

## Chapter 4 GENERAL SERVICING

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#### General

1. This chapter contains general information on servicing, which is not covered in those chapters dealing with specific components or systems. It includes tables of special and standard ground equipment and tools. The application of some of the equipment is described in this chapter, the remainder being covered elsewhere in the volume under the heading on the component to which it relates.

#### Airframe drain holes (Fig. 1)

2. The illustration shows the underside of the aircraft with the drain holes represented by dots. The holes, which vary in diameter between 3/16 in. and 5/16 in. according to their

locality, must be kept clear and any foreign matter in the vicinity of the holes should be removed.

#### Dismantling the complete aircraft

3. To dismantle the aircraft for transportation, it is recommended that the power unit should be removed first, followed by the tail unit and finally, the main planes. Detailed instructions for the removal of these assemblies and the further breakdown of the smaller components are given in the appropriate chapters in Sect. 3 and 4. The packing dimensions and the approximate weights of the various items are given in Fig. 6. The weights quoted are for handling purposes only, and removable equipment is not

included.








#### Access panels (Fig. 2)

4. The annotations for the access panels shown in Fig. 2, indicate the equipment and components which are accessible when the panels are removed.

#### Lubrication (Fig. 3)

5. The illustration is a guide to the points requiring lubrication. Reference should be made to the sections and chapters quoted in Fig. 3 for detailed information on the various points requiring lubrication. Sealed ball races are packed with grease on assembly and should need no further attention during the normal life of the

aircraft. The following table identifies the symbols and the lubricants recommended for this aircraft :-

Symbol	Designation
	Grease XG-275
	Grease XG-270
	Grease XG-273
	Oil OM-150
	Grease ZX-13
	Pre-packed bearings
	Indicates grease gun app.

NOTE ...

Stores References and N.A.T.O. Code Numbers for the above-mentioned lubricants are printed on the reverse of the Contents marker card.

Jacking and trestling (Fig. 4)

6. The equipment for jacking the complete aircraft is shown in Fig. 4. The trestles for supporting the fuselage after the main planes and power plant have been removed, are illustrated in Sect. 3, Chap. 1.

Rigging (Fig. 5)

7. The rigging information in this chapter refers to the checking of the linear and angular measurements only. For details of rigging of the flying controls, reference should be made

to Sect. 3, Chap. 4. The measurements illustrated in the diagram, for which no adjustment is possible, must be checked periodically to ensure that they are within the limits quoted. If any of the measurements are outside these limits, the affected component should, at the discretion of the Service, be replaced. The aircraft should normally be levelled to the rigging position by jacking up until the main planes are at mean zero incidence at

Rib 3 i.e., if one wing reads +5 min. at Rib 3, the other wing should read -5 min. at Rib 3. For lateral measuring, the aircraft should be levelled by jacking up until the main planes are at a zero dihedral reading in a similar manner to that used for obtaining a zero incidence. Wing incidence at Rib 10 and tail plane incidence and cross level should be checked and recorded.

