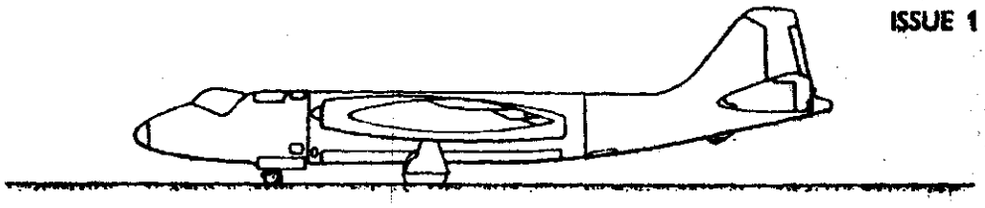
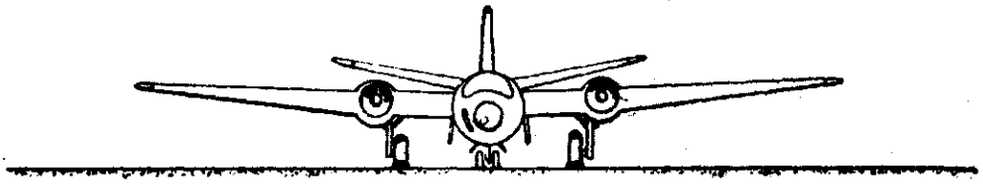
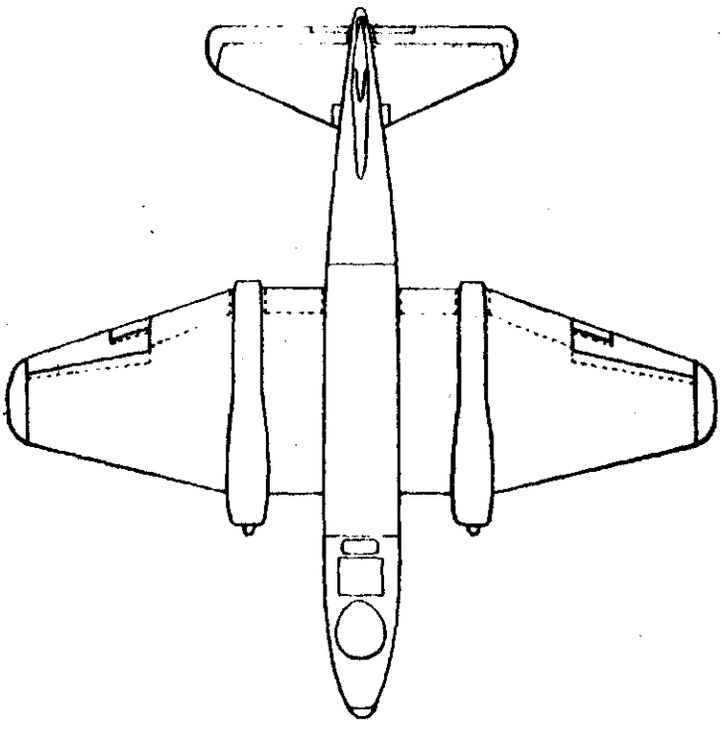
PLATE A
ISSUE 1







GENERAL ARRANGEMENT.

(DATA IS FOR STORAGE AND PACKING ONLY.)

DUTY - BOMBER

TYPE :- TWIN ENGINE MONOPLANE

DIMENSIONS

	FT	IN
SPAN	69	0
TAIL UP	15	6
TAIL DOWN		
	65	6
	0	11
		8

INCIDEN
MAIN P
NC
TAIL
DIHE
UP

RACE
EACH

AREAS

MAIN PLANES WITH AILERONS	960	SQ FT
AILERONS 2 TOTAL	72	SQ FT
TAIL PLANE WITH ELEVATOR	5	SQ FT
ELEVATORS	5	SQ FT
FIN		
RUDDER		

