

From: CENTRAL DEFECT AUTHORITY, Ministry of Technology,  
St. Giles Court, St. Giles High Street, N.C.2.  
Tel. No. MUSEum 3644, Ext. 474

(A) Servicing Instruction/Hunter/94

Cancelling Pw/Hunter/44 (not issued by Ministry of Technology)

Liquid Fuel Starter Exhaust Pipe : Cracking

(B) Hunter Mk.6, 9, 10 and 12 aircraft.

(C) A case has been reported where a fractured exhaust pipe Ref. 26FX/8366, Pt. No. D.216500, caused an explosion resulting in Cat.4 damage to the airframe. This pipe had attained 214 of its lified 250 shots and checks under the terms of P.W./Hunter/44 (not issued by Ministry of Technology) revealed that pipes with even less consumed life had cracks in the vicinity of the fixing flange.

(D) 1. Within 7 Days of receipt of this Instruction (unless P.W./Hunter/44 has been satisfied) and thereafter at each subsequent 60 Hour Servicing and at each subsequent engine change (unless the 60 Hour Servicing coincides within 10 hours of engine change), proceed as follows:-

(a) Obtain access to the rear of the starter fairing in the port air intake and carry out a thorough visual inspection of the exhaust pipe, especially at the welded-on flange, and at the belled end of the pipe, using a probe light and mirror.

(b) Gain access to the forward part of the exhaust pipe through the starter bay access door and carry out a thorough visual inspection of the pipe, especially at the upper end and where the flange is joined to the pipe, using a probe light and mirror.

Check also for any severe distortion of the flange.

(c) Refer to the equipment listed in Appendix A to this Instruction, and using the external spray, spray the exterior of the pipe in the vicinity of the welded-on flange, and the flange with Ardrex developer. (Ref. 4A/2420). It will be necessary to obtain access both through the inspection panel of the starter fairing in the port air intake and the starter bay access door, to completely cover the suspect area.

(d) Using the internal spray, spray the interior of the pipe, in the vicinity of the welded-on flange with Ardrex penetrant (Ref. 4A/2421). Care must be taken during this operation to ensure that the penetrant is deposited on the required area.

(e) Repeat operations at sub. paras.(a) and (b) above.

(f) Where evidence of cracking is found or where the belled end of the pipe over the starter exhaust is distorted or cracked or where the flange is severely distorted, the exhaust pipe is to be removed and replaced by a new item.

(g) Refit all access doors.

Estimated Man Hours : 1 (Inspection only)  
: 10 (Replacement)

/(E)

Liquid Fuel Starter Pipe - Cracking  
Test Equipment

1. The following equipment, which to be obtained through local sources, will be required.

Ref. 3A/2308	Inhibiter Gun	1 off
Ref. 1C/2433	Syringe, complete with spout short standard (ref. 1C/5103)	1 off
Ref. 5A/4310	Probe light kit. Ardrox Crack Detection Kit, consisting of:	1 off
Ref. 4A/2420	Developer )	1 tin per
Ref. 4A/2421	Penetrant )	4 aircraft.
Ref. 64AE/36	K-R Clear Tubing. Low Pressure Air Supply.	3½ ft. (approx.)

2. Internal and external sprays, are to be manufactured locally as follows:

(a) External Spray

- (i) Cut a length of clear tubing approximately 9 ins. long.
- (ii) Attach tubing to spout of syringe and secure with locking wire.
- (iii) Seal off the open end of tube with a bolt secured with locking wire.
- (iv) Drill four 1/16 inch drain holes at 90° to each other, as near as possible to the end of the tubing.

(b) Internal Spray

- (i) Remove the revolving spray from the end of the inhibitor gun.
- (ii) Cut a length of clear tubing, approximately 2 ft. 3 ins. long.
- (iii) Attach tubing to inhibitor gun and secure with locking wire.
- (iv) Fit the revolving spray to the open end of the tubing and secure with locking wire.

NOTE: The Ardrex developer and penetrant are available only in spray cans. It will, therefore, be necessary to spray the contents of the cans, into the syringe and inhibitor gun.



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DO NOT TOW  
DO NOT USE STEERING BAR