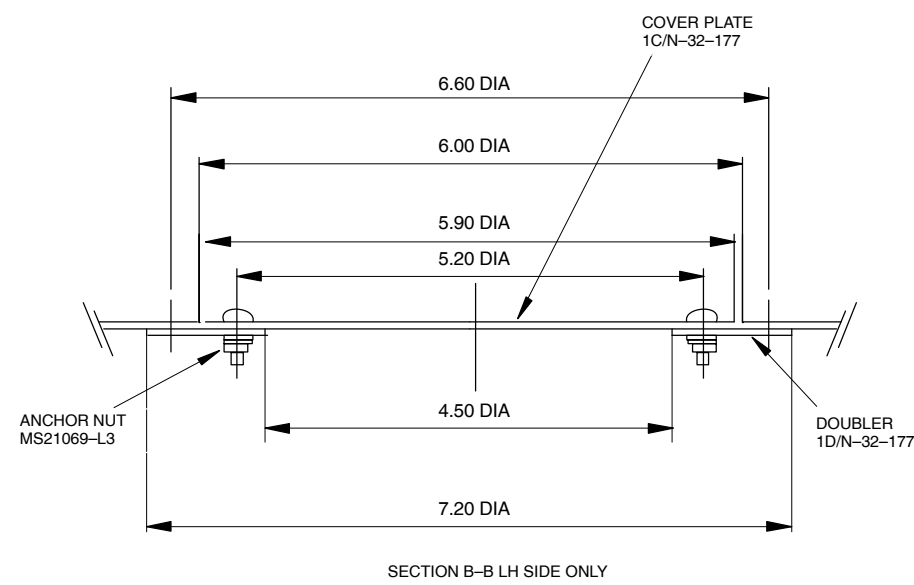


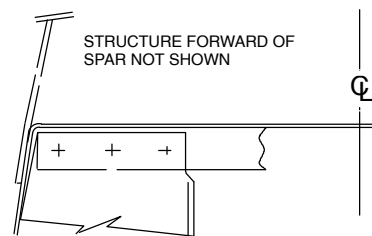
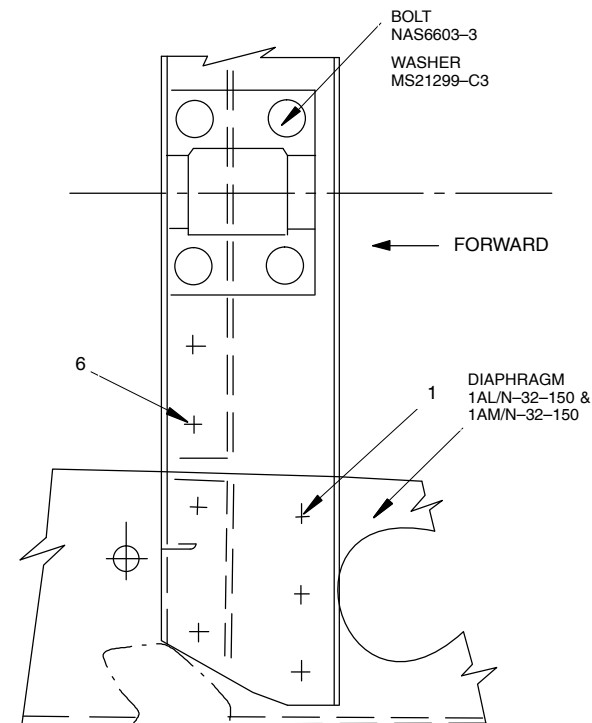
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SECTION D-D

