

RESTRICTED

AIR PUBLICATION No. 4335D
VOLUME 3 PART 1
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1st EDITION

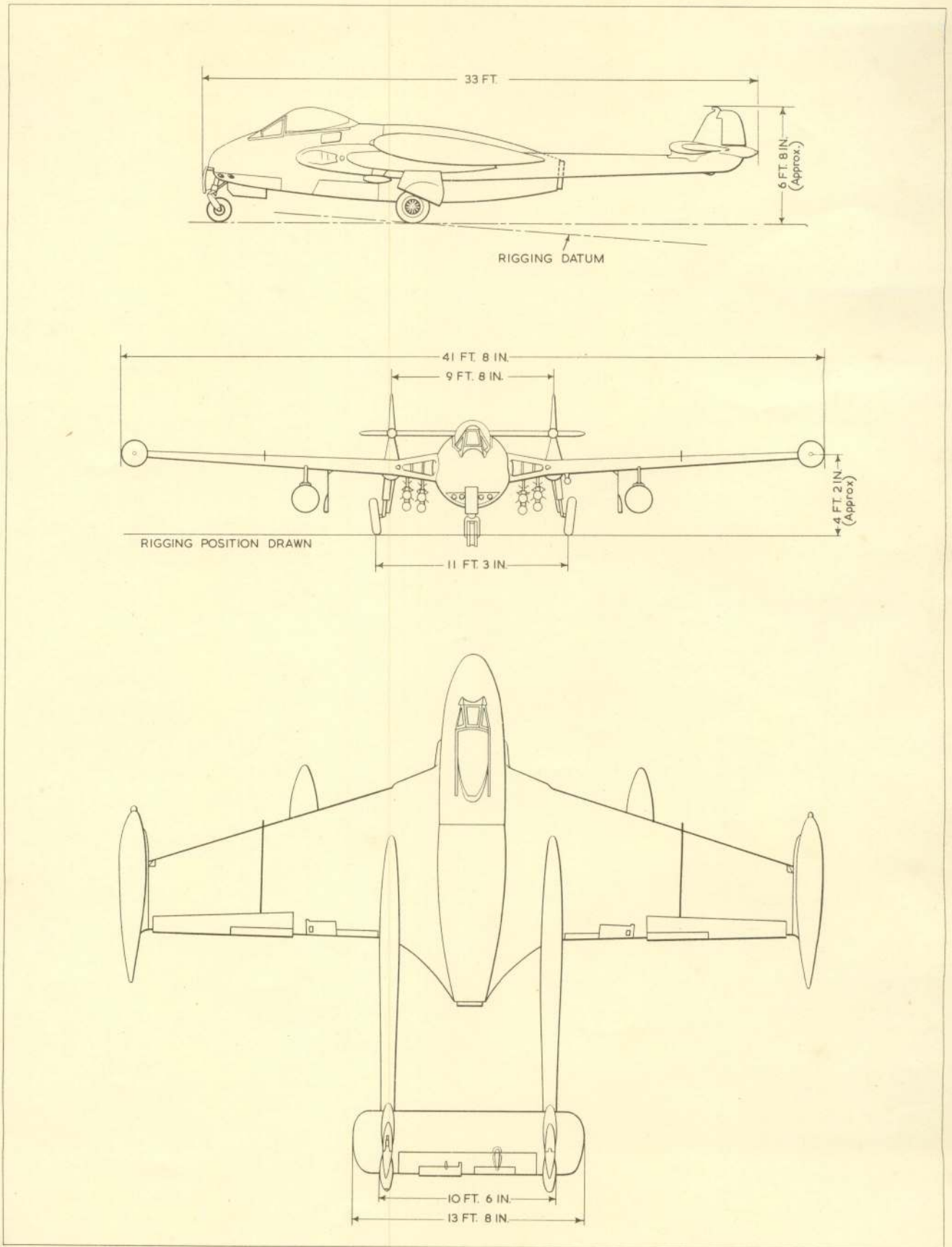
VENOM AIRCRAFT
FB MK. 4
SCHEDULE OF SPARE PARTS

GOVERNMENT
PROPERTY
Issued ON LOAN by
The Service Department
The de Havilland Aircraft
Company Limited
Hatfield, Herts.

AIR MINISTRY

RESTRICTED

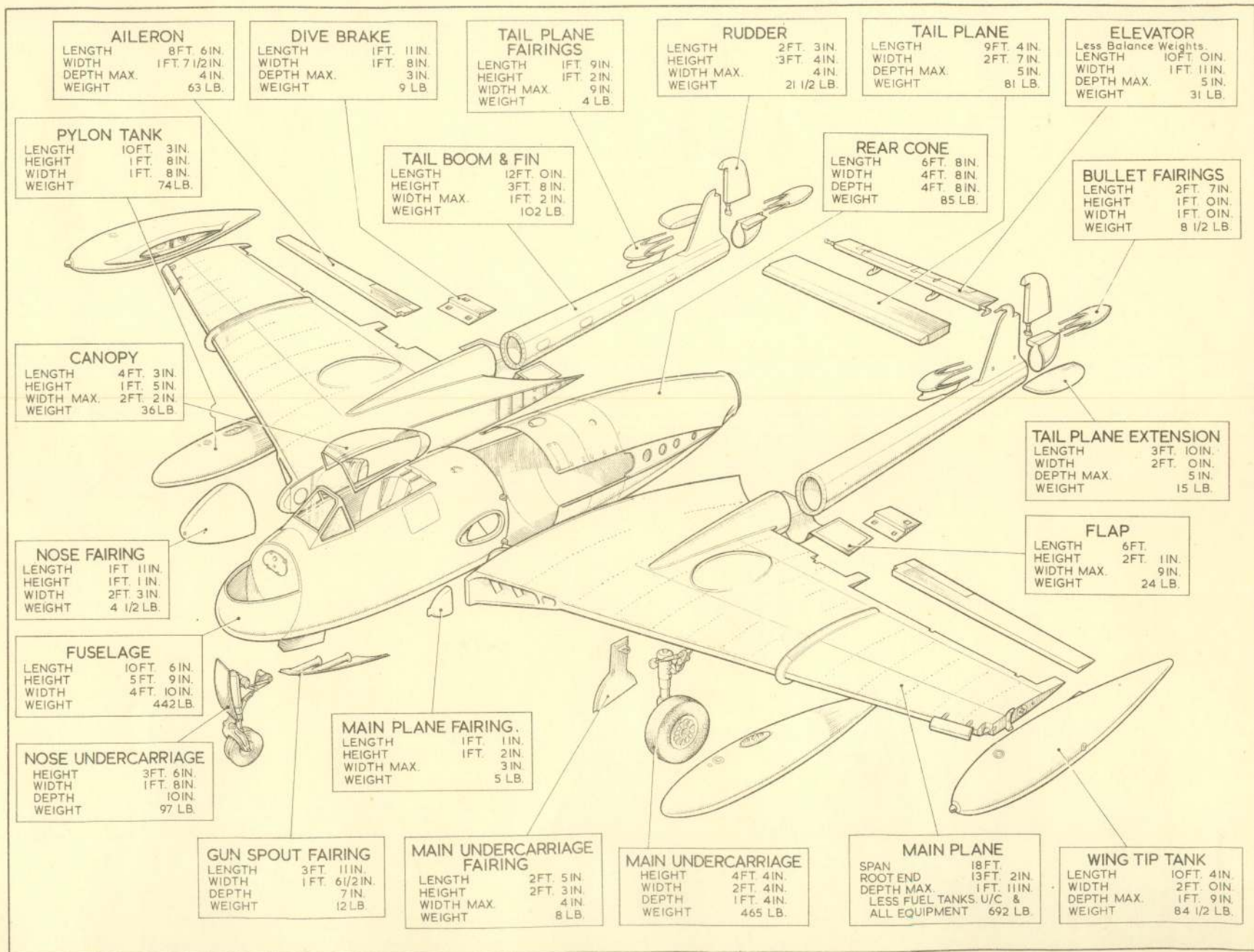
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GENERAL ARRANGEMENT

