

CHAP 2 AIRFRAME SP 156 AL 6 SHEET 1 OF 4	SERVICING PROCEDURE F53 T55	BAC F53 & T55 (SA) 5A3A Section 1 2nd Edition
No.2 Engine Bay Firefloor Overseal - Water Leak Check		AFSC 53450 53470 43151 43171
Safety and Servicing Notes are to be complied with throughout the work detailed on this card.		TIME EST
SPECIAL TOOLS AND EQUIPMENT Nil		ASSOCIATED PROCEDURES
<p>NOTE 1: This servicing procedure must be carried out with No.1 and No.2 engines, No.1 intermediate and reheat pipe removed, and the aircraft in the jacked and trestle position in accordance with local instructions.</p> <p>NOTE 2: No.2 engine hatch jury strut must be fitted at all times during this servicing procedure.</p> <p>NOTE 3: Single leaks of 10 drops per minute are acceptable providing there is no other leak within a radius of 12 in.</p> <p>NOTE 4: More than 2 leaks in any compartment is not acceptable. If 2 leaks occur they must not exceed 3 drops per min. or be within 3 in. of one another. A total of 60 drops per min. is the maximum permissible leakage. i.e. 2 leaks at 3 drops per min. in 10 compartments.</p> <p>NOTE 5: Stains which do not degenerate into leaks over a period of 10 min. are acceptable.</p>		
53450 / 43151		
<p>1. PREPARATION</p> <p>1.1 Overboard drains. (See Fig.1). Fit locally manufactured blanks.</p> <p>2. TESTING</p> <p>2.1 Compartments between Frames 42 and 53. Apply approximately 2 pints of water in each compartment.</p> <p>2.2 Firefloor undersurface. Check for leaks.</p> <p>NOTE: Item 3 is applicable only if leaks are in excess of limits defined in notes 3 to 5 inclusive. If resealing from within No.2 engine compartment proves to be difficult i.e. inaccessible corners further sealing can be carried out from No.1 engine compartment or jet pipe tunnel.</p>		
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3. RECTIFICATION

3.1 Defective compartments.

- (i) Dry out compartment.
- (ii) Remove loose Viton, using scraper.
- (iii) Trim area of firmly attached Viton with a sharp knife.
- (iv) Thoroughly clean defective area using cleaning fluid T153.

NOTE: Sub-item 3.2 is applicable only to compartment areas protected by Epoxide paint. Extreme care is to be taken when using Methylethyketone (33C/1322), as excessive application will lift sound Viton sealing.

3.2 Defective compartments.

- (i) Ensure dry.
- (ii) Using cloth or Kimwipe paper tissue lightly dampened with Methylethyketone, remove Epoxide paint over firmly attached area of Viton to a distance of approximately 2.0 in. from defective area cleared in sub-item 3.1 until paint primer is exposed.
- (iii) Trim off wrinkled edges of Viton 0.25 in. approximately using a sharp knife.
- (iv) Thoroughly clean area using cleaning fluid T153.
- (v) Allow to dry.

4. RESEALING

4.1 Compartments.

- (i) Treat area with Viton primer
- (ii) Reseal with Viton 2221.
- (iii) Apply Viton 2223 over resealed area overlapping as necessary onto adjacent sound areas of sealant to give continuity.
- (iv) Apply paint primer and Epoxide paint as necessary.

NOTE: Prior to carrying out item 5 a minimum of 48 hours must elapse following application of finishing coat.

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SERVICING PROCEDURE
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5. TESTING

5.1 Rectified compartment/s. Repeat water leak check in compartment/s where resealing has been carried out.

53470 / 43171 (INSPECTOR)

6. INSPECTION STAGE

6.1 Inspect firefloor installation. Independent check of:
(i) Items 1.1 to 2.2 inclusive, all leaks must be within the limits stated in Notes 3 to 5.