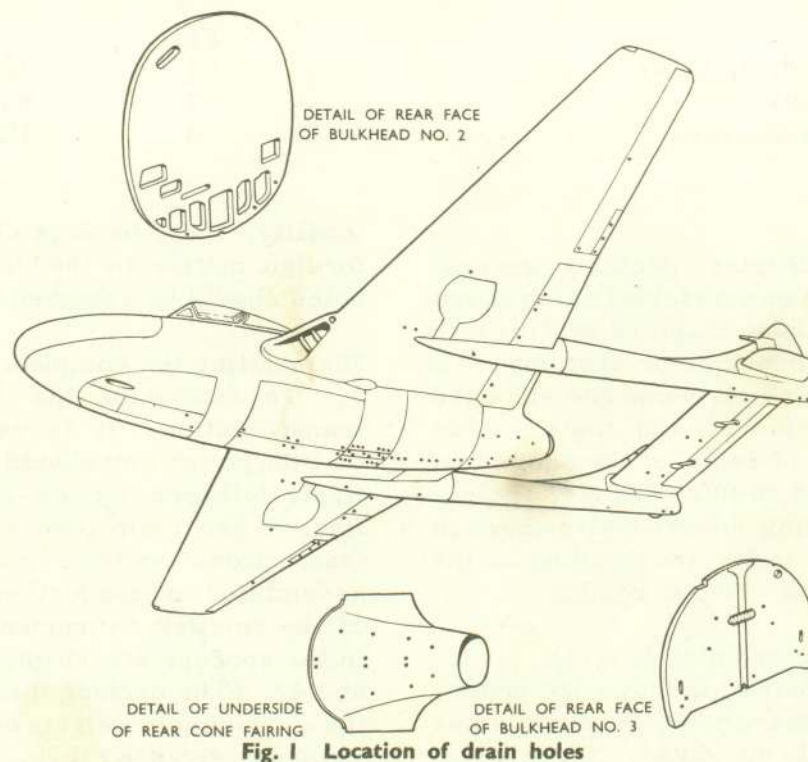


Fig. 1 Location of drain holes

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**WARNING ...**

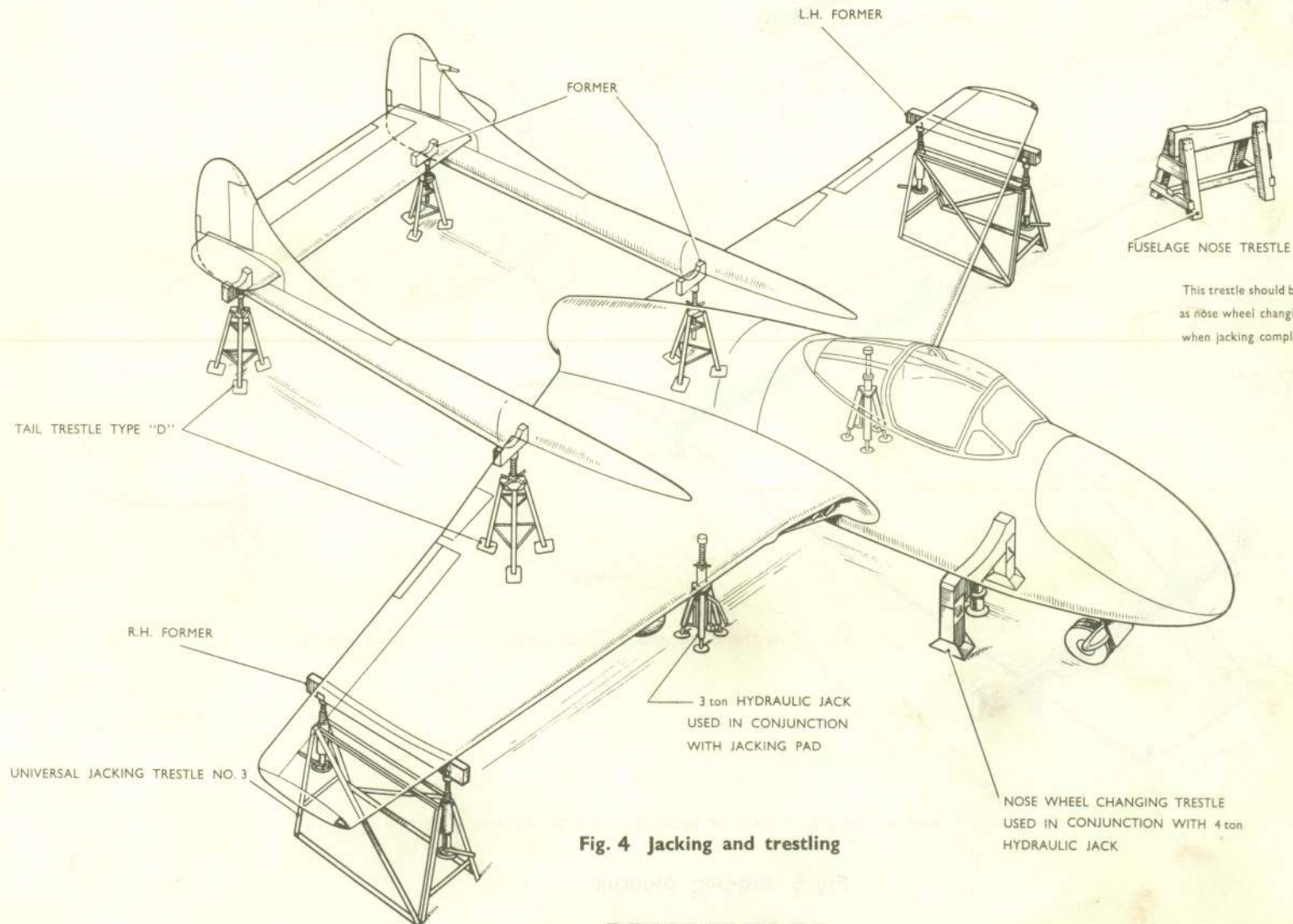
TO PREVENT DISTORTION OF THE TAIL BOOMS, BALLAST IS TO BE ADDED TO THE CABIN, SUCH AS TO REMOVE THE LOAD FROM THE REAR BOOM TRESTLES. THE REAR BOOM TRESTLES MUST REMAIN IN PO-

