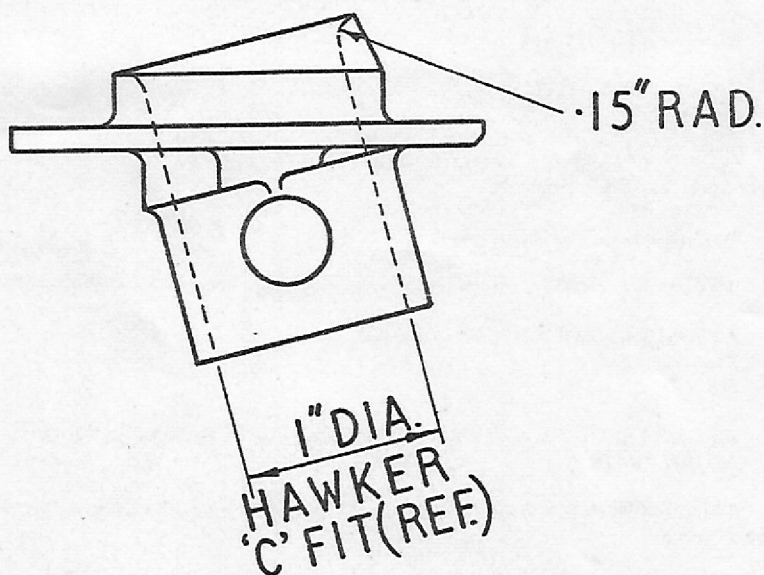
This modification does not affect the operation or handling of the aircraft or equipment.

14. EFFECT ON SERVICING AND SERVICING SCHEDULE

(1) None.

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

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
116

2

Fuselage - Improved Fatigue Meter Access AP 101B-1309-2
Leaflet No J2

HUNTER PR & GA MK.11 AIRCRAFT

Mod No: Hunter 1487 (Class: C/3)

File Ref: D/SMS 90/10/20/2707

ADP No HU 148700

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

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/C : 0/3) 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:

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

(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:

Ref No	Part No	Nomenclature	Qty	Class of Equipment
33B/2242111	DTD 5599A	Paint Acrylic Semi Gloss Dark Sea Grey	A/R	

HEALTH HAZARD

THE ITEMS LISTED ABOVE HAVE HEALTH AND SAFETY IMPLICATIONS.

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

(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:

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

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

7. CHANGES OF REFERENCE, PART AND ASSEMBLY NUMBERS

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

Ref No	OLD Part No	Nomenclature	NEW Part/Assy No
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 EMBODYING 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 ROUTING 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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