

Section

V

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A.L.No. 5
(Selector valves aileron elevator)

A.P.4347L, Vol. 2
Leaflet No. V. 1

Hunter G.A. Mk. II Aircraft - Hydraulics, Flying Controls,
Dowty Mod. AC/5169 (Hydel Selector Valves Modified)
Introduced

(Mod. No. Hunter 996.)

(Class B/2.)

(AB/A/14125. - 5.3.62.)

1. INTRODUCTION

To ensure that solenoid "B" re-selects "Power" when a double electrical pulsation takes place on the Aileron and Elevator selector valves, improved type valves incorporating a modified plunger and guide (Dowty Mod. AC/5169.) are introduced.

(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 Dowty Mod. No. AC/5169: 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 - Date of Issue.

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work can be effected in direct replacement time.

4. DRAWINGS REQUIRED

Refer to A.P.1803, Vol. 2, Part 1, Leaflet No. U.14 (Dowty Mod. AC/5169).

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and/or Materials

(a) Service Supply items:-

Ref. No.	Part No.	Nomenclature
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Refer to A.P. 1803, Vol. 2, Part 1, Leaflet No. U.14 (Dowty Mod. AC/5169)

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

Ref. No.	Part No.	Nomenclature	Qty.
30A/3055	-	Stainless Steel Locking Wire 22 S.W.G., Spec. D.T.D.189 or D.T.D.181	As reqd.

RESTRICTED

(2) Special Tools and/or Test Equipment

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

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
26FX/4475	C.201502	Rear Fuselage Complete		
26FX/8530	D.216801	Wing, (Stbd.)		(Pre.
26FX/8532	F.220367	Wing (Stbd.)		Mod.228 & Post Mod. 533)
26FX/8606	F.222815	Wing (Stbd.)		(Post Mod.228 Modified to Pre.Mod.228 Standard & Post Mod. 538)

Parts required:-

Refer to A.P.1803, Vol. 2, Part 1, Leaflet No. U.14; (Dowty Mod. No. AC/5169) and 22 s.w.g. Stainless Steel Wire, Spec. D.T.D.189 or D.T.D.161 as required for each of the above.

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/Assy No.	Nomenclature	Ref.No.	Part/Assy No.
Refer to A.P.1803, Vol. 2, Part 1, Leaflet No. U.14 (Dowty Mod. AC/5169)				

8. SEQUENCE OF OPERATIONS

The following is the sequence of operations:-

(1) Remove the hydraulic reservoir access panel (A.P.4347, Vol. 1, Sect. 2, Chap. 2 refers).

(2) Carefully remove the filler cap from the hydraulic reservoir to release the air pressure.

(3) Operate the ailerons and elevators to disperse the oil pressure.

(4) Remove the spine fairing at rear fuselage.

(5) Disconnect and remove the elevator selector valve unit and modify in accordance with A.P.1803, Vol. 2, Part 1, Leaflet No. U.14

RESTRICTED

Note: A suitable receptacle should be provided to trap resultant leakage of hydraulic fluid. Re-part No. valve as follows:-

Aircraft without Hunter Mod. No. 895 (Dowty AC/4819) embodied, C.5702Y, Mk.C, re-part number as C.5702Y, Mk.J
or C.7408Y, Mk.C, re-part number as C.7408Y, Mk.J
or C.8808Y.A.04, re-part number as C.8808Y.B.04
Aircraft with Hunter Mod. No. 895 (Dowty AC/4819) embodied, C.7408Y.A.07, re-part number as C.7408Y.B.07.
or C.8808Y.A.07, re-part number as C.8808Y.B.07

(6) Re-fit and reconnect the modified elevator selector valve unit.

Note:- Connections are to be locked with stainless steel locking wire.

(7) Gaining access via the starboard wheel bay, disconnect and remove the aileron selector unit and modify in accordance with A.P.1803, Vol. 2, Part 1, Leaflet No. U.14.

Note: A suitable receptacle should be provided to trap resultant leakage of hydraulic fluid. Re-part No. valve as follows:-

Aircraft without Hunter Mod. No. 895 (Dowty AC/4189) embodied, C.5702Y, Mk.A, re-part number as C.5702Y, Mk.H
or C.7408Y, Mk.A, re-part number as C.7408Y, Mk.H.
or C.8808Y.A.02, re-part number as C.8808Y.B.02.
Aircraft with Hunter Mod. No. 895 (Dowty AC/4819) embodied, C.7408Y.A.06, re-part number as C.7408Y.B.06.
or C.8808Y.A.06, re-part number as C.8808Y.B.06.

