CHAPTER 6

ENGINE BAY

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LIST OF CONTENTS

LIST OF ILLUSTRATIONS

Engine mounting

1. The engine mounting, situated at the rear of the fuselage, consists of two welded tubular steel Z-frames. The frames are attached to eye-bolts located in the two cross-tubes. Two eye-bolts, one at the centre of each cross-tube, provide additional direct engine pick-up points. For power plant repairs, refer to A.P.4320, Vol. 6.

Engine cowlings

2. The power unit is enclosed from Bulkhead No. 4 to the propelling nozzle by upper and lower front and rear cowling panels and a rear cone.

Negligible and repairable damage

3. The definitions of negligible and repairable damage are given on the relevant illustrations.

Wear limits

4. Wear limits of the male and female parts of the engine mounting will be introduced in this chapter at a later date.

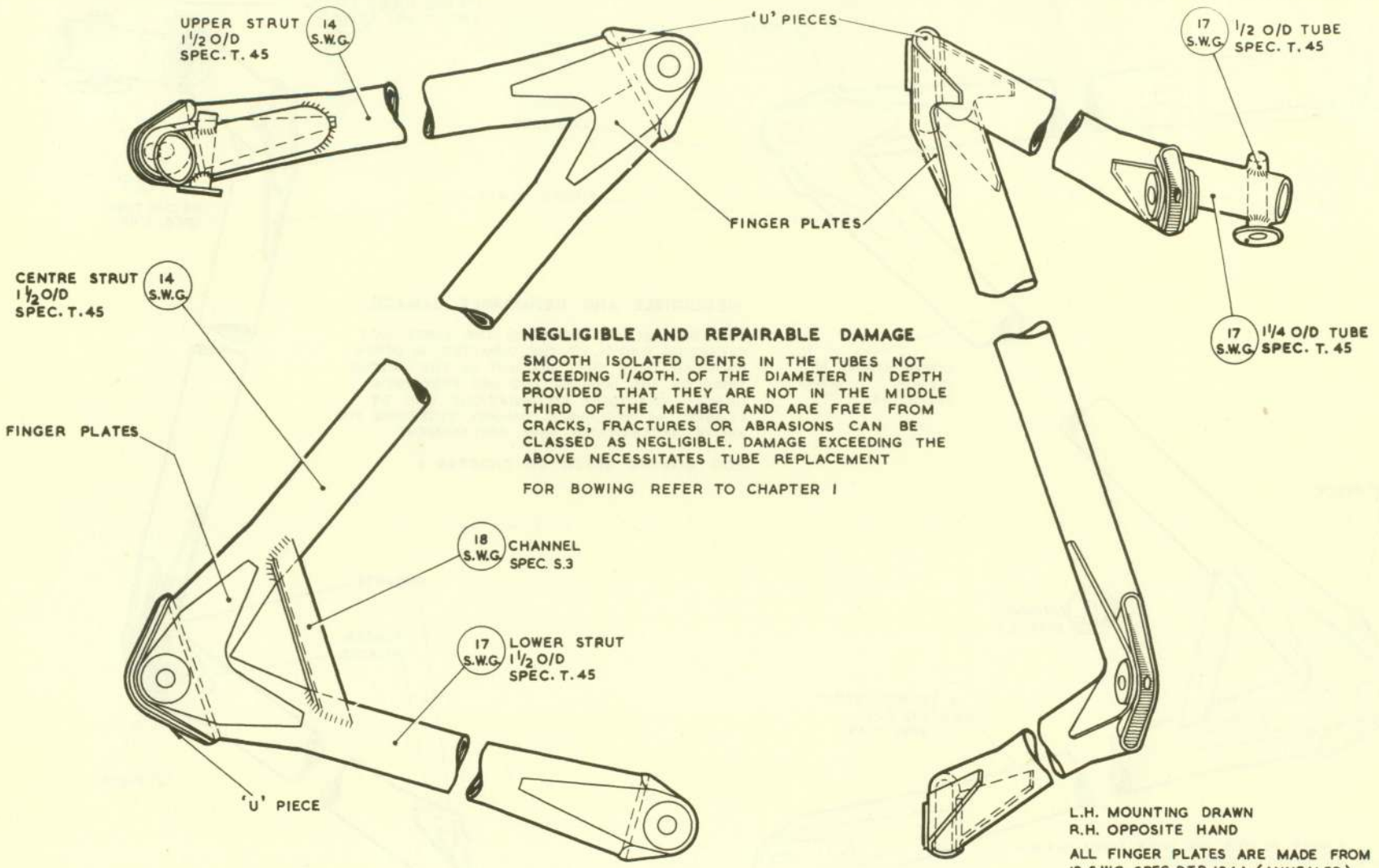

Fig. 6/1. Engine mounting, Mk.1, 2 and 4

