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| M - FC DIVISION HAWK HUNTER AIRCRAFT LTD. 30 JAN 1970 | |
| REG. No. | FILE |

SI/Hunter/109

26th January, 1970.

From: CENTRAL DEFECT AUTHORITY
Ministry of Technology, St. Giles Court, St. Giles High Street, W.C.2.
Tel. No. 01-636-3644, Ext. 474.

A. SI/Hunter/109
(Superseding PW/Hunter/66)

Mainplane: Noseribs 'J' and 'K': Cracking of Rib Flanges.

*SI/Hunter/109A
Supersedes*

- B. Hunter Aircraft equipped to carry 230 gallon Drop Tanks.
- C. Cracks have been found in the top flanges of Noseribs 'J' and 'K', originating from the rivets securing the flanges to the top mainplane skin. Up to the present, the affected flanges are between the front spar and the cutout for the first longitudinal stringer and between the cutouts for the first and second longitudinal stringers. Buffet conditions from the 230 gallon drop tanks under high 'g', with high wing incidence have been a contributory cause.
- D. 1. a. Within 7 days of receipt of this Instruction and thereafter at each Primary Servicing.
- b. (1) Remove the access door in the top skin of the port and starboard mainplane, between Noseribs 'J' and 'K'.
- (2) With the aid of a mirror and light source, inspect the underside of the top flanges of Noseribs 'J' and 'K' for cracking of the flanges, especially on the two sections of flange nearest the front spar.
- (3) Where no cracking is evident or cracking is found between rivets to be less than 2 inch accumulative length on any one rib, no immediate action is necessary.
- (4) Where the accumulative length of the cracks is found to be between 2 inch and 3 inch on any one rib, no immediate action is necessary but further inspection is to be upgraded to each subsequent 10 flying hours.
- (5) Where cracking is found to be between 3 inch and 5 inch accumulative length on any one rib, the aircraft may continue to fly on 'Red Ink Entry' to a maximum condition of 3'g', which must be entered as a condition of flight. Further inspections for crack propagation every subsequent 20 flying hours.
- (6) Where the accumulative length of the cracks on any one rib is greater than 5 inch, no further flying is permitted until H.S.A. Repair Scheme No. SK.C. 42124 is embodied. Repair Scheme is available on request from RTO at HSA Ltd., Richmond Road, Kingston, Surrey.
- c. $\frac{1}{2}$ Man Hours (Inspection only).

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