(8) Re-fit and reconnect the modified aileron selector valve unit.

Note: Connections to be locked with Stainless Steel Locking Wire.

(9) Prime and bleed the elevator and aileron circuits (A.P.4347, Vol. 1, Sect. 3, Chap. 6 refers).

(10) Top up the hydraulic reservoir (A.P.4347, Vol. 1, Sect. 2, Chap. 2 refers) and replace the filler cap.

(11) Replace the hydraulic reservoir access panel (A.P.4347, Vol. 1, Sect. 2, Chap. 2 refers).

(12) Replace the spine fairing at rear fuselage.

(13) Record the embodiment of this modification on the wing (Stbd.) and rear fuselage complete modification plates.

9. TESTING AFTER EMBODIMENT

When this modification has been embodied and inspected in accordance with current procedure, the following tests are to be carried out:-

Test the aileron and elevator circuits for continuity and accuracy of function.

RESTRICTED

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:-

<i>Ref. No.</i>	<i>Part No.</i>	<i>Nomenclature</i>
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Refer to A.P.1803D, Vol. 2, Part 1, Leaflet No. U.14 (Dowty Mod. AC/5169)		
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12. EFFECT ON WEIGHT AND MOMENT

This modification has no effect on weight or moment.

RESTRICTED

A.L. No. 14
(Elevator booster body)

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

Hunter G.A. Mk. II Aircraft - Flying Controls, Fairey Mod.
F.H.B.135 (Elevator Booster Body Gallery Drilling Revised)
Introduced

(Mod. No. Hunter 1005.)

(Class B/2.)

(AB/A/14247. - 7.5.63.)

1. INTRODUCTION

Elevator booster unit, Part No. A.H.1525, is introduced in place of Part No. A.H.951, to give an improvement in the fatigue life of the jack body.

(1) This modification renders unnecessary the work called for by S.I./Hunter/68.A.

(2) This modification is essentially connected with Mod. No. Hunter 812 (Power Controls, to make provision for and introduce Elevator Booster, Type A.H.951 in place of A.H.813 (Mod. 468) or A.H.863 (Mod. 514) or A.H.1171 (Mod. 834) (Fairey Mods. F.H.B.50 and F.H.B.90 Part E refers.)), and Mod. No. Hunter 1004 (Flying Controls, Elevator circuit rigging revised); 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 10 man-hours.

4. DRAWINGS REQUIRED

No drawings are required for the embodiment of this modification.

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and Materials

(a) The undermentioned item is required, and if not available, is to be demanded from 16 Maintenance Unit, R.A.F. Stafford:-

Ref. No.	Part No.	Nomenclature	Qty.
27KF/3267	AH.1525	Elevator Booster	1

(May be made from Elevator Booster (Ref. No. 27KF/2973) Part No. A.H.951 modified to Fairey Mod. F.H.B. 135) (A.P.4601, Vol. 2, Leaflet No. B.37 refers)

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

RESTRICTED

Ref. No.	Part No.	Nomenclature	Qty.
30A/3055	-	Locking Wire 22 s.w.g. Stainless Steel Spec. D.T.D.189	As reqd.
28P/1007741	SP.9.C.8	Split Pin	6

(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/NIV	C.251613	Rear fuselage complete (G.A. Mk. 11)	

Parts required:-

27KF/3267	A.H.1525	Elevator Booster	1
28P/1007741	SP.9.C.8	Split Pin	6

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) Remove the hydraulic reservoir access panel (A.P.4347, Vol. 1, Sect. 2, Chap. 4, refers).

(2) Reduce the air pressure in the hydraulic system by carefully removing the hydraulic reservoir filler cap.

(3) Operate the elevator controls until the air pressure is dissipated and the controls revert to manual.

(4) Remove the access panel for selector valve and elevator power control between frames 52 and 55.

(5) Disconnect the hydraulic pipes from the elevator booster unit, Part No. A.H.951, ensuring that a suitable receptacle is to hand in which to receive the resultant leakage of hydraulic fluid.

(6) Disconnect and remove elevator booster unit.

(7) Fit new elevator booster unit, Part No. A.H.1525 using existing fixings with new split pins, Part No. SP.9.C.8 (6 off).

Note:- With booster unit, Part No. A.H.1525, the neutral position marker on the elevator booster beam

RESTRICTED

reverts to its original position (Pre. Mod. H.1004). In view of this, no action is necessary on the booster unit Pt. No. A.H.1525.

- (8) Reconnect hydraulic pipes to elevator booster unit.

