Chapter 6 PROCEDURE FOLLOWING HAZARDOUS INCIDENTS

LIST OF APPENDICES

1. For the purpose of these instructions, a hazardous incident is one which could result in damage to an aircraft although the damage may not be immediately apparent.

2. The information in this Chapter and its Appendices is to be applied when an aircraft has been subjected to an incident and the captain or pilot of the aircraft has reported the fact on Form 700, and before the aircraft is again certified servicable for flight. The checks listed are additional to any routine servicing that may be due.

3. The type of damage which may occur and which should be looked for when carrying out the operation 'Examine for damage' is as follows:-

(1) Insecurity of attachments.

(2) Cracks in, or fracture of, structure and components.

(3) Corrosion or contamination.

(4) Structure distortion or skin wrinkling.

(5) Defective or missing rivets.

(6) Chafing, scoring or fraying.

(7) Broken locking devices.

4. The Appendices detail renewals and adjustments that may be made; renewal is not to be commenced until all the examinations called for have been completed and the overall damage assessed.

Appendix I HEAVY LANDING

Servicing after a heavy landing

1. The following servicing must be carried out whenever the aircraft has made a heavy landing:-

AIRFRAME

Item No.	Item	Operation
1	Shock-absorber struts (nose and main)	(1) Examine for signs of bottoming (2) Examine for signs of oil leakage (serious leakage indicates gland failure and entails fitting a serviced strut) (3) Check for normal extension
2	Ground equipment	(1) Position jacks and boom trestles (2) Raise the aircraft
3	Port and starboard wheel wells	(1) Examine for buckling the edge of the large hole in the rib, through which the head of the shock-absorber leg passes in the retracted position (2) Examine for buckling the front and rear under-carriage diaphragm, particularly above the shock-absorber attachments
4	Main plane root end fairing strips	(1) Examine for signs of movement between the main plane skin and fairing strips
5	Main plane skin in the vicinity of the stub boom attachments	(1) Examine for buckling and loose or pulled rivets
6	This item is applicable if incorrect extension has been found. Port and starboard shock-absorber struts	(1) Remove the inflation valve cap and check for internal leakage by depressing the valve to release the air and examine for the presence of oil (2) Check the air pressure (the correct pressure is 380 p.s.i.) (3) Replenish as necessary (4) Refit the valve cap

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AIRFRAME *(Continued)*

Item No.	Item		Operation
7	This item is applicable if incorrect extension has been found. Nose undercarriage shock-absorber strut	(1)	Remove the inflation valve cap and check for internal leakage by depressing the valve to release the air and examine for the presence of oil
		(2)	Check the air pressure (the correct pressure is 525 p.s.i.).
		(3)	Replenish as necessary
		(4)	Refit the valve cap
8	(1) Main wheels (2) Nose wheels	(1)	Remove for Bay Servicing
9	Alighting gear (1) Port and starboard undercarriage (2) Nose undercarriage	(1)	Examine, by feel, for excessive fore and aft movement and side play
10	Torque links (port and starboard undercarriages)	(1)	Examine for cracks, distortion and signs of shearing of the bolts
11	Undercarriage hydraulic jacks	(1)	Examine the rams for bowing
		(2)	Examine the attachment fittings for signs of movement and shearing of the bolts
12	Main undercarriages (1) Brake shoes	(1)	Remove and mark the shoes for refitment in the same sequence
		(2)	Clean with a rag and a dry brush
		(3)	Examine for excessive wear, loose rivets and damage
	(2) Brake springs and lugs	(1)	Clean and examine for fracture
	(3) Expansion bags	(1)	Examine the bags for deterioration, and the pipe connections for security of attachment
	(4) Brake, flexible pipelines	(1)	Examine for chafing (particularly in the vicinity of the top of the shock-absorber), damage and security of attachment

