

WID 226
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ADP No (All Parts) HUU13300
(Part A) HUU133A0
(Part B) HUU133B0
(Part C) HUU133C0

SI/Hunter/133
20 January 1978

From: CENTRAL DEFECT AUTHORITY
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A SI/HUNTER/133
REAR FUSELAGE: FIN ATTACHMENT FITTINGS AT FRAME 52: LOOSE

- B 1 Hunter all marks.
2 Not applicable to stored equipment.

C A number of aircraft have been found with loose front Fin Attachment Fittings at the top of Frame 52. This has been caused by rivets becoming loose through the skin on the top of the attachment channels at Frame 52. In some cases the attachment angles, which picks up the uppermost bolts in the fin fittings and the forward horizontal diaphragm, have also been found broken.

D 1 a Part A. RAF: Within 14 days of receipt of this Instruction and at each subsequent Primary Servicing.

RN: Within 14 days of receipt of this Instruction and then subsequently at a 60 Hour Periodicity.

Part B. Initially when loose rivets or broken attachment angles are found.

Part C. When required iaw Para D1b(14)(b) of Part B.

b Part A

- (1) Lower the tailplane to the full negative position.
- (2) Remove access panel in leading edge of fin and top tailplane fairings, ASM, Sect 3, Chap 3, Fig 5, Items 1 and 6 refer.
- (3) Using Push/Pull Gauge (Ref 1B/1375662) and Hook (Ref 1B/1375663) apply a load of 100 lbf at the slinging point on the fin laterally in both directions and visually examine the rivets at Frame 52, Port and Starboard for looseness.

Note 1: The load "Operator" is not to stand on the tailplane during this operation as it affects the gauge reading.

... (4) Where rivet heads are found missing carry out repair scheme as detailed in Fig 1 (attached).

(5) Apply hand pressure to the top diaphragm port and starboard (where the diaphragm legs are cleated to the fin attachment fitting). Using a mirror determine whether the angles Pt No F 18642/3 have fractured, Fig 1 refers.

(6) Where there are no loose rivets or fractured attachment angles, refit access panel and tailplane fairings:

Part B

... (7) Where loose rivets or fractured attachments angles are found, manufacture from local resources a DTI mounting block and bar as shown in Fig 3 (attached).

... (8) Attach the DTI (Ref 1B/9100089) to the port landing of the fin access panel as shown in Fig 2 (attached).

(9) Zero the DTI with the fin unloaded.

(10) Apply pressure as in Para D1b(3) laterally to Port. Observe and record the deflection of the DTI. Repeat a further two times.

(11) Apply pressure as in Para D1b(3) laterally to Starboard. Observe and record the deflection of the DTI. Repeat a further two times.

(12) Take the average of the readings in Para D1b(10) plus the average of the readings in Para D1b(11) and record the average deflection.

(13) Transfer the DTI to the starboard side and repeat operation iaw Para D1b(10), (11) and (12).

(14) (a) Where the average deflection is 0.005 inch or less, refit fin access panel and tailplane fairings.

(b) Where the average deflection, Port or Starboard, is greater than 0.005 inch, proceed iaw Part C.

Part C

(15) (a) Remove fin iaw current procedures.

... (b) Carry out repairs, Port and Starboard, where necessary as detailed in Figs 1, 4 and 5 (attached).

Note 2: Second oversize items, where required, are to be manufactured iaw Sketch Nos A44739, A44841 and A44842, available on demand from RTO BAe Kingston.

(c) Refit fin.

(d) Carry out control checks on systems disturbed during the application of this Instruction.

c Part A - A Tech (A) 1 Manhour

Part B - A Tech (A) 1½ Manhours

Part C - A Tech (A) 50 Manhours

D 2 a Not applicable.

b Not applicable.

♀ FRAME 52 REF.



AS 156 305 RIVETS 3 OFF PORT & 3 OFF STBD HOLES 4.05 mm DIA

FITTING PART N° B167060 PORT AND B167061 STARBOARD REF.

