

PART 3

ADDITIONAL CHECKS

In addition to the tests detailed in Parts 1 and 2, checks are required on a percentage of production aircraft, as detailed hereunder. Checks 1 and 2 should be annotated on Form 1361 for the particular aircraft as being in accordance with Chapter 107, Table III, of Technical Procedure Requirements.

1. C.O. Contamination

One in every fifty aircraft shall be tested in accordance with the requirements below, with equipment supplied by the Inspector in Charge A.I.D. When any alteration of modification is made which may affect the access of carbon monoxide to the Cabin, or its concentration, the tests shall be made on the first aircraft so modified and subsequent batches of fifty shall be counted from this aircraft.

The concentration of C.O. in the air at the Pilot's position shall be measured as follows:—

- (i) During taxiing, hood 'Closed'.
- (ii) During a cruise at 6,500 r.p.m. at 5,000 feet with 'Flood' selected.
- (iii) During a full throttle climb, commencing the record at 10,000 feet.
- (iv) During a full throttle level at 30,000 feet.

The cabin temperature in (i), (iii) and (iv) should be selected to 'Manual Hotter'.

2. Watertightness

On one in every twenty aircraft or two per month, whichever is the less, and at the discretion of the Inspector in Charge A.I.D., the watertightness of the aircraft shall be tested under the following conditions:—

- (i) In flight after subjecting to an artificial spray simulating heavy rain, to check whether collected water is blown back into the aircraft.
- (iii) In flight in heavy rain, preferably after take-off from a wet airfield.

Note . . .

These tests need only be made if suitable weather occurs.

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