

Chapter 1

AIRFRAME

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1. This chapter gives a guide to the methods of removing and assembling the principal components of the airframe. The instructions are given mainly in pictorial form, but the removal of a few subsidiary components of the main plane are not illustrated; the operations, however, are given in the key to fig. 4. Fig. 1 gives an exploded view of the main removable components, together with referenced figure numbers covering the individual removal instructions for the various items. The instructions for the removal of the engine and associated components will be found in Chapter 2 of this Section.

Sequence of operations

2. The recommended sequence of operations is indicated in the accompanying keys to each figure; though, in certain instances, it will be obvious that the order need not be adhered to rigidly.

Access panels

3. The access panels are illustrated in Part 2, Sect. 1, Chap. 1. Panels must

always be replaced upon completion of the removal or assembly operation, and when temporarily not in position, should be placed where they are not liable to damage or distortion.

Checking for damage

4. Immediately prior to replacing or renewing components, they should be carefully checked for damage or distortion, particularly on the undersides. The pipelines should be examined for leaks and all drain holes kept clear.

5. When assembling any component, care must be taken to obviate damage to the threads of bolts. Where components are dismantled for packing or transport purposes, the attachment bolts should be stowed in the female portion.

Adjustments

6. On completion of an assembly operation, reference should be made, where necessary, to Part 2, Sect. 3, Chap. 1 and 2 for any adjustments that may be required.

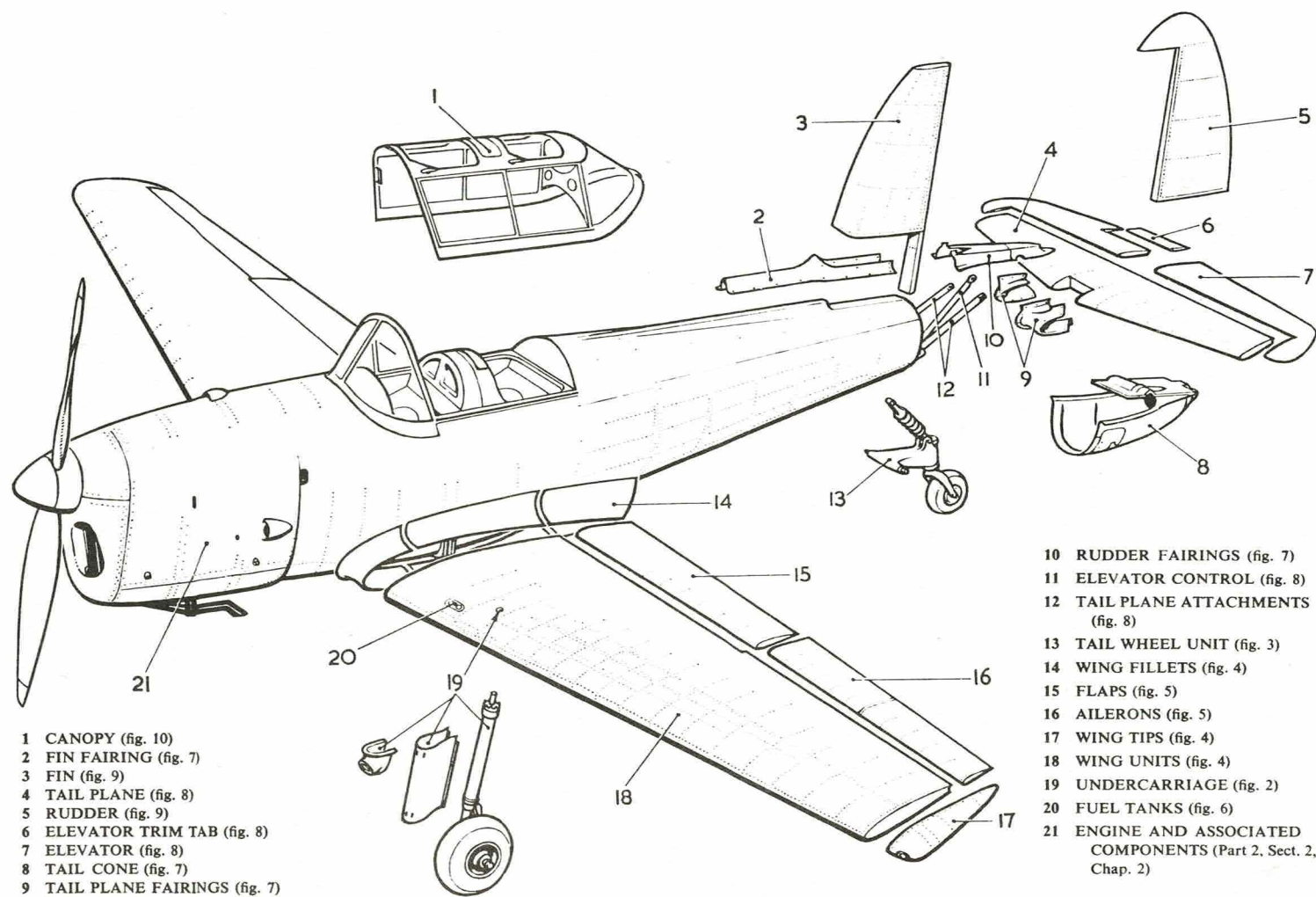


Fig. 1. Main removable components

Wheel only

1. Jack the aircraft using the jacking bracket at the inboard end of the axle (Part 2, Sect. 1, Chap. 1).
2. Remove the split pin from the axle nut (9) and remove the nut.
3. Slide the wheel off the axle; the brake disc (8) remains with the axle assembly.

Note . . .

When reassembling, the axle nut (9) must not be overtightened on to the wheel bearings. The wheel should be allowed an end float of 0.015 in. after the nut is tightened.

Fairing

1. Remove the taxiing lamp (port only) (3) complete with its fairing, by removing the six screws and two stiffnuts.
2. Remove the five screws and stiffnuts (6).
3. Remove the three screws (7) each side at the bottom, and at the top when Mod. No. H130 is embodied.

