



16 August 1974

From: CENTRAL DEFECT AUTHORITY
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- A SI/HUNTER/121D
MAINPLANES, SKIN, OUTBOARD TOP, FORWARD OF REAR SPAR, CRACKING
 - B Hunter Mks 6, 7, 8, 9, 10, 11 and 12.
 - C Cases have occurred where cracks have developed in the mainplane outboard skin forward of the rear spar, between the forward line of rivets attaching the skin to the rear spar between ribs S and T and between rib T and the outer and aileron hinge rib, on both port and starboard mainplanes. Also in one instance several rivets in this line of rivets were found to have partially sheared heads.
 - D 1 a At the next Primary Servicing and each subsequent Minor Servicing (but see Para D1b(4)(RAF); or within 5 weeks of receipt of this Instruction and at each subsequent period of 28 weeks (but see Para D1b(4))(RN).
 - b (1) Refer to the appropriate AP 4347, Vol 3, Part 1, Plate KD or KE 2 for the mark of aircraft concerned and locate the mainplane outboard top skin, forward of the Rear Spar, Port, Pt No D206924 (Ref 26FX/8156) and Starboard, Pt No D206924 (Ref 26FX/8156).
 - (2) On each mainplane, examine for cracks the outboard top skin between the rivets on the forward line of rivets attaching the skin to the rear spar, between ribs S and T and rib T and the outer and aileron hinge rib, using either of the two following methods.
 - (a) Eddy-current technique CSDE/HUNTER/EDD/7 (RAD) or NATEC/EDDY-CURRENT/5 (RN).
 - (b) Remove the surface finish and visually examine the skin with the aid of a magnifying glass. Where following visual examination doubt exists, examine further for cracking using a dye penetrant method.
- NOTE: Quality Officers in charge at Contractors works can obtain copies of NDT Techniques from CDA on application. MOD(PE) formations who require advice or assistance regarding a Technique should refer to Q/Labs 2c at Harefield House, Harefield.
- (3) Where no cracking is evident, restore any surface finish that has been removed for visual examination.
 - (4) Where one or more crack is evident between ribs S and T, the total length of which does not exceed 4.50 inches and no cracking is evident between rib T and the outer and aileron hinge rib, the mainplane is considered satisfactory for a further period of unrestricted flying subject to re-examination at each subsequent Primary Servicing (RAF) or at each subsequent 5 week period (RN). Restore the surface finish where this has been removed.

(5) Where the total length of crack between ribs S and T exceeds 4.50 inches but does not exceed 5 inches and no cracking is evident between rib T and the outer and aileron hinge rib the aircraft may continue to fly subject to re-examination at 10 hour intervals. At each of these examinations the length of the crack is to be marked on the wing and recorded. Comparison with the previous measurements will determine whether or not the rate of growth indicates that the 5 inches will be exceeded before the next 10 hour examination. (See Para D1b(f)).

(6) Where the total length of crack or cracks between ribs S and T exceeds 5 inches or is indicated to do so before the next 10 hour examination (see Para D1b(5)) effect a repair in accordance with Hawker Siddeley Aviation Drawings RD 447 (See NOTE after Para D1b(8)).

(7) Where one or more crack is evident between rib T and the outer and aileron hinge rib the total length of which does not exceed 3 inches and no evidence of cracking between ribs S and T is found, the mainplane is considered satisfactory for a further period of unrestricted flying subject to re-examination at each subsequent Primary Servicing (RAF), or at each subsequent 5 week period (RN). Restore the surface finish where this has been removed.

(8) Where the total length of crack between rib T and the outer and aileron hinge rib exceeds 3 inches effect a repair in accordance with Hawker Siddeley Aviation Drawing RD 447.

NOTE: Pending the amendment of Volume 6 of the appropriate AP copies of the drawing and instructions for this repair may be obtained from RTO(A), Hawker Siddeley Aviation Limited, Kingston-upon-Thames, Surrey.

(9) Where evidence of cracking is found between ribs S and T and also between rib T and the outer and aileron hinge rib report details of the extent of cracking and exact location to RTO(A), Hawker Siddeley Aviation Limited, Kingston-upon-Thames, with a request for a concession to fly the aircraft. Hawker Siddeley Aviation Limited must agree to the concession before the aircraft commences flying.

(10) During the examination of the mainplane skin also examine the rivets on the forward rivet line attaching the skin to the rear spar between ribs S and T and rib T and the outer and aileron hinge rib for soundness and security. Replace any unsatisfactory rivet unless it is replaced by effecting the repair.

c 1 Manhour (per wing).

E Record on Form 720 and 4801 and enter on the Supplementary Servicing Record Sheet (RAF) or in accordance with AP(N) 140, Article 2213 (RN).

F Report by MOD Form 760 action, and maintain a record of full details of all cracks, the F760 to be accompanied by a sketch or photograph, flying hours and fatigue index figure of the mainplane.

G Nil.

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