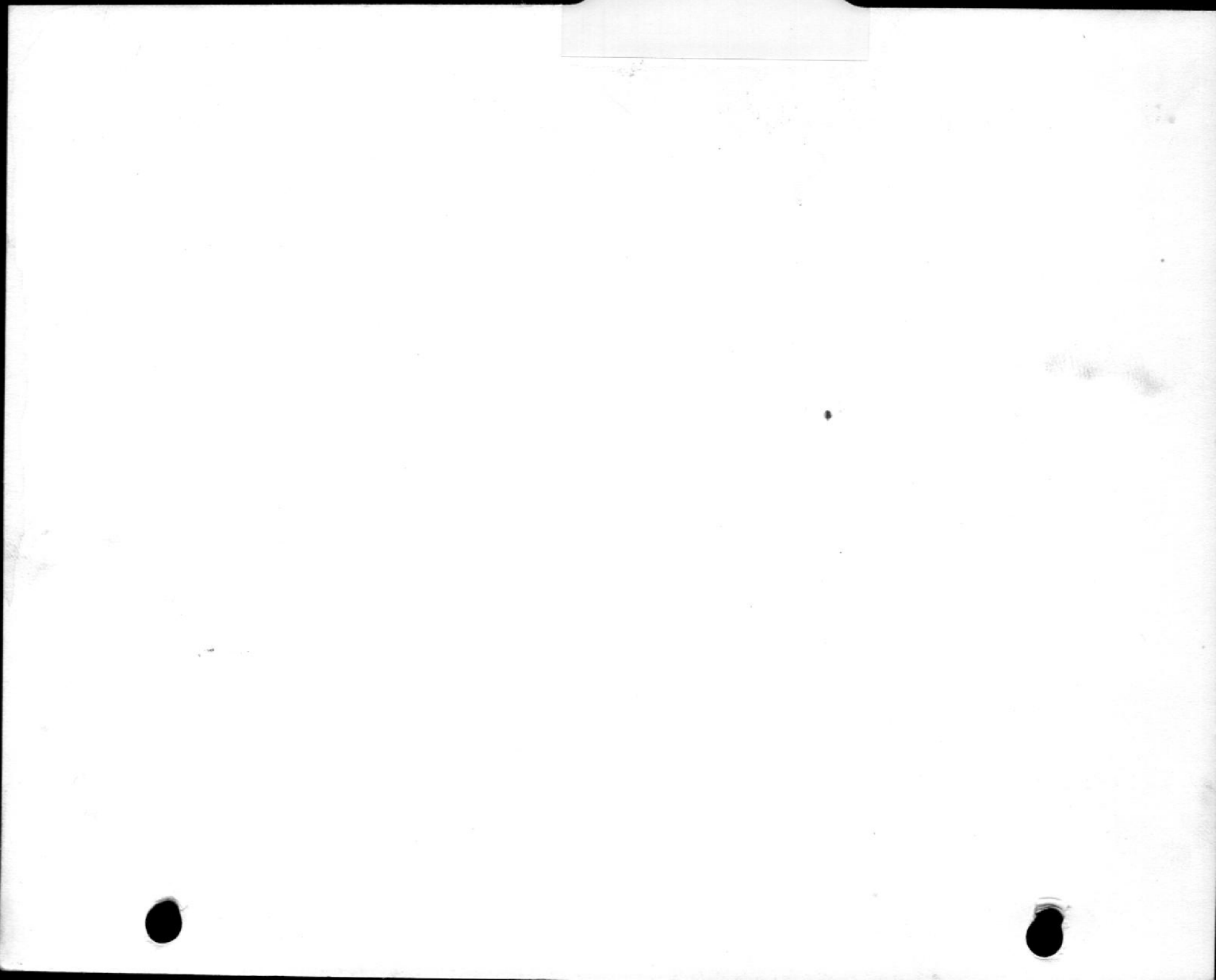


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**HUNTER AIRCRAFT SERVICING SCHEDULES**  
**DAILY & PRIMARY SERVICING**

*Volume 5, Part 2*

**SECTION 2**  
**PRIMARY SERVICING**  
**PRIMARY STAR SERVICING**



# HUNTER AIRCRAFT SERVICING SCHEDULES

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## SECTION 2 PRIMARY AND PRIMARY STAR SERVICING

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### AIRFRAME

Item No.	ITEM	P	P*	OPERATION
1.	General.	x	x	(i) Read Lethal Warning Card, Safety Precautions and Servicing Notes of this Handbook.
		x	x	(ii) Examine the aircraft Servicing Documents for reports of any defects and for life expired components.
2.	Ejection seat(s) (general safety)	x	x	Ensure that the safety pins have been inserted into the 'Safe for Servicing' positions as detailed and illustrated in SAFETY PRECAUTIONS of this Handbook.
3.	Windscreen.	x	x	(i) Examine for damage and internal misting.
		x	x	(ii) Examine frame for damage and corrosion.
		x	x	(iii) Lubricate windscreen wiper mechanism (if fitted) with grease XG-275. <u>NOTE:-</u> Care must be taken to prevent grease falling on to windscreen.
4.	Hood.	x	x	(i) Fit jury strut (TWO SEAT A/C).
		x	x	(ii) Remove as detailed in the aircraft Vol. 1, Sect.3, Chap.1. (SINGLE SEAT A/C).
		x	x	<u>ALL A/C</u> (iii) Check for damage and discolouration.
		x	x	(iv) Examine pressurising seal for damage.

Item No.	ITEM	P	P*	OPERATION
4.	Hood (contd.)	x	x	(v) Clean, using plastic polishing set.
			x	(vi) Clean and lubricate operating and locking mechanisms as detailed in the aircraft Vol.1, Sect.3, Chap.1.
5.	Undercarriage.	x	x	(i) Ensure the undercarriage is selected 'DOWN' (two switches on TWO SEAT A/C).
		x	x	(ii) Ensure the ground locks are fitted.
			x	(iii) Jack the aircraft until the wheels are 2 inches clear of the ground.
6.	Fuselage nose fairing and nose cone (if applicable).	x	x	Assisted by Radar Tradesman, remove.
7.	Camera installation (if applicable)		x	(i) Examine eyelid and linkage for damage.
			x	(ii) Lubricate pivot points with oil, OX-14.
			x	(iii) Examine de-mister spray pipes for damage and corrosion.
8.	Nose undercarriage.			
	(a) Tyre.	x	x	(i) Examine for creep and damage.
		x	x	(ii) Check with gauge for correct pressure (see SERVICING NOTES of this Handbook).
	(b) Wheel.	x	x	Clean and examine for damage.
	(c) Shock absorber strut.	x	x	(i) Examine for fluid leaks.
		x	x	(ii) Clean and examine for damage.
		x	x	(iii) Examine sliding portion for scoring and damage.
		x	x	(iv) Examine for correct extension, as detailed in A.P.1803E, Vol.1, Sect.2.

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Item No.	ITEM	P	P*	OPERATION
8.	Nose undercarriage (contd.)			
	(d) Nose leg retraction jack. )	x	x	(i) Remove leg jack access panel.
	(e) Door retraction jack. )	x	x	(ii) Examine for fluid leaks.
		x	x	(iii) Clean and examine for damage and security of attachment.
		x	x	(iv) Examine pipelines for damage, fluid leaks and security of attachment.
	(f) Structure. )	x	x	Clean and examine for damage. ✓
	(g) Fairing doors. )			
	(h) Door locks and mechanism. )	x	x	(i) Clean and examine for damage. ✓
			x	(ii) Check adjustments as detailed in the aircraft Vol. 1, Sect. 3, Chap. 5. (S.I./HUNTER/72 refers).
	(j) Door lock spigot support brackets. )	x	x	(i) Examine for damage. ✓
		x	x	(ii) Examine surrounding area for cracks. ✓
	(k) Fairing doors operating rods. )	x		(i) Examine for damage. ✓
		x		(ii) Examine end connections and adjustment points for safety and damage.
	(l) Rear door, upper hinge bolts. )	x		(i) Disconnect door connecting rods. ✓
		x		(ii) Examine hinge bolts for security of split pins (S.I./HUNTER/64 refers). ✓
				<u>NOTE:-</u> Where either split pin is sheared, the bolt is to be removed, cleaned and lubricated.

Item No.	ITEM	P	P*	OPERATION
8.	Nose undercarriage (contd.)			
	(l) Rear door, upper hinge bolts (contd.)	x	(iii)	Lubricate with oil, OX-14.
		x	(iv)	Examine door for freedom of movement on upper hinge bolts.
		x	(v)	Reconnect door connecting rods.
	(m) Undercarriage assembly.	x		Lubricate as detailed in the aircraft, Vol. 1, Sect. 3, Chap. 5.
9.	Main undercarriage.			
	(a) Tyres.	x	x	(i) Examine for creep and damage.
		x	x	(ii) Check with gauge for correct pressure (See SERVICING NOTES of this Handbook).
	(b) Wheels.	x	x	Clean and examine for damage.
	(c) Brake units.	x	x	(i) Examine for leaks, signs of overheating and damage.
		x	x	(ii) Examine friction plates, as far as possible, for damage.
		x	x	(iii) Check at backing plates for wear on friction pads, using appropriate gauge.
		x	x	(iv) Remove circlip and locking plates from adjusters.
		x	x	(v) Screw in adjusters until nipped tight.
		x	x	(vi) Slacken adjusters four flats, plus amount required to fit locking plates.
		x	x	(vii) Fit locking plates and circlips.

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## AIRFRAME

Item No.	ITEM	P	P*	OPERATION
9.	Main undercarriage (contd.)			
	(d) Maxaret units.	x	x	(i) Examine for signs of overheating and damage.
		x	x	(ii) With brakes applied, examine for leaks.
		x	x	(iii) Examine rubber tyre for deterioration.
		x	x	(iv) Check the tyre for positive engagement with the rim of the main wheel, indicated by 1 inch flat on the Maxaret tyre, and for resistance when wheel is turned by hand.
	(e) Shock absorber struts.	x	x	(i) Examine for leaks and damage.
		x	x	(ii) Clean.
		x	x	(iii) Examine for correct and equal extension as detailed in A.P.1803E, Vol.1, Sect.2.
		x	x	(iv) Examine the sliding portion for damage.
	(f) Retraction jacks. )	x	x	(i) Examine for leaks, damage and security of attachment.
	(g) Door jacks. )	x	x	(ii) Clean.
	<u>N.B.</u> Operation (iii) is applicable only to aircraft <u>without Mod.479 embodied.</u>			
			x	(iii) Check tightness of shackle bolts (S.I./HUNTER/15 refers).
	(h) Pipelines.	x	x	(i) Examine for damage and fluid leaks.
		x	x	(ii) Examine flexible pipelines for deterioration.

Item No.	ITEM	P	P*	OPERATION
9.	Main undercarriage (contd.)			
	(h) Pipelines (contd.)	x	x	(iii) Examine the pipeline from engine pump to flap selector valve at bend where it passes through the diaphragm into port wheel well, for kinking and flattening.
	(j) Structure.	x	x	(i) Clean.
		x	x	(ii) Examine for damage.
	<u>N.B.</u> Operation (k) is applicable only to aircraft without Mod. 549 embodied.			
	(k) Pintle housing.	x	x	Check for cracks (S.I./HUNTER/20 refers).
	(l) Doors.	x	x	(i) Clean.
	(m) Leg fairings.	x	x	(ii) Examine for damage and security of attachment.
	(n) Door locks and mechanism.	x	x	(i) Clean and examine for damage.
			x	(ii) Check adjustments as detailed in the aircraft Vol. 1, Sect. 3, Chap. 5. (S.I./HUNTER/72 refers).
	(o) Swivel cap and banjo connections.	x	x	Remove corrosion and lubricate XG-275 (S.I./HUNTER/38 refers).
	(p) Sequence valve mechanism.	x	x	Examine for damage and security of attachment.
	(q) Brake pipelines.		x	Examine for deterioration, damage and security of attachment.
	(r) Maxaret return pipelines and fittings.		x	Examine the yellow colour coding for deterioration and renew as necessary.
	(s) Undercarriage assemblies.		x	Lubricate as detailed in the aircraft Vol. 1, Sect. 3, Chap. 5.

