

2  
R/mes

Superseding  
A.P. 4099 E & G Vol. 4 Pt  
1st. Edition, July, 1957.

# EMPIRE F.B. MKS. 5 & 9

WITH  
ONE GOBLIN 2 ENGINE

COMBATED BY COMMAND OF THE AIR COUNCIL

# INDUSTRY

AIRWORK SERVICES LTD,  
TYPE AND NO.  
P.O. SALISBURY AIRPORT



Sheet No. 45  
AIRFRAME

800 HOUR SERVICING  
MAN 'B'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item No.	ITEM	OPERATION
27.	Undercarriage. (Port.)	(i) Apply brakes and examine brake torque plates for security of attachment. (ii) Release brakes.
28.	Leg fairing. (Port undercarriage.)	(i) Disconnect brake pipes from adapter at leg fairing lower attachment bolt. Use two spanners when disconnecting pipes. (ii) Slacken Jubilee clips securing rigid brake pipe to leg. Retain rubber packing. (iii) Remove leg fairing by unscrewing turnbuckle at top leg strap and removing nuts from bolts passing through lugs on shock absorber strut. Note position of packing washers. (iv) Examine for damage.
29.	Undercarriage and wheel well. (Port.)	Clean.

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(Continued overleaf)

30. Undercarriage. (Port.)  
—(a) Shock absorber strut.  
(b) Shock absorber main pivots.

- (c) Stub axle castings.  
(d) Torque links.

31. Mainwheel.  
(Port.)

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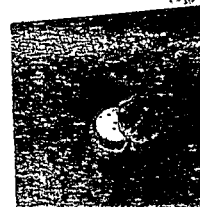
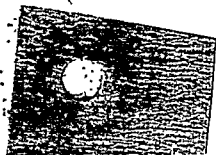
Examine for damage.

- (i) Examine for damage.
- (ii) Check, by feel, for excessive wear.
- (iii) Examine attachment bolts for tightness and ensure locking wire of main attachment bolts is located so that sharp ends do not foul upper brake flexible hose, (S.I./Vampire/22 refers).

Examine for damage.

- (i) Examine for damage.
- (ii) Lubricate with grease, XG-275. Ensure that grease escapes from each side of lower link and extreme ends of top and bottom hinge pins. If grease fails to appear at any of these points, remove pin and examine for signs of seizure and fit serviceable pin.
- (iii) Check for excessive wear by castoring in each direction, (S.I./Vampire/55 refers).

Remove for Bay Servicing.





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Item  
No.

ITEM

OPERATION

32. Radius rod assembly.  
(Port undercarriage.)

- (i) Disconnect lower radius rod from shock absorber strut.
- (ii) Examine locking mechanism for damage at the pivot and roller bearing surfaces.
- (iii) Examine tension spring for damage.
- (iv) Examine latch plate for damage.
- (v) Examine radius rod stop screw for correct adjustment by swinging latch plate and checking that the roller runs freely in the slot over the complete range.
- (vi) Examine radius rods for damage.
- (vii) Examine four vertical bolts attaching radius rod pivot tube brackets to undercarriage diaphragm brackets for signs of looseness or failure.
- (viii) Reconnect radius rod to shock absorber strut. Do not lock.

(Continued overleaf)

33. Mainplane.  
(Port.)

Examine for cracks in rib No. 2 in vicinity of shock absorber strut, cut out.

34. Hydraulic jack.  
(Port undercarriage.)

- (i) Remove upper and lower attachment bolts and bush.
- (ii) Examine for damage.
- (iii) Examine operating lever for fracture.
- (iv) Examine jack ram for damage.
- (v) Check locknut for tightness.
- (vi) Examine flexible pipelines for damage.
- (vii) Refit attachment bolts and bush.  
Do not lock lower bolt.

35. Shock absorber strut.  
(Port.)

- (i) Examine sliding portion for damage.  
Check oil level as follows:-
- (ii) Release air pressure.
- (iii) Unlock and remove charging valve and jointing washer.
- (iv) Gently and fully compress strut.
- (v) Remove one charging plug and screw charging connector into the plug hole.  
Slacken off the other plug, attaching a hose and clean container.

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800-HOUR SERVICING

MAN 'B'

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VAMPIRE F.B. MKS.5 & 9 AIRCRAFT

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SAFETY PRECAUTIONS

1. Prior to operation of nosewheel micro switches, ascertain from Armament Man that all stoppages have been cleared and all guns unloaded.



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800 HOUR SERVICING  
MAN 'B'

A.P.4099E & G Vol.5 Pt.4  
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SERVICING NOTES

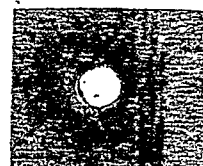
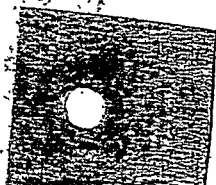
1. If any connections are broken, other than those detailed in the schedule, inform N.C.O., who will inspect after reconnection and locking has been completed.
2. The bonding of all components referred to in this schedule is to be examined for serviceability and good connection during the course of the servicing.
3. When fitting inflation adapter, care is to be taken not to over tighten. Gauge is to be screwed in until pressure is indicated on dial, and no further.
4. DAMAGE - 'Examine for damage' in this schedule means an examination to ascertain that the value or usefulness of the item has not been impaired by:-
  - (a) Insecurity of attachment.
  - (b) Cracks or fractures.
  - (c) Corrosion or contamination.
  - (d) Any form of distortion.
  - (e) Loose rivets.
  - (f) Chafing, fraying or scoring.
  - (g) Broken locking.
5. REPLENISH - The word 'replenish' when applied to liquids in this schedule incorporates the following operations where necessary:-
  - (a) Remove cap(s) or cover(s) from filler orifices and/or drains.
  - (b) Clear orifices.
  - (c) Fill container as directed in the item operation.

(Continued overleaf)

5. (Contd.)

- (d) Ensure drains are free from obstructions.
- (e) Ensure gasket(s) and cap(s) or cover(s) are free from damage.
- (f) Refit cap(s) or cover(s).
- (g) Fit locking devices as necessary.

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No.

ITEM

OPERATION

PRE HANGAR SERVICING

1. General. Read Safety Precautions and Servicing Notes.
2. Assist N.C.O. as detailed.

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Item  
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ITEM

OPERATION

HANGAR SERVICING

1. Canopy.

Assisted by Man 'C', remove as follows:-

- (i) Close, and by applying a moderate force to winding handle, examine mechanism for signs of slipping.
- (ii) Examine bevel gears for distortion and wear.
- (iii) Disconnect dry air pipe and seal pipe and connection.
- (iv) Open canopy one and a half turns on winding handle.
- (v) Jettison canopy.
- (vi) Examine rails and latches for burrs and lubricate with grease, XG-275.
- (vii) Examine winding gear for damage.
- (viii) Lubricate winding gear with oil, OM-150.

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(Continued overleaf)

1. (Contd.)

- (ix) Examine cable for damage.
- (x) Examine jettison rods, levers and springs for damage.
- (xi) Lubricate jettison gear with grease, XG-275.
- (xii) Examine resetting cable clip for damage.
- (xiii) Examine winding handle safety stop pin for damage.
- (xiv) Examine winding handle locking pin for wear.

2. Fin to tailplane fairing.  
(Port.)

- (i) Remove.
- (ii) Examine for damage.

3. Access panels.  
(Port tail boom.)

Remove.

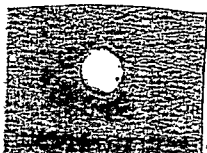
4. Outboard fuel tank  
access panel.  
(Port mainplane.)

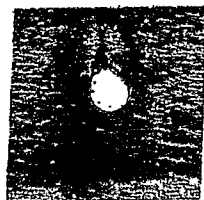
- (i) Remove.
- (ii) Support tanks with wooden battens.

5. Leading edge fuel tank  
access panel.  
(Port mainplane.)

- (i) Remove.
- (ii) Support tank with wooden batten.

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800 HOUR SERVICING  
MAN 'B'

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Item  
No.

ITEM

OPERATION

- |    |  |                             |
|----|--|-----------------------------|
| 6. | Inboard fuel tank access panel.<br>(Port mainplane.)   | Remove.                     |
| 7. | Root end fillets.<br>(Port mainplane upper and lower surfaces.)  | Remove.                     |
| 8. | This Item is applicable only if steel hydraulic pipelines are fitted in mainplane.<br>Inboard fuel tank.<br>(Starboard.) | Assist Man 'C' to remove.   |
| 9. | This Item is applicable only if steel hydraulic pipelines are fitted in mainplane.<br>Inboard fuel tank.<br>(Port.)      | Assisted by Man 'C' remove. |

10. Mainplane. (Port.)  
(a) Fuel tanks.

Examine for signs of leaks, indicated by discoloration of tank or surrounding structure and for damage.

- (b) Fuel tank access panel anchor nuts.

Examine for damage.

11. Wing drop tank jettison controls.  
(Port mainplane.)

(i) Examine cable for damage.

(ii) Examine levers and linkage on rib No. 6 for damage.

(iii) Lubricate with grease, XG-275.

12. Mainplane. (Starboard.)  
(a) Fuel tanks.

Examine for signs of leaks, indicated by discoloration of tank or surrounding structure and for damage.

- (b) Fuel tank access panel anchor nuts.

Examine for damage.

13. Wing drop tank jettison controls.  
(Starboard mainplane.)

(i) Examine cable for damage.

(ii) Examine levers and linkage on rib No. 6 for damage.

(iii) Lubricate with grease, XG-275.

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800 HOUR SERVICING  
MAN 'B'

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Item  
No.

ITEM

OPERATION

14. Fuselage.

(a) Fuel tank.

- (i) Examine, as far as possible, for signs of leaks, indicated by swelling of self-sealing covering.
- (ii) Examine internally for damage.
- (iii) Examine vent for freedom from obstruction and damage.

(b) Fuel tank strap.

- (i) Examine for chafing of self-sealing covering and security of attachment.
- (ii) Ensure that no movement of tank has taken place, (S.I./Vampire/19 refers).

(c) Fuel filler neck  
drain.

- (i) Blank off filler neck drain and fill filler neck aperture with fuel.
- (ii) Check efficiency of filler neck to fuselage seal, (S.I./Vampire/51 refers).
- (iii) Remove blank from filler neck drain.
- (iv) Examine drain pipe for chafing in vicinity of battery stowage rack, (S.I./Vampire/21 refers).

(Continued overleaf)

15. Wing drop tanks.  
(Port and starboard.)

- (i) Examine filler cap washer for deterioration, and renew as necessary.
- (ii) Remove inspection covers.
- (iii) Examine internally, as far as possible, for foreign matter and damage.
- (iv) Clean and, if necessary, flush with gasoline, no lead.
- (v) Examine externally for damage.
- (vi) Refit inspection covers. (S.I./Misc./49 refers.)

16. Aileron.  
(Port.)

- (i) Remove hinge access panels.
- (ii) Remove trim tab operating rod access panel.
- (iii) Disconnect servo tab operating rod.
- (iv) Disconnect aileron operating lever.
- (v) Remove horizontal inner hinge bolt.
- (vi) Remove centre and outer hinge bolts.
- (vii) Assisted by Man 'C', remove aileron.
- (viii) Examine skin covering for damage.
- (ix) Examine mass balance weight for security of attachment.
- (x) Examine surface finish for deterioration.
- (xi) Clear drainage holes.

(Continued)

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AIRFRAME

AL R3

800 HOUR SERVICING

MAN 'B'

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Item

No.

ITEM

OPERATION

16. (Contd.)

Aileron.

(Port.)

(xii)

Examine hinge bearings for damage.

(xiii)

Pack hinge bearings with grease, XG-273.

(xiv)

Examine trim tab for damage.

(xv)

Lubricate tab hinge with oil, OM-150.

17. Mainplane. (Port.)

(a) Aileron differential  
quadrant guard plate.

(b) Access panel in dive  
brake shroud.

Remove.

18. Mainplane. (Port)

(i)

Examine skin covering for damage, particularly  
in vicinity of flap and dive brake shroud.

(ii)

Examine end flanges of inter-rib stringers in  
flap and dive brake shroud areas for damage.

(iii)

Examine surface finish for deterioration.

(iv)

Examine all identification markings for  
legibility.

(v)

Clear drainage holes.

(a) Whip Aerial:

(i)

Clean.

(If fitted)

(ii)

Examine.

(iii)

Carry out Ultraviolet Dye Penetrant Process.  
(If damaged or cracked inform wireless N.C.O.)

19. Mainplane. (Port.)

(a) Attachment bolts.

Examine for damage.

(b) Attachment bracket  
bolts.

Examine for slackness due to shrinkage of timber.

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(Continued)





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AIRFRAME

AL R3

800 HOUR SERVICING

MAN 'B'

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Item

No.

ITEM

OPERATION

20. Flap (Port.) (i) Clean:
- (a) Flap. (ii) Examine skin covering for damage, particularly at spot welds, (S.I./Vampire/38 refers).
- (b) Hinge brackets. Examine for damage.
- (c) Hinge bearings. (i) Examine for excessive wear.
- (ii) Lubricate with oil, OM-150.
- (d) Hydraulic jacks. (i) Examine attachment points for excessive wear.
- (ii) Examine for chafing on inter-rib stringer.
- (iii) Examine for signs of fluid leaks..
- (iv) Examine ram for damage.
- (v) Lubricate pivots with grease, XG-275.



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800 HOUR SERVICING  
MAN 'B'

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Item No.	ITEM	OPERATION
20. (Contd.)		
	Flap. (Port.)	
	(e) Hydraulic pipelines.	Examine for damage.
	(f) Torque shaft.	(i) Examine for damage.
		(ii) Lubricate bearings and pivots with grease, XG-273.
	(g) Buffer strip.	Examine for damage.
21. Dive Brake. (Port.)		
	(a) Dive brake.	(i) Clean.
	(b) Hinges.	(ii) Examine skin covering for damage.
		(i) Examine for damage.
	(c) Hydraulic jack.	(ii) Lubricate with oil, OM-150.
		(i) Examine for signs of fluid leaks and security of attachment.
		(ii) Examine ram for damage.
		(iii) Lubricate pivots with grease, XG-275.

(Continued overleaf)

21. (Contd.)

(d) Hydraulic pipelines.

Examine for damage. .

22. Leading edge fuel tank  
access panel.  
(Port mainplane.)

(i) Remove supporting batten.  
(ii) Assisted by Man 'C', refit panel,  
ensuring that screws are fitted in correct  
locations.

23. Leading edge fuel tank  
access panel.  
(Starboard mainplane.)

Assist Man 'C' to refit.

24. Ground equipment.

Assist N.C.O. to raise aircraft.

25. Mainplane. (Port.)

- (a) Panel over shock  
absorber strut.  
(Upper skin.)
- (b) Fairing at top of  
strut. (Lower skin.)
- (c) Panel forward of  
strut. (Lower skin.)

Remove.

26. Access panels.  
(Port wheel well.)

Remove.

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800 HOUR SERVICING  
MAN 'A'

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Item  
No.

ITEM

OPERATION

24. Pneumatic panel and  
air bottle.

- (i) Release air pressure.
- (ii) Disconnect gun heater pipe.
- (iii) Remove for Bay Servicing.

25. Nose-wheel.

Remove for Bay Servicing.

26. Shock absorber strut.  
(Nose undercarriage.)

- (i) Remove bolt securing shock absorber piston to wheel fork.
- (ii) Unscrew lock plunger.
- (iii) Unscrew shock absorber strut from barrel.
- (iv) Examine thread at top of strut for damage. If found, thread in barrel casting is to be examined.
- (v) Transport to Servicing Bay for oil and air charging.

(Continued overleaf)

27. Nose Undercarriage.

- (a) Undercarriage.
- (b) Wheel recess and fairing door.
- (c) Self-centring mechanism.
- (d) Barrel casting.
- (e) Wheel fork.
- (f) Swivel lug.  
(Lower portion.)

- (g) Lower shock absorber attachment.

28. Hydraulic jack.  
(Nose undercarriage.)

Clean.

Examine, by operation, for correct functioning.

Examine for damage.

- (i) Remove nose wheel door guide plate only if secured by bolts.
- (ii) Examine lug for cracks, particularly in vicinity of guide plate attachment rivet or bolt holes. If any sign of a crack is found, the swivel lug is to be changed.
- (iii) Refit nose wheel door guide plate, if removed.
- (i) Examine for play, damage.
- (ii) Examine bolt for bowing.
- (i) Examine jack ram for damage.
- (ii) Check locknut for tightness.
- (iii) Examine jack and pipelines for damage particularly at bracket.

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MAN 'A'

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Item  
No.

ITEM

OPERATION

29. Nose undercarriage upper  
support strut stay bolts.  
(No. 1 bulkhead.)

- (i) Remove.
- (ii) Examine holes in strut attachments and bulkhead, for elongation.
- (iii) Fit new bolts and lock nuts with split pins.

30. Nose undercarriage  
radius rod assembly.

- (i) Remove bolt and bush attaching strut support link to radius rod group.
- (ii) Examine for damage.
- (iii) Examine radius rod stop screw for correct adjustment by swinging latch plate and checking that the roller runs freely in the slot over the complete range.
- (iv) Examine latch plate for damage.
- (v) Examine roller for freedom of rotation.
- (vi) Examine tension spring for damage.
- (vii) Refit bolt and bush attaching strut support link to radius rod group.

31. Shock absorber strut.  
(Nose undercarriage.)

- (i) Release air pressure from serviced strut.
- (ii) Screw shock absorber strut into barrel.
- (iii) Screw lock plunger, ensuring that it is correctly engaged.
- (iv) Fit bolt securing shock absorber pistol to wheel fork.

32. Nose Undercarriage.  
(a) Wheel fairing doors and struts.  
(b) Wheel recess fairing door and closing mechanism.

Examine for damage.

- (i) Examine for damage.
- (ii) Examine hinges for damage.
- (iii) Examine door guide striker plate for damage and wear in area of contact with ball of link guide assembly.
- (iv) Examine striker plate for security of attachment.
- (v) Ensure that a clearance of 0.1 in. exists between striker plate and shock absorber strut inflation valve with strut collapsed.
- (vi) Examine link guide attachment bracket for damage.
- (vii) Examine guide link assembly for wear.

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(Continued)



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ITEM

OPERATION

32. (Contd.)

Nose Undercarriage.

(b) Wheel recess fairing  
door and closing  
mechanism.

(viii) Examine upper and lower radius rods for  
damage, particularly at lower rod eye  
bolt.

(ix) Examine inner and outer spring for damage.

(x) By moving nose door from side to side,  
examine upper radius rod eye and bolt for  
movement about the nose wheel side beam.

33. Shock absorber strut.  
(Nose undercarriage.)

Inflate with air to 500 lb./sq.in.

34. Nose wheel.

(i) Fit serviced wheel.

(ii) Examine for freedom of rotation.

(iii) Check tyre pressure. Correct pressure is  
60 lb./sq.in. plus 7 lb./sq.in. minus  
5 lb./sq.in.

(iv) Secure valve cap.

(Continued overleaf)

35. Nose Undercarriage.
- (a) Shock absorber barrel top pivot bearings.
  - (b) Self-centring device.
  - (c) Support links and radius rod pivots.
  - (d) Wheel fork attachments.
  - (e) Hydraulic jack attachments.
  - (f) Lower shock absorber attachments.
  - (g) Wheel fairing door mechanism pivots and hinges.

Lubricate with grease, XG-275.

Lubricate with oil, OM-150.

36. Flying Controls.  
(Port Mainplane.)
- (a) Pulleys.
  - (b) Control cables.
  - (c) Aileron differential quadrants.
  - (d) Aileron connecting links.

Examine for freedom of rotation and damage.

Examine for damage.

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800 HOUR SERVICING  
MAN 'A'

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Item  
No.

ITEM

OPERATION

- |     |  |   |
|-----|--|---|
| 37. | Flying Controls.<br>(Starboard Mainplane.) |   |
| (a) | Pulleys.                                   | Examine for freedom of rotation and damage. |
| (b) | Control cables.                            |   |
| (c) | Aileron differential<br>quadrants.         | Examine for damage.                         |
| (d) | Aileron connecting<br>links.               |   |
| 38. | Cockpit.                                   |   |
| (a) | Control column<br>dust excluder.           | (i) Open.                                   |
| (b) | Aileron chain<br>guard.                    | (ii) Examine for damage.                    |
| (c) | Sump drain cap.                            | (i) Remove.                                 |
|     |  | (ii) Examine for damage.                    |
|     |  | (i) Remove.                                 |
|     |  | (ii) Examine for loose articles.            |
|     |  | (iii) Clean.                                |
|     |  | (iv) Refit and lock.                        |

39. Control column.

- (i) Examine for damage.
- (ii) Examine aileron control chains, sprockets and tie rods for damage.
- (iii) Lubricate chains with oil, OM-150.

40. Rudder Pedals.  
(a) Adjusting mechanism.

- (i) Clean.
- (ii) Lightly lubricate slides with grease, XG-275.
- (iii) Examine, by operation, for correct functioning.

(b) Cross shafts.

- (i) Examine for damage.
- (ii) Examine ball races for freedom of rotation. If ball races are seized, flush out with oil, OM-150, and operate controls to free grease.

(c) Reversal lever.

- (iii) Pack ball races with grease, XG-275.
- (i) Examine for damage.
- (ii) Lubricate with oil, OM-150.

41. Flying Controls.  
(Cockpit.)  
(a) Control cables.  
(b) Pulleys.

Examine for damage.  
Examine for freedom of rotation and damage.

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800 HOUR SERVICING  
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OPERATION

41. (Contd.)

Flying Controls.

(Cockpit.)

(c) Elevator quadrants  
and connecting rods.

(d) Teleflex conduits.

(e) Control cable seals.

(f) Elevator trim  
hand wheel.

- (i) Examine for damage.
- (ii) Lubricate connecting rod ends with oil,  
OM-150.
- (i) Examine for damage.
- (ii) Lubricate through six nipples with  
grease, XG-275.
- (i) Examine for damage.
- (ii) Lubricate through eight nipples with  
grease, XG-275.
- (i) Examine for damage.
- (ii) Ensure that backlash does not exceed  
0.5 in.

42. Flying controls.  
(Engine and fuel tank  
compartments.)

- (i) Examine cables for damage.
- (ii) Examine pulleys for freedom of rotation and damage.

43. Flying Controls.  
(Booms and Tail Unit.)  
(a) Pulleys.  
(b) Control cables.

Examine for freedom of rotation and damage.  
Examine for damage, particularly in vicinity  
of elliptical pulleys.

Note:- Examine all flying controls for fraying  
over the complete range of movement and special  
attention is to be paid to the part which  
passes over pulleys, or through fairlead and  
bulkhead scale (S.I./Vampire/44 refers).

- (c) Cable connections  
and links.
- (d) Rudder and elevator  
control levers and  
connecting rods.
- (e) Bungee cord.
- (f) Elliptical pulleys.

- (i) Examine for corrosion.
- (ii) Lightly lubricate with oil, OM-150.
- (i) Examine for damage.
- (ii) Lubricate pivots with oil, OM-150.

Examine for damage.  
Examine filler in redundant holes for security  
of attachment.

Sheet No. 30  
AIRFRAME

800 HOUR SERVICING  
MAN 'A'

A.P. 4099E & G Vol. 5 Pt. 4  
VAMPIRE F.B. MKS. 5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

44. Trim tab control.  
(Tailplane.)

- (i) Examine control rod for damage.
- (ii) Examine chain for damage. Lubricate with oil, OM-150.
- (iii) Examine gear box for security of attachment.
- (iv) Lubricate trimmer jack bearings and sliding portion with grease, XG-275.
- (v) Lubricate sliding portion of fork end in bearing sleeve with oil, OM-150.

45. Undercarriage. (Nose.)

- (i) Adjust length of hydraulic jack to give a clearance of between 1/16 in. and 3/32 in. between lock plate roller and end of kidney slot with undercarriage in the down position.

Note:- On aircraft Pre-Mod. 3348, dive brake non return valve is to be held open when operating hydraulic system by hand pump.

(2/20/87)

(Continued overleaf)

45. (Contd.)

- (ii) On completion of checks of main and nose undercarriage adjustments, fit nose undercarriage ground locks.

46. Windscreen and canopy.

- (i) Examine for signs of water ingress and damage.
- (ii) Examine framework for damage.

47. Air conditioning system.  
(Cockpit.)

Examine pipes for damage.

48. This Item is applicable only to Mk.5 aircraft.  
Hot and Cold air  
and windscreen de-mister  
control.

- (i) Examine for damage.
- (ii) Examine, by operation, for correct functioning.

49. This Item is applicable only to Mk.9 aircraft.  
Cockpit air control  
conduit.

- (i) Examine for damage.
- (ii) Lubricate with grease, XG-275.
- (iii) Examine, by operation, for correct functioning.
- (iv) Examine hand wheel for damage.

50. Canopy pressurising  
seal.  
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Examine for damage.



Sheet No. 31

AIRFRAME

800 HOUR SERVICING

MAN 'A'

A.P.4099E & G Vol.5 Pt.4

VAMPIRE F.B. MKS.5 & 9 AIRCRAFT

1st. Edition, December 1958

Item

No.

ITEM

OPERATION

51. Windscreen de-icing  
pump.

- (i) Examine, by operation, for correct functioning.
- (ii) Examine pump and pipelines for damage.

52. De-icing fluid  
tank and pipelines.  
(Nose.)

- (i) Examine for damage.
- (ii) Check fluid level. Replenish as necessary with fluid, AL-8.
- (iii) Examine spray holes for freedom from obstruction.

53. Gun heater pipes.

Examine pipes from engine to gun compartment for damage.

54. Fuselage.

(a) Air conditioning  
pipelines.

(b) Pneumatic pipelines.

)  
)  
)  
Examine for damage.

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(Continued overleaf)

55. This Item is applicable only to Mk.9 aircraft.  
Air conditioning selector valve.  
(i) Examine for damage.  
(ii) Examine cams and valve pads for wear and damage.  
(iii) Examine valve springs for damage.
56. This Item is applicable only to Mk.5 aircraft.  
Cabin supercharger air intake duct.  
(Port mainplane.)  
Examine freedom from obstruction and damage.
57. This Item is applicable only to Mk.9 aircraft.  
Cold air unit.  
(Starboard mainplane.)  
(i) Examine for correct oil level. Replenish, as necessary, with oil, OEP-71.  
(ii) Examine cooler matrix for freedom from obstruction and damage.  
(iii) Examine connections to unit and cooler for security of attachment.  
(iv) Examine cooler inlet and outlet ducts for damage.  
(v) Examine for damage.
58. This Item is applicable only to Mk.5 aircraft only.  
Cold air unit.  
(Starboard mainplane.)  
(i) Remove cold air unit for Bay Servicing.  
(ii) Refit serviced unit.

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Sheet No. 32

AIRFRAME

800 HOUR SERVICING

MAN 'A'

A. P. 4099E & G Vol. 5 Pt. 4  
VAMPIRE F.B. MKS. 5 & 9 AIRCRAFT  
1st. Edition, December, 1958

Item  
No.

ITEM

OPERATION

59. Pneumatic panel and  
air bottle.

- (i) Fit serviced panel and air bottle.
- (ii) Reconnect gun heater pipe.

60. Cabin pressure control  
valve.

In conjunction with Instruments (Gen.)  
Man, fit serviced component.

61. Flying Controls.

- (a) Aileron sprocket at  
base of column.
- (b) Elevator quadrants.
- (c) Elliptical pulleys  
at forward ends  
of booms.
- (d) Aileron operating  
units.
- (e) Controls at rear  
ends of booms.

Fit locking devices.

61. (Contd.)

- (f) Control column.
- (g) Ailerons.
- (h) Elevator.
- (j) Rudders.

)  
) Check neutral settings.  
)

62. Flying control cables.

- (i) Check tensions. Correct tensions are:-  
Aileron 70 lb. plus or minus 10 lb.,  
with Mk.4 tensiometer on 20 cwt.  
scale.  
Elevator and rudder 80 lb. plus or  
minus 10 lb., with Mk.5 tensiometer  
on 25 cwt. scale.
- (ii) Examine all turnbuckles for security  
of attachment and correct locking.

63. Starboard tailcone.

Refit temporarily with six screws.

64. Access Panels.

- (a) Tailplane.
- (b) Elevator.

)  
) Refit.

65. Port tail cone.

Refit temporarily with six screws. Electrical  
Man is to reconnect tail light correction.

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Sheet No. 33  
AIRFRAME

800 HOUR SERVICING  
MAN 'A'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item No.	ITEM	OPERATION
66.	Flying controls.	(i) Remove locking devices. (ii) Operate controls in cockpit as detailed by N.C.O.
67.	Cockpit. (a) Aileron chain guard. (b) Control column dust excluder.	Refit. Close.
68.	Pilot's seat.	Refit as follows:- (i) Place seat on its side in cockpit. (ii) Fit clips to cables at base of seat. (iii) Position seat and engage seat raising mechanism. (iv) Fit seat main pivot bolts, ensuring that shims are positioned correctly, and lock. (v) Operate seat raising lever and examine plunger for correct engagement in quadrant. Leave seat in fully up position. (Continued overleaf)

68. (Contd.)

- (vi) Fit cable release lever bracket and clip.
- (vii) Reconnect bungee cord at rear of seat.
- (viii) Fit release pins at side of seat.
- (ix) Fit harness release cable conduit at top of seat.
- (x) Reconnect oxygen tube to waist belt.
- (xi) Lubricate pivots and seat raising mechanism with oil, OM-150.
- (xii) Examine seat raising mechanism, by operation, for correct functioning.
- (xiii) Fit serviced safety harness.

Reconnect.

69. Nose leg fairing.

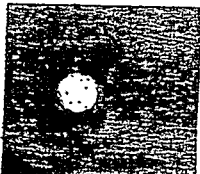
70. Pneumatic system.

- (i) Charge with air to 450 lb./sq.in.
- (ii) Ensure that pressure regulator valve operates at 450 lb./sq.in.
- (iii) Examine for air leaks, particularly in gun compartment.

Fit remaining securing screws.

71. Tail cones.  
(Port and starboard.)

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Sheet No. 34  
AIRFRAME

800 HOUR SERVICING  
MAN 'A'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

72. Windscreen air  
drier. (Cockpit.)

- (i) Remove blanking cap from stowage (Adjacent to drier) and retain.
- (ii) Disconnect hose from drier and fit on blanking cap stowage.
- (iii) Remove drier from aircraft.
- (iv) Using a Mk.2 instrument test trolley and using pressure and then suction ensure outlet, then inlet valves operate.
- (v) Examine silica gel crystals for discolouration. Crystals are to be changed if coloured pink.
- (vi) Refit drier to aircraft and lock nut with wire.
- (vii) Disconnect hose from blanking cap stowage and fit to drier.
- (viii) Refit blanking cap on stowage and lock with wire.

- |     |   |                  |   |
|-----|---|------------------|---|
| 73. | (a) Undercarriage.<br>(b) Flaps.<br>(c) Dive brakes.<br>(d) Hydraulic system. | )<br>)<br>)<br>) | Assist N.C.O. as detailed to carry out functional test.   |
| 74. | Ground equipment.   |                  | Assist N.C.O. to lower aircraft.  |
| 75. | Armour plated door.<br>(Nose.)  |                  | Close.  |
| 76. | Panel at rear of nose wheel well.   |                  | Refit.  |
| 77. | Pressurising system.<br>(Cockpit.)  |                  | Assist N.C.O. as detailed to carry out pressurisation test.   |
| 78. | Windscreen and canopy.  |                  | Clean, using plastic polishing set.   |
| 79. | Aircraft generally.   |                  | Ensure that all tools, rags and other materials used during Airframe servicing have been removed from the aircraft. |
| 80. | Servicing Record Slips.   |                  | Sign for completing 800 Hour Servicing.   |

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- Sheet No. 35

AIRFRAME

800 HOUR SERVICING  
SUPPLEMENTARY SERVICING  
MAN 'B'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

(27201)97

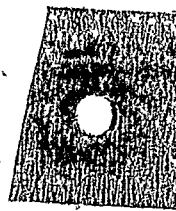
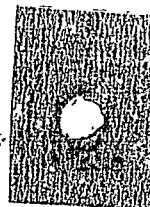
(Continued overleaf)

Item  
No.

ITEM

OPERATION

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Sheet No. 36

AIRFRAME

800 HOUR SERVICING  
MAN 'B'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

EQUIPMENT AND TOOLS

QTY.

Kits, tool, Airframe Fitter, to scale A.2, A.P.830,  
Vol.3, Pt.'A'.

1

Torches, electric, Type 'C'.

1

Lamp, tank inspection.

1

Nozzle, miniature.

Gun, lubricating, universal.

Screwdriver, spiral automatic.

Pump, oleo, Type 'A'.

Syringe, for oleo charging.

Gauge, pressure, 0-600 lb./sq.in.

Adapter, inflation.

Gauge, tyre pressure.

Spanner, mainwheel hub nut.

Extractor, mainwheel.

Obtain from N.C.O.

(27201)99



Sheet No.22  
Issued with:-  
A.L No.2  
AIRFRAME

800 HOUR SERVICING  
MAN 'A'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1953

Item No.	ITEM	OPERATION
11.	(Contd.) (b) Fin to tailplane fairings.	Examine for damage.
12.	Elevator and trim tab.	(i) Examine skin covering for damage. (ii) Examine surface finish for deterioration. (iii) Examine hinges for damage. (iv) Lubricate elevator and tab hinges with grease, XG-273. (v) Lubricate tab hinge with oil, OM-150. (vi) Examine elevator mass balance weight outriggers for damage. (vii) Clear drainage holes. (viii) Ensure elevator shroud gap (0.06 in. to 0.13 in. at neutral, minimum 0.002 in. at any position) is maintained between the elevator leading edge and both upper and lower shrouds with elevator in neutral position.

(Continued overleaf)

12A. Elevator ribs.  
(Mass balance weight  
attachment.)

- (i) Insert control locking pins in booms.
- (ii) Apply up and down hand load to each of the balance weight arms. View through inspection holes with the aid of a torch and check the lower surface rib flanges and welded bosses for signs of cracks in way of the two aft 1/4 in. diameter mass balance weight attachment bolts.
- (iii) Remove control locking pins.

13. (a) Rudder. (Port.)  
(b) Fin. (Port.)

- (i) Examine internally, as far as possible, for damage.
- (ii) Examine skin covering for damage.
- (iii) Examine surface finish for deterioration.
- (iv) Examine all identification markings for legibility.

(c) Rudder hinges.

- (i) Examine for damage.
- (ii) Lubricate with grease, XG-273.

(d) Fixed trim tab.  
(e) Static balance arm.

- Examine for damage.
- (i) Examine pivot races for end float. This is not to exceed 0.030 in. measured as close to centre line of pivot as possible (S.I./Vampire/37 refers.)
- (ii) Examine for damage.
- (iii) Lubricate with grease, XG-273.

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(Continued)

Sheet No.22A  
Issued with:-  
A.L No.2  
ALLIANCE

800 HOUR SERVICING  
MAN 'A'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

- |     |                          |   |       |   |
|-----|--------------------------|---|-------|---|
| 14. | (a) Rudder. (Starboard.) | } | (i)   | Examine internally, as far as possible, for damage. |
|     | (b) Fin. (Starboard.)    |   | (ii)  | Examine skin covering for damage.                   |
|     |                          |   | (iii) | Examine surface finish for deterioration.           |
|     |                          |   | (iv)  | Examine all identification markings for legibility. |
|     | (c) Rudder hinges.       |   | (i)   | Examine for damage.                                 |
|     | (d) Fixed trim tab.      |   | (ii)  | Lubricate with grease, XG-273.                      |
|     |                          |   |       | Examine for damage.                                 |



|



Sheet No. 24

AIRFRAME  
AL R1

800 HOUR Servicing  
MAN 'A'

AP 4099E & G Vol. 5 Pt.4  
VAMPIRE FB MKS 5 & 9 AIRCRAFT  
1st Edition, December 1958

Item  
No.

ITEM

OPERATION

17. Cockpit structure.

Examine cockpit internally for splits, shrinkage and failure of glued joints. Where accessible, examine by gently probing with a 0.005 in. feeler, or by pressing gently by hand on the plywood near the joint and watching for movement between the skin and the member. If glue deterioration or separation of the joint is suspected on any component as a result of this examination, investigate further by opening up the skin as necessary.

18. Engine Bulkhead.

- (a) Engine bearers.
- (b) Bulkhead.

Examine for damage.  
Examine for damage.

19. Hydraulic system  
accumulator.

Exhaust hydraulic and air pressure.

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(Continued overleaf)



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Sheet No. 24A  
AIRFRAME  
AL R1

MAJOR SERVICING  
MAN 'A'

AP 4092 H & G VOL. 5 PART 4  
VAMPIRE FB MKS 5 & 9  
1st EDITION, DECEMBER 1958

20. Hydraulic System,

- (a) Hydraulic accumulator,
- (b) Flaps and dive brakes selector,
- (c) Cut-out valve,
- (d) Avery coupling halves (27 BA/8762 and 8900)

- (i) Remove for Bay Servicing.
- (ii) Fit serviced components.

- (i) Remove and return as repairable for fitment of new seals,
- (ii) Fit serviceable Avery coupling halves.

Assist N.C.O. to raise aircraft.

21. Ground equipment,

22. Control column handle,

In conjunction with Electrical Man, refit.

23. Cockpit,

- (a) Brake control and parking lever.

- (i) Examine for correct operation and damage,
- (ii) Lubricate with oil, OM-150.

- (b) Brake Bowden control cable.

- (i) Examine for damage, particularly in vicinity of control lever, (S.I./Vampire/15 refers),
- (ii) Examine connections to control levers and relay valve for security of attachment.

- (c) Brake relay valve differential control links.

Lubricate with oil, OM-150.



Sheet No. 14  
AIRFRAME

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

- |     |                             |   |  |
|-----|-----------------------------|---|--|
| 9.  | Aircraft generally.         |   | On completion of servicing, ensure that all Airframe tradesmen have carried out a thorough search to ensure that all tools, rags and other materials used during Airframe servicing have been removed from the aircraft. |
| 10. | (a) Servicing Record Slips. | ) | Sign for completing 800 Hour Servicing.  |
|     | (b) Form 700G.              |   |  |



Sheet No. 15.  
AIRFRAME

800 HOUR SERVICING  
SUPPLEMENTARY SERVICING  
MAN 'A'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

(27201)57

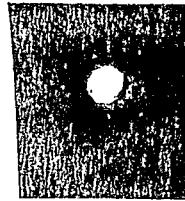
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Item  
No.

ITEM

OPERATION

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Sheet No. 16  
AIRFRAME

800 HOUR SERVICING  
MAN 'A'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

EQUIPMENT AND TOOLS

QTY.

Kits, tool, Airframe Fitter, to scale A.2, A.P.830,	1
Vol.3, Pt.'A'.	1
Funnel, G.P. 1 pint.	1
Measure, oil, 1/2 gallon.	1
Tensiometer, Mk.4.	1
Tensiometer, Mk.5.	1
Torch, electric, Type 'C'.	1
Plate, locking, aileron control.	1
Plate, setting, elevator quadrant.	1
Pins, locking, elevator and rudder controls.	2
Pins, locking, elliptical pulleys.	2
Sets, plastic, polishing.	2
Nozzle miniature.	)
Gun, lubricating, universal.	)
Gauge, pressure, 0-600 lb. sq.in.	)
Adaptor, inflation.	)
Gauge, tyre pressure.	)

Obtain from  
N.C.O.



Sheet No. 17  
AIRFRAME

800 HOUR SERVICING  
MAN 'A'

A.P.4099E & G.Vol.5 Pt.4  
VAMPIRE F.B. MKS. 5 & 9 AIRCRAFT  
1st. Edition, December 1958

SAFETY PRECAUTIONS

1. Prior to operation of nose wheel micro switches, ascertain from Armament Man that all stoppages have been cleared and all guns unloaded.



Sheet No. 18  
AIRFRAME

800 HOUR SERVICING  
MAN 'A'

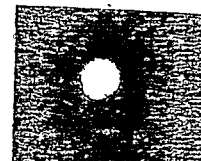
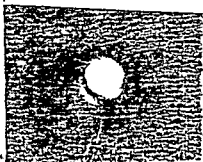
A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

SERVICING NOTES

1. If any connections are broken, other than those detailed in the schedule, inform N.C.O., who will inspect after reconnection and locking has been completed.
2. The bonding of all components referred to in this schedule is to be examined for serviceability and good connection during the course of the servicing.
3. When fitting inflation adaptor, care is to be taken not to overtighten. Gauge is to be screwed in until pressure is indicated on dial and no further.
4. Checks for fraying on all flying controls are to be carried out over the complete range of movement and special attention is to be paid where cables pass over pulleys or through fairleads and bulkheads seals.
5. DAMAGE - "Examine for damage" in this schedule means an examination to ascertain that the value or usefulness of the item has not been impaired by:-
  - (a) Insecurity of attachment.
  - (b) Cracks or fractures.
  - (c) Corrosion or contamination.
  - (d) Any form of distortion.
  - (e) Loose rivets.
  - (f) Chafing, fraying or scoring.
  - (g) Broken locking.

