

Chapter 1

GENERAL

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GROUND EQUIPMENT

1. The following items of ground equipment are provided for handling and servicing the aircraft. The items are arranged in two tables as follows:-

Table 1 - Special Ground Equipment
(equipment peculiar to this aircraft).

Table 2 - Standard Ground Equipment

These tables contain no items that are normally included in the relevant Appendix "A", nor standard equipment normally provided for purposes not confined to aircraft servicing.

TABLE 1

Special ground equipment

Ref.No.	Part No.	Description	Applicable
		A - Towing and steering (Chap.2)	
26AE/95007	CI.Y.81	1. Strops, towing	Use with F.2
		B - Jacking, and trestling (fig.1 and 2)	
26AE/95001	CI.Y.75	1. Brackets, jacking	Main fuselage
		2. Former, tail	Tail trestling
		3. Bracket, Jacking	Main wheel changing

TABLE 1 (cont.)

Ref.No	Part No.	Description	Application
		C - Rigging (Sect.3, Chap.1)	
26AE/95005	CI.Y.79	1. Board, stowage for gauges	
26AE/95003	CI.Y.13	2. Gauge, incidence main plane, inner, outer and dihedral	
26AE/95004	CI.Y.9	3. Gauge, dihedral and incidence, tail plane	
		D - Protection covers (Chap.2)	
27D/2773	-	1. Engine	
27D/2774	-	2. Spinner	
27D/2775	-	3. Cockpit canopy	
27D/2962	-	4. Pressure head	
27D/2872	CI.Y.407 ND	5. Main Wheel, port	} Mod. H.145 (Special order)
27D/2873	CI.Y.408 ND	6. Main Wheel, starboard	
		E - Miscellaneous (Chap.2)	
26AE/439	CI.Y.15	1. Control locking gear	
26AE/95006	CI.Y.3	2. Ring, slinging	For complete aircraft
26AE/95009	CI.Y.165	3. Bullet	Mainplane attachment bolts
26AE/95010	CI.Y.163	4. Spanner, box c/w tommy bar	Undercarriage - rubber retaining nut
-	K.2192	5. Spanner - cylinder lock ring	} For Plessey S type cartridge starter
-	K.2897	6. Spanner - breech nose	
-	K.2193	7. Spanner - breech nose locknut	
-	MK.19696	8. Spanner/extractor safety disc holder and cartridge	

TABLE 2

Standard ground equipment

Ref.No.	Description	Application
	F - Towing and steering (Chap.2)	
4GB/1365	1. Arm, steering, tail wheel, type G	
4GB/4137	2. Bridle, towing (25 ft)	
	G - Jacking and trestling (fig.1 and 2)	
4GB/-	1. Trestle, Jacking universal No.1	
4GB/2554	2. Trestle, tripod, type D	Tail, use with B2
4GB/2554	3. Trestle, tripod, type D	Outer wing, use with G4
4GB/2555	4. Former, wing	
4Q/2604	5. Jack, pillar, hydraulic Type B, c/w adapter Mk.1	Wheel changing, use with B3
	H - Engine	
4G/2	1. Attachments, Gipsy	Use with H2
4GC/1354	2. Sling, engine, Gipsy Major	
4G/1	3. Stand, engine, erecting	

TABLE 1

Standard ground equipment

Doc No.	Description	Application
1	Towing and slinging (chain)	
2	Worm steering, cast wheel, type C	
3	Bridle, footed (C) EC	
4	Jacking and traveling (rigid and)	
5	Traveling jacking universal	
6	Traveling rigging, type B	Full, use with B2
7	Traveling rigging, type B	Outer wing, use with B2
8	Traveling rigging, type B	
9	Traveling rigging, type B	
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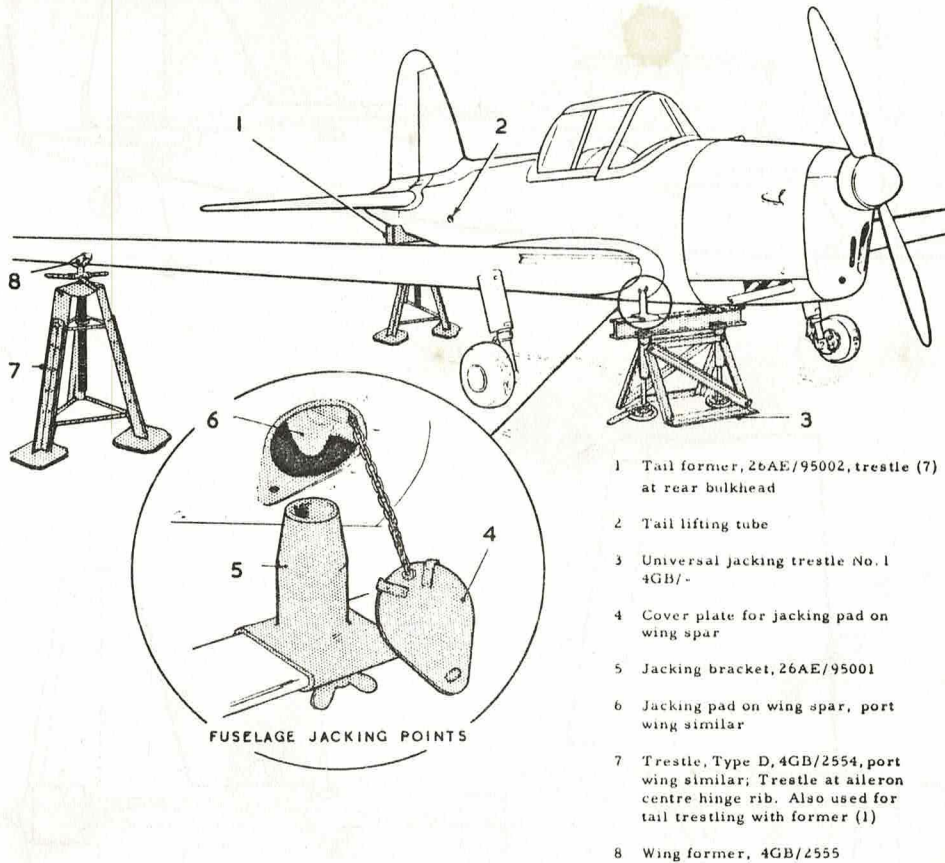