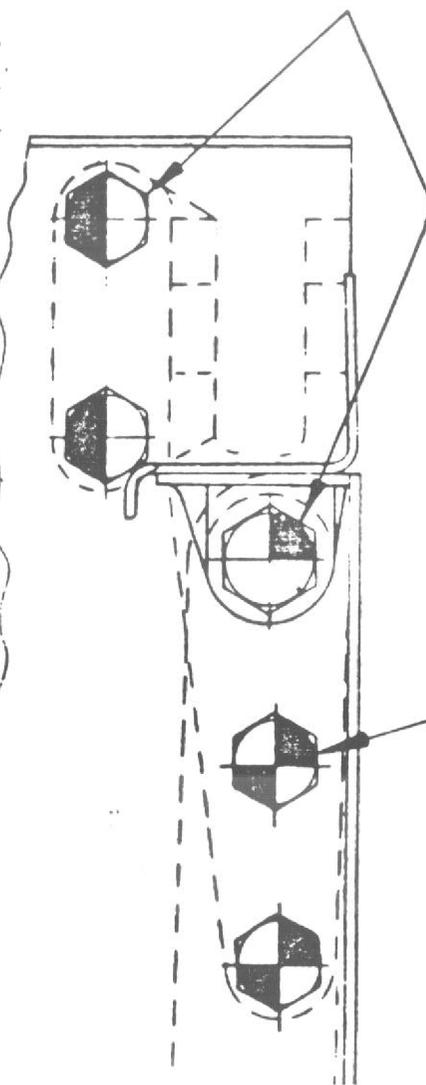
BEFORE REFITTING PROFILE WASHER, FILE OFF SHARP CORNER TO PROVIDE A CLEARANCE OR ROUNDED EDGE AGAINST ANGLE BEND RAD

RENEW ANGLE PART N° F186462 PORT AND F186463 STBD

PACKING ALREADY FITTED TO SOME 9/16 IN ACCORDANCE WITH SK. B. 22330 MUST BE REFITTED



VIEW ON FRONT ATTACHMENT FITTING FOR FIN PORT, STBD. SIDE SIMILAR. SKIN COVERING OMITTED FOR CLARITY.



HOLE DIAMETERS IN FRAME & FITTING TO BE CHECKED & WHERE FOUND TO BE OVERSIZE (SEE TABLE FOR LIMITS) THE NEXT OVERSIZE DIAMETER BOLT IS TO BE FITTED. FIG. 5 REFERS

