

17th December 1960

From:

Note:- This Instruction is not intended as a test of the datum actuator but to test the free operation of the switch carrier linkage. An actuator should only be rejected where it fails to pass the tests laid down in AP.4343".

- (A) Service Instruction/Hunter/65A  
Tail Trim Datum Actuator Linkage: Stiffness.
- (B) Hunter Mk. 4, 6, 7, 8, 9 and 10 aircraft post-Mods. 597 and 629.
- (C) Case reported where stiffness in the Flying Tail Actuator Linkage could have been contributory cause of malfunction of tailplane actuator.
- (D)1. Within 7 Days of receipt of this Instruction and at each subsequent Minor Servicing proceed as follows:-
- Carry out function test of Tail Trim and Flying Tail circuit with 24 volts input to aircraft to ensure datum actuator linkage operates correctly.
  - Failure to operate correctly will necessitate investigation into and rectification as required.

NOTE: On reassembly, after replacement of micro switches, malalignment of spring feel unit and connecting rod may be noticed. The existing washers may be fitted on either or both sides of eye ends to obtain correct alignment with switch carrier lever. Stiffness may also be due to lack of lubrication. Note

Note

This check should also be carried out after dismantling or replacement of any item in the Flying Tail Linkage.

Estimated Man-Hours: 1

- (E) Record on the appropriate Forms.
- (F) Nil.
- (G) Servicing Schedule and Volume 1 will be amended to agree.

  
A.R. Butler  
RDA(Defects)

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