

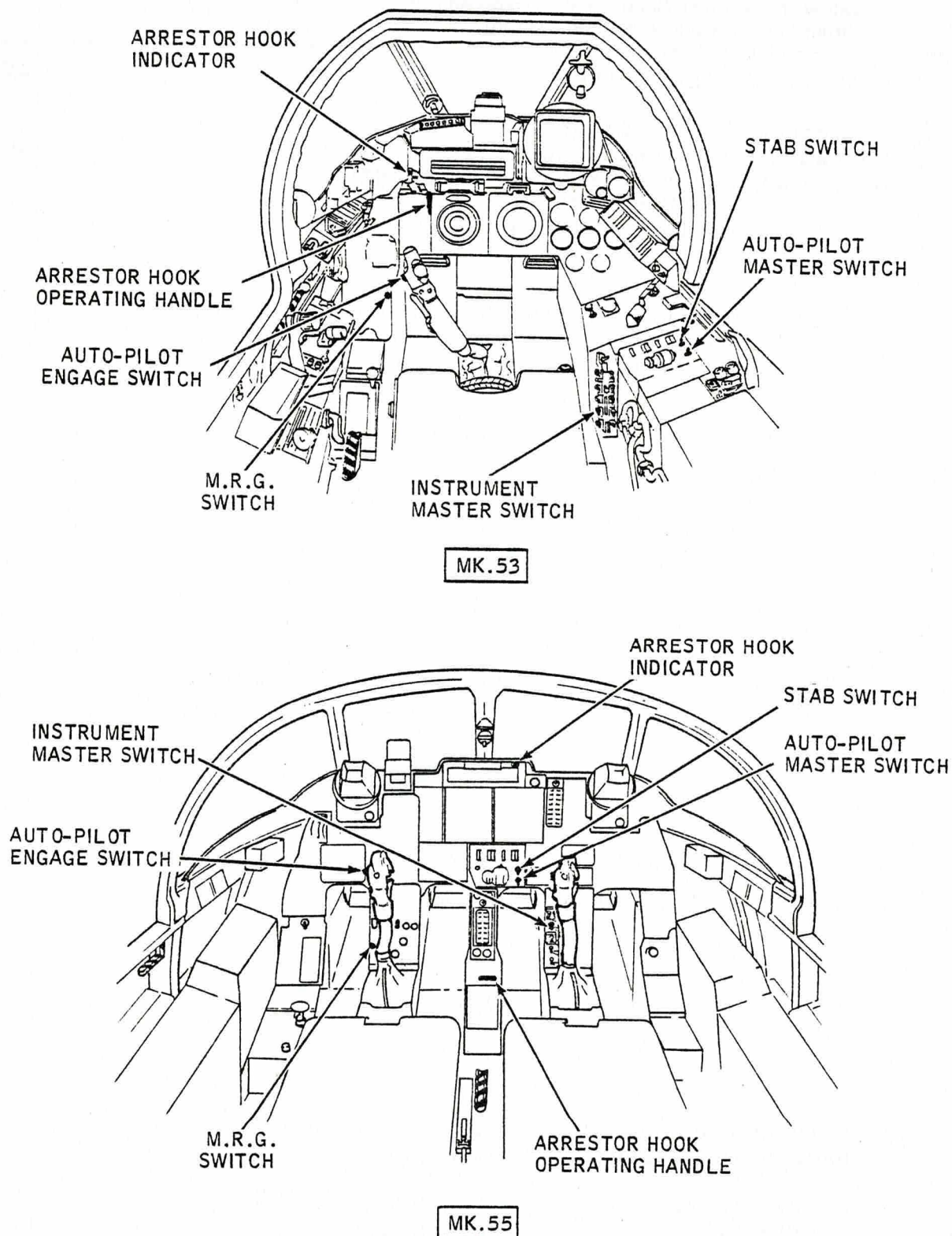
CHAP 1 AIRFRAME SP. 26 AL 4 SHEET 1 OF 8	SERVICING PROCEDURE F53 T55	BAC F53 & T55 (SA) 5A3A Section 1 2nd Edition
Rudder Auto-stabilizer Actuator - Removal	AFSC 42152 43151 43250	TIME EST
Safety and Servicing Notes are to be complied with throughout the work detailed on this card.		
<p>SPECIAL TOOLS AND EQUIPMENT</p> <p>Travel gauge (26DK/95286). Auto-stabilizer neutral setting pin (26DK/95134). Locally manufactured trammels (26DK/NIV). Locating pin (26DK/95127). Tyre inflation rig (4G/105042).</p> <p>NOTE: Where reference is made to rudder neutral position, ascertain from Airframe Log Card any deviation from the standard detailed.</p> <p style="text-align: center;"><u>43250</u></p> <p>1. PREPARATION</p> <p>1.1 No.2 Reheat jet pipe. Remove (SP 9 (P)).</p> <p style="text-align: center;"><u>43151</u></p> <p>2. PREPARATION</p> <p>2.1 Aircraft. (i) Raise on jacks until all wheels are clear of ground. (ii) Trestle at Frame 59. (iii) Trestle at Frame 44.</p> <p>NOTE: Sub-Item 2.1 (iii) is applicable only if both engine hatches are removed.</p> <p style="text-align: center;"><u>42152/43151</u></p> <p>3. PREPARATION</p> <p>3.1 Ground air charging/ Remove blank. release connexion (Access panel 63P (left)).</p> <p>3.2 Services system Release pressure by operating hydraulic pressure. brake lever.</p> <p>3.3 Hydraulic test (i) Prime. trolleys. (ii) Bleed.</p>		<p>ASSOCIATED PROCEDURES</p> <p>SP 9 (P) 603 (AF)</p>
		Continued Overleaf
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CHAP. 1 AIRFRAME
 SP 26 AL 4
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SERVICING PROCEDURE
 F53 T55

