TNS-MAG 30-152

DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES______ No.______ DH AIRCRAFT DATE______

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

INDEX series MAG (Military Airframe, General Circulation)

This Index Sheet is provided for the convenience of recipients of de Havilland Technical News Sheets and the numbers of those received should be recorded under their appropriate heading for ease of future reference. Any drawings or diagrams included with the News Sheets should be numbered and filed separately.

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3. Controls, engine.
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* (2) Issue 2 or 3

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NOTE! MAG 13 - SHEET 3 ONLY

MAG 82 - NO COPY

MAG 84 - NO COPY

Tech. Stats - attention of all NCO's

DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES MAG. NO _____ DATE 17.6.55.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 8 GENERAL.

TECHNICAL NEWS SHEETS - AMENDMENT PROCEDURE.

It was the practice in the earlier Technical News Sheets to include a number of technical instructions on each News Sheet and subsequent amendments were issued separately, (sometimes with other instructions) on a further News Sheet. The current system is to issue each instruction on a separate News Sheet and any subsequent amendments will be incorporated by re-publishing the particular News Sheet and raising the Issue Number. The earlier issue should therefore be removed from the folder and destroyed.

As far as practicable, the earlier issues containing more than one subject, will be re-issued as and when an amendment becomes necessary, to any one of the subjects. The News Sheet will be raised in Issue Number and only contain the one subject which is being amended and the remaining subjects will be re-issued on separate News Sheets. A note will be included on the original News Sheet stating the new News-Sheets Nos. on which these remaining subjects have been re-issued, and these new News Sheets will also have a note included stating the date and News Sheet number on which the information was originally published.

In future, when an amendment has been embodied in a News Sheet, the amended paragraph will be indicated by a vertical line in the left hand margin.

This instruction should be filed with the Technical News Sheet INDEX.

.....

8/8/55

8/8/55

A. Anderson 8/8/55

D E H A V I L L A N D S E R V I C E
AIRSPEED DIVISION
CHRISTCHURCH HAMPSHIRE ENGLAND
TELEPHONE CHRISTCHURCH 1600 CABLES HAVILLAND TELEX CHRISTCHURCH TELEX CHRISTCHURCH 41-536

Issued into VA - 5 - D9

TECHNICAL NEWS SHEET

4 - 3 - 1959

SERIES MAG No 152 Issue 1 DATE 4.2.1959

DH AIRCRAFT

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 10. MISCELLANEOUS EQUIPMENT.

PROTECTIVE FLYING HELMETS MARK 1.A. FITTING OF VISOR TRACKS (STORES REFERENCE 22C/1646 AND 1647)

Cases have been reported of difficulty in fitting the visor tracks owing to the failure of the track to conform to the contour of the helmet.

The number of cases reported so far is small, and investigation indicates that size 1 and 1½ helmets of early manufacture not embodying the vizor track mounting emplacement are involved, but the defect may occur on other sizes as well.

The investigation has revealed several unsatisfactory and potentially dangerous features inherent in the present method of fitting the tracks to the helmets.

1. If the track does not make substantially intimate contact throughout its length with the helmet, difficulty in fitting will be experienced, and if the track is forced into position the self-tapping screws used will tend to be subjected to undue stress and may not bite deeply enough into the helmet shell. This introduces a "Loose Article in Cockpit Hazard" should the screws break or work loose, and fall out. There is also the risk of interference with the free movement of the visor slide due to the screw heads standing proud of the track.

Continued..

2. This hazard is accentuated if the countersinks to the track mounting holes are too shallow and/or the wrong angle. This appears to be the case with some (possibly all) tracks manufactured by the M. L. Aviation Co. Ltd.

Means of eliminating these potential hazards are under consideration and detailed recommendations will be issued as soon as possible, but action should be taken to :-

1. Quarantine all tracks in Store (not fitted to helmets) manufactured by M. L. Aviation Co. Ltd. They can be identified as follows :-

(a) Packaged Tracks
The Firm's name (M. L. Aviation Ltd.) appears on the package.

(b) Unpacked Tracks
The Firm's inspection stamp appears on the track. It comprises the letters "M. L. A." above a number both within a $\frac{1}{4}$ inch circle.

It will then be necessary for these tracks to be examined for conformity with drawing requirements (Drawings S. M. E. 55411 and 55775 refer) either by return to the manufacturers or otherwise.

The requirement is that the countersink shall accept the heads of screws, Self-Tapping, Parker Kalon, Type Z, No. 6, $\frac{1}{4}$ inch long so that the heads shall be flush with the face of the track.

2. Pending further instructions

(a) No attempt should be made to fit tracks to helmets unless they can be brought into substantially even contact with the shells throughout their length without the use of force in excess of that which can be applied by light finger pressure only.

Continued...

2. (b) An examination of all helmets in use should be made at the earliest possible opportunity to ensure that all securing screws are tight, and do not interfere with the movement of the Visor Carrier Slide.

(c) Any defective helmets should be reported to the supplier.

This information has been issued by the Ministry of Supply as Special Technical Notice/Flying Clothing/7.

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D E H A V I L L A N D S E R V I C E
AIRSPEED DIVISION
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TECHNICAL NEWS SHEET

SERIES MAG No 151 Issue 2 DATE 2.12.1958

This News Sheet cancels and supersedes Issue 1 dated 18.9.58.

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 8. GENERAL.

TELEFLEX CABLE : TINNING TO FACILITATE FITTING.

Future supplies of Teleflex rod and cable assemblies C 78785 to C. 78829 will be tinned at the free end during production. These supersede assemblies C 13702 to C 13745 which are untinned.

2. Existing stocks of the C 13702 to C 17345 assemblies may be subject to unwinding and splaying of the spacing wires at the cable ends during assembly.

3. To prevent this, the free end of Teleflex cables specified above may be treated as follows :-

(a) Clean thoroughly with a soft wire brush.

(b) Apply Flux D.T.D. 599, Stores Ref. 33C/9424968.

(c) Using Solder B.S. 219, Grade 'A', Stores Ref. 30B/2100, heat in a small flame on a Gas/Air Torch until the Solder flows.

NOTE. To permit the cable to flex during operation the extent of tinning must not exceed 0.25 inches from the cable end, and only the thinnest coat possible should be given to enable the cable to be freely entered into the Teleflex wrapper box.

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This information has been issued by the Ministry of Supply as Special Technical Notice/Miscellaneous/84A.

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S.T.S.O.
Sir. Your comments please.

Issue for Info

DE HAVILLAND SERVICE

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TECHNICAL NEWS SHEET

SERIES MAG No. 151 Issue 1 DATE 18.9.1958

AIRCRAFT

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

Issued w/o

Vol 14-2-1 Issue 1

~~MILITARY AIRFRAME, GENERAL CIRCULATION~~
~~SUB HEADING 8. GENERAL.~~

Qtq.

TELEFLEX CABLE : TINNING TO FACILITATE FITTING.

(INFORMATORY)

Future supplies of Teleflex rod and cable assemblies will be tinned at the free end during production.

2. Existing stocks of the assemblies may be subject to unwinding and splaying of the spacing wires at the cable ends during assembly.

3. To prevent this, the free end of Teleflex cables may be treated as follows :-

(a) Clean thoroughly with a soft wire brush.

(b) Apply Flux D.T.D. ~~599~~ 851, Stores Ref. 33C/9424963.

(c) Using Solder B.S. ~~219~~ 441, Grade 'A', Stores Ref. 30B/~~2400~~ 1610, heat in a small flame on a Gas/Air Torch until the Solder flows.

NOTE. To permit the cable to flex during operation the extent of tinning must not exceed 0.25 inches from the cable end, and only the thinnest coat possible should be given to enable the cable to be freely entered into the Teleflex wrapper box.

BHG

~~This information has been issued by the Ministry of Supply as Special Technical Notice/Miscellaneous/84.~~

Source. D.H. Tech News Sheet M.A.G. 151

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Distr:- Essentials +

N.C.O. A.R.S. 1
N.C.O. i/c Metal Shop 1,
W.O. 3 Wood 1
W/O. 4 Sheet 1

MEMORANDUM

FROM: Tech Stats CHQ	TO: N.O. i/c Electrical Section
	Central Tech. Depot
DATE: 9-1-59	DATE:

Sir

The attached D.H.

Tech News Sheet Series MAG 150 a Series

V No 752 refers.

Your comments please.

C Hobbs C/T

V 752

~~Have already seen this one — probably an advance information leaflet. Is essential to TII A/c until mod 3325 fitted.~~

MAG 150

This is not really important for our present fleet but would be useful on Canberra A/c

[signature] W/O.

DE HAVILLAND SERVICE
AIRSPEED DIVISION
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TECHNICAL NEWS SHEET

SERIES MAG No. 150 Issue 1 DATE 18.9.1958

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 11. ELECTRICAL INSTALLATION.

ELECTRICAL SYSTEMS : INTRODUCTION OF DUMMY FUSES.

1. Aircraft accidents and near misses have occurred in the Royal Air Force, due to the inadvertent placing of a live fuse into a "NOT IN USE" electrical circuit. In order to eliminate future incidents, it has been decided that all vacant fuse positions, including those which have been rendered inoperative by Special Technical Instruction or Modification action, are to be fitted with dummy fuses.

2. Further to the above there have also been instances of injury to personnel and damage to aircraft, due to the re-connection of electrical services which were rendered inoperative to facilitate servicing procedures. To prevent such occurrences dummy fuses are to be fitted to aircraft circuits during servicing, whenever components are removed for Bay Servicing, or when it is necessary to isolate a particular circuit in a live system. To distinguish the "Servicing Dummy Fuses" locally manufactured "Red Streamers" nine inch by one inch are to be permanently attached.

3. To ensure easy identification, the dummy fuses are manufactured to standard fuse dimensions from red plastic and to assist in areas of bad illumination and to facilitate identification by feel the centre portion is square in section with corrugated sides. On one flat side the words "NOT IN USE" are embossed. The reference numbers of these dummy fuses are as follows:-

2	Amp.	Size	Fuses	Dummy	5 CZ/5865
2.5	"	"	"	"	5 CZ/5866
5	"	"	"	"	
10	"	"	"	"	5CZ/5867
40	"	"	"	"	5CZ/5868

4. Dummy Fuses for the R. A. F. are available from No. 61 Maintenance Unit.

Continued....

DE HAVILLAND SERVICE
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TECHNICAL NEWS SHEET

SERIES MAG No. 149 Issue 1 DATE 22.7.1958

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 19. GROUND EQUIPMENT.

STRAINERS FOR PRESSURE REFUELLING HOSE END COUPLINGS: SERVICING PRECAUTIONS.

An incident has occurred of a hose bore lining collapsing and fragmenting during a defuelling operation. Subsequently, the loose pieces of rubber lining were transferred to an aircraft during fuelling and resulted in a fuelling valve defect.

The aircraft valve defect would probably not have occurred if a strainer 4K/2830 had been fitted between the hose end and the pressure fuelling coupling, as it should have been. Air Publication 4511/V.1 and S/G., Chapter 2, Figure 1, depicts the strainer location for the Flight Refuelling type of coupling, and it is identical for the Avery-Hardoll version.

The attention of all concerned should be drawn to the dangers of unauthorised removal of the strainers. Additionally it is recommended that a check be made to ascertain that the subject strainers are still in position in equipment in use.

This information has been issued by the Ministry of Supply as Special Technical Notice/Ground Equipment/9.

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TECHNICAL NEWS SHEET

SERIES MAG No. 148 Issue 1 DATE 22.7.1958

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 8. GENERAL.

EQUIPMENT IN STORE : SERVICING AND INSPECTION PROCEDURE SINCE THE ABOLITION OF "SHELF LIFE".

1. The procedure whereby some items of equipment held in store are either given "shelf lives", fixed as a result of consultations between the Ministry of Supply and the manufacturers and issued under the authority of the Air Ministry (D.G.Eng.) and/or "lifed" according to the storage category allocated by the Air Ministry (D.A.I.S.) has been revised.

2. The concept of fixed "shelf lives" for equipment in store is abolished and the term "shelf life" is no longer to be used. Such equipment is subject to planned periodic inspection by the Aeronautical Inspection Services which should reveal any need for eliminative or corrective treatment. For items of equipment awarded a specified "life" in store (vide para. 3 below) the term "storage life" is invariably to be used. The only limitations to availability for issue are those imposed by inspection periodicities and specified storage lives allocated by the Air Ministry (D.A.I.S.) and shown in Air Publication 1086 and/or Volume 3, part 1 of the relevant air publication.

3. Definition of Terms.

(a) Storage Life. The absolute life of equipment in store which cannot be extended (Storage Category 3).

(b) Inspection Periodicity. Period during which A.I.S. inspection and/or test of equipment in store will take place.

(c) Storage Categories. These are defined in Air Publication 1086, Volume 1, Memorandum of Instructions Part 3, which is undergoing revision. The new definitions of these categories are as follows:-

Category 1 .. Items which may change their characteristics or performance with age.

Continued.....

Category 2 .. Abolished. All items at present in Category 2 are transferred to Category 1.

Category 3 .. Items which because of their composition have an absolute life which cannot be extended.

Category 4 .. Items with an indefinite life under ideal storage and preservation conditions.

4. Procedure at Maintenance Units. In future, items of equipment in storage categories 1 and 4 are to be regarded as serviceable unless they are found to be otherwise by the Aeronautical Inspection Services. Routine pre-issue servicing at present undertaken on some ranges of equipment will not be carried out. As stated in paragraph 2 above, the inspection of equipment in store will continue to be carried out by means of the A.I.S. planned periodic inspections. Where, as a result of those inspections or as a result of specific instructions, servicing or rectification is found to be necessary, this will be undertaken provided that it is within the capacity and repair policy of the maintenance unit. Servicing or rectification beyond the capacity of the maintenance unit is to be effected through current repair contracts in consultation with the appropriate Air Ministry provision branch.

5. Action at User Units. There is no change in the procedure for receipt of equipment from maintenance units. Functional checks, as laid down in the relevant air publications or other technical instructions, are to continue to be carried out.

6. Amendment of Air Publications. Action is being taken to amend technical air publications to delete all references which require equipment to be removed from store and returned for servicing at certain stated calendar periods. Pending amendment action, Headquarters, No.40 Group, have been instructed to ignore these references in air publications for all equipment held in maintenance units.

7. Notes on Categorization of Equipment for Inspection Purposes. For inspection purposes, there are three main types of equipment as follows :-

Category 1 equipment .. Subject to a periodicity of inspection determined by the Air Ministry (D.A.I.S)

Category 3 equipment .. Having an absolute life.

Category 4 equipment .. Subject to A.I.S. inspection at intervals determined by local conditions.

Continued.....

The general instruction regarding inspection of Category 4 equipment in store are contained in Air Publication 830, Volume 2. Since it is not possible to lay down, for Category 4 equipment, periodicities of inspection suitable for global application, the frequency of inspection must be decided by the Chief Inspection Officer, Aeronautical Inspection Services, in the light of local conditions.

This information has been issued by the Ministry of Supply as Special Technical Notice/Miscellaneous/83 and should be used in conjunction with S. T. N./Miscellaneous/80 published on Technical News Sheet MAG. 138.

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Issue General Order 21/10/58

DE HAVILLAND SERVICE

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TECHNICAL NEWS SHEET

SERIES MAG No. 147 Issue 1 DATE 22.7.1958

AIRCRAFT

Issued into

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

~~MILITARY AIRFRAME~~, GENERAL CIRCULATION
~~SUB HEADING 9. OIL SYSTEMS.~~

RRAF Technical Order
VOL 4 - 1 - A2 issue 2
Cancelling and superseding
AL 85.

FLEXIBLE HOSE IN ENGINE OIL SYSTEMS : SERVICING.

Flexible hose assemblies in engine oil systems are to have an indefinite service life subject to examination for serviceability in accordance with Air Publication 1464 D, Volume 1, Part 2, Section 3, Chapter 4, and to relevant servicing schedules.

The hose assemblies tend to harden in service, and in time will take up a permanent set. In view of this, whenever hose assemblies are disconnected and found to have lost their flexibility and/or have acquired a permanent set, they are to be replaced.

Whenever flexible hose assemblies are removed from the system, they are to be carefully examined, and where any doubt exists, the hose assemblies are to be pressure tested for serviceability, before fitment. On the first engine run after installation of an engine or a flexible hose assembly, all hose assemblies are to be examined for signs of leakage or seepage.

The attention of all concerned is again directed to Air Publication 1464D, Volume 1, Part 2, Section 3, Chapter 4, paragraphs 11 to 24 inclusive which outline the precautions to be observed when installing flexible hose assemblies.

R.M.P.

~~In view of current policy it is requested that the replacement of flexible hose assemblies at specified servicing periods, be deleted from all servicing schedules.~~

~~This information has been issued by the Ministry of Supply as Special Technical Notice/Miscellaneous/82, cancelling S.T.N./Miscellaneous/22 published as Technical News Sheet MAG.9.~~

Source: De Havilland T.N.S., MAG 147 issue 1 dated 22.7.1958

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Dist:- All Essential recipients +
W.O. E.R.S. 2 W.O A.R.S. 2
W.O No 3 SQDN 2
W.O No 4 SQDN 2

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TECHNICAL NEWS SHEET

SERIES MAG No 146 Issue 1 DATE 4.7.1958

AIRCRAFT

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 23. INSTRUMENTS.

ARTIFICIAL HORIZONS, MARK 4 : MODIFICATION STANDARD 6A/3063

The Instruments shewn in the appended lists were despatched from the manufacturers works prior to embodiment of modification INST/A.225. (Class B2 by return) and have not been recorded by the manufactuerer as having been returned.

As these instruments are unlikely to function correctly when put into service they should not be used in the unmodified condition.

107	112	121	138	144	150	155	156	166	167	170	176	179	180	185
195	201	203	204	207	225	242	271	272	294	304	308	315	316	358
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490	493	494	516	517	518	519	520	521	539	545	555	561	587	603
618	622	625	628	629	637	644	650	659	667	700	711	1101	1103	
1105	1108	1117	1125	1127	1134	1144	1146	1147	1149	1151	1152	1163		
1164	1166	1168	1169	1171	1172	1173	1180	1188	1194	1216	1219	1222		
1226	1236	1249	1253	1259	1273	1283	1286	1290	1291	1295	1303	1306		
1343	1345	1347	1350	1352	1354	1357	1364	1371	1376	1379	1380	1385		
1387	1388	1395	1398	1405	1406	1415	1424	1426	1435	1439	1444	1454		
1464	1472	1474	1475	1485	1486	1489	1490	1504	1507	1508	1517	1526		
1530	1534	1536	1538	1546	1547	1556	1558	1561	1563	1568	1569	1571		
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(continued)

1921	1923	1926	1929	1937	1943	1944	1947	1948	1951	1961	1964
1994	2003	2006	2015	2019	2026	2029	2034	2044	2045	2051	2059
2061	2074	2075	2084	2093	2096	2098	2099	2100	2101	2105	2106
2111	2124	2125	2126	2139	2151	2162	2165	2168	2170	2200	2205
2215	2223	2227	2231	2233	2234	2238	2239	2246	2256	2258	2434
2435	2436	2438	2440	2441	2444	2445	2446	2449	2450	2452	2455
2461	2462	2463	2464	2471	2473	2476	2478	2479	2480	2481	2482
2486	2487	2489	2490	2493	2494	2495	2496	2497	2498	2500	2501
2502	2504	2505	2506	2510	2513.						

This information has been issued by the Ministry of Supply as Special Technical Notice/Instruments/79.

----oOo----

MEMORANDUM

FROM: Tech Stores AHQ

DATE: 13th October 1958

TO: W.O. i/c Instrument Sect M.U.

DATE:

Sir,

The attached D.H., T.N.S. Series MAG No 146 refers.

Your comments please.

Cobbs C.O./Tech

R.R.A.F. NEW SARUM
1 . OCT 1958
..STRY

G.P. & S. 5648—1,500-50P.—23-8-56.

Z. 442. (T.)

MEMORANDUM

From	To
N.C.O. i/c INSTRUMENT SECTION MU	OFFICER i/c TECH STATS A.H.Q.
	Date 16—10—58.

Sir,

This Artificial Horizon (MK4, Stores Ref 6A/3063) is not fitted to any of the M.U. or transport type aircraft and there are no stocks of these items held in Stores.

C/H/TECH
N.C.O. i/c Instrument Section

MEMORANDUM

FROM: Tech Stats Asst Q

DATE: 17th October 1958

TO: Tech Dvg Adjutant
R.R.A.F. Thornhill

DATE: 27/10/58

Tech Stats A1Hq

Sir,

The attached Tech News Sheet Mag 146 refers.

Do any of the serial Nos affect any of our A/c at Thornhill?

[signature] Chf Tech.

This does not apply to any equipment on this Unit.

[signature]
Tech Asst
RRAF T.

D E H A V I L L A N D S E R V I C E
AIRSPEED DIVISION
CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE CHRISTCHURCH 1600 | CABLES HAVILLAND TELEX CHRISTCHURCH | TELEX CHRISTCHURCH 41-5

TECHNICAL NEWS SHEET

SERIES MAG No 145 Issue 1 DATE 30.5.1958

AIRCRAFT

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 11. ELECTRICAL INSTALLATION.

UNI-EF L.T. ELECTRIC CABLE : SHRINKAGE OF INSULANT.

Uni-ef	4	Ref. 5E/3728
	9	" 5E/3729
	12	" 5E/3730
	24	" 5E/3731

1. Experience has shown that some of this cable suffers from shrinkage of the insulant which may cause the conductor to be exposed to a dangerous extent at the terminations. Shrinkage up to $\frac{5}{8}$ inch has been observed.

2. The effect is caused by longitudinal stress in the p.t.f.e. insulant and is inherent in the construction of the cable and the technique of manufacture. In a few instances expansion has occurred but this appears to be rare. Every time a length of cable is cut at a point more than about 3 ft. from the ends, the stress is relieved and consequent movement of the insulant relative to the conductor may occur. The nature of the material is such that the movement is gradual and it may take up to 24 hours before stability is re-established.

3. In order to minimise the effect the cable must be handled and installed with care. The following instructions are intended as a guide in achieving this:-

(i) After the cable has been cut to the required length, it should be left for 24 hours, if possible, to stabilise before the ends are stripped. If the cable receives considerable handling during installation such as drawing through ducts or sheaths this should be followed by a period for stabilization.

(ii) After cutting a length, gentle flexing of the cable for a distance of about 3 ft. from the end together with "working" of the insulation along the conductor away from the cut end will aid the stabilization process.

Continued/-

During flexing the cable must not be bent to a curvature of radius less than five times the overall diameter of the cable.

(iii) The operation of stripping the ends should be done in such a way as to avoid stretching the insulant remaining on the cable.

(iv) At termination where exposure of the conductor would be a hazard and where the working temperature permits it, a binding sleeve should be fitted over the termination in such a way as to accommodate any subsequent movement of the p.t.f.e. insulant.

. Uni-ef cable will shortly become obsolete and will be superseded by ni-efglas cable. Uni-efglas also has a p.t.f.e. insulant but the onstruction and the technique of manufacture has been changed and the hrinkage effect is not present.

