HP-7 NO.4

HUNTER AIRCRAFT SERVICING SCHEDULES

MK.57
(H.S.A.2)

DAILY & PRIMARY SERVICING

Volume 5, Part 2

ALs 4+5 found amended.

CONTENTS

HUNTER AIRCRAFT SERVICING SCHEDULES

NOTES TO USERS

1. Hunter Aircraft Servicing Schedules are produced by Hawker Siddeley Aviation Ltd., to assist Users of aircraft purchased under foreign contracts. A complete set of Schedules consists of FOUR Handbooks and the application of each book is detailed in INSTRUCTIONS FOR THE USE OF THE SCHEDULES overleaf.

2. **Schedules should be distributed with strict regard to the CONDITIONS OF RELEASE printed on the reverse side of the Title Page.**

3. The inspection items detailed in the Schedules are complied from servicing experience gained on all marks of Hunter aircraft and the Schedules can be applied to any one mark of the aircraft **by the User selecting the relevant items** according to the type and modification standard of the aircraft to be inspected.

4. **The Schedules are supplied for guidance only** and should not be used as mandatory documents unless specifically instructed by the User's Technical Authority and then upon their responsibility. Any Schedules used as mandatory documents should be kept constantly under review by the User to ensure that :—

   (i) Any additional servicing found by experience to be necessary is added.

   (ii) Servicing no longer considered essential is reported to the User's Technical Authority for cancellation of the relevant items.

   (iii) All information applicable to the aircraft in the form of Servicing Instructions, Modification Leaflets and any other relevant technical documents is incorporated into the Schedules.

5. Routine amendments to the Schedules will be issued periodically by Hawker Siddeley Aviation Ltd., to include new information for further assistance to the Users. **It is important that these are incorporated immediately on receipt.** When an amendment has been incorporated the Amendment Record Certificate (front of each Handbook) must be completed and signed by the person responsible.

HUNTER AIRCRAFT SERVICING SCHEDULES

INSTRUCTIONS FOR THE USE OF THE SCHEDULES

1. Hawker Siddeley Servicing Schedules for Hunter aircraft (*identified as Volume 5 in all contracts*) are FOUR separate Handbooks, titled VOLUME 5 PART 2, PART 3, PART 4 and PARTS 5 & 6 respectively and a set of these Handbooks contains the Inspections and Servicing that should normally enable an aircraft to be maintained from Daily to Major Servicing. Each book is divided into 'trade' sections—Airframe, Engine, etc., and each 'trade' is sub-divided to detail the work for the Trade N.C.O. and the Tradesmen. The number of Tradesmen employed and the distribution of work is the responsibility of the local Technical Authority.
2. **The time cycle upon which the aircraft are serviced is the responsibility of the User's Technical Authority and must be governed by the terrain and conditions under which the aircraft are operated.**
3. The Servicing contained in each Part of the Schedule is listed below together with the requirement of each Servicing. **The periodicity quoted is for guidance only** as it applies to the United Kingdom and will not necessarily be suitable for other areas of operation (see Instruction 2 above).

PART 2. DAILY AND PRIMARY SERVICING

FIRST FLIGHT SERVICING	*These items in each 'trade' section must be serviced or inspected before the FIRST flight of each day. This servicing is denoted by 'FF' in the applicability columns in Section 1 of the Daily Servicing Schedule.*
TURN ROUND SERVICING	*These items in each 'trade' section must be serviced or inspected after each landing throughout the day WHEN THE ENGINE IS STOPPED. This servicing is denoted by 'TR' in the applicability columns in Section 1 of the Daily Servicing Schedule.*
LAST FLIGHT SERVICING	*These items in each 'trade' section must be serviced or inspected after the LAST flight of each day. This servicing is denoted by 'LF' in the applicability columns in Section 1 of the Daily Servicing Schedule.*
PRIMARY SERVICING (*30 Flying Hrs. in U.K.*)	*These items in each 'trade' section must be serviced or inspected on aircraft flying hours. This servicing is denoted by 'P' in the applicability columns in Section 2 of the Daily Servicing Schedule. The aircraft then requires a FIRST FLIGHT Inspection before it can be flown.*
PRIMARY STAR SERVICING (*60 Flying Hrs. in U.K.*)	*As for PRIMARY Servicing except that servicing is denoted by 'P*' in the applicability columns in Section 2 of the Daily Servicing Schedule.*

INSTRUCTIONS FOR THE USE OF THE SCHEDULES *(Contd.)*

ADDITIONAL SERVICING FUNCTIONAL TESTS	*These items, which are detailed in Section 4 and Section 5 of the Daily Servicing Schedule, are to be included wherever the nature of the servicing or use of the equipment dictates their necessity.*

PART 3. MINOR AND MINOR STAR SERVICING

MINOR SERVICING *(240 Flying Hrs. in U.K.)*	*These items in each 'trade' section must be serviced or inspected on aircraft flying hours. This servicing is denoted by 'M' in the applicability columns in Sections 1 to 5 of the Minor Servicing Schedule. PRIMARY and PRIMARY STAR items from the Daily Servicing Schedule are also required to be included (see NOTE below).*
MINOR STAR SERVICING *(480 Flying Hrs. in U.K.)*	*As for MINOR Servicing except that servicing is denoted by 'M*' in the applicability columns in Sections 1 to 5 of the Minor Servicing Schedule. MINOR items are also required to be included (see NOTE below).*

