



14 August

From: CENTRAL DEFECT AUTHORITY

Procurement Executive, Ministry of Defence, St Giles Court, St Giles

Tel No: 01-632-6209

London WC2E 9JF

A SI/HUNTER/125

(SUPERSEDING EXISTING SERVICING SCHEDULE REQUIREMENTS, POST SI/HUNTER/954
MAINPLANES: CRACKS IN UNDERWING SKIN

(NO RN APPLICATION)

B Hunter, All Marks.

C Consistent with the results of the fatigue testing of the Hunter mainplane cracks are developing at random periods in the underwing skin. The situation gives no cause for alarm and aircraft may continue flying unrestricted with in the skin outboard of the Capping Strip Fillets Pt Nos D198855/3 and D198855/4 up to the maximum stipulated below. Allowance is made for cracking of the skin beneath the capping strip fillets and this area does not need examining.

D 1 a At the next Minor Servicing, or at the next Primary Servicing of aircraft already found to have cracks in excess of 3 inches, and at each subsequent Minor Servicing, or at each Subsequent Primary Servicing, dependent on the conditions found, proceed as follows:

b (1) Remove the paint from the underwing skin, port and starboard over the four rows of rivets attaching the main spar to the skin, from Nose Rib A (wing fillet joint) outboard for approximately 12 inches in length.

NOTE: On aircraft finished in polyurethane paint, the paint surface is to be treated only with an approved polyurethane paint remover, removing as much paint as possible by this means. Where the paint is resistant to the paint remover, it should be left, as this hard surface is capable of revealing any cracks satisfactorily.

(2) Visually examine with the aid of a magnifying glass (or Ardco Dye Penetrant on wings with the paint removed, if there is any doubt as to cracking), for cracks developing between the rivets attaching the skin to the spar. (Usually the cracks develop first in the forward row of rivets, but may be apparent in any of the four rows.)

(3) (a) Where no cracking is evident or where the total sum of any cracks found between rivets does not exceed 4 inches in length the mainplane is considered satisfactory for a further period of unrestricted flying until the satisfaction of this instruction at the next Minor Servicing.

(b) Where cracks exceed 4 inches but not 5 inches the mainplane is considered satisfactory for a further period of unrestricted flying until the satisfaction of this instruction at the next Primary Servicing. Report in accordance with paragraph F.

(4) Where the sum total of the cracks found exceeds 5 inches but does not exceed 6 inches in length the inspection to paragraphs D 1b (1) and (2) above is to be repeated at 10 flying hour intervals and reporting in accordance with paragraph F after each examination is to be made. During this period no flying restrictions are imposed.

(5) Where the sum total of cracks exceeds 6 inches no further flying is allowed. The mainplane must be removed for repair.

(6) Record the length and position of all cracks found (see Para F) and restore the finish on all mainplanes where the paint was removed.

c One Man Hour per wing.

E Record on F720 and Supplementary Servicing Record Sheet.

F Record under local arrangements all cracking in excess of 4 inches and noting full details together with a sketch or photograph, flying hours of the mainplane and the Fatigue Index figure. When the extent of the cracking reaches the limit given in Para D 1b (5) above the complete record for the mainplane in question is to be forwarded to the RTO(A) at HSA Ltd, Kingston-upon-Thames.

G 1 Superseding existing Servicing Schedule requirements, post SI/Hunter/95.

2 Servicing Schedule amendments will be taken by HQSTC.

H 1 Nil.

2 Not applicable.

Issued on behalf of
HQ Strike Command
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D T SHARWOOD, CDA(M)5
pp Head of Central Defect Authority

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