

10th March, 1962.

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Class D.

A. Servicing Instruction/Hunter/80
Main Wheel: Cracking.

(B)1. Hunter Eks. 4, 6, 7, 8, 9, 10, 11 and 12 aircraft.

2. Dunlop Main Wheels, embodying Repair 214,
Part No. AH.50207 (Ref. 27A/3371)
" " AH.50701 (Ref. 27A/3902)
" " AH.51338

held as spare or in Stores.

NOTE: "RP.214" stamped in close proximity to Wheel Part No., indicates that the Maxaret track on wheels that have been damaged has been renewed.

(C) Instances have occurred, subsequent to the embodiment of RP.214, of cracks appearing in the inner radius at the junction of the fixed flange and the main hub body.

(D)1. At the next and each subsequent Wheel Bay Servicing and at all subsequent 30 ± 10 landings, proceed as follows:-

- (a) Remove the wheel from the aircraft and then remove the anti-corrosion treatment from the rim area indicated on the sketch using an approved paint remover.

NOTE: To obtain the best results the wheel is best rigged on an improvised turntable for ease of handling.

- (b) Clean with trichlorethylene. It is essential that the area is dried completely and for this a warm air blast is preferable. Slight warming of the part increases the sensitivity of the test.
- (c) Using the dye penetrant method of crack detection (AP.8800, Vol.1, Sect.6, Chap.5 refers) apply a double application of the penetrant, with an interval of 20 minutes between each, and a total soaking time of 40 minutes.
- (d) As much dye as possible is to be wiped off and although sufficient penetrant remover must be used to remove all dye, too liberal applications are to be avoided.

NOTE: A thin, even, continuous developer film, free from coarsely agglomerated particles is essential.

- (e) Some defects may show at once, but allow at least 12 hours to elapse before final assessment is made.
- (f) Serviceable wheels are to have the treated rim area painted in accordance with AP.2337, Vol.1, Book 1, Section 1, Chapter 1.

(g) Where cracks are found the wheel is to be scrapped and a new replacement fitted.

Estimated man hours - 2 hours (plus stripping, repainting and drying time.)

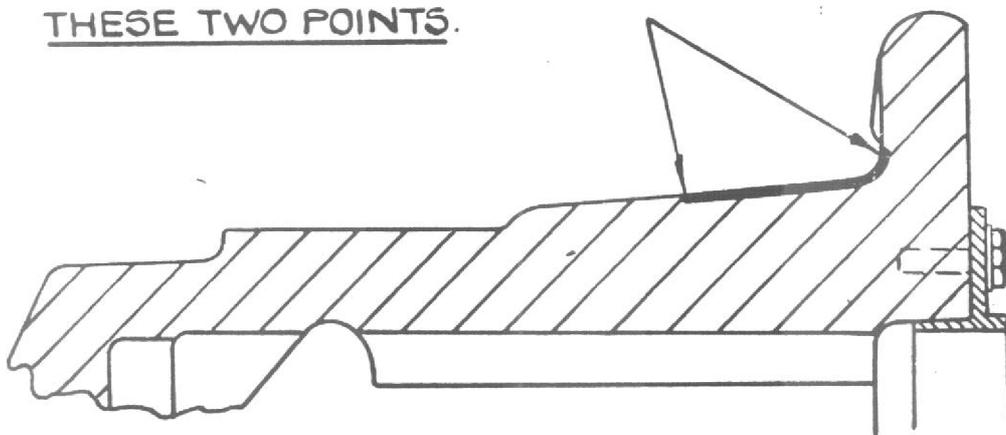
2. Main wheels quoted at Para.(B)2 above, held as spare or in Stores, are to be inspected in accordance with Para.(D)1. prior to Issue or Installation as applicable.
- (E) Record on the appropriate forms and enter in the Supplementary Servicing Record Sheet of the Servicing Schedule.
Mark Wheels "S1/Hunter/80" on initial application of this Instruction.
- (F) Nil.
- (G) Nil.
- (H) This Instruction does not affect the handling or operation of the aircraft or equipment.



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

INSPECT FOR CRACKS BETWEEN
THESE TWO POINTS.

(c)



NOTE FOR ILLUSTRATION PURPOSES
ONLY ONE TYPE WHEEL HUB IS SHOWN.
AREAS TO BE INSPECTED REMAIN THE
SAME HOWEVER, FOR ALL HUBS.

S.I. HUNTER / 80

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