

2nd June, 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/112 A
Superceding SI/Hunter/109
Mainplanes, Noseribs "H", "J", "K" and "L", Cracking of Rib Flanges.
- B. Hunter aircraft equipped to carry 230 gallon Drop Tanks.
- C. Cracks have been found in the top flanges of Noseribs 'J', 'K' and 'L', 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 cut out for the first longitudinal stringer and between the cutouts for the first and second longitudinal stringers. It is possible that cracks may also originate in a similar position in Noserib 'H', 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, examine the underside of the top flanges of noseribs 'J' 'K' and 'L', and the underside of the top flange of noserib 'H' as far as possible, for cracking of the flanges, especially on the two sections of flange nearest the front spar.
- (3) Where no cracking is evident or cracking between rivets is found to be less than 2 inches accumulative length on any one rib, no immediate action other than recording is necessary.
- (4) Where the accumulative length of the cracks is found to be between 2 and 3 inches on any one rib, no immediate action is necessary but further examination is to be upgraded to each subsequent 10 flying hours.
- (5) Where cracking is found to be between 3 and 5 inches accumulative length in any one rib, the aircraft may continue to fly subject to a maximum condition of 3 "g", which must be entered as a condition of flight ("Red Ink" entry). Further examinations for crack propagation is to be upgraded to each subsequent 20 flying hours.

MANTCH QUALITY ASSURE SYSTEM	
BANK OF ENGLAND (6)	
KINGSTON-ON-THE-THAMES	
- 4 JUN 70	
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(6) Where the accumulative length of the cracks on any one rib is greater than 5 inches, no further flying is permitted until the appropriate H.S.A. Repair Scheme is embodied, as follows:

- (a) Rib "H", - A special Repair Scheme is to be requested.
- (b) Ribs "J" and "K", - Repair Scheme, Sk. C.42124.
- (c) Rib "L", - Repair Scheme, Sk. C.42198

NOTE 1 Repair Schemes are available on request from the R.T.O. at H.S.A.Ltd., Richmond Road, Kingston, Surrey.

NOTE 2 Whenever it is necessary to request Repair Schemes, priority demands should be raised at the same time for a supply of the appropriate pre-fabricated brackets, details of which are quoted below:

- (a) For Ribs "J" and "K" - Repair Scheme Sk. C.42124:
Brackets, Ref. 26FX/1506299.
- (b) For Rib "L" - Repair Scheme Sk. C.42198:
Brackets, Ref. 26FX/1506300.

c. 1 Manhour (Examination)

- E. Record on Forms 700 and 4801 and enter on the Supplementary Servicing Record Sheet.
- F. All cases of cracking are to be reported to M.O.D. Air, copy to R.T.O. at H.S.A. Kingston, Surrey.
- G. Nil.
- H. 1. Para. D.1.b.(5) imposes a 3 'g' limitation until repairs are effected.
2. No.

Issued on behalf of:
Ministry of Defence
Mech. Eng 4b (RAF)
Tel: 01-930-7022, Ext. 7758
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B.634033

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(Rtd)

for
T. S. LAW.
Central Defect Authority.

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