

1. Glossary. The servicing operations detailed in all parts of this schedule have the meaning given in the Concise Oxford Dictionary except for the following:
- a. Inspect. Review the work carried out by tradesmen to ensure it has been performed satisfactorily.
  - b. Check. Make a comparison of a measurement of time, pressure, temperature, resistance, dimension or other quantity with a known figure for that measurement.
  - c. Test. Ascertain, by using the appropriate test equipment that a component or system functions correctly.
  - d. Examine. Carry out a survey of the condition of an item. For example, the condition of an item can be impaired by one or more of the following:
    - (1) Insecurity of attachment.
    - (2) Cracks or fractures.
    - (3) Corrosion, contamination or deterioration.
    - (4) Distortion.
    - (5) Loose or missing rivets.
    - (6) Chafing, fraying, scoring or wear.
    - (7) Faulty or broken locking devices.
    - (8) Loose clips, or packing, obstruction of, or leaks from pipelines.
    - (9) External damage due to birds, vehicles, stones, winds etc.
    - (10) Discolouration due to overheating, or leaking of fluids.

- e. Operate. Ensure an item or system functions correctly, as far as can be ascertained without use of test equipment or reference to measurements.
- f. Replenish. Refill a tank, bottle, or other container to a predetermined level, pressure or quantity, and where necessary:
- (1) Remove caps, or covers from filler orifices and/or drains.
  - (2) Clear orifices.
  - (3) Fill container as directed in item operation.
  - (4) Ensure drains are free from obstruction.
  - (5) Ensure gaskets and caps or covers are free from damage.
  - (6) Refit caps or covers.
  - (7) Fit locking devices as necessary.
- g. Fit. Correctly attach on item to another.
- h. Refit. Fit an item which has been previously removed.
- j. Replace. Remove an item and fit new or serviced item.
- k. Disconnect. Uncouple or detach cables, pipelines or controls.
- l. Reconnect. Reverse of sub-para k.
2. Additional Servicing. The instructions contained in all parts of this schedule do not absolve personnel from responsibility for observing and acting upon circumstances indicating the need for further servicing.
3. Security of Adjacent Locking Devices and Connexions. Visual examination of adjacent locking devices, pipelines etc is to be made when carrying out examinations or rectification in any area.

(Continued)

Chap 3 ALL TRADES  
Card 2  
A.L.24

SERVICING NOTES  
HUNTER F.6,T.7,T.7A,G.A.9 & F.R.10

A.P.4347F,G,J,K & R Vol 4/5  
Pt 1 Bk 2 Sect 1 (1st Ed)

4. Cleanliness of Servicing Areas and Components. All areas in which servicing is carried out are to be clean. All components are to be cleaned before examination or lubrication. Lubrication is to be adequate but not excessive and all excess oil or grease is to be removed.
5. Filter Elements. Filter elements are to be examined prior to cleaning and any contamination is to be reported to N.C.O. i/c Servicing. Elements are to be examined again prior to refitting.
6. Replaced or Refitted Components. When a component in a system or circuit has been replaced or refitted, the system or circuit is to be proved.
7. Blanking of Pipelines. The open ends of disconnected pipelines are to be blanked off to prevent excessive fluid spillage, and/or ingress of other material.
8. Pipelines and Component Identification. Tradesmen are to ensure that direction of flow and system identification markings on pipelines and components etc in the areas serviced are legible and positioned correctly.
9. Hydraulic Power. The N.C.O. i/c Aircraft Servicing is to be informed whenever hydraulic power is required.
10. Panels, Hatches and Fairings. Where panels, hatches or fairings are removed to gain access for servicing, the panel, hatch or fairing and the surrounding structure is to be examined, particular attention being paid to fasteners. The panels, hatch or fairing is to be refitted, after the servicing task is completed, ensuring flush fitting.