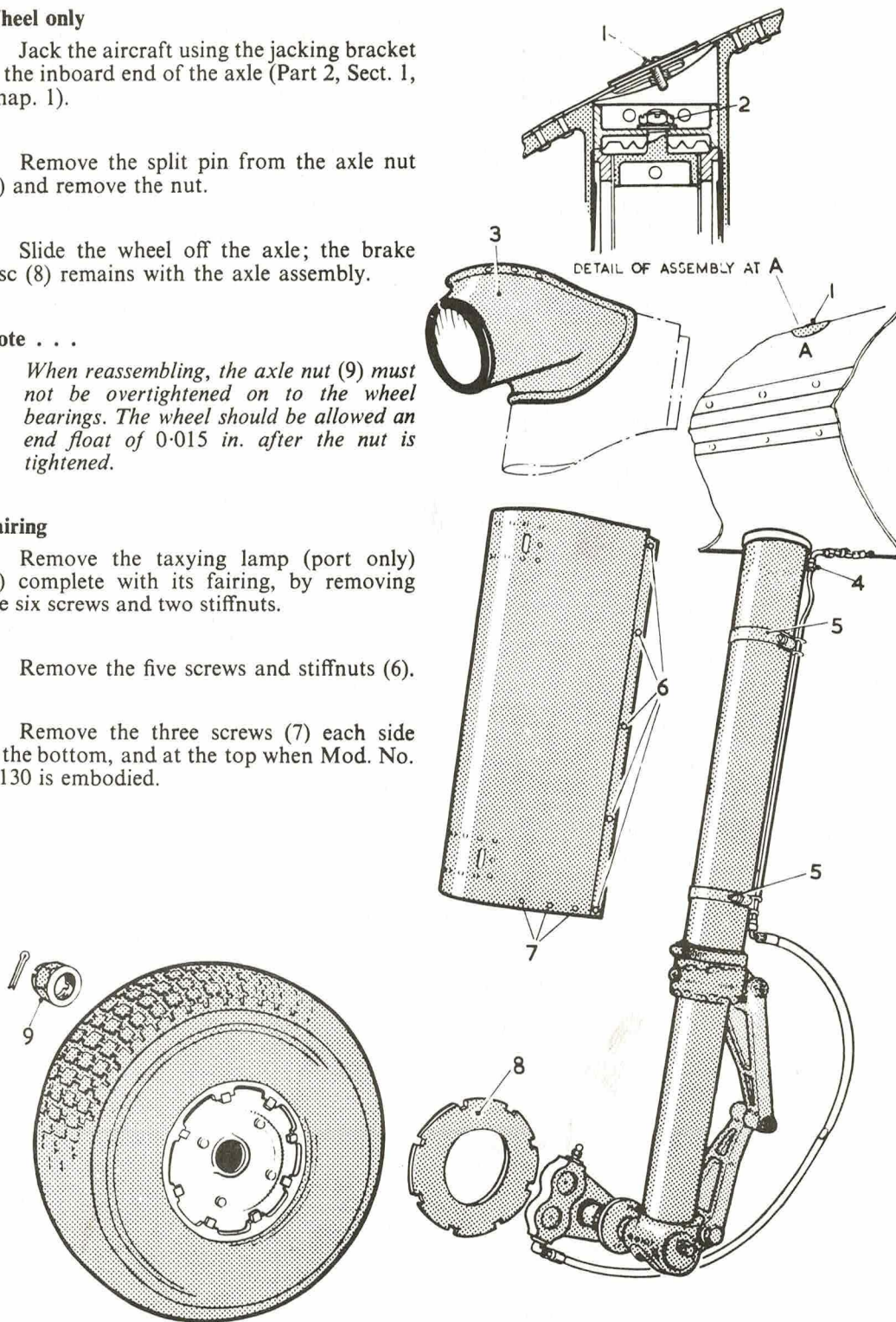


Fig. 2. Undercarriage components

Upper pipe clip repositioned

4. Pre-Mod. H.130 : Remove the two Jubilee-type clips (5) and carefully withdraw the fairing. Mod. H.130: Withdraw the fairing, then remove the ribs, clips and clamping pieces separately.

Note . . .

When re-assembling, ensure that the fore-and-aft alignment is correct; when Mod. H.130 is embodied, locate the top rib first.

Complete unit

1. Jack the aircraft at the fuselage (Part 2, Sect. 1, Chap. 1).

2. Remove the fairing (above.)

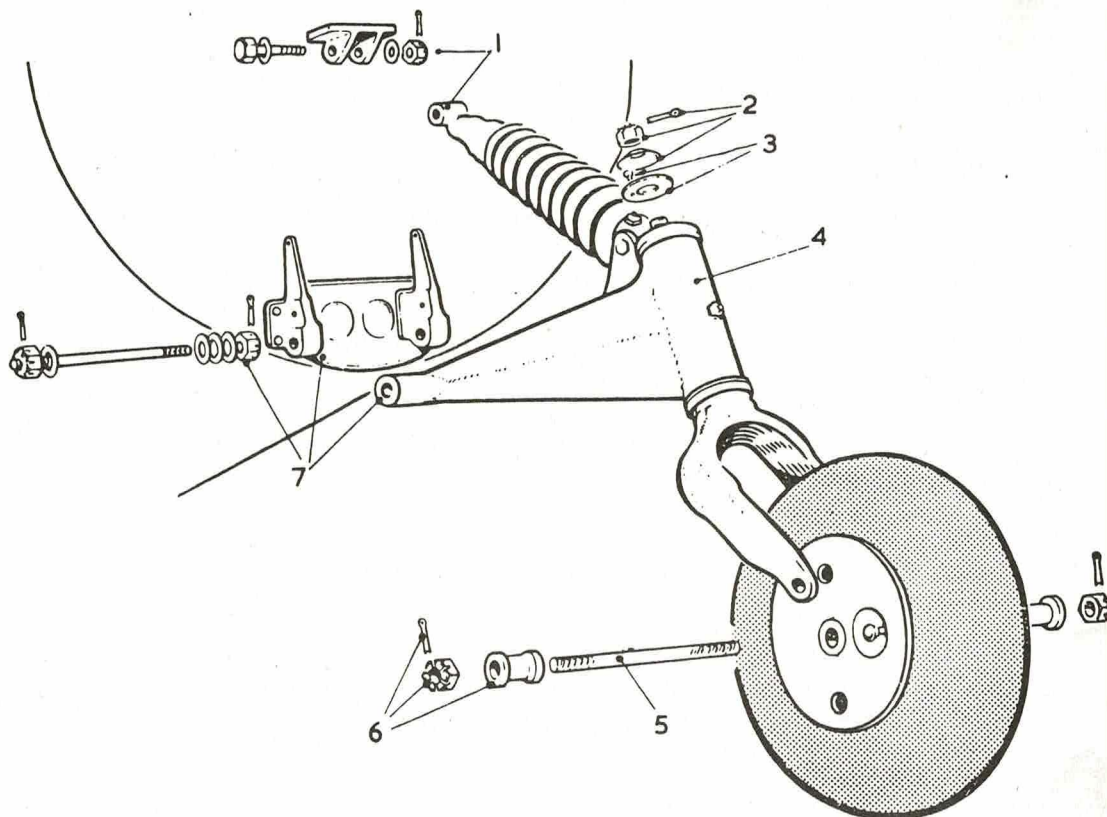
3. Disconnect the brake pipe-line at the upper fitting (4)

4. Remove the cover plate (1) located on the top of the wing directly above the leg.

5. Support the leg and remove the split pin, slotted nut and washer (2). The complete unit can now be withdrawn downwards from the wing housing.

Note . . .

The dismantling of the shock-absorber strut, for servicing purposes, is described in Part 2, Sect. 3, Chap. 2.

WHEEL ONLY

1. Trestle the tail of the aircraft (Part 2, Sect.1, Chap.1).
2. Remove the split pin, slotted nut and towing spool (6) from one end.
3. Support the wheel, and withdraw the axle bolt (5) from the other end.

TAIL WHEEL FORK

To remove the tail wheel fork from the yoke, proceed as follows :-

1. Trestle the tail of the aircraft (Part 2, Sect.1, Chap.1).
2. Remove the tail cone (fig.7).

Fig. 3. Tail wheel unit

...Key to Fig.3 (Tail wheel unit) continued.

3. Remove the split pin, slotted nut and spring washer (2) from the top of the cylinder (4).
4. Remove the screw and friction washer (3). The fork will now slide down the cylinder (4).

COMPLETE UNIT

1. Trestle the tail of the aircraft (Part 2, Sect.1, Chap.1).
2. Remove the tail cone (fig.7).
3. Disconnect the upper end of the shock-absorber strut from the fitting on the tail plane (1).
4. Support the unit and disconnect the yoke from the fittings on the rear bulkhead (7).

Note ...

The dismantling of the shock-absorber strut, for servicing purposes, is described in Part 2, Sect.3, Chap.2.

KEY TO FIG. 4 (MAIN PLANE AND COMPONENTS)

WING UNIT REMOVAL

1. When removing either wing unit from the fuselage, the appropriate undercarriage leg must be removed first (fig.2), then proceed as follows :-
 - (1) Remove all the fillets (1). There are six panels interconnected by screws and anchor nuts.
 - (2) Drain the fuel tank (fig.6) and disconnect and drain the fuel supply pipe. Disconnect the fuel vent pipe at the main plane root end connection.
 - (3) Disconnect the flap and aileron control cables (2) (the aileron balance control cable must be disconnected in the rear cockpit); the air speed indicator tubing (port wing only); brake pipe-line; electrical connections at terminal blocks on the fuselage side; aerial at socket on starboard side of fuselage.
 - (4) Support the wing and disconnect the leading edge pick-up fittings (3).

...Key to Fig.4 (Mainplane and components) continued.

(5) Disconnect the links (5) from the fuselage pick-up fitting, by removing the split pin, slotted nut, washer and high-tensile bolt. Note disposition of any shims fitted to achieve alignment of links with the faces of the lower tie bar and wing main spar lower fitting.

(6) Disconnect the upper main-spar root fitting (4) and withdraw the wing unit from the fuselage; ensure that the removal is not impeded by control cables and fittings.

2. For the removal of the wing tips, pressure head and identification lamp, which are not illustrated, proceed as follows :-

WING TIPS

(1) Remove the twenty-eight screws which secure the wing tip to the main plane, and withdraw the tip carefully; the electrical connections to the navigation lamp are disconnected at the rib.

PRESSURE HEAD

(1) Open the zip-fastened fabric inspection panel near the pressure head on the port wing, unfasten the clips and detach the pressure and static pipe-lines.

(2) Remove the wing tips and disconnect the electrical connectors (P2 and P2+) from the terminal block on the tip rib, and free the cable from the adjacent clip.