SECTION A-A

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FIGURE 1

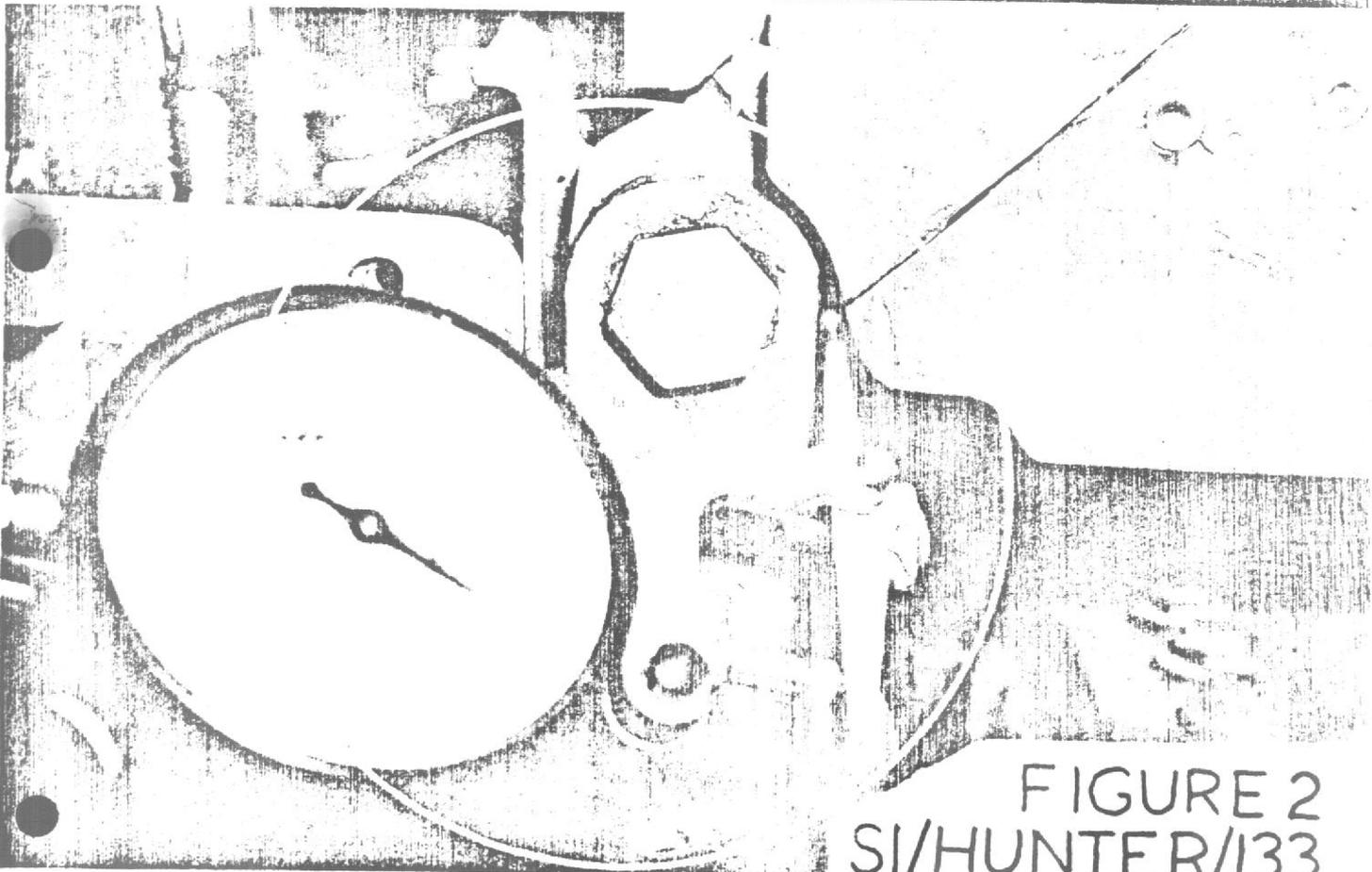
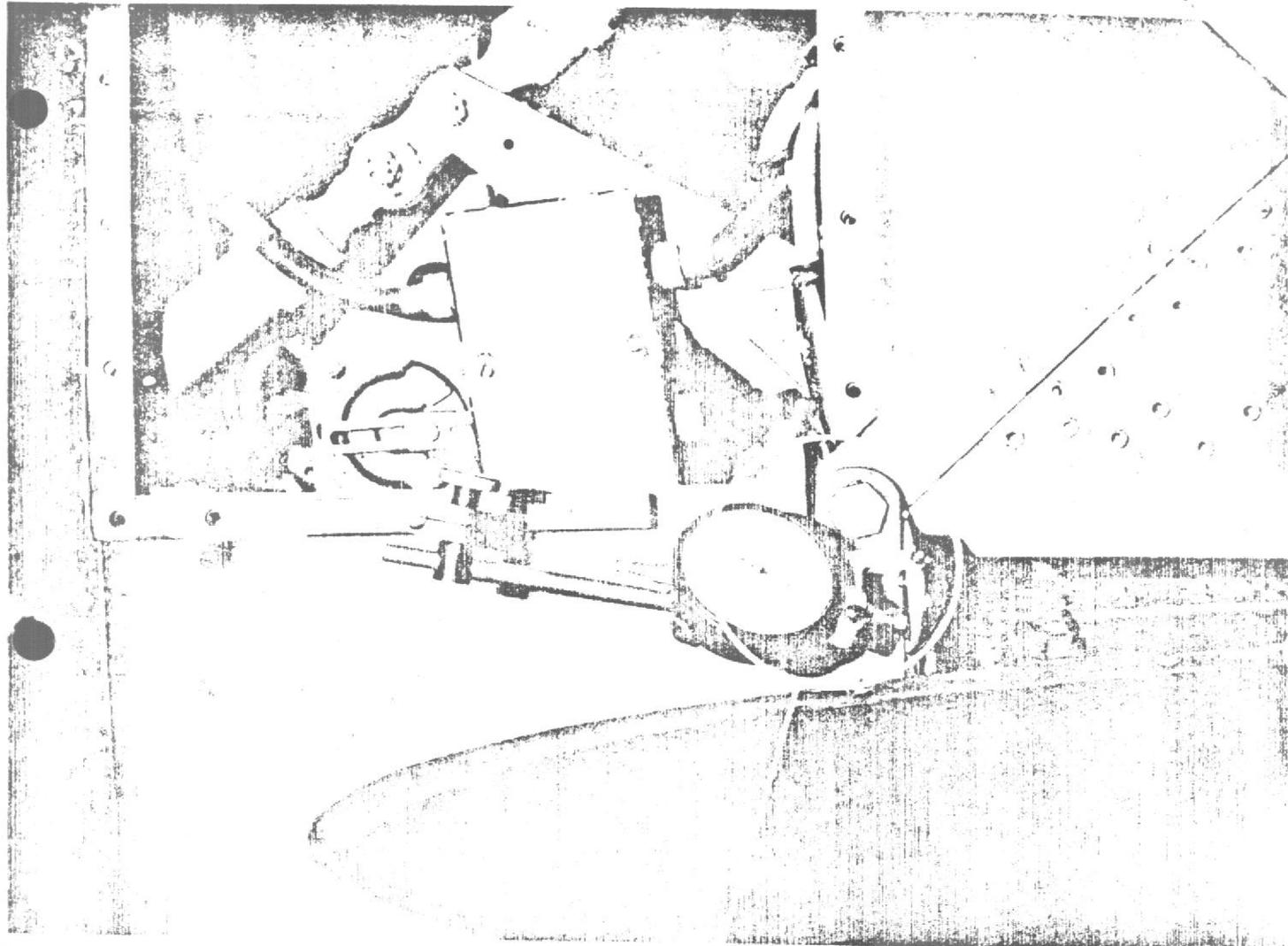
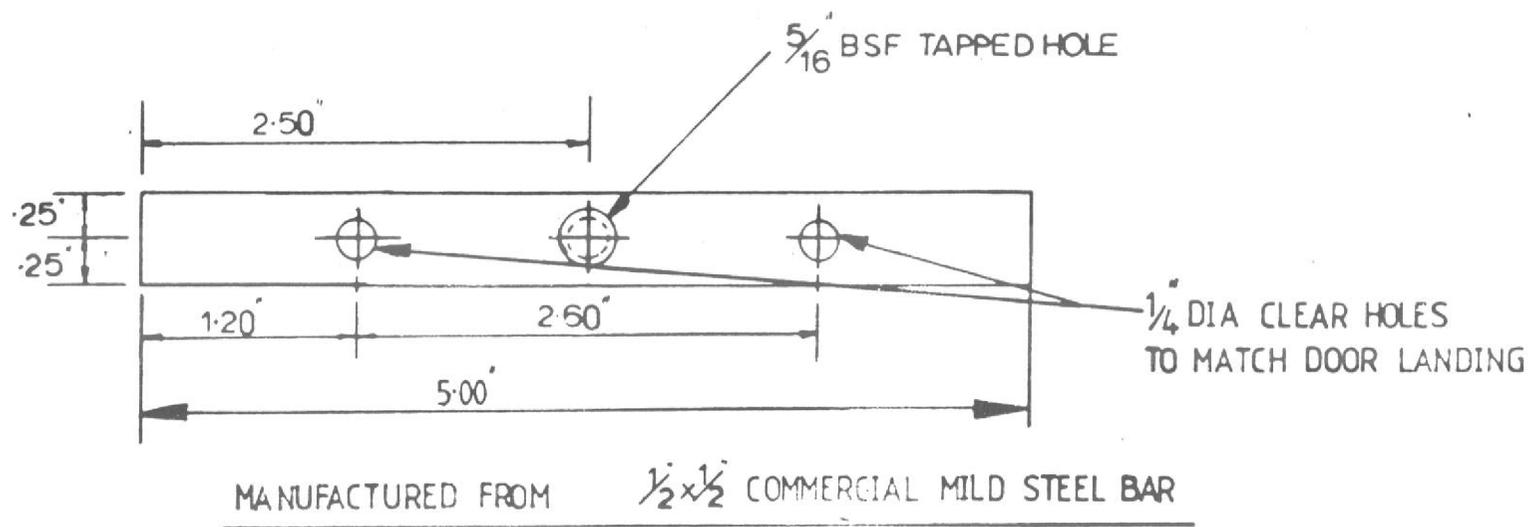
