

2

R.R.A.F. TECHNICAL ORDERS

AMENDMENT RECORD SHEET

TO: - VOLUME: - SECTION: - SUB. SECTION: -

R.R.A.F. TECH ORDER NO.	AMENDMENT NUMBER RECEIVED					

- NOTE: 1. This Index to Amendments issued, is to be inserted behind the Index Sheet of each Section & Sub. Section of all Volumes of Technical Orders.
2. Amendments are to be entered in the columns provided from left to right individually on receipt, and the Amendment attached to the applicable Technical Order.

R.R.A.F. TECHNICAL ORDERS.

INDEX SHEET

VOLUME TITLE : AIRFRAMESVOLUME NO.: 3SECTION TITLE : VAMPIRESECTION NO.: 2SUB SECTION TITLE : PRELIMINARY WARNINGSSUB SECTION: E

TITLE & DESCRIPTION

MOD.

ORDER

ISSUE

STI OR SI NOS. NO. 1 2 3 4 5 6

CANCELLED BY STI/VAMP/148B.

Elevator Bias Weight - Fracture of
Support Tube.

2

R.R.A.F. TECHNICAL ORDERS

AMENDMENT RECORD SHEET

TO: VOLUME: .. 3 SECTION: .. 2 SUB SECTION: F ..

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Headquarters,
Royal Rhodesian Air Force,
New Salisbury Airport,
P.O. Box 8131, Causeway,
SOUTHERN RHODESIA.

15th November, 1965.

- (A) PRELIMINARY WARNING/VAMPIRE/II
SPINNING OF AIRCRAFT
- (B) Pending further instructions, spinning of these aircraft is to be avoided.
- (D) Before next flight check the rudder attachment to the fin for superficial damage to the hinge and shroud and for insecure rudder attachment.
- (E) Record on F200 & 1125 as PRELIM WARNING/VAMPIRE/II.
- (F) Report defects to Tech. Stats. Air H.Q. and place aircraft unserviceable.
- (G) Modification action under consideration.

SOURCE: AMAS 12616/AIR ENG. IB
Date: 12.11.65.

(R.M.PARRY) F.O.
A/S.T.S.O.

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FOR INFORMATION

Air Headquarters,
Royal Rhodesian Air Force.

R.R.A.F. Technical Order
Vol. 3, Sect. 2, Sub Sect. F 2 (Issue 1)

23rd March, 1957.

- A) Preliminary Warning/Vampire/12
Elevator Bias Weight - Fracture of Support Tube
- B) Vampire FB. 9 Aircraft.
- C) A case has been reported of fracture of the tube supporting the bias weight at the elevator cross shaft in cockpit floor, Part No. K.00925A Stores Ref. 26FC/6552. The fracture occurred across the bolt holes in the tube, i.e. at the three 2 B.A. bolts securing the tube to fitting on the cross-shaft.
- D) At the first opportunity and not later than the next Primary Servicing, all bias weight support tubes fitted to aircraft are to be inspected for cracks or hole elongation as follows:-
1. Inspect in situ using torch and mirror for cracks at bolt holes.
 2. Examine for hole elongation by holding bias weight and attempting to move control column.
 3. In cases of doubt remove the three 2 B.A. bolts and inspect holes in tube and cross shaft bracket.

NOTE: Inspection in situ involves approx $\frac{1}{2}$ man hour, plus 2 man hours if assembly requires dismantling.

- E) Record on Form 700 and 4801 as "Prelim. Warning/Vampire/12."
- F) Results of inspection, including defects and nil defects to be rendered to Tech. Stats. Defects to state total flying hours, etc.
- G) Nil.

Compiled: J.A.W.

Typed: B.W.L.

Source: Routine A.M. Signal
Ref. T 4661/Air Eng/(B)
March 19th, 1957.

Carton WO
(B.H. GIBBON)

Wing Commander

S.T.S.O.

A.H.Q. R.R.A.F.

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