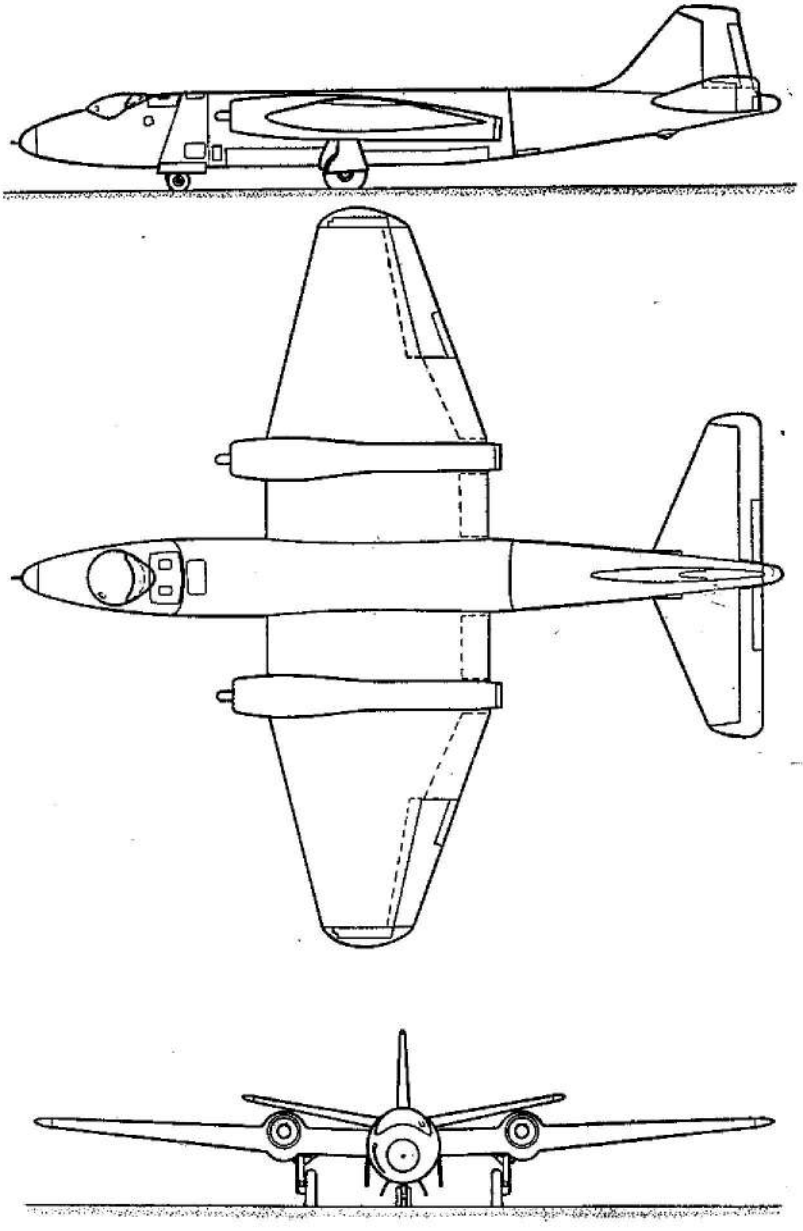
PLATE A/B.MK.6
ISSUE 1



GENERAL ARRANGEMENT

(DATA IS FOR PACKING AND STORAGE ONLY)

Duty: Bomber.

Type: Twin-engined monoplane.

DIMENSIONS:

Wing span: 64ft. 0in.
Overall height: 15ft. 7in.
Overall length: 65ft. 6in.
Chord at root: 19ft. 0in.
Chord at tip: 7ft. 8in.
Mainplane Dihedral—
Inner wing: 2 deg.
Outer wing: 4 deg. 21 mins.
Incidence—
Mainplane: 2 deg.
Tail plane: −1 deg. to +2 deg. 22 mins.
Tail plane dihedral: 10 deg.