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Item No.	ITEM	P	P*	OPERATION
10.	Fuselage.	x	x	(i) Examine undersurface for signs of fluid leaks.
		x	x	(ii) Examine for damage.
		x	x	(iii) Examine for deterioration of surface finish.
		x	x	(iv) Examine air intake skins for cracks (S.I./HUNTER/83 refers).
	N.B. Operation (v) is applicable only to aircraft <u>without Mod. 772 embodied.</u>			
		x		(v) Check stub wing top skin for loose rivets (S.I./HUNTER/43 refers).
		x	x	(vi) Clear drainage holes.
		x	x	(vii) Examine tail bumper pad for wear and damage.
11.	Air brake.			
	(a) Brake and fairing.	x	x	(i) Examine for damage.
		x	x	(ii) Clear drainage holes.
			x	(iii) Lubricate hinge with grease XG-275.
			x	(iv) Examine in UP position, for correct fitting with fuselage.
	(b) Brake jack.		x	(i) Examine for leaks and damage.
			x	(ii) Lubricate top and bottom attachments with grease XG-275.

Item No.	ITEM	P	P*	OPERATION
N.B. Item 12 is applicable only if the guns <u>HAVE been fired</u> since the last Primary Star Servicing.				
12.	Gun blast tubes (if fitted)			
		x	(i)	Remove.
		x	(ii)	Examine sealing rings for damage and correct fitting.
		x	(iii)	Very lightly apply silicone grease to the rubber sealing rings.
		x	(iv)	Refit, taking care not to damage the sealing rings.
13.	Mainplanes.	x	x	(i) Examine externally for damage.
		x	x	(ii) Clear drainage holes.
		x	x	(iii) Examine undersurface for signs of fluid leakage.
	<u>N.B.</u> Operation (iv) is applicable only to aircraft <u>without Mod. 962 embodied.</u>	x	x	(iv) Examine all rivets in port and starboard wing tips (26FX/8533 and 8534) for signs of pulling or looseness. Replace defective rivets (S.I./HUNTER/63 refers).
14.	Flaps.			
	(a) Structure.	x	x	(i) Clean and examine for damage.
		x	x	(ii) Clear drainage holes.
			x	(iii) Examine in the UP position for flush fitting with mainplanes.
	(b) Hinge fittings and mounting brackets.		x	Clean and examine for damage.
	(c) Operating jacks. )	x	x	(i) Clean.
	(d) Synchronising jacks. )	x	x	(ii) Examine for leaks.
	(e) Pressure relief valves. )	x	x	(iii) Examine for damage and security of attachment.
	(f) Pipelines. )			

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Item No.	ITEM	P	P*	OPERATION
14. Flaps (contd.)	(g) Hinge bolts.	x	x	(i) <u>Pre Mod.481.</u> Ensure locking wire is secure (S.I./HUNTER/17 refers).
		x	x	(ii) <u>Post Mod.481.</u> Examine locking plates for damage and security.
	(h) Flap assemblies.	x		Lubricate as detailed in the aircraft Vol.1, Sect.3, Chap.2.
15. Ailerons.		x	x	(i) Examine externally for damage.
		x	x	(ii) Check nose balance weights (in situ) for security (S.I./HUNTER/84 refers).
		x	x	(iii) Clear drainage holes.
		x		(iv) Lubricate bearings with oil, OX-14.
	<u>N.B.</u> Operation (v) is applicable only to aircraft <u>without Mod.932 embodied.</u>		x	(v) Examine the aileron centre hinge blocks (B215170) for cracks in the lug fillets, using ARDROX detector (S.I./HUNTER/59 refers).
16. Aileron trim tab.	(a) Tab.	x	x	Examine for damage.
	(b) Hinge.	)	x	(i) Examine for damage.
	(c) Operating rod.	)	x	(ii) Lubricate with oil, OX-14.

Item No.	ITEM	P	P*	OPERATION
16.	Aileron trim tab (contd.) <u>N.B.</u> Operation (d) is applicable only to aircraft with Mod. 568 and without Mod. 903 embodied. (d) Tab attachment.	x	x	(i) Remove clevis pin. (ii) Check for loose attachment rivets (S.I./HUNTER/58 refers). (iii) Refit clevis pin.
17.	Aileron hydroboosters. <u>N.B.</u> Operations (i) to (vii) are applicable only to aircraft without by-pass hydroboosters embodied.  <u>N.B.</u> Operations (viii) to (xii) are applicable only to aircraft with by-pass hydroboosters embodied.	x	x	(i) Clean release unit pawl slot. (ii) Clean and examine for damage and fluid leaks. (iii) Examine flexible hoses for deterioration. (iv) Examine release units for wear and damage. (v) Examine selector lever for damage. (vi) Examine valve spindle locknut and locking tab for security and damage. (vii) Lubricate jack ram, pawl slot and input lever axis pin with grease, XG-275. (viii) Clean and examine for damage and fluid leaks. (ix) Examine flexible hoses for deterioration. (x) Examine the selector lever for damage. (xi) Examine the valve spindle lock nut and locking tab for security (S.I./HUNTER/33 refers). (xii) Lubricate the jack ram and input lever axis pin with grease XG-275.

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Item No.	ITEM	P	P*	OPERATION
18.	Tailplane.	x	x	(i) Examine for damage.
		x	x	(ii) Clear drainage holes.
19.	Tailplane controls.			
	(a) Actuator. )			
	(b) Datum actuator. )	x	x	(i) Examine for damage and security.
	(c) Switch carrier linkage. )	x		(ii) Lubricate as detailed in the aircraft Vol. 1, Sect. 3, Chap. 4.
	(d) Desynn transmitter and transmitter rod. )			
	<u>N.B.</u> Operation (e) is applicable only to aircraft with <u>Mods. 597 and 629 embodied.</u>			
	(e) Datum actuator linkage.		x	Operate and ensure movement is free (S.I./HUNTER/65 refers).
20.	Rudder.	x	x	(i) Examine for damage.
		x	x	(ii) Clear drainage holes.
	<u>N.B.</u> Item 21 is applicable only to aircraft <u>without Mod. 1007 embodied</u> or on which the repair detailed in S.I./HUNTER/71 <u>has NOT been carried out.</u>			
21.	Rudder controls		x	(i) Locate, and examine for cracks, the forward angle F.183898 as detailed in S.I./HUNTER/71.
	Mounting for lever B. 165970			
	inboard bearings.		x	(ii) Where cracks are found, carry out the repair detailed, using sketches No. 1 and No. 2 (S.I./HUNTER/71 refers).

Item No.	ITEM	P	P*	OPERATION
22.	Rudder trim tab.			
	(a) Skin.	x	x	Examine for damage.
	(b) Hinge.	x	x	(i) Clean and examine for damage.
	(c) Operating rod pivot pin.	x	x	(ii) Lubricate with oil, OX-14.
23.	Fin.	x	x	(i) Examine for damage.
			x	(ii) Check inter-spar rib for loose rivets (S.I./HUNTER/23 refers).
		x	x	(iii) Clear drainage holes.
24.	Elevator.			
	(a) Skin.	x	x	(i) Examine for damage.
		x	x	(ii) Clear drainage holes.
	(b) Universal joint.			
	(c) Inner hinge.		x	Lubricate as detailed in the aircraft Vol.1, Sect.3, Chap.4.
	(d) Spring feel unit attachments)			
25.	Elevator hydrobooster.			
	<u>N.B.</u> Operations (i) to (vii) are applicable only to aircraft <u>without by-pass hydroboosters embodied.</u>			
		x		(i) Clean release unit pawl slot.
		x		(ii) Clean and examine for damage and fluid leaks.
		x		(iii) Examine flexible hoses for deterioration.
		x		(iv) Examine release units for wear and damage.
		x		(v) Examine selector lever for damage.
		x		(vi) Examine valve spindle lock nut and locking tab for security.
		x		(vii) Lubricate jack ram, pawl and pawl slot with grease, XG-275.

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Item No.	ITEM	P	P*	OPERATION
25.	Elevator hydrobooster (cont.) <u>N.B.</u> Operations (viii) to (xii) are applicable only to aircraft <u>with by-pass hydroboosters embodied.</u>	x	x	(viii) Clean and examine for damage and fluid leaks. (S.I./HUNTER/68 refers).
			x	(ix) Examine flexible hoses for deterioration.
			x	(x) Examine the selector lever for damage.
			x	(xi) Examine the valve spindle lock nut and locking tab for security.
			x	(xii) Lubricate the jack ram with grease, XG-275.
	<u>N.B.</u> In Item 26 all personnel and equipment are to be <u>kept clear of all flying control surfaces.</u>			
26.	Flying controls. <u>N.B.</u> Operation (a) is applicable only to aircraft <u>without Mod.933 embodied.</u>			
	(a) Aileron control tubes.		x	In conjunction with Electrical and Instrument (Gen) Tradesmen:- With ailerons in POWER, check control tubes (26FX/9609) for any play between the plug ends and tube, and for cracks in the ferrules securing the plug ends to the tube (S.I./HUNTER/59 refers).
	(b) Ailerons.	)	x	(i) Examine, by operation, for full and free movement in 'POWER' and 'MANUAL'.
	(c) Elevator.	)	x	(ii) Carry out functional tests as detailed in Part 2, Section 5 of this Schedule.

Item No.	ITEM	P	P*	OPERATION
26.	Flying controls (contd.)			
	(d) Rudder. )	x	x	(i) Examine, by operation, for full and free movement.
	(e) Rudder trim tab. )			
	(f) Aileron trim tab. )	x	x	(ii) Reset trim tabs to neutral on indicators.
	(g) Tail plane incidence control.	x	x	Examine by operation, for full and free range of movement on both MAIN and STANDBY circuits.
	(h) Tailplane inter-connection.	x	x	(i) Switch interconnection 'ON'.
		x	x	(ii) Examine, by movement of the control column, for correct operation.
		x	x	(iii) Switch interconnection 'OFF'.
<u>N.B.</u>	In Item 27, the anti-G system and emergency hydraulic air cylinder(s) are <u>charged simultaneously through one charging valve.</u>			
27.	Anti-G system and emergency hydraulic air cylinder(s).			
	(a) Anti-G valve.	x	x	(i) Turn selector valve 'ON'.
		x	x	(ii) Depress test button(s)(in turn) and ensure a varying supply of air is obtained at the (respective) suit connection with different positions of the button(s).
		x	x	(iii) Turn selector valve OFF.
	(b) Air cylinders.	x	x	(i) Examine for damage.
		x	x	(ii) Check pressures and recharge as necessary (pre Mod. 168 - 2000 p.s.i.: post Mod. 168 - 2200 p.s.i.).
	(c) Pipelines. )		x	Examine for damage, leaks and security of attachment.
	(d) Pneumatic components. )			

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Item No.	ITEM	P	P*	OPERATION
28.	Air conditioning.			
	(a) Cold air unit.	x	x	(i) Examine for damage and security.
		x	x	(ii) Examine for signs of oil leaks.
		x	x	(iii) Replenish as necessary with oil OX-38.
	(b) Water separator.	x	x	Ensure the restricted drain to atmosphere is free from obstructions.
	(c) Pre-cooler. )	x	x	(i) Remove plug and drain.
	(d) Inter-cooler. )	x	x	(ii) Refit and lock drain plug.
	<u>N.B.</u> Operation (e) is applicable only to aircraft with <u>Mod. 1038 embodied.</u>			
	(e) Windscreen and hood spray drains.	x	x	(i) Remove and drain containers, squeeze sponge elements dry, refit containers.
		x	x	(ii) Ensure that vent holes are clear.
29.	External fuel tanks.	x	x	(i) Examine for damage and security.
	<u>N.B.</u> Operation (ii) is applicable only to <u>230 gallon tanks.</u>			
		x	x	(ii) Wipe out tank wells with oil or lanolin impregnated cloth.
30.	Braking parachute.	x	x	(i) Remove the parachute as detailed in the aircraft Vol.1, Sect.3, Chap.1.
		x	x	(ii) Transport to Safety Equipment Bay for servicing.
		x	x	(iii) Examine the doors and structure for damage.

