



From: CENTRAL DEFECT AUTHORITY

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A SI/HUNTER/122  
MAIN UNDERCARRIAGE, FAILURE OF MAIN FITTING

B Hunter Mks 6, 7, 7A, 8, 8B, 9, 10, 11 and 12.

C A case has occurred of the main fitting failing due to a fatigue crack on the forward face of the Main Undercarriage Leg below the forward pintle and immediately above the lugs supporting the hydraulic swivel pipe.

D 1 a At the next and each subsequent Primary Star Servicing (RAF) or at the next and each subsequent compliance with Flex Op A/E26(RN).

b (1) Refer to AP 1803E, Vol 1, Sect 2, Chap 9, Fig 1 and proceed as follows:-

(a) Jack aircraft and exhaust hydraulic pressure

(b) Remove the two bolts securing the spigot of the upper swivel pipe unit to the lugs of the main fitting

(c) Disconnect and blank the brake and recuperator lines at the break point immediately below the lug.

NOTE: It is possible to reduce inspection time by wedging the swivel pipes away from the Main Fitting after disconnection from the lugs. This practice is NOT to be followed since repeated operations in this manner are likely to give rise to pipe fatigue.

(d) Swing the swivel pipes away from the Main Fitting.

(2) Examine the Main Fitting for cracks using technique CSDE/Hunter/EDD 6A(RAF) or NATEC/Hunter/EDD4(RN).

(3) Where cracks are found the Main Fitting is to be returned to the manufacturer in accordance with the instructions contained in MDRI item Hunter 1/9.

(4) Refit pipelines, bleed and functionally test the system.

c 6 Manhours.

E Record on Form 720 and 4801 and enter on the Supplementary Servicing Sheet (RAF) or in accordance with AP(N) 140, Article 2213 (RN).

F Report all defects on MOD Form 760.

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