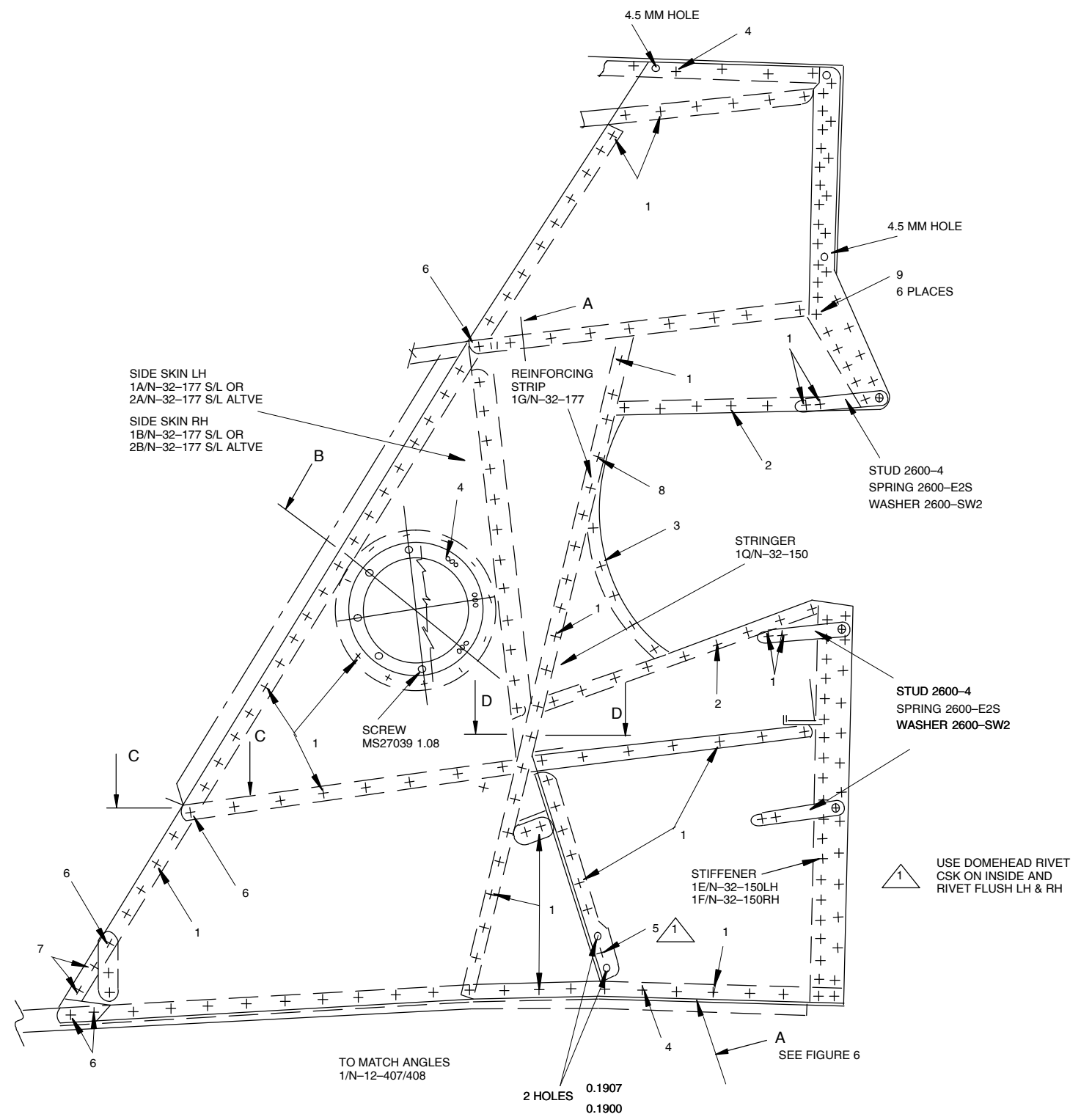


Figure 10 Dorsal Fin Structural Details

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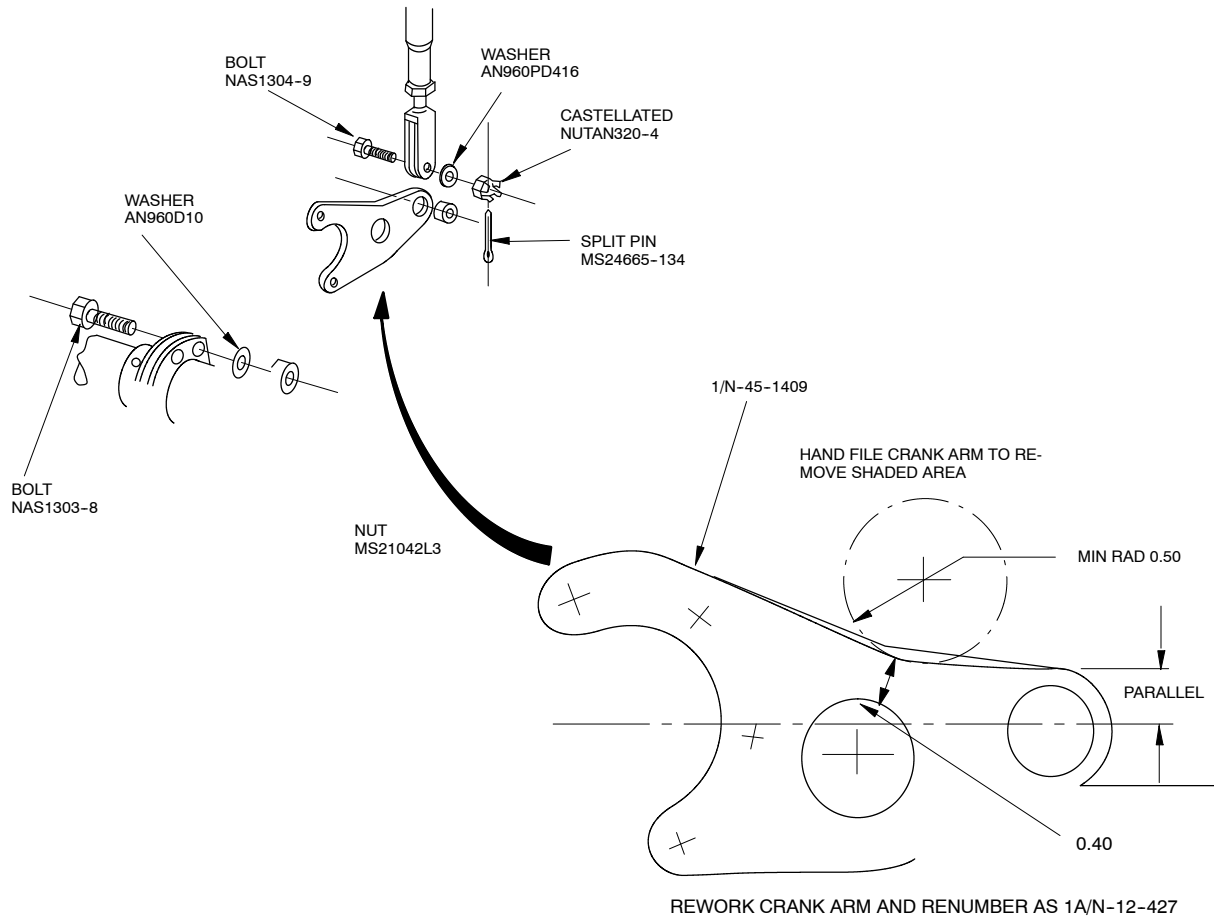