6. REPLENISH - The word 'replenish' when applied to liquids in this schedule incorporates the following operations where necessary:-
- (a) Remove cap(s) or cover(s) from filler orifices and/or drains.
  - (b) Clear orifices.
  - (c) Fill container as directed in the item operation.
  - (d) Ensure drains are free from obstructions.
  - (e) Ensure gasket(s) and cap(s) or cover(s) are free from damage.
  - (f) Refit cap(s) or cover(s).
  - (g) Fit locking devices as necessary.

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Sheet No. 19  
AIRFRAME

800 HOUR SERVICING  
MAN 'A'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS. 5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

PRE HANGAR SERVICING

1. General.

Read Safety Precautions and Servicing Notes.

2. Assist N.C.O. as detailed.





Sheet No. 20  
AIRFRAME

800 HOUR SERVICING  
MAN 'A'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS. 5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

HANGAR SERVICING

- |   |  |
|---|--|
| 1. Nose.  |  |
| (a) Access panel.                               | Remove.  |
| (b) Armour plated door.                         | Open.  |
| (c) Nose leg fairing.                           | Disconnect.  |
| 2. Forward gun panels.<br>(Port and starboard.) | (i) Remove.<br>(ii) Examine for damage.<br>(iii) Examine Dzus fasteners for damage.  |
| 3. Panel at rear of nose<br>wheel well.         | Remove.  |
| 4. Pilot's seat.                                | Remove as follows:-<br>(i) Place seat in raised position.<br>(ii) Withdraw oxygen tube from waist belt.<br>(iii) Disconnect bungee cord at rear of seat. |

(Continued overleaf)

4. (Contd.)

- (iv) Remove harness release cable conduit from top of seat.
- (v) Remove release pins at sides of seat and tilt seat forward.
- (vi) Remove screws securing cable release lever bracket.
- (vii) Remove nuts from seat main pivots.
- (viii) Remove pivot bolts. Note position of shims as they affect correct operation of seat raising mechanism.
- (ix) Disengage seat raising mechanism.
- (x) Lift seat and disconnect clips securing cables at base of seat.
- (xi) Remove seat.
- (xii) Examine for damage.
- (xiii) Examine harness check cable for damage.
- (xiv) Remove safety harness for Bay Servicing.

5. Control column handle.

In conjunction with Electrical Man, remove.

6. Port tail cone.

- (i) Remove. Electrical Man is to disconnect tail light connection.
- (ii) Examine for damage.

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Sheet No. 21

AIRFRAME

AL R3

800 HOUR SERVICING  
MAN 'A'

A.P. 4099E & G Vol. 5 Pt. 4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item No.	ITEM	OPERATION
7.	Access Panels.	
	(a) Tailplane.        )	Remove.
	(b) Elevator.        )	
8.	Starboard tail cone.	(i) Remove.
		(ii) Examine for damage.
9.	Tail Boom. (Port.)	
	(a) Attachment ring.	(i) Examine for damage.
		(ii) Check all bolts for tightness and correct locking.
	(b) Structure.	(i) Examine internally, as far as possible, and externally for damage.
		(ii) Examine surface finish for deterioration.
		(iii) Examine all identification markings for legibility.
		(iv) Clear drainage holes.
		(v) Examine for trapped water.
		(S.I./Vampire/33 refers.)
	(c) Whip Aerial:	(i) Clean.
	(If fitted)	(ii) Examine.
		(iii) Carry out Ultraviolet Dye Penetrant Process (if damaged or cracked inform wireless N.C.O.)
10.	Tail Boom. (Starboard.)	
	(a) Attachment ring.	(i) Examine for damage.
		(ii) Examine all bolts for tightness and correct locking.



Sheet No. 21A

AIRFRAME

AL ~~13~~

800 HOUR SERVICING

MAN 'A'

A.P. 4099E & G Vol. 5 Pt. 4

VAMPIRE F.B. MKS. 5 & 9 AIRCRAFT

1st. Edition, December 1958

Item

No.

ITEM

OPERATION

- |     |                                 |  |
|-----|---------------------------------|--|
|     | (b) Structure.                  | (i) Examine internally, as far as possible, and externally for damage.   |
|     |                                 | (ii) Examine surface finish for deterioration.   |
|     |                                 | (iii) Examine all identification markings for legibility.  |
|     |                                 | (iv) Clean drainage holes.   |
|     |                                 | (v) Examine for trapped water.<br>(S.I./Vampire/33 refers.)  |
|     | (c) Elevator Bungee cord.       | Examine for damage.  |
|     | (d) Whip Aerial:<br>(If fitted) | (i) Clean.   |
|     |                                 | (ii) Examine.  |
|     |                                 | (iii) Carry out Ultraviolet Dye Penetrant Process.<br>(If damaged or cracked inform wireless N.C.O.)   |
| 11. | (a) Tailplane.                  | (i) Examine internally, as far as possible, for damage.  |
|     |                                 | (ii) Examine externally for damage.  |
|     |                                 | (iii) Using a 6 in. steel rule and feelers, examine skin surface for hollows. Tailplane is to be changed if hollows are deeper than 0.02 in, and extend more than 12 in. spanwise. |
|     |                                 | (iv) Examine surface finish for deterioration.   |
|     |                                 | (v) Clear drainage holes.  |

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(Continued)



Sheet No. 2

AIRFRAME

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

REF. No.

EQUIPMENT AND TOOLS

Kits, tool, Airframe Fitter, to scale A.2,  
A.P.830, Vol.3, Pt.'A'.  
1A/1177 Funnel, G.P. 1 pint.  
1A/3965 Can, replenishing, 2 gallons.  
1B/4256 Measure, oil, 1/2 gallon.  
1B/4463 Nozzle, miniature.  
1B/4467 Gun, lubricating, universal.  
1C/6135 Tensiometer, Mk.4.  
1C/6136 Tensiometer, Mk.5.  
1C/6452 Screwdriver, spiral, automatic.  
4F/172 Trolley, hydraulic servicing, Mk.1. }  
or  
4F/1806 Trolley, hydraulic servicing, Mk.1B. }  
4F/1714 Trolley, pressure cabin testing, Mk.1C.  
4G/257 Pump, oleo, Type 'A'.  
4G/1358 Syringe, for oleo charging.  
4G/2169 Ladder-step.  
4G/3026 Gauge, pressure, 0-600 lb./sq.in.

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Required by:-				
NCO	A	B	C	Total
-	1	1	1	3
-	1	-	-	1
-	-	-	1	1
-	1	-	-	1
2	-	-	-	2
2	-	-	-	2
-	1	-	-	1
-	1	-	-	1
2	-	-	-	2
1	-	-	-	1
1	-	-	-	1
1	-	-	-	1
1	-	-	-	1
2	-	-	-	2
1	-	-	-	1

(Continued overleaf)

4G/3029	Gauge, pressure, 0-3500 lb./sq.in.
4G/4131	Adapter, inflation.
4G/4213	Gauge, tyre pressure.
4G/4484	Trestle, tail, Type 'F'.
4G/	Trestle, jacking, universal, No. 3.
4Q/2573	Jack, lifting, 3 tons.
4Q/2574	Adapter head, Mk.38.
4Q/2064	Jack, lifting, 4 tons, pillar.
5A/2011	Torch, electric, Type 'C'.
5A/3729	Lamp, tank, inspection.
6B/117	Watch, stop.
26FC/9001	Former, jacking, nose.
26FC/9013	Former, for use with U.J.T. No. 3 (Port.)
26FC/9014	Crutch, tail trestle.
26FC/9019	Former, for use with U.J.T. No. 3 (Starboard.)
26FC/9050	Strut, canopy locking.
26FC/9053	Jacking pad.
26FC/9107	Spanner, mainwheel hub nut.
26FC/9108	Plate, locking, aileron control.
26FC/9109	Plate, setting, elevator quadrant.
26FC/9110	Pin, locking, elevator and rudder controls.
25FC/9114	Pin, locking, elliptical pulleys.
26FC/9115	Extractor, mainwheel.
33C/1204	Set, plastic polishing.

1	-	-	-	1
1	-	-	-	1
1	-	-	-	1
2	-	-	-	2
2	-	-	-	2
2	-	-	-	2
2	-	-	-	2
1	-	-	-	1
-	1	1	1	3
-	-	1	-	1
1	-	-	-	1
1	-	-	-	1
1	-	-	-	1
2	-	-	-	2
1	-	-	-	1
1	-	-	-	1
2	-	-	-	2
1	-	-	-	1
-	1	-	-	1
-	1	-	-	1
-	2	-	-	2
-	2	-	-	2
1	-	-	-	1
-	1	-	-	1

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(Continued)



Sheet No. 4  
AIRFRAME

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

SERVICING NOTES

1. Inspect all repairs, replacements and modifications carried out.
2. Where any connections are broken, either for routine servicing or repair, inspect reconnections for security of attachment and correct locking.
3. Immediately prior to refitting of any access panels, cowlings, fairings or fillets by Airframe tradesmen, carry out a thorough search for loose articles. On completion of servicing, endorse Change of Serviceability Log in Form 700G - 'Search for loose articles carried out' - and sign for completing search.
4. DAMAGE - "Examine for damage" in this schedule means an examination to ascertain that the value or usefulness of the item has not been impaired by:-
  - (a) Insecurity of attachment.
  - (b) Cracks or fractures.
  - (c) Corrosion or contamination.
  - (d) Any form of distortion.
  - (e) Loose rivets.
  - (f) Chafing, fraying or scoring.
  - (g) Broken locking.
5. REPLENISH - The word 'replenish' when applied to liquids in this schedule incorporates the following operations where necessary:-
  - (a) Remove cap(s) or cover(s) from filler orifices and/or drains.
  - (b) Clear orifices.
  - (c) Fill container as directed in the item operation.

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(Continued overleaf)

5. (Contd.)

- (d) Ensure drains are free from obstructions.
- (e) Ensure gasket(s) and cap(s) or cover(s) are free from damage.
- (f) Refit cap(s) or cover(s).
- (g) Fit locking devices as necessary.

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Sheet No. 5  
AIRFRAME

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

SAFETY PRECAUTIONS

1. Prior to operation of nosewheel micro switches, ascertain from Armament Man that all stoppages have been cleared and all guns unloaded.



Sheet No. 6  
AIRFRAME

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

PRE HANGAR SERVICING

Carry out general supervision as required and following items as detailed:-

1. General.
  - (i) Read Safety Precautions and Servicing Notes.
  - (ii) In conjunction with N.C.O. i/c Servicing, examine Form 700G for reports of defects and life expired components and detail Men for rectification and replacement as necessary.
2.
  - (a) Gun bay doors.
  - (b) Ballast guns.  
(If fitted.) } Remove.
3. Hydraulic system.
  - (i) Check accumulator air pressure. Correct pressure is between 1250 lb./sq.in. and 1300 lb./sq.in. Leave inflation adapter and gauge attached to inflation adapter.

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(Continued overleaf)

3. (Contd.)

- (ii) During Engine Ground Check, check out-out setting. Correct pressure is 2500 lb./sq.in. With all services static, valve is not to cut-in for at least two minutes after cutting-out.
- (iii) Examine flaps and dive brakes, by operation, for correct functioning.
- (iv) Remove inflation adapter and gauge.

4. Wing drop tanks.

After Engine Ground Check and during fuel draining operations, request Armament N.C.O. to remove, if fitted.

Sheet No. 7

AIRFR/ME

800 HOUR SERVICING

N.C.O.

A.P.4099E & G Vol.5 Pt.4

VAMPIRE F.B. MKS.5 & 9 AIRCRAFT

1st. Edition, December 1958

Item

No.

ITEM

OPERATION

HANGAR SERVICING

Carry out general supervision as required and following Items as detailed:-

- |   |  |
|---|--|
| 1. Pilot's seat.                                | Supervise removal.   |
| 2. Inboard fuel tanks.<br>(Port and starboard.) | Supervise removal.   |
| 3. Ailerons.<br>(Port and starboard.)           | Supervise removal.   |
| 4. Ground equipment.                            | Supervise raising of aircraft as follows:-<br>(i) Position main jacks and nose trestle.<br>(ii) Support tail and raise aircraft until boom trestles can be positioned.<br>(iii) Position boom trestles, and continue to raise aircraft until wheels are clear of ground. |

(Continued overleaf)

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4. (Contd.) :

- (iv) Lock jacks.
- (v) Position wings steady trestles.

- 5. Undercarriage shock absorber struts.  
(Port and starboard.)      Supervise checking of oil level.
- 6. Ailerons.  
(Port and starboard.)      Supervise fitting.
- 7. Undercarriage.  
(Port, starboard and nose.)      Supervise checking of adjustments.
- 8.
  - (a) Mainwheel. (Port.)
  - (b) Mainwheel. (Starboard.)
  - (c) Nosewheel.
  - (d) Hydraulic accumulator.
  - (e) Flaps and dive brake selector.
  - (f) Cut-out valve.  
(In hydraulic system between pump and accumulator.)      Supervise removal for Bay Servicing.

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Sheet No. 8

AIRFRAME

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item No.	ITEM	OPERATION
9.	(a) Mainwheel. (Port.) (b) Mainwheel. (Starboard.) (c) Nosewheel. (d) Hydraulic accumulator. (e) Flaps and dive brakes selector. (f) Cut-out valve. (In hydraulic system between pump and accumulator.)	Supervise refitted after Bay Servicing.
10.	Undercarriage. (Port and starboard.)	(i) Supervise servicing. (ii) Raise and lower undercarriage as required by Men 'B' and 'C'. (iii) On completion of servicing by Men 'B' and 'C', remove nose undercarriage ground lock.

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(Continued overleaf)

11. Flying control cables.

Supervise checking of tension.

Note:- Elliptical control pulley cables are to be lifed at 600 flying hours plus or minus 100 flying hours and are to be changed at the servicing nearest to this figure.

12. Inboard fuel tanks.  
(Port and starboard.)

Supervise refitting.

13. Flying controls.

- (i) Assisted by Man 'A' in cockpit, check ranges of movement as detailed in Table 1.
- (ii) Examine control stops for correct locking.

Sheet No. 9  
AIRFRAME

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

TABLE 1

CONTROL	RANGE OF MOVEMENT	
	UP	DOWN
Aileron.	3 in. plus or minus 0.25 in.	2 in. plus or minus 0.25 in.
Aileron tab.	1 in. plus or minus 0.1 in.	1.3 in. plus or minus 0.1 in.
Elevator.	5.3 in. plus or minus 0.3 in.	2.8 in. plus or minus 0.3 in.
Elevator tab. Pre Mod.752. Post Mod.752.	0.4 in. 0.5 in.	1.0 in. 1.25 in.
Rudder.	PORT	STARBOARD
	7.8 in. plus or minus 0.3 in.	7.8 in. plus or minus 0.3 in.

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(Continued overleaf)

14. Pilot's seat.

Supervise refitting.

15. (a) Flaps.  
(b) Dive brakes.

) Check ranges of movement.  
) Correct ranges are:-

Flap 29.3 in. plus or minus 0.9 in.

Dive brake 12.18 in. plus or minus 0.42 in.

(c) Hydraulic system.

In conjunction with Electrical N.C.O., and assisted by Men 'A', 'B' and 'C', carry out functional test as follows:-

- (1) Connect test rig hoses to test connections on lower port side of bulkhead No. 4.
- (2) Run test rig for two minutes, holding accumulator pressure release valve open.
- (3) With inflation adapter and pressure gauge connected to accumulator inflation point, check out settings. Correct pressure is 2500 lb./sq.in. Valve is not to cut in for at least two minutes after cutting out.
- (4) With test rig running at between 1400 and 1500 R.P.M., operate flaps three times and check operating times. Correct times are:-  
Down 9 to 14 secs.  
Up 11 to 16 secs.

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(Continued)

Sheet No. 10  
AIRFRAME

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

15.- (Contd.)

(c) Hydraulic system.

- (5) Lower flaps to 30 degrees and set selector to 'NEUTRAL'. Leave test rig running for three minutes, during which time flaps are not to move.
- (6) Operate dive brakes three times and check that they move on and off in 0.5 to 1 second each way.
- (7) Raise and lower undercarriage five times and check operating times. Correct times are between two and three seconds, up or down.
- (8) With undercarriage and flaps up and dive brakes off, stop test rig, and release accumulation air pressure.
- (9) Disconnect test rig pressure line, restart test rig and drain system into a clean container.
- (10) When flow ceases, stop test rig and reconnect pressure line.

(Continued overleaf)

15. (Contd.)

- (11) Lower undercarriage and flaps fully, using hand pump.  
Note:- On aircraft Pre Mod.3348, dive brake non-return valve is to be held open during this Operation.
- (12) Disconnect pipeline from hand pump to, manual non return valve at non return valve end.
- (13) Connect a slave hand pump and reservoir to manually operated non return valve at rear face of No. 2 bulkhead.
- (14) Select dive brakes 'ON' and apply a pressure of 2500 lb./sq.in. by means of slave pump for two minutes, during which time dive brakes are not to move.
- (15) Remove slave pump, reconnect pipeline to manual non-return valve and refill reservoir.
- (16) Run test rig for two minutes, holding accumulator pressure release valve open.
- (17) Operate undercarriage and flaps five times each and examine for normal operation.
- (18) Disconnect test rig and fit blanking caps.
- (19) Release accumulator oil pressure and replenish reservoir to correct level.

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(Continued)

Sheet No. 11  
AIRFRAME

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item No.	ITEM	OPERATION
15. (Contd.) (d) Pneumatic system.		(i) Operate brakes and ensure that correct differential control is obtained and 150 lb./sq.in. is registered at each wheel. (ii) With brakes 'ON' and rudder bar central ensure that no loss of pressure occurs over a period of ten minutes. (iii) Release brakes.
16. Ground equipment.		Supervise lowering of aircraft as follows:- (i) Remove nose and wing steady trestles. (ii) Support tail and remove boom trestles. (iii) Lower aircraft. (iv) Remove main jacks.

17. This Item is applicable only to Mk.5 aircraft.  
Pressurising system.  
(Cockpit.)

Assisted by Man 'A', carry out pressurization test as follows:-

- (i) Connect test rig supply to adapter on bulkhead No. 1.
- (ii) Connect 0 to 10 lb./sq.in. pressure gauge to adapter on bulkhead No. 1.
- (iii) Turn canopy seal cock 'ON' and remove handle.
- (iv) Connect seal inflation rig to adapter on bulkhead No. 1.
- (v) Blank off cabin pressure control valve atmospheric vent.
- (vi) Close canopy and fit locking strut.
- (vii) Pressurise seal to 5.5 lb./sq.in.
- (viii) Pressurise cockpit to 3 lb./sq.in.
- (ix) With airflow of approx. 12 cu.ft. per min., examine control valve for leaks by placing hand over gauze exit around periphery of valve.
- (x) Raise pressure to 3.5 lb./sq.in. and ensure that cabin pressure control valve relieves at this pressure.
- (xi) Increase airflow to 130 cu.ft. per min., and ensure that pressure does not rise above 3.5 lb./sq.in.

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(Continued)



Sheet No. 12  
AIRFRAME

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item No.	ITEM	OPERATION
17. (Contd.)		
	Pressurising system. (Cockpit.)	(xii) Turn off air supply and check time taken for pressure to fall from 3 to 1.5 lb./sq.in. Minimum time is 12 secs. (xiii) Deflate seal and open canopy. (xiv) Remove test rig seal inflation rig and pressure gauge and refit blanking caps. (xv) Remove blank from control valve vent. (xvi) Refit canopy seal cock handle and turn cock 'OFF'.
17.	This Item is applicable only to Mk.9 aircraft. Pressurising system. (Cockpit.)	Assisted by Man 'A', carry out pressurisation test as follows:- (i) Connect test rig supply to adapter on bulkhead No. 1. (ii) Connect 0 to 10 lb./sq.in. pressure gauge to adapter on bulkhead No. 1.

17. (Contd.)

- (iii) Ensure that canopy seal cock is set to 'OFF'.
- (iv) Connect seal inflation rig to adapter on bulkhead No. 1.
- (v) Blank off cabin pressure control valve atmospheric vent.
- (vi) Close canopy and fit locking strut.
- (vii) Pressurise seal to 5.5 lb./sq.in.
- (viii) Pressurise cockpit to 3 lb./sq.in.
- (ix) With airflow of approx. 12 cu.ft./min., examine control valve for leaks by placing hand over gauze exit around periphery of valve.
- (x) Raise pressure to 3.5 lb./sq.in. and ensure that cabin pressure control valve relieves at this pressure.
- (xi) Increase airflow to 130 cu.ft./min., and ensure that pressure does not rise above 3.5 lb./sq.in.
- (xii) Turn off air supply and check time taken for pressure to fall from 3 to 1.5 lb./sq.in. Minimum time is 12 secs.
- (xiii) Deflate seal and open canopy.
- (xiv) Remove test rig seal inflation rig and pressure gauge and refit blanking caps.
- (xv) Remove blank from control valve vent.

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Sheet No. 13  
AIRFRAME

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item No.	ITEM	OPERATION
-------------	------	-----------

POST HANGAR SERVICING

Carry out general supervision as required and following Items as detailed:-

- |    |                                    |  |
|----|------------------------------------|--|
| 1. | Access panels.                     | (i) Examine for security of attachment.<br>(ii) Ensure that indicator markings are clearly marked and correspond with 'LOCKED' position.<br>(iii) Ensure that engine cowlings are flush fitting. |
| 2. | Wing drop tanks.<br>(If required.) | Request Armament N.C.O. to fit. Ensure that there is an adequate clearance between dive brake and tank fairing.  |
| 3. | Ground equipment.                  | If harmonisation, fuel gauge calibration or fuel flow check is to be carried out, detail and supervise raising and levelling of aircraft.  |

4. Pneumatic system. During Engine Ground Check, ensure that compressor is building up satisfactorily.
5. (a) Flaps. )  
(b) Dive brakes. ) During Engine Ground Check, examine, by operation, for correct functioning.
6. Ballast guns. Refit.  
(If required.)
7. (a) Forward gun panels. )  
(b) Gun bay doors. ) Refit. Ensure that fuel drain pipe protrudes through gun bay doors.  
(c) Nose access panel. )
8. Nose wheel recess fairing door. (i). Close door by hand.  
(ii) Check clearance between edge of door and forward gun panel. Minimum clearance is 1/16 in.  
(iii) Open door (S.I./Vampire/34 refers).

Sheet No. 8

800 HOUR SERVICING  
N.C.O. i/c  
SERVICING DETAIL

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

SERVICING NOTES

1. Elliptical control pulley cables are to be lifed at 600 hours plus or minus 100 hours and are to be charged at servicing nearest to this figure.
2. DAMAGE - 'Examine for damage' in this schedule means an examination to ascertain that the value or usefulness of the item has not been impaired by:-
  - (a) Insecurity of attachment.
  - (b) Cracks or fractures.
  - (c) Corrosion or contamination.
  - (d) Any form of distortion.
  - (e) Loose rivets.
  - (f) Chafing, fraying or scoring.
  - (g) Broken locking.
3. REPLENISH - The word 'replenish' when applied to liquids in this schedule incorporates the following operations where necessary:-
  - (a) Remove cap(s) or cover(s) from filler orifices and/or drains.
  - (b) Clear orifices.
  - (c) Fill container as directed in the item operation.
  - (d) Ensure drains are free from obstructions.
  - (e) Ensure gasket(s) and cap(s) or cover(s) are free from damage.
  - (f) Refit cap(s) or cover(s).
  - (g) Fit locking devices as necessary.

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Sheet No. 9

800 HOUR SERVICING  
N.C.O. i/c  
SERVICING DETAIL

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

SAFETY PRECAUTIONS

1. Prior to operation of nose wheel micro switches, ascertain from Armament Man that all stoppages have been cleared and all guns unloaded.





Sheet No. 10

800 HOUR SERVICING  
N.C.O. i/c  
SERVICING DETAIL

A.P.4099E & G Vol.5 Pt.4.  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

PRE HANGAR SERVICING

Ensure that the following operations are carried out:-

1. Servicing Notes.
2.
  - (a) Gun compartment doors are removed.
  - (b) All guns are unloaded.
  - (c) All explosives are removed.
  - (d) Form 700G is correctly endorsed.
3. Checking of hydraulic accumulator. Correct pressure is between 1250 and 1300 lb./sq. in.
4. Ground checking of engine (See Ground Handling Notes).
5. Draining of fuel system.
6. Removal of wing drop tanks (If fitted).
7. Moving aircraft into hangar.
8. Positioning of ground equipment.
9. Checking of lifed components to ascertain if any are time expired.



Sheet No. 11

800 HOUR SERVICING  
N.C.O. i/c  
SERVICING DETAIL

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

HANGAR SERVICING

Ensure the following operations are carried out:-

1. Ensure that any reconnections and/or adjustment of controls is specifically checked by an independent Senior N.C.O. and entered on Form 700G in accordance with A.P.3158 Vol.2 Leaflet B.28.
2. Ensure that Trade N.C.Os. supervise locking of all couplings and joints.
3. Ensure that purging of oxygen system is carried out in accordance with Flying Training Command Instructions.

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Sheet No. 12

800 HOUR SERVICING  
N.C.O. i/c  
SERVICING DETAIL

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

POST HANGAR SERVICING

Ensure the following operations are carried out:-

1. Removing ground equipment.
2. (a) Moving aircraft from hangar.  
(b) Cleaning space vacated by aircraft.
3. Fitting wing drop tanks (If required).
4. (a) Refuelling and checking for leaks.  
(b) Calibration of fuel contents gauges.  
(c) Checking fuel flow if inboard mainplane fuel tanks have been removed and refitted.
5. Ground checking of engine (See Ground Handling Notes).
6. Fitting and functional testing of Wireless equipment.
7. Harmonisation of guns, G.45B camera and gun sight.
8. Fitting of engine cowlings and airframe panels.
9. Compass swinging.
10. After servicing is completed carry out a thorough search for loose articles and endorse Change of Serviceability Log in Form 700G - 'Search for loose articles carried out' - and sign for completing search.

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A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

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AIRFRAME





Sheet No. 3

800 HOUR SERVICING  
MASTER MATERIALS LIST

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

REF. No.

NOMENCLATURE

N.A.T.O. Code No.

AIRFRAME

32B/242	Rags, cotton.	
33C/889	Filter, plastic, Prestik Blue.	
34A/9100540	Oil, OEP-71.	O-136
34B/9100475	Fluid, AL-8.	S-738
34B/9100512	Grease, XG-275.	G-350
34B/9100550	Oil, OM-150.	O-140
34B/9100565	Oil, OF-4.	H-534
34B/9100572	Oil, OM-15.	H-515
34B/9423151	Grease, XG-273.	

ARMAMENT

32B/242	Rags, cotton.	
34B/9100512	Grease, XG-275.	G-350
34D/9100570	Oil, OM-13.	O-134
12K/1289	Washers, tab.	
12K/1290	Rings, sealing.	
(27201)9		

(Continued overleaf)

## ELECTRICAL.

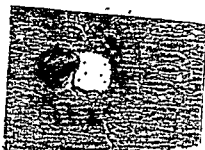
5F/	Tape insulating.
30B/1006	Wire, copper, locking, 26 S.W.G.
32B/242	Rags, cotton.
32B/687	Tape, cotton, masking.
33A/	Paint, anti-sulphuric.
33B/139	Varnish, synthetic resin.
33C/261	Sodium bicarbonate.
33C/677	Boric powder.
33C/887	Compound, protective, insulating, No. 2.
33C/9424829	Compound, silicone, insulating.
34B/9100487	Protective, PX-7.
34B/9100512	Grease, XG-275..

S-743  
G-350

## ENGINES.

30A/3055	Wire, non-corrodible, 22 S.W.G.
32B/242	Rags, cotton.
34B/9100512	Grease, XG-275.
34/9100550	Oil, OM-150.
34C/9105054	Kerosine.
	Engine oil, specification as stated in Form 700G.
34B/270. (27201)10	Compound engine jointing

G-350  
O-140  
F-58



Sheet No. 4

800 HOUR SERVICING  
MASTER MATERIALS LIST

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

REF. No.

NOMENCLATURE (Contd.)

N.A.T.O. Code No.

INSTRUMENTS (GEN.)

32B/242	Rags, cotton.
32C/679	Tubing, flexible, 'MARICON'.
33B/937	Special fungicide.
33C/547	Trichlorethylene.
33C/620	Carbon tetrachloride.
33D/177	Soft soap.
34C/9100454	Gasoline, no lead.
34D/209	Methylated spirit.

INSTRUMENTS (NAV.)

NIL

(27201)11

(Continued overleaf)

PHOTOGRAPHIC

32B/242	Rags, cotton.
34B/9100512	Grease, XG-275.
34D/209	Methylated spirit.

WIRELESS

30B/573	Wire, copper, locking, 28 S.W.G.
32B/242	Rags, cotton.
33B/107	Varnish, seaplane.
34C/9100454	Gasoline, no lead.

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Sheet No. 5

SERVICING INSTRUCTIONS INCORPORATED

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

The list which follows indicates the Servicing Instructions which are incorporated in this schedule, and the periodicity at which they are incorporated.

S.I./NUMBER	DESCRIPTION	PERIODICITY
Vampire/15.	Failure of brake cables at Pilot's brake control lever.	20 Hour, 40 Hour, 200 Hour, 800 Hour.
Vampire/19.	Fouling of fuselage fuel tank by inboard guns during recoil.	40 Hour, 200 Hour, 800 Hour.
Vampire/20.	Chafing of Quincel 4 cable to under-carriage leg lock micro switch.	20 Hour, 40 Hour, 200 Hour, 800 Hour.
Vampire/21.	Fuselage fuel tank overflow drain pipe - Chafing by contact with battery stowage rack.	40 Hour, 200 Hour, 800 Hour.

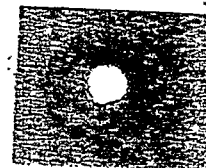
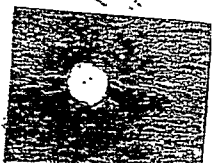
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(27201)13

Vampire/22.	Chafing at flexible brake pipeline at top of oleo leg.	40 Hour, 200 Hour, 800 Hour.
Vampire/23.	Adjustment of high pressure fuel cock control.	200 Hour, 800 Hour.
Vampire/25.	Fuel tank panels - Slackening of securing screws.	40 Hour, 200 Hour.
Vampire/27.	Fitting of canopy.	200 Hour, 800 Hour.
Vampire/28.	Aerial feeder cable - Damage due to excessive heat.	40 Hour, 200 Hour, 800 Hour.
Vampire/33.	Trapping of water in tail stub booms.	200 Hour, 800 Hour.
Vampire/34.	Fouling of nose wheel door on cannon spout fairing.	200 Hour, 800 Hour.
Vampire/37.	Flying controls - Static balance arm.	200 Hour, 800 Hour.
Vampire/38.	Cracking of underskin of outer flaps at spot welds.	20 Hour, 40 Hour, 200 Hour, 800 Hour.

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(Continued)



Sheet No.6  
Issued with:-  
A.L. No.2  
GENERAL

SERVICING INSTRUCTIONS INCORPORATED

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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S.I./NUMBER	DESCRIPTION	PERIODICITY
Vampire/42.	Rudder control cables - Fouling by flame switch mounting brackets.	Engine Change.
Vampire/44.	Elevator and rudder control cables - Fraying.	40 Hour, 200 Hour, 800 Hour.
Vampire/45.	Door frame striker pads - Loss in flight.	40 Hour, 200 Hour, 800 Hour.
Vampire/48.	Engine cowlings - Security.	200 Hour, 800 Hour.
Vampire/49.	Drop tanks - Security.	20 Hour, 40 Hour.
Vampire/50.	Main undercarriage Teleflex Controls - Fracture.	200 Hour, 800 Hour.
Vampire/51.	Fuselage fuel tank filler neck - Sealing.	200 Hour, 800 Hour.

SM.501 (4)

(27201)15

(Continued overleaf)

Vampire/52.	Cabin pressure control valve - Blocked filter.	20 Hour, 40 Hour, 200 Hour, 800 Hour.
Vampire/55.	Main undercarriage torque link assembly - Lubrication.	40 Hour, 200 Hour, 800 Hour.
Vampire/59.	Elevator - Mass balance weight attachments.	40 Hour, 200 Hour, 800 Hour.
Electrical/4.	Cable deterioration at entry to components.	200 Hour, 800 Hour.
Electrical/5.	Switches, magnetic relay. (In armament circuits.)	200 Hour, 800 Hour.
Electrical/6.	Engine driven generators - Short circuit in terminal blocks.	200 Hour, 800 Hour.
Electrical/11	Exposed terminals on lidless batteries.	20 Hour, 40 Hour, 200 Hour, 800 Hour.
Electrical/12.	Dunlop control handle switch gear- Intermittent operation.	200 Hour, 800 Hour.
Instruments/2.	Thermometers, electrical - Defective contacts at resistance bulb plug.	200 Hour, 800 Hour.

(Continued)



Sheet No.7  
Issued with:-  
A.L. No.2  
GENERAL

SERVICING INSTRUCTIONS INCORPORATED

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

S.I./NUMBER	DESCRIPTION	PERIODICITY
Instruments/13	G.4 compass detector unit - Rivets pulling.	200 Hour, 800 Hour.
Instruments/15.	G.M. compass Mk.4F Type 'A' and 'B'. units - Interchangeability.	20 Hour, 40 Hour, 200 Hour, 800 Hour.
Misc./49.	Drop fuel tanks - Servicing.	200 Hour, 800 Hour.



A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

LIST OF TRADES

GENERAL

AIRFRAME

ARMAMENT

ELECTRICAL

ENGINES

INSTRUMENT (GEN.)

INSTRUMENT (NAV.)

PHOTOGRAPHIC

WIRELESS



A.P.4099E & G Vol.5 Pt.4  
 VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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INDEX

GENERAL AND N.C.O. I/C SERVICING

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Servicing Instructions Incorporated ... ..	5-7	3
N.C.O. I/C Aircraft Servicing ... ..	8-12	5



Sheet No.1  
Issued with:-  
A.L. No.1  
GENERAL

## 800 HOUR SERVICING

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

### INTRODUCTION

1. This Servicing Schedule constitutes the 1st. Edition of A.P.4099E & G Vol.5 Pt.4 Servicing Schedule (Major Servicing) for the Vampire F.B. Mks.5 & 9 Aircraft and was produced by C.S.D.E.
2. It gives the extent, frequency and sequence of the minimum routine servicing considered necessary to maintain Vampire F.B. Mks.5 & 9 Aircraft in a serviceable and airworthy condition at Major Servicing. This servicing requires hangar accommodation.
3. The Servicing periodicity is as follows:-

Before Flight Servicing.

Turn Round Servicing.

After Flight Servicing.

Primary Servicing	-	20 Flying Hours
Primary <sup>*</sup> Servicing	-	40 Flying Hours
Minor Servicing	-	200 Flying Hours
Major Servicing	-	800 Flying Hours

SM.501 (3)

(27201)5

(Continued overleaf)

#### AMENDMENTS

4. No amendments other than the official A.M. amendments produced by C.S.D.E. are to be inserted in the schedule.
5. Amendments to the technical content necessitated by Modifications, Servicing Instructions, geographical, climatic or operational necessity may, if approved by Command Headquarters, be inserted by users on Supplementary Sheets.
6. The additional work inserted on Supplementary Sheets by Command is only to be forwarded to C.S.D.E. when it has universal application.

#### SCHEDULE NOTES

7. No instruction contained in this schedule is to be interpreted as absolving personnel from the responsibility of acquainting themselves with, or acting upon any circumstances indicating the need for additional servicing.
8. Tradesmen are to sign the relevant aircraft servicing record when completing that portion of the servicing for which they have been detailed.
9. Command Headquarters are to co-ordinate throughout their Command the work indicated by this schedule which is to be kept constantly under review to ensure that.
  - (a) All operations shown by experience to be necessary are included.
  - (b) Servicing no longer considered essential is reported to Command Headquarters.
  - (c) Information given in technical leaflets and other information is included.

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Sheet No. 1  
AIRFRAME

800 HOUR SERVICING  
SUPPLEMENTARY SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

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(Continued overleaf)

OPERATION

ITEM

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Sheet No. 2

800 HOUR SERVICING

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

GENERAL

GLOSSARY OF TERMS

10. Servicing operations referred to in the text of this schedule are indicated by words having the following meanings, in accordance with A.P.3158, Vol.1, Section 1, Chapter 1:-

- |                  |   |
|------------------|---|
| (a) Inspect:-    | Review the work done by tradesmen to ensure that it has been performed satisfactorily.  |
| (b) Check:-      | Make a comparison of measurements of time, pressure, temperature, resistance, dimension or other quantity with a known figure for that measurement. |
| (c) Test:-       | Ascertain whether a component functions correctly by using the appropriate test equipment.  |
| (d) Examine:-    | Carry out a visual survey of the condition of an item.  |
| (e) Replenish:-  | Refill a tank, bottle or other container to a pre-determined level, pressure or quantity.   |
| (f) Refit:-      | Replace an item which has previously been removed.  |
| (g) Fit:-        | Correctly attach one item to another.   |
| (h) Disconnect:- | Uncouple or detach cables, pipelines or controls.   |
| (j) Reconnect:-  | Reverse of Operation (h).   |

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Sheet No. 3  
AIRFRAME

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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EQUIPMENT AND TOOLS (Contd.)

Blank for cabin pressure control valve  
atmospheric vent.  
0-10 lb./sq.in. pressure gauge  
(For cabin pressure test).  
50 lb. weights.  
Wooden battens for supporting fuel tanks.

Required by:-				
NCO	A	B	C	Total
1	-	-	-	1
1	-	-	-	1
2	-	-	-	2
12	-	-	-	12

SPARES

QTY.

Mainwheels, c/w tyre and tube.  
Nose wheel, c/w tyre and tube.  
Nose shock absorber strut.  
Pneumatic panel.  
Air filter.  
Hydraulic accumulator.  
Flap and dive brake selector.  
Cut-out valve, (AIR 40020).

2  
1  
1  
1  
1  
1  
1  
1  
1

Oil and water trap.

1

Pressure regulator P2657-(AR4/300/2).

1

Cold air unit ARRE8-MK.1A (Mk.9 aircraft only).

1

#### MATERIALS

For materials required see General Section Sheet No. 1.

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A.P.4099E & G Vol.5 Pt.4  
 VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
 1st. Edition, December 1958

# AMENDMENT RECORD CERTIFICATE

The incorporation of an Amendment List in this publication is to be recorded by entering full details in the columns of the certificate.

Amendments are to be inserted in strict numerical sequence, the only permitted exception to this rule being when a 'Non-availability Slip' for a particular amendment is issued. This certificate is for official AIR MINISTRY 'A.L.'s only.

A.L. No.	A.L. MONTH AND YEAR OF ISSUE	AMENDMENT INCORPORATED. SIGNATURE	DATE OF INCORPORATION
1	November 1959.	R. Bow.	27.5.61.
2	mc.		
3			
4			
5			
6			

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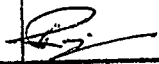


AL 87

AP 4099E & G  
VOL. 5, PART 4  
VAMPIRE FB Mk 5 & 9  
1ST EDITION DEC 1975

RHODESIAN AIR FORCE AMENDMENT RECORD CERTIFICATE

1. This certificate is for recording Rhodesian Air Force amendments only.
2. Amendments are to be inserted in strict numerical sequence.

AL No.	Amending/cancelling	Date of Incorporation	Signature
1	24A:5H257/A/F	13.3.75	
2			
3	A/F MAN "A" SHEET 21 + 21a A/F MAN "B" SHEET 43 + 43a	23.10.75	GaBiddell
4	ENGINE. ENGINE N.C.O. SHEET 6	6.1.76	GaBiddell
5			
6			
7			
8			



Sheet No. 47  
AIRFRAME

800 HOUR SERVICING  
MAN 'B'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item No.	ITEM	OPERATION
35. (Contd.)		
	Shock absorber strut. (Port.)	(vi) Pump oil, OF-4 through the connection into the strut until oil free from air bubbles emerges from hose attached to plug. (vii) Remove hose from plug and screw down tightly, and continue to pump oil until strut is fully extended and resistance to pump is solid. (viii) Remove charging connection and refit oil plug loosely. (ix) Compress strut slowly to eject surplus oil. (x) When all excess oil has been ejected, screw plug down tightly and lock to other plug with wire. (xi) Refit charging valve and jointing washer, and fit locking plate.

35. (Contd.)

- (xii) Attach inflation adapter and charge with air to 350 lb./sq.in.
- (xiii) Remove inflation adapter and fit charging valve blanking cap.

36. Undercarriage.

(Port.)

(a) Fairing door.

(b) Fairing door hinges.

(c) Door closing mechanism.

(d) Fairing door springs.

- (i) Disconnect.
  - (ii) Examine for damage.
- Examine for damage.
- (i) Examine for excessive wear at pivots, and damage.
  - (ii) Examine striker pads for security of attachment and correct locking, (S.I./Vampire/45 refers).
- Examine for fracture.

37. Undercarriage.

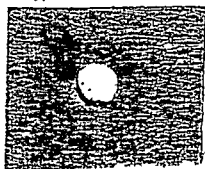
(Port.)

(a) Brake shoes.

- (i) Remove. Mark shoes to ensure refitting in the same position.
- (ii) Clean with dry brush and rag.
- (iii) Examine for damage.
- (iv) Check for wear. Minimum thickness is:-
  - Pre Mod.842 0.35 ins.
  - Post Mod.842 0.40 ins.