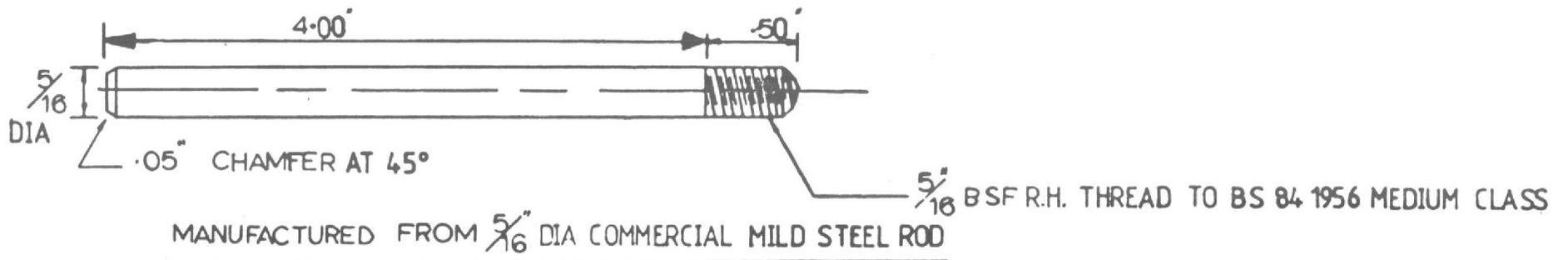
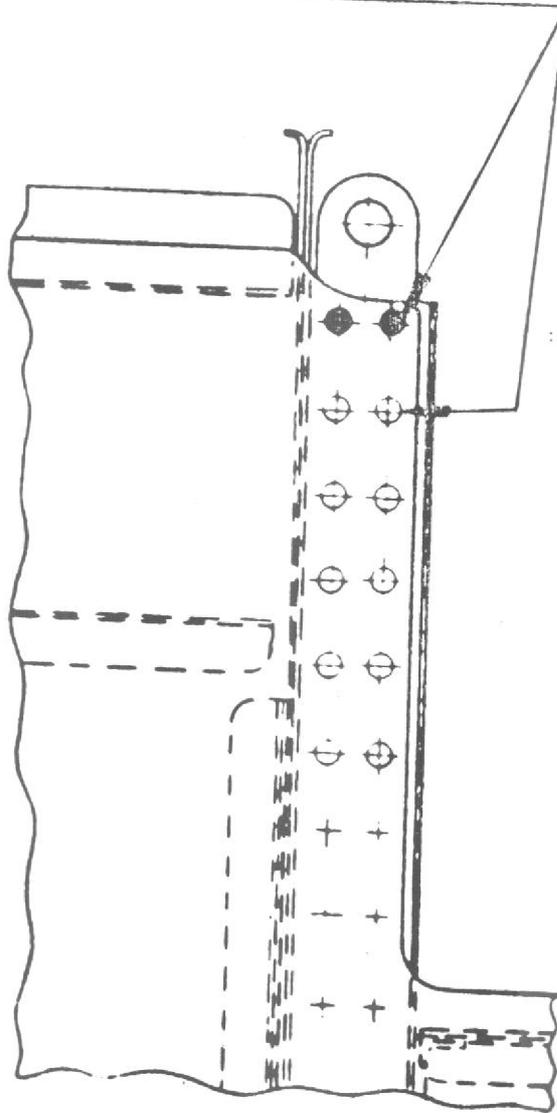