Figure 11 Crank Arm Rework

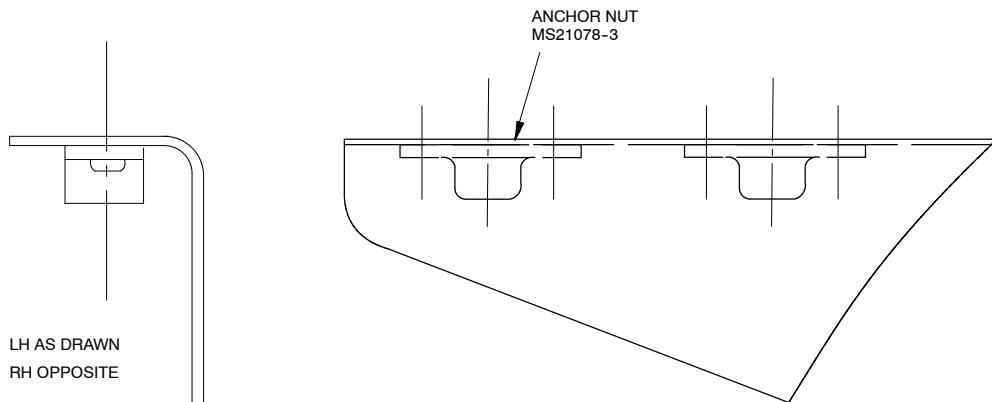


Figure 12 Dummy Attachment Angles

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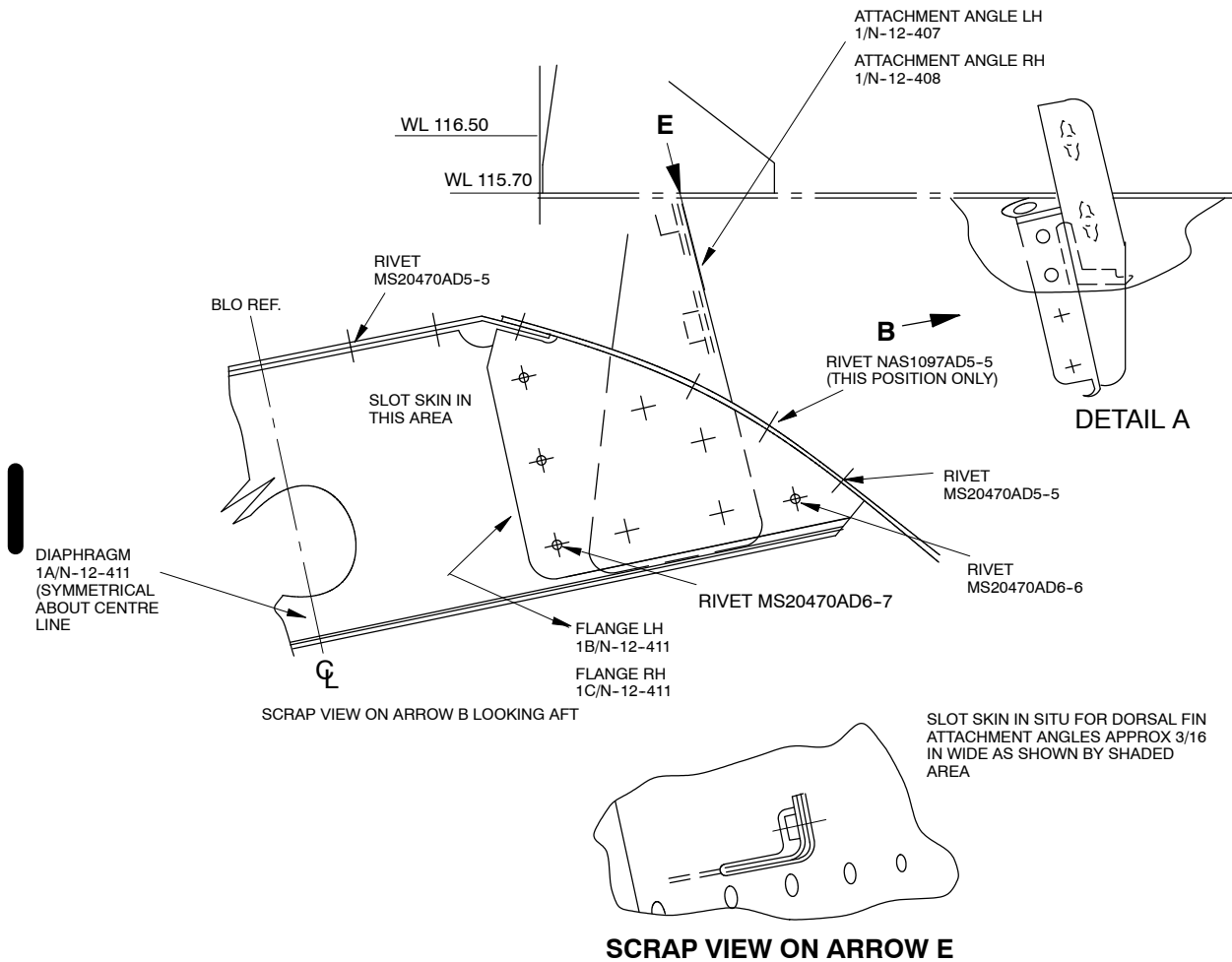


Figure 13 Dummy Attachment Angles — Fitment

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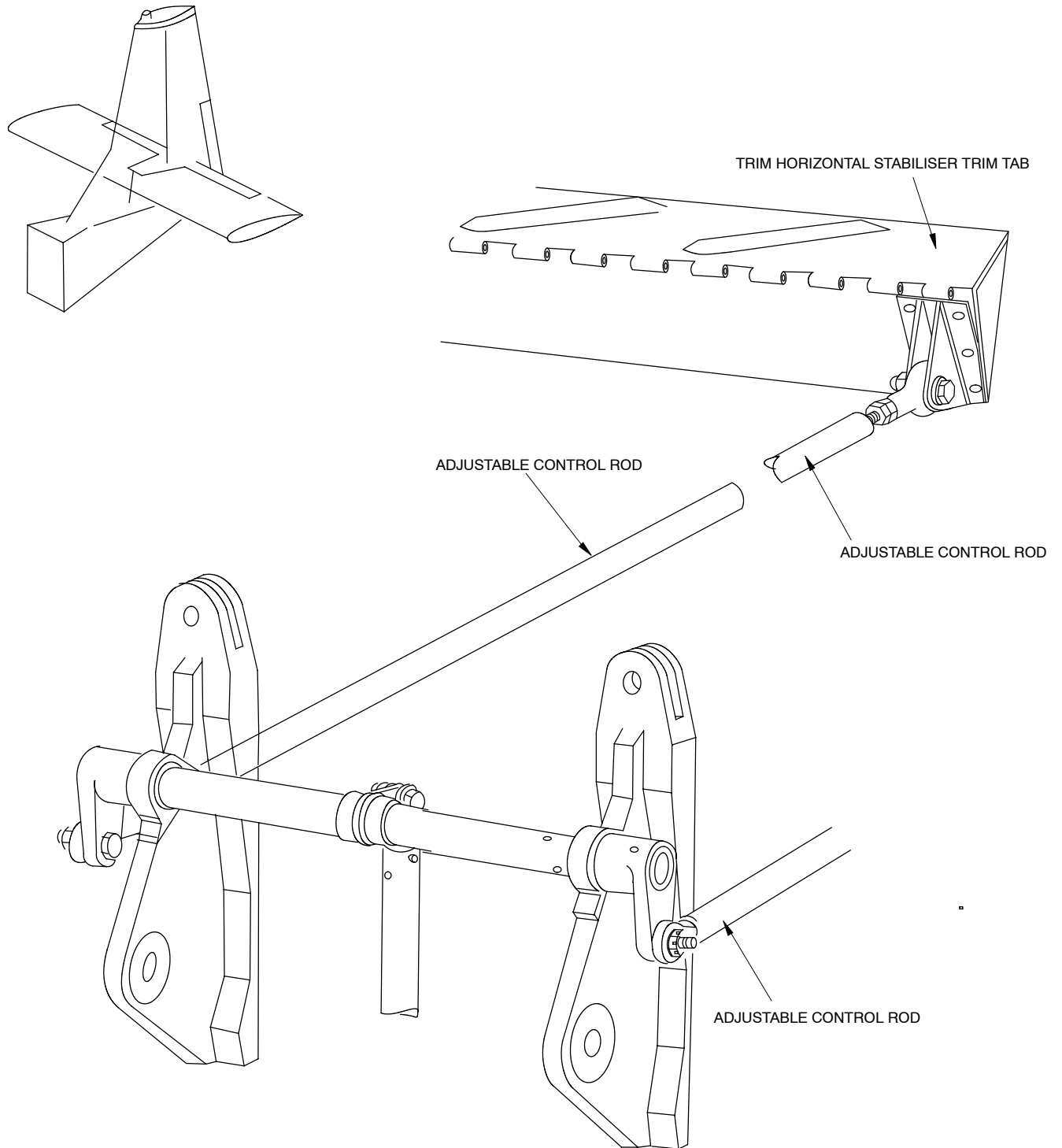