(Continued)

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Sheet No. 48  
AIRFRAME

800 HOUR SERVICING  
MAN 'B'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

37. (Contd.)

Undercarriage.  
(Port.)

(b) Brake springs and  
leaks.

(c) Expansion bags.

(d) Brake flexible  
pipelines.

(e) Separators.

(f) Brake shoes and  
springs.

(i) Clean.

(ii) Examine for fracture.

Examine for deterioration, and pipe connections  
for security of attachment.

Examine for damage, particularly in vicinity of  
top of strut, (S.I./Vampire/22 refers).

Examine for damage.

Refit.

38. Mainwheel. (Port.)

(i) Fit temporarily.

(ii) Examine for freedom of rotation.

39. Undercarriage. (Port.)
- (a) Hydraulic jack attachments.
  - (b) Radius rod pivot bearings.
  - (c) Latch plate roller and slot in radius rod.
  - (d) Fairing door hinges.
  - (e) Fairing door spring loaded plungers.
  - (f) Door closing mechanism pivots.

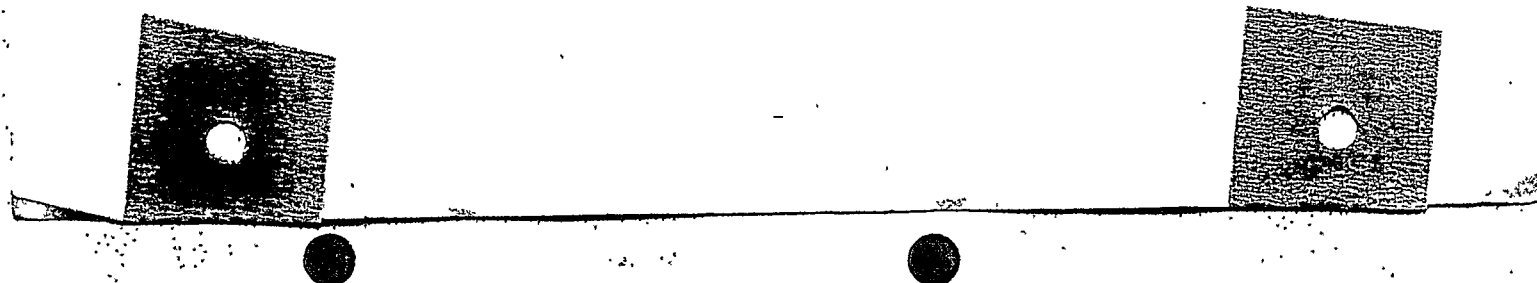
Lubricate with grease, XG-275.

- (i) Dismantle.
  - (ii) Lubricate with grease, XG-275.
  - (iii) Reassemble.
- Lubricate with oil, OM-150.

40. Mainplane. (Port.)
- (a) Aileron differential quadrant guard plate.
  - (b) Access panel in dive brake shroud.

Refit.

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Sheet No. 49  
AIRFRAME

800 HOUR SERVICING  
MAN 'B'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item No.	ITEM	OPERATION
41.	Aileron. (Port.)	<ul style="list-style-type: none"><li>(i) Assisted by Man 'C', position aileron and fit centre and outer hinge bolts.</li><li>(ii) Fit horizontal inner hinge bolt.</li><li>(iii) Connect servo tab operating rod, ensuring that adjustment bolts are in correct location.</li><li>(iv) Fit locking bolt in aileron operating pulley.</li><li>(v) Connect aileron operating lever and adjust aileron and tab to correct neutral setting.</li><li>(vi) Ensure aileron shroud gap of between 0.02 in. to 0.12 in. is maintained between aileron leading edge and both upper and lower shrouds.</li><li>(vii) Remove locking bolt.</li></ul>

42. Undercarriage.  
(Port.)

Check adjustment as follows:-

- (i) Screw in leg attachment eye bolt sufficient to prevent axle striking rib No. 4.
- (ii) Retract undercarriage and check clearance between end of axle and rib No. 4 by placing a piece of plasticene on end of axle and measuring thickness after retraction. Correct clearance is between  $1/16$  in. and  $1/8$  in.
- (iii) Adjust length of hydraulic jack to give a clearance of between  $1/16$  in. and  $3/32$  in. between lock plate roller and end of kidney slot with undercarriage in the up position.

Note:- On aircraft Pre Mod. 3348 dive brake non-return valve is to be held open when operating hydraulic system by hand pump.

- (iv) Disconnect radius rod.

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Sheet No. 49  
AIRFRAME

800 HOUR SERVICING  
MAN 'B'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

41. Aileron. (Port.)

- (i) Assisted by Man 'C', position aileron and fit centre and outer hinge bolts.
- (ii) Fit horizontal inner hinge bolt.
- (iii) Connect servo tab operating rod, ensuring that adjustment bolts are in correct location.
- (iv) Fit locking bolt in aileron operating pulley.
- (v) Connect aileron operating lever and adjust aileron and tab to correct neutral setting.
- (vi) Ensure aileron shroud gap of between 0.02 in. to 0.12 in. is maintained between aileron leading edge and both upper and lower shrouds.
- (vii) Remove locking bolt.

42. Undercarriage.  
(Port.)

Check adjustment as follows:-

- (i) Screw in leg attachment eye bolt sufficient to prevent axle striking rib No. 4.
- (ii) Retract undercarriage and check clearance between end of axle and rib No. 4 by placing a piece of plasticene on end of axle and measuring thickness after retraction. Correct clearance is between 1/16 in. and 1/8 in.
- (iii) Adjust length of hydraulic jack to give a clearance of between 1/16 in. and 3/32 in. between lock plate roller and end of kidney slot with undercarriage in the up position.

Note:- On aircraft Pre Mod. 3348 dive brake non-return valve is to be held open when operating hydraulic system by hand pump.

- (iv) Disconnect radius rod.

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Sheet No. 50  
AIRFRAME

800 HOUR SERVICING  
MAN 'B'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

43. This Item is applicable only to aircraft and Pre Mod. 3437.

Undercarriage Door

Locking Mechanism.

(Port.)

(a) Plunger guide tubes.

(i) Mark, with pencil, lines on wheel well wall coinciding with outboard end of plunger guide tubes.

(ii) Remove plunger guide tubes from wheel well wall.

(iii) Ream out plunger guide tubes to  $33/64$  in. if necessary.

(b) Plungers, sliding tubes and Teleflex cables.

(i) Remove cables by screwing cables clockwise until they are free from wrapper box, and then pulling from conduits.

(ii) Remove plungers and sliding tubes from cable.

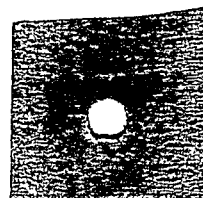
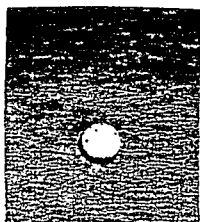
43. (Contd.)

- (iii) Clean cables and examine carefully for signs of wear, particularly that portion of cable which passes through wrapper box. Wear will be shown by small flats on, or thinning of outer coils of Teleflex cables.
- (iv) Examine cables for signs of stretching or compression, indicated by slight lifting of outer coil. This may only occur over one or two turns.
- (v) Examine cables for signs of fraying and unwinding of strands.
- (vi) Check plunger dimensions in accordance with S.I./Vampire/50 and Drawing No. R.OO.G.49.
- (vii) Screw sliding tubes into plungers and examine for bowing.
- (i) Examine for dents, damage and security of attachment, particularly at clamp blocks attached to mainplane lower skin and where conduit enters wrapper box.
- (ii) Examine conduit protruding outboard from clamps on mainplane lower skin for scoring.
- (iii) Ensure that conduits abut rib No. 3.

(c) Teleflex conduit.

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(Continued)



Sheet No. 50

AIRFRAME

800 HOUR SERVICING

MAN 'B'

A.P.4099E & G Vol.5 Pt.4

VAMPIRE F.B. MKS.5 & 9 AIRCRAFT

1st. Edition, December 1958

Item

No.

ITEM

OPERATION

43. This Item is applicable only to aircraft and Pre Mod.3437.

Undercarriage Door

Locking Mechanism.

(Port.)

(a) Plunger guide tubes.

(i) Mark, with pencil, lines on wheel well wall coinciding with outboard end of plunger guide tubes.

(ii) Remove plunger guide tubes from wheel well wall.

(iii) Ream out plunger guide tubes to 33/64 in. if necessary.

(b) Plungers, sliding tubes and Teleflex cables.

(i) Remove cables by screwing cables clockwise until they are free from wrapper box, and then pulling from conduits.

(ii) Remove plungers and sliding tubes from cable.

(Continued overleaf)

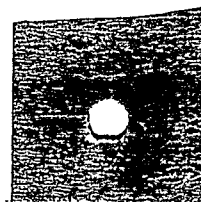
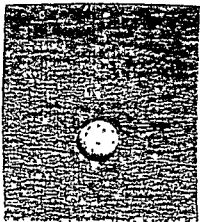
43. (Contd.)

- (iii) Clean cables and examine carefully for signs of wear, particularly that portion of cable which passes through wrapper box. Wear will be shown by small flats on, or thinning of outer coils of Teleflex cables.
- (iv) Examine cables for signs of stretching or compression, indicated by slight lifting of outer coil. This may only occur over one or two turns.
- (v) Examine cables for signs of fraying and unwinding of strands.
- (vi) Check plunger dimensions in accordance with S.I./Vampire/50 and Drawing No. R.OO.G.49.
- (vii) Screw sliding tubes into plungers and examine for bowing.
- (i) Examine for dents, damage and security of attachment, particularly at clamp blocks attached to mainplane lower skin and where conduit enters wrapper box.
- (ii) Examine conduit protruding outboard from clamps on mainplane lower skin for scoring.
- (iii) Ensure that conduits abut rib No. 3.

(c) Teleflex conduit.

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(Continued)



Sheet No. 51  
AIRFRAME

800 HOUR SERVICING  
MAN 'B'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

43. (Contd.)

Undercarriage Door  
Locking Mechanism.

(Port.)

(c) Teleflex conduit.

(iv) Ensure that distance between centre  
line of clamp block on mainplane lower  
skin and outboard end of conduit is  
5.25 in.

(d) Teleflex cables.

(i) Lubricate with grease, XG-275.  
(ii) Refit to conduits and wrapper box.  
When cable has been screwed into conduit  
sufficiently to reach guide holes in  
wrapper box, request N.C.O. to assist  
by guiding cable into locking holes.  
(iii) Push in cable until it protrudes 0.1 in.  
through locking holes in wrapper  
box, (S.I./Vampire/50 refers).

43. This Item is applicable only to aircraft Post Mod. 3437.

Undercarriage Door

Locking Mechanism.

(Port.)

(a) Plunger guide tubes.

(i) Mark, with pencil, lines on wheel well wall coinciding with outboard end of plunger guide tubes.

(ii) Remove plunger guide tubes from wheel well wall.

(b) Plungers and Teleflex cables.

(i) Remove cables by screwing cables clockwise until they are free from wrapper box, and then pulling from conduits.

(ii) Clean cables and examine carefully for signs of wear, particularly that portion of cable which passes through wrapper box. Wear will be shown by small flats on, or thinning of outer coils of Teleflex cables.

(iii) Examine cables for signs of stretching or compression, indicated by slight lifting of outer coil. This may only occur over one or two turns.

(iv) Examine cables for signs of fraying and unwinding of strands.

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(Continued)



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MAN 'B'

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Item  
No.

ITEM

OPERATION

43. (Contd.)

Undercarriage Door  
Locking Mechanism.

(Port.)

(c) Teleflex conduit.

(d) Teleflex conbles.

Examine for damage, particularly at adjusters and  
where conduit enters wrapper box.

(i) Lubricate with grease, XG-275.

(ii) Refit to conduit and wrapper box.

When cable has been screwed into conduit  
sufficiently to reach guide holes in  
wrapper box, request N.C.O. to assist by  
guiding cable into locking holes.

(iii) Push in cable until it protrudes 0.1 in.  
through locking holes in wrapper box.

44. Undercarriage.  
(Port.)

(i) Reconnect radius rod.

(ii) In conjunction with N.C.O., ensure that  
Teleflex cable does not foul cut out in wheel  
well as undercarriage is fully retracted.

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800 HOUR SERVICING  
MAN 'B'

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Item  
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ITEM

OPERATION

43. (Contd.)

Undercarriage Door  
Locking Mechanism.

(Port.)

(c) Teleflex conduit.

(d) Teleflex conbles.

Examine for damage, particularly at adjusters and where conduit enters wrapper box.

(i) Lubricate with grease, XG-275.

(ii) Refit to conduit and wrapper box.

When cable has been screwed into conduit sufficiently to reach guide holes in wrapper box, request N.C.O. to assist by guiding cable into locking holes.

(iii) Push in cable until it protrudes 0.1 in. through locking holes in wrapper box.

44. Undercarriage.  
(Port.)

(i) Reconnect radius rod.

(ii) In conjunction with N.C.O., ensure that Teleflex cable does not foul out in wheel well as undercarriage is fully retracted.

(Continued overleaf)

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AIRFRAME

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MAN 'B'

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Item  
No.

ITEM

OPERATION

45. (Contd.)

Door lock plungers.  
(Port.)

- (vii) Ensure that Teleflex cable does not foul cut out in wheel well as undercarriage is lowered.
- (viii) Lubricate guide tube with grease, XG-275.
- (ix) Refit guide tubes to wheel well wall.
- (x) When Man 'C' has completed refitting guide tubes on starboard undercarriage, request N.C.O. to fully retract undercarriage.
- (xi) Ensure that grooves on plungers are in line with ends of guide tubes, and if new cables have been fitted, cable does not protrude beyond end of plungers.
- (xii) Request N.C.O. to lower undercarriage. (S.I./Vampire/50 refers.)

45. This Item is applicable only to aircraft Post Mod. 3437.  
Door lock plungers.

- (i) Lubricate outboard ends of conduits with grease, XG-275.
- (ii) Request N.C.O. to fully retract undercarriage.
- (iii) Ensure that grooves on plungers are in line with pencil marks, and distance from face of plunger to outboard end of barrel is 0.35 in.
- (iv) Request N.C.O. to lower undercarriage to its mid position, and return selecot to 'UP' to retain undercarriage in this position.
- (v) Lubricate guide tubes with grease, XG-275.
- (vi) Refit guide tubes to wheel well wall.
- (vii) When Man 'C' has completed refitting tubes on starboard undercarriage, request N.C.O. to fully retract undercarriage.
- (viii) Ensure that grooves on plungers are in line with ends of guide tubes.
- (ix) Request N.C.O. to lower undercarriage.

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MAN 'B'

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Item No.	ITEM	OPERATION
46.	Radius rod and jack. (Port undercarriage.)	(i) Disconnect radius rod from shock absorber strut. (ii) Remove lower jack attachment bolt. (iii) Move radius rod through its full range of travel and ensure that there are no signs of stiffness in Teleflex cables. (iv) Reconnect and lock jack and radius rod.
47.	Mainwheel. (Port.)	(i) Ensure that valve does not protrude beyond wheel rim. (ii) Fit serviced wheel. (iii) Examine for freedom of rotation. (iv) Check tyre pressure. Correct pressure is 80 lb./sq.in. (v) Secure valve cap.

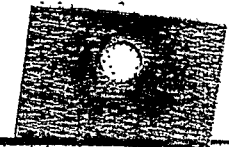
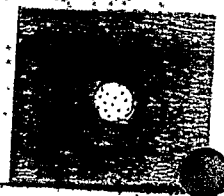
48. Undercarriage door.

- (i) Reconnect.
- (ii) Close door by hand and check that clearance between end of plunger guide tubes and inboard faces of catches is 0.06 in. to 0.1 in.
- (iii) Open door.

49. Undercarriage and door mechanism. (Port.)

- (i) Retract undercarriage and ensure that door comes up hard against stops. Adjust door links as necessary until a pull of 50 lb. at each corner of door is required to pull door catches on to door lock plungers.
- (ii) Check that clearance between lock plungers and door catches is 0.04 in. to 0.06 in.
- (iii) Lower undercarriage.
- (iv) Disconnect door and push door closing mechanism to 'UP' position.

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Item  
No.

ITEM

OPERATION

50. Undercarriage fairing  
and door. (Port.)

- (i) Refit leg fairing, ensuring that packing washers are refitted in correct positions.
- (ii) Reconnect brake pipes, ensuring that rubber packing is correctly fitted before Jubilee clips are tightened. Flexible pipeline is to be fitted with a slight twist to prevent fouling on wheel. Two spanners are to be used to tighten connections.
- (iii) When Man 'C' has completed refitting starboard leg fairing, request N.C.O. to retract undercarriage.
- (iv) Check that clearance between leg fairing and mainplane lower skin is 0.05 in. to 0.15 in.
- (v) Ensure that fairing is flush fitting.
- (vi) Ensure that union on brake pipe, fitted to front bottom bolt of leg fairing, does not foul rib No. 3.

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(Continued overleaf)

50. (Contd.)

- (vii) Lower undercarriage.
- (viii) Reconnect door.
- (ix) Retract undercarriage.
- (x) Check that clearance between outer skin of leg fairing and outer skin of door is 0.05 in. to 0.2 in.
- (xi) Lower undercarriage.

51. Inboard fuel tank.  
(Starboard.)

Assist Man 'C' to refit.

52. Inboard fuel tank.  
(Port.)

Assisted by Man 'C', refit.

53. Outboard fuel tank access  
panel. (Port mainplane.)

- (i) Remove supporting battens.
- (ii) Assisted by Man 'C', refit panel ensuring that screws are fitted in correct locations.

54. Inboard fuel tank  
access panel.  
(Port mainplane.)

Assisted by Man 'C', refit panel, ensuring that screws are fitted in correct locations.

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MAN 'B'

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Item No.	ITEM	OPERATION
55.	Inboard and outboard fuel tank access panels. (Starboard and mainplane.)	Assist Man 'C' to refit.
56.	Root end fillets. (Port mainplane upper and lower surfaces.)	Refit.
57.	(a) Undercarriage. (b) Flaps. (c) Dive brakes. (d) Hydraulic system.	Assist N.C.O. as detailed to carry out functional tests.
58.	Ground equipment.	Assist N.C.O. to lower aircraft.

59. Canopy.

Assisted by Man 'C', refit as follows:-

- (i) Slide canopy on to latch and line up two Red arrows on starboard side.
- (ii) Set pinion and idler gear so that marked teeth are in mesh.
- (iii) With jettison lever in released position, lower canopy and latch on to rail so that Red arrows and Red mark on rail coincide.
- (iv) Reset jettison mechanism by means of resetting cable on port side of bulkhead No. 3 and refit resetting cable handle in clip.
- (v) Wind canopy to fully closed position and ensure that handle is in correct position. Initial movement of handle to open canopy partially turns off seal cock lever.
- (vi) Check that 0.1 in. gap and 0.3 in. overlap exists between angle plate and top flange of rear fairing diaphragm, (S.I./Vampire/27 refers).

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Item  
No.

ITEM

OPERATION

59. (Contd.)  
Canopy.

- (vii) Adjust handle vernier plate, if necessary, to ensure that handle requires a moderate force to engage in lock plate when canopy is closed and ensure handle locks in same position with or without lanyard attached.
- (viii) Remove dry air pipe and connections blanks and reconnect.

60. Mainplane.  
(Port.)  
(a) Aileron hinge access panels.  
(b) Aileron trim tab operating rod access panel.

} Refit ensuring screws at aileron inboard hinge access panel do not foul aileron cable and differential quadrant guard plate.

(Continued overleaf)

- |     |  |   |
|-----|--|---|
| 61. | Mainplane. (Port.)                         |   |
|     | (a) Panel over shock absorber strut.       |   |
|     | (Upper skin.)                              |   |
|     | (b) Fairing at top of strut. (Lower skin.) | Refit.  |
|     | (c) Panel forward of strut. (Lower skin.)  |   |
| 62. | Access panels. (Port wheel well.)          | Refit.  |
| 63. | Access panels. (Port tail boom.)           | Refit.  |
| 64. | Fin to tailplane fairing. (Port.)          | Refit.  |
| 65. | Aircraft generally.                        | Ensure that all tools, rags and other materials used during Airframe servicing have been removed from the aircraft. |
| 66. | Servicing Record Slips.                    | Sign for completing 800 Hour Servicing.   |

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800 HOUR SERVICING  
SUPPLEMENTARY SERVICING  
MAN 'C'

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ITEM

OPERATION

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ITEM

OPERATION

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800 HOUR SERVICING  
MAN 'C'

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EQUIPMENT AND TOOLS

QTY.

Kits, tool, Airframe Fitter, to scale A.2, A.P.830,  
Vol.3, Pt.'A'.  
Can, replenishing, 2 gallon.  
Torch, electric, Type 'C'.  
Nozzle, miniature.  
Gun, lubricating, universal.  
Screwdriver, spiral automatic.  
Pump, oleo, Type 'A'.  
Syringe, for oleo, charging.  
Gauge, pressure, 0-600 lb./sq.in.  
Gauge, pressure, 0-3500 lb./sq.in.  
Adapter, inflation.  
Gauge, tyre pressure.  
Spanner, mainwheel hub nut.  
Extractor, mainwheel.

1  
1  
1

Obtain from  
N.C.O.





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MAN 'C'

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SAFETY PRECAUTIONS

1. Prior to operation of nosewheel micro switches, ascertain from Armament Man that all stoppages have been cleared and all guns unloaded.



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MAN 'C'

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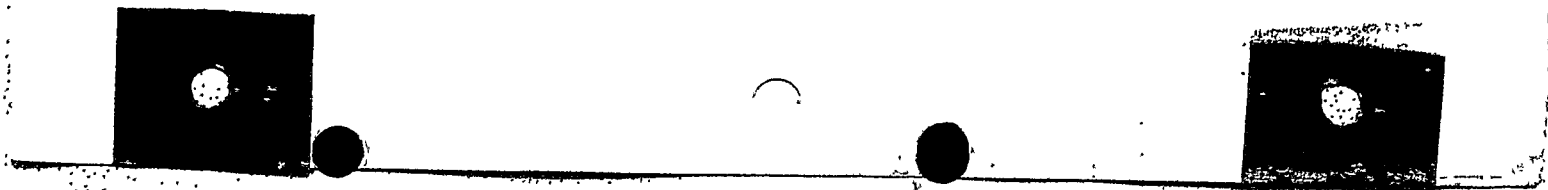
SERVICING NOTES

1. If any connections are broken, other than those detailed in the schedule, inform N.C.O. who will inspect after reconnection and locking has been completed.
2. The bonding of all components referred to in this schedule is to be examined for serviceability and good connection during the course of the servicing.
3. When fitting inflation adapter, care is to be taken not to overtighten. Gauge is to be screwed in until pressure is indicated on dial, and no further.
4. DAMAGE - 'Examine for damage' in this schedule means an examination to ascertain that the value or usefulness of the item has not been impaired by:-
  - (a) Insecurity of attachment.
  - (b) Cracks or fractures.
  - (c) Corrosion or contamination.
  - (d) Any form of distortion.
  - (e) Loose rivets.
  - (f) Chafing, fraying or scoring.
  - (g) Broken locking.
5. REPLENISH - The word 'replenish' when applied to liquids in this schedule incorporates the following operations where necessary:-
  - (a) Remove cap(s) or cover(s) from filler orifices and/or drains.
  - (b) Clear orifices.
  - (c) Fill container as directed in the item operation.

5. (Contd.)

- (d) Ensure drains are free from obstructions.
- (e) Ensure gasket(s) and cap(s) or cover(s) are free from damage.
- (f) Refit cap(s) or cover(s).
- (g) Fit locking devices as necessary.

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Item  
No.

ITEM

OPERATION

PRE HANGAR SERVICING

1. General.

Read Safety Precautions and Servicing Notes.

2. Assist N.C.O. as detailed.

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800 HOUR SERVICING

MAN 'C'

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Item No.	ITEM	OPERATION
HANGAR SERVICING		
1.	Canopy.	Assist Man 'B' to remove.
2.	Fin to tailplane fairing. (Starboard.)	(i) Remove. (ii) Examine for damage.
3.	Access panels. (Starboard tail boom.)	Remove.
4.	Outboard fuel tank access panel. (Starboard mainplane.)	(i) Remove. (ii) Support tanks with wooden battens.
5.	Leading edge fuel tank access panel. (Starboard mainplane.)	(i) Remove. (ii) Support tank with wooden batten.

6. Inboard fuel tank access panel.  
(Starboard mainplane.) Remove.
7. Root end fillets.  
(Starboard mainplane upper and lower surfaces.) Remove.
8. Compass detector unit access panel. Remove.
9. Gun compartment doors.
  - (i) Examine for damage.
  - (ii) Clear drainage holes.
  - (iii) Examine grub screw in inner sliding portion of Ripault hook for looseness or shearing.
10. This Item is applicable only if steel hydraulic pipelines are fitted in mainplane.  
Inboard fuel tank. Assisted by Man 'B', remove.  
(Starboard.)
11. This Item is applicable only if steel hydraulic pipelines are fitted in mainplane.  
Inboard fuel tank. Assist Man 'B' to remove.  
(Port.)

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Issued with:-  
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800 HOUR SERVICING  
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Item No.	ITEM	OPERATION
12.	This Item is applicable only if steel pipelines are fitted. Hydraulic pipelines in inboard fuel tank compartments. (Port and starboard.)	Examine for damage, particularly in vicinity of clamps.
13.	Hydraulic System. (Gun Compartment.) (a) Components. (b) Pipelines.	Examine for signs of leaks. Examine for chafing and signs of leaks.
14.	Hydraulic system. (Cockpit.)	(i) Examine pipelines for damage. (ii) Examine hand pump for damage. (iii) Examine undercarriage, flap and dive brake control rods for damage.
15.	Hydraulic reservoir.	(i) Drain. (ii) Remove.
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(Continued overleaf)

(Contd.)

16. Aileron: (Starboard.)

- (iii) Flush out reservoir and filter with oil, OM-15.
- (iv) Examine internally for corrosion and foreign matter.
- (v) Refit.
- (vi) Replenish with oil, OM-15.
  
- (i) Remove hinge access panels.
- (ii) Remove trim tab operating rod access panel.
- (iii) Disconnect servo tab operating rod.
- (iv) Disconnect aileron operating lever.
- (v) Remove horizontal inner hinge bolt.
- (vi) Remove centre and outer hinge bolt.
- (vii) Assisted by Man 'B', remove aileron.
- (viii) Examine skin covering for damage.
- (ix) Examine mass balance weight for security of attachment.
- (x) Examine surface finish for deterioration.
- (xi) Clear drainage holes.
- (xii) Examine hinge bearings for damage.
- (xiii) Pack hinge bearings with grease, XG-273.
- (xiv) Examine trim tab for damage.
- (xv) Lubricate tab hinge with oil, OM-150.

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Item  
No.

ITEM

OPERATION

17. Mainplane. (Starboard.)  
(a) Aileron differential  
quadrant guard plate.  
(b) Access panel in dive  
brake shroud.

} Remove.

18. Mainplane. (Starboard.)

- (i) Examine skin covering for damage,  
particularly in vicinity of flap and dive  
brake shroud.
- (ii) Examine end flanges of inner-rib stringers  
in flap and dive brake shroud areas for  
damage.
- (iii) Examine surface finish for deterioration.
- (iv) Examine all identification markings for  
legibility.
- (v) Clear drainage holes.

19. Mainplane. (Starboard.)

- (a) Attachment bolts.
- (b) Attachment bracket bolts.

Examine for damage.

Examine for slackness due to shrinkage of timber.

20. Flap. (Starboard.)

- (a) Flap.

- (i) Clean.

- (ii) Examine skin covering for damage, particularly at spot welds, (S.I./Vampire/38 refers.)

Examine for damage.

- (b) Hinge brackets.

- (i) Examine for excessive wear.

- (c) Hinge bearings.

- (ii) Lubricate with oil, OM-150.

- (d) Hydraulic jacks.

- (i) Examine attachment points for damage.

- (ii) Examine for chafing on inter-rib stringer.

- (iii) Examine for signs of fluid leaks.

- (iv) Examine ram for damage.

- (v) Lubricate pivots with grease, XG-275.

- (e) Hydraulic pipelines.

Examine for damage.

- (f) Torque shaft.

- (i) Examine for damage.

- (ii) Lubricate bearings and pivots with grease, XG-273.

- (g) Buffer strips.

Examine for damage.

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Item  
No.

ITEM

OPERATION

28. (Contd.)

Leg fairing.  
(Starboard undercarriage.)

- (iii) Remove leg fairing by unscrewing turn buckle at top leg strap and removing nuts from bolts passing through lugs on shock absorber strut. Note position of packing washers.
- (iv) Examine for damage.

29. Undercarriage and  
wheel well.  
(Starboard.)

Clean.

30. Undercarriage. (Starboard.)

- (a) Shock absorber strut.
- (b) Shock absorber  
main pivots.

- Examine for damage.
- (i) Examine for damage.
  - (ii) Check, by feel, for excessive wear.

30. (Contd.)

- (c) Stub axle castings.
- (d) Torque links.

31. Mainwheel. (Starboard.)

32. Radius rod assembly.  
(Starboard undercarriage.)

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- (iii) Examine attachment bolts for tightness and ensure that locking wire of main attachment bolts is located so that sharp ends do not foul upper brake flexible hose.  
(S.I./Vampire/22 refers.)

Examine for damage.

- (i) Examine for damage.
- (ii) Lubricate with grease, XG-275.  
Ensure that grease escapes from each side of lower link and extreme ends of top and bottom hinge pins. If grease fails to appear at any of these points, remove pin and examine for signs of seizure, and fit serviceable pin.
- (iii) Check for excessive wear by castoring in each direction.  
(S.I./Vampire/55 refers.)

Remove for Bay Servicing.

- (i) Disconnect lower radius rod from shock absorber strut.
- (ii) Examine locking mechanism for damage and excessive wear at the pivot and roller bearing surfaces.
- (iii) Examine tension spring for fracture.

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MAN 'C'

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Item  
No.

ITEM

OPERATION

21. Dive Brake.  
(Starboard.)  
(a) Dive brake.  
(b) Hinges.  
(c) Hydraulic jack.

- (i) Clean.
  - (ii) Examine skin covering for damage.
  - (i) Examine for damage.
  - (ii) Lubricate with oil, OM-150.
  - (i) Examine for signs of fluid leaks and security of attachment.
  - (ii) Examine ram for damage.
  - (iii) Lubricate pivots with grease, XG-275.
- Examine for damage.

22. Leading edge fuel  
tank access panel.  
(Port mainplane.)

Assist Man 'B' to refit.

23. Leading edge fuel  
tank access panel.  
(Starboard mainplane.)

- (i) Remove supporting batten.
- (ii) Assisted by Man 'B', refit panel ensuring that screws are fitted in correct locations.

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24. Ground equipment.

Assist N.C.O. to raise aircraft.

25. Mainplane. (Starboard.)

- (a) Panel over shock absorber strut.  
(Upper skin.)
- (b) Fairing at top of strut. (Lower skin.)
- (c) Panel forward of strut. (Lower skin.)

Remove.

26. Access panels.  
(Starboard wheel well.)

Remove.

27. Undercarriage.  
(Starboard.)

- (i) Apply brakes and examine brake torque plates for security of attachment.
- (ii) Release brakes.

28. Leg fairing.  
(Starboard undercarriage.)

- (i) Disconnect brake pipes from adapter at leg fairing lower attachment bolt. Use two spanners when disconnecting pipes.
- (ii) Slacken Jubilee clips securing rigid brake pipe to leg. Retain rubber packing.



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MAN 'C'

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Item No.	ITEM	OPERATION
28. (Contd.)		
	Leg fairing. (Starboard undercarriage.)	(iii) Remove leg fairing by unscrewing turn buckle at top leg strap and removing nuts from bolts passing through lugs on shock absorber strut. Note position of packing washers. (iv) Examine for damage.
29.	Undercarriage and wheel well. (Starboard.)	Clean.
30.	Undercarriage. (Starboard.)	
	(a) Shock absorber strut.	Examine for damage.
	(b) Shock absorber main pivots.	(i) Examine for damage. (ii) Check, by feel, for excessive wear.

30. (Contd.)

- (c) Stub axle castings.
- (d) Torque links.

31. Mainwheel. (Starboard.)

32. Radius rod assembly.  
(Starboard undercarriage.)

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- (iii) Examine attachment bolts for tightness and ensure that locking wire of main attachment bolts is located so that sharp ends do not foul upper brake flexible hose. (S.I./Vampire/22 refers.)

Examine for damage.

- (i) Examine for damage.
- (ii) Lubricate with grease, XG-275. Ensure that grease escapes from each side of lower link and extreme ends of top and bottom hinge pins. If grease fails to appear at any of these points, remove pin and examine for signs of seizure, and fit serviceable pin.
- (iii) Check for excessive wear by castoring in each direction. (S.I./Vampire/55 refers.)

Remove for Bay Servicing.

- (i) Disconnect lower radius rod from shock absorber strut.
- (ii) Examine locking mechanism for damage and excessive wear at the pivot and roller bearing surfaces.
- (iii) Examine tension spring for fracture.

(Continued)

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AIRFRAME

800 HOUR SERVICING

MAN 'C'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item

No.

ITEM

OPERATION

32. (Contd.)

Radius rod assembly.  
(Starboard undercarriage.)

- (iv) Examine latch plate for damage.
- (v) Examine radius rod stop screw for correct adjustment by swinging latch plate and checking that the roller runs freely in the slot over the complete range.
- (vi) Examine radius rods for damage and excessive wear at pivots.
- (vii) Examine four vertical bolts attaching radius rod pivot tube brackets to undercarriage diaphragm brackets for signs of looseness or failure.
- (viii) Reconnect radius rod to shock absorber strut. Do not lock.

33. Mainplane. (Starboard.)

Examine for cracks in rib No. 2 in vicinity of shock absorber strut cut out.

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(Continued overleaf)

34. Hydraulic jack.  
(Starboard undercarriage.)

- (i) Remove upper and lower attachment bolts and bush.
- (ii) Examine for damage.
- (iii) Examine operating lever for fracture.
- (iv) Examine jack ram for damage.
- (v) Examine locknut for tightness.
- (vi) Examine flexible pipelines for damage.
- (vii) Refit attachment bolts and bush. Do not lock lower bolt.

35. Shock absorber strut.  
(Starboard.)

- (i) Examine sliding portion for damage.
- Check oil level as follows:-
- (ii) Release air pressure.
  - (iii) Unlock and remove charging valve and jointing washer.
  - (iv) Gently and fully compress strut.
  - (v) Remove one charging plug and screw charging connection into the plug hole. Slacken off the other plug, attaching a hose and clean container.
  - (vi) Pump oil, OF-4 through the connection into the strut until oil free from air bubbles emerges from hose attached to plug.

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800 HOUR SERVICING  
MAN 'C'

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Item  
No.

ITEM

OPERATION

35. (Contd.)  
Shock absorber strut.  
(Starboard.)

- (vii) Remove hose from plug, and screw down tightly, and continue to pump oil until strut is fully extended and resistance to pump is solid.
- (viii) Remove charging connection and refit oil plug loosely.
- (ix) Compress strut slowly to eject surplus oil.
- (x) When all excess oil has been ejected screw plug down tightly and lock to other plug with wire.
- (xi) Refit charging valve and jointing washer, and fit locking plate.
- (xii) Attach inflation adapter and charge with air to 350 lb./sq.in.
- (xiii) Remove inflation adapter and fit charging valve blanking cap.

(Continued overleaf)

36. Undercarriage.

(Starboard.)

(a) Fairing door.

(b) Fairing door hinges.

(c) Door closing mechanism.

(d) Fairing door springs.

(i) Disconnect.

(ii) Examine for damage.

Examine for damage.

(i) Examine for excessive wear at pivots, and damage.

(ii) Examine striker pads for security of attachment and correct locking.

(S.I./Vampire/45 refers.)

Examine for fracture.

37. Undercarriage.

(Starboard.)

(a) Brake shoes.

(i) Remove. Mark shoes to ensure refitting in the same position.

(ii) Clean with dry brush and rag.

(iii) Examine for damage.

(iv) Check for wear. Minimum thickness is:-

Pre Mod. 842. 0.35 ins.

Post Mod. 842. 0.40 ins.

(i) Clean.

(ii) Examine for fracture.

Examine for deterioration and pipe connections for security of attachment.

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(Continued)

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800 HOUR SERVICING

MAN 'C'

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Item

No.

ITEM

OPERATION

37. (Contd.)

Undercarriage. (Starboard.)

(d) Brake flexible  
pipelines.

(e) Separators.

(f) Brake shoes  
and springs.

Examine for damage, particularly in  
vicinity of top of strut,  
(S.I./Vampire/22 refers).

Examine for damage.

Refit.

38. Mainwheel. (Starboard.)

(i) Fit temporarily.

(ii) Examine for freedom of rotation.

39. Undercarriage.  
(Starboard.)

(a) Hydraulic jack  
attachments.

(b) Radius rod pivot  
bearings.

(c) Latch plate roller and  
slot in radius rod.

Lubricate with grease, XG-275.

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(Continued overleaf)

39. (Contd.)

- (d) Fairing door hinges.
- (e) Fairing door spring loaded plungers.
- (f) Door closing mechanism pivots.

Lubricate with grease, XG-275.

- (i) Dismantle.
  - (ii) Lubricate with grease, XG-275.
  - (iii) Reassemble.
- Lubricate with oil, OM-150.

40. Mainplane.  
(Starboard.)

- (a) Aileron differential quadrant guard plate.
- (b) Access panel in dive brake shroud.

Refit.

41. Aileron. (Starboard.)

- (i) Assisted by Man 'B', position aileron and fit centre and outer hinge bolts.
- (ii) Fit horizontal inner hinge bolt.
- (iii) Connect servo tab operating rod, ensuring that adjustment bolts are in correct location.
- (iv) Fit locking bolt in aileron operating pulley.
- (v) Connect aileron operating lever and adjust aileron and tab to correct neutral setting.



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AIRFRAME

800 HOUR SERVICING  
MAN 'C'

A.P.4099E & G Vol.5 Pt.4  
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Item  
No.

ITEM

OPERATION

41. (Contd.)

Aileron. (Starboard.)

- (vi) Ensure aileron shroud gap (0.02 in. to 0.12 in.) is maintained between aileron leading edge and both upper and lower shrouds.
- (vii) Remove locking bolt.

42. Undercarriage.  
(Starboard.)

Check adjustment as follows:-

- (i) Screw in leg attachment eye bolt sufficient to prevent axle striking rib No. 4.
- (ii) Retract undercarriage and check clearance between end of axle and rib No. 4 by placing a piece of plasticene on end of axle and measuring thickness after retraction. Correct clearance is between 1/16 in. and 1/8 in.

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(Continued overleaf)

42. (Contd.)

- (iii) Adjust length of hydraulic jack to give a clearance of between 1/16 in. and 3/32 in. between lock plate roller and end of kidney slot with undercarriage in the up position.

Note:- On aircraft Pre Mod.3348, dive brake non return valve is to be held open when operating hydraulic system by hand pump.

- (iv) Disconnect radius rod.

43. This Item is applicable only to aircraft Pre Mod.3437.

Undercarriage Door

Locking Mechanism.

(Starboard.)

(a) Plunger guide tubes.

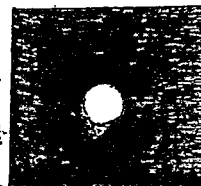
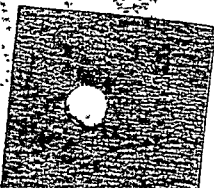
- (i) Mark, with pencil, lines on wheel well wall coinciding with outboard end of plunger guide tubes.
- (ii) Remove plunger guide tubes from wheel well wall.
- (iii) Ream out plunger guide tubes to 33/64 in. if necessary.

(b) Plungers, sliding tubes and Teleflex cables.

- (i) Remove cables by screwing cables clockwise until they are free from wrapper box, and then pulling from conduits.

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(Continued)



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AIRFRAME

800 HOUR SERVICING  
MAN 'C'

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Item No.	ITEM	OPERATION
43. (Contd.)	Undercarriage Door Locking Mechanism. (Starboard.)	
	(b) Plungers, sliding tubes and Teleflex cables.	(ii) Remove plungers and sliding tubes from cable. (iii) Clean cables and examine carefully for signs of wear, particularly that portion of cable which passes through wrapper box. Wear will be shown by small flats on, or thinning of outer coils of Teleflex cables. (iv) Examine cables for signs of stretching or compression, indicated by slight lifting of outer coil. This may only occur over one or two turns. (v) Examine cables for signs of fraying and unwinding of strands.

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(Continued overleaf)

43. (Contd.)

(c) Teleflex conduit.

(d) Teleflex cables.

- (vi) Check plunger dimensions in accordance with S.I./Vampire/50 and Drawing No. R.00.G.49.
- (vii) Screw sliding tubes into plungers and examine for bowing.
- (i) Examine for damage particularly at clamp blocks attached to mainplane lower skin, and where conduit enters wrapper box.
- (ii) Examine conduit protruding outboard from clamps on mainplane lower skin for scoring.
- (iii) Ensure that conduits abut rib No. 3.
- (iv) Ensure that distance between centre line of clamp block on mainplane lower skin and outboard end of conduit is 5.25 in.
- (i) Lubricate with grease, XG-275.
- (ii) Refit to conduits and wrapper box. When cable has been screwed into conduit sufficiently to reach guide holes in wrapper box, request N.C.O. to assist by guiding cable into locking holes.
- (iii) Push in cable until it protrudes 0.1 in. through locking holes in wrapper box. (S.I./Vampire/50 refers.)