. Until the uni-efglas series is available, the use of Uni-ef cable hould be limited as much as possible, consistent with essential maintenance.

. Uni-glasef, which is contemporary in design with Uni-ef and which is vailable only in sizes 35 to 200 inclusive is not subject to shrinkage and ay be used without pre-installation treatment.

his information has been issued by the Ministry of Supply as Special echnical Notice/Electrical/67.

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MEMORANDUM

FROM: Tech Stats A.H.Q. TO: D.O. Electrical Sec M.U.

DATE: 31st July 1958 DATE:

Sir.

The attached T.N.S. Series MAG N° 145 refers. Your comments please

C/T.
for W.O. Fowler.

Tech Stats A.H.Q.

We don't use this E.T. cable, The cable with the equivalent rating which we do use is Unipren. So. above mentioned (Uni EF) is not applicable to us.

C/T.
I/C Elect Section.

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TECHNICAL NEWS SHEET

SERIES MAG No. 142 Issue 1 DATE 13.5.1958

AIRCRAFT

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL
SUB HEADING 14. AIRCRAFT SERVICES.

OXYGEN REGULATORS : INSECURITY OF RUBBER CUFF / OUTLET ELBOW JOINT.

This instruction is applicable to the following Regulators, in use, held spare or in Store:-

Reference Number	Item
6D/1700	Mk. 17 Demand Oxygen Regulators, Post-Mod. G. 357
6D/1730	Mk. 17C " " " , Post Mod. G. 357
6D/1966	Mk. 17D " " " ,
6D/1969	Mk. 20 Demand and Inflation Oxygen Regulators.

A case has occurred where the rubber cuff has been pulled off the outlet elbow, due to faulty adhesion of the cuff to the elbow.

Note: Modification C. 357, which introduced a green rubber cuff cemented to the outlet elbow to facilitate installation of the regulator(s) is incorporated in the normal build standard of all Mk. 17D and Mk. 20 Regulators.

Within 7 days of receipt of this Instruction, the following procedu is recommended :-

(a) Determine the number of Jubilee Clips AGS. 605/1, (Ref. 28E/8183) which will be required to secure the green cuff to the outlet elbow of each affected Regulator in the aircraft.

(b) Degrease the requisite number of AGS. 605/1 Jubilee clips (Ref. No. 28E/8183), reduce the length of the retaining band so that when measured externally from the head of the screw, it is 3.800 in. plus or minus 0.050 in. Remove sharp edges and round off corners of the reduced end.

Continue

c) Fit the shortened Jubilee clip loosely on the green rubber cuff over the outlet elbow of the regulator. Ensure that the retaining band is located behind the lipped portion of the outlet elbow and that the adjusting screw is within the boundary of the regulator housing, then tighten the clip.

Note: If necessary the regulators may be removed from the aircraft panel, in accordance with the relevant instructions, to facilitate the fitting of the Jubilee clip.

Estimated manhours : 1 hr. per removal:
½ hr. for rectification and replacement.

Demand Oxygen Regulators held as spares should be examined in accordance with para (a) to( ) above, prior to installation. Items held in store in sealed containers need not be checked as above, but the container is to be marked "S.T.I./INST/71 NOT satisfied."

Record on appropriate forms.

Modification G. 498 when embodied, will render compliance with this Instruction unnecessary.

This information has been issued by the Ministry of Supply as Special Technical Instruction/Instruments/71.

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TECHNICAL NEWS SHEET

SERIES MAG No. 143 Issue 1 DATE 14.5.19

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 14. AIRCRAFT SERVICES.

OXYGEN REGULATORS :
TECHNIQUE FOR REMOVAL FROM AIRCRAFT.

A forthcoming amendment to AP. 1275G will be based on the follow and Units are authorised to adopt the technique quoted, forthwith, pen receipt of the amendment :-

When removing from an aircraft a Mk. 17 series or Mk. 20 Oxygen Regulato which S.T.I./Instruments/71 (on T.N.S. MAG. 133) or Mod. G.498 has been embodied, it should be noted that the clip securing the green rubber cu to the light alloy low-pressure tubing must be unfastened and NOT the c that secures the cuff to the outlet elbow of the regulator.

Similarly, when removing a Mk. 18 series Regulator in which S.T.I./Instr 72 (not issued on T.N.S.) has been embodied the wired joints locking th on the outlets of the regulator should not be disturbed.

The instructions for the removal of the pre-mod. G. 357 Mk. 17 series and Mod. G. 391 Mk. 18 series Regulators remain unaltered.

This information has been issued by the Ministry of Supply as Special Te Notice/Instruments/77.

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TECHNICAL NEWS SHEET

SERIES MAG No 144 Issue 1 DATE 29.5.1958

AIRCRAFT

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 14. AIRCRAFT SERVICES.

OXYGEN VALVES : DIRECTION OF FLOW.

12754

Although Air Publication 127A, Volume 1, Section 8, Chapter 1, Paragraph 104 draws attention to the correct manner of fitting oxygen mas valves cases have been found where charging valves have been wrongly fitt

2. In the case of both charging and line valves the inlet should be connected to the aircraft cylinders so that during charging operations, t flow through the charging valve is from outlet to inlet.

3. Failure to ensure this results in charging valves being subjecte to continuous high pressure in the direction opposite to that for which i was designed, with a high risk of failure of the gland, particularly of t Mark 8 valve (6D/223), and consequent loss of oxygen.

This information has been issued by the Ministry of Supply as Special Tecl Notice/Instruments/78.

MEMORANDUM

FROM: Tech. Strs. G.H.Q. TO: D.D.I. Instrument M.U.

DATE: 31st July 1958 DATE: 1/8/58.

Sir.

We attached T.N.S. Series MAG N° 144 143 142 refd. Your Comments please

for W.O. Fowler

Sir

Reference News sheet a This has been issued in RRAF Tech. orders Vol 6. S. Sub-sect. D.I.

News sheet N°s. 142 and 14 not apply to the R.R.F.

HYDRAULIC PUMPS

Type	A/C Fitted	Current Reconditioning Life (Hours)	New Standard Servicing Cycle	Schedule Component Change
37J/264 Lockheed Mk. 7.	Mosquito	1600	120/600	3rd Major
	Vampire	1600	200/800	2nd Major
	Venom	1600	200/800	2nd Major

This information has been issued by the Ministry of Supply as Special Technical Notice/Miscellaneous/81.

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appendix "A" not attached or received 10.4.58. Eds

TECHNICAL NEWS SHEET

SERIES MAG No 140 Issue 1 DATE 14.2.1958

AIRCRAFT

S.T.S.O. Comments please.

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 8. GENERAL

SERVICING SCHEDULES: INTRODUCTION OF "LIFED" COMPONENTS

S.T.N./Miscellaneous/80 on Technical News Sheet MAG. 138 gave advance warning of the intention to include, as items in the Servicing Schedules, the changing of "Lifed" components. The scheme to fulfil that end has now been started under the authority of Air Ministry Letter A. 218115/55/D.G.Eng. dated 7th January, 1958, extracts from which are quoted below for information and action where necessary:-

The following information is forwarded in respect of components which have been phased into periodic servicing schedules.

Electrical Components.

In future, electrical components are to continue in use for as long as they pass the serviceability tests prescribed in the servicing schedules. Any difficulties in implementing this policy should be reported.

Instrument Components

In future, all items of instrument equipment are to continue in use for as long as they pass the serviceability tests prescribed in the servicing schedules.

Radio and Armament Components

With a few exceptions on which separate action is being taken, there are no components which require to be phased into periodic servicing schedules.

Engine Driven Accessories

Attached, at Appendix 'A' is a list of the currently lifed accessories together with the relevant periodic servicing schedule into which they are being included.

Continued....

MAC. 140, Issue 1 continued.

These items are to be included in the supplementary sheets of the servicing schedules, pending official amendments.

It is appreciated that there will be some initial difficulties in phasing components into servicing schedules. It is intended that component changes should be phased into the servicing cycles without unduly affecting aircraft serviceability or component supply, and to achieve at the same time a minimum loss of component life.

Column 3 of Appendix 'A' shows current reconditoning life. This has been included to allow Units to employ component lives up to the figures quoted if they are more favourable than the periodicity quoted in column 5, and so permit maximum flexibility in phasing the component changes into periodic servicing schedules. In addition, an extension of up to 10 % of the quoted reconditioning lives may also be granted.

Airframe Components

A list of airframe components which are being phased into servicing schedules, will be published in the near future.

This information has been issued by the Ministry of Supply as Special Technical Notice/Miscellaneous/81.

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TECHNICAL NEWS SHEET

SERIES MAG No 139 Issue 1 DATE 31.1.58

Issued under V6.5.46 4.3.58

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 23, INSTRUMENTS.

FUEL CONTENTS GAUGE SYSTEMS: DEFECTS IN UNIRADIO CO-AXIAL CABLE.

The following information has been prepared as a summary of recent arisings and is forwarded for information and action where necessary. This information has also been promulgated in D.A.R.D. Technical Circular No. 194.

Numerous defects experienced with Uniradio co-axial cables in aircraft fuel contents gauge circuits, many of them costly in man hours to trace and rectify, have been attributed to faulty manufacture or assembly when, in fact, the majority are due to conditions of use and are therefore avoidable by the exercise of a little care.

The most common types of failure experienced are:-

(i) Sharp kinks formed in the inner conductor, which are forced through the polythene dielectric, causing a short circuit to the copper braiding.

(ii) Short circuits caused by an excessive length of bare conductor inside the end fittings coming into contact with the plug body.

(iii) Short circuits within the cable due to a length of the conductor being displaced from the axis of the cable and lying close alongside the copper braiding.

The first two defects described are partly attributed to the relief of stresses in the polythene and to the effect of heat. Stresses may be induced in the polythene as the result of the extrusion process during manufacture, but this aspect is very closely controlled. They may also be induced by the application of a comparatively moderate pull on the cable, such as might be applied in pulling it through a loom

Contd.....

MAG.139, Issue 1 continued.

or a grommet. This can stretch the cable slightly and as the polythene shrinks back very gradually, kinks are formed in the conductor, or alternatively an excess of bare conductor appears in the end fitting.

A moderate amount of heat, besides aiding the relief of stresses in the polythene and hastening thereby the development of the failures described, is also commonly the primary cause of such failure. As the coefficient of expansion of the polythene is about ten times that of copper, a moderate temperature change can cause the centre conductor to be stretched as the dielectric expands so that when contraction follows with cooling, the conductor is now too long to be accommodated and is forced into a series of sharp kinks, or into the space in the end fitting.

Acute bends of a smaller radius than that permitted for the type of cable, together with a certain amount of heating, are the cause of the third defect. Expansion and contraction occurring with temperature change, together with a slight softening of the polythene causes the centre conductor to move towards the outside of the bend until it comes into contact with the copper braid.

Many defects, however, are random in nature. A recent survey, carried out on aircraft returned to the manufacturer for overhaul, has shown that many cables have been wrongly routed in service, and are routed close to or even secured to, hot engine parts, hot air pipes etc., and have very sharp bends which are not in accordance with the manufacturer's drawings.

It is essential, in order to reduce these defects, that greater care be taken to ensure that cables are routed clear of all sources of heat, (including the skin of the aircraft structure in tropical climates) and without acute bends. Subjecting these cables to any tensile load (e.g. by pulling on the cable instead of the plug to disconnect) should also be avoided.

This information has been issued by the Ministry of Supply as Special Technical Notice / Instruments / 74.

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TECHNICAL NEWS SHEET

SERIES MAG No. 141 Issue 2 DATE 30.5.1958

This News Sheet cancels and supersedes Issue 1 dated 13.1.1958.

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 13. RADIO.

V.H.F. TRANSMITTER / RECEIVERS 1934, 1935, 1936, 1985, 1986 AND 1987 : I.F. AMPLIFIERS-INCORRECT ASSEMBLY.

V.H.F. Transmitter/Receivers Reference 10D/17693, 10D/17694, 10D/17695, 10D/17937, 10D/17938 and 10D/17939 in use, held as spare, or in Store.

The 8BA screws, securing the two way tag strip to the underside of the I.F. Amplifier platform, have been assembled, on some units, with the heads seated on the tag strip. In this position, short circuiting of the H.T. supply can occur particularly on those amplifiers having either modification 4259 or 4261 incorporated.

Within 28 days of receipt of this instruction the following procedure is recommended :-

(a) Identify the I.F. Amplifier and remove from main chassis.

(b) Check to see whether the 8BA screws have been assembled with their heads seated on the tag strip.

(c) If so remove screws and reassemble as shown in Figure 1 attached.

(d) Reassemble I.F. Amplifier into main chassis and test for correct operation.

Estimated man hours = $\frac{1}{2}$

Equipment concerned held as spares or in Store is to be checked and, where necessary, rectified prior to Issue or Installation.

Record on the appropriate forms and mark STI/Radio(Airborne)/105 with white marking paint, on the front of the set.

See drawing overleaf

This information has been issued by the Ministry of Supply as Special Technical Instruction/Radio(Airborne)/105 (Corrected).

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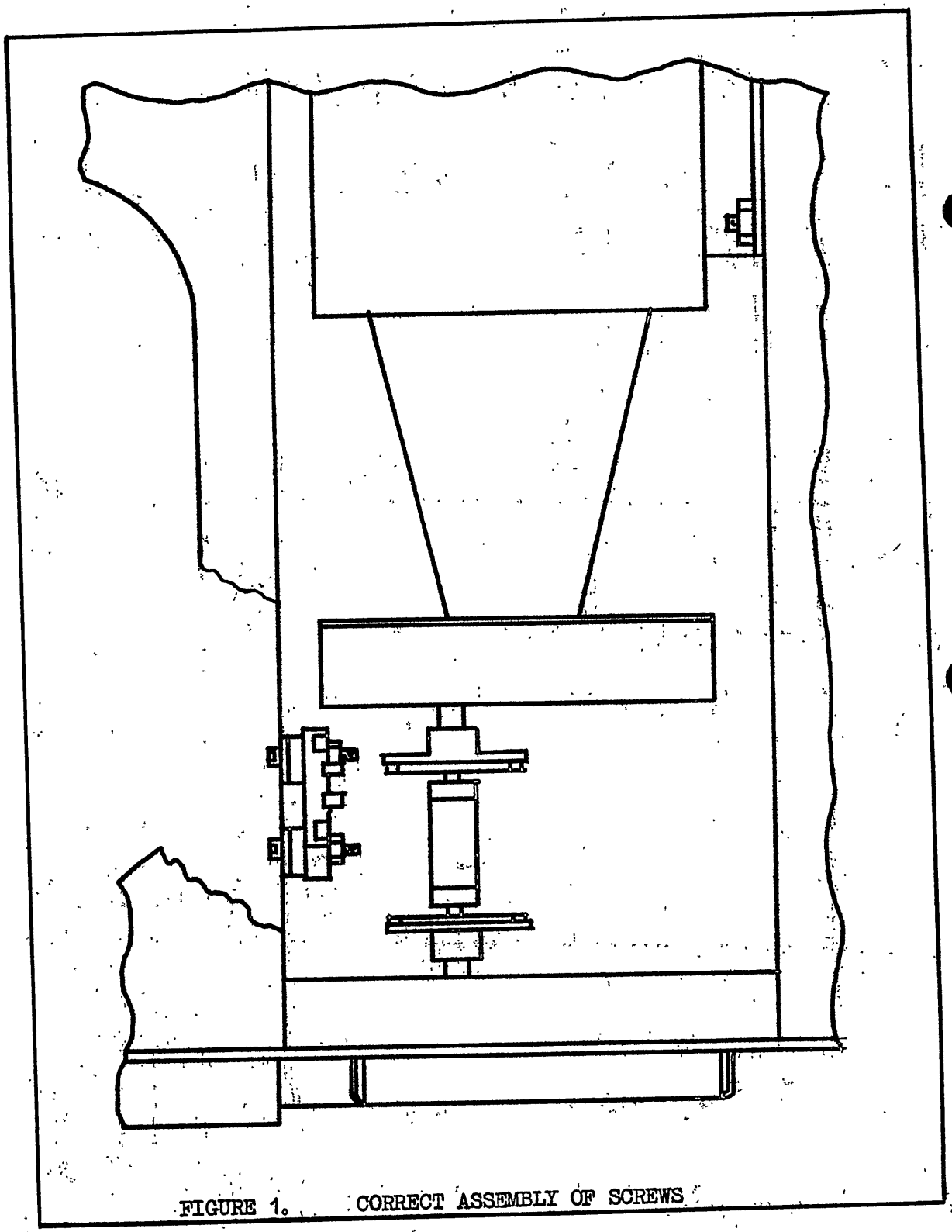

FIGURE 1. CORRECT ASSEMBLY OF SCREWS

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S.I.S.O. Comments please

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TECHNICAL NEWS SHEET

SERIES MAG No. 141 Issue 1 DATE 13.1. 1958

DH AIRCRAFT

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 13. RADIO

V.H.F. TRANSMITTER/RECEIVERS 1934, 1935, 1936, 1985, 1986 AND 1987: I.F. AMPLIFIERS - INCORRECT ASSEMBLY

V.H.F. Transmitter/Receivers Reference 10D/17693, 10D/17694, 10D/17695, 10D/17937, 10D/17938 and 10D/17929 in use, held as spare, or in Store.

The 6BA screws, securing the two way tag strip to the underside of the I.F. Amplifier platform, have been assembled, on some units, with the heads seated on the tag strip. In this position, short circuiting of the H.T. supply can occur on those amplifiers having either modification 4259 or 4261 incorporated.

Within 28 days of receipt of this instruction the following procedure is recommended:-

(a) Identify the I.F. Amplifier and remove from main chassis.

(b) Check to see whether the 6BA screws have been assembled with their heads seated on the tag strip.

(c) If so remove screws and reassemble as shown in Figure 1 attached.

(d) Reassemble I.F. Amplifier into main chassis and test for correct operation.

Estimated man hours - $\frac{1}{2}$

Equipment concerned held as spares or in Store is to be checked and, where necessary, rectified prior to Issue or Installation.

Record on the appropriate forms and mark STI/Radio(Airborne)/105 with white marking paint, on the front of the set.

See drawing overleaf

This information has been issued by the Ministry of Supply as Special Technical Instruction / Radio (Airborne)/ 105.

Yes Actioned on 8 - 8 - 58 | Have we received this? J

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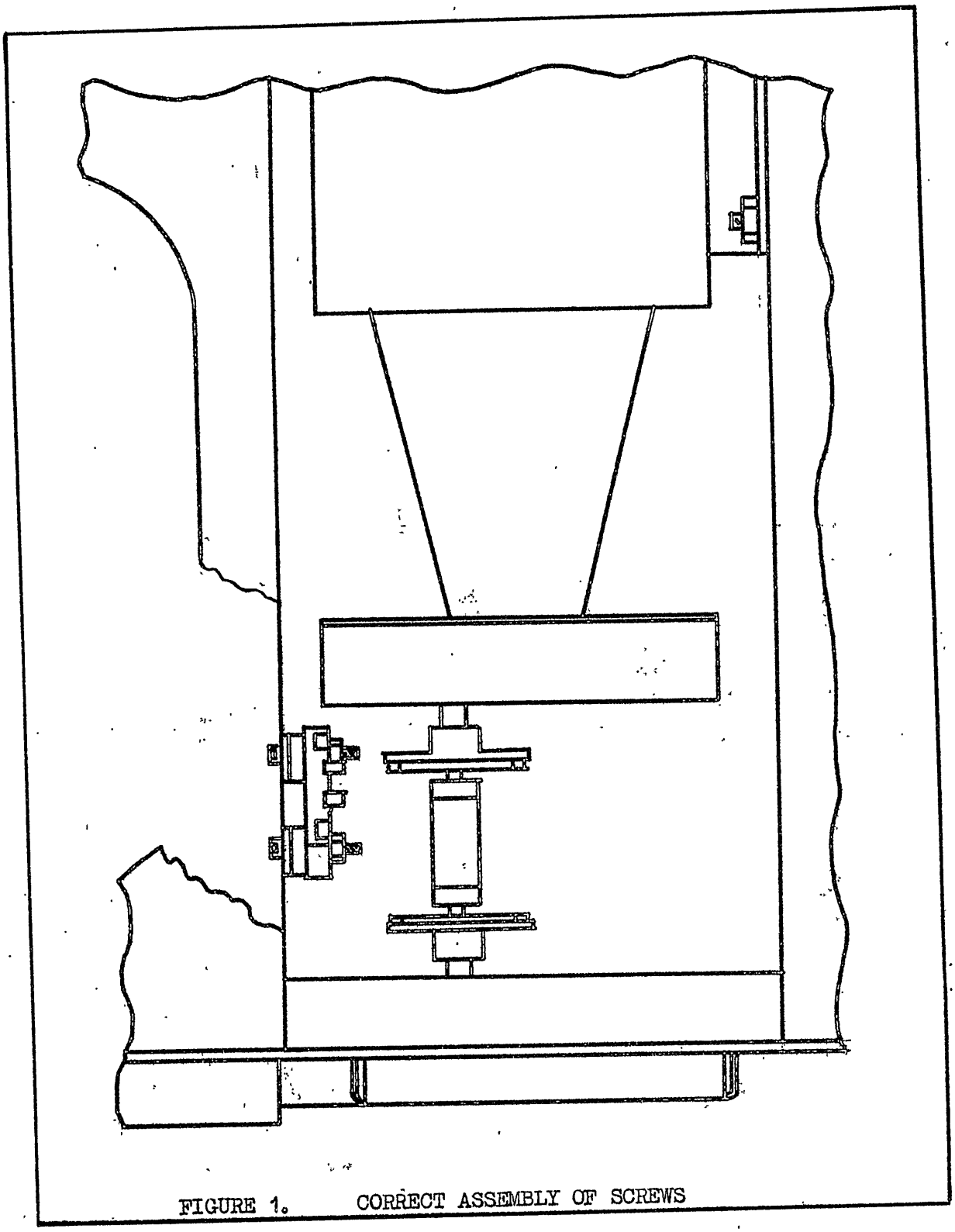

FIGURE 1. CORRECT ASSEMBLY OF SCREWS

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TECHNICAL NEWS SHEET

SERIES MAG No. 140 Issue 2 DATE 31.3.1958

AIRCRAFT

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

This News Sheet cancels and supersedes Issue 1. dated 14.2.1958.

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 8. GENERAL

SERVICING SCHEDULES: INTRODUCTION OF "LIFED" COMPONENTS.

S.T.N./Miscellaneous/80 on Technical News Sheet MAG. 138 gave advance warning of the intention to include, as items in the Servicing Schedules, the changing of "Lifed" components. The scheme to fulfil that end has now been started under the authority of Air Ministry Letter A.218115/55/D.G.Eng. dated 7th January, 1958, extracts from which are quoted below for information and action where necessary:-

The following information is forwarded in respect of components which have been phased into periodic servicing schedules.

Electrical Components.

In future, electrical components are to continue in use for as long as they pass the serviceability tests prescribed in the servicing schedules. Any difficulties in implementing this policy should be reported.

Instrument Components.

