

Section

T

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	
T 1	CONTROLLER PRESSURE TYPE A.	1065	12							
T 2	AMPLIFIER TUBE FLM/A/S-INTRO	439	69							
T 3										
T 4										
T 5										
T 6										
T 7										
T 8										
T 9										
T 10										
T 11										
T 12										
T 13										
T 14										
T 15										
T 16										
T 17										
T 18										
T 19										
T 20										
T 21										
T 22										
T 23										
T 24										
T 25										
T 26										

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

A.L. No. 12
(Controller Pressure Type 'A')

A.P. 4347L Vol.2
Leaflet No. T. 1

**Hunter G.A Mk. II - Cabin Conditioning System - To Introduce
Controller Type A (Ref. No. 27KD/510) with Enlarged Orifice
(Mod. No. Normalair 146)**

(Mod. No. Hunter/1065.)

(Class: B.2.

(AB/A/15428. - 2.5.63.)

1. INTRODUCTION

Normalair Mod. No. 146 is introduced to provide a larger orifice in the type 'A' Controller in order to reduce excessive cabin pressure fluctuations.

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

(2) This modification is essentially connected with Normalair Mod. No. 146 (Controller type 'A' (Ref. No. 27KD/510) Orifice Size Increased), if that work is not already embodied it must be effected concurrently.

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 5 man-hours.

4. DRAWINGS REQUIRED

Refer to A.P.1275A, Vol. 2, Part 1, Leaflet No. K.19.
(Normalair Mod. 146).

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and Materials

(a) Service Supply items:-

Refer to A.P.1275A, Vol. 2, Leaflet No. K.19.
(Normalair Mod. 146)

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

Ref. No.	Nomenclature	Qty.
30A/3055	Wire, 22G Stainless Steel. Specn. D.T.D. 189	As reqd.

RESTRICTED

(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 are the spares affected by this modification and the parts required to modify them:-

Refer to A.P. 1275A, Vol.2, Leaflet No. K.19.

(Normalair Mod. 146.)

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:-

Refer to A.P.1275A, Vol. 2, Leaflet No. K.19.

(Normalair Mod. 146).

8. SEQUENCE OF OPERATIONS

The following is the sequence of operations:-

(1) Disconnect and remove the type 'A' cabin pressure controller (Ref. No. 27KD/510), from the mounting on the aft face of frame 6 in the cabin.

(2) Embody Normalair Mod. No. 146, on the controller type 'A', in accordance with A.P.1275A, Vol.2, Leaflet No. K.19.

(3) Replace the control type 'A' on the mounting at frame 6 as before, using existing fixings.

(4) Reconnect the pressurising pipes to the controller, as before, and lock with 22G stainless steel wire, Specn. D.T.D.189.

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 part rendered redundant by the embodiment of this modification is to be disposed of in accordance with current procedure:-

RESTRICTED

Refer to A.P.1275A, Vol. 2, Leaflet No. K.19
(Normalair Mod. 146)

12. EFFECT ON WEIGHT AND MOMENT

This modification has no effect on weight or moment.

RESTRICTED

MP3AE
T/C
RESTRICTED

AL No 69
(Amplifier Type FLM/A/5 - intro
Hunter GA Mk 11 Aircraft
Hunter PR Mk 11 Aircraft

AP 101B-1309-2
Leaflet No T2

Cabin conditioning - Electrics, Amplifier Type FLM/A/5, (Ref No 5CZ/4335604) Introduced in place of FLM/A/1.

(Mod No Hunter/439)

(Class C/3 WOTSAC)

(ADSM25/A/25239:21.10.74)

(ADP No HU043900)

1. INTRODUCTION

A magnetic amplifier type FLM/A/5 has been introduced into the Cabin Conditioning System in lieu of type FLM/A/1 to give longer life under tropical conditions.

(1) This modification does not supersede, partially supersede or satisfy the work called for by any Modification, Service Modification, STI, SI or NTI.

2. EMBODIMENT

This modification is to be embodied in accordance with the procedure for Class 3 WOTSAC modifications laid down in NMM (AP(N)140) (RN).

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take approximately 5 man hours.

4. DRAWINGS REQUIRED

Drawing No AP 101B 1309-2/ T2 /74, sheet 1 is incorporated in this leaflet.

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and Materials

(a) A modification Kit will not be assembled.

(b) The following parts and materials are required and are to be demanded on the RNSDC Llangennech.

RESTRICTED

<u>Ref No</u>	<u>Part No</u>	<u>Nomenclature</u>	<u>Qty</u>	<u>Class of Store</u>
26FX/8198	B209954/9	Pipe	1	C
26FX/	F215304	Packing	2	
28D/7002428	A25/6/C	Bolt	2	C
28D/1214299	AS 1242/5/B	Bolt	4	C
28M/1086618	AGS 2002/B/1	Nut	4	C
5CZ/4335604	FLM/A/5	Magnetic Amplifier 1 (Teddington Aircraft Controls Ltd)		A
30A/9437135		Wire Locking SS 22 SWG	As Req	C

(2) Special Tools and Test Equipment

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

6. MODIFICATION OF SPARES

No spares are affected by the embodiment of 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: 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.

NOTE: 2 This modification must be embodied as directed in this Leaflet without any deviation and the prescribed routing of electrical cables must be strictly followed.

(1) Render the aircraft electrically safe (AP 101B-1309-1B, Sect 5, Chap 1, Group A1, para 39 refers)

(2) Disconnect and remove the armament JB 2 (AP 101B-1309-1B, Sect 5, Chap 1, Group A2, para 5 refers).

(3) Disconnect and remove the cabin conditioning magnetic amplifier type FLM/A/1, situated between frames 12 & 13 on the port side of the aircraft, just aft of the cockpit shelf, retaining fixings.

