

Chap 2 ALL TRADES  
Card 1  
A.L. 20

SAFETY PRECAUTIONS  
HUNTER F.6,T.7,T.7A,G.A.9 & F.R.10

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Pt 1 Bk 2 Sect 1 (1st Ed)

1. Toxic Effects - Methyl Bromide and/or Chlorobromomethane. Attention is drawn to the danger of inhaling the highly toxic vapours given off by methyl bromide and/or chlorobromomethane. If such a vapour is inhaled, medical attention is to be sought without delay.
2. Operation of Flying Controls and Hydraulic Services. Personnel are to ensure that ground equipment and personnel are clear of moving parts during operation of Flying Controls and Hydraulic Services. Where applicable, hydraulic accumulator pressures are to be exhausted before flying controls or hydraulic services are operated. A Man is to be detailed to stand by the service being operated whenever flying controls or hydraulic services are being operated.
3. Control of Power Supplies. The N.C.O. i/c Aircraft Servicing is to be informed whenever power is required. Before connecting internal/external power supply, ensure that the battery master switch, hood control switch, pitot head and other heating switches, and brake parachute release switches are set to 'OFF'.
4. Electrical Connexions. Disconnexion or reconnexion of electrically operated components or assemblies to facilitate other servicing is to be carried out only by the specialist tradesmen responsible for the component or assembly.
5. Control of Electrical Circuits During Refuelling and Defuelling. During refuelling or defuelling operations, only those electrical circuits essential for these operations are to be live.

6. Fuses.
- a. All unused fuse positions are to be fitted with dummy fuses.
  - b. Before disconnecting components or plug/socket connexions the appropriate circuit fuses are to be removed or circuit breakers tripped.
  - c. Where circuit fuses are removed, flagged dummy fuses are to be fitted.
  - d. Where circuit breakers are tripped flagged safety clips are to be fitted.
  - e. On completion of servicing:
    - (1) All flagged dummy fuses are to be removed and correct rating live fuses fitted.
    - (2) All flagged safety clips are to be removed and the circuit breakers reset.
  - f. All electrical circuits affected by disconnexion of plugs and sockets are to be functionally tested after plugs and sockets have been reconnected.
7. Air Intakes and Jet Pipes. Personnel are to ensure that the following instructions are obeyed before entering air intakes or jet pipes for servicing or any other purpose:
- a. The aircraft is to be placed nose or tail into the wind.
  - b. A warning notice is to be displayed in the cockpit.
  - c. Verbal contact is to be maintained with a Safety Man positioned at the entrance to the air intake or jet pipe.
  - d. The engine is not to be turned except by the person in the air intake or jet pipe.
  - e. All loose articles are to be removed from clothing and special care is to be taken to ensure no loose articles roll into the compressor.

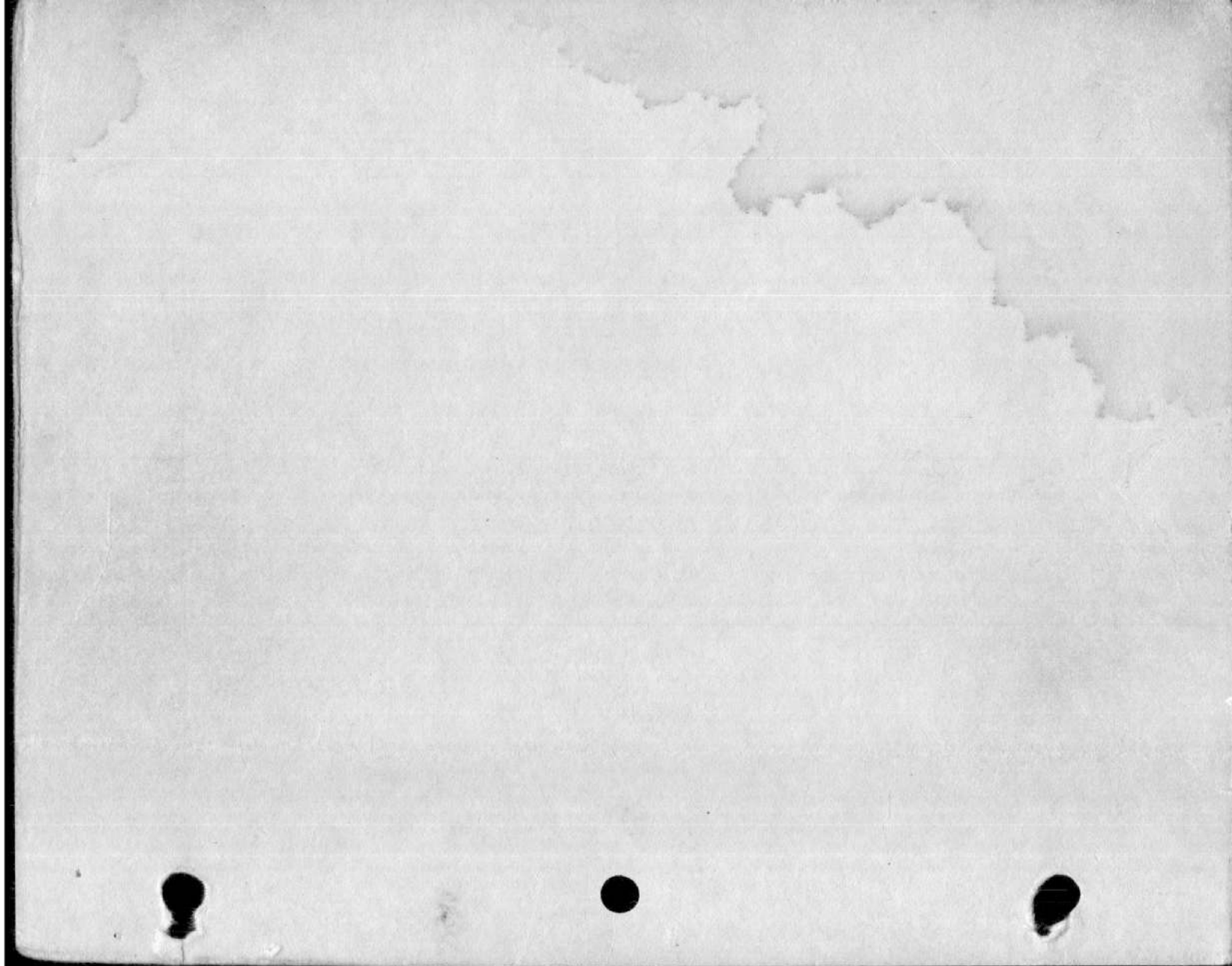
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8. Oxygen System Contamination. The oxygen system together with all tools and equipment used during its servicing are to be kept free from contamination by grease or oil.