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800 HOUR SERVICING  
MAN 'C'

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Item No.	ITEM	OPERATION
43.	This Item is applicable only to aircraft Post Mod.3437. Undercarriage Door Locking Mechanism. (Starboard.) (a) Plunger guide tubes.	(i) Mark, with pencil, lines on wheel well wall coinciding with outboard end of plunger guide tubes. (ii) Remove plunger guide tubes from wheel well wall.
	(b) Plungers and Teleflex cable.	(i) Remove cables by screwing cables clockwise until they are free from wrapper box, and then pulling from conduits. (ii) Clean cables and examine carefully for signs of wear, particularly that portion of cable which passes through wrapper box. Wear will be shown by small flats on, or thinning of outer coils of Teleflex cables.

43. (Contd.)

(c) Teleflex conduit.

(d) Teleflex cables.

(iii) Examine cables for signs of stretching or compression, indicated by slight lifting of outer coil. This may only occur over one or two turns.

(iv) Examine cables for signs of fraying and unwinding of strands.

Examine for damage particularly at adjusters and where conduit enters wrapper box.

(i) Lubricate with grease, XG-275.

(ii) Refit to conduits and wrapper box.

When cable has been screwed into conduit sufficiently to reach guide holes in wrapper box, request N.C.O. to assist by guiding cables into locking holes.

(iii) Push in cable until it protrudes 0.1 in. through locking holes in wrapper box.

(i) Reconnect radius rod.

(ii) In conjunction with N.C.O., ensure that Teleflex cable does not foul cut out in wheel well as undercarriage is fully retracted.

44. Undercarriage.  
(Starboard.)

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800 HOUR SERVICING  
MAN 'C'

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-VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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Item No.	ITEM	OPERATION
45.	This Item is applicable only to aircraft Pre Mod.3437. Door lock plungers. (Starboard.)	(i) Screw locknut back as far as possible against hexagon plug of sliding tubes. (ii) Lubricate conduit protruding outboard of clamp blocks on mainplane lower skin, and inside of sliding tube with grease, XG-275. (iii) Refit sliding tubes to conduits. (iv) Fit new lock springs in such a position that with cables pulled out to full extent and plungers fitted to cables, groove on plunger is 1/32 in. in advance of pencil mark on wheel well wall.

45. (Contd.)

- (v) Holding plunger stationary, screw up sliding tube tight and secure locknut. It is not sufficient to screw sliding tube in until spring pressure is felt, but until spring is fully compressed. Groove is now to be in line with pencil mark, and distance from face of plunger to tabular portion of sliding tube is 0.35 in.
- (vi) When Man 'B' has completed refitting of plungers on port undercarriage, request N.C.O. to lower undercarriage to its mid position, and return selector to 'UP' to retain undercarriage in this position.
- (vii) Ensure that Teleflex cable does not foul cut out in wheel well as undercarriage is lowered.
- (viii) Lubricate guide tubes with grease, XG-275.
- (ix) Refit guide tubes to wheel well wall.
- (x) When Man 'B' has completed refitting guide tubes on port undercarriage, request N.C.O. to fully retract undercarriage.
- (xi) Ensure that grooves on plungers are in line with ends of guide tubes, and if new cables have been fitted, cable does not protrude beyond end of plungers.

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MAN 'C'

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Item  
No.

ITEM

OPERATION

45. (Contd.)

Door lock plungers.  
(Starboard.)

(xii) Request N.C.O. to lower undercarriage.  
(S.I./Vampire/50 refers.)

45. This Item is applicable only to aircraft Post Mod.3437.

Door lock plungers.  
(Starboard.)

- (i) Lubricate outboard ends of conduits with grease, XG-275.
- (ii) Request N.C.O. to fully retract undercarriage.
- (iii) Ensure that grooves on plungers are in line with pencil marks, and distance from face of plunger to outboard end of barrel is 0.35 in.
- (iv) Request N.C.O. to lower undercarriage to its mid position, and return selector to 'UP' to retain undercarriage in this position.

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(Continued overleaf)

45. (Contd.)

- (v) Lubricate guide tubes with grease, XG-275.
- (vi) Refit guide tubes to wheel well wall.
- (vii) When Man 'B' has completed refitting guide tubes on port undercarriage, request N.C.O. to fully retract undercarriage.
- (viii) Ensure that grooves on plungers are in line with ends of guide tubes.
- (ix) Request N.C.O. to lower undercarriage.

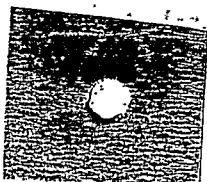
46. Radius rod and jack.  
(Starboard undercarriage.)

- (i) Disconnect radius rod from shock absorber strut.
- (ii) Remove lower jack attachment bolt.
- (iii) Move radius rod through its full range of travel and ensure that there are no signs of stiffness in Teleflex cables.
- (iv) Reconnect and lock jack and radius rod.

47. Mainwheel.

- (i) Check tyre pressure. Correct pressure is 80 lb./sq.in.
- (ii) Secure valve cap.
- (iii) Ensure that valve does not protrude beyond wheel rim.
- (iv) Fit serviced wheel.
- (v) Examine for freedom of rotation.

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AIRFRAME

800 HOUR SERVICING  
MAN 'C'

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VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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Item No.	ITEM	OPERATION
48.	Undercarriage door. (Starboard.)	(i) Reconnect. (ii) Close door by hand and check that clearance between ends of plunger guide tubes and inboard faces of catches is between 0.06 in. and 0.1 in. (iii) Open door.
49.	Undercarriage and door mechanism. (Starboard.)	(i) Retract undercarriage and ensure that door comes up hard against stops. Adjust door links as necessary until a pull of 50 lb. at each corner of door is required to pull door catches on to door lock plungers. (ii) Check that clearance between lock plungers and door catches is between 0.04 in. and 0.06 in. (iii) Lower undercarriage. (iv) Disconnect door and push door closing mechanism to 'UP' position.

50. Undercarriage fairing  
and door.  
(Starboard.)

- (i) Refit leg fairing, ensuring that packing washers are refitted in correct positions.
- (ii) Reconnect brake pipes, ensuring that rubber packing is correctly fitted before Jubilee clips are tightened. Flexible pipeline is to be fitted with a slight twist to prevent fouling on wheel. Two spanners are to be used to tighten connections.
- (iii) When Man 'B' has completed refitting port leg fairing, request N.C.O. to retract undercarriage.
- (iv) Check that clearance between leg fairing and mainplane lower skin is 0.05 in. to 0.15 in.
- (v) Ensure that fairing is flush fitting.
- (vi) Ensure that union on brake pipe, fitted to front bottom bolt of leg fairing does not foul rib No. 3.
- (vii) Lower undercarriage.
- (viii) Reconnect door.
- (ix) Retract undercarriage.
- (x) Check that clearance between outer skin of leg fairing and outer skin of door is between 0.05 in. and 0.2 in.
- (xi) Lower undercarriage.

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AIRFRAME

800 HOUR SERVICING  
MAN 'C'

A.P.4099E & G Vol.5 Pt.4  
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Item No.	ITEM	OPERATION
51.	Inboard fuel tank. (Starboard.)	Assisted by Man 'B'; refit.
52.	Inboard fuel tank. (Port.)	Assist Man 'B' to refit.
53.	Inboard and outboard fuel tank access panels. (Port mainplane.)	Assist Man 'B' to refit.
54.	Inboard fuel tank access panel. (Starboard mainplane.)	Assisted by Man 'B', refit panel, ensuring that screws are fitted in correct locations.
55.	Outboard fuel tank access panel. (Starboard mainplane.)	(i) Remove supporting battens. (ii) Assisted by Man 'B', refit panel, ensuring that screws are fitted in correct locations.

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(Continued overleaf)

56. Root end fillets.  
(Starboard mainplane  
upper and lower surfaces.)

Refit.

57. (a) Undercarriage.  
(b) Flaps.  
(c) Dive brakes.  
(d) Hydraulic system.

Assist N.C.O. as detailed to carry out  
functional tests.

58. Undercarriage.

Operate as required by Armament N.C.O.

59. Ground equipment.

Assist N.C.O. to lower aircraft.

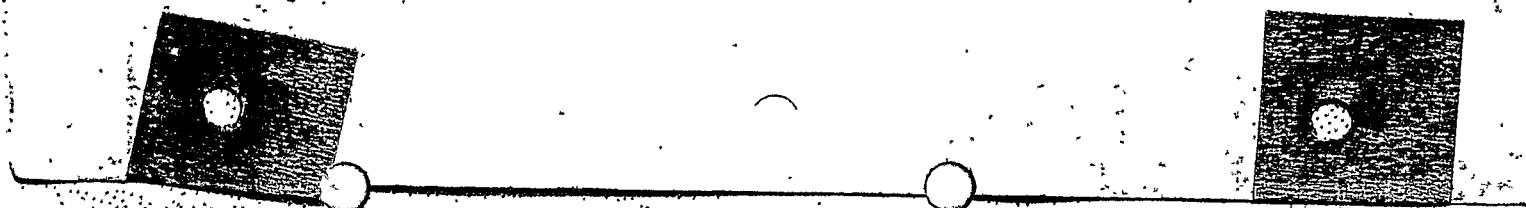
60. Canopy.

Assist Man 'B' to refit.

61. Mainplane. (Starboard.)  
(a) Aileron hinge access  
panels.  
(b) Aileron trim tab  
operating rod access  
panel.

Refit and ensure screws and inboard aileron  
hinge access panel do not foul aileron cable  
and differential quadrant guard plate.

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AIRFRAME

800 HOUR SERVICING  
MAN 'C'

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Item No.	ITEM	OPERATION
62.	Mainplane. (Starboard.)	
	(a) Panel over shock absorber strut. (Upper skin.)	} Refit.
	(b) Fairing at top of strut. (Lower skin.)	
	(c) Panel forward of strut. (Lower skin.)	
63.	Access panels. (Starboard wheel well.)	Refit.
64.	Access panels. (Starboard tail boom.)	Refit.
65.	Fin to tail plane fairing. (Starboard.)	Refit.

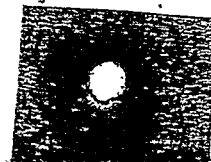
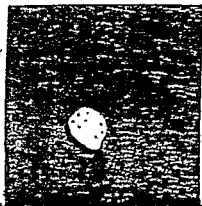
66. Aircraft generally.

Ensure that all tools, rags and other materials used during Airframe servicing have been removed from the aircraft.

67. Servicing Record Slips.

Sign for completing 800 Hour Servicing.

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800 HOUR SERVICING

ARMAMENT TRADE

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Armament Man ....	13-24	12

ARMAMENT



Sheet No. 1  
ARMAMENT

800 HOUR SERVICING  
SUPPLEMENTARY SERVICING  
N.C.O.

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ITEM

OPERATION

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No.

ITEM

OPERATION

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Sheet No. 2

ARMAMENT

800 HOUR SERVICING

N. C. O.

A.P.4099E & G Vol.5 Pt.4

VAMPIRE F.B. MKS.5 & 9 AIRCRAFT

1st. Edition, December 1958

REF. No.

EQUIPMENT AND TOOLS

	Kits, tool, Armament Fitter, to scale A.21
	A.P.830, Vol.3, Pt.'A'.
1A/85	Bobs, plumb 8oz. (With Cord.)
1B/4235	Levels, spirit, 0 degrees to 10 degrees.
1B/4763	Indicators, dial test set universal.
1B/4463	Nozzles, miniature.
1B/4467	Guns, lubricating universal.
1C/5032	Tapes, measuring linen, 50 ft.
1L/59	Spanners O.J. D.E. 9/16 in. x 5/8 in. B.S.W.
1L/156	Spanners, Acrotork, 5-50 ft. pounds.
4G/3977	Stands, gun harmonization universal.
4G/4033	Creeper, aircraft servicing.
4K/1550	Carts, hand Type 'B'.
5A/2011	Torches, electric Type 'C'.
or	
5A/3908	Torches, electric Type 'U'.
5G/193	Lamps, test, 24 volt.
7G/1164	Units, cocking hand No. 11.
7G/1371	Spanner, outer eccentric.

Required by:-		
NCO	MAN	Total
1	1	2
-	2	2
-	1	1
1	-	1
-	1	1
-	1	1
-	1	1
-	1	1
1	-	1
-	1	1
-	1	1
-	1	1
-	1	1
-	1	1
-	1	1
5	-	5
-	1	1
-	1	1

(Continued overleaf)

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7G/1372

5E/3038

5G/152

5Q/25001

7G/1445

7G/1447

12G/774

Spanner, inner eccentric.

Cable, electric, L.T. Unipren 6.

Testers, insulation, 250 volts.

Ohmmeters, safety.

Instruments, gun aligning.

Spanner, ratchet F.M.U.

Cartridges, drill, 20 mm. Hispano. (Belted.)

-	1	1
60ft.	-	60ft.
1	-	1
1	-	1
-	1	1
-	1	1
20 rounds.		

# ITEMS REQUIRING BAY SERVICING DURING AIRCRAFT SERVICING

QTY.

7G/601

7G/924

7G/925

11A/566

11A/3206

11A/3225

11C/2947

Guns, 20 mm. Hispano.

Belt feed mechanism. (L.H.)

Belt feed mechanism. (R.H.)

Carriers, light series.

Carriers, unit, 100/1000 lb. No. 1 Mk.1.

Release unit, manual, No. 1 Mk.1.

Projector, rocket, aircraft, Mk.8.

4

2

2

2

2

2

8

## SPARES

7G/601

7G/924

7G/925

11A/3225

12K/1290

Guns, 20 mm. Hispano.

Belt feed mechanism. (L.H.)

Belt feed mechanism. (R.H.)

Release unit manual No. 1 Mk.1.

Sealing ring.

4

2

2

2

As required

(Continued)

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Sheet No. 3  
ARMAMENT

800 HOUR SERVICING  
N.C.O.

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MATERIALS

For Materials required see Sheet No. 3 - General.





ARM

Sheet No. 4

ARMAMENT

800 HOUR SERVICING  
N. C. O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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**SAFETY PRECAUTIONS**

1. Prior to operation of nose wheel micro switches ensure that all stoppages have been cleared and all guns unloaded.
2. Whenever any of the following operations are being carried out, a Safety Man is to be posted in a commanding position, with instructions to prevent all persons and vehicles from passing immediately in front of, or to the rear of, the aircraft until the Armament is reported 'SAFE'.:-
  - (a) Loading, unloading and stoppage investigation of guns.
  - (b) Loading and unloading of rockets and bombs.



Sheet No. 5  
ARMAMENT

800 HOUR SERVICING  
N. C. O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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SERVICING NOTES

1. Inspect all repairs, replacements and modifications carried out.
2. Where any connections are broken, either for routine servicing or repair, inspect reconnections for security of attachment and correct locking.
3. DAMAGE - "Examine for Damage" in this schedule means an examination to ascertain that the value or usefulness of the item has not been impaired by:-
  - (a) Insecurity of attachment.
  - (b) Cracks or fractures.
  - (c) Corrosion or contamination.
  - (d) Any form of distortion.
  - (e) Loose rivets.
  - (f) Chafing, fraying or scoring.
  - (g) Broken locking.



Sheet No. 6  
ARMAMENT

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS. 5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

PRE HANGAR SERVICING

Carry out general supervision as required and following Items as detailed:-

- |                                       |      |  |
|---------------------------------------|------|--|
| 1. General.                           | (i)  | Read Safety Precautions and Servicing Notes.   |
|                                       | (ii) | In conjunction with N.C.O. i/c Servicing examine Form 700G for reports of defects and life expired components and detail Men for rectification and replacement as necessary. |
| 2. Safety Man.                        |      | Detail duties.   |
| 3. (a) All gun firing safety devices. |      | Set to 'SAFE'.   |
| (b) Bomb selector and fuze switches.  | )    |  |
| (c) Bomb rocket firing switches.      | )    | Set to 'OFF'.  |

3. (Contd.)

- (d) R.P. Pairs/Salvo switch. Set to 'PAIRS'.
- (e) R.P. circuit plugs. Disconnect.  
(Wheel bay.)

4. Rocket projectiles.  
(If fitted.)

- (i) Disconnect pigtail leads.
- (ii) Report 'SAFE' to Safety Man.

5. Bombs. (If fitted.)

Ensure safety devices are fitted.

6. Sub-items (b) and (c) of this Item detail the method of clearing stoppages caused by a non-ejected empty case jamming between the front of the empty case chute and the face of the breech block.

(a) 20 mm. Hispano guns.

Assisted by Man, unload as detailed in A.P.1641F, Vol.1, Chap.8.

(b) Starboard guns.

Assisted by Man clean stoppages as follows:-

- (i) Insert a metal bar (18 in. x 5/8 in. x 1/8 in.) through the appropriate empty case chute and hold the starboard access panel in position.
- (ii) Lower and remove port access panel.
- (iii) Fit breech stoppage tool on starboard inner gun.
- (iv) Ensure metal bar is not dislodged, lower starboard access panel 3 in. and fit stoppage tool on starboard outer gun.

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(Continued)

Sheet No. 7  
ARMAMENT

800 HOUR SERVICING  
N.C.O.

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ITEM

OPERATION

6. (Contd.)

(b) Starboard guns.

(c) Port guns.

(v) Remove metal bar and starboard access panel.

(vi) Unload all guns.

Assisted by Man, clear stoppages as follows:-

(i) Insert metal bar (18 in. x 5/8 in. x 1/8 in.)  
through the appropriate empty case chute.

(ii) Ensure the bar is not dislodged and lower  
port access panel not more than 3 in.

(iii) Remove starboard access panel.

(iv) Fit breech stoppage tools.

(v) Remove metal bar and port access panel.

(vi) Unload all guns.

(vii) Report guns 'CLEARED' to Safety Man.

(d) Safety Man.

Withdraw.

(e) Ammunition.

Assisted by Safety Man, remove.

7. Rocket projectiles.  
(If fitted.)      Assisted by Safety Man, remove.  
Note:- All personnel are to stand to one side of  
rockets during removal.
8. Bombs. (If fitted.)      Assisted by Safety Man, remove.
9. Form 700G.      Endorsed that aircraft is free from ammunition,  
bombs and rockets.
10. (a) Belt feed mechanisms.      )  
(b) Ammunition.      )      Assisted by Man, transport to Belt Filling Room.
- (c) Bombs.      )  
(d) Rocket projectiles.      )      Assisted by Man transport to Explosives Area.
11. Wing drop tanks.  
(If fitted.)      When requested by Airframe N.C.O., remove  
tanks.  
Note:- Tank removal is detailed in A.P.4099E & G,  
Vol.5, Pt.2, Chap.6 (Armament Additional Servicing -  
Wing Drop Tanks).



Sheet No. 8  
ARMAMENT

800 HOUR SERVICING  
N. C. O.

A.P.4099E & G Vol.5 Pt.4  
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1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

HANGAR SERVICING

Carry out general supervision as required and following Items as detailed:-

1. Bomb carriers.  
(If fitted.)  
(Port and starboard  
mainplanes.)

Assisted by Radar Man and Armament Man, remove for  
Bay Servicing.

Note:- Ensure that carriers are supported during  
removal by Radar and Armament Men.

2. Front mounting eccentric  
ball and blast tube  
locking ring.  
(20 mm. Hispano gun.)

Assisted by Man, examine for wear as follows:-

- (i) Attach the base plate of a dial test indicator  
(indicator to the rear) to the No. 3 spring of  
the port outer gun front mounting, using  
suitable pipe clips and metal packing.
- (ii) Press firmly on the rear end of the gun to  
ensure it is in its foremost position.
- (iii) Adjust the dial test indicator so that it  
bears against the front face of the spherical  
ball housing.

(Continued overleaf)

2. (Contd.)

- (iv) Set indicator to 'ZERO'.
- (v) Apply pressure to barrel to force gun to rear.
- (vi) Check reading of dial test indicator.
- (vii) Repeat Operations (ii) to (vi) inclusive and obtain the mean of three readings. This is not to be in excess of 0.045 in.  
Note:- If indicator readings are in excess of 0.045 in. change the front mounting group after removal of guns.
- (viii) Repeat Operations (i) to (vii) inclusive on remaining gun positions.

3. 20 mm. Hispano guns.

Assisted by Man, remove.

- 4. (a) 20 mm. Hispano guns.
- (b) Light series carriers.
- (c) 100/1000 lb. carrier units.
- (d) No. 1 Mk. 1 manual release units.
- (e) Rocket projectors and guide rails.
- (f) 4-way auto-selector bar.

Assisted by Man, transport to Bay.

Obtain from Electrical Man and transport to Bay.

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Sheet No. 9

ARMAMENT

800 HOUR SERVICING  
N. C. O.

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VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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ITEM

OPERATION

5. Fire extinguisher  
cartridge units.  
(If fitted.)

- (i) Proceed to Testing area.
- (ii) Obtain cartridge units for testing from  
Armament Man.
- (iii) Test in accordance with A.P.1661F, Vol.1;  
Sect.5, Chap.3.
- (iv) Examine scaling ring (12K/1290) for damage.
- (v) Return cartridge units to Man for fitting to  
extinguisher bottles or return to Explosives  
Storehouse until required.

6. (a) 20 mm. Hispano guns. )  
(b) Light series carriers. )  
(c) 100/1000 lb. carrier )  
units. )  
(d) No. 1 Mk.1 manual )  
release units. )  
(e) Rocket projectors and )  
guide rails. )  
(f) Belt feed mechanisms. )  
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Assisted by Man, transport to aircraft.  
Note:- Ensure B.F.Ms are unloaded.

(Continued overleaf)

6. (Contd.)

(g) 4-way auto-selector  
bar.

) Assisted by Man, transport to aircraft and hand to  
) Electrical Man.

7. 20 mm. Hispano guns.

(i) Assisted by Man, fit.  
(ii) Supervise 'free float' check.

8. Belt feed mechanisms.

Supervise check of rack operating lever and rack  
roller clearance. Correct clearance is to be  
between 0.060 in. to 0.095 in.

9. No. 1 Mk.1 Manual  
release units.  
(Port and starboard  
mainplanes.)

Assisted by Man:-

- (i) Cock units.
- (ii) Slacken off cable adjusters.
- (iii) Position jettison lever in cockpit  
approximately  $1\frac{1}{2}$  in. from its full upward  
travel.
- (iv) Adjust cables until units operate.
- (v) Ensure jettison lever had not moved  
during cable adjustment.
- (vi) Place jettison lever in down position.
- (vii) Cock units.
- (viii) Operate jettison lever slowly and ensure  
release units operate simultaneously and  
release occurs when lever is approximately  
 $1\frac{1}{2}$  in. from its full upward travel.

(Continued)

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Sheet No. 10  
ARMAMENT

800 HOUR SERVICING  
N. C. O.

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Item No.	ITEM	OPERATION
9. (Contd.)		
	No. 1 Mk.1 Manual release units. (Port and starboard mainplanes.)	(ix) Repeat Operations (vi) (vii) and (viii). (x) Repeat Operation (ix). (xi) Place jettison lever in down position. (xii) Ensure cable adjusters are correctly locked.
10. (a)	Gun firing circuit.	In conjunction with Electrical N.C.O. and assisted by Man, examine, by operation, for correct functioning as follows:- (i) Ensure each gun cocks correctly. (ii) Set firing button to 'FIRE'. (iii) Press firing button and ensure no breech block is released. (iv) With nose wheel retracted press firing button and ensure each breech block is instantly released.
	(b) R.P. firing system.	(i) Plug test lamps in to Niphan sockets and ensure safety plugs in wheel bay are connected.

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(Continued overleaf)

10. (Contd.)

- (ii) Set the auto-selector to No. 1 and the Pairs/Salvo switch to 'PAIRS'.
- (iii) Set the Bombs/R.P. switch to R.P. and observe that test lamps do not illuminate.
- (iv) Set switch to 'ON'.
- (v) With the nose wheel retracted, press the R.P. firing button and ensure lamps for No. 1 station illuminate.
- (vi) Release the R.P. firing button and observe that test lamps extinguish and the auto-selector moves to No. 2.
- (vii) Press and release R.P. firing button three more times, observing that auto-selector moves to 3, 4 and 1 in turn and test lamps illuminate and extinguish in correct sequence.
- (viii) Set Pairs/Salvo switch to 'SALVO'.
- (ix) Press the R.P. firing button and observe that test lamps illuminate and extinguish in correct sequence.
- (x) Set Bomb/R.P. master switch to 'OFF'.
- (xi) Press R.P. firing button twice and observe that test lamps do not illuminate.
- (xii) Set Pairs/Salvo switch to 'PAIRS' and auto-selector to No. 1.
- (xiii) Remove all test lamps, disconnect safety plugs in wheel bays and correctly stow.

(Continued)

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Sheet No. 11  
ARMAMENT

800 HOUR SERVICING  
N. C. O.

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Item  
No.

ITEM

OPERATION

10. (Contd.)

(c) Bomb release circuit.

- (i) Detail Man to cock units.
- (ii) Set BOMB/R.P. switch to 'BOMBS'.
- (iii) Set distributor switch to 'SINGLE AND SALVO'.
- (iv) Set port bomb selector switch to 'ON'.
- (v) Press bomb firing button and ensure unit actuates immediately.
- (vi) Repeat Operations (iv) and (v) for starboard release unit.
- (vii) Detail Man to cock all units.
- (viii) Set port and starboard selector switches to 'ON'.
- (ix) Set distributor switch to 'DISTRIBUTOR'.
- (x) Press bomb firing button and ensure both release units are actuated rapidly in sequence.
- (xi) Examine nose and tail fusing, by operation, for correct functioning.
- (xii) Set all switches to 'OFF'.

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Sheet No. 12  
ARMAMENT

800 HOUR SERVICING  
N. C. O.

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VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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Item  
No.

ITEM

OPERATION

POST HANGAR SERVICING

Carry out general supervision as required and following Items as detailed:-

N.B. Armament Post Hangar Servicing is not to commence until all other trades have completed their servicing.

1. Aircraft.

Request Airframe N.C.O. to raise and trestle in the rigging position for harmonization.

2. (a) 20 mm. Hispano guns. )  
(b) G.45B camera. )  
(c) Mk.4E gyro gun sight. )

Harmonize in accordance with instructions detailed in A.P.4099E & G, Vol.1, Sect.12, Chap.1, Paras.22 and 23, Sub-paras. 1 to 11, to the pattern detailed in Command Armament Staff Instructions.

Note:- Request Airframe N.C.O. to lower aircraft on completion of harmonization.

3. Arrange for Pilot to check harmonization of gyro gun sight and 20 mm. Hispano guns.

4. 20 mm. Hispano Guns.  
(a) Belt feed mechanism.

(b) Feed chutes.

(c) Blast tubes.

5. Gun bay doors.

6. Wing drop tanks.  
(If fitted.)

7. Aircraft generally.

8. (a) Servicing Record  
Slips.  
(b) Form 700G.

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- (i) Detail Man to refit.  
(ii) Check clearance between the rack operating lever and rack roller. Correct clearance is to be between 0.060 in. and 0.095 in.  
(i) Detail Man to refit.  
(ii) Examine for correct alignment and security of attachment.  
Detail Man to refit.

- (i) Ascertain from Airframe N.C.O. that gun bay doors have been refitted.  
(ii) Examine empty case and link chutes for correct alignment.

When requested by Airframe N.C.O. fit tanks.  
Note:- Fitting of tanks is detailed in A.P.4099E & G, Vol.5, Part.2, Chap.6.

Ensure that all tools, rags and other materials used during Armament 800 Hour Servicing have been removed from the aircraft.

- ) (i) Sign for completing 800 Hour Servicing.  
) (ii) Sign for completing harmonization.  
)

Sheet No. 13  
ARMAMENT

800 HOUR SERVICING  
SUPPLEMENTARY SERVICING  
MAN 12

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ITEM

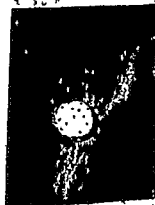
OPERATION

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No.

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OPERATION

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Sheet No. 14

ARMAMENT

800 HOUR SERVICING  
MAN *a*

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VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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EQUIPMENT AND TOOLS

QTY.

Kits, tool, Armament Fitter, to scale A.21, A.P.830, Vol.3, Pt.'A'.	1
Bobs, plumb, 8 oz. (With cord.)	2
Levels, spirit, 0 degrees to 10 degrees.	1
Tapes, measuring, linen, 50 ft.	1
Spanners O.J.D.E. 9/16 in. x 5/8 in. B.S.W.	1
Stands, gun harmonization, universal.	1
Creeper, aircraft servicing.	1
Carts, hand, Type 'B'.	1
Torches hand, Type 'C'. ) or )	1
Torches hand, Type 'U'. )	1
Units, cocking hand No. 11.	1
Spanner, outer eccentric.	1
Spanner, inner eccentric.	1
Instruments, gun aligning.	1
Spanner, ratchet F.M.U.	1
Cartridges, drill 20 mm. Hispano. (Belted.)	20 rounds.
Nozzles, miniature.	1
Guns, lubricating, universal.	1

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Sheet No. 15  
ARMAMENT

800 HOUR SERVICING  
,MAN

A.P.4099E & G Vol.5.Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

SAFETY PRECAUTIONS

1. Prior to the operation of nose wheel micro switches, ensure that all stoppages have been cleared and all guns unloaded.





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ARMAMENT

800 HOUR SERVICING  
MAN A

A.P. 4099E & G Vol. 5 Pt. 4  
VAMPIRE F.B. MKS. 5 & 9 AIRCRAFT  
1st. Edition, December 1958

SERVICING NOTES

1. If any connections are broken, other than those detailed in this schedule, inform N.C.O. who will inspect when reconnection and locking have been completed.
2. Note items which need repair and inform N.C.O.
3. DAMAGE - "Examine for damage" in this schedule means an examination to ascertain that the value or usefulness of the item has not been impaired by:-
  - (a) Insecurity of attachment.
  - (b) Cracks or fractures.
  - (c) Corrosion or contamination.
  - (d) Any form of distortion.
  - (e) Loose rivets.
  - (f) Chafing, fraying or scoring.
  - (g) Broken locking.



Sheet No. 17  
ARMAMENT

800 HOUR SERVICING  
MAN

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VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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Item  
No.

ITEM

## OPERATION

PRE HANGAR SERVICING

1. General.

Read Safety Precautions and Servicing Notes.

2. (a) All gun firing safety devices.
- (b) Bomb or rocket firing selector switches.
- (c) Bomb selector and fuze switches.
- (d) R/P Pairs/Salvo switch.

Ensure set to 'SAFE'.

Ensure set to 'OFF'.

Ensure set to 'PAIRS'.



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ARMAMENT

800 HOUR SERVICING  
MAN

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VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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Item  
No.

ITEM

OPERATION

HANGAR SERVICING

1. Bomb Carriers.  
(Port and Starboard  
Mainplanes.)
  - (a) 100/1000 lb. carrier  
units. (If fitted.)
  - (b) Light series bomb  
carriers.  
(If fitted.)
2. No. 1 Mk.1 Manual Release  
Unit. (Port.)
  - (a) Access panel.
  - (b) Manual release unit.

)  
)  
) Assist N.C.O. to remove for Bay Servicing.  
)

Remove.  
Remove for Bay Servicing.

3. No. 1 Mk.1 Manual  
Release Unit. (Starboard.)  
(a) Access panel. Remove.  
(b) Manual release unit. Remove for Bay Servicing.
4. Rocket Projectors.  
(If fitted.) (Starboard.)  
(a) Guide rails. } Remove for Bay Servicing.  
(b) Front and rear struts. }
5. Rocket Projectors.  
(If Fitted.) (Port.)  
(a) Guide rails. } Remove for Bay Servicing.  
(b) Front and rear struts. }
6. 20 mm. Hispano guns.  
(Inboard, port and  
starboard.) Check that clearance between rear of gun and base  
plate of fuel tank is not less than  $1 \frac{3}{8}$  in.  
Note:- If clearance is less than  $1 \frac{3}{8}$  in.,  
inform Airframe N.C.O.
7. Front mounting eccentric  
ball and blast tube locking  
ring.. Assist N.C.O. to examine for wear.  
(20 mm. Hispano guns.)

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Sheet No. 19  
ARMAMENT

800 HOUR SERVICING  
MAN

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Item No.	ITEM	OPERATION
8.	20 mm. Hispano Guns.	
	(a) Maxiflux lead plugs.	Disconnect, care being taken to avoid damage to bonding. Remove clip retainers from back blocks.
	(b) Feed chutes.	Remove.
	(c) Blast tubes.	(i) Remove and examine for damage. (ii) Check telescopic action.
	(d) Muzzle nuts.	Remove.
	(e) Front mounting units.	Remove.
	(f) Tie rods.	Disconnect.
9.	20 mm. Hispano guns.	Assist N.C.O. to remove.
10.	Gun Bay.	
	(a) Rear mountings.	(i) Clean and examine for damage.
	(b) Tie rods.	(ii) Lubricate as necessary with grease, XG-275.

10. (Contd.)

(c) Front mountings.

- (i) Remove piston ring assemblies.
- (ii) Clean and examine for damage.
- (iii) Check tightness of bolts securing mounting bracket to gun beams, particular attention being paid to the inboard nut on the inboard mountings.

Note:- These bolts are locked by a dowel pin on the bolt head.

- (iv) Examine piston ring for freedom of movement.
- (v) Lubricate with grease, XG-275.
- (vi) Refit piston ring assembly.

11. Magazine Bay.

- (a) Ammunition tank tubular frames.
- (b) Feed rollers.

Remove and examine for damage.

- (i) Examine for damage.
- (ii) Examine for freedom of rotation.
- (iii) Lubricate spindles as necessary with oil, OM-13.

(c) Fixed feed chutes.

- (i) Examine for damage.
- (ii) Gauge test the chutes, using a belt of dummy rounds.

(d) Ammunition tanks.

Clean and examine for damage.

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(Continued)



## ARMAMENT

800 HOUR SERVICING  
MAN

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Item  
No.

ITEM

## OPERATION

11. (Contd.)

Magazine Bay.

(e) Tubular frames.

(i) Refit and ensure locking pins correctly engage.

(ii) Lubricate as necessary with grease, XG-275.

12. Gun bay doors.  
(2 off.)

(i) Clean and examine empty case and link chutes for damage.

(ii) Examine No. 11 hand cocking tool for damage and stow correctly.

13. (a) 20 mm. Hispano guns.  
(b) Light series carriers.  
(c) 100/1000 lb. carrier  
units.  
(d) No. 1 Mk.1 manual  
release units.  
(e) Rocket projectors and  
guide rails.

Assist N.C.O. to transport to Bay.

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(Continued overleaf)

13. (Contd.)

(f) 4-way auto-selector box.

Obtain from Electrical Man and transport to Armament Bay.

14. Form 700.

Examine if fire extinguisher cartridge units are fitted and due for exchange.

N.B. The following Items 15 to 18 inclusive are applicable only if fire extinguisher cartridge units are fitted.

15. Fire extinguisher bottles.

- (i) Disconnect electrical connections.
- (ii) Remove cartridge units from bottles by removing the four 2 B.A. nuts.

16. Cartridge units.

- (i) Examine date due for exchange as scribed on flange of units. Date due for exchange is not to be confused with date of manufacture which is also on flange.
- (ii) If due for exchange return to Explosives Storehouse and obtain new cartridge units.
- (iii) Examine for damage.
- (iv) Hand to N.C.O. for electrical tests.
- (v) Obtain serviced units from N.C.O. and, if new, scribe on flange date due for exchange. Date due for exchange is two years ahead of initial fitting.
- (vi) Transport to Aircraft.

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Sheet No. 21  
ARMAMENT

800 HOUR SERVICING  
MAN

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OPERATION

17. Fire extinguisher bottles.

- (i) Fit serviced cartridge units to bottles and ensure that the four 2 B.A. nuts are secured by new tab washers.
- (ii) Request Electrical Man to make electrical connections.

18. Form 700G.

Ensure that date of next change of cartridges is endorsed in Red ink in "Out of Phase Servicing Table" and "Change of Serviceability and Repair Log".

- 19. (a) 20 mm. Hispano Guns.
- (b) Light series carriers.
- (c) 100/1000 lb. carrier units.
- (d) No. 1 Mk.1 manual release units.

)  
)  
) Assist N.C.O. to transport to aircraft.  
) Note:- Ensure B.F.M's are unloaded.  
)

19. (Contd.)

- (e) Rocket projectors and guide rails.
- (f) Belt feed mechanisms.
- (g) 4 way auto-selector box.

) Assist N.C.O. to transport to aircraft.

) Note:- Ensure B.F.M's are unloaded.

) Assist N.C.O. to transport to aircraft and hand to Electrical Man.

20. 20 mm. Hispano guns.

Assist N.C.O. to fit serviced guns, less recoil springs and carry out 'free float' test as follows:-

Move gun longitudinally and ensure that it does not foul any part of the aircraft structure or components and that no undue friction is felt.

21. 20 mm. Hispano Guns.

- (a) Recoil springs and muzzle nuts.
- (b) Blast tubes.
- (c) Gun lowering lanyards.
- (d) Tie rods.
- (e) Belt feed mechanisms.

) Refit.

) Connect.

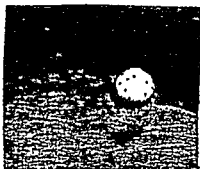
) Connect.

(i) Fit.

(ii) Check clearance between rack operating lever and rack roller. Correct clearance is between 0.060 in. and 0.095 in. Adjust as necessary and relock tie rods.

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Sheet No. 22  
ARMAMENT

800 HOUR SERVICING  
MAN

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Item  
No.

ITEM

OPERATION

21. (Contd.)

20 mm. Hispano Guns.

(f) Lower feed chutes.

(i) Examine for damage and refit.

(ii) Examine for correct alignment and damage.

22. Wing Drop Tanks Release  
Assembly.

(a) Release cables.

(b) Teleflex conduits.

Examine for damage.

(i) Examine for damage.

(ii) Lubricate through nipple with grease,  
XG-275.

23. No. 1 Mk.1 manual release  
unit. (Port.)

Fit serviced unit.

Note:- Hook is to be in the closed position  
during fitting and care is to be taken that operat-  
ing rod eye is not distorted or test plunger  
damaged.

24. No. 1 Mk.1 manual release  
unit. (Starboard.)

Fit serviced unit.

Note:- Hook is to be in the closed position during fitting and care is to be taken that operating rod eye is not distorted or test plunger damaged.

25. (a) No. 1 Mk.1 manual  
release units.

(i) In conjunction with N.C.O. examine, by operation, for correct functioning.

(ii) Adjust release cables where necessary.

(iii) After adjustment, lock cable adjusters.  
Refit.

(b) Access panels.

26. Rocket Projectors.  
(If Required.) (Port.)  
(a) Front and rear struts.  
(b) Guide rails.

)  
) Fit.

27. Rocket Projectors.  
(If Required.) (Starboard.)  
(a) Front and rear struts.  
(b) Guide rails.

)  
) Fit.

Sheet No. 23  
ARMAMENT

800 HOUR SERVICING  
MAN

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

28. Bomb Carriers.  
(Port and Starboard Mainplanes.)  
(a) 100/1000 lb. carrier  
units. (If required.)  
(b) Light series bomb  
carriers. (If required.)
- Refit bomb carriers.





Sheet No. 24

ARMAMENT

800 HOUR SERVICING  
MAN.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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Item

No.

ITEM

OPERATION

POST HANGAR SERVICING

1. (a) Gun firing circuit.  
(b) R.P. installation.  
(c) Bomb release circuit.

)  
)

Assist N.C.O. to examine, by operation, for  
correct functioning.

2. Aircraft generally.

Remove all tools, rags and other materials  
used during Armament 800 Hour Servicing from the  
aircraft.

3. Servicing Record Slips.

Sign for completing 800 Hour Servicing.



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INDEX

800 HOUR SERVICING

ELECTRICAL TRADE

	Sheet Nos.	No. of Sheets
Electrical N.C.O. ... ..	1-17	17
Electrical Man ... ..	18-36	19

~~ELECTRICAL~~



Sheet No. 1  
ELECTRICAL

800 HOUR SERVICING  
SUPPLEMENTARY SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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No.

ITEM

OPERATION

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Item  
No.

ITEM

OPERATION

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Sheet No. 2  
ELECTRICAL

800 HOUR SERVICING -  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

REF. No.

EQUIPMENT AND TOOLS

	Kits, tool, Electrician, to scale A26,
	A.P.830, Vol.3, Pt. 'A'.
1A/291	Brushes, varnish.
1C/2229	Spanners, box, double ended 1/8 in. x 3/16 in. B.S.W.
1L/10	Handles, ratchet, 3/8 in. square drive.
1L/19	Spanners, socket bi-hexagonal 3/16 in. B.S.W.
1L/20	Spanners, socket, bi-hexagonal 1/4 in. B.S.W.
1L/137	Handles, ratchet, 9/32 in. square drive.
4F/1718	Trolley, battery, electric starting, Mk.5.
4F/1799	Trolley, servicing, electric.
5A/2011	Torches, electric, Type 'C' )
or	
5A/3908	Torches, electric, Type 'U'. )
5G/152	Testers, insulation resistance, Type 'C', 250 volt.
5G/310	Testers, circuit, R.P.
5G/1142	Testers, fuse, pyrotechnic.
5G/2126	Testers, bonding, Type 'B'.