(3) Remove the four bolts securing the pressure head to the anchor nuts on the structure, and carefully withdraw the head with the short lengths of pipe and the cable.

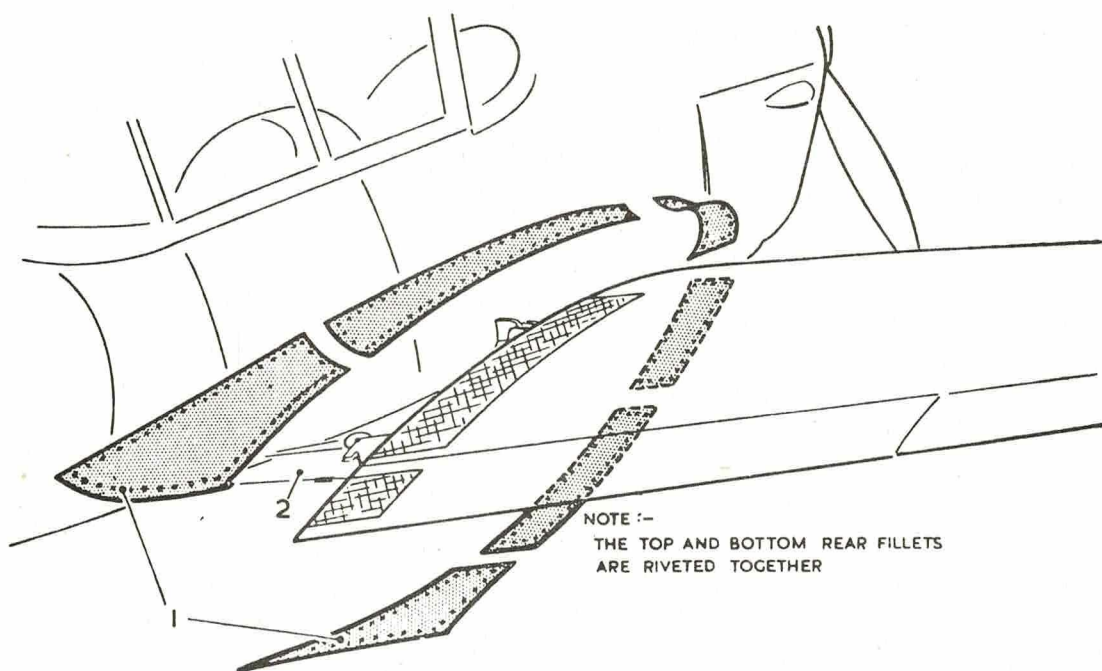
IDENTIFICATION LAMP

(1) Disconnect the four Dzus fasteners from the cover plate, on the underside of the appropriate wing, and withdraw the plate to which the lamp is connected.

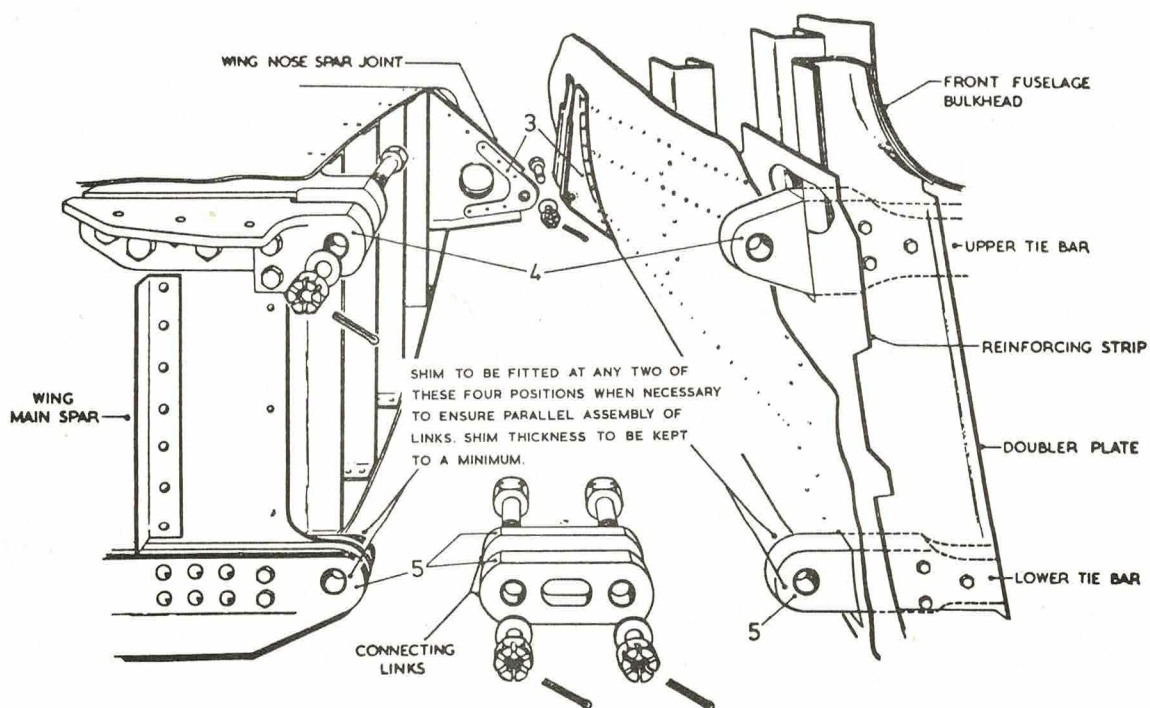
(2) Uncouple the electrical connections and remove the lamp cover by unfastening the three bolts which secure it to the anchor nuts on the cover plate.

FUEL TANK AND AILERON REMOVAL

3. The removal of the fuel tank from the main plane is described



WING FILLETS



WING-TO-FUSELAGE JOINTS

Fig. 4. Main plane and components

...Key to Fig.4 (Mainplane and components) continued.

and illustrated in fig.6, and that of the ailerons and flaps in fig.5.

WING UNIT INSTALLATION

4. When reassembling the wing units, the connection (4) should be fitted first, then the link fittings (5) and, finally, the fitting at the leading edge (3). When assembling connection (4), shims should be fitted under the bolt head so that, on tightening the nut, the shoulder of the bolt will be flush with the rear surface of the wing fitting. Excessive shimming will withdraw the shoulder within the rear bush of the fitting and, when the nut is tightened, cause distortion of the washer and displacement of the bush. Correctly shimmed, it should be possible to rotate the bolt in the fittings, without end movement, after the nut has been tightened.

5. When assembling connection (5) (Fig.4A) if the attachment links are renewed then new bolts must be fitted. The attachment links are to be aligned with the faces of the fuselage lower tie bar and wing lower main spar fitting. Normally, alignment will be achieved by fitment of the shims removed in para.1 (5). If, however, it is necessary to determine shimming required :-

(1) Temporarily assemble the links to the wing spar with a new shim, Ref.No. 26AE/533, (0.050 in. thick approximately) on each side of the spar. Tighten bolt attachment nut and align links with fuselage tie bar.

(2) Measure gap between links and tie bar faces and determine the thickness and position of shims required to maintain links parallel when wing is finally installed :-

e.g. Suppose the gaps between the tie bar faces and the fore and aft links are 0.060 in. and 0.035 in. respectively.

Then :-

$$\begin{aligned} 0.060 \text{ in.} - 0.050 \text{ in.} &= 0.010 \text{ in.} \\ \text{and} \\ 0.050 \text{ in.} - 0.035 \text{ in.} &= 0.015 \text{ in.} \end{aligned}$$

In this case, therefore, a 0.010 in. thick shim would be required between the link and forward of the tie bar, and a 0.015 in. thick shim on the aft face of the wing spar. Shims are only to be fitted at any two of the four positions each side, and shim thickness should be kept to a minimum.

...Key to Fig.4 (Mainplane and components) continued.

6. In some cases shim thickness in excess of 0.050 in. may be required to maintain parallel alignment of the links. Where this is necessary, additional shimming, up to a maximum total thickness of 0.100 in. at each shimmed position, is permissible. When shims in excess of 0.050 in. are used, Command Headquarters and RTO(A) at H.S.A. Chester are to be informed of aircraft serial number and thickness and position of shims (AIL 1/72 incorporated).

(3) Remove links and temporary shims. Adjust shims to predetermined thickness and re-assemble joint.

