

Chapter 4 GENERAL SERVICING

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General

1. This chapter contains general information on servicing 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 $\frac{3}{16}$ in. and $\frac{5}{16}$ 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

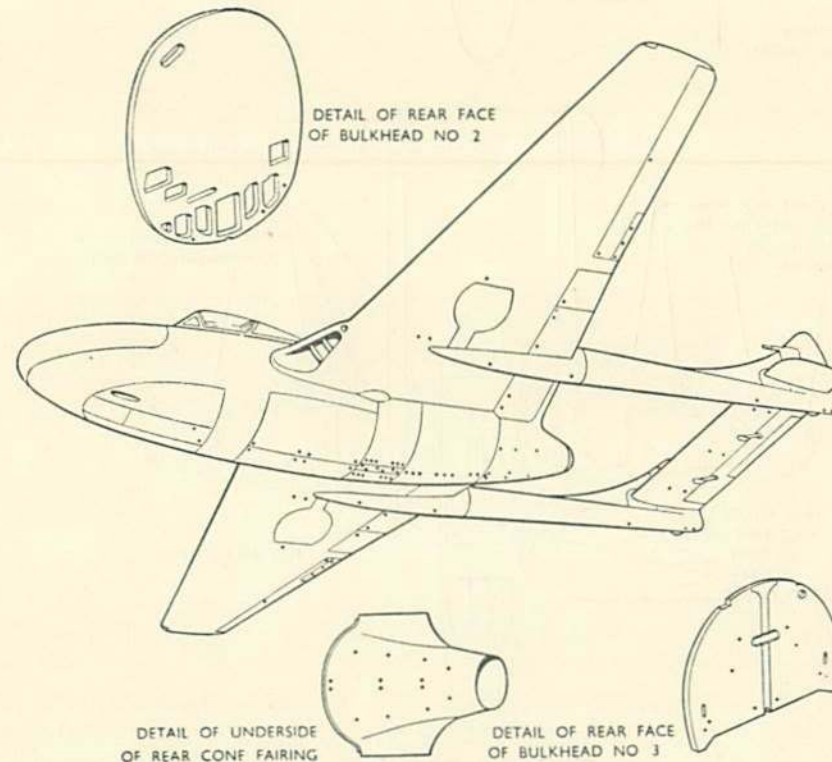


Fig. 1. Location of drain holes

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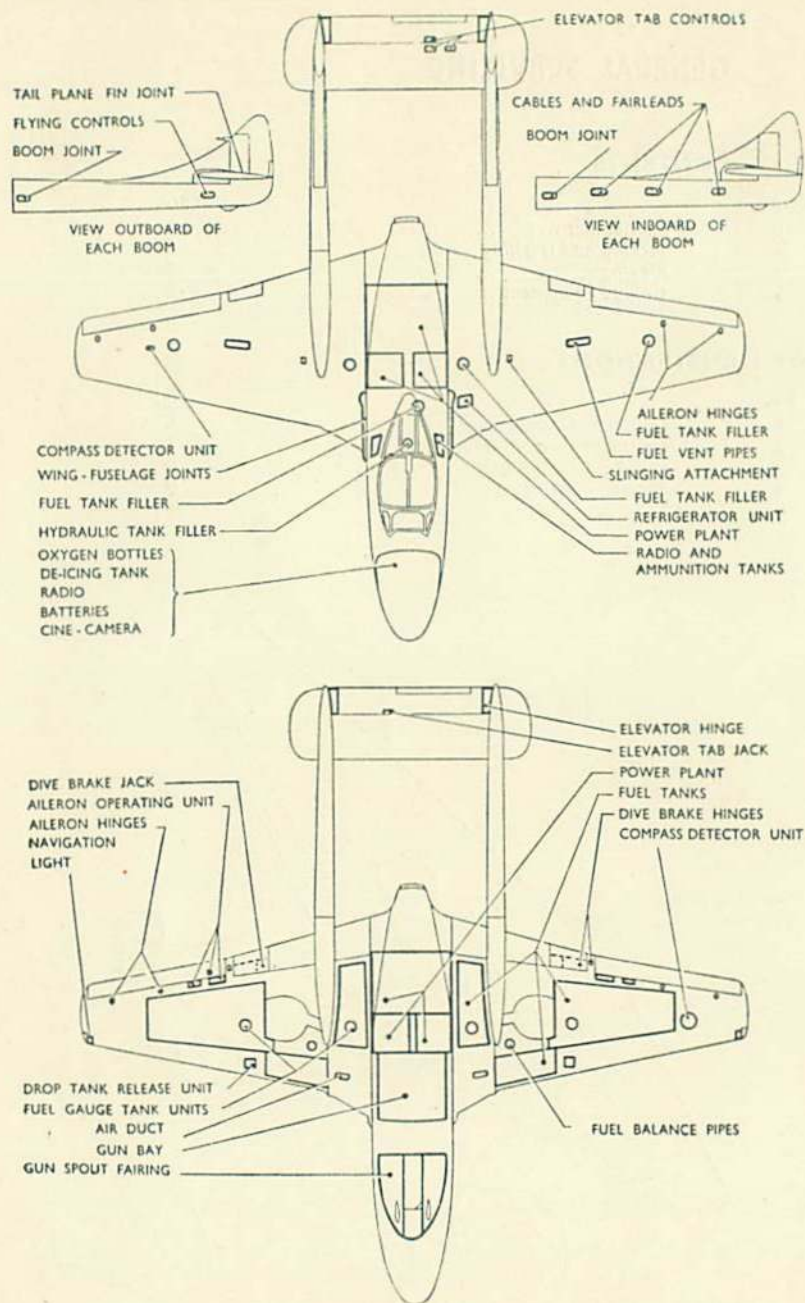


