

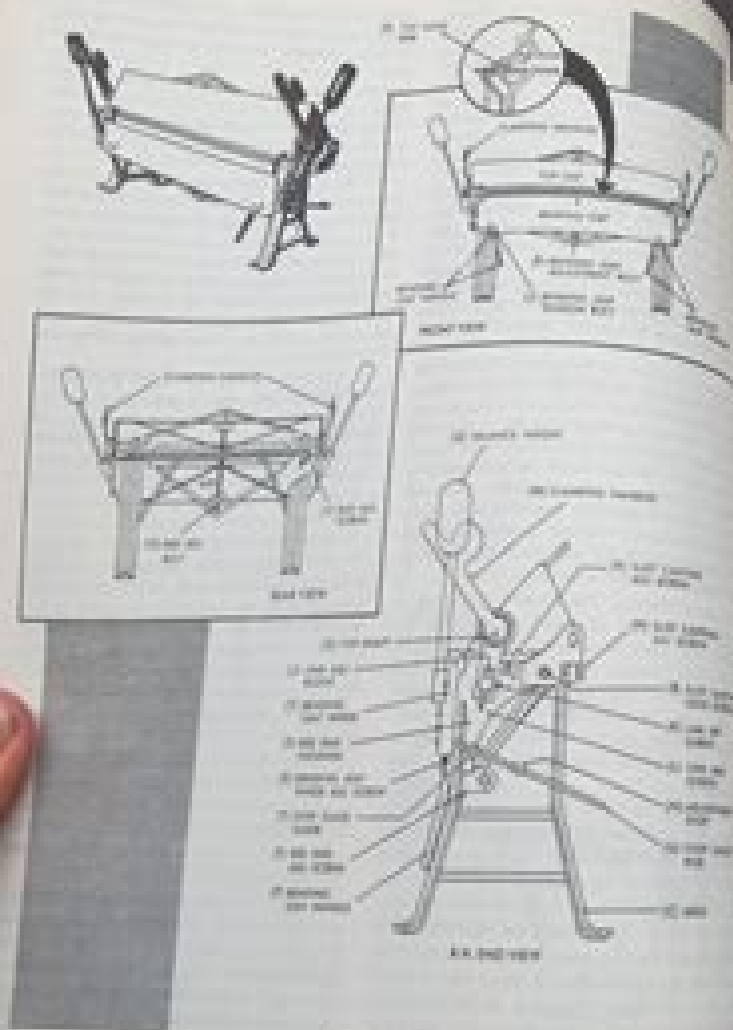


Figure 4-27. Cornice Brake

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The leading capacity of a cornice brake is determined by the thickness of the material being bent. The leading capacity of this machine is from 10 to 12 gauge sheet metal, and bending lengths are from 8 to 12 feet. The bending capacity of the brake is determined by the leading edge thickness of the cornice-brake lead form.

Lead metal form is dimensioned down to springback. Every form is furnished to make its own normal shape. If you set your cornice brake for a 90° bend, the metal form will probably bend an angle of about 87° to 88°. Therefore, if a bend of 90° is desired, you should set your cornice brake to bend an angle of about 92° to allow for springback.

There will also be extension when you bend the material will bend uniformly or will bend by that one end side of the brake than on the other. To correct this condition, set the top lead back on the end where the sheet is overbending.

If the leading end becomes bowed after repeated heavy use, tighten both sets 2 until the gauge is brought into line. The lead should be a straight line, close to a straight edge.

Formers. Metal or former can be obtained in light-weight sizes such as No. 1, 1 1/4, 2 1/4, and 3 inches. They are used more often to make gutters. These formers are attached to the cornice brake by means of clamps. When attaching the formers to the brake, there should be 12-inch clearance on the side of the formers against the leading end. Position the clamps vertically in the ground, and tap lightly with a mallet. This is the correct method to hold the formers in place. When the work is done to remove the clamps, tap upward with a mallet.

Box and Pan Brakes. The construction of the box and pan brake is a great deal like that of a cornice brake except that the clamping bar is divided into sections called fingers or shims. These fingers vary in width and are all interchangeable.

This machine is especially designed for making boxes of various sizes and shapes as it per-

mits the bending of all sizes without changing size of the machine body. If the lead comes into the lead roll the lead is in the lead roll and the lead is in the lead roll.