(4) Check that the shoulders of the attachment bolts are not more than 0.050 in. below the face of the links and tighten the nut sufficiently to lightly nip the assembly. Up to 0.050 in. max. may be removed from the face of the nut to effect alignment of split pin hole. Reprotect nut with etch primer (Ref.No. 33B/2204527).

(5) Where the shoulder of any bolt is more than 0.050 in. below the face of the link, a special bolt, Pt.No. C1 W227 (Ref. 26AE/6101555) having a longer shank is to be fitted and the bolt head marked with red paint for identification purposes (AIL 1/72 incorporated).

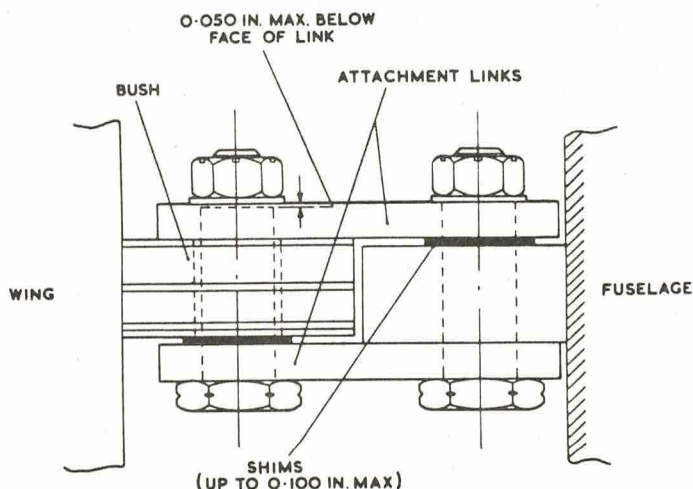


Fig.4A Alignment of wing attachment links

...Key to Fig.4 (Mainplane and components) continued.

7. Each new port or starboard wing unit is supplied less the aileron, aileron connecting rod, flap, wing tip, fuel tank and attachments, pressure head and identification lamp. Blanking plates are fitted over the apertures for the tank sump, tank filler and tank air vent and, in lieu of the lamp, on the mounting for the identification lamp. The hinge pins, for the aileron and flap, are fitted on the wing unit, but the root end fittings are supplied less the main attachment bolts.

8. Bolts and screws, which are removed in order to dismantle components, should be smeared with grease XG-287 (Ref.34B/2241861) on re-assembly.

9. A strip of Lassovic adhesive tape, 1 in. wide, is secured to the fuselage in the vicinity of the wing fairings, to prevent the latter from chafing on the fuselage and damaging the skin.

KEY TO FIG.5 (AILERONS, FLAPS AND FLAP MECHANISM)

FLAPS

1. Disconnect the cranked control arm (2) from the flap. The split pin is located near the head of the hinge pin and extends through the fork fitting on the flap. It is accessible when the flap is depressed.
2. Support the flap and disconnect centre (3) and inboard hinges (1). Remove the split pin, slotted nut and washer from the outboard hinge fitting (4).
3. Raise the inboard end of the flap by pivoting it, carefully, on the self-aligning ball-race fitted to the outboard hinge. When the centre fitting is clear of the corresponding wing fitting, pivot the flap on the hinge axis until the outboard hinge pin (4) can be withdrawn inwards from the ball race.

AILERONS

4. Remove the relevant flap (1, 2 and 3 above).
5. Disconnect the push-pull rod (6).
6. Support the aileron and disconnect the centre (7) and outboard hinges (8). Remove the split pin, slotted nut and washer from the inboard hinge fittings.

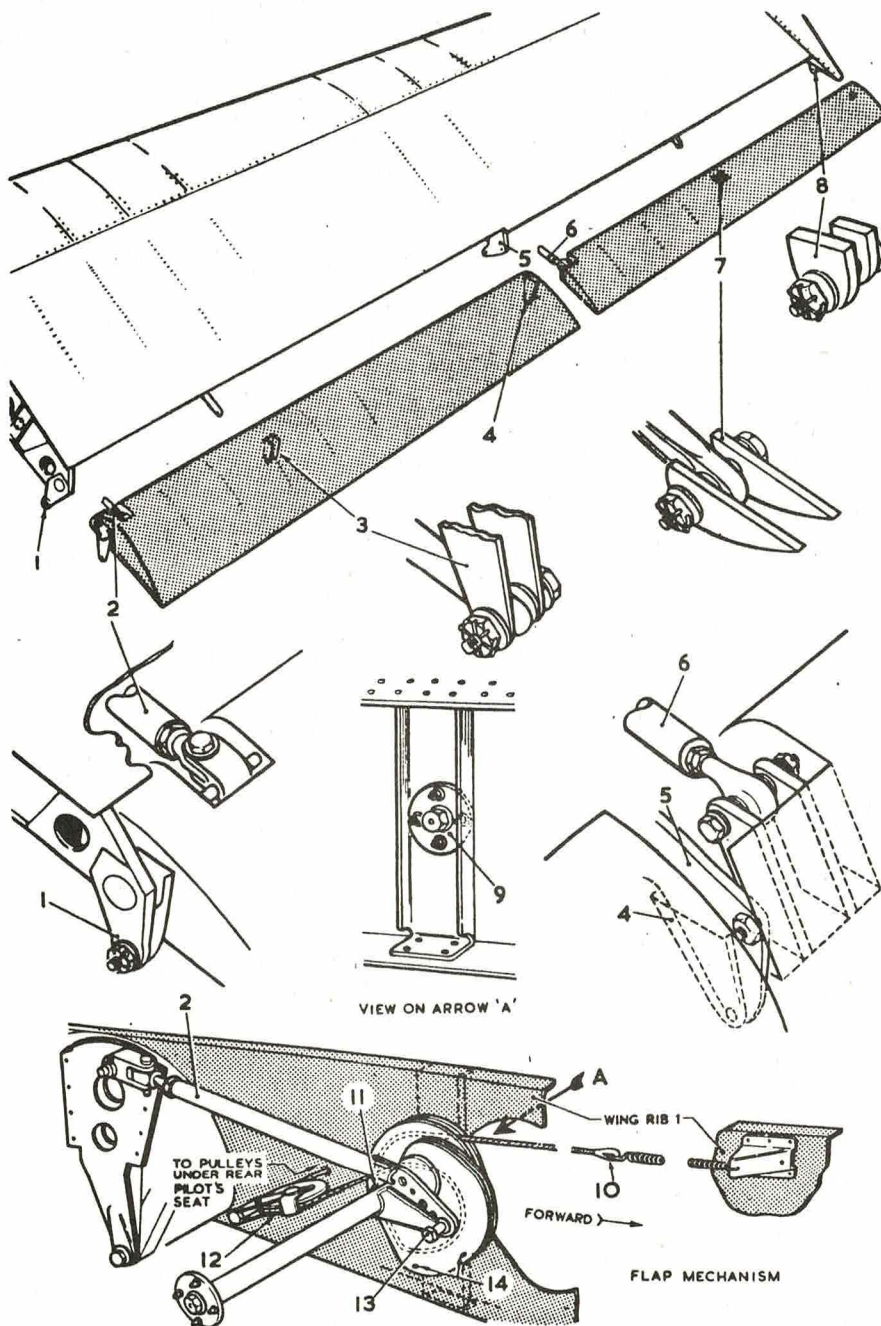


Fig.5 Ailerons, flaps and flap mechanism

...Key to Fig.5 (Ailerons, flaps and flap mechanism) continued

7. Raise the outboard end of the aileron by pivoting it, carefully, in the self-aligning ball-race fitted to the inboard hinge (5). When the centre fitting is clear of the corresponding wing fitting, pivot the aileron upwards, in the normal sense, and withdraw it outboard from the wing.

Note ...

(1) When reassembling the ailerons, the spacer tube, on the outboard hinge assembly, must be of correct length so that the end rib is not distorted when the assembly is tightened. The tube may be reduced in length, if necessary, to suit individual aircraft.

(2) After reassembling the ailerons and flaps, they should both be rigged in accordance with the instructions given in Part 2, Sect.3, Chap.1.

FLAP MECHANISM

The flap operating gear is accessible through the large aperture in the root rib, and the cam can be manually operated to facilitate removal.

1. Remove the relevant wing unit (fig.4) and trestle it adequately.
2. Disconnect the cranked control arm (2) as detailed in FLAPS above.
3. Disconnect the cable from the tension spring (10).
4. Operate the lever to rotate the cam clockwise (starboard wing) or anti-clockwise (port wing) and disconnect the operating cable by removing the split pin, washer and hinge pin (11).
5. Disconnect the control arm from the lever (13). Remove the four 4 BA nuts and bolts (9).
6. Support the layshaft, remove the pivot pin fitting (9) and manipulate the shaft to withdraw it from the similar fitting on the first outboard rib. The shaft, complete with lever, cam and pulley, can now be withdrawn through the aperture in the root rib.