Item No.	ITEM	P	P*	OPERATION
30.	Braking parachute (contd.)	x	x	(iv) Examine the spring box mechanism for damage. (v) Lightly lubricate the mechanism with grease XG-275.
		x	x	(vi) Obtain a serviced parachute pack from Safety Equipment Bay and fit as detailed in the aircraft Vol. 1, Sect. 2, Chap. 2.
31.	Cabin.			
	(a) Rudder pedal adjusting mechanism(s).	x	x	(i) Examine for damage.
	(b) Control column(s).	x	x	(ii) Examine by operation for correct functioning.
		x	x	(i) Examine the brake cable for damage.
		x	x	(ii) Lubricate the brake cable with grease XG-273.
		x	x	(iii) Lubricate the brake lever pivot with oil, OX-14.
	<u>N.B.</u> Operations (iv) to (vi) are applicable only to aircraft <u>without Mod. 948 embodied.</u>			
		x	x	(iv) Remove the control handle for Bay Servicing (S.I./ELECTRICAL/13 and S.I./ELECTRICAL/34 refers).
		x	x	(v) Fit serviced control handle, ensuring the two Allen screws are tight.
		x	x	(vi) Ensure the brake lever spring retaining clip is correctly assembled.
	(c) Silica gel container(s).	x	x	(i) Examine crystals for discolouration and renew if pink.
		x	x	(ii) Examine the container(s) tube for damage.
		x	x	(iii) Examine the flexible pipe(s) for damage.
	(d) Rain repellent (if fitted).	x	x	Renew.

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Item No.	ITEM	P	P*	OPERATION
31.	Cabin (contd.)			
	(e) Cabin floor.	x	x	Clean, using vacuum cleaner.
	(f) Loose articles of equipment. )	x	x	Examine for correct stowage.
	(g) Travelling Documents. )			
32.	Hydraulic system.			
	(a) Main pressure pipe to port mainplane (centre fuselage).	x		(i) Remove fuel system access panel.
		x		(ii) Examine pipe C 205179/8 (tee-piece to wing break) for chafing at electrical connection bracket on port wing refuelling valve. <u>NOTE:-</u> Damage necessitates replacement. When refitting, ensure a clearance of $\frac{1}{4}$ in. (S.I./HUNTER/54 refers)
	(b) Accumulators.	x	x	(iii) Replace access panel. (i) Exhaust accumulator pressures by selecting and operating the various systems.

Item No.	ITEM	P	P*	OPERATION
32.	Hydraulic system (contd.)			
	(b) Accumulators (contd.)	x	x	(ii) Examine accumulator initial air pressures and recharge as necessary to the following pressures:- (a) Wheel brakes 750 p.s.i. (b) Ailerons 900 p.s.i. (c) Elevator 1575 p.s.i.
	(c) Reservoir.	x	x	(i) Examine the fluid level in the reservoir and replenish as necessary with oil OM-15. (ii) Pressurize the system to 2800-3000 p.s.i.
	<u>N.B.</u> Operation (d) is applicable only to aircraft			<u>without Mods. 486 or 487 incorporated.</u>
	(d) Hydroboosters.		x	Check rate of seepage (S.I./HUNTER/47 refers).
	<u>N.B.</u> Operation (e) is applicable only to aircraft			<u>with Mod. 888 and without Mod. 1146 embodied.</u>
	(e) Hydrobooster micronic filters.	x	x	Ensure tell-tale devices are flush and not sticking.
	(f) Power controls. )		x	(i) Connect and start the ground test rig.
	(g) Wheel brakes. )		x	(ii) Carry out functional tests as detailed in Part 2, Section 5 of this Schedule.
	(h) Undercarriage. )			
	(j) Flaps. )		x	(iii) Remove the ground test rig and fit blanks to the ground test connections.
	(k) Air brake. )			
33.	F.95 camera installation (if applicable).	x	x	(i) Examine de-mister spray pipes for damage and corrosion. (ii) Lubricate eyelid linkage pivot points with oil, OX-14.

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### AIRFRAME

Item No.	ITEM	P	P*	OPERATION
<u>N.B.</u> Item 34 is applicable only to aircraft <u>modified for smoke generation.</u>				
34.	Smoke generation installation (if operative)	x		(i) With a suitable container positioned at pipe over the jet nozzle, operate the system and check the flow of oil from the pipe and the system for leaks.
		x		(ii) Check the pipe from the pump to the cock, and the flexible pipe for damage.
		x		(iii) Remove the tailcone and disconnect the flexible pipe from the union on the jetpipe.
		x		(iv) Fit pressure gauge to the flexible pipe.
		x		(v) Carry out a pressure test at 5 p.s.i. for 30 minutes and check system for leaks.
		x		(vi) If there are no leaks, remove pressure gauge and reconnect flexible pipe.
		x		(vii) Refit the tailcone.
		x		(viii) Check pipelines for damage.
35.	Fuselage nose fairing and nose cone (if applicable).	x	x	Assisted by Radar Tradesman, refit.
36.	Hood.		x	(i) Remove jury strut (TWO SEAT A/C).
			x	(ii) Refit, as detailed in the aircraft Vol. 1, Sect. 3, Chap. 1. (SINGLE SEAT A/C).

Item No.	ITEM	P	P*	OPERATION
37.	Fuel system pressurisation and relief valves.	x	x	(i) Carry out pressure tests as detailed in S.I./HUNTER/91 and S.I./HUNTER/92.
		x	x	(ii) Replace any valves found defective in op. (i).
38.	Access doors, panels, fillets and fairings.	x	x	(i) Examine for damage.
		x	x	(ii) Examine both halves of fasteners for wear, damage and security.
		x	x	(iii) Refit, ensuring fastener indicator markings correspond with the 'LOCKED' position.
		x	x	(iv) Ensure flush fitting.
39.	Aircraft generally.	x	x	(i) Remove from the aircraft all tools, rags and other Servicing material.
			x	(ii) Lower the aircraft from jacks and remove ground equipment.
<u>N.B.</u> Item 40 is to be carried out in conjunction with the Engine N.C.O. <u>during ground run.</u>				
40.	Hydraulic system.			
	(a) Engine driven pump.	x	x	(i) Immediately the engine starts check the pump for quiet operation.
		x	x	(ii) Ensure the pressure builds up to 3000 p.s.i.
	(b) Flying controls.	x	x	Examine, by operation, in both POWER and MANUAL for full and free movement.
	(c) Flaps.	)	x	x
(d) Air brake.	)			<u>NOTE:-</u> Excessive pressure drop when operating any service will require further investigation.

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### AIRFRAME

Item No.	ITEM	P	P*	OPERATION
41.	Windscreen and hood.	x	x	(i) Ensure clean on completion of aircraft servicing. If marked, clean, using plastic polishing set if necessary.
		x	x	(ii) Ensure the hood lock indicators are in the 'LOCKED' position.
		x	x	(iii) When all servicing is completed close the hood.
42.	Servicing Documents.	x	x	Sign for completing the relevant Servicing.

Item  
No.

ITEM

P

P\*

OPERATION

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### ARMAMENT

Item No.	ITEM	P	P*	OPERATION
1.	General.	x	x	(i) Read Lethal Warning Card, Safety Precautions and Servicing Notes of this Handbook.
		x	x	(ii) Examine the aircraft Servicing Documents for reports of any defects and for life expired components.
<u>N.B.</u> Items 2 to 4 are to be carried out before any servicing by any Trades is commenced.				
2.	Ejection seat(s) (general safety).	x	x	(i) Remove the safety pins from the 'Safe for Parking' positions and insert them into the 'Safe for Servicing' positions as detailed and illustrated in SAFETY PRECAUTIONS of this Handbook.
		x	x	(ii) When any change in the safety condition is required, inform the N.C.O. i/c Servicing upon completion of the change by an Armament Tradesman, that the aircraft is safe for the new condition.
3.	Safety Man.	x	x	Post and detail duties according to the Servicing requirements (see SAFETY PRECAUTIONS of this Handbook).

Item No.	ITEM	P	P*	OPERATION
4.	(a) Gun firing safety devices. (b) Bombs/R.P. switch. (c) R.P. selector switch. (d) Armament safety break.	x x x x	x x x x	Set to 'SAFE'. Set to 'OFF'. Set to Position 2. Disconnect plug and ensure red warning pennant is clearly visible.
5.	Ejection seat(s) (Servicing) (a) Primary firing unit. ) (b) Drogue gun. ) (c) Top latch. )	x x x	x x x	Ensure that the instructions detailed in Item 2 have been complied with. (i) Examine for correct wire locking and ensure the lead seal is secure. (ii) Ensure the top latch is fully engaged. <u>NOTE</u> :- The red line marked on the handle is NOT to be visible. <u>WARNING</u> :- If any insecurity or damage is found, the locking of the seat to the ejection gun is to be regarded as suspect and the seat is to be disarmed, relocked and rearmed as detailed in Part 2, Section 4 of this Schedule. (i) Clean and examine for damage. (ii) Ensure the harness release cable is screwed fully home and locked with 22 S.W.G. nickel chrome locking wire. (iii) Examine the pin attaching the static line for security. (iv) Examine the static line for damage.
	(d) Barostatic time release unit.	x x x x	x x x x	

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#### ARMAMENT

Item No.	ITEM	P	P*	OPERATION
5.	Ejection seat(s) (Servicing) (contd.) (d) Barostatic time release unit (contd.)			
	<u>N.B.</u> Operations (v) and (vi) are applicable only to <u>Type 4 Series ejection seats.</u>			
		x	(v)	Withdraw the sear of the time release unit and allow the unit to run out.
		x	(vi)	Replace the sear and re-cock the unit exercising the over-run as illustrated in <b>SERVICING NOTES</b> of this Handbook (S.I./EJECTION SEAT/15 refers).
	(e) Drogue gun.	x	x (i)	Examine for damage and security.
		x	x (ii)	Examine the drogue gun release plunger for full engagement and ensure that the drogue shackle is securely attached to the drogue gun piston by the quick-release pin.
		x	x (iii)	Ensure the white drogue withdrawal line passes <b>OVER</b> both the nylon rope attached to the scissor shackle and the black P.V.C. covered lifting line, and is free to extract the drogue without entanglement.
	(f) Drogue container.	x	x	Examine the flap pin safety tie for security.