**SITION TO STEADY THE AIRCRAFT.**

**Ground equipment**

8. Tables 1 and 2 list the items of ground equipment required for handling and servicing the aircraft. Table 1 identifies the special equipment pe-

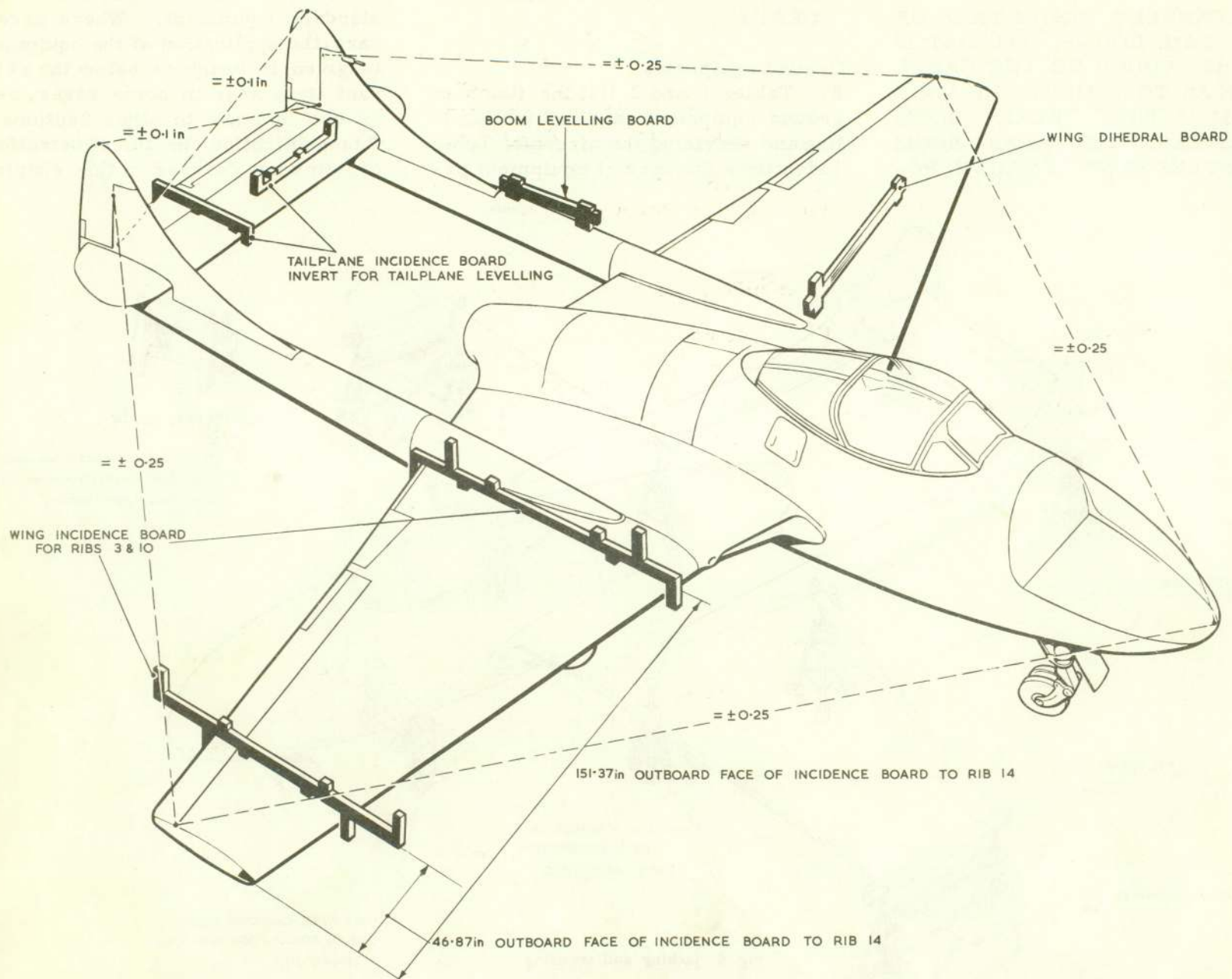
culiar to the aircraft and Table 2 the standard equipment. Where necessary, the application of the equipment is given in brackets below the relevant item and, in some cases, reference is made to other Sections in this publication for the illustrations of items not covered in this chapter.