Note ...

When reassembling the flap operating gear, the following points should be noted :-

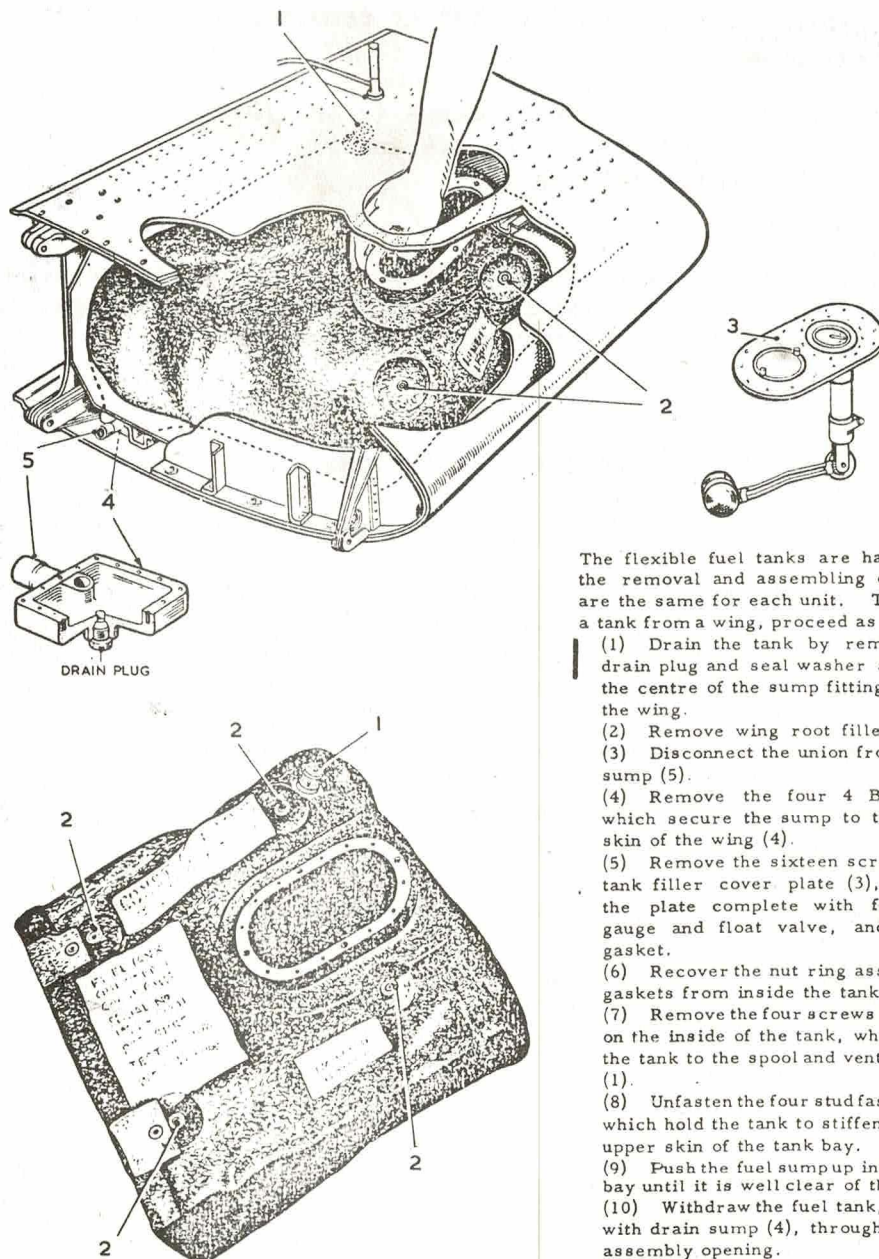
7. Insert the two split pins (14) in the cam after the cable has

...Key to Fig.5 (Ailerons, flaps and flap mechanism) continued.

been installed. The heads of the pins must be outboard and the ends flattened against the inboard face of the cam.

8. If the operating cable has been removed from the pulley (12), insert the single pin in the bracket after re-assembling the cable.

9. The flap mechanism should, finally, be adjusted to the instructions given in Part 2, Sect.3, Chap.1.



The flexible fuel tanks are handed, but the removal and assembling operations are the same for each unit. To remove a tank from a wing, proceed as follows :-

- (1) Drain the tank by removing the drain plug and seal washer situated in the centre of the sump fitting (4) under the wing.
- (2) Remove wing root fillets (fig. 4).
- (3) Disconnect the union from the fuel sump (5).
- (4) Remove the four 4 BA screws which secure the sump to the bottom skin of the wing (4).
- (5) Remove the sixteen screws of the tank filler cover plate (3), withdraw the plate complete with filler cap, gauge and float valve, and external gasket.
- (6) Recover the nut ring assembly and gaskets from inside the tank.
- (7) Remove the four screws and plates, on the inside of the tank, which secure the tank to the spool and vent assembly (1).
- (8) Unfasten the four stud fasteners (2) which hold the tank to stiffeners on the upper skin of the tank bay.
- (9) Push the fuel sump up into the tank bay until it is well clear of the root rib.
- (10) Withdraw the fuel tank, complete with drain sump (4), through the filler assembly opening.

Note...

- (a) On reassembly, all joints between the tank fittings or structure are made dry, i.e., with no jointing compound.
- (b) Lock the drain plug with 20 S.W.G. soft-iron wire.

Fig.6 Fuel tanks

KEY TO FIG.7

TAIL UNIT FAIRINGS AND CONE

FAIRINGS

The tail unit fairings are detached by removing screws; they comprise the following members :-

- Two tail plane fairings (2 and 10)
- Two rudder fairings (4 and 5)
- One fin fairing (1)

Note ...

A strip of Lassovic adhesive tape, 1 in. wide, is secured to the fuselage in the vicinity of the empennage fairings, to prevent the latter from chafing the fuselage.

CONE

To remove the cone (6), proceed as follows :-

- (1) Trestle the tail of the aircraft (Part 2, Sect.1, Chap.1).
- (2) Open access panel and disconnect tail navigation lamp cable (8) at terminals on the port side of the rear bulkhead.
- (3) Remove bolts (9) on each side of the cone.
- (4) Remove bolts (3) at the front end of the cone.
- (5) Remove bolt (7) securing the cone to anchor nuts under the top skin of the tail plane rear spar.
- (6) Remove the cone rearward. Re-assembly is the reverse of the above procedure.