Item No.	ITEM	P	P*	OPERATION
5.	Ejection seat(s) (Servicing) (contd.)			
	(g) Alternative seat firing cable.	x	x	Ensure the eye end is correctly connected to the cable leading to the time delay mechanism, as illustrated in SAFETY PRECAUTIONS of this Handbook.
	(h) Leg restraint cords.	x	x	(i) Examine for security of attachment to floor anchorage brackets.
		x	x	(ii) Check by operation, for correct action of cords through the snubbing units.
	(j) Mic/Tel and anti-G services.	x	x	(i) Examine for damage.
		x	x	(ii) Examine for correct connections to quick-release fittings.
	(k) Seat adjusting mechanism.	x	x	(i) Examine for damage.
		x	x	(ii) Examine rubber balance cords for damage or deterioration.
		x	x	(iii) Ensure, by operation, that the seat locks in all positions.
6.	Parachute and dinghy assembly(ies).			
		x	x	(i) Ensure the two ends of the parachute withdrawal line are correctly assembled on the slide pin, and the manual override cable is hooked on the spring clip.
		x	x	(ii) Examine the safety locking thread on the parachute rip-cord pin for security.
		x	x	(iii) Examine the slide disconnect fitting for security.

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### ARMAMENT

Item No.	ITEM	P	P*	OPERATION
6.	Parachute and dinghy assembly(ies) (contd.)	x	x	(iv) Insert the parachute harness lugs in the quick-release fitting and examine, by operation, for correct functioning.
		x	x	(v) Examine the parachute and dinghy packs for contamination by oil, grease or dampness.
		x	x	(vi) Ensure rip-cord handles are in the pockets and thread tie is not broken.
		x	x	(vii) Ensure the parachute and dinghy assembly is correctly fitted in the seat, and that the retaining lugs are securely held in the spring clips.
7.	Safety harness(es)	x	x	(i) Examine the harness for damage or contamination by oil or grease.
		x	x	(ii) Insert the harness lugs into the quick-release fitting and examine by operation for correct functioning.
8.	Oxygen low pressure flexible hose(s)	x	x	(i) Examine for damage, deterioration and correct clipping.
		x	x	(ii) Ensure that, with the seat(s) adjusted to the highest position, there is not sufficient tension on the hose(s) to break the quick-disconnect attachment.

Item No.	ITEM	P	P*	OPERATION
8.	Oxygen low pressure flexible hose(s). (contd.)	x	x	(iii) Ensure the free end is correctly blanked off and stowed.
9.	Emergency oxygen system(s).	x	x	(i) Ensure the 'tell-tale' wire is intact. If broken, remove the set and fit replacement. Remove and retain the safety pin.
		x	x	(ii) Examine for damage and security.
10.	Braking parachute.	x	x	(i) Examine jettison release unit for damage.
		x	x	(ii) In conjunction with Airframe Tradesman (during pack removal) disconnect attachment shackle from release unit.
			x	(iii) Remove jettison release unit from aircraft. Service as detailed in A.P. 1664A, Vol.2, Part 3, Sect.4.
			x	(iv) Group 'F' Servicing.
			x	(v) Refit jettison release unit.
			x	(vi) In conjunction with Electrical Tradesman, carry out electrical functioning test on release unit.
			x	(vii) On completion of servicing, reconnect attachment shackle.
				<u>WARNING:-</u> Power is to be 'OFF'.
		x	x	(viii) With compartment doors closed and locked, carry out cocking test.
		x	x	(ix) Close and secure cocking plug access door.

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#### ARMAMENT

Item No.	ITEM	P	P*	OPERATION
11. Pylons (inboard and outboard)		x	x	(i) Set all firing and safety switches to 'SAFE'.
		x	x	(ii) Examine for damage and security of attachment.
		x	x	(iii) Remove crutching nut access panels.
		x	x	(iv) Examine hanger bolts for signs of corrosion. (S.I./HUNTER/44 refers).
<u>N.B.</u> Operations (v) to (ix) on P* Servicing are applicable only if <u>no corrosion is found on hanger bolts.</u>				
			x	(v) Lubricate threads of hanger bolts with grease XG-285.
			x	(vi) Lubricate crutching nut locking pawls with oil, OX-14.
		x	x	(vii) Apply a final crutching load as detailed in the aircraft Vol.1, Sect.2, Chap.2.
		x	x	(viii) Carry out cocking test using cocking test indicator.
		x	x	(ix) Replace crutching nut access panels, ensure secure.
<u>N.B.</u> Item 12 is applicable only if <u>corrosion is found on hanger bolts.</u>				
12. Pylons. (a) Inboard.			x	(i) Remove release housings complete.
			x	(ii) Thoroughly clean off all signs of corrosion from hanger bolts.

Item  
No.

ITEM

P

P\*

OPERATION

12. Pylons (contd.)

(a) Inboard (contd.)

- x (iii) Lubricate threads of hanger bolts with grease, XG-285.
- x (iv) Lubricate crutching nut locking pawls with oil, OX-14.
- x (v) Refit release housings complete.
- x (vi) Apply a final crutching load as detailed in the aircraft Vol.1, Sect.2, Chap.2.
- x (vii) Carry out cocking test using cocking indicator.
- x (viii) Replace crutching nut access panels, ensure secure.

(b) Outboard.

- x (i) Remove pylons as detailed in the aircraft Vol.1, Sect.2, Chap.2.
- x (ii) Thoroughly clean off all signs of corrosion from hanger bolts.
- x (iii) Lubricate threads of hanger bolts with grease, XG-285.
- x (iv) Lubricate crutching nut locking pawls with oil, OX-14.
- x (v) Refit pylons as detailed in the aircraft Vol.1, Sect.2, Chap.2.
- x (vi) Apply a final crutching load as detailed in the aircraft Vol.1, Sect.2, Chap.2.
- x (vii) Carry out cocking test using cocking indicator.
- x (viii) Replace crutching nut access panels, ensure secure.

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### ARMAMENT

Item No.	ITEM	P	P*	OPERATION
<u>N.B.</u>	Item 13 is to be carried out after inspection of the hanger bolts for corrosion. External fuel tanks are to be fitted for this test, and <u>must be supported manually</u> during operations (ii) to (v).			
13. (a)	Pylons (inboard and outboard).	)	x	(i) Ensure fuel tanks are empty.
		)	x	(ii) Unscrew crutching nut half a turn.
(b)	External fuel tanks.	)	x	(iii) Operate jettison release on pylons and ensure tanks are released.
			x	(iv) Reset jettison release by operating re-set button.
			x	(v) Assisted by Airframe Tradesman, load tanks (if required) as detailed in the aircraft Vol. 1, Sect. 2, Chap. 2.
			x	(vi) Carry out cocking test using cocking indicator.
14.	External fuel tanks.		x	Check for damage.
15. (a)	Gun bay access doors.	)		
(b)	Ammunition bay access doors.	)	x	(i) Remove (as applicable) and examine for damage.
		)	x	(ii) Examine both halves of fasteners for wear and damage.
(c)	Radio bay access doors.	)		
(d)	External link collectors.	)		

Item No.	ITEM	P	P*	OPERATION
<u>N.B.</u> Items 16 to 21 are applicable only to <u>gun package installations on SINGLE SEAT AIRCRAFT.</u>				
16.	(a) Ventilating duct. ) (b) Empty case ejection chutes.) (c) Heater pipe. ) (d) Main supply lead. )	x	x	Examine for damage.
17.	(a) Gun package. (b) Gun barrels.	x		Examine for damage.
		x		(i) Unlock from gun bodies.
		x		(ii) Slide fully forward in barrel supports.
		x		(iii) Clean and dry the bore.
		x		(iv) Lubricate bore with oil, OEP-70.
		x		(v) Clean interrupted threads.
		x		(vi) Lightly grease interrupted threads with grease, XG-278.
		x		(vii) Slide rearwards in barrel supports, engage in bodies and lock.
		x		(viii) Fit muzzle covers.
18.	Gun package and gun barrels.	x		Remove as detailed in Part 2, Section 4 of this Schedule.
19.	(a) Barrel supports (outboard)	x		(i) Remove support sleeves.
		x		(ii) Clean and examine for corrosion.
		x		(iii) Refit support sleeve and lubricate with grease, XG-275.
		x		(iv) Examine sleeve for freedom of movement.
		x		(v) Examine lock ring for correct locking.

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#### ARMAMENT

Item No.	ITEM	P	P*	OPERATION
19. (contd.)				
(b)	Barrel supports (inboard).	x	(i)	Remove panel support assembly.
		x	(ii)	Remove support assembly.
		x	(iii)	Clean and examine for corrosion.
		x	(iv)	Refit support sleeve and lubricate with grease, XG-275.
		x	(v)	Examine sleeves for freedom of movement.
		x	(vi)	Examine lock ring for correct locking.
		x	(vii)	Refit barrel support assembly.
20.	Barrel supports.	x	(i)	Unlock and slacken nuts of barrel support pedestals.
		x	(ii)	Centralise barrel supports.
		x	(iii)	Tighten and lock with wire.
21.	Gun package and gun barrels.	x		Fit serviced package and barrels as detailed in Part 2, Sect.4 of this Schedule.
<b><u>N.B.</u></b> Item 22 is applicable only to <u>gun installations on TWO SEAT AIRCRAFT.</u>				
22. (a)	Aden guns.	x	x	Service as detailed in A. P. 1641S, Vol.5, Chap.1, Group 'D' Servicing.
(b)	Gun barrels.	x	x	Slide rearwards in barrel support, engage in gun body and lock.

Item No.	ITEM	P	P*	OPERATION
22. (contd.)				
	(c) Ammunition box. )	x	x	(i) Remove.
	(d) Ammunition and gun bays. )	x	x	(ii) Clean.
	(e) Empty link chutes. )	x	x	(iii) Examine for damage.
	(f) Empty case ejection tubes. )	x	x	(iv) Ensure all pins are secured by chain.
	(g) Empty case collector tanks. )	x	x	(v) Refit and examine for security of attachment.
	(h) Link chutes access panel. )			
	(j) Pip pins and securing pins. )			
	(k) Feed chutes. )			
	(l) Aden guns. )	x	x	Reconnect electrical supply leads.
23. Gun bay ventilation scoop.				
		x		(i) Disconnect actuator from lever on cross-shaft.
		x		(ii) Ensure shaft is free in bearings.
		x		(iii) Ensure clevis pins and links are free in holes.
		x		(iv) Lubricate all bearings and pins with oil, OX-14.
		x		(v) Reconnect actuator to lever.
		x		(vi) Carry out function test of actuator (S.I./HUNTER/49 refers).
24. (a) Gun firing control system. )		x	x	(i) Disconnect main supply lead.
	(b) Gun ventilation system. )	x	x	(ii) In conjunction with the relevant Tradesmen, check applicable systems, for correct functioning.
	(c) RP firing control system. )			
	(d) G. 90 camera/G.G.S. )	x	x	(iii) Reconnect main supply lead.
	recorder system. )			

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#### ARMAMENT

Item No.	ITEM	P	P*	OPERATION
25.	(a) Gun bay access doors. )			
	(b) Ammunition bay access doors. )	x	x	Refit (as applicable) ensuring correct locking and flush fitting.
	(c) Radio bay access doors. )			
	(d) External link collectors. )			
26.	H.E. aircraft destructor (if fitted).	x	x	
		x	x	(i) Remove access panel.
		x	x	(ii) Remove aircraft destructor.
		x	x	(iii) Examine for dampness and deterioration.
		x	x	(iv) Refit aircraft destructor.
		x	x	(v) Refit access panel, ensuring flush fitting.
27.	Fire extinguisher bottle(s).	x	x	(i) Examine Servicing Documents for life of cartridge units.
		x	x	(ii) If due, assist Engine Tradesman to remove bottle(s) from aircraft and service as detailed in Part 2, Section 4 of this Schedule.
	<u>N.B.</u> Operation (iii) is applicable only to bottles <u>not fitted with cartridges No. 1 Mk. 3 (12K/1316)</u>	x	x	(iii) If not due, test in situ using safety ohmmeter and 5 ohm resistor. Correct reading 2.5 to 2.90 ohms (S.I./MISCELLANEOUS/62 refers).
		x	x	(iv) Where replaced, assist Engine Tradesman to fit serviced bottle(s).

