

*Hunter No. 1561 Cancelled*

REGISTERED MAIL PROPERTY OF THE KINGDOM OF GREAT BRITAIN	
17 JUL 1971	
REG. No.	FILE

SI/Hunter/118B  
15 July 1971

From: CENTRAL DEFECT AUTHORITY  
Ministry of Defence (Aviation Supply), St Giles Court, St Giles High St  
Tel: No 01-636 3644, Ext 474  
London W1P 0LW

A SI/HUNTER/118B  
MAINPLANE FITTINGS: UNDERCARRIAGE  
PIVOT GROUP, PORT AND STARBOARD: CRACKING

*SI Hunter 124 Supersedes*

B 1 Hunter F Mk 6, T Mk 7, T Mk 7A, T Mk 8, T Mk 8E, T Mk 9, T Mk 10, Mk 11 and Mk 12.

2 Hunter Mainplanes and Mainplane Fittings, Undercarriage Pivot Group, Port, Part No E174345 (26FX/6098065), and Starboard, Part No E174346 (26FX/6098066), held as spare or in store.

C Cracks have been found in three Mainplane Fittings, Undercarriage Pivot Group, Part Nos E174345 and E174346 (26FX/6098065 and 26FX/6098066). In all cases, the cracks were around the circumference of one of the machined faces into which the bearing-cap retaining studs are screwed. Examination of 2 of the Fittings has established that the cracks were due to static loading, and it was considered that they resulted from heavy landings; there was, however, some evidence of the onset of fatigue originating from a point of high stress concentration. It is possible that the Fittings on other aircraft that have been subjected to heavy landings may be cracked.

- D 1 a (1) Within 28 days of receipt of this Instruction.
- (2) After every heavy landing.
- (3) At every Primary Star Servicing (RAF only).
- (4) Subsequently every 100 hours (RN only).
- b (1) Examine the Mainplane Fittings, Undercarriage Pivot Group, Port, Part No E174345 (26FX/6098065) and Starboard Part No E174346 (26FX/6098066), for cracks using (1) Technique CSDE/HUNTER/EDD/4 (RAF) (2) Technique as detailed in AP101B-1304, 5, 6 and 9, 5G Section 6 technique Eddy Current No 3 (RN).

NOTE: Qos i/c at Contractors works can obtain a copy of the NDT Technique from CDA, on application. MOD(AS) formations requiring advice or assistance regarding the Technique should refer to Q/Labs 2c, Harefield.

- (2) Where no cracks are found, no further action other than recording is necessary.
- (3) Where cracks are found:
  - (a) Signal brief details to MODUK AIR (for Mech Eng 4B(RAF)), HQSTC (for Mech Eng (AD)2B), HQMC (Mech Eng Support) for RAF: DGA(N) for RN: and HAWSIDAIR KINGSTON (for RTO(A)), with

information copies to MODUK AIR HARROGATE (for SH23A RAF),  
711MU, AV SUPP CSTWD LDN (for Product Support). A decision  
will then be made on the categorisation of the aircraft;  
the aircraft is not to be flown until this decision has been  
made.

c  $\frac{3}{4}$  Man-hour (examination only).

2 a Before installation.

b Satisfy this Instruction.

E Record on Form 700 or Form 720, Form 4801, Form 4805 (where applicable), and  
enter on the Supplementary Servicing Record Sheet(RAF). LAW AP(N)140 Article 2219  
(RN).

F Report defective items on Form 1022 (RAF), Form A21(RN).

G Modification action is under consideration. = HUNTER MOD 1361

H 1 Nil.

2 No.

Issued on behalf of  
Ministry of Defence

Mech Eng 4b(R-F) and - DGA(N)

Tel: 01-930-7022, Ext 5177 Tel: 01-930-9000, Ext 558

MOD file Ref: AF/3139/69/4 MOD File - N/A/3/108/110(70)

*Helosets Shu*  
(Red)

*T S LAW*  
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Central Defect Authority

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