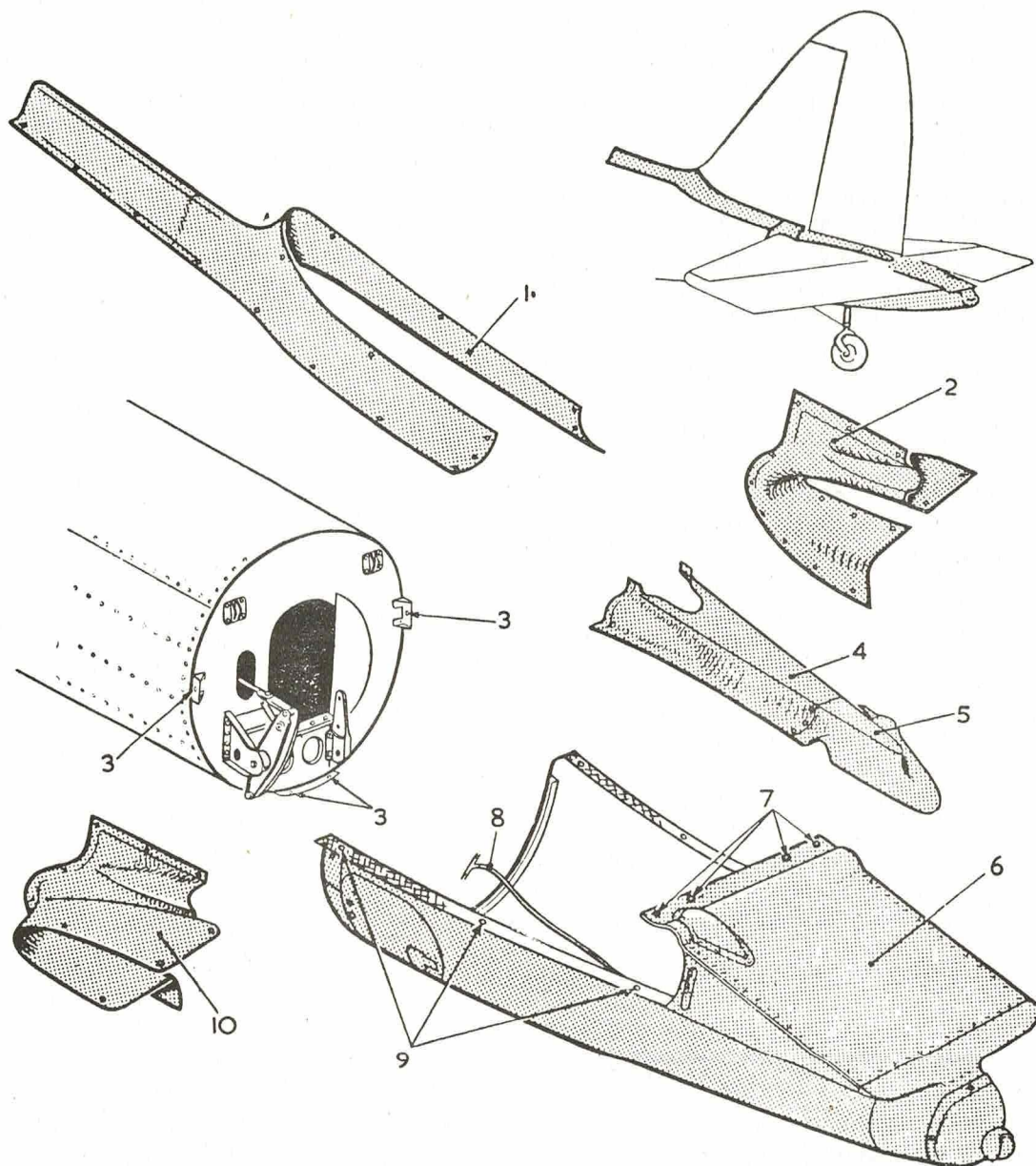


Fig. 7. Tail unit fairings and cone

KEY TO FIG.8 (TAIL PLANE, ELEVATORS AND TRIM TAB)

TAIL PLANE AND ELEVATORS COMPLETE

- (1) Trestle the tail of the aircraft (Part 2, Sect.1, Chap.1).
- (2) Remove the tail fairings and cone (fig.7).
- (3) Disconnect the elevator control connecting rod from the lever (2) secured to the elevator torque tube (5).
- (4) Disconnect the trim tab cables (9), by slackening the Bowden cable adjusters on rear bulkhead, removing the split pin on each tab lever fitting and withdrawing the nipple rearwards until the cable can be removed sideways from the slot in the fitting (see Note (1) below).
- (5) Take the weight of the tail plane and elevators on trestles.
- (6) Disconnect the struts from the rear spar of the tail plane (3).
- (7) Remove the split pins, slotted nuts and bolts which secure the two fittings on the tail plane front spar to those on the fuselage bulkhead (1).
- (8) Withdraw the tail plane and elevators rearwards, ensuring that they are clear of the connecting rod and struts.

ELEVATORS

To remove the elevators from the tail plane, with the latter in situ, proceed as follows :-

- (1) Trestle the tail of the aircraft (Part 2, Sect.1, Chap.1).
- (2) Remove the cone (fig.7).
- (3) Support the elevators on trestles.
- (4) Disconnect the port (6) and starboard (5) torque tubes, by removing the four split pins, slotted nuts, washers and bolts.
- (5) Remove the two split pins and nuts from the underside of the port elevator hinge fittings (7). Remove the two bolts and withdraw the port elevator.

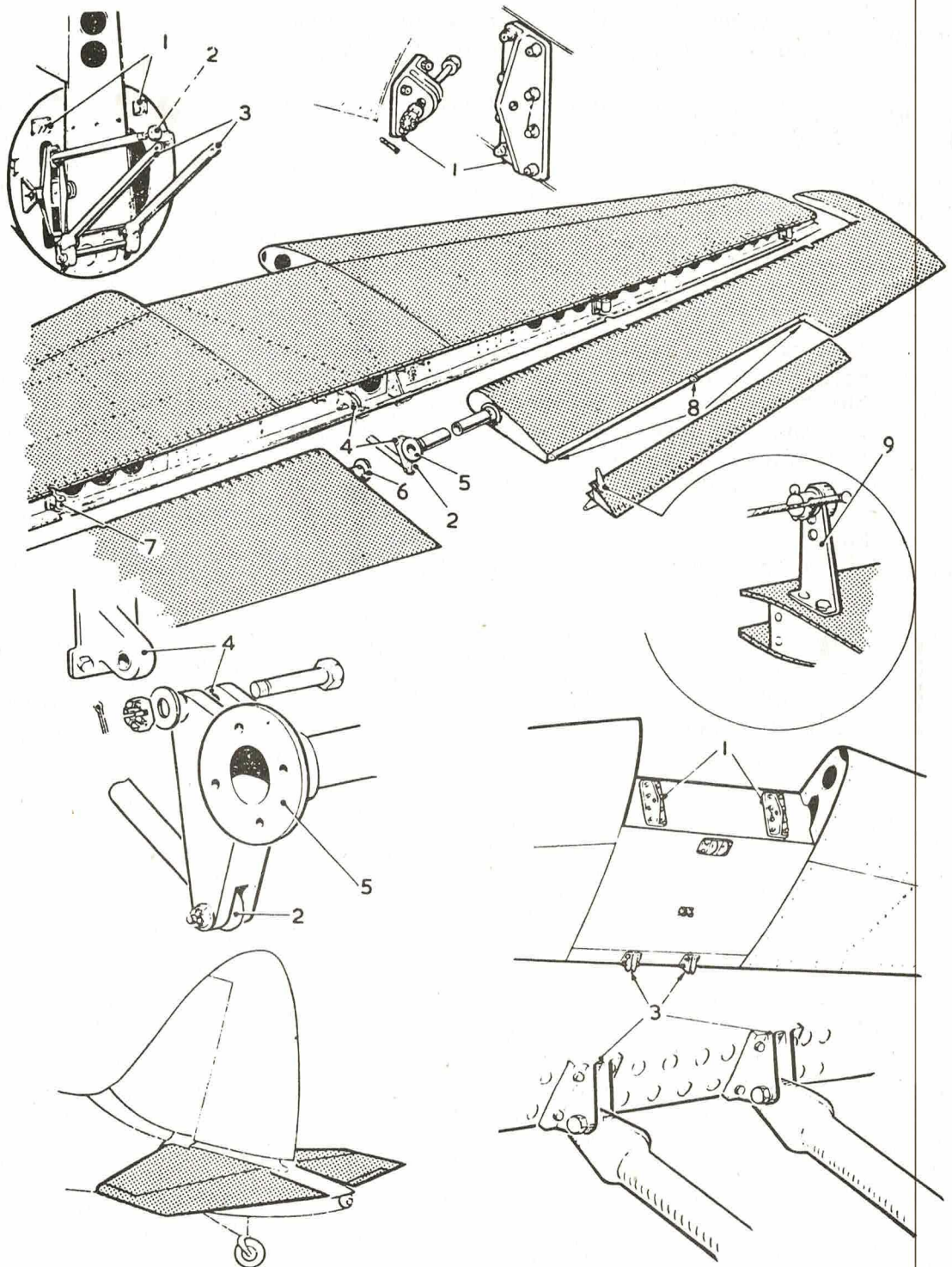


Fig. 8. Tail plane, elevators and trim tab

...Key to Fig.8 (Tail plane, elevators and trim tab) continued.

- (6) Disconnect the elevator control connecting rod from the lever (2) secured to the elevator torque tube (5).
- (7) Disconnect the lever from the fitting on the tail plane rear spar (4).
- (8) Disconnect the trim tab control cables from the tab fitting (9).
- (9) Repeat operation 5 above for the starboard elevator.

ELEVATOR TRIM TAB

To remove the trim tab from the starboard elevator, disconnect the trim tab cables (9) by slackening the Bowden cable adjusters on rear bulkhead, removing the split pin on each tab lever fitting and withdrawing the nipple rearwards until the cable can be removed sideways from the slot in the fitting; withdraw the three split pins and hinge pins (8).