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9. High Pressure Gas/Air Systems  
a. Before any work is carried out on any part of a high pressure gas/air system, the system is to be exhausted completely. A certificate to this effect is to be made in the F.700 and signed by the N.C.O. i/c Servicing before any work is authorised. Before system pressure testing, a detailed examination of system joints is to be carried out so as to eliminate the risk of high velocity leakages.  
b. Oxygen systems are not to be completely exhausted, system isolation is to be practised to prevent this. When an oxygen system has been depressurized to below 500 p.s.i., purging will be necessary.
10. Fuel Tank Servicing. A flame proof torch or lamp is the only illumination permitted during the servicing of fuel tanks.
11. Avpin. Avpin deposits are highly poisonous. If any is deposited on the skin, it is to be scrubbed off with soap and water. If any enters the eyes, report sick immediately. Special care is to be taken to ensure that Avpin does not enter the mouth or nostrils.
12. Cartridge Operated Equipment. All personnel are warned of the danger of interfering with the cartridge operated equipment fitted to this aircraft, i.e., fire extinguisher bottles and canopy jettison. Under no circumstances are tradesmen to work on this equipment without ascertaining from the N.C.C. i/c Aircraft Servicing that it is safe to do so.

S.M.68/1347 (2)

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13. Carriage of Rockets. When rockets are being carried, the pigtail leads are not to be connected until immediately before aircraft begins to taxi towards the runway. The armament safety break is not to be connected until aircraft is positioned on the runway ready for take-off. During the connexion of pigtail leads and safety plug, all personnel are to stand clear of front and rear of aircraft. If the aircraft lands with unexpended rockets, the armament safety plug is to be unplugged from the aircraft electrical circuit before the aircraft leaves the runway. When handling live S.N.E.B. 68 m.m. rockets care is to be taken to prevent damage to the nose fuze. When unloading extreme caution is to be taken if the safety pin is obstructed or fails to move freely. Rockets in this condition are to be segregated.

14. E.R.U. Circuits.

a. Before any E.R.U. circuit is functionally tested all E.R.U. supply leads are to be disconnected at the breech caps.

b. Before reconnection of E.R.U. supply leads a 'No Volts' test is to be carried out I.A.W. the relevant Servicing Procedure.

15. Ejector Release Units. Under no circumstances are tradesmen to work on ejector release units without first ascertaining from the Armament N.C.O. that it is safe to do so.

16. Radio Equipment Operation. Radio installations are only to be operated by specialist tradesmen.

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17. Cabin Pressure Tests.

- a. All personnel engaged inside the aircraft during pressure tests are to be approved by the Medical Officer as being physically fit for the work.
- b. When personnel occupy the cabin during pressure tests, communication is to be maintained with personnel outside the aircraft.

18. Microwave Radiation Hazard. There is a microwave radiation hazard from the radar ranging equipment in this aircraft.

Prior to ground transmission the areas indicated in the diagram overleaf are to be roped off and notices warning personnel to keep clear displayed.

19. Engine Starter System - Fuel Priming and Drainage Checks. An explosion can occur on starting if IPN fuel accumulates in the starter combustion chamber due to blockage of the nozzle plate drain hole during servicing and rectification. Fuel Priming and Drainage checks are to be carried out in accordance with S.P.'s 217 and 218 after installation of the starter system or defect rectification.

20. Engine Starting (F.6, G.A.9, F.R.10). Before starting engine ensure that the starter pipes-access panel (lower fuselage) is open and remains open until engine has started satisfactorily. Before closing panel ensure there is no indication of fire.

