

Restricted

Air Force Head-Quarters

Technical Order

NENE INSTRUCTION NO. 2
(ISSUE 2)

Application : Nene 2-VH
Installed in
Vampire
Aircraft.

**DISTORTION AND CRACKING OF FLAME TUBES -
ACCEPTANCE STANDARDS**

Introduction

1. Distortion, cracking, &c. of Flame Tubes occurs during service and in many instances may be quite considerable after prolonged service.
2. This standard defines the extent of such deterioration of tubes which is acceptable during overhaul without the necessity of repair or replacement.
3. Flame Tubes which are cracked or otherwise damaged beyond these acceptance standards may, within limitations, be salvaged by welding, patching or replacement of sections, &c. as instructed by the relevant Repair Schemes.
4. To facilitate visual detection of cracks, all tubes are to be thoroughly cleaned of all carbon, &c. by an approved method prior to inspection.

Cracking

5. Cracking is acceptable in the respective sections of Flame Tubes within the following limits, as illustrated.

Snout

6. No cracking is permitted.

Scoop

7. Radial cracks from the inlet bore are acceptable up to .250 inch in length, provided they are at least 2 inches apart.
8. One crack only is acceptable from or between adjoining key-hole slots in the rim, providing it does not exceed 2 inch in length.

Grid

9. Radial or circumferential cracking between air holes is acceptable, provided not more than three (3) holes are inter-connected. More than one such crack is permitted, provided they are at least 3 inches apart.

Diffuser Swirl Vanes

10. Cracking of the Swirl Vanes or detachment of the vane lugs from the hub or rim is not acceptable. Tubes with this type of defect are to be rejected outright as unsuitable for repair. The most effective means of inspecting these Vanes is to use a light gauge rod or stick as a lever between vanes.

11. Cracking or detachment of the spot welds in the outer rim securing the Vane Assembly to the Flare is permitted, provided not more than three (3) welded areas between Vanes are cracked or detached, and that these be separated by at least alternate sound welded areas of the rim.

Flare

12. Separate circumferential or radial cracks from or between air holes are acceptable, provided not more than two (2) adjoining holes are interconnected, or the crack does not exceed 1 inch in length. More than one such crack is permitted, provided they are at least 3 inches apart.

13. A combination of radial and circumferential cracking from the same hole, or separate radial or circumferential cracks less than 3 inches apart are not permitted under any circumstances.

14. In some cases, minute cracks are found radiating from the holes in the flare. Providing these are less than .100 inch in length, a maximum of four such cracks is permitted from any one hole, providing adjacent holes are free from any cracks. This type of cracking is mostly encountered after repair by direct welding of the flare.

15. One (1) single circumferential crack in the formed corner radius of the outer rim is acceptable to a maximum length of 2 inches.

Cylindrical

16. Single line cracks from air holes are acceptable up to 1 inch in length, providing the end of the crack is not within .500 inch of any other air hole or crack. More than one crack is permitted from the same hole, provided their origins are at least 90° apart and the cracks are divergent.

17. Cracks from the first row of air holes to the nearest keyhole slot at the front of the cylindrical ("Derwent" only) are acceptable.

18. Cracks from adjacent air holes to suspension tube, torch igniter, interconnector sleeves are acceptable, providing they are within the length limitation of 1 inch and do not enter the boss through one of the keyhole slots if present.

19. Cracks radiating from the projecting edge or lip of holes through the cylindrical at suspension tube, torch igniter or interconnector sleeves are acceptable, providing such cracks are terminated by the surrounding weld and do not pass through any keyhole slots of the sleeves flanges. Any number of such cracks are permitted in any of these holes.

NENE INSTRUCTION NO. 2
(ISSUE 2)

20. In instances where it is found that a series of minute cracks are radiating from the edge of an air hole in the cylindrical, it is permissible to blend out such cracks, provided the air hole is not enlarged by more than .125 inch in diameter at any point. After blending, the edge of the air hole is to be re-radiused. Alternate air holes only may be enlarged in this way. It is not permitted to enlarge adjoining holes nor a cluster of holes.

Suspension, Torch Igniter and Interconnector Sleeves

21. A crack forming an extension to a "keyhole" slot in suspension tube, torch igniter or interconnector sleeves, thereby splitting the sleeve, is acceptable. Only one crack is permitted in any one sleeve, although each sleeve may be cracked in this way.

22. Fretting in the bore of suspension tube, torch igniter or interconnector sleeves is acceptable, providing the clearance is not excessive.

Front Conical

23. No cracking is permitted.

Window Piece

24. Longitudinal cracks from the air holes are acceptable, providing they do not run through the adjacent circumferential welded joints with the front and rear conical sections.

25. The maximum acceptable length of circumferential cracking through holes in the window piece is 2 inches, either as one continuous crack (connecting four consecutive holes) or as the sum of the lengths of a number of small cracks between holes.

