

ARROW I

MAINTENANCE INSTRUCTIONS

MAIN LANDING GEAR

71/MAINT 92/1

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Prepared:

For Maintenance and Reliability

Section

Approved:

For Project Tesign Group

Approved:

For Equipment Design Group

Authorized:

Project Designer

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COMPONENT DATA (continued)

M.D.R.	19-32 19-41	Main Gear Door Jack Brake Unit
89	62-4	Main Gear Pivot Door
00	62-5	Main Gear Door
3.3	62-20	Main Gear Up-Lock
11	92-1	Main Landing Gear
22	92-2	Main Gear Leg Fairing
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		Main Gear
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1. DESCRIPTION

1.1 General

The aircraft is equipped with a tricycle landing gear which is hydraulically retracted and is extended by free fall, assisted by airflow forces when in flight. The main gear is fitted with twin wheels in tandem. These have hydraulic disc-type brakes with provision for anti-skid devices. The main landing gear is housed in the inner wing. Retraction is inwards and forwards. When fully retracted it is faired in by a leg fairing, a pivot door and a landing gear door.

1.2 Main Landing Gear Attachment (See Figure 1)

The main leg and back-stay are attached to the aircraft by a cross-shaft which is supported in two self-aligning bearings, one in the main spar and the other in the front spar. A shear pin locates the leg to the cross-shaft. To facilitate removal and replacement of the main landing gear, the cross-shaft is manufactured in two sections with a spacer fitted between them. Removal of the spacer allows sufficient movement for the rear section and main leg to be withdrawn from the bearings. The retraction jack attachment is on the upper part of the back-stay.

1.3 Leg Fairing

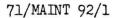
The leg fairing is attached to the leg and back-stay by nine spring loaded housings. The two lower housings each incorporate a campoperated locking device. In the landing gear down position, these two housings are locked to prevent the air flow from forcing the fairing away from the leg. In the landing gear up position, the cams are actuated by strikers in the wheel bay. The spring housings are then free to take up any movement of the leg due to flexing of the wing in flight, and keep the fairing sealed at all times.

1.4 Main Landing Gear Door (See Figure 2)

The landing gear door is hinged to the fuselage side of the wheel bay by a piano type hinge. When retracted it is locked in the up position by five up-locks which are locked mechanically and are released by three hydraulic jacks. The door has two rubber blocks which support the landing gear when flight stresses flex the wing and force the gear out of the up-lock. The door is operated by a hydraulic jack fitted with a multi-stage lock to prevent blow back.

1.5 <u>Pivot Door</u> (See Figure 3)

The pivot door closes the gap between the leg fairing and the wing skin when the landing gear is retracted. It is hinged to the structure by two arms. The operating linkage is connected to the





1.5 Pivot Door (continued)

cross-shaft by two adjustable links.

1.6 Main Gear Up-Lock (See Figure 4)

The main landing gear up-lock is fitted on the wheel bay diaphragm and engages with an adjustable roller on the leg. When the leg retracts, the up-lock engages mechanically and also operates a sequence valve which allows hydraulic pressure to be fed to the gear door jack. The up-lock is released by hydraulic pressure when the gear door jack reaches its first blow-back lock position.

1.7 Main Leg

Owing to the limited size of the wheel bay, the leg must be reduced in length to accommodate it in the wheel bay. This is accomplished by a shortening device fitted to the top of the leg and connected to the structure by a turnbuckle. This shortening device consists of a chain and sprocket which is geometrically arranged to telescope the lower leg and shock avsorber into the upper main casing, without compressing the shock absorber. The landing gear retracts at an angle of forty five degrees to the centre line of the aircraft and, with normal retraction, this would bring the forward wheel into a higher position than the rear wheel. To maintain both wheels parallel to the wing chord, the lower leg is rotated about the centre line of the leg.

1.8 Back Stay

The back stay braces the leg for fore and aft loads. One end is attached to the main casing with a pivot pin, the other being integral with the cross-shaft rear section.

1.9 Side Stay

A telescopic side stay is fitted between the main spar and main casing to brace the leg against side loads. It is attached to the main spar with a swivel bearing and to the leg with a universal ball joint. In the fully extended position an internal lock is engaged and forms the main landing gear down lock. The lock is disengaged by hydraulic pressure when the landing gear is selected up.

1.10 Shock Absorber

The liquid spring type shock absorber is housed within the leg. The upper end is secured with a transverse pippin which is accessible after removal of a rubber plug from the main fitting. The piston rod

1.10 Shock Absorber (continued)

end is secured to the lower leg.

1.11 Torque Links

The torque links are fitted between the torque fitting and the sliding member to prevent rotation of the lower leg.

1.12 Bogie Beam

A bogie beam pivots on the lower end of the leg. Integral with each end of the beam are the two main wheel axles. Above the beam are two brake torque links, which form the anchor for the wheel brake torque arms.

1.13 Recuperator

A recuperator, which maintains the shock absorber at the correct charging pressure, is attached to the forward brake link. One end of the recuperator is charged with oil and the other end is charged with nitrogen. A valve, operated by the torque links, opens the oil end of the recuperator to the shock absorber each time the shock absorber is full extended. An oil content indicator and a nitrogen charging valve are fitted at the forward end of the recuperator, and a minimum safe nitrogen working pressure indicator and an oil charging point are fitted at the rear end.

1.14 Telescopic Tie-Rod

A spring loaded telescopic tie-rod is fitted between the bogie beam and outer casing. The tie-rod extends and tilts the bogie beam forward when the landing gear is retracted. This locates the wheels in the correct position for retraction into the wheel bay. The tie-rod also dampens oscillation of the bogie beam on initial landing.

1.15 Main Wheels

The main wheels are of the split hub type with the two halves sealed to enable the wheel to be fitted with either tubeless or conventional tires. The wheel revolves on two tapered roller bearings fitted in the wheel hub. A dust excluder is fitted to the inner bearing and a hub cap is fitted over the outer bearing and wheel nut.

1.16 Wheel Brakes

Each brake unit consists of two friction plates and a triple friction pad assembly operated hydraulically. The friction plates are keyed to the wheel by ten driving blocks and rotate with the wheel to provide a braking surface for the friction pads. The stationary friction pads



1.16 Wheel Brakes (Continued)

are mounted on a torque arm on the wheel axle which is secured to the brake torque link. The pads are arranged to sandwich the friction plates when a hydraulic piston exerts pressure on the inner pad. Pressure is supplied to the brakes by a solenoid operated selector. After the initial setting of the brakes by the manufacturer one further adjustment is necessary, as the brakes are self adjusting.

2. FUNCTION TESTS

2.1 Preliminary Details

- 2.1.1 Since the hydraulic aspect of the landing gear operation is dealt with in Maintenance Instructions Report 71/MAINT 19/4, no details of the hydraulic operation will be included in this report.
- 2.1.2 It is assumed that the Hydraulic Test Machine Trailer is connected to the aircraft, that all hydraulically operated units are installed, that a Mode 2 selection is made, and that the pressure and flow rates are varied in accordance with the requirements of each component, as described in Maintenance Instructions Report 71/MAINT 19/4.
- 2.1.3 Additionally, in order to avoid constant repetition, it is assumed that all fairings, doors, etc., are removed prior to commencement of rigging, and that all adjustable rod-ends, lock-nuts and other parts disturbed during the rigging operation are tightened and locked, and adhesive tape removed, after the completion of adjustments.
- 2.1.4 Where necessary, it is assumed that all bolts are torque loaded to the correct figure after adjustments are completed.
- 2.1.5 In all sections of this report, the description will cover one side of the landing gear only. The same operation will have to be carried out on the other side as well.

2.2 Ground Equipment

2.2.1 Hydraulic Test Machine Trailer

This machine is connected to the utility system external charging couplings to provide hydraulic power for the operation of the landing gear.

2.2.2 High Pressure Hydraulic Charging Unit

This unit, charged with Silicone oil to Spec. DOWCAN 200, is used to pressurize the main leg shock absorber.



2.2.3 Aircraft Jacks

Three 20 ton jacks are positioned, one under each wing and one at the nose of the aircraft, in order to raise the landing gear. clear of the ground.

2.2.4 Aircraft Alignment Fixture

This fixture is positioned in the wheel well, supported at two points on the "Y" shaped upper member of the nose leg, and at one point on the upper end of the drag strut. The aircraft lateral and fore and aft levels are checked by an inclinometer placed on this fixture.

2.2.5 Inclinometer

This instrument is used for checking levels and travels of various aircraft components during rigging operations.

2.2.6 High Pressure Air/Nitrogen Charging Trailer

This unit is used for nitrogen charging of the tires and the recuperators.

2.3 Main Landing Gear Rigging (See Figure 1)

2.3.1 Main Landing Gear Leg

2.3.1.1 The main legs are inclined inward from the pivot points at an angle of 40151 10.47%. This is measured as a linear measurement of 156.45% ± .25% from the centre line of the aircraft to the outer face of the landing gear leg sliding member at its lowest point.

This measurement is taken with the aircraft jacked up with the wheels clear of the ground, and positioned level laterally by means of an inclinometer placed on the alignment fixture in the nose wheel well.

- 2.3.1.2 Drop plumb lines to the hangar floor from two conveniently located points on the aircraft centre line, one forward and one aft of the main landing gear, and project the centre line to the hangar floor by marking a chalk line joining the two plumb points.
- 2.3.1.3 Drop another plumb line from the lowest point of the leg sliding member on its outer face, immediately below the bogie pivot pin, and mark the intersection of this line and the floor with a chalk cross.



- 2.3.1.4 With a steel tape, measure the distance from the cross to the aircraft centre line. To ensure that this measurement is taken at 90° to the aircraft centre line, place a large square on the centre line, and line up the steel tape parallel to the outward pointing arm of the square. The measurement should equal 156.45" \(\frac{1}{2} \). Any deviation can be corrected by adjusting the length of the telescopic side stay by means of its adjustable lower end fitting.
- 2.3.1.5 Check, and adjust if necessary, the length of the telescopic tie rod. This should be 41.47" ± .25", to maintain the bogie beam in its correct position for landing and stowage in the wheel well.

2.3.2 Main Gear Shortening Mechanism

- 2.3.2.1 Jack the aircraft up with the landing gear clear of the ground.
- 2.3.2.2 Disconnect the door jack from the door and secure it so that it cannot damage the aircraft structure on extension.
- 2.3.2.3 Slowly retract the leg and ensure that it is fully shortened before the wheels enter the wheel well.
- 2.3.2.4 Wrap a length of adhesive tape around the leg main fitting, level with the upper end of the torque fitting.
- 2.3.2.5 Fully extend the leg, and check the distance from the lower edge of the tape to the upper end of the torque fitting. This dimension should be 8.50" ± 1/16".
- 2.3.2.6 If the dimension is incorrect, it can be adjusted by means of the turnbuckle connecting the two barrel nuts at the upper end of the leg.
- 2.3.2.7 To tension the shortening chain, turn the adjusting stem of the spring tensioner clockwise until all slop is removed from the chain, and then a further 180°.

NOTE

Slop in the chain can be detected by the ready separation of the stem from the spherical seating.

2.3.3 Main Gear Jack

2.3.3.1 Prior to installation, check the retracted and extended length of the jack between attachment pin centres.

Correct lengths are: = retracted = 12.81" extended = 19.60".



- 2.3.3.2 To adjust the rod length, hold the jack rod with the special jack length adjustment tool and screw the fork end in or out as required.
- 2.3.3.3 When the jack is installed to these settings, the piston should not bottom at either end of its travel. To prevent a bottoming condition, the jack length may be adjusted ± 1/16" from the figures given.

2.3.4 Main Gear Uplock

- 2.3.4.1 With the landing gear extended, check the clearance between the up-lock release jack and the up-lock latch spring-loaded rod through the 3/8" hole provided in the up-lock casing.
- 2.3.4.2 Check that the main wheel tires are inflated to 255 psi.
- 2.3.4.3 Retract the landing gear slowly and check the position of the up-lock roller in the latch when fully retracted. The up-lock latch hook and the cam lever should be centrally positioned on the up-lock roller. This position may be adjusted by fitting packings, up to a maximum of .120", behind the up-lock casing.
- 2.3.4.4 With the weight of the gear on the hook and zero pressure in the main jack "UP" line check the clearance between the gear and the aircraft structure at all points. Clearances can be adjusted by means of the up-lock roller eccentric bolts. To adjust, loosen the nuts on the four recessed head bolts and turn all four bolts simultaneously to move the leg relative to the airframe structure. The rubber bumpers in the wheel well should just contact the tires. This contact may be adjusted by shimming with the special packings which are provided.

2.3.5 Main Gear Door and Door Jack

NOTE

The jack is supplied already fitted to its mounting bracket.

2.3.5.1 With the jack fully extended, adjust the distance between pin centres to 26.25", by means of the adjustable fork end.

To adjust the jack length, remove the circlip, fit a strap wrench to the rod and unscrew the rod from the fork end.



- 2.3.5.2 Wrap a piece of adhesive tape around the jack rod to indicate the fully retracted position.
- 2.3.5.3 Check the clearance between the jaws of the jack pick-up fitting on the door end and the inner race of the jack eye-end bearing.
- 2.3.5.4 Fit the jack to the door fitting, using shims to take up the clearance found in Para 2.3.5.3.
- 2.3.5.5 Slowly retract the door. Check the alignment of the door and fuselage skins.
- 2.3.5.6 Adjust the jack rod length until the door is fitting flush with the wing skin.
- 2.3.5.7 Check that the door bumpers contact the tires, or that not more than .125" gap exists.
- 2.3.5.8 Check that there is at least 0.12" over-travel on the jack.

This measurement is taken from the adhesive tape to end of the jack body.

2.3.5.9 Check the engagement of the door up-lock pins in their latches. This can be checked by putting plasticene inside the hook and noticing the marking obtained. If necessary, adjust these pins by means of their serrated plates which give an up or down adjustment of 0.050" per serration.

2.3.6 Main Gear Pivot Door

To install the pivot door proceed as follows:

- 2.3.6.1 Bolt the two curved arms to the door with the nuts tightened only sufficiently to hold the arms in place.
- 2.3.6.2 Assemble the two main links to the door.
- 2.3.6.3 Bolt the adjustable links and outer links to the main links.
- 2.3.6.4 Attach the main hinge arm and stabilizer arm to the structure.
- 2.3.6.5 Assemble the curved links to the two mounting brackets. With the nut lightly nipped on the shoulder bolts, adjust the laminated washers to maintain a gap of 0.008" 0.016" between the washers and the mounting bracket.



- 2.3.6.6 Extend the adjustable links to their full extend and connect the links to the trunnion lever arm.
- 2.3.6.7 Slowly retract the leg and check for door fit.
- 2.3.6.8 To bring the inner edge of the door flush with the wing skin, shorten the two adjustable rods. To eliminate any improper sealing of the door, slacken the bolts securing the two curved arms to the door. Reposition the four bolts in the over-size holes by means of the serrated grips, so that the door fits flush all round.

2.3.7 Main Gear Fairing

- 2.3.7.1 With the aircraft on jacks, attach the fairing to the leg by means of the nine spring loaded housings. The two cam-operated housings are fitted at the two lowest attachment points.
- 2.3.7.2 Measure and record the dimensions from the inside skin of the fairing to the leg at the upper and lower end of the fairing.
- 2.3.7.3 Disconnect the main door jack from the door to allow access to the fairing spring housings when the landing gear is retracted. Secure the jack so that it cannot damage any part of the aircraft structure during extension.
- 2.3.7.4 Disconnect the pivot door at the pivot shaft pick-up.
- 2.3.7.5 Retract the landing gear and check for full disengagement of the locking cams on the two lower housings when the gear is retracted.
- 2.3.7.6 Measure the dimension from each end of the fairing to the leg in the retracted position.

 This should be 0.25" more than in the free-in-air condition.
- 2.3.7.7 Adjust the extension of the eye ends if necessary by screwing them in or out of the rods.
- 2.3.7.8 Check the two lower housings for correct locking of the cam mechanism when released from the strikes pin during the retraction cycle.
- 2.3.7.9 Lower the landing gear.
- 2.3.7.10 Reconnect the main gear door and the pivot door.
- 2.3.7.11 Retract the landing gear.

2.3.7.12 Check the alignment of the door and fairing skins with the wing skin for flush fitting.

2.3.8 Main Gear Up-Lock Sequence Valve

Pending

2.3.9 Main Gear Door Sequence Valve

Pending

2.4 Recuperator and Shock Absorber Servicing

2.4.1 Checking Oil Content and Nitrogen Pressure

The following extracts are taken from the instruction plate prepared by Dowty Equipment of Canada Limited.

2.4.1.1 Whenever the landing gear is unloaded, the recuperator automatically compensates for the effects of temperature change upon the liquid spring. Re-charging is required only after leakage or dismantling.

NOTE

The Oil content indicator is at the nitrogen end of the compensator and the Nitrogen pressure indicator is at the oil end.

- 2.4.1.2 To Check the Oil Content :- Compare the temperature reading at the indicator with the ambient air temperature. Adjust the oil content to correct any discrepancy greater than 20°F.
- 2.4.1.3 To Check the Nitrogen Pressure: The system is based on a nominal pressure of 1500 p.s.i. A minimum nitrogen pressure, essential for satisfactory stowage of the gear, is indicated by the extremity of the cranked pointer resting on the cylinder. This should be checked before each flight.

For accurate setting of the nitrogen pressure, which should also follow any adjustment of the oil content, allowance must be made for ambient temperature.