Important:- All pipe couplings to be locked with 22 s.w.g. stainless steel wire, Spec. D.T.D.189.

- (9) Bleed and prime the elevator hydraulic circuit (A.P.4347, Vol. 1, Sect. 3, Chap. 6, refers).

- (10) Pressurise the elevator hydraulic accumulator to 2,000 p.s.i. maximum. (A.P.4347, Vol. 1, Sect. 2, Chap. 2 refers).

- (11) Top up the hydraulic reservoir, replace filler cap and replace the access door A.P.4347, Vol. 1, Sect. 2, Chap. 2, refers).

- (12) Replace the access panel for selector valve and elevator power control.

- (13) Record the embodiment of this modification on the rear fuselage complete modification plate.

9. SPECIAL TESTS AFTER EMBODIMENT

When this modification has been embodied and inspected in accordance with current procedure, the following test is to be carried out:-

Test the elevator power controls for accuracy of function. (I.D. Test Instructions H.207/6, /7, /8, /9 & /10 (latest issues) refer).

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 returned to the appropriate Royal Naval Store Depot.

Ref. No.	Part No.	Nomenclature	Qty.
27KF/2973	A.H.951	Elevator Booster	1

12. EFFECT ON WEIGHT AND MOMENT

This modification has no effect on weight or moment.

RESTRICTED

A.L. No. 18
(Ava couplings)

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

Hunter G.A. Mk. II Aircraft - Hydraulics, Coupling, Type AVX
3393 introduced in place of AVA.58.D or AVA.508.D

(Mod. No. Hunter 1099.)

(Class B/2.)

(AB/A/16410. - 25.8.63.)

1. INTRODUCTION

The self-sealing coupling, Type AVA.58.D or AVA.508.D for the engine pump hydraulic circuit has been replaced by Type AVX.3393 which features an improved seal and redesign to prevent damage by overtightening.

(1) This modification does not supersede, partially supersede or satisfy the work called for by any other modifications, Naval Service Modifications, S.T.I.s or S.I.s.

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

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 will take approximately 5 man-hours.

4. DRAWINGS REQUIRED

No drawings are required for the embodiment of this modification.

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and Materials

(a) The undermentioned item comprises 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.
27BA/11420	AVX.3393	Coupling, Flanged (Lockheed Precision Prod. Ltd.)	1

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

RESTRICTED

Ref. No.	Part No.	Nomenclature	Qty.
30A/2343 or 30A/3055	-	Stainless Steel Wire, Specn. D.T.D.189 or D.T.D.161, 22 s.w.g.	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

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:-

(1) Remove the hydraulic reservoir access panel. (A.P.4347, Vol. 1, Sect. 2, Chap. 2 refers).

(2) Release the air pressure in the hydraulic system by carefully removing the filler cap from the hydraulic reservoir.

(3) Remove the engine access door from the bottom of the fuselage.

(4) Disconnect and remove flanged coupling, Type AVA.58.D (Ref. No. 27BA/8900) AVA.508.D (Ref. No. 27BA/9880) from the mounting bracket for external supply valves at the bottom of the fuselage, ensuring that a suitable receptable is to hand to catch the resultant loss of hydraulic fluid.

(5) Fit new flanged coupling, Type AVX/3393 (Ref. No. 27BA/11420) to mounting bracket using existing fixings and connect to hydraulic pipe as before. Blank off coupling with existing cap, Part No. AVA.64.7.D.

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

(6) Replace the engine access door or the gearbox filler access door.

(7) Top up the hydraulic reservoir, replace filler cap, and replace the hydraulic reservoir access panel. (A.P.4347, Vol. 1, Sect. 2, Chap. 2 refers).

9. SPECIAL TESTS AFTER EMBODIMENT

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

RESTRICTED

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 returned to R.N. Store Depot, Llangennech for stock:-

<i>Ref. No.</i>	<i>Part No.</i>	<i>Nomenclature</i>	<i>Qty.</i>
27BA/8900	AVA.58.D	Coupling, Flanged	1
or	or		
27BA/9880	AVA.508.D		

12. EFFECT ON WEIGHT AND MOMENT

This modification has no effect on weight or moment.