Figure 14 Horizontal Stabiliser Trim Control Rods

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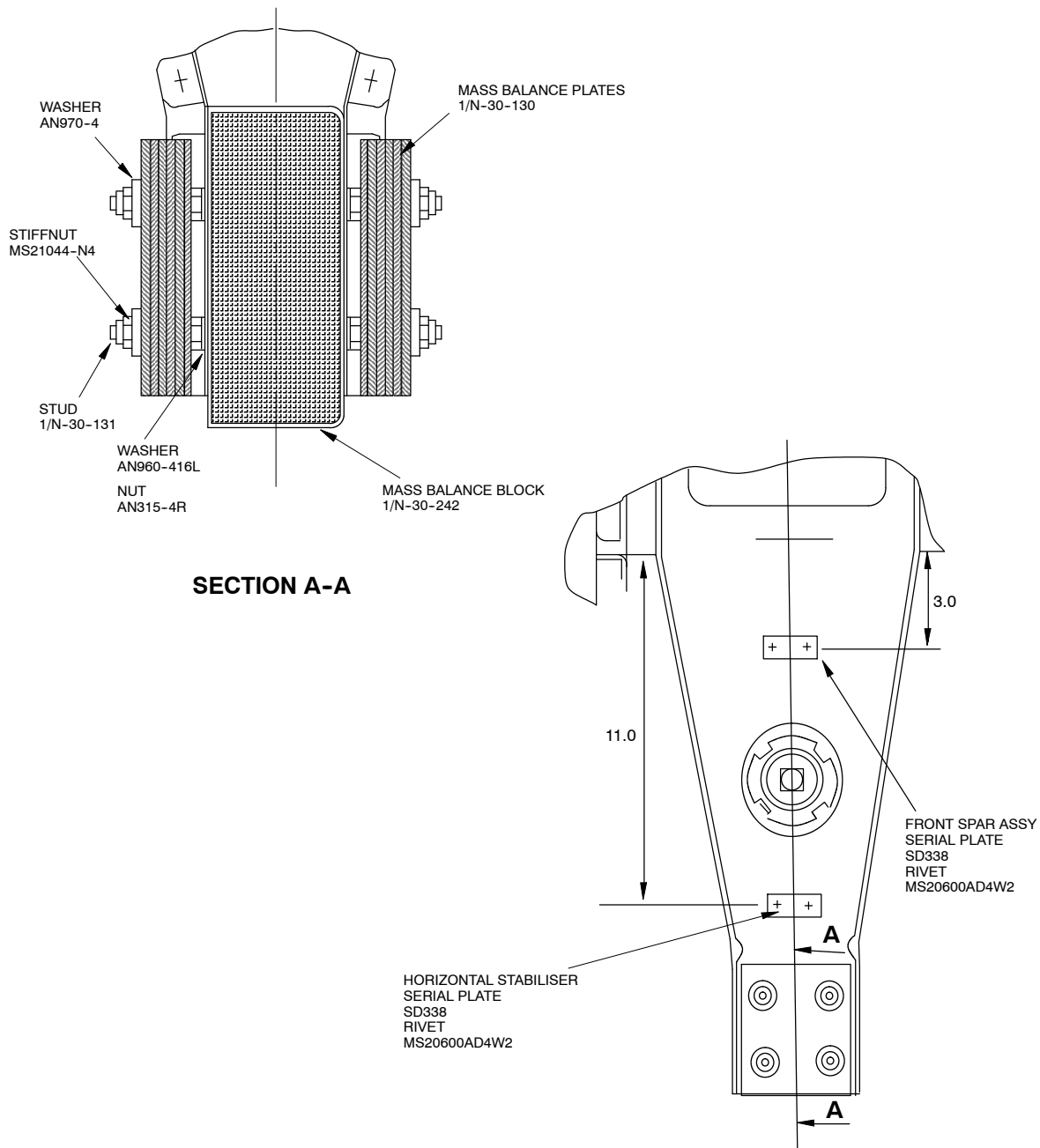