2.4.2 Initial Oil and Nitrogen Charging

NOTE

The shock absorber will be supplied already charged with DOWCAN 200 fluid, the fluid specified by the makers. The



procedure for installation of the shock absorber in the leg is outlined in M.D.R. 92-4.

- 2.4.2.1 Before connecting the landing gear scissors, jack the aircraft high enough to support its weight on the jacks, at the same time leaving the shock absorber partially compressed ($1\frac{3}{4}$ " minimum compression). In this way the conical valve, which connects the shock absorber and the recuperator, is kept closed.
- 2.4.2.2 Charge the nitrogen section of the recuperator to approximately 100 p.s.i.
- 2.4.2.3 Slacken the bleed screw in the recuperator valve housing. Charge the fluid section until bubble-free fluid is flowing from the bleed valve. Tighten the bleed screw.
- 2.4.2.4 Continue fluid charging until the fluid content indicator reading coincides with the ambient temperature.
- 2.4.2.5 Charge the nitrogen section of the recuperator to 1500 p.s.i.
- 2.4.2.6 Jack the landing gear clear of the ground so that the recuperator and shock absorber are connected by the control valve, which opens during the last last of leg extension.
- 2.4.2.7 Check the oil content indicator and re-charge if necessary.

2.5 Wheel and Brake Servicing

Pending

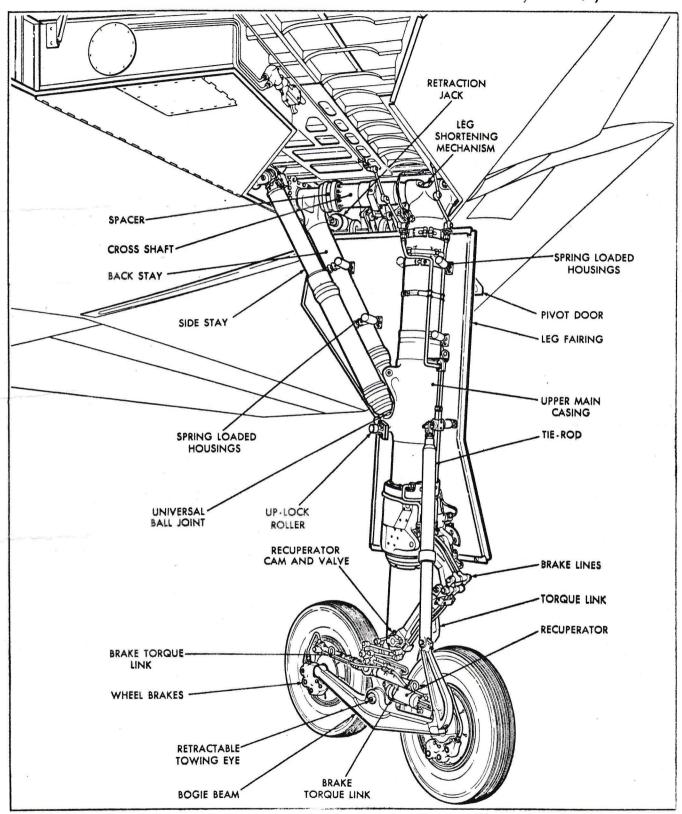


FIGURE I

MAIN LANDING GEAR

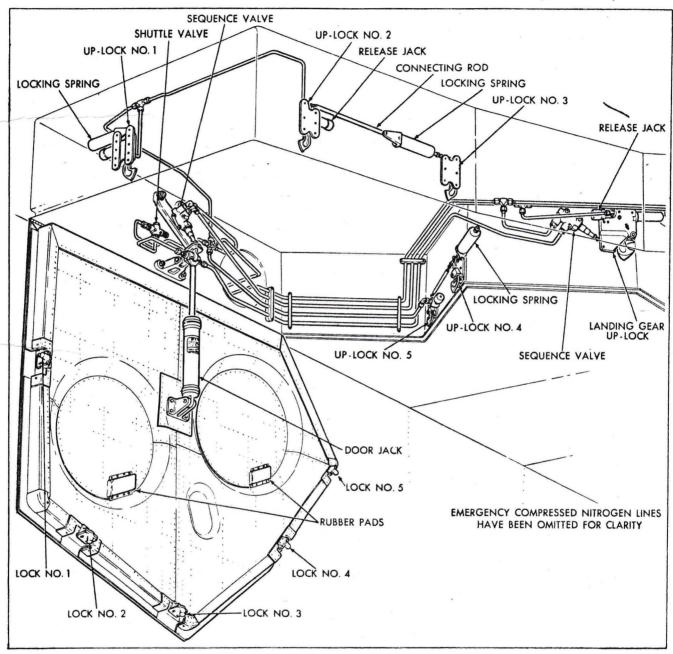


FIGURE 2

MAIN LANDING GEAR DOOR

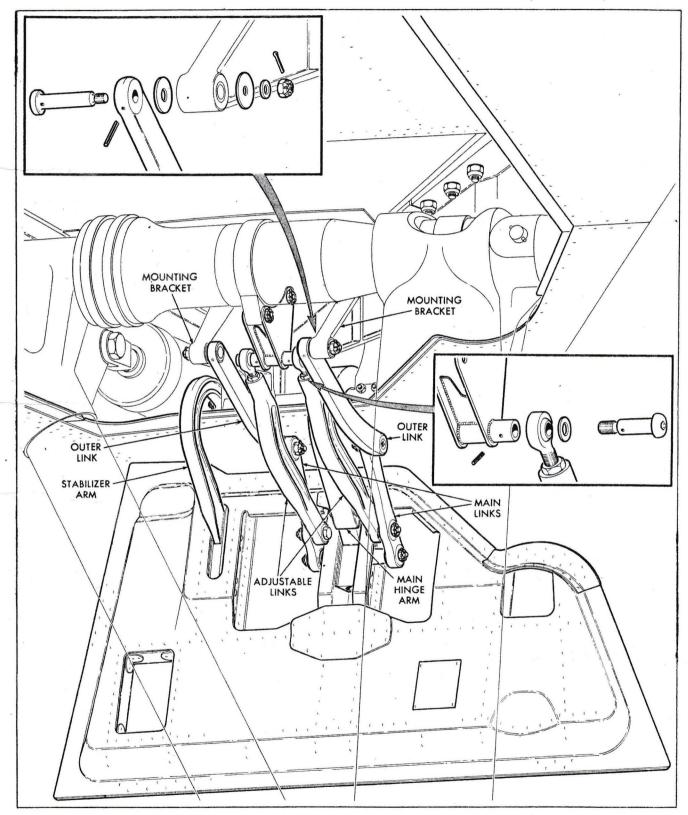


FIGURE 3

MAIN LANDING GEAR PIVOT DOOR

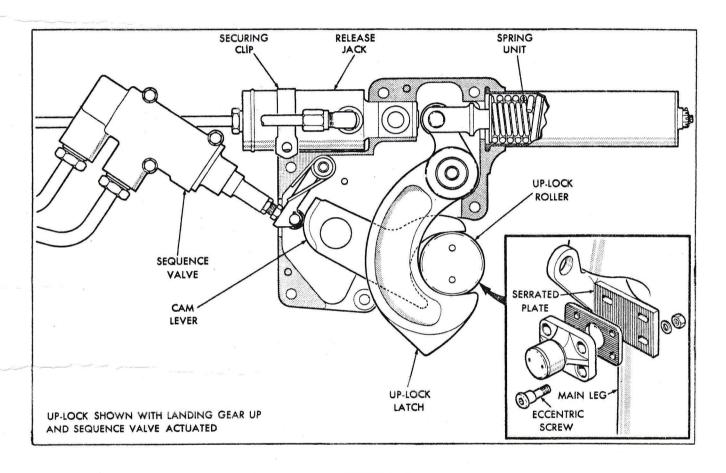
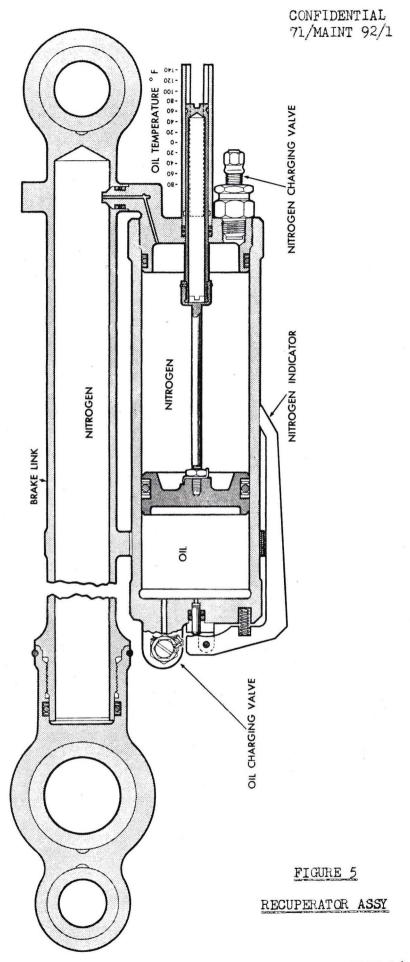
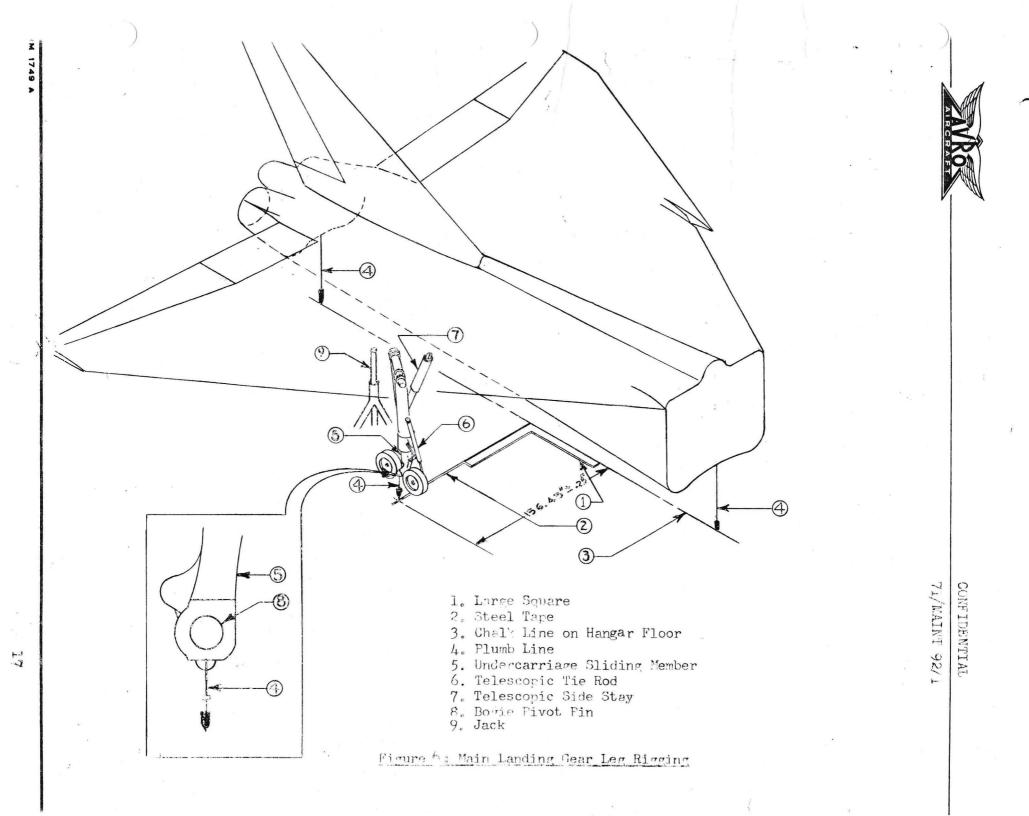


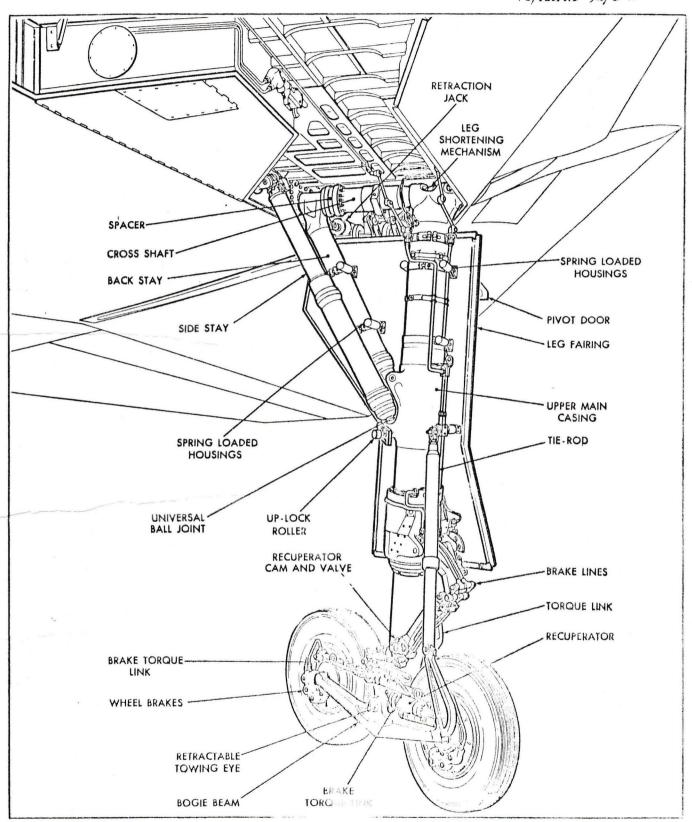
FIGURE 4

MAIN LANDING GEAR UP-LOCK



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FIGUR I MAIN LANDING GEAR

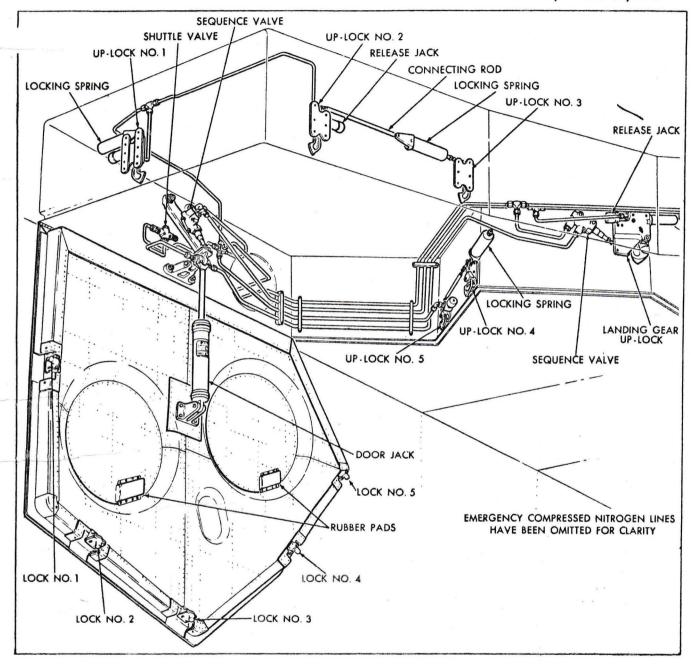
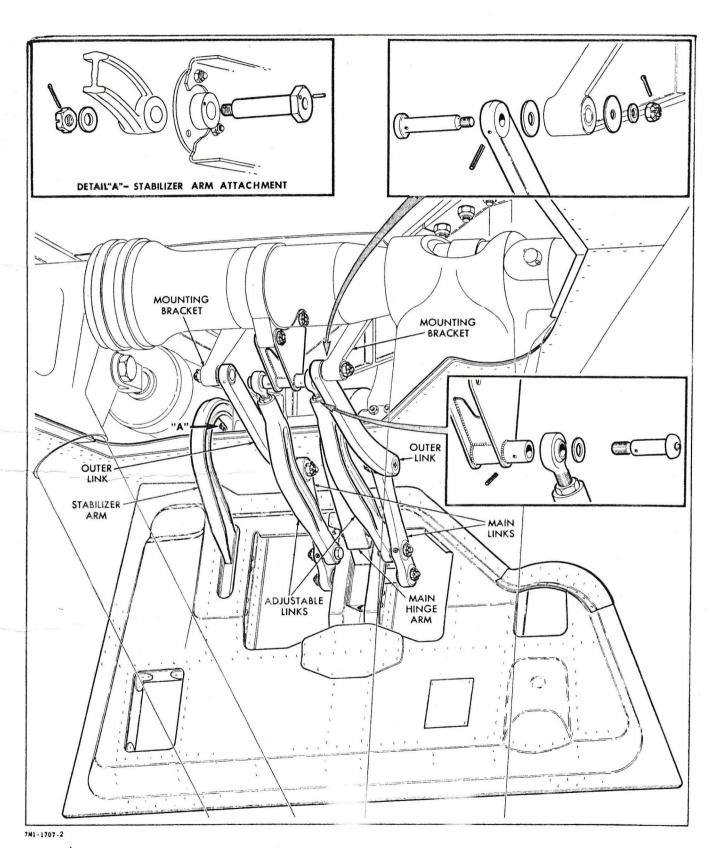
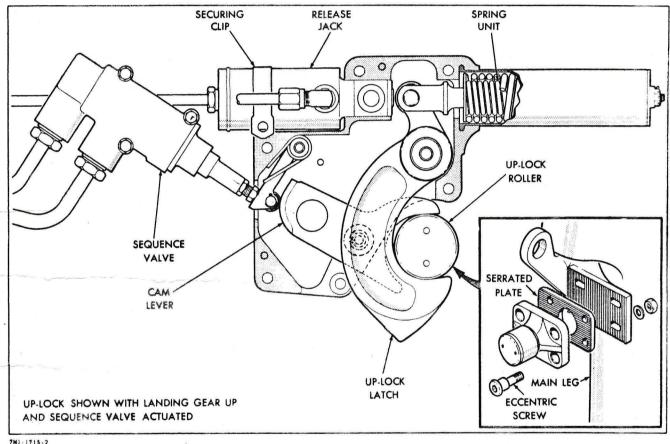


