

Chapter 2

BURNERS, TYPE CSH23 AND CSH24 SERIES

LIST OF CONTENTS

	Para.	Para.
Introduction	1	4
Description	2	5
Principle of operation	3	6
Installation		4
Inhibiting and packing		5
Servicing		6

LIST OF ILLUSTRATIONS Fig.

Sectioned view of type CSH23 burner	1
--	---

Introduction

1. The type CSH23 burner is fitted to De Havilland Goblin Mk. 1 and 2 and the CSH24 to the Goblin Mk. 3 aero-engines. These burners are fundamentally the same as the type CSH9 burner already described in Chapter 1.

Description

2. The essential constructional differences between these are in the design of the holder and the filter. The types CSH23 and CSH24 burners have a holder with a long straight connecting pipe as compared with the short angular pipe of the CSH9 type of burner. The filter assemblies of the CSH23 and CSH24 burners are screwed directly into their holders instead of being retained by means of a spring as on the CSH9. The type CSH23 burner illustrated in fig. 1, has a three hole mounting flange, while the CSH24 type has a two hole flange.

Principle of operation

3. These burners operate in the same manner as the type already described in Chapter 1, those in the Goblin Mk. 2 having a range of atomisers with orifice sizes from 0.0310 in. to 0.0320 in., giving flows of from 26.4 gallons per hour to 32.5 gallons per hour when measured at a fuel pressure of 645 lb. per sq. in. In the Goblin Mk. 3 engine the type CSH24 burner has a range of atomisers having orifice sizes from 0.0323 in. to 0.0362 in. giving flows of from 28.56 gall. per hour to 37.25 gall. per hour when measured at the same fuel pressure as the CSH23 type burners.

Installation

4. For particulars of installation refer to the relevant engine publication.

Inhibiting and packing

5. The inhibiting and packing procedure is described in Vol. 2, Part 3, Section 7, Chapter 2, para. 16 and 17.

Servicing

6. Once the burner is installed on the engine

no servicing, other than a close watch for leaks from feed pipes and connections, is necessary. No leakage is permissible. In the event of leakage, when pipes or joints are disconnected, the system must be thoroughly bled as described in the relevant engine Air Publication.

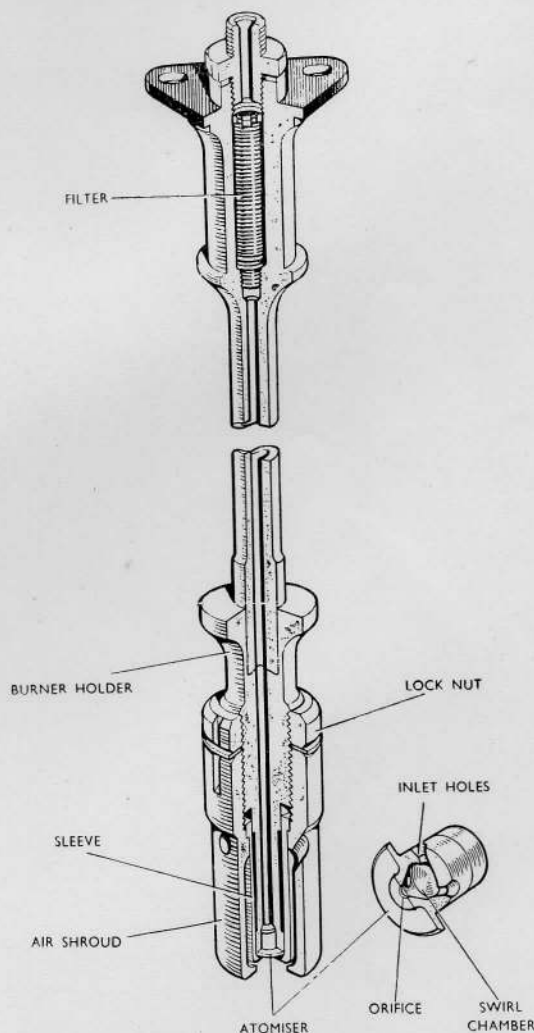


Fig. 1. Sectioned view of type CSH23 burner

R E S T R I C T E D



This file was downloaded
from the RTFM Library.

Link: www.scottbouch.com/rtfm

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