AIRFRAME *(Continued)*

Item No.	Item		Operation
	(5)	Seperator plates	(1) Examine for cracks and distortion
	(6)	Brake shoes and springs	(1) Refit in sequence
13	Alighting gear attachment fittings.		
	(a)	Port and starboard undercarriage	(1) Examine for cracks and distortion
	(b)	Nose undercarriage	(2) Examine for signs of movement on the spars and bulkheads, and for shearing of the bolts in the vicinity.
	(c)	Nose wheel structure	(1) Remove the upper bolts *(Ref.No.28D/12643)* attaching the nose wheel top structure stay tubes to No.1 bulkhead
			(2) Examine the bolts for signs of bending or shear strains **Note...** *Special attention is to be paid to the base of the threads where they meet the plain shank of the bolt.*
			(3) Replace with new bolts if there are any signs of damage, or refit existing bolts if serviceable
14	Main spars and skin in the vicinity of the undercarriage fittings (port and starboard)		(1) Examine for buckling, wrinkling and distortion (2) Examine for sheared or loose rivets
15	Port and starboard undercarriage		
	(1)	Shock-absorber strut	(1) Examine for cracks and damage
	(2)	Stub axle casting	
16	Radius rod assembly (port, starboard and nose undercarriages)		(1) Disconnect the lower radius rod from the shock-absorber strut (2) Examine the locking mechanism for damage (3) Examine the latch plates for cracks and distortion (4) Check the radius rod stop screw for correct adjustment, by swinging the latch arm and ensuring that the roller runs freely in the slot over the complete range. Adjust as necessary, and ensure that the top screw is correctly locked

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AIRFRAME *(Continued)*

Item No.	Item	Operation
	Radius rod assembly (port, starboard and nose undercarriages	(5) Examine the radius rod for cracks, corrosion and excessive wear at the pivots (6) Examine the shock-absorber support link for distortion and damage (7) Reconnect the lower radius rod
17	Nose undercarriage (1) Self-centring device (2) Nose wheel barrel casting	 (1) Examine, by operation, for correct functioning (1) Examine for cracks and damage
18	Main and nose wheels	(1) Fit serviced wheels
19	Boom bumper pads	(1) Examine the pads, and the fuselage skin in the vicinity, for buckling and other damage
20	Port and starboard undercarriage	(1) Examine for obstructions during retraction (2) When the undercarriage is retracted, check that the clearance between the latch plate roller and the end of the slot is 1/16 in. to 3/32 in. Use Prestic Blue for this check.
21	Nose undercarriage strut swivel lug	(1) Remove the nose wheel door guide plate if secured by bolts (do not disturb if riveted), and thoroughly clean the inner and outer faces of the lower portion of the swivel lug (2) Check the lug for cracks, paying particular attention to the area around each of the door guide plate attachment bolts or rivet holes (3) If any sign of a crack is observed, the swivel lug is unserviceable and must be renewed
22	Nose undercarriage	(1) Examine for obstructions during retractions (2) When the undercarriage is lowered, check that the clearance between the latch plate roller and the end of the slot is 1/16 in. to 3/32. in. Use Prestic Blue for this check

AIRFRAME *(Continued)*

Item No.	Item	Operation
23	Ground equipment	(1) Operate the jacks and boom trestles to lower aircraft
24	Aircraft generally	(1) Ensure that all tools, rags and other materials used during airframe servicing have been removed from the aircraft

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Item No.	Item	Operation
1	Radar equipment	(1) Examine for damage and security of attachment (2) Carry out functional test in accordance with A.P.4335D, Vol.4, Part 2, Sect.5
2	Aircraft generally	(1) Ensure that all tools, rags and other materials used during radar servicing have been removed from the aircraft

WIRELESS

Item No.	Item	Operation
1	Wireless equipment	(1) Examine for damage and security of attachment (2) Examine, by operation, for correct functioning in accordance with A.P.4335D, Vol.4, Part 2, Sect.5
2	Aircraft generally	(1) Ensure that all tools, rags and other materials used during wireless servicing have been removed from the aircraft

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Appendix 2 EXCESSIVE G LOADING

Servicing after excessive G loading

1. The following servicing must be carried out whenever the aircraft has been subjected to excessive G loading:-

AIRFRAME

Item No.	Item	Operation
1	This item is to be carried out after the aircraft has exceeded 6.5 G.	
	(a) All engine cowlings	(1) Remove
	(b) Gun bay doors	(2) Examine thoroughly for distortion, paying special attention to serviceability and correct adjustment of the fasteners and stirrups
		(3) Replace all cowlings and gun bay doors