

飞机机电专业英语

Technical English for Aircraft Maintenance Engineering

◎邓君香 孙暄 主编

④ 普通高等院校民航特色专业统编教材·机务专业高职适用

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Maintenance Engineering

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出版前言

当前,我国民航事业呈现快速发展态势,人才需求巨大,人才缺口矛盾突出。为深入实施"科教兴业"和"人才强业"战略,进一步加快民航专业人才培养,提高人才培养质量,努力为推动民航强国建设提供更加强有力的人才保障,在院校教育方面必须十分注重教学基本建设,编写民航统编教材便是其中的一项重要工作。

民航局高度重视统编教材编写工作,自 2012 年首次推出"空管专业统编教材"以来,其他特色专业教材也得到了系统开发,此次机务专业统编教材的编写出版就是在民航局高度重视下取得的又一成果。

本套教材在编写过程中紧密结合民航机务专业本科和高职人才培养目标的不同要求,在教材编写上各有侧重:机务专业高职教材在编写原则上贯彻以学生为主体的教学思想,理论知识以"必需"和"够用"为度,重点突出实际操作技能;机务专业本科教材在编写原则上是从培养民航高级机务维修和管理人才的目标出发,注重学生理论素养的提升,尽可能吸收民航发展的最新技术和成果。同时,为保证教材的实用性、先进性,并能反映维修过程中的技术水平,本套教材的开发、编写由来自中国民航大学、中国民航飞行学院、中国民航管理干部学院、广州民航职业技术学院、上海民航职业技术学院的机务专业教师与来自中国国际航空股份有限公司、中国东方航空股份有限公司、中国南方航空股份有限公司等企业的专业人员共同完成,使教材内容更具有针对性,更加贴近社会需要和岗位需求标准。

本套教材秉承民航特色专业统编教材的编撰宗旨,在内容、体例、规范等方面更加严谨、务实,编者多是长期从事机务专业教学和研究工作的资深教师及富有飞机维修经验的一线专业人员,书稿中的重要内容均经过行业专家审核把关。该套丛书体现了权威、创新、普适的特点,丰富、更新并完善了近年来机务专业的教材体系,既适合民航大中专院校、社会上各类机务培训机构用作教材,也可作为民航一线维修人员拓展知识、提高实操能力的培训用书。

此次机务专业统编教材的组织编写专业细分性较强,涉及面广,不足之处在所难免,诚恳地欢迎大家在教材使用过程中提出改进意见,使统编教材日臻完善。

中国民航出版社

国际客名制造公司前转往公司同站提供的技术资料,同时特别了广州民创职业技术学 题,上陈民植职业技术学院各级包含一种(**省)**大力支持和短期,在此一并提示最

随着中国民航"强国战略"的提出和《国务院关于促进民航业快速发展的若干意 见》的出台、中国民航必将迎来高速发展的黄金期、也将引进大批欧美等国家制造的 飞机,这就要求飞机维护人员必须熟练掌握飞机维修专业英语。"飞机机电专业英语" 课程是飞机机电设备维修专业的一门专业必修课。为了本课程教材紧跟民航的最新发 展,我们组织多年从事飞机机电设备维修专业英语教学的一线教师和飞机维修生产一 线的技术人员编写了《飞机机电专业英语》一书。

本书课文大部分选自欧美原版英文教材、波音公司和空客公司的飞机维护手册, 以及国际著名公司网站提供的技术资料。本书既包括了飞机和发动机理论等航空基础 知识,又紧贴民航维修机电类一线工作任务,涵盖了民航各大中型现役主流机型和最 新机型的机电维护内容,包括 B737、B747、B777、B787、A320 和 A380 等机型。本书 包括航空维修基础、飞机系统和动力装置三个模块。航空维修基础模块包括气动基础 知识、机体结构、飞机地勤基础知识、通用手工工具和飞机维护手册。飞机系统模块 包括飞机空调系统、座舱增压系统、通信系统、电源系统、飞行操纵系统、飞机燃油 系统、液压系统、起落架、机轮和刹车、气源系统、辅助动力装置和飞机舱门。动力 装置模块包括燃气涡轮发动机理论、燃气涡轮发动机类型、发动机结构、发动机燃油 和控制系统、点火系统、指示系统、滑油系统、起动系统和发动机维护等内容。

