

RESTRICTED

AL No 418
(Strontium Chromate
inhibitor bags - intro)

AP 4781A, Vol 2
Leaflet No H12

Gnat T Mk 1 Aircraft - Fuel System - To introduce Strontium Chromate Tablets in place of Calcium Chromate in Inhibiting Bags Part No 1820/1941A/1 (Ref No 26DN/1497209) in place of Part No 1820/1941/A (Ref No 26DN/6203)

(Mod No Gnat/709)

(Class: C/3 on removal of
inhibiting bags) (NCP)

(AB/A/23795.- 8 .10.70)

1. INTRODUCTION

Due to contamination of the engine fuel system components, attributed to seepage of calcium chromate from the inhibitor bags in the fuel tanks, calcium chromate is now replaced by strontium chromate as the inhibiting agent.

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

(2) This modification is to be embodied in all Gnat T185D aircraft.

2. EMBODIMENT

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

Note: Embodiment recommended on first removal of inhibiting bags.

3. APPROXIMATE TIME REQUIRED FOR EMBODIMENT

The work will take approximately 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.

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(a) The following item is required and 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>
26DN/1497209	1820/1941A/1	Inhibiting bag	6*	C

*(2 for fuselage No 1 tanks P & S, 2 for Mainplane tanks, 2 for external tanks)

(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 but see Para 11 for spares rendered redundant.

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) Refer to AP 101B-0601-1A, Sect 4, Chap 2, Paras 49, 50 and 50A. Remove and discard existing inhibitor bags, Part No 1820/1941A from fuel tanks and fit new inhibitor bags, Part No 1820/1941A/1.

9. SPECIAL TESTS AFTER EMBODIMENT

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

10. RECORDING ACTION

Record on Aircraft Form 700.

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 Air Publication 830, Vol 1 (5th Edition) Leaflet No A19/1:

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<u>Ref No</u>	<u>Part No</u>	<u>Nomenclature</u>	<u>Qty</u>	<u>Class of Equipment</u>
26DN/6203	1810/1941A	Inhibitor bag	6	C

12. EFFECT ON WEIGHT AND MOMENT

This modification has no effect on weight and moment.

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

Servicing of engine fuel system components occasioned by contamination is now eased by use of strontium chromate inhibitor bags in fuel tanks in place of calcium chromate inhibitor bags.

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