Required by:-		
NCO	MAN	Total
1	1	2
-	1	1
-	1	1
-	1	1
-	1	1
-	1	1
-	1	1
1	-	1
1	-	1
1	1	2
1	-	1
1	-	1
-	1	1
1	-	1

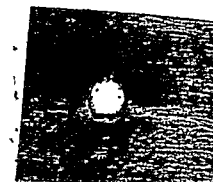
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(Continued overleaf)

5P/2908	Rectifiers, metal, transportable.
5Q/154	Meter frequency 300, 400, 500, c/s complete with Jack plug (5Q/164) and cables.
5Q/462	Voltmeter, 0 to 150 volts, Type 'B' complete with Jack Plug (5Q/164) and cables.
5Q/1635	Ammeter, 50 - 0 - 50 amps.
10S/10610	Testmeter, Type 'D'.
Loc. Man.	Test lamps, 24 volt.

1	-	1
1	-	1
1	-	1
1	-	1
1	-	1
-	4	4

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Sheet No. 3  
ELECTRICAL

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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REF. No.	ITEMS REQUIRING BAY SERVICING DURING AIRCRAFT SERVICING	QTY.
5CW/1722	Switch, magnetic relay, Type 'P'.	1
5CW/2007	Switch, magnetic relay, Type 'Q1'.	5
5CW/2828	Switch, master changeover, Type 'C'.	1
5CW/3181	Switch, magnetic relay, Type 'P2'.	2
5CW/3852	Relay, slow engagement.	1
5CW/3945	Switch, magnetic relay, Type 'S4'.	1
5CW/4102	Switch magnetic relay, Type 'Q3'.	1
5CW/4434	Switch, time, Rotax.	1
5CW/4621	Switch, magnetic relay, Type 'T2'.	2
5CX/1515	Lamp, landing, Type 'J'.	1
5CY/1616	Cut-out, battery, Type 'D'.	1
5D/1297	Switch, auto-selector.	1
5D/1718	Distributor, bomb, automatic. 2 way.	1
5UB/4938	Inverter, rotary, Type '100A'.	1
5UC/192	Regulator, voltage, Type 'F24'. (Pre. mod.393.)	1
5UC/2166	Regulator, voltage, Type '22'.	1
5UC/3830	Regulator and cut-out unit, Type 'A2'. (Post mod.393.)	1
5UC/4939	Panel, control, Type '12'.	1
26FC/12N/1641A	Compass junction box.	1

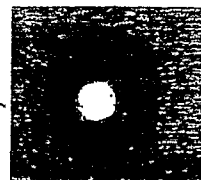
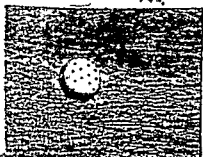
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(Continued overleaf)

# SPARES

5J/3082	Battery, alkaline, 2.4 volt	1.2 A.H.	1
5J/3254	Battery, lead acid, 12 volt	25 A.H. Type 'C'.	2
37A/1801	Coils, booster.		2
106A/1020	Inverter, R.I. compass.		1

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Sheet No. 4  
ELECTRICAL

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
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For materials required see Master Materials list on Sheet No. 3 - General.

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Sheet No.5  
Issued with:-  
A.L. No.1  
ELECTRICAL

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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SAFETY PRECAUTIONS

1. Before commencing servicing on the high energy ignition units or on the H.T. wiring the low tension plug is to be disconnected and a period of one minute permitted to elapse, this allows the dissipation of stored capacitor energy and prevents inadvertent discharge. The high energy ignition units are not to be operated with the H.T. cable disconnected. Display Air Diagram 5589.
2. Prior to operating nose wheel micro switches ensure that all stoppages have been cleared and all guns unloaded.
3. When removing lead acid batteries, disconnect negative cable first. On fitting batteries, connect positive cable first.
4. When using silicone compound care is to be taken to prevent compound making contact with the eyes.
5.
  - (a) All unused fuse positions are to be fitted with dummy fuses.
  - (b) When components are removed for Bay servicing the appropriate circuit fuses are to be removed and dummy fuses are to be fitted.
  - (c) When circuit fuses are removed to facilitate servicing procedures, dummy fuses are to be fitted in all such fuse positions.
  - (d) On completion of servicing ensure all dummy fuses are removed and correct rating live fuses fitted, excepting dummy fuses in unused fuse positions.

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Sheet No. 6  
ELECTRICAL

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
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SERVICING NOTES

1. Inspect all repairs, replacements and modifications carried out.
2. Where any connections are broken either for routine servicing or repair, inspect reconnections for security of attachment and correct locking.
3. Immediately prior to the refitting of access panels, cowlings, fairings or fillets by Electrical tradesmen, carry out a thorough search for loose articles. On completion of servicing, endorse 'Change of Serviceability Log' in Form 700G - 'Search for loose articles carried out' - and sign for completing search.
4. DAMAGE - "Examine for damage" in this schedule means an examination to ascertain that the value or usefulness of the item has not been impaired by:-
  - (a) Insecurity of attachment.
  - (b) Cracks or fractures.
  - (c) Corrosion or contamination.
  - (d) Any form of distortion.
  - (e) Loose rivets.
  - (f) Chafing, fraying or scoring.
  - (g) Broken locking.





Sheet No. 7  
ELECTRICAL

800 HOUR SERVICING  
N.C.O.

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1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

PRE-HANGAR SERVICING

Carry out general supervision as required and following Items as detailed:-

- |   |   |
|---|---|
| 1. General.   | (i) Read Safety Precautions and Servicing Notes.  |
|   | (ii) In conjunction with N.C.O. i/c Servicing examine Form 700G for reports of defects and detail Man for rectification and replacement as necessary. |
| 2. Generator circuit.                               | Check for correct functioning during engine ground run. Note defects for later repair by Man.   |
| 3. Type 'BPl' Mk.4 Pulsometer pump.<br>(If fitted.) | (i) After engine ground run request Engine N.C.O. to close all fuel cocks between pump and engine.  |
|   | (ii) Connect portable ammeter into circuit.   |

3. (Contd.)

- (iii) Set switch to 'ON' and observe ammeter reading over a period of at least 30 seconds. A steady reading not exceeding 8.5 amps at 24 volts or 9 amps. at 28 volts indicates a serviceable pump.
- (iv) Remove portable ammeter on completion of test.

4. Type S.P.E. 403 Mk.1.  
pulsometer pump.  
(If fitted.)

- (i) After engine ground run, request Engine N.C.O. to close all fuel cocks between pump and engine.
- (ii) Connect portable ammeter into circuit.
- (iii) Set switch to 'ON' and observe ammeter reading over a period of at least 30 seconds. A steady reading not exceeding 11 amps. at 24 volts or 13 amps. at 28 volts indicates a serviceable pump.
- (iv) Remove portable ammeter on completion of test.

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Sheet No. 7  
ELECTRICAL

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9-AIRCRAFT  
1st. Edition, December 1958

Item

No.:

ITEM

OPERATION

PRE-HANGAR SERVICING

Carry out general supervision as required and following Items as detailed:-

1. General.
  - (i) Read Safety Precautions and Servicing Notes.
  - (ii) In conjunction with N.C.O. i/c Servicing examine Form 700G for reports of defects and detail Man for rectification and replacement as necessary.
2. Generator circuit.

Check for correct functioning during engine ground run. Note defects for later repair by Man.
3. Type 'BP1' Mk.4 Pulsometer pump.  
(If fitted.)
  - (i) After engine ground run request Engine N.C.O. to close all fuel cocks between pump and engine.
  - (ii) Connect portable ammeter into circuit.

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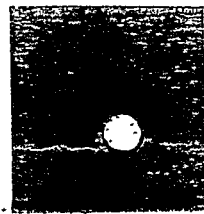
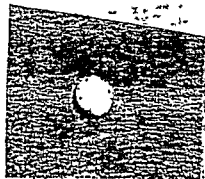
3. (Contd.)

- (iii) Set switch to 'ON' and observe ammeter reading over a period of at least 30 seconds. A steady reading not exceeding 8.5 amps at 24 volts or 9 amps. at 28 volts indicates a serviceable pump.
- (iv) Remove portable ammeter on completion of test.

4. Type S.P.E. 403 Mk.1.  
pulsometer pump.  
(If fitted.)

- (i) After engine ground run, request Engine N.C.O. to close all fuel cocks between pump and engine.
- (ii) Connect portable ammeter into circuit.
- (iii) Set switch to 'ON' and observe ammeter reading over a period of at least 30 seconds. A steady reading not exceeding 11 amps. at 24 volts or 13 amps. at 28 volts indicates a serviceable pump.
- (iv) Remove portable ammeter on completion of test.

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Sheet No. 8  
ELECTRICAL

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
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Item  
No.

ITEM

OPERATION

HANGAR SERVICING

Carry out general supervision as required and the following Items as detailed:-

1. This Item is applicable only if Type 'KX' generator is fitted.
  - Engine Driven Generator.
    - (a) Terminal lugs.
      - (i) Ensure correct lugs are fitted.
      - (ii) Examine for excess or protruding solder preventing lugs from locating correctly on insulating plate.
      - (iii) From a 3/4 inch length of P.V.C. tubing cut a segment one third of its circumference and 5/8 inch long. Fit to field terminal lug.
    - (b) Generator.
      - (i) Fit the field terminal lug and tighten down.
      - (ii) Fit the insulation plate square on its mounting.

1. (Contd.)

(iii) Fit the positive and negative terminal lugs and tighten down.

Note:- Ensure that the lugs bed down correctly on the insulation plate and the insulating sleeve is between the field and positive terminal lugs.

2. Bonding test.

Carry out a bonding test of aircraft using a bonding tester. The resistance between any selected point and the main earth point is not to exceed 0.05 ohms. The resistance for a multiple bond is not to exceed 0.025 ohms.

3. Before commencing this Item, report to N.C.O. in charge of Servicing and ensure, in conjunction with all trade N.C.O.'s that it is safe to switch electrical power supply 'ON' until the completion of Servicing.

Power Supply.

(a) Internal lead acid batteries.

(i) Set Ground/Flight switch to 'FLIGHT'.

(ii) Ensure that power is supplied to aircraft from the internal lead acid batteries.

(iii) Set Ground/Flight switch to 'GROUND'.

(b) External power supply.

(i) Ensure switch is set to 'OFF'.

(ii) Connect to Aircraft.

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Sheet No. 9  
ELECTRICAL

800 HOUR SERVICING  
N.C.O.

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Item  
No.

ITEM

OPERATION

- |    |  |   |
|----|--|---|
| 4. | Turn and Slip Normal and Alternative Supplies.<br>(Cockpit.) | In conjunction with Instrument Man carry out the following:-  |
|    | (a) Junction box No. 1.                                      | (i) Remove cover.   |
|    | (b) External power supply switch.                            | (ii) Remove fuse No. 12 (2.5 amp.)<br>Set to 'ON'.  |
|    | (c) Turn and slip relay.                                     | (i) Examine for correct functioning.  |
|    |  | (ii) Ensure that alternative supply is made<br>through relay from fuse No. 18 (2.5 amp.)<br>Set to 'OFF'. |
|    | (d) External power supply switch.                            |   |
|    | (e) Junction box No. 1.                                      | Refit fuse No. 12 (2.5 amp.)  |
|    | (f) External power supply switch.                            | Set to 'ON'.  |
|    | (g) Turn and slip relay.                                     | (i) Examine for correct functioning.  |
|    |  | (ii) Ensure that normal supply is made,<br>through relay, from fuse No. 12 (2.5 amp.)                     |

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(Continued overleaf)

4. (Contd.)

(h) Junction box No. 1.

Refit cover.

5. 'G4F' Compass  
A.C. supply.

- (i) In conjunction with Instrument N.C.O. check voltage and frequency output of compass inverter using an A.C. test voltmeter and frequency meter.
- (ii) Voltage output is to be within 115 to 120 volts A.C. Frequency is to be 395 cycles plus or minus 5 cycles.

6. Cockpit.

(a) Undercarriage  
indicator.

- (i) Ensure that GREEN lamps are illuminated.
- (ii) During retraction test examine for correct operation ensuring that the lights are checked individually as each leg lock is broken.

(b) Changeover switch.

Operate and ensure that spare GREEN lamps illuminate.

(c) Day/Night screen.

(d) Throttle warning  
light circuit.

(e) External undercarriage  
position indicator  
light.

Examine by operation, for correct functioning.

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Sheet No. 10  
ELECTRICAL

800 HOUR SERVICING  
N.C.O.

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Item  
No.

ITEM

OPERATION

7. This Item is applicable only if Armament equipment is fitted.  
Armament Circuits.
- |                          |   |   |
|--------------------------|---|---|
| (a) Gun firing circuits. | ) | In conjunction with Armament N.C.O. examine,  |
| (b) Bomb circuits.       | ) | by operation, for correct functioning.        |
| (c) R.P. circuits.       | ) |   |
| (d) Camera circuits.     |   | In conjunction with Photographic Man examine, |
|                          |   | by operation, for correct functioning.        |
8. This Item is applicable only if Armament equipment is not fitted.  
Assisted by Man, carry out the following functional tests of Armament electrical circuits.
- |                         |       |   |
|-------------------------|-------|---|
| (a) Camera gun circuit. | (i)   | Insert lamp in camera supply socket.  |
|                         | (ii)  | Set camera master switch to 'ON'.   |
|                         | (iii) | Press the camera operating button on the control column and ensure test lamp illuminates. |

8. (Contd.)

- (b) R.P. circuits.
- (c) Camera circuits.

- (i) Insert test lamps in R.P. mainplane sockets and ensure that safety break plugs in wheel wells are connected.
- (ii) Set the auto-selector switch to No. 1 and the Pairs/Salvo switch to 'PAIRS'.
- (iii) Set the Bombs/R.P. switch to 'R.P.' and observe that test lamps do not illuminate.
- (iv) With nose wheel retracted, press the camera operating button on the control column and ensure that test lamp in camera supply socket continues to illuminate when pressure is removed from operating button.
- (v) Press R.P. firing button and ensure that test lamp in camera supply socket extinguishes and that test lamps connected to No. 1 R.P. station illuminate.
- (vi) Release the R.P. firing button and observe that the auto-selector moves to 'No. 2'.
- (vii) Set Camera master switch to 'OFF'.
- (viii) Press and release R.P. firing button three times and observe that auto-selector moves to '3', '4' and '1' in turn and that test lamps in R.P. supply sockets illuminate and extinguish in correct sequence.

(Continued)

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ELECTRICAL

800 HOUR SERVICING  
N.C.O.

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Item  
No.

ITEM

OPERATION

8. (Contd.)

- (b) R.P. circuits.
- (c) Camera circuits.

- ) (ix) Set Pairs/Salvo switch to 'SALVO'.
- ) (x) Press R.P. firing button twice and observe that test lamps in R.P. supply sockets illuminate in correct sequence.
- (xi) Set Bomb/R.P. master switch to 'OFF'.
- (xii) Press R.P. firing button and observe that test lamps do not illuminate.
- (xiii) Set Pairs/Salvo switch to 'PAIRS' and auto-selector to 'No. 1'.
- (xiv) Remove test lamps from R.P. sockets and camera socket. Disconnect safety plugs in wheel wells and correctly stow.
- (i) Insert test lamps in mainplane bomb supply sockets.
- (ii) Set Bomb/R.P. switch to 'BOMBS'.
- (iii) Set distributor switch to 'SINGLE AND SALVO'.

(d) Bomb release circuit.

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(Continued overleaf)

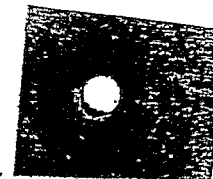
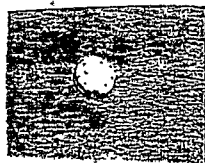
8. (Contd.)

- (iv) Set port bomb selector switch to 'ON'.
- (v) Press bomb firing button and observe that test lamp, connected to port bomb supply socket, illuminates. Observe that test lamp extinguishes when bomb firing button is released.
- (vi) Repeat Operations (iv) and (v) for starboard bomb selector switch and test lamp connected to starboard bomb supply socket.
- (vii) Set port and starboard selector switches to 'ON'.
- (viii) Set distributor switch to 'DISTRIBUTOR'.
- (ix) Press bomb firing button and observe that both port and starboard test lamps are illuminated rapidly in sequence.
- (x) Examine nose and tail fusing circuits, by operation, for correct functioning using test lamps.
- (xi) Remove test lamps.
- (xii) Set all switches to 'OFF'.
- (i) Insert test lamps in gun supply sockets.
- (ii) Set firing button to 'FIRE'.

(e) Gun firing circuit.

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(Continued)



Sheet No.12  
Issued with:-  
A.L. No.1.  
ELECTRICAL

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No.

ITEM

OPERATION

- |   |   |
|---|---|
| 8. (Contd.)<br>(e) Gun firing circuit.      | (iii) Press firing button and observe that test lamps do not illuminate.<br>(iv) With nose wheel retracted press firing button and observe test lamps for correct illumination.   |
| 9. Undercarriage emergency override switch. | (i) Ensure that ground locks are in position.<br>(ii) Ensure that undercarriage emergency override switch is set to 'OFF'.<br>(iii) Manually operate selector micro switch and ensure that lever lock plunger does not function.<br>(iv) Set undercarriage emergency override switch to 'ON'.<br>(v) Manually operate selector micro switch and ensure that lever lock plunger functions correctly. |

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(Continued overleaf)

9.(Contd.)

- (vi) Set undercarriage emergency override switch to 'OFF' and lock with 26 S.W.G. copper locking wire through hole at switch lever base.

10. Fire Extinguisher System.

(a) Warning light.

Observe for correct illumination when Man operates flame switches.

(b) Fire push switch.

Operate. Man is to ensure that test lamp, in fire extinguisher container supply socket, illuminates correctly whilst button is pressed and extinguishes when button is released.

11. Fire detector switches.  
(27N/90, 27N/91, 27N/107.)  
(Engine Bay.)

- (i) Remove fire warning circuit fuse.
- (ii) Remove engine fire warning lamp.
- (iii) Remove two holding bolts from one easily accessible switch.
- (iv) Remove cover plate.
- (v) Check insulation resistance using Type 'C' 250 volt, insulation resistance tester between each terminal. Minimum permissible reading 20000 ohms.
- (vi) Check insulation resistance using Type 'C' 250 volt insulation resistance tester, between each terminal and earth. Minimum permissible reading. 20000 ohms.

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(Continued)

Sheet No.13  
Issued with:-  
A.I. No.1  
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800 HOUR SERVICING  
N.C.O.

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No.

ITEM

OPERATION

11. (Contd.)

- (vii) Refit engine fire warning lamp.
- (viii) Refit fire warning circuit fuse.
- (ix) Bridge terminals of switch and ensure appropriate fire warning lamp is illuminated.
- (x) Remove bridge and ensure fire warning lamp is extinguished.
- (xi) Refit cover plate and two holding bolts.





Sheet No.14  
Issued with:-  
A.E. No.1  
ELECTRICAL

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N.C.O.

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Item  
No.

ITEM

OPERATION

POST HANGAR SERVICING.

Carry out general supervision as required and following items as detailed:-

1. This item is applicable only if replacement engine has Goblin Mod.984 embodied.  
High energy. (i) Disconnect L.T. cable connections when  
ignition units.. (ii) requested by Engine N.C.O.  
Connect L.T. cable connections when  
requested by Engine N.C.O.
2. This Item is applicable only when Mod.393 has been embodied and is to be carried  
out in conjunction with Engine N.C.O. immediately after flight or engine ground run  
of at least 20 minutes. Instruments used during test are to be calibrated  
periodically against a known master indicator, e.g. a Type 'D' or 'F' testmeter  
used in accordance with A.P.3158, Vol.2, Leaflet J.2, Appendix 'B'.  
Generator control system. (i) Assisted by Man, position battery trolley  
(Type 'A' voltage beside the aircraft and plug in to starter  
regulator and cut-out unit.) socket. Set the Ground/Flight switch to  
'GROUND' (Continued overleaf)

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Sheet No.14  
Issued with:-  
A.L. No.1  
ELECTRICAL

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item:  
No.

ITEM

OPERATION

POST HANGAR SERVICING.

Carry out general supervision as required and following items as detailed:-

1. This item is applicable only if replacement engine has Goblin Mod.984 embodied.  
High energy. (i) Disconnect L.T. cable connections when  
ignition units. requested by Engine N.C.O.  
(ii) Connect L.T. cable connections when  
requested by Engine N.C.O.
2. This Item is applicable only when Mod.393 has been embodied and is to be carried  
out in conjunction with Engine N.C.O. immediately after flight or engine ground run  
of at least 20 minutes. Instruments used during test are to be calibrated  
periodically against a known master indicator, e.g. a Type 'D' or 'F' testmeter  
used in accordance with A.P.3158, Vol.2, Leaflet J.2, Appendix 'B'.  
Generator control system. (i) Assisted by Man, position battery trolley  
(Type 'A' voltage beside the aircraft and plug in to starter  
regulator and cut-out unit.) socket. Set the Ground/Flight switch to  
SM.501 (12) (27201)259 'GROUND' (Continued overleaf)

Sheet No.15  
Issued with:-  
A.L. No.1  
ELF PRICAL

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

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ITEM

OPERATION

2. (Contd.)

Generator control system.  
(Type 'A' voltage  
regulator and cut-out unit.)

- (x) When engine has stopped, set the Ground/Flight switch to 'GROUND'.
- (xi) Remove all ground test equipment.
- (xii) Replace the main fuse and connect the cable from 'A Positive' to 'L Positive' on the voltage regulator.
- (xiii) Refit all covers.

3. This Item is applicable only to aircraft Pre Mod. 393 and is to be carried out in conjunction with Engine N.C.O. immediately after a flight or engine ground run of at least 20 minutes. Instruments used during test are to be calibrated periodically against a known master indicator, e.g. a Type 'D' or 'F' testmeter used in accordance with A.P.3158, Vol.2, Leaflet J.2, Appendix 'B'.  
Generator control system.  
(Type F.24 voltage regulator.)

- (i) Assisted by Man, position battery trolley beside the aircraft and plug in to 'Starter' socket. Set the Ground/Flight switch to 'FLIGHT'.

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(Continued overleaf)

3. (Contd.)

- (ii) Remove main fuse and connect voltmeter across 'G Positive' and 'G Negative' of voltage regulator.
- (iii) When the engine has started, set battery trolley switch to 'OFF', disconnect and remove trolley.
- (iv) Request Engine N.C.O. to run engine at cruising R.P.M. and check that the generator output remains steady at 28 volts. Adjust by means of voltage regulator trimmer as necessary.
- (v) Request Engine N.C.O. to run engine at maximum R.P.M. and check that the voltage remains steady at 28 volts plus or minus 0.5 volts.

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(Continued)

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ELECTRICAL  
AL R5

800 HOUR SERVICING  
N.C.O.

AP 4099E & G VOL 5, PT 4  
VAMPIRE F.B. MKS 5 & 9 AIRCRAFT  
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Item  
No.

Item

Operation

3. (Cont'd)

Generator control system.  
(Type F.24 voltage  
regulator).

- (vi) Place a dummy fuse and ammeter in main fuse holder and check that battery cut-out functions correctly as follows:  
Battery cut-out is to pull in at 26 to 27 volts and cut-out at a discharge current of between 5 and 10 amps.
- (vii) Set generator isolation switch to 'OFF' and ensure cut-out opens. Reset generator isolation switch and repeat cut-out tests.
- (viii) When engine has stopped, set the Ground/Flight switch to 'GROUND'.
- (ix) Remove all ground test equipment.
- (x) Replace the main fuse.
- (xi) Refit all covers.
- (xii) Using 20 amp fuse wire relock generator isolation switch in the 'ON' position.

4. Type 'BP1' Mk.4 Pulsometer  
pump.  
(If fitted).

- (i) After engine ground run request Engine NCO to close all fuel cocks between pump and engine.
- (ii) Connect portable ammeter into circuit.

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Sheet No. 16A  
ELECTRICAL  
AL R5

800 HOUR SERVICING  
N.C.O.

AP 4099E & G VOL 5, PT 4  
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- 
4. (Cont'd) (iii) Set switch to 'ON' and observe ammeter reading over a period of at least 30 seconds. A steady reading not exceeding 8.5 amps at 24 volts or 9 amps at 28 volts indicates a serviceable pump.
- (iv) Remove portable ammeter on completion of test.
5. Type S.P.E. 403 Mk 1 Pulsometer pump (If fitted) (i) After engine ground run, request Engine NCO to close all fuel cocks between pump and engine.
- (ii) Connect portable ammeter into circuit.
- (iii) Set switch to 'ON' and observe ammeter reading over a period of at least 30 seconds. A steady reading not exceeding 11 amps at 24 volts or 13 amps at 28 volts indicates a serviceable pump.
- (iv) Remove portable ammeter on completion of test.
6. Aircraft Generally Ensure that all tools, rags and other materials used during Electrical 800 Hour Servicing have been removed from the aircraft.

1. The first part of the document is a list of the names of the persons who have been named in the proceedings. The names are listed in alphabetical order, and each name is followed by a number indicating the page on which the name appears. The names are as follows:

1

2



Sheet No. 17  
ELECTRICAL

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol. 5 Pt. 4  
VAMPIRE F.B. MKS 5 & 9 AIRCRAFT  
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No.

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OPERATION

7. (a) Servicing record  
slips.  
(b) Form 700G.

} Sign for completing 800 Hour Servicing.  
)



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ELECTRICAL

800 HOUR SERVICING  
SUPPLEMENTARY SERVICING

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No.

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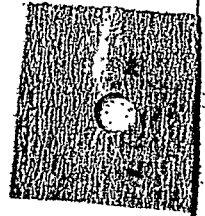
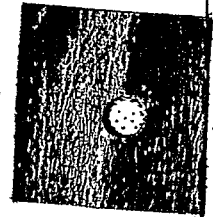
(Continued overleaf).

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No.

ITEM

OPERATION

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Sheet No. 19  
ELECTRICAL

800 HOUR SERVICING  
MAN

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

EQUIPMENT AND TOOLS

QTY.

Kits, tool, Electrician, to scale A.26, A.P.830, Vol.3, Pt. 'A'.	1
Brushes, varnish.	1
Spanners, box, double ended 1/8 in. x 3/16 in. B.S.W.	1
Handles, ratchet, 3/8 in. square drive.	1
Spanners, socket, bi-hexagonal 3/16 in. B.S.W.	1
Spanners, socket, bi-hexagonal 1/4 in. B.S.W.	1
Handles, ratchet, 9/32 in. square drive.	1
Torches, electric, Type 'C' )	
or )	1
Torches, electric, Type 'U' )	
Testers, fuse, pyrotechnic.	1
Test lamps, 24 volt.	4



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Issued with:-  
A.L. No.1  
ELECTRICAL

800 HOUR SERVICING  
MAN

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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SAFETY PRECAUTIONS

1. The discharge from the high energy ignition unit can be lethal, therefore, before commencing any servicing of the high energy ignition units, or on the H.T. wiring, the low tension plug is to be disconnected, the starter circuit-breaker is to be tripped, fuses removed and a period of one minute permitted to elapse. This allows the dissipation of stored capacitor energy and prevents inadvertent discharge. The high energy ignition units are not to be operated with H.T. cable disconnected. Display Air Diagram 5589.
2. Prior to operating the nose wheel micro switches ensure that all stoppages have been cleared and all guns unloaded.
3. When removing lead acid batteries, disconnect negative cable first. When fitting batteries, connect positive cable first.
4. When using silicone compound, care is to be taken to prevent compound making contact with the eyes.
5.
  - (a) All unused fuse positions are to be fitted with dummy fuses.
  - (b) When components are removed for Bay Servicing the appropriate circuit fuses are to be removed and dummy fuses are to be fitted.
  - (c) When circuit fuses are removed to facilitate servicing procedures, dummy fuses are to be fitted in all such fuse positions.
  - (d) On completion of servicing ensure all dummy fuses are removed and correct rating live fuses fitted, excepting dummy fuses in unused fuse positions.

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800 HOUR SERVICING  
MAN

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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SERVICING NOTES

1. Note items which need repair and inform N.C.O.
2. If any connections are broken, other than those detailed in the schedule, inform N.C.O. who will inspect when reconnection and locking have been completed.
3. The bonding of all components referred to in this schedule is to be examined for serviceability and good connection during course of servicing.
4. Before carrying out functional tests, plug in external electrical supply and switch 'ON'. Switch 'OFF' and disconnect on completion of test.
5. The threads of plugs and sockets disconnected during servicing are to be cleaned and lightly lubricated with grease, XG-275. If corrosion is observed on plug pins they are to be cleaned, dried and smeared with silicone compound. On no account is silicone compound to be allowed to come into contact with rubber cable or cleating.



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800 HOUR SERVICING  
MAN

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Item No.	ITEM	OPERATION
1.	General.	Read Safety Precautions and Servicing Notes.
2.	Assist N.C.O.as detailed.	
3.	Before commencing this Item ensure that Ground/Flight switch is set to 'GROUND'. Lead acid batteries.	Disconnect and remove.
4.	Cockpit. (a) Alkaline emergency battery.	Disconnect and remove.
	(b) Stowage and adjacent structure.	Examine for spilled electrolyte and corrosion. If found inform Airframe N.C.O. Neutralise affected areas with boric acid solution, clean and dry.
5.	This item is applicable only if engine has Goblin Mod. 984 embodied. High energy ignition units.	Disconnect.

6. Sub-item (b) of this Item is applicable only if Vampire Mod. 3238 is embodied.  
Engine Rear Cone.  
Fairing.  
(a) Downward )  
identification lamps. ) Disconnect plug and socket connections.  
(b) Flame switches. )
7. Engine.  
(a) Starter motor. )  
(b) Fuel pressure ) Disconnect.  
switch. )
8. Engine driven generator. Disconnect.
9. Batteries.  
(a) Lead acid batteries )  
(b) Alkaline ) Transport to Battery Charging  
emergency lighting ) Room.  
battery. )
10. Dunlop control handle. In conjunction with Airframe Man 'A',  
disconnect and remove for Bay Servicing.

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800 HOUR SERVICING  
MAN

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Item No.	ITEM	OPERATION
11.	Navigation light plug and socket connection. (Port tail cone.)	In conjunction with Airframe Man 'A' disconnect.
12.	Landing lamp. (Port mainplane.)	Disconnect and remove for Bay Servicing.
13.	Electrical Components. (a) Dunlop control handle. (b) Landing lamp.	) ) ) Transport to Bay.
14.	Fire extinguisher container, under port flap.	Disconnect.

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(Continued overleaf)

- |     |   |                       |  |
|-----|---|-----------------------|--|
| 15. | Voltage regulator and cut-out.<br>(Under starboard flap.)   |                       | Disconnect and remove for Bay Servicing.   |
| 16. | Type 100A inverter.<br>(Rear of nose wheel well.)   |                       | Disconnect and remove for Bay Servicing.   |
| 17. | Engine Compartment.<br>(a) Time delay switch.<br>(b) Type T.2 relays.<br>(2 off.)<br>(c) Resistors. | )<br>)<br>)<br>)<br>) | Disconnect and remove for Bay Servicing.<br><br>(i) Clean.<br>(ii) Examine for damage. |
| 18. | Slow engagement relay.<br>(Engine compartment.)   |                       | Disconnect and remove for Bay Servicing.   |
| 19. | Ground/Flight switch.<br>(Engine compartment.)  |                       | Disconnect and remove for Bay Servicing.   |

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800 HOUR SERVICING  
MAN

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Item  
No.

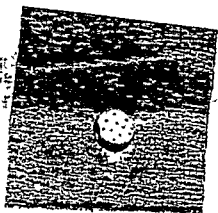
ITEM

OPERATION

20. This Item is applicable only if replacement engine has not Goblin Mod. 984 embodied. If not applicable substitute Open Time.  
Booster coils. (i) Disconnect and remove for Bay Servicing.  
(Engine compartment.) (ii) Fit and connect serviced booster coils.
21. Type Q.1 gun firing relays. Disconnect and remove for Bay Servicing.  
(3 off.)  
(Gun compartment.)
22. Bomb Distributor. Disconnect and remove for Bay Servicing.  
(Cockpit.)
23. Compass Junction Box. Disconnect and remove complete for  
(Cockpit.) Bay Servicing.

- |     |  |   |   |
|-----|--|---|---|
| 24. | Auto-selector switch.<br>(Cockpit.)        |   | Disconnect and remove for Bay Servicing.                            |
| 25. | Type '22' Voltage Regulator.<br>(Cockpit.) |   | Disconnect and remove for Bay Servicing.                            |
| 26. | Junction Box No. 1                         |   |   |
|     | (a) Cover.                                 | ) | Remove.   |
|     | (b) Type 'P1' relay.                       | ) |   |
|     | (c) Type 'P2' relays.<br>(2 off.)          | ) | Disconnect and remove for<br>Bay Servicing.                         |
|     | (d) Type 'Q1' relay.                       | ) |   |
|     | (e) Cover.                                 |   | Refit.  |
| 27. | Venner time switch.<br>(Cockpit.)          |   | Disconnect, remove and hand to Instrument<br>Man for Bay Servicing. |
| 28. | Type Q.1.<br>Starter relay.<br>(Cockpit.)  |   | Disconnect and remove for Bay Servicing.                            |

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800 HOUR SERVICING  
MAN

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No.

ITEM

OPERATION

29. Cockpit.  
(a) Type Q.3 turn and slip relay. )  
(b) Type 12 control panel. ) Disconnect and remove for Bay Servicing.
30. This Item is applicable only if R.I. compass inverter is fitted.  
If not fitted substitute Open Time.  
R.I. compass inverter. (i) Disconnect and remove for Bay Servicing.  
(Cockpit.) (ii) Fit and connect serviced inverter.
31. Type 'S' relays. .  
Examine contacts for signs of pitting and burning.  
Note:- If found remove for Bay Servicing.  
Fit and connect serviced relays.

31A. Fire warning system.

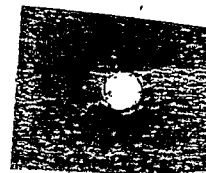
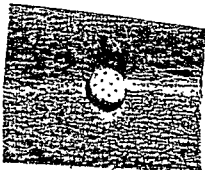
- (i) Remove and dispose of existing fuse.
- (ii) Fit new fuse.

32. Electrical Components.

- (a) Voltage regulator and cut-out.
- (b) Type 100A inverter.
- (c) Time delay switch.
- (d) Type T.2 relays.
- (e) Slow engagement relay.
- (f) Ground/Flight switch.
- (g) Type 'Q' gun firing relays.
- (h) Type 'Q' relays. (Cockpit.)
- (j) Type 'P' relays.
- (k) Generator.
- (l) Bomb distributor.
- (m) Compass junction box.
- (n) Auto-selector switch.
- (o) Type '22' voltage regulator.
- (p) Type '12' control panel.

Transport to Bay.

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ITEM

OPERATION

32. (Contd.)

Electrical Components.

(q) Dunlop control handle.

Transport to aircraft.

33. Sub-item (a) of this Item is applicable only if Vampire Mod. No. 3238 is embodied.

Engine (rear cone  
fairing.)

(a) Flame switches.

(i) Clean.

(ii) Examine for damage.

(b) Electric cables.

(i) Clean.

(ii) Examine for contamination by fuel, oil  
or grease and for deterioration.

(iii) Examine for correct cleating.

34. Dunlop control handle.

In conjunction with Airframe Man 'A'  
connect serviced handle.

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(Continued overleaf)

35. Leg operating lever micro switch.  
(Port undercarriage.) Remove switch and mounting complete from front diaphragm and stow in mainplane. Do not disconnect electric cables.
36. Leg operating lever micro switch.  
(Starboard undercarriage.) Remove switch and mounting bracket complete from front diaphragm and stow in mainplane. Do not disconnect electric cables.
37. Nose Compartment.  
(a) External undercarriage position indicator. )  
(b) Electric cable connections. )  
(c) Electric cables. )
- (i) Clean.  
(ii) Examine for damage.
- (i) Clean.  
(ii) Examine for contamination by fuel, grease or oil, and for deterioration.  
(iii) Examine for correct cleating.
38. Suppressors.  
(Cockpit.)
- (i) Remove covers.  
(ii) Examine internally for corrosion and deterioration.  
(iii) Refit covers.

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800 HOUR SERVICING  
MAN

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Item  
No.

ITEM

OPERATION

- |     |                          |   |  |
|-----|--------------------------|---|--|
| 39. | Junction box No. 1.      |   |  |
|     | (a) Cover.               |   | Remove.  |
|     | (b) Internal wiring.     |   | Examine for deterioration of insulation.                                     |
|     | (c) Fuses.               |   | (i) Clean.   |
|     |                          |   | (ii) Examine for correct rating and good condition.                          |
|     | (d) Cover.               |   | Refit.   |
| 40. | Cockpit.                 |   |  |
|     | (a) Switches.            | ) | (i) Clean.   |
|     | (b) Lever lock solenoid. | ) | (ii) Examine for damage.   |
| 41. | Electric cables.         |   |  |
|     | (Cockpit.)               |   | (i) Clean.   |
|     |                          |   | (ii) Examine for contamination by fuel, oil or grease and for deterioration. |
|     |                          |   | (iii) Examine for correct cleating.  |

42. Undercarriage lever lock  
micro switch.  
(Cockpit.)

- (i) Clean.
- (ii) Examine for damage.
- (iii) Examine rubber cowl for correct fitting and freedom from cracks.
- (iv) Operate. The switch is to operate smartly with no tendency to sluggishness.

43. Gun Compartment.  
(a) Compartment light.  
(b) Electric cables.

- (i) Clean.
- (ii) Examine for damage.
- (i) Clean.
- (ii) Examine for contamination by fuel, grease or oil, and for deterioration.
- (iii) Examine for correct cleating.

44. Pulsometer pump  
suppressor.  
(Gun compartment.)

- (i) Remove cover.
- (ii) Examine internally for corrosion and deterioration.
- (iii) Refit cover.

45. Gun Compartment.  
(a) Lead acid battery  
connecting lugs.

Clean and grease with protective  
PX-7.

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(Continued)

Sheet No. 28  
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800 HOUR SERVICING  
MAN

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No.

ITEM

OPERATION

45. (Contd.)

Gun Compartment.

(b). Lead acid battery  
stowage and adjacent  
structure.

- (i) Examine for spilled electrolyte and corrosion. If found, neutralise affected areas with bicarbonate of soda solution and inform Airframe N.C.O.
- (ii) Paint affected areas with anti-sulphuric paint when detailed by Airframe N.C.O.

46. Engine Compartment.

(a) No. 2 junction box.

- (i) Clean.
- (ii) Remove cover.
- (iii) Examine fuses for correct rating and good condition.
- (iv) Examine internal electric cables for contamination by fuel, oil or grease and for deterioration.
- (v) Refit cover.

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(Continued overleaf)

46. (Contd.)

(b) R.P. resistance  
relay box.

- (i) Remove cover.
- (ii) Examine relay contacts, resistance and coils for signs of overheating.
- (iii) Refit cover.

47. Micro switch.

(Engine bulkhead.)

- (i) Clean.
- (ii) Examine for damage.
- (iii) Examine rubber cowl for correct fitting and freedom from cracks.
- (iv) Operate. The switch is to operate smartly with no tendency to sluggishness.
- (v) Seal cable entries and channels with P.I.C. No. 2.

48. Engine Compartment.

(a) Starter socket.

(b) External supply  
socket.

- (i) Clean.
- (ii) Examine for damage.
- (iii) Rotate cover against spring tension. Ensure that when cover is released it returns to its original position.



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800 HOUR SERVICING  
MAN

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No.

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OPERATION

49. Electric cables.  
(Engine compartment.)

- (i) Clean.
- (ii) Examine for contamination by fuel, oil or grease and for deterioration.
- (iii) Examine for correct cleating.

50. Navigation light  
cover.

Examine for damage. If found report to  
Airframe N.C.O.

51. Electric cables.  
(Starboard mainplane.)

- (i) Clean.
- (ii) Examine for contamination by fuel, oil or grease and for deterioration.
- (iii) Examine for correct cleating.

52. Generator suppressor.  
(Under starboard flap.)

- (i) Remove cover.
- (ii) Examine internally for corrosion and deterioration.
- (iii) Refit cover.
- (iv) Tape up cover and dope with a cellulose lacquer.

(Continued overleaf)

53. This Item is applicable only to NON CARTRIDGE OPERATED fire extinguishers.  
Fire extinguisher container.  
(Under port flap.) Test fuse in extinguisher operating head, using fuse tester. If found faulty, inform Engine N.C.O.
54. Electric cables.  
(Port mainplane.) (i) Clean.  
(ii) Examine for contamination by fuel, grease or oil, and for deterioration.  
(iii) Examine for correct cleating.
55. Navigation light cover.  
(Port mainplane.) Examine for damage. If found report to Airframe N.C.O.
56. Electric cables.  
(Port boom.) (i) Clean.  
(ii) Examine for contamination by fuel, grease or oil, and for deterioration.  
(iii) Examine for correct cleating.
57. Nose Undercarriage.  
(a) Micro switches. (i) Clean.  
(ii) Examine for damage.  
(iii) Examine rubber cowls for correct fitting and freedom from cracks.

