

CHAP 4 AIRFRAME SP 406 AL 11 SHEET 1 OF 3	SERVICING PROCEDURE F53 T55	BAC F53 & T55 (SA) 5A3A Section 1 2nd Edition
Mainplane Centre Rib: Stiffeners and Flanges - Cracking	AFSC 43151	TIME EST
Safety and Servicing Notes are to be complied with throughout the work detailed on this card.		
SPECIAL TOOL AND EQUIPMENT		ASSOCIATED PROCEDURES
Endoprobe, 5.5 mm x 300 mm: Forward lateral, Forward oblique and retrograde. Guide, fibre light. Projector, light source.		
4.3.15.1		
<p>1. PREPARATION</p> <p>1.1 Mainplane centre rib, air intake duct fairing. Remove.</p> <p>1.2 Mainplane centre rib, upper flange bolts.</p> <p style="text-align: right;">(i) Refer to Figure 1 and reference the two inboard rows of bolts securing the upper butt strap to centre rib 1 to 48.</p> <p style="text-align: right;">(ii) Remove the bolts indicated. Retain these bolts noting where fitted, and whether thick or thin washers for refitting in their original positions.</p>		
<p>2. EXAMINATION</p> <p>2.1 Mainplane centre rib.</p> <p style="text-align: right;">(i) Examine through the bolt holes using the Endoprobe equipment.</p> <p style="text-align: right;">(ii) The forward vertical flange and the 7 integral vertical stiffeners.</p> <p style="text-align: right;">(iii) The lower flange radii and the areas around the strip nuts as far as possible.</p>		
<p>NOTE 1: Where debris masks the area of examination, remove by air blast.</p> <p>NOTE 2: Where any indication of cracking is found, retain the aircraft unserviceable and repair as detailed below.</p>		
Continued Overleaf		
<p>SERVICING PROCEDURE INSPECTION STAGES DO NOT EXCLUDE ADDITIONAL INSPECTION STAGES INCORPORATED AS NECESSARY IN MAINTENANCE CERTIFICATION DOCUMENTS</p>		

CHAP 4 AIRFRAME
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SHEET 2 OF 3

SERVICING PROCEDURE
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3. FITTING

3.1 Mainplane centre
rib, bolts.

- (i) Refit each bolt in its original position.
- (ii) Determine the torque required to turn each bolt in the hole, before the threads are engaged.

NOTE 1: The maximum permitted value of torque applied to turn the bolts in the hole before the threads engage is given below under the heading - Max Value of 'A'.

NOTE 2: Where the maximum value of 'A' is exceeded in any position, the hole is to be cleaned out and if necessary, lightly dressed out using Crocus paper until an acceptable torque is achieved.

- (iii) Tighten each bolt in turn until the head is 0.010 in from seating. Measure the torque 'B' required to turn the bolt with the threads engaged.

NOTE 3: Add value 'B' to the appropriate figure given in the Table below.

TABLE - TORQUE LOADING TO BE APPLIED.

POSITION	MAX VALUE OF 'A'	TORQUE LOAD APPLIED
(A) 2-32 (3/8 in. bolts).	10 lbf/ft.	'B' + 11 lbf/ft.
(B) 34-36 (1/2 in. bolts).	18 lbf/ft.	'B' + 18 lbf/ft.
(C) 37-46 (9/16 in. bolts).	30 lbf/ft.	'B' + 30 lbf/ft.

- (iv) Torque load each bolt in turn as indicated in the Table.
- (v) Lock all bolts with wire.

3.1 NOTE 4: Report any damage by telex to MASM BAC HQ Riyadh and Technical Support Manager, Saudi Arabia Technical Support Department, BAC Warton Aerodrome Preston, Lancashire, quoting the aircraft tail number, the location and extent of cracking, hours flown and F.I. Nil returns are required and general condition of examined area, e.g. excess PRC, flaking paint and cleanliness is required.

