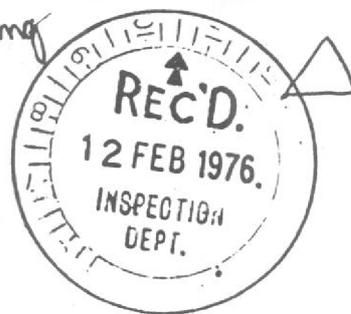


M. Harding



ADP NO (All Parts) HUU12800

(Part A) HUU128A0

(Part B) HUU128B0

SI/Hunter/128

29 January 1976

From: CENTRAL DEFECT AUTHORITY
Procurement Executive, Ministry of Defence, St Giles Court, St Giles High St,
Tel No: 01-632-6209 London WC2H 8LD

A SI/HUNTER/128 B
FUSELAGE: HOOD JETTISON MECHANISM RELEASE UNIT: INOPERATIVE

- B 1 Part (A): Hunter Mk 6, Mk 6A, FGA Mk 9, Mk 10, GA Mk 11 & PR Mk 11.
Part (B): Hunter T Mk 7, T Mk 7A, T Mk 8, T Mk 8B and T Mk 8C.
- 2 Hood Jettison Release Unit Pt No B 215644 (Ref 26FX/9031)
Hood Jettison Release Unit Pt No B 212214 (Ref 26FX/8896)
Hood Jettison Release Unit Pt No B 254634 (for T Mk 8C), held as spare or in store.

C A case has recently occurred where the Hood Jettison Mechanism Release Unit failed to operate during 'Pull Off' checks. Investigation at the Unit revealed that corrosion within the release unit, in particular beneath the operating lever assembly, had caused the seizure. It is considered necessary to introduce periodic servicing to the release unit.

D 1 a At the next ejection seat ~~or canopy removal~~ ^{REMOVAL} and subsequently every two years.

PART A

- b (1) Refer to the relevant aircraft AP Section 3, Chapter 1, Para 35, unload the Hood Jettison Release Unit Pt No B 215644 (Ref 26FX/9031) and remove from the aircraft, retaining all attaching items and transport to a suitable working area.
- (2) Using suitable hand tools remove the two AS 463/415 rivets retaining the Coupling Pt No F 189069 (Ref 26FX/900) Eye End Pt No F 189068 (Ref 26FX/901) and Sleeve Pt No F 189070 (Ref 26FX/909) to the Operating Lever Pt No F 214647 (Ref 26FX/9032) end of the Rod Pt No F 210867 (Ref 26/8182). Remove and retain the coupling eye end and sleeve.
- (3) Remove and retain the two Bolts Pt No A 127278 (Ref 26FX/898) securing the Plug Pt No A 189073 (Ref 26FX/905) within the Casing Pt No A 189071. Discard the two AGS 162C spring washers. Ensure the Special Bolt Pt No F 211177, STD 915 E6 Washer and Bolt Pt No F 189118 (Ref 26FX/897) assembled at the operating lever end of the unit have not been refitted following removal to facilitate the withdrawal of the release unit from the aircraft. With the operating lever in the unloaded position remove and retain the plug complete with Operating Levers Pt No F 214647 (Ref 26FX/9032) and Pt No F 189077 (Ref 26FX/903). Remove and retain the Nut Pt No A 126610 (Ref 26FX/904).