21. Armament Safety Breaks and Pylon Safety Breaks (If fitted).

- a. The main Armament safety break and pylon safety breaks are to be removed immediately the aircraft has ceased its taxi run and only to be fitted prior to take off by or on direct orders from the Pilot.
- b. If main Armament safety break requires fitting to carry out a test of Armament circuits, it is the responsibility of N.C.O. in charge to ensure that:-
  - (i) All pylon safety breaks are disconnected.
  - (ii) Armament safety break is disconnected immediately tests are completed before any arming is commenced.
- c. Before electrical functional checks of 'Bombing' circuits are carried out all stores, except practice bomb carriers, fitted to pylons to which E.M.R.U.s are fitted, are to be removed.
- d. Before electrical functional checks of 'Clear Aircraft' circuits are carried out, all stores fitted to E.M.R.U.s are to be removed.

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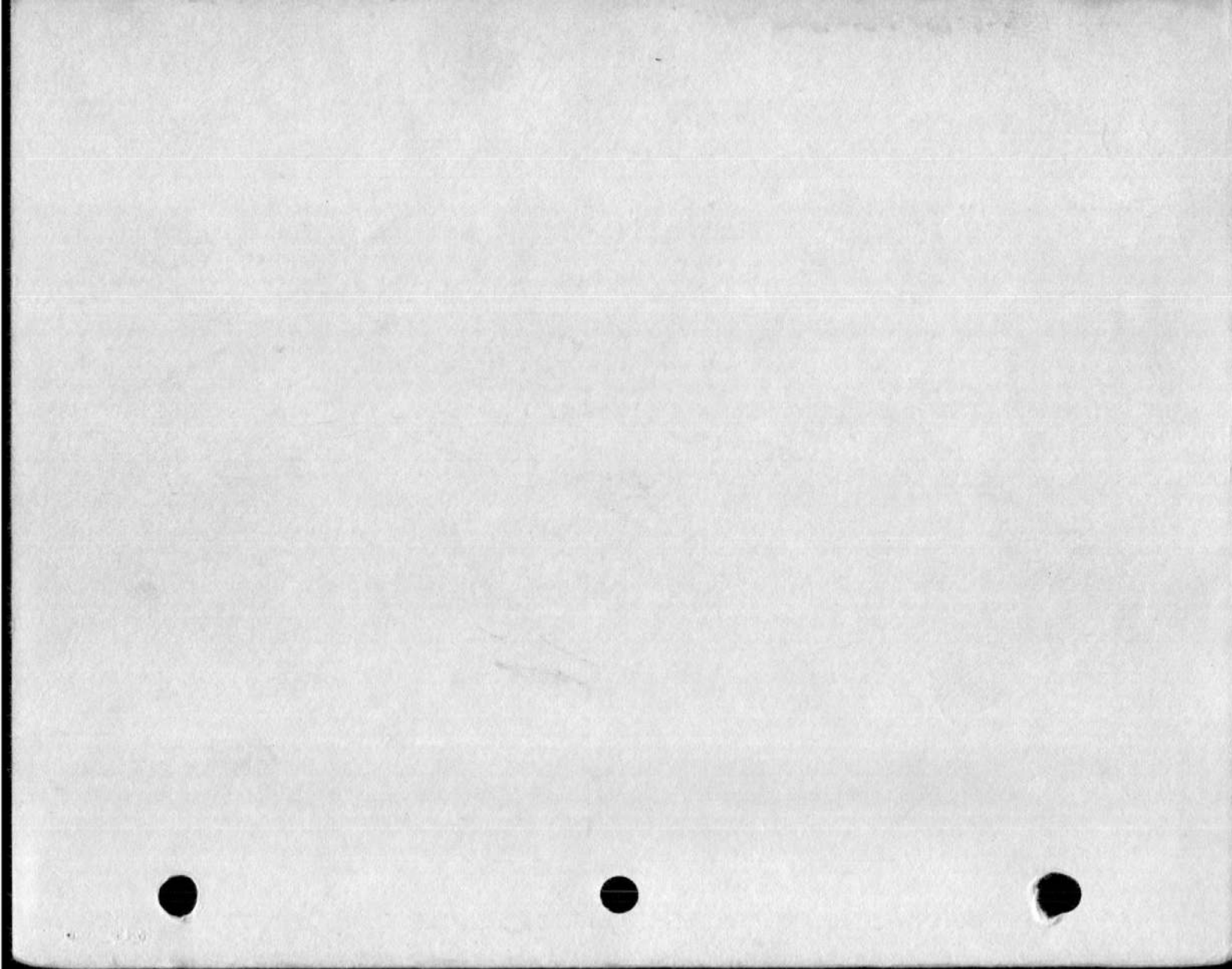
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22. Fire Extinguisher Cartridges. Cartridge operated fire extinguishers when removed from aircraft are to be passed to the Armament section who are solely responsible for replacing cartridge.

23. PX-10 Personnel are warned that after application of Preservative PX-10, aircraft surfaces so treated will be extremely slippery. PX-10 is not compatible with Jove Aerowax, and under no circumstances are the two to be used on the same aircraft.



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