Fig. 1 Jacking and trestling

- 9 Jacking bracket, 26AE/95008
- 10 Hydraulic jack, 4Q/2604

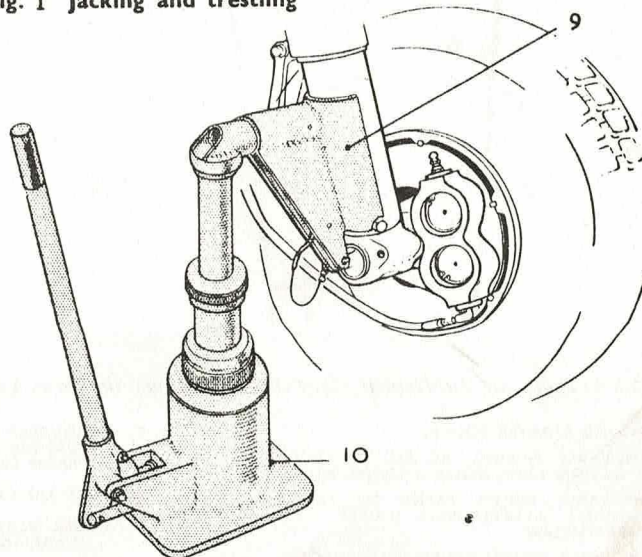
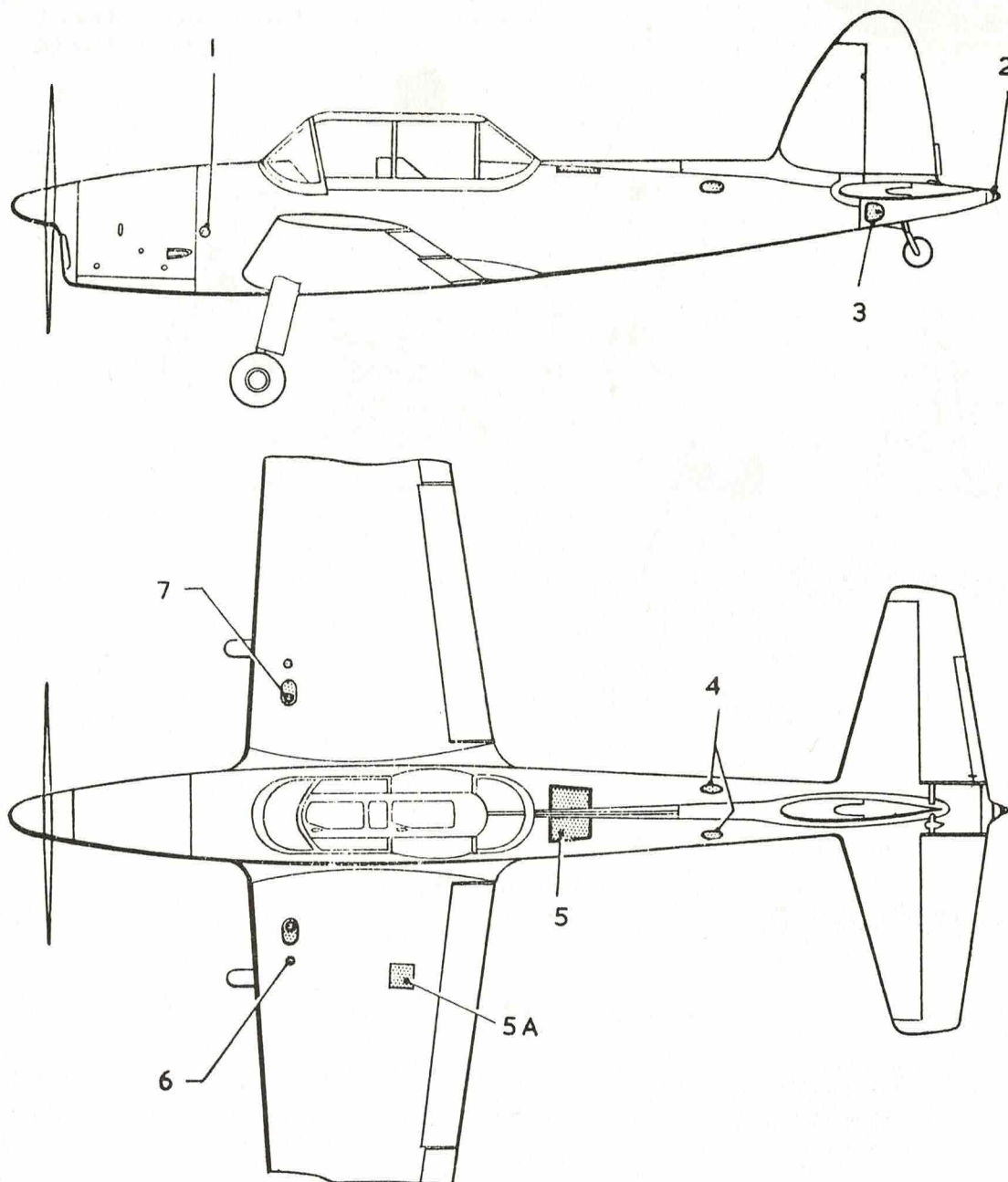