- (4) Remove and retain the two Bolts Pt No A 127278 securing the Plug, Pt No F 189067 (Ref 26FX/906) within the casing. Discard the two AGS 162C spring washers. Ensure that both Bolts Pt No F 189118 have not been refitted following removal to facilitate the withdrawal of the release unit from the aircraft.
- (5) With the remaining eye and coupling securely held carefully remove the casing complete with Packing Pt No A 127030 from the release unit mechanism.
- (6) Degrease the casing and examine for signs of wear or corrosion. Also examine the two Rubber Washers Pt No A 127031 (Ref 26FX/910) attached to the inside face of Packing Pt No A 127030 for damage and security. Where found to be insecure thoroughly clean and refit using Bostik 2402 (Ref 33H/2202553). Where found damaged or perished replace with new items from store.
- (7) Degrease all remaining parts of the release unit and examine for signs of wear or corrosion. Pay particular attention to the condition of the sliding surfaces on the operating levers and attached plug.
- (8) Where severe corrosion is found the affected parts must be replaced with new items from store. Slight corrosion may be removed using fine emery cloth, the bare metal surfaces being reprotected with Alocrom 1200 (Ref 33C/2202321).
- (9) Refer to Fig 1 attached and manufacture the Distance Piece from 16 SWG Mild Steel Tube (Ref 30A/9610334) and the Washer from 3 SWG Steel Plate (Ref 30A/2708) or $1\frac{1}{2}$ inch Mild Steel Bar (Ref 30C/9610743).
- (10) Assemble the distance piece and washer to the operating lever end of the rod as shown in Fig 1 and using a $\frac{3}{8}$ inch BSW Steel Nut (Ref 29A/4179166) assembled to the threaded portion of the rod, compress the spring approximately 0.4 inch to allow lubrication of the $\frac{3}{8}$ inch Thrust Bearing (Ref 2A/9500491) through the four $\frac{1}{2}$ inch diameter holes in the distance piece.
- (11) Using a small paint brush lubricate the thrust bearing using XG 287 Grease. Rotate the bearing several times to ensure complete coverage. Remove the spring compression tool on completion.
- (12) Fill the four bolt holes in the plug Pt No F 189067 with XG 287 Grease and rotate the centre rod to ensure circulation of the grease on the bearing surfaces of the plug and rod. Repack the spring assembly with XG 287 grease.
- (13) Apply XG 287 grease to the sliding surfaces of the operating levers and plug.
- (14) Reassemble the casing and secure to the plug using the bolts retained at Para D1b(4) and new AGS 162C Washers (Ref 28W/3098) from store. Reassemble the Plug Pt No A 189073 complete with operating levers and secure using the bolts retained at Para D1b(3) and new AGS 162C Washers from store. Reassemble the Nut Pt No

A 126610 to the rod with the wider flange engaging the operating lever.

NOTE 1: During reassembly, ensure that canopy de-seal lever Pt No F 189077 (Ref 26FX/903) is not reversed.

(15) Refit the sleeve, eye end and coupling to the rod aligning the two rivet holes. Ensure there is a gap of 0.99 to 1.01 inches between the coupling and the face of nut Pt No A 126610. Secure in position using two AS 463/415 Rivets (Ref 28Q/15329).

(16) Refit the release unit to the aircraft using the existing attaching parts and wirelock using 22 SWG Stainless Steel Wire to DTD 161A or 189A.

NOTE 2: Washer STD 915 E6 must be fitted between Pivot bracket and mounting bracket on assembly.

(17) Refer to relevant aircraft AP, Section 3, Chapter 1, Para 35, load the release unit.

(18) Carry out functional checks in accordance with current procedure.

PART B

(19) Refer to the relevant aircraft AP Section 3, Chapter 1, Para 31. Unload the Hood Jettison Release Unit Pt No B 212214 (Ref 26FX/8896) or Pt No B254634. Remove panel Ref 26FX/8728 and disconnect control tubes two off (Ref 26FX/276) for access. Remove the hood jettison release unit from the aircraft retaining all attaching items and transport to a suitable working area.

(20) Using suitable hand tools remove the two AS 463/415 rivets retaining the Coupling Pt No F 189069 (Ref 26FX/900), Eye End Pt No F 212237 and Sleeve Pt No F 189070 (Ref 26FX/909) to the Operating Lever Pt No A 215725 end of the Rod Pt No F 210867 (Ref 26FX/8182). Remove and retain the coupling, eye end and sleeve.

(21) Remove and retain the two Special Bolts Pt No F 189118 (Ref 28FX/897), two Bolts Pt No A 127278 (Ref 26FX/898) securing the Slotted Plug Pt No A 215724 within the Casing Pt No A 189071. Discard the two SP 47E Spring Washers and the two SP 47C Spring Washers. With the operating lever in the unloaded position remove and retain the slotted plug complete with Operating Lever Assembly Pt No A 215725 or A 254635. Remove and retain the Nut Pt No A 126610 (Ref 26FX/904).

(22) Remove and retain the two Bolts Pt No A 127278, two Special Bolts Pt No F 212258, Special Bearing Pt No F 212257 and Bearing Spool Pt No F 210655, locating the Plug Pt No F 189067 (Ref 26FX/906) within the casing. Discard the two AGS 162C spring washers and the SP 47E spring washer.

NOTE 3: One Special Bolt Pt No F 212258 locating the Special Bearing Pt No F 228234 is removed to facilitate the removal of the release unit from the aircraft and may not have been replaced on completion.