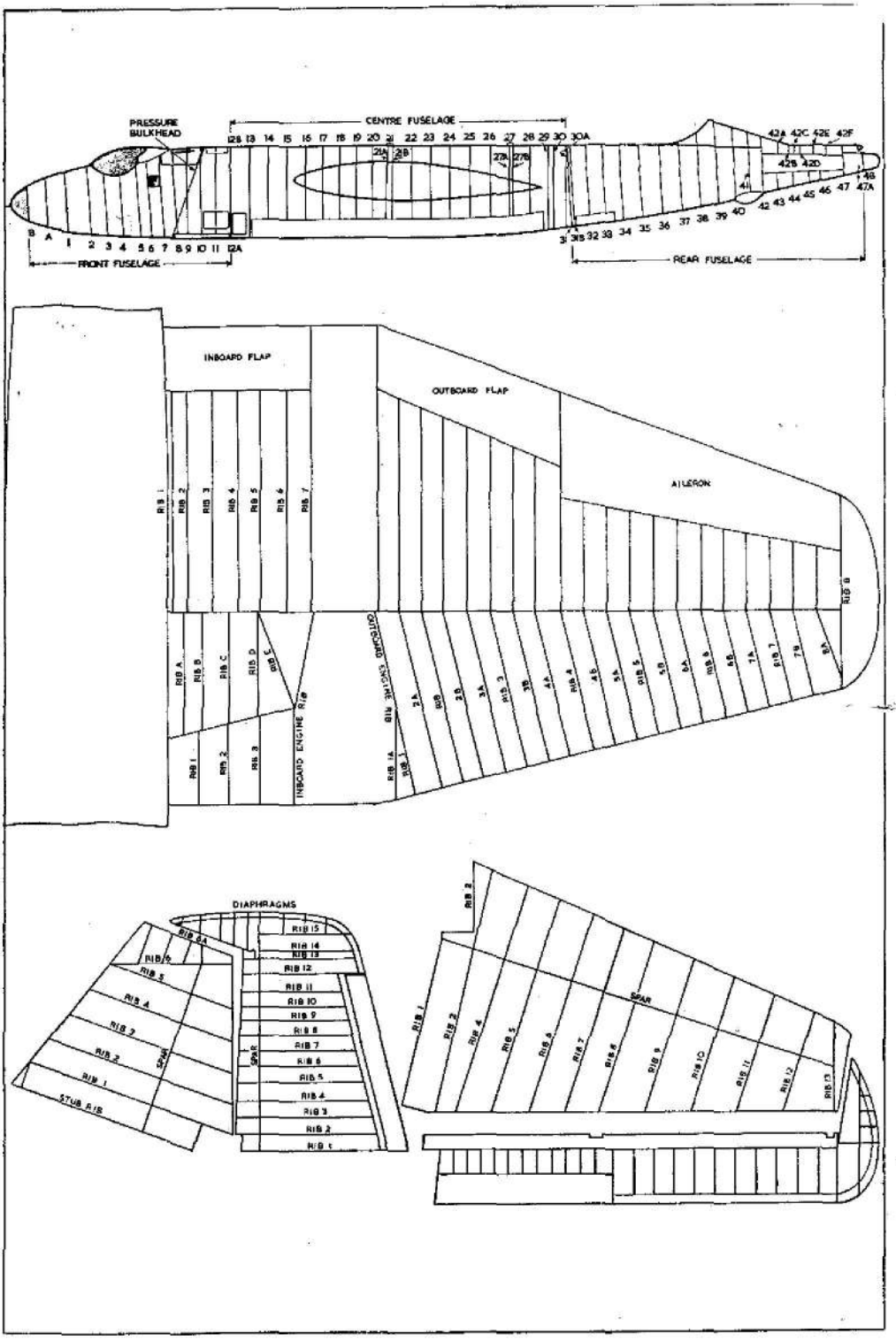
AREAS:

Main plane, with ailerons: 960 sq. ft.
Ailerons (2), total: 72 sq. ft.
Tail plane with elevators: 191 sq. ft.
Elevator, including horn: 57 sq. ft.
Elevator trim tabs: 5.5 sq. ft.
Fin: 31 sq. ft.
Rudder: 31 sq. ft.

