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COUNTRY		USSR (Mos	cow Oblast)		REPORT NO.		
SUBJECT		Aircraft	Accessory Plant	at Moscow	DATE DISTR.	14 October	 1953
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# The Jumo-022 Governor System

- Enclosed is a sketch of the Jumo-022 governor. The sketch is divided into the following parts:
  - Temperature governor Ι
  - II Control unit
  - III Fuel governor with p-control
  - IV Operational chart

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The mixture control unit proved to be very successful in many long ground tests. Flight test data were not obtained. In the legend the component parts are listed according to their functions

### Legend to Enclosure

- I Temperature Governor
  - 1. Oil tank
  - 2. Pump
  - Overflow valve
  - Diaphragm
  - Compressor
  - Thermo capsule 6.
  - Adjustable transmission lever
  - Spring
  - 9. Control piston
- 10. Gain piston
- ll. Rack
- 12. Toothed segment
- 13. Shaft leading to the fuel control unit

### II Servo Control Unit

- 16. Throttle lever
- 17. Reduction gear
- 18. Cam
- 19. Sliding lever
- 20. Drive
- 21. Connecting link with worm gear 22. Sliding lever with adjustable roll
- 23. Drive shafttleading to fuel control unit
  - 24. Fuel control spring المنافرين وكروان

## III Fuel Control Unit

- 14. Barometric capsule
- 15. Control piston for p-control

#### IV Operational Chart

- 9. The control units operated as follows:
  - a. Temperature governor: The oil is pumped from the tank (1) through the diaphragm (4) into the space forward of the control piston. The pressure is regulated by the overflow valve (3). At increasing temperatures, the thermo capsule, containing a liquid with a big volume expansion coefficient, expands longitudinally. This expansion transmitted to the spring (8) by the transmission lever (7) effects an increased pre-stress of the spring (8). The control piston, which is tending to close the return flow of the oil is pressed back to neutral position by the pressure of the returning oil until a balance is established between the pressure of the returning oil and the spring. The increasing pressure activates the gain piston (10) which, via the rack (11), adjusts the shaft (13) leading to the fuel control unit (III), increasing the pressure to the injection nozzles.

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	<b>b.</b>	Servo control unit: The servo unit was to adjust the main fuel valve when the throttle lever (16) was constantly pulled in accordance with the characteristics (IV). For instance, if the throttle lever (16) is moved about 90 degrees, the came (18) revolves about 270 degrees. Because of the shape of the cam, the sliding lever (19) supported by the cam makes a turn of 90 degrees. This motion is transmitted by the drive (20) to the connecting link (21). The slidling lever rolling on the connecting link transmits this motion to the drive shaft (23) and on to the fuel control unit. The fuel control spring (24) is connected to the drive shaft (23) and on to the sliding lever (12) the connecting link (21), the drive (20), the sliding lever (19), and finally to the cam (18). In order to adopt the servo control unit to the variations of the aircraft engines produced in mass production, it is necessary that the main curve reproduced on the chart (IV) be modified. By adjusting the worm at the connecting link, the curve is moved in direction a-b, while an adjustment of the roll of the sliding lever (22) effects an alteration of the curve in c-d direction.
, and the second	c.	Fuel control unit with p-control: The fuel flow to the injector nozzles is controlled according to the chart (IV) by the main fuel valve. The fuel pressure produced by the pumps is reduced to 85 to 88 percent. By adjusting the control lever which is coupled with the control lever to the rpm governor of the propeller, the rpm of the engine, and therefore, the rpm of the fuel pump, can be controlled. This roughly constitutes the functioning of the fuel control system. Precision control is achieved by the main fuel valve. The difference between injection pressure and feeding pressure, 85 to 88 percent, remains approximately constant, with regard to the given range of rpm. The temperature governor described above releases an additional area to the injection nozzles, thus reducing the throttling (difference in pressure), and increases the injection pressure. The p-control operated according to the same system.
25X1		Comments
25X1	** <del>]</del> •	it indicates the approximate capacity of the aircraft accessory plant in Moscow. The plant concerned is probably the Aircraft Accessory Plant No. 33.
25X1	2.	This confirms previous information according to which Jumo-004 and BMW-003 turbojet engines were produced at Plant No. 26 during the time reported.
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