

REG. No.		FILE	
- 2 100 077			

ADP No (Part A) HUU120

ADP No (Part B) HUU120

SI/Hunter/1

6 March 19

From: CENTRAL DEFECT AUTHORITY
 Procurement Executive, Ministry of Defence, St Giles Court, St Giles
 Tel No: 01-636 3644, Ext 474 London

- A SI/HUNTER/120
 (Superseding Pw/Hunter/89)
 FUEL SYSTEMS, TRANSFER PIPES IN THE CENTRE FUSELAGE, CHAFING AT FRAME 37
 (No RI applied)
- B Hunter Mkcs 6, 9, 10 and 12.
- C Cases have occurred where Fuel Transfer Pipe, Part No 201525/12 (Ref 26FX/6583), from the starboard rear fuselage tank has chafed on frame 37. It is considered necessary to protect both the fuel transfer pipes from the rear fuselage tanks from chafing on frame 37 by applying a wrapping around the pipes at this position and also by repositioning the pipes, where necessary, to obtain adequate clearance between pipes and frame 37.
- D 1 a Part A: Within 28 Days of receipt of this Instruction, and thereafter as required by Para D1b(8).
- Part B: At the next engine removal as required by Para D1b(8).
- b PART A
- (1) Refer to AP 4347, Vol 1, Sect 2, Chap 4, Fig 3, appropriate to the Mark of aircraft for identification, and remove the engine access panel.
 - (2) Refer to AP 4347, Vol II, Part 1, Plate NB 1 and locate the fuel transfer pipes, (between the transport joint and frame 37), Part No 201525/11 (Ref 26FX/6582) and Part No 201525/12 (Ref 26FX/6583).
 - (3) Examine both pipes for evidence of chafing, where they pass above frame 37.
 - (4) Where no chafing has occurred, or where the pipe is only lightly polished, retain the pipe in use.
 - (5) Where chafing has occurred, the pipe is to be replaced.
 - (6) Apply Tape, Insulating Cambric Varnish (Ref 5F/940122) around each fuel transfer pipe, where the pipes pass over frame 37 and secure the tape at each end of the wrapping with Cord (Ref 32A/1058027).
 - (7) Measure the clearance between both fuel transfer pipes and frame 37. Where this clearance is 0.10 inch or more, Part B of this Instruction is satisfied and no further action, other than recording, is required.

(8) Where the clearance between a pipe and frame 37 is less than 0.10 inch, re-examine the pipe for evidence of chafing at each subsequent Primary Servicing, until Part B of this Instruction has been satisfied.

(9) Refit the engine access panel.

PART B

(10) Repeat Paras D1b(3) and (4) above and, where necessary, remove the tape wrapping to establish the condition of the pipe.

(11) Loosen the connection at each end of the fuel transfer pipe, reposition the pipe to give a minimum clearance of 0.10 inch between the pipe and frame 37 and retighten the pipe connections.

(12) Pressure test the fuel transfer pipes in accordance with current instructions.

o Part A: 30 minutes

Part B: 1 Man hour.

E Record on Forms 700, 270 and 4801 and enter Part A in the Supplementary Servicing Record Sheet.

F Nil.

G 1 Previous satisfactory completion of PW/Hunter/89 will render compliance with this Instruction, other than recording, unnecessary.

2 Satisfaction of Part B will render further compliance with Part A unnecessary.

H 1 Nil.

2 No.

Issued on behalf of

HQ Strike Command

Sponsor Command for

Ministry of Defence (AFD)

Tel: High Wycombe 26200, Ext 391

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Robert Sh...
(RSH)

for

T S LAW

Central Defect Authority

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