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INSTRUMENT AND AUTO-PILOT SWITCHES
 FIGURE 1

Continued

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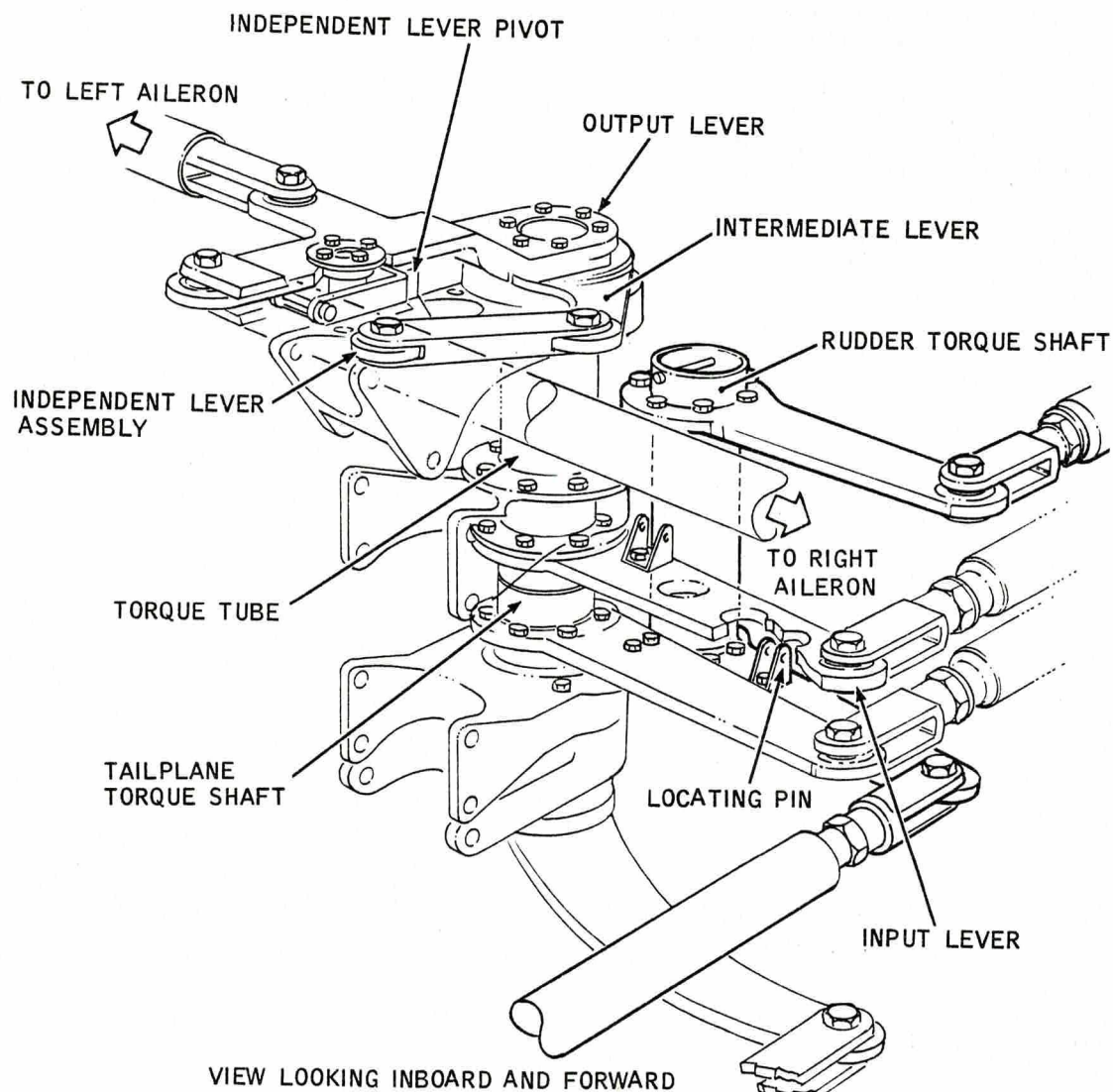
3. PREPARATION (Contd)

- | | |
|---|--|
| 3.4 No.1 Services
ground test connexions
(Access panel 45P (left)). | Connect hydraulic trolley. |
| 3.5 No.1 Controls ground
test connexions (Access
panel 45P (left)). | Connect hydraulic test trolley. |
| 3.6 Hydraulic reservoirs
(Services and No.1
controls system). | Replenish (SP 603 (AF)). |
| 3.7 Tyre inflation rig
(4G/1050542). | (i) Connect to ground air
charging/release connexion
(Access panel 63P (left)).
(ii) Set rig to deliver a pressure
of between 16 & 18 lbf/in2. |
| 3.8 Access panel 84S (right). | Remove. |
| 3.9 Heat shield (between Frames
56 and 57 (right)). | Remove. |
| 3.10 External d.c. power supply. | (i) Connect.
(ii) Switch to ON. |
| 3.11 External a.c. power supply. | (i) Connect.
(ii) Switch to ON. |
| 3.12 MRG switch. | Set to OFF (See Fig.1). |
| 3.13 STAB switch (On controller). | Set to OFF (See Fig.1). |
| 3.14 Autopilot engage switch
(On control column). | Set to OFF. (See Fig.1). |
| 3.15 Instrument master switch. | Set to ON (See Fig.1). |
| 3.16 Autopilot master switch
(On controller). | Set to ON (See Fig.1). |
| 3.17 Rudder auto-stabilizer
actuator. | (i) Set to neutral using
aircraft hand pump.
(ii) Check neutral using setting
pin (26DK/95134). |
| 3.18 Rudder auto-stabilizer
actuator. | Remove setting pin. |

Continued Overleaf

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NON-LINEAR GEARING MECHANISM
FIGURE 2

