

745193 SS7. POSS. AIR.

MAINTENANCE

RISSING

Form 714.

ROYAL AIR FORCE.

Rough Notebook for use in Laboratories and Workshops.

Last for 20 flying hrs

A max from 300 is used after each inspection.

When Pilot signs 282

1. Confirms that he is satisfied all daily inspection has been carried out.
2. Is satisfied with flight, including 1/2 hr at night.
3. The date will sign traffic that ops. is satisfactory.
3. He is satisfied that ops. may be regarded as satisfactory.

Note - when Pilot signs 282 he should state that ops. has been signed as satisfactory by competent check officer in whose presence he usually flies a day of flight. If Pilot does sign 282 he does not take responsibility of unsatisfactory ops. but holds before him.

The ops. is considered satisfactory for 24 hrs after daily inspection unless as follows:

If pilot found during inspection:

- before inspection

All repairs done for structural inspection

Machine has been subjected to abnormal stresses in flying or landing flight flying may be interrupted - structural daily inspection is necessary actually carrying night flying equipment.

A daily inspection may be made by the flight commander only for a period not exceeding 7 days.

But daily inspection carried out

- 1. Inspections for 24 hours after flying
- 2. Inspections with 24 hours after flying
- 3. Inspections on the 7th day and another in the 24 hrs immediately preceding next flight.

Object of Unit Maintenance Order (M.O.)

1. To describe unit maintenance organization, to coordinate the interests with the station, to set the procedure to be adopted for work, to define individual responsibility for maintenance & to ensure accountability of ops. safety of personnel & the adequacy of maintenance records.
2. The Maintenance schedule as issued by A.P.C. forming part 1 of volume 2 of the airframe of the publication, they are incorporated by the ops. who issues a certificate to that effect.

Note: This O.C. order can be amended to suit local conditions by application through the usual channels.

Read of Chapt. II. A.P.C.

Flight - 3 pages

Hydraulic systems of fuel feeding and control, including also type.
brakes, retractable undercarriage, flaps etc.

Knowledge of layout of controls including cockpit training device.

Principles of loading caused by heavy loadings

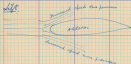
Methods of checking up aircraft and changing data

Reports on etc. of instability.

Flight of Great Britain - etc

The chord line - A line passing through the centers of curvature
of the leading and trailing edges.

Lift



Planes the airfoil over and not too light

Lift is increased the faster airfoil moves through air.