FIGURE 2

MAIN LANDING GEAR DOOR



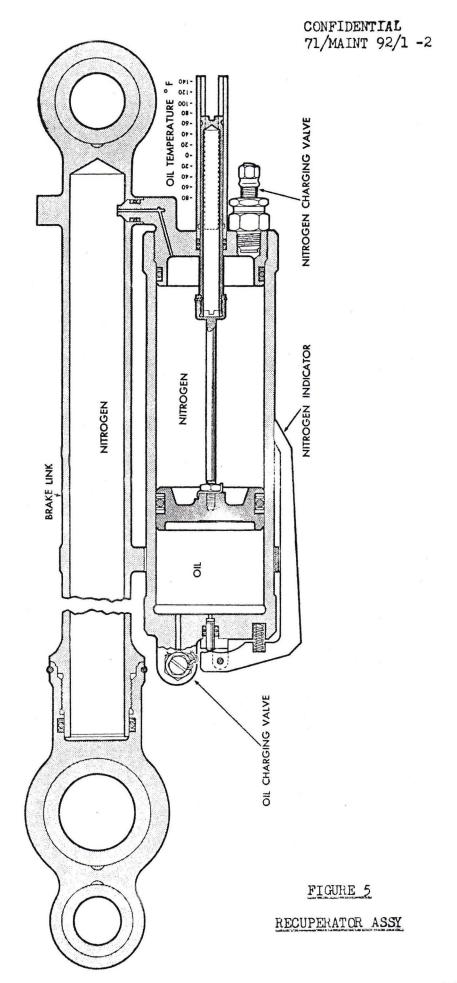
MAIN LANDING GEAR PIVOT DOOR

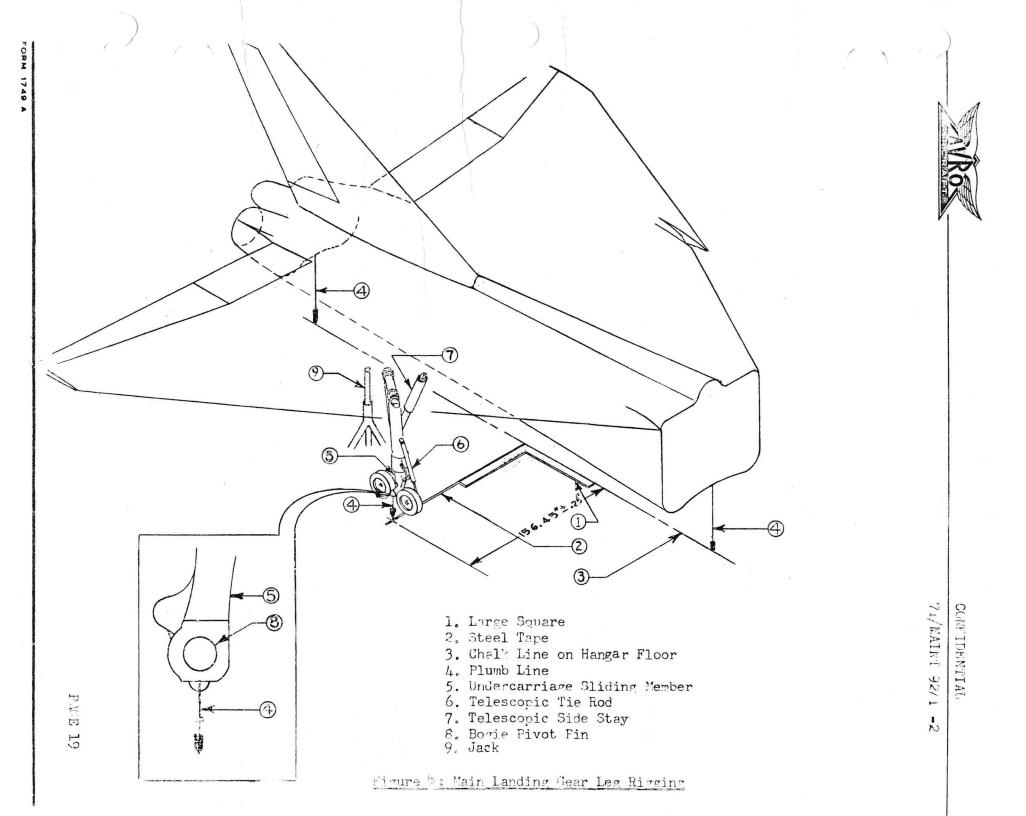


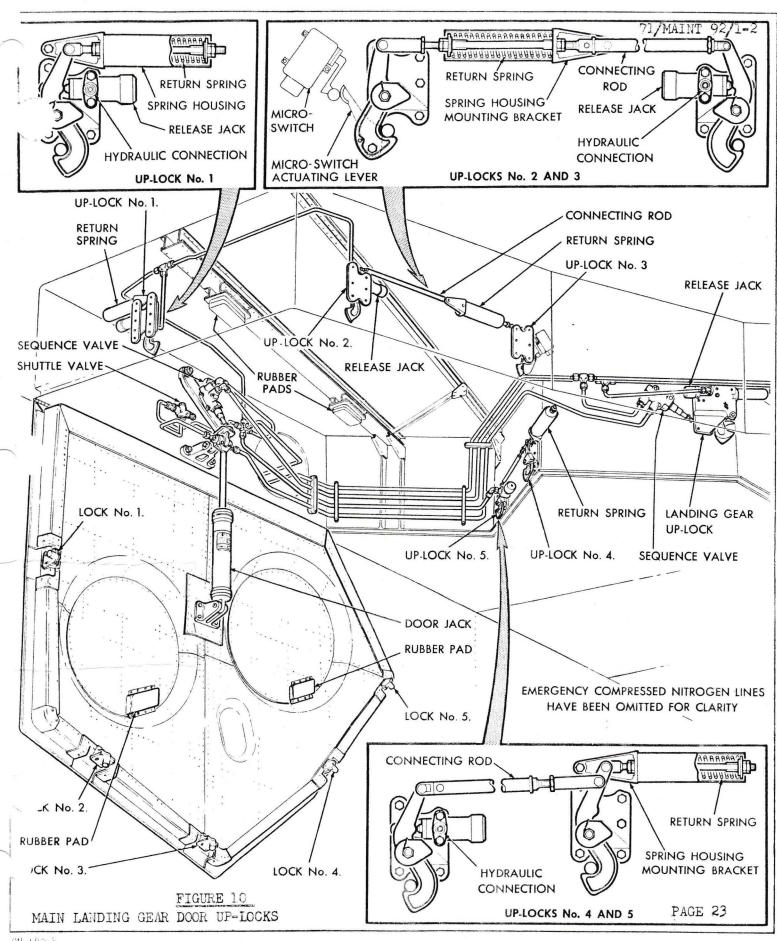
7N1-1715-2

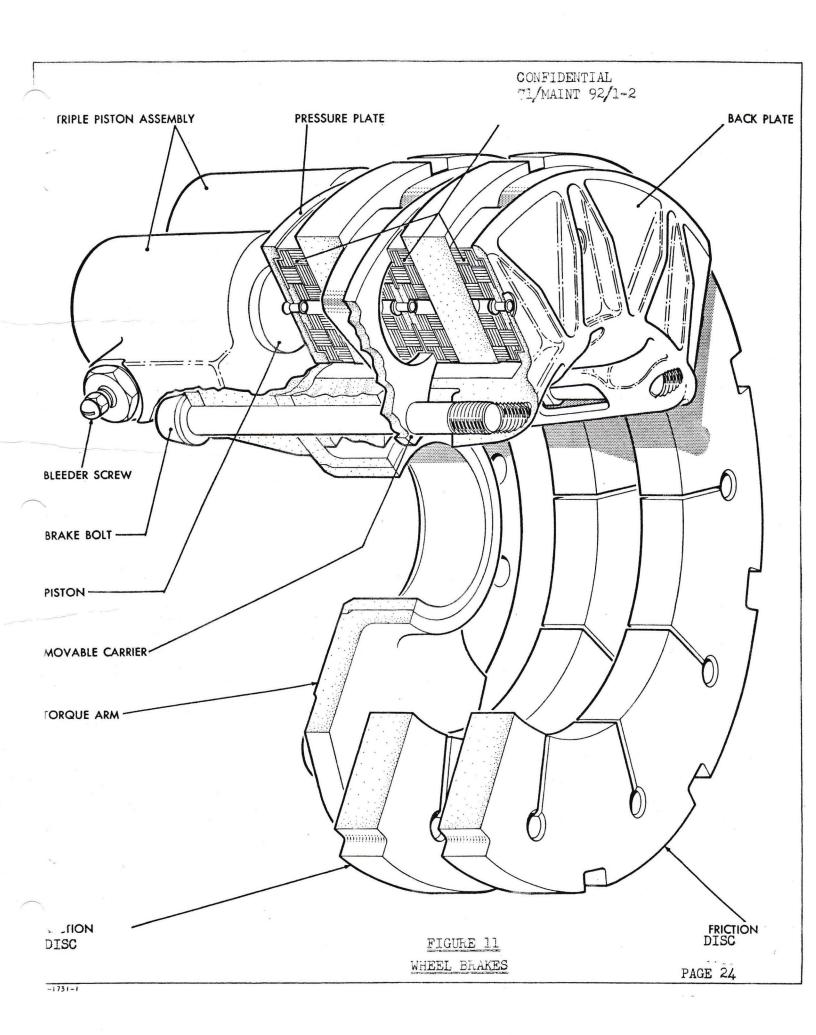
MAIN LANDING GEAR UP-LOCK

FIGUE 4









MAINTENANCE DA	TA RECORD Engineering Div.	SYSTEM HYDRAULICS = UTILITY	REF. NO.
D. Royston	A/C TYPE - Arrow I EFF. A/C - 25201	COMPONENT Main Gear Jack	
MANUFACTURER'S PART NO. P=199 MANUFACTURER'S NAME Jarry Hydraul AVROCAN SPEC. E=367 E.O. NO		AVRO PART NO. 7-1962-17 17-1962-18-1	
ENVELOPE SIZE 15" x 6" x 5" LOCATION Inner wing, main whee	WEIGHT 15.77 LB.	REF. DWGS. 7-1962-1	
FUNCTION To extend and retract m	ain landing gear.	REF. M.D.R.	
		RELIABILIT OVERHAUL LIFE 1500 WASTAGE	Y HRS
,		Q.T.R. Pending	

INSPECT	TION OPERATION TO BE PERFORMED			76		MINUTES
PERIO	D				EST.	ACTUAL
Primary	Visual				1 x 1	
25 Hrs.	Check fo	or security, dama	ge, cracks, corr	osion and leaks.	l x 2	2
50 Hrs.		nt functional che 71/MAINT 19/4	ck as per Mainte	nance Instruction	lx	j
Section 1						
	-					
		A C C E SSIBILI	ΤΥ			
			Remove and r	•	l x]	.0
	and with	n pivot door remo	ved = 6 hinge bo Remove and	lts. replace	2 x]	.5
ISSUE	1	2	3	4		5
DATE	June 29/55	Nov 14/55	Mar 19/56	Jan 14/57	Aug 2	
COMPILED	E. Burn	E. Burn	C. Beanland	C. Beanland	1	anland
CHECKED	G. Emmerson	G. Emmerson	G. Emmerson	Sgt Foster	Sgt F	'oster
APPROVED				R.F. Reid	R.F.	Reid

MAINTENANCE D	PATA RECORD Engineering Div.	SYSTEMHYDRAULICS = REF. NO. UTILITY 19=14
D. Royston	A/C TYPE - Arrow 1 25201 EFF. A/C -	COMPONENT Main Gear Uplock Release Jac
MANUFACTURER'S PART NO. XP 3030		AVRO PART NO.
MANUFACTURER'S NAME DOWTY AVROCAN SPEC. E 305 E.O.	NO.	7-1962-11
envelope size 5" x 3" x 3" Location Main wheel wells.	weight, 7 (est) Le	7=1062=3921 ₉ 2 (Up=Lock)
runction To release uplock undercarriage. OTE: This unit to be replace 7-1962-15023 when the latte	prior to extending main d by re-designed part r part is qualified,	REF. M.D.R. 62=20 RELIABILITY
		OVERHAUL LIFE HRS. WASTAGE 100 Q.T.R. 7-13-62-11

INSPECTION	OPERATION TO BE PERFORMED	MEN × MINUTES	
PERIOD	OFERTION TO BE PERFORMED	EST.	ACTUAL
Primary	Visual	1 X ½	
25 Hrs.	Check for security, damage, cracks, corrosion and leaks	3 x 2	
50 Hrs.	Carry out functional check as per Maintenance Instruction Report 71/MAINT 19/4	îxô	
100 Hrs.	Carry out functional check on emergency extension.	1 x 5	
	ACCESSIBILITY		

ISSUE	1	2	3	4	5
DATE	30 Sept. 55	14 Nov. 55	26 June 56	Jan 14/57	Aug 29/57
COMPILED	E. Burn	E. Burn	C. Beanland	C. Beanland	C. Beanland
CHECKED	G. Emmerson	G. Emmerson	WO1 Rossell	Sgt Foster	Sgt Foster
APPROVED	G. Emmerson	G. Emmerson	G. Emmerson	R.F. Reid	R.F. Reid

Unobstructed in main wheel well.

MAINTENANCE DA	TA RECORD	SYSTEM HYDRAULICS =	REF. NO.
AVRO AIRCRAFT LTD.	Engineering Div.	UTILITY	19=15
DISTRIBUTION: STANDARD +	A/C TYPE - Arrow 1	COMPONENT	
D. Royston	EFF. A/C - 25201	Main Door Uplock Re	lease Jack
MANUFACTURER'S PART NO. XQ 3018-3		AVRO PART NO.	
MANUFACTURER'S NAME DOWTY		7-1962-12	
AVROCAN SPEC. E 304 E.O. NO).		
ENVELOPE SIZE 5" x 2" x 2"	WEIGHT . 55 LB.	REF. DWGS.	
LOCATION Main wheel wells.		7-1062-3611 (Door Uploc	
FUNCTION To release main door	locks for gear extension	REF. M.D.R.	
Note: This unit to be replaced 7-1962-15025 when the latch par	by re-designed part #		
		RELIABILITY	•
		OVERHAUL LIFE WASTAGE 100 1	HRS.
1		Q.T.R. 7-1962-12	

INSPECTION	OPERATION TO BE PERFORMED	MEN X MINU	
PERIOD		EST.	A
Primary	Visual	1 х 🛓	
25 Hrs.	Check for security, damage, cracks, corresion and leaks	1 x 2	
50 Hrs.	Carry out functional check as per Maintenance Instruction Report 71/MAINT 19/4	1 x 5	
100 Hrs.	Carry out functional check on emergency extension.	1 x 5	
			and the same of th
	ACCESSIBILITY		
	Unobstructed - in main wheel well		

ISSUE	1	2	3	4	5
DATE	30 Sept. 55	14 Nov. 55	26 June 56	Jan 14/57	Aug 29/57
COMPILED	L. Burn	E. Burn	C. Beanland	C. Beanland	C. Beanland
CHECKED	G. Emmerson	G. Emmerson	WO1 Rossell	Sgt Foster	Sgt Foster
APPROVED	G. Emmerson	G. Emmerson	G. Emmerson	R.F. Reid	R.F. Reid

MAINTENANCE D	ATA RECORD	SYSTEM HYDRAULICS=	REF. NO.
AVRO AIRCRAFT LTD.	Engineering Div.	UTILITY	19=29
ISTRIBUTION: STANDARD +	A/C TYPE - Arrow 1	COMPONENT	
D. Royston	EFF. A/C - 25201	Sequence Valve	\$
ianufacturer's part no. 51292		AVRO PART NO.	
MANUFACTURER'S NAME ADEL		7-1900-11	
VROCAN SPEC. E 308 E.O. NO	0.		
ENVELOPE SIZE $7^{\text{fl}} \times 2^{\frac{1}{2}^{\text{fl}}} \times 2^{\frac{1}{2}^{\text{fl}}}$	weight 1.3(est) LB.	REF. DWGS.	
ocation Main wheel well		7-1962-3,6	
To time door opera	tion with leg operation	REF. M.D.R.	
		RELIABILIT	7
		OVERHAUL LIFE 1500 WASTAGE	HRS.
		Q.T.R. Adel Report #V	C-10

INSPECT	ION	OPERATION TO BE PERFORMED			MEN X I	MINUTES
PERIO	D	Of Eldifier	TO DE TENTONIES		EST.	ACTUAL
Primary	Visual				l x à	
25 Hrs.	Check for and leak	r security, dama@ s.	ge, cracks, corre	osion	l x l	
50 Hrs.	Carry ou Report 7	Carry out functional check as per Maintenance Instruction Report 71/MAINT 19/4				
*						
		ACCESSIBILIT	TY			
						-
	Unobstru	cted, in main whe	eel well			
ISSUE	1 1	2	3	Ι 4		<u> </u>
	4 Nov. 55	14 Nov. 55	25 June 56	14 May 57	Aug 29/	7
	E. Burn	E. Burn	C. Beanland	C. Beanland	C. Bear	
	C. Beanland	C. Beanland	WO1 Rossell	Sgt Foster	Sgr For	
	G. Emmerson	G. Emmerson	G. Emmerson	R.F. Reid	R.F. Re	