VENOM F.B. MK. 4

RESTRICTED

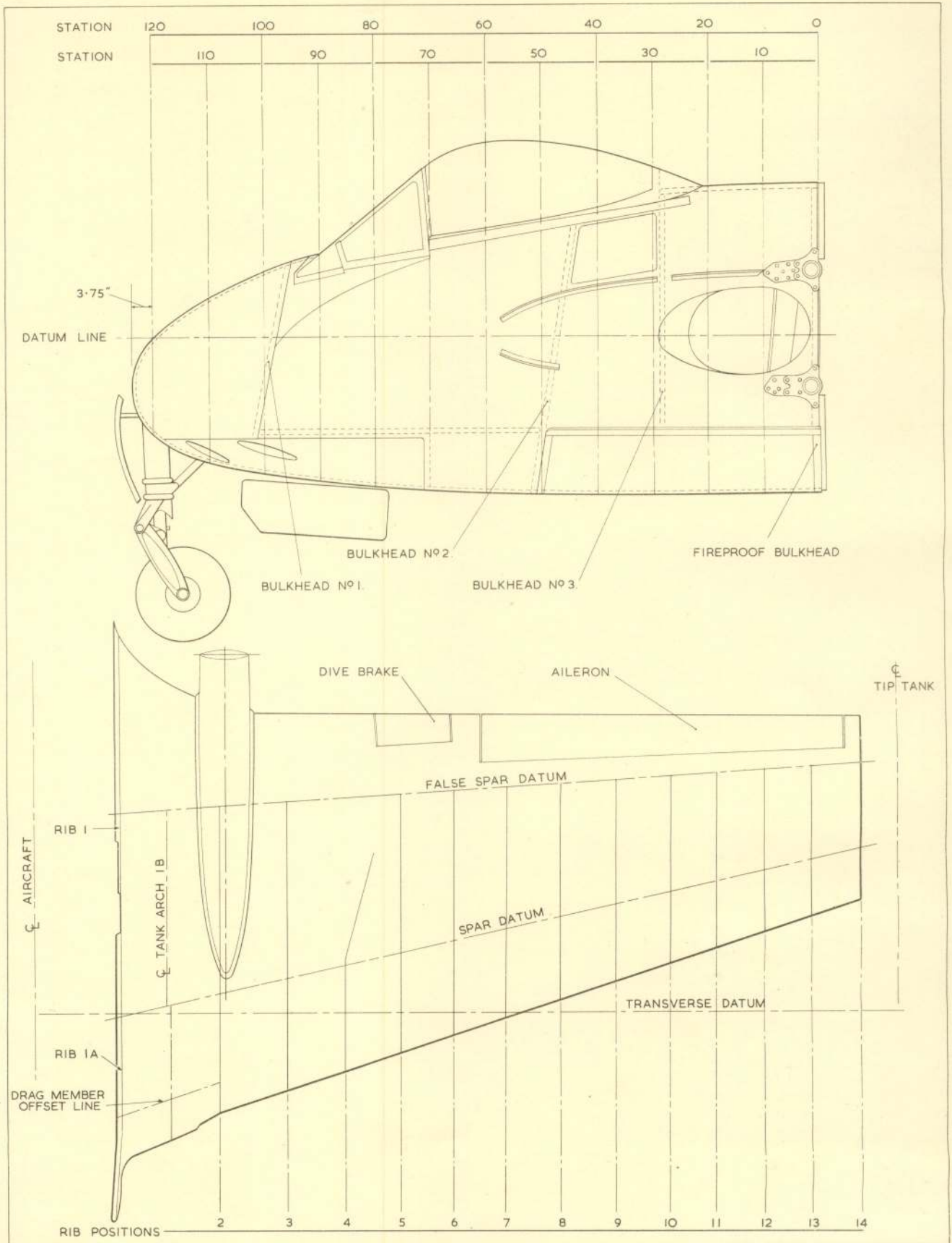


PACKING DIMENSIONS

VENOM FB.4.

RESTRICTED

RESTRICTED



FRAMES AND STATIONS

VENOM F.B. MK. 4

MEMORANDUM OF INSTRUCTIONS

1. **CONTENTS.**—This publication contains a list of parts embodied in the Venom FB Mk. IV Airframe and has been allocated section number 26DV.
2. **DEMANDS.**—Normally, only parts which bear reference numbers are to be demanded, but if other parts are required, the part number must be shown on the demand.
Demands for parts to make an airframe serviceable are to bear the serial number of the aircraft.
Demands are to be prepared strictly in accordance with AP.830, Volume 1.
Parts are to be demanded under Vocabulary Section 26DV except where otherwise stated
3. **LOCAL MANUFACTURE.**—Certain parts do not bear reference numbers. These parts, if required, are to be made up from local resources. If the manufacture of such parts is beyond the capacity of the unit, the parts are to be demanded. The demand is to be endorsed "Unable to manufacture locally."
4. **MAJOR REPAIR ITEMS.**—Parts annotated "MR" in the Major Repair column are normally only to be held in stock and demanded by units and civilian contractors capable of carrying out major repairs.
5. **MODIFICATIONS (CLASSES 1 OR 2).**—When an item is introduced by a modification, the modification number is shown after the description of the item. Redundant items are deleted from the text.
6. **MODIFICATIONS (CLASSES 3 & 4) AND AMENDMENTS.**—When an item is introduced by this authority the number is shown after the description. Parts rendered redundant are not to be deleted from the publication, but the description of these items must include the additional words "PRE MOD." New items added must include in the description, the word "MOD."
7. **OBSOLESCE STOCK.**—An asterisk shown in the part number column of an item indicates that no further purchase of the item will be made, but that stocks will be issued until they are exhausted.
8. **NUMBERS OFF.**—The figure in the number off column indicates :—
 - (a) The quantity required per airframe when the description is **NOT** indented.
 - (b) The quantity required per assembly or sub-assembly when the description **IS** indented.
9. **COMPILATION OF TEXT.**—The multi-indentation system has been used in which the main assemblies, sub-assemblies, groups and detail items indicate their relationship by the indentation of the descriptive titles. The indentation is in accordance with the following outlines :—
 - (a) The main assembly starts at the left hand margin and is printed in capital letters.
 - (b) First division :—
Sub-assemblies, groups, or detail parts of the Main Assembly are indented one space.
 - (c) Second division :—
Groups or detail parts which are components of a sub-assembly or group are each indented a further space.
 - (d) Third and subsequent divisions :—
In sequence.
10. **PIPE LINES, ELECTRICAL & FLEXIBLE CABLES.**—Local manufacture of these items is intended wherever possible. Charts showing the various materials and parts required are included as appendices at the end of the schedule.
Note :—Only unreferenced items are included in these Charts. The referenced items to be demanded in the normal way.
11. **AMENDMENT LISTS.**—Amendments are to be correctly inserted and entered in the Amendment Certificate which is to be found in the front of the schedule. Manuscript amendments are to be made in ink.
Amendment lists are numbered consecutively and will be issued at regular intervals. This schedule is to be checked with the statement of Amendment Lists issued, which is published periodically in the Air Ministry Orders.

MEMORANDUM OF INSTRUCTIONS

12. **SERIAL NUMBER.**—This schedule is serially numbered and is to be accounted for in accordance with A.M.O. A.772/47.
13. **ASSOCIATED PUBLICATIONS.**—Certain groups in this schedule are not fully detailed as they are to be found in the relevant Schedule of Spare Parts for Airframe Accessory Equipment. Where this applies, an explanatory note follows the description of the group.
14. **CLASSIFICATION OF EQUIPMENT.**

CLASS A.—Class "A" items are those items of equipment which remain on charge and cannot be replaced except on return to store. Repairable items which are beyond the capacity or authority of the unit to repair are to be returned to the appropriate Maintenance Unit, categorised R/D.

CLASS B.—Class "B" items are those items of equipment which remain on charge and cannot be replaced except on return to store. Items which are beyond the capacity of the unit to repair, or which for technical reasons are not capable of being repaired whatever the defect, are to be disposed of locally by units.

CLASS C.—Class "C" items are items of equipment other than Class "A" or "B" which are consumable in use, or are incapable of being economically repaired, and are not of a nature which would necessitate detailed accounting as Class "A" or "B" equipment.

| Amendment List | | Amendments Incorporated by | Date |
|----------------|----------|----------------------------|----------|
| Number | Date | | |
| 1 | / | G. E. Read | 22.11.56 |
| 2 | AUG 1956 | G. E. Read | 14.12.56 |
| 3 | SEP 1956 | G. E. Read | 19.2.57 |
| 4 | NOV 1956 | G. E. Read | 1.4.57 |
| 5 | DEC 1956 | G. E. Read | 1.4.57 |
| 6 | JAN 1957 | G. E. Read | 3.5.57 |
| 7 | SEP 1957 | A. J. Quigley | 28-9-57 |

MODIFICATION AND AMENDMENT RECORD SHEET

| Mod. No. | A.L. No. | Mod. No. | A.L. No. | Mod. No. | A.L. No. | Mod. No. | A.L. No. | Mod. No. | A.L. No. | Mod. No. | A.L. No. | Mod. No. | A.L. No. | Mod. No. | A.L. No. |
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| 7 | * | 57 | * | 107 | * | 157 | C. | 207 | * | 257 | * | 307 | N.A. | 357 | N.A. |
| 8 | C. | 58 | * | 108 | N.A. | 158 | * | 208 | N.A. | 258 | * | 308 | C. | 358 | * |
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| 10 | * | 60 | C. | 110 | * | 160 | C. | 210 | * | 260 | * | 310 | C. | 360 | * |
| 11 | C. | 61 | * | 111 | C. | 161 | C. | 211 | * | 261 | * | 311 | * | 361 | * |
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| 15 | * | 65 | * | 115 | * | 165 | * | 215 | N.A. | 265 | * | 315 | * | 365 | * |
| 16 | * | 66 | C. | 116 | N.A. | 166 | N.A. | 216 | * | 266 | N.A. | 316 | * | 366 | C. |
| 17 | * | 67 | * | 117 | * | 167 | * | 217 | * | 267 | * | 317 | N.A. | 367 | N.A. |
| 18 | * | 68 | * | 118 | C. | 168 | * | 218 | N.A. | 268 | * | 318 | N.A. | 368 | * |
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| 22 | N.A. | 72 | * | 122 | * | 172 | * | 222 | * | 272 | * | 322 | N.A. | 372 | N.A. |
| 23 | * | 73 | * | 123 | C. | 173 | C. | 223 | N.A. | 273 | A.L.3 | 323 | * | 373 | * |
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| 29 | * | 79 | * | 129 | N.A. | 179 | * | 229 | * | 279 | * | 329 | * | 379 | * |
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| 31 | * | 81 | C. | 131 | * | 181 | N.A. | 231 | * | 281 | * | 331 | N.A. | 381 | * |
| 32 | * | 82 | N.A. | 132 | * | 182 | C. | 232 | C. | 282 | * | 332 | * | 382 | C. |
| 33 | * | 83 | * | 133 | * | 183 | * | 233 | C. | 283 | N.A. | 333 | * | 383 | N.A. |
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| 38 | * | 88 | N.A. | 138 | * | 188 | N.A. | 238 | * | 288 | * | 338 | * | 388 | * |
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| 44 | * | 94 | N.A. | 144 | * | 194 | N.A. | 244 | N.A. | 294 | N.A. | 344 | * | 394 | C. |
| 45 | * | 95 | * | 145 | * | 195 | * | 245 | N.A. | 295 | * | 345 | C. | 395 | * |
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| 49 | C. | 99 | * | 149 | N.A. | 199 | * | 249 | N.A. | 299 | * | 349 | * | 399 | N.A. |
| 50 | C. | 100 | * | 150 | * | 200 | * | 250 | N.A. | 300 | * | 350 | * | 400 | * |

* Incorporated in initial issue of Schedule.
C. Cancelled.
N.A. Not applicable to Schedule.

