

RESTRICTED

AL No 413
(Slipper Tank
Attachment Nuts - Improved)

AP 4781A, Vol 2
Leaflet No G 8

Gnat T Mk 1 Aircraft - Mainplane - To Introduce Special Nut Part No 1820/2643 (Ref No 26DN/1497050) in place of Part No 1820/2617 (Ref No 26DN/8068) at the Slipper Tank Attachment to Mainplane

(Mod No Gnat/688)

(Class: B/2)

(AB/A/23403.- 4.12.69)

1. INTRODUCTION

When wire locking the slipper tank forward attachment nuts, which are situated in the well of the pylon mounting casting, scratching of the painted surface may arise with possible subsequent corrosion of the casting. To prevent this circumstance, longer attachment nuts are introduced so that the wire locking is at the top of the casting well. Servicing will also be eased by reason of the greater accessibility of the attachment nuts.

(1) This modification does not supersede, partially supersede or satisfy the work called for by any other modification, Command modification, STI, SI or SRIM.

(2) This modification is to be embodied in Gnat T 185D A/C Serial Nos XM 705 to XM 709 exclusive of XM 707, and XM 697.

2. EMBODIMENT

This modification is to be embodied as directed by Command Headquarters.

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work can be accomplished during normal replacement of the slipper tank.

4. DRAWINGS REQUIRED

Drawing No AP 4781A/G 8 /69 is incorporated in this leaflet.

5. PARTS AND SPECIAL TOOLS REQUIRED

(1) Parts and/or Materials.

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(a) The Modification Kit which consists of the following item supplied by the Contractor, will be assembled by No 16 Maintenance Unit under Ref No 26DN/100688.

<u>Ref No</u>	<u>Part No</u>	<u>Nomenclature</u>	<u>Qty</u>	<u>Class of Equipment</u>
26DN/1497050	1820/2643	Special Nut (Slipper tank)	2	C

The above item will be issued on Issue Order to RAF Units at home; no demands are to be submitted. RAF Units abroad and all other users, are to demand separately their requirements of Kits as listed at sub-para (a) above in accordance with current regulations.

(b) The following material is to be provided under Unit arrangements.

<u>Ref No</u>	<u>Part No</u>	<u>Nomenclature</u>	<u>Qty</u>	<u>Class of Equipment</u>
30A/9146066		18G Stainless steel locking wire Specn DTD 189A	As reqd	C

(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

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.

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) During replacement of wing slipper tanks, remove and discard special nuts, Part No 1820/2617 (2 off).

(2) Fit special nut, Part No 1820/2643, 1 at port wing, 1 at starboard wing and wire lock, using stainless steel locking wire, Specn DTD 189A, to existing locking tab, as shown on the drawing.

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 as scrap in accordance with AP 830, Vol 1, (5th Edition) Leaflet A19/1:

<u>Ref No</u>	<u>Part No</u>	<u>Nomenclature</u>	<u>Qty</u>	<u>Class of Equipment</u>
26DN/8068	1820/2617	Special nut	2	C

12. EFFECT ON WEIGHT AND MOMENT

This modification causes a change in Basic Weight of plus 0.25 lb with a change in moment of plus 52 lb in. about the CG Datum.

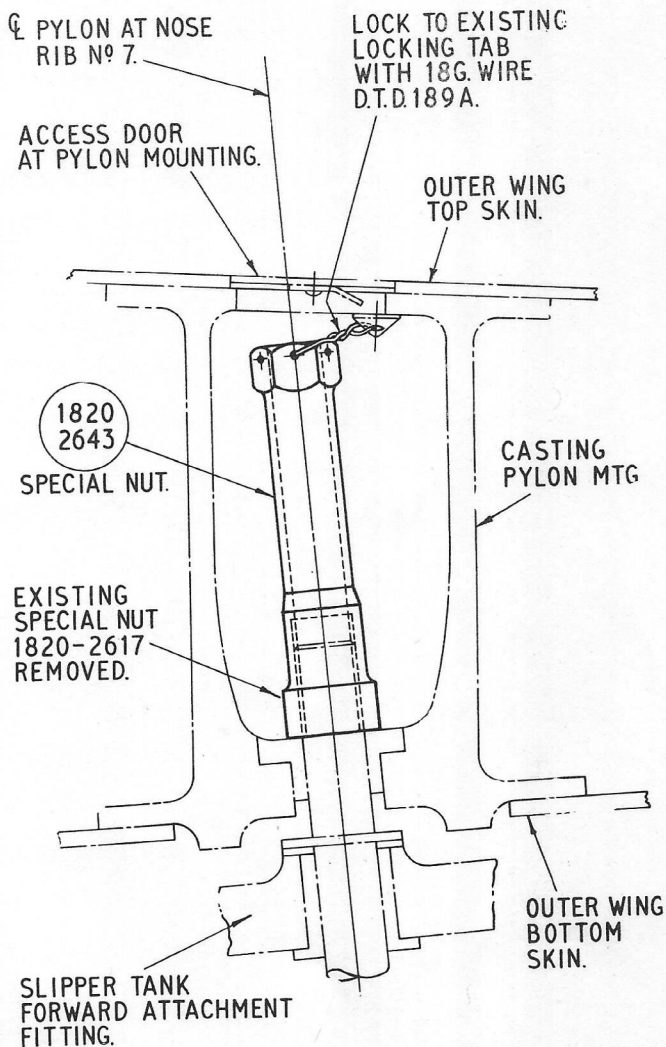
13. EFFECT ON AIRCRAFT OR EQUIPMENT OPERATION AND HANDLING

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

14. EFFECT ON SERVICING

Servicing is eased in that the lengthened tank attachment nuts are more readily reached through the access door.

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SECTION THROUGH FORWARD
ATTACHMENT OF SLIPPER TANK
TO OUTER WING.
VIEW LOOKING FORWARD.

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Sheet No. 1

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