

CHAP 4 AIRFRAME SP 459 AL 10 SHEET 1 OF 2	SERVICING PROCEDURE F53 T55	BAC F53 & T55 (SA) 5A3A Section 1 2nd Edition
Left and Right Mainplane - Spar 2/Rib 2, Spar 3/Rib 2 Vertical Members and Rib 2 Web Plate - Examination	AFSC 4351	TIME EST
Safety and Servicing Notes are to be complied with throughout the work detailed on this card.		
SPECIAL TOOLS AND EQUIPMENT		
Nil.		
<u>4 3 1 5 1</u>		
<p>1. PREPARATION</p> <p>1.1 Mainplanes. Defuel.</p> <p>1.2 Left and Right outward vent valves. Pt. No. SPE2680 (Ref. 27F/4526826). Remove. (Servicing Manual, Book 1, Section 4, Chapter 2.)</p> <p>2. EXAMINATION</p> <p>NOTE 1: Where no crack is found in sub-item 2.1 no remedial action is necessary.</p> <p>NOTE 2: Where a crack is found in a Spar 3/Rib 2 vertical mamber, measure its length and</p> <ul style="list-style-type: none"> (a) Report the length and location by telex as detailed below. (b) Monitor the length every 28 days and, where the crack has propagated since the previous inspection, report details by telex as detailed below. (c) Where the crack length exceeds 3.0 inches apply Repair Scheme SRO/20/484 at the earliest opportunity, but no later than the next HPO75 servicing. <p>NOTE 3: Where a crack is found in a Rib 2 web plate measure it and,</p> <ul style="list-style-type: none"> (a) Report the length and location by telex as detailed below. (b) Monitor the length every 28 days and, where it has propagated since the previous inspection, report details by telex as detailed below. (c) Apply Repair Scheme SRO/20/487 at the earliest opportunity but not later than the next HPO75 servicing. 		
Continued Overleaf		

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SP 459 AL 10	F53 T55	5A3A Section 1
SHEET 2 OF 2		2nd Edition

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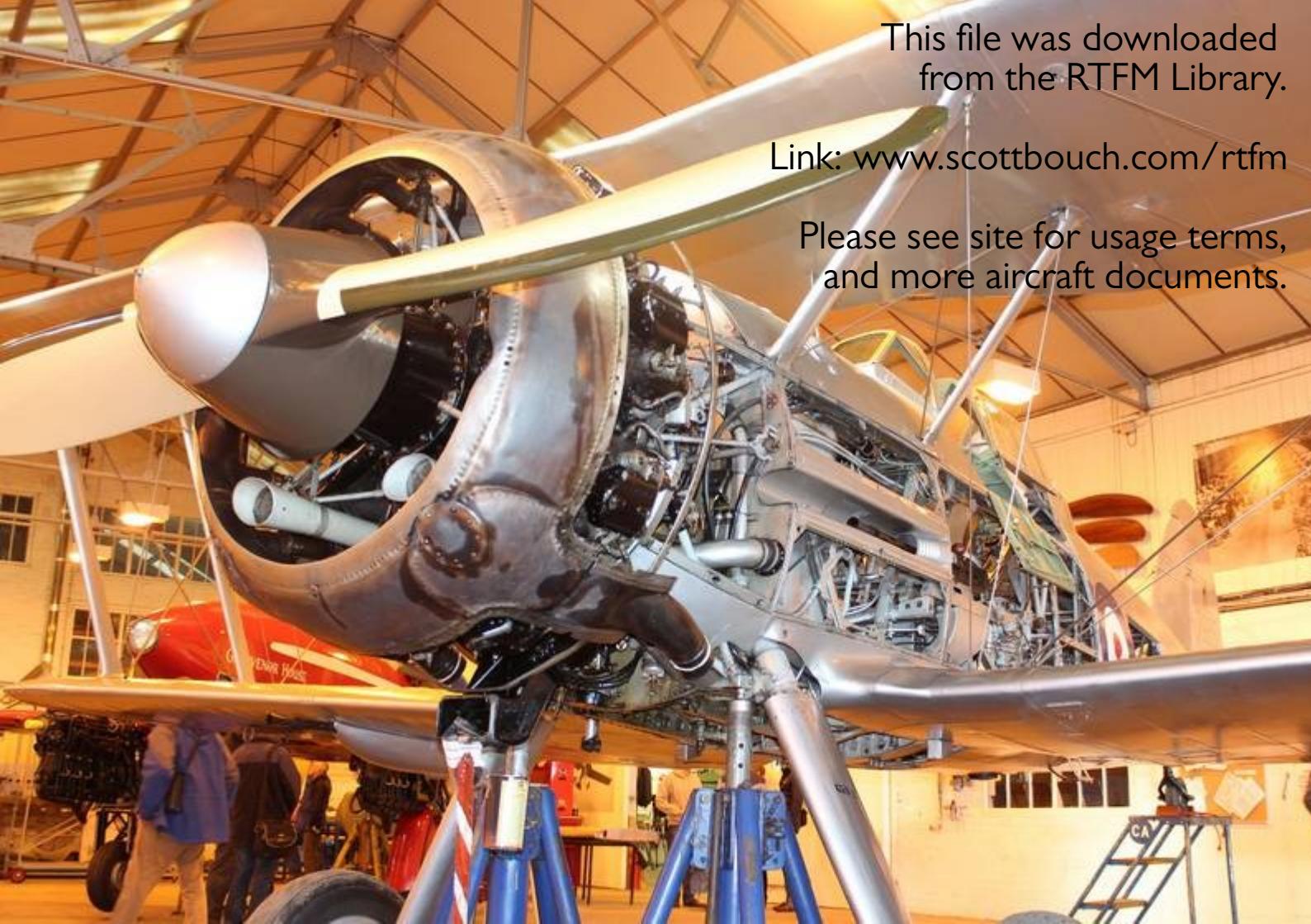
NOTE 4: Where a crack is found in a Spar 2/Rib 2 vertical member, measure and report the length and location and request advice by telex as detailed below. Aircraft may continue to fly pending receipt of advice from BAC.

2.1 Vertical member of Spar 3/Rib 2 junction, the vertical member at Spar 2/Rib 2 junction and the Rib 2 web plate between Spars 2 and 3 on each mainplane.

3. COMPLETION

3.1 Vent valves Refit.

NOTE: Reports to be made to the Technical Support Manager, Saudi Arabian Technical Support Department, BAC, Warton Aerodrome, Nr. Preston, Lancashire. Quote the aircraft tail number in each report.

A large propeller aircraft, likely a Douglas C-47 Skytrain, is displayed in a museum hangar. The aircraft is positioned on a blue hydraulic lift, with its front landing gear extended. The engine and propeller are visible on the left side. The interior of the aircraft is partially open, showing the cockpit and the engine compartment. The aircraft is surrounded by museum exhibits, including a red and white airplane in the background and various informational displays. The hangar has a high ceiling with exposed structural beams and lighting fixtures.

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