MODIFICATION AND AMENDMENT RECORD SHEET

| Mod. No. | A.L. No. | Mod. No. | A.L. No. | Mod. No. | A.L. No. | Mod. No. | A.L. No. | Mod. No. | A.L. No. | Mod. No. | A.L. No. | Mod. No. | A.L. No. | Mod. No. | A.L. No. |
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| 402 | N.A. | 452 | C. | 502 | * | 552 | N.A. | 602 | C. | 652 | | 702 | C. | 752 | A.L.1 |
| 403 | * | 453 | * | 503 | * | 553 | * | 603 | * | 653 | N.A. | 703 | A.L.4 | 753 | A.L.7 |
| 404 | N.A. | 454 | * | 504 | * | 554 | N.A. | 604 | N.A. | 654 | N.A. | 704 | A.L.1 | 754 | |
| 405 | * | 455 | N.A. | 505 | * | 555 | * | 605 | N.A. | 655 | A.L.1 | 705 | N.A. | 755 | |
| 406 | N.A. | 456 | * | 506 | * | 556 | N.A. | 606 | * | 656 | N.A. | 706 | N.A. | 756 | |
| 407 | * | 457 | C. | 507 | N.A. | 557 | * | 607 | * | 657 | * | 707 | A.L.7 | 757 | |
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| 409 | * | 459 | A.L.1 | 509 | N.A. | 559 | N.A. | 609 | C. | 659 | A.L.1 | 709 | N.A. | 759 | |
| 410 | N.A. | 460 | * | 510 | * | 560 | 4, 6 | 610 | * | 660 | C. | 710 | N.A. | 760 | N.A. |
| 411 | C. | 461 | C. | 511 | N.A. | 561 | A.L.3 | 611 | N.A. | 661 | A.L.1 | 711 | N.A. | 761 | |
| 412 | * | 462 | * | 512 | N.A. | 562 | N.A. | 612 | * | 662 | | 712 | * | 762 | N.A. |
| 413 | * | 463 | * | 513 | * | 563 | * | 613 | * | 663 | C. | 713 | * | 763 | N.A. |
| 414 | * | 464 | N.A. | 514 | * | 564 | * | 614 | N.A. | 664 | N.A. | 714 | A.L.7 | 764 | N.A. |
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| 419 | * | 469 | N.A. | 519 | N.A. | 569 | N.A. | 619 | N.A. | 669 | | 719 | A.L.1 | 769 | N.A. |
| 420 | N.A. | 470 | N.A. | 520 | * | 570 | N.A. | 620 | * | 670 | | 720 | A.L.1 | 770 | C. |
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| 422 | * | 472 | * | 522 | | 572 | * | 622 | * | 672 | N.A. | 722 | N.A. | 772 | C. |
| 423 | N.A. | 473 | * | 523 | N.A. | 573 | N.A. | 623 | N.A. | 673 | * | 723 | N.A. | 773 | N.A. |
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| 427 | N.A. | 477 | N.A. | 527 | C. | 577 | * | 627 | N.A. | 677 | * | 727 | A.L.1 | 777 | N.A. |
| 428 | N.A. | 478 | A.L.6 | 528 | | 578 | N.A. | 628 | N.A. | 678 | N.A. | 728 | N.A. | 778 | N.A. |
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| 433 | * | 483 | C. | 533 | N.A. | 583 | N.A. | 633 | A.L.3, 6 | 683 | N.A. | 733 | A.L.1 | 783 | N.A. |
| 434 | * | 484 | N.A. | 534 | N.A. | 584 | N.A. | 634 | * | 684 | A.L.1 | 734 | N.A. | 784 | N.A. |
| 435 | | 485 | N.A. | 535 | N.A. | 585 | | 635 | | 685 | N.A. | 735 | | 785 | C. |
| 436 | N.A. | 486 | * | 536 | N.A. | 586 | * | 636 | * | 686 | N.A. | 736 | N.A. | 786 | A.L.6 |
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| 440 | N.A. | 490 | N.A. | 540 | * | 590 | N.A. | 640 | N.A. | 690 | | 740 | N.A. | 790 | |
| 441 | C. | 491 | N.A. | 541 | * | 591 | N.A. | 641 | N.A. | 691 | N.A. | 741 | N.A. | 791 | N.A. |
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| 448 | * | 498 | N.A. | 548 | N.A. | 598 | N.A. | 648 | N.A. | 698 | A.L.1 | 748 | N.A. | 798 | N.A. |
| 449 | * | 499 | N.A. | 549 | N.A. | 599 | N.A. | 649 | | 699 | * | 749 | N.A. | 799 | N.A. |
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* Incorporated in initial issue of Schedule.
C. Cancelled.
N.A. Not applicable to Schedule.

MODIFICATION AND AMENDMENT RECORD SHEET

| Mod. No. | A.L. No. | Mod. No. | A.L. No. | Mod. No. | A.L. No. | Mod. No. | A.L. No. | Mod. No. | A.L. No. | Mod. No. | A.L. No. | Mod. No. | A.L. No. | Mod. No. | A.L. No. |
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| 809 | N.A. | 859 | N.A. | 909 | N.A. | 959 | N.A. | 1009 | | 1059 | | 1109 | | 1159 | |
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| 812 | C. | 862 | N.A. | 912 | | 962 | | 1012 | | 1062 | | 1112 | | 1162 | |
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| 814 | N.A. | 864 | N.A. | 914 | | 964 | A.L.3 | 1014 | N.A. | 1064 | | 1114 | | 1164 | |
| 815 | | 865 | | 915 | | 965 | | 1015 | C. | 1065 | | 1115 | | 1165 | |
| 816 | | 866 | N.A. | 916 | | 966 | N.A. | 1016 | | 1066 | | 1116 | | 1166 | |
| 817 | N.A. | 867 | N.A. | 917 | | 967 | | 1017 | N.A. | 1067 | | 1117 | | 1167 | |
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| 819 | N.A. | 869 | N.A. | 919 | N.A. | 969 | N.A. | 1019 | | 1069 | | 1119 | | 1169 | |
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| 824 | N.A. | 874 | N.A. | 924 | | 974 | N.A. | 1024 | C. | 1074 | | 1124 | | 1174 | |
| 825 | N.A. | 875 | A.L.3 | 925 | N.A. | 975 | | 1025 | N.A. | 1075 | | 1125 | | 1175 | |
| 826 | N.A. | 876 | A.L.3 | 926 | N.A. | 976 | N.A. | 1026 | N.A. | 1076 | | 1126 | | 1176 | |
| 827 | N.A. | 877 | N.A. | 927 | N.A. | 977 | N.A. | 1027 | N.A. | 1077 | | 1127 | | 1177 | |
| 828 | N.A. | 878 | N.A. | 928 | | 978 | | 1028 | N.A. | 1078 | | 1128 | | 1178 | |
| 829 | N.A. | 879 | N.A. | 929 | | 979 | | 1029 | | 1079 | | 1129 | | 1179 | |
| 830 | N.A. | 880 | | 930 | N.A. | 980 | N.A. | 1030 | N.A. | 1080 | | 1130 | | 1180 | |
| 831 | N.A. | 881 | N.A. | 931 | N.A. | 981 | N.A. | 1031 | N.A. | 1081 | | 1131 | | 1181 | |
| 832 | N.A. | 882 | N.A. | 932 | N.A. | 982 | | 1032 | N.A. | 1082 | | 1132 | | 1182 | |
| 833 | | 883 | N.A. | 933 | | 983 | A.L.7 | 1033 | | 1083 | | 1133 | | 1183 | |
| 834 | | 884 | N.A. | 934 | N.A. | 984 | N.A. | 1034 | N.A. | 1084 | | 1134 | | 1184 | |
| 835 | | 885 | N.A. | 935 | | 985 | N.A. | 1035 | N.A. | 1085 | | 1135 | | 1185 | |
| 836 | N.A. | 886 | A.L.1 | 936 | N.A. | 986 | | 1036 | | 1086 | | 1136 | | 1186 | |
| 837 | N.A. | 887 | N.A. | 937 | | 987 | N.A. | 1037 | N.A. | 1087 | | 1137 | | 1187 | |
| 838 | N.A. | 888 | A.L.3 | 938 | A.L.7 | 988 | N.A. | 1038 | N.A. | 1088 | | 1138 | | 1188 | |
| 839 | | 889 | A.L.7 | 939 | N.A. | 989 | N.A. | 1039 | N.A. | 1089 | | 1139 | | 1189 | |
| 840 | N.A. | 890 | | 940 | N.A. | 990 | | 1040 | N.A. | 1090 | | 1140 | | 1190 | |
| 841 | | 891 | N.A. | 941 | | 991 | N.A. | 1041 | | 1091 | | 1141 | | 1191 | |
| 842 | N.A. | 892 | N.A. | 942 | | 992 | | 1042 | | 1092 | | 1142 | | 1192 | |
| 843 | N.A. | 893 | N.A. | 943 | A.L.7 | 993 | N.A. | 1043 | | 1093 | | 1143 | | 1193 | |
| 844 | A.L.1 | 894 | N.A. | 944 | N.A. | 994 | A.L.7 | 1044 | N.A. | 1094 | | 1144 | | 1194 | |
| 845 | N.A. | 895 | N.A. | 945 | N.A. | 995 | N.A. | 1045 | | 1095 | | 1145 | | 1195 | |
| 846 | * | 896 | | 946 | N.A. | 996 | | 1046 | | 1096 | | 1146 | | 1196 | |
| 847 | | 897 | N.A. | 947 | | 997 | C. | 1047 | | 1097 | | 1147 | | 1197 | |
| 848 | N.A. | 898 | | 948 | | 998 | N.A. | 1048 | | 1098 | | 1148 | | 1198 | |
| 849 | N.A. | 899 | | 949 | N.A. | 999 | | 1049 | | 1099 | | 1149 | | 1199 | |
| 850 | | 900 | | 950 | N.A. | 1000 | | 1050 | | 1100 | | 1150 | | 1200 | |