**Fig. 4 Jacking and trestling**

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Fig.5 Rigging diagram

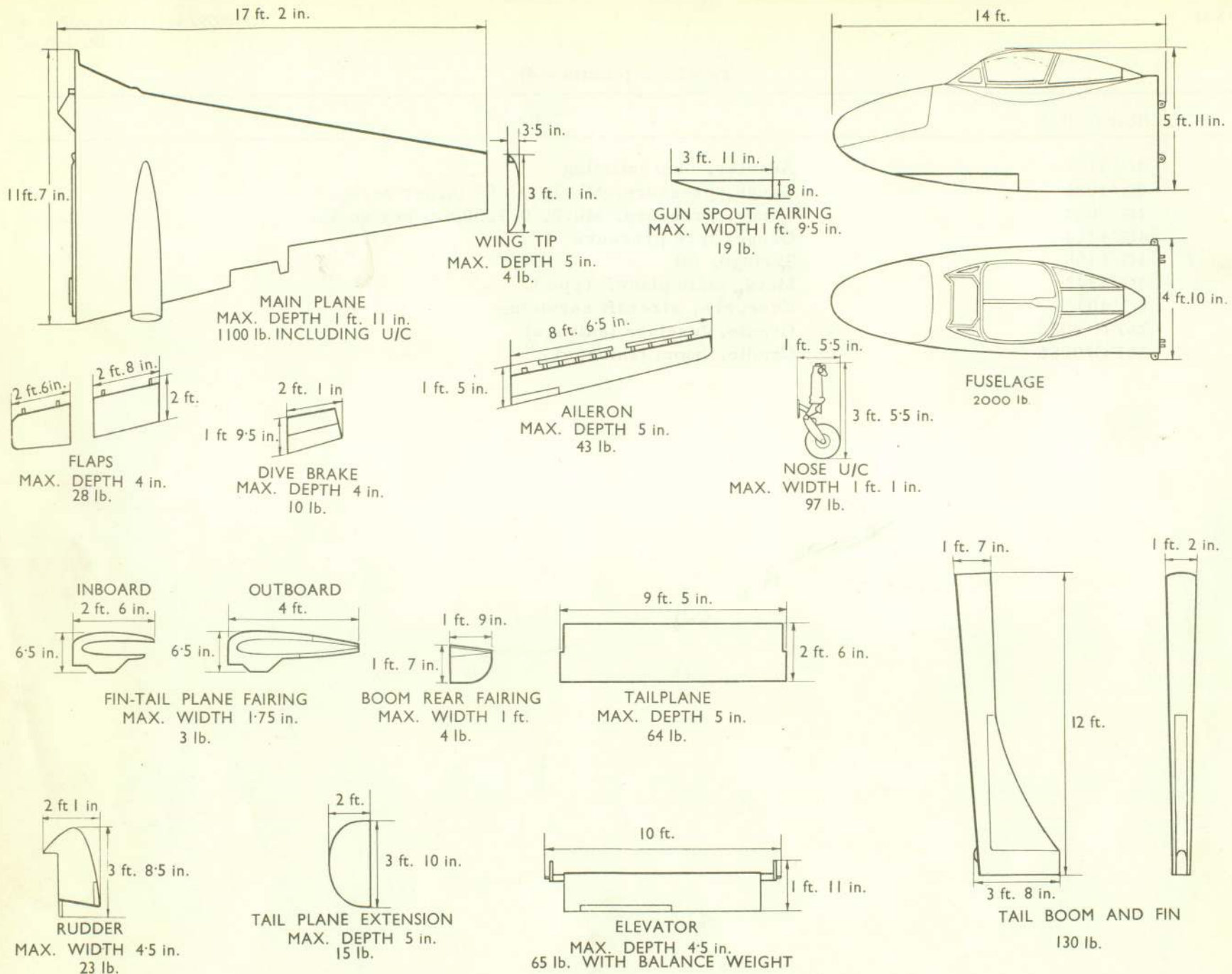
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TABLE 2 (continued)

