

ADP No (All Parts)	HUU 119B
ADP No (Part A)	HUU 119B
ADP No (Part B)	HUU 119B
REG. No.	

SI/HUNTER/119B

10 June, 1971

From: CENTRAL DEFECT AUTHORITY  
 Ministry of Defence (Aviation Supply) St Giles Court, St Giles High Street,  
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- A SI/HUNTER/119B  
 AILERON CONTROLS, SHACKLES CONNECTING CONTROL TUBES TO AILERONS, PORT AND STARBOARD: CRACKING
- B Hunter F Mk 6, T Mk 7, T Mk 7A, T Mk 8B, GA Mk 9, FR Mk 10 and Mk 12, where Shackle, Part No F181791, (Ref 26FX/157) was not fitted new at or after the last Major Servicing.
- C A case has occurred where a Shackle, Pt No F181791 (Ref 26FX/157), connecting an aileron control tube to an aileron fractured. It was found that the fracture was due to fatigue, with stiffness in the shackle bearings as a contributory factor.
- D 1 a PART A At the next and each subsequent Primary and Primary Star Servicing.
- PART B Within 28 days of receipt of this Instruction and at each subsequent Minor and Minor Star Servicing.
- b PART A
- (1) Refer to the Vol 3 for the Mk, Pt 1, Plate EG 1 and locate the shackles, Pt No F181791 (26FX/157) connecting the aileron control tubes to the ailerons on the port and starboard mainplanes.
  - (2) Using a probe light and mirror examine the surface of each shackle, all around the part between the two bearings, for cracks.
  - (3) Where there is any indication of a crack, fulfil PART B of this Instruction, forthwith.
- PART B
- (4) Remove the split pin and remove and retain the nut, washer and bolt securing each shackle to its aileron control tube; remove the split pin and remove and retain the nut, washer, and bolt securing each shackle to its aileron; withdraw both shackles.
  - (5) Remove any paint from the surfaces of the shackles using an approved chemical paint remover. Do not use anything to assist in the removal of paint which will mark the surface of the shackle, and ensure that no paint remover gets into the shackle bearings.
  - (6) Using an approved dye penetrant technique, examine the surface of each shackle for cracks. Where there is any indication of cracking reject the shackle.

- (7) Clean the surface of each shackle, and dry it. Check both bearings on each shackle for freedom of movement and smoothness of operation. Where a bearing is found to be stiff or rough in operation, apply a small amount of Oil OX14 to the bearing with a soft brush; and then check again for freedom of movement and smoothness of operation. If the bearing is still stiff or rough in operation, reject the shackle.
- (8) Remove any surplus oil from the shackles, and apply two coats of Paint, Priming, Etching (Ref 33B/9429195 or 33B/9429196) and one coat of Light Aircraft Grey, BX 29 (Ref 33B/2201108) or DTD 5555 (33B/2204750).
- (9) Refit the shackles to the aileron control tube and the aileron on both the port and starboard mainplane using the bolts, nuts and washers removed at Para D1b(4). Tighten the nuts, and fit new split pin.

NOTE: The bolt and nut connecting the shackle to the aileron control tube are different from those connecting the shackle to the aileron. Ensure that the correct bolts & nuts are fitted in each position.

- (10) Functionally test the controls.
- (11) Fulfil Independent Control Checks in accordance with AP 3158, Vol 2, Leaflet B28.

o PART A -  $\frac{1}{2}$  Manhour

PART B - 3 Manhours

- E Record on Forms 700 or 720 and 4801 and 4805 (where applicable) and enter in Supplementary Servicing Record Sheet.
- F For the initial application only, report all defective shackles on F1022 quoting the installed life.
- G Modification action will be considered when the results of the initial application are known.
- H 1 Nil.  
2 No.

Issued on behalf of  
Ministry of Defence  
Mech Eng 4b (RAF)  
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T S Law  
Central Defect Authority

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