

From: CENTRAL DEFECT AUTHORITY,  
Ministry of Technology, St. Giles Court, St. Giles High Street, W.C.2.  
Telephone No. 01-636-3644, Ext. 474

Class B

- (A) Servicing Instruction/Hunter/96A  
(Cancelling SI/Hunter/96)  
Mainplane Nose Spigot: Crack Detection
- (B) Hunter Mk. 6, 7, 7a, 8, 9, 10, 11 and 12 aircraft
- (C) Fatigue Handbook Leaflets Numbers 26 and 40 define the fatigue life of the mainplane nose locating spigot in terms of the Fatigue Index of the centre fuselage or wing (according to Mark). It has been decided that aircraft may continue in use after reaching the limiting FI for the spigot, subject to crack detection checks and action arising therefrom as detailed below.
- (D) 1. Within 7 Days of the availability of an authorised NDT Team and the appropriate equipment, and thereafter at each subsequent Minor Servicing (or Progressive Servicing equivalent), on all aircraft which reach, have reached or have exceeded the "life" of the spigots as defined in the relevant Fatigue Leaflet, proceed as follows:-
- (a) Inspect both port and starboard spigots, using Non-Destructive Technique No. CSDE/ULT/3.
  - (b) Where no cracks are detected no further action, other than recording, is necessary until the next Minor Servicing (or Progressive cycle equivalent).
  - (c) Where cracking is evident, the aircraft may continue to fly without restrictions and without further inspection for a maximum of a further 240 hours or until next Minor Servicing is due (without extensions), whichever is the sooner. The spigots are then to be replaced.
  - (d) Where there is a fracture in one or both spigots replacement is to be made before the aircraft is allowed to continue flying.
- Estimated Man-hours: 1 (per wing)
- (E) Record on the appropriate aircraft forms and enter in the Supplementary Servicing Record Sheet of the Servicing Schedule.
- (F) Where cracking or fracture is discovered, Units are to signal relevant details to CDA, copy to MOD (Air) Mech Eng 4 (RAF), Mintech RAF B2b1, RTO at HSA Ltd, Richmond Road, Kingston. Instructions will then be given on action to be taken to effect replacement of the spigots.
- (G) 1. Previous satisfaction of SI/Hunter/96 will render initial compliance with this Instruction unnecessary.
2. Modification Hunter 1327 (Class D/4) when embodied, will render further compliance with this Instruction unnecessary. The improved spigot introduced by the Mod is un-lifed. Only a very limited number of Mod sets have been ordered and the Mod is therefore to be embodied only when a defective spigot is found. Mod 1334 (Class C/3) on wing removal or concurrently with Mod 1327 is also relevant.

Note: Spigot replacement is a third or fourth line task, involving removal of mainplanes and the use of a special jig which will only be provisioned on an "as required" basis (e.g. against a defect in FEAF).

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

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