Stores Ref.	Item
4G/4131	Adapter, oleo inflating
4G/3026	Gauge, pressure, Mk. 1, 0-600 lb. per sq. in.
4G/3027	Gauge, pressure, Mk. 2, 0-1,500 lb. per sq. in.
4G/4213	Gauge, tyre pressure
4G/1358	Syringe, oil
4G/4342	Mats, main plane, Type C
4G/4033	Creepers, aircraft servicing
26FC/9085	Cradle, fuselage (salvage)
26FC/9086	Cradle, boom (salvage)

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Fig.6 Packing dimensions

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TABLE 1  
SPECIAL GROUND EQUIPMENT

Stores Ref.	Part No.	Item
<u>Towing and steering (Sect.2, Chap.1)</u>		
4GB/4175	-	Towing arm
26FC/9074	13Y.173	Fork adapter (for use with 4GB/4175)
<u>Jacking and trestling (fig.4)</u>		
26FC/9053	Y.00907	Pad, jacking, main plane (use with jack, 4Q/2573)
26FC/9001	Y.00152A	Former, jacking, with hinged legs
26FC/9017	Y.00307A	Trestle, rear fuselage (used when assembling main plane to fuselage)
26FC/9002	Y.00118A	Trestle, tripod, fuselage (supporting fuselage with main plane removed)
26FC/9013	Y.00691A	Former, main plane, port (use with U.J.trestle No.3)
26FC/9019	Y.00692A	Former, main plane, starboard (use with U.J.trestle No.3)
26FC/9014	Y.00258A	Crutch, tail trestle (use with trestle 4GB/4484)
26FC/9020	Y.00696A	Former, (use with G.P.trestle 4GB/275)
<u>Rigging (fig.5)</u>		
26FC/9003	Y.0094A	Board, incidence, main plane
26FC/9004	Y.0090A	Board, dihedral, main plane and boom levelling
26FC/9043	Y.00500A	Board, incidence, tail plane
26FC/9080	15Y.61	Board, fuselage, combined longitudinal and lateral levelling
<u>Slinging</u>		
26FC/9073	13Y.17A	Sling, complete aircraft
26FC/9018	Y.00323A	Sling, main plane
<u>Locking devices</u>		
26FC/9110	Y.0011A	Locking pin, large,

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TABLE 1 (continued)

