

2nd February, 1960.

From: R.D.A.(Defects), M. of Av., St. Giles Court, St. Giles High Street
W.C.2. Tel. No. MUSEum 3644, Extn 474.

Class

- (A) Servicing Instruction/Hunter/57-13
Tailplane Actuator, Rotax Type A.1607: Loosening of
Clutch Ring Nut Following Distortion of Locking Tab.
- (B) Hunter Mk. 4, 6, T.7, T.8, F.(GA)9 and F.R.10 aircraft with
with Mod.605 embodied.
- (C) A case has been reported of loosening of the Clutch Ring Nut
(Part No.N108906) in Rotax Actuator Type A.1607 (Ref.5W/2313),
accompanied by distortion of the locking tab. This resulted in
complete loss of control of the tailplane incidence.
- (D)1. Immediately on receipt of this Instruction, and subsequently at each
MINOR ~~28~~ 28 day period, proceed as follows:-
- (a) Render the aircraft electrically safe.
 - (b) Remove the tailplane actuator from the aircraft.
 - (c) Remove the wire locking from the three screws retaining the
clutch housing cover plate and remove the cover plate thus
exposing the clutch ring nut.
 - (d) Examine the locking tab for any sign of distortion due to
movement of the ring nut.
- (e) Where no distortion is apparent, re-assemble and re-fit
actuator to aircraft.
- (f) Test and carry out checks in accordance with current
procedure.
- (g) Where the tab washer is distorted fit a replacement actuator.

Estimated Man hours - 5

- (E) Record on the appropriate forms, and enter in the Supplementary
Servicing Record Sheet of the Servicing Schedule.
- (F) Report all cases of distortion of the locking tab by signal to
R.D.A.(Defects) with copies to R.T.O. Hawker Aircraft Ltd., and
Inspector in Charge A.I.D. Rotax Ltd., Willesden Junction, quoting
Serial Number, and Mark of aircraft affected.

- (G) ~~Modification action is in hand.~~ Hunter Mod 922
(Rotax AS964)
Cover

J. Roberts Esq.
(P.D.)

for A.R. BUTLER
RDA/Defects.

- (f) Couple a source of dry clean air to the test rig and blow through the pipe lines to clear any accumulated moisture.
- (g) Refit the elbows to the canopy jettison guns and re-connect the pipes.
- (h) With the air supply output valve set to deliver at 90 lbs. per square inch and a piece of 2 inch x 1 inch x 3 feet hardwood held firmly over the canopy jettison guns (see sketch) to prevent excess piston travel, quickly open the release valve on the rig and check that the pistons of the canopy jettison guns have extended.
- (j) Release air pressure and return pistons to their normal position by finger pressure. Seal the holes in the rail housings over the guns with P.V.C. black adhesive tape, Ref. 32B/763, (1 $\frac{1}{2}$ inches wide x 3 inc long).

NOTE: Failure to operate will necessitate removal, stripping, cleaning, re-lubrication (lightly smear bore of cylinder with grease XG.285 to D.T.D.806 Ref. 34B/100517) and re-assembly, together with a further function test as above.

- (k) Remove test equipment, re-fit hood.
- (l) Re-arm the seat and canopy firing unit in accordance with the instructions in AP.4288, Vol. 5.

Estimated Man Hours: 2 $\frac{1}{2}$.

- (E) Record on appropriate Form and enter in Supplementary Servicing Record Sheet of Service Schedule.
- (F) Nil.
- (G) Nil.

H.13375.


A.R. Butler
R.D.A./Defects



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