In future, all items of instrument equipment are to continue in use for as long as they pass the serviceability tests prescribed in the servicing schedules.

Radio and Armament Components.

With a few exceptions on which separate action is being taken, there are no components which require to be phased into periodic servicing schedules.

Engine Driven Accessories.

Attached, at Appendix 'A' is a list of the currently lifed accessories together with the relevant periodic servicing schedule into which they are being included.

Continued....

These items are to be included in the supplementary sheets of the servicing schedules, pending official amendments.

It is appreciated that there will be some initial difficulties in phasing components into servicing schedules. It is intended that component changes should be phased into the servicing cycles without unduly affecting aircraft serviceability or component supply, and to achieve at the same time a minimum loss of component life.

Column 3 of Appendix 'A' shows current reconditioning life. This has been included to allow Units to employ component lives up to the figures quoted if they are more favourable than the periodicity quoted in column 5, and so permit maximum flexibility in phasing the component changes into periodic servicing schedules. In addition, an extension of up to 10% of the quoted reconditioning lives may also be granted.

Airframe Components

A list of airframe components which are being phased into servicing schedules, will be published in the near future.

APPENDIX "A"

COMPRESSORS

Type	A/C Fitted	Current Reconditioning Life (Hours)	New Standard Servicing Cycle	Schedule Component Change
37G/505	Mosquito	1800	120/600	3rd Major
Hymatic	Vampire	1800	200/800	2nd Major
SH6/2A	Venom	1800	200/800	2nd Major
VACUUM PUMPS				
37J/10 B3X Mk.3	Mosquito	1600	120/600	3rd Major

Continued.....

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TECHNICAL NEWS SHEET

SERIES MAG No. 138 Issue 5 DATE 23.10.1958

AIRCRAFT

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

This News Sheet cancels and supersedes Issue 4 dated 8.7.1958.

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 8. GENERAL.

AIRCRAFT AND ENGINE ACCESSORIES: LIFE.

Air Publication 3158. (R.A.F. Technical Services Manual) Vol.2, Leaflet B.11 covers the "life-to-reconditioning" limitations of the components listed generically below :

(a) Engine-driven and actuated accessories and components.

(b) Propellers.

(c) Electrical Equipment.

(d) Instrument Equipment.

(e) Airborne Radio Equipment.

(f) Cartridge and Turbo Starters.

The following action is being taken by Air Ministry :-

(a) A.P.3158, Volume 2, Leaflet B.11, has been cancelled.

(b) All component lifing carried out under the terms of Leaflet B.11 is suspended for one (R) one year, at the end of which an analysis will be made of comparative servicing costs. The result of this analysis will determine confirmation of the policy.

(c) A suitably qualified Committee is to be set up to study in detail the problem of creating a rationalised system of lifing components for Royal Air Force use.

Cont'd....

MAG. 138, issue 5 continued

Certain components (e.g. items which embody materials that are known to deteriorate steadily, or items on which there is insufficient Service experience) will, for the present, require an out-of-servicing phase lifing periodicity to be set. These components are listed at Appendices 'A', 'B', 'C' and 'D' and are the only components on which out-of-servicing phase "lives" are authorised.

The remainder of the components at present being "lifed" out of servicing phase have been reviewed, and instructions for the removal of these components will be included as servicing schedule items.

In view of the above, which was published under Air Ministry letter A 218115/55/DG. Eng. dated 15th October, 1957, as amended on 25th September, 1958, the attached Appendices are forwarded for information and necessary action.

The Reconditioning life of propellers will continue to be published in AP. 1538, Vol. 1, Sec. 1, Table 2. Advance information will continue to be issued as arising in S.T.N. form to have authority pending amendment of AP. 1538.

The following Special Technical Notices are cancelled forthwith :-

S.T.N./Instruments/11 and 11A	-	issued on Technical News Sheets VE. 123 and VE. 126.
" /13	-	" VE. 135, V. 443. M. 279 and H. 299.
" /38	-	" MAG. 69.
" /53	-	" MAG. 121.
" /66	-	not issued on Technical News Sheet.
" /69	-	issued on Technical News Sheet MAG. 130.
" /70	-	not issued on Technical News Sheet.
" /71	-	issued on Technical News Sheet MAG. 133.
S.T.N./Miscellaneous/34	-	issued on Technical News Sheet MAG. 68.
" /36	-	not issued on Technical News Sheet.
" /44	-	not issued on Technical News Sheet.

The following Special Technical Notices may be cancelled either completely or by individual entries, when the relevant amendment to the Servicing Schedules have been received:-

S.T.N./Instruments/48	-	not issued on Technical News Sheet.
" /54	-	issued on Technical News Sheet MAG. 124.
" /68	-	not issued on Technical News Sheet.
S.T.N./Electrical/20	-	issued on Technical News Sheet MAG. 8.
" /61	-	not issued on Technical News Sheet.

Cont'd. . . .

S. T. N. /Gearboxes (Authorised life)/1 - not issued on Technical News Sheet.
S. T. N. /Miscellanous/3 - issued on Technical News Sheet VE. 84, V. 374 and H. 277.
" /33 - issued on Technical News Sheet MAG. 54.
" /39 - not issued on Technical News Sheet.
" /60 - not issued on Technical News Sheet.
" /68 - not issued on Technical News Sheet.
" /77 - not issued on Technical News Sheet.

APPENDIX 'A'

ENGINE DRIVEN AND ACTUATED ACCESSORIES AND COMPONENTS.

FUEL PUMPS

Nomenclature	Engine/E. C. U. to which fitted.	Reconditioning Period AVTUR	Reconditioning Period AVTAG	Special Limitations, and Remarks
LUCAS				
Type GC221/19AH or GC221/80AH	Goblin 3	450 Hours	450 Hours	-

APPENDIX 'B'

TURBO STARTERS

Starter Make and Type	Aircraft to which fitted	Reconditioning Period.	Special Limitations and Remarks.
Rotax C. T. 0101/1) C. T. 0101/2) C. T. 0101/3)	Venom Mks. FB. 1, N. F. 2, F. B. 4.	400 shots	-
Rotax C. T. 0104	Venom N. F. 3.	400 shots	-

Cont'd....

MAG. 138, issue 5 continued.

APPENDIX 'C'

INSTRUMENTS

Nomenclature	Reconditioning Period	Special Limitations
6D/1603 Bags - Oxygen Economiser	300 hours	Bags used with Mk. 11 or Mk. 16 Series Regulators are limited to 100 hours
6D/1778 Bags - Oxygen Economiser	2 yrs. or 600 flying hrs. whichever elapses first.	Not to be used if more than 5 years have elapsed since manufacture.
Oxygen Regulators (Mark 17 Series)	1 year or 300 hours whichever elapses first.	Not to be used if more than 2 years have elapsed since manufacture or last reconditioning.

NOTE: Appendix 'D' is not applicable to any de Havilland Aircraft.

This information has been extracted from Ministry of Supply Special Technical Notice/Miscellanous/80, issue 2, cancelling S.T.N./Miscellanous/80 to 80E (published on earlier issues of this news sheet).

----oOo----

Check lifing with those Issued by HQ

DE HAVILLAND SERVICE
AIRSPEED DIVISION
CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE
CHRISTCHURCH 1600

CABLES
HAVILLAND TELEX CHRISTCHURCH

TELEX
CHRISTCHURCH 41-536

TECHNICAL NEWS SHEET

SERIES MAG No 138 Issue 4 DATE 8.7.1958

Issued Vol 1 No 31

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

This News Sheet cancels and supersedes Issue 3 dated 28.4.1958.

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 8. GENERAL.

AIRCRAFT AND ENGINE ACCESSORIES : LIFE.

Air Publication 3158. (R.A.F. Technical Services Manual) Vol.2, Leaflet B.11 covers the " life - to - reconditioning " limitations of the components listed generically below :

(a) Engine-driven and actuated accessories and components.

(b) Propellers.

(c) Electrical Equipment.

(d) Instrument Equipment.

(e) Airborne Radio Equipment.

(f) Cartridge and Turbo Starters.

The following action is being taken by Air Ministry :-

(a) A.P. 3158, Volume 2, Leaflet B.11, is to be cancelled forthwith.

(b) All component lifing carried out under the terms of Leaflet B.11 is suspended for one (R) one year, at the end of which an analysis will be made of comparative servicing costs. The result of this analysis will determine confirmation of the policy.

(c) A suitably qualified Committee is to be set up to study in detail the problem of creating a rationalised system of lifing components for Royal Air Force use.

Cont'd.....

MAG. 138, Issue 1 continued

Certain components (e.g. items which embody materials that are known to deteriorate steadily, or items on which there is insufficient Service experience) will, for the present, require an out-of-servicing phase lifing periodicity to be set. These components are listed at Appendices 'A', 'B', 'C' and 'D' and are the only components on which out-of-servicing phase "lives" are authorised.

The remainder of the components at present being "lifed" out of servicing phase have been reviewed, and instructions for the removal of these components will be included as servicing schedule items. The first schedule amendments can be expected by January, 1958. (See T.N.S. MAG. 140).

In view of the above, which was published under Air Ministry letter A 2/8115/55/DG.Eng. dated 15th October, 1957, the attached Appendices are forwarded for information and necessary action.

The Reconditioning life of propellers will continue to be published in AP. 1538, Vol. 1, Sec. 1, Table 2. Advance information will continue to be issued as arising in S.T.N. form to have authority pending amendment of AP. 1538.

N.B. The policy concerning "Shelf Life" has been issued under A.M.O. A.385/57, "Equipment in store - Servicing policy".

APPENDIX 'A'

ENGINE DRIVEN AND ACTUATED ACCESSORIES AND COMPONENTS

FUEL PUMPS.

Nomenclature	Engine/E.C.U. to which fitted.	Reconditioning Period AVTUR	Reconditioning Period AVTAG	Special Limitations
LUCAS				
Type GC221/19AH or GC221/80AH	Goblin 3	450 Hours	450 Hours	Returned with Engine

Continued.....

TURBO STARTERS

APPENDIX "B"

Starter Make and Type	Aircraft to which fitted	Reconditioning Period.	Special Limitations.
Rotax C. T. 0101/1	Venom Mks. FB. 1	400 shots	
C. T. 0101/2	N. F. 2, F. 1, +,		
C. T. 0101/3	Venom Mks 1, 2, 4.	400 shots	N/A R.R.A.F.
Rotax C T 0104	Venom Mk. N. F. 3.	400 shots	

INSTRUMENTS

APPENDIX "C"

Nomenclature	Reconditioning Period	Special Limitations
6D/1603 Bags - Oxygen Economiser	300 hours	Bags used with Mk. 11 or Mk. 16 Series Regulators are limited to 100 hours.
6D/1778 Bags - Oxygen Economiser	2 yrs. or 600 flying hours, whichever elapses first.	Not to be used if more than 5 years have elapsed since manufacture.
Oxygen Regulators (Mark 17 Series)	1 year or 300 hours whichever elapses first	Not to be used if more than 2 years have elapsed since manufacture or last reconditioning.

NOTE: Appendix "D" is not applicable to any de Havilland Aircraft.

The following Special Technical Notices are cancelled forthwith :-

S. T. N./Instruments/11 and 11A - issued on Technical News Sheets VE. 123 and VE. 126.
" /13 - " VE. 135, V. 443, M. 279 and H. 299.
" /38 - " MAG. 69.
" /53 - " MAG. 121.
" /66 - not issued on Technical News Sheet.
" /69 - issued on Technical News Sheet MAG. 130.
" /70 - not issued on Technical News Sheet.
" /71 - issued on Technical News Sheet MAG. 133.

Cont....

MAG. 138, Issue 4 continued

S. T. N./Miscellaneous/34	- issued on Technical News Sheet MAG. 68.
" /36	- not issued on Technical News Sheet
" /44	- "

The following Special Technical Notices may be cancelled individually, when the relevant amendment to the Servicing Schedules have been received:-

S. T. N./Instruments /48	- not issued on Technical News Sheet.
" /53	- issued on Technical News Sheet MAG. 121
" /54	- issued on Technical News Sheet MAG. 124
" /68	- not issued on Technical News Sheet.
S. T. N./Electrical/20	- issued on Technical News Sheet MAG. 8
" /61	- not issued on Technical News Sheet.
S. T. N./Gearboxes(Authorised life)/1	- not issued on Technical News Sheet
S. T. N./Miscellaneous/3	- issued on Technical News Sheet VE. 84, V. 374 and H. 277.
" /33	- issued on Technical News Sheet MAG. 54.
" /39	- not issued on Technical News Sheet
" /60	- not issued on Technical News Sheet.
" /68	- not issued on Technical News Sheet
" /77	- not issued on Technical News Sheet.

This information has been extracted from Ministry of Supply Special Technical Notice/Miscellaneous/80, (Corrected), 80A, 80B, 80C and 80D.

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2262

D.E HAVILLAND SERVICE
AIRSPEED DIVISION
CHRISTCHURCH HAMPSHIRE ENGLAND
TELEPHONE CHRISTCHURCH 1600
TELEGRAMS HAVILLAND TELEX CHRISTCHURCH

TECHNICAL NEWS SHEET

SERIES MAG No. 138 Issue 1 DATE 7.1.1958

AIRCRAFT

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

Returned to Tech Stores 10.3.58

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 8. GENERAL.

AIRCRAFT AND ENGINE ACCESSORIES : LIFE.

Air Publication 3158. (R.A.F. Technical Services Manual) Vol.2, Leaflet B.11 covers the " life - to - reconditioning " limitations of the components listed generically below :

(a) Engine-driven and actuated accessories and components.

(b) Propellers.

(c) Electrical Equipment.

(d) Instrument Equipment.

(e) Airborne Radio Equipment.

(f) Cartridge and Turbo Starters.

The following action is being taken by Air Ministry :-

(a) A.P. 3158, Volume 2, Leaflet B.11, is to be cancelled forthwith.

(b) All component lifing carried out under the terms of Leaflet B.11 is suspended for one (R) one year, at the end of which an analysis will be made of comparative servicing costs. The result of this analysis will determine confirmation of the policy.

(c) A suitably qualified Committee is to be set up to study in detail the problem of creating a rationalised system of lifing components for Royal Air Force use.

....Cont'd....

Certain components (e.g. items which embody materials that are known to deteriorate steadily, or items on which there is insufficient Service experience) will, for the present, require an out-of-servicing-phase lifing periodicity to be set. These components are listed at Appendices 'A', 'B' and 'C' and are the only components on which out-of-servicing-phase "lives" are authorised.

The remainder of the components at present being "lifed" out of servicing phase have been reviewed, and instructions for the removal of these components will be included as servicing schedule items. The first schedule amendments can be expected by January, 1958.

In view of the above, which was published under Air Ministry letter A. 218115/55/DG.Eng. dated 15th October, 1957, the attached Appendices are forwarded for information and necessary action.

The Reconditioning life of propellers will continue to be published in AP.1538, Vol.1, Sec.1, Table 2. Advance information will continue to be issued as arising in S.T.N. form to have authority pending amendment of AP.1538.

APPENDIX 'A'

ENGINE DRIVEN AND ACTUATED ACCESSORIES AND COMPONENTS

FUEL PUMPS.

Nomenclature	Engine/E.C.U. to which fitted.	Reconditioning Period AVTUR	Reconditioning Period AVTAG	Special Limitations.
LUCAS				
Type GC221/19AH or GC221/80AH	Goblin 3	450	450	

....Cont'd....

APPENDIX 'B'

TURBO STARTERS

Starter Make and Type	Aircraft to which fitted	Reconditioning Period.	Special Limitations.
Rotax C.T.0101/1 C.T.0101/2	Venom Mks. F.1, N.F.2, F.R. 4	300 shots	
Rotax C.T.0104	Venom Mk. N.F.3	300 shots	

APPENDIX 'C'

INSTRUMENTS

Nomenclature.	Reconditioning Period	Special Limitations
6D/1603 Bags - Oxygen Economiser	300 hours	Bags used with Mk.11 or Mk.16 Series Regulators are limited to 100 hours.
6D/1778 Bags - Oxygen Economiser	2 yrs. or 600 flying hours, whichever elapses first.	Not to be used if more than 5 years have elapsed since manufacture.
Oxygen Regulators (Mark 17 Series)	1 year or 300 hours whichever elapses first.	Not to be used if more than 2 years have elapsed since manufacture or last reconditioning.

...Cont'd...

The following Special Technical Notices are cancelled forthwith :-

S. T. N. /Instruments/11 and 11A - issued on Technical News Sheets VE. 123 and VE. 126.
" /13 - " VE. 135, V. 443, M. 279 and H. 299
" /38 - " MAG. 69.
" /53 - " MAG. 121.
" /66 - not issued on Technical News Sheet.
" /69 - issued on Technical News Sheet MAG. 130.
" /70 - not issued on Technical News Sheet.
" /71 - issued on Technical News Sheet MAG. 133.
S. T. N. /Miscellaneous/34 - " MAG. 68.
" /36 - not issued on Technical News Sheet
" /44 - "

The following Special Technical Notices may be cancelled individually, when the relevant amendment to the Servicing Schedules have been received:-

S. T. N. /Instruments /48 - not issued on Technical News Sheet.
" /53 - issued on Technical News Sheet MAG. 121.
" /54 - issued on Technical News Sheet MAG. 124.
" /68 - ~~not issued~~ on Technical News Sheet.
S. T. N. /Electrical/20 - issued on Technical News Sheet MAG. 8.
" /61 - not issued on Technical News Sheet.
S. T. N. /Gearboxes (Authorised life)/1 - not issued on Technical News Sheet.
S. T. N. /Miscellaneous/3 - issued on Technical News Sheet VE. 84, V. 374 and H. 277.
" /33 - issued on Technical News Sheet MAG. 54.
" /39 - not issued on Technical News Sheet.
" /60 - not issued on Technical News Sheet.
" /68 - not issued on Technical News Sheet.
" /77 - not issued on Technical News Sheet.

This information has been issued by the Ministry of Supply as Special Technical Notice / Miscellaneous / 80.

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TECHNICAL NEWS SHEET

SERIES MAG No. 137 Issue 1 DATE 6.1.1958

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 11. ELECTRICAL INSTALLATION.

INVERTERS, TYPE 100A AND 100B : SETTING DIFFICULTIES.

It is suspected that difficulty may be experienced in setting the Type 100 A and 100 B Inverters in accordance with AP.4343B, Vol. 1, Sect. 16, Chap. 7 due to the Mk.4 Artificial Horizon (which obtains its supply from the inverter) not being provided with power factor correction.

To assess the necessity for modification action reports are required (from R.N. and R.A.F. only) in all cases where difficulty in satisfying the setting conditions for the inverter is experienced, particular note being made of cases where the poor power factor provided by the Mk. 4 artificial horizon is suspected.

This information has been issued by the Ministry of Supply as Special Technical Notice / Electrical / 66.

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Z. 422. (T.)

MEMORANDUM

From W.O. i/c Tech. Svcs. CHQ

To Station Specialist Officer M.U.

Date 17th March 1958.

Sir.

The attached D.H., T.N.S. Series MAG Nos ~~119~~, ~~136~~ & 137 refer.

May we have your comments please?

[signature] WO

M13 A.H. in use here.

[initials] 3.

DE HAVILLAND SERVICE
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Issued Vol 6 - 9 - D10.

TECHNICAL NEWS SHEET

SERIES MAG No. 136 Issue 1 DATE 6.1.1958

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 14. AIRCRAFT SERVICES.

EMERGENCY OXYGEN SETS : INABILITY TO OPERATE

The following Emergency Oxygen Sets are affected by this instruction :-

MK. 1	6D/721	MK. 5	6D/1693
MK. 1A	6D/1643	MK. 7	6D/2044
MK. 2	6D/1188	MK. 7A	6D/2060
MK. 2A	6D/1644	MK. 7B	6D/2095
MK. 3	6D/1191	MK. 8	6D/2096
MK. 3A	6D/1645		
MK. 4	6D/1460		
MK. 4A	6D/1646		

The equipment may be fitted in aircraft or to Aircrew Personal Survival Equipment, or held as spare or in store.

Break-off Tubes (Ref. 6D/729), held as spare or in store, are also affected by this instruction.

A case has been reported where the Break-Off Tube (Ref. 6D/729) was not drilled rendering the emergency oxygen system inoperative.

As soon as possible, but within 7 days of receipt of this Instruction, the following procedure is recommended :

(a) Select a spare Break-off Tube (Ref. 6D/729) and inspect to ensure that its flanged end has been drilled 1/16 ins. dia. and 5/8 ins. deep. Clean out all swarf and residue of cutting lubricant and degrease with methylated spirits in accordance with Air Publication 1275G Vol. 2 leaflet A6. para. 6.

(b) Remove the two screws retaining the cover to the regulator and slide the cover along the delivery tube.

Note: The following three operations should be carried out as quickly as possible to conserve oxygen. .... Cont'd....

(c) Unscrew the union connecting the delivery tube to the regulator to gain access to the break-off tube and its seating washer.

(d) Remove the break-off tube and replace by the tube prepared in paragraph (a) above, ensuring that the copper seating washer is still in position.

(e) Re-assemble the delivery tube and cover to the regulator.

(f) Top up the contents of the cylinder to 2000 lb./sq.in.

(g) Carry out a leak test on the charging connection, regulator body, and Delivery Tube in accordance with A.P. 1275A, Vol.4 Pt.6 Sect. 8 Chap. 6.

(h) Repeat operation (a) above on the break-off tube removed at para.(d) above. Where found serviceable, the tube may be used as a replacement on further sets inspected in accordance with this Instruction.

Estimated man hours: $\frac{1}{2}$

Sets held as spare or in store are to be inspected in accordance with para. (a) to (h) above prior to installation or issue as applicable.

Break-Off Tubes held as spare or instore are to be inspected to ensure that the flanged end has been drilled 1/16 ins. dia and 5/8 ins. deep and is free from swarf and residue of cutting lubricant.

Record on the appropriate forms.

Using Laquer, opaque, yellow (Ref. 33B/809), mark "S.T.I/Inst/68" on the Regulator cover.

This information has been issued by the Ministry of Supply as Special Technical Instruction / Instruments / 68.

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Comments please, actioned by Air Staff on S.F.I./Misc 12. 3/12/57

TECHNICAL NEWS SHEET

SERIES MAG No. 135 Issue 1 DATE 3.12.57

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 8, GENERAL

CANOPY JETTISON CONTROLS : OPERATION INSTRUCTIONS.

There have been cases where, when faced by an emergency, aircrew have failed to operate the canopy jettison successfully, due to not applying a pull force powerful enough to overcome the resistance of the system.

Tests have shown that a much greater force can be applied by a snatch pull than by a steady pull.

In future therefore, canopies are always to be jettisoned by the application of a firm and determined snatch pull.

This information will be included in Air Publication 129.

This information has been issued by the Ministry of Supply as Special Flying Instruction / Miscellaneous / 12.

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200' (472) Sqd has drawn 18ft Dec. Ins drew 16 ft

27 ft in stock

DE HAVILLAND SERVICE

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Issue info at J35 (to All) as amended by this Order

This T.O. will be complementary to STI/.../149A + SI/PROV/1.