PART 4. MAJOR SERVICING

MAJOR SERVICING *(960 Flying Hrs. in U.K.)*	*All items in Sections 1 to 5 of the Major Servicing Schedule must be serviced or inspected on aircraft flying hours. MINOR and MINOR STAR items from the Minor Servicing Schedule are also required to be included (see NOTE below).*

PART 5. REMOVAL AND INSTALLATION

PART 6. BAY SERVICING

Items in this Handbook are to be included whenever the requirement is called for in the other Parts of the Servicing Schedules.

NOTE. *When servicing aircraft it will be found that some inspections are cancelled by the operations of a more major servicing, e.g. a component renewed on a Minor will not require the inspections detailed for the old item on the Primary, although the aircraft flying hours make these inspections due. Because of this, it is recommended that the more major servicing is carried out FIRST, when any such cancellations will become obvious.*

SPECIFICATION OF FUELS, FLUIDS & LUBRICANTS

Nomenclature	Reference
FUELS	
AVTUR	34A/9100449
AVTAG	34A/9100448
AVPIN	34A/9423147
FLUIDS	
OM-15	34B/9100572
AL-8	34B/9100475
GREASES	
XG-271	34B/9100510
XG-273	34B/9423151
XG-275 (4 oz.)	34B/9100512
XG-275 (1 lb.)	34B/9100513
XG-277	34B/9100514
XG-278	34B/9105058
XG-285	34B/9100517
XG-295	34B/9423152
XG-315	34B/9100519
ZX-13	34B/9100528
ZX-22	34B/9105061
ZX-24	34B/9105066
ZX-25 (2 oz.)	34B/9105067
ZX-25 (1½ lb.)	34B/9105068
ZX-28	34B/9428473
ZX-30 (1½ lb.)	34B/9440586
OILS	
OEP-70	34B/9100539
OM-13	34D/9100570
OM-15	34B/9100572
OM-52	34D/9100592
OM-150	34B/9100550
OX-14 (2 oz.)	34B/9100589
OX-14 (½ pt.)	34B/9100590
OX-38	34A/9100591
OX-38 (4 oz.)	34A/4424819

RESTRICTED

HUNTER AIRCRAFT SERVICING SCHEDULES

STANDARD SAFETY PRECAUTIONS

(To be read by ALL Servicing Personnel and items selected according to the mark of Hunter to be serviced)

GENERAL

1. When using silicone compounds, care is to be taken to prevent compounds from entering the eyes.

2. Synthetic oil has an injurious effect on hands, electrical leads and the aircraft finish. Any spilt oil is to be cleaned off immediately. Prophylactic ointment is to be applied to the hands before servicing.

3. If AVPIN comes into contact with eyes, mouth or nose, it is to be washed out immediately, and personnel are to report for medical attention. If AVPIN contacts the skin, it is to be washed off immediately with soap and water.

4. Care is to be taken to prevent rain repellant making contact with the eyes.

5. Loose articles are not to be placed in engine air intakes.

6. Single-seat aircraft are not to be towed without the gun pack fitted.

AIRFRAME

1. During the operation of powered flying controls or hydraulic services all personnel and ground equipment are to be kept clear of control surfaces and moving parts, and a Safety Man is to be detailed to stand by the services being operated.

2. Ground locks are to be fitted whenever any servicing likely to effect the safety of the undercarriage is to be carried out. This includes work by any trade group which is in any way likely to cause inadvertent retraction of the undercarriage.

STANDARD SAFETY PRECAUTIONS *(Cotnd.)*

ARMAMENT

1. Main supply to guns is to be disconnected and guns reported 'SAFE' to Safety Man before unloading is commenced.

2. Whenever any of the following operations are carried out, a Safety Man is to be posted in a commanding position, with instructions to prevent all personnel and vehicles from passing immediately in front of, or to the rear of the aircraft until the Armament is reported 'SAFE'.

   (*a*) Connecting and disconnecting main supply lead.

   (*b*) Loading and unloading of rocket projectiles.

   (*c*) Any operation liable to cause inadvertant firing of armaments.

3. Safety devices from bombs or pyrotechnic pistols and fuses are not to be removed for handing to the pilot until immediately before the engine is started.

4. When a bomb or fuel tank is carried, ensure the Normal/Practice switch is set to 'NORMAL'. When a practice bomb carrier is fitted, the switch is to be set to 'PRACTICE'.

5. Functional tests are to be completed by all trades before any loading of guns, rockets and bombs is attempted.

EJECTION SEAT AND CARTRIDGE AND DETONATOR OPERATED JETTISON EQUIPMENT

1. All personnel are warned of the potential danger of this equipment. To prevent any misunderstanding, the N.C.O. in charge of the Aircraft Servicing is the only person allowed to authorise the following :—

   (*a*) Work by Armament Tradesmen on such equipment.

