GROUND TEST INSTRUCTIONS

SECTION 1

AIRCRAFT – GENERAL

LIST OF CONTENTS

PART 1 – AIRCRAFT GENERAL

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PART 1

Items included in this Section apply either to the aircraft as a completed unit, or to more than one condition during ground testing: in such cases reference is made between Sections wherever the item is applicable.

1. EJECTION SEATS – WARNING

Ejection seats are a potential source of danger to personnel and damage to the aircraft.

The precautions detailed in the Volume 1 for the aircraft must be observed at all times.

2. 'ELECTRICALLY SAFE' – WARNING

Before commencing any tests or servicing, the aircraft must, in the interests of personnel safety be rendered 'Electrically Safe' (See Sect.6, Part 1, Para.1), and when electrical power is required an external supply must be used (and disconnected immediately requirement is completed).

3. HIGH ENERGY IGNITERS – WARNING

When testing or servicing engine starting systems, precautions must be taken with the high energy igniters (See Sect.6, Part 1, Para.2).

Under certain circumstances they are capable of dealing a lethal electrical shock.

4. FIRE EXTINGUISHING SYSTEM – WARNING

The operation of the battery master switch does NOT isolate the fire extinguishing system circuit: it is therefore necessary to take additional precautions when working on this system (See Sect.9, Para.1).

5. ARMAMENT SAFETY PLUG – WARNING

The armament safety plug must be removed from its socket prior to commencing loading of guns, stores and all work on ordnance equipment (except circuit and functioning tests). The plug is fitted with a red warning pennant (to prevent oversight of replacement). The pennant must not be removed from the plug.

6. OXYGEN SYSTEM – WARNING

No oil or grease must be permitted to come into contact with oxygen cylinders or any part of the oxygen system, especially when cylinders are being fitted or replaced. Inadvertent contamination must be immediately (and carefully) removed.

7. OPERATIONAL EQUIPMENT

Operational equipment that is normally supplied and fitted to aircraft must be functioned and tested.

All other equipment (such as bombs, drop tanks and 'Special Order Only' equipment) must be 'mocked up' at the request of Inspection Department.

8. WATERTIGHTNESS

ONE in every TWENTY aircraft or TWO per MONTH, whichever is the less (and at the discretion of the Inspector i/c. A.I.D.) must be subjected to a watertightness test.

The cabin and other parts of the aircraft containing equipment liable to loss of efficiency through ingress of water must be subjected to an artificial spray simulating conditions of heavy rain, after which the applicable parts of the aircraft must be carefully inspected for leaks and accumulations of water.

9. COWLINGS, REMOVABLE PANELS AND ACCESS DOORS

Check that all fasteners operate correctly, and all panels, cowlings, doors, etc. are a flush fit and secure when fasteners are properly engaged and correctly locked.

10. SEAT BREAK-AWAYS

Ensure that the break-aways of all services from ejection seats operate satisfactorily.

11. TYRE PRESSURES

Tyre pressures must be as detailed in the following table:–

Main Wheels Aircraft Mk. Nos.	With or without External Stores, except 230 Gall. Drop Tanks	With 230 Gall. Drop Tanks
1, 2, 4, 5, G.A.11, 50, 51, 52	195 p.s.i.	–
6, 9, 10, T66B...	200 p.s.i.	210 p.s.i.
T7, T8, T53, 56, 58	200 p.s.i.	–
T62, T66		
Nose Wheel All Mks. (all conditions)	115 p.s.i.	

12. LUBRICATION

Ensure that all working parts throughout the aircraft have been lubricated as detailed in the relevant Current Instructions.

13. HYDRAULIC SYSTEM SERVICING

The importance of extreme cleanliness when servicing the hydraulic system cannot be overstressed (see Special Note preceding Sect.13).

14. HYDRAULIC FILTER ELEMENTS

Filter elements Pt. Nos. MFH/A/42, Issue 7 (or later Issue) and AFP4300/101 are the only ones to be used on aircraft hydraulic systems.
Filter elements are to be removed and replaced by new elements at EACH of the following periods:—

After hydraulic system tests (Sect.13).
On completion of first ground run after fitting a new engine.
Immediately prior to delivery of new aircraft.

15. MICRONIC FILTERS

The micronic filters in the aileron and elevator booster circuits should be changed after the second flight of production aircraft. If more than 5 hours flying is carried out on production aircraft, the micronic filters should be changed again.

16. PRIMING ENGINE FUEL SYSTEM

The engine fuel system must be primed under any ONE of the following conditions:—

Engine newly installed into airframe.
Engine has been inhibited.
Fuel system has been disconnected at any point.
Fuel tanks have been drained.
Engine has been run down with LP cock 'CLOSED' and H.P. cock 'OPEN'.

For sequence of operations see Sect.7, Para.4.

17. AUXILIARY GEARBOXES

Special precautions regarding oil are necessary prior to fitting new and reconditioned auxiliary gearboxes to engine units (See Sect.7, Para.5).

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