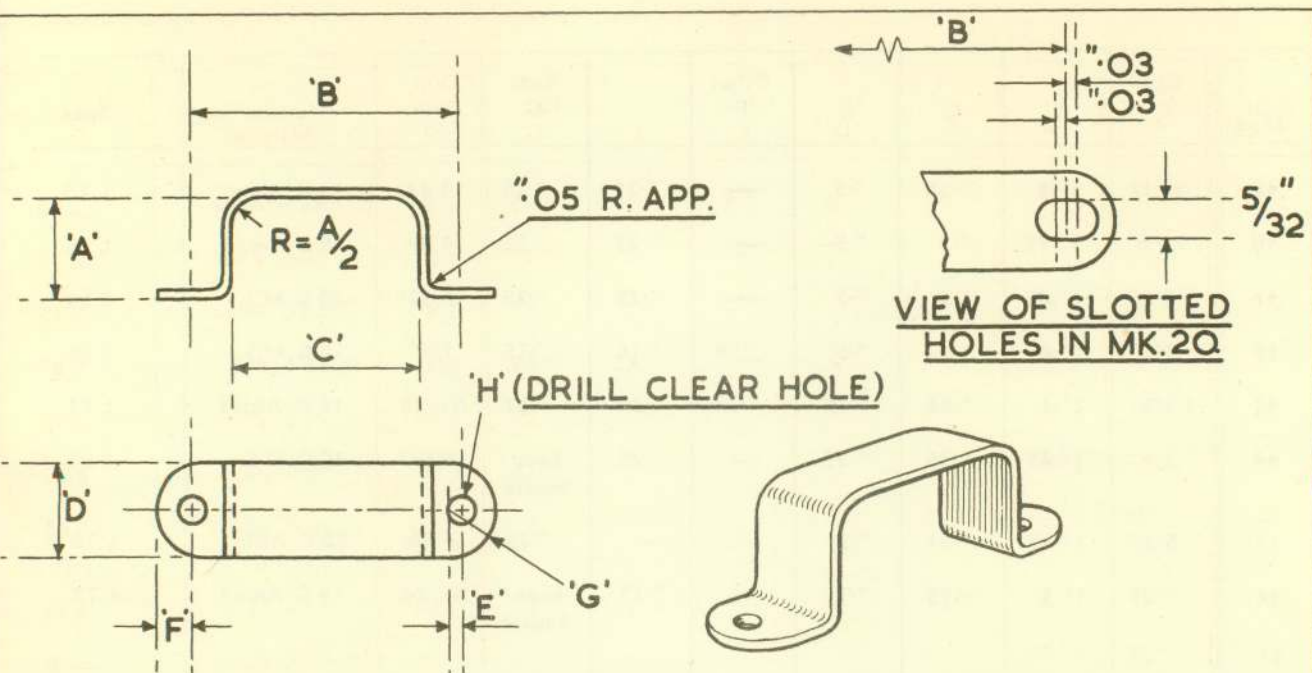
* Incorporated in initial issue of Schedule.
C. Cancelled.
N.A. Not applicable to Schedule.

MODIFICATION AND AMENDMENT RECORD SHEET

| Mod. No. | A.L. No. | Mod. No. | A.L. No. | Mod. No. | A.L. No. | Mod. No. | A.L. No. | Mod. No. | A.L. No. | Mod. No. | A.L. No. | Mod. No. | A.L. No. | Mod. No. | A.L. No. |
|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| 1201 | | 1251 | | 1301 | | 1351 | | 1401 | | 1451 | | 1501 | | 1551 | |
| 1202 | | 1252 | | 1302 | | 1352 | | 1402 | | 1452 | | 1502 | | 1552 | |
| 1203 | | 1253 | | 1303 | | 1353 | | 1403 | | 1453 | | 1503 | | 1553 | |
| 1204 | | 1254 | | 1304 | | 1354 | | 1404 | | 1454 | | 1504 | | 1554 | |
| 1205 | | 1255 | | 1305 | | 1355 | | 1405 | | 1455 | | 1505 | | 1555 | |
| 1206 | | 1256 | | 1306 | | 1356 | | 1406 | | 1456 | | 1506 | | 1556 | |
| 1207 | | 1257 | | 1307 | | 1357 | | 1407 | | 1457 | | 1507 | | 1557 | |
| 1208 | | 1258 | | 1308 | | 1358 | | 1408 | | 1458 | | 1508 | | 1558 | |
| 1209 | | 1259 | | 1309 | | 1359 | | 1409 | | 1459 | | 1509 | | 1559 | |
| 1210 | | 1260 | | 1310 | | 1360 | | 1410 | | 1460 | | 1510 | | 1560 | |
| 1211 | | 1261 | | 1311 | | 1361 | | 1411 | | 1461 | | 1511 | | 1561 | |
| 1212 | | 1262 | | 1312 | | 1362 | | 1412 | | 1462 | | 1512 | | 1562 | |
| 1213 | | 1263 | | 1313 | | 1363 | | 1413 | | 1463 | | 1513 | | 1563 | |
| 1214 | | 1264 | | 1314 | | 1364 | | 1414 | | 1464 | | 1514 | | 1564 | |
| 1215 | | 1265 | | 1315 | | 1365 | | 1415 | | 1465 | | 1515 | | 1565 | |
| 1216 | | 1266 | | 1316 | | 1366 | | 1416 | | 1466 | | 1516 | | 1566 | |
| 1217 | | 1267 | | 1317 | | 1367 | | 1417 | | 1467 | | 1517 | | 1567 | |
| 1218 | | 1268 | | 1318 | | 1368 | | 1418 | | 1468 | | 1518 | | 1568 | |
| 1219 | | 1269 | | 1319 | | 1369 | | 1419 | | 1469 | | 1519 | | 1569 | |
| 1220 | | 1270 | | 1320 | | 1370 | | 1420 | | 1470 | | 1520 | | 1570 | |
| 1221 | | 1271 | | 1321 | | 1371 | | 1421 | | 1471 | | 1521 | | 1571 | |
| 1222 | | 1272 | | 1322 | | 1372 | | 1422 | | 1472 | | 1522 | | 1572 | |
| 1223 | | 1273 | | 1323 | | 1373 | | 1423 | | 1473 | | 1523 | | 1573 | |
| 1224 | | 1274 | | 1324 | | 1374 | | 1424 | | 1474 | | 1524 | | 1574 | |
| 1225 | | 1275 | | 1325 | | 1375 | | 1425 | | 1475 | | 1525 | | 1575 | |
| 1226 | | 1276 | | 1326 | | 1376 | | 1426 | | 1476 | | 1526 | | 1576 | |
| 1227 | | 1277 | | 1327 | | 1377 | | 1427 | | 1477 | | 1527 | | 1577 | |
| 1228 | | 1278 | | 1328 | | 1378 | | 1428 | | 1478 | | 1528 | | 1578 | |
| 1229 | | 1279 | | 1329 | | 1379 | | 1429 | | 1479 | | 1529 | | 1579 | |
| 1230 | | 1280 | | 1330 | | 1380 | | 1430 | | 1480 | | 1530 | | 1580 | |
| 1231 | | 1281 | | 1331 | | 1381 | | 1431 | | 1481 | | 1531 | | 1581 | |
| 1232 | | 1282 | | 1332 | | 1382 | | 1432 | | 1482 | | 1532 | | 1582 | |
| 1233 | | 1283 | | 1333 | | 1383 | | 1433 | | 1483 | | 1533 | | 1583 | |
| 1234 | | 1284 | | 1334 | | 1384 | | 1434 | | 1484 | | 1534 | | 1584 | |
| 1235 | | 1285 | | 1335 | | 1385 | | 1435 | | 1485 | | 1535 | | 1585 | |
| 1236 | | 1286 | | 1336 | | 1386 | | 1436 | | 1486 | | 1536 | | 1586 | |
| 1237 | | 1287 | | 1337 | | 1387 | | 1437 | | 1487 | | 1537 | | 1587 | |
| 1238 | | 1288 | | 1338 | | 1388 | | 1438 | | 1488 | | 1538 | | 1588 | |
| 1239 | | 1289 | | 1339 | | 1389 | | 1439 | | 1489 | | 1539 | | 1589 | |
| 1240 | | 1290 | | 1340 | | 1390 | | 1440 | | 1490 | | 1540 | | 1590 | |
| 1241 | | 1291 | | 1341 | | 1391 | | 1441 | | 1491 | | 1541 | | 1591 | |
| 1242 | | 1292 | | 1342 | | 1392 | | 1442 | | 1492 | | 1542 | | 1592 | |
| 1243 | | 1293 | | 1343 | | 1393 | | 1443 | | 1493 | | 1543 | | 1593 | |
| 1244 | | 1294 | | 1344 | | 1394 | | 1444 | | 1494 | | 1544 | | 1594 | |
| 1245 | | 1295 | | 1345 | | 1395 | | 1445 | | 1495 | | 1545 | | 1595 | |
| 1246 | | 1296 | | 1346 | | 1396 | | 1446 | | 1496 | | 1546 | | 1596 | |
| 1247 | | 1297 | | 1347 | | 1397 | | 1447 | | 1497 | | 1547 | | 1597 | |
| 1248 | | 1298 | | 1348 | | 1398 | | 1448 | | 1498 | | 1548 | | 1598 | |
| 1249 | | 1299 | | 1349 | | 1399 | | 1449 | | 1499 | | 1549 | | 1599 | |
| 1250 | | 1300 | | 1350 | | 1400 | | 1450 | | 1500 | | 1550 | | 1600 | |

