



... (ALL PARTS) HUU126GA

(Part A) cancelled by STI/HU/126A  
(Part B) HUU126BA  
(Part C) HUU126CA  
SI/Hunter/126A

29 March 1976

From: CENTRAL DEFECT AUTHORITY  
Procurement Executive, Ministry of Defence, St Giles Court, St Giles Hill, London WC2E 9JF  
Tel No: 01-632-6209

*Superseded by SI/H/135A*

- A SI/HUNTER/126A  
(SUPERSEDING STI/HUNTER/397)  
TAIL UNIT: FIN: REAR ATTACHMENT FITTINGS: CRACKING
- B 1 Hunter, All Marks  
2 Hunter Fins Pt No D183036 (Reference 26FX/67); D207585 (Reference 26FX/7985); D223171 (Reference 26FX/9338); F222286; D232192; D281363; and D311880 held as spare or in store.
- C Examination of the fin rear attachment fittings under the terms of STI/HU/397 has revealed further cases of cracking due to fatigue at the spar arms low bolt holes. Periodic visual and NDT examination is considered prudent.
- D 1 a PART A. NOTE 1: PART A of the original Instruction is cancelled the servicing gain does not justify the work involved.  
PART B Within 28 days of receipt of this Instruction and at each subsequent 30 flying hours.  
PART C At the next Major Servicing, each subsequent Major Service and at any unscheduled fin removal.  
PART A See NOTE 1 at D1a  
PART B NOTE 2: The sub sub sub para numbering of the Original Instruction has been retained for Parts B and C.  
(16) Refer to the relevant aircraft AP Vol 1, Sect 3, Chap 4, para 9, Operate the tailplane to the fully 'nose down' position.  
(17) Render the aircraft electrically safe in accordance with current instructions.  
(18) Remove and retain the:  
Port top tailplane fairing Pt No C 186046-1 (Ref 26FX/605)  
Port bottom tailplane fairing Pt No C 186046-3 (Ref 26FX/606)  
Starboard bottom tailplane fairing Pt No C 186047-3 (Ref 26FX/101)  
Starboard top tailplane fairing Pt No C 186047-1 (Ref 26FX/1016); or the rear portions of those fairings if cut under the terms of SI/Hunter/126 Part A, and attaching parts.

Refer to the relevant aircraft AF Vol 1, Sect 3, Chap 3, Fig 5. Remove and retain the port and starboard access panels, items 4 of Fig 5 and attaching screws.

NOTE 3: To withdraw the access panels from the aircraft removal of the screws attaching the aft of fin bullet fairing and partial withdrawal of the bullet fairing is required.

(20) Using a suitable mirror and external light source visually examine the Port Rear Attachment Fitting Pt No B172194 and Starboard Rear Attachment Fitting Pt No B172195 for evidence of cracking on the rear spar arm inboard and outboard of the spar arms lower attachment bolt.

(21) Where cracking is found in either or both rear attachment fittings the fin is to be replaced by a serviceable item from stores and local arrangements made for replacement of both fittings by Repair Scheme CSK 44024 and CSK 43997 if necessary.

(22) Where no cracking is found using the existing attaching screws refit the port and starboard access panels, resecure the aft of fin bullet fairing and refit the port and starboard top and bottom tailplane fairings or rear portions thereof using existing attaching parts. Where fairings have been cut under the terms of SI/Hunter/126 Part A, ensure that the leading edge is retained by the retaining plates and no chafe occurs between the fairing and fin surfaces.

#### PART C

(23) With the fin removed from the aircraft using suitable hand tools remove and retain the Rib 'A' Cover Plate Pt No A183897 (Reference 26FX/2959).

(24) Locate in turn the Port Rear Attachment Fitting Pt No B172194 and Starboard Rear Attachment Fitting Pt No B172195, remove and discard the bolt, nut and washer from the spar arms lower bolt hole.

NOTE 4: Fins to post STI/HUNTER/397 PART B standard have washers, split pins and slotted nuts fitted to the spar arms lower bolts. Where this is found retain the bolts, washers and slotted nuts for later re-assembly.

(25) Examine the port and starboard rear attachment fittings for cracks using Technique CSDE/HUNTER/MAG/1 (RAF) or NATEC/HUNTER/MAG/34(RN). On the case examined at the manufacturers cracking is thought to have initiated primarily from the inboard side shoulder of the lower bolt hole in the spar arms.

(26) When cracking is found in either or both rear attachment fittings the fin is to be replaced by a serviceable item from stores and local arrangements made for replacement of both fittings by Repair Scheme CSK 44024 and CSK 43997 if necessary.

(27) Where no cracking is found temporarily fit 2 off A25 -8E Bolts (Reference 28D/1010031) 2 off SP 16E Washers (28W/9419487) and 2 off A27 ES Nuts (Reference 28M/1011467) to the port and starboard rear attachment fittings at the lower bolt holes with bolt heads forward. Tighten down and mark off the bolts for subsequent drilling for split pin locking. See NOTE 4. following para D1b (24).

(28) Remove the bolts, nuts and washers, drill the bolts 1.8 mm diameter at the positions marked. Re-assemble the bolts, head forward, nuts and washers, tighten down and lock using SP 90 - C5 Split Pins (Reference 28P/9486478).