26. Where longitudinal and circumferential cracks are present, these must be separated by a least three (3) undamaged holes. A combination of longitudinal and circumferential cracking through the same hole is not acceptable.

27. Circumferential cracking in the rim of the window piece is not acceptable.

Rear Conical

28. Single line cracks from air holes are acceptable up to 1 inch in length, providing they do not extend to within .500 inch of any other air hole or crack. More than one crack is permitted from the same hole, if their origins are at least 90° apart and the cracks are divergent.

29. On flame tubes incorporating stiffening rolls in the rear conical, a maximum of two (2) circumferential cracks up to 2 inches in length are acceptable in any of these ribs, if the adjacent ends are at least 6 inches apart and the cracks do not run off the ribs.

30. Longitudinal cracks from the sheet edge of the early type internal "upstream" overlap with the window piece are acceptable, provided they do not extend through the adjacent circumferential welded joint with the window piece, and that no detachment of the weld has resulted. Any number of such cracks is acceptable from this upstream sheet edge. Circumferential cracks in or adjacent to the edge of this type welded joint are not permitted.

31. Fretting or wear of the rear locating "pips" is acceptable providing no cracking or perforation of the metal is apparent and the diametral clearance with the outer casing does not exceed the permitted limits.

General

32. The following limitations apply to all cracking present in flame tubes.

33. Single line cracks only are acceptable, within the limitations detailed. Forked or branched cracks are not permitted.

34. A crack running to a welded joint at a substantially obtuse angle and so bounded by it can generally be accepted. Cracks running alongside a welded joint are not permitted.

35. A combination of cracks which could readily develop in such a way as to cause break away of an unsupported section are not permitted under any circumstances.

36. All cracks in accessible regions of flame tubes which are not bounded by an adjacent weld or hole are to be terminated by an .062 inch drilled hole, if within acceptable limits.

Note: Care is to be taken when drilling terminating holes to ensure the hole is drilled at the visible end of the crack to approximately .062 inch ahead of the crack.

37. Distortion normally only occurs in the rearward sections of the tube and is acceptable within the following limits.

Cylindrical

38. Distortion of the cylindrical is usually local and is acceptable providing the tube can be satisfactorily assembled in the air casing, preserving the necessary alignment for suspension tubes, burner, &c.

Front Conical and Window Piece

39. These sections usually distort together, the effect being to displace the axis of the rear conical. If extensive, this can be checked with the tube assembled in the air casing to ensure adequate clearance exists with the outer casing.

NENE INSTRUCTION No. 2
(ISSUE 2)

Rear Conical

40. Distortion in the form of flats between air holes is acceptable provided the tube has not buckled inwards appreciably. Distortion of the rear end causing ovality is acceptable providing the out of roundness measured over the rear locating pips does not exceed .030 inch.

General

41. In general, distortion need not be rectified unless it is extensive or causes misalignment, &c. as outlines above.

42. Accidental damage to tubes is acceptable unless extensive or sharply indented. Damage causing distortion of the snout inlet is to be rectified.

Drawings

43. B.11484, Sheets 1 to 4, is attached.

44. This Instruction cancels and supersedes Nene Instruction No. 2 dated 11th July, 1949.

References	:	File R.A.A.F. 150/4/7834.
Attachment	:	Drawing B.11484, sheets 1 to 4.
Date of Issue	:	11th June, 1954.

