

MR FRYER & FILIP
AF JL

ADP No (All Parts) HU130A
(Part A) HU130AA
(Part B) HU130BA

SI/Hunter/130A
24 October 1977

From: CENTRAL DEFECT AUTHORITY
Procurement Executive, Ministry of Defence, St Giles Court, St Giles High St
Tel No: 01-632-6209 London WC2H 9LJ

A SI/HUNTER/130A
(SUPERSEDING PWI/STC/HUNTER 16A)
AILERON CENTRE HINGE BLOCKS - RETAINING BOLTS, FRACTURING

- B 1 Hunter, All Marks.
2 Not applicable to stored equipment.

C During an air check of a Hunter Mk 6A, severe vibration was encountered during a supersonic run. Engineering investigation revealed that nine of the fifteen starboard aileron centre hinge block retaining bolts were fractured, the heads of the bolts being retained in position by their locking wire. Fatigue failure of the bolts was caused by distortion of the hinge block due to structural flexing. It has been decided therefore, to inspect and replace the bolts at regular intervals.

D 1 a PART A

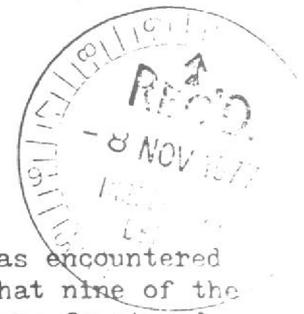
- (a) At the next after Flight servicing after receipt of this instruction and subsequently at every Primary servicing (RAF).
(b) Within 7 days and subsequently at 18 week periodicity (RN).

PART B

- (a) At the next Minor servicing and subsequently at every Major servicing (RAF).
(b) Within 42 weeks and subsequently at each Modernisation (RN)

b PART A

- (1) Visually inspect the Port and Starboard Aileron centre hinge block retaining bolts, indicated in Fig 1 (attached) for looseness and the block for distortion or cracking.
(2) If the bolts are tight and there is no distortion or cracking of the block, then no further action is necessary other than recording.
(3) If the bolts are loose or the block appears to be distorted or cracked, proceed as follows:-
(a) Remove the aileron in accordance with current procedures.
(b) Remove the aileron centre hinge block.



- (c) Remove all paint and grease from the block.
- (d) Examine the block for distortion.
- (e) Using Ardrox Dye Penetrant method, examine the block for cracks.
- (f) If the block is cracked or distorted replace the aileron complete with hinge block assemblies.
- (g) If the block is not cracked or distorted, restore surface finish using Epoxy Primer 33B/2242079 and Gloss Light Aircraft Gray 33B/2204869. Refit using new bolts and torque loadings as shown in Fig 1.
- (h) Refit aileron in accordance with current procedures.
- (j) Carry out functional and independent checks in accordance with current procedures.

PART B

- (4) Remove Port and Starboard Ailerons.
- (5) Action Paras D1b(3)(b) to (j).

c PART A

Inspection only $\frac{1}{2}$ manhour }
 Rectification 12 manhour } A (Fitt) A

PART B

12 manhours

- D 2 a Not applicable.
- b Not applicable.

- E a Certify initial application on F720M and record on F720M 1)
- b Call up subsequent application on Supplementary Servicing Record Sheet)
- c Certify subsequent applications on F720M)
- d Record iaw AP(N)140 Art 2213 (RN))

