CLAIMS

What is claimed is:

1. A connection for mounting an aircraft engine to an aircraft pylon comprising:

a plate to be connected to a portion of an aircraft engine, and a body extending rearward from said plate;

a back-up connection between said portion of said aircraft engine and said body, said back-up connection including a pin positioned within a slotted hole, there being clearance between said pin and said slotted hole when there is a normal connection between said plate and said body.

2. The connection as set forth in claim 1, wherein said pin contacts said slotted hole when there is a failed connection between said plate and said body.

3. The connection as set forth in claim 2, wherein said pin contacts a bottom of said slotted hole when there is a failed connection between said plate and said body.

4. The connection as set forth in claim 1, wherein said pin is supported by two lugs attached to said portion of said aircraft engine.

5. The connection as set forth in claim 4, wherein said body includes a tang at a lower end thereof, said slotted hole provided in said tang.

6. The connection as set forth in claim 5, wherein each of said lugs are arranged on opposed sides of said tang, there being a clearance between said lugs and said tang when there is a normal connection between said plate and said body.

7. The connection as set forth in claim 6, wherein one of said lugs contacts a respective one of said opposed sides of said tang when there is a failed connection between said plate and said body.

8. The connection as set forth in claim 1, wherein said slotted hole has a length from a first end to a second end, and wherein said slotted hole has a height from a bottom of said slotted hole to a top.

9. The connection as set forth in claim 8, wherein said length of said slotted hole is greater than said height of said slotted hole.

10. The connection as set forth in claim 9, wherein each of said length and height of said slotted hole is greater than a diameter of said pin.

11. The connection as set forth in claim 9, wherein said length of said slotted hole is arranged substantially parallel to an axis of rotation of said aircraft engine.

12. The connection as set forth in claim 11, wherein said pin is positioned generally perpendicular to said axis of rotation of said engine.

13. An aircraft comprising:

an engine mounted to an aircraft pylon;

a connection mounting said engine to said pylon, said connection including a plate connected to a portion of said engine, and a body extending rearward from said plate; and

a back-up connection between said portion of said aircraft engine and said body, said back-up connection including a pin positioned within a slotted hole, there being clearance between said pin and said slotted hole when there is a normal connection between said plate and said body.

14. The aircraft as set forth in claim 13, wherein said slotted hole has a length from a first end to a second end, and wherein said slotted hole has a height from a bottom of said slotted hole to a top, said length of said slotted hole is greater than said height of said slotted hole.

15. The aircraft as recited in claim 14, wherein, when there is a failed connection between said plate and said body, said pin contacts a bottom of said slotted hole without contacting either of said ends of said slotted hole.

CLAIMS

1. A connection for mounting an aircraft engine to an aircraft pylon comprising:

a plate to be connected to a portion of an aircraft engine, and a body extending rearward from said plate;

a back-up connection between said portion of said aircraft engine and said body, said back-up connection including a pin positioned within a slotted hole, there being clearance between said pin and said slotted hole when there is a normal connection between said plate and said body, said pin positioned substantially perpendicular to an axis of rotation of said engine.

2. The connection as set forth in claim 1, wherein said pin contacts said slotted hole when there is a failed connection between said plate and said body.

3. The connection as set forth in claim 2, wherein said pin contacts a bottom of said slotted hole when there is a failed connection between said plate and said body.

4. The connection as set forth in claim 1, wherein said pin is supported by two lugs attached to said portion of said aircraft engine.

5. The connection as set forth in claim 4, wherein said body includes a tang at a lower end thereof, said slotted hole provided in said tang.

6. The connection as set forth in claim 5, wherein each of said lugs are arranged on opposed sides of said tang, there being a clearance between said lugs and said tang when there is a normal connection between said plate and said body.

7. The connection as set forth in claim 6, wherein one of said lugs contacts a respective one of said opposed sides of said tang when there is a failed connection between said plate and said body.

8. The connection as set forth in claim 1, wherein said slotted hole has a length from a first end to a second end, and wherein said slotted hole has a height from a bottom of said slotted hole to a top.

9. The connection as set forth in claim 8, wherein said length of said slotted hole is greater than said height of said slotted hole.

10. The connection as set forth in claim 9, wherein each of said length and height of said slotted hole is greater than a diameter of said pin.

11. A connection for mounting an aircraft engine to an aircraft pylon comprising:

a plate to be connected to a portion of an aircraft engine, and a body extending rearward from said plate;

a back-up connection between said portion of said aircraft engine and said body, said back-up connection including a pin positioned within a slotted hole, there being clearance between said pin and said slotted hole when there is a normal connection between said plate and said body; and wherein said slotted hole has a length from a first end to a second end, said slotted hole having a height from a bottom of said slotted hole to a top, said length of said slotted hole being greater than said height of said slotted hole, each of said length and said height of said slotted hole being greater than a diameter of said pin and wherein said length of said slotted hole is arranged substantially parallel to an axis of rotation of said aircraft engine.

12. The connection as set forth in claim 11, wherein said pin is positioned substantially perpendicular to said axis of rotation of said engine.

13. An aircraft comprising:

an engine mounted to an aircraft pylon;

a connection mounting said engine to said pylon, said connection including a plate connected to a portion of said engine, and a body extending rearward from said plate; and

a back-up connection between said portion of said aircraft engine and said body, said back-up connection including a pin positioned within a slotted hole, there being clearance between said pin and said slotted hole when there is a normal connection between said plate and said body wherein a length of said slotted hole is arranged substantially parallel to an axis of rotation of said aircraft engine.

14. The aircraft as set forth in claim 13, wherein said slotted hole has a length from a first end to a second end, and wherein said slotted hole has a height from a bottom of said slotted hole to a top, said length of said slotted hole is greater than said height of said slotted hole.

15. The aircraft as set forth in claim 14, wherein, when there is a failed connection between said plate and said body, said pin contacts a bottom of said slotted hole without contacting either of said ends of said slotted hole.

16. The connection as set forth in claim 1, wherein the entirety of said body is positioned rearward of said plate.

17. The aircraft as set forth in claim 13, wherein the entirety of said body is positioned rearward of said plate.

18. The connection as set forth in claim 1, wherein, when there is a normal connection between said body and said plate, forces from said engine are transmitted by the connection between said body and said plate without being transmitted by said back-up connection.

19. The aircraft as set forth in claim 13, wherein, when there is a normal connection between said body and said plate, forces from said engine are transmitted by the connection between said body and said plate without being transmitted by said back-up connection.

20. The aircraft as set forth in claim 13, wherein said length of said slotted hole extends from a first end to a second end, said slotted hole has a height from a bottom of said slotted hole to a top, said length of said slotted hole greater than said height of said slotted hole.