   (*b*) Entry by any person into a cabin or compartment containing such equipment.

HUNTER AIRCRAFT SERVICING SCHEDULES

STANDARD SAFETY PRECAUTIONS *(Contd.)*

EJECTION SEAT AND CARTRIDGE AND DETONATOR OPERATED JETTISON EQUIPMENT *(Contd.)*

(*c*) The fitting, removal or repositioning of any safety device.

All personnel are to report back to the N.C.O. i/c Aircraft Servicing on completion of the authorised servicing.

2. 'Safe for Parking'.

On casual entry of the cabin and on Before Flight, Turn Round and After Flight Inspections **it is the responsibility of the individual** to ascertain that the position of the safety devices satisfies the 'Safe for Parkng' requirements. If they do not he is to report the fact **immediately** to the N.C.O. i/c Aircraft Servicing who is to have the matter rectified at once.

The 'Safe for Parking' condition is :—

(*a*) Safety pin securing ejection seat face screen firing handle.
(*b*) Safety pin securing ejection seat pan alternate firing handle.
(*c*) Safety pin through hood jettison firing unit sear (two seat aircraft).

3. 'Safe for Servicing'.

Prior to any servicing (except as in item 2) by any personnel, the Armament Tradesmen is to :—

(*a*) Fit safety pin through ejection gun sear.
(*b*) Fit safety pin through hood jettison gun sear.
(*c*) Fit safety pin through time-delay unit trip-lever.
(*d*) Fit safety pin securing seat pan alternative firing handle.
(*e*) Fit safety pin through quadrant lever of hood operating torque shaft (two seat aircraft).
(*f*) Report to N.C.O. i/c Aircraft Servicing that (*a*), (*b*), (*c*), (*d*) and (*e*) have been carried out.

The N.C.O. i/c Aircraft Servicing is to ensure that these instructions have been complied with, and that the ejection seat and cabin area is 'Safe for Servicing'.

'Safe for Servicing' conditions are shown in SAFETY PRECAUTIONS Figs. 1 to 4 and all personnel should familiarise themselves with this condition for the aircraft being serviced.

4. Secondary cartridges are to be removed immediately the ejection guns have been removed from the aircraft.

5. During operation of a power operated hood, all personnel are to keep clear of the cabin.

ELECTRICAL

1. Before connecting external power supply, ensure battery master, hood control, pitot head and other heating, and braking parachute release switches are all set to 'OFF'.

2. The battery isolation switch is to be set to 'ON' before removing external power supply when engine is running.

3. Before disconnecting Breeze plug connections, internal and external power supplies are to be disconnected; and are not to be reconnected until Breeze plugs have been refitted.

4. All electrical circuits affected are to be functionally tested after Breeze plugs have been refitted.

5. Dummy fuses are to be fitted as follows :—

   (*a*) In all unused fuse positions.

   (*b*) When components have been removed and circuit fuses removed

   (*c*) When circuit fuses have been removed to facilitate servicing procedures.

   On completion of servicing, all dummy fuses are to be removed and correct rating live fuses fitted, except in unused positions.

6. Under no circumstances are a megger lamp and battery or Type 'D' Testmeter to be used on any leads of Explosion Suppression Systems. The only test equipments to be used are a safety ohmmeter with a maximum current of 13 milliamps, Graviner Minor Test Set No. T.334 or Graviner Major Test Kit No. T.337.

7. Notices are to be displayed prominently throughout the fuel tank system where Explosion Suppression is fitted, to the effect that the system must be isolated before the removal of any component or carrying out any tasks.

8. During refuelling or defuelling operations only the electrical circuits essential for these operations are to be live.

HUNTER AIRCRAFT SERVICING SCHEDULES

STANDARD SAFETY PRECAUTIONS *(Contd.)*

ENGINE

1. The discharge from the high energy ignition equipment can be lethal, therefore prior to any servicing on this equipment, the low tension supply lead to input plug is to be disconnected by the Electrical Tradesman, and a period of one minute allowed to elapse. This allows the dissipation of stored capacitor energy and prevents inadvertent discharge. The H.E. ignition unit is not to be operated with the H.T. leads disconnected. A.D.5589 is to be displayed.

2. Before testing of H.E. ignitors, remove jet pipe blank.

3. Where examination of turbine or intake blades requires a Tradesman to work in the jet pipe or air intake the aircraft is to be tail or nose into wind as applicable. A further Tradesman is to be detailed as 'audible contact' and is to remain so until exit by the first Tradesman is completed. During this examination the engine is not to be turned by any other means than the Tradesman working in the jet pipe or air intake.

4. On completion of refuelling ensure that any fuel spilled from drain or vent valves is immediately removed from the aircraft and vicinity.

5. Before starting engine ensure that starter pipes access panel (lower fuselage) is open and remains open until engine has started satisfactorily. Before closing panel ensure there is no indication of fire.

