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AAP 711:23, VOL 2, PART 1

NENE INSTRUCTION NO 19

APPLICATION: NENE 2-VH ENGINES

OIL SUMP FILLER CAP - PRECAUTIONS WHEN REFITTING

Introduction

1. Several instances have occurred where the cap on the oil filler had not been correctly fitted. This resulted in loss of oil and subsequent damage to the engines. The procedure to be observed when refitting the filler cap is detailed in this instruction.

Instruction

2. Before attempting to refit the filler cap, screw the locking wheel back at least three full turns, this will ensure that the cross bar engages under the two lugs. Failure to screw the lock back far enough can result in the engagement of only one end of the cross bar under the lugs as shown in Fig 1 of drawing B13309 attached.

3. It is appreciated that due to the position of the filler assembly it is difficult to see whether the cross bar is correctly engaged, however, it is possible to feel that both ends of the cross bar are under the lugs, before tightening the locking wheel.

4. Care should be taken to fully tighten the cap, as failure to do this has resulted in "flash back" in the wire intake screens and resultant damage to the impeller in addition to damage caused by lack of lubrication on bearings etc.

Reference : Files, Department of Air 150/8/1762.

Attachment : Drawing B13309.

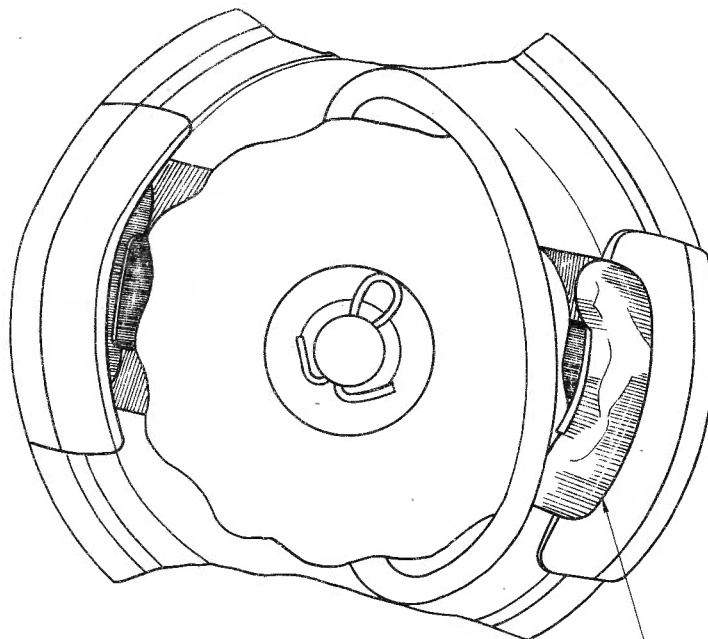
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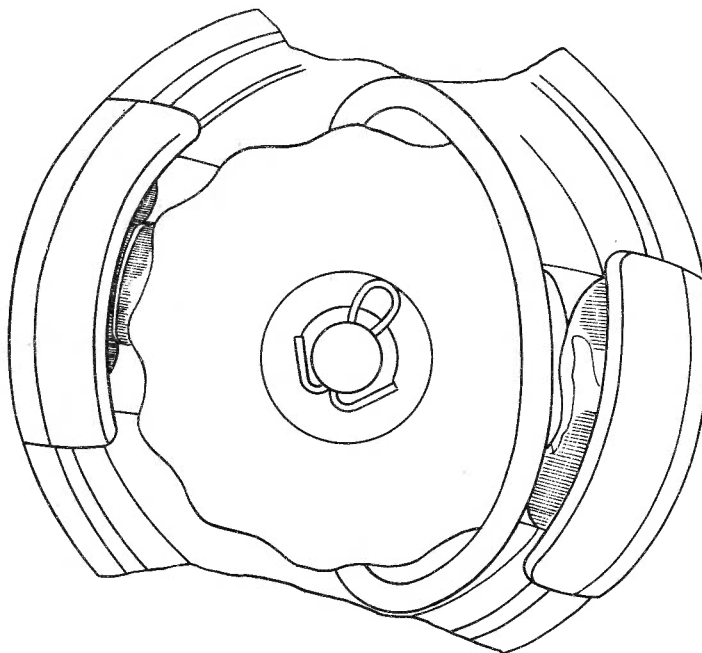
DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	D. I. L.	INITIALS	APPROVED
	18-9-59				



FAULTY ENGAGEMENT

INCORRECT



CORRECT ENGAGEMENT

REFERENCE		ISSUED BY		TITLE	
		DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGINEERING		OIL SUMP FILLER CAP PRECAUTION WHEN FITTING	
LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	$\pm .010''$	SPEC.		MACHINE	
FRACTIONS	$\pm \frac{1}{32}''$	TREATMENT		ENGINE	
ANGLES	$\pm \frac{1}{2}^\circ$	FINISH		TECH. ORDER	NEW INSTRUCTION NO. 18
SURFACE FINISH		SCALE			
AUSTRALIAN STANDARD		DRAWN		DRAWING NO.	
ENG. DRWG. PRACTICE A.S.21		TRACED	R.W.	B. 13309	
		APPROVED	<i>[Signature]</i>		
		CHECKED	<i>[Signature]</i>		
				DRWG. A SIZE	

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