

23rd September, 1960

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

CLASS B

- (A) Servicing Instruction/Hunter/61
Landing Flaps, Screwed Securing Rod and Ferrules :
Ineffective Locking
- (B) Hunter Mk. 1, 4, 6, 7, 8, 9 and 10 aircraft.
- (C) Cases reported of ferrule A.G.S.934 G1 on screwed rod A.G.S. 935C securing rib to flap spar becoming unscrewed until it fouled the mainplane skin when flaps were lowered, causing damage to mainplane.
- (D) 1. Within 7 Days of receipt of this Instruction and at each subsequent Minor Servicing, proceed as follows:-
- (a) Fully lower the landing flaps.
 - (b) At each rib attached to the tubular spar by hexagon headed screwed ferrules and screwed rods (Ribs 1, 2, 3, 4, 5, 7, 11, 12, 13, 14 and 15) check that the ferrules have not slackened off and that they are securely locked.
 - (c) Where it is found necessary to relock them, this is to be done by 3 centre pop marks.

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NOTE: It is important that the ferrules are not over-tightened.
Estimated Man hours : $\frac{1}{2}$



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