Item No.	ITEM	P	P*	OPERATION
28. (a) (b) (c) (d)	Gun firing safety devices. Bombs/R.P. switch. R.P. selector switch. Armament safety break.	x x x x	x x x x	Ensure set to 'SAFE'. Ensure set to 'OFF'. Ensure set to position '2'. Ensure plug is disconnected and red warning pennant clearly visible.
29. Aircraft generally.		x	x	Remove from the aircraft all tools, rags and other Servicing materials.
30. Servicing Documents.		x	x	Sign for completing the relevant Servicing.

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#### ELECTRICAL

Item No.	ITEM	P	P*	OPERATION
1.	General.	x	x	(i) Read Lethal Warning Card, Safety Precautions and Servicing Notes of this Handbook.
		x	x	(ii) Examine the aircraft Servicing Documents for reports of any defects and for life expired components.
2.	Ejection seat(s) (general safety)	x	x	Ensure that the safety pins have been inserted into the 'Safe for Servicing' positions as detailed and illustrated in SAFETY PRECAUTIONS of this Handbook.
3.	Batteries. (a) Main.	x		(i) Switch on a load of approx. 40 amps.
		x		(ii) After 15 seconds, check voltage, using a Type 'D' testmeter.
		x		(iii) Switch off load.
		x		(iv) Check voltage. Minimum permissible reading is 24.5 volts. Difference between voltage on load and off load is not to exceed 1 volt.
		x		(v) Examine for damage.
		x		(vi) Test cells for leakage (S.I./ELECTRICAL/17 refers).

N.B. Operation (vi) is applicable only to aircraft with Varley Type J batteries fitted.

Item No.	ITEM	P	P*	OPERATION
3.	Batteries (contd.)			
	(a) Main (contd.)		x	(vii) Disconnect and remove for charging.
			x	(viii) Examine cables for deterioration.
	(b) Standby and Radio Standby (as applicable)	x	x	(i) Disconnect and remove for charging.
		x	x	(ii) Examine cables for deterioration.
	(c) Stowages and structure (Main, Standby and Radio Standby) (as applicable).	x	x	Examine for corrosion and spilled electrolyte. If found, neutralize affected areas with bicarbonate of soda solution and inform N.C.O. i/c Servicing. Treat with anti-sulphuric paint.
	(d) Main.		x	Fit and connect serviced batteries.
	(e) Standby and Radio Standby (as applicable)	x	x	Fit and connect serviced batteries.
4.	High energy ignition system.		x	(i) Remove system fuses from supply panel.
			x	(ii) Trip circuit breaker.
5.	External electrical supply.	x	x	Connect and switch ON.
6.	Armament circuits.			In conjunction with Armament Tradesman check the following:-
	(a) Gun firing circuits. )	x	x	Examine (as applicable), by operation, for correct functioning.
	(b) Gun ventilation actuator. )			
	(c) R.P. firing circuits. )			
	(d) Hot air valve (SINGLE SEAT A/C).	x	x	Check operation by connecting pin 'B' to pins 'A' and 'C' of F.47 in turn.

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### ELECTRICAL

Item No.	ITEM	P	P*	OPERATION
7.	Lights.			
	(a) Internal. )			
	(b) External. )	x	x	Examine, by operation, for correct functioning.
	(c) Emergency. )			
	(d) Fire warning test circuit. )			
	(e) Cabin lamps Type C No.2.	x	x	Examine screens for cracking (S.I./ELECTRICAL/30 refers).
8.	Fuel pumps, Type 2009. (if fitted)			In conjunction with Engine Tradesman:-
		x		(i) Connect 0-30 ammeter to pump test socket.
		x		(ii) Set external supply 'ON' and engine master switch 'OFF'.
		x		(iii) Trip each pump circuit breaker.
		x		(iv) With port pump indicator set to 'OFF', select starboard pump test switch to 'ON', and with pump running at full speed, ammeter reading is not to exceed 23.5 amps at 24 volts, or 27.5 amps at 28 volts.
		x		(v) Select starboard pump to 'OFF' and ensure indicator is showing 'OFF'.
		x		(vi) Select port pump test switch to 'ON' and repeat Operation (iv).

Item No.	ITEM	P	P*	OPERATION
8.	Fuel pumps Type 2009 (if fitted) (contd.)	x	(vii)	Disconnect test ammeter and reset pump circuit breakers which have been tripped.
		x	(viii)	Set external power supply to 'OFF'.
		x	(ix)	Disconnect ammeter.
9.	Fuel pumps, Type 1007 (if fitted).	x		In conjunction with Engine Tradesman:-
		x	(i)	Close L.P. cocks and plug Type 'D' testmeter into ammeter test socket.
		x	(ii)	Ensure engine starter circuit breaker is 'ON' and engine master switch 'OFF'.
		x	(iii)	Operate test switch and observe current consumption for period of 30 secs. for each pump. With 28V input current consumption is to be 14.5 amps plus or minus 1 amp.
		x	(iv)	Set test switch to 'OFF' and disconnect testmeter.
10.	Engine anti-icing (if fitted).	x		In conjunction with Engine Tradesman, examine, by operation, for correct functioning.
11.	Undercarriage position indicator.			
	(a) Indicator.	x	x	(i) Examine for damage.
	(b) Change-over switch.	x	x	(ii) Ensure green lamps illuminate.
	(c) Day/Night screen.	x	x	Operate and ensure spare green lamps illuminate.
		x	x	Examine, by operation, for correct functioning.

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Item No.	ITEM	P	P*	OPERATION
12.	Hood control.			In conjunction with Airframe Tradesman, examine, by operation, for correct functioning as follows:-
		x	x	(i) Operate hood to the closed position.
		x	x	(ii) Set cabin hood control switch to 'OPEN' and time the delay before opening.
		x	x	<u>NOTE:-</u> Delay is to be from 3.5 to 5 seconds. Set switch to 'OFF'.
13.	Flying control actuators.			
	(a) Aileron trim. )	x	x	(i) Ensure control locks are removed.
	(b) Rudder trim. )	x	x	(ii) In conjunction with Airframe Tradesman, examine, by operation, for correct functioning.
	(c) Tailplane. )			
<u>N.B.</u> Item 14 is applicable only to aircraft without 'by-pass' hydroboosters embodied.				
14.	Power controls emergency circuit.	x		(i) Operate emergency power control disengage switch.
		x		(ii) Listen for correct functioning of aileron and elevator selector valve solenoids.

Item No.	ITEM	P	P*	OPERATION
15.	Micro-switches.			
	(a) Port undercarriage. )			
	(b) Starboard undercarriage. )		x	Examine rubber cowls for correct fitting and freedom from cracks.
	(c) Nose undercarriage. )			
	(d) Tailplane. )			
	(e) Hood limit switches. )			
	<u>N.B.</u> Operations (f) and (g) are applicable only to aircraft <u>without 'by-pass' hydroboosters embodied.</u>			
	(f) Aileron hydroboosters. )		x	Examine rubber cowls for correct fitting and freedom from cracks.
	(g) Elevator hydroboosters. )			
	<u>N.B.</u> Item 16 is to be carried out at <u>alternate P* Servicing</u> (i.e. 120 Flying Hours).			
16.	Tailplane.			
	(a) Main reversing contactor.	x	(i)	Disconnect and remove for Bay Servicing.
		x	(ii)	Fit and connect new or serviced contactors.
	(b) Stand-by reversing contactor.	x		Examine for damage.
	(c) Tail plane micro switches F213728.	x	(i)	In conjunction with Airframe Tradesmen, <del>remove and fit new switches as detailed in the aircraft Vol. 1, Sect. 3, Chap. 4.</del> <i>Inspect.</i>
		x	(ii)	Function the datum actuator with 24 volts input to ensure the linkage is free.
17.	Undercarriage.		x	Assist Airframe Tradesman as required to check adjustments and micro-switch settings. (S.I./HUNTER/72 refers).
18.	Inverters.		x	Carry out functional checks as detailed in Part 2, Section 5 of this Schedule.

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#### ELECTRICAL

Item No.	ITEM	P	P*	OPERATION
N.B. Item 19 is applicable only to aircraft without Mod. 948 embodied.				
19.	Control handles.		x	(i) Disconnect in preparation for removal by Airframe Tradesman (S.I./ELECTRICAL/13 and S.I./ELECTRICAL/34 refers). (ii) Connect new or serviced handles.
20.	Fire extinguisher system.	x	x	(i) Reconnect the extinguisher bottles after test or replacement. (ii) Using a safety ohmmeter, test the circuit resistance between terminal 97 on the supply panel and earth. Resistance is to be from 1.6 to 2.1ohms.
21.	Explosion suppression system (if operative)			
	(a) Indicator fuses.	x	x	Check for discolouration, indicating system has operated.
	(b) Indicator lamp.	x	x	Carry out functioning test as detailed in Part 2, Section 5 of this Schedule.

Item No.	ITEM	P	P*	OPERATION
22. High energy ignition system.				In conjunction with Engine Tradesman (i) Replace system fuses into supply panel. (ii) Reset circuit breaker. (iii) Test, by operation, for correct functioning.
23. External electrical supply.		x	x	(i) Switch OFF and disconnect. (ii) Close and secure access door.
24. Aircraft generally.		x	x	Remove from the aircraft all tools, rags and other Servicing materials.
<u>N.B.</u> In Item 25 the instruments used	are to be		<u>calibrated periodically</u> against a known master indicator.	
25. Generator system.			x	In conjunction with Engine N.C.O. during Ground Run, examine by operation for correct functioning as detailed in Part 2, Section 5 of this Schedule.
26. Servicing Documents.		x	x	Sign for completing the relevant Servicing.

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**SECTION 2**  
**PRIMARY AND PRIMARY STAR SERVICING**

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### ENGINE

Item No.	ITEM	P	P*	OPERATION
1.	General.	x	x	(i) Read Lethal Warning Card, Safety Precautions and Servicing Notes of this Handbook.
		x	x	(ii) Examine the aircraft Servicing Documents for reports of any defects and for life expired components.
2.	Ejection seat(s) (general safety)	x	x	Ensure that the safety pins have been inserted into the 'Safe for Servicing' positions as detailed and illustrated in SAFETY PRECAUTIONS of this Handbook.
3.	Engine (if running when aircraft is received for inspection)	x	x	(i) During run-down, listen for any unusual noises from engine.
		x	x	(ii) Ensure that fuel is ejected to atmosphere from combustion chamber drain.
		x	x	(iii) Examine bleed valve drain for leakage from bleed valve.
4.	Cabin.			
	(a) Engine master switch. )			
	(b) Ignition isolation switch. )	x	x	Set to 'OFF'.
	(c) Battery master switch. )			
	(d) L.P. fuel pump switches. )			
	(e) Tank selector switches.	x	x	Ensure set to 'AUTO' and locked.