FUEL TANK CAPACITIES:

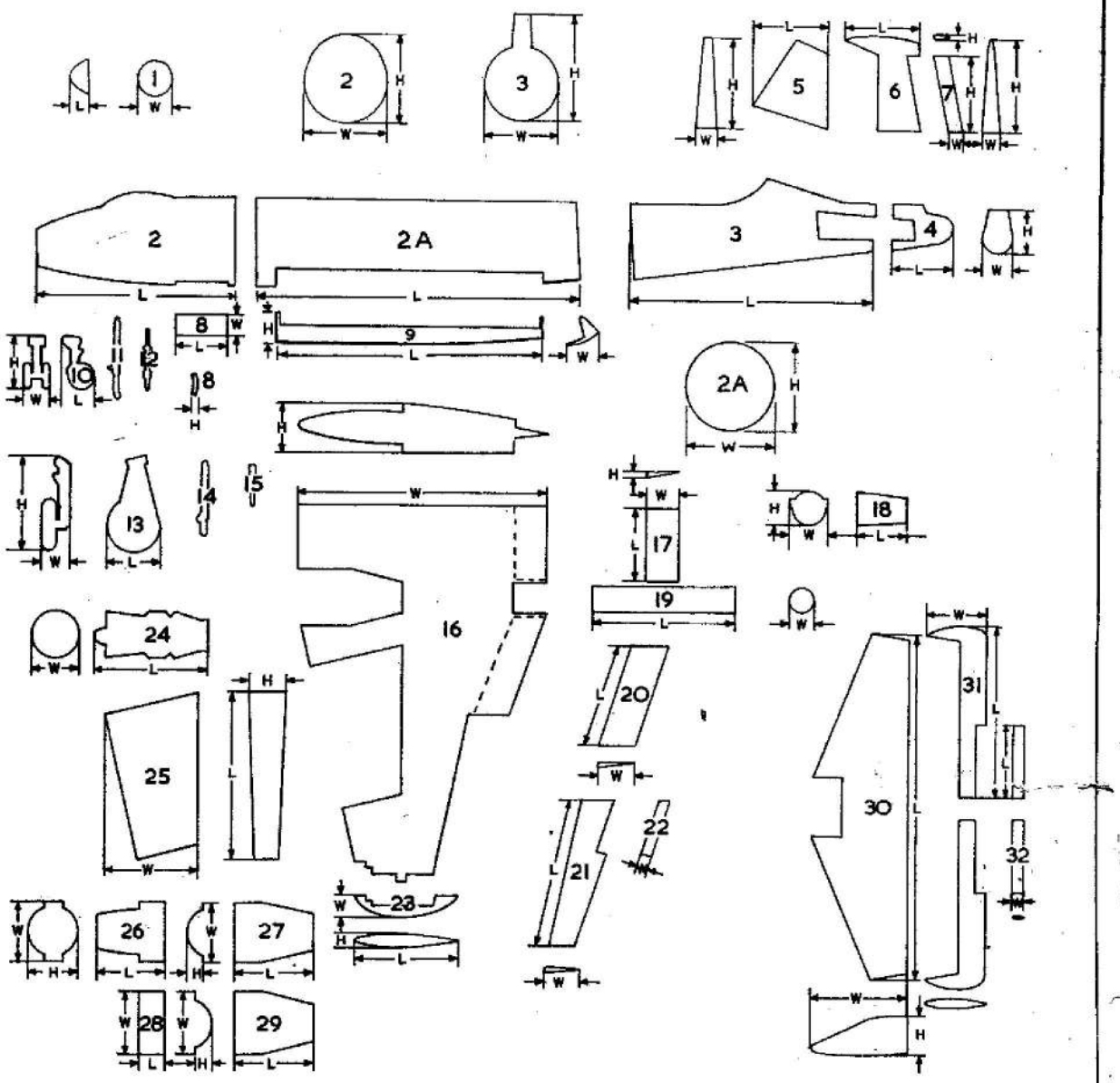
Tank No. 1: 535 gals.
Tank No. 2: 325 gals.
Tank No. 3: 540 gals.
Integral tank (2), each 450 gals.
Wing tip jettisonable tank (2), each 244 gals.
Total fuel capacity: 2,788 gals.