S.M.69/2223 (2)

(Continued overleaf)

11. Tools, Rags and Materials - Removal. All tools, rags and other materials are to be removed from the aircraft on completion of any servicing task.
12. Bonding. The bonding is to be examined when carrying out rectification or examination of any components.
13. Electrical Connexions. Electrical leads, plugs and sockets, when disconnected are to be suitable insulated and also protected against the ingress of moisture and/or other matter, using polythene bags (32B/1135 - 1138) and secured to prevent damage.
14. Micro Switches - Adjustment. Attention is drawn to the responsibility of Airframe, Engine and Electrical tradesmen as defined in A.P.3158, Volume 2, Leaflet A.22.
15. Blanks, Covers, Guards and Locking Devices.
  - a. All blanks, covers, guards, flying control and hydraulic services locking devices are to be fitted except when removal is necessary for servicing operations, flying or as detailed by the N.C.O. i/c Servicing.
  - b. The tradesmen detailed to refit such equipment are to examine each item for which they are responsible and are to report any defects to the N.C.O. i/c Servicing.
  - c. Before fitting pressure head covers ensure head is cool.
16. Carriage of Servicing Documents in Aircraft. The N.C.O. in charge of first line servicing is responsible for ensuring the appropriate servicing documents are up to date before a flight during which it is intended that landings away from base are to be made.

(Continued)

Chap 3 ALL TRADES  
Card 3  
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A.P.4347F,G,J,K & R Vol 4/5  
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17. Di-electric Panel Cleaning. All fibre glass, resin or plastic panels are to be cleaned with a dry cloth. Neoprene rubber covered panels (coloured Dark Brown, Greenish Black or Black) are to be cleaned with hot water only. Solvents or scrubbers are not to be used.
18. Ejection Seat Harness Restraint Apron (T.7 and T.7A only). When notified by the Pilot that the aircraft is to fly with an unoccupied ejection seat, a harness restraint apron is to be fitted as detailed in S.P.69.
19. Canopy Jettison System. In the event of inadvertent or emergency jettison of the canopy, the pipelines are to be removed and destroyed, and the component parts i.e. Jacks and canopy jettison and time delay firing unit. (F.6,F.A.9 and F.R.10) or jettison firing unit (T.7 and T.7A), are to be returned to Maintenance Unit for servicing and a complete new system fitted to the aircraft.
20. Firewire Elements. Firewire elements are fragile. When work is being carried out in areas where firewire is located, care is to be taken to ensure the element is not damaged and is not moved from its prescribed path. Damage is to be reported at once to the Electrical N.C.O.
21. Pitot/Static System.  
a. Whenever an existing union, using nut AGS 838/4 (28F/5108) and washer AGS 838/5 (28F/5109) is broken, it is to be re-assembled using nut and bush assembly AGS 838/13 (28F/17910). Union nut and bush assembly AGS/838/13 is only to be used again if rubber seal is held firmly in union nut, and nut and bush

assembly is a close but sliding fit on tube. The trade N.C.O. is to be informed and is to arrange for a S.N.C.O.'s independent check to be carried out in accordance with A.P.3158, Leaflet B.42.

b. If moisture is found in any pitot, static or stall warning drain traps, disconnect all relevant instruments, blow through respective system with warm, dry air and reconnect instruments before carrying out leak test. Pipeline markings are to be renewed as necessary.

22. Cables and Sleeves. Hellenine lubricant (34B/356) or silicone compound M.S.4 (33H/9424829) are the only lubricants permitted to be used when fitting sleeves to cables or on cables to facilitate the assembly of water sealing glands, pressure bungs, etc.

23. Circuit Tests. Where applicable, all circuits affected by the disconnection of plug connexions are to be functionally tested after plugs have been refitted.

24. Pressurization. When replacing pressurized units on aircraft fitted with remote pressurization hoses, ensure unit schraeder valve core is depressed when hose is refitted to unit, by checking pressure measured at remote pressurization point corresponds to that at unit.

25. Effects of Paint Remover. Paint remover 33B/9429260, 33B/2201083, 33B/2201085 and 33B/2201086 have a detrimental effect on sleeves Type D2961 (Ref 5CZ/6356) and D2705 (Ref 5CZ/6362) used in the supporting clips for firewire detection systems, therefore:-

a. Firewire elements are to be removed prior to the application of paint remover.

b. If element removal is not practicable the sleeves Type D2961 and D2765 (Red or White) are to be replaced by sleeves Type D3893 (Ref 5CZ/7597) (Black) after the paint removal operation.

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