Item No.	ITEM	P	P*	OPERATION
5.	(a) Air intake blanks.	)		
	(b) Safety guards.	)	x x	Remove (if fitted when aircraft is received for inspection).
	(c) Jet pipe cover.	)		
	(d) Jet pipe blank.	)		
	(e) D.M.E. aerials. (if applicable)		x x	Request Radar Tradesman to remove.
	(f) Boundary bleeds.	)	x x	(i) Remove any accumulation of foreign matter.
	(g) Air intake struts.	)	x x	(ii) Examine for damage.
			x	(iii) Examine for cracks and loose or missing rivets (S.I./HUNTER/4 refers).
	(h) Compressor blades.		x x	Examine, as far as possible, for damage.
	(j) D.M.E. aerials (if applicable)		x x	Request Radar Tradesman to refit.
6.	(a) Air intake P.V. guide vanes.		x x	Examine, as far as possible, for cracks and damage.
	(b) Guide vane ram.		x x	(i) Examine for damage.
			x x	(ii) Lubricate operating ram ball joint with grease XG-275.
7.	(a) Jet pipe.		x x	(i) Remove access panels.
			x x	(ii) Examine for security of mounting by manually checking for excessive lateral, longitudinal and vertical movement.
			x x	(iii) Examine for correct positioning in rear fairing.
			x x	(iv) Examine for severe rippling of inner skin.

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#### ENGINE

Item No.	ITEM	P	P*	OPERATION
7.	(contd.)			
	(a) Jet pipe (contd.)	x	x	(v) Examine the inner skin for circumferential cracking, particularly at the seam welds. (S.I./AVON/17, S.I./AVON/25 and S.I./AVON/38 refers).
		x	x	(vi) Record the position and length of any crack which is insufficient to cause rejection.
	<u>N.B.</u> Operation (b) is applicable only to aircraft fitted with Avon 100 Series engines <u>without Mod. AVON 972 embodied.</u>			
	(b) Exhaust unit.	x	x	Examine visually for fracture of securing studs (S.I./AVON/15 refers).
	(c) Exhaust cone.	x	x	Examine, as far as possible, for severe rippling of inner skin, and damage.
	(d) L.P. turbine blades. )	x	x	Examine, as far as possible, for damage.
	(e) L.P. stator blades. )			
8.	Fuel system drain valves.	x	x	(i) Open fuel system, engine starter, radio bay and engine access doors.
		x	x	(ii) Remove sealing caps.
		x	x	(iii) Insert length of hose into each valve in turn, collecting fuel into a clean container. Examine for presence of water. If found, report to N.C.O. i/c Servicing.

Item No.	ITEM	P	P*	OPERATION
8.	Fuel system drain valves. (contd.)	x	x	(iv) Remove hose and replace sealing caps. (v) Close and secure access doors.
9.	Fuel pumps.		x	(i) In conjunction with Electrical Tradesman during current consumption tests, ensure the fuel pressure indicators function correctly. (ii) Ensure that no fuel emerges from the main fuel vent. Fuel discharge will indicate a faulty recuperator.
10.	Fuel tanks.	x	x	Refuel, as necessary, as detailed in Part 2, Section 4 of this Schedule.
11.	Fuel tanks vent and pressurisation pipelines.	x	x	(i) Remove access panels. (ii) Examine, as far as possible, for damage. (iii) Examine outlets for freedom from obstruction. (iv) Refit access panels.
12.	Fuel recuperators.		x	(i) Unscrew drain cap nut. (ii) Depress valve and drain off water into suitable container. (iii) Refit drain cap. <u>NOTE:-</u> A continuous flow of fuel indicates that the recuperator is unserviceable.
13.	Fuel pipelines (wheel bays).	x	x	(i) Examine for damage and leaks. (ii) Examine hose connections for damage.

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#### ENGINE

Item No.	ITEM	P	P*	OPERATION	
14.	Fuel pipelines (fuselage)	x	x	(i) Examine for security of attachment, leaks and damage.	
		x	x	(ii) Examine connections for damage.	
15.	External fuel tanks (if fitted).	x	x	Examine for indications of fuel leaks and damage.	
16.	Access doors and panels.				
	(a) Starter.	)	x	x	(i) Unlatch toggle fasteners and open.
	(b) General.	)	x	x	(ii) Clean, and examine for damage.
	(c) Gearbox filler.	)	x	x	(iii) Examine toggle fasteners for damage.
	(d) Gearbox turret.	)	x	x	(iv) Examine hinges for damage.
(e) Engine.	)	x	x	(v) Lubricate hinges with oil, OX-14.	
17.	Engine installation.	x	x	(i) Examine, as far as possible, for fuel and oil leaks.	
		x	x	(ii) Examine, as far as possible, for signs of gas leakage.	
			x	(iii) Clean with kerosine.	

Item No.	ITEM	P	P*	OPERATION
<u>N.B.</u> Item 18 is applicable only to aircraft with Avon 100 Series engines fitted.				
18. Manifold drain.		x	(i)	Set L.P. and H.P. cocks to 'OPEN'.
		x	(ii)	Set L.P. fuel pump switch to 'ON' and run for two minutes. <u>NOTE:-</u> During this time a fuel flow varying between 100 and 200 ccs. is to be ejected.
		x	(iii)	Set L.P. fuel pump switch to 'OFF'.
		x	(iv)	If no fuel is ejected during Operations (i) to (iii) inclusive, carry out a dry engine run with igniters 'OFF' and again check fuel flow. <u>NOTE:-</u> If no fuel is ejected, NO ATTEMPT is to be made to start engine until drain valve has been checked, cleaned and Operations (i) to (iii) repeated.
<u>N.B.</u> Item 19 is applicable only to Avon 200 Series engines which have <u>not had AVON Repair Scheme 1235 incorporated</u> and is to be carried out at <u>alternate P* Servicing</u> (i.e. 120 Flying Hours).				
19. Compressor, rear lower half casing.		x	(i)	Measure the maximum distance between the end faces of the F.C.O.C. outlet connection B.A.66954 and the R.T.C.U. inlet connection B.A.53873. Submit for rectification any engine where the measurement exceeds 0.962 in.

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#### ENGINE

Item No.	ITEM	P	P*	OPERATION
19.	Compressor, rear lower half casing (contd.)		x	(ii) Check with feeler gauges any clearance which exists between the rear upper and lower F.C.O.C. mounting pads and the face of the adjacent bosses on the compressor rear lower half casing.  Any clearance is permissible at one mounting pad, provided that NIL clearance exists at the other pad.  A maximum clearance of 0.010 in. is permissible at both rear mounting pads. Where clearance exists at both rear pads, it must not exceed 0.010 in. on either one.  Submit for rectification any engine which does not conform to the above. (S.I./AVON/27 refers).
20.	L.P. fuel filter.		x	(i) Set L.P. cock to 'ON', and L.P. fuel pump switches to 'ON'.
			x	(ii) Remove drain plug lock plate, unscrew plug, and drain a small quantity of fuel into a clean container.
			x	(iii) Tighten drain plug and lock.

Item No.	ITEM	P	P*	OPERATION
20.	L.P. fuel filter (contd.)			
		x		(iv) Examine fuel drained for signs of water and foreign matter.
		x		(v) Set L.P. cock to 'OFF', and L.P. fuel pump switches to 'OFF'.
21.	Fuel filter de-icing system.			
		x		(i) Carry out functional test as detailed in Part 2, Section 5 of this Schedule.
		x	x	(ii) Replenish tank with fluid to required Specification.
		x	x	(iii) Reset indicator.
22. (a)	Throttle lever/H.P. fuel cock (as applicable).	x	x	(i) Examine, by operation, for full and free movement. Leave 'CLOSED'. <u>NOTE:-</u> There is to be a minimum clearance of 1/16 in., between the throttle lever and the quadrant with the lever in the fully open, and closed position with the H.P. cock trigger lifted and the lever pulled fully back through the gate.
	<u>N.B.</u> Operation (ii) is applicable only to aircraft fitted with <u>AVON 100 Series engines.</u>			
		x		(ii) Check throttle valves for freedom of operation (S.I./AVON/10 and S.I./AVON/13 refers).
(b)	LP/HP fuel cock lever(s) (as applicable)	x	x	Examine, by operation, for full and free movement. Leave 'OFF'.

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#### ENGINE

Item No.	ITEM	P	P*	OPERATION
23.	Fire extinguisher system.			
	(a) Extinguisher bottle(s).	x	x	(i) Examine for signs of discharge, indicated by protrusion of the plunger below the bottom of the flange nut.
	(b) Mounting bracket(s).	x	x	(ii) If discharged, remove and fit new bottle(s). Examine for damage.
24.	(a) Engine bleed valve matrix.)			
	(b) Engine bleed valve ducting.)		x	Examine, as far as possible, for damage.
	(c) Compressor seal valve ) ducting. )			
<u>N.B.</u>	When carrying out Item 25, <u>care is to be taken while using AVPIN</u> , to prevent contact with mouth, nose, eyes or skin. If contact with the skin occurs, it is to be washed off with soap and water as soon as possible. If any enters the mouth, nose or eyes, it is to be washed out immediately, and personnel affected are to report sick immediately.			
25.	Liquid fuel starter (if fitted).			
	(a) Starter fairing drain.		x	Check that drain is clear. If necessary, use air pressure of 120 p.s.i. If glutinous deposit is found, report to N.C.O. i/c Servicing.
	(b) Frame 27.		x	Examine the area forward of Frame 27 for signs of free fuel.

Item No.	ITEM	P	P*	OPERATION
25.	Liquid fuel starter (contd.)			
	(c) Starter.		x	(i) Clean, as far as possible.
			x	(ii) Remove AVPIN deposits from starter and fairing, as far as possible.
			x	(iii) Examine for damage.
	(d) Starter exhaust.		x	Examine for cracks or fractures (S.I./HUNTER/94 refers).
	(e) Pipelines.	x	x	(i) Examine, as far as possible, for damage.
		x	x	(ii) Examine all brazed nipple joints for signs of cracking of brazing, and fuel leakage (indicated by brown stain). (S.I./HUNTER/42 refers).
	(f) Tank.	x	x	Replenish with fluid to required Specification.
				<u>NOTE</u> :- After three starts, or attempts to start, the tank is to be replenished before any further attempt to start is made.
26.	Turbo-combustion starter (if fitted).			
		x	x	(i) Remove breech caps.
		x	x	(ii) Clean cap threads with kerosine damped rag and apply thin film of grease, XG-285.
		x	x	(iii) Clean and dry breech cap contacts.
		x	x	(iv) Examine cartridge extractor claws and breech cap locking pawls for correct operation and damage.
		x	x	(v) Examine breech cap seating washer for damage and deterioration.

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#### ENGINE

Item No.	ITEM	P	P*	OPERATION
26.	Turbo-combustion starter (if fitted) (contd.)	x	x	(vi) Load in rotation with live cartridges to required Specification.
		x	x	(vii) Refit breech caps.
<p>N.B. In Items 27 to 29, care is to be taken <u>not to spill synthetic oil.</u>  Any spilt oil is to be cleaned up immediately.  A prophylactic ointment is to be applied to hands before commencing.</p>				
27.	Auxiliary gearbox drive. (a) Output bevel box.	x	x	(i) Remove dipstick and check oil level. If empty, report to N.C.O. i/c Servicing. as this will necessitate renewal of gearbox drive.
		x	x	(ii) Remove oil drain plug, and examine for metal dust. If found, report to N.C.O. i/c Servicing, as this will necessitate renewal of gearbox drive.
		x	x	(iii) Clean drain plug, refit and lock.
		x	x	(iv) Examine for leaks and damage.
		x	x	(v) Replenish with oil to required Specification.
		x	x	(b) Input bevel box.