- (23) With the remaining eye end coupling securely held carefully remove the casing complete with Packing Pt No A 127030 from the release unit mechanism.
- (24) Degrease the casing and examine for signs of wear and corrosion. Examine the two Rubber Washers Pt No A 127031 (Ref 26/910) attached to the inside face of Packing Pt No A 127030 for damage and security. Where found to be insecure thoroughly clean and refit using Bostik 2402 (Ref 33H/2202553). Where found damaged or perished replace with new items from store.
- (25) Degrease all remaining parts of the release unit and examine for signs of wear or corrosion. Pay particular attention to the condition of the sliding surfaces on the operating lever and attached slotted plug.
- (26) Where severe corrosion is found the affected parts must be replaced with new items from store. Slight corrosion may be removed using fine emery cloth, bare metal surfaces being reprotected with Alocrom 1200 (Ref 33C/2202321).
- (27) Refer to the attached sketch and manufacture the Distance Piece from 16 SWG Mild Steel Tube (Ref 30A/9610334) and the Washer from 3 SWG Steel Plate (Ref 30A/2708).
- (28) Assemble the distance piece and washer to the operating lever end of the rod as shown in Fig 1 and using a $\frac{3}{8}$ inch BSW Steel Nut (Ref 29A/4179166) assembled to the threaded portion of the rod compress the spring approximately 0.4 inch to allow lubrication of the $\frac{3}{8}$ inch Thrust Bearing (Ref 2A/9500491) through the four $\frac{1}{2}$ inch diameter holes in the distance piece.
- (29) Using a small paint brush lubricate the thrust bearing using XG 287 Grease. Rotate the bearing several times to ensure complete coverage. Remove the spring compression tool on completion.
- (30) Fill the four bolt holes in the plug Pt No F 189067 with XG 287 grease and rotate the centre rod to ensure circulation of the grease on the bearing surfaces of the plug and rod. Repack the spring assembly with XG 287 grease.
- (31) Apply XG 287 grease to the sliding surfaces of the operating lever and slotted plug.
- (32) Reassemble the casing and secure to the plug using the bolts, special bearing and bearing spool retained at Para D1b(22), new AGS 162C Spring Washers (Ref 28W/1007983) and SP 47E Spring Washer (Ref 28W/9416645).

NOTE 4: The Special Bolt Pt No F 212258 not attaching the bearing spool is left loose until assembly to aircraft.

(33) Reassemble the slotted plug Pt No A 215724 complete with operating lever and secure using the bolts retained at Para D1b(21), new SP 47E spring washers and new SP 47C Spring Washers (Ref 28/9416643. Reassemble the Nut Pt No A 126610 with the wider flange engaging the operating lever.

(34) Refit the sleeve, eye end and coupling to the rod, aligning two rivet holes, ensure there is a gap of 0.99 to 1.01 inches between the coupling and the face of nut Pt No A 126610. Secure in position using two AS 463/415 Rivets (Ref 28Q/15329).

(35) Refit the release unit to the aircraft using the existing attaching parts and wirelock using 22 SWG stainless steel wire to DTD 161A or 189A.

(36) Reconnect control tubes Ref 26FX/276 (two off). Carry out functional and independent checks of Rudder and Elevator circuits in accordance with current instructions and refit panel Ref 26FX/8728.

(37) Refer to relevant aircraft AP, Section 3, Chapter 1, Para 31, load the release unit.

(38) Carry out functional and cabin pressure checks in accordance with current instructions.

c 12 Manhours.

2 a Before issue or installation.

b Satisfy this Instruction.

E Record the satisfaction of this Instruction on F720B and F4801 (RAF), and in accordance with AP(N)140, Article 2213(RN).

F Nil.

G 1 Nil.