MAINTENANCE DA	TA RECORD	HIDRAULIUS =	F. NO.
AVRO AIRCRAFT LTD.	Engineering Div.	UTILITY	19=32
DISTRIBUTION: STANDARD +	A/C TYPE - Arrow 1	COMPONENT	
D. Royston	EFF. A/C - 25201	Jack - Main Gear Doo	r
MANUFACTURER'S PART NO. XT 3086		AVRO PART NO.	
MANUFACTURER'S NAME DOWTY Equipmen	nt Canada	7-1962-23	
avrocan spec. E=320 e.o. no.			
envelope size 17" x 3" Dia.	WEIGHT 12 est. LB.		
LOCATION Main wheel well Sta. 5	15	7-1962-3 7-1962-6	
FUNCTION To operate main landing	g gear doors.	REF. M.D.R.	
		RELIABILITY	
		overhaul life 1500 wastage o.t.r. Pending	HRS

1				
1	INSPECTION	OPERATION TO BE PERFORMED	MEN × MINUTES	
-	PERIOD		EST.	ACTUAL
	Primary	Visual	1 x ½	
	25 Hrs.	Check for security, damage, cracks, corrosion and leaks.	1 x 2	
	50 Hrs.	Carry out functional check as per Maintenance Instruction Report 71/MAINT 19/4	1 x 5	
	100 Hrs.	Carry out functional check on emergency extension.	1 x 5	
				× 1
		ACCESSIBILITY		
		Unobstructed, in main wheel well.		
		bhobbu de bed ; in main wheel well's		3
	ISSUE	1 6		L
	DATE Octobe	r 28/55 Aug 29/57		
1	COMPILED E. Bur	n C. Beanland	****	
	CHECKED G. Emm	erson C. Beanland		
	APPROVED	R.F. Reid		

MAINTENANCE DA		SYSTEM HYDRAULICS = UTILITY	REF. NO. 19-41
DISTRIBUTION: STANDARD +	Engineering Div.	COMPONENT	<u> </u>
DISTRIBUTION: STANDARD +	A/C TYPE - Arrow 1	COMPONENT	
D. Royston	EFF. A/C _ 25201	Brake Unit	
MANUFACTURER'S PART NO. PD 732		AVRO PART NO.	
MANUFACTURER'S NAME Goody ear		7-1092-1	5
avrocan spec. E228 e.o. no.			
envelope size 13" x 9" x 5"	WEIGHT 62.9 LB.	REF. DWGS.	
ENVELOPE SIZE IN A / A /	WERGHT COUP, DD.	7-1092-1	.2
LOCATION On main landing gear le	eg.		<i>y</i> - 2
FUNCTION To reduce aircraft s	speed on the ground	REF. M.D.R.	
		92-5	
		RELIABILIT	Y
		overhaul life 1500 Wastage Liners 50 hr	HRS.
		Q.T.R. Pending	

INSPECTION		OPERATION	N TO BE PERFORMED		MEN X	MINUTES
PERIO	OD .				EST.	ACTUAL
Primary	Check b	rakes for leaks,	overheating and	wear.	1 x 2	187
25 Hrs.	As abov	e.			1 x 2	
50 Hrs.		rake operation in rgency systems.	cluding anti-sk	id, anti-spin	1 x 15	
,						
				9		
		ACCESSIBILIT	TY			
	, *					
-	Unobstr	ucted, when wheel	s are removed.			01
			44 () 4			
ISSUE	1	2	3			
DATE	April 19/56	January 22/57	Aug 30/57			
COMPILED	C. Beanland	C. Beanland	C. Beanland			
CHECKED	G. Emmerson	WO1 Rossell	Sgt Foster			
APPROVED		R.F. Reid	R.F. Reid			

		TA RECORD		STRUCTURE -	REF. NO.
AVRO AIRCRAI		Engineering Div.			02-4
DISTRIBUTION: STAND	ARD +	A/C TYPE - Arrow 1		COMPONENT	
		EFF. A/C - 25201		Main Gear Pivot I)oor
MANUFACTURER'S PAR	RT NO. N/A			AVRO PART NO.	
MANUFACTURER'S NAM	me Avro Aircraf	t Limited		7-1062-	2721 ₉ 2
AVROCAN SPEC. Ni	1 E.O. NO				
envelope size 32	x 22" x 7"	weight 8	LB.	REF. DWGS. 7-1062-	4401.2
LOCATION At mai	n gear pivot sha	aft.			ages)
FUNCTION TO e	nclose part of w	wheel well.		REF. M.D.R.	
				RELIABIL	IT V
				RELIABIL	11.1
				OVERHAUL LIFE 1500	HRS.
				WASTAGE	
				Q.T.R. Nil	
INSPECTION		OPERATION TO BE PER	RFORMED		MEN × MINUTE
	PHOTOP				

				Q.T.R. NIL			
INSPECTION PERIOD		OPERATIO	ERATION TO BE PERFORMED			× MINUTES	
PERIOD)		*****		EST.	ACTUAL	
Primary	Visual				$1 \times \frac{1}{2}$		
25 Hrs.	Check fo	nkage for wear a r damage, distor vets in skin and	tion, cracks, c	corrosion and	1 x 5		
50 Hrs.	Check fi	t of door and fr	reedom from foul	ing.	1 x 5		
		ACCESSIBILI	TY				
	Unobstru	cted					
ISSUE	1	6					
DATE]	Mar 18/55	Aug 30/57					
	E. Burn	C. Beanland					
	G. Emmerson	Sgt Foster			v		
			 				

R.F. Reid

APPROVED

MAINTENANCE D AVRO AIRCRAFT LTD.	ATA RECORD Engineering Div.	SYSTEMSTRUCTURE REF. NO. INNER WING 62-5
DISTRIBUTION: STANDARD +	A/C TYPE - Arrow 1	COMPONENT
•	EFF. A/C - 25201	Main Gear Door
manufacturer's part no. N/A		AVRO PART NO.
MANUFACTURER'S NAME AVro Aircra	aft Limited	7-1062-2291,2
AVROCAN SPEC. Nil E.O. 1	ю.	
envelope size 70° x 56° x $2\frac{1}{2}^{\circ}$ location Lower Wing - fuselage		REF. DWGS. 7-1062-5,6
FUNCTION To enclose wheel well		REF. M.D.R.
		RELIABILITY
		OVERHAUL LIFE 1500 HRS. WASTAGE Q.T.R. Nil
INSPECTION	OPERATION TO BE PERFORME	MEN × MINUTES

INSPECTION	OPERATION TO BE PERFORMED		MEN × MINUTES	
PERIOD	,	EST.	ACTUAL	
Primary	Visual	lxl		
25 Hrs.	Inspect hinges and attachments, check for damage, distortion, cracks, corrosion and loose rivets.	1 x 5	And the same of th	
50 Hrs.	Check fit of door and freedom from fouling	1 x 5		
ý.				
*				
	ACCESSIBILITY			

Unobstructed

ISSUE	1	2	3	4	5
DATE	Mar 18/55	Nov. 23/55	October 17/56	May 23/57	Aug 30/57
COMPILED	E. Burn	E. Burn	C. Beanland	C. Beanland	C. Beanland
CHECKED	G. Emmerson	G. Emmerson	WO1 Rossell	Sgt Foster	Sgt Foster
APPROVED			G. Emmerson	R.F. Reid	R.F. Reid

MAINTE	NANCE DA	TA RECORD	STRUCTURE -	REF. NO.
AVRO AIRCRAF	T LTD.	Engineering Div.	INNER WING	62-20
DISTRIBUTION: STANDA	ARD +	A/C TYPE - Arrow 1	COMPONENT	
		EFF. A/C - 25201	Main Gear Up=Lock	
MANUFACTURER'S PAR	T NO. N/A		AVRO PART NO.	
MANUFACTURER'S NAM	E Avro Aircraft	Limited	7-1062-392	1,3922
AVROCAN SPEC. Nil	E.O. NO).		•
envelope size 12" Location Main w		werght 6.59 LB.	REF. DWGS.7=1062=5 ₀ 6 7=1962=11	
FUNCTION To retain position	n main landing	gear in retracted	REF. M.D.R.	
			RELIABIL	ΙΤΥ
			OVERHAUL LIFE 1500 WASTAGE	HRS.
			Q.T.R. Nil	
INSPECTION		OPERATION TO BE PERFORM	PD	MEN × MINUTES

	MIL			
INSPECTION	OPERATION TO BE PERFORMED	MEN × MINUTES		
PERIOD		EST.	ACTUAL	
		2 1		
Primary	Visual	$1 \times \frac{1}{2}$		
25 Hrs.	Check for security, wear and damage.	1 x 2		
50 Hrs.	Check function on retraction test	1 x 15		
			THE PROPERTY OF THE PROPERTY O	
	ACCESSIBILITY			
	Unobstructed			
		l		

ISSUE	1	2	3	
DATE	July 24/56	Jan 16/57	Aug 30/57	
COMPILED	C. Beanland	C. Beanland	C. Beanland	
CHECKED	WO1 Rossell	Sgt Foster	Sgt Foster	
APPROVED	G. Emmerson	R.F. Reid	R.F. Reid	

MAINTENANCE D. AVRO AIRCRAFT LTD.	ATA RECORD Engineering Div.	SYSTEM STRUCTURES MAIN', LANDING GEAR	REF. NO.
DISTRIBUTION: STANDARD +	A/C TYPE - Arrow 1	COMPONENT	
	EFF. A/C - 25201	Main Landing Gear L	eg
manufacturer's part no. XC1283-1A	/ В	AVRO PART NO.	
MANUFACTURER'S NAME DOWTY Equipm		7-1092-3,4	
AVROCAN SPEC. E211 E.O. N	0.		
envelope size 106 x 36 x 12 (without wheels) LOCATION Main wheel well.	weight673 (est) lb.	REF. DWGS.7-1092-1,2 7-4492-6(st cl 7-0162-258	earances)
FUNCTION Supports weight of a	ircraft on the ground	REF. M.D.R. 92-2 to 6 19-41	
		RELIABILIT	Y
		overhaul life 1500 wastage q.t.r. Pending	HRS.
INSPECTION		<u> </u>	MEN × MINUTES

INSPECTION	OPERATION TO BE PERFORMED		MEN × MINU		
PERIOD		E	ST.		ACTUAL
Primary	Visual	1-1	X 5	5	
25 Hours	Check leg and attachments for security, cleanliness damage, leaks and corrosion.	1	х1	.5	
50 Hours	Carry out retraction check as per Maintenance Instruction Report 71/MAINT 19/4.Utility Hydraulics-Landing Gear Check all pivot pins for wear. Lubricate according to lubrication chart.		x Z	20	
100 Hrs.	Carry out emergency extension (emergency nitrogen) as per Maintenance Instruction Report 71/MAINT 19/4	ì	X 🕹	С.	
				dente de la constante de la co	
CAMPAGE STATE OF THE PARTY OF T	ACCESSIBILITY		-		
	Unobstructed				

1	2	3	4	5
Feb. 7/55	June 8/56	December 3/56	August 1/57	Sept. 24/57
E. Burn	C. Beanland	C. Beanland	C. Beanland	C. Beanland
G. Emmerson	WO1 Rossell	WOl Rossell	O.J. Lemyre	Sgt Foster
	G. Emmerson	R.F. Reid	R.F. Reid	R.F. Reid
	E. Burn	E. Burn C. Beanland G. Emmerson WOL Rossell	E. Burn C. Beanland C. Beanland G. Emmerson WOl Rossell WOl Rossell	E. Burn C. Beanland C. Beanland C. Beanland G. Emmerson WOl Rossell WOl Rossell O.J. Lemyre

MAINTENANCE DA	TA RECORD Engineering Div.	SYSTEM STRUCTURE = MAIN LANDING GEAR	REF. NO. 92=2
DISTRIBUTION: STANDARD +	A/C TYPE - Arrow 1	COMPONENT	
	EFF. A/C - 25201	Main Gear Leg Fairi	ng
manufacturer's part no. N/A		AVRO PART NO.	
MANUFACTURER'S NAME AVTO Aircraft	Limited	7=1062=4393 ₉ 4	
AVROCAN SPEC. Nil E.O. NO			*
ENVELOPE SIZE 35" x 28" x 2" LOCATION Attached to main gear		7=4392=1 7=4260=7,8 7=1092=85 (s 7=1092=17,18	
FUNCTION To enclose part of w gear is retracted.	heel well when landing	REF. M.D.R.	
		RELIABILIT	Y
		OVERHAUL LIFE 1500 WASTAGE Q.T.R. Nil	HRS.
INSPECTION			MEN × MINUTES

INSPECT			OPERATION	TO BE PERFORMED		MEN X M	т
PERIO	עי					EST.	ACTUAL
Primary		Visual				$1 \times \frac{1}{2}$	
25 Hrs.		check f	reedom of movemer or damage, distor ivets in skin.	nt of fairing on rtion, cracks, co	spring posts; rrosion and	1 x 5	
50 Hrs.		Check f		d freedom from fo	uling on	1 x 5	
							=
				1			
			ACCESSIBILIT	ΤΥ			
		Unobstr	ucted	*			
						*	
ISSUE		1	2	3	4	5	l
DATE	18 Max	r. 55	23 Mar. 55	21 Sept. 56	23 May 57	Aug 30,	157
COMPILED	E. Bu		E.Burn	C. Beanland	C. Beanland	C. Bear	
CHECKED	G. Em	merson	G. Emmerson	WO1 Rossell	Sgt Foster	Sgt For	ster
APPROVED		and the second s		G. Emmerson	R.F. Reid	R.F. Re	

MAINTENANCE AVRO AIRCRAFT LTD.	DATA RECORD Engineering Div.	SYSTEM STRUCTURE = MAIN LANDING GEAR	REF. NO. 92-3
DISTRIBUTION: STANDARD +	A/C TYPE - Arrow 1 EFF. A/C - 25201	Main U/C Telscopic	Side Stay
manufacturer's part no. XV 1284	.=1 A/B	AVRO PART NO.	
manufacturer's name Dowty		7-1092-11-21	2
2,02	.O. NO.		-
envelope size 66 x 6 dia.		7-4292-1 ₉ 2	
runction Contains main U/C release mechanism, and ind	downlock, and downlock icating switch.	REF. M.D.R.	
		RELIABILIT	Υ
		OVERHAUL LIFE 1500 WASTAGE	
		Q.T.R. Pending	
INSPECTION	OPPRATION TO BE DEPENDED	an an	MEN × MINUT

				W-7-6-7	·		
INSPECT		OPERATIO	N TO BE PERFORMED			MINUTES	
PERIO	DD				EST	:	ACTUAL
Primary	Visual				l x	2	
25 Hrs.			tage of downlock		l x	5	
50 Hrs.	ball jo Lubrica	oint and internal	downlock.	r wear in external	l x	30	
							8
							-
		**	*				
	L	ACCESSIBIL	ITY				
	Unobst	ructed					
ISSUE	1	2	3	4			
DATE	Dec. 8/55	Sept. 14/56	Jan. 31/57	Aug 30/57			
COMPILED	E. Burn	C. Beanland	C. Beanland	C. Beanland			
	0 0	1::03 5 33	0 1 3 1	0 1 7			

Sgt Foster R.F.Reid

WOl Rossell

G. Emmerson

G. Emmerson

CHECKED

APPROVED

Sgt Foster R.F. Reid

MAINTENANCE DA	TA RECÛRD Engineering Div.	SYSTEM HYDRAULICS- UTILITY	ref. no. 19-8
DISTRIBUTION: STANDARD +	A/C TYPE - Arrow 1	COMPONENT	L
D. Royston	EFF. A/C - 25201	Main Gear Jack	
MANUFACTURER'S PART NO. P-199		AVRO PART NO.	
AVROCAN SPEC. E=367 E.O. NO		7-1962-17 L 7-1962-18 R	
envelope size 15" x 6" x 5"	WEIGHT 15.77 LB.	REF. DWGS.	
LOCATION Inner wing, main whe	eel wells.	7=1962-1	
FUNCTION To extend and retract	main landing gear	REF. M.D.R.	
		RELIABILITY	
		overhaul Life 1500 wastage q.t.r. Pending	HRS.
		Q.T.R. Pending	
Dienection	TO STATE OF THE PARTY OF THE PA	1.	