本书共26课,每课由精读课文、生词/短语表、长难句分析和翻译、练习和泛读 课文构成,其中生词/短语表中列出了大量常用的飞机和发动机部件英文单词、音标、 词性、中文注释、词组和缩略语, 且所有生词和短语汇总在书中最后的词汇部分, 便 于查找和记忆。每篇课文都包括飞机和发动机各系统的基础知识和机型知识、图文并 茂,难度适中。通过本书的学习,学生可以掌握飞机机电设备维修的海量专业英语词 汇和缩略语, 有助于很好地理解英文版的专业知识、各种飞机维护手册和工卡等英文 资料, 为胜任今后的飞机维修工作打下坚实的基础。

本书由邓君香、孙暄主编。其中第1~4课由顾铮编写,第6、7、9、12、15课由 王舰编写, 第10、11、13、14、17课由龚煜编写, 第18~23课由邓君香编写, 第5、 8、16、24、25、26课由廖向红编写。词汇附录由王舰整理。邓君香负责统稿。

本书可作为大、中专院校飞机机电设备维修相关专业的专业英语课程教材,也可

供航空公司、飞机维修公司、飞机部件修理公司和发动机部件修理公司的维修技术人员培训和自学使用。

本书在编写过程中参考了相关原版英文教材、各种飞机和发动机维护手册,以及 国际著名制造公司和科技公司网站提供的技术资料,同时得到了广州民航职业技术学 院、上海民航职业技术学院各级领导和民航企业的大力支持和帮助,在此一并表示最 诚挚的感谢!

由于编者能力和时间有限,书中错漏在所难免,恳请各位专家和读者批评指正。

单于外的景家被另北京和亚加州朱绍泰国》原也就位"海域国际"的岛编一者。 但名第英国新美加州大西马州亚,因全省的原政政府来近得位加州里2015年5月

是是飞机机电设备销格专业的一门专业必修课。为了车课即就杜紧提足统的是新发

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本书课文大部分适自欧美原思英文美特、被音公司司空客公司的飞机维护手册。

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源文构成,其中生词/短语表中列出了大量常用的飞机和发动机器件莫文单词、音畅、 词性、中文性畅、词组和缩略语、且所有生词和短语汇总在书中登后的词汇部分、便

·查约和尼尼。每篇程文都包括飞机和发动机各系统的基础知识和机型知识。图文序

茂、那题适中。通过本书的学习、学生可以掌握飞机机电社希望等的沟戴专业获得问 汇添霜临县。有版平得好抽题解放文部的专业知道。各种飞和维护手册和工生统维文

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Lesson 20 CEMISO TO Basic E CONTENTS

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Lisson 9 - Electrical System of A Milestiferall engines end of each in case To et a card of

155	Enrine Faul and Coptrol System.
158	Module 1 Aviation General
Lesson 1	Basic Aerodynamic Knowledge
Extensive	Reading: The Airfoil and the Angles of the Wing
Lesson 2	Airframe Construction
Extensive	Reading: Introduction of Airbus A350 XWB
Lesson 3	Basic Knowledge of Ground Handling and Servicing
	Reading: B737NG Aircraft Transit Maintenance Check List
	Aviation Maintenance Hand Tools (I)
	Reading: Aviation Maintenance Hand Tools (II)
	Introduction of Aircraft Maintenance Manual (I)
	Reading: Introduction of Aircraft Maintenance Manual (II)
	Module 2 Aircraft Systems and Structure
	Air Conditioning System of B737NG Aircraft 71
Extensive	Reading: Air Conditioning System
Lesson 7	Cabin Pressurization System of B737NG Aircraft
Extensive	Reading: History of Cabin Pressurization
Lesson 8	Communication System of A320 Aircraft 102
Extensive	Reading Radiotelephony Operating Procedures

Lesson 9 Electrical System of A320 Aircraft	20
Extensive Reading: Aircraft Electrical Systems	28
Lesson 10 Flight Control System	31
Extensive Reading: General Description of B737-800 Aircraft Flight Controls	42
Lesson 11 Fuel System of B737NG Aircraft	45
Extensive Reading: Aircraft Fuels	55
Lesson 12 Hydraulic System 1	58
Extensive Reading: Introduction of B737NG Aircraft Hydraulic System	70
Lesson 13 Landing Gear System of B737NG Aircraft	73
Extensive Reading: Landing Gear System Maintenance	89
Lesson 14 Wheels and Brakes	91
Extensive Reading: Brakes and Wheels of B737NG Aircraft	05
Lesson 15 Pneumatic System of B737NG Aircraft	09
Extensive Reading: Aircraft Pneumatic Systems	
Lesson 16 Auxiliary Power Unit of A380 Aircraft 22	
Extensive Reading: Auxiliary Power Unit	
Lesson 17 Cabin Doors of A320 Aircraft	35
Extensive Reading: Cargo Doors of A320 Aircraft	46
Module 3 Powerplant	
Lesson 18 Theory of Gas Turbine Engine	53
Extensive Reading: Introduction of General Electric Aviation Company and its	
Engines	