13. EFFECT ON AIRCRAFT OR EQUIPMENT OPERATION AND HANDLING

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

RESTRICTED

M193
7

A.L. No. 34
(Intro. of improved hyd.hoses)

A.P.101B-1311-2
Leaflet No. V4

Hunter GA and P.R.11 Aircraft - Hydraulic System, Flexible Hose Pipes for Pressure Lines to Elevator and Aileron Hydroboosters and Aileron Two-speed Gearing Jack changed to improved type

(Mod. No.Hunter/1274)

(Class C/3 W.O.T.S.A.C)

(AB/A/20222 - 24.2.67)

1. INTRODUCTION

To avoid the possible occurrence of rupture in the aileron and elevator hydrobooster pressure lines, which could result in hydraulic power failure and, in the case of the elevator circuit a fire hazard, hoses of an improved type are introduced. The improved hoses also allow for the normal 960 hours fatigue life to be maintained.

(1) This modification does not supersede, partially supersede or satisfy the work called for by any Modification, Naval Service Modification, S.T.I. or S.I.

2. EMBODIMENT

(1) 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) 130).

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take approximately 10 man-hours.
(1 to strip; 6 to embody; 1 to reassemble; 2 to test)

4. DRAWINGS REQUIRED

No drawings are required for the embodiment of this modification.

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and/or Materials

(a) The undermentioned items are required and are to be demanded from the appropriate Maintenance Unit of the R.A.F.

<u>Ref.No.</u>	<u>Part No.</u>	<u>Nomenclature</u>	<u>Qty.</u>
27BA/13782	AVX.4452/22.5	Hose	3
27BA/13781	AVX.4452/26.5	Hose	1

RESTRICTED

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

<u>Ref.No.</u>	<u>Part No.</u>	<u>Nomenclature</u>	<u>Qty.</u>
30A/9437135	-	S. Steel locking wire, 22G Specn. D.T.D.189 or D.T.D. 161	As Reqd.

(2) Special Tools and/or 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:-

<u>Ref.No.</u>	<u>Part No.</u>	<u>Nomenclature</u>	<u>Qty.</u>	<u>Class of Equipment</u>
	F.251613	Rear fuselage complete		

Parts required:-

	AVX.4452/26.5	Flex Hose	1 for each of the above
26FX/8531	F.220366	Wing structure (Port) (Pre. Mod.228 &	
26FX/8532	F.220367	Wing Structure (Stbd) (Post Mod.533)	
26FX/8605	F.222814	Wing structure (Port) (Post Mod.228 modified to	
26FX/8606	F.222815	Wing structure (Stbd) (Pre. Mod.228 standard and Post (Mod.533)	

Parts required:-

AVX.4452/22.5	Flex Hose	1 for each of the above
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Spares will be modified by

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 gun installation access door from the underside of the aircraft situated immediately forward of the gun pack.
- (2) Remove the elevator power control access door situated in the dorsal fin port side.
- (3) Remove the aileron booster unit access door (port and starboard) from the underside of the wings aft of the navigation lamps.

RESTRICTED

(4) Remove the hydraulic reservoir cap fairing and carefully remove the filler cap to dissipate pressure in the reservoir (A.P.4347) Vol. 1, Sect. 2. Chap. 2 refers).

(5) Dissipate the pressure in the circuit by operating one of the services.

(6) From between the aileron gearing jack, situated adjacent to the base of frame 14, and pipe, Part No.C.187921/143, remove flex hose, Part No.AVA.322/A/22.5. Fit new flex hose Part No.AVX.4452/22.5 and lock with stainless steel locking wire Specn. D.T.D.189 or D.T.D.161.

Note:- A suitable receptacle must be provided to trap resultant loss of fluid.

(7) At dorsal fin, from between the elevator booster unit and pipe, Part No. B.187926/7, remove flex hose, Part No. AVA.322/A/26.5 and fit new flex hose, Part No.AVX.4452/26.5 and lock with stainless steel locking wire, Specn. D.T.D.189 or D.T.D.161.

Note:- A suitable receptacle must be provided to trap resultant loss of fluid.

(8) At port and starboard wings from between the aileron booster unit and tee-piece, Part No.F.199039, remove flex hose, Part No.AVA.322/A/22.5 and fit new flex hose, Part No.AVX.4452/22.5. Lock with stainless steel locking wire, Specn. D.T.D.189 or D.T.D.161.

Note:- A suitable receptacle must be provided to trap resultant loss of fluid.

(9) Bleed and prime the circuit where this has been disturbed.

(10) Top up the hydraulic reservoir (A.P.4347 Vol. 1, Sect. 2, Chap. 2 refers). Replace the filler cap.

(11) Replace the filler cap fairing.

(12) Replace the aileron booster unit access doors.

(13) Replace the elevator power control access door.

(14) Replace the gun installation access door.

(15) Record the embodiment of this modification on the port and starboard wing and rear fuselage complete modification plates.