2 Servicing Schedule will be amended.

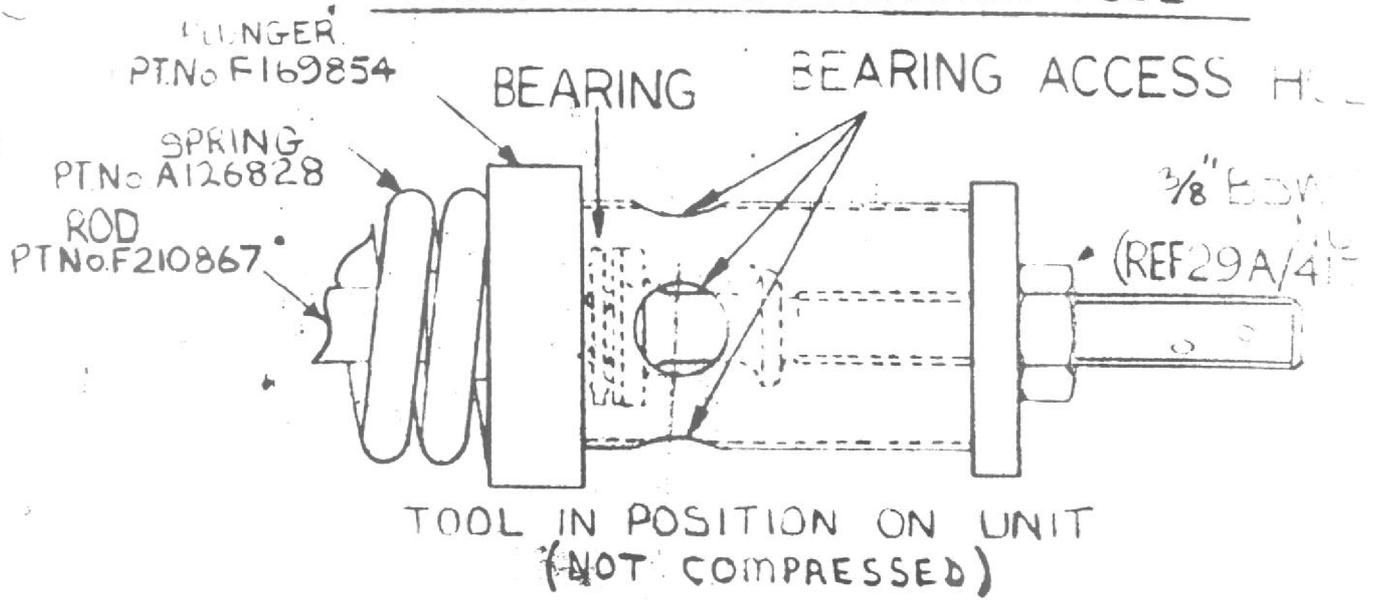
H 1 Nil.

2 No.

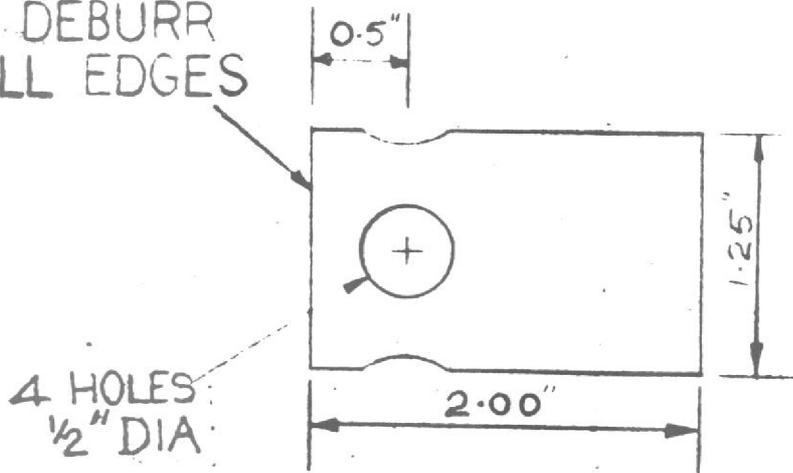
Issued on behalf of
Ministry of Defence
HQ Strike Command
DEA for MOD(AFD)
Tel: 0494-26200 Extn 2070
HQ file ref STC/12601/5
and
HAD(N)/FWA
Tel: 01-218-4317
MOD file ref N/A/3/108/102


D T SHARWOOD
CDA(M)5
pp Head of Central Defect Authority

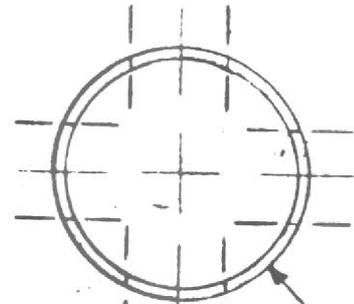
FIG.1. SPRING COMPRESSION TOOL



DEBURR
ALL EDGES

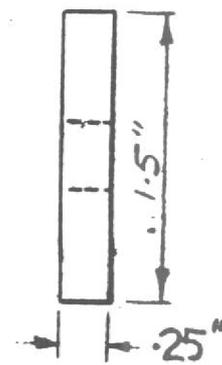


DISTANCE PIECE



WASHER

MANUFACTURE FROM 1 1/2" DIA
MILD STEEL BAR (REF 30C 9610743)



OR 3 SWG STEEL PLATE
(REF 30A/2708)

SI/HUNTER/128



This file was downloaded
from the RTFM Library.

Link: www.scottbouch.com/rtfm

Please see site for usage terms,
and more aircraft documents.