

# DAILY SERVICING SCHEDULE



# SEDBURGH TX MK 1 GLIDER

INTRODUCTION

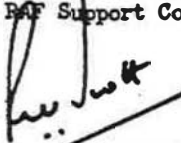
1. This Servicing Schedule has been produced by Headquarters RAF Support Command for use by tradesmen involved in the servicing of the Sedburgh TX Mk 1 Glider. It details the minimum servicing required to maintain the Sedburgh TX Mk 1 Glider in a serviceable and airworthy condition.

2. Servicing Periodicity is as follows:

5B - Daily Servicing	...	To be carried out before first flight each day when glider is in use. No delay permissible.
5C - Minor Servicing	...	3 Months, permissible delay 7 days.
5D - Major Servicing	...	18 Months, permissible delay 28 days.

3. Glider Joint Examination. A glued joint examination is to be carried out on accessible joints at each Minor Servicing period ie every 3 months.

4. Amendments. No amendments other than the official HOD (Air) amendments produced by Headquarters RAF Support Command are to be inserted into this schedule.



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Wing Commander  
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Commanding Training

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SAFETY AND SERVICING NOTES

1. Glossary of Terms. The servicing operations detailed in all parts of this schedule have the meaning given in the Concise Oxford Dictionary except for the following:

- a. Inspect. Review the work carried out by tradesmen to ensure it has been performed satisfactorily.
- b. Check. Make a comparison of a measurement of time, pressure, temperature, resistance dimension or other quantity with a known figure for that measurement.
- c. Test. Ascertain, by using the appropriate test equipment that a component or system functions correctly.
- d. Examine. Carry out a survey of the condition of an item. For example, the condition of an item can be impaired by one or more of the following:
- (1) Insecurity of attachment.
  - (2) Cracks, fractures or crazing.
  - (3) Corrosion, contamination or deterioration.
  - (4) Distortion.
  - (5) Loose or missing rivets.
  - (6) Chafing, fraying, scoring or wear.
  - (7) Faulty or broken locking devices.
  - (8) Loose clips, or packing, obstruction of, or leaks from pipelines.
  - (9) External damage.
  - (10) Discolouration due to over-heating or leaking of fluids.
- e. Operate. Ensure an item or system functions correctly, as far as can be ascertained without the use of test equipment or reference to measurements.
- f. Replenish. Refill a tank, bottle, or other container to a predetermined level, pressure or quantity, and where necessary.
- (1) Remove caps, or covers from filler orifices and/or drains.

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- (2) Clear orifices
- (3) Fill container as directed in item operation.
- (4) Ensure drains are free from obstruction.
- (5) Ensure gaskets and caps or covers are free from damage.
- (6) Refit caps or covers.
- (7) Fit locking devices as necessary.

- g. Fit. Correctly attach one item to another.
- h. Refit. Fit an item which has been previously removed.
- j. Replace. Remove an item and fit new or serviced item.
- k. Disconnect. Uncouple or detach cables, pipelines or controls. .
- l. Reconnect. Reverse of sub-para k.

2. If any connections are broken, other than those detailed in this servicing schedule, the NCO i/c or Qualified Glider Inspector is to be informed. He is to inspect when reconnection and locking are completed.

3. If flying controls are disturbed during servicing, the NCO i/c or Qualified Glider Inspector is to be informed and an independent check of controls carried out in accordance with AP 3158 Vol 2, Lft B28.

4. All types of safety harness are to be removed for Bay Servicing every six months or at Minor/Major Servicing, whichever is the sooner.

5. Only winch cable rings complying with Drawing OM-128 are to be used with the Ottfur Quick Release Hook. Rings of other specifications or dimensions are not to be used.

6. Whenever any part of the pitot static system is disturbed, an independent and functional check of the system is to be made in accordance with AP 1275A Vol 2 Lft A9 (except pressure applied is to be 75 kt indicated on ASI and is not to fall below 70 kt in three minutes) by an authorised tradesman who has not been involved in the inspection.

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7. Where it is necessary to leave pipelines disconnected, the open ends are to be blanked off to prevent ingress of moisture or other material.
8. All plugs and sockets are to be finger tight.
9. Glued Joint Examination. Glued joints are to be examined by probing with a 0.005 in. feeler gauge, if gauge enters joint is unserviceable. An alternative method is to press gently on component parts and look for movement. Care is to be taken not to use excessive force as this may damage sound joints. Unless otherwise stated, damage found as a result of a Glued Joint Examination is to be assessed and repaired in accordance with AP4309A Vol 2 Pt 3.
10. Additional Servicing. The instructions contained in all parts of this schedule do not absolve personnel from responsibility for acting upon circumstances which may come to their notice indicating the need for additional servicing.
11. Cleanliness of Servicing Areas and Components. All areas in which servicing is carried out are to be clean. All components are to be cleaned before examination or lubrication. Lubrication is to be adequate but not excessive and all excess oil or grease is to be removed.
12. Replaced or Refitted Components. When a component in a system or circuit has been replaced or refitted, the system or circuit is to be proved.
13. Panels, Hatches and Fairings. Where panels, hatches or fairings are removed to gain access for servicing, the panel hatch or fairing and the surrounding structure is to be examined, particular attention being paid to fasteners. The panel, hatch or fairing is to be refitted, after the servicing task is completed, ensuring flush fitting and security.
14. Tools, Rags and Material - Removal. All tools, rags and other materials are to be removed from the aircraft on completion of any servicing task.