OXYGEN SYSTEM

1. All tools and equipment used during oxygen systems servicing must be kept free from grease or oil.

PHOTOGRAPHIC

1. All gun firing safety devices are to be set to 'SAFE' before any servicing is carried out on cameras.

RADAR

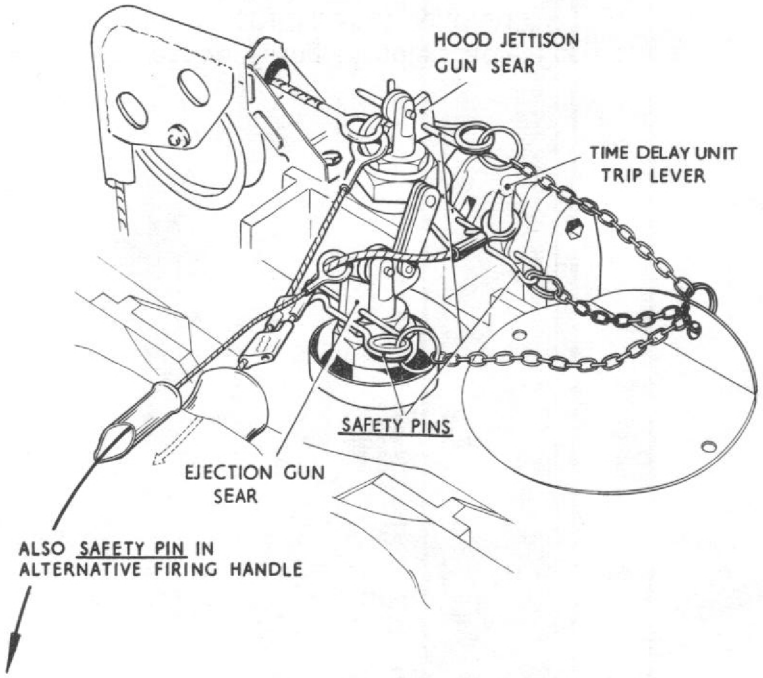
1. If one side of the A.C. power supply to the test set UPM.8 is earthed, the outer case of the set will be 50–60 volts above earth potential. In this event, earth the UPM.8 before connecting the power supply.

2. No servicing is to be carried out on I.F.F. Mk. 3GR with destructors fitted. Destructors are only to be removed and refitted by an Armament Tradesman.

3. There is a microwave hazard from some radar ranging equipment. Prior to ground transmissions of this equipment, notices are to be displayed warning personnel to keep clear of a 5 ft. danger area ahead of the aerial.