If the lead comes into the lead roll, it is a good idea to have the lead roll adjusted so that the lead comes into the lead roll and the lead is in the lead roll. The lead fingers are moved to the upper frame by means of a screwdriver. The fingers must be correctly aligned and the lead roll adjusted before using the brake. To remove any of the fingers, simply remove the clamping bar, tap the clamping bar down by pulling the clamping bar backward, and then pull the fingers forward. When installing the fingers, reverse the procedure.

Before you start to work on the box and pan brake, be sure all the adjustments are made for the gauge of metal you wish to be using. The set lead roll, wire, lead line, or spring clamping clamps on either the box and pan brake or cornice brake.

Box and Pan Formers. The box and former (No. 4-28) is normally supplied and consists of three rolls, two bearings, a base, and a handle. The handle turns the box and pan rolls through a system of gears located in the bearing.

The box and pan rolls are located on opposite sides. The box roll is used to give the proper curvature to the work. The box rolls are aligned by means of two front adjusting screws located at each end of the machine. The box roll is adjusted by means of two screws located at the end of each bearing. The front and rear rolls are ground to give bending at angles with round edges. The upper roll is equipped with a release which permits easy removal of the metal after it has been formed.

When using the box and pan former, the lower front roll must be raised or lowered on the shaft of

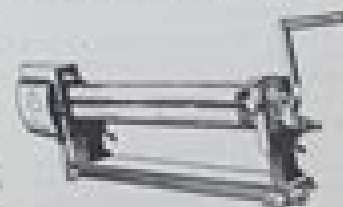


Figure 4-28. Box and Pan Former

Airframe Repair Manual

Duane A. Anderson

A red circular graphic with a gradient, appearing as a stylized arrow or a partial circle, located to the right of the author's name.

Airframe Repair Manual:

Airframe Repair Specialist (ACSC 42755) Duane A. Anderson, 1985 *General Aircraft Maintenance Manual* United States Department of the Army, 1970 Aviation Maintenance Technician Handbook-Airframe Federal Aviation Administration (FAA)/Aviation Supplies & Academics (ASA), 2012 This new FAA AMT Handbook Airframe Volume 1 is one of two volumes that replace and supersede Advisory Circular AC 65 15A Completely revised and updated this handbook reflects current operating procedures regulations and equipment This book was developed as part of a series of handbooks for persons preparing for mechanic certification with airframe or powerplant ratings or both those seeking an Aviation Maintenance Technician AMT Certificate also called an A P license An effective text for both students and instructors this handbook will also serve as an invaluable reference guide for current technicians who wish to improve their knowledge Airframe Volume 1 contains Aircraft Structures Aerodynamics Aircraft Assembly and Rigging Aircraft Fabric Covering Aircraft Metal Structural Repair Aircraft Welding Aircraft Wood and Structural Repair Advanced Composite Materials Aircraft Painting and Finishing Aircraft Electrical System Includes colored charts tables full color illustrations and photographs throughout and an extensive glossary and index Aviation Unit and Intermediate Maintenance Manual , 1980

Airframe Maintenance and Repair United States. Department of the Air Force, 1964 Aviation Unit and Intermediate Unit Maintenance Manual , 1989 **Technical Manual** Naval Air Systems Command, 2018-10-19 Technical Order TO 1 1A 1 is one of a series of manuals prepared to assist personnel engaged in the general maintenance and repair of military aircraft This manual covers general aircraft structural repair This is a Joint Service manual and some information may be directed at one branch of the service and not the other Wherever the text of the manual refers to Air Force technical orders for supportive information refer to the comparable Navy documents see Table 1 The satisfactory performance of aircraft requires continuous attention to maintenance and repair to maintain aircraft structural integrity Improper maintenance and repair techniques can pose an immediate and potential danger The reliability of aircraft depends on the quality of the design as well as the workmanship used in making the repairs It is important that maintenance and repair operations be made according to the best available techniques to eliminate or at least minimize possible failures

Airframe Test Guide 2000 Dale Crane, FAA Staff, 1999-05 *Airframe and Powerplant Mechanics General Handbook* United States. Flight Standards Service, 1976 *General Aircraft Maintenance Manual* , 1990

Unveiling the Magic of Words: A Review of "**Airframe Repair Manual**"

In some sort of defined by information and interconnectivity, the enchanting power of words has acquired unparalleled significance. Their power to kindle emotions, provoke contemplation, and ignite transformative change is truly awe-inspiring. Enter the realm of "**Airframe Repair Manual**," a mesmerizing literary masterpiece penned by a distinguished author, guiding readers on a profound journey to unravel the secrets and potential hidden within every word. In this critique, we shall delve in to the book is central themes, examine its distinctive writing style, and assess its profound affect the souls of its readers.

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