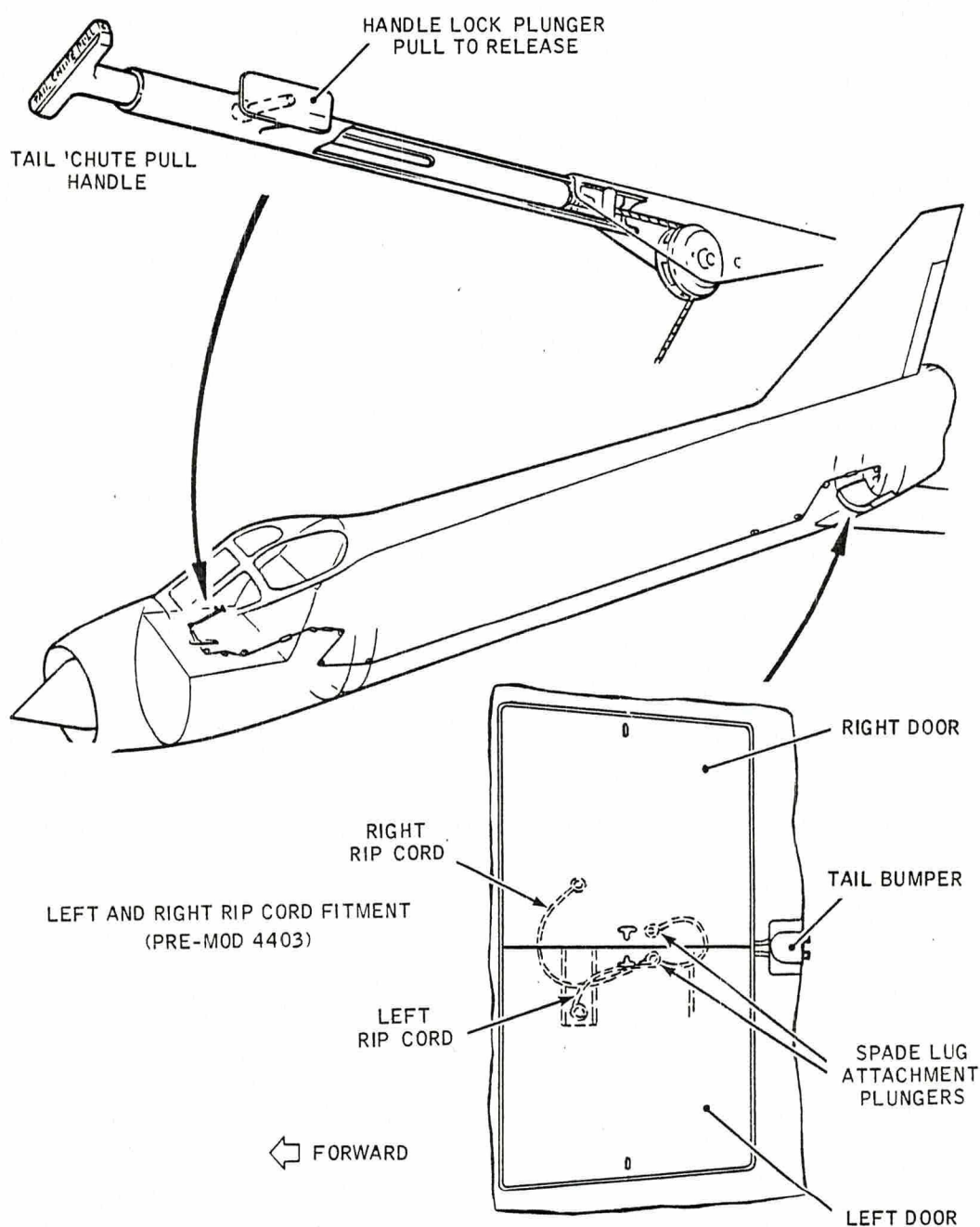


Safety and Servicing Notes are to be complied with throughout the work detailed on this card.



PARACHUTE STREAM HANDLE - F53

FIGURE 1

Continued

CHAP. 6	AIRFRAME	SERVICING PROCEDURE		BAC F53 & T55 (SA)
S.P. 600	A.L.	F53	T55	5A3A Section 1
SHEET 3	OF 8	2nd Edition		

Safety and Servicing Notes are to be complied with throughout the work detailed on this card.

43151

1. PREPARATION (contd)
 - 1.6 Left and right doors.
 - (i) Close.
 - (ii) Examine for signs of the following:-
 - (a) Insecure (unsafe) attachment.
 - (b) Cracks, or fractures.
 - (c) Corrosion, or deterioration.
 - (d) Distortion.
 - (e) Loose or missing rivets.
 - (f) Chafing, fraying, scoring or wear.
 - (g) Faulty or broken locking devices.
 - (h) Loose clips, or loose packing.
 - (i) External damage.
 - (iii) Open.
2. FITTING
 - 2.1 Parachute assembly and container.
 - (i) Ensure rip-pins are in position and serviceable.
 - (ii) Fit.
 - 2.2 Cable end-fitting.
 - (i) Ensure clean.
 - (ii) Lightly lubricate (grease XG-287).
 - (iii) Insert into hook lever housing, ensuring right cable is uppermost.
 - 2.3 Latch mechanism hook-lever shroud.