Continued

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SHEET 3 OF 3

SERVICING PROCEDURE
F53 T55

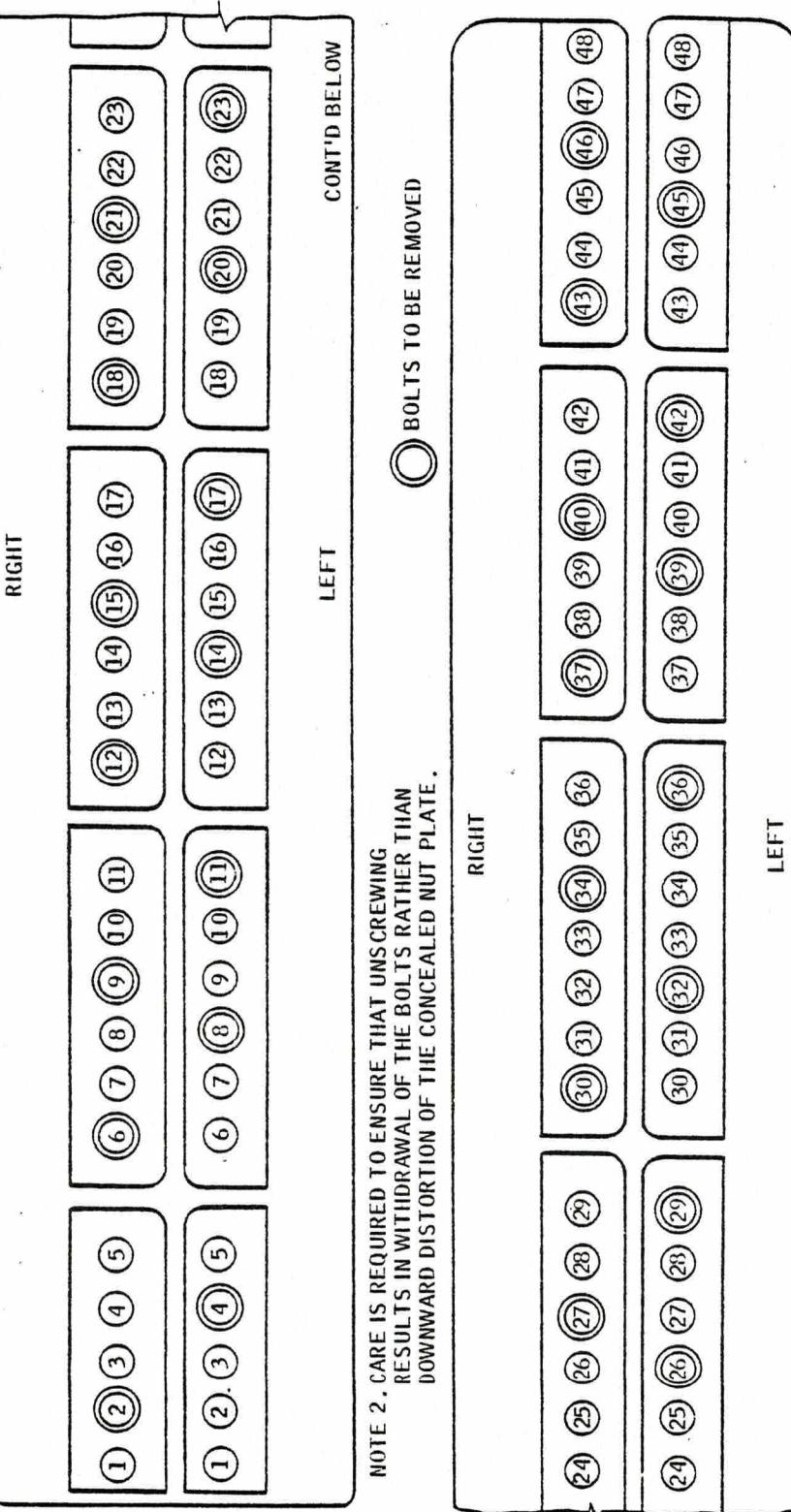
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NOTE 1. WASHERS MAY BE FOUND FITTED UNDER BOLT HEADS
THESE MAY BE EITHER 0.048 INCH OR 0.104 INCH THICK.