Fig. 2. Wheel jacking

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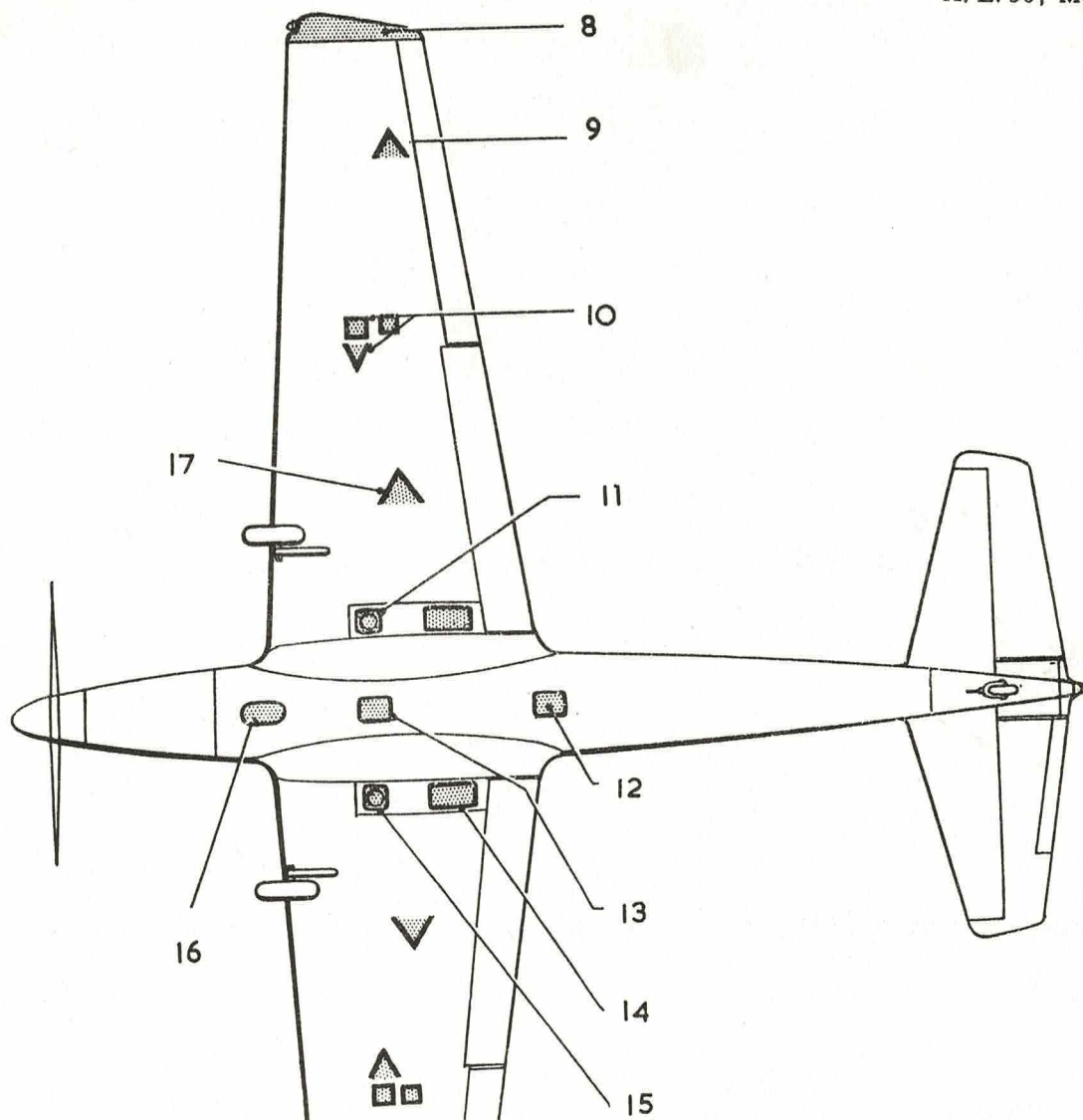
Note . . .

Where items are duplicated, clear indications are shown and only one is annotated.

- | | |
|---|--|
| 1 GROUND STARTER SOCKET | 5 REMOVABLE ACCESS PANELS TO ACCUMULATORS (TWO DZUS FASTENERS TO EACH PANEL) |
| 2 REMOVABLE FAIRING, ACCESS TO NAVIGATION LAMP (FOUR ANCHOR NUTS) | 5A FIRST AID PANEL |
| 3 REMOVABLE ACCESS PANEL TO TAIL WHEEL ATTACHMENTS (FAIREY FASTENERS) | 6 COVER PLATE FOR ACCESS TO UNDERCARRIAGE LEG ATTACHMENTS |
| 4 REMOVABLE ACCESS PANELS TO ELEVATOR AND RUDDER CABLES (SIX ANCHOR NUTS) | 7 FUEL FILLER CAPS |

Fig. 3 Inspection panels (I)

RESTRICTED

**VIEW ON UNDERSIDE OF AIRCRAFT**

Note . . . Where items are duplicated and clear indications shown, only one is annotated.

