

To: See Distribution List

16th May 1969

From: CENTRAL DEFECT AUTHORITY,
Ministry of Technology, St. Giles Court, St. Giles High Street, W.C.2.
Tel. No. 01-636-3644, Ext. 474

CLASS C

- (A) Servicing Instruction/Hunter/105
Nose Undercarriage "Up" Stop Bracket: Cracked.
- (B) Hunter Mk.7, 7A, 8 and 11 Aircraft.
- (C) Cases have occurred where the Nose Undercarriage "Up" Stop Brackets, Pt. No. B211984 (Reference 26FX/1438154) have been found to be cracked and breaking up.
- (D) 1. Within 28 Days of receipt of this Instruction and at each subsequent Minor Servicing, proceed as follows:-
- (a) Refer to AP4347 G and R Vol.3, Pt. 1, Bk. 1, Page J.C.9 and locate the Nose Undercarriage "Up" Stop Bracket in the Nose Wheel Bay.
 - (b) Remove rubber pad and steel plate from bracket.
 - (c) Visually inspect the bracket for cracks.
 - (d) Where the bracket is found to be free from cracks, no further action other than recording is necessary.
 - (e) Where the bracket is cracked, refer to Repair Scheme Drawing BSk. 41706 (available on demand from RTO Hawker Siddeley Aircraft Kingston-on-Thames) and determine whether the bracket is capable of being repaired in accordance with the drawing.
 - (f) Repair brackets that are considered repairable.
 - (g) Where the bracket is beyond repair it is to be discarded and a new bracket fitted.
 - (h) Refit rudder pad and steel plate to bracket.

Note:

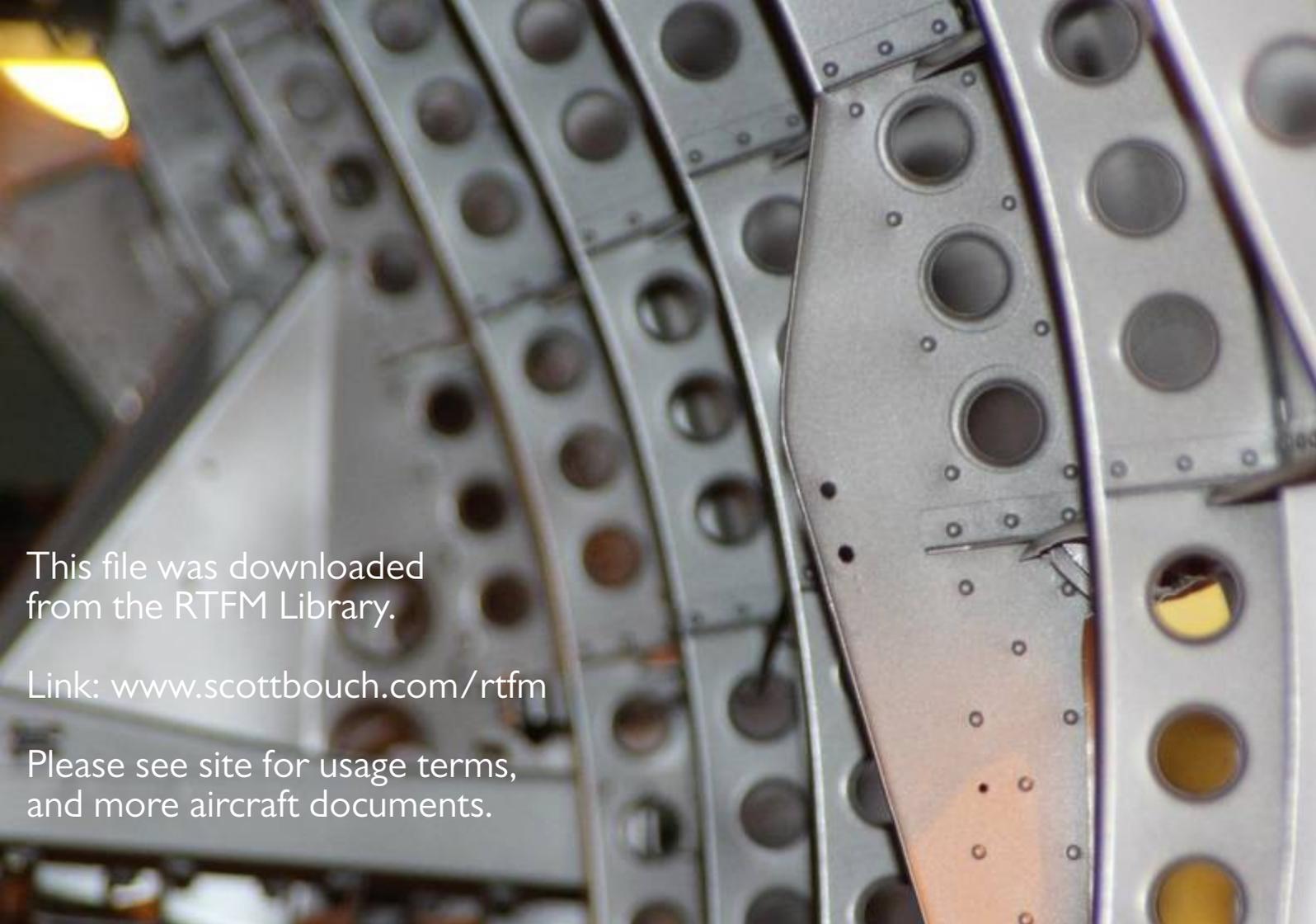
Aircraft may continue in use with cracked brackets, for a period of not more than 20 flying hours, pending receipt of the Repair Scheme, or replacement of the bracket, whichever is required, provided that there is no evidence of damage in the area at the attachment of the bracket to the cockpit floor.

Estimated Man Hours: ½ (Inspection Only)

- (E) Record on the appropriate forms and enter in the Supplementary Record Sheet of the Servicing Schedule.

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