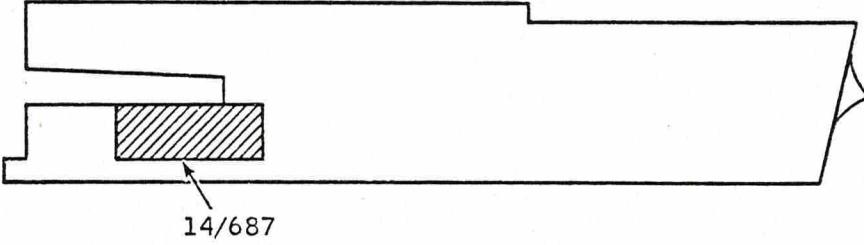
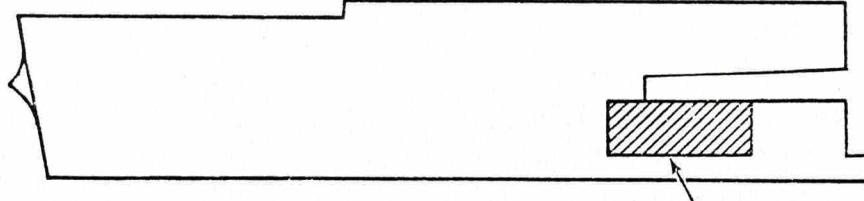


CHAP. 4 AIRFRAME S.P. 436 A.L. 1 SHEET 1 OF 1	SERVICING PROCEDURE F53 T55	BAC F53 & T55 (SA) 5A3A Section 1 2nd Edition
Rear Fuselage Skin Immediately Beneath Mainplane - Cracking		AFSC 43151
Safety and Servicing Notes are to be complied with throughout the work detailed on this card.		TIME EST

SPECIAL TOOLS AND EQUIPMENT	ASSOCIATED PROCEDURES
Ardrox dye penetrant kit.	
NOTE 1: Cracks found during this Servicing Procedure, not exceeding 0.5 in. in length, do not impose any restriction on aircraft provided that a close pattern of cracks do not link or line up in such a way to obviously affect the strength of the local structure.	
Isolated cracks up to 0.75 in. in length are also acceptable.	
NOTE 2: Cracks in excess of those quoted in NOTE 1, up to 3 inches in length, restrict flight of aircraft to a limit of 3g with fuel in ventral tank and 4g with ventral tank empty. These limitations are subject to continued inspection of cracks at each Post Flight Servicing (BPO).	
NOTE 3: Cracks in excess of 3 inches render aircraft unfit for flight until repair is carried out.	
<u>43151</u>	
1. EXAMINATION	
1.1 Rear fuselage panels between Frames 34 and 44 (left and right) (14/687) (See Fig.1).	Look for cracks (Ardrox dye penetrant).
 	
REAR FUSELAGE SKIN - CRACKING	
FIGURE 1	



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