			•			
INSPECT	TION	OPERATION	TO BE PERFORMED		MEN X I	MINUTES
PERK	ď				EST.	ACTUAL
Prima	ry Vis	ual			1 x 1	
25 Hr	che	ck for security, dam	age, cracks, corro	sion and leaks.	1 x 2	
50 Hr:	car:	ry out functional ch tructions Report 71/	eck as per Mainte MAINT 19/4	nance	1 x 5	
					The control of the co	
	7					
		ACCESSIBILI	ΤΥ			
	Thre	ough access panel in		m skin - 22 screws		
	and	with pivot door rem		ve and replace	1 x 10	
		, and the same and		ve and replace	2 x 15	
ISSUE	1	6				
DATE	29 June 55	28 May 58				
COMPILED	E. Burn	C. Beanland				
CHECKED	G. Emmerson	Sgt Foster				
APPROVED		R.F. Reid				

MAINTE AVRO AIRCRAE		TA RECORD Engineering Div.	HYDRAULICS- UTILITY	REF. NO. 19-14
D. Royston		A/C TYPE - Arrow 1 EFF. A/C - 25201	COMPONENT Main Gear Uplock Rel	ease Jack
MANUFACTURER'S PAR MANUFACTURER'S NAM AVROCAN SPEC. E	ne Dowty		AVRO PART NO. 7-1962-11	
envelope size 5% location Main w		WEIGHT .7 est LB.	7=1062=3921 (Up=Lock)	,,2
FUNCTION T undercarriage		prior to extending main	REF. M.D.R. 62-20	
		ced by re-designed part r part is qualified.	RELIABILITY OVERHAUL LIFE	HRS.
		/	WASTAGE 100 Q.T.R. 7-1962-11	
INSPECTION PERIOD		OPERATION TO BE PERFORMED)	MEN × MINUTES

INSPECTION OPERATION TO BE PERFORMED					MEN × MINUTES		
PERIO	D				EST.	ACTUAL	
Primary	Visual				1 x ½		
25 Hrs.	Check f	or security, dama	age, cracks, corr	osion and leaks	1 x 2		
50 Hrs.		Carry out function check as per Maintenance Instructions Report 71/MAINT 19/4.					
100 Hrs	Carry o	out functional che	eck on emergency	extension.	1 x 5		
	\$ *	A C C E S S I B I L I I	T.Y.			,	
		ACCESSIBILIT	**				
	Unobstr	ructed					
ISSUE	1	6				1	
DATE	30 Sept. 55	28 May 58					
COMPILED	E. Burn	C. Beanland		:			
CHECKED	G. Emmerson	Sgt Foster					
APPROVED	G. Emmerson	R.F. Reid					

MAINTENANCE DA	TA RECGRD	SYSTEM HYDRAULICS-	REF. NO.
AVRO AIRCRAFT LTD.	Engineering Div.	UTILITY	19-15
DISTRIBUTION: STANDARD +	A/C TYPE - Arrow 1	COMPONENT	
D. Royston	EFF. A/C - 25201	Main Door Uplock Re	lease Jack
MANUFACTURER'S PART NO. XQ 3018-	3	AVRO PART NO.	
MANUFACTURER'S NAME DOWTY		7-1962-12	
avrocan spec. E304 e.o. no	o.		
envelope size 5 th x 2 th x 2 th	WEIGHT .55 LB.	7=1062=3611 (Door Uploo	
LOCATION Main wheel wells			
FUNCTION To release main door		REF. M.D.R.	
NOTE: This unit to be repl #7-1962-15025 when the latte			
		RELIABILIT	Y .
		OVERHAUL LIFE	HRS.
		WASTAGE 100	
	à	Q.T.R. 7=1962 - 12	
INSPECTION	OPERATION TO BE PERFORME		MEN × MINUTES

		* · · · · · · · · · · · · · · · · · · ·		Q.T.R.	7-1962 - 12		
INSPECT		OPERATION	TO BE PERFORMED			MEN × 1	
PERIO	OD .					EST.	ACTUAL
Primar	y Visual		v			1 x 1/	4
25 Hrs	. Check f	for security, damag	ge, cracks, co	rrosion	and leaks	1 x 2	
50 Hrs		out functional chec 71/MAINT 19/4.	ck as Per Main	tenan ce	Instruction	1 x 5	
100 Hr	s. Carry o	out functional chec	ck on emergenc	y extens	ion.	1 x 5	
	E.						
	3						
					-		
		ACCESSIBILITY	Y				
	Y7 - 1 - 1 - 1						Control of the Contro
	Unobsti	ructed - in main wh	set mett.		**		Caracteristics
							The state of the s
	\$						
ISSUE	2 1	6					
DATE	30 Sept. 55	28 May 58	and the second s		*		
COMPILED	E.Burn	C. Beanland				1	
CHECKED	G. Emmerson	Sgt Foster					
ADDROVED	C F	D D Doda					

APPROVED

G. Emmerson

R.F. Reid

MAINTENANCE DA	TA RECORD	SYSTEM HYDRAULICS-	REF. NO.
AVRO AIRCRAFT LTD.	Engineering Div.	UTILITY	19-29
DISTRIBUTION: STANDARD +	A/C TYPE - Arrow 1	COMPONENT	
D. Royston	EFF. A/C - 25201	Sequence Va	lve
MANUFACTURER'S PART NO. 51292		AVRO PART NO.	
MANUFACTURER'S NAME Adel		7-1900-11	
AVROCAN SPEC. E-308 E.O. NO).		
_	weight 1.3 (est) LB.	ref. dwgs. 7-1962-3,6	
LOCATION Main wheel well			
* -			
FUNCTION To time door operation	with leg operation	REF. M.D.R.	***************************************
		19-3	
		RELIABILIT	Y
		OVERHAUL LIFE 1500	HRS.
		Q.T.R. Adel Report #	VC-10
INSPECTION	The state of the s		MEN × MINUTES

				V.I.R. Maer Report	# 10010			
INSPECTION		OPERATION	TO BE PERFORMED		MEN × M	INUTES		
PERIOD				-	EST.	ACTUAL		
Primary	Visual				1 x ½			
25 Hrs.	Check f	or security, dame	age, cracks, co	rrosion and leaks	lxl			
50 Hrs.		Carry out functional check as per Maintenance Instruction Report 71/MAINT 19/4.						
						-		
i								
		ACCESSIBILIT	ГҮ					
	Unobstr	ucted, in main wh	neel well.					
	01 10 0 1 1 1	,,						
		*						
- 7								
ISSUE	1	6		Viel				
	v. 55	28 May 1958						
COMPILED E. B		C. Beanland						
	eanland	Sgt Foster						
APPROVED R.F.	Reid	R.F. Reid						

D. Royston A/C TYPE -Arrow 1 EFF. A/C - 25201	Jack - Main Gear Door
MANUFACTURER'S PART NO. XT 3086 MANUFACTURER'S NAME Dowty Equipment Canada	AVRO PART NO. 7-1962-23
AVROCAN SPEC. E320 E.O. NO.	
COCATION Main wheel well Sta. 515	7-1962-3 7-1962-6
To operate main landing gear doors.	REF. M.D.R.
	RELIABILITY
	overhaul life 1500 hrs wastage o.t.r. Pending

				Q.I.K. TORGING		
INSPECT		OPERATIO	N TO BE PERFORMED			MINUTES
PERIO	D Q				EST.	ACTUAL
Primary	Visual			~	1 x ½	
25 Hrs.	Check	for security, da	mage, cracks, c	orrosion and leaks	1 x 2	
50 Hrs.		out functional comport 71/MAINT 1		ntenance Instruct-	1 x 5	
100 Hrs.	: Carry	out functional c	heck on emergen	cy extension.	1 x 5	
				, · · · · · · · · · · · · · · · · · · ·		
	*	ACCESSIBILI	TY			
		*				
v						
	Unobst	ructed	v 2			
						-
ISSUE	· 1	6	7			
DATE	Oct. 28/55	29 Aug. 57	28 May 1958			
COMPILED	E. Burn	C. Beanland	C. Beanland			
			Cat Factor			

Sgt Foster

R.F. Reid

C. Beanland R.F. Reid

CHECKED

APPROVED

G. Emmerson

MAINTENANCE D AVRO AIRCRAFT LTD.	ATA RECCRD Engineering Div.	SYSTEM STRUCTURE - INNER WING	REF. NO.
DISTRIBUTION: STANDARD +	A/C TYPE - Arrow 1 EFF. A/C - 25201	COMPONENT Main Gear P:	ivot Door
MANUFACTURER'S PART NO. N/A MANUFACTURER'S NAME AVTO AITC AVROCAN SPEC. Nil E.O. N	raft Limited	AVRO PART NO. 7-1062-	-2721 ,2
envelope size 32 % x 22 % x 7 % location At main gear pivot sh	weight 8 lb.	REF. DWGS. 7-1062- (Linka)	-4401,2 ges)
FUNCTION To enclose part of whe	el well	REF. M.D.R.	
		RELIABILI OVERHAUL LIFE 1500 WASTAGE Q.T.R. Nil	
INSPECTION	OPERATION TO BE PERFORME		MEN × MINUTI

INSPECTION		OPERATION TO BE PERFORMED			MEN × MINUTES		
PERIO	Ď						ACTUAL
Primary	5	Visual				1 x ½	
25 Hrs.		Check :	linkage for wear for damage, disto rivets in skin an	ortion, cracks, c	orrosion and	1 x5	
50 Hrs.		Check	fit of door and f	reedom from foul	ing.	1 x 5	
					•	-	
	5						
	<u> </u>		ACCESSIBILIT	ΓY			
		Unobst	ructed				
		81					
	•						
ISSUE	1		6	7	-		
DATE	Mar. 18	8/55	30 Aug. 57	28 May 1958			
COMPILED	E. Burn	n	C. Beanland	C. Beanland			
CHECKED	G. Emme	erson	Sgt Foster	Sgt Foster			
APPROVED			R.F. Reid	R.F. Reid			

MAINTENANCE D	ATA RECORD	SYSTEM STRUCTURE -	REF. NO.
AVRO AIRCRAFT LTD.	Engineering Div.	INNER WING	62-5
DISTRIBUTION: STANDARD +	A/C TYPE - Arrow 1	COMPONENT	
	EFF. A/C - 25201	Main Gear Door	r
manufacturer's part no. N/A		AVRO PART NO.	
MANUFACTURER'S NAME AVro Airci	raft Limited	7-1062-229	91,2
avrocan spec. Nîl e.o.	NO.		
envelope size 70° x 56° x $2\frac{1}{2}$	WEIGHT 75 LB.	REF. DWGS. 7-1062-5,	6
LOCATION Lower Wing - fuselag	ge joint Sta. 485-538		
FUNCTION To enclose part of v	wheel well.	REF. M.D.R.	
		RELIABILI	ΤΥ
		overhaul life 1500 wastage Q.T.R. Nil	HRS.
INSPECTION			MEN × MINUTE
	OPERATION TO BE PERFORM	ED L	

INSPECTI		OPERATION	TO BE PERFORMED					INUTES
PERIOD	5				E	ST.		ACTUAL
Primary					1	X	1	
25 Hrs.	Inspect	t hinges and attation, cracks, cor	chments, check in the character of the c	for damage, e rivets.	1	x	5	
50 Hrs.	Check t	fit of door and f	reedom from fou	ling.	1	x	5	
	(
	Unobsti	ACCESSIBILI ructed.	тү		-			
ISSUE	1	6						
DATE	18 Mar. 55	28 May 58						
COMPILED	E. Burn	C. Beanland			4:			
CHECKED	G. Emmerson	Sgt Foster						
APPROVED		R.F. Reid			1			

MAINTENANCE DA	TA RECORD Engineering Div.	SYSTEM STRUCTURE- INNER WING	REF. NO. 62-20
DISTRIBUTION: STANDARD +	A/C TYPE - Arrow 1	COMPONENT	
•	EFF. A/C - 25201	Main Gear U	p-Lock
MANUFACTURER'S PART NO. NA		AVRO PART NO.	
MANUFACTURER'S NAME AVTO Aircraf		7-1062	- 3921 , 3922
envelope size $12^{11} \times 8^{11} \times 2^{\frac{1}{2}}$ location Main wheel well	weight 6.59 LB.	REF. DWGS. 7-1062-7-1962-	-5,6 -11 (up-lock release jack)
FUNCTION To retain main landing position.	g gear in retracted	REF. M.D.R. 19-14	
		RELIABILI OVERHAUL LIFE 1500 WASTAGE Q.T.R. Nil	TY
INSPECTION	OPERATION TO BE PERFORMED		MEN × MINUTES

	Q.T.R.	Nil			
INSPECTION	OPERATION TO BE PERFORMED		h	ŒN X	MINUTES
PERIOD			I	EST.	ACTUAL
Primary	Visual		1	x ½	
25 Hrs.	Check for security, wear and damage.		1	x 2	
50 Hrs.	Check function on retraction test		1	x 15	
:					
	ACCESSIBILITY	ii X			
	Unobstructed				

				-	
ISSUE	; ; 1	2	3	4	
DATE	July 24/56	16 Jan. 57	30 Aug. 57	28 May 1958	
COMPILED	C. Beanland	C. Beanland	C. Beanland	C. Beanland	
CHECKED	WOl Rossell	Sgt Foster	Sgt Foster	Sgt Foster	***************************************
APPROVED	G. Emmerson	R.F. Reid	R.F. Reid	R.F. Reid	

MAINTENANCE DA	TA RECORD	SYSTEM STRUCT	The second secon
AVRO AIRCRAFT LTD.	Engineering Div.	MAIN LANDING	GEAR 92-1
DISTRIBUTION; STANDARD +	A/C TYPE - Arrow 1	COMPONENT	
	EFF. A/C - 25201	Main Lan	ding Gear Leg
MANUFACTURER'S PART NO. XC 1283-1A/	В	AVRO PART NO.	
MANUFACTURER'S NAME Dowty Equipm	7-1	092-3,4	
AVROCAN SPEC. E211 E.O. NO			
ENVELOPE SIZE 106 x 36 x 12 w WEIGHT LB. REF. DWGS. 7=1092-1,2 7=4492-6 (st			
LOCATION Main wheel well	7-4	clearances) 260-13/14 (Main LG to Wing Joint)	
FUNCTION Supports weight of air	2 to 6 41		
	REL	IA B IL IT Y	
		OVERHAUL LIFE WASTAGE	1500 HRS.
	,	Q.T.R.	Pending
INSPECTION	OPERATION TO BE DEPENDE	ALED.	MEN × MINUTES

INSPECTION		02224			MEN >	MINUTES	
PERIOD		OPERATIO	ON TO BE PERFORMED		EST.	ACTUAL	
Primary	Visual				1 x 5	5	
25 Hours		eg and attachmen leaks and corre	nts for security, osion.	clearance	1 x 1	.5	
50 Hours	Carry out retraction check as per Maintenance Instructions Report 71/MAINT 19/4. Utility Hydraulice Landing Gear. Check all pivot pins for wear. Lubricate according to lubrication chart.						
100 Hrs.			tension (emergend tructions Report		lxl	.0	
		ACCESSIBIL	ITY		-		
· ·	Unobstr	ucted					
ISSUE 5	1	9		T			
DATE 7 Feb	55	28 May 58			,		
COMPILED E. Bu		C. Beanland					
CHECKED G. En	nmerson	Sgt Foster					
APPROVED		R.F.Reid					

-

MANUFACTURER'S PART NO. N/A MANUFACTURER'S NAME AVTO Aircraft Limited AVROCAN SPEC. Nil E.O. NO. ENVELOPE SIZE 35 x 28 x 2 x weight 45 LB. Location Attached to main gear leg. FUNCTION To enclose part of wheel well when landing gear is retracted. REF. DWGS. 7=4392=1 7-4260-7,8 7=1092-85 (springs) 7=1092-17,18 (sprin housing) REF. M.D.R. RELIABILITY OVERHAUL LIFE 1500 HRS. WASTAGE	MAINTENANCE DA	TA RECORD Engineering Div.	SYSTEM STRUCTURE - REF. NO. MAIN LANDING GEAR 92-2
MANUFACTURER'S PART NO. N/A MANUFACTURER'S NAME AVO Aircraft Limited AVRO PART NO. 7-1062-4393,4 REF. DWGS. 7-4392-1 7-4260-7,8 7-1092-85 (springs) 7-1092-17,18 (springs) 7-1092-17,18 (springs) REF. M.D.R. REF. M.D.R. REF. M.D.R. RELIABILITY OVERHAUL LIFE 1500 HRS. WASTAGE			COMPONENT
MANUFACTURER'S NAME AVO Aircraft Limited AVROCAN SPEC. Nil E.O. NO. ENVELOPE SIZE 35" x 28" x 2" WEIGHT 45 LB. LOCATION Attached to main gear leg. FUNCTION To enclose part of wheel well when landing gear is retracted. REF. DWGS. 7-4392-1 7-4260-7,8 7-1092-85 (springs) 7-1092-17,18 (springs) REF. M.D.R. RELIABILITY OVERHAUL LIFE 1500 HRS. WASTAGE		EFF. A/C - 25201	Main Gear Leg Fairing
AVROCAN SPEC. Nil E.O. NO. ENVELOPE SIZE 35" x 28" x 2" WEIGHT 45 LB. LOCATION Attached to main gear leg. FUNCTION To enclose part of wheel well when landing gear is retracted. REF. DWGS. 7-4392-1 7-4260-7,8 7-1092-85 (springs) 7-1092-17,18 (springs) REF. M.D.R. RELIABILITY OVERHAUL LIFE 1500 HRS. WASTAGE	manufacturer's part no. N/A		AVRO PART NO.
ENVELOPE SIZE 35" x 28" x 2" WEIGHT 45 LB. REF. DWGS. 7-4392-1 7-4260-7,8 7-1092-85 (springs) 7-1092-17,18 (springs) REF. M.D.R. REF. DWGS. 7-4392-1 7-4260-7,8 7-1092-85 (springs) REF. M.D.R. RELIABILITY OVERHAUL LIFE 1500 HRS. WASTAGE	MANUFACTURER'S NAME AVro Aircraft	t Limited	7-1062-4393,4
ENVELOPE SIZE 35" X 28" X 2" WEIGHT 45 LB. LOCATION Attached to main gear leg. FUNCTION To enclose part of wheel well when landing gear is retracted. RELIABILITY OVERHAUL LIFE 1500 HRS. WASTAGE	AVROCAN SPEC. Nil E.O. NO		
FUNCTION To enclose part of wheel well when landing gear is retracted. RELIABILITY OVERHAUL LIFE 1500 HRS. WASTAGE		A. A.	7-4392-1 7-4260-7,8
gear is retracted. RELIABILITY OVERHAUL LIFE 1500 HRS. WASTAGE	LOCATION Attached to main ge	7-1092-17,18 (spring	
OVERHAUL LIFE 1500 HRS. WASTAGE		eel well when landing	REF. M.D.R.
WASTAGE			RELIABILITY
o.r.e. Nil			
Transfer of the second			Q.T.R. Nil

E				Q.1.m.	NAL			
INSPECTIO	ON	OPERATION	TO BE PERFORMED			ME	NXI	MINUTES
PERIOD						ES	T.	ACTUAL
Primary		Check that the two lower spring				1 2	(<u>1</u>	
25 Hrs.	check f	reedom of moveme or damage, distorivets in skin.				1,	c 5	
50 Hrs.	Check f retract	it of fairing an ion.	d freedom from	fouling on		1 3	c 5	
2								
		ACCESSIBILI	TY		***************************************			
							34	
	Unobstr	ucted						
			Υ	T				
ISSUE	1	6						
	8 Mar. 55	28 May 58						
COMPILED E	. Burn	C. Beanland						

Sgt Foster R.F. Reid

CHECKED

APPROVED

G. Emmerson

PART NO. 7-1092-11,12
7-1092-11,12
DWGS.
7-4292-1,2
M.D.R.
RELIABILITY
HAUL LIFE 1500 HRS.

