

CHAPTER

56

WINDOWS

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EFFECTIVITY: All

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GENERAL

Fwd part of cockpit is covered with sliding canopy, while the rear side is covered with fixed canopy. This chapter contains information on closing of both parts of canopy. Information on design and maintenance of sliding canopy is issued in Chapter 52.

EFFECTIVITY: All

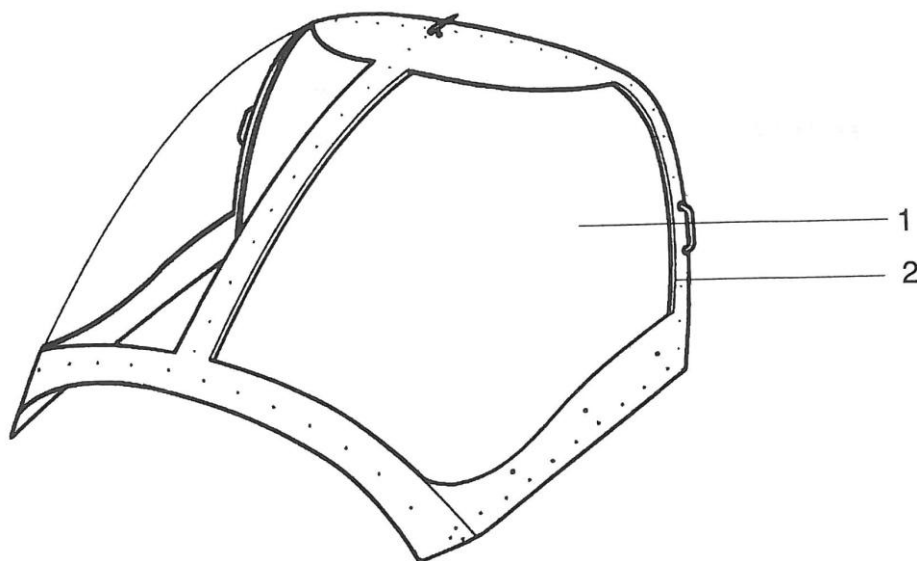
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GLAZING OF SLIDING COCKPIT CANOPY

DESCRIPTION AND OPERATION

The canopy glazing (Fig. 56-1, item 1) consists of left and right glass elements. The canopy glazing is made tight and screwed in the canopy frame structure.



- 1 ... glazing of sliding cockpit canopy (L and R elements)
- 2 ... frame structure of sliding canopy

Fig. 56-1 Glazing of sliding cockpit canopy

MAINTENANCE

APPROVED REPAIRS

REPAIRS OF SLIDING COCKPIT CANOPY GLAZING

Fault	Remedy
1) Cracks in canopy glazing longer than 40 mm. 2) Glass silvering in pilot's sight of view.	Replace canopy glazing if any of these faults is detected
3) Cracks in canopy glazing shorter than 40 mm.	Drill off the crack ends with 1,5 mm (0,06 in) drill
4) Glass silvering out of pilot's sight of view	No remedy

EFFECTIVITY: All

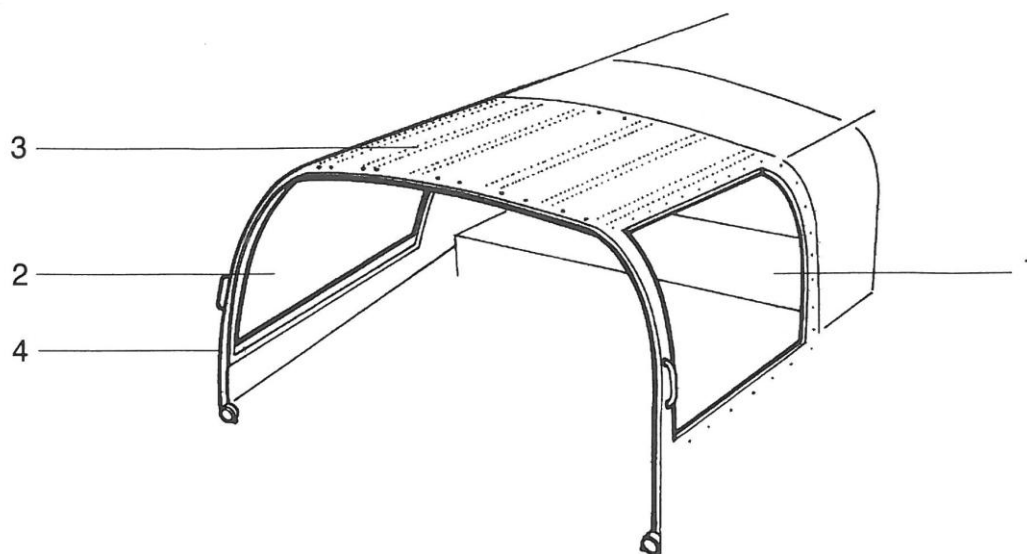
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GLAZING OF FIXED PART OF COCKPIT CANOPY

DESCRIPTION AND OPERATION

The fixed part of cockpit canopy contains two fixed glazed windows (Fig. 56-2, items 1; 2). The window glazing glassess are made tight and screwed to fixed canopy frame (2) structure and to holders of fuselage latticework.



- 1 ... left window
- 2 ... right window
- 3 ... cockpit roof
- 4 ... frame of fixed canopy

Fig. 56-2 Glazing of fixed cockpit canopy

MAINTENANCE

APPROVED REPAIRS

REPAIRS OF FIXED COCKPIT CANOPY GLAZING

Fault	Remedy
1) Cracks in canopy glazing longer than 40 mm.	Replace canopy glazing
3) Crack in canopy glazing shorter than 40 mm.	Drill off the crack ends with 1,5 mm
4) Glass silvering.	No remedy

EFFECTIVITY: All

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