PLATE C/B.MK.6
ISSUE 1



KEY DIAGRAM OF RIB AND FRAME POSITIONS

PLATE B/B.MK.6
ISSUE 1



COMPONENT WEIGHTS AND DIMENSIONS

No.	COMPONENT	Length	Width	Height	Tare Wt. (lbs.)	Eqpd. Wt. (lbs.)	No.	COMPONENT	Length	Width	Height	Tare Wt. (lbs.)	Eqpd. Wt. (lbs.)
			dia.										
1	PERSPEX NOSE ...	1′ 5″	2′ 7″	—	39	—	18	JET PIPE COWLING	3′ 8″	2′ 8″	2′ 7″	21	—
2	FRONT FUSELAGE	15′ 0″	6′ 6″	—	955	3925	19	JET PIPE	12′ 3″	2′ 2″	—	184	—
			dia.							dia.			
2a	CENTRE FUSELAGE	25′ 11″	7′ 7″	6′ 6″	2370	3547	20	FLAP OUTBOARD ...	8′ 11″	2′ 9″	3″	31	—
3	REAR FUSELAGE ...	19′ 1″	5′ 10″	7′ 11″	520	626	21	AILERON ...	12′ 6″	1′ 3″	9″	96	—
4	REAR CONE ...	4′ 9″	2′ 5″	2′ 10″	25	—	22	AILERON TAB ...	4′ 2″	8″	2″	3	—
5	FIN	6′ 4″	1′ 6″	6′ 9″	94	—	23	WING TIP	1′ 8″	7′ 8″	10″	16	—
6	RUDDER	7′ 1″	1′ 3″	7′ 0″	141	—	24	ENGINE	11′ 0″	3′ 6″	—	2460	—
7	RUDDER TAB ...	5′ 5″	2″	9″	7	—				dia.			
8	NOSE U/C DOORS...	4′ 2″	1′ 5″	3″	12	—	25	INTEGRAL TANK ...	11′ 4″	6′ 9″	2′ 1½″	426	—
9	BOMB DOORS ...	22′ 1″	1′ 8″	3′ 0″	240	—	26	ENGINE FRONT COWLING ...	4′ 9½″	3′ 10″	3′ 10″	77	—
10	NOSE U/C WHEEL AND LEG	2′ 2″	1′ 7″	3′ 7″	228	—	27	ENGINE TOP REAR COWLING ...	5′ 5″	2′ 0″	1′ 3″	22	—
11	NOSE U/C RADIUS ROD	3′ 11″	4″	8″	29	—	28	ENGINE SERVICE PANEL	2′ 2″	2′ 0″	1′ 9″	11	—
12	NOSE U/C JACK ...	2′ 2″	5″	6″	3	4	29	ENGINE BOTTOM REAR COWLING...	5′ 5″	2′ 0″	1′ 3″	30	—
13	MAIN U/C WHEEL AND LEG	3′ 11″	2′ 1″	6′ 3″	691	—	30	TAIL PLANE ...	26′ 0″	7′ 9″	1′ 6″	493	—
14	MAIN U/C SIDE STAY	2′ 9″	8″	8″	36	—	31	ELEVATOR	13′ 11″	4′ 5″	5″	109 port	—
15	MAIN U/C JACK ...	1′ 11″	4″	7″	14	16						104 stb'd	—
16	MAIN PLANE ...	29′ 0″	19′ 0″	4′ 3″	2073	2980	32	ELEVATOR TAB ...	5′ 7″	8″	2″	7	—
17	FLAP INBOARD ...	5′ 7″	2′ 6″	3″	22	—							

MEMORANDUM OF INSTRUCTIONS

1. CONTENTS

This Schedule contains a list of the Airframe Spare Parts embodied in Canberra B. MK.6 which have been allocated Vocabulary Section 26FZ.