Bring forward in March.

TECHNICAL NEWS SHEET

not yet in

SERIES M.A.G. No. 134 AIRCRAFT Issue 1 DATE ~~19.11.57~~ 8/5-7

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 23, INSTRUMENTS

PITOT/STATIC LINES :
INTRODUCTION OF NEW TYPE FLEXIBLE TUBING "MARICON,TYPE 'H' "(32C/679)

Further to Technical News Sheet M.A.G.121 and 124 the following information relates to the introduction of a new type of flexible tubing for pitot and static lines :-

Due to the unsatisfactory physical characteristics of the existing tubing (Ref.32C/472), used on pitot/static systems of aircraft, an improved type of tubing is being introduced as a replacement.

The improved type of tubing is described as MARICON Type 'H' to Drawing BT.816, with an internal diameter of 3/10ths., and outside diameter of 9/16ths inch, and will be supplied in 25 ft. lengths.

The tubing is black with a white line marked along its length, discontinued at 1 inch intervals with ½ inch gap, and the name "MARICON Type 'H' stencilled at every foot, and bears the reference number "32C/679".

R.A.F. demands for the new tubing may be submitted from the 1st October,1957, and upon receipt by Units, the following procedure is to be observed :-

> At the next aircraft Minor Servicing,Tubing,Flexible, D.T.D. 251, (Reference 32C/472) fitted behind flight instrument panels is to be removed and replaced by Tubing, Flexible, MARICON (Ref. 32C/679).

When MARICON Tubing (32C/679) has been fitted, there is no longer any requirement to renew this tubing at every Aircraft Minor Servicing as stated in A.P.1275A, Volume 2, Part 1, Leaflet J.35 para 6, which is in the course of being amended.

This information has been issued by the Ministry of Supply as Special Technical Notice / Instruments / 72.

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TECHNICAL NEWS SHEET

SERIES MAG No 133 Issue 2 DATE 14.2.1958

This Technical News Sheet cancels and supersedes Issue 1 dated 19. 11. 1957.

MILITARY AIRFRAME, GENERAL CIRCULATION,
SUB HEADING 14. AIRCRAFT SERVICES.

OXYGEN SYSTEM COMPONENTS: RECONDITIONING LIVES.

(SPECIAL TECHNICAL NOTICE/INSTRUMENTS/71)

This information has been cancelled by Special Technical Notice/ Miscellaneous/80, published on Technical News Sheet MAG. 138.

-----oOo-----

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S.T.S.O.

Comments please !

TECHNICAL NEWS SHEET

Cancelled by Issue 2

M.A.G. 133 Issue 1 19.11.57
SERIES No DATE

MILITARY AIRFRAME. GENERAL CIRCULATION
SUB HEADING 14, SERVICES, AIRCRAFT

No comment apart from file on Mag 138 10.3.58

OXYGEN SYSTEM COMPONENTS : RECONDITIONING LIVES

Items listed under the heading of Instruments in Appendix 'D' to A.P.3158, Vol.2, Leaflet No.B.11 have been reviewed, and it has been decided that the only ones which will continue to have a limited life to re-conditioning are :-

Nomenclature	Re-conditioning Period	Special Limitations
Cylinders, Oxygen and nitrogen	4 years	
Bags - Oxygen economizer Ref.6D/1603	300 hours	Bags used with Mk.11 or Mk.16 Series Regulators are limited to 100 hours
Bags - Oxygen economizer Ref.6D/1778	2 years or 600 flying hours, whichever elapses first.	Not to be used if more than 5 years have elapsed since manufacture.
Oxygen Regulators Mk.17 Series	1 year or 300 hours whichever elapses first.	Not to be used if more than 2 year have elapsed since manufacture or last re-conditioning.

Servicing Regs conform to this.

X

An amendment to A.P.3158 will be issued in due course, and until this is done, this letter should be regarded as the over-riding authority on the lives of instruments.

This information has been used by the Ministry of Supply as Special Technical Notice/Instruments/71.

------oOo------

Our Regs state 6 months or 200 flying hours X

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TECHNICAL NEWS SHEET

SERIES M.A.G. No 132 Issue 1 DATE 7.10.57

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME. GENERAL CIRCULATION
SUB HEADING 11 ELECTRICAL INSTALLATION

ELECTRICAL GYROSCOPIC INSTRUMENTS : FUSING

The following information applies to all electrical circuits controlling gyroscopes and gyroscopic instruments.

There is a continuing high rate of unserviceability of electrical gyroscopic instruments which can, in many cases, be attributed to the unsuitability of the Type "S" fuses, which have fractured through causes other than overload. This failure has permitted the instruments to start up on two phases only, with subsequent burning out of the gyro motor. It has therefore been decided that these circuits are to be protected with "A.S." type fuses, which are physically interchangeable with the "S" Type fuses already fitted.

Within 28 days of receipt of the necessary replacement fuses, the following procedure is recommended :-

Remove all "S" type fuses from electrical circuits controlling gyroscopes and gyroscopic instruments, and replace them by fuses of the appropriate rating from the Type "A.S." range of fuses as listed

Fuses, English Electric, Type HRC	2.5 amp	(5CZ/5214)
Fuses, English Electric, Type HRC	5 amp	(5CZ/5215)
Fuses, English Electric, Type HRC	7.5 amp	(5CZ/5219)

Estimated Manhours - $\frac{1}{2}$ hr. per aircraft

Record on the appropriate forms as "S.T.I./Electrical/135 embodied".

This information has been issued by the Ministry of Supply as : Special Technical Instruction/Electrical/135.

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TECHNICAL NEWS SHEET

SERIES M.A.G. No 131 Issue 1 DATE 7.10.57

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 19, GROUND EQUIPMENT

STREAM-LINE FILTERS : SERVICING

Recent work has shown that the pressure differential at which water will pass through a Stream-Line filter is lower for AVTAG than for AVTUR this is due to the difference in viscosity of the fuels.

Increase in pressure differential is due either to blockage of the filter packs by solid matter or to absorption of water. The latter will pass through the filter if a maximum pressure differential is exceeded. When the appropriate limit is reached, the filter should be cleaned by back flushing. If after cleaning by back flushing, the pressure drop does not return to normal or nearly normal, the cause is water-soaked filter packs. Such a condition cannot be rectified by backflushing and the filter must be dis-assembled and the packs dried (A.P.1464G. Volume 1, Part 2, Section 3, Chapter 11), or renewed.

The maximum pressure differential at present specified for the Stream-Line filter is 10.p.s.i., this figure being based on tests with AVTUR. As a result of the experimental work mentioned in paragraph 1 above, the figure of 10.p.s.i. is to be reduced to 4.0 to 4.5 p.s.i. when filtering AVTAG, after which the procedure given in paragraph 2 should be carried out. The range of 4.0 - 4.5 p.s.i. is quoted in the relevant Air Ministry instruction to emphasise that 4.5 p.s.i. is not to be exceeded and to provide for fluctuations of pressure gauges.

The attention of all concerned is to be drawn to the provisions of the above paragraphs and to the fact that the maximum permitted pressure drop of 4.0 - 4.5 p.s.i. applies to AVTAG only, the figure of 10.p.s.i. maximum still being applicable to AVTUR.

This information has been issued by the Ministry of Supply as Special Technical Notice/Ground Equipment/8.

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TECHNICAL NEWS SHEET

SERIES MAG No 130 Issue 2 DATE 14.2.1958

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

This Technical News Sheet cancels and supersedes Issue 1 dated 3.9.1957.

MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 23. INSTRUMENTS.

GYROSCOPIC INSTRUMENTS : SERVICE LIFE.

(SPECIAL TECHNICAL NOTICE/INSTRUMENTS / 69)

This information has been cancelled by Special Technical Notice/ Miscellaneous/80, published on Technical News Sheet MAG. 138.

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D E H A V I L L A N D S E R V I C E

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

Instructions to file per MAG 138 10.3.58

TECHNICAL NEWS SHEET

SERIES MAG NO 130 Issue 1 DATE 3.9.57.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 23, INSTRUMENTS.

Cancelled see Issue 2

Await AM instn.

GYROSCOPIC INSTRUMENTS: SERVICE LIFE.

Covered by RAAF Servicing Orders

It has now been decided that the lives of all gyroscopic instruments, currently standing at three years, are to be abolished.

In future these instruments are to continue to be used as long as they pass the serviceability tests prescribed in the Servicing Schedules.

This decision, which is to be effective immediately, has been taken because experience has shown that the three-year life caused large numbers of instruments, which were otherwise serviceable in all respects, to be withdrawn for overhaul.

It is considered that the sampling procedure under the control of D.A.I.S. for items in store and the serviceability tests prescribed in the Servicing Schedules for items in use, will detect any deterioration in performance due to age before this becomes serious.

Amendments to A.P.'s 3158 and 1275 will be issued in due course and, until they are issued, this letter should be regarded as the over-riding authority on the lives of gyroscopic instruments.

This information has been issued by the Ministry of Supply as Special Technical Notice/Instruments/69.

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D E H A V I L L A N D S E R V I C E

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TECHNICAL NEWS SHEET

SERIES M.A.G. NO 129 Issue 1 DATE 21.8.57.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 16. UNDERCARRIAGE.

TAPERED ROLLER BEARINGS USED IN AIRCRAFT WHEELS: STANDARD OF SERVICEABILITY.

Reports have been received which indicate the need for a guide to personnel servicing wheels with taper bearings to enable them to determine whether or not aircraft wheel taper roller bearings should continue in use.

ROLLERS.

Discolouration is frequently present and should be regarded with suspicion. Discolouration in itself, however, is not necessarily detrimental provided that:-

(a) It is yellow, brown or purple but not blue

(b) There is no discolouration on the ends of the rollers.

(c) The ends of the rollers are not flaked or "scuffed".

INNER AND OUTER RACES.

Any inner and outer races showing flaking, indentations or tempering discolouration should be discarded.

CAGES.

These should show no damage, distortion or undue wear in the roller pockets.

NOTE: No corrosion should be present in any of the working parts

This information has been issued by the Ministry of Supply as Special Technical Notice/Miscellaneous/78

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TECHNICAL NEWS SHEET

SERIES MAG No 128 Issue 1 DATE 6.8.57.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 10, MISCELLANEOUS EQUIPMENT.

NIL

ANTI-G SUITS, MARKS 4 AND 4A. DEFECTIVE HOOK AND EYE SAFEGUARDS.

This information applies to Anti-G suits, Marks 4 and 4A (Referenced 22C/1353 to 1355 and 22C/1509 to 1512, respectively) in use, held as spare or in store.

A case has been reported where the hook and eye safeguards, introduced by Mods. C.1/54 and C 1/56, had been fitted incorrectly.

Within twentyeight days of receipt of this Instruction the following procedure is recommended:-

(a) Check that the hook and eye safeguards have been made and attached correctly as follows:-

(i) ASSEMBLY OF HOOK OR EYE TO STRAP

Correctly assembled, the waist band hooks and eyes are secured in their respective straps by a fold of nylon fabric passing through a hole in the metal portion and sewn to the rubberised fabric stays, the whole being covered by nylon suit material.

This assembly can be positively proved by feeling with the tip of the thumb. The metal portion in the face of the strap against the zip fastener can be felt, and also the edge of the hole, when the bulk of the fabric anchor tape can be felt passing through the hole, leaving no doubt as to its presence.

(ii) FITTING OF THE STRAP TO THE SUIT

The correct fitting of the straps can be visually determined, as these are secured to the suit by "flagged" stitching.

Continued.....

(b) Items considered suspect under sub-paragraph (a) (i) above are to be rectified by fitting a new strap.

(c) Suits considered suspect under sub-paragraph (a) (ii) above are to be returned for rectification to the Contractor quoting this instruction as authority.

Estimated man-hours - one quarter.

Items held as spare or in Store are to be actioned as above prior to use or issue as applicable.

All suits examined and found correct should be marked in indelible pencil on the size label - "S.T.I/F.C./16".

Suits manufactured or repaired by the contractors after June 1st, 1957, are not affected by this Instruction.

This information has been issued by the Ministry of Supply as Special Technical Instruction/Flying Clothing/16.

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DE HAVILLAND SERVICE
AIRSPEED DIVISION
CHRISTCHURCH HAMPSHIRE ENGLAND
TELEPHONE CHRISTCHURCH 1600
TELEGRAMS HAVILLAND TELEX CHRISTCHURCH

Issued 1
Issue 1 refers

TECHNICAL NEWS SHEET

SERIES MAG No 127 Issue 2 DATE 4.12.57

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

This Technical News Sheet cancels and supersedes Issue 1 dated 1.8.57.

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 8. GENERAL

P.T.F.E. : SAFETY PRECAUTIONS

(POLY-TETRA-FLURO-ETHYLENE also known as " TEFLON " or "FLUON")

While "Fluon" is a completely inert product at normal temperatures, if overheated it may give rise to decomposition products that can produce unpleasant effects if inhaled. Fumes may arise from sintering or machining the material but their inhalation can easily be prevented by the application of local exhaust ventilation applied as near to the source as possible. Good general ventilation is an added safeguard.

Smoking should not be permitted in the workshops where " Fluon " is handled since cigarettes and tobacco may become contaminated with the powdered polymer. The smoking of this contaminated tobacco will give rise to the fumes which produce the unpleasant effects when inhaled. It is therefore important to maintain a reasonable standard of personal cleanliness and to avoid contamination of clothing, especially the pockets, with the polymer dust.

To eliminate the possibility of injury to personnel who are required to work with P.T.F.E., it is recommended that the following precautions should be observed :-

(a) P.T.F.E. cables are to be prepared only in well ventilated rooms and whenever possible in a room with an exhaust ventilation system.

(b) Cigarettes, cigars, pipe tobacco and pipes are to be removed from the clothing of, and no smoking is to be permitted, by personnel engaged in cutting, machining, grinding, or otherwise working P.T.F.E. in such way as to produce dust, chips or other particles of material.

Contd....

(c) Personnel engaged in machining, cutting, filing or otherwise working with P.T.F.E. in such a manner as to produce fine particles are to wash their hands before smoking and remove any P.T.F.E. particles clinging to their clothing.

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This information has been issued by the Ministry of Supply as Special Technical Notice / Miscellaneous / 76A (Cancelling 76, which was published on issue 1 of this news sheet).

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TECHNICAL NEWS SHEET

SERIES MAG No. 127 Issue 1 DATE 1.8.57

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 8, GENERAL

P.T.F.E.: SAFETY PRECAUTIONS (Poly-Tetra-Fluro-Ethylene).

Recent information received from the Aeronautical Research Council reveals that when "Teflon" (P.T.F.E.) is heated above 400°F., toxic compounds are evolved which can result in serious injury or death to personnel who do not treat this material with proper respect. For example, a death was reported of a machinist who smoked a cigarette which had been contaminated by tiny "Teflon" chips which landed in his open cigarette package during machining operations.

To eliminate the possibility of injury to personnel who are required to work with "Teflon" (P.T.F.E.), the following regulations should be published in all electrical Flight and Section Order Books:-

(a) P.T.F.E. cables are only to be prepared in well ventilated rooms and whenever possible within a room with an exhaust ventilation system.

(b) Cigarettes, cigars, pipe tobacco and pipes are to be removed from the clothing of, and no smoking is to be permitted by, personnel engaged in cutting, machining, grinding, or otherwise working "Teflon" (P.T.F.E.) in such a way as to produce dust, chips or other particles of material.

(c) Personnel engaged in machining, cutting, filing or otherwise working with P.T.F.E. in such a manner as to produce fine particles are to wash their hands before smoking and remove any "Teflon" (P.T.F.E.) particles clinging to their clothing.

The following additional points are applicable:-

1. P.T.F.E. is marketed under the trade name "Fluon" as well as "Teflon".

2. The danger only arises where temperatures of 400°F cause chemical breakdown of the material, giving very toxic fluorine compounds.

Continued.....

3. In addition to the cables mentioned, other components such as valve holders, special bearings, seals, etc. are also made from P.T.F.E.

4. A close chemical relative - P.C.T.F.E., Polychlorotrifluoroethylene, is also used for somewhat similar purposes and must be regarded as equally toxic under the same conditions. This material is marketed under the name of "Hostoflon".

5. Chlorofluorinated oils - (see A.P.4089 E.112 Provisional Issue para. 8.10) should also be regarded as in the same category as P.T.F.E. when considering toxic decomposition products.

This information has been issued by the Ministry of Supply as Special Technical Notice/Miscellaneous/76 and S.I.O. (Mat.) Circular Letter No.11/57.

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TECHNICAL NEWS SHEET

SERIES M.A.G. NO 126 DATE 7.6.57.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME. GENERAL CIRCULATION.
SUB HEADING 8. GENERAL.

The following information has been extracted from Special Technical Notice/Procedure/15, issued by the Ministry of Supply, and is published here for your guidance.

SPECIAL TECHNICAL INSTRUCTIONS, SERVICING INSTRUCTIONS AND ASSOCIATED PAPERS.

The safety and serviceability of aircraft and equipment in use in the field after issue to the Service are maintained by:-

(a) Routine servicing within the terms of servicing schedules.

(b) Modification action (when the original design requires alteration).

In circumstances where a defect seriously impairs the safety or operational efficiency of aircraft personnel or equipment Special Technical Instructions (S.T.I.) or Servicing Instructions (S.I.) provide facilities for urgent action of a temporary nature until modification action or servicing schedule amendment can be effective.

These instructions are mandatory to all those to whom they are addressed and must be recorded after compliance in the Log Book or other appropriate form or where necessary on the equipment concerned.

The authority to make the original issue of the above instructions is vested in the Ministry of Supply as a Design Authority for aircraft equipment in Service use. An instruction may be proposed from any official source but must be agreed in detail by the Design Authority.

This Notice defines S.T.I.'s and S.I.'s together with other associated papers and gives details of the compilation of such instructions.

Continued.....

Definitions

2. Special Technical Instructions.

The primary function of a Special Technical Instruction is to initiate action within a specified time to:-

(a) look for a fault which could seriously impair the safety or operational efficiency of aircraft personnel or equipment in use.

(b) detail the necessary rectification (preferably by means of material and equipment within Service resources).

In most cases the action will be only a palliative until a modification can be introduced to overcome the defect. It is emphasised, however, that S.T.I.'s are not intended to introduce changes which are virtually modifications. In the isolated cases where they do so, prior approval of the relevant modifications committee must be obtained by the originator.

3. Servicing Instructions.

A Servicing Instruction is similar to a Special Technical Instruction but calls for inspection and/or remedial action at specified intervals, i.e. a repetitive S.T.I. It is intended to be current only until a modification can be prepared to completely rectify the fault or if this is not appropriate, until either the instruction can be introduced as a permanent item in the Servicing Schedule, or is found to be unnecessary.

It should be noted however that the S.I. is not the correct medium for issuing an amendment to a Servicing Schedule

4. Servicing Instructions should not be used to cover the possible recurrence of faults arising due to poor servicing technique. Once an S.T.I. has rectified a fault of the kind inferred its future avoidance should be ensured by amendment of Air Publications, Servicing Schedules or Local Engineering Staff Instructions, where it is considered likely that the fault might occur again during the observance of existing technique.

Continued.....

Paragraphs 5 to 10 ommitted.

11. Associated Papers.

Preliminary Warnings.

Preliminary Warnings (P.W.) are issued in narrative form when faults are suspected and it is considered advisable to inform Users of their possible existance although at the time there is not sufficient evidence to prepare an appropriate Special Technical Instruction or Servicing Instruction.

12. Special Technical Notices.

Special Technical Notices (S.T.N.) are issued to convey technical information which does not come within the terms of S.T.I.'s or S.I.'s i.e., where there is no requirement for action at a specified time. They can also be used to give advance information on servicing technique pending the embodiment of such information on relevant Air Publications. They are also used to bring to notice administrative technical procedure.

13. Special Flying Instructions

Special Flying Instructions (S.F.I.) are temporary instructions which may be "informative" to draw pilots' attention to features in the handling of aircraft or their equipment which have changed as a result of modification action or experience or "restrictive" which affect the use of an aircraft either because they impose restrictions which alter the Flying Limitations for the type or because they affect the operational role of the aircraft.

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This information has been issued by the Ministry of Supply as Special Technical Notice/Procedure/15 (cancelling STN/Procedure/2 (on MAG.30, issue 2), 3 (on MAG.30 issue 2), 7, 10, 12 and 14).

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TECHNICAL NEWS SHEET

SERIES MAG No 125 Issue 2 DATE 20.10.1958

This News Sheet cancels and supersedes Issue 1 dated 3.11.1955.

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 8. GENERAL.

USE OF EJECTION SEATS.

(SPECIAL FLYING INSTRUCTION R.N. 344.)

The above instruction, which was published on Issue 1 of this news sheet, has been cancelled by Special Technical Notice/Procedure 11, dated 7.3.1956 (not issued as Technical News Sheet.).

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TECHNICAL NEWS SHEET

SERIES MAG No 123 Issue 2 DH AIRCRAFT DATE 1.8.57.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

This Technical News Sheet cancels Issue 1 dated 30.9.55, the subject matter "Ejection Seats - Position of blind handles" being cancelled and superseded by Special Flying Instruction/Ejection Seat/3 published on Technical News Sheets Vampire V.638 issue 2 and Venom VE.526.

MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 10, MISCELLANEOUS EQUIPMENT.

Actioned on AM

ANTI-G SUITS, MARK 4 AND 4A:- DEFECTIVE SLIDING FASTENER

This information applies to Anti-G suits, Mark 4 (Ref. 22C/1353-1355), and Mark 4A (Ref. 22C/1509-1512), which were manufactured prior to June, 1957.

Because sliding fasteners of suits at present in use have proved defective, the following procedure is recommended:-

(a) Check whether Mods. C/1/54 and C/1/56 are embodied and whether the waist band sliding fasteners are defective.

(b) Where the modifications concerned are not embodied or where the fasteners are defective the suit is to be withdrawn from service and returned through the normal channels for Contractor's repair.

(c) Where replacement suits are not available and the defective suit therefore cannot be withdrawn from service proceed as follows, but:-

NOTE: This action is to be considered as a temporary expedient intended only to meet the case where unserviceability of suits would otherwise result in grounding of aircrew.

(i) Disengage the waist adjustment straps from their respective buckles;

(ii) Lay the Waistband flat with the tonguing strip flat behind the sliding fastener.

Continued.....

Sheet 2

(iii) Sew one line of sewing the length of the fastener through the suit fastener tape and tonguing strip on the side of the fastener near the wrist stay. This line of sewing must be centrally between the two existing lines of sewing.

(iv) Sew two lines of sewing the length of the sliding fastener through the suit, the fastener tape and tonguing strip on the waist band side of the fastener. These lines of sewing must be centrally disposed respectively between the first and second, and the second and third lines of existing sewing.

(v) Re-thread the waist adjustment straps into the respective buckles.

(vi) Test the suit by inflation to 5 p.s.i. for five minutes. No leakage is permissible.

Estimated Manhours: 6

All suits notified as at (c) are to be marked in indelible pencil on the size label:- S.T.I./F.C./15, and are to be withdrawn from service, condemned, and destroyed immediately that replacements become available, or within six months, whichever is the sooner.