INSPECTION	OPERATION TO BE PERFORMED	MEN × MINUTES		
PERMOD		EST.	ACTUAL	
Primary	Visual	$1 x_{\overline{2}}$		
25 Hrs.	Check for internal leakage of downlock release jack. Check for leaks, security, damage and cleanliness.	1x 5		
50 Hrs.	Disconnect top end of stay and check for wear in external ball joint and internal downlock. Lubricate Carry out functional check.	1 x 30		
			The second secon	
	ACCESSIBILITY			

31 Jan. 57

Sgt Foster

R.F. Reid

C. Beanland

4

28 May 58

C. Beanland

Sgt Foster

R.F. Reid

30 Aug. 57

C. Beanland

Sgt Foster

R.F. Reid

Unobstructed

2

14 Sept. 56

C. Beanland

WOl Rossell

G. Emmerson

ISSUE

DATE COMPILED

CHECKED

APPROVED

8 Dec. 55

G. Emmerson

E. Burn

MAINTENANCE AVRO AIRCRAFT LTD.	DATA RECORD Engineering Div.	SYSTEM STRUCTURE - MAIN LANDING GEAR	
DISTRIBUTION: STANDARD +	A/C TYPE - Arrow 1 EFF. A/C - 25201	Shock Absorber a	nd Recuperat
MANUFACTURER'S PART NO. V128	3-9 A/ B	AVRO PART NO.	
manufacturer's name Dowty		N/A	
AVROCAN SPEC.E=211 E	.o. no.		
envelope size 56" x 5½"	WEIGHT 56.5est LB.	REF. DWGS. 7-1092-	1,2
LOCATION In main landing	gear leg.		
FUNCTION Main landing gear	shock absorber.	REF. M.D.R. 92-1	
		RELIABILI	TY
		OVERHAUL LIFE 1500	HRS.
		Q.T.R. Pendin	g
INSPECTION	OPERATION TO BE PERFORME	D	MEN × MINUTE
and Sallon	D .	MEN A	

INSPECT			OPERATION	TO BE PERFORMED		MEN X I	MINUTES
PERIC	DD				•	EST.	ACTUAL
Primary	y .	Check (visua	oil content and	nitrogen pressure	e indicators	lxl	
Turn Ar	round	As abo	ove	*			
As requ	uired	Charge	e with Silicone of	il to Spec. DOWC	AN 34A/197	1 x 5	**************************************
9							
			ACCESSIBILIT	ГҮ			
			e main landing ges ed to gain access		am must be		
	: 1		2	3	г	-	
DATE		,			4	5	-id
COMPILED	4 May 56		29 Nov. 56	31 Jan. 57	30 Aug. 57	28 Ma	
COMPILED	C. Bean	Land	C. Beanland	C. Beanland	C. Beanland	C. Bea	anland

Sgt Foster R.F. Reid

WOlRossell

R.F. Reid

CHECKED

APPROVED

G. Emmerson

Sgt Foster R.F. Reid Sgt Foster R.F. Reid

MAINTE AVRO AIRCRA	The state of the s	TA RECORD Engineering Div.	SYSTEM STRUCTURE - MAIN LANDING GEAR	REF. NO.
DISTRIBUTION: STANI	DARD +	A/C TYPE - Arrow 1	COMPONENT	
:		EFF. A/C - 25201	Main wheel assembl	У
MANUFACTURER'S PA	RT NO. 9541028 W	neel	AVRO PART NO.	
	-	re, tubeless	7-1092-	165 wheel
MANUFACTURER'S NA	me Goodyear		7-1092-	167 tire
E25	28 Wheel E.O. No ol tire ow dia. x 7.7"	weight 31 LB.	REF. DWGS.	
ocation On mai	n landing gear l	Leg.	7=4292=:	11
runction Main	support of aircr	raft when on ground.	REF. M.D.R.	
			RELIABILIT	Y
•			overhaul life 50 land: wastage q.t.r. D8-531-tires	ings HRS.
INSPECTION		OPERATION TO BE PERFORME	D	MEN × MINUTE

ž.					_	
INSPECTION		OPERATION	TO BE PERFORMED		MEN X M	INUTES
PERIOD					EST.	ACTUAL
Turn Around Primary 25 Hrs. 50 Hrs.	Check condi Remove	tires for conditor for security, detion and pressure wheels, clean assion and general	amage and cracks,	tire	1 x ½ 1 x 3 1 x 5	
				,		
4		ACCESSIBILIT	ry			
	Unobst	tructed				
ISSUE	1	2	3	4		
DATE 20 A	or. 56	1 Feb. 57	30 Aug. 57	28 May 1958		
	eanland	C. Beanland	C. Beanland	C. Beanland		
CHECKED G. E	nmerson	Sgt Foster	Sgt Foster	Sgt Foster		

R.F. Reid

R.F. Reid

R.F. Reid

APPROVED

MAINTENANCE DA	TA RECORD	SYSTEM STRUCTURE - MAIN LANDING GEAR	REF. NO. 92=6
AVRO AIRCRAFT LTD.	Engineering Div.	MAIN DANDING GEAR	72-0
ISTRIBUTION: STANDARD +	A/C TYPE - Arrow 1	COMPONENT	
	eff. A/C - 25201	Telescopic Tie	
ANUFACTURER'S PART NO. V 1283-290		AVRO PART NO.	
ANUFACTURER'S NAME DOWTY Equ	ipment	N/A	
VROCAN SPEC. E211 E.O. NO) .		
invelope size $42^n \times 2^{\frac{1}{2}n}$	WEIGHT LB	•	2 /
ocation On main landing gear	leg.	7=1092=	79,4
unction To position bogie-beam	correctly for landing	REF. M.D.R.	
and retraction.		,	
		RELIABILIT	Y
		OVERHAUL LIFE 1500 WASTAGE	HRS.
		Q.T.R. Pending	

						_			-	
INSPECTION			OPERATION TO BE PERFORMED			MEN X M		×ı	MINUTES	
PERIO	PERIOD					EST.			ACTUAL	
Primary	1	Visual			-	1	x	<u>1</u>		
25 Hrs.		Check for	r security, dama	ge and cleanline	ess.	1	. x	1		
50 Hrs.		Lubricat	e as per chart.			1	. x	12		
	1								=	
		h. _V	, , , , , , , , , , , , , , , , , , ,							
			ACCESSIBILIT	Υ						
		Unobstru	cted						8	
	4									
ISSUE	1		2	3						
DATE	8 Nov.	56	30 Aug. 57	28 May 1958						
COMPILED	C. Bear		C. Beanland	C. Beanland						
CHECKED	WOlRoss		Sgt Foster	Sgt Foster						
APPROVED	G. Emme	erson	R.F. Reid	R.F. Reid						

MAINTENANCE D	ATA RECORD	SYSTEM STRUCTURE - REF. NO.
AVRO AIRCRAFT LTD.	Engineering Div.	MAIN LANDING GEAR 92-7
STRIBUTION: STANDARD +	A/C TYPE - Arrow 1	COMPONENT
	EFF. A/C - 25201	Brake Unit
ANUFACTURER'S PART NO. 9541027		AVRO PART NO.
ANUFACTURER'S NAME Goodyear		7-1092-169
vrocan spec. E=228 e.o. no	0.	
NVELOPE SIZE 13" × 9" × 5"	weight 62.9 LB	REF. DWGS.
ocation On main landing gear	leg.	7-1092-1,2
unction To reduce aircraft spe	eed on the ground	REF. M.D.R. 92-5
		RELIABILITY
		overhaul life 1500 hrs. wastage Liners 50 hrs. q.r.r. Pending

INSPECTION &	OPERATION TO BE PERFORMED		MEN X I	MINUTES		
PERIOD				-	EST.	ACTUAL
Primary	per Mai	rakes for leaks, ntenance Instruct 5.1.1 and 2.			1 x 2	
Periodic (25 Hrs.)	As abov	e			1 x 2	
Periodic (50 Hrs.)	and eme	rake operation in rgency systems as 71/MAINT 19/1.			1 x 15	
		ACCESSIBILIT	Y	_		
ž.	Unobstr	ucted, when wheel	s are removed.			
ISSUE	1	2				1
DATE 20 F	eb. 58	28 May 58				
COMPILED C. B	eanland	C. Beanland				
CHECKED Sgt	Foster	Sgt Foster				
APPROVED R.F.	Reid	R.F. Reid	./			

- 1

MAINTENANCE DA	ATA RECORD Engineering Div.	SYSTEM STRUCTURE = REF. NO. MAIN LANDING GEAR 92-4
DISTRIBUTION: STANDARD +	A/C TYPE - Arrow 1	COMPONENT
	EFF. A/C - 25201	Shock Absorber & Recuperator = Main Gear
manufacturer's part no. V1283-9 A/	B	AVRO PART NO.
manufacturer's name Dowty avrocan spec. E-211 e.o. no).	N/A
envelope size 56 x 5½ n	WEIGHT 56.5 est LB.	REF. DWGS. 7=1092=3 ₉ 4
FUNCTION Main landing gear shoo	ek absorber.	REF. M.D.R. 92-1
		RELIABILITY OVERHAUL LIFE 1500 HRS. WASTAGE Q.T.R. Pending
INSPECTION	OPERATION TO BE PERFORMED	MEN × MINUTES

INSPECTION	OPERATION TO BE PERFORMED	MEN × M	
PERIOD		EST.	ACTUAL
Primary	Check oil content and nitrogen pressure indicators (visual)	lxl	
Turn Around	As above.		
As required	Charge with Silicone oil to Spec. DOWNCAN 200. 34A,197	1 x 5	
			and the second s
			decomposition (see a constitution of section
	ACCESSIBILITY		
	Inside main landing gear leg. Bogie beam must be removed to gain access.		

ISSUE	1	7 2	3	1 4	+
	May 4/56	Nov. 29/56	Jan. 31/57	Aug 30/57	
COMPILED	C. Beanland	C. Beanland	C. Beanland	C. Beanland	
CHECKED	G. Emmerson	WOl Rossell	Sgt Foster	Sgt Foster	
APPROVED		R.F.Reid	R.F. Reid	R.F. Reid	

MAINTE	NANCE DA	TA RECORD		SYSTEM STRUCTURE	REF.	
AVRO AIRCRAF	T LTD.	Engineering Div.		Main Landing Gear	,	92=5
DISTRIBUTION: STAND	ARD +	A/C TYPE - Arrow 1		COMPONENT		
	,	EFF. A/C - 25201		Mainwheel Assembl	У	
MANUFACTURER'S PAR	т но. 9541028			AVRO PART NO.		
MANUFACTURER'S NAM	me Goodyear			7-1092-13	2	
E251 Main whee envelope size292 m		WEIGHT 31	LB.	REF. DWGS. 7-4292-11		
runction Main su	apport of aircra	ft when on ground.		REF. M.D.R.		
				RELIABIL OVERHAUL LIFE 150 1 WASTAGE	andings	HRS.
				Q.T.R. D8-531-tire	S	
INSPECTION		OPERATION TO BE PER	FORMED		MEN X	MINUTI

INSPECTION		OPERATION TO BE PERFORMED			MEN X	MINUTES	
PERIOD					EST.	ACTU	
Turn Arou	nd Visual				$1 \times \frac{1}{2}$		
Primary	Check	tires for conditi	ion, pressure (25	55 psi)	1 x 3		
25 Hrs.		for security, dær essure.	mage and cracks,	tire condition	1 x 5		
50 Hrs.	Remove and gen	wheels, clean ar	nd inspect for cr Lubricate as re	racks, corrosion equired.	1 x 30		
					У		
· 		ACCESSIBIL	ITY				
	Unobst	ructed					
ISSUE	1	2	3			L	
	pril 20/56	Feb. 1/57	Aug 30/57				
COMPILED C	. Beanland	C. Beanland	C. Beanland				
CHECKED (. Emmerson	Sgt Foster	Sgt Foster				
APPROVED		R.F. Reid	R.F. Reid				

MAINTENANCE D	ATA RECORD	SYSTEM STRUCTURE	REF. NO.
AVRO AIRCRAFT LTD.	Engineering Div.	MAIN LANDING GEAR	92=6
DISTRIBUTION: STANDARD +	A/C TYPE - Arrow 1	COMPONENT	
	EFF. A/C - 25201	Telescopic Tie	
MANUFACTURER'S PART NO. V 1283-20	90	AVRO PART NO.	
manufacturer's name Dowty Equi	oment	N/A	
AVROCAN SPEC. E211 E.O. 1	70.		
ENVELOPE SIZE $42^n \times 2\frac{1}{2}^n$	WEIGHT 6.45 LB.	REF. DWGS. 7=1092=3 ₉ 4	
LOCATION On main u/c leg.			
FUNCTION To position bogie-be and retraction.	am correctly for landing	REF. M.D.R.	
		RELIABILIT	Y
		overhaul Life 1500 wastage Q.T.R. Pending	HRS.
INSPECTION PERIOD	OPERATION TO BE PERFORME	D	MEN X MINUTES EST. ACTUAL

INSPECT	rion	OPERATION TO BE PERFORMED			MEN X	MINUTES
PERIO	DO				EST.	ACTUAL
Primary	Visual				1 x ½	The second secon
25 Hrs.	Check f	or security, damag	e and cleanliness.		1 x 1	
50 Hrs.	Lubrica	te as per chart.			1 x ½	
		ACCESSIBILITY	•			
	Unobstr	ucted				
ISSUE	1	2		2		*
DATE	November 8/56	Aug 30/57				
COMPILED	C.Beanland	C. Beanland				-
CHECKED	WO1 Rossell	Sgt Foster				
APPROVED	G. Emmerson	R.F. Reid				

		LUBRICAT	ION NIL			
APPLICATION	MATERIAL	SPECIFICATION	FREQUENCY	A	CCESS	
		2 1 KG				
		8	_			
DETAILS:						
		GROUND SUPPORT	FOURHENT			
SPECIAL	rools for AIRCRA	FT USE	SPECIAL TO	OOLS FOR BENC	H USE	
	7			NIL		
	Bleed Hose			MIT		
GROUNI	TESTING EQUIPME	NT	GROUND U	ANDLING EQUIPM	ENT	
- CROOK			CACCIID III			
Nim Camditiana	- and Commet	am & C and DC	Aircraft Axle	Took		
	er and Generational States	or A.C. and DC	Strap, Retain		nding	
Arrerare nyura	turic feat boa.		Gear Bogie		B	
INTERCHANGEABLE	x				MEN × I	INUTES
PLACEABLE		REMOVAL IN	STRUCTIONS		EST.	ACTUAL
				and the second s		
(With wheel re	emoved)					
l. Relieve u	itility system	nraggura			Į.	
2. Disconnect	fortrol place				1	
2 DISCOMME	t hydraulic 1	ine from brake uni	t.			
3. Disconnect	t hydraulic l t brake unit	ine from brake uni	t. bolts)			
3. Disconnec	et hydraulic 1 et brake unit	ine from brake uni from torque arm (4	t. , bolts)		9	
3. Disconnec	et hydraulic l et brake unit	ine from brake uni	t. , bolts)		js	
3. Disconnec	et hydraulic l et brake unit	ine from brake uni	t. , bolts)			
3. Disconnec	et hydraulic l et brake unit	ine from brake uni from torque arm (4	, bolts)		1 x 20	
3. Disconnec	et hydraulic 1 et brake unit	ine from brake uni from torque arm (4 Remove an	, bolts)	a de la companya de	1 x 20	
3. Disconnec	et hydraulic l et brake unit	ine from brake uni from torque arm (4	, bolts)		1 x 20	
3. Disconnec	et hydraulic 1 et brake unit	ine from brake uni from torque arm (4 Remove an	, bolts)		1 x 20	
3. Disconnec	et hydraulic l et brake unit	ine from brake uni from torque arm (4 Remove an	, bolts)		1 x 20	
3. Disconnec	et hydraulic l et brake unit	ine from brake uni from torque arm (4 Remove an	, bolts)		1 x 20	
3. Disconnec	et hydraulic l et brake unit	ine from brake uni from torque arm (4 Remove an	, bolts)		1 x 20	
3. Disconnec	et hydraulic 1 et brake unit	ine from brake uni from torque arm (4 Remove an	, bolts)		1 x 20	
3. Disconnec	et hydraulic 1 et brake unit	ine from brake uni from torque arm (4 Remove an	, bolts)		1 x 20	
3. Disconnec	et hydraulic 1 et brake unit	ine from brake uni from torque arm (4 Remove an	, bolts)		1 x 20	
3. Disconnec	et hydraulic 1 et brake unit	ine from brake uni from torque arm (4 Remove an	, bolts)		1 x 20	
3. Disconnec	et hydraulic 1 et brake unit	ine from brake uni from torque arm (4 Remove an	, bolts)		1 x 20	
3. Disconnec	et hydraulic 1 et brake unit	ine from brake uni from torque arm (4 Remove an	, bolts)		1 x 20	
3. Disconnec	et hydraulic 1 et brake unit	ine from brake uni from torque arm (4 Remove an	, bolts)		l x 20	
3. Disconnec	et hydraulic 1 et brake unit	ine from brake uni from torque arm (4 Remove an	, bolts)		1 x 20	
3. Disconnec	et hydraulic 1 et brake unit	ine from brake uni from torque arm (4 Remove an	, bolts)		1 x 20	