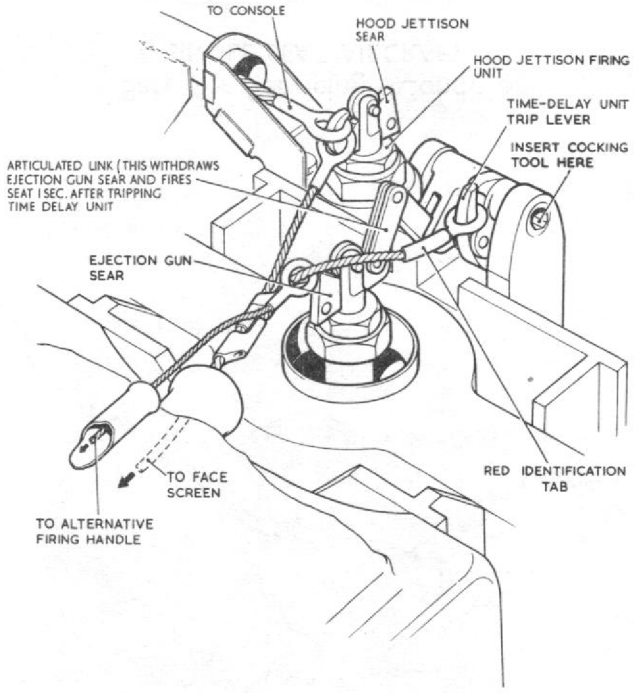
HUNTER AIRCRAFT SERVICING SCHEDULES

STANDARD SAFETY PRECAUTIONS *(Contd.)*



'Safe for Servicing' Condition
SINGLE SEAT AIRCRAFT

SAFETY
PRECAUTIONS
FIG. 1

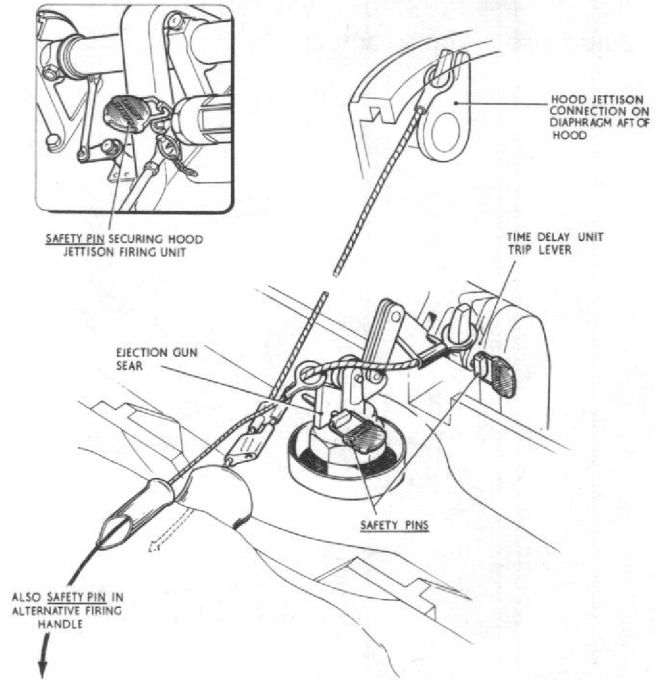


Alternative Firing Handle Cable Positioning
SINGLE SEAT AIRCRAFT

SAFETY PRECAUTIONS FIG. 2

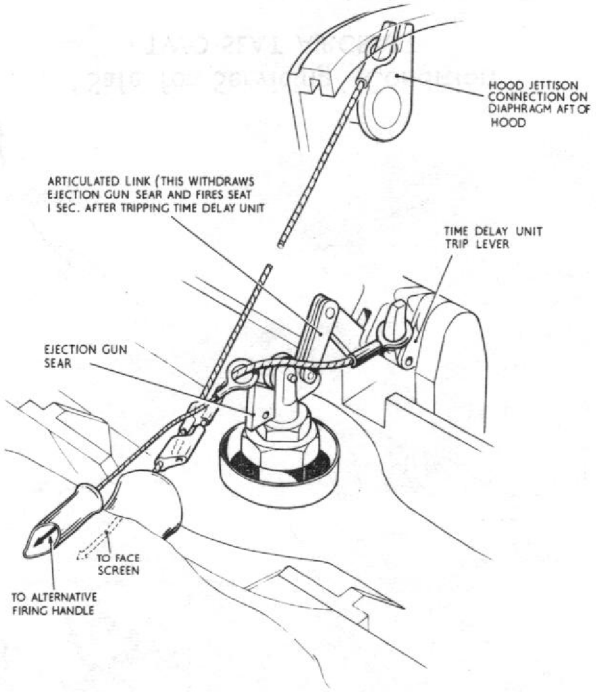
HUNTER AIRCRAFT SERVICING SCHEDULES

STANDARD SAFETY PRECAUTIONS *(Contd.)*



'Safe for Servicing' Condition
TWO SEAT AIRCRAFT

SAFETY PRECAUTIONS FIG. 3



Alternative Firing Handle Cable Positioning
TWO SEAT AIRCRAFT

SAFETY PRECAUTIONS FIG. 4

LETHAL WARNING

EJECTION SEATS AND HOOD JETTISON MECHANISMS

Ejection seats and hood jettison mechanisms are sources of potential danger to personnel and damage to aircraft.
Serious injury, possibly fatal, may result if any firing mechanisms are inadvertently operated whilst the aircraft is on the ground.
BEFORE ATTEMPTING TO ENTER THE CABIN REPORT TO THE RELEVANT AUTHORITY TO ENSURE THAT ALL SAFETY DEVICES ARE CORRECTLY POSITIONED TO RENDER THE SEATS AND HOOD JETTISON FIRING MECHANISMS SAFE FOR THE PURPOSES REQUIRED.
Full instructions for rendering the firing mechanisms safe are contained in Air Publication 4288 Series and in Air Diagrams 5037 Series and 6038 Series.

METHYL BROMIDE

Methyl Bromide fumes, from fire extinguishers are toxic, have delayed action, **AND MUST NOT BE INHALED.**

HIGH ENERGY IGNITERS

Energy stored in high energy igniters can be of a lethal nature. **NO SERVICING SHOULD BE COMMENCED UNTIL AT LEAST ONE MINUTE HAS ELAPSED AFTER DISCONNECTING L.T. SUPPLY TO THE INPUT PLUG.**

HIGH VOLTAGES

Voltages in excess of 100 volts (A.C. or D.C.) can be dangerous under certain circumstances. **THE AIRCRAFT MUST BE RENDERED 'ELECTRICALLY SAFE' BEFORE ANY SERVICING IS COMMENCED AND GREAT CARE MUST BE EXERCISED WITH ANY ELECTRICAL POWER FOUND ESSENTIAL DURING SERVICING.**

IMPORTANT

ATTENTION OF ALL PERSONNEL IS DRAWN TO THE LETHAL WARNING PRINTED ON THE REVERSE SIDE OF THIS MARKER CARD

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(H.S.A.2)

HUNTER AIRCRAFT SERVICING SCHEDULES

STANDARD SERVICING NOTES

(To be read by ALL Servicing Personnel and items selected according to the mark of Hunter to be serviced)

GENERAL

1. The following definitions are to be applied throughout the Schedules :—

   (*a*) CHECK — Make a comparison of a measurement of time, pressure, temperature, dimension, etc., with a known figure for that measurement.

   (*b*) TEST — Ascertain by use of appropriate equipment that an item or system functions correctly.

   (*c*) FIT — Correctly attach one item to another.

   (*d*) REFIT — Fit an item which has been previously removed.

   (*e*) REPLACE — Remove an item and fit a new or serviced item.

   (*f*) DISCONNECT — Uncouple or detach cables, pipelines or controls.

   (*g*) RECONNECT — Reversal of (*f*) but ensuring correct assembly, security and correct locking.