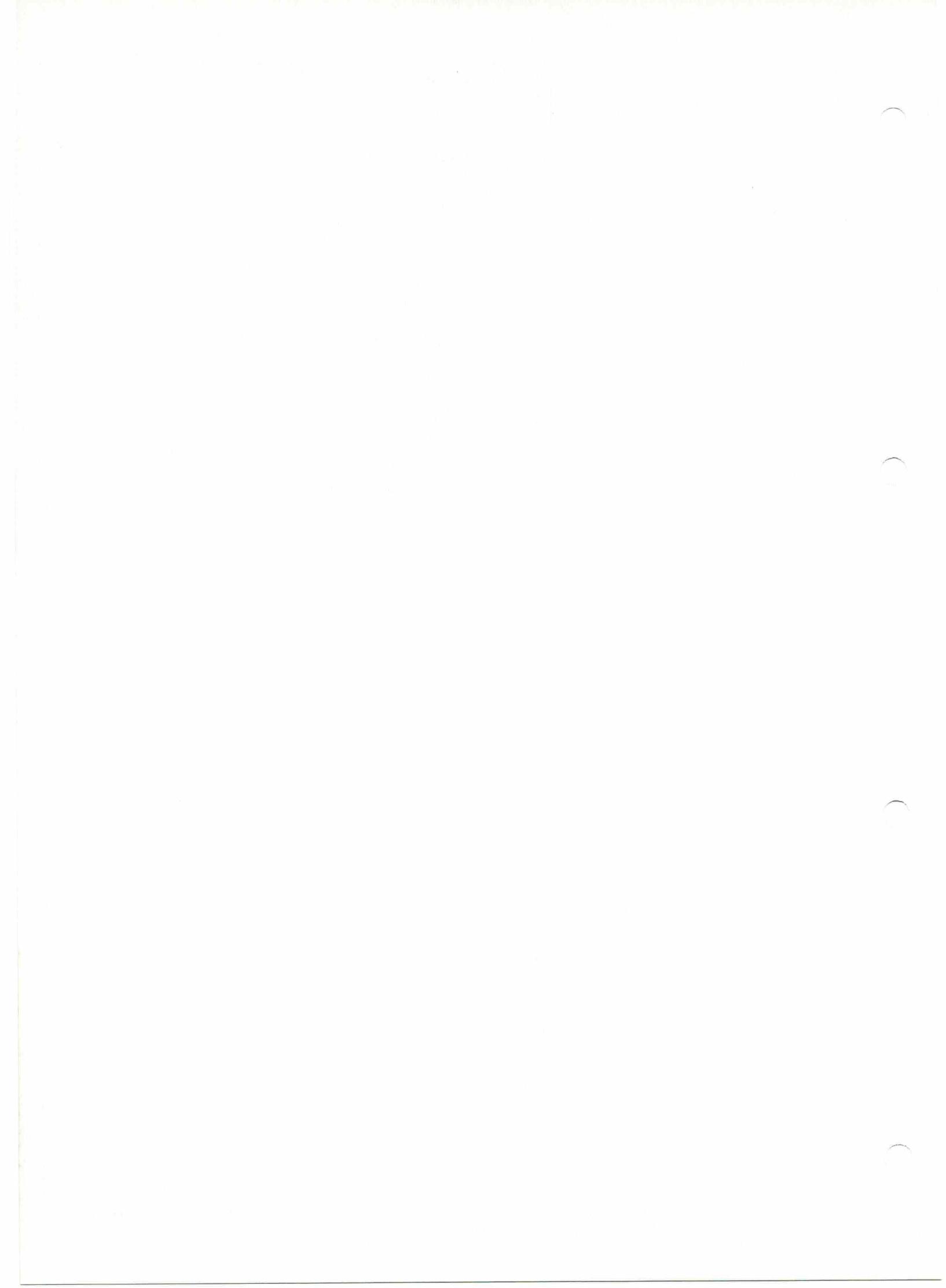
NOTE 2. CARE IS REQUIRED TO ENSURE THAT UNSCREWING
RESULTS IN WITHDRAWAL OF THE BOLTS RATHER THAN
DOWNWARD DISTORTION OF THE CONCEALED NUT PLATE.



DETAILS OF BOLTS TO BE REMOVED
FIGURE 1

VIEW ON $\frac{1}{4}$ RIB UPPER FLANGE

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