* Incorporated in initial issue of Schedule.
 C. Cancelled.
 N.A. Not applicable to Schedule.

D.H.S. DATA SHEETS



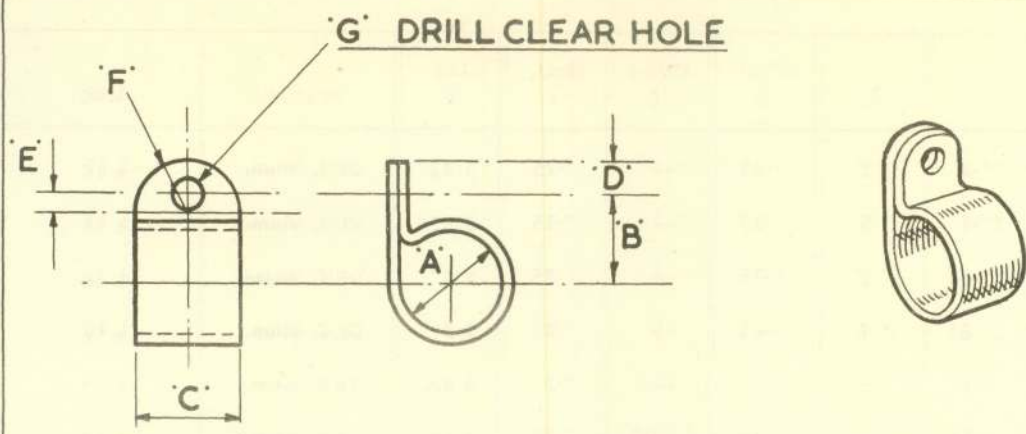
| Mark | Dia. A | B | C | D | Offset E | F | Rad. G | Drill H | Material | Spec. |
|------|--------|-------|-------|-----|----------|------|--------|---------|------------|-------|
| 1 | 5/32" | ".75 | ".37 | ".5 | ".06 | ".19 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 2 | 5/32" | ".93 | ".56 | ".5 | ".06 | ".19 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 3 | 7/32" | ".87 | ".5 | ".5 | ".06 | ".19 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 4 | 7/32" | 1"-12 | ".75 | ".5 | ".06 | ".19 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 5 | 7/32" | 1"-37 | 1"-0 | ".5 | ".06 | ".19 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 6 | 9/32" | 1"-0 | ".62 | ".5 | ".06 | ".19 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 7 | 9/32" | 1"-31 | ".93 | ".5 | ".06 | ".19 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 8 | 11/32" | 1"-12 | ".75 | ".5 | ".06 | ".19 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 9 | 11/32" | 1"-5 | 1"-12 | ".5 | ".06 | ".19 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 10 | 13/32" | 1"-25 | ".87 | ".5 | ".06 | ".19 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 11 | 13/32" | 1"-68 | 1"-31 | ".5 | ".06 | ".19 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 12 | 13/32" | 2"-25 | 1"-75 | ".5 | ".06 | ".19 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 13 | 15/32" | 1"-37 | 1"-0 | ".5 | ".06 | ".19 | ".25 | 1/8" | 22 G Alum. | L 16 |

| FINISH | MATERIAL | SPEC. | DESCRIPTION | D.H.S. 29 SHT. 1 |
|----------------|----------|-------|-----------------------|----------------------------|
| | AS ABOVE | | CLIP, SADDLE (DOUBLE) | |
| ISSUE No. | 3 | | | |
| ALTERATION No. | S 397 | | | |

| Mark | Dia. A | B | C | D | Offset E | F | Rad. G | Drill H | Material | Spec. |
|------|--------------|-------|-------|-------|----------|------|--------|-----------------|-------------|-------|
| 14 | 15/32" | 1"-75 | 1"-37 | ".5 | ".06 | ".19 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 15 | ".2 | 1"-7 | 1"-3 | ".5 | ".05 | ".2 | ".25 | 1/8" | 20 G Alum. | L 16 |
| 16 | ".2 | 1"-9 | 1"-5 | ".5 | ".05 | ".2 | ".25 | 1/8" | 20 G Alum. | L 16 |
| 17 | ".25 | ".95 | ".5 | ".5 | — | ".25 | ".25 | 1/8" | 22 G M.S. | S 84 |
| 18 | ".3 | 1"-7 | 1"-25 | ".5 | — | ".25 | ".25 | 1/8" | 20 G Alum. | L 16 |
| 19 | ".3 | 2"-0 | 1"-55 | ".5 | — | ".25 | ".25 | 1/8" | 20 G Alum. | L 16 |
| 20 | ".32 ".35 | 1"-16 | ".63 | ".6 | — | ".3 | ".3 | 4 BA Slots | 18 G Alclad | L 72 |
| 21 | ".4 | 1"-35 | ".87 | ".6 | — | ".3 | ".3 | 4 BA | 18 G M.S. | S 84 |
| 22 | ".56 | 1"-75 | 1"-25 | ".5 | — | ".25 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 23 | ".63 | 1"-9 | 1"-25 | ".5 | — | ".25 | ".25 | 1/8" | 18 G Alum. | L 16 |
| 24 | ".65 | 2"-35 | 1"-88 | ".5 | — | ".25 | ".25 | 1/8" | 20 G Alum. | L 16 |
| 25 | ".65 | 2"-55 | 2"-08 | ".5 | — | ".25 | ".25 | 1/8" | 20 G Alum. | L 16 |
| 26 | ".7 | 2"-9 | 2"-2 | ".74 | — | ".37 | ".37 | 1/8" | 18 G Alum. | L 16 |
| 27 | ".88 | 1"-5 | ".88 | 1"-38 | — | ".2 | ".05 | 4 Holes 1/8" | 16 G Alclad | L 72 |
| 28 | ".89 1"-0 | 2"-74 | 1"-94 | 1"-0 | — | ".5 | ".5 | 1/8" | 18 G Alum. | L 16 |
| 29 | 9/32" | ".85 | ".4 | ".5 | ".06 | ".19 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 30 | 7/32" | 2"-2 | 1"-7 | ".6 | — | ".3 | ".3 | 1/8" | 22 G Alum. | L 16 |
| 31 | 7/32" | 1"-6 | 1"-1 | ".5 | — | — | ".25 | 1/8" | 22 G Alum. | L 16 |
| 32 | ".8 | 2"-0 | 1"-3 | ".5 | — | — | ".25 | 1/8" | 20 G Alum. | L 16 |
| 33 | ".4 | 2"-0 | 1"-42 | ".6 | ".1 | ".2 | ".3 | 1/8" | 20 G Alum. | L 16 |
| 34 | ".56 | 2"-62 | 1"-9 | ".6 | ".04 | ".26 | ".3 | 1/8" | 18 G Alum. | L 16 |
| 35 | ".5 | 2"-82 | 1"-7 | ".5 | — | ".25 | ".25 | 1/8" | 20 G Alum. | L 16 |
| 36 | ".37 | 1"-85 | 1"-35 | ".5 | — | ".25 | ".25 | 1/8" | 20 G Alum. | L 16 |

| FINISH | MATERIAL | SPEC. | | | | DESCRIPTION | | | | | | | | | | | | | | |
|----------------|----------|----------|----------|----------|----------|-----------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| | | AS ABOVE | | | | CLIP, SADDLE (DOUBLE) | | | | | | | | | | | | | | |
| ISSUE No. | | 15 | 16 | 17 | 18 | | | | | | | | | | | | | | | |
| ALTERATION No. | | S 388 | S 413 | S 481 | S 648 | | | | | | | | | | | | | | | |