- | | |
|---|--|
| 8 REMOVABLE WING TIPS (PORT AND STARBOARD) | 13 HINGED ACCESS PANEL FOR CONTROLS AND SERVICES |
| 9 ZIPPER PANEL IN FABRIC FOR PRESSURE HEAD | 14 REMOVABLE ACCESS PANEL FOR FLAP CONTROLS (TEN DZUS FASTENERS) |
| 10 ZIPPER AND HINGED PANEL FOR AILERON SPROCKET CHAIN AND TURNBUCKLES (HINGED PANEL—THREE DZUS FASTENERS) | 15 ACCESS PANEL FOR DOWNWARD IDENTIFICATION LAMP AND BRAKE PIPE |
| 11 REMOVABLE ACCESS PANEL TO BRAKE AND PRESSURE HEAD PIPES (FOUR DZUS FASTENERS) | 16 REMOVABLE ACCESS PANEL TO BRAKE CYLINDERS (TEN ANCHOR NUTS) |
| 12 HINGED ACCESS PANEL TO RUDDER CABLE ADJUSTMENT, ELEVATOR LEVER AND CONNECTING ROD (TWO DZUS FASTENERS) | 17 ZIPPER PANEL FOR ACCESS TO AILERON CABLES FAIRLEAD |

Fig. 4. Inspection panels (2)

RESTRICTED

1. The first part of the report is a general
description of the project and its objectives.

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description of the project and its objectives.

The second part of the report is a detailed
description of the methodology used in the study.

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The fourth part of the report is a detailed
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The fifth part of the report is a detailed
description of the conclusions of the study.

The sixth part of the report is a detailed
description of the conclusions of the study.

Chapter 2

GROUND HANDLING
(Completely Revised)

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Introduction

1. This chapter gives information on handling the aircraft on the ground. Care must be taken at all times to avoid rough handling and denting the panels. Personnel should stand only on the metal-skinned and rubber-covered areas of the main plane, known as walkways, situated at the wing root ends on both sides of the fuselage. Access to the cockpit is described in Part 1, Sect.1.

Control locking (fig.1)

2. The control locking gear (Ref. No. 26AE/439), stowed in the locker behind the rear seat, comprises two tubular units permanently connected together by cable. The larger end of the hooked unit is fitted over the front port rudder bar, and the smaller hook on to the red-coloured bobbin fitted on the port side of the control box. The clip, on the other unit, is fitted on to the control column with the transverse tube in front, and the ends of the tube, outboard of the flanges, are secured in the spring clips fitted on the fuselage walls; the spring clip on the port side is located immediately above the throttle bracket. Finally, tighten the wing nut on the control column clip.

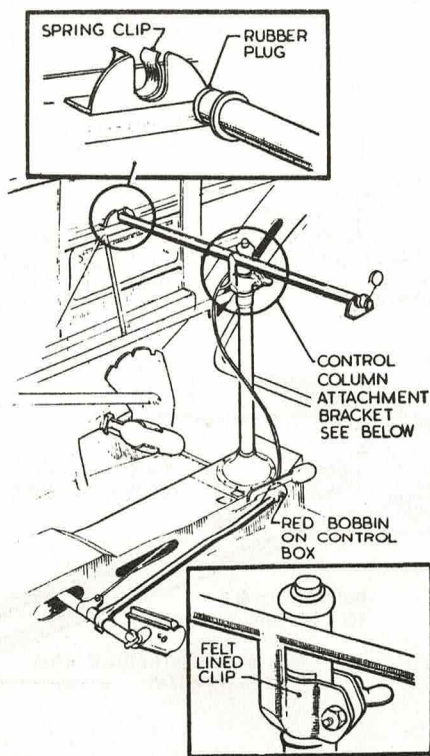


Fig.1. Control locks

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Towing (fig.2)

3. Before moving the aircraft on the ground, care should be taken to see that the brakes are OFF. The flying controls should be locked when possible (para.2). The aircraft is towed by two strops, attached one to each undercarriage leg, and a standard 25 ft. towing bridle attached to the strops.

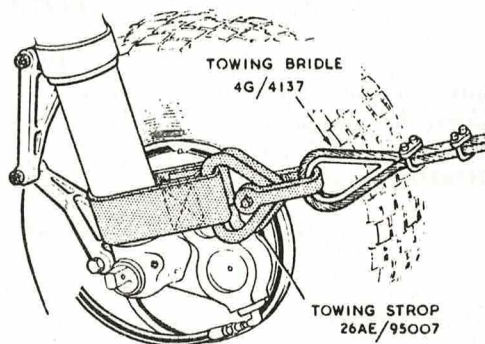


Fig.2. Towing

Steering (fig.3)

4. A standard tail wheel steering arm Type G, is fitted to the tail wheel; the plunger, on each side of the arm, locking under the spools which are permanently attached to each side of the wheel axle. The steering arm may also be used for hand towing backwards and general manoeuvring in the hangar.