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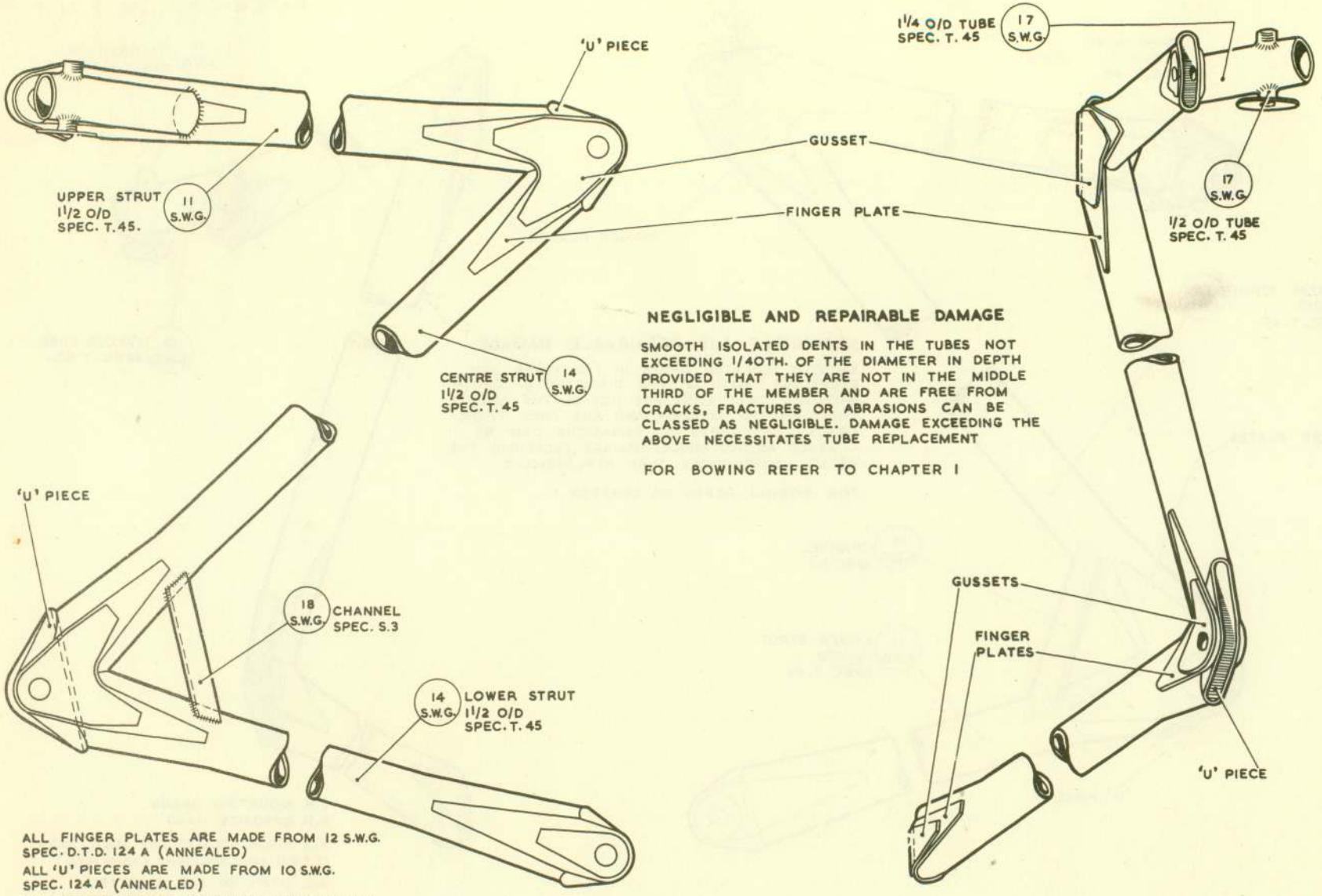
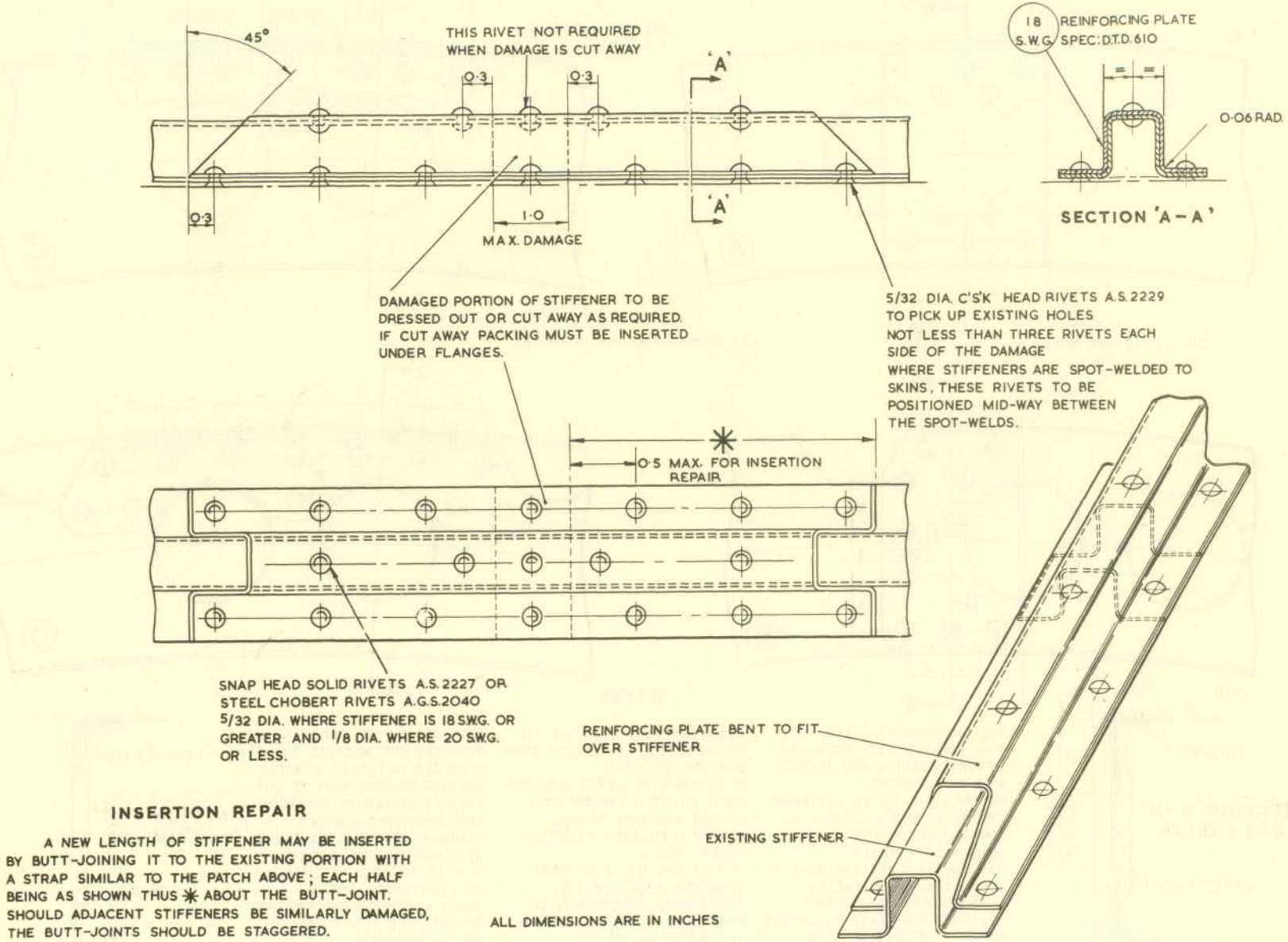


Fig. 6/2. Engine mounting, Mk. 3



INSERTION REPAIR

A NEW LENGTH OF STIFFENER MAY BE INSERTED BY BUTT-JOINING IT TO THE EXISTING PORTION WITH A STRAP SIMILAR TO THE PATCH ABOVE; EACH HALF BEING AS SHOWN THUS ✳ ABOUT THE BUTT-JOINT. SHOULD ADJACENT STIFFENERS BE SIMILARLY DAMAGED, THE BUTT-JOINTS SHOULD BE STAGGERED.

