

6th April 1967

From: CENTRAL DEFECT AUTHORITY,
Ministry of Technology, St. Giles Court, St. Giles
High Street, W.C.2. Tel. MUSEum 3644, Ext.474

Class C

- (A) Servicing Instruction/Hunter/91 A.
Fuel System - Wing Tank Relief Valves : Inoperative
- (B) Hunter Mkcs. 6, 7, 8, 9, 10, 11 & 12 aircraft.
- (C) Cases have occurred where, following a Hymatic Valve malfunction, the Wing Tank Relief Valves have also been inoperative. This allowed fuel to be jettisoned through the Refuelling Relief Valves in the stub wing with a consequential fire hazard.
- (D)1. Within 28 Days of receipt of this Instruction, or at the Next Primary Servicing, whichever is the sooner, and thereafter at each Primary Servicing, proceed as follows:- (a). Ensure that the fuel contents of the aircraft are approximately 100 gallons below full capacity, irrespective of the fitment of drop tanks.
 - ~~(a)~~ Using the cabin pressure test rig, pressurise the fuel system wing tank circuits through the pressure test connections in the main wheel bays. (See Note below. Para. (D)1(e)).
 - (b) Check the pressure at which the Wing Tank Pressure Relief Valves vent to atmosphere. This should be between 6 $\frac{3}{4}$ and 8 lb/sq. inch max.
 - (c) Disconnect the cabin pressure test rig and fit Pressure Gauges (Ref. 6A/3343) to the pressure test connections in the wheel bays.

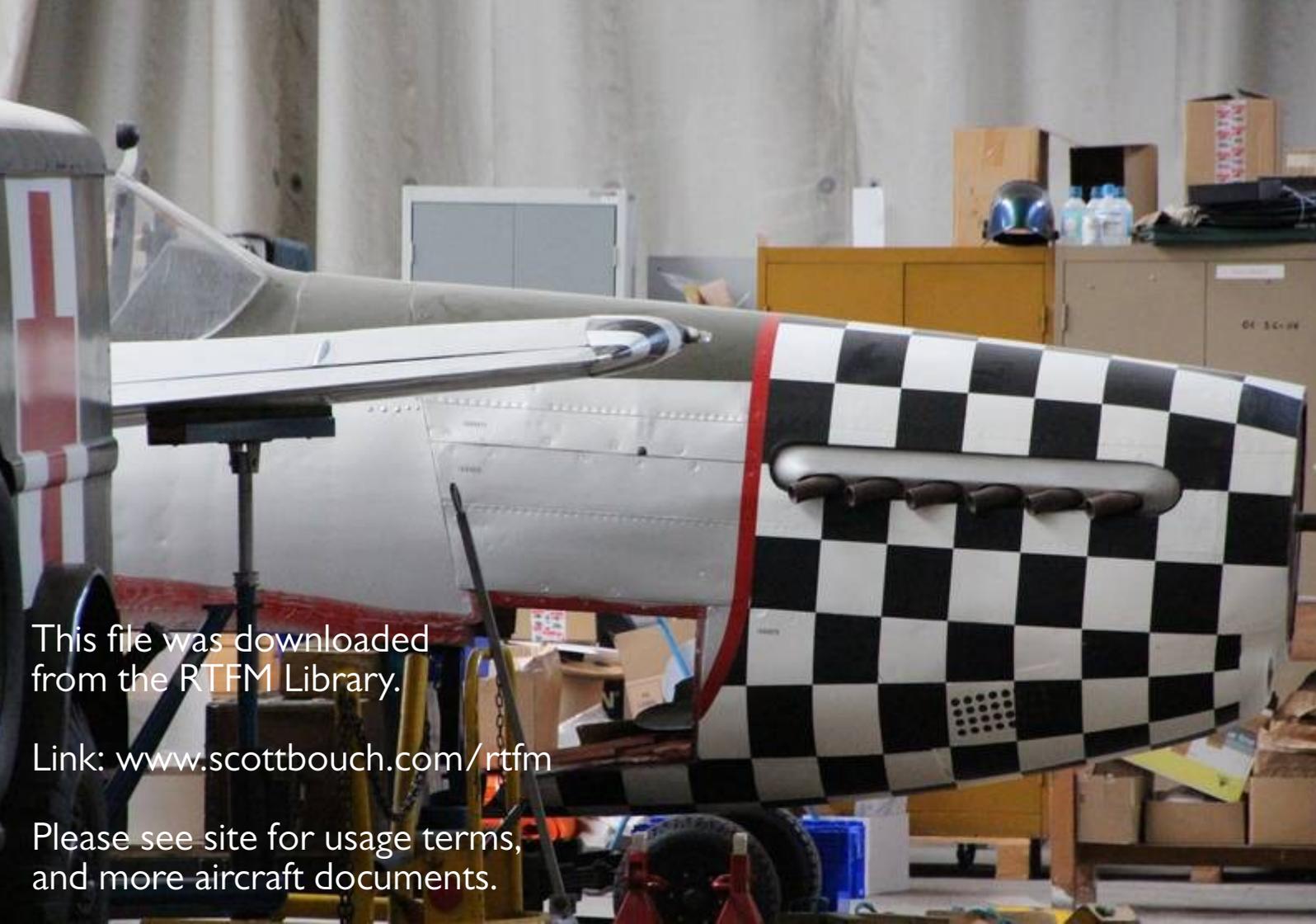
- (d) Refuel the aircraft at full pressure and during refuelling, check that port and starboard gauges read between 1-3 lb/sq. inch.
- (e) Where the valves are outside of the requirements stated at Paras. (D)1 (b), and (d) above, they are to be removed and new replacement items fitted.

Note: Inlet pressures into the fuel system should not exceed 10 lb./sq.inch. For the test described at Para. (D)1(a) above, the pressure tapping points on the fuel system pipes in the wheel bay are to be fitted with suitable 'T' pieces or banjo fittings to enable an external air supply to be connected and a pressure gauge fitted. A suitable arrangement can be achieved by use of Banjo Bolt AGS.1135B, Banjo Body (Double-ended) AGS.1130B and $\frac{1}{4}$ inch BSP Dowty Seals. Adaptors for the air trolley and the supply of a flexible feed pipe should be made and obtained from local resources.

Estimated Man hours: 1 (check only)

- (E) Record on the appropriate forms and enter in the Supplementary Servicing Record Sheet of the Servicing Schedule.
- (F) Nil.
- (G) Nil - Consideration is being given to the setting up of a repair organisation for defective valves. Valves returned to M.U.'s should, therefore, be held until disposal instructions are issued.
- (H) This Instruction does not affect the handling or operation of the aircraft or equipment.


A.F. LE MAISTRE
Central Defect Authority



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