ANK 5

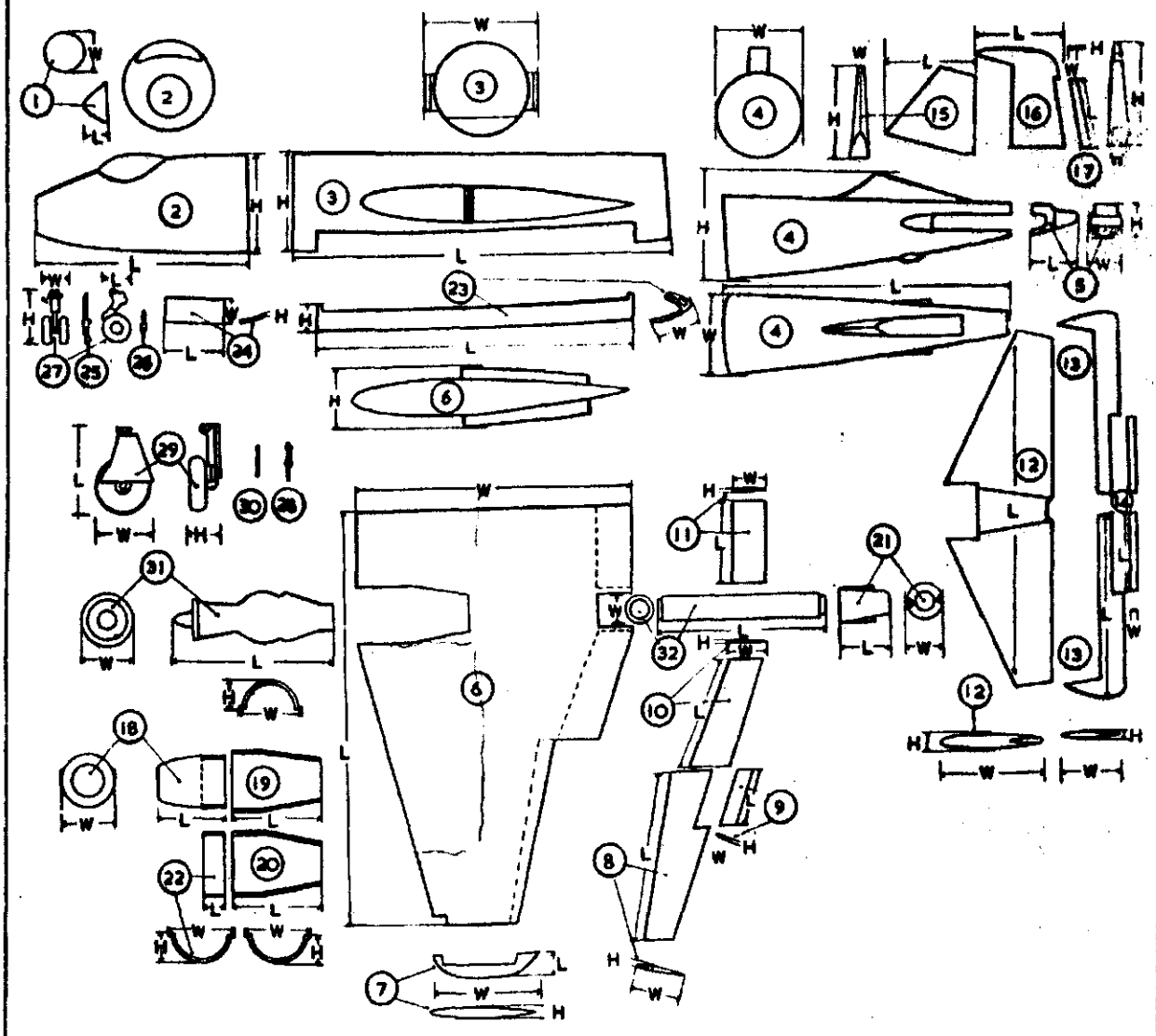