Stores Ref.	Part No.	Item
<u>Locking devices (continued)</u>		
26FC/9114	Y.0011A/Mk.3	Locking pin, small
26FC/1961	G.00554A	Bolts (locking U/C, screw plug, Sect.2, Chap.1)
26FC/1917	G.00557A	Bolts (locking U/C, flag bolt, Sect.2, Chap.1)
26FC/6351	15Y.11A	Flying controls, cockpit (Sect.2, Chap.1)
26FC/9096	13Y.13	Rudder pedals, locking plate (Sect.3, Chap.4)
26FC/9077	13Y.5A	Plate, setting, for elevator lever quadrant (Sect.3, Chap.4)
26FC/9078	15Y.33A	Aileron, control column lock plates (Sect.3, Chap.4)
<u>Covers and blanking plates (Sect.2, Chap.1 and 2)</u>		
26FC/9044	Y.00519A/1	Guard, wire, air-intake, port
26FC/9045	Y.00520A/1	Guard, wire, air-intake, starboard
26FC/9046	Y.00517A	Plate, blanking, air-intake, port
26FC/9047	Y.00516A	Plate, blanking, air-intake, starboard
26FC/9012	Y.00110A	Plate, blanking, tail pipe
27D/2918	15Y.65	Cover, canopy
27D/2646	Y.00835	Cover, tail pipe
27D/2864	13Y.127	Cover, air-intake, port
27D/2865	13Y.128	Cover, air-intake, starboard
7G/1502	P3.141817	Cover, frangible, gun muzzle
<u>Miscellaneous</u>		
26FC/5056	13M.1A	Ladder, cockpit
<u>Special tools</u>		
7G/1372	S.00136	Spanner (gun mounting inner eccentric)
7G/1371	S.00135	Spanner (gun mounting outer eccentric)
26FC/9104	Y.00133A	Tool, special (adjusting cowl ring stirrups)
26FC/9112	Y.00390	Box spanner (for wing joint bolts A and B)
26DV/95035	12Y.613A	Extractor (for wing joint bolts)

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TABLE 1 (continued)

Stores Ref.	Part No.	Item
<u>Special tools (continued)</u>		
26FC/9105	Y.0093	Acorn (for wing joint bolt C)
26FC/9107	Y.00406A	Box spanner (for main wheel hub nut)
26FC/9062	Y.001227A	Key (for fuel filler caps)
26FC/9100	Y.00185A	Box spanner, L.H. (U/C bolts)
26FC/9101	Y.00186A	Box spanner, R.H. (U/C bolts)
26FC/9115	A.3651	Extractor, main wheel
IL/32	-	Spanner ring (U/C boom joints)
IL/156	-	Wrench, torque (Drop tank attachment)
IL/167	-	Socket bi-hex, 7/16 in. x $\frac{1}{2}$ in. sq. drive (Drop tank attachment)
26FC/5722	Z.005739	Bullet, engine mounting bolts

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TABLE 2

## STANDARD GROUND EQUIPMENT

Stores Ref.	Item
<u>Towing and Steering (Sect.2, Chap.1)</u>	
4GB/3070	Steering unit, short (for use on later aircraft with fork adapter 26FC/9074)
4GB/4175	Towing arm, short
4GB/4137	Bridle, towing, 25 ft.(for emergency rearward towing)
<u>Jacking and trestling</u>	
4Q/2573	Jack, tripod, hydraulic, 3 ton
4Q/2574	Adapter head, Mk.38
4Q/2604	Jack, pillar, hydraulic, 4 ton (for use with trestle, 26FC/9001)
4GB/-	Trestle, U.J.No.3 (for use with formers Y.00691-2)
4GB/4484	Trestle, tail, Type F
4GB/275	Trestle, G.P., 2 ft.(use as alternative for nose trestle Y.00263)
<u>Engine changing</u>	
4GC/4217	Sling, engine (Sect.4, Chap.1)
4G/3964	Stand, engine, Goblin Mk.3
<u>Miscellaneous</u>	
4F/1714	Trolley, pressure cabin testing Mk.1C
4F/1715 or 1856	Trolley, instrument and auto pilot testing, Mk.1A or 1B
4F/1718	Trolley, electric starting and servicing, battery type, Mk.5
4F/1796	Trolley, hydraulic servicing Mk.2A
4F/1799	Trolley, electrical servicing, Mk.3
4G/4220	Trolley, oxygen charging, Mk.2
4G/4221	Trolley, H.P. air charging, Mk.2
4G/257	Pump, oleo, Type A
4G/3743	Pump, tyre inflation, Type B

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