Fig. 2. Access panels

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. 9. 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

5. The lubrication points are shown in figs. 5 to 8 inclusive and a key to the lubricants to be used is given in the table at the end of this paragraph. The figure against each symbol denotes the number of points requiring lubrication. Shielded ball-races are pre-packed with grease on assembly and should not require further attention during the normal life of the aircraft. Unshielded ball-races must be lubricated as indicated in the illustrations.

Note . . .

The Stores References and N.A.T.O. Code Numbers of the undermentioned lubricants are printed on the reverse of the Contents marker card.

Symbol	Designation	Stores Ref.
■	Grease, XG-270	
▲	Grease, XG-273	
▣	Grease, XG-275	
△	Grease, ZX-13	
●	Oil, OM-150	
→	This symbol indicates grease gun application	

Jacking and trestling

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

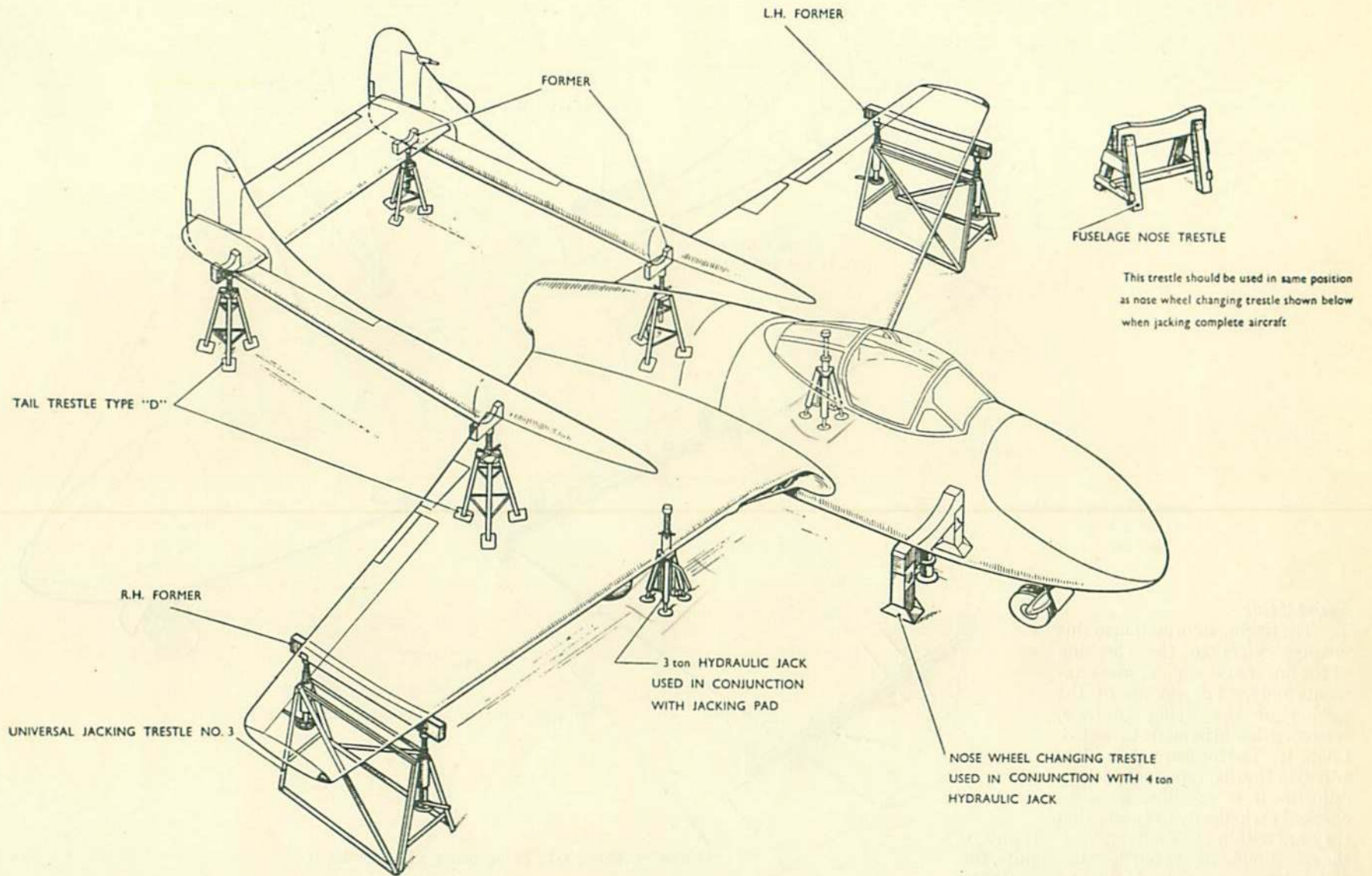
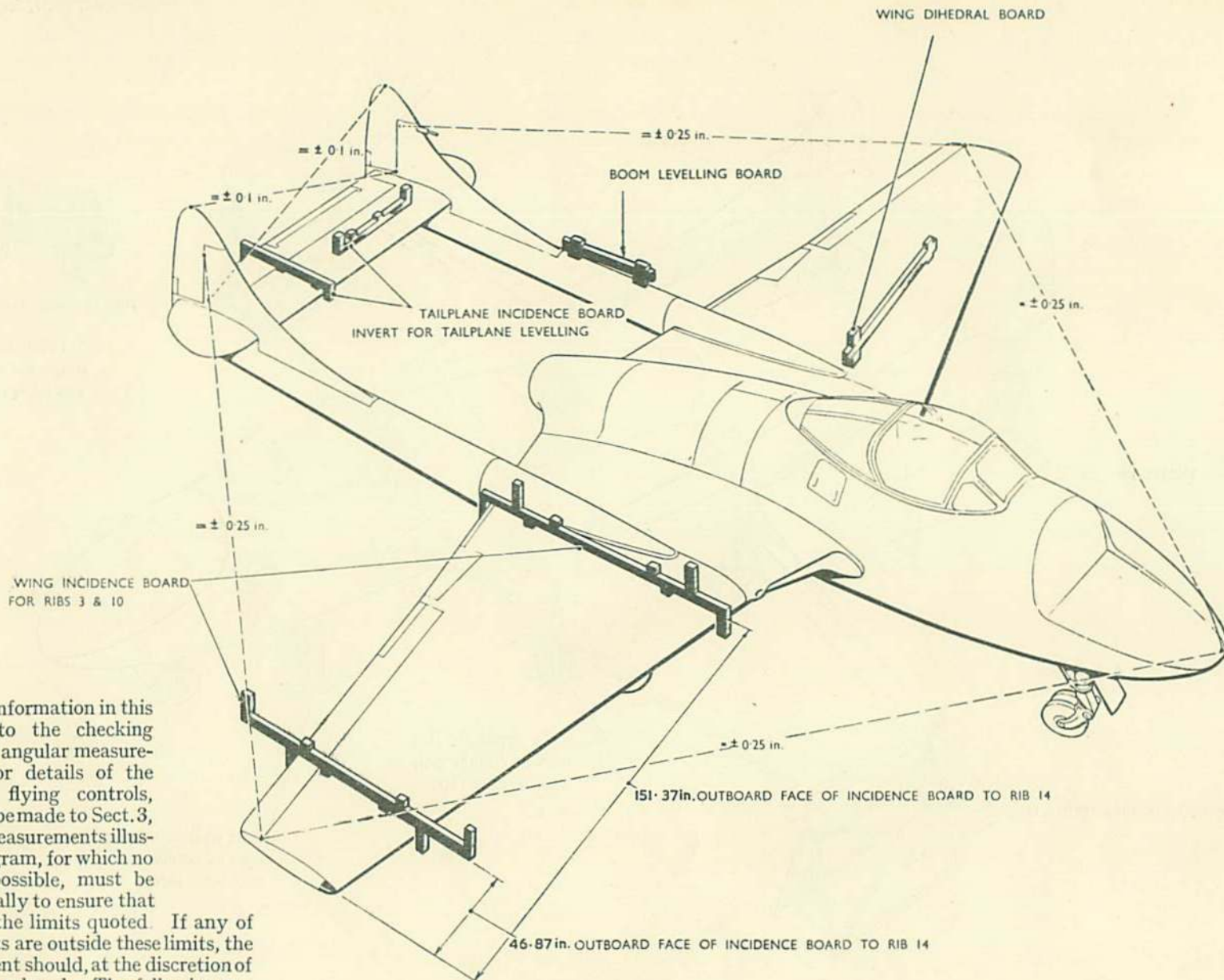


Fig. 3. Jacking and trestling

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Rigging (fig. 4)

7. The rigging information in this chapter refers to the checking of the linear and angular measurements only. For details of the 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 following are the angular measurements and tolerances:—

Main plane incidence to fuselage datum ...	Zero ±10 min.
Dihedral on the top surface of the front spar ...	1 deg. 15 min. ±10 min.