2. DEMANDS

Units are to prepare their demands for spare parts strictly in accordance with A.P. 830, Vol. 1. 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 Vocabulary 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 to the appropriate publication.

3. Unreferenced airframe items are not normally provisioned as spares. Demands for these items are to be submitted only when required to replace parts which have become unserviceable in use, or to meet anticipated requirements where previous consumption has been recorded. Such demands are to quote Maker's Part No.

4. Parts qualified by the symbol "LM" are to be manufactured by consumer units. If it is found that manufacture is beyond the capacity of the unit and that the requirement cannot be economically met by fitting an assembly bearing a reference number then the Unit should demand the part required under its part number and endorse demand "Unable to manufacture Locally".

5. When a Unit requires an unreferenced item which is beyond the Unit's capacity to manufacture or when a referenced part cannot be obtained consideration should be given to fitting the assembly of which this item is a part, if that assembly bears a reference number.

6. Certain items are annotated "MR". These are normally provisioned for issue only to Units and Contractors authorised to undertake the major repair of Canberra B. MK.6 airframes.

7. MODIFICATIONS (CLASSES 1 or 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 text.

8. MODIFICATIONS (CLASSES 3 and 4) AND AMENDMENTS

When an item is introduced by this authority the No. is shown after the description. Parts rendered redundant are not to be deleted from the publication, but the description of these items must include the additional words "(PRE MOD.)". New items added must include, in the description, the words "(MOD.)".

9. OBSOLESCENT STOCK

An asterisk (*) shown in the Part No. column of an item indicates that no further purchase of the item will be made but that stocks will be issued until they are exhausted.

10. NUMBERS OFF

The figure in the Number Off column indicates:—

(a) The quantity required per airframe when the description is NOT indented.

(b) The quantity required per assembly or sub-assembly when the description IS indented.

11. COMPILATION OF TEXT

The multi-indentation system has been used in which the main assemblies, sub-assemblies, groups and detail items indicate their relationship by the indentation of the descriptive titles. This indentation is in accordance with the following outline:—

(a) Main assembly, sub-assemblies, separate groups and detail parts of the main assembly start at the left-hand margin. The main assembly is distinguished by bold capital type from the remainder.

(b) First division: sub-sub-assemblies, groups or detail parts of the major breakdown listed in the preceding paragraph are indented one space.

(c) Second division: groups or items are indented one further space.

(d) Third and subsequent divisions: in sequence.

12. MAIN ASSEMBLY DRAWINGS

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

13. PIPE LINES 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.

14. AMENDMENT LISTS

Amendments are to be correctly inserted and entered in the Amendment Certificate which is to be found in front of the schedule. Manuscript amendments are to be made in ink.

Amendment Lists are numbered consecutively and will be issued at regular intervals. This schedule is to be checked with the statement of Amendment Lists issued, which is published periodically by A.M.O.s.

15. SERIAL NUMBER

This schedule is Serial Numbered and is to be accounted for in accordance with A.M.O. A.772/47.

16. ASSOCIATED PUBLICATIONS

The following associated Schedules of Spare Parts for Airframe Accessory Equipment are to be used in conjunction with this schedule:—

A.P. 4515 B, C, F, R and S
Vol. 3, Part 1

17. CLASSIFICATION OF EQUIPMENT

The letters denoting the Class of Store are defined as follows:—

CLASS "A"—Class "A" items are those items of equipment which remain on charge and cannot be replaced except on return to store. Repairable items which are beyond the capacity or authority of the unit to repair are to be returned to the appropriate Maintenance Unit categorised R/D.

CLASS "B"—Class "B" items are those items of equipment which remain on charge and cannot be replaced except on return to store. Items which are beyond the capacity of the unit to repair, or which for technical reasons are not capable of being repaired whatever the defect are to be disposed of locally by units.

CLASS "C"—Class "C" items are items of equipment other than Class "A" or "B" which are consumable in use, or are incapable of being economically repaired and are not of a nature which would necessitate detailed accounting as Class "A" or "B" equipment.