

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 Endoprobe, 5.5 mm x 300 mm: Forward lateral, Forward oblique and retrograde. Guide, fibre light. Projector, light source. <div style="text-align: center;">43151</div>		ASSOCIATED PROCEDURES
1. PREPARATION 1.1 Mainplane centre rib, air intake duct fairing. Remove. 1.2 Mainplane centre rib, upper flange bolts. <ul style="list-style-type: none"> (i) Refer to Figure 1 and reference the two inboard rows of bolts securing the upper butt strap to centre rib 1 to 48. (ii) Remove the bolts indicated. Retain these bolts noting where fitted, and whether thick or thin washers for refitting in their original positions. 		
2. EXAMINATION 2.1 Mainplane centre rib. <ul style="list-style-type: none"> (i) Examine through the bolt holes using the Endoprobe equipment. (ii) The forward vertical flange and the 7 integral vertical stiffeners. (iii) The lower flange radii and the areas around the strip nuts as far as possible. 		
NOTE 1: Where debris masks the area of examination, remove by air blast. NOTE 2: Where any indication of cracking is found, retain the aircraft unserviceable and repair as detailed below.		
		Continued Overleaf
SERVICING PROCEDURE INSPECTION STAGES DO NOT EXCLUDE ADDITIONAL INSPECTION STAGES INCORPORATED AS NECESSARY IN MAINTENANCE CERTIFICATION DOCUMENTS		

CHAP 4 AIRFRAME
SP 406 AL 11
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.

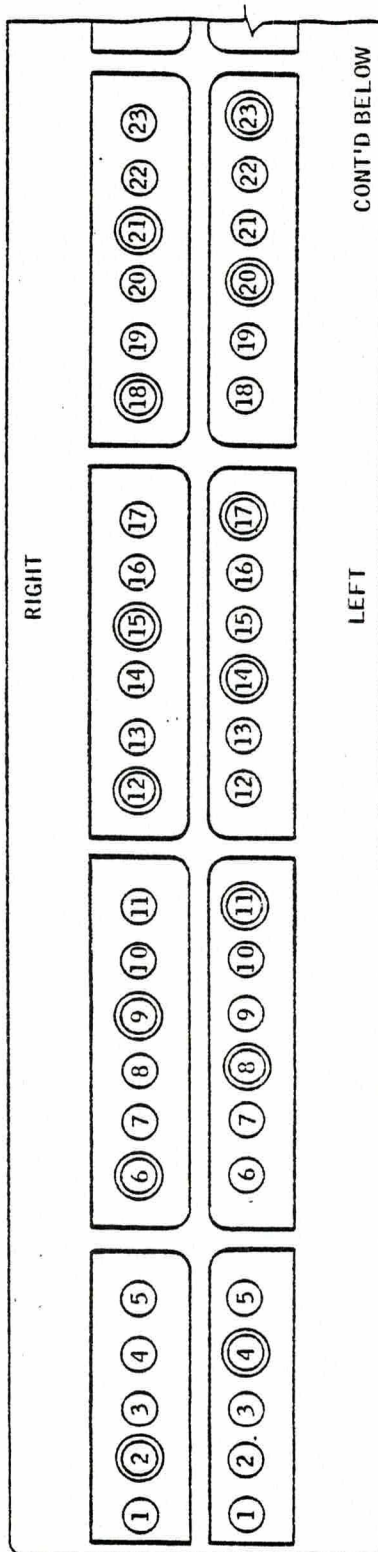
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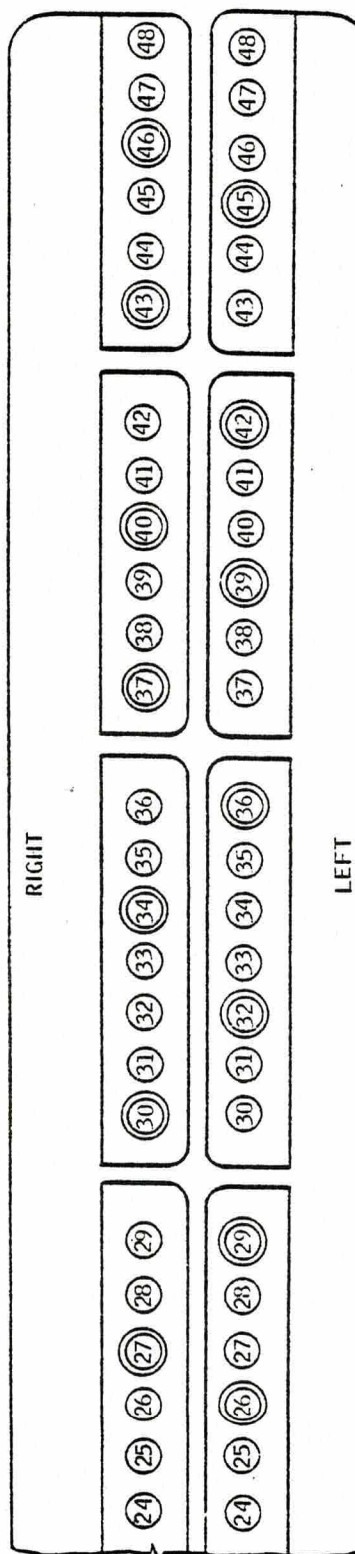
NOTE 1. WASHERS MAY BE FOUND FITTED UNDER BOLT HEADS
 THESE MAY BE EITHER 0.048 INCH OR 0.104 INCH THICK.



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



BOLTS TO BE REMOVED



VIEW ON RIB UPPER FLANGE

DETAILS OF BOLTS TO BE REMOVED
 FIGURE 1

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