

CHAP 1 AIRFRAME SP 18 AL 4 SHEET 1 OF 3	SERVICING PROCEDURE F53 T55	BAC F53 & T55 (SA) 5A3A Section 1 2nd Edition
RUDDER - REMOVAL		AFSC 43151
Safety and Servicing Notes are to be complied with throughout the work detailed on this card.		TIME EST
SPECIAL TOOLS AND EQUIPMENT		ASSOCIATED PROCEDURES
Rudder sling (26DK/95022). Shear bush extractor (26DK/95172).		
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<p>1. PREPARATION</p> <p>1.1 Accumulators (No.1 and No.2 control systems). Ensure no hydraulic pressure.</p> <p>1.2 Rudder sling. Fit.</p> <p>2. REMOVAL (SEE FIG.1).</p> <p>2.1 Upper hexagon-headed bolt on bottom hinge bracket. Remove.</p> <p>2.2 Hexagon drive-screws (quantity 4) securing rudder to bottom hinge bracket. Remove.</p> <p>2.3 Shear bushes. Remove using extractor.</p> <p>2.4 Top hinge bracket. Remove split pin, special nut, bolt and bushes.</p> <p>2.5 Top hinge bracket. Free from fin.</p> <p>2.6 Rudder.</p> <ul style="list-style-type: none"> (i) Free from bottom hinge bracket. (ii) Remove. <p>NOTE: Sub-item 2.7 is applicable only if a new rudder is to be fitted.</p> <p>2.7 Bottom hinge bracket. Remove from rudder pintle.</p> <p>NOTE: If the rudder being removed has a trim strip, an identical strip must be fitted to the replacement rudder.</p>		
Continued Overleaf		
SERVICING PROCEDURE INSPECTION STAGES DO NOT EXCLUDE ADDITIONAL INSPECTION STAGES INCORPORATED AS NECESSARY IN MAINTENANCE CERTIFICATION DOCUMENTS		

CHAP. 1 AIRFRAME S.P. 18 A.L. 4 SHEET 2 OF 3	SERVICING PROCEDURE F53 T55	BAC F53 & T55 (SA) 5A3A Section 1 2nd Edition
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2. REMOVAL (See Fig.1) (contd)

2.8 Hinge bolts and bushes.

2.9 Rudder bottom hinge fittings and pintle attachment point.

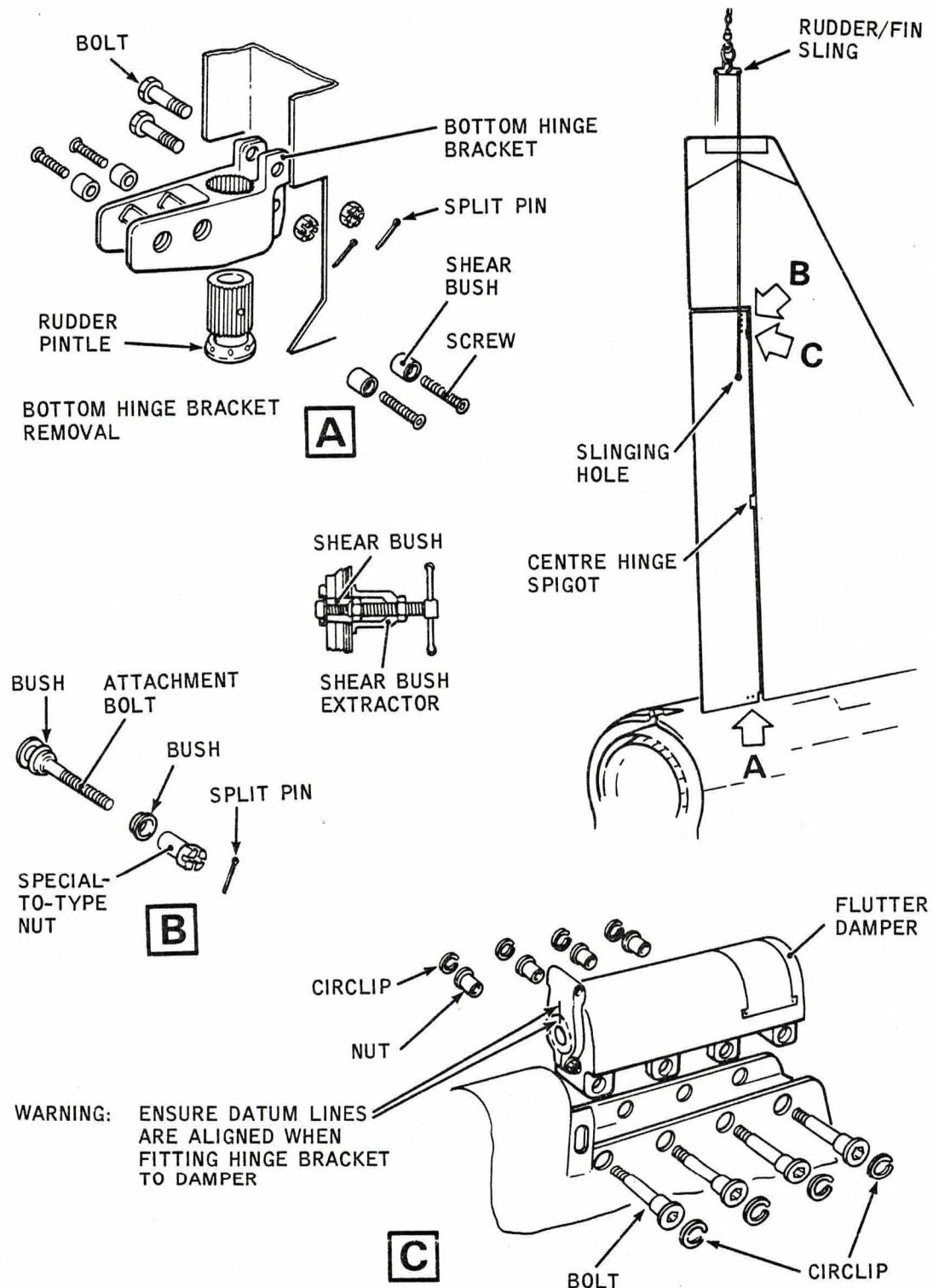
2.10 Rudder hinge fittings.

Examine for signs of the following:

- (a) Insecure (unsafe) attachment.
- (b) Cracks or fractures.
- (c) Corrosion, contamination or deterioration.
- (d) Distortion.
- (e) Loose or missing rivets.
- (f) Chafing, fraying, scoring or wear.
- (g) Faulty or broken locking devices.
- (h) External damage.

Continued

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RUDDER - REMOVAL AND ASSEMBLY

FIGURE 1

A close-up, low-angle shot of an aircraft's internal wiring harness. The harness consists of numerous orange and white insulated wires, some of which are bundled together with black zip ties. The wires are installed in a metal channel within the aircraft's fuselage. In the upper left, a large, cylindrical component, possibly a motor or pump, is visible, with several wires attached to it. The overall environment is metallic and industrial, with various structural elements of the aircraft visible in the background.

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