

5-12. DAMAGE NECESSITATING REPLACEMENT OF PARTS. Any part, subjected to damage which is not classified as negligible; section 5-5, or repairable; section 5-6, must be replaced.

5-13. NOSE LANDING GEAR.

5-14. DESCRIPTION. (See Figure 5-1) The nose gear assembly is attached to a support box at the firewall in the nose of the fuselage. It is held in place by ball socket fittings and trunnion pins and pivots aft into a fuselage well. Extension of this gear is accomplished by the movement of a hinged drag brace assembly which drops past center and locks in the down position. The gear is held in the up position by an uplock. Shock loads caused during take-off landing and taxiing are absorbed by the air-fluid, combination

in the shock strut. When the nose gear is extended, bell crank rollers contact a steering arm, attached to the shock strut, causing the nose wheel to turn in the direction of the rudder movement. During retraction or extension the nose gear is prevented from turning by a mechanical centering device.

5-15. REPAIRABLE DAMAGE. Fittings containing worn bushings may be repaired by the replacement of these bushings, reamed to the correct diameter as in the original part. No other parts are repairable.

5-16. DAMAGE NECESSITATING REPLACEMENT PARTS. Any part subjected to damage which is not classified as negligible; section 5-5, or repairable; section 5-15, must be replaced.