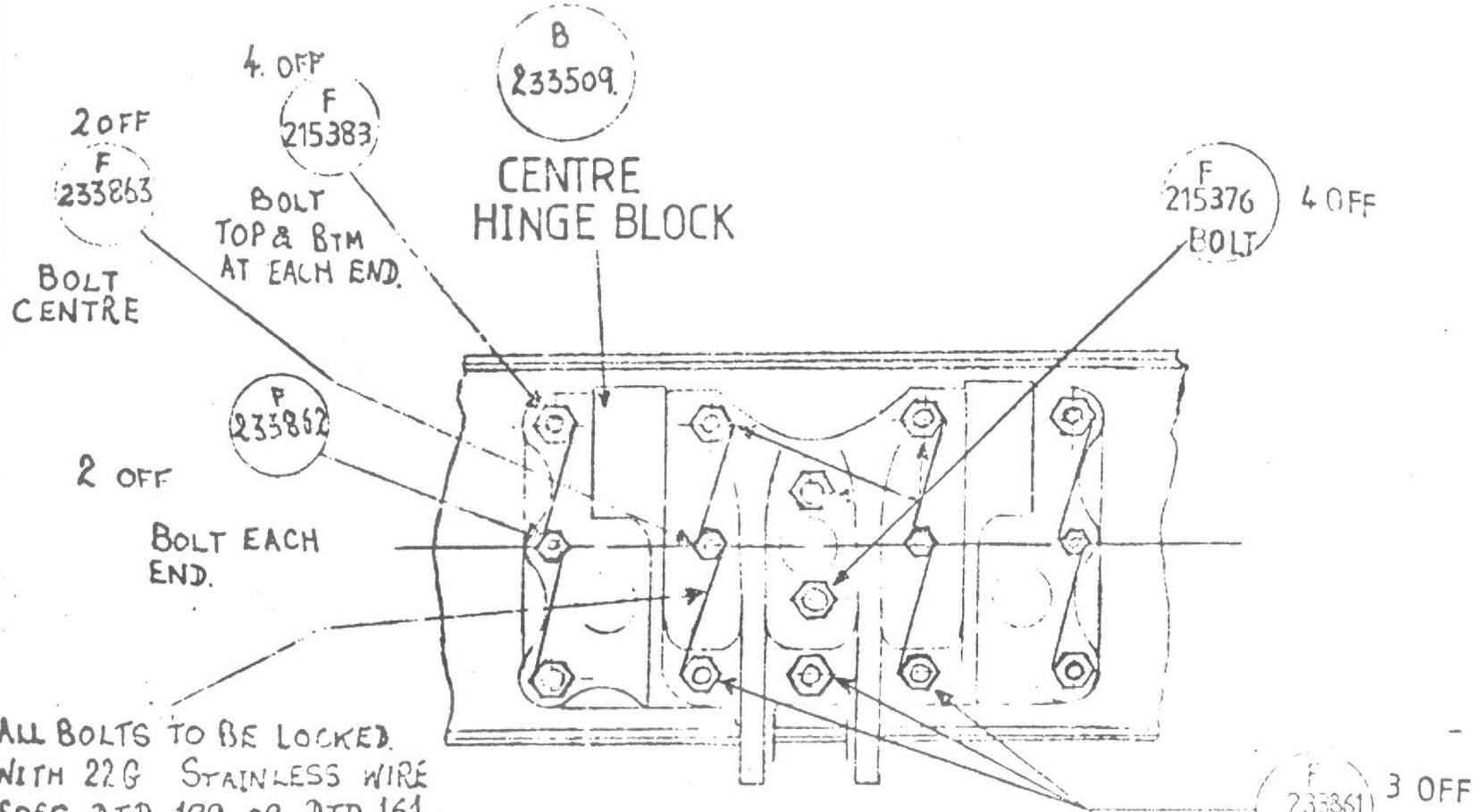
RAF

F On initial application, any aileron centre hinge blocks found distorted or cracked, are to be reported on F760 and the aileron assembly is to be returned to HSA, Bitteswell for the attention of The Chief Inspector.

7 1 This Instruction is to be carried out irrespective of previous compliance with PWI/STC/Hunter/16A.

