

APPENDIX 2
After Excessive 'G' Loading

This inspection is listed in two stages, stage 1 should be carried out after every occasion when high 'G' loading has been reported or recorded and stage 2 only if, during the inspection of items listed in stage 1, defects are found.

Note . . .

If +8G has been recorded Stages 1 and 2 must be carried out.

During the respective inspections, all access panels, doors, fairings or fillets removed should be inspected for damage.

Item No.	Item	Operation
<hr/>		
	Stage 1	
1.	Main planes.	(i) Examine skin for damage, particularly at air intakes, stub wings, joints, spars, trailing edges, extended leading edges and control surfaces (<i>flaps and ailerons</i>). Examine pylon attachments. Note . . . <i>Examine the air intakes internally as far as the engine compressor, for loose rivets.</i>
2.	Tail plane, fin, rudder and elevator.	(i) Examine skin covering for damage, especially at joints, spars and castings.
3.	Fuselage skin and transport joint.	(i) Examine for damage.
4.	Installation of gun(s), cameras, radar and radio, or ballast in lieu (<i>according to fitment</i>).	(i) Examine attachments and surrounding structure for excessive shear loading and damage.
5.	External stores. 230 gal. drop tanks (<i>if carried</i>).	(i) Examine for damage. (i) Examine tank skins, especially around the well surrounding the top plate. Tanks which show the slightest sign of deformation of the skin are to be removed and rejected.
6.	Pylons (a) With explosive release and ejector units. (b) With electro-magnetic release units. (c) Pylon securing bolts.	(i) Examine the pylon for damage. (i) Examine the pylon for damage, particularly the upper fairing castings. Note . . . <i>If any pylon shows any sign of loose rivets or deformation of the skin it must be removed and rejected.</i>
7.	Flying Controls.	(i) Check security of the bolts attaching the pylon to the undersurface of the wing, torque load to 200 lbf in. — S.I./Hunter/123 refers. (i) Check by operation for full and free range of movement in 'Manual'.

RESTRICTED

Item No.	Item	Operation
Stage 2		
1.	Main planes.	(i) Examine internally, as far as possible for damage.
2.	External stores	(i) Remove and examine for damage.
	230 gal drop tank (<i>if fitted</i>).	(i) Remove. Examine tank skins, especially around the well surrounding the top plate. Tanks which show the slightest sign of deformation of the skin are to be rejected. (ii) Check for bow of the top plate with a straight edge placed on the top plate parallel to and approximately 1½in. from the centre line of the tank. Limits are as follows: Bow of less than 0.015 in. — Acceptable Bow of more than 0.015 in. to 0.050 in. — tank to be repaired (<i>Refer to Aircraft Repair Manual</i>). Bow of more than 0.050 in. — tank to be rejected.
3.	Pylons (a) With explosive release and ejector units.	(i) Remove the explosive release and ejector unit for servicing. (ii) Remove the pylons for bay servicing. (iii) Fit serviced pylon. (iv) Fit serviced explosive release and ejector unit.
	(b) With electro-magnetic release units.	(i) Remove the electro-magnetic release unit for servicing. (ii) Remove the pylon for bay servicing. (iii) Fit a serviced pylon. (iv) Fit a serviced electro-magnetic release unit and carry out functional tests.
4.	Fuselage.	(i) Examine internally, as far as possible for damage. (ii) Examine control rods for damage.
5.	Transport joint.	(i) Check captive nuts for tightness.
6.	Tail plane, fin and rudder.	(i) Examine internally, as far as possible for damage. (ii) Examine attachment points for damage.
Jack and trestle the aircraft and level it longitudinally and transversely.		
7.	Flying controls (<i>ailers, elevators and rudder</i>).	(i) Check loads required to move control column from neutral (<i>Sect. 3, Chap. 4</i>).

Item No.	Item	Operation
Stage 2		
8.	Follow-up tail.	(i) Examine by operation, for full and free range of movement (Sect. 3, Chap. 4).
9.	Main and nose undercarriage.	(i) Connect hydraulic servicing trolley and remove ground safety locks from the aircraft. (ii) Select undercarriage UP and ensure that up locks engage correctly (Sect. 3, Chap. 5). (iii) Examine microswitches for damage and ensure that, during retraction and lowering of the alighting gear, the indicator system functions correctly (Sect. 3, Chap. 5). (iv) Examine wheel and leg fairings for flush fitting and correct clearances (Sect. 3, Chap. 5). (v) Select undercarriage DOWN and inspect for correct operation, ensuring that the down locks engage correctly (Sect. 3, Chap. 5). (vi) Fit ground safety locks and remove hydraulic servicing trolley.
10.	Symmetry and rigging.	(i) Check linear dimensions with steel tape and angular movements with rigging boards (Sect. 2, Chap. 4 and Sect. 3, Chap. 4).
Lower aircraft and remove jacks and trestles.		
11.	Lead acid batteries and adjacent structure.	(i) Examine for cracks and spilled electrolyte. If found, report to higher authority.
12.	Inertia switches.	(i) Examine each switch to determine if it has operated. <i>Note.—Operation is indicated by contact bow leaf spring bent towards terminal block.</i> (ii) If switch has operated, unscrew terminal block cover and press resetting plunger until contact leaf springs back into the unoperated position (<i>towards mounting base</i>). (iii) If the fire extinguisher(s) has/have operated, renew bottle(s).

Item No.	Item	Operation
Stage 2		
13.	Float switches.	(i) Check for operation during defuelling and refuelling (<i>items 12 and 14</i>).
14.	Fuel system.	(i) Defuel (<i>Sect. 2, Chap. 4</i>).
15.	Refuelling pressure relief valves.	(i) Ensure that valves are free to operate.
16.	Fuel system.	(i) Refuel (<i>Sect. 2, Chap. 4</i>).
17.	Main plane attachment points (<i>only if defects have been found during examination of items 1–16 inclusive</i>).	(i) Examine for damage. (ii) Examine bolts and pins for damage.



This file was downloaded
from the RTFM Library.

Link: www.scottbouch.com/rtfm

Please see site for usage terms,
and more aircraft documents.