Tail plane incidence to fuselage datum ...	Zero ±10 min.
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Fig. 4. Rigging diagram

Note . . .

The rigging boards are designed to read ZERO when positioned on their location marks on the airframe.

The aircraft should normally be levelled to the rigging position by jacking up until the mainplanes are at a mean zero incidence at rib No. 3, i.e., if one wing reads +5 min. at rib No. 3, the other is to read -5 min. Wing incidence at rib No. 10 and tail plane incidence should then be checked and recorded. The levelling blocks provided in the nose compartment are for use during manufacture and repair only.

WARNING

To prevent distortion of the tail boom, ballast is to be added to the cabin so as to remove the load from the rear boom trestles. The rear boom trestles must remain in position to steady the aircraft.

Ground equipment

8. The following items of ground equipment are provided for handling and servicing the

aircraft. Table 1 identifies the special and standard equipment and Table 2 the tools peculiar to the aircraft. 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.

TABLE 1
Special and standard ground equipment

Item No.	Stores Ref.	Part No.	Item	Item No.	Stores Ref.	Part No.	Item
"A" Towing and steering				"C" Rigging			
1	26FC/9074	13Y.173	Fork adapter (for use with item 3 and 4 on later aircraft)	1	26FC/9003	Y00.94A	Board, incidence, main plane
2	4GB/3070	—	Unit, steering, short (for use on later aircraft)	2	26FC/9004	Y00.90A	Board, dihedral, main plane
3	4GB/4175	—	Arm, towing, short, Mk.1 (for use with item 1)	3	26FC/9043	Y00.500A	Board, incidence, tail plane, lower
4	4GB/4137	—	Bridle, towing, 25 ft. (for emergency rearward towing)	4	26FC/9080	15Y.61	Board, fuselage, combined longitudinal and lateral levelling
"B" Jacking and trestling				"D" Slings			
1	26FC/9053	Y00.907	Pad, jacking, main plane (for use with item 9)	1	26FC/9073	13Y.17	Sling, cabin, complete aircraft
2	26FC/9001	Y00.152A	Former, jacking, with hinged legs	2	26FC/9018	Y00.323A	Sling, main plane
3	26FC/9017	Y00.307A	Trestle, rear fuselage (for use when assembling main plane to fuselage)	"E" Locking devices			
4	26FC/9002	Y00.118A	Trestle, tripod, fuselage (for use when supporting fuselage with main plane removed)	1	26FC/9110	Y00.11A	Pin, locking, large
5	26FC/9013	Y00.691A	Former, port (for use with item 12)	2	26FC/9114	Y00.11A, Mk.3	Pin, locking, small
6	26FC/9019	Y00.692A	Former, starboard (for use with item 12)	3	26FC/1961	G00.554A	Plug, screwed (for locking main undercarriage, Sect. 2, Chap. 1)
7	26FC/9014	Y00.258A	Crutch, tail trestle (for use with item 13)	4	26FC/1917	G00.557	Plug, flag (for locking main undercarriage, Sect. 2, Chap. 1)
8	26FC/9020	Y00.696A	Former (for use with item 14)	5	26FC/6351	15Y.99A	Flying controls, cabin (Sect. 2, Chap. 1)
9	4Q/2573	—	Jack, tripod, hydraulic, 3 ton	6	26FC/9096	13Y.13	Rudder pedals, locking plate (Sect. 3, Chap. 4)
10	4Q/2574	—	Adapter head, Mk.38	7	26FC/9077	13Y.5A	Plate, setting (elevator lever quadrant, Sect. 3, Chap. 4)
11	4Q/2604	2667	Jack, pillar, hydraulic, 4 ton (for use with item 2)	8	26FC/9078	15Y.33A	Aileron, control column lock plates (Sect. 3, Chap. 4)
12	4GB/—	—	Trestle, U.J., No. 3 (for use with item 5 and 6)	"F" Covers and blanking plates			
13	4GB/2554 or 4484	—	Trestle, tail, Type D or F	1	26FC/9054	Y00.519A/2	Guard, wire, air intake, port
14	4GB/275	—	Trestle, G.P., 2 ft.	2	26FC/9055	Y00.520A/2	Guard, wire, air intake, starboard
				3	26FC/9046	Y00.517A	Plate, blanking, air intake, port
				4	26FC/9047	Y00.516A	Plate, blanking, air intake, starboard
				5	26FC/9064	Y00.1203A	Board, blanking, tail pipe
				6	27D/2918	15Y.65A/ND	Cover, canopy