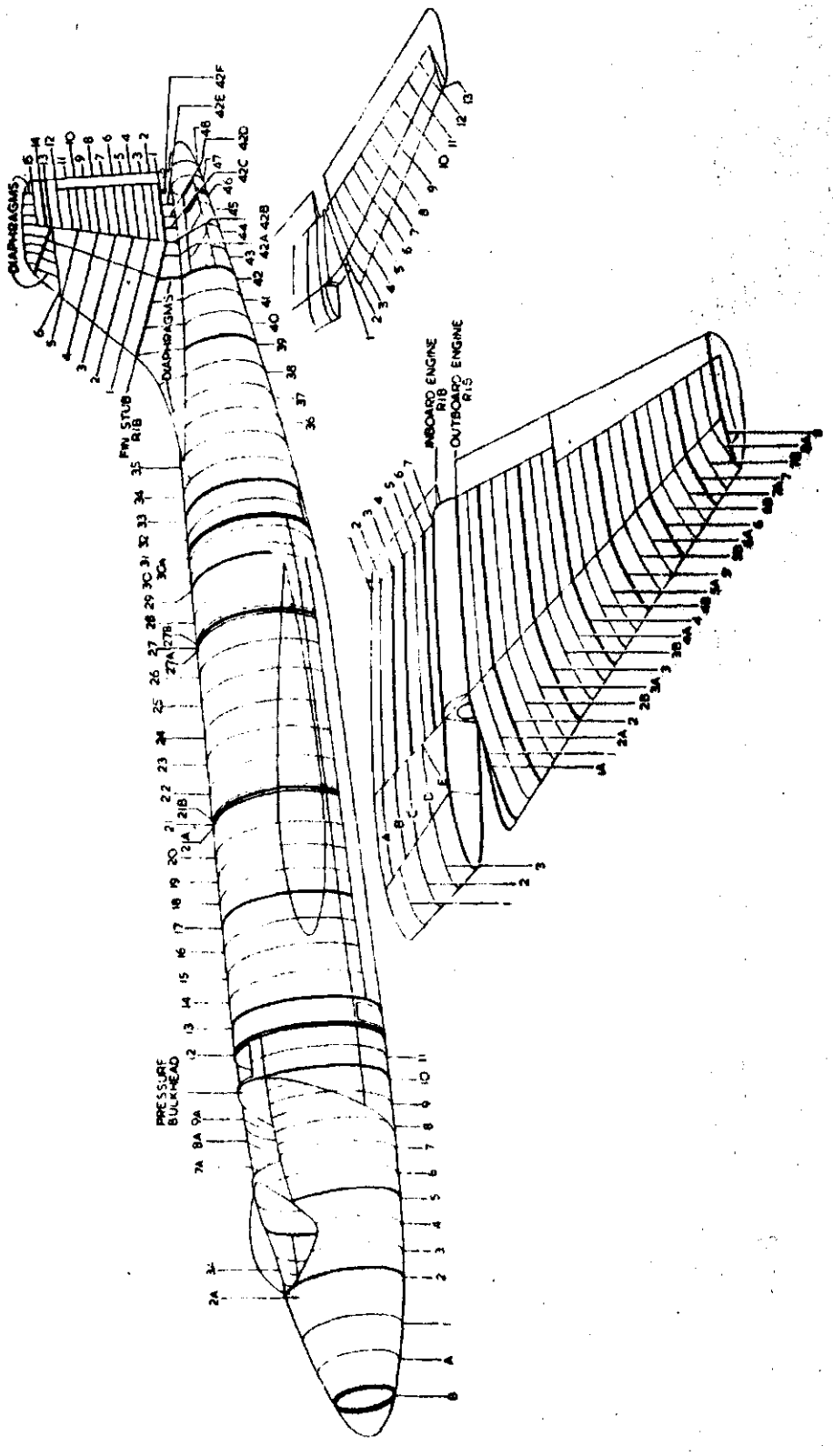