(29) Refit the cover plate removed at paragraph D1b (23) above to Rib 'A' and rivet in position using AGS 2050-524 BS Tucker Pop Rivets (Reference 28Q/9417272).

NOTE 5: Prior to refitment of the fin to the aircraft, examination of the front and rear attachment on both fin and fuselage for evidence of wear is recommended. Repair Schemes B42935, B42937, A29530 and A32515 are available for rectification of excessively worn holes.

c PART A (Deleted by this Instruction)

PART B  $\frac{1}{2}$  Manhour

PART C 2 Manhours

2 a 1 Fins: Before issue or installation

b Satisfy PART C of this Instruction.

E Record on F720 and F4801 (RAF) and in accordance with AP(N) 140, Article 2213(RN).

F Report all cases of cracking found on both visual and NDT examinations by signal to HQSTC/HAD(N) as appropriate, copy to HSA for RTO, giving details of fin with flying hours and exceptional use, for example, spinning and aerobatics if flown.

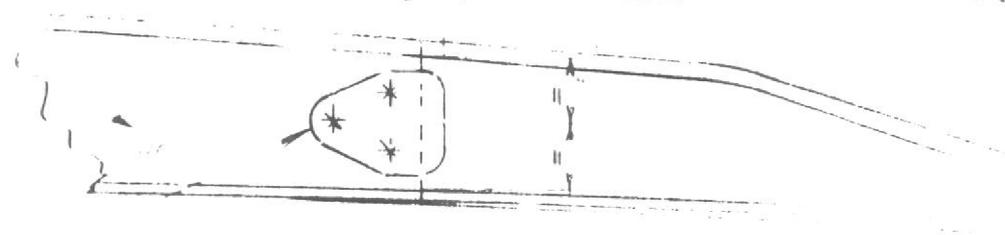
G 1 Superseding STI/HUNTER/397 in entirety.

2 Following the replacement of the port and starboard rear attachment fittings when found cracked the new fittings are to be examined in accordance with PART B of the Instruction at each subsequent Minor Servicing (RAF)/240 Flying hour period (RN) and in accordance with PART C of this Instruction at each Major Servicing and any unscheduled fin removal.

T.No.C.1860461  
REF 26 FX/605

CUT LINE  
25" TYPICAL

7.3" TO 7.5" APPROX TO MATCH  
EXISTING CUT-OUT IN ATTACH  
FLANGE.

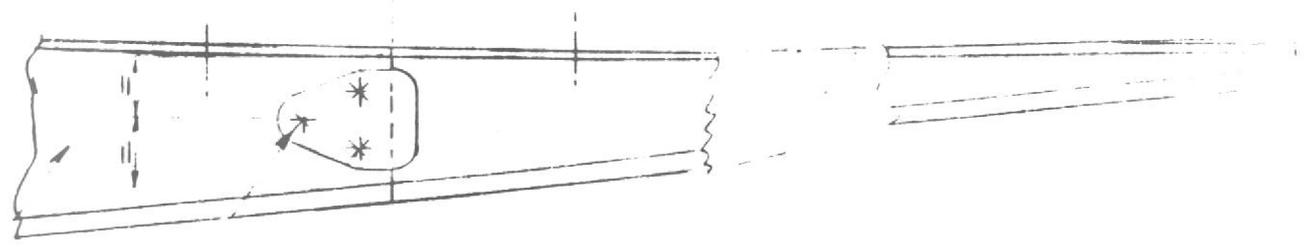


1

### SIDE VIEW OF TOP FAIRING - PORT

STBD. SIDE OPPOSITE HAND. 1/2 SIZE.

CUT LINE 11.50"

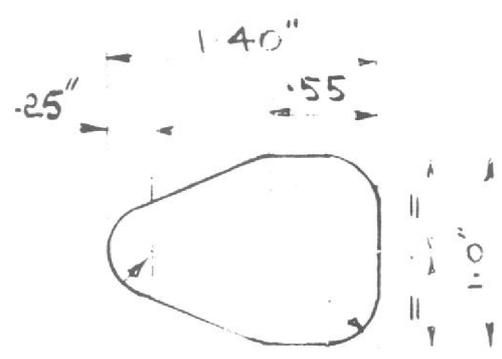


M.No.C 860463  
REF 26 FX/606

### SIDE VIEW OF BTM FAIRING - PORT

STBD. SIDE OPPOSITE HAND. 1/2 SIZE

RIVETS AS 164-405 REF 282/95447  
DRILL HOLES 3.25 m.m DIA. & CSK ITEM 2 FAIRING  
20° x .042" RIVETS FINISHED FLUSH BOTH SIDES.



25" R. TYPICAL

### NOTES

1. APPLY ONE COAT OF SURF  
ETCH PRIMER.  
ONE COAT EPOXY PRIMER  
D.T.D. 5567A (REF 334  
2242079) & MILITARY  
PAINT FINISH.

DRILL 3 HOLES 3.25 m.m. DIA.

### DETAIL OF ITEM 1

MATL: 18 SW.G. STAINLESS STEEL SHEET 5520  
REF. NO: 30A/2515  
4 OFF PER AIRCRAFT. 10 OFF PER FAIRING  
SCALE: FULL SIZE.

S1/HUNTER/126A PART  
ALTERATION OF SIDE  
FAIRINGS ON TAIL UNI



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