

To: See Distribution List

19th April, 1968

From: CENTRAL DEFECT AUTHORITY, Ministry of Technology,
St. Giles Court, St. Giles High Street, W.C.2.
Tel. No. 01-636-3644, Ext. 474.

CLASS D

- (A) Servicing Instruction/Hunter/98 (Circulation STN/4/72) Flying Control Bearings: Lubrication.
- (B) Hunter Mk.6, 7, 7A, 8, 9, 10, 11 and 12 Aircraft.
- (C) Examination of the flying control bearings at Major Servicing has revealed that the grease in the bearings tends to dry-out and harden over a long period, resulting in an increase of friction in the controls. Servicing Schedules have recently been amended to re-grease these bearings at alternate Major Servicings (1920 hour frequency) but a number of aircraft underwent their 2nd or 3rd Major before this became operative. Tests have shown that the application of a small amount of oil will resuscitate the grease and this can be applied in-situ to the majority of the bearings.
- (D)1. Within 3 Months of receipt of this Instruction or at next Minor Servicing whichever is the sooner, and thereafter at each subsequent Minor Servicing (only on aircraft which are already overdue for 1920 hour bearing removal and servicing and until such servicing is done) proceed as follows:-
- (a) By removing the appropriate spine fairings and access panels gain access to all flying control bearings both on the control rods and the operating shafts with the exception of the aileron bell-crank and control tube bearings in the wing root and the linkage to the ailerons in the centre fuselage (see Paras (D)1(c) and (D)2). Reference should be made to the appropriate Vol. 1, Sect. 3, Chap. 4, Figs. 1 to 5a for the location of these bearings.

Front Fuselage

- (b) Lubricate the bearings in accordance with the technique described in Appendix A to this instruction.

Note: The majority of the bearings are readily accessible with the exception of those on the upper end of the vertical control rods aft of Frame 11. Access to these is made through the removable cover in the cockpit and the removal of this cover necessitates a cabin leak test on replacement. Access to the bearings on either side of the control column pivot is possible by unlacing the control column gaiter fully and pulling the gaiter to either side for application of the oil.

To gain access to the elevator lever assembly it is necessary to remove the Starboard outer gun blast tube.

/Centre Fuselage

Centre Fuselage

- (c) Lubricate the bearings in accordance with the Appendix A to this instruction.

Note: All bearings are accessible with the exception of the linkage to the ailerons in the centre fuselage. (Vol. 1, Sect. 3, Chap. 4, Fig. 1) - see Para (D)2.

Rear Fuselage

- (d) Lubricate the bearings in accordance with the Appendix A to this instruction. All bearings are accessible by the removal of the relevant access doors.

Mainplane

- (e) Lubricate the bearings in accordance with the Appendix A to this instruction.

Note: Access to the aileron bearings is through the rear access doors with flaps down or through the access doors in the wing skin. Certain of the bell crank and control tube bearings in the wing root are not accessible without removal of the mainplane. These bearings, therefore, cannot be treated and are exempt from the terms of this Instruction.

- (D)2. Within 6 Months of receipt of this Instruction or at next engine removal (whichever is the sooner) and thereafter at each Engine Removal (on aircraft which are overdue for 1920 hour bearing removal and servicing and until such servicing is done) proceed as follows:-

- (a) Lubricate the bearings at the linkage to the ailerons in the centre fuselage in accordance with the Appendix A to this instruction.

Estimated Main-hours : 15 (less cabin leak test)

- (E) Record on the 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 landing of the aircraft or equipment.

Appendix 'A' to S.I./Hunter/98

It has been found that only a small amount of oil is necessary to resuscitate the grease in the bearings.

- Required: (i) Small bottle of Oil OX.14 (Ref. 34B/9100589 or 9100590)
- (ii) Small long handled brush with soft bristles, such as an artists or lining brush.

With the sealed type bearings, as fitted to the ends of control tubes, one or two light strikes of the brush charged with oil around the outside of the bearing seal will take the oil into the bearing by capillary action.

/With

With the unsealed type of bearing as used on Cross Shafts, one or two strokes of the charged brush against the exposed ball bearings will ensure penetration on subsequent movement of the controls.

It is important not to apply the oil indiscriminately, especially in the vicinity of electrical cables. Operation of the controls after oil application will ensure its penetration all round the bearings.

It may be found that, as access to certain of the bearings is comparatively simple, a hypodermic syringe will give better control of the oil injected. Use of such a syringe is, therefore, permitted.

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