Ensure not distorted.

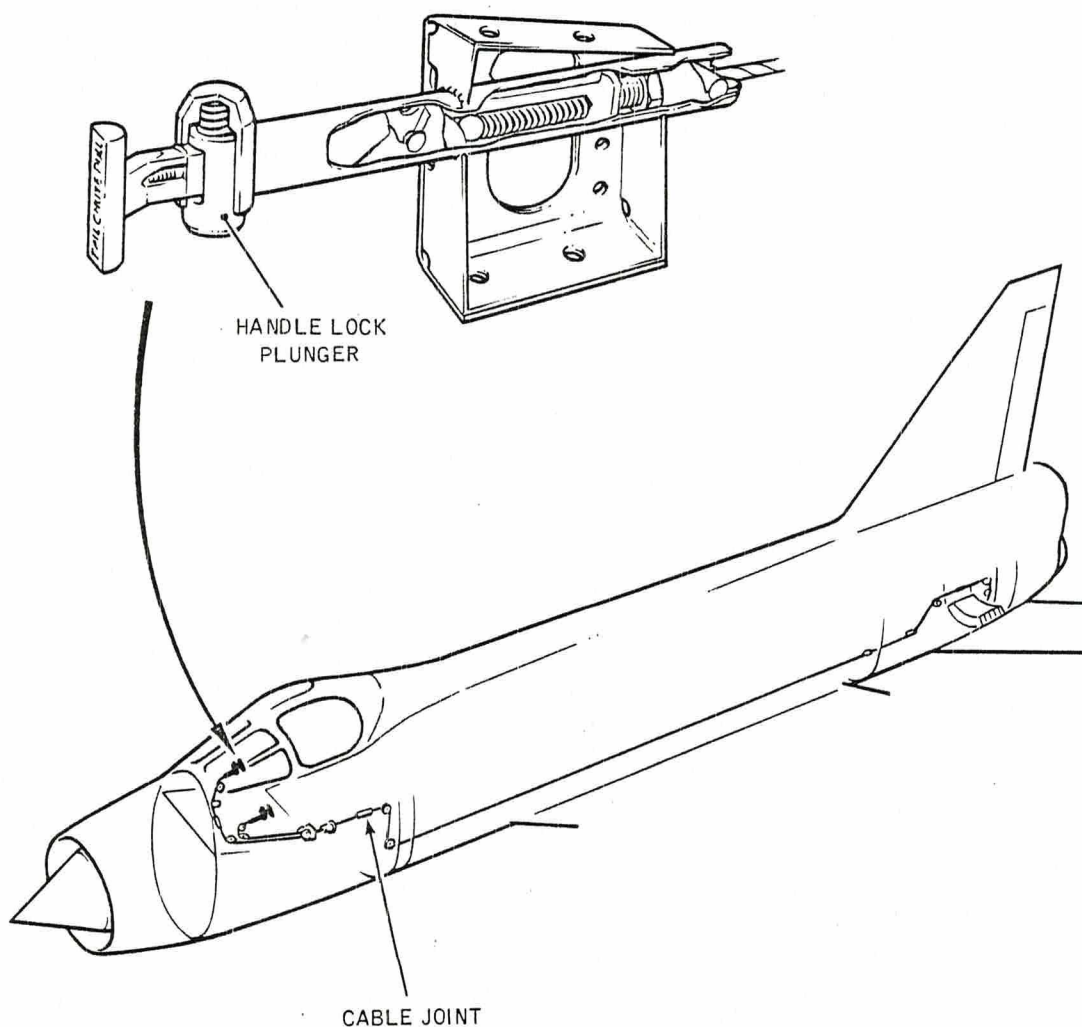
NOTE: During Sub-item 2.4 if shroud is distorted or excessive force is required to engage latch, carry out SP 122 (AF).
 - 2.4 Hook lever.
 - (i) Depress to engage pick-up pin.
 - (ii) Ensure latch-end in release unit aligns with guide lines marked on jettison cover and cover, is flush with top of aircraft skin.

Continued Overleaf

SERVICING PROCEDURE INSPECTION STAGES DO NOT EXCLUDE ADDITIONAL INSPECTION STAGES INCORPORATED AS NECESSARY IN MAINTENANCE CERTIFICATION DOCUMENTS

Safety and Servicing Notes are to be complied with throughout the work detailed on this card.

TO OBVIATE THE POSSIBILITY OF THE CABLE BEING KINKED DURING RESETTING OF THE MECHANISM, RESTRAIN THE OPERATED HANDLE AND KEEP THE CABLE TAUT THROUGHOUT THE RESETTING OPERATION



PARACHUTE STREAM HANDLE - T55

FIGURE 2

Continued

CHAP. 6	AIRFRAME	SERVICING PROCEDURE	BAC F53 & T55 (SA)
S.P. 600	A.L.	F53 T55	5A3A Section 1
SHEET 5	OF 8		2nd Edition

Safety and Servicing Notes are to be complied with throughout the work detailed on this card.

