

Class C

- (A) Servicing Instruction/Hunter/99
Undercarriage Hydraulic Components: Internal Leakages
- (B) Hunter Mks. 4, 6, 7, 7a, 8, 9, 10, 11 and 12 Aircraft.
- (C) Reluctance of the main undercarriage to lower on the first selection particularly after low level, high speed flight, has been experienced on a number of aircraft. Internal leakage in the undercarriage hydraulic components can remain undetected, until damage to the undercarriage doors and mechanism occurs, due to mal-sequencing and/or inability to maintain the undercarriage leg in the UP position under hydraulic power.
- (D)1 Within 28 Days of receipt of this Instruction and thereafter at every Primary Star Servicing (80 Hours), proceed as follows:-
- Jack the aircraft, connect external electrical supply and bleed the main undercarriage jacks in accordance with standard procedure.
 - Using the hand pump, retract the main undercarriage to the locked up position. Select Undercarriage "DOWN" and pump slowly until the wheel doors have lowered approximately 17°, at which point the leg fairing locks are opened. Stop pumping.
 - Check that neither leg drops out of the opened lock. Should a leg drop when the wheel door is below 17° but not fully down, an internal leak in the undercarriage jack, the pressure operated sequence valve or the thermal relief valve is indicated.

Note:

The undercarriage jacks should not move until the mechanically operated sequence valves are activated by the wheel doors approaching the fully down position. During this check (Para. (D)1(c)) it should be determined whether or not friction in the undercarriage pivots is holding the leg up by applying a hand loading to the leg. There must be no movement.

- Where the results of the checks called for in Para. (D)1(c) are unsatisfactory, the components are to be removed for bench checks and serviceable components fitted where necessary.

Note:

Where a fault is apparent preference is to be given to the sequence valve and then the jack in order of removal.

Estimated Man Hours: 3

- (E) Record on appropriate aircraft forms and enter into the Supplementary Servicing Record Sheet of the Servicing Schedule.

/(F)

J 566848

MINISTRY OF TECHNOLOGY CENTRAL DEFECT AUTHORITY ST. GILES COURT, ST. GILES HIGH STREET, W.C.2.	
22 JUL 1968	
REG. NO.	FILE

(F) Forms 1022 are to be raised where components are found defective.

(G) Nil.

(H) This Instruction does not affect the operation or handling of the aircraft or equipment.



T.S. LAW
Central Defect Authority

SI / HUNTER / 99

This file was downloaded
from the RTFM Library.

Link: www.scottbouch.com/rtfm

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