Figure 15 Serial Plate and Mass Balance Plates — Fitting

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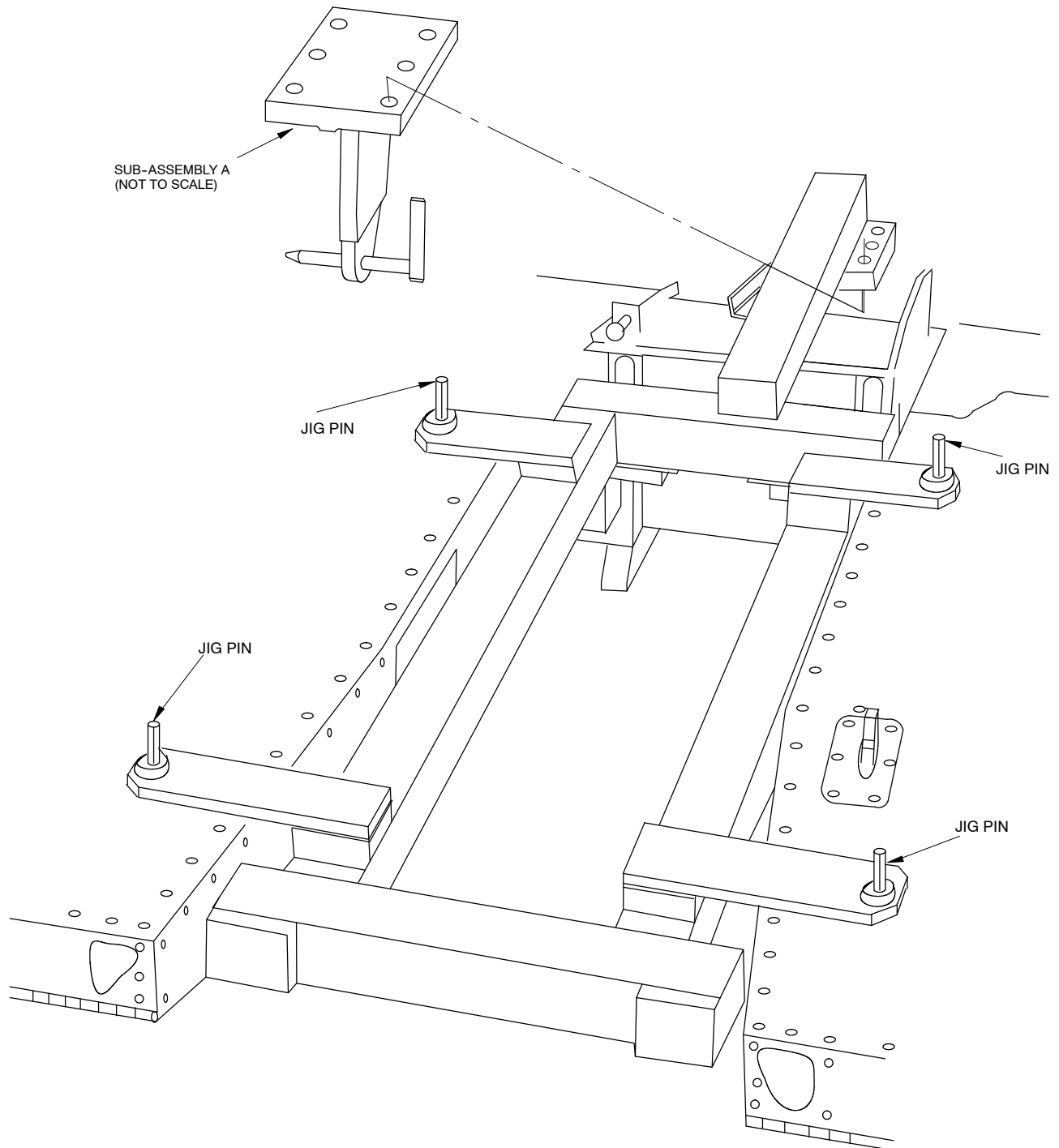


Figure 16 Horizontal Stabiliser Jig

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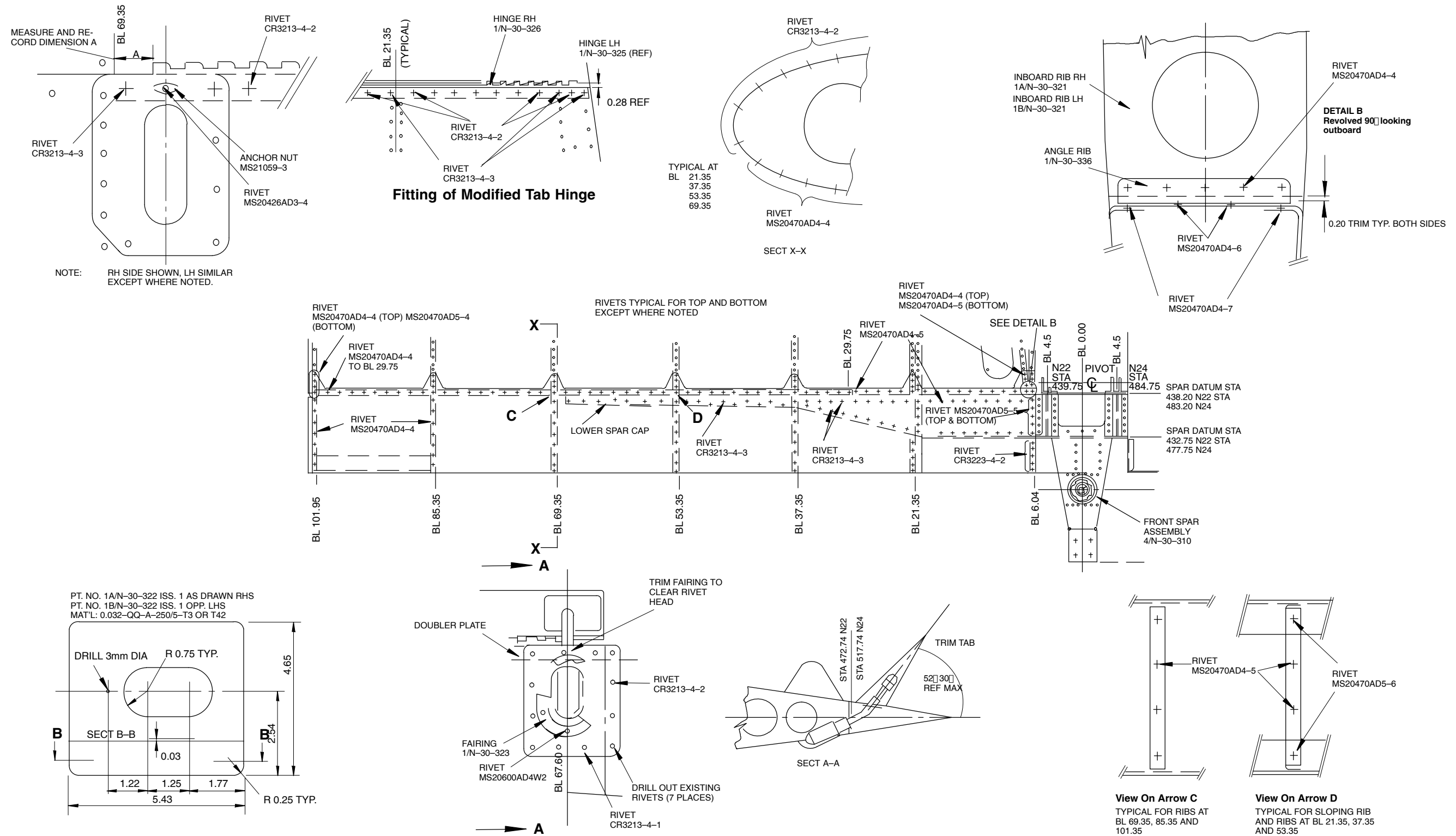


