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

Stage 1

Item No.	Item	Operation
1.	Main planes.	(i) Examine skin for damage, particularly at air intakes, stub wings, joints, spars, trailing edges, extended leading edges and control surfaces (*flaps and ailerons*). Examine pylon attachments.
2.	Tailplane, fin, rudder and elevator.	(i) Examine skin covering for damage, especially at joints, spars and attachment fittings.
3.	Fuselage skin and transport joint.	(i) Examine for damage.
4.	Installation of gun(s), cameras, radar and radio, or ballast in lieu (*according to fitment*).	(i) Examine attachments and surrounding structure for excessive shear loading and damage.
5.	External stores.	(i) Remove and examine for damage.
	230 gal. drop tanks (*if carried*).	(ii) 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.
6.	Pylons (*a*) With explosive release and ejector units.	(i) Remove the explosive release and ejector unit for servicing. (ii) Examine the pylon for damage. If the pylon shows any sign of loose rivets or deformation of the skin it must be removed and rejected. (iii) Fit a serviced explosive release and ejector unit.
	(*b*) With electro-magnetic release units.	(i) Carry out a functional test of the electro-magnetic release unit of pylons which were carrying stores. (ii) Examine the pylon for damage, particularly the upper fairing castings.
7.	Flying Controls.	(i) Check by operation for full and free range of movement in 'Manual'.

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 (*if fitted*).	(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 (*Refer to Aircraft Repair Manual*). 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.
	Tail plane, fin and rudder.	(i) Examine internally, as far as possible for damage. (ii) Examine attachment points for damage.
	:k and trestle the aircraft and level it longitudinally and transversely.	
	Flying controls (*ailerons, elevators and rudder*).	(i) Check loads required to move control column from neutral (*Sect. 3, Chap. 4*).