

CHAPTER 11 - NOZZLE BOX AND TURBINE

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Exhaust unit and jet pipe (issued in AP102C-1512 to 1517-6A, Sect.2, Chap.5)	
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1. Deleted

2. Deleted

3. L.P. turbine

(1) Cracking of the aerofoil leading and trailing edges is not acceptable.

(2) Accept l.p. turbine blade assembly shroud weld cracking, irrespective of the number of cracked or fractured welds provided there are no secondary cracks propagating into the shroud parent metal.

(3) Accept well-dispersed light damage pitting on the aerofoil surface provided it is not in, or within 0.500 in, of the shroud fillet radius.

(4) Accept light denting of leading or trailing edges provided that:

(a) The straightness of the edge is not deformed by more than 0.020 in.

(b) The length of deformation, measured along the edge, is not greater than 0.125 in.

(c) No tearing or ragged edges are apparent either visually or by touch.

(d) Thinning of the edges has not occurred.

(5) If, after applying the standards specified in (2), (3) and (4), the l.p. turbine blades are acceptable, experience has shown that the h.p. blades will also be acceptable and no inspection of the h.p. turbine blades is necessary.

(6) If the l.p. turbine blades are unacceptable the engine must be rejected.

4. L.P. nozzle guide vanes

(1) Accept any cracking of the L.P. nozzle guide vane aerofoils. Experience indicates that l.p. n.g.v.'s will always complete an engine life safely, irrespective of the condition observed in service.

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