Suits manufactured or repaired by the manufacturers after 1st June 1957 are not affected by this Instruction.

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This information has been issued by the Ministry of Supply as Special Technical Instruction/Flying Clothing/15.

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TECHNICAL NEWS SHEET

SERIES MAG No 123 DATE 30.9.55.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

Action by Air Staff.

MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 8. GENERAL.

EJECTION SEATS - POSITION OF BLIND HANDLES.

We are circulating for your information and necessary action, the following, which has been issued by R.D.A.(Defects) M.O.S. St. Giles Court, St. Giles High Street, London W.C.2., in the form of Special Flying Instruction TF/682.

A recent fatality has been attributed to the inability of a tall pilot to reach the ejection seat blind handle until he removed his protective helmet. Action has been taken to modify most types of aircraft to avoid this possibility but until modifications have been incorporated it is recommended that all air-crews when wearing protective helmets, should verify before flight, that ejection seat blind handles can be reached.

When wearing the protective helmet there is a possibility, particularly with tall pilots, that when the ejection seat blind handle is operated, it may foul the top of the helmet thus pulling the head forward. It is essential therefore when ejecting that a conscious effort be made to keep the head pressed hard back against the head rest. If necessary, the blind handle may be raised slightly initially to clear the top of the helmet.

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D.M.R.

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TECHNICAL NEWS SHEET

SERIES MAG NO 122 DH AIRCRAFT DATE 5.10.55.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 23. INSTRUMENTS.

RECOMMENDATIONS FOR THE STORAGE AND OPERATIONAL LIFE OF SMITHS AIRCRAFT INSTRUMENTS.

Messrs. Smiths Aircraft Instruments Ltd., have outlined their new policy on the storage and overhaul periods of their intruments and a revised system of packaging.

It is pointed out that the scheme cannot be introduced immediately for 100% of their products and that gradually, specific types of instruments e.g. altimeters, will be delivered in the new storage pack.

The D.M. referred to is the Descriptive and Maintenance Manual, copies of which should be held by operators or can be obtained on application.

The Technical Publications Master Index is published in the front of what might be termed the Smiths Master Manual, copies of which are normally made available by Messrs. Smiths to all operators who are suitably equipped to overhaul components.

We are publishing below, for your information, the contents of the leaflets.-

GENERAL.

Smiths Aircraft Instruments Limited and Kelvin & Hughes Limited have now devised a Packaging System for aircraft instruments which will allow storage for specified periods in any climate without prejudice to the subsequent operational life, and at the same time permit access to the instrument for acceptance inspection, and periodic attention, e.g. lubrication, in the case of specified instruments.

In general, the shelf life of any instrument will be two years, but instruments vary as to the attention they need, and the service they can be expected to give. Each instrument has to be considered individually and the specific details of shelf life and attention required are stated in the D.M. and in the Technical Publications Master Index (T.P.M.I) A new edition of the latter is in the course of preparation.

Continued.....

STORAGE PACKAGE.

This package does not provide full protection against transit hazards, except in the case of very robust items.

The instruments are contained in a polythene bag. This is heat-sealed after final inspection, but when such a machine is not available for reesealing, an adhesive polythene tape can be used. No dessicant is included since this might break up into dust and get into the instrument. It is proposed to protect the instrument against corrosion by such traces of moisture as may be retained in the polythene bag by Vapour Phase Inhibitor (V.P.I) introduced in the form of impregnated card. The instrument is thus protected against normal climatic conditions.

The instrument in this polythene bag is held in suitable resilient material inside a cylindrical impregnated carton or other container. All the necessary information concerning the instrument in the container will be carried on a label which will provide for the recording of dates of final inspection and subsequent checks, together with other mandatory information. The V.P.I. impregnated card referred to above and enclosed with the instrument will be ruled to take the same dates and printed in distinctive colours according to the periods of lubrication. The printed instructions will be in three languages, English, French and Spanish.

STORAGE LIFE.

This is the maximum time an instrument may be stored without prejudice to subsequent operational life provided that (1) the instrument has been re-sealed in the polythene bag after acceptance tests have been made under suitable conditions, and (2) the instrument has been serviced or treated according to the appropriate instructions at such intervals as specified.

Storage Life starts on the date of the Release Note and ends with the first installation.

OPERATIONAL LIFE.

The operational life of an instrument is divided first into:

Overhaul Periods.

An Overhaul Period is the maximum flying hours an instrument may undergo, in spite of satisfactory performance at the prescribed Check Periods, before it is stripped and overhauled, either by the manufacturer or a competent and approved repairer. The Overhaul Periods are stated in the manuals and T.P.M.I. but irrespective of flying hours, the total time between overhauls must not, in general, exceed three years, dating from the first installation on an aircraft.

The Overhaul Periods are divided into:

Check Periods.

A Check Period is the maximum flying hours an instrument may undergo between performance checks. These are stated in the D.M. and T.P.M.I., but irrespective of flying hours, the total time between checks must not exceed one year. An instrument failing in performance check must be submitted to overhaul.

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D.M.R.

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TECHNICAL NEWS SHEET

SERIES MAG No. 121 Issue 2 DATE 14.2.1958

This Technical News Sheet cancels and supersedes Issue 1 dated 26.10.1955.

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 14. AIRCRAFT SERVICES
23. INSTRUMENTS

NEW TYPE PITOT/STATIC FLEXIBLE TUBING: INTENDED INTRODUCTION

(SPECIAL TECHNICAL NOTICE/INSTRUMENTS/53)

This information has been cancelled by Special Technical Notice/ Miscellaneous/80, published on Technical News Sheet MAG. 138.

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TECHNICAL NEWS SHEET

SERIES MAG No 119 Issue 3 DATE 6.5.1958

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

This Technical News Sheet cancels and supersedes Issue 2 dated 6.1.1958.

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 14. AIRCRAFT SERVICES

LOW PRESSURE OXYGEN HOSE : SECURITY OF CLIPS

Cases have been reported of low pressure oxygen hose secured with clip, ratchet type, Reference 6D/1655 pulling away from connections. This clip is no longer approved for use where its routine removal may be necessary.

Not later than the next Primary Servicing inspect to ensure satisfactory connection where clip, ratchet type, 6D/1655, is used on Mk.5, 5A and 7 low pressure oxygen hose.

As soon as possible and not later than Primary Star Servicing after receipt of parts, Clips, ratchet (Ref. 6D/1655) are to be replaced with the correct type clip as listed below :-

(1) Pressure demand oxygen systems in British type aircraft.

(i) To secure Mk.7 hose at seat-to-aircraft break point underneath seat use Clip Aerolex type D (Ref. 6D/1698).

(ii) To secure Mk.7 hose to Q.R. Socket (for mask tube plug connection) use Clip type J or S (Ref. 28E/8183).

(iii) To secure Mask tube to Q.R. plug (on A13A and A13A-1 mask) use clip, ratchet (Ref. 6D/1761). Clip is not normally removed but if removal is necessary replace with new Clip of same type.

(2) Pressure breathing and economiser oxygen systems.

(i) To secure Mk.5 and 5A hose to seat-to-aircraft Q.R. connection underneath the seat use Clip type J or S (Ref. 28E/8182).

....Cont'd....

(ii) To secure Mk. 5 and 5A hose to man-to-seat Q. R. connection (plug or socket as appropriate) use Clip type J or S (Ref. 28E/8182).

(iii) Plug or socket at end of mask tube is secured with linen thread binding or by Airmed Clip (Ref. 6D/1816).

NOTE: The information above is covered by Special Technical Instruction/ Instruments/52, (Cancels and Supersedes S. T. I./Instruments/9 issued on T. N. S. VE. 37, V. 337, M. 246, H. 266 and also S. T. N./Instruments/29 issued on T. N. S. MAG. 21, issue 1), issued by the Ministry of Supply.

Certain L P. oxygen connections were inadvertantly excluded from the terms of STI/Instruments/52 (above), with the result that some installations are still fitted with clips of an unsatisfactory type.

Within 7 Days of receipt of this amended Instruction, examine all aircraft fitted with economiser and economiser/pressure breathing oxygen system, and ensure that all Mk. 5 and Mk. 5A hose connections between economisers, P. B. selector valves, and man-to-seat Q. R. connections are secured by clips type J (Reference 28E/8182) A. G. S. 605/0. Rectify as necessary.

The above information has been issued by the Ministry of Supply as Special Technical Instruction/Instruments/67, as amended by 67A.

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Text issued V.6-9.D14 Eth

TECHNICAL NEWS SHEET

SERIES MAG No 119 Issue 2 DATE 6.1.1958

See STI/INS/27

This Technical News Sheet cancels and supersedes Issue 1 dated 11.8.55.

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 14. AIRCRAFT SERVICES

LOW PRESSURE OXYGEN HOSE : SECURITY OF CLIPS

Cases have been reported of low pressure oxygen hose secured with clip, ratchet type, Reference 6D/1655 pulling away from connections. This clip is no longer approved for use where its routine removal may be necessary.

Not later than the next Primary Servicing inspect to ensure satisfactory connection where clip, ratchet type, 6D/1655, is used on Mk.5, 5A and 7 low pressure oxygen hose.

As soon as possible and not later than Primary Star Servicing after receipt of parts, Clips, ratchet (Ref. 6D/1655) are to be replaced with the correct type clip as listed below :-

(1) Pressure demand oxygen systems in British type aircraft.

(i) To secure Mk.7 hose at seat-to-aircraft break point underneath seat use Clip Aerolex type D (Ref. 6D/1698).

(ii) To secure Mk.7 hose to Q.R. Socket (for mask tube plug connection) use Clip type J or S (Ref. 28E/8183).

(iii) To secure Mask tube to Q.R. plug (on A13A and A13A-1 mask) use clip, ratchet (Ref. 6D/1761). Clip is not normally removed but if removal is necessary replace with new Clip of same type.

(2) Pressure breathing and economiser oxygen systems.

(i) To secure Mk.5 and 5A hose to seat-to-aircraft Q.R. connection underneath the seat use Clip type J or S (Ref. 28E/8182).

....Cont'd....

(ii) To secure Mk.5 and 5A hose to man-to-seat Q.R. connection (plug or socket as appropriate) use Clip type J or S (Ref.28E/8182).

(iii) Plug or socket at end of mask tube is secured with linen thread binding or by Airmed Clip (Ref. 6D/1816).

NOTE: The information above is covered by Special Technical Instruction/ Instruments/52, (Cancels and Supersedes S.T.I./Instruments/9 issued on T.N.S. VE.37, V. 337, M. 246, H.266 and also S.T.N./Instruments/29 issued on T.N.S. MAG.21, issue 1), issued by the Ministry of Supply.

Certain L.P. oxygen connections were inadvertantly excluded from the terms of STI/Instruments/52 (above), with the result that some installations are still fitted with clips of an unsatisfactory type.

Within 7 Days of receipt of this Instruction, examine all aircraft fitted with economiser and economiser/pressure breathing oxygen system, and ensure that all Mk.5 and Mk.5A hose connections between economisers, P.B. selector valves, and man-to-seat Q.R. connections are secured by clips type J or S (Reference 28E/8182) A.G.S.1000/0 or A.G.S.605/0. Rectify as necessary.

The above information has been issued by the Ministry of Supply as Special Technical Instruction/ Instruments / 67.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES MAG No 118 DATE 19.7.55.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME GENERAL CIRCULATION.
SUB HEADING 11 ELECTRICAL INSTALLATION.

Nil Stocks

SERVICING INSTRUCTION/ELECTRICAL/17.
BATTERY, SECONDARY, LEAD ACID, TYPE J (VARLEY TYPE 24.19/25.C):
CELL LEAKAGE PAST INTER-CELL TERMINALS.

(B) Batteries, Secondary, Lead-Acid, Type J. (Ref. 5J/3336), Varley Type 24.19/25.C, fitted to aircraft and before ~~issue for installation~~ in an aircraft.

(C) Cases have occurred of battery cell cases exhibiting cracks in the area of the inter-cell terminals. These cracks may develop sufficiently to allow electrolyte leakage. Should this leakage bridge the cell monobloc output terminals, a serious short circuit may develop with consequent risk of fire.

(D) Before installation in an aircraft and thereafter at every Primary Servicing, proceed as follows:-

(a) Test each battery cell for leakage in the approved manner.

(b) If a leak is disclosed, the battery must be rejected from service.

Note: After charging this battery all surplus electrolyte above the cell grid must be removed. This will minimise the risk of leakage should a crack develop.

(E) Record on the appropriate Form and enter in the Supplementary Servicing Record Sheet of the appropriate Servicing Schedule.

(F) Report all defects on F. 1022C.

(G) Modification action under investigation

CS/ .....

DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

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TECHNICAL NEWS SHEET

SERIES MAG No 117 DATE 19.7.55.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME GENERAL CIRCULATION.
SUB HEADING 11 ELECTRICAL INSTALLATION.

SPECIAL TECHNICAL NOTICE/ELECTRICAL/42.
BATTERY SECONDARY, LEAD ACID, TYPE J (VARLEY TYPE).
24.19/25 C or S: TIGHTENING OF POLYTHENE RINGS ON VENT SLEEVES.

Nil Stocks 14/9

A case has occurred recently, where a Battery, secondary, lead acid Type J (Ref. 5J/3336) exploded during routine charging. This was traced to an accumulation of electrolyte and/or water between the monoblocks and the outer case, which had generated an explosive mixture by electrolytic action. This in turn was due to the polythene sealing rings on the vent sleeves being loose. Attention is drawn to S.T.N./Elect/29, para.3, and to the fact that the polythene sealing rings must be tightened down hard. The use of a special tool Varley Pt. No. V,1744 (Ref. 5J/3358) is essential for this operation.

2. It must be noted that after routine charging and topping up, all surplus electrolyte above the cell grids must be removed.

3. Future production batteries will incorporate a drainage hole in the battery connector bay, so that any accumulation of moisture will be drained away from the danger spot.

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CS/

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TECHNICAL NEWS SHEET

SERIES MAG No 116 AIRCRAFT DATE 18.7.55.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME; GENERAL CIRCULATION.
SUB HEADING 11 ELECTRICAL INSTALLATION.

Vol 7 Sect 1 Sub Sect E 2.

SERVICING INSTRUCTIONS/ELECTRICAL/12(AS AMENDED BY 12A & 12B) DUNLOP CONTROL HANDLES: SWITCH GEAR: INTERMITTENT OPERATION

B. Al Handles Control Dunlop, Stores Reference 27J/250, 27J/251, 27J/252 and 27J/291 fitted to aircraft and held as spare or in store.

C. Numerous cases have been reported of these Control Handles proving defective in Service due to the switch becoming intermittent in operation.

D. 1. At the next and each subsequent Minor Servicing proceed as follows:-

(i) Remove the control handle from the control column.

(ii) Using a suitable free socket made up with lengths of Univinsmall 2.5 amp. cable, connect the handle to a suitable 28 volt supply,

(iii) Pass 1 amp. through the Safe-Fire Switch and whilst doing so operate the switch manually one hundred times. At each tenth operation measure the millivolt drop at the terminals of the free socket, with the 1 amp. flowing. This figure must not exceed 150 MV.

(iv) Repeat (iii) above with the gun firing switch.

(v) If any single millivolt drop exceeds the figure of 150 then the handle should be rejected as unserviceable.

2. Control handles held as spare or in store are to be checked as above prior to installation or issue as applicable.

E. Record on the appropriate form and enter on the Supplementary Record Sheet of the Servicing Schedule.

F. Nil.

Continued.....

~~MAG.116~~ Cont. ~~Sheet 2.~~

G. As a result of a recent investigation, an improvement in design is contemplated in the near future.

~~NOTE: This information was originally on T.N.S. MAG. 16 Issue 3, 31/5/55.~~

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Source: AHTNS MAG 116

BHG Sqn Ldr
STSO

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TECHNICAL NEWS SHEET

SERIES MAG. No 115. DATE 18.7.55.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 13 RADIO.

SPECIAL TECHNICAL NOTICE/RADIO/(AIRBORNE ASSEMBLY)9. TRANSMITTER TYPES TR.1934, 1935 AND 1936 FAULTY CHANNEL SELECTION.

1. Large numbers of cases have been reported by 3rd line servicing units in which, on re-selection of channels, transmitter output varies by more than 10% as a result of imperfect channel selection and also in which one or more channels fail to select. These defects are associated with jamming, slackness, distortion or other damage in the mechanism.

2. Although this type of defect has for some considerable time been under active investigation it is considered that a proportion of the arisings is due to mal-adjustment of the locking wheel and nuts. It should be remembered that if the wheel is turned too far the cams will rotate more than 90 degrees on the spindle. This jams the spacers and ball-bearings and results in a breakdown when a channel is next selected. For this reason the locking nuts should be firmly locked in such a position that the wheel is restricted to one complete turn between fully locked and fully unlocked positions. In practice something less than one full turn is sufficient. The position of the nuts should be checked whenever re-tuning takes place.

3. Attention is also drawn to the damger of over-tightening the locking-wheel and under no circumstances should this be tightened other than by hand.

4. A number of such defects may be traced to the coupling between the power unit and the selector mechanism. Poor manufacture or wear may cause looseness in this component. Frequent checks should be made to determine whether there is any relative movement between the tow ends of the coupling resulting from the spring being loose on the central shaft. In such cases the coupling should be replaced.

NOTE: This information was originally issued on MAG.16 Issue 3 31/3/55.

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G.B.

DE HAVILLAND SERVICE
AIRSPEED DIVISION
CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE
CHRISTCHURCH 1600

CABLES
HAVILLAND TELEX CHRISTCHURCH

TELEX
CHRISTCHURCH 41-536

TECHNICAL NEWS SHEET

SERIES MAG No. 114 Issue 2 DATE 20. 10. 1958

This News Sheet cancels and supersedes Issue 1 dated 13. 7. 1955.

MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 11. ELECTRICAL INSTALLATION.

DUNLOP CONTROL HANDLES: SWITCH GEAR: INTERMITTENT OPERATION.

(SERVICING INSTRUCTION/ELECTRICAL/12A.)

The above instruction is repeated on Technical News Sheet MAG. 116. This news sheet is therefore cancelled.

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HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
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TECHNICAL NEWS SHEET

SERIES MAG No 114 DATE 13.7.55

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME GENERAL CIRCULATION
SUB HEADING 11 ELECTRICAL INSTALLATION

Nil Stocks

A. SERVICING INSTRUCTION/ELECTRICAL/12 (AS AMENDED BY 12A AND 12B). DUNLOP CONTROL HANDLES: SWITCH GEAR: INTERMITTENT OPERATION

B. All handles Control Dunlop, Stores Reference 27J/250, 27J/251, 27J/252 and 27J/291 fitted to aircraft and held as spare or in store.

C. Numerous cases have been reported of these Control Handles proving defective in Service due to the switch gear becoming intermittent in operation.

D. 1. At the next and each subsequent Minor Servicing proceed as follows:-

(i) Remove the control handle complete from the control column.

(ii) Using a suitable free socket made up with lengths of Univinsmall 2.5 amp. cable, connect the handle to a suitable 28 volt supply

(iii) Pass 1 amp. through the Safe-Fire Switch and whilst doing so operate the switch manually one hundred times. At each tenth operation measure the millivolt drop at the terminals of the free socket, with the 1 amp. flowing. This figure must not exceed 150MV.

(iv) Repeat (iii) above with the gun firing switch.

(v) If any single millivolt drop exceeds the figure of 150 then the handle should be rejected as unservicable.

2. Control handles held as spare or in store are to be checked as above prior to installation or issue as applicable.

E. Record on the appropriate form and enter on the Supplementary Record Sheet of the Servicing Schedule.

F. Nil.

.....Contd.

G. As a result of a recent investigation, an improvement in design is contemplated in the near future.

NOTE. The above information was previously included on MAG TNS 16 Issue 3 dated 31.3.55.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES MAG NO 112. DATE 8.7.55.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 23, INSTRUMENTS.

SPECIAL TECHNICAL NOTICE/INSTRUMENTS/47.
TECHOMETER CALIBRATOR (REF 6C/689): SERVICING.

Excessive calibration errors will occur if the Maxwell Bridge Commutator becomes tarnished or contaminated with oil from the gearbox. Before being initially used and at fortnightly intervals the following servicing is recommended and arrangements to amend Servicing Schedules should be made locally.

(a) Unplug the interconnecting lead on thf front of the Calibrator; unbutton the six Dzus fasteners and remove the Meter Panel.

(b) Connect a 500 V Megger between the RED and GREEN brushes and slowly rotate the commutator by hand. An insulation resistance of greater than 50 Megohms should be obtained on all six commutator sections.

(c) If necessary the commutator should be cleaned using a fine commutator stick or crocus paper ensuring that the air space is thoroughly cleared of foreign matter.

(d) Repeat the check as in para. 1(b) until the conditions are satisfied.

(e) Replace the Meter Panel and Interconnecting Lead.

2. The Manufacturer has been using Oil, Aerospell D.T.D.822 for splash lubrication of the gearbox bearings, chain drive and sprockets; the bottom of the gearbox acting as a sump and the lowest tip of the chain touching the oil level. This is a satisfactory method of lubrication but there is a tendancy for the oil to be forced out of the gearbox through the bearings and the lid, and permeating the interior of the calibrator. This occurs especially if the oil level is too high or the calibrator has been tilted during transit.

3. In accordance with the specification for the calibrator the correct lubricant is Grease to D.T.D.825 to be applied to the bearings and chain. It is therefore advised to prevent contamination of the commutator that the oil be drained out and the correct grease be used. The gearbox should be checked for lubrication at least every three months.

D E H A V I L L A N D S E R V I C E

HATFIELD HERTFORDSHIRE ENGLAND

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TECHNICAL NEWS SHEET

SERIES MAG No 111 DATE 7. 7. 55.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 10, MISCELLANEOUS EQUIPMENT.

PRELIMINARY WARNING, FLYING CLOTHING.
OXYGEN MASKS TUBE ASSEMBLY MARK 7A
REF. 6D/1573.

TUBING FLEXIBLE LOW PRESSURE MARK 4 STAR REF. 6D/1220 SEPARATED FROM 3-WAY QUICK RELEASE MARK 2 REF. 6D/1569 DUE TO LOOSENING OF LINEN BINDING THREAD REF. 32B/656 CAUSING BREAKDOWN OF OXYGEN SUPPLY. BEFORE NEXT FLIGHT EXAMINE ALL (REPEAT) ALL TYPES OF MASK TUBE ASSEMBLIES FOR LOOSENING OF LINEN THREAD. WHERE NECESSARY REPLACE THE LINEN THREAD WHIPPING AND APPLY SYNTHETIC RESIN VARNISH. REPAIRED JOINTS SHOULD WITHSTAND A PULL OF 15 POUNDS WITHOUT SEPARATING.

NOTE:

The above information was originally published on MAG. Series T.N.S. No.24 Issue 2 dated 10. 1. 55.

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M.J.H.

DE HAVILLAND SERVICE

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TECHNICAL NEWS SHEET

SERIES MAG No 110 DH AIRCRAFT DATE 28. 6. 55.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 8, GENERAL.