FIGURE 2
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 FIGURE 3

WHERE RIVETS ARE FOUND TO BE LOOSE,
REMOVE AND FIT NEXT SIZE RIVET IN
ACCORDANCE WITH TABLE FIG 5 REFERS



SKIN RIVETING AT FRAME 52 PORT.
STARBOARD SIDE SIMILAR.

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FIG. 4.

BOLT CODE	INITIAL PRODN. BOLT	1st OVERSIZE BOLT ASSY	2nd OVERSIZE BOLT ASSY
	BOLT A25/17/G WASHER SP16 G NUT A27 G P HOLES 5/16" DIA HAWKER FIT 'C'	BOLT HPD50156/17 WASHER SP16 G NUT A27 G P HOLES 21/64" DIA NEWALL FIT 'B'	BOLT SK A44841 WASHER SK A44842/1 NUT A27 G P HOLES 11/32" DIA NEWALL FIT 'B'
	BOLT A25/15/E - WASHER SP15 E NUT A27 E P D TUBE STD 1507/24/092 HOLES 1/4" DIA HAWKER FIT 'C'	BOLT HPD50133/15 WASHER SP15 E NUT A27 E P D TUBE HPD50157 HOLES 17/64" DIA NEWALL FIT 'B'	BOLT SK A44739/2 WASHER SK A44842/2 NUT A27 E P D TUBE SK A44842/3 HOLES 9/32" DIA NEWALL FIT 'B'
	BOLT A25/2/E WASHER SP15 E NUT A27 E P HOLES 1/4" DIA HAWKER FIT 'C'	BOLT HPD50133/17 WASHER SP15 E NUT A27 E P HOLES 17/64" DIA NEWALL FIT 'B'	BOLT SK.A.44739/1 WASHER SK A44842/2 NUT A27 E P HOLES 9/32" DIA NEWALL FIT 'B'

NOTE:-

NUTS TO BE PEEN LOCKED.
BOLT HOLES TO BE CSK 90° x .03" DEEP
TO ACCOMODATE BOLT UNDERHEAD RADIUS.

ASSEMBLE WITH JOINTING COMPOUND
DTD 369 - PAINT WITH EPOXY PRIMER
DTD 5567 SCHEME 1.

RIVET CODE	INITIAL PRODN. RIVET	1st OVERSIZE RIVET	2nd OVERSIZE RIVET
	AS164/405 HOLES 3.25MM DIA CSK 120° x .04" DEEP	AS164/506 HOLES 4.05MM DIA CSK 120° x .045" DEEP FINISH OFF FLUSH IN SKIN	AS164/606 HOLES 4.85MM DIA CSK 120° x .045" DEEP FINISH OFF FLUSH IN SKIN
	AS164/403 HOLES 3.25MM DIA CSK 120° x .04" DEEP BOTH SIDES	AS164/504 HOLES 4.05MM DIA CSK 120° x .045" DEEP BOTH SIDES FINISH OFF FLUSH BOTH SIDES	AS164/604 HOLES 4.85MM DIA CSK 120° x .045" DEEP BOTH SIDES FINISH OFF FLUSH BOTH SIDES

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FIGURE 5



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