Lesson 19 Types of Gas Turbine Engines for Aircraft	261
Extensive Reading: Introduction of Rolls-Royce Corporate and Trent 1000 Series Engines	270
Lesson 20 CFM56-7B Basic Engine of B737NG Aircraft	272
Extensive Reading: Introduction of Pratt & Whitney Company and PurePower PW1000G Engines	286
Lesson 21 Engine Fuel and Control System	288
Extensive Reading: GE90-70/80/90 Series Engine Fuel and Control System of B777 Aircraft	301
Lesson 22 Engine Ignition System	305
Extensive Reading: PW4000 Series Engine Ignition System of B747-400 Aircraft	313
Lesson 23 V2500 Engine Indicating System of A320 Aircraft ······	316
Extensive Reading: GEnx Engine Control System of B787-8 Aircraft	326
Lesson 24 PW4000 Series Engine Oil System of B747-400 Aircraft	329
Extensive Reading: PW4000 Series Engine Oil Indicating System of B747-400 Aircraft	342
Lesson 25 Engine Starting System	345
Extensive Reading: CFM56-3 Engine Starting System of B737CL Aircraft	352
Lesson 26 Aircraft Engine Maintenance	356
Extensive Reading: CFM56-7B Engine Starter Removal/Installation of B737NG Aircraft	. 366
Vocabulary	· 372
References	. 401

Lesson 1

Basic Aerodynamic Knowledge

Module 1

Aviation General



Module 1 Aviation General

Lesson 1

Basic Aerodynamic Knowledge

An aircraft in straight-and-level un-accelerated flight has four forces acting on it (in turning, diving, or climbing flight, additional forces come into play) (1). These forces are: lift, an upward-acting force; drag, a retarding force of the resistance to lift and to the friction of the aircraft moving through the air; weight, the downward effect that gravity has on the aircraft; and thrust, the forward-acting force provided by the propulsion system (or, in the case of unpowered aircraft, by using gravity to translate altitude into speed). Drag and weight are elements inherent in any object, including an aircraft. Lift and thrust are artificially created to enable an aircraft to fly (Figure 1-1).

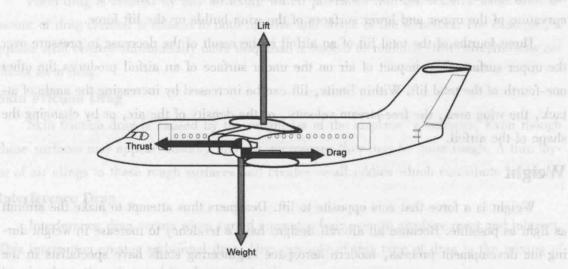


Figure 1-1 The four forces acting on an aircraft

Lift

Bernoulli's principle states that when a fluid flowing through a tube reaches a constriction, or the narrowest part of the tube, the speed of the fluid flowing through that constriction is increased and its pressure decreased. The cambered (curved) surface of an air-

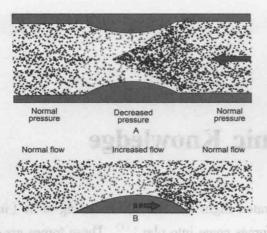


Figure 1-2 Bernoulli's principle

foil (wing) affects the airflow exactly as a constriction in a tube affects airflow⁽²⁾. This resemblance is illustrated in Figure 1-2. Diagram A of Figure 1-2 illustrates the effect of air passing through a constriction in a tube. In Diagram B, the air is flowing past a cambered surface, such as an airfoil, and the effect is similar to that of air passing through a restriction.

Air flowing over the top surface of the wing must reach the trailing edge of the wing in

the same amount of time as the air flowing under the wing. To do this, the air passing over the top surface moves at a greater velocity than the air passing below the wing because of the greater distance it must travel along the top surface. This increased velocity, according to Bernoulli's principle, means a corresponding decrease in pressure on the surface. Thus, a pressure differential is created between the upper and lower surfaces of the wing, forcing the wing upward in the direction of the lower pressure. In the other words, the difference in curvature of the upper and lower surfaces of the wing builds up the lift force.

Three-fourths of the total lift of an airfoil is the result of the decrease in pressure over the upper surface. The impact of air on the under surface of an airfoil produces the other one-fourth of the total lift. Within limits, lift can be increased by increasing the angle of attack, the wing area, the free-stream velocity, or the density of the air, or by changing the shape of the airfoil.