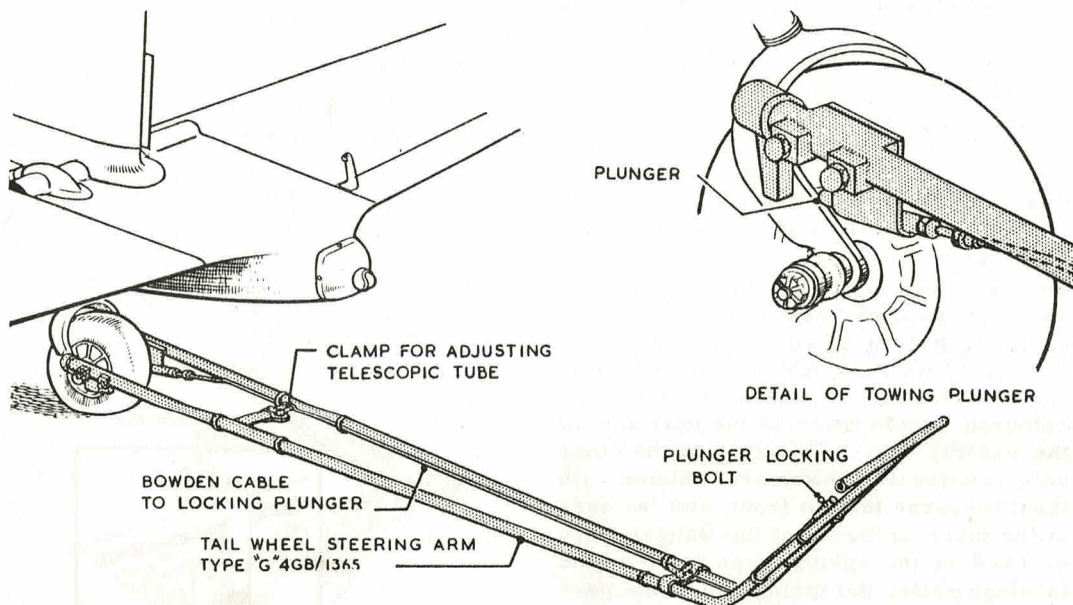


Fig.3. Steering

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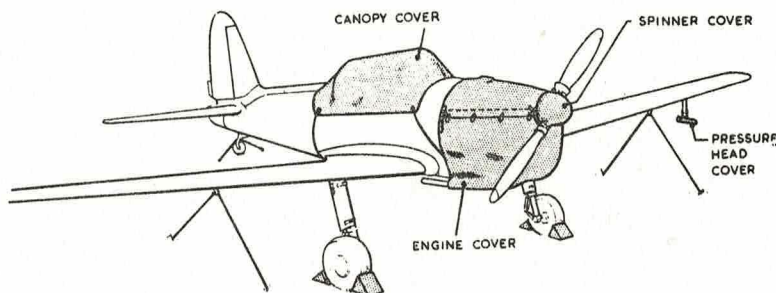


Fig.4. Covers and picketing

Picketing (fig.4)

5. The aircraft must always be picketed nose into wind with the main wheels chocked. The permanently fitted picketing eyes are located on the bottom of the front spar opposite the inboard end of the ailerons. The aircraft should be secured at these two points and by a rope through the fork of the tail wheel yoke. Ropes of 0.75 in. diameter are recommended.

Covers (fig. 4)

6. Four covers, for the cockpit canopy, engine, propeller spinner and pressure head, are provided and should be fitted with the aluminium-coloured face on the outside. The canopy cover, marked FRONT and REAR, and the spinner cover, must be fitted before the engine cover, as the cord of the former is fitted round the exhaust pipe tie-rod and the hole in the engine cover is located under the oil drain. Prior to lacing, adjust the engine cover by the straps at each end, then secure the flap with the fasteners.

Parking

7. Should it be necessary for the aircraft to be parked out of doors, proceed as follows :-

- (1) Fit the control locks (para.1).
- (2) Picket (para.5), and chock the wheels.
- (3) Release the brakes.
- (4) Close the canopy.
- (5) Fit all the covers (para.6).

Slinging (fig.5)

8. The hole, for the slinging ring, which is situated at the top of the crash pylon where it meets the top centre of the wind-screen in the front cockpit, is normally plugged with a rubber plug. This plug can be pushed out with a pencil when it is required to fit the slinging ring.

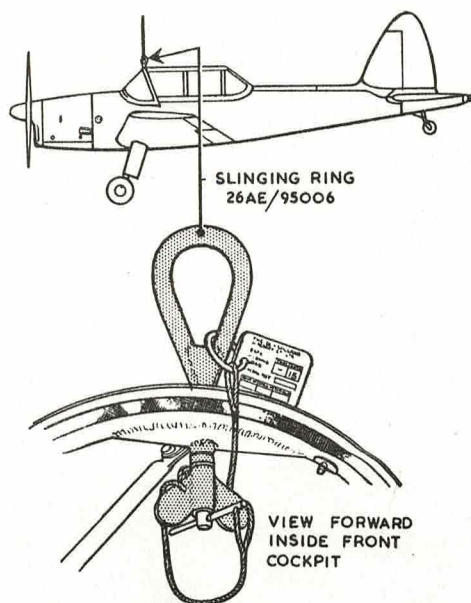


Fig.5. Slinging

1875

Some of the most interesting
and valuable of the
collections of the
British Museum
are those of the
natural history
of the
British Islands
and the
British Empire
which are
now in the
possession of
the British
Museum.

1875

1. The British Museum
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3. The British Museum
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5. The British Museum
6. The British Museum
7. The British Museum
8. The British Museum
9. The British Museum
10. The British Museum

Chapter 3

PREPARATION FOR FLIGHT
(Completely Revised)

CONTENTS

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Topping up the hydraulic reservoir	5
Fitting instrument-flying practice screens	6
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Removing the safety disc	10
Fitting the safety disc	11
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ILLUSTRATION

Refuelling points

Fig.
1

Introduction

1. This chapter does not cover ground handling (Chap.2) or checks for loading and C.G. (Part 1, Sect.4). When entering or leaving the cockpits, personnel should stand only on the walkways, situated at the root end of the wings and flaps on both sides of the fuselage.

Refuelling

2. The correct fuel to be used and tank capacities are specified in Leading Particulars. Each tank must be filled individually through its filler, situated on the top surface of the leading edge of each wing. There is no special tool for filler cap removal, since the cap may be unscrewed by hand after initial

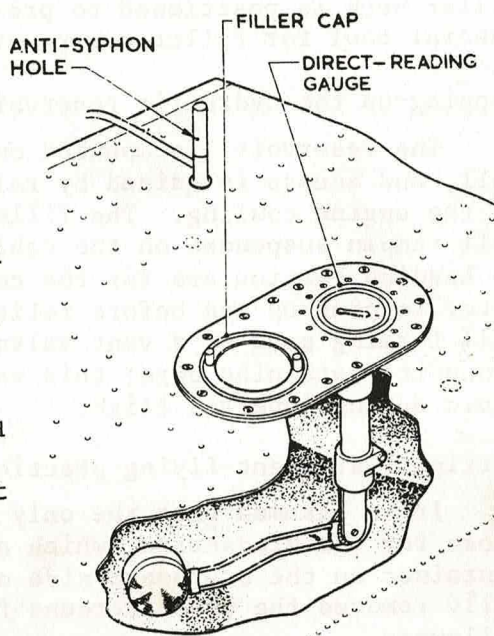


Fig.1 Refuelling points

release has been carefully effected by a suitable form of lever, applied across the two spigots. A bonding socket for the fuelling hose earthing plug is incorporated on the underside of the filler cap and is accessible when the cap is withdrawn.

