

5th October, 1960.

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Class A

- (A) Servicing Instruction/Hunter/62
Inboard and Outboard Pylon Attachment Nuts -
Defective Threads.
- (B) Hunter Mk. 4, 6, 7, 8, 9 and 10 aircraft.
- (C) Cases have been reported of failure of the pylon attachment nuts, which are buried in the wings, allowing, in one case, the outboard port tank and pylon to fall away.

Aircraft with pylons fitted.

- (D)1. Immediately on receipt of this Instruction and subsequently at each "After Flight" Servicing proceed as follows:-
- (a) Using the standard Allan key ONLY, check all bolts for tightness, using normal torque loading with the key.
- (b) Where any nut/nuts strip under this test the aircraft is regarded as unserviceable for the carriage of pylons until the defective nut/nuts have been replaced.

NOTE 1 Access to five nuts inboard and one nut outboard involve repair schemes.

NOTE 2 Repair Schemes D.29672 (Inboard) and C.29677 (Outboard) provide access to certain nuts, superseding Repair Schemes RD.372 and RD.373, unless these repairs have already been applied.

NOTE 3 Drawing D.29672 and C.29677 may be obtained from Command Headquarters or Hawker Aircraft Ltd.

Estimated Man Hours - INSPECTION $\frac{1}{2}$

- (E) Record on the appropriate form and enter in the Supplementary Servicing Record Sheet of the Servicing Schedule.
- (F) Report by signal to RDA/Defects, copy to R.T.O. at Hawker Aircraft Ltd., or in accordance with AP.3158, leaflet G.2, para. F, as appropriate, all cases of pylon attachment nuts stripping.
- (G) Embodiment of Mods. 964 and 965 will render further compliance with this Instruction unnecessary.

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