2 Schedule amendment action is intended.

AILERON CENTRE HINGE SCALE: 1/2

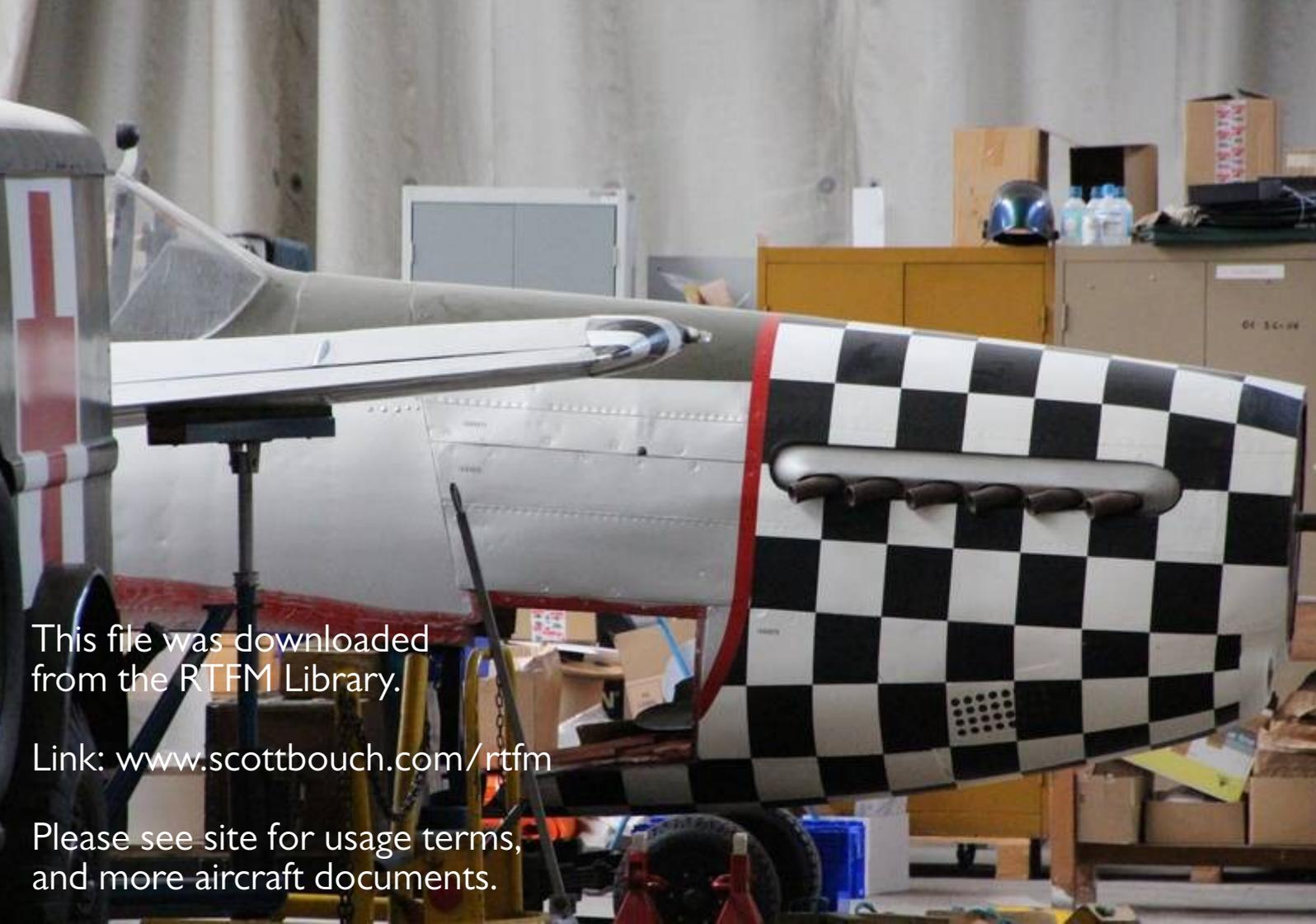


ALL BOLTS TO BE LOCKED
WITH 22G STAINLESS WIRE
SPEC DTD 189 OR DTD 161.
(REF 30A/9437135)

VIEW ON CENTRE
HINGE LOOKING AFT.

PART. NO.	SEC/REF.	QTY	LOAD LBF
F.215376.	26FX/ 12323	50	
F.215383.	26FX/ 12883	50	
F.233861.	26FX/ 10935	50	
F.233862.	26FX/ 11710	30	
F.233863.	26FX/ 11711	30	

SI /HUNTER/130A



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