ALL DIMENSIONS ARE IN INCHES

Fig. 6/9. Stiffener repair, engine cowling

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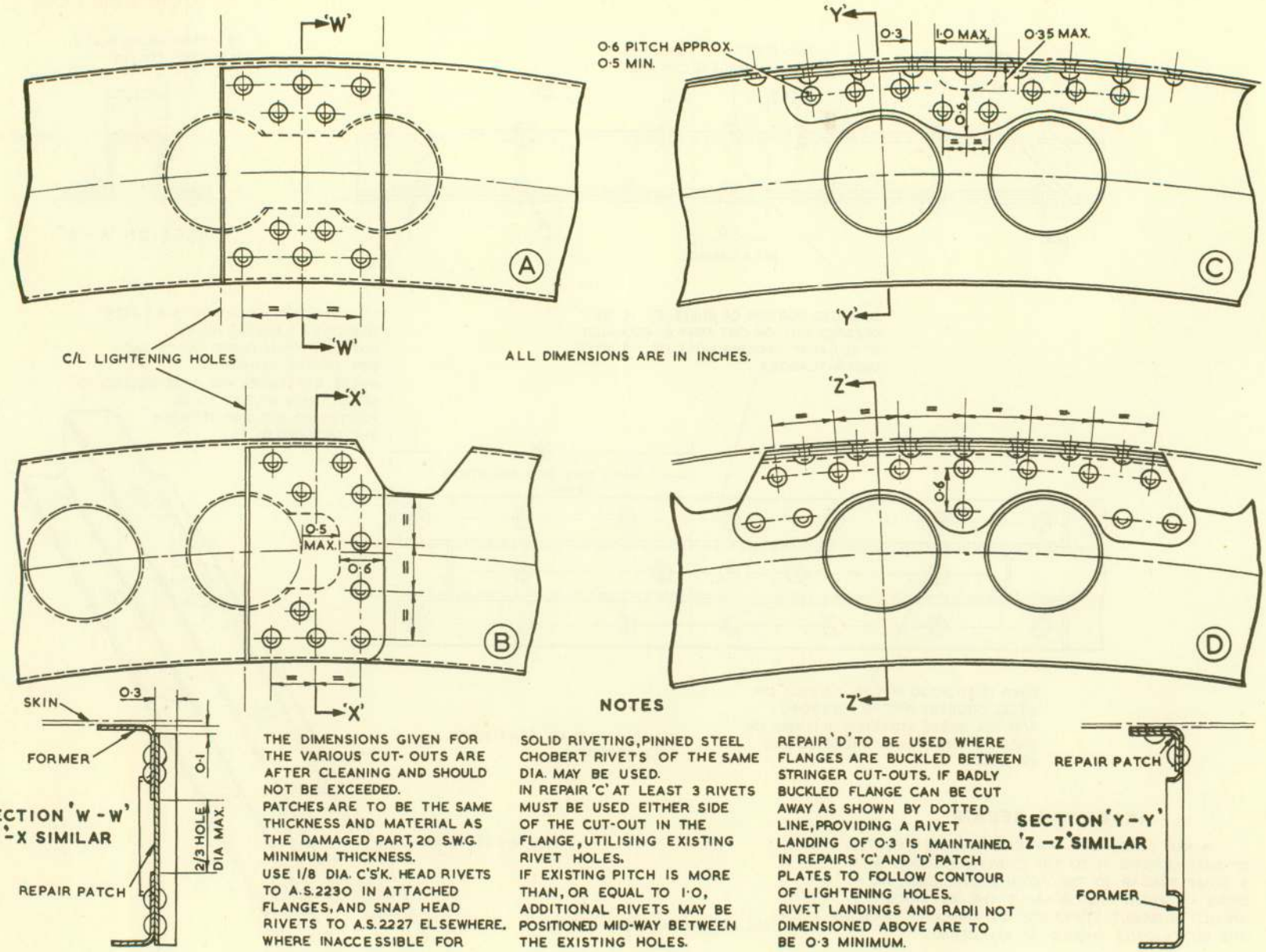

Fig.6/10. Former repair, engine cowling