RESTRICTED

(4) Disconnect and remove the cabin conditioning - rear discharge valve pipe Part No B209954/5 between the joint on frame 12 and the bulkhead connection on frame 14.

(5) Modify the guard plate, Part No C193580 as shown on the Drawing.

(6) Fit packing Part No F215304 to armament JB 2 mounting brackets, Part No A203118 on frame 13 and Part No A203119 on frame 12 using bolts, Part No AS1242/5/B and nuts Part No AGS 2002/B/1 as shown on the Drawing.

(7) Fit new rear discharge valve pipe, Part No B209954/9 between joint on frame 12 and bulkhead connection.

NOTE: Pipe connection must be locked with locking wire SS 22 SWG. Specn DTD 189A.

(8) Fit new cabin conditioning magnetic amplifier, type FLM/A/5, Ref No 5CZ/4335604 using existing fixings.

(9) Reconnect and replace the armament JB 2 as before, using new bolts, Part No A 25 6C (2 off).

(10) Reinstate the electrical supply.

(11) Record the embodiment of this modification on the front fuselage modification plate.

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 procedure, the relevant entries are to be made in the appropriate aircraft records.

11. DISPOSAL OF REDUNDANT PARTS

(1) The undermentioned parts rendered redundant by the embodiment of this modification are to be disposed of locally.

<u>Ref No</u>	<u>Part No</u>	<u>Nomenclature</u>	<u>Qty</u>	<u>Class of Equipment</u>
5CZ/5059	FLM/A/1	Magnetic Amplifier	1	A

(2) The undermentioned parts rendered redundant by the embodiment of this modification are to be disposed of as scrap in accordance with AP 830 Vol 1 (5th Edition), Leaflet A19/1.

RESTRICTED

<u>Ref No</u>	<u>Part No</u>	<u>Nomenclature</u>	<u>Qty</u>	<u>Class of Equipment</u>
26FX/-	B209954/5	Pipe	1	C

12. EFFECT ON WEIGHT AND MOMENT

The weight change due to the incorporation of this modification is an increase to the Basic Weight of 0.75 lb with a moment effect of minus 92 lb ins about the CG datum.

13. EFFECT ON AIRCRAFT OR EQUIPMENT OPERATION AND HANDLING

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

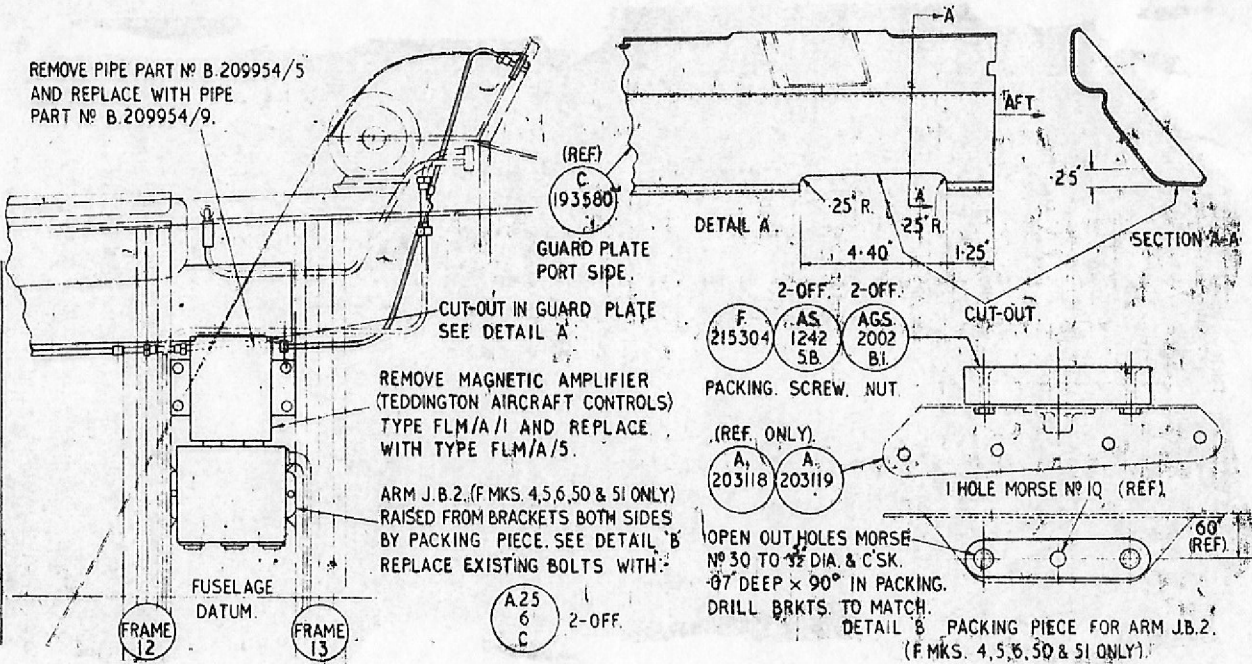
14. EFFECT ON SERVICING AND ON GROUND SUPPORT EQUIPMENT

This modification does not affect Servicing or Ground Support Equipment.

Printed for Her Majesty's Stationery Office by Swift(P&D)Ltd., London.

26/42(RO)940006/155/10.74

RESTRICTED



CABIN CONDITIONING ELECTRICS,
AMPLIFIER TYPE FLM/A/5
INTRODUCED IN LIEU OF FLM/A/1.

Dwg. No. AP101B-1309-2/T2/74

RESTRICTED

This file was downloaded
from the RTFM Library.

Link: www.scottbouch.com/rtfm

Please see site for usage terms,
and more aircraft documents.