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800 HOUR SERVICING  
MAN

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Item  
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ITEM

OPERATION

57. (Contd.)  
Nose Undercarriage.  
(a) Micro switches.

(b) Electric cables.

58. Port Undercarriage.  
(a) Micro switches.

- (iv) Operate. The switches are to operate smartly, with no tendency to sluggishness.
- (v) Seal cable entries and channels with P.I.C. No. 2.
- (i) Clean.
- (ii) Examine for contamination by fuel, oil or grease and for deterioration.
- (iii) Examine for correct cleating.
- (i) Clean.
- (ii) Examine for damage.
- (iii) Examine rubber cowls for correct fitting and freedom from cracks.

58. (Contd.)

(b) Electric cables.

(c) Leg lock micro  
switch electric cable.

- (iv) Operate. The switches are to operate smartly with no tendency to sluggishness.
- (v) Seal cable entries and channels with P.I.C. No. 2.
  - (i) Clean.
  - (ii) Examine for contamination by fuel, grease or oil, and for deterioration.
  - (iii) Examine for correct cleating.
- (i) Disconnect at leg lock micro switch and at terminal block, and remove cable.
- (ii) Slide off P.V.C. covering and examine cable for cracks and fractures.
- (iii) Check for continuity.
- (iv) Examine cable for damage. If found, fit Quin Pren 6 cable and refit P.V.C. covering.
- (v) Fit cable and connect at leg lock micro switch and terminal block.

59. Starboard Undercarriage.

(a) Micro switches.

- (i) Clean.
- (ii) Examine for damage.
- (iii) Examine rubber cowls for correct fitting and freedom from cracks.

(Continued)

Sheet No. 31  
ELECTRICAL

800 HOUR SERVICING  
MAN

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item No.	ITEM	OPERATION
59. (Contd.)		
	Starboard Undercarriage.	
	(a) Micro switches.	(iv) Operate. The switches are to operate smartly, with no tendency to sluggishness.
		(v) Seal cable entries and channels with P.I.C. No. 2.
	(b) Electric cables.	(i) Clean.
		(ii) Examine for contamination by fuel, grease or oil, and for deterioration.
		(iii) Examine for correct cleating.
	(c) Leg lock micro switch electric cable.	(i) Disconnect at leg-lock micro switch and at terminal block, and remove cable.
		(ii) Slide off P.V.C. covering and examine cable for cracks and fractures.
		(iii) Check for continuity.

59. (Contd.)

- (iv) Examine cable for damage. If found, fit Quin Fren 6 cable and refit P.V.C. covering.
- (v) Fit cable and connect at leg lock micro switch and terminal block.

60. Electrical Components.

- (a) Landing lamp.
- (b) Regulator and cut-out unit.
- (c) Time delay switch.
- (d) Type 'T2' relays.
- (e) Slow engagement relay.
- (f) Ground/Flight switch.
- (g) Gun firing relays.
- (h) Type 'Q' relays.  
(Cockpit.)
- (j) Type 'P' relays.
- (k) Generator.
- (l) Bomb distributor.
- (m) Compass junction box.
- (n) Auto-selector switch.
- (o) Type '22' regulator.
- (p) Type '100A' inverter.
- (q) Type '12' control panel.

Transport to aircraft.

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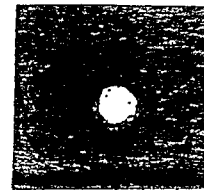
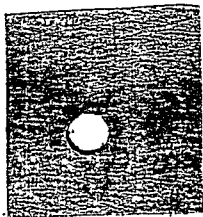
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800 HOUR SERVICING  
MAN

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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Item No.	ITEM	OPERATION
61.	Type Q.1 gun firing relays. (3 off.) (Gun compartment.)	Fit and connect serviced relays.
62.	Cockpit. (a) Type Q.3 turn and slip relay. (b) Type 12 control panel.	Fit and connect serviced relay. Fit and connect serviced panel.
63.	Venner time switch. (Cockpit.)	Obtain serviced switch from Instrument Man, fit and connect.
64.	Engine Compartment. (a) Time delay switch. (b) Type T.2 relays. (2 off.)	) Fit and connect serviced delay ) switch and relays. )

- |  |   |
|--|---|
| 65. Slow engagement relay.<br>(Engine compartment.)                    | Fit and connect serviced relay.                                   |
| 66. Ground/Flight switch.<br>(Engine compartment.)                     | Fit and connect serviced switch.                                  |
| 67. Type 100A inverter.<br>(Rear of nose wheel well.)                  | Fit and connect serviced inverter.                                |
| 68. Landing lamp.<br>(Port mainplane.)                                 | Fit and connect serviced lamp.                                    |
| 69. Regulator and cut-out unit.<br>(Under starboard flap.)             | Fit and connect serviced unit.                                    |
| 70. Leg operating lever<br>micro switch.<br>(Starboard undercarriage.) | Refit switch and mounting bracket<br>complete to front diaphragm. |
| 71. Leg operating lever<br>micro switch.<br>(Port undercarriage.)      | Refit switch and mounting bracket complete<br>to front diaphragm. |
| 72. Bomb distributor.<br>(Cockpit.)<br>(27201) 296                     | Fit and connect serviced distributor.                             |





Sheet No. 33  
ELECTRICAL

800 HOUR SERVICING  
MAN

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Item No.	ITEM	OPERATION
73.	Compass Junction Box. (Cockpit.)	Fit and connect serviced box complete.
74.	Type '22' Regulator. (Cockpit.)	Fit and connect serviced regulator.
75.	Auto-Selector Switch. (Cockpit.)	Fit and connect serviced switch.
76.	Junction Box No. 1.	
	(a) Cover.	Remove.
	(b) Type 'P1' relay.	
	(c) Type 'P2' relays. (2 off.)	Fit and connect serviced relay.
	(d) Type 'Q1' relay.	
	(e) Cover.	Refit.

77. Starter relay, Type Q.1.  
(Cockpit.) Fit and connect serviced relay.
78. Navigation light.  
(Port tail cone.) (i) Clean.  
(ii) Examine for damage.  
(iii) Examine electric cable connections  
for security of attachment.
79. Navigation light plug and  
socket connection.  
(Port tail cone.) In conjunction with Airframe Man 'A',  
connect.
80. Engine driven generator. Connect.
81. Engine.  
(a) Starter motor. ) Connect.  
(b) Fuel pressure switch. )
82. This Item is applicable only if replacement engine has Goblin Mod. 984 embodied.  
High energy Connect.  
ignition units.

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800 HOUR SERVICING  
MAN

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Item  
No.

ITEM

OPERATION

83. Sub-item (b) of this Item is applicable only if Vampire Mod. 3238 is embodied.  
Engine Rear Cone  
Fairing.  
(a) Downward identification lamps. )  
(b) Flame switches. ) Connect plug and socket connections.
84. Bonding test. Assist N.C.O. to carry out test as detailed.
85. Batteries.  
(a) Lead acid batteries. )  
(b) Alkaline emergency lighting battery. ) Transport to aircraft.

86. (a) Lead acid battery  
stowage.

(i) Ensure that the 3/8 in. long dowels  
at inner end of battery tray and the  
1/2 in. long dowels under the battery  
tray are undamaged and fit correctly  
into the locating holes in the outer  
tray.

(b) Lead acid batteries.

(i) Fit and connect serviced batteries.  
(ii) Insulate exposed battery terminals  
with insulating tape.

87. Armament Circuits.

- (a) Camera circuits.
- (b) Gun firing circuits.
- (c) Bomb circuits.
- (d) R.P. circuits.

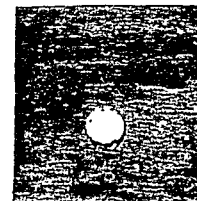
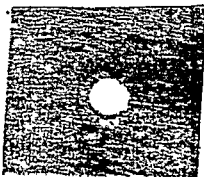
} Assist N.C.O. to carry out  
functional tests.  
)

88. Fire Extinguisher System.

(a) Flame switches.

(i) Unscrew temperature sensitive head  
of any flame switch two turns only.  
N.C.O. will observe warning lamp for  
illumination.  
(ii) Tighten and lock sensitive head.  
N.C.O. will ensure warning lamp is  
extinguished.

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800 HOUR SERVICING  
MAN

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Item  
No.

ITEM

OPERATION

88. (Contd.)

Fire Extinguisher System.

(b) Container supply socket.

- (i) Insert test lamp.
- (ii) Examine test lamp for correct illumination when N.C.O. operates fire push button. Ensure that lamp is extinguished when N.C.O. releases push button.
- (iii) Remove test lamp.
- (iv) Connect supply socket to fire extinguisher container.

89. Aircraft generally.

Remove all tools, rags and other materials used during Electrical 800 Hour Servicing from the aircraft.

90. (a) Servicing record slips. )  
(b) Form 700G. )

Sign for completing 800 Hour Servicing.

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ELECTRICAL

800 HOUR SERVICING  
MAN

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VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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Item  
No.

ITEM

OPERATION

POST HANGAR SERVICING

Assist N.C.O. as detailed.

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Issued with:-  
A.L. No.1

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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# INDEX

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~ENGINES~



Sheet No. 1  
ENGINES

800 HOUR SERVICING  
SUPPLEMENTARY SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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Item  
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ITEM

OPERATION

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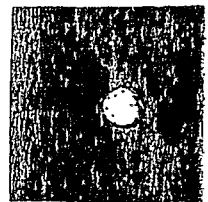
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OPERATION

ITEM

Item  
No.

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Sheet No. 2  
ENGINES

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

REF. No.

EQUIPMENT AND TOOLS

1A/3965	Kits, tool, Engine Fitter (S), to scale A.3,
1C/2275	A.P.830, Vol.3, Pt.'A'.
1C/2433	Cans, oil replenishing, 2 gallons.
1C/6183	Spanner, O.J., D.E., 1 1/4 in. B.S.W.
1C/59	Syringes, oil.
1C/73	Spanner, 'C', adjustable, medium.
4G/1019	Spanner, O.J., D.E., 9/16 in. x 5/8 in. B.S.W.
4G/2872	Spanner, O.J., D.E., 11/16 in. x 3/4 in. B.S.W.
4G/3964	Trays, drip, 6 ft. x 4 ft.
4G/4033	Slings, aero engine, Goblin.
4G/4342	Stands, engine, Goblin.
5A/2011	Creepers, servicing.
or	Mats, mainplane, Type 'C'.
5A/3908	Torches, electric, Type 'C'.
21C/328	Torches, electric, Type 'U'.
21C/367	Balances, spring, pedestal.
26FC/5922	Pails, iron, galvanised.
(27201)307	Bullet, guide, engine mounting bolts.

Required by:-			
NCO	A	B	Total
-	1	1	2
-	-	1	1
-	1	-	1
-	-	1	1
-	-	1	1
-	1	-	1
-	1	-	1
1	-	-	1
1	-	-	1
1	-	-	1
2	-	-	2
2	-	-	2
1	-	-	1
-	1	-	1
-	-	1	1
-	2	2	4

(Continued overleaf)

26FC/9012	Board, blanking, tail pipe.
26FC/9046	Board, blanking, air intake, port.
26FC/9047	Board, blanking air intake, starboard.
26FC/9054	Guard, wire, air intake, port.
26FC/9055	Guard, wire, air intake, starboard.
or	(Mk.5 aircraft.)
26FC/9057	Guard, wire, air intake, starboard.
	(Mk.9 aircraft.)
26FC/9104	Tool, adjusting, cowl ring stirrup.
27F/1951	Priming pumps, Ki-gass, Type 40 N.
N.I.V.	Beaker, calibrated.
Loc. Man.	Blanks, air intake engine.

1	-	-	1
1	-	-	1
1	-	-	1
1	-	-	1
1	-	-	1
1	-	-	1
2	-	-	2
1	-	-	1
2	-	-	2

#### SPARES

26FC/4309	Element, L.P. fuel filter.
26FC/8299	Element, L.P. fuel filter (Mod. 955).
26FC/3313	Washer jointing for booster pump.
26FC/2336	Washer jointing for booster pump securing bolts.
28F/8215	Washer jointing, drain pipe banjo connection.

As required.

" "

1

12

2

#### MATERIALS

For materials required see Master Materials List on Sheet No. 3 - General.

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Sheet No. 3  
ENGINES

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

SAFETY PRECAUTIONS

1. The discharge from the high energy ignition can be lethal, therefore before commencing any servicing on the high energy igniter plugs or on the H.T. wiring, the low tension plug is to be disconnected by the Electrical Man and a period of one minute permitted to elapse, this allows the dissipation of stored capacitor energy and prevents inadvertent discharge. The igniters are not to be operated with the H.T. leads disconnected. A.D.5589 is to be displayed.
2. Ground running of the engine is to be avoided, wherever possible, under conditions of a combination of dense fog and outside air temperatures in the region of 32 degrees Fahrenheit. These conditions can cause overheating of the engine and collapse of the intermediate air intake casings, due to icing up of the air intake guards.
3. Prior to operation of nose wheel micro switches ascertain from Armament Man that all stoppages have been cleared and all guns unloaded.





Sheet No. 4  
ENGINES

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

SERVICING NOTES

1. Inspect all repairs, replacements and modifications carried out. Where any connections are broken either for routine servicing or repair, inspect reconnection for security of attachment and correct locking.
2. Ensure crane is available for engine removal and for engine installation.
3. During the 800 Hour Servicing the engine is removed either to facilitate servicing or to replace time expired or unserviceable engine. The engine is to be serviced in accordance with A.P.4099E & G, Pt.6, Sect.4 Chap.2.
4. DAMAGE - 'Examine for damage' in this schedule means an examination to ascertain that the value or usefulness of the item has not been impaired by:-
  - (a) Insecurity of attachment.
  - (b) Cracks or fractures.
  - (c) Corrosion or contamination.
  - (d) Any form of distortion.
  - (e) Loose rivets.
  - (f) Chafing, fraying or scoring.
  - (g) Broken locking.

5. REPLENISH - The word 'replenish' when applied to liquids in this schedule incorporates the following operations where necessary:-
- (a) Remove cap(s) or cover(s) from filler orifices and/or drains.
  - (b) Clear orifices.
  - (c) Fill container as directed in the item operation.
  - (d) Ensure drains are free from obstructions.
  - (e) Ensure gasket(s) and cap(s) or cover(s) are free from damage.
  - (f) Refit cap(s) or cover(s).
  - (g) Fit locking devices as necessary.

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Sheet No. 5  
ENGINES

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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Item  
No.

ITEM

OPERATION

PRE HANGAR SERVICING

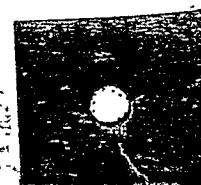
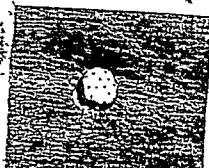
Carry out general supervision as required and following Items as detailed:-

1. General.
  - (i) Read Safety Precautions and Servicing Notes.
  - (ii) In conjunction with N.C.O. i/c Servicing examine Form 700G for reports of defects and life expired components and detail Men for rectification and replacement, as necessary.
2. Engine.
  - (i) Carry out a ground check in accordance with Ground Handling Notes.
  - (ii) Supervise fitting of air intake and jet pipe blanks.
3. Fuel system. Detail and supervise draining of fuel tanks.

4. Wing drop tanks.

- (i) Detail and supervise disconnection of pipelines for Armament N.C.O.
- (ii) Detail and supervise fitting of pipe blanks to mainplane connections.

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Sheet No. 6  
ENGINES  
AL R4

800 HOUR SERVICING  
N.C.O.

AP 4099E & G Vol 5 Pt4,  
VAMPIRE FB 5 & 9 AIRCRAFT  
1st Edition December 1958

ITEM

OPERATION

HANGAR SERVICING

Carry out general supervision as required and following items as detailed:

1. Engine.
  - (i) Ensure all disconnections have been made prior to engine removal.
  - (ii) Ensure all disconnected pipes will not foul engine during removal.
2. Engine
  - (i) Supervise fitting of sling.
  - (ii) Supervise removal from airframe and installation in engine stand.
3. L.P. fuel pump
  - (i) Supervise removal of unserviceable unit.
  - (ii) Supervise fitting of replacement unit.
4. Engine Compartment
  - a. Throttle Control.
  - b. H.P. Control.
  - c. L.P. Control.
  - (i) Operate to ensure full free independent movement of each control in the fireproof bulkhead lower layshaft.

NOTE: Any doubtful cases of layshaft bushes picking-up, are to be removed for strip investigation by M.U. Components Section.
5. Replacement Engine.
  - (i) Supervise cleaning of impeller.
  - (ii) Supervise fitting of sling.
  - (iii) Supervise removal from stand and installation in airframe.
  - (iv) Examine Teleflex conduits and flying control cable pulleys in bay for damage caused during installation of engine. If found, inform Airframe NCO.



Sheet No. 6A  
ENGINES  
AL R4

800 HOUR SERVICING  
N.C.O.

AP 4099E & G Vol. 5, Pt. 4,  
VAMPIRE FB 5 & 9 AIRCRAFT  
1st Edition December 1958

ITEM

OPERATION

6. Engine installation.      Examine all connections, fittings and bondings for damage and correct locking.
7. Sub-item (d) of this Item is applicable only to Mk. 5 Aircraft:  
Controls.
  - a. Throttle.
  - b. H.P. fuel cock.
  - c. L.P. fuel cock.
  - d. Cabin supercharger.

Assisted by Man 'A':

  - (i) Examine for full and free movement.
  - (ii) Ensure that control positions in cockpit correspond with component settings.
8. Aircraft generally.      Ensure that all tools, rags and other materials used during Engine 800 Hour Servicing have been removed from the aircraft. Supervise removal from vicinity of aircraft.
9. Ground equipment.





Sheet No. 7  
ENGINES

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item

No.

ITEM

OPERATION

POST HANGAR SERVICING

Carry out general supervision as required and following Items as detailed:-

1. Wing drop tanks.  
(If required.)
  - (i) Remove mainplane pipe connection blanks.
  - (ii) Detail and supervise connecting of pipelines in conjunction with Armament N.C.O.
2. This Item is only applicable if inboard mainplane fuel tanks or wing drop tanks have been removed and refitted.  
  
Fuel system. Carry out fuel flow check in accordance with A.P.4099E & G, Vol.1, Sect.4, Chap.3, Para.59.
3. Fuel system.
  - (i) Detail and supervise refuelling of aircraft.
  - (ii) Examine for fuel leaks, especially in vicinity of pulsometer pump.

4. (a) Front bearing.

Detail Men to prime with oil as follows:-

- (i) Disconnect oil supply pipe banjo union from metering pump body.
- (ii) Connect Ki-gass pump to banjo union.
- (iii) Gently force  $1/3$  pint of clean engine oil, specification as stated in Form 700G, into front bearing.

Note:- Do not disconnect Ki-gass pump until after completion of metered oil supply check.

(b) Rear bearing.

Detail Men to prime with oil as follows:-

- (i) Disconnect oil supply pipe banjo union from metering pump body.
- (ii) Connect flexible pipe to end of rear bearing oil supply pipe.
- (iii) Connect Ki-gass pump to flexible pipe.
- (iv) Gently force 50 to 100 c.c. of clean engine oil, specification as stated in Form 700G, into rear bearing.

Note:- Do not disconnect Ki-gass pump until after completion of metered oil supply check.

Sheet No. 8  
ENGINES

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & '9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

5. Fuel system.

Prime as follows:-

- (i) Disconnect the pipe from airframe fuel filter to engine fuel pump, at pump end.
- (ii) Open L.P. cock, and switch 'ON' pulsometer pump.
- (iii) When fuel discharges at full bore, reconnect pipe.
- (iv) Set pulsometer pump switch to 'OFF' and close L.P. cock.

6. Fuel system.

De-inhibit as follows:-

- (i) Request Electrical N.C.O. to disconnect the L.T. cables to high energy ignition units.
- (ii) Disconnect the anti-hammer pipe between the control box and the fuel pump at pump inlet connection and fit blanks to both unions.

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(Continued overleaf)

6. (Contd.)

- (iii) Disconnect fuel return spill pipe connection on forward face of the barostat and place a suitable container underneath to collect fluid which will be ejected.
- (iv) Place auxiliary starting switch to the 'ON' position.
- (v) With the throttle and high pressure fuel cut off levers in the 'CLOSED' position, simulate a start in accordance with the starting drill. Fuel will be ejected from the barostat return connection.
- (vi) Remove the blank from the disconnected end of the anti-hammer pipe and place the open end of the pipe into a suitable container to receive the expelled fluid.
- (vii) Move the H.P. cut off lever to the 'OPEN' position and simulate a second start. Immediately the starting cycle has been initiated (Starter button released) open the throttle fully. Immediately the engine has attained 1600-1700 R.P.M. move the H.P. fuel cut off lever to the 'CLOSED' position, when fuel will be expelled from the disconnected anti-hammer pipe.

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(Continued)

Sheet No. 9  
ENGINES

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G.Vol.5.Pt.4  
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Item  
No.

ITEM

OPERATION

6. (Contd.)

Fuel system.

- (viii) Reconnect the anti-hammer pipe between the control box and fuel pump, tighten and lock.
- (ix) Reconnect the fuel return pipe to connection on barostat, tighten and lock.
- (x) Place auxiliary starting switch to the 'OFF' position.
- (xi) Request Electrical N.C.O. to reconnect L.T. cables to high energy ignition units.

7. High pressure cock control.

Move H.P. cock control lever in cockpit through full range of movement and ensure that the lever on the H.P. cock at the engine contacts the fully 'OPEN' and fully 'CLOSED' stops.

8. High energy igniter plugs.

- (i) Ensure L.P. cock is set to the 'OFF' position.
- (ii) Press relight button and listen for a sharp crack of electrical discharge in combustion chamber.

9. Metered oil supply.

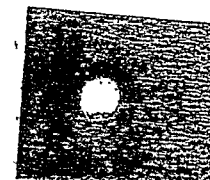
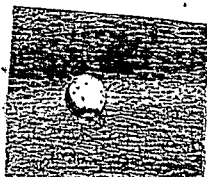
Carry out flow check as follows:-

- (i) Start engine in accordance with Ground Handling Notes.
- (ii) Run engine at 3000 R.P.M. Man will collect metered oil supply from pumps in calibrated beaker.  
Note:- Oil supply from front and rear bearing metering pumps is to be 3c.c. in 2 minutes and oil supply from overspeed metering pump is to be 1 c.c. in 2 minutes.
- (iii) While the engine is running the Ki-gass priming pumps are to be gently operated to keep oil feed pipes fully primed with oil.
- (iv) Stop engine.
- (v) Disconnect Ki-gass priming pumps and reconnect banjo unions to metering pumps.

Note:- During this Operation care is to be taken to ensure oil feed pipes are kept fully primed with oil.

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(Continued)\*



Sheet No. 10  
ENGINES

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

9. (Contd.)  
Metered oil supply. (vi) Tighten banjo bolts and lock with wire.
10. Fuel pipelines. Detail Man to check, as far as possible, for leaks during ground check.
11. Sub-item (b) of this Item, is to be carried out before completion of Engine Ground Check:-
- (a) Engine. Carry out ground check in accordance with Ground Handling Notes.
- (b) H.P. fuel cock control. With engine running at cruising R.P.M. and with an observer watching the fuel drains, operate the H.P. cock lever towards the 'CLOSED' position. No dumping of fuel is to take place until the control lever has moved at least 1/4 in. to the rear past the spring gate.

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(Continued overleaf)

12. Engine installation.

Examine for fuel and oil leaks.

13. Engine controls.

Arrange for an independent control check to be carried out in accordance with A.P.3158, Vol.2, Leaflet B.28.

14. Cowlings and access panels.

- (i) Detail and supervise refitting.
- (ii) Check that all fasteners at the upper and lower engine cowlings panels can be disengaged by slight leverage behind the fastener lever with the aid of a small screwdriver.
- (iii) Examine for signs of overstressing and damage.
- (iv) Adjust as necessary.
- (v) Examine cowlings, fairings and panels for flush fitting and security of attachment. A smooth contour is to be maintained over engine cowlings and particularly the joints between them. Steps between all cowlings are to be kept to a minimum and should never exceed 0.1 in.
- (vi) Ensure indicator markings are clearly marked and correspond with the 'LOCKED' position.

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Sheet No. 11

ENGINES

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G.Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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Item  
No.

ITEM

OPERATION

15. (a) Servicing Record Slips.  
(b) Form 700G.

} Sign for completing 800 Hour Servicing.



Sheet No. 12  
ENGINES

800 HOUR SERVICING  
SUPPLEMENTARY SERVICING  
MAN 'A'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

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ITEM

OPERATION

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ITEM

OPERATION

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Sheet No. 13  
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800 HOUR SERVICING  
MAN 'A'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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EQUIPMENT AND TOOLS

QTY.

Kits, tool, Engine Fitter (S), to scale A.3,  
A.P.830, Vol.3, Pt.'A'.  
Torches, electric, Type 'C' or Type 'U'.  
Balances, spring, pedestal.

1  
1  
1



Sheet No. 14  
ENGINES

800 HOUR SERVICING  
MAN 'A'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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#### SAFETY PRECAUTIONS

1. The discharge from the high energy ignition equipment can be lethal, therefore before commencing any servicing on high energy igniter plugs or on the H.T. wiring the low tension plug is to be disconnected by the Electrical Man and a period of one minute permitted to elapse, this allows the dissipation of stored capacitor energy and prevents inadvertent discharge. The igniters are not to be operated with H.T. leads disconnected. A.D.5589 is to be displayed.
2. Ground running of the engine is to be avoided, wherever possible, under conditions of a combination of dense fog and outside air temperatures in the region of 32 degrees Fahrenheit. These conditions can cause overheating of the engine and collapse of the intermediate air intake casings, due to icing up of the air intake guards.
3. Prior to operation of nosewheel micro switches ascertain from Armament Man that all stoppages have been cleared and all guns unloaded.





Sheet No. 15  
ENGINES

800 HOUR SERVICING  
MAN 'A'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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SERVICING NOTES

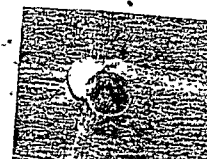
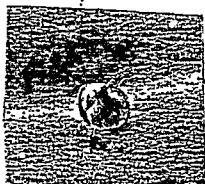
1. If any connections are broken, other than those detailed in the schedule, inform N.C.O. who will inspect when reconnection and locking has been completed.
2. The bonding of all components referred to in this schedule is to be examined for serviceability and good connection during the course of servicing.
3. When tightening Bundy type pipe union nuts the instructions given in A.P.4121, B and C, Vol.2 Pt.3, Sect.3, Chap.1, Paras.5(a), 5(b), 5(c), and 5(d) are to be strictly adhered to.
4. DAMAGE - 'Examine for damage' in this schedule means an examination to ascertain that the value or usefulness of the item has not been impaired by:-
  - (a) Insecurity of attachment.
  - (b) Cracks or fractures.
  - (c) Corrosion or contamination.
  - (d) Any form of distortion.
  - (e) Loose rivets.
  - (f) Chafing, fraying or scoring.
  - (g) Broken locking.

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(Continued overleaf)

5. REPLENISH - The word 'replenish' when applied to liquids in this schedule incorporates the following operations where necessary:-
- (a) Remove cap(s) or cover(s) from filler orifices and/or drains.
  - (b) Clear orifices.
  - (c) Fill container as directed in the item operation.
  - (d) Ensure drains are free from obstructions.
  - (e) Ensure gasket(s) and cap(s) or cover(s) are free from damage.
  - (f) Refit cap(s) or cover(s).
  - (g) Fit locking devices as necessary.

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Sheet No. 16  
ENGINES

800 HOUR SERVICING  
MAN 'A'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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Item  
No.

ITEM

OPERATION

PRE HANGAR SERVICING

1. General.

Read Safety Precautions and Servicing Notes.

2. Assist N.C.O. as detailed.



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Issued with:-  
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ENGINES

800 HOUR SERVICING  
MAN 'A'

A.P.4099E & G Vol.5 Pt.4  
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Item  
No.

ITEM

OPERATION

HANGAR SERVICING

1. Ground equipment.

Assisted by Man 'B', position the following  
around the aircraft:-

- (i) Drip tray.
- (ii) Mainplane mats.
- (iii) Servicing creepers.

2. Cowlings and access panels.

Assisted by Man 'B':-

- (i) Remove.
- (ii) Examine for accumulation of fuel, oil  
or foreign materials. If found, report  
to N.C.O.

SM.501 (16)

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(Continued overleaf)

3. In this Item, Sub-item (g) is applicable only to Pre Mod. 3418/3475,  
Sub-item (h) is applicable only to Post Mod. 3418/3475,  
Sub-items (j), (k) and (l) of this Item are applicable only to Mk.5 aircraft.  
Engine. (Top Port.)

- |   |  |
|---|--|
| (a) Compressor cooling duct.                    | (i) Disconnect at compressor.<br>(ii) Disconnect at support bracket. |
| (b) Compressor delivery pipe.                   | Disconnect at compressor.  |
| (c) Top cowling former.                         | Disconnect at wing root.   |
| (d) Fire extinguisher flexible pipe             | Disconnect at wing root.   |
| (e) Air intake joint rubber.                    | Disconnect at engine end.  |
| (f) Forward fire guard extension.               | Remove.  |
| (g) Fire detector switch bracket on wing root.  | Remove top nuts and bolts.   |
| (h) Extension fire shield support on wing root. | Remove top nuts and bolts.   |
| (j) Cabin supercharger silencer.                | (i) Disconnect at each end.<br>(ii) Remove.                          |
| (k) Cabin supercharger air inlet pipe.          | (i) Disconnect at each end.<br>(ii) Remove.                          |
| (l) Cabin supercharger control lever.           | Disconnect at supercharger.  |

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(Continued)

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ENGINES

800 HOUR SERVICING  
MAN 'A'

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Item No.	ITEM	OPERATION
4.	In this Item, Sub-item (d) is applicable only to Pre Mod. 3418/3475, Sub-item (e) is applicable only to Post Mod. 3418/3475. Engine. (Bottom Port.)	
	(a) Low pressure fuel filter.	(i) Disconnect outlet pipe. (ii) Disconnect inlet pipe at L.P. fuel cock. (iii) Remove fuel filter from support strut. (iv) Remove fuel pressure warning unit switch and hand to Instrument Man for Bay Servicing.
	(b) Throttle control.	Disconnect at throttle valve.
	(c) H.P. fuel cock control.	Disconnect at H.P. fuel cock.
	(d) Fire detector switch bracket on wing root.	(i) Remove bottom securing nuts and bolts. (ii) Secure clear of engine.
	(e) Extension fire shield support on wing root.	(i) Remove bottom securing nuts and bolts. (ii) Secure clear of engine.
	(f) Minimum pressure valve drain pipe.	Disconnect at minimum pressure valve.

SM.501 (17)

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(Continued overleaf)

4. (Contd.)
- (g) Fuel transfer pipe support clip. Disconnect from bottom cowling former.
  - (h) Fire extinguisher spray ring. Disconnect at union adjacent to H.P. fuel pump.
  - (j) Dump valve spill pipe. Disconnect at dump valve.
  - (k) Fuel pipe, bulkhead to barostat. Disconnect at Barostat.
5. Bottom cowling former. Assisted by Man 'B', remove.
6. Jet pipe fairing. | Assisted by Man 'B':-
- (i) Disconnect jet pipe drain.
  - (ii) Ensure Electrical Man has disconnected the leads to the downward identification light and fire detector switches.
  - (iii) Remove.
  - (iv) Examine for accumulation of fuel, oil or foreign materials. If found report to N.C.O.
7. Engine. Assisted by Man 'B':-
- (i) Fit sling.
  - (ii) Attach sling to crane and take weight of engine.
  - (iii) Remove bottom bearer bolts.
  - (iv) Remove top bearer bolts.
- (27201)340 (Continued)



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ENGINES

800 HOUR SERVICING  
MAN 'A'

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VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

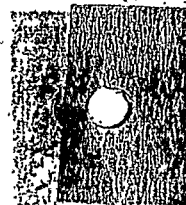
Item  
No.

ITEM

OPERATION

7. Engine. (Contd.)

- (v) Remove from airframe.
- (vi) Fit trunnions.
- (vii) Fit to engine stand.
- (viii) Fit air intake blanks.
- (ix) Release crane and remove sling.



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ENGINES

800 HOUR SERVICING  
MAN 'A'

A.P.4099E & G Vol.5 Pt.4  
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Item  
No.

ITEM

OPERATION

- |     |                            |   |
|-----|----------------------------|---|
| 8.  | L.P. Fuel filter.          | (i) Remove filter bowl and element.<br>(ii) Examine for deposits and clean bowl, using kerosine. If excessive deposits are found, report to N.C.O.<br>(iii) Fit new element.<br>(iv) Refit filter bowl and lock.  |
| 9.  | Engine.                    | Assisted by Man 'B', transport to Bay.  |
| 10. | (a) Engine mounting frame. | (i) Clean.<br>(ii) Examine for damage particularly in the vicinity of welds.<br>(iii) Check frame mounting bolts for damage and correct locking.<br>(iv) Examine struts for damage.<br>(v) Examine frame for damage.<br>(vi) Examine engine bearer bolt holes for elongation. |

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(Continued overleaf)

10. (Contd.)

(b) Bearer bolts.

Examine for damage, good fit in bearer struts and wear.

11. L.P. fuel cock.

Examine for leaks, and damage.

12. Engine Bay.

(a) Fuel pipelines.

(b) Oil pipelines.

(c) Air pipelines.

(d) Fire extinguisher pipelines.

(i) Examine for deterioration, leaks and damage.

(ii) Examine for acute bends and damage.

(iii) Examine supporting clips for correct packing and damage.

(iv) Examine locking devices on unions for damage.

(v) Check hose clips for tightness.

13. Sub-item (d) of this Item is applicable only to Mk.5 aircraft.

Controls.

(a) Throttle.

(b) H.P. cock.

(c) L.P. cock.

(d) Cabin supercharger.

Assisted by Man 'B' in cockpit, who will operate controls as required:-

(i) Examine Teleflex control boxes for damage.

(ii) Examine layshafts for damage.

(iii) Examine sprockets for correct alignment and damage.

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(Continued)

Sheet No. 20  
ENGINES

800 HOUR SERVICING  
MAN 'A'

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Item  
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ITEM

OPERATION

13. (Contd.)

Controls.

- (a) Throttle.
- (b) H.P. cock.
- (c) L.P. cock.
- (d) Cabin supercharger.

- (iv) Examine chains for cleanliness and damage.
- (v) Check tie rods for tension and tightness of locknuts and ensure rods are in safety.
- (vi) Examine tie rod fairleads for damage.
- (vii) Examine ball and socket joints for signs of wear and damage.
- (viii) Clean off all traces of grease from chains and sprockets.
- (ix) Lubricate chains and sprockets with oil, OM-150.
- (x) Lubricate pivot joints of controls with grease, XG-275.

14. Air intake ducts.

- (i) Examine for damage.
- (ii) Examine joint rubbers for deterioration and damage.

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(Continued overleaf)

15. Sub-items (a) and (d) of this Item are applicable only if non-explosive head type extinguisher is fitted.

(a) Fire extinguisher bottle.

- (i) Remove.
- (ii) Examine for damage and signs of discharge.
- (iii) Check contents by weighing. Container is to weight 9 3/4 lb. when full and approximately 4 lb. when empty.

(b) Fire extinguisher pipelines.

Ensure that line is clear by blowing through with compressed air.

(c) Fire extinguisher mounting bracket.

Examine for damage.

(d) Fire extinguisher bottle.

Refit.

16. This Item is applicable only if explosive head type fire extinguisher is fitted. Operations (ii) to (vii) inclusive are only applicable if fire extinguisher has been discharged.

Fire extinguisher bottle.

- (i) Examine for signs of discharge. Discharge is indicated by protrusion of plunger through head.
- (ii) Request Electrical Man to disconnect.
- (iii) Remove.
- (iv) Hand to Armament N.C.O.

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(Continued)

Sheet No. 21  
ENGINES

800 HOUR SERVICING  
MAN 'A'

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Item  
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ITEM

OPERATION

16. (Contd.)

Fire extinguisher bottle.

- (v) Obtain replacement item from Armament N.C.O.
- (vi) Fit replacement item.
- (vii) Request Electrical Man to reconnect leads.

17. Sub-item (d) and (e) of this Item are applicable only to Mk.5 aircraft.

- (a) Generator cooling duct.
- (b) Compressor cooling duct.
- (c) Gun heater pipes.
- (d) Supercharger air inlet pipe.
- (e) Supercharger silencer.

Examine for damage.

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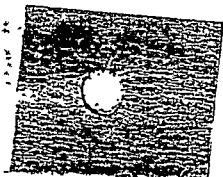
(Continued overleaf)

18. L.P. fuel pump.-  
(Main tank.)

- (1) Request Electrical Man to disconnect leads.
- (2) Disconnect and remove 'U' shaped delivery pipe complete with sealing washer.  
Note:- Care is to be taken not to damage Breeze connection.
- (3) Disconnect drain pipe from banjo on pump.
- (4) Remove retaining bolts complete with jointing washers.
- (5) Remove pump from tank.
- (6) Remove drain pipe banjo union from pump.
- (7) Hand to Electrical N.C.O.
- (8) Obtain new or reconditioned pump from Electrical N.C.O.
- (9) Fit drain pipe banjo to pump using new sealing washers.
- (10) Clean mounting flanges.
- (11) Examine mounting flanges for damage.
- (12) Examine 'U' shaped delivery pipe for damage and freedom from obstruction.
- (13) Fit 'U' shaped delivery pipe loosely to pump complete with sealing washer.
- (14) Apply jointing compound to new retaining bolt washers and new joint washer.

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(Continued)





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ENGINES

800 HOUR SERVICING  
MAN 'A'

A.P.4099E & G Vol.5 Pt.4  
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Item  
No.

ITEM

OPERATION

18. (Contd.)

L.P. fuel pump.  
(Main tank.)

- (15) Fit pump to tank using new joint washer and new retaining bolt washers.  
Note:- Do not overtighten retaining bolts.
- (16) Lock retaining bolts with 22 S.W.G. nickel alloy wire.
- (17) Reconnect 'U' shaped delivery pipe to tank, tighten and lock.
- (18) Reconnect 'U' shaped delivery pipe to pump, tighten and lock.  
Note:- Care is to be taken not to damage Breeze connection.
- (19) Examine drain pipe for damage and freedom from obstruction.
- (20) Reconnect drain pipe to pump banjo and lock.
- (21) Request Electrical Man to reconnect leads.

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(Continued overleaf)

19. Replacement engine.

Assisted by Man 'B' transport to aircraft.

20. Replacement engine.

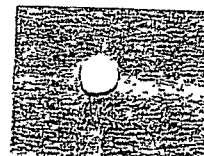
Assisted by Man 'B':-

- (i) Fit sling.
- (ii) Attach sling to crane and take weight of engine.
- (iii) Remove from engine stand.
- (iv) Remove trunnions.
- (v) Remove air intake blanks.
- (vi) Position in airframe.
- (vii) Fit two top bearer bolts.
- (viii) Fit two bottom bearer bolts.
- (ix) Ensure correct alignment of air intakes and fit air intake rubbers.

Note:- Maximum malalignment permitted is a step down of 0.20 in. in direction of air flow only. Gap between intermediate air intake duct and engine air intake duct is to be between 0.10 and 0.20 in. at any point.

- (x) Tighten top and bottom bearer bolts and lock with split pins.
- (xi) Remove sling.

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ENGINEES

800 HOUR SERVICING

MAN 'A'

A.P.4099E & G Vol.5 Pt.4

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Item

No.

ITEM

OPERATION

21. Bottom cowling former. Assisted by Man 'B', refit.
22. In this Item, Sub-item (c) is applicable only to Pre Mod. 3418/3475  
Sub-item (d) is applicable only to Post Mod. 3418/3475.  
Sub-items (h), (j) and (k) of this Item are applicable only to Mk.5 aircraft.  
Engine. (Top Port.)
- |                                |   |
|--------------------------------|---|
| (a) Compressor cooling duct.   | (i) Reconnect at compressor.                          |
|                                | (ii) Reconnect at support bracket.                    |
| (b) Compressor delivery pipe.  | Reconnect at compressor, tighten and lock.            |
| (c) Fire detector switch       | (i) Position.   |
| bracket on wing root.          | (ii) Fit securing nuts and bolts.                     |
| (d) Extension fire shield      | (i) Position.   |
| support on wing root.          | (ii) Fit nuts and bolts.                              |
| (e) Fire extinguisher flexible | (i) Reconnect at wing root, tighten and lock.         |
| pipe.                          | (ii) Ensure pipe does not foul flying control cables. |
| (f) Top cowling former.        | (i) Position.   |
|                                | (ii) Fit nut and bolt securing former to wing root.   |
- SM.501 (19) (27201)349 (Continued overleaf)

22. (Contd.)

- |  |  |
|--|--|
| (g) Forward fire guard extension.      | Refit.                                       |
| (h) Cabin supercharger control lever.  | Reconnect at supercharger, tighten and lock. |
| (j) Cabin supercharger silencer.       | } Refit.                                     |
| (k) Cabin supercharger air inlet pipe. |  |

23. In this Item, Sub-item (d) is applicable only to Pre Mod. 3418/3475.  
Sub-item (e) is applicable only to Post Mod. 3418/ 3475.

