

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

- A. SI/Hunter/111  
Main Undercarriage, Main Fitting, Cracking
- B. 1. Hunter Mks. 6, 7, 8, 9, 10, 11 and 12.
2. Main Undercarriage, Type Nos. 11883 P A01 (27Q/1926), 11883 S A01 (27Q/1927), 11883 P B01 (27Q/70026), 11883 S B01 (27Q/70027), 11884 P A01 (27Q/1928), 11884 S A01 (27Q/1929), 11884 P B01 (27Q/70029), 200046003 (27Q/70650), 200046004 (27Q/70651), 200315001 (27Q/71129) and 200315002 (27Q/71130) and Sub-assemblies the Main Fittings Part Nos. 8449Y209A (Reference 27Q/17160) or 8449Y209B (Reference 27Q/17161) held as spare or in store.
- C. Cases have occurred of main fittings being cracked at the bottom end bearing due to stress corrosion in the flash plan of the main fitting forging.
- D. 1. a. At the next Primary Star Servicing after receipt of this Instruction or of the necessary probe equipment for Hunter/Ult/5, whichever is the later and thereafter at each subsequent Primary Star Servicing.
- b. (1) Refer to AP.4347 (Suffix letter relevant to aircraft mark), Vol. 1, Sect. 3, Chap. 5, Fig. 19, "Main Undercarriage Removal".
- (2) Locate the forward connecting rod (Fig. 19, Item 5) on the port and starboard undercarriages and remove the split pin and slotted nut attaching the rod to the undercarriage leg stud. Slide the connecting rod, complete with ball end, off the stud and permit the connecting rod to wing away from the leg and to remain suspended on the undercarriage door.
- IMPORTANT:** On no account is the adjustment of the rod to be altered.
- (3) Locate the clip which attaches the small bore pipes to the leg immediately above the connecting rod spigot. Where necessary, slacken the clip and gently ease the pipes away from the leg to facilitate examination.
- (4) Using CSDE Ultrasonic Technique No. Hunter/Ult./5, examine the undercarriage main fitting over the area indicated in the Technique on both port and starboard main undercarriages. (Where paint is chipped or damaged it may be necessary to remove the protective paint film before examination).

**Note:** QO i/c at Contractors Works can obtain a copy of the NDT Technique from CDA.  
Mintech formations requiring advice or assistance with the NDT Technique or equipment should refer to NDT Section, AQD Laboratories, Harefield.

- (5) Where the main fittings are considered satisfactory, restore the paint finish as necessary.
  - (6) Suspected units are to be returned to Dowty Rotol Limited, Cheltenham Road, Gloucester, quoting this Instruction as authority.
  - (7) Retighten the pipe clip as necessary and reconnect undercarriage door to leg, using existing slotted nut and replacement split pin.
  - (8) Fulfil undercarriage functional checks as required by AP3158, Vol. 2, Leaflet B28 as amended.
- c. 3 Man-hours (Examination only on both main undercarriages).
- D. 2. a. Before installation or issue.
  - b. Satisfy paragraph D.1.b.(4), (5) and (6) of this Instruction.
- E. 1. Record on Forms 700 and 3592 and enter in the Supplementary Servicing Record Sheet.
  - 2. Mark the unit "SI/Hunter/111 " adjacent to the data plate using lacquer, opaque yellow.
- F. Report defects initially by signal to Mintech (CDA) and to RTO(A) Dowty Rotol Ltd., Gloucester and (for RAF) to MOD Mech Eng 4(b)(RAF) followed by Form 1022.
- G. Modification action is in hand.
- H. 1. Nil.
  - 2. No.

Issued on behalf of:  
 Ministry of Defence,  
 Mech Eng 4(b) (RAF),  
 Tel: 01-930-7022, Ext. 7751.  
 MOD file reference AF/C1124/65/06

*T. S. Law*  
 (RCA)  
 for  
 (T. S. LAW)  
 Central Defect Authority

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LIGHTNING MK. 1  
COVER PITOT HEAD  
EB2-88-5111