Continued

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SERVICING PROCEDURE

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3. PREPARATION (contd)

- | | |
|--|---|
| 3.19 Rudder travel gauge. | Fit (26DK/95286). |
| 3.20 Main undercarriage. | Ensure ground locks fitted. |
| 3.21 Nose undercarriage. | Remove ground lock. |
| 3.22 Pitot/Static test set. | Connect. |
| 3.23 Pitot/Static system. | Pressurize to equivalent of
165 Kt. |
| 3.24 Undercarriage lever. | Select to UP. |
| 3.25 Nose undercarriage. | Raise, using test trolley hand
pump, until indicator lamp is
out. |
| 3.26 Services system. | Pressurize to 3000 lbf/in2. |
| 3.27 Pitot/Static system. | Pressurize to equivalent of
650 Kt. |
| 3.28 No.1 Controls system. | Pressurize to 3000 lbf/in2. |
| 3.29 Feel selector. | Ensure set to IN. |
| 3.30 Rudder trim. | Trim to neutral ensuring
indication on gauge is correct. |
| 3.31 Rudder control system
vertical torque shaft
(Access panel 26S (right)
(F53)), (Access panel
20S (right) (T55)). | Fit locating pin (26DK/95127). |
| 3.32 Rudder. | Ensure neutral. |
| 3.33 Rudder control system
vertical torque shaft. | Remove locating pin. |
| 3.34 Pitot/Static system. | Release pressure and remove
test set. |
| 3.35 Undercarriage lever. | Select to DOWN. |
| 3.36 Nose undercarriage. | Fit ground lock. |

Continued Overleaf

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3. PREPARATION (contd)

- | | |
|---|---|
| 3.37 Autopilot master switch
(On controller). | Set to OFF. |
| 3.38 Instrument master switch. | Set to OFF. |
| 3.39 External d.c. power supply. | Set to OFF. |
| 3.40 External a.c. power supply. | Set to OFF. |
| 3.41 Services and No.1 controls
hydraulic test trolleys. | STOP. |
| 3.42 Rear services system
accumulator. | Exhaust pressure by selecting
feel in and out. |
| 3.43 No.1 Controls system. | Exhaust pressure by operating
tailplane control. |
| 3.44 Tyre inflation rig.
(4G/1050542). | (i) Remove.
(ii) Ensure all air is released;
fit and tighten blank. |

4. REMOVAL

- | | |
|---|--|
| 4.1 Auto-stabilizer actuator
pig-tail cable (At in-line
connector). | Disconnect. |
| 4.2 Hydraulic pressure connexion. | (i) Disconnect.
(ii) Fit blanks (See Fig.3). |
| 4.3 Hydraulic return connexion. | (i) Disconnect.
(ii) Fit blanks (See Fig.3). |
| 4.4 Adjustable connecting rod
to actuator ram (Attached
to cradle shaft). | (i) Remove locking wire.
(ii) Disconnect. |
| 4.5 Actuator rear attachment
shear pin (Frame 57). | (i) Remove split pin & collar.
(ii) Disconnect. |
| 4.6 Auto-stabilizer actuator. | Remove. |

