

W.C. PHILLIPS

RECH F1

A.P.4347D, Vol 1

AMENDMENT RECORD SHEET

To record the incorporation of an Amendment List in this publication, sign
against the appropriate A.L. No. and insert the date of incorporation.

A.L. No.	Amended by	Date
1 TO 59	INCORPORATED IN THIS REPRINT	JAN 1969
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RESTRICTED

March, 1957

A.P.4347D. Vol.1

HUNTER F Mk.4 AIRCRAFT

ADVANCE INFORMATION LEAFLETS

This marker card is to be inserted immediately in front of the Amendment Record Sheet at the beginning of the book. Advance Information Leaflets are to be inserted, as received, in numerical order following this card.

The information contained in Advance Information Leaflets will be incorporated by normal amendment list action in due course. In the meantime, appropriate action is to be taken in accordance with any instruction contained therein.

If, after the receipt of a leaflet, an Amendment List with a prior date and conflicting information is received, the information in the leaflet is to take precedence.

R E S T R I C T E D

March, 1957

AIR MINISTRY

Air publication 4347D
Volume 1

HUNTER F Mk.4 AIRCRAFT

ADVANCE INFORMATION LEAFLET NO.1/57

Note.- This leaflet is to be inserted in its correct numerical order following the Marker Card for Advance Information Leaflets at the beginning of the book.

SECTION 3, CHAPTER 4

Micro-switches

If either an aileron or elevator booster unit, or a release unit micro-switch is renewed, or replaced after removal; the unit micro-switch, or switches, must be adjusted and set in accordance with S.T.I./HUNTER/90.

LETHAL WARNING

EJECTION SEATS AND CANOPY JETTISON
MECHANISMS

1. Ejection seats and canopy jettison mechanisms are sources of potential danger to personnel and of damage to the aircraft. Serious injury (possibly fatal) may result if any firing mechanisms are inadvertently operated whilst the aircraft is on the ground.

2. The following instructions are to be obeyed:-

R.N. Safety precautions contained in A.P.(N)140-Naval Aircraft Maintenance Manual.

R.A.F. ALL PERSONNEL before entering the cockpit or cabin of an aircraft fitted with an ejection seat are to report to the N.C.O. immediately in charge of airframe servicing who is to ensure that all safety pins (or other safety devices) are correctly positioned to render the seat and canopy jettison firing mechanisms safe. On completion of servicing, tradesmen are to report to the N.C.O.

3. Full instructions for rendering the firing mechanisms safe are contained in the A.P.4288 and A.P.(N)1023 series, in Aircraft Servicing Schedules and in the A.D.5037 series.

METHYL BROMIDE

4. Methyl Bromide fumes, from fire extinguishers, are toxic, have delayed action and must not be inhaled.

HIGH ENERGY IGNITERS

5. The energy stored in the capacitors of high energy igniter units can be of a lethal nature. No servicing should be attempted until at least one minute has elapsed after disconnection of the L.T. supply to the input plug.

6. Voltages, a.c. or d.c., in excess of 100 volts can be dangerous in certain circumstances. The aircraft should, therefore, be rendered electrically safe before any servicing is attempted. When electrical power is essential during servicing the greatest care must be exercised.

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