Vol 2:1 No 6 refers. Check TO

CHECKING OF END FLOAT IN BALL BEARINGS.

Cases have been reported of "abnormal end float" in ball bearings, which upon investigation have proved to be needless in that the end float as reported has been quite in keeping with the nature of the bearings concerned, which in most cases have been of the self-aligning type. In all such cases the designers have taken advantage of the fact that a self-aligning bearing will take end load.

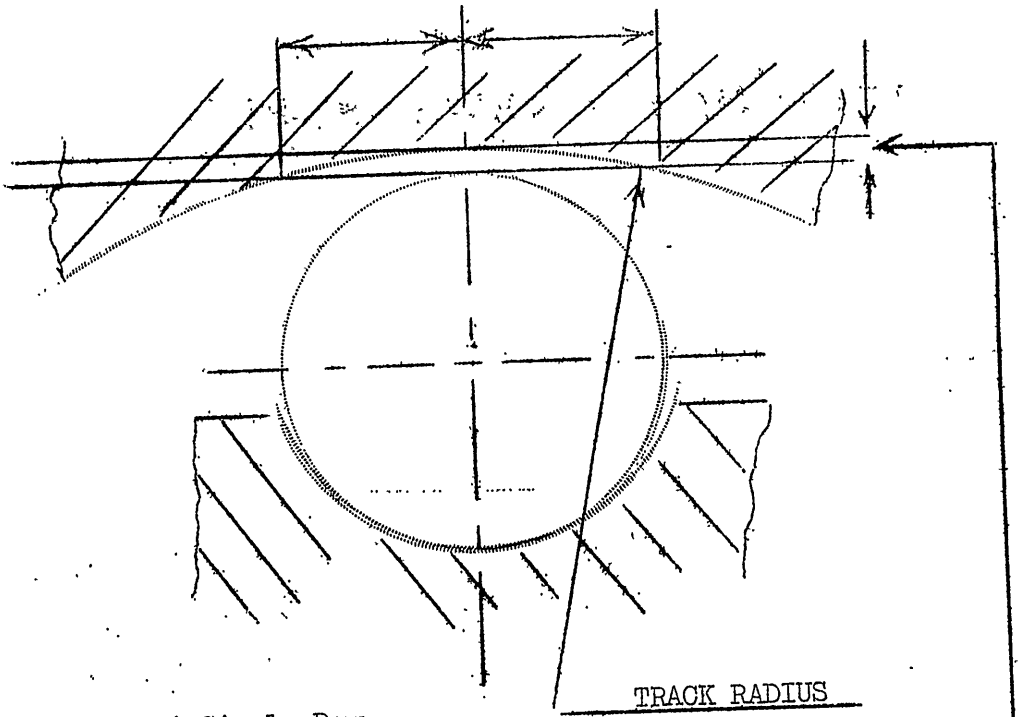
Checking of the bearing generally shows the float to be of the order of .03 -.035 inches. For a single row self-aligning bearing this would indicate approx. .003" diametrical play which would be quite acceptable except in a few special cases. The sketches overleaf show just how this side play is obtained and how it varies with different types of races. The figures quoted as "Normal side play" are not by any means limits and are often exceeded.

Side play can generally be neglected unless other factors such as clearance, noise etc., are affected.

Continued.....

M.J.H.

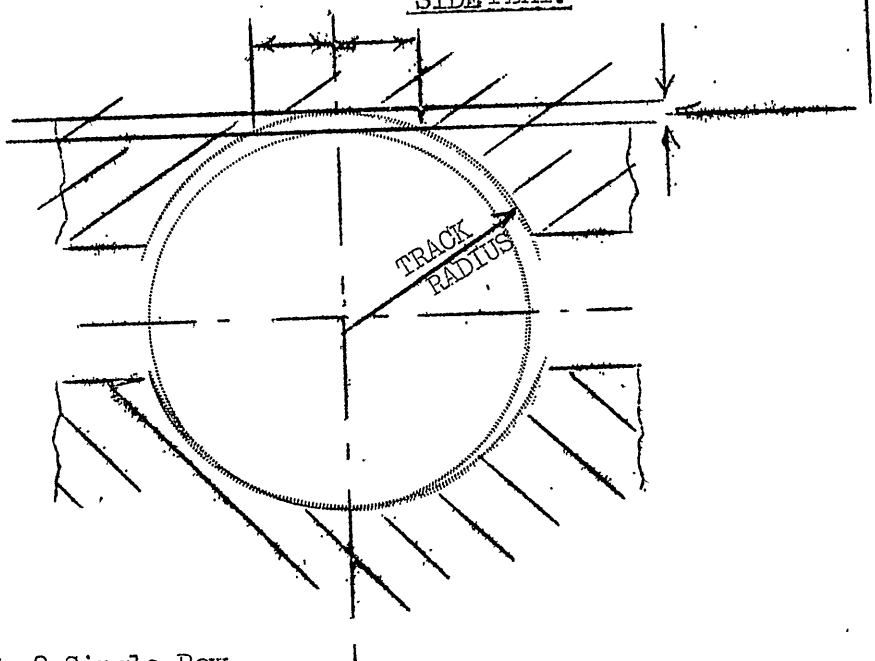
NORMAL SIDE PLAY .018 - .022".
SIDE PLAY



No. 1 Single Row
SELF ALIGNING BEARING.

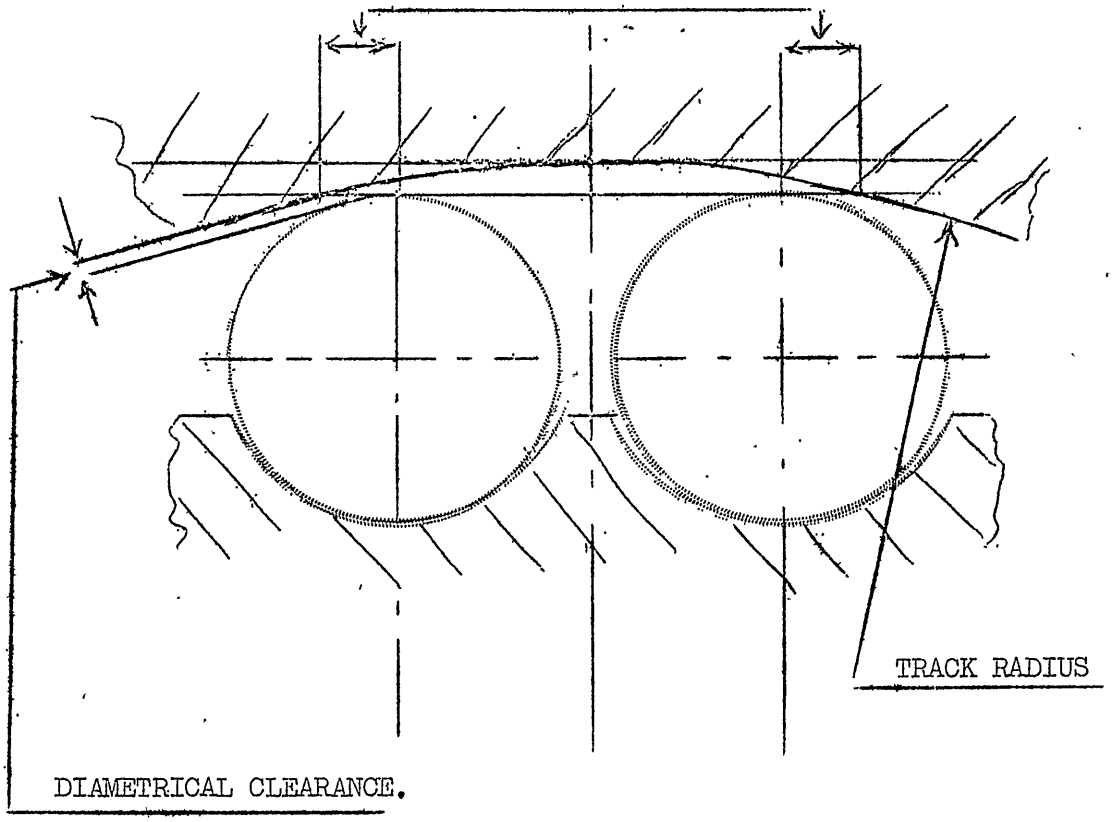
DIAMETRICAL CLEARANCE

NORMAL SIDE PLAY .002 - .004".
SIDE PLAY.



No. 2 Single Row.
NON SELF ALIGNING BEARING.

NOTE:
As can be seen below for the same diametrical clearance the normal side play of single row self aligning bearings is approximately five times that of the equivalent two row self aligning type.
When checking play on aircraft in service particular care should be taken in assessing the diametrical play. Side play can usually be treated as negligible unless end clearances etc. of the component concerned are seriously affected.



NO.3 DOUBLE ROW.
SELF ALIGNING BEARING.

DE HAVILLAND SERVICE
AIRSPEED DIVISION
CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE
CHRISTCHURCH 1600

CABLES
HAVILLAND TELEX CHRISTCHURCH

TELEX
CHRISTCHURCH 41-536

TECHNICAL NEWS SHEET

SERIES MAG No 108 Issue 2 DATE 20. 10. 1958

This News Sheet cancels and supersedes Issue 1 dated 9. 6. 1955.

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 13. RADIO.

REBECCA 7 (A. R. I. 5849): RELAYS, TYPE 1312: FIRE RISK. (SPECIAL TECHNICAL INSTRUCTION/RADIO(AIRBORNE)/61A)

The above instruction, which was published on Issue 1 of this news sheet, has been cancelled by the Ministry of Supply Review of Special Instructions (Technical) of May, 1957.

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HATFIELD HERTFORDSHIRE ENGLAND

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TECHNICAL NEWS SHEET

SERIES MAG No 108 DATE 9.6.55.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME. GENERAL CIRCULATION.
SUB HEADING 13. RADIO.

(A) Special Technical Instruction/Radio (Airborne Assembly)61 (as amended by 61A) ARI 5849 - Rebecca 7 - Relays Type 1312, Ref. 10F/16261 - Fire Risk.

(B) All relays Type 1312 fitted in junction boxes Type 396, Ref 10D/18875, Type 397 Ref. 10D/18876 and Type 4527, Ref.10D/19364 in use, held as spare or in store and relays Type 1312 held as spare or in store.

(C) Under operating conditions armature of relay, magnetic, Type 1312 is liable to become detached from its mounting and short to relay case with resultant risk of fire.

(D) 1. At or before next Primary Servicing proceed as follows:-

(a) Remove cover plates from junction boxes.

(b) Remove metal cover from relay Type 1312.

(c) Measure and mark a distance of $\frac{1}{4}$" inwards from outer edges of relay armature mounting bracket. Cut out centre piece at points marked leaving two $\frac{1}{4}$" tags. Tap tags inwards with watchmakers hammer allowing 1/32" clearance between inner corner of tag and armature.

(d) Replace covers removed at (a) and (b).

(D) 2. Equipment held as spare or in Store to be rectified as above before installation or Issue as applicable.

(E) Record on appropriate Forms and mark relays STI/Radio(AA)/61 satisfied.

(F) Nil.

(G) Nil.

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DMR.

DE HAVILLAND SERVICE
AIRSPEED DIVISION
CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE
CHRISTCHURCH 1600

CABLES
HAVILLAND TELEX CHRISTCHURCH

TELEX
CHRISTCHURCH 41-536

TECHNICAL NEWS SHEET

SERIES MAG No 106 Issue 2 DATE 20. 10. 1958

This News Sheet cancels and supersedes Issue 1 dated 25. 5. 1955.

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 8. GENERAL.

OPERATION OF COCKPIT CANOPY - TWO-SEAT VAMPIRES AND VENOMS.

(SPECIAL FLYING INSTRUCTION R. N. 318)

The above instruction, which was published on Issue 1 of this news sheet, has been cancelled by Special Technical Notice/Procedure/ 11, dated 7. 3. 1956 (not issued as a Technical News Sheet).

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TECHNICAL NEWS SHEET

SERIES MAG. No 106. DATE 25.5.55.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 8 GENERAL.

Seen by A.V.M.

Special Flying Instruction R.N. No. 318.

Sea Venom Aircraft, Sea Vampire T. Mark 22 Aircraft, Venom NF2 and 3, Vampire 10 and 11 aircraft Operation of Cockpit Canopy.

Great care must be taken, when opening cockpit canopy in strong or gusty winds, to prevent breakage of the spring damping strut. As soon as the canopy is opened it will attempt to fly back. Aircrew must be prepared for sudden snatch and ease hood fully open manually.

2. Modification action under investigation.

3. Pilots' Notes will be amended.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES MAG No 103 DH AIRCRAFT DATE 23. 6. 55.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 10, MISCELLANEOUS EQUIPMENT.

A. SPECIAL TECHNICAL INSTRUCTION/SAFETY EQUIPMENT/5. —— CANCELLING AND SUPERSEDING S.T.I./MISCELLANEOUS/224. FITTINGS, QUICK RELEASE, FOUR POINT (REF. 15A/150, 529): MALFUNCTIONING.

B. Quick Release Fittings, reference: 15A/150 and 15A/529 in use, held as spare, or in Store, but not those boxes received as new from manufacturers.

C. Further instances have been reported of malfunctioning of Quick Release Fittings, although they have been modified by Mod. Parachute M.2 and serviced under S.T.I./Misc/155.

The dimensions allowed under Mod.2 and the S.T.I. appear to have been excessive and it is therefore necessary to give the boxes a further inspection using reduced dimensions.

D. As soon as possible and not later than two months after receipt of this Instruction, proceed as follows:-

(1) Manufacture gauges to check dimensions quoted below.

(2) Remove the locking pin grub screw, spring and pin. Check the locking pin guide hole diameter which is not to exceed 0.191" minus 0.0045, plus nil.

(3) Check the depth of the counterbore. Where it is found the counterbore exceeds 9/16ths inch plus 0.015 inch in depth, the fitting is to be rejected.

NOTE: When carrying out this inspection care is to be taken to ensure that the depth of the counterbore is taken as from side face of the fitting to the top of the countersink of the bore (see sketch attached).

Continued.....

E. Record on an appropriate form and stamp with "X" after the part number or if no part number is on the box, on a free face.

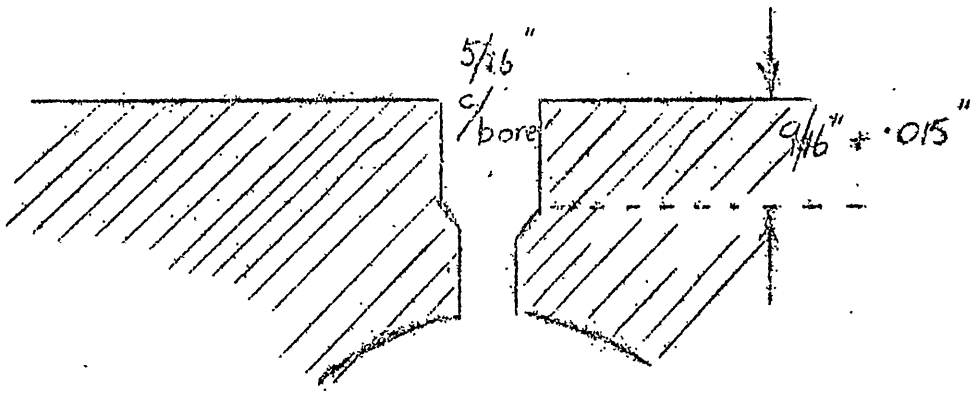
Boxes which have been received as new from the manufacturers may be stamped with an "X" as they are known to be within the above limits.

F. Nil.

G. Nil.

.....

M.J.H.



T.N.S. MAG 109 STI / SAFETY EQUIPMENT / 5

D E H A V I L L A N D S E R V I C E
AIRSPEED DIVISION
CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE CHRISTCHURCH 1600 | CABLES HAVILLAND TELEX CHRISTCHURCH | TELEX CHRISTCHURCH 41-536

TECHNICAL NEWS SHEET

SERIES MAG No 102 Issue 3. DATE 20.10.1958.

AIRCRAFT

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

This News Sheet cancels and supersedes Issue 2 dated 19.7.1955.

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 11. ELECTRICAL INSTALLATION.

RADIO INTERFERENCE SUPPRESSORS, TYPE "W.2" AND "X.3": PROVISION OF DRAIN HOLES TO PREVENT ACCUMULATION OF WATER. (SPECIAL TECHNICAL INSTRUCTION/ELECTRICAL/88.)

The above instruction, which was suspended on Issue 2 of this news sheet, has been cancelled by the Ministry of Supply Review of Special Instructions (Technical) of May, 1957.

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TECHNICAL NEWS SHEET

SERIES MAG. No 102 Issue 2. DATE 19/7/55.

W/O Wharton to be informed

MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 11 ELECTRICAL INSTALLATION.

SPECIAL TECHNICAL INSTRUCTION/ELECTRICAL/88.
SUPPRESSORS, RADIO INTEFERENCE, TYPE "W2" (REF.5C/3001) AND TYPE "X3" (REF.5C/3084): PROVISION OF DRAIN HOLES TO PREVENT ACCUMULATION OF WATER.

Type W2 and X3 suppressors are mounted in various positions on different aircraft and lowest points for drainage, consequently, will vary. S.T.I./Electrical/88 will be amended to cover variations in due course,

Meanwhile the S.T.I. may be regarded as suspended pending amendment.

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CS/

(5)

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SERIES MAG. No 102. DATE 24.5.55

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 11 ELECTRICAL INSTALLATION.

not recd. from AM.

(A) Special Technical Instruction/Electrical/88 Suppressors, Radio Interference, Type "W2" (Ref.5C/3001) and Type "X3" (Ref.5C/3084) : Provision of Drain Holes to Prevent Accumulation of Water.

(B) Suppressors, Radio Interference, Type "W2", Ref.5C/3001 and 'X3' Ref. 5C/3084, in use, held as Spare or in Store.

(C) Cases of accumulation of water in the Type 'W2', and 'X3' Suppressors have been reported, causing extensive corrosion, damage to the cable insulation and general low insulation resistance. This instruction requires the drilling of holes in the suppressor case to prevent the accumulation of water or any other fluid.

(D) 1. Not later then next Minor Servicing, remove suppressors from Aircraft and drill a 1/8 inch diameter hole in the bottom corners of the case. Additionally in the case of 'W2' Suppressors at each end of the bottom of the case, drill two 3/16 inch diameter holes, each pair of holes to be in that area of the case bottom exposed by the cut away portion of the channel shaped mounting. In the case of 'X3' Suppressors, drill the 3/16 inch diameter holes in each end of the case bottom between the suppressor assembly and the short side of the case. Remove swarf and clear off all traces of P.I.C. No.2. from case and lid. Do not renew P.I.C. Refit suppressors to aircraft. Mark S.T.I./Elec./88 on the case (not lid) using Lacquer, Opaque Yellow, Ref. 33B/809.

2. Suppressors Type 'W2' and 'X3' held as spare or in Store are to be rectified prior to Installation or Issue as applicable.

(E) Record on appropriate forms.

(F) Nil.

(G) Drawing will be amended to call for vents on production.

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SERIES MAG. No 101. DATE 23.5.55.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
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MILITARY AIRFRAME, CENTRAL CIRCULATION.
SUB HEADING 23 INSTRUMENTS.
Vol 6 Sect 9 Sub Sect A 6

~~Special Technical Notice/Instruments/46.~~

Water Contamination of Aircraft Oxygen Breathing Systems

FOR INFORMATION ONLY

Herewith extracts from Air Ministry Letter ref. A 72013/50/Air Eng.4 dated 1st April, 1955 forwarded for information and action where necessary:-

Recent reports from Commands and from a firm repairing oxygen regulators indicate that water has entered aircraft Oxygen Breathing Systems. Chemical analysis has shown that the water was not a condensate but must have entered the system either through the Oxygen Ground Charging Hose or through carelessness during the replacement of components in the Oxygen system.

2. The most serious effect of water contamination is freezing in the system at altitude which can lead to a complete blockage of the supply line with fatal results, and of lesser importance is the effect which contamination has on the odour of the Oxygen. Internal corrosion of components, such as Regulators, has also been observed.

3. The most likely means by which water can enter the system is through the charging hose and it is probable that water gets into the hose because the blanking plug has been left off when the charging trolley is not in use. If the normal practice at Units is to leave the charging trolley in the open and exposed to all weathers, this danger is increased. It has also been demonstrated that the asbestos sealing, used in the construction of the charging hose, reference 6D/674, can absorb water which has entered the bore of the hose, and will then contaminate the oxygen passed through it, unless exceptional measures are taken to dry out the hose.

4. Condensed moisture may accumulate in any oxygen system because the contents have been allowed to discharge completely and the aircraft has been left in that condition.

Continued.....

5. The attention of Units is drawn to the grave consequences to the safety of aircrews which may result from negligent servicing described above and in particular to the appropriate reference in A.P.1275A, Volume 1, Section 8, Chapter 1, Appendix 2, Para. 6, and Chapter 2, para,9, which describe the precautions necessary in the use of charging hose.

Source: DHTNS MAG/101 ..... HJP STSO

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TECHNICAL NEWS SHEET

SERIES MAG. NO 99 DATE 23.5.55.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
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Vol 7 Sect 1 Sub Sect A11

MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 11 ELECTRICAL INSTALLATION.

FOR INFORMATION ONLY

Special Technical Notice/Electrical/39.
High Altitude Brushes: Marking of Brush Grades.

Herewith extracts from Air Ministry A.91555/51/Air Eng.3 dated 1st March, 1955 forwarded for information and action where necessary:-

The grade KCEG11 brush is a high altitude type brush giving reasonable brush wear rates in various electrical equipments.

2. Although this grade of brush was originally used in the larger machines it is now being introduced on smaller equipments and the brush manufacturer has found it impossible to mark the full grade identity on the smaller brushes. As this grade of brush is a treated "EG" type brush the manufacturer has decided to omit the "EG" from the brush marking.

3. It is therefore advised that brushes may be received marked "KC11" and, from the foregoing, it will be appreciated that these brushes are in fact, grade KCEG11. It is proposed to issue an informatory leaflet on this subject in A.P.4343 Vol.2 but, in the meantime, it is recommended that Servicing Personnel be advised of this matter.

(S.T.N./Electrical/3 also refers).

Source DHTNS MAG 99

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SERIES MAG No 98 DATE 23.5.55.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

Vol 7 Sect 1 Sub Sect A/2

~~MILITARY AIRFRAME, GENERAL CIRCULATION.~~
~~SUB HEADING 11 ELECTRICAL INSTALLATION.~~

FOR INFORMATION ONLY

~~Special Technical Notice/Electrical/38.~~

Invertors Type 100A and 100B: Standard of Brush.

Herewith ~~extracts~~ from Air Ministry ~~postagram~~ A.6120/4/50/Air-Eng.3 dated 22nd ~~April~~, 1955 ~~forwarded~~ for information and action where necessary.