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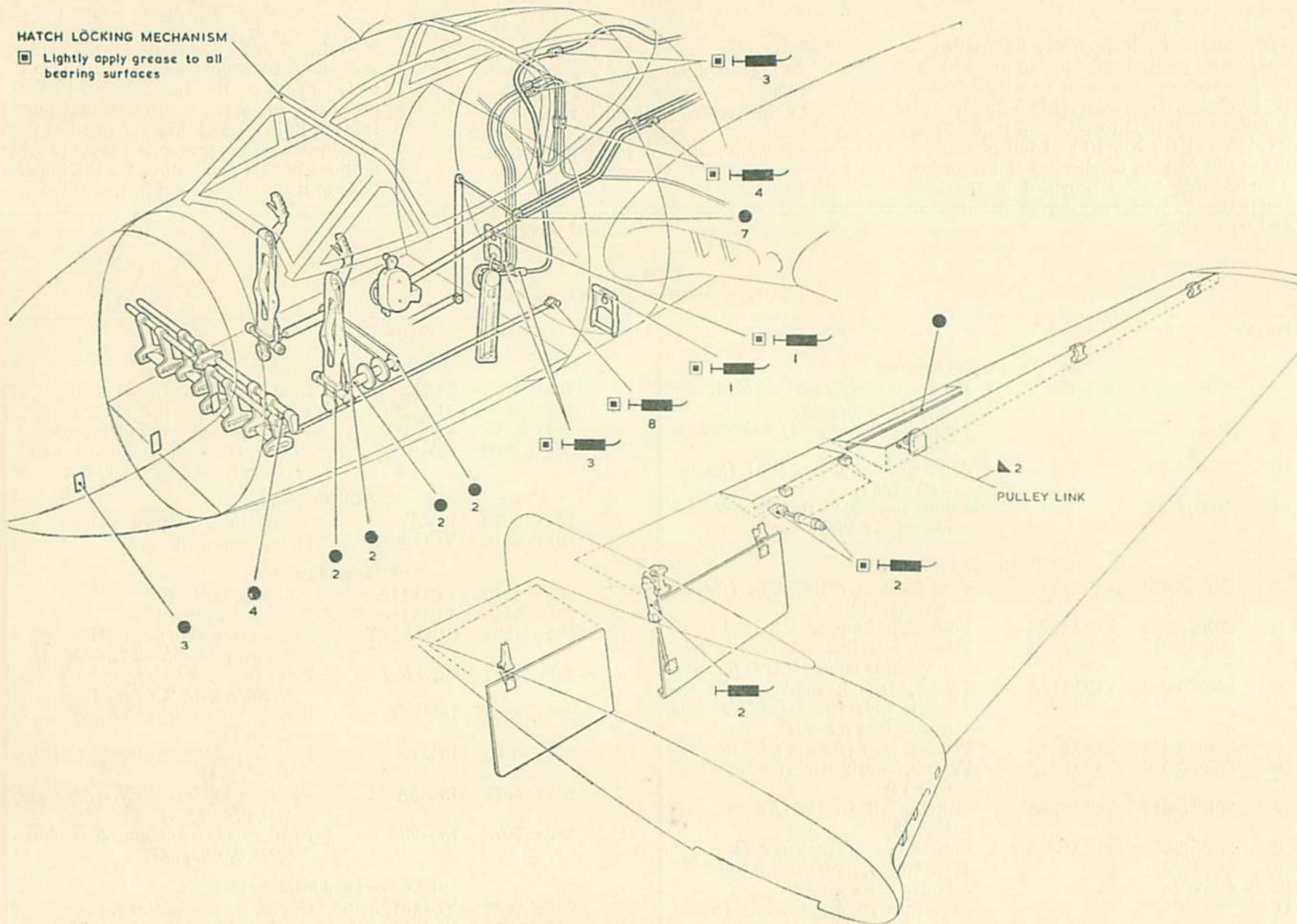


Fig. 5. Lubrication—fuselage and wing

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TABLE I (continued)
Special and standard ground equipment

Item No.	Stores Ref.	Part No.	Item	Item No.	Stores Ref.	Part No.	Item
"F" Covers and blanking plates (continued)							
7	27D/2646	Y00.835	Cover, tail pipe	3	4F/1685 or 1796	—	Trolley, hydraulic servicing, Mk.2 or 2A
8	27D/2864	13Y.127	Cover, air intake, port	4	4G/3138	—	Trolley, oxygen cylinder, Type B
9	27D/2865	13Y.128	Cover, air intake, starboard	5	4G/2795	—	Trolley, air bottle carrying
10	7G/1502	P3.141817	Cover, frangible, gun muzzle	6	4G/2764	—	Pump, oleo, Type F
"G" Salvage							
1	26FC/9085	43G/SAL/207	Cradle, fuselage	7	4G/4131	—	Adapter, oleo inflating
2	26FC/9086	43G/SAL/208	Cradle, boom	8	4G/3026	—	Gauge, pressure (0-600 lb. per sq. in.)
"H" Engine changing							
1	4GC/4217	—	Sling, aircraft engine, Goblin, Type C	9	4G/3028	—	Gauge, pressure (0-2,500 lb. per sq. in.)
2	4GC/3964	—	Stand, engine, jet	10	4G/3029	—	Gauge, pressure (0-3,500 lb. per sq. in.)
"I" Miscellaneous							
1	26FC/5506	13M.1	Ladder, cabin	11	4G/1358	—	Syringe, oil
2	4F/1714	—	Trolley, pressure cabin testing, Mk.IC	12	4G/3995	—	Mat, main plane
				13	4G/4033	—	Creeper, aircraft servicing
				14	4G/4019	—	Tray, drip
				15	4G/4213	—	Gauge, tyre pressure (24-176 lb. per sq. in.)
				16	4G/3743	—	Pump, foot, Type B

