1. DO NOT SCALE DRAWING
2. ENGLISH PROJECTION IS USED UNLESS OTHERWISE STATED.
3. TOLERANCES ON DIMENSIONS ARE ± OR −.01" UNLESS OTHERWISE STATED.
4. IF IN DOUBT ABOUT THIS DRAWING, RING DRAWING OFFICE BEFORE COMMENCING OPERATIONS

DRG. Nº EJF 479
PART Nº JA 60816

OUTLINE OF ROCKER BOX.

3"50

.5 RAD. | BOND STRIP TO FINISH AS INDICATED BY HATCHING | 1·12 RAD. | .5 RAD.

1·12 RAD. | .20 | .5 RAD. | 2·16 RAD.

LINE ① | .5 RAD. | 2·16 RAD.

BOND STRIP

← STARBOARD SIDE | PORT SIDE →

℄ AIRCRAFT

TURNED IN PART OF PANEL IS TO BE TAKEN OVER THE NORMAL SWAGE. SWAGE MUST RUN THRO' AT IT'S FULL DEPTH.

1·82 | .05 RAD. | .07 | .61 | .64 | .17 RAD. | 1·14

POINT ON LINE ① | 5 | POINT ON LINE ③ | FLANGE BEFORE BENDING.

SWAGING IS RADIALLY CONSTANT ALL ROUND COWL.

NOTE: LINE ⑤ IS THE OUTSIDE LINE OF FLANGE AFTER SWAGING BUT BEFORE BENDING.

DETAIL X
(TWICE FULL SIZE)

SECTION LINE AT TOP OF DUCT HOLE | .92 RAD. | .08 | POINT ON LINE E-F

SECTION LINE AT BOTTOM OF DUCT HOLE

POINT G | ℄ AIRCRAFT | .86 | 5·37 | 7·18 | POINT E | 3·96 | R | R | POINT H | LINE ④ | POINT F

POINT ON LINE G-H | .08 | .67 RAD

THESE RADII CHANGE WHERE NECESSARY (e.g. FROM .67 HERE TO .42 ALONG OUTBOARD EDGE) AT THE CORNERS OF THE DUCT HOLE

SCRAP TRUE PLAN VIEW ON BOTTOM INSIDE OF COWL SHOWING METHOD OF FADING SWAGE AND FLANGE INTO THE FORWARD FOLDING DUTCH BEND TO PROVIDE CLEARANCE FOR ROCKER BOX REMOVAL (FULL SIZE)

SEE DETAIL X | 2 3 7 | Z

6·52 | 6·77 | 6·96 | 7·12 | 5·72 | 6·17 | 1·25 | 1·25 | 1·25 | 1·25 | 1·25 | 5·00 | 2·50 | 2·50 | 5·00 | 7·10 | 8·42 | 6·19 | 7·43 | 7·86 | .30 ℄ OF THRUST | .72 CRS. | .70 | 3·20 JOGGLE .16 DEEP | POINT A | POINT J .25 | DATUM LINE | LINE ① | LINE ③ | CURVE TO BLEND INTO STRAIGHT LINE 7·12 | POINT B | POINT E | POINT F | LINE ② | 2·28 | 5·27 | LINE ④ | POINT C | LINE ⑤ 3·98 | POINT G | POINT H | POINT D | 2·02 | 3·20 RAD. | RADIUS TO BLEND STRAIGHT LINE | BASE LINE 9

11·88 | 11·50 | 10·00 | 7·10 | 14·54 | 15·87 | 23·45 | 23·20 | 2·30 JOGGLE .16 DEEP ALONG SURFACE EXTENT OF .1064 DEEP JOGGLE IN STARBD SIDE ONLY | 21·32 STARBOARD SIDE (AFTER JOGGLE IS PUT IN) | 21·48 PORT SIDE

.82 MEASURED ALONG SURFACE NOT SQUARE | 3 7 PORT SIDE ONLY.

4 HOLES Nº 9 DRILL .199 / .196 DIA.

℄ PROP HOLE

7·50 | 5·0 | 2·5 | JOINT IN BOND STRIPS TO OCCUR ON ℄ | 5 | 7 3 THRO' BOND STRIP & COWL RIM EQUALLY SPACED ABOUT ℄ | 6 | .44 | .50 | .60 | 7·38 | K | 4 HOLES No 41 DRILL C'SK. .19 DIA. AT 120° INCL ON TOP SIDE COWL RIM.

.50 | 6·46 | 7·20 | 9·57 | 5·01 | .37 | 10·56 | POINT J | .24 | 10·73 | .22 | 10·38 | K | LINE ① | LINE ② | LINE ③ | 17·76 | 22·60 | 23·32 | .27 | 9·40 | .29 | 8·19 | .29 | 6·68 | .39 | 3·04 | 3·75 RAD. | .06 | .21 | ALL RADII TO BLEND THUS.

