APPENDIX 1A

High drag loads on undercarriage during ground manoeuvres

The aircraft should be inspected as detailed below whenever the following conditions have been experienced, as the high drag loads imposed may have damaged the undercarriage or attachments. The loading considered is specifically high drag and is not associated with the normal conception of heavy landing.

(1) Hitting an obstruction or pothole.

(2) Running off the runway into soft or uneven ground.

(3) Landing in the undershoot.

(4) Violent turning manoeuvres under power.

It will be necessary to jack the aircraft and support the tail with a trestle.

Undercarriage

(a) Port and starboard Main (b) Nose	Examine for evidence of cracks or distortion.
(c) Shock absorber struts	Examine for distortion.
(d) Nose undercarriage pivot tube	Examine for distortion.
◀ (e) Main undercarriage pivot fittings in wings	(i) Examine for evidence of thread stripping– S.T.I./Hunter/334 refers *(Sect.3, Chap.5).* (ii) Examine for cracks [by NDT technique CSDE/HUNTER/ULT/9 (RAF)– confirm defect indications with NDT technique CSDE/HUNTER/EDD/4A (RAF)] around circumference of machined faces into which the bearing cap retaining studs are screwed.
(f) Main undercarriage main fittings	Examine for cracks [by NDT techniques CSDE/HUNTER/EDD/6A (RAF), CSDE/HUNTER/ULT/5 (RAF) and CSDE/HUNTER/EDD/9 (RAF)]. ▶
(g) Torque links nose and main undercarriages	Examine for cracks, distortion or stripping of bolts.
(h) Nose wheel self-centring mechanism	Examine for correct functioning.
(j) Wheels and tyres	Examine for distortion or damage.

Note . . .

Should any damage be found during the above inspection, the aircraft is to be subject to the full heavy landing examination as detailed in Appendix 1.