

CLASS D

- (A) Servicing Instruction/Hunter/101
Aileron Control Tubes in Mainplane : Inspection
- (B) Hunter Mk.4, 6, 7, 7A, 8, 9, 10, 11 and 12 Aircraft.
- (C) Since the introduction of S.I./Hunter/82, (periodic examination of flying control tubes in the fuselage for stress corrosion) a single instance has been found of the inboard Aileron Control Tube in a Mainplane being similarly affected. This particular tube is incapable of being examined completely, without the removal of the mainplane but it is considered that any cracking of a serious nature can be revealed by examination of the part of the tube that is visible through the limited access.

PART A

- (D)1. At the Next Primary Servicing, proceed as follows:-
- (a) Lower the aircraft flaps.
 - (b) Remove the inboard access door marked 'Electrical Connections', in the flap shroud on the port mainplane only, adjacent to the flap inboard hinge aperture.
 - (c) Working through this access door and the aperture for the inboard flap hinge, examine with the aid of a flexible probe light (Ref. 5A/4310) or similar equipment and an adjustable mirror, that portion of the tube which is visible, moving the mirror and light to facilitate viewing around the tube as much as practicable.
Note: On the starboard mainplane, inspection is only possible through the flap inboard hinge aperture. The ailerons should be exercised to their full extremes, in order to expose as much of the tube as possible.
 - (d) Where no suspicion of cracking is evident, replace access door.
 - (e) Where cracking of the tube is suspected, a detailed description of the alleged crack (i.e. hairline, open crack, extent of crack etc.) is to be sent by signal to C.D.A. (copy to R.T.O. HSA Kingston). Flying is unrestricted, pending further instructions.

Estimated Man Hours : 1

PART B

- (D)2. At the Next and each Subsequent Minor Servicing, proceed as follows:-
- (a) Carry out the instructions quoted in Part 'A'
 - (b) Remove the access doors in the flap shroud in each wing at the following positions:-
 - (i) Inboard of Flap Operating Lever.
 - (ii) Between the Flap Centre Hinge and Operating Lever.
 - (iii) Between Centre and Outboard Flap Hinges.
 - (iv) Outboard of the Outboard Flap Hinge.

- (c) Examine as much of the aileron control tube run as possible through the access provided, using the same equipment where necessary as quoted in Part 'A' and moving the controls to expose as much of the tubes as possible.
- (d) Where no suspicion of cracking is evident, replace access doors.
- (e) Where cracking of the tube is suspected, a detailed description of the alleged crack (i.e. hairline, open crack, extent of crack etc.) is to be despatched to M.O.D. Mech. Eng. 4 by signal. Flying is unrestricted, pending instructions from M.O.D.

Estimated Man Hours : 3

Note: Before fitting a replacement mainplane, the aileron control tubes are to be inspected as above. The inboard aileron tube should be removed to facilitate inspection, and replaced only if found satisfactory.

- (E) Record on appropriate aircraft forms and enter into the Supplementary Record Sheet of the Servicing Schedule.
- (F) Report as requested at Para. (D)1 (e) and (D)2 (e) above.
- (G) Nil.
- (H) This Instruction does not affect the operation or handling of the aircraft or equipment.



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