Engine. (Bottom Port.)

- |  |                       |  |
|--|-----------------------|--|
| (a) Throttle control.                          | } Reconnect and lock. | (i) Refit fuel pressure warning switch unit.   |
| (b) H.P. cock control.                         |                       | (ii) Refit filter to support strut.  |
| (c) L.P. fuel filter.                          |                       | (iii) Reconnect inlet pipe at L.P. cock and lock.  |
|  |                       | (iv) Reconnect outlet pipe.  |
| (d) Fire detector switch bracket on wing root. | (i)                   | Refit bottom securing nuts and bolts.  |
|  | (ii)                  | Ensure that the bracket does not foul the flying control wires and that there is at least 0.10 in. clearance between the fire detector switches and the combustion chambers. (S.I./Vampire/42 refers.) |

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(Continued)

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Issued with:-  
A.L. No. 1  
ENGINES

800 HOUR SERVICING  
MAN 'A'

A.P. 4099E & G Vol. 5 Pt. 4  
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Item  
No.

ITEM

OPERATION

23. (Contd.)

(e) Extension fire shield  
support on wing  
root.

(i) Refit bottom securing nuts and bolts.  
(ii) Ensure that the bracket does not foul the  
flying control cables. (S.I./Vampire/42  
refers.)

(f) Minimum pressure valve  
drain pipe.

Reconnect at minimum pressure valve and lock.

(g) Fuel transfer pipe  
support clip.

Reconnect to bottom cowling former.

(h) Fire extinguisher  
spray ring.

Reconnect at union adjacent to H.P. fuel pump  
and lock.

(j) Dump valve spill pipe.

Reconnect at dump valve, tighten and lock.

(k) Fuel pipe, bulkhead  
to barostat.

Reconnect at barostat, tighten and lock.

24. Jet pipe fairing.

Assisted by Man 'B':-

(i) Refit.

(ii) Connect jet pipe drain and lock.

SM.501 (20)

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(Continued overleaf)

25. Sub-item (d) of this Item is applicable only to Mk.5 aircraft.

Controls. (Cockpit.)

- (a) Throttle.
- (b) H.P. fuel cock.
- (c) L.P. fuel cock.
- (d) Cabin supercharger.

} Operate as required by N.C.O. for control check.

26. (a) Engine installation.  
(b) Aircraft generally.

} Remove all tools, rags and other materials used during Engine 800 Hour Servicing from the aircraft.

27. Ground equipment.

Assisted by Man 'B', remove from vicinity of aircraft.

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ENGINES

800 HOUR SERVICING  
MAN 'A'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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ITEM

OPERATION

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(Continued overleaf),

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ITEM

OPERATION

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ENGINES

800 HOUR SERVICING  
MAN 'A'

A.P.4099E & G Vol.5 Pt.4  
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Item  
No.

ITEM

OPERATION

POST HANGAR SERVICING

- |    |                            |   |
|----|----------------------------|---|
| 1. | Servicing Record Slips.    | Sign for completing 800 Hour Servicing. |
| 2. | Assist N.C.O. as detailed. |   |



Sheet No. 27  
ENGINES

800 HOUR SERVICING  
SUPPLEMENTARY SERVICING  
MAN 'B'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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OPERATION

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(Continued overleaf)

Item  
No.

ITEM

OPERATION

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Sheet No. 28

ENGINES

800 HOUR SERVICING  
MAN 'B'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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EQUIPMENT AND TOOLS

QTY.

Kits, tool, Engine Fitter (S), to scale A.3,	
A.P.830, Vol.3, Pt.'A'.	1
Spanner, 1 1/4 in. B.S.W.	1
Syringe, oil.	1
Spanner, O.J., D.E., 11/16 x 3/4 in. B.S.W.	1
Spanner, 'C', adjustable, medium.	1
Torches, electric, Type 'C' or 'U'.	1



Sheet No. 29  
ENGINES

800 HOUR SERVICING  
MAN 'B'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

#### SAFETY PRECAUTIONS

1. The discharge from the high energy ignition equipment can be lethal, therefore before commencing any servicing on the high energy igniter plugs or on the H.T. wiring, the low tension plug is to be disconnected by the Electrical Man and a period of one minute permitted to elapse, this allows the dissipation of stored capacitor energy and prevents inadvertent discharge. The igniters are not to be operated with the H.T. leads disconnected. A.P.5589 is to be displayed.
2. Ground running of the engine is to be avoided, wherever possible, under conditions of a combination of dense fog and outside air temperatures in the region of 32 degrees Fahrenheit. These conditions can cause overheating of the engine and collapse of the intermediate air intake casings due to icing up of the air intake guards.
3. Prior to operation of nose wheel micro switches ascertain from Armament Man that all stoppages have been cleared and all guns unloaded.





Sheet No. 30  
ENGINES

800 HOUR SERVICING  
MAN 'B'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

SERVICING NOTES

1. If any connections are broken, other than those detailed in the schedule, inform N.C.O. who will inspect when reconnection and locking has been completed.
2. The bonding of all components referred to in this schedule is to be examined for serviceability and good connection during the course of servicing.
3. When tightening Bundy type pipe union nuts the instructions given in A.P.4121, B and C, Vol.2, Pt.8, Section 3, Chapter 1, Paras. 5(a), 5(b), 5(c) and 5(d), are to be strictly adhered to.
4. DAMAGE - 'Examine for damage' in this schedule means an examination to ascertain that the value or usefulness of the item has not been impaired by:-
  - (a) Insecurity of attachment.
  - (b) Cracks or fractures.
  - (c) Corrosion or contamination.
  - (d) Any form of distortion.
  - (e) Loose rivets.
  - (f) Chafing, fraying or scoring.
  - (g) Broken locking.
5. REPLENISH - The word 'replenish' when applied to liquids in this schedule incorporates the following operations where necessary:-
  - (a) Remove cap(s) or cover(s) from filler orifices and/or drains.
  - (b) Clear orifices.

5. (Contd.)

- (c) Fill container as directed in the item operation.
- (d) Ensure drains are free from obstructions.
- (e) Ensure gasket(s) and cap(s) or cover(s) are free from damage.
- (f) Refit cap(s) or cover(s).
- (g) Fit locking devices as necessary.

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ENGINES

800 HOUR SERVICING  
MAN 'B'

A.P.4099E & G Vol.5 Pt.4  
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Item  
No.

ITEM

OPERATION

PRE HANGAR SERVICING

1. General. Read Safety Precautions and Servicing Notes.
2. Assist N.C.O. as detailed.



Sheet No.32  
Issued with:-  
A.L. No.1  
ENCLOSURES

800 HOUR SERVICING  
MAN 'B'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

HANGAR SERVICING

1. Ground equipment. Assist Man 'A' to position.
2. Cowlings and access panels. Assist Man 'A' to remove.
3. In this Item, Sub- item (f) is applicable only to Pre Mod. 3418/3475.  
Sub-item (g) is applicable only to Post Mod 3418/3475.  
Sub-items (h) and (j) of this Item are applicable only to Mk.5 aircraft.  
Engine. (Top Starboard.)
  - (a) Generator cooling duct. Disconnect and remove.
  - (b) Air duct to gun heater muff. Disconnect flexible portion of pipe at both ends and remove.
  - (c) Top cowling former. Disconnect at wing root.
  - (d) Air intake rubber. Disconnect at engine end.
  - (e) Forward fire guard extension. Remove.

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(Continued overleaf)

Sheet No.32  
Issued with:-  
A.L. No.1  
ENGINES

800 HOUR SERVICING  
MAN 'B'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item No.	ITEM	OPERATION
-------------	------	-----------

HANGAR SERVICING

1. Ground equipment. Assist Man 'A' to position.
2. Cowlings and access panels. Assist Man 'A' to remove.
3. In this Item, Sub- item (f) is applicable only to Pre Mod. 3418/3475.  
Sub-item (g) is applicable only to Post Mod 3418/3475.  
Sub-items (h) and (j) of this Item are applicable only to Mk.5 aircraft.  
Engine. (Top Starboard.)
  - (a) Generator cooling duct. Disconnect and remove.
  - (b) Air duct to gun heater muff. Disconnect flexible portion of pipe at both ends and remove.
  - (c) Top cowling former. Disconnect at wing root.
  - (d) Air intake rubber. Disconnect at engine end.
  - (e) Forward fire guard extension. Remove.

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Sheet No.33  
Issued with:-  
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ENGINES

800 HOUR SERVICING  
MAN 'B'

A.P.4099E & G Vol.5 Pt.4  
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1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

4. Engine. (Bottom Starboard.) (Contd.)

- |     |   |  |
|-----|---|--|
| (f) | Rear bearing drain pipe.                                    | Disconnect at engine.                                      |
| (g) | Hydraulic pump drain pipe.                                  | Disconnect at hydraulic pump.                              |
| (h) | Accumulator drain pipe.                                     | Disconnect at accumulator.                                 |
| (j) | Drop fuel tank pressurising pipe, engine to reducing valve. | Disconnect at diffuser casing.                             |
| (k) | Fuel transfer pipe support clip.                            | Disconnect from bottom cowling former.                     |
| (l) | Cabin air conditioning 'Y' pipe, engine to control valves.  | (i) Disconnect at each end.<br>(ii) Remove.                |
| (m) | Fire detector switch mounting bracket on wing root.         | (i) Remove bottom securing nuts and bolts.<br>(ii) Remove. |

4. (Contd.)  
(n) Extension fire shield support bracket on wing root.
5. Bottom cowling former.
6. Jet pipe fairing.
7. Engine.
8. Engine.
9. Engine.
10. Fire proof bulkhead.
11. (a) Cowling tie-rods.  
(b) Tie-rod springs.  
(c) Tie-rod hooks.
- (i) Remove bottom securing nuts and bolts.  
(ii) Remove.
- Assist Man 'A' to remove.
- Assist Man 'A' to remove.
- Assist Man 'A' to remove from airframe and fit to engine stand.
- Fit blanks.
- Assist Man 'A' to transport to Bay.
- (i) Clean.  
(ii) Examine for cracks and damage.
- Examine for damage.  
Examine for stretching and damage. Renew, if necessary.  
(i) Examine for damage.  
(ii) Ensure hooks are in safety and the locknuts are tight.  
(iii) Examine hooks for spreading.
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Sheet No.33A  
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ENG'NES

800 HOUR SERVICING  
MAN 'B'

A.P.4099E & G Vol.5 Pt.4  
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Item  
No.

ITEM

OPERATION

12. Barostat total head  
pipeline water trap.

- (i) Remove.
- (ii) Clean and dry with compressed air.
- (iii) Refit.

13. Fuel tanks.

- (i) Examine pipelines for damage.
- (ii) Examine vents for freedom from obstruction and damage.



Sheet No. 34  
ENGINES

800 HOUR SERVICING  
MAN 'B'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item No.	ITEM	OPERATION
14.	Fuel pipelines and connections in wheelwell.	Examine for signs of leaks and damage.
15.	Fuel transfer pressure reducing valves.	Examine for damage.
16.	Sub-item (d) of this Item is applicable only to Mk.5 aircraft. Controls. (Cockpit.)	
	(a) Throttle.	(i) Operate as required by Man 'A'.
	(b) H.P. fuel cock.	(ii) Examine control box for damage.
	(c) L.P. fuel cock.	(iii) Examine damper for correct
	(d) Cabin supercharger.	functioning.
17.	(a) Engine cowlings.	(i) Clean.
	(b) Jet pipe fairings.	(ii) Examine for damage.
		(iii) Examine hinges on forward top and bottom cowlings for damage.

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Issued with:-  
A.L. No.1  
ENG. ES

800 HOUR SERVICING  
MAN 'B'

A.P.4099E & G Vol.5 Pt.4  
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1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

21. Replacement engine. Assist Man 'A' to remove from stand and install in airframe.
22. Bottom cowling former. Assist Man 'A' to refit.
23. In this Item, Sub-item (a) is applicable only to Pre Mod. 3418/3475.  
Sub-item (b) is applicable only to Post Mod. 3418/3475.  
Sub-items (g) and (h) of this Item are applicable only to Mk.5 aircraft.  
Engine. (Top Starboard.)
- |   |                                       |
|---|---------------------------------------|
| (a) Fire detector switch bracket on wing root.  | (i) Position.                         |
| (b) Extension fire shield support on wing root. | (ii) Fit top securing nuts and bolts. |
| (c) Top cowling former.                         | (i) Position.                         |
| (d) Air duct to gun heater muff.                | (ii) Fit top securing nuts and bolts. |
| (e) Generator cooling duct.                     | Refit nut and bolt.                   |
|   | Refit flexible portion of pipe.       |
|   | Refit.                                |

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800 HOUR SERVICING  
MAN 'B'

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Item No.	ITEM	OPERATION
24.	Engine. (Bottom Starboard.) (Contd.)	
(f)	Overspeed governor oil drain pipe.	Reconnect at drain collector box, tighten and lock.
(g)	Rear bearing drain pipe.	Reconnect at engine, tighten and lock.
(h)	Combsution chamber drain pipe, drain valve to drain collector box.	Reconnect at drain valve, tighten and lock.
(j)	Accumulator drain pipe.	Reconnect to accumulator, tighten and lock.
(k)	Hydraulic pipes pump to bulkhead.	Reconnect at Avery couplings, tighten and lock.
(l)	Gun heater pipe, engine to bulkhead.	Reconnect at connection adjacent to bottom cowlng former.
(m)	Fire detector switch mounting bracket on wing root.	(i) Refit bottom securing nuts and bolts. (ii) Check the clearance between bracket and turnbuckle of rudder control cable. The minimum clearance is to be 0.10 in. Adjust position of bracket, as necessary.

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(Continued overleaf)

24. (m) (Contd.)

Note:- Adjustment is affected by inserting 2 B.A. plain washers between bottom of bracket and wing root attachment points. (S.I./Vampire/42 refers.)

(n) Extension fire shield support on wing root.

- (i) Refit bottom securing nuts and bolts.
- (ii) Ensure that the bracket does not foul the flying control cables. (S.I./Vampire/42 refers.)

25. Jet pipe fairing.

Assist Man 'A' to refit.

26. Engine sump.

- (i) Replenish with oil, specification as stated in Form 700G.
- (ii) Secure dipstick and filler cap.

27. (a) Engine installation.  
(b) Aircraft generally. }

Remove all tools, rags and other materials used during Engine 800 Hour Servicing from the aircraft.

28. Ground equipment.

Assist Man 'A' to remove.

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Sheet No. 37  
ENGINES

800 HOUR SERVICING  
MAN 'B'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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Item  
No.

ITEM

OPERATION

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Item  
No.

ITEM

OPERATION

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Sheet No. 38  
ENGINES

· 800 HOUR SERVICING  
MAN 'B'

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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Item  
No.

ITEM

OPERATION

POST HANGAR SERVICING

1. Servicing Record Slips.                      Sign for completing 800 Hour Servicing.
2. Assist N.C.O. as detailed.



A.P.4099E & G Vol.5 Pt.4  
 VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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INDEX

800 HOUR SERVICING

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INDEX (GEN.)



Sheet No. 1  
INSTRUMENTS (GEN.)

800 HOUR SERVICING  
SUPPLEMENTARY SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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Item  
No.

ITEM

OPERATION

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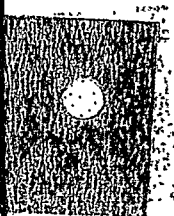
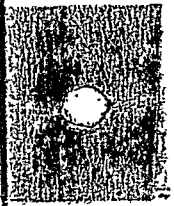
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Item  
No.

ITEM

OPERATION

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Sheet No. 2  
INSTRUMENTS (GEN.)

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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REF. No.

EQUIPMENT AND TOOLS

4F/1715

or

4F/1856

4G/4220

5A/2011

or

5A/3908

5G/353

6A/2696

6C/475

6C/628

6C/779

6C/849

6C/962

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Kits, tool, Instrument Fitter, to scale A.27,  
A.P.830, Vol.3, Pt.'A'.

Kits, tool, Instrument Mechanic, to scale A.28,  
A.P.830, Vol.3, Pt.'A'.

Trolley, instrument and auto-pilot testing.

Trolley, oxygen charging.

Torches, electric, Type 'C'.

Torches, electric, Type 'U'.

Adapter, gun sight.

Gauge, suction.

Tester, flow, Mk.5A\*.

Calibrator, thermometer, resistance box.

Tester, ground, Mk.3.

Tester, leak, A.S.I.

Test set, Pacitor.

Required by:-		
NCO	A	Total
1	-	1
-	1	1
-	1	1
-	1	1
-	1	1
-	1	1
1	-	1
-	1	1
-	1	1
-	1	1
-	1	1
1	-	1

(Continued overleaf)

6C/1677  
6C/966  
10S/10610  
Loc. Man.

Test set, Mk.1. auto line valve.  
Test set, exhaust gas thermometer.  
Testmeter, Type 'D'.  
3/32 in. dia. rod.

-	1	1
-	1	1
-	1	1
-	1	1

ITEMS REQUIRING BAY SERVICING DURING AIRCRAFT SERVICING

50W/5275  
6A/1298  
6A/1302  
or  
6A/2672  
or  
6A/2945  
6A/1319  
6A/1519  
or  
6A/2717  
or  
6A/3290  
or  
6A/3385  
or  
6A/3849  
6A/1559  
6A/1749  
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Venner time switch.  
Directional gyro. (If fitted.)

Indicator, turn and slip.

Altimeter, cabin.

Artificial horizon.

Indicator, tachometer.  
Gauge, cabin pressure.

QTY.

1  
1

1

1

1

1

1

(Continued)



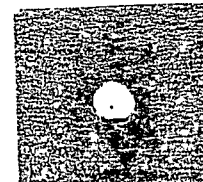
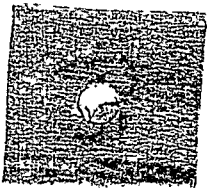
SPARES

6A/2545	Rubber gasket.	As required.
6D/1383J	Oxygen cylinders.	2
6D/1443	Oxygen filter.	1
28V/5109	Rings, rubber.	As required.

MATERIALS

For Materials required see Master Materials List on Sheet No. 4 - General.

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Sheet No. 3  
INSTRUMENTS (GEN.)

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
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1st. Edition, December 1958 :

REF. No.	ITEMS REQUIRING BAY SERVICING DURING AIRCRAFT SERVICING (Contd.)	QTY.
6A/1912	Fuel pressure warning light switch.	1
6A/2194	Machmeter.	1
6A/2966	} Indicator, rate of climb.	1
or 6A/2967		
6A/314	Indicator, air speed.	1
6A/3381	Altimeter.	1
6A/3451	Accelerometer, Mk.2.	1
6D/1275	Regulator, oxygen.	1
6D/1444	Economiser, oxygen.	1
8B/2875	Gyro gun-sight.	1
27KD/19"	} Cabin pressure control valve.	1
or 27KD/597		
6D/1782	Mk.1, automatic line valve. (Aircraft Post Mod.Vampire 3433.)	1

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(Continued overleaf)

Sheet No. 4

INSTRUMENTS (GEN.)

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

SAFETY PRECAUTIONS

1. The oxygen system and all tools and equipment used during servicing are to be kept free from contamination by oil or grease.
2. Prior to operation of nose wheel micro switches, ascertain from Armament Man that all stoppages have been cleared and all guns unloaded.

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Sheet No. 5  
INSTRUMENTS (GEN.)

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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SERVICING NOTES

1. Inspect all repairs, replacements and modifications carried out.
2. Where any connections are broken, either for routine servicing or repair, inspect reconnections for security of attachment and correct locking.
3. DAMAGE - 'Examine for damage' in this schedule means an examination to ascertain that the value or usefulness of the item has not been impaired by:-
  - (a) Insecurity of attachment.
  - (b) Cracks or fractures.
  - (c) Corrosion or contamination.
  - (d) Any form of distortion.
  - (e) Loose rivets.
  - (f) Chafing, fraying or scoring.
  - (g) Broken locking.



Sheet No. 6  
INSTRUMENTS (GEN.)

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
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Item  
No.

ITEM

OPERATION

Carry out general supervision as required and following Items as detailed:-

PRE HANGAR SERVICING

1. General.

- (i) Read Safety Precautions and Servicing Notes.
- (ii) In conjunction with N.C.O. i/c Servicing examine Form 700G for reports of defects and detail Men for rectification as necessary.

2. Pressure head.

- (i) Remove cover.
- (ii) Set heater switch to 'ON' for not more than 3 minutes and examine by feel for correct functioning of heater elements.
- (iii) Set heater switch to 'OFF'.
- (iv) Fit cover.

3. Oxygen system.

Discharge to facilitate servicing of H.P. system.

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Sheet No. 7  
INSTRUMENTS (GEN.)

800 HOUR SERVICING  
N.C.O.

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Item  
No.

ITEM

OPERATION

#### HANGAR SERVICING

Carry out general supervision as required and following Items as detailed:-

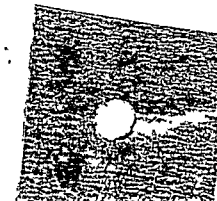
- |    |   |   |
|----|---|---|
| 1. | Ground equipment.   | Supervise positioning in vicinity of aircraft.  |
| 2. | (a) Machmeter.<br>(b) Tachometer indicator.<br>(c) Cabin pressure gauge.<br>(d) Cockpit altimeter.<br>(e) Oxygen regulator. | } Supervise removal for Bay Servicing.<br>Supervise fitting of Serviced Components.     |
| 3. | Exhaust gas thermometer.  | In conjunction with Man, calibrate in situ.   |
| 4. | Pitot and static system drain traps.  | Supervise draining of drain traps and blowing through system with hot air if necessary. |

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(Continued overleaf)

5. Instrument panel.
- (i) Examine cables and pipelines at rear of panel for correct connections and possibility of chafing.
  - (ii) Ensure rubber tubing is of correct length and any possible causes of kinking rectified.
  - (iii) Detail Man to tie and support electric cables as necessary.
6. Pitot and static system. Carry out leak test in accordance with A.P.1275B Vol.2 Leaflet Y.1.
7. Oxygen system. Supervise flow test.
8. Oxygen economiser. Supervise ground test.
9. Flap position indicator. Supervise functional test and adjustment of transmitter.
10. Oil temperature thermometer. In conjunction with Man, calibrate in situ.

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Sheet No. 8  
INSTRUMENTS (GEN.)

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
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Item  
No.

ITEM

OPERATION

- |     |   |  |
|-----|---|--|
| 11. | Gyro-gun sight<br>installation.                       | (i) Disconnect sight socket from plug in<br>aircraft and connect test meter adapter<br>between plug and socket.<br>(ii) Carry out functional tests as detailed in<br>A.P.1275E, Vol.1, Sect.5, Chap.3, Table 1.<br>(iii) Disconnect adapter and reconnect sight<br>socket to aircraft plug.. |
| 12. | Cabin pressure control<br>valve.                      | Supervise warning light test.  |
| 13. | Suction system air<br>governor valve.<br>(If fitted.) | Supervise functional test.   |



Sheet No. 9  
INSTRUMENTS (GEN.)

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

POST HANGAR SERVICING

Carry out general supervision as required and following Items as detailed:-

1. Pacitor fuel contents gauge. (If fitted.)                      Zero gauge.
2. Fuel contents gauge.                      During Refuelling, check calibrate fuel gauges.
3. Instruments.                      During Engine Ground Check and in conjunction with Engine N.C.O., examine for correct unctioning.
4. This Item is applicable only to aircraft Pre Mod.Vampire 13.  
Suction system.                      (i) Lower armour plate.  
(If fitted.)                      (ii) Tee-in suction gauge.  
   (iii) During Engine Ground Check, ensure suction is 4.5 in. Hg. Adjust as necessary.  
   (iv) Remove suction gauge and lock connection.  
   (v) Refit armour plate.

(Continued overleaf)

This Item is applicable only to aircraft Post Mod.Vampire 13.

Suction system.

(If fitted.)

- (i) Remove blanking screw on suction test point and tee-in suction gauge.
- (ii) During Engine Ground Check, ensure suction is 4.5 in. Hg. Adjust as necessary.
- (iii) Remove suction gauge and replace blanking screw.

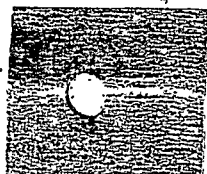
5. Aircraft generally.

Ensure all tools, rags and other materials used during Instrument (Gen.) 800 Hour - Servicing have been removed from aircraft.

6. (a) Servicing Record Slips. }  
(b) Form 700G. }

Sign for completing 800 Hour Servicing.

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Sheet No. 10  
INSTRUMENTS (GEN.)

800 HOUR SERVICING  
SUPPLEMENTARY SERVICING  
MAN

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

(27201)399

(Continued overleaf)

Item  
No.

ITEM

OPERATION

(27201)400



Sheet No. 11  
INSTRUMENTS (GEN.)

800 HOUR SERVICING  
MAN

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

EQUIPMENT AND TOOLS

QTY.

Kits, tool, Instrument Mechanic, to scale A.28, A.P.830, Vol.3, Pt. 'A'.	1
Trolley, instrument and auto-pilot testing.	1
Trolley, oxygen charging.	1
Torches, electric, Type 'C' or 'U'.	1
Adapter, gunsight.	1
Tester, flow, Mk.5A*.	1
Calibrator, thermometer, resistance box.	1
Tester ground, Mk.3.	1
Tester, leak, A.S.I.	1
Test set, exhaust gas thermometer.	1
Testmeter, Type 'D'.	1
3/32 in. dia. rod.	1
Test set Mk.1 Automatic line valve.	1



Sheet No. 12  
INSTRUMENTS (GEN.)

800 HOUR SERVICING  
MAN

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

SAFETY PRECAUTIONS

1. The oxygen system and all tools and equipment used during servicing are to be kept free from contamination by oil or grease.
2. Prior to operation of nose wheel micro switches, ascertain from Armament Man that all stoppages have been cleared and all guns unloaded.



Sheet No.13  
INSTRUMENTS (GEN.)

800 HOUR SERVICING  
MAN

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

SERVICING NOTES

1. If any connections are broken, other than those detailed in the schedule, inform N.C.O. who will inspect when reconnection and locking has been completed.
2. The bonding of all components referred to in this section of the schedule is to be examined for serviceability and good connection during the course of the servicing.
3. Where airspeed indicator or low pressure oxygen tubing is disconnected, new rubber rings are to be fitted.
4. Where it is necessary to leave pipelines disconnected, the open ends are to be blanked off to prevent ingress of foreign material.
5. Examine all screws removed from instruments and renew where necessary.
6. All plugs and sockets are to be finger tight.
7. DAMAGE - "Examine for Damage" in this schedule means an examination to ascertain that the value or usefulness of the item has not been impaired by:-
  - (a) Insecurity of attachment.
  - (b) Cracks or fractures.
  - (c) Corrosion or contamination.
  - (d) Any form of distortion.
  - (e) Loose rivets.
  - (f) Chafing, fraying or scoring.
  - (g) Broken locking.

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Sheet No. 14  
INSTRUMENTS (GEN.)

800 HOUR SERVICING  
MAN

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VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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Item  
No.

ITEM

OPERATION

PRE HANGAR SERVICING

1. General.

Read Safety Precautions and Servicing Notes.





Sheet No. 15  
INSTRUMENTS (GEN.)

800 HOUR SERVICING  
MAN

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

HANGAR SERVICING

1. Ground Equipment.
  - (a) Instrument and auto-pilot )  
testing trolley. ) Position in vicinity of aircraft.
  - (b) Oxygen charging, trolley. )
2. This Item is applicable only to aircraft Post Mod. Vampire 3433.  
Mk.1 automatic line valve.
  - (i) Remove for Bay Servicing.
  - (ii) Fit serviced valve.
  - (iii) Set operating handle to 'ON'.
3. Engine.
  - (a) Tachometer generator.
    - (i) Disconnect electric cables.
    - (ii) Examine insulation of electric  
cables for damage.

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(Continued overleaf)

3. (Contd.)

(b) Oil temperature  
bulb plug.

(i) Disconnect.

(ii) Examine for damage.

(iii) Stow in engine bay.

(c) Exhaust gas  
thermometer thermo-  
couple leads.

(i) Disconnect at terminal block on  
starboard side of engine bay.

(ii) Examine insulation for damage.

(d) Rear bearing  
thermometer thermo-  
couple leads.

4. Gyro-gun sight.

(i) Remove for Bay Servicing.

(ii) Fit serviced gunsight.

5. Oxygen economiser and  
flexible tube.

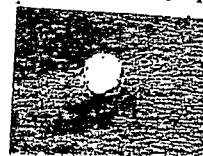
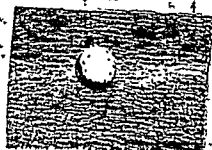
(i) Remove for Bay Servicing.

(ii) Fit serviced components.

6. (a) Blind flying panel.  
(b) Anti-vibration  
mountings.

Remove for Bay Servicing.  
Examine for damage.

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Sheet No. 17  
INSTRUMENTS (GEN.)

800 HOUR SERVICING  
MAN

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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Item No.	ITEM	OPERATION
14.	Fuel contents gauge tank units. (5 off.)	(i) Examine cables for good connection. (ii) Examine cables for damage.
15.	(a) Flap position transmitter.	(i) Examine for damage. (ii) Lubricate linkage pivot points with grease, XG-275.
	(b) Electric cables.	(i) Examine for correct cleating. (ii) Examine insulation for damage.
16.	Mk.2 oxygen filter. (If fitted.)	(i) Remove filter and destroy. (ii) Fit new filter.
17.	Oxygen pipelines. (Cockpit.)	(i) Examine for contamination by grease, or oil, and clean with degreasant as necessary. (ii) Examine for damage.

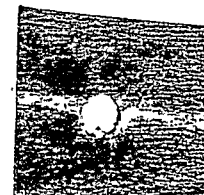
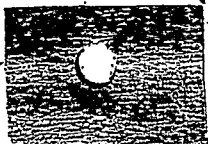
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(Continued overleaf)

18. (a) Venner time switch. (i) Obtain from Electrical Man and transport to bay.  
(ii) Hand Serviced switch to Electrical Man.
19. (a) Oxygen cylinder. (i) Remove for Reconditioning.  
(2 off.) (ii) Obtain reconditioned cylinder.  
(iii) Examine reconditioned cylinder for corrosion.  
(iv) Examine, on neck of cylinder, stamped date of last reconditioning and testing at Depot. The period since this date is not to exceed the following:-  
*4 YEARS 3 years for U.K. based Units,  
2 years for Units outside U.K.*  
(v) Fit reconditioned cylinder.
20. Oxygen charging filter. (i) Remove.  
(If fitted.) (ii) Clean with degreasant.  
(iii) Dry.  
(iv) Refit and lock unions.
21. Oxygen charging valve. (i) Examine for damage.  
(ii) Examine for contamination by grease or oil.

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(Continued)



Sheet No. 16  
INSTRUMENTS (GEN.)

800 HOUR SERVICING  
MAN

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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Item  
No.

ITEM

OPERATION

- |    |   |   |  |
|----|---|---|--|
| 7. | (a) Machmeter.  | ) |  |
|    | (b) Tachometer indicator.   | ) | (i) Remove for Bay Servicing.          |
|    | (c) Cabin pressure gauge.   | ) | (ii) Fit serviced components.          |
|    | (d) Cockpit altimeter.  | ) |  |
|    | (e) Oxygen regulator.   | ) |  |
|    | (f) Accelerometer.  |   | (i) Lock mechanism.                    |
|    | (If fitted.)  |   | (ii) Remove for Bay Servicing.         |
|    |   |   | (iii) Fit serviced accelerometer.      |
|    |   |   | (iv) Unlock mechanism.                 |
| 8. | This Item is applicable only if inboard fuel tanks are being removed. |   |  |
|    | Inboard fuel tanks.   |   | Disconnect tank unit connections.      |
|    | (Port and starboard   |   |  |
|    | mainplanes.)  |   |  |
| 9. | Cabin pressure control  |   | In conjunction with Airframe Man 'A':- |
|    | valve.  |   | (i) Remove for Bay Servicing.          |
|    |   |   | (ii) Clean cabin air exit filter.      |

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(Continued overleaf)

Sheet No. 17  
INSTRUMENTS (GEN.)

800 HOUR SERVICING  
MAN

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1st. Edition, December 1958

Item No.	ITEM	OPERATION
14.	Fuel contents gauge tank units. (5 off.)	(i) Examine cables for good connection. (ii) Examine cables for damage.
15.	(a) Flap position transmitter.  (b) Electric cables.	(i) Examine for damage. (ii) Lubricate linkage pivot points with grease, XG-275. (i) Examine for correct cleating. (ii) Examine insulation for damage.
16.	Mk.2 oxygen filter. (If fitted.)	(i) Remove filter and destroy. (ii) Fit new filter.
17.	Oxygen pipelines. (Cockpit.)	(i) Examine for contamination by grease, or oil, and clean with degreasant as necessary. (ii) Examine for damage.

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Sheet No.13  
Issued with:-  
A.L No.1  
INSTRUMENTS (NAV.)

800 HOUR SERVICING  
MAN

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Item  
No.

ITEM

OPERATION

6. G.4F Compass.

- (a) Amplifier.
- (b) Corrector control box.
- (c) Gyro unit.
- (d) Detector unit.

- (i) Fit serviced units.
- (ii) Connect plugs and sockets.

7. Compasses.

Assist N.C.O. to carry out functional tests.

8. Aircraft generally.

Remove all tools, rags and other materials used during Instrument (Nav.) - 800 Hour Servicing from the aircraft.





Sheet No. 18  
INSTRUMENTS (GEN.)

800 HOUR SERVICING  
MAN

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Item  
No.

ITEM

OPERATION

21. (Contd.)

Oxygen charging valve.

- (iii) Clean using degreasant, as necessary.
- (iv) Examine for freedom of operation.
- (v) Ensure that the main oxygen supply pipeline from the cylinder is connected to the lower inlet connection.

22. Gyro-Gun Sight.

- (a) Selector dimmer.
- (b) Gun R.P. switch.
- (c) Junction box.
- (d) Junction box.

- ) (i) Clean.
- ) (ii) Examine for damage.
- ) (iii) Examine cable connections for damage.
- (i) Remove cover.
- (ii) Examine internally for damage.
- (iii) Refit cover.

(e) Electric cable.

Examine for cleanliness, correct cleating and damage.

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(Continued overleaf)

23. (a) Fuel contents gauges.  
(b) Oil temperature thermometer.  
(c) Flap position indicator.  
(d) Exhaust gas thermometer indicator.
- (i) Examine for damage.  
(ii) Examine electric cables for damage and good connection.
24. Exhaust gas thermometer. Assist N.C.O. to calibrate in situ.
25. Oxygen system.  
(i) Replenish to 'FULL'.  
(ii) Refit charging valve blanking cap.  
(iii) Check system for leaks.
26. A.S.I. pressure head.  
(i) Examine pressure and drain holes, and static slots for freedom from obstruction.  
(ii) Examine for malalignment and damage.

Sheet No.19

Issued with:-

A.L. No.1

INSTRUMENTS (GEN.)

800 HOUR SERVICING  
MAN

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VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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Item  
No.

ITEM

OPERATION

27. Pitot and Static System  
drain Traps.

- (a) Port forward gun bay.  
(2 off.)
- (b) Forward underside of  
port boom.  
(2 off.)

- (i) Drain. If moisture is present disconnect  
relevant instruments and blow through  
with clean hot air. Reconnect relevant  
instruments.
- (ii) Refit drain plugs.

28. Cockpit.

- (a) Cabin pressure gauge  
flexible rubber tubing.
- (b) Airspeed system  
flexible rubber tubing.

Examine Maricon tubing for damage.  
Renew as necessary.

29. Blind flying panel.

Fit serviced panel.

SM.501 (26)

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(Continued overleaf)

30. Gyro gun sight.

- (i) Examine lamp house cover spring catch for damage and ensure that it securely locks in position.
- (ii) Examine spare filament lamps for damage.

31. Cabin pressure control valve.

In conjunction with Airframe Man 'A', fit serviced valve.

32. Instrument panel.

Tie and support electric cables at rear of panel as detailed by N.C.O.

33. Pitot and static system.

Assist N.C.O. to carry out leak test in accordance with A.P.1275B, Vol.2, Leaflet Y.1.

34. Oxygen regulator.

- (i) Examine On/Off valve and flow indicators, by operation, for correct functioning.
- (ii) Select 'EMERGENCY' flow and after a period of 20 seconds check there is no drop on the contents gauge.
- (iii) Position emergency lever in the 'OFF' position.
- (iv) Ensure flow change switch locking plate is secure and switch is locked in the 'HIGH' position

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(Continued)

Sheet No.20

Issued with:-

A.L. No.1

INSTRUMENTS (GEN.)

800 HOUR SERVICING  
MAN

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Item

No.

ITEM

OPERATION

34. Oxygen regulator. (Contd.)

The following Operation (v) is applicable only to aircraft Post Mod. Vampire 3433.  
(v) Ensure that the 'On/Off' hand wheel is locked in the fully 'ON' position, with 22 S.W.G. chromium nickel wire.

35. Oxygen system.

Carry out a flow test in accordance with the instructions provided with the Mk.5<sup>st</sup> flow tester.

36. Sub-item (b) of this Item is applicable only to aircraft Post Mod. Vampire 3433.  
(a) Oxygen economiser.

Carry out a ground test in accordance with amended instructions provided with Mk.3 ground tester.

(b) Mk.1 automatic line valve. Set operating handle to 'OFF'.

37. This Item is applicable only if inboard fuel tanks are being fitted.  
Inboard fuel tanks. (Port and starboard mainplane.)  
Connect tank unit connections.

SM.501 (27)

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(Continued overleaf)

38. Engine.

- (a) Tachometer generator.
- (b) Exhaust gas thermometer thermo-couple leads.
- (c) Rear bearing thermometer thermo-couple leads.

Connect electric cables.

Connect at terminal block on starboard side of engine bay.

39. This Item is applicable only to aircraft Pre Mod. Vampire 3433.

Oxygen regulator.

Ensure 'On/Off' hand wheel is in fully 'OFF' position.

40. Turn and slip indicator.

In conjunction with Electrical N.C.O., examine for correct functioning.

41. Electric artificial horizon.

During G.4F compass functional checks by Instruments (Nav.) N.C.O., examine, by operation, for correct functioning. If the gyro fails to start, the power is to be switched 'OFF' and the cause of failure investigated.

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INSTRUMENTS (GEN.)

800 HOUR SERVICING  
MAN

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Item No.	ITEM	OPERATION
42.	Flap position indicator.	In conjunction with Airframe N.C.O.:- (i) Examine, by operation, for correct functioning. (ii) Adjust flap position transmitter as necessary.
43.	Oil temperature thermometer.	Assist N.C.O. to calibrate in situ.
44.	Oil temperature bulb plug.	Connect plug to bulb.
45.	(a) Instruments and panels. (b) Clock. (If fitted.) (c) Altimeter.	Clean. Wind and set to correct time. Set subsidiary scale to barometric pressure at height of airfield (Q.F.E.). Pointers are to indicate Zero plus or minus 50 ft.

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(Continued overleaf)

45. (Contd.)

(d) Rate of climb indicator.

Check zero setting and adjust as necessary using small screwdriver.

46. Gyro-gun sight installation.

Assist N.C.O. to carry out functional tests.

47. Cabin pressure control valve.

- (i) Remove blanking nut nearest to the terminal block and insert a 3/32 in. dia. rod.
- (ii) Gently press rod and ensure that warning light illuminates.
- (iii) Remove rod and refit blanking nut.

48. Suction system air governor valve.  
(If fitted.)

- (i) Connect instrument and auto-pilot testing trolley to suction pipeline at vacuum pump.
- (ii) Fit suction test gauge.
- (iii) Start trolley and adjust until suction test gauge indicates 4.5 in. Hg.

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(Continued)



Sheet No. 22  
INSTRUMENTS (GEN.)

800 HOUR SERVICING  
MAN

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Item No.	ITEM	OPERATION
48.	(Contd.) Suction system air governor valve. (If fitted.)	(iv) Test the air governor valve for correct functioning as follows:- While the cabin is being pressurised by increments of 0.5 lb./sq.in. to 3.25 lb./sq.in. and reduced by the same amount, check suction test gauge remains between 4.2 and 5.in. Hg. (v) Disconnect trolley and reconnect suction pipeline at vacuum pump securely. (vi) Remove suction test gauge.
49.	Ground Equipment. (a) Instrument and auto- pilot testing trolley. (b) Oxygen charging trolley.	) ) ) Remove from vicinity of aircraft.

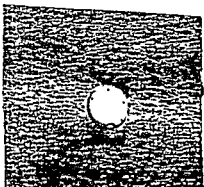
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50. Aircraft generally.

Remove all tools, rags and other materials used during Instruments (Gen.) - 800 Hour - Servicing from the aircraft.

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Sheet No, 23  
INSTRUMENTS (GEN.)

800 HOUR SERVICING  
MAN

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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Item  
No.

ITEM

OPERATION

POST HANGAR

1. Servicing Record Slips.

Sign for completing 800 Hour Servicing.



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VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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800 HOUR SERVICING

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INST. (NAV.)



Sheet No. 1  
INSTRUMENTS (NAV.)

800 HOUR SERVICING  
SUPPLEMENTARY SERVICING  
N.C.O.

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OPERATION

Item  
No.