D.H.S. 29
SHT. 2



| Mark | Dia. A | B | C | D | Offset E | Rad. F | Dia. G | Material | Spec. |
|------|--------|--------|-----|------|----------|--------|--------|------------|--------|
| 1 | 1/8" | 1/4" | ".5 | ".19 | ".06 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 2 | 3/16" | 5/16" | ".5 | ".19 | ".06 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 3 | 1/4" | 3/8" | ".5 | ".19 | ".06 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 4 | 5/16" | 3/8" | ".5 | ".19 | ".06 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 5 | 3/8" | 3/8" | ".5 | ".19 | ".06 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 6 | 7/16" | 7/16" | ".5 | ".19 | ".06 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 7 | 1/2" | 7/16" | ".5 | ".19 | ".06 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 8 | 9/16" | 1/2" | ".5 | ".19 | ".06 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 9 | 5/8" | 1/2" | ".5 | ".19 | ".06 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 10 | 11/16" | 5/8" | ".5 | ".19 | ".06 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 11 | 3/4" | 11/16" | ".5 | ".19 | ".06 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 12 | 13/16" | 11/16" | ".5 | ".19 | ".06 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 13 | 7/8" | 3/4" | ".5 | ".19 | ".06 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 14 | 15/16" | 3/4" | ".5 | ".19 | ".06 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 15 | 1"-0 | 13/16" | ".5 | ".19 | ".06 | ".25 | 1/8" | 22 G Alum. | L 16 |
| 16 | 5/16" | 3/8" | ".5 | ".19 | ".06 | ".25 | 1/8" | 22 G Brass | BS 265 |
| 17 | ".65 | ".75 | ".6 | ".3 | — | ".3 | 4 BA | 18 G M.S. | S 84 |

| FINISH | MATERIAL | SPEC. | DESCRIPTION | | | | | | | | | | | | | | | | | |
|----------------|----------|-------|---------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| | AS ABOVE | | CLIP, TUBULAR | | | | | | | | | | | | | | | | | |
| ISSUE No. | 4 | | | | | | | | | | | | | | | | | | | |
| ALTERATION No. | S 397 | | | | | | | | | | | | | | | | | | | |

D.H.S. 30
SHT. 1

| Mark | Dia. A | B | C | D | Offset E | Rad. F | Dia. G | Material | Spec. |
|------|--------|------|------|------|----------|--------|--------|-------------|--------|
| 18 | ".4 | ".5 | ".5 | ".25 | — | ".25 | 5/32" | 20 G Alum. | L 16 |
| 19 | ".7 | ".8 | ".5 | ".25 | — | ".25 | 5/32" | 20 G Alum. | L 16 |
| 20 | 1".25 | ".87 | ".5 | ".25 | — | ".25 | 1/8" | 18 G Alum. | L 16 |
| 21 | 1".38 | ".95 | ".5 | ".25 | — | ".25 | 1/8" | 22 G Alum. | L 16 |
| 22 | 1/8" | ".3 | ".4 | ".2 | — | ".2 | 4 BA | 18 G Alclad | L 72 |
| 23 | 3/16" | ".31 | ".5 | ".19 | ".06 | ".25 | 1/8" | 22 G Alclad | L 72 |
| 24 | 1/4" | ".37 | ".5 | ".19 | ".06 | ".25 | 1/8" | 22 G Alclad | L 72 |
| 25 | 5/16" | ".37 | ".5 | ".19 | ".06 | ".25 | 1/8" | 22 G Alclad | L 72 |
| 26 | ".35 | ".5 | ".75 | ".25 | ".12 | ".37 | 1/8" | 22 G Alum. | L 16 |
| 27 | 3/8" | ".37 | ".5 | ".19 | ".06 | ".25 | 1/8" | 22 G Alclad | L 72 |
| 28 | 7/16" | ".43 | ".5 | ".19 | ".06 | ".25 | 2 BA | 22 G M.S. | S 84 |
| 29 | 9/16" | ".8 | ".6 | ".3 | — | ".3 | 4 BA | 20 G M.S. | S 84 |
| 30 | 5/8" | ".5 | ".5 | ".19 | ".06 | ".25 | 1/8" | 22 G Alclad | L 72 |
| 31 | 11/16" | ".62 | ".5 | ".25 | — | ".25 | 1/8" | 18 G Alum. | L 16 |
| 32 | ".8 | ".7 | ".6 | ".3 | — | ".3 | 5/16" | 18 G Alum. | L 16 |
| 33 | 1/4" | ".31 | ".38 | ".19 | — | ".19 | 5/32" | 20 G Brass | BS 265 |
| 34 | 3/8" | ".5 | ".5 | ".25 | — | ".25 | 3/16" | 22 G Alclad | L 72 |
| 35 | 3/8" | ".5 | ".5 | ".25 | — | ".25 | 3/16" | 22 G M.S. | S 84 |
| 36 | 1/4" | ".37 | ".5 | ".19 | ".06 | ".25 | 2 BA | 22 G Alclad | L 72 |
| 37 | 5/16" | ".55 | ".5 | ".25 | — | ".25 | 17/64" | 22 G Alclad | L 72 |
| 38 | ".75 | ".75 | ".5 | ".25 | — | ".25 | 1/4" | 20 G Alclad | L 72 |
| 39 | 1".12 | ".8 | ".5 | ".25 | — | ".25 | 2 BA | 18 G Alum. | L 16 |
| 40 | 3/8" | ".5 | ".5 | ".25 | — | ".25 | 4 BA | 20 G Alum. | L 16 |

| FINISH | MATERIAL | SPEC. | DESCRIPTION | D.H.S. 30 SHT. 2 |
|----------------|----------|-------|---------------|----------------------------|
| | AS ABOVE | | CLIP, TUBULAR | |
| ISSUE No. | 19 | | | |
| ALTERATION No. | S 397 | | | |

| | Mark | Dia. A | B | C | D | Offset E | Rad. F | Dia. G | Material | Spec. |
|----|------|--------|---------|-----|-------|----------|--------|---------------|-------------|---------|
| 41 | | 1/2" | ".6 | ".5 | ".25 | — | ".25 | 3/16" | 20 G Alum. | L 16 |
| 42 | | 7/16" | 7/16" | ".5 | ".19 | ".06 | ".25 | No. 27 | 22 G Alum. | L 16 |
| 43 | | 7/16" | 7/16" | ".5 | ".19 | ".06 | ".25 | No. 11 | 22 G Alum. | L 16 |
| 44 | | 5/8" | ".5 | ".5 | ".19 | ".06 | ".25 | 2 BA | 18 G Alum. | L 16 |
| 45 | | 5/16" | 3/8" | ".5 | ".19 | ".06 | ".25 | 5/32" | 22 G Alum. | L 16 |
| 46 | | 5/16" | 3/8" | ".5 | ".19 | ".06 | ".25 | 2 BA | 22 G Alum. | L 16 |
| 47 | | 1/2" | ".6 | ".5 | ".25 | — | ".25 | 5/32" | 20 G Alum. | L 16 |
| 48 | | 5/8" | ".6 | ".5 | ".25 | — | ".25 | 5/32" | 20 G Alum. | L 16 |
| 49 | | 3/16" | 3/8" | ".5 | ".25 | — | ".25 | 5/32" | 22 G Alum. | L 16 |
| 50 | | 15/16" | 3/4" | ".5 | ".25 | — | ".25 | 2 BA Clear | 18 G Alclad | L 72 |
| 51 | | 1"-0 | ".75 | ".5 | ".25 | — | ".25 | 5/32" | 20 G Alum. | L 16 |
| 52 | | 7/8" | ".75 | ".5 | ".19 | ".06 | ".25 | No. 11 | 22 G Alum. | L 16 |
| 53 | | 5/16" | ".5 | ".5 | ".25 | — | ".25 | ".25 | 20 G Alum. | L 16 |
| 54 | | 1 1/2" | 1".125 | ".5 | ".25 | — | ".25 | No. 7 | 18 G Alclad | L 72 |
| 55 | | 1 1/8" | ".95 | ".5 | ".25 | — | ".25 | No. 7 | 18 G Alclad | L 72 |
| 56 | | 7/8" | ".75 | ".5 | ".25 | — | ".25 | No. 11 | 18 G Alclad | L 72 |
| 57 | | 1 3/4" | 1".25 | ".5 | ".375 | ".125 | ".25 | 5/32" | 18 G Alclad | L 72 |
| 58 | | 1 1/8" | ".85 | ".6 | ".3 | — | ".3 | No. 26 | 16 G Alum. | L 16 |
| 59 | | 1 7/8" | 1 7/16" | ".6 | ".3 | — | ".3 | No. 24 | 20 G Alum. | L 16 |
| 60 | | 2"-0 | 1".5 | ".6 | ".3 | — | ".3 | No. 24 | 20 G Alum. | L 16 |
| 61 | | 2 1/4" | 1 5/8" | ".6 | ".3 | — | ".3 | No. 24 | 20 G Alum. | L 16 |
| 62 | | 1 1/8" | ".85 | ".5 | ".25 | — | ".25 | No. 26 | 20 G M.S. | S 84 |
| 63 | | 1 5/8" | 1".2 | ".5 | ".35 | — | ".25 | No. 11 | 20 G Alum. | L 16 |
| 64 | | 13/16" | 11/16" | ".5 | ".19 | ".06 | ".25 | No. 12 | 22 G Alum. | L 16 |
| 65 | | ".7 | 1".25 | ".5 | ".25 | — | ".25 | No. 12 | 20 G Alum. | L 16 |
| 66 | | ".7 | ".75 | ".7 | ".35 | — | ".35 | W | 20 G Alum. | L 16 |
| 67 | | 1"-0 | ".9 | ".7 | ".35 | — | ".35 | W | 20 G Alum. | L 16 |
| 68 | | 1 3/8" | 1"-0 | ".5 | ".25 | — | ".25 | No. 26 | 18 G Alclad | L 72 |
| 69 | | ".1 | ".6 | ".5 | ".25 | — | ".25 | 1/4" | 24 G S.S. | DTD 571 |
| 70 | | ".1 | ".3 | ".5 | ".25 | — | ".25 | No. 11 | 24 G S.S. | DTD 571 |

