APPENDIX 2. AFTER EXCESSIVE 'G' LOADING

Item No.	Item	Operation
1.	Access panels and doors, fairings and fillets.	Remove as necessary and examine for damage.
2.	Main plane attachment points.	(i) Examine castings for damage. (ii) Examine bolts and pins for damage.
3.	Main planes.	(i) Examine internally, as far as possible, for damage. (ii) Examine skin for damage, particularly at air intakes, stub wings, joints, spars, trailing edges, extended leading edges and control surfaces. Examine pylon attachments.
4.	Fuselage.	(i) Examine internally, as far as possible, for damage. (ii) Examine skin for damage. (iii) Examine control rods for damage.
5.	Gun package.	In conjunction with Armament N.C.O (i) Examine surrounding structure for excessive shear loading and damage. (ii) Examine attachment bolts for damage.
6.	External stores (if fitted) (a) Drop tanks (b) Pylons	Examine for damage, particularly to pylon upper fairing castings. Note:- Release units are to be functionally checked on all pylons which are carrying stores.
7.	Pylons (applicable only if plus 10½ positive 'G' loading has been exceeded).	Remove for Bay Servicing.

Item No.	Item	Operation
8.	Transport joint.	(i) Examine for damage. (ii) Check captive nuts for tightness.
9.	Tail plane, fin and rudder.	(i) Examine internally, as far as possible, for damage. (ii) Examine skin covering for damage, especially at joints, spars, castings and control surfaces. (iii) Examine attachment points for damage.
10.	Aircraft.	(i) Position jacks and jacking pads. (ii) Raise aircraft. (iii) Support tail with trestle. (iv) Level aircraft transversely be means of levelling bar and spirit level placed across hood rails. (v) Fit a levelling spigot into each levelling point attached to fuselage structure in port wheel bay and level longitudinally with straight-edge and spirit level placed across the two spigots.
11.	Flying controls. (a) Ailerons (b) Elevators (c) Rudder	(i) Examine, by operation, for full and free range of movement in 'MANUAL'. (ii) Position spring balance at top of control column. ◀ (iii) Check that loads required to move control column from neutral are as laid down in Sect.3, Chep.4. ▶
12.	Flying tail.	Examine, by operation, for full and free range of movement.
13.	Main and nose undercarriage.	In conjunction with Electrical N.C.O., examine for correct functioning as follows:- (i) Connect hydraulic servicing trolley to ground test connections. (ii) Remove ground safety locks. (iii) Start hydraulic test rig and select undercarriage UP. (iv) Ensure 'up' locks engage correctly and micro switches operate.

Item No.	Item	Operation
		(v) Examine wheel and leg fairings for flush fitting and correct clearances. Note:- Minimum clearance between main wheel door and leg fairing is 0.10 in. (S.I./HUNTER/37D refers). (vi) Select undercarriage DOWN. (vii) Inspect for correct operation, ensuring 'down' locks engage correctly and micro switches operate. (viii) Fit ground safety locks. (ix) Stop hydraulic test rig and disconnect.
14.	Symmetry and rigging of fixed surfaces.	Check linear dimensions with steel tape, and angular measurements with rigging boards as detailed in Sect.2, Chap.4 of this volume.
15.	Access doors and panels.	Refit.
16.	Aircraft.	Lower aircraft, remove jacks and trestle.
17.	Lead acid batteries (a) Batteries (b) Adjacent structure	Examine in conjunction with electrical N.C.O., for cracks and spilled electrolyte. If found, report to Airframe N.C.O.
18.	Undercarriage micro switches.	Examine for damage.
19.	Undercarriage warning system.	In conjunction with Airframe N.C.O., examine, during retraction test (item 13), for correct operation.
20.	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 re-setting plunger until contact bow leaf springs back into the unoperated position, i.e., towards mounting base.
21.	Float switches.	In conjunction with Engine N.C.O., check for correct operation during refuelling and defuelling.

Item No.	Item	Operation
22.	Engine starter access door.	Open.
23.	Refuelling coupling.	Remove sealing cap and connect bowser hose.
24.	External air pressurization connection.	(i) Remove access panel. (ii) Remove dust cap and connect external air supply.
25.	Ground equipment.	Set bowser control to DEFUEL.
26.	L.P. cock.	Set to OFF.
27.	Selector cocks.	Set to AUTO.
28.	Refuelling cock.	Remove locking wire and turn to ON.
29.	Ground equipment.	Start bowser pump and draw fuel from aircraft.
30.	Refuelling cock.	Turn to OFF, and lock with wire.
31.	Engine starter access door.	Close.
32.	External air pressurization connection.	(i) Disconnect external air supply and refit dust cap. (ii) Refit access panel.
33.	Refuelling pressure relief valves.	Ensure that valves are free to operate.
34.	Fuel tanks.	Refuel as detailed in Sect.2, Chap.2, of this volume. Note:- A streamline filter is to be fitted in the refuelling delivery line.