"Modification Elec. B/201 has been approved for the type 100A and B inverters with D/4 classification. This modification introduces the following brush grades in lieu of the existing CM6 grade brushes:-

Grade F2C brushes (5UB/5958) on DC end
Grade F2B brushes (5UB/5959) on AC end

2. As demands for replacement brushes for inverters Type 100A and 100B will now be met by issues of the above grades it is recommended that user units be advised of the foregoing and that action is taken to ensure that the above modification is recorded when these new brushes are fitted."

SOURCE: DHTNS MAG98.

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SERIES MAG No 95 AIRCRAFT DATE 26. 4. 55.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
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MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 23, INSTRUMENTS.

SPECIAL TECHNICAL NOTICE/INSTRUMENT/43.
OXYGEN ECONOMISER BAG. REFERENCE 6D/1778.

1. Two cases of failure of the Oxygen Economiser Bag Reference 6D/1778 have been reported in which the seams of the Economiser Bags have split during ground check, and the following servicing is recommended.

Para.2. Subject bag to be fitted and tested as follows when replacement of bag reference 6D/1603 necessary.

(A) Remove Economiser from aircraft to Servicing Bay and fit subject bag.

(B) Connect Economiser to oxygen supply from appropriate regulator set to give normal flow.

(C) Allow Economiser to charge and discharge for thirty minutes.

(D) Connect Ground Tester Mk.3 (Ref.6C/779) to Economiser and check for satisfactory operation for two minutes. See A.P.1275A, Vol.1, Sect.6, Chap.4.

(E) Bags which pass this test can be considered suitable for service. Refit Economiser to aircraft.

Para.3. Carry out in-situ test with Ground Tester Mk.3 each primary servicing on all Economiser installations in which subject bag is fitted.

Para.4. Under no circumstances is supply hose from Economiser to be closed off when carrying out pre-flight functional check or on any occasion when oxygen is flowing due to dangerous pressure which will then be built up in bag.

Para.5. Report by Signal any future bag defects to RDA(Defects). MOS and Air Eng.4, A.M.

M.J.H.

File

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TECHNICAL NEWS SHEET

SERIES MAG No 93 DATE 19.4.55.

MILITARY AIRFRAME. GENERAL CIRCULATION.
SUB HEADING 8. GENERAL.

Seen by Air 1

SPECIAL FLYING INSTRUCTION R.N. NO. 273.
USE OF EJECTION SEATS.

The attention of Pilots is to be drawn to the following recommendations for the use of ejection seats at present in service:-

(A) MINIMUM RECOMMENDED HEIGHT for ejection (in straight and level flight).

Mark one series seats	two thousand feet
Mark one series seats plus M.L. attachment	one thousand feet
Mark two series seats	five hundred feet

NA RRAF

(B) RECOMMENDED MAXIMUM SPEEDS.
Speeds should be as low as practicable and preferably below four hundred knots. Above this speed injury although not necessarily fatal is likely.

(C) EJECTION AT ALTITUDE.
If ejection becomes necessary above twenty thousand feet with the mark one series seats on the Mark one series seats plus M.L. attachment the parachute should not be streamed until below this height. Similarly if it is decided to stream the parachute of the mark two seat manually this should not be done above twenty thousand feet.

(D) EJECTION THROUGH THE COCKPIT CANOPY in the event of canopy jamming or for other reasons.
If there is no metal structure in the canopy above any part of the seat or the pilot, ejection through the canopy is feasible and any injury caused should be slight.

(E) UNDERWATER EJECTION.
The possibility of a successful underwater ejection through the canopy of a submerged aircraft is remote.
On present service aircraft which are not equipped with forced hood jettisoning ditching should always be carried out with the hood jettisoned or open. The best chance of escape then lies in releasing the safety harness after coming to rest and inflating the life-saving waistcoat.

Continued.....

(F) EJECTION FROM THE INVERTED POSITION.

If possible the aircraft should not be abandoned by ejection seat when it is in the inverted attitude owing to a possible risk of injury due to the lack of negative 'G' restraint provided by the present type of harness.

(G) IN AMPLIFICATION OF THE RECOMMENDATIONS IN PARAGRAPH (A)

Ejections using the mark one series seats could be successful below two thousand feet if the pilot used the correct escape procedure and performs the various actions efficiently and quickly. The decision whether to eject or ditch below these recommended heights must be made in the light of the ditching characteristics of the aircraft concerned. In consequence pilots taking off and landing over the sea should whenever practicable ensure that their aircraft canopies are locked in the fully open position.

2. The substance of this S.F.I. will be included in the new edition of A.P.129 Pilots Flying Manual now in preparation. (STI. TF/609 also refers).

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DMR.

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SERIES MAG NO 91 DATE 15.4.55.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
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MILITARY AIRFRAME. GENERAL CIRCULATION.
SUB HEADING 1. ARMAMENT.
SUB HEADING 23. INSTRUMENTS.

A. SPECIAL TECHNICAL INSTRUCTION/INSTRUMENTS/36(AS AMENDED BY 36.A) G.G.S. RECORDER AND FILM MAGAZINE MARK 3. - LOCKING OF SCREWS.

B. G.G.S. Recorders Mk.3 (14A/4196) and film magazine Mk.3.(14A/4197) which are installed in aircraft or held as unit spares. This S.T.I. is not applicable to pre-packed items; but the package is to be marked S.T.I./INST/36 NOT SATISFIED.

C. Cases have occurred of screws working loose, particularly the motor retaining screws in the Recorder and the screws holding the gear train cover plate in the magazine.

D. As soon as possible and not later than the next Intermediate Servicing in the case of Recorders and Magazines fitted in Aircraft, and before fitment to aircraft in the case of those held as unit spares, all Recorders and Magazines are to be checked and where screws are found to be loose the following action is to be taken:-

(1) Remove screws and carefully apply varnish shellac (33a/512) to the underside of the screwheads only.

(2) Allow shellac to become tacky, replace screws and tighten.

(3) Remove all traces of surplus shellac.

NOTE: To prevent damage on subsequent removal, the shellac must not seep into the screw threads and only sufficient is to be applied to ensure the locking of the screw heads to their seatings.

E. 1. Record on appropriate form.

2. Mark "S.T.I./INST/36" on the body of Recorders and the cover of Magazines using lacquer, opaque yellow (33B/809).

F. Nil.

Continued.....

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TECHNICAL NEWS SHEET

SERIES MAG No 88 Issue 2 DATE 20. 10. 1958

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
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This News Sheet cancels and supersedes Issue 1 dated 15.4.1955.

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 23. INSTRUMENTS.

OXYGEN ECONOMISERS, MARK 3 AND 4: METAL PRESSURE PLATES: DEFECTIVE.

(SPECIAL TECHNICAL INSTRUCTION/INSTRUMENTS/28A)

The above instruction, which was published on Issue 1 of this news sheet, has been cancelled by the Ministry of Supply Review of Special Instructions (Technical) of May, 1957.

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TECHNICAL NEWS SHEET

SERIES MAG NO 87 DATE 14. 4. 55.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
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MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 10, MISCELLANEOUS EQUIPMENT.

A. SPECIAL TECHNICAL INSTRUCTION/FLYING CLOTHING/2.
OXYGEN MASKS TYPE J AND M: TUBE ASSEMBLIES:
BLOCKED ADAPTORS, DOUBLE ENDED.

B. Applicable to Adaptors Double-Ended (6D/1524) in use with Oxygen Mask Tube Assemblies for Masks Type J (6D/1513, 1514 and 1515) and Type M (6D/1718). Pre-packed Adaptors held in store, either as separate spares, attached to Mask Tube Assemblies Mark 8 (6D/1520) or with complete Masks Type J or M are not to be inspected but the packages are to be marked "S.T.I./Flying Clothing/2. NOT satisfied."

C. A case has been reported of an Adaptor Double-Ended being blocked with varnish between one of the bayonet connection locating pins and wall of the adaptor and could have prevented a flow of oxygen from the emergency set.

D. 1. Adaptors Double-Ended (A.P.1182E, Volume 1, Section 4, Chapter 2, Figure 3, refers) in use are to be examined before the next flight in which Masks Type J or M are to be used. If varnish is present which would restrict the flow of oxygen through the Adaptor, the excess is to be removed with a suitable probe. The use of varnish solvent is not advised as looseness of the pin may result. Adaptors on which this S.T.I. has been satisfied are to be marked with red paint around the knurled flange.

2. Adaptors received from store are to be inspected as above before issue to Flying Personnel.

E. Pre-packed equipment is to be marked in accordance with Para. (B) above.

F. Form 1022 required.

G. Nil.

M.J.H. .....

File

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SERIES MAG NO 85 DH AIRCRAFT DATE 14. 4. 55.

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MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 19, GROUND EQUIPMENT.

To [illegible] on AM STI 69

A. SPECIAL TECHNICAL INSTRUCTION/GROUND EQUIPMENT/1 (AS AMENDED BY 1A). OXYGEN/NITROGEN CHARGING TROLLIES: DEFECTIVE REGULATORS.

B. High pressure charging regulators, Type A, Mk.2 (6D/1334) and Type A, (Stores Reference 6D/138) used on Oxygen and Nitrogen Charging Trollies, and with racks charging Mk.2, (Stores Reference 6D/677 and 6D/1335).

C. Cases have been reported of defective stirrup valve, (Reference 6D/498), in the reducing valve of high pressure charging regulators. Defect is breaking away of the stirrup base projection which slides into the screwed block at the base of the reducing valve body. This may result in over-charging of a system. Defect is considered to be due to incorrect usage of the charging regulator.

NOTE: Damage to the stirrup is caused if the high pressure gas supply is turned on suddenly when the reducing valve spring is unloaded. This gives the reducing valve a hammer blow against its seat. Normally the only force on the stirrup is that required to close the reducing valve, the reduced pressure being almost balanced by the spring loading.

D. Not later than the next Monthly Servicing of charging regulators, the following action is to be taken.

(i) Reducing valve is to be dismantled and the stirrup examined for damage and for cracks round the circumference of the change of cross section of the stirrup base projection using a magnifying glass.

(ii) Replace, if necessary, with a new stirrup valve, Reference 6D/698.

(iii) Reassemble reducing valve and check regulator for correct operation. Mark on the reducing valve "S.T.I./Ground Equipment/1" using lacquer opaque yellow, (Stores Reference 33B/809).

Continued......

(iv) In cases where, after reassembly of the valve, a leak occurs from the joint between the lower face of the piston liner flange and its mating surface on the valve body, dismantle the valve and fit the special copper washer (Ref. 6D/1793) between the mating faces.

E. Record on appropriate Form.

F. Report defects to R.D.A. (Defects) M.O.S., copy to Air Ministry, E.5 and Air Eng.4.

G. Nil.

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TECHNICAL NEWS SHEET

SERIES MAG No. 84 Issue 2 DATE 20. 10. 1958

This News Sheet cancels and supersedes Issue 1 dated 14.4.1955.

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 19. GROUND EQUIPMENT.

HIGH PRESSURE AIR CHARGING TROLLIES: DEFECTIVE REGULATOR.

(SERVICING INSTRUCTION/GROUND EQUIPMENT/1A)

The above instruction, which was published on Issue 1 of this news sheet, has been cancelled by the Ministry of Supply Review of Special Instructions (Technical) of May 1957.

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TECHNICAL NEWS SHEET

SERIES MAG No. 83 Issue 2 DATE 20.10.1958

This News Sheet cancels and supersedes Issue 1 dated 29.3.1955.

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 23. INSTRUMENTS.

PACITOR TYPE FUEL GAUGES CALIBRATED IN MASS UNITS:

INTRODUCTION.

(SPECIAL FLYING INSTRUCTION TF. 648.)

The above instruction, which was published on Issue 1 of this news sheet, has been cancelled by Special Technical Notice/Procedure/11, dated 7.3.1956 (not issued as a Technical News Sheet).

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TECHNICAL NEWS SHEET

SERIES MAG No 83 DATE 29. 3. 55.

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MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 23 INSTRUMENTS.

SPECIAL FLYING INSTRUCTION TF.648 INTRODUCTION OF PACITOR TYPE FUEL GAUGES CALIBRATED IN MASS UNITS.

Until now, fuel gauges have indicated the fuel tank contents in gallon units and relied on the constancy of the electrical conductivity of the fuel in use.

2. When fuels having fairly constant characteristics of density and electrical conductivity were in use, the gauge errors were small but with the introduction of fuels of considerably varying density, the characteristics are no longer approximately constant and considerable errors in gauge readings may be present. It has been established, however, that if the gauges are calibrated to measure weight of fuel, then a more accurate indication is automatically achieved. Such gauges (mass unit gauges) have an error of only $\frac{1}{3}$ to $\frac{1}{2}$ of the volume calibrated instruments and thus more reliance can be placed upon them. Instrument and installation errors for individual instruments, however, remain constant. If the tanks are filled with fuel of lower density than that for which the gauge is adjusted, the gauge will not indicate full when the tanks are full and when filled with higher density fuel, the gauge will indicate full before the tanks are full. This is because the gauge is measuring the weight of fuel and not the volume.

3. Attached are tables for the conversion of Flight Planning Charts in Pilot's Notes for use with mass unit gauges. Arrangements should be made to ensure that this information is brought to the attention of all pilots.

4. More detailed information will be contained in A.P.129 - Flying (6th Edition) and, when issued, will cancel this Special Flying Instruction.

Continued.....

APPENDIX TO S.F.I. TF.648

CONVERSION OF FLIGHT PLANNING CHARTS FOR USE WITH MASS GAUGES

1. Piston engined aircraft.

The charts assume that petrol weighing 7.2 lb./gallon is used.

(a) To convert ANMPG to ANM/100 lb.

Divide the figures at the side of the ANMPG curves by 7.2 and multiply by 100 i.e multiply by 13.9.

Conversion tables are given below.

ANMPG	ANM/100 lb.
0.1	1.39
0.2	2.78
0.3	4.17
0.4	5.56
0.5	6.95
0.6	8.34
0.7	9.73
0.8	11.12
0.9	12.51
1.0	13.9
2.0	27.8
3.0	41.7
4.0	55.6
5.0	69.5
6.0	83.4
7.0	97.3

ANM/100 lb.	ANMPG
1	.07
5	.36
10	.72
20	1.44
30	2.16
40	2.88
50	3.6
60	4.32
70	5.04
80	5.76
90	6.48
100	7.2
110	7.92
120	8.64

(b) To convert Galls./hr. to lb./hr.

Multiply the figures at the side of the galls/hr. curves by 7.2

Conversion tables are given below.

GALLS/HR.	LB./HR
5	36
10	72
20	144
30	216
40	288
50	360

LB./HR.	GALLS/HR.
30	4.15
40	5.55
50	6.95
60	8.3
70	9.7
80	11.1

Continued.....

GALLS/HR.	LB./HR.	LB./HR.	GALLS/HR.
60	432	90	12.5
70	504	100	13.9
80	576	200	27.8
90	648	300	41.5
100	720	400	55.5
200	1440	500	69.5
300	2160	600	83.4

2. Jet-engined aircraft.

(a) Draw a horizontal line in the space between the sea level distance line and the family of fuel contents (gallons) scales, extending from a point equivalent to the zero mark of the contents scales to a point equivalent to the max. tank capacity.

From the points given in the table below on the normal AVTAG gallons contents line, move vertically upwards to divide the newly drawn line into pounds contents, i.e.

AVTAG Scale (gallons)	Equivalent pounds
0	0
65	500
130	1000
195	1500
260	2000
325	2500
390	3000
455	3500
520	4000
585	4500
650	5000
715	5500
780	6000

(b) To convert take-off, landing and descent allowances to pounds, use the following table.

GALLS.	LB.
5	38.5
10	77
20	154
30	231

Continued.....

GALLS.	LB.
40	308
50	385
60	462
70	539
80	616
90	693
100	770
200	1540

(c) To convert fuel flows in galls/hr. to flows in lb./min. use the following table.

GALL./HR.	LB/MIN.
5	.6
10	1.3
20	2.5
30	3.8
40	5.1
50	6.4
60	7.7
70	9
80	10.3
90	11.5
100	13
200	25
300	38.5
400	51.5
500	64.5
1000	130

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M.J.H.

DE HAVILLAND SERVICE
AIRSPEED DIVISION
CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE
CHRISTCHURCH 1600

CABLES
HAVILLAND TELEX CHRISTCHURCH

TELEX
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TECHNICAL NEWS SHEET

SERIES MAG NO 82 Issue 2 DATE 20.10.1958

This News Sheet cancels and supersedes Issue 1 dated 29.3.1955.

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 23. INSTRUMENTS.

ARTIFICIAL HORIZONS, MARK 3B, 3C AND 4. OPERATING INSTRUCTIONS.
(SPECIAL FLYING INSTRUCTION R.N. 308)

The above instruction, which was published on Issue 1 of this news sheet, has been cancelled by Special Technical Notice/Procedure/11, dated 7.3.1956 (not issued as Technical News Sheet).

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TECHNICAL NEWS SHEET

SERIES MAG. No 81 Issue 2. DATE 23.5.55.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 11 ELECTRICAL INSTALLATION.

Actioned 4L 8.8.7

Special Technical Instruction/Electrical/83: CANCELLATION.

S.T.I/Electrical/83 dated 18th March 1955 published on issue 1 of this T.N.S, concerning Bomb Control Units Mk.2 is hereby cancelled due to servicing difficulties experienced.

Mod. EL.986 will be embodied by Contractor.

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CS/

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TECHNICAL NEWS SHEET

SERIES MAG No 81 DATE 28. 3. 55.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 11 ELECTRICAL INSTALLATION.

A. SPECIAL TECHNICAL INSTRUCTION/ELECTRICAL/83.
UNIT, BOMB CONTROL MK.2 (REF. 5D/1742):
NUT FOR MODIFICATION PLATE: FOULING.

B. Unit, Bomb Control, Mk.2 (Ref. 5D/1742) fitted to aircraft and held in stores.

C. It has been found that slight deformation of the side of the box to which the modification label is fixed can cause interference between the bottom right hand nut securing the label and the grub screw on the adjacent uniselector.

D. At or before the next Minor Servicing and before issue from stores for installation on an aircraft proceed as follows:- Remove the modification label; move label up by the pitch of the fixing holes and re-fix using bottom holes in label and top holes in box. Use the top holes in label as a drilling template for new holes in box. Care should be taken to ensure that (a) the drill does not damage the uniselector and associated wiring immediately adjacent to side of box and (b) all drilling swarf is removed. Refix top label fixing screws and blank off two redundant holes below bottom of label.

E. Record on appropriate forms. Using yellow lacquer mark "S.T.I./Elect/83" on the cover of the unit.

F. Nil.

G. Modification action will be taken on new production under Mod. No. EL.986.

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M.J.H.

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TECHNICAL NEWS SHEET

SERIES MAG No 80 DH AIRCRAFT DATE 28. 3. 55.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 7 FUSELAGE ASSEMBLY.

PRELIMINARY WARNING/EJECTION SEAT/3.

Faulty application of S.T.I./Ejection Seat 8 and 8A resulted in partial annoxia in flight due to inadvertent disconnection of L.P. oxygen system quick release ejection seat to aircraft, connection.

Suspected cause was excess free length of L.P. oxygen hose between quick release connection and seat clamp.

Before next Flight check aircraft fitted with Ejection Seats Mk.1 and 2 Series, and ensure that free length of tubing is minimum required.

S.T.I./Ejection Seat/8 being amended to guard against excessive length tubing.

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M.J.H.

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TECHNICAL NEWS SHEET

SERIES MAG NO 76 DH AIRCRAFT DATE 3.3.55.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME. GENERAL CIRCULATION.
SUB HEADING 23 INSTRUMENTS.

Special Technical Notice/Instruments/39.
Oxygen Masks, Type M (6D/1718) for Use with Aircraft Pressure Breathing Systems.

Herewith extracts from Air Ministry letter A.49727/50/Air Eng 4(b) dated 30th December, 1954 forwarded for information and action where necessary.

With reference to the subject of Oxygen Masks, Type M (6D/1718) used in Canberras Mk. 2 and 3 and Venoms Mk. 1 and 2, in which Oxygen Pressure Breathing systems are in use.

2. The production models of the type M Mask have been criticised because of discomfort to the wearer associated with the need to tension the mask attachment straps sufficiently to obtain a good seal on the face. Recent modifications to the mask have improved the wearer comfort. In particular, Modification M.304 provides a harness plate to which the mask straps are attached, and enables a good seal to be obtained by pulling the mask directly back on to the face, where formerly the tendency was to stretch the mask sideways.

3. Modified type M masks are now becoming available in storage M.U's and demands to cater for those crews for whom a satisfactory fit with the unmodified mask is impossible, should specify embodiment of Modification M.304 in the mask supplied.

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TECHNICAL NEWS SHEET

SERIES MAG No. 71 Issue 2 DATE 20.10.1958

This News Sheet cancels and supersedes Issue 1 dated 21.2.1955.

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 8. GENERAL.

FIRE RISK FROM HYDRAULIC FLUID. (SPECIAL FLYING INSTRUCTION TF/6.3.)

The above instruction, which was published on Issue 1 of this news sheet, has been cancelled by Special Technical Notice/ Procedure/11, dated 7.3.1956 (not issued as a Technical News Sheet).

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TECHNICAL NEWS SHEET

SERIES MAG No 68 Issue 2 DATE 14.2.1958

This Technical News Sheet cancels and supersedes Issue 1 dated 27.1.1955

MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 6. ENGINE INSTALLATION.
11. ELECTRICAL INSTALLATION.

ROTAX TURBO STARTERS, TYPE CT.0101/1, 0101/2 and 0104:

LIFE BETWEEN RECONDITIONINGS.

(SPECIAL TECHNICAL NOTICE/MISCELLANEOUS/34.)

This information has been cancelled by Special Technical Notice/ Miscellaneous/80, published on Technical News Sheet MAG. 138.

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TECHNICAL NEWS SHEET

SERIES MAG No. 69 Issue 2 DATE 14. 2. 1958

AIRCRAFT

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

This Technical News Sheet cancels and supersedes Issue 1 dated 27. 1. 1955.

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 14. AIRCRAFT SERVICES
23. INSTRUMENTS

OXYGEN ECONOMISER BAGS : LIFE

(SPECIAL TECHNICAL NOTICE / INSTRUMENTS/ 38)

This information has been cancelled by Special Technical Notice/ Miscellaneous/ 80, published on Technical News Sheet MAG. 138.

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TECHNICAL NEWS SHEET

SERIES MAG No 67 DATE 18. 1. 55.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 11 ELECTRICAL INSTALLATION.

SPECIAL TECHNICAL NOTICE/ELECTRICAL/35.
CANCELLATION OF S.T.I's No.28, 36, 47 and 63.

Special Technical Instructions/Electrical/28, 36, 47 and 63 concerning Relays Type 'S' will be cancelled in the forthcoming Review of Special Instructions (Technical) Amendment 3.

2. At the request of A.I.D. Headquarters prior warning of the cancellation is hereby given to facilitate inspection arisings, and the S.T.I's concerned may be considered as cancelled.