3. Both tanks have a gauge adjacent to the filler. There are two sets of calibrations on the gauges, the red figures representing tank contents when the aircraft is in ground attitude (tail down), and the white figures representing contents when the aircraft is in the flying position.

CAUTION...

Before flight, ensure that the anti-syphon hole (fig.1) in the vent fairing for each tank is unobstructed, and that the filler caps are tight.

Filling the oil tank

4. Access to the oil tank filler is obtained by releasing, then raising, the starboard panel of the engine cowling; the panel has two spring-loaded fasteners at the bottom, and can be supported in the raised position by a stay (normally clipped along the top tube of the engine mounting). The correct oil and tank capacity are specified in Leading Particulars. Fill to the level indicated by the FULL marking on a dipstick attached to the tank filler cap. The filler neck is positioned to prevent over-filling. There is no special tool for filler cap removal.

Topping-up the hydraulic reservoir

5. The reservoir, is mounted on the forward port side of the fire-wall, and access is gained by releasing, then raising the port panel of the engine cowling. The filler cap can be unscrewed by hand, and will remain suspended on the cable to which it is attached. Refer to Leading Particulars for the correct hydraulic fluid specification. After topping-up and before refitting the filler cap, check that the ball forming part of a vent valve in the cap has freedom of movement along its retaining bore; this valve is provided to prevent loss of fluid during inverted flight.

Fitting instrument-flying practice screens

6. It is assumed that the only screens requiring installation are those for the windscreen, which are stowed in the bungee-closing container on the starboard side of the front cockpit. Having carefully removed the three screens from the container, proceed as follows:-

- (1) Locate one of the side screens, so that its edge reinforcement is inboard and abuts the crash pylon, then secure it in position by rotating the two catches on the pylon.
- (2) Similarly, fit and secure the opposite side panel.
- (3) Locate the remaining hinged panel so that it overlaps each side panel on the inboard face to retain them in position; secure by the two rotating catches at the top of the crash pylon.
- (4) Slide each canopy side screen forward until it joins the narrow amber strip at the front of the canopy.
- (5) Ensure that the stowage for the screens is closed, and that the bungee cord passes round its retaining clip.

Cartridge starting

7. Instructions for cartridge starting the engine are given in AP 101B-5510-12 and AP 101B-5510-15, whilst descriptive information for the Plessey S Type starting system is contained in Pt.2, Sect.3, Chap.3. Attention is, however, drawn to the following operating limitations:-

CAUTION...

The turning time of the starter jaw is very short, being completed in 0.5 sec approx. It is essential, therefore, that all engine control settings are made before the starter is operated.

WARNING...

- (1) WHEN THE STARTER IS OPERATED THE PROPELLER WILL IMMEDIATELY AND WITHOUT WARNING ROTATE AT HIGH SPEED. FOR THIS REASON, ALL PERSONNEL MUST KEEP WELL CLEAR OF THE ENGINE, PROPELLER AND STARTER EXHAUST WHEN THE ENGINE IS ABOUT TO BE STARTED, OR IF A LIVE CARTRIDGE IS IN THE FIRING POSITION AFTER A FAILURE TO FIRE, OR IF THE ENGINE FAILS TO START.
- (2) IF AT ANY TIME IT IS NECESSARY TO WORK ON, OR TO MAKE ADJUSTMENTS TO, THE ENGINE, PROPELLER, STARTER, OR TO THE STARTER INDEXING MECHANISM, REMOVE BARREL ASSEMBLY AND CARTRIDGES BEFORE SUCH WORK IS COMMENCED.
- (3) STARTER OPERATION
 - (a) IF A CARTRIDGE HAS BEEN FIRED BUT THE ENGINE FAILS TO START, A FRESH CARTRIDGE MUST NOT BE INDEXED AND FIRED,

OR ANOTHER ATTEMPT MADE TO START THE ENGINE FOR A PERIOD OF AT LEAST 30 SECONDS, DURING WHICH TIME ALL PERSONNEL MUST KEEP CLEAR OF THE PROPELLER AND ENGINE. AFTER TWO CONSECUTIVE FAILURES TO START, THE CAUSE SHOULD BE INVESTIGATED.

- (b) IF A CARTRIDGE HAS BEEN INDEXED BUT FAILED TO FIRE, 3 MINUTES MUST ELAPSE BEFORE A FURTHER ATTEMPT IS MADE TO INDEX AND FIRE ANOTHER CARTRIDGE. SHOULD TWO CONSECUTIVE FAIL TO FIRE, WAIT THREE MINUTES, THEN UNLOAD THE BREECH AND REPLACE ALL SIX CARTRIDGES (SEE PARA.7 (5)).
- (c) IF A FULL SET OF SIX CARTRIDGES HAVE BEEN FIRED WITHOUT ACHIEVING A START AND ANOTHER BREECH LOAD OF CARTRIDGES IS REQUIRED THE STARTER IS TO BE ALLOWED TO COOL FOR 20 MINUTES BEFORE REMOVING BARREL ASSEMBLY FOR RELOADING.
- (d) IF THE SAFETY DISC RUPTURES DO NOT FIRE A CARTRIDGE UNTIL A NEW DISC HAS BEEN FITTED. A SUDDEN REDUCTION OF PRESSURE, CAUSED BY FAILURE OF THE SAFETY DISC, MAY RESULT IN EXTINCTION OF THE CHARGE.
- (e) IF IT IS SUSPECTED THAT A CARTRIDGE CHARGE HAS FAILED TO BURN COMPLETELY, WAIT UNTIL IT IS CERTAIN THAT NO FURTHER BURNING IS TAKING PLACE, THEN REMOVE THE CARTRIDGE AND CHECK WHETHER ANY OF THE CHARGE REMAINS. IF A RESIDUE EXISTS, THE CARTRIDGE MUST BE DISPOSED OF IN ACCORDANCE WITH THE SAFETY PRECAUTIONS LAID DOWN FOR THE HANDLING OF EXPLOSIVES.