SECTION R-R | 1

VIEW IN DIRECTION OF ARROW Z
SHOWING DETAIL OF HOLE IN COWL FOR AIR DUCT (HALF FULL SIZE)
(PORT SIDE ONLY)

SECTION "P-P" | SECTION "C-C" | SECTION "O-O" | ℄ OF A/C | .86 | .67 RAD | 2·17 | 2·32 | 2·60 | 3·84 | 3·94 | 3·99 | 4·74 | 4·82 | 4·73 | 6·75 | 7·52 | 30 | 7·32 | 10 ℄ | .42 R | BASE LINE 9

SECTION M-M
(FULL SIZE)
SQUARE TO FLANGE

1 - HOLE Nº 9 DRILL .199 / .196 DIA. COUNTERSUNK TO .37 DIA. AT 90°

NOTE:- DIMENSIONS * FOR THESE HOLES ARE GIVEN TO THE INBOARD SURFACE OF THE INNER DUTCH BENT FLANGE AFTER THE JOGGLE HAS BEEN PUT IN. IT IS IMPORTANT THAT THE HOLES ARE ACCURATELY LOCATED

1 HOLE Nº 9 DRILL .199 / .196 DIA. COUNTERSUNK TO .32 DIA. AT 90°

SECTION B-B | SECTION C-C | SECTION A-A | SECTION D-D

℄ AIRCRAFT | 2·50 | 5·00 | 20·00 | 18·72 | 18·15 | 15·00 | 6·25 | 7·50 | 8·50 | 10·40 | 1·81 | POINT D | POINT C | POINT A | POINT B

SECTIONS ARE SYMMETRICAL ABOUT THIS ℄

7 | 3 | 2 HOLES Nº 41 DRILL COUNTERSUNK TO .19 DIA. AT 120° | .70 CRS. | 1 HOLE Nº 9 DRILL .199 / .196 DIA. COUNTERSUNK TO .37 DIA. AT 90° | 2

SECTION N-N (FULL SIZE)
SQUARE TO FLANGE

SECTION	DIMENSION 1	DIMENSION 2	DIMENSION 3	DIMENSION 4	DIMENSION 5
A-A	0	0	.19	.82	1·80
B-B	.37	.50	.99	–	2·28
C-C	1·34	1·46	1·98	–	3·48
D-D	1·77	1·80	2·42	–	–

SECTION	DIMENSION 6	DIMENSION 7	DIMENSION 8
"A-A"	2·93	4·43	5·94
"B-B"	–	–	6·01
"C-C"	–	–	–
"D-D"	–	–	–

TYPICAL SECTIONS AD
(HOLES OMITTED) (HALF FULL SIZE)
CONTOURS TO BLEND SMOOTHLY THRO' GIVEN ORDINATES AND SECTIONS.

SECTION Q-Q (SEE NOTE ABOVE)
THRO' STBD. SIDE ONLY | 4

POINT J | 8·37 DIA. HOLE IN BLANK PRIOR TO FLANGING 9·0 DIA.

SECTION AT K SHOWING PROP HOLE DETAIL (FULL SIZE)

NOTES:- ALL JOGGLES ARE TO BE PARALLEL WITH CONTOUR OF FLANGE.
PART IS SYMMETRICAL ABOUT ℄. EXCEPT FOR AIR DUCT OPENING ON THE PORT SIDE. ALL HOLES IN FLANGE ARE DRILLED NORMAL TO THE SURFACE. UNLESS OTHERWISE STATED HOLES ARE DIMENSIONED TO OUTSIDE EDGE OF FLANGE.

POINT F | POINT E | 1·75R | 1·25 RAD. | LINE ④ | RADII TO BLEND | POINT H | POINT G

SCRAP VIEW ON ARROW Y

This drawing is provided in accordance with original Auster/Beagle applicability for use with the initial enquirers' aircraft ONLY.

CORRECT APPLICATION TO THE AIRCRAFT IS THE RESPONSIBILITY OF THE ENQUIRER AND HIS ENGINEER AND NOT OF "AUSTER SPARES" OR LEICESTERSHIRE MUSEUMS.

Its supply does not confer any right to produce and trade in any of the components. Enquiries for these should be sent to:-

"Auster Spares", Carr Farm, Thorney, Newark, Notts., NG23 7DQ, England
Tel: 01 52 2778617
Email: bakerdaveaa@gmail.com

cm

* ITEM 7 IS AN ALTERNATIVE TO ITEM 3

Issue	Civil An. Civil Mod.	Mod. Nº	Internal Mod. Nº	Internal Class	App.	R.T.O.
B	Civil An.	3025				
A	Civil Mod.	2148		R.E.B.		

TYPE: CIVIL J5F

Item Nº	Part Nº	Description	Material or Drg. Nº	Nº Off
* 7	AS163 /305	RIVET C'SK. HD.		10
6	K6477/L	BONDSTRIP	CKF 21/L	1
5	K6477/R	BONDSTRIP	CKF 21/R	1
4	K6476	BEAD WIRE 10 SWG x 28"·55	S.I	1
* 3	AS164 /305	RIVET C'SK. HEAD		10
2	AG5 2008/C1	NUT		5
1	K6475	PLATE	EKF 20/1	1

Protective Treatment	Assy. Nº	Drawn	Checked	Traced	Tracing Checked
B	DJF 480	B.T.	J.T.	J.M.H.	C.M.Y.

Scale: 1/2, 1/1 & 2/1

Auster Aircraft Ltd Rearsby, Leicester.

Stress Approval H.A.C. | Design Approval R.E.B. 20/3/52 | Approved R.T.O.

Part Nº JA 60816

Title: NOSE COWL

Drg. Nº E JF 479