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
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 *(flaps and ailerons)*. Examine pylon attachments. **Note . . .** *Examine the air intakes internally as far as the engine compressor, for loose rivets.*
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 *(according to fitment)*.	(i) Examine attachments and surrounding structure for excessive shear loading and damage.
5.	External stores.	(i) Examine for damage.
	230 gal. drop tanks *(if carried)*.	(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 removed and rejected.
6.	Pylons (a) With explosive release and ejector units.	(i) Examine the pylon for damage.
	(b) With electro-magnetic release units.	(i) Examine the pylon for damage, particularly the upper fairing c **Note . . .** *If any pylon shows any sign of loose rivets or defor skin it must be removed and rejected.*
	(c) Pylon securing bolts.	(i) Check security of the bolts attaching the pylon to the v wing, torque load to 200 lbf in. – S.I./Hunter/123 refe
7.	Flying Controls.	(i) Check by operation for full and free range of movem

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

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. *Note.–Operation is indicated by contact bow leaf spring bent towards terminal block.*
		(ii) If switch has operated, unscrew terminal block cover and press resetting plunger until contact leaf springs back into the unoperated position (*towards mounting base*).
		(iii) If the fire extinguisher(s) has/have operated, renew bottle(s).

Stage 2

Item No.	Item	Operation
1.	Main planes.	(i) Examine internally, as far as possible for damage.
	Pylons	(i) Remove for Bay Servicing.
2.	Fuselage.	(i) Examine internally, as far as possible for damage. (ii) Examine control rods for damage.
3.	Transport joint.	(i) Check captive nuts for tightness.
4.	Tailplane, 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.	
5.	Flying controls (*ailerons, elevators and rudder*).	(i) Check loads required to move control column from neutral (*Sect. 3, Chap. 4*).
6.	Follow-up tail.	(i) Examine by operation, for full and free range of movement (*Sect. 3, Chap. 4*).
7.	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.
8.	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.	
9.	Lead acid batteries and adjacent structure.	(i) Examine for cracks and spilled electrolyte. If found, report to higher authority.

Stage 2

Item No.	Item	Operation
10.	Inertia switches.	(i) Examine each switch to determine if it has operated. *Note.—Operation is indicated by contact bow leaf spring bent towards terminal block.*
		(ii) If switch has operated, unscrew terminal block cover and press resetting plunger until contact leaf springs back into the unoperated position (*towards mounting base*).
		(iii) If the fire extinguisher(s) has/have operated, renew bottle(s).
11.	Float switches	(i) Check for operation during defuelling and refuelling (*items 12 and 14*).
12.	Fuel system.	(i) Defuel (*Sect. 2, Chap. 4*).
13.	Refuelling pressure relief valves.	(i) Ensure that valves are free to operate.
14.	Fuel system.	(i) Refuel (*Sect. 2, Chap. 4*).
15.	Main plane attachment points (*only if defects have been found during inspection of items 1–14 inclusive*).	◀ (i) Examine for damage. ▶
		(ii) Examine bolts and pins for damage.

PRELIMINARY EXAMINATION (En-route aircraft only)

Item No.	Item	Operation
1	(*a*) Ejection seats (*b*) Canopy jettison system	Ensure rendered safe.
2	Fuselage exterior	Examine, paying particular attention to the nose section, air-intakes, windscreen structure and rear fuselage underside.
3	Main and tail plane surfaces and surfaces of aerofoil controls including trimming tabs and airbrake	Examine, paying particular attention to outer leading edges, trailing edges, root-ends and hinge areas of control surfaces.
4	External tanks (*if fitted*)	Examine.
5	(*a*) Main-wheel units (*b*) Nose-wheel unit	*If extended at time of incident.* Examine, paying particular attention to lower portions.
6	All flying controls, including flaps, airbrake and trimming controls	Operate each system through full range and ensure smooth freedom of movement.
7	Fire extinguishers	Check to ensure extinguisher has not been discharged.
8	Navigation lamps	Operate and ensure functioning correctly.
9	All aerials	Examine.
10	(*a*) Radio and Radar equipment (*b*) Navigation equipment	Operate and ensure functioning correctly.