Note ...

- (1) The upper nipple of the trim tab cables is shorter, but of greater diameter than the lower.
- (2) Before refitting tab, ensure that a p.v.c. sheath approximately 34 in. long, made from 6 mm i/d tubing with a wall thickness of 0.50 mm (Ref. 5F/9156090) is fitted over the full length of the Bowden cable conduit, and that the Bowden cable outer conduit ferrules are correctly located in the cable guides.

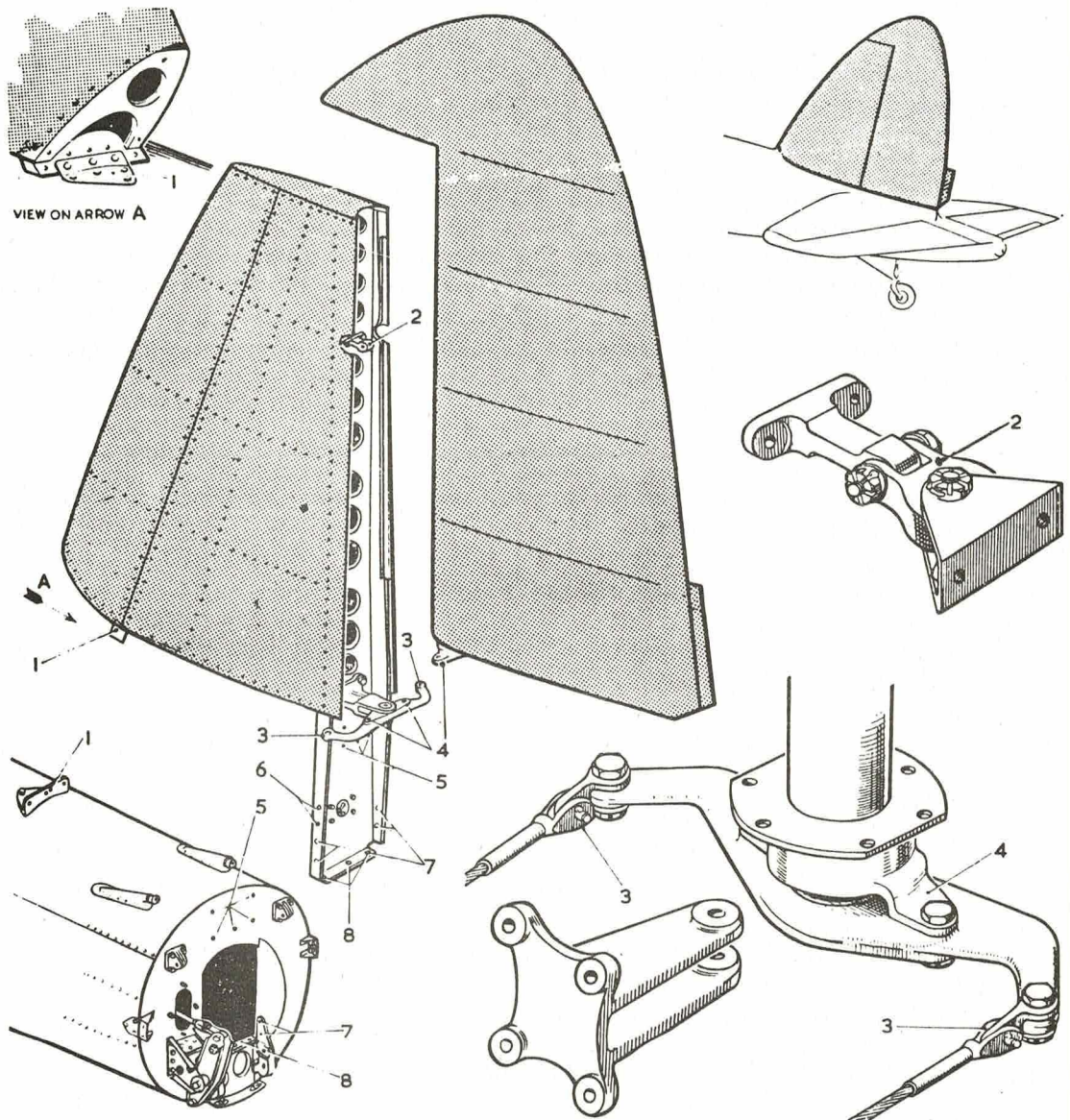


Fig. 9. Rudder and fin

KEY TO FIG.9
RUDDER AND FIN

RUDDER

It is unnecessary to disturb the flying controls when removing the rudder.

1. Disconnect the rudder torque tube from the lever (4).
2. Support the rudder and disconnect the upper hinge (2) by removing the horizontal bolt, slotted nut, washer and split pin.

Note ...

When fitting a replacement rudder, check that a nominal clearance exists between the inner faces of the rudder-mounted hinge bracket and the adjacent hinge housing. It is permissible to chamfer the inner edges of the hinge bracket, 45° x 0.05 in. to assist in obtaining clearance, smoothly blending the edges and ends of the chamfer and reprotecting the surface afterwards.

FIN

1. Remove the rudder (above), tail unit fairings and cone (fig.7) and the tail plane (fig.8).
2. Disconnect the rudder cables (3).
3. Remove the three aerotight nuts (1) securing the front spar to the fuselage.
4. Disconnect the four horizontally-disposed bolts (7).
5. Remove the two aerotight nuts (6) securing the port flange of the spar to the inboard side of the elevator lever bracket.
6. Remove the three vertically-disposed bolts (8).
7. Support the fin and remove the five aerotight nuts (5). The bolt heads, on the forward face of the bulkhead, are accessible when the blanking plate on the starboard side has been removed.
8. Withdraw the fin, carefully upwards.

January 1975

CHIPMUNK T MK.10 AIRCRAFT
AIRCRAFT SERVICING MANUALADVANCE INFORMATION LEAFLET No.1/75
Insert this leaflet in A.P.101B-5510-1, Pt.2, Sect.2,
Chap.1, to face Fig.10

Windscreen Replacement

The windscreen panel retaining mask Pt.No. C1.FC.35ND is secured to the rear support frame by 26 Parker Kalon No.4 screws, cadmium plated, round head, Type Z x $\frac{1}{4}$ in. long, at 2 in. pitch.

Should any of the screw holes in the frame become worn the next size PK screw, No.6, is to be used.

Malalignment of PK holes, between the mask and the tube must not be rectified by drilling additional holes in the frame adjacent to or running into the existing holes. Where alignment cannot be achieved, or where holes in the frame are damaged, then new holes must be drilled in the frame and mask, inter pitched with the existing position, using a 2 in. pitch.

NOTES :

- (1) The information contained in this leaflet will be incorporated by normal amendment list action in due course.
- (2) If after receipt of this leaflet, an amendment list with a prior date and conflicting information is received, the information in this leaflet is to take precedence.

Canopy

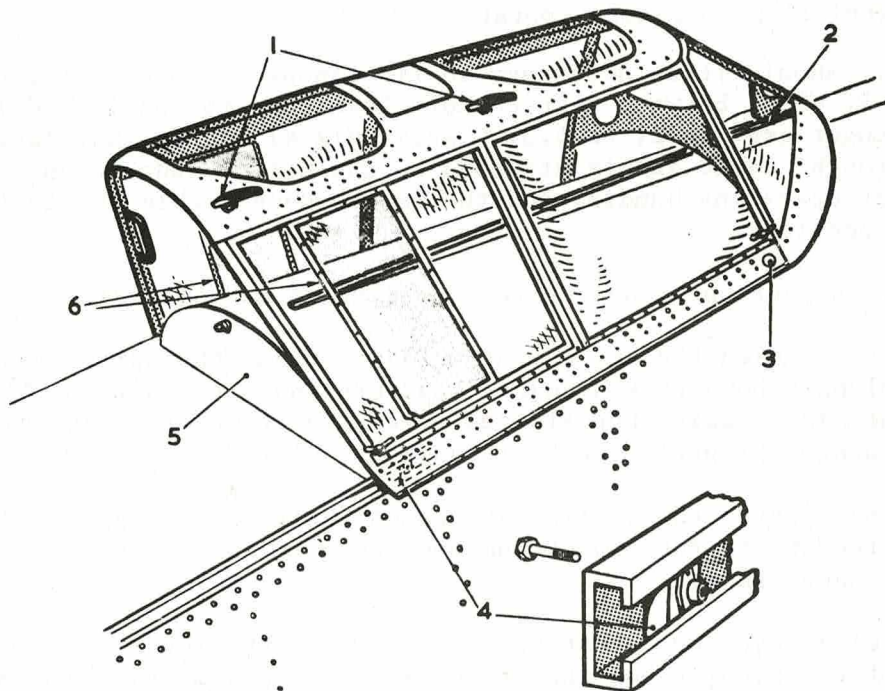
1. Removal

(1) With the canopy in the closed position, remove the grommets (3) to expose the fibre stop blocks (4) at the rear end of each side rail.