		LUBRICATI	0 N			
APPLICATION	MATERIAL	SPECIFICATION	FREQUENCY		CCESS	
	Grease	MIL-G-3278	50 Hrs.	Unobs	tructed	
DETAILS:						
10.00_00_0		GROUND SUPPORT	EQUIPMENT			
SPECIAL	TOOLS FOR AIRCRA	T USE	SPECIAL TO	OOLS FOR BENC	H USE	
				5		
	NIL			Pending		
GROT	UND TESTING EQUIPME	NT	GROUND H	ANDLING EQUIPA	ENT	
- GROC	THE DOOR ME					
	NIL		Strap, Retaining Bogie GSE No. 13	, Main Land	ing Gear	
			Aircraft Jacks	~		
INTERCHANGEABI	EX	REMOVAL INS	TRUCTIONS		MEN × M	INUTE
ACEABLE	:	REMOVALING	TRUCTIONS		EST.	ACTU
. T14		C	_			
		e is fully extende attachment bolts.				
		Remove an	d replace		2 x 15	
	3					
					1 1	
			*			
			*			
	** ** **					
	ž.		*			
	* ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;					
	* * * * * * * * * * * * * * * * * * *					

	<u>.</u>				
LUBRICATION					
APPLICATION	MATERIAL	SPECIFICATION	FREQUENCY	ACCESS	
Bolts securing wh halves	Anti-sieze Compound	MIL-T-5544	At wheel break-down.	Unrestricted when wheel is removed from axle	
Wheel Bearings	Grease	MIL-L-3545	On assembly to		
DETAILS:			axle		

GROUND SUPPOR	RT EQUIPMENT
SPECIAL TOOLS FOR AIRCRAFT USE	SPECIAL TOOLS FOR BENCH USE
NIL	Tool for removing tubeless tires.
GROUND TESTING EQUIPMENT	GROUND HANDLING EQUIPMENT
Tie pressure gauge 0-300 psi Compressor, Reciprocating Air or Nitrogen	Aircraft axle jack Strap, Retaining, Main Landing Gear Bogie GSE no. 130
INTERCHANGEABLE SE	MEN × MINUTES

INTERCHANGEABLE	x	REMOVAL INSTRUCTIONS	MEN X	MINUTES
LACEABLE	ì	REMOVAL INSTRUCTIONS	EST.	ACTUAL
Fit strap. Jack wheel off Remove locking Unscrew axle n Draw wheel off	ground. g pin from axle nuut, remove washer axle.	t. •		
	!	Remove and replace	1 x 15	
				н
	2,			
	î		1	

		LUBRICATI	ON NIL	
APPLICATION	MATERIAL	SPECIFICATION	FREQUENCY	ACCESS
		B or a	90 ²³ 1 a	
	*		* _V F ₈ 8	
DETAILS:	*			

GROUND SUPPO	RT EQUIPMENT
SPECIAL TOOLS FOR AIRCRAFT USE	SPECIAL TOOLS FOR BENCH USE
Strap Retaining Main Gear Leg GSE No. 231	Dowty Shock Absorber Tool Kit
GROUND TESTING EQUIPMENT	GROUND HANDLING EQUIPMENT
Aircraft Hydraulic Test Stand High Pressure Hydraulic Charging Unit Compressor, Reciprocating, Air/Nitrogen	Aircraft jacks ½ rope

MEN X MINUTES INTERCHANGEABLE REMOVAL INSTRUCTIONS EST. ACTUAL ACEABLE (Aircraft on Jacks) LIQUID SPRING SHOCK ABSORBER REMOVAL 1. Jack A/C, remove wheels and brakes and release shock absorber nitrogen charge. 2. Remove compensator valve dirt excluder cam and short pipe assy. 3. Separate upper and lower torque link brake piping by removal of short swivel assemblies from centre joint. Remove centre torque-link pivot bolt. 4. Remove telescopic tie-rod and front brake torque rod complete with piping. 5. Remove pivot pin from bogie beam, lower bogie beam. 6. Remove clamp from lower end of operating sleeve, remove eccentric adjusters and fit special retaining tools in eccentric adjuster holes. 7. Rotate bronze bearing by "C" spanner to break joint; remove rubber plug from pip pin hole in leg; rotate sliding member to line up head of pip pin with hole. Withdraw pip pin with extractor, lower shock absorber, replace pip pin in operating sleeve and shortening mechanism. 8. Secure shock absorber to leg by a piece of rope. 9. Using hydraulic ground unit partially retract gear. Secure leg by retaining strap No. 231 Slide shock absorber out of leg. Remove recuperator valve from shock absorber. 10. Remove locking tube from lower locking nut, remove nut. Remove shock absorber from sliding member. Replacement Notes: - Replacement is reverse of removal with the following additions: - 1. When shock absorber is assembled to sliding member invert unit and bleed. 2. Mark radial position of pip pin holes at lower end of sliding member. 3. With landing gear locked "DOWN" line up holes in leg and operating sleeve, pull pip pin, lift shock absorber till all holes aligned fit pip pin. 4. Remove rubber plugs over rollers at top of c_vic coupling, rotate all eccentric adjusters simultaneously until special tool slides freely over rollers. Fit locking plates and clamps over adjusters. 5. Service recuperator as per M.I.R. 71/MAINT 92/1-2 para 2.4 3×240 Remove and replace

		LUBRICAT	IO N			
APPLICATION	MATERIAL	SPECIFICATION	FREQUENCY	A	CCESS	
			A 7 3			
e Gun	Grease	MIL-G-3278	50 Hrs.	Unrestrict	ced	
				<u> </u>		
DETAILS:						
B*						
		GROUND SUPPORT	EQUIPMENT			
SPECIAL	TOOLS FOR AIRCRAI	FT USE	SPECIAL	TOOLS FOR BENC	H USE	
	NIL			NIL		
GRO	UND TESTING EQUIPME	ENT	GROUND	HANDLING EQUIPA	MENT	
nansft Urrano	wlia Tost Stond		Vointononao ni	atform 10/750	4	
	ulic Test Stand r and Generator	A.C. & D.C.	Maintenance pl Aircraft Jacks	atiorm 46/159	0	
INTERCHANGEAB	LE X				MEN × M	MINUTES
F ACEABLE	A au	REMOVAL IN	STRUCTIONS		EST.	ACTUA
Relieve pre Disconnect	ssure from utili l hydraulic and	ity system. 1 electric lines. nds, one bolt, 1 b	pall joint.			
Relieve pre Disconnect	ssure from utili l hydraulic and	1 electric lines.	oall joint.			
Relieve pre Disconnect	ssure from utili l hydraulic and	l electric lines, ads, one bolt, l b	oall joint.			
Relieve pre Disconnect	ssure from utili l hydraulic and	l electric lines, ads, one bolt, l b	pall joint.		2 x 30	
Relieve pre Disconnect	ssure from utili l hydraulic and	l electric lines, ads, one bolt, l b	oall joint.			
Relieve pre Disconnect	ssure from utili l hydraulic and	l electric lines, ads, one bolt, l b	oall joint.			
Relieve pre Disconnect	ssure from utili l hydraulic and	l electric lines, ads, one bolt, l b	oall joint.			
Relieve pre Disconnect	ssure from utili l hydraulic and	l electric lines, ads, one bolt, l b	oall joint.			
Relieve pre Disconnect	ssure from utili l hydraulic and	l electric lines, ads, one bolt, l b	oall joint.			
Relieve pre Disconnect	ssure from utili l hydraulic and	l electric lines, ads, one bolt, l b	oall joint.			
Relieve pre Disconnect	ssure from utili l hydraulic and	l electric lines, ads, one bolt, l b	oall joint.			
Relieve pre Disconnect	ssure from utili l hydraulic and	l electric lines, ads, one bolt, l b	oall joint.			
Relieve pre Disconnect	ssure from utili l hydraulic and	l electric lines, ads, one bolt, l b	oall joint.			
Relieve pre Disconnect	ssure from utili l hydraulic and	l electric lines, ads, one bolt, l b	oall joint.			
Relieve pre Disconnect	ssure from utili l hydraulic and	l electric lines, ads, one bolt, l b	oall joint.			
Relieve pre Disconnect	ssure from utili l hydraulic and	l electric lines, ads, one bolt, l b	oall joint.			
Relieve pre Disconnect	ssure from utili l hydraulic and	l electric lines, ads, one bolt, l b	oall joint.			
Relieve pre Disconnect	ssure from utili l hydraulic and	l electric lines, ads, one bolt, l b	oall joint.			
Disconnect	ssure from utili l hydraulic and	l electric lines, ads, one bolt, l b	oall joint.			
Relieve pre Disconnect	ssure from utili l hydraulic and	l electric lines, ads, one bolt, l b	oall joint.			

		LUBRICAT	10 N			
APPLICATION	MATERIAL	SPECIFICATION	FREQUENCY		ACCESS	
Sp g Hot ing - Hand	Grease	MIL-G-3278	50 Hrs.	Unobstruc extended.	ted with	gear
DETAILS:	,					
	Manufacture and the second	GROUND SUPPORT	EQUIPMENT			
SPECIAL	TOOLS FOR AIRCRAF	T USE	SPECIAL '	TOOLS FOR BENC	H USE	
	NIL			NIL		
GROU	ND TESTING EQUIPME	NT	GROUND	HANDLING EQUIP	MENT	
AirConditioner	ulic Test Stand and Generator A	C and DC	Maintenance pla Aircraft jacks	atform 4G/15	_	
INTERCHANGEABI	E X	REMOVAL IN	STRUCTIONS		MEN X I	ACTUA
LACEABLE	<u>}</u>				EST.	ACTOR
To remove:-						
Remove 9 pin	s securing sprin	g housings.				
Remove 9 pin	s securing sprin		and replace (est))	2 x 20	
Remove 9 pin	s securing sprin		and replace (est)		2 x 20	
Remove 9 pin	s securing sprin		and replace (est)		2 x 20	
Remove 9 pin	s securing sprin		and replace (est		2 x 20	
Remove 9 pin	s securing sprin		and replace (est)		2 x 20	
Remove 9 pin	s securing sprin		and replace (est)		2 x 20	

			ION	
APPLICATION	MATERIAL	SPECIFICATION	FREQUENCY	ACCESS
	Grease	MIL-G-3278 34A-192	50 Hours	Unobstructed
DETAILS:	1,	9	:	il .

SPECIAL TOOLS FOR AIRCRAFT USE	SPECIAL TOOLS FOR BENCH USE
Pivot Shaft Extractor	NIL
GROUND TESTING EQUIPMENT	GROUND HANDLING EQUIPMENT
Aircraft Hydraulic Test Stand Hydraulic Charging & Bleed Trailer Air Conditioner and Generator AC and DC	Maintenance platform 4G/1596 Mobile Dolly Aircraft Jacks

NTER	CHANGEABLE	REMOVAL INSTRUCTIONS		MEN X	MINUTES
	ACEABLE		KEMOVAL INSTRUCTIONS	EST.	ACTUAL
	Jack air	craf	t wheels off floor.		
	Release	ores	sure from utility hydraulic system.		
			aulic charging and bleed trailer to "Up" line.		
•			ssure (1500 psi approx) to unlock downlock and		
			tract leg.		
			stay ball end from leg.		
•			airing, pivot door, hydraulic lines and electric		
•		28 T	arring, privot door, nydrautic lines and electric		
	cables.		- 3 · · · · · · · · · · · · · · · · · ·		
•			ain gear jack.		
•			ded pin from lower barrel fitting of shortening		
	adjuster.				
•		_	n mobile dolly.	·	
•			rom lower end of back stay.		
0,	Remove bo	olts	securing coupling to main pivot shaft, and remove		
	coupling.	S1:	ide inner end of shaft outboard, and remove back stay,		
	which is	int	egral with inner shaft.		
l.	Remove nu	it fr	rom outer end of shaft.		
2.	Remove le	eg or	n mobile dolly.		
			Remove and replace	4 x 36	φ
				I	

		LUBRIC	ATION NIL			
APPLICATION	MATERIAL	SPECIFICATION	FREQUENCY	A	CCESS	
	æ					
DETAILS:	· -					
	and the second s					
SPECIAL	TOOLS FOR AIRCRAFT		RT EQUIPMENT SPECIAL	TOOLS FOR BENC	H USE	
	NTT			NTT		
	NIL			NIL		
GROUT	ND TESTING EQUIPMEN	T	GROUND	HANDLING EQUIPM	MENT	····
Aircraft Hydr	raulic Test Stand	i		ance platform	4G/1596	į
Air Condition	ner and Gen e rator	AC & DC	Aircraf	t jacks		
INTERCHANGEABL	E X	REMOVAL	INSTRUCTIONS		MEN X	MINUTE
LACEABLE					EST.	ACTU
					1	
l. Relie ve pr	ressure from syst	tem.				
2. Disconnect	ressure from syst	d 1 pneumatic	line from release	jack.		
2. Disconnect 3. Remove 5 r	t 1 hydraulic and nuts on bolts at	d 1 pneumatic taching up-loc	line from release k to structure.	jack. Slide up⊶lock		
 Disconnect Remove 5 r complete v 	t l hydraulic and nuts on bolts att with release jack	d l pneumatic taching up-loc c off bolts.	k to structure.	jack. Slide up∽lock		
 Disconnect Remove 5 r complete v 	t 1 hydraulic and nuts on bolts at	d l pneumatic taching up-loc c off bolts.	k to structure. 3	Slide up⊶lock		
 Disconnect Remove 5 r complete v 	t l hydraulic and nuts on bolts att with release jack	d l pneumatic taching up-loc c off bolts.	k to structure.	Slide up⊶lock	1 x 30	
 Disconnect Remove 5 r complete v 	t l hydraulic and nuts on bolts att with release jack	d l pneumatic taching up-loc c off bolts.	k to structure. 3	Slide up⊶lock		r
 Disconnect Remove 5 r complete v 	t l hydraulic and nuts on bolts att with release jack	d l pneumatic taching up-loc c off bolts.	k to structure. 3	Slide up⊶lock		
 Disconnect Remove 5 r complete v 	t l hydraulic and nuts on bolts att with release jack	d l pneumatic taching up-loc c off bolts.	k to structure. 3	Slide up⊶lock		
 Disconnect Remove 5 r complete v 	t l hydraulic and nuts on bolts att with release jack	d l pneumatic taching up-loc c off bolts.	k to structure. 3	Slide up⊶lock		
 Disconnect Remove 5 r complete v 	t l hydraulic and nuts on bolts att with release jack	d l pneumatic taching up-loc c off bolts.	k to structure. 3	Slide up⊶lock		
 Disconnect Remove 5 r complete v 	t l hydraulic and nuts on bolts att with release jack	d l pneumatic taching up-loc c off bolts.	k to structure. 3	Slide up⊶lock		
 Disconnect Remove 5 r complete v 	t l hydraulic and nuts on bolts att with release jack	d l pneumatic taching up-loc c off bolts.	k to structure. 3	Slide up⊶lock		
 Disconnect Remove 5 r complete v 	t l hydraulic and nuts on bolts att with release jack	d l pneumatic taching up-loc c off bolts.	k to structure. 3	Slide up⊶lock		
 Disconnect Remove 5 r complete v 	t l hydraulic and nuts on bolts att with release jack	d l pneumatic taching up-loc c off bolts.	k to structure. 3	Slide up⊶lock		
 Disconnect Remove 5 r complete v 	t l hydraulic and nuts on bolts att with release jack	d l pneumatic taching up-loc c off bolts.	k to structure. 3	Slide up⊶lock		

	¥	LUBRICA	ATION			
APPLICATION	MATERIAL	SPECIFICATION	FREQUENCY		ACCESS	
J÷∞ges	MOildagm Type O.D. 200	MIL-L-3572 Grade B Medium	On assembly	Unobst	ructed	GE
DETAILS:				L		
		GROUND SUPPO	RT EQUIPMENT			
SPECIAL	TOOLS FOR AIRCRA	FT USE	SPECIAL T	OOLS FOR BEN	CH USE	
Strap, metain	ing main landin	g gear door		NIL		
GRO	UND TESTING EQUIPM	ENT	GROUND H	ANDLING EQUIP	MENT	
Air Conditio	raulic Test Sta		Aircraft ja	cks		week and the state of the
INTERCHANGEAB	LE X	REMOVAL	INSTRUCTIONS		MEN X I	
LACEABLE					EST.	ACTUAL
		jack from door. ring hinge to wi			2 x 30	
			more and representation	s_{-1}		
					* ₀	
					•	
	in the state of th					-
		ž.				