(4) REMOVING STARTER BARREL ASSEMBLY

THE STARTER BARREL ASSEMBLY IS NOT TO BE REMOVED UNTIL 3 MINUTES HAVE ELAPSED IF ANY OF THE FOLLOWING HAVE OCCURRED:-

- (a) WHEN A CARTRIDGE HAS BEEN INDEXED BUT FAILED TO FIRE AND THEN ONLY WHEN TAKING THE PRECAUTIONS DETAILED IN PARA.(5) BELOW.
- (b) WHEN A CARTRIDGE HAS BEEN INDEXED, FIRED, BUT FAILED TO START THE ENGINE.

(5) BEFORE REMOVING STARTER BARREL ASSEMBLY

IF A CARTRIDGE HAS BEEN INDEXED BUT NOT FIRED, BEFORE REMOVING THE BARREL ASSEMBLY PROCEED AS FOLLOWS:-

- (a) TAP THE REAR BEAM WITH A HIDE-FACED Mallet TO ATTEMPT TO DISLODGE THE FIRING HAMMER AND FIRE THE CARTRIDGE.
- (b) IF THIS FAILS TO FIRE THE CARTRIDGE, REMOVE THE STARTER PULLEY COVER AND CHECK THE POSITION OF THE CATCH PAWL. IF IT IS ENGAGED IN THE NOTCH ON THE RATCHET WHEEL THE

MOVEMENT IS COMPLETED AND IT IS SAFE TO REMOVE THE BARREL ASSEMBLY. IF THE PAWL IS NOT ENGAGED, TURN THE DRIVE SHAFT NUT ANTI-CLOCKWISE UNTIL THE FIRING MECHANISM IS TURNED BACK TO THE SAFE POSITION, i.e., THE PAWL ENGAGED IN THE NOTCH ON THE RATCHET WHEEL.

Removing the barrel assembly (unloading)

8. (1) Move the release lever on the breech to the 'open' position, then withdraw the barrel assembly. Close the release lever.

Note...

Where any cartridges remain in the barrels they should be removed using extractor Pt.No.MK.19696.

- (2) Using a clean, non-fluffy cloth moistened with oil OM-170 (Ref.No.34A/9100553), clean the assembly.

Inserting the barrel assembly (loading)

9. (1) Move the release lever on the breech to the 'open' position, then locate the barrel assembly, index wheel towards the rear beam, in the slots provided in the guide plates.

(2) Rotate the barrels until a groove in the face of the index wheel is aligned with the slot in the rear guide plate, then push the barrel assembly fully home and secure with the release lever.

Removing the safety disc

10. (1) Cut the locking wire and, using spanner/extractor, Pt.No.MK.19696, remove the holder from the combustion chamber.
- (2) Remove the safety disc from the holder.

Note...

Where the disc has been sheared ensure that both parts of the disc are removed and discarded.

Fitting the safety disc

11. (1) Locate the safety disc in the holder, then insert the holder into the combustion chamber.
- (2) Using spanner/extractor, Pt.No.MK.19696, fully tighten the holder and wire-lock holder to the combustion chamber using 22 swg wire, Ref.No.30A/9437135.

Engine priming

12. Engine priming, prior to starting, is by a carburettor flooder control accessible through a hole in the port engine cowl.

WARNING...

THE CARBURETTOR FLOODER CONTROL SHOULD BE OPERATED BY THE FORE FINGER ONLY, TO ENSURE THAT THE MOVEMENT OF THE ROD IS NOT IN ANYWAY RESTRICTED DUE TO BENDING OR JAMMING IN ITS GUIDE.

Chapter 4

PROCEDURES FOLLOWING HAZARDOUS INCIDENTS

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General

1. A hazardous incident is one which could result in damage to an aircraft, but which may not be readily apparent.

2. When an aircraft has been subjected to such conditions, e.g. heavy landing, to a degree which warrants the pilot of the aircraft reporting the incident in the Form A700, the check in this chapter must be made before the aircraft is again certified as serviceable for flight.

Inspection after a heavy landing

3. This inspection lists certain replacements and adjustments which may be made, but replacement and adjustment is not to be

commenced until all examinations called for have been completed and the overall damage assessed.

4. It is not possible to lay down the precise details of the inspection procedure to be adopted because of the variations of weight, speed and nature and direction of loads. It is therefore recommended that before the inspection is begun the pilot should be consulted for information regarding landing conditions. For example, ascertain:—

(1) Whether it was straight, drifting, wing low, tail or nose heavy.

(2) If any noise indicative of a structural failure was heard.