Figure 17 Horizontal Stabiliser — Rework and Fitting of Leading Edge

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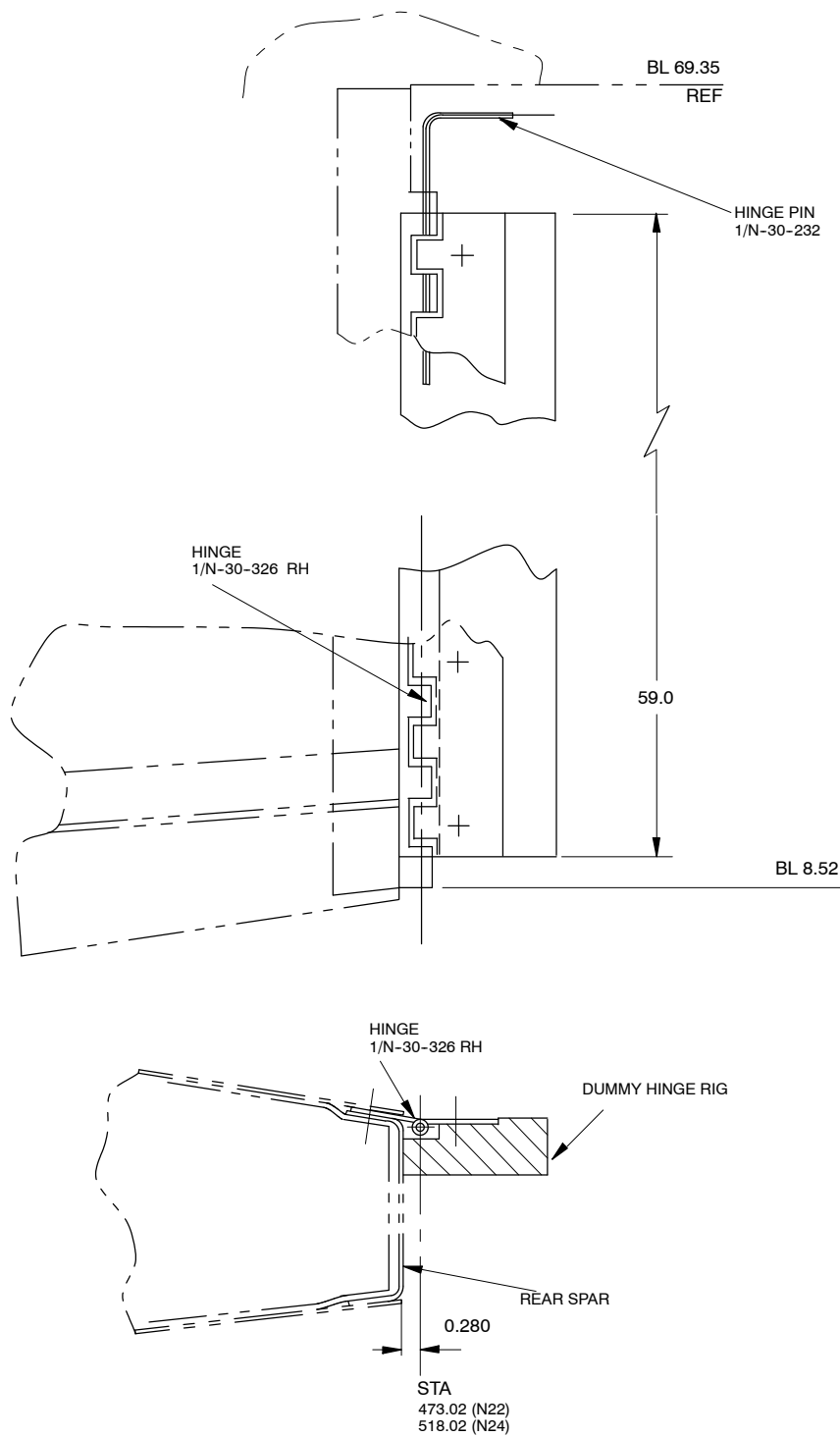