DO NOT SCALE

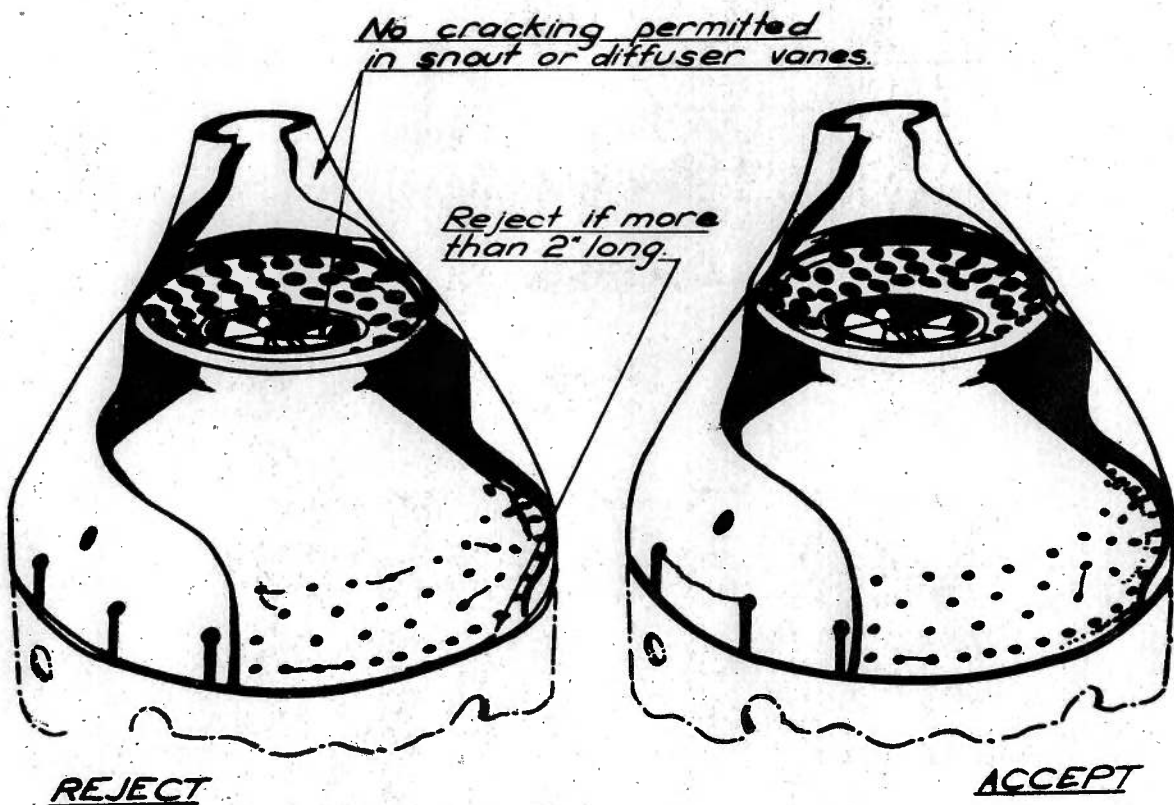
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	1220	1221	1222	1223	1224	1225	1226	1227	1228	1229	1230	1231	1232	1233	1234	1235	1236	1237	1238	1239	1240	1241	1242	1243	1244	1245	1246	1247	1248	1249	1250	1251	1252	1253	1254	1255	1256	1257	1258	1259	1260	1261	1262	1263	1264	1265	1266	1267	1268	1269	1270	1271	1272	1273	1274	1275	1276	1277	1278	1279	1280	1281	1282	1283	1284	1285	1286	1287	1288	1289	1290	1291	1292	1293	1294	1295	1296	1297	1298	1299	1300	1301	1302	1303	1304	1305	1306	1307	1308	1309	1310	1311	1312	1313	1314	1315	1316	1317	1318	1319	1320	1321	1322	1323	1324	1325	1326	1327	1328	1329	1330	1331	1332	1333	1334	1335	1336	1337	1338	1339	1340	1341	1342	1343	1344	1345	1346	1347	1348	1349	1350	1351	1352	1353	1354	1355	1356	1357	1358	1359	1360	1361	1362	1363	1364	1365	1366	1367	1368	1369	1370	1371	1372	1373	1374	1375	1376	1377	1378	1379	1380	1381	1382	1383	1384	1385	1386	1387	1388	1389	1390	1391	1392	1393	1394	1395	1396	1397	1398	1399	1400	1401	1402	1403	1404	1405	1406	1407	1408	1409	1410	1411	1412	1413	1414	1415	1416	1417	1418	1419	1420	1421	1422	1423	1424	1425	1426	1427	1428	1429	1430	1431	1432	1433	1434	1435	1436	1437	1438	1439	1440	1441	1442	1443	1444	1445	1446	1447	1448	1449	1450	1451	1452	1453	1454	1455	1456	1457	1458	1459	1460	1461	1462	1463	1464	1465	1466	1467	1468	1469	1470	1471	1472	1473	1474	1475	1476	1477	1478	1479	1480	1481	1482	1483	1484	1485	1486	1487	1488	1489	1490	1491
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------

DO NOT SCALE

REV. 17
2 10-7-54

ATTENTION

A.I.L. INITIALS APPROVED



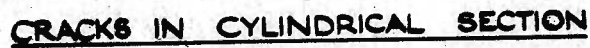
CRACKS IN DIFFUSER FLARE, GRID & SCOOP.