Continued

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CHAP. 1 AIRFRAME

S.P. 26 A.L. 4

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SERVICING PROCEDURE

F53

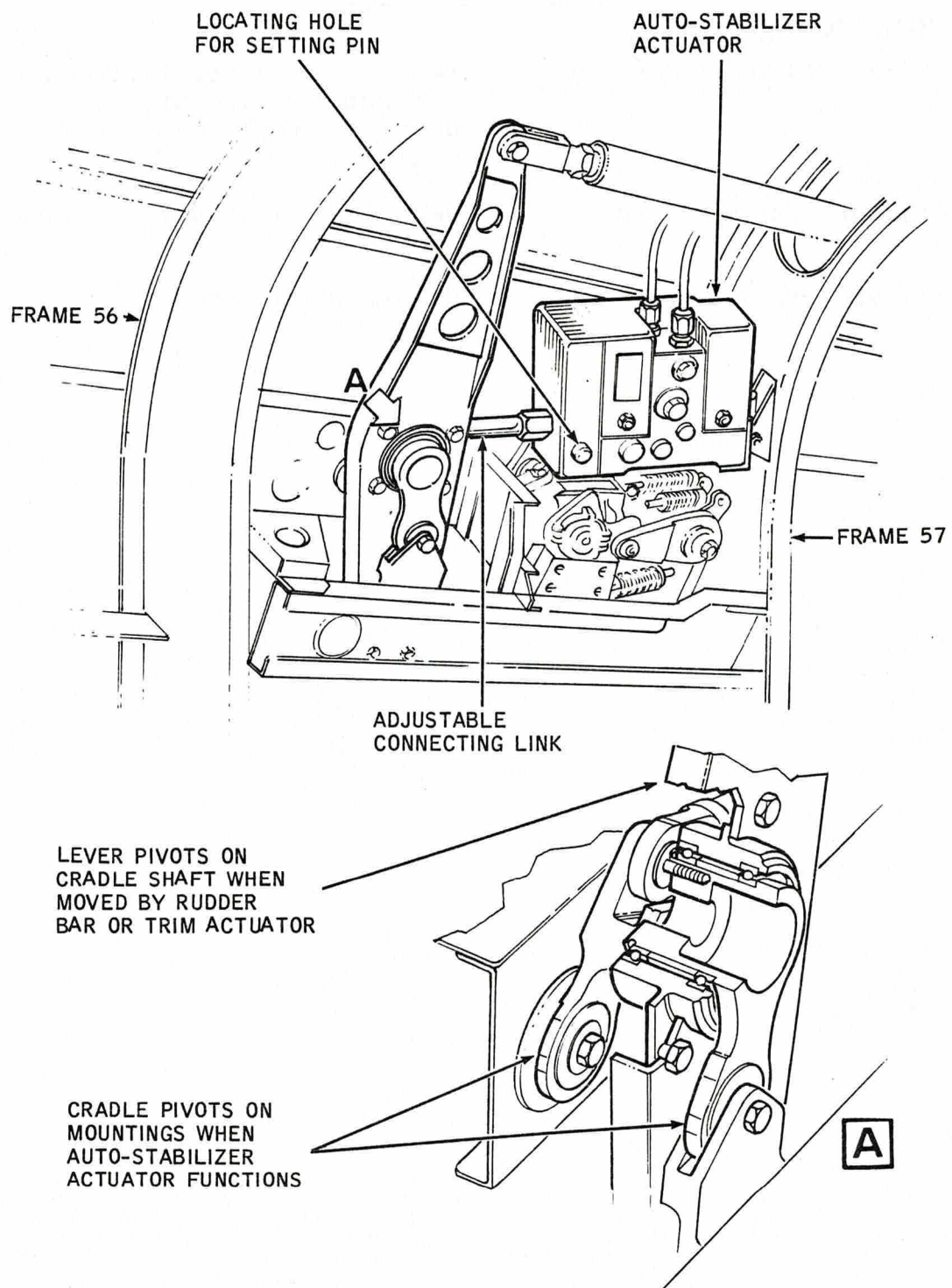
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FEEL, TRIM AND AUTO-STABILIZER ACTUATOR INTERCONNECTION

FIGURE 3

Continued Overleaf

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5. COMPLETION

- | | |
|--------------------------------|---|
| 5.1 Auto-stabilizer actuator. | Record pin centre (From connecting rod end to auto-stabilizer link, using locally manufactured trammels (26DK/NIV). |
| 5.2 Adjustable connecting rod. | Remove from actuator complete with lock nut. |
| 5.3 Rear pick-up link. | Remove from actuator. |

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