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SEDBURGH TX MK 1  
DAILY SERVICING  
SUPPLEMENTARY SERVICING

RAFSC Schedule-5B  
(1st Issue)

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TS 0135A (5)

SEDBURGH TX MK 1  
DAILY SERVICING

RAFSC Schedule 58  
(1st Issue)

List of Contents	Card No	No of Cards
Airframe ... ..	1 to 2	2

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TS 0135 A (6)

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

1. General

- 1.1 Servicing Notes. Read.
- 1.2 Form 3935. Ensure reported defects rectified.

2. Aircraft-General

- 2.1 Aircraft covers. )  
(if fitted). ) Remove.
- 2.2 Pressure head )  
cover. )
- 2.3 External surface. (i) Ensure clean.  
(ii) Examine.

3. Cockpit

- 3.1 Cockpit. Ensure clean particularly in vicinity of controls.
- 3.2 Pilots seats. (i) Remove.  
(ii) Examine.  
(iii) Refit.
- 3.3 Pilots safety harnesses. (i) Examine.  
(ii) Ensure quick release mechanism functions correctly.
- 3.4 Spoiler control. Operate.
4. Instrument Panel
- 4.1 Panel. (i) Examine.  
(ii) Ensure instrument glasses clean.
- 4.2 Altimeter. Set to zero.

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4.	<u>Instrument Panel</u>	(Contd)	
4.3	Turn and slip indicator.		Ensure functions satisfactorily (audibly).
4.4	Pressure head.		(i) Examine. (ii) Ensure air vents free from obstruction.
5.	<u>Landing Gear</u>		
5.1	Mainwheel and tyre.		(i) Ensure clean. (ii) Examine. (iii) Check tyre pressure (45 PLUS OR MINUS 2 lbf/in <sup>2</sup> ).
5.2	Main skid.	)	
5.3	Skid attachment points.	)	
5.4	Rubber shock absorbers.	)	Examine.
5.5	Skid metal shoe.	)	
6.	<u>Mainplane (Port)</u>		
6.1	Mainplane.		(i) Examine, particularly area adjacent to wing tip. (ii) Ensure drainage holes clear.
6.2	Spoiler.	)	
6.3	Wing strut.	)	Examine.
6.4	Aileron.		(i) Examine. (ii) Ensure drainage holes clear.
6.5	Aileron control horn.		Examine.
6.6	Centresection fairing.		(i) Examine. (ii) Ensure fitted correctly.
7.	<u>Fuselage (Port)</u>		
7.1	Structure.		(i) Examine and particularly in vicinity of main and tail skid attachment points. (ii) Ensure drainage holes clear.

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

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- 8. Tailplane
  - 8.1 Structure. )
  - 8.2 Support struts. ) Examine.
  - 8.3 Drainage holes. Ensure clear.
  - 8.4 Elevator. (i) Examine.  
(ii) Ensure drainage holes clear.
  - 8.5 Elevator hinge points. Examine.
  - 8.6 Elevator control lever. ) (i) Examine.  
(ii) Ensure washers and split pins fitted to clevis pins.
  - 8.7 Push-pull rod ends. )
  - 8.8 Rudder. (i) Examine.  
(ii) Ensure drainage holes clear.
  - 8.9 Rudder hinge points. )
  - 8.10 Rudder horns. )
  - 8.11 Rudder stops. ) Examine.
  - 8.12 Tail skid. )
  - 8.13 Skid attachment points. )
  - 8.14 Skid metal shoe. )
  - 9. Fin
  - 9.1 Structure. ) Examine.
  - 9.2 Stern post base. )
  - 10. Fuselage (Starboard)
  - 10.1 Structure. (i) Examine.  
(ii) Ensure drainage holes clear.

11. Mainplane (Starboard)
- 11.1 Aileron control horn. Examine.
- 11.2 Aileron. (i) Examine.  
(ii) Ensure drainage holes clear.
- 11.3 Wing strut. )  
11.4 Spoiler. ) Examine.
- 11.5 Mainplane. (i) Examine, particularly area adjacent to wing tip.  
(ii) Ensure drainage holes clear.
12. Winch Cable Release Mechanism
- 12.1 Mechanism. (i) Clean.  
(ii) Examine as far as possible.
- 12.2 Release control operating cable. Examine.
- 12.3 Release hook. Examine and particularly inside contour.
- 12.4 Release mechanism. Ensure functions correctly as follows:  
(i) Insert cable ring into hook.  
(ii) Maintain a steady pull on cable.  
(iii) Operate release control ensuring disengagement from release mechanism is instant and positive.
- 12.5 Automatic release. (i) Apply downward load on winch cable at right angles to centre line of aircraft.  
(ii) Ensure cable releases without operating cockpit release control.
13. Documentation
- 13.1 Form 3935. Complete.