

23rd May 1966

From:- CENTRAL DEFECT AUTHORITY
Ministry of Aviation, St. Giles Court, St. Giles High Street, W.C.2.
Tel. No. MUSEum 3644, Ext.474.

CLASS B.

- (A) Servicing Instruction/Hunter/88
(Cancelling P.W./Hunter/40).
Main Undercarriage: Lever Operating Spindle
on Leg Fairing Lock Mechanism: Loose
- (B) Hunter Mks. 4, 6, 7, 8, 9, 10, 11 and 12 aircraft.
- (C) A case has occurred where the main undercarriage failed to lower on emergency selection. This was attributed to looseness of the lever operating spindle on the leg fairing lock mechanism, which allowed the plunger assembly to drop. The subsequent mal-alignment of the plunger prevented full operation of the emergency air sequence valve. A number of other aircraft inspected showed varying degrees of looseness of the lever clamp holding the spindle.
- (D) 1. Within 7 Days of receipt of this Instruction and subsequently at each Minor Servicing, proceed as follows:-
- (a) Locate the main undercarriage leg fairing locks in the wheel wells, port and starboard. (The lock is shown in AP.4347, Vol.1, Sect.3, Chap.5, Fig.7 at the top left hand corner).
 - (b) Check the clamping bolt on the Micro Switch Operating Lever Pt. No. F.180447 & 8 (Refs. 26FX/93 and 94) for tightness and correct positioning of the Operating Spindle F.201253 (Ref. 26FX/5187).
- Note: The spindle should protrude sufficiently through the Switch Operating Lever to ensure that the Plunger Assembly A.202839 (Ref. 26FX/5190), is lying parallel to the aircraft structure and is free to move over the complete travel of the leg fairing lock lever.
- (c) Where the security of the clamp bolt and the position of the plunger assembly is satisfactory no further action, other than recording, is necessary.

/(d)

- (d) Where the clamp bolt is loose, remove the stiffnut AGS.2001-C-1 (Ref. 28M/10288) and replace by a new item. Tighten the bolt, ensuring that the plunger assembly is positioned in accordance with the Note to Para. (D)1 (b) above.
- (e) Where repositioning of the spindle is found necessary, check that the adjustment of the undercarriage air sequence valve is in accordance with AP.4347, Vol.1, Sect.3, Chap.5, Para.35. Check operation of the micro switch and fulfil all other checks detailed in Paras. 35 to 38.

Estimated Man Hours: 10 mins. (To inspect)
 10 mins. (To rectify)

- (E) Record on appropriate forms and enter in the Supplementary Servicing Record Sheet of the Servicing Schedule.
- (F) Nil.
- (G) Nil.
- (H) This Instruction does not affect the operation or handling of the aircraft or equipment.

A.R. Butler

for
A.R. BUTLER
Central Defect Authority

R.439487

This file was downloaded
from the RTFM Library.

Link: www.scottbouch.com/rtfm

Please see site for usage terms,
and more aircraft documents.