2. *DAMAGE.*

   The term 'Examine for damage' means an examination covering the following points :—

   (*a*) Cracks or fractures.

   (*b*) Corrosion or contamination.

   (*c*) Distortion.

   (*d*) Chafing, fraying or scoring.

   (*e*) Loose or missing rivets.

   (*f*) Insecurity of attachment.

   (*g*) Broken locking.

GENERAL *(Contd.)*

3. *REPLENISH.*

Incorporates the following operations :—

(*a*) Remove cap(s) or cover(s) from filler orifices and/or drains.

(*b*) Clear orifices.

(*c*) Fill container as directed.

(*d*) Ensure drains are free from obstruction.

(*e*) Ensure gaskets and caps or covers are free from damage.

(*f*) Refit caps or covers.

(*g*) Fit locking devices.

4. If electrical power is required during servicing, inform N.C.O. i/c Servicing; functional tests are not to be carried out using the aircraft internal power supplies.

5. If any connections are broken, other than those detailed in Schedule, inform N.C.O. who will inspect when reconnection and locking have been completed.

6. Note items which need repair and inform N.C.O.

7. Ensure general cleanliness of all areas in which servicing is carried out; clean components prior to lubrication. Lubrication is to be adequate but not excessive and any excess oil or grease is to be removed.

8. Filter elements are to be examined prior to cleaning and any contamination reported to N.C.O. i/c Servicing. Elements are to be examined again before refitting.

9. When a component is replaced a functional check is to be carried out on the appropriate circuit or system.

HUNTER AIRCRAFT SERVICING SCHEDULES

STANDARD SERVICING NOTES *(Contd.)*

GENERAL *(Contd.)*

10. Where it is necessary to leave pipelines disconnected the open ends are to be blanked off to prevent ingress of foreign materials.

11. Clean wing mats are to be used at all times on upper surfaces and all precautions taken to protect and preserve the finish on all surfaces.

12. On completion of any servicing tasks all tools, rags and other materials used during servicing task are to be removed from the aircraft.

13. The instructions contained in Hunter Aircraft Servicing Schedules do not absolve personnel from responsibility for observing and acting upon circumstances indicating the need for further servicing.

AIRFRAME

1. Where panels or fairings are removed to give access for servicing, the panel/fairing and surrounding aircraft structure is to be checked for damage and corrosion, particular attention being paid to the fasteners. The panel/fairing is to be refitted after the servicing task ensuring flush fitting and security.

2. Hydraulic pipeline unions are to be tightened using the correct spanner applying normal hand torque. Unions are not to be over tightened in attempts to obviate leaks. If a leak persists, the union adaptor and pipe bell is to be stripped, cleaned, examined and if damaged, replaced.

3. If hydraulic power is required during servicing inform N.C.O. i/c Servicing.

4. Whenever hydraulic systems are disturbed by replacement of leaking unions, pipelines, etc., or the replacement of life expired or defective components, the system is to be 'bled' and functionally tested.

5. If the flying controls are disturbed during servicing, inform N.C.O. who will arrange for an independent check to be carried out.

AIRFRAME *(Contd.)*

6. Tyre pressures must be as follows :—

Nosewheel.

All conditions	115 p.s.i.

Main wheels.

With up to 4 × 100 gall. D/T's	200 p.s.i.
With 2 × 230 gall. D/T's	210 p.s.i.

ARMAMENT

1. At all times when two seater aircraft are required for flying, the ammunition tanks and diaphragms are to be fitted before take-off.
2. If it is intended to use the G.90 camera or G.G.S. recorder in conjunction with guns, the functional checks are to be carried out in conjunction with functional checks of gun firing system and ventilator actuator motor.
3. Inform Instrument Tradesman whenever a change in ammunition type is made.
4. If the low pressure oxygen hose is disconnected from the manifold for any reason, or if it is to be changed, inform Instrument Tradesman.
5. The oxygen equipment and all tools associated with its servicing are to be kept free of grease and oil.
6. Any fault found during servicing inspection of parachute, dinghy assemblies or safety harness is to be passed to Safety Equipment Worker for rectification.
7. Aden guns are to be removed for Group 'E' Servicing every 28 days and for Group 'F' Servicing after 800 rounds fired (plus or minus 10 per cent.), or every 56 days, whichever sooner.
8. Examine Servicing Form for date of renewal of ejection seat cartridges. Cartridges are to be renewed every 6 months.
9. Examine Servicing Form for date of renewal of fire extinguisher cartridge units.

HUNTER AIRCRAFT SERVICING SCHEDULES

STANDARD SERVICING NOTES *(Contd.)*

ELECTRICAL

1. The bonding of all components referred to is to be examined for serviceability and good connection.

2. Before carrying out functional tests, plug in external electrical supply and switch 'ON'. Switch 'OFF' and disconnect on completion of test.

3. Disconnection, reconnection or removal of electrical components to facilitate other servicing is to be carried out only by Electrical Tradesmen.

4. Electrical leads, plugs and sockets when disconnected are to be suitably insulated and protected against the ingress of moisture and/or other matter (using polythene bags) and secured to prevent damage.

