

CHAP 2 AIRFRAME SP 123 AL 4 SHEET 1 OF 5	SERVICING PROCEDURE F53 T55	BAC F53 & T55 (SA) 5A3A Section 1 2nd Edition	
Cabin - AI23S Bullet Exhaust Joint Functional Check		AFSC 42251	TIME EST
Safety and Servicing Notes are to be complied with throughout the work detailed on this card.			
SPECIAL TOOLS AND EQUIPMENT Inflation pump (4G/3743). Adapter (26DK/95228). Gauge 0-15lbs - quantity 2 (4G/5809). Pressurization rig (4F/1714). Adapter (26DK/95401). Sleeve AGS2111/B (28F/5722). Coupling AGS1140/B (28F/9439950). Blank adapter (26DK/95840). Adapter (4F/1042289). Adapter (4F/2459). <div style="text-align: center;"><u>42251</u></div>			ASSOCIATED PROCEDURES
1. PREPARATION 1.1 Emergency ram air valve. Ensure closed. 1.2 Demist control lever. Ensure set to OFF. 1.3 Canopy seal testpoint (left side - T55; left side bulkhead - F53). Fit adapter (26DK/95228) and gauge (4G/5809). 1.4 Canopy seal guard. Remove. 1.5 Canopy jack safety strut. Remove. 1.6 Forward equipment hatch. Open. 1.7 AI23S radar bullet. Ensure fitted. 1.8 Cabin/bullet exhaust nut (Nose under - carriage bay). (i) Remove. (ii) Fit blank (ST11/18250). 1.9 External d.c. power supply. (i) Connect. (ii) Set to ON. 1.10 Static bleed (Forward equipment compartment) (Frame 4A(T55); Frame 5 (F53)). Blank, using sleeve (AGS2111/B) and cone plug (AGS1140/B).			
			Continued Overleaf
SERVICING PROCEDURE INSPECTION STAGES DO NOT EXCLUDE ADDITIONAL INSPECTION STAGES INCORPORATED AS NECESSARY IN MAINTENANCE CERTIFICATION DOCUMENTS			

CHAP 2 AIRFRAME	SERVICING PROCEDURE	BAC F53 & T55 (SA)
SP 123 AL 4	F53 T55	5A3A Section 1
SHEET 2 OF 5		2nd Edition

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4 2 2 5 1

1. PREPARATION (contd)

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|------|--|---|
| 1.11 | Cockpit pressure test connexion (Forward equipment compartment Frame 4A (T55); Frame 5 (F53)). | (i) Remove blank.
(ii) Fit 0-15lbf/in2 gauge (4G/5809) and adapter (4F/2459 and 26DK/95401) ensuring tube is as short as possible. |
| 1.12 | Ground test connexion (Access panel 26P(left) (F53)); (Access panel 20P (left) (T55)). | Connect pressurization rig (4F/1714 and adapter (4F/1042289). |
| 1.13 | Canopy seal inflation connexion (Access panel 25P(left) (T55); Access panel 21P(left) (F53)). | (i) Connect inflation pump (4G/3743).
(ii) Pressurize system to approx 100lbf/in2. (Indicated on gauge near to inflation point). |
| 1.14 | Canopy. | (i) Close, using aircraft hand pump.
(ii) Lock, using external handle. |
| 1.15 | Canopy indicator lamp. | Ensure extinguished. |
| 1.16 | Canopy seal reducing valve. | Ensure operating correctly by checking that gauge (4G/5809) indicates between 7.75 and 9.5 lbf/in2. |

2. TESTING

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| 2.1 | Pressurization rig (4F/1714). | Set relief valve to 5lbf/in2. |
| 2.2 | Cockpit. | Pressurize at rate not exceeding 2lbf/in2 per min, using pressurization rig (4F/1714). |
| 2.3 | Combined exhaust valve (Forward equipment bay). | Check that safety valves relieve when pressure is between 4.4 and 4.5 lbf/in2 as indicated on test gauge on Frame 5 (F53) and Frame 4A(T55). |
| 2.4 | Pressurization rig. | Stop. |

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CHAP 2 AIRFRAME	SERVICING PROCEDURE	BAC F 53 & T 55 (SA)
SP 123 AL 4	F53 T55	5A3A Section 1
SHEET 3 OF 5		2nd Edition

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4 2 2 5 1

2. TESTING (contd)

2.5 Cockpit. Check and record time taken for pressure to drop from 4 to 2 lbf/in².

NOTE:- In sub-item 2.5 the time should not be less than 40 sec. following a major servicing or refurbishing on which a new canopy seal was fitted. For in service aircraft between majors or refurbishing a time of not less than 30 sec. is acceptable.

2.6 Static bleed (Forward equipment compartment). Remove blank.

2.7 Pressurization rig. Ensure relief valve set to 5lbf/in².

2.8 Cockpit. Pressurize at rate not exceeding 2lbf/in² per minute, using pressurization rig.

2.9 Pressurization rig. Stop.

2.10 Cockpit. Check and record time taken for pressure to drop from 4 to 2 lbf/in².

2.11 Comparatorgraph (See Fig.1).

- (i) Transfer reading obtained at sub-item 2.5 to Y axis.
- (ii) Extend horizontally to curve of graph.
- (ii) Note point of intersection relative to X axis.
- (iv) Reading obtained at sub-item 2.10 is to be more than that obtained at sub-item 2.11 (iii) above.

