

{this letter was hand written, and therefore more difficult to transcribe}  
{?????}  
PQ 292  
28 OUU ??

S/Ldr Alcock

Dear Sir

In your report to W/Cdr Starling you have asked for some Maintenance Publications and Electrical Drawings. I have hunted around and cannot find any one that we should not have, but I will send one to you Vol. III of Double Wasp Spare Parts Schedule, Overhaul Manual, and Scd? Maintenance Schedules.

The Electrical layout system is beyond our capacity to supply, as we have only one from which the drawings were made and sent on to you. However if it is Micro Switches that are causing the trouble, we have experienced the same sort of thing and here is the practical way to cure same:

Adjusting Micro Switch.-

With U/C down and Green lights on adjust on lock screw to give a clearance of .030" between indicator? Plunger and Micro Switch plunger. (test with feeler gauge.)

Adjusting U/C Lock

The following must be done carefully wheels down, remove locking plate at base of U/C jack and by turning the base ring nut until a click is heard with 1/8" aprox of travel to go on Jack on lowering. Check by removing Micro Switch and plunger and observe thru plunger hole position of groove on Jack ram. This should be central.

Adjusting Red Light.

With Wheels down, by trial and error, use adjustment?? on - Red Light and observe by retraction test for correction functioning i.e. wheels up – lights out.

These are not taken from any books, but I hope this can help you. If you can send me a full Technical report of your snags, and I will try and give you the answers. Sorry we have no typewriter, but trust you can follow this jargon.

Best of Luck

Yours truly,  
(signature)