Item No.	ITEM	P	P*	OPERATION
27.	Auxiliary gearbox drive (contd.)			
	<u>N.B.</u> In Sub-item (c) it may be necessary to <u>turn engine by hand</u> to gain accessibility.			
	(c) Drive shafts.	x	x	(i) Examine drive shaft for damage and security of attachment.
		x	x	(ii) Examine universal joints and locking coupling for wear and damage.
		x	x	(iii) Examine universal joints for discolouration, due to overheating.
		x	x	(iv) Examine bolts for damage.
		x	x	(v) Lubricate with grease, XG-275.
28.	Auxiliary gearbox.	x	x	(i) Examine for oil leaks and damage.
		x	x	(ii) Replenish with oil to required Specification until oil flows through overflow pipe.
		x	x	(iii) Examine, by operation, inverted flight sealing disc in filter cap for freedom of movement.
		x	x	(iv) Clean, and refit filler cap.
		x	x	(v) Examine accessories for security of attachment.
			x	(vi) Examine gearbox mounting for tightness and security.
29.	Oil sump.	x	x	(i) Examine sump for leaks and damage.
		x	x	(ii) Replenish as necessary with oil to required Specification to level of 'FULL' mark on sight glass, using pressure rig.
				<u>NOTE:-</u> Before replenishing, turn engine to return any oil which has drained away.

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#### ENGINE

Item No.	ITEM	P	P*	OPERATION
30.	H.E. igniter plugs.		x	(i) Ensure Electrical Tradesman has tripped the starter circuit breaker at least one minute previously.
			x	(ii) Examine plug leads and terminals for damage.
			x	(iii) Examine igniter plugs for damage.
			x	(iv) Ensure H.T. leads are connected.
			x	(v) Remove jet pipe blank.
			x	(vi) Request Electrical Trade sman to switch 'ON'.
			x	(vii) Check, by operation, for correct functioning. Press relight switch, and listen for sharp crack of electrical discharge.
				<u>NOTE:-</u> No further servicing of plugs is necessary, providing plugs function correctly, otherwise remove for Bay Servicing.
31.	Aircraft generally.	x	x	Remove from the aircraft all tools, rags and other Servicing materials.
32.	Access doors and panels.	x	x	Refit, ensuring flush fitting and correct locking.

Item No.	ITEM	P	P*	OPERATION
33. Engine.	(a) Generator system.	x	x	Carry out Ground Run in accordance with Part 2, Section 5 of this Schedule.
	<u>N.B.</u> Operation (b) is applicable only to			In conjunction with the Electrical N.C.O. continue engine run as required for generator balancing.
	(b) Fuel system and recuperators pressure tests.	x	x	Test recuperators and Hymatic valves as detailed in Part 2, Section 5 of this Schedule. (S.I./HUNTER/55 and S.I./HUNTER/60 refers).
34. Oil sump.			x	Replenish, as necessary, within 15 minutes of engine stopping.
35. (a) Air intake blanks.	)			
(b) Jet pipe blank.	)	x	x	Refit.
36. Servicing Documents.		x	x	Sign for completing the relevant Servicing.

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#### INSTRUMENTS (GEN)

Item No.	ITEM	P	P*	OPERATION
1.	General.	x	x	(i) Read Lethal Warning Card, Safety Precautions and Servicing Notes of this Handbook.
		x	x	(ii) Examine the aircraft Servicing Documents for reports of any defects and for life expired components.
2.	Ejection seat(s) (general safety)	x	x	Ensure that the safety pins have been inserted into the 'Safe for Servicing' positions as detailed and illustrated in SAFETY PRECAUTIONS of this Handbook.
3.	Pressure head.	x	x	(i) Switch 'ON'.
		x	x	(ii) Examine heating element, by feel, for correct functioning.
		x	x	(iii) Switch 'OFF'.
4.	(a) Pitot and static drain traps (wingtip).	x	x	(i) Remove and drain. If moisture found, inform N.C.O. i/c Servicing.
		x	x	(ii) Refit drain traps.
	(b) Pitot and static drain traps (fuselage).	x	x	(i) Remove and drain. If moisture found, inform N.C.O. i/c Servicing.
		x	x	(ii) Refit, using new rubber grommets.

Item No.	ITEM	P	P*	OPERATION
<u>N.B.</u> Item 5 is applicable <u>only if moisture is found</u> in the airspeed system.				
5.	Airspeed system.	x	x	(i) Disconnect relevant instruments.
		x	x	(ii) Blow through system with hot air.
		x	x	(iii) Reconnect relevant instruments.
		x	x	(iv) Carry out leak test in accordance with A.P.1275B, Vol.2, Pt.1, Leaflet A.8.
6.	Pressure head. Mk.9 and 9A.	x	x	(i) Examine for damage.
	<u>N.B.</u> Operation (ii) is applicable <u>only to pressure heads without Mod. INST./B118 embodied.</u>	x	x	(ii) If heavy metallic noises are evident when extension tube is lightly tapped, the pressure head and extension tube is to be changed. (S.I./INSTRUMENTS/11 refers).
		x	x	(iii) Examine visually for correct alignment with extension tube. If obviously out, carry out further check with straightedge. If out of alignment in excess of 1/4 in, the extension tube and pressure head is to be changed. (S.I./INSTRUMENTS/11B refers).
				Under no circumstances are attempts to be made to straighten head body.
		x	x	(iv) Examine pressure hole and static slots for freedom from obstruction.

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### INSTRUMENTS (GEN)

Item No.	ITEM	P	P*	OPERATION
<u>N.B.</u>	Item 7 is applicable only to Mk.4	4		artificial horizons <u>without Mods. INST/A225, A229 and A231 embodied.</u>
7.	Centre instrument panel.	x	(i)	Remove for serviceability tests on artificial horizon. (S.I./INSTRUMENTS/12 refers).
		x	(ii)	Refit, after Bay Servicing.
		x	(iii)	Ensure pitot and static rubber tubing is of correct length, correctly positioned, and any possible causes of kinking avoided.
8.	Pitot and static rubber tubing.	x	(i)	Examine for damage and deterioration.
	<u>N.B.</u> Operation (ii) is applicable only to aircraft	x	(ii)	<u>without Mod. 502 embodied.</u> Ensure correctly positioned and free from kinking. (S.I./HUNTER/22 refers).
9.	Electrical instruments.	x	x	Check visually and aurally that instruments are operative.
10. (a)	Rate of climb indicator.	x	x	Check zero setting, and adjust as necessary.
(b)	Clock.	x	x	Wind and set to correct time.
(c)	Accelerometer.	x	x	(i) Check maximum pointers for indication of excessive 'G'. If excessive 'G' is indicated, inform N.C.O. i/c Servicing.

Item No.	ITEM	P	P*	OPERATION
10. (contd.)	(c) Accelerometer (contd.)	x	x	(ii) Where applicable, reset pointers to '1G' when instructed.
	<u>N.B.</u> Operation (d) is applicable only to			Mk.4 artificial horizons <u>without Mod. INST/A229 embodied.</u>
	(d) Artificial horizon(s).	x	x	Check that the aircraft silhouette is horizontal and does not move from this position when instrument panel is lightly vibrated. <u>NOTE:-</u> Do not attempt to correct any displacement.
11. Gyro gunsight installation.	(a) Gunsight(s).	x	x	(i) Examine reflector glass(es) for rigidity and sunscreen(s) for correct operation. If reflector glass(es) loose, tighten and inform Armament Tradesman.
		x	x	(ii) Examine lamp house(s) cover spring latch(es) and spring catch(es) for damage and ensure they securely lock in position.
			x	(iii) Examine drying agent(s) and renew as necessary. If renewal is necessary, examine filters at rear of drying cell and check they have been making an airtight contact with rubber grommets on the sighting head body.
		x	x	(iv) Clean reflector(s), sunscreen(s) and exposed surfaces of lenses, using cotton wool damped in carbon tetrachloride.

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#### INSTRUMENTS (GEN)

Item No.	ITEM	P	P*	OPERATION
11.	Gyro gunsight installation (contd.)			
	(b) Installation.	x	x	(i) Carry out a functional test as detailed in Part 2, Section 5 of this Schedule.
		x	x	(ii) In conjunction with Radar Tradesman, carry out a functional test on Radar Installation as detailed in Part 2, Section 5 of this Schedule.
12.	(a) Mk.1 relay amplifier. )			
	(b) Mk.3 R.M. switch. )	x		Examine drying agent and renew as necessary.
	(c) Anti-topple unit (if fitted). )			
13.	Auxiliary combined valve unit.	x		Examine inlet grid is free from obstruction.
14.	Combined valve unit.	x		(i) Ensure inlet grid is free from obstruction.
		x		(ii) Check inwards relief valve for freedom of movement by inserting a 3/32 inch diameter rod through the central hole of the end cover and applying a gentle pressure to the end of the spring bolt, ensuring the valve leaves its seating and returns to its correct position upon release.

Item No.	ITEM	P	P*	OPERATION
15.	(a) Flap position indicator. ) (b) Aileron trim indicator. ) (c) Rudder trim indicator. ) (d) Tailplane position indicator )	x	x	In conjunction with the Airframe and Electrical Tradesmen, examine for correct functioning.
16.	Autostabiliser system (if fitted).	x	x	(i) Switch power 'ON'. (ii) Set autostabiliser ON/STDBY/OFF switch to 'ON'. (iii) Push tail of aircraft to port and ensure that rudder trim tab moves to starboard and then returns smoothly to neutral. (iv) Set autostabiliser ON/STDBY/OFF switch to 'STDBY'. (v) Push tail of aircraft to port and ensure that rudder trim tab does not move. (vi) Set autostabiliser ON/STDBY/OFF switch to 'OFF'. (vii) Switch power 'OFF'.
<u>N.B.</u>	In Items 17 to 19, the oxygen system and all tools associated with its servicing are <u>to be kept free from grease and/or oil.</u>			
17.	Oxygen system.	x	x	(i) Check contents. If less than 7/8 full, replenish to 'FULL'. (ii) Refit charging valve blanking cap and dust cover.

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### SECTION 2 PRIMARY AND PRIMARY STAR SERVICING

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#### INSTRUMENTS (GEN)

Item No.	ITEM	P	P*	OPERATION
18. Oxygen regulator.		x	x	(i) Check for life expiry. If life expired, remove.
		x	x	(ii) Fit new or serviced item, ensuring it is date stamped.
		x	x	(iii) Clean and examine for damage.
		x	x	(iv) Examine the rubber cuffs fitted to the regulator outlet for damage or deterioration. (S.I./INSTRUMENTS/20 refers).
		x	x	(v) Carry out functional check as detailed in Part 2, Section 5 of this Schedule.
19. Mk. 7 or 9 oxygen quick release sockets.			x	(i) Examine for damage.
			x	(ii) Check for throat wear, using a GO/NOT GO gauge (6C/1210). Throat dimension:- .765 ins. (plus .003, minus 0).
20. Aircraft generally.		x	x	Remove from the aircraft all tools, rags and other Servicing materials.
21. Access panels.		x	x	Refit, ensuring correct locking and flush fitting.
22. Servicing Documents.		x	x	Sign for completing the relevant Servicing.