Weight

Weight is a force that acts opposite to lift. Designers thus attempt to make the aircraft as light as possible. Because all aircraft designs have a tendency to increase in weight during the development process, modern aerospace engineering staffs have specialists in the field controlling weight from the beginning of the design. In addition, pilots must control the total weight that an aircraft is permitted to carry (passengers, fuel, and freight) both in amount and in location. The distribution of weight (i.e., the control of the center of gravity of the aircraft) is as important aerodynamically as the amount of weight being carried.

Thrust

Thrust, the forward-acting force, opposed to drag as lift is opposed to weight. Thrust is

obtained by accelerating a mass of ambient air to a velocity greater than the speed of the aircraft; the equal and opposite reaction is for the aircraft to move forward. In reciprocating or turboprop-powered aircraft, thrust derives from the propulsive force caused by the rotation of the propeller, with residual thrust provided by the exhaust. In a jet engine, thrust derives from the propulsive force of the rotating blades of a turbine compressing air, which then expanded by the combustion of introduced fuel and exhausted from the engine.

Over the past reveral years the winglet has been developed and used to reduce i gard

Acting in continual opposition to thrust is drag, which has two elements: parasitic drag and induced drag.

Parasite Drag

Parasite drag includes all drag created by the airplane, except that drag directly associated with the production of lift. It's created by the disruption of the flow of air around the airplane's surfaces. Parasite drag is normally divided into three types: form drag, skin friction drag, and interference drag.

Form Drag

Form drag is created by any structure which protrudes into the relative wind. The amount of drag created is related to both the size and shape of the structure. For example, a square strut creates substantially more drag than a smooth or rounded strut. Streamlining reduces form drag.

Skin Friction Drag hard doubt out a selegance si the difference of the selegance of the sel

Skin friction drag is caused by the roughness of the airplane's surfaces. Even though these surfaces may appear smooth, under a microscope they may be quite rough. A thin layer of air clings to these rough surfaces and creates small eddies which contribute to drag.

Interference Drag

Interference drag occurs when varied currents of air over an airplane meet and interact. This interaction creates additional drag. One example of this type of drag is the mixing of the air where the wing and fuselage is joined.

Each type of parasite drag varies with the speed of the airplane. The combined effect of all parasite drag varies proportionately to the square of the air speed. In other words, if airspeed doubled, parasite drag increases by a factor of four.

For most flights it is desirable to have all drag reduced to a minimum, and for this reason considerable attention is given to streamlining the form of the aircraft by eliminating as much drag-inducing structure as possible (e.g., retracting the landing gear, using flush

riveting, and painting and polishing surfaces). Some less obvious elements of drag include the relative disposition and area of fuselage, wing, engine, and empennage surfaces; the intersection of wings and tail surfaces.

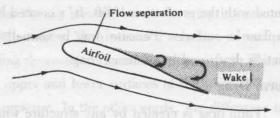
Induced Drag

Induced drag is the main by-product of the production of lift. It is directly related to the angle of attack of the wing. The greater the angle, the greater the induced drag.

Over the past several years the winglet has been developed and used to reduce induced drag. As discussed earlier in this article, the high pressure air beneath the wing tends to spill over to the low pressure area above the wing, producing a strong secondary flow. If a winglet of the correct orientation and design is fitted to a wing tip, a rise in both total lift and drag is produced. However, with a properly designed winglet, the amount of lift produced is greater than the additional drag,

resulting in a net reduction in total drag.

As the angle of attack increases, so does drag; at a critical point, the angle of attack can become so great that the airflow is broken over the upper surface of the This critical condition is termed the stall⁽³⁾ (Figure 1-3).



wing, and lift is lost while drag increases. Figure 1-3 Flow around airfoil at high angle of attack

The aerodynamics of supersonic flight is complex. The Mach number (M) refers to the method of measuring airspeed that was developed by the Austrian physicist Ernst Mach. Mach number is the speed of an object moving through air, or any other fluid substance, divided by the speed of sound as it is in that substance for its particular physical conditions, including those of temperature and pressure.

The critical Mach number for an aircraft has been defined as that at which on some point of the aircraft, the airflow has reached the speed of sound.

At Mach numbers in excess of the critical Mach number (that is, speeds at which the airflow exceeds the speed of sound at local points on the airframe), there are significant changes in forces, pressures, and moments acting on the wing and fuselage caused by the formation of shock waves. One of the most important effects is very large increase in drag as well as a reduction in lift.