Figure 18 Trim Tab Hinge Installation

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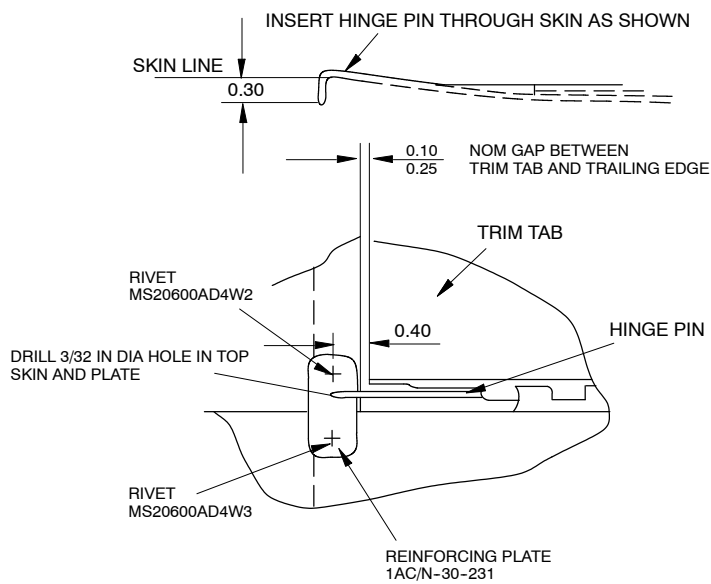
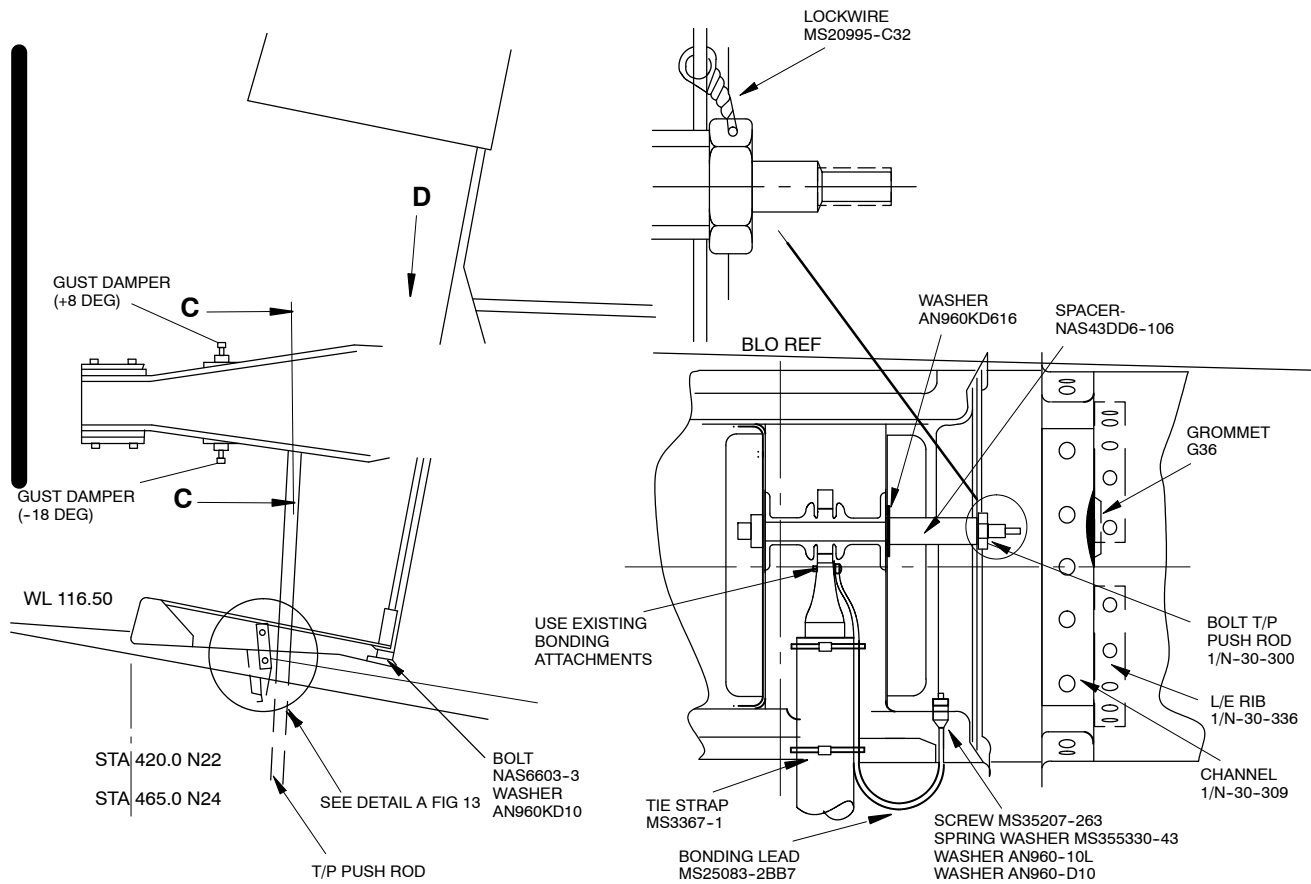


Figure 19 Trim Tab Hinge — Fitting

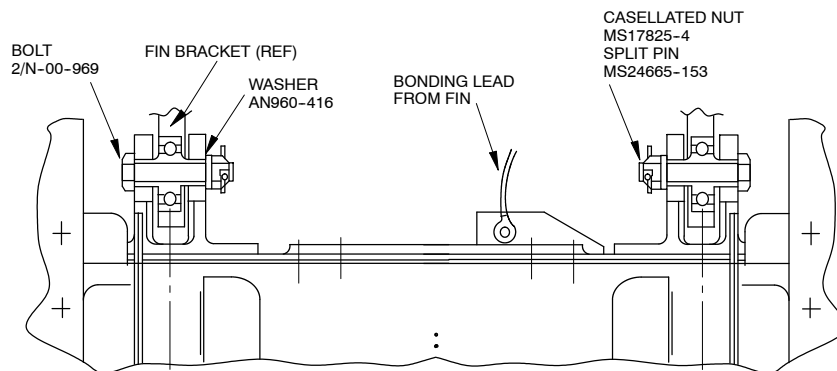
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SECTION C-C



SCRAP VIEW ON ARROW D

Figure 20 Horizontal Stabiliser Installation

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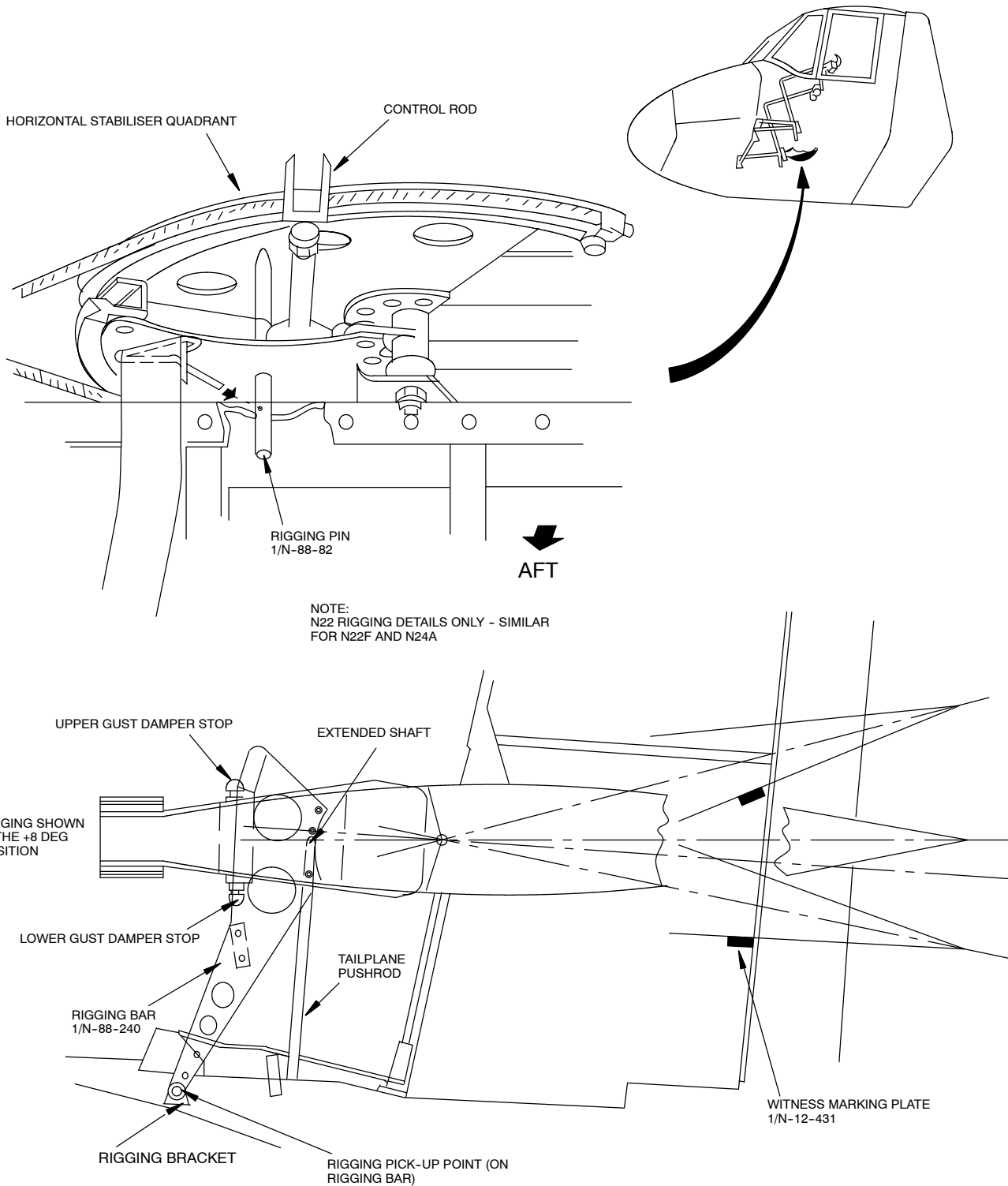