FIG.	COMPONENT	LENGTH	WIDTH	HEIGHT	FIG.	COMPONENT	LENGTH	WIDTH	HEIGHT
1	PERSPEX NOSE	1 - 5"	2 - 7" DIAMETER		17	TAB	5'- 5"	9"	2"
2	FRONT FUSELAGE	15 - 0"	6 - 6"	"	18	FRONT COWLING	13'- 2"	3'- 10"	3'- 10"
3	CENTRE "	25 - 11"	7 - 7"	6 - 6"	19	TOP REAR COWL	5'- 5"	2'- 0"	1'- 3"
4	REAR "	19 - 1"	5 - 10"	7 - 11"	20	BOTTOM REAR COWL	5'- 5"	2'- 0"	1'- 3"
5	REAR CONE	4 - 9"	2 - 5"	2 - 10"	21	JET PIPE COWL	3'- 8"	2'- 8"	2'- 7"
6	WINGS	29'- 8"	19 - 0"	4 - 3"	22	SERVICE PANEL	2'- 2"	2'- 0"	1'- 9"
7	WING TIPS	1'- 8"	7'- 8"	10"	23	BOMB DOORS	22'- 1"	3'- 0"	1'- 8"
8	AILERON	12'- 6"	1'- 3"	9"	24	NOSE U/C DOORS	4'- 2"	1'- 5"	3"
9	TAB	4'- 2"	8"	2"	25	NOSE U/C RADIUS ROD	3'- 11"	4"	8"
10	FLAP OUTBOARD	8'- 11"	2'- 9"	3"	26	NOSE U/C JACK	2'- 2"	5"	6"
11	" INBOARD	5'- 7"	2'- 6"	3"	27	NOSE U/C WHEEL AND LEG	2'- 2"	1'- 7"	3'- 7"
12	TAILPLANE	26'- 0"	7'- 9"	1'- 6"	28	MAIN U/C JACK	1'- 11"	4"	7"
13	ELEVATOR	13'- 11"	4'- 5"	5"	29	MAIN U/C WHEEL AND LEG	6'- 3"	3'- 11"	2'- 1"
14	TAB	5'- 7"	8"	2"	30	SIDE STAY	2'- 9"	8"	8"
15	FIN	6'- 4"	1'- 6"	6'- 9"	31	ENGINES	11'- 0"	3'- 6" DIAMETER	
16	RUDDER	7'- 1"	1'- 3"	7'- 0"	32	JET PIPE	12'- 3"	2'- 2" "	

PACKING DIMENSIONS.

A



KEY DIAGRAM OF RIB & FRAME POSITIONS

MEMORANDUM OF INSTRUCTIONS

1. **CONTENTS**
This catalogue contains a list of the Airframe Spare Parts embodied in CANBERRA MK.62 aircraft and of other items of equipment fitted to this aircraft. The R.A.F. Vocabulary Section allotted to Canberra Airframe Spares is 26FZ.

2. **DEMANDS**
Demands for the parts required to make an airframe serviceable are invariably to quote the Serial Number of the Aircraft. Units are to demand parts for this airframe under Section 26FZ except where the schedule states otherwise. Where the schedule states that a part is held under another Vocabulary Section, the demand should quote that section after reference as necessary to the appropriate publications.

3. R.A.F. reference numbers are quoted in this schedule to the extent that they are applicable to the Mark 62 Aircraft; items used on the Mark 62 Aircraft which are not common to R.A.F. aircraft do not bear a reference Number and [illegible] number is quoted. Any demands for such items are to quote the Maker's Part Number

4. A reference in this publication to [illegible] does not imply that it is being supplied as a spare under contract, it will be necessary [illegible] the contract for details of items ordered. This publication gives general information [illegible] known of the aircraft which goes beyond the range of spares normally required [illegible] e.g. this is to assist in the identification of items which may in special circumstances [illegible] and which would be the subject of special orders.

