

RESTRICTED

AL No 444
(Mainplanes - Pre UN
to post UN - Conversion)
(AL No 437 Cancelled)

AP 101B-1801-2
Leaflet No G9
(Alteration 1 Incorporated)

Gnat T Mk 1 - Mainplanes - To introduce Mainplanes Part No 1807/19/15/719 (Ref No 26DN/1498008) in place and by conversion of Mainplanes by the embodiment of minimum design changes to enable Pre-UN mainplanes to be acceptable as spares for UN aircraft.

(Mod No Gnat/719)

(Class S00 to pre UN mainplanes when required to be fitted to UN aircraft)

(AB/A/24212 -24.7.72)
(ADF No GNO71901)

NOTE: This leaflet supersedes AP 101B-1801-2 Leaflet No G9 and is the authority for cancelling AL No 437.

1. INTRODUCTION

Spares holdings of Mainplanes was 5 Pre UN to support 10 Pre UN aircraft and 6 UN Mainplanes to support 60 UN Aircraft therefore it was desirable to convert 5 of the pre UN items to UN. The conversion involves the minimum alteration to enable fitment to the fuselage.

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

2. EMBODIMENT

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

NOTE: Five Mainplanes Serial Nos 20527, 20533, 20512, 20516 and 20520 have been selected for early modification.

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take approximately five man hours.

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) A modification kit will not be assembled.

(b) The following materials are to be provided under unit arrangements.

<u>Ref No</u>	<u>Part No</u>	<u>Nomenclature</u>	<u>Qty</u>
28M/19362	AS 8602/E	Anchor Nut 1/4 ins UNF	34
30B/9611215		Packing 14 Gauge	34 *
28Q/9137142	AS 2229-305	Rivet 3/32 ins dia	68

* Make from 14 SWG LA plate specn. L72 with 1/4 ins dia hole and 2 holes 2.50 mm to match profile of anchor nut.

(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

This modification applies SOO to pre UN mainplanes when required to be fitted to UN aircraft. No other spares are affected by this modification.

7. CHANGE OF REFERENCE, PART AND ASSEMBLY NUMBERS

The embodiment of this modification changes Reference, Part and assembly numbers as follows:

<u>OLD</u>			<u>NEW</u>	
<u>Ref No</u>	<u>Part/Assy No</u>	<u>Nomenclature</u>	<u>Ref No</u>	<u>Part/Assy No</u>
26DN/1483713	1807/19/13)	Mainplane	26DN/1498008	1807/19/
1496897	1807/19/14)			15/719
1497111	1807/19/15)			

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.

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(1) On the underside of the wing locate the upper shear wall angles Part No 1820/2707 (Port) and 1820/2708 (Stbd) approximately 19 ins from the centre line of the wing.

(2) Remove by drilling out the attachment rivets, the existing 1/4 ins BSF Anchor nuts AGS 2007 E1 (17 off each angle). Care must be taken in drilling out these rivets using a 2.50mm drill to ensure the replacement nuts will pick up at the same holes.

(3) Fit new 1/4 ins UNF Anchor nuts Part No AS 8602/E together with packings 1 off under each nut secure with rivets AS 2229-305.

NOTE: Packings to be made from LA sheet 14 SWG-L72 to match profile of Anchor nut and with 1/4 ins dia hole and 2-2.50mm holes.

(4) Touch up paint finish.

(5) When this modification has been embodied and inspected, record Mod No GNAT 719 on the modification plate on the port side of the wing on the underside of the flap shroud.

(6) Should the wing have already been fitted to an aircraft embodying Mod 419 the anchor nuts will already have been changed to UN Threads.

9. SPECIAL TESTS AFTER EMBODIMENT

No special tests are required after the embodiment of this modification, but any other appropriate and associated testing is to be carried out.

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

This modification has no effect on weight or moment.

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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 has no effect on Servicing or on Ground Support equipment.

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