

1970  
FILE

SI/Hunter/95A  
2nd January 1970

*Superseded by  
SI Hunter 125.  
MED 2407  
cancels out*

From: CENTRAL DEFECT AUTHORITY  
Ministry of Technology, St. Giles Court, St. Giles High Street, London W2.  
Tel. No. 01-636-3644, Ext. 474

A. SI/Hunter/95A  
(Cancelling PW/Hunter/48, not issued by Mintech)  
Mainplanes: Cracks in Underwing Skin

B. Hunter Mk.6, 7, 8, 9, 10, 11 and 12 Aircraft.

C. Consistent with the results of the fatigue testing of the Hunter mainplane cracks are developing at random periods in the underwing skin. The situation gives no cause for alarm and aircraft may continue flying unrestricted, with cracks up to the maximum stipulated below. Aircraft have already been examined under the terms of PW/HUNTER/48 and from the results of this survey it is apparent that only a small number of aircraft are at present affected.

- D. 1. a. At the next Minor Servicing, or at the next Primary Servicing on aircraft already found to have cracks in excess of 3 inches, and at each subsequent Minor Servicing, or at each subsequent Primary Servicing, dependent on the conditions found, proceed as follows:
- b. (1) Remove the paint from the underwing skin, port and starboard, over the four rows of rivets attaching the main spar to the skin, from Nose rib A (Wing fillet joint) outboard for approximately 15 inches in length.

Note: On aircraft finished in polyurethane paint, the paint surface is to be treated only with an approved polyurethane paint remover, removing as much paint as possible by this means. Where the paint is resistant to the paint remover, it should be left, as this hard surface is capable of revealing any cracks satisfactorily.

- (2) Visually examine with the aid of a magnifying glass (or Ardrex Dye Penetrant on wings with the paint removed, if there is any doubt as to cracking), for cracks developing between the rivets attaching the skin to the spar. (Usually the cracks develop first in the forward row of rivets, but may be apparent in any of the four rows).
- (3) (a) Where no cracking is evident or where the total sum of any cracks found between rivets does not exceed 4 inches in length the mainplane is considered satisfactory for a further period of unrestricted flying until the satisfaction of this instruction at the next Minor Servicing.
- (b) Where cracks exceed 4 inches but not 5 inches the mainplane is considered satisfactory for a further period of unrestricted flying until the satisfaction of this instruction at the next Primary Servicing.
- (4) Where the sum total of the cracks found exceeds 5 inches in length the mainplane is to be removed for repair at the earliest opportunity, but in any case not later than the next Primary Servicing (or 60 flying hours whichever is the soonest). During this period, no flying restrictions are imposed.

(5) Record the length and position of all cracks found and restore the finish on all mainplanes where the paint was removed.

c. 1 Man Hour per wing

- E. Record on forms 700 and enter in the Supplementary Servicing Record Sheet.
- F. Report by Form 1022 action, full details of cracks found together with a sketch or photograph, flying hours of the mainplane and the fatigue index figure.
- G. Nil.
- H. 1. Nil.  
2. No

Issued on behalf of  
Ministry of Defence,  
Mech Eng 4(b) (RAF),  
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*Robert Shaw*  
(Ctd)

*for*  
(T. S. LAW)  
Central Defect Authority

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