Item  
No.

ITEM

P

P\*

OPERATION



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### SECTION 2 PRIMARY AND PRIMARY STAR SERVICING

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#### INSTRUMENTS (NAV)

Item No.	ITEM	P	P*	OPERATION
1.	General.	x	x	(i) Read Lethal Warning Card, Safety Precautions and Servicing Notes of this Handbook.
		x	x	(ii) Examine the aircraft Servicing Documents for reports of any defects and for life expired components.
2.	Ejection seat(s) (general safety)	x	x	Ensure that the safety pins have been inserted into the 'Safe for Servicing' positions as detailed and illustrated in SAFETY PRECAUTIONS of this Handbook.
3.	Compass gyro unit (G4F or G4FT)	x	x	(i) Examine for damage.
		x	x	(ii) Examine synchronising knob and compass card, by operation, for freedom of movement.
		x	x	(iii) Push in synchronising knob to steady compass card. Examine course setting knob and pointer, by operation, for freedom of movement.
4.	Compass system. (G4F or G4FT)	x	x	(i) In conjunction with Electrical Tradesman, carry out functional tests as detailed in Part 2, Section 5 of this Schedule.

Item No.	ITEM	P	P*	OPERATION
4.	Compass system (G4F or G4FT) (contd.) <u>N.B.</u> Operation (ii) is applicable only to aircraft using <u>interchanged Types A and B gyro units and amplifiers.</u>	x	x	(ii) Carry out functional precision test as detailed in A.P. 1275B Vol. 4, Part 2, Section 3. (S.I./INSTRUMENTS/15 refers).
5.	E.2.B. compass.	x	x	(i) Examine for damage and security.
		x	x	(ii) Examine compass lamp, by operation, for correct functioning.
6.	Aircraft generally.	x	x	Remove from the aircraft all tools, rags and other Servicing materials.
7.	Servicing Documents.	x	x	Sign for completing the relevant Servicing.

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## SECTION 2 PRIMARY AND PRIMARY STAR SERVICING

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### PHOTOGRAPHIC

Item No.	ITEM	P	P*	OPERATION
1.	General.	x	x	(i) Read Lethal Warning Card, Safety Precautions and Servicing Notes of this Handbook.
		x	x	(ii) Examine the aircraft Servicing Documents for reports of any defects and for life expired components.
2.	Ejection seat(s) (general safety)	x	x	Ensure that the safety pins have been inserted into the 'Safe for Servicing' positions as detailed and illustrated in SAFETY PRECAUTIONS of this Handbook.
3.	G.90 camera installation (if applicable)	x		(i) Examine camera, waterproof cover, mounting and optical flat for damage and security.
			x	(ii) Remove camera for Bay Servicing.
			x	(iii) Fit serviced camera.
			x	(iv) Examine, by operation, for correct functioning as detailed in Part 2, Section 5 of this Schedule.
			x	(v) Inform Armament N.C.O. that there has been a change of camera.
		x	x	(vi) Clean optical flat, using cotton wool damped with carbon tetrachloride, and polish.
		x	x	(vii) Fit waterproof cover.

Item No.	ITEM	P	P*	OPERATION
4.	F.95 camera installation (if applicable)	x		(i) Examine cameras, mountings and optical flats for damage and security.
			x	(ii) Remove cameras for Bay Servicing.
			x	(iii) Refit serviced cameras as detailed in Part 2, Section 5 of this Schedule.
			x	(iv) Examine by operation for correct functioning as detailed in Part 2, Section 5 of this Schedule.
		x	x	(v) Clean optical flats using cotton wool damped with carbon tetrachloride, and polish.
5.	Camera Documents.		x	Enter details as necessary.
6.	Aircraft generally.	x	x	Remove from the aircraft all tools, rags and other Servicing materials.
7.	Servicing Documents.	x	x	Sign for completing the relevant Servicing.

## HUNTER AIRCRAFT SERVICING SCHEDULES

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### SECTION 2 PRIMARY AND PRIMARY STAR SERVICING

VOLUME 5, PART 2

#### RADAR

Item No.	ITEM	P	P*	OPERATION
1.	General.	x	x	(i) Read Lethal Warning Card, Safety Precautions and Servicing Notes of this Handbook.
		x	x	(ii) Examine the aircraft Servicing Documents for reports of any defects and for life expired components.
2.	Ejection seat(s) (general safety)	x	x	Ensure that the safety pins have been inserted into the 'Safe for Servicing' positions as detailed and illustrated in SAFETY PRECAUTIONS of this Handbook.
3.	Radar ranging installation.			
	(a) Radar head. )	x	x	(i) Examine for damage.
	(b) Ranging unit. )	x	x	(ii) Examine anti-vibration mountings (S.I./RADIO/AIRBORNE/15 refers).
		x	x	(iii) Ensure pressurised (5 p.s.i.).
	(c) Desiccators.	x	x	(i) Examine for damage.
		x	x	(ii) Examine for discolouration, and change if light blue or pink.
	(d) Installation junction boxes. )			
	(e) Plugs and sockets. )	x	x	Examine for damage.
	(f) Mounting and trays. )			
	(g) Connector cables. )			

Item No.	ITEM	P	P*	OPERATION
3.	Radar ranging installation (contd.)			
	(h) Air cooling pipes. )			
	(j) 'On Target' lamp. )	x	x	Examine for damage.
	(k) Switches. )			
	(l) Installation. )	x	x	(i) Assist Electrical Tradesman during voltage and frequency checks on radar inverter.
		x	x	(ii) Carry out functional test as detailed in Part 2, Section 5 of this Schedule.
4.	D.M.E. installation.			
	(a) Transmitter/Receivers	x	x	(i) Examine for damage.
		x	x	(ii) Ensure pressurised (5 p.s.i.).
	(b) Desiccators.	x	x	(i) Examine for damage.
		x	x	(ii) Examine crystals for discolouration and change if light blue or pink.
	(c) Installation junction box. )			
	(d) Relay unit. )			
	(e) Control unit. )			
	(f) Range and heading meter. )			
	(g) Mountings and trays. )			
	(h) Plugs and sockets. )	x	x	Examine for cleanliness and damage.
	(j) Connector cables. )			
	(k) Receiver aerial. )			
	(l) Transmitter aerial. )			

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### SECTION 2 PRIMARY AND PRIMARY STAR SERVICING

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#### RADAR

Item No.	ITEM	P	P*	OPERATION
4.	D.M.E. installation (contd.)			
	(m) D.F. aerials (air intakes)	x	x	(i) Remove inspection panels.
		x	x	(ii) Disconnect co-axial connectors at plug and socket break.
		x	x	(iii) Release wing nuts and remove aerials to allow Engine Tradesman access to engine.
		x	x	(iv) Examine neoprene covering for damage, signs of blistering and lifting. If evident, fit new aerial. (S.I./HUNTER/50 refers).
		x	x	(v) Refit aerial on completion of Engine Tradesman's servicing.
		x	x	(vi) Reconnect co-axial connectors and refit inspection panels.
	(n) Installation.	x	x	Carry out functional test as detailed in Part 2, Section 5 of this Schedule.
<u>N.B.</u>	In Item 5, destructors (if fitted) must be removed by Armament Tradesman <u>prior to any Servicing.</u>			
5.	I.F.F. installation.			
	(a) Aerials.	x	x	Examine for cleanliness and damage.
	(b) Installation.	x	x	Carry out functional test as detailed in Part 2, Section 5 of this Schedule.

Item No.	ITEM	P	P*	OPERATION
6.	Aircraft generally.	x	x	Remove from the aircraft all tools, rags and other Servicing materials.
7.	Servicing Documents.	x	x	Sign for completing the relevant Servicing.

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## SECTION 2 PRIMARY AND PRIMARY STAR SERVICING

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WIRELESS

Item No.	ITEM	P	P*	OPERATION
1.	General.	x	x	(i) Read Lethal Warning Card, Safety Precautions and Servicing Notes of this Handbook.
		x	x	(ii) Examine the aircraft Servicing Documents for reports of any defects and for life expired components.
2.	Ejection seat(s) (general safety)	x	x	Ensure that the safety pins have been inserted into the 'Safe for Servicing' positions as detailed and illustrated in SAFETY PRECAUTIONS of this Handbook.
3.	V.H.F. installation			
	U.H.F. and standby installation			
	Intercommunication installation (as applicable)			
	(a) Transmitter/Receiver(s) )			
	(b) Junction box(es). )			
	(c) Control unit(s). )			
	(d) Press to Transmit )	x	x	Examine for damage and security of attachment.
	switch(es). )			
	(e) Change-over switch(es) )			
	(f) Mic-tel socket(s) )			
(g) Mounting(s) and tray(s). )				
(h) Connector cables. )				
(j) Plugs and sockets. )				

Item No.	ITEM	P	P*	OPERATION
4.	V.H.F./U.H.F. aerials (as applicable).	x	x	Examine for damage, corrosion and security of attachment.
5.	V.H.F./U.H.F. installation (as applicable).	x	x	Carry out functional test as detailed in Part 2, Section 5, of this Schedule.
6.	Wideband homing installation.			
	(a) Homing unit(s) )			
	(b) Control unit(s) )	x	x	Examine for damage and security of attachment.
	(c) Mountings and trays. )			
	(d) Connector cables. )			
7.	Wideband homing aerial(s).	x	x	Examine for damage, corrosion and security of attachment.
8.	Wideband homing installation.	x	x	In conjunction with functional test of V.H.F./U.H.F. installation, carry out functional test of Wideband homing installation as detailed in Part 2, Section 5 of this Schedule.
9.	Radio compass installation (ARN-6)			
	(a) Transmitter/Receiver(s) )			
	(b) Control box(es). )			
	(c) Mountings and trays. )	x	x	Examine for damage and security of attachment.
	(d) Connector cables. )			
	(e) Plugs and sockets. )			
10.	Radio compass aerial(s).	x	x	Examine for damage, corrosion and security of attachment.

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## SECTION 2 PRIMARY AND PRIMARY STAR SERVICING

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### WIRELESS

Item No.	ITEM	P	P*	OPERATION
11.	Radio compass installation.	x	x	Carry out functional test as detailed in Part 2, Section 5 of this Schedule.
12.	Sub-min radio compass installation.			
	(a) Amplifiers. )			
	(b) Control unit. )	x	x	Examine for damage and security of attachment.
	(c) Mountings and trays. )			
13.	Sub-min radio compass aerial.	x	x	Examine sense aerial for damage, corrosion and security of attachment.
14.	Sub-min radio compass installation.	x	x	Carry out functional test as detailed in Part 2, Section 5 of this Schedule.
15.	Telebriefing installation.			
	(a) Push switch(es) )			
	(b) Indicator lamp(s) )			
	(c) Relay box(es) )	x	x	Examine for damage and security of attachment.
	(d) Connector cables. )			
	(e) Plugs and sockets. )			
	(f) Mountings. )			

Item No.	ITEM	P	P*	OPERATION
16.	Telebriefing installation.	x	x	Carry out functional test as detailed in Part 2, Section 5 of this Schedule.
17.	Switches.	x	x	Ensure all switches are set to 'OFF'.
18.	Aircraft generally.	x	x	Remove from the aircraft all tools, rags and other Servicing materials.
19.	Servicing Documents.	x	x	Sign for completing relevant Servicing.



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