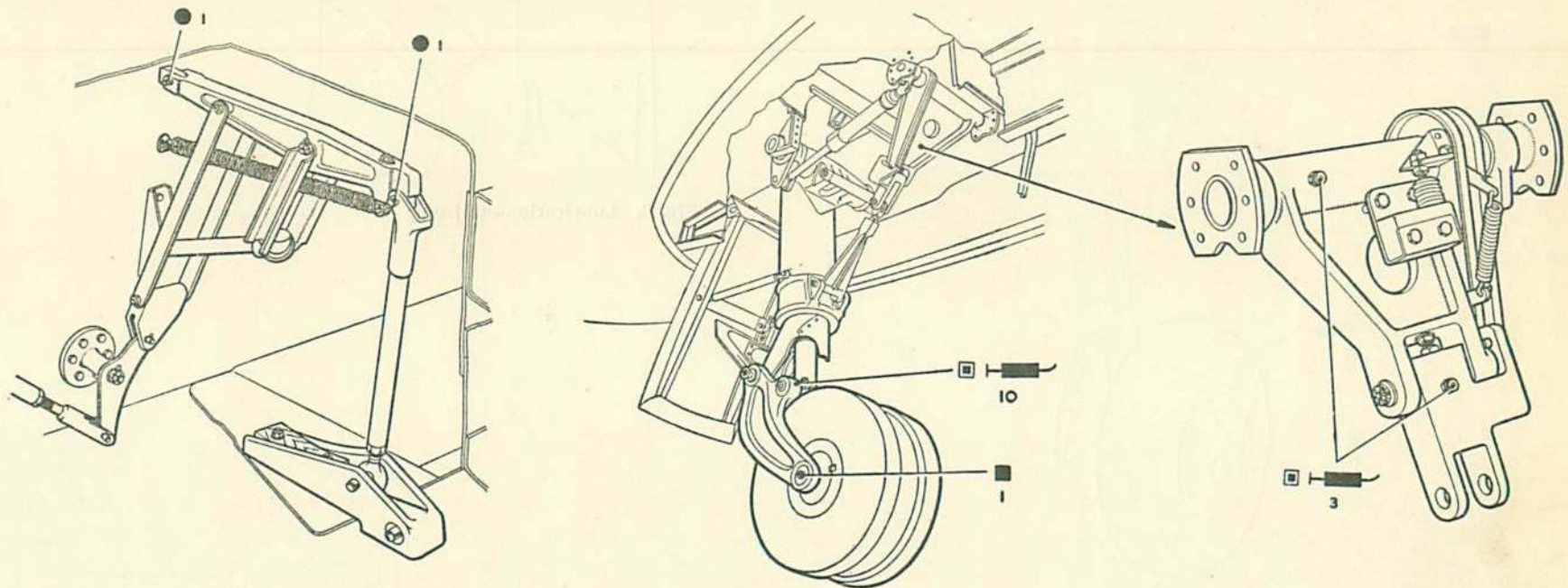


Fig. 6. Lubrication—nose wheel

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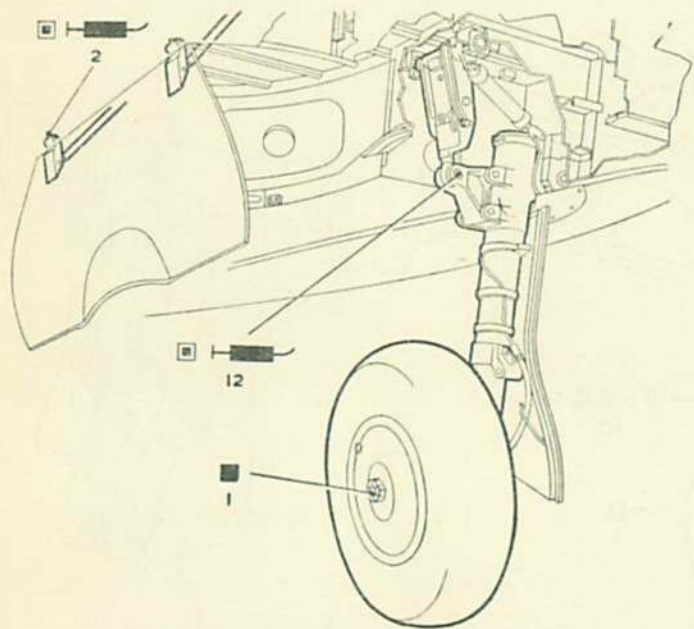