Item No.	Item	Operation
1.	Main shock absorbers	Examine for bay servicing.
2.	Tail shock absorber	Examine for normal clearance below tail cone.
3.	Main and tail wheels	Remove for bay servicing.
4.	Main undercarriage	Examine for cracks, damage and security.
	(a) Axle stubs	(1) Examine for cracks, damage and security.
	(b) Shock struts	(2) Examine sliding portions for scoring and wear.
		(3) Examine end fittings for loose dowel pins.
		(4) Examine attachment fittings for excessive wear.
	(c) Torque links	Examine for cracks, damage and security.
5.	Engine bearer brackets	Examine for cracks, distortion and damage.
6.	Main planes	
	(a) General	Remove all access panels and open zip fasteners.

Item No.	Item	Operation
	(b) Metal skin	Examine for cracks, defective rivets, damage and wrinkling.
	(c) Wing tip	Examine for cracks, defective rivets, damage and security.
	(d) Internal structure	Examine, as far as possible, for cracks and damage.
	(e) Fabric covering	Examine for correct tautness, signs of broken ribs and damage.
	(f) Aileron and flap hinge brackets	Examine for cracks, damage and security.
	(g) Root end attachment bolts	Examine for signs of movement.
7.	Transverse lifting tube	Examine ends for evidence of looseness.
	Note . . . <i>The control pulleys are mounted on this tube and any defect is to be reported.</i>	
8.	Tail cone	Remove.
9.	Tail wheel and shock absorber	
	(a) Axle bolt	Examine for cracks.
	(b) Wheel fork, yoke and bulkhead attachment bracket	Examine for cracks, damage and security, particularly at welds.
	(c) Tail plane attachments	Examine for signs of movement.
10.	Fuselage	Examine for wrinkling and parting of skin. Examine pick-up frames for distortion.
11.	Flying control surfaces and flaps	(1) Examine for damage. (2) Check for full and free range of movement.

Inspection after a tail slide

5. This inspection lists certain replacements, adjustments and repairs which may be made, but rectification is not to be carried out until all examinations called for

have been completed and the overall damage assessed. Aircraft which are undamaged or are repaired in accordance with Items 1 to 9 may be returned to service.

Note . . .

(1) *Mod. H269 strengthens the attachment of the flange to the left-hand elevator torque tube and the lever to the right-hand elevator torque tube by fitting a H.T.S. pin in place of two opposing rivets.*

(2) *Mod. H276 and H278 provide additional clearance and means of avoiding fouling between the elevator layshaft bell-crank lever and the edge of the access hole in the tail cone.*

Item No.	Item	Operation	Rectification
1	Bulkhead No. 3 group (26AE/841, Pt. No. CI-FS232A/2)	Examine for distortion	Replace bulkhead. Category 3 repair under terms of DCI
2	Skin immediately forward of bulkhead flange	Examine for wrinkling	As for Item 1 plus any skin repair as required
3	Fuselage lower skin:— (a) From horizontal datum, each side, to bottom centre-line (b) From front/rear fuselage joint strap, aft for three frames	Examine for wrinkling and adjacent frames for minor distortion	Fuselage alignment check and if satisfactory, skin panel replacement and frames repair
4	Elevator layshaft (26AE/2009, Pt. No. CI-CF563A/1) and bell-crank	Examine for distortion, operation in the correct plane and for bell-crank fouling the lip of the cable inspection door (26AE/1347, Pt. No. CI-FS829A)	As for Item 1 plus any repair to the layshaft or bell-crank as required
5	Elevator control	Check settings and range of movement in accordance with Pt. 2, Sect. 3, Chap. 1 Note: <i>Incorrect settings or range of movement may indicate damage or shearing of rivets in the elevator torque tubes, pre Mod. H269</i>	(i) If no damage to torque tubes, adjust controls (ii) Torque tubes which cannot be repaired by embodiment of Mod.H269, or with damage other than sheared rivets, are to be repaired by replacement of elevator
6	Member, control box, rear cross group (26AE/1944, Pt. No. CI-CF603A)	Examine for cracks, distortion and security of attachment to the structure	Replace member

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Item No.	Item	Operation	Rectification
7	Aileron rockshaft	Examine for withdrawal of forward end and bearing from member, control box, front cross group (26AE/797, Pt. No. CI-CF125A/1) Note: <i>Any sign of withdrawal indicates distortion of member, control box, rear cross group, if not otherwise apparent</i>	As for Item 6
8	Member, control box, front cross group (26AE/797, Pt. No. CI-CF125A/1)	Examine for cracks, distortion and security of attachment to structure	Replace member
9	Rod, elevator connecting, front and rear control columns (26AE/130, Pt. No. CI-CF179A)	Examine for damage, bending or bowing	Replace rod

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Inspection after excess 'g' loading

6. Mod.H319 introduces an accelerometer (Ref.No.6A/3451) which is bracket-mounted above the front cockpit coaming, on the port side. The limitation of 5g must not be exceeded during manoeuvres. Positive flight inertia loading in excess of the 5g limitation could result in some structural deformation to the aircraft. After an overload incident the basic structure should be examined carefully in the following areas :-

Item No.	Item	Operation
1	Mainplanes	
	(a) Metal skin	Examine for cracks, defective rivets, damage and wrinkling. Pay particular attention to the wing 'D' nose skin, port and starboard, from rib 4 to rib 7. Overstressing results in wrinkling of the top skin in this area.
	(b) Internal Structure	Examine, as far as possible, for cracks and damage.
	(c) Fabric covering	Examine for correct tautness, signs of broken ribs and damage.
2	Flaps	Examine for signs of distortion particularly at the trailing edge, along the 'D' nose, and at the hinge brackets.
3	Fuselage	Examine the fuselage attachment to the main spar pick-up frame and also the keel skin, particularly aft of the frame, for possible compression wrinkles.

If item 1 only shows indications of overload, all the necessary repairs should be carried out, but there is no need for further critical examination of the aircraft structure.

If indications are shown by all the areas listed, then a general and thorough examination of the remaining basic structure should be undertaken.

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