

Chapter 3A  
TAIL UNIT

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DESCRIPTION

**General**

1. With the exception of minor structural differences at the base of the fin balance chamber and the fin fillet fairings illustrated in Fig.2 of this chapter, the basic fin structure is the

same as that of a Mk.1 aircraft described and illustrated in Chapter 3 of this Section.

2. A smaller rudder, illustrated in Fig.1 and 2 of this chapter, is fitted to Mk.1A aircraft because of the higher

curvature of the rear fuselage, but the description in Chapter 3 of this Section is applicable to it.

3. With these exceptions reference must be made to Chap.3 of this Section for information.

REMOVAL AND ASSEMBLY

◀ **RUDDER**

4. Information on rudder removal is given in Chap.3, fig.6 of this Section to which reference must be made.

5. When fitting a rudder to the aircraft a check must be made to ensure that a minimum clearance of 0.5 in. exists between the rudder position indicator transmitter arm and the pipe

between the charging point and the coaxial switch Type 11113. If necessary, carefully rebend the pipe to obtain the clearance. ▶

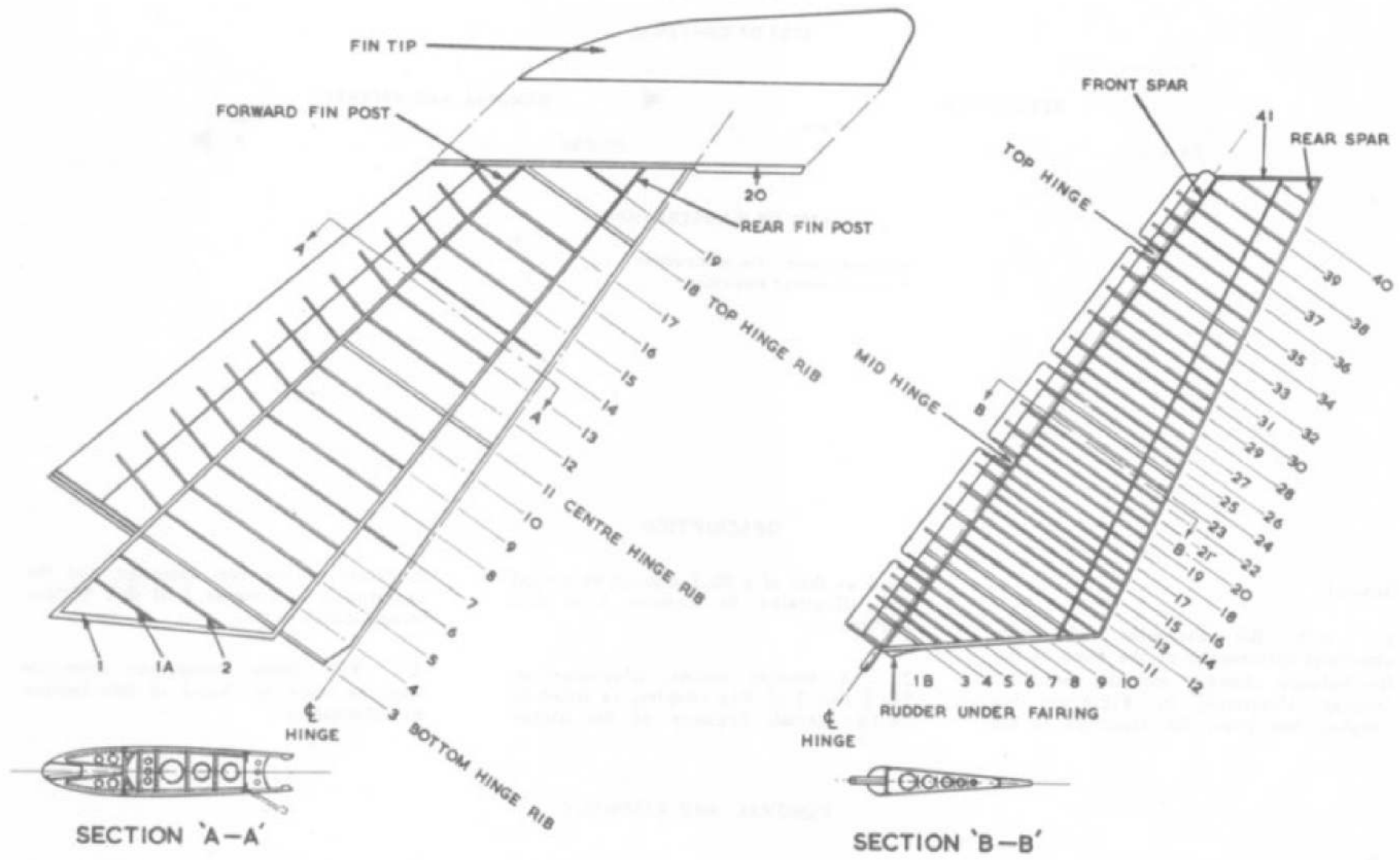


Fig.1. Rib positions - fin and rudder  
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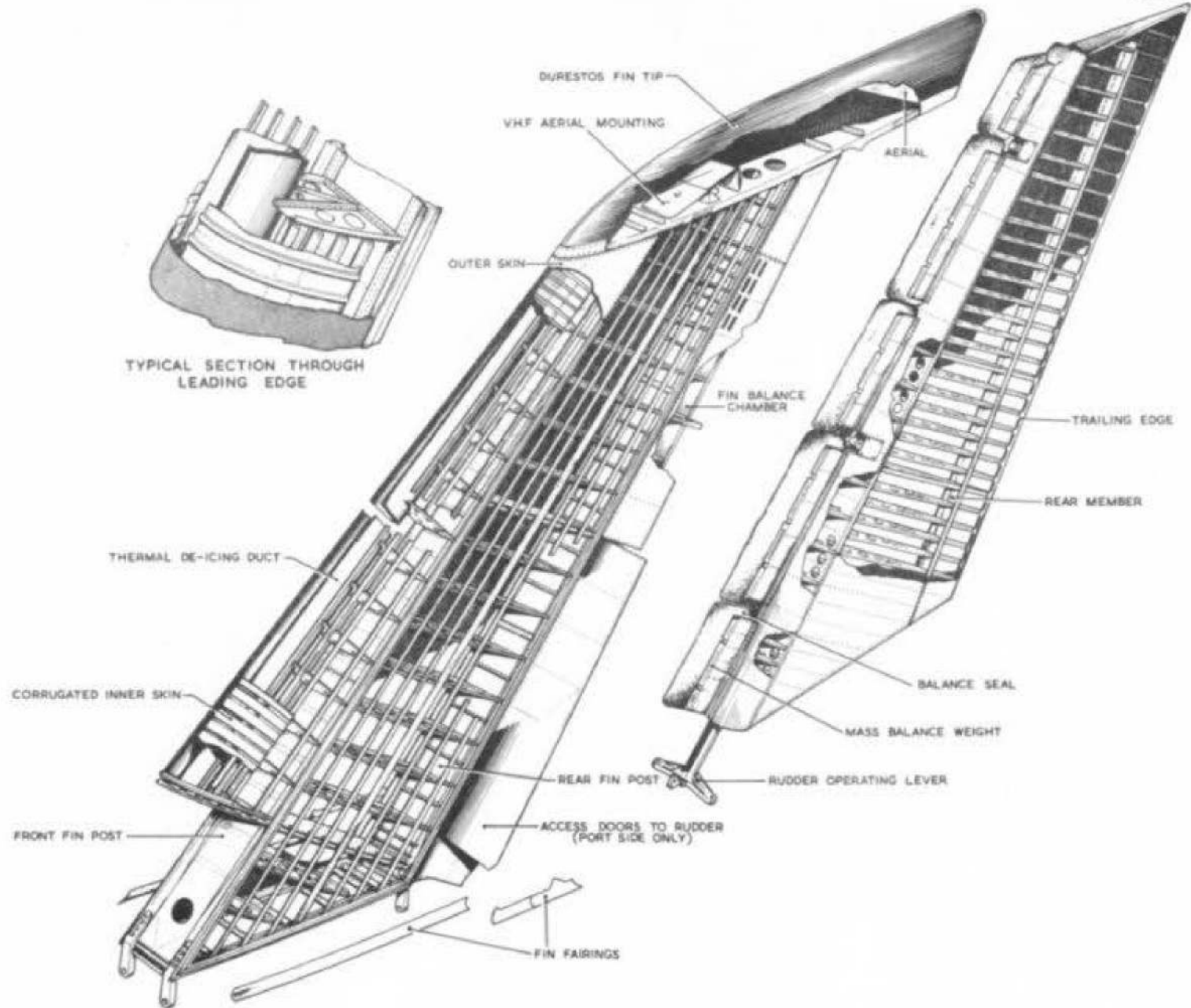


Fig. 2. Fin and rudder structure  
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