43151

2. FITTING (contd)

2.5 Cable retaining clips.

Examine, for signs of the following:-

- (a) Insecure (unsafe) attachment.
- (b) Cracks, or fractures.
- (c) Corrosion or deterioration.
- (d) Chafing, fraying, scoring or wear.
- (e) Faulty or broken locking devices.
- (f) Loose clips.
- (g) Distortion or broken tongues.

NOTE: One tongue of any clip may be broken or distorted if the clips either side of it are undamaged.

NOTE: Sub-item 2.6 is applicable only if damage exceeds that detailed in Sub-item 2.5.

2.6 Defective cable retaining clips.

Replace.

NOTE: During Sub-item 2.7 care must be taken not to bend or damage stainless steel trailing-edge of rear fuselage between clips.

2.7 Streamer cables.

- (i) Wrap around rear fairing and press securely into clips, ensuring taut.
- (ii) Carry forward ensuring they do not cross, and secure in grooves of tail bumper, using hide faced hammer on tail bumper only, as necessary.
- (iii) Stow excess cable in container.

NOTE: Sub-items 2.8 and 2.9 are applicable only to Pre Mod. 4403 aircraft.

2.8 Right rip cord.

- (i) Attach to spring-loaded attachment button of left door.
- (ii) Ensure button is flush with door skin.

Continued Overleaf

CHAP 6 AIRFRAME	SERVICING PROCEDURE	BAC F 53 & T 55 (SA)
SP 600 AL	F53 T55	5A3A Section 1
SHEET 6 OF 8		2nd Edition

Safety and Servicing Notes are to be complied with throughout the work detailed on this card.

43151

2. FITTING (contd)

- 2.9 Left rip cord.
- (i) Attach to spring-loaded attachment button of right door.
 - (ii) Ensure button is flush with door skin.

NOTE: Sub-item 2.10 is applicable only to Post Mod. 4403 aircraft.

- 2.10 Rip-pin cable assemblies (left and right).
- (i) Remove and retain.
 - (ii) Ensure rip-pin attached to each end of cable.

- 2.11 Left door. Close using locking key.

NOTE: Audible click at micro-switch indicates operating lever has tripped.

NOTE: Sub-item 2.12 is applicable only to Pre Mod. 4403 aircraft.

- 2.12 Right door.
- (i) Align stream cables at aft end of doors.
 - (ii) Close using locking key.
 - (iii) Ensure end faces of doors are flush.

NOTE: Sub-item 2.13 is applicable only to Post Mod. 4403 aircraft.

- 2.13 Right door.
- (i) Align stream cables with apertures at aft end of doors.
 - (ii) Close using locking key.
 - (iii) Ensure end faces of doors are flush.

- 2.14 Cable clamps. Fit as near as possible to rear tail bumper.

3. TESTING

- 3.1 External d.c. power supply.
- (i) Connect.
 - (ii) Set to ON.

Continued

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CHAP. 6 AIRFRAME	SERVICING PROCEDURE		BAC F53 & T55 (SA)
S.P. 600 A.L.	F53	T55	5A3A Section 1
SHEET 7 OF 8			2nd Edition

Safety and Servicing Notes are to be complied with throughout the work detailed on this card.

43151

3. TESTING (contd)

3.2 Parachute jettison switch (cockpit). Press and release.

3.3 Cable end-fitting (hook lever). Pull to ensure that jettison solenoid has not operated.

3.4 Parachute doors. Check for correct closure in the event of operation.

3.5 Test button (left side). Press and release.

3.6 Cable end-fitting (hook lever). Pull to ensure that jettison solenoid has not operated.

3.7 Parachute doors. Check for correct closure in the event of airframe operation.

NOTE: Sub-items 3.8 to 3.13 are only applicable to the pupil's jettison flush switch on T55 aircraft.

3.8 Parachute jettison switch (cockpit). Press and release.

3.9 Cable end-fitting (hook lever). Pull to ensure that jettison solenoid has not operated.

3.10 Parachute doors. Check for correct closure in the event of operation.

3.11 Test button (left side). Press and release.

3.12 Cable end-fitting (hook lever). Pull to ensure that jettison solenoid has not operated.

3.13 Parachute doors. Check for correct closure in the event of airframe operation.

4. COMPLETION

4.1 External d.c. power supply. (i) Set to OFF.
(ii) Disconnect.

Continued Overleaf

SERVICING PROCEDURE INSPECTION STAGES DO NOT EXCLUDE ADDITIONAL INSPECTION STAGES INCORPORATED AS NECESSARY IN MAINTENANCE CERTIFICATION DOCUMENTS

CHAP 6 AIRFRAME

SP 600 AL

SHEET 8 OF 8

SERVICING PROCEDURE

F53 T55

BAC F 53 & T 55 (SA)

5A3A Section 1

2nd Edition

Safety and Servicing Notes are to be complied with
throughout the work detailed on this card.

43151

4. COMPLETION (contd)

NOTE: Sub-item 4.2 is applicable only to Post Mod. 4403
aircraft.

4.2 Rip-pin cable assemblies. Ensure returned to safety
equipment section.

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