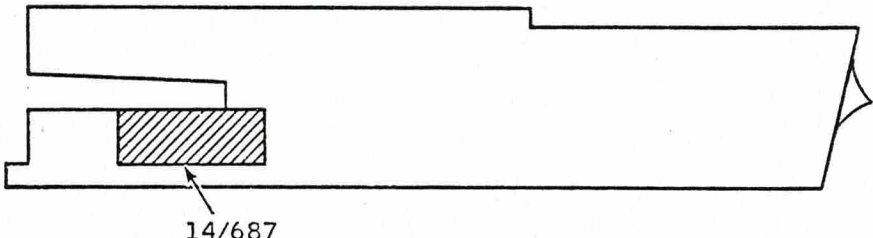
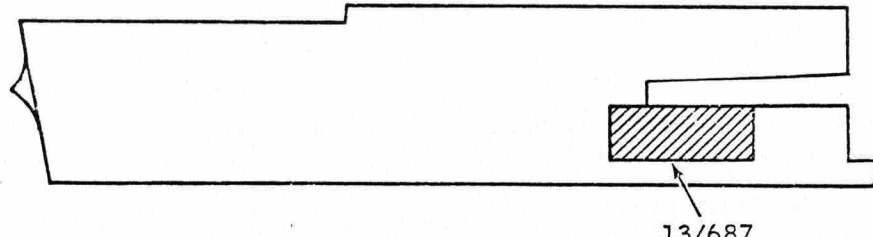
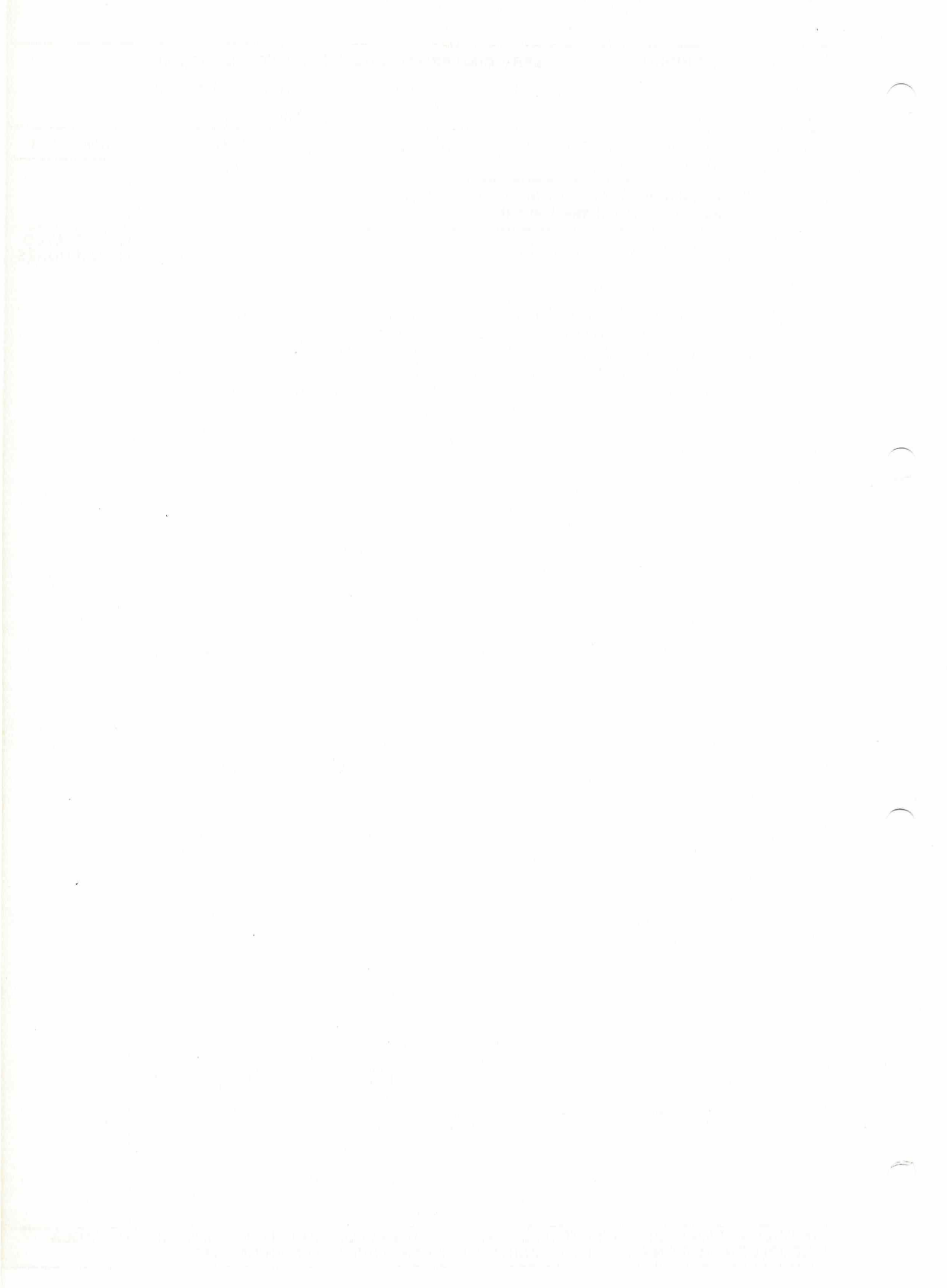


CHAP. 4 AIRFRAME		SERVICING PROCEDURE		BAC F53 & T55 (SA)	
S.P. 436	A.L. 1	F53	T55	5A3A Section 1	
SHEET 1 OF 1		2nd Edition			
Rear Fuselage Skin Immediately Beneath Mainplane - Cracking				AFSC 43151	
Safety and Servicing Notes are to be complied with throughout the work detailed on this card.					
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.					
43151					
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					
SERVICING PROCEDURE INSPECTION STAGES DO NOT EXCLUDE ADDITIONAL INSPECTION STAGES. INCORPORATED AS NECESSARY IN MAINTENANCE CERTIFICATION DOCUMENTS					





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