

Chap 3 AIRFRAME
Card 4
A.L.11

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)

1. Airframe Control System. The trade N.C.O. is to be informed whenever airframe control systems, as defined in A.P.3158, Volume 2, Leaflet B.28, are disturbed and is to arrange for a S.N.C.O.'s independent check in accordance with A.P.3158, Volume 2, Leaflet B.28.
2. Carriage of Servicing Documents in Aircraft. The tradesman responsible for the first line servicing of the aircraft is to ensure that appropriate servicing documents are stowed away before flight.
3. Recuperator. Prior to lowering aircraft the hydraulic system is to be pressurized to 2250 p.s.i. using hand pump and the recuperator valves are to be screwed 'OUT'. When the weight of the aircraft is on the shock absorbers, the recuperator valves are to be screwed 'IN' and locked.
4. Hydraulic System. When fitting bleed clamps to pressure relay valves, ensure they are fitted in the correct position and are NOT overtightened. Excessive tightening is unnecessary.

This file was downloaded
from the RTFM Library.

Link: www.scottbouch.com/rtfm

Please see site for usage terms,
and more aircraft documents.