Fig. 7. Lubrication—main wheels

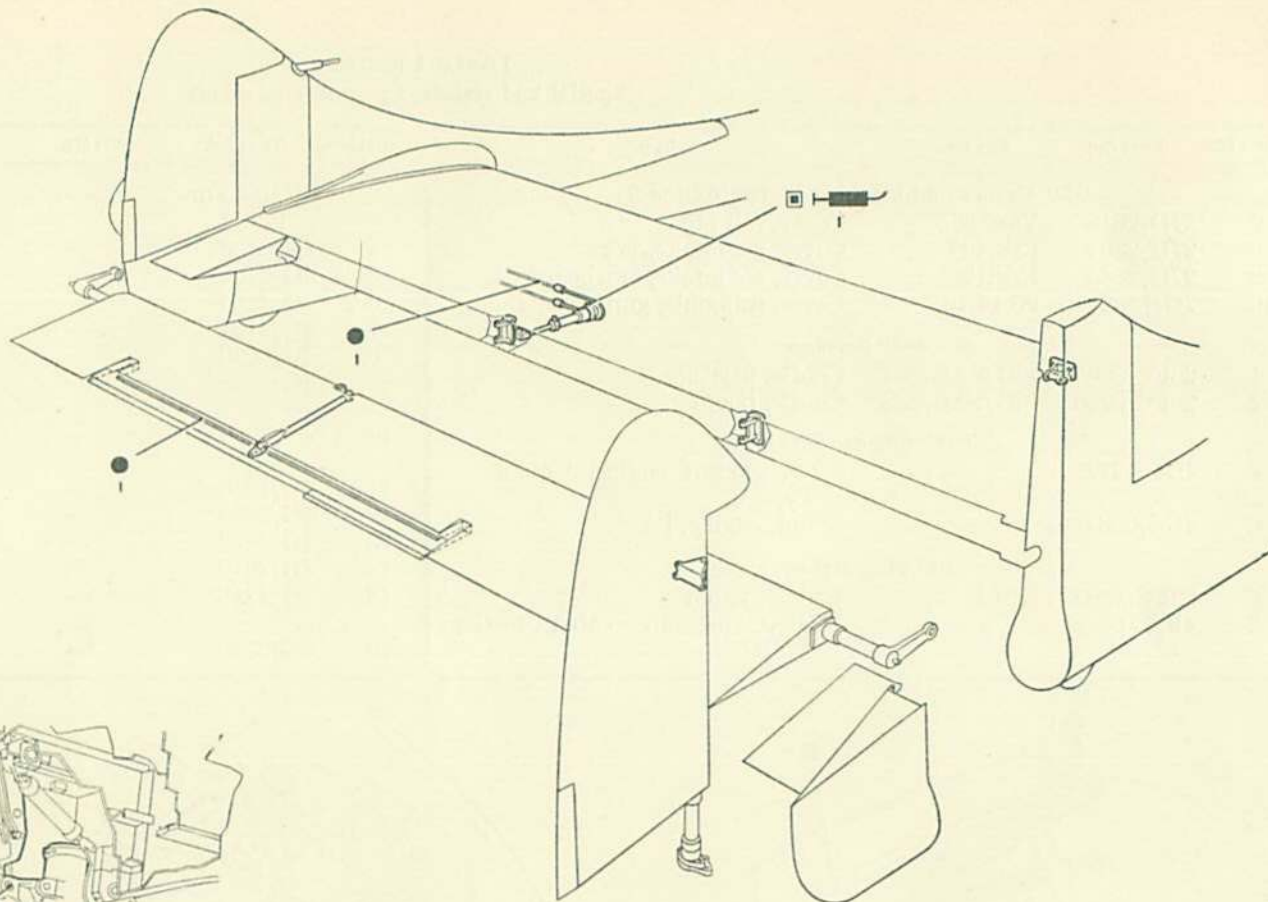


Fig. 8. Lubrication—tail unit

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TABLE 2
"J" Special tools

Item No.	Stores Ref.	Part No.	Item	Item No.	Stores Ref.	Part No.	Item
1	7G/1372	SOO.136	Spanner, gun mounting, inner eccentric	9	26FC/9062	YOO.1227A	Key (fuel filler caps)
2	7G/1371	SOO.135	Spanner, gun mounting, outer eccentric	10	26FC/9100	YOO.185A	Ratchet adapter (L.H., U/C bolts)
3	26FC/9104	YOO.133A	Tool, special (adjusting cowl ring stirrups)	11	26FC/9101	YOO.186A	Ratchet adapter (R.H., U/C bolts)
4	26FC/9112	YOO.390	Box spanner (wing joint bolts A and B)	12	26FC/9115	A.3651	Extractor, main wheel
