

NORTH AMERICAN - MODIFICATION OF LANDING GEAR WARNING AND INDICATING SYSTEM - P-51D, TP-51D AND F-6D

NOTE As prescribed in T. O. No. 00-20A, appropriate reference to this Technical Order will be entered on AAF Forms 60-A for the aircraft affected. The work directed herein will be accomplished as soon as possible and not later than the next 100-hour inspection period by service activities with the aid of base maintenance facilities, if necessary. Commanding Officers will be responsible for bringing the information contained in paragraph 2.h. of this Technical Order to the attention of all pilots cleared for operation of the subject aircraft as well as those undergoing Transition Flying Training as contemplated in AAF Regulation 60-16.

1. To provide for operation of the landing-gear warning horn at any time that the throttle is retarded, and the landing gear is in any position except "DOWN"

and "LOCKED," the following listed airplanes will be modified in accordance with the instructions contained in paragraph 2.

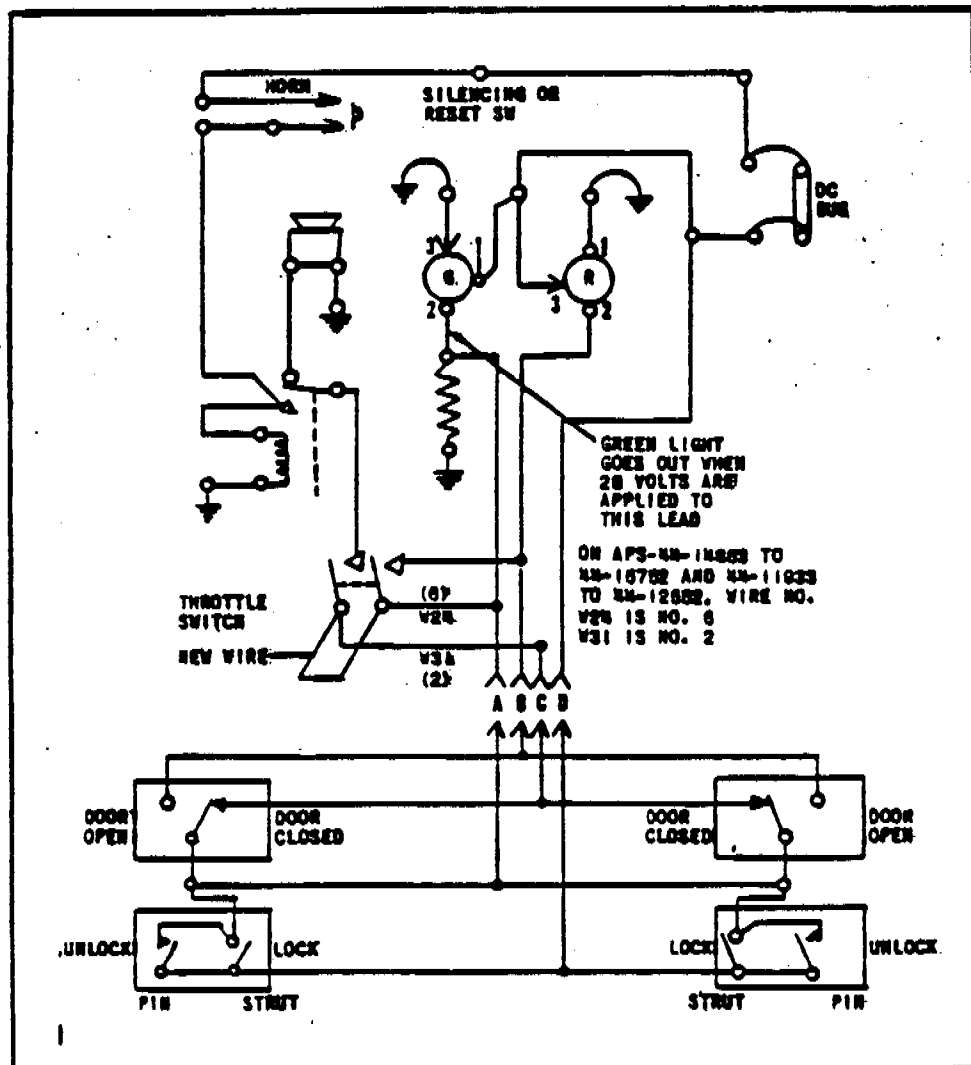


Figure 1

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MODEL	AF SERIAL NOS.
11D	44-12853 to 44-13019 incl 44-13040 to 44-13130 incl 44-13141 to 44-13180 incl 44-13182 to 44-13252 incl 44-63160 to 44-64159 incl 44-72027 to 44-75026 incl
P-51D, TP-51D	45-11343 to 45-11654 incl
P-51D	45-11690 to 45-11742 incl
F-6D	44-13020 to 44-13039 incl 44-13131 to 44-13140 incl 44-13181 45-11655 to 45-11689 incl

b. Support the airplane on jacks for retracting the landing gear. The system should operate as follows:

(1) With wheels "DOWN" and "LOCKED," green light will be on and horn will not sound regardless of throttle position.

(2) With wheels in an intermediate position but not locked, red light will be on. Horn will blow if throttle is retarded.

(3) With wheels "UP" and "LOCKED" and fairing doors closed, horn will not sound and red light will be out if throttle is forward. Retard throttle and red light will come on; horn will sound.

(4) Horn can be silenced by momentarily operating silencing switch. Horn silencing feature will release when throttle is advanced. Refer to figure 1 for wiring diagram.

3. The following parts are required per airplane to accomplish this change:

2. Instructions for accomplishing this change are as follows:

3. Fabricate a jumper wire approximately 4 inches long of No. 18 aircraft low-tension cable. Attach a terminal lug to each end of the wire and connect the wire between wires Nos. W31 and W24 at the throttle switch. (See figure 1.) This switch may be found slightly below and forward of the throttle quadrant, on the left side of the cockpit.

QTY	STOCK NO.	PART NO.	NOMENCLATURE	CLASS	SOURCE
As req	8800-080276		Cable - Aircraft low-tension, No. 18, Specification No. AN-J-C-48	08-B	AF Stock
2	8800-875479-282	AN659-2	Terminal - Electrical solderless	08-B	AF Stock

4. Approximately 2 man-hours are required per airplane to accomplish this change.

5. The weight change effected by this modification is negligible.

BY COMMAND OF GENERAL SPAATZ:

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