ITEM

OPERATION

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Sheet No.2  
Issued with:-  
A.I. No.1  
INSTRUMENTS (NAV.)

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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REF No.

EQUIPMENT AND TOOLS

Required by:-  
NCO MAN TOTAL

	Kits, tool, Instrument Fitter, to scale A.27, A.P.830, Vol.3, Pt. 'A'.	1	-	1
	Kits, tool, Instrument Mechanic, to scale A.28, A.P.830, Vol.3, Pt. 'A'.	-	1	1
5A/2011	Torches, electric, Type 'C'.	-	1	1
or		-	1	1
5A/3908.	Torches, electric, Type 'U'.	1	-	1
6B/34	Compass, medium landing.	1	-	1
6B/9101001	Watches, stop.	1	-	1
6E/490	Magnets, bar.	-	1	1
6B/365	Compass key.	1	-	1
6C/848	Test set, Sperry.	1	-	1
10S/10610	Testmeter, Type 'D'.	1	-	1

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(Continued overleaf)

ITEMS REQUIRING BAY SERVICING DURING AIRCRAFT SERVICING

QTY.

6B/2035	Gyro unit, Type 'A'.	1
or		
6B/563	Gyro unit, Type 'B'.	
6B/2036	Amplifier, Type 'B'.	1
or		
6B/635	Amplifier, Type 'B'.	1
6B/2569	Corrector control box.	1
6B/1993	Detector, unit, Type 'A'.	1

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Sheet No. 3  
INSTRUMENTS (NAV.)

800 HOUR SERVICING  
N.C.O.

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SAFETY PRECAUTIONS

1. Prior to operation of nose wheel micro switches, ascertain from Armament Man that all stoppages have been cleared and all guns unloaded.



Sheet No. 4  
INSTRUMENTS (NAV.)

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
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SERVICING NOTES

1. Inspect all repairs, replacements and modifications carried out.
2. Where connections are broken, either for routine servicing or repair, inspect reconnections for security of attachment and correct locking.
3. All plugs and sockets are to be finger tight.
4. Immediately prior to the refitting of any access panels, cowlings, fairings or fillets by Instrument (Nav.) Tradesman, carry out a thorough search for loose articles. On completion of servicing endorse Change of Serviceability Log in Form 700G as follows:- 'Search for loose articles carried out'. Sign for completing search.
5. DAMAGE - 'Examine for damage' in this schedule means an examination to ascertain that the value or usefulness of the item has not been impaired by:-
  - (a) Insecurity of attachment.
  - (b) Cracks or fractures.
  - (c) Corrosion or contamination.
  - (d) Any form of distortion.
  - (e) Loose rivets.
  - (f) Chafing, fraying or scoring.
  - (g) Broken locking.

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Sheet No. 5  
INSTRUMENTS (NAV.)

800 HOUR SERVICING  
N.C.O.

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Item  
No.

ITEM

OPERATION

PRE HANGAR SERVICING

Carry out general supervision as required and following Items as detailed:-

1. General.
  - (i) Read Safety Precautions and Servicing Notes.
  - (ii) In conjunction with N.C.O. i/c Servicing examine Form 700G for reports of defects and detail Men for rectification and replacement as necessary.

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Sheet No. 6  
INSTRUMENTS (NAV.)

800 HOUR SERVICING  
N.C.O.

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Item  
No.

ITEM

OPERATION

#### HANGAR SERVICING

Carry out general supervision as required and following Items as detailed:-

- |    |                             |   |
|----|-----------------------------|---|
| 1. | E.2A compass.               | Supervise servicing.  |
| 2. | (a) G.4F compass gyro unit. | (i) Examine for damage.<br>(ii) Examine synchronising knob and compass card, by operation, for freedom of movement.<br>(iii) Push in synchronising knob to steady compass card. Examine set course knob and pointer, by operation, for freedom of movement. |
|    | (b) G.4F compass.           | (i) Set G.4F compass switch to 'ON'.<br>(ii) Examine corrector lamps for illumination.<br>(iii) Plug in double jack plug lead to corrector control box and to test socket marked 'To Centre Reading Meter'.   |

2. (Contd.)

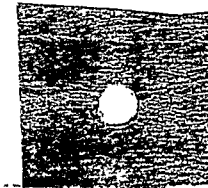
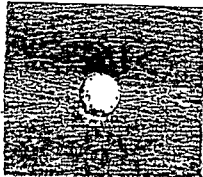
(c) R.I. compass.  
(If fitted.)

- (iv) Synchronise gyro unit and check gyro unit reading against standby compass.
- (v) Using synchronising knob on gyro unit displace compass card 7 degrees from synchronised heading. Check that when compass card has precessed to within 5 degrees of the synchronised heading, the test set voltmeter indicates at least 6 volts and compass card precesses to within 1/2 degree of synchronised heading is not more than 3 minutes.

Assisted by Man:-

- (i) Set compass switch to 'ON'.
- (ii) Deflect transmitter magnet system through 360 degrees and ensure that indicator follows smoothly.
- (iii) When system has settled, note indicator reading.
- (iv) Deflect compass system 10 degrees and hold for 30 seconds. Remove deflecting magnet and note settling position. Deflect compass system 10 degrees in opposite direction and hold for 30 seconds. The difference between the two settling positions is not to exceed 2 degrees.
- (v) Set compass switch 'OFF'.

(27201)438



Sheet No. 7  
INSTRUMENTS (NAV.)

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item No.	ITEM	OPERATION
-------------	------	-----------

POST HANGAR

Carry out general supervision as required and following Items as detailed:-

- |    |  |  |
|----|--|--|
| 1. | Compasses.                                     | Carry out compass swing.   |
| 2. | Aircraft generally.                            | Ensure all tools, rags and other materials used during Instrument (Nav.)-800 Hour Servicing have been removed from aircraft. |
| 3. | (a) Servicing Record Slips.)<br>(b) Form 700G. | Sign for completing 800 Hour Servicing.  |



Sheet No. 8  
INSTRUMENTS (NAV.)

800-HOUR SERVICING  
SUPPLEMENTARY SERVICING

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

Item  
No.

ITEM

OPERATION

(27201)442

Sheet No. 9  
INSTRUMENTS (NAV.)

800 HOUR SERVICING  
MAN

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

EQUIPMENT AND TOOLS

QTY.

Kits, tool, Instrument Mechanic, to scale A.28,  
A.P.830, Vol.3, Pt. 'A'.  
Torches, electric, Type 'C' or 'U'.  
Magnets, bar.

1  
1  
1

SAFETY PRECAUTIONS

1. Prior to operation of nose wheel micro switches, ascertain from Armament Man that all stoppages have been cleared and all guns unloaded.

(27201)443





Sheet No. 10  
INSTRUMENTS (NAV.)

800 HOUR SERVICING  
MAN

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

SERVICING NOTES

1. If any connections are broken other than those detailed in the schedule, inform N.C.O. who will inspect when reconnection and locking has been completed.
2. The bonding of all components referred to in this section of schedule is to be examined for serviceability and good connection during course of the servicing.
3. DAMAGE - 'Examine for damage' in this schedule means an examination to ascertain that the value or usefulness of the item has not been impaired by:-
  - (a) Insecurity of attachment.
  - (b) Cracks or fractures.
  - (c) Corrosion or contamination.
  - (d) Any form of distortion.
  - (e) Loose rivets.
  - (f) Chafing, fraying or scoring.
  - (g) Broken locking.



Sheet No. 11  
INSTRUMENTS (NAV.)

800 HOUR SERVICING  
MAN

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.                      ITEM

OPERATION

PRE-HANGAR SERVICING

1. General.

Read Safety Precautions and Servicing Notes.



Sheet No.12  
Issued with:-  
A.L. No.1  
INSTRUMENTS (NAV.)

800 HOUR SERVICING  
MAN

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

HANGAR SERVICING

- |    |   |  |
|----|---|--|
| 1. | G. 4F Compass.                          |  |
|    | (a) Amplifier.                          | } (i) Disconnect plugs and sockets.<br>(ii) Remove for Bay Servicing.<br><br>Examine for damage. |
|    | (b) Corrector control box.              |  |
|    | (c) Gyro unit.                          |  |
|    | (d) Electric cables, plugs and sockets. |  |
| 2. | E.2A compass.                           | (i) Clean.<br>(ii) Examine for damage.<br>(iii) Examine liquid for bubbles and discolouration.   |

2. (Contd.)
- (iv) Carry out pivot friction test as follows:-  
Using a small bar magnet deflect compass system 10 degrees and hold for 30 seconds. Remove magnet and note settling position. Repeat in opposite direction and note settling position.  
The difference between the two settling positions is not to exceed 2 degrees.
3. (a) G.4F compass detector unit. (i) Disconnect plugs and sockets.  
(ii) Remove for Bay Servicing  
(b) R.I. compass transmitter. (i) Clean.  
(If fitted.) (ii) Examine for damage.
4. G.4F Compass.  
(a) Amplifier.  
(b) Corrector control box. } Transport to Bay.  
(c) Gyro unit.  
(d) Detector unit.
5. G.4F Compass.  
(a) Amplifier.  
(b) Corrector control box. } Transport to aircraft.  
(c) Gyro unit.  
(d) Detector unit.

(27201)450

Sheet No. 14  
INSTRUMENTS (NAV.)

800 HOUR SERVICING  
MAN

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

POST HANGAR SERVICING

1. Servicing Record Slips.

Sign for completing 800 Hour Servicing.





A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

INDEX

800 HOUR SERVICING

PHOTOGRAPHIC TRADE

	Sheet Nos.	No. of Sheets
Photographic N.C.O. ....	1-7	7
Photographic Man. ....	8-15	8

PHOTO



' )

Sheet No. 1  
PHOTOGRAPHIC

800 HOUR SERVICING  
SUPPLEMENTARY SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

(27201)455

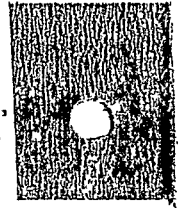
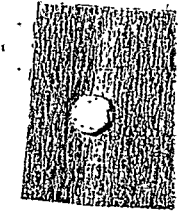
(Continued overleaf)

Item  
No.

ITEM

OPERATION

(27201)456



Sheet No. 2  
PHOTOGRAPHIC

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

REF. No.

EQUIPMENT AND TOOLS

1B/1783  
1L/36

Pliers, flat nose, 6 in.  
Screwdriver, cabinet handle.

Required by:-		
NCO	A	Total
-	1	1
-	1	1

ITEMS REQUIRING BAY SERVICING DURING AIRCRAFT SERVICING

QTY.

14<sup>A</sup>/4960

Camera, G.45B, Mk.5.

1

MATERIALS

For Materials required see Master Materials List on  
Sheet No. 4 General.

(27201)457



Sheet No. 3  
PHOTOGRAPHIC

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

SAFETY PRECAUTIONS

1. Ascertain from Armament Man that all gun firing safety devices are set to safe, all stoppages cleared and all guns/R.P.'s unloaded.
2. The operation of cameras by means of the gun firing or R/P switches is to be carried out only in conjunction with an Armament tradesman.





Sheet No. 4  
PHOTOGRAPHIC

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

SERVICING NOTES

1. Inspect all repairs, replacements and modifications carried out.
2. Where any connections are broken, either for routine servicing or repair, inspect reconnection for security of attachment and correct locking.
3. If power is required 'ON' or 'OFF' during servicing, report to Electrical N.C.O.
4. All plugs and sockets are to be finger tight.
5. The bonding of all components referred to in the schedule is to be examined for serviceability and good connection during the course of servicing.
6. DAMAGE - 'Examine for damage' in this schedule means an examination to ascertain that the value or usefulness of the item has not been impaired by:-
  - (a) Insecurity of attachment.
  - (b) Cracks or fractures.
  - (c) Corrosion or contamination.
  - (d) Any form of distortion.
  - (e) Loose rivets.
  - (f) Chafing, fraying or scoring.
  - (g) Broken locking.

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Sheet No. 5  
PHOTOGRAPHIC

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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Item  
No.

ITEM

OPERATION

PRE HANGAR SERVICING

1. General.

- (i) Read Safety Precautions and Servicing Notes.
- (ii) In conjunction with N.C.O. i/c Servicing, examine Form 700 for reports of defects and detail men for rectification, as necessary.

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Sheet No. 6  
PHOTOGRAPHIC

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

#### HANGAR SERVICING

Carry out general supervision as required and the following Items as detailed:-

- |    |                      |   |      |  |
|----|----------------------|---|------|--|
| 1. | (a) G.45B. camera.   | } | (i)  | In conjunction with Armament tradesman carry out functional check using gun firing switch.   |
|    | (b) G.G.S. recorder. |   | (ii) | In conjunction with Armament Tradesman carry out functional check using camera push switch with Bombs/R.P. selector switch set to 'R.P.'. Ensure camera ceases to operate when Bomb/R.P. push switch is depressed. |
| 2. | Aircraft generally.  |   |      | Ensure all tools, rags and other materials used during Photographic - 800 Hour Servicing have been removed from the aircraft.  |



Sheet No. 7  
PHOTOGRAPHIC

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
. VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

POST HANGAR SERVICING

Carry out general supervision as required and the following Items as detailed:-

- |    |                             |   |   |
|----|-----------------------------|---|---|
| 1. | (a) Servicing Record Slips. | } | Sign for completing 800 Hour Servicing. |
|    | (b) Form 700.               |   |   |





Sheet No. 8  
PHOTOGRAPHIC

800 HOUR SERVICING  
SUPPLEMENTARY SERVICING  
MAN

A.P.4099E & G Vol.5 Pt.4  
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Item  
No.

ITEM

OPERATION

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(Continued overleaf)

Item  
No.

ITEM

OPERATION

(27201)470

Sheet No. 9  
PHOTOGRAPHIC

800 HOUR SERVICING  
MAN

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VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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EQUIPMENT AND TOOLS

QTY.

Pliers, flat nose.  
Screwdrivers, cabinet handle.

1  
1

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Sheet No. 10  
PHOTOGRAPHIC

800 HOUR SERVICING  
MAN

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

SAFETY PRECAUTIONS

1. Ascertain from Armament Man that all gun firing safety devices are set to safe, all stoppages cleared and all guns/R.P.'s unloaded.
2. The operation of cameras by means of the gun firing or R/P. switches is to be carried out only in conjunction with Photographic N.C.O. and an Armament tradesman.



Sheet No. 11  
PHOTOGRAPHIC

800 HOUR SERVICING  
MAN

SERVICING NOTES

1. Note items which need repair and inform N.C.O.
2. If any connections are broken, other than those detail N.C.O. who will inspect when reconnection and locking
3. If power is required 'ON' or 'OFF' during servicing,
4. All plugs and sockets are to be finger tight.
5. The bonding of all components referred to in the sche serviceability and good connection during the course
6. DAMAGE - 'Examine for damage' in this schedule means that the value or usefulness of the item has not been
  - (a) Insecurity of attachment.
  - (b) Cracks or fractures.
  - (c) Corrosion or contamination.
  - (d) Any form of distortion.
  - (e) Loose rivets.
  - (f) Chafing, fraying or scoring.
  - (g) Broken locking.
7. During harmonisation the Photographic Man is to be pr. loading, exposing and unloading the harmonisation che.

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Sheet No. 12  
PHOTOGRAPHIC

800 HOUR SERVICING  
MAN

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

PRE HANGAR SERVICING

1. General.

Read Safety Precautions and Servicing Notes.

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Sheet No. 13  
PHOTOGRAPHIC

800 HOUR SERVICING  
MAN

A.P.4099E & G.Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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Item  
No.

ITEM

OPERATION

HANGAR SERVICING

1. G.45B camera.
2. G.G.S. recorder  
installation.

Remove for Bay Servicing.

- (i) Fit serviced recorder and connect supply socket.
- (ii) Set external power supply switch camera master switch and gunsight master switch to 'ON'.
- (iii) Open magazine door. Ensure drive plate rotates in a clockwise direction. Close magazine door.
- (iv) Set picture taking rate to '2 F.P.S.'.
- (v) Hold camera test switch to 'ON' and depress camera push switch for a short period. Ensure clutches engage by listening for the intermittent 'taking' noise.

(Continued overleaf)

2. (Contd.)

(vi) Set gunsight master switch, camera master switch and external power supply switch to 'OFF'.

3. G.45B camera mounting and adaptor.

(i) Examine for damage.

(ii) Lightly lubricate with grease, XG-275.

4. Optical Flat.

Examine for damage, clean as necessary.

5. G.45B camera.

(i) Fit serviced camera.

(ii) Set external power supply switch and camera master switch to 'ON'.

(iii) Operate Type 45 indicator Sunny/Cloudy switch and ensure that camera lens stop opens and closes to its preselected aperture settings.

(iv) Fit loaded test magazine.

(v) Set film footage indicator to 'Zero'.

(vi) Hold camera test switch to 'ON' and depress camera push switch for a short period. Examine film footage indicator for correct functioning.

(vii) Set camera master switch and external power supply to 'OFF'.

Sheet No. 14  
PHOTOGRAPHIC

800 HOUR SERVICING  
MAN

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Item No.	ITEM	OPERATION
6.	Camera installation.	(i) Inform N.C.O. when functional checks are completed. (ii) Assist N.C.O. as detailed, to carry out functional checks of camera using gun firing and R/P controls.
7.	G.G.S. recorder.	Remove for storage in camera section.
8.	G.45B camera.	(i) Remove test magazine. (ii) Fit canvas cover.
9.	Aircraft generally.	Remove all tools, rags and other materials used during Photographic - 800 Hour Servicing from the aircraft.



Sheet No. 15  
PHOTOGRAPHIC

800 HOUR SERVICING  
MAN

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Item  
No.

ITEM

OPERATION

POST HANGAR SERVICING

1. Servicing Record Slips.

Sign for completing 800 Hour Servicing.





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800 HOUR SERVICING

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Wireless Man.	...	...	...	...	...	...	...	...	...	...	13-22	10

WIRELESS



Sheet No. 1  
WIRELESS

800 HOUR SERVICING  
SUPPLEMENTARY SERVICING

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Item  
No.

ITEM

OPERATION

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Item  
No.

ITEM

OPERATION

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Sheet No. 2  
WIRELESS

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
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REF. No.

EQUIPMENT AND TOOLS

1A/291  
5G/152  
10S/1  
10S/16486  
Loc.Man.

Kits, tool, Air Wireless Fitter, to scale A.11,  
A.P.830, Vol.3, Pt.'A'.  
Kits, tool, Air Wireless Mechanic, to scale A.11,  
A.P.830, Vol.3, Pt.'A'.  
Brushes, varnish, 1 in.  
Testers, insulation resistance, Type 'C'.  
Testmeters, Type 'F'.  
Test sets, Type 740.  
Adapter consisting of:-  
10H/2206 Sockets, Type 359.  
10H/18575 Plugs, Type 671.

Required by:-		
NCO	MAN	TOTAL
1	-	1
-	1	1
-	1	1
1	-	1
1	-	1

EQUIPMENT REQUIRING BAY SERVICING DURING AIRCRAFT SERVICING QTY.

TR.1985 or    )  
TR.1988        )  
TR.2002  
CU.382

1  
  
1

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(Continued overleaf)

MATERIALS

For materials required see Master Materials on Sheet No. 4 - General.

ASSOCIATED PUBLICATIONS

A.P.2528P. Vol.1.

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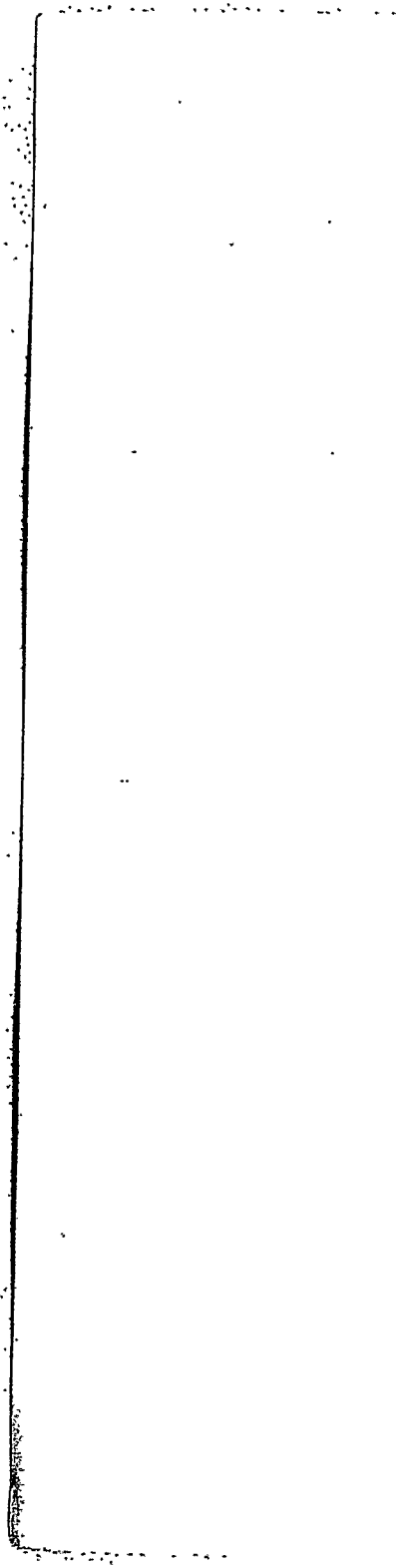
Sheet No. 3  
WIRELESS

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
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SERVICING NOTES

1. If power is required 'ON' or 'OFF' during servicing report to Electrical N.C.O.
2. Inspect all repairs, replacements and modifications carried out.





Sheet No. 4

WIRELESS

800 HOUR SERVICING

N.C.O.

A.P.4099E & G Vol.5 Pt.4

VAMPIRE F.B. MKS.5 & 9 AIRCRAFT

1st. Edition, December 1958

Item

No.

ITEM

OPERATION

#### PRE HANGAR SERVICING

Carry out general supervision as required and the following Items as detailed:-

1. General. Read Servicing Notes.
2. Aircraft generally. Examine Form 700G for reports of defects and detail repairs to aircraft as necessary.
3. Emergency VHF.  
(TR.2002.) Assisted by Man, test as follows:-
  - (i) Plug headset into Pilot's mic/tel. socket.
  - (ii) Set Normal/Standby switch to 'STANDBY' and allow TR.2002 to warm up.
  - (iii) Check transmitter output using Type 740 test set.
  - (iv) Carry out two-way communication test with Ground Station or pack set, checking action of Press-to-Transmit switch.

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(Continued overleaf)

3. (Contd.)

- (v) Check that receiver background is normal.
- (vi) Set Normal/Emergency switch to 'EMERGENCY'.
- (vii) Repeat Operation (iv).
- (viii) Set Normal/Emergency switch to 'NORMAL' and relock with locking wire.
- (ix) Set Normal/Standby switch to 'NORMAL'.
- (x) Disconnect headset from mic/tel. socket.

Sheet No. 5  
WIRELESS

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
VAMPIRE F.B. MKS.5 & 9 AIRCRAFT  
1st. Edition, December 1958

Item  
No.

ITEM

OPERATION

HANGAR. SERVICING

Carry out general supervision as required and the following Items as detailed:-

- |                        |   |
|------------------------|---|
| 1. VHF aerals.         | Supervise insulation resistance test.   |
| 2. Radio compartment.  | Inspect servicing.  |
| 3. Cockpit.            | Inspect servicing.  |
| 4. VHF aerals.         | Inspect servicing.  |
| 5. Gun bay.            | Inspect servicing.  |
| 6. Aircraft generally. | Remove all tools, rags and other materials used during Wireless - 800 Hour Servicing from the aircraft. |

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Sheet No. 6  
WIRELESS

800 HOUR SERVICING  
N.C.O.

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Item  
No.

ITEM

OPERATION

POST HANGAR SERVICING

Carry out general supervision as required and the following Items as detailed:-

1. VHF Installation.

Assisted by Man, test for correct functioning as follows:-

(a) TS.740 pass levels.

- (i) Slacken two securing screws and hinge back front panel.
- (ii) Check against calibration chart that RV.3 is set to give a pass level of 4 watts and RV.4 a pass level of 60 per cent.
- (iii) Set SWD switch to '3'.
- (iv) Close front panel and tighten securing screws.
- (v) Adjust upper meter zero, if necessary, for reading at junction of Red and Green sectors.

(b) Preparation.

- (i) Disconnect connector from Aerial plug on VHF.1 TR.

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(Continued overleaf)

1. (Contd.)

- (ii) Connect TS to TR Aerial plug, using connector D243/50F/1.
- (iii) Disconnect connector from Aux. socket on VHF.1 TR.
- (iv) Connect TS power supply plug to TR Aux. socket, using connector B2/50/12.
- (v) Connect TS mic/tel. plug to Pilot's mic/tel. socket using connector B8/59F/7.
- (vi) Set TS Service Selector switch to 'A'.
- (vii) Select channel 'A' on VHF.1 CU.
- (viii) Switch 'ON' TS and allow 5 minutes warm up period.

(c) Supply voltage.

- (i) Depress Pilot's Press-to-Transmit switch.
- (ii) Check that lower TS meter reading is between 27.5 and 28.5 volts.
- (iii) Release Pilot's Press-to-Transmit switch.
- (iv) Check that CU dial is illuminated and check Dim control, by operation, for correct functioning.

Sheet No. 7  
WIRELESS

800 HOUR SERVICING  
N.C.O.

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Item  
No.

ITEM

OPERATION

1. (Contd.)

(d) Receiver sensitivity.

(i) Set up TS as follows:-

Service Selector switch to 'E'.  
Frequency control to approximate channel frequency.  
Adjust RF control until needle coincides with Set RF reading on lower meter.  
Depress Press-for-High Level button.  
Set Frequency control for maximum reading in Green sector of upper meter.  
If meter reading rises to f.s.d. release Press-for-High Level button and continue adjustment for maximum.  
Release Press-for-High Level button.  
Reset RF control if necessary.

(ii) Check that upper meter reading is within Green sector.

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(Continued overleaf)

1. (Contd.)

- (iii) Select all crystallised channels in sequence and report Operations (i) and (ii) for all channels.
- (e) This Sub-item is applicable only if Sub-item (d) has not been completed satisfactorily.  
Receiver tuning.
- (i) Disconnect connector B8/50F/7 from Pilot's mic/tel. socket.
  - (ii) Remove front cover from TR.
  - (iii) Set TR Muting Level pre-set fully clockwise.
  - (iv) Insert connector B8/50F/8 into TR test socket.
  - (v) Set TR Normal/Tune switch to 'TUNE', loosen Rec. tuning control only and set Off/Rec/Trans switch to 'REC'.
  - (vi) Manually engage selector slide bar of channel 'A'.
  - (vii) Set TS Frequency and TR Rec. tuning controls to approx. channel frequency.
  - (viii) Adjust TS RF control until needle coincides with Set RF mark on lower meter, then depress Press-for-High Level button.



Sheet No. 8  
WIRELESS

800 HOUR SERVICING  
N.C.O.

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Item  
No.

ITEM

OPERATION

1. (Contd.)

VHF Installation.

(e) Receiver tuning.

- (ix) Adjust TS Frequency and TR Rec. tuning controls alternately for maximum reading in Green sector of upper meter. If meter reading rises to f.s.d. release Press-for-High Level button and continue adjustments for maximum.
- (x) Release Press-for-High Level button and disengage selector slide bar.
- (xi) Repeat Operations (vi) to (x) inclusive on all channels in alphabetical sequence.
- (xii) Lock TR Rec. control finger tight and set Off/Rec/Trans switch to 'OFF'.

1. (Contd.)

(xiii) Manually engage each selector slide bar in sequence, rock Rec. tuning control and check that a maximum meter reading in Green sector occurs at the stable position.  
Note:- Reset TS Frequency and RF controls for each channel. Leave set to last channel.

(xiv) Adjust TR Muting Level pre-set as follows:-  
Turn control slowly anti-clockwise until reading suddenly falls.  
Carefully turn control clockwise until reading suddenly rises and continue turning to a position just beyond this rise.

(xv) Set Normal/Tune switch to 'NORMAL' and refit front cover to TR.

(xvi) Disconnect connector B8/50F/7 from TR test socket and insert into Pilot's mic/tel. socket.

(f) Receiver AGC and muting.

(i) Set TS Frequency control to approx. channel frequency and adjust for maximum reading in Green sector of upper meter.

(ii) Adjust RF control until needle coincides with Set RF reading on lower meter.

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(Continued).

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WIRELESS

800 HOUR SERVICING  
N.C.O.

A.P.4099E & G Vol.5 Pt.4  
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ITEM

OPERATION

1. (Contd.)

VHF Installation.

(f) Receiver AGC and muting.

(iii) Note reading in Green sector. (If more than 25 return TR to Bay for AF gain pre-set control adjustment.)

(iv) Depress Press-for-High Level button and check that meter reading does not increase by more than 25.

(v) Release Press-for-High Level button and check that meter reading falls to value noted in Operation (iii).

(vi) Depress Press-to-Mute switch and check that meter reading falls to between 45 and f.s.d. in the Red sector.

(vii) Release Press-to-Mute switch and check meter reading rises to value noted in Operation (iii).

(g) Receiver noise level.

(i) Set TS Service Selector switch to 'F'.

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(Continued overleaf)

1. (Contd.)

(h) Transmitter power.

- (ii) Adjust TS Frequency control to sweep through channel frequency and check that minimum reading of upper meter is in the Green sector.
- (i) Set TS Service Selector switch to 'A'.
- (ii) Depress Pilot's Press-to-Transmit switch.
- (iii) On TS, check that upper meter reading is within Green sector and lower meter reading is between 27.5 and 28.5 volts.
- (iv) Release Press-to-Transmit switch.
- (v) Repeat Operations (ii) to (iv) inclusive on all channels.

(j) This Sub-item is applicable only if Sub-item (h) has not been completed satisfactorily.

Transmitter tuning.

- (i) Disconnect connector B8/50F/7 from Pilot's mic/tel. socket.
- (ii) Remove front cover from TR.
- (iii) Insert connector B8/50F/7 into TR test socket.
- (iv) Set TR Normal/Tune switch to 'TUNE' and loosen Trans. tuning control only.
- (v) Manually engage selector slide bar of channel 'A' and set Off/Rec/Trans. switch to 'TRANS'.

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OPERATION

1. (Contd.)

VHF Installation.

(j) Transmitter tuning.

- (vi) Set Trans. tuning control to approximate channel frequency and adjust for maximum reading in Green sector of upper meter.
- (vii) Set Off/Rec/Trans. switch to 'REC' and disengage selector slide bar.
- (viii) Repeat Operations (v) to (vii) inclusive on all channels in alphabetical sequence.
- (ix) Lock TR Trans. tuning control finger tight.
- (x) Manually engage each selector slide bar in sequence, rock the Trans. tuning control and check that a maximum meter reading in Green sector occurs at the stable position.
- (xi) Set Normal/Tune switch to 'NORMAL' and refit front cover to TR.
- (xii) Disconnect connector B8/50F/7 from TR test socket and insert into Pilot's mic/tel. socket.

(Continued overleaf)

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1. (Contd.)

(k) Transmitter modulation depth, noise level and sidetone.

(1) TR quality.

- (i) Depress Pilot's Press-to-Transmit switch and check that lower meter reading is between 27.5 and 28.5 volts.
- (ii) Set TS Service Selector switch to 'B', 'C' and 'D' in sequence and check in each case that upper meter reading is within Green sector.
- (iii) Release Press-to-Transmit switch.
- (i) Plug headsets into TS jacks JK1 and JK2.
- (ii) Set TS Service Selector switch to 'H'.
- (iii) Depress Pilot's Press-to-Transmit switch.
- (iv) Speak into microphone at JK2, check audio output at JK1 for clarity.
- (v) Release Press-to-Transmit switch.
- (vi) Set TS Service Selector switch to 'G'.
- (vii) Set TS Frequency control to approx. channel frequency.
- (viii) Speak into microphone at JK1, set Frequency control to give maximum audio output at JK2 and check for clarity.
- (ix) Disconnect headsets from TS jacks.
- (x) Disconnect TS connectors B8/50F/7 and D243/50F/1.
- (xi) Reconnect aircraft aerial connector to TR.

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(Continued)

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OPERATION

1. (Contd.)

VHF Installation.  
(m) Radiation.

- (i) Unclip and erect TS aerial. Extend aerial to its fullest length.
- (ii) Set TS Service Selector switch to 'J'.
- (iii) Place TS in a position to give a direct path between TS and TR aerials.
- (iv) Depress Pilot's Press-to-Transmit switch and check that TS upper meter needle deflects to right. Release switch.
- (v) Set TS On/Off switch to 'OFF'.
- (vi) Switch 'OFF' VHF.1.
- (vii) Stow TS aerial in retainer clip.
- (viii) Disconnect TS connector B2/50F/12 from VHF.1.
- (ix) Refit aircraft connector to TR Aux. socket.

1. (Contd.)

(n) VHF.2.

Repeat Sub-items (b) to (m) inclusive reading 'VHF.2.' for 'VHF.1'. throughout. Carry out a two-way communication test on all permissible channels checking that channel selector mechanism is operating smoothly and quickly.

2. Emergency VHF (TR.2002). X

Assisted by Man, check as follows:-

- (i) Plug headset into Pilot's mic/tel. socket.
- (ii) Switch Normal/Standby switch to 'STANDBY' and allow TR.2002 to warm up.
- (iii) Check transmitter output using TS.740.
- (iv) Carry out two way communication test with Ground Station or pack set, checking action of Press-to-Transmit switch.
- (v) Check that receiver background is normal.
- (vi) Set Normal/Standby switch to 'NORMAL'.
- (vii) Disconnect headset from mic/tel. socket.



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OPERATION

3. Aircraft generally.

Remove all tools, rags and other materials used  
during Wireless - 800 Hour Servicing from  
the aircraft.

4. (a) Servicing Record  
Slips.  
(b) Form 700G.

} Sign for completing 800 Hour Servicing.



Sheet No. 13  
WIRELESS

800 HOUR SERVICING  
SUPPLEMENTARY SERVICING  
MAN

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OPERATION

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ITEM

OPERATION

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WIRELESS

800 HOUR SERVICING  
MAN

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EQUIPMENT AND TOOLS

QTY.

Kits, tool, Air Wireless Mechanic, to scale, A.11,  
A.P.830, Vol.3.  
Brushes, varnish, 1 in.

1  
1



Sheet No. 15  
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800 HOUR SERVICING  
MAN

L.P.4099E & G Vol.5 Pt.4  
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SERVICING NOTES

1. Note items which need repair and inform N.C.O.
2. If power is required 'ON' or 'OFF' during servicing report to Electrical N.C.O.
3. DAMAGE - 'Examine for damage' in this schedule means an examination to ascertain that the value or usefulness of the item has not been impaired by:-
  - (a) Insecurity of attachment.
  - (b) Cracks or fractures.
  - (c) Corrosion or contamination.
  - (d) Any form of distortion.
  - (e) Loose rivets.
  - (f) Chafing, fraying or scoring.
  - (g) Broken locking.
4. The bonding of all components referred to in the servicing is to be examined for serviceability and good connection during the course of servicing.





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800 HOUR SERVICING  
MAN

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Item  
No.

ITEM

OPERATION

PRE HANGAR SERVICING

- |    |                               |                            |
|----|-------------------------------|----------------------------|
| 1. | General.                      | Read Servicing Notes.      |
| 2. | Emergency VHF installation. X | Assist N.C.O. as detailed. |



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800 HOUR SERVICING  
MAN

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Item  
No.

ITEM

OPERATION

HANGAR SERVICING

- |    |  |            |  |
|----|--|------------|--|
| 1. | Bomb carriers.<br>(If applicable.)   |            | Assist Armament N.C.O. to remove.  |
| 2. | Radio Compartment.<br>(a) TR.1985 or TR.1998.<br>(b) TR.2002. <i>X out</i>                                     | )          | Remove for Bay Servicing.  |
| 3. | Radio Compartment.<br>(a) Emergency lead<br>acid battery.<br>(b) Stowage and adjacent<br>structure. <i>OUT</i> | } <i>X</i> | Disconnect and remove.<br><br>(i) Examine for spilled electrolyte and<br>corrosion. If found neutralise affected<br>areas with bicarbonate of soda solution<br>and inform Airframe N.C.O.<br><br>(ii) Paint affected areas with anti-sulphuric<br>paint when detailed by Airframe N.C.O. |

- Remove for access to oxygen bottles.

- Examine for damage.

- (i) Remove and examine for damage.
  - (ii) Clean contacts with gasoline, no lead.
  - (iii) Refit.
  - (i) Examine for damage.
  - (ii) Examine cable terminations for tightness.
- Examine for damage.

- (i) Examine for damage.
  - (ii) Clean.
- Remove from mainplane.
- (i) Examine for damage.
  - (ii) Remove cover plate.
  - (iii) Examine locknut for corrosion and tightness.
- Disconnect.

(Continued)

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WIRELESS

800 HOUR SERVICING  
MAN

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No.

ITEM

OPERATION

6. (Contd.)

VHF Aerial.  
(Port Mainplane.)  
(e) Co-axial connector.

- (i) Examine for damage.
- (ii) Examine screening for correct earthing.
- (iii) Examine plugs and sockets (Port wing root) for damage.

7. VHF Aerial.  
(Port Boom.)  
(a) Rod.

(b) Base.

(c) Matching stub.  
(d) Co-axial connector.

- (i) Examine for damage.
  - (ii) Clean.
  - (i) Examine for damage.
  - (ii) Remove cover plate.
  - (iii) Examine locknut for corrosion and tightness.
- Disconnect.
- (i) Examine for damage.
  - (ii) Examine screening for correct earthing.

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(Continued overleaf)

8. VHF aerial connectors.  
(Radio compartment.)

Supervised by N.C.O.:-

- (i) Test insulation resistance of co-axial cable.  
Minimum resistance to be 10 megohms.
- (ii) Test continuity of inner and outer conductors of co-axial cable from set to aerial.

9. Cockpit.
- (a) CU.382.
  - (b) CU.703 (If fitted.)
  - (c) Press-to-Transmit switch.
  - (d) Normal/Standby switch.
  - (e) Normal/Emergency switch.
  - (f) Type 'Q' relays.  
(2 off.)
  - (g) Connector cables.
  - (h) Fixed wiring.
  - (j) Plugs and sockets.
  - (k) Terminal blocks.

Remove for Bay Servicing.

Examine for damage.

- (i) Examine for damage.
- (ii) Remove cover.
- (iii) Clean contacts with gasoline, no lead.
- (iv) Refit cover.

Examine for damage.

- (i) Examine for damage.
- (ii) Examine terminals for tightness.

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WIRELESS

800 HOUR SERVICING  
MAN

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Item No.	ITEM	OPERATION
10.	Mic/tel. wiring.	Assist N.C.O. to check insulation resistance. Minimum resistance to be as follows:- Mic + to Mic - 5 megohms. Mic + to Tel + 20 megohms. Mic + to Tel - 5 megohms. Mic - to Tel + 20 megohms. Tel - to Tel + 5 megohms. Mic - to Tel - 20 megohms.
11.	VHF Aerial. (Port Mainplane.) (a) Matching stub. (b) Base. (c) Aerial assembly. (d) Rod.	Reconnect. Refit cover plate. Refit to mainplane. Coat lightly with seaplane varnish.





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800 HOUR SERVICING  
MAN

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Item  
No.

ITEM

OPERATION

15. (Contd.)

VHF aerial co-axial  
connectors.  
(Engine bay.)

- (iii) Disconnect plug and socket.
- (iv) Ensure cleanliness.
- (v) Reconnect.

16. Wireless Equipment.

- (a) TR.1985 or TR.1998.
- (b) TR.2002 (If applicable.)
- (c) CU.382.
- (d) Emergency lead acid  
battery. *OUT* } X

} Transport to Bay.

17. Wireless Equipment.

- (a) TR.1985 or TR.1998.
- (b) TR.2002 (If applicable.)
- (c) CU.392.
- (d) Emergency lead acid  
battery. *OUT* } X

} Transport to aircraft.

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(Continued overleaf)

18. VHF mounting assembly. Refit.  
(Radio compartment.)
19. Emergency lead acid battery. } *OUT*  
(Radio compartment.)
20. Radio Compartment. }  
(a) TR.1985 or TR.1998. } Refit serviced units.  
(b) TR.2002. }  
(c) Type 553 plug. } Ensure that annular spring clip is fitted.  
(d) Frequency card. } Check that frequency card agrees with  
crystallisation.
21. CU.382. (Cockpit.) Refit serviced unit.
22. Type 359 socket. (i) Examine for damage.  
(Cockpit.) (ii) Examine flexible leads for deterioration  
and whipping for fraying.  
(iii) Reconnect Type 119 plug to Type 359 socket.  
(iv) Examine retaining clips for damage and  
ensure Type 359 socket is securely held.  
(v) Examine Type 626 socket and cable connector  
for damage.

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OPERATION

23. Aircraft generally.

Remove all tools, rags and other materials used  
during Wireless - 800 Hour Servicing from the  
aircraft.



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800 HOUR SERVICING  
MAN

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No.

ITEM

OPERATION

POST HANGAR SERVICING

- |    |                               |   |
|----|-------------------------------|---|
| 1. | VHF installation.             | Assist N.C.O. as detailed.              |
| 2. | Emergency VHF installation. X | Assist N.C.O. as detailed.              |
| 3. | Servicing Record Slips.       | Sign for completing 800 Hour Servicing. |

