

MILITARY SPECIFICATION
STEERING SYSTEM: AIRCRAFT,
GENERAL REQUIREMENTS FOR

This amendment forms a part of Military Specification MIL-S-8812, dated 3 September 1975, and is approved for use by all Departments and Agencies of the Department of Defense.

PAGE 2

2.1, Under "SPECIFICATIONS, MILITARY": Delete:

"MIL-C-38999 Connectors, Electrical, Circular, Miniature, High Density, Quick Disconnect, Environmental Resisting Removable Crimp Type Contacts, Reliability Assurance Program"

and substitute:

"MIL-C-83723 Connectors, Electrical, (Circular, Environment Resisting), Receptacles and Plugs, General Specification for".

PAGE 7

3.4.2.10, Delete and substitute:

"3.4.2.10 Failure mode and malfunction effects. The system design failure mode, (i.e., fail operative, fail-safe inoperative), shall be compatible with aircraft requirements and as approved by the procuring activity. No single electrical or hydraulic failure shall result in undesirable steering effects that cannot be overcome by normal and natural application of steering cockpit controls. The system design failure mode from these power sources shall not require pilot interpretation and action to disengage the system upon failure. No malfunction of the steering control system shall interfere with the required motion of the rudder pedals, flight controls or prevent shimmy stability. The steering system shall be so designed that no steering system malfunction, including a failed hydraulically open selector valve, can result in turning the wheel(s) when off the ground.

FSC 1620

MIL-S-8812D
AMENDMENT 1

PAGE 9

3.4.8.4: Insert the following first sentence: "Wiring routing shall be such that the wires do not channel water into the connector."

3.4.8.5: Change to read: "Connectors. Component external connectors shall be in accordance with MIL-C-83723 (Series III), threaded, self locking.

Custodians:

Army - AV
Navy - AS
Air Force - 11

Preparing activity:

Air Force - 11

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Reviewer activities:

Army - AV
Air Force - 99