5	26FC/4177	YOO.181	Adapter, plug (wing joint bolts)	13	1L/32	—	Spanner, ring, $\frac{1}{4}$ in. \times $\frac{5}{16}$ in. B.S.W. (U/C, boom joint)
6	26DV/95035	12Y.613A	Extractor (wing joint bolts)	14	1L/156	—	Wrench, torque (drop tank attachment)
7	26FC/9105	YOO.93	Acorn (wing joint bolt C)	15	1L/157	—	Socket, bi-hex, $\frac{7}{16}$ in. \times $\frac{1}{2}$ in. sq. drive (drop tank attachment)
8	26FC/9107	YOO.406A	Box spanner (main wheel hub nut)	16	26FC/5722	ZOO.5739	Bullet, engine mounting bolts.

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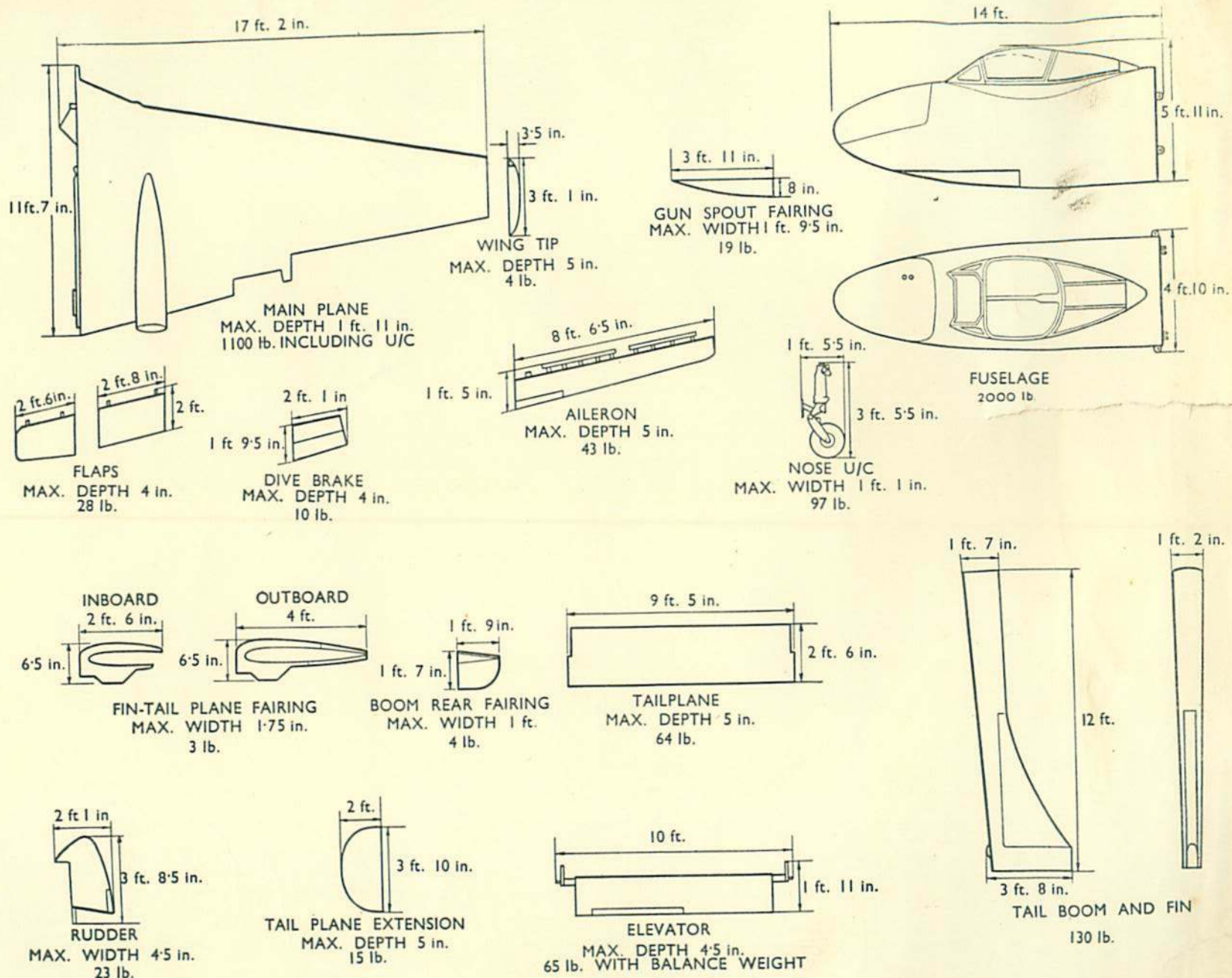


Fig. 9. Packing dimensions

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