5. The threads of plugs and sockets disconnected during servicing are to be cleaned and lightly lubricated with grease, XG-275. If corrosion is observed on plug pins, they are to be cleaned, dried and smeared with silicone compound. On no account is silicone compound to come into contact with rubber cable or cleating.

6. The threads of plugs and sockets are to be finger tight only. Strap spanners are to be used only to loosen plugs or sockets which cannot be loosened by hand.

7. When internal batteries are disconnected, the hood control circuit is inoperative.

8. When blast cooling is not installed, the cover plate fitted to Types 200, 201A and 201B inverters is to be removed.

STANDARD SERVICING NOTES *(Contd.)*

ENGINE

1. If the engine has been newly installed, or any part of the H.P. or L.P. fuel system has been disconnected for any reason, or any attempt has been made to start with the L.P. cock closed, the fuel system is to be bled before starting the engine.

2. Whenever engine controls are disturbed for any reason, inform N.C.O. who will arrange for an independent check to be carried out.

3. Blanks and covers are to be fitted to engines except when removal is necessary for flying or for servicing operations.

INSTRUMENTS (GEN) AND (NAV)

1. Where pitot and static pipelines are disconnected, new rubber rings are to be fitted on reconnection.

2. Where it is necessary to leave pipelines disconnected, the open ends are to be blanked off.

3. All plugs and sockets are to be finger tight.

4. Whenever the pitot or static systems have been disturbed for any reason, a leak test must be carried out and also an independent check.

PHOTOGRAPHIC

1. If it is intended to use cameras in conjunction with guns, a functional check is to be carried out in conjunction with Armament Tradesman, using gun firing switch only.

2. All plugs and sockets are to be finger tight.

HUNTER AIRCRAFT SERVICING SCHEDULES

STANDARD SERVICING NOTES *(Contd.)*

PHOTOGRAPHIC *(Contd.)*

3. Loaded film cassettes and magazines are not to be exposed to bright light for any length of time.

4. The fitting or removal of loaded cassettes is to be carried out in subdued light conditions.

5. The correct plastic polishing set is the ONLY abrasive to be used on camera windows.

RADAR

1. To avoid causing interference, transmissions on local frequencies are to be kept as short as possible.

2. To prevent equipment locking on to its own transmitter, receiver and transmitter frequencies are not to be the same during functional tests.

3. It is essential that aircraft be positioned away from the vicinity of buildings and metallic objects when carrying out heading checks and transmitter tuning.

4. The Type 102A performance tester is to be present and checked for correct operation before carrying out functional test.

5. TS.726/UPM–8 is to be returned to Radio Bay every 4 weeks for checking.

6. TS.726/UPM–8 and performance tester Type 12004 may be connected directly to the transponder, if the R.F. cover Type 4345 is not available. The UPM–8 via the attenuator cable provided and the performance tester Type 12004 by connection to the High Level R.F. 'IN' socket.

RADAR *(Contd.)*

7. The dessicators are to be changed in Radio Bay only.

8. The range meter needle mechanical control is to be adjusted in Radio Bay only.

9. The control unit, junction box and transmitter receiver of Rebecca Mk. 8 are to considered as a set and when one requires changing all three are to be changed and a full functioning test carried out.

WIRELESS

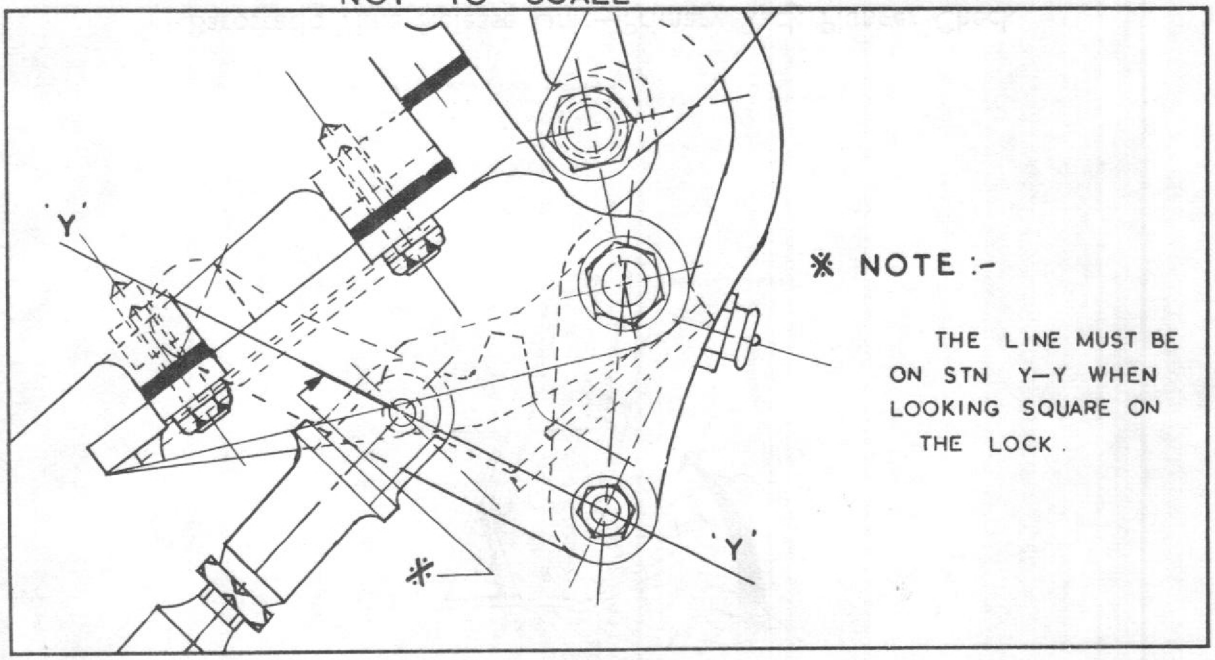
1. Prior to carrying out functional tests on the radio compass installation, the aircraft is to be placed at least 200 feet from buildings, power lines or metallic objects.

