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| CHAP 4 AIRFRAME SP 430 AL 1 SHEET 1 OF 3 | SERVICING PROCEDURE F53 T55 | BAC F53 & T55 (SA) 5A3A Section 1 2nd Edition |
| D-door Operating Arm Brackets - Cracking | AFSC 43151 43171 | TIME EST |
| Safety and Servicing Notes are to be complied with throughout the work detailed on this card. | | |
| SPECIAL TOOLS AND EQUIPMENT Nil. | | ASSOCIATED PROCEDURES |
| <p style="text-align: center;"><u>43151</u></p> <p>1. EXAMINATION</p> <p>1.1 D-door operating arm brackets (forward) (left - Part No.EB1-20-2436, right - Part No.EB1-20-2435) (See Fig.1).</p> <p>1.2 D-door operating arm brackets (aft) (left - Part No. EB1-20-2435, right - Part No.EB1-20-2436) (See Fig.1).</p> <p style="margin-left: 400px;">Using torch and mirror. Inspect each bracket for cracks.</p> <p>2. RECTIFICATION</p> <p>NOTE: Sub-item 2.1 is applicable only if one bracket per door is found to be cracked.</p> <p>2.1 The aircraft may continue to fly with a suitable Deferred Discrepancy Entry subject to inspection at each post flight servicing providing that not more than one bolt is eliminated, that is, that bolt-to-edge cracks are confined to one bolt position only, and any other cracking particularly along the heel line of the bracket does not extend for more than 50 per cent of the length of the bracket from one end. Unterminated cracks are to be stopped with a 0.1562 inch diameter hole. Replacement is to be undertaken in accordance to Repair Scheme Item 3 as soon as spare brackets are available.</p> <p>NOTE: Sub-item 2.2 is applicable only where both brackets on one door are cracked.</p> <p>2.2 D-door operating arm brackets. Replace in accordance with Repair Scheme Item 4.</p> | | |
| | | Continued Overleaf |
| SERVICING PROCEDURE INSPECTION STAGES DO NOT EXCLUDE ADDITIONAL INSPECTION STAGES INCORPORATED AS NECESSARY IN MAINTENANCE CERTIFICATION DOCUMENTS | | |

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2. RECTIFICATION (contd)

2.3 D-door operating arm brackets.

To replace a cracked bracket Part No.EB1-20-2435/6, operators should note that there is no access to the bolt head inside the box structure.

Locate and drill off the exposed portion of the two A25/2E bolts, drive the head and shank portion into the cavity. PRC 1422BT is to be than injected through the holes to trap the debris in the corner formed by the lever assembly Part No.EB2-20-3041/2.

The new bracket is to be attached to the channel members Part No.EB2-20-3041/2 using Jo-bolts (Avdel) 210/0803 or 210/0804 depending on whether or not the SP 13/E washer remains on the inside face of the channel member (to be checked). Bracket to lever assembly attachment to be by A60/4E shear bolts in lieu of A25/4E bolts, to provide clear clearance for the Jo-bolt heads. Holes in the new bracket to be reamed:-

0.25 DIA + 0005) to match existing
+ 0002) holes.

NOTE: The anchoring fillet of PRC Sealant for the sharp edged bolts debris must be seen to have been effective (through the 0.25 in. dia. holes) and have had full curing time before assembling Jo-bolts finally.

4 3 1 7 1 (INSPECTOR)

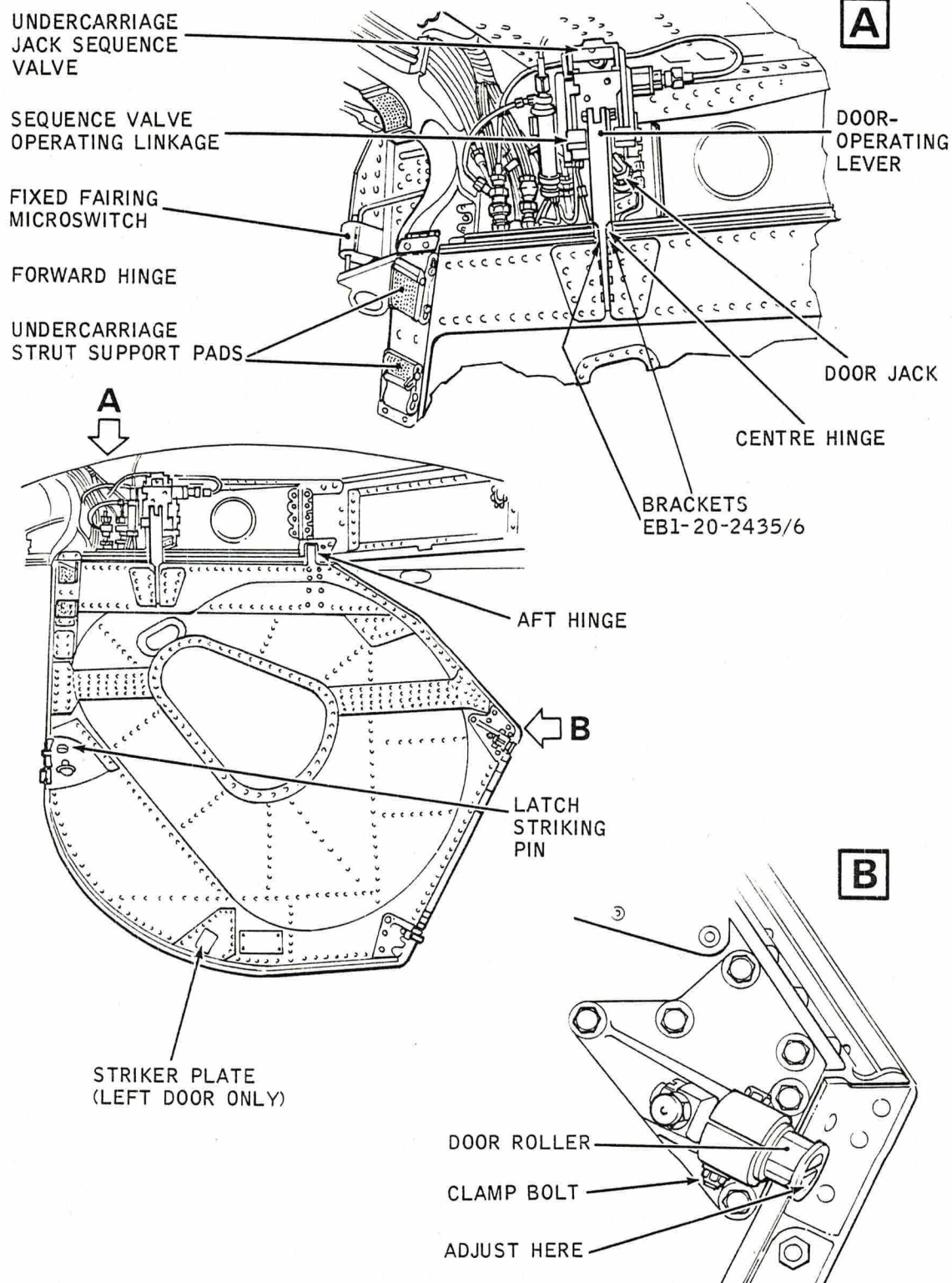
3. INSPECTION STAGE

3.1 Inspect. Sub-item 2.2 and 2.3.

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D-DOOR OPERATING ARM BRACKET

FIGURE 1

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