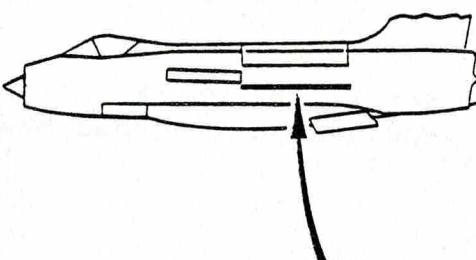
7. COMPLETION

7.1 Overboard drains. Remove blanks.

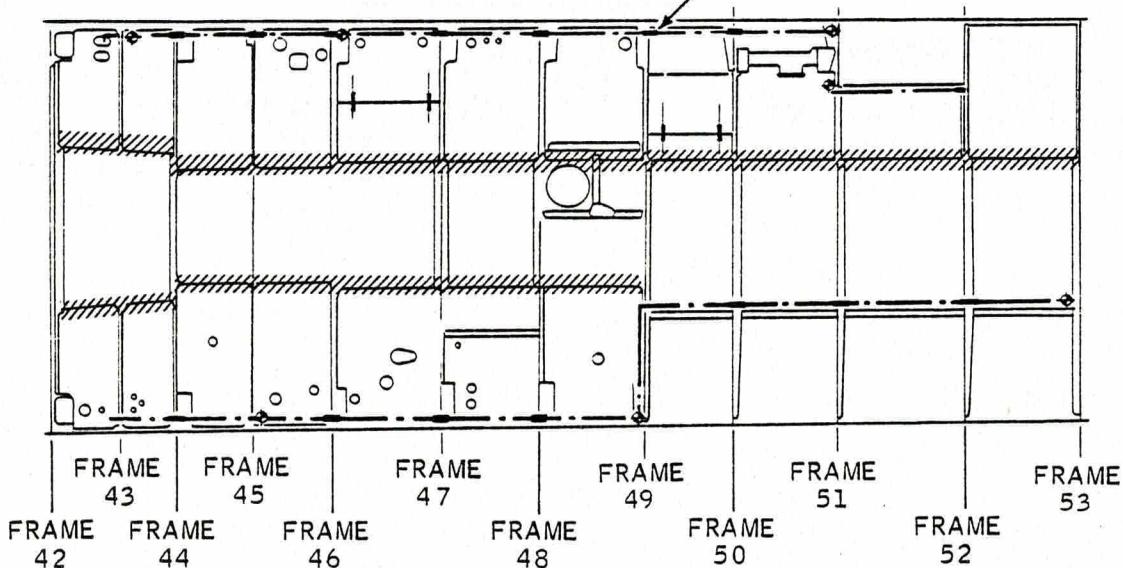
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SERVICING PROCEDURE INSPECTION STAGES DO NOT EXCLUDE ADDITIONAL INSPECTION STAGES
INCORPORATED AS NECESSARY IN MAINTENANCE CERTIFICATION DOCUMENTS

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THIS HOLE MUST BE
SEALED WHERE
THE PALOUSTE SYSTEM
IS FITTED



NOTES:

1. EXISTING FIREFLOOR OVERBOARD DRAINS SHOWN THUS
2. DRAINAGE PATHS AND STRUCTURE DRAIN HOLES ARE SHOWN THUS
3. THE DRAINAGE PATHS AND DRAIN HOLES ARE ON ALL MARKS OF AIRCRAFT IN THE POSITIONS SHOWN AND MUST NOT BE OBSTRUCTED WITH SEALANT
4. THE FIREFLOOR MUST BE OVER-SEALED WHERE SHOWN THUS
5. IF ACCESS IS DIFFICULT, SEALING MAY BE UNDERTAKEN FROM NO.1 ENGINE BAY OR JET PIPE TUNNEL
6. DETERIORATED ARALDITE AT POSITIONS FRAMES 44-45, 49-53 LEFT HAND SIDE FRAMES 51-53 RIGHT HAND SIDE MUST BE REPAIRED AND OVERCOATED WITH BOSTIK VITON NO.2221

FIREFLOOR SEALING
FIGURE 1

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