| FINISH | MATERIAL | SPEC. | DESCRIPTION | D.H.S. 30 SHT. 3 |
|----------------|----------|-------|---------------|----------------------------|
| | AS ABOVE | | CLIP, TUBULAR | |
| ISSUE No. | 12 | | | |
| ALTERATION No. | S 768 | | | |

| Mark | Dia. A | B | C | D | Offset E | Rad. F | Dia. G | Material | Spec. |
|------|---------|--------|-----|------|----------|--------|--------|-------------|---------|
| 62 | 1 1/8" | ".85 | ".5 | ".25 | — | ".25 | No. 26 | 20 G M.S. | S 84 |
| 63 | 1 5/8" | 1"-2 | ".5 | ".35 | — | ".25 | No. 11 | 20 G Alum. | L 16 |
| 64 | 1 3/16" | 11/16" | ".5 | ".19 | ".06 | ".25 | No. 12 | 22 G Alum. | L 16 |
| 65 | ".7 | 1"-25 | ".5 | ".25 | — | ".25 | No. 12 | 20 G Alum. | L 16 |
| 66 | ".7 | ".75 | ".7 | ".35 | — | ".35 | W | 20 G Alum. | L 16 |
| 67 | 1"-0 | ".9 | ".7 | ".35 | — | ".35 | W | 20 G Alum. | L 16 |
| 68 | 1 3/8" | 1"-0 | ".5 | ".25 | — | ".25 | No. 26 | 18 G Alclad | L 72 |
| 69 | ".1 | ".6 | ".5 | ".25 | — | ".25 | 1/4" | 24 G S.S. | DTD 571 |
| 70 | ".1 | ".3 | ".5 | ".25 | — | ".25 | No. 11 | 24 G S.S. | DTD 571 |

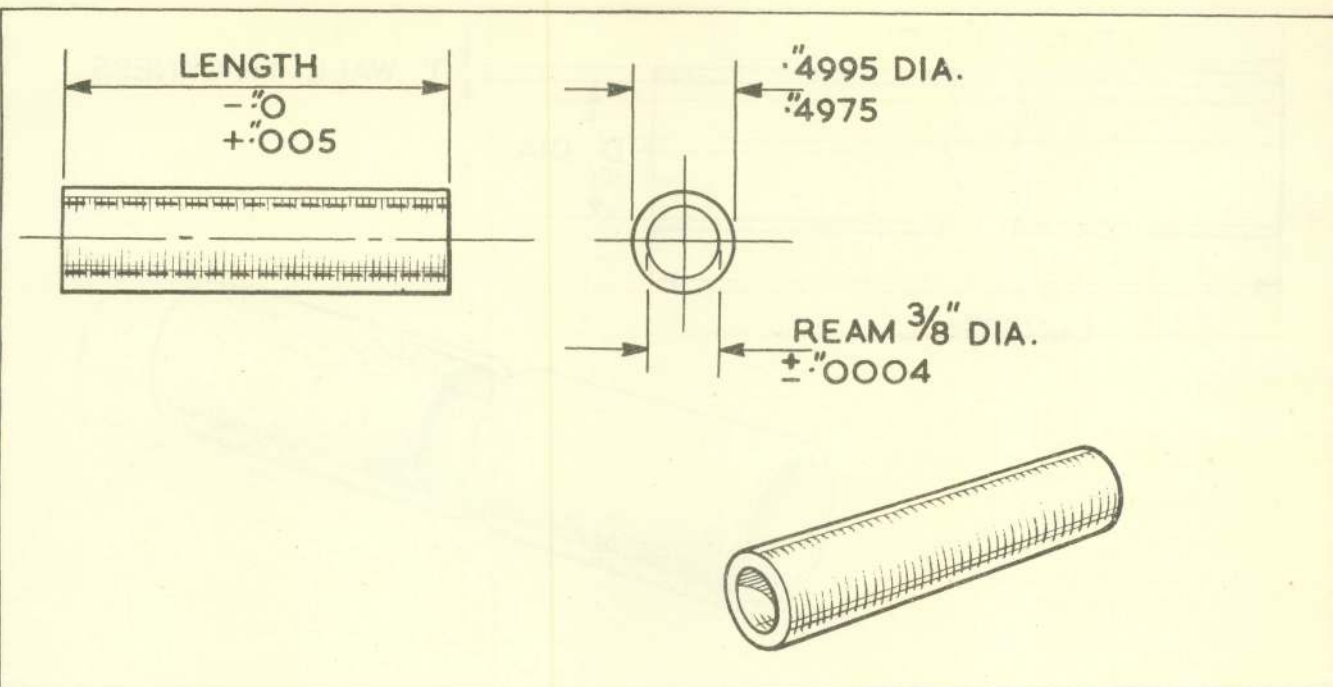
| FINISH | MATERIAL | SPEC. | DESCRIPTION | D.H.S. 30 SHT. 4 |
|----------------|----------|-------|---------------|----------------------------|
| | AS ABOVE | | CLIP, TUBULAR | |
| ISSUE No. | 12 | | | |
| ALTERATION No. | S 768 | | | |

| Mark | Dia. A | B | C | D | E | F | G | H | Material | Spec. |
|------|-----------|-------|------|------|---|------|------|--------|-------------|---------|
| 41 | 1"-56 | 1"-05 | ".5 | — | — | ".25 | ".1 | 4 BA | 24 G Brass | BS 265 |
| 42 | 1"-62 | 1"-05 | ".5 | — | — | ".25 | ".1 | 4 BA | 24 G Brass | BS 265 |
| 43 | 1"-75 | 1"-1 | ".5 | — | — | ".25 | ".1 | 4 BA | 24 G Brass | BS 265 |
| 44 | 2"-8 | 1"-65 | ".5 | — | — | ".25 | ".1 | 4 BA | 24 G Brass | BS 265 |
| 45 | 3"-75 | 2"-15 | ".3 | — | — | ".15 | ".1 | 4 BA | 20 G Brass | BS 265 |
| 46 | ".64 | ".5 | ".4 | ".2 | — | — | ".1 | 4 BA | 20 G Alum. | L 16 |
| 47 | ".8 | ".6 | ".5 | — | — | ".25 | ".1 | 4 BA | 20 G Brass | BS 265 |
| 48 | ".8 | ".7 | ".5 | — | — | ".25 | ".1 | 2 BA | 20 G M.S. | S 84 |
| 49 | 1"-25 | ".92 | ".5 | — | — | ".25 | ".05 | 2 BA | 18 G M.S. | S 84 |
| 50 | 2"-0 | 1"-25 | ".5 | — | — | ".25 | ".1 | 4 BA | 20 G Brass | BS 265 |
| 51 | 1"-5 | 1"-18 | ".62 | ".31 | — | ".31 | ".08 | 2 BA | 18 G M.S. | S 84 |
| 52 | 1"-25 | ".9 | ".4 | — | — | ".2 | ".05 | 4 BA | 20 G M.S. | S 84 |
| 53 | ".5 | ".5 | ".4 | — | — | ".2 | ".05 | 4 BA | 20 G M.S. | S 84 |
| 54 | 1"-9 | 1"-2 | ".5 | — | — | ".25 | ".12 | No. 26 | 24 G Brass | BS 265 |
| 55 | 2"-25 | 1"-45 | ".5 | — | — | ".25 | ".1 | No. 11 | 18 G Alclad | L 72 |
| 56 | ".5 | ".45 | ".36 | — | — | ".18 | ".1 | 4 BA | 24 G M.S. | S 84 |
| 57 | ".625 | ".51 | ".36 | — | — | ".18 | ".1 | 4 BA | 24 G M.S. | S 84 |
| 58 | ".875 | ".64 | ".36 | — | — | ".18 | ".1 | 4 BA | 24 G M.S. | S 84 |
| 59 | 1"-0 | ".7 | ".36 | — | — | ".18 | ".1 | 4 BA | 24 G M.S. | S 84 |
| 60 | 1"-0 | ".75 | ".5 | — | — | ".25 | ".1 | 4 BA | 20 G M.S. | S 84 |
| 61 | 1"-375 | ".95 | ".5 | — | — | ".25 | ".1 | No. 11 | 20 G M.S. | S 84 |
| 62 | ".75 | ".75 | ".4 | — | — | ".2 | ".06 | No. 11 | 22 G S.S. | DTD 571 |
| 63 | 1"-75 | 1"-1 | ".5 | — | — | ".25 | ".01 | 4 BA | 20 G M.S. | S 84 |
| 64 | 4"-38 | 2"-6 | 1"-0 | ".25 | — | ".25 | ".1 | No. 11 | 18 G Alclad | L 72 |
| 65 | 2"-5 | 1"-7 | ".75 | — | — | 3/8" | ".08 | No. 11 | 18 G Alclad | L 72 |

| | | | |
|--------|----------|-------|---------------|
| FINISH | MATERIAL | SPEC. | DESCRIPTION |
| | AS ABOVE | | CLIP, TUBULAR |

| | | | | | | | | | | | | | | | | | | | |
|----------------|----------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| ISSUE No. | 10 | 11 | 12 | | | | | | | | | | | | | | | | |
| ALTERATION No. | S 397 | S 753 | S 760 | | | | | | | | | | | | | | | | |

D.H.S. 31
SHT. 3



METHOD OF CALLING UP

THESE DISTANCE TUBES ARE TO BE CALLED UP AS SHOWN UNDER DHS 329/ AND THE LENGTH GIVEN IN DECIMAL FORM.

