

16th November 1964.

From: R.D.A. (Defects), Ministry of Aviation St. Giles Court
St. Giles High Street, W.C.2. Tel. No. Museum 3644 Ext. 474

CLASS C

(A) Servicing Instruction/Hunter/83A

Air Intake Skins: Cracking

(B) Hunter Mk. 4, 6, 7, 8, 9, 10, 11, 12, aircraft

(C) A case has occurred where the starboard air intake panels between Frames 27, 28 and 29 have lifted and folded back against the Inlet Guide Vanes on the engine, resulting in Cat. 3 damage to the aircraft and Cat. 4 damage to the engine.

(D) 1. Within 28 Days of receipt of this Instruction and thereafter at each subsequent Primary Star Servicing, proceed as follows:-

- (a) Inspect the whole of the air intake area from a position approximately 12 inches back from the leading edge, for movement of the air intake skins, without necessarily corresponding movement of the rivets which attach the skins to the frames. This is best carried out by pressing the centre of each panel with all the fingers of each hand on both sides of a frame alternately and observing whether any movement of the skins takes place without movement of the rivets. Should this be apparent the holes have enlarged around the rivets and indicates that the skin may eventually pull from the rivet heads.
- (b) Areas which show such movement, are to be reinforced as detailed in AP.4347 D, F, J, K and L Vol.6 Part 2, Repair Leaflet B3/10 for all Hunter Single Seater aircraft and AP.4347 G & H, Vol.6, Part 2, Repair Leaflet B3/7 for all Hunter 2 Seater aircraft. Where the trouble area is extensive over Frame 27, it is to be treated as detailed on SK D.31802 Issue B, which is available from the aircraft manufacturer on demand. / (c)

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(c) Replace any loose rivets attaching skins to frames which may have been found during the inspection at Para (D)1 (a).

~~(d) Where the type of repair quoted at Para. (D)1 (a) has~~

(d) "Where the type of repair quoted at Para. (D)1(b) has reached or exceeded quantity 6 in number, no further repairs are permissible and the affected skins are to be changed at the first opportunity. Flying may continue where skins have six or more repairs, providing a thorough inspection of the air intake is carried out every 15 Flying Hours and it is verified that the condition quoted at Para. (D)1(a) is not apparent and that no further deterioration has occurred."

(F) Forms 1022 are to be raised where the skins need replacing as at Para. (D) 1 (d) above.

(G) Servicing Schedules will be amended.

(H) This Instruction does not affect the operation or handling of the aircraft or equipment.

W. R. Butler
(Rtd.)

for A. R. BUTLER
RDA. (Defects)

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