

CHAP 2 AIRFRAME SP 143 AL 4 SHEET 1 OF 5	SERVICING PROCEDURE F53 T55	BAC F53 & T55 (SA) 5A3A Section 1 2nd Edition
Services and Controls Hydraulic Leak Check		AFSC 42152 32550 43151
Safety and Servicing Notes are to be complied with throughout the work detailed on this card.		TIME EST
SPECIAL TOOLS AND EQUIPMENT		
Pitot/Static test set (6C/1042139). Tyre inflation rig (4G/1050542). Adapter (locally manufactured).		ASSOCIATED PROCEDURES SP106 (AF) 108 (AF) 110 (AF) 151 (AF) 152 (AF) 402 (AF) 602 (AF) 603 (AF)
NOTE 1 : This servicing procedure must be carried out with No.1 and No.2 engines, jet pipes and weapon pack removed, and the aircraft in the jacked and trestled position in accordance with local instructions.		
NOTE 2 : No.2 engine hatch jury strut must be fitted at all times during this servicing procedure.		
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<p>1. PREPARATION</p> <p>1.1 Mainplane leading edges. Ensure removed.</p> <p>1.2 Ground air charging/ release connexion (Access panel 63P (left)). Remove blank.</p> <p>1.3 Services system hydraulic pressure. Release pressure by operating brake lever.</p> <p>1.4 Hydraulic test trolleys. (i) Prime. (ii) Bleed.</p> <p>1.5 No.1 services ground test connexions. (Access panel 45P (left)). Connect hydraulic test trolleys.</p> <p>1.6 No.1 controls ground test connexions (Access panel 45P (left)). Connect hydraulic test trolleys.</p> <p>1.7 No.2 controls ground test connexions (Access panel 67P (left)). Connect hydraulic test trolley.</p>		
<div style="border: 1px solid black; padding: 2px; display: inline-block;">Continued Overleaf</div>		

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1. PREPARATION (Contd)

1.8 No.2 services hydraulic pump flexible pipes. (i) Support.
(ii) Fit locally manufactured adapters.
(iii) Connect hydraulic test trolley.

NOTE: During sub-item 1.7 extreme care must be taken to ensure flexible pipes do not become kinked.

1.9 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 and 18 lbf/in².

1.10 Hydraulic accumulators. Check pressure (SP 602(AF)).

1.11 Hydraulic reservoirs. Replenish (SP 603(AF)).

1.12 Slave battery. Fit.

1.13 Battery isolating switch. Set to ON.

1.14 Pitot/Static test set. Connect.

1.15 Armament safety break. (i) Remove from lanyard.
(ii) Stow lanyard and flag in stowing pocket.

1.16 Undercarriage toggle switch. Ensure set to DOWN.

1.17 Ailerons. Ensure neutral.

1.18 Brake parachute. Ensured removed.

1.19 Nose undercarriage. Ensure aligned fore and aft.

1.20 Aircraft. (i) Remove all heat shields protecting hydraulic components, couplings and pipe connexions.
(ii) Using T153 cleaning fluid, clean all hydraulic connexions in areas defined in sub-item 1.20 (i).

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1. PREPARATION (Contd)

1.20 Aircraft (contd).

(iii) Using T153 cleaning fluid clean hydraulic connexions exposed by removal of weapon pack.

2. SERVICES SYSTEM - LEAK CHECK

2.1 No.1 Services hydraulic system. Pressurize to 3000 lbf/in².

2.2 Pitot/Static system. Pressurize to equivalent of 165 Kt.

2.3 Undercarriage ground locks. Remove.

2.4 Undercarriage toggle switch.

(i) Set to UP.
(ii) Using only one test trolley (SP 106(AF)), ensure undercarriage retracts.

2.5 Flap toggle switch. Set to DOWN.

2.6 Canopy. Set to CLOSE.

2.7 Airbrakes. Set to OPEN.

2.8 Brake lever. Set to PARK.

2.9 Feel selector. Set to ON.

2.10 No.2 Services system. Pressurize to 3000 lbf/in².

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3. SERVICES SYSTEM - LEAK CHECK

3.1 Auto-stabilizers. Observe all control surfaces (SP 119(AF)).

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4. SERVICES SYSTEM - LEAK CHECK

4.1 Aircraft.

Leak check services system pipelines, paying special attention to areas defined in sub-item 1.20 (i).

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4. SERVICES SYSTEM - LEAK CHECK (Contd)

4.2 No.2 Services hydraulic test trolley. Stop.

4.3 Undercarriage toggle switch. Set to DOWN (SP 106(AF)).

4.4 Flap toggle switch. Set to UP .

4.5 Canopy. Set to OPEN.

4.6 Airbrakes. Set to CLOSE.

4.7 Brake lever. Set to OFF.

4.8 Feel selector. Set to OFF.

4.9 No.2 Services system. Pressurize to 3000 lbf/in².

4.10 Aircraft. Leak check services system pipelines paying special attention to areas defined in sub-item 1.20 (i).

4.11 No.1 and No.2 Services hydraulic test trolleys. Stop.

5. CONTROLS SYSTEM - LEAK CHECK

NOTE: Flying controls must not be functioned at higher rates than the following:

Rudder - 2 strokes per second for 6 seconds.
Tailplane - 1½ strokes per second for 3 seconds.
Aileron - 2 strokes per second for 6 seconds.

5.1 No.1 and No.2 Controls hydraulic systems. Pressurize to 3000 lbf/in².

5.2 Aileron.. Exercise over full range.

5.3 Tailplane. Exercise over full range.

5.4 Rudder. Exercise over full range.

5.5 Brake parachute doors. Operate 3 times.

5.6 Undercarriage. (i) Set to UP (SP 106(AF)).
(ii) Set to DOWN on emergency (SP 108(AF)).

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5. CONTROLS SYSTEM - LEAK CHECK (Contd)

5.7 Aircraft. Leak check controls system pipelines paying special attention to areas defined in sub-item 1.20.

5.8 No.1 and No.2 Controls hydraulic test trolleys. Stop.

5.9 No.1 and No.2 Controls hydraulic systems. Release hydraulic pressure.

5.10 Pitot/Static systems. Release pressure.

NOTE 1 : Systems disturbed during rectification must be de-aerated in accordance with SP 151(AF) or SP 152(AF).

NOTE 2 : Correctly torque tighten connexions which have been disturbed.

NOTE 3 : Torque tighten banjo bolts to values referenced in SP 402(AF).

NOTE 4 : Bonded seals must be renewed.

6. COMPLETION

6.1 Pitot/Static test set. Remove.

6.2 Services system. Release hydraulic pressure.

6.3 Battery isolating switch. Set to OFF.

6.4 Slave battery. Remove.

6.5 Tyre inflation rig (4G/1050542). (i) Disconnect at ground air charging/release connexion. (ii) Fit blank and wirelock.

6.6 Hydraulic test trolleys. (i) Disconnect. (ii) Remove.

6.7 Hydraulic reservoirs. Replenish (SP 603(AF)).

6.8 Armament safety break. (i) Remove flag and lanyard from stowing pocket. (ii) Reconnect lanyard.

NOTE: All wirelocking to be of 22 SWG stainless steel locking wire unless otherwise stated.

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.

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