2. Type 7049 test oscillators are to be set up in Radio Bay as detailed in A.P.2898D, Vol. 1, Part 2, Chap. 3.

HUNTER AIRCRAFT SERVICING SCHEDULES

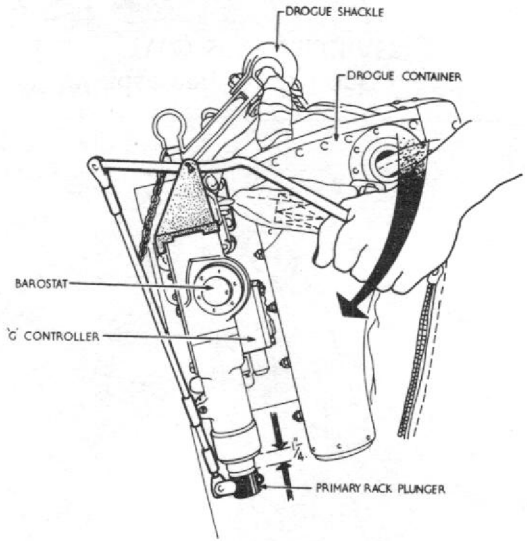
STANDARD SERVICING NOTES *(Contd.)*

NOT TO SCALE



Windscreen Arch Lock Check
TWO SEAT AIRCRAFT

SERVICING NOTES FIG. 1



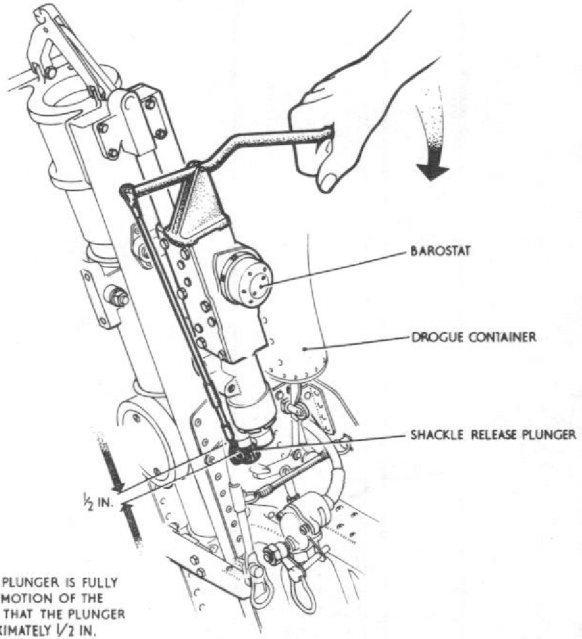
WHEN COCKED, REPEAT CHARGING MOTION OF THE COCKING TOOL AND CHECK THAT THE PRIMARY RACK PLUNGER HAS A MOVEMENT OF APPROXIMATELY 1/4 UPWARD TRAVEL IN OVER-RUN.

Barostatic Time Release Unit—Primary Rack Plunger Check
TWO SEAT AIRCRAFT

SERVICING NOTES FIG. 2

HUNTER AIRCRAFT SERVICING SCHEDULES

STANDARD SERVICING NOTES *(Contd.)*



WHEN THE SHACKLE RELEASE PLUNGER IS FULLY COCKED, REPEAT CHARGING MOTION OF THE COCKING TOOL AND CHECK THAT THE PLUNGER HAS A MOVEMENT OF APPROXIMATELY 1/2 IN. UPWARD TRAVEL

Barostatic Time Release Unit—Shackle Release Plunger Check
TWO SEAT AIRCRAFT

SERVICING
NOTES
FIG. 3

HUNTER AIRCRAFT SERVICING SCHEDULES

STANDARD SERVICING NOTES *(Contd.)*

SERVICING INSTRUCTION RECORD

This sheet is included to enable the User to record the Servicing Instruction (SI) numbers that apply to the aircraft for which this Schedule is to be adapted.

SI/HUNTER/.....

.....

SI/AVON/.....

.....

SI/EJECTION SEAT/.....

.....

SI/ELECTRICAL/.....

.....

SI/INSTRUMENTS/.....

.....

SI/MISCELLANEOUS/.....

.....

ADDITIONAL NOTES

This sheet is included to enable the User to record any additional notes peculiar to the servicing of the aircraft for which this Schedule is to be adapted.