NOTE: If reading obtained at sub-item 2.10 is less than that obtained at sub-item 2.11 (iii) the cabin AI23S cabin/bullet exhaust joint is to be treated as suspect and investigated.

3. COMPLETION

3.1 Pressurization rig and adapter (4F/1042289).

- (i) Disconnect.
- (ii) Fit blank and wirelock.

Continued Overleaf

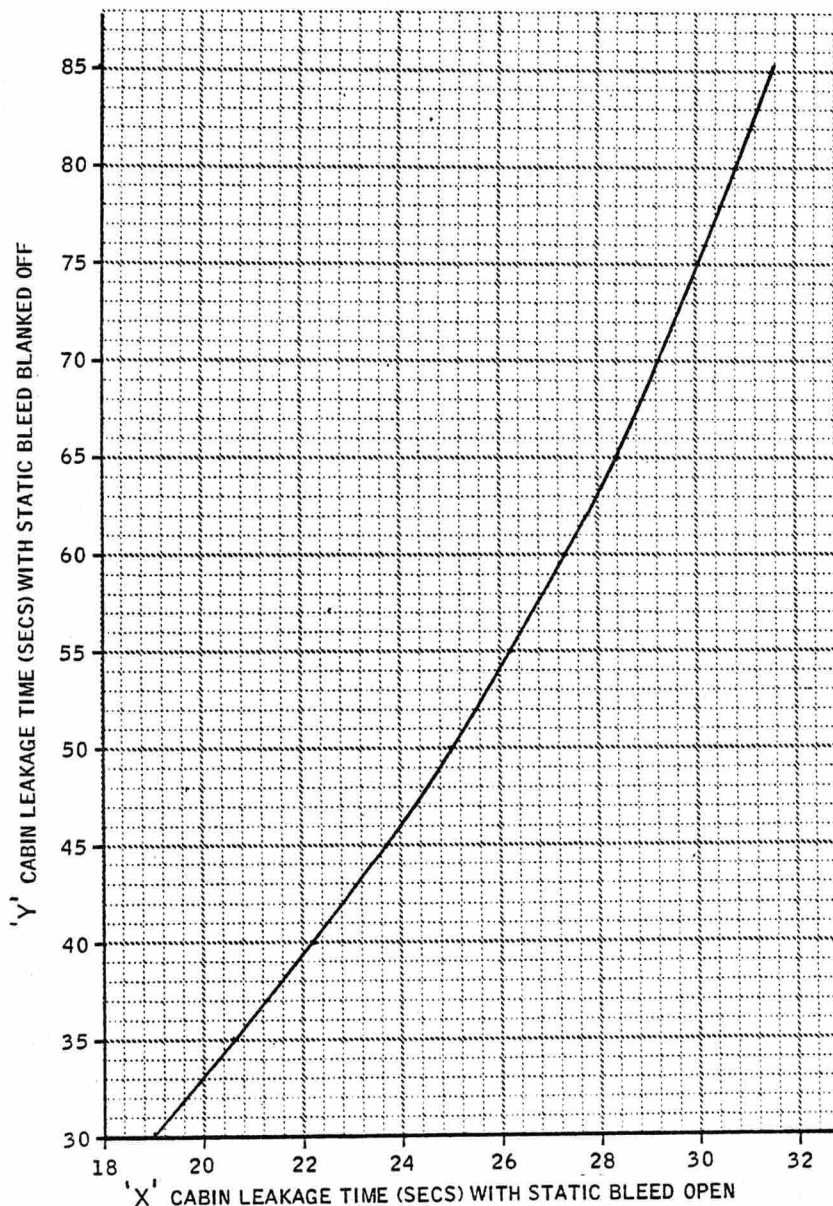
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CHAP 2 AIRFRAME
SP 123 AL 4
SHEET 4 OF 5

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F53 T55

BAC F53 & T55 (SA)
5A3A Section 1
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CABIN LEAKING

FIGURE 1

Continued

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CHAP 2 AIRFRAME	SERVICING PROCEDURE	BAC F53 & T55 (SA)
SP 123 AL 4	F53 T55	5A3A Section 1
SHEET 5 OF 5		2nd Edition

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42251

3. COMPLETION (contd)

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|---|--|
| 3.2 Cabin/bullet exhaust
(Nose undercarriage bay). | (i) Remove blank (ST11/18250)
(ii) Fit nut hand tight.
(iii) Wirelock. |
| 3.3 Cockpit pressure test
connexion (Frame 4A(T55);
Frame 5 (F53)). | (i) Remove gauge and adapter.
(ii) Fit blank and wirelock. |
| 3.4 Canopy seal inflation
connexion. | (i) Remove inflation pump.
(ii) Fit schrader cap. |
| 3.5 Cockpit. | (i) Ensure pressure is zero.
(ii) Open canopy. |
| 3.6 Canopy seal test point. | (i) Remove gauge and adapter.
(ii) Fit blank and wirelock. |
| 3.7 External d.c. power
supply. | (i) Set to OFF.
(ii) Disconnect. |
| 3.8 Access panels. | Refit. |

NOTE:- All wirelocking to be of 22 S.W.G. stainless steel wire unless otherwise stated.

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