Figure 21 Horizontal Stabiliser — Rigging Details

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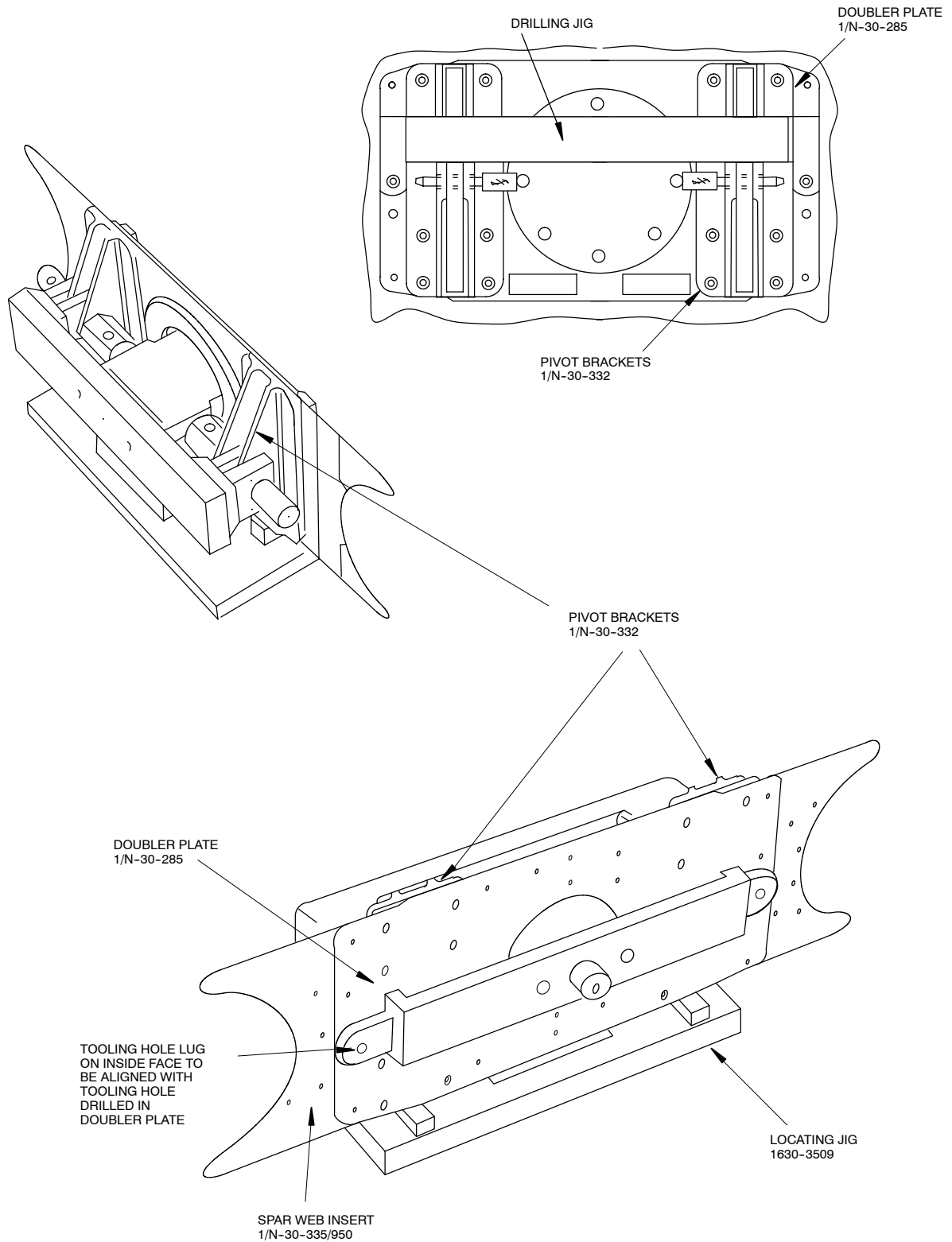


Figure 22 Pivot Bracket Locating Jig — PN 1630-3509

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ANNEX A

CERTIFICATE OF INCORPORATION

1. This is to certify that modifications N663 and N768 have been incorporated in accordance with Service Bulletin ANMD-55-26 to the aircraft and horizontal stabilisers as follows:

* ANMD-55-26 Parts 2 and 3 Aircraft S/N _____ Horizontal Stabiliser S/N _____

* ANMD-55-26 Part 3 Spare Horizontal Stabilisers S/N _____ _____ _____
_____ _____ _____
_____ _____ _____

* ANMD-55-26 Part 4 Horizontal Stabiliser S/N _____

*Delete that which is not applicable

Signature _____

Name _____

Company _____

Date _____

2. This is to certify that the old spar PN _____ has been rendered unserviceable by cutting through upper and lower spar caps and webs ten inches or so about the vertical centre line of the spar.

Signature LAME/OIC Maintenance _____