3. Special Technical Instruction/Electrical/63 was issued on Technical News Sheets VE.100 and V.398.

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TECHNICAL NEWS SHEET

SERIES MAG Nº 58 DATE 7.12.54

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 13 RADIO

SPECIAL TECHNICAL NOTICE/RADIO (AIRBORNE ASSEMBLY)/11
REBECCA MK. 4. CONTROL UNIT TYPE 526: DEFECTS

1. Investigations have been carried out into the overheating and burning-out of potentiometers in the Control Unit Type 526. No specific cause can be assigned to the defect and it is considered that the excessive currents which cause the defect must arise from circuit faults in the Transmitter-Receiver, Indicating Unit or associated cabling.

2. When this defect occurs it should be treated by the reporting unit as a matter involving the entire installation and in particular the circuits associated with frequency-changing. Signs of faults which might lead to overloading the control unit should be sought and mentioned in para. 9 of the relevant Form 1022G.

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DE HAVILLAND SERVICE

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TECHNICAL NEWS SHEET

SERIES MAG Nº 57 DATE 6.12.54

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 23 INSTRUMENTS

PRELIMINARY WARNING/INSTRUMENTS/5

G4 Compass Detector Unit Type A reference 6B/1993.

Case reported of twelve rivets holding Unit body to mounting plate pulled through plate allowing body to become free and rotate.

Before next Primary Servicing of aircraft with subject Equipment installed inspect for defect. Renew unserviceable Units and report to R.D.A.(Defects) stating Type, Serial number and location of affected aircraft.

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TECHNICAL NEWS SHEET

SERIES MAG No. 52 Issue 3 DH AIRCRAFT DATE 24. 6. 55.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

Not RR&A Equipment

MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 23, INSTRUMENTS.

A. SERVICING INSTRUCTION/INSTRUMENTS/11 (AS AMENDED BY 11A AND B). PRESSURE HEADS MK.9 AND 9A: DEFECTS.

B. Pressure Heads Mk.9 (Ref. 6A/2959) and Mk.9A (Ref. 6A/3285) installed in aircraft or held as Unit spares.

C. Cases have occurred of:-

(a) Collapse of the front spiders inside the extension tube allowing the pitot pipe and heater wires to vibrate with the ultimate risk of fracture.

(b) Bending of the Pressure Head body at the joint or immediately forward of the joint to the extension tube.

NOTE: Extreme care is required in handling these Pressure Heads since mishandling can cause the spiders in the extension tube to collapse. In addition the Pressure head body is made of brass and bends easily, and is vulnerable to damage in its installed position. Care is also required in fitting and removing the Pressure head covers.

D. 1. At the next Primary Servicing proceed as follows:-

(1) Lightly shake or tap the Pressure head extension tube taking care not to subject the tube to any violent shock. Ignore any high pitched rattle or ring from the tube but any heavy metallic rattle indicates failure of the spiders supporting the pitot pipe in the extension tube and the Pressure head is to be rejected.

(2) Sight along the pressure head for correct alignment of the head with the extension tube. Should there be any obvious misalignment place a straight edge along the tapered portion of extension tube and the head diametrically opposite the direction of misalignment. If the head diverges from the

Continued.....

straight edge the misalignment is in excess of $\frac{1}{4}$" and the head should be rejected. If the head body is parallel to or converges toward the straight edge, the head can be regarded as serviceable. Under no circumstances must attempts be made to straighten the pressure head body.

2. Repeat the requirements of Para. (D) 1. (1) above at each subsequent Minor Servicing and those of Para (D) 1. (2) at each subsequent Primary Servicing.

3. Equipment concerned held as Unit spares, is to be checked as above prior to installation.

E. Record on appropriate form and enter in the Supplementary Servicing Record Sheet of Servicing Schedule.

F. Forms 1022c to be raised on unserviceable Pressure Heads.

G. Design changes are under active investigation.

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M.J.H.

DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

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TECHNICAL NEWS SHEET

SERIES M.A.G. No. 52. Issue 2. DATE 25.3.55.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 23 INSTRUMENTS.

(A) SERVICING INSTRUCTION/INSTRUMENTS/11.AS AMENDED BY 11A.
PRESSURE HEADS MK.9 AND 9A; DEFECTS.

(B) Pressure Heads Mk.9 (Ref. 6A/2959) and Mk.9A (Ref. 6A/3235) installed in aircraft or held as Unit spares.

(C) Cases have occurred of:-

(a) Collapse of the front spiders inside the extension tube allowing the pitot pipe and heater wires to vibrate with the ultimate risk of fracture.

(b) Bending of the Pressure Head body at the joint or immediately forward of the joint to the extension tube.

NOTE: Extreme care is required in handling these Pressure Heads since mishandling can cause the spiders in the extension tube to collapse. In addition the Pressure head body is made of brass and bends easily, and is vulnerable to damage in its installed position. Care is also required in fitting and removing the Pressure head covers.

(D) 1. At the next Primary Servicing proceed as follows:-

(1) Lightly shake or tap the Pressure head extension tube taking care not to subject the tube to any violent shock. Ignore any high pitched rattle or ring from the tube but any heavy metallic rattle indicates failure of the spiders supporting the pitot pipe in the extension tube and the Pressure head is to be rejected.

(2) Sight along the Pressure head for correct alignment of the Pressure head body with the extension tube. Slight misalignment is permissible but if the head is obviously bent the Pressure head is to be rejected.

Continued.....

No specific measurements can be made owing to the taper on the extension tube and the tolerances of manufacture. Under no circumstances must attempts be made to straighten the Pressure head body.

2. Repeat the requirements of Para (D) 1. (1) above at each subsequent Minor Servicing and those of Para (D) 1. (2) at each subsequent Primary Servicing.

3. Equipment concerned held as Unit spares, is to be checked as above prior to Installation .

(E) Record on Appropriate form and enter in the Supplementary Servicing Record Sheet of Servicing Schedule.

(F) Forms 1022c to be raised on unserviceable Pressure Heads.

(G) Design changes are under active investigation.

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DE HAVILLAND SERVICE

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TECHNICAL NEWS SHEET

SERIES M.A.G. NO. 52 DATE 23. 11. 54.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 23 INSTRUMENTS.

(A) SERVICING INSTRUCTION/INSTRUMENTS/11.
PRESSURE HEADS MK.9 AND 9A: DEFECTS.

(B) Pressure Heads Mk.9 (Ref. 6A/2959) and Mk.9A (Ref. 6A/3285) installed in aircraft or held as Unit spares.

(C) Cases have occurred of:-

(a) Collapse of the front spiders inside the extension tube allowing the pitot pipe and heater wires to vibrate with the ultimate risk of fracture.

(b) Bending of the Pressure Head body at the joint or immediately forward of the joint to the extension tube.

NOTE: Extreme care is required in handling these Pressure Heads since mishandling can cause the spiders in the extension tube to collapse. In addition the Pressure head body is made of brass and bends easily, and is vulnerable to damage in its installed position. Care is also required in fitting and removing the Pressure head covers.

(D) 1. At the next Primary Servicing and at each subsequent Primary Servicing proceed as follows:-

(1) Lightly shake or tap the Pressure head extension tube taking care not to subject the tube to any violent shock. Ignore any high pitched rattle or ring from the tube but any heavy metallic rattle indicates failure of the spiders supporting the pitot pipe in the extension tube and the Pressure head is to be rejected.

(2) Sight along the Pressure head for correct alignment of the Pressure head body with the extension tube. Slight misalignment is permissible but if the head is obviously bent

Continued.....

the Pressure head is to be rejected. No specific measurements can be made owing to the taper on the extension tube and the tolerances of manufacture. Under no circumstances must attempts be made to straighten the Pressure head body.

2. Equipment concerned held as Unit spares, is to be checked as above prior to Installation.

(E) Record on Appropriate form and enter in the Supplementary Servicing Record Sheet of Servicing Schedule.

(F) Forms 1022c to be raised on unserviceable Pressure Heads.

(G) Design changes are under active investigation.

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D E H A V I L L A N D S E R V I C E
AIRSPEED DIVISION
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TECHNICAL NEWS SHEET

SERIES MAG No. 50 Issue 7 DATE 30.5.1958

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

This News Sheet cancels and supersedes Issue 6 dated 5.7.1957.

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 6. ENGINE INSTALLATION.

AUTHORISED LIFE OF SERVICE ENGINES.

The following information has been extracted from Air Publication A.P. 1464C, Volume 2, Part 1, Leaflet No. 2, and N.A.M.O./GENERAL/G.40 and is published for information and action where necessary.

It is permissible to vary the authorised life of fully established engines subject to any additional servicing considered necessary; but only where the engine/E.C.U. concerned is functioning satisfactorily. The concession permits anticipation of the authorised "life" by 30 hours and extension by a maximum of 50 hours to facilitate the timing of engine removal within the pattern of Servicing in force at any particular formation.

Type	Mark of engine.	Mark of engine change unit.	Life between Reconditioning(Hours) R.A.F.	R.N.
Ghost	103	10301	300	300
	104	10401	300	300
	105	10501	-	300
Goblin	2	-	600	-
	3	-	600	600

Continued.....

Type	Mark of engine	Mark of engine change unit.	Life between Reconditioning (Hours) R. A. F.	Life between Reconditioning (Hours) R. N.	Remarks
Merlin	35	-	500	500	(RAF) Less Mod. 4041
			1000		With Mod. 4041.
	68A	-	500	-	-
	113, 114A	-	400	-	-
	140	-	-	320	-

This information has been issued by the Ministry of Supply as Special Technical Notice/Engines (Authorised Life)/1, Issue 4 cancelling and superseding Issue 3 (published on earlier issues of this News Sheet).

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DE HAVILLAND SERVICE
AIRSPEED DIVISION
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TECHNICAL NEWS SHEET

SERIES MAG No. 50 Issue 8 DATE ~~20. 10. 1958.~~

This News Sheet cancels and supersedes Issue 7 dated 30. 5. 1958.

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 6. ENGINE INSTALLATION.

AUTHORISED LIFE OF SERVICE ENGINES.

The following information has been extracted from Air Publication 1464C, Vol. 2, Part 1, Leaflet No. 2 and from N. A. M. O. General/G. 40 compiled as single list and forwarded for information and action where necessary.

It is permissible to vary the authorised life of fully established engines subject to any additional servicing considered necessary; but only where the engines/E. C. U. concerned is functioning satisfactorily. The concession permits anticipation of the authorised "life" by 30 hours or 10% of the authorised reconditioning life whichever is the lower, and extension by a maximum of 10% to facilitate the timing of engine removal within the pattern of Servicing in force at any particular formation.

ENGINES AND E. C. U. 's : Life between Reconditionings.

Section 1: RECIPROCATING ENGINES/E. C. U. 's.

Type	Mk. of Engine	Mk. of E. C. U.	Life between Reconditioning (HOURS)		Remarks
			RAF	RN	
(1)	(2)	(3)	(4)	(5)	(6)
MERLIN	35	–	500 1000	500 –	Less Mod. 4041 (R. A. F) With Mod. 4041.

Continued. . . .

MAG. 50, Issue 8 continued

Section 1 continued

Type	Mk. of Engine	Mk. of E.C.U.	Life between Reconditioning (HOURS)		Remarks
			RAF	RN	
(1)	(2)	(3)	(4)	(5)	(6)
MERLIN (continued)	68A	–	500	–	
	113, 114A	–	400	–	
	140	–	–	320	

Section 2: Turbine Engines/E.C.U's.

Type	Mk. of Engine	Mk. of E.C.U.	Life between Reconditioning (HOURS)		Remarks
			RAF	RN	
(1)	(2)	(3)	(4)	(5)	(6)
GHOST	103	10301	300	300	
	104	10401	300	300	
	105	10501	–	300	
GOBLIN	2	–	600	–	
	3	–	600	600	

This information has been issued by the Ministry of Supply as Special Technical Notice/Engines (Authorised Life)/1, Issue 5, cancelling and superseding Issue 4 (published on Issue 7 of this News Sheet.)

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DE HAVILLAND SERVICE

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TECHNICAL NEWS SHEET

SERIES MAG No 50 Issue 6 DATE 5.7.57.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

This Technical News Sheet cancels and supersedes Issue 5 dated 9.5.57.

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 6. ENGINE INSTALLATION.

AUTHORISED LIFE OF SERVICE ENGINES

The following information has been extracted from A.P. 1464C, Volume 2, Part 1, Leaflet No. 2, and N.A.M.O./Engines/E.2, and N.A.M.O./Engines (American)E 1, and is published for information and action where necessary.

Type	Mark of engine	Mark of engine change unit	Life between Reconditioning(Hours) R.A.F.	R.N.	Remarks
Ghost	103	10301	300	300	Period between combustion chamber bay-servicing may be increased to 200 hours where Mk. 5 assemblies are fitted.
	104	10401	300	300	
	105	10501	-	200	-
Goblin	2	-	300	200	-
				300	With Mods. 181, or 190 and 191.
			600	600	(R.A.F.)with Mods 167, 223, 224, 245, 249, 254, 266 & 272. (R.N.)Subject to NAMO/Engines/E(de H)8.

Continued.....

Sheet 2

Type	Mark of engine	Mark of engine change unit	Life between Reconditioning (Hours) R.A.F.	R.N.	Remarks
Goblin	3	-	600	600	-
Merlin	T.24/2	-	500	-	-
	25	-	-	400	-
	35	-	500	500	(RAF) Less Mod. 4041
			1000		With Mod. 4041
(Packard)	68A	-	500	-	-
	114	-	-	400	-
	130/131	-	400	-	Less Mods. 2264, 2304
			500	-	With Mods. 2264, 2304
	140	-	-	320	-
	224	-	450	-	Less Mod. 2304
			600	-	With Mod. 2304
	226	-	250	-	Less Mod. 587
			300	-	With Mod. 587
All other marks		-	400	-	-

This information has been issued by the Ministry of Supply as Special Technical Notice/Engines (Authorised Life)/1, Issue 3, with Amendments 1 and 2, cancelling and superseding Issue 2 (published on earlier issues of this News Sheet).

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AIRSPEED DIVISION
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TELEPHONE
CHRISTCHURCH 1600

CABLES
HAVILLAND TELEX CHRISTCHURCH

TELEX
CHRISTCHURCH 41-536

TECHNICAL NEWS SHEET

SERIES MAG No. 48 Issue 2 DATE 20.10.1958

This News Sheet cancels and supersedes Issue 1 dated 8.11.1954.

MILITARY AIRFRAME, GENERAL CIRCULATION
SUB HEADING 13. RADIO.

A.I. MARK 21 (AN/ADS-57): MODULATOR UNIT MD. 175: RE-ORIENTATION OF PLUG J.101. (SPECIAL TECHNICAL INSTRUCTION/RADIO (AIRBORNE)/50.)

The above instruction, which was published on Issue 1 of this news sheet, has been cancelled by the Ministry of Supply Review of Special Instructions (Technical) of May, 1957.

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TECHNICAL NEWS SHEET

SERIES M.A.G. No. 47. DATE 18. 10. 54.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 24 REPAIR SCHEME.
Vol 3 Sect 1 Sub Sect A3

Air HQ 1.12.54

DRILLING OF HOLES TO TERMINATE MATERIAL CRACKS.

Research work into fatigue problems has emphasized the importance of cracks and their repair treatment.

Hitherto it has been accepted practice to "pin" drill the end of the crack and fit a local reinforcement. The "pin" drill was often only 1/16" diameter.

It has been found that cracks will re-start beyond the hole and will increase in length UNDER the plate.

Drilling at crack extremities must, in future, be restricted to parts of secondary importance only and the drill size should be 1/8" wherever possible.

In no case should the drill size be less than 3/32" diameter.

In items of major importance the cracked area should be cut out to leave an evenly shaped hole with definitely radiused corners and a repair patch fitted. If a smooth exterior is important then a type of insertion repair must be employed.

Particular attention should be paid to these items, especially in any load carrying webs or skins with emphasis at any cutout or aperture.

SOURCE: DHMAG No 4)

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TECHNICAL NEWS SHEET

SERIES MAG No 31 Issue 2 DATE 12. 1. 55.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

MILITARY AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 7 FUSELAGE ASSEMBLY.

SPECIAL TECHNICAL INSTRUCTION/EJECTION SEAT/9. MODIFIED HARNESS RELEASE LEVER AND CAP FOR HARNESS RELEASE BOX: FITTING.

B. Ejection Seats Mark 2 Series and Mark 3 Series.

C. A case has occurred of failure of Harness Release Lever, Part No. MBEU/3426, due to faulty welding. This defect is being remedied by the fitting of a modified lever in light alloy L.65, Part No. A/MBEU/4046 (Ref. 6F/291) and a modified cap for Harness Release Box, Part No. A/MBEU/3443/2 (Ref. 6F/292) Modification No. 186.

D. 1. Immediately on receipt of this instruction demand the parts required on the attached Leaflet. (Mod. 186).

2. On receipt of parts the modification is to be embodied as detailed on the Draft Technical Leaflet appended, as follows:-

(a) Operational aircraft: immediately.

(b) Aircraft and seats in storage: before issue.

(c) Seats on production line: immediately.

NOTE: The unmodified levers of the seats being produced to Contractors Works are to be subjected to a proof load test as detailed in Drawing No. MBEU/3426/Issue 2.

E. Record on appropriate forms and enter "MOD. 186 embd."

F. Nil.

G. Modification No. 186, where embodied, will render compliance with this Instruction unnecessary.

Continued.....

ALL MARK II AND MARK III EJECTION SEATS

To introduce Modified Harness Box Release Lever Part No. MBEU/4046 in place of Part No. MBEU/3426 and Modified Cap for Harness Box, Part No. MBEU/3443 Issue 2, in place of MBEU/3443, Issue 1.

Class B/2 (Proposed Classification Only). Modification No. Ejection Seat 186 Prelim.

1. The following parts are required and are becoming available at Maintenance Unit No. and R.N. Depot Stores:-

Stores Ref.	Part No.	Nomenclature	No. Off.	Class of Store
	MBEU/3443 Issue 2.	Sub-assy of cap for Harness Box	1	
	MBEU/4046	Harness Box Release Lever	1	
	SK/2371	Harness Box Seal Transfer	1	

2. The following part Issue 1 is not required and is to be returned to Martin-Baker Aircraft Co.Ltd., for modification.

Stores Ref.	Part No.	Nomenclature	No. Off.	Class of Store
	MBEU/3443 Issue 1.	Sub-Assy of cap to Harness Release.	1	

3. The following part is not required and is to be disposed of in accordance with current procedure.

Stores Ref.	Part No.	Nomenclature	No. Off.	Class of Store
	MBEU/3426	Harness Box Release Lever	1	

4. The following is the sequence of operations:-
(Refer to the attached drawing).

Continued.....

(1) Remove the secondary cartridge, the primary cartridge and the drogue gun in accordance with instructions given in the Chapter 5 of the relevant section of AP.4288B, Volume 1, or AP.4288N, Volume 1, or AP.4288C, Volume 1, as appropriate.

(2) Release harness straps from box rotating the cap clockwise.

(3) Remove lock-washer by unscrewing 2-4 BA c's'k screws and retain both screws and washer.

(4) Raise the Harness Box Cap sufficiently from its bearing to release the tension of the spring, Part No. MBEU/3427.

(5) Detach spring from the cap and lever by withdrawing hooked ends from the holes and retain.

(6) Unscrew 2BA special Bolt, securing Harness Box Lever and retain bolt and washer.

(7) Remove Harness Box Lever, Part No. MBEU/3426.

(8) Place cable into the groove of the modified Harness Box Lever, Part No. MBEU/4046, and assemble into the box (see attached drawing).

(9) Secure the lever to the box with retained special 2BA bolt and plain washer.

NOTE: Check that when the lock-washer (retained) is placed in position over the 2BA bolt head, the 2 - 4BA c's'k holes in the washer are in line with 4BA tapped holes in the lever body. Required position is achieved by tightening or slackening of the bolt.

(10) Place the larger hooked end of the retained spring into the hole provided in the Harness Box cap body, so that the spring runs on the inside bottom edge of the cap.

(11) Place the other hooked-end of the spring into the hole provided on the edge of the segment of the lever. Position the Harness Box Cap in its bearing and rotate clockwise gently pressing downwards until it drops home.

Continued.....

(12) Replace retained lock-washer and secure it with 2 - 4BA C's'k screws retained. The washer should not protrude above the cap.

(13) Stick on supplied Harness Box transfer, Part No. SK/2371, over the lock washer.

(14) Replace Harness straps into the Harness Box.

(15) Stamp the modification plate on the side of headrest with Modification No. "186 Prelim."

(16) Check the Harness Box for operation:-

a. Manually.

b. By operating the time release.

(17) Re-set Time Release Unit in accordance with instructions given in Chapter 5 of the relevant section of AP.4288B, Volume 1, AP.4288N, Volume 1, or AP.4288C, Volume 1, as appropriate.

(18) Replace the drogue gun, the primary cartridge and the secondary cartridge in accordance with instructions given in Chapter 5 of the relevant section of AP.4288B, Volume 1, AP.4288N, Volume 1, or AP.4288C, Volume 1, as appropriate.

When the modification has been embodied it is then to be inspected in accordance with authorised current procedure.

Technically Approved for Martin-Baker Aircraft Co.Ltd. (sgd) A Rowland Jones.

Date. 18.5.54.

Technically Approved for D.G.T.D.(A)..... Date .....
R.T.O.

Technically Approved for D.A.I..... Date .....
Inspector in Charge, A.I.D.

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TECHNICAL NEWS SHEET

SERIES ~~M.A.G.~~ No. ~~30~~ Issue 3 DATE ~~7.6.57.~~

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

This Technical News Sheet cancels and supersedes Issue 2 dated 11.1.

Servicing Instruction/Flying Clothing/2 (as amended by 2A) on this I Sheet has been copied from Issue 2 without alteration.

Special Technical Notices/Procedure/2 and 3, published on Issue 2 o this News Sheet, have been cancelled by Special Technical Notice/ Procedure/15, shown on M.A.G. 126.

MILITARY AIRFRAME. GENERAL CIRCULATION.
SUB HEADING 10. MISCELLANEOUS EQUIPMENT.

(A) Servicing Instruction/Flying Clothing/2. (As amended by 2A). Oxygen Mask Tube Assemblies: Serviceability of Linen Thread.

(B) The following Mask Tube Assemblies in use and held as spares a User Units:-

Mk. 1A	(6D/1571),	Mk. 2	(6D/917)
Mk. 3	(6D/918),	Mk. 4A	(6D/1572)
Mk. 7A	(6D/1573),	Mk. 8	(6D/1520)

(C) Numerous cases have been reported of loosening of linen thread binding causing separation of the L.P. flexible tubing from th associated connection piece. This has resulted in failure of oxygen supply.

(D) 1. Immediately on receipt of this Instruction and at each subsequent routine servicing of mask tube assemblies the linen thread bindings are to be examined for security and serviceability. Unserviceable joints are to be remade using linen thread (32B/656) tightly whipped, and coated with varnish special fungicide, specification TS.191 (Ref.33B/937).

2. Prepacked items are NOT to be checked. The package or l is to be marked "S.I./Flyg.Clothing/2 NOT satisfied."

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(E) Record on appropriate form and enter on the supplementary servicing record sheet of the servicing schedule.

(F) Nil.

(G) Modification action is being considered.

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