DIRECTORATE OF TECHNICAL SERVICES R.A.A.F.		TITLE FLAME TUBES. ACCEPTANCE STANDARDS	
DESIGNED BY	MATERIAL	COMPONENT OF	
DESIGNED BY	SPCG.	MACHINE	
DESIGNED BY	TREATMENT	ENGINE	
DESIGNED BY	FINISH	TECH. ORDER	
DESIGNED BY	SCALE	ISSUES NO.	
DESIGNED BY	DATE	811404	
DESIGNED BY	TIME	REV. 2 of 4	
DESIGNED BY	DATE	DATE	
DESIGNED BY	TIME	DATE	

15-16 Mo.	24-26
-----------	-------

ALTERNATION

D. I. L.	INITIALS	APPROVED
----------	----------	----------

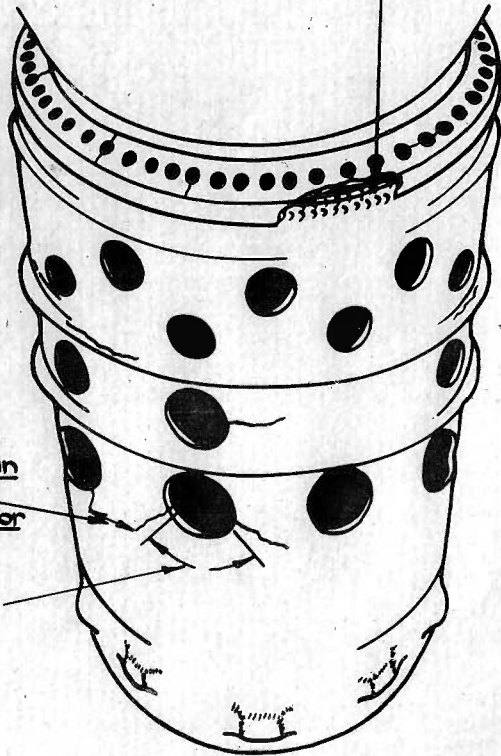


REFERENCE	ISSUED BY	TITLE
	DIRECTORATE OF TECHNICAL SERVICES, R.A.A.F.	FLAME TUBES ACCEPTANCE STANDARDS
LIMITS UNLESS STATED	MATERIAL	COMPONENT OF
DECIMALS	± .010"	MACHINE
FRACTIONS	± 1/16"	ENGINE
ANGLES	± 1°	TECH. ORDER
SURFACE FINISH	FINISH	
AUTOMATIC STANDARD	SCALE	REMARKS NO.
INT. CORR. SURFACE L.A.S.	SAWY	
	THROD	
	D.L.S.	
	APPROVED	
	CHECKED	
	DATE	
		NENE + DERVENT
		DEPT. INSTR. NO. 1
		DERVENT INSTALLATION NO. 2
		D-11484
		SH. 5 of 4 SH. 4
		DATA
		A
		SIZE

DO NOT SCALE

ISSUE NO.	2	DATE	29-4-54	ALTERATION	D.L.L.	INITIALS	APPROVED

Cracks from upstream edge must not pass through weld zone.

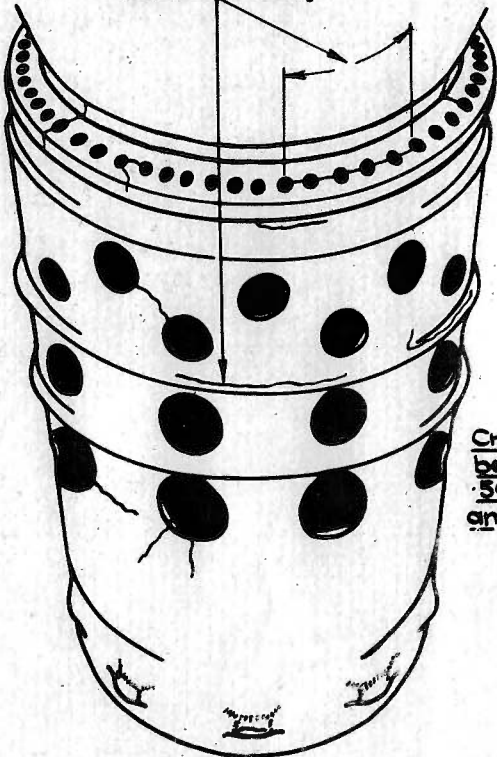


ACCEPT

Cracks must be more than 500" from any other hole or crack.

More than 90°

Reject if more than 2" long.



REJECT

CRACKS IN WINDOW PIECE + REAR CONICAL

REFERENCE		ISSUED BY		TITLE	
DIRECTORATE OF TECHNICAL SERVICES. R.A.A.F.		FLAME TUBES		ACCEPTANCE STANDARDS	
LIMITS UNLESS STATED	MATERIAL	COMPONENT OF			
DECIMALS ± .010"	SPEC.	MACHINE			
FRACTIONS ± 1/16"	TREATMENT	ENGINE			
ANGLES ± 1°	FINISH	TECH. ORDER			
SURFACE FINISH		DRAWING NO.			
AUSTRALIAN STANDARDS		B-11484			
EN. 8001, PART 1, 1.1.1		Sht. 4 of 4 Shts.			

NENE + DERVIENT
NENE INSTRUCTION NO. 2
DERVIENT INSTRUCTION NO. 2

QING.

This file was downloaded
from the RTFM Library.

Link: www.scottbouch.com/rtfm

Please see site for usage terms,
and more aircraft documents.