9. SPECIAL TESTS AFTER EMBODIMENT

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

RESTRICTED

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

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

<u>Ref. No.</u>	<u>Part No.</u>	<u>Nomenclature</u>	<u>Qty.</u>
27BA/9889	AVA.322/A/22.5	Flex Hose	3
27BA/9493	AVA.322/A/26.5	Flex Hose	1

12. EFFECT ON WEIGHT AND MOMENT

This modification has no effect on weight or moment.

13. EFFECT ON AIRCRAFT OR EQUIPMENT OPERATION AND HANDLING

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

RESTRICTED

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780/89992/250/2.67/S(P&D)L.

AL No. 37
(Improved, flexible hosepipe)

AP.101B 1311-2
Leaflet No. V. 5

Hunter GA II Aircraft - Hydraulic System - Flexible hosepipe for
elevator hydrobooster lines at rear fuselage transport joint - Changed to
improved type.

(Mod. No. Hunter 1323)

(Class C/3 on Replacement)

(AB/A/21772 - 20. 9. 67)

1. INTRODUCTION

Following the introduction of Hunter Mod. 1274 (Hydraulic System Flexible Hose Pipes for Pressure Lines to Elevator and Aileron Hydro-boosters and Aileron Two-Speed Gearing Jack changed to improved type), LPP Coy. have now extended the use of the improved material to include the pressure flexible hose pipe at the rear transport joint. This modification, therefore, replaces pipe Part No. AVA. 322A/16 by pipe Part No. AVX. 4452/16.

(1) This modification does not supersede, partially supersede or satisfy the work called for by any Modification, Command/ Naval Service Modification, S. T. I. or S. I.

2. EMBODIMENT

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

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take 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/or Materials

(a) The undermentioned items are required, and if not available, are to be demanded on the appropriate RN Store Depot.

<u>Ref. No.</u>	<u>Part No.</u>	<u>Nomenclature</u>	<u>Qty.</u>
27BA/13799	AVX. 4452/16	Flexible hose pipe	1

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

<u>Ref. No.</u>	<u>Part No.</u>	<u>Nomenclature</u>	<u>Qty.</u>
30A/9437135		Stainless Steel locking wire, 22G, Specn. DTD 189A	As reqd..

RESTRICTED

(2) Special Tools and/or 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:-

<u>Ref. No.</u>	<u>Part No.</u>	<u>Nomenclature</u>	<u>Qty.</u>
26FX/-	C. 247665	Rear fuselage complete	
26FX/-	C. 251613	Rear fuselage complete	

Parts required:-

27BA/13799	AVX. 4452/16	Flexible Hose Pipe	1
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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) Render the aircraft electrically safe (AP 4347 Vol. 1, Sect. 5, Chap. 1, Group A, 1 refers).

(2) Remove the detachable fairing in the spine situated above the rear transport joint.

(3) Remove the hydraulic reservoir cap fairing and carefully remove the filler cap to dissipate pressure in the reservoir (AP 4347 Vol. 1, Sect. 2, Chap. 2 refers).

(4) Dissipate the pressure in the circuit by operating one of the services.

(5) From between pipe Part No. D. 187926/1 situated in the spine, and the fuselage break remove flexible hose Part No. AVA. 322a/16 and fit new flexible hose Part No. AVX. 4452/16. Lock with stainless steel locking wire specn. DTD 189A.

Note: A suitable receptacle must be provided to trap resultant loss of fluid.

(6) Bleed and prime the circuit where this has been disturbed. (A. P. 4347 Vol. 1, Sect. 3, Chap. 6 refers).

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(7) Top up the hydraulic reservoir (AP 4347 Vol. 1, Sect. 2, Chap. 2 refers) and replace the filler cap.

(8) Replace the filler cap fairing.

(9) Replace the detachable fairing in the spine.

(10) Record the embodiment of this modification on the rear fuselage complete modification plate.

(11) Reinstate the electrical supply (AP 4347 Vol. 1, Sect. 5, Chap. 1, Group A.1 refers).

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

(1) The undermentioned parts rendered redundant by the embodiment of this modification are to be returned to the appropriate RN Store Depot.

<u>Ref. No.</u>	<u>Part No.</u>	<u>Nomenclature</u>	<u>Qty.</u>
27BA/9261	AVA. 322A/16	Flexible hose pipe	1

12. EFFECT ON WEIGHT AND MOMENT

This modification has no effect on weight or moment.

13. EFFECT ON AIRCRAFT OR EQUIPMENT OPERATION AND HANDLING

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

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