EXAMPLE

A DISTANCE TUBE ".62 LONG WILL BE DHS 329/" 62.
SIMILARLY A DISTANCE TUBE 1".62 LONG WILL BE DHS 329/1".62.

IDENTIFICATION

DYE ANODISE BLUE TO DISTINGUISH DHS CLOSE TOLERANCE TUBES FROM S.B.A.C. STANDARD TUBES

| FINISH | MATERIAL | SPEC. | DESCRIPTION | D.H.S. 329 |
|----------------|-------------|---------|--------------------------------------|-------------------|
| AS ABOVE | ALUM. ALLOY | DTD 423 | L.A. DISTANCE TUBE (CLOSE TOLERANCE) | |
| ISSUE No. | 1 | | | |
| ALTERATION No. | — | | | |

PERIODICAL INSPECTION OF SPARE PARTS STORAGE CATEGORIES

For details of different storage categories see A.P.1086, Book 1, Second Edition, Memorandum of Instructions, Part 3.

A.P. 4335D, VOL. 3, PART 1

AIRFRAME—VENOM FB MK. 4

SECTION: 26 DV.

NOTE :—Items which are shown in this Publication with an A.P.1086 reference number are not included below. Details of categorisation and periodicity are stated in the relevant sub section of A.P.1086.

| GENERIC HEADING | CATEGORY | PERIODICITY OF INSPECTION IN TEMPERATE CLIMATE* | |
|---|----------|---|------------|
| | | PACKAGED | UNPACKAGED |
| Rubber Items | 2 | 3 years | 1 year |
| Laminated Windscreens | 2 | 3 years | 1 year |
| Rudder Pedals | 2 | 3 years | 1 year |
| Control Box Assembly | 2 | 3 years | 1 year |
| Mounting Frames (Instrument/Radio) | 2 | 3 years | 1 year |
| Wings (less Fuel tanks, Electrical Cables and Jacks) | 1 | 3 years | 1 year |
| Tail Plane | 1 | 3 years | 1 year |
| Tanks (Metal and flexible) | 1 | 3 years | 1 year |
| Reservoirs | 1 | 3 years | 1 year |
| Legs Compression (Oleo Legs) ... | 1 | 3 years | 1 year |
| Control Column | 1 | 3 years | 1 year |
| Valves (Fuel, Oil, Hydraulic and Pneumatic) | 1 | 3 years | 1 year |
| Pipes Flexible | 2 | 3 years | 1 year |
| Slings | 1 | 3 years | 1 year |
| Fin and Boom | 1 | 3 years | 1 year |

* For method of calculating periodicity of inspection in tropical climates see A.P. 1086, Book 1, Section Edition, Memorandum of Instructions, Part 3.

| Assembly | Drawing No. | Pages | Plate |
|---|---------------|---------------------------|-------------------|
| AEROFOILS | | | |
| Wing Arrangement, Port | — | B.1 B.7 B.8 BB.1 | B.1 |
| Wing Arrangement, Starboard | — | B.1 B.7 B.8 BB.1 | B.1 |
| Aileron, Port | 12 WA 1159A/4 | B.1 BA.1 | B.1 BA.1 |
| Aileron, Starboard | 12 WA 1160A/3 | B.1 BA.1 | B.1 BA.1 |
| Flap, Dive Brake, Port | 12 WB 1A | B.1 | B.3 |
| Flap, Dive Brake, Starboard | 12 WB 2A | B.1 | B.3 |
| Flap, Inboard, Port | 12 WB 245A/1 | B.2 | B.4 |
| Flap, Inboard, Starboard | 12 WF 246A/1 | B.3 | B.4 |
| Flap, Outboard, Port | 12 WF 243A/1 | B.4 | B.4 |
| Flap, Outboard, Starboard | 12 WF 244A/1 | B.5 | B.4 |
| Wing, Port | — | B.7 B.8 BB.1 | B.1 BB.1-BB.20 |
| Wing, Starboard | — | B.7 B.8 BB.1 | B.1 BB.1-BB.20 |
| Tail Unit | 12-4T 1 | BC.1 | BC.1 |
| Elevator | 12-4TE 1A | BC.1 BD.1 | BD.1 BD.2 |
| alternative | | | |
| Elevator | 12 TE 781A | BC.2 BD.1 | BD.1 BD.2 |
| Fin and Boom, Port | 12 T 705A/2 | BC.2 BE.1 | BE.1 |
| Fin and Boom, Starboard | 12 T 706A/2 | BC.2 BE.1 | BE.1 |
| Rudder (Pre Mod. Ven. 473) | 12-2TR 81A | BC.2 BF.1 | BF.1 |
| Rudder (Mod. Ven. 473) | 12-2TR 337A | BC.2 BF.1 | BF.1 |
| Tailplane | 12-2TP 1A | BC.3 BG.1 | BC.1 |
| ALIGHTING GEAR | | | |
| Main Undercarriage Arrangement, Port | 12 U 1 | C.1 | C.1 |
| Main Undercarriage Arrangement, Starboard | 12 U 2 | C.1 | C.1 |
| Compression Leg, Port | 12 U 11A/1 | CA.1 | CA.1 |
| Compression Leg, Starboard | 12 U 12A/1 | CA.1 | CA.1 |
| Radius Rod, Port | 12 U 9A/2 | CB.1 | CB.1 |
| Radius Rod, Starboard | 12 U 10A/2 | CB.1 | CB.1 |
| Fairing, Wheel Door and Blister, Port | 12 U 5 | CC.1 | CC.1 |
| Fairing, Wheel Door and Blister, Starboard | 12 U 6 | CC.1 | CC.1 |
| Wheel Door Lock Operating, Mechanism, Port | 12 U 7 | CD.1 | CD.1 |
| Wheel Door Lock Operating Mechanism, Starboard | 12 U 8 | CD.1 | CD.1 |
| Wheel Door Retracting Mechanism, Port | 12 U 301 | CE.1 | CE.1 |
| Wheel Door Retracting Mechanism, Starboard | 12 U 302 | CE.1 | CE.1 |
| Nose Wheel Arrangement | 12 UN 169 | CF.1 | CF.1, CF.2 |
| Compression Leg | 12-2UN 49A/4 | CG.1 | CG.1 |
| Radius Rod | 12 UN 93A | CH.1 | CH.1 |
| Fairing, Wheel Door and Operating Mechanism | 12 UN 113 | CJ.1 | CJ.1 |
| Top Structure | G.001615 | CK.1 | CK.1 |

INDEX OF ASSEMBLIES

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| CONTROLS | | | |
| Engine and Trim Controls in Fuselage | 12 CE 337 | E.1 | E.1 |
| Control Box | 12 CF 339 | EA.1 | EA.1 |
| Engine Controls on Fireproof Bulkhead | 12 E 9A | EB.1 | EB.1 |
| Flying Controls in Port Boom | 12 CF 1037 | EC.1 | EC.1 |
| Flying Control in Starboard Boom | 12 CF 1037 | EC.1 | EC.1 |
| Flying Controls in Fuselage | 12 CF 3 | ED.1 | ED.1-ED.3 |
| Control Column | 12 CF 471A/2 | EE.1 | EE.1 |
| Rudder Pedal Arrangement | K.005 | EF.1 | EF.1 |
| Flying Controls in Wing, Port | 12 CF 1 | EG.1 | EG.1-EG.3 |
| Flying Controls in Wing, Starboard | 12 CF 1 | EG.1 | EG.1-EG.3 |
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| Wiring for G.4F Compass | 12 N 1069 | FA.1 | |
| Wiring for Flame Switches in Rear Cone | 12 N 2113 | FB.1 | |
| Wiring in Fuselage | — | FC.1 | |
| Wiring in Fuselage Nose | 12 N 21 | FD.1 | |
| Wiring in Port Boom and Fin | 12-2N 753 | FE.1 | |
| Wiring in Port Wing | 12 N 2007 | FF.1 | |
| Wiring in Starboard Wing | 12 N 13 | FG.1 | |
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| 75 Gallon Jettisonable Wing Tip Fuel Tank, Starboard | 12 PT 160A/4 | HD.1 | HD.1 |
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| Alternative 75 Gallon Plastic Jettisonable Wing Tip Fuel Tank, Starboard (S.O.O.) | 75-02-0002 | HD.5 | — |
| Tank, Fuel, Jettisonable, Underwing, Port and Starboard | 12 PT 871A3 | HE.1 | — |
| Alternative Tank, Plastic, Fuel, Jettisonable, Underwing, Port and Starboard (S.O.O.) | 75-05-0001 | HE.3 | — |

| Assembly | Drawing No. | Pages | Plate |
|---|--------------|-------|------------|
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| Cockpit Canopy Jettison | A.002021 | JB.1 | JB.1-JB.2 |
| Cockpit Canopy Winding Gear | 12 FC 149 | JB.1 | JB.1-JB.2 |
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