5. Parts qualified by the [illegible] stocked by units. If it is found that manufacture is beyond unit capacity, [illegible] supplying the assembly of which this item is a part provided that the [illegible] If this course is not possible, the 'LM' item should be the [illegible] to manufacture locally.'

6. **MODIFICATIONS (CLASSES 1 & 2)**
When an item is introduced by a modification the modification number is shown after the description of the item. Redundant items are deleted from the [illegible]

7. **MODIFICATIONS (CLASSES 3 & 4) AND AMENDMENTS**
When an item is introduced by the [illegible] the [illegible] shown after the description. Parts rendered redundant are [illegible] deleted from the [illegible] but the description of these items must include the additional words [illegible] which are added must include, in the description, the words '(MOD [illegible]'.

8 **OBSOLESCENT STOCK**
An asterisk '*' shows [illegible] that no further purchase of the item will be made [illegible] they are exhausted.

9 **NUMBERS OFF**
The figure in the No. Off [illegible]
(a) The [illegible] is NOT ordered.
(b) The [illegible] assembly when the description is indented.

10. **COMPILATION OF [illegible]**
The multi-range [illegible] includes sub-assemblies, groups and detail items [illegible] their relative [illegible] descriptive titles. The indentation is in accordance with the following:
a) The Main Assembly [illegible] in capital letters
(b) First division
Sub-assemblies, groups or detail parts which are [illegible] Assembly are indented one space.
(c) Second division
Groups or detail parts which are [illegible] Sub-assembly or group are each indented a further space.
(d) Third and subsequent [illegible]
In sequence.

11. MAIN ASSEMBLY DRAWINGS

Where for descriptions or identification purposes only a Main Assembly is shown, that drawing number is shown in brackets at the end of the description.

12. PIPE LINES, ELECTRICAL AND FLEXIBLE CABLES

Local manufacture of these items is intended wherever possible. Charts showing the various materials and parts required are included as appendices at the end of the schedule.

13. AMENDMENT LISTS

Amendments are to be correctly [illegible] and recorded in the Amendment Certificate which is to be found in front of the schedule. Manuscript amendments are to be made in ink. The Amendment Lists are numbered consecutively and will be issued as required.

14. ASSOCIATED PUBLICATIONS

It will be necessary to refer to associated schedules of spare parts for airframe accessory equipment in conjunction with this schedule. These schedules will be found in the appropriate series of Air Publications. Various other spare parts schedules are likewise likely to be required, and a general guide to publication numbers will be found in A.P. 1086 Book 1.

15. CLASSIFICATION OF EQUIPMENT

The R.A.F. system of classifying equipment has been included in this schedule as a general guide to the value and importance of the items and to assist if necessary in accounting. This system divides all items into [illegible], the definitions of which are as follows:-

CLASS 'A' - Class 'A' items are those which remain on charge which cannot be replaced except on return to store and which are

(i) Capable of economic repair beyond station capacity (taking into consideration the value of the item, and cost of transportation and supply position) at repair depots or by Contractors;

or

(ii) Provisioned on a basis of the repair of unserviceable arisings as necessary to provide a replacement backing for equipment in use

or

(iii) Provisioned for life of type, for which the repair of unserviceable arisings is the sole method of maintaining serviceable assets

CLASS 'B' – Class 'B' items are those which remain on charge which cannot be replaced except on return to store and which are

(i) Attractive, but not Class 'A' or

(ii) Capable of economic repair only at station level and not of Low Value

CLASS 'C' - Class 'C' items are those which do not fall into either Classes 'A' or 'B' they comprise:-

(i) Consumable items

(ii) Low Value and other non-attractive items which, though not consumable in use, are not capable of economic repair and

(iii) Low Value non-attractive items which are capable and worthy of repair at station level, such items are to be repaired if it is economical to do so