(2) Remove the blocks (4) by removing the bolts, the heads of which are accessible by opening the locker (5), and then sliding the blocks out of the rails at the rear.

(3) Operate one of the canopy locking handles (1) and slide canopy to the rear until the central sliding block (2) can be lifted out of the dorsal rail, which is cut away at the rear for this purpose.

NOTE : If the amber side panels (6) are in position when removing the canopy, great care should be taken to avoid risk of damage.



CANOPY IN OPEN POSITION

Fig. 10 Canopy

2. Assembly

The assembly is the reverse of removal, but the following requirements must be satisfied:-

- (1) Check the movement of the steady roller lever arms is not restricted by the arm fouling the aircraft skin; where necessary the cut-out may be enlarged locally to obtain clearance.
- (2) Check that the guide rollers cannot ride above the canopy guide runners; to achieve correct alignment, plain washers may be fitted between the top of the roller and the roller lever arm.
- (3) With the canopy fully aft, adjust the left and right-hand steady roller arm stop bolts so that both rollers are in firm contact with the guide rollers, eliminating side play. Operate canopy over full range of travel, ensuring that the rollers maintain contact with the guide runners and that there is no restriction to canopy operation.
- (4) Should it be necessary to fit canopy release cable, Part No. CI-FC 699A, between rear cockpit lever and spring-loaded locking plunger (see Pt.2, Sect.3, Chap.4, Fig.4) ensure that 'straight-through' cable end is attached to the bottom connection of the rear operating handle, and the 'spliced-on' cable end to the top connection.
- (5) Adjust the canopy release mechanism as follows:-
 - (a) Slacken the attachment bolts securing the spring-loaded plunger housing and adjust the fore and aft position of the housing, using the slotted holes, to ensure that the plunger engages properly when the canopy is closed.
 - (b) Tighten the housing attachment bolts while applying hand pressure to the top of the housing to ensure that the plunger engages fully,
 - (c) Adjust the operating cable so that the lever is just clear of the plunger housing giving a gap of approximately 0.003 in. between lever and top of housing.
 - (d) Check the engagement of the plunger in the rear rail by positioning the canopy so that the plunger is between two of the locking holes, and checking that the gap between the lever and the top of the plunger housing is not less than 0.125 in. A thickness gauge can be made from two thicknesses of 16 s.w.g. metal.

(e) Check the canopy for full and free movement, ensuring that the locking mechanism operates correctly and can be released by front and rear release handles.

(5) When a new canopy is fitted :-

(a) Whenever the canopy assistor door release mechanism is disturbed it is essential to ensure that the forward release cable is correctly tensioned. With the release spring catch locking the assistor door closed, check that slack in the forward cable does not cause the cable to droop more than 1/8 in. Excessive drooping is to be rectified by repositioning cable nipple 29H2185.

(b) Carry out a check of the emergency escape panels in accordance with AP 4308A, Vol.4, Part 1, Book 3, Sect.4, SP.554.

(c) Check that there is a minimum clearance of 0.15 in. between the rear skirt on the canopy in the closed position and the fuselage; trim the skirt as necessary to obtain this clearance.

WINDSCREEN REPLACEMENT

1. The windscreen panel retaining mask Pt.No. Cl.FC.35ND is secured to the rear support frame by 26 Parker Kalon No.4 screws, cadmium plated, round head, Type Z x $\frac{1}{4}$ in. long, at 2 in. pitch.
2. Should any of the screw holes in the frame become worn the next size PK screw, No.6, is to be used.

WARNING ...

MALALIGNMENT OF PK HOLES, BETWEEN THE MASK AND THE TUBE
MUST NOT BE RECTIFIED BY DRILLING ADDITIONAL HOLES IN
THE FRAME ADJACENT TO OR RUNNING INTO THE EXISTING HOLES.

3. Where alignment cannot be achieved, or where holes in the frame are damaged, then new holes must be drilled in the frame and mask, inter-pitched with the existing position, using a 2 in. pitch (AIL 1/75 incorporated).

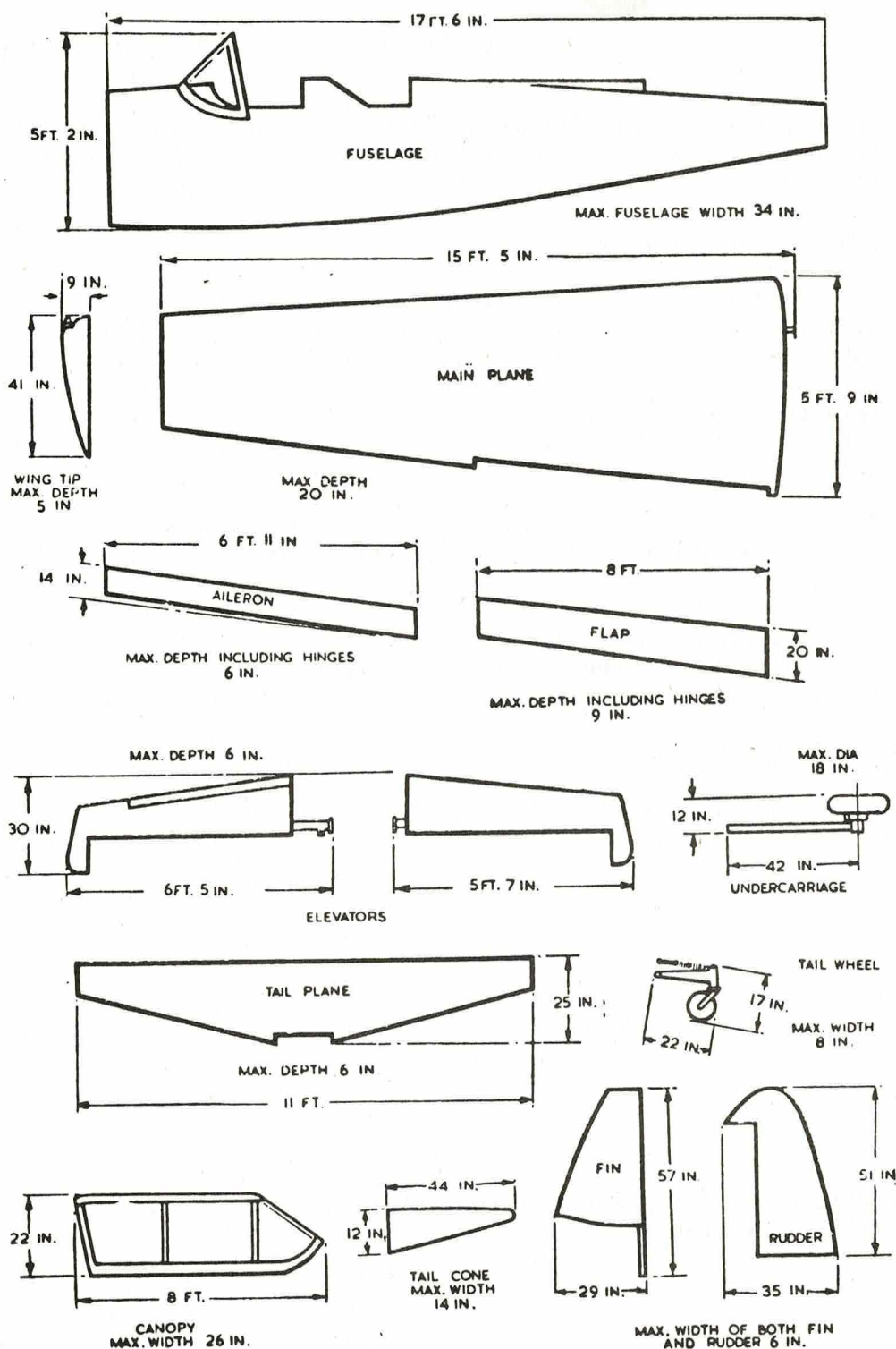


Fig.11. Minimum packing dimensions

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