		LUBRICA	TION			
APPLICATION	MATERIAL	SPECIFICATION	FREQUENCY		ACCESS	
111 rease	Grease	MIL-G-3278	50 hours	Unobstruc		
s by gun				landing g	ear exten	ded
DETAILS:						
DETAILS:						
			* *			
,						
		GROUND SUPPOR	T EQUIPMENT			
SPECIAL	TOOLS FOR AIRCRAF	T USE	SPECIAL	TOOLS FOR BEN	CH USE	
		¥				
فر	NIL			NIL		
GROUN	D TESTING EQUIPME	NT	GROUND	HANDLING EQUI	PMENT	-
Air noft Undan	lie Test Stand		Maintenance pla	atform /C/15	96	
Airuraft Hydrau	and Generator	AC & DC	Aircraft Jacks	20101 III 40/1)	,0	
INTERCHANGEABLE	x	REMOVALI	NSTRUCTIONS		MEN ×	MINUTES
LACEABLE	1				EST.	ACTUA
Remove 6 hinge	bolts.					
		Remo	ve and replace		2 x 30	
					* 11	
	ě				3	
			*			
			14. V 118 1			
	2					
		2				

		LUBRIC	ATION NIL			
APPLICATION	MATERIAL	SPECIFICATION			CCESS	
,			Bl g			
DETAILS:						
			= 30			
			ě			
		GROUND SUPPO	RT EQUIPMENT			
SPECIAL	TOOLS FOR AIRCRAF			TOOLS FOR BENC	H USE	
Strap	Wrench		Year Taylor	NIL		
		, , , , , , , , , , , , , , , , , , ,				
GROUN	D TESTING EQUIPME	NT	GROUND	HANDLING EQUIP	MENT	
Atronaft Hy	draulic Test St	and	Maintenan	as mistform	10/1506	
			Tialii ociiali	ce practorm	40/1/10	
	oner and Genera		Aircraft	ce platform . Jacks	44/1/10	
Air Conditi	oner and Genera		Aircraft	Jacks		MANUTE
Air Conditi	oner and Genera	ator AC & DC	Aircraft	Jacks	MEN ×	1
Air Conditi	oner and Genera	ator AC & DC	Aircraft	Jacks		MINUTES
Air Conditi	oner and Genera	ator AC & DC	Aircraft	Jacks	MEN ×	1
Air Conditi INTERCHANGEABLE LACEABLE 1. Relieve 2. Disconn	x system pressur	REMOVAL	Aircraft	Jacks	MEN ×	1
Air Conditi INTERCHANGEABLE LACEABLE 1. Relieve 2. Disconn valve.	system pressurect 2 hydraulic	REMOVAL Te. 1 lines and 2 h	Aircraft INSTRUCTIONS ydraulic lines at	Jacks sequen c e	MEN ×	1
Air Conditi INTERCHANGEABLE LACEABLE 1. Relieve 2. Disconn valve. 3. Remove	system pressurect 2 hydraulic	REMOVAL Te. clines and 2 h ads securing mo	Aircraft	Jacks sequen c e	MEN ×	1
Air Conditi INTERCHANGEABLE LACEABLE 1. Relieve 2. Disconn valve. 3. Remove	system pressurect 2 hydraulic	REMOVAL Te. clines and 2 h ads securing mo	Aircraft INSTRUCTIONS ydraulic lines at	Jacks sequen c e	MEN ×	
Air Conditi INTERCHANGEABLE LACEABLE 1. Relieve 2. Disconn valve. 3. Remove	system pressurect 2 hydraulic	REMOVAL Te. clines and 2 h ads securing mo	Aircraft INSTRUCTIONS ydraulic lines at	Jacks sequen c e	MEN ×	1
Air Conditi INTERCHANGEABLE LACEABLE 1. Relieve 2. Disconn valve. 3. Remove	system pressurect 2 hydraulic	REMOVAL Te. clines and 2 h ads securing mo	Aircraft INSTRUCTIONS ydraulic lines at	Jacks sequen c e	MEN ×	1
Air Conditi INTERCHANGEABLE LACEABLE 1. Relieve 2. Disconn valve. 3. Remove	system pressurect 2 hydraulic	REMOVAL Te. clines and 2 h ads securing mo	Aircraft INSTRUCTIONS ydraulic lines at	Jacks sequence structure.	MEN ×	ACTUA
Air Conditi INTERCHANGEABLE LACEABLE 1. Relieve 2. Disconn valve. 3. Remove	system pressurect 2 hydraulic	REMOVAL Te. clines and 2 h ads securing mo	Aircraft INSTRUCTIONS ydraulic lines at unting brackets to	Jacks sequence structure.	MEN × EST.	ACTUA
Air Conditi INTERCHANGEABLE LACEABLE 1. Relieve 2. Disconn valve. 3. Remove	system pressurect 2 hydraulic	REMOVAL Te. clines and 2 h ads securing mo	Aircraft INSTRUCTIONS ydraulic lines at unting brackets to	Jacks sequence structure.	MEN X EST.	ACTUA
Air Conditi INTERCHANGEABLE LACEABLE 1. Relieve 2. Disconn valve. 3. Remove	system pressurect 2 hydraulic	REMOVAL Te. clines and 2 h ads securing mo	Aircraft INSTRUCTIONS ydraulic lines at unting brackets to	Jacks sequence structure.	MEN X EST.	ACTUA
Air Conditi INTERCHANGEABLE LACEABLE 1. Relieve 2. Disconn valve. 3. Remove	system pressurect 2 hydraulic	REMOVAL Te. clines and 2 h ads securing mo	Aircraft INSTRUCTIONS ydraulic lines at unting brackets to	Jacks sequence structure.	MEN X EST.	ACTUA
Air Conditi INTERCHANGEABLE LACEABLE 1. Relieve 2. Disconn valve. 3. Remove	system pressurect 2 hydraulic	REMOVAL Te. clines and 2 h ads securing mo	Aircraft INSTRUCTIONS ydraulic lines at unting brackets to	Jacks sequence structure.	MEN X EST.	ACTUA
Air Conditi INTERCHANGEABLE LACEABLE 1. Relieve 2. Disconn valve. 3. Remove	system pressurect 2 hydraulic	REMOVAL Te. clines and 2 h ads securing mo	Aircraft INSTRUCTIONS ydraulic lines at unting brackets to	Jacks sequence structure.	MEN X EST.	ACTUA
Air Conditi INTERCHANGEABLE LACEABLE 1. Relieve 2. Disconn valve. 3. Remove	system pressurect 2 hydraulic	REMOVAL Te. clines and 2 h ads securing mo	Aircraft INSTRUCTIONS ydraulic lines at unting brackets to	Jacks sequence structure.	MEN X EST.	ACTUA
Air Conditi INTERCHANGEABLE LACEABLE 1. Relieve 2. Disconn valve. 3. Remove	system pressurect 2 hydraulic	REMOVAL Te. clines and 2 h ads securing mo	Aircraft INSTRUCTIONS ydraulic lines at unting brackets to	Jacks sequence structure.	MEN X EST.	ACTUA

		LUBRICATI	ON NIL	
APPLICATION	MATERIAL	SPECIFICATION	FREQUENCY	ACCESS
	1			
	*			
DETAILS:				
		GROUND SUPPORT	EQUIPMENT	,
SPECIAL T	COOLS FOR AIRCRAF	r USE	SPECIAL TOOI	LS FOR BENCH USE
An agent reaches and an agent reaches and a second a second and a second a second and a second a second and a second and a second and a				
	NIL		NI	L
GROUNI	TESTING EQUIPMEN	īT	GROUND HAN	DLING EQUIPMENT
Air Conditio	ner and Genera	tor AC & DC		
	raulic Test St	1	Maintenance pla	tform 4G/1596
-			_	
		.		
	-			
INTERCHANGEABLE	х	REMOVAL INS	TRUCTIONS	MEN × MINUTES
INTERCHANGEABLE LACEABLE	x	REMOVAL INS	TRUCTIONS	MEN × MINUTES EST. ACTUA
LACEABLE 1. Relieve p	ressure from s	ystem.	TRUCTIONS	
1. Relieve p	ressure from s	ystem. lines.	TRUCTIONS	
1. Relieve p	ressure from s	ystem. lines.	TRUCTIONS	
1. Relieve p	ressure from s	ystem. lines.	TRUCTIONS	
1. Relieve p	ressure from s	ystem. lines.	TRUCTIONS	
1. Relieve p	ressure from s	ystem. lines.	TRUCTIONS	
1. Relieve p	ressure from s	ystem. lines.	TRUCTIONS	
1. Relieve p	ressure from s	ystem. lines.	TRUCTIONS	
1. Relieve p	ressure from s	ystem. lines.	TRUCTIONS	
1. Relieve p	ressure from s	ystem. lines.	TRUCTIONS	
1. Relieve p	ressure from s	ystem. lines.	TRUCTIONS	
1. Relieve p	ressure from s	ystem. lines. ts.		EST. ACTUA
1. Relieve p	ressure from s	ystem. lines. ts.	TRUCTIONS emove and replace	
1. Relieve p	ressure from s	ystem. lines. ts.		EST. ACTUA
1. Relieve p	ressure from s	ystem. lines. ts.		EST. ACTUA
1. Relieve p	ressure from s	ystem. lines. ts.		EST. ACTUA
1. Relieve p	ressure from s	ystem. lines. ts.		EST. ACTUA
1. Relieve p	ressure from s	ystem. lines. ts.		EST. ACTUA
1. Relieve p	ressure from s	ystem. lines. ts.		EST. ACTUA
1. Relieve p	ressure from s	ystem. lines. ts.		EST. ACTUA
1. Relieve p	ressure from s	ystem. lines. ts.		EST. ACTUA
1. Relieve p	ressure from s	ystem. lines. ts.		EST. ACTUA
1. Relieve p	ressure from s	ystem. lines. ts.		EST. ACTUA

		LUBRICAT	ION NIL			
APPLICATION	MATERIAL	SPECIFICATION	FREQUENCY	ACC	ESS	
,						
ETAILS:						
THE PARTY OF THE P						
		GROUND SUPPORT				
SPECIAL	TOOLS FOR AIRCRAFT	USE	SPECIAL TO	OLS FOR BENCH	USE	
	NTT			NIL		
	NIL			MTT		
GROUN	D TESTING EQUIPMEN	г	GROUND HA	NDLING EQUIPMEN	(T	
					0	
Aircraft Hyd	draulic Test Sta	nd	Aircraft Jack			
Air Condition	oner and Generat	or AC & DC	Maintenance,pl	atform 4G/159	96	
		-				
IMP DOLLARS : =: = =	T-T-				MEN × M	(D) I (D)
ACEABLE	X	REMOVAL IN	STRUCTIONS	<u> </u>	EST.	ACTU
	F 1			4		
l Relieve	pressure from sy	stem				
	pressure from sy		atic line.			
2. Disconne	pressure from sy et 1 hydraulic 1 attachment bolt	ine and 1 pneuma	atic line.			
2. Disconne	ct 1 hydraulic 1	ine and 1 pneuma	atic line.			
2. Disconne	ct 1 hydraulic 1	ine and 1 pneuma	atic line.			
2. Disconne	ct 1 hydraulic 1	ine and 1 pneuma	atic line.			
2. Disconne	ct 1 hydraulic 1	ine and 1 pneum	atic line. e and replace	1	. x 15	
2. Disconne	ct 1 hydraulic 1	ine and 1 pneum		1	. x .15	
2. Disconne	ct 1 hydraulic 1	ine and 1 pneum		1	. x 15	
2. Disconne	ct 1 hydraulic 1	ine and 1 pneum		1	. x .15	
2. Disconne	ct 1 hydraulic 1	ine and 1 pneum		1	. x 15	
2. Disconne	ct 1 hydraulic 1	ine and 1 pneum		1	. x .15	
2. Disconne	ct 1 hydraulic 1	ine and 1 pneum		1	. x .15	
2. Disconne	ct 1 hydraulic 1	ine and 1 pneum		. 1	x .15	
2. Disconne	ct 1 hydraulic 1	ine and 1 pneum		1	. x .15	
2. Disconne	ct 1 hydraulic 1	ine and 1 pneum		. 1	x .15	
2. Disconne	ct 1 hydraulic 1	ine and 1 pneum		1	x .15	
2. Disconne	ct 1 hydraulic 1	ine and 1 pneum		1	x .15	
2. Disconne	ct 1 hydraulic 1	ine and 1 pneum		1	x .15	
2. Disconne	ct 1 hydraulic 1	ine and 1 pneum		1	. x .15	
2. Disconne	ct 1 hydraulic 1	ine and 1 pneum		1	x .15	
2. Disconne	ct 1 hydraulic 1	ine and 1 pneum		1	x .15	
2. Disconne	ct 1 hydraulic 1	ine and 1 pneum		1	x .15	

APPLICATION		LUBRICAT	ION NIL			
	MATERIAL	SPECIFICATION	FREQUENCY	A	CCESS	
		2				
DETAILS:	s			1		
		GROUND SUPPORT	EAHIBHENT			
SPECIAL	TOOLS FOR AIRCRAFT			OLS FOR BENC	CH USE	
	NIL			NIL		
GROUN	D TESTING EQUIPMEN	т	GROUND HA	NDLING EQUIP	MENT	
	draulic Test Sta		Maintenance placks	atform 4G/l	.596	
NTERCHANGEABLE	z x	REMOVAL IN	STRUCTIONS		MEN X	MINUTES
ACEABLE	:				EST.	ACTUA
	pressure from sy					
2. Disconned 3. Remove bo 4. Remove 6 5. Remove ca 6. Free jack	ct l hydraulic a olt securing cla nuts securing j asing from wheel	nd 1 pneumatic 1 mp over jack. ack in uplock ca well structure. splitting 2 hal	sing.	bosses on		
2. Disconned 3. Remove bo 4. Remove 6 5. Remove ca 6. Free jack	et I hydraulic a olt securing cla nuts securing j asing from wheel k from casing by	nd 1 pneumatic 1 mp over jack. ack in uplock ca well structure. splitting 2 halg halves.	sing. ves and removing	bosses on	1 20	
2. Disconned 3. Remove bo 4. Remove 6 5. Remove ca 6. Free jack	et I hydraulic a olt securing cla nuts securing j asing from wheel k from casing by	nd 1 pneumatic 1 mp over jack. ack in uplock ca well structure. splitting 2 halg halves.	sing.	bosses on	1 x 30	
2. Disconned 3. Remove bo 4. Remove 6 5. Remove ca 6. Free jack	et I hydraulic a olt securing cla nuts securing j asing from wheel k from casing by	nd 1 pneumatic 1 mp over jack. ack in uplock ca well structure. splitting 2 halg halves.	sing. ves and removing	bosses on	1 x 30	
2. Disconned 3. Remove bo 4. Remove 6 5. Remove ca 6. Free jack	et I hydraulic a olt securing cla nuts securing j asing from wheel k from casing by	nd 1 pneumatic 1 mp over jack. ack in uplock ca well structure. splitting 2 halg halves.	sing. ves and removing	bosses on	1 x 30	
2. Disconned 3. Remove bo 4. Remove 6 5. Remove ca 6. Free jack	et I hydraulic a olt securing cla nuts securing j asing from wheel k from casing by	nd 1 pneumatic 1 mp over jack. ack in uplock ca well structure. splitting 2 halg halves.	sing. ves and removing	bosses on	1 x 30	
2. Disconned 3. Remove bo 4. Remove 6 5. Remove ca 6. Free jack	et I hydraulic a olt securing cla nuts securing j asing from wheel k from casing by	nd 1 pneumatic 1 mp over jack. ack in uplock ca well structure. splitting 2 halg halves.	sing. ves and removing	bosses on	1 x 30	
2. Disconned 3. Remove bo 4. Remove 6 5. Remove ca 6. Free jack	et I hydraulic a olt securing cla nuts securing j asing from wheel k from casing by	nd 1 pneumatic 1 mp over jack. ack in uplock ca well structure. splitting 2 halg halves.	sing. ves and removing	bosses on	1 x 30	

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APPLICATION MATERIAL SPECIFICATION FR DETAILS: GROUND SUPPORT EQUIP SPECIAL TOOLS FOR AIRCRAFT USE Strap - Retaining, Main L/G leg. Extractor - Main L/G jack pivot pin	NIL REQUENCY ACCESS PMENT SPECIAL TOOLS FOR BENCH USE
GROUND SUPPORT EQUIP SPECIAL TOOLS FOR AIRCRAFT USE trap = Retaining, Main L/G leg. ktractor = Main L/G jack pivot pin	
GROUND SUPPORT EQUIP SPECIAL TOOLS FOR AIRCRAFT USE Grap - Retaining, Main L/G leg. Stractor - Main L/G jack pivot pin	
special tools for AIRCRAFT USE trap - Retaining, Main L/G leg. ktractor - Main L/G jack pivot pin	
special tools for AIRCRAFT USE trap - Retaining, Main L/G leg. xtractor - Main L/G jack pivot pin	
trap - Retaining, Main L/G leg. xtractor - Main L/G jack pivot pin	SPECIAL TOOLS FOR BENCH USE
xtractor - Main L/G jack pivot pin	
ool - adjusting main gear jack	NIL
GROUND TESTING EQUIPMENT	GROUND HANDLING EQUIPMENT
ar domar area demonstrate in a	craft Jacks Maintenance platform 4G/1596
INTERCHANGEABLE X REMOVAL INSTRUCT	TIONS MEN X MINUTE
ACEABLE	EST. ACTU
 Partially retract gear and support on strap. Relieve hydraulic pressure. Remove 